2006

INDIANA CRASH FACTS

INDIANA CRIMINAL JUSTICE INSTITUTE

CENTER FOR URBAN POLICY AND THE ENVIRONMENT

SCHOOL OF PUBLIC AND ENVIRONMENTAL AFFAIRS
INDIANA UNIVERSITY
IUPUI

INDIANA TRAFFIC SAFETY QUICK FACTS - 2006

- 192,724 traffic-related collisions resulting in injury or property damage occurred.
- 899 people were killed in 817 fatal traffic collisions.
- 55,197 people were injured in traffic collisions.
- 7.4 percent of the total collisions were speed-related.
- 6.1 percent of the total collisions were alcohol-related; 30.5 percent of fatal collisions were alcohol-related.
- 273 people were killed in alcohol-related collisions.
- 66.2 percent of the total collisions occurred in urban areas; 68.8 percent of fatal collisions occurred in rural areas.
- October and November were the highest months for collisions (36,571 combined, or 19 percent of all collisions in 2006).
- 25 percent of licensed drivers ages 16 and 17 were involved in collisions, compared to 5.7 percent of licensed drivers between the ages of 25 and 44.
- 50 percent of the people who suffered fatalities or incapacitating injuries were restrained.
- 29 percent of the people who suffered fatalities or incapacitating injuries in alcohol-related collisions were restrained.
- The number of registered vehicles in Indiana decreased from 6,567,298 in 2005 to 6,310,292 in 2006.
- There were 5,323,592 licensed drivers in Indiana in 2006 compared to 4,964,526 in 2005; a 7.2 percent increase.

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

Mitchell E. Daniels, Jr.
Governor

Dear Traffic Safety Advocates,

Automobile crashes have claimed the lives of an average of 928 people in Indiana from 2004-2006. Unfortunately, in many of these cases the fatalities may have been preventable. These tragic losses not only affect family and friends, but also communities and Indiana as a whole. This is why we must use all resources available to counter these crashes and reduce deaths and injuries on our roadways. This cannot be accomplished without accurate data that paints a picture of what may be causing these crashes and where they are occurring.

Indiana Crash Facts is produced as the summary of highway crash statistics for the State of Indiana. This publication is a tool which Indiana can use to examine the relationship between human behavior and preventable death and injury on the State's roadways. These relationships and trends help us in developing, implementing, and measuring the impact of traffic safety programs.

While the purpose of this publication is to serve as an annual summary, production ceased after 2000 due to several challenges. One of the largest issues was lag time in receipt of crash report data and the inaccuracies of the submitted reports to the Indiana crash records repository. I am pleased to announce that the development and implementation of the Automated Reporting Information Exchange System (ARIES) has greatly improved the quality and availability of electronic crash data. Through the dedication and efforts of a variety of state agencies and law enforcement throughout the state, the electronic submissions of crash reports has increased from 32% to over 95% in the past 18 months, which is the best in the country. This advancement greatly enhances the process of completing the necessary analysis of data needed in establishing effective problem identification to save Hoosier lives.

This publication was compiled by the Center for Urban Policy and the Environment (the Center), an integral party in the analysis and research of Indiana's traffic safety concerns. The Center provides Indiana with timely analysis of traffic data which aids in the development, implementation, and measurement of the impact of traffic safety programs.

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

Sincerely,

Mitch Daniels

INDIANA CRIMINAL JUSTICE INSTITUTE

Dear Reader,

The Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute (ICJI) utilizes data driving decision strategies and federal funding to reduce injuries and fatalities on Indiana's roadways. Governor Daniels leadership on traffic safety has furthered partnerships with local and state law enforcement agencies, non-profit organizations, health care providers, legislatures, prosecutors, researchers, and state and federal agencies that have made a positive impact on traffic safety in Indiana. The TSD, within the ICJI, works to bring these different organizations together to collaborate on the common interest of saving Hoosier lives.

Of all of the TSD collaborative partners, law enforcement agencies are the most important figure since they are the face of traffic safety for the public. The TSD has seven Law Enforcement Liaisons to encourage continual support of traffic safety programs by law enforcement agencies statewide. Over 250 law enforcement agencies participate in our Operation Pull Over, DUI taskforce, Big City/County partnerships and Dangerous Driving countermeasure programs to enhance traffic safety in Indiana. Combined, these initiatives create sustained year long enforcement throughout the state that addresses traffic safety issues.

CJI works closely with the National Highway Traffic Safety Administration (NHTSA) and other partners to set goals and design comprehensive plans using data driven decision making. Following careful analysis of traffic data provided through the TSD's partnership with the Center for Urban Policy and the Environment, countermeasures are set and applied to traffic safety initiatives to achieve the greatest impact on improving traffic safety in Indiana. Combining accurate and timely data with a consistent approach and message by all traffic safety advocates has made Indiana a leader in innovative and accountable approaches to saving lives on Hoosier roadways.

ICJI thanks all of Indiana's traffic safety professionals who have helped create a partnership that produces the result that matters most to Hoosiers, the saving of lives.

Sincerely,

Mike Cunegin,
Executive Director,
Criminal Justice Institute

Jason Hutchens,
Chief Deputy Director,
Criminal Justice Institute

Ryan Klitzsch
Division Director,
Traffic Safety,
Criminal Justice Institute

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GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING

Dear Hoosiers,

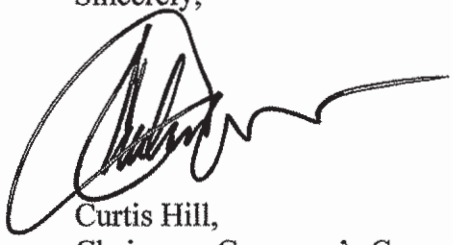
I was honored to be appointed Chairman of the Governor's Council on Impaired and Dangerous Driving by Governor Daniels. Since being appointed Chairman of the Governor's Council two years ago, a number of exciting and progressive strides have been made to improve traffic safety in the state. Under the leadership of Governor Daniels, Indiana has seen a 4.2 percent decrease in fatalities in 2006 compared to 2005. Furthermore, Indiana has consistently had a lower alcohol fatality rate and higher seat belt usage rate then the national average for the past few years.

Wearing a seat belt is the single most effective tool for saving lives and reducing injuries. Recognizing the importance of having every driver and passenger buckle up, regardless of what vehicle they drive, the Governor supported the passage of the primary seat belt bill in May of this year. Because of this, Indiana is a trend setter in the nation by having one of the most comprehensive seat belt laws in the nation.

This publication will be a valuable asset to traffic safety advocates, law enforcement and researchers across the State. The Indiana Crash Facts book will be used in developing programs and educating the motoring public on ways of fulfilling our mission "to reduce death, injury, property damage and economic costs associated with traffic crashes on Indiana's roadways."

Although many improvements have been made in traffic safety, we must remain vigilant on educating the public and enforcing our traffic laws. Utilizing the information in this Crash Fact book is another positive step in fulfilling the Governor's Council mission.

Sincerely,



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

GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING

Mr. Curtis Hill, Chairman
Elkhart County Prosecutor

William Anderson
Sheriff, Tippecanoe County

Dr. Marilyn Bull, M.D.
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J. Eric Dietz
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Randy Koester
Chief of Staff, Indiana Department of Correction

Todd Myer
Prosecutor, Boone County

Ed Perez
Public Affairs Specialist, State Farm Insurance

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

Gary Secrest
Chief Counsel, Indiana Attorney General

Ron L. Stiver
Commissioner, Indiana Bureau of Motor Vehicles

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

A division of the INDIANA CRIMINAL JUSTICE INSTITUTE

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

INTRODUCTION AND ACKNOWLEDGEMENTS

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

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

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

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

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Cover design is density map of all collisions that occurred in Indiana in 2006.

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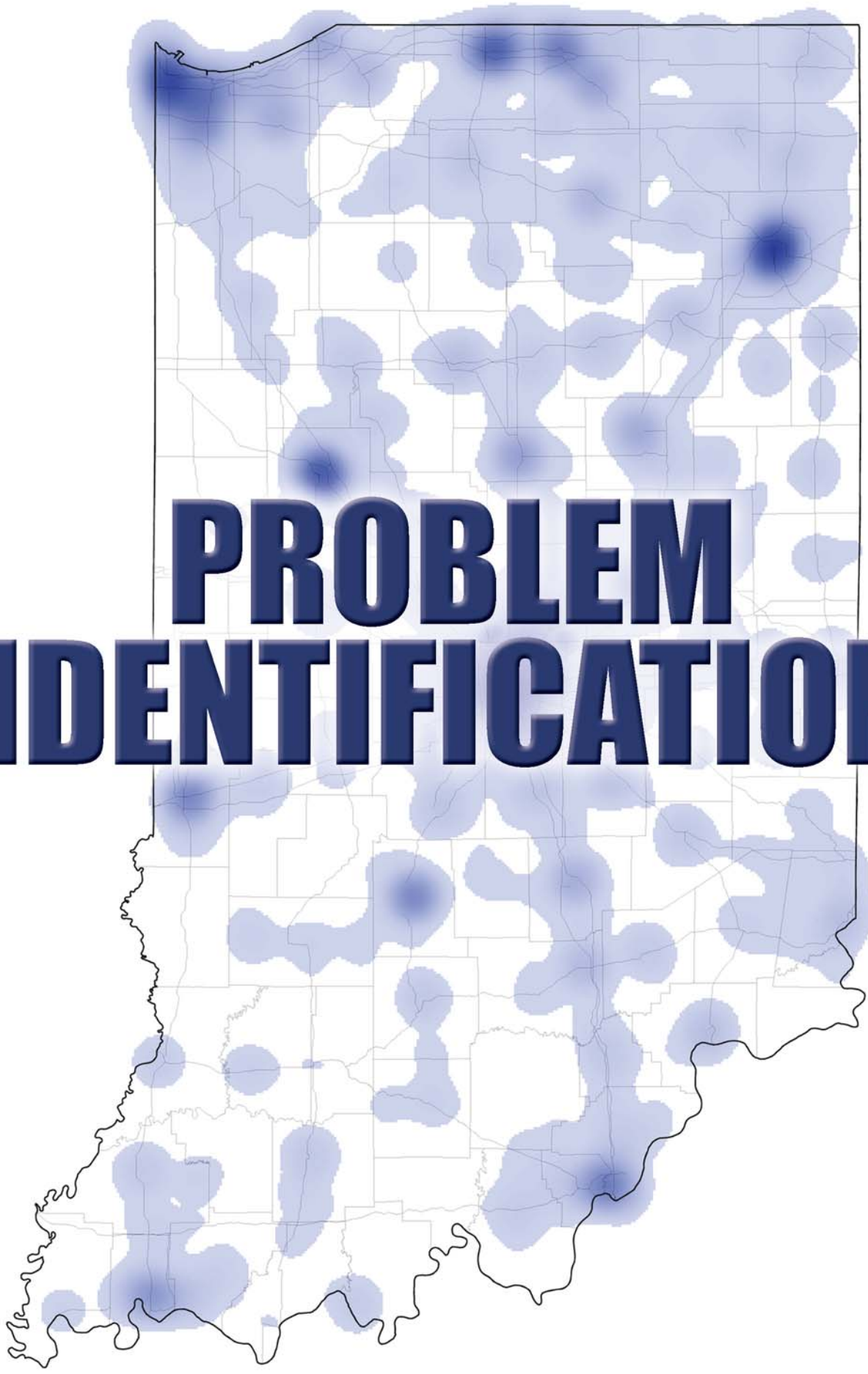


PROBLEM IDENTIFICATION

PROBLEM IDENTIFICATION, 2006

The mission of the Governor's Council on Impaired and Dangerous Driving (GCIDD or Governor's Council), a division of the Indiana Criminal Justice Institute (ICJI), is to reduce death, injury, property damage and economic cost associated with traffic crashes on Indiana's roadways. The Traffic Safety Division (TSD) within ICJI, in conjunction with the Governor's Council, developed a set of benchmarks as part of the Highway Safety Plan for fiscal year 2008 to assess the state of traffic safety in Indiana. These benchmarks correspond to *priority program areas* established by the National Highway Traffic Safety Administration (NHTSA), targeting the occurrence of fatal collisions as they relate to alcohol involvement, safety belt usage, young drivers, motorcycle safety, and dangerous driving. Within each area, ICJI has established specific goals and performance measures that relate to the occurrence of collisions and their impact on Indiana.[1,2] The content of the *Traffic Safety Fact Sheets* series (produced in July to August 2007) is geared toward these areas, providing analytical context and serving as a resource for policy decision making.

Fatalities

Goal(s)

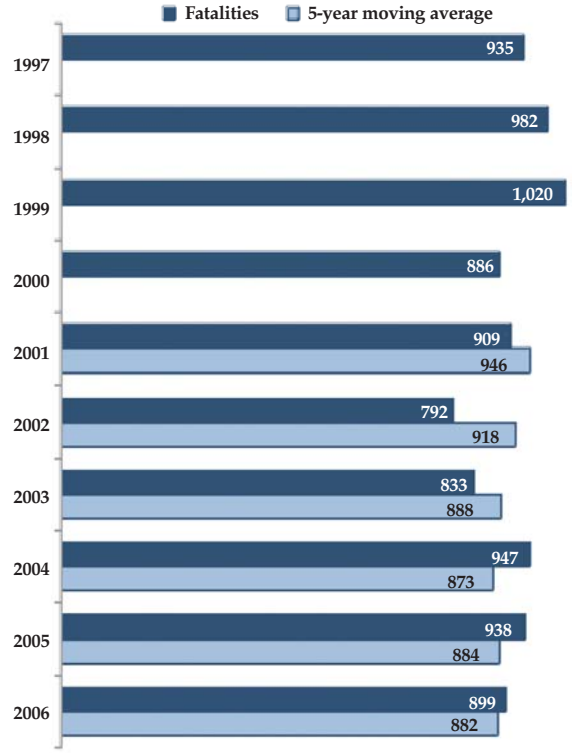
ICJI: To reduce total traffic fatalities from 899 in 2006 to 881 in 2008 (two percent) and to 846 in 2010 (5.9 percent).

Context

Traffic fatalities in Indiana in 2006 decreased 4.2 percent from 2005 and have decreased an average of 0.7 percent annually since 1997 (Figure 1). Since 2004, fatalities have decreased nominally but have exceeded the five-year moving average.

When standardized by regional population, Indiana has generally exceeded NHTSA's Region V (of which Indiana is a part) and the United States in the occurrence of fatal collisions (Table 1). In 2006, there were 14.2 fatalities per 100,000 resident citizens in Indiana. Additionally, the average annual change in fatalities per 100,000 resident citizens from 1997 to 2006 has been slower in Indiana (0.7 percent decrease

Figure 1. Fatalities in Indiana collisions, 1997-2006



Source(s) 1997-2002: Fatality Analysis Reporting System
2003-2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Table 1. Fatality rates in traffic collisions, 1996-2006

	Fatalities per 100K population			Fatalities per 100M VMT		
	Indiana	Region V	United States	Indiana	Region V	United States
1996	16.7	13.7	15.6	1.49	1.48	1.69
1997	15.7	13.3	15.4	1.36	1.40	1.65
1998	16.4	13.2	15.0	1.42	1.37	1.58
1999	16.9	13.4	15.0	1.46	1.38	1.55
2000	14.5	12.9	14.9	1.25	1.33	1.53
2001	14.8	12.6	14.8	1.27	1.30	1.51
2002	12.9	12.6	14.9	1.09	1.28	1.51
2003	13.5	12.5	14.7	1.15	1.26	1.48
2004	15.2	12.0	14.6	1.30	1.19	1.45
2005	15.0	11.9	14.7	1.31	1.20	1.45
2006	14.2	11.1	14.2	1.25	1.11	1.42
Average % change, '97-'06	*-0.7*	*-1.9*	*-0.9*	*-0.6*	*-2.5*	*-1.6*

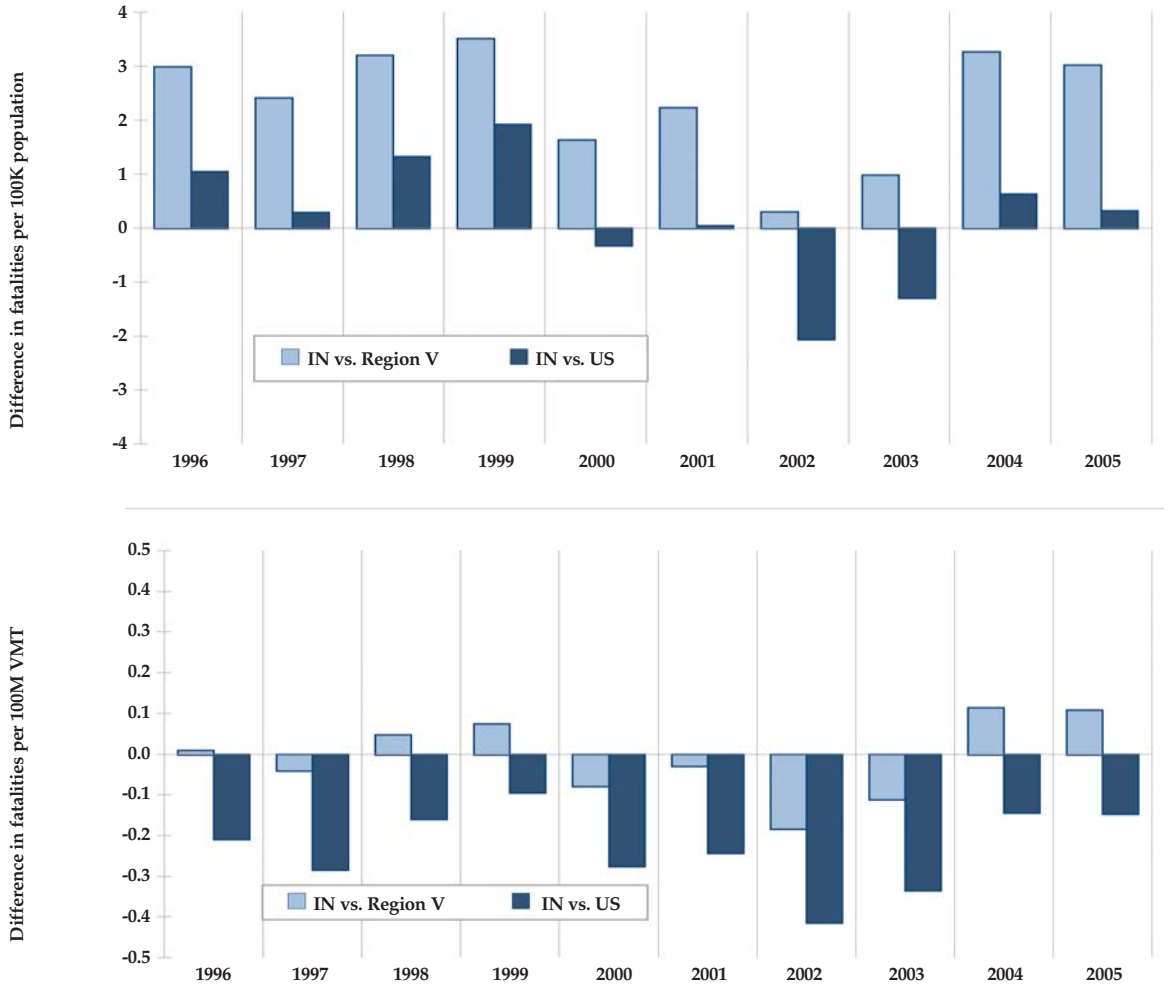
Note(s)
Region V includes Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin
Vehicle miles traveled (VMT) for Indiana and Great Lakes in 2006 not available at time of publication; 2005 VMT used as a proxy

Source(s)
Fatalities (Region V and United States), 1997-2006: Fatality Analysis Reporting System
Fatalities (Indiana), 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Population: U.S. Census Bureau
Vehicle miles traveled (all regions), 1997-2005: Federal Highway Administration, Highway Statistics
Vehicle miles traveled (United States), 2006: Federal Highway Administration, Traffic Volume Trends (June, 2007)
Vehicle miles traveled (Indiana), 2005: Indiana Department of Transportation, as of February 1, 2007

[1]*State of Indiana Highway Safety Plan, Federal Fiscal Year 2008*, Indiana Criminal Justice Institute, Traffic Safety Division, August 31, 2007.

[2]Goals that NHTSA establishes are defined at the regional level. Indiana belongs to Region V, in addition to Illinois, Michigan, Minnesota, Ohio, and Wisconsin.

Figures 2 and 3. Differences in the incidence of traffic fatalities between Indiana and Region V and Indiana and the United States, 1996-2005



Note(s)
Region V includes Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin
Vehicle miles traveled (VMT) for Indiana and Region V in 2006 not available at time of publication; 2005 VMT used as a proxy

Source(s)
Fatal collisions, 1996-2005: Fatality Analysis Reporting System
Fatal collisions, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Population: U.S. Census Bureau
Vehicle miles traveled, 1997-2004: Federal Highway Administration, Highway Statistics
Vehicle miles traveled, 2005: Indiana Department of Transportation, as of February 1, 2007

annually) than for either Region V or the United States (1.9 percent and 0.9 percent decreases, respectively).

Indiana has generally had more fatalities than Region V and less than that of the United States in fatal collisions per 100 million vehicle miles traveled (VMT). In 2006, there were 1.25 fatalities per 100 million VMT in Indiana, compared to 1.11 for Region V and 1.42 for the United States. Indiana also lags the broader regions in reductions in annual changes (Figure 2 and 3). Traffic fatalities in Indiana, per 100,000 resident citizens, were generally greater than those of Region V and the United States, while Indiana rates were generally lower on a VMT basis.

Alcohol

Goal(s)

NHTSA – Region V: In those collisions where a person has a blood alcohol content (BAC) test result of 0.08 grams per deciliter (g/dL) or higher, to reduce fatalities per 100 million vehicle miles traveled (VMT) from 0.40 in 2005 to 0.39 in 2008.

ICJI: (1) In those collisions where a person has a BAC test result of 0.08 g/dL or higher, to reduce fatalities from 57 percent in 2006 to 48 percent in 2008 (NHTSA national goal).

(2) In those collisions where a person has a BAC test result of 0.08 g/dL or higher, to reduce fatalities per 100 million VMT from 0.38 in 2005 to 0.36 in 2008.

(3) To reduce the number of alcohol-related fatalities from 273 in 2006 to 267 in 2008.

(4) To exceed NHTSA-Region V goal by 2010.

(5) To reduce the alcohol-related fatalities, per 100 million VMT to 0.31 in 2010.

(6) To reduce alcohol-related fatalities to 257 in 2010.

Context

In 2005, the percentage of fatalities that occurred in alcohol-related collisions was lower in Indiana (34.1 percent) than that of both Region V (38 percent) and the United States (38.9 percent). Indiana also had less alcohol-related fatalities per 100 million vehicle miles traveled (0.45), than either broad region (Table 2). In 2006, 30.4 percent of all fatalities were in an alcohol-related collision, a 3.8 percent decrease from 2005 (not shown).

Since 1996, Indiana has generally had a lower incidence rate of alcohol-related fatalities than Region V and the United States (Figures 4 and 5). Alcohol-related fatalities per 100 million VMT is substantially lower than either Region V or the United States. On average, since 1996 approximately 85 percent of alcohol-related fatalities occurred in a collision where a driver had a BAC test result of 0.08 g/dL or higher (Figure 6).

Table 2. Alcohol-related fatalities as a proportion of all fatalities, 1996-2006

	Indiana					Region V				United States			
	Alcohol-related (Indiana expanded def.)	Alcohol-related (FARS)	% total fatalities	per 100K pop	per 100M VMT	Alcohol-related (FARS)	% total fatalities	per 100K pop	per 100M VMT	Alcohol-related (FARS)	% total fatalities	per 100K pop	per 100M VMT
1996	n/a	350	35.6	5.9	0.53	2,438	36.4	5.0	0.54	17,749	42.2	6.6	0.72
1997	n/a	331	35.4	5.6	0.48	2,342	35.8	4.8	0.50	16,711	39.8	6.1	0.65
1998	n/a	406	41.3	6.8	0.59	2,499	38.3	5.0	0.53	16,672	40.2	6.0	0.63
1999	n/a	384	37.6	6.4	0.55	2,434	36.6	4.9	0.51	16,571	39.7	5.9	0.62
2000	n/a	303	34.2	5.0	0.43	2,455	37.9	4.9	0.50	17,381	41.4	6.2	0.63
2001	n/a	319	35.1	5.2	0.44	2,495	39.2	4.9	0.51	17,400	41.2	6.1	0.62
2002	n/a	261	33.0	4.2	0.36	2,441	38.3	4.8	0.49	17,525	40.8	6.1	0.61
2003	241	261	31.3	4.2	0.36	2,372	37.4	4.7	0.47	17,105	39.9	5.9	0.59
2004	284	304	32.1	4.9	0.42	2,312	37.9	4.5	0.45	16,918	39.5	5.8	0.57
2005	293	320	34.1	5.1	0.45	2,330	38.0	4.5	0.46	16,885	38.9	5.7	0.56
2006	273	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	17,602	41.8	6.5	0.71
Average % change, '96-'05	*n/a*	*-0.05*	*-0.16*	*-0.70*	*-0.88*	*-0.45*	*0.54*	*-0.96*	*-1.75*	*-0.52*	*-0.88*	*-1.57*	*-2.55*

Note(s)

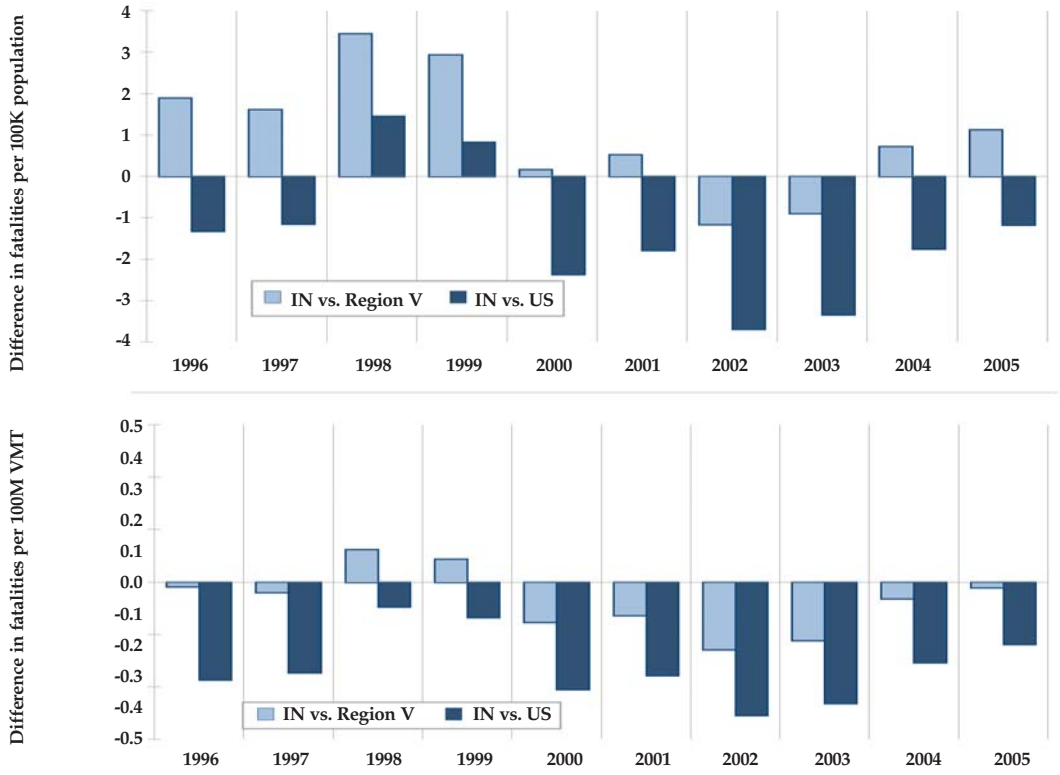
The Fatality Analysis Reporting System (FARS) uses an imputation model to adjust alcohol-related fatality counts, concentrating on BAC test results, as reported by states. An expanded definition of 'alcohol-related' is used for subsequent analyses for Indiana. See glossary for more information.

The Indiana 'expanded definition' of an alcohol-related collision is one where any of the following conditions are met: Any vehicle driver or non-motorist (pedestrian, pedalcyclist) involved in the collision has a measurable blood-alcohol content (BAC) result or appears to have been drinking, if alcoholic beverages are listed as a contributing or primary factor in the collision, or if an 'Operating While Intoxicated' (OWI) citation is issued to a driver.

Source(s)

Fatalities, 1996-2002 and 2006 (United States): Fatality Analysis Reporting System
Fatalities, 2003-2006 (Indiana): Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Vehicle miles traveled (all regions), 1997-2005: Federal Highway Administration, Highway Statistics
Vehicle miles traveled (United States), 2006: Federal Highway Administration, Traffic Volume Trends (June, 2007)
Vehicle miles traveled (Indiana), 2005: Indiana Department of Transportation, as of February 1, 2007

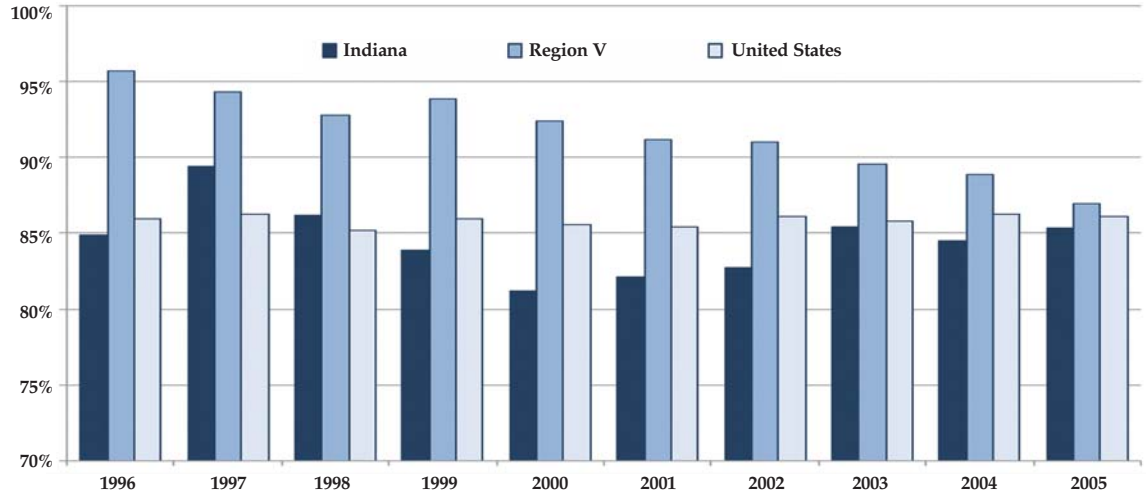
Figures 4 and 5. Differences in the incidence of alcohol-related traffic fatalities between Indiana and Region V and Indiana and the United States, 1996-2005



Note(s)
Region V includes Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin
Vehicle miles traveled (VMT) for Indiana and Region V in 2006 not available at time of publication; 2005 VMT used as a proxy

Source(s)
Fatal collisions, 1996-2005: Fatality Analysis Reporting System
Fatal collisions, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Population: U.S. Census Bureau
Vehicle miles traveled, 1997-2004: Federal Highway Administration, ***Highway Statistics***
Vehicle miles traveled, 2005: Indiana Department of Transportation, as of February 1, 2007

Figure 6. Proportion of alcohol-related fatalities where at least one driver involved had BAC test result of 0.08 g/dL or greater, 1996-2005



Note(s)
Region V includes Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin

Source(s)
Fatalities, 1996-2005: Fatality Analysis Reporting System

Safety belt usage

Goal(s)

NHTSA – Region V: To increase seat belt use from 87 percent in 2007 to 89 percent in 2008.

ICJI: (1) To increase seat belt observational use from 87.9 percent in May 2007 to 90 percent in May 2008.

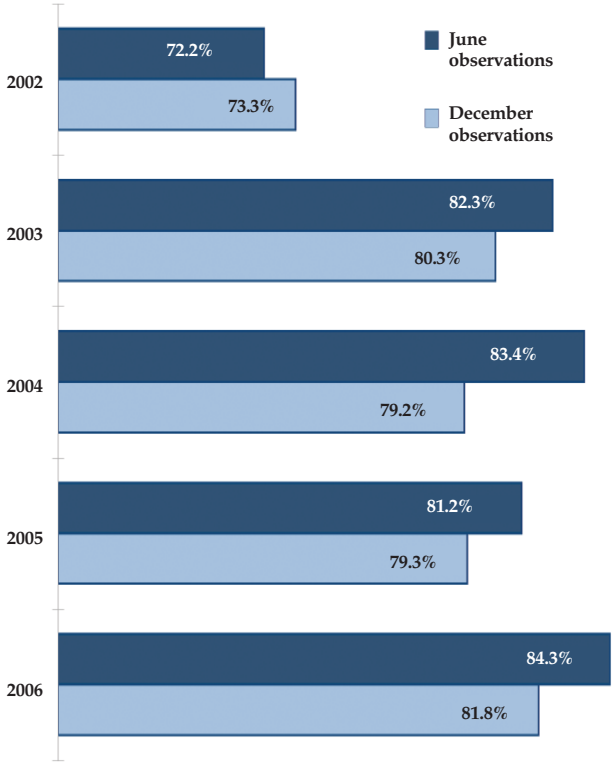
(2) To exceed NHTSA Region V goal by at least two percent by 2010.

Context

In February 2007, the Indiana General Assembly passed a new law that requires every occupant in all seating positions of all vehicles to be wearing proper safety belt systems. Future analyses of collision data will examine the effects of this law on observational usage and on the potential reduction in serious injury or fatality in collisions.

Since 1996, the proportion of occupants of passenger car and light trucks killed in collisions who were unrestrained has decreased in Indiana by an average of 2.8 percent each year. This rate of decrease is 1.6 times greater than that of Region V (1.7 percent) and 1.9 times greater than that of the United States (1.4 percent) over the same time period.

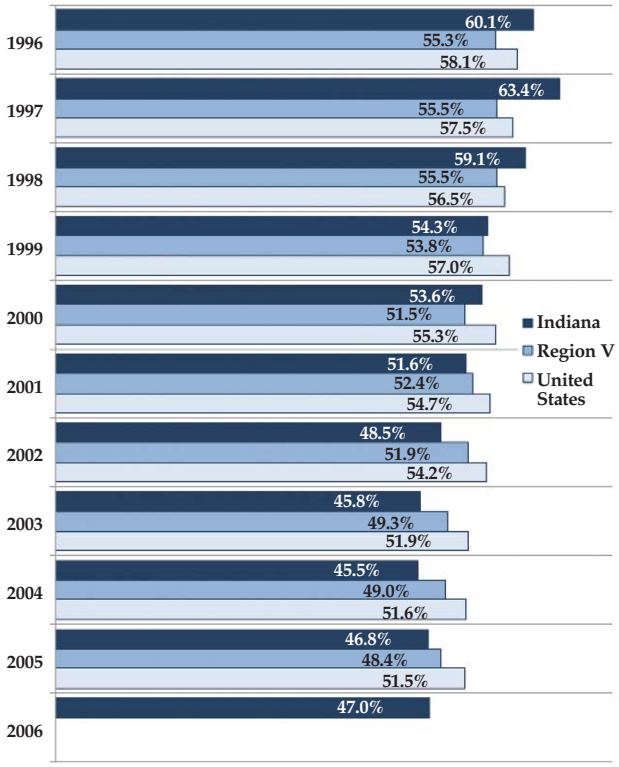
Figure 7. Indiana passenger vehicle occupant observed restraint use, 2002-2006



Note(s)
'Passenger vehicle' includes passenger cars and pickup trucks.

Source(s)
Observational Survey of Safety Belt Usage, Indiana Criminal Justice Institute, 2006

Figure 8. Proportion of occupant fatalities in passenger cars and light trucks unrestrained, 1996-2006



Note(s)
Region V includes Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin

Source(s)
Fatalities, 1996-2005: Fatality Analysis Reporting System
Fatalities, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Table 3. Young drivers (under age 25) killed in collisions by restraint use, 1996-2006

	Indiana			Region V			United States		
	Total killed	Un-restrained	% total killed	Total killed	Un-restrained	% total killed	Total killed	Un-restrained	% total killed
1996	168	105	62.5	1,082	664	61.4	6,110	3,690	60.4
1997	173	117	67.6	1,018	604	59.3	5,910	3,545	60.0
1998	179	119	66.5	1,047	674	64.4	5,976	3,613	60.5
1999	170	97	57.1	1,079	646	59.9	6,178	3,670	59.4
2000	153	98	64.1	1,016	588	57.9	6,327	3,692	58.4
2001	172	101	58.7	1,054	601	57.0	6,431	3,682	57.3
2002	152	85	55.9	1,103	637	57.8	6,881	3,910	56.8
2003	152	82	53.9	1,093	605	55.4	6,726	3,712	55.2
2004	173	80	46.2	1,041	577	55.4	6,794	3,728	54.9
2005	163	80	49.1	961	496	51.6	6,700	3,591	53.6
2006	151	79	52.3	n/a	n/a	n/a	n/a	n/a	n/a
Average % change, '96-'05			*-2.2*			*-1.8*			*-1.3*

Note(s)
Region V includes Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin

Source(s)
Fatalities, 1996-2005: Fatality Analysis Reporting System
Fatalities, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Young drivers (under age 25)

Goal(s)

ICJI: (1) To reduce young driver fatalities from 151 in 2006 to 147 in 2008.

(2) To reduce the proportion of fatally injured young drivers who were unrestrained from 52.3 percent in 2006 to 50.3 percent in 2008.

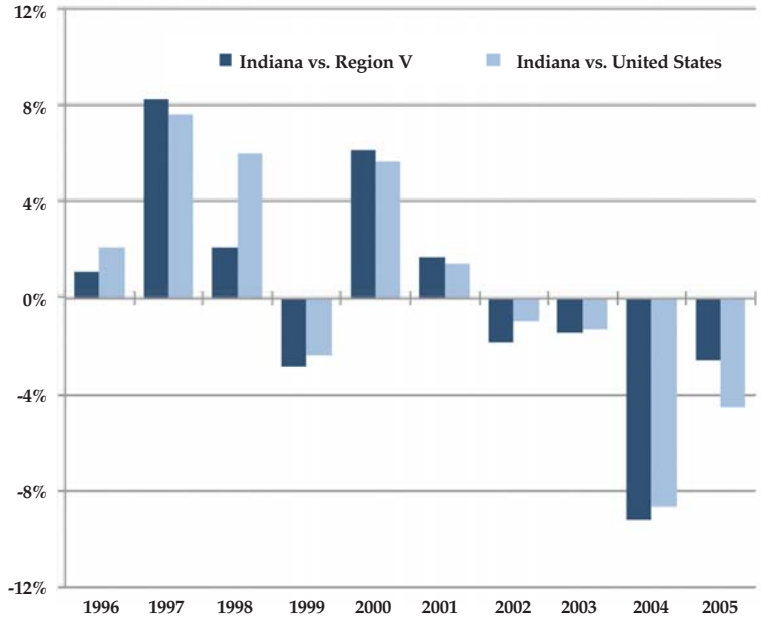
(3) To reduce young driver fatalities to 145 in 2010.

(4) To reduce the proportion of fatally injured young drivers who were unrestrained to 46.3 percent in 2010.

Context

In 2006, 52.3 percent (79 of 151) young drivers (under age 25) who were killed in Indiana collisions were not properly restrained. Prior to 2002, Indiana generally exceeded Region V and the United States in the proportion of fatally injured young drivers who were unrestrained. Since 1996, the proportion of young drivers killed who were unrestrained has dropped an average of 2.2 percent annually, a larger decrease than that of Region V (1.8 percent) and the United States (1.3 percent).

Figure 9. Regional differences in the incidence of young drivers (under age 25) killed in collisions who were unrestrained, 1996-2005



Note(s)
Region V includes Indiana, Illinois, Michigan, Minnesota, Ohio, and Wisconsin

Source(s)
Fatalities, 1996-2005: Fatality Analysis Reporting System

Motorcycle safety

Goal(s)

NHTSA-Region V: (To be established, pending 2006 National data)

ICJI: (1) To reduce motorcycle fatalities per 100,000 registered motorcycles from 59 in 2006 to 51 in 2008.

(2) To reduce the number of motorcycle fatalities from 96 in 2006 to 94 in 2008.

(3) To decrease motorcycle fatalities per 100,000 motorcycles registered by 4.5 percent by 2010.

(4) To reduce the number of motorcycle fatalities to 90 in 2010.

Context

Motorcyclist fatalities in Indiana have increased an average of 9.4 percent annually since 1997. As a proportion of all vehicle occupant fatalities, motorcycle fatalities have increased to 12 percent in 2006. There were 59 motorcyclist fatalities per 100,000 registered motorcycles in Indiana in 2006, a decrease of 11.7 percent from 2005 (66.9). However, motorcycle fatalities, per 100,000 registered, have increased an average of 3.3 percent annually since 1997.

Table 4. Motorcyclist fatalities, 1997-2006

	All other traffic fatalities	Motor-cyclist fatalities	% all vehicle occupant fatalities	Registered motor-cycles	Fatalities, per 100K registered
1997	848	48	5.7	98,252	48.9
1998	891	69	7.7	104,106	66.3
1999	931	67	7.2	108,716	61.6
2000	816	73	8.9	118,796	61.4
2001	837	75	9.0	128,130	58.5
2002	730	88	12.1	134,881	65.2
2003	763	81	10.6	145,948	55.5
2004	858	108	12.6	154,739	69.8
2005	861	110	12.8	164,423	66.9
2006	803	96	12.0	162,683	59.0
Average % change, '97-'06	*-0.3*	*9.4*	*10.1*	*5.8*	*3.3*

Source(s)
Fatalities, 1996-2005: Fatality Analysis Reporting System
Fatalities, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Registered motorcycles: Indiana Bureau of Motor Vehicles, as of February 1, 2007

Dangerous driving

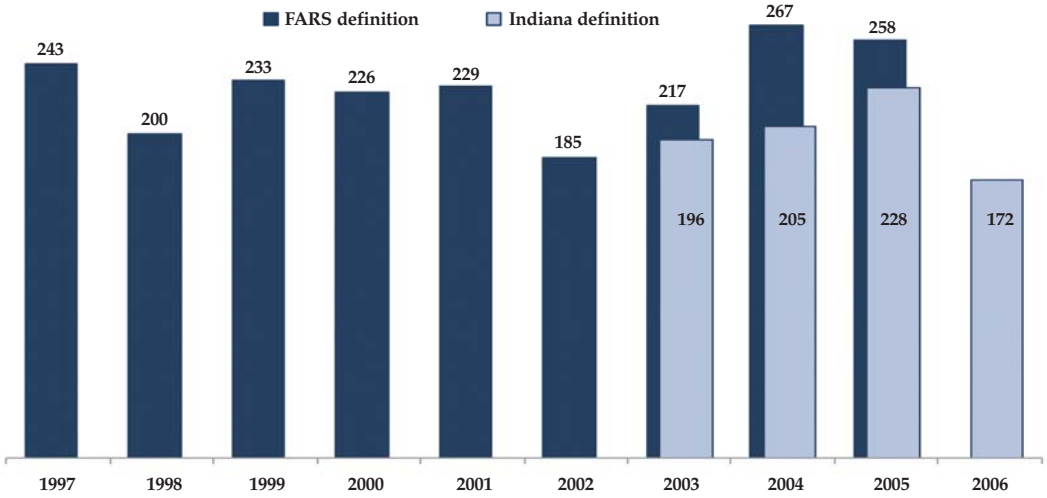
Goal(s)

NHTSA-Region V: To maintain the proportion of collisions that was speed-related at 30 percent.

ICJI: (1) To reduce the percentage of speed-related collisions from 7.4 percent in 2006 to 6.4 percent in 2008.

(2) To reduce speed-related traffic fatalities from 172 in 2006 to 164 in 2008.

Figure 10. Fatalities in speed-related collisions, 1997-2006



Note(s)
'Indiana definition' denotes the count of collisions where any of the following conditions are met: (1) 'Unsafe speed' or 'Speed too fast for weather conditions' is listed as the primary factor of the collision; (2) a vehicle driver is issued a speeding citation.
FARS definition of a speed-related collision is if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.
FARS counts are considered official when released; both series are included to give context to 2006 counts

Source(s)
Fatalities, 1996-2005: Fatality Analysis Reporting System
Fatalities, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007

(3) To reduce the percentage of speed-related collision to 5.7 percent in 2010.

(4) To reduce the number of speed-related traffic fatalities 172 in 2006 to 161 in 2010.

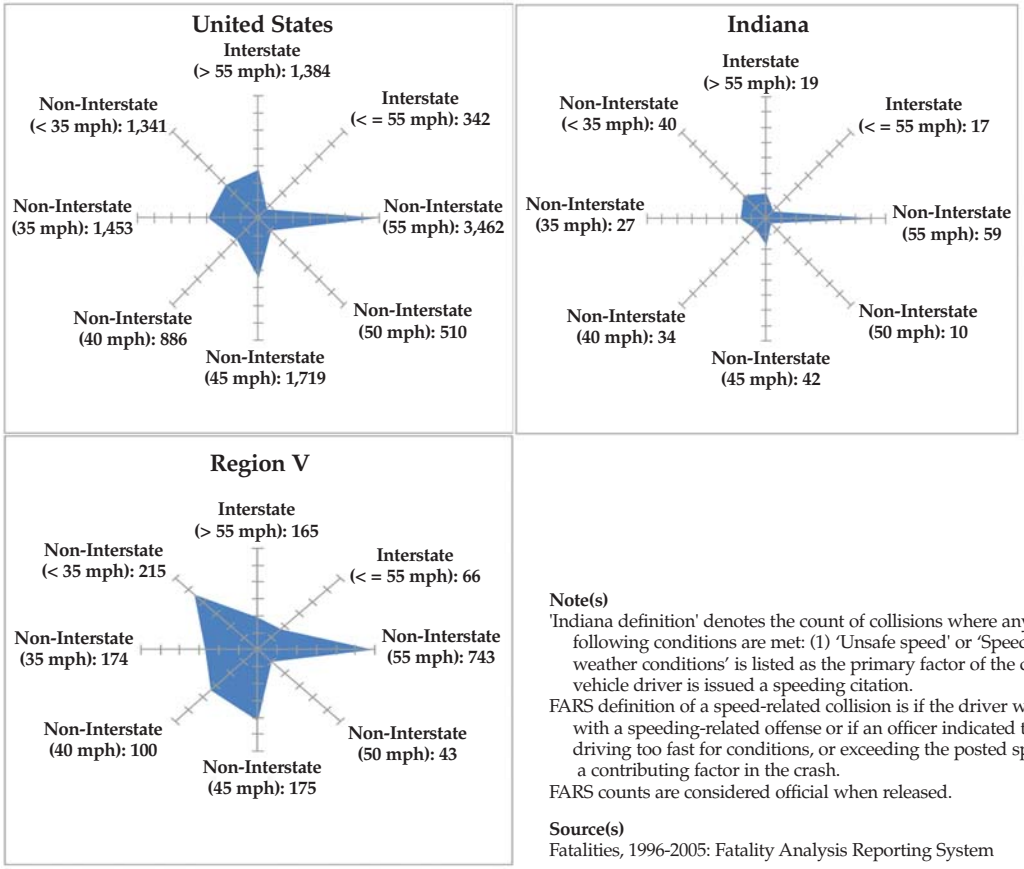
Context

Considering only FARS data, fatalities in speed-related collisions have fluctuated significantly since 1996, with a maximum of 267 fatalities in 2004 and a minimum of 185 in 2002.[3] When grouped by posted speed limit and road type, Indiana exhibits a different distribution than does Region V or the United States. Though speed-related fatalities in all three geographic regions are highly concentrated on non-interstate roads with a speed limit of 55 miles per hour (mph), Indiana has a higher proportion of speed-related fatalities occurring on non-interstate roads with a speed limit at or below 40 mph.

Efforts

To achieve these goals, ICJI will prioritize local program grant funding, based on county population categories, which facilitates effective enforcement operations and is especially targeted to high-fatality counties. Additionally, ICJI will continue to partner with other stakeholders in traffic safety (e.g., the Governor's Council, the Indiana University Center for Urban Policy and the Environment, Indiana Department of Transportation, Indiana Bureau of Motor Vehicles, the Federal Highway Administration, etc.) to coordinate traffic safety efforts via analysis of traffic safety data and periodic meetings.[4]

Figure 11. Fatalities in speed-related collisions by posted speed limit, 2005

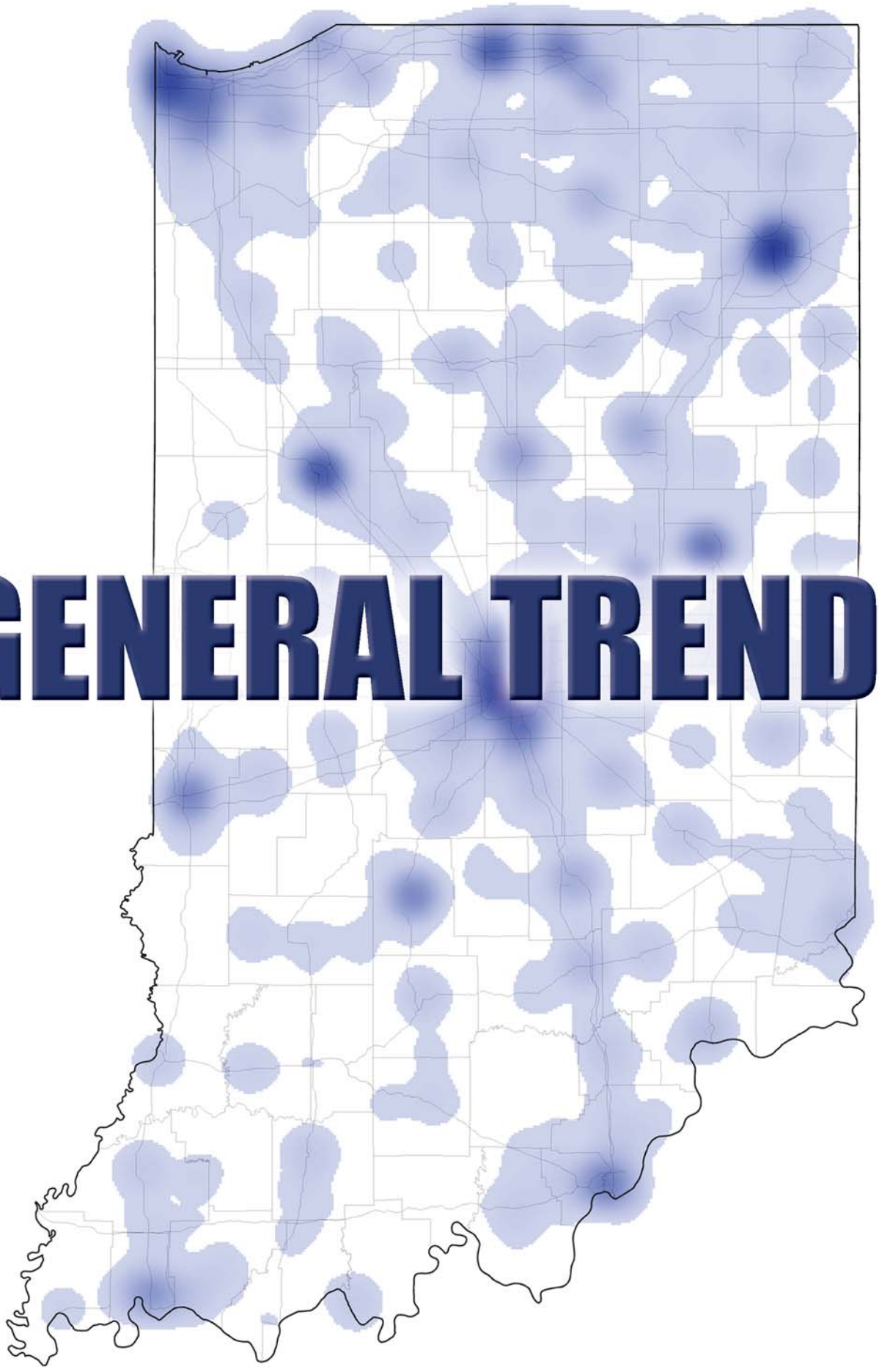


Note(s)
'Indiana definition' denotes the count of collisions where any of the following conditions are met: (1) 'Unsafe speed' or 'Speed too fast for weather conditions' is listed as the primary factor of the collision; (2) a vehicle driver is issued a speeding citation.
FARS definition of a speed-related collision is if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.
FARS counts are considered official when released.

Source(s)
Fatalities, 1996-2005: Fatality Analysis Reporting System

[3]These counts are from the Fatality Analysis Reporting System.

[4]*State of Indiana Highway Safety Plan, Federal Fiscal Year 2008*



GENERAL TRENDS

GENERAL TRENDS, 2006

The General Trends section provides a general time series analysis of Indiana collisions based on various parameters that describe the conditions and circumstances of those collisions as reported by the reporting officer. Collision data are categorized by the most severe injury involved (i.e., 'fatal' collisions involving at least one fatality; 'incapacitating' collisions involving no fatalities but at least one incapacitating injury; etc.). Alcohol-related and speed-related collisions are included, as are analyses by time, date, location, road type, harmful events, and other relevant variables.

HIGHLIGHTS

Fatalities in traffic collisions have decreased proportional to vehicle miles traveled (VMT), the number of Indiana licensed drivers, and to the number of registered vehicles.

In 2006, Indiana traffic fatalities, per 100,000 licensed drivers, were at a 10-year low; per 100 million VMT, fatalities in 2006 were at their lowest since 2003.

From 2003 to 2006, aggressive driving, alcohol involvement, and speeding were more common in fatal collisions than in collisions of lesser severity.

Among alcohol-related collisions, fatalities were the only injury type to have increased, on average, from 2003 to 2006. During the same time period, approximately 30 percent of traffic fatalities were alcohol-related and between 19 and 24 percent of fatalities were speed-related.

Total economic losses from traffic collisions decreased from $3.37 billion in 2003 to $3.26 billion in 2006, a 3.4 percent decrease.

In general, economic losses associated with vehicles involved in property damage only collisions were greater in urban localities, whereas losses associated with personal injuries (especially fatalities) were greater in rural localities. This difference is due in large part to the greater incidence of fatal collisions in rural areas.

- Both fatal collisions and fatalities decreased over four percent from 2005 to 2006, yet have decreased an average of 0.1 percent annually since 1997.
- Despite increases in the number of licensed drivers, registered vehicles, and vehicle miles traveled (VMT), fatalities have decreased proportionally to each category.
- Indiana fatalities per 100,000 licensed drivers are lower than any other point since 1997; per 100 million VMT, fatalities are at their lowest since 2003.

Table 5. Indiana traffic collisions and demographic trends, 1997-2006

Year	Collisions	Fatal collisions	Fatalities	Resident population	Fatalities, per 100,000	Licensed drivers	Fatalities, per 100,000	Registered vehicles	Fatalities, per 100,000	Vehicle miles traveled (millions)	Fatalities, per 100 million
1997	220,009	846	935	5,955,267	15.7	3,923,612	23.8	5,597,280	16.7	68,633	1.4
1998	216,510	884	982	5,998,880	16.4	3,976,241	24.7	5,772,158	17.0	69,129	1.4
1999	217,340	892	1,020	6,044,969	16.9	3,856,177	26.5	5,702,266	17.9	70,040	1.5
2000	220,883	793	886	6,092,375	14.5	3,976,241	22.3	5,998,698	14.8	70,862	1.3
2001	n/a	825	909	6,126,395	14.8	4,116,924	22.1	6,159,690	14.8	71,802	1.3
2002	n/a	714	792	6,154,697	12.9	4,221,123	18.8	6,195,101	12.8	72,523	1.1
2003	211,731	753	833	6,191,719	13.5	4,536,205	18.4	6,357,573	13.1	72,511	1.1
2004	208,682	857	947	6,223,329	15.2	4,521,329	20.9	6,443,992	14.7	72,713	1.3
2005	208,361	855	938	6,266,019	15.0	4,964,526	18.9	6,567,298	14.3	74,252	1.3
2006	192,724	817	899	6,313,520	14.2	5,323,592	16.9	6,310,292	14.2	74,252	1.2
Average annual % change	*n/a*	*-0.1%*	*-0.1%*	*0.7%*	*-0.7%*	*3.1%*	*-3.3%*	*1.4%*	*-1.4%*	*0.9%*	*-0.9%*

Note(s)
Vehicle miles traveled for 2006 unavailable at time of publication; 2005 data used as a proxy
Collisions for 2001 and 2002 are omitted because of incomplete records within VCRS

Source(s)
Collisions, 1997-2000: Crash Facts, 2000
Collisions, 2003-2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Fatal collisions and fatalities, 1997-2005: Fatality Analysis Reporting System
Fatal collisions and fatalities, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Population: U.S. Census Bureau
Licensed drivers, 1997-2004: Federal Highway Administration, Highway Statistics
Licensed drivers, 2005-2006: Indiana Bureau of Motor Vehicles, as of February 1, 2007
Registered vehicles: Indiana Bureau of Motor Vehicles, as of February 1, 2007
Vehicle miles traveled, 1997-2004: Federal Highway Administration, Highway Statistics
Vehicle miles traveled, 2005: Indiana Department of Transportation, as of February 1, 2007

- Occurrences of non-fatal collisions in 2006 were lower than the previous three years.
- From 2003 to 2006, fatal collisions, incapacitating and non-incapacitating injury collisions all increased on average (6.2 percent, 1.8 percent, and 1.4 percent respectively), whereas collisions with property damage decreased (0.4 percent).
- On average from 2003 to 2006, fatal collisions increased (6.2 percent) 3.5 times faster than collisions with an incapacitating injury (1.8 percent) and 4.3 times faster than collisions with a non-incapacitating injury (1.4 percent).

Table 6. Collisions in Indiana by severity of collision, 2003-2006

	2003	2004	2005	2006	Average % change
Total collisions	**211,731**	**208,682**	**208,361**	**192,724**	**-3.0**
Fatal	753	857	855	817	3.0
% total	0.36	0.41	0.41	0.42	6.2
Incapacitating	3,339	3,295	3,141	3,190	-1.5
% total	1.58	1.58	1.51	1.66	1.8
Non-incapacitating	37,641	40,008	38,620	35,660	-1.6
% total	17.78	19.17	18.54	18.50	1.4
Property damage only	169,998	164,522	165,745	153,057	-3.4
% total	80.29	78.84	79.55	79.42	-0.4

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- From 2003 to 2006, aggressive driving, alcohol involvement, and speeding were more common in fatal collisions than in collisions of less severity.
- Of the four collision types, hit-and-run collisions were most common in collisions involving property damage only.
- From 2003 to 2006, approximately 30 percent of collision fatalities were alcohol-related and between 19 and 24 percent of fatalities were speed-related.

Table 7. Collisions and injuries by collision type, 2003-2006

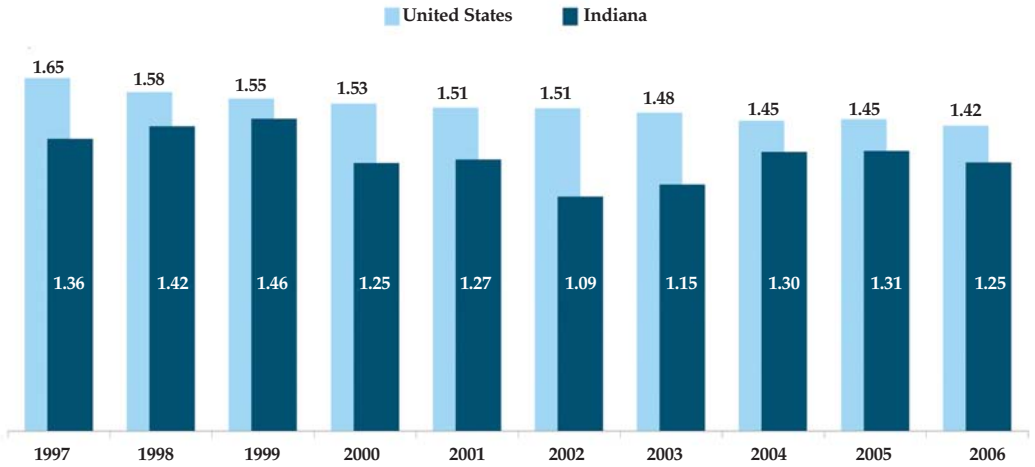
Collision type	Total Collisions	Collisions by Severity of Collision				Injuries		
		Fatal	Incapac-itating	Non-incapac-itating	Property damage only	Fatal	Incapac-itating	Non-incapac-itating
2003	**211,731**	**753**	**3,339**	**37,641**	**169,998**	**833**	**4,192**	**54,243**
Aggressive driving	8,085	113	310	1,906	5,756	134	429	3,013
% total	3.8	15.0	9.3	5.1	3.4	16.1	10.2	5.6
Alcohol-related	14,108	215	629	3,969	9,295	241	799	5,751
% total	6.7	28.6	18.8	10.5	5.5	28.9	19.1	10.6
Hit-and-run	25,915	31	198	2,249	23,437	33	233	2,863
% total	12.2	4.1	5.9	6.0	13.8	4.0	5.6	5.3
Speed-related	18,458	174	513	4,470	13,301	196	666	6,678
% total	8.7	23.1	15.4	11.9	7.8	23.5	15.9	12.3
2004	**208,682**	**857**	**3,295**	**40,008**	**164,522**	**947**	**3,961**	**57,691**
Aggressive driving	9,282	140	355	2,263	6,524	165	450	3,587
% total	4.4	16.3	10.8	5.7	4.0	17.4	11.4	6.2
Alcohol-related	13,433	260	594	4,080	8,499	284	719	5,871
% total	6.4	30.3	18.0	10.2	5.2	30.0	18.2	10.2
Hit-and-run	28,349	34	167	2,513	25,635	35	196	3,235
% total	13.6	4.0	5.1	6.3	15.6	3.7	4.9	5.6
Speed-related	18,547	175	456	4,662	13,254	205	555	6,975
% total	8.9	20.4	13.8	11.7	8.1	21.6	14.0	12.1
2005	**208,361**	**855**	**3,141**	**38,620**	**165,745**	**938**	**3,823**	**55,427**
Aggressive driving	9,109	143	337	2,126	6,503	161	434	3,196
% total	4.4	16.7	10.7	5.5	3.9	17.2	11.4	5.8
Alcohol-related	13,684	262	560	4,136	8,726	293	704	5,923
% total	6.6	30.6	17.8	10.7	5.3	31.2	18.4	10.7
Hit-and-run	27,450	34	175	2,384	24,857	36	207	2,979
% total	13.2	4.0	5.6	6.2	15.0	3.8	5.4	5.4
Speed-related	19,739	202	472	4,548	14,517	228	601	6,754
% total	9.5	23.6	15.0	11.8	8.8	24.3	15.7	12.2
2006	**192,724**	**817**	**3,190**	**35,660**	**153,057**	**899**	**3,807**	**51,390**
Aggressive driving	8,508	123	342	1,966	6,077	131	442	3,069
% total	4.4	15.1	10.7	5.5	4.0	14.6	11.6	6.0
Alcohol-related	11,850	249	582	3,614	7,405	273	719	5,149
% total	6.1	30.5	18.2	10.1	4.8	30.4	18.9	10.0
Hit-and-run	23,924	27	151	1,980	21,766	27	173	2,465
% total	12.4	3.3	4.7	5.6	14.2	3.0	4.5	4.8
Speed-related	14,305	157	461	3,773	9,914	172	589	5,585
% total	7.4	19.2	14.5	10.6	6.5	19.1	15.5	10.9

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Fatalities in Indiana per 100M vehicle miles traveled (VMT) increased steadily from 2002 through 2005 while the National rate decreased for the same time period.
- Both National and Indiana rates per 100M vehicle miles traveled (VMT) decreased from 2005 to 2006.

Figure 12. Fatalities per 100 million vehicle miles traveled (VMT), 1997-2006

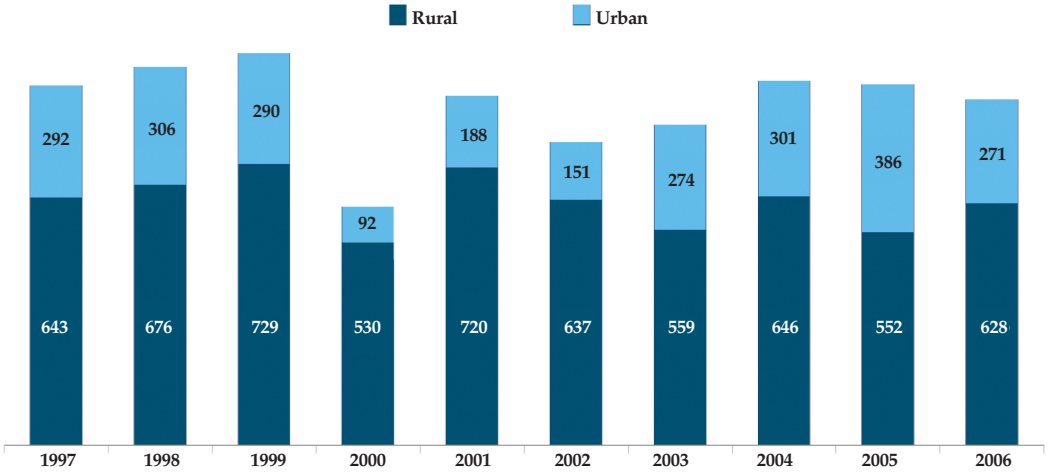


Note(s)
2006 rate for Indiana uses VMT from 2005 because 2006 VMT was unavailable at the time of publication

Source(s)
Fatalities, 1997-2006: Fatality Analysis Reporting System
Fatalities, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007
VMT, 1997-2004: Federal Highway Administration, Highway Statistics
VMT, 2005: Indiana Department of Transportation, as of February 1, 2007

- Since 1997, rural fatalities occurred an average of 2.5 times more often than urban fatalities (year 2000 excluded in calculation due to incomplete data).

Figure 13. Fatalities by collision locality, 1997-2006



Note(s)
Only fatalities with a known (valid) locality value are inclued (270 fatalities from 1999 to 2002 had an 'unknown' locality).
Data relating to collision locality for year 2000 were incomplete due to incomplete data set.

Source(s)
Fatalities, 1997-2005: Fatality Analysis Reporting System
Fatalities, 2006: Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In general, fatalities have occurred predominantly from July through October.
- On average, most fatalities occur in September (93).

Figure 14. Fatalities by month, 2003-2006

Year	January	February	March
2003	64	73	48
2004	54	62	60
2005	68	66	63
2006	55	70	55
Average	*60*	*68*	*57*

Year	April	May	June
2003	47	70	74
2004	84	74	84
2005	97	69	76
2006	61	98	79
Average	*72*	*78*	*78*

Year	July	August	September
2003	81	77	102
2004	96	96	84
2005	109	88	96
2006	77	87	89
Average	*91*	*87*	*93*

Year	October	November	December
2003	59	84	54
2004	111	82	60
2005	92	58	56
2006	85	73	70
Average	*87*	*74*	*60*

- The number and incidence rates of collisions and non-fatal injuries have decreased on average from 2003 to 2006.
- Among alcohol-related collisions, fatalities are the only injury type to have increased, on average, from 2003 to 2006.
- In 2006, the proportion of fatalities that occurred in alcohol-related collisions (30.4 percent, 273 of 899) was 1.6 times higher than that of incapacitating injuries (18.8 percent) and 3 times higher than that of non-incapacitating injuries (10 percent).

Table 8. Incidence rates of alcohol-related collisions and injuries in Indiana, 2003-2006

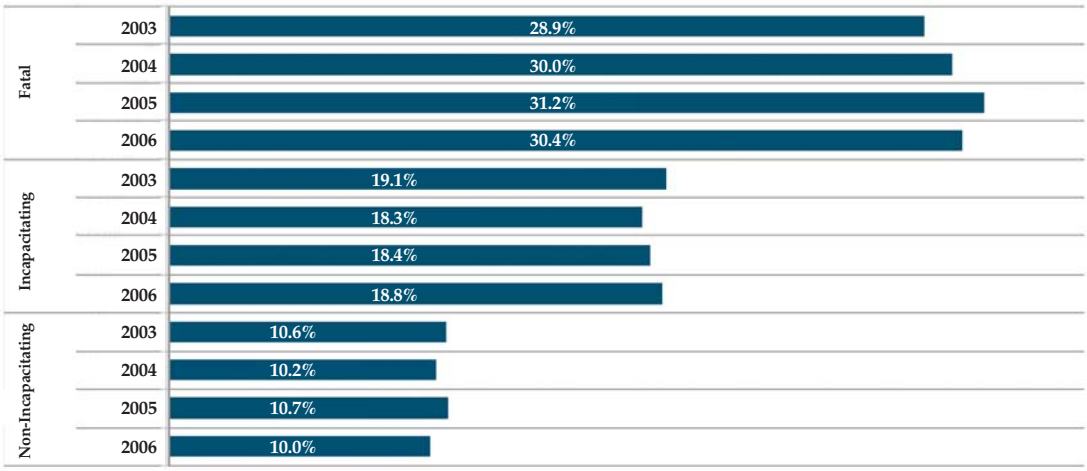
	All collisions					Alcohol-related collisions				
	2003	2004	2005	2006	Average annual change	2003	2004	2005	2006	Average annual change
Collisions	**211,731**	**208,682**	**208,361**	**192,724**	**-3.0%**	**14,108**	**13,433**	**13,684**	**11,846**	**-5.4%**
per 100,000 licensed drivers	4,667.6	4,615.5	4,197.0	3,620.2	-8.0%	311.0	297.1	275.6	222.5	-10.3%
per 100 million vehicle miles traveled	292.0	287.0	280.6	259.6	-3.8%	19.5	18.5	18.4	16.0	-6.2%
Injuries	**59,268**	**62,599**	**60,188**	**56,096**		**6,791**	**6,874**	**6,920**	**6,141**	
Fatal	**833**	**947**	**938**	**899**	**2.9%**	**241**	**284**	**293**	**273**	**4.7%**
per 100,000 licensed drivers	18.4	20.9	18.9	16.9	-2.1%	5.3	6.3	5.9	5.1	-0.3%
per 100 million vehicle miles traveled	1.1	1.3	1.3	1.2	2.1%	0.3	0.4	0.4	0.4	3.9%
Incapacitating	**4,192**	**3,961**	**3,823**	**3,807**	**-3.1%**	**799**	**719**	**704**	**719**	**-3.3%**
per 100,000 licensed drivers	92.4	87.6	77.0	71.5	-8.2%	17.6	15.9	14.2	13.5	-8.5%
per 100 million vehicle miles traveled	5.8	5.4	5.1	5.1	-3.9%	1.1	1.0	0.9	1.0	-4.2%
Non-incapacitating	**54,243**	**57,691**	**55,427**	**51,390**	**-1.6%**	**5,751**	**5,871**	**5,923**	**5,149**	**-3.4%**
per 100,000 licensed drivers	1,195.8	1,276.0	1,116.5	965.1	-6.5%	126.8	129.9	119.3	96.7	-8.2%
per 100 million vehicle miles traveled	74.8	79.3	74.6	69.2	-2.4%	7.9	8.1	8.0	6.9	-4.2%
Licensed drivers	*4,536,205*	*4,521,329*	*4,964,526*	*5,323,592*	5.6%					
Vehicle miles traveled (millions)	*72,511*	*72,713*	*74,252*	*74,252*	0.8%					

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Alcohol-related collisions as a proportion of all collisions remains consistent across the years for each severity of collision.

Figure 15. Injuries in alcohol-related collisions as a proportion of injuries in all collisions, 2003-2006



Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Speed-related collisions decreased 6.9 percent on average from 2003 to 2006, over two times the rate of decrease in all collisions (three percent).
- The proportion of fatalities that were speed-related (19.1 percent or 172 of 899) was a minimum for the 2003 to 2006 period.
- From 2003 to 2006, speed-related collisions produced a higher proportion of fatal and incapacitating injuries than did non-speed-related collisions (not shown in Table 9).

Table 9. Incidence rates of speed-related collisions and injuries in Indiana, 2003-2006

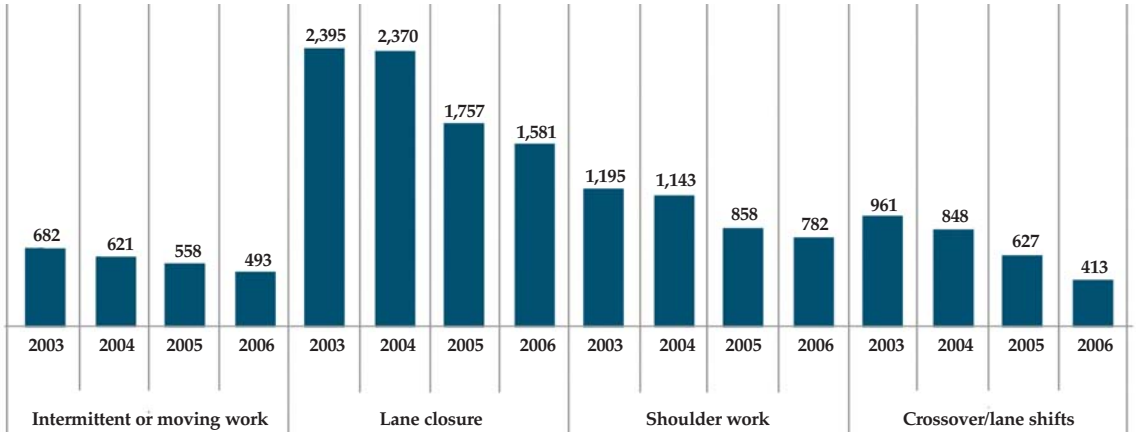
	All collisions					Speed-related collisions				
	2003	2004	2005	2006	Average annual change	2003	2004	2005	2006	Average annual change
Collisions	**211,731**	**208,682**	**208,361**	**192,724**	**-3.0%**	**18,458**	**18,547**	**19,739**	**14,305**	**-6.9%**
per 100,000 licensed drivers	4,667.6	4,615.5	4,197.0	3,620.2	-8.0%	406.9	410.2	397.6	268.7	-11.6%
per 100 million vehicle miles traveled	292.0	287.0	280.6	259.6	-3.8%	25.5	25.5	26.6	19.3	-7.7%
Injuries	**59,268**	**62,599**	**60,188**	**56,096**		**7,540**	**7,735**	**7,583**	**6,346**	
Fatal	**833**	**947**	**938**	**899**	**2.9%**	**196**	**205**	**228**	**172**	**-2.9%**
per 100,000 licensed drivers	18.4	20.9	18.9	16.9	-2.1%	4.3	4.5	4.6	3.2	-7.8%
per 100 million vehicle miles traveled	1.1	1.3	1.3	1.2	2.1%	0.3	0.3	0.3	0.2	-3.8%
Incapacitating	**4,192**	**3,961**	**3,823**	**3,807**	**-3.1%**	**666**	**555**	**601**	**589**	**-3.5%**
per 100,000 licensed drivers	92.4	87.6	77.0	71.5	-8.1%	14.7	12.3	12.1	11.1	-8.8%
per 100 million vehicle miles traveled	5.8	5.4	5.1	5.1	-3.9%	0.9	0.8	0.8	0.8	-4.3%
Non-incapacitating	**54,243**	**57,691**	**55,427**	**51,390**	**-1.6%**	**6,678**	**6,975**	**6,754**	**5,585**	**-5.3%**
per 100,000 licensed drivers	1,195.8	1,276.0	1,116.5	965.3	-6.4%	147.2	154.3	136.0	104.9	-10.0%
per 100 million vehicle miles traveled	74.8	79.3	74.6	69.2	-2.4%	9.2	9.6	9.1	7.5	-6.1%
Licensed drivers	*4,536,205*	*4,521,329*	*4,964,526*	*5,323,592*	5.6%					
Vehicle miles traveled (millions)	*72,511*	*72,713*	*74,252*	*74,252*	0.8%					

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Collisions within work-zones have steadily decreased from 2003 to 2006.

Figure 16. Collisions with injury in work-zones, 2003-2006



Note(s)
Collisions are those with any injury (fatal, incapacitating, non-incapacitating, and possible)
Only collisions with a valid construction-type code are included

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Except for 2004, holidays centering around July 4th and Labor Day had the highest number of fatalities each year.

Table 10. Fatal collisions and fatalities on legal holidays, 2003-2006

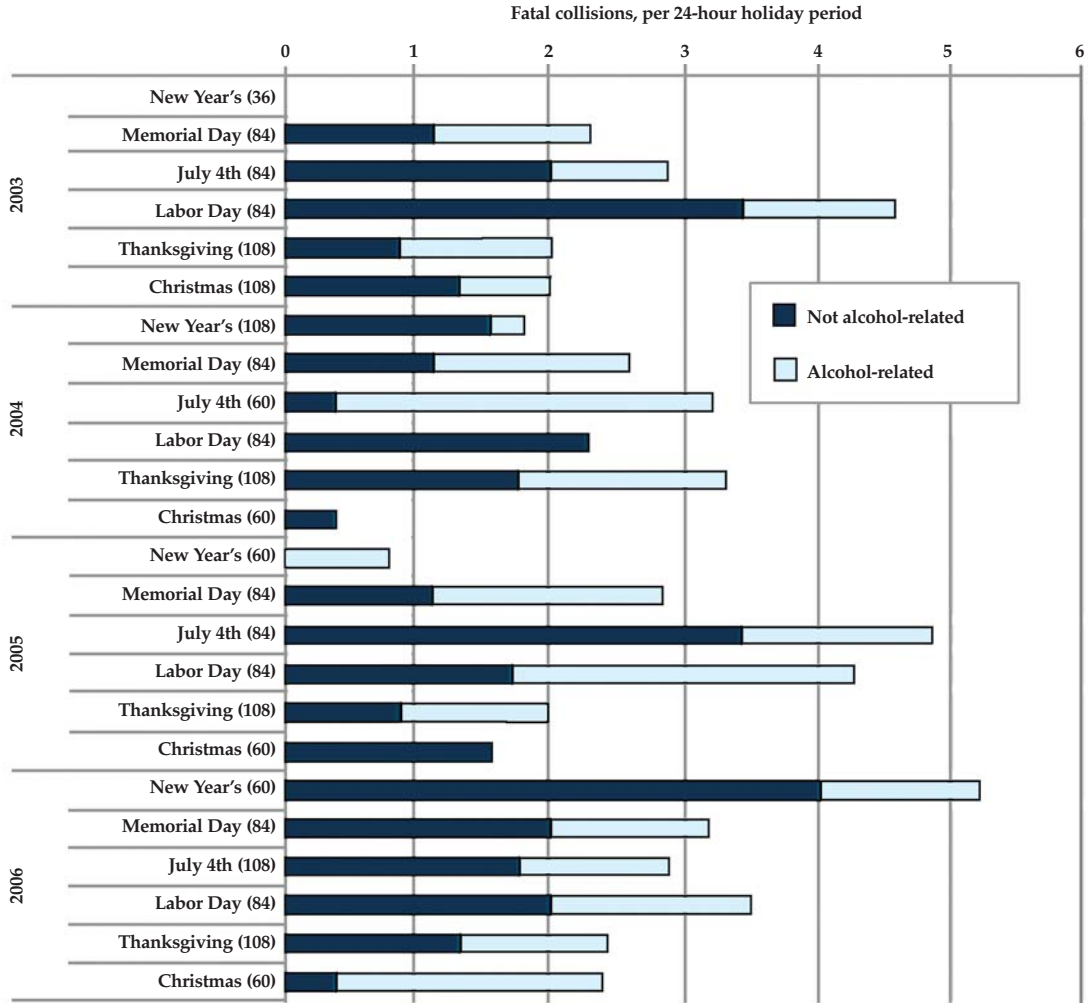
Holiday	Holiday hours	Effective holiday date range											Fatal collisions during effective holiday date range			Fatalities during effective holiday date range		
		Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Total	Alcohol-related	% alcohol-related	Total	Alcohol-related	% alcohol-related
New Year's																		
2003	36						1/1						0	0	0.0	0	0	0.0
2004	108							1/1					8	1	12.5	9	1	11.1
2005	60									1/1			2	2	100.0	2	2	100.0
2006	60			1/1									13	3	23.1	13	3	23.1
Memorial Day																		
2003	84				5/26								8	4	50.0	8	4	50.0
2004	84				5/31								9	5	55.6	11	7	63.6
2005	84				5/30								10	6	60.0	10	6	60.0
2006	84				5/29								11	4	36.4	12	4	33.3
July 4th																		
2003	84								7/4				10	3	30.0	13	3	23.1
2004	60										7/4		8	7	87.5	9	7	77.8
2005	84				7/4								17	5	29.4	19	6	31.6
2006	108					7/4							13	5	38.5	15	5	33.3
Labor Day																		
2003	84				9/1								16	4	25.0	18	4	22.2
2004	84				9/6								8	0	0.0	8	0	0.0
2005	84				9/5								15	9	60.0	16	9	56.3
2006	84				9/4								12	5	41.7	13	5	38.5
Thanks-giving																		
2003	108							11/27					9	5	55.6	9	5	55.6
2004	108							11/25					15	7	46.7	17	7	41.2
2005	108							11/24					9	5	55.6	10	5	50.0
2006	108							11/23					11	5	45.5	11	5	45.5
Christmas																		
2003	108							12/25					9	3	33.3	12	5	41.7
2004	60									12/25			1	0	0.0	1	0	0.0
2005	60		12/25										4	0	0.0	5	0	0.0
2006	60			12/25									6	5	83.3	8	5	62.5

Note(s)
Dark blue cells indicate actual holiday. Light blue cells indicate effective holiday range.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Three holidays had an exceptional number of alcohol-related fatal collisions per 24 hour period; July 4th, 2004; Labor Day, 2005; New Year's, 2005 and Christmas, 2006.

Figure 17. Fatal collisions on legal holidays per 24-hour period, 2003-2006



Note(s)
'24-hour period' defined as the total number of hours in the holiday range, divided by 24 (one day). For example, Memorial Day, 2003, has 3.5 24-hour periods (84/24)

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Collisions with an EMS run, as a proportion of all collisions, have increased for all injury-related collisions from 2003 to 2006.
- Collisions with no fatality but with incapacitating injuries were the most common collision type associated with EMS runs.

Table 11. Collisions and injuries with emergency vehicle (EMS) runs, 2003-2006

	Collisions by Severity of Collision					Individual injuries		
	Total	Fatal	Incapac-itating	Non-incapac-itating	Property damage only	Fatal	Incapac-itating	Non-incapac-itating
All collisions								
2003	211,731	753	3,339	37,641	169,998	833	4,192	54,243
2004	208,682	857	3,295	40,008	164,522	947	3,961	57,691
2005	208,361	855	3,141	38,620	165,745	938	3,823	55,427
2006	192,724	817	3,190	35,660	153,057	899	3,807	51,390
Collisions with EMS run								
2003	28,917	530	2,626	23,167	2,594	461	2,981	26,619
2004	30,628	643	2,671	25,470	1,844	587	3,070	29,797
2005	30,160	643	2,611	25,122	1,784	581	3,064	28,809
2006	30,340	667	2,845	25,359	1,469	640	3,310	29,995
% all collisions								
2003	13.7	70.4	78.6	61.5	1.5	55.3	71.1	49.1
2004	14.7	75.0	81.1	63.7	1.1	62.0	77.5	51.6
2005	14.5	75.2	83.1	65.0	1.1	61.9	80.1	52.0
2006	15.7	81.6	89.2	71.1	1.0	71.2	86.9	58.4

Note(s)
Fatality counts might include individuals who did not die at the scene but rather died en route to or at a hospital/medical center.
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ As defined by fatal collision counts, the 'most deadly' day occurred on February 11, 2003, where 9 fatal collisions with a total of 11 fatalities occurred on Indiana roadways.

Table 12. Ten most deadly days for Indiana collisions for each year by day of week, 2003-2006

Monday			Tuesday			Wednesday			Thursday		
Date	Fatal collisions	Fatalities	Date	Fatal collisions	Fatalities	Date	Fatal collisions	Fatalities	Date	Fatal collisions	Fatalities
2/10/03	6	6	2/11/03	9	11	4/14/04	6	8	6/5/03	6	7
7/12/04	7	7	1/17/06	7	7	11/24/04	7	8	6/29/06	6	6
4/11/05	6	6				6/29/05	6	6			
10/30/06	7	7				9/14/05	6	6			
						11/23/05	6	7			
						8/2/06	8	8			
Friday			**Saturday**			**Sunday**					
Date	Fatal collisions	Fatalities	Date	collisions	Fatalities	Date	collisions	Fatalities			
1/17/03	6	6	2/22/03	7	10	9/21/03	6	6			
9/3/04	6	6	7/19/03	6	6	2/29/04	6	6			
3/18/05	6	6	8/16/03	6	6	4/18/04	6	6			
7/1/05	7	8	8/30/03	6	6	5/9/04	6	6			
10/7/05	6	7	9/20/03	7	8	6/27/04	6	7			
5/5/06	8	9	5/29/04	6	8	7/18/04	6	9			
12/8/06	6	6	10/16/04	7	7	7/3/05	8	8			
			10/23/04	7	8	7/10/05	6	6			
			2/26/05	7	7	10/16/05	6	6			
			5/7/05	6	7	10/30/05	6	7			
			7/9/05	6	6	3/5/06	7	7			
			7/30/05	6	8	5/21/06	7	8			
			8/6/05	6	6	7/30/06	6	6			
			9/10/05	6	6	10/1/06	6	10			
			9/24/05	6	6						
			10/15/05	8	9						
			2/25/06	6	7						
			8/5/06	6	6						
			9/16/06	6	9						
			12/30/06	6	6						

Note(s)
More than 10 days may be listed for a particular year because of duplicate collision counts.
'Most deadly days' defined by counts of fatal collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- As defined by fatal collision counts, the weekend of September 19, 2003 was the most deadly in the past four years, where 18 fatal collisions with a total of 20 fatalities occurred on Indiana roadways.
- From 2003 to 2006, July had the most 'deadly' weekends (8), followed by September (7) and October (7).
- In 2006, June had the most 'deadly' weekends (3) of any month.

Table 13. Ten most deadly weekends for Indiana collisions for each year by month, 2003-2006

January			February			March			April		
Weekend of	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities
None			2/21/03	8	11	3/3/06	9	10	4/18/03	9	9
			2/27/04	10	10				4/16/04	14	16
			2/10/06	10	11				4/1/05	10	11
			2/24/06	11	12						
May			**June**			**July**			**August**		
Weekend of	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities
5/2/03	8	9	6/25/04	13	16	7/18/03	8	8	8/15/03	9	9
5/16/03	9	9	6/2/06	9	10	7/25/03	8	10	8/29/03	10	12
5/30/03	9	10	6/16/06	9	9	7/9/04	9	9	8/20/04	9	11
5/7/04	9	9	6/30/06	10	11	7/16/04	10	13	8/5/05	11	11
5/19/06	12	14				7/1/05	14	14	8/4/06	10	10
						7/8/05	14	14	8/11/06	10	11
						7/22/05	9	11			
						7/28/06	10	10			
September			**October**			**November**			**December**		
Weekend of	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities	Weekend Date	Fatal collisions	Fatalities
9/19/03	18	20	10/8/04	9	9	11/21/03	9	11	12/29/06	9	9
9/10/04	9	10	10/15/04	10	10						
9/2/05	11	11	10/22/04	12	13						
9/9/05	13	13	10/29/04	9	13						
9/23/05	10	10	10/14/05	15	16						
9/15/06	12	15	10/28/05	9	10						
9/29/06	9	13	10/6/06	10	11						

Note(s)
A 'weekend' is defined here as Friday, 6pm, through Monday, 5:59am. Date listed is the Friday of the weekend.
More than 10 weekends may be listed for a particular year because of duplicate collision counts.
'Most deadly weekends' defined by counts of fatal collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

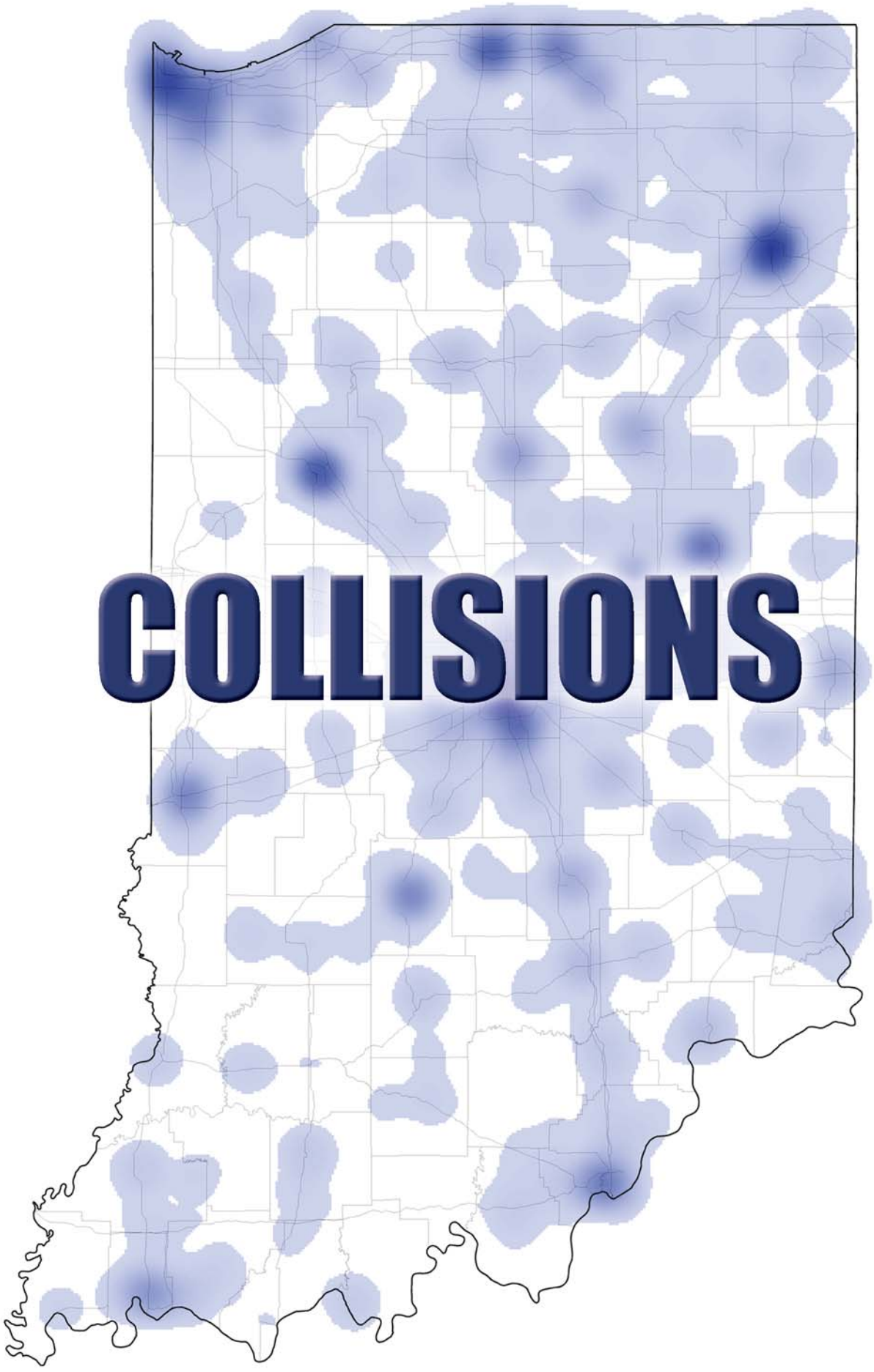
- In 2006, total economic losses associated with personal injuries in traffic collisions ($2.8 billion), regardless of locality, were at the lowest point in the past four years and have decreased an average of 0.6 percent anually since 2003.
- Economic losses incurred in collisions in urban localities (approximately $1.7 billion) were seven percent higher than in those in rural localities (approximately $1.6 billion).
- In general, economic losses associated with vehicles involved in property damage only collisions in urban localities was twice that of rural localities; conversely, losses associated with fatal injuries in rural localities were approximately double that of urban localities (due in large part to the preponderance of rural fatalities).

Table 14. Total economic losses incurred from traffic collisions by collision locality and injury severity, 2003-2006

Cost (millions 2006 USD), by locality	2003	2004	2005	2006	Average % change
Rural localities	**$1,566.5**	**$1,675.1**	**$1,645.5**	**$1,572.7**	**0.25**
Vehicles in property damage only crashes	*$161.9*	*$158.0*	*$165.0*	*$152.5*	*-1.85*
Personal injuries	*$1,404.6*	*$1,517.1*	*$1,480.5*	*$1,420.2*	*0.51*
Fatal	$717.2	$810.3	$784.9	$759.6	2.21
Incapacitating	$278.6	$276.1	$276.3	$263.8	-1.78
Non-incapacitating	$408.8	$430.7	$419.3	$396.8	-0.89
Urban localities	**$1,787.8**	**$1,865.6**	**$1,797.1**	**$1,682.9**	**-1.89**
Vehicles in property damage only crashes	*$347.5*	*$338.8*	*$335.5*	*$310.4*	*-3.65*
Personal injuries	*$1,440.3*	*$1,526.8*	*$1,461.6*	*$1,372.5*	*-1.45*
Fatal	$290.3	$335.0	$349.5	$327.8	4.51
Incapacitating	$425.7	$433.9	$397.9	$380.8	-3.56
Non-incapacitating	$724.3	$757.9	$714.2	$663.9	-2.72
All localities	**$3,373.9**	**$3,545.1**	**$3,448.1**	**$3,258.6**	**-1.05**
Vehicles in property damage only crashes	*$515.4*	*$498.8*	*$502.5*	*$464.1*	*-3.37*
Personal injuries	*$2,858.5*	*$3,046.3*	*$2,945.6*	*$2,794.5*	*-0.62*
Fatal	$1,007.5	$1,145.4	$1,134.5	$1,087.3	2.86
Incapacitating	$709.5	$710.9	$675.6	$645.5	-3.07
Non-incapacitating	$1,141.5	$1,190.0	$1,135.5	$1,061.7	-2.28

Note(s)
Totals include collisions with unknown or unidentitfied locality.
'Non-incapacitating' collisions include collisions with 'possible' injuries.
See glossary for definition of 'urban' and 'rural'.

Source(s)
2000 Economic Cost of Crashes, NHTSA, 2002
Indiana State Police Vehicle Crash Records System, as of June 5, 2007


COLLISIONS

COLLISIONS, 2006

The Collision section provides an analysis of Indiana crashes in 2006, based on various parameters that describe the conditions and circumstances of those collisions as reported by the reporting officer. Collision data are categorized by the most severe injury involved (i.e., 'fatal' collisions involve at least one fatality; 'incapacitating' collisions involve no fatalities but at least one incapacitating injury; etc.). Included are analyses by contributing circumstances, ambient conditions, road characteristics, time, date, location, road type, and manner of collision.

HIGHLIGHTS:

In 2006, there were 192,724 collisions in Indiana, a 7.5 percent decrease from 2005 (208,361).

Fatal collisions (817) comprised 0.4 percent of all collisions, a 3.3 percent proportional increase from the previous year. In general, fatalities and non-fatal injuries were most frequent in collisions involving motorcycles, mopeds, and non-motorists.

Passenger cars comprised 49.5 percent (138,493 of 279,628) of units involved in all collisions and 38.2 percent (473 of 1,239) of all fatal collisions.

Among collisions attributed primarily to a vehicle driver, failure to yield right of way, running off the road to the right, unsafe speed, and driving left of center accounted for approximately 60 percent of all fatal collisions. Per 1,000 collisions, a driver determined to have been on 'illegal drugs' (21.7) was cited 3.1 times more often in fatal collisions than 'alcoholic beverages' (7.0).[1]

Collisions that occurred before noon were most frequent on Tuesdays (10,350) and Fridays (10,320), compared to Thursdays (19,574) and Fridays (22,842) for collisions in the afternoon.

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

- Total collisions decreased steadily from 2003 to 2006 with a significant decline from 2005 to 2006.
- There was a significant decline in all severity types of collisions from 2005 to 2006 except for collisions involving incapacitating injuries.

Table 15. Collisions in Indiana by severity of collision, 2003-2006

	Severity of collision				
	Fatal	Incapacitating	Non-incapacitating	Property damage only	Total collisions
2003	753	3,339	37,641	169,998	211,731
2004	857	3,295	40,008	164,522	208,682
2005	855	3,141	38,620	165,745	208,361
2006	817	3,190	35,660	153,057	192,724

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

[1]It is ISP/ICJI policy not to cite 'Illegal drugs' and 'alcoholic beverages' as the primary factor, but only as a general contributing factor.

- In 2006, 0.5 percent of all collisions attributed to errant/risky driving involved at least one fatality, compared to 0.7 percent for impaired driving and 0.1 percent for distracted driving. As a broad group of driver contributing factors, a collision with an impaired driver had the highest likelihood of involving a fatality.
- The primary factors 'Failure to yield right of way', 'Ran off road (right)', 'Unsafe speed', and (driving) 'Left of center' accounted for approximately 60 percent of all fatal collisions in 2006.
- Among all factors, those collisions with the highest likelihood of involving a fatality were 'Left of center' (2.7 percent), 'Wrong way on one way' (2.1 percent), 'Ran off road (right)' (1.8 percent), 'Unsafe speed' and 'Ran off road (left)' (1.6 percent).

Table 16. Collisions with a vehicle driver as primary contributing factor, 2006

	Total driver primary factor collisions	Severity of collision							
		Fatal	% total driver factor collisions	Incapac-itating	% total driver factor collisions	Non-incapac-itating	% total driver factor collisions	Property damage only	% total driver factor collisions
Driver as primary contributing factor	**160,274**	**788**	**0.5**	**2,954**	**1.8**	**32,812**	**20.5**	**123,720**	**77.2**
Driver engaged in errant/risky driving	118,905	608	0.5	2,070	1.7	24,081	20.3	92,146	77.5
Failure to yield right of way	31,741	110	0.3	627	2.0	8,170	25.7	22,834	71.9
Following too closely	24,549	7	< 0.1	164	0.7	4,637	18.9	19,741	80.4
Unsafe backing	14,460	2	< 0.1	21	0.1	344	2.4	14,093	97.5
Ran off road (right)	9,717	172	1.8	340	3.5	2,470	25.4	6,735	69.3
Disregard signal/ reg sign	7,520	56	0.7	235	3.1	2,614	34.8	4,615	61.4
Unsafe speed	6,207	97	1.6	265	4.3	1,759	28.3	4,086	65.8
Improper turning	5,519	1	< 0.1	34	0.6	560	10.1	4,924	89.2
Improper lane usage	5,370	8	0.1	36	0.7	525	9.8	4,801	89.4
Speed too fast for weather conditions	4,774	14	0.3	55	1.2	1,023	21.4	3,682	77.1
Left of center	3,153	86	2.7	156	4.9	803	25.5	2,108	66.9
Overcorrecting/ oversteering	3,038	37	1.2	82	2.7	754	24.8	2,165	71.3
Improper passing	2,149	7	0.3	35	1.6	271	12.6	1,836	85.4
Ran off road (left)	435	7	1.6	18	4.1	91	20.9	319	73.3
Wrong way on one way	191	4	2.1	2	1.0	49	25.7	136	71.2
Jackknifing	82	0	0.0	0	0.0	11	13.4	71	86.6
Driver impaired	8,375	60	0.7	394	4.7	2,760	33.0	5,161	61.6
Alcoholic beverages	4,727	33	0.7	211	4.5	1,437	30.4	3,046	64.4
Driver asleep or fatigued	2,294	10	0.4	88	3.8	729	31.8	1,467	63.9
Driver illness	1,007	13	1.3	81	8.0	479	47.6	434	43.1
Prescription drugs	209	1	0.5	5	2.4	58	27.8	145	69.4
Illegal drugs	138	3	2.2	9	6.5	57	41.3	69	50.0
Driver distracted	7,350	6	0.1	80	1.1	1,527	20.8	5,737	78.1
Driver distracted (explained in narrative)	6,440	5	0.1	66	1.0	1,321	20.5	5,048	78.4
Cell phone usage	615	0	0.0	7	1.1	126	20.5	482	78.4
Passenger distraction	230	1	0.4	6	2.6	61	26.5	162	70.4
Other telematics in use	65	0	0.0	1	1.5	19	29.2	45	69.2
Other/Unknown	25,644	114	0.4	410	1.6	4,444	17.3	20,676	80.6

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.
'Other/Unknown' includes 'pedestrian action', 'violation of license restrictions', and unknown values
'Driver distracted (explained in narrative)' signifies that the officer wrote a detailed description of the primary factor in the Narrative section of the crash report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In 2006, 1.2 percent of collisions involving an impaired driver were fatal (146 of 12,042).
- Among collisions involving property damage only, impaired driving was least likely to have been a general contributing factor (60.8 percent of all collisions involving impaired driving).

Table 17. Collisions with a vehicle driver as general contributing factor, 2006

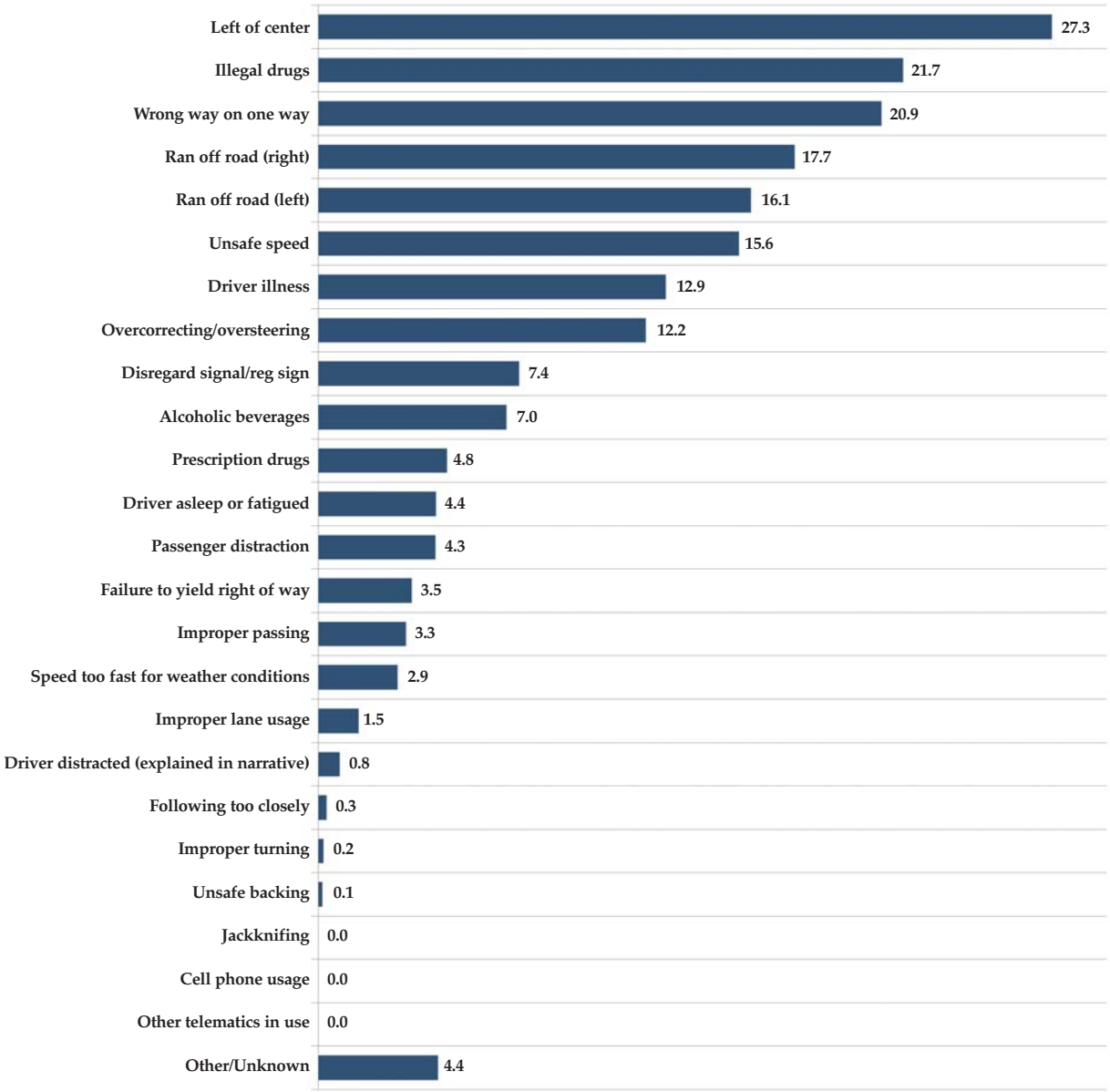
	Total driver general factor collisions	Severity of collision							
		Fatal	% total driver factor collisions	Incapac-itating	% total driver factor collisions	Non-incapac-itating	% total driver factor collisions	Property damage only	% total driver factor collisions
Driver as general contributing factor	**182,070**	**1,036**	**0.6**	**3,761**	**2.1**	**39,332**	**21.6**	**137,941**	**75.8**
Driver engaged in errant/risky driving	131,406	736	0.6	2,500	1.9	27,862	21.2	100,308	76.3
Failure to yield right of way	33,223	117	0.4	680	2.0	8,620	25.9	23,806	71.7
Following too closely	25,591	10	< 0.1	179	0.7	4,894	19.1	20,508	80.1
Unsafe backing	14,634	2	< 0.1	25	0.2	471	3.2	14,136	96.6
Ran off road (right)	12,043	205	1.7	429	3.6	3,204	26.6	8,205	68.1
Disregard signal/ reg sign	8,107	59	0.7	272	3.4	2,835	35.0	4,941	60.9
Unsafe speed	7,965	135	1.7	356	4.5	2,359	29.6	5,115	64.2
Improper turning	6,226	2	< 0.1	47	0.8	727	11.7	5,450	87.5
Improper lane usage	6,049	10	0.2	47	0.8	682	11.3	5,310	87.8
Speed too fast for weather conditions	5,932	20	0.3	85	1.4	1,309	22.1	4,518	76.2
Left of center	3,787	97	2.6	180	4.8	997	26.3	2,513	66.4
Overcorrecting/ oversteering	4,360	55	1.3	129	3.0	1,201	27.5	2,975	68.2
Improper passing	2,503	12	0.5	41	1.6	348	13.9	2,102	84.0
Ran off road (left)	557	8	1.4	23	4.1	133	23.9	393	70.6
Wrong way on one way	287	3	1.0	5	1.7	65	22.6	214	74.6
Jackknifing	142	1	0.7	2	1.4	17	12.0	122	85.9
Driver impaired	12,042	146	1.2	622	5.2	3,957	32.9	7,317	60.8
Alcoholic beverages	7,523	101	1.3	396	5.3	2,324	30.9	4,702	62.5
Driver asleep or fatigued	2,675	13	0.5	101	3.8	849	31.7	1,712	64.0
Driver illness	1,157	17	1.5	88	7.6	548	47.4	504	43.6
Prescription drugs	348	1	0.3	12	3.4	107	30.7	228	65.5
Illegal drugs	339	14	4.1	25	7.4	129	38.1	171	50.4
Driver distracted	9,230	16	0.2	108	1.2	2,013	21.8	7,093	76.8
Driver distracted (explained in narrative)	7,689	11	0.1	85	1.1	1,636	21.3	5,957	77.5
Cell phone usage	1,041	1	0.1	10	1.0	250	24.0	780	74.9
Passenger distraction	346	4	1.2	9	2.6	90	26.0	243	70.2
Other telematics in use	154			4	2.6	37	24.0	113	73.4
Other/Unknown	29,392	138	0.5	531	1.8	5,500	18.7	23,223	79.0

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.
'Other/Unknown' includes 'pedestrian action', 'violation of license restrictions', and unknown values
'Driver distracted (explained in narrative)' signifies that the officer wrote a detailed description of the primary factor in the Narrative section of the crash report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Driving 'left of center' was the most common primary factor in fatal collisions, per 1,000 total collisions.
- Per 1,000 collisions, 'illegal drugs' (21.7) was cited 3.1 times more often in fatal collisions than was 'alcoholic beverages' (7.0).
- Of those primary factors attributable to errant/risky driving, driving 'left of center' or 'wrong way on one way' were most common in fatal collisions, per 1,000 total collisions.

Figure 18. Fatal collisions, per 1,000 collisions of each factor where the primary contributing factor was attributed to a vehicle driver, 2006



Note(s)
'Driver distracted (explained in narrative)' signifies that the officer wrote a detailed description of the primary factor in the Narrative section of the crash report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Among collisions with the environment as the primary factor, collisions with an animal on the roadway were most frequent (18,038 of 23,831). Proportional to all collision types, this factor was most likely in property damage collisions (95.1 percent).
- Proportional to all collision types, traffic control problems were most likely to be the primary factor in fatal collisions (1.1 percent) in 2006.

Table 18. Collisions with the environment as contributing factor, 2006

	Total environmental collisions	Severity of collision							
		Fatal	% total environmental factor collisions	Incapacitating	% total environmental factor collisions	Non-incapacitating	% total environmental factor collisions	Property damage only	% total environmental factor collisions
Environment as primary contributing factor	**23,831**	**20**	**0.1**	**149**	**0.6**	**1,847**	**7.8**	**21,815**	**91.5**
Animal on roadway	18,038	8	< 0.1	71	0.4	802	4.4	17,157	95.1
Roadway surface condition	3,100	8	0.3	36	1.2	603	19.5	2,453	79.1
View obstructed	673	2	0.3	12	1.8	120	17.8	539	80.1
Glare	383	1	0.3	12	3.1	70	18.3	300	78.3
Obstruction not marked	131	0	0.0	0	0.0	16	12.2	115	87.8
Severe crosswinds	91	0	0.0	1	1.1	17	18.7	73	80.2
Holes/ruts in surface	87	0	0.0	2	2.3	16	18.4	69	79.3
Traffic control problem	87	1	1.1	1	1.1	16	18.4	69	79.3
Road under construction	57	0	0.0	1	1.8	6	10.5	50	87.7
Lane marking obscured	16	0	0.0	0	0.0	1	6.3	15	93.8
Utility work	16	0	0.0	1	6.3	2	12.5	13	81.3
Shoulder defective	9	0	0.0	0	0.0	1	11.1	8	88.9
Other (explained in narrative)	1,143	0	0.0	12	1.0	177	15.5	954	83.5
Environment as general contributing circumstance	**42,011**	**109**	**0.3**	**468**	**1.1**	**5,823**	**13.9**	**35,611**	**84.8**
Animal on roadway	19,941	13	0.1	98	0.5	1,146	5.7	18,684	93.7
Roadway surface condition	11,352	36	0.3	193	1.7	2,422	21.3	8,701	76.6
View obstructed	2,712	10	0.4	41	1.5	634	23.4	2,027	74.7
Glare	1,403	12	0.9	37	2.6	346	24.7	1,008	71.8
Obstruction not marked	454	1	0.2	4	0.9	81	17.8	368	81.1
Severe crosswinds	149	0	0.0	1	0.7	29	19.5	119	79.9
Holes/ruts in surface	545	0	0.0	8	1.5	124	22.8	413	75.8
Traffic control problem	550	4	0.7	7	1.3	107	19.5	432	78.5
Road under construction	327	1	0.3	5	1.5	64	19.6	257	78.6
Lane marking obscured	595	2	0.3	12	2.0	108	18.2	473	79.5
Utility work	146	0	0.0	3	2.1	29	19.9	114	78.1
Shoulder defective	242	0	0.0	5	2.1	55	22.7	182	75.2
Other (explained in narrative)	3,595	30	0.8	54	1.5	678	18.9	2,833	78.8

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.
'Other (explained in narrative)' signifies that the officer wrote a detailed description of the primary factor in the Narrative section of the crash report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Among collisions with the vehicle as the primary factor, a defective or failed brake system was most frequent (1,209 of 4,485).
- Among collisions with the vehicle as the primary factor, defects in headlights was most likely to result in a fatal collision (1.7 percent of all collisions with that primary factor).

Table 19. Collisions with the vehicle as contributing factor, 2006

	Total vehicle factor collisions	Severity of collision							
		Fatal	% total vehicle factor collisions	Incapac-itating	% total vehicle factor collisions	Non-incapac-itating	% total vehicle factor collisions	Property damage only	% total vehicle factor collisions
Vehicle as primary contributing factor	**4,485**	**6**	**0.1**	**59**	**1.3**	**646**	**14.4**	**3,774**	**84.1**
Brake failure or defective	1,209	0	0.0	14	1.2	221	18.3	974	80.6
Tire failure or defective	608	1	0.2	7	1.2	96	15.8	504	82.9
Insecure/leaky load	333	0	0.0	2	0.6	19	5.7	312	93.7
Steering failure	259	0	0.0	4	1.5	55	21.2	200	77.2
Engine failure or defective	183	0	0.0	3	1.6	18	9.8	162	88.5
Accelerator failure or defective	141	0	0.0	2	1.4	32	22.7	107	75.9
Oversize/overweight load	101	0	0.0	0	0.0	4	4.0	97	96.0
Tow hitch failure	83	0	0.0	0	0.0	5	6.0	78	94.0
Headlight defective or not on	58	1	1.7	3	5.2	17	29.3	37	63.8
Other lights defective	42	1	2.4	2	4.8	9	21.4	30	71.4
Window/windshield defective	7	0	0.0	0	0.0	2	28.6	5	71.4
Other (explained in narrative)	1,461	3	0.2	22	1.5	168	11.5	1,268	86.8
Vehicle as general contributing circumstance	**8,987**	**40**	**0.4**	**164**	**1.8**	**1,563**	**17.4**	**7,220**	**80.3**
Brake failure or defective	2,146	5	0.2	36	1.7	489	22.8	1,616	75.3
Tire failure or defective	1,005	4	0.4	18	1.8	190	18.9	793	78.9
Insecure/leaky load	737	0	0.0	10	1.4	78	10.6	649	88.1
Steering failure	435	0	0.0	7	1.6	99	22.8	329	75.6
Engine failure or defective	291	0	0.0	4	1.4	49	16.8	238	81.8
Accelerator failure or defective	257	0	0.0	5	1.9	61	23.7	191	74.3
Oversize/overweight load	166	1	0.6	1	0.6	12	7.2	152	91.6
Tow hitch failure	115	0	0.0	0	0.0	12	10.4	103	89.6
Headlight defective or not on	177	3	1.7	10	5.6	56	31.6	108	61.0
Other lights defective	129	1	0.8	4	3.1	25	19.4	99	76.7
Window/windshield defective	40	0	0.0	0	0.0	10	25.0	30	75.0
Other (explained in narrative)	3,489	26	0.7	69	2.0	482	13.8	2,912	83.5

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.
'Other (explained in narrative)' signifies that the officer wrote a detailed description of the primary factor in the Narrative section of the crash report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Collisions that occurred in foggy/smoky/smog conditions or during sleet/hail/freezing rain were proportionally more likely to have been a fatal collision (0.9 percent and 0.8 percent respectively).
- Proportional to all collision types, collisions that occurred in dark (unlighted) conditions were most likely to have involved a fatality (one percent, or 298 of 30,665).

Table 20. Collisions by weather and light conditions, 2006

		Severity of collision							
	Total collisions	Fatal	% total collisions	Incapac-itating	% total collisions	Non-incapac-itating	% total collisions	Property damage only	% total collisions
TOTAL	**192,724**	**817**	**0.4**	**3,190**	**1.7**	**35,660**	**18.5**	**153,057**	**79.4**
By weather condition									
Clear	108,790	508	0.5	2,000	1.8	20,251	18.6	86,031	79.1
Cloudy	49,084	212	0.4	730	1.5	8,914	18.2	39,228	79.9
Rain	27,079	67	0.2	361	1.3	5,229	19.3	21,422	79.1
Snow	4,244	14	0.3	46	1.1	683	16.1	3,501	82.5
Fog/Smoke/Smog	1,013	9	0.9	25	2.5	187	18.5	792	78.2
Blowing Sand/Soil/Snow	690	2	0.3	3	0.4	130	18.8	555	80.4
Sleet/Hail/Freezing Rain	640	5	0.8	18	2.8	113	17.7	504	78.8
Severe Cross Wind	300	0	0.0	2	0.7	58	19.3	240	80.0
Unknown	884	0	0.0	5	0.6	95	10.7	784	88.7
By light condition									
Daylight	124,116	388	0.3	1,983	1.6	24,395	19.7	97,350	78.4
Dark (Not Lighted)	30,665	298	1.0	602	2.0	4,626	15.1	25,139	82.0
Dark (Lighted)	26,785	97	0.4	427	1.6	4,933	18.4	21,328	79.6
Dawn/Dusk	9,442	33	0.3	168	1.8	1,668	17.7	7,573	80.2
Unknown	1,716	1	0.1	10	0.6	38	2.2	1,667	97.1

Note(s)
'Unknown' conditions include missing values and cases where multiple codes were selected.
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Most collisions (for each severity level) occurred on dry road surface conditions.
- Road junction collisions that occurred at interchanges and five-point intersections were proportionally more likely to involve a fatality (0.6 percent for each type). However, most fatal collisions (72.1 percent, or 589 of 817) occur on road segments with no junction involved.

Table 21. Collisions by road characteristics, 2006

		Severity of collision							
	Total collisions	Fatal	% total collisions	Incapac-itating	% total collisions	Non-incapac-itating	% total collisions	Property damage only	% total collisions
TOTAL	**192,724**	**817**	**0.4**	**3,190**	**1.7**	**35,660**	**18.5**	**153,057**	**79.4**
By road surface condition									
Dry	144,721	669	0.5	2,549	1.8	26,679	18.4	114,824	79.3
Wet	38,731	123	0.3	512	1.3	7,434	19.2	30,662	79.2
Snow/slush	3,227	9	0.3	29	0.9	508	15.7	2,681	83.1
Ice	3,056	10	0.3	36	1.2	514	16.8	2,496	81.7
Loose material on road	959	4	0.4	35	3.6	222	23.1	698	72.8
Water (standing or moving)	849	2	0.2	15	1.8	169	19.9	663	78.1
Muddy	267	0	0.0	4	1.5	32	12.0	231	86.5
Unknown	914	0	0.0	10	1.1	102	11.2	802	87.7
By road junction type									
No junction involved	124,833	589	0.5	1,949	1.6	19,598	15.7	102,697	82.3
Four-way intersection	41,220	145	0.4	824	2.0	10,638	25.8	29,613	71.8
T-intersection	20,431	58	0.3	333	1.6	4,372	21.4	15,668	76.7
Ramp	2,892	13	0.4	37	1.3	454	15.7	2,388	82.6
Y-intersection	972	3	0.3	17	1.7	203	20.9	749	77.1
Interchange	849	5	0.6	8	0.9	181	21.3	655	77.1
Five point or more	475	3	0.6	9	1.9	99	20.8	364	76.6
Traffic circle/ roundabout	245	1	0.4	3	1.2	22	9.0	219	89.4
Unknown	807	0	0.0	10	1.2	93	11.5	704	87.2
By road surface type									
Asphalt	155,812	717	0.5	2,609	1.7	28,855	18.5	123,631	79.3
Concrete	13,860	51	0.4	203	1.5	2,512	18.1	11,094	80.0
Gravel	2,752	8	0.3	40	1.5	349	12.7	2,355	85.6
Other	1,053	8	0.8	25	2.4	156	14.8	864	82.1
Unknown	19,247	33	0.2	313	1.6	3,788	19.7	15,113	78.5

Note(s)
'Unknown' conditions include missing values and cases where multiple codes were selected.
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In 2006, morning collisions were most frequent on Tuesdays (10,350) and Fridays (10,320).
- Fatal collisions, as a proportion of all collisions, were most frequent from 1:00am to 1:59am (1.3 percent, or 38 of 2,977). More generally, fatal collisions were greatest, proportional to all collisions, from 11:00pm to 4:59am (data for 11pm to 11:59pm shown in Table 23).

Table 22. Collisions between midnight and 11:59 am, by severity of collision, day of the week, and time of day, 2006

Severity of collision	Midnight - 12:59am	1:00am - 1:59am	2:00am - 2:59am	3:00am - 3:59am	4:00am - 4:59am	5:00am - 5:59am	6:00am - 6:59am	7:00am - 7:59am	8:00am - 8:59am	9:00am - 9:59am	10:00am- 10:59am	11:00am - 11:59am	TOTAL
Sunday	**890**	**756**	**663**	**717**	**451**	**421**	**387**	**403**	**416**	**629**	**779**	**891**	**7,403**
Fatal	7	14	8	15	9	4	2	4	5	2	3	3	76
Incapacitating	20	24	22	26	9	12	3	9	9	13	15	15	177
Non-incapacitating	179	124	127	131	75	82	69	59	76	116	158	181	1,377
Property damage only	684	594	506	545	358	323	313	331	326	498	603	692	5,773
Monday	**385**	**253**	**176**	**181**	**233**	**542**	**990**	**1,565**	**1,191**	**918**	**1,037**	**1,256**	**8,727**
Fatal	1	3	2	1	2	5	2	9	5	0	3	4	37
Incapacitating	5	6	1	4	5	8	15	17	18	12	17	11	119
Non-incapacitating	52	41	32	27	27	61	160	298	211	154	183	226	1,472
Property damage only	327	203	141	149	199	468	813	1,241	957	752	834	1,015	7,099
Tuesday	**374**	**319**	**262**	**276**	**296**	**565**	**1,141**	**1,992**	**1,488**	**1,129**	**1,182**	**1,326**	**10,350**
Fatal	1	2	3	2	4	7	8	3	1	2	6	3	42
Incapacitating	7	6	9	4	3	11	20	26	22	13	18	25	164
Non-incapacitating	66	60	43	46	46	79	176	356	257	185	208	215	1,737
Property damage only	300	251	207	224	243	468	937	1,607	1,208	929	950	1,083	8,407
Wednesday	**402**	**307**	**273**	**246**	**303**	**516**	**1,025**	**1,827**	**1,283**	**1,015**	**1,152**	**1,337**	**9,686**
Fatal	2	2	4	2	2	5	4	5	4	3	4	7	44
Incapacitating	5	9	4	3	5	7	17	21	9	18	13	15	126
Non-incapacitating	78	52	46	41	42	76	156	355	196	180	226	222	1,670
Property damage only	317	244	219	200	254	428	848	1,446	1,074	814	909	1,093	7,846
Thursday	**413**	**297**	**269**	**284**	**323**	**557**	**1,038**	**1,928**	**1,329**	**980**	**1,118**	**1,431**	**9,967**
Fatal	3	5	1	5	5	4	3	6	2	5	1	2	42
Incapacitating	6	7	9	7	4	14	14	23	14	17	16	23	154
Non-incapacitating	85	41	41	48	57	84	164	326	230	157	242	265	1,740
Property damage only	319	244	218	224	257	455	857	1,573	1,083	801	859	1,141	8,031
Friday	**482**	**357**	**322**	**375**	**327**	**558**	**903**	**1,653**	**1,326**	**1,073**	**1,295**	**1,649**	**10,320**
Fatal	8	4	2	2	2	4	1	6	7	4	2	5	47
Incapacitating	12	13	10	9	4	3	15	28	15	16	20	30	175
Non-incapacitating	94	75	52	64	55	81	158	278	230	216	247	321	1,871
Property damage only	368	265	258	300	266	470	729	1,341	1,074	837	1,026	1,293	8,227
Saturday	**752**	**688**	**608**	**716**	**437**	**413**	**478**	**578**	**711**	**965**	**1,190**	**1,535**	**9,071**
Fatal	3	8	12	7	4	1	5	4	2	4	5	2	57
Incapacitating	13	17	18	22	7	9	7	10	10	18	28	23	182
Non-incapacitating	131	132	132	119	64	66	69	113	127	179	208	313	1,653
Property damage only	605	531	446	568	362	337	397	451	572	764	949	1,197	7,179
TOTAL	**3,698**	**2,977**	**2,573**	**2,795**	**2,370**	**3,572**	**5,962**	**9,946**	**7,744**	**6,709**	**7,753**	**9,425**	**65,524**
Fatal	25	38	32	34	28	30	25	37	26	20	24	26	345
Incapacitating	68	82	73	75	37	64	91	134	97	107	127	142	1,097
Non-incapacitating	685	525	473	476	366	529	952	1,785	1,327	1,187	1,472	1,743	11,520
Property damage only	2,920	2,332	1,995	2,210	1,939	2,949	4,894	7,990	6,294	5,395	6,130	7,514	52,562

Note(s)
'Unknown' conditions include missing values and cases where multiple codes were selected.
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In 2006, afternoon collisions were most frequent on Thursdays (19,574) and Fridays (22,842).
- Fatal collisions, as a proportion of all collisions, were most frequent from 11:00pm to 11:59pm (0.84 percent, or 40 of 4,762).

Table 23. Collisions between noon and 11:59pm, by severity of collision, day of the week, and time of day, 2006

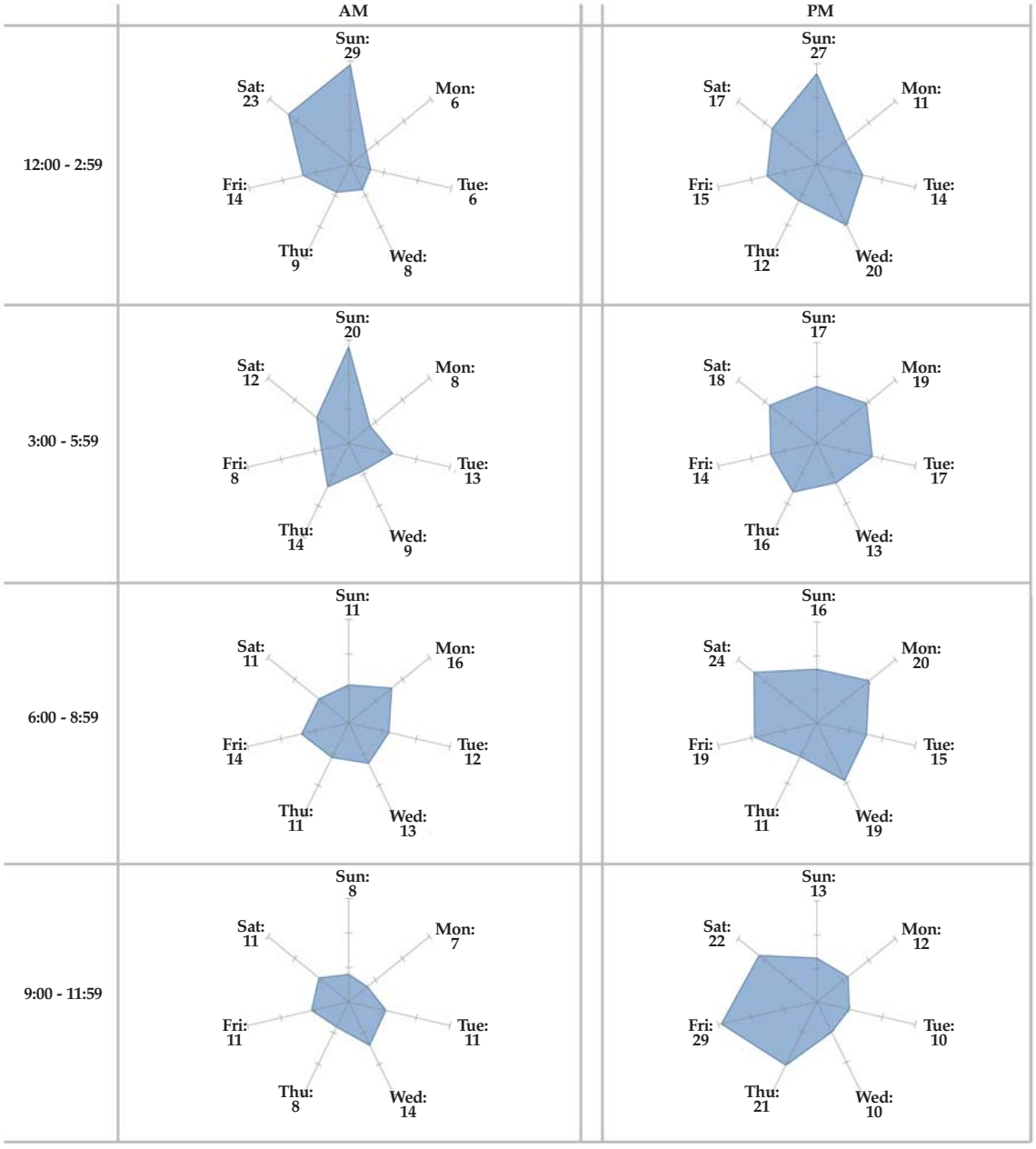
Severity of collision	Noon - 12:59pm	1:00pm - 1:59pm	2:00pm - 2:59pm	3:00pm - 3:59pm	4:00pm - 4:59pm	5:00pm - 5:59pm	6:00pm - 6:59pm	7:00pm - 7:59pm	8:00pm - 8:59pm	9:00pm - 9:59pm	10:00pm - 10:59pm	11:00pm - 11:59pm	Unknown time	TOTAL
Sunday	**1,207**	**1,231**	**1,214**	**1,233**	**1,181**	**1,289**	**1,320**	**1,126**	**995**	**823**	**689**	**543**	**112**	**12,963**
Fatal	10	5	12	7	3	7	8	6	2	3	5	5	0	73
Incapacitating	31	31	21	28	26	26	22	23	17	20	8	17	1	271
Non-incapacitating	247	256	250	257	254	275	248	206	182	150	114	85	17	2,541
Property damage only	919	939	931	941	898	981	1,042	891	794	650	562	436	94	10,078
Monday	**1,576**	**1,434**	**1,768**	**2,444**	**2,169**	**2,224**	**1,643**	**1,213**	**953**	**843**	**653**	**494**	**78**	**17,492**
Fatal	7	1	3	7	5	7	8	4	8	4	6	2	0	62
Incapacitating	30	21	26	40	36	31	24	18	19	13	13	5	0	276
Non-incapacitating	299	289	361	442	444	431	299	228	163	146	114	85	9	3,310
Property damage only	1,240	1,123	1,378	1,955	1,684	1,755	1,312	963	763	680	520	402	69	13,844
Tuesday	**1,619**	**1,542**	**1,887**	**2,524**	**2,288**	**2,267**	**1,711**	**1,285**	**930**	**970**	**765**	**591**	**77**	**18,456**
Fatal	8	4	2	7	6	4	6	6	3	4	4	2	0	56
Incapacitating	26	22	30	32	46	40	25	19	13	21	10	6	1	291
Non-incapacitating	299	289	378	496	477	435	321	226	172	177	122	113	12	3,517
Property damage only	1,286	1,227	1,477	1,989	1,759	1,788	1,359	1,034	742	768	629	470	64	14,592
Wednesday	**1,541**	**1,442**	**1,827**	**2,538**	**2,308**	**2,481**	**1,876**	**1,215**	**1,016**	**970**	**757**	**533**	**95**	**18,599**
Fatal	8	5	7	6	4	3	10	6	3	3	3	4	0	62
Incapacitating	21	18	16	28	27	41	30	17	19	20	12	10	0	259
Non-incapacitating	277	257	379	494	449	477	327	206	175	165	136	98	14	3,454
Property damage only	1,235	1,162	1,425	2,010	1,828	1,960	1,509	986	819	782	606	421	81	14,824
Thursday	**1,741**	**1,546**	**1,973**	**2,805**	**2,414**	**2,488**	**1,823**	**1,296**	**1,045**	**975**	**773**	**598**	**97**	**19,574**
Fatal	3	3	6	6	6	4	4	4	3	10	5	6	0	60
Incapacitating	26	24	35	30	23	32	36	25	21	9	13	12	0	286
Non-incapacitating	330	283	380	552	470	494	342	259	188	173	120	111	11	3,713
Property damage only	1,382	1,236	1,552	2,217	1,915	1,958	1,441	1,008	833	783	635	469	86	15,515
Friday	**1,920**	**1,840**	**2,191**	**2,909**	**2,766**	**2,685**	**2,201**	**1,515**	**1,289**	**1,269**	**1,120**	**1,023**	**114**	**22,842**
Fatal	5	6	4	3	7	4	6	5	8	8	5	16	0	77
Incapacitating	27	26	31	30	45	32	32	30	21	30	24	22	0	350
Non-incapacitating	347	359	429	538	560	511	390	280	213	230	202	193	4	4,256
Property damage only	1,541	1,449	1,727	2,338	2,154	2,138	1,773	1,200	1,047	1,001	889	792	110	18,159
Saturday	**1,640**	**1,648**	**1,649**	**1,592**	**1,577**	**1,512**	**1,642**	**1,437**	**1,152**	**1,238**	**1,103**	**980**	**104**	**17,274**
Fatal	3	9	5	4	3	11	7	8	9	10	7	5	1	82
Incapacitating	36	35	38	34	40	26	29	28	22	22	28	22	0	360
Non-incapacitating	327	330	334	336	356	318	288	267	173	236	196	175	13	3,349
Property damage only	1,274	1,274	1,272	1,218	1,178	1,157	1,318	1,134	948	970	872	778	90	13,483
TOTAL	**11,244**	**10,683**	**12,509**	**16,045**	**14,703**	**14,946**	**12,216**	**9,087**	**7,380**	**7,088**	**5,860**	**4,762**	**677**	**127,200**
Fatal	44	33	39	40	34	40	49	39	36	42	35	40	1	472
Incapacitating	197	177	197	222	243	228	198	160	132	135	108	94	2	2,093
Non-incapacitating	2,126	2,063	2,511	3,115	3,010	2,941	2,215	1,672	1,266	1,277	1,004	860	80	24,140
Property damage only	8,877	8,410	9,762	12,668	11,416	11,737	9,754	7,216	5,946	5,634	4,713	3,768	594	100,495

Note(s)
'Unknown' conditions include missing values and cases where multiple codes were selected.
'Non-incapacitating' collisions include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Fatal collisions that occurred between 3:00am and 5:59am were most frequent on Sundays, over twice as frequent to any other day.

Figure 19. Fatal collisions by day of week and time of day, 2006

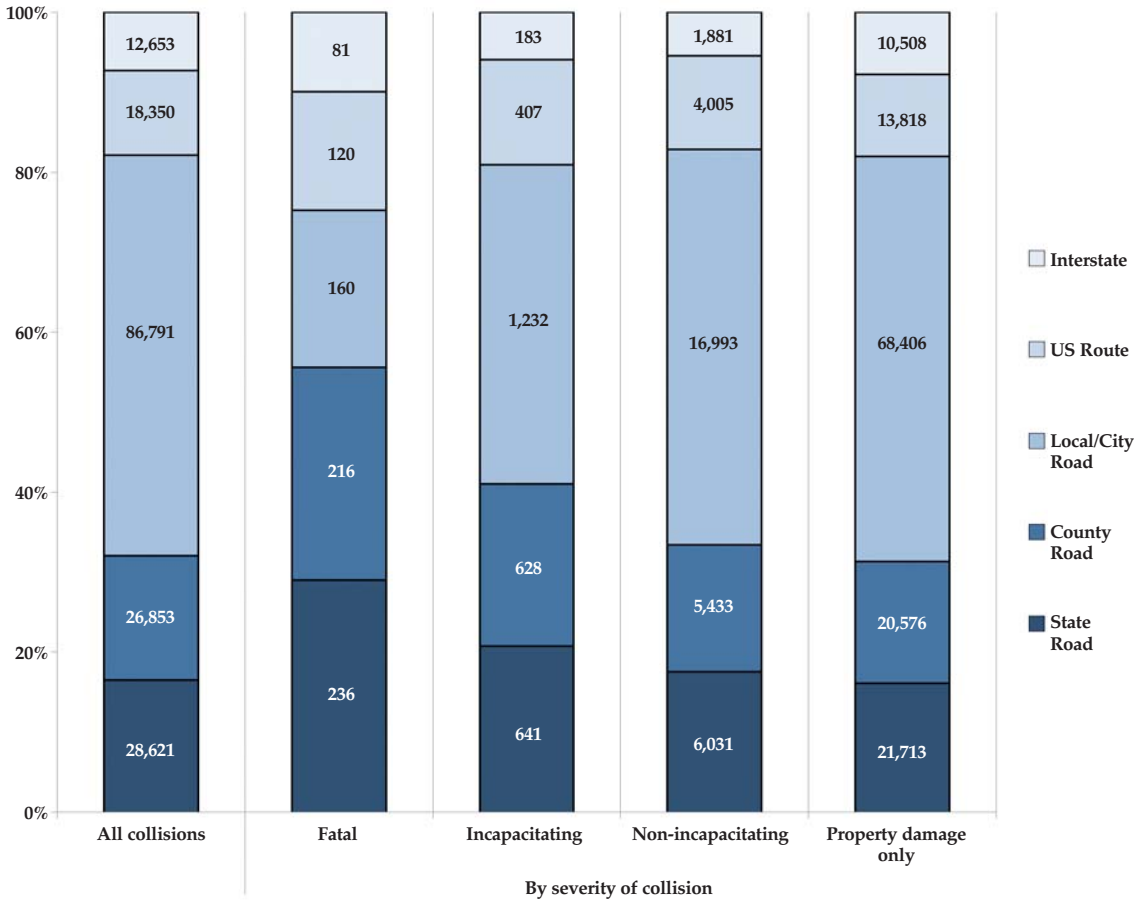


Note(s)
One fatal collision occurred on a Saturday without a valid collision time and is not shown here.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

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

Figure 20. Collisions by road class and severity of collision, 2006

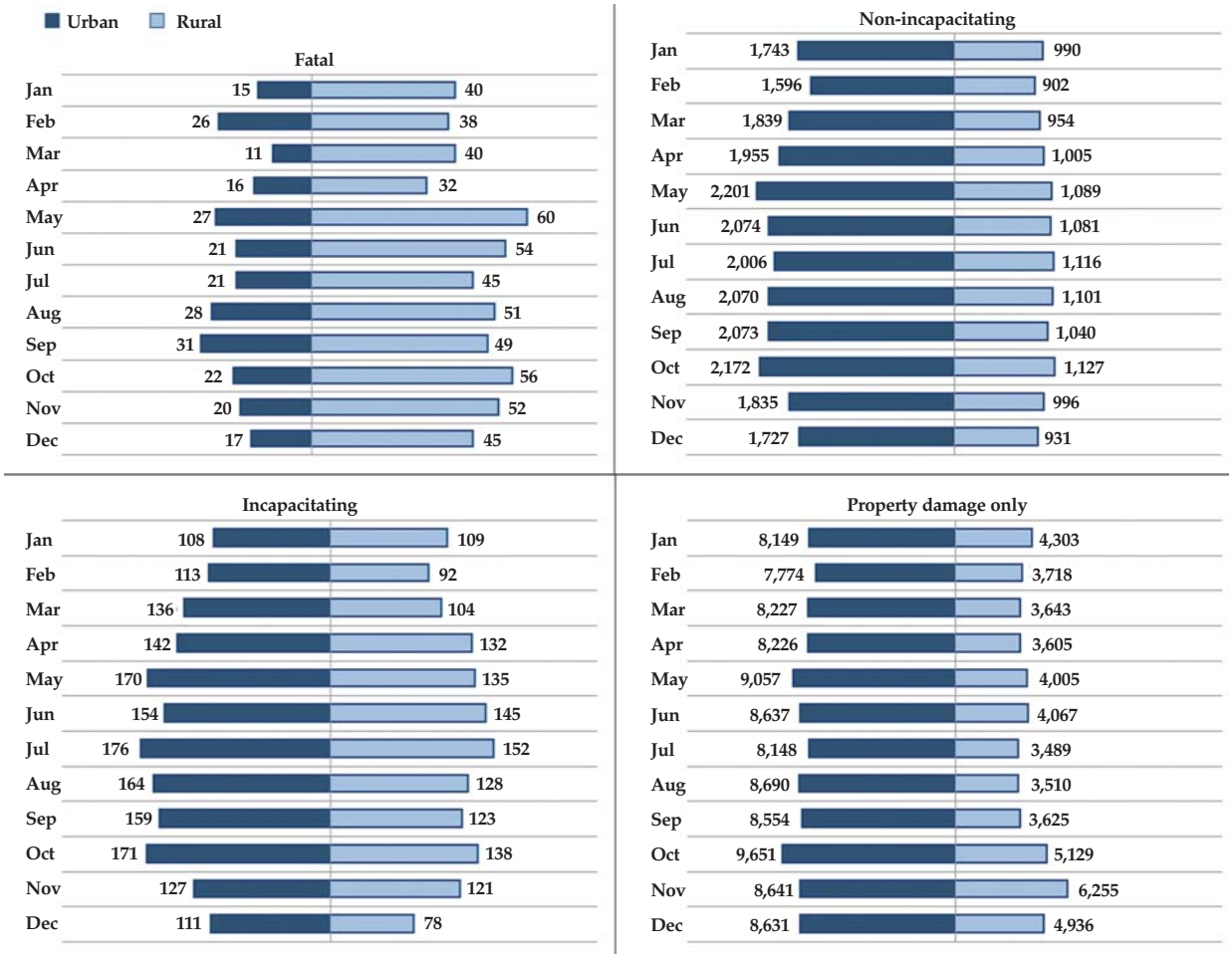


Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.
Counts include only collisions with a known (i.e., valid) road class, as identified on the Indiana collision report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In 2006, fatal collisions was the only severity type to have occurred more often in rural localities.
- In general, May, October, and November were the most common months for collisions.

Figure 21. Collisions by locality, month, and severity of collision, 2006



Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.
Counts include only collisions with a valid locality reported.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

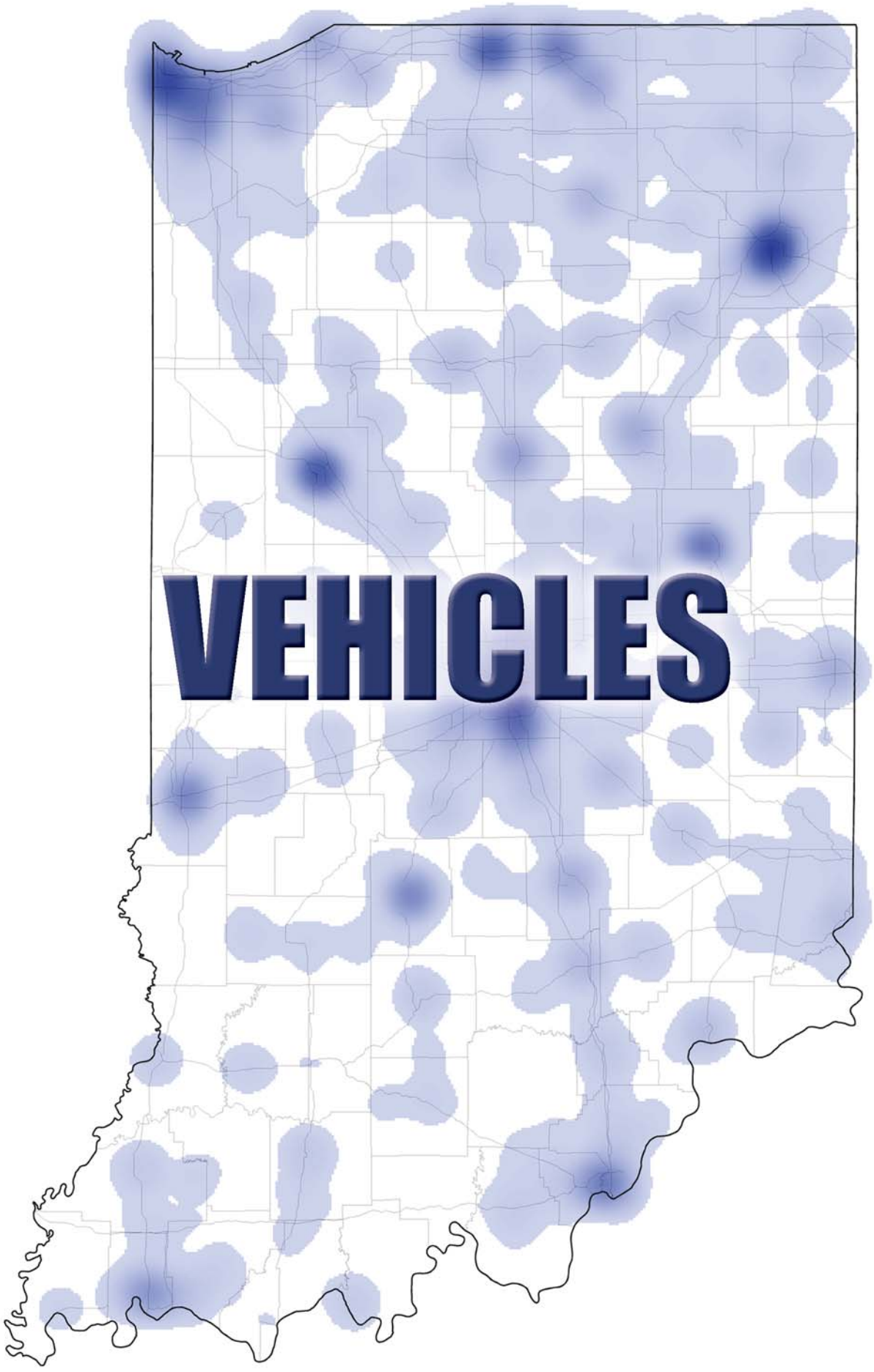
- Rear-end collisions were the most frequent type of collision in 2006.
- Proportional to collision type, collisions where the vehicle ran off the road and head-on collisions were most likely to have involved a fatality (1.1 percent and 0.9 percent respectively).

Table 24. Collisions by manner of collision, 2006

		Severity of collision							
	Total collisions	Fatal	% total collisions	Incapac-itating	% total collisions	Non-incapac-itating	% total collisions	Property damage only	% total collisions
TOTAL	**192,724**	**817**	**0.4**	**3,190**	**1.7**	**35,660**	**18.5**	**153,057**	**79.4**
Rear end	43,423	49	0.1	408	0.9	8,938	20.6	34,028	78.4
Right angle	36,349	175	0.5	726	2.0	8,838	24.3	26,610	73.2
Ran off road	24,173	261	1.1	793	3.3	6,469	26.8	16,650	68.9
Head on	18,916	177	0.9	439	2.3	3,323	17.6	14,977	79.2
Same direction sideswipe	17,051	24	0.1	99	0.6	1,245	7.3	15,683	92.0
Backing	15,605	0	0.0	28	0.2	414	2.7	15,163	97.2
Other (explained in narrative)	10,618	63	0.6	213	2.0	1,678	15.8	8,664	81.6
Left turn	10,411	25	0.2	212	2.0	2,358	22.6	7,816	75.1
Opposite direction sideswipe	5,291	17	0.3	74	1.4	664	12.5	4,536	85.7
Right turn	2,836	2	0.1	24	0.8	356	12.6	2,454	86.5
Non-collision	2,788	18	0.6	120	4.3	695	24.9	1,955	70.1
Left/right turn	1,900	4	0.2	17	0.9	293	15.4	1,586	83.5
Rear to rear	747	1	0.1	5	0.7	69	9.2	672	90.0
Unknown	2,616	1	< 0.1	32	1.2	320	12.2	2,263	86.5

Note(s)
'Non-incapacitating' collisions include collisions with 'possible' injuries.
'Unknown' conditions include missing values and cases where multiple codes were selected.
'Other (explained in narrative)' signifies that the officer wrote a detailed description of the manner of collision in the Narrative section of the crash report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007


VEHICLES

VEHICLES, 2006

This section analyzes differing types of vehicles involved in 2006 collisions, e.g. passenger cars, motorcycles, pickup trucks, large trucks and school buses. The data covers factors involved, age of drivers, time of day of collisions, severity of the collision, as well as location (urban or rural).

HIGHLIGHTS

Vehicles involved in collisions overall as a percent of registered vehicles has decreased each year from 2003 to 2006.

87 percent of motor vehicles in collisions collide with a moveable object and in 93 percent of those cases it is another motor vehicle.

Over 16,000 vehicles collided with a deer in 2006.

The number of motorcycles involved in collisions has steadily increased from 2003 to 2006.

"Failure to Yield Right of Way," a driver behavior, was the number one primary factor associated with three of the four severity levels of collisions involving pickup trucks.

There were no fatalities involving school bus occupants in 2006.

The majority of vehicles that collided with a railway vehicle, train or engine resulted in property damage only.

➤ Vehicles involved in all collisions as a percent of registered vehicles decreased each year from 2003 to 2006.

Table 25. Vehicles involved in all collisions as a percent of registered vehicles, 2003-2006

	Number Vehicles Involved in All Collisions	Number Registered Vehicles	Vehicles Involved as a Percent of Registered Vehicles
2003	365,758	6,357,573	5.8%
2004	364,812	6,443,992	5.7%
2005	360,957	6,567,298	5.5%
2006	332,722	6,310,292	5.3%
TOTAL	**1,424,249**	**25,679,155**	**5.5%**

Note(s)
Vehicles involved excludes pedestrians, bicycles and records with no unit type specified.
Records with multiple types specified are assumed to represent a motor vehicle.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Indiana Bureau of Motor Vehicles, as of February 1, 2007

➤ Motorcycles represent only 0.8 percent of the total vehicles in crashes, but account for 8.0 percent of the fatal crashes.

➤ Semi-tractors with trailers account for only 2.7 percent of the total vehicles in crashes, but represent 8.0 percent of the fatal crashes.

Table 26. Vehicles in collisions by type and severity, 2006

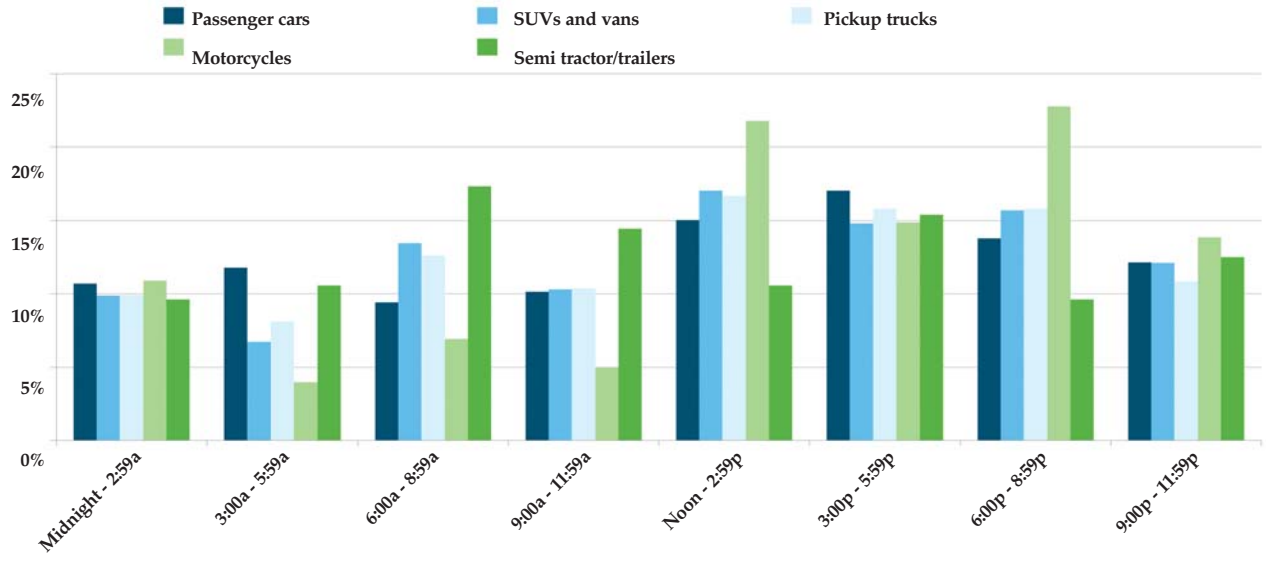
	Vehicles Involved In							
	Fatal Collisions		Injury Collisions		Property Damage Collisions		Totals	
Vehicle Type	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger car	552	43.5%	39,322	57.0%	143,994	55.8%	183,868	56.0%
Pickup truck	223	17.6%	9,896	14.4%	40,643	15.7%	50,762	15.5%
SUV	148	11.7%	8,799	12.8%	33,489	13.0%	42,436	12.9%
Van	75	5.9%	5,883	8.5%	21,288	8.2%	27,246	8.3%
Semi tractor w/trailer	101	8.0%	1,129	1.6%	7,702	3.0%	8,932	2.7%
Truck	34	2.7%	606	0.9%	4,050	1.6%	4,690	1.4%
Motorcycle	101	8.0%	1,794	2.6%	722	0.3%	2,617	0.8%
Police	1	0.1%	388	0.6%	1,904	0.7%	2,293	0.7%
Military/highway/government/utility	6	0.5%	229	0.3%	1,465	0.6%	1,700	0.5%
School bus	3	0.2%	135	0.2%	731	0.3%	869	0.3%
Bus	5	0.4%	122	0.2%	640	0.2%	767	0.2%
Moped/ATV/electric scooter etc	12	0.9%	407	0.6%	105	0.0%	524	0.2%
Semi tractor cab only	3	0.2%	32	0.0%	394	0.2%	429	0.1%
Farm vehicle	1	0.1%	70	0.1%	251	0.1%	322	0.1%
Ambulance	1	0.1%	44	0.1%	234	0.1%	279	0.1%
Fire	1	0.1%	28	0.0%	213	0.1%	242	0.1%
Motor home/recreational vehicle	1	0.1%	23	0.0%	182	0.1%	206	0.1%
Combination vehicle	1	0.1%	25	0.0%	176	0.1%	202	0.1%
TOTAL	**1,269**	**100.0%**	**68,932**	**100.0%**	**258,183**	**100.0%**	**328,384**	**100.0%**

Note(s)
Data excludes pedestrians, pedalcyclists, unknown and blank vehicle types and multiple codes.
Table 26 numbers of vehicle types will not match numbers in future tables due to separating by use of vehicle (e.g. ambulance, fire, military) in this table.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Semi tractor trailers are most likely to be involved in fatal collisions from 6am to 9am.
- Motorcycles are involved in fatal collisions mainly during the hours of noon to 9pm.
- Motorcycles represent a higher percentage than other vehicles in fatal collisions during the hours of noon to 3pm and 6pm to 9pm by 5 to 7 percent.

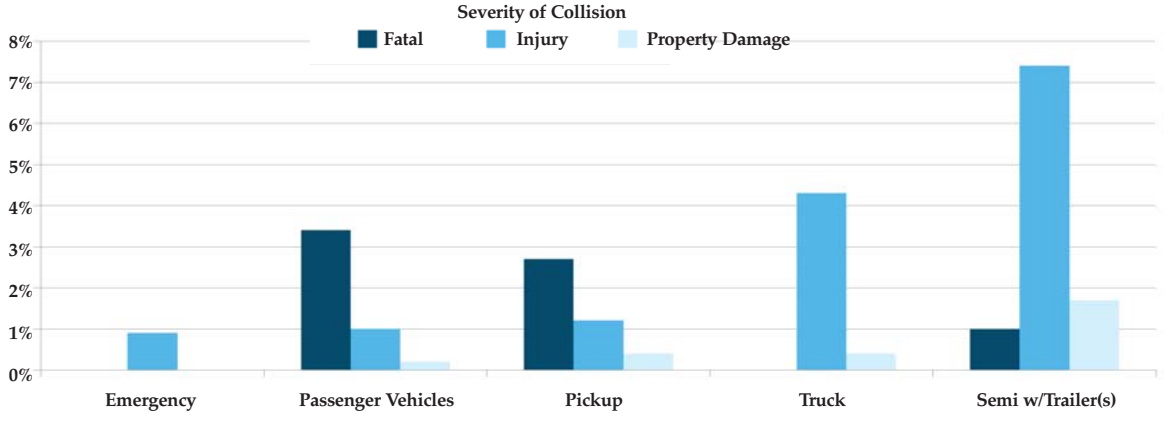
Figure 22. Percentage of vehicles in fatal collisions by time of day and type of vehicle, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Of the total semi trucks with trailers involved in injury-related collisions, 74 percent involved a rollover.
- Of the vehicle types in fatal collisions involving a rollover, passenger vehicles and pickups had the highest percentage of rollovers (3.4 and 2.7 percent).

Figure 23. Percentage rollovers for each type of vehicle and severity of collision, 2006



Note(s)
Emergency includes ambulance, fire and police.
Passenger vehicles includes passenger cars, SUVs and vans.
Semi w/trailer(s) includes semi tractors with trailers and no trailers.
Trucks include single trucks 2 axles 6 tires and single trucks 3 or more axles.
Injury collisions include those where the most serious injury is either incapacitating, non-incapacitating or possible injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 87 percent of motor vehicle collisions collide with a moveable object and in 93 percent of those cases it is with another motor vehicle.
- Over 16,000 vehicles collided with a deer in 2006.
- Of the vehicles that collided with an immoveable object, 12.8 percent and 13.4 percent collided with a tree or pole respectively.

Table 27. Motor vehicles in collisions by harmful event, 2006

Collision with...	Total Vehicles	By Severity of Collision			
		Fatal	Incapacitating	Non-incapacitating	Property damage
Moveable object	**288,629**	**896**	**3,987**	**53,540**	**230,206**
Another motor vehicle	267,798	798	3,642	51,127	212,231
Pedestrian	1,798	65	208	1,086	439
Bicycle	1,071	16	82	706	267
Railway vehicle/train/engine	122	10	3	32	77
Animal drawn vehicle	526	3	8	63	452
Deer	16,072	3	32	354	15,683
Animal other than deer	1,242	1	12	172	1,057
Immoveable object	**35,017**	**288**	**922**	**7,818**	**25,989**
Tree	4,470	100	220	1,481	2,669
Utility pole	4,708	39	143	1,342	3,184
Other	5,650	29	105	833	4,683
Ditch	3,528	27	105	971	2,425
Embankment	1,779	19	71	583	1,106
Guardrail face	1,760	11	25	316	1,408
Fence	2,012	9	22	281	1,700
Culvert	715	8	24	227	456
Guardrail end	628	8	24	154	442
Other post/pole or support	1,742	7	19	234	1,482
Mailbox	1,240	5	21	185	1,029
Median barrier	1,216	5	21	289	901
Curb	961	4	28	173	756
Highway traffic sign post	1,005	4	12	88	901
Bridge pier or abutment	211	3	8	62	138
Wall/building/tunnel	1,579	3	36	257	1,283
Light/luminaire support	880	2	13	172	693
Bridge overhead structure	154	1	2	17	134
Bridge parapet end	45	1	1	18	25
Bridge rail	419	1	11	84	323
Impact attenuator/crash cushion	129	1	9	24	95
Work zone maintenance equipment	105	1	1	17	86
Overhead sign post	81	0	1	10	70
Non-collision circumstance	**6,052**	**92**	**290**	**1,864**	**3,806**
Off roadway	2,808	45	108	779	1,876
Overturn/rollover	1,876	36	131	832	877
Fell from vehicle (non collision)	614	7	46	202	359
Immersion	88	2	3	12	71
Cargo/equipment shift or loss	362	1	0	20	341
Fire/explosion	186	1	2	7	176
Jackknife	118	0	0	12	106
Unknown	**1,696**	**1**	**13**	**134**	**1,548**
TOTAL	*331,394*	*1,277*	*5,212*	*63,356*	*261,549*

Note(s)
Counts include only valid motor-vehicle unit types
'Non-incapacitating' = non-incapacitating or possible injury

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Passenger car/SUV collision involvement percentage declined 1.2 percent from 2003 to 2006.
- While the number of registered passenger cars/SUVs increased, the number and percentage involved in collisions decreased.

Table 28. Passenger cars and SUVs involved in collisions, 2003-2006

	Number of Passenger Cars and SUVs Involved in						
	Fatal Collisions	Incapacitating Collisions	Non-Incapacitating Collisions	Property Damage Collisions	All Collisions	Number Registered Passenger Cars	Passenger Cars Involved in Collisions as percent of Registered Passenger Cars
2003	670	3,505	47,263	196,795	248,233	3,516,573	7.1%
2004	737	3,448	50,526	194,237	248,948	3,531,496	7.0%
2005	691	3,260	48,242	194,741	246,934	3,559,559	6.9%
2006	702	3,273	44,839	180,180	228,994	3,862,120	5.9%

Note(s)
Passenger Cars include SUVs. It is assumed that SUVs are in the total of Registered Passenger Cars.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Indiana Bureau of Motor Vehicles, as of February 1, 2007

- 'Failure to Yield Right of Way,' a driver behavior, is the number one primary factor associated with all severity levels of collisions involving passenger cars.
- Two primary factors, 'Ran off Road Right' and 'Left of Center' are ranked in the top five for fatal collisions for passenger cars, but are not in the top five for other severity levels.
- 'Failure to Yield Right of Way' and 'Following Too Closely' are the top two ranked primary factors for all collisions for all three of the vehicle types.

Table 29. Top five primary factors for each collision severity for collisions involving passenger cars, SUVs, vans, 2006

	Severity of Collision									
	Fatal		Incapacitating		Non-Incapacitating		Property Damage		All	
Primary Factor										
PASSENGER CARS	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**
TOTAL	**553**		**2,652**		**36,665**		**146,361**		**186,231**	
Failure to yield right of way	99	1	695	1	10,156	1	28,318	1	39,268	1
Ran off road right	93	2							5,624	9
Left of center	67	3							3,185	14
Unsafe speed	66	4	186	5	1,594	5			5,787	8
Disregard signal/reg sign	53	5	272	2	3,216	4			9,182	6
Other (explained in narrative)			219	3	3,924	3	20,242	3	24,419	3
Following too closely			197	4	6,164	2	24,012	2	30,376	2
Unsafe backing							14,221	4	14,576	4
Animal on roadway							9,152	5	9,650	5
SUVs	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**
TOTAL	**149**		**621**		**8,174**		**33,819**		**42,763**	
Ran off road right	25	1							1,195	8
Left of center	21	2	51	4					721	15
Failure to yield right of way	20	3	136	1	1,999	1	5,490	2	7,645	2
Unsafe speed	15	4							1,152	9
Disregard signal/reg sign	10	5T	59	2	755	4			1,916	6
Other (explained in narrative)	10	5T	56	3	921	3	4,835	3	5,822	3
Following too closely			46	5	1,466	2	6,472	1	7,986	1
Driver distracted					345	5			1,631	7
Unsafe backing							3,479	4	3,554	4
Animal on roadway							2,488	5	2,597	5
VANs	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**	**Count**	**Ranking**
TOTAL	**77**		**407**		**5,462**		**21,728**		**27,674**	
Failure to yield right of way	16	1	120	1	1,489	1	3,806	1	5,431	1
Left of center	14	2	31	5					491	12
Ran off road right	12	3							595	10
Disregard signal/reg sign	7	4	54	2	561	4			1,435	6
Pedestrian action	6	5T							84	25
Other (explained in narrative)	6	5T	45	3	617	3	3,247	3	3,915	3
Following too closely			34	4	1,034	2	3,463	2	4,532	2
Driver distracted					229	5			1,054	7
Unsafe backing							2,442	4	2,504	4
Animal on roadway							1,719	5	1,786	5

Note(s)
The primary factor is attributed to the collision; it may not be associated with each of the drivers/vehicles above.
The primary factor counts do not sum to totals for unit type collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The number of motorcycles involved in collisions steadily increased from 2003 to 2005 and remains constant for 2006.
- The number of registered motorcycles increased from 2003 to 2005 with a slight decrease in 2006.
- Motorcycles involved in collisions as a percent of registered motorcycles remained fairly constant in spite of the increase in numbers of involvement in collisions.

Table 30. Motorcycles involved in collisions, 2003-2006

	Number of Motorcycles Involved in						
	Fatal Collisions	Incapacitating Collisions	Non-Incapacitating Collisions	Property Damage Collisions	All Collisions	Number Registered Motorcycles	Motorcycles Involved in Collisions as percent of Registered Motorcycles
2003	77	338	1,284	790	2,489	145,948	1.7%
2004	95	370	1,457	705	2,627	154,739	1.7%
2005	105	349	1,427	757	2,638	164,423	1.6%
2006	101	395	1,399	741	2,636	162,683	1.6%

Note(s)
Motorcycles excludes mopeds, ATVs, electric scooters and other similar vehicle types.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Indiana Bureau of Motor Vehicles, as of February 1, 2007

- Both alcohol and speed are factors in 20 percent of motorcycles involved in fatal collisions.
- A similar number of motorcycles are involved in multiple and single vehicle total collisions.
- Motorcycle property damage collisions occurr mainly in urban areas.

Table 31. Motorcycles involved in collisions by type of collision, 2006

	Severity of Collision								
	Fatal	Percent of Row Total	Incap-acitating	Percent of Row Total	Non-Incap-acitating	Percent of Row Total	Property Damage	Percent of Row Total	ROW TOTAL
Total Motorcycles	**101**	**3.8%**	**395**	**15.0%**	**1,399**	**53.1%**	**741**	**28.1%**	**2,636**
Single vehicle	38	2.9%	216	16.7%	805	62.2%	236	18.2%	1,295
Multiple vehicle	63	4.7%	179	13.3%	594	44.3%	505	37.7%	1,341
Rural	62	5.3%	195	16.8%	656	56.6%	247	21.3%	1,160
Urban	39	2.7%	200	13.6%	741	50.4%	490	33.3%	1,470
Alcohol related	43	14.5%	57	19.2%	152	51.2%	45	15.2%	297
Speed related	33	9.9%	85	25.5%	165	49.5%	50	15.0%	333
Alcohol+speed	12	20.0%	13	21.7%	29	48.3%	6	10.0%	60

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 'Failure to Yield Right of Way' is ranked in the top five of all severity levels of motorcycle collisions.
- 'Left of Center' and 'Disregard Signal' appear only in the top five for fatal motorcycle collisions.
- 'Unsafe speed' is the number one factor in fatal collisions for motorcycles.

Table 32. Motorcycles involved in collisions by top five primary factors for each collision severity, 2006

	Number Motorcycles in Collisions									
	Fatal		Incapacitating		Non-Incapacitating		Property Damage		All Collisions	
Primary Factor	Number	Ranking	Number	Ranking	Number	Ranking	Number	Ranking	Number	Ranking
Unsafe speed	25	1	64	2	117	4			244	4
Failure to yield right of way	24	2	72	1	244	2	97	2	437	2
Ran off road right	16	3	47	4	158	3			268	3
Left of center	7	4							48	15
Following too closely	5	5			100	5	95	3	216	5
Disregard signal/reg sign	5	5							57	12
Other (explained in narrative)			54	3	274	1	148	1	479	1
Animal on roadway			32	5			48	5	182	6
Unsafe backing							70	4	79	8

Note(s)
The primary factor is attributed to the collision; it may not be associated with each of the drivers/vehicles above.
The primary factor counts do not sum to totals for unit type collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 40.6 percent of motorcycle fatal collisions occur on state roads.
- Overall, the largest percentage of total motorcycle collisions occur on local/city roads (nearly 40 percent).
- The smallest percentage of motorcycle collisions occur on interstates.

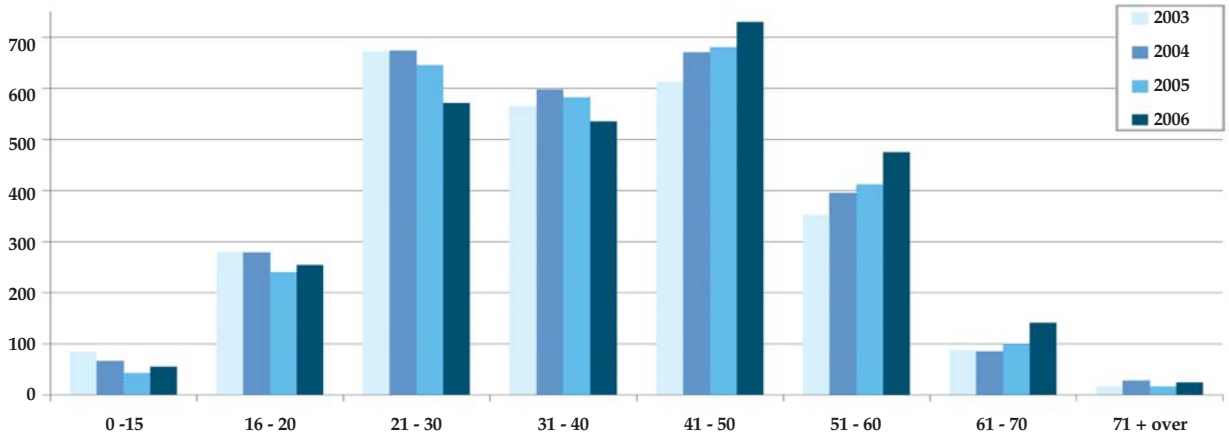
Table 33. Motorcycles involved in collisions by road type and severity of collision, 2006

	Fatal	Percent of Total Fatal	Incap-acitating	Percent of Total Incap-acitating	Non-incap-acitating	Percent of Total Non-Incap-acitating	Property Damage	Percent of Total Property Damage	Total	Percent of Total
County road	20	19.8%	77	19.5%	301	21.5%	111	15.0%	509	19.3%
Interstate	7	6.9%	18	4.6%	42	3.0%	31	4.2%	98	3.7%
Local/city road	25	24.8%	146	37.0%	565	40.4%	313	42.2%	1,049	39.8%
State road	41	40.6%	101	25.6%	296	21.2%	149	20.1%	587	22.3%
US Route	7	6.9%	38	9.6%	145	10.4%	57	7.7%	247	9.4%
Unknown	1	1.0%	15	3.8%	50	3.6%	80	10.8%	146	5.5%
TOTAL	101	100.0%	395	100.0%	1,399	100.0%	741	100.0%	2,636	100.0%

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In 2003, the 21-30 years olds account for the largest number of motorcycle collisions.
- In 2004, the 21-30 and the 41-50 age groups account for the largest number of motorcycle collisions.
- By 2006, the 41-50 age group accounts for the largest number of motorcycle collisions.

Figure 24. Motorcyclists in all collisions by age, 2003-2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In 2006, 80 percent of motorcycle riders killed were not wearing helmets.
- In 2006, motorcycle riders without helmets were slightly more than twice as likely to experience a fatal crash compared to riders who wore a helmet.

Table 34. Individuals in motorcycle collisions by helmet use and injury status, 2003-2006

All Motorcycle Riders	2003	2004	2005	2006
With Helmets				
Fatal	20	27	20	19
Incapacitating	79	110	103	119
Non-incapacitating	451	606	498	583
Unknown/no injury	258	269	245	246
Subtotal	808	1,012	866	967
Without Helmets				
Fatal	56	70	83	77
Incapacitating	266	280	254	289
Non-incapacitating	957	1,013	1,061	994
Unknown/no injury	607	437	475	467
Subtotal	1,886	1,800	1,873	1,827
Totals				
Fatal	76	97	103	96
Incapacitating	345	390	357	408
Non-incapacitating	1,408	1,619	1,559	1,577
Unknown/no injury	865	706	720	713
Subtotal	2,694	2,812	2,739	2,794
Percent all crashes w/o helmets	70.0%	64.0%	68.4%	65.4%
Percent all fatal crashes w/o helmets	73.7%	72.2%	80.6%	80.2%
Non-helmet Risk-Factor				
Fatal	1.20	1.46	1.92	2.14
Incapacitating	1.44	1.43	1.14	1.29

Note(s)
Non-helmet Risk Factor = ratio of fatal/incapacitating percentage of subtotal with helmets to fatal/incapacitating percentage of subtotal without helmets.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Fatal collisions involving pickup trucks occur mainly in rural areas, while injury and property damage collisions occur mainly in urban areas.
- The percentage of fatal collisions involving pickup trucks in rural areas declined 9 percent from 2003 to 2006, while the fatal collisions in urban areas increased from 19 percent to 28 percent in the same time period.

Table 35. Pickup trucks involved in collisions by locality and severity of collision, 2003-2006

	Fatal	% of Total Fatal	Incap-acitating	% of Total Incapacitating	Non-incap-acitating	% of Total Non-incap-acitating	Property Damage	% of Total Property Damage	TOTAL
Rural									
2003	177	81.2%	444	48.3%	3,624	35.9%	15,450	32.2%	19,695
2004	173	68.9%	400	45.6%	3,973	36.6%	15,015	32.6%	19,561
2005	208	76.2%	430	53.3%	3,714	36.5%	15,142	33.1%	19,494
2006	162	72.3%	387	48.6%	3,429	37.8%	13,829	33.5%	17,807
Urban									
2003	41	18.8%	468	50.9%	6,399	63.4%	31,961	66.7%	38,869
2004	78	31.1%	475	54.1%	6,881	63.3%	30,889	67.1%	38,323
2005	65	23.8%	376	46.7%	6,428	63.3%	30,427	66.5%	37,296
2006	62	27.7%	409	51.4%	5,649	62.2%	27,326	66.3%	33,446
Unknown									
2003	0	0.0%	8	0.9%	71	0.7%	507	1.1%	586
2004	0	0.0%	3	0.3%	10	0.1%	136	0.3%	149
2005	0	0.0%	0	0.0%	20	0.2%	154	0.3%	174
2006	0	0.0%	0	0.0%	4	0.0%	71	0.2%	75
TOTAL									
2003	218		920		10,094		47,918		59,150
2004	251		878		10,864		46,040		58,033
2005	273		806		10,162		45,723		56,964
2006	224		796		9,082		41,226		51,328

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 'Failure to Yield Right of Way,' a driver behavior, is the number one primary factor associated with three of the four severity levels of collisions involving pickup trucks.
- 'Left of Center' is ranked in the top five for fatal collisions of pickup trucks, but is not in the top five for other severity levels.
- All top five primary factors for all severity levels are associated with driver behavior ('other-explained in narrative' is unknown information).

Table 36. Pickup trucks involved in collisions by top five primary factors, 2006

	Pickup Trucks Involved in Collisions									
	Fatal		Incapacitating		Non-Incapacitating		Property Damage		All Collisions	
Primary Factor	Number	Ranking	Number	Ranking	Number	Ranking	Number	Ranking	Number	Ranking
Left of center	44	1							1,154	14
Ran off road right	33	2			442	5			1,829	8
Failure to yield right of way	32	3	173	1	2,146	1	6,315	1	8,666	1
Disregard signal/reg sign	21	4T	73	3	704	4			2,108	6
Other (explained in narrative)	21	4T	85	2	1,054	3	5,980	3	7,140	3
Following too closely			68	4	1,455	2	6,185	2	7,713	2
Alcoholic beverages			65	5					1,448	10
Unsafe backing							4,652	4	4,742	4
Animal on roadway							3,471	5	3,583	5

Note(s)
The primary factor is attributed to the collision; it may not be associated with each of the drivers/vehicles above.
The primary factor counts do not sum to totals for unit type collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- There were over 51,000 pickup trucks involved in collisions in 2006.
- 42 percent of all pickup trucks involved in collisions are on local/city roads.
- 42 percent of all pickup trucks involved in fatal collisions are on state roads.
- The fewest number of pickup trucks involved (4.7 percent) in collisions are on interstates; 17 percent of those were speed-related.
- 29.5 percent of the pickup trucks in fatal collisions involved alcohol.

Table 37. Pickup trucks involved in collisions by road type and percentage where alcohol and speed were related, 2006

	Fatal	% of Total Fatal	% Alc/Speed of total for road type	Incap-acitating	% of Total Incap-acitating	% Alc/Speed of total for toad type	Non-incap-acitating	% of Total Non-incap-acitating	% Alc/Speed of total for road type	Property Damage	% of Total Property Damage	% Alc/Speed of total for road type	TOTAL	% of Total Total	% Alc/Speed of total for road type
TOTAL	**224**			**796**			**9,082**			**41,226**			**51,328**		
County Road	**46**	**20.5%**		**164**	**20.6%**		**1,503**	**16.5%**		**6,148**	**14.9%**		**7,862**	**15.3%**	
Alcohol	19		41.3%	59		36.0%	243		16.2%	389		6.3%	710		9.0%
Speed	9		19.6%	23		14.0%	231		15.4%	540		8.8%	803		10.2%
Interstate	**17**	**7.6%**		**22**	**2.8%**		**374**	**4.1%**		**1,991**	**4.8%**		**2,404**	**4.7%**	
Alcohol	6		35.3%	5		22.7%	29		7.8%	55		2.8%	95		4.0%
Speed	3		17.6%	6		27.3%	102		27.3%	293		14.7%	404		16.8%
Local/City Road	**33**	**14.7%**		**261**	**32.8%**		**3,898**	**42.9%**		**17,357**	**42.1%**		**21,550**	**42.0%**	
Alcohol	9		27.3%	51		19.5%	398		10.2%	1,113		6.4%	1,571		7.3%
Speed	3		9.1%	30		11.5%	315		8.1%	886		5.1%	1,234		5.7%
State Road	**95**	**42.4%**		**187**	**23.5%**		**1,858**	**20.5%**		**6,641**	**16.1%**		**8,782**	**17.1%**	
Alcohol	29		30.5%	32		17.1%	169		9.1%	235		3.5%	465		5.3%
Speed	5		5.3%	16		8.6%	154		8.3%	401		6.0%	576		6.6%
Us Route	**32**	**14.3%**		**139**	**17.5%**		**1,197**	**13.2%**		**4,118**	**10.0%**		**5,486**	**10.7%**	
Alcohol	3		9.4%	24		17.3%	95		7.9%	133		3.2%	255		4.6%
Speed	7		21.9%	17		12.2%	105		8.8%	267		6.5%	396		7.2%
Unknown	**1**	**0.4%**		**23**	**2.9%**		**252**	**2.8%**		**4,971**	**12.1%**		**5,247**	**10.2%**	
Alcohol	0		0.0%	1		4.3%	28		11.1%	232		4.7%	261		5.0%
Speed	0		0.0%	0		0.0%	20		7.9%	150		3.0%	170		3.2%
Total Alcohol related	66		29.5%	172		21.6%	962		10.6%	2157		5.2%	3357		6.5%
Total Speed related	27		12.1%	92		11.6%	927		10.2%	2537		6.2%	3583		7.0%

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Large Trucks are involved in fatal and incapacitating injury crashes mainly in rural areas.
- 34 percent of the large trucks with trailers are on interstate highways when involved in crashes.
- 45 percent of single unit large trucks are on local/city roads when involved in collisions.

Table 38. Large trucks involved in collisions by road type and locality, 2006

	Severity of Collision											
	Fatal		Incapacitating		Non-Incapacitating		Property Damage		Unknown	TOTAL		GRAND
	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	R/U	Rural	Urban*	TOTAL
Large Truck w/ trailer	**78**	**26**	**96**	**44**	**547**	**475**	**3,609**	**4,476**	**16**	**4,330**	**5,037**	**9,367**
County road	6	0	5	0	29	0	269	43	1	309	44	353
Interstate	28	11	31	14	217	164	1,510	1,187	1	1,786	1,377	3,163
Local/city road	0	3	0	5	15	111	141	1,547	2	156	1,668	1,824
State road	16	3	28	9	129	78	516	424	3	689	517	1,206
US route	28	9	32	15	151	97	524	523	1	735	645	1,380
Unknown	0	0	0	1	6	25	649	752	8	655	786	1,441
Large Truck Single Unit	**27**	**9**	**32**	**27**	**222**	**346**	**1,247**	**3,080**	**8**	**1,528**	**3,470**	**4,998**
County road	5	1	6	1	61	7	359	81	0	431	90	521
Interstate	3	1	1	1	18	29	176	228	1	198	260	458
Local/city road	0	4	3	17	14	229	127	1,857	6	144	2,113	2,257
State road	15	1	8	5	82	34	285	242	1	390	283	673
US route	4	2	12	2	43	33	186	216	0	245	253	498
Unknown	0	0	2	1	4	14	114	456	0	120	471	591

Note(s)
*Urban Total includes the Unknown Rural/Urban count.
Large truck with a trailer includes semi tractors only and semi tractors with single, double or triple trailers.
Large truck single unit includes trucks over 10,000 pounds with double or triple axles, i.e. concrete mixers, dump trucks.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 'Left of Center' is the number one primary factor for fatal collisions involving large trucks with trailers, but is ranked number 13 for all collisions involving large trucks with trailers.
- 'Failure to Yield Right of Way' is a primary factor for all crash types for large trucks with trailers, and is the number one primary factor for three of the four crash types for single unit large trucks.

Table 39. Large trucks involved in collisions by top five primary factors for each collision severity, 2006

	Severity of Collision									
	Fatal		Incapacitating		Non-Incapacitating		Property Damage		All	
Primary Factor	Number	Ranking	Number	Ranking	Number	Ranking	Number	Ranking	Number	Ranking
Large Truck w/trailer	**104**		**140**		**1,022**		**8,101**		**9,367**	
Left of center	21	1	9	5					197	13
Other (explained in narrative)	18	2	13	4	112	4	1,672	1	1,815	1
Failture to yield right of way	13	3	23	1	133	1	730	5	899	3
Unsafe speed	11	4	21	2	121	3			360	8
Disregard signal/reg sign	8	5	14	3					205	12
Following too closely					124	2			833	5
Improper lane usage					81	5	820	3	908	2
Improper turning							843	2	864	4
Unsafe backing							753	4	760	6
Large Truck Single Unit	**36**		**59**		**570**		**4,333**		**4,998**	
Failure to yield right of way	9	1	15	1	99	1	515	3	638	2
Left of center	7	2							123	12
Disregard signal/reg sign	6	3	5	3T	63	4			191	7
Other (explained in narrative)	4	4	7	2	72	3	978	1	1,061	1
Driver distracted(explained)	2	5T							172	9
Unsafe speed	2	5T			33	5			137	10
Following too closely			5	3T	84	2	492	4	582	4
Ran off road right			5	3T					179	8
Unsafe backing							577	2	590	3
Improper lane usage							265	5	284	5

Note(s)
The primary factor is attributed to the collision; it may not be associated with each of the drivers/vehicles above.
The primary factor counts do not sum to totals for unit type collisions.
Large truck with a trailer includes semi tractors only and semi tractors with single, double or triple trailers.
Large truck single unit includes trucks over 10,000 pounds with double or triple axles, i.e. concrete mixers, dump trucks.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The largest percentage of large trucks w/trailers involved in single vehicle collisions occur in October and November.
- The largest percentage of single unit large trucks involved in single vehicle collisions occur in June, and for multiple vehicle crashes, occur in August.
- Alcohol was not a substantive factor in either large trucks w/trailers or single unit large truck collisions.
- 10 percent of the large trucks w/trailers involved in all single vehicle collisions are speeding.

Table 40. Large trucks by single/multiple vehicle collisions, month, speed, alcohol, 2006

	Severity of Collision											
	Fatal		Incapacitating		Non-Incapacitating		Property Damage		TOTAL		% of TOTAL	
	Single	Multiple	Single	Multiple	Single	Multiple	Single	Multiple	Single	Multiple	Single	Multiple
Large Truck w/ trailer												
January	1	7	1	8	28	91	161	504	191	610	9.1%	8.4%
February	0	11	1	9	18	71	106	393	125	484	6.0%	6.7%
March	0	9	0	12	22	75	125	547	147	643	7.0%	8.8%
April	0	5	4	13	21	68	160	454	185	540	8.8%	7.4%
May	3	12	1	4	21	68	180	517	205	601	9.8%	8.3%
June	1	6	2	9	21	84	164	549	188	648	9.0%	8.9%
July	0	6	2	16	18	75	121	491	141	588	6.7%	8.1%
August	2	6	4	10	14	80	148	594	168	690	8.0%	9.5%
September	3	7	1	11	15	41	148	574	167	633	8.0%	8.7%
October	1	11	2	8	16	47	197	625	216	691	10.3%	9.5%
November	0	8	3	5	12	48	197	560	212	621	10.1%	8.5%
December	1	4	1	13	17	51	135	451	154	519	7.3%	7.1%
TOTAL	**12**	**92**	**22**	**118**	**223**	**799**	**1,842**	**6,259**	**2,099**	**7,268**	**100.0%**	**100.0%**
# Lg Trks Speeding	1	5	6	9	68	53	144	116	219	183		
% Lg Trks Speeding	8.3%	5.4%	27.3%	7.6%	30.5%	6.6%	7.8%	1.9%	10.4%	2.5%		
# Lg Trks Alcohol a factor	0	2	0	1	5	0	19	28	24	31		
% Lg Trks Alcohol a factor	0.0%	2.2%	0.0%	0.8%	2.2%	0.0%	1.0%	0.4%	1.1%	0.4%		
Large Truck Single Unit												
January	0	1	5	2	6	50	76	288	87	341	9.6%	8.3%
February	0	5	0	2	10	37	48	280	58	324	6.4%	7.9%
March	1	2	0	4	11	37	46	267	58	310	6.4%	7.6%
April	1	1	1	3	7	39	69	285	78	328	8.6%	8.0%
May	0	4	0	5	9	65	69	307	78	381	8.6%	9.3%
June	0	0	1	6	9	50	84	288	94	344	10.4%	8.4%
July	0	3	0	5	11	42	68	319	79	369	8.7%	9.0%
August	1	5	2	7	14	40	72	371	89	423	9.8%	10.3%
September	0	4	0	5	9	26	60	300	69	335	7.6%	8.2%
October	0	2	3	4	9	28	76	314	88	348	9.7%	8.5%
November	1	3	3	0	6	30	61	274	71	307	7.8%	7.5%
December	1	1	0	1	3	22	54	257	58	281	6.4%	6.9%
TOTAL	**5**	**31**	**15**	**44**	**104**	**466**	**783**	**3,550**	**907**	**4,091**	**100.0%**	**100.0%**
# Lg Trks Speeding	1	1	1	3	12	16	33	48	47	68		
% Lg Trks Speeding	20.0%	3.2%	6.7%	6.8%	11.5%	3.4%	4.2%	1.4%	5.2%	1.7%		
# Lg Trks Alcohol a factor	0	0	0	1	3	7	8	46	11	54		
% Lg Trks Alcohol a factor	0.0%	0.0%	0.0%	2.3%	2.9%	1.5%	1.0%	1.3%	1.2%	1.3%		

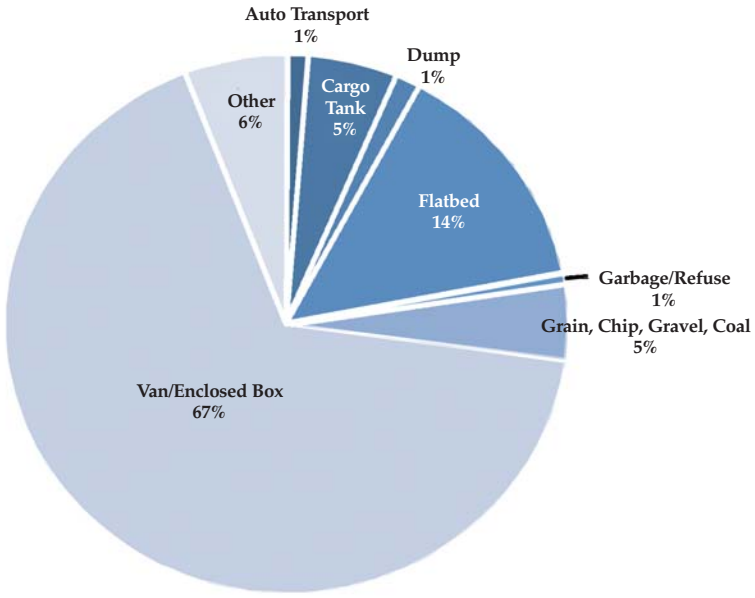
Note(s)
Large truck with a trailer includes semi tractors only and semi tractors with single, double or triple trailers.
Large truck single unit includes trucks over 10,000 pounds with double or triple axles, i.e. concrete mixers, dump trucks.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

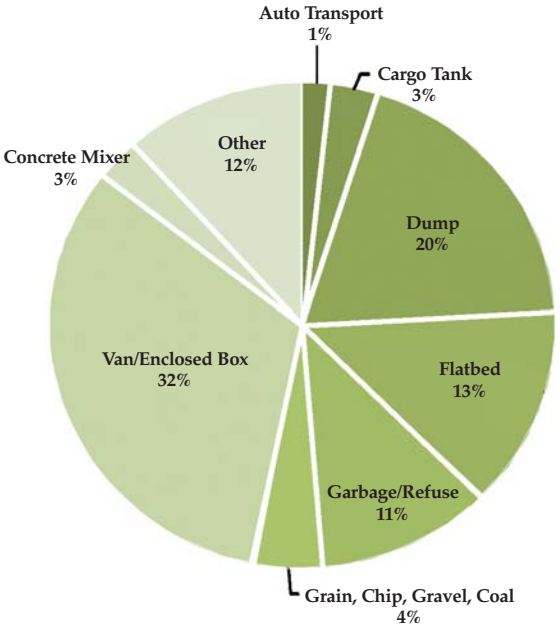
- 67 percent of the large trucks with trailers involved in collisions with a known cargo body type are of a van or enclosed box, 14 percent are flatbeds and 5 percent are cargo tanks.
- Single unit large trucks involved in collisions with known cargo body types are 32 percent van/enclosed boxes, 20 percent dump trucks and 13 percent flatbeds.

Figure 25 and 26. Large trucks involved in collisions by cargo body type, 2006

Large Truck w/Trailer



Single Unit Large Truck



Note(s)
Large truck with a trailer includes semi tractors only and semi tractors with single, double or triple trailers.
Large truck single unit includes trucks over 10,000 pounds with double or triple axles, i.e. concrete mixers, dump trucks.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 2.1 percent of the large trucks with trailers involved in all collisions revealed a hazard placard and 12.6 percent of those had a hazard release.
- 17.2 percent of the single unit large trucks with a placard had a hazard release.

Table 41. Large trucks involved in collisions, hazard placard and release, 2006

	Severity of Collision					
	Fatal	Incapacitating	Non-incapacitating	Property Damage	TOTAL	% of Total/ % of Placard
Large Truck w/ trailer	**104**	**140**	**1,022**	**8,101**	**9,367**	
w/ Hazard Placard	5	5	15	174	199	2.1%
Hazard Release	0	1	5	19	25	12.6%
Large Truck single unit	**36**	**59**	**570**	**4,333**	**4,998**	
w/ Hazard Placard	1	0	8	55	64	1.3%
Hazard Release	1	0	2	8	11	17.2%

Note(s)
See glossary for definition of hazard placard and hazard release.
Large truck with a trailer includes semi tractors only and semi tractors with single, double or triple trailers.
Large truck single unit includes trucks over 10,000 pounds with double or triple axles, i.e. concrete mixers, dump trucks.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Total collisions involving school buses declined from 1,021 in 2005 to 853 in 2006, a 16 percent change.
- There were no fatalities involving school bus occupants in 2006.
- From 2003 to 2006 there were 13 fatalities from collisions involving school buses.

Table 42. Collisions and injuries involving school buses, 2003-2006

	2003		2004		2005		2006	
	Count	% total	Count	% total	Count	% total	Count	% total
Total collisions	**1,095**	**100.0%**	**946**	**100.0**	**1,021**	**100.0**	**853**	**100.0**
By most severe injury								
Fatal	3	0.3%	1	0.1%	5	0.5%	3	0.4%
Incapacitating	11	1.0%	13	1.4%	14	1.4%	5	0.6%
Non-incapacitating	151	13.8%	125	13.2%	123	12.0%	124	14.5%
Property damage only	930	84.9%	807	85.3%	879	86.1%	721	84.5%
Injuries								
Fatal	**3**	**100.0%**	**1**	**100.0%**	**5**	**100.0%**	**4**	**100.0%**
School bus occupant	2	66.7%	0	0.0%	2	40.0%	0	0.0%
Other	1	33.3%	1	100.0%	3	60.0%	4	100.0%
Incapacitating	**12**	**100.0%**	**21**	**100.0%**	**14**	**100.0%**	**6**	**100.0%**
School bus occupant	3	25.0%	10	47.6%	2	14.3%	1	16.7%
Other	9	75.0%	11	52.4%	12	85.7%	5	83.3%
Non-incapacitating	**269**	**100.0%**	**245**	**100.0%**	**277**	**100.0%**	**318**	**100.0%**
School bus occupant	152	56.5%	107	43.7%	169	61.0%	180	56.6%
Other	117	43.5%	138	56.3%	108	39.0%	138	43.4%

Note(s)
'Non-incapacitating' injury collisions include 'possible' injuries, as indicated on the Indiana collision report.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ 'Failure to Yield Right of Way' is the major primary factor associated with school bus collisions.

Table 43. School buses involved in collisions by primary factor of collision, 2006

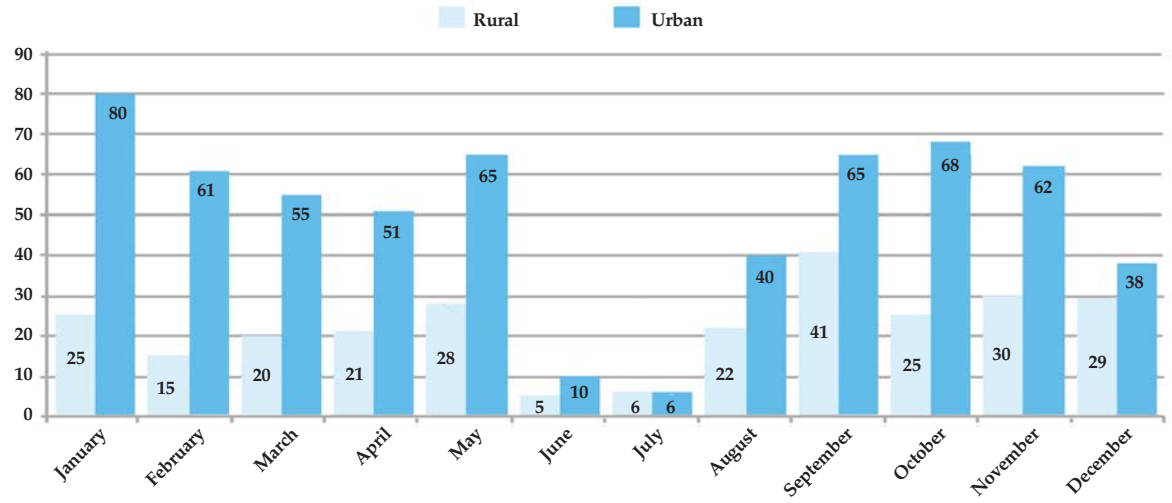
	School Buses Involved in Collisions					
	Fatal		Incapacitating		All	
Primary Factor	Number	Ranking	Number	Ranking	Number	Ranking
Failure to yield right of way	2	1	1	1T	139	2
Left of center	1	2			32	
Alcoholic beverages			1	1T	1	
Driver distracted (explained)			1	1T	36	
Driver illness			1	1T	3	
Passenger distraction			1	1T	4	
Other (explained in narrative)					200	1
Following too closely					91	3
Improper turning					80	4
Unsafe backing					77	5

Note(s)
The primary factor is attributed to the collision; it may not be associated with each of the drivers/vehicles above.
The primary factor counts do not sum to totals for unit type collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Urban school bus collisions happen most frequently in January and rural school bus collisions in September.

Figure 27. School buses involved in collisions by locality and month, 2006

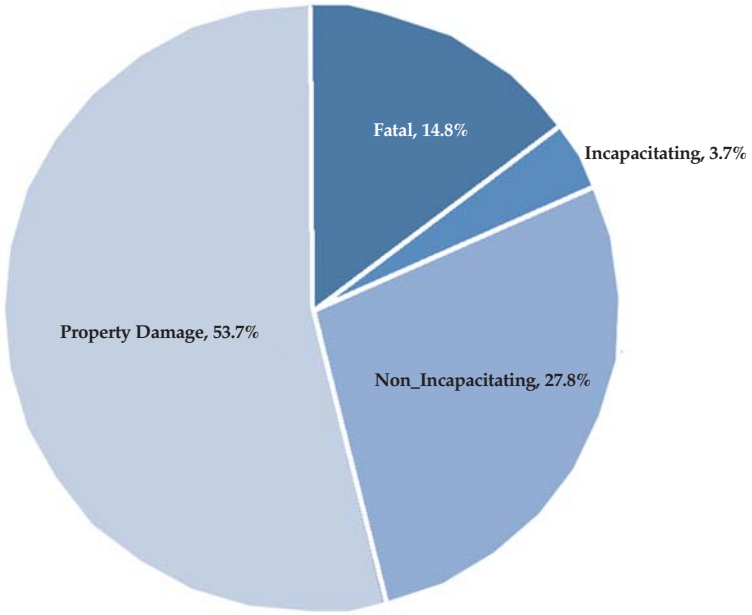


Source(s) Indiana State Police Vehicle Crash Records System, as of June 5, 2007

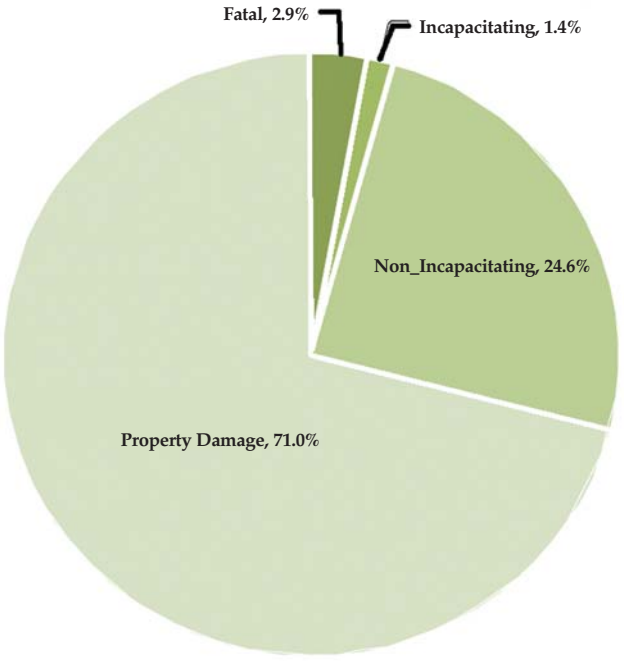
- 15 percent of the vehicles that collide with a railway vehicle, train or engine in rural areas result in fatalities, compared to 3 percent in urban areas.
- The majority of vehicles that collide with a railway vehicle, train or engine result in property damage only.

Figure 28. Percent of vehicles that collided with a railway vehicle, train or engine by severity of collision and locality, 2006

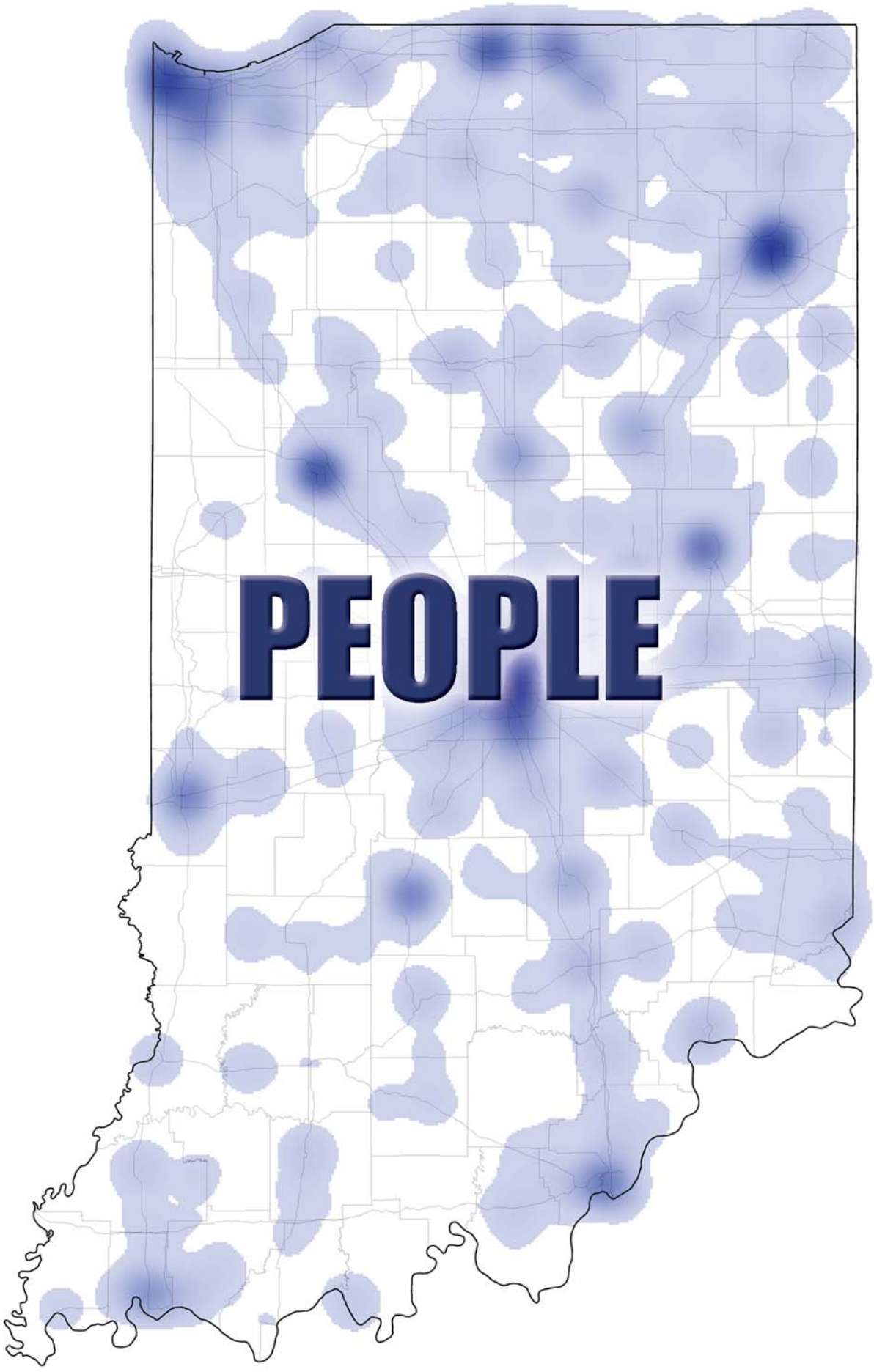
Rural



Urban



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007


PEOPLE

PEOPLE, 2006

This chapter looks at individuals involved in Indiana fatal and non-fatal collisions in 2006 as well as some trends from 2003 to 2006. Tables and figures show demographics by gender, age, locality (rural/urban), type of injury (fatal, incapacitating, non-incapacitating) and physical condition. Included are drivers, passengers with injury, pedestrians and pedalcyclists. Also included is information regarding restraint usage for drivers and passengers.

HIGHLIGHTS

There were 899 individuals killed in Indiana traffic collisions in 2006.

Nearly 70 percent of the fatalities occurred on rural roads.

Except for 'Normal' and 'Unknown', the apparent physical condition of 'had been drinking' is an issue across all ages and age groups, having the highest numbers in both fatal and all collisions, except for ages 75 and over whose highest numbers were of 'illness'.

The 16 to 17 year old age group represents the smallest percentage of licensed drivers, but, per 1,000 licensed drivers, this age group has the highest rate in both fatal and all collisions.

In 2006, out-of-state drivers were involved in fatal collisions more in the months of May and August.

There were more pedestrian fatalities in 2006 (75) than in 2003, 2004 or 2005 (61, 72 and 64 respectively).

89 percent (891 of 1,000) of pedalcyclist collisions occurred in urban areas.

223 fatalities occurred among drivers who were not wearing safety belts, compared to 193 that were restrained.

Persons not restrained are more likely to be ejected and suffer fatal or incapacitating injuries.

- Nearly 70 percent of the fatalities occurred on rural roads.
- Males constituted 68.3 percent of the fatalities.
- Children (age 15 and under) fatalities totaled 48.
- 44 aged 16 and 17 year olds were killed in motor vehicle crashes on rural roads, compared to 5 individuals in the same age group on urban roads.
- 63.3 percent of the 16 and 17 year olds who were killed in motor vehicle collisions were drivers.

Table 44. Rural and urban fatalities by age, role and gender, 2006

RURAL													
Age in Years	Driver			Passenger			Pedestrian			Pedalcyclist			Total for Age Groups
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	
0 - 4	0	0	0	8	0	8	0	1	1	0	0	0	9
5 - 9	0	0	0	2	6	8	1	2	3	1	0	1	12
10 - 15	1	0	1	5	3	8	1	0	1	0	0	0	10
16 - 17	16	11	27	5	11	16	0	1	1	0	0	0	44
18 - 20	30	20	50	10	6	16	1	1	2	0	0	0	68
21 - 24	31	12	43	14	8	22	0	0	0	0	1	1	66
25 - 34	56	15	71	10	6	16	4	0	4	0	1	1	92
35 - 44	61	20	81	9	12	21	3	1	4	1	0	1	107
45 - 54	51	16	67	7	8	15	2	1	3	1	0	1	86
55 - 64	44	17	61	1	6	7	3	0	3	3	0	3	74
65 - 74	15	10	25	0	4	4	0	0	0	0	0	0	29
75 + over	16	7	23	1	3	4	1	1	2	1	0	1	30
Unknown	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL RURAL	**321**	**128**	**449**	**72**	**73**	**145**	**16**	**8**	**25**	**7**	**2**	**9**	**628**
URBAN													
Age in Years	Driver			Passenger			Pedestrian			Pedalcyclist			Total for Age Groups
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	
0 - 4	0	0	0	2	4	6	1	0	1	0	0	0	7
5 - 9	0	0	0	0	1	1	1	1	2	1	0	1	4
10 - 15	0	0	0	2	1	3	2	0	2	1	0	1	6
16 - 17	2	2	4	1	0	1	0	0	0	0	0	0	5
18 - 20	6	2	8	2	2	4	1	1	2	0	0	0	14
21 - 24	16	2	18	5	0	5	0	1	1	0	0	0	24
25 - 34	24	5	29	4	4	8	8	2	10	1	0	1	48
35 - 44	30	3	33	1	6	7	3	1	4	3	0	3	47
45 - 54	20	5	25	1	1	2	6	4	10	1	0	1	38
55 - 64	10	4	14	0	2	2	5	2	7	1	0	1	24
65 - 74	8	4	12	1	1	2	4	1	5	1	0	1	20
75 + over	12	5	17	5	5	10	5	1	6	0	0	0	33
Unknown	0	0	0	0	0	0	0	0	0	1	0	1	1
TOTAL URBAN	**128**	**32**	**160**	**24**	**27**	**51**	**36**	**14**	**50**	**10**	**0**	**10**	**271**
GRAND TOTAL	**449**	**160**	**609**	**96**	**100**	**196**	**52**	**22**	**75**	**17**	**2**	**19**	**899**

Note(s)
Unknown age and/or gender are counted in 'Unknown' in each category (driver, passenger, etc.).

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- As opposed to fatalities, most incapacitating injuries occur in urban (2,002) rather than rural (1,803) collisions.
- The 25-34 age group represents 19.4 percent of the rural and 18.6 percent of the urban incapacitating injuries.
- There were 103 incapacitating injuries in people 75 and over involved in urban motor vehicle collisions.

Table 45. Rural and urban incapacitating injuries by age, role and gender, 2006

RURAL													
Age in Years	Driver			Passenger			Pedestrian			Pedalcyclist			Total for Age Groups
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	
0 - 4	2	0	2	7	8	15	3	1	4	0	0	0	21
5 - 9	2	0	2	7	10	17	3	1	4	1	0	1	24
10 - 15	2	2	4	29	33	62	4	1	5	3	1	4	75
16 - 17	54	46	100	21	22	43	1	0	1	1	0	1	145
18 - 20	79	42	121	26	19	45	0	1	1	1	0	1	168
21 - 24	97	42	139	23	10	33	2	1	3	0	1	1	176
25 - 34	176	83	259	39	45	84	5	0	5	2	0	2	350
35 - 44	153	75	228	19	29	48	5	2	7	0	0	0	283
45 - 54	163	66	229	15	34	49	6	1	7	2	2	4	289
55 - 64	80	45	125	2	16	18	5	1	6	0	0	0	149
65 - 74	28	17	45	6	13	19	0	0	0	2	0	2	66
75 + over	21	12	33	7	7	14	2	0	2	0	0	0	49
Unknown	0	0	2	0	0	6	0	0	0	0	0	0	8
TOTAL RURAL	**857**	**430**	**1,289**	**201**	**246**	**453**	**36**	**9**	**45**	**12**	**4**	**16**	**1,803**
URBAN													
Age in Years	Driver			Passenger			Pedestrian			Pedalcyclist			Total for Age Groups
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	
0 - 4	2	0	2	8	8	16	4	1	5	1	0	1	24
5 - 9	1	0	1	13	11	24	6	4	10	9	3	12	47
10 - 15	5	3	8	18	26	44	12	11	23	15	3	18	93
16 - 17	21	19	40	16	21	37	9	5	14	2	0	2	93
18 - 20	64	52	116	21	23	44	6	5	11	6	0	6	177
21 - 24	70	54	124	29	26	55	14	4	18	1	1	2	199
25 - 34	158	116	274	28	42	70	15	10	25	4	0	4	373
35 - 44	136	94	230	15	38	53	16	6	22	8	5	13	318
45 - 54	138	73	211	16	25	41	14	6	20	5	0	5	277
55 - 64	73	62	135	5	20	25	4	6	10	5	0	5	175
65 - 74	32	39	71	3	14	17	2	4	6	1	1	2	96
75 + over	41	27	68	5	17	22	8	3	11	1	1	2	103
Unknown	0	0	12	0	0	12	0	0	2	0	0	1	27
TOTAL URBAN	**741**	**539**	**1,292**	**177**	**271**	**460**	**110**	**65**	**177**	**58**	**14**	**73**	**2,002**
Locality Unknown	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
GRAND TOTAL	**1,600**	**969**	**2,583**	**378**	**517**	**913**	**146**	**74**	**222**	**70**	**18**	**89**	**3,807**

Note(s)
Unknown age and/or gender are counted in 'Unknown' in each category (driver, passenger, etc.).

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ 64 percent of the non-incapacitating injuries occurred in collisions in urban areas.

Table 46. Rural and urban non-incapacitating injuries by age, role and gender, 2006

RURAL													
Age in Years	Driver			Passenger			Pedestrian			Pedalcyclist			Total for Age Groups
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	
0 - 4	3	4	7	185	189	374	5	2	7	0	0	0	388
5 - 9	2	4	6	219	230	449	6	4	10	5	3	8	473
10 - 15	47	25	72	369	496	865	5	7	12	16	3	19	968
16 - 17	655	746	1,401	275	382	657	5	5	10	3	0	3	2,071
18 - 20	845	734	1,579	283	270	553	5	6	11	4	1	5	2,148
21 - 24	816	588	1,404	186	194	380	6	4	10	4	0	4	1,798
25 - 34	1,350	1,052	2,402	251	288	539	9	6	15	5	3	8	2,964
35 - 44	1,241	905	2,146	139	223	362	12	9	21	4	3	7	2,536
45 - 54	1,084	834	1,918	123	229	352	11	5	16	13	0	13	2,299
55 - 64	718	526	1,244	65	181	246	8	5	13	5	1	6	1,509
65 - 74	302	222	524	33	117	150	1	3	4	0	0	0	678
75 + over	225	199	424	39	107	146	6	3	9	1	0	1	580
Unknown	0	0	35	0	0	64	0	0	4	0	0	2	105
TOTAL RURAL	**7,288**	**5,839**	**13,162**	**2,167**	**2,906**	**5,137**	**79**	**59**	**142**	**60**	**14**	**76**	**18,517**

URBAN													
Age in Years	Driver			Passenger			Pedestrian			Pedalcyclist			Total for Age Groups
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	
0 - 4	9	8	17	252	276	528	23	19	42	4	1	5	592
5 - 9	5	3	8	302	355	657	58	36	94	59	27	86	845
10 - 15	70	36	106	410	643	1,053	87	48	135	143	40	183	1,477
16 - 17	530	792	1,322	287	463	750	33	35	68	40	6	46	2,186
18 - 20	1,048	1,268	2,316	290	499	789	34	33	67	37	13	50	3,222
21 - 24	1,113	1,421	2,534	252	412	664	54	42	96	35	8	43	3,337
25 - 34	1,955	2,423	4,378	429	641	1,070	66	54	120	42	20	62	5,630
35 - 44	1,799	2,236	4,035	240	515	755	70	56	126	56	11	67	4,983
45 - 54	1,649	1,916	3,565	188	492	680	55	50	105	59	14	73	4,423
55 - 64	1,084	1,252	2,336	105	362	467	49	28	77	21	5	26	2,906
65 - 74	546	581	1,127	39	263	302	22	22	44	6	1	7	1,480
75 + over	387	527	914	63	258	321	19	23	42	5	2	7	1,284
Unknown	0	0	167	0	0	240	0	0	22	0	0	29	458
TOTAL URBAN	**10,195**	**12,463**	**22,825**	**2,857**	**5,179**	**8,276**	**570**	**446**	**1,038**	**507**	**148**	**684**	**32,823**
Locality Unknown	**13**	**16**	**30**	**6**	**8**	**14**	**1**	**2**	**3**	**3**	**0**	**3**	**50**
GRAND TOTAL	**17,496**	**18,318**	**36,017**	**5,030**	**8,093**	**13,427**	**650**	**507**	**1,183**	**570**	**162**	**763**	**51,390**

Note(s)
Non-incapacitating injuries include "Possible" injury category.
Unknown age and/or gender are counted in 'Unknown' in each category (driver, passenger, etc.).

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- More than one-half of all drivers involved in fatal collisions were classified as being in a 'normal' apparent physical condition and more than one-fourth were classified as 'unknown'.
- Except for 'Normal,' 'Had been Drinking' constitutes the most common condition for fatal and all collisions (147 and 9,848 respectively).

Table 47. Drivers in collisions by age and apparent physical condition, 2006

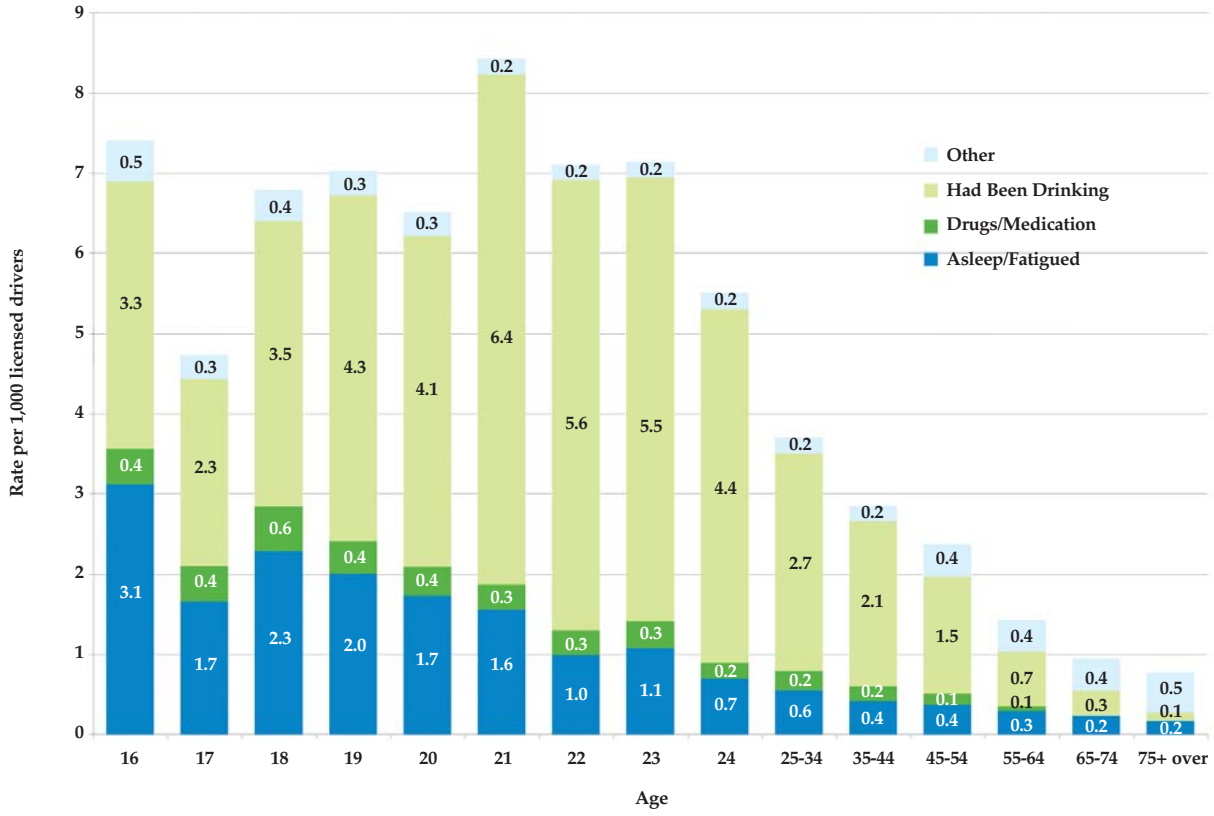
	Normal		Asleep/ Fatigued		Drugs/ Medication		Had Been Drinking		Handicapped		Illness		Unknown		TOTAL	
Age	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All	Fatal	All
0-14	0	573	0	4	0	3	0	28	0	2	0	2	2	271	2	883
15	0	493	0	2	0	1	0	12	0	0	0	1	0	20	0	529
16	18	8,835	0	71	0	10	0	76	0	0	0	11	15	132	33	9,135
17	24	11,079	1	98	0	26	1	137	0	1	0	19	6	145	32	11,505
18	27	10,958	1	163	1	40	3	253	0	7	0	24	7	182	39	11,627
19	15	9,325	1	157	0	31	3	336	0	5	0	13	19	199	38	10,066
20	18	8,567	2	138	0	29	6	329	0	1	1	27	10	186	37	9,277
21	13	8,137	2	129	0	26	7	527	0	1	0	20	11	186	33	9,026
22	10	7,318	0	86	1	26	10	485	0	2	1	21	9	183	31	8,121
23	14	6,945	0	94	1	29	8	482	0	3	0	19	10	170	33	7,742
24	15	6,493	0	62	1	18	7	394	0	4	0	21	6	162	29	7,154
25-34	117	52,853	3	531	6	232	39	2,623	0	28	2	198	65	1,102	232	57,567
35-44	123	49,102	6	414	3	174	38	2,007	0	48	1	213	61	863	232	52,821
45-54	128	43,746	4	358	3	139	17	1,424	0	54	3	253	50	637	205	46,611
55-64	79	28,678	3	215	1	42	8	507	0	53	5	232	38	390	134	30,117
65-74	52	13,641	2	110	1	15	0	143	0	67	3	124	15	161	73	14,261
75 + over	31	10,519	0	95	0	8	0	57	0	89	7	138	18	226	56	11,132
Unknown	0	373	0	6	0	1	0	28	0	0	0	1	1	152	1	561
TOTAL	684	277,635	25	2,733	18	850	147	9,848	0	365	23	1,337	343	5,367	1,240	298,135

Note(s)
'Unknown' includes missing values.
Some individuals were reported to have multiple conditions; totals will not match actual unique individual totals.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 'Had Been Drinking' is apparent across all ages and age groups, but highest for ages 16 to 24, then dramatically declines with age.
- 21 year olds, the legal age of drinking, have a high propensity towards drinking and driving, resulting in collisions.
- 'Handicapped' and 'Illness' (Other) become an increasing condition beginning with the 45 to 54 age group as the rate increases from 0.2 for the 35 to 44 age group to 0.5 for the 75 and older age group.
- 16 year olds are high risk for all categories.

Figure 29. Apparent physical condition for drivers in all collisions by age, per 1,000 licensed drivers, 2006



Note(s)
Excludes 'Normal' and 'Unknown' Categories of Apparent Physical Condition.
'Other' category consists of the Apparent Physical Conditions of "Handicapped" and "Illness."

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Indiana Bureau of Motor Vehicles, as of February 1, 2007

- The 16-17 age group represents the lowest percentage of licensed drivers, but has the highest rate of licensed drivers in both fatal and all collisions.
- The 25-34 and the 35-44 age groups have the highest total number of drivers in fatal collisions as well as in all collisions.
- Relative to their percentage of licensed drivers, several age groups are overrepresented in both fatal and all collisions -- including groups aged 16-17, 18-20, 21-24, and 25-34.

Table 48. Drivers in fatal collisions and all collisions per 1,000 licensed drivers by age, 2006

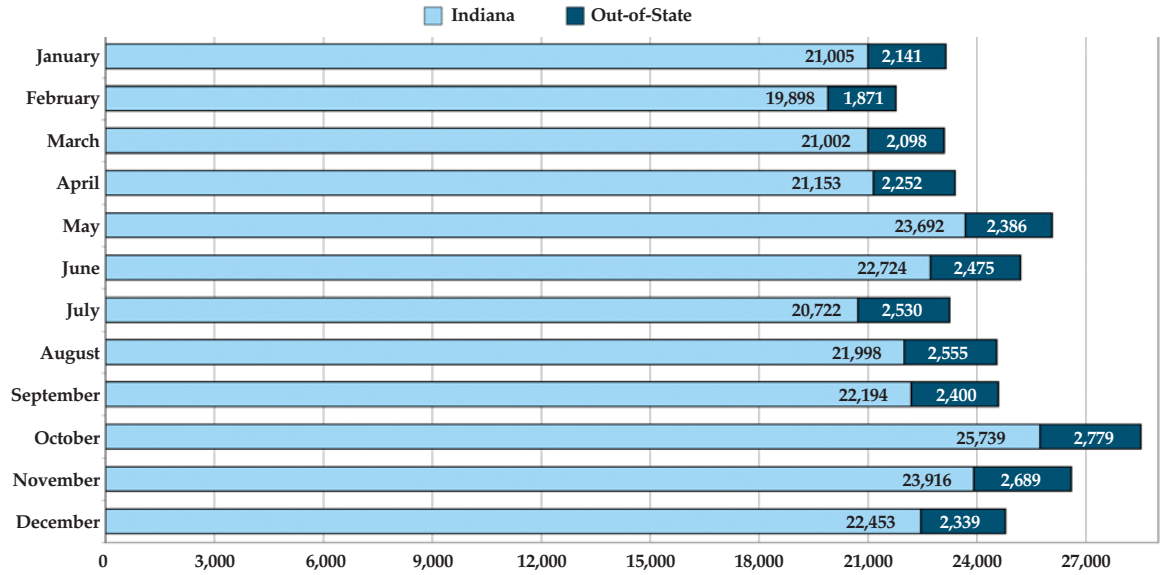
Age	Drivers in Fatal Collisions	Percent of Total Drivers in Fatal Collisions	Drivers in All Collisions	Percent of Total Drivers in All Collisions	Licensed Drivers	Percent of Licensed Drivers	Drivers in Fatal Collisions per 1,000 Licensed Drivers	Drivers in all Collisions per 1,000 Licensed Drivers
0-15	2	0.2%	1,412	0.5%	0	0.0%	NA	NA
16-17	65	5.2%	20,640	6.9%	81,608	1.5%	0.80	252.9
18-20	114	9.2%	30,970	10.4%	228,999	4.3%	0.50	135.2
21-24	126	10.2%	32,043	10.7%	345,560	6.5%	0.36	92.7
25-34	232	18.7%	57,567	19.3%	964,609	18.1%	0.24	59.7
35-44	232	18.7%	52,821	17.7%	976,215	18.3%	0.24	54.1
45-54	205	16.5%	46,611	15.6%	973,409	18.3%	0.21	47.9
55-64	134	10.8%	30,117	10.1%	738,620	13.9%	0.18	40.8
65-74	73	5.9%	14,261	4.8%	463,486	8.7%	0.16	30.8
75+over	56	4.5%	11,132	3.7%	551,086	10.4%	0.10	20.2
Unknown	1	0.1%	561	0.2%	0	0.0%	NA	NA
TOTAL	1,240	100.0%	298,135	100.0%	5,323,592	100.0%	0.23	56.0

Note(s)
NA = not applicable

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Indiana Bureau of Motor Vehicles, as of February 1, 2007

➤ Out-of-state drivers typically represent a small proportion of all drivers in Indiana collisions.

Figure 30. In-state and out-of-state drivers in all collisions by month of collision, 2006

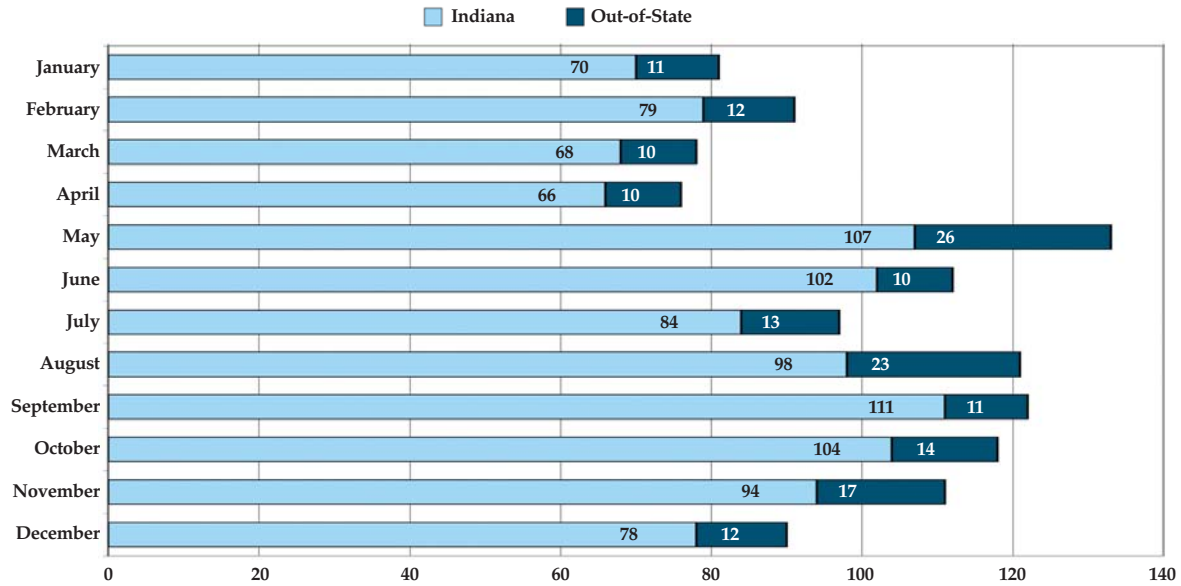


Note(s)
Includes only those drivers whose status of in-state or out-of-state is known.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ May and August represent the highest months for out-of-state drivers to be involved in fatal collisions.

Figure 31. In-state and out-of-state drivers in fatal collisions by month of collision, 2006

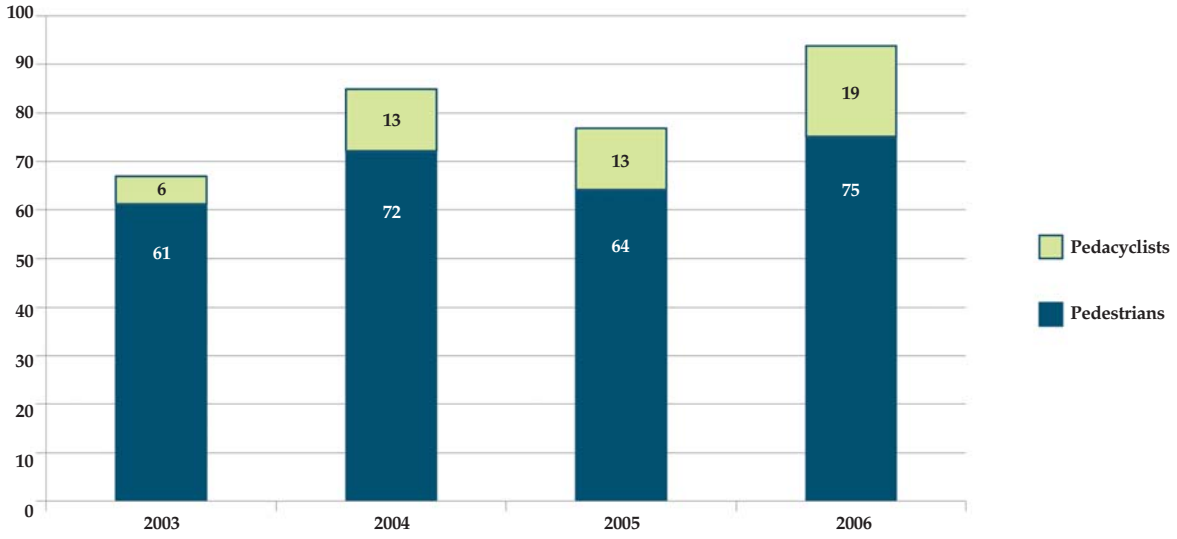


Note(s)
Includes only those drivers whose status of in-state or out-of-state is known.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The year 2006 represented the highest number of pedestrian fatalities for the period 2003 to 2006.
- The general trend shows pedestrian fatalities are on the rise.
- For the period 2003 to 2006, pedalcyclist fatalities increased with 2006 being the highest -- 19 killed.
- Indiana experienced a 216 percent increase in pedalcyclist fatalities from 2003 to 2006.

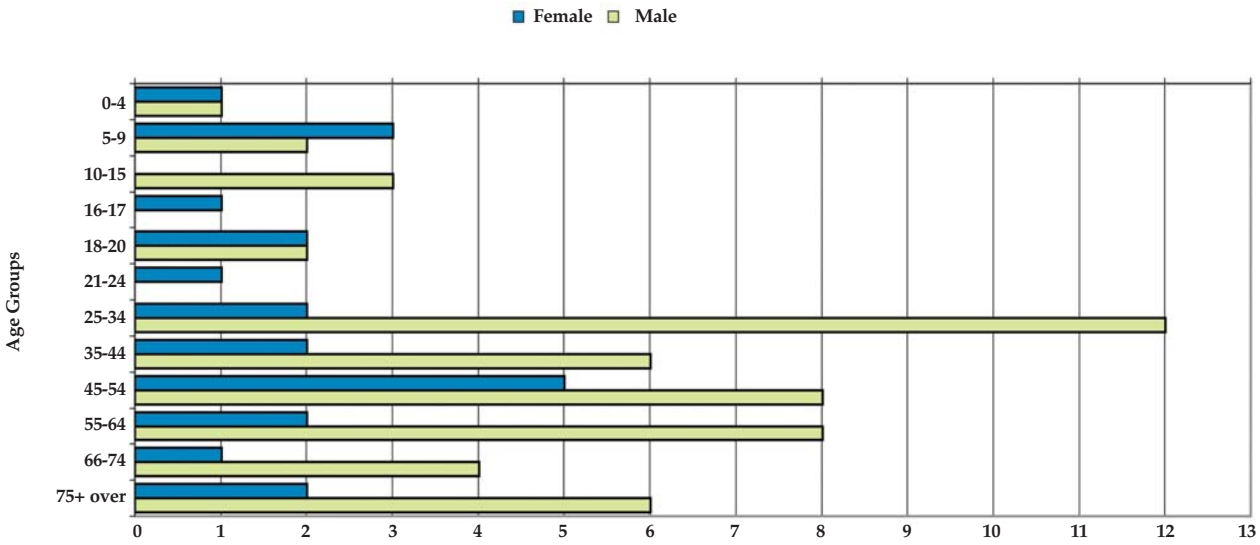
Figure 32. Pedestrian and pedalcyclist fatalities, 2003-2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

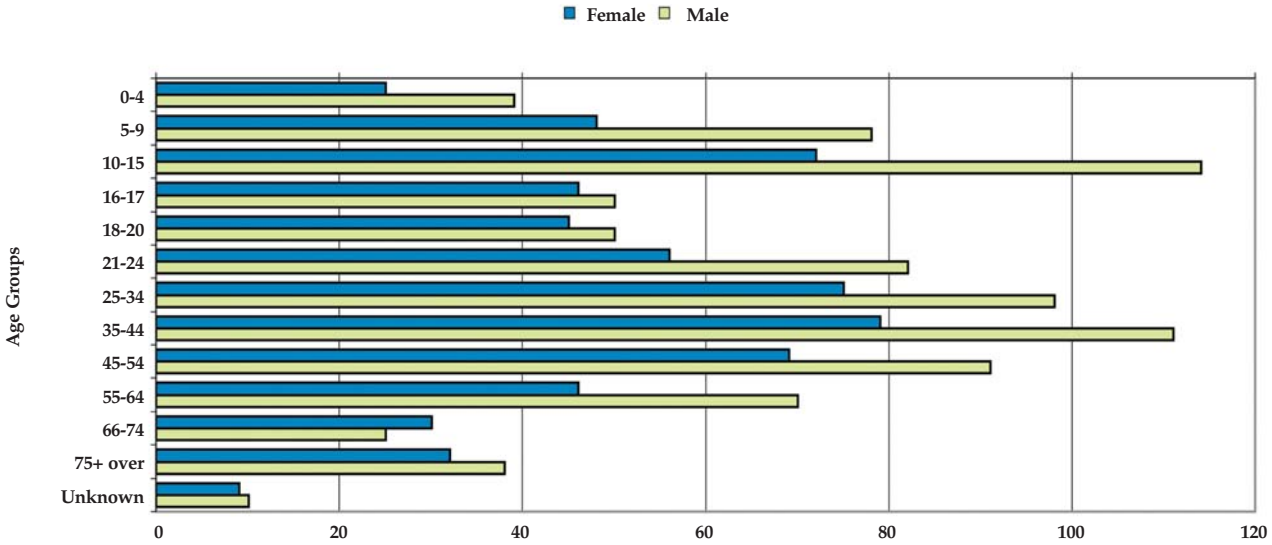
- Male pedestrians aged 25-34 comprised the largest number of pedestrians killed in traffic collisions.
- In 2006, there were over twice as many male pedestrians killed as females, 52 and 22 respectively.
- Male pedestrians aged 10-15 comprised the largest number (114) of pedestrians involved in non-fatal traffic collisions, and the same age group (males and females) represented the second largest number (189) of total pedestrians involved in non-fatal collisions.

Figure 33. Pedestrians involved in fatal collisions by age and gender, 2006



Total number of pedestrians = 75

Figure 34. Pedestrians involved in non-fatal collisions by age and gender, 2006



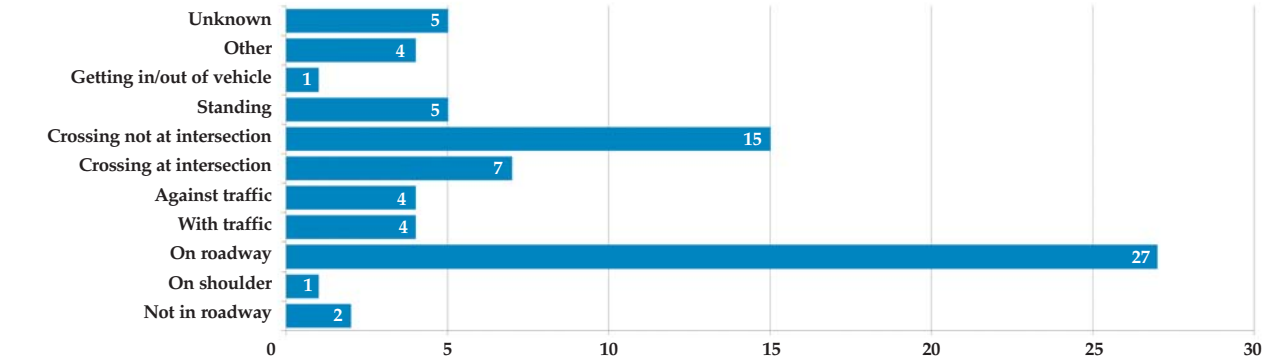
Total number of pedestrians = 1,546

Note(s)
See glossary for definition of Pedestrian collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

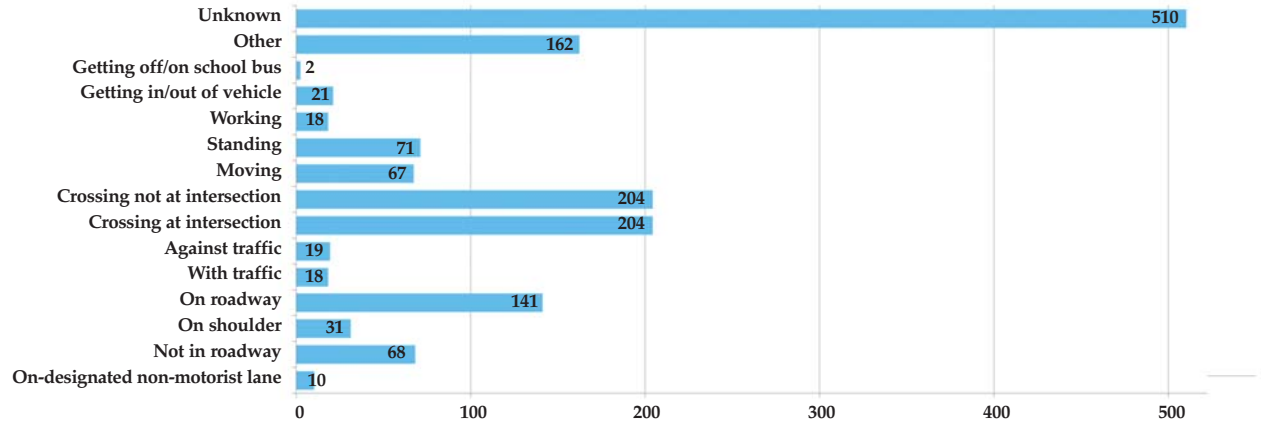
- 'On roadway' (36 percent) and 'Crossing not at intersection' (20 percent) were the two actions that resulted in the largest number of fatalities for pedestrians.
- The main actions for pedestrians involved in non-fatal collisions were 'Crossing at intersection', 'Crossing not at intersection' (13.2 percent each) and 'On roadway' (9 percent).
- Nearly one third of pedestrian actions in non-fatal collisions were classifed as 'unknown'.

Figure 35. Action of pedestrians in fatal collisions, 2006



Total Pedestrians = 75

Figure 36. Action of pedestrians in non-fatal collisions, 2006



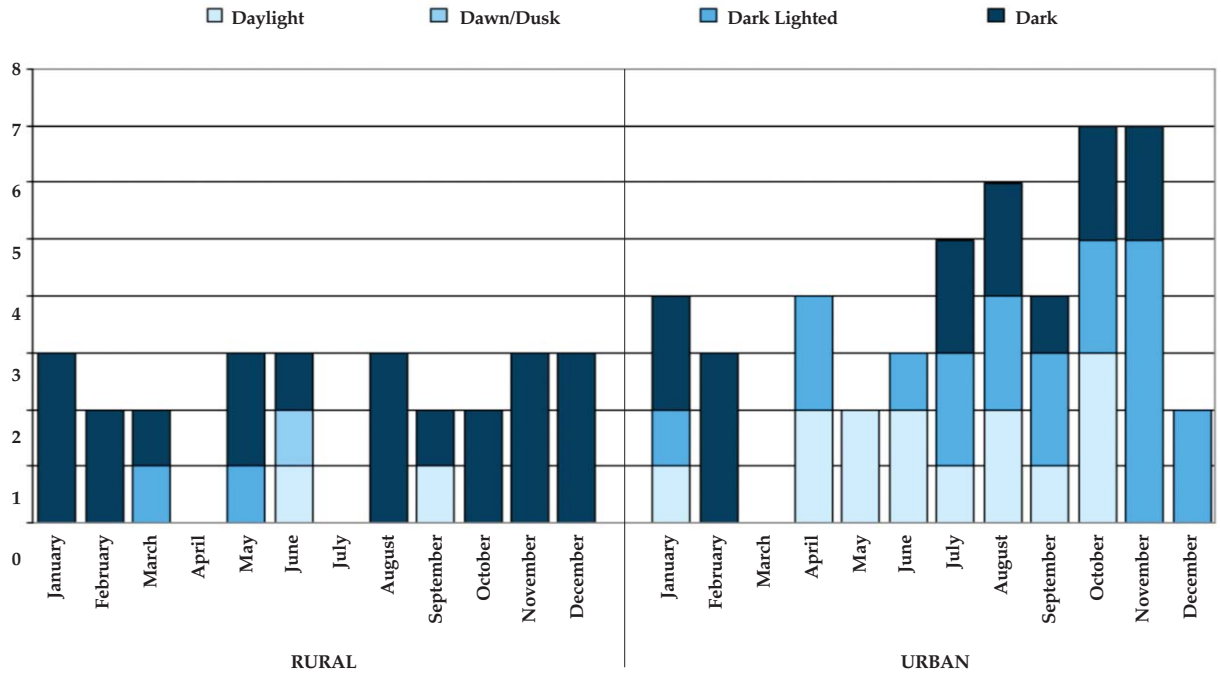
Total Pedestrians = 1,546

Note(s)
See glossary for definition of Pedestrian collisions.
Only pedestrians where action was known are included.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- More pedestrian fatal collisions occurred in urban areas than rural areas.
- Most rural pedestrian fatal collisions occurred in the 'dark' hours.
- Urban fatal collisions occurred mainly in the 'dark lighted' and 'daylight' hours.
- More pedestrian fatal collisions occurred in October and November than in any other month.

Figure 37. Pedestrian fatal collisions by month, locality and light condition, 2006



Total Collisions = 73

Note(s)
See glossary for definition of Pedestrian collisions.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Highest number of pedalcyclist collisions (75 percent) occurred from noon to 9:00pm .
- 89 percent of pedalcyclist collisions occurred in urban areas.
- 59 percent of pedalcyclist collisions occurred in summer months (June-September).

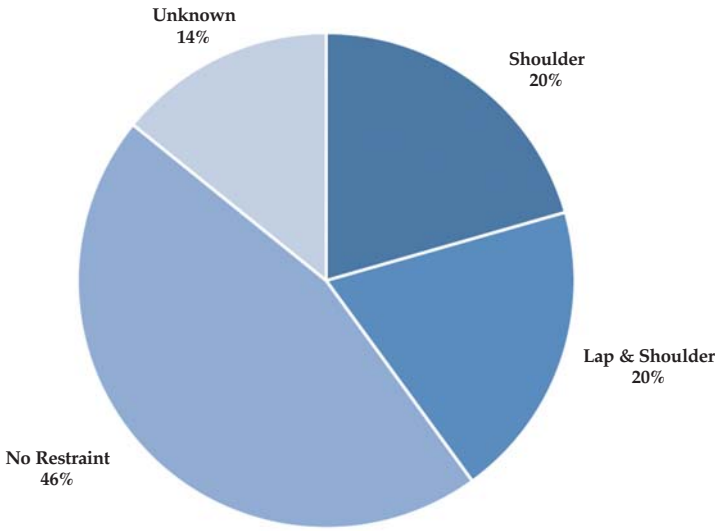
Table 49. Pedalcyclist collisions by month, locality and time of day, 2006

	Midnight - 2:59 am		3:00 am - 5:59 am		6:00 am - 8:59 am		9:00 am - 11:59 am		Noon - 2:59 pm		3:00 pm - 5:59 pm		6:00 pm - 8:59 pm		9:00 pm - 11:59 pm			TOTALS	
Month	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Unknown	Rural	Urban
January	1	0	0	1	2	4	0	4	0	4	1	14	2	8	1	3	0	7	38
February	0	0	0	0	0	3	0	3	0	3	0	10	0	6	0	0	0	0	25
March	0	0	0	0	0	1	0	3	0	1	2	11	2	4	0	5	0	4	25
April	0	1	1	1	0	3	0	8	2	8	1	22	0	19	0	7	0	4	69
May	0	0	1	0	0	5	0	9	2	19	5	38	1	16	0	3	0	9	90
June	0	2	0	2	0	12	1	8	5	21	6	40	0	19	2	10	1	14	114
July	1	3	0	3	2	6	3	7	2	40	4	42	6	34	2	11	0	20	146
August	0	0	2	3	1	8	4	13	5	25	6	40	5	38	0	6	0	23	133
September	1	1	0	0	3	6	0	10	4	22	4	41	3	32	1	8	0	16	120
October	0	0	0	0	0	6	1	6	2	10	3	22	0	16	0	3	0	6	63
November	0	0	0	2	0	1	0	4	1	4	1	14	0	6	0	4	0	2	35
December	0	1	0	2	0	2	0	5	1	3	1	11	1	6	1	3	0	4	33
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
Total	3	8	4	14	8	57	9	80	24	160	34	305	20	204	7	63	5	109	891

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

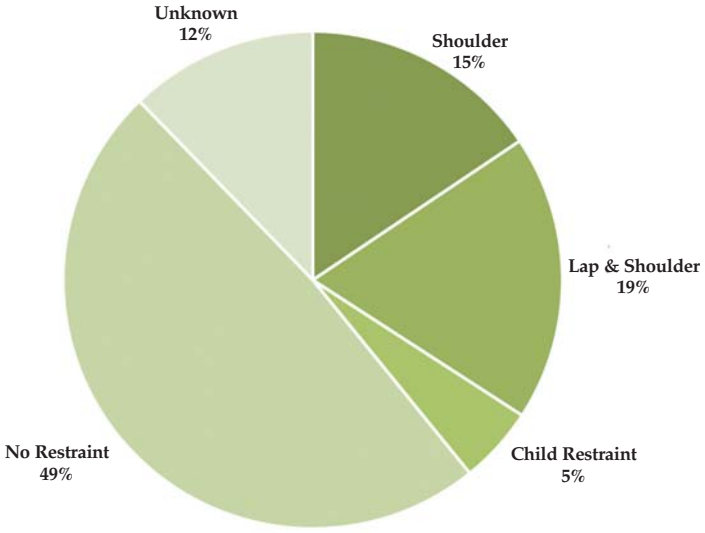
➤ Nearly half of the fatalities for both drivers and passengers were not restrained (46 and 49 percent respectively).

Figure 38. Driver fatalities by type of restraint, 2006



Total drivers = 609.

Figure 39. Passenger fatalities by type of restraint, 2006



Total passengers = 196

Note(s)
Deletes Motorcycles, Farm Vehicles, Mopeds, and Unknown Vehicle Types due to vehicles not required to have restraints.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Data suggest that a person who is restrained is less likely to be killed if involved in a collision.
- Over 50 percent of drivers killed under the age of 21 where restraint use was known were classified as unrestrained.
- Approximately 50 percent of the drivers killed aged 21 to 54 where restraint use was known were unrestrained.
- Data suggest that older people are more likely to use restraints than younger persons.

Figure 40. Percentage of unrestrained drivers by injury status and age group, 2006

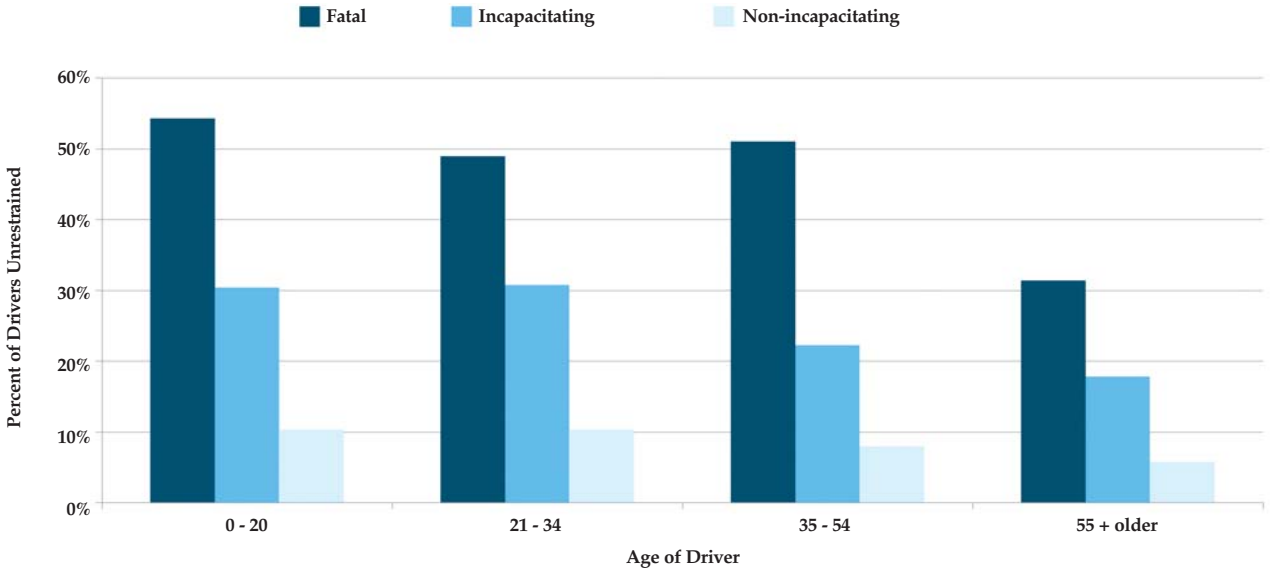
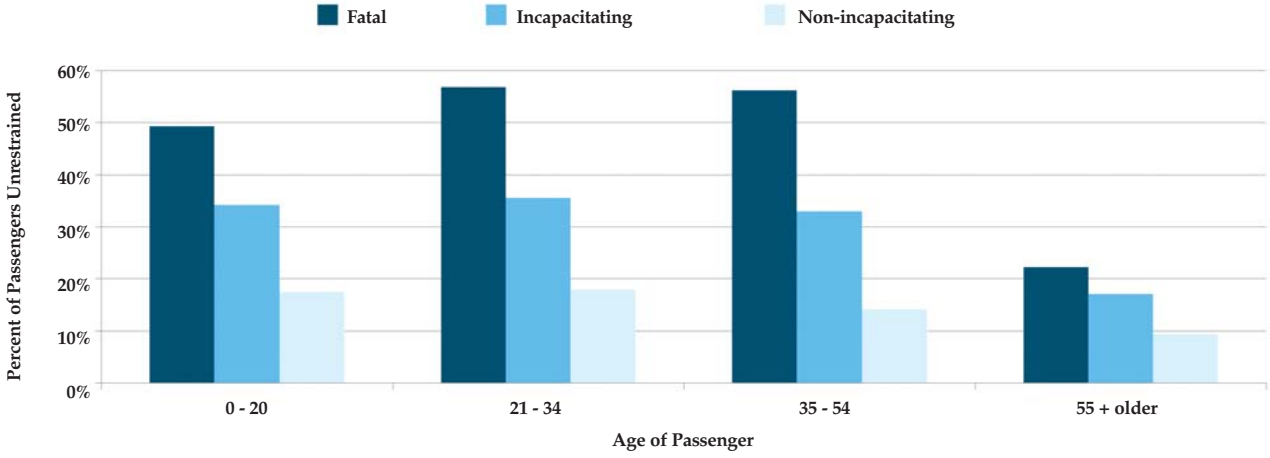


Figure 41. Percentage of unrestrained passengers by injury status and age group, 2006



Note(s)
Drivers and passengers include only those with injuries and whose restraint use was known.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Pickup truck drivers and passengers continue to have the lowest restraint use percentage.
- Females as drivers or passengers have a higher percentage of restraint use than males.

Table 50. Restrained drivers and passengers in injury collisions by vehicle type and gender, 2006

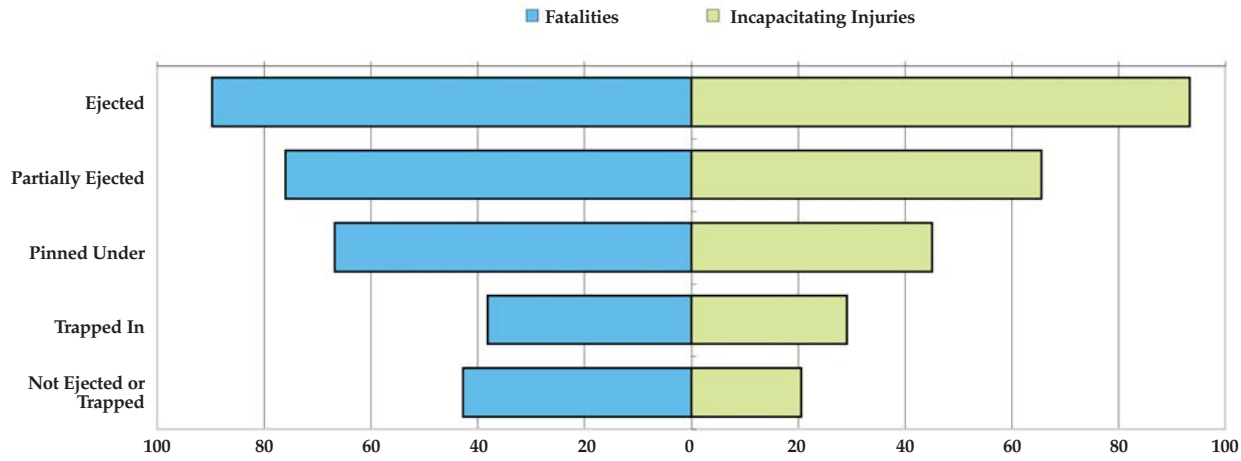
	Restrained Drivers				Restrained Passengers							
Vehicle Type	Male	Female	Unknown Gender	Total	Male	Female	Unknown Gender	Total	Total Drivers	% Drivers Restrained	Total Passengers	% Passengers Restrained
Ambulance	5	3	0	8	3	2	0	5	11	72.7%	5	100.0%
Fire	8	2	0	10	2	0	0	2	10	100.0%	4	50.0%
Police	202	27	1	230	16	12	0	28	244	94.3%	35	80.0%
Military, Highway, Government, Utility	42	22	0	64	6	3	0	9	80	80.0%	17	52.9%
Passenger Car	7,546	12,339	87	19,972	2,386	4,374	81	6,841	21,595	92.5%	7,851	87.1%
Pickup	2,299	670	7	2,976	354	516	8	878	4,293	69.3%	1,464	60.0%
SUV	1,507	2,382	15	3,904	517	923	22	1,462	4,336	90.0%	1,711	85.4%
Van	983	1,553	9	2,545	456	860	13	1,329	2,746	92.7%	1,560	85.2%
TOTAL	12,592	16,998	119	29,709	3,740	6,690	124	10,554	33,315	89.2%	12,647	83.5%

Note(s)
Passengers include only those with injuries and for which restraint use is known.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Persons not restrained are much more likely to be ejected and suffer fatal or incapacitating injuries.

Figure 42. Percent unrestrained individuals suffering fatal and incapacitating injuries by ejection status, 2006

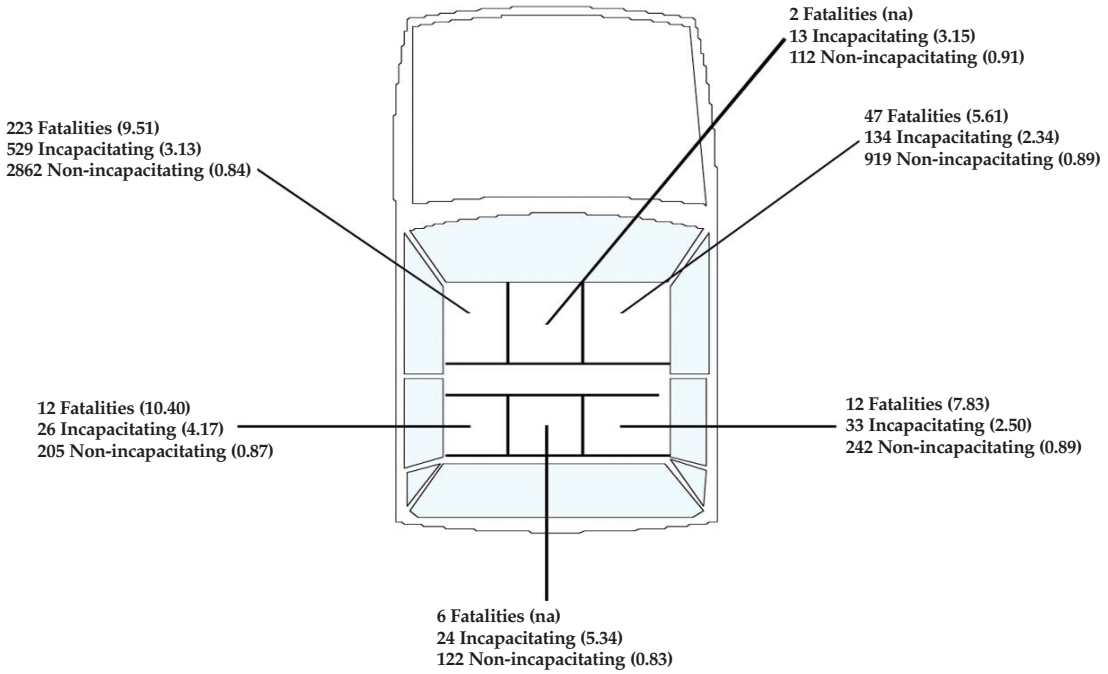


Note(s)
Data includes only individuals for which restraint use and ejection status is known.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Over 200 fatalities and 500 incapacitating injuries occurred among drivers who were not wearing safety belts.
- Unrestrained drivers were nearly 10 times as likely to experience a fatal crash as were restrained drivers.
- Regardless of the seat position, an unrestrained occupant was at least five times as likely to have died in a collision compared to a person wearing a safety belt.

Figure 43. Seat positions by injury of known unrestrained individuals and unrestrained risk factor, 2006



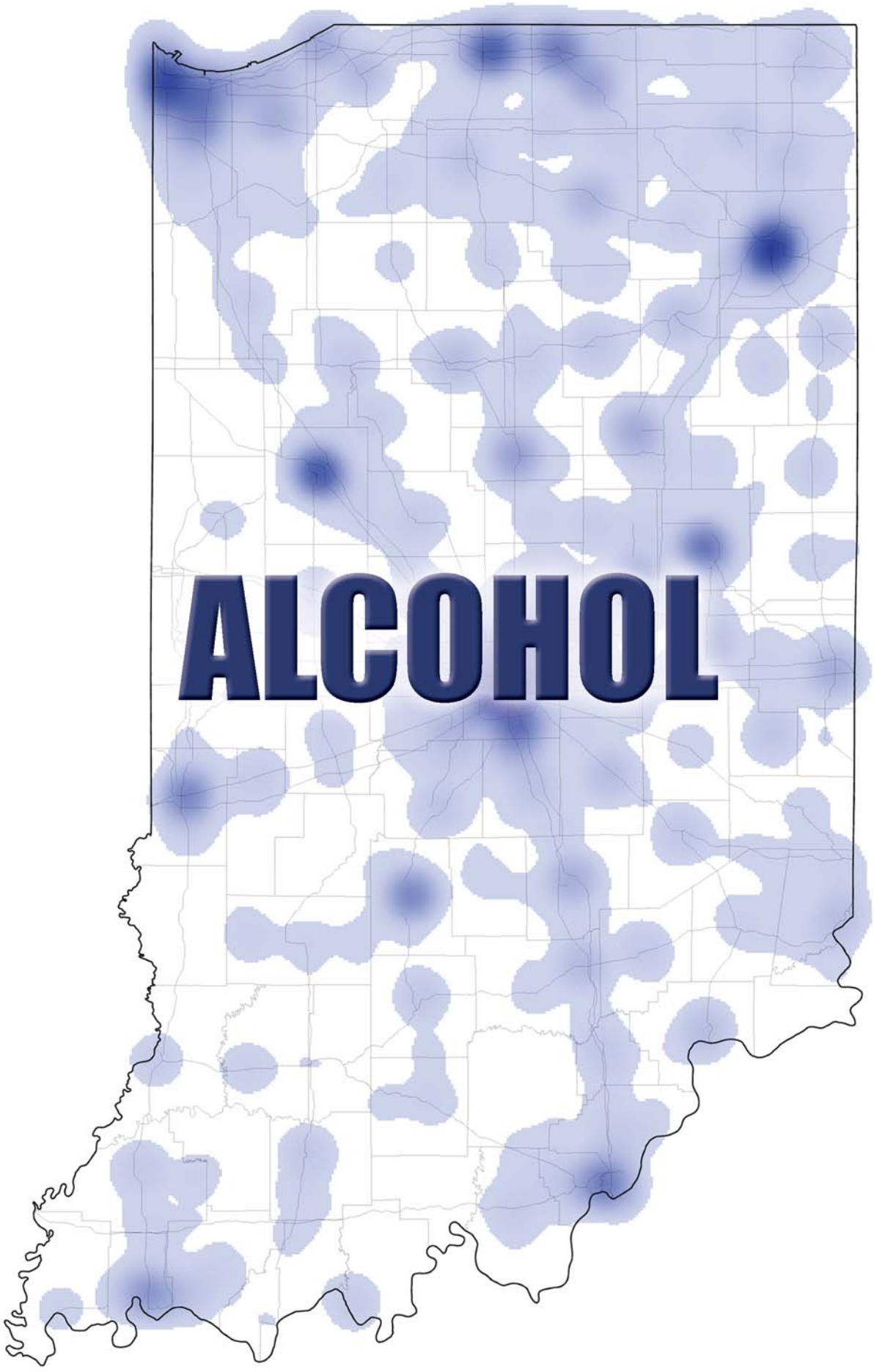
THIRD ROW IN VAN, SUV, STATION WAGON
4 Fatalities (6.81)
11 Incapacitating (2.88)
64 Non-incapacitating (0.86)

BED OF PICKUP
6 Incapacitating (na)
36 Non-incapacitating (0.86)

UNKNOWN SEAT POSITIONS
2 Fatalities
11 Incapacitating
42 Non-incapacitating

Note(s)
Numbers in parentheses indicate the unrestrained risk factor.
'Unrestrained risk factor' is defined for each injury type and seat position as the ratio of individuals who incurred the injury, given they were unrestrained, to those who incurred the injury, given they were restrained.
'na' in parenthesis indicates there were no individuals in that seat position with that injury type restrained.
Data includes individuals in passenger vehicles only (passenger cars, SUVs, vans, pickup trucks) and where restraint use is known.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007


ALCOHOL

ALCOHOL, 2006

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

In 2006, alcohol-related crashes continued to result in deaths, injuries, and property damage. There were 11,846 alcohol-related collisions, involving 19,174 vehicles. Of these, 249 collisions resulted in 273 fatalities. Another 4,191 alcohol-related collisions produced 5,863 personal injuries. Of the 609 drivers killed in motor vehicle crashes in 2006, nearly 27 percent had positive BAC (g/dL) results (greater than zero), and nearly 17 percent were legally intoxicated with BAC results of .08 g/dL or greater.

HIGHLIGHTS

Males between the ages of 21 to 34 remained the demographic groups most likely to reflect positive BAC results in 2006. In comparison to females, male drivers exhibit higher proportions of alcohol-related crash involvement across nearly all age categories.

Compared to cohorts aged 20 years and younger, the share of driver fatalities with .08 grams per deciliter (g/dL) or greater BAC results more than tripled, from 10 percent for drivers aged 18 to 20 to more than 30 percent for drivers between the ages of 21 and 24. Of the 89 drivers under 21 years of age killed in 2006, ten had positive BAC results, and of these seven had BAC results of .15 g/dL or more.

The alcohol-related crash rate per 1,000 licensed drivers peaked at ages 21 to 24, then declined thereafter.

Certain vehicle types are more likely to be involved in alcohol-related crashes. During 2003 to 2006, the operators and occupants of pickups, motorcycles, and SUVs had higher rates of involvement in alcohol-related crashes.

Motorcycles and pickups routinely reflect the highest alcohol-related involvement.

Alcohol-related collisions occurred primarily during periods of darkness. Peak numbers of alcohol-related fatalities occur between the hours of 6 pm to 3 am, especially during weekends. Numbers of overall alcohol-related collisions follow similar patterns.

The largest number of alcohol-related collisions (905) and fatalities (30) occurred in 2006 between 3 am and 4 am. Fridays, Saturdays, and Sundays reflected the highest daily totals of alcohol-related collisions.

- 'Alcoholic beverages' were reported as the primary factor in 40 percent of alcohol related collisions. However, because traffic crash investigators are typically instructed not to identify alcoholic beverages as a primary factor, this percentage is probably understated.
- 'Errant' or 'risky driving' (e.g., running off road, failure to yield, unsafe speed) accounted for at least another 36 percent of alcohol-related crashes.
- More than two-thirds of alcohol-related fatalities are linked to four primary factors: 'ran off road right' (75 fatalities), 'unsafe speed' (47), 'alcoholic beverages' (36), and 'left of center' (30).

Table 51. Alcohol-related collisions, fatalities, and injuries, by primary factor to collision occurrence, 2006

	Alcohol-related collisions			
Primary factor to collision	Number of collisions	Percent of total	Fatalities	Personal injuries
Alcoholic beverages	4,727	39.90%	36	2,134
Ran off road right	1,314	11.09%	75	671
Failure to yield right of way	873	7.37%	12	566
Other (explained in narrative)	746	6.30%	15	308
Unsafe speed	743	6.27%	47	495
Following too closely	644	5.44%	-	245
Disregard signal/reg sign	392	3.31%	9	338
Left of center	377	3.18%	30	322
Unsafe backing	300	2.53%	-	17
Improper lane usage	243	2.05%	3	79
Improper turning	182	1.54%	-	56
Overcorrecting/oversteering	177	1.49%	9	94
Driver asleep or fatigued	107	0.90%	2	54
Animal on roadway	106	0.89%	1	44
Speed too fast for weather conditions	102	0.86%	1	33
Illegal drugs	101	0.85%	2	64
Driver distracted (explained in narrative)	93	0.79%	2	57
Improper passing	91	0.77%	2	59
Pedestrian action	77	0.65%	14	58
Prescription drugs	69	0.58%	-	17
Ran off road left	67	0.57%	6	29
None	48	0.41%	-	10
Unknown	47	0.40%	1	10
Cell phone usage	40	0.34%	-	11
Brake failure or defective	32	0.27%	-	14
Wrong way on one way	30	0.25%	1	23
Roadway surface condition	27	0.23%	2	9
Driver illness	15	0.13%	1	11
Passenger distraction	15	0.13%	-	14
Tire failure or defective	11	0.09%	-	2
View obstructed	11	0.09%	1	6
Headlight defective or not on	6	0.05%	1	1
Steering failure	5	0.04%	-	3
Accelerator failure or defective	4	0.03%	-	-
Holes/ruts in surface	4	0.03%	-	1
Traffic control problem	4	0.03%	-	-
Engine failure or defective	3	0.03%	-	1
Glare	3	0.03%	-	2
Other lights defective	2	0.02%	-	2
Other telematics in use	2	0.02%	-	1
Violation of license restriction	2	0.02%	-	1
Insecure/leaky load	1	0.01%	-	
Jackknifing	1	0.01%	-	1
Lane marking obscured	1	0.01%	-	-
Oversize/overweight load	1	0.01%	-	-
Grand Total	11,846	100%	273	5,863

Note(s)
Unknown = Multiple codes, Blank, or Null
Includes all alcohol-related collisions (fatal, injury, property damage)
See glossary for definition of alcohol-related collisions

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- County roads hosted the largest number of alcohol-related fatalities (92), while local and city roads were sites for the largest number of alcohol-related personal injuries (2,665).
- Indiana interstates reflect the smallest number of fatalities (22) and personal injuries (220) considered to be alcohol-related.
- Alcohol-related collisions resulting only in property damage occurred primarily on local and city roads, and occurred least on interstate highways.
- Alcohol-related collisions on Indiana county roads produced 18 percent of property damage crashes, but 33 percent of fatal crashes.

Figure 44. Alcohol-related fatalities and injuries (logged) by roadway type, 2006

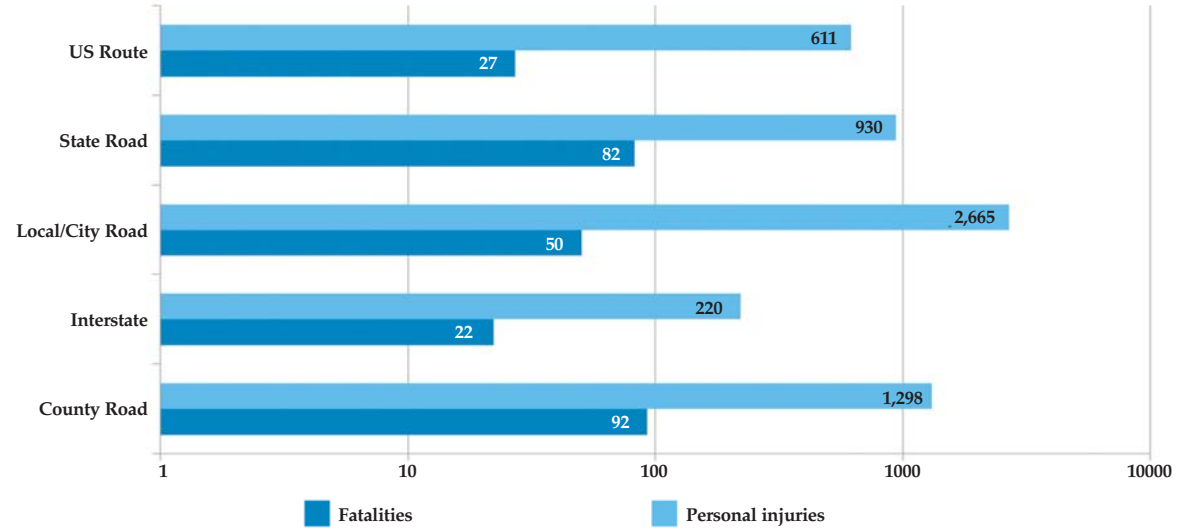
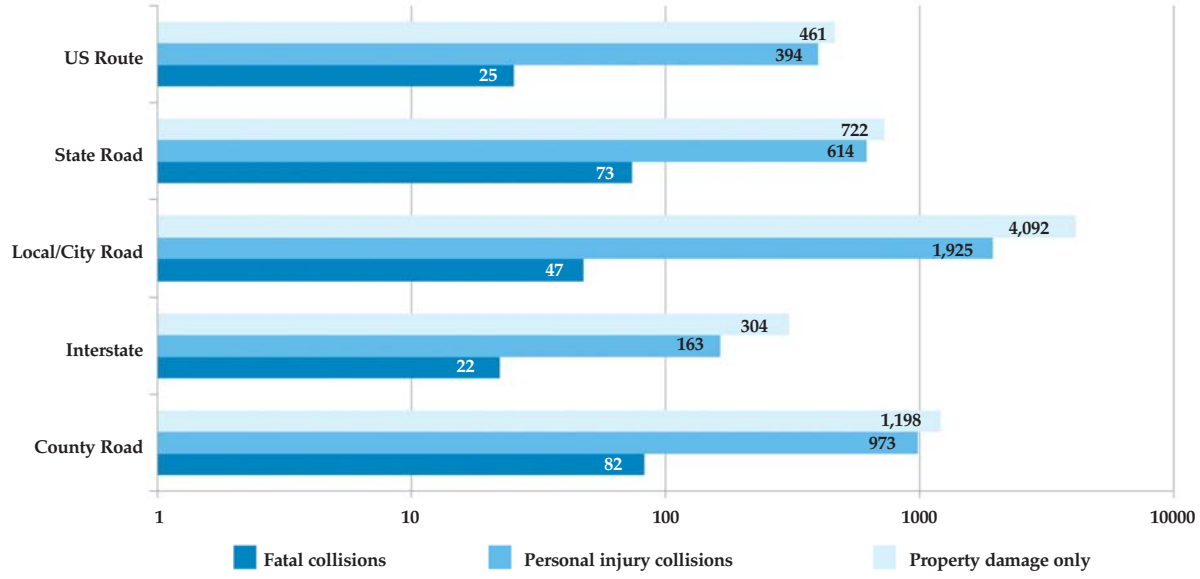


Figure 45. Alcohol-related collisions (logged) by collision severity and roadway type, 2006

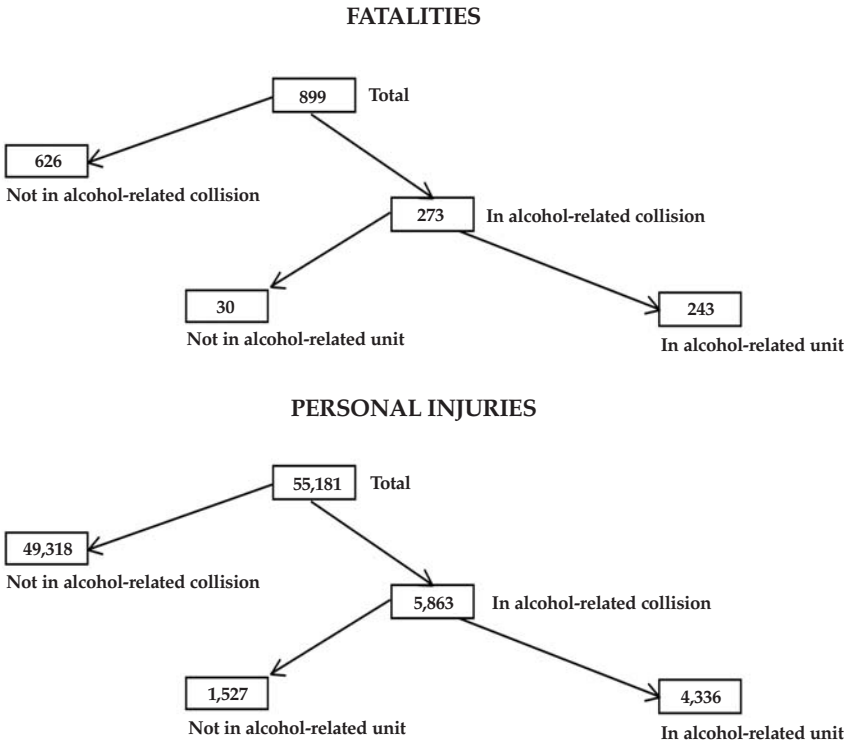


Note(s)
Excludes cases for which roadway type is unknown.
X-axis is measured on a log 10 scale.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Among the 899 total fatalities, there were 273 individuals associated with alcohol-related units. Among the 273 are 16 pedestrians and 4 pedalcyclists.
- About 8 percent of individuals reporting personal injuries were associated with alcohol-related units. Within this group are included 106 pedestrians and 39 pedalcyclists.

Figure 46. Fatalities and personal injuries by alcohol involvement in collision and unit status, 2006



Note(s)
'Unit' denotes a motor vehicle, pedestrian, pedalcyclist or other entity involved in the collision.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The number of alcohol-related fatalities dropped from 293 in 2005 to 273 in 2006.
- The percent of all traffic fatalities classified as alcohol-related has climbed slightly from 2003 to 2005, but dropped in 2006.
- The percent of all injuries in motor vehicle crashes considered to be alcohol-related has remained comparatively constant from 2003-06 at approximately 11 percent.

Table 52. Individuals killed and injured in alcohol-related collisions by year, 2003-2006

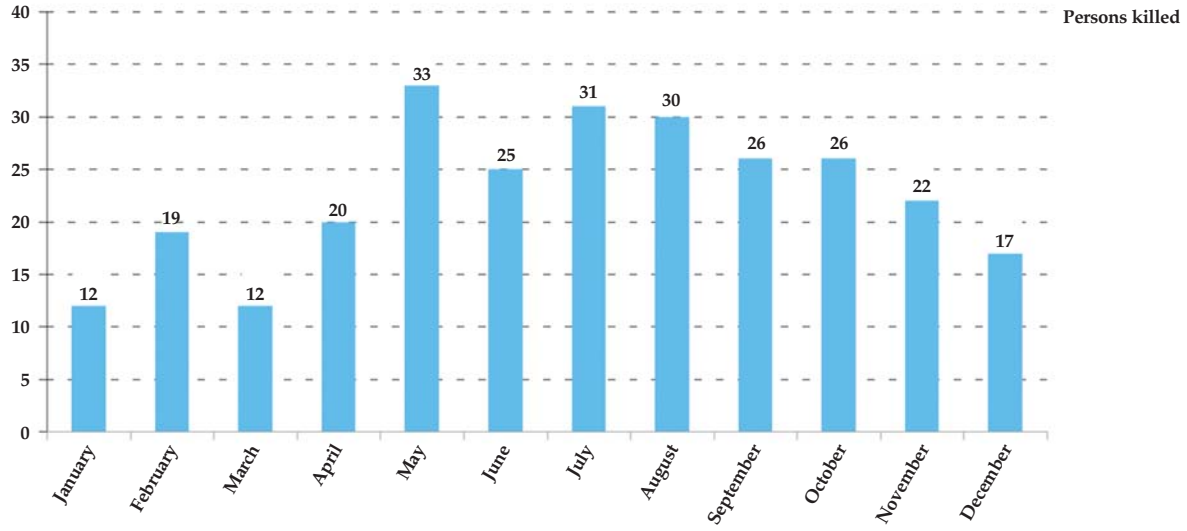
Year	Alcohol-related fatalities	Total fatalities	Percent alcohol-related fatalities	Alcohol-related injuries	Total injuries	Percent alcohol-related injuries
2003	241	833	28.9%	6,550	58,435	11.2%
2004	284	947	30.0%	6,590	61,652	10.7%
2005	293	938	31.2%	6,627	59,250	11.2%
2006	273	899	30.4%	5,863	55,181	10.6%

Note(s)
See glossary for definition of alcohol-related collisions.

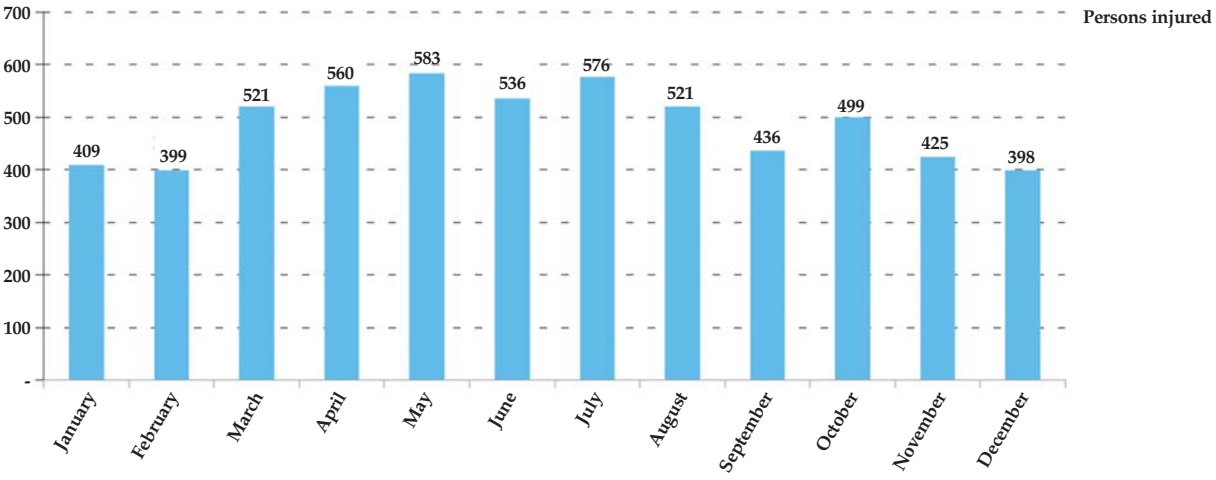
Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Fatalities attributed to alcohol-related collisions begin to climb in the spring, and peaked during the month of May in 2006.
- Beginning in July, monthly fatalities from alcohol-related collisions decline through the end of the year.
- Personal injuries resulting from alcohol-related collisions generally follow the same trend as fatalities, similarly peaking in May.

Figure 47. Fatalities and persons injured in alcohol-related collisions by month, 2006



Total persons killed = 273



Total persons injured = 5,863

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Overall, nearly 17 percent of Indiana driver fatalities had BAC results of .08 g/dL or more. Nearly 23 percent of driver fatalities were reported to have positive (greater than 0) BAC results.
- Driver fatalities in age groups from 21 to 44 years reflected the highest proportions (30 percent or more) of legal intoxication (.08 g/dL) or above.
- Ten of 89 driver fatalities aged 16 to 20 were reported to have positive BAC results.
- As of June 5, 2007, the Indiana VCRS reported that approximately two-thirds of driver fatalities had been tested for alcohol or drugs. Of those tested, nearly 90 percent of the results were reported.

Table 53. Driver fatalities by age, testing status, and reported BAC (g/dL) test results, 2006

		Alcohol testing				Counts of BAC test results (g/dL)					
Drivers by age	Total driver fatalities	Total tests given	Percent tests given	Total results reported	Percent reported	Missing results	Zero	> 0 to <.08	.08 to < .15	.15 to highest	Percent driver fatalities 0.08 or more
Under 16	1	0	0.0%	0	-	0	0	0	0	0	0.0%
16-17	31	19	61.3%	15	78.9%	4	13	0	1	1	6.5%
18-20	58	35	60.3%	31	88.6%	4	23	1	1	6	12.1%
21-24	61	47	77.0%	39	83.0%	8	12	3	5	19	39.3%
25-34	100	77	77.0%	69	89.6%	8	24	6	8	31	39.0%
35-44	114	86	75.4%	81	94.2%	5	36	2	16	28	38.6%
45-54	92	52	56.5%	48	92.3%	4	28	7	4	9	14.1%
55-64	75	43	57.3%	37	86.0%	6	24	2	3	8	14.7%
65-74	37	14	37.8%	14	100.0%	0	13	0	1	0	2.7%
75 to oldest	40	14	35.0%	12	85.7%	2	12	0	0	0	0.0%
Total	609	387	63.5%	346	89.4%	41	185	21	39	102	23.2%

Note(s)
BAC g/dL denotes Blood Alcohol Content in grams per deciliter.
'75 +' age group includes individuals with a reported but invalid age.'Tests given' includes 'Alcohol' and 'Alcohol and drug' test categories from Indiana collision report. The database lists one individual in the 35-44 year-old age group with a BAC test result between 0.08 g/dL and 0.15 g/dL as having received a drug test only. Accordingly, the total from the BAC test result columns does not match that of 'Tests given', since the latter includes only 'Alcohol' and 'Alcohol and drug' test categories.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Across nearly all age groups–the 19, 22 and 45-54 year old groups are the sole exceptions--a much higher proportion of male drivers were legally intoxicated in fatal crashes. Overall, male drivers killed in motor vehicle crashes are almost twice as likely as females to have BAC levels of .08 g/dL or greater.
- Among all fatalities, nine male drivers and one female driver under 21 years of age were reported to have a positive BAC test result (greater than 0.00 g/dL).
- Male drivers aged 21 and 22 had the highest proportion (more than 46 percent) of fatalities that tested .08 BAC or more.
- The highest proportion of female driver fatalities with .08 g/dL BAC or more occurred in two age groups: 22 years old and the 35 to 44 year old age range.

Table 54. Driver fatalities by reported BAC (g/dL) test results, age and gender, 2006

	Zero		> 0 to < .08		.08 to < .15		.15 and greater		Missing results		Total		Percent age group .08 BAC or more		Driver fatalities
Driver age	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	
14	0	0	0	0	0	0	0	0	1	0	1	0	0.0%	0.0%	1
16	4	4	0	0	0	0	1	0	2	6	7	10	14.3%	0.0%	17
17	5	0	0	0	1	0	0	0	5	3	11	3	9.1%	0.0%	14
18	4	3	0	0	1	0	2	0	4	4	11	7	27.3%	0.0%	18
19	5	3	0	0	0	0	1	1	7	5	13	9	7.7%	11.1%	22
20	2	6	1	0	0	0	2	0	7	0	12	6	16.7%	0.0%	18
21	1	0	1	0	1	0	6	1	5	2	14	3	50.0%	33.3%	17
22	2	1	1	0	2	1	4	1	4	1	13	4	46.2%	50.0%	17
23	2	2	1	0	0	0	4	0	4	0	11	2	36.4%	0.0%	13
24	1	3	0	0	1	0	2	1	5	1	9	5	33.3%	20.0%	14
25-34	16	8	5	1	7	1	26	5	26	5	80	20	41.3%	30.0%	100
35-44	27	9	2	0	12	4	24	4	26	6	91	23	39.6%	34.8%	114
45-54	23	5	6	1	3	1	7	2	32	12	71	21	14.1%	14.3%	92
55-64	19	5	1	1	2	1	8	0	24	14	54	21	18.5%	4.8%	75
65-74	7	6	0	0	1	0	0	0	15	8	23	14	4.3%	0.0%	37
75 to oldest	9	3	0	0	0	0	0	0	19	9	28	12	0.0%	0.0%	40
Total	127	58	18	3	31	8	87	15	186	76	449	160	26.3%	14.4%	609

Note(s)
BAC g/dL denotes Blood Alcohol Content in grams per deciliter.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Approximately 30 percent of motorcycle driver fatalities in 2005 and 2006 reflected positive (greater than zero) BAC results.
- In addition, nearly one-fourth of motorcycle drivers killed in motorcycle collisions in 2003, 2005 and 2006 had BAC results of .08 or more .

Table 55. Motorcycle driver fatalities by reported BAC (g/dL) results, 2003-2006

	BAC (g/dL) results						Percent positive BAC	Percent BAC .08 or greater
Year	Zero	> 0 to < .08	.08 to < .15	.15 to highest	Unknown	Total		
2003	11	3	7	8	39	68	26.5%	22.1%
2004	43	5	4	10	33	95	20.0%	14.7%
2005	40	7	9	17	37	110	30.0%	23.6%
2006	21	5	7	16	48	97	28.9%	23.7%

Note(s)
BAC g/dL denotes Blood Alcohol Content in grams per deciliter.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- In 2006, alcohol-related collisions increased through the week, with lows on Monday growing to a peak on Saturday.
- Alcohol-related collisions occur disproportionately in the late evening and early morning hours, most especially from 6 pm Friday evening through 5 am Saturday morning,and from 6 pm Saturday evening to 5 am Sunday morning.
- Considering all days, the 6 pm to 5 am period accounted for 82 percent of alcohol-related fatalities. The same time period accounts for more than two-thirds of all alcohol-related collisions.

Table 56. Alcohol-related collisions and individual fatalities and injuries by time of day and day of week, 2006

	Collision counts									
Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total collisions	Fatalities	Personal injuries
00:00-00:59	66	81	66	76	109	162	203	763	17	405
01:00-01:59	58	73	66	69	113	241	225	845	20	407
02:00-02:59	34	71	61	81	86	229	231	793	25	386
03:00-03:59	14	65	65	92	128	277	264	905	30	385
04:00-04:59	13	31	35	52	52	123	152	458	23	210
05:00-05:59	14	10	22	18	34	70	92	260	10	136
06:00-06:59	19	32	22	19	23	49	44	208	5	104
07:00-07:59	24	34	26	31	33	31	34	213	6	98
08:00-08:59	23	26	18	25	38	23	23	176	5	73
09:00-09:59	16	13	15	19	29	29	13	134	0	49
10:00-10:59	13	16	11	22	26	32	15	135	0	53
11:00-11:59	21	20	20	21	36	27	31	176	2	78
12:00-12:59	33	29	19	35	33	52	27	228	2	105
13:00-13:59	29	26	25	34	47	55	37	253	3	121
14:00-14:59	35	31	34	48	55	67	45	315	5	157
15:00-15:59	39	58	55	52	60	78	57	399	5	195
16:00-16:59	75	67	65	80	77	100	71	535	9	280
17:00-17:59	81	76	81	97	132	90	84	641	7	347
18:00-18:59	81	77	81	89	107	142	100	677	14	351
19:00-19:59	74	61	81	87	125	150	87	665	13	394
20:00-20:59	80	68	91	81	115	114	102	651	17	335
21:00-21:59	94	78	98	114	143	167	81	775	22	418
22:00-22:59	86	94	95	109	171	150	73	778	14	331
23:00-23:59	81	90	85	104	179	188	92	819	18	424
Unknown	2	3	7	3	5	13	11	44	1	21
Totals	1,105	1,230	1,244	1,458	1,956	2,659	2,194	11,846	273	5,863

Note(s)
Approximate hours of darkness.
Includes only collisions for which time and day are known.
Includes all alcohol-related collisions (fatal, injury, property damage).

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Alcohol-related collisions, regardless of severity, occur disproportionately during periods in which lighting conditions are classified as 'dark'.
- Nearly 75 percent of all fatal collisions occur on roads while it is dark. About 65 percent of non-fatal collisions occurred during dark lighting conditions.
- About one-third of property damage collisions occur during periods of daylight.

Table 57. Alcohol-related collisions by lighting condition and collision severity, 2006

	Fatal		Personal injury		Property damage only		Grand Total	
Lighting conditions	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Dark (lighted)	45	18.1%	1,293	30.9%	2,806	37.9%	4,144	35.0%
Dark (not lighted)	141	56.6%	1,432	34.2%	1,913	25.8%	3,486	29.4%
Dawn/dusk	9	3.6%	167	4.0%	255	3.4%	431	3.6%
Daylight	54	21.7%	1,291	30.8%	2,388	32.2%	3,733	31.5%
Unknown			8	0.2%	44	0.6%	52	0.4%
Grand Total	249	100%	4,191	100%	7,406	100%	11,846	100%

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Females aged 15 to 19 years had the worst overall crash rate (23.5 injuries and fatalities per 1,000 population).
- The highest rates of alcohol-related injuries and fatalities per 1,000 age normalized population occurred among both males and females in the 20 to 24 year old category.
- For both male and female age categories, the alcohol-related injury/fatality rates decline with age, beginning with the peak during the 20 to 24 years of age category to the lowest rates as individuals reach elder status.
- Across most of the five-year age groupings for 2006, Indiana males typically have a higher rate of involvement in alcohol-related crashes than females.

Table 58. Injury and fatality rates per 1,000 population (ppl) for individuals in Indiana motor vehicle crashes by age, gender, and alcohol-related, 2006

		All crashes		Alcohol-related crashes	
Age (where gender is known)	Population estimates, 2006	Injuries and fatalities	Rate/1000 ppl in age group	Injuries and fatalities	Rate/1000 ppl in age group
BOTH GENDERS	**6,313,520**	**55,493**	**8.8**	**6,109**	**1.0**
Under 5	431,089	1,041	2.4	79	0.2
5 to 9	427,680	1,407	3.3	101	0.2
10 to 14	442,324	1,910	4.3	97	0.2
15 to 19	450,758	9,415	20.9	704	1.6
20 to 24	441,614	7,259	16.4	1,242	2.8
25 to 29	443,634	5,265	11.9	840	1.9
30 to 34	406,077	4,200	10.3	591	1.5
35 to 39	429,195	4,152	9.7	576	1.3
40 to 44	464,874	4,133	8.9	538	1.2
45 to 49	483,337	3,983	8.2	502	1.0
50 to 54	440,263	3,436	7.8	323	0.7
55 to 59	387,551	2,874	7.4	210	0.5
60 to 64	280,905	1,964	7.0	137	0.5
65 to 69	220,080	1,336	6.1	67	0.3
70 to 74	178,580	1,037	5.8	52	0.3
75 to 79	155,212	935	6.0	21	0.1
80 to 84	119,157	632	5.3	15	0.1
85 and over	111,190	514	4.6	14	0.1
MALE	**3,110,503**	**26,549**	**8.5**	**4,012**	**1.3**
Under 5	221,036	519	2.3	47	0.2
5 to 9	218,424	705	3.2	50	0.2
10 to 14	227,320	951	4.2	49	0.2
15 to 19	231,270	4,267	18.5	418	1.8
20 to 24	227,992	3,580	15.7	850	3.7
25 to 29	225,955	2,565	11.4	577	2.6
30 to 34	205,375	2,078	10.1	397	1.9
35 to 39	216,109	2,036	9.4	391	1.8
40 to 44	231,701	1,991	8.6	354	1.5
45 to 49	239,379	1,945	8.1	329	1.4
50 to 54	217,804	1,689	7.8	216	1.0
55 to 59	188,755	1,393	7.4	139	0.7
60 to 64	135,026	904	6.7	93	0.7
65 to 69	103,296	616	6.0	42	0.4
70 to 74	79,469	438	5.5	32	0.4
75 to 79	64,052	395	6.2	11	0.2
80 to 84	44,274	265	6.0	10	0.2
85 and over	33,266	212	6.4	7	0.2
FEMALE	**3,203,017**	**28,944**	**9.0**	**2,024**	**0.6**
Under 5	210,053	522	2.5	32	0.2
5 to 9	209,256	702	3.4	51	0.2
10 to 14	215,004	959	4.5	48	0.2
15 to 19	219,488	5,148	23.5	276	1.3
20 to 24	213,622	3,679	17.2	368	1.7
25 to 29	217,679	2,700	12.4	253	1.2
30 to 34	200,702	2,122	10.6	189	0.9
35 to 39	213,086	2,116	9.9	182	0.9
40 to 44	233,173	2,142	9.2	178	0.8
45 to 49	243,958	2,038	8.4	167	0.7
50 to 54	222,459	1,747	7.9	104	0.5
55 to 59	198,796	1,481	7.4	69	0.3
60 to 64	145,879	1,060	7.3	42	0.3
65 to 69	116,784	720	6.2	24	0.2
70 to 74	99,111	599	6.0	20	0.2
75 to 79	91,160	540	5.9	10	0.1
80 to 84	74,883	367	4.9	5	0.1
85 and over	77,924	302	3.9	6	0.1

Source of population data:
Table 2: Annual Estimates of the Population by Age and Sex for Indiana; April 1, 2000 to July 1, 2006 (SC-EST2006-12-18)
Produced by Population Division, U.S. Census Bureau, Release Date: May 17, 2007

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Motor vehicle crash rates are highest for the youngest age groups of operator licenses.
- Considering all crashes, a 16-17 year old individual with an operator license has a crash rate per 1000 licenses (35.6) nearly six times that of an individual operator license within the 45 to 54 year old age range (6.2).
- The highest rates per 1000 operator licenses of alcohol-related crash involvement occur within the 21 to 24 age group.
- The operator license-normalized rates of involvement in all crashes and in alcohol-related crashes generally declines as individuals age.

Table 59. Driver injury and fatality rates in Indiana motor vehicle crashes per 1000 operator licenses, by age and alcohol-related, 2006

Driver Age group (where age is known)	Operator licenses, 2006	All collisions		Alcohol-related collisions	
		Injuries and fatalities	Rate/1000 licenses in age group	Injuries and fatalities	Rate/1000 licenses in age group
16-17	81,608	2,903	35.6	126	1.5
18-20	228,999	4,210	18.4	421	1.8
21-24	345,560	4,291	12.4	778	2.3
25-34	964,609	7,456	7.7	1,131	1.2
35-44	976,215	6,790	7.0	899	0.9
45-54	973,409	6,039	6.2	676	0.7
55-64	738,620	3,932	5.3	269	0.4
65-74	463,486	1,810	3.9	98	0.2
75+	551,086	1,481	2.7	35	0.1
Grand Total	5,323,592	38,912	7.3	4,433	0.8

Note(s)
Excludes unknown age and injury status categories.
Excludes ages 0 to 15.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Indiana Bureau of Motor Vehicles, as of February 1, 2007

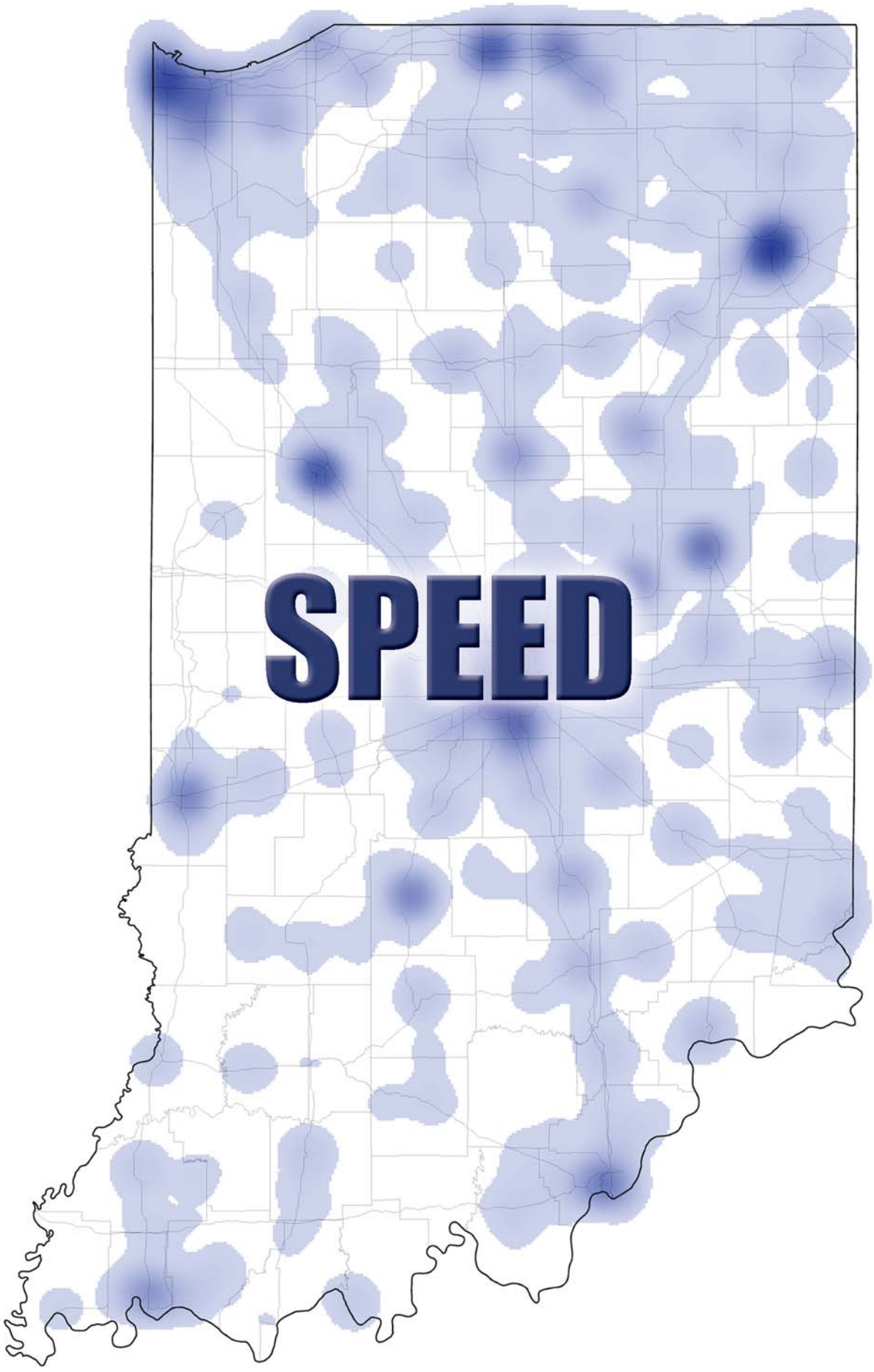
- Motorcycles, pickup trucks, and SUV's were the vehicle types involved proportionallly most often in fatal crashes in which a legally intoxicated individual was killed. The vehicle types with the next largest proportions of individuals killed while legally intoxicated were typically passenger cars and vans. These comparative relationships have remained steady during the 2003-06 period.
- In 2006, nearly 28 percent of individuals killed in motorcycle crashes were reported with positive (greater than 0) BAC results, and approximately 25 percent of individuals killed in pickup truck crashes had positive BAC results.

Table 60. Individual fatalities by reported BAC (g/dL) results, unit type, and year, 2003-2006

		BAC (g/dL) results reported						Percent of unit total	
Unit type	Year	Zero	> 0 to < .08	.08 to < .15	.15 and greater	Blank	Total	Positive BAC	.08 or greater
Pedalcyclist	2004	-	-	-	-	1	1	0.0%	0.0%
	2006	6	-	-	2	7	15	13.3%	13.3%
Bus	2003	-	-	-	-	3	3	0.0%	0.0%
	2004	-	-	-	-	3	3	0.0%	0.0%
	2005	-	-	-	-	2	2	0.0%	0.0%
	2006	-	-	-	-	3	3	0.0%	0.0%
Other large vehicle	2003	1	-	-	-	3	4	0.0%	0.0%
	2004	2	-	1	1	6	10	20.0%	20.0%
	2005	-	-	-	-	5	5	0.0%	0.0%
	2006	-	1	-	-	1	2	50.0%	0.0%
Motorcycle and moped	2003	11	3	7	8	48	77	23.4%	19.5%
	2004	46	6	4	10	43	109	18.3%	12.8%
	2005	40	7	9	17	39	112	29.5%	23.2%
	2006	21	6	8	16	57	108	27.8%	22.2%
Passenger car	2003	97	11	10	42	294	454	13.9%	11.5%
	2004	171	13	21	54	239	498	17.7%	15.1%
	2005	133	11	20	42	230	436	16.7%	14.2%
	2006	93	8	23	51	245	420	19.5%	17.6%
Pedestrian	2004	1	-	-	-	3	4	0.0%	0.0%
	2005	-	-	-	-	1	1	0.0%	0.0%
	2006	6	-	-	2	37	45	4.4%	4.4%
Pickup truck	2003	34	1	6	24	64	129	24.0%	23.3%
	2004	43	3	8	20	64	138	22.5%	20.3%
	2005	47	7	10	25	91	180	23.3%	19.4%
	2006	28	2	9	22	69	130	25.4%	23.8%
Sport Utility Vehicle	2003	19	2	1	5	42	69	11.6%	8.7%
	2004	24	6	4	15	34	83	30.1%	22.9%
	2005	24	1	4	16	49	94	22.3%	21.3%
	2006	26	5	2	12	46	91	20.9%	15.4%
Semi-truck/trailer	2003	6	-	-	-	14	20	0.0%	0.0%
	2004	16	1	-	-	13	30	3.3%	0.0%
	2005	13	1	-	-	13	27	3.7%	0.0%
	2006	11	-	-	1	11	23	4.3%	4.3%
Other truck	2003	5	1	1	-	2	9	22.2%	11.1%
	2004	5	-	1	-	4	10	10.0%	10.0%
	2005	6	-	-	-	9	15	0.0%	0.0%
	2006	2	-	-	-	6	8	0.0%	0.0%
Van	2003	11	2	1	4	38	56	12.5%	8.9%
	2004	19	2	3	4	29	57	15.8%	12.3%
	2005	19	2	1	5	34	61	13.1%	9.8%
	2006	11	1	-	7	26	45	17.8%	15.6%
Unknown	2003	4	-	-	2	6	12	16.7%	16.7%
	2004	1	2	-	-	1	4	50.0%	0.0%
	2005	1	-	1	-	3	5	20.0%	20.0%
	2006	1	2	1	1	4	9	44.4%	22.2%
Grand Total		1,004	107	156	408	1,942	3,617	18.6%	15.6%

Note(s)
'Unit type' denotes a motor vehicle, pedestrian, pedalcyclists, or other entity involved in a collision.
Other trucks include truck single 2 axle, 6 tires; single 3 or more axles; non-semi truck/trailer.
Other large vehicles include combination vehicles, farm vehicles, and motorhome/RV.
Buses include 9 to 15 seat, 15+ seat, and school buses.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007


SPEED

SPEED, 2006

Based on the Indiana VCRS data base, a collision is identified as "speed-related" if any one of the following conditions are met: (1) 'Unsafe speed' or 'Speed too fast for weather conditions' is listed as the primary factor of the collision; or (2) a vehicle driver is issued a speeding citation.

HIGHLIGHTS

In 2006, there were 14,305 speed-related collisions, representing about seven percent of all collisions in Indiana.

Considering only fatal collisions, nearly 20 percent were classified as speed-related, and about 11 percent of personal injury collisions were considered speed-related. Of the 609 drivers killed in 2006, speed-related collisions claimed 114 of them. Put another way, the speeding driver was killed 114 times.

Speed-related collisions typically peak during the morning rush hour (7 to 8 am) and during the period (3 to 4 pm) at the start of the evening rush hour. Conversely, collisions that reflect a combination of speed- and alcohol-related classifications peak in the very early morning hour (3 to 4 am). In 2006, Thursdays reflected the widest range and highest mean number of speed-related collisions.

Younger age groups (those 24 and younger) exhibited a higher risk of being killed while operating vehicles considered to be speed-related. Of the 219 drivers between the ages of 18 to 34 killed in motor vehicle crashes, slightly more than 30 percent (66 fatalities) died in vehicles classified as speed-related. After age 34, the percentage of drivers killed who were operating vehicles classified as speed-related declined across all remaining age groups.

About one-half the vehicles involved in fatal non-alcohol speed-related collisions were operating on county (29 percent) or local city (24 percent) roads in 2006. However, considering vehicles involved in fatal alcohol- and speed-related collisions, the proportion operating on county roads increased (to 38 percent), and more than one-fourth (26 percent) occurred on state roads.

- Nearly 7.5 percent of all motor vehicle collisions were speed-related in 2006. Nearly 20 percent of fatal collisions were speed-related.
- The probability of a fatal collision was roughly three times greater when the collision was considered speed-related. The probability of a personal injury collision was 1.5 times greater when the collision is speed-related.

Table 61. Total collisions by type and collision severity, 2006

	Fatal		Personal injury		Property damage		Total	
Collisions by type	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**	**Count**	**Percent**
Not speed-related	660	80.8%	34,601	89.1%	143,158	93.5%	178,419	92.6%
Speed-related	157	19.2%	4,233	10.9%	9,915	6.5%	14,305	7.4%
Total	817	100.0%	38,834	100.0%	153,073	100.0%	192,724	100.0%
Percent collisions by severity	**Fatal**		**Personal injury**		**Property damage**		**Total**	
Not speed-related	0.4%		19.4%		80.2%		100%	
Speed-related	1.1%		29.6%		69.3%		100%	
Total	0.4%		20.2%		79.4%		100%	

Note(s)
A collision is identified as 'speed-related' if any one of the following conditions are met: (1) 'Unsafe speed' or 'Speed too fast for weather coniditions' is listed as the primary factor of the collisions; (2) a vehicle driver is issued a speeding citation.
In this table, speed-related refers to the collision, not the vehicle.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Younger drivers--those 24 and younger--have proportionately higher levels of involvement as the operators of speed-related units (vehicles).
- More than one-third of 21 to 24 year old drivers in fatal crashes were killed in vehicles considered to be speed-related.
- After age 34, the proportion of drivers killed in vehicles that are classified as speed-related generally declines to a low of no speed-related fatalities among the group of 40 drivers aged 75 or older killed in motor vehicle crashes.
- The proportion of drivers receiving non-fatal personal injuries while operating speed-related vehicles declines steadily as drivers become older, from a high of nearly 16 percent (16 to 17 years old) to a low of less than 3 percent (drivers 75 or older).
- Out of 609 total drivers killed, speeding drivers were killed 114 times.

Table 62. Drivers of speed-related vehicles involved in collisions by injury status and age, 2006

	All drivers			Drivers killed			Driver with non-fatal injuries		
Age of drivers	Total	Drivers speeding	Percent age group total	Total	Drivers speeding	Percent age group total	Total	Drivers speeding	Percent age group total
Under 16	1,412	124	8.8%	1	0	0.0%	237	33	13.9%
16-17	20,640	2,026	9.8%	31	6	19.4%	2,872	458	15.9%
18-20	30,970	2,432	7.9%	58	15	25.9%	4,152	486	11.7%
21-24	32,043	2,125	6.6%	61	22	36.1%	4,230	473	11.2%
25-34	57,567	2,754	4.8%	100	29	29.0%	7,356	602	8.2%
35-44	52,821	1,820	3.4%	114	25	21.9%	6,676	388	5.8%
45-54	46,611	1,308	2.8%	92	8	8.7%	5,947	296	5.0%
55-64	30,117	604	2.0%	75	7	9.3%	3,857	112	2.9%
65-74	14,261	251	1.8%	37	2	5.4%	1,773	51	2.9%
75 to oldest	11,132	179	1.6%	40	0	0.0%	1,441	32	2.2%
Unknown	561	31	5.5%	0	0	-	59	3	5.1%
Grand Total	298,135	13,654	4.6%	609	114	18.7%	38,600	2,934	7.6%

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
'Non-fatal injury' includes counts from 'incapacitating,' 'non-incapacitating,' and 'possible' injury categories on the Indiana collision report.

- Speed-related collisions frequently peak during the morning rush hour period and during the 2 pm to 6 pm afternoon period.
- More than 8,000 of the 14,305 speed-related collisions occurred during hours in which lighting conditions would be classified as daylight.
- Considering the earliest morning hours (e.g., midnight to 4 am), hourly speed-related collisions are comparatively higher on the weekend, and during weekdays they are typically at their lowest point.

Table 63. Speed-related collisions by time of day and day of week, 2006

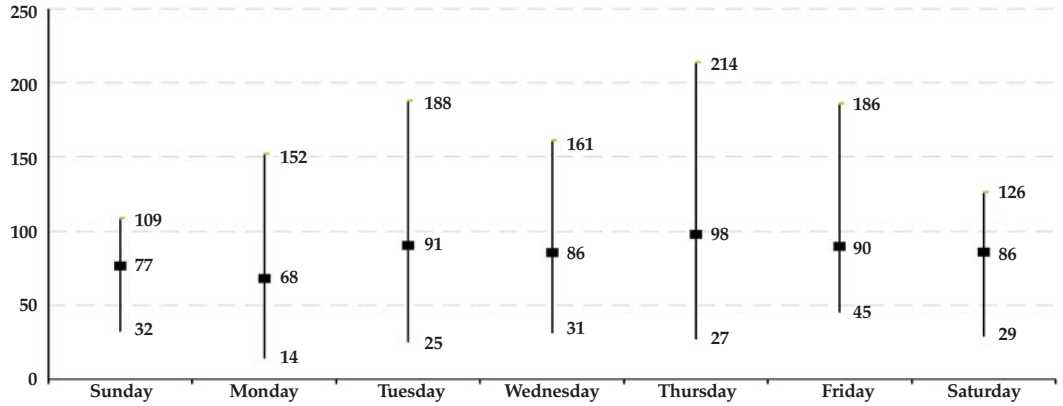
Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
00:00-00:59 am	83	27	39	58	39	54	86	386
01:00-01:59 am	93	30	34	40	27	51	83	358
02:00-02:59 am	88	14	37	45	34	47	71	336
03:00-03:59 am	94	15	37	31	42	48	97	364
04:00-04:59 am	52	17	25	37	33	49	43	256
05:00-05:59 am	45	50	45	58	68	45	29	340
06:00-06:59 am	32	65	106	86	101	61	38	489
07:00-07:59 am	49	113	188	147	166	121	57	841
08:00-08:59 am	34	62	124	104	120	102	70	616
09:00-09:59 am	58	50	122	88	87	58	82	545
10:00-10:59 am	62	63	109	72	82	73	83	544
11:00-11:59 am	74	56	78	76	90	95	80	549
12:00-12:59 pm	85	61	79	82	120	84	88	599
13:00-13:59 pm	76	76	88	67	113	70	90	580
14:00-14:59 pm	106	102	106	112	145	110	100	781
15:00-15:59 pm	101	152	161	161	214	186	101	1,076
16:00-16:59 pm	90	127	131	145	201	153	121	968
17:00-17:59 pm	109	137	123	151	176	156	98	950
18:00-18:59 pm	108	100	93	103	118	108	124	754
19:00-19:59 pm	90	93	109	96	93	106	115	702
20:00-20:59 pm	97	75	69	88	83	76	92	580
21:00-21:59 pm	90	54	106	74	74	85	92	575
22:00-22:59 pm	64	50	87	81	61	105	126	574
23:00-23:59 pm	58	44	76	51	66	110	100	505
Unknown	9	4	4	6	6	4	4	37
Grand Total	1,847	1,637	2,176	2,059	2,359	2,157	2,070	14,305

Note(s)
Approximate hours of darkness
Includes all collisions by severity (fatal + personal injury + property damage).
Speed-related means at least one unit involved in the collision was speed-related.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The mean number of speed-related collisions each day ranged from a low of 68 on Mondays to a high of 98 on Thursdays.
- In 2006, the number of speed-related collisions had the widest range on Thursdays, anywhere from 27 to 214 occurring across the 24-hour period. Saturdays and Sundays had the most narrow range of speed-related collisions, running between 29 and 126 speed-related collisions.
- After the peak mean on Thursday, the daily mean declines steadily each day, from the Thursday high of 98 to the Monday low of 68.

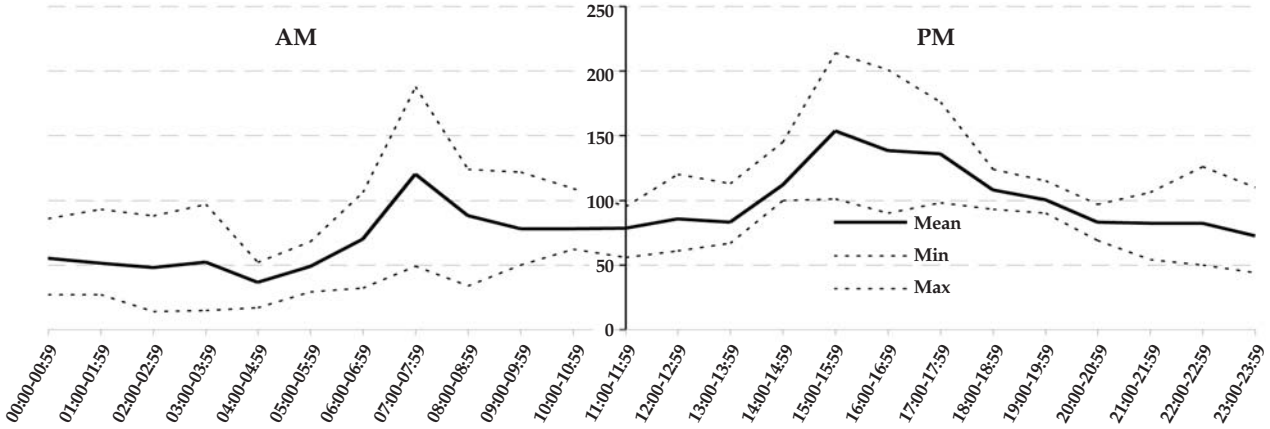
Figure 48. Minimum, mean, and maximum number of speed-related collisions by day of week, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- There is a somewhat predictable hourly pattern of speed-related personal injury collisions.
- The mean number of speed-related fatal and personal injury collisions peaks during the 7 to 8 am early morning rush hour and 3 to 4 pm at the start of the afternoon rush hour.
- The maximum number of speed-related collisions per day occurs during the same periods: from 188 at 7 to 8 am, to 214 speed-related collisions from 3 to 4 pm.
- There are also smaller hourly peaks at 3 to 4 am (97), noon to 1 pm (120), and around midnight (126).
- The smaller 3 to 4 am peak is driven by a rise in alcohol-related collisions (see Figure 3).

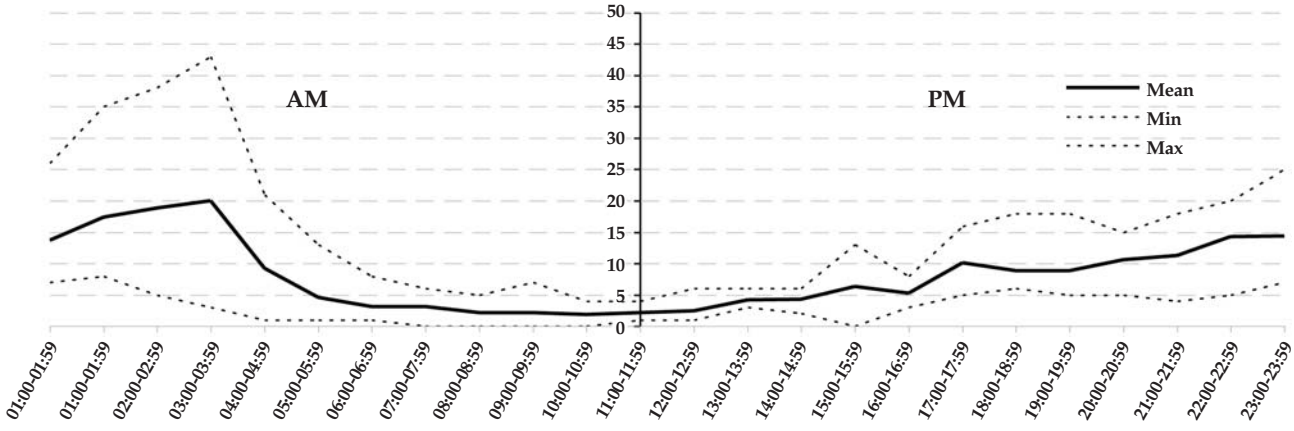
Figure 49. Minimum, mean, and maximum number of speed-related collisions with fatalities or injuries by time of day, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Speed-alcohol related collisions represent only 1,397 of 14,305 speed-related collisions, but units involved in speed-alcohol combinations have a higher probability that the collision will produce at least one fatality (i.e., collision severity = fatal).
- Collisions exhibiting a combination of speed and alcohol occur in a very different pattern of time--and at a lower volume--than do only speed-related collisions.
- Speed-alcohol related collisions are lowest from 6 am to about 5 pm, then climb rapidly to peak around 3 to 4 am .
- The maximum number of speed-alcohol collisions per day (43) occurred during 3 to 4 am .

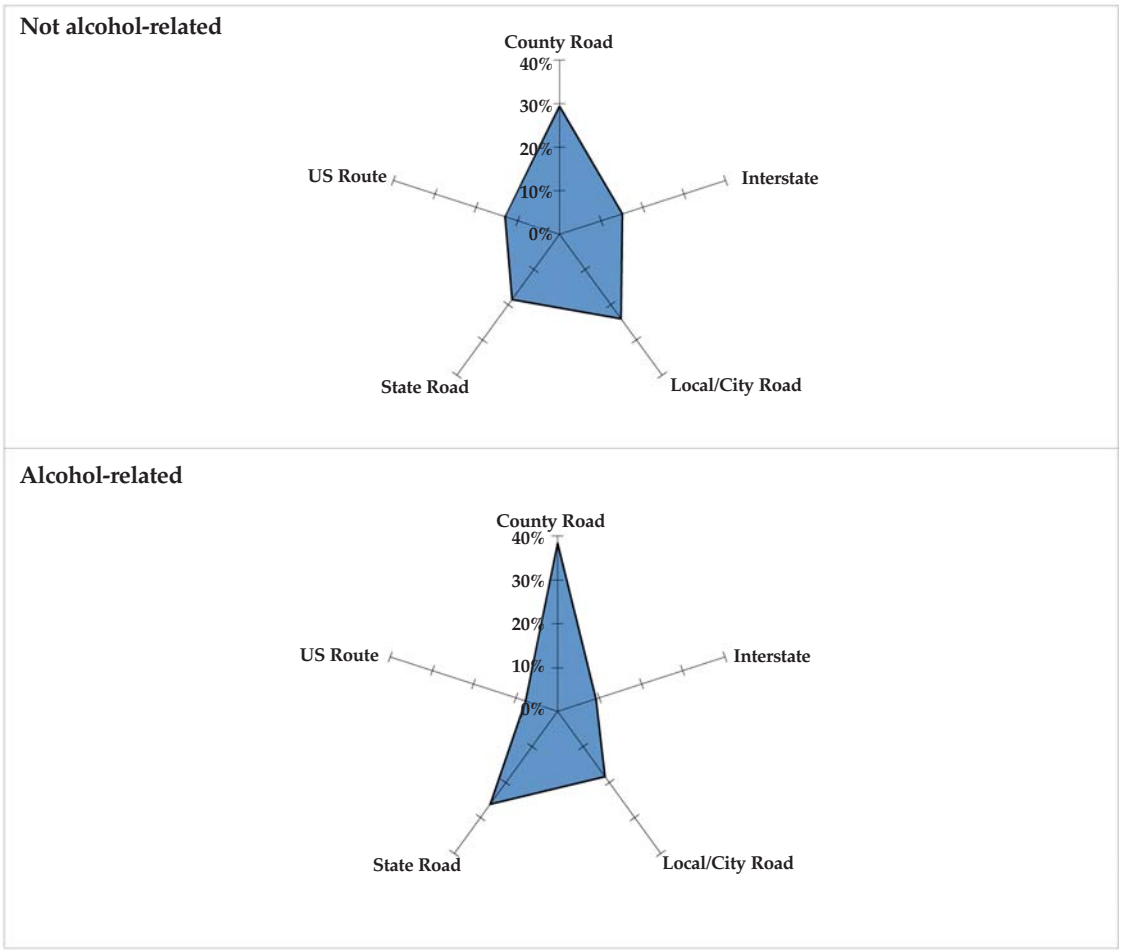
Figure 50. Minimum, mean, and maximum number of speed- and alcohol-related collisions by time of day, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Speed-related fatal collisions occur on different kinds of roadways, and when alcohol is also present, the kinds of roads on which fatal collisions occur change.
- Fatal speed-alcohol collisions occur disproportionately on county roads, and occur least on US routes and interstates.
- When alcohol is combined with speed, state roads also increase their share of fatal collisions, from 18 percent to about 26 percent.

Figure 51. Percent of all vehicles involved in speed-related fatal collisions by roadway class and alcohol-involvement, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

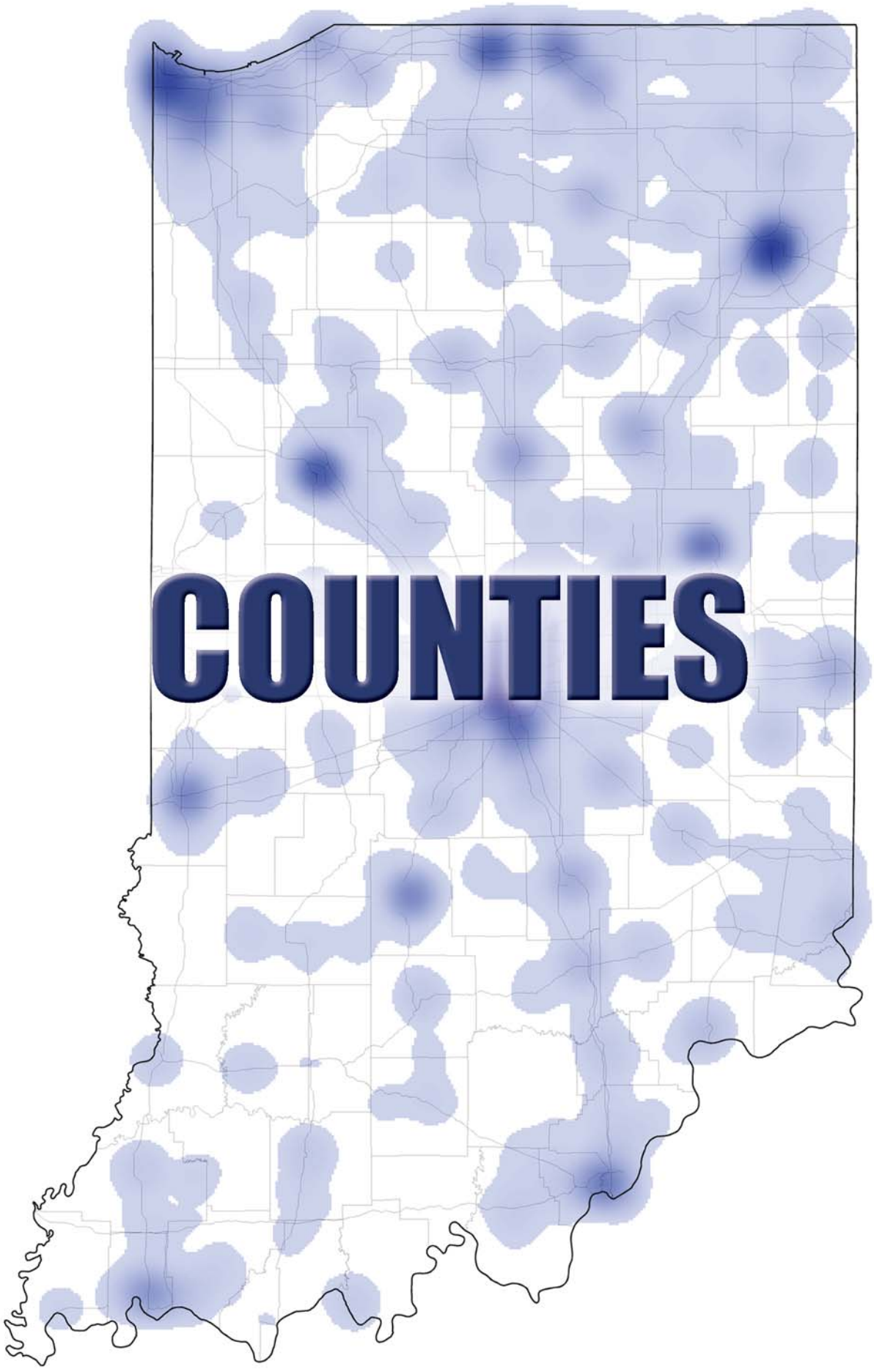
- Lower posted speed limits are associated with higher shares of fatal alcohol/speed-related crashes.
- Of the 82 units involved in fatal alcohol / speed-related collisions, about 30 percent occurred where posted speed limits were under 35 mph. Another 35 percent occurred on roads with 55 mph speed limits.
- Most vehicles involved in speed-related property damage only collisions were evidently driving in areas with lower posted speed limits--approximately 64 percent (9,966 / 15,654) of vehicles were involved in speed-related collisions that occurred in areas with posted speed limits of 45 mph and less.

Table 64. Number of vehicles involved in speed-related collisions by collision severity and alcohol involvement, 2006

	Non-alcohol			Alcohol-related			Grand total			Percent of total posted speed limit alcohol-related			All speed-related collisions	
Posted speed limit (mph)	Fatal	Personal injury	Property damage	Fatal	Personal injury	Property damage	Fatal	Personal injury	Property damage	Fatal	Personal injury	Property damage	Pct. of total fatal	Pct. of alc-related fatal
Under 35	17	1,373	4,105	25	271	386	42	1,644	4,491	59.5%	16.5%	8.6%	18.3%	30.5%
35	14	1,003	2,036	8	155	162	22	1,158	2,198	36.4%	13.4%	7.4%	9.6%	9.8%
40	14	709	1,599	9	96	112	23	805	1,711	39.1%	11.9%	6.5%	10.0%	11.0%
45	26	739	1,477	7	98	89	33	837	1,566	21.2%	11.7%	5.7%	14.3%	8.5%
50	5	293	595	3	30	40	8	323	635	37.5%	9.3%	6.3%	3.5%	3.7%
55	48	1,269	2,785	29	148	161	77	1,417	2,946	37.7%	10.4%	5.5%	33.5%	35.4%
Greater than 55	22	388	929	0	27	37	22	415	966	0.0%	6.5%	3.8%	9.6%	0.0%
Unknown	2	248	1,041	1	52	100	3	300	1,141	33.3%	17.3%	8.8%	1.3%	1.2%
Grand Total	148	6,022	14,567	82	877	1,087	230	6,899	15,654	35.7%	12.7%	6.9%	100.0%	100.0%

Note(s)
Posted speed limit is as reported in VCRS
Excludes pedalcyclists and pedestrians. Assumes other unidentified units (e.g., null, unknown, etc.) are vehicles.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007


COUNTIES

COUNTY, 2006

Introduction

The County section analyzes patterns of 2006 collisions and injuries across counties, based on various parameters that describe the conditions and circumstances of those collisions including alcohol, speeding, deer, and other contributing factors. Collision data are categorized by the most severe injury involved (e.g., 'fatal' collisions involve at least one fatality; 'incapacitating' collisions involve no fatalities but at least one incapacitating injury; 'property damage only' collisions are those in which no injuries were reported). Other parameters contributing to the severity of the collision (including restraint use, motorcycle collisions, and young driver collisions) are also examined. While patterns of collision clusters that occur in urban areas appear more predictable, the overall distribution of collisions by county seems to vary significantly dependent upon the condition or circumstance being examined.

All Collisions

- In 2006, 192,724 traffic collisions occurred in Indiana counties, 817 of which were fatal collisions.
- The mean number of total collisions per county was 2,095, while the mean number of fatal collisions per county was nine.

Table 65. Indiana total collisions and severity by county, 2006

	Fatal		Incapacitating		Non-incapacitating		Property damage only		
County	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	Total
Indiana	817	0.4	3,190	1.7	35,660	18.5	153,057	79.4	192,724
Mean	9	n/a	35	n/a	387	n/a	1,664	n/a	2,095
Minimum	0	n/a	2	n/a	21	n/a	86	n/a	118
Maximum	78	n/a	412	n/a	5,204	n/a	20,704	n/a	26,398
Adams	6	0.8	14	1.8	97	12.1	682	85.4	799
Allen	27	0.2	191	1.6	2,289	19.6	9,155	78.5	11,662
Bartholomew	12	0.6	46	2.2	510	24.1	1,552	73.2	2,120
Benton	4	3.4	2	1.7	26	22.0	86	72.9	118
Blackford	0	0.0	5	1.3	49	12.9	326	85.8	380
Boone	7	0.4	28	1.6	217	12.6	1,468	85.3	1,720
Brown	4	0.9	20	4.4	82	18.0	350	76.8	456
Carroll	2	0.3	6	1.0	100	16.2	508	82.5	616
Cass	8	0.6	29	2.1	206	14.6	1,164	82.7	1,407
Clark	15	0.4	63	1.5	770	18.7	3,267	79.4	4,117
Clay	4	0.5	18	2.4	143	18.9	591	78.2	756
Clinton	11	1.2	21	2.3	158	17.5	711	78.9	901
Crawford	2	0.5	16	3.8	74	17.7	327	78.0	419
Daviess	5	1.1	15	3.4	117	26.2	310	69.4	447
Dearborn	10	0.5	37	1.9	284	14.4	1,648	83.3	1,979
Decatur	9	1.2	11	1.4	127	16.2	635	81.2	782
DeKalb	5	0.4	35	2.8	157	12.3	1,075	84.5	1,272
Delaware	9	0.2	50	1.1	859	18.2	3,789	80.5	4,707
Dubois	4	0.4	28	2.6	241	22.2	811	74.8	1,084
Elkhart	29	0.4	117	1.6	1,098	14.7	6,246	83.4	7,490
Fayette	3	0.5	7	1.1	123	19.6	494	78.8	627
Floyd	8	0.3	43	1.6	578	21.6	2,053	76.5	2,682
Fountain	2	0.5	3	0.8	54	14.3	319	84.4	378
Franklin	3	0.6	7	1.4	93	19.0	387	79.0	490
Fulton	4	0.7	5	0.9	79	14.2	468	84.2	556
Gibson	9	0.8	16	1.4	211	18.5	903	79.3	1,139
Grant	11	0.5	24	1.1	400	17.7	1,824	80.7	2,259
Greene	9	1.0	18	1.9	166	17.7	744	79.4	937
Hamilton	12	0.2	68	1.1	1,068	16.5	5,319	82.2	6,467
Hancock	6	0.4	30	2.0	342	22.5	1,142	75.1	1,520
Harrison	7	0.5	17	1.3	257	19.5	1,038	78.7	1,319
Hendricks	11	0.3	58	1.5	648	16.9	3,109	81.3	3,826
Henry	13	1.1	20	1.7	242	20.1	926	77.1	1,201
Howard	12	0.5	56	2.2	495	19.9	1,926	77.4	2,489
Huntington	11	0.9	14	1.1	183	14.5	1,050	83.5	1,258
Jackson	9	0.6	46	3.0	239	15.4	1,257	81.0	1,551

continued on next page

Table 65. *(continued)*

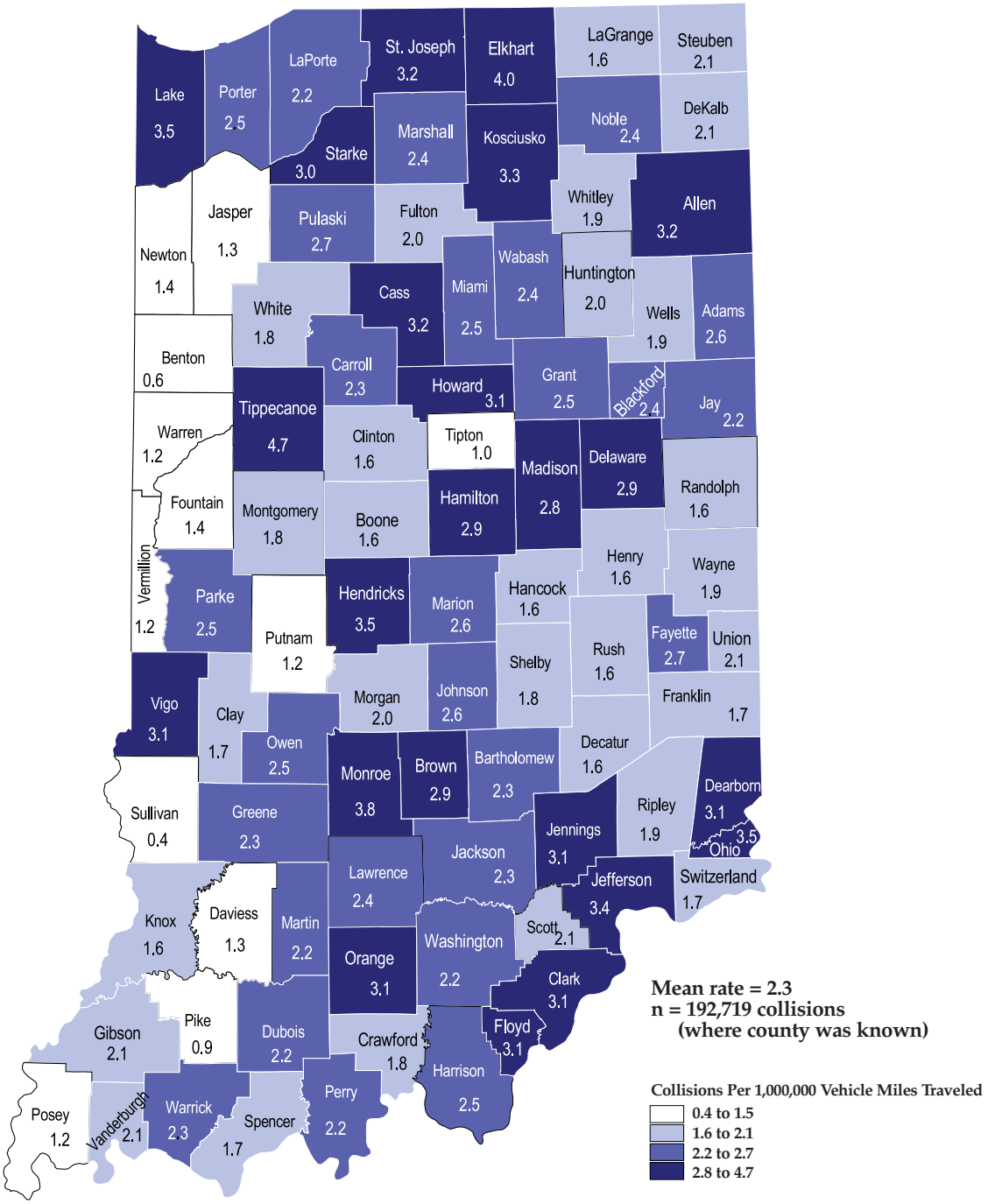
County	Fatal		Incapacitating		Non-incapacitating		Property damage only		Total
	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	Count	% total county collisions	
Jasper	9	0.8	25	2.2	157	13.9	935	83.0	1,126
Jay	3	0.5	4	0.6	105	16.5	524	82.4	636
Jefferson	4	0.4	31	2.9	182	17.1	848	79.6	1,065
Jennings	5	0.5	14	1.5	157	17.1	744	80.9	920
Johnson	14	0.5	48	1.6	651	21.4	2,324	76.5	3,037
Knox	9	1.1	15	1.8	191	22.9	618	74.2	833
Kosciusko	14	0.5	32	1.2	417	15.8	2,183	82.5	2,646
LaGrange	5	0.5	18	1.9	119	12.9	782	84.6	924
Lake	46	0.3	241	1.4	2,840	16.8	13,818	81.5	16,945
LaPorte	20	0.6	53	1.6	682	20.4	2,587	77.4	3,342
Lawrence	6	0.5	22	1.8	291	24.3	877	73.3	1,196
Madison	10	0.2	62	1.5	883	22.0	3,064	76.2	4,019
Marion	78	0.3	412	1.6	5,204	19.7	20,704	78.4	26,398
Marshall	11	0.7	21	1.4	239	15.6	1,265	82.4	1,536
Martin	2	0.7	10	3.5	47	16.3	229	79.5	288
Miami	5	0.5	20	1.9	158	15.1	865	82.5	1,048
Monroe	12	0.3	68	1.7	820	20.8	3,036	77.1	3,936
Montgomery	11	1.0	20	1.8	221	19.9	856	77.3	1,108
Morgan	11	0.7	24	1.5	348	21.0	1,272	76.9	1,655
Newton	6	1.6	8	2.2	57	15.4	300	80.9	371
Noble	9	0.7	31	2.3	166	12.3	1,139	84.7	1,345
Ohio	0	0.0	2	0.9	21	9.9	189	89.2	212
Orange	2	0.3	13	2.1	112	17.7	507	80.0	634
Owen	2	0.4	7	1.3	128	24.3	390	74.0	527
Parke	3	0.5	8	1.3	68	11.0	538	87.2	617
Perry	5	0.9	16	2.9	84	15.1	453	81.2	558
Pike	4	2.0	5	2.5	59	29.9	129	65.5	197
Porter	15	0.3	101	2.2	1,040	23.1	3,341	74.3	4,497
Posey	4	0.8	12	2.4	91	18.0	399	78.9	506
Pulaski	6	1.1	15	2.8	62	11.5	456	84.6	539
Putnam	5	0.7	9	1.2	127	17.5	586	80.6	727
Randolph	3	0.6	9	1.7	85	15.8	442	82.0	539
Ripley	5	0.7	28	3.9	118	16.4	569	79.0	720
Rush	2	0.5	14	3.4	93	22.9	298	73.2	407
St. Joseph	20	0.3	137	1.8	1,571	20.8	5,815	77.1	7,543
Scott	2	0.3	16	2.5	175	27.0	454	70.2	647
Shelby	14	1.1	31	2.5	296	23.5	916	72.9	1,257
Spencer	8	1.2	17	2.5	100	14.7	554	81.6	679
Starke	8	1.0	17	2.2	112	14.5	633	82.2	770
Steuben	7	0.5	13	0.9	161	10.7	1,323	88.0	1,504
Sullivan	1	0.8	2	1.7	31	25.6	87	71.9	121
Switzerland	4	2.2	10	5.5	29	15.9	139	76.4	182
Tippecanoe	21	0.3	60	0.8	1,041	14.4	6,126	84.5	7,248
Tipton	6	2.0	5	1.6	60	19.6	235	76.8	306
Union	2	1.1	3	1.6	28	15.2	151	82.1	184
Vanderburgh	24	0.7	85	2.6	1,043	31.5	2,154	65.2	3,306
Vermillion	4	1.1	14	3.9	71	19.9	267	75.0	356
Vigo	11	0.3	62	1.6	795	20.8	2,953	77.3	3,821
Wabash	5	0.5	16	1.5	145	13.8	886	84.2	1,052
Warren	3	1.3	2	0.8	32	13.3	203	84.6	240
Warrick	3	0.2	31	2.3	201	14.9	1,118	82.6	1,353
Washington	2	0.3	7	1.1	100	15.2	551	83.5	660
Wayne	10	0.5	19	0.9	471	22.8	1,562	75.8	2,062
Wells	3	0.5	14	2.3	98	15.8	506	81.5	621
White	4	0.4	8	0.8	145	15.2	796	83.5	953
Whitley	6	0.7	16	1.9	135	15.7	701	81.7	858
Unknown	0	0.0	3	60.0	2	40.0	0	0.0	5

Note(s)
n/a = Percent calculations not applicable to these categories.
'Non-incapacitating' collisions/injuries include collisions with ' possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- County traffic collision rates, in vehicle miles traveled, vary with a number of counties in the central (Delaware, Hamilton, Hendricks, and Madison), northern (Allen, Elkhart, Kosciusko, Lake, Starke and St. Joseph), and southeastern (Clark, Dearborn, Floyd, Jefferson, Jennings, and Ohio) regions of the state having proportionally higher numbers of collisions.
- The highest collision rate, normalized by vehicle miles traveled, occurred in Tippecanoe County, while the lowest rate occurred in Sullivan County.

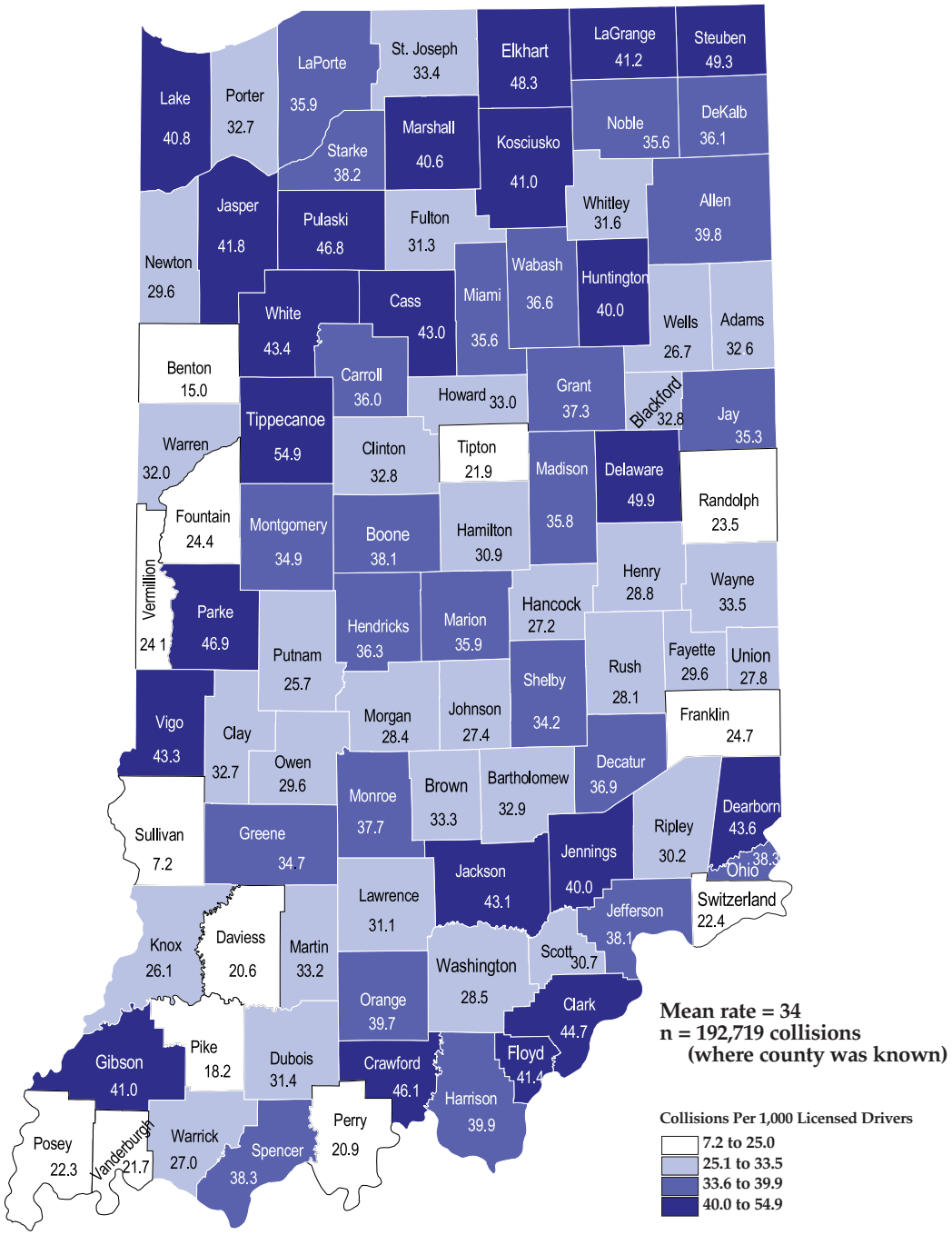
Map 1. Traffic collision rates by county per 1,000,000 vehicle miles traveled, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Rates per VMT were calculated using 2005 Indiana Department of Transportation Vehicle Miles Traveled data

- County traffic collision rates, per 1,000 licensed drivers, vary with a number of counties in the central (Delaware, Parke, Tippecanoe, and Vigo), northern (Cass, Elkhart, Huntington, Jasper, Kosciusko, LaGrange, Lake, Marshall, Pulaski, Steuben, and White), and southern (Clark, Crawford, Dearborn, Floyd, Gibson, Jackson, and Jennings) regions of the state having proportionally higher numbers of collisions.
- As with the rates per vehicle miles traveled, the highest collision rate, normalized by licensed drivers, occurred in Tippecanoe County (54.9), while the lowest rate occurred in Sullivan County (7.2).

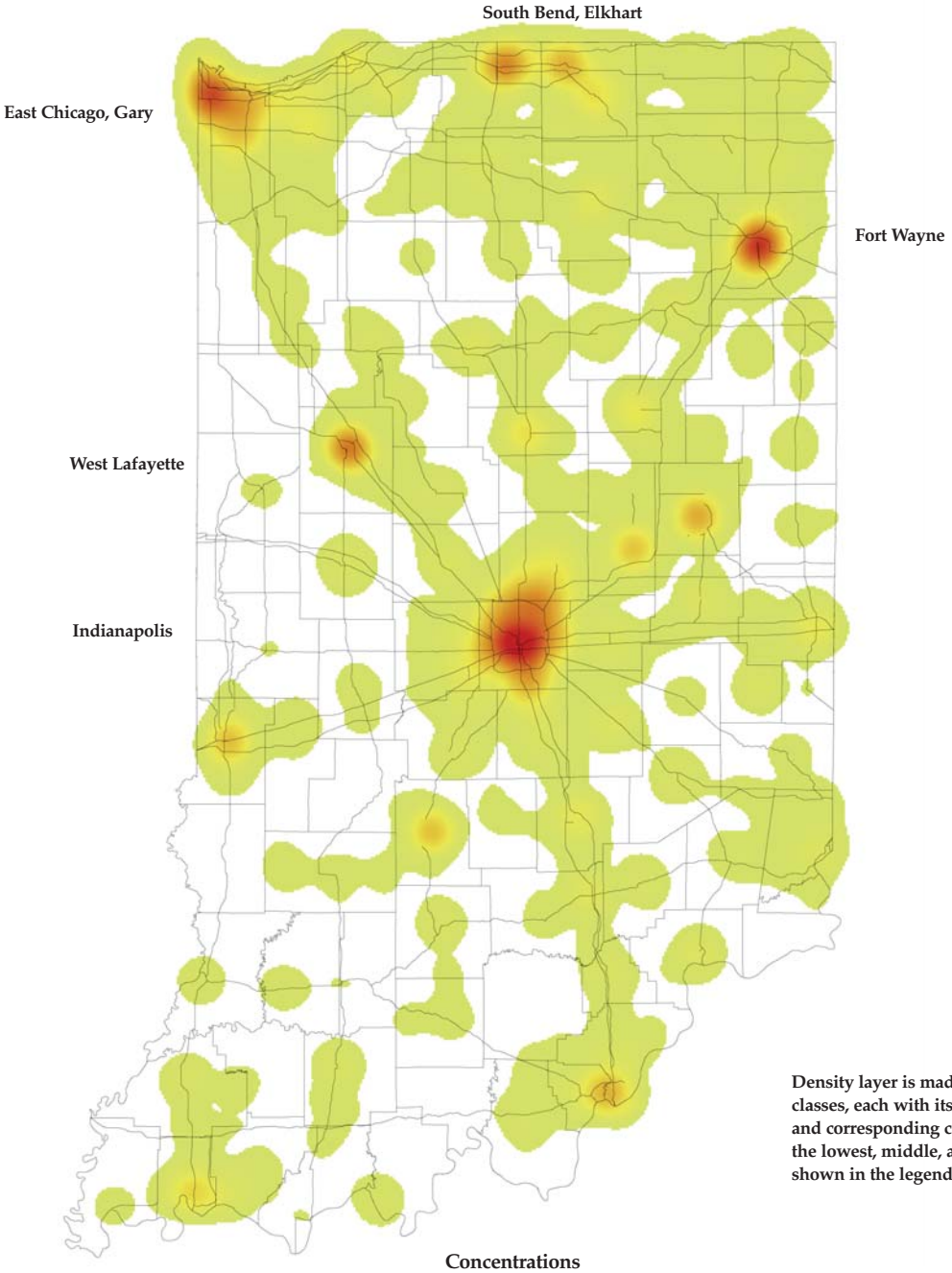
Map 2. Traffic collision rates by county per 1,000 licensed drivers, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007
Rates per 1,000 were calculated using 2006 Indiana Bureau of Motor Vehicles Licensed Driver data

➤ All collisions as well as specific types of collisions are generally concentrated around urban areas suggesting the underlying relationship between collisions and level of traffic activity (i.e., number of drivers and miles traveled in urban areas).

Map 3. Indiana collision concentrations, 2006

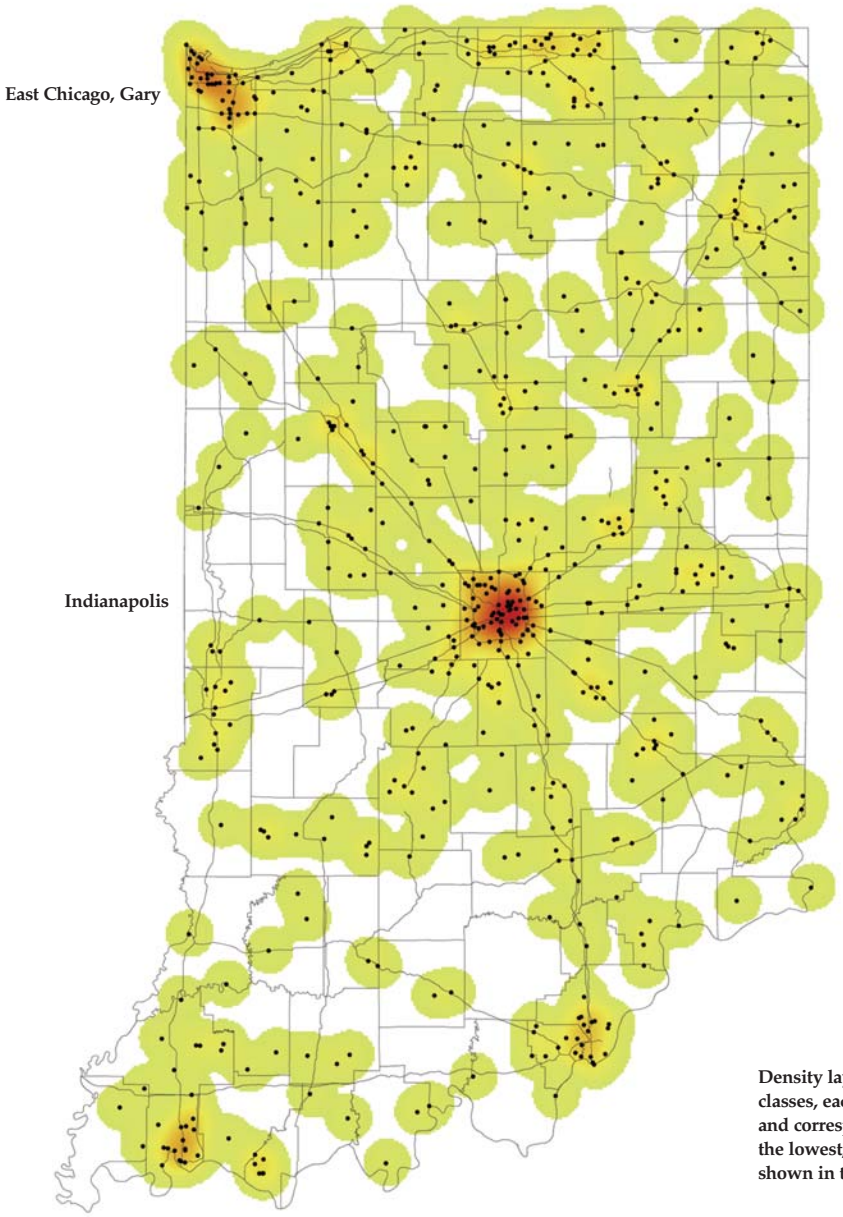


Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

Density layer based on 135,791 of 192,724 total collisions
Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Fatal collisions exhibit fewer clusters compared to all collisions. In addition to Indianapolis/Marion County, the ingress/egress points on the border connecting Illinois (Chicago), and Kentucky (Louisville), show clustering effects–though the latter is less pronounced. Evansville also shows concentrations of fatalities.

Map 4. Fatal collision concentrations, 2006



Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

• = fatal collision (665 mapped/817 actual)

Concentrations

low (0.0008 to 0.001 collisions per square quarter mile)

medium (0.042 to 0.043 collisions per square quarter mile)

high (0.085 to 0.086 collisions per square quarter mile)

Highway Types

— Interstates, US Highways, Primary State Highways

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Speed-related Collisions

➤ The mean number of speed-related collisions per county was 155, while the mean number of fatal, speed-related collisions per county was two.

Table 66. Indiana speed-related collisions by severity and county, 2006

	Fatal		Incapacitating		Non-incapacitating		Property damage only		
County	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	Total
Indiana	157	19.2	461	14.4	3,773	10.6	9,914	6.5	14,305
Mean	2	n/a	5	n/a	41	n/a	108	n/a	155
Minimum	0	n/a	0	n/a	1	n/a	2	n/a	3
Maximum	21	n/a	63	n/a	571	n/a	1,596	n/a	2,251
Adams	1	16.7	1	7.1	11	11.3	21	3.1	34
Allen	3	11.1	16	8.4	170	7.4	448	4.9	637
Bartholomew	1	8.3	6	13.0	24	4.7	60	3.9	91
Benton	0	0.0	2	100.0	2	7.7	2	2.3	6
Blackford	0	0.0	1	20.0	5	10.2	10	3.1	16
Boone	0	0.0	1	3.6	20	9.2	134	9.1	155
Brown	1	25.0	6	30.0	22	26.8	39	11.1	68
Carroll	1	50.0	2	33.3	22	22.0	54	10.6	79
Cass	1	12.5	3	10.3	21	10.2	44	3.8	69
Clark	3	20.0	11	17.5	77	10.0	169	5.2	261
Clay	0	0.0	1	5.6	7	4.9	16	2.7	24
Clinton	1	9.1	3	14.3	15	9.5	37	5.2	56
Crawford	0	0.0	4	25.0	17	23.0	33	10.1	54
Daviess	1	20.0	2	13.3	8	6.8	13	4.2	24
Dearborn	3	30.0	10	27.0	43	15.1	132	8.0	188
Decatur	2	22.2	3	27.3	23	18.1	52	8.2	80
DeKalb	0	0.0	4	11.4	16	10.2	52	4.8	72
Delaware	1	11.1	8	16.0	75	8.7	246	6.5	330
Dubois	1	25.0	6	21.4	35	14.5	92	11.3	134
Elkhart	10	34.5	24	20.5	160	14.6	579	9.3	773
Fayette	1	33.3	0	0.0	6	4.9	26	5.3	33
Floyd	1	12.5	2	4.7	48	8.3	84	4.1	135
Fountain	0	0.0	0	0.0	3	5.6	11	3.4	14
Franklin	1	33.3	0	0.0	15	16.1	47	12.1	63
Fulton	0	0.0	0	0.0	4	5.1	22	4.7	26
Gibson	1	11.1	4	25.0	42	19.9	60	6.6	107
Grant	2	18.2	1	4.2	29	7.3	115	6.3	147
Greene	1	11.1	1	5.6	34	20.5	35	4.7	71
Hamilton	2	16.7	6	8.8	64	6.0	199	3.7	271
Hancock	0	0.0	2	6.7	20	5.8	67	5.9	89
Harrison	1	14.3	2	11.8	27	10.5	53	5.1	83
Hendricks	1	9.1	11	19.0	64	9.9	203	6.5	279
Henry	4	30.8	4	20.0	22	9.1	52	5.6	82
Howard	1	8.3	0	0.0	28	5.7	61	3.2	90
Huntington	0	0.0	1	7.1	10	5.5	44	4.2	55
Jackson	4	44.4	9	19.6	24	10.0	71	6	108.0
Jasper	0	0.0	6	24.0	18	11.5	42	4.5	66
Jay	0	0.0	0	0.0	7	6.7	16	3.1	23
Jefferson	1	25.0	6	19.4	22	12.1	53	6.3	82
Jennings	0	0.0	2	14.3	23	14.6	42	5.6	67
Johnson	4	28.6	5	10.4	69	10.6	129	5.6	207

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Table 66. *(continued)*

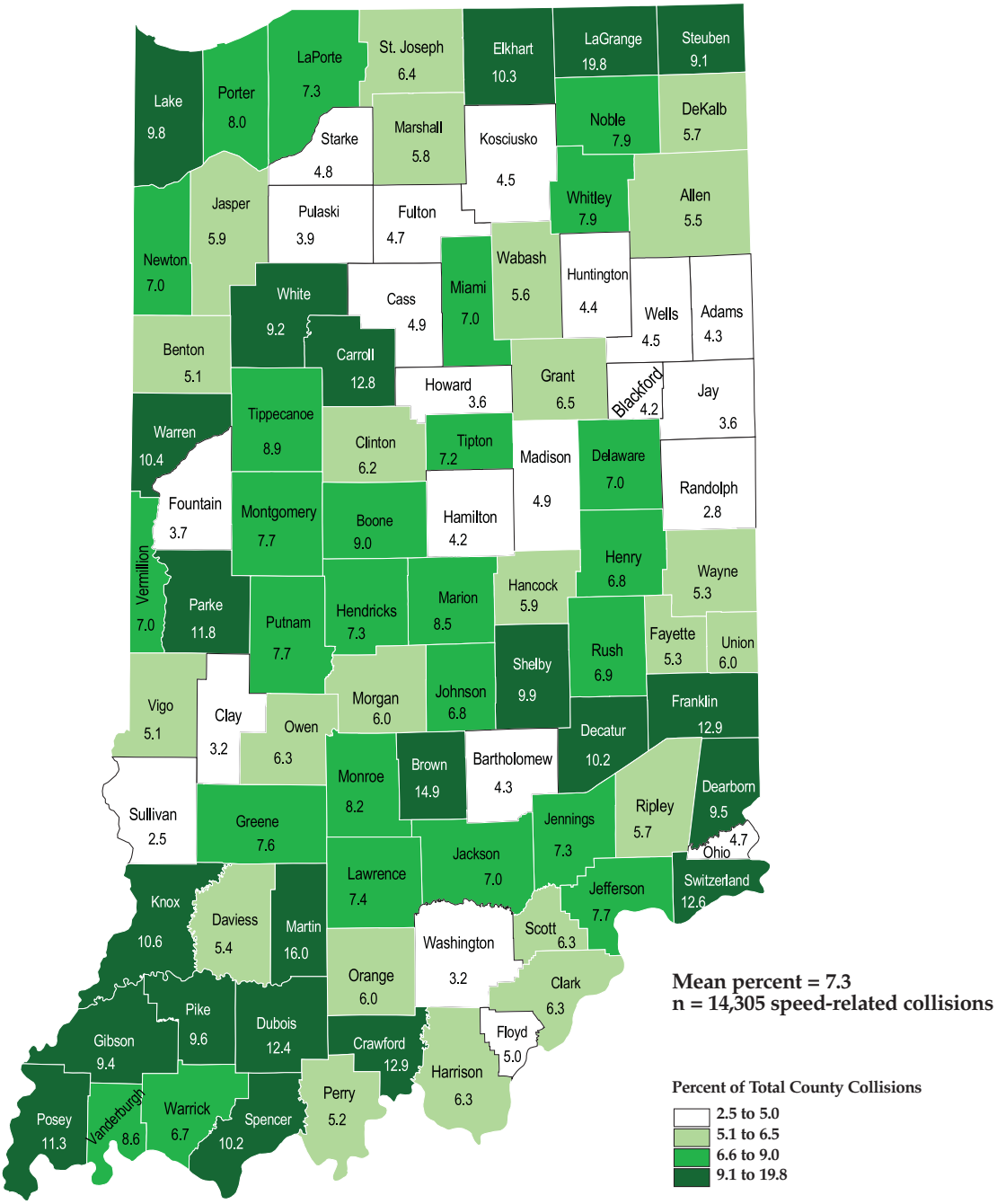
County	Fatal		Incapacitating		Non-incapacitating		Property damage only		Total
	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	
Knox	1	11.1	3	20.0	31	16.2	53	8.6	88
Kosciusko	1	7.1	2	6.3	35	8.4	80	3.7	118
LaGrange	2	40.0	7	38.9	42	35.3	132	16.9	183
Lake	19	41.3	53	22.0	407	14.3	1,187	8.6	1,666
LaPorte	2	10.0	6	11.3	70	10.3	165	6.4	243
Lawrence	1	16.7	6	27.3	32	11.0	49	5.6	88
Madison	1	10.0	7	11.3	61	6.9	129	4.2	198
Marion	21	26.9	63	15.3	571	11.0	1,596	7.7	2,251
Marshall	4	36.4	4	19.0	21	8.8	60	4.7	89
Martin	1	50.0	3	30.0	13	27.7	29	12.7	46
Miami	1	20.0	5	25.0	27	17.1	40	4.6	73
Monroe	2	16.7	8	11.8	91	11.1	220	7.2	321
Montgomery	3	27.3	2	10.0	26	11.8	54	6.3	85
Morgan	2	18.2	1	4.2	34	9.8	63	5.0	100
Newton	1	16.7	0	0.0	6	10.5	19	6.3	26
Noble	2	22.2	6	19.4	29	17.5	69	6.1	106
Ohio	0	0.0	0	0.0	2	9.5	8	4.2	10
Orange	0	0.0	1	7.7	13	11.6	24	4.7	38
Owen	1	50.0	1	14.3	10	7.8	21	5.4	33
Parke	0	0.0	2	25.0	11	16.2	60	11.2	73
Perry	2	40.0	1	6.3	10	11.9	16	3.5	29
Pike	1	25.0	1	20.0	7	11.9	10	7.8	19
Porter	3	20.0	15	14.9	109	10.5	235	7.0	362
Posey	0	0.0	4	33.3	18	19.8	35	8.8	57
Pulaski	0	0.0	0	0.0	6	9.7	15	3.3	21
Putnam	1	20.0	0	0.0	19	15.0	36	6.1	56
Randolph	0	0.0	1	11.1	4	4.7	10	2.3	15
Ripley	1	20.0	1	3.6	12	10.2	27	4.7	41
Rush	0	0.0	4	28.6	7	7.5	17	5.7	28
St. Joseph	7	35.0	10	7.3	131	8.3	338	5.8	486
Scott	0	0.0	1	6.3	15	8.6	25	5.5	41
Shelby	2	14.3	3	9.7	32	10.8	87	9.5	124
Spencer	0	0.0	4	23.5	16	16.0	49	8.8	69
Starke	2	25.0	2	11.8	10	8.9	23	3.6	37
Steuben	1	14.3	3	23.1	36	22.4	97	7.3	137
Sullivan	0	0.0	0	0.0	1	3.2	2	2.3	3
Switzerland	1	25.0	3	30.0	6	20.7	13	9.4	23
Tippecanoe	5	23.8	14	23.3	142	13.6	485	7.9	646
Tipton	1	16.7	1	20.0	2	3.3	18	7.7	22
Union	0	0.0	0	0.0	2	7.1	9	6.0	11
Vanderburgh	2	8.3	9	10.6	98	9.4	174	8.1	283
Vermillion	0	0.0	2	14.3	12	16.9	11	4.1	25
Vigo	1	9.1	12	19.4	56	7.0	127	4.3	196
Wabash	1	20.0	0	0.0	13	9.0	45	5.1	59
Warren	0	0.0	0	0.0	10	31.3	15	7.4	25
Warrick	1	33.3	4	12.9	22	10.9	64	5.7	91
Washington	1	50.0	0	0.0	4	4.0	16	2.9	21
Wayne	2	20.0	3	15.8	38	8.1	67	4.3	110
Wells	0	0.0	2	14.3	8	8.2	18	3.6	28
White	1	25.0	1	12.5	28	19.3	58	7.3	88
Whitley	1	16.7	3	18.8	15	11.1	49	7.0	68
Unknown	0	0.0	1	33.3	0	0.0	0	0.0	1

Note(s)
n/a = Percent calculations not applicable to these categories
Percent calculations represent the percent of total county collisions (presented in table 65) in each injury category that are speed-related.
'Non-incapacitating' collisions/injuries include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The highest proportions of Indiana speed-related collisions were clustered in the southwestern (Crawford, Dubois, Gibson, Knox, Martin, Pike, Posey, and Spencer), southeastern (Dearborn, Decatur, Franklin, Shelby, and Switzerland), and northeastern (Elkhart, LaGrange, and Steuben) counties of the state.
- LaGrange (19.8 percent), Martin (16.0 percent), and Brown (14.9 percent) counties represented the highest percentage of speed-related collisions, while Sullivan (2.5 percent), Randolph (2.8 percent), Clay (3.2 percent), and Washington (3.2 percent) counties represented the lowest percentage.

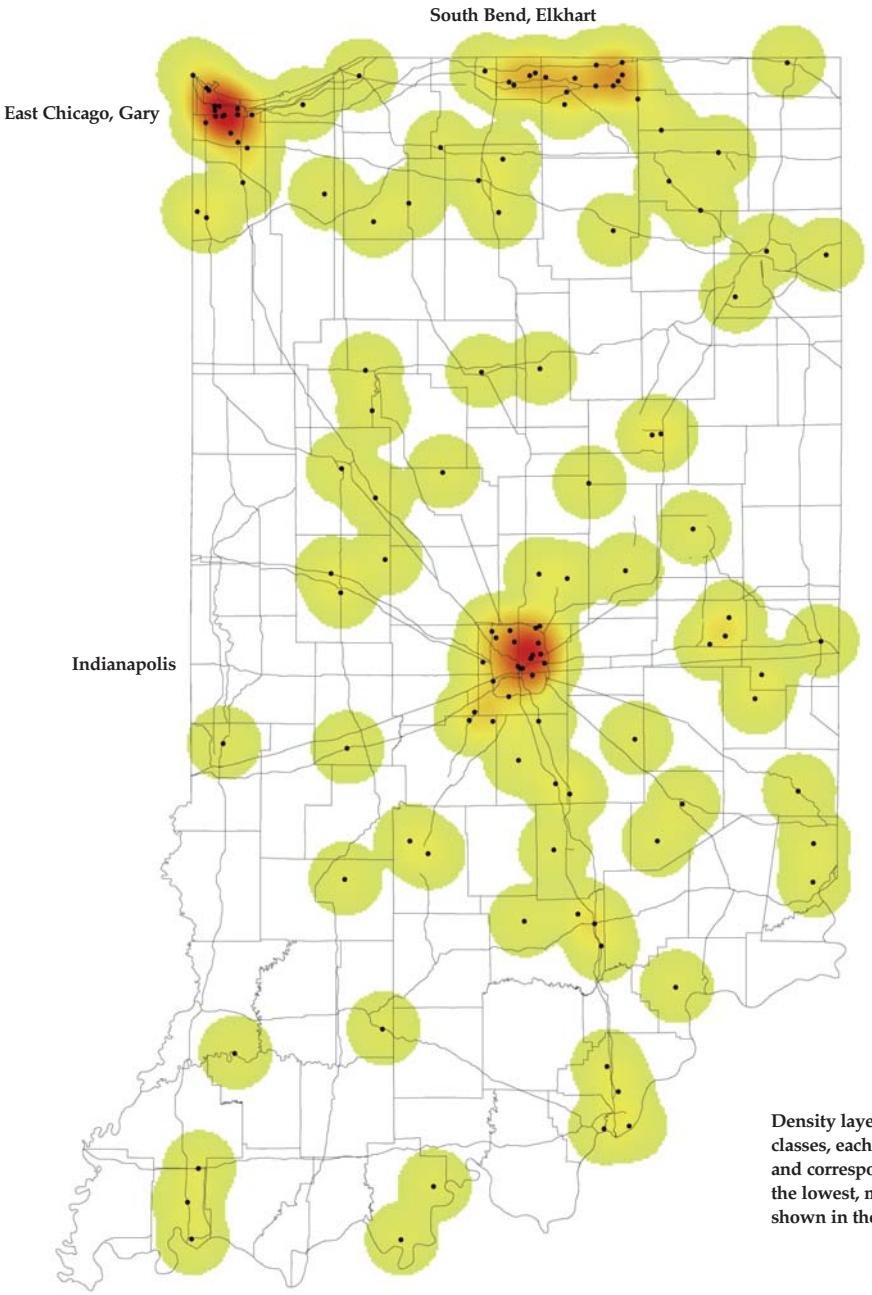
Map 5. Proportion of county collisions that were speed-related, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Fatal speed-related collisions are concentrated in northern Lake county and central/northern Marion county. In addition, northern Elkhart county and the northeast quarter of St. Joseph county show concentrations of fatal speed-related collisions.

Map 6. Fatal speed-related collision concentrations, 2006



Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

• = fatal speed-related collision (129 mapped/157 actual)

Concentrations

low (0.0002 to 0.0004 collisions per square quarter mile)

medium (0.0114 to 0.0116 collisions per square quarter mile)

high (0.0231 to 0.0233 collisions per square quarter mile)

Highway Types

— Interstates, US Highways, Primary State Highways

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Alcohol-related Collisions

➤ The mean number of alcohol-related collisions per county was 129, while the mean number of fatal alcohol-related collisions per county was three.

Table 67. Indiana alcohol-related collisions by severity and county, 2006

	Fatal		Incapacitating		Non-incapacitating		Property damage only		
County	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	Total
Indiana	249	30.5	582	18.2	3,614	10.1	7,405	4.8	11,850
Mean	3	n/a	6	n/a	39	n/a	81	n/a	129
Minimum	0	n/a	0	n/a	2	n/a	2	n/a	7
Maximum	23	n/a	52	n/a	704	n/a	1,838	n/a	2,612
Adams	2	33.3	0	0.0	9	9.3	26	3.8	37
Allen	11	40.7	35	18.3	209	9.1	404	4.4	659
Bartholomew	5	41.7	5	10.9	40	7.8	63	4.1	113
Benton	2	50.0	0	0.0	2	7.7	8	9.3	12
Blackford	0	0.0	0	0.0	5	10.2	10	3.1	15
Boone	1	14.3	3	10.7	14	6.5	56	3.8	74
Brown	1	25.0	2	10.0	11	13.4	17	4.9	31
Carroll	1	50.0	0	0.0	18	18.0	28	5.5	47
Cass	3	37.5	5	17.2	14	6.8	61	5.2	83
Clark	7	46.7	14	22.2	56	7.3	124	3.8	201
Clay	1	25.0	2	11.1	13	9.1	22	3.7	38
Clinton	5	45.5	6	28.6	20	12.7	30	4.2	61
Crawford	1	50.0	1	6.3	7	9.5	10	3.1	19
Daviess	3	60.0	1	6.7	16	13.7	14	4.5	34
Dearborn	1	10.0	11	29.7	32	11.3	68	4.1	112
Decatur	1	11.1	4	36.4	8	6.3	22	3.5	35
DeKalb	1	20.0	4	11.4	11	7.0	45	4.2	61
Delaware	4	44.4	14	28.0	63	7.3	129	3.4	210
Dubois	1	25.0	10	35.7	26	10.8	28	3.5	65
Elkhart	5	17.2	21	17.9	84	7.7	178	2.8	288
Fayette	1	33.3	2	28.6	11	8.9	21	4.3	35
Floyd	1	12.5	6	14.0	60	10.4	100	4.9	166
Fountain	0	0.0	0	0.0	10	18.5	13	4.1	23
Franklin	0	0.0	0	0.0	8	8.6	22	5.7	30
Fulton	2	50.0	1	20.0	12	15.2	18	3.8	33
Gibson	1	11.1	7	43.8	14	6.6	24	2.7	46
Grant	5	45.5	6	25.0	31	7.8	57	3.1	99
Greene	2	22.2	6	33.3	20	12.0	35	4.7	63
Hamilton	4	33.3	5	7.4	68	6.4	189	3.6	266
Hancock	0	0.0	3	10.0	22	6.4	40	3.5	65
Harrison	3	42.9	3	17.6	31	12.1	40	3.9	77
Hendricks	1	9.1	10	17.2	42	6.5	123	4.0	176
Henry	4	30.8	4	20.0	13	5.4	37	4.0	58
Howard	3	25.0	4	7.1	40	8.1	86	4.5	133
Huntington	1	9.1	2	14.3	10	5.5	33	3.1	46
Jackson	2	22.2	10	21.7	31	13.0	67	5.3	110
Jasper	5	55.6	5	20.0	19	12.1	35	3.7	64
Jay	0	0.0	0	0.0	10	9.5	12	2.3	22
Jefferson	2	50.0	9	29.0	22	12.1	26	3.1	59
Jennings	1	20.0	0	0.0	17	10.8	21	2.8	39
Johnson	5	35.7	9	18.8	58	8.9	108	4.6	180

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Table 67. *(continued)*

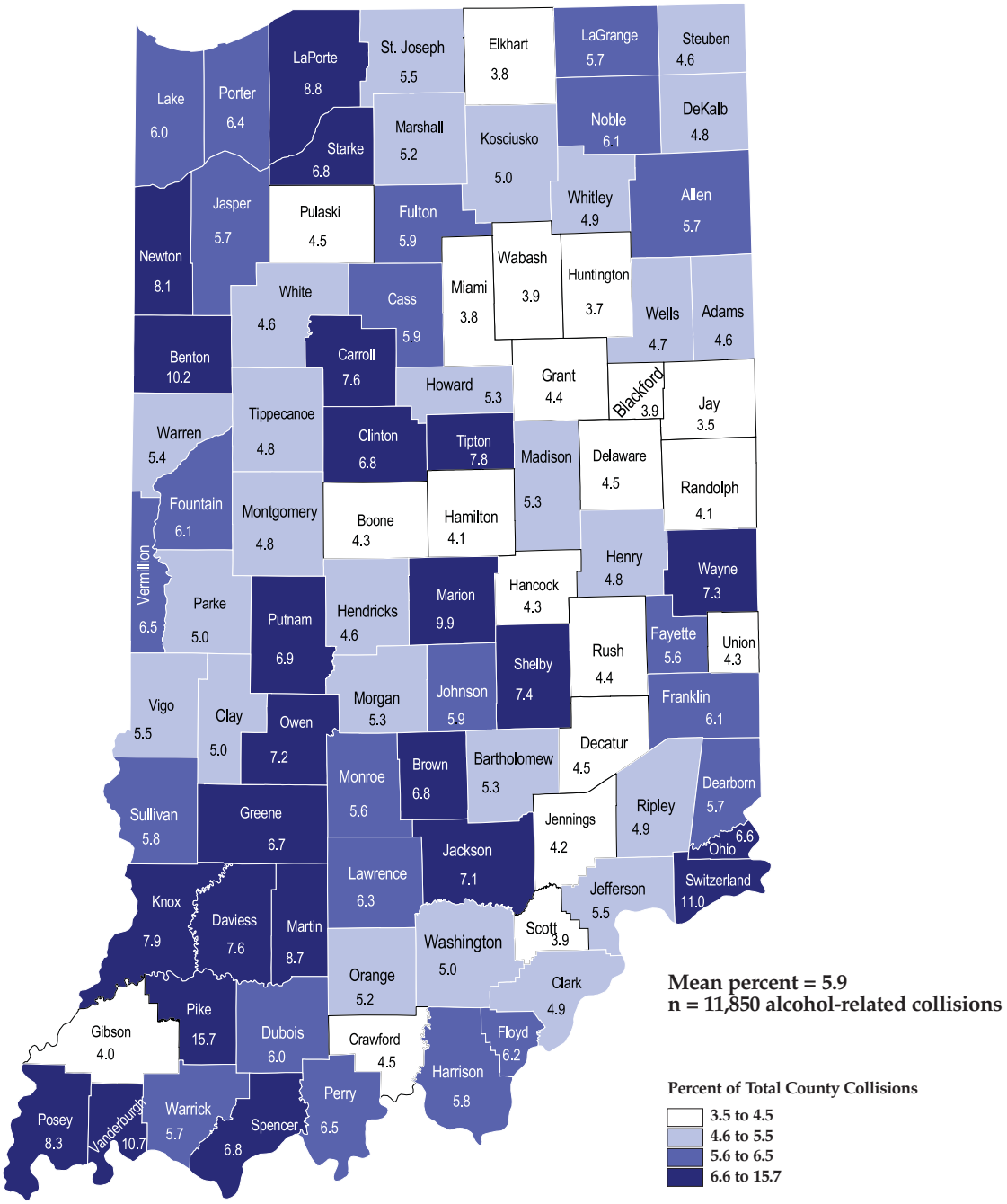
County	Fatal		Incapacitating		Non-incapacitating		Property damage only		Total
	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	
Knox	4	44.4	5	33.3	22	11.5	35	5.7	66
Kosciusko	6	42.9	7	21.9	40	9.6	78	3.6	131
LaGrange	2	40.0	6	33.3	15	12.6	30	3.8	53
Lake	23	50.0	50	20.7	321	11.3	626	4.5	1,020
LaPorte	8	40.0	11	20.8	112	16.4	164	6.3	295
Lawrence	2	33.3	2	9.1	32	11.0	39	4.4	75
Madison	3	30.0	10	16.1	68	7.7	133	4.3	214
Marion	18	23.1	52	12.6	704	13.5	1,838	8.9	2,612
Marshall	3	27.3	4	19.0	28	11.7	45	3.6	80
Martin	0	0.0	3	30.0	7	14.9	15	6.6	25
Miami	0	0.0	0	0.0	13	8.2	27	3.1	40
Monroe	3	25.0	12	17.6	57	7.0	148	4.9	220
Montgomery	2	18.2	3	15.0	20	9.0	28	3.3	53
Morgan	3	27.3	5	20.8	31	8.9	49	3.9	88
Newton	2	33.3	4	50.0	8	14.0	16	5.3	30
Noble	3	33.3	10	32.3	21	12.7	48	4.2	82
Ohio	0	0.0	0	0.0	6	28.6	8	4.2	14
Orange	1	50.0	3	23.1	13	11.6	16	3.2	33
Owen	2	100.0	0	0.0	17	13.3	19	4.9	38
Parke	1	33.3	1	12.5	10	14.7	19	3.5	31
Perry	4	80.0	3	18.8	11	13.1	18	4.0	36
Pike	3	75.0	3	60.0	9	15.3	16	12.4	31
Porter	3	20.0	27	26.7	116	11.2	140	4.2	286
Posey	1	25.0	3	25.0	11	12.1	27	6.8	42
Pulaski	1	16.7	2	13.3	8	12.9	13	2.9	24
Putnam	3	60.0	3	33.3	14	11.0	30	5.1	50
Randolph	0	0.0	1	11.1	8	9.4	13	2.9	22
Ripley	1	20.0	4	14.3	10	8.5	20	3.5	35
Rush	0	0.0	6	42.9	6	6.5	6	2.0	18
St. Joseph	5	25.0	19	13.9	134	8.5	254	4.4	412
Scott	0	0.0	2	12.5	10	5.7	13	2.9	25
Shelby	6	42.9	6	19.4	33	11.1	48	5.2	93
Spencer	3	37.5	5	29.4	13	13.0	25	4.5	46
Starke	1	12.5	3	17.6	15	13.4	33	5.2	52
Steuben	4	57.1	5	38.5	27	16.8	33	2.5	69
Sullivan	0	0.0	0	0.0	5	16.1	2	2.3	7
Switzerland	1	25.0	2	20.0	3	10.3	14	10.1	20
Tippecanoe	10	47.6	14	23.3	94	9.0	228	3.7	346
Tipton	2	33.3	1	20.0	6	10.0	15	6.4	24
Union	1	50.0	0	0.0	2	7.1	5	3.3	8
Vanderburgh	5	20.8	19	22.4	113	10.8	216	10.0	353
Vermillion	1	25.0	4	28.6	9	12.7	9	3.4	23
Vigo	3	27.3	13	21.0	67	8.4	126	4.3	209
Wabash	0	0.0	1	6.3	10	6.9	30	3.4	41
Warren	1	33.3	0	0.0	3	9.4	9	4.4	13
Warrick	1	33.3	6	19.4	24	11.9	46	4.1	77
Washington	1	50.0	2	28.6	13	13.0	17	3.1	33
Wayne	3	30.0	2	10.5	47	10.0	98	6.3	151
Wells	0	0.0	1	7.1	6	6.1	22	4.3	29
White	0	0.0	3	37.5	16	11.0	25	3.1	44
Whitley	0	0.0	2	12.5	17	12.6	23	3.3	42
Unknown	0	0.0	2	66.7	2	100.0	0	0.0	4

Note(s)
n/a = Percent calculations not applicable to these categories.
Percent calculations represent the percent of total county collisions (presented in table 65) in each injury category that are speed-related.
'Non-incapacitating' collisions/injuries include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The highest proportions of alcohol-related collisions were concentrated in the south central (Brown, Marion, Owen, Putnam, and Shelby) and southwestern (Daviess, Greene, Knox, Martin, Pike, Posey, Spencer, and Vanderburgh) counties of the state.
- Pike (15.7 percent), Switzerland (11.0 percent), and Vanderburgh (10.7 percent) counties represented the highest percentage of alcohol-related collisions, while Jay (3.5 percent), Huntington (3.7 percent), Elkhart (3.8 percent), and Miami (3.8 percent) counties represented the lowest percentage.

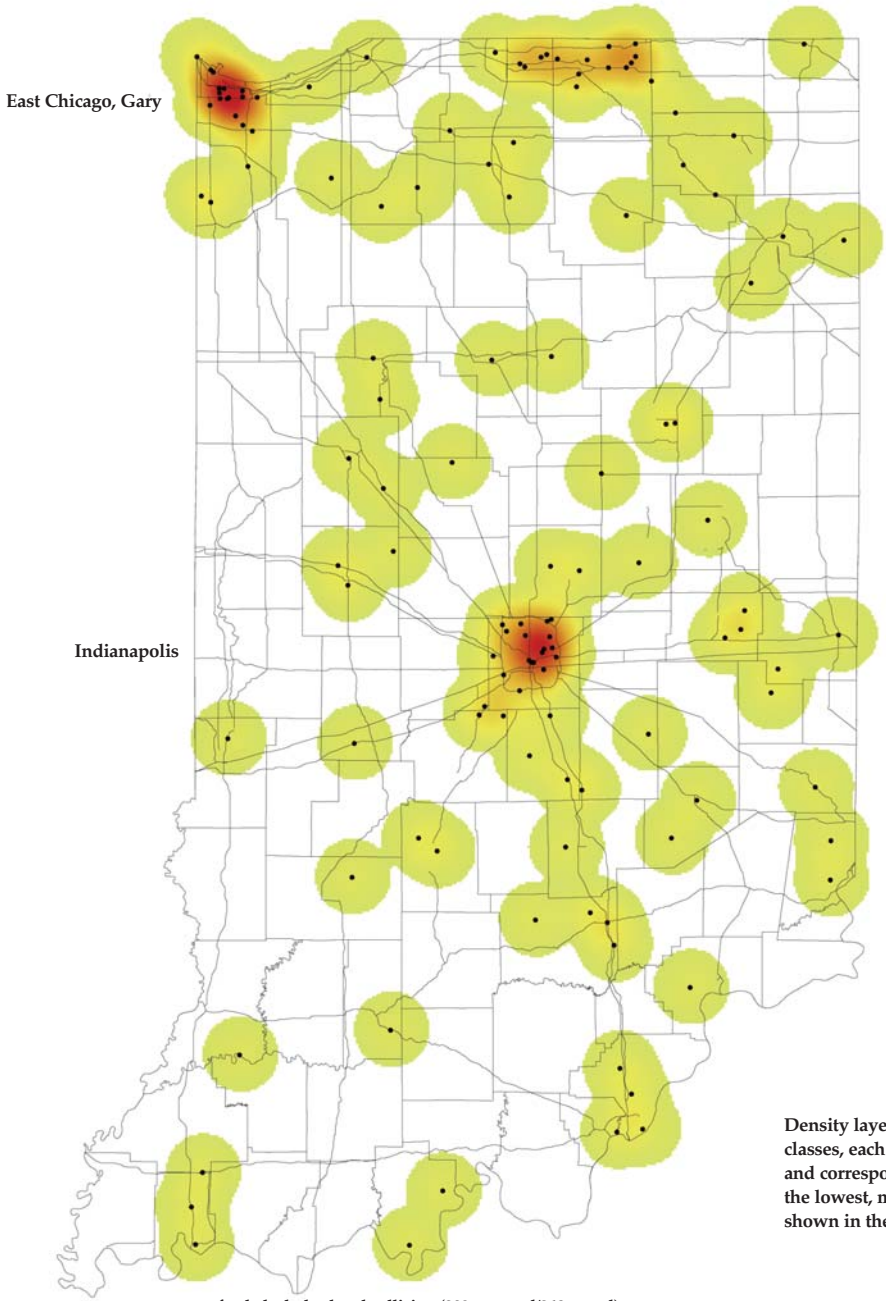
Map 7. Proportion of county collisions that were alcohol-related, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ With 10 percent (21/203) of mapped fatal alcohol-related collisions, northern Lake county shows the most intense clustering. Also evident is clustering in central/northern Marion county (7 percent of mapped collisions; 15/203).

Map 8. Fatal alcohol-related collision concentrations, 2006



Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

• = fatal alcohol-related collision (203 mapped/249 actual)

Concentrations

low (0.0002 to 0.0005 collisions per square quarter mile)

medium (0.0124 to 0.0127 collisions per square quarter mile)

high (0.0252 to 0.0254 collisions per square quarter mile)

Highway Types

— Interstates, US Highways, Primary State Highways

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Deer-involved Collisions

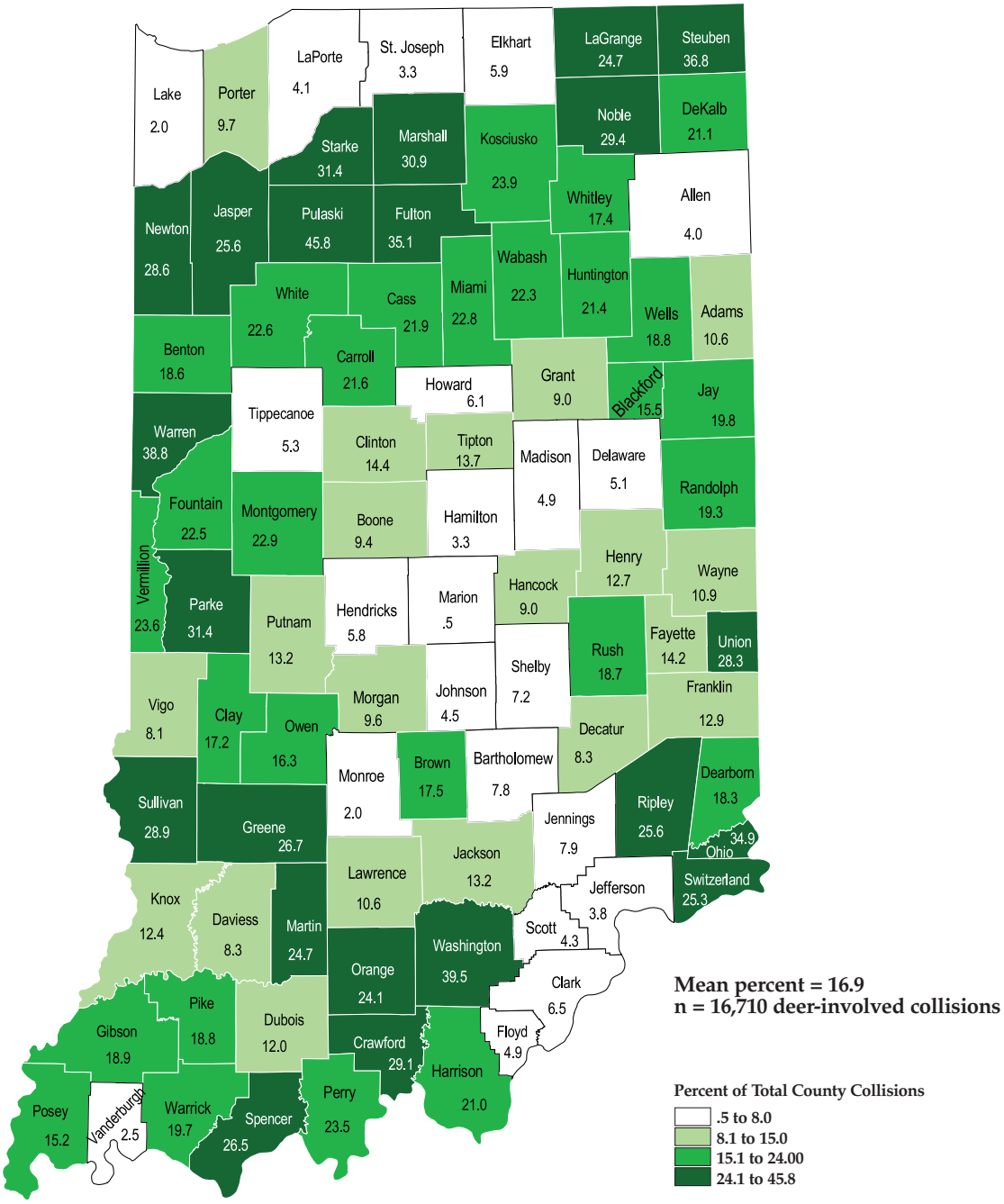
- In 2006, deer-involved collisions in Indiana totaled 16,710, with a mean number of collisions per county of 182.
- Statewide, over 97 percent of deer-involved collisions were property damage only.

Table 68. Indiana deer-involved collisions by county, 2006

Indiana	16,710
Mean	182
Minimum	22
Maximum	632
Adams	85
Allen	469
Bartholomew	165
Benton	22
Blackford	59
Boone	161
Brown	80
Carroll	133
Cass	308
Clark	268
Clay	130
Clinton	130
Crawford	122
Daviess	37
Dearborn	363
Decatur	65
DeKalb	268
Delaware	241
Dubois	130
Elkhart	442
Fayette	89
Floyd	131
Fountain	85
Franklin	63
Fulton	195
Gibson	215
Grant	204
Greene	250
Hamilton	213
Hancock	137
Harrison	277
Hendricks	221
Henry	152
Howard	153
Huntington	269
Jackson	205
Jasper	288
Jay	126
Jefferson	41
Jennings	73
Johnson	136
Knox	103
Kosciusko	632
LaGrange	228
Lake	331
LaPorte	138
Lawrence	127
Madison	197
Marion	139
Marshall	475
Martin	71
Miami	239
Monroe	79
Montgomery	254
Morgan	159
Newton	106
Noble	396
Ohio	74
Orange	153
Owen	86
Parke	194
Perry	131
Pike	37
Porter	438
Posey	77
Pulaski	247
Putnam	96
Randolph	104
Ripley	184
Rush	76
St. Joseph	249
Scott	28
Shelby	90
Spencer	180
Starke	242
Steuben	554
Sullivan	35
Switzerland	46
Tippecanoe	383
Tipton	42
Union	52
Vanderburgh	82
Vermillion	84
Vigo	311
Wabash	235
Warren	93
Warrick	266
Washington	261
Wayne	224
Wells	117
White	215
Whitley	149

- The highest proportions of deer-involved collisions were concentrated in the northwestern (Fulton, Jasper, Marshall, Newton, Pulaski, and Starke), northeastern (LaGrange, Noble, and Steuben), and southwestern (Crawford, Greene, Martin, Orange, Spencer, Sullivan, and Washington) counties of the state.
- The highest percentage of total collisions that involved deer occurred in Pulaski (45.8 percent), Washington (39.5 percent), and Warren (38.8 percent) counties, while Marion (.5 percent), Lake (2.0 percent), and Monroe (2.0 percent) counties represented the lowest percentage.

Map 9. Proportion of county collisions that involved a deer, 2006



Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Restraint Use

- The percentage of county non-incapacitating injuries in which the victim was not wearing the proper restraint ranged from 7.4 in Hamilton county to 44.2 in Switzerland county with a mean percentage of unrestrained injuries per county of 20.2.
- The percentage of county fatal injuries in which the victim was not wearing the proper restraint ranged from zero to 100 percent, with a mean percentage of unrestrained fatal injuries per county of 58.4, indicating that individuals are far more likely to suffer fatal injuries if they are not wearing the proper safety restraint.

Table 69. Indiana individuals by injury status, restraint use, and county (where restraint use known), 2006

	Fatal			Incapacitating			Non-incapacitating		
County	Total	Unrestrained	Percent Unrestrained	Total	Unrestrained	Percent Unrestrained	Total	Unrestrained	Percent Unrestrained
Indiana	707	413	58.4	3,220	1,182	36.7	45,786	6,411	14.0
Mean	8	4	n/a	35	13	n/a	498	70	n/a
Minimum	0	0	n/a	2	1	n/a	1	0	n/a
Maximum	57	32	n/a	414	87	n/a	6,631	659	n/a
Adams	3	1	33.3	11	3	27.3	129	32	24.8
Allen	21	15	71.4	200	71	35.5	2,805	304	10.8
Bartholomew	13	10	76.9	49	13	26.5	699	108	15.5
Benton	3	3	100.0	2	1	50.0	39	6	15.4
Blackford	0	0	0.0	6	4	66.7	56	15	26.8
Boone	8	6	75.0	30	8	26.7	302	36	11.9
Brown	4	2	50.0	19	6	31.6	99	26	26.3
Carroll	2	2	100.0	9	5	55.6	132	31	23.5
Cass	6	2	33.3	25	11	44.0	267	34	12.7
Clark	13	6	46.2	62	25	40.3	1,014	107	10.6
Clay	4	4	100.0	21	13	61.9	178	33	18.5
Clinton	12	8	66.7	17	6	35.3	226	34	15.0
Crawford	2	1	50.0	17	10	58.8	111	26	23.4
Daviess	6	5	83.3	16	8	50.0	156	48	30.8
Dearborn	10	8	80.0	39	11	28.2	380	51	13.4
Decatur	7	1	14.3	14	6	42.9	171	42	24.6
DeKalb	5	2	40.0	33	8	24.2	203	30	14.8
Delaware	8	4	50.0	54	26	48.1	1,149	171	14.9
Dubois	5	4	80.0	25	7	28.0	299	53	17.7
Elkhart	23	12	52.2	103	27	26.2	1,444	151	10.5
Fayette	3	3	100.0	4	3	75.0	147	24	16.3
Floyd	7	4	57.1	44	12	27.3	755	87	11.5
Fountain	2	1	50.0	2	2	100.0	56	11	19.6
Franklin	2	1	50.0	9	1	11.1	93	20	21.5
Fulton	3	3	100.0	5	3	60.0	90	22	24.4
Gibson	8	3	37.5	15	8	53.3	253	48	19.0
Grant	14	9	64.3	26	8	30.8	539	68	12.6
Greene	8	4	50.0	19	10	52.6	209	63	30.1
Hamilton	7	3	42.9	63	12	19.0	1,479	110	7.4
Hancock	5	1	20.0	30	11	36.7	483	62	12.8
Harrison	6	5	83.3	16	4	25.0	291	61	21.0
Hendricks	11	7	63.6	57	22	38.6	822	103	12.5
Henry	10	4	40.0	22	11	50.0	311	58	18.6
Howard	9	3	33.3	61	20	32.8	689	84	12.2
Huntington	9	2	22.2	13	7	53.8	223	27	12.1
Jackson	9	7	77.8	45	28	62.2	300	84	28.0
Jasper	7	1	14.3	31	15	48.4	226	46	20.4
Jay	4	4	100.0	3	1	33.3	127	25	19.7
Jefferson	3	3	100.0	31	19	61.3	210	49	23.3
Jennings	6	2	33.3	12	3	25.0	246	69	28.0
Johnson	12	5	41.7	47	23	48.9	828	111	13.4
Knox	7	4	57.1	15	8	53.3	201	40	19.9

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Table 69. *(continued)*

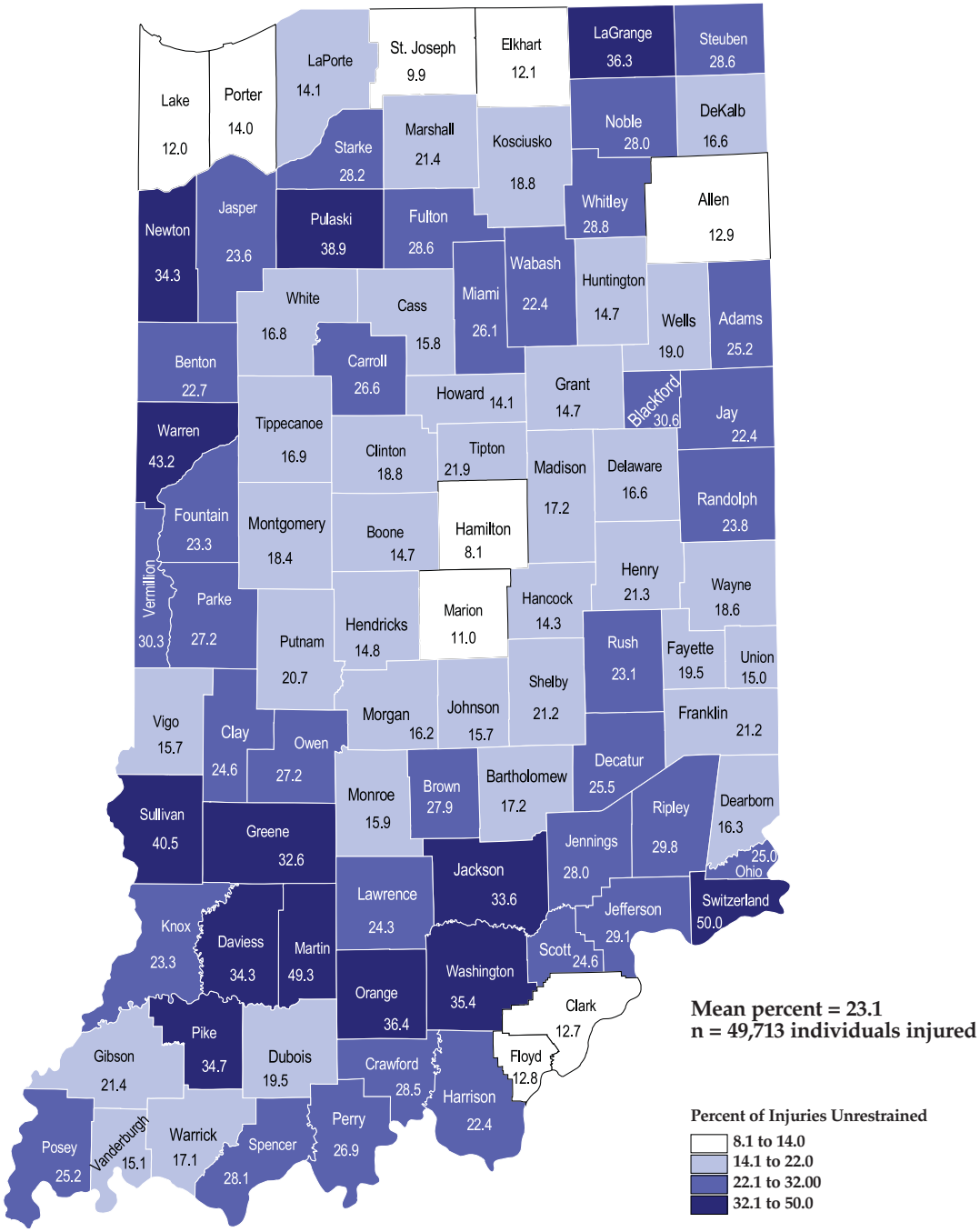
County	Fatal			Incapacitating			Non-incapacitating		
	Total	Unrestrained	Percent Unrestrained	Total	Unrestrained	Percent Unrestrained	Total	Unrestrained	Percent Unrestrained
Kosciusko	13	8	61.5	30	14	46.7	565	92	16.3
LaGrange	8	5	62.5	23	13	56.5	159	51	32.1
Lake	42	20	47.6	234	73	31.2	3,602	374	10.4
LaPorte	18	7	38.9	60	24	40.0	854	100	11.7
Lawrence	4	3	75.0	24	17	70.8	367	76	20.7
Madison	8	5	62.5	59	23	39.0	1,217	193	15.9
Marion	57	32	56.1	414	87	21.0	6,631	659	9.9
Marshall	9	3	33.3	22	10	45.5	315	61	19.4
Martin	2	2	100.0	9	8	88.9	58	24	41.4
Miami	3	2	66.7	17	5	29.4	229	58	25.3
Monroe	12	10	83.3	54	17	31.5	990	141	14.2
Montgomery	12	6	50.0	24	5	20.8	280	47	16.8
Morgan	8	4	50.0	24	9	37.5	462	67	14.5
Newton	5	3	60.0	7	1	14.3	58	20	34.5
Noble	6	5	83.3	34	18	52.9	192	42	21.9
Ohio	0	0	0.0	3	2	66.7	29	6	20.7
Orange	2	1	50.0	12	6	50.0	115	40	34.8
Owen	4	4	100.0	7	3	42.9	147	36	24.5
Parke	2	0	0.0	8	2	25.0	82	23	28.0
Perry	5	3	60.0	15	5	33.3	110	27	24.5
Pike	5	3	60.0	7	5	71.4	63	18	28.6
Porter	13	7	53.8	100	32	32.0	1,369	169	12.3
Posey	2	0	0.0	11	5	45.5	106	25	23.6
Pulaski	4	3	75.0	21	10	47.6	88	31	35.2
Putnam	4	1	25.0	9	5	55.6	132	24	18.2
Randolph	2	1	50.0	10	3	30.0	118	27	22.9
Ripley	3	3	100.0	33	18	54.5	145	33	22.8
Rush	2	1	50.0	12	7	58.3	116	22	19.0
Scott	2	1	50.0	20	11	55.0	242	53	21.9
Shelby	15	11	73.3	36	15	41.7	382	66	17.3
Spencer	6	5	83.3	25	16	64.0	140	27	19.3
St. Joseph	12	6	50.0	147	41	27.9	2,000	167	8.4
Starke	7	6	85.7	22	11	50.0	187	44	23.5
Steuben	13	9	69.2	13	6	46.2	222	56	25.2
Sullivan	1	1	100.0	3	3	100.0	38	13	34.2
Switzerland	4	3	75.0	11	7	63.6	43	19	44.2
Tippecanoe	17	10	58.8	56	22	39.3	1,328	205	15.4
Tipton	6	3	50.0	7	5	71.4	83	13	15.7
Union	1	0	0.0	4	1	25.0	35	5	14.3
Vanderburgh	20	13	65.0	91	32	35.2	1,302	168	12.9
Vermillion	0	0	0.0	13	7	53.8	109	30	27.5
Vigo	7	5	71.4	59	30	50.8	960	126	13.1
Wabash	3	1	33.3	13	5	38.5	185	39	21.1
Warren	3	3	100.0	2	2	100.0	32	11	34.4
Warrick	3	2	66.7	25	6	24.0	241	38	15.8
Washington	2	2	100.0	9	8	88.9	147	46	31.3
Wayne	9	7	77.8	17	9	52.9	576	96	16.7
Wells	2	1	50.0	15	6	40.0	125	20	16.0
White	6	3	50.0	8	3	37.5	206	31	15.0
Whitley	6	4	66.7	19	9	47.4	166	42	25.3
Unknown	0	0	0.0	0	0	0.0	1	0	0.0

Note(s)
This table depicts only those fatal, incapacitating, and non-incapacitating injuries for which restraint use was known. Non-incapacitating injuries include those reported by the reporting officer as either 'non-incapacitating' or 'possible'.
Only vehicle occupants ('drivers' and 'injured occupants') are depicted here. Pedestrians and pedalcyclists injured in traffic collisions are excluded.
n/a = Percent calculations not applicable to these categories

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The highest proportions of unrestrained injuries were concentrated in the southern (Daviess, Greene, Jackson, Martin, Orange, Pike, Sullivan, Switzerland, and Washington) counties of the state.
- Switzerland (50 percent), Martin (49.3 percent), and Warren (43.2 percent) counties represented the highest percentage of unrestrained injuries, while Hamilton (8.1 percent), St. Joseph (9.9 percent), and Marion (11.0 percent) counties represented the lowest percentage.

Map 10. Percentage of individual injuries by county where victim was not properly restrained, 2006

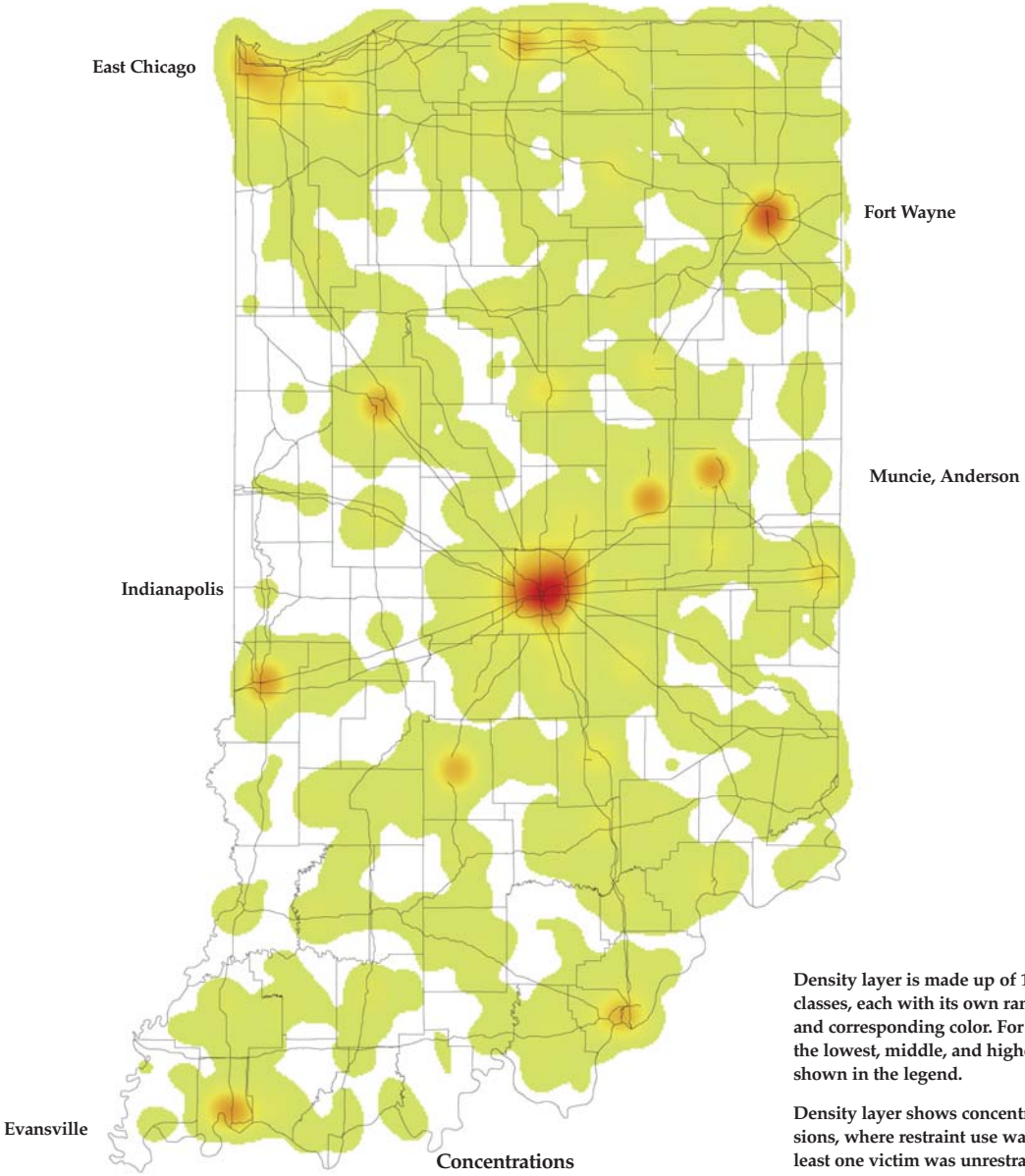


Note(s)
This map depicts only those injuries (fatal, incapacitating, non-incapacitating) where restraint use was known and includes only vehicle occupants (drivers and passengers). Pedestrians and pedalcyclists are excluded.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Concentrations of injury collisions where no restraint was worn are primarily in and around urban areas. The most intense concentrations are found in Indianapolis and Fort Wayne, which account for the 1st (10 percent) and 2nd (4.5 percent) most collisions of this type respectively. Evansville (3 percent), Terre Haute (2.2 percent), Anderson (2.2 percent), Lafayette (2.2 percent), Muncie (2.2 percent), Bloomington (2 percent), South Bend (1.8 percent), Hammond (1.5 percent), Elkhart (1.4 percent), and New Albany (1.3 percent) represent other urban areas with relatively high concentrations of collisions where no restraint was worn.

Map 11. Concentrations of non-fatal injury collisions where victim was unrestrained, 2006



Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

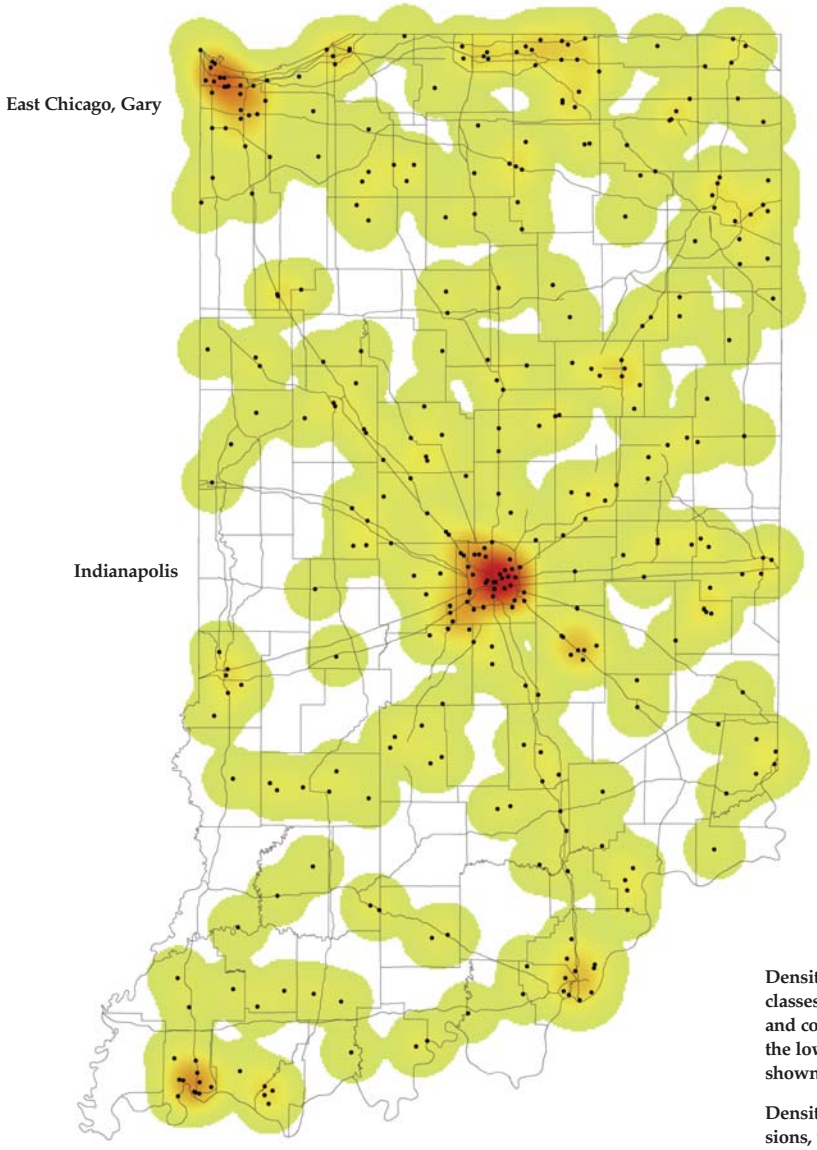
Density layer shows concentrations of collisions, where restraint use was known and at least one victim was unrestrained.

Density layer based on 4,587 of 7,025 total collisions Injury = incapacitating and non-incapacitating injuries

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- 72 percent (314/439) of fatal collisions where no restraint was worn are reported as occurring in rural localities. However, the most intense concentrations of these types of collisions are within urban areas: Indianapolis accounts for 7.7 percent (34/439) of collisions of this type, ranking first in Indiana urban areas, while Gary/East Chicago/Hammond 3.2 percent (14/439 and Evansville 2.7 percent (12/439) also had relatively high concentrations of fatal collisions where no restraint was worn.
- Collisions of this type could reasonably be expected to decrease given recent legislation which now requires truck occupants (in addition to all other motor vehicle occupants) to wear seatbelts.

Map 12. Concentrations of fatal collisions where victim was unrestrained, 2006



• = fatal collision, no restraint (354 mapped/439 actual)

Concentrations

low (0.0003 to 0.0007 collisions per square quarter mile)

medium (0.0174 to 0.0178 collisions per square quarter mile)

high (0.0353 to 0.0357 collisions per square quarter mile)

Highway Types

— Interstates, US Highways, Primary State Highways

Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

Density layer shows concentrations of collisions, where restraint use was known and at least one victim was unrestrained.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Young Drivers

➤ The occurrence (and number) of young drivers involved in collisions decreased sharply by level of severity with 69 of 92 counties experiencing young drivers fatally injured in collisions, 87 counties experiencing young drivers suffering incapacitating injuries in collisions, and all counties observing young drivers involved in non-incapacitating injury and property damage only collisions.

Table 70. Young drivers (ages 15 to 20) involved in collisions by severity, 2006

	Fatal		Incapacitating		Non-incapacitating		Property damage only		
County	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	Total
Indiana	178	21.8	807	25.3	11,283	31.6	39,700	25.9	51,966
Mean	2	n/a	9	n/a	123	n/a	432	n/a	565
Minimum	0	n/a	0	n/a	7	n/a	13	n/a	23
Maximum	13	n/a	92	n/a	1,410	n/a	4,761	n/a	6,276
Adams	2	33.3	3	21.4	39	40.2	194	28.4	238
Allen	5	18.5	56	29.3	751	32.8	2,547	27.8	3,359
Bartholomew	4	33.3	10	21.7	157	30.8	476	30.7	647
Benton	1	25.0	1	50.0	9	34.6	24	27.9	35
Blackford	0	0.0	2	40.0	12	24.5	93	28.5	107
Boone	0	0.0	7	25.0	70	32.3	401	27.3	478
Brown	0	0.0	3	15.0	23	28.0	101	28.9	127
Carroll	0	0.0	3	50.0	28	28.0	130	25.6	161
Cass	2	25.0	3	10.3	75	36.4	251	21.6	331
Clark	3	20.0	14	22.2	201	26.1	797	24.4	1,015
Clay	0	0.0	4	22.2	56	39.2	157	26.6	217
Clinton	3	27.3	6	28.6	37	23.4	198	27.8	244
Crawford	0	0.0	3	18.8	22	29.7	55	16.8	80
Daviess	2	40.0	2	13.3	40	34.2	101	32.6	145
Dearborn	3	30.0	6	16.2	110	38.7	405	24.6	524
Decatur	2	22.2	0	0.0	45	35.4	170	26.8	217
DeKalb	1	20.0	12	34.3	53	33.8	268	24.9	334
Delaware	1	11.1	11	22.0	286	33.3	1,026	27.1	1,324
Dubois	1	25.0	5	17.9	100	41.5	248	30.6	354
Elkhart	8	27.6	29	24.8	356	32.4	1,514	24.2	1,907
Fayette	0	0.0	0	< 1	46	37.4	121	24.5	167
Floyd	3	37.5	10	23.3	209	36.2	596	29.0	818
Fountain	1	50.0	3	100.0	13	24.1	70	21.9	87
Franklin	1	33.3	1	14.3	27	29.0	114	29.5	143
Fulton	1	25.0	1	20.0	21	26.6	99	21.2	122
Gibson	1	11.1	4	25.0	58	27.5	213	23.6	276
Grant	2	18.2	3	12.5	122	30.5	495	27.1	622
Greene	4	44.4	6	33.3	64	38.6	172	23.1	246
Hamilton	3	25.0	20	29.4	355	33.2	1,580	29.7	1,958
Hancock	2	33.3	6	20.0	144	42.1	393	34.4	545
Harrison	1	14.3	2	11.8	90	35.0	279	26.9	372
Hendricks	1	9.1	16	27.6	213	32.9	919	29.6	1,149
Henry	4	30.8	4	20.0	92	38.0	227	24.5	327
Howard	6	50.0	22	39.3	171	34.5	642	33.3	841
Huntington	3	27.3	3	21.4	69	37.7	270	25.7	345
Jackson	0	0.0	11	23.9	63	26.4	247	19.6	321
Jasper	2	22.2	4	16.0	59	37.6	199	21.3	264
Jay	1	33.3	2	50.0	35	33.3	116	22.1	154
Jefferson	0	0.0	10	32.3	57	31.3	219	25.8	286
Jennings	3	60.0	5	35.7	64	40.8	218	29.3	290
Johnson	1	7.1	17	35.4	209	32.1	821	35.3	1,048

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Table 70. *(continued)*

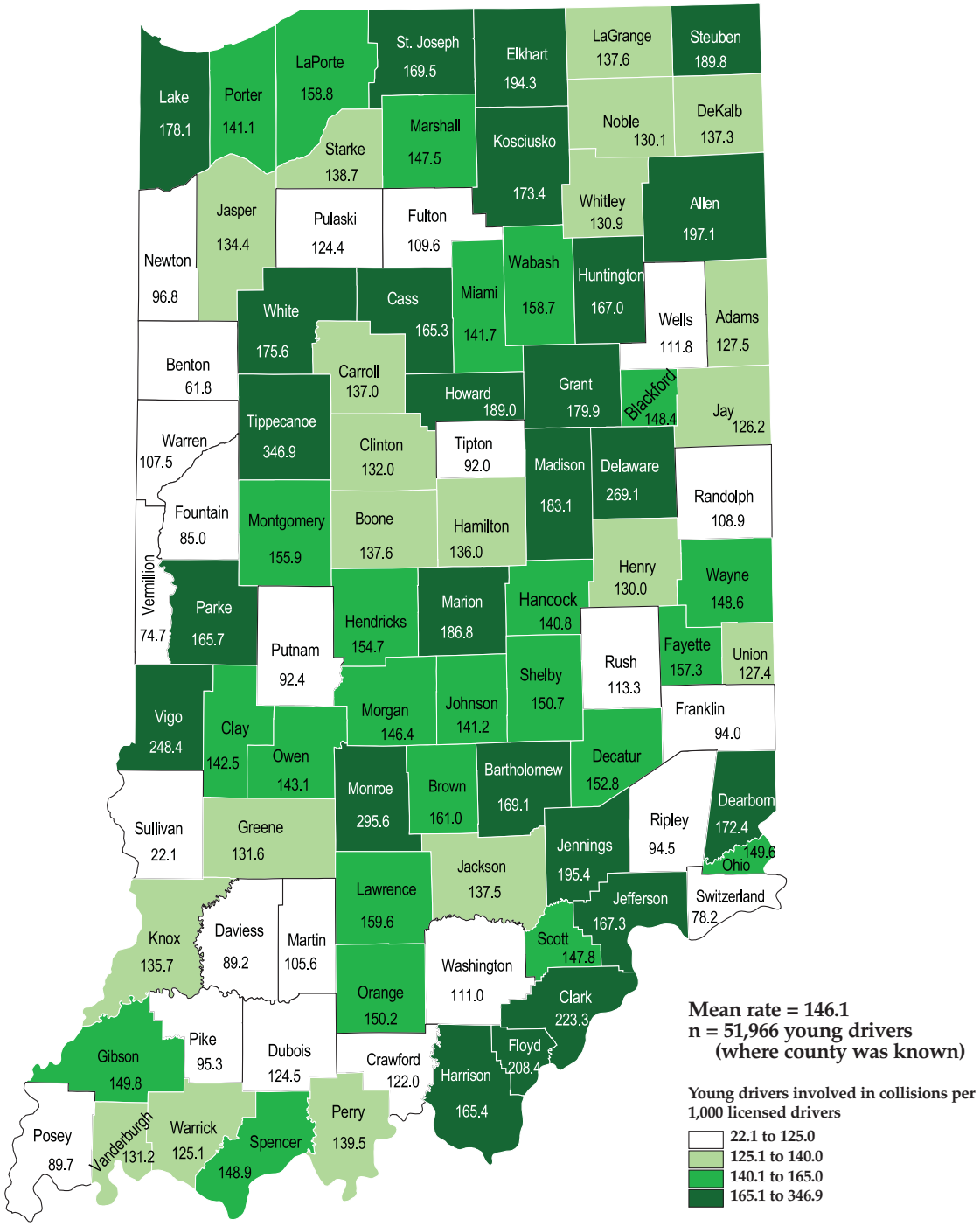
County	Fatal		Incapacitating		Non-incapacitating		Property damage only		Total
	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	
Knox	3	33.3	1	6.7	83	43.5	177	28.6	264
Kosciusko	0	0.0	9	28.1	145	34.8	544	24.9	698
Lagrange	1	20.0	6	33.3	29	24.4	194	24.8	230
Lake	4	8.7	45	18.7	716	25.2	2,922	21.1	3,687
LaPorte	3	15.0	11	20.8	202	29.6	599	23.2	815
Lawrence	0	0.0	3	13.6	96	33.0	292	33.3	391
Madison	1	10.0	20	32.3	274	31.0	781	25.5	1,076
Marion	13	16.7	92	22.3	1,410	27.1	4,761	23.0	6,276
Marshall	2	18.2	8	38.1	97	40.6	301	23.8	408
Martin	0	0.0	2	20.0	7	14.9	57	24.9	66
Miami	2	40.0	5	25.0	60	38.0	206	23.8	273
Monroe	2	16.7	15	22.1	313	38.2	1,053	34.7	1,383
Montgomery	4	36.4	7	35.0	78	35.3	228	26.6	317
Morgan	2	18.2	9	37.5	118	33.9	436	34.3	565
Newton	1	16.7	1	12.5	20	35.1	57	19.0	79
Noble	2	22.2	9	29.0	66	39.8	250	21.9	327
Ohio	0	0.0	0	0.0	9	42.9	45	23.8	54
Orange	1	50.0	3	23.1	37	33.0	128	25.2	169
Owen	0	0.0	2	28.6	53	41.4	109	27.9	164
Parke	0	0.0	2	25.0	13	19.1	134	24.9	149
Perry	1	20.0	4	25.0	28	33.3	115	25.4	148
Pike	0	0.0	1	20.0	27	45.8	45	34.9	73
Porter	2	13.3	22	21.8	333	32.0	837	25.1	1,194
Posey	1	25.0	2	16.7	41	45.1	116	29.1	160
Pulaski	2	33.3	6	40.0	22	35.5	77	16.9	107
Putnam	1	20.0	3	33.3	39	30.7	140	23.9	183
Randolph	2	66.7	2	22.2	28	32.9	120	27.1	152
Ripley	1	20.0	9	32.1	38	32.2	120	21.1	168
Rush	0	0.0	4	28.6	30	32.3	73	24.5	107
Scott	0	0.0	9	56.3	62	35.4	131	28.9	202
Shelby	6	42.9	9	29.0	95	32.1	255	27.8	365
Spencer	2	25.0	7	41.2	39	39.0	152	27.4	200
St. Joseph	7	35.0	34	24.8	466	29.7	1,492	25.7	1,999
Starke	4	50.0	6	35.3	44	39.3	124	19.6	178
Steuben	5	71.4	2	15.4	51	31.7	283	21.4	341
Sullivan	1	100.0	0	0.0	9	29.0	13	14.9	23
Switzerland	2	50.0	3	30.0	7	24.1	26	18.7	38
Tippecanoe	6	28.6	16	26.7	381	36.6	1,856	30.3	2,259
Tipton	1	16.7	1	20.0	14	23.3	71	30.2	87
Union	0	0.0	3	100.0	9	32.1	41	27.2	53
Vanderburgh	4	16.7	27	31.8	296	28.4	677	31.4	1,004
Vermillion	0	0.0	1	7.1	20	28.2	45	16.9	66
Vigo	3	27.3	15	24.2	269	33.8	806	27.3	1,093
Wabash	0	0.0	4	25.0	61	42.1	232	26.2	297
Warren	1	33.3	1	50.0	13	40.6	48	23.6	63
Warrick	2	66.7	16	51.6	78	38.8	351	31.4	447
Washington	1	50.0	0	0.0	47	47.0	129	23.4	177
Wayne	3	30.0	6	31.6	134	28.5	321	20.6	464
Wells	1	33.3	4	28.6	32	32.7	162	32.0	199
White	0	0.0	2	25.0	43	29.7	198	24.9	243
Whitley	0	0.0	8	50.0	49	36.3	203	29.0	260

Note(s)
'Non-incapacitating' collisions/injuries include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- Young driver collision rates (per 1,000 licensed drivers) vary by county ranging from 22.1 in Sullivan County to 346.9 in Tippecanoe County.
- Tippecanoe (346.9), Monroe (295.6), Delaware (269.1), and Vigo (248.4) counties represented the highest young driver collision rates, all of which are locations of large public universities.

Map 13. Young driver collision involvement rates by county (ages 15 to 20), 2006

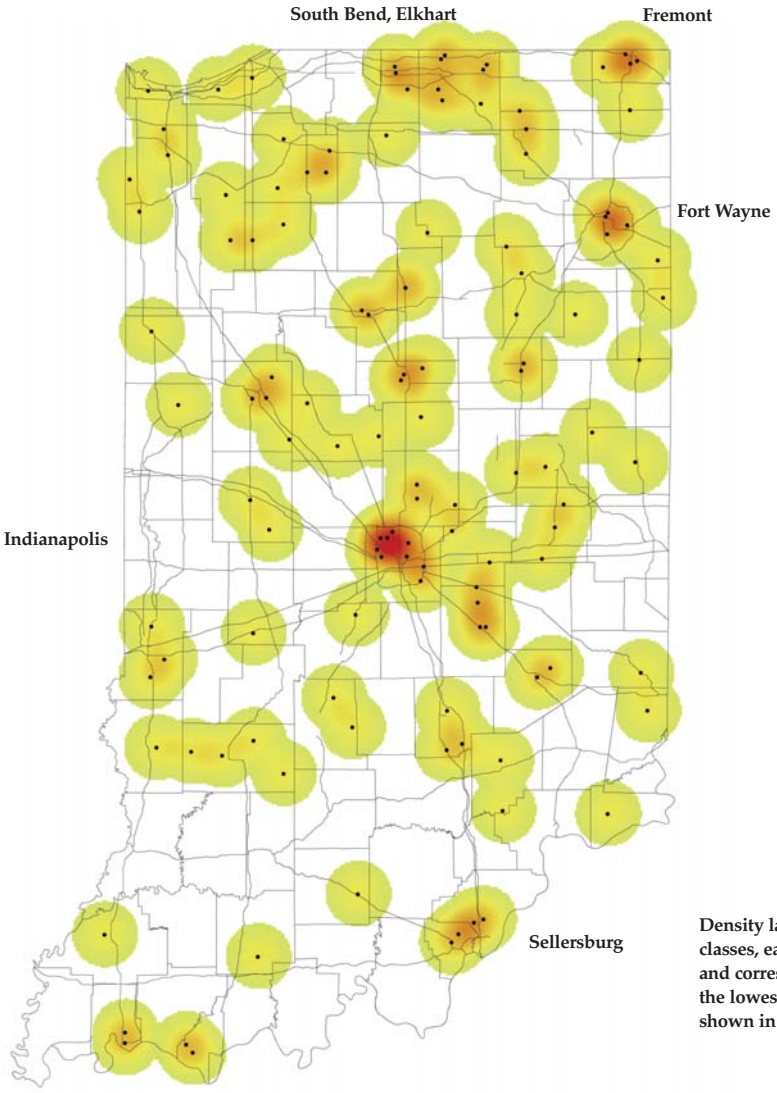


Rates per 1,000 were calculated using 2006 Indiana Bureau of Motor Vehicles Licensed Driver data

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

- The clustering of fatal young driver collisions generally occurs with greater frequency than other collision types. The locations of many of the clusters are somewhat expected when considering the number of licensed drivers ages 15 to 20 by county: Marion (33,590), Allen (17,046), Elkhart (9,813), St. Joseph (11,796), Floyd (3,926), Clark (4,546), Tippecanoe (6,512), and Howard (4,449).
- Concentrations that appear to deviate somewhat from expected outcomes using the above indicator include Steuben (1,797), Shelby (2,422), and Starke counties (1,283).
- Lake, Porter, Hendricks, and Johnson counties appear to be underrepresented in young driver fatal collision concentrations.

Map 14. Young driver (ages 15 to 20) fatal collision concentration, 2006



Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

• = fatal young driver collision (126 mapped/166 actual)

Concentrations

low (0.0001 to 0.0002 collisions per square quarter mile)

medium (0.005 to 0.006 collisions per square quarter mile)

high (0.011 to 0.012 collisions per square quarter mile)

Highway Types

— Interstates, US Highways, Primary State Highways

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

Motorcycle Collisions

➤ Generally the occurrence (and number) of motorcycle collisions decreased by level of severity with only 44 of 92 counties experiencing fatal motorcycle collisions, 76 counties incapacitating injury collisions, 91 counties non-incapacitating injury collisions, and 88 counties property damage only collisions.

Table 71. Motorcycle collisions by severity and county, 2006

	Fatal		Incapacitating		Non-incapacitating		Property damage only		
County	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	Total
Indiana	92	11.3	377	11.8	1,380	3.9	726	0.5	2,575
Mean	1	n/a	4	n/a	15	n/a	8	n/a	28
Minimum	0	n/a	0	n/a	0	n/a	0	n/a	1
Maximum	10	n/a	31	n/a	150	n/a	77	n/a	268
Adams	0	0.0	1	7.1	3	3.1	3	0.4	7
Allen	5	18.5	31	16.2	97	4.2	46	0.5	179
Bartholomew	1	8.3	6	13.0	21	4.1	7	0.5	35
Benton	0	0.0	0	0.0	2	7.7	0	0.0	2
Blackford	0	0.0	1	20.0	4	8.2	2	0.6	7
Boone	0	0.0	3	10.7	11	5.1	4	0.3	18
Brown	1	25.0	6	30.0	10	12.2	4	1.1	21
Carroll	1	50.0	1	16.7	4	4.0	6	1.2	12
Cass	0	0.0	3	10.3	17	8.3	4	0.3	24
Clark	2	13.3	7	11.1	19	2.5	16	0.5	44
Clay	1	25.0	1	5.6	6	4.2	5	0.8	13
Clinton	0	0.0	2	9.5	5	3.2	4	0.6	11
Crawford	0	0.0	5	31.3	5	6.8	4	1.2	14
Daviess	1	20.0	1	6.7	4	3.4	1	0.3	7
Dearborn	3	30.0	6	16.2	10	3.5	6	0.4	25
Decatur	0	0.0	0	0.0	8	6.3	2	0.3	10
DeKalb	0	0.0	6	17.1	7	4.5	8	0.7	21
Delaware	0	0.0	5	10.0	25	2.9	10	0.3	40
Dubois	0	0.0	1	3.6	9	3.7	4	0.5	14
Elkhart	4	13.8	5	4.3	48	4.4	32	0.5	89
Fayette	1	33.3	0	0.0	2	1.6	2	0.4	5
Floyd	0	0.0	3	7.0	17	2.9	7	0.3	27
Fountain	0	0.0	1	33.3	4	7.4	3	0.9	8
Franklin	1	33.3	3	42.9	11	11.8	6	1.6	21
Fulton	0	0.0	1	20.0	3	3.8	1	0.2	5
Gibson	2	22.2	1	6.3	9	4.3	1	0.1	13
Grant	1	9.1	0	0.0	13	3.3	16	0.9	30
Greene	0	0.0	2	11.1	5	3.0	3	0.4	10
Hamilton	1	8.3	7	10.3	39	3.7	12	0.2	59
Hancock	0	0.0	3	10.0	7	2.0	5	0.4	15
Harrison	0	0.0	0	0.0	17	6.6	9	0.9	26
Hendricks	1	9.1	5	8.6	21	3.2	20	0.6	47
Henry	1	7.7	4	20.0	7	2.9	6	0.6	18
Howard	1	8.3	5	8.9	23	4.6	11	0.6	40
Huntington	0	0.0	4	28.6	9	4.9	4	0.4	17
Jackson	3	33.3	9	19.6	18	7.5	5	0.4	35
Jasper	0	0.0	4	16.0	4	2.5	3	0.3	11
Jay	0	0.0	0	0.0	5	4.8	2	0.4	7
Jefferson	0	0.0	7	22.6	8	4.4	5	0.6	20
Jennings	0	0.0	1	7.1	4	2.5	5	0.7	10
Johnson	2	14.3	9	18.8	30	4.6	23	1.0	64

continued on next page

Table 71. *(continued)*

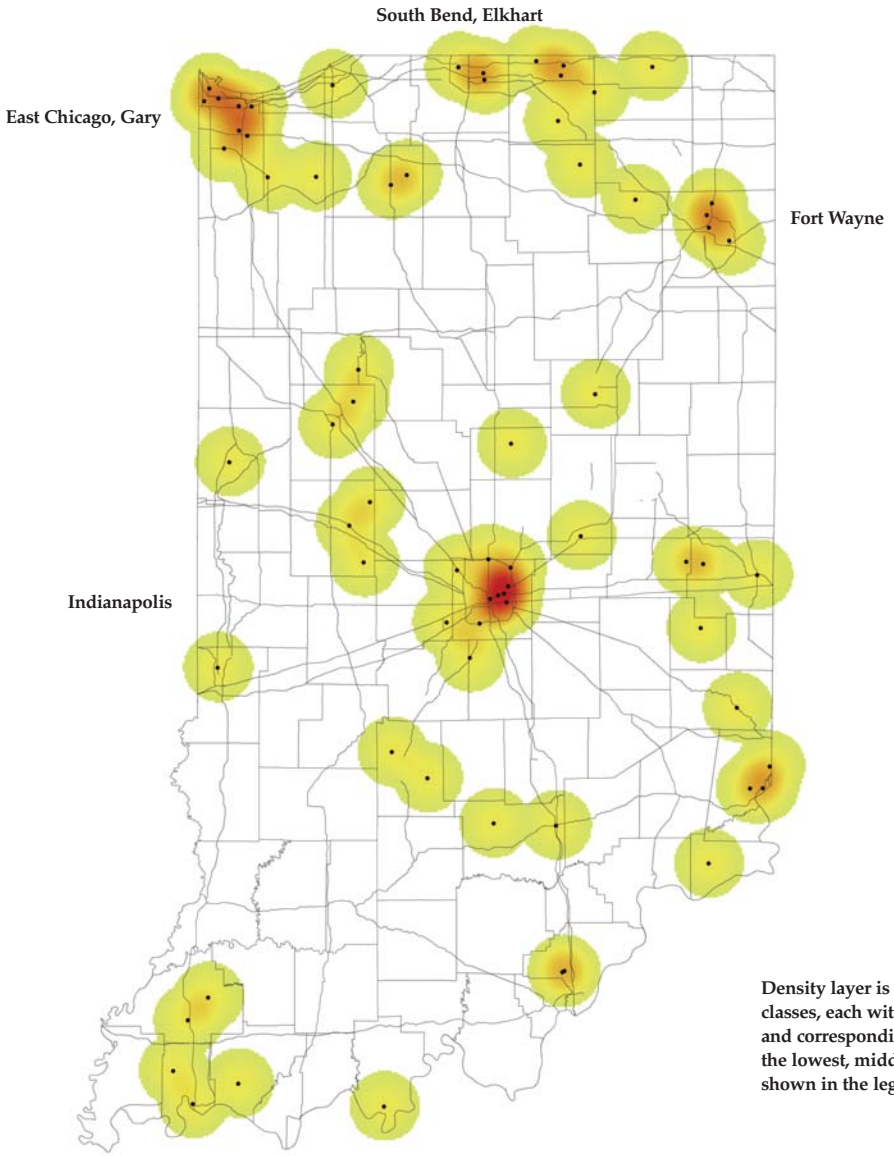
County	Fatal		Incapacitating		Non-incapacitating		Property damage only		Total
	Count	% of total county fatal collisions	Count	% of total county incapacitating collisions	Count	% of total county non-incap collisions	Count	% of total county prop. damage only collisions	
Knox	0	0.0	0	0.0	5	2.6	1	0.2	6
Kosciusko	1	7.1	5	15.6	20	4.8	12	0.5	38
Lagrange	2	40.0	2	11.1	6	5.0	4	0.5	14
Lake	8	17.4	27	11.2	73	2.6	54	0.4	162
LaPorte	2	10.0	9	17.0	33	4.8	14	0.5	58
Lawrence	0	0.0	9	40.9	12	4.1	5	0.6	26
Madison	1	10.0	11	17.7	23	2.6	18	0.6	53
Marion	10	12.8	31	7.5	150	2.9	77	0.4	268
Marshall	1	9.1	1	4.8	8	3.3	4	0.3	14
Martin	0	0.0	1	10.0	10	21.3	2	0.9	13
Miami	0	0.0	4	20.0	17	10.8	3	0.3	24
Monroe	2	16.7	6	8.8	39	4.8	18	0.6	65
Montgomery	4	36.4	1	5.0	14	6.3	2	0.2	21
Morgan	1	9.1	4	16.7	13	3.7	11	0.9	29
Newton	1	16.7	0	0.0	3	5.3	1	0.3	5
Noble	0	0.0	1	3.2	8	4.8	5	0.4	14
Ohio	0	0.0	0	0.0	2	9.5	2	1.1	4
Orange	0	0.0	1	7.7	8	7.1	3	0.6	12
Owen	0	0.0	2	28.6	10	7.8	7	1.8	19
Parke	0	0.0	1	12.5	3	4.4	4	0.7	8
Perry	1	20.0	4	25.0	3	3.6	2	0.4	10
Pike	0	0.0	0	0.0	4	6.8	2	1.6	6
Porter	3	20.0	10	9.9	54	5.2	4	0.1	71
Posey	0	0.0	0	0.0	5	5.5	3	0.8	8
Pulaski	0	0.0	4	26.7	4	6.5	1	0.2	9
Putnam	0	0.0	1	11.1	9	7.1	1	0.2	11
Randolph	0	0.0	0	0.0	7	8.2	1	0.2	8
Ripley	1	20.0	9	32.1	4	3.4	2	0.4	16
Rush	0	0.0	2	14.3	3	3.2	2	0.7	7
Scott	0	0.0	3	18.8	2	1.1	1	0.2	6
Shelby	0	0.0	2	6.5	16	5.4	4	0.4	22
Spencer	0	0.0	4	23.5	7	7.0	3	0.5	14
St. Joseph	4	20.0	11	8.0	43	2.7	24	0.4	82
Starke	1	12.5	1	5.9	3	2.7	4	0.6	9
Steuben	0	0.0	2	15.4	11	6.8	13	1.0	26
Sullivan	0	0.0	1	50.0	0	0.0	0	0.0	1
Switzerland	2	50.0	2	20.0	4	13.8	1	0.7	9
Tippecanoe	4	19.0	8	13.3	47	4.5	33	0.5	92
Tipton	1	16.7	2	40.0	3	5.0	0	0.0	6
Union	0	0.0	0	0.0	1	3.6	0	0.0	1
Vanderburgh	2	8.3	10	11.8	30	2.9	13	0.6	55
Vermillion	0	0.0	4	28.6	6	8.5	2	0.7	12
Vigo	1	9.1	9	14.5	23	2.9	15	0.5	48
Wabash	0	0.0	2	12.5	10	6.9	6	0.7	18
Warren	1	33.3	0	0.0	1	3.1	1	0.5	3
Warrick	2	66.7	3	9.7	9	4.5	2	0.2	16
Washington	0	0.0	3	42.9	1	1.0	5	0.9	9
Wayne	2	20.0	1	5.3	16	3.4	6	0.4	25
Wells	0	0.0	0	0.0	8	8.2	1	0.2	9
White	0	0.0	0	0.0	6	4.1	3	0.4	9
Whitley	1	16.7	3	18.8	12	8.9	7	1.0	23

Note(s)
'Non-incapacitating' collisions/injuries include collisions with 'possible' injuries.

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

➤ Areas with higher concentrations of fatal motorcycle collisions are within counties with more registered motorcycles: Marion (2.6 percent), Lake (2.1 percent), Allen (2.2 percent), St Joseph (1.8 percent), and Elkhart (1.6 percent). Conversely, some counties with higher numbers of registered motorcycles–Vanderburgh (1.8 percent), Hamilton (1.8 percent), Porter (1.7 percent), Monroe (1.7 percent), Madison (1.6 percent), and Hendricks (1.6 percent)– have lower than expected numbers of fatal motorcycle collisions. One county, Dearborn, shows a moderate concentration while ranking 30th in number of registered motorcycles.

Map 15. Fatal motorcycle collision concentrations, 2006



Density layer is made up of 100 separate classes, each with its own range of values and corresponding color. For simplicity, only the lowest, middle, and highest classes are shown in the legend.

• = fatal motocycle collision (71 mapped/92 actual)

Concentrations

low (0.0001 to 0.0002 collisions per square quarter mile)

medium (0.0057 to 0.0058 collisions per square quarter mile)

high (0.0115 to 0.0116 collisions per square quarter mile)

Highway Types

— Interstates, US Highways, Primary State Highways

Source(s)
Indiana State Police Vehicle Crash Records System, as of June 5, 2007

INDIANA STANDARD CRASH REPORT, KEYWORDS, GLOSSARY

INDIANA OFFICER'S STANDARD CRASH REPORT

INDIANA OFFICER'S STANDARD CRASH REPORT

State Form: 23558 (Revised 5/03) Stock 302
Mail to:
Indiana State Police, Crash Records Section
100 North Senate Avenue, Indianapolis, IN 46204

001000631

Report ◯ Original ◯ Supplemental Page ____ of ____

Local ID

Date of Crash Month / Day / Year	Day of Week	Actual Local Time ◯ AM ◯ PM	County	Township	# Motor Vehicles	# Injured	# Dead	# Commercial Vehicles	# Deer

Road Crash Occurred On	Nearest/Intersecting Road/Mile Marker/Interchange	If not at an intersection, number of feet from	Direction	Road Class. ◯ Interstate ◯ US Road ◯ State Road ◯ County Road ◯ Local/City Road ◯ Other

Inside Corporate Limits? ◯ Yes ◯ No	City/Town or Nearest City/Town	Property? ◯ Private ◯ DNR ◯ Other	Crash Latitude	Crash Longitude

Driver #1 ___	Driver #2 ___	Driver #3 ___	Driver #4 ___

Fill in only one Primary Cause for the crash

Fill in up to two ovals per vehicle for Driver Contributing Circumstances

Fill in one oval per vehicle for Vehicle and Environment Contributing Circumstances

	Primary Cause	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4
Driver Contributing Circumstance					
◯ Alcoholic Beverages	◯	◯	◯	◯	◯
◯ Illegal Drugs	◯	◯	◯	◯	◯
◯ Prescription Drugs	◯	◯	◯	◯	◯
◯ Driver Asleep or Fatigued	◯	◯	◯	◯	◯
◯ Driver Illness	◯	◯	◯	◯	◯
◯ Unsafe Speed	◯	◯	◯	◯	◯
◯ Failure to Yield Right of Way	◯	◯	◯	◯	◯
◯ Disregard Signal/Regulatory Sign	◯	◯	◯	◯	◯
◯ Left of Center	◯	◯	◯	◯	◯
◯ Improper Passing	◯	◯	◯	◯	◯
◯ Improper Turning	◯	◯	◯	◯	◯
◯ Improper Lane Usage	◯	◯	◯	◯	◯
◯ Following Too Closely	◯	◯	◯	◯	◯
◯ Unsafe Backing	◯	◯	◯	◯	◯
◯ Overcorrecting/Oversteering	◯	◯	◯	◯	◯
◯ Ran off Road	◯	◯	◯	◯	◯
◯ Wrong Way on One Way	◯	◯	◯	◯	◯
◯ Pedestrian's Action	◯	◯	◯	◯	◯
◯ Passenger Distraction	◯	◯	◯	◯	◯
◯ Violation of License Restriction	◯	◯	◯	◯	◯
◯ Jackknifing	◯	◯	◯	◯	◯
◯ Cell Phone Usage	◯	◯	◯	◯	◯
◯ Other Telematics in Use	◯	◯	◯	◯	◯
◯ Driver Distracted (Explain in Narrative)	◯	◯	◯	◯	◯
◯ Speed Too Fast for Weather Conditions	◯	◯	◯	◯	◯
◯ Other (Explain in Narrative)	◯	◯	◯	◯	◯
◯ None	◯	◯	◯	◯	◯
Vehicle Contributing Circumstance					
◯ Engine Failure or Defective	◯	◯	◯	◯	◯
◯ Accelerator or Failure or Defective	◯	◯	◯	◯	◯
◯ Brake Failure or Defective	◯	◯	◯	◯	◯
◯ Tire Failure or Defective	◯	◯	◯	◯	◯
◯ Headlights(s) Defective or Not On	◯	◯	◯	◯	◯
◯ Other Lights Defective	◯	◯	◯	◯	◯
◯ Steering Failure	◯	◯	◯	◯	◯
◯ Window/Windshield Defective	◯	◯	◯	◯	◯
◯ Oversize/Overweight Load	◯	◯	◯	◯	◯
◯ Insecure/Leaky Load	◯	◯	◯	◯	◯
◯ Tow Hitch Failure	◯	◯	◯	◯	◯
◯ Other (Explain in Narrative)	◯	◯	◯	◯	◯
◯ None	◯	◯	◯	◯	◯
Environment Contributing Circumstance					
◯ Glare	◯	◯	◯	◯	◯
◯ Roadway Surface Condition	◯	◯	◯	◯	◯
◯ Holes/Ruts in Surface	◯	◯	◯	◯	◯
◯ Shoulder Defective	◯	◯	◯	◯	◯
◯ Road Under Construction	◯	◯	◯	◯	◯
◯ Severe Crosswinds	◯	◯	◯	◯	◯
◯ Obstruction Not Marked	◯	◯	◯	◯	◯
◯ Lane Marking Obscured	◯	◯	◯	◯	◯
◯ View Obstructed	◯	◯	◯	◯	◯
◯ Animal/Object in Roadway	◯	◯	◯	◯	◯
◯ Traffic Control Inoperative/ Missing/Obscured	◯	◯	◯	◯	◯
◯ Utility Work	◯	◯	◯	◯	◯
◯ Other (Explain in Narrative)	◯	◯	◯	◯	◯
◯ None	◯	◯	◯	◯	◯

Total Estimate of all damage in the Crash:
◯ Under $1000 ◯ $1001-$2500 ◯ $2501-$5000 ◯ $5001-$10,000 ◯ $10,001-$25,000 ◯ $25,001-$50,000 ◯ $50,001-$100,000 ◯ Over $100,000

Area Information: Fill in one oval per category

Hit and Run
◯ Yes ◯ No

Light Condition
◯ Daylight ◯ Dawn/Dusk ◯ Dark (Lighted) ◯ Dark (Not Lighted) ◯ Unknown

Type of Median
◯ Driveable ◯ Curbed ◯ Barrier Wall ◯ None

Locality
◯ Rural ◯ Urban

Weather Conditions
◯ Clear ◯ Cloudy ◯ Rain ◯ Snow ◯ Sleet/Hail /Freezing Rain ◯ Fog/Smoke/Smog ◯ Severe Cross Wind ◯ Blowing Sand/Soil/Snow

Type of Roadway Junction
◯ No Junction Involved ◯ Four-Way Intersection ◯ T-Intersection ◯ Y-Intersection ◯ Circle/Roundabout ◯ Five Point or More ◯ Interchange ◯ Ramp

School Zone
◯ Yes ◯ No

Rumble Strips
◯ Yes ◯ No

Surface Condition
◯ Dry ◯ Wet ◯ Muddy ◯ Snow/Slush ◯ Ice ◯ Loose Material on Road (Gravel etc.) ◯ Water (Standing or Moving)

Road Character
◯ Straight/Level ◯ Straight/Grade ◯ Straight/Hillcrest ◯ Curve/Level ◯ Curve/Grade ◯ Curve/Hillcrest ◯ Non-Roadway Crash

Construction
◯ Yes* ◯ No ◯ Back-up

Roadway Surface
◯ Asphalt ◯ Concrete ◯ Gravel ◯ Other

*If Yes
Construction Type
◯ Lane Closure ◯ X-Over/Lane Shift ◯ Work on Shoulder ◯ Intermittent or Moving Work

Was this crash a result of aggressive driving? ◯ Yes ◯ No

Traffic Control Devices
◯ Officer/Crossing Guard/Flagman ◯ Stop Sign
* ◯ RR Crossing Gate/Flagman ◯ Yield Sign
* ◯ RR Crossing Flashing Signal ◯ Lane Control
◯ RR Crossing Sign ◯ No Passing Zone
* ◯ Traffic Control Signal ◯ Other (Explain in Narrative)
* ◯ Flashing Signal ◯ None

*Traffic Control Device Operational? ◯ Yes ◯ No

Other Property Damage (Include Cargo)

Name of Object		Owner's Name and Address
(1)	State ◯ Yes Property ◯ No	
(2)	State ◯ Yes Property ◯ No	Owner's Name and Address

Witness/Other Participant

◯ Witness ◯ Other Participant # (Last Name, First Name, MI)
Address etc.
Phone # Location at Time of Crash

◯ Witness ◯ Other Participant # (Last Name, First Name, MI)
Address etc.
Phone # Location at Time of Crash

Non-Motorist

(Last Name, First Name, MI)

Non-Motorist
◯ Pedestrian ◯ Pedalcyclist ◯ Other
Cited? ◯ Yes ◯ No
Direction
Street/Highway
Traffic Control? ◯ Yes ◯ No
If yes, was traffic control operational? ◯ Yes ◯ No

Apparent Physical Condition
◯ Normal ◯ Had Been Drinking ◯ Handicapped ◯ Ill ◯ Asleep/Fatigued ◯ Drugs/Medication ◯ Unknown

Non-Motorist Action
◯ On designated non-motorists lane ◯ Not in roadway ◯ On shoulder ◯ On roadway
◯ With traffic ◯ Against traffic ◯ Crossing at intersection ◯ Crossing not at intersection
◯ Moving ◯ Standing ◯ Working ◯ Getting in or out of a vehicle ◯ Getting off or on a school bus ◯ Other (Explain in Narrative)

001000631

Page ____ of ____

Type of Crash

- ○ Rear End
- ○ Head On
- ○ Rear to Rear
- ○ Same Direction Sideswipe
- ○ Opposite Direction Sideswipe
- ○ Ran off Road
- ○ Right Angle
- ○ Left Turn
- ○ Right Turn
- ○ Backing Crash
- ○ Other
- ○ Non-Collision
- ○ Left/Right Turn

Diagram: (Indicate North by Arrow)

Narrative:

Time Notified ○ AM ○ PM	Time Arrived ○ AM ○ PM	Other Location of Investigation

Assisting Officer	ID No.	Agency	Investigation Complete? ○ Yes ○ No	Photos Taken? ○ Yes ○ No
Assisting Officer	ID No.	Agency	Date of Report	
Investigating Officer (printed)	ID No.	Agency	Reviewing Officer	

UNIT INFORMATION

Local ID

001000631

Page ____ of ____

Dr# | Driver's Name (Last, First, MI)

Address (Street, City, State, Zip)

Date of Birth Month Day Year | Age

Driver's License # | Lic Type | CDL Class | Lic State

Apparent Physical Status
- ◯ Normal
- ◯ Had Been Drinking
- ◯ Handicapped
- ◯ Ill
- ◯ Asleep/Fatigued
- ◯ Drugs/Medication
- ◯ Unknown

Restrictions
- ◯ Glasses/Contact Lenses
- ◯ Outside Rearview Mirror
- ◯ Daylight Driving
- ◯ Automatic Transmission
- ◯ Special Controls
- ◯ Employment Only
- ◯ Motorcycle Only
- ◯ To/From Employment
- ◯ Employer's Vehicle Only
- ◯ State-Owned Vehicles Only
- ◯ PP Chauffeurs-Taxi Only
- ◯ Power Steering
- ◯ Special Restrictions
- ◯ Probation DWI
- ◯ Probation HTV
- ◯ None

Gender
- ◯ Male
- ◯ Female
- ◯ Unknown

Test Given
- ◯ None
- ◯ Alcohol
- ◯ Drug
- ◯ Alcohol+Drug
- ◯ Refused

Type Given
- ◯ Blood
- ◯ Urine
- ◯ Breath
- ◯ SFST
- ◯ PBT

Alcohol **Results**
- PBT • ___
- Certified Test • ___
- Pending ◯

Drug
- ◯ Positive
- ◯ Negative
- ◯ Pending

Veh# | Color | Vehicle Year | Make | Model Name | Style

Occupants | Lic Year | License # | License State

Axles | Speed Limit | Insured By | Phone Number

Registered Owner's Name (Last, First, MI) ◯ Same as Driver

Address (Street, City, State, Zip)

Towed? ◯ Yes ◯ No | Towed To | Towed By

Trl# | Lic State | Lic Year | Registered Owner's Name (Last, First, MI) ◯ Same as Driver

License # | Address (Street, City, State, Zip)

Veh Year | Make

Trl# | Lic State | Lic Year | Registered Owner's Name (Last, First, MI) ◯ Same as Driver

License # | Address (Street, City, State, Zip)

Veh Year | Make

Veh# | **Commercial Vehicle: Carrier's Name and Address**

HAZMAT Proper Shipping Name:

US DOT# | ICC# | State DOT#

Vehicle Identification # | CMV Inspection? ◯ Yes ◯ No | If Yes ◯ L1 ◯ L3

Gross Vehicle Weight Rating (GVWR)
- ◯ Less than 10,000#
- ◯ 10,001-26,000#
- ◯ 26,001# or more

Cargo Body Type
- ◯ Grain, Chip, Gravel, Coal
- ◯ Flatbed
- ◯ Dump
- ◯ Bus
- ◯ Van/Enclosed Box
- ◯ Cargo Tank
- ◯ Garbage/Refuse
- ◯ Concrete Mixer
- ◯ Auto Transport
- ◯ Pole
- ◯ Other (Explain in Narrative)

HAZMAT Placard ◯ Yes ◯ No | HAZMAT Release of Cargo ◯ Yes ◯ No | **HAZMAT 4-Digit ID #** | Hazard Class #

Safety Equipment Used
- ◯ No restraint
- ◯ Lap Belt Only
- ◯ Harness (Only)
- ◯ Lap + Harness
- ◯ Child Restraint
- ◯ Helmet
- ◯ Airbag (No Restraint)
- ◯ Airbag + Belt Restraint
- ◯ Unknown

Safety Equipment Effective?
- ◯ Yes
- ◯ No
- ◯ Not Applicable

Ejection/Trapped
- ◯ Not Ejected or Trapped
- ◯ Partially Ejected
- ◯ Ejected
- ◯ Trapped In
- ◯ Pinned Under
- ◯ Unknown

EMS No.

Driver Injury Status
- ◯ Fatal Injury

Non-Fatal Injury
- ◯ Incapacitating
- ◯ Non-Incapacitating
- ◯ Possible Injury
- ◯ Unknown
- ◯ Refused

Nature of Most Severe Injury
- ◯ Severed
- ◯ Internal
- ◯ Minor Burn
- ◯ Severe Burn
- ◯ Abrasion
- ◯ Minor Bleeding
- ◯ Severe Bleeding (Arterial)
- ◯ Fracture/Dislocation
- ◯ Contusion/Bruise
- ◯ Complaint of Pain
- ◯ None Visible
- ◯ Other (Explain in Narrative)

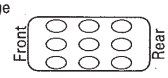
Location of Most Severe Injury
- ◯ Chest
- ◯ Neck
- ◯ Eye
- ◯ Face
- ◯ Head
- ◯ Back
- ◯ Shoulder/Upper Arm
- ◯ Elbow/Lower Arm
- ◯ Abdomen/Pelvis
- ◯ Hip/Upper Leg
- ◯ Knee/Lower Leg/Foot
- ◯ Entire Body

If Cited?
- ◯ Infraction
- ◯ Misdemeanor
- ◯ Felony

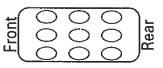
IC Code

IC Code

Initial Impact Area
- ◯ Undercarriage
- ◯ Trailer
- ◯ None
- ◯ Unknown



Areas Damaged (Multiples)
- ◯ Undercarriage
- ◯ Trailer
- ◯ None
- ◯ Unknown



Vehicle Use
- ◯ Personal (Farm, Company)
- ◯ Commercial (Buses, Taxis, Common and Contract Carriers)
- ◯ Rental, not leased
- ◯ School
- ◯ Police*
- ◯ Fire*
- ◯ Ambulance*
- ◯ Military
- ◯ Highway Department
- ◯ Other Government (Postal, etc)
- ◯ Public Utilities (Gas, Electric, etc)
- ◯ Other (Explain in Narrative)

*Emergency Run?
- ◯ Yes
- ◯ No

Fire?
- ◯ Yes
- ◯ No

Vehicle Type
- ◯ Passenger Car/Station Wagon
- ◯ Pickup
- ◯ Van
- ◯ Sport Utility Vehicle
- ◯ Truck (Single Unit 2 axle, 6 tires)
- ◯ Truck (Single Unit 3 or more axles)
- ◯ Truck/Trailer (not semi)
- ◯ Tractor/One Semi Trailer
- ◯ Tractor/Double Trailers
- ◯ Tractor/Triple Trailers
- ◯ Tractor (Cab Only-No Trailer)
- ◯ Motor Home/Recreational Vehicle
- ◯ Motorcycle
- ◯ Bus/Seats 9-15 Persons including the driver
- ◯ Bus/Seats 15+ Persons including the driver
- ◯ School Bus
- ◯ Farm Vehicle
- ◯ Combination Vehicle
- ◯ Unknown Type (not classified)
- ◯ Moped

Pre-Crash Vehicle Action
- ◯ Going Straight
- ◯ Backing
- ◯ Changing Lanes
- ◯ Overtaking/Passing
- ◯ Turning Right
- ◯ Turning Left
- ◯ Making U Turn
- ◯ Merging
- ◯ Starting in Traffic
- ◯ Driving Left of Center
- ◯ Crossing the Median
- ◯ Slowing or Stopped in Traffic
- ◯ Unattended Moving Vehicle
- ◯ Avoiding Object in Road
- ◯ Entering Traffic Lane
- ◯ Leaving Traffic Lane
- ◯ Parked

Direction of Travel
- ◯ North
- ◯ East
- ◯ Northeast
- ◯ Southeast
- ◯ South
- ◯ West
- ◯ Northwest
- ◯ Southwest

Type of Primary/Secondary Roadway

One Way Traffic
- ◯ One Lane
- ◯ Two Lanes
- ◯ Multi-Lanes (3 or more)

Two Way Traffic
- ◯ Two Lanes
- ◯ Multi-Lane Divided (3 or more)
- ◯ Multi-Lane Undivided 2 way left turn
- ◯ Multi-Lane Undivided (3 or more)
- ◯ Private Drive
- ◯ Alley

If a **Collision** Crash | Fill in only one oval in this category
- ◯ Another Motor Vehicle
- ◯ Pedestrian
- ◯ Bicycle
- ◯ Impact Attenuator/Crash Cushion
- ◯ Bridge Overhead Structure
- ◯ Bridge Pier or Abutment
- ◯ Bridge Parapet End
- ◯ Bridge Rail
- ◯ Guardrail Face
- ◯ Guardrail End
- ◯ Median Barrier
- ◯ Highway Traffic Sign Post
- ◯ Deer
- ◯ Animal Other than Deer
- ◯ Animal Drawn Vehicle
- ◯ Overhead Sign Post
- ◯ Light Support
- ◯ Utility Pole
- ◯ Culvert
- ◯ Embankment
- ◯ Other Post/Pole/or Support
- ◯ Wall/Building/Tunnel, etc
- ◯ Work Zone Maintenance Equip.
- ◯ Other (Explain in Narrative)
- ◯ Railway Vehicle
- ◯ Fence
- ◯ Mailbox
- ◯ Tree
- ◯ Curb
- ◯ Ditch

Or if a **Non-Collision** Crash | Fill in only one oval in this category
- ◯ Overturn/Rollover
- ◯ Fire/Explosion
- ◯ Immersion
- ◯ Jackknife
- ◯ Cargo/Equipment Shift or Loss
- ◯ Off Roadway
- ◯ Fell from vehicle

NON-DRIVER INJURED INFORMATION

Local ID

Page ___ of ___

Injured Pre-crash Location: Veh# ______ ◯ Pedalcyclist ◯ Pedestrian ◯ Other (Explain in Narrative)

Name (Last, First, MI) Address, etc.

Safety Equipment Used
◯ No restraint
◯ Lap Belt Only
◯ Harness (Only)
◯ Lap + Harness
◯ Child Restraint
◯ Helmet
◯ Airbag (No Restraint)
◯ Airbag + Belt
◯ Unknown

Safety Equipment Effective?
◯ Yes
◯ No
◯ N/A

Ejection/Trapped
◯ Not Ejected or Trapped
◯ Partially Ejected
◯ Ejected
◯ Trapped In
◯ Pinned Under
◯ Unknown

Date of Birth: Month | Day | Year | Age

Gender ◯ Male ◯ Female ◯ Unknown

Position in or on Vehicle
Front / Rear

Victim Injury Status
◯ Fatal Injury
Non-Fatal Injury
◯ Incapacitating
◯ Non Incapacitating
◯ Possible Injury
◯ Unknown
◯ Refused

EMS No.

Nature of Most Severe Injury
◯ Severed ◯ Minor Burn
◯ Internal ◯ Severe Burn
◯ Abrasion
◯ Minor Bleeding
◯ Severe Bleeding (Arterial)
◯ Fracture/Dislocation
◯ Contusion/Bruise
◯ Complaint of Pain
◯ None Visible
◯ Other (Explain in Narrative)

Location of Most Severe Injury
◯ Head ◯ Face
◯ Eye ◯ Neck
◯ Chest ◯ Back
◯ Shoulder/Upper Arm
◯ Elbow/Lower Arm
◯ Abdomen/Pelvis
◯ Hip/Upper Leg
◯ Knee/Lower Leg/Foot
◯ Entire Body

Test Given
◯ None
◯ Alcohol
◯ Drug
◯ Alcohol+Drug
◯ Refused

Type Given
◯ Blood
◯ Urine
◯ Breath
◯ SFST
◯ PBT

Results
Alcohol: PBT • __ __ Certified Test • __ __ Pending ◯
Drug: ◯ Positive ◯ Negative ◯ Pending

Injured Pre-crash Location: Veh# ______ ◯ Pedalcyclist ◯ Pedestrian ◯ Other (Explain in Narrative)

Name (Last, First, MI) Address, etc.

Safety Equipment Used
◯ No restraint
◯ Lap Belt Only
◯ Harness (Only)
◯ Lap + Harness
◯ Child Restraint
◯ Helmet
◯ Airbag (No Restraint)
◯ Airbag + Belt
◯ Unknown

Safety Equipment Effective?
◯ Yes
◯ No
◯ N/A

Ejection/Trapped
◯ Not Ejected or Trapped
◯ Partially Ejected
◯ Ejected
◯ Trapped In
◯ Pinned Under
◯ Unknown

Date of Birth: Month | Day | Year | Age

Gender ◯ Male ◯ Female ◯ Unknown

Position in or on Vehicle
Front / Rear

Victim Injury Status
◯ Fatal Injury
Non-Fatal Injury
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Results
Alcohol: PBT • __ __ Certified Test • __ __ Pending ◯
Drug: ◯ Positive ◯ Negative ◯ Pending

Injured Pre-crash Location: Veh# ______ ◯ Pedalcyclist ◯ Pedestrian ◯ Other (Explain in Narrative)

Name (Last, First, MI) Address, etc.

Safety Equipment Used
◯ No restraint
◯ Lap Belt Only
◯ Harness (Only)
◯ Lap + Harness
◯ Child Restraint
◯ Helmet
◯ Airbag (No Restraint)
◯ Airbag + Belt
◯ Unknown

Safety Equipment Effective?
◯ Yes
◯ No
◯ N/A

Ejection/Trapped
◯ Not Ejected or Trapped
◯ Partially Ejected
◯ Ejected
◯ Trapped In
◯ Pinned Under
◯ Unknown

Date of Birth: Month | Day | Year | Age

Gender ◯ Male ◯ Female ◯ Unknown

Position in or on Vehicle
Front / Rear

Victim Injury Status
◯ Fatal Injury
Non-Fatal Injury
◯ Incapacitating
◯ Non Incapacitating
◯ Possible Injury
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◯ Entire Body

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Type Given
◯ Blood
◯ Urine
◯ Breath
◯ SFST
◯ PBT

Results
Alcohol: PBT • __ __ Certified Test • __ __ Pending ◯
Drug: ◯ Positive ◯ Negative ◯ Pending

Injured Pre-crash Location: Veh# ______ ◯ Pedalcyclist ◯ Pedestrian ◯ Other (Explain in Narrative)

Name (Last, First, MI) Address, etc.

Safety Equipment Used
◯ No restraint
◯ Lap Belt Only
◯ Harness (Only)
◯ Lap + Harness
◯ Child Restraint
◯ Helmet
◯ Airbag (No Restraint)
◯ Airbag + Belt
◯ Unknown

Safety Equipment Effective?
◯ Yes
◯ No
◯ N/A

Ejection/Trapped
◯ Not Ejected or Trapped
◯ Partially Ejected
◯ Ejected
◯ Trapped In
◯ Pinned Under
◯ Unknown

Date of Birth: Month | Day | Year | Age

Gender ◯ Male ◯ Female ◯ Unknown

Position in or on Vehicle
Front / Rear

Victim Injury Status
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Non-Fatal Injury
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◯ Non Incapacitating
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◯ Complaint of Pain
◯ None Visible
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Location of Most Severe Injury
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◯ Eye ◯ Neck
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◯ Alcohol+Drug
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Type Given
◯ Blood
◯ Urine
◯ Breath
◯ SFST
◯ PBT

Results
Alcohol: PBT • __ __ Certified Test • __ __ Pending ◯
Drug: ◯ Positive ◯ Negative ◯ Pending

KEYWORDS

Keywords, continued

GLOSSARY

Aggressive Driving
Two or more driver behavior actions that occur in a relatively short distance that include but are not limited to-- following too close, failure to signal lane changes, speeding, driving on the shoulder, cutting back into lane without sufficient clearance, etc.

Alcohol Involvement/Alcohol-related
National Highway Traffic Safety Administration (NHTSA) defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of .01 gram per deciliter (g/dl) or higher. NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present.

The term "alcohol-related" or "alcohol-involved" does not indicate that a crash or fatality was caused by the presence of alcohol. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

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

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

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

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

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

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

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

Collision Severity
1.) Fatal Collision. A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.

2.) Injury Collision. A police-reported crash involving a motor vehicle in transport on a trafficway in which no one died but a least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.

3.) Property Damage Collision. A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries. Indiana statute states the estimated property damage must be $1,000 or more. Note: All collisions reported as property damage collisions, regardless of estimated damage costs, are reported in the 2006 *Indiana Crash Fact Book*.

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

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

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

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

Glossary, continued

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

General Contributing Factor(s)
The factors which the investigating officer believes to have contributed to the collision's occurrence – one of these may or may not have been the primary factor. Each collision may have two contributing factors.

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

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

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

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

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

ICJI
Indiana Criminal Justice Institute

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

Intersection
An area of roadway which is (1) at a crossing or connection of two or more roadways not classified as a driveway and (2) the area of the roadway measured less than 33 feet from the apex of two roadways at the curb or boundary line.

ISP
Indiana State Police

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

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

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

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

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

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

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

Non-Incapacitating Injury
An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment, although hospitalization is usually not required. Examples are abrasions, minor bleeding and lacerations, etc.

Nonoccupant/Nonmotorist
Any person who is not an occupant of a motor vehicle in transport and includes the following: (1) Pedestrians; (2) Pedalcyclists; (3) Occupants of parked motor vehicles; (4) Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal-drawn conveyances.

Glossary, continued

Occupant
Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Passenger
Any occupant of a motor vehicle who is not a driver.

Passenger Car
Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

Pedalcyclist
A person on a vehicle that is powered solely by pedals.

Pedestrian
Any person not in or upon a motor vehicle or other vehicle.

Pedestrian Collision
A collision in which a pedestrian was involved or "pedestrian action" was listed as a contributing factor to the collision. NOTE: Sometimes a collision had a contributing factor of "pedestrian action" where there was not information regarding a pedestrian individual – these collisions were counted as pedestrian collisions.

Pickup Truck
A motor vehicle designed to carry ten persons or less, with an exposed bed.

Possible Injury
Any injury reported or claimed which is not visible. Example: the complaint of back or neck pain.

Primary Factor
The single factor which the investigating officer believes to be the main or primary factor which contributed to the collision's occurrence. Each collision may have only one primary factor.

Property Damage Only Collision
A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries but at least one vehicle or property was damaged.

Restraint Use
The occupant's use of available vehicle restraints including lap belt, shoulder belt, automatic belt, or child safety seat.

Roadway
That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

Rollover
Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

Rural
Any area which is not within urban areas.

Seating Position
The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

Semi-trailer
A trailer, other than a pole trailer, designed for carrying property and so constructed that part of its weight rests upon or is carried by the power unit.

Single-Unit Truck
A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. (Can have 2 axles and 6 tires on the ground, or 3 or more axles.)

Speed-related
A collision is identified as "speed-related" if any one of the following conditions are met: (1) 'Unsafe speed' or 'Speed too fast for weather conditions' is listed as the primary factor of the collision; (2) a vehicle driver is issued a speeding citation.

Sport Utility Vehicle (SUV)
A multi-purpose motor vehicle designed for carrying less than 10 persons, which is constructed on a truck chassis or with special features for occasional off-road operation, other than a pickup truck. These vehicles are generally four-wheel-drive (4x4) and have increased ground clearance, and a gross vehicle weight rating (GVWR) of 10,000 pounds or less.

Tractor (Semi)
A motor vehicle consisting of a single power unit device designed primarily for pulling semi-trailers.

Traffic Circle/Roundabout
An intersection of roads where vehicles must travel around a circle to continue on the same road or to connect to an intersecting road.

Trafficway
Any road, street, or highway open to the public as a matter of right or custom for moving persons or property from one place to another.

Trapped
Persons who are restrained in the vehicle by damaged vehicle components as a result of a crash, and who have to be freed from the vehicle.

Unit
Denotes a motor vehicle, pedestrian, pedalcyclist, or other entity involved in the collision.

Urban
An area whose boundaries shall be those fixed by responsible state and local officials in cooperation with each other and approved by the Federal Highway Administration, US Department of Transportation. Such boundaries are established in accordance with the provisions of Title 23 of the United States Code. Urban area boundary information is available from state highway or transportation departments. In the event that boundaries have not been fixed as above for any urban place designated by the Bureau of the Census having a population of 5,000 or more, the area within boundaries fixed by the Bureau of the Census shall be an urban area.

Van
A motor vehicle consisting primarily of a transport device that has a gross vehicle weight rating of 10,000 pounds or less and is basically a "box on wheels" that is identifiable by its enclosed passenger and/or cargo area, step-up floor, and relatively short (or nonexistent) hood. Examples are: passenger vans, cargo or delivery vans, and van-based mini-motor homes.

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

Vehicle Miles Traveled
The annual vehicle distance traveled in miles.

Weekday
From 6 a.m. Monday to 5:59 p.m. Friday.

Weekend
From 6 p.m. Friday to 5:59 a.m. Monday.

Work Zone
An area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance or utility work activity.

It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity.

Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

Young Driver
A driver of a motor vehicle whose age is under 25 or a portion of those under age 25 (i.e., ages 15 to 20).

An electronic copy of this document can be accessed via the Center website (www.urbancenter.iupui.edu/trafficsafety), the ICJI traffic safety website (www.in.gov/cji.traffic/), or you may contact the Center for Urban Policy and the Environment at 317-261-3000.

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