

INDIANA TRAFFIC SAFETY FACTS



COUNTY PROFILES 2009



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July 2010

A collision produces three levels of data: collision, unit (vehicles), and individual. For this reason, readers should pay particular attention to the wording of statements about the data to avoid misinterpretations.

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 Criminal Justice Research is collaborating with the Indiana Criminal Justice Institute to analyze 2009 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the fourth year of this partnership. Research findings will be summarized in a series of fact sheets on various aspects of traffic collisions, including alcohol-related crashes, light and large trucks, dangerous driving, children, motorcycles, occupant protection, and young drivers. An additional publication will provide information on county and municipality data and the final publication will be the annual Indiana Crash Fact Book. These publications serve as the analytical foundation of traffic safety program planning and design in Indiana.

Indiana collision data are obtained from Indiana Crash Reports, as completed by law enforcement officers. As of December 31, 2009, approximately 99 percent of all collisions are entered electronically through the ARIES. Trends in collisions incidence as reported in these publications could incorporate the effects of changes to data elements on the Crash Report, agency-specific enforcement policy changes, re-engineered roadways, driver safety education programs and other unspecified effects. If you have questions regarding trends or unexpected results, please contact the Indiana Criminal Justice Institute, Traffic Safety Division for more information.

COUNTY PROFILES 2009

In 2009, there were 289,001 drivers involved in Indiana traffic collisions. Statewide there were 189,676 total collisions reported by law enforcement officers. Of those 189,676 collisions, 631 were classified as fatal resulting in 692 fatalities. An additional 46,590 persons were known to be injured. Of persons killed in traffic collisions, 42.9 percent were known to be restrained, up from 40.3 in 2008. Overall known restraint use for vehicle occupants in collisions was 89.2 percent. There were 11,727 drivers involved in alcohol-related collisions; 3,324 (28.3 percent) had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater. This is a slight increase from 2008 where 27.4 percent had a BAC of 0.08 g/dL or greater.

This fact sheet provides information on Indiana traffic collisions by county in 2009.

County level information is provided on vehicle registrations, licensed drivers, fatal and injury collisions, fatalities and injuries, restraint usage, driver alcohol levels, traffic-signal running, and crashes that occur within municipalities within each county. Each county profile contains two maps – one depicting the location of each collision involving a fatal injury and each collision involving an incapacitating injury; the second map depicts the top intersection collisions (by mappable collision count) for that county. For various reasons, not all collisions could be mapped.

The number of reported collisions varies greatly by county. Marion County had a reported 26,436 total collisions in 2009, 56 of which involved at least one fatality. Lake County reported 16,889 and Allen County reported 11,267 total collisions. Three counties reported less than 200 total collisions: Benton (173), Pike (179), and Union (127). Fayette and Switzerland counties reported no fatal collisions.



Sources:

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

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

Registered vehicles: Indiana Bureau of Motor Vehicles, as of June 8, 2010.

Population data: Indiana Business Research Center, in collaboration with the National Center for Health Statistics, as of February 5, 2010.

NOTES:

Below are notes to help explain the information provided in the tables and maps on the following profile pages.

All Indiana data are taken from the Indiana State Police Automated Information Reporting Exchange System (ARIES), as of March 1, 2010.

Totals may differ slightly from earlier fact sheets due to variations in data query definitions.

Universal definitions:

- a) na = not applicable
- b) A collision is identified as *alcohol-related* if any one 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;
 - (3) Any vehicle driver or non-motorist (*pedestrian, pedalcyclist*) involved in the collision had a BAC test result greater than zero grams per deciliter (g/dL);
 - (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.
- c) *Fatal collisions* are those with one or more fatalities.
- d) *Incapacitating collisions* are those with no fatalities and one or more *incapacitating* injuries.
- e) *Property damage only collisions* are those with no fatalities, *incapacitating, non-incapacitating, or possible* injuries.
- f) *Injury collisions* are those with no fatalities and one or more *incapacitating, non-incapacitating, or possible* injuries.
- g) *Non-fatal injuries* are defined as the sum of *incapacitating, non-incapacitating, and possible* injury counts.

Map – Collisions by most severe injury

- a) Only *fatal* and *incapacitating* injury collisions are mapped.
- b) Not all *fatal* and *incapacitating* injury collisions were able to be mapped due to invalid or non-existing latitude and longitude coordinates.
- c) Some points may overlap due to the size of the map and the possibility of some collisions occurring at the same, or close to the same, location.

Table – Collisions and injuries, by month

- a) *Injury collisions* are those with no fatalities and one or more *incapacitating, non-incapacitating, or possible* injuries.

Table – Driver statistics

- a) Age group 65+ includes individuals with an age between 65 and 109; any individual with an invalid age or an age

greater than 109 is included in the *other/unknown* age category.

- b) *Other/unknown* category includes individuals under the age of 15.
- c) Licensed and/or permit driver counts were not available or incomplete for 15 year-olds.
- d) Population data are 2008 data, the most recent available at the time of publication.

Table – Vehicles

- a) Motorcycle category includes mopeds.

Table – Restraint use among vehicle occupants, by vehicle type

- a) *Large trucks* is defined as one of the following types: (1) *truck (single 2 axle, 6 tires)*, (2) *truck (single 3 or more axles)*, (3) *truck/trailer (not semi)*, (4) *tractor/one semi-trailer*, (5) *tractor/double trailer*, (6) *tractor/triple trailer*, (7) *tractor (cab only, no trailer)*, (8) *pickup truck* with gross vehicle weight rating greater than 10,000 pounds.
- b) *Light trucks* is defined as *pickup trucks* (gross vehicle weight rating of 10,000 pounds or less), *sport utility vehicles*, and *vans*.
- c) *Other injury* class includes *unknown, not reported, refused* (treatment), and instances of invalid injury codes.
- d) *Not injured* indicates that no injury value was indicated on the crash report. These are mainly drivers involved in *property damage only* collisions.
- e) *Restrained* counts for motorcycle/moped riders indicate helmet use by the occupant(s).
- f) Restraint use rates are calculated for individuals where restraint use was known and excludes *pedestrians* and *pedalcyclists*.

Table – Restraint use among vehicle occupants, by age

- a) *Other injury* class includes *unknown, not reported, refused* (treatment), and instances of invalid injury codes.
- b) *Not injured* indicates that no injury value was indicated on the crash report. These are mainly drivers involved in *property damage only* collisions.
- c) Restraint use rates are calculated for individuals where restraint use was known and excludes *pedestrians* and *pedalcyclists*.

Table – Top intersections for traffic-signal running (by collision count)

- a) If no *traffic-signal running* collisions occurred, the table will not be displayed.
- b) The total number of *traffic-signal running* intersection collisions for the county is listed on the top line. For most counties, the individual intersections listed are only a portion of the total.

- c) Top intersections are determined by counts of total collisions. In the event of ties for collision counts, the intersection with the most fatalities and injuries is ranked higher.
- d) A collision involved *traffic-signal running* when all of the following conditions were met:
 - (1) The road type is not interstate
 - (2) The junction type is one of:
 - (a) *Four-way intersection*
 - (b) *T intersection*
 - (c) *Y intersection*
 - (d) *Five points or more*
 - (e) *Interchange*
 - (f) *Ramp*
 - (3) A motor vehicle was involved
 - (4) The traffic control signal is one of:
 - (a) *Traffic control signal*
 - (b) *Flashing signal*

Table – Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

- a) Age group 65+ includes individuals with an age between 65 and 109; any individual with an invalid age or an age greater than 109 is included in the *other/unknown* age category.
- b) Drivers tested include drivers with any one of the following test types: *Alcohol, alcohol and drugs, or refused*.
- c) *Alcohol-related collision* definition – see under *Universal definitions* above
- d) Blood alcohol content (BAC) results are reported in grams per deciliter (g/dL).
- e) BAC results greater than or equal to 0.08 include results up to and including 0.59 g/dL (the maximum allowable value for a crash report).
- f) Invalid BAC results are excluded.
- g) Due to invalid BAC entries, BAC categories will not always total to the sum of drivers.

Map –Intersections with the most collisions (by mappable collision counts)

- a) Top intersections were identified based on the number of mappable collisions (i.e., containing valid latitude and longitude coordinates) occurring at intersections and consisting of all collision severities (*fatal, incapacitating, non-incapacitating, property damage only*).
- b) A collision occurred at an intersection when the following condition was met:
 - (1) The junction type was one of:
 - (a) *Four-way intersection*
 - (b) *T intersection*
 - (c) *Y intersection*
 - (d) *Five points or more*

- (e) *Interchange*
- (f) *Ramp*

Table – Blood alcohol content results among vehicle drivers in alcohol-related collisions, by municipality

- a) *Alcohol-related collision* definition – see under *Universal definitions* above
- b) *Drivers tested* include drivers with any one of the following test types: *Alcohol, alcohol and drugs, or refused*.
- c) Blood alcohol content (BAC) results are reported in grams per deciliter (g/dL).
- d) BAC results greater than or equal to 0.08 include results up to and including 0.59 g/dL (the maximum allowable value for a crash report).
- e) Invalid BAC results are excluded.
- f) Due to invalid BAC entries, BAC categories will not always total to the sum of drivers.
- g) A collision is categorized into a municipality if that collision occurred within the incorporated limits of the city identified on the crash report.

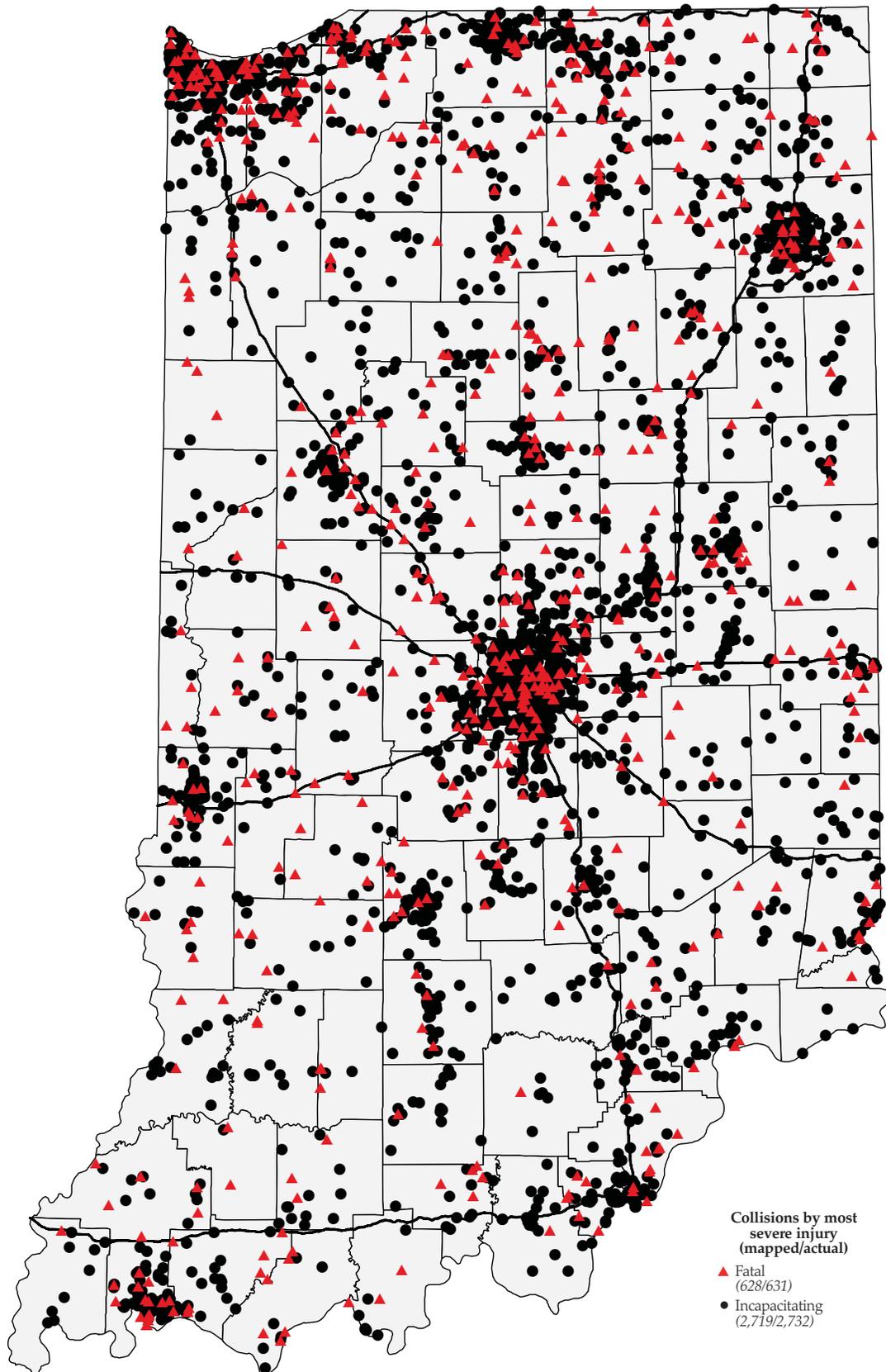
Table – Collisions and injuries, by municipality

- a) A collision is categorized into a municipality if that collision occurred within the incorporated limits of the city identified on the crash report.
- b) *Alcohol-related collision* definition – see under *Universal definitions* above
- c) A collision is *speed-related* if any one of the following occurred:
 - (1) *Unsafe speed* or *speed too fast for weather conditions* was listed as primary or contributing factor; or
 - (2) A speeding citation was issued to a vehicle driver.

Table – Restraint use among vehicle occupants, by municipality

- a) A collision is categorized into a municipality if that collision occurred within the incorporated limits of the city identified on the crash report.
- b) *Other injury* class includes *unknown, not reported, refused* (treatment), and instances of invalid injury codes.
- c) *Not injured* indicates that no injury value was indicated on the crash report. These are mainly drivers involved in *property damage only* collisions.
- d) Restraint use rates are calculated for individuals where restraint use was known and excludes *pedestrians* and *pedalcyclists*.

STATE OF INDIANA — 2009





Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|----------------|------------|---------------|----------------------|------------|---------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 20,230 | 50 | 2,727 | 17,453 | 56 | 3,688 |
| February | 15,258 | 48 | 2,353 | 12,857 | 52 | 3,251 |
| March | 12,753 | 39 | 2,307 | 10,407 | 41 | 3,199 |
| April | 14,055 | 46 | 2,628 | 11,381 | 48 | 3,665 |
| May | 15,402 | 50 | 2,944 | 12,408 | 53 | 4,158 |
| June | 14,887 | 66 | 2,973 | 11,848 | 77 | 4,288 |
| July | 14,118 | 68 | 2,989 | 11,061 | 73 | 4,270 |
| August | 14,469 | 63 | 2,972 | 11,434 | 72 | 4,177 |
| September | 14,615 | 64 | 3,045 | 11,506 | 67 | 4,192 |
| October | 17,576 | 47 | 2,938 | 14,591 | 55 | 4,113 |
| November | 16,924 | 43 | 2,575 | 14,306 | 47 | 3,513 |
| December | 19,389 | 47 | 2,960 | 16,382 | 51 | 4,076 |
| Total | 189,676 | 631 | 33,411 | 155,634 | 692 | 46,590 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|------------|------------------|--------------|------------------|
| 15 - 20 | 1,248 | 827 | 50 | 132 | 340 | 725 |
| 21 - 24 | 1,921 | 1,398 | 46 | 186 | 615 | 1,072 |
| 25 - 44 | 5,395 | 3,706 | 141 | 368 | 1,552 | 3,330 |
| 45 - 64 | 2,746 | 1,680 | 61 | 186 | 735 | 1,764 |
| 65 + | 382 | 183 | 7 | 30 | 74 | 271 |
| Other/unknown | 35 | 15 | 0 | 0 | 8 | 27 |
| Total | 11,727 | 7,809 | 305 | 902 | 3,324 | 7,189 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|------------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 541,001 | 326,638 | 48,017 | 887.6 | 1,470.0 |
| 21 - 24 | 337,631 | 287,073 | 30,206 | 894.6 | 1,052.2 |
| 25 - 44 | 1,724,528 | 1,498,836 | 104,322 | 604.9 | 696.0 |
| 45 - 64 | 1,647,881 | 1,591,159 | 78,734 | 477.8 | 494.8 |
| 65 + | 813,839 | 698,281 | 26,485 | 325.4 | 379.3 |
| Other/unknown | 1,311,912 | na | 1,237 | 9.4 | na |
| Total | 6,376,792 | 4,401,987 | 289,001 | 453.2 | 656.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 4,203,048 | 187,981 | 447.2 |
| Truck | 1,895,839 | 116,413 | 614.0 |
| Trailer | 705,827 | 11,590 | 164.2 |
| Motorcycle | 228,007 | 3,354 | 147.1 |
| Recreational vehicle | 74,109 | 211 | 28.5 |
| Bus | na | 1,821 | na |
| Farm vehicle | na | 406 | na |
| Other/unknown | na | 8,130 | na |
| Total | 7,106,830 | 329,906 | 464.2 |

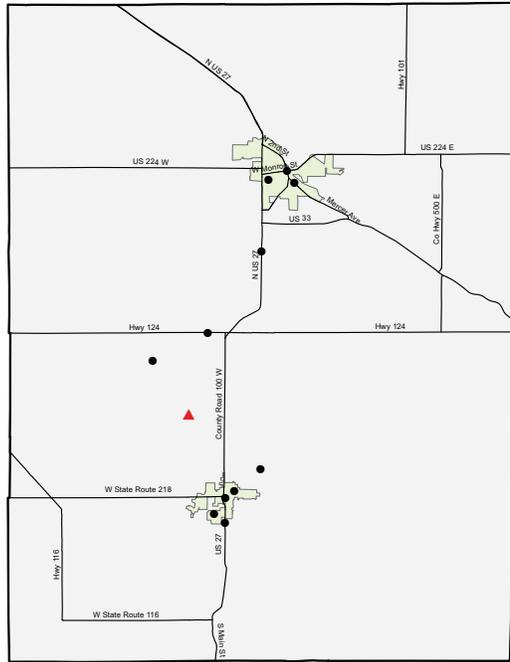
Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|----------------|--------------|------------|--------------|--------------|----------------|--------------|--------------|--------------------|---------------|--------------|--------------|--------------|--------------|----------------|----------------|--------------|
| | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained |
| Large truck | 10,413 | 9,299 | 89.3% | 16 | 9 | 56.3% | 40 | 24 | 60.0% | 381 | 315 | 82.7% | 129 | 115 | 89.1% | 9,847 | 8,836 | 89.7% |
| Light truck | 109,426 | 97,618 | 89.2% | 198 | 68 | 34.3% | 831 | 557 | 67.0% | 13,561 | 11,681 | 86.1% | 1,732 | 1,603 | 92.6% | 93,104 | 83,709 | 89.9% |
| Motorcycle/moped | 3,486 | 987 | 28.3% | 111 | 21 | 18.9% | 468 | 96 | 20.5% | 1,986 | 569 | 28.7% | 32 | 6 | 18.8% | 889 | 295 | 33.2% |
| Passenger car | 174,146 | 158,512 | 91.0% | 299 | 171 | 57.2% | 1,527 | 1,156 | 75.7% | 24,879 | 22,248 | 89.4% | 2,154 | 2,035 | 94.5% | 145,287 | 132,902 | 91.5% |
| Other | 4,247 | 2,862 | 67.4% | 6 | 1 | 16.7% | 38 | 3 | 7.9% | 610 | 115 | 18.9% | 63 | 49 | 77.8% | 3,530 | 2,694 | 76.3% |
| Total | 301,718 | 269,278 | 89.2% | 630 | 270 | 42.9% | 2,904 | 1,836 | 63.2% | 41,417 | 34,928 | 84.3% | 4,110 | 3,808 | 92.7% | 252,657 | 228,436 | 90.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|----------------|--------------|------------|--------------|--------------|----------------|--------------|--------------|--------------------|---------------|--------------|--------------|--------------|--------------|----------------|----------------|--------------|
| | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained |
| 0 - 14 | 4,247 | 3,004 | 70.7% | 21 | 11 | 52.4% | 144 | 96 | 66.7% | 2,934 | 2,473 | 84.3% | 54 | 40 | 74.1% | 1,094 | 384 | 35.1% |
| 15 - 20 | 50,957 | 45,393 | 89.1% | 78 | 29 | 37.2% | 471 | 260 | 55.2% | 7,882 | 6,523 | 82.8% | 815 | 755 | 92.6% | 41,711 | 37,826 | 90.7% |
| 21 - 24 | 31,252 | 27,704 | 88.6% | 59 | 26 | 44.1% | 296 | 165 | 55.7% | 4,150 | 3,375 | 81.3% | 369 | 336 | 91.1% | 26,378 | 23,802 | 90.2% |
| 25 - 44 | 107,076 | 95,516 | 89.2% | 215 | 73 | 34.0% | 957 | 593 | 62.0% | 13,062 | 10,896 | 83.4% | 1,495 | 1,384 | 92.6% | 91,347 | 82,570 | 90.4% |
| 45 - 64 | 80,664 | 72,757 | 90.2% | 155 | 63 | 40.6% | 767 | 507 | 66.1% | 9,828 | 8,466 | 86.1% | 1,027 | 967 | 94.2% | 68,887 | 62,754 | 91.1% |
| 65 + | 27,433 | 24,889 | 90.7% | 102 | 68 | 66.7% | 268 | 215 | 80.2% | 3,524 | 3,194 | 90.6% | 349 | 325 | 93.1% | 23,190 | 21,087 | 90.9% |
| Other/unknown | 89 | 15 | 16.9% | 0 | 0 | na | 1 | 0 | 0.0% | 37 | 1 | 2.7% | 1 | 1 | 100.0% | 50 | 13 | 26.0% |
| Total | 301,718 | 269,278 | 89.2% | 630 | 270 | 42.9% | 2,904 | 1,836 | 63.2% | 41,417 | 34,928 | 84.3% | 4,110 | 3,808 | 92.7% | 252,657 | 228,436 | 90.4% |

ADAMS COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (1/1)
- Incapacitating (11/11)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 78 | 0 | 9 | 69 | 0 | 10 |
| February | 55 | 0 | 4 | 51 | 0 | 4 |
| March | 57 | 0 | 8 | 49 | 0 | 10 |
| April | 43 | 0 | 5 | 38 | 0 | 5 |
| May | 61 | 0 | 9 | 52 | 0 | 12 |
| June | 62 | 0 | 11 | 51 | 0 | 16 |
| July | 47 | 0 | 10 | 37 | 0 | 14 |
| August | 45 | 0 | 9 | 36 | 0 | 18 |
| September | 41 | 1 | 9 | 31 | 1 | 12 |
| October | 72 | 0 | 10 | 62 | 0 | 12 |
| November | 66 | 0 | 9 | 57 | 0 | 11 |
| December | 99 | 0 | 5 | 94 | 0 | 7 |
| Total | 726 | 1 | 98 | 627 | 1 | 131 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,948 | 1,887 | 203 | 688.6 | 1,075.8 |
| 21 - 24 | 1,688 | 1,384 | 80 | 473.9 | 578.0 |
| 25 - 44 | 8,341 | 6,462 | 287 | 344.1 | 444.1 |
| 45 - 64 | 7,885 | 7,408 | 281 | 356.4 | 379.3 |
| 65 + | 4,673 | 3,827 | 146 | 312.4 | 381.5 |
| Other/unknown | 8,450 | na | 2 | 2.4 | na |
| Total | 33,985 | 20,968 | 999 | 294.0 | 476.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 19,547 | 616 | 315.1 |
| Truck | 10,561 | 450 | 426.1 |
| Trailer | 4,827 | 51 | 105.7 |
| Motorcycle | 1,339 | 8 | 59.7 |
| Bus | na | 3 | na |
| Other/unknown | na | 47 | na |
| Total | 36,274 | 1,175 | 323.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 49 | 44 | 89.8% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 46 | 42 | 91.3% |
| Light truck | 414 | 339 | 81.9% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 38 | 26 | 68.4% | 1 | 1 | 100.0% | 372 | 311 | 83.6% |
| Motorcycle/moped | 7 | 2 | 28.6% | 0 | 0 | na | 2 | 0 | 0.0% | 5 | 2 | 40.0% | 0 | 0 | na | 0 | 0 | na |
| Passenger car | 546 | 467 | 85.5% | 0 | 0 | na | 5 | 3 | 60.0% | 64 | 56 | 87.5% | 2 | 0 | 0.0% | 475 | 408 | 85.9% |
| Other | 13 | 6 | 46.2% | 0 | 0 | na | 1 | 0 | 0.0% | 4 | 0 | 0.0% | 0 | 0 | na | 8 | 6 | 75.0% |
| Total | 1,029 | 858 | 83.4% | 1 | 0 | 0.0% | 10 | 4 | 40.0% | 113 | 85 | 75.2% | 4 | 2 | 50.0% | 901 | 767 | 85.1% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 8 | 6 | 75.0% | 0 | 0 | na | 0 | 0 | na | 7 | 5 | 71.4% | 0 | 0 | na | 1 | 1 | 100.0% |
| 15 - 20 | 209 | 183 | 87.6% | 0 | 0 | na | 4 | 0 | 0.0% | 29 | 24 | 82.8% | 0 | 0 | na | 176 | 159 | 90.3% |
| 21 - 24 | 84 | 70 | 83.3% | 0 | 0 | na | 0 | 0 | na | 12 | 9 | 75.0% | 1 | 0 | 0.0% | 71 | 61 | 85.9% |
| 25 - 44 | 290 | 233 | 80.3% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 24 | 17 | 70.8% | 2 | 2 | 100.0% | 261 | 214 | 82.0% |
| 45 - 64 | 286 | 242 | 84.6% | 0 | 0 | na | 2 | 2 | 100.0% | 26 | 21 | 80.8% | 1 | 0 | 0.0% | 257 | 219 | 85.2% |
| 65 + | 152 | 124 | 81.6% | 0 | 0 | na | 2 | 2 | 100.0% | 15 | 9 | 60.0% | 0 | 0 | na | 135 | 113 | 83.7% |
| Total | 1,029 | 858 | 83.4% | 1 | 0 | 0.0% | 10 | 4 | 40.0% | 113 | 85 | 75.2% | 4 | 2 | 50.0% | 901 | 767 | 85.1% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 4 | 0 | 2 | 2 | 0 | 4 |
| Fifth St & Monroe St (US224) | 2 | 0 | 1 | 1 | 0 | 1 |
| US27 & Washington St | 1 | 0 | 1 | 0 | 0 | 3 |
| US27 & Parr Rd | 1 | 0 | 0 | 1 | 0 | 0 |

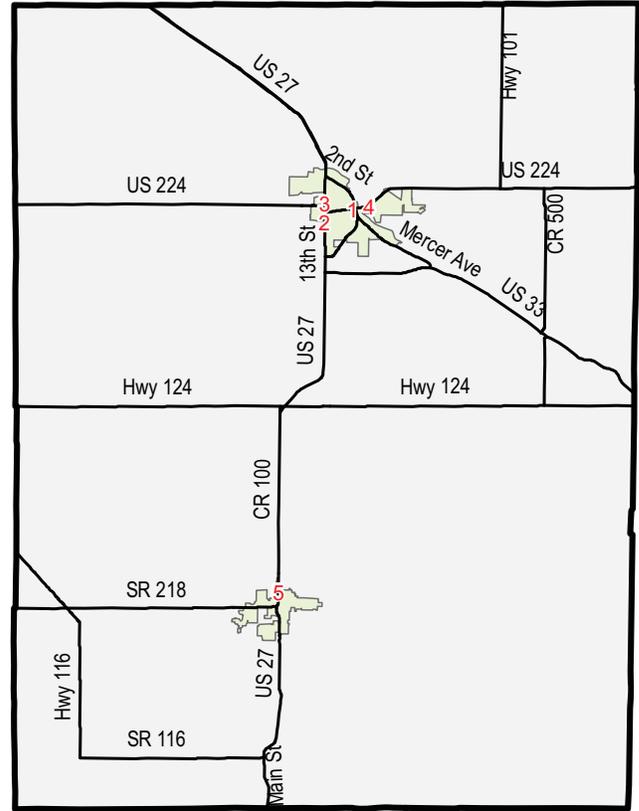
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 4 | 0 | 2 | 1 | 2 |
| 21 - 24 | 8 | 6 | 0 | 1 | 1 | 6 |
| 25 - 44 | 13 | 10 | 0 | 1 | 2 | 10 |
| 45 - 64 | 6 | 6 | 0 | 0 | 1 | 5 |
| 65 + | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 34 | 26 | 0 | 4 | 5 | 25 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Berne | 0 | 0 | 0 | 0 | 0 | 0 |
| Decatur | 18 | 13 | 0 | 1 | 3 | 14 |
| Geneva | 0 | 0 | 0 | 0 | 0 | 0 |
| Monroe | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 16 | 13 | 0 | 3 | 2 | 11 |
| Total | 34 | 26 | 0 | 4 | 5 | 25 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 2nd St & US224 | 8 | 0 | 2 |
| 2 | Monroe St & US27 | 4 | 0 | 0 |
| 3 | Nuttman Ave & US27 | 4 | 0 | 3 |
| 4 | Monroe St & US224 | 4 | 0 | 0 |
| 5 | US27 & Parr Rd | 3 | 0 | 0 |

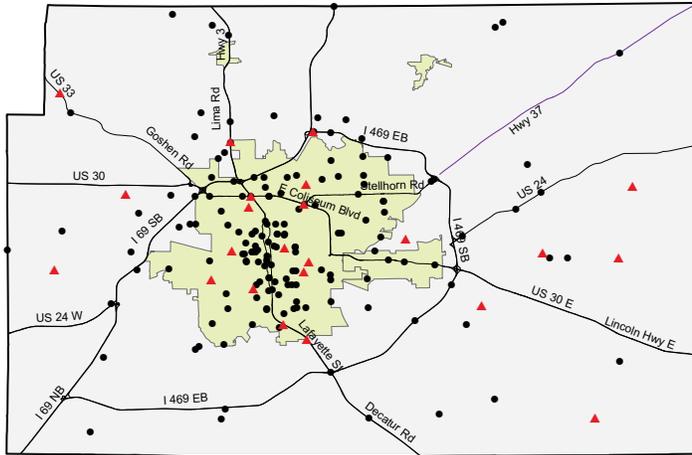
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Berne | 97 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Decatur | 334 | 0 | 0 | 55 | 14 | 0 | 0 | 5 | 11 | 0 | 0 | 1 |
| Geneva | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Monroe | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 284 | 1 | 1 | 64 | 13 | 0 | 0 | 6 | 39 | 0 | 0 | 13 |
| Total | 726 | 1 | 1 | 131 | 27 | 0 | 0 | 11 | 55 | 0 | 0 | 14 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Berne | 153 | 110 | 71.9% | 0 | 0 | na | 1 | 0 | 0.0% | 6 | 5 | 83.3% | 1 | 1 | 100.0% | 145 | 104 | 71.7% |
| Decatur | 492 | 417 | 84.8% | 0 | 0 | na | 3 | 1 | 33.3% | 50 | 44 | 88.0% | 2 | 0 | 0.0% | 437 | 372 | 85.1% |
| Geneva | 9 | 4 | 44.4% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 9 | 4 | 44.4% |
| Monroe | 7 | 6 | 85.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 6 | 85.7% |
| Rural | 368 | 321 | 87.2% | 1 | 0 | 0.0% | 6 | 3 | 50.0% | 57 | 36 | 63.2% | 1 | 1 | 100.0% | 303 | 281 | 92.7% |
| Total | 1,029 | 858 | 83.4% | 1 | 0 | 0.0% | 10 | 4 | 40.0% | 113 | 85 | 75.2% | 4 | 2 | 50.0% | 901 | 767 | 85.1% |

ALLEN COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (23/23)
- Incapacitating (160/160)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|---------------|-----------|--------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 1,394 | 2 | 188 | 1,204 | 2 | 256 |
| February | 840 | 1 | 134 | 705 | 1 | 185 |
| March | 717 | 1 | 136 | 580 | 1 | 193 |
| April | 879 | 2 | 189 | 688 | 2 | 260 |
| May | 915 | 0 | 155 | 760 | 0 | 213 |
| June | 838 | 5 | 178 | 655 | 6 | 247 |
| July | 722 | 2 | 148 | 572 | 2 | 201 |
| August | 827 | 5 | 172 | 650 | 7 | 228 |
| September | 851 | 3 | 188 | 660 | 3 | 246 |
| October | 1,050 | 0 | 196 | 854 | 0 | 279 |
| November | 983 | 1 | 163 | 819 | 1 | 230 |
| December | 1,251 | 1 | 186 | 1,064 | 1 | 259 |
| Total | 11,267 | 23 | 2,033 | 9,211 | 26 | 2,797 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 28,975 | 18,308 | 3,054 | 1,054.0 | 1,668.1 |
| 21 - 24 | 17,370 | 16,969 | 1,896 | 1,091.5 | 1,117.3 |
| 25 - 44 | 93,997 | 84,957 | 6,215 | 661.2 | 731.5 |
| 45 - 64 | 90,609 | 85,261 | 4,705 | 519.3 | 551.8 |
| 65 + | 41,146 | 34,830 | 1,397 | 339.5 | 401.1 |
| Other/unknown | 78,426 | na | 76 | 9.7 | na |
| Total | 350,523 | 240,325 | 17,343 | 494.8 | 721.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 240,965 | 11,855 | 492.0 |
| Truck | 80,580 | 6,633 | 823.2 |
| Trailer | 30,359 | 463 | 152.5 |
| Motorcycle | 11,024 | 191 | 173.3 |
| Recreational vehicle | 2,190 | 4 | 18.3 |
| Bus | na | 135 | na |
| Farm vehicle | na | 11 | na |
| Other/unknown | na | 976 | na |
| Total | 365,118 | 20,268 | 555.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|---------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 409 | 368 | 90.0% | 0 | 0 | na | 2 | 2 | 100.0% | 16 | 15 | 93.8% | 5 | 5 | 100.0% | 386 | 346 | 89.6% |
| Light truck | 6,250 | 5,444 | 87.1% | 7 | 3 | 42.9% | 29 | 17 | 58.6% | 805 | 700 | 87.0% | 66 | 62 | 93.9% | 5,343 | 4,662 | 87.3% |
| Motorcycle/moped | 192 | 45 | 23.4% | 8 | 0 | 0.0% | 30 | 4 | 13.3% | 99 | 25 | 25.3% | 1 | 0 | 0.0% | 54 | 16 | 29.6% |
| Passenger car | 10,966 | 9,662 | 88.1% | 10 | 3 | 30.0% | 99 | 77 | 77.8% | 1,531 | 1,382 | 90.3% | 103 | 87 | 84.5% | 9,223 | 8,113 | 88.0% |
| Other vehicle type | 302 | 229 | 75.8% | 0 | 0 | na | 1 | 0 | 0.0% | 24 | 6 | 25.0% | 3 | 2 | 66.7% | 274 | 221 | 80.7% |
| Total | 18,119 | 15,748 | 86.9% | 25 | 6 | 24.0% | 161 | 100 | 62.1% | 2,475 | 2,128 | 86.0% | 178 | 156 | 87.6% | 15,280 | 13,358 | 87.4% |

Restraint use among vehicle occupants, by age

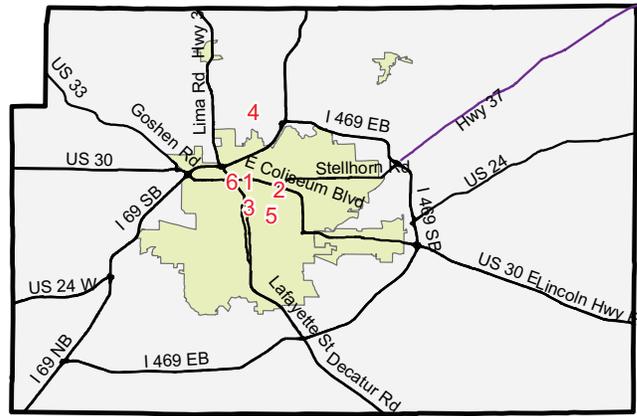
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|---------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 281 | 205 | 73.0% | 1 | 0 | 0.0% | 9 | 7 | 77.8% | 197 | 167 | 84.8% | 1 | 1 | 100.0% | 73 | 30 | 41.1% |
| 15 - 20 | 3,210 | 2,789 | 86.9% | 6 | 2 | 33.3% | 24 | 13 | 54.2% | 441 | 382 | 86.6% | 37 | 32 | 86.5% | 2,702 | 2,360 | 87.3% |
| 21 - 24 | 1,959 | 1,701 | 86.8% | 2 | 1 | 50.0% | 20 | 12 | 60.0% | 216 | 185 | 85.6% | 25 | 18 | 72.0% | 1,696 | 1,485 | 87.6% |
| 25 - 44 | 6,385 | 5,511 | 86.3% | 7 | 1 | 14.3% | 51 | 30 | 58.8% | 808 | 683 | 84.5% | 57 | 50 | 87.7% | 5,462 | 4,747 | 86.9% |
| 45 - 64 | 4,824 | 4,238 | 87.9% | 8 | 2 | 25.0% | 47 | 29 | 61.7% | 629 | 548 | 87.1% | 43 | 40 | 93.0% | 4,097 | 3,619 | 88.3% |
| 65 + | 1,458 | 1,304 | 89.4% | 1 | 0 | 0.0% | 10 | 9 | 90.0% | 183 | 163 | 89.1% | 15 | 15 | 100.0% | 1,249 | 1,117 | 89.4% |
| Other/unknown | 2 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 18,119 | 15,748 | 86.9% | 25 | 6 | 24.0% | 161 | 100 | 62.1% | 2,475 | 2,128 | 86.0% | 178 | 156 | 87.6% | 15,280 | 13,358 | 87.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 242 | 1 | 86 | 155 | 3 | 141 |
| Broadway St & Jefferson Blvd | 6 | 0 | 5 | 1 | 0 | 5 |
| Creighton Ave & Harrison St | 6 | 0 | 1 | 5 | 0 | 1 |
| Hillegas Rd & State Blvd | 5 | 0 | 4 | 1 | 0 | 9 |
| Clay St & Wayne St | 5 | 0 | 2 | 3 | 0 | 4 |
| Fairfield Ave & Wayne St | 4 | 0 | 2 | 2 | 0 | 5 |
| Crescent Ave & Coliseum Blvd | 4 | 0 | 3 | 1 | 0 | 4 |
| Fairfield Ave & Main St | 4 | 0 | 1 | 3 | 0 | 3 |
| Barr St & Wayne St | 4 | 0 | 0 | 4 | 0 | 0 |
| State Blvd & Spy Run Ave | 4 | 0 | 0 | 4 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Coliseum Blvd & Coldwater Rd | 32 | 0 | 12 |
| 2 | Coliseum Blvd & Crescent Ave | 25 | 0 | 5 |
| 3 | State Blvd & Spy Run Ave | 23 | 0 | 2 |
| 4 | Coldwater Rd & Dupont Rd | 21 | 0 | 12 |
| 5 | Anthony Blvd & Lake Ave | 19 | 0 | 4 |
| 6 | Coliseum Blvd & Lima Rd | 19 | 0 | 4 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Fort Wayne | 628 | 404 | 24 | 35 | 233 | 335 |
| Grabill | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntertown | 0 | 0 | 0 | 0 | 0 | 0 |
| Leo-Cedarville | 1 | 1 | 0 | 0 | 1 | 0 |
| Monroeville | 0 | 0 | 0 | 0 | 0 | 0 |
| New Haven | 24 | 13 | 0 | 2 | 8 | 14 |
| Woodburn | 1 | 1 | 0 | 0 | 1 | 0 |
| Zanesville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 143 | 105 | 4 | 19 | 52 | 68 |
| Total | 797 | 524 | 28 | 56 | 295 | 417 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 73 | 53 | 5 | 5 | 30 | 33 |
| 21 - 24 | 143 | 98 | 5 | 11 | 56 | 70 |
| 25 - 44 | 367 | 251 | 8 | 28 | 136 | 195 |
| 45 - 64 | 189 | 111 | 9 | 10 | 68 | 102 |
| 65 + | 23 | 11 | 1 | 2 | 5 | 15 |
| Other/unknown | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 797 | 524 | 28 | 56 | 295 | 417 |

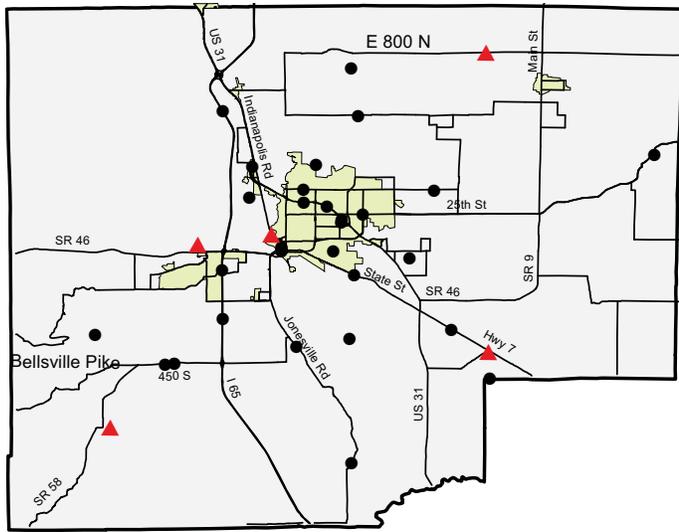
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|---------------|-----------|-----------|--------------|-----------------|-----------|-----------|------------|---------------|-----------|-----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Fort Wayne | 8,732 | 16 | 19 | 2,105 | 459 | 10 | 11 | 181 | 648 | 7 | 8 | 160 |
| Grabill | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Huntertown | 40 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Leo-Cedarville | 28 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 |
| Monroeville | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| New Haven | 317 | 0 | 0 | 54 | 15 | 0 | 0 | 5 | 31 | 0 | 0 | 8 |
| Woodburn | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 0 |
| Zanesville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 2,119 | 6 | 6 | 622 | 121 | 3 | 3 | 69 | 425 | 2 | 2 | 144 |
| Total | 11,267 | 23 | 26 | 2,797 | 597 | 14 | 15 | 255 | 1,115 | 10 | 11 | 313 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|---------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Fort Wayne | 14,479 | 12,347 | 85.3% | 18 | 3 | 16.7% | 107 | 63 | 58.9% | 1,855 | 1,592 | 85.8% | 138 | 118 | 85.5% | 12,361 | 10,571 |
| Grabill | 13 | 12 | 92.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 13 | 12 | 92.3% |
| Huntertown | 58 | 56 | 96.6% | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% | 0 | 0 | na | 52 | 50 | 96.2% |
| Leo-Cedarville | 46 | 45 | 97.8% | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% | 2 | 2 | 100.0% | 38 | 38 | 100.0% |
| Monroeville | 17 | 15 | 88.2% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 16 | 15 | 93.8% |
| New Haven | 503 | 462 | 91.8% | 0 | 0 | na | 6 | 2 | 33.3% | 44 | 35 | 79.5% | 11 | 11 | 100.0% | 442 | 414 | 93.7% |
| Woodburn | 9 | 9 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 7 | 7 | 100.0% |
| Zanesville | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 2,994 | 2,802 | 93.6% | 6 | 2 | 33.3% | 48 | 35 | 72.9% | 562 | 489 | 87.0% | 27 | 25 | 92.6% | 2,351 | 2,251 | 95.7% |
| Total | 18,119 | 15,748 | 86.9% | 25 | 6 | 24.0% | 161 | 100 | 62.1% | 2,475 | 2,128 | 86.0% | 178 | 156 | 87.6% | 15,280 | 13,358 | 87.4% |

BARTHOLOMEW COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (5/5)
- Incapacitating (30/30)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 175 | 0 | 24 | 151 | 0 | 35 |
| February | 174 | 0 | 41 | 133 | 0 | 58 |
| March | 153 | 0 | 43 | 110 | 0 | 59 |
| April | 176 | 0 | 44 | 132 | 0 | 63 |
| May | 167 | 1 | 43 | 123 | 1 | 64 |
| June | 184 | 0 | 53 | 131 | 0 | 77 |
| July | 167 | 1 | 46 | 120 | 1 | 76 |
| August | 161 | 2 | 56 | 103 | 2 | 78 |
| September | 180 | 0 | 48 | 132 | 0 | 66 |
| October | 201 | 1 | 47 | 153 | 1 | 65 |
| November | 209 | 0 | 46 | 163 | 0 | 64 |
| December | 209 | 0 | 51 | 158 | 0 | 66 |
| Total | 2,156 | 5 | 542 | 1,609 | 5 | 771 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 5,621 | 4,184 | 649 | 1,154.6 | 1,551.1 |
| 21 - 24 | 3,243 | 3,377 | 328 | 1,011.4 | 971.3 |
| 25 - 44 | 19,854 | 18,312 | 1,180 | 594.3 | 644.4 |
| 45 - 64 | 20,095 | 19,114 | 914 | 454.8 | 478.2 |
| 65 + | 10,773 | 9,154 | 349 | 324.0 | 381.3 |
| Other/unknown | 15,774 | na | 6 | 3.8 | na |
| Total | 75,360 | 54,141 | 3,426 | 454.6 | 632.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 55,914 | 1,986 | 355.2 |
| Truck | 25,434 | 1,469 | 577.6 |
| Trailer | 8,842 | 120 | 135.7 |
| Motorcycle | 2,968 | 48 | 161.7 |
| Recreational vehicle | 986 | 2 | 20.3 |
| Bus | na | 15 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 38 | na |
| Total | 94,144 | 3,686 | 391.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 114 | 105 | 92.1% | 0 | 0 | na | 0 | 0 | na | 6 | 2 | 33.3% | 0 | 0 | na | 108 | 103 | 95.4% |
| Light truck | 1,464 | 1,350 | 92.2% | 0 | 0 | na | 11 | 7 | 63.6% | 262 | 227 | 86.6% | 1 | 1 | 100.0% | 1,190 | 1,115 | 93.7% |
| Motorcycle/moped | 53 | 16 | 30.2% | 3 | 0 | 0.0% | 8 | 3 | 37.5% | 32 | 11 | 34.4% | 0 | 0 | na | 10 | 2 | 20.0% |
| Passenger car | 1,983 | 1,870 | 94.3% | 1 | 1 | 100.0% | 10 | 7 | 70.0% | 396 | 368 | 92.9% | 4 | 3 | 75.0% | 1,572 | 1,491 | 94.8% |
| Other | 48 | 36 | 75.0% | 0 | 0 | na | 0 | 0 | na | 11 | 3 | 27.3% | 0 | 0 | na | 37 | 33 | 89.2% |
| Total | 3,662 | 3,377 | 92.2% | 4 | 1 | 25.0% | 29 | 17 | 58.6% | 707 | 611 | 86.4% | 5 | 4 | 80.0% | 2,917 | 2,744 | 94.1% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 70 | 57 | 81.4% | 0 | 0 | na | 4 | 3 | 75.0% | 60 | 52 | 86.7% | 0 | 0 | na | 6 | 2 | 33.3% |
| 15 - 20 | 708 | 660 | 93.2% | 0 | 0 | na | 5 | 3 | 60.0% | 152 | 135 | 88.8% | 0 | 0 | na | 551 | 522 | 94.7% |
| 21 - 24 | 345 | 316 | 91.6% | 0 | 0 | na | 2 | 1 | 50.0% | 65 | 57 | 87.7% | 2 | 2 | 100.0% | 276 | 256 | 92.8% |
| 25 - 44 | 1,232 | 1,119 | 90.8% | 2 | 0 | 0.0% | 10 | 4 | 40.0% | 215 | 175 | 81.4% | 2 | 1 | 50.0% | 1,003 | 939 | 93.6% |
| 45 - 64 | 944 | 883 | 93.5% | 1 | 0 | 0.0% | 5 | 4 | 80.0% | 152 | 132 | 86.8% | 1 | 1 | 100.0% | 785 | 746 | 95.0% |
| 65 + | 363 | 342 | 94.2% | 1 | 1 | 100.0% | 3 | 2 | 66.7% | 63 | 60 | 95.2% | 0 | 0 | na | 296 | 279 | 94.3% |
| Total | 3,662 | 3,377 | 92.2% | 4 | 1 | 25.0% | 29 | 17 | 58.6% | 707 | 611 | 86.4% | 5 | 4 | 80.0% | 2,917 | 2,744 | 94.1% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 36 | 0 | 12 | 24 | 0 | 19 |
| 25th St & Central Ave | 3 | 0 | 1 | 2 | 0 | 4 |
| 10th St & McClure Rd | 3 | 0 | 1 | 2 | 0 | 1 |
| 17th St & Central Ave | 2 | 0 | 1 | 1 | 0 | 2 |
| 8th St & Central Ave | 2 | 0 | 1 | 1 | 0 | 1 |
| 3rd St & Brown St | 2 | 0 | 1 | 1 | 0 | 1 |
| Carr Hill Rd & SR46 | 2 | 0 | 0 | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 9 | 6 | 1 | 1 | 0 | 7 |
| 21 - 24 | 18 | 15 | 1 | 1 | 4 | 12 |
| 25 - 44 | 61 | 40 | 2 | 7 | 18 | 34 |
| 45 - 64 | 25 | 12 | 0 | 2 | 6 | 17 |
| 65 + | 4 | 1 | 0 | 0 | 1 | 3 |
| Total | 117 | 74 | 4 | 11 | 29 | 73 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Clifford | 0 | 0 | 0 | 0 | 0 | 0 |
| Columbus | 56 | 32 | 4 | 5 | 8 | 39 |
| Edinburgh | 2 | 2 | 0 | 1 | 0 | 1 |
| Elizabethtown | 2 | 1 | 0 | 0 | 1 | 1 |
| Hartsville | 2 | 2 | 0 | 0 | 1 | 1 |
| Hope | 0 | 0 | 0 | 0 | 0 | 0 |
| Jonesville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 55 | 37 | 0 | 5 | 19 | 31 |
| Total | 117 | 74 | 4 | 11 | 29 | 73 |

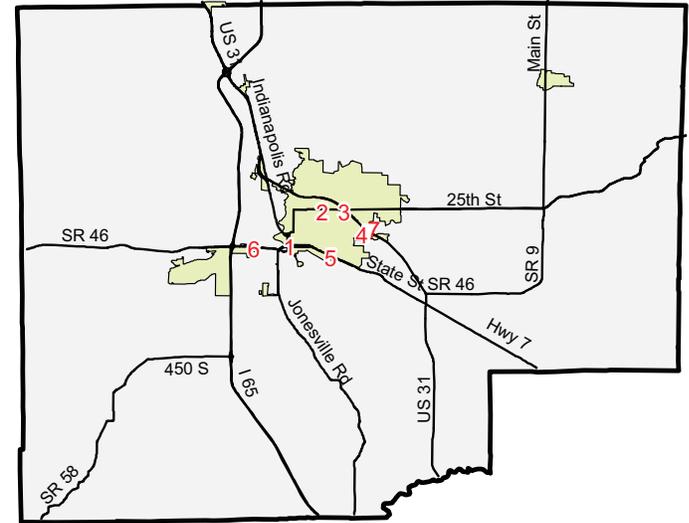
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Clifford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Columbus | 1266 | 0 | 0 | 460 | 39 | 0 | 0 | 20 | 55 | 0 | 0 | 20 |
| Edinburgh | 35 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Elizabethtown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Hartsville | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Hope | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jonesville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 852 | 5 | 5 | 305 | 45 | 1 | 1 | 26 | 52 | 1 | 1 | 22 |
| Total | 2,156 | 5 | 5 | 771 | 89 | 1 | 1 | 49 | 107 | 1 | 1 | 42 |

Restraint use among vehicle occupants, by municipality

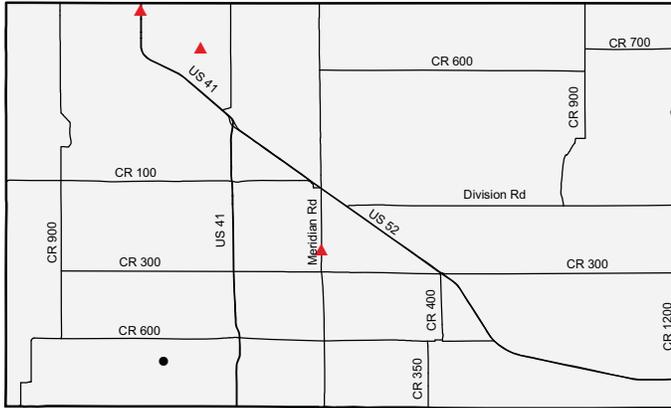
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Clifford | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Columbus | 2,348 | 2,231 | 95.0% | 0 | 0 | na | 11 | 6 | 54.5% | 418 | 380 | 90.9% | 2 | 2 | 100.0% | 1,917 | 1,843 | 96.1% |
| Edinburgh | 55 | 28 | 50.9% | 0 | 0 | na | 0 | 0 | na | 4 | 2 | 50.0% | 0 | 0 | na | 51 | 26 | 51.0% |
| Elizabethtown | 3 | 1 | 33.3% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 2 | 0 | 0.0% |
| Hartsville | 2 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| Hope | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Jonesville | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 1,254 | 1,117 | 89.1% | 4 | 1 | 25.0% | 18 | 11 | 61.1% | 283 | 228 | 80.6% | 3 | 2 | 66.7% | 946 | 875 | 92.5% |
| Total | 3,662 | 3,377 | 92.2% | 4 | 1 | 25.0% | 29 | 17 | 58.6% | 707 | 611 | 86.4% | 5 | 4 | 80.0% | 2,917 | 2,744 | 94.1% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 3rd St & Brown St | 16 | 0 | 3 |
| 2 | 25th St & Central Ave | 11 | 0 | 5 |
| 3 | 25th St & National Rd | 11 | 0 | 2 |
| 4 | 10th St & Whitfield Pl | 10 | 0 | 2 |
| 5 | 7th St & Central Ave | 9 | 0 | 4 |
| 6 | Carr Hill Rd & Jonathan Moore Pike | 9 | 0 | 3 |
| 7 | 10th St & National Rd | 9 | 0 | 1 |

BENTON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (3/3)
- Incapacitating (1/1)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 16 | 0 | 3 | 13 | 0 | 3 |
| February | 8 | 0 | 2 | 6 | 0 | 4 |
| March | 9 | 1 | 0 | 8 | 1 | 0 |
| April | 12 | 0 | 2 | 10 | 0 | 2 |
| May | 21 | 0 | 3 | 18 | 0 | 4 |
| June | 15 | 0 | 3 | 12 | 0 | 3 |
| July | 13 | 0 | 3 | 10 | 0 | 3 |
| August | 15 | 1 | 1 | 13 | 1 | 1 |
| September | 10 | 0 | 5 | 5 | 0 | 5 |
| October | 19 | 0 | 6 | 13 | 0 | 13 |
| November | 15 | 1 | 2 | 12 | 1 | 2 |
| December | 20 | 0 | 5 | 15 | 0 | 6 |
| Total | 173 | 3 | 35 | 135 | 3 | 46 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|--------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 737 | 559 | 36 | 488.5 | 644.0 |
| 21 - 24 | 417 | 434 | 14 | 335.7 | 322.6 |
| 25 - 44 | 2,051 | 2,004 | 91 | 443.7 | 454.1 |
| 45 - 64 | 2,366 | 2,320 | 59 | 249.4 | 254.3 |
| 65 + | 1,445 | 1,244 | 16 | 110.7 | 128.6 |
| Other/unknown | 1,753 | na | 3 | 17.1 | na |
| Total | 8,769 | 6,561 | 219 | 249.7 | 333.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 6,013 | 106 | 176.3 |
| Truck | 4,400 | 102 | 231.8 |
| Trailer | 2,003 | 20 | 99.9 |
| Motorcycle | 301 | 3 | 99.7 |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 7 | na |
| Total | 12,717 | 240 | 188.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|-------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 20 | 17 | 85.0% | 1 | 0 | 0.0% | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 17 | 16 | 94.1% |
| Light truck | 101 | 92 | 91.1% | 0 | 0 | na | 0 | 0 | na | 23 | 20 | 87.0% | 1 | 1 | 100.0% | 77 | 71 | 92.2% |
| Motorcycle/moped | 3 | 0 | 0.0% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na |
| Passenger car | 99 | 93 | 93.9% | 0 | 0 | na | 0 | 0 | na | 18 | 15 | 83.3% | 0 | 0 | na | 81 | 78 | 96.3% |
| Other | 5 | 1 | 20.0% | 1 | 1 | 100.0% | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 3 | 0 | 0.0% |
| Total | 228 | 203 | 89.0% | 3 | 1 | 33.3% | 1 | 0 | 0.0% | 45 | 36 | 80.0% | 1 | 1 | 100.0% | 178 | 165 | 92.7% |

Restraint use among vehicle occupants, by age

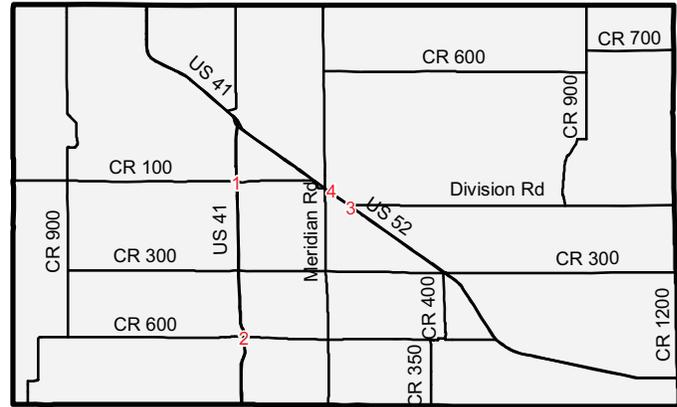
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|-------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 6 | 5 | 83.3% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 3 | 2 | 66.7% |
| 15 - 20 | 38 | 33 | 86.8% | 0 | 0 | na | 0 | 0 | na | 11 | 7 | 63.6% | 1 | 1 | 100.0% | 26 | 25 | 96.2% |
| 21 - 24 | 14 | 13 | 92.9% | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% | 0 | 0 | na | 8 | 7 | 87.5% |
| 25 - 44 | 95 | 87 | 91.6% | 2 | 1 | 50.0% | 0 | 0 | na | 15 | 13 | 86.7% | 0 | 0 | na | 78 | 73 | 93.6% |
| 45 - 64 | 59 | 52 | 88.1% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 7 | 5 | 71.4% | 0 | 0 | na | 50 | 47 | 94.0% |
| 65 + | 16 | 13 | 81.3% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 13 | 11 | 84.6% |
| Total | 228 | 203 | 89.0% | 3 | 1 | 33.3% | 1 | 0 | 0.0% | 45 | 36 | 80.0% | 1 | 1 | 100.0% | 178 | 165 | 92.7% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 0 | 0 | 0 | 0 | 2 |
| 21 - 24 | 5 | 5 | 0 | 1 | 2 | 2 |
| 25 - 44 | 6 | 6 | 0 | 3 | 3 | 0 |
| 45 - 64 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 13 | 11 | 0 | 4 | 5 | 4 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR18 & US41 | 3 | 0 | 1 |
| 2 | SR352 & US41 | 2 | 0 | 2 |
| 3 | SR18 & US52 | 2 | 0 | 1 |
| 4 | Washington Ave & US52 | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Ambia | 0 | 0 | 0 | 0 | 0 | 0 |
| Boswell | 0 | 0 | 0 | 0 | 0 | 0 |
| Earl Park | 0 | 0 | 0 | 0 | 0 | 0 |
| Fowler | 1 | 1 | 0 | 0 | 1 | 0 |
| Otterbein | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxford | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 12 | 10 | 0 | 4 | 4 | 4 |
| Total | 13 | 11 | 0 | 4 | 5 | 4 |

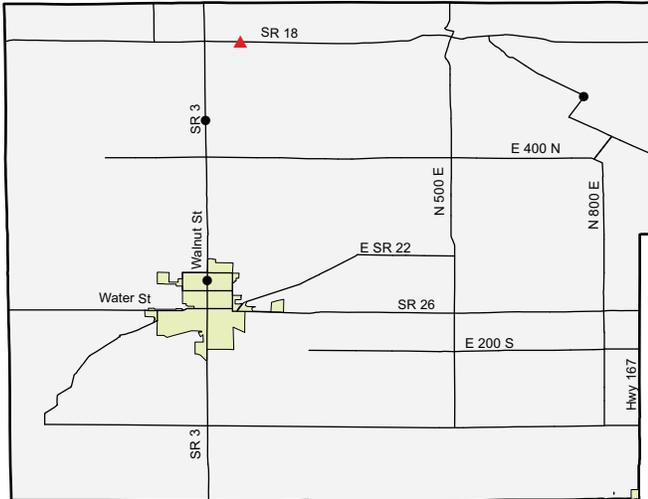
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Ambia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Boswell | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Earl Park | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fowler | 19 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Otterbein | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oxford | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 141 | 3 | 3 | 44 | 10 | 0 | 0 | 8 | 9 | 0 | 0 | 3 |
| Total | 173 | 3 | 3 | 46 | 11 | 0 | 0 | 9 | 10 | 0 | 0 | 3 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Ambia | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 |
| Boswell | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Earl Park | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Fowler | 26 | 23 | 88.5% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 24 | 21 | 87.5% |
| Otterbein | 5 | 5 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% |
| Oxford | 5 | 5 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% |
| Rural | 185 | 163 | 88.1% | 3 | 1 | 33.3% | 1 | 0 | 0.0% | 43 | 34 | 79.1% | 1 | 1 | 100.0% | 137 | 127 | 92.7% |
| Total | 228 | 203 | 89.0% | 3 | 1 | 33.3% | 1 | 0 | 0.0% | 45 | 36 | 80.0% | 1 | 1 | 100.0% | 178 | 165 | 92.7% |

BLACKFORD COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (1/1)
- Incapacitating (3/3)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 39 | 1 | 4 | 34 | 1 | 5 |
| February | 29 | 0 | 3 | 26 | 0 | 3 |
| March | 15 | 0 | 2 | 13 | 0 | 2 |
| April | 22 | 0 | 5 | 17 | 0 | 6 |
| May | 24 | 0 | 4 | 20 | 0 | 6 |
| June | 24 | 0 | 7 | 17 | 0 | 8 |
| July | 12 | 0 | 2 | 10 | 0 | 3 |
| August | 15 | 0 | 2 | 13 | 0 | 2 |
| September | 14 | 0 | 4 | 10 | 0 | 10 |
| October | 25 | 0 | 3 | 22 | 0 | 5 |
| November | 30 | 0 | 2 | 28 | 0 | 5 |
| December | 44 | 0 | 5 | 39 | 0 | 6 |
| Total | 293 | 1 | 43 | 249 | 1 | 61 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 896 | 762 | 69 | 770.1 | 905.5 |
| 21 - 24 | 518 | 589 | 28 | 540.5 | 475.4 |
| 25 - 44 | 3,417 | 2,798 | 145 | 424.3 | 518.2 |
| 45 - 64 | 3,699 | 3,573 | 106 | 286.6 | 296.7 |
| 65 + | 2,198 | 2,055 | 43 | 195.6 | 209.2 |
| Other/unknown | 2,365 | na | 1 | 4.2 | na |
| Total | 13,093 | 9,777 | 392 | 299.4 | 400.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 8,599 | 267 | 310.5 |
| Truck | 5,145 | 146 | 283.8 |
| Trailer | 2,288 | 12 | 52.4 |
| Motorcycle | 679 | 6 | 88.4 |
| Bus | na | 2 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 10 | na |
| Total | 16,711 | 444 | 265.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 11 | 11 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 11 | 11 | 100.0% |
| Light truck | 137 | 127 | 92.7% | 1 | 0 | 0.0% | 0 | 0 | na | 17 | 16 | 94.1% | 3 | 2 | 66.7% | 116 | 109 | 94.0% |
| Motorcycle/moped | 7 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 5 | 0 | 0.0% | 0 | 0 | na | 2 | 0 | 0.0% |
| Passenger car | 252 | 239 | 94.8% | 0 | 0 | na | 4 | 3 | 75.0% | 34 | 31 | 91.2% | 0 | 0 | na | 214 | 205 | 95.8% |
| Other | 7 | 6 | 85.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 6 | 85.7% |
| Total | 414 | 383 | 92.5% | 1 | 0 | 0.0% | 4 | 3 | 75.0% | 56 | 47 | 83.9% | 3 | 2 | 66.7% | 350 | 331 | 94.6% |

Restraint use among vehicle occupants, by age

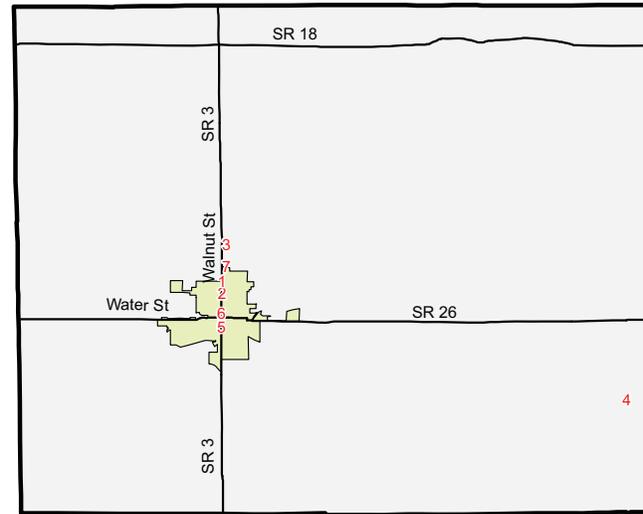
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 4 | 2 | 50.0% | 0 | 0 | na | 1 | 0 | 0.0% | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 78 | 66 | 84.6% | 1 | 0 | 0.0% | 0 | 0 | na | 15 | 10 | 66.7% | 0 | 0 | na | 62 | 56 | 90.3% |
| 21 - 24 | 28 | 28 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 26 | 26 | 100.0% |
| 25 - 44 | 150 | 140 | 93.3% | 0 | 0 | na | 0 | 0 | na | 17 | 15 | 88.2% | 2 | 1 | 50.0% | 131 | 124 | 94.7% |
| 45 - 64 | 109 | 103 | 94.5% | 0 | 0 | na | 1 | 1 | 100.0% | 13 | 12 | 92.3% | 1 | 1 | 100.0% | 94 | 89 | 94.7% |
| 65 + | 45 | 44 | 97.8% | 0 | 0 | na | 2 | 2 | 100.0% | 6 | 6 | 100.0% | 0 | 0 | na | 37 | 36 | 97.3% |
| Total | 414 | 383 | 92.5% | 1 | 0 | 0.0% | 4 | 3 | 75.0% | 56 | 47 | 83.9% | 3 | 2 | 66.7% | 350 | 331 | 94.6% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 - 24 | 1 | 1 | 0 | 0 | 1 | 0 |
| 25 - 44 | 8 | 5 | 0 | 0 | 3 | 5 |
| 45 - 64 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 + | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 10 | 7 | 0 | 0 | 5 | 5 |

Intersections with the most collisions (by mappable collision counts)



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Dunkirk | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartford City | 9 | 6 | 0 | 0 | 5 | 4 |
| Montpelier | 0 | 0 | 0 | 0 | 0 | 0 |
| Shamrock Lakes | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 10 | 7 | 0 | 0 | 5 | 5 |

| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Park Ave & SR3 | 4 | 0 | 0 |
| 2 | Ohio St & SR3 | 3 | 0 | 5 |
| 3 | CR200N & SR3 | 3 | 0 | 3 |
| 4 | CR800E & CR200S | 2 | 0 | 3 |
| 5 | SR3 & Water St | 2 | 0 | 1 |
| 6 | SR3 & Washington St | 2 | 0 | 0 |
| 7 | Huggins Dr & SR3 | 2 | 0 | 0 |

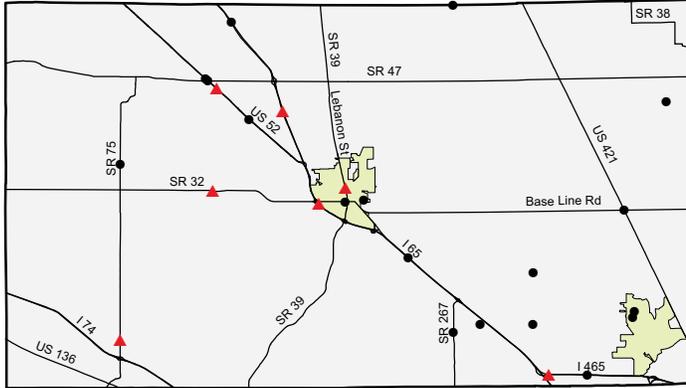
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Dunkirk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hartford City | 126 | 0 | 0 | 24 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| Montpelier | 24 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Shamrock Lakes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 143 | 1 | 1 | 35 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 5 |
| Total | 293 | 1 | 1 | 61 | 8 | 0 | 0 | 1 | 8 | 0 | 0 | 5 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Dunkirk | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 |
| Hartford City | 201 | 185 | 92.0% | 0 | 0 | na | 1 | 1 | 100.0% | 23 | 17 | 73.9% | 1 | 1 | 100.0% | 176 | 166 | 94.3% |
| Montpelier | 34 | 27 | 79.4% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 2 | 1 | 50.0% | 30 | 24 | 80.0% |
| Shamrock Lakes | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 179 | 171 | 95.5% | 1 | 0 | 0.0% | 3 | 2 | 66.7% | 31 | 28 | 90.3% | 0 | 0 | na | 144 | 141 | 97.9% |
| Total | 414 | 383 | 92.5% | 1 | 0 | 0.0% | 4 | 3 | 75.0% | 56 | 47 | 83.9% | 3 | 2 | 66.7% | 350 | 331 | 94.6% |

BOONE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (7/7)
- Incapacitating (18/18)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 222 | 0 | 32 | 190 | 0 | 40 |
| February | 110 | 0 | 9 | 101 | 0 | 12 |
| March | 89 | 0 | 9 | 80 | 0 | 15 |
| April | 116 | 1 | 16 | 99 | 1 | 22 |
| May | 129 | 0 | 19 | 110 | 0 | 29 |
| June | 131 | 0 | 31 | 100 | 0 | 55 |
| July | 120 | 1 | 21 | 98 | 1 | 32 |
| August | 134 | 1 | 25 | 108 | 1 | 32 |
| September | 114 | 2 | 18 | 94 | 2 | 26 |
| October | 149 | 2 | 21 | 126 | 2 | 33 |
| November | 127 | 0 | 17 | 110 | 0 | 27 |
| December | 212 | 0 | 19 | 193 | 0 | 23 |
| Total | 1,653 | 7 | 237 | 1,409 | 7 | 346 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 4,194 | 3,944 | 395 | 941.8 | 1,001.5 |
| 21 - 24 | 2,722 | 2,667 | 235 | 863.3 | 881.1 |
| 25 - 44 | 14,913 | 14,055 | 898 | 602.2 | 638.9 |
| 45 - 64 | 14,871 | 15,886 | 626 | 421.0 | 394.1 |
| 65 + | 6,483 | 5,635 | 189 | 291.5 | 335.4 |
| Other/unknown | 11,844 | na | 11 | 9.3 | na |
| Total | 55,027 | 42,187 | 2,354 | 427.8 | 558.0 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 40,448 | 1,448 | 358.0 |
| Truck | 16,953 | 882 | 520.3 |
| Trailer | 7,353 | 207 | 281.5 |
| Motorcycle | 2,278 | 25 | 109.7 |
| Bus | na | 21 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 53 | na |
| Total | 67,032 | 2,640 | 393.8 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 157 | 134 | 85.4% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 155 | 132 | 85.2% |
| Light truck | 840 | 703 | 83.7% | 2 | 2 | 100.0% | 8 | 6 | 75.0% | 107 | 93 | 86.9% | 1 | 1 | 100.0% | 722 | 601 | 83.2% |
| Motorcycle/moped | 25 | 10 | 40.0% | 3 | 1 | 33.3% | 2 | 1 | 50.0% | 13 | 5 | 38.5% | 0 | 0 | na | 7 | 3 | 42.9% |
| Passenger car | 1,365 | 1,155 | 84.6% | 2 | 2 | 100.0% | 7 | 4 | 57.1% | 199 | 165 | 82.9% | 3 | 3 | 100.0% | 1,154 | 981 | 85.0% |
| Other | 49 | 40 | 81.6% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 49 | 40 | 81.6% |
| Total | 2,436 | 2,042 | 83.8% | 7 | 5 | 71.4% | 17 | 11 | 64.7% | 321 | 265 | 82.6% | 4 | 4 | 100.0% | 2,087 | 1,757 | 84.2% |

Restraint use among vehicle occupants, by age

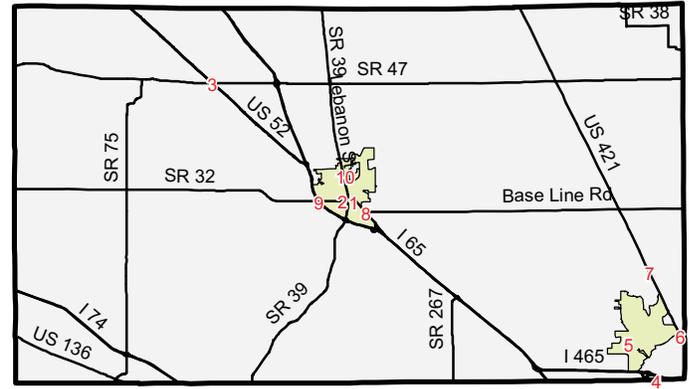
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 28 | 18 | 64.3% | 0 | 0 | na | 0 | 0 | na | 18 | 15 | 83.3% | 0 | 0 | na | 10 | 3 | 30.0% |
| 15 - 20 | 419 | 345 | 82.3% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 71 | 58 | 81.7% | 0 | 0 | na | 345 | 284 | 82.3% |
| 21 - 24 | 243 | 200 | 82.3% | 0 | 0 | na | 1 | 1 | 100.0% | 33 | 26 | 78.8% | 0 | 0 | na | 209 | 173 | 82.8% |
| 25 - 44 | 909 | 756 | 83.2% | 2 | 0 | 0.0% | 7 | 3 | 42.9% | 108 | 87 | 80.6% | 1 | 1 | 100.0% | 791 | 665 | 84.1% |
| 45 - 64 | 640 | 553 | 86.4% | 2 | 2 | 100.0% | 4 | 3 | 75.0% | 62 | 53 | 85.5% | 2 | 2 | 100.0% | 570 | 493 | 86.5% |
| 65 + | 197 | 170 | 86.3% | 2 | 2 | 100.0% | 3 | 2 | 66.7% | 29 | 26 | 89.7% | 1 | 1 | 100.0% | 162 | 139 | 85.8% |
| Total | 2,436 | 2,042 | 83.8% | 7 | 5 | 71.4% | 17 | 11 | 64.7% | 321 | 265 | 82.6% | 4 | 4 | 100.0% | 2,087 | 1,757 | 84.2% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|---------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 6 | 0 | 0 | 6 | 0 | 0 |
| Lebanon St & South St | 3 | 0 | 0 | 3 | 0 | 0 |
| Lebanon St & Main St | 1 | 0 | 0 | 1 | 0 | 0 |
| Lakeshore Dr & Lebanon St | 1 | 0 | 0 | 1 | 0 | 0 |
| Meridian St & South St | 1 | 0 | 0 | 1 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Lebanon St & South St | 10 | 0 | 1 |
| 2 | Lebanon St & Main St | 4 | 0 | 0 |
| 3 | SR47 & US52 | 4 | 0 | 3 |
| 4 | 96th St & Zionsville Rd | 3 | 0 | 2 |
| 5 | SR334 & Ford Rd | 3 | 0 | 0 |
| 6 | SR334 & US421 | 3 | 0 | 1 |
| 7 | CR300S & US421 | 3 | 0 | 1 |
| 8 | Indianapolis Ave & Noble St | 3 | 0 | 2 |
| 9 | I65 & SR32 | 3 | 0 | 4 |
| 10 | Camp St & Lebanon St | 3 | 0 | 3 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 11 | 8 | 0 | 3 | 4 | 4 |
| 21 - 24 | 13 | 10 | 0 | 1 | 5 | 7 |
| 25 - 44 | 36 | 29 | 0 | 4 | 12 | 20 |
| 45 - 64 | 15 | 10 | 0 | 0 | 7 | 8 |
| 65 + | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 76 | 58 | 0 | 8 | 29 | 39 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Advance | 0 | 0 | 0 | 0 | 0 | 0 |
| Jamestown | 0 | 0 | 0 | 0 | 0 | 0 |
| Lebanon | 21 | 15 | 0 | 2 | 9 | 10 |
| Thorntown | 0 | 0 | 0 | 0 | 0 | 0 |
| Ulen | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitestown | 5 | 4 | 0 | 0 | 2 | 3 |
| Zionsville | 12 | 10 | 0 | 2 | 6 | 4 |
| Rural | 38 | 29 | 0 | 4 | 12 | 22 |
| Total | 76 | 58 | 0 | 8 | 29 | 39 |

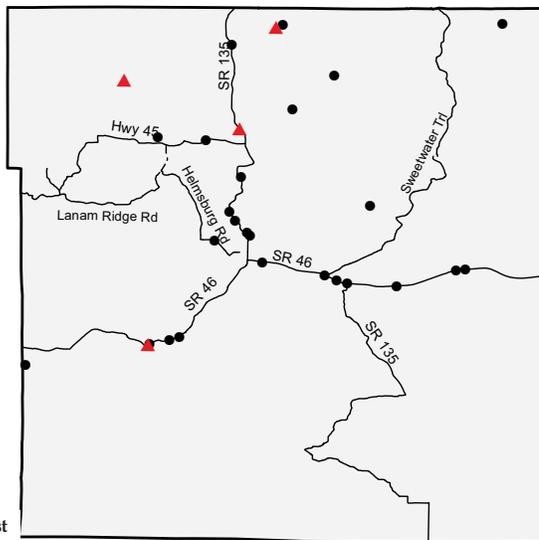
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Advance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jamestown | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lebanon | 601 | 2 | 2 | 105 | 19 | 1 | 1 | 4 | 41 | 0 | 0 | 7 |
| Thorntown | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ulen | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitestown | 136 | 0 | 0 | 33 | 5 | 0 | 0 | 1 | 16 | 0 | 0 | 8 |
| Zionsville | 204 | 0 | 0 | 19 | 10 | 0 | 0 | 0 | 15 | 0 | 0 | 2 |
| Rural | 694 | 5 | 5 | 189 | 33 | 0 | 0 | 23 | 121 | 0 | 0 | 38 |
| Total | 1,653 | 7 | 7 | 346 | 67 | 1 | 1 | 28 | 193 | 0 | 0 | 55 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | Fatalities | | Incapacitating | | Non-incapacitating | | Other injury | | Not injured | |
|--------------|------------------|--------------|------------------|--------------|------------------|------------|--------------------|--------------|------------------|------------|------------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % | Total | % |
| | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained |
| Advance | 0 | 0 | na | na | 0 | 0 | na | na | 0 | 0 | na | na |
| Jamestown | 12 | 12 | 100.0% | na | 0 | 0 | na | na | 0 | 0 | na | na |
| Lebanon | 930 | 724 | 77.8% | 0.0% | 2 | 1 | 50.0% | 89.8% | 1 | 1 | 100.0% | 76.7% |
| Thorntown | 14 | 12 | 85.7% | na | 0 | 0 | na | na | 0 | 0 | na | 85.7% |
| Ulen | 0 | 0 | na | na | 0 | 0 | na | na | 0 | 0 | na | na |
| Whitestown | 181 | 163 | 90.1% | na | 2 | 1 | 50.0% | 83.3% | 1 | 1 | 100.0% | 91.9% |
| Zionsville | 315 | 268 | 85.1% | na | 2 | 1 | 50.0% | 70.6% | 1 | 1 | 100.0% | 86.1% |
| Rural | 984 | 863 | 87.7% | 100.0% | 11 | 8 | 72.7% | 79.5% | 1 | 1 | 100.0% | 89.6% |
| Total | 2,436 | 2,042 | 83.8% | 71.4% | 17 | 11 | 64.7% | 82.6% | 4 | 4 | 100.0% | 84.2% |

BROWN COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (4/4)
- Incapacitating (25/25)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 43 | 0 | 7 | 36 | 0 | 9 |
| February | 41 | 1 | 7 | 33 | 1 | 7 |
| March | 28 | 0 | 3 | 25 | 0 | 3 |
| April | 48 | 1 | 9 | 38 | 1 | 14 |
| May | 41 | 0 | 11 | 30 | 0 | 14 |
| June | 37 | 1 | 8 | 28 | 1 | 18 |
| July | 44 | 0 | 19 | 25 | 0 | 30 |
| August | 34 | 0 | 6 | 28 | 0 | 10 |
| September | 42 | 1 | 7 | 34 | 1 | 10 |
| October | 65 | 0 | 11 | 54 | 0 | 21 |
| November | 63 | 0 | 10 | 53 | 0 | 13 |
| December | 57 | 0 | 8 | 49 | 0 | 9 |
| Total | 543 | 4 | 106 | 433 | 4 | 158 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,045 | 784 | 132 | 1,263.2 | 1,683.7 |
| 21 - 24 | 645 | 646 | 55 | 852.7 | 851.4 |
| 25 - 44 | 3,595 | 3,228 | 212 | 589.7 | 656.8 |
| 45 - 64 | 4,905 | 5,200 | 197 | 401.6 | 378.8 |
| 65 + | 2,179 | 2,334 | 64 | 293.7 | 274.2 |
| Other/unknown | 2,181 | na | 2 | 9.2 | na |
| Total | 14,550 | 12,192 | 662 | 455.0 | 543.0 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 10,484 | 320 | 305.2 |
| Truck | 7,405 | 339 | 457.8 |
| Trailer | 3,139 | 22 | 70.1 |
| Motorcycle | 875 | 40 | 457.1 |
| Recreational vehicle | 347 | 3 | 86.5 |
| Bus | na | 6 | na |
| Other/unknown | na | 7 | na |
| Total | 22,250 | 737 | 331.2 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 19 | 19 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 19 | 19 | 100.0% |
| Light truck | 328 | 300 | 91.5% | 2 | 1 | 50.0% | 8 | 2 | 25.0% | 40 | 29 | 72.5% | 1 | 1 | 100.0% | 277 | 267 | 96.4% |
| Motorcycle/moped | 52 | 27 | 51.9% | 0 | 0 | na | 10 | 4 | 40.0% | 31 | 16 | 51.6% | 1 | 0 | 0.0% | 10 | 7 | 70.0% |
| Passenger car | 304 | 287 | 94.4% | 0 | 0 | na | 15 | 12 | 80.0% | 52 | 46 | 88.5% | 4 | 3 | 75.0% | 233 | 226 | 97.0% |
| Other | 9 | 9 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 9 | 9 | 100.0% |
| Total | 712 | 642 | 90.2% | 2 | 1 | 50.0% | 33 | 18 | 54.5% | 123 | 91 | 74.0% | 6 | 4 | 66.7% | 548 | 528 | 96.4% |

Restraint use among vehicle occupants, by age

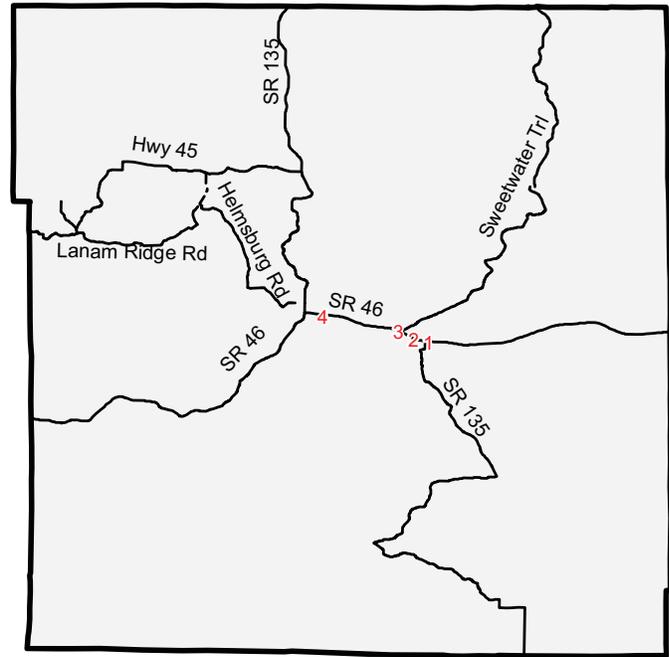
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 10 | 7 | 70.0% | 0 | 0 | na | 1 | 1 | 100.0% | 6 | 4 | 66.7% | 1 | 1 | 100.0% | 2 | 1 | 50.0% |
| 15 - 20 | 150 | 138 | 92.0% | 1 | 0 | 0.0% | 7 | 3 | 42.9% | 30 | 26 | 86.7% | 2 | 1 | 50.0% | 110 | 108 | 98.2% |
| 21 - 24 | 57 | 53 | 93.0% | 0 | 0 | na | 4 | 2 | 50.0% | 7 | 5 | 71.4% | 0 | 0 | na | 46 | 46 | 100.0% |
| 25 - 44 | 220 | 195 | 88.6% | 0 | 0 | na | 8 | 4 | 50.0% | 35 | 22 | 62.9% | 1 | 0 | 0.0% | 176 | 169 | 96.0% |
| 45 - 64 | 208 | 188 | 90.4% | 0 | 0 | na | 8 | 4 | 50.0% | 40 | 29 | 72.5% | 2 | 2 | 100.0% | 158 | 153 | 96.8% |
| 65 + | 67 | 61 | 91.0% | 1 | 1 | 100.0% | 5 | 4 | 80.0% | 5 | 5 | 100.0% | 0 | 0 | na | 56 | 51 | 91.1% |
| Total | 712 | 642 | 90.2% | 2 | 1 | 50.0% | 33 | 18 | 54.5% | 123 | 91 | 74.0% | 6 | 4 | 66.7% | 548 | 528 | 96.4% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 3 | 3 | 0 | 0 | 2 | 1 |
| 21 - 24 | 4 | 4 | 0 | 1 | 2 | 1 |
| 25 - 44 | 9 | 8 | 0 | 0 | 5 | 4 |
| 45 - 64 | 8 | 4 | 0 | 2 | 1 | 5 |
| 65 + | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 25 | 20 | 0 | 3 | 11 | 11 |

Intersections with the most collisions (by mappable collision counts)



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Nashville | 1 | 1 | 0 | 1 | 0 | 0 |
| Rural | 24 | 19 | 0 | 2 | 11 | 11 |
| Total | 25 | 20 | 0 | 3 | 11 | 11 |

| Point | Intersection | Collisions | Injuries | |
|-------|----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR135 & SR46 | 5 | 0 | 4 |
| 2 | Old SR46 & SR46 | 3 | 0 | 0 |
| 3 | Salt Creek Rd & SR46 | 3 | 0 | 4 |
| 4 | Hawthorne Dr & SR46 | 3 | 0 | 2 |

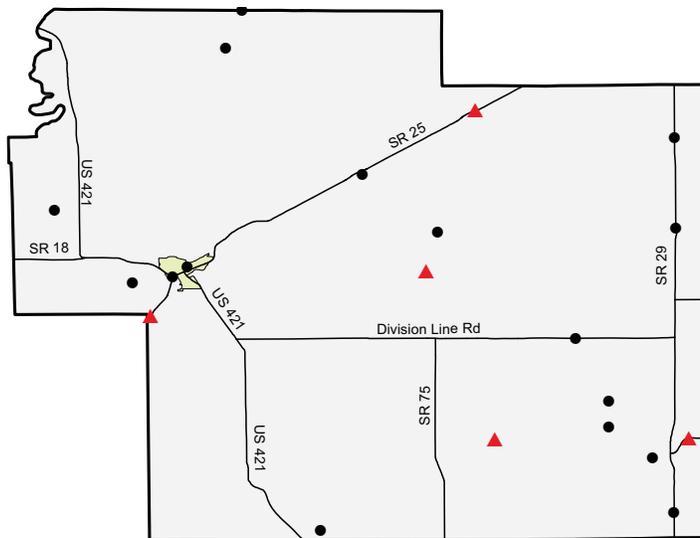
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Nashville | 89 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Rural | 454 | 4 | 4 | 151 | 21 | 1 | 1 | 11 | 76 | 1 | 1 | 36 |
| Total | 543 | 4 | 4 | 158 | 22 | 1 | 1 | 11 | 79 | 1 | 1 | 36 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Nashville | 118 | 114 | 96.6% | 0 | 0 | na | 3 | 3 | 100.0% | 3 | 2 | 66.7% | 0 | 0 | na | 112 | 109 |
| Rural | 594 | 528 | 88.9% | 2 | 1 | 50.0% | 30 | 15 | 50.0% | 120 | 89 | 74.2% | 6 | 4 | 66.7% | 436 | 419 | 96.1% |
| Total | 712 | 642 | 90.2% | 2 | 1 | 50.0% | 33 | 18 | 54.5% | 123 | 91 | 74.0% | 6 | 4 | 66.7% | 548 | 528 | 96.4% |

CARROLL COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (5/5)
- Incapacitating (16/17)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 93 | 1 | 12 | 80 | 1 | 15 |
| February | 51 | 0 | 10 | 41 | 0 | 11 |
| March | 36 | 0 | 3 | 33 | 0 | 4 |
| April | 38 | 1 | 8 | 29 | 1 | 10 |
| May | 55 | 1 | 8 | 46 | 1 | 9 |
| June | 36 | 0 | 6 | 30 | 0 | 6 |
| July | 33 | 0 | 5 | 28 | 0 | 7 |
| August | 43 | 1 | 5 | 37 | 1 | 6 |
| September | 45 | 0 | 8 | 37 | 0 | 17 |
| October | 60 | 1 | 7 | 52 | 1 | 12 |
| November | 72 | 0 | 8 | 64 | 0 | 10 |
| December | 83 | 0 | 11 | 72 | 0 | 12 |
| Total | 645 | 5 | 91 | 549 | 5 | 119 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,474 | 1,258 | 163 | 1,105.8 | 1,295.7 |
| 21 - 24 | 862 | 895 | 68 | 788.9 | 759.8 |
| 25 - 44 | 5,264 | 4,535 | 294 | 558.5 | 648.3 |
| 45 - 64 | 5,603 | 5,620 | 210 | 374.8 | 373.7 |
| 65 + | 2,995 | 2,891 | 83 | 277.1 | 287.1 |
| Other/unknown | 3,666 | na | 1 | 2.7 | na |
| Total | 19,864 | 15,199 | 819 | 412.3 | 538.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 12,732 | 436 | 342.4 |
| Truck | 9,627 | 407 | 422.8 |
| Trailer | 4,658 | 34 | 73.0 |
| Motorcycle | 946 | 10 | 105.7 |
| Recreational vehicle | 412 | 1 | 24.3 |
| Bus | na | 3 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 11 | na |
| Total | 28,375 | 910 | 320.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 32 | 23 | 71.9% | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% | 0 | 0 | na | 26 | 17 | 65.4% |
| Light truck | 394 | 299 | 75.9% | 2 | 1 | 50.0% | 12 | 9 | 75.0% | 47 | 39 | 83.0% | 5 | 4 | 80.0% | 328 | 246 | 75.0% |
| Motorcycle/moped | 10 | 2 | 20.0% | 0 | 0 | na | 1 | 0 | 0.0% | 5 | 1 | 20.0% | 1 | 1 | 100.0% | 3 | 0 | 0.0% |
| Passenger car | 402 | 316 | 78.6% | 2 | 2 | 100.0% | 3 | 2 | 66.7% | 43 | 38 | 88.4% | 3 | 3 | 100.0% | 351 | 271 | 77.2% |
| Other | 14 | 9 | 64.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 13 | 9 | 69.2% |
| Total | 852 | 649 | 76.2% | 4 | 3 | 75.0% | 16 | 11 | 68.8% | 101 | 84 | 83.2% | 10 | 8 | 80.0% | 721 | 543 | 75.3% |

Restraint use among vehicle occupants, by age

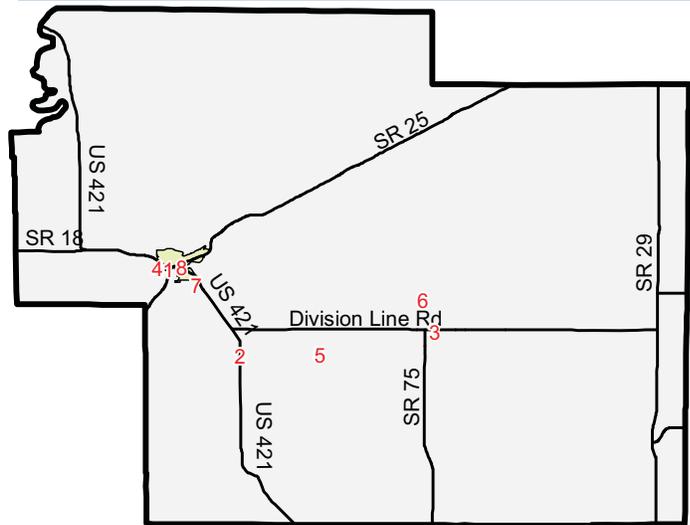
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 12 | 9 | 75.0% | 0 | 0 | na | 1 | 1 | 100.0% | 8 | 6 | 75.0% | 3 | 2 | 66.7% | 0 | 0 | na |
| 15 - 20 | 170 | 129 | 75.9% | 0 | 0 | na | 2 | 0 | 0.0% | 29 | 25 | 86.2% | 3 | 3 | 100.0% | 136 | 101 | 74.3% |
| 21 - 24 | 72 | 59 | 81.9% | 0 | 0 | na | 1 | 1 | 100.0% | 12 | 10 | 83.3% | 0 | 0 | na | 59 | 48 | 81.4% |
| 25 - 44 | 300 | 230 | 76.7% | 2 | 1 | 50.0% | 6 | 5 | 83.3% | 26 | 23 | 88.5% | 3 | 2 | 66.7% | 263 | 199 | 75.7% |
| 45 - 64 | 215 | 167 | 77.7% | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 22 | 17 | 77.3% | 1 | 1 | 100.0% | 186 | 145 | 78.0% |
| 65 + | 83 | 55 | 66.3% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 4 | 3 | 75.0% | 0 | 0 | na | 77 | 50 | 64.9% |
| Total | 852 | 649 | 76.2% | 4 | 3 | 75.0% | 16 | 11 | 68.8% | 101 | 84 | 83.2% | 10 | 8 | 80.0% | 721 | 543 | 75.3% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 0 | 2 | 0 | 0 |
| SR25 & US421 | 2 | 0 | 0 | 2 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR25 & US421 | 6 | 0 | 2 |
| 2 | CR100N & SR39 | 4 | 0 | 1 |
| 3 | Center St & SR18 | 3 | 0 | 0 |
| 4 | US421 & Franklin St | 3 | 0 | 0 |
| 5 | CR100N & CR350W | 2 | 0 | 1 |
| 6 | CR100N & SR75 | 2 | 0 | 4 |
| 7 | SR18 & US421 | 2 | 0 | 0 |
| 8 | US421 & Wabash St | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 2 | 0 | 0 | 2 | 0 |
| 21 - 24 | 5 | 5 | 0 | 2 | 1 | 2 |
| 25 - 44 | 11 | 9 | 1 | 0 | 4 | 6 |
| 45 - 64 | 13 | 9 | 1 | 1 | 2 | 9 |
| 65 + | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 32 | 25 | 2 | 3 | 9 | 18 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Burlington | 0 | 0 | 0 | 0 | 0 | 0 |
| Camden | 0 | 0 | 0 | 0 | 0 | 0 |
| Delphi | 6 | 5 | 1 | 1 | 0 | 4 |
| Flora | 0 | 0 | 0 | 0 | 0 | 0 |
| Yeoman | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 26 | 20 | 1 | 2 | 9 | 14 |
| Total | 32 | 25 | 2 | 3 | 9 | 18 |

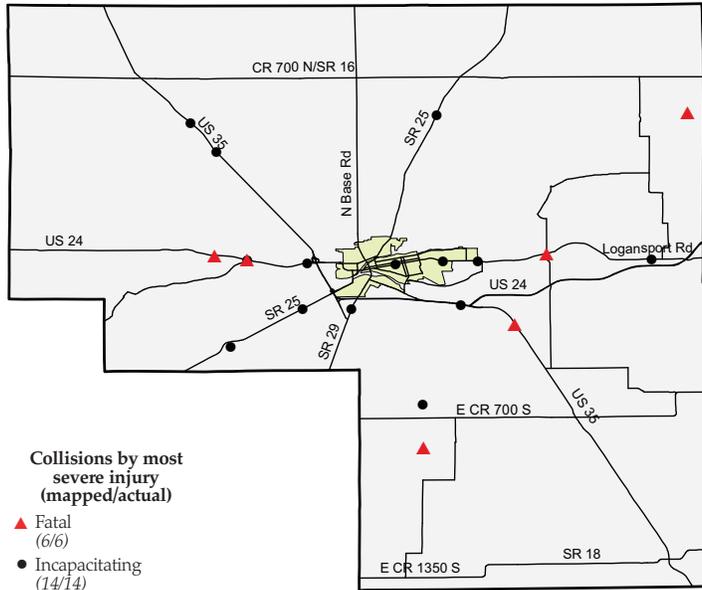
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Burlington | 12 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Camden | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delphi | 90 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| Flora | 42 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| Yeoman | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 500 | 5 | 5 | 108 | 25 | 1 | 1 | 8 | 87 | 1 | 1 | 26 |
| Total | 645 | 5 | 5 | 119 | 30 | 1 | 1 | 8 | 106 | 1 | 1 | 31 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|--------------|-----------------|------------|--------------|----------|------------|----------------|-----------|------------|--------------------|------------|------------|--------------|-----------|------------|--------------|------------|------------|--------------|
| | Total | % | Total | % | restrained | Total | % | restrained | Total | % | restrained | Total | % | restrained | Total | % | restrained | |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| Burlington | 16 | 15 | 93.8% | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 12 | 11 | 91.7% |
| Camden | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Delphi | 137 | 93 | 67.9% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 135 | 91 | 67.4% |
| Flora | 57 | 34 | 59.6% | 0 | 0 | na | 0 | 0 | na | 4 | 2 | 50.0% | 1 | 1 | 100.0% | 52 | 31 | 59.6% |
| Yeoman | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 642 | 507 | 79.0% | 4 | 3 | 75.0% | 14 | 9 | 64.3% | 94 | 79 | 84.0% | 8 | 6 | 75.0% | 522 | 410 | 78.5% |
| Total | 852 | 649 | 76.2% | 4 | 3 | 75.0% | 16 | 11 | 68.8% | 101 | 84 | 83.2% | 10 | 8 | 80.0% | 721 | 543 | 75.3% |

CASS COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 160 | 0 | 15 | 145 | 0 | 21 |
| February | 119 | 0 | 21 | 98 | 0 | 25 |
| March | 71 | 2 | 7 | 62 | 2 | 13 |
| April | 105 | 0 | 16 | 89 | 0 | 24 |
| May | 98 | 0 | 17 | 81 | 0 | 28 |
| June | 82 | 1 | 15 | 66 | 1 | 18 |
| July | 88 | 1 | 18 | 69 | 1 | 31 |
| August | 73 | 0 | 21 | 52 | 0 | 34 |
| September | 88 | 1 | 16 | 71 | 1 | 20 |
| October | 109 | 0 | 13 | 96 | 0 | 20 |
| November | 103 | 1 | 12 | 90 | 1 | 15 |
| December | 168 | 0 | 19 | 149 | 0 | 22 |
| Total | 1,264 | 6 | 190 | 1,068 | 6 | 271 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,085 | 2,049 | 261 | 846.0 | 1,273.8 |
| 21 - 24 | 1,583 | 1,674 | 180 | 1,137.1 | 1,075.3 |
| 25 - 44 | 10,182 | 8,154 | 581 | 570.6 | 712.5 |
| 45 - 64 | 10,609 | 9,493 | 508 | 478.8 | 535.1 |
| 65 + | 5,689 | 5,024 | 222 | 390.2 | 441.9 |
| Other/unknown | 7,975 | na | 1 | 1.3 | na |
| Total | 39,123 | 26,394 | 1,753 | 448.1 | 664.2 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 22,919 | 1,094 | 477.3 |
| Truck | 14,662 | 831 | 566.8 |
| Trailer | 5,573 | 53 | 95.1 |
| Motorcycle | 1,419 | 15 | 105.7 |
| Bus | na | 4 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 32 | na |
| Total | 44,573 | 2,034 | 456.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 45 | 36 | 80.0% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 2 | 100.0% | 0 | 0 | na | 42 | 34 | 81.0% |
| Light truck | 775 | 680 | 87.7% | 3 | 2 | 66.7% | 2 | 2 | 100.0% | 105 | 92 | 87.6% | 6 | 5 | 83.3% | 659 | 579 | 87.9% |
| Motorcycle/moped | 13 | 6 | 46.2% | 0 | 0 | na | 2 | 2 | 100.0% | 10 | 4 | 40.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| Passenger car | 972 | 824 | 84.8% | 3 | 2 | 66.7% | 11 | 7 | 63.6% | 126 | 109 | 86.5% | 3 | 3 | 100.0% | 829 | 703 | 84.8% |
| Other | 17 | 11 | 64.7% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 16 | 11 | 68.8% |
| Total | 1,822 | 1,557 | 85.5% | 6 | 4 | 66.7% | 16 | 11 | 68.8% | 244 | 207 | 84.8% | 9 | 8 | 88.9% | 1,547 | 1,327 | 85.8% |

Restraint use among vehicle occupants, by age

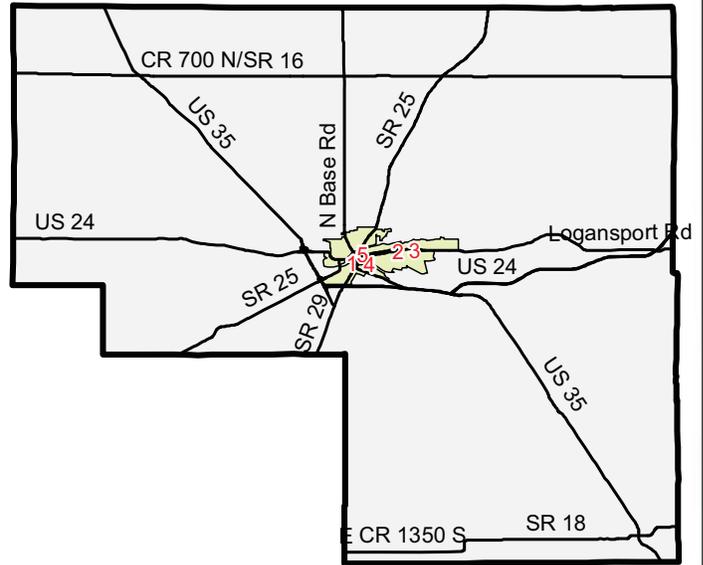
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 14 | 13 | 92.9% | 0 | 0 | na | 1 | 1 | 100.0% | 12 | 11 | 91.7% | 0 | 0 | na | 1 | 1 | 100.0% |
| 15 - 20 | 277 | 227 | 81.9% | 1 | 0 | 0.0% | 3 | 1 | 33.3% | 40 | 32 | 80.0% | 1 | 1 | 100.0% | 232 | 193 | 83.2% |
| 21 - 24 | 192 | 162 | 84.4% | 0 | 0 | na | 4 | 3 | 75.0% | 39 | 29 | 74.4% | 2 | 1 | 50.0% | 147 | 129 | 87.8% |
| 25 - 44 | 596 | 501 | 84.1% | 2 | 1 | 50.0% | 5 | 4 | 80.0% | 74 | 63 | 85.1% | 1 | 1 | 100.0% | 514 | 432 | 84.0% |
| 45 - 64 | 516 | 456 | 88.4% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 61 | 55 | 90.2% | 3 | 3 | 100.0% | 449 | 395 | 88.0% |
| 65 + | 227 | 198 | 87.2% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 18 | 17 | 94.4% | 2 | 2 | 100.0% | 204 | 177 | 86.8% |
| Total | 1,822 | 1,557 | 85.5% | 6 | 4 | 66.7% | 16 | 11 | 68.8% | 244 | 207 | 84.8% | 9 | 8 | 88.9% | 1,547 | 1,327 | 85.8% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|--------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 8 | 0 | 1 | 7 | 0 | 1 |
| Market St & Roselawn Ave | 2 | 0 | 0 | 2 | 0 | 0 |
| High St & SR25 | 2 | 0 | 1 | 1 | 0 | 1 |

Intersections with the most collisions (by mappable collision counts)



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 6 | 5 | 0 | 1 | 3 | 2 |
| 21 - 24 | 15 | 10 | 0 | 0 | 6 | 9 |
| 25 - 44 | 44 | 31 | 0 | 1 | 17 | 26 |
| 45 - 64 | 19 | 10 | 0 | 2 | 6 | 11 |
| 65 + | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 85 | 56 | 0 | 4 | 32 | 49 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Galveston | 1 | 1 | 0 | 1 | 0 | 0 |
| Logansport | 48 | 28 | 0 | 1 | 15 | 32 |
| Onward | 0 | 0 | 0 | 0 | 0 | 0 |
| Royal Center | 0 | 0 | 0 | 0 | 0 | 0 |
| Walton | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 36 | 27 | 0 | 2 | 17 | 17 |
| Total | 85 | 56 | 0 | 4 | 32 | 49 |

| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 3rd St & Market St | 8 | 0 | 0 |
| 2 | 24th St & Market St | 6 | 0 | 2 |
| 3 | Market St & Roselawn Ave | 6 | 0 | 0 |
| 4 | 6th St & Market St | 5 | 0 | 1 |
| 5 | 6th St & Broadway | 5 | 0 | 1 |

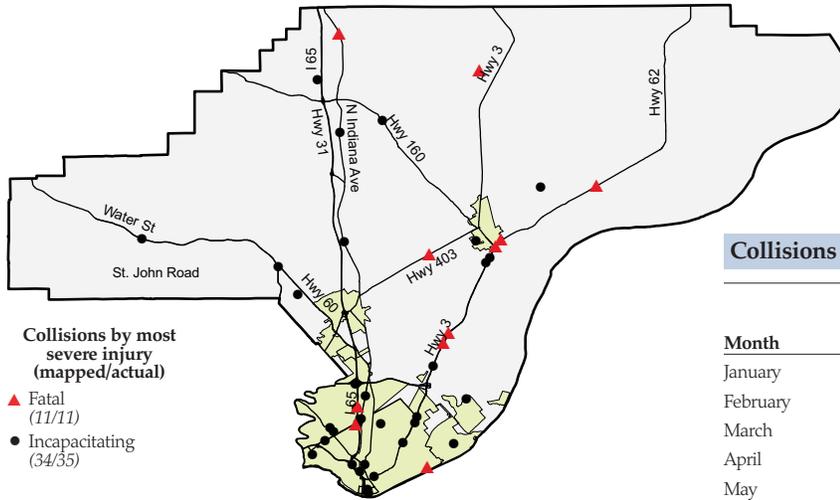
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Galveston | 21 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Logansport | 615 | 0 | 0 | 120 | 38 | 0 | 0 | 3 | 33 | 0 | 0 | 5 |
| Onward | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Royal Center | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walton | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Rural | 609 | 6 | 6 | 144 | 28 | 2 | 2 | 17 | 57 | 1 | 1 | 23 |
| Total | 1,264 | 6 | 6 | 271 | 67 | 2 | 2 | 20 | 94 | 1 | 1 | 29 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | Fatalities | | Incapacitating | | Non-incapacitating | | Other injury | | Not injured | |
|--------------|------------------|--------------|------------------|------------|------------------|--------------|--------------------|------------|------------------|--------------|------------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % | Total | % |
| | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained | Total restrained | restrained |
| Galveston | 28 | 21 | 75.0% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Logansport | 986 | 829 | 84.1% | 0 | 0 | na | 4 | 4 | 100.0% | 7 | 6 | 85.7% |
| Onward | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Royal Center | 14 | 12 | 85.7% | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na |
| Walton | 18 | 13 | 72.2% | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na |
| Rural | 775 | 681 | 87.9% | 6 | 4 | 66.7% | 12 | 7 | 58.3% | 132 | 111 | 84.1% |
| Total | 1,822 | 1,557 | 85.5% | 6 | 4 | 66.7% | 16 | 11 | 68.8% | 244 | 207 | 84.8% |
| | | | | | | | | | | 9 | 8 | 88.9% |
| | | | | | | | | | | 1,547 | 1,327 | 85.8% |

CLARK COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 325 | 0 | 40 | 285 | 0 | 51 |
| February | 283 | 1 | 51 | 231 | 1 | 73 |
| March | 292 | 0 | 52 | 240 | 0 | 76 |
| April | 317 | 2 | 54 | 261 | 2 | 73 |
| May | 341 | 0 | 63 | 278 | 0 | 80 |
| June | 310 | 0 | 54 | 256 | 0 | 70 |
| July | 320 | 2 | 56 | 262 | 2 | 90 |
| August | 316 | 1 | 50 | 265 | 2 | 64 |
| September | 305 | 1 | 60 | 244 | 1 | 78 |
| October | 400 | 1 | 54 | 345 | 1 | 71 |
| November | 370 | 2 | 56 | 312 | 2 | 78 |
| December | 399 | 1 | 70 | 328 | 1 | 103 |
| Total | 3,978 | 11 | 660 | 3,307 | 12 | 907 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 7,265 | 5,000 | 917 | 1,262.2 | 1,834.0 |
| 21 - 24 | 4,936 | 4,629 | 600 | 1,215.6 | 1,296.2 |
| 25 - 44 | 31,174 | 28,087 | 2,378 | 762.8 | 846.7 |
| 45 - 64 | 28,044 | 28,179 | 1,760 | 627.6 | 624.6 |
| 65 + | 13,601 | 11,645 | 569 | 418.4 | 488.6 |
| Other/unknown | 21,653 | na | 27 | 12.5 | na |
| Total | 106,673 | 77,540 | 6,251 | 586.0 | 806.2 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 73,488 | 4,253 | 578.7 |
| Truck | 31,525 | 2,416 | 766.4 |
| Trailer | 11,649 | 265 | 227.5 |
| Motorcycle | 3,705 | 65 | 175.4 |
| Recreational vehicle | 1,228 | 6 | 48.9 |
| Bus | na | 24 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 143 | na |
| Total | 121,595 | 7,174 | 590.0 |

Restraint use among vehicle occupants, by vehicle type

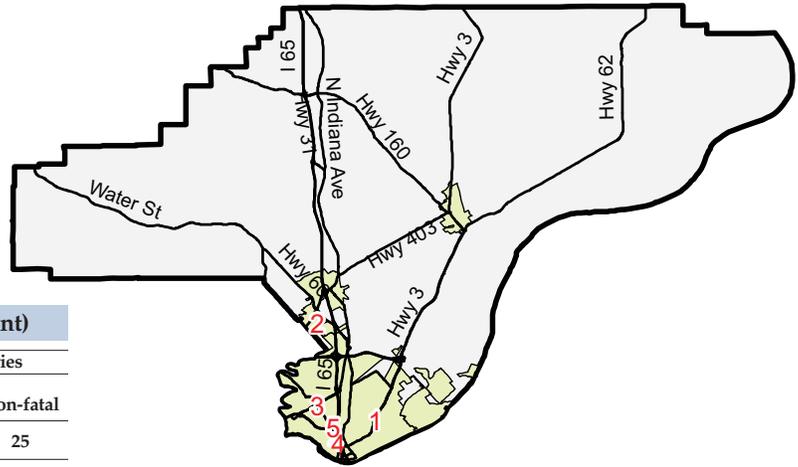
| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 229 | 216 | 94.3% | 0 | 0 | na | 0 | 0 | na | 9 | 9 | 100.0% | 0 | 0 | na | 220 | 207 | 94.1% |
| Light truck | 2,220 | 2,063 | 92.9% | 1 | 0 | 0.0% | 7 | 6 | 85.7% | 252 | 230 | 91.3% | 20 | 20 | 100.0% | 1,940 | 1,807 | 93.1% |
| Motorcycle/moped | 67 | 20 | 29.9% | 0 | 0 | na | 7 | 1 | 14.3% | 30 | 9 | 30.0% | 1 | 0 | 0.0% | 29 | 10 | 34.5% |
| Passenger car | 3,924 | 3,681 | 93.8% | 11 | 6 | 54.5% | 26 | 19 | 73.1% | 521 | 490 | 94.0% | 31 | 30 | 96.8% | 3,335 | 3,136 | 94.0% |
| Other | 59 | 37 | 62.7% | 0 | 0 | na | 0 | 0 | na | 15 | 2 | 13.3% | 0 | 0 | na | 44 | 35 | 79.5% |
| Total | 6,499 | 6,017 | 92.6% | 12 | 6 | 50.0% | 40 | 26 | 65.0% | 827 | 740 | 89.5% | 52 | 50 | 96.2% | 5,568 | 5,195 | 93.3% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 97 | 69 | 71.1% | 0 | 0 | na | 2 | 1 | 50.0% | 63 | 55 | 87.3% | 3 | 3 | 100.0% | 29 | 10 | 34.5% |
| 15 - 20 | 966 | 899 | 93.1% | 1 | 0 | 0.0% | 7 | 3 | 42.9% | 151 | 138 | 91.4% | 10 | 10 | 100.0% | 797 | 748 | 93.9% |
| 21 - 24 | 628 | 551 | 87.7% | 1 | 0 | 0.0% | 6 | 2 | 33.3% | 66 | 52 | 78.8% | 6 | 5 | 83.3% | 549 | 492 | 89.6% |
| 25 - 44 | 2,430 | 2,245 | 92.4% | 2 | 0 | 0.0% | 9 | 7 | 77.8% | 279 | 245 | 87.8% | 13 | 13 | 100.0% | 2,127 | 1,980 | 93.1% |
| 45 - 64 | 1,800 | 1,705 | 94.7% | 2 | 1 | 50.0% | 11 | 10 | 90.9% | 212 | 195 | 92.0% | 15 | 15 | 100.0% | 1,560 | 1,484 | 95.1% |
| 65 + | 578 | 548 | 94.8% | 6 | 5 | 83.3% | 5 | 3 | 60.0% | 56 | 55 | 98.2% | 5 | 4 | 80.0% | 506 | 481 | 95.1% |
| Total | 6,499 | 6,017 | 92.6% | 12 | 6 | 50.0% | 40 | 26 | 65.0% | 827 | 740 | 89.5% | 52 | 50 | 96.2% | 5,568 | 5,195 | 93.3% |



Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 10th St & Springdale Dr | 22 | 0 | 13 |
| 2 | SR60 & SR311 | 17 | 0 | 6 |
| 3 | Blackiston Mill Rd & Lewis and Clark Pkwy | 12 | 0 | 2 |
| 4 | Brown Station Way & Stansifer Ave | 11 | 0 | 7 |
| 5 | Eastern Blvd & SR31 | 11 | 0 | 2 |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|---------------------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 56 | 0 | 16 | 40 | 0 | 25 |
| Greentree Blvd & Lewis and Clark Pkwy | 5 | 0 | 3 | 2 | 0 | 6 |
| 10th St & Springdale Dr | 4 | 0 | 1 | 3 | 0 | 1 |
| SR31 & SR131 | 4 | 0 | 0 | 4 | 0 | 0 |
| 8th St & Crestview Ct | 3 | 0 | 1 | 2 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Borden | 1 | 0 | 0 | 0 | 0 | 1 |
| Charlestown | 17 | 11 | 2 | 1 | 6 | 8 |
| Clarksville | 47 | 28 | 0 | 3 | 15 | 29 |
| Jeffersonville | 101 | 60 | 3 | 13 | 33 | 52 |
| Sellersburg | 11 | 8 | 1 | 2 | 3 | 5 |
| Utica | 2 | 2 | 0 | 0 | 0 | 2 |
| Rural | 66 | 42 | 0 | 5 | 25 | 36 |
| Total | 245 | 151 | 6 | 24 | 82 | 133 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 16 | 9 | 0 | 2 | 4 | 10 |
| 21 - 24 | 37 | 29 | 2 | 3 | 16 | 16 |
| 25 - 44 | 120 | 80 | 4 | 15 | 42 | 59 |
| 45 - 64 | 62 | 29 | 0 | 3 | 18 | 41 |
| 65 + | 10 | 4 | 0 | 1 | 2 | 7 |
| Total | 245 | 151 | 6 | 24 | 82 | 133 |

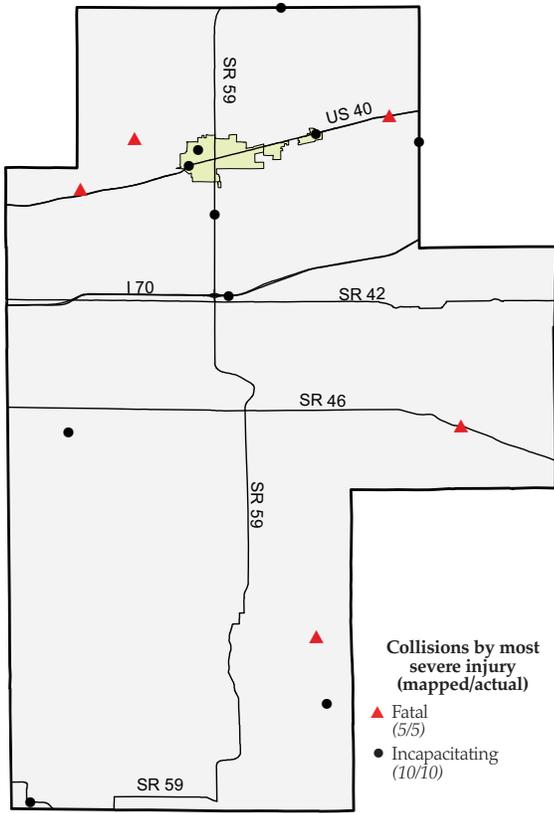
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|--------------|-----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Borden | 19 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Charlestown | 198 | 3 | 4 | 28 | 13 | 1 | 1 | 3 | 9 | 1 | 2 | 4 |
| Clarksville | 782 | 2 | 2 | 162 | 28 | 0 | 0 | 9 | 30 | 0 | 0 | 9 |
| Jeffersonville | 1,560 | 1 | 1 | 375 | 75 | 1 | 1 | 26 | 55 | 1 | 1 | 23 |
| Sellersburg | 244 | 0 | 0 | 44 | 8 | 0 | 0 | 2 | 17 | 0 | 0 | 9 |
| Utica | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 |
| Rural | 1,171 | 5 | 5 | 290 | 50 | 1 | 1 | 25 | 108 | 1 | 1 | 41 |
| Total | 3,978 | 11 | 12 | 907 | 177 | 3 | 3 | 68 | 221 | 3 | 4 | 87 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Borden | 27 | 24 | 88.9% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 1 | 0 | 0.0% | 21 | 20 | 95.2% |
| Charlestown | 291 | 249 | 85.6% | 4 | 0 | 0.0% | 5 | 2 | 40.0% | 21 | 18 | 85.7% | 8 | 8 | 100.0% | 253 | 221 | 87.4% |
| Clarksville | 1,410 | 1,265 | 89.7% | 2 | 2 | 100.0% | 6 | 3 | 50.0% | 145 | 129 | 89.0% | 9 | 9 | 100.0% | 1,248 | 1,122 | 89.9% |
| Jeffersonville | 2,702 | 2,582 | 95.6% | 1 | 0 | 0.0% | 14 | 10 | 71.4% | 342 | 309 | 90.4% | 11 | 11 | 100.0% | 2,334 | 2,252 | 96.5% |
| Sellersburg | 433 | 405 | 93.5% | 0 | 0 | na | 0 | 0 | na | 43 | 41 | 95.3% | 1 | 1 | 100.0% | 389 | 363 | 93.3% |
| Utica | 3 | 1 | 33.3% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| Rural | 1,633 | 1,491 | 91.3% | 5 | 4 | 80.0% | 15 | 11 | 73.3% | 270 | 239 | 88.5% | 22 | 21 | 95.5% | 1,321 | 1,216 | 92.1% |
| Total | 6,499 | 6,017 | 92.6% | 12 | 6 | 50.0% | 40 | 26 | 65.0% | 827 | 740 | 89.5% | 52 | 50 | 96.2% | 5,568 | 5,195 | 93.3% |

CLAY COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 87 | 0 | 10 | 77 | 0 | 16 |
| February | 71 | 0 | 6 | 65 | 0 | 8 |
| March | 74 | 0 | 12 | 62 | 0 | 14 |
| April | 52 | 1 | 11 | 40 | 1 | 19 |
| May | 55 | 0 | 9 | 46 | 0 | 13 |
| June | 61 | 0 | 13 | 48 | 0 | 16 |
| July | 63 | 0 | 17 | 46 | 0 | 20 |
| August | 53 | 0 | 14 | 39 | 0 | 22 |
| September | 52 | 0 | 7 | 45 | 0 | 8 |
| October | 87 | 2 | 14 | 71 | 2 | 21 |
| November | 77 | 0 | 9 | 68 | 0 | 10 |
| December | 92 | 2 | 8 | 82 | 2 | 9 |
| Total | 824 | 5 | 130 | 689 | 5 | 176 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,043 | 1,560 | 204 | 998.5 | 1,307.7 |
| 21 - 24 | 1,295 | 1,269 | 110 | 849.4 | 866.8 |
| 25 - 44 | 7,156 | 6,291 | 400 | 559.0 | 635.8 |
| 45 - 64 | 6,981 | 7,210 | 339 | 485.6 | 470.2 |
| 65 + | 3,983 | 3,568 | 107 | 268.6 | 299.9 |
| Other/unknown | 5,245 | na | 11 | 21.0 | na |
| Total | 26,703 | 19,898 | 1,171 | 438.5 | 588.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 17,052 | 588 | 344.8 |
| Truck | 11,710 | 553 | 472.2 |
| Trailer | 4,335 | 70 | 161.5 |
| Motorcycle | 1,318 | 15 | 113.8 |
| Bus | na | 7 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 24 | na |
| Total | 34,415 | 1,262 | 366.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 63 | 37 | 58.7% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 3 | 3 | 100.0% | 3 | 0 | 0.0% | 55 | 34 | 61.8% |
| Light truck | 533 | 356 | 66.8% | 1 | 0 | 0.0% | 8 | 4 | 50.0% | 63 | 38 | 60.3% | 7 | 3 | 42.9% | 454 | 311 | 68.5% |
| Motorcycle/moped | 16 | 4 | 25.0% | 0 | 0 | na | 1 | 0 | 0.0% | 8 | 3 | 37.5% | 3 | 0 | 0.0% | 4 | 1 | 25.0% |
| Passenger car | 567 | 400 | 70.5% | 2 | 1 | 50.0% | 2 | 0 | 0.0% | 85 | 58 | 68.2% | 9 | 5 | 55.6% | 469 | 336 | 71.6% |
| Other | 26 | 9 | 34.6% | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% | 0 | 0 | na | 23 | 8 | 34.8% |
| Total | 1,205 | 806 | 66.9% | 4 | 1 | 25.0% | 12 | 4 | 33.3% | 162 | 103 | 63.6% | 22 | 8 | 36.4% | 1,005 | 690 | 68.7% |

Restraint use among vehicle occupants, by age

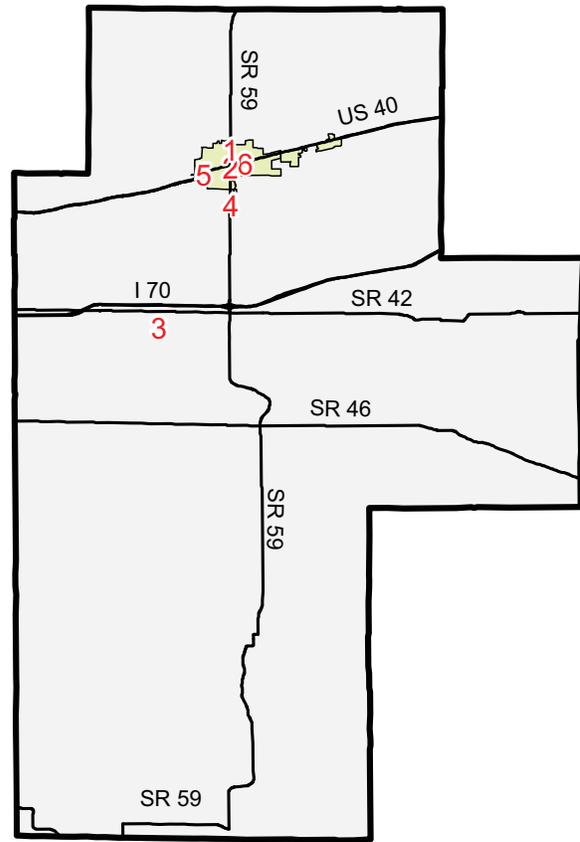
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 20 | 10 | 50.0% | 0 | 0 | na | 0 | 0 | na | 12 | 9 | 75.0% | 0 | 0 | na | 8 | 1 | 12.5% |
| 15 - 20 | 215 | 155 | 72.1% | 2 | 1 | 50.0% | 0 | 0 | na | 42 | 31 | 73.8% | 2 | 0 | 0.0% | 169 | 123 | 72.8% |
| 21 - 24 | 110 | 79 | 71.8% | 0 | 0 | na | 0 | 0 | na | 15 | 9 | 60.0% | 0 | 0 | na | 95 | 70 | 73.7% |
| 25 - 44 | 407 | 265 | 65.1% | 1 | 0 | 0.0% | 5 | 1 | 20.0% | 44 | 28 | 63.6% | 12 | 6 | 50.0% | 345 | 230 | 66.7% |
| 45 - 64 | 344 | 219 | 63.7% | 1 | 0 | 0.0% | 4 | 1 | 25.0% | 43 | 23 | 53.5% | 8 | 2 | 25.0% | 288 | 193 | 67.0% |
| 65 + | 108 | 78 | 72.2% | 0 | 0 | na | 3 | 2 | 66.7% | 6 | 3 | 50.0% | 0 | 0 | na | 99 | 73 | 73.7% |
| Other/unknown | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 1,205 | 806 | 66.9% | 4 | 1 | 25.0% | 12 | 4 | 33.3% | 162 | 103 | 63.6% | 22 | 8 | 36.4% | 1,005 | 690 | 68.7% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 3 | 0 | 1 | 2 | 2 |
| 21 - 24 | 3 | 3 | 0 | 0 | 0 | 3 |
| 25 - 44 | 19 | 14 | 2 | 1 | 4 | 12 |
| 45 - 64 | 23 | 14 | 0 | 3 | 6 | 14 |
| 65 + | 2 | 1 | 0 | 0 | 1 | 1 |
| Total | 52 | 35 | 2 | 5 | 13 | 32 |

Intersections with the most collisions (by mappable collision counts)



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Brazil | 10 | 6 | 0 | 0 | 1 | 9 |
| Carbon | 0 | 0 | 0 | 0 | 0 | 0 |
| Center Point | 0 | 0 | 0 | 0 | 0 | 0 |
| Clay City | 1 | 1 | 0 | 1 | 0 | 0 |
| Harmony | 1 | 1 | 0 | 0 | 1 | 0 |
| Knightsville | 0 | 0 | 0 | 0 | 0 | 0 |
| Staunton | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 40 | 27 | 2 | 4 | 11 | 23 |
| Total | 52 | 35 | 2 | 5 | 13 | 32 |

| Point | Intersection | Collisions | Injuries | |
|-------|----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Hendrix St & Forest Ave | 7 | 0 | 1 |
| 2 | National Ave & Forest Ave | 6 | 0 | 2 |
| 3 | CR425W & SR42 | 4 | 0 | 0 |
| 4 | CR600N & SR59 | 4 | 0 | 0 |
| 5 | CR340 & US40 | 4 | 0 | 1 |
| 6 | National Ave & Vandalia St | 4 | 0 | 1 |

Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Brazil | 242 | 0 | 0 | 43 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 5 |
| Carbon | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Center Point | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Clay City | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Harmony | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Knightsville | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Staunton | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 554 | 5 | 5 | 129 | 31 | 0 | 0 | 15 | 37 | 1 | 1 | 19 |
| Total | 824 | 5 | 5 | 176 | 41 | 0 | 0 | 15 | 46 | 1 | 1 | 25 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Brazil | 410 | 343 | 83.7% | 0 | 0 | na | 2 | 1 | 50.0% | 39 | 28 | 71.8% | 11 | 6 | 54.5% | 358 | 308 |
| Carbon | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Center Point | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% |
| Clay City | 15 | 13 | 86.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 15 | 13 | 86.7% |
| Harmony | 16 | 7 | 43.8% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 15 | 6 | 40.0% |
| Knightsville | 6 | 4 | 66.7% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 4 | 3 | 75.0% |
| Staunton | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% |
| Rural | 753 | 435 | 57.8% | 4 | 1 | 25.0% | 10 | 3 | 30.0% | 119 | 72 | 60.5% | 11 | 2 | 18.2% | 609 | 357 | 58.6% |
| Total | 1,205 | 806 | 66.9% | 4 | 1 | 25.0% | 12 | 4 | 33.3% | 162 | 103 | 63.6% | 22 | 8 | 36.4% | 1,005 | 690 | 68.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 2 | 0 | 0 | 4 |
| SR26 & SR75 | 1 | 0 | 1 | 0 | 0 | 3 |
| SR421 & Walmart Dr | 1 | 0 | 1 | 0 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 13 | 12 | 1 | 3 | 4 | 5 |
| 21 - 24 | 12 | 10 | 0 | 0 | 7 | 5 |
| 25 - 44 | 29 | 22 | 2 | 3 | 11 | 13 |
| 45 - 64 | 9 | 7 | 0 | 0 | 3 | 6 |
| 65 + | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 64 | 52 | 3 | 6 | 25 | 30 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Colfax | 1 | 1 | 0 | 0 | 0 | 1 |
| Frankfort | 22 | 17 | 1 | 3 | 6 | 12 |
| Kirklin | 2 | 2 | 0 | 0 | 1 | 1 |
| Michigantown | 0 | 0 | 0 | 0 | 0 | 0 |
| Mulberry | 1 | 1 | 0 | 0 | 0 | 1 |
| Rossville | 1 | 1 | 0 | 0 | 1 | 0 |
| Rural | 37 | 30 | 2 | 3 | 17 | 15 |
| Total | 64 | 52 | 3 | 6 | 25 | 30 |

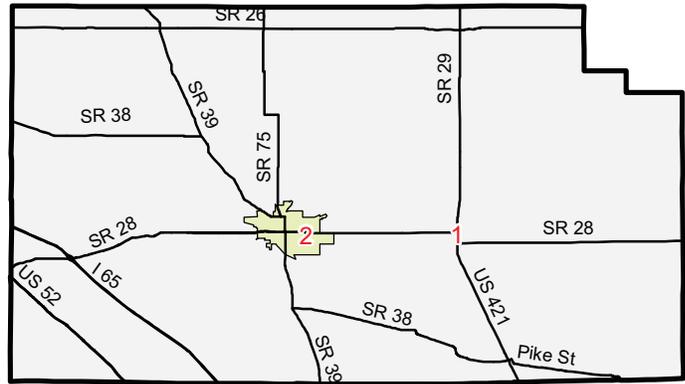
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Colfax | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| Frankfort | 229 | 0 | 0 | 54 | 21 | 0 | 0 | 7 | 12 | 0 | 0 | 3 |
| Kirklin | 9 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Michigantown | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mulberry | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Rossville | 23 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| Rural | 568 | 9 | 11 | 160 | 33 | 3 | 3 | 20 | 114 | 3 | 4 | 41 |
| Total | 850 | 9 | 11 | 225 | 59 | 3 | 3 | 29 | 134 | 3 | 4 | 47 |

Restraint use among vehicle occupants, by municipality

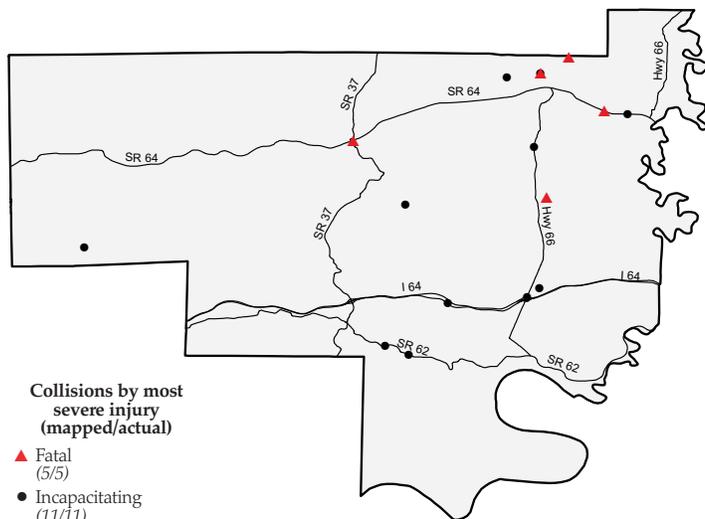
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Colfax | 7 | 7 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 6 | 6 | 100.0% |
| Frankfort | 367 | 305 | 83.1% | 0 | 0 | na | 5 | 2 | 40.0% | 46 | 35 | 76.1% | 4 | 2 | 50.0% | 312 | 266 | 85.3% |
| Kirklin | 11 | 8 | 72.7% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 9 | 7 | 77.8% |
| Michigantown | 8 | 8 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 7 | 7 | 100.0% |
| Mulberry | 13 | 12 | 92.3% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 11 | 10 | 90.9% |
| Rossville | 33 | 31 | 93.9% | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% | 0 | 0 | na | 28 | 26 | 92.9% |
| Rural | 771 | 692 | 89.8% | 10 | 4 | 40.0% | 16 | 4 | 25.0% | 143 | 117 | 81.8% | 3 | 3 | 100.0% | 599 | 564 | 94.2% |
| Total | 1,210 | 1,063 | 87.9% | 10 | 4 | 40.0% | 21 | 6 | 28.6% | 199 | 161 | 80.9% | 8 | 6 | 75.0% | 972 | 886 | 91.2% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR29 & US421 | 4 | 0 | 1 |
| 2 | Hoke Ave & SR421 | 3 | 0 | 1 |

CRAWFORD COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 43 | 1 | 5 | 37 | 1 | 8 |
| February | 26 | 0 | 5 | 21 | 0 | 9 |
| March | 26 | 0 | 7 | 19 | 0 | 7 |
| April | 20 | 0 | 3 | 17 | 0 | 4 |
| May | 21 | 1 | 4 | 16 | 1 | 6 |
| June | 23 | 0 | 3 | 20 | 0 | 7 |
| July | 28 | 1 | 4 | 23 | 1 | 6 |
| August | 29 | 1 | 2 | 26 | 1 | 2 |
| September | 23 | 0 | 3 | 20 | 0 | 4 |
| October | 30 | 0 | 0 | 30 | 0 | 0 |
| November | 50 | 1 | 5 | 44 | 1 | 7 |
| December | 31 | 0 | 2 | 29 | 0 | 2 |
| Total | 350 | 5 | 43 | 302 | 5 | 62 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 844 | 614 | 76 | 900.5 | 1,237.8 |
| 21 - 24 | 432 | 461 | 40 | 925.9 | 867.7 |
| 25 - 44 | 2,933 | 2,281 | 151 | 514.8 | 662.0 |
| 45 - 64 | 3,057 | 3,087 | 117 | 382.7 | 379.0 |
| 65 + | 1,401 | 1,373 | 29 | 207.0 | 211.2 |
| Other/unknown | 1,957 | na | na | na | na |
| Total | 10,624 | 7,816 | 413 | 388.7 | 528.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 6,720 | 228 | 339.3 |
| Truck | 5,444 | 162 | 297.6 |
| Trailer | 2,041 | 40 | 196.0 |
| Motorcycle | 403 | 8 | 198.5 |
| Bus | na | 3 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 3 | na |
| Total | 14,608 | 445 | 304.6 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 30 | 25 | 83.3% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 28 | 23 | 82.1% |
| Light truck | 161 | 140 | 87.0% | 0 | 0 | na | 3 | 0 | 0.0% | 22 | 16 | 72.7% | 1 | 0 | 0.0% | 135 | 124 | 91.9% |
| Motorcycle/moped | 9 | 3 | 33.3% | 2 | 1 | 50.0% | 3 | 0 | 0.0% | 2 | 0 | 0.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Passenger car | 223 | 191 | 85.7% | 3 | 1 | 33.3% | 7 | 4 | 57.1% | 23 | 15 | 65.2% | 1 | 1 | 100.0% | 189 | 170 | 89.9% |
| Other | 6 | 4 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 6 | 4 | 66.7% |
| Total | 429 | 363 | 84.6% | 5 | 2 | 40.0% | 14 | 5 | 35.7% | 48 | 32 | 66.7% | 2 | 1 | 50.0% | 360 | 323 | 89.7% |

Restraint use among vehicle occupants, by age

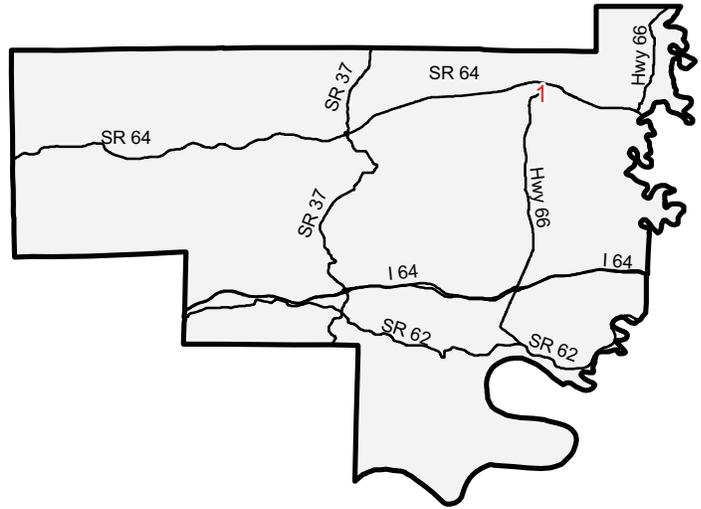
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 1 | 1 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 82 | 69 | 84.1% | 0 | 0 | na | 4 | 1 | 25.0% | 10 | 8 | 80.0% | 2 | 1 | 50.0% | 66 | 59 | 89.4% |
| 21 - 24 | 42 | 38 | 90.5% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 6 | 4 | 66.7% | 0 | 0 | na | 33 | 32 | 97.0% |
| 25 - 44 | 153 | 134 | 87.6% | 2 | 1 | 50.0% | 3 | 1 | 33.3% | 15 | 11 | 73.3% | 0 | 0 | na | 133 | 121 | 91.0% |
| 45 - 64 | 122 | 95 | 77.9% | 2 | 0 | 0.0% | 4 | 1 | 25.0% | 16 | 8 | 50.0% | 0 | 0 | na | 100 | 86 | 86.0% |
| 65 + | 29 | 26 | 89.7% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 28 | 25 | 89.3% |
| Total | 429 | 363 | 84.6% | 5 | 2 | 40.0% | 14 | 5 | 35.7% | 48 | 32 | 66.7% | 2 | 1 | 50.0% | 360 | 323 | 89.7% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 2 | 0 | 2 | 0 | 0 |
| 21 - 24 | 6 | 4 | 0 | 2 | 1 | 3 |
| 25 - 44 | 11 | 8 | 0 | 0 | 4 | 7 |
| 45 - 64 | 9 | 7 | 0 | 3 | 2 | 4 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 28 | 21 | 0 | 7 | 7 | 14 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Main St & Washington St | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Alton | 0 | 0 | 0 | 0 | 0 | 0 |
| English | 1 | 1 | 0 | 0 | 1 | 0 |
| Leavenworth | 0 | 0 | 0 | 0 | 0 | 0 |
| Marengo | 4 | 2 | 0 | 0 | 2 | 2 |
| Milltown | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 23 | 18 | 0 | 7 | 4 | 12 |
| Total | 28 | 21 | 0 | 7 | 7 | 14 |

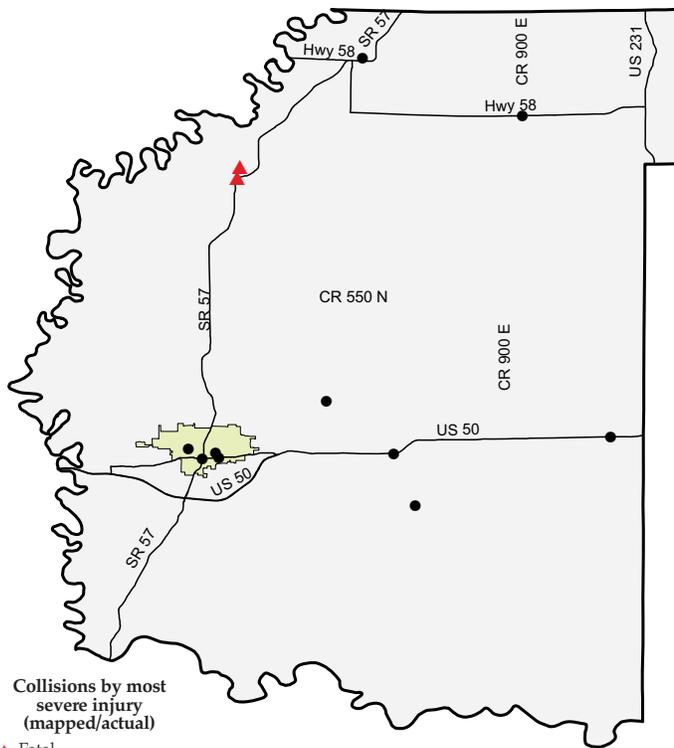
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Alton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| English | 27 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Leavenworth | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marengo | 20 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 1 |
| Milltown | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 296 | 5 | 5 | 57 | 22 | 1 | 1 | 15 | 37 | 3 | 3 | 10 |
| Total | 350 | 5 | 5 | 62 | 26 | 1 | 1 | 15 | 42 | 3 | 3 | 12 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Alton | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| English | 34 | 30 | 88.2% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 32 | 28 | 87.5% |
| Leavenworth | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Marengo | 31 | 27 | 87.1% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 28 | 25 | 89.3% |
| Milltown | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| Rural | 357 | 300 | 84.0% | 5 | 2 | 40.0% | 14 | 5 | 35.7% | 43 | 28 | 65.1% | 1 | 0 | 0.0% | 294 | 265 | 90.1% |
| Total | 429 | 363 | 84.6% | 5 | 2 | 40.0% | 14 | 5 | 35.7% | 48 | 32 | 66.7% | 2 | 1 | 50.0% | 360 | 323 | 89.7% |

DAVISS COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (2/2)
- Incapacitating (10/11)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 37 | 0 | 10 | 27 | 0 | 14 |
| February | 29 | 0 | 6 | 23 | 0 | 9 |
| March | 28 | 0 | 12 | 16 | 0 | 18 |
| April | 37 | 0 | 12 | 25 | 0 | 13 |
| May | 37 | 0 | 14 | 23 | 0 | 22 |
| June | 23 | 0 | 8 | 15 | 0 | 16 |
| July | 28 | 0 | 16 | 12 | 0 | 29 |
| August | 30 | 0 | 7 | 23 | 0 | 10 |
| September | 23 | 1 | 9 | 13 | 1 | 11 |
| October | 38 | 1 | 12 | 25 | 1 | 17 |
| November | 34 | 0 | 6 | 28 | 0 | 8 |
| December | 26 | 0 | 4 | 22 | 0 | 7 |
| Total | 370 | 2 | 116 | 252 | 2 | 174 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,459 | 1,692 | 119 | 483.9 | 703.3 |
| 21 - 24 | 1,328 | 1,285 | 56 | 421.7 | 435.8 |
| 25 - 44 | 7,682 | 5,790 | 178 | 231.7 | 307.4 |
| 45 - 64 | 7,470 | 6,771 | 137 | 183.4 | 202.3 |
| 65 + | 4,162 | 3,510 | 51 | 122.5 | 145.3 |
| Other/unknown | 7,046 | na | 3 | 4.3 | na |
| Total | 30,147 | 19,048 | 544 | 180.4 | 285.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 16,864 | 271 | 160.7 |
| Truck | 13,008 | 227 | 174.5 |
| Trailer | 5,571 | 38 | 68.2 |
| Motorcycle | 1,182 | 7 | 59.2 |
| Recreational vehicle | 632 | 3 | 47.5 |
| Bus | na | 4 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 13 | na |
| Total | 37,257 | 571 | 153.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 35 | 23 | 65.7% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 2 | 2 | 100.0% | 30 | 19 | 63.3% |
| Light truck | 237 | 151 | 63.7% | 0 | 0 | na | 6 | 2 | 33.3% | 53 | 30 | 56.6% | 6 | 3 | 50.0% | 172 | 116 | 67.4% |
| Motorcycle/moped | 7 | 2 | 28.6% | 0 | 0 | na | 0 | 0 | na | 6 | 2 | 33.3% | 0 | 0 | na | 1 | 0 | 0.0% |
| Passenger car | 297 | 226 | 76.1% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 89 | 59 | 66.3% | 3 | 1 | 33.3% | 200 | 163 | 81.5% |
| Other | 29 | 9 | 31.0% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 7 | 0 | 0.0% | 2 | 0 | 0.0% | 18 | 9 | 50.0% |
| Total | 605 | 411 | 67.9% | 2 | 1 | 50.0% | 11 | 4 | 36.4% | 158 | 93 | 58.9% | 13 | 6 | 46.2% | 421 | 307 | 72.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 24 | 14 | 58.3% | 0 | 0 | na | 1 | 1 | 100.0% | 22 | 13 | 59.1% | 0 | 0 | na | 1 | 0 | 0.0% |
| 15 - 20 | 127 | 86 | 67.7% | 0 | 0 | na | 3 | 0 | 0.0% | 37 | 18 | 48.6% | 1 | 1 | 100.0% | 86 | 67 | 77.9% |
| 21 - 24 | 62 | 41 | 66.1% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 22 | 15 | 68.2% | 1 | 0 | 0.0% | 36 | 24 | 66.7% |
| 25 - 44 | 193 | 129 | 66.8% | 1 | 0 | 0.0% | 3 | 1 | 33.3% | 39 | 21 | 53.8% | 7 | 3 | 42.9% | 143 | 104 | 72.7% |
| 45 - 64 | 143 | 99 | 69.2% | 0 | 0 | na | 2 | 1 | 50.0% | 20 | 15 | 75.0% | 2 | 2 | 100.0% | 119 | 81 | 68.1% |
| 65 + | 56 | 42 | 75.0% | 0 | 0 | na | 0 | 0 | na | 18 | 11 | 61.1% | 2 | 0 | 0.0% | 36 | 31 | 86.1% |
| Total | 605 | 411 | 67.9% | 2 | 1 | 50.0% | 11 | 4 | 36.4% | 158 | 93 | 58.9% | 13 | 6 | 46.2% | 421 | 307 | 72.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|-------|--------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 5 | 0 | 4 | 1 | 0 | 6 |
| SR257 & US50 | 4 | 0 | 3 | 1 | 0 | 3 |
| SR57 & US50 | 1 | 0 | 1 | 0 | 0 | 3 |

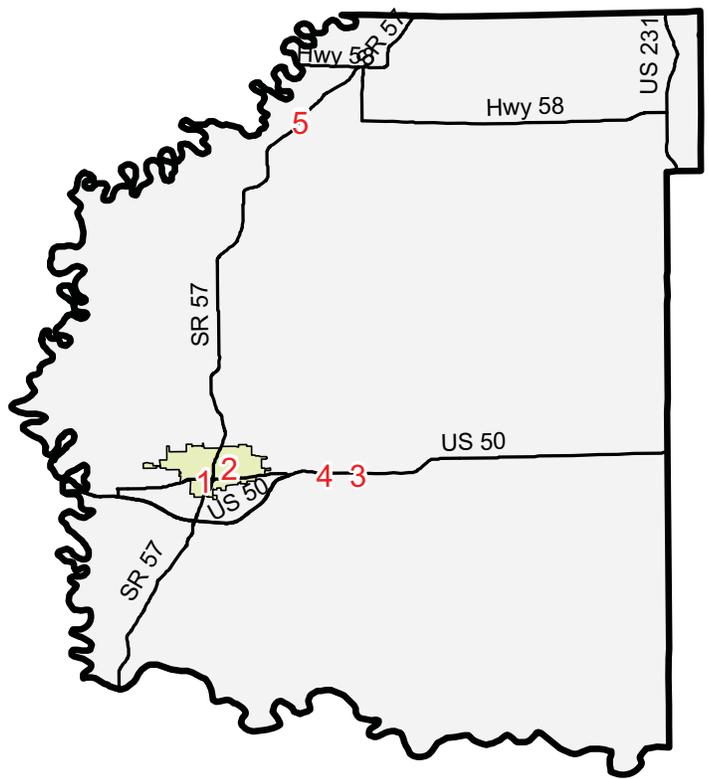
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 6 | 6 | 0 | 1 | 2 | 3 |
| 21 - 24 | 8 | 8 | 0 | 0 | 2 | 6 |
| 25 - 44 | 19 | 14 | 1 | 0 | 10 | 8 |
| 45 - 64 | 10 | 5 | 0 | 0 | 5 | 5 |
| 65 + | 2 | 1 | 0 | 0 | 0 | 2 |
| Total | 45 | 34 | 1 | 1 | 19 | 24 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Alfordsville | 0 | 0 | 0 | 0 | 0 | 0 |
| Cannelburg | 1 | 1 | 0 | 0 | 1 | 0 |
| Crane | 0 | 0 | 0 | 0 | 0 | 0 |
| Elnora | 0 | 0 | 0 | 0 | 0 | 0 |
| Montgomery | 0 | 0 | 0 | 0 | 0 | 0 |
| Odon | 0 | 0 | 0 | 0 | 0 | 0 |
| Plainville | 0 | 0 | 0 | 0 | 0 | 0 |
| Washington | 8 | 4 | 0 | 0 | 3 | 5 |
| Rural | 36 | 29 | 1 | 1 | 15 | 19 |
| Total | 45 | 34 | 1 | 1 | 19 | 24 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR150W & SR57 | 6 | 0 | 6 |
| 2 | National Hwy & US50 | 5 | 0 | 4 |
| 3 | CRS150W & US50 | 3 | 0 | 4 |
| 4 | CRS300W & US50 | 2 | 0 | 0 |
| 5 | SR57 & SR358 | 2 | 0 | 0 |

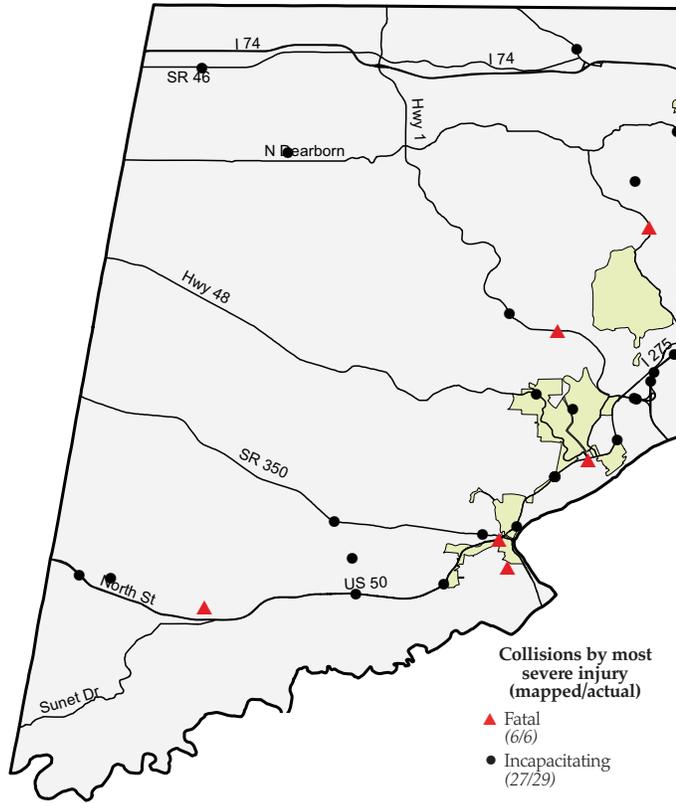
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|-------|----------|-----------|-----------------|-------|----------|-----------|---------------|-------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Alfordsville | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cannelburg | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crane | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elnora | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Montgomery | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Odon | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plainville | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Washington | 73 | 0 | 0 | 32 | 6 | 0 | 0 | 2 | 6 | 0 | 0 | 0 |
| Rural | 274 | 2 | 2 | 126 | 29 | 1 | 1 | 21 | 23 | 0 | 0 | 11 |
| Total | 370 | 2 | 2 | 174 | 36 | 1 | 1 | 23 | 30 | 0 | 0 | 13 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Alfordsville | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Cannelburg | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Crane | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Elnora | 6 | 2 | 33.3% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 2 | 0 | 0.0% |
| Montgomery | 15 | 9 | 60.0% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 13 | 8 | 61.5% |
| Odon | 15 | 10 | 66.7% | 0 | 0 | na | 1 | 1 | 100.0% | 6 | 4 | 66.7% | 1 | 1 | 100.0% | 7 | 4 | 57.1% |
| Plainville | 6 | 5 | 83.3% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Washington | 128 | 64 | 50.0% | 0 | 0 | na | 2 | 0 | 0.0% | 27 | 8 | 29.6% | 4 | 0 | 0.0% | 95 | 56 | 58.9% |
| Rural | 433 | 321 | 74.1% | 2 | 1 | 50.0% | 7 | 3 | 42.9% | 117 | 76 | 65.0% | 7 | 4 | 57.1% | 300 | 237 | 79.0% |
| Total | 605 | 411 | 67.9% | 2 | 1 | 50.0% | 11 | 4 | 36.4% | 158 | 93 | 58.9% | 13 | 6 | 46.2% | 421 | 307 | 72.9% |

DEARBORN COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 150 | 0 | 18 | 132 | 0 | 24 |
| February | 155 | 0 | 16 | 139 | 0 | 20 |
| March | 133 | 2 | 30 | 101 | 2 | 46 |
| April | 142 | 0 | 15 | 127 | 0 | 18 |
| May | 151 | 1 | 19 | 131 | 1 | 35 |
| June | 153 | 2 | 27 | 124 | 2 | 56 |
| July | 138 | 0 | 19 | 119 | 0 | 25 |
| August | 147 | 1 | 22 | 124 | 1 | 40 |
| September | 169 | 0 | 17 | 152 | 0 | 21 |
| October | 177 | 0 | 26 | 151 | 0 | 35 |
| November | 186 | 0 | 25 | 161 | 0 | 34 |
| December | 193 | 0 | 21 | 172 | 0 | 28 |
| Total | 1,894 | 6 | 255 | 1,633 | 6 | 382 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,977 | 3,159 | 509 | 1,279.9 | 1,611.3 |
| 21 - 24 | 2,366 | 2,504 | 205 | 866.4 | 818.7 |
| 25 - 44 | 13,505 | 12,190 | 860 | 636.8 | 705.5 |
| 45 - 64 | 14,105 | 14,596 | 812 | 575.7 | 556.3 |
| 65 + | 6,049 | 5,712 | 309 | 510.8 | 541.0 |
| Other/unknown | 9,983 | na | 16 | 16.0 | na |
| Total | 49,985 | 38,161 | 2,711 | 542.4 | 710.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 35,310 | 1,845 | 522.5 |
| Truck | 17,854 | 975 | 546.1 |
| Trailer | 6,834 | 119 | 174.1 |
| Motorcycle | 2,258 | 23 | 101.9 |
| Recreational vehicle | 1,006 | 2 | 19.9 |
| Bus | na | 8 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 47 | na |
| Total | 63,262 | 3,022 | 477.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 108 | 90 | 83.3% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 105 | 87 | 82.9% |
| Light truck | 939 | 833 | 88.7% | 2 | 1 | 50.0% | 11 | 10 | 90.9% | 87 | 70 | 80.5% | 6 | 6 | 100.0% | 833 | 746 | 89.6% |
| Motorcycle/moped | 24 | 10 | 41.7% | 2 | 1 | 50.0% | 5 | 3 | 60.0% | 11 | 5 | 45.5% | 0 | 0 | na | 6 | 1 | 16.7% |
| Passenger car | 1,738 | 1,543 | 88.8% | 2 | 1 | 50.0% | 25 | 16 | 64.0% | 236 | 205 | 86.9% | 17 | 14 | 82.4% | 1,458 | 1,307 | 89.6% |
| Other | 25 | 17 | 68.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 24 | 16 | 66.7% |
| Total | 2,834 | 2,493 | 88.0% | 6 | 3 | 50.0% | 41 | 29 | 70.7% | 338 | 284 | 84.0% | 23 | 20 | 87.0% | 2,426 | 2,157 | 88.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 45 | 29 | 64.4% | 1 | 1 | 100.0% | 3 | 2 | 66.7% | 27 | 23 | 85.2% | 2 | 0 | 0.0% | 12 | 3 | 25.0% |
| 15 - 20 | 540 | 471 | 87.2% | 1 | 0 | 0.0% | 8 | 6 | 75.0% | 82 | 61 | 74.4% | 6 | 6 | 100.0% | 443 | 398 | 89.8% |
| 21 - 24 | 214 | 194 | 90.7% | 1 | 1 | 100.0% | 4 | 1 | 25.0% | 26 | 23 | 88.5% | 0 | 0 | na | 183 | 169 | 92.3% |
| 25 - 44 | 881 | 773 | 87.7% | 3 | 1 | 33.3% | 8 | 5 | 62.5% | 90 | 79 | 87.8% | 7 | 6 | 85.7% | 773 | 682 | 88.2% |
| 45 - 64 | 834 | 743 | 89.1% | 0 | 0 | na | 13 | 10 | 76.9% | 73 | 62 | 84.9% | 7 | 7 | 100.0% | 741 | 664 | 89.6% |
| 65 + | 320 | 283 | 88.4% | 0 | 0 | na | 5 | 5 | 100.0% | 40 | 36 | 90.0% | 1 | 1 | 100.0% | 274 | 241 | 88.0% |
| Total | 2,834 | 2,493 | 88.0% | 6 | 3 | 50.0% | 41 | 29 | 70.7% | 338 | 284 | 84.0% | 23 | 20 | 87.0% | 2,426 | 2,157 | 88.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 7 | 0 | 4 | 3 | 0 | 4 |
| Tanners Crk Dr & US50 | 2 | 0 | 2 | 0 | 0 | 2 |
| Rudolph Way & US50 | 1 | 0 | 1 | 0 | 0 | 1 |
| Lorey Ln & US50 | 1 | 0 | 1 | 0 | 0 | 1 |
| Front St & US50 | 1 | 0 | 0 | 1 | 0 | 0 |
| Arch St & US50 | 1 | 0 | 0 | 1 | 0 | 0 |
| Argosy Pkwy & US50 | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 8 | 8 | 1 | 0 | 5 | 2 |
| 21 - 24 | 8 | 6 | 0 | 1 | 3 | 4 |
| 25 - 44 | 62 | 47 | 3 | 3 | 25 | 31 |
| 45 - 64 | 36 | 24 | 0 | 0 | 13 | 23 |
| 65 + | 8 | 4 | 0 | 0 | 2 | 6 |
| Total | 122 | 89 | 4 | 4 | 48 | 66 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Aurora | 6 | 6 | 0 | 0 | 5 | 1 |
| Dillsboro | 0 | 0 | 0 | 0 | 0 | 0 |
| Greendale | 16 | 10 | 0 | 1 | 4 | 11 |
| Lawrenceburg | 34 | 21 | 1 | 1 | 11 | 21 |
| Moores Hill | 1 | 1 | 0 | 0 | 1 | 0 |
| St Leon | 0 | 0 | 0 | 0 | 0 | 0 |
| West Harrison | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 65 | 51 | 3 | 2 | 27 | 33 |
| Total | 122 | 89 | 4 | 4 | 48 | 66 |

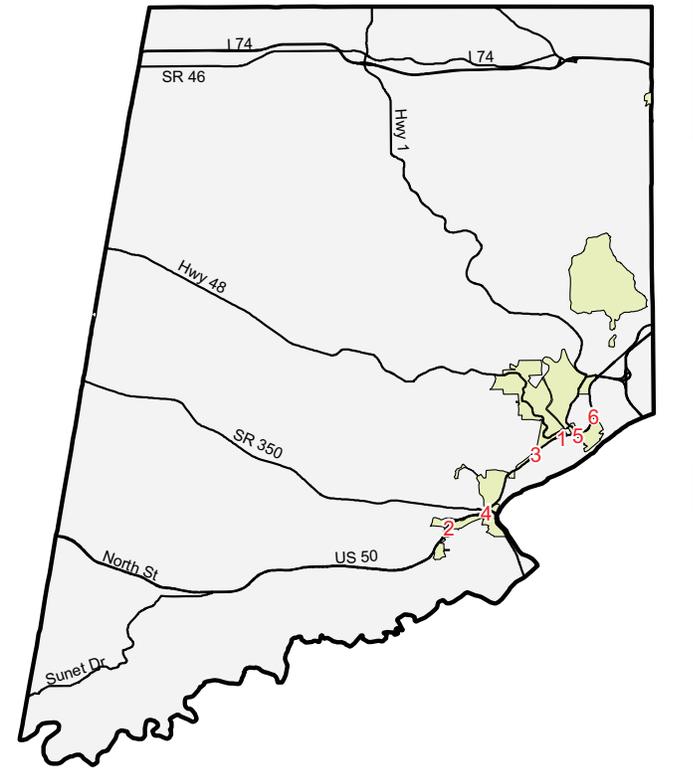
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Aurora | 247 | 1 | 1 | 39 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 6 |
| Dillsboro | 18 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Greendale | 263 | 0 | 0 | 63 | 12 | 0 | 0 | 7 | 25 | 0 | 0 | 11 |
| Lawrenceburg | 416 | 1 | 1 | 61 | 24 | 0 | 0 | 6 | 20 | 0 | 0 | 17 |
| Moores Hill | 8 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St Leon | 23 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Harrison | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 919 | 4 | 4 | 207 | 55 | 4 | 4 | 28 | 80 | 1 | 1 | 34 |
| Total | 1,894 | 6 | 6 | 382 | 98 | 4 | 4 | 41 | 137 | 1 | 1 | 68 |

Restraint use among vehicle occupants, by municipality

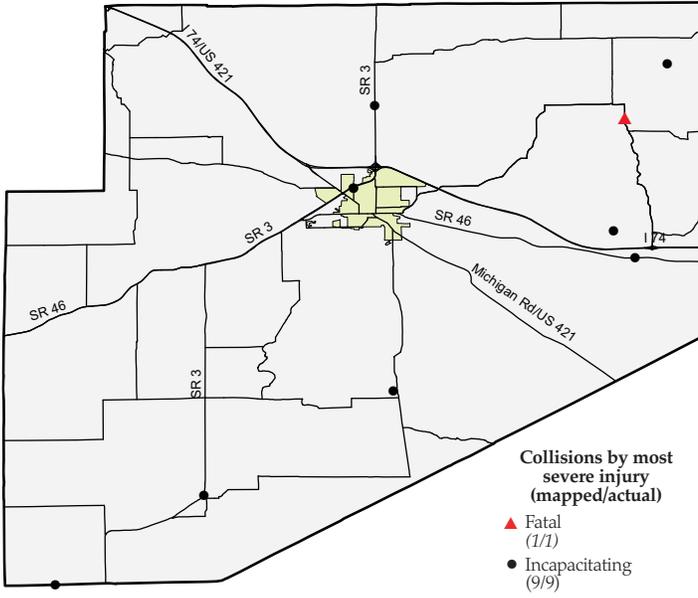
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Aurora | 415 | 303 | 73.0% | 1 | 0 | 0.0% | 5 | 4 | 80.0% | 34 | 24 | 70.6% | 1 | 1 | 100.0% | 374 | 274 |
| Dillsboro | 26 | 22 | 84.6% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 23 | 19 | 82.6% |
| Greendale | 444 | 382 | 86.0% | 0 | 0 | na | 10 | 5 | 50.0% | 53 | 45 | 84.9% | 5 | 5 | 100.0% | 376 | 327 | 87.0% |
| Lawrenceburg | 706 | 680 | 96.3% | 1 | 1 | 100.0% | 12 | 11 | 91.7% | 49 | 47 | 95.9% | 9 | 8 | 88.9% | 635 | 613 | 96.5% |
| Moores Hill | 13 | 8 | 61.5% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 10 | 6 | 60.0% |
| St Leon | 36 | 32 | 88.9% | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% | 1 | 1 | 100.0% | 29 | 26 | 89.7% |
| West Harrison | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 1,194 | 1,066 | 89.3% | 4 | 2 | 50.0% | 14 | 9 | 64.3% | 190 | 158 | 83.2% | 7 | 5 | 71.4% | 979 | 892 | 91.1% |
| Total | 2,834 | 2,493 | 88.0% | 6 | 3 | 50.0% | 41 | 29 | 70.7% | 338 | 284 | 84.0% | 23 | 20 | 87.0% | 2,426 | 2,157 | 88.9% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR48 & US50 | 14 | 1 | 3 |
| 2 | Sycamore St East & Sycamore St North | 12 | 0 | 0 |
| 3 | Eads Pkwy & Tanners Creek Dr | 11 | 0 | 4 |
| 4 | SR350 & US50 | 10 | 0 | 0 |
| 5 | Eads Pkwy & Front St | 10 | 0 | 0 |
| 6 | Argosy Pkwy & US50 | 10 | 0 | 2 |

DECATUR COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 55 | 0 | 8 | 47 | 0 | 9 |
| February | 76 | 0 | 8 | 68 | 0 | 10 |
| March | 40 | 0 | 9 | 31 | 0 | 13 |
| April | 51 | 0 | 7 | 44 | 0 | 10 |
| May | 53 | 0 | 7 | 46 | 0 | 8 |
| June | 51 | 0 | 5 | 46 | 0 | 8 |
| July | 49 | 0 | 9 | 40 | 0 | 17 |
| August | 57 | 0 | 8 | 49 | 0 | 10 |
| September | 52 | 0 | 3 | 49 | 0 | 4 |
| October | 60 | 0 | 7 | 53 | 0 | 8 |
| November | 62 | 1 | 9 | 52 | 1 | 14 |
| December | 89 | 0 | 13 | 76 | 0 | 17 |
| Total | 695 | 1 | 93 | 601 | 1 | 128 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,768 | 1,470 | 143 | 808.8 | 972.8 |
| 21 - 24 | 1,036 | 1,163 | 89 | 859.1 | 765.3 |
| 25 - 44 | 7,140 | 6,130 | 352 | 493.0 | 574.2 |
| 45 - 64 | 6,332 | 6,672 | 288 | 454.8 | 431.7 |
| 65 + | 3,306 | 3,179 | 104 | 314.6 | 327.1 |
| Other/unknown | 5,416 | na | 3 | 5.5 | na |
| Total | 24,998 | 18,614 | 979 | 391.6 | 525.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 16,388 | 564 | 344.2 |
| Truck | 11,099 | 450 | 405.4 |
| Trailer | 4,064 | 58 | 142.7 |
| Motorcycle | 1077 | 8 | 74.3 |
| Bus | na | 5 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 25 | na |
| Total | 32,628 | 1,111 | 340.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 49 | 46 | 93.9% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 47 | 44 | 93.6% |
| Light truck | 414 | 360 | 87.0% | 0 | 0 | na | 2 | 2 | 100.0% | 45 | 38 | 84.4% | 3 | 3 | 100.0% | 364 | 317 | 87.1% |
| Motorcycle/moped | 9 | 5 | 55.6% | 0 | 0 | na | 4 | 1 | 25.0% | 2 | 1 | 50.0% | 0 | 0 | na | 3 | 3 | 100.0% |
| Passenger car | 531 | 473 | 89.1% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 67 | 51 | 76.1% | 0 | 0 | na | 461 | 420 | 91.1% |
| Other | 11 | 8 | 72.7% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 10 | 7 | 70.0% |
| Total | 1,014 | 892 | 88.0% | 1 | 1 | 100.0% | 8 | 4 | 50.0% | 117 | 93 | 79.5% | 3 | 3 | 100.0% | 885 | 791 | 89.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 6 | 3 | 50.0% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 3 | 1 | 33.3% |
| 15 - 20 | 155 | 128 | 82.6% | 0 | 0 | na | 2 | 1 | 50.0% | 28 | 18 | 64.3% | 0 | 0 | na | 125 | 109 | 87.2% |
| 21 - 24 | 93 | 79 | 84.9% | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 12 | 7 | 58.3% | 3 | 3 | 100.0% | 76 | 68 | 89.5% |
| 25 - 44 | 356 | 322 | 90.4% | 0 | 0 | na | 3 | 2 | 66.7% | 30 | 24 | 80.0% | 0 | 0 | na | 323 | 296 | 91.6% |
| 45 - 64 | 296 | 262 | 88.5% | 0 | 0 | na | 2 | 1 | 50.0% | 31 | 30 | 96.8% | 0 | 0 | na | 263 | 231 | 87.8% |
| 65 + | 108 | 98 | 90.7% | 0 | 0 | na | 0 | 0 | na | 13 | 12 | 92.3% | 0 | 0 | na | 95 | 86 | 90.5% |
| Total | 1,014 | 892 | 88.0% | 1 | 1 | 100.0% | 8 | 4 | 50.0% | 117 | 93 | 79.5% | 3 | 3 | 100.0% | 885 | 791 | 89.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 4 | 0 | 1 | 3 | 0 | 3 |
| SR3 & US421 | 2 | 0 | 0 | 2 | 0 | 0 |
| Lincoln St & SR3 | 1 | 0 | 1 | 0 | 0 | 3 |
| Freeland Rd & SR3 | 1 | 0 | 0 | 1 | 0 | 0 |

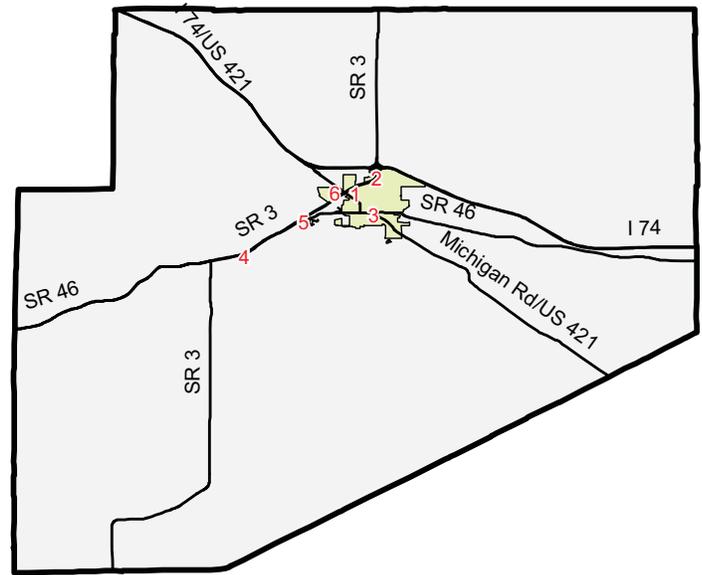
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 5 | 0 | 1 | 3 | 1 |
| 21 - 24 | 7 | 6 | 0 | 1 | 4 | 2 |
| 25 - 44 | 14 | 9 | 0 | 0 | 7 | 7 |
| 45 - 64 | 8 | 5 | 0 | 1 | 4 | 3 |
| 65 + | 3 | 3 | 0 | 0 | 0 | 3 |
| Total | 37 | 28 | 0 | 3 | 18 | 16 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Greensburg | 13 | 10 | 0 | 2 | 6 | 5 |
| Milford | 0 | 0 | 0 | 0 | 0 | 0 |
| Millhouses | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul | 0 | 0 | 0 | 0 | 0 | 0 |
| Westport | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 24 | 18 | 0 | 1 | 12 | 11 |
| Total | 37 | 28 | 0 | 3 | 18 | 16 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR3 & US421 | 11 | 0 | 2 |
| 2 | Lincoln St & SR3 | 8 | 0 | 4 |
| 3 | East St & SR46 | 6 | 0 | 0 |
| 4 | SR3 & Old SR46 | 4 | 0 | 0 |
| 5 | SR3 & SR46 | 4 | 0 | 0 |
| 6 | US421N & US421S | 4 | 0 | 0 |

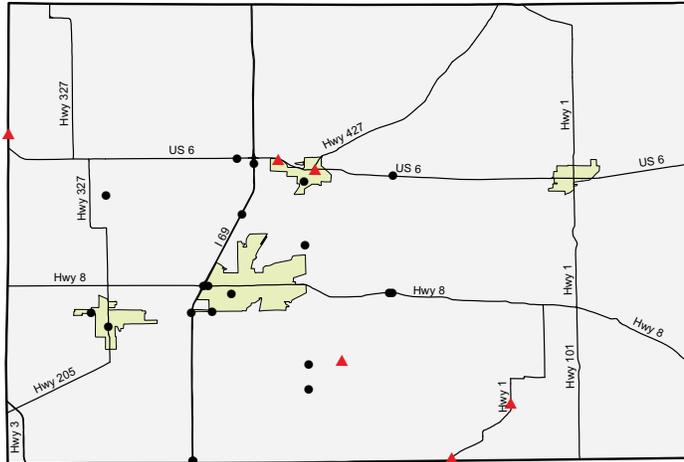
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Greensburg | 325 | 0 | 0 | 49 | 10 | 0 | 0 | 6 | 16 | 0 | 0 | 4 |
| Milford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Millhouses | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Paul | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Westport | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 359 | 1 | 1 | 77 | 20 | 1 | 1 | 13 | 60 | 0 | 0 | 13 |
| Total | 695 | 1 | 1 | 128 | 30 | 1 | 1 | 19 | 77 | 0 | 0 | 17 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Greensburg | 531 | 437 | 82.3% | 0 | 0 | na | 2 | 1 | 50.0% | 46 | 36 | 78.3% | 1 | 1 | 100.0% | 482 | 399 |
| Milford | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Millhouses | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| St. Paul | 7 | 7 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 7 | 100.0% |
| Westport | 4 | 2 | 50.0% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Rural | 470 | 444 | 94.5% | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 70 | 57 | 81.4% | 2 | 2 | 100.0% | 392 | 381 | 97.2% |
| Total | 1,014 | 892 | 88.0% | 1 | 1 | 100.0% | 8 | 4 | 50.0% | 117 | 93 | 79.5% | 3 | 3 | 100.0% | 885 | 791 | 89.4% |

DEKALB COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (7/17)
- Incapacitating (21/21)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 178 | 0 | 20 | 158 | 0 | 26 |
| February | 97 | 1 | 4 | 92 | 1 | 7 |
| March | 88 | 0 | 13 | 75 | 0 | 20 |
| April | 97 | 1 | 12 | 84 | 1 | 20 |
| May | 95 | 0 | 15 | 80 | 0 | 24 |
| June | 82 | 1 | 17 | 64 | 1 | 31 |
| July | 84 | 1 | 16 | 67 | 1 | 21 |
| August | 88 | 0 | 26 | 62 | 0 | 35 |
| September | 88 | 0 | 13 | 75 | 0 | 15 |
| October | 137 | 1 | 23 | 113 | 1 | 28 |
| November | 129 | 0 | 11 | 118 | 0 | 15 |
| December | 136 | 2 | 17 | 117 | 3 | 24 |
| Total | 1,299 | 7 | 187 | 1,105 | 8 | 266 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,272 | 2,468 | 302 | 923.0 | 1,223.7 |
| 21 - 24 | 1,913 | 1,991 | 179 | 935.7 | 899.0 |
| 25 - 44 | 11,533 | 10,089 | 612 | 530.7 | 606.6 |
| 45 - 64 | 11,008 | 11,195 | 511 | 464.2 | 456.5 |
| 65 + | 5,212 | 4,806 | 178 | 341.5 | 370.4 |
| Other/unknown | 8,946 | na | 2 | 2.2 | na |
| Total | 41,884 | 30,549 | 1,784 | 425.9 | 584.0 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 27,915 | 1,055 | 377.9 |
| Truck | 15,137 | 787 | 519.9 |
| Trailer | 8,006 | 69 | 86.2 |
| Motorcycle | 2,121 | 24 | 113.2 |
| Recreational vehicle | 738 | 3 | 40.7 |
| Bus | na | 9 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 21 | na |
| Total | 53,917 | 1,969 | 365.2 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 62 | 52 | 83.9% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 60 | 51 | 85.0% |
| Light truck | 755 | 642 | 85.0% | 3 | 1 | 33.3% | 10 | 5 | 50.0% | 88 | 70 | 79.5% | 2 | 2 | 100.0% | 652 | 564 | 86.5% |
| Motorcycle/moped | 29 | 7 | 24.1% | 0 | 0 | na | 4 | 1 | 25.0% | 17 | 3 | 17.6% | 0 | 0 | na | 8 | 3 | 37.5% |
| Passenger car | 997 | 874 | 87.7% | 4 | 1 | 25.0% | 11 | 9 | 81.8% | 117 | 97 | 82.9% | 6 | 6 | 100.0% | 859 | 761 | 88.6% |
| Other | 21 | 8 | 38.1% | 0 | 0 | na | 0 | 0 | na | 3 | 0 | 0.0% | 0 | 0 | na | 18 | 8 | 44.4% |
| Total | 1,864 | 1,583 | 84.9% | 7 | 2 | 28.6% | 25 | 15 | 60.0% | 227 | 171 | 75.3% | 8 | 8 | 100.0% | 1,597 | 1,387 | 86.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 21 | 16 | 76.2% | 0 | 0 | na | 1 | 0 | 0.0% | 18 | 15 | 83.3% | 0 | 0 | na | 2 | 1 | 50.0% |
| 15 - 20 | 326 | 266 | 81.6% | 2 | 2 | 100.0% | 2 | 0 | 0.0% | 60 | 42 | 70.0% | 2 | 2 | 100.0% | 260 | 220 | 84.6% |
| 21 - 24 | 183 | 154 | 84.2% | 0 | 0 | na | 3 | 2 | 66.7% | 20 | 16 | 80.0% | 1 | 1 | 100.0% | 159 | 135 | 84.9% |
| 25 - 44 | 622 | 521 | 83.8% | 1 | 0 | 0.0% | 8 | 4 | 50.0% | 63 | 43 | 68.3% | 3 | 3 | 100.0% | 547 | 471 | 86.1% |
| 45 - 64 | 527 | 459 | 87.1% | 1 | 0 | 0.0% | 6 | 4 | 66.7% | 50 | 39 | 78.0% | 2 | 2 | 100.0% | 468 | 414 | 88.5% |
| 65 + | 185 | 167 | 90.3% | 3 | 0 | 0.0% | 5 | 5 | 100.0% | 16 | 16 | 100.0% | 0 | 0 | na | 161 | 146 | 90.7% |
| Total | 1,864 | 1,583 | 84.9% | 7 | 2 | 28.6% | 25 | 15 | 60.0% | 227 | 171 | 75.3% | 8 | 8 | 100.0% | 1,597 | 1,387 | 86.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 8 | 0 | 2 | 6 | 0 | 2 |
| King St & SR327 | 2 | 0 | 1 | 1 | 0 | 1 |
| Grandstaff Dr & SR8 | 2 | 0 | 1 | 1 | 0 | 1 |
| SR8 & Touring Dr | 1 | 0 | 0 | 1 | 0 | 0 |
| 9th St & Main St | 1 | 0 | 0 | 1 | 0 | 0 |
| Cedar St & SR8 | 1 | 0 | 0 | 1 | 0 | 0 |
| CR35 & SR8 | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 9 | 6 | 0 | 2 | 1 | 6 |
| 21 - 24 | 15 | 12 | 0 | 3 | 5 | 7 |
| 25 - 44 | 37 | 25 | 1 | 0 | 12 | 24 |
| 45 - 64 | 15 | 13 | 0 | 4 | 4 | 7 |
| 65 + | 4 | 0 | 0 | 0 | 0 | 4 |
| Total | 80 | 56 | 1 | 9 | 22 | 48 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Altona | 1 | 1 | 0 | 0 | 0 | 1 |
| Ashley | 0 | 0 | 0 | 0 | 0 | 0 |
| Auburn | 18 | 11 | 1 | 1 | 5 | 11 |
| Butler | 0 | 0 | 0 | 0 | 0 | 0 |
| Corunna | 0 | 0 | 0 | 0 | 0 | 0 |
| Garrett | 14 | 9 | 0 | 1 | 4 | 9 |
| St. Joe | 1 | 1 | 0 | 0 | 0 | 1 |
| Waterloo | 4 | 2 | 0 | 1 | 1 | 2 |
| Rural | 42 | 32 | 0 | 6 | 12 | 24 |
| Total | 80 | 56 | 1 | 9 | 22 | 48 |

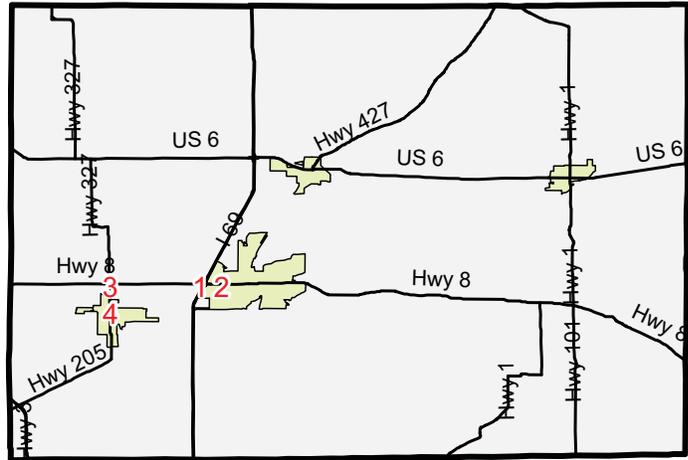
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Altona | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Ashley | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Auburn | 312 | 0 | 0 | 44 | 11 | 0 | 0 | 4 | 11 | 0 | 0 | 1 |
| Butler | 31 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Corunna | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Garrett | 137 | 0 | 0 | 24 | 9 | 0 | 0 | 3 | 13 | 0 | 0 | 1 |
| St. Joe | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waterloo | 26 | 1 | 1 | 15 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 6 |
| Rural | 781 | 6 | 7 | 173 | 37 | 1 | 1 | 20 | 113 | 0 | 0 | 33 |
| Total | 1,299 | 7 | 8 | 266 | 61 | 1 | 1 | 30 | 145 | 0 | 0 | 41 |

Restraint use among vehicle occupants, by municipality

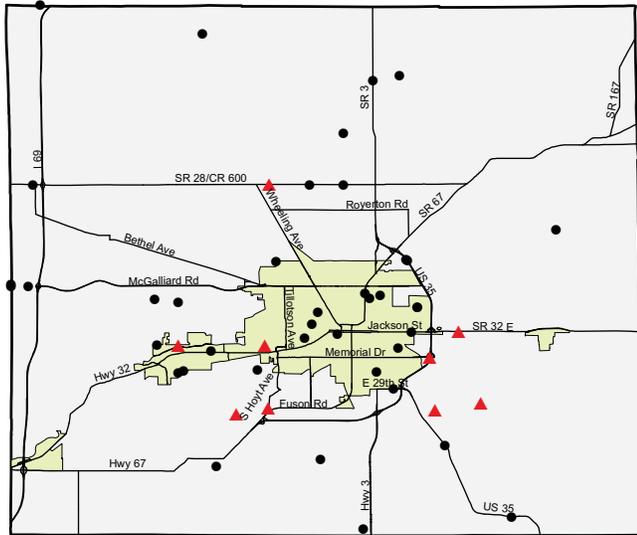
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Altona | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 |
| Ashley | 12 | 10 | 83.3% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 10 | 8 | 80.0% |
| Auburn | 543 | 459 | 84.5% | 0 | 0 | na | 3 | 2 | 66.7% | 36 | 33 | 91.7% | 2 | 2 | 100.0% | 502 | 422 | 84.1% |
| Butler | 46 | 34 | 73.9% | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% | 2 | 2 | 100.0% | 38 | 27 | 71.1% |
| Corunna | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Garrett | 182 | 158 | 86.8% | 0 | 0 | na | 1 | 1 | 100.0% | 15 | 8 | 53.3% | 1 | 1 | 100.0% | 165 | 148 | 89.7% |
| St. Joe | 5 | 3 | 60.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 3 | 60.0% |
| Waterloo | 47 | 41 | 87.2% | 1 | 0 | 0.0% | 2 | 2 | 100.0% | 13 | 9 | 69.2% | 0 | 0 | na | 31 | 30 | 96.8% |
| Rural | 1,028 | 878 | 85.4% | 6 | 2 | 33.3% | 18 | 10 | 55.6% | 155 | 114 | 73.5% | 3 | 3 | 100.0% | 846 | 749 | 88.5% |
| Total | 1,864 | 1,583 | 84.9% | 7 | 2 | 28.6% | 25 | 15 | 60.0% | 227 | 171 | 75.3% | 8 | 8 | 100.0% | 1,597 | 1,387 | 86.9% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR8 & Touring Dr | 9 | 0 | 1 |
| 2 | Grandstaff Dr & SR8 | 9 | 0 | 6 |
| 3 | SR327 & SR8 | 7 | 0 | 2 |
| 4 | King St & SR327 | 4 | 0 | 3 |

DELAWARE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (9/9)
- Incapacitating (40/40)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 474 | 0 | 67 | 407 | 0 | 88 |
| February | 352 | 1 | 49 | 302 | 1 | 62 |
| March | 283 | 2 | 48 | 233 | 2 | 59 |
| April | 316 | 0 | 46 | 270 | 0 | 63 |
| May | 336 | 0 | 62 | 274 | 0 | 82 |
| June | 276 | 1 | 56 | 219 | 1 | 84 |
| July | 301 | 3 | 64 | 234 | 3 | 98 |
| August | 284 | 0 | 58 | 226 | 0 | 74 |
| September | 321 | 1 | 58 | 262 | 1 | 77 |
| October | 412 | 0 | 65 | 347 | 0 | 106 |
| November | 373 | 0 | 51 | 322 | 0 | 76 |
| December | 484 | 1 | 76 | 407 | 1 | 103 |
| Total | 4,212 | 9 | 700 | 3,503 | 9 | 972 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 13,703 | 5,063 | 1,219 | 889.6 | 2,407.7 |
| 21 - 24 | 9,996 | 5,183 | 868 | 868.3 | 1,674.7 |
| 25 - 44 | 27,786 | 23,229 | 2,010 | 723.4 | 865.3 |
| 45 - 64 | 27,287 | 25,985 | 1,631 | 597.7 | 627.7 |
| 65 + | 16,813 | 14,463 | 650 | 386.6 | 449.4 |
| Other/unknown | 19,100 | na | 23 | 12.0 | na |
| Total | 114,685 | 73,923 | 6,401 | 558.1 | 865.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 70,438 | 4,475 | 635.3 |
| Truck | 31,655 | 2,484 | 784.7 |
| Trailer | 11,138 | 190 | 170.6 |
| Motorcycle | 3,321 | 85 | 255.9 |
| Recreational vehicle | 1,363 | 3 | 22.0 |
| Bus | na | 58 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 179 | na |
| Total | 117,915 | 7,477 | 634.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 168 | 157 | 93.5% | 0 | 0 | na | 1 | 0 | 0.0% | 7 | 6 | 85.7% | 0 | 0 | na | 160 | 151 | 94.4% |
| Light truck | 2,309 | 2,180 | 94.4% | 4 | 0 | 0.0% | 12 | 10 | 83.3% | 302 | 272 | 90.1% | 7 | 5 | 71.4% | 1,984 | 1,893 | 95.4% |
| Motorcycle/moped | 80 | 13 | 16.3% | 2 | 0 | 0.0% | 7 | 2 | 28.6% | 49 | 10 | 20.4% | 0 | 0 | na | 22 | 1 | 4.5% |
| Passenger car | 4,026 | 3,799 | 94.4% | 3 | 2 | 66.7% | 19 | 12 | 63.2% | 503 | 448 | 89.1% | 16 | 13 | 81.3% | 3,485 | 3,324 | 95.4% |
| Other | 91 | 73 | 80.2% | 0 | 0 | na | 0 | 0 | na | 7 | 3 | 42.9% | 0 | 0 | na | 84 | 70 | 83.3% |
| Total | 6,674 | 6,222 | 93.2% | 9 | 2 | 22.2% | 39 | 24 | 61.5% | 868 | 739 | 85.1% | 23 | 18 | 78.3% | 5,735 | 5,439 | 94.8% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 92 | 70 | 76.1% | 0 | 0 | na | 2 | 1 | 50.0% | 68 | 60 | 88.2% | 1 | 1 | 100.0% | 21 | 8 | 38.1% |
| 15 - 20 | 1,297 | 1,210 | 93.3% | 0 | 0 | na | 3 | 1 | 33.3% | 193 | 160 | 82.9% | 4 | 3 | 75.0% | 1,097 | 1,046 | 95.4% |
| 21 - 24 | 890 | 825 | 92.7% | 2 | 0 | 0.0% | 5 | 3 | 60.0% | 99 | 81 | 81.8% | 1 | 0 | 0.0% | 783 | 741 | 94.6% |
| 25 - 44 | 2,069 | 1,911 | 92.4% | 3 | 1 | 33.3% | 14 | 8 | 57.1% | 259 | 210 | 81.1% | 9 | 8 | 88.9% | 1,784 | 1,684 | 94.4% |
| 45 - 64 | 1,668 | 1,574 | 94.4% | 3 | 1 | 33.3% | 12 | 8 | 66.7% | 190 | 171 | 90.0% | 5 | 3 | 60.0% | 1,458 | 1,391 | 95.4% |
| 65 + | 658 | 632 | 96.0% | 1 | 0 | 0.0% | 3 | 3 | 100.0% | 59 | 57 | 96.6% | 3 | 3 | 100.0% | 592 | 569 | 96.1% |
| Total | 6,674 | 6,222 | 93.2% | 9 | 2 | 22.2% | 39 | 24 | 61.5% | 868 | 739 | 85.1% | 23 | 18 | 78.3% | 5,735 | 5,439 | 94.8% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 105 | 0 | 33 | 72 | 0 | 59 |
| Madison St & SR32 | 5 | 0 | 1 | 4 | 0 | 1 |
| 12th St & Hackley Ave | 4 | 0 | 3 | 1 | 0 | 11 |
| 26th St & Madison St | 4 | 0 | 1 | 3 | 0 | 3 |
| Tillotson Ave & Godman Ave | 4 | 0 | 1 | 3 | 0 | 1 |
| Washington St & Mulberry St | 4 | 0 | 0 | 4 | 0 | 0 |
| Jackson St & Tillotson Ave | 3 | 0 | 1 | 2 | 0 | 3 |
| Liberty St & Charles St | 3 | 0 | 2 | 1 | 0 | 2 |
| 18th St & Madison St | 3 | 0 | 2 | 1 | 0 | 2 |

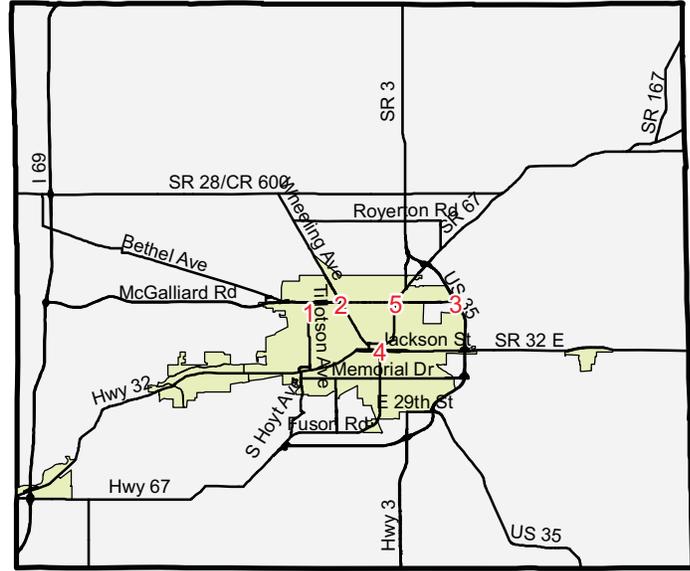
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 27 | 18 | 1 | 1 | 14 | 11 |
| 21 - 24 | 45 | 33 | 1 | 4 | 22 | 18 |
| 25 - 44 | 117 | 77 | 5 | 12 | 39 | 61 |
| 45 - 64 | 63 | 41 | 4 | 5 | 25 | 29 |
| 65 + | 5 | 3 | 0 | 0 | 2 | 3 |
| Total | 257 | 172 | 11 | 22 | 102 | 122 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Albany | 2 | 0 | 0 | 0 | 0 | 2 |
| Chesterfield | 0 | 0 | 0 | 0 | 0 | 0 |
| Daleville | 8 | 5 | 0 | 2 | 3 | 3 |
| Eaton | 0 | 0 | 0 | 0 | 0 | 0 |
| Gaston | 0 | 0 | 0 | 0 | 0 | 0 |
| Muncie | 171 | 110 | 7 | 12 | 75 | 77 |
| Selma | 0 | 0 | 0 | 0 | 0 | 0 |
| Yorktown | 6 | 4 | 1 | 0 | 1 | 4 |
| Rural | 70 | 53 | 3 | 8 | 23 | 36 |
| Total | 257 | 172 | 11 | 22 | 102 | 122 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Bethel Ave & Tillotson Ave | 20 | 0 | 10 |
| 2 | McGalliard Rd & Wheeling Ave | 17 | 0 | 4 |
| 3 | McGalliard Rd & US35 | 16 | 0 | 5 |
| 4 | Main St & Madison St | 12 | 0 | 2 |
| 5 | Broadway Ave & McGalliard Rd | 12 | 0 | 5 |

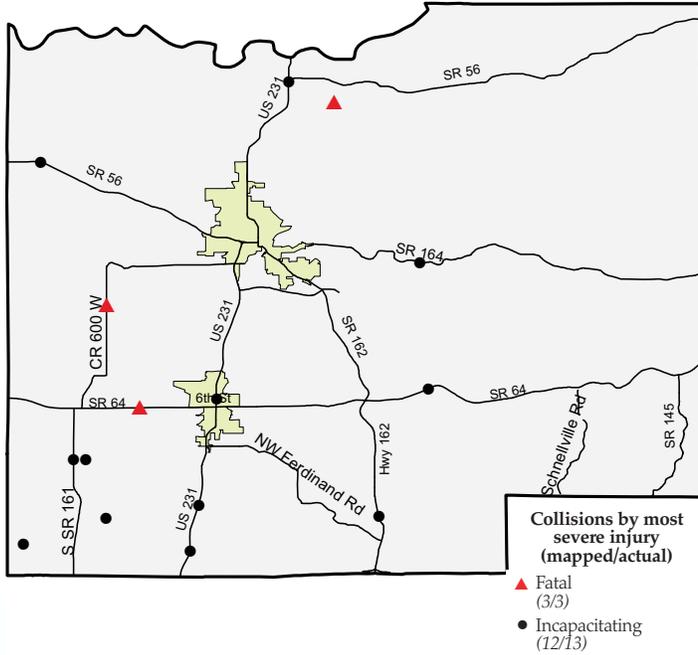
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|------------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Albany | 57 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| Chesterfield | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daleville | 71 | 0 | 0 | 20 | 5 | 0 | 0 | 3 | 6 | 0 | 0 | 3 |
| Eaton | 23 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gaston | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Muncie | 2,781 | 3 | 3 | 607 | 132 | 1 | 1 | 60 | 233 | 2 | 2 | 56 |
| Selma | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Yorktown | 146 | 1 | 1 | 33 | 4 | 0 | 0 | 3 | 17 | 0 | 0 | 3 |
| Rural | 1,122 | 5 | 5 | 292 | 57 | 1 | 1 | 36 | 185 | 1 | 1 | 47 |
| Total | 4,212 | 9 | 9 | 972 | 199 | 2 | 2 | 102 | 445 | 3 | 3 | 112 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Albany | 91 | 90 | 98.9% | 0 | 0 | na | 0 | 0 | na | 10 | 10 | 100.0% | 0 | 0 | na | 81 | 80 | 98.8% |
| Chesterfield | 9 | 9 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 9 | 9 | 100.0% |
| Daleville | 116 | 106 | 91.4% | 0 | 0 | na | 0 | 0 | na | 20 | 15 | 75.0% | 3 | 2 | 66.7% | 93 | 89 | 95.7% |
| Eaton | 34 | 31 | 91.2% | 0 | 0 | na | 1 | 0 | 0.0% | 6 | 5 | 83.3% | 0 | 0 | na | 27 | 26 | 96.3% |
| Gaston | 6 | 6 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 5 | 5 | 100.0% |
| Muncie | 4,579 | 4,286 | 93.6% | 3 | 1 | 33.3% | 15 | 7 | 46.7% | 541 | 454 | 83.9% | 13 | 10 | 76.9% | 4,007 | 3,814 | 95.2% |
| Selma | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Yorktown | 225 | 173 | 76.9% | 1 | 0 | 0.0% | 5 | 2 | 40.0% | 26 | 24 | 92.3% | 0 | 0 | na | 193 | 147 | 76.2% |
| Rural | 1,610 | 1,517 | 94.2% | 5 | 1 | 20.0% | 18 | 15 | 83.3% | 264 | 230 | 87.1% | 7 | 6 | 85.7% | 1,316 | 1,265 | 96.1% |
| Total | 6,674 | 6,222 | 93.2% | 9 | 2 | 22.2% | 39 | 24 | 61.5% | 868 | 739 | 85.1% | 23 | 18 | 78.3% | 5,735 | 5,439 | 94.8% |

DUBOIS COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 86 | 0 | 11 | 75 | 0 | 18 |
| February | 69 | 0 | 14 | 55 | 0 | 16 |
| March | 49 | 0 | 10 | 39 | 0 | 18 |
| April | 83 | 0 | 17 | 66 | 0 | 19 |
| May | 68 | 0 | 15 | 53 | 0 | 22 |
| June | 68 | 0 | 17 | 51 | 0 | 22 |
| July | 72 | 0 | 15 | 57 | 0 | 19 |
| August | 69 | 0 | 20 | 49 | 0 | 28 |
| September | 67 | 1 | 24 | 42 | 1 | 31 |
| October | 77 | 0 | 14 | 63 | 0 | 15 |
| November | 92 | 2 | 18 | 72 | 2 | 25 |
| December | 91 | 0 | 17 | 74 | 0 | 22 |
| Total | 891 | 3 | 192 | 696 | 3 | 255 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,152 | 2,917 | 292 | 926.4 | 1,001.0 |
| 21 - 24 | 1,962 | 2,165 | 99 | 504.6 | 457.3 |
| 25 - 44 | 10,843 | 9,915 | 411 | 379.0 | 414.5 |
| 45 - 64 | 11,078 | 11,635 | 392 | 353.9 | 336.9 |
| 65 + | 6,008 | 5,134 | 138 | 229.7 | 268.8 |
| Other/unknown | 8,406 | na | 4 | 4.8 | na |
| Total | 41,449 | 31,766 | 1,336 | 322.3 | 420.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 27,101 | 735 | 271.2 |
| Truck | 20,421 | 608 | 297.7 |
| Trailer | 7,400 | 46 | 62.2 |
| Motorcycle | 1,525 | 18 | 118.0 |
| Recreational vehicle | 783 | 1 | 12.8 |
| Bus | na | 9 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 15 | na |
| Total | 57,230 | 1,438 | 251.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 43 | 39 | 90.7% | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% | 0 | 0 | na | 39 | 35 | 89.7% |
| Light truck | 588 | 533 | 90.6% | 3 | 1 | 33.3% | 6 | 4 | 66.7% | 95 | 82 | 86.3% | 10 | 9 | 90.0% | 474 | 437 | 92.2% |
| Motorcycle/moped | 15 | 3 | 20.0% | 0 | 0 | na | 3 | 0 | 0.0% | 10 | 2 | 20.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| Passenger car | 720 | 670 | 93.1% | 0 | 0 | na | 5 | 4 | 80.0% | 123 | 109 | 88.6% | 4 | 4 | 100.0% | 588 | 553 | 94.0% |
| Other | 23 | 16 | 69.6% | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% | 0 | 0 | na | 20 | 15 | 75.0% |
| Total | 1,389 | 1,261 | 90.8% | 3 | 1 | 33.3% | 14 | 8 | 57.1% | 235 | 198 | 84.3% | 14 | 13 | 92.9% | 1,123 | 1,041 | 92.7% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 11 | 7 | 63.6% | 0 | 0 | na | 0 | 0 | na | 8 | 5 | 62.5% | 0 | 0 | na | 3 | 2 | 66.7% |
| 15 - 20 | 308 | 274 | 89.0% | 0 | 0 | na | 2 | 1 | 50.0% | 55 | 40 | 72.7% | 2 | 2 | 100.0% | 249 | 231 | 92.8% |
| 21 - 24 | 109 | 97 | 89.0% | 0 | 0 | na | 1 | 0 | 0.0% | 26 | 22 | 84.6% | 0 | 0 | na | 82 | 75 | 91.5% |
| 25 - 44 | 418 | 376 | 90.0% | 2 | 0 | 0.0% | 2 | 2 | 100.0% | 70 | 60 | 85.7% | 5 | 4 | 80.0% | 339 | 310 | 91.4% |
| 45 - 64 | 397 | 369 | 92.9% | 0 | 0 | na | 6 | 3 | 50.0% | 56 | 51 | 91.1% | 4 | 4 | 100.0% | 331 | 311 | 94.0% |
| 65 + | 145 | 137 | 94.5% | 1 | 1 | 100.0% | 3 | 2 | 66.7% | 20 | 20 | 100.0% | 3 | 3 | 100.0% | 118 | 111 | 94.1% |
| Other/unknown | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Total | 1,389 | 1,261 | 90.8% | 3 | 1 | 33.3% | 14 | 8 | 57.1% | 235 | 198 | 84.3% | 14 | 13 | 92.9% | 1,123 | 1,041 | 92.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 12 | 0 | 3 | 9 | 0 | 4 |
| 9th St & Newton St | 3 | 0 | 0 | 3 | 0 | 0 |

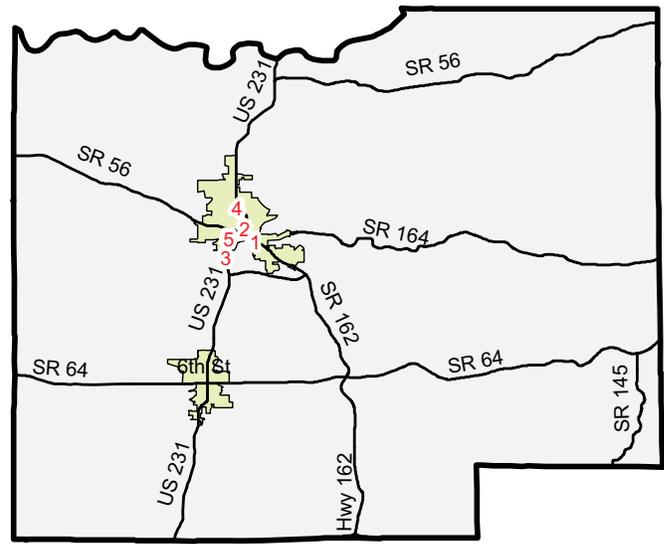
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 12 | 8 | 0 | 0 | 7 | 5 |
| 21 - 24 | 7 | 4 | 0 | 1 | 3 | 3 |
| 25 - 44 | 20 | 16 | 1 | 0 | 10 | 9 |
| 45 - 64 | 10 | 8 | 0 | 1 | 7 | 2 |
| 65 + | 3 | 1 | 0 | 0 | 1 | 2 |
| Total | 52 | 37 | 1 | 2 | 28 | 21 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Birdseye | 0 | 0 | 0 | 0 | 0 | 0 |
| Ferdinand | 0 | 0 | 0 | 0 | 0 | 0 |
| Holland | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntingburg | 4 | 3 | 0 | 0 | 2 | 2 |
| Jasper | 14 | 7 | 1 | 0 | 5 | 8 |
| Rural | 34 | 27 | 0 | 2 | 21 | 11 |
| Total | 52 | 37 | 1 | 2 | 28 | 21 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 6th St & Newton St | 8 | 0 | 2 |
| 2 | 9th St & Newton St | 6 | 0 | 2 |
| 3 | Division Rd & US231 | 4 | 0 | 0 |
| 4 | Newton St & Schuetter Rd | 4 | 0 | 0 |
| 5 | 1st Ave & US231 | 3 | 0 | 3 |

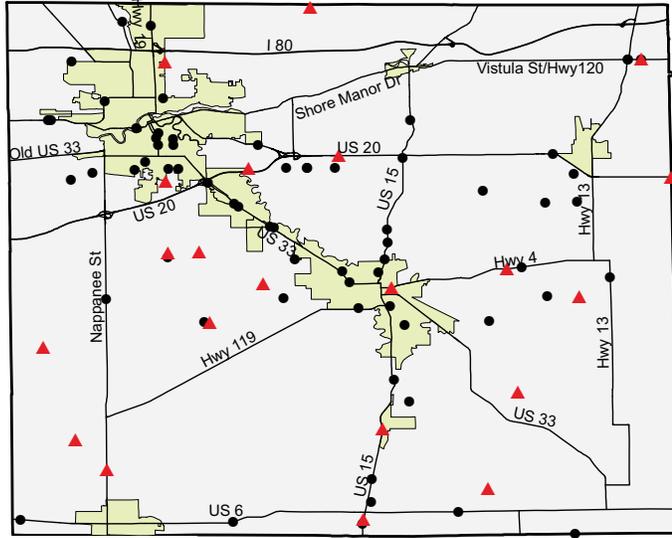
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Birdseye | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ferdinand | 36 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Holland | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntingburg | 100 | 0 | 0 | 23 | 3 | 0 | 0 | 1 | 10 | 0 | 0 | 6 |
| Jasper | 331 | 0 | 0 | 83 | 8 | 0 | 0 | 2 | 21 | 0 | 0 | 14 |
| Rural | 417 | 3 | 3 | 143 | 29 | 2 | 2 | 17 | 61 | 2 | 2 | 34 |
| Total | 891 | 3 | 3 | 255 | 40 | 2 | 2 | 20 | 92 | 2 | 2 | 54 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Birdseye | 11 | 11 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 8 | 8 |
| Ferdinand | 56 | 54 | 96.4% | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 0 | 0 | na | 53 | 51 | 96.2% |
| Holland | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Huntingburg | 188 | 147 | 78.2% | 0 | 0 | na | 1 | 0 | 0.0% | 21 | 15 | 71.4% | 4 | 4 | 100.0% | 162 | 128 | 79.0% |
| Jasper | 580 | 548 | 94.5% | 0 | 0 | na | 0 | 0 | na | 79 | 72 | 91.1% | 7 | 7 | 100.0% | 494 | 469 | 94.9% |
| Rural | 551 | 498 | 90.4% | 3 | 1 | 33.3% | 12 | 7 | 58.3% | 130 | 106 | 81.5% | 2 | 1 | 50.0% | 404 | 383 | 94.8% |
| Total | 1,389 | 1,261 | 90.8% | 3 | 1 | 33.3% | 14 | 8 | 57.1% | 235 | 198 | 84.3% | 14 | 13 | 92.9% | 1,123 | 1,041 | 92.7% |

ELKHART COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (21/21)
- Incapacitating (66/66)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 709 | 2 | 57 | 650 | 2 | 78 |
| February | 605 | 2 | 68 | 535 | 2 | 96 |
| March | 368 | 1 | 47 | 320 | 1 | 66 |
| April | 429 | 1 | 64 | 364 | 1 | 86 |
| May | 425 | 2 | 70 | 353 | 2 | 88 |
| June | 450 | 2 | 63 | 385 | 3 | 90 |
| July | 465 | 2 | 93 | 370 | 3 | 141 |
| August | 419 | 1 | 66 | 352 | 1 | 91 |
| September | 401 | 1 | 71 | 329 | 1 | 93 |
| October | 538 | 4 | 68 | 466 | 5 | 97 |
| November | 506 | 2 | 55 | 449 | 2 | 72 |
| December | 641 | 1 | 63 | 577 | 1 | 80 |
| Total | 5,956 | 21 | 785 | 5,150 | 24 | 1,078 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 15,511 | 9,702 | 1,376 | 887.1 | 1,418.3 |
| 21 - 24 | 8,844 | 8,663 | 788 | 891.0 | 909.6 |
| 25 - 44 | 57,084 | 42,122 | 3,194 | 559.5 | 758.3 |
| 45 - 64 | 47,744 | 43,739 | 2,487 | 520.9 | 568.6 |
| 65 + | 22,491 | 19,418 | 922 | 409.9 | 474.8 |
| Other/unknown | 47,463 | na | 23 | 4.8 | na |
| Total | 199,137 | 123,644 | 8,790 | 441.4 | 710.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 120,293 | 5,435 | 451.8 |
| Truck | 51,450 | 3,936 | 765.0 |
| Trailer | 23,062 | 394 | 170.8 |
| Motorcycle | 6,635 | 99 | 149.2 |
| Recreational vehicle | 2,288 | 5 | 21.9 |
| Bus | na | 39 | na |
| Farm vehicle | na | 22 | na |
| Other/unknown | na | 329 | na |
| Total | 203,728 | 10,259 | 503.6 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 353 | 338 | 95.8% | 2 | 2 | 100.0% | 0 | 0 | na | 8 | 6 | 75.0% | 2 | 2 | 100.0% | 341 | 328 | 96.2% |
| Light truck | 3,627 | 3,439 | 94.8% | 5 | 2 | 40.0% | 33 | 26 | 78.8% | 315 | 288 | 91.4% | 9 | 8 | 88.9% | 3,265 | 3,115 | 95.4% |
| Motorcycle/moped | 97 | 26 | 26.8% | 2 | 0 | 0.0% | 6 | 3 | 50.0% | 53 | 12 | 22.6% | 2 | 0 | 0.0% | 34 | 11 | 32.4% |
| Passenger car | 4,925 | 4,704 | 95.5% | 15 | 9 | 60.0% | 36 | 29 | 80.6% | 536 | 491 | 91.6% | 13 | 11 | 84.6% | 4,325 | 4,164 | 96.3% |
| Other | 106 | 70 | 66.0% | 0 | 0 | na | 1 | 0 | 0.0% | 5 | 2 | 40.0% | 0 | 0 | na | 100 | 68 | 68.0% |
| Total | 9,108 | 8,577 | 94.2% | 24 | 13 | 54.2% | 76 | 58 | 76.3% | 917 | 799 | 87.1% | 26 | 21 | 80.8% | 8,065 | 7,686 | 95.3% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 79 | 65 | 82.3% | 0 | 0 | na | 3 | 2 | 66.7% | 53 | 51 | 96.2% | 1 | 0 | 0.0% | 22 | 12 | 54.5% |
| 15 - 20 | 1,442 | 1,346 | 93.3% | 4 | 1 | 25.0% | 12 | 4 | 33.3% | 155 | 128 | 82.6% | 2 | 2 | 100.0% | 1,269 | 1,211 | 95.4% |
| 21 - 24 | 813 | 761 | 93.6% | 3 | 1 | 33.3% | 5 | 5 | 100.0% | 93 | 76 | 81.7% | 3 | 3 | 100.0% | 709 | 676 | 95.3% |
| 25 - 44 | 3,284 | 3,096 | 94.3% | 6 | 3 | 50.0% | 25 | 19 | 76.0% | 314 | 272 | 86.6% | 10 | 8 | 80.0% | 2,929 | 2,794 | 95.4% |
| 45 - 64 | 2,540 | 2,416 | 95.1% | 4 | 3 | 75.0% | 20 | 18 | 90.0% | 214 | 190 | 88.8% | 7 | 5 | 71.4% | 2,295 | 2,200 | 95.9% |
| 65 + | 948 | 893 | 94.2% | 7 | 5 | 71.4% | 11 | 10 | 90.9% | 88 | 82 | 93.2% | 3 | 3 | 100.0% | 839 | 793 | 94.5% |
| Other/unknown | 2 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% |
| Total | 9,108 | 8,577 | 94.2% | 24 | 13 | 54.2% | 76 | 58 | 76.3% | 917 | 799 | 87.1% | 26 | 21 | 80.8% | 8,065 | 7,686 | 95.3% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 110 | 1 | 36 | 73 | 1 | 59 |
| SR13 & SR120 | 4 | 0 | 3 | 1 | 0 | 5 |
| 2nd St & Jackson Blvd | 4 | 0 | 1 | 3 | 0 | 2 |
| Indiana Ave & US33 | 3 | 0 | 1 | 2 | 0 | 3 |
| Lincoln Ave & US33 | 3 | 0 | 2 | 1 | 0 | 3 |
| 2nd St & US33 | 3 | 0 | 1 | 2 | 0 | 1 |
| 5th St & US33 | 3 | 0 | 1 | 2 | 0 | 1 |
| SR15 & US33 | 3 | 0 | 0 | 3 | 0 | 0 |

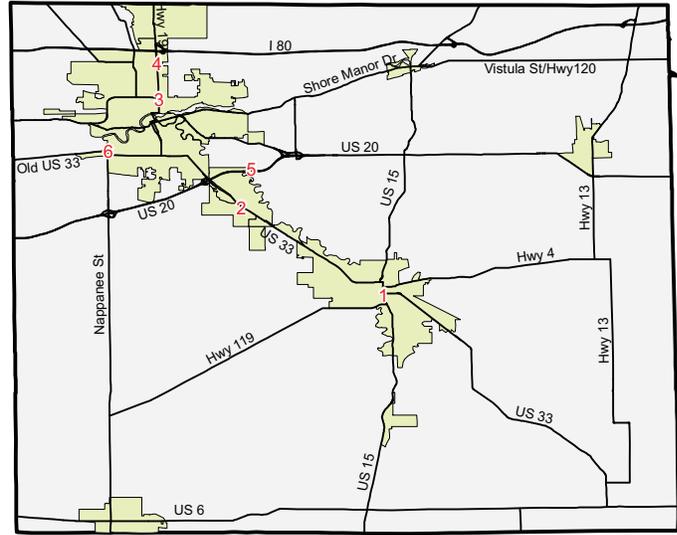
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 33 | 22 | 1 | 10 | 9 | 13 |
| 21 - 24 | 34 | 25 | 0 | 4 | 14 | 16 |
| 25 - 44 | 130 | 94 | 2 | 7 | 55 | 66 |
| 45 - 64 | 57 | 37 | 1 | 3 | 16 | 37 |
| 65 + | 10 | 6 | 0 | 1 | 3 | 6 |
| Total | 264 | 184 | 4 | 25 | 97 | 138 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bristol | 1 | 1 | 0 | 0 | 1 | 0 |
| Elkhart | 99 | 64 | 2 | 9 | 27 | 61 |
| Goshen | 28 | 19 | 1 | 1 | 10 | 16 |
| Middlebury | 0 | 0 | 0 | 0 | 0 | 0 |
| Millersburg | 0 | 0 | 0 | 0 | 0 | 0 |
| Nappanee | 1 | 1 | 0 | 1 | 0 | 0 |
| Wakarusa | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 135 | 99 | 1 | 14 | 59 | 61 |
| Total | 264 | 184 | 4 | 25 | 97 | 138 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR15 & US33 | 18 | 0 | 4 |
| 2 | CR13 & US33 | 16 | 0 | 2 |
| 3 | Bristol St & Cassopolis St | 16 | 0 | 1 |
| 4 | Cassopolis St & CR6 | 16 | 0 | 3 |
| 5 | CR115 & CR18 | 13 | 0 | 0 |
| 6 | CR3 & US33 | 13 | 0 | 0 |

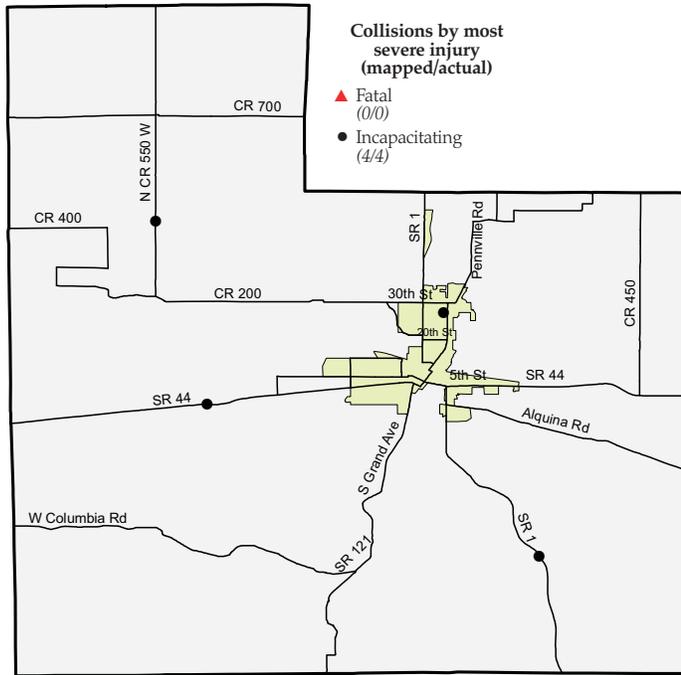
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|-----------|-----------|--------------|-----------------|----------|----------|-----------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bristol | 56 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Elkhart | 1,860 | 0 | 0 | 329 | 76 | 0 | 0 | 28 | 151 | 0 | 0 | 23 |
| Goshen | 1,061 | 1 | 2 | 228 | 21 | 1 | 2 | 9 | 109 | 0 | 0 | 32 |
| Middlebury | 67 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 |
| Millersburg | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Nappanee | 136 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 1 |
| Wakarusa | 33 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Rural | 2,739 | 20 | 22 | 498 | 105 | 6 | 7 | 48 | 639 | 4 | 4 | 114 |
| Total | 5,956 | 21 | 24 | 1,078 | 204 | 7 | 9 | 85 | 912 | 4 | 4 | 172 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Bristol | 65 | 52 | 80.0% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 62 | 49 | 79.0% |
| Elkhart | 2,888 | 2,771 | 95.9% | 0 | 0 | na | 8 | 7 | 87.5% | 284 | 253 | 89.1% | 14 | 10 | 71.4% | 2,582 | 2,501 | 96.9% |
| Goshen | 1,775 | 1,648 | 92.8% | 2 | 2 | 100.0% | 6 | 5 | 83.3% | 201 | 170 | 84.6% | 0 | 0 | na | 1,566 | 1,471 | 93.9% |
| Middlebury | 103 | 97 | 94.2% | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% | 0 | 0 | na | 99 | 93 | 93.9% |
| Millersburg | 5 | 5 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% |
| Nappanee | 192 | 97 | 50.5% | 0 | 0 | na | 0 | 0 | na | 8 | 4 | 50.0% | 0 | 0 | na | 184 | 93 | 50.5% |
| Wakarusa | 47 | 44 | 93.6% | 0 | 0 | na | 0 | 0 | na | 4 | 2 | 50.0% | 0 | 0 | na | 43 | 42 | 97.7% |
| Rural | 4,033 | 3,863 | 95.8% | 22 | 11 | 50.0% | 62 | 46 | 74.2% | 413 | 363 | 87.9% | 12 | 11 | 91.7% | 3,524 | 3,432 | 97.4% |
| Total | 9,108 | 8,577 | 94.2% | 24 | 13 | 54.2% | 76 | 58 | 76.3% | 917 | 799 | 87.1% | 26 | 21 | 80.8% | 8,065 | 7,686 | 95.3% |

FAYETTE COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 37 | 0 | 6 | 31 | 0 | 9 |
| February | 42 | 0 | 7 | 35 | 0 | 13 |
| March | 47 | 0 | 10 | 37 | 0 | 12 |
| April | 44 | 0 | 8 | 36 | 0 | 10 |
| May | 38 | 0 | 7 | 31 | 0 | 11 |
| June | 42 | 0 | 8 | 34 | 0 | 13 |
| July | 41 | 0 | 5 | 36 | 0 | 8 |
| August | 53 | 0 | 7 | 46 | 0 | 8 |
| September | 58 | 0 | 15 | 43 | 0 | 20 |
| October | 50 | 0 | 6 | 44 | 0 | 6 |
| November | 59 | 0 | 14 | 45 | 0 | 19 |
| December | 60 | 0 | 12 | 48 | 0 | 16 |
| Total | 571 | 0 | 105 | 466 | 0 | 145 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,696 | 1,168 | 154 | 908.0 | 1,318.5 |
| 21 - 24 | 969 | 953 | 66 | 681.1 | 692.5 |
| 25 - 44 | 6,560 | 5,244 | 295 | 449.7 | 562.5 |
| 45 - 64 | 6,523 | 6,379 | 242 | 371.0 | 379.4 |
| 65 + | 3,968 | 3,412 | 115 | 289.8 | 337.0 |
| Other/unknown | 4,549 | na | 3 | 6.6 | na |
| Total | 24,265 | 17,156 | 875 | 360.6 | 510.0 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 15,062 | 601 | 399.0 |
| Truck | 8,869 | 298 | 336.0 |
| Trailer | 2,787 | 18 | 64.6 |
| Motorcycle | 885 | 13 | 146.9 |
| Recreational vehicle | 281 | 1 | 35.6 |
| Bus | na | 4 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 12 | na |
| Total | 27,884 | 948 | 340.0 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 17 | 10 | 58.8% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 15 | 10 | 66.7% |
| Light truck | 288 | 233 | 80.9% | 0 | 0 | na | 3 | 2 | 66.7% | 30 | 25 | 83.3% | 11 | 6 | 54.5% | 244 | 200 | 82.0% |
| Motorcycle/moped | 14 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% | 8 | 0 | 0.0% | 0 | 0 | na | 5 | 0 | 0.0% |
| Passenger car | 581 | 515 | 88.6% | 0 | 0 | na | 1 | 1 | 100.0% | 92 | 81 | 88.0% | 9 | 8 | 88.9% | 479 | 425 | 88.7% |
| Other | 12 | 11 | 91.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 11 | 11 | 100.0% |
| Total | 912 | 769 | 84.3% | 0 | 0 | na | 5 | 3 | 60.0% | 130 | 106 | 81.5% | 23 | 14 | 60.9% | 754 | 646 | 85.7% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 9 | 7 | 77.8% | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% | 0 | 0 | na | 3 | 1 | 33.3% |
| 15 - 20 | 167 | 151 | 90.4% | 0 | 0 | na | 2 | 1 | 50.0% | 27 | 23 | 85.2% | 4 | 3 | 75.0% | 134 | 124 | 92.5% |
| 21 - 24 | 72 | 61 | 84.7% | 0 | 0 | na | 0 | 0 | na | 16 | 12 | 75.0% | 0 | 0 | na | 56 | 49 | 87.5% |
| 25 - 44 | 301 | 249 | 82.7% | 0 | 0 | na | 0 | 0 | na | 42 | 32 | 76.2% | 9 | 7 | 77.8% | 250 | 210 | 84.0% |
| 45 - 64 | 246 | 201 | 81.7% | 0 | 0 | na | 2 | 1 | 50.0% | 27 | 23 | 85.2% | 7 | 4 | 57.1% | 210 | 173 | 82.4% |
| 65 + | 117 | 100 | 85.5% | 0 | 0 | na | 1 | 1 | 100.0% | 12 | 10 | 83.3% | 3 | 0 | 0.0% | 101 | 89 | 88.1% |
| Total | 912 | 769 | 84.3% | 0 | 0 | na | 5 | 3 | 60.0% | 130 | 106 | 81.5% | 23 | 14 | 60.9% | 754 | 646 | 85.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 4 | 0 | 2 | 2 | 0 | 4 |
| 5th St & Central Ave | 1 | 0 | 1 | 0 | 0 | 2 |
| 8th St & Western Ave | 1 | 0 | 1 | 0 | 0 | 2 |
| Grand Ave & 5th St | 1 | 0 | 0 | 1 | 0 | 0 |
| 6th St & Central Ave | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 8 | 4 | 0 | 0 | 2 | 6 |
| 21 - 24 | 5 | 5 | 0 | 0 | 2 | 3 |
| 25 - 44 | 18 | 14 | 0 | 1 | 10 | 7 |
| 45 - 64 | 13 | 6 | 1 | 0 | 5 | 7 |
| 65 + | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 46 | 29 | 1 | 1 | 19 | 25 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Connersville | 21 | 15 | 0 | 0 | 8 | 13 |
| Glenwood | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 25 | 14 | 1 | 1 | 11 | 12 |
| Total | 46 | 29 | 1 | 1 | 19 | 25 |

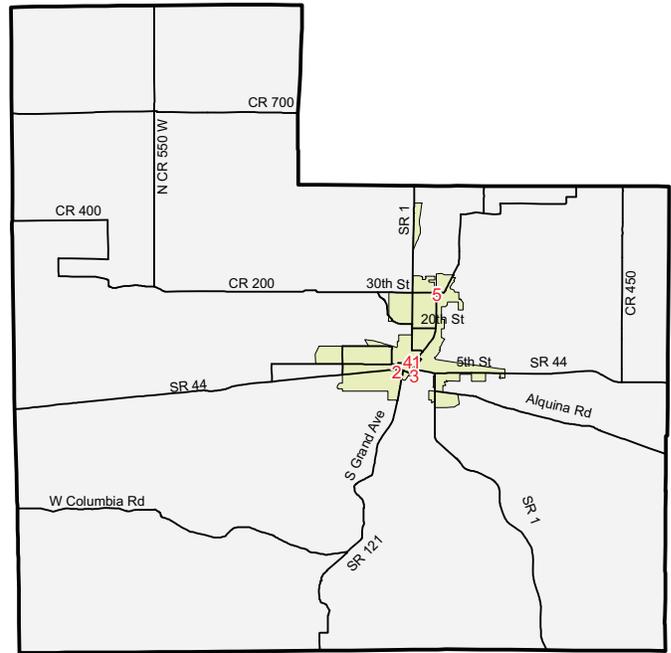
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Connersville | 362 | 0 | 0 | 94 | 18 | 0 | 0 | 5 | 11 | 0 | 0 | 4 |
| Glenwood | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 209 | 0 | 0 | 51 | 18 | 0 | 0 | 12 | 9 | 0 | 0 | 5 |
| Total | 571 | 0 | 0 | 145 | 36 | 0 | 0 | 17 | 20 | 0 | 0 | 9 |

Restraint use among vehicle occupants, by municipality

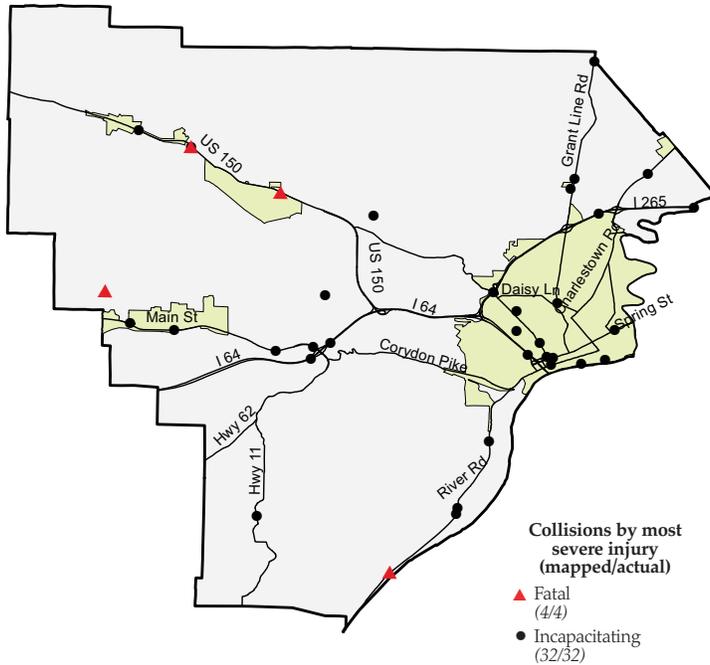
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Connersville | 633 | 519 | 82.0% | 0 | 0 | na | 1 | 0 | 0.0% | 84 | 71 | 84.5% | 12 | 4 | 33.3% | 536 | 444 | 82.8% |
| Glenwood | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 279 | 250 | 89.6% | 0 | 0 | na | 4 | 3 | 75.0% | 46 | 35 | 76.1% | 11 | 10 | 90.9% | 218 | 202 | 92.7% |
| Total | 912 | 769 | 84.3% | 0 | 0 | na | 5 | 3 | 60.0% | 130 | 106 | 81.5% | 23 | 14 | 60.9% | 754 | 646 | 85.7% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 8th St & Western Ave | 4 | 0 | 4 |
| 2 | Grand Ave & SR44 | 3 | 0 | 0 |
| 3 | 5th St & Central Ave | 3 | 0 | 2 |
| 4 | 6th St & Grand Ave | 3 | 0 | 0 |
| 5 | Park Rd & SR1 | 3 | 0 | 0 |

FLOYD COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 233 | 0 | 34 | 199 | 0 | 52 |
| February | 195 | 0 | 36 | 159 | 0 | 46 |
| March | 194 | 0 | 42 | 152 | 0 | 53 |
| April | 231 | 0 | 44 | 187 | 0 | 59 |
| May | 225 | 1 | 49 | 175 | 1 | 71 |
| June | 211 | 1 | 53 | 157 | 1 | 76 |
| July | 216 | 1 | 50 | 165 | 1 | 68 |
| August | 226 | 0 | 42 | 184 | 0 | 63 |
| September | 231 | 0 | 47 | 184 | 0 | 59 |
| October | 261 | 0 | 50 | 211 | 0 | 67 |
| November | 233 | 1 | 35 | 197 | 2 | 46 |
| December | 233 | 0 | 44 | 189 | 0 | 60 |
| Total | 2,689 | 4 | 526 | 2,159 | 5 | 720 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 6,067 | 4,105 | 791 | 1,303.8 | 1,926.9 |
| 21 - 24 | 3,715 | 3,475 | 417 | 1,122.5 | 1,200.0 |
| 25 - 44 | 19,033 | 17,734 | 1,488 | 781.8 | 839.1 |
| 45 - 64 | 21,291 | 20,349 | 1,133 | 532.1 | 556.8 |
| 65 + | 9,518 | 8,019 | 401 | 421.3 | 500.1 |
| Other/unknown | 14,156 | na | 18 | 12.7 | na |
| Total | 73,780 | 53,682 | 4,248 | 575.8 | 791.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 54,012 | 2,832 | 524.3 |
| Truck | 21,478 | 1,760 | 819.4 |
| Trailer | 7,895 | 120 | 152.0 |
| Motorcycle | 2,447 | 45 | 183.9 |
| Bus | na | 32 | na |
| Other/unknown | na | 115 | na |
| Total | 85,832 | 4,904 | 571.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 107 | 85 | 79.4% | 0 | 0 | na | 0 | 0 | na | 7 | 5 | 71.4% | 2 | 2 | 100.0% | 98 | 78 | 79.6% |
| Light truck | 1,639 | 1,478 | 90.2% | 0 | 0 | na | 7 | 4 | 57.1% | 225 | 210 | 93.3% | 11 | 9 | 81.8% | 1,396 | 1,255 | 89.9% |
| Motorcycle/moped | 49 | 14 | 28.6% | 3 | 0 | 0.0% | 8 | 2 | 25.0% | 25 | 9 | 36.0% | 0 | 0 | na | 13 | 3 | 23.1% |
| Passenger car | 2,600 | 2,387 | 91.8% | 2 | 2 | 100.0% | 21 | 15 | 71.4% | 390 | 358 | 91.8% | 19 | 19 | 100.0% | 2,168 | 1,993 | 91.9% |
| Other | 43 | 26 | 60.5% | 0 | 0 | na | 1 | 0 | 0.0% | 7 | 1 | 14.3% | 0 | 0 | na | 35 | 25 | 71.4% |
| Total | 4,438 | 3,990 | 89.9% | 5 | 2 | 40.0% | 37 | 21 | 56.8% | 654 | 583 | 89.1% | 32 | 30 | 93.8% | 3,710 | 3,354 | 90.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 60 | 45 | 75.0% | 0 | 0 | na | 2 | 1 | 50.0% | 44 | 41 | 93.2% | 1 | 1 | 100.0% | 13 | 2 | 15.4% |
| 15 - 20 | 844 | 762 | 90.3% | 0 | 0 | na | 5 | 3 | 60.0% | 130 | 109 | 83.8% | 7 | 7 | 100.0% | 702 | 643 | 91.6% |
| 21 - 24 | 427 | 378 | 88.5% | 1 | 0 | 0.0% | 6 | 2 | 33.3% | 58 | 51 | 87.9% | 6 | 6 | 100.0% | 356 | 319 | 89.6% |
| 25 - 44 | 1,530 | 1,362 | 89.0% | 3 | 2 | 66.7% | 12 | 6 | 50.0% | 192 | 169 | 88.0% | 8 | 6 | 75.0% | 1,315 | 1,179 | 89.7% |
| 45 - 64 | 1,162 | 1,052 | 90.5% | 1 | 0 | 0.0% | 9 | 6 | 66.7% | 164 | 151 | 92.1% | 6 | 6 | 100.0% | 982 | 889 | 90.5% |
| 65 + | 414 | 391 | 94.4% | 0 | 0 | na | 3 | 3 | 100.0% | 66 | 62 | 93.9% | 4 | 4 | 100.0% | 341 | 322 | 94.4% |
| Other/unknown | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 4,438 | 3,990 | 89.9% | 5 | 2 | 40.0% | 37 | 21 | 56.8% | 654 | 583 | 89.1% | 32 | 30 | 93.8% | 3,710 | 3,354 | 90.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 42 | 0 | 14 | 28 | 0 | 17 |
| Pearl St & Spring St | 4 | 0 | 2 | 2 | 0 | 2 |
| Spring St & State St | 4 | 0 | 1 | 3 | 0 | 1 |
| Spring St & Vincennes St | 2 | 0 | 1 | 1 | 0 | 1 |
| Grant Line Rd & I265 | 2 | 0 | 1 | 1 | 0 | 1 |
| Charlestown Crossing Way & SR311 | 2 | 0 | 1 | 1 | 0 | 1 |
| Charlestown Rd & Silver St | 2 | 0 | 0 | 2 | 0 | 0 |
| Elm St & State St | 2 | 0 | 0 | 2 | 0 | 0 |
| Market St & State St | 2 | 0 | 0 | 2 | 0 | 0 |
| Scribner Dr & Spring St | 2 | 0 | 0 | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 22 | 12 | 0 | 2 | 3 | 17 |
| 21 - 24 | 31 | 23 | 1 | 4 | 10 | 16 |
| 25 - 44 | 77 | 51 | 1 | 11 | 28 | 37 |
| 45 - 64 | 39 | 28 | 0 | 3 | 21 | 15 |
| 65 + | 9 | 7 | 0 | 1 | 2 | 6 |
| Other/unknown | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 179 | 122 | 2 | 21 | 65 | 91 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Georgetown | 1 | 0 | 0 | 0 | 0 | 1 |
| Greenville | 4 | 2 | 0 | 1 | 1 | 2 |
| New Albany | 99 | 67 | 1 | 8 | 37 | 53 |
| Rural | 75 | 53 | 1 | 12 | 27 | 35 |
| Total | 179 | 122 | 2 | 21 | 65 | 91 |

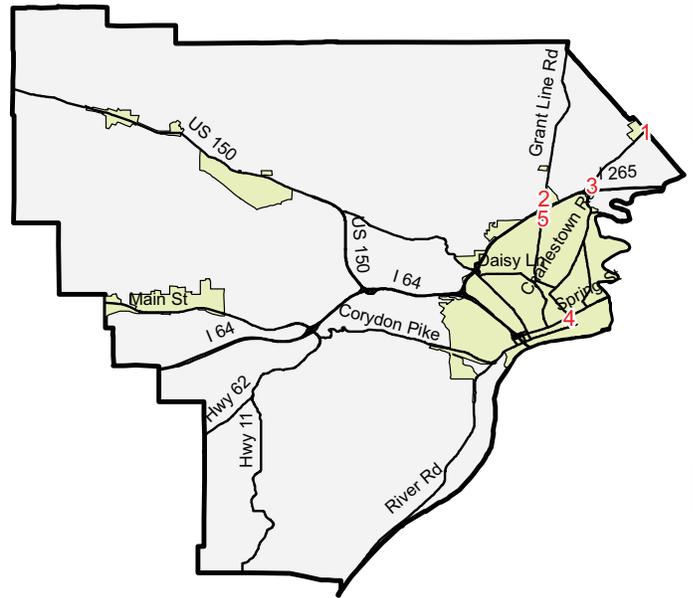
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Georgetown | 55 | 1 | 1 | 21 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| Greenville | 24 | 1 | 1 | 14 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| New Albany | 1,656 | 0 | 0 | 410 | 77 | 0 | 0 | 40 | 46 | 0 | 0 | 17 |
| Rural | 954 | 2 | 3 | 275 | 56 | 0 | 0 | 19 | 79 | 1 | 2 | 36 |
| Total | 2,689 | 4 | 5 | 720 | 136 | 0 | 0 | 60 | 129 | 1 | 2 | 58 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Georgetown | 97 | 75 | 77.3% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 19 | 17 | 89.5% | 1 | 1 | 100.0% | 75 | 57 | 76.0% |
| Greenville | 48 | 43 | 89.6% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 12 | 11 | 91.7% | 0 | 0 | na | 33 | 31 | 93.9% |
| New Albany | 2,758 | 2,631 | 95.4% | 0 | 0 | na | 16 | 11 | 68.8% | 369 | 331 | 89.7% | 6 | 6 | 100.0% | 2,367 | 2,283 | 96.5% |
| Rural | 1,535 | 1,241 | 80.8% | 3 | 2 | 66.7% | 18 | 9 | 50.0% | 254 | 224 | 88.2% | 25 | 23 | 92.0% | 1,235 | 983 | 79.6% |
| Total | 4,438 | 3,990 | 89.9% | 5 | 2 | 40.0% | 37 | 21 | 56.8% | 654 | 583 | 89.1% | 32 | 30 | 93.8% | 3,710 | 3,354 | 90.4% |

Intersections with the most collisions (by mappable collision counts)

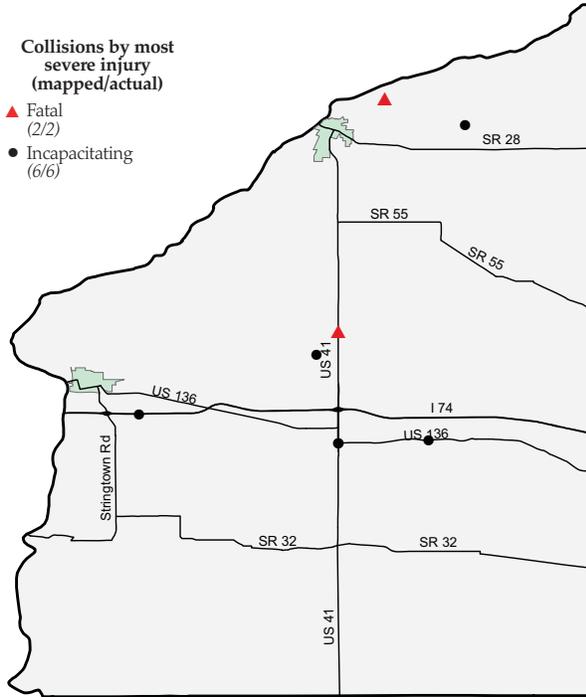


| Point | Intersection | Collisions | Injuries | |
|-------|----------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | County Line Rd & SR311 | 15 | 0 | 8 |
| 2 | Grant Line Rd & Hausfeldt Ln | 10 | 0 | 0 |
| 3 | Charlestown Rd & Kamer Miller Rd | 10 | 0 | 0 |
| 4 | Spring St & SR111 | 9 | 0 | 2 |
| 5 | Grant Line Rd & I265 | 9 | 0 | 2 |

FOUNTAIN COUNTY — 2009

Collisions by most severe injury (mapped/actual)

- ▲ Fatal (2/2)
- Incapacitating (6/6)



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 40 | 0 | 4 | 36 | 0 | 4 |
| February | 33 | 0 | 7 | 26 | 0 | 7 |
| March | 36 | 0 | 3 | 33 | 0 | 3 |
| April | 25 | 0 | 3 | 22 | 0 | 5 |
| May | 39 | 0 | 3 | 36 | 0 | 6 |
| June | 36 | 1 | 7 | 28 | 1 | 10 |
| July | 24 | 0 | 2 | 22 | 0 | 4 |
| August | 28 | 1 | 8 | 19 | 3 | 10 |
| September | 33 | 0 | 3 | 30 | 0 | 6 |
| October | 32 | 0 | 4 | 28 | 0 | 6 |
| November | 35 | 0 | 2 | 33 | 0 | 2 |
| December | 46 | 0 | 6 | 40 | 0 | 6 |
| Total | 407 | 2 | 52 | 353 | 4 | 69 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,263 | 1,062 | 111 | 878.9 | 1,045.2 |
| 21 - 24 | 717 | 778 | 52 | 725.2 | 668.4 |
| 25 - 44 | 4,327 | 3,835 | 172 | 397.5 | 448.5 |
| 45 - 64 | 4,559 | 4,661 | 150 | 329.0 | 321.8 |
| 65 + | 2,953 | 2,693 | 53 | 179.5 | 196.8 |
| Other/unknown | 3,222 | na | na | na | na |
| Total | 17,041 | 13,029 | 538 | 315.7 | 412.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 11,106 | 306 | 275.5 |
| Truck | 7,678 | 239 | 311.3 |
| Trailer | 3,049 | 22 | 72.2 |
| Motorcycle | 650 | 3 | 46.2 |
| Bus | na | 2 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 12 | na |
| Total | 22,483 | 592 | 263.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 22 | 16 | 72.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 22 | 16 | 72.7% |
| Light truck | 226 | 179 | 79.2% | 0 | 0 | na | 3 | 3 | 100.0% | 21 | 16 | 76.2% | 1 | 1 | 100.0% | 201 | 159 | 79.1% |
| Motorcycle/moped | 4 | 2 | 50.0% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| Passenger car | 297 | 261 | 87.9% | 3 | 2 | 66.7% | 5 | 5 | 100.0% | 35 | 28 | 80.0% | 3 | 3 | 100.0% | 251 | 223 | 88.8% |
| Other | 14 | 8 | 57.1% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 14 | 8 | 57.1% |
| Total | 563 | 466 | 82.8% | 4 | 2 | 50.0% | 9 | 8 | 88.9% | 58 | 46 | 79.3% | 4 | 4 | 100.0% | 488 | 406 | 83.2% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 3 | 3 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 120 | 103 | 85.8% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 19 | 18 | 94.7% | 1 | 1 | 100.0% | 97 | 81 | 83.5% |
| 21 - 24 | 55 | 37 | 67.3% | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 7 | 3 | 42.9% | 0 | 0 | na | 46 | 33 | 71.7% |
| 25 - 44 | 179 | 145 | 81.0% | 2 | 0 | 0.0% | 2 | 2 | 100.0% | 15 | 11 | 73.3% | 0 | 0 | na | 160 | 132 | 82.5% |
| 45 - 64 | 151 | 127 | 84.1% | 0 | 0 | na | 0 | 0 | na | 13 | 10 | 76.9% | 2 | 2 | 100.0% | 136 | 115 | 84.6% |
| 65 + | 55 | 51 | 92.7% | 0 | 0 | na | 3 | 3 | 100.0% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 49 | 45 | 91.8% |
| Total | 563 | 466 | 82.8% | 4 | 2 | 50.0% | 9 | 8 | 88.9% | 58 | 46 | 79.3% | 4 | 4 | 100.0% | 488 | 406 | 83.2% |



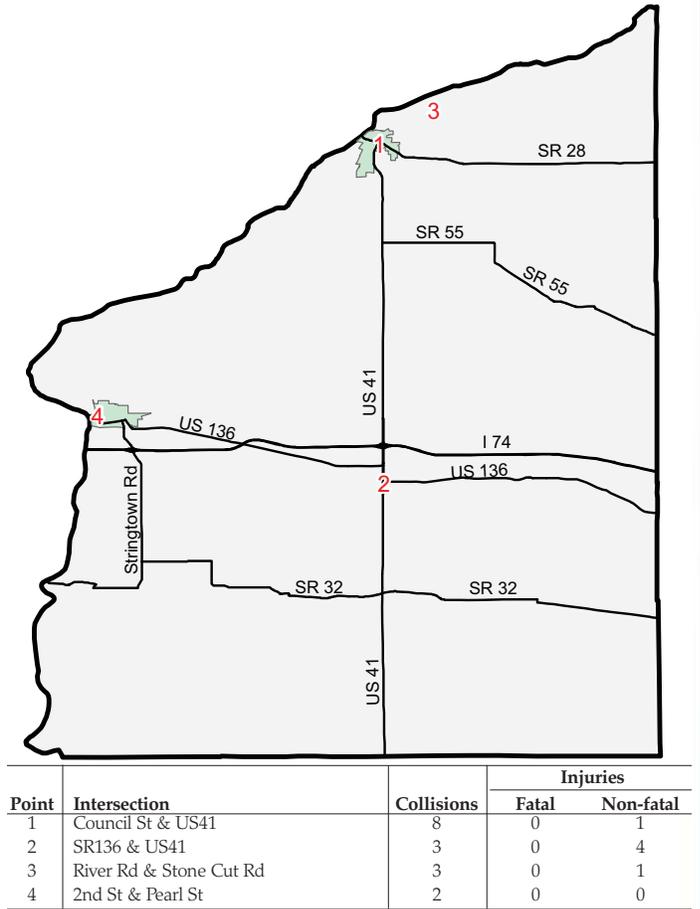
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 1 | 1 | 0 | 1 | 0 | 0 |
| 21 - 24 | 5 | 5 | 0 | 1 | 2 | 2 |
| 25 - 44 | 12 | 9 | 0 | 1 | 5 | 6 |
| 45 - 64 | 6 | 5 | 0 | 0 | 1 | 5 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 24 | 20 | 0 | 3 | 8 | 13 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Attica | 4 | 3 | 0 | 0 | 2 | 2 |
| Covington | 0 | 0 | 0 | 0 | 0 | 0 |
| Hillsboro | 0 | 0 | 0 | 0 | 0 | 0 |
| Kingman | 1 | 1 | 0 | 0 | 1 | 0 |
| Mellott | 0 | 0 | 0 | 0 | 0 | 0 |
| Newtown | 0 | 0 | 0 | 0 | 0 | 0 |
| Veedersburg | 1 | 1 | 0 | 0 | 1 | 0 |
| Wallace | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 18 | 15 | 0 | 3 | 4 | 11 |
| Total | 24 | 20 | 0 | 3 | 8 | 13 |

Intersections with the most collisions (by mappable collision counts)



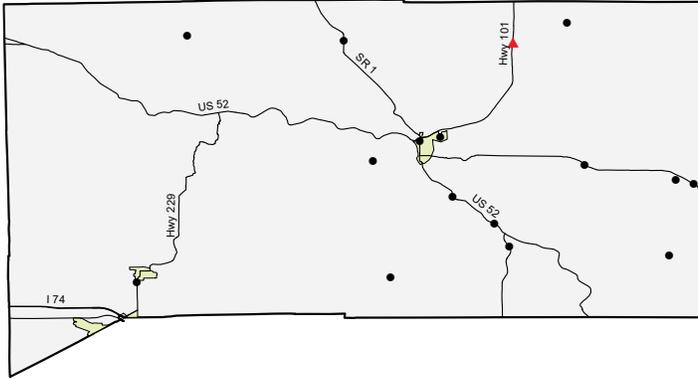
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Attica | 81 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 1 |
| Covington | 40 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Hillsboro | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kingman | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mellott | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newtown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Veedersburg | 14 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Wallace | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 267 | 2 | 4 | 55 | 17 | 1 | 1 | 13 | 23 | 2 | 4 | 14 |
| Total | 407 | 2 | 4 | 69 | 22 | 1 | 1 | 13 | 30 | 2 | 4 | 15 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Attica | 123 | 104 | 84.6% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 1 | 1 | 100.0% | 117 | 99 |
| Covington | 72 | 70 | 97.2% | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% | 0 | 0 | na | 68 | 66 | 97.1% |
| Hillsboro | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Kingman | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| Mellott | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Newtown | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Veedersburg | 23 | 14 | 60.9% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 20 | 11 | 55.0% |
| Wallace | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 341 | 275 | 80.6% | 4 | 2 | 50.0% | 9 | 8 | 88.9% | 45 | 34 | 75.6% | 3 | 3 | 100.0% | 280 | 228 | 81.4% |
| Total | 563 | 466 | 82.8% | 4 | 2 | 50.0% | 9 | 8 | 88.9% | 58 | 46 | 79.3% | 4 | 4 | 100.0% | 488 | 406 | 83.2% |

FRANKLIN COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (1/1)
- Incapacitating (15/15)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 42 | 0 | 4 | 38 | 0 | 4 |
| February | 47 | 0 | 7 | 40 | 0 | 9 |
| March | 32 | 0 | 7 | 25 | 0 | 7 |
| April | 30 | 0 | 5 | 25 | 0 | 7 |
| May | 38 | 0 | 8 | 30 | 0 | 8 |
| June | 38 | 0 | 8 | 30 | 0 | 9 |
| July | 34 | 0 | 13 | 21 | 0 | 14 |
| August | 42 | 0 | 12 | 30 | 0 | 16 |
| September | 47 | 1 | 15 | 31 | 1 | 24 |
| October | 55 | 0 | 8 | 47 | 0 | 13 |
| November | 43 | 0 | 6 | 37 | 0 | 8 |
| December | 58 | 0 | 11 | 47 | 0 | 16 |
| Total | 506 | 1 | 104 | 401 | 1 | 135 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,891 | 1,641 | 165 | 872.6 | 1,005.5 |
| 21 - 24 | 1,100 | 1,138 | 72 | 654.5 | 632.7 |
| 25 - 44 | 6,334 | 5,627 | 222 | 350.5 | 394.5 |
| 45 - 64 | 6,179 | 6,446 | 160 | 258.9 | 248.2 |
| 65 + | 3,196 | 2,762 | 64 | 200.3 | 231.7 |
| Other/unknown | 4,643 | na | 3 | 6.5 | na |
| Total | 23,343 | 17,614 | 686 | 293.9 | 389.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 15,256 | 422 | 276.6 |
| Truck | 10,811 | 259 | 239.6 |
| Trailer | 3,837 | 18 | 46.9 |
| Motorcycle | 988 | 13 | 131.6 |
| Bus | na | 5 | na |
| Other/unknown | na | 8 | na |
| Total | 30,892 | 725 | 234.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 19 | 14 | 73.7% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 17 | 14 | 82.4% |
| Light truck | 259 | 202 | 78.0% | 1 | 0 | 0.0% | 3 | 3 | 100.0% | 36 | 28 | 77.8% | 6 | 5 | 83.3% | 213 | 166 | 77.9% |
| Motorcycle/moped | 14 | 6 | 42.9% | 0 | 0 | na | 3 | 1 | 33.3% | 9 | 4 | 44.4% | 1 | 0 | 0.0% | 1 | 1 | 100.0% |
| Passenger car | 417 | 329 | 78.9% | 0 | 0 | na | 10 | 8 | 80.0% | 69 | 56 | 81.2% | 6 | 5 | 83.3% | 332 | 260 | 78.3% |
| Other | 9 | 7 | 77.8% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 9 | 7 | 77.8% |
| Total | 718 | 558 | 77.7% | 1 | 0 | 0.0% | 16 | 12 | 75.0% | 116 | 88 | 75.9% | 13 | 10 | 76.9% | 572 | 448 | 78.3% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 13 | 11 | 84.6% | 0 | 0 | na | 1 | 1 | 100.0% | 10 | 9 | 90.0% | 1 | 0 | 0.0% | 1 | 1 | 100.0% |
| 15 - 20 | 175 | 130 | 74.3% | 0 | 0 | na | 5 | 4 | 80.0% | 27 | 22 | 81.5% | 5 | 5 | 100.0% | 138 | 99 | 71.7% |
| 21 - 24 | 77 | 60 | 77.9% | 0 | 0 | na | 1 | 1 | 100.0% | 16 | 10 | 62.5% | 1 | 1 | 100.0% | 59 | 48 | 81.4% |
| 25 - 44 | 225 | 179 | 79.6% | 0 | 0 | na | 5 | 3 | 60.0% | 32 | 25 | 78.1% | 3 | 2 | 66.7% | 185 | 149 | 80.5% |
| 45 - 64 | 163 | 124 | 76.1% | 1 | 0 | 0.0% | 3 | 2 | 66.7% | 22 | 15 | 68.2% | 0 | 0 | na | 137 | 107 | 78.1% |
| 65 + | 65 | 54 | 83.1% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 7 | 77.8% | 3 | 2 | 66.7% | 52 | 44 | 84.6% |
| Total | 718 | 558 | 77.7% | 1 | 0 | 0.0% | 16 | 12 | 75.0% | 116 | 88 | 75.9% | 13 | 10 | 76.9% | 572 | 448 | 78.3% |



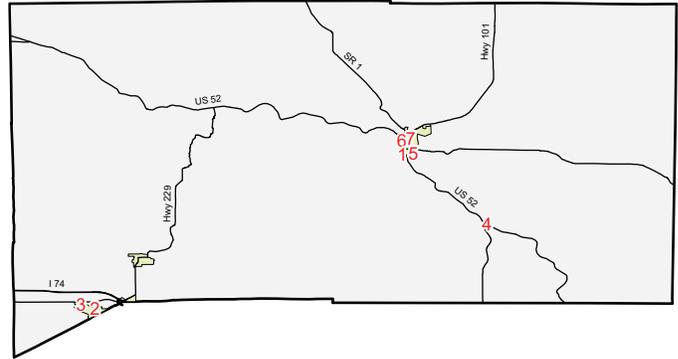
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 3 | 0 | 0 | 1 | 4 |
| 21 - 24 | 3 | 3 | 0 | 0 | 1 | 2 |
| 25 - 44 | 14 | 11 | 1 | 1 | 3 | 9 |
| 45 - 64 | 7 | 4 | 0 | 2 | 1 | 4 |
| 65 + | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 30 | 22 | 1 | 3 | 7 | 19 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Batesville | 3 | 1 | 0 | 0 | 1 | 2 |
| Brookville | 3 | 2 | 0 | 0 | 0 | 3 |
| Cedar Grove | 0 | 0 | 0 | 0 | 0 | 0 |
| Laurel | 0 | 0 | 0 | 0 | 0 | 0 |
| Mount Carmel | 0 | 0 | 0 | 0 | 0 | 0 |
| Oldenburg | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 24 | 19 | 1 | 3 | 6 | 14 |
| Total | 30 | 22 | 1 | 3 | 7 | 19 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 5th St & US52 | 3 | 0 | 3 |
| 2 | Columbus Ave & E G S Blvd | 2 | 0 | 0 |
| 3 | SR46 & Columbus Ave | 2 | 0 | 1 |
| 4 | SR1 & US52 | 2 | 0 | 1 |
| 5 | Mill St & SR252 | 2 | 0 | 1 |
| 6 | 9th St & US52 | 2 | 0 | 0 |
| 7 | 11th St & US52 | 2 | 0 | 0 |

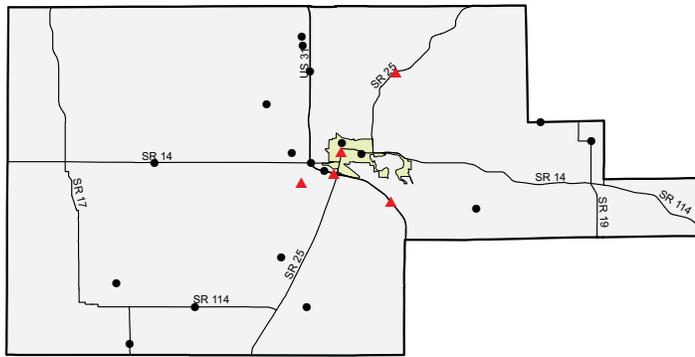
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Batesville | 80 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 7 | 0 | 0 | 0 |
| Brookville | 54 | 0 | 0 | 10 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| Cedar Grove | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laurel | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mount Carmel | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oldenburg | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 360 | 1 | 1 | 109 | 20 | 0 | 0 | 9 | 80 | 0 | 0 | 29 |
| Total | 506 | 1 | 1 | 135 | 24 | 0 | 0 | 11 | 91 | 0 | 0 | 29 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Batesville | 126 | 93 | 73.8% | 0 | 0 | na | 0 | 0 | na | 12 | 11 | 91.7% | 0 | 0 | na | 114 | 82 |
| Brookville | 98 | 54 | 55.1% | 0 | 0 | na | 1 | 1 | 100.0% | 7 | 6 | 85.7% | 1 | 0 | 0.0% | 89 | 47 | 52.8% |
| Cedar Grove | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Laurel | 7 | 7 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 4 | 4 | 100.0% |
| Mount Carmel | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| Oldenburg | 13 | 12 | 92.3% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 2 | 2 | 100.0% | 9 | 8 | 88.9% |
| Rural | 472 | 390 | 82.6% | 1 | 0 | 0.0% | 15 | 11 | 73.3% | 93 | 67 | 72.0% | 8 | 6 | 75.0% | 355 | 306 | 86.2% |
| Total | 718 | 558 | 77.7% | 1 | 0 | 0.0% | 16 | 12 | 75.0% | 116 | 88 | 75.9% | 13 | 10 | 76.9% | 572 | 448 | 78.3% |

FULTON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (5/5)
- Incapacitating (18/18)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 84 | 0 | 11 | 73 | 0 | 14 |
| February | 48 | 0 | 6 | 42 | 0 | 8 |
| March | 33 | 0 | 6 | 27 | 0 | 10 |
| April | 37 | 0 | 9 | 28 | 0 | 16 |
| May | 45 | 1 | 10 | 34 | 1 | 12 |
| June | 36 | 1 | 6 | 29 | 1 | 8 |
| July | 39 | 0 | 5 | 34 | 0 | 6 |
| August | 36 | 2 | 7 | 27 | 2 | 9 |
| September | 45 | 0 | 12 | 33 | 0 | 18 |
| October | 62 | 1 | 7 | 54 | 1 | 8 |
| November | 65 | 0 | 5 | 60 | 0 | 5 |
| December | 72 | 0 | 10 | 62 | 0 | 12 |
| Total | 602 | 5 | 94 | 503 | 5 | 126 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,557 | 1,151 | 133 | 854.2 | 1,155.5 |
| 21 - 24 | 833 | 930 | 61 | 732.3 | 655.9 |
| 25 - 44 | 5,229 | 4,544 | 264 | 504.9 | 581.0 |
| 45 - 64 | 5,527 | 5,513 | 207 | 374.5 | 375.5 |
| 65 + | 3,278 | 3,040 | 83 | 253.2 | 273.0 |
| Other/unknown | 3,895 | na | 1 | 2.6 | na |
| Total | 20,319 | 15,178 | 749 | 368.6 | 493.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 13,371 | 373 | 279.0 |
| Truck | 8,910 | 361 | 405.2 |
| Trailer | 3,889 | 45 | 115.7 |
| Motorcycle | 1,040 | 15 | 144.2 |
| Recreational vehicle | 404 | 2 | 49.5 |
| Bus | na | 1 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 10 | na |
| Total | 27,614 | 812 | 294.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 43 | 39 | 90.7% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 37 | 34 | 91.9% |
| Light truck | 346 | 269 | 77.7% | 0 | 0 | na | 3 | 0 | 0.0% | 44 | 35 | 79.5% | 3 | 3 | 100.0% | 296 | 231 | 78.0% |
| Motorcycle/moped | 18 | 2 | 11.1% | 2 | 0 | 0.0% | 3 | 0 | 0.0% | 10 | 1 | 10.0% | 0 | 0 | na | 3 | 1 | 33.3% |
| Passenger car | 364 | 307 | 84.3% | 1 | 1 | 100.0% | 9 | 8 | 88.9% | 43 | 35 | 81.4% | 3 | 3 | 100.0% | 308 | 260 | 84.4% |
| Other | 13 | 2 | 15.4% | 0 | 0 | na | 2 | 0 | 0.0% | 3 | 0 | 0.0% | 0 | 0 | na | 8 | 2 | 25.0% |
| Total | 784 | 619 | 79.0% | 4 | 2 | 50.0% | 19 | 9 | 47.4% | 102 | 73 | 71.6% | 7 | 7 | 100.0% | 652 | 528 | 81.0% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 7 | 3 | 42.9% | 0 | 0 | na | 2 | 1 | 50.0% | 5 | 2 | 40.0% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 142 | 113 | 79.6% | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 22 | 15 | 68.2% | 2 | 2 | 100.0% | 112 | 92 | 82.1% |
| 21 - 24 | 64 | 56 | 87.5% | 0 | 0 | na | 2 | 1 | 50.0% | 6 | 6 | 100.0% | 0 | 0 | na | 56 | 49 | 87.5% |
| 25 - 44 | 273 | 213 | 78.0% | 0 | 0 | na | 3 | 0 | 0.0% | 37 | 25 | 67.6% | 3 | 3 | 100.0% | 230 | 185 | 80.4% |
| 45 - 64 | 212 | 163 | 76.9% | 3 | 1 | 33.3% | 6 | 3 | 50.0% | 26 | 19 | 73.1% | 2 | 2 | 100.0% | 175 | 138 | 78.9% |
| 65 + | 86 | 71 | 82.6% | 0 | 0 | na | 1 | 1 | 100.0% | 6 | 6 | 100.0% | 0 | 0 | na | 79 | 64 | 81.0% |
| Total | 784 | 619 | 79.0% | 4 | 2 | 50.0% | 19 | 9 | 47.4% | 102 | 73 | 71.6% | 7 | 7 | 100.0% | 652 | 528 | 81.0% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 0 | 2 | 0 | 0 |
| 8th St & Main St | 2 | 0 | 0 | 2 | 0 | 0 |

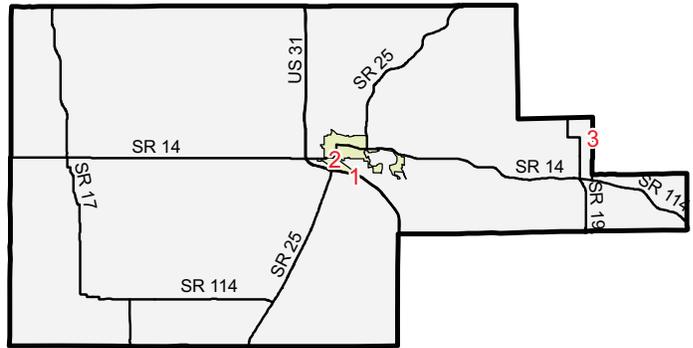
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 4 | 2 | 0 | 1 | 0 | 3 |
| 21 - 24 | 4 | 4 | 0 | 0 | 2 | 2 |
| 25 - 44 | 14 | 12 | 1 | 1 | 4 | 8 |
| 45 - 64 | 4 | 3 | 0 | 0 | 2 | 2 |
| 65 + | 2 | 2 | 0 | 1 | 0 | 1 |
| Total | 28 | 23 | 1 | 3 | 8 | 16 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Akron | 1 | 1 | 0 | 0 | 1 | 0 |
| Fulton | 0 | 0 | 0 | 0 | 0 | 0 |
| Kewanna | 0 | 0 | 0 | 0 | 0 | 0 |
| Rochester | 9 | 7 | 0 | 2 | 1 | 6 |
| Rural | 18 | 15 | 1 | 1 | 6 | 10 |
| Total | 28 | 23 | 1 | 3 | 8 | 16 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Old US31 & US31 | 5 | 0 | 4 |
| 2 | 18th St & Main St | 3 | 0 | 1 |
| 3 | CR1000E & CR100N | 3 | 0 | 2 |

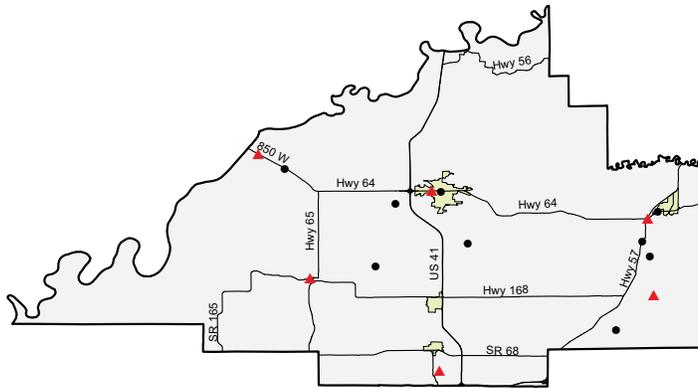
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Akron | 21 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Fulton | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kewanna | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rochester | 125 | 1 | 1 | 34 | 7 | 0 | 0 | 4 | 18 | 0 | 0 | 6 |
| Rural | 451 | 4 | 4 | 86 | 18 | 1 | 1 | 10 | 68 | 0 | 0 | 21 |
| Total | 602 | 5 | 5 | 126 | 26 | 1 | 1 | 14 | 89 | 0 | 0 | 28 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Akron | 31 | 23 | 74.2% | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% | 0 | 0 | na | 28 | 22 | 78.6% |
| Fulton | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 3 | 2 | 66.7% |
| Kewanna | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Rochester | 216 | 158 | 73.1% | 0 | 0 | na | 3 | 2 | 66.7% | 29 | 21 | 72.4% | 3 | 3 | 100.0% | 181 | 132 | 72.9% |
| Rural | 529 | 431 | 81.5% | 4 | 2 | 50.0% | 16 | 7 | 43.8% | 69 | 50 | 72.5% | 4 | 4 | 100.0% | 436 | 368 | 84.4% |
| Total | 784 | 619 | 79.0% | 4 | 2 | 50.0% | 19 | 9 | 47.4% | 102 | 73 | 71.6% | 7 | 7 | 100.0% | 652 | 528 | 81.0% |

GIBSON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (6/6)
- Incapacitating (9/10)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 88 | 1 | 13 | 74 | 1 | 16 |
| February | 84 | 0 | 10 | 74 | 0 | 13 |
| March | 74 | 1 | 11 | 62 | 1 | 17 |
| April | 79 | 1 | 17 | 61 | 1 | 36 |
| May | 90 | 0 | 22 | 68 | 0 | 34 |
| June | 66 | 0 | 10 | 56 | 0 | 15 |
| July | 68 | 2 | 13 | 53 | 2 | 22 |
| August | 79 | 0 | 16 | 63 | 0 | 22 |
| September | 74 | 0 | 16 | 58 | 0 | 20 |
| October | 97 | 1 | 12 | 84 | 1 | 12 |
| November | 94 | 0 | 12 | 82 | 0 | 14 |
| December | 103 | 0 | 18 | 85 | 0 | 25 |
| Total | 996 | 6 | 170 | 820 | 6 | 246 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,525 | 1,999 | 245 | 970.3 | 1,225.6 |
| 21 - 24 | 1,477 | 1,455 | 113 | 765.1 | 776.6 |
| 25 - 44 | 8,517 | 7,568 | 476 | 558.9 | 629.0 |
| 45 - 64 | 8,999 | 8,799 | 412 | 457.8 | 468.2 |
| 65 + | 4,905 | 4,347 | 163 | 332.3 | 375.0 |
| Other/unknown | 6,243 | na | 1 | 1.6 | na |
| Total | 32,666 | 24,168 | 1,410 | 431.6 | 583.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 21,017 | 771 | 366.8 |
| Truck | 14,486 | 638 | 440.4 |
| Trailer | 5,391 | 96 | 178.1 |
| Motorcycle | 1,396 | 18 | 128.9 |
| Recreational vehicle | 610 | 1 | 16.4 |
| Bus | na | 1 | na |
| Farm vehicle | na | 9 | na |
| Other/unknown | na | 17 | na |
| Total | 42,900 | 1,551 | 361.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 79 | 65 | 82.3% | 0 | 0 | na | 0 | 0 | na | 7 | 6 | 85.7% | 2 | 2 | 100.0% | 70 | 57 | 81.4% |
| Light truck | 629 | 469 | 74.6% | 0 | 0 | na | 4 | 2 | 50.0% | 94 | 64 | 68.1% | 18 | 15 | 83.3% | 513 | 388 | 75.6% |
| Motorcycle/moped | 19 | 3 | 15.8% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 10 | 2 | 20.0% | 0 | 0 | na | 6 | 1 | 16.7% |
| Passenger car | 729 | 541 | 74.2% | 4 | 2 | 50.0% | 4 | 3 | 75.0% | 117 | 84 | 71.8% | 12 | 11 | 91.7% | 592 | 441 | 74.5% |
| Other | 16 | 8 | 50.0% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 2 | 1 | 50.0% | 12 | 7 | 58.3% |
| Total | 1,472 | 1,086 | 73.8% | 5 | 2 | 40.0% | 10 | 5 | 50.0% | 230 | 156 | 67.8% | 34 | 29 | 85.3% | 1,193 | 894 | 74.9% |

Restraint use among vehicle occupants, by age

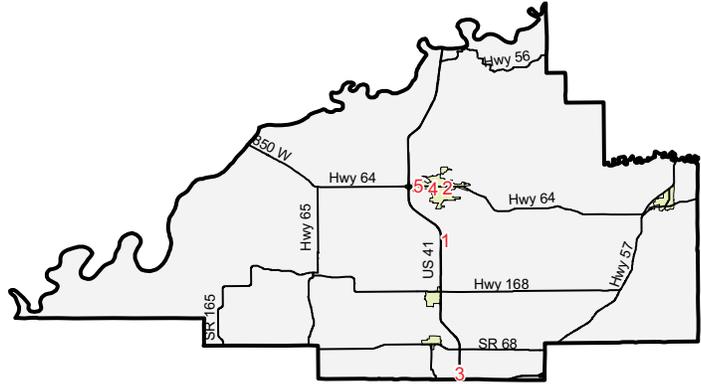
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 16 | 11 | 68.8% | 0 | 0 | na | 0 | 0 | na | 15 | 11 | 73.3% | 0 | 0 | na | 1 | 0 | 0.0% |
| 15 - 20 | 262 | 180 | 68.7% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 55 | 34 | 61.8% | 8 | 7 | 87.5% | 196 | 136 | 69.4% |
| 21 - 24 | 114 | 78 | 68.4% | 0 | 0 | na | 0 | 0 | na | 17 | 12 | 70.6% | 2 | 2 | 100.0% | 95 | 64 | 67.4% |
| 25 - 44 | 494 | 364 | 73.7% | 3 | 0 | 0.0% | 6 | 2 | 33.3% | 75 | 55 | 73.3% | 10 | 8 | 80.0% | 400 | 299 | 74.8% |
| 45 - 64 | 419 | 324 | 77.3% | 0 | 0 | na | 0 | 0 | na | 43 | 28 | 65.1% | 10 | 9 | 90.0% | 366 | 287 | 78.4% |
| 65 + | 167 | 129 | 77.2% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 25 | 16 | 64.0% | 4 | 3 | 75.0% | 135 | 108 | 80.0% |
| Total | 1,472 | 1,086 | 73.8% | 5 | 2 | 40.0% | 10 | 5 | 50.0% | 230 | 156 | 67.8% | 34 | 29 | 85.3% | 1,193 | 894 | 74.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 7 | 0 | 4 | 3 | 0 | 10 |
| CR350S & US41 | 2 | 0 | 1 | 1 | 0 | 4 |
| US41 & SR68 | 1 | 0 | 1 | 0 | 0 | 2 |
| US41 & CR100W | 1 | 0 | 1 | 0 | 0 | 1 |
| SR65 & State St | 1 | 0 | 1 | 0 | 0 | 3 |
| SR65 & SR64 | 1 | 0 | 0 | 1 | 0 | 0 |
| 1st Ave & SR64 | 1 | 0 | 0 | 1 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR350S & US41 | 8 | 0 | 5 |
| 2 | Main St & SR64 | 8 | 0 | 3 |
| 3 | CR1250S & SR41 | 6 | 0 | 0 |
| 4 | Broadway St & Spring St | 6 | 0 | 3 |
| 5 | Brumfield Ave & 3rd Ave | 5 | 0 | 3 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Fort Branch | 1 | 1 | 0 | 0 | 1 | 0 |
| Francisco | 0 | 0 | 0 | 0 | 0 | 0 |
| Haubstadt | 2 | 1 | 0 | 0 | 1 | 1 |
| Hazleton | 0 | 0 | 0 | 0 | 0 | 0 |
| Mackey | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakland City | 10 | 7 | 0 | 1 | 3 | 6 |
| Owensville | 0 | 0 | 0 | 0 | 0 | 0 |
| Patoka | 0 | 0 | 0 | 0 | 0 | 0 |
| Princeton | 17 | 11 | 1 | 1 | 7 | 8 |
| Somerville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 27 | 22 | 0 | 5 | 9 | 13 |
| Total | 57 | 42 | 1 | 7 | 21 | 28 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 10 | 7 | 0 | 2 | 4 | 4 |
| 21 - 24 | 10 | 9 | 0 | 2 | 5 | 3 |
| 25 - 44 | 28 | 21 | 1 | 2 | 10 | 15 |
| 45 - 64 | 8 | 4 | 0 | 1 | 2 | 5 |
| 65 + | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 57 | 42 | 1 | 7 | 21 | 28 |

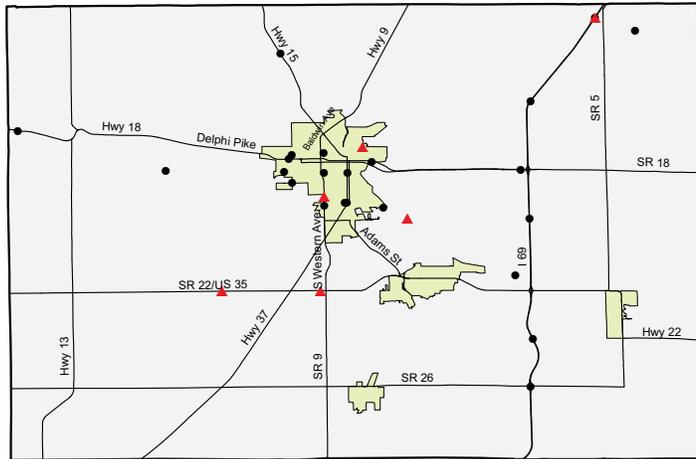
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Fort Branch | 37 | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Francisco | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Haubstadt | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hazleton | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mackey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oakland City | 45 | 0 | 0 | 16 | 7 | 0 | 0 | 6 | 3 | 0 | 0 | 8 |
| Owensville | 15 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 |
| Patoka | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Princeton | 290 | 0 | 0 | 77 | 13 | 0 | 0 | 6 | 18 | 0 | 0 | 3 |
| Somerville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 591 | 5 | 5 | 141 | 24 | 0 | 0 | 18 | 67 | 2 | 2 | 29 |
| Total | 996 | 6 | 6 | 246 | 46 | 0 | 0 | 31 | 92 | 2 | 2 | 41 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Fort Branch | 57 | 42 | 73.7% | 0 | 0 | na | 0 | 0 | na | 9 | 5 | 55.6% | 2 | 1 | 50.0% | 46 | 36 | 78.3% |
| Francisco | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Haubstadt | 22 | 22 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 22 | 22 | 100.0% |
| Hazleton | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| Mackey | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Oakland City | 65 | 52 | 80.0% | 0 | 0 | na | 2 | 2 | 100.0% | 14 | 10 | 71.4% | 1 | 0 | 0.0% | 48 | 40 | 83.3% |
| Owensville | 25 | 20 | 80.0% | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 23 | 20 | 87.0% |
| Patoka | 3 | 1 | 33.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% |
| Princeton | 495 | 224 | 45.3% | 0 | 0 | na | 2 | 1 | 50.0% | 73 | 37 | 50.7% | 3 | 1 | 33.3% | 417 | 185 | 44.4% |
| Somerville | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 801 | 721 | 90.0% | 4 | 2 | 50.0% | 6 | 2 | 33.3% | 132 | 103 | 78.0% | 28 | 27 | 96.4% | 631 | 587 | 93.0% |
| Total | 1,472 | 1,086 | 73.8% | 5 | 2 | 40.0% | 10 | 5 | 50.0% | 230 | 156 | 67.8% | 34 | 29 | 85.3% | 1,193 | 894 | 74.9% |

GRANT COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (6/6)
- Incapacitating (23/23)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 322 | 1 | 31 | 290 | 1 | 38 |
| February | 168 | 0 | 19 | 149 | 0 | 27 |
| March | 117 | 0 | 19 | 98 | 0 | 23 |
| April | 152 | 0 | 23 | 129 | 0 | 33 |
| May | 200 | 0 | 28 | 172 | 0 | 35 |
| June | 175 | 0 | 47 | 128 | 0 | 65 |
| July | 122 | 2 | 27 | 93 | 2 | 37 |
| August | 169 | 2 | 25 | 142 | 2 | 36 |
| September | 183 | 1 | 30 | 152 | 1 | 40 |
| October | 172 | 0 | 26 | 146 | 0 | 29 |
| November | 162 | 0 | 26 | 136 | 0 | 34 |
| December | 302 | 0 | 32 | 270 | 0 | 47 |
| Total | 2,244 | 6 | 333 | 1,905 | 6 | 444 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 7,688 | 3,480 | 548 | 712.8 | 1,574.7 |
| 21 - 24 | 3,768 | 3,085 | 318 | 843.9 | 1,030.8 |
| 25 - 44 | 15,447 | 14,006 | 1,033 | 668.7 | 737.5 |
| 45 - 64 | 18,536 | 17,607 | 906 | 488.8 | 514.6 |
| 65 + | 11,360 | 9,708 | 418 | 368.0 | 430.6 |
| Other/unknown | 11,810 | na | 17 | 14.4 | na |
| Total | 68,609 | 47,886 | 3,240 | 472.2 | 676.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 44,205 | 2,129 | 481.6 |
| Truck | 21,600 | 1,373 | 635.6 |
| Trailer | 8,111 | 138 | 170.1 |
| Motorcycle | 3,386 | 57 | 168.3 |
| Recreational vehicle | 980 | 2 | 20.4 |
| Bus | na | 15 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 100 | na |
| Total | 78,282 | 3,816 | 487.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 117 | 111 | 94.9% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 115 | 110 | 95.7% |
| Light truck | 1,244 | 1,093 | 87.9% | 4 | 1 | 25.0% | 2 | 1 | 50.0% | 117 | 96 | 82.1% | 4 | 4 | 100.0% | 1,117 | 991 | 88.7% |
| Motorcycle/moped | 56 | 14 | 25.0% | 2 | 0 | 0.0% | 5 | 0 | 0.0% | 34 | 10 | 29.4% | 1 | 0 | 0.0% | 14 | 4 | 28.6% |
| Passenger car | 1,902 | 1,738 | 91.4% | 0 | 0 | na | 19 | 17 | 89.5% | 242 | 223 | 92.1% | 9 | 9 | 100.0% | 1,632 | 1,489 | 91.2% |
| Other | 37 | 27 | 73.0% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 0 | 0 | na | 33 | 24 | 72.7% |
| Total | 3,356 | 2,983 | 88.9% | 6 | 1 | 16.7% | 26 | 18 | 69.2% | 399 | 333 | 83.5% | 14 | 13 | 92.9% | 2,911 | 2,618 | 89.9% |

Restraint use among vehicle occupants, by age

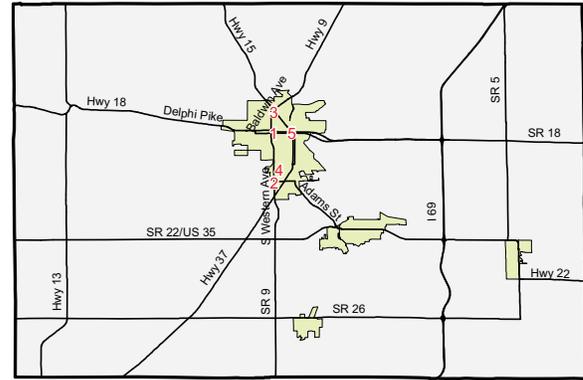
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 36 | 24 | 66.7% | 0 | 0 | na | 1 | 1 | 100.0% | 18 | 15 | 83.3% | 0 | 0 | na | 17 | 8 | 47.1% |
| 15 - 20 | 582 | 516 | 88.7% | 0 | 0 | na | 4 | 3 | 75.0% | 85 | 69 | 81.2% | 11 | 11 | 100.0% | 482 | 433 | 89.8% |
| 21 - 24 | 323 | 286 | 88.5% | 0 | 0 | na | 1 | 0 | 0.0% | 29 | 24 | 82.8% | 1 | 1 | 100.0% | 292 | 261 | 89.4% |
| 25 - 44 | 1,066 | 934 | 87.6% | 4 | 0 | 0.0% | 9 | 6 | 66.7% | 130 | 102 | 78.5% | 1 | 0 | 0.0% | 922 | 826 | 89.6% |
| 45 - 64 | 924 | 836 | 90.5% | 1 | 0 | 0.0% | 9 | 6 | 66.7% | 98 | 87 | 88.8% | 1 | 1 | 100.0% | 815 | 742 | 91.0% |
| 65 + | 425 | 387 | 91.1% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 39 | 36 | 92.3% | 0 | 0 | na | 383 | 348 | 90.9% |
| Total | 3,356 | 2,983 | 88.9% | 6 | 1 | 16.7% | 26 | 18 | 69.2% | 399 | 333 | 83.5% | 14 | 13 | 92.9% | 2,911 | 2,618 | 89.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 56 | 0 | 23 | 33 | 0 | 35 |
| Kem Rd & SR9 | 5 | 0 | 3 | 2 | 0 | 4 |
| SR9 & SR18 | 5 | 0 | 1 | 4 | 0 | 1 |
| Boots St & SR18 | 4 | 0 | 1 | 3 | 0 | 2 |
| 16th St & SR9 | 3 | 0 | 1 | 2 | 0 | 2 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR9 & SR18 | 21 | 0 | 5 |
| 2 | 38th St & SR9 | 11 | 0 | 6 |
| 3 | Kem Rd & SR9 | 9 | 0 | 6 |
| 4 | 32nd St & SR9 | 7 | 0 | 2 |
| 5 | Boots St & SR18 | 7 | 0 | 3 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Converse | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairmount | 0 | 0 | 0 | 0 | 0 | 0 |
| Fowlerlton | 0 | 0 | 0 | 0 | 0 | 0 |
| Gas City | 4 | 3 | 0 | 0 | 1 | 3 |
| Jonesboro | 3 | 3 | 1 | 0 | 1 | 1 |
| Marion | 47 | 26 | 1 | 3 | 6 | 37 |
| Matthews | 0 | 0 | 0 | 0 | 0 | 0 |
| Swayzee | 0 | 0 | 0 | 0 | 0 | 0 |
| Sweetser | 0 | 0 | 0 | 0 | 0 | 0 |
| Upland | 0 | 0 | 0 | 0 | 0 | 0 |
| Van Buren | 1 | 1 | 0 | 0 | 0 | 1 |
| Rural | 34 | 25 | 3 | 1 | 8 | 22 |
| Total | 89 | 58 | 5 | 4 | 16 | 64 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 4 | 3 | 1 | 0 | 0 | 3 |
| 21 - 24 | 12 | 8 | 0 | 1 | 2 | 9 |
| 25 - 44 | 47 | 31 | 4 | 1 | 9 | 33 |
| 45 - 64 | 24 | 16 | 0 | 2 | 5 | 17 |
| 65 + | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 89 | 58 | 5 | 4 | 16 | 64 |

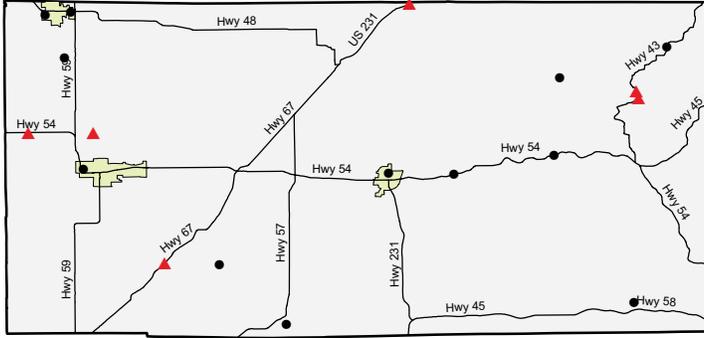
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Converse | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairmount | 34 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 2 |
| Fowlerlton | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gas City | 153 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 2 |
| Jonesboro | 10 | 0 | 0 | 4 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 1 |
| Marion | 1,266 | 2 | 2 | 216 | 38 | 1 | 1 | 11 | 127 | 0 | 0 | 20 |
| Matthews | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Swayzee | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sweetser | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Upland | 38 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Van Buren | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 717 | 4 | 4 | 194 | 26 | 0 | 0 | 10 | 173 | 0 | 0 | 41 |
| Total | 2,244 | 6 | 6 | 444 | 72 | 1 | 1 | 23 | 325 | 0 | 0 | 66 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Converse | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| Fairmount | 55 | 51 | 92.7% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 0 | 0 | na | 50 | 47 | 94.0% |
| Fowlerlton | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Gas City | 252 | 195 | 77.4% | 0 | 0 | na | 0 | 0 | na | 17 | 10 | 58.8% | 3 | 3 | 100.0% | 232 | 182 | 78.4% |
| Jonesboro | 15 | 9 | 60.0% | 0 | 0 | na | 0 | 0 | na | 4 | 0 | 0.0% | 0 | 0 | na | 11 | 9 | 81.8% |
| Marion | 1,961 | 1,729 | 88.2% | 2 | 1 | 50.0% | 15 | 10 | 66.7% | 191 | 168 | 88.0% | 7 | 6 | 85.7% | 1,746 | 1,544 | 88.4% |
| Matthews | 7 | 7 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 6 | 6 | 100.0% |
| Swayzee | 4 | 2 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 2 | 50.0% |
| Sweetser | 11 | 7 | 63.6% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 11 | 7 | 63.6% |
| Upland | 58 | 56 | 96.6% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 58 | 56 | 96.6% |
| Van Buren | 7 | 6 | 85.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 6 | 85.7% |
| Rural | 983 | 918 | 93.4% | 4 | 0 | 0.0% | 11 | 8 | 72.7% | 180 | 149 | 82.8% | 3 | 3 | 100.0% | 785 | 758 | 96.6% |
| Total | 3,356 | 2,983 | 88.9% | 6 | 1 | 16.7% | 26 | 18 | 69.2% | 399 | 333 | 83.5% | 14 | 13 | 92.9% | 2,911 | 2,618 | 89.9% |

GREENE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (6/6)
- Incapacitating (12/12)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 79 | 0 | 11 | 68 | 0 | 18 |
| February | 76 | 0 | 13 | 63 | 0 | 17 |
| March | 79 | 1 | 13 | 65 | 1 | 14 |
| April | 68 | 0 | 8 | 60 | 0 | 11 |
| May | 66 | 2 | 8 | 56 | 3 | 12 |
| June | 67 | 1 | 11 | 55 | 1 | 14 |
| July | 62 | 0 | 10 | 52 | 0 | 15 |
| August | 60 | 1 | 11 | 48 | 1 | 18 |
| September | 71 | 0 | 14 | 57 | 0 | 14 |
| October | 81 | 1 | 11 | 69 | 2 | 17 |
| November | 91 | 0 | 10 | 81 | 0 | 10 |
| December | 67 | 0 | 9 | 58 | 0 | 11 |
| Total | 867 | 6 | 129 | 732 | 8 | 171 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,529 | 1,834 | 232 | 917.4 | 1,265.0 |
| 21 - 24 | 1,466 | 1,367 | 88 | 600.3 | 643.7 |
| 25 - 44 | 8,478 | 7,195 | 377 | 444.7 | 524.0 |
| 45 - 64 | 8,921 | 8,770 | 281 | 315.0 | 320.4 |
| 65 + | 5,096 | 4,460 | 108 | 211.9 | 242.2 |
| Other/unknown | 6,087 | na | 3 | 4.9 | na |
| Total | 32,577 | 23,626 | 1,089 | 334.3 | 460.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 19,717 | 593 | 300.8 |
| Truck | 15,642 | 507 | 324.1 |
| Trailer | 5,329 | 41 | 76.9 |
| Motorcycle | 1,565 | 14 | 89.5 |
| Recreational vehicle | 593 | 1 | 16.9 |
| Bus | na | 7 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 9 | na |
| Total | 42,846 | 1,176 | 274.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 39 | 28 | 71.8% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 0 | 0 | na | 34 | 24 | 70.6% |
| Light truck | 492 | 328 | 66.7% | 3 | 1 | 33.3% | 8 | 3 | 37.5% | 57 | 40 | 70.2% | 6 | 3 | 50.0% | 418 | 281 | 67.2% |
| Motorcycle/moped | 15 | 3 | 20.0% | 2 | 1 | 50.0% | 4 | 0 | 0.0% | 5 | 1 | 20.0% | 0 | 0 | na | 4 | 1 | 25.0% |
| Passenger car | 574 | 396 | 69.0% | 3 | 1 | 33.3% | 4 | 1 | 25.0% | 79 | 64 | 81.0% | 5 | 5 | 100.0% | 483 | 325 | 67.3% |
| Other | 15 | 7 | 46.7% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 14 | 7 | 50.0% |
| Total | 1,135 | 762 | 67.1% | 8 | 3 | 37.5% | 16 | 4 | 25.0% | 147 | 109 | 74.1% | 11 | 8 | 72.7% | 953 | 638 | 66.9% |

Restraint use among vehicle occupants, by age

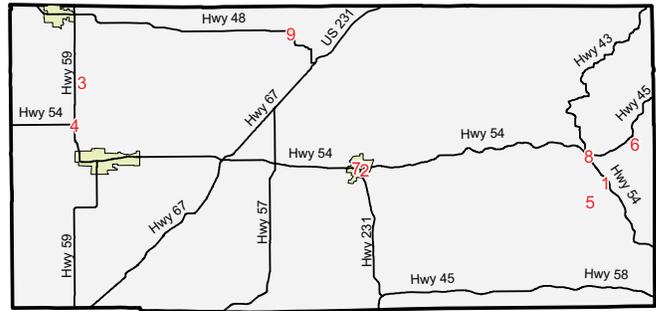
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 18 | 11 | 61.1% | 0 | 0 | na | 5 | 2 | 40.0% | 12 | 8 | 66.7% | 1 | 1 | 100.0% | 0 | 0 | na |
| 15 - 20 | 242 | 158 | 65.3% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 40 | 28 | 70.0% | 3 | 1 | 33.3% | 196 | 129 | 65.8% |
| 21 - 24 | 93 | 57 | 61.3% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 18 | 12 | 66.7% | 0 | 0 | na | 72 | 45 | 62.5% |
| 25 - 44 | 383 | 258 | 67.4% | 3 | 2 | 66.7% | 5 | 1 | 20.0% | 37 | 29 | 78.4% | 6 | 5 | 83.3% | 332 | 221 | 66.6% |
| 45 - 64 | 288 | 197 | 68.4% | 2 | 0 | 0.0% | 0 | 0 | na | 29 | 22 | 75.9% | 1 | 1 | 100.0% | 256 | 174 | 68.0% |
| 65 + | 111 | 81 | 73.0% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 11 | 10 | 90.9% | 0 | 0 | na | 97 | 69 | 71.1% |
| Total | 1,135 | 762 | 67.1% | 8 | 3 | 37.5% | 16 | 4 | 25.0% | 147 | 109 | 74.1% | 11 | 8 | 72.7% | 953 | 638 | 66.9% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 4 | 4 | 0 | 1 | 1 | 2 |
| 21 - 24 | 7 | 7 | 0 | 2 | 3 | 2 |
| 25 - 44 | 19 | 17 | 1 | 1 | 6 | 11 |
| 45 - 64 | 10 | 8 | 0 | 1 | 1 | 8 |
| 65 + | 2 | 1 | 0 | 0 | 0 | 2 |
| Total | 42 | 37 | 1 | 5 | 11 | 25 |

Intersections with the most collisions (by mappable collision counts)



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bloomfield | 0 | 0 | 0 | 0 | 0 | 0 |
| Jasonville | 2 | 2 | 0 | 0 | 1 | 1 |
| Linton | 6 | 5 | 0 | 0 | 1 | 5 |
| Lyons | 0 | 0 | 0 | 0 | 0 | 0 |
| Newberry | 1 | 1 | 0 | 0 | 0 | 1 |
| Switz City | 0 | 0 | 0 | 0 | 0 | 0 |
| Worthington | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 33 | 29 | 1 | 5 | 9 | 18 |
| Total | 42 | 37 | 1 | 5 | 11 | 25 |

| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR45 & SR54 | 5 | 0 | 1 |
| 2 | Main St & US231 | 4 | 0 | 2 |
| 3 | CR545N & SR59 | 4 | 0 | 0 |
| 4 | CR300N & SR59 | 3 | 0 | 0 |
| 5 | CR175S & SR45 | 2 | 0 | 0 |
| 6 | CR350N & SR45 | 2 | 0 | 0 |
| 7 | Franklin St & Indiana Ave | 2 | 0 | 0 |
| 8 | SR54 & SR445 | 2 | 0 | 3 |
| 9 | CR850N & SR157 | 2 | 0 | 0 |

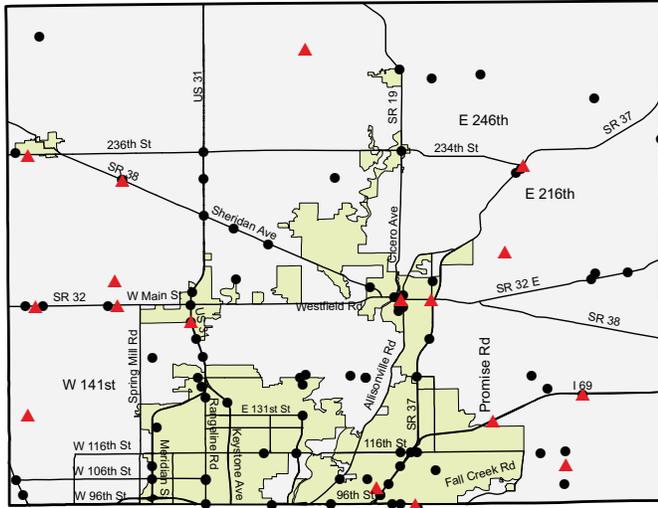
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bloomfield | 68 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Jasonville | 25 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Linton | 88 | 0 | 0 | 20 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 4 |
| Lyons | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newberry | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 2 |
| Switz City | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Worthington | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 671 | 6 | 8 | 128 | 30 | 2 | 2 | 9 | 31 | 1 | 1 | 12 |
| Total | 867 | 6 | 8 | 171 | 38 | 2 | 2 | 11 | 44 | 1 | 1 | 19 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Bloomfield | 98 | 73 | 74.5% | 0 | 0 | na | 0 | 0 | na | 9 | 8 | 88.9% | 1 | 0 | 0.0% | 88 | 65 |
| Jasonville | 39 | 17 | 43.6% | 0 | 0 | na | 2 | 0 | 0.0% | 5 | 3 | 60.0% | 0 | 0 | na | 32 | 14 | 43.8% |
| Linton | 153 | 83 | 54.2% | 0 | 0 | na | 1 | 0 | 0.0% | 16 | 12 | 75.0% | 1 | 0 | 0.0% | 135 | 71 | 52.6% |
| Lyons | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% |
| Newberry | 4 | 0 | 0.0% | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% |
| Switz City | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% |
| Worthington | 10 | 5 | 50.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 9 | 4 | 44.4% |
| Rural | 823 | 578 | 70.2% | 8 | 3 | 37.5% | 11 | 4 | 36.4% | 116 | 85 | 73.3% | 9 | 8 | 88.9% | 679 | 478 | 70.4% |
| Total | 1,135 | 762 | 67.1% | 8 | 3 | 37.5% | 16 | 4 | 25.0% | 147 | 109 | 74.1% | 11 | 8 | 72.7% | 953 | 638 | 66.9% |

HAMILTON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (17/17)
- Incapacitating (84/84)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 619 | 2 | 77 | 540 | 2 | 105 |
| February | 423 | 3 | 58 | 362 | 4 | 96 |
| March | 458 | 3 | 64 | 391 | 3 | 92 |
| April | 424 | 1 | 65 | 358 | 1 | 93 |
| May | 546 | 2 | 82 | 462 | 2 | 122 |
| June | 564 | 3 | 103 | 458 | 3 | 149 |
| July | 497 | 1 | 88 | 408 | 1 | 121 |
| August | 531 | 0 | 99 | 432 | 0 | 143 |
| September | 519 | 0 | 83 | 436 | 0 | 98 |
| October | 561 | 1 | 100 | 460 | 1 | 142 |
| November | 548 | 0 | 81 | 467 | 0 | 115 |
| December | 648 | 1 | 74 | 573 | 1 | 107 |
| Total | 6,338 | 17 | 974 | 5,347 | 18 | 1,383 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 20,571 | 16,822 | 1,884 | 915.9 | 1,120.0 |
| 21 - 24 | 12,953 | 11,464 | 914 | 705.6 | 797.3 |
| 25 - 44 | 81,473 | 79,945 | 4,466 | 548.2 | 558.6 |
| 45 - 64 | 66,688 | 69,349 | 2,933 | 439.8 | 422.9 |
| 65 + | 21,492 | 20,315 | 778 | 362.0 | 383.0 |
| Other/unknown | 66,608 | na | 16 | 2.4 | na |
| Total | 269,785 | 197,895 | 10,991 | 407.4 | 555.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 217,643 | 6,974 | 320.4 |
| Truck | 53,682 | 4,379 | 815.7 |
| Trailer | 19,089 | 294 | 154.0 |
| Motorcycle | 7,495 | 92 | 122.7 |
| Recreational vehicle | 1,982 | 4 | 20.2 |
| Bus | na | 52 | na |
| Farm vehicle | na | 9 | na |
| Other/unknown | na | 221 | na |
| Total | 299,891 | 12,025 | 401.0 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 272 | 267 | 98.2% | 2 | 2 | 100.0% | 3 | 2 | 66.7% | 5 | 4 | 80.0% | 41 | 40 | 97.6% | 221 | 219 | 99.1% |
| Light truck | 4,195 | 4,094 | 97.6% | 5 | 3 | 60.0% | 22 | 16 | 72.7% | 417 | 401 | 96.2% | 929 | 915 | 98.5% | 2,822 | 2,759 | 97.8% |
| Motorcycle/moped | 91 | 36 | 39.6% | 2 | 0 | 0.0% | 19 | 3 | 15.8% | 47 | 20 | 42.6% | 6 | 2 | 33.3% | 17 | 11 | 64.7% |
| Passenger car | 6,614 | 6,436 | 97.3% | 6 | 4 | 66.7% | 47 | 42 | 89.4% | 756 | 716 | 94.7% | 1,075 | 1,060 | 98.6% | 4,730 | 4,614 | 97.5% |
| Other | 105 | 85 | 81.0% | 0 | 0 | na | 1 | 1 | 100.0% | 8 | 3 | 37.5% | 15 | 14 | 93.3% | 81 | 67 | 82.7% |
| Total | 11,277 | 10,918 | 96.8% | 15 | 9 | 60.0% | 92 | 64 | 69.6% | 1,233 | 1,144 | 92.8% | 2,066 | 2,031 | 98.3% | 7,871 | 7,670 | 97.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 98 | 87 | 88.8% | 0 | 0 | na | 0 | 0 | na | 83 | 81 | 97.6% | 1 | 1 | 100.0% | 14 | 5 | 35.7% |
| 15 - 20 | 1,952 | 1,891 | 96.9% | 3 | 1 | 33.3% | 12 | 9 | 75.0% | 218 | 200 | 91.7% | 399 | 390 | 97.7% | 1,320 | 1,291 | 97.8% |
| 21 - 24 | 941 | 897 | 95.3% | 1 | 1 | 100.0% | 14 | 8 | 57.1% | 110 | 91 | 82.7% | 166 | 166 | 100.0% | 650 | 631 | 97.1% |
| 25 - 44 | 4,511 | 4,368 | 96.8% | 4 | 2 | 50.0% | 31 | 20 | 64.5% | 413 | 384 | 93.0% | 828 | 811 | 97.9% | 3,235 | 3,151 | 97.4% |
| 45 - 64 | 2,979 | 2,902 | 97.4% | 4 | 3 | 75.0% | 30 | 24 | 80.0% | 336 | 317 | 94.3% | 508 | 501 | 98.6% | 2,101 | 2,057 | 97.9% |
| 65 + | 795 | 773 | 97.2% | 3 | 2 | 66.7% | 5 | 3 | 60.0% | 73 | 71 | 97.3% | 164 | 162 | 98.8% | 550 | 535 | 97.3% |
| Other/unknown | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 11,277 | 10,918 | 96.8% | 15 | 9 | 60.0% | 92 | 64 | 69.6% | 1,233 | 1,144 | 92.8% | 2,066 | 2,031 | 98.3% | 7,871 | 7,670 | 97.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 114 | 0 | 52 | 62 | 0 | 92 |
| Cumberland Rd & SR32 | 4 | 0 | 1 | 3 | 0 | 4 |
| 96th St & Aronson Dr | 4 | 0 | 2 | 2 | 0 | 3 |
| Carmel Dr & US31 | 4 | 0 | 2 | 2 | 0 | 2 |
| Carmel Dr & Pennsylvania St | 4 | 0 | 1 | 3 | 0 | 2 |
| Greyhound Pass & US31 | 4 | 0 | 1 | 3 | 0 | 1 |

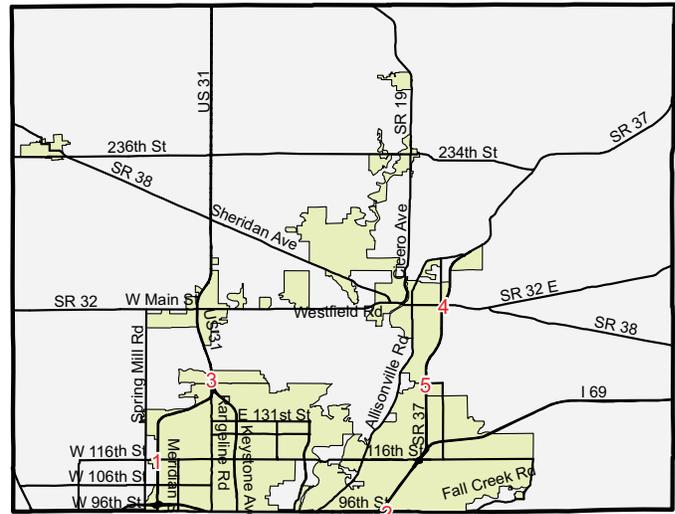
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 38 | 24 | 4 | 6 | 11 | 17 |
| 21 - 24 | 58 | 39 | 0 | 10 | 20 | 28 |
| 25 - 44 | 143 | 98 | 9 | 13 | 40 | 80 |
| 45 - 64 | 64 | 40 | 4 | 3 | 23 | 34 |
| 65 + | 5 | 3 | 0 | 0 | 2 | 3 |
| Total | 308 | 204 | 17 | 32 | 96 | 162 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Arcadia | 0 | 0 | 0 | 0 | 0 | 0 |
| Atlanta | 0 | 0 | 0 | 0 | 0 | 0 |
| Carmel | 64 | 45 | 2 | 5 | 23 | 34 |
| Cicero | 11 | 7 | 1 | 2 | 4 | 4 |
| Fishers | 65 | 45 | 3 | 5 | 26 | 31 |
| Noblesville | 70 | 42 | 6 | 9 | 15 | 39 |
| Sheridan | 2 | 2 | 1 | 1 | 0 | 0 |
| Westfield | 20 | 12 | 1 | 4 | 1 | 14 |
| Rural | 76 | 51 | 3 | 6 | 27 | 40 |
| Total | 308 | 204 | 17 | 32 | 96 | 162 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 116th St & US31 | 50 | 0 | 8 |
| 2 | 96th St & North by NE Blvd | 24 | 0 | 15 |
| 3 | Greyhound Pass & Greyhound Ct | 24 | 0 | 11 |
| 4 | Conner St & SR37 | 24 | 0 | 5 |
| 5 | 146th St & SR37 | 22 | 0 | 13 |

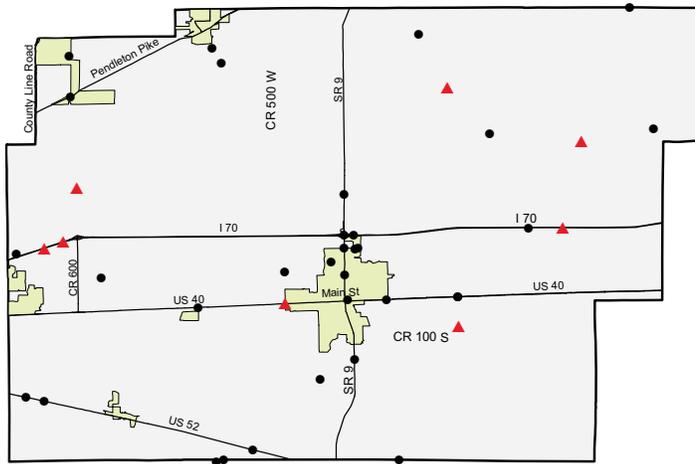
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|-----------|-----------|--------------|-----------------|----------|----------|-----------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Arcadia | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Atlanta | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Carmel | 1,626 | 2 | 2 | 242 | 48 | 1 | 1 | 22 | 75 | 1 | 1 | 14 |
| Cicero | 56 | 0 | 0 | 10 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Fishers | 1,512 | 2 | 3 | 322 | 46 | 0 | 0 | 14 | 82 | 1 | 2 | 28 |
| Noblesville | 1,378 | 2 | 2 | 315 | 52 | 0 | 0 | 25 | 110 | 0 | 0 | 20 |
| Sheridan | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| Westfield | 589 | 3 | 3 | 181 | 14 | 0 | 0 | 6 | 31 | 1 | 1 | 12 |
| Rural | 1,175 | 7 | 7 | 312 | 56 | 2 | 2 | 19 | 115 | 1 | 1 | 28 |
| Total | 6,338 | 17 | 18 | 1,383 | 225 | 4 | 4 | 87 | 414 | 4 | 5 | 102 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Arcadia | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Atlanta | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Carmel | 2,972 | 2,914 | 98.0% | 1 | 0 | 0.0% | 13 | 6 | 46.2% | 217 | 201 | 92.6% | 2 | 2 | 100.0% | 2,739 | 2,705 | 98.8% |
| Cicero | 90 | 71 | 78.9% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 7 | 77.8% | 0 | 0 | na | 80 | 63 | 78.8% |
| Fishers | 2,821 | 2,751 | 97.5% | 3 | 3 | 100.0% | 16 | 14 | 87.5% | 289 | 280 | 96.9% | 11 | 10 | 90.9% | 2,502 | 2,444 | 97.7% |
| Noblesville | 2,326 | 2,248 | 96.6% | 0 | 0 | na | 15 | 9 | 60.0% | 285 | 264 | 92.6% | 1,609 | 1,585 | 98.5% | 417 | 390 | 93.5% |
| Sheridan | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Westfield | 1,100 | 1,055 | 95.9% | 3 | 1 | 33.3% | 12 | 9 | 75.0% | 162 | 147 | 90.7% | 404 | 394 | 97.5% | 519 | 504 | 97.1% |
| Rural | 1,965 | 1,876 | 95.5% | 7 | 4 | 57.1% | 34 | 24 | 70.6% | 271 | 245 | 90.4% | 40 | 40 | 100.0% | 1,613 | 1,563 | 96.9% |
| Total | 11,277 | 10,918 | 96.8% | 15 | 9 | 60.0% | 92 | 64 | 69.6% | 1,233 | 1,144 | 92.8% | 2,066 | 2,031 | 98.3% | 7,871 | 7,670 | 97.4% |

HANCOCK COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (8/8)
- Incapacitating (33/33)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 155 | 0 | 14 | 141 | 0 | 20 |
| February | 133 | 1 | 21 | 111 | 2 | 34 |
| March | 97 | 1 | 18 | 78 | 3 | 22 |
| April | 92 | 0 | 18 | 74 | 0 | 20 |
| May | 122 | 1 | 31 | 90 | 1 | 47 |
| June | 108 | 0 | 23 | 85 | 0 | 34 |
| July | 110 | 3 | 22 | 85 | 3 | 37 |
| August | 107 | 0 | 33 | 74 | 0 | 54 |
| September | 101 | 1 | 25 | 75 | 1 | 40 |
| October | 130 | 0 | 23 | 107 | 0 | 53 |
| November | 117 | 1 | 24 | 92 | 1 | 36 |
| December | 154 | 0 | 31 | 123 | 0 | 41 |
| Total | 1,426 | 8 | 283 | 1,135 | 11 | 438 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 5,067 | 4,374 | 401 | 791.4 | 916.8 |
| 21 - 24 | 3,339 | 3,185 | 192 | 575.0 | 602.8 |
| 25 - 44 | 18,553 | 17,935 | 863 | 465.2 | 481.2 |
| 45 - 64 | 17,874 | 19,672 | 625 | 349.7 | 317.7 |
| 65 + | 8,438 | 7,958 | 232 | 274.9 | 291.5 |
| Other/unknown | 14,011 | na | 6 | 4.3 | na |
| Total | 67,282 | 53,124 | 2,319 | 344.7 | 436.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 49,156 | 1,361 | 276.9 |
| Truck | 22,919 | 909 | 396.6 |
| Trailer | 9,132 | 133 | 145.6 |
| Motorcycle | 3,009 | 27 | 89.7 |
| Recreational vehicle | 1,180 | 3 | 25.4 |
| Bus | na | 13 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 25 | na |
| Total | 85,396 | 2,477 | 290.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 121 | 110 | 90.9% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 8 | 88.9% | 2 | 2 | 100.0% | 109 | 99 | 90.8% |
| Light truck | 908 | 834 | 91.9% | 5 | 1 | 20.0% | 9 | 9 | 100.0% | 118 | 105 | 89.0% | 18 | 16 | 88.9% | 758 | 703 | 92.7% |
| Motorcycle/moped | 30 | 6 | 20.0% | 1 | 0 | 0.0% | 4 | 1 | 25.0% | 16 | 4 | 25.0% | 0 | 0 | na | 9 | 1 | 11.1% |
| Passenger car | 1,336 | 1,244 | 93.1% | 5 | 4 | 80.0% | 29 | 21 | 72.4% | 222 | 209 | 94.1% | 21 | 21 | 100.0% | 1,059 | 989 | 93.4% |
| Other | 49 | 25 | 51.0% | 0 | 0 | na | 1 | 1 | 100.0% | 17 | 2 | 11.8% | 1 | 1 | 100.0% | 30 | 21 | 70.0% |
| Total | 2,444 | 2,219 | 90.8% | 11 | 5 | 45.5% | 44 | 33 | 75.0% | 382 | 328 | 85.9% | 42 | 40 | 95.2% | 1,965 | 1,813 | 92.3% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 41 | 23 | 56.1% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 36 | 20 | 55.6% | 0 | 0 | na | 3 | 1 | 33.3% |
| 15 - 20 | 435 | 399 | 91.7% | 0 | 0 | na | 9 | 3 | 33.3% | 70 | 63 | 90.0% | 7 | 6 | 85.7% | 349 | 327 | 93.7% |
| 21 - 24 | 198 | 176 | 88.9% | 3 | 1 | 33.3% | 1 | 0 | 0.0% | 32 | 25 | 78.1% | 4 | 4 | 100.0% | 158 | 146 | 92.4% |
| 25 - 44 | 882 | 804 | 91.2% | 4 | 2 | 50.0% | 11 | 11 | 100.0% | 108 | 96 | 88.9% | 14 | 14 | 100.0% | 745 | 681 | 91.4% |
| 45 - 64 | 642 | 595 | 92.7% | 2 | 0 | 0.0% | 13 | 11 | 84.6% | 87 | 79 | 90.8% | 11 | 11 | 100.0% | 529 | 494 | 93.4% |
| 65 + | 245 | 222 | 90.6% | 1 | 1 | 100.0% | 9 | 7 | 77.8% | 49 | 45 | 91.8% | 6 | 5 | 83.3% | 180 | 164 | 91.1% |
| Other/unknown | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 2,444 | 2,219 | 90.8% | 11 | 5 | 45.5% | 44 | 33 | 75.0% | 382 | 328 | 85.9% | 42 | 40 | 95.2% | 1,965 | 1,813 | 92.3% |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 18 | 0 | 9 | 9 | 0 | 21 |
| Muskegon Dr & SR9 | 3 | 0 | 2 | 1 | 0 | 6 |
| McKenzie Rd & SR9 | 3 | 0 | 0 | 3 | 0 | 0 |
| McClarnon Dr & SR9 | 3 | 0 | 2 | 1 | 0 | 6 |

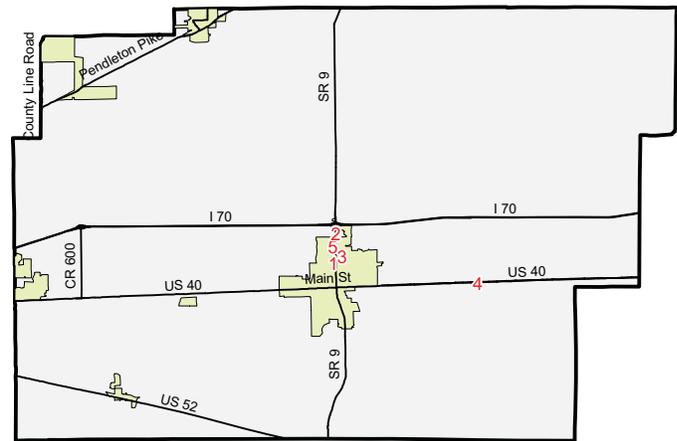
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 14 | 7 | 0 | 0 | 6 | 8 |
| 21 - 24 | 13 | 11 | 1 | 1 | 6 | 5 |
| 25 - 44 | 58 | 41 | 0 | 6 | 22 | 30 |
| 45 - 64 | 20 | 10 | 2 | 2 | 5 | 11 |
| 65 + | 3 | 1 | 0 | 0 | 1 | 2 |
| Total | 108 | 70 | 3 | 9 | 40 | 56 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Cumberland | 0 | 0 | 0 | 0 | 0 | 0 |
| Fortville | 4 | 2 | 0 | 1 | 1 | 2 |
| Greenfield | 33 | 23 | 1 | 5 | 12 | 15 |
| McCordsville | 10 | 8 | 0 | 0 | 6 | 4 |
| New Palestine | 4 | 1 | 1 | 0 | 0 | 3 |
| Shirley | 0 | 0 | 0 | 0 | 0 | 0 |
| Spring Lake | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilkinson | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 57 | 36 | 1 | 3 | 21 | 32 |
| Total | 108 | 70 | 3 | 9 | 40 | 56 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | McKenzie Rd & State St | 16 | 0 | 2 |
| 2 | New Rd & SR9 | 16 | 0 | 7 |
| 3 | Green Meadows Dr & SR9 | 10 | 0 | 10 |
| 4 | CR600E & US40 | 8 | 0 | 5 |
| 5 | Muskegon Dr & SR9 | 8 | 0 | 23 |

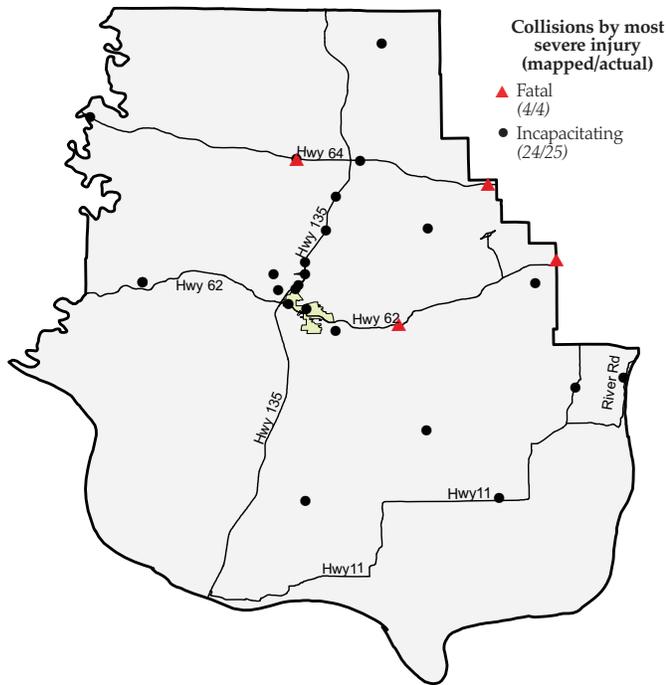
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|--------------|----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Cumberland | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Fortville | 63 | 0 | 0 | 13 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 0 |
| Greenfield | 539 | 1 | 1 | 178 | 24 | 0 | 0 | 6 | 21 | 0 | 0 | 5 |
| McCordsville | 74 | 0 | 0 | 12 | 9 | 0 | 0 | 1 | 4 | 0 | 0 | 1 |
| New Palestine | 31 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Shirley | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Spring Lake | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilkinson | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 707 | 7 | 10 | 230 | 43 | 1 | 1 | 17 | 55 | 2 | 5 | 21 |
| Total | 1,426 | 8 | 11 | 438 | 82 | 1 | 1 | 25 | 87 | 2 | 5 | 28 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Cumberland | 11 | 9 | 81.8% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 11 | 9 |
| Fortville | 104 | 70 | 67.3% | 0 | 0 | na | 0 | 0 | na | 13 | 9 | 69.2% | 0 | 0 | na | 91 | 61 | 67.0% |
| Greenfield | 1,008 | 930 | 92.3% | 1 | 1 | 100.0% | 9 | 6 | 66.7% | 162 | 138 | 85.2% | 35 | 33 | 94.3% | 801 | 752 | 93.9% |
| McCordsville | 117 | 103 | 88.0% | 0 | 0 | na | 2 | 1 | 50.0% | 7 | 7 | 100.0% | 0 | 0 | na | 108 | 95 | 88.0% |
| New Palestine | 46 | 40 | 87.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 45 | 39 | 86.7% |
| Shirley | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 3 | 3 | 100.0% |
| Spring Lake | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Wilkinson | 5 | 5 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 2 | 2 | 100.0% |
| Rural | 1,149 | 1,058 | 92.1% | 10 | 4 | 40.0% | 32 | 25 | 78.1% | 197 | 171 | 86.8% | 6 | 6 | 100.0% | 904 | 852 | 94.2% |
| Total | 2,444 | 2,219 | 90.8% | 11 | 5 | 45.5% | 44 | 33 | 75.0% | 382 | 328 | 85.9% | 42 | 40 | 95.2% | 1,965 | 1,813 | 92.3% |

HARRISON COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 91 | 0 | 16 | 75 | 0 | 21 |
| February | 84 | 2 | 21 | 61 | 2 | 29 |
| March | 78 | 0 | 13 | 65 | 0 | 19 |
| April | 80 | 0 | 12 | 68 | 0 | 17 |
| May | 104 | 0 | 22 | 82 | 0 | 35 |
| June | 101 | 0 | 21 | 80 | 0 | 28 |
| July | 87 | 0 | 17 | 70 | 0 | 27 |
| August | 72 | 1 | 16 | 55 | 1 | 19 |
| September | 100 | 0 | 19 | 81 | 0 | 26 |
| October | 125 | 0 | 27 | 98 | 0 | 33 |
| November | 134 | 1 | 20 | 113 | 1 | 26 |
| December | 108 | 0 | 15 | 93 | 0 | 24 |
| Total | 1,164 | 4 | 219 | 941 | 4 | 304 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,759 | 2,203 | 306 | 1,109.1 | 1,389.0 |
| 21 - 24 | 1,786 | 1,832 | 146 | 817.5 | 796.9 |
| 25 - 44 | 10,265 | 9,276 | 588 | 572.8 | 633.9 |
| 45 - 64 | 10,504 | 11,099 | 426 | 405.6 | 383.8 |
| 65 + | 4,698 | 4,550 | 167 | 355.5 | 367.0 |
| Other/unknown | 7,055 | na | 2 | 2.8 | na |
| Total | 37,067 | 28,960 | 1,635 | 441.1 | 564.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 26,473 | 975 | 368.3 |
| Truck | 17,591 | 717 | 407.6 |
| Trailer | 7,128 | 53 | 74.4 |
| Motorcycle | 1,652 | 18 | 109.0 |
| Recreational vehicle | 984 | 1 | 10.2 |
| Bus | na | 9 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 18 | na |
| Total | 53,828 | 1,792 | 332.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 50 | 47 | 94.0% | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 48 | 45 | 93.8% |
| Light truck | 697 | 637 | 91.4% | 1 | 1 | 100.0% | 11 | 8 | 72.7% | 94 | 78 | 83.0% | 7 | 6 | 85.7% | 584 | 544 | 93.2% |
| Motorcycle/moped | 18 | 8 | 44.4% | 2 | 1 | 50.0% | 1 | 0 | 0.0% | 12 | 5 | 41.7% | 0 | 0 | na | 3 | 2 | 66.7% |
| Passenger car | 919 | 859 | 93.5% | 1 | 0 | 0.0% | 15 | 12 | 80.0% | 158 | 144 | 91.1% | 3 | 3 | 100.0% | 742 | 700 | 94.3% |
| Other | 16 | 14 | 87.5% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 14 | 12 | 85.7% |
| Total | 1,700 | 1,565 | 92.1% | 4 | 2 | 50.0% | 29 | 22 | 75.9% | 266 | 229 | 86.1% | 10 | 9 | 90.0% | 1,391 | 1,303 | 93.7% |

Restraint use among vehicle occupants, by age

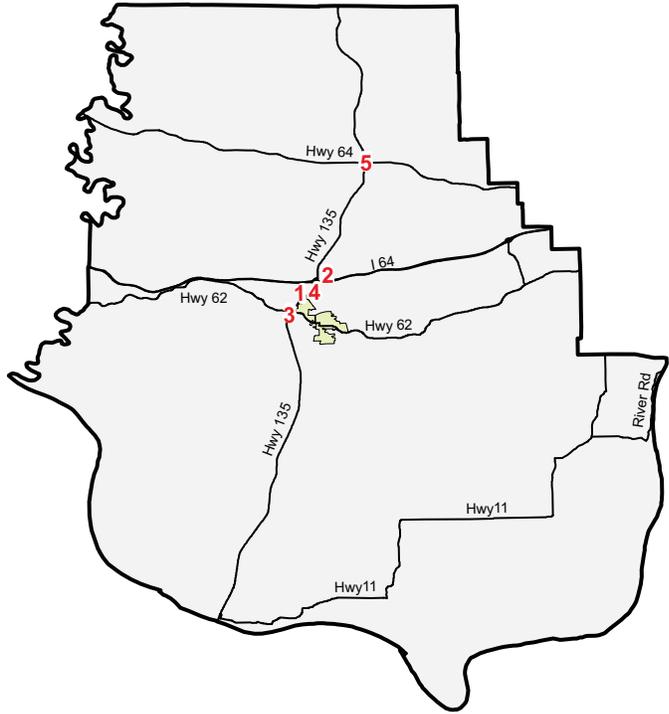
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 23 | 22 | 95.7% | 0 | 0 | na | 0 | 0 | na | 19 | 18 | 94.7% | 0 | 0 | na | 4 | 4 | 100.0% |
| 15 - 20 | 320 | 294 | 91.9% | 0 | 0 | na | 4 | 3 | 75.0% | 60 | 51 | 85.0% | 4 | 4 | 100.0% | 252 | 236 | 93.7% |
| 21 - 24 | 147 | 132 | 89.8% | 0 | 0 | na | 1 | 0 | 0.0% | 24 | 22 | 91.7% | 1 | 1 | 100.0% | 121 | 109 | 90.1% |
| 25 - 44 | 602 | 555 | 92.2% | 1 | 0 | 0.0% | 9 | 6 | 66.7% | 78 | 68 | 87.2% | 2 | 2 | 100.0% | 512 | 479 | 93.6% |
| 45 - 64 | 432 | 401 | 92.8% | 3 | 2 | 66.7% | 10 | 9 | 90.0% | 62 | 50 | 80.6% | 2 | 2 | 100.0% | 355 | 338 | 95.2% |
| 65 + | 176 | 161 | 91.5% | 0 | 0 | na | 5 | 4 | 80.0% | 23 | 20 | 87.0% | 1 | 0 | 0.0% | 147 | 137 | 93.2% |
| Total | 1,700 | 1,565 | 92.1% | 4 | 2 | 50.0% | 29 | 22 | 75.9% | 266 | 229 | 86.1% | 10 | 9 | 90.0% | 1,391 | 1,303 | 93.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 6 | 0 | 3 | 3 | 0 | 3 |
| Federal Dr & SR135 | 2 | 0 | 2 | 0 | 0 | 2 |
| Quarry Rd & SR135 | 2 | 0 | 0 | 2 | 0 | 0 |
| SR337 & SR135 | 1 | 0 | 1 | 0 | 0 | 1 |
| I64 & SR135 | 1 | 0 | 0 | 1 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR135 & SR337 | 9 | 0 | 1 |
| 2 | I64 & SR135 | 9 | 0 | 4 |
| 3 | SR135 & SR62 | 8 | 0 | 3 |
| 4 | Federal Dr & SR135 | 7 | 0 | 5 |
| 5 | SR64 & SR135 | 6 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 4 | 0 | 2 | 1 | 2 |
| 21 - 24 | 4 | 3 | 0 | 0 | 2 | 2 |
| 25 - 44 | 26 | 16 | 0 | 1 | 10 | 15 |
| 45 - 64 | 9 | 7 | 0 | 1 | 1 | 7 |
| 65 + | 3 | 3 | 0 | 1 | 2 | 0 |
| Total | 47 | 33 | 0 | 5 | 16 | 26 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Corydon | 6 | 4 | 0 | 0 | 3 | 3 |
| Crandall | 0 | 0 | 0 | 0 | 0 | 0 |
| Elizabeth | 0 | 0 | 0 | 0 | 0 | 0 |
| Laconia | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanesville | 1 | 1 | 0 | 0 | 1 | 0 |
| Mauckport | 1 | 1 | 0 | 0 | 0 | 1 |
| New Amsterdam | 0 | 0 | 0 | 0 | 0 | 0 |
| New Middletown | 2 | 1 | 0 | 0 | 1 | 1 |
| Palmyra | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 37 | 26 | 0 | 5 | 11 | 21 |
| Total | 47 | 33 | 0 | 5 | 16 | 26 |

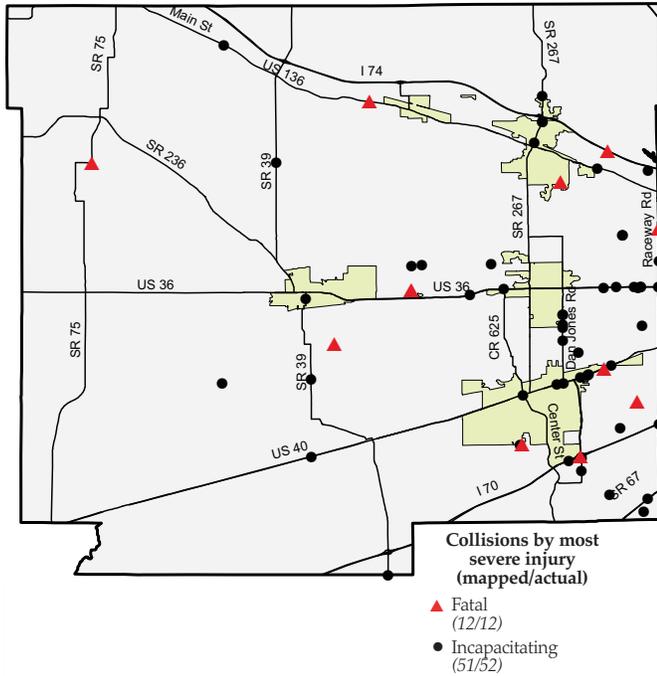
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Corydon | 178 | 0 | 0 | 34 | 6 | 0 | 0 | 2 | 12 | 0 | 0 | 3 |
| Crandall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Elizabeth | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Laconia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lanesville | 13 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mauckport | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Amsterdam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Middletown | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Palmyra | 15 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 949 | 4 | 4 | 260 | 31 | 1 | 1 | 15 | 59 | 1 | 1 | 30 |
| Total | 1,164 | 4 | 4 | 304 | 40 | 1 | 1 | 17 | 72 | 1 | 1 | 33 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Corydon | 280 | 243 | 86.8% | 0 | 0 | na | 2 | 1 | 50.0% | 30 | 27 | 90.0% | 3 | 3 | 100.0% | 245 | 212 | 86.5% |
| Crandall | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Elizabeth | 10 | 10 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 10 | 10 | 100.0% |
| Laconia | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Lanesville | 19 | 16 | 84.2% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 16 | 14 | 87.5% |
| Mauckport | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| New Amsterdam | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| New Middletown | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Palmyra | 31 | 30 | 96.8% | 0 | 0 | na | 0 | 0 | na | 7 | 7 | 100.0% | 0 | 0 | na | 24 | 23 | 95.8% |
| Rural | 1,356 | 1,263 | 93.1% | 4 | 2 | 50.0% | 27 | 21 | 77.8% | 226 | 193 | 85.4% | 7 | 6 | 85.7% | 1,092 | 1,041 | 95.3% |
| Total | 1,700 | 1,565 | 92.1% | 4 | 2 | 50.0% | 29 | 22 | 75.9% | 266 | 229 | 86.1% | 10 | 9 | 90.0% | 1,391 | 1,303 | 93.7% |

HENDRICKS COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 318 | 1 | 43 | 274 | 1 | 58 |
| February | 287 | 0 | 44 | 243 | 0 | 60 |
| March | 238 | 1 | 41 | 196 | 1 | 48 |
| April | 240 | 1 | 49 | 190 | 1 | 62 |
| May | 292 | 0 | 56 | 236 | 0 | 77 |
| June | 285 | 3 | 58 | 224 | 4 | 93 |
| July | 278 | 2 | 60 | 216 | 2 | 90 |
| August | 286 | 1 | 56 | 229 | 1 | 74 |
| September | 287 | 2 | 41 | 244 | 2 | 59 |
| October | 341 | 0 | 49 | 292 | 0 | 69 |
| November | 351 | 1 | 55 | 295 | 1 | 76 |
| December | 395 | 0 | 54 | 341 | 0 | 70 |
| Total | 3,598 | 12 | 606 | 2,980 | 13 | 836 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 10,903 | 8,598 | 1,064 | 975.9 | 1,237.5 |
| 21 - 24 | 6,954 | 6,148 | 521 | 749.2 | 847.4 |
| 25 - 44 | 41,927 | 38,080 | 2,246 | 535.7 | 589.8 |
| 45 - 64 | 34,414 | 36,843 | 1,522 | 442.3 | 413.1 |
| 65 + | 13,896 | 13,436 | 499 | 359.1 | 371.4 |
| Other/unknown | 29,146 | na | 70 | 24.0 | na |
| Total | 137,240 | 103,105 | 5,922 | 431.5 | 574.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 96,915 | 3,583 | 369.7 |
| Truck | 41,098 | 2,431 | 591.5 |
| Trailer | 14,888 | 254 | 170.6 |
| Motorcycle | 5,665 | 52 | 91.8 |
| Recreational vehicle | 1,738 | 3 | 17.3 |
| Bus | na | 34 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 132 | na |
| Total | 160,304 | 6,497 | 405.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 218 | 177 | 81.2% | 0 | 0 | na | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 1 | 0 | 0.0% | 211 | 173 | 82.0% |
| Light truck | 2,340 | 1,945 | 83.1% | 1 | 1 | 100.0% | 15 | 9 | 60.0% | 273 | 220 | 80.6% | 12 | 12 | 100.0% | 2,039 | 1,703 | 83.5% |
| Motorcycle/moped | 54 | 20 | 37.0% | 5 | 0 | 0.0% | 6 | 1 | 16.7% | 26 | 10 | 38.5% | 1 | 1 | 100.0% | 16 | 8 | 50.0% |
| Passenger car | 3,414 | 2,964 | 86.8% | 7 | 6 | 85.7% | 35 | 33 | 94.3% | 442 | 373 | 84.4% | 12 | 10 | 83.3% | 2,918 | 2,542 | 87.1% |
| Other | 82 | 44 | 53.7% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 78 | 42 | 53.8% |
| Total | 6,108 | 5,150 | 84.3% | 13 | 7 | 53.8% | 58 | 44 | 75.9% | 748 | 607 | 81.1% | 27 | 24 | 88.9% | 5,262 | 4,468 | 84.9% |

Restraint use among vehicle occupants, by age

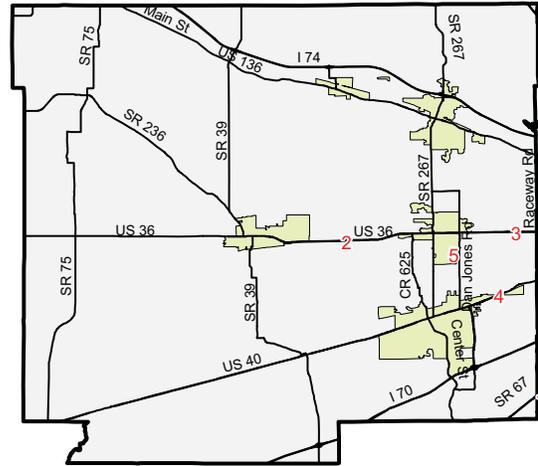
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 121 | 50 | 41.3% | 0 | 0 | na | 3 | 2 | 66.7% | 55 | 42 | 76.4% | 0 | 0 | na | 63 | 6 | 9.5% |
| 15 - 20 | 1,101 | 944 | 85.7% | 4 | 3 | 75.0% | 8 | 5 | 62.5% | 144 | 117 | 81.3% | 4 | 4 | 100.0% | 941 | 815 | 86.6% |
| 21 - 24 | 531 | 445 | 83.8% | 1 | 1 | 100.0% | 6 | 4 | 66.7% | 64 | 50 | 78.1% | 1 | 1 | 100.0% | 459 | 389 | 84.7% |
| 25 - 44 | 2,282 | 1,960 | 85.9% | 1 | 0 | 0.0% | 21 | 17 | 81.0% | 240 | 196 | 81.7% | 9 | 7 | 77.8% | 2,011 | 1,740 | 86.5% |
| 45 - 64 | 1,552 | 1,323 | 85.2% | 5 | 1 | 20.0% | 14 | 11 | 78.6% | 174 | 147 | 84.5% | 10 | 9 | 90.0% | 1,349 | 1,155 | 85.6% |
| 65 + | 517 | 428 | 82.8% | 2 | 2 | 100.0% | 6 | 5 | 83.3% | 71 | 55 | 77.5% | 3 | 3 | 100.0% | 435 | 363 | 83.4% |
| Other/unknown | 4 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 0 | 0.0% |
| Total | 6,108 | 5,150 | 84.3% | 13 | 7 | 53.8% | 58 | 44 | 75.9% | 748 | 607 | 81.1% | 27 | 24 | 88.9% | 5,262 | 4,468 | 84.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 55 | 0 | 32 | 23 | 0 | 56 |
| Metropolis Pkwy & SR267 | 5 | 0 | 3 | 2 | 0 | 4 |
| Enterprise Dr & SR67 | 4 | 0 | 4 | 0 | 0 | 5 |
| City Center Way & Perry Rd | 3 | 0 | 3 | 0 | 0 | 7 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR800S & SR67 | 19 | 0 | 6 |
| 2 | US36 & CR400E | 19 | 0 | 2 |
| 3 | Shiloh Crossing Dr & US36 | 19 | 0 | 2 |
| 4 | Main St & SR267 | 16 | 0 | 7 |
| 5 | CR100N & CR800E | 16 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Amo | 1 | 1 | 0 | 0 | 1 | 0 |
| Avon | 23 | 14 | 0 | 4 | 7 | 12 |
| Brownsburg | 19 | 15 | 1 | 1 | 8 | 9 |
| Clayton | 1 | 0 | 0 | 0 | 0 | 1 |
| Coatesville | 1 | 1 | 0 | 1 | 0 | 0 |
| Danville | 4 | 4 | 0 | 2 | 2 | 0 |
| Lizton | 0 | 0 | 0 | 0 | 0 | 0 |
| North Salem | 0 | 0 | 0 | 0 | 0 | 0 |
| Pittsboro | 0 | 0 | 0 | 0 | 0 | 0 |
| Plainfield | 37 | 22 | 0 | 8 | 9 | 20 |
| Stilesville | 1 | 1 | 0 | 1 | 0 | 0 |
| Rural | 109 | 70 | 8 | 9 | 38 | 54 |
| Total | 196 | 128 | 9 | 26 | 65 | 96 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 14 | 7 | 2 | 2 | 2 | 8 |
| 21 - 24 | 28 | 18 | 1 | 1 | 12 | 14 |
| 25 - 44 | 105 | 74 | 3 | 16 | 39 | 47 |
| 45 - 64 | 42 | 25 | 2 | 6 | 10 | 24 |
| 65 + | 6 | 4 | 1 | 1 | 2 | 2 |
| Unknown | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 196 | 128 | 9 | 26 | 65 | 96 |

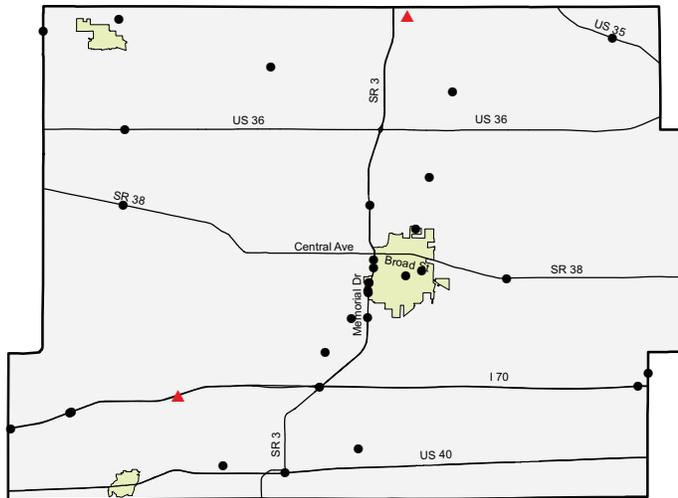
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|-----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Amo | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Avon | 681 | 0 | 0 | 151 | 15 | 0 | 0 | 8 | 32 | 0 | 0 | 10 |
| Brownsburg | 517 | 1 | 1 | 99 | 16 | 0 | 0 | 5 | 31 | 0 | 0 | 4 |
| Clayton | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Coatesville | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Danville | 168 | 1 | 1 | 36 | 4 | 0 | 0 | 2 | 8 | 0 | 0 | 2 |
| Lizton | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| North Salem | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pittsboro | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plainfield | 798 | 4 | 5 | 190 | 25 | 1 | 1 | 11 | 91 | 1 | 1 | 38 |
| Stilesville | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 1,392 | 6 | 6 | 358 | 80 | 1 | 1 | 35 | 185 | 1 | 1 | 72 |
| Total | 3,598 | 12 | 13 | 836 | 144 | 2 | 2 | 62 | 348 | 2 | 2 | 127 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | Fatalities | | Incapacitating | | Non-incapacitating | | Other injury | | Not injured | | | |
|--------------|-----------------|--------------|--------------|------------|----------------|--------------|--------------------|------------|--------------|------------|-------------|--------------|--------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % | Total | % | | |
| | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | | |
| Amo | 1 | 0 | 0 | na | 0 | na | 0 | na | 0 | na | 1 | 0 | | |
| Avon | 1,328 | 1,001 | 75.4% | 0 | na | 15 | 10 | 66.7% | 133 | 100 | 75.2% | 1,168 | 879 | |
| Brownsburg | 881 | 826 | 93.8% | 1 | 100.0% | 5 | 5 | 100.0% | 88 | 79 | 89.8% | 783 | 737 | |
| Clayton | 10 | 8 | 80.0% | 0 | na | 0 | 0 | na | 0 | 0 | na | 10 | 8 | |
| Coatesville | 3 | 2 | 66.7% | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 1 | |
| Danville | 291 | 246 | 84.5% | 1 | 100.0% | 1 | 1 | 100.0% | 34 | 29 | 85.3% | 251 | 211 | |
| Lizton | 4 | 4 | 100.0% | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 3 | 3 | |
| North Salem | 3 | 3 | 100.0% | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | |
| Pittsboro | 32 | 31 | 96.9% | 0 | na | 0 | 0 | na | 0 | 0 | na | 32 | 31 | |
| Plainfield | 1,379 | 1,050 | 76.1% | 5 | 3 | 60.0% | 15 | 14 | 93.3% | 165 | 113 | 68.5% | 1,188 | 917 |
| Stilesville | 5 | 4 | 80.0% | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 4 | |
| Rural | 2,171 | 1,975 | 91.0% | 6 | 2 | 33.3% | 22 | 14 | 63.6% | 326 | 284 | 87.1% | 1,816 | 1,674 |
| Total | 6,108 | 5,150 | 84.3% | 13 | 7 | 53.8% | 58 | 44 | 75.9% | 748 | 607 | 81.1% | 5,262 | 4,468 |

HENRY COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (2/2)
- Incapacitating (31/31)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 113 | 1 | 16 | 96 | 2 | 24 |
| February | 92 | 0 | 15 | 77 | 0 | 20 |
| March | 62 | 0 | 7 | 55 | 0 | 7 |
| April | 80 | 0 | 18 | 62 | 0 | 23 |
| May | 103 | 0 | 25 | 78 | 0 | 29 |
| June | 83 | 0 | 18 | 65 | 0 | 25 |
| July | 77 | 1 | 23 | 53 | 1 | 35 |
| August | 85 | 0 | 15 | 70 | 0 | 21 |
| September | 84 | 0 | 22 | 62 | 0 | 34 |
| October | 90 | 0 | 16 | 74 | 0 | 26 |
| November | 114 | 0 | 16 | 98 | 0 | 22 |
| December | 138 | 0 | 24 | 114 | 0 | 36 |
| Total | 1,121 | 2 | 215 | 904 | 3 | 302 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,546 | 2,603 | 292 | 823.5 | 1,121.8 |
| 21 - 24 | 1,989 | 1,978 | 108 | 543.0 | 546.0 |
| 25 - 44 | 12,357 | 10,322 | 553 | 447.5 | 535.7 |
| 45 - 64 | 13,157 | 12,987 | 400 | 304.0 | 308.0 |
| 65 + | 7,766 | 6,827 | 192 | 247.2 | 281.2 |
| Other/unknown | 8,347 | na | 8 | 9.6 | na |
| Total | 47,162 | 34,717 | 1,553 | 329.3 | 447.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 30,221 | 879 | 290.9 |
| Truck | 17,982 | 741 | 412.1 |
| Trailer | 6,836 | 86 | 125.8 |
| Motorcycle | 2,057 | 20 | 97.2 |
| Recreational vehicle | 858 | 3 | 35.0 |
| Bus | na | 5 | na |
| Farm vehicle | na | 7 | na |
| Other/unknown | na | 40 | na |
| Total | 57,954 | 1,781 | 307.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 77 | 68 | 88.3% | 0 | 0 | na | 1 | 0 | 0.0% | 4 | 3 | 75.0% | 2 | 2 | 100.0% | 70 | 63 | 90.0% |
| Light truck | 701 | 618 | 88.2% | 0 | 0 | na | 12 | 10 | 83.3% | 111 | 86 | 77.5% | 20 | 17 | 85.0% | 558 | 505 | 90.5% |
| Motorcycle/moped | 22 | 6 | 27.3% | 0 | 0 | na | 6 | 2 | 33.3% | 10 | 2 | 20.0% | 0 | 0 | na | 6 | 2 | 33.3% |
| Passenger car | 823 | 770 | 93.6% | 3 | 3 | 100.0% | 12 | 10 | 83.3% | 134 | 119 | 88.8% | 17 | 15 | 88.2% | 657 | 623 | 94.8% |
| Other | 24 | 18 | 75.0% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 1 | 1 | 100.0% | 21 | 17 | 81.0% |
| Total | 1,647 | 1,480 | 89.9% | 3 | 3 | 100.0% | 32 | 22 | 68.8% | 260 | 210 | 80.8% | 40 | 35 | 87.5% | 1,312 | 1,210 | 92.2% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 29 | 25 | 86.2% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 23 | 19 | 82.6% | 0 | 0 | na | 3 | 3 | 100.0% |
| 15 - 20 | 311 | 282 | 90.7% | 0 | 0 | na | 6 | 5 | 83.3% | 50 | 43 | 86.0% | 10 | 8 | 80.0% | 245 | 226 | 92.2% |
| 21 - 24 | 111 | 96 | 86.5% | 0 | 0 | na | 2 | 2 | 100.0% | 15 | 12 | 80.0% | 2 | 2 | 100.0% | 92 | 80 | 87.0% |
| 25 - 44 | 573 | 507 | 88.5% | 1 | 1 | 100.0% | 14 | 8 | 57.1% | 79 | 58 | 73.4% | 13 | 13 | 100.0% | 466 | 427 | 91.6% |
| 45 - 64 | 417 | 378 | 90.6% | 0 | 0 | na | 4 | 2 | 50.0% | 61 | 49 | 80.3% | 12 | 10 | 83.3% | 340 | 317 | 93.2% |
| 65 + | 201 | 187 | 93.0% | 0 | 0 | na | 5 | 4 | 80.0% | 31 | 28 | 90.3% | 3 | 2 | 66.7% | 162 | 153 | 94.4% |
| Other/unknown | 5 | 5 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 4 | 4 | 100.0% |
| Total | 1,647 | 1,480 | 89.9% | 3 | 3 | 100.0% | 32 | 22 | 68.8% | 260 | 210 | 80.8% | 40 | 35 | 87.5% | 1,312 | 1,210 | 92.2% |



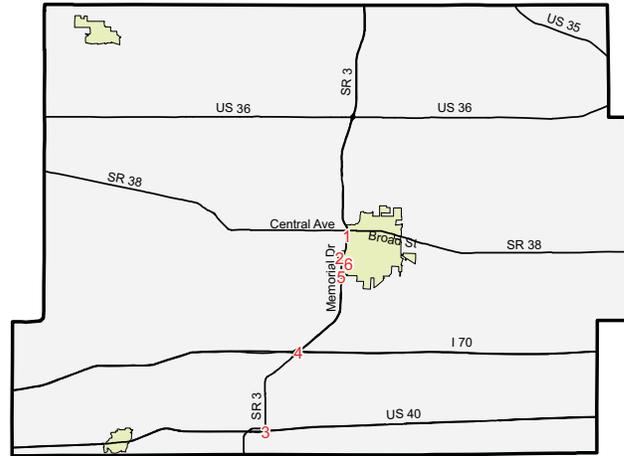
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 1 | 0 | 0 | 0 | 2 |
| 21 - 24 | 7 | 7 | 0 | 0 | 5 | 2 |
| 25 - 44 | 22 | 20 | 0 | 0 | 7 | 15 |
| 45 - 64 | 12 | 8 | 0 | 2 | 5 | 5 |
| 65 + | 3 | 2 | 0 | 1 | 0 | 2 |
| Total | 46 | 38 | 0 | 3 | 17 | 26 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|-----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Blountsville | 0 | 0 | 0 | 0 | 0 | 0 |
| Cadiz | 0 | 0 | 0 | 0 | 0 | 0 |
| Dunreith | 0 | 0 | 0 | 0 | 0 | 0 |
| Greensboro | 0 | 0 | 0 | 0 | 0 | 0 |
| Kennard | 1 | 1 | 0 | 0 | 0 | 1 |
| Knightstown | 0 | 0 | 0 | 0 | 0 | 0 |
| Lewisville | 0 | 0 | 0 | 0 | 0 | 0 |
| Middletown | 7 | 4 | 0 | 0 | 2 | 5 |
| Mooreland | 0 | 0 | 0 | 0 | 0 | 0 |
| Mount Summit | 0 | 0 | 0 | 0 | 0 | 0 |
| New Castle | 16 | 13 | 0 | 2 | 7 | 7 |
| Shirley | 0 | 0 | 0 | 0 | 0 | 0 |
| Spiceland | 1 | 1 | 0 | 0 | 0 | 1 |
| Springport | 0 | 0 | 0 | 0 | 0 | 0 |
| Straughn | 0 | 0 | 0 | 0 | 0 | 0 |
| Sulphur Springs | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 21 | 19 | 0 | 1 | 8 | 12 |
| Total | 46 | 38 | 0 | 3 | 17 | 26 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Indiana Ave & SR3 | 9 | 0 | 3 |
| 2 | Parkview Dr & SR3 | 8 | 0 | 7 |
| 3 | SR3 & US40 | 7 | 0 | 3 |
| 4 | CR700S & SR3 | 6 | 0 | 2 |
| 5 | SR3 & Riley Rd | 5 | 0 | 0 |
| 6 | Memorial Dr & Trojan Ln | 5 | 0 | 4 |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|-----------------|
| | Total | Fatal | Injury | Property damage only | Fatal Non-fatal |
| TOTAL OVERALL | 15 | 0 | 4 | 11 | 0 5 |
| Riley Rd & SR3 | 3 | 0 | 0 | 3 | 0 0 |
| Parkview Dr & SR3 | 2 | 0 | 1 | 1 | 0 1 |
| Indiana Ave & Main St | 2 | 0 | 0 | 2 | 0 0 |

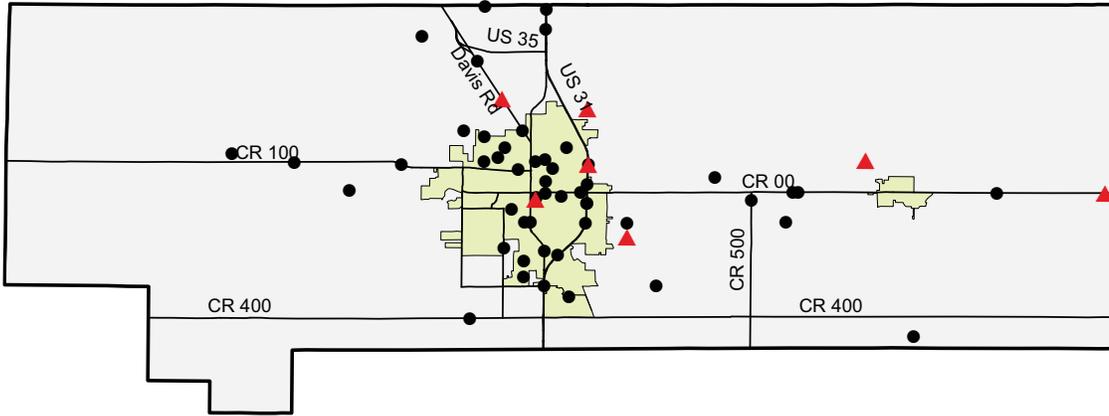
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|-----------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Blountsville | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cadiz | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dunreith | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Greensboro | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kennard | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Knightstown | 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Lewisville | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Middletown | 37 | 0 | 0 | 4 | 6 | 0 | 0 | 1 | 4 | 0 | 0 | 1 |
| Mooreland | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mount Summit | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Castle | 398 | 0 | 0 | 116 | 13 | 0 | 0 | 6 | 23 | 0 | 0 | 8 |
| Shirley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spiceland | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Springport | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Straughn | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Sulphur Springs | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 635 | 2 | 3 | 173 | 19 | 0 | 0 | 14 | 64 | 2 | 3 | 30 |
| Total | 1,121 | 2 | 3 | 302 | 40 | 0 | 0 | 24 | 98 | 2 | 3 | 41 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|-----------------|-----------------|--------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Blountsville | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 |
| Cadiz | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Dunreith | 6 | 6 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 4 | 4 | 100.0% |
| Greensboro | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Kennard | 5 | 4 | 80.0% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 2 | 2 | 100.0% |
| Knightstown | 37 | 32 | 86.5% | 0 | 0 | na | 1 | 1 | 100.0% | 5 | 2 | 40.0% | 31 | 29 | 93.5% | 31 | 29 | 93.5% |
| Lewisville | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Middletown | 40 | 31 | 77.5% | 0 | 0 | na | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 0 | 0 | na | 36 | 27 | 75.0% |
| Mooreland | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 3 | 3 | 100.0% |
| Mount Summit | 7 | 6 | 85.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 6 | 85.7% |
| New Castle | 657 | 606 | 92.2% | 0 | 0 | na | 10 | 7 | 70.0% | 98 | 85 | 86.7% | 13 | 13 | 100.0% | 536 | 501 | 93.5% |
| Shirley | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Spiceland | 7 | 3 | 42.9% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 6 | 3 | 50.0% |
| Springport | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Straughn | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Sulphur Springs | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% |
| Rural | 875 | 781 | 89.3% | 3 | 3 | 100.0% | 20 | 13 | 65.0% | 152 | 118 | 77.6% | 21 | 19 | 90.5% | 679 | 628 | 92.5% |
| Total | 1,647 | 1,480 | 89.9% | 3 | 3 | 100.0% | 32 | 22 | 68.8% | 260 | 210 | 80.8% | 40 | 35 | 87.5% | 1,312 | 1,210 | 92.2% |

HOWARD COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (7/7)
- Incapacitating (51/51)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 290 | 1 | 50 | 239 | 1 | 65 |
| February | 169 | 0 | 15 | 154 | 0 | 19 |
| March | 151 | 1 | 25 | 125 | 1 | 31 |
| April | 165 | 1 | 38 | 126 | 1 | 63 |
| May | 176 | 1 | 46 | 129 | 1 | 67 |
| June | 164 | 0 | 38 | 126 | 0 | 53 |
| July | 170 | 1 | 38 | 131 | 1 | 51 |
| August | 179 | 1 | 39 | 139 | 1 | 54 |
| September | 165 | 0 | 52 | 113 | 0 | 66 |
| October | 195 | 0 | 45 | 150 | 0 | 73 |
| November | 194 | 1 | 34 | 159 | 1 | 49 |
| December | 286 | 0 | 57 | 229 | 0 | 83 |
| Total | 2,304 | 7 | 477 | 1,820 | 7 | 674 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 6,019 | 4,509 | 682 | 1,133.1 | 1,512.5 |
| 21 - 24 | 3,289 | 3,933 | 370 | 1,125.0 | 940.8 |
| 25 - 44 | 21,498 | 18,956 | 1,230 | 572.1 | 648.9 |
| 45 - 64 | 23,152 | 22,309 | 1,084 | 468.2 | 485.9 |
| 65 + | 12,669 | 11,554 | 413 | 326.0 | 357.5 |
| Other/unknown | 16,754 | na | 12 | 7.2 | na |
| Total | 83,381 | 61,261 | 3,791 | 454.7 | 618.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 54,393 | 2,240 | 411.8 |
| Truck | 26,524 | 1,676 | 631.9 |
| Trailer | 9,314 | 66 | 70.9 |
| Motorcycle | 3,806 | 77 | 202.3 |
| Recreational vehicle | 1,298 | 2 | 15.4 |
| Bus | na | 18 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 27 | na |
| Total | 95,335 | 4,112 | 431.3 |

Restraint use among vehicle occupants, by vehicle type

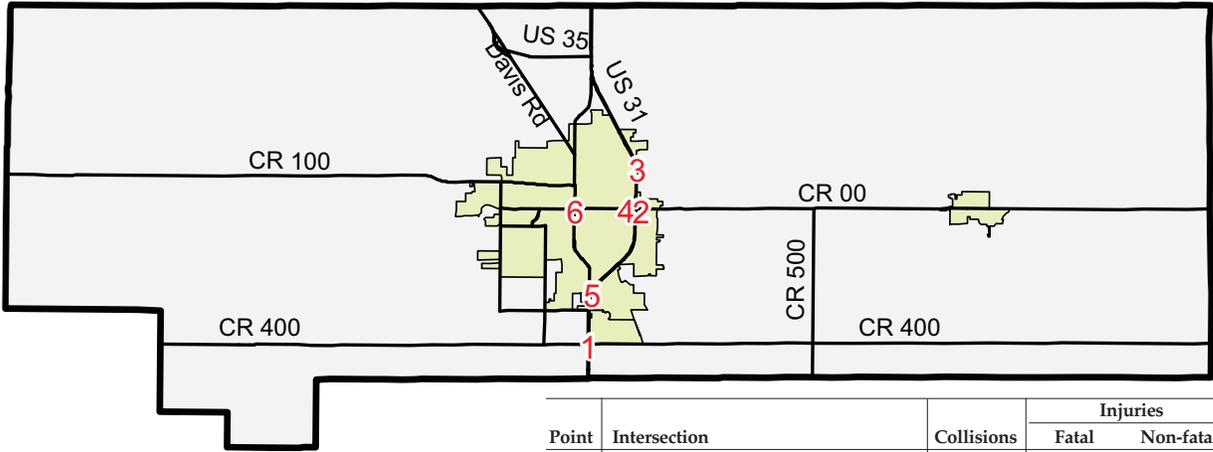
| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 63 | 59 | 93.7% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 61 | 57 | 93.4% |
| Light truck | 1,587 | 1,384 | 87.2% | 0 | 0 | na | 14 | 12 | 85.7% | 201 | 188 | 93.5% | 17 | 14 | 82.4% | 1,355 | 1,170 | 86.3% |
| Motorcycle/moped | 85 | 13 | 15.3% | 2 | 0 | 0.0% | 7 | 0 | 0.0% | 52 | 6 | 11.5% | 0 | 0 | na | 24 | 7 | 29.2% |
| Passenger car | 2,170 | 1,925 | 88.7% | 4 | 2 | 50.0% | 28 | 22 | 78.6% | 326 | 304 | 93.3% | 17 | 17 | 100.0% | 1,795 | 1,580 | 88.0% |
| Other | 51 | 33 | 64.7% | 0 | 0 | na | 0 | 0 | na | 11 | 1 | 9.1% | 0 | 0 | na | 40 | 32 | 80.0% |
| Total | 3,956 | 3,414 | 86.3% | 6 | 2 | 33.3% | 50 | 35 | 70.0% | 591 | 500 | 84.6% | 34 | 31 | 91.2% | 3,275 | 2,846 | 86.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 53 | 44 | 83.0% | 0 | 0 | na | 2 | 2 | 100.0% | 45 | 38 | 84.4% | 0 | 0 | na | 6 | 4 | 66.7% |
| 15 - 20 | 719 | 629 | 87.5% | 0 | 0 | na | 8 | 2 | 25.0% | 103 | 90 | 87.4% | 5 | 5 | 100.0% | 603 | 532 | 88.2% |
| 21 - 24 | 380 | 331 | 87.1% | 0 | 0 | na | 7 | 6 | 85.7% | 60 | 52 | 86.7% | 1 | 1 | 100.0% | 312 | 272 | 87.2% |
| 25 - 44 | 1,266 | 1,077 | 85.1% | 0 | 0 | na | 12 | 10 | 83.3% | 173 | 145 | 83.8% | 13 | 12 | 92.3% | 1,068 | 910 | 85.2% |
| 45 - 64 | 1,108 | 946 | 85.4% | 4 | 1 | 25.0% | 15 | 10 | 66.7% | 154 | 124 | 80.5% | 9 | 8 | 88.9% | 926 | 803 | 86.7% |
| 65 + | 430 | 387 | 90.0% | 2 | 1 | 50.0% | 6 | 5 | 83.3% | 56 | 51 | 91.1% | 6 | 5 | 83.3% | 360 | 325 | 90.3% |
| Total | 3,956 | 3,414 | 86.3% | 6 | 2 | 33.3% | 50 | 35 | 70.0% | 591 | 500 | 84.6% | 34 | 31 | 91.2% | 3,275 | 2,846 | 86.9% |



Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR400W & SR26 | 18 | 0 | 7 |
| 2 | Markland Ave & SR31 | 17 | 0 | 4 |
| 3 | CR300E & US35 | 15 | 1 | 5 |
| 4 | 17th St & Markland Ave | 13 | 0 | 9 |
| 5 | Alto Rd & US31 | 12 | 0 | 2 |
| 6 | Markland Ave & Washington St | 12 | 0 | 0 |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 82 | 0 | 41 | 41 | 0 | 70 |
| Phillips St & Sycamore St | 5 | 0 | 2 | 3 | 0 | 2 |
| Alto Rd & LaFountain St | 4 | 0 | 2 | 2 | 0 | 4 |
| Sycamore St & Washington St | 4 | 0 | 1 | 3 | 0 | 1 |
| Phillips St & Walnut St | 3 | 0 | 1 | 2 | 0 | 3 |
| Markland Ave & Main St | 3 | 0 | 2 | 1 | 0 | 3 |
| Superior St & Washington St | 3 | 0 | 2 | 1 | 0 | 2 |
| Washington St & Walnut St | 3 | 0 | 1 | 2 | 0 | 1 |
| Alto Rd & US31 | 3 | 0 | 1 | 2 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Greentown | 4 | 2 | 0 | 0 | 2 | 2 |
| Kokomo | 96 | 55 | 1 | 2 | 27 | 66 |
| Russiaville | 1 | 1 | 0 | 0 | 0 | 1 |
| Rural | 46 | 35 | 1 | 3 | 25 | 17 |
| Total | 147 | 93 | 2 | 5 | 54 | 86 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 18 | 16 | 0 | 1 | 7 | 10 |
| 21 - 24 | 23 | 16 | 1 | 1 | 8 | 13 |
| 25 - 44 | 61 | 34 | 1 | 3 | 20 | 37 |
| 45 - 64 | 35 | 26 | 0 | 0 | 18 | 17 |
| 65 + | 10 | 1 | 0 | 0 | 1 | 9 |
| Total | 147 | 93 | 2 | 5 | 54 | 86 |

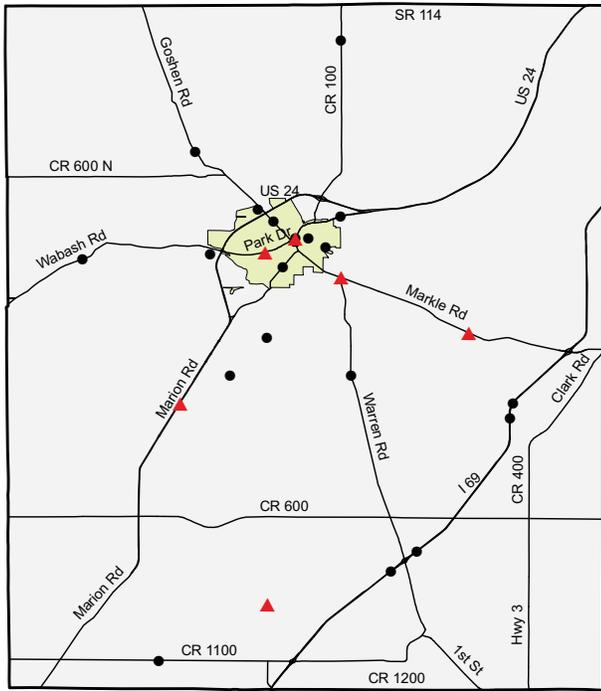
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Greentown | 41 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 1 |
| Kokomo | 1,487 | 1 | 1 | 422 | 69 | 0 | 0 | 31 | 75 | 0 | 0 | 27 |
| Russiaville | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 774 | 6 | 6 | 248 | 37 | 2 | 2 | 13 | 66 | 0 | 0 | 24 |
| Total | 2,304 | 7 | 7 | 674 | 110 | 2 | 2 | 44 | 148 | 0 | 0 | 52 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Greentown | 67 | 63 | 94.0% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 1 | 1 | 100.0% | 63 | 60 |
| Kokomo | 2,753 | 2,297 | 83.4% | 1 | 0 | 0.0% | 19 | 15 | 78.9% | 376 | 318 | 84.6% | 24 | 22 | 91.7% | 2,333 | 1,942 | 83.2% |
| Russiaville | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% |
| Rural | 1,133 | 1,052 | 92.9% | 5 | 2 | 40.0% | 31 | 20 | 64.5% | 212 | 180 | 84.9% | 9 | 8 | 88.9% | 876 | 842 | 96.1% |
| Total | 3,956 | 3,414 | 86.3% | 6 | 2 | 33.3% | 50 | 35 | 70.0% | 591 | 500 | 84.6% | 34 | 31 | 91.2% | 3,275 | 2,846 | 86.9% |

HUNTINGTON COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 140 | 0 | 13 | 127 | 0 | 16 |
| February | 96 | 0 | 14 | 82 | 0 | 17 |
| March | 62 | 0 | 6 | 56 | 0 | 6 |
| April | 68 | 1 | 9 | 58 | 1 | 11 |
| May | 79 | 0 | 20 | 59 | 0 | 34 |
| June | 72 | 0 | 15 | 57 | 0 | 18 |
| July | 75 | 1 | 22 | 52 | 1 | 40 |
| August | 80 | 0 | 17 | 63 | 0 | 22 |
| September | 71 | 2 | 17 | 52 | 2 | 21 |
| October | 122 | 1 | 19 | 102 | 1 | 25 |
| November | 119 | 0 | 14 | 105 | 0 | 17 |
| December | 166 | 1 | 22 | 143 | 2 | 24 |
| Total | 1,150 | 6 | 188 | 956 | 7 | 251 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,250 | 2,036 | 297 | 913.8 | 1,458.7 |
| 21 - 24 | 1,806 | 1,836 | 152 | 841.6 | 827.9 |
| 25 - 44 | 9,565 | 8,439 | 502 | 524.8 | 594.9 |
| 45 - 64 | 10,132 | 9,957 | 435 | 429.3 | 436.9 |
| 65 + | 5,658 | 4,833 | 149 | 263.3 | 308.3 |
| Other/unknown | 7,159 | na | 1 | 1.4 | na |
| Total | 37,570 | 27,101 | 1,536 | 408.8 | 566.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 24,444 | 977 | 399.7 |
| Truck | 12,725 | 607 | 477.0 |
| Trailer | 5,764 | 97 | 168.3 |
| Motorcycle | 1,587 | 24 | 151.2 |
| Recreational vehicle | 551 | 2 | 36.3 |
| Bus | na | 6 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 51 | na |
| Total | 45,071 | 1,769 | 392.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 93 | 91 | 97.8% | 0 | 0 | na | 2 | 1 | 50.0% | 5 | 4 | 80.0% | 2 | 2 | 100.0% | 84 | 84 | 100.0% |
| Light truck | 572 | 545 | 95.3% | 3 | 2 | 66.7% | 3 | 2 | 66.7% | 69 | 59 | 85.5% | 3 | 3 | 100.0% | 494 | 479 | 97.0% |
| Motorcycle/moped | 24 | 8 | 33.3% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 15 | 4 | 26.7% | 0 | 0 | na | 6 | 3 | 50.0% |
| Passenger car | 900 | 882 | 98.0% | 3 | 2 | 66.7% | 13 | 11 | 84.6% | 131 | 125 | 95.4% | 5 | 5 | 100.0% | 748 | 739 | 98.8% |
| Other | 20 | 15 | 75.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 19 | 14 | 73.7% |
| Total | 1,609 | 1,541 | 95.8% | 7 | 4 | 57.1% | 20 | 15 | 75.0% | 221 | 193 | 87.3% | 10 | 10 | 100.0% | 1,351 | 1,319 | 97.6% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 15 | 14 | 93.3% | 0 | 0 | na | 1 | 1 | 100.0% | 12 | 11 | 91.7% | 1 | 1 | 100.0% | 1 | 1 | 100.0% |
| 15 - 20 | 313 | 300 | 95.8% | 0 | 0 | na | 2 | 2 | 100.0% | 47 | 38 | 80.9% | 3 | 3 | 100.0% | 261 | 257 | 98.5% |
| 21 - 24 | 157 | 150 | 95.5% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 27 | 24 | 88.9% | 1 | 1 | 100.0% | 124 | 122 | 98.4% |
| 25 - 44 | 524 | 503 | 96.0% | 2 | 2 | 100.0% | 7 | 5 | 71.4% | 71 | 63 | 88.7% | 2 | 2 | 100.0% | 442 | 431 | 97.5% |
| 45 - 64 | 441 | 425 | 96.4% | 2 | 0 | 0.0% | 5 | 4 | 80.0% | 37 | 33 | 89.2% | 3 | 3 | 100.0% | 394 | 385 | 97.7% |
| 65 + | 159 | 149 | 93.7% | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 27 | 24 | 88.9% | 0 | 0 | na | 129 | 123 | 95.3% |
| Total | 1,609 | 1,541 | 95.8% | 7 | 4 | 57.1% | 20 | 15 | 75.0% | 221 | 193 | 87.3% | 10 | 10 | 100.0% | 1,351 | 1,319 | 97.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 7 | 0 | 5 | 2 | 0 | 6 |
| Broadway St & US24 | 2 | 0 | 1 | 1 | 0 | 2 |
| Park Dr & US224 | 2 | 0 | 2 | 0 | 0 | 2 |
| Stults Rd & US24 | 1 | 0 | 1 | 0 | 0 | 1 |
| Briant St & US224 | 1 | 0 | 1 | 0 | 0 | 1 |
| Ash St & Etna Ave | 1 | 0 | 0 | 1 | 0 | 0 |

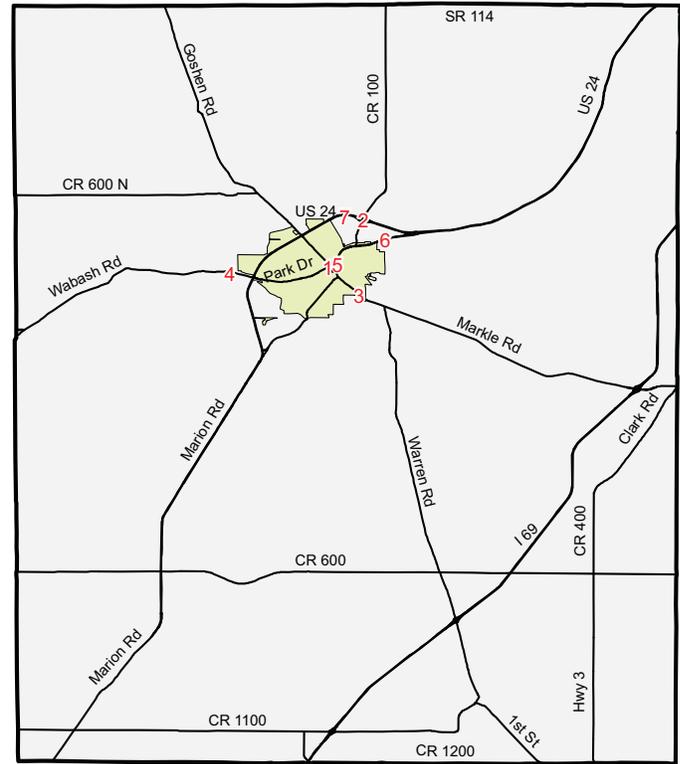
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 6 | 4 | 0 | 0 | 1 | 5 |
| 21 - 24 | 8 | 3 | 2 | 0 | 0 | 6 |
| 25 - 44 | 15 | 14 | 2 | 1 | 4 | 8 |
| 45 - 64 | 8 | 5 | 0 | 1 | 0 | 7 |
| 65 + | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 38 | 27 | 4 | 2 | 6 | 26 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Andrews | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntington | 25 | 17 | 4 | 1 | 3 | 17 |
| Markle | 0 | 0 | 0 | 0 | 0 | 0 |
| Mount Etna | 0 | 0 | 0 | 0 | 0 | 0 |
| Roanoke | 0 | 0 | 0 | 0 | 0 | 0 |
| Warren | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 13 | 10 | 0 | 1 | 3 | 9 |
| Total | 38 | 27 | 4 | 2 | 6 | 26 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Park Dr & US224 | 10 | 0 | 3 |
| 2 | SR9 & US24 | 5 | 0 | 3 |
| 3 | Joe St & US224 | 4 | 0 | 0 |
| 4 | Rangeline Rd & US24 | 4 | 0 | 1 |
| 5 | Park Dr & Guilford St | 4 | 1 | 3 |
| 6 | Broadway St & US24 | 4 | 0 | 6 |
| 7 | CR200W & US24 | 4 | 0 | 5 |

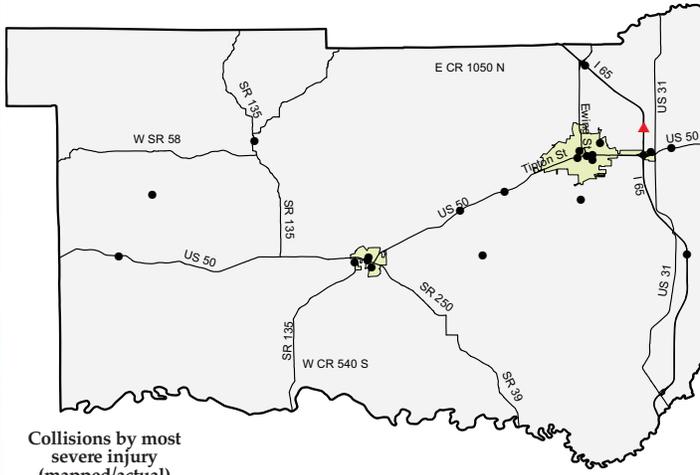
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Andrews | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Huntington | 446 | 2 | 3 | 97 | 19 | 0 | 0 | 9 | 45 | 0 | 0 | 7 |
| Markle | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mount Etna | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Roanoke | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Warren | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 652 | 4 | 4 | 151 | 12 | 0 | 0 | 9 | 50 | 0 | 0 | 16 |
| Total | 1,150 | 6 | 7 | 251 | 31 | 0 | 0 | 18 | 96 | 0 | 0 | 23 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Andrews | 5 | 4 | 80.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% |
| Huntington | 681 | 652 | 95.7% | 3 | 2 | 66.7% | 4 | 4 | 100.0% | 84 | 73 | 86.9% | 5 | 5 | 100.0% | 585 | 568 | 97.1% |
| Markle | 23 | 23 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 21 | 21 | 100.0% |
| Mount Etna | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Roanoke | 28 | 27 | 96.4% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 27 | 26 | 96.3% |
| Warren | 22 | 22 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 22 | 22 | 100.0% |
| Rural | 850 | 813 | 95.6% | 4 | 2 | 50.0% | 16 | 11 | 68.8% | 134 | 117 | 87.3% | 5 | 5 | 100.0% | 691 | 678 | 98.1% |
| Total | 1,609 | 1,541 | 95.8% | 7 | 4 | 57.1% | 20 | 15 | 75.0% | 221 | 193 | 87.3% | 10 | 10 | 100.0% | 1,351 | 1,319 | 97.6% |

JACKSON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (1/1)
- Incapacitating (21/21)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 121 | 0 | 18 | 103 | 0 | 21 |
| February | 109 | 0 | 13 | 96 | 0 | 22 |
| March | 93 | 0 | 17 | 76 | 0 | 18 |
| April | 80 | 0 | 17 | 63 | 0 | 27 |
| May | 115 | 0 | 24 | 91 | 0 | 35 |
| June | 111 | 0 | 25 | 86 | 0 | 30 |
| July | 102 | 0 | 19 | 83 | 0 | 25 |
| August | 105 | 0 | 18 | 87 | 0 | 24 |
| September | 90 | 0 | 12 | 78 | 0 | 16 |
| October | 119 | 1 | 19 | 99 | 2 | 29 |
| November | 135 | 0 | 21 | 114 | 0 | 25 |
| December | 142 | 0 | 22 | 120 | 0 | 25 |
| Total | 1,322 | 1 | 225 | 1,096 | 2 | 297 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,935 | 2,331 | 305 | 1,039.2 | 1,308.5 |
| 21 - 24 | 1,647 | 1,879 | 156 | 947.2 | 830.2 |
| 25 - 44 | 12,036 | 10,239 | 655 | 544.2 | 639.7 |
| 45 - 64 | 10,788 | 11,001 | 516 | 478.3 | 469.0 |
| 65 + | 6,129 | 5,336 | 185 | 301.8 | 346.7 |
| Other/unknown | 8,658 | na | 6 | 6.9 | na |
| Total | 42,193 | 30,786 | 1,823 | 432.1 | 592.2 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 26,486 | 1,049 | 396.1 |
| Truck | 18,434 | 792 | 429.6 |
| Trailer | 7,256 | 148 | 204.0 |
| Motorcycle | 1,784 | 35 | 196.2 |
| Recreational vehicle | 791 | 7 | 88.5 |
| Bus | na | 6 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 67 | na |
| Total | 54,751 | 2,110 | 385.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 120 | 96 | 80.0% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 0 | 0 | na | 115 | 92 | 80.0% |
| Light truck | 747 | 538 | 72.0% | 0 | 0 | na | 7 | 4 | 57.1% | 85 | 63 | 74.1% | 6 | 5 | 83.3% | 649 | 466 | 71.8% |
| Motorcycle/moped | 40 | 12 | 30.0% | 0 | 0 | na | 6 | 1 | 16.7% | 23 | 7 | 30.4% | 0 | 0 | na | 11 | 4 | 36.4% |
| Passenger car | 964 | 762 | 79.0% | 2 | 2 | 100.0% | 8 | 7 | 87.5% | 137 | 114 | 83.2% | 4 | 3 | 75.0% | 813 | 636 | 78.2% |
| Other | 20 | 11 | 55.0% | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% | 0 | 0 | na | 17 | 10 | 58.8% |
| Total | 1,891 | 1,419 | 75.0% | 2 | 2 | 100.0% | 21 | 12 | 57.1% | 253 | 189 | 74.7% | 10 | 8 | 80.0% | 1,605 | 1,208 | 75.3% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 20 | 12 | 60.0% | 0 | 0 | na | 0 | 0 | na | 13 | 10 | 76.9% | 2 | 2 | 100.0% | 5 | 0 | 0.0% |
| 15 - 20 | 317 | 235 | 74.1% | 0 | 0 | na | 3 | 2 | 66.7% | 43 | 31 | 72.1% | 2 | 1 | 50.0% | 269 | 201 | 74.7% |
| 21 - 24 | 165 | 121 | 73.3% | 0 | 0 | na | 1 | 0 | 0.0% | 32 | 22 | 68.8% | 2 | 2 | 100.0% | 130 | 97 | 74.6% |
| 25 - 44 | 665 | 498 | 74.9% | 0 | 0 | na | 7 | 4 | 57.1% | 70 | 55 | 78.6% | 3 | 2 | 66.7% | 585 | 437 | 74.7% |
| 45 - 64 | 531 | 400 | 75.3% | 0 | 0 | na | 10 | 6 | 60.0% | 64 | 44 | 68.8% | 1 | 1 | 100.0% | 456 | 349 | 76.5% |
| 65 + | 193 | 153 | 79.3% | 2 | 2 | 100.0% | 0 | 0 | na | 31 | 27 | 87.1% | 0 | 0 | na | 160 | 124 | 77.5% |
| Total | 1,891 | 1,419 | 75.0% | 2 | 2 | 100.0% | 21 | 12 | 57.1% | 253 | 189 | 74.7% | 10 | 8 | 80.0% | 1,605 | 1,208 | 75.3% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 17 | 0 | 6 | 11 | 0 | 9 |
| US50 & O'Brien St | 2 | 0 | 2 | 0 | 0 | 3 |
| US50 & Myers Ln | 2 | 0 | 0 | 2 | 0 | 0 |
| US50 & Meadowbrook Dr | 2 | 0 | 0 | 2 | 0 | 0 |
| 2nd St & Chestnut St | 2 | 0 | 0 | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 10 | 6 | 0 | 3 | 2 | 5 |
| 21 - 24 | 8 | 8 | 0 | 0 | 5 | 3 |
| 25 - 44 | 39 | 25 | 0 | 2 | 11 | 26 |
| 45 - 64 | 14 | 8 | 0 | 1 | 6 | 7 |
| 65 + | 6 | 2 | 0 | 0 | 1 | 5 |
| Total | 77 | 49 | 0 | 6 | 25 | 46 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Brownstown | 4 | 3 | 0 | 0 | 2 | 2 |
| Crothersville | 0 | 0 | 0 | 0 | 0 | 0 |
| Medora | 0 | 0 | 0 | 0 | 0 | 0 |
| Seymour | 25 | 16 | 0 | 1 | 5 | 19 |
| Rural | 48 | 30 | 0 | 5 | 18 | 25 |
| Total | 77 | 49 | 0 | 6 | 25 | 46 |

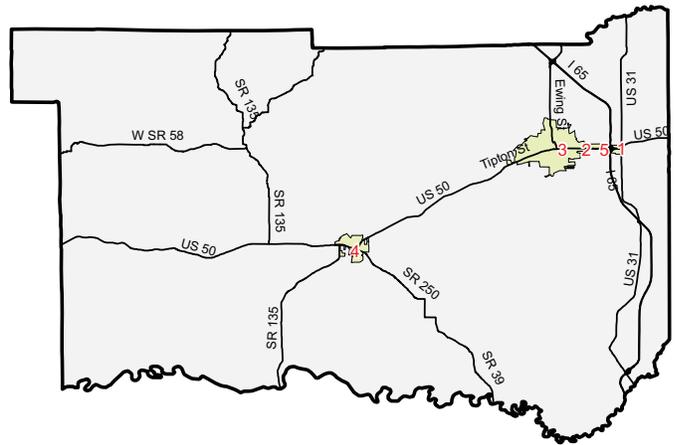
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Brownstown | 78 | 0 | 0 | 19 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| Crothersville | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Medora | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seymour | 543 | 0 | 0 | 125 | 19 | 0 | 0 | 3 | 7 | 0 | 0 | 5 |
| Rural | 693 | 1 | 2 | 152 | 37 | 0 | 0 | 18 | 64 | 0 | 0 | 19 |
| Total | 1,322 | 1 | 2 | 297 | 59 | 0 | 0 | 22 | 74 | 0 | 0 | 24 |

Restraint use among vehicle occupants, by municipality

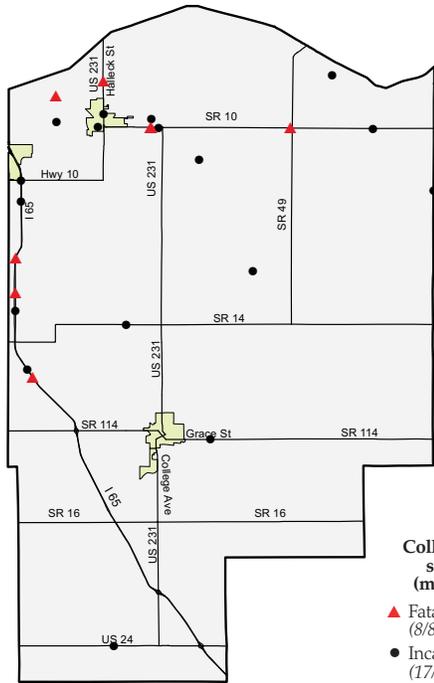
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| Brownstown | 134 | 69 | 51.5% | 0 | 0 | na | 4 | 4 | 100.0% | 15 | 14 | 93.3% | 0 | 0 | na | 115 | 51 | 44.3% |
| Crothersville | 11 | 9 | 81.8% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 10 | 9 | 90.0% |
| Medora | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Seymour | 835 | 574 | 68.7% | 0 | 0 | na | 5 | 3 | 60.0% | 99 | 75 | 75.8% | 6 | 5 | 83.3% | 725 | 491 | 67.7% |
| Rural | 911 | 767 | 84.2% | 2 | 2 | 100.0% | 12 | 5 | 41.7% | 138 | 100 | 72.5% | 4 | 3 | 75.0% | 755 | 657 | 87.0% |
| Total | 1,891 | 1,419 | 75.0% | 2 | 2 | 100.0% | 21 | 12 | 57.1% | 253 | 189 | 74.7% | 10 | 8 | 80.0% | 1,605 | 1,208 | 75.3% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR31 & US50 | 15 | 0 | 5 |
| 2 | Tipton St & Meadowbrook Dr | 8 | 0 | 0 |
| 3 | O'Brien St & US50 | 8 | 0 | 4 |
| 4 | Poplar St & US50 | 7 | 0 | 2 |
| 5 | Sandy Creek Dr & US50 | 6 | 0 | 0 |

JASPER COUNTY — 2009



Collisions by most severe injury (mapped/actual)
 ▲ Fatal (8/8)
 ● Incapacitating (17/17)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 144 | 1 | 20 | 123 | 2 | 23 |
| February | 89 | 1 | 14 | 74 | 1 | 18 |
| March | 66 | 0 | 9 | 57 | 0 | 12 |
| April | 94 | 0 | 16 | 78 | 0 | 22 |
| May | 115 | 0 | 20 | 95 | 0 | 25 |
| June | 101 | 0 | 26 | 75 | 0 | 45 |
| July | 108 | 2 | 23 | 83 | 2 | 51 |
| August | 86 | 2 | 14 | 70 | 4 | 24 |
| September | 72 | 0 | 22 | 50 | 0 | 34 |
| October | 108 | 1 | 17 | 90 | 1 | 26 |
| November | 146 | 1 | 14 | 131 | 1 | 21 |
| December | 145 | 0 | 30 | 115 | 0 | 45 |
| Total | 1,274 | 8 | 225 | 1,041 | 11 | 346 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,922 | 2,030 | 274 | 937.7 | 1,349.8 |
| 21 - 24 | 1,723 | 1,624 | 189 | 1,096.9 | 1,163.8 |
| 25 - 44 | 8,767 | 7,959 | 584 | 666.1 | 733.8 |
| 45 - 64 | 8,005 | 8,762 | 460 | 574.6 | 525.0 |
| 65 + | 4,468 | 4,190 | 157 | 351.4 | 374.7 |
| Other/unknown | 6,659 | na | 15 | 22.5 | na |
| Total | 32,544 | 24,565 | 1,679 | 515.9 | 683.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 22,550 | 931 | 412.9 |
| Truck | 13,384 | 685 | 511.8 |
| Trailer | 7,279 | 188 | 258.3 |
| Motorcycle | 1,498 | 21 | 140.2 |
| Recreational vehicle | 789 | 2 | 25.3 |
| Bus | na | 5 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 39 | na |
| Total | 45,500 | 1,875 | 412.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 160 | 145 | 90.6% | 0 | 0 | na | 0 | 0 | na | 9 | 6 | 66.7% | 8 | 8 | 100.0% | 143 | 131 | 91.6% |
| Light truck | 689 | 590 | 85.6% | 3 | 2 | 66.7% | 8 | 6 | 75.0% | 103 | 85 | 82.5% | 13 | 9 | 69.2% | 562 | 488 | 86.8% |
| Motorcycle/moped | 23 | 4 | 17.4% | 0 | 0 | na | 3 | 1 | 33.3% | 14 | 2 | 14.3% | 0 | 0 | na | 6 | 1 | 16.7% |
| Passenger car | 908 | 804 | 88.5% | 6 | 4 | 66.7% | 10 | 6 | 60.0% | 172 | 143 | 83.1% | 10 | 9 | 90.0% | 710 | 642 | 90.4% |
| Other | 31 | 6 | 19.4% | 0 | 0 | na | 0 | 0 | na | 15 | 1 | 6.7% | 0 | 0 | na | 16 | 5 | 31.3% |
| Total | 1,811 | 1,549 | 85.5% | 9 | 6 | 66.7% | 21 | 13 | 61.9% | 313 | 237 | 75.7% | 31 | 26 | 83.9% | 1,437 | 1,267 | 88.2% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 45 | 29 | 64.4% | 0 | 0 | na | 1 | 1 | 100.0% | 30 | 25 | 83.3% | 0 | 0 | na | 14 | 3 | 21.4% |
| 15 - 20 | 303 | 258 | 85.1% | 3 | 1 | 33.3% | 2 | 0 | 0.0% | 71 | 52 | 73.2% | 5 | 5 | 100.0% | 222 | 200 | 90.1% |
| 21 - 24 | 195 | 160 | 82.1% | 0 | 0 | na | 3 | 1 | 33.3% | 27 | 17 | 63.0% | 4 | 4 | 100.0% | 161 | 138 | 85.7% |
| 25 - 44 | 614 | 522 | 85.0% | 3 | 2 | 66.7% | 8 | 4 | 50.0% | 90 | 68 | 75.6% | 13 | 9 | 69.2% | 500 | 439 | 87.8% |
| 45 - 64 | 480 | 431 | 89.8% | 2 | 2 | 100.0% | 5 | 5 | 100.0% | 61 | 49 | 80.3% | 8 | 7 | 87.5% | 404 | 368 | 91.1% |
| 65 + | 174 | 149 | 85.6% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 34 | 26 | 76.5% | 1 | 1 | 100.0% | 136 | 119 | 87.5% |
| Total | 1,811 | 1,549 | 85.5% | 9 | 6 | 66.7% | 21 | 13 | 61.9% | 313 | 237 | 75.7% | 31 | 26 | 83.9% | 1,437 | 1,267 | 88.2% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 1 | 1 | 0 | 3 |
| US231 & Division St | 1 | 0 | 1 | 0 | 0 | 3 |
| US231 & SR16 | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 7 | 7 | 0 | 2 | 4 | 1 |
| 21 - 24 | 21 | 14 | 1 | 2 | 8 | 10 |
| 25 - 44 | 33 | 26 | 3 | 3 | 13 | 14 |
| 45 - 64 | 14 | 8 | 0 | 2 | 4 | 8 |
| 65 + | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 77 | 55 | 4 | 9 | 29 | 35 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Demotte | 7 | 5 | 1 | 0 | 4 | 2 |
| Remington | 0 | 0 | 0 | 0 | 0 | 0 |
| Rensselaer | 6 | 4 | 0 | 1 | 0 | 5 |
| Wheatfield | 2 | 2 | 1 | 0 | 1 | 0 |
| Rural | 62 | 44 | 2 | 8 | 24 | 28 |
| Total | 77 | 55 | 4 | 9 | 29 | 35 |

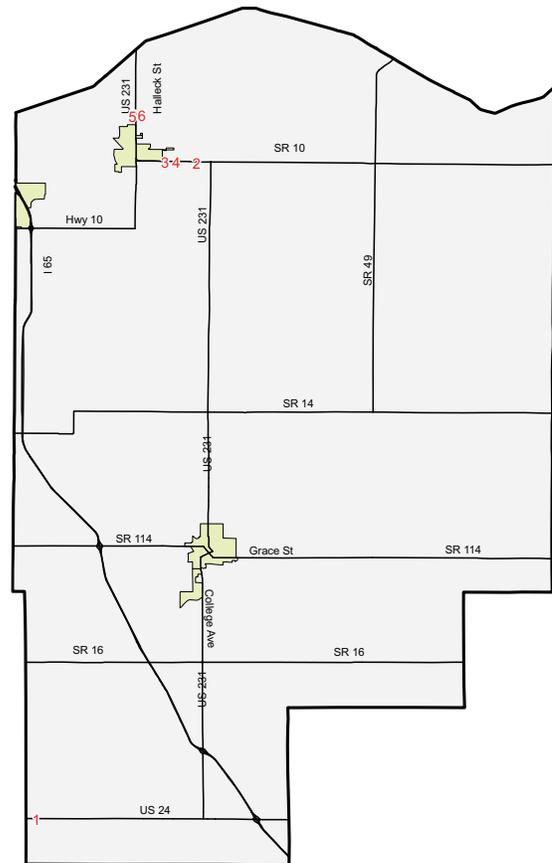
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Demotte | 109 | 0 | 0 | 48 | 5 | 0 | 0 | 3 | 4 | 0 | 0 | 0 |
| Remington | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rensselaer | 163 | 0 | 0 | 28 | 5 | 0 | 0 | 3 | 28 | 0 | 0 | 10 |
| Wheatfield | 12 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 985 | 7 | 10 | 264 | 50 | 1 | 2 | 36 | 114 | 1 | 1 | 47 |
| Total | 1,274 | 8 | 11 | 346 | 61 | 1 | 2 | 42 | 146 | 1 | 1 | 57 |

Restraint use among vehicle occupants, by municipality

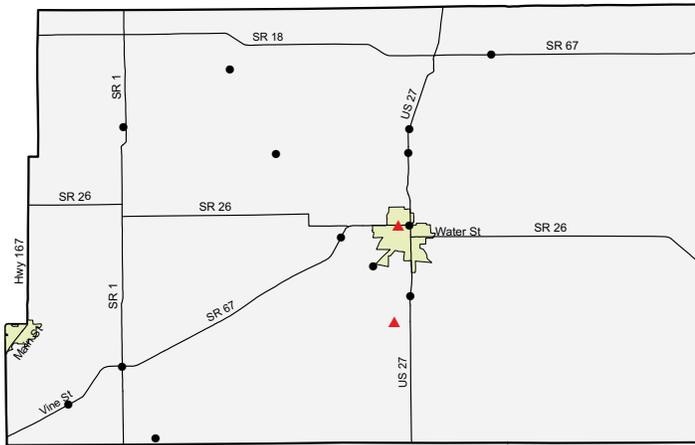
| Municipality | Total occupants | | Fatalities | | Incapacitating | | Non-incapacitating | | Other injury | | Not injured | |
|--------------|-----------------|--------------|--------------|------------|----------------|--------------|--------------------|------------|--------------|------------|-------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % | Total | % |
| | Total | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained | restrained |
| Demotte | 192 | 148 | 77.1% | 0 | 0 | na | 0 | 0 | na | 46 | 42 | 91.3% |
| Remington | 7 | 7 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rensselaer | 241 | 167 | 69.3% | 0 | 0 | na | 0 | 0 | na | 23 | 12 | 52.2% |
| Wheatfield | 21 | 13 | 61.9% | 0 | 0 | na | 0 | 0 | na | 5 | 2 | 40.0% |
| Rural | 1,350 | 1,214 | 89.9% | 9 | 6 | 66.7% | 21 | 13 | 61.9% | 239 | 181 | 75.7% |
| Total | 1,811 | 1,549 | 85.5% | 9 | 6 | 66.7% | 21 | 13 | 61.9% | 313 | 237 | 75.7% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | US24 & CR1080S | 5 | 0 | 0 |
| 2 | CR1100N & SR10 | 4 | 0 | 1 |
| 3 | CR700W & SR10 | 4 | 0 | 5 |
| 4 | 15th St & SR10 | 3 | 0 | 2 |
| 5 | 15th Ave & US231 | 3 | 0 | 2 |
| 6 | Halleck St & US231 | 3 | 0 | 0 |

JAY COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (2/2)
- Incapacitating (13/14)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 66 | 0 | 9 | 57 | 0 | 13 |
| February | 50 | 0 | 3 | 47 | 0 | 6 |
| March | 35 | 0 | 4 | 31 | 0 | 4 |
| April | 53 | 0 | 10 | 43 | 0 | 15 |
| May | 53 | 0 | 9 | 44 | 0 | 15 |
| June | 49 | 0 | 10 | 39 | 0 | 14 |
| July | 49 | 0 | 11 | 38 | 0 | 15 |
| August | 57 | 1 | 9 | 47 | 1 | 9 |
| September | 52 | 0 | 5 | 47 | 0 | 8 |
| October | 74 | 0 | 13 | 61 | 0 | 15 |
| November | 75 | 1 | 12 | 62 | 1 | 19 |
| December | 74 | 0 | 6 | 68 | 0 | 7 |
| Total | 687 | 2 | 101 | 584 | 2 | 140 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,632 | 1,263 | 160 | 980.4 | 1,266.8 |
| 21 - 24 | 795 | 876 | 69 | 867.9 | 787.7 |
| 25 - 44 | 5,517 | 4,450 | 270 | 489.4 | 606.7 |
| 45 - 64 | 5,409 | 5,392 | 258 | 477.0 | 478.5 |
| 65 + | 3,539 | 2,965 | 105 | 296.7 | 354.1 |
| Other/unknown | 4,520 | na | 4 | 8.8 | na |
| Total | 21,412 | 14,946 | 866 | 404.4 | 579.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 13,199 | 514 | 389.4 |
| Truck | 8,436 | 405 | 480.1 |
| Trailer | 3,061 | 29 | 94.7 |
| Motorcycle | 1,099 | 12 | 109.2 |
| Bus | na | 3 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 31 | na |
| Total | 25,795 | 998 | 386.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 29 | 24 | 82.8% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 29 | 24 | 82.8% |
| Light truck | 381 | 304 | 79.8% | 1 | 0 | 0.0% | 6 | 4 | 66.7% | 34 | 23 | 67.6% | 1 | 0 | 0.0% | 339 | 277 | 81.7% |
| Motorcycle/moped | 14 | 1 | 7.1% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 5 | 0 | 0.0% | 0 | 0 | na | 6 | 1 | 16.7% |
| Passenger car | 467 | 399 | 85.4% | 0 | 0 | na | 8 | 4 | 50.0% | 71 | 64 | 90.1% | 1 | 1 | 100.0% | 387 | 330 | 85.3% |
| Other | 14 | 4 | 28.6% | 0 | 0 | na | 4 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 10 | 4 | 40.0% |
| Total | 905 | 732 | 80.9% | 2 | 0 | 0.0% | 20 | 8 | 40.0% | 110 | 87 | 79.1% | 2 | 1 | 50.0% | 771 | 636 | 82.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 16 | 4 | 25.0% | 0 | 0 | na | 5 | 0 | 0.0% | 7 | 4 | 57.1% | 0 | 0 | na | 4 | 0 | 0.0% |
| 15 - 20 | 174 | 136 | 78.2% | 0 | 0 | na | 5 | 2 | 40.0% | 36 | 29 | 80.6% | 0 | 0 | na | 133 | 105 | 78.9% |
| 21 - 24 | 70 | 60 | 85.7% | 0 | 0 | na | 0 | 0 | na | 10 | 9 | 90.0% | 0 | 0 | na | 60 | 51 | 85.0% |
| 25 - 44 | 273 | 224 | 82.1% | 1 | 0 | 0.0% | 5 | 3 | 60.0% | 27 | 20 | 74.1% | 0 | 0 | na | 240 | 201 | 83.8% |
| 45 - 64 | 265 | 213 | 80.4% | 1 | 0 | 0.0% | 3 | 1 | 33.3% | 21 | 18 | 85.7% | 2 | 1 | 50.0% | 238 | 193 | 81.1% |
| 65 + | 107 | 95 | 88.8% | 0 | 0 | na | 2 | 2 | 100.0% | 9 | 7 | 77.8% | 0 | 0 | na | 96 | 86 | 89.6% |
| Total | 905 | 732 | 80.9% | 2 | 0 | 0.0% | 20 | 8 | 40.0% | 110 | 87 | 79.1% | 2 | 1 | 50.0% | 771 | 636 | 82.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 0 | 1 | 0 | 0 | 2 |
| Meridian St & Walnut St | 1 | 0 | 1 | 0 | 0 | 2 |

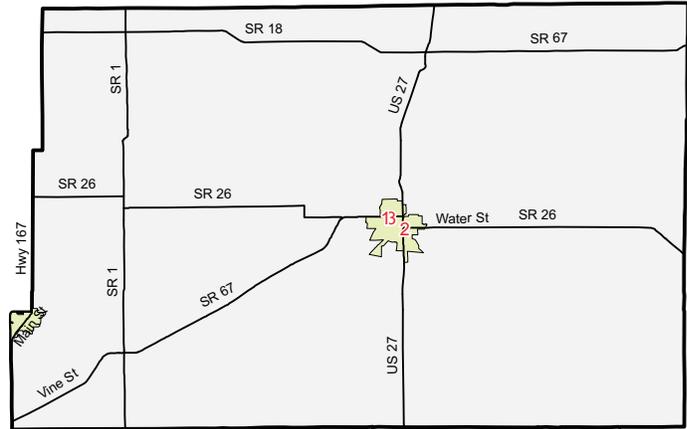
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 7 | 7 | 0 | 1 | 2 | 4 |
| 21 - 24 | 5 | 4 | 0 | 2 | 1 | 2 |
| 25 - 44 | 10 | 7 | 0 | 1 | 5 | 3 |
| 45 - 64 | 5 | 3 | 0 | 1 | 0 | 4 |
| 65 + | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 28 | 22 | 0 | 5 | 8 | 14 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bryant | 0 | 0 | 0 | 0 | 0 | 0 |
| Dunkirk | 0 | 0 | 0 | 0 | 0 | 0 |
| Pennville | 0 | 0 | 0 | 0 | 0 | 0 |
| Portland | 8 | 5 | 0 | 2 | 2 | 4 |
| Redkey | 0 | 0 | 0 | 0 | 0 | 0 |
| Salamonia | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 20 | 17 | 0 | 3 | 6 | 10 |
| Total | 28 | 22 | 0 | 5 | 8 | 14 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR67 & Williams St | 10 | 0 | 3 |
| 2 | Meridian St & Water St | 4 | 0 | 0 |
| 3 | Middle St & Votaw St | 4 | 0 | 3 |

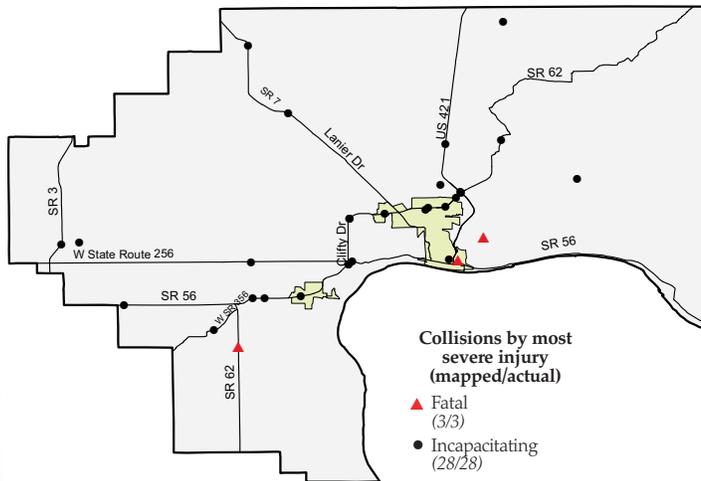
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bryant | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Dunkirk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pennville | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Portland | 258 | 1 | 1 | 49 | 5 | 0 | 0 | 3 | 19 | 0 | 0 | 8 |
| Redkey | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salamonia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 410 | 1 | 1 | 88 | 20 | 1 | 1 | 14 | 12 | 0 | 0 | 9 |
| Total | 687 | 2 | 2 | 140 | 25 | 1 | 1 | 17 | 33 | 0 | 0 | 19 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Bryant | 9 | 8 | 88.9% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 9 | 8 |
| Dunkirk | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Pennville | 11 | 8 | 72.7% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 0 | 0 | na | 9 | 8 | 88.9% |
| Portland | 377 | 326 | 86.5% | 1 | 0 | 0.0% | 0 | 0 | na | 42 | 36 | 85.7% | 0 | 0 | na | 334 | 290 | 86.8% |
| Redkey | 10 | 10 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 9 | 9 | 100.0% |
| Salamonia | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 498 | 380 | 76.3% | 1 | 0 | 0.0% | 19 | 8 | 42.1% | 66 | 50 | 75.8% | 2 | 1 | 50.0% | 410 | 321 | 78.3% |
| Total | 905 | 732 | 80.9% | 2 | 0 | 0.0% | 20 | 8 | 40.0% | 110 | 87 | 79.1% | 2 | 1 | 50.0% | 771 | 636 | 82.5% |

JEFFERSON COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 96 | 1 | 11 | 84 | 1 | 15 |
| February | 75 | 0 | 12 | 63 | 0 | 18 |
| March | 60 | 0 | 7 | 53 | 0 | 11 |
| April | 80 | 0 | 13 | 67 | 0 | 15 |
| May | 88 | 0 | 18 | 70 | 0 | 24 |
| June | 77 | 0 | 16 | 61 | 0 | 25 |
| July | 82 | 0 | 20 | 62 | 0 | 29 |
| August | 73 | 0 | 17 | 56 | 0 | 21 |
| September | 87 | 0 | 21 | 66 | 0 | 26 |
| October | 93 | 0 | 10 | 83 | 0 | 17 |
| November | 91 | 0 | 12 | 79 | 0 | 18 |
| December | 75 | 2 | 13 | 60 | 2 | 18 |
| Total | 977 | 3 | 170 | 804 | 3 | 237 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,035 | 1,780 | 215 | 708.4 | 1,207.9 |
| 21 - 24 | 1,684 | 1,444 | 129 | 766.0 | 893.4 |
| 25 - 44 | 8,575 | 7,242 | 462 | 538.8 | 637.9 |
| 45 - 64 | 8,819 | 8,608 | 422 | 478.5 | 490.2 |
| 65 + | 4,794 | 4,053 | 188 | 392.2 | 463.9 |
| Other/unknown | 5,913 | na | 4 | 6.8 | na |
| Total | 32,820 | 23,127 | 1,420 | 432.7 | 614.0 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 20,170 | 881 | 436.8 |
| Truck | 12,266 | 656 | 534.8 |
| Trailer | 4,389 | 34 | 77.5 |
| Motorcycle | 1,299 | 23 | 177.1 |
| Bus | na | 5 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 30 | na |
| Total | 38,124 | 1,633 | 428.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 34 | 26 | 76.5% | 0 | 0 | na | 2 | 2 | 100.0% | 4 | 4 | 100.0% | 0 | 0 | na | 28 | 20 | 71.4% |
| Light truck | 605 | 509 | 84.1% | 2 | 0 | 0.0% | 13 | 7 | 53.8% | 66 | 59 | 89.4% | 6 | 5 | 83.3% | 518 | 438 | 84.6% |
| Motorcycle/moped | 22 | 7 | 31.8% | 0 | 0 | na | 4 | 1 | 25.0% | 13 | 5 | 38.5% | 0 | 0 | na | 5 | 1 | 20.0% |
| Passenger car | 802 | 652 | 81.3% | 1 | 1 | 100.0% | 17 | 15 | 88.2% | 108 | 90 | 83.3% | 6 | 5 | 83.3% | 670 | 541 | 80.7% |
| Other | 16 | 7 | 43.8% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 14 | 6 | 42.9% |
| Total | 1,479 | 1,201 | 81.2% | 3 | 1 | 33.3% | 36 | 25 | 69.4% | 193 | 159 | 82.4% | 12 | 10 | 83.3% | 1,235 | 1,006 | 81.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 14 | 11 | 78.6% | 0 | 0 | na | 0 | 0 | na | 10 | 9 | 90.0% | 0 | 0 | na | 4 | 2 | 50.0% |
| 15 - 20 | 230 | 185 | 80.4% | 1 | 0 | 0.0% | 10 | 7 | 70.0% | 40 | 30 | 75.0% | 2 | 2 | 100.0% | 177 | 146 | 82.5% |
| 21 - 24 | 136 | 107 | 78.7% | 0 | 0 | na | 5 | 2 | 40.0% | 16 | 14 | 87.5% | 1 | 1 | 100.0% | 114 | 90 | 78.9% |
| 25 - 44 | 476 | 381 | 80.0% | 2 | 1 | 50.0% | 13 | 9 | 69.2% | 59 | 48 | 81.4% | 3 | 2 | 66.7% | 399 | 321 | 80.5% |
| 45 - 64 | 429 | 356 | 83.0% | 0 | 0 | na | 5 | 4 | 80.0% | 48 | 39 | 81.3% | 2 | 1 | 50.0% | 374 | 312 | 83.4% |
| 65 + | 194 | 161 | 83.0% | 0 | 0 | na | 3 | 3 | 100.0% | 20 | 19 | 95.0% | 4 | 4 | 100.0% | 167 | 135 | 80.8% |
| Total | 1,479 | 1,201 | 81.2% | 3 | 1 | 33.3% | 36 | 25 | 69.4% | 193 | 159 | 82.4% | 12 | 10 | 83.3% | 1,235 | 1,006 | 81.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 7 | 0 | 2 | 5 | 0 | 4 |
| SR62 & US421 | 1 | 0 | 1 | 0 | 0 | 3 |
| SR62 & SR56 | 1 | 0 | 1 | 0 | 0 | 1 |
| SR62 & SR256 | 1 | 0 | 0 | 1 | 0 | 0 |
| SR56 & West St | 1 | 0 | 0 | 1 | 0 | 0 |
| Main St & Walnut St | 1 | 0 | 0 | 1 | 0 | 0 |
| Cragmont St & SR62 | 1 | 0 | 0 | 1 | 0 | 0 |
| Clifty Dr & Wilson Ave | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 7 | 4 | 0 | 2 | 2 | 3 |
| 21 - 24 | 5 | 4 | 0 | 2 | 2 | 1 |
| 25 - 44 | 40 | 30 | 1 | 5 | 12 | 22 |
| 45 - 64 | 29 | 23 | 1 | 0 | 15 | 13 |
| 65 + | 4 | 0 | 0 | 0 | 0 | 4 |
| Total | 85 | 61 | 2 | 9 | 31 | 43 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Brooksborg | 0 | 0 | 0 | 0 | 0 | 0 |
| Dupont | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanover | 3 | 2 | 0 | 0 | 1 | 2 |
| Madison | 40 | 27 | 1 | 5 | 15 | 19 |
| Rural | 42 | 32 | 1 | 4 | 15 | 22 |
| Total | 85 | 61 | 2 | 9 | 31 | 43 |

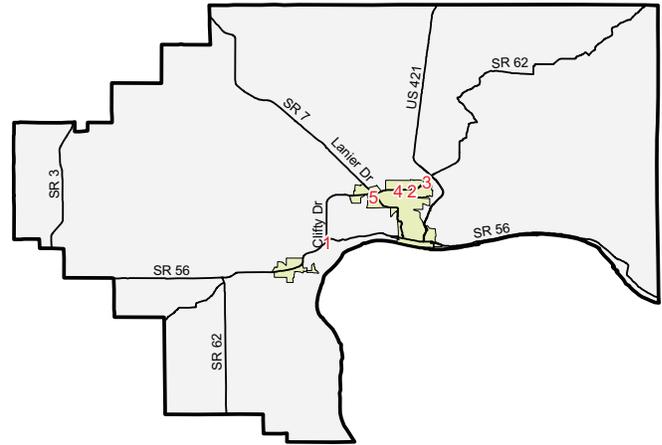
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Brooksborg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dupont | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hanover | 54 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 |
| Madison | 476 | 1 | 1 | 65 | 28 | 0 | 0 | 8 | 15 | 0 | 0 | 6 |
| Rural | 447 | 2 | 2 | 164 | 35 | 0 | 0 | 23 | 47 | 1 | 1 | 17 |
| Total | 977 | 3 | 3 | 237 | 65 | 0 | 0 | 31 | 65 | 1 | 1 | 24 |

Restraint use among vehicle occupants, by municipality

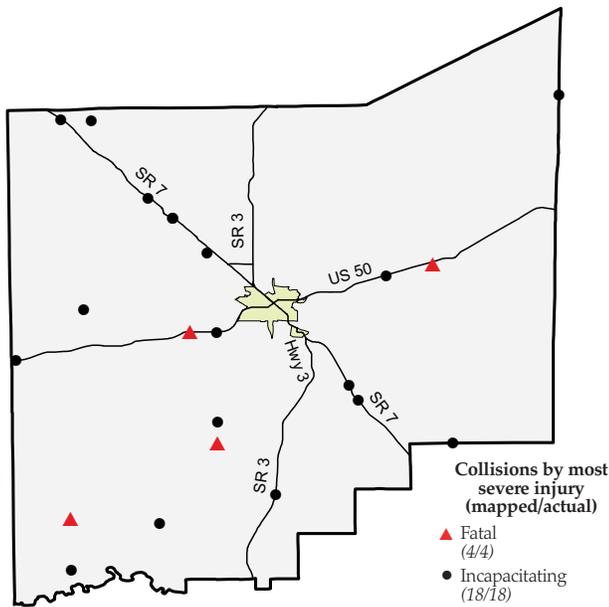
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Brooksborg | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Dupont | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Hanover | 73 | 66 | 90.4% | 0 | 0 | na | 1 | 1 | 100.0% | 7 | 7 | 100.0% | 0 | 0 | na | 65 | 58 | 89.2% |
| Madison | 758 | 620 | 81.8% | 1 | 0 | 0.0% | 6 | 3 | 50.0% | 54 | 45 | 83.3% | 5 | 4 | 80.0% | 692 | 568 | 82.1% |
| Rural | 648 | 515 | 79.5% | 2 | 1 | 50.0% | 29 | 21 | 72.4% | 132 | 107 | 81.1% | 7 | 6 | 85.7% | 478 | 380 | 79.5% |
| Total | 1,479 | 1,201 | 81.2% | 3 | 1 | 33.3% | 36 | 25 | 69.4% | 193 | 159 | 82.4% | 12 | 10 | 83.3% | 1,235 | 1,006 | 81.5% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR56 & SR62 | 16 | 0 | 6 |
| 2 | Clifty Dr & Michigan Rd | 15 | 0 | 4 |
| 3 | Ivy Tech Dr & SR62 | 11 | 0 | 4 |
| 4 | Clifty Dr & Cragmont St | 10 | 0 | 1 |
| 5 | SR7 & SR62 | 6 | 0 | 3 |

JENNINGS COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 72 | 0 | 10 | 62 | 0 | 12 |
| February | 52 | 0 | 10 | 42 | 0 | 16 |
| March | 53 | 0 | 8 | 45 | 0 | 13 |
| April | 56 | 0 | 11 | 45 | 0 | 20 |
| May | 69 | 0 | 11 | 58 | 0 | 16 |
| June | 72 | 2 | 11 | 59 | 2 | 14 |
| July | 73 | 0 | 11 | 62 | 0 | 14 |
| August | 64 | 2 | 18 | 44 | 2 | 25 |
| September | 68 | 0 | 14 | 54 | 0 | 21 |
| October | 68 | 0 | 5 | 63 | 0 | 6 |
| November | 80 | 0 | 15 | 65 | 0 | 23 |
| December | 71 | 0 | 9 | 62 | 0 | 17 |
| Total | 798 | 4 | 133 | 661 | 4 | 197 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,114 | 1,691 | 245 | 1,158.9 | 1,448.8 |
| 21 - 24 | 1,128 | 1,248 | 84 | 744.7 | 673.1 |
| 25 - 44 | 8,101 | 6,770 | 441 | 544.4 | 651.4 |
| 45 - 64 | 7,386 | 7,338 | 299 | 404.8 | 407.5 |
| 65 + | 3,348 | 3,248 | 126 | 376.3 | 387.9 |
| Other/unknown | 5,963 | na | 5 | 8.4 | na |
| Total | 28,040 | 20,295 | 1,200 | 428.0 | 591.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 17,215 | 656 | 381.1 |
| Truck | 13,330 | 598 | 448.6 |
| Trailer | 4,601 | 37 | 80.4 |
| Motorcycle | 1,208 | 13 | 107.6 |
| Bus | na | 7 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 8 | na |
| Total | 36,354 | 1,321 | 363.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 35 | 32 | 91.4% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 34 | 31 | 91.2% |
| Light truck | 574 | 502 | 87.5% | 3 | 1 | 33.3% | 13 | 11 | 84.6% | 67 | 55 | 82.1% | 0 | 0 | na | 491 | 435 | 88.6% |
| Motorcycle/moped | 14 | 4 | 28.6% | 0 | 0 | na | 2 | 0 | 0.0% | 8 | 3 | 37.5% | 0 | 0 | na | 4 | 1 | 25.0% |
| Passenger car | 624 | 568 | 91.0% | 1 | 0 | 0.0% | 13 | 12 | 92.3% | 91 | 85 | 93.4% | 1 | 1 | 100.0% | 518 | 470 | 90.7% |
| Other | 11 | 9 | 81.8% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 10 | 9 | 90.0% |
| Total | 1,258 | 1,115 | 88.6% | 4 | 1 | 25.0% | 28 | 23 | 82.1% | 167 | 143 | 85.6% | 2 | 2 | 100.0% | 1,057 | 946 | 89.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 17 | 13 | 76.5% | 0 | 0 | na | 0 | 0 | na | 12 | 10 | 83.3% | 0 | 0 | na | 5 | 3 | 60.0% |
| 15 - 20 | 260 | 239 | 91.9% | 0 | 0 | na | 10 | 8 | 80.0% | 38 | 30 | 78.9% | 0 | 0 | na | 212 | 201 | 94.8% |
| 21 - 24 | 90 | 72 | 80.0% | 1 | 0 | 0.0% | 3 | 3 | 100.0% | 13 | 12 | 92.3% | 0 | 0 | na | 73 | 57 | 78.1% |
| 25 - 44 | 451 | 393 | 87.1% | 1 | 0 | 0.0% | 7 | 6 | 85.7% | 42 | 36 | 85.7% | 0 | 0 | na | 401 | 351 | 87.5% |
| 45 - 64 | 311 | 280 | 90.0% | 2 | 1 | 50.0% | 6 | 5 | 83.3% | 49 | 43 | 87.8% | 1 | 1 | 100.0% | 253 | 230 | 90.9% |
| 65 + | 129 | 118 | 91.5% | 0 | 0 | na | 2 | 1 | 50.0% | 13 | 12 | 92.3% | 1 | 1 | 100.0% | 113 | 104 | 92.0% |
| Total | 1,258 | 1,115 | 88.6% | 4 | 1 | 25.0% | 28 | 23 | 82.1% | 167 | 143 | 85.6% | 2 | 2 | 100.0% | 1,057 | 946 | 89.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 0 | 0 | 1 | 0 | 0 |
| Poplar St & SR7 | 1 | 0 | 0 | 1 | 0 | 0 |

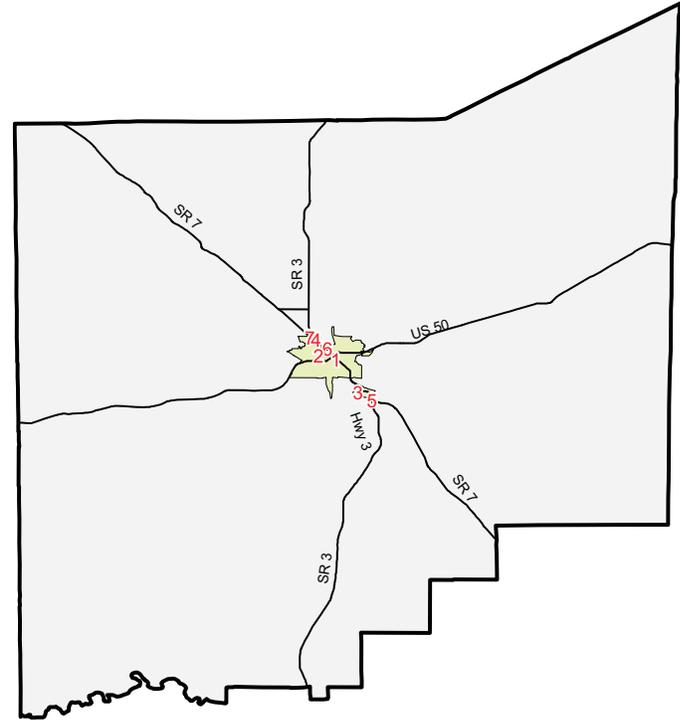
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 1 | 0 | 0 | 1 | 1 |
| 21 - 24 | 2 | 2 | 0 | 0 | 1 | 1 |
| 25 - 44 | 25 | 19 | 1 | 1 | 4 | 19 |
| 45 - 64 | 13 | 6 | 0 | 1 | 2 | 10 |
| 65 + | 3 | 1 | 0 | 0 | 0 | 3 |
| Total | 45 | 29 | 1 | 2 | 8 | 34 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| North Vernon | 12 | 7 | 1 | 1 | 2 | 8 |
| Vernon | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 33 | 22 | 0 | 1 | 6 | 26 |
| Total | 45 | 29 | 1 | 2 | 8 | 34 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Main St & SR3 | 6 | 0 | 0 |
| 2 | Franklin St & SR3 | 5 | 0 | 1 |
| 3 | Poplar St & SR3 | 4 | 0 | 1 |
| 4 | SR3 & Henry St | 4 | 0 | 0 |
| 5 | SR7 & SR3 | 3 | 0 | 0 |
| 6 | Hayden Pike & SR3 | 3 | 0 | 0 |
| 7 | Hurley Dr & SR3 | 3 | 0 | 0 |

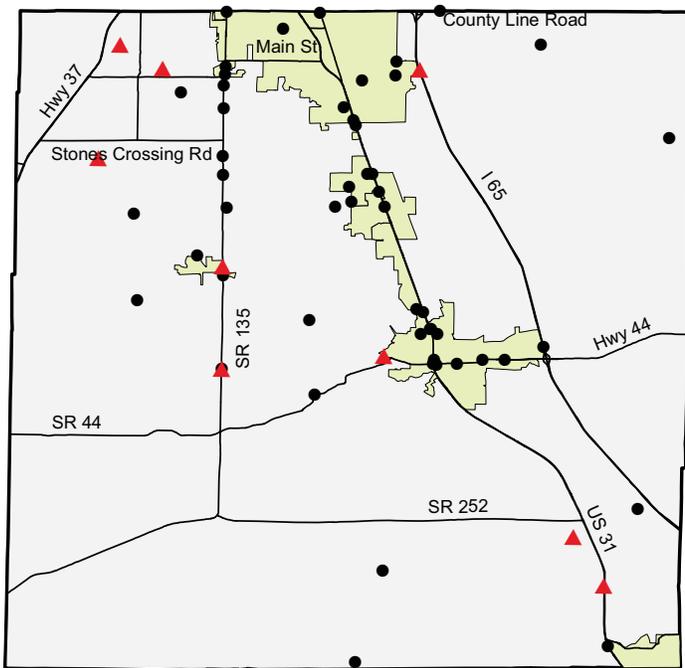
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| North Vernon | 381 | 1 | 1 | 57 | 8 | 0 | 0 | 1 | 8 | 0 | 0 | 1 |
| Vernon | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 413 | 3 | 3 | 140 | 23 | 1 | 1 | 12 | 25 | 1 | 1 | 9 |
| Total | 798 | 4 | 4 | 197 | 31 | 1 | 1 | 13 | 33 | 1 | 1 | 10 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| North Vernon | 639 | 554 | 86.7% | 1 | 0 | 0.0% | 2 | 2 | 100.0% | 54 | 49 | 90.7% | 0 | 0 | na | 582 | 503 | 86.4% |
| Vernon | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Rural | 615 | 557 | 90.6% | 3 | 1 | 33.3% | 26 | 21 | 80.8% | 113 | 94 | 83.2% | 2 | 2 | na | 471 | 439 | 93.2% |
| Total | 1,258 | 1,115 | 88.6% | 4 | 1 | 25.0% | 28 | 23 | 82.1% | 167 | 143 | 85.6% | 2 | 2 | 100.0% | 1,057 | 946 | 89.5% |

JOHNSON COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 238 | 0 | 36 | 202 | 0 | 43 |
| February | 200 | 0 | 44 | 156 | 0 | 61 |
| March | 184 | 2 | 46 | 136 | 2 | 63 |
| April | 192 | 0 | 49 | 143 | 0 | 62 |
| May | 259 | 2 | 62 | 195 | 2 | 79 |
| June | 242 | 0 | 50 | 192 | 0 | 76 |
| July | 251 | 0 | 53 | 198 | 0 | 77 |
| August | 245 | 2 | 56 | 187 | 2 | 70 |
| September | 260 | 3 | 59 | 198 | 3 | 79 |
| October | 273 | 0 | 45 | 228 | 0 | 52 |
| November | 226 | 0 | 43 | 183 | 0 | 60 |
| December | 317 | 0 | 70 | 247 | 0 | 104 |
| Total | 2,887 | 9 | 613 | 2,265 | 9 | 826 |

Collisions by most severe injury (mapped/actual)

- ▲ Fatal (9/9)
- Incapacitating (51/51)

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 11,161 | 8,002 | 976 | 874.5 | 1,219.7 |
| 21 - 24 | 7,195 | 6,678 | 456 | 633.8 | 682.8 |
| 25 - 44 | 40,604 | 36,406 | 1,721 | 423.8 | 472.7 |
| 45 - 64 | 34,669 | 35,613 | 1,285 | 370.6 | 360.8 |
| 65 + | 16,033 | 14,535 | 428 | 266.9 | 294.5 |
| Other/unknown | 29,496 | na | 9 | 3.1 | na |
| Total | 139,158 | 101,234 | 4,875 | 350.3 | 481.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 93,999 | 2,910 | 309.6 |
| Truck | 38,537 | 2,015 | 522.9 |
| Trailer | 12,218 | 158 | 129.3 |
| Motorcycle | 5,490 | 60 | 109.3 |
| Recreational vehicle | 1,536 | 8 | 52.1 |
| Bus | na | 24 | na |
| Farm vehicle | na | 9 | na |
| Other/unknown | na | 72 | na |
| Total | 151,780 | 5,256 | 346.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 137 | 122 | 89.1% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 4 | 4 | 100.0% | 132 | 117 | 88.6% |
| Light truck | 1,983 | 1,669 | 84.2% | 3 | 1 | 33.3% | 11 | 9 | 81.8% | 278 | 230 | 82.7% | 23 | 20 | 87.0% | 1,668 | 1,409 | 84.5% |
| Motorcycle/moped | 64 | 28 | 43.8% | 2 | 0 | 0.0% | 11 | 2 | 18.2% | 32 | 16 | 50.0% | 0 | 0 | na | 19 | 10 | 52.6% |
| Passenger car | 2,831 | 2,437 | 86.1% | 4 | 3 | 75.0% | 27 | 17 | 63.0% | 425 | 368 | 86.6% | 24 | 21 | 87.5% | 2,351 | 2,028 | 86.3% |
| Other | 54 | 37 | 68.5% | 0 | 0 | na | 0 | 0 | na | 5 | 3 | 60.0% | 0 | 0 | na | 49 | 34 | 69.4% |
| Total | 5,069 | 4,293 | 84.7% | 9 | 4 | 44.4% | 49 | 28 | 57.1% | 741 | 618 | 83.4% | 51 | 45 | 88.2% | 4,219 | 3,598 | 85.3% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 48 | 37 | 77.1% | 0 | 0 | na | 0 | 0 | na | 40 | 35 | 87.5% | 1 | 1 | 100.0% | 7 | 1 | 14.3% |
| 15 - 20 | 1,033 | 887 | 85.9% | 0 | 0 | na | 10 | 6 | 60.0% | 154 | 132 | 85.7% | 11 | 10 | 90.9% | 858 | 739 | 86.1% |
| 21 - 24 | 466 | 377 | 80.9% | 3 | 3 | 100.0% | 4 | 4 | 100.0% | 61 | 49 | 80.3% | 5 | 4 | 80.0% | 393 | 317 | 80.7% |
| 25 - 44 | 1,753 | 1,493 | 85.2% | 3 | 0 | 0.0% | 16 | 8 | 50.0% | 230 | 185 | 80.4% | 21 | 20 | 95.2% | 1,483 | 1,280 | 86.3% |
| 45 - 64 | 1,323 | 1,121 | 84.7% | 2 | 0 | 0.0% | 17 | 9 | 52.9% | 188 | 154 | 81.9% | 10 | 7 | 70.0% | 1,106 | 951 | 86.0% |
| 65 + | 444 | 377 | 84.9% | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 68 | 63 | 92.6% | 3 | 3 | 100.0% | 370 | 309 | 83.5% |
| Other/unknown | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% |
| Total | 5,069 | 4,293 | 84.7% | 9 | 4 | 44.4% | 49 | 28 | 57.1% | 741 | 618 | 83.4% | 51 | 45 | 88.2% | 4,219 | 3,598 | 85.3% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 40 | 0 | 18 | 22 | 0 | 25 |
| SR135 & County Line Rd | 4 | 0 | 2 | 2 | 0 | 3 |
| US31 & Main St | 3 | 0 | 1 | 2 | 0 | 3 |
| US31 & Westview Dr | 3 | 0 | 2 | 1 | 0 | 2 |

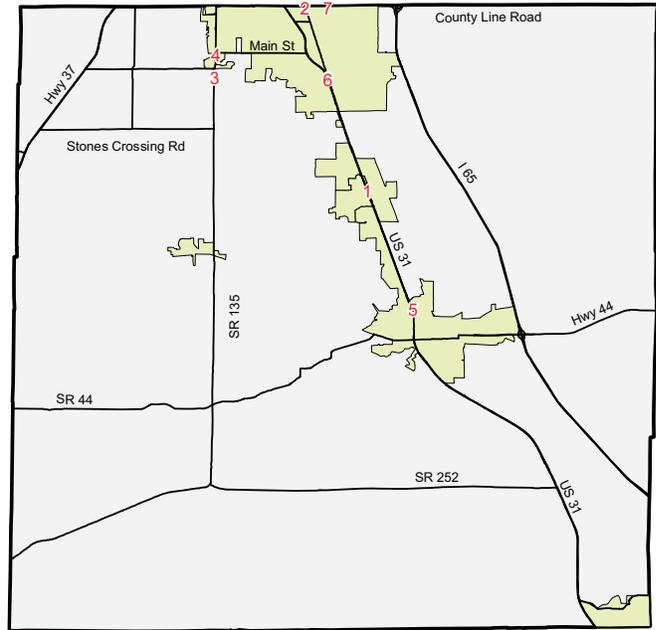
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 31 | 20 | 4 | 3 | 5 | 19 |
| 21 - 24 | 34 | 23 | 2 | 4 | 10 | 18 |
| 25 - 44 | 103 | 67 | 6 | 7 | 31 | 59 |
| 45 - 64 | 42 | 21 | 0 | 5 | 12 | 25 |
| 65 + | 7 | 3 | 0 | 0 | 2 | 5 |
| Other/unknown | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 218 | 135 | 12 | 19 | 60 | 127 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bargersville | 3 | 3 | 0 | 1 | 2 | 0 |
| Edinburgh | 0 | 0 | 0 | 0 | 0 | 0 |
| Franklin | 33 | 24 | 4 | 2 | 10 | 17 |
| Greenwood | 86 | 40 | 2 | 7 | 20 | 57 |
| New Whiteland | 7 | 3 | 0 | 0 | 1 | 6 |
| Princes Lakes | 0 | 0 | 0 | 0 | 0 | 0 |
| Trafalgar | 0 | 0 | 0 | 0 | 0 | 0 |
| Whiteland | 1 | 1 | 0 | 0 | 0 | 1 |
| Rural | 88 | 64 | 6 | 9 | 27 | 46 |
| Total | 218 | 135 | 12 | 19 | 60 | 127 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Main St & US31 | 13 | 0 | 8 |
| 2 | County Line Rd & Madison Ave | 13 | 0 | 7 |
| 3 | SR135 & Smith Valley Rd | 12 | 0 | 1 |
| 4 | Main St & SR135 | 12 | 0 | 1 |
| 5 | Main St & US31 | 11 | 0 | 3 |
| 6 | Madison Ave & US31 | 11 | 0 | 5 |
| 7 | County Line Rd & Meridian St | 11 | 0 | 2 |

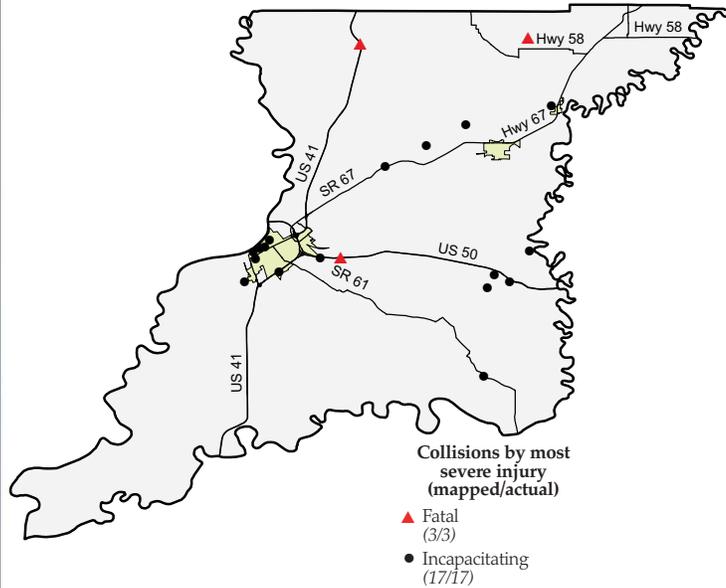
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bargersville | 32 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edinburgh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franklin | 606 | 0 | 0 | 163 | 27 | 0 | 0 | 10 | 31 | 0 | 0 | 14 |
| Greenwood | 968 | 0 | 0 | 265 | 51 | 0 | 0 | 27 | 42 | 0 | 0 | 21 |
| New Whiteland | 39 | 0 | 0 | 13 | 4 | 0 | 0 | 3 | 1 | 0 | 0 | 3 |
| Princes Lakes | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Trafalgar | 27 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Whiteland | 81 | 0 | 0 | 31 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 1 |
| Rural | 1,123 | 9 | 9 | 337 | 69 | 3 | 3 | 34 | 109 | 2 | 2 | 54 |
| Total | 2,887 | 9 | 9 | 826 | 155 | 3 | 3 | 75 | 189 | 2 | 2 | 93 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Bargersville | 58 | 48 | 82.8% | 0 | 0 | na | 1 | 1 | 100.0% | 10 | 10 | 100.0% | 1 | 1 | 100.0% | 46 | 36 | 78.3% |
| Edinburgh | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Franklin | 1,024 | 946 | 92.4% | 0 | 0 | na | 11 | 7 | 63.6% | 137 | 123 | 89.8% | 1 | 1 | 100.0% | 875 | 815 | 93.1% |
| Greenwood | 1,932 | 1,505 | 77.9% | 0 | 0 | na | 11 | 5 | 45.5% | 243 | 193 | 79.4% | 21 | 18 | 85.7% | 1,657 | 1,289 | 77.8% |
| New Whiteland | 64 | 51 | 79.7% | 0 | 0 | na | 3 | 1 | 33.3% | 7 | 7 | 100.0% | 3 | 3 | 100.0% | 51 | 40 | 78.4% |
| Princes Lakes | 15 | 11 | 73.3% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 6 | 5 | 83.3% | 7 | 4 | 57.1% |
| Trafalgar | 43 | 35 | 81.4% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 1 | 0 | 0.0% | 39 | 32 | 82.1% |
| Whiteland | 151 | 128 | 84.8% | 0 | 0 | na | 1 | 0 | 0.0% | 29 | 22 | 75.9% | 2 | 2 | 100.0% | 119 | 104 | 87.4% |
| Rural | 1,782 | 1,569 | 88.0% | 9 | 4 | 44.4% | 22 | 14 | 63.6% | 310 | 258 | 83.2% | 16 | 15 | 93.8% | 1,425 | 1,278 | 89.7% |
| Total | 5,069 | 4,293 | 84.7% | 9 | 4 | 44.4% | 49 | 28 | 57.1% | 741 | 618 | 83.4% | 51 | 45 | 88.2% | 4,219 | 3,598 | 85.3% |

KNOX COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 93 | 0 | 16 | 77 | 0 | 19 |
| February | 74 | 0 | 17 | 57 | 0 | 24 |
| March | 73 | 0 | 15 | 58 | 0 | 26 |
| April | 74 | 0 | 17 | 57 | 0 | 26 |
| May | 81 | 0 | 25 | 56 | 0 | 33 |
| June | 74 | 0 | 19 | 55 | 0 | 29 |
| July | 72 | 2 | 17 | 53 | 2 | 27 |
| August | 70 | 1 | 22 | 47 | 2 | 26 |
| September | 87 | 0 | 24 | 63 | 0 | 32 |
| October | 86 | 0 | 16 | 70 | 0 | 17 |
| November | 106 | 0 | 18 | 88 | 0 | 35 |
| December | 85 | 0 | 13 | 72 | 0 | 14 |
| Total | 975 | 3 | 219 | 753 | 4 | 308 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 4,397 | 1,950 | 289 | 657.3 | 1,482.1 |
| 21 - 24 | 1,975 | 1,742 | 141 | 713.9 | 809.4 |
| 25 - 44 | 9,020 | 7,773 | 452 | 501.1 | 581.5 |
| 45 - 64 | 9,693 | 9,573 | 370 | 381.7 | 386.5 |
| 65 + | 6,308 | 5,065 | 159 | 252.1 | 313.9 |
| Other/unknown | 6,664 | na | 3 | 4.5 | na |
| Total | 38,057 | 26,103 | 1,414 | 371.5 | 541.7 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 21,608 | 770 | 356.3 |
| Truck | 16,459 | 685 | 416.2 |
| Trailer | 7,027 | 64 | 91.1 |
| Motorcycle | 1,445 | 17 | 117.6 |
| Bus | na | 2 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 22 | na |
| Total | 46,539 | 1,563 | 335.8 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 59 | 57 | 96.6% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 56 | 54 | 96.4% |
| Light truck | 687 | 571 | 83.1% | 3 | 1 | 33.3% | 7 | 2 | 28.6% | 134 | 110 | 82.1% | 11 | 10 | 90.9% | 532 | 448 | 84.2% |
| Motorcycle/moped | 18 | 3 | 16.7% | 0 | 0 | na | 2 | 0 | 0.0% | 12 | 1 | 8.3% | 0 | 0 | na | 4 | 2 | 50.0% |
| Passenger car | 719 | 614 | 85.4% | 0 | 0 | na | 5 | 4 | 80.0% | 130 | 113 | 86.9% | 7 | 7 | 100.0% | 577 | 490 | 84.9% |
| Other | 11 | 5 | 45.5% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 10 | 5 | 50.0% |
| Total | 1,494 | 1,250 | 83.7% | 4 | 2 | 50.0% | 15 | 7 | 46.7% | 277 | 225 | 81.2% | 19 | 17 | 89.5% | 1,179 | 999 | 84.7% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 23 | 18 | 78.3% | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 19 | 16 | 84.2% | 0 | 0 | na | 2 | 1 | 50.0% |
| 15 - 20 | 307 | 258 | 84.0% | 1 | 0 | 0.0% | 1 | 1 | 100.0% | 62 | 52 | 83.9% | 3 | 3 | 100.0% | 240 | 202 | 84.2% |
| 21 - 24 | 145 | 113 | 77.9% | 0 | 0 | na | 0 | 0 | na | 33 | 22 | 66.7% | 2 | 2 | 100.0% | 110 | 89 | 80.9% |
| 25 - 44 | 470 | 386 | 82.1% | 2 | 1 | 50.0% | 5 | 3 | 60.0% | 71 | 54 | 76.1% | 5 | 5 | 100.0% | 387 | 323 | 83.5% |
| 45 - 64 | 383 | 329 | 85.9% | 0 | 0 | na | 7 | 3 | 42.9% | 56 | 49 | 87.5% | 5 | 3 | 60.0% | 315 | 274 | 87.0% |
| 65 + | 166 | 146 | 88.0% | 0 | 0 | na | 1 | 0 | 0.0% | 36 | 32 | 88.9% | 4 | 4 | 100.0% | 125 | 110 | 88.0% |
| Total | 1,494 | 1,250 | 83.7% | 4 | 2 | 50.0% | 15 | 7 | 46.7% | 277 | 225 | 81.2% | 19 | 17 | 89.5% | 1,179 | 999 | 84.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 18 | 0 | 8 | 10 | 0 | 10 |
| 6th St & College Ave | 4 | 0 | 1 | 3 | 0 | 1 |
| 6th St & Main St | 3 | 0 | 1 | 2 | 0 | 2 |
| 15th St & Hart St | 2 | 0 | 2 | 0 | 0 | 3 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 7 | 6 | 0 | 1 | 2 | 4 |
| 21 - 24 | 12 | 8 | 0 | 1 | 4 | 7 |
| 25 - 44 | 21 | 12 | 0 | 2 | 3 | 16 |
| 45 - 64 | 15 | 10 | 0 | 0 | 4 | 11 |
| 65 + | 2 | 1 | 0 | 0 | 0 | 2 |
| Total | 57 | 37 | 0 | 4 | 13 | 40 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bicknell | 3 | 2 | 0 | 0 | 1 | 2 |
| Bruceville | 0 | 0 | 0 | 0 | 0 | 0 |
| Decker | 0 | 0 | 0 | 0 | 0 | 0 |
| Edwardsport | 3 | 3 | 0 | 0 | 1 | 2 |
| Monroe City | 0 | 0 | 0 | 0 | 0 | 0 |
| Oaktown | 2 | 1 | 0 | 0 | 0 | 2 |
| Sandborn | 0 | 0 | 0 | 0 | 0 | 0 |
| Vincennes | 19 | 12 | 0 | 1 | 5 | 13 |
| Wheatland | 1 | 1 | 0 | 0 | 1 | 0 |
| Rural | 29 | 18 | 0 | 3 | 5 | 21 |
| Total | 57 | 37 | 0 | 4 | 13 | 40 |

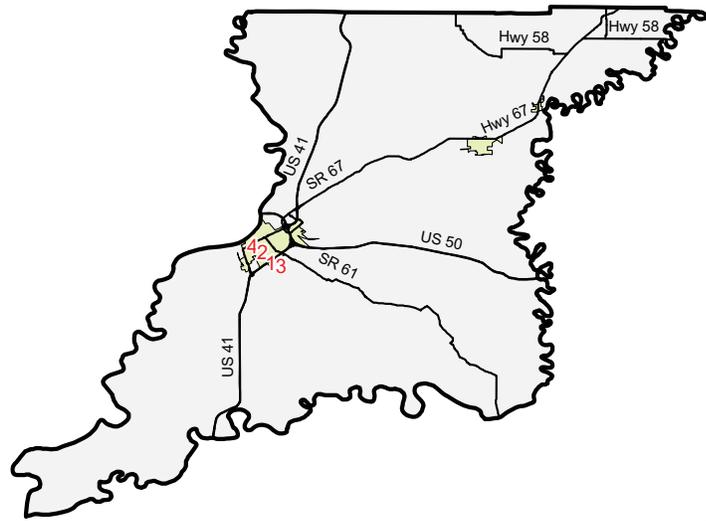
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bicknell | 55 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Bruceville | 7 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Decker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edwardsport | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Monroe City | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oaktown | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Sandborn | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Vincennes | 368 | 0 | 0 | 149 | 18 | 0 | 0 | 8 | 31 | 0 | 0 | 16 |
| Wheatland | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 519 | 3 | 4 | 137 | 24 | 1 | 2 | 11 | 68 | 0 | 0 | 33 |
| Total | 975 | 3 | 4 | 308 | 50 | 1 | 2 | 20 | 104 | 0 | 0 | 50 |

Restraint use among vehicle occupants, by municipality

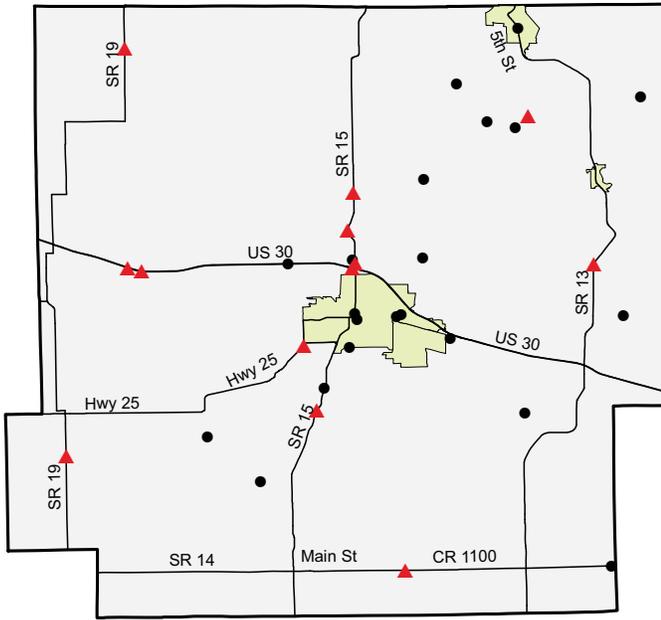
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Bicknell | 70 | 48 | 68.6% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 1 | 0 | 0.0% | 67 | 46 | 68.7% |
| Bruceville | 17 | 15 | 88.2% | 0 | 0 | na | 1 | 1 | 100.0% | 11 | 11 | 100.0% | 0 | 0 | na | 5 | 3 | 60.0% |
| Decker | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Edwardsport | 6 | 5 | 83.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% |
| Monroe City | 8 | 8 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 7 | 7 | 100.0% |
| Oaktown | 6 | 5 | 83.3% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 5 | 5 | 100.0% |
| Sandborn | 5 | 3 | 60.0% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 3 | 3 | 100.0% |
| Vincennes | 663 | 559 | 84.3% | 0 | 0 | na | 3 | 2 | 66.7% | 134 | 109 | 81.3% | 12 | 11 | 91.7% | 514 | 437 | 85.0% |
| Wheatland | 13 | 13 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 11 | 11 | 100.0% |
| Rural | 706 | 594 | 84.1% | 4 | 2 | 50.0% | 11 | 4 | 36.4% | 125 | 101 | 80.8% | 5 | 5 | 100.0% | 561 | 482 | 85.9% |
| Total | 1,494 | 1,250 | 83.7% | 4 | 2 | 50.0% | 15 | 7 | 46.7% | 277 | 225 | 81.2% | 19 | 17 | 89.5% | 1,179 | 999 | 84.7% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | US41 & Hart St | 9 | 0 | 12 |
| 2 | 15 1/2 St & Hart St | 6 | 0 | 6 |
| 3 | Hart St & Kimmel Rd | 4 | 0 | 3 |
| 4 | 7th St & Broadway St | 4 | 0 | 0 |

KOSCIUSKO COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (13/13)
- Incapacitating (21/21)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 309 | 2 | 25 | 282 | 2 | 31 |
| February | 202 | 2 | 21 | 179 | 2 | 64 |
| March | 165 | 1 | 22 | 142 | 1 | 36 |
| April | 145 | 1 | 23 | 121 | 1 | 33 |
| May | 200 | 0 | 38 | 162 | 0 | 45 |
| June | 183 | 2 | 24 | 157 | 2 | 32 |
| July | 183 | 2 | 26 | 155 | 2 | 36 |
| August | 138 | 0 | 17 | 121 | 0 | 23 |
| September | 185 | 0 | 37 | 148 | 0 | 50 |
| October | 217 | 0 | 25 | 192 | 0 | 33 |
| November | 239 | 2 | 27 | 210 | 2 | 36 |
| December | 287 | 1 | 28 | 258 | 1 | 39 |
| Total | 2,453 | 13 | 313 | 2,127 | 13 | 458 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 5,755 | 4,111 | 552 | 959.2 | 1,342.7 |
| 21 - 24 | 3,474 | 3,599 | 308 | 886.6 | 855.8 |
| 25 - 44 | 20,990 | 17,644 | 1,206 | 574.6 | 683.5 |
| 45 - 64 | 19,775 | 19,785 | 940 | 475.3 | 475.1 |
| 65 + | 9,846 | 9,088 | 348 | 353.4 | 382.9 |
| Other/unknown | 16,435 | na | 5 | 3.0 | na |
| Total | 76,275 | 54,227 | 3,359 | 440.4 | 619.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 50,267 | 2,018 | 401.5 |
| Truck | 26,909 | 1,430 | 531.4 |
| Trailer | 14,503 | 114 | 78.6 |
| Motorcycle | 3,504 | 40 | 114.2 |
| Recreational vehicle | 1,234 | 3 | 24.3 |
| Bus | na | 19 | na |
| Farm vehicle | na | 7 | na |
| Other/unknown | na | 64 | na |
| Total | 96,417 | 3,695 | 383.2 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | | | | | | | | | | | | | | | | | | |
| Large truck | 103 | 95 | 92.2% | 1 | 1 | 100.0% | 0 | 0 | na | 7 | 5 | 71.4% | 1 | 1 | 100.0% | 94 | 88 | 93.6% |
| Light truck | 1,363 | 1,272 | 93.3% | 2 | 1 | 50.0% | 8 | 6 | 75.0% | 119 | 94 | 79.0% | 6 | 6 | 100.0% | 1,228 | 1,165 | 94.9% |
| Motorcycle/moped | 40 | 11 | 27.5% | 2 | 0 | 0.0% | 3 | 1 | 33.3% | 19 | 5 | 26.3% | 0 | 0 | na | 16 | 5 | 31.3% |
| Passenger car | 1,928 | 1,817 | 94.2% | 8 | 2 | 25.0% | 7 | 4 | 57.1% | 240 | 209 | 87.1% | 1 | 1 | 100.0% | 1,672 | 1,601 | 95.8% |
| Other | 78 | 35 | 44.9% | 0 | 0 | na | 0 | 0 | na | 38 | 2 | 5.3% | 0 | 0 | na | 40 | 33 | 82.5% |
| Total | 3,512 | 3,230 | 92.0% | 13 | 4 | 30.8% | 18 | 11 | 61.1% | 423 | 315 | 74.5% | 8 | 8 | 100.0% | 3,050 | 2,892 | 94.8% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | | | | | | | | | | | | | | | | | | |
| 0 - 14 | 27 | 24 | 88.9% | 0 | 0 | na | 1 | 1 | 100.0% | 21 | 19 | 90.5% | 0 | 0 | na | 5 | 4 | 80.0% |
| 15 - 20 | 597 | 549 | 92.0% | 0 | 0 | na | 5 | 2 | 40.0% | 100 | 81 | 81.0% | 2 | 2 | 100.0% | 490 | 464 | 94.7% |
| 21 - 24 | 316 | 293 | 92.7% | 2 | 0 | 0.0% | 0 | 0 | na | 34 | 26 | 76.5% | 1 | 1 | 100.0% | 279 | 266 | 95.3% |
| 25 - 44 | 1,225 | 1,120 | 91.4% | 6 | 1 | 16.7% | 8 | 5 | 62.5% | 106 | 76 | 71.7% | 4 | 4 | 100.0% | 1,101 | 1,034 | 93.9% |
| 45 - 64 | 958 | 905 | 94.5% | 3 | 2 | 66.7% | 2 | 1 | 50.0% | 94 | 79 | 84.0% | 0 | 0 | na | 859 | 823 | 95.8% |
| 65 + | 355 | 339 | 95.5% | 2 | 1 | 50.0% | 2 | 2 | 100.0% | 34 | 34 | 100.0% | 1 | 1 | 100.0% | 316 | 301 | 95.3% |
| Other/unknown | 34 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 34 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na |
| Total | 3,512 | 3,230 | 92.0% | 13 | 4 | 30.8% | 18 | 11 | 61.1% | 423 | 315 | 74.5% | 8 | 8 | 100.0% | 3,050 | 2,892 | 94.8% |



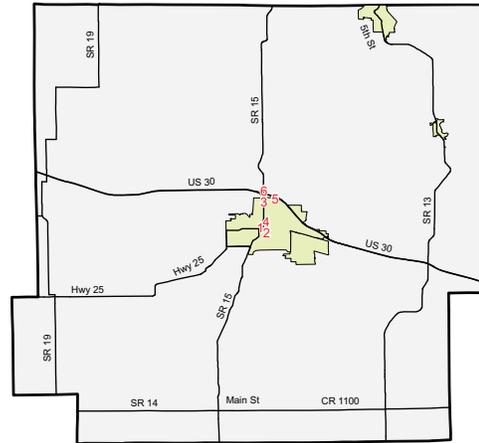
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 10 | 9 | 1 | 0 | 6 | 3 |
| 21 - 24 | 14 | 12 | 0 | 2 | 4 | 8 |
| 25 - 44 | 46 | 38 | 1 | 3 | 21 | 20 |
| 45 - 64 | 32 | 23 | 0 | 2 | 11 | 19 |
| 65 + | 6 | 3 | 0 | 1 | 1 | 4 |
| Total | 108 | 85 | 2 | 8 | 43 | 54 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Burket | 0 | 0 | 0 | 0 | 0 | 0 |
| Claypool | 0 | 0 | 0 | 0 | 0 | 0 |
| Etna Green | 0 | 0 | 0 | 0 | 0 | 0 |
| Leesburg | 2 | 2 | 0 | 0 | 1 | 1 |
| Mentone | 0 | 0 | 0 | 0 | 0 | 0 |
| Milford | 1 | 1 | 0 | 0 | 1 | 0 |
| North Webster | 5 | 4 | 0 | 1 | 0 | 4 |
| Piercetown | 0 | 0 | 0 | 0 | 0 | 0 |
| Sidney | 0 | 0 | 0 | 0 | 0 | 0 |
| Silver Lake | 2 | 2 | 0 | 0 | 1 | 1 |
| Syracuse | 5 | 2 | 0 | 0 | 1 | 3 |
| Warsaw | 17 | 12 | 0 | 1 | 8 | 8 |
| Winona Lake | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 76 | 62 | 2 | 6 | 31 | 37 |
| Total | 108 | 85 | 2 | 8 | 43 | 54 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Market St & Indiana St | 11 | 0 | 1 |
| 2 | Center St & SR15 | 10 | 0 | 2 |
| 3 | Anchorage Rd & Detroit St | 10 | 0 | 1 |
| 4 | Center St & Hickory St | 9 | 0 | 1 |
| 5 | Anchorage Rd & US30 | 9 | 0 | 3 |
| 6 | CR150W & CR300N | 9 | 0 | 5 |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| | | | | | | |
| TOTAL OVERALL | 36 | 0 | 18 | 18 | 0 | 25 |
| SR15 & Main St | 4 | 0 | 1 | 3 | 0 | 1 |
| SR15 & Anchorage Rd | 3 | 0 | 0 | 3 | 0 | 0 |

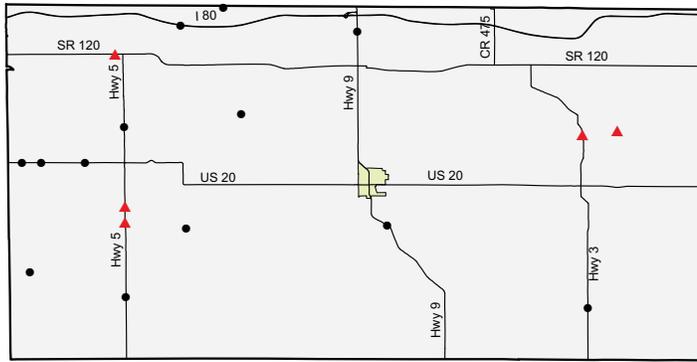
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|--------------|-----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Burket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Claypool | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Etna Green | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Leesburg | 9 | 0 | 0 | 3 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 |
| Mentone | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Milford | 23 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| North Webster | 42 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Piercetown | 25 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 |
| Sidney | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Silver Lake | 14 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Syracuse | 87 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Warsaw | 797 | 2 | 2 | 153 | 13 | 0 | 0 | 5 | 23 | 0 | 0 | 5 |
| Winona Lake | 40 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| Rural | 1,402 | 11 | 11 | 276 | 65 | 3 | 3 | 36 | 134 | 1 | 1 | 39 |
| Total | 2,453 | 13 | 13 | 458 | 90 | 3 | 3 | 45 | 173 | 1 | 1 | 48 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | | | | | | | | | | | | | | | | | | |
| Burket | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Claypool | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Etna Green | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% |
| Leesburg | 12 | 7 | 58.3% | 0 | 0 | na | 0 | 0 | na | 3 | 0 | 0.0% | 0 | 0 | na | 9 | 7 | 77.8% |
| Mentone | 17 | 15 | 88.2% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 14 | 13 | 92.9% |
| Milford | 31 | 26 | 83.9% | 0 | 0 | na | 0 | 0 | na | 6 | 4 | 66.7% | 0 | 0 | na | 25 | 22 | 88.0% |
| North Webster | 65 | 63 | 96.9% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 65 | 63 | 96.9% |
| Piercetown | 36 | 35 | 97.2% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 0 | 0 | na | 32 | 32 | 100.0% |
| Sidney | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Silver Lake | 19 | 14 | 73.7% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 16 | 12 | 75.0% |
| Syracuse | 136 | 128 | 94.1% | 0 | 0 | na | 1 | 0 | 0.0% | 5 | 4 | 80.0% | 1 | 1 | 100.0% | 129 | 123 | 95.3% |
| Warsaw | 1,318 | 1,232 | 93.5% | 2 | 2 | 100.0% | 6 | 5 | 83.3% | 135 | 120 | 88.9% | 1 | 1 | 100.0% | 1,174 | 1,104 | 94.0% |
| Winona Lake | 59 | 53 | 89.8% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 58 | 52 | 89.7% |
| Rural | 1,816 | 1,654 | 91.1% | 11 | 2 | 18.2% | 11 | 6 | 54.5% | 263 | 179 | 68.1% | 5 | 5 | 100.0% | 1,526 | 1,462 | 95.8% |
| Total | 3,512 | 3,230 | 92.0% | 13 | 4 | 30.8% | 18 | 11 | 61.1% | 423 | 315 | 74.5% | 8 | 8 | 100.0% | 3,050 | 2,892 | 94.8% |

LaGRANGE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (5/5)
- Incapacitating (13/13)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 110 | 0 | 8 | 102 | 0 | 10 |
| February | 61 | 0 | 5 | 56 | 0 | 7 |
| March | 45 | 0 | 6 | 39 | 0 | 9 |
| April | 65 | 0 | 10 | 55 | 0 | 11 |
| May | 59 | 1 | 9 | 49 | 2 | 13 |
| June | 54 | 0 | 3 | 51 | 0 | 3 |
| July | 68 | 0 | 14 | 54 | 0 | 18 |
| August | 57 | 3 | 8 | 46 | 3 | 17 |
| September | 52 | 1 | 8 | 43 | 1 | 13 |
| October | 73 | 0 | 5 | 68 | 0 | 8 |
| November | 85 | 0 | 3 | 82 | 0 | 3 |
| December | 94 | 0 | 9 | 85 | 0 | 16 |
| Total | 823 | 5 | 88 | 730 | 6 | 128 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,931 | 1,725 | 171 | 583.4 | 991.3 |
| 21 - 24 | 1,712 | 1,233 | 81 | 473.1 | 656.9 |
| 25 - 44 | 10,286 | 5,451 | 336 | 326.7 | 616.4 |
| 45 - 64 | 7,809 | 6,497 | 314 | 402.1 | 483.3 |
| 65 + | 4,351 | 3,305 | 99 | 227.5 | 299.5 |
| Other/unknown | 10,083 | na | 5 | 5.0 | na |
| Total | 37,172 | 18,211 | 1,006 | 270.6 | 552.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 16,033 | 506 | 315.6 |
| Truck | 10,416 | 467 | 448.3 |
| Trailer | 6,609 | 72 | 108.9 |
| Motorcycle | 1,148 | 18 | 156.8 |
| Recreational vehicle | 626 | 2 | 31.9 |
| Bus | na | 8 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 16 | na |
| Total | 34,832 | 1,094 | 314.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 68 | 65 | 95.6% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 65 | 63 | 96.9% |
| Light truck | 451 | 400 | 88.7% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 35 | 21 | 60.0% | 7 | 5 | 71.4% | 404 | 371 | 91.8% |
| Motorcycle/moped | 19 | 9 | 47.4% | 2 | 0 | 0.0% | 3 | 0 | 0.0% | 7 | 6 | 85.7% | 0 | 0 | na | 7 | 3 | 42.9% |
| Passenger car | 484 | 447 | 92.4% | 3 | 2 | 66.7% | 6 | 4 | 66.7% | 49 | 42 | 85.7% | 6 | 5 | 83.3% | 420 | 394 | 93.8% |
| Other | 19 | 12 | 63.2% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 16 | 10 | 62.5% |
| Total | 1,041 | 933 | 89.6% | 6 | 3 | 50.0% | 13 | 6 | 46.2% | 94 | 71 | 75.5% | 16 | 12 | 75.0% | 912 | 841 | 92.2% |

Restraint use among vehicle occupants, by age

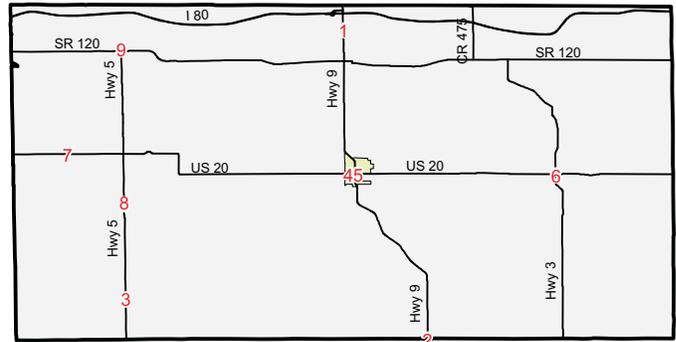
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 10 | 4 | 40.0% | 0 | 0 | na | 0 | 0 | na | 7 | 4 | 57.1% | 0 | 0 | na | 3 | 0 | 0.0% |
| 15 - 20 | 183 | 166 | 90.7% | 0 | 0 | na | 4 | 1 | 25.0% | 24 | 19 | 79.2% | 3 | 3 | 100.0% | 152 | 143 | 94.1% |
| 21 - 24 | 84 | 76 | 90.5% | 0 | 0 | na | 1 | 1 | 100.0% | 5 | 5 | 100.0% | 1 | 1 | 100.0% | 77 | 69 | 89.6% |
| 25 - 44 | 344 | 307 | 89.2% | 3 | 1 | 33.3% | 4 | 3 | 75.0% | 28 | 21 | 75.0% | 4 | 1 | 25.0% | 305 | 281 | 92.1% |
| 45 - 64 | 319 | 291 | 91.2% | 2 | 1 | 50.0% | 4 | 1 | 25.0% | 20 | 13 | 65.0% | 6 | 5 | 83.3% | 287 | 271 | 94.4% |
| 65 + | 100 | 88 | 88.0% | 1 | 1 | 100.0% | 0 | 0 | na | 10 | 9 | 90.0% | 2 | 2 | 100.0% | 87 | 76 | 87.4% |
| Other/unknown | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Total | 1,041 | 933 | 89.6% | 6 | 3 | 50.0% | 13 | 6 | 46.2% | 94 | 71 | 75.5% | 16 | 12 | 75.0% | 912 | 841 | 92.2% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 9 | 8 | 2 | 2 | 2 | 3 |
| 21 - 24 | 6 | 6 | 0 | 3 | 2 | 1 |
| 25 - 44 | 23 | 21 | 3 | 9 | 6 | 5 |
| 45 - 64 | 12 | 11 | 2 | 3 | 1 | 6 |
| 65 + | 1 | 1 | 1 | 0 | 0 | 0 |
| Total | 51 | 47 | 8 | 17 | 11 | 15 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR750N & SR9 | 3 | 0 | 3 |
| 2 | County Line Rd & SR9 | 2 | 0 | 0 |
| 3 | CR600S & SR5 | 2 | 0 | 2 |
| 4 | Central Ave & Mountain St | 2 | 0 | 1 |
| 5 | Central Ave & Detroit St | 2 | 0 | 0 |
| 6 | SR3 & US20 | 2 | 0 | 0 |
| 7 | CR1000W & US20 | 2 | 0 | 0 |
| 8 | CR200S & SR5 | 2 | 0 | 0 |
| 9 | SR120 & SR5 | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| LaGrange | 2 | 1 | 0 | 1 | 0 | 1 |
| Shipshewana | 1 | 1 | 0 | 1 | 0 | 0 |
| Topeka | 0 | 0 | 0 | 0 | 0 | 0 |
| Wolcottville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 48 | 45 | 8 | 15 | 11 | 14 |
| Total | 51 | 47 | 8 | 17 | 11 | 15 |

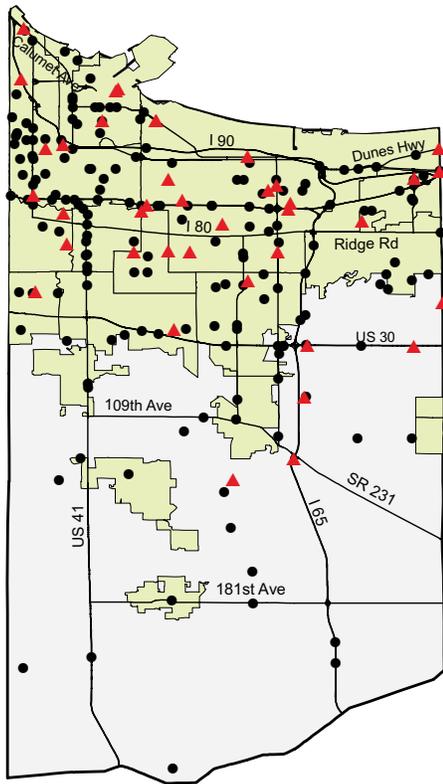
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| LaGrange | 53 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 2 |
| Shipshewana | 45 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Topeka | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wolcottville | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 705 | 5 | 6 | 120 | 44 | 3 | 4 | 18 | 153 | 1 | 2 | 36 |
| Total | 823 | 5 | 6 | 128 | 47 | 3 | 4 | 18 | 161 | 1 | 2 | 38 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|--------------|--------------|----------------|--------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|
| | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| LaGrange | 74 | 70 | 94.6% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 71 | 68 | 95.8% |
| Shipshewana | 66 | 51 | 77.3% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 1 | 1 | 100.0% | 61 | 47 | 77.0% |
| Topeka | 20 | 10 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 20 | 10 | 50.0% |
| Wolcottville | 7 | 5 | 71.4% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 5 | 71.4% |
| Rural | 874 | 797 | 91.2% | 6 | 3 | 50.0% | 13 | 6 | 46.2% | 87 | 66 | 75.9% | 15 | 11 | 73.3% | 753 | 711 | 94.4% |
| Total | 1,041 | 933 | 89.6% | 6 | 3 | 50.0% | 13 | 6 | 46.2% | 94 | 71 | 75.5% | 16 | 12 | 75.0% | 912 | 841 | 92.2% |

LAKE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (39/39)
- Incapacitating (171/173)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|---------------|-----------|--------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 2,049 | 5 | 212 | 1,832 | 7 | 295 |
| February | 1,397 | 6 | 215 | 1,176 | 7 | 289 |
| March | 1,168 | 2 | 205 | 961 | 2 | 290 |
| April | 1,220 | 2 | 218 | 1,000 | 2 | 292 |
| May | 1,315 | 3 | 237 | 1,075 | 4 | 328 |
| June | 1,435 | 5 | 260 | 1,170 | 9 | 381 |
| July | 1,245 | 2 | 237 | 1,006 | 2 | 327 |
| August | 1,357 | 5 | 261 | 1,091 | 5 | 389 |
| September | 1,238 | 3 | 227 | 1,008 | 3 | 316 |
| October | 1,437 | 3 | 243 | 1,191 | 3 | 344 |
| November | 1,358 | 1 | 221 | 1,136 | 1 | 293 |
| December | 1,670 | 2 | 240 | 1,428 | 2 | 332 |
| Total | 16,889 | 39 | 2,776 | 14,074 | 47 | 3,876 |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 313 | 1 | 124 | 188 | 1 | 199 |
| Osborne St & Ridge Rd | 7 | 0 | 2 | 5 | 0 | 2 |
| Calumet Ave & River Dr | 6 | 0 | 2 | 4 | 0 | 2 |
| North St & SR55 | 5 | 0 | 1 | 4 | 0 | 2 |
| Carroll St & US20 | 5 | 0 | 0 | 5 | 0 | 0 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 41,917 | 22,726 | 3,588 | 856.0 | 1,578.8 |
| 21 - 24 | 24,674 | 21,068 | 2,696 | 1,092.6 | 1,279.7 |
| 25 - 44 | 124,118 | 110,229 | 10,022 | 807.5 | 909.2 |
| 45 - 64 | 133,727 | 118,825 | 7,650 | 572.1 | 643.8 |
| 65 + | 64,372 | 50,972 | 2,524 | 392.1 | 495.2 |
| Other/unknown | 104,992 | na | 129 | 12.3 | na |
| Total | 493,800 | 323,820 | 26,609 | 538.9 | 821.7 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 309,819 | 18,739 | 604.8 |
| Truck | 95,509 | 10,177 | 1,065.6 |
| Trailer | 28,890 | 1,383 | 478.7 |
| Motorcycle | 13,750 | 176 | 128.0 |
| Recreational vehicle | 2,566 | 23 | 89.6 |
| Bus | na | 189 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 942 | na |
| Total | 450,534 | 31,632 | 702.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|------------------|-----------------|---------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------|
| | Total | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | |
| Large truck | 1,232 | 1,068 | 86.7% | 1 | 0 | 0.0% | 1 | 1 | 100.0% | 20 | 18 | 90.0% | 5 | 4 | 80.0% | 1,205 | 1,045 | 86.7% |
| Light truck | 9,125 | 8,082 | 88.6% | 18 | 2 | 11.1% | 39 | 22 | 56.4% | 1,011 | 885 | 87.5% | 48 | 41 | 85.4% | 8,009 | 7,132 | 89.0% |
| Motorcycle/moped | 186 | 60 | 32.3% | 5 | 4 | 80.0% | 29 | 2 | 6.9% | 90 | 33 | 36.7% | 3 | 0 | 0.0% | 59 | 21 | 35.6% |
| Passenger car | 16,797 | 15,161 | 90.3% | 17 | 8 | 47.1% | 101 | 71 | 70.3% | 2,313 | 2,072 | 89.6% | 100 | 91 | 91.0% | 14,266 | 12,919 | 90.6% |
| Other | 388 | 279 | 71.9% | 0 | 0 | na | 2 | 1 | 50.0% | 37 | 11 | 29.7% | 3 | 3 | 100.0% | 346 | 264 | 76.3% |
| Total | 27,728 | 24,650 | 88.9% | 41 | 14 | 34.1% | 172 | 97 | 56.4% | 3,471 | 3,019 | 87.0% | 159 | 139 | 87.4% | 23,885 | 21,381 | 89.5% |

Restraint use among vehicle occupants, by age

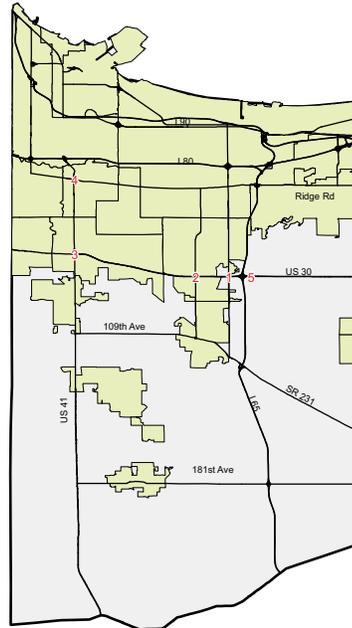
| Age group | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|---------------|-----------------|---------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------|
| | Total | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | |
| 0 - 14 | 396 | 297 | 75.0% | 3 | 0 | 0.0% | 7 | 5 | 71.4% | 268 | 229 | 85.4% | 8 | 7 | 87.5% | 110 | 56 | 50.9% |
| 15 - 20 | 3,831 | 3,418 | 89.2% | 5 | 1 | 20.0% | 18 | 7 | 38.9% | 508 | 437 | 86.0% | 26 | 21 | 80.8% | 3,274 | 2,952 | 90.2% |
| 21 - 24 | 2,789 | 2,493 | 89.4% | 3 | 1 | 33.3% | 27 | 12 | 44.4% | 353 | 307 | 87.0% | 18 | 16 | 88.9% | 2,388 | 2,157 | 90.3% |
| 25 - 44 | 10,248 | 9,079 | 88.6% | 17 | 9 | 52.9% | 65 | 39 | 60.0% | 1,149 | 982 | 85.5% | 53 | 44 | 83.0% | 8,964 | 8,005 | 89.3% |
| 45 - 64 | 7,829 | 6,992 | 89.3% | 8 | 1 | 12.5% | 36 | 19 | 52.8% | 876 | 762 | 87.0% | 37 | 34 | 91.9% | 6,872 | 6,176 | 89.9% |
| 65 + | 2,622 | 2,371 | 90.4% | 5 | 2 | 40.0% | 18 | 15 | 83.3% | 317 | 302 | 95.3% | 17 | 17 | 100.0% | 2,265 | 2,035 | 89.8% |
| Other/unknown | 13 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 12 | 0 | 0.0% |
| Total | 27,728 | 24,650 | 88.9% | 41 | 14 | 34.1% | 172 | 97 | 56.4% | 3,471 | 3,019 | 87.0% | 159 | 139 | 87.4% | 23,885 | 21,381 | 89.5% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 108 | 68 | 3 | 5 | 27 | 73 |
| 21 - 24 | 182 | 122 | 4 | 12 | 47 | 119 |
| 25 - 44 | 570 | 367 | 12 | 26 | 121 | 410 |
| 45 - 64 | 281 | 157 | 7 | 13 | 45 | 216 |
| 65 + | 43 | 20 | 1 | 2 | 8 | 32 |
| Other/unknown | 3 | 3 | 0 | 0 | 1 | 2 |
| Total | 1,187 | 737 | 27 | 58 | 249 | 852 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Broadway Ave & US30 | 37 | 0 | 8 |
| 2 | 81st Ave & SR55 | 35 | 0 | 9 |
| 3 | US30 & US41 | 33 | 0 | 4 |
| 4 | Indianapolis Blvd & Ridge Rd | 33 | 0 | 8 |
| 5 | Lincoln Hwy & Mississippi St | 30 | 0 | 14 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Cedar Lake | 24 | 15 | 1 | 5 | 5 | 13 |
| Crown Point | 58 | 39 | 1 | 3 | 19 | 35 |
| Dyer | 30 | 17 | 2 | 2 | 8 | 18 |
| East Chicago | 63 | 44 | 1 | 1 | 2 | 59 |
| Gary | 244 | 127 | 4 | 10 | 42 | 188 |
| Griffith | 32 | 20 | 2 | 2 | 8 | 20 |
| Hammond | 213 | 141 | 1 | 4 | 15 | 193 |
| Highland | 75 | 44 | 3 | 4 | 24 | 44 |
| Hobart | 42 | 30 | 0 | 4 | 7 | 31 |
| Lake Station | 36 | 23 | 0 | 1 | 17 | 18 |
| Lowell | 11 | 10 | 1 | 0 | 5 | 5 |
| Merrillville | 100 | 59 | 4 | 2 | 27 | 67 |
| Munster | 37 | 25 | 1 | 1 | 8 | 27 |
| New Chicago | 1 | 1 | 0 | 0 | 1 | 0 |
| Schererville | 81 | 47 | 1 | 6 | 24 | 50 |
| Schneider | 0 | 0 | 0 | 0 | 0 | 0 |
| St John | 18 | 10 | 0 | 0 | 8 | 10 |
| Whiting | 10 | 5 | 0 | 0 | 0 | 10 |
| Winfield | 1 | 1 | 0 | 0 | 0 | 1 |
| Rural | 111 | 79 | 5 | 13 | 29 | 63 |
| Total | 1,187 | 737 | 27 | 58 | 249 | 852 |

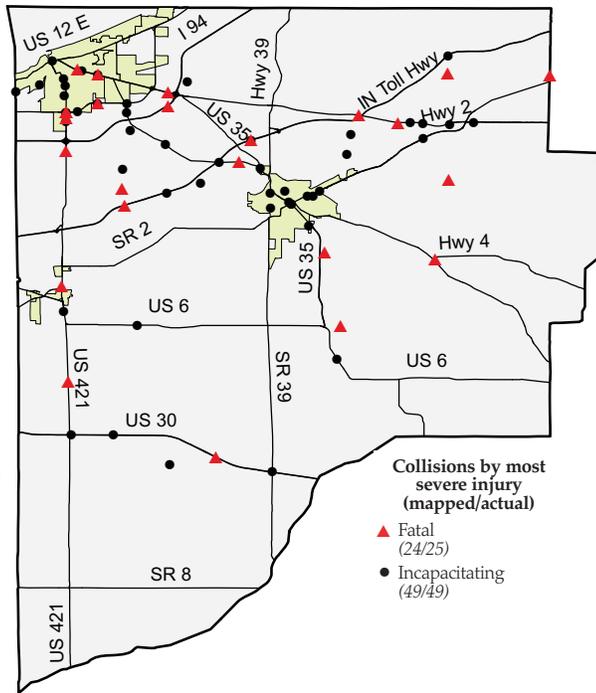
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|---------------|-----------|-----------|--------------|-----------------|-----------|-----------|------------|---------------|-----------|-----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Cedar Lake | 226 | 0 | 0 | 47 | 17 | 0 | 0 | 9 | 44 | 0 | 0 | 24 |
| Crown Point | 876 | 2 | 6 | 182 | 44 | 0 | 0 | 14 | 96 | 1 | 1 | 28 |
| Dyer | 440 | 1 | 2 | 58 | 19 | 0 | 0 | 4 | 44 | 0 | 0 | 10 |
| East Chicago | 851 | 3 | 3 | 140 | 51 | 1 | 1 | 23 | 109 | 0 | 0 | 32 |
| Gary | 3,405 | 13 | 15 | 711 | 166 | 7 | 8 | 76 | 505 | 4 | 5 | 155 |
| Griffith | 369 | 1 | 1 | 103 | 22 | 0 | 0 | 7 | 32 | 0 | 0 | 13 |
| Hammond | 2,973 | 4 | 4 | 789 | 157 | 1 | 1 | 71 | 472 | 1 | 1 | 127 |
| Highland | 787 | 1 | 1 | 141 | 44 | 0 | 0 | 27 | 94 | 0 | 0 | 36 |
| Hobart | 614 | 0 | 0 | 261 | 32 | 0 | 0 | 20 | 75 | 0 | 0 | 19 |
| Lake Station | 468 | 1 | 1 | 90 | 27 | 1 | 1 | 13 | 67 | 0 | 0 | 9 |
| Lowell | 201 | 0 | 0 | 32 | 9 | 0 | 0 | 4 | 20 | 0 | 0 | 5 |
| Merrillville | 1,541 | 3 | 3 | 424 | 61 | 1 | 1 | 33 | 223 | 1 | 1 | 84 |
| Munster | 647 | 2 | 2 | 121 | 26 | 1 | 1 | 12 | 32 | 0 | 0 | 11 |
| New Chicago | 21 | 1 | 1 | 7 | 1 | 1 | 1 | 0 | 3 | 1 | 1 | 0 |
| Schererville | 1,092 | 1 | 1 | 231 | 52 | 0 | 0 | 18 | 180 | 0 | 0 | 68 |
| Schneider | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St John | 209 | 0 | 0 | 61 | 12 | 0 | 0 | 4 | 30 | 0 | 0 | 16 |
| Whiting | 116 | 0 | 0 | 28 | 8 | 0 | 0 | 9 | 5 | 0 | 0 | 5 |
| Winfield | 7 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 2,045 | 6 | 7 | 448 | 82 | 1 | 2 | 41 | 351 | 2 | 3 | 105 |
| Total | 16,889 | 39 | 47 | 3,876 | 831 | 14 | 16 | 385 | 2,382 | 10 | 12 | 747 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------------|--------------|------------|------------------|--------------|----------------|------------------|--------------|--------------------|------------------|--------------|--------------|------------------|--------------|---------------|------------------|--------------|
| | Total | Total restrained | % restrained | Total | Total restrained | % restrained | Total | Total restrained | % restrained | Total | Total restrained | % restrained | Total | Total restrained | % restrained | Total | Total restrained | % restrained |
| | Cedar Lake | 350 | 321 | 91.7% | 0 | 0 | na | 1 | 0 | 0.0% | 44 | 36 | 81.8% | 4 | 4 | 100.0% | 301 | 281 |
| Crown Point | 1,456 | 1,362 | 93.5% | 6 | 2 | 33.3% | 9 | 4 | 44.4% | 167 | 150 | 89.8% | 6 | 5 | 83.3% | 1,268 | 1,201 | 94.7% |
| Dyer | 698 | 595 | 85.2% | 2 | 0 | 0.0% | 4 | 2 | 50.0% | 53 | 45 | 84.9% | 6 | 4 | 66.7% | 633 | 544 | 85.9% |
| East Chicago | 1,147 | 1,034 | 90.1% | 2 | 1 | 50.0% | 12 | 7 | 58.3% | 105 | 82 | 78.1% | 5 | 5 | 100.0% | 1,023 | 939 | 91.8% |
| Gary | 5,232 | 3,984 | 76.1% | 12 | 2 | 16.7% | 28 | 11 | 39.3% | 623 | 463 | 74.3% | 15 | 13 | 86.7% | 4,554 | 3,495 | 76.7% |
| Griffith | 643 | 610 | 94.9% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 96 | 90 | 93.8% | 6 | 6 | 100.0% | 538 | 511 | 95.0% |
| Hammond | 4,661 | 4,349 | 93.3% | 3 | 1 | 33.3% | 31 | 15 | 48.4% | 686 | 620 | 90.4% | 25 | 25 | 100.0% | 3,916 | 3,688 | 94.2% |
| Highland | 1,464 | 1,444 | 98.6% | 0 | 1 | 100.0% | 6 | 4 | 66.7% | 129 | 124 | 96.1% | 1 | 1 | 100.0% | 1,327 | 1,314 | 99.0% |
| Hobart | 1,234 | 1,032 | 83.6% | 1 | 0 | na | 12 | 8 | 66.7% | 237 | 199 | 84.0% | 23 | 23 | 100.0% | 962 | 802 | 83.4% |
| Lake Station | 731 | 639 | 87.4% | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 79 | 69 | 87.3% | 5 | 3 | 60.0% | 641 | 563 | 87.8% |
| Lowell | 301 | 223 | 74.1% | 0 | 0 | na | 3 | 3 | 100.0% | 28 | 22 | 78.6% | 1 | 1 | 100.0% | 269 | 197 | 73.2% |
| Merrillville | 2,873 | 2,612 | 90.9% | 3 | 2 | 66.7% | 19 | 14 | 73.7% | 393 | 369 | 93.9% | 5 | 5 | 100.0% | 2,453 | 2,222 | 90.6% |
| Munster | 1,183 | 1,149 | 97.1% | 2 | 0 | 0.0% | 3 | 1 | 33.3% | 112 | 106 | 94.6% | 10 | 10 | 100.0% | 1,056 | 1,032 | 97.7% |
| New Chicago | 33 | 17 | 51.5% | 1 | 0 | 0.0% | 0 | 0 | na | 5 | 2 | 40.0% | 2 | 2 | 100.0% | 25 | 13 | 52.0% |
| Schererville | 1,943 | 1,875 | 96.5% | 0 | 0 | na | 11 | 8 | 72.7% | 213 | 205 | 96.2% | 1 | 1 | 100.0% | 1,718 | 1,661 | 96.7% |
| Schneider | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| St John | 407 | 396 | 97.3% | 0 | 0 | na | 2 | 1 | 50.0% | 58 | 56 | 96.6% | 6 | 6 | 100.0% | 341 | 333 | 97.7% |
| Whiting | 164 | 83 | 50.6% | 0 | 0 | na | 2 | 0 | 0.0% | 23 | 14 | 60.9% | 11 | 5 | 45.5% | 128 | 64 | 50.0% |
| Winfield | 12 | 11 | 91.7% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 10 | 10 | 100.0% |
| Rural | 3,195 | 2,913 | 91.2% | 7 | 3 | 42.9% | 22 | 14 | 63.6% | 418 | 366 | 87.6% | 27 | 20 | 74.1% | 2,721 | 2,510 | 92.2% |
| Total | 27,728 | 24,650 | 88.9% | 41 | 14 | 34.1% | 172 | 97 | 56.4% | 3,471 | 3,019 | 87.0% | 159 | 139 | 87.4% | 23,885 | 21,381 | 89.5% |

LaPORTE COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 387 | 2 | 55 | 330 | 2 | 69 |
| February | 307 | 2 | 51 | 254 | 2 | 62 |
| March | 222 | 1 | 29 | 192 | 1 | 39 |
| April | 219 | 3 | 48 | 168 | 3 | 69 |
| May | 248 | 2 | 53 | 193 | 2 | 73 |
| June | 274 | 4 | 52 | 218 | 4 | 71 |
| July | 236 | 3 | 73 | 160 | 3 | 100 |
| August | 228 | 2 | 60 | 166 | 2 | 83 |
| September | 248 | 1 | 45 | 202 | 1 | 55 |
| October | 291 | 2 | 58 | 231 | 3 | 84 |
| November | 224 | 2 | 29 | 193 | 4 | 36 |
| December | 374 | 1 | 55 | 318 | 1 | 73 |
| Total | 3,258 | 25 | 608 | 2,625 | 28 | 814 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 8,424 | 5,378 | 761 | 903.4 | 1,415.0 |
| 21 - 24 | 5,526 | 4,763 | 454 | 821.6 | 953.2 |
| 25 - 44 | 30,496 | 24,296 | 1,533 | 502.7 | 631.0 |
| 45 - 64 | 30,227 | 28,930 | 1,344 | 444.6 | 464.6 |
| 65 + | 15,450 | 13,374 | 492 | 318.4 | 367.9 |
| Other/unknown | 20,765 | na | 10 | 4.8 | na |
| Total | 110,888 | 76,741 | 4,594 | 414.3 | 598.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 76,622 | 3,071 | 400.8 |
| Truck | 35,459 | 1,904 | 537.0 |
| Trailer | 13,239 | 258 | 194.9 |
| Motorcycle | 4,986 | 61 | 122.3 |
| Recreational vehicle | 1,651 | 4 | 24.2 |
| Bus | na | 30 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 171 | na |
| Total | 131,957 | 5,504 | 417.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 232 | 225 | 97.0% | 0 | 0 | na | 2 | 2 | 100.0% | 6 | 6 | 100.0% | 2 | 2 | 100.0% | 222 | 215 | 96.8% |
| Light truck | 1,744 | 1,660 | 95.2% | 10 | 5 | 50.0% | 10 | 9 | 90.0% | 245 | 220 | 89.8% | 14 | 14 | 100.0% | 1,465 | 1,412 | 96.4% |
| Motorcycle/moped | 67 | 18 | 26.9% | 4 | 0 | 0.0% | 4 | 0 | 0.0% | 46 | 12 | 26.1% | 0 | 0 | na | 13 | 6 | 46.2% |
| Passenger car | 2,710 | 2,598 | 95.9% | 12 | 5 | 41.7% | 37 | 25 | 67.6% | 403 | 377 | 93.5% | 22 | 22 | 100.0% | 2,236 | 2,169 | 97.0% |
| Other | 51 | 41 | 80.4% | 0 | 0 | na | 0 | 0 | na | 3 | 0 | 0.0% | 0 | 0 | na | 48 | 41 | 85.4% |
| Total | 4,804 | 4,542 | 94.5% | 26 | 10 | 38.5% | 53 | 36 | 67.9% | 703 | 615 | 87.5% | 38 | 38 | 100.0% | 3,984 | 3,843 | 96.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 60 | 48 | 80.0% | 2 | 0 | 0.0% | 2 | 0 | 0.0% | 49 | 44 | 89.8% | 0 | 0 | na | 7 | 4 | 57.1% |
| 15 - 20 | 807 | 746 | 92.4% | 2 | 0 | 0.0% | 8 | 6 | 75.0% | 138 | 111 | 80.4% | 7 | 7 | 100.0% | 652 | 622 | 95.4% |
| 21 - 24 | 467 | 441 | 94.4% | 0 | 0 | na | 6 | 4 | 66.7% | 62 | 57 | 91.9% | 5 | 5 | 100.0% | 394 | 375 | 95.2% |
| 25 - 44 | 1,579 | 1,484 | 94.0% | 6 | 1 | 16.7% | 19 | 13 | 68.4% | 204 | 173 | 84.8% | 11 | 11 | 100.0% | 1,339 | 1,286 | 96.0% |
| 45 - 64 | 1,383 | 1,330 | 96.2% | 10 | 5 | 50.0% | 15 | 10 | 66.7% | 182 | 164 | 90.1% | 11 | 11 | 100.0% | 1,165 | 1,140 | 97.9% |
| 65 + | 508 | 493 | 97.0% | 6 | 4 | 66.7% | 3 | 3 | 100.0% | 68 | 66 | 97.1% | 4 | 4 | 100.0% | 427 | 416 | 97.4% |
| Total | 4,804 | 4,542 | 94.5% | 26 | 10 | 38.5% | 53 | 36 | 67.9% | 703 | 615 | 87.5% | 38 | 38 | 100.0% | 3,984 | 3,843 | 96.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 51 | 2 | 25 | 24 | 2 | 37 |
| Michigan Blvd & Woodland Ave | 3 | 0 | 2 | 1 | 0 | 2 |
| 11th St & Wabash St | 3 | 0 | 0 | 3 | 0 | 0 |

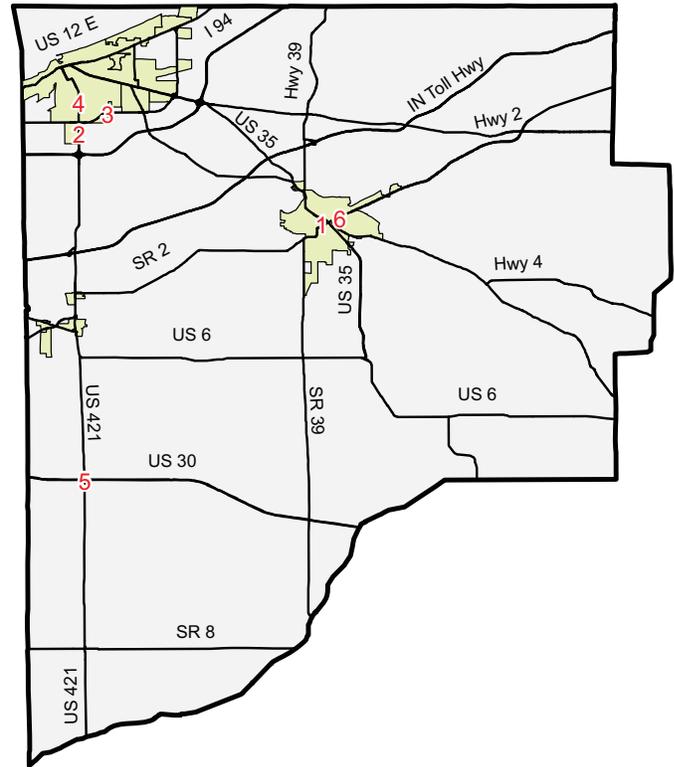
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 34 | 23 | 0 | 6 | 6 | 22 |
| 21 - 24 | 43 | 30 | 2 | 0 | 18 | 23 |
| 25 - 44 | 92 | 71 | 4 | 7 | 34 | 47 |
| 45 - 64 | 74 | 56 | 0 | 2 | 19 | 53 |
| 65 + | 10 | 7 | 0 | 2 | 0 | 8 |
| Total | 253 | 187 | 6 | 17 | 77 | 153 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Kingsbury | 0 | 0 | 0 | 0 | 0 | 0 |
| Kingsford Heights | 0 | 0 | 0 | 0 | 0 | 0 |
| LaCrosse | 2 | 1 | 0 | 0 | 0 | 2 |
| La Porte | 64 | 40 | 0 | 1 | 24 | 39 |
| Long Beach | 1 | 1 | 0 | 0 | 0 | 1 |
| Michiana Shores | 0 | 0 | 0 | 0 | 0 | 0 |
| Michigan City | 70 | 51 | 1 | 9 | 20 | 40 |
| Pottawattamie Park | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail Creek | 0 | 0 | 0 | 0 | 0 | 0 |
| Wanatah | 1 | 1 | 0 | 0 | 1 | 0 |
| Westville | 4 | 3 | 1 | 0 | 1 | 2 |
| Rural | 111 | 90 | 4 | 7 | 31 | 69 |
| Total | 253 | 187 | 6 | 17 | 77 | 153 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR2 & US35 | 23 | 0 | 8 |
| 2 | US421 & US20 | 20 | 1 | 5 |
| 3 | Woodland Ave & US20 | 12 | 0 | 4 |
| 4 | Coolspring Ave & Franklin St | 11 | 0 | 1 |
| 5 | US30 & US421 | 10 | 0 | 2 |
| 6 | SR2 & Tipton St | 10 | 0 | 3 |

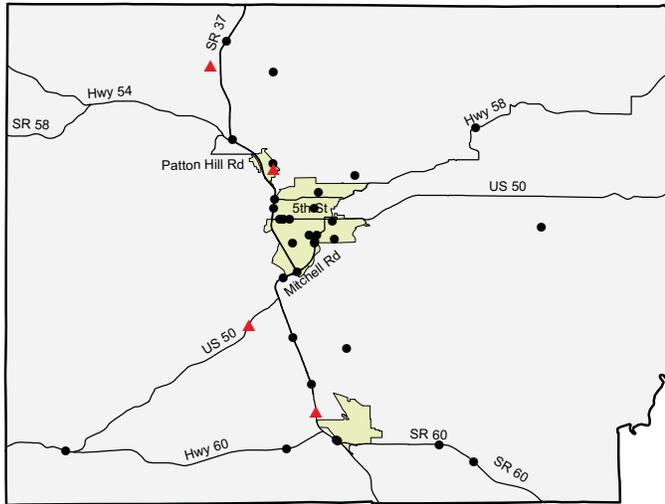
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------------|--------------|-----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Kingsbury | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Kingsford Heights | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LaCrosse | 8 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Porte | 701 | 0 | 0 | 167 | 49 | 0 | 0 | 20 | 43 | 0 | 0 | 10 |
| Long Beach | 8 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Michiana Shores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Michigan City | 1,183 | 4 | 4 | 213 | 55 | 1 | 1 | 18 | 131 | 0 | 0 | 18 |
| Pottawattamie Park | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail Creek | 14 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Wanatah | 16 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Westville | 49 | 1 | 1 | 18 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 1 |
| Rural | 1,276 | 20 | 23 | 408 | 89 | 8 | 8 | 48 | 186 | 4 | 4 | 44 |
| Total | 3,258 | 25 | 28 | 814 | 200 | 9 | 9 | 87 | 367 | 4 | 4 | 73 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Kingsbury | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Kingsford Heights | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| LaCrosse | 13 | 12 | 92.3% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 12 | 11 | 91.7% |
| La Porte | 1,105 | 1,056 | 95.6% | 0 | 0 | na | 9 | 8 | 88.9% | 141 | 126 | 89.4% | 3 | 3 | 100.0% | 952 | 919 | 96.5% |
| Long Beach | 10 | 10 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 10 | 10 | 100.0% |
| Michiana Shores | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Michigan City | 1,668 | 1,597 | 95.7% | 3 | 1 | 33.3% | 13 | 9 | 69.2% | 175 | 153 | 87.4% | 7 | 7 | 100.0% | 1,470 | 1,427 | 97.1% |
| Pottawattamie Park | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Trail Creek | 24 | 23 | 95.8% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 1 | 1 | 100.0% | 20 | 19 | 95.0% |
| Wanatah | 30 | 28 | 93.3% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 0 | 0 | na | 28 | 26 | 92.9% |
| Westville | 87 | 83 | 95.4% | 1 | 0 | 0.0% | 0 | 0 | na | 16 | 15 | 93.8% | 1 | 1 | 100.0% | 69 | 67 | 97.1% |
| Rural | 1,865 | 1,731 | 92.8% | 22 | 9 | 40.9% | 30 | 18 | 60.0% | 366 | 316 | 86.3% | 26 | 26 | 100.0% | 1,421 | 1,362 | 95.8% |
| Total | 4,804 | 4,542 | 94.5% | 26 | 10 | 38.5% | 53 | 36 | 67.9% | 703 | 615 | 87.5% | 38 | 38 | 100.0% | 3,984 | 3,843 | 96.5% |

LAWRENCE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (4/4)
- Incapacitating (33/33)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 98 | 1 | 18 | 79 | 1 | 30 |
| February | 87 | 0 | 15 | 72 | 0 | 20 |
| March | 69 | 0 | 18 | 51 | 0 | 30 |
| April | 87 | 0 | 30 | 57 | 0 | 41 |
| May | 92 | 0 | 24 | 68 | 0 | 31 |
| June | 103 | 0 | 22 | 81 | 0 | 32 |
| July | 88 | 0 | 24 | 64 | 0 | 39 |
| August | 90 | 0 | 21 | 69 | 0 | 30 |
| September | 87 | 0 | 20 | 67 | 0 | 29 |
| October | 119 | 0 | 18 | 101 | 0 | 29 |
| November | 105 | 1 | 32 | 72 | 1 | 47 |
| December | 127 | 2 | 26 | 99 | 2 | 37 |
| Total | 1,152 | 4 | 268 | 880 | 4 | 395 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,099 | 2,579 | 366 | 1,181.0 | 1,419.2 |
| 21 - 24 | 1,780 | 1,929 | 123 | 691.0 | 637.6 |
| 25 - 44 | 12,332 | 10,196 | 529 | 429.0 | 518.8 |
| 45 - 64 | 12,652 | 12,587 | 469 | 370.7 | 372.6 |
| 65 + | 7,532 | 6,347 | 213 | 282.8 | 335.6 |
| Other/unknown | 8,518 | na | 9 | 10.6 | na |
| Total | 45,913 | 33,638 | 1,709 | 372.2 | 508.1 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 27,923 | 982 | 351.7 |
| Truck | 19,689 | 790 | 401.2 |
| Trailer | 7,226 | 55 | 76.1 |
| Motorcycle | 2,188 | 39 | 178.2 |
| Recreational vehicle | 1,074 | 1 | 9.3 |
| Bus | na | 7 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 21 | na |
| Total | 58,100 | 1,897 | 326.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 52 | 44 | 84.6% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 49 | 42 | 85.7% |
| Light truck | 754 | 596 | 79.0% | 2 | 0 | 0.0% | 9 | 6 | 66.7% | 115 | 87 | 75.7% | 4 | 3 | 75.0% | 624 | 500 | 80.1% |
| Motorcycle/moped | 42 | 12 | 28.6% | 0 | 0 | na | 8 | 1 | 12.5% | 30 | 10 | 33.3% | 0 | 0 | na | 4 | 1 | 25.0% |
| Passenger car | 944 | 787 | 83.4% | 2 | 1 | 50.0% | 19 | 14 | 73.7% | 188 | 162 | 86.2% | 5 | 5 | 100.0% | 730 | 605 | 82.9% |
| Other | 31 | 13 | 41.9% | 0 | 0 | na | 0 | 0 | na | 13 | 0 | 0.0% | 0 | 0 | na | 18 | 13 | 72.2% |
| Total | 1,823 | 1,452 | 79.6% | 4 | 1 | 25.0% | 37 | 21 | 56.8% | 347 | 260 | 74.9% | 10 | 9 | 90.0% | 1,425 | 1,161 | 81.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 44 | 28 | 63.6% | 0 | 0 | na | 2 | 2 | 100.0% | 32 | 22 | 68.8% | 2 | 2 | 100.0% | 8 | 2 | 25.0% |
| 15 - 20 | 389 | 311 | 79.9% | 0 | 0 | na | 3 | 3 | 100.0% | 71 | 53 | 74.6% | 1 | 1 | 100.0% | 314 | 254 | 80.9% |
| 21 - 24 | 138 | 108 | 78.3% | 0 | 0 | na | 1 | 0 | 0.0% | 36 | 24 | 66.7% | 1 | 1 | 100.0% | 100 | 83 | 83.0% |
| 25 - 44 | 544 | 436 | 80.1% | 3 | 1 | 33.3% | 8 | 4 | 50.0% | 107 | 83 | 77.6% | 1 | 0 | 0.0% | 425 | 348 | 81.9% |
| 45 - 64 | 489 | 396 | 81.0% | 0 | 0 | na | 18 | 10 | 55.6% | 74 | 57 | 77.0% | 4 | 4 | 100.0% | 393 | 325 | 82.7% |
| 65 + | 219 | 173 | 79.0% | 1 | 0 | 0.0% | 5 | 2 | 40.0% | 27 | 21 | 77.8% | 1 | 1 | 100.0% | 185 | 149 | 80.5% |
| Total | 1,823 | 1,452 | 79.6% | 4 | 1 | 25.0% | 37 | 21 | 56.8% | 347 | 260 | 74.9% | 10 | 9 | 90.0% | 1,425 | 1,161 | 81.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 12 | 0 | 3 | 9 | 0 | 8 |
| SR37 & US50 | 3 | 0 | 1 | 2 | 0 | 3 |
| O St & US50 | 2 | 0 | 0 | 2 | 0 | 0 |
| L St & US50 | 1 | 0 | 1 | 0 | 0 | 3 |
| Old SR37 & SR37 | 1 | 0 | 1 | 0 | 0 | 2 |
| K St & US50 | 1 | 0 | 0 | 1 | 0 | 0 |
| I St & US50 | 1 | 0 | 0 | 1 | 0 | 0 |
| 15th St & L St | 1 | 0 | 0 | 1 | 0 | 0 |
| 18th St & M St | 1 | 0 | 0 | 1 | 0 | 0 |
| 5th St & Lincoln Ave | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 13 | 8 | 0 | 3 | 1 | 9 |
| 21 - 24 | 8 | 6 | 0 | 0 | 3 | 5 |
| 25 - 44 | 26 | 18 | 2 | 3 | 3 | 18 |
| 45 - 64 | 16 | 14 | 0 | 1 | 5 | 10 |
| 65 + | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 64 | 46 | 2 | 7 | 12 | 43 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bedford | 36 | 21 | 2 | 2 | 2 | 30 |
| Mitchell | 0 | 0 | 0 | 0 | 0 | 0 |
| Oolitic | 1 | 1 | 0 | 0 | 1 | 0 |
| Rural | 27 | 24 | 0 | 5 | 9 | 13 |
| Total | 64 | 46 | 2 | 7 | 12 | 43 |

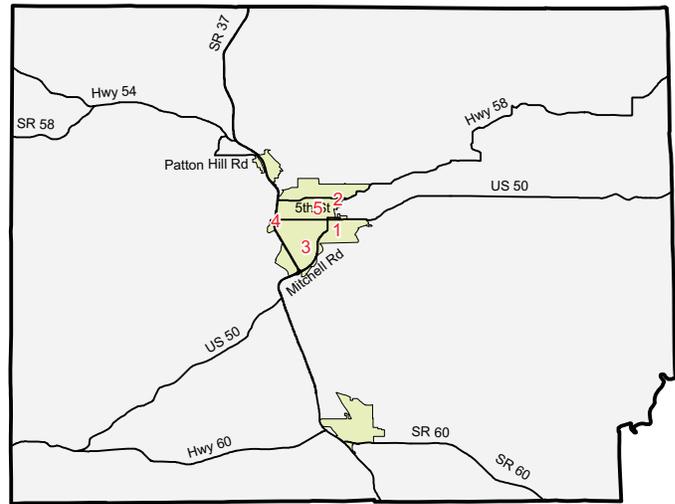
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bedford | 509 | 0 | 0 | 146 | 24 | 0 | 0 | 7 | 19 | 0 | 0 | 7 |
| Mitchell | 122 | 1 | 1 | 37 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 2 |
| Oolitic | 11 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 510 | 3 | 3 | 211 | 26 | 1 | 1 | 8 | 50 | 0 | 0 | 32 |
| Total | 1,152 | 4 | 4 | 395 | 51 | 1 | 1 | 15 | 76 | 0 | 0 | 41 |

Restraint use among vehicle occupants, by municipality

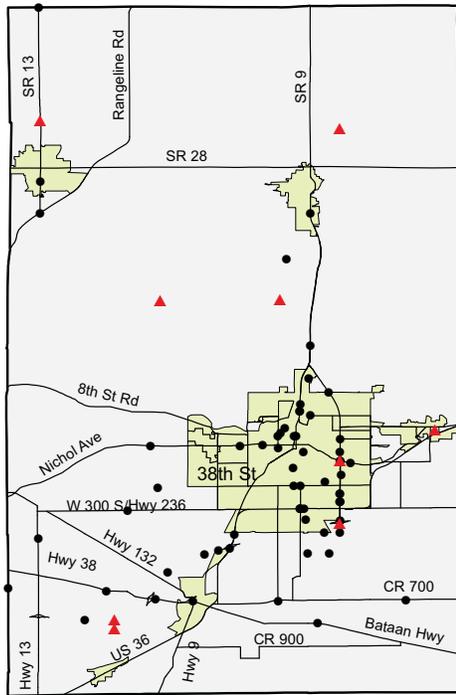
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Bedford | 853 | 677 | 79.4% | 0 | 0 | na | 19 | 13 | 68.4% | 122 | 90 | 73.8% | 4 | 4 | 100.0% | 708 | 570 |
| Mitchell | 202 | 135 | 66.8% | 1 | 1 | 100.0% | 3 | 2 | 66.7% | 33 | 18 | 54.5% | 0 | 0 | na | 165 | 114 | 69.1% |
| Oolitic | 15 | 13 | 86.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 15 | 13 | 86.7% |
| Rural | 753 | 627 | 83.3% | 3 | 0 | 0.0% | 15 | 6 | 40.0% | 192 | 152 | 79.2% | 6 | 5 | 83.3% | 537 | 464 | 86.4% |
| Total | 1,823 | 1,452 | 79.6% | 4 | 1 | 25.0% | 37 | 21 | 56.8% | 347 | 260 | 74.9% | 10 | 9 | 90.0% | 1,425 | 1,161 | 81.5% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 17th St & I St | 8 | 0 | 2 |
| 2 | J St & SR58 | 8 | 0 | 0 |
| 3 | O St & US50 | 7 | 0 | 0 |
| 4 | 16th St & SR37 | 6 | 0 | 4 |
| 5 | John Williams Blvd & R St | 6 | 0 | 2 |

MADISON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (9/9)
- Incapacitating (63/64)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 521 | 3 | 68 | 450 | 3 | 93 |
| February | 351 | 0 | 58 | 293 | 0 | 81 |
| March | 254 | 0 | 46 | 208 | 0 | 73 |
| April | 314 | 1 | 63 | 250 | 1 | 85 |
| May | 355 | 0 | 75 | 280 | 0 | 120 |
| June | 304 | 1 | 68 | 235 | 1 | 92 |
| July | 318 | 1 | 68 | 249 | 1 | 112 |
| August | 328 | 2 | 74 | 252 | 2 | 108 |
| September | 317 | 0 | 61 | 256 | 0 | 90 |
| October | 319 | 0 | 65 | 254 | 0 | 90 |
| November | 357 | 0 | 67 | 290 | 0 | 87 |
| December | 479 | 1 | 87 | 391 | 1 | 117 |
| Total | 4,217 | 9 | 800 | 3,408 | 9 | 1,148 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 10,279 | 6,097 | 972 | 945.6 | 1,594.2 |
| 21 - 24 | 6,090 | 5,441 | 617 | 1,013.1 | 1,134.0 |
| 25 - 44 | 35,024 | 28,969 | 2,260 | 645.3 | 780.1 |
| 45 - 64 | 34,871 | 32,696 | 1,743 | 499.8 | 533.1 |
| 65 + | 20,896 | 17,529 | 764 | 365.6 | 435.8 |
| Other/unknown | 24,341 | na | 34 | 14.0 | na |
| Total | 131,501 | 90,732 | 6,390 | 485.9 | 704.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 83,578 | 4,371 | 523.0 |
| Truck | 38,450 | 2,542 | 661.1 |
| Trailer | 14,793 | 187 | 126.4 |
| Motorcycle | 5,004 | 96 | 191.8 |
| Recreational vehicle | 1,982 | 5 | 25.2 |
| Bus | na | 48 | na |
| Farm vehicle | na | 10 | na |
| Other/unknown | na | 174 | na |
| Total | 143,807 | 7,433 | 516.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 168 | 146 | 86.9% | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% | 5 | 5 | 100.0% | 157 | 136 | 86.6% |
| Light truck | 2,352 | 2,172 | 92.3% | 2 | 0 | 0.0% | 10 | 8 | 80.0% | 343 | 312 | 91.0% | 32 | 31 | 96.9% | 1,965 | 1,821 | 92.7% |
| Motorcycle/moped | 94 | 27 | 28.7% | 1 | 0 | 0.0% | 14 | 3 | 21.4% | 59 | 15 | 25.4% | 0 | 0 | na | 20 | 9 | 45.0% |
| Passenger car | 3,981 | 3,730 | 93.7% | 4 | 3 | 75.0% | 34 | 31 | 91.2% | 600 | 552 | 92.0% | 58 | 53 | 91.4% | 3,285 | 3,091 | 94.1% |
| Other | 107 | 65 | 60.7% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 25 | 4 | 16.0% | 1 | 1 | 100.0% | 79 | 60 | 75.9% |
| Total | 6,702 | 6,140 | 91.6% | 8 | 3 | 37.5% | 59 | 42 | 71.2% | 1,033 | 888 | 86.0% | 96 | 90 | 93.8% | 5,506 | 5,117 | 92.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 138 | 109 | 79.0% | 0 | 0 | na | 1 | 1 | 100.0% | 103 | 85 | 82.5% | 1 | 1 | 100.0% | 33 | 22 | 66.7% |
| 15 - 20 | 1,039 | 948 | 91.2% | 1 | 0 | 0.0% | 5 | 4 | 80.0% | 204 | 170 | 83.3% | 18 | 18 | 100.0% | 811 | 756 | 93.2% |
| 21 - 24 | 634 | 568 | 89.6% | 0 | 0 | na | 7 | 5 | 71.4% | 83 | 70 | 84.3% | 9 | 8 | 88.9% | 535 | 485 | 90.7% |
| 25 - 44 | 2,324 | 2,111 | 90.8% | 3 | 0 | 0.0% | 20 | 10 | 50.0% | 339 | 292 | 86.1% | 32 | 29 | 90.6% | 1,930 | 1,780 | 92.2% |
| 45 - 64 | 1,785 | 1,670 | 93.6% | 3 | 3 | 100.0% | 19 | 16 | 84.2% | 206 | 183 | 88.8% | 27 | 25 | 92.6% | 1,530 | 1,443 | 94.3% |
| 65 + | 781 | 734 | 94.0% | 1 | 0 | 0.0% | 7 | 6 | 85.7% | 98 | 88 | 89.8% | 9 | 9 | 100.0% | 666 | 631 | 94.7% |
| Other/unknown | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 6,702 | 6,140 | 91.6% | 8 | 3 | 37.5% | 59 | 42 | 71.2% | 1,033 | 888 | 86.0% | 96 | 90 | 93.8% | 5,506 | 5,117 | 92.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 84 | 0 | 36 | 48 | 0 | 58 |
| 8th St & Scatterfield Rd | 5 | 0 | 2 | 3 | 0 | 3 |
| 23rd St & Main St | 4 | 0 | 3 | 1 | 0 | 5 |
| 8th St & Brown Delaware St | 4 | 0 | 2 | 2 | 0 | 2 |
| 5th St & Jackson St | 3 | 0 | 1 | 2 | 0 | 2 |
| 23rd St & Central Ave | 3 | 0 | 1 | 2 | 0 | 1 |

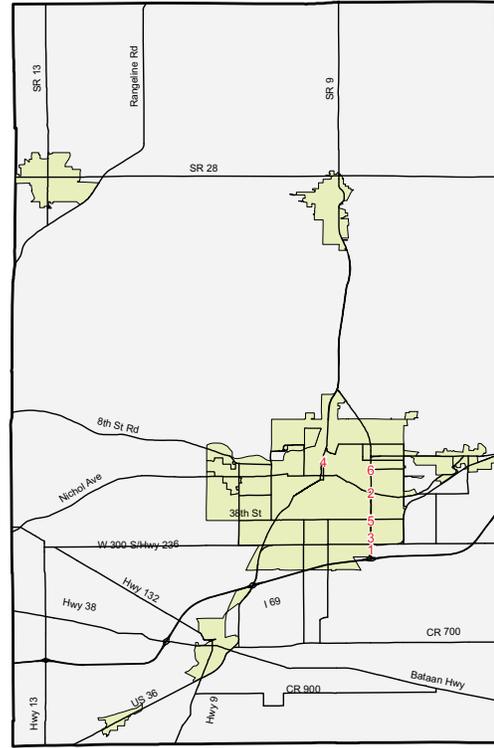
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 22 | 11 | 0 | 1 | 7 | 14 |
| 21 - 24 | 32 | 21 | 1 | 3 | 9 | 19 |
| 25 - 44 | 142 | 94 | 6 | 10 | 43 | 83 |
| 45 - 64 | 82 | 43 | 1 | 7 | 23 | 51 |
| 65 + | 11 | 4 | 1 | 2 | 1 | 7 |
| Other/unknown | 5 | 2 | 0 | 0 | 1 | 4 |
| Total | 294 | 175 | 9 | 23 | 84 | 178 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Alexandria | 7 | 5 | 0 | 1 | 2 | 4 |
| Anderson | 164 | 86 | 6 | 10 | 35 | 113 |
| Chesterfield | 0 | 0 | 0 | 0 | 0 | 0 |
| Country Club Heights | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgewood | 0 | 0 | 0 | 0 | 0 | 0 |
| Elwood | 15 | 11 | 1 | 1 | 4 | 9 |
| Frankton | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingalls | 3 | 2 | 0 | 0 | 2 | 1 |
| Lapel | 5 | 1 | 0 | 0 | 0 | 5 |
| Markleville | 0 | 0 | 0 | 0 | 0 | 0 |
| Orestes | 0 | 0 | 0 | 0 | 0 | 0 |
| Pendleton | 9 | 5 | 0 | 2 | 3 | 4 |
| River Forest | 0 | 0 | 0 | 0 | 0 | 0 |
| Summitville | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodlawn Heights | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 91 | 65 | 2 | 9 | 38 | 42 |
| Total | 294 | 175 | 9 | 23 | 84 | 178 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 53rd St & Scatterfield Rd | 24 | 0 | 8 |
| 2 | Mounds Mall Ln & SR9 | 23 | 1 | 12 |
| 3 | Charles St & Scatterfield Rd | 20 | 0 | 14 |
| 4 | 5th St & Jackson St | 15 | 0 | 3 |
| 5 | 38th St & Scatterfield Rd | 13 | 0 | 7 |
| 6 | 10th St & Scatterfield Rd | 13 | 0 | 3 |

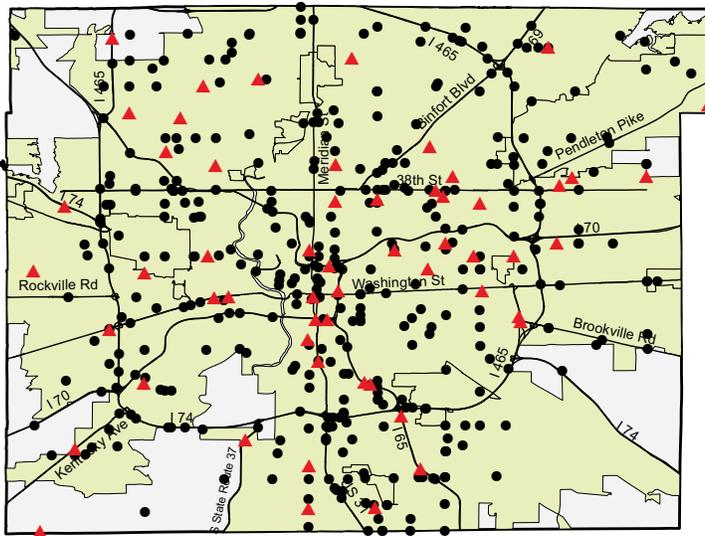
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------------|--------------|----------|----------|--------------|-----------------|----------|----------|------------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Alexandria | 103 | 0 | 0 | 18 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 0 |
| Anderson | 2,530 | 2 | 2 | 654 | 112 | 0 | 0 | 56 | 120 | 0 | 0 | 36 |
| Chesterfield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Country Club Heights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Edgewood | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Elwood | 130 | 0 | 0 | 46 | 13 | 0 | 0 | 4 | 4 | 0 | 0 | 0 |
| Frankton | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Ingalls | 29 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Lapel | 20 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Markleville | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orestes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pendleton | 249 | 0 | 0 | 50 | 7 | 0 | 0 | 2 | 23 | 0 | 0 | 3 |
| River Forest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Summitville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Woodlawn Heights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 1,129 | 7 | 7 | 373 | 76 | 2 | 2 | 40 | 145 | 1 | 1 | 61 |
| Total | 4,217 | 9 | 9 | 1,148 | 219 | 2 | 2 | 103 | 303 | 1 | 1 | 100 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Alexandria | 162 | 147 | 90.7% | 0 | 0 | na | 1 | 1 | 100.0% | 16 | 13 | 81.3% | 2 | 1 | 50.0% | 143 | 132 |
| Anderson | 4,155 | 3,788 | 91.2% | 1 | 1 | 100.0% | 34 | 24 | 70.6% | 583 | 493 | 84.6% | 28 | 24 | 85.7% | 3,509 | 3,246 | 92.5% |
| Chesterfield | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Country Club Heights | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Edgewood | 21 | 17 | 81.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 20 | 17 | 85.0% |
| Elwood | 187 | 166 | 88.8% | 0 | 0 | na | 1 | 0 | 0.0% | 39 | 30 | 76.9% | 3 | 3 | 100.0% | 144 | 133 | 92.4% |
| Frankton | 15 | 15 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 2 | 2 | 100.0% | 13 | 13 | 100.0% |
| Ingalls | 45 | 45 | 100.0% | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% | 6 | 6 | 100.0% | 34 | 34 | 100.0% |
| Lapel | 27 | 22 | 81.5% | 0 | 0 | na | 0 | 0 | na | 12 | 12 | 100.0% | 15 | 10 | 66.7% | 15 | 10 | 66.7% |
| Markleville | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Orestes | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Pendleton | 426 | 384 | 90.1% | 0 | 0 | na | 4 | 3 | 75.0% | 46 | 42 | 91.3% | 3 | 2 | 66.7% | 373 | 337 | 90.3% |
| River Forest | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Summitville | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Woodlawn Heights | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 1,661 | 1,553 | 93.5% | 7 | 2 | 28.6% | 19 | 14 | 73.7% | 342 | 304 | 88.9% | 40 | 40 | 100.0% | 1,253 | 1,193 | 95.2% |
| Total | 6,702 | 6,140 | 91.6% | 8 | 3 | 37.5% | 59 | 42 | 71.2% | 1,033 | 888 | 86.0% | 96 | 90 | 93.8% | 5,506 | 5,117 | 92.9% |

MARION COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (56/56)
- Incapacitating (386/388)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|---------------|-----------|--------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 2,359 | 1 | 419 | 1,939 | 1 | 559 |
| February | 2,072 | 5 | 338 | 1,729 | 5 | 444 |
| March | 1,920 | 2 | 379 | 1,539 | 2 | 557 |
| April | 2,051 | 4 | 432 | 1,615 | 4 | 578 |
| May | 2,326 | 7 | 453 | 1,866 | 7 | 632 |
| June | 2,268 | 5 | 463 | 1,800 | 5 | 635 |
| July | 2,192 | 6 | 444 | 1,742 | 6 | 616 |
| August | 2,247 | 7 | 454 | 1,786 | 7 | 636 |
| September | 2,164 | 4 | 463 | 1,697 | 4 | 631 |
| October | 2,472 | 5 | 453 | 2,014 | 5 | 651 |
| November | 2,124 | 4 | 408 | 1,712 | 4 | 564 |
| December | 2,241 | 6 | 396 | 1,839 | 6 | 542 |
| Total | 26,436 | 56 | 5,102 | 21,278 | 56 | 7,045 |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1,183 | 2 | 482 | 699 | 2 | 776 |
| College Ave & Washington St | 20 | 0 | 4 | 16 | 0 | 5 |
| Illinois St & McCarty St | 16 | 0 | 5 | 11 | 0 | 10 |
| 29th St & Illinois St | 15 | 0 | 9 | 6 | 0 | 17 |
| Alabama St & Washington St | 10 | 0 | 5 | 5 | 0 | 5 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 68,322 | 34,645 | 5,779 | 845.8 | 1,668.1 |
| 21 - 24 | 40,670 | 37,764 | 5,106 | 1,255.5 | 1,352.1 |
| 25 - 44 | 256,026 | 216,672 | 17,971 | 701.9 | 829.4 |
| 45 - 64 | 219,696 | 196,023 | 11,681 | 531.7 | 595.9 |
| 65 + | 96,052 | 74,731 | 3,050 | 317.5 | 408.1 |
| Other/unknown | 199,614 | na | 376 | 18.8 | na |
| Total | 880,380 | 559,835 | 43,963 | 499.4 | 785.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 614,608 | 32,885 | 535.1 |
| Truck | 190,826 | 14,714 | 771.1 |
| Trailer | 51,858 | 1,753 | 338.0 |
| Motorcycle | 21,842 | 358 | 163.9 |
| Recreational vehicle | 3,858 | 29 | 75.2 |
| Bus | na | 410 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 1,542 | na |
| Total | 882,992 | 51,695 | 585.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|---------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Large truck | 1,576 | 1,471 | 93.3% | 0 | 0 | na | 4 | 2 | 50.0% | 46 | 41 | 89.1% | 3 | 3 | 100.0% | 1,523 | 1,425 |
| Light truck | 13,391 | 12,160 | 90.8% | 10 | 3 | 30.0% | 111 | 81 | 73.0% | 1,707 | 1,503 | 88.0% | 86 | 69 | 80.2% | 11,477 | 10,504 | 91.5% |
| Motorcycle/moped | 363 | 95 | 26.2% | 10 | 3 | 30.0% | 43 | 12 | 27.9% | 199 | 46 | 23.1% | 3 | 0 | 0.0% | 108 | 34 | 31.5% |
| Passenger car | 29,766 | 27,347 | 91.9% | 24 | 10 | 41.7% | 236 | 192 | 81.4% | 4,177 | 3,728 | 89.3% | 169 | 149 | 88.2% | 25,160 | 23,268 | 92.5% |
| Other | 758 | 570 | 75.2% | 0 | 0 | na | 2 | 0 | 0.0% | 100 | 24 | 24.0% | 21 | 19 | 90.5% | 635 | 527 | 83.0% |
| Total | 45,854 | 41,643 | 90.8% | 44 | 16 | 36.4% | 396 | 287 | 72.5% | 6,229 | 5,342 | 85.8% | 282 | 240 | 85.1% | 38,903 | 35,758 | 91.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|---------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | 0 - 14 | 818 | 465 | 56.8% | 2 | 1 | 50.0% | 25 | 18 | 72.0% | 438 | 368 | 84.0% | 13 | 6 | 46.2% | 340 | 72 |
| 15 - 20 | 6,131 | 5,538 | 90.3% | 6 | 3 | 50.0% | 43 | 24 | 55.8% | 933 | 787 | 84.4% | 60 | 48 | 80.0% | 5,089 | 4,676 | 91.9% |
| 21 - 24 | 5,277 | 4,799 | 90.9% | 7 | 2 | 28.6% | 39 | 24 | 61.5% | 708 | 598 | 84.5% | 27 | 22 | 81.5% | 4,496 | 4,153 | 92.4% |
| 25 - 44 | 18,456 | 16,829 | 91.2% | 14 | 5 | 35.7% | 143 | 100 | 69.9% | 2,228 | 1,882 | 84.5% | 84 | 78 | 92.9% | 15,987 | 14,764 | 92.4% |
| 45 - 64 | 11,988 | 11,077 | 92.4% | 11 | 3 | 27.3% | 111 | 88 | 79.3% | 1,500 | 1,328 | 88.5% | 73 | 65 | 89.0% | 10,293 | 9,593 | 93.2% |
| 65 + | 3,173 | 2,932 | 92.4% | 4 | 2 | 50.0% | 35 | 33 | 94.3% | 422 | 379 | 89.8% | 24 | 20 | 83.3% | 2,688 | 2,498 | 92.9% |
| Other/unknown | 11 | 3 | 27.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 10 | 2 | 20.0% |
| Total | 45,854 | 41,643 | 90.8% | 44 | 16 | 36.4% | 396 | 287 | 72.5% | 6,229 | 5,342 | 85.8% | 282 | 240 | 85.1% | 38,903 | 35,758 | 91.9% |



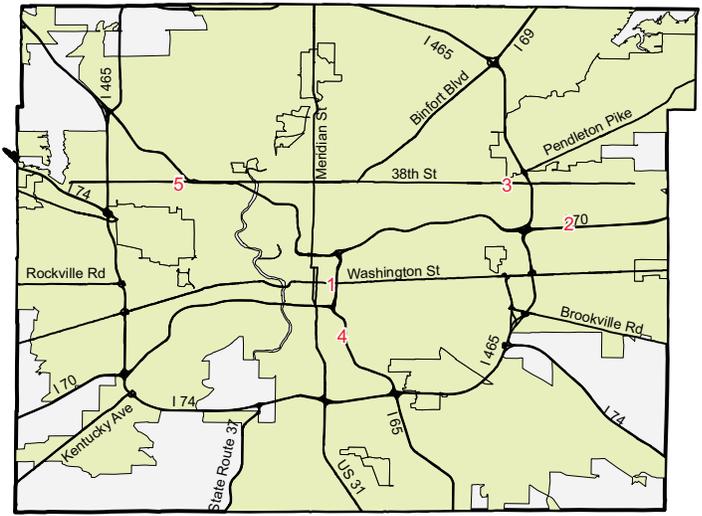
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 135 | 69 | 1 | 4 | 29 | 101 |
| 21 - 24 | 247 | 156 | 1 | 9 | 57 | 180 |
| 25 - 44 | 835 | 506 | 6 | 20 | 162 | 647 |
| 45 - 64 | 415 | 207 | 3 | 13 | 61 | 338 |
| 65 + | 41 | 17 | 1 | 3 | 3 | 34 |
| Other/unknown | 11 | 2 | 0 | 0 | 1 | 10 |
| Total | 1,684 | 957 | 12 | 49 | 313 | 1,310 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|------------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Beech Grove | 12 | 9 | 0 | 1 | 1 | 10 |
| Clermont | 0 | 0 | 0 | 0 | 0 | 0 |
| Crows Nest | 0 | 0 | 0 | 0 | 0 | 0 |
| Cumberland | 0 | 0 | 0 | 0 | 0 | 0 |
| Homecroft | 0 | 0 | 0 | 0 | 0 | 0 |
| Indianapolis | 1,438 | 823 | 11 | 39 | 247 | 1,141 |
| Lawrence | 74 | 40 | 0 | 2 | 16 | 56 |
| Meridian Hills | 0 | 0 | 0 | 0 | 0 | 0 |
| North Crows Nest | 0 | 0 | 0 | 0 | 0 | 0 |
| Rocky Ripple | 0 | 0 | 0 | 0 | 0 | 0 |
| Southport | 0 | 0 | 0 | 0 | 0 | 0 |
| Speedway | 32 | 15 | 0 | 2 | 13 | 17 |
| Spring Hill | 0 | 0 | 0 | 0 | 0 | 0 |
| Warren Park | 0 | 0 | 0 | 0 | 0 | 0 |
| Williams Creek | 0 | 0 | 0 | 0 | 0 | 0 |
| Wynnedale | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 128 | 70 | 1 | 5 | 36 | 86 |
| Total | 1,684 | 957 | 12 | 49 | 313 | 1,310 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | College Ave & Washington St | 29 | 0 | 9 |
| 2 | 25th St & Post Rd | 26 | 0 | 15 |
| 3 | 38th St & Shadeland Ave | 26 | 0 | 12 |
| 4 | Raymond St & Shelby St | 25 | 0 | 5 |
| 5 | 38th St & Lafayette Rd | 25 | 0 | 8 |

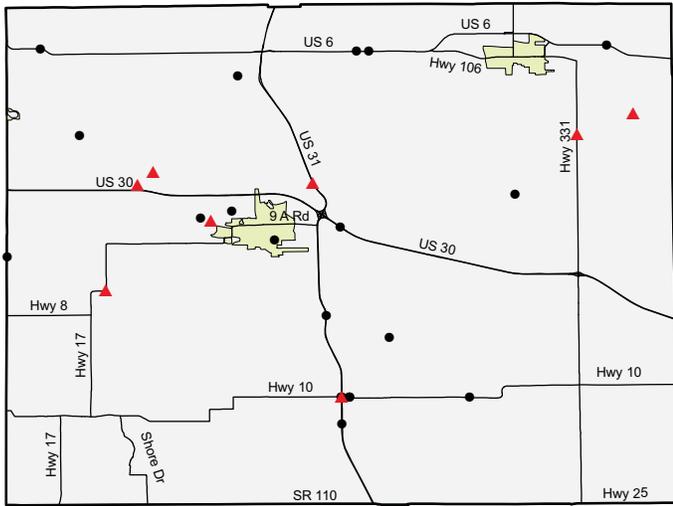
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|------------------|---------------|-----------|-----------|--------------|-----------------|-----------|-----------|------------|---------------|-----------|-----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Beech Grove | 184 | 0 | 0 | 50 | 9 | 0 | 0 | 5 | 7 | 0 | 0 | 3 |
| Clermont | 11 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Crows Nest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cumberland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Homecroft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Indianapolis | 22,955 | 52 | 52 | 6,172 | 968 | 9 | 9 | 482 | 1,814 | 14 | 14 | 639 |
| Lawrence | 690 | 1 | 1 | 228 | 48 | 0 | 0 | 27 | 66 | 1 | 1 | 24 |
| Meridian Hills | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Crows Nest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rocky Ripple | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Southport | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Speedway | 439 | 0 | 0 | 66 | 21 | 0 | 0 | 2 | 43 | 0 | 0 | 9 |
| Spring Hill | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Warren Park | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Williams Creek | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wynnedale | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 2,153 | 3 | 3 | 524 | 80 | 1 | 1 | 39 | 268 | 1 | 1 | 107 |
| Total | 26,436 | 56 | 56 | 7,045 | 1,126 | 10 | 10 | 555 | 2,199 | 16 | 16 | 783 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|---------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Beech Grove | 315 | 293 | 93.0% | 0 | 0 | na | 1 | 1 | 100.0% | 46 | 40 | 87.0% | 43 | 40 | 93.0% | 225 | 212 |
| Clermont | 23 | 20 | 87.0% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 0 | 0 | na | 18 | 16 | 88.9% |
| Crows Nest | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Cumberland | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Homecroft | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Indianapolis | 39,773 | 36,153 | 90.9% | 41 | 14 | 34.1% | 348 | 250 | 71.8% | 5,444 | 4,674 | 85.9% | 178 | 142 | 79.8% | 33,762 | 31,073 | 92.0% |
| Lawrence | 1,166 | 1,046 | 89.7% | 1 | 0 | 0.0% | 9 | 6 | 66.7% | 207 | 170 | 82.1% | 14 | 13 | 92.9% | 935 | 857 | 91.7% |
| Meridian Hills | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| North Crows Nest | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rocky Ripple | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Southport | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| Speedway | 752 | 619 | 82.3% | 0 | 0 | na | 2 | 1 | 50.0% | 61 | 47 | 77.0% | 8 | 8 | 100.0% | 681 | 563 | 82.7% |
| Spring Hill | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Warren Park | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Williams Creek | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Wynnedale | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 3,819 | 3,506 | 91.8% | 2 | 2 | 100.0% | 36 | 29 | 80.6% | 466 | 407 | 87.3% | 39 | 37 | 94.9% | 3,276 | 3,031 | 92.5% |
| Total | 45,854 | 41,643 | 90.8% | 44 | 16 | 36.4% | 396 | 287 | 72.5% | 6,229 | 5,342 | 85.8% | 282 | 240 | 85.1% | 38,903 | 35,758 | 91.9% |

MARSHALL COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (8/8)
- Incapacitating (21/21)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 182 | 0 | 22 | 160 | 0 | 24 |
| February | 109 | 0 | 15 | 94 | 0 | 21 |
| March | 99 | 1 | 13 | 85 | 1 | 13 |
| April | 110 | 1 | 15 | 94 | 1 | 27 |
| May | 121 | 0 | 21 | 100 | 0 | 44 |
| June | 107 | 2 | 19 | 86 | 2 | 28 |
| July | 98 | 1 | 21 | 76 | 1 | 31 |
| August | 99 | 1 | 17 | 81 | 1 | 28 |
| September | 103 | 1 | 25 | 77 | 1 | 46 |
| October | 134 | 0 | 15 | 119 | 0 | 18 |
| November | 172 | 1 | 14 | 157 | 1 | 19 |
| December | 159 | 0 | 28 | 131 | 0 | 44 |
| Total | 1,493 | 8 | 225 | 1,260 | 8 | 343 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,719 | 2,747 | 299 | 804.0 | 1,088.5 |
| 21 - 24 | 2,058 | 2,225 | 206 | 1,001.0 | 925.8 |
| 25 - 44 | 12,511 | 10,271 | 659 | 526.7 | 641.6 |
| 45 - 64 | 12,060 | 11,612 | 599 | 496.7 | 515.8 |
| 65 + | 6,413 | 5,629 | 194 | 302.5 | 344.6 |
| Other/unknown | 9,948 | na | 2 | 2.0 | na |
| Total | 46,709 | 32,484 | 1,959 | 419.4 | 603.1 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 29,745 | 1,039 | 349.3 |
| Truck | 16,893 | 918 | 543.4 |
| Trailer | 8,063 | 109 | 135.2 |
| Motorcycle | 2,250 | 28 | 124.4 |
| Recreational vehicle | 870 | 2 | 23.0 |
| Bus | na | 7 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 55 | na |
| Total | 57,821 | 2,159 | 373.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 96 | 76 | 79.2% | 0 | 0 | na | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 2 | 2 | 100.0% | 90 | 70 | 77.8% |
| Light truck | 902 | 692 | 76.7% | 2 | 1 | 50.0% | 8 | 2 | 25.0% | 127 | 94 | 74.0% | 7 | 7 | 100.0% | 758 | 588 | 77.6% |
| Motorcycle/moped | 26 | 9 | 34.6% | 1 | 0 | 0.0% | 3 | 0 | 0.0% | 16 | 5 | 31.3% | 0 | 0 | na | 6 | 4 | 66.7% |
| Passenger car | 1,013 | 808 | 79.8% | 4 | 2 | 50.0% | 16 | 10 | 62.5% | 146 | 120 | 82.2% | 9 | 8 | 88.9% | 838 | 668 | 79.7% |
| Other | 37 | 19 | 51.4% | 0 | 0 | na | 0 | 0 | na | 12 | 1 | 8.3% | 0 | 0 | na | 25 | 18 | 72.0% |
| Total | 2,074 | 1,604 | 77.3% | 7 | 3 | 42.9% | 28 | 13 | 46.4% | 304 | 223 | 73.4% | 18 | 17 | 94.4% | 1,717 | 1,348 | 78.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 25 | 17 | 68.0% | 1 | 1 | 100.0% | 0 | 0 | na | 24 | 16 | 66.7% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 334 | 254 | 76.0% | 2 | 0 | 0.0% | 7 | 3 | 42.9% | 72 | 49 | 68.1% | 1 | 1 | 100.0% | 252 | 201 | 79.8% |
| 21 - 24 | 214 | 165 | 77.1% | 0 | 0 | na | 2 | 0 | 0.0% | 21 | 14 | 66.7% | 2 | 2 | 100.0% | 189 | 149 | 78.8% |
| 25 - 44 | 681 | 522 | 76.7% | 2 | 1 | 50.0% | 8 | 4 | 50.0% | 83 | 61 | 73.5% | 8 | 7 | 87.5% | 580 | 449 | 77.4% |
| 45 - 64 | 617 | 486 | 78.8% | 0 | 0 | na | 11 | 6 | 54.5% | 79 | 64 | 81.0% | 6 | 6 | 100.0% | 521 | 410 | 78.7% |
| 65 + | 201 | 158 | 78.6% | 2 | 1 | 50.0% | 0 | 0 | na | 25 | 19 | 76.0% | 1 | 1 | 100.0% | 173 | 137 | 79.2% |
| Other/unknown | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| Total | 2,074 | 1,604 | 77.3% | 7 | 3 | 42.9% | 28 | 13 | 46.4% | 304 | 223 | 73.4% | 18 | 17 | 94.4% | 1,717 | 1,348 | 78.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 10 | 0 | 4 | 6 | 0 | 5 |
| Michigan St & Plymouth Goshen Trl | 2 | 0 | 1 | 1 | 0 | 2 |
| King Rd & US30 | 2 | 0 | 2 | 0 | 0 | 2 |
| Queen Rd & US30 | 2 | 0 | 0 | 2 | 0 | 0 |
| Oak Rd & US30 | 1 | 0 | 1 | 0 | 0 | 1 |
| Oak Rd & Pidco Dr | 1 | 0 | 0 | 1 | 0 | 0 |
| Michigan St & Walnut St | 1 | 0 | 0 | 1 | 0 | 0 |
| Michigan St & Washington St | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 7 | 6 | 1 | 1 | 2 | 3 |
| 21 - 24 | 10 | 9 | 2 | 2 | 4 | 2 |
| 25 - 44 | 22 | 17 | 2 | 1 | 9 | 10 |
| 45 - 64 | 15 | 10 | 1 | 0 | 8 | 6 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 54 | 42 | 6 | 4 | 23 | 21 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Argos | 3 | 3 | 0 | 0 | 3 | 0 |
| Bourbon | 0 | 0 | 0 | 0 | 0 | 0 |
| Bremen | 1 | 1 | 0 | 0 | 1 | 0 |
| Culver | 1 | 1 | 0 | 0 | 1 | 0 |
| La Paz | 0 | 0 | 0 | 0 | 0 | 0 |
| Plymouth | 11 | 7 | 1 | 1 | 5 | 4 |
| Rural | 38 | 30 | 5 | 3 | 13 | 17 |
| Total | 54 | 42 | 6 | 4 | 23 | 21 |

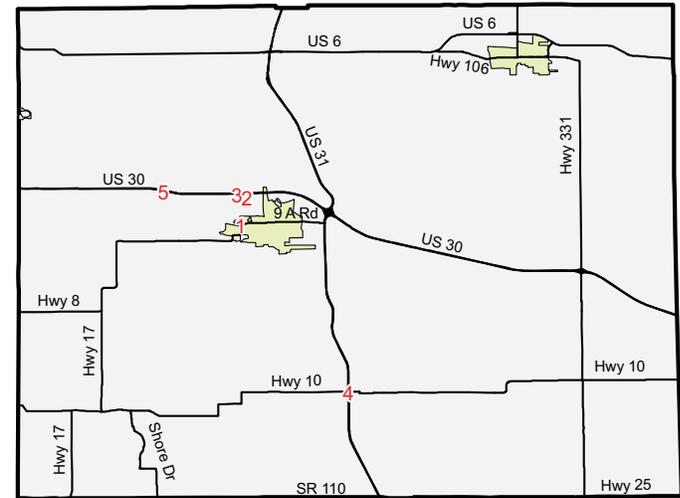
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Argos | 33 | 0 | 0 | 19 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| Bourbon | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bremen | 52 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 |
| Culver | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| La Paz | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Plymouth | 387 | 0 | 0 | 73 | 7 | 0 | 0 | 1 | 26 | 0 | 0 | 8 |
| Rural | 977 | 8 | 8 | 244 | 33 | 1 | 1 | 24 | 130 | 1 | 1 | 48 |
| Total | 1,493 | 8 | 8 | 343 | 45 | 1 | 1 | 27 | 162 | 1 | 1 | 56 |

Restraint use among vehicle occupants, by municipality

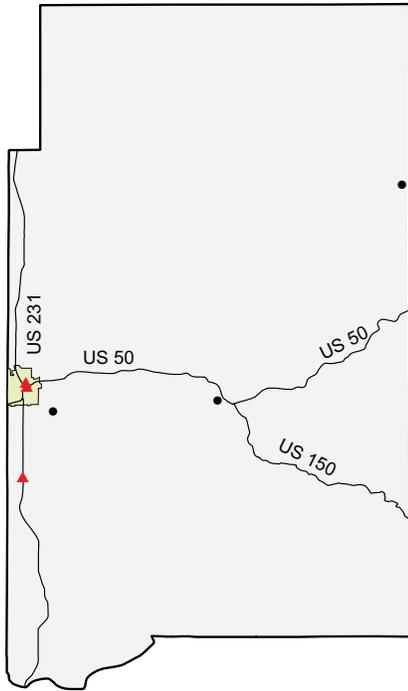
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Argos | 56 | 52 | 92.9% | 0 | 0 | na | 6 | 5 | 83.3% | 12 | 11 | 91.7% | 4 | 4 | 100.0% | 34 | 32 |
| Bourbon | 23 | 23 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 23 | 23 | 100.0% |
| Bremen | 75 | 70 | 93.3% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 2 | 2 | 100.0% | 71 | 67 | 94.4% |
| Culver | 28 | 19 | 67.9% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 28 | 19 | 67.9% |
| La Paz | 10 | 7 | 70.0% | 0 | 0 | na | 0 | 0 | na | 4 | 1 | 25.0% | 1 | 1 | 100.0% | 5 | 5 | 100.0% |
| Plymouth | 640 | 468 | 73.1% | 0 | 0 | na | 2 | 1 | 50.0% | 66 | 52 | 78.8% | 4 | 4 | 100.0% | 568 | 411 | 72.4% |
| Rural | 1,242 | 965 | 77.7% | 7 | 3 | 42.9% | 20 | 7 | 35.0% | 220 | 158 | 71.8% | 7 | 6 | 85.7% | 988 | 791 | 80.1% |
| Total | 2,074 | 1,604 | 77.3% | 7 | 3 | 42.9% | 28 | 13 | 46.4% | 304 | 223 | 73.4% | 18 | 17 | 94.4% | 1,717 | 1,348 | 78.5% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Jefferson St & Oak Dr | 7 | 0 | 3 |
| 2 | Markley Ave & Oak Dr | 7 | 0 | 1 |
| 3 | Oak Rd & US30 | 7 | 0 | 1 |
| 4 | SR10 & US31 | 6 | 1 | 4 |
| 5 | Queen Rd & US30 | 6 | 0 | 1 |

MARTIN COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (3/4)
- Incapacitating (3/3)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 14 | 0 | 2 | 12 | 0 | 4 |
| February | 19 | 0 | 1 | 18 | 0 | 1 |
| March | 20 | 0 | 5 | 15 | 0 | 5 |
| April | 16 | 1 | 2 | 13 | 1 | 4 |
| May | 25 | 2 | 5 | 18 | 2 | 6 |
| June | 16 | 0 | 4 | 12 | 0 | 4 |
| July | 24 | 1 | 4 | 19 | 1 | 5 |
| August | 17 | 0 | 8 | 9 | 0 | 8 |
| September | 15 | 0 | 1 | 14 | 0 | 1 |
| October | 26 | 0 | 4 | 22 | 0 | 5 |
| November | 22 | 0 | 2 | 20 | 0 | 3 |
| December | 14 | 0 | 2 | 12 | 0 | 3 |
| Total | 228 | 4 | 40 | 184 | 4 | 49 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|--------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 723 | 668 | 56 | 774.6 | 838.3 |
| 21 - 24 | 396 | 468 | 27 | 681.8 | 576.9 |
| 25 - 44 | 2,524 | 2,223 | 102 | 404.1 | 458.8 |
| 45 - 64 | 2,950 | 2,901 | 86 | 291.5 | 296.4 |
| 65 + | 1,514 | 1,425 | 37 | 244.4 | 259.6 |
| Other/unknown | 1,862 | na | 2 | 10.7 | na |
| Total | 9,969 | 7,685 | 310 | 311.0 | 403.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 6,599 | 161 | 244.0 |
| Truck | 5,140 | 124 | 241.2 |
| Trailer | 1,910 | 28 | 146.6 |
| Motorcycle | 406 | 8 | 197.0 |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 2 | na |
| Total | 14,055 | 324 | 230.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 27 | 24 | 88.9% | 1 | 0 | 0.0% | 0 | 0 | na | 4 | 3 | 75.0% | 1 | 1 | 100.0% | 21 | 20 | 95.2% |
| Light truck | 121 | 99 | 81.8% | 1 | 0 | 0.0% | 3 | 1 | 33.3% | 13 | 10 | 76.9% | 1 | 1 | 100.0% | 103 | 87 | 84.5% |
| Motorcycle/moped | 8 | 8 | 100.0% | 2 | 2 | 100.0% | 2 | 2 | 100.0% | 2 | 2 | 100.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Passenger car | 157 | 142 | 90.4% | 0 | 0 | na | 0 | 0 | na | 22 | 20 | 90.9% | 1 | 1 | 100.0% | 134 | 121 | 90.3% |
| Other | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Total | 314 | 274 | 87.3% | 4 | 2 | 50.0% | 5 | 3 | 60.0% | 41 | 35 | 85.4% | 3 | 3 | 100.0% | 261 | 231 | 88.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 3 | 1 | 33.3% | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% |
| 15 - 20 | 58 | 46 | 79.3% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 9 | 6 | 66.7% | 0 | 0 | na | 47 | 40 | 85.1% |
| 21 - 24 | 27 | 23 | 85.2% | 0 | 0 | na | 1 | 1 | 100.0% | 5 | 4 | 80.0% | 0 | 0 | na | 21 | 18 | 85.7% |
| 25 - 44 | 102 | 91 | 89.2% | 3 | 2 | 66.7% | 2 | 2 | 100.0% | 14 | 13 | 92.9% | 2 | 2 | 100.0% | 81 | 72 | 88.9% |
| 45 - 64 | 87 | 79 | 90.8% | 0 | 0 | na | 0 | 0 | na | 8 | 7 | 87.5% | 0 | 0 | na | 79 | 72 | 91.1% |
| 65 + | 37 | 34 | 91.9% | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% | 1 | 1 | 100.0% | 31 | 28 | 90.3% |
| Total | 314 | 274 | 87.3% | 4 | 2 | 50.0% | 5 | 3 | 60.0% | 41 | 35 | 85.4% | 3 | 3 | 100.0% | 261 | 231 | 88.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 1 | 1 | 0 | 1 |
| Pine St & US231 | 1 | 0 | 1 | 0 | 0 | 1 |
| Broadway St & JFK Ave | 1 | 0 | 0 | 1 | 0 | 0 |

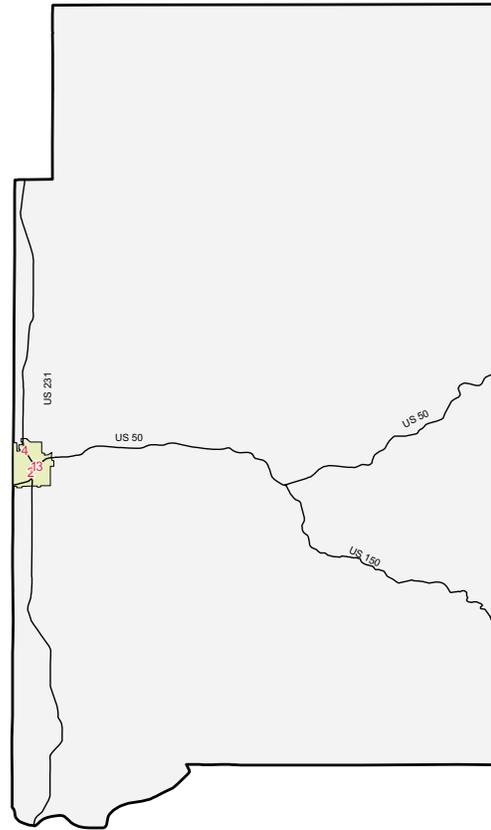
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 1 | 0 | 0 | 1 | 1 |
| 21 - 24 | 3 | 1 | 0 | 0 | 1 | 2 |
| 25 - 44 | 6 | 6 | 0 | 0 | 2 | 4 |
| 45 - 64 | 4 | 3 | 0 | 0 | 2 | 2 |
| 65 + | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 16 | 12 | 0 | 0 | 6 | 10 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Crane | 0 | 0 | 0 | 0 | 0 | 0 |
| Loogootee | 0 | 0 | 0 | 0 | 0 | 0 |
| Shoals | 1 | 1 | 0 | 0 | 0 | 1 |
| Rural | 15 | 11 | 0 | 0 | 6 | 9 |
| Total | 16 | 12 | 0 | 0 | 6 | 10 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | US231 & US50 | 3 | 0 | 1 |
| 2 | Pine St & US231 | 2 | 0 | 1 |
| 3 | Broadway St & JFK Ave | 2 | 0 | 0 |
| 4 | US231 & Williams St | 2 | 0 | 0 |

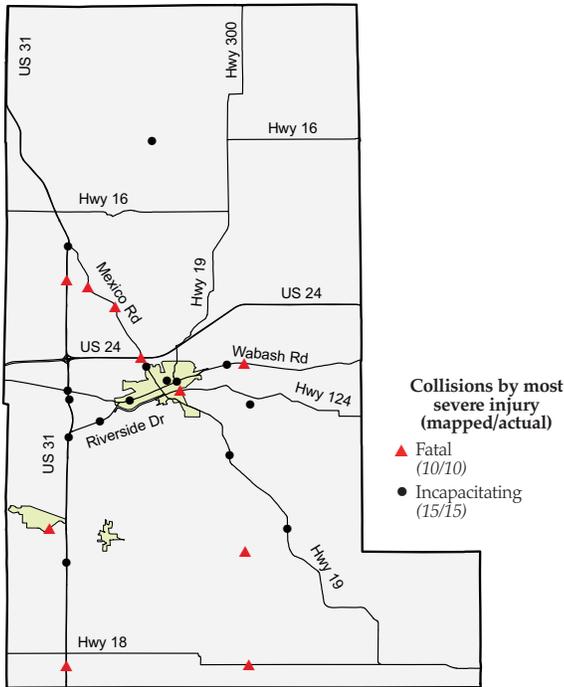
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Crane | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Loogootee | 42 | 1 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shoals | 15 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Rural | 170 | 3 | 3 | 41 | 12 | 0 | 0 | 4 | 27 | 0 | 0 | 11 |
| Total | 228 | 4 | 4 | 49 | 13 | 0 | 0 | 4 | 28 | 0 | 0 | 12 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Crane | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 |
| Loogootee | 74 | 53 | 71.6% | 1 | 1 | 100.0% | 0 | 0 | na | 4 | 4 | 100.0% | 1 | 1 | 100.0% | 68 | 47 | 69.1% |
| Shoals | 20 | 18 | 90.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 19 | 18 | 94.7% |
| Rural | 219 | 202 | 92.2% | 3 | 1 | 33.3% | 5 | 3 | 60.0% | 36 | 31 | 86.1% | 2 | 2 | 100.0% | 173 | 165 | 95.4% |
| Total | 314 | 274 | 87.3% | 4 | 2 | 50.0% | 5 | 3 | 60.0% | 41 | 35 | 85.4% | 3 | 3 | 100.0% | 261 | 231 | 88.5% |

MIAMI COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 156 | 1 | 23 | 132 | 1 | 36 |
| February | 102 | 1 | 13 | 88 | 1 | 15 |
| March | 66 | 0 | 8 | 58 | 0 | 9 |
| April | 79 | 1 | 12 | 66 | 1 | 19 |
| May | 99 | 1 | 19 | 79 | 1 | 37 |
| June | 84 | 2 | 16 | 66 | 2 | 20 |
| July | 81 | 1 | 14 | 66 | 1 | 20 |
| August | 81 | 1 | 17 | 63 | 1 | 19 |
| September | 58 | 0 | 14 | 44 | 0 | 18 |
| October | 95 | 0 | 10 | 85 | 0 | 16 |
| November | 125 | 1 | 15 | 109 | 1 | 18 |
| December | 119 | 1 | 13 | 105 | 2 | 17 |
| Total | 1,145 | 10 | 174 | 961 | 11 | 244 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,787 | 1,912 | 252 | 904.2 | 1,318.0 |
| 21 - 24 | 1,797 | 1,542 | 137 | 762.4 | 888.5 |
| 25 - 44 | 10,269 | 7,609 | 502 | 488.8 | 659.7 |
| 45 - 64 | 9,988 | 9,133 | 442 | 442.5 | 484.0 |
| 65 + | 4,880 | 4,348 | 171 | 350.4 | 393.3 |
| Other/unknown | 6,498 | na | 9 | 13.9 | na |
| Total | 36,219 | 24,544 | 1,513 | 417.7 | 616.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 21,258 | 861 | 405.0 |
| Truck | 14,024 | 704 | 502.0 |
| Trailer | 5,362 | 67 | 125.0 |
| Motorcycle | 1,928 | 30 | 155.6 |
| Recreational vehicle | 783 | 5 | 63.9 |
| Bus | na | 5 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 37 | na |
| Total | 43,355 | 1,715 | 395.6 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 58 | 52 | 89.7% | 0 | 0 | na | 0 | 0 | na | 6 | 4 | 66.7% | 1 | 1 | 100.0% | 51 | 47 | 92.2% |
| Light truck | 661 | 587 | 88.8% | 5 | 3 | 60.0% | 8 | 7 | 87.5% | 69 | 58 | 84.1% | 4 | 4 | 100.0% | 575 | 515 | 89.6% |
| Motorcycle/moped | 31 | 8 | 25.8% | 2 | 0 | 0.0% | 3 | 1 | 33.3% | 21 | 6 | 28.6% | 0 | 0 | na | 5 | 1 | 20.0% |
| Passenger car | 812 | 731 | 90.0% | 3 | 2 | 66.7% | 8 | 7 | 87.5% | 118 | 103 | 87.3% | 11 | 11 | 100.0% | 672 | 608 | 90.5% |
| Other | 23 | 15 | 65.2% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 22 | 15 | 68.2% |
| Total | 1,585 | 1,393 | 87.9% | 10 | 5 | 50.0% | 19 | 15 | 78.9% | 215 | 171 | 79.5% | 16 | 16 | 100.0% | 1,325 | 1,186 | 89.5% |

Restraint use among vehicle occupants, by age

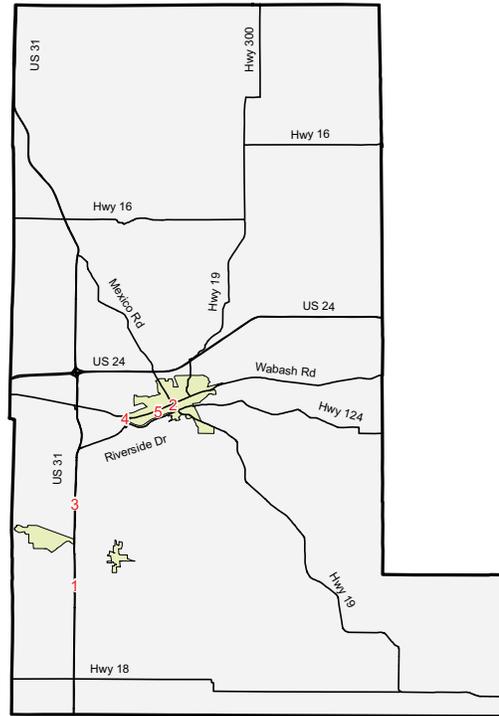
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 27 | 23 | 85.2% | 0 | 0 | na | 4 | 4 | 100.0% | 15 | 14 | 93.3% | 0 | 0 | na | 8 | 5 | 62.5% |
| 15 - 20 | 269 | 243 | 90.3% | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 51 | 43 | 84.3% | 3 | 3 | 100.0% | 211 | 193 | 91.5% |
| 21 - 24 | 144 | 132 | 91.7% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 18 | 15 | 83.3% | 2 | 2 | 100.0% | 121 | 112 | 92.6% |
| 25 - 44 | 519 | 449 | 86.5% | 4 | 1 | 25.0% | 6 | 2 | 33.3% | 64 | 41 | 64.1% | 3 | 3 | 100.0% | 442 | 402 | 91.0% |
| 45 - 64 | 450 | 398 | 88.4% | 2 | 1 | 50.0% | 3 | 3 | 100.0% | 43 | 36 | 83.7% | 5 | 5 | 100.0% | 397 | 353 | 88.9% |
| 65 + | 176 | 148 | 84.1% | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 24 | 22 | 91.7% | 3 | 3 | 100.0% | 146 | 121 | 82.9% |
| Total | 1,585 | 1,393 | 87.9% | 10 | 5 | 50.0% | 19 | 15 | 78.9% | 215 | 171 | 79.5% | 16 | 16 | 100.0% | 1,325 | 1,186 | 89.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|---------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 5 | 1 | 2 | 2 | 1 | 3 |
| Benton St & Main St | 2 | 0 | 1 | 1 | 0 | 2 |
| Mexico Rd & US24 | 1 | 1 | 0 | 0 | 1 | 0 |
| Washington Ave & Water St | 1 | 0 | 1 | 0 | 0 | 1 |
| Broadway St & Canal St | 1 | 0 | 0 | 1 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 10 | 10 | 0 | 2 | 6 | 2 |
| 21 - 24 | 4 | 3 | 0 | 0 | 2 | 2 |
| 25 - 44 | 27 | 21 | 2 | 3 | 11 | 11 |
| 45 - 64 | 10 | 7 | 2 | 1 | 4 | 3 |
| 65 + | 3 | 3 | 0 | 1 | 2 | 0 |
| Other/unknown | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 55 | 45 | 4 | 7 | 25 | 19 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Amboy | 1 | 1 | 0 | 0 | 0 | 1 |
| Bunker Hill | 0 | 0 | 0 | 0 | 0 | 0 |
| Converse | 0 | 0 | 0 | 0 | 0 | 0 |
| Denver | 0 | 0 | 0 | 0 | 0 | 0 |
| Macy | 0 | 0 | 0 | 0 | 0 | 0 |
| Peru | 17 | 16 | 4 | 4 | 7 | 2 |
| Rural | 37 | 28 | 0 | 3 | 18 | 16 |
| Total | 55 | 45 | 4 | 7 | 25 | 19 |

| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR8005 & US31 | 8 | 0 | 7 |
| 2 | Broadway St & Main St | 7 | 0 | 0 |
| 3 | CR5005 & US31 | 6 | 0 | 2 |
| 4 | Kelley Ave & Main St | 6 | 0 | 1 |
| 5 | Grant St & Main St | 5 | 0 | 2 |

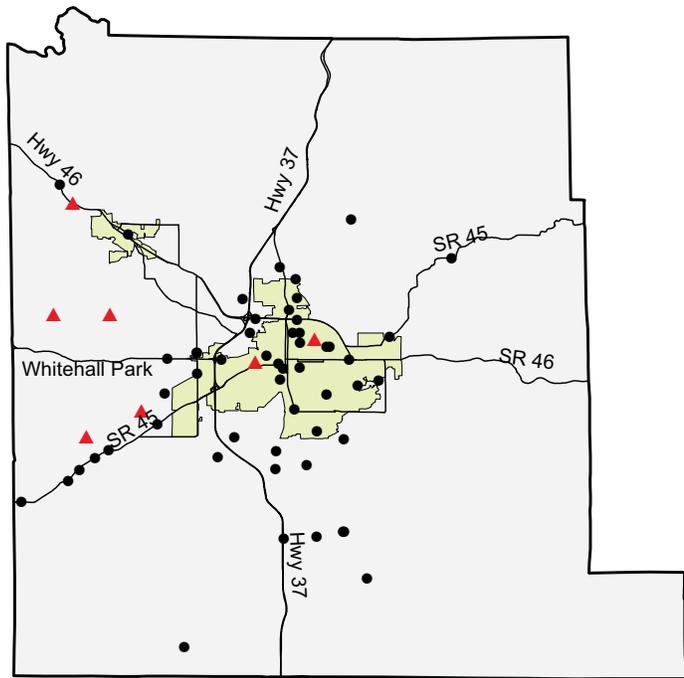
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|-----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Amboy | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bunker Hill | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Converse | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denver | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Macy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peru | 382 | 1 | 1 | 66 | 13 | 0 | 0 | 6 | 24 | 0 | 0 | 9 |
| Rural | 755 | 9 | 10 | 178 | 30 | 1 | 1 | 17 | 131 | 1 | 1 | 53 |
| Total | 1,145 | 10 | 11 | 244 | 44 | 1 | 1 | 23 | 155 | 1 | 1 | 62 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Amboy | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% |
| Bunker Hill | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Converse | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Denver | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Macy | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Peru | 595 | 471 | 79.2% | 1 | 0 | 0.0% | 4 | 2 | 50.0% | 55 | 43 | 78.2% | 8 | 8 | 100.0% | 527 | 418 | 79.3% |
| Rural | 980 | 913 | 93.2% | 9 | 5 | 55.6% | 15 | 13 | 86.7% | 160 | 128 | 80.0% | 8 | 8 | 100.0% | 788 | 759 | 96.3% |
| Total | 1,585 | 1,393 | 87.9% | 10 | 5 | 50.0% | 19 | 15 | 78.9% | 215 | 171 | 79.5% | 16 | 16 | 100.0% | 1,325 | 1,186 | 89.5% |

MONROE COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 376 | 1 | 61 | 314 | 1 | 84 |
| February | 328 | 0 | 58 | 270 | 0 | 73 |
| March | 278 | 1 | 57 | 220 | 1 | 76 |
| April | 370 | 1 | 72 | 297 | 1 | 108 |
| May | 312 | 0 | 73 | 239 | 0 | 92 |
| June | 265 | 0 | 71 | 194 | 0 | 99 |
| July | 292 | 1 | 72 | 219 | 1 | 90 |
| August | 312 | 0 | 73 | 239 | 0 | 98 |
| September | 385 | 1 | 105 | 279 | 1 | 143 |
| October | 405 | 1 | 87 | 317 | 1 | 129 |
| November | 337 | 0 | 76 | 261 | 0 | 92 |
| December | 353 | 1 | 68 | 284 | 1 | 93 |
| Total | 4,013 | 7 | 873 | 3,133 | 7 | 1,177 |

Collisions by most severe injury (mapped/actual)

- ▲ Fatal (7/7)
- Incapacitating (53/53)

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 19,856 | 4,825 | 1,318 | 663.8 | 2,731.6 |
| 21 - 24 | 16,141 | 5,990 | 1,181 | 731.7 | 1,971.6 |
| 25 - 44 | 35,389 | 30,805 | 1,936 | 547.1 | 628.5 |
| 45 - 64 | 24,999 | 26,180 | 1,374 | 549.6 | 524.8 |
| 65 + | 13,329 | 11,558 | 410 | 307.6 | 354.7 |
| Other/unknown | 19,278 | na | 19 | 9.9 | na |
| Total | 128,992 | 79,358 | 6,238 | 483.6 | 786.1 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 72,163 | 4,721 | 654.2 |
| Truck | 28,912 | 2,153 | 744.7 |
| Trailer | 9,313 | 111 | 119.2 |
| Motorcycle | 3,395 | 86 | 253.3 |
| Recreational vehicle | 996 | 3 | 30.1 |
| Bus | na | 64 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 261 | na |
| Total | 114,779 | 7,401 | 644.8 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 101 | 89 | 88.1% | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% | 1 | 1 | 100.0% | 94 | 82 | 87.2% |
| Light truck | 2,006 | 1,748 | 87.1% | 3 | 1 | 33.3% | 21 | 16 | 76.2% | 284 | 251 | 88.4% | 13 | 12 | 92.3% | 1,685 | 1,468 | 87.1% |
| Motorcycle/moped | 87 | 25 | 28.7% | 2 | 0 | 0.0% | 11 | 0 | 0.0% | 58 | 21 | 36.2% | 0 | 0 | na | 16 | 4 | 25.0% |
| Passenger car | 4,241 | 3,794 | 89.5% | 1 | 1 | 100.0% | 22 | 18 | 81.8% | 689 | 632 | 91.7% | 16 | 16 | 100.0% | 3,513 | 3,127 | 89.0% |
| Other | 103 | 81 | 78.6% | 0 | 0 | na | 1 | 0 | 0.0% | 8 | 1 | 12.5% | 0 | 0 | na | 94 | 80 | 85.1% |
| Total | 6,538 | 5,737 | 87.7% | 6 | 2 | 33.3% | 55 | 34 | 61.8% | 1,045 | 911 | 87.2% | 30 | 29 | 96.7% | 5,402 | 4,761 | 88.1% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 92 | 81 | 88.0% | 0 | 0 | na | 2 | 2 | 100.0% | 69 | 67 | 97.1% | 2 | 2 | 100.0% | 19 | 10 | 52.6% |
| 15 - 20 | 1,402 | 1,237 | 88.2% | 1 | 0 | 0.0% | 17 | 10 | 58.8% | 201 | 177 | 88.1% | 4 | 4 | 100.0% | 1,179 | 1,046 | 88.7% |
| 21 - 24 | 1,219 | 1,078 | 88.4% | 1 | 1 | 100.0% | 8 | 7 | 87.5% | 166 | 140 | 84.3% | 3 | 3 | 100.0% | 1,041 | 927 | 89.0% |
| 25 - 44 | 1,994 | 1,729 | 86.7% | 3 | 1 | 33.3% | 18 | 10 | 55.6% | 316 | 270 | 85.4% | 12 | 11 | 91.7% | 1,645 | 1,437 | 87.4% |
| 45 - 64 | 1,405 | 1,228 | 87.4% | 1 | 0 | 0.0% | 6 | 2 | 33.3% | 222 | 190 | 85.6% | 8 | 8 | 100.0% | 1,168 | 1,028 | 88.0% |
| 65 + | 424 | 384 | 90.6% | 0 | 0 | na | 4 | 3 | 75.0% | 71 | 67 | 94.4% | 1 | 1 | 100.0% | 348 | 313 | 89.9% |
| Other/unknown | 2 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% |
| Total | 6,538 | 5,737 | 87.7% | 6 | 2 | 33.3% | 55 | 34 | 61.8% | 1,045 | 911 | 87.2% | 30 | 29 | 96.7% | 5,402 | 4,761 | 88.1% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|--------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 80 | 0 | 29 | 51 | 0 | 45 |
| 3rd St & Lincoln St | 5 | 0 | 2 | 3 | 0 | 2 |
| 3rd St & Washington St | 5 | 0 | 1 | 4 | 0 | 1 |
| 17th St & Kinser Pike | 4 | 0 | 1 | 3 | 0 | 2 |
| Kirkwood Ave & Walnut St | 3 | 0 | 2 | 1 | 0 | 2 |
| Walnut St & SR46 | 3 | 0 | 1 | 2 | 0 | 1 |
| 2nd St & College Ave | 3 | 0 | 1 | 2 | 0 | 1 |
| 3rd St & College Ave | 3 | 0 | 2 | 1 | 0 | 2 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 38 | 25 | 0 | 1 | 9 | 28 |
| 21 - 24 | 77 | 54 | 3 | 4 | 13 | 57 |
| 25 - 44 | 99 | 62 | 3 | 5 | 12 | 79 |
| 45 - 64 | 52 | 30 | 3 | 2 | 6 | 41 |
| 65 + | 6 | 3 | 1 | 0 | 1 | 4 |
| Other/ unknown | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 273 | 175 | 10 | 12 | 42 | 209 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bloomington | 173 | 104 | 7 | 5 | 13 | 148 |
| Ellettsville | 3 | 2 | 0 | 0 | 1 | 2 |
| Stinesville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 97 | 69 | 3 | 7 | 28 | 59 |
| Total | 273 | 175 | 10 | 12 | 42 | 209 |

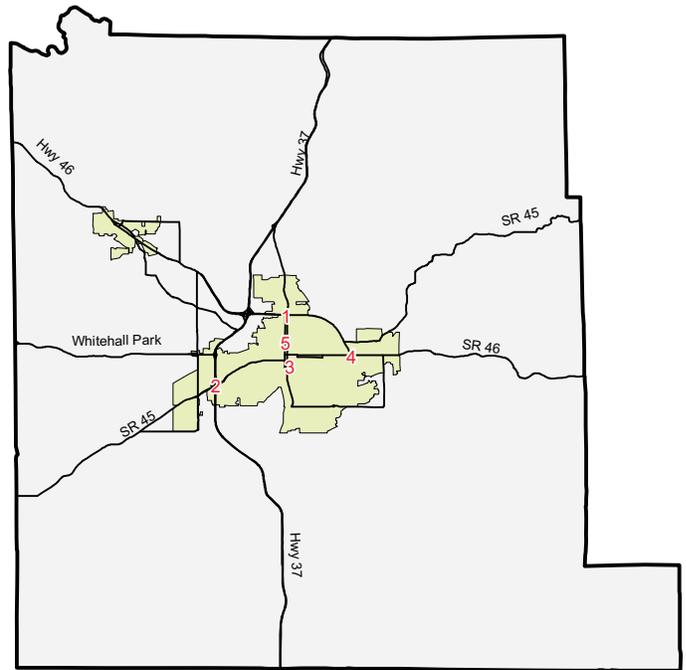
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|--------------|-----------------|----------|----------|------------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bloomington | 2,880 | 2 | 2 | 783 | 126 | 0 | 0 | 61 | 186 | 0 | 0 | 75 |
| Ellettsville | 105 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 1 |
| Stinesville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 1,028 | 5 | 5 | 370 | 78 | 0 | 0 | 40 | 137 | 1 | 1 | 58 |
| Total | 4,013 | 7 | 7 | 1,177 | 206 | 0 | 0 | 101 | 328 | 1 | 1 | 134 |

Restraint use among vehicle occupants, by municipality

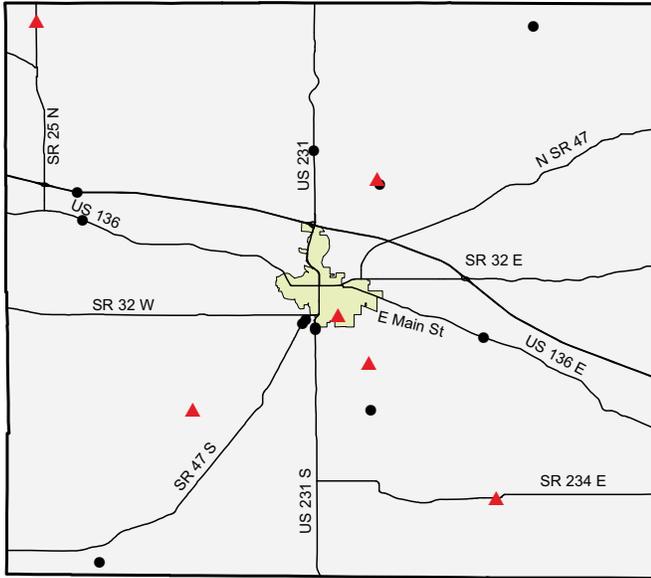
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Bloomington | 4,791 | 4,202 | 87.7% | 1 | 0 | 0.0% | 19 | 14 | 73.7% | 696 | 604 | 86.8% | 5 | 5 | 100.0% | 4,070 | 3,579 |
| Ellettsville | 179 | 148 | 82.7% | 0 | 0 | na | 1 | 0 | 0.0% | 22 | 19 | 86.4% | 4 | 3 | 75.0% | 152 | 126 | 82.9% |
| Stinesville | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 1,568 | 1,387 | 88.5% | 5 | 2 | 40.0% | 35 | 20 | 57.1% | 327 | 288 | 88.1% | 21 | 21 | 100.0% | 1,180 | 1,056 | 89.5% |
| Total | 6,538 | 5,737 | 87.7% | 6 | 2 | 33.3% | 55 | 34 | 61.8% | 1,045 | 911 | 87.2% | 30 | 29 | 96.7% | 5,402 | 4,761 | 88.1% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR45/SR46 Byp & Walnut St | 19 | 0 | 5 |
| 2 | SR37 & SR45 | 17 | 0 | 4 |
| 3 | 3rd St & Washington St | 13 | 0 | 4 |
| 4 | College Mall Rd & 3rd St | 12 | 0 | 6 |
| 5 | 10th St & College Ave | 12 | 0 | 4 |

MONTGOMERY COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (6/6)
- Incapacitating (12/13)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 106 | 0 | 17 | 89 | 0 | 23 |
| February | 73 | 1 | 9 | 63 | 1 | 12 |
| March | 61 | 0 | 14 | 47 | 0 | 16 |
| April | 61 | 1 | 8 | 52 | 1 | 9 |
| May | 78 | 1 | 13 | 64 | 1 | 20 |
| June | 73 | 1 | 11 | 61 | 2 | 18 |
| July | 65 | 0 | 20 | 45 | 0 | 30 |
| August | 70 | 0 | 16 | 54 | 0 | 24 |
| September | 64 | 1 | 13 | 50 | 1 | 17 |
| October | 85 | 1 | 11 | 73 | 1 | 12 |
| November | 109 | 0 | 9 | 100 | 0 | 11 |
| December | 129 | 0 | 15 | 114 | 0 | 21 |
| Total | 974 | 6 | 156 | 812 | 7 | 213 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,187 | 2,146 | 253 | 793.9 | 1,178.9 |
| 21 - 24 | 1,734 | 1,675 | 137 | 790.1 | 817.9 |
| 25 - 44 | 9,799 | 8,023 | 433 | 441.9 | 539.7 |
| 45 - 64 | 9,967 | 9,688 | 363 | 364.2 | 374.7 |
| 65 + | 5,861 | 5,097 | 137 | 233.7 | 268.8 |
| Other/unknown | 7,257 | na | 8 | 11.0 | na |
| Total | 37,805 | 26,629 | 1,331 | 352.1 | 499.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 23,273 | 712 | 305.9 |
| Truck | 14,932 | 584 | 391.1 |
| Trailer | 5,237 | 78 | 148.9 |
| Motorcycle | 1,475 | 18 | 122.0 |
| Bus | na | 3 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 13 | na |
| Total | 44,917 | 1,413 | 314.6 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 65 | 58 | 89.2% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 63 | 58 | 92.1% |
| Light truck | 584 | 521 | 89.2% | 2 | 2 | 100.0% | 5 | 4 | 80.0% | 76 | 63 | 82.9% | 6 | 6 | 100.0% | 495 | 446 | 90.1% |
| Motorcycle/moped | 19 | 8 | 42.1% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 14 | 5 | 35.7% | 0 | 0 | na | 2 | 2 | 100.0% |
| Passenger car | 697 | 626 | 89.8% | 3 | 1 | 33.3% | 6 | 3 | 50.0% | 102 | 90 | 88.2% | 7 | 7 | 100.0% | 579 | 525 | 90.7% |
| Other | 15 | 6 | 40.0% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 13 | 6 | 46.2% |
| Total | 1,380 | 1,219 | 88.3% | 6 | 3 | 50.0% | 13 | 8 | 61.5% | 196 | 158 | 80.6% | 13 | 13 | 100.0% | 1,152 | 1,037 | 90.0% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 22 | 16 | 72.7% | 0 | 0 | na | 0 | 0 | na | 14 | 12 | 85.7% | 1 | 1 | 100.0% | 7 | 3 | 42.9% |
| 15 - 20 | 267 | 244 | 91.4% | 0 | 0 | na | 3 | 1 | 33.3% | 43 | 37 | 86.0% | 5 | 5 | 100.0% | 216 | 201 | 93.1% |
| 21 - 24 | 141 | 115 | 81.6% | 2 | 0 | 0.0% | 3 | 3 | 100.0% | 19 | 12 | 63.2% | 1 | 1 | 100.0% | 116 | 99 | 85.3% |
| 25 - 44 | 438 | 393 | 89.7% | 1 | 0 | 0.0% | 5 | 3 | 60.0% | 47 | 39 | 83.0% | 0 | 0 | na | 385 | 351 | 91.2% |
| 45 - 64 | 370 | 324 | 87.6% | 0 | 0 | na | 1 | 0 | 0.0% | 52 | 41 | 78.8% | 4 | 4 | 100.0% | 313 | 279 | 89.1% |
| 65 + | 140 | 126 | 90.0% | 3 | 3 | 100.0% | 1 | 1 | 100.0% | 20 | 17 | 85.0% | 2 | 2 | 100.0% | 114 | 103 | 90.4% |
| Other/unknown | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 1 | 100.0% |
| Total | 1,380 | 1,219 | 88.3% | 6 | 3 | 50.0% | 13 | 8 | 61.5% | 196 | 158 | 80.6% | 13 | 13 | 100.0% | 1,152 | 1,037 | 90.0% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 14 | 0 | 4 | 10 | 0 | 6 |
| Market St & US231 | 3 | 0 | 1 | 2 | 0 | 1 |
| Grant Ave & SR32 | 2 | 0 | 0 | 2 | 0 | 0 |
| US231 & Wabash Ave | 2 | 0 | 0 | 2 | 0 | 0 |

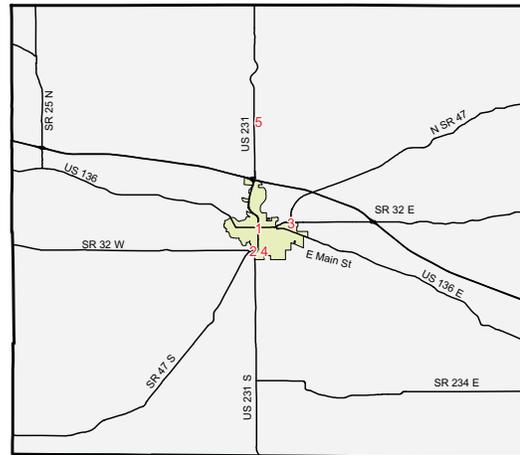
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 6 | 5 | 0 | 0 | 1 | 5 |
| 21 - 24 | 9 | 8 | 1 | 0 | 3 | 5 |
| 25 - 44 | 12 | 11 | 0 | 0 | 4 | 8 |
| 45 - 64 | 8 | 5 | 0 | 1 | 1 | 6 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 35 | 29 | 1 | 1 | 9 | 24 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Alamo | 0 | 0 | 0 | 0 | 0 | 0 |
| Crawfordsville | 13 | 12 | 1 | 0 | 5 | 7 |
| Darlington | 0 | 0 | 0 | 0 | 0 | 0 |
| Ladoga | 0 | 0 | 0 | 0 | 0 | 0 |
| Linden | 0 | 0 | 0 | 0 | 0 | 0 |
| New Market | 0 | 0 | 0 | 0 | 0 | 0 |
| New Richmond | 0 | 0 | 0 | 0 | 0 | 0 |
| New Ross | 0 | 0 | 0 | 0 | 0 | 0 |
| Waveland | 0 | 0 | 0 | 0 | 0 | 0 |
| Waynetown | 0 | 0 | 0 | 0 | 0 | 0 |
| Wingate | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 22 | 17 | 0 | 1 | 4 | 17 |
| Total | 35 | 29 | 1 | 1 | 9 | 24 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Market St & US231 | 7 | 0 | 5 |
| 2 | CR150S & SR47 | 5 | 0 | 2 |
| 3 | SR47 & SR32 | 5 | 0 | 0 |
| 4 | Elm St & South Blvd | 4 | 0 | 0 |
| 5 | SR231 & CR580N | 4 | 0 | 1 |

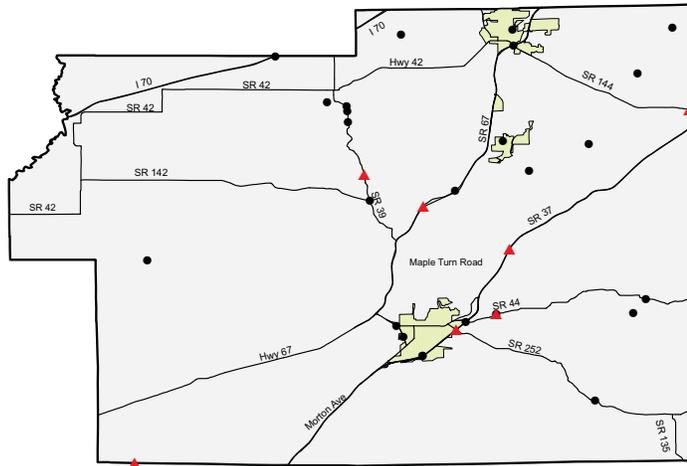
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Alamo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Crawfordsville | 332 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 23 | 0 | 0 | 1 |
| Darlington | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| Ladoga | 11 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Linden | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| New Market | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| New Richmond | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| New Ross | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waveland | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Waynetown | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Wingate | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 600 | 5 | 6 | 118 | 20 | 1 | 1 | 12 | 77 | 0 | 0 | 25 |
| Total | 974 | 6 | 7 | 213 | 32 | 1 | 1 | 12 | 107 | 0 | 0 | 30 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Alamo | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Crawfordsville | 580 | 517 | 89.1% | 0 | 0 | na | 4 | 4 | 100.0% | 80 | 67 | 83.8% | 9 | 9 | 100.0% | 487 | 437 | 89.7% |
| Darlington | 9 | 9 | 100.0% | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% | 0 | 0 | na | 5 | 5 | 100.0% |
| Ladoga | 14 | 14 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 13 | 13 | 100.0% |
| Linden | 9 | 8 | 88.9% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 8 | 7 | 87.5% |
| New Market | 7 | 6 | 85.7% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 6 | 6 | 100.0% |
| New Richmond | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| New Ross | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Waveland | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Waynetown | 11 | 11 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 11 | 11 | 100.0% |
| Wingate | 2 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% |
| Rural | 744 | 650 | 87.4% | 6 | 3 | 50.0% | 9 | 4 | 44.4% | 109 | 85 | 78.0% | 4 | 4 | 100.0% | 616 | 554 | 89.9% |
| Total | 1,380 | 1,219 | 88.3% | 6 | 3 | 50.0% | 13 | 8 | 61.5% | 196 | 158 | 80.6% | 13 | 13 | 100.0% | 1,152 | 1,037 | 90.0% |

MORGAN COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (7/7)
- Incapacitating (24/26)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 137 | 1 | 22 | 114 | 1 | 33 |
| February | 130 | 0 | 27 | 103 | 0 | 47 |
| March | 97 | 0 | 24 | 73 | 0 | 28 |
| April | 129 | 3 | 27 | 99 | 4 | 41 |
| May | 144 | 0 | 38 | 106 | 0 | 60 |
| June | 124 | 0 | 28 | 96 | 0 | 38 |
| July | 102 | 1 | 33 | 68 | 1 | 46 |
| August | 131 | 0 | 32 | 99 | 0 | 42 |
| September | 132 | 2 | 25 | 105 | 2 | 41 |
| October | 166 | 0 | 40 | 126 | 0 | 55 |
| November | 154 | 0 | 23 | 131 | 0 | 35 |
| December | 160 | 0 | 25 | 135 | 0 | 41 |
| Total | 1,606 | 7 | 344 | 1,255 | 8 | 507 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 5,320 | 4,246 | 505 | 949.2 | 1,189.4 |
| 21 - 24 | 3,288 | 3,185 | 225 | 684.3 | 706.4 |
| 25 - 44 | 19,587 | 17,110 | 856 | 437.0 | 500.3 |
| 45 - 64 | 19,905 | 20,311 | 658 | 330.6 | 324.0 |
| 65 + | 8,376 | 8,142 | 227 | 271.0 | 278.8 |
| Other/unknown | 14,192 | na | 1 | 0.7 | na |
| Total | 70,668 | 52,994 | 2,472 | 349.8 | 466.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 46,684 | 1,367 | 292.8 |
| Truck | 28,651 | 1,089 | 380.1 |
| Trailer | 11,647 | 59 | 50.7 |
| Motorcycle | 3,766 | 61 | 162.0 |
| Bus | na | 15 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 19 | na |
| Total | 90,748 | 2,612 | 287.8 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 52 | 44 | 84.6% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 52 | 44 | 84.6% |
| Light truck | 1,090 | 992 | 91.0% | 3 | 0 | 0.0% | 7 | 7 | 100.0% | 148 | 132 | 89.2% | 3 | 3 | 100.0% | 929 | 850 | 91.5% |
| Motorcycle/moped | 67 | 21 | 31.3% | 2 | 2 | 100.0% | 9 | 3 | 33.3% | 40 | 10 | 25.0% | 1 | 0 | 0.0% | 15 | 6 | 40.0% |
| Passenger car | 1,396 | 1,263 | 90.5% | 3 | 2 | 66.7% | 19 | 17 | 89.5% | 275 | 241 | 87.6% | 5 | 5 | 100.0% | 1,094 | 998 | 91.2% |
| Other | 21 | 17 | 81.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 20 | 17 | 85.0% |
| Total | 2,626 | 2,337 | 89.0% | 8 | 4 | 50.0% | 35 | 27 | 77.1% | 464 | 383 | 82.5% | 9 | 8 | 88.9% | 2,110 | 1,915 | 90.8% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 36 | 32 | 88.9% | 1 | 0 | 0.0% | 4 | 4 | 100.0% | 29 | 27 | 93.1% | 1 | 1 | 100.0% | 1 | 0 | 0.0% |
| 15 - 20 | 551 | 498 | 90.4% | 1 | 0 | 0.0% | 9 | 8 | 88.9% | 116 | 97 | 83.6% | 1 | 1 | 100.0% | 424 | 392 | 92.5% |
| 21 - 24 | 233 | 210 | 90.1% | 0 | 0 | na | 1 | 1 | 100.0% | 37 | 28 | 75.7% | 0 | 0 | na | 195 | 181 | 92.8% |
| 25 - 44 | 896 | 795 | 88.7% | 2 | 0 | 0.0% | 9 | 7 | 77.8% | 152 | 129 | 84.9% | 4 | 4 | 100.0% | 729 | 655 | 89.8% |
| 45 - 64 | 675 | 591 | 87.6% | 4 | 4 | 100.0% | 11 | 7 | 63.6% | 87 | 65 | 74.7% | 2 | 2 | 100.0% | 571 | 513 | 89.8% |
| 65 + | 235 | 211 | 89.8% | 0 | 0 | na | 1 | 0 | 0.0% | 43 | 37 | 86.0% | 1 | 0 | 0.0% | 190 | 174 | 91.6% |
| Total | 2,626 | 2,337 | 89.0% | 8 | 4 | 50.0% | 35 | 27 | 77.1% | 464 | 383 | 82.5% | 9 | 8 | 88.9% | 2,110 | 1,915 | 90.8% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 21 | 1 | 9 | 11 | 1 | 21 |
| Ohio St & SR37 | 3 | 0 | 3 | 0 | 0 | 4 |
| Hospital Dr & SR37 | 2 | 1 | 0 | 1 | 1 | 3 |
| Hancel Pkwy & SR67 | 2 | 0 | 2 | 0 | 0 | 7 |
| High St & Indiana St | 2 | 0 | 1 | 1 | 0 | 2 |
| SR67 & SR144 | 2 | 0 | 1 | 1 | 0 | 2 |
| Indiana St & SR67 | 2 | 0 | 0 | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 14 | 11 | 2 | 0 | 7 | 5 |
| 21 - 24 | 15 | 12 | 0 | 4 | 4 | 7 |
| 25 - 44 | 39 | 24 | 0 | 3 | 9 | 27 |
| 45 - 64 | 21 | 12 | 0 | 2 | 6 | 13 |
| 65 + | 3 | 1 | 0 | 0 | 1 | 2 |
| Total | 92 | 60 | 2 | 9 | 27 | 54 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bethany | 0 | 0 | 0 | 0 | 0 | 0 |
| Brooklyn | 0 | 0 | 0 | 0 | 0 | 0 |
| Lake Hart | 0 | 0 | 0 | 0 | 0 | 0 |
| Martinsville | 20 | 9 | 1 | 2 | 4 | 13 |
| Monrovia | 0 | 0 | 0 | 0 | 0 | 0 |
| Mooreville | 17 | 9 | 1 | 1 | 6 | 9 |
| Morgantown | 0 | 0 | 0 | 0 | 0 | 0 |
| Paragon | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 55 | 42 | 0 | 6 | 17 | 32 |
| Total | 92 | 60 | 2 | 9 | 27 | 54 |

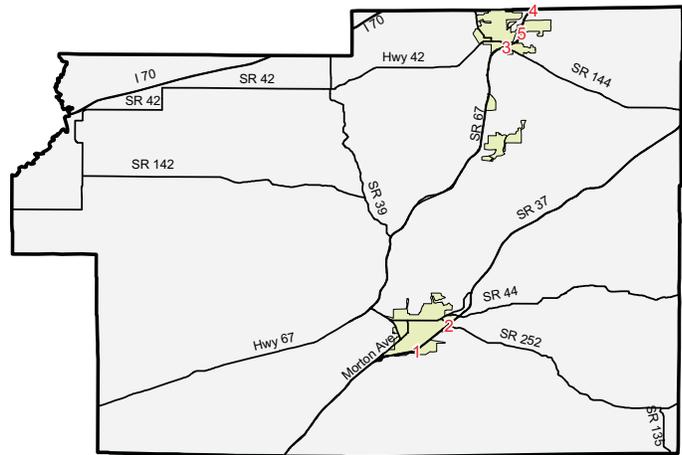
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bethany | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Brooklyn | 7 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Lake Hart | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Martinsville | 378 | 0 | 0 | 98 | 14 | 0 | 0 | 5 | 10 | 0 | 0 | 7 |
| Monrovia | 21 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mooreville | 275 | 0 | 0 | 53 | 11 | 0 | 0 | 3 | 15 | 0 | 0 | 3 |
| Morgantown | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Paragon | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 913 | 7 | 8 | 337 | 44 | 2 | 2 | 26 | 76 | 2 | 2 | 56 |
| Total | 1,606 | 7 | 8 | 507 | 69 | 2 | 2 | 34 | 103 | 2 | 2 | 67 |

Restraint use among vehicle occupants, by municipality

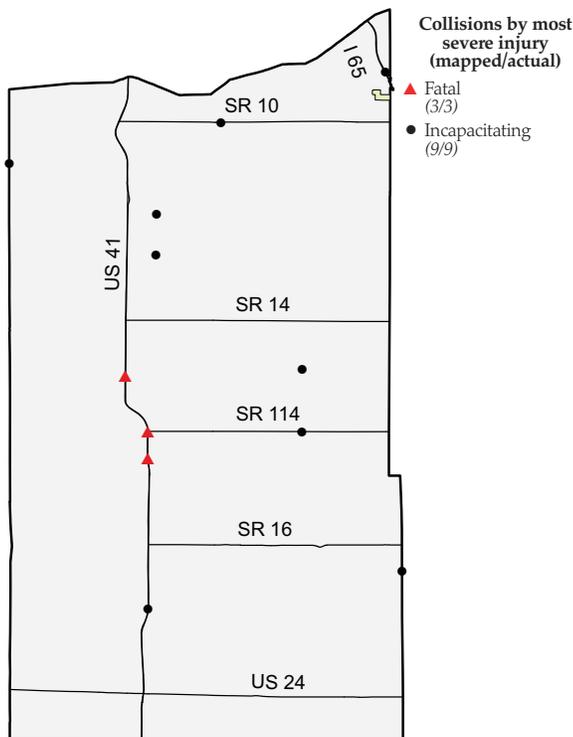
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Bethany | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 |
| Brooklyn | 9 | 7 | 77.8% | 0 | 0 | na | 1 | 0 | 0.0% | 4 | 4 | 100.0% | 0 | 0 | na | 4 | 3 | 75.0% |
| Lake Hart | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Martinsville | 714 | 619 | 86.7% | 0 | 0 | na | 7 | 7 | 100.0% | 88 | 73 | 83.0% | 0 | 0 | na | 619 | 539 | 87.1% |
| Monrovia | 33 | 30 | 90.9% | 0 | 0 | na | 1 | 0 | 0.0% | 5 | 3 | 60.0% | 0 | 0 | na | 27 | 27 | 100.0% |
| Mooreville | 494 | 454 | 91.9% | 0 | 0 | na | 3 | 2 | 66.7% | 49 | 39 | 79.6% | 2 | 2 | 100.0% | 440 | 411 | 93.4% |
| Morgantown | 13 | 11 | 84.6% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 12 | 10 | 83.3% |
| Paragon | 12 | 10 | 83.3% | 0 | 0 | na | 0 | 0 | na | 7 | 7 | 100.0% | 1 | 1 | 100.0% | 4 | 2 | 50.0% |
| Rural | 1,351 | 1,206 | 89.3% | 8 | 4 | 50.0% | 23 | 18 | 78.3% | 310 | 256 | 82.6% | 6 | 5 | 83.3% | 1,004 | 923 | 91.9% |
| Total | 2,626 | 2,337 | 89.0% | 8 | 4 | 50.0% | 35 | 27 | 77.1% | 464 | 383 | 82.5% | 9 | 8 | 88.9% | 2,110 | 1,915 | 90.8% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Ohio St & SR37 | 16 | 0 | 10 |
| 2 | Hospital Dr & SR37 | 12 | 1 | 5 |
| 3 | High St & SR67 | 10 | 0 | 3 |
| 4 | SR67 & Old SR67 | 10 | 0 | 7 |
| 5 | Bridge St & SR67 | 9 | 0 | 2 |

NEWTON COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 40 | 0 | 6 | 34 | 0 | 8 |
| February | 20 | 0 | 3 | 17 | 0 | 4 |
| March | 19 | 0 | 3 | 16 | 0 | 3 |
| April | 22 | 0 | 5 | 17 | 0 | 6 |
| May | 38 | 0 | 7 | 31 | 0 | 9 |
| June | 21 | 0 | 5 | 16 | 0 | 7 |
| July | 26 | 0 | 4 | 22 | 0 | 6 |
| August | 50 | 0 | 9 | 41 | 0 | 15 |
| September | 27 | 1 | 6 | 20 | 1 | 7 |
| October | 45 | 0 | 6 | 39 | 0 | 7 |
| November | 52 | 2 | 2 | 48 | 2 | 6 |
| December | 39 | 0 | 5 | 34 | 0 | 7 |
| Total | 399 | 3 | 61 | 335 | 3 | 85 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,051 | 800 | 64 | 608.9 | 800.0 |
| 21 - 24 | 637 | 676 | 49 | 769.2 | 724.9 |
| 25 - 44 | 3,798 | 3,210 | 187 | 492.4 | 582.6 |
| 45 - 64 | 4,053 | 4,072 | 161 | 397.2 | 395.4 |
| 65 + | 2,004 | 1,955 | 36 | 179.6 | 184.1 |
| Other/unknown | 2,390 | na | 2 | 8.4 | na |
| Total | 13,933 | 10,713 | 499 | 358.1 | 465.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 10,059 | 223 | 221.7 |
| Truck | 6,372 | 246 | 386.1 |
| Trailer | 2,986 | 67 | 224.4 |
| Motorcycle | 816 | 10 | 122.5 |
| Bus | na | 4 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 8 | na |
| Total | 20,233 | 562 | 277.8 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 62 | 57 | 91.9% | 0 | 0 | na | 0 | 0 | na | 8 | 7 | 87.5% | 0 | 0 | na | 54 | 50 | 92.6% |
| Light truck | 234 | 205 | 87.6% | 3 | 1 | 33.3% | 7 | 4 | 57.1% | 31 | 23 | 74.2% | 2 | 2 | 100.0% | 191 | 175 | 91.6% |
| Motorcycle/moped | 10 | 5 | 50.0% | 0 | 0 | na | 0 | 0 | na | 8 | 3 | 37.5% | 0 | 0 | na | 2 | 2 | 100.0% |
| Passenger car | 207 | 194 | 93.7% | 0 | 0 | na | 3 | 3 | 100.0% | 23 | 20 | 87.0% | 1 | 1 | 100.0% | 180 | 170 | 94.4% |
| Other | 10 | 5 | 50.0% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 0 | 0 | na | 7 | 5 | 71.4% |
| Total | 523 | 466 | 89.1% | 3 | 1 | 33.3% | 11 | 7 | 63.6% | 72 | 53 | 73.6% | 3 | 3 | 100.0% | 434 | 402 | 92.6% |

Restraint use among vehicle occupants, by age

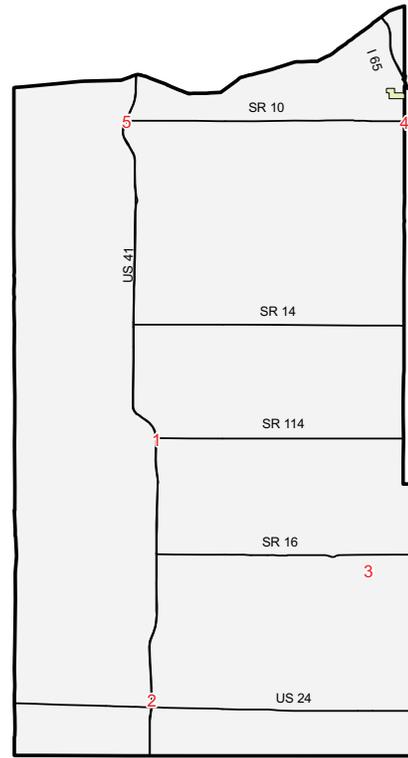
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 6 | 3 | 50.0% | 0 | 0 | na | 1 | 0 | 0.0% | 3 | 3 | 100.0% | 0 | 0 | na | 2 | 0 | 0.0% |
| 15 - 20 | 66 | 56 | 84.8% | 0 | 0 | na | 0 | 0 | na | 10 | 6 | 60.0% | 1 | 1 | 100.0% | 55 | 49 | 89.1% |
| 21 - 24 | 49 | 41 | 83.7% | 0 | 0 | na | 1 | 1 | 100.0% | 6 | 4 | 66.7% | 0 | 0 | na | 42 | 36 | 85.7% |
| 25 - 44 | 196 | 177 | 90.3% | 0 | 0 | na | 4 | 1 | 25.0% | 19 | 15 | 78.9% | 0 | 0 | na | 173 | 161 | 93.1% |
| 45 - 64 | 167 | 153 | 91.6% | 1 | 0 | 0.0% | 4 | 4 | 100.0% | 26 | 18 | 69.2% | 2 | 2 | 100.0% | 134 | 129 | 96.3% |
| 65 + | 39 | 36 | 92.3% | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 8 | 7 | 87.5% | 0 | 0 | na | 28 | 27 | 96.4% |
| Total | 523 | 466 | 89.1% | 3 | 1 | 33.3% | 11 | 7 | 63.6% | 72 | 53 | 73.6% | 3 | 3 | 100.0% | 434 | 402 | 92.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 0 | 0 | 1 | 0 | 0 |
| SR10 & US41 | 1 | 0 | 0 | 1 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR114 & US41 | 4 | 1 | 3 |
| 2 | Lincoln St & US41 | 2 | 0 | 1 |
| 3 | CR550E & CR1000S | 2 | 0 | 0 |
| 4 | CR600E & SR10 | 2 | 0 | 1 |
| 5 | SR10 & US41 | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 1 | 0 | 0 | 0 | 0 | 1 |
| 21 - 24 | 4 | 3 | 0 | 1 | 1 | 2 |
| 25 - 44 | 13 | 11 | 0 | 2 | 2 | 9 |
| 45 - 64 | 5 | 3 | 0 | 0 | 1 | 4 |
| 65 + | 2 | 2 | 0 | 1 | 0 | 1 |
| Total | 25 | 19 | 0 | 4 | 4 | 17 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Brook | 0 | 0 | 0 | 0 | 0 | 0 |
| Goodland | 0 | 0 | 0 | 0 | 0 | 0 |
| Kentland | 0 | 0 | 0 | 0 | 0 | 0 |
| Morocco | 3 | 1 | 0 | 1 | 0 | 2 |
| Mount Ayr | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 22 | 18 | 0 | 3 | 4 | 15 |
| Total | 25 | 19 | 0 | 4 | 4 | 17 |

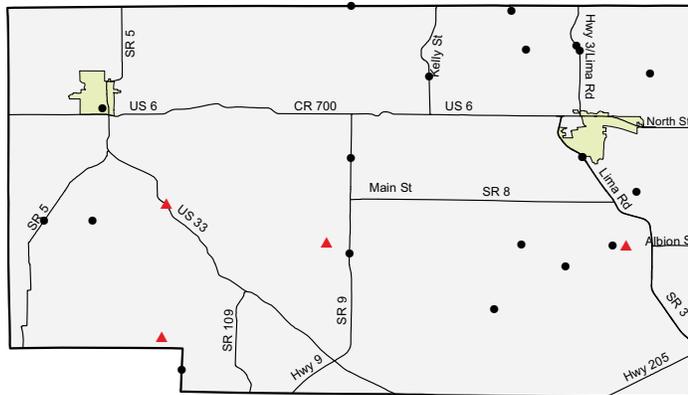
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Brook | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Goodland | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kentland | 18 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Morocco | 16 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mount Ayr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 355 | 3 | 3 | 82 | 19 | 0 | 0 | 14 | 41 | 0 | 0 | 10 |
| Total | 399 | 3 | 3 | 85 | 21 | 0 | 0 | 14 | 43 | 0 | 0 | 10 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Brook | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 2 |
| Goodland | 8 | 7 | 87.5% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 8 | 7 | 87.5% |
| Kentland | 23 | 20 | 87.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 22 | 19 | 86.4% |
| Morocco | 23 | 16 | 69.6% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 22 | 15 | 68.2% |
| Mount Ayr | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 466 | 421 | 90.3% | 3 | 1 | 33.3% | 11 | 7 | 63.6% | 70 | 51 | 72.9% | 3 | 3 | 100.0% | 379 | 359 | 94.7% |
| Total | 523 | 466 | 89.1% | 3 | 1 | 33.3% | 11 | 7 | 63.6% | 72 | 53 | 73.6% | 3 | 3 | 100.0% | 434 | 402 | 92.6% |

NOBLE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (4/4)
- Incapacitating (20/20)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 157 | 0 | 17 | 140 | 0 | 21 |
| February | 107 | 0 | 7 | 100 | 0 | 8 |
| March | 83 | 0 | 11 | 72 | 0 | 12 |
| April | 92 | 0 | 8 | 84 | 0 | 9 |
| May | 92 | 0 | 13 | 79 | 0 | 17 |
| June | 88 | 0 | 14 | 74 | 0 | 18 |
| July | 69 | 0 | 9 | 60 | 0 | 14 |
| August | 69 | 0 | 13 | 56 | 0 | 14 |
| September | 94 | 2 | 20 | 72 | 2 | 22 |
| October | 139 | 0 | 10 | 129 | 0 | 15 |
| November | 145 | 1 | 11 | 133 | 1 | 12 |
| December | 149 | 1 | 20 | 128 | 1 | 29 |
| Total | 1,284 | 4 | 153 | 1,127 | 4 | 191 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,734 | 2,627 | 260 | 696.3 | 989.7 |
| 21 - 24 | 2,107 | 2,151 | 154 | 730.9 | 715.9 |
| 25 - 44 | 13,644 | 10,639 | 566 | 414.8 | 532.0 |
| 45 - 64 | 12,064 | 11,731 | 519 | 430.2 | 442.4 |
| 65 + | 5,492 | 4,994 | 156 | 284.0 | 312.4 |
| Other/unknown | 10,560 | na | 3 | 2.8 | na |
| Total | 47,601 | 32,142 | 1,658 | 348.3 | 515.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 28,893 | 950 | 328.8 |
| Truck | 16,689 | 758 | 454.2 |
| Trailer | 8,040 | 65 | 80.8 |
| Motorcycle | 2,058 | 19 | 92.3 |
| Recreational vehicle | 702 | 3 | 42.7 |
| Bus | na | 11 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 38 | na |
| Total | 56,382 | 1,847 | 327.6 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 60 | 45 | 75.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 59 | 44 | 74.6% |
| Light truck | 707 | 512 | 72.4% | 2 | 1 | 50.0% | 5 | 1 | 20.0% | 49 | 42 | 85.7% | 9 | 7 | 77.8% | 642 | 461 | 71.8% |
| Motorcycle/moped | 21 | 6 | 28.6% | 0 | 0 | na | 4 | 0 | 0.0% | 10 | 4 | 40.0% | 0 | 0 | na | 7 | 2 | 28.6% |
| Passenger car | 890 | 645 | 72.5% | 1 | 0 | 0.0% | 10 | 9 | 90.0% | 104 | 73 | 70.2% | 6 | 6 | 100.0% | 769 | 557 | 72.4% |
| Other | 23 | 9 | 39.1% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 22 | 9 | 40.9% |
| Total | 1,701 | 1,217 | 71.5% | 3 | 1 | 33.3% | 19 | 10 | 52.6% | 165 | 120 | 72.7% | 15 | 13 | 86.7% | 1,499 | 1,073 | 71.6% |

Restraint use among vehicle occupants, by age

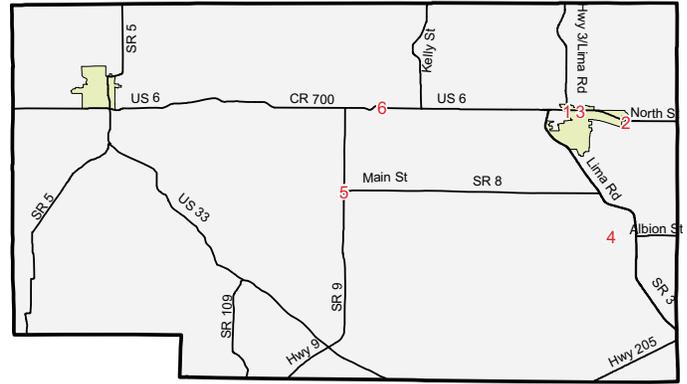
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 9 | 5 | 55.6% | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% | 0 | 0 | na | 3 | 0 | 0.0% |
| 15 - 20 | 276 | 186 | 67.4% | 0 | 0 | na | 2 | 2 | 100.0% | 38 | 24 | 63.2% | 1 | 0 | 0.0% | 235 | 160 | 68.1% |
| 21 - 24 | 157 | 104 | 66.2% | 0 | 0 | na | 5 | 2 | 40.0% | 16 | 11 | 68.8% | 4 | 4 | 100.0% | 132 | 87 | 65.9% |
| 25 - 44 | 571 | 416 | 72.9% | 0 | 0 | na | 6 | 3 | 50.0% | 41 | 30 | 73.2% | 1 | 1 | 100.0% | 523 | 382 | 73.0% |
| 45 - 64 | 525 | 379 | 72.2% | 3 | 1 | 33.3% | 4 | 1 | 25.0% | 39 | 27 | 69.2% | 7 | 7 | 100.0% | 472 | 343 | 72.7% |
| 65 + | 163 | 127 | 77.9% | 0 | 0 | na | 2 | 2 | 100.0% | 25 | 23 | 92.0% | 2 | 1 | 50.0% | 134 | 101 | 75.4% |
| Total | 1,701 | 1,217 | 71.5% | 3 | 1 | 33.3% | 19 | 10 | 52.6% | 165 | 120 | 72.7% | 15 | 13 | 86.7% | 1,499 | 1,073 | 71.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 9 | 0 | 3 | 6 | 0 | 5 |
| Allen Chapel Rd & US6 | 2 | 0 | 0 | 2 | 0 | 0 |
| CR200N & SR5 | 1 | 0 | 1 | 0 | 0 | 2 |
| Riley St & US6 | 1 | 0 | 1 | 0 | 0 | 2 |
| SR9 & US33 | 1 | 0 | 1 | 0 | 0 | 1 |
| Main St & Williams St | 1 | 0 | 0 | 1 | 0 | 0 |
| Main St & US6 | 1 | 0 | 0 | 1 | 0 | 0 |
| Main St & Mitchell St | 1 | 0 | 0 | 1 | 0 | 0 |
| CR1000E & SR3 | 1 | 0 | 0 | 1 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Lima Rd & US6 | 15 | 0 | 4 |
| 2 | Allen Chapel Rd & Dowling St | 13 | 0 | 4 |
| 3 | North St & Riley St | 6 | 0 | 2 |
| 4 | Albion St & Main St | 5 | 1 | 0 |
| 5 | SR8 & SR9 | 5 | 0 | 0 |
| 6 | Main St & US6 | 5 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Albion | 1 | 0 | 0 | 0 | 0 | 1 |
| Avilla | 3 | 2 | 0 | 0 | 1 | 2 |
| Cromwell | 1 | 1 | 0 | 0 | 1 | 0 |
| Kendallville | 9 | 5 | 0 | 0 | 2 | 7 |
| Ligonier | 3 | 2 | 0 | 1 | 1 | 1 |
| Rome City | 0 | 0 | 0 | 0 | 0 | 0 |
| Wolcottville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 47 | 39 | 0 | 7 | 18 | 22 |
| Total | 64 | 49 | 0 | 8 | 23 | 33 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 7 | 6 | 0 | 1 | 3 | 3 |
| 21 - 24 | 18 | 16 | 0 | 3 | 9 | 6 |
| 25 - 44 | 21 | 17 | 0 | 2 | 7 | 12 |
| 45 - 64 | 15 | 9 | 0 | 2 | 4 | 9 |
| 65 + | 3 | 1 | 0 | 0 | 0 | 3 |
| Total | 64 | 49 | 0 | 8 | 23 | 33 |

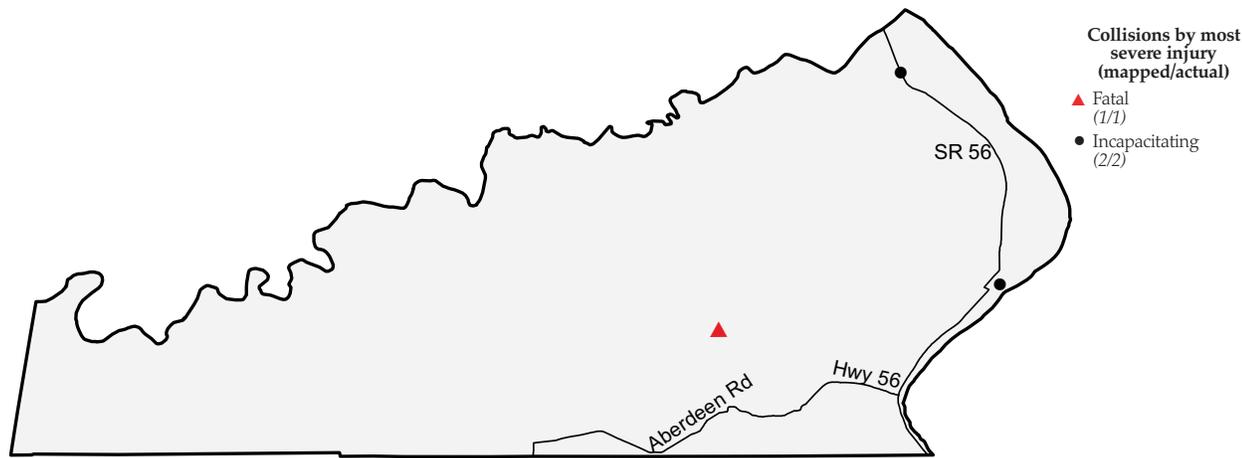
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Albion | 34 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 |
| Avilla | 33 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Cromwell | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Kendallville | 317 | 0 | 0 | 36 | 6 | 0 | 0 | 3 | 29 | 0 | 0 | 0 |
| Ligonier | 89 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 11 | 0 | 0 | 1 |
| Rome City | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Wolcottville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 800 | 3 | 3 | 136 | 42 | 0 | 0 | 26 | 146 | 1 | 1 | 42 |
| Total | 1,284 | 4 | 4 | 191 | 55 | 0 | 0 | 30 | 195 | 1 | 1 | 45 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Albion | 57 | 44 | 77.2% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 55 | 43 |
| Avilla | 39 | 28 | 71.8% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 36 | 25 | 69.4% |
| Cromwell | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 1 | 50.0% |
| Kendallville | 478 | 281 | 58.8% | 0 | 0 | na | 0 | 0 | na | 35 | 26 | 74.3% | 7 | 5 | 71.4% | 436 | 250 | 57.3% |
| Ligonier | 127 | 96 | 75.6% | 0 | 0 | na | 1 | 0 | 0.0% | 10 | 6 | 60.0% | 1 | 1 | 100.0% | 115 | 89 | 77.4% |
| Rome City | 10 | 10 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 7 | 7 | 100.0% |
| Wolcottville | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 987 | 756 | 76.6% | 3 | 1 | 33.3% | 18 | 10 | 55.6% | 116 | 85 | 73.3% | 2 | 2 | 100.0% | 848 | 658 | 77.6% |
| Total | 1,701 | 1,217 | 71.5% | 3 | 1 | 33.3% | 19 | 10 | 52.6% | 165 | 120 | 72.7% | 15 | 13 | 86.7% | 1,499 | 1,073 | 71.6% |

OHIO COUNTY — 2009



Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|--------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 399 | 306 | 44 | 1,102.8 | 1,437.9 |
| 21 - 24 | 281 | 288 | 17 | 605.0 | 590.3 |
| 25 - 44 | 1,616 | 1,345 | 100 | 618.8 | 743.5 |
| 45 - 64 | 1,660 | 1,724 | 98 | 590.4 | 568.4 |
| 65 + | 759 | 837 | 28 | 368.9 | 334.5 |
| Other/unknown | 1,058 | na | 1 | 9.5 | na |
| Total | 5,773 | 4,500 | 288 | 498.9 | 640.0 |

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 16 | 0 | 1 | 15 | 0 | 1 |
| February | 13 | 0 | 1 | 12 | 0 | 1 |
| March | 15 | 0 | 7 | 8 | 0 | 11 |
| April | 14 | 0 | 0 | 14 | 0 | 0 |
| May | 17 | 0 | 4 | 13 | 0 | 6 |
| June | 23 | 0 | 3 | 20 | 0 | 3 |
| July | 17 | 0 | 3 | 14 | 0 | 4 |
| August | 16 | 0 | 1 | 15 | 0 | 1 |
| September | 21 | 0 | 3 | 18 | 0 | 5 |
| October | 35 | 0 | 5 | 30 | 0 | 6 |
| November | 28 | 1 | 2 | 25 | 1 | 3 |
| December | 23 | 0 | 1 | 22 | 0 | 1 |
| Total | 238 | 1 | 31 | 206 | 1 | 42 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 4,089 | 167 | 408.4 |
| Truck | 2,521 | 118 | 468.1 |
| Trailer | 982 | 9 | 91.6 |
| Motorcycle | 318 | 8 | 251.6 |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 5 | na |
| Total | 7,910 | 308 | 389.4 |

Restraint use among vehicle occupants, by vehicle type

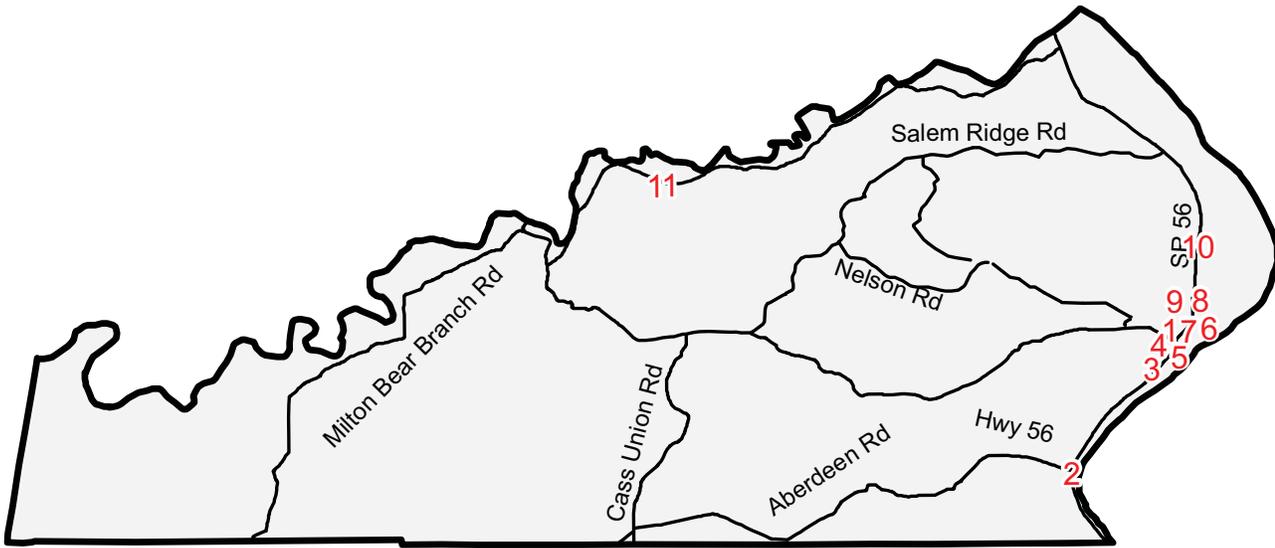
| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 8 | 8 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 6 | 6 | 100.0% |
| Light truck | 115 | 84 | 73.0% | 0 | 0 | na | 3 | 1 | 33.3% | 16 | 12 | 75.0% | 0 | 0 | na | 96 | 71 | 74.0% |
| Motorcycle/moped | 9 | 3 | 33.3% | 1 | 1 | 100.0% | 0 | 0 | na | 5 | 2 | 40.0% | 1 | 0 | 0.0% | 2 | 0 | 0.0% |
| Passenger car | 164 | 136 | 82.9% | 0 | 0 | na | 1 | 1 | 100.0% | 16 | 12 | 75.0% | 4 | 1 | 25.0% | 143 | 122 | 85.3% |
| Other | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% |
| Total | 299 | 233 | 77.9% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 38 | 27 | 71.1% | 6 | 2 | 33.3% | 250 | 201 | 80.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| 15 - 20 | 47 | 36 | 76.6% | 0 | 0 | na | 0 | 0 | na | 11 | 7 | 63.6% | 2 | 0 | 0.0% | 34 | 29 | 85.3% |
| 21 - 24 | 18 | 12 | 66.7% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 16 | 11 | 68.8% |
| 25 - 44 | 102 | 80 | 78.4% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 14 | 10 | 71.4% | 0 | 0 | na | 86 | 68 | 79.1% |
| 45 - 64 | 99 | 77 | 77.8% | 0 | 0 | na | 0 | 0 | na | 7 | 5 | 71.4% | 4 | 2 | 50.0% | 88 | 70 | 79.5% |
| 65 + | 30 | 26 | 86.7% | 0 | 0 | na | 3 | 1 | 33.3% | 2 | 2 | 100.0% | 0 | 0 | na | 25 | 23 | 92.0% |
| Total | 299 | 233 | 77.9% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 38 | 27 | 71.1% | 6 | 2 | 33.3% | 250 | 201 | 80.4% |



Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 5th St & SR56 | 3 | 0 | 1 |
| 2 | SR156 & SR56 | 1 | 0 | 0 |
| 3 | Maiden Ln & SR56 | 1 | 0 | 2 |
| 4 | 1st St & SR56 | 1 | 0 | 0 |
| 5 | SR56 & 2nd St | 1 | 0 | 1 |
| 6 | 5th St & Walnut St | 1 | 0 | 0 |
| 7 | High St & 6th St | 1 | 0 | 0 |
| 8 | Ridge Ave & SR56 | 1 | 0 | 0 |
| 9 | Grand Victoria Dr & SR56 | 1 | 0 | 0 |
| 10 | Bellview Ln & SR56 | 1 | 0 | 0 |
| 11 | Hartford Pike & Woods Ridge Rd | 1 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Rising Sun | 4 | 3 | 0 | 0 | 1 | 3 |
| Rural | 14 | 13 | 0 | 3 | 3 | 8 |
| Total | 18 | 16 | 0 | 3 | 4 | 11 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 1 | 1 | 0 | 1 | 0 | 0 |
| 21 - 24 | 2 | 2 | 0 | 1 | 1 | 0 |
| 25 - 44 | 9 | 8 | 0 | 1 | 2 | 6 |
| 45 - 64 | 4 | 4 | 0 | 0 | 1 | 3 |
| 65 + | 2 | 1 | 0 | 0 | 0 | 2 |
| Total | 18 | 16 | 0 | 3 | 4 | 11 |

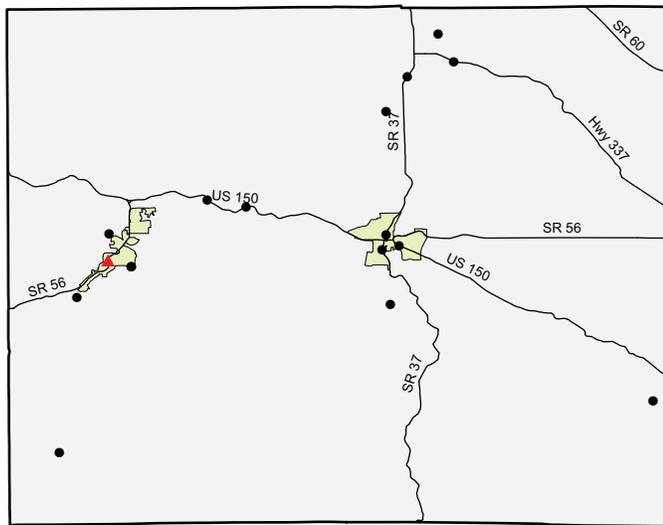
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Rising Sun | 44 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Rural | 194 | 1 | 1 | 36 | 13 | 0 | 0 | 5 | 6 | 0 | 0 | 5 |
| Total | 238 | 1 | 1 | 42 | 16 | 0 | 0 | 5 | 8 | 0 | 0 | 6 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Rising Sun | 67 | 27 | 40.3% | 0 | 0 | na | 0 | 0 | na | 6 | 3 | 50.0% | 4 | 0 | 0.0% | 57 | 24 | 42.1% |
| Rural | 232 | 206 | 88.8% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 32 | 24 | 75.0% | 2 | 2 | 100.0% | 193 | 177 | 91.7% |
| Total | 299 | 233 | 77.9% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 38 | 27 | 71.1% | 6 | 2 | 33.3% | 250 | 201 | 80.4% |

ORANGE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (1/1)
- Incapacitating (16/16)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 62 | 0 | 12 | 50 | 0 | 16 |
| February | 47 | 0 | 5 | 42 | 0 | 7 |
| March | 49 | 0 | 9 | 40 | 0 | 12 |
| April | 59 | 0 | 9 | 50 | 0 | 10 |
| May | 45 | 1 | 5 | 39 | 1 | 5 |
| June | 42 | 0 | 11 | 31 | 0 | 14 |
| July | 42 | 0 | 11 | 31 | 0 | 16 |
| August | 42 | 0 | 10 | 32 | 0 | 18 |
| September | 41 | 0 | 10 | 31 | 0 | 16 |
| October | 56 | 0 | 6 | 50 | 0 | 7 |
| November | 56 | 0 | 9 | 47 | 0 | 11 |
| December | 59 | 0 | 9 | 50 | 0 | 12 |
| Total | 600 | 1 | 106 | 493 | 1 | 144 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,425 | 1,149 | 154 | 1,080.7 | 1,340.3 |
| 21 - 24 | 855 | 912 | 63 | 736.8 | 690.8 |
| 25 - 44 | 5,256 | 4,367 | 257 | 489.0 | 588.5 |
| 45 - 64 | 5,156 | 5,265 | 232 | 450.0 | 440.6 |
| 65 + | 3,032 | 2,727 | 75 | 247.4 | 275.0 |
| Other/unknown | 3,847 | na | 5 | 13.0 | na |
| Total | 19,571 | 14,420 | 786 | 401.6 | 545.1 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 11,705 | 445 | 380.2 |
| Truck | 10,129 | 354 | 349.5 |
| Trailer | 4,278 | 29 | 67.8 |
| Motorcycle | 915 | 12 | 131.1 |
| Recreational vehicle | 432 | 3 | 69.4 |
| Bus | na | 2 | na |
| Other/unknown | na | 7 | na |
| Total | 27,459 | 852 | 310.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 27 | 23 | 85.2% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 1 | 1 | 100.0% | 21 | 18 | 85.7% |
| Light truck | 345 | 259 | 75.1% | 0 | 0 | na | 5 | 2 | 40.0% | 51 | 29 | 56.9% | 0 | 0 | na | 289 | 228 | 78.9% |
| Motorcycle/moped | 14 | 3 | 21.4% | 1 | 0 | 0.0% | 5 | 2 | 40.0% | 6 | 1 | 16.7% | 0 | 0 | na | 2 | 0 | 0.0% |
| Passenger car | 426 | 328 | 77.0% | 0 | 0 | na | 3 | 3 | 100.0% | 60 | 44 | 73.3% | 8 | 8 | 100.0% | 355 | 273 | 76.9% |
| Other | 12 | 2 | 16.7% | 0 | 0 | na | 3 | 0 | 0.0% | 5 | 0 | 0.0% | 0 | 0 | na | 4 | 2 | 50.0% |
| Total | 824 | 615 | 74.6% | 1 | 0 | 0.0% | 16 | 7 | 43.8% | 127 | 78 | 61.4% | 9 | 9 | 100.0% | 671 | 521 | 77.6% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 11 | 6 | 54.5% | 1 | 0 | 0.0% | 0 | 0 | na | 7 | 5 | 71.4% | 0 | 0 | na | 3 | 1 | 33.3% |
| 15 - 20 | 166 | 116 | 69.9% | 0 | 0 | na | 5 | 1 | 20.0% | 31 | 14 | 45.2% | 3 | 3 | 100.0% | 127 | 98 | 77.2% |
| 21 - 24 | 68 | 52 | 76.5% | 0 | 0 | na | 0 | 0 | na | 15 | 9 | 60.0% | 0 | 0 | na | 53 | 43 | 81.1% |
| 25 - 44 | 266 | 206 | 77.4% | 0 | 0 | na | 4 | 3 | 75.0% | 34 | 19 | 55.9% | 2 | 2 | 100.0% | 226 | 182 | 80.5% |
| 45 - 64 | 235 | 177 | 75.3% | 0 | 0 | na | 6 | 2 | 33.3% | 33 | 25 | 75.8% | 3 | 3 | 100.0% | 193 | 147 | 76.2% |
| 65 + | 78 | 58 | 74.4% | 0 | 0 | na | 1 | 1 | 100.0% | 7 | 6 | 85.7% | 1 | 1 | 100.0% | 69 | 50 | 72.5% |
| Total | 824 | 615 | 74.6% | 1 | 0 | 0.0% | 16 | 7 | 43.8% | 127 | 78 | 61.4% | 9 | 9 | 100.0% | 671 | 521 | 77.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 1 | 1 | 0 | 1 |
| SR337 & SR37 | 1 | 0 | 1 | 0 | 0 | 1 |
| Oak St & SR37 | 1 | 0 | 0 | 1 | 0 | 0 |

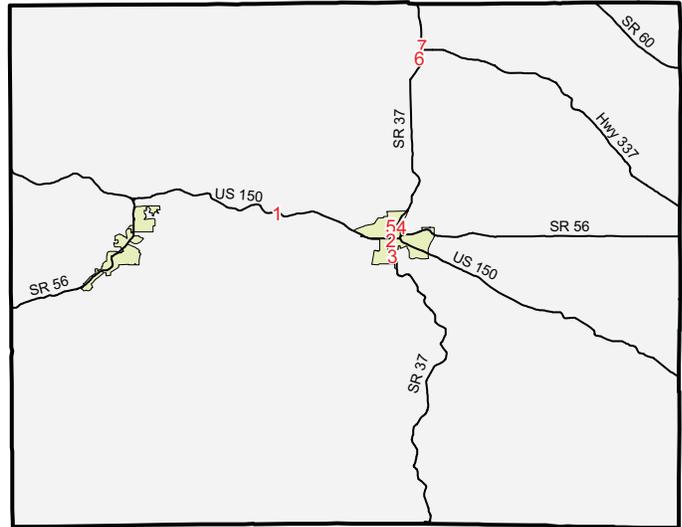
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 4 | 0 | 1 | 1 | 3 |
| 21 - 24 | 3 | 3 | 0 | 1 | 1 | 1 |
| 25 - 44 | 21 | 19 | 1 | 1 | 4 | 15 |
| 45 - 64 | 11 | 9 | 0 | 1 | 2 | 8 |
| 65 + | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 42 | 35 | 1 | 4 | 8 | 29 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| French Lick | 4 | 3 | 1 | 1 | 0 | 2 |
| Orleans | 1 | 1 | 0 | 0 | 0 | 1 |
| Paoli | 9 | 6 | 0 | 1 | 0 | 8 |
| West Baden Springs | 2 | 1 | 0 | 0 | 0 | 2 |
| Rural | 26 | 24 | 0 | 2 | 8 | 16 |
| Total | 42 | 35 | 1 | 4 | 8 | 29 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR56 & US150 | 3 | 0 | 0 |
| 2 | 1st St & SR56 | 2 | 0 | 0 |
| 3 | CR375S & CR150E | 2 | 0 | 2 |
| 4 | Oak St & SR37 | 2 | 0 | 0 |
| 5 | Gospel St & Sycamore St | 2 | 0 | 0 |
| 6 | Jackson St & 2nd St | 2 | 0 | 1 |
| 7 | SR337 & SR37 | 2 | 0 | 1 |

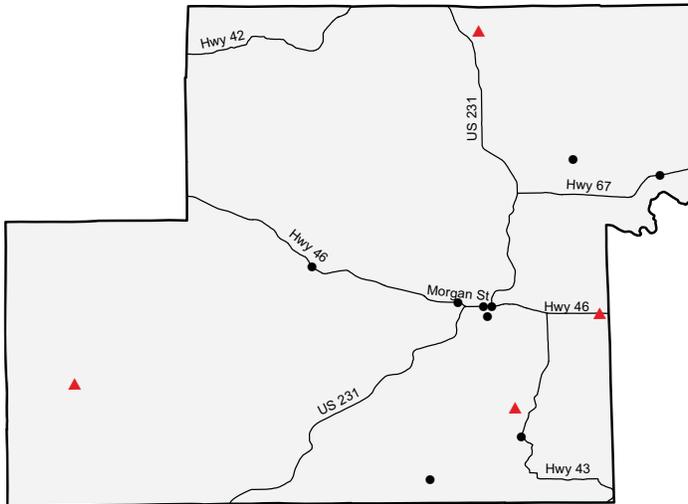
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| French Lick | 44 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 1 |
| Orleans | 41 | 0 | 0 | 11 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Paoli | 123 | 0 | 0 | 25 | 7 | 0 | 0 | 1 | 7 | 0 | 0 | 6 |
| West Baden Springs | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 388 | 0 | 0 | 105 | 26 | 0 | 0 | 19 | 31 | 0 | 0 | 24 |
| Total | 600 | 1 | 1 | 144 | 38 | 0 | 0 | 22 | 43 | 0 | 0 | 31 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|--------------------|-----------------|------------|--------------|----------|------------|----------------|-----------|------------|--------------------|------------|------------|--------------|----------|------------|---------------|------------|------------|--------------|
| | Total | % | Total | % | % | Total | % | % | Total | % | % | Total | % | % | Total | % | % | |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| French Lick | 59 | 32 | 54.2% | 1 | 0 | 0.0% | 0 | 0 | na | 3 | 1 | 33.3% | 0 | 0 | na | 55 | 31 | 56.4% |
| Orleans | 66 | 56 | 84.8% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 5 | 55.6% | 3 | 3 | 100.0% | 53 | 47 | 88.7% |
| Paoli | 206 | 137 | 66.5% | 0 | 0 | na | 3 | 2 | 66.7% | 22 | 15 | 68.2% | 1 | 1 | 100.0% | 180 | 119 | 66.1% |
| West Baden Springs | 5 | 3 | 60.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 3 | 60.0% |
| Rural | 488 | 387 | 79.3% | 0 | 0 | na | 12 | 4 | 33.3% | 93 | 57 | 61.3% | 5 | 5 | 100.0% | 378 | 321 | 84.9% |
| Total | 824 | 615 | 74.6% | 1 | 0 | 0.0% | 16 | 7 | 43.8% | 127 | 78 | 61.4% | 9 | 9 | 100.0% | 671 | 521 | 77.6% |

OWEN COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (4/5)
- Incapacitating (9/9)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 48 | 0 | 9 | 39 | 0 | 13 |
| February | 47 | 0 | 8 | 39 | 0 | 9 |
| March | 40 | 0 | 9 | 31 | 0 | 11 |
| April | 30 | 1 | 8 | 21 | 1 | 17 |
| May | 39 | 0 | 10 | 29 | 0 | 15 |
| June | 49 | 0 | 8 | 41 | 0 | 15 |
| July | 47 | 2 | 9 | 36 | 2 | 12 |
| August | 45 | 0 | 14 | 31 | 0 | 15 |
| September | 48 | 0 | 12 | 36 | 0 | 19 |
| October | 50 | 0 | 12 | 38 | 0 | 15 |
| November | 54 | 0 | 8 | 46 | 0 | 8 |
| December | 46 | 2 | 5 | 39 | 2 | 10 |
| Total | 543 | 5 | 112 | 426 | 5 | 159 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,663 | 1,156 | 158 | 950.1 | 1,366.8 |
| 21 - 24 | 1,043 | 954 | 69 | 661.6 | 723.3 |
| 25 - 44 | 6,073 | 4,682 | 272 | 447.9 | 580.9 |
| 45 - 64 | 6,408 | 6,414 | 179 | 279.3 | 279.1 |
| 65 + | 3,226 | 2,813 | 64 | 198.4 | 227.5 |
| Other/unknown | 3,962 | na | 4 | 10.1 | na |
| Total | 22,375 | 16,019 | 746 | 333.4 | 465.7 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 13,287 | 374 | 281.5 |
| Truck | 10,148 | 352 | 346.9 |
| Trailer | 3,821 | 30 | 78.5 |
| Motorcycle | 960 | 11 | 114.6 |
| Bus | na | 6 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 2 | na |
| Total | 28,216 | 777 | 275.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 29 | 20 | 69.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 27 | 19 | 70.4% |
| Light truck | 362 | 240 | 66.3% | 4 | 2 | 50.0% | 2 | 1 | 50.0% | 68 | 48 | 70.6% | 8 | 4 | 50.0% | 280 | 185 | 66.1% |
| Motorcycle/moped | 11 | 4 | 36.4% | 0 | 0 | na | 1 | 0 | 0.0% | 7 | 3 | 42.9% | 1 | 0 | 0.0% | 2 | 1 | 50.0% |
| Passenger car | 374 | 272 | 72.7% | 1 | 0 | 0.0% | 5 | 2 | 40.0% | 74 | 53 | 71.6% | 9 | 5 | 55.6% | 285 | 212 | 74.4% |
| Other | 10 | 8 | 80.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 10 | 8 | 80.0% |
| Total | 786 | 544 | 69.2% | 5 | 2 | 40.0% | 8 | 3 | 37.5% | 150 | 105 | 70.0% | 19 | 9 | 47.4% | 604 | 425 | 70.4% |

Restraint use among vehicle occupants, by age

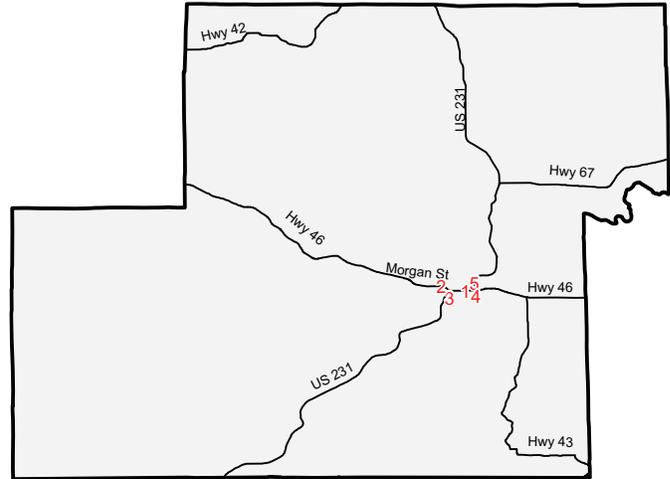
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 19 | 15 | 78.9% | 0 | 0 | na | 0 | 0 | na | 15 | 13 | 86.7% | 0 | 0 | na | 4 | 2 | 50.0% |
| 15 - 20 | 164 | 115 | 70.1% | 0 | 0 | na | 2 | 1 | 50.0% | 41 | 32 | 78.0% | 4 | 1 | 25.0% | 117 | 81 | 69.2% |
| 21 - 24 | 74 | 52 | 70.3% | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 9 | 4 | 44.4% | 3 | 2 | 66.7% | 60 | 45 | 75.0% |
| 25 - 44 | 278 | 194 | 69.8% | 2 | 1 | 50.0% | 3 | 0 | 0.0% | 41 | 30 | 73.2% | 9 | 4 | 44.4% | 223 | 159 | 71.3% |
| 45 - 64 | 186 | 125 | 67.2% | 2 | 0 | 0.0% | 2 | 2 | 100.0% | 32 | 19 | 59.4% | 2 | 1 | 50.0% | 148 | 103 | 69.6% |
| 65 + | 65 | 43 | 66.2% | 0 | 0 | na | 0 | 0 | na | 12 | 7 | 58.3% | 1 | 1 | 100.0% | 52 | 35 | 67.3% |
| Total | 786 | 544 | 69.2% | 5 | 2 | 40.0% | 8 | 3 | 37.5% | 150 | 105 | 70.0% | 19 | 9 | 47.4% | 604 | 425 | 70.4% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 3 | 2 | 0 | 1 | 1 | 1 |
| 21 - 24 | 4 | 4 | 0 | 1 | 3 | 0 |
| 25 - 44 | 10 | 9 | 2 | 0 | 3 | 5 |
| 45 - 64 | 5 | 4 | 0 | 1 | 2 | 2 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 22 | 19 | 2 | 3 | 9 | 8 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Morgan St & US231 | 5 | 0 | 0 |
| 2 | Hillside Ave & SR46 | 4 | 0 | 3 |
| 3 | 5th Ave & SR67 | 3 | 0 | 3 |
| 4 | Fletcher Ave & Morgan St | 2 | 0 | 1 |
| 5 | Hillside Ave & US231 | 2 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Gosport | 0 | 0 | 0 | 0 | 0 | 0 |
| Spencer | 4 | 3 | 1 | 1 | 0 | 2 |
| Rural | 18 | 16 | 1 | 2 | 9 | 6 |
| Total | 22 | 19 | 2 | 3 | 9 | 8 |

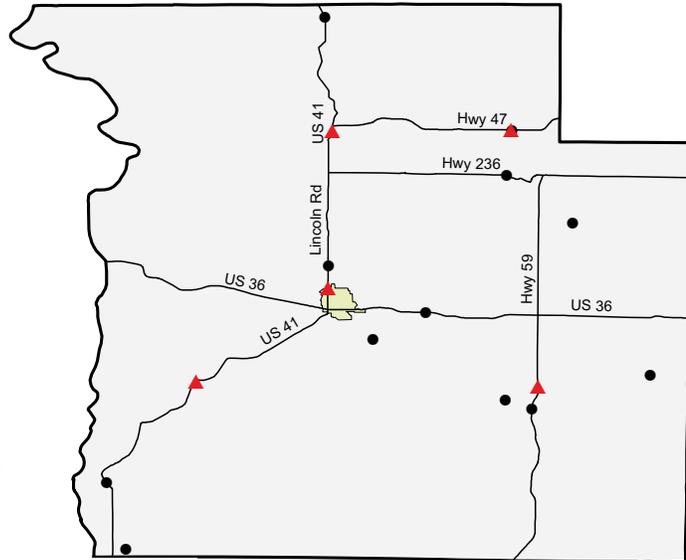
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Gosport | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spencer | 142 | 0 | 0 | 42 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| Rural | 392 | 5 | 5 | 115 | 16 | 0 | 0 | 7 | 50 | 2 | 2 | 20 |
| Total | 543 | 5 | 5 | 159 | 19 | 0 | 0 | 7 | 57 | 2 | 2 | 20 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Gosport | 9 | 5 | 55.6% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 7 | 3 |
| Spencer | 255 | 179 | 70.2% | 0 | 0 | na | 3 | 2 | 66.7% | 38 | 31 | 81.6% | 11 | 5 | 45.5% | 203 | 141 | 69.5% |
| Rural | 522 | 360 | 69.0% | 5 | 2 | 40.0% | 5 | 1 | 20.0% | 110 | 72 | 65.5% | 8 | 4 | 50.0% | 394 | 281 | 71.3% |
| Total | 786 | 544 | 69.2% | 5 | 2 | 40.0% | 8 | 3 | 37.5% | 150 | 105 | 70.0% | 19 | 9 | 47.4% | 604 | 425 | 70.4% |

PARKE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (5/5)
- Incapacitating (12/13)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 62 | 1 | 6 | 55 | 1 | 7 |
| February | 40 | 0 | 8 | 32 | 0 | 12 |
| March | 36 | 0 | 3 | 33 | 0 | 3 |
| April | 44 | 1 | 8 | 35 | 1 | 42 |
| May | 43 | 0 | 6 | 37 | 0 | 9 |
| June | 54 | 0 | 11 | 43 | 0 | 19 |
| July | 51 | 2 | 11 | 38 | 2 | 26 |
| August | 46 | 0 | 10 | 36 | 0 | 18 |
| September | 40 | 0 | 5 | 35 | 0 | 6 |
| October | 71 | 0 | 8 | 63 | 0 | 13 |
| November | 61 | 0 | 5 | 56 | 0 | 5 |
| December | 60 | 1 | 4 | 55 | 1 | 4 |
| Total | 608 | 5 | 85 | 518 | 5 | 164 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,260 | 880 | 146 | 1,158.7 | 1,659.1 |
| 21 - 24 | 842 | 693 | 66 | 783.8 | 952.4 |
| 25 - 44 | 4,861 | 3,016 | 239 | 491.7 | 792.4 |
| 45 - 64 | 4,820 | 4,381 | 221 | 458.5 | 504.5 |
| 65 + | 2,560 | 2,405 | 60 | 234.4 | 249.5 |
| Other/unknown | 2,809 | na | 1 | 3.6 | na |
| Total | 17,152 | 11,375 | 733 | 427.4 | 644.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 9,334 | 370 | 396.4 |
| Truck | 7,584 | 356 | 469.4 |
| Trailer | 3,239 | 22 | 67.9 |
| Motorcycle | 631 | 15 | 237.7 |
| Recreational vehicle | 256 | 3 | 117.2 |
| Bus | na | 4 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 15 | na |
| Total | 21,044 | 789 | 374.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 22 | 19 | 86.4% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 20 | 18 | 90.0% |
| Light truck | 348 | 255 | 73.3% | 1 | 1 | 100.0% | 7 | 5 | 71.4% | 46 | 40 | 87.0% | 3 | 3 | 100.0% | 291 | 206 | 70.8% |
| Motorcycle/moped | 15 | 6 | 40.0% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 10 | 3 | 30.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Passenger car | 358 | 284 | 79.3% | 3 | 2 | 66.7% | 5 | 2 | 40.0% | 42 | 29 | 69.0% | 3 | 3 | 100.0% | 305 | 248 | 81.3% |
| Other | 64 | 9 | 14.1% | 0 | 0 | na | 4 | 0 | 0.0% | 45 | 2 | 4.4% | 1 | 0 | 0.0% | 14 | 7 | 50.0% |
| Total | 807 | 573 | 71.0% | 5 | 3 | 60.0% | 18 | 8 | 44.4% | 145 | 75 | 51.7% | 7 | 6 | 85.7% | 632 | 481 | 76.1% |

Restraint use among vehicle occupants, by age

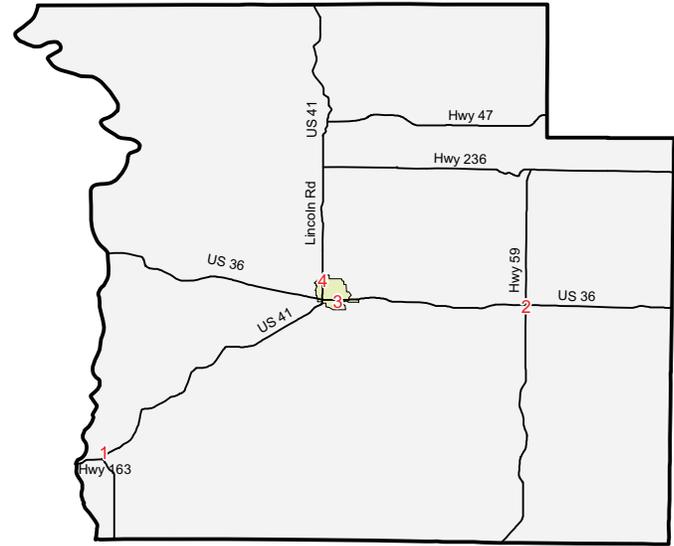
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 38 | 6 | 15.8% | 0 | 0 | na | 1 | 0 | 0.0% | 36 | 6 | 16.7% | 0 | 0 | na | 1 | 0 | 0.0% |
| 15 - 20 | 154 | 117 | 76.0% | 0 | 0 | na | 3 | 2 | 66.7% | 29 | 21 | 72.4% | 2 | 2 | 100.0% | 120 | 92 | 76.7% |
| 21 - 24 | 67 | 51 | 76.1% | 0 | 0 | na | 2 | 1 | 50.0% | 4 | 3 | 75.0% | 0 | 0 | na | 61 | 47 | 77.0% |
| 25 - 44 | 254 | 179 | 70.5% | 3 | 3 | 100.0% | 5 | 2 | 40.0% | 36 | 16 | 44.4% | 3 | 2 | 66.7% | 207 | 156 | 75.4% |
| 45 - 64 | 230 | 168 | 73.0% | 1 | 0 | 0.0% | 4 | 1 | 25.0% | 32 | 23 | 71.9% | 2 | 2 | 100.0% | 191 | 142 | 74.3% |
| 65 + | 64 | 52 | 81.3% | 1 | 0 | 0.0% | 3 | 2 | 66.7% | 8 | 6 | 75.0% | 0 | 0 | na | 52 | 44 | 84.6% |
| Total | 807 | 573 | 71.0% | 5 | 3 | 60.0% | 18 | 8 | 44.4% | 145 | 75 | 51.7% | 7 | 6 | 85.7% | 632 | 481 | 76.1% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|--------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 1 | 0 | 0 | 1 | 0 |
| Anderson St & Lincoln Rd | 1 | 1 | 0 | 0 | 1 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR163 & US41 | 3 | 0 | 2 |
| 2 | SR59 & US36 | 3 | 0 | 1 |
| 3 | Ohio St & Virginia St | 2 | 0 | 0 |
| 4 | Anderson St & Lincoln Rd | 2 | 1 | 2 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 6 | 3 | 0 | 1 | 2 | 3 |
| 21 - 24 | 4 | 2 | 0 | 0 | 1 | 3 |
| 25 - 44 | 14 | 11 | 0 | 0 | 5 | 9 |
| 45 - 64 | 7 | 6 | 0 | 0 | 3 | 4 |
| 65 + | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 33 | 22 | 0 | 1 | 11 | 21 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bloomingsdale | 0 | 0 | 0 | 0 | 0 | 0 |
| Marshall | 0 | 0 | 0 | 0 | 0 | 0 |
| Mecca | 0 | 0 | 0 | 0 | 0 | 0 |
| Montezuma | 3 | 0 | 0 | 0 | 0 | 3 |
| Rockville | 4 | 3 | 0 | 1 | 2 | 1 |
| Rosedale | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 26 | 19 | 0 | 0 | 9 | 17 |
| Total | 33 | 22 | 0 | 1 | 11 | 21 |

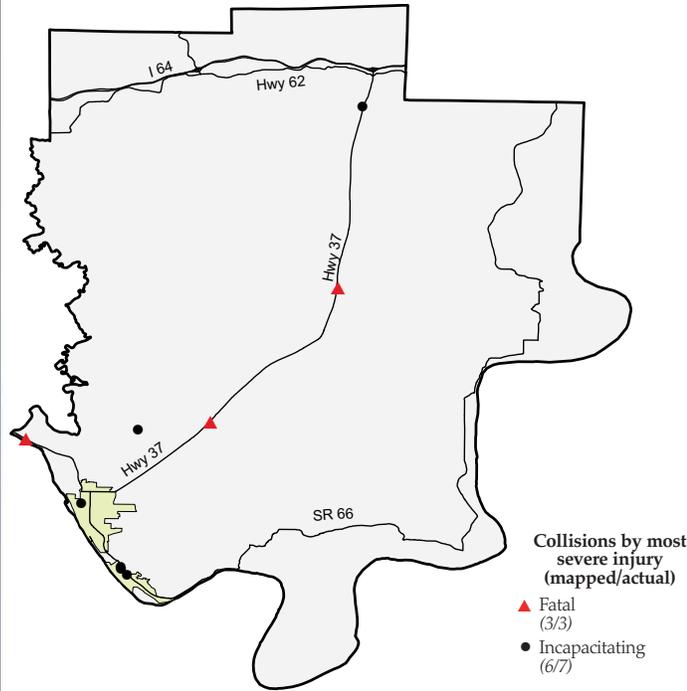
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bloomingsdale | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Marshall | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mecca | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Montezuma | 7 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 |
| Rockville | 60 | 1 | 1 | 4 | 4 | 0 | 0 | 2 | 4 | 0 | 0 | 0 |
| Rosedale | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 535 | 4 | 4 | 158 | 23 | 2 | 2 | 5 | 61 | 1 | 1 | 36 |
| Total | 608 | 5 | 5 | 164 | 29 | 2 | 2 | 9 | 67 | 1 | 1 | 36 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Bloomingsdale | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Marshall | 3 | 1 | 33.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% |
| Mecca | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Montezuma | 11 | 6 | 54.5% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 9 | 6 | 66.7% |
| Rockville | 90 | 73 | 81.1% | 1 | 0 | 0.0% | 0 | 0 | na | 3 | 2 | 66.7% | 1 | 1 | 100.0% | 85 | 70 | 82.4% |
| Rosedale | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% |
| Rural | 699 | 490 | 70.1% | 4 | 3 | 75.0% | 18 | 8 | 44.4% | 140 | 73 | 52.1% | 6 | 5 | 83.3% | 531 | 401 | 75.5% |
| Total | 807 | 573 | 71.0% | 5 | 3 | 60.0% | 18 | 8 | 44.4% | 145 | 75 | 51.7% | 7 | 6 | 85.7% | 632 | 481 | 76.1% |

PERRY COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 33 | 0 | 9 | 24 | 0 | 18 |
| February | 46 | 0 | 9 | 37 | 0 | 12 |
| March | 27 | 1 | 11 | 15 | 1 | 14 |
| April | 38 | 1 | 7 | 30 | 2 | 14 |
| May | 41 | 0 | 10 | 31 | 0 | 15 |
| June | 29 | 0 | 5 | 24 | 0 | 5 |
| July | 33 | 0 | 10 | 23 | 0 | 11 |
| August | 32 | 0 | 11 | 21 | 0 | 13 |
| September | 24 | 1 | 4 | 19 | 1 | 10 |
| October | 44 | 0 | 10 | 34 | 0 | 12 |
| November | 43 | 0 | 8 | 35 | 0 | 11 |
| December | 43 | 0 | 6 | 37 | 0 | 9 |
| Total | 433 | 3 | 100 | 330 | 4 | 144 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,319 | 1,054 | 143 | 1,084.2 | 1,356.7 |
| 21 - 24 | 1,107 | 814 | 43 | 388.4 | 528.3 |
| 25 - 44 | 5,391 | 4,041 | 219 | 406.2 | 541.9 |
| 45 - 64 | 5,096 | 5,059 | 147 | 288.5 | 290.6 |
| 65 + | 2,817 | 2,386 | 71 | 252.0 | 297.6 |
| Other/unknown | 3,199 | na | 1 | 3.1 | na |
| Total | 18,929 | 13,354 | 624 | 329.7 | 467.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 11,520 | 342 | 296.9 |
| Truck | 8,599 | 300 | 348.9 |
| Trailer | 3,135 | 21 | 67.0 |
| Motorcycle | 755 | 13 | 172.2 |
| Recreational vehicle | 343 | 1 | 29.2 |
| Bus | na | 2 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 12 | na |
| Total | 24,352 | 694 | 285.0 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 18 | 14 | 77.8% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 17 | 13 | 76.5% |
| Light truck | 294 | 234 | 79.6% | 3 | 1 | 33.3% | 1 | 1 | 100.0% | 52 | 38 | 73.1% | 0 | 0 | na | 238 | 194 | 81.5% |
| Motorcycle/moped | 15 | 7 | 46.7% | 0 | 0 | na | 0 | 0 | na | 10 | 5 | 50.0% | 0 | 0 | na | 5 | 2 | 40.0% |
| Passenger car | 331 | 294 | 88.8% | 1 | 0 | 0.0% | 8 | 6 | 75.0% | 65 | 56 | 86.2% | 2 | 2 | 100.0% | 255 | 230 | 90.2% |
| Other | 14 | 5 | 35.7% | 0 | 0 | na | 2 | 0 | 0.0% | 1 | 0 | 0.0% | 0 | 0 | na | 11 | 5 | 45.5% |
| Total | 672 | 554 | 82.4% | 4 | 1 | 25.0% | 11 | 7 | 63.6% | 129 | 100 | 77.5% | 2 | 2 | 100.0% | 526 | 444 | 84.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 10 | 9 | 90.0% | 0 | 0 | na | 1 | 1 | 100.0% | 8 | 8 | 100.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| 15 - 20 | 153 | 128 | 83.7% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 32 | 24 | 75.0% | 0 | 0 | na | 118 | 103 | 87.3% |
| 21 - 24 | 49 | 39 | 79.6% | 1 | 0 | 0.0% | 0 | 0 | na | 8 | 5 | 62.5% | 1 | 1 | 100.0% | 39 | 33 | 84.6% |
| 25 - 44 | 234 | 188 | 80.3% | 0 | 0 | na | 7 | 5 | 71.4% | 39 | 28 | 71.8% | 0 | 0 | na | 188 | 155 | 82.4% |
| 45 - 64 | 150 | 124 | 82.7% | 0 | 0 | na | 1 | 0 | 0.0% | 27 | 23 | 85.2% | 1 | 1 | 100.0% | 121 | 100 | 82.6% |
| 65 + | 76 | 66 | 86.8% | 2 | 1 | 50.0% | 0 | 0 | na | 15 | 12 | 80.0% | 0 | 0 | na | 59 | 53 | 89.8% |
| Total | 672 | 554 | 82.4% | 4 | 1 | 25.0% | 11 | 7 | 63.6% | 129 | 100 | 77.5% | 2 | 2 | 100.0% | 526 | 444 | 84.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 6 | 0 | 3 | 3 | 0 | 5 |
| 12th St & Washington St | 2 | 0 | 2 | 0 | 0 | 3 |
| 12th St & Tell St | 2 | 0 | 0 | 2 | 0 | 0 |
| Hospital Rd & SR66 | 1 | 0 | 1 | 0 | 0 | 2 |
| 12th St & Mozart St | 1 | 0 | 0 | 1 | 0 | 0 |

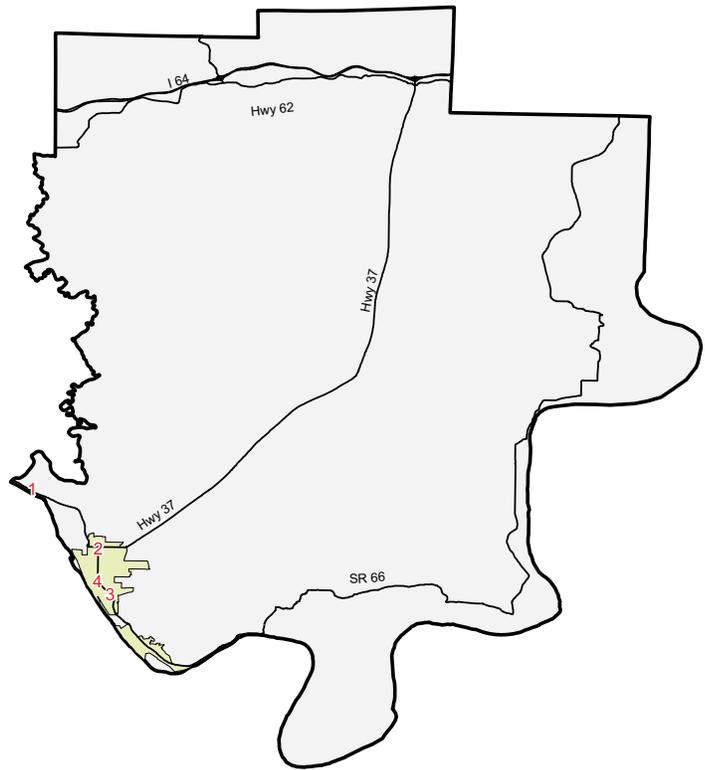
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 4 | 1 | 0 | 1 | 3 |
| 21 - 24 | 4 | 4 | 0 | 0 | 3 | 1 |
| 25 - 44 | 17 | 11 | 1 | 1 | 5 | 10 |
| 45 - 64 | 11 | 9 | 0 | 0 | 6 | 5 |
| 65 + | 2 | 1 | 0 | 1 | 0 | 1 |
| Total | 39 | 29 | 2 | 2 | 15 | 20 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Cannelton | 0 | 0 | 0 | 0 | 0 | 0 |
| Tell City | 13 | 9 | 1 | 1 | 2 | 9 |
| Troy | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 26 | 20 | 1 | 1 | 13 | 11 |
| Total | 39 | 29 | 2 | 2 | 15 | 20 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR66 & Washington St | 8 | 0 | 1 |
| 2 | SR37 & SR66 | 6 | 0 | 2 |
| 3 | SR66 & William Tell Blvd | 4 | 0 | 2 |
| 4 | 12th St & Washington St | 3 | 0 | 3 |

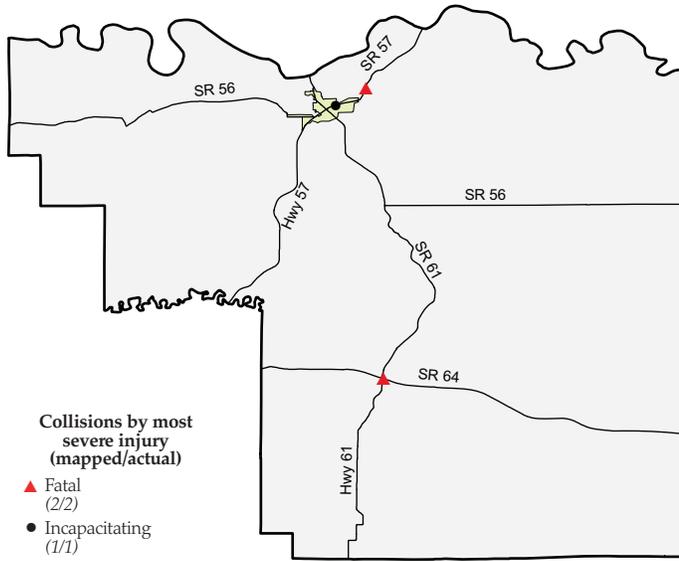
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Cannelton | 41 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 |
| Tell City | 187 | 1 | 2 | 55 | 9 | 0 | 0 | 5 | 11 | 0 | 0 | 7 |
| Troy | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 199 | 2 | 2 | 72 | 23 | 0 | 0 | 15 | 14 | 0 | 0 | 8 |
| Total | 433 | 3 | 4 | 144 | 32 | 0 | 0 | 20 | 28 | 0 | 0 | 18 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Cannelton | 69 | 54 | 78.3% | 0 | 0 | na | 3 | 2 | 66.7% | 12 | 10 | 83.3% | 0 | 0 | na | 54 | 42 |
| Tell City | 336 | 287 | 85.4% | 2 | 1 | 50.0% | 3 | 3 | 100.0% | 49 | 36 | 73.5% | 1 | 1 | 100.0% | 281 | 246 | 87.5% |
| Troy | 10 | 9 | 90.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 8 | 7 | 87.5% |
| Rural | 257 | 204 | 79.4% | 2 | 0 | 0.0% | 5 | 2 | 40.0% | 66 | 52 | 78.8% | 1 | 1 | 100.0% | 183 | 149 | 81.4% |
| Total | 672 | 554 | 82.4% | 4 | 1 | 25.0% | 11 | 7 | 63.6% | 129 | 100 | 77.5% | 2 | 2 | 100.0% | 526 | 444 | 84.4% |

PIKE COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 19 | 0 | 4 | 15 | 0 | 5 |
| February | 15 | 0 | 6 | 9 | 0 | 9 |
| March | 9 | 1 | 4 | 4 | 1 | 5 |
| April | 12 | 0 | 1 | 11 | 0 | 1 |
| May | 18 | 0 | 4 | 14 | 0 | 4 |
| June | 15 | 0 | 4 | 11 | 0 | 5 |
| July | 11 | 0 | 6 | 5 | 0 | 11 |
| August | 23 | 0 | 10 | 13 | 0 | 22 |
| September | 8 | 0 | 3 | 5 | 0 | 3 |
| October | 17 | 0 | 4 | 13 | 0 | 4 |
| November | 19 | 1 | 3 | 15 | 1 | 6 |
| December | 13 | 0 | 1 | 12 | 0 | 1 |
| Total | 179 | 2 | 50 | 127 | 2 | 76 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 901 | 770 | 62 | 688.1 | 805.2 |
| 21 - 24 | 533 | 556 | 25 | 469.0 | 449.6 |
| 25 - 44 | 3,247 | 2,803 | 88 | 271.0 | 313.9 |
| 45 - 64 | 3,500 | 3,578 | 61 | 174.3 | 170.5 |
| 65 + | 2,076 | 1,889 | 14 | 67.4 | 74.1 |
| Other/unknown | 2,312 | na | 0 | 0.0 | na |
| Total | 12,569 | 9,596 | 250 | 198.9 | 260.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 8,054 | 120 | 149.0 |
| Truck | 6,802 | 103 | 151.4 |
| Trailer | 2,799 | 24 | 85.7 |
| Motorcycle | 640 | 3 | 46.9 |
| Bus | na | 2 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 3 | na |
| Total | 18,295 | 256 | 139.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|---------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 24 | 24 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 22 | 22 | 100.0% |
| Light truck | 111 | 93 | 83.8% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 27 | 20 | 74.1% | 2 | 2 | 100.0% | 80 | 69 | 86.3% |
| Motorcycle/moped | 4 | 2 | 50.0% | 0 | 0 | na | 0 | 0 | na | 4 | 2 | 50.0% | 0 | 0 | na | 0 | 0 | na |
| Passenger car | 124 | 106 | 85.5% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 40 | 33 | 82.5% | 2 | 1 | 50.0% | 80 | 70 | 87.5% |
| Other | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% |
| Total | 267 | 228 | 85.4% | 2 | 2 | 100.0% | 2 | 2 | 100.0% | 73 | 57 | 78.1% | 4 | 3 | 75.0% | 186 | 164 | 88.2% |

Restraint use among vehicle occupants, by age

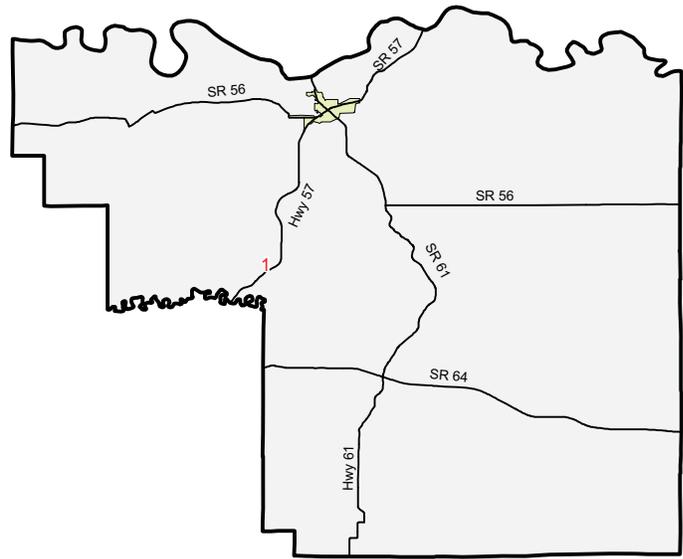
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|---------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 5 | 4 | 80.0% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 67 | 52 | 77.6% | 0 | 0 | na | 0 | 0 | na | 23 | 16 | 69.6% | 1 | 1 | 100.0% | 43 | 35 | 81.4% |
| 21 - 24 | 26 | 21 | 80.8% | 0 | 0 | na | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 0 | 0 | na | 20 | 17 | 85.0% |
| 25 - 44 | 92 | 82 | 89.1% | 1 | 1 | 100.0% | 0 | 0 | na | 19 | 15 | 78.9% | 3 | 2 | 66.7% | 69 | 64 | 92.8% |
| 45 - 64 | 63 | 58 | 92.1% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 17 | 16 | 94.1% | 0 | 0 | na | 44 | 40 | 90.9% |
| 65 + | 14 | 11 | 78.6% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 0 | 0 | na | 10 | 8 | 80.0% |
| Total | 267 | 228 | 85.4% | 2 | 2 | 100.0% | 2 | 2 | 100.0% | 73 | 57 | 78.1% | 4 | 3 | 75.0% | 186 | 164 | 88.2% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 1 | 0 | 0 | 1 | 1 |
| 21 - 24 | 6 | 5 | 0 | 1 | 1 | 4 |
| 25 - 44 | 8 | 7 | 0 | 2 | 4 | 2 |
| 45 - 64 | 3 | 1 | 0 | 0 | 1 | 2 |
| 65 + | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 20 | 14 | 0 | 3 | 7 | 10 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR125S & CR200W | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Petersburg | 2 | 1 | 0 | 0 | 1 | 1 |
| Spurgeon | 0 | 0 | 0 | 0 | 0 | 0 |
| Winslow | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 18 | 13 | 0 | 3 | 6 | 9 |
| Total | 20 | 14 | 0 | 3 | 7 | 10 |

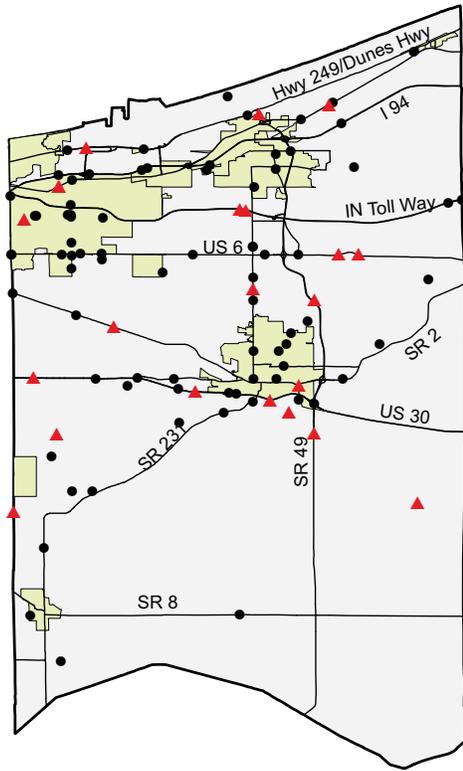
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Petersburg | 22 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Spurgeon | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winslow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 156 | 2 | 2 | 69 | 15 | 2 | 2 | 10 | 30 | 0 | 0 | 10 |
| Total | 179 | 2 | 2 | 76 | 16 | 2 | 2 | 10 | 31 | 0 | 0 | 11 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|---------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Petersburg | 39 | 39 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 4 | 4 | 100.0% | 0 | 0 | na | 34 | 34 | 100.0% |
| Spurgeon | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| Winslow | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 226 | 187 | 82.7% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 67 | 51 | 76.1% | 4 | 3 | 75.0% | 152 | 130 | 85.5% |
| Total | 267 | 228 | 85.4% | 2 | 2 | 100.0% | 2 | 2 | 100.0% | 73 | 57 | 78.1% | 4 | 3 | 75.0% | 186 | 164 | 88.2% |

PORTER COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (22/22)
- Incapacitating (79/79)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|--------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 615 | 3 | 112 | 500 | 3 | 146 |
| February | 474 | 2 | 98 | 374 | 2 | 124 |
| March | 313 | 1 | 62 | 250 | 1 | 82 |
| April | 310 | 2 | 71 | 237 | 2 | 95 |
| May | 354 | 2 | 79 | 273 | 2 | 113 |
| June | 339 | 2 | 86 | 251 | 2 | 130 |
| July | 365 | 2 | 93 | 270 | 2 | 129 |
| August | 335 | 2 | 92 | 241 | 2 | 146 |
| September | 346 | 2 | 107 | 237 | 2 | 143 |
| October | 405 | 1 | 73 | 331 | 1 | 97 |
| November | 424 | 2 | 74 | 348 | 2 | 94 |
| December | 487 | 1 | 90 | 396 | 1 | 115 |
| Total | 4,767 | 22 | 1,037 | 3,708 | 22 | 1,414 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 13,831 | 8,883 | 1,172 | 847.4 | 1,319.4 |
| 21 - 24 | 9,313 | 7,679 | 738 | 792.4 | 961.1 |
| 25 - 44 | 43,020 | 40,735 | 2,513 | 584.1 | 616.9 |
| 45 - 64 | 45,474 | 45,259 | 2,049 | 450.6 | 452.7 |
| 65 + | 19,205 | 17,253 | 614 | 319.7 | 355.9 |
| Other/unknown | 31,338 | na | 22 | 7.0 | na |
| Total | 162,181 | 119,809 | 7,108 | 438.3 | 593.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 107,278 | 4,397 | 409.9 |
| Truck | 42,131 | 2,854 | 677.4 |
| Trailer | 16,252 | 380 | 233.8 |
| Motorcycle | 7,464 | 97 | 130.0 |
| Recreational vehicle | 1,790 | 3 | 16.8 |
| Bus | na | 43 | na |
| Farm vehicle | na | 7 | na |
| Other/unknown | na | 144 | na |
| Total | 174,915 | 7,925 | 453.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 335 | 320 | 95.5% | 0 | 0 | na | 2 | 1 | 50.0% | 11 | 11 | 100.0% | 2 | 2 | 100.0% | 320 | 306 | 95.6% |
| Light truck | 2,716 | 2,594 | 95.5% | 4 | 0 | 0.0% | 24 | 19 | 79.2% | 389 | 358 | 92.0% | 16 | 13 | 81.3% | 2,283 | 2,204 | 96.5% |
| Motorcycle/moped | 102 | 23 | 22.5% | 7 | 0 | 0.0% | 12 | 4 | 33.3% | 66 | 15 | 22.7% | 0 | 0 | na | 17 | 4 | 23.5% |
| Passenger car | 4,231 | 4,074 | 96.3% | 9 | 3 | 33.3% | 42 | 31 | 73.8% | 785 | 734 | 93.5% | 22 | 22 | 100.0% | 3,373 | 3,284 | 97.4% |
| Other | 84 | 60 | 71.4% | 0 | 0 | na | 1 | 0 | 0.0% | 12 | 0 | 0.0% | 1 | 1 | 100.0% | 70 | 59 | 84.3% |
| Total | 7,468 | 7,071 | 94.7% | 20 | 3 | 15.0% | 81 | 55 | 67.9% | 1,263 | 1,118 | 88.5% | 41 | 38 | 92.7% | 6,063 | 5,857 | 96.6% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 91 | 70 | 76.9% | 0 | 0 | na | 4 | 3 | 75.0% | 70 | 62 | 88.6% | 0 | 0 | na | 17 | 5 | 29.4% |
| 15 - 20 | 1,269 | 1,197 | 94.3% | 1 | 1 | 100.0% | 14 | 8 | 57.1% | 269 | 231 | 85.9% | 12 | 11 | 91.7% | 973 | 946 | 97.2% |
| 21 - 24 | 772 | 708 | 91.7% | 2 | 0 | 0.0% | 6 | 2 | 33.3% | 131 | 105 | 80.2% | 3 | 3 | 100.0% | 630 | 598 | 94.9% |
| 25 - 44 | 2,594 | 2,467 | 95.1% | 9 | 0 | 0.0% | 28 | 21 | 75.0% | 393 | 356 | 90.6% | 13 | 12 | 92.3% | 2,151 | 2,078 | 96.6% |
| 45 - 64 | 2,105 | 2,014 | 95.7% | 4 | 0 | 0.0% | 24 | 17 | 70.8% | 305 | 276 | 90.5% | 10 | 9 | 90.0% | 1,762 | 1,712 | 97.2% |
| 65 + | 637 | 615 | 96.5% | 4 | 2 | 50.0% | 5 | 4 | 80.0% | 95 | 88 | 92.6% | 3 | 3 | 100.0% | 530 | 518 | 97.7% |
| Total | 7,468 | 7,071 | 94.7% | 20 | 3 | 15.0% | 81 | 55 | 67.9% | 1,263 | 1,118 | 88.5% | 41 | 38 | 92.7% | 6,063 | 5,857 | 96.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 68 | 0 | 31 | 37 | 0 | 50 |
| CR100W & SR2 | 3 | 0 | 2 | 1 | 0 | 3 |
| Thornapple Way & US30 | 3 | 0 | 2 | 1 | 0 | 3 |
| I94 & SR249 | 3 | 0 | 2 | 1 | 0 | 2 |
| Glendale Blvd & Roosevelt Rd | 3 | 0 | 1 | 2 | 0 | 1 |
| Campbell St & Harrison Blvd | 3 | 0 | 1 | 2 | 0 | 1 |
| McCool Rd & US6 | 3 | 0 | 0 | 3 | 0 | 0 |
| US6 & Willowcreek Rd | 3 | 0 | 1 | 2 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 41 | 24 | 1 | 8 | 8 | 24 |
| 21 - 24 | 50 | 40 | 2 | 7 | 21 | 20 |
| 25 - 44 | 122 | 94 | 1 | 18 | 38 | 65 |
| 45 - 64 | 67 | 49 | 1 | 8 | 22 | 36 |
| 65 + | 4 | 3 | 0 | 1 | 2 | 1 |
| Other/unknown | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 285 | 211 | 5 | 42 | 91 | 147 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Beverly Shores | 0 | 0 | 0 | 0 | 0 | 0 |
| Burns Harbor | 0 | 0 | 0 | 0 | 0 | 0 |
| Chesterton | 20 | 15 | 0 | 1 | 1 | 18 |
| Dune Acres | 1 | 0 | 0 | 0 | 0 | 1 |
| Hebron | 1 | 1 | 0 | 0 | 1 | 0 |
| Kouts | 1 | 0 | 0 | 0 | 0 | 1 |
| Ogden Dunes | 0 | 0 | 0 | 0 | 0 | 0 |
| Portage | 49 | 33 | 0 | 11 | 11 | 27 |
| Porter | 20 | 15 | 0 | 2 | 8 | 10 |
| Town Of Pines | 0 | 0 | 0 | 0 | 0 | 0 |
| Valparaiso | 50 | 35 | 1 | 2 | 21 | 26 |
| Rural | 143 | 112 | 4 | 26 | 49 | 64 |
| Total | 285 | 211 | 5 | 42 | 91 | 147 |

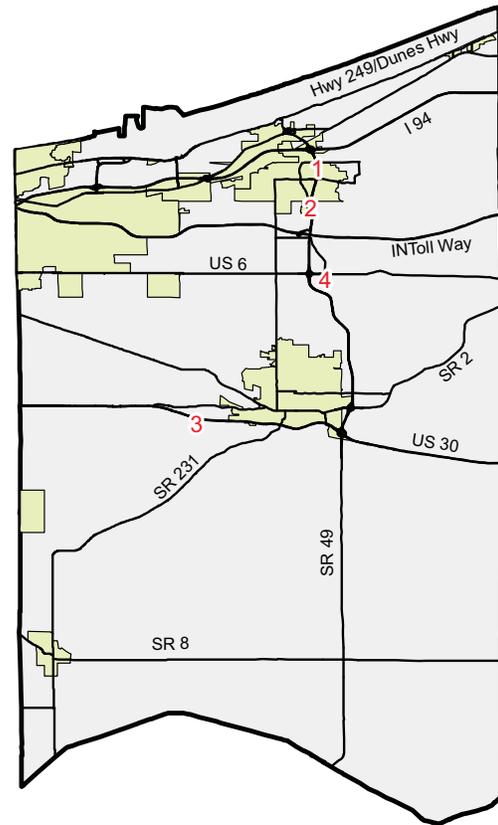
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|--------------|-----------|-----------|--------------|-----------------|----------|----------|------------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Beverly Shores | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burns Harbor | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Chesterton | 400 | 0 | 0 | 103 | 16 | 0 | 0 | 7 | 54 | 0 | 0 | 17 |
| Dune Acres | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| Hebron | 53 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 2 |
| Kouts | 23 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Ogden Dunes | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portage | 782 | 4 | 4 | 306 | 36 | 1 | 1 | 19 | 95 | 3 | 3 | 30 |
| Porter | 137 | 1 | 1 | 36 | 16 | 0 | 0 | 7 | 13 | 0 | 0 | 2 |
| Town Of Pines | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Valparaiso | 926 | 1 | 1 | 280 | 37 | 1 | 1 | 26 | 85 | 1 | 1 | 32 |
| Rural | 2,430 | 16 | 16 | 673 | 116 | 3 | 3 | 57 | 506 | 5 | 5 | 137 |
| Total | 4,767 | 22 | 22 | 1,414 | 224 | 5 | 5 | 120 | 761 | 9 | 9 | 221 |

Restraint use among vehicle occupants, by municipality

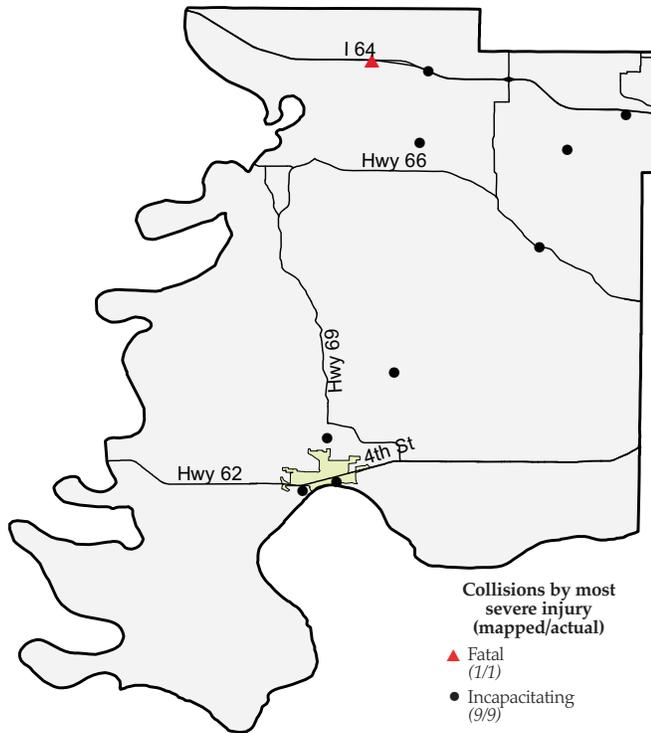
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Beverly Shores | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 |
| Burns Harbor | 7 | 6 | 85.7% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 1 | 100.0% | 5 | 5 | 100.0% |
| Chesterton | 630 | 598 | 94.9% | 0 | 0 | na | 6 | 5 | 83.3% | 93 | 74 | 79.6% | 0 | 0 | na | 531 | 519 | 97.7% |
| Dune Acres | 5 | 2 | 40.0% | 0 | 0 | na | 0 | 0 | na | 3 | 0 | 0.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Hebron | 73 | 55 | 75.3% | 0 | 0 | na | 0 | 0 | na | 8 | 6 | 75.0% | 0 | 0 | na | 65 | 49 | 75.4% |
| Kouts | 34 | 32 | 94.1% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% | 29 | 27 | 93.1% |
| Ogden Dunes | 6 | 6 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% |
| Portage | 1,350 | 1,267 | 93.9% | 2 | 0 | 0.0% | 14 | 9 | 64.3% | 268 | 242 | 90.3% | 5 | 3 | 60.0% | 1,061 | 1,013 | 95.5% |
| Porter | 190 | 173 | 91.1% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 32 | 26 | 81.3% | 0 | 0 | na | 156 | 147 | 94.2% |
| Town Of Pines | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| Valparaiso | 1,614 | 1,569 | 97.2% | 1 | 0 | 0.0% | 15 | 11 | 73.3% | 249 | 230 | 92.4% | 2 | 2 | 100.0% | 1,347 | 1,326 | 98.4% |
| Rural | 3,556 | 3,360 | 94.5% | 16 | 3 | 18.8% | 45 | 30 | 66.7% | 608 | 539 | 88.7% | 28 | 27 | 96.4% | 2,859 | 2,761 | 96.6% |
| Total | 7,468 | 7,071 | 94.7% | 20 | 3 | 15.0% | 81 | 55 | 67.9% | 1,263 | 1,118 | 88.5% | 41 | 38 | 92.7% | 6,063 | 5,857 | 96.6% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Indian Boundary Rd & SR49 | 25 | 0 | 9 |
| 2 | Calumet Ave & CR1100N | 16 | 0 | 4 |
| 3 | CR250W & US30 | 14 | 0 | 7 |
| 4 | CR600N & SR49 | 13 | 0 | 6 |

POSEY COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 49 | 0 | 5 | 44 | 0 | 5 |
| February | 40 | 0 | 5 | 35 | 0 | 6 |
| March | 41 | 0 | 9 | 32 | 0 | 10 |
| April | 40 | 0 | 9 | 31 | 0 | 9 |
| May | 51 | 0 | 9 | 42 | 0 | 12 |
| June | 35 | 1 | 5 | 29 | 2 | 11 |
| July | 35 | 0 | 7 | 28 | 0 | 9 |
| August | 45 | 0 | 6 | 39 | 0 | 8 |
| September | 38 | 0 | 7 | 31 | 0 | 9 |
| October | 54 | 0 | 6 | 48 | 0 | 6 |
| November | 50 | 0 | 10 | 40 | 0 | 16 |
| December | 48 | 0 | 10 | 38 | 0 | 15 |
| Total | 526 | 1 | 88 | 437 | 2 | 116 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,277 | 1,744 | 162 | 711.5 | 928.9 |
| 21 - 24 | 1,396 | 1,276 | 58 | 415.5 | 454.5 |
| 25 - 44 | 6,182 | 5,616 | 223 | 360.7 | 397.1 |
| 45 - 64 | 8,251 | 7,724 | 187 | 226.6 | 242.1 |
| 65 + | 3,407 | 3,252 | 54 | 158.5 | 166.1 |
| Other/unknown | 4,566 | na | 2 | 4.4 | na |
| Total | 26,079 | 19,612 | 686 | 263.0 | 349.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 16,349 | 386 | 236.1 |
| Truck | 12,439 | 323 | 259.7 |
| Trailer | 5,774 | 38 | 65.8 |
| Motorcycle | 1,124 | 12 | 106.8 |
| Bus | na | 2 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 19 | na |
| Total | 35,686 | 783 | 219.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 36 | 29 | 80.6% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 34 | 27 | 79.4% |
| Light truck | 305 | 243 | 79.7% | 0 | 0 | na | 5 | 1 | 20.0% | 37 | 30 | 81.1% | 2 | 2 | 100.0% | 261 | 210 | 80.5% |
| Motorcycle/moped | 13 | 2 | 15.4% | 0 | 0 | na | 0 | 0 | na | 10 | 2 | 20.0% | 0 | 0 | na | 3 | 0 | 0.0% |
| Passenger car | 354 | 293 | 82.8% | 2 | 1 | 50.0% | 4 | 3 | 75.0% | 53 | 44 | 83.0% | 1 | 1 | 100.0% | 294 | 244 | 83.0% |
| Other | 8 | 3 | 37.5% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 8 | 3 | 37.5% |
| Total | 716 | 570 | 79.6% | 2 | 1 | 50.0% | 9 | 4 | 44.4% | 102 | 78 | 76.5% | 3 | 3 | 100.0% | 600 | 484 | 80.7% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 16 | 12 | 75.0% | 2 | 1 | 50.0% | 1 | 1 | 100.0% | 11 | 10 | 90.9% | 0 | 0 | na | 2 | 0 | 0.0% |
| 15 - 20 | 166 | 133 | 80.1% | 0 | 0 | na | 3 | 2 | 66.7% | 22 | 16 | 72.7% | 1 | 1 | 100.0% | 140 | 114 | 81.4% |
| 21 - 24 | 59 | 45 | 76.3% | 0 | 0 | na | 0 | 0 | na | 7 | 4 | 57.1% | 0 | 0 | na | 52 | 41 | 78.8% |
| 25 - 44 | 229 | 187 | 81.7% | 0 | 0 | na | 5 | 1 | 20.0% | 34 | 26 | 76.5% | 2 | 2 | 100.0% | 188 | 158 | 84.0% |
| 45 - 64 | 190 | 148 | 77.9% | 0 | 0 | na | 0 | 0 | na | 19 | 13 | 68.4% | 0 | 0 | na | 171 | 135 | 78.9% |
| 65 + | 56 | 45 | 80.4% | 0 | 0 | na | 0 | 0 | na | 9 | 9 | 100.0% | 0 | 0 | na | 47 | 36 | 76.6% |
| Total | 716 | 570 | 79.6% | 2 | 1 | 50.0% | 9 | 4 | 44.4% | 102 | 78 | 76.5% | 3 | 3 | 100.0% | 600 | 484 | 80.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 4 | 0 | 3 | 1 | 0 | 4 |
| 4th St & Walnut St | 2 | 0 | 1 | 1 | 0 | 1 |
| SR62 & Main St | 1 | 0 | 1 | 0 | 0 | 2 |
| Blackford Rd & SR69 | 1 | 0 | 1 | 0 | 0 | 1 |

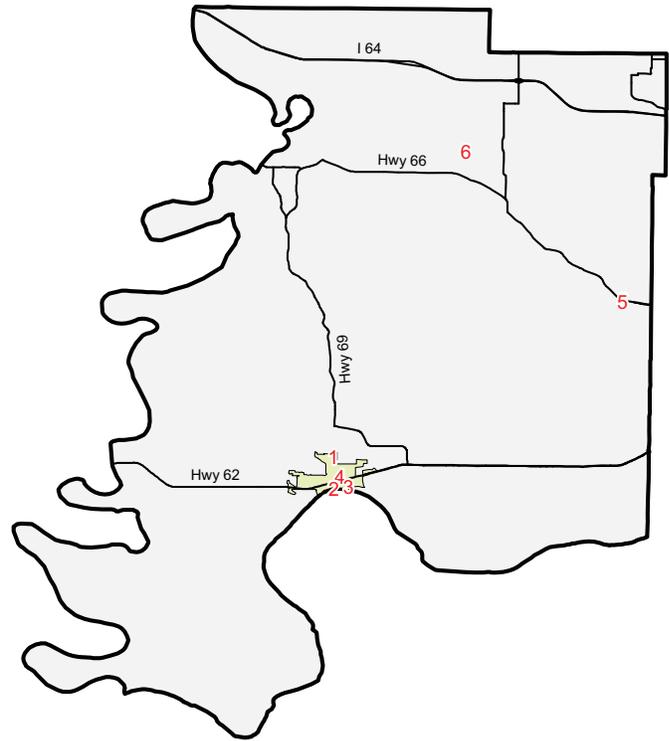
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 8 | 6 | 1 | 1 | 3 | 3 |
| 21 - 24 | 6 | 4 | 0 | 0 | 3 | 3 |
| 25 - 44 | 27 | 20 | 2 | 1 | 11 | 13 |
| 45 - 64 | 12 | 8 | 0 | 1 | 4 | 7 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 53 | 38 | 3 | 3 | 21 | 26 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Cynthiana | 0 | 0 | 0 | 0 | 0 | 0 |
| Griffin | 0 | 0 | 0 | 0 | 0 | 0 |
| Mount Vernon | 21 | 14 | 0 | 1 | 9 | 11 |
| New Harmony | 0 | 0 | 0 | 0 | 0 | 0 |
| Poseyville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 32 | 24 | 3 | 2 | 12 | 15 |
| Total | 53 | 38 | 3 | 3 | 21 | 26 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Lincoln Ave & SR69 | 4 | 0 | 0 |
| 2 | 2nd St & College Ave | 3 | 0 | 1 |
| 3 | 4th St & Main St | 3 | 0 | 3 |
| 4 | 4th St & Walnut St | 3 | 0 | 1 |
| 5 | Rexing Rd & SR66 | 3 | 0 | 5 |
| 6 | High School Rd & CR525E | 3 | 0 | 0 |

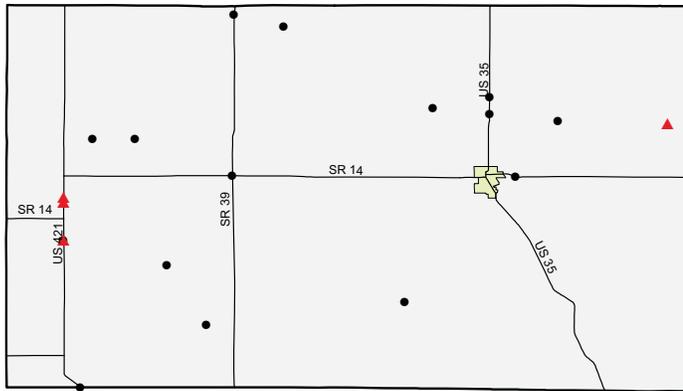
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Cynthiana | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Griffin | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mount Vernon | 196 | 0 | 0 | 35 | 17 | 0 | 0 | 6 | 10 | 0 | 0 | 9 |
| New Harmony | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poseyville | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 304 | 1 | 2 | 78 | 27 | 0 | 0 | 14 | 44 | 0 | 0 | 17 |
| Total | 526 | 1 | 2 | 116 | 44 | 0 | 0 | 20 | 55 | 0 | 0 | 26 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Cynthiana | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Griffin | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Mount Vernon | 289 | 200 | 69.2% | 0 | 0 | na | 1 | 0 | 0.0% | 31 | 23 | 74.2% | 3 | 3 | 100.0% | 254 | 174 | 68.5% |
| New Harmony | 12 | 8 | 66.7% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 12 | 8 | 66.7% |
| Poseyville | 21 | 15 | 71.4% | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% | 0 | 0 | na | 18 | 14 | 77.8% |
| Rural | 389 | 342 | 87.9% | 2 | 1 | 50.0% | 8 | 4 | 50.0% | 68 | 54 | 79.4% | 0 | 0 | na | 311 | 283 | 91.0% |
| Total | 716 | 570 | 79.6% | 2 | 1 | 50.0% | 9 | 4 | 44.4% | 102 | 78 | 76.5% | 3 | 3 | 100.0% | 600 | 484 | 80.7% |

PULASKI COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (4/4)
- Incapacitating (15/15)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 62 | 2 | 7 | 53 | 2 | 13 |
| February | 49 | 0 | 6 | 43 | 0 | 8 |
| March | 34 | 0 | 2 | 32 | 0 | 2 |
| April | 35 | 0 | 7 | 28 | 0 | 13 |
| May | 43 | 0 | 9 | 34 | 0 | 12 |
| June | 34 | 0 | 5 | 29 | 0 | 7 |
| July | 40 | 1 | 8 | 31 | 2 | 16 |
| August | 29 | 0 | 5 | 24 | 0 | 7 |
| September | 41 | 1 | 10 | 30 | 1 | 16 |
| October | 49 | 0 | 4 | 45 | 0 | 8 |
| November | 77 | 0 | 8 | 69 | 0 | 9 |
| December | 72 | 0 | 7 | 65 | 0 | 8 |
| Total | 565 | 4 | 78 | 483 | 5 | 119 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,104 | 874 | 91 | 824.3 | 1,041.2 |
| 21 - 24 | 663 | 627 | 68 | 1,025.6 | 1,084.5 |
| 25 - 44 | 3,576 | 2,919 | 250 | 699.1 | 856.5 |
| 45 - 64 | 3,653 | 3,716 | 188 | 514.6 | 505.9 |
| 65 + | 2,171 | 2,009 | 69 | 317.8 | 343.5 |
| Other/unknown | 2,545 | na | 1 | 3.9 | na |
| Total | 13,712 | 10,145 | 667 | 486.4 | 657.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 8,446 | 365 | 432.2 |
| Truck | 6,998 | 291 | 415.8 |
| Trailer | 3,241 | 22 | 67.9 |
| Motorcycle | 670 | 9 | 134.3 |
| Recreational vehicle | 308 | 3 | 97.4 |
| Bus | na | 2 | na |
| Farm vehicle | na | 9 | na |
| Other/unknown | na | 5 | na |
| Total | 19,663 | 706 | 359.0 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 20 | 19 | 95.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 17 | 17 | 100.0% |
| Light truck | 292 | 271 | 92.8% | 3 | 2 | 66.7% | 5 | 3 | 60.0% | 35 | 28 | 80.0% | 5 | 5 | 100.0% | 244 | 233 | 95.5% |
| Motorcycle/moped | 10 | 1 | 10.0% | 0 | 0 | na | 2 | 0 | 0.0% | 6 | 0 | 0.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| Passenger car | 367 | 342 | 93.2% | 2 | 2 | 100.0% | 10 | 8 | 80.0% | 56 | 41 | 73.2% | 3 | 3 | 100.0% | 296 | 288 | 97.3% |
| Other | 15 | 10 | 66.7% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 13 | 8 | 61.5% |
| Total | 704 | 643 | 91.3% | 5 | 4 | 80.0% | 17 | 11 | 64.7% | 100 | 72 | 72.0% | 10 | 9 | 90.0% | 572 | 547 | 95.6% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 9 | 7 | 77.8% | 0 | 0 | na | 0 | 0 | na | 8 | 7 | 87.5% | 0 | 0 | na | 1 | 0 | 0.0% |
| 15 - 20 | 99 | 85 | 85.9% | 0 | 0 | na | 2 | 2 | 100.0% | 24 | 13 | 54.2% | 2 | 2 | 100.0% | 71 | 68 | 95.8% |
| 21 - 24 | 68 | 66 | 97.1% | 0 | 0 | na | 2 | 2 | 100.0% | 5 | 3 | 60.0% | 0 | 0 | na | 61 | 61 | 100.0% |
| 25 - 44 | 259 | 235 | 90.7% | 2 | 2 | 100.0% | 5 | 3 | 60.0% | 33 | 23 | 69.7% | 5 | 4 | 80.0% | 214 | 203 | 94.9% |
| 45 - 64 | 196 | 183 | 93.4% | 1 | 0 | 0.0% | 5 | 3 | 60.0% | 21 | 18 | 85.7% | 2 | 2 | 100.0% | 167 | 160 | 95.8% |
| 65 + | 73 | 67 | 91.8% | 2 | 2 | 100.0% | 3 | 1 | 33.3% | 9 | 8 | 88.9% | 1 | 1 | 100.0% | 58 | 55 | 94.8% |
| Total | 704 | 643 | 91.3% | 5 | 4 | 80.0% | 17 | 11 | 64.7% | 100 | 72 | 72.0% | 10 | 9 | 90.0% | 572 | 547 | 95.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 0 | 1 | 0 | 0 | 6 |
| SR14 & SR39 | 1 | 0 | 1 | 0 | 0 | 6 |

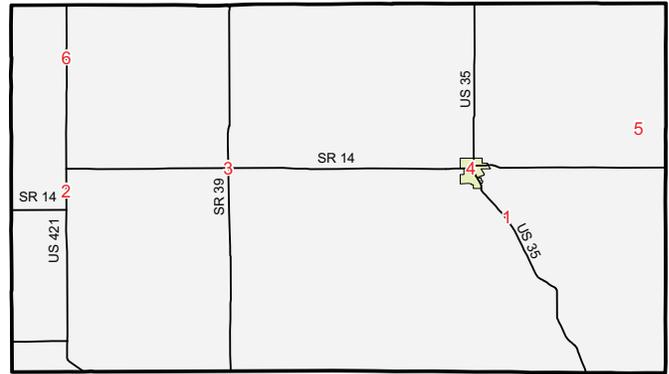
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 1 | 1 | 0 | 0 | 0 | 1 |
| 21 - 24 | 3 | 3 | 0 | 1 | 2 | 0 |
| 25 - 44 | 11 | 10 | 0 | 0 | 3 | 8 |
| 45 - 64 | 4 | 3 | 0 | 1 | 1 | 2 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 19 | 17 | 0 | 2 | 6 | 11 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Francesville | 0 | 0 | 0 | 0 | 0 | 0 |
| Medaryville | 0 | 0 | 0 | 0 | 0 | 0 |
| Monterey | 0 | 0 | 0 | 0 | 0 | 0 |
| Winamac | 2 | 1 | 0 | 0 | 0 | 2 |
| Rural | 17 | 16 | 0 | 2 | 6 | 9 |
| Total | 19 | 17 | 0 | 2 | 6 | 11 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR225S & US35 | 3 | 0 | 1 |
| 2 | SR14 & US421 | 2 | 2 | 2 |
| 3 | SR14 & SR39 | 2 | 0 | 8 |
| 4 | SR14 & US35 | 2 | 0 | 3 |
| 5 | CR200E & CR600N | 2 | 0 | 0 |
| 6 | SR143 & US421 | 2 | 0 | 0 |

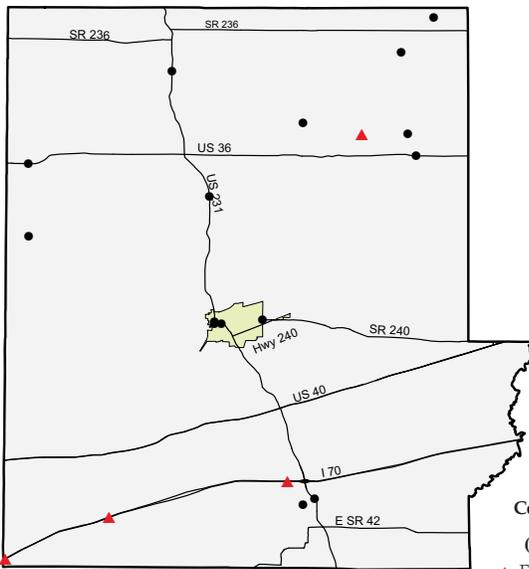
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Francesville | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Medaryville | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Monterey | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Winamac | 54 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Rural | 491 | 4 | 5 | 104 | 16 | 0 | 0 | 8 | 31 | 0 | 0 | 15 |
| Total | 565 | 4 | 5 | 119 | 17 | 0 | 0 | 8 | 33 | 0 | 0 | 17 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | % | | Total | % | | Total | % | | Total | % | | Total | % | | Total | % | |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| Francesville | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Medaryville | 26 | 26 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 24 | 24 | 100.0% |
| Monterey | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Winamac | 89 | 85 | 95.5% | 0 | 0 | na | 0 | 0 | na | 12 | 10 | 83.3% | 4 | 4 | 100.0% | 73 | 71 | 97.3% |
| Rural | 584 | 527 | 90.2% | 5 | 4 | 80.0% | 17 | 11 | 64.7% | 86 | 60 | 69.8% | 6 | 5 | 83.3% | 470 | 447 | 95.1% |
| Total | 704 | 643 | 91.3% | 5 | 4 | 80.0% | 17 | 11 | 64.7% | 100 | 72 | 72.0% | 10 | 9 | 90.0% | 572 | 547 | 95.6% |

PUTNAM COUNTY — 2009



Collisions by most severe injury (mapped/actual)
 ▲ Fatal (4/4)
 ● Incapacitating (15/15)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 86 | 0 | 8 | 78 | 0 | 8 |
| February | 62 | 1 | 8 | 53 | 1 | 8 |
| March | 49 | 0 | 11 | 38 | 0 | 17 |
| April | 58 | 0 | 13 | 45 | 0 | 18 |
| May | 70 | 0 | 12 | 58 | 0 | 19 |
| June | 67 | 1 | 17 | 49 | 1 | 30 |
| July | 41 | 0 | 12 | 29 | 0 | 14 |
| August | 56 | 0 | 8 | 48 | 0 | 10 |
| September | 52 | 2 | 9 | 41 | 3 | 12 |
| October | 73 | 0 | 9 | 64 | 0 | 10 |
| November | 70 | 0 | 8 | 62 | 0 | 9 |
| December | 81 | 0 | 9 | 72 | 0 | 10 |
| Total | 765 | 4 | 124 | 637 | 5 | 165 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,879 | 2,012 | 213 | 549.1 | 1,058.6 |
| 21 - 24 | 2,655 | 1,560 | 103 | 387.9 | 660.3 |
| 25 - 44 | 10,174 | 7,599 | 350 | 344.0 | 460.6 |
| 45 - 64 | 9,179 | 9,374 | 314 | 342.1 | 335.0 |
| 65 + | 4,891 | 4,483 | 92 | 188.1 | 205.2 |
| Other/unknown | 6,405 | na | 4 | 6.2 | na |
| Total | 37,183 | 25,028 | 1,076 | 289.4 | 429.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 21,403 | 577 | 269.6 |
| Truck | 14,486 | 456 | 314.8 |
| Trailer | 6,117 | 69 | 112.8 |
| Motorcycle | 1,480 | 11 | 74.3 |
| Recreational vehicle | 616 | 2 | 32.5 |
| Bus | na | 3 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 11 | na |
| Total | 44,102 | 1,134 | 257.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|------------------|-----------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | |
| Large truck | 65 | 56 | 86.2% | 1 | 0 | 0.0% | 0 | 0 | na | 5 | 4 | 80.0% | 0 | 0 | na | 59 | 52 | 88.1% |
| Light truck | 452 | 314 | 69.5% | 1 | 1 | 100.0% | 7 | 4 | 57.1% | 54 | 42 | 77.8% | 7 | 3 | 42.9% | 383 | 264 | 68.9% |
| Motorcycle/moped | 13 | 6 | 46.2% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 4 | 44.4% | 0 | 0 | na | 3 | 1 | 33.3% |
| Passenger car | 569 | 432 | 75.9% | 3 | 2 | 66.7% | 7 | 4 | 57.1% | 80 | 67 | 83.8% | 3 | 2 | 66.7% | 476 | 357 | 75.0% |
| Other | 19 | 12 | 63.2% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 18 | 11 | 61.1% |
| Total | 1,118 | 820 | 73.3% | 5 | 3 | 60.0% | 15 | 9 | 60.0% | 149 | 118 | 79.2% | 10 | 5 | 50.0% | 939 | 685 | 72.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|--------------|-----------------|--------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | Total | % restrained | % restrained | |
| 0 - 14 | 15 | 13 | 86.7% | 0 | 0 | na | 0 | 0 | na | 11 | 11 | 100.0% | 1 | 1 | 100.0% | 3 | 1 | 33.3% |
| 15 - 20 | 226 | 163 | 72.1% | 2 | 1 | 50.0% | 4 | 2 | 50.0% | 39 | 30 | 76.9% | 2 | 1 | 50.0% | 179 | 129 | 72.1% |
| 21 - 24 | 106 | 66 | 62.3% | 1 | 1 | 100.0% | 0 | 0 | na | 13 | 9 | 69.2% | 2 | 0 | 0.0% | 90 | 56 | 62.2% |
| 25 - 44 | 359 | 266 | 74.1% | 1 | 0 | 0.0% | 5 | 3 | 60.0% | 40 | 33 | 82.5% | 3 | 1 | 33.3% | 310 | 229 | 73.9% |
| 45 - 64 | 317 | 247 | 77.9% | 1 | 1 | 100.0% | 5 | 4 | 80.0% | 35 | 25 | 71.4% | 1 | 1 | 100.0% | 275 | 216 | 78.5% |
| 65 + | 95 | 65 | 68.4% | 0 | 0 | na | 1 | 0 | 0.0% | 11 | 10 | 90.9% | 1 | 1 | 100.0% | 82 | 54 | 65.9% |
| Total | 1,118 | 820 | 73.3% | 5 | 3 | 60.0% | 15 | 9 | 60.0% | 149 | 118 | 79.2% | 10 | 5 | 50.0% | 939 | 685 | 72.9% |



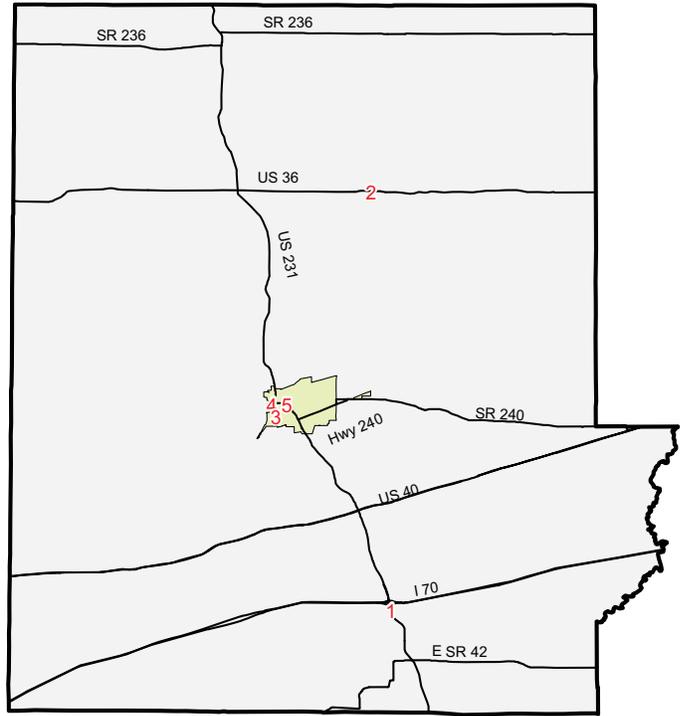
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 5 | 0 | 1 | 3 | 1 |
| 21 - 24 | 7 | 5 | 0 | 1 | 3 | 3 |
| 25 - 44 | 14 | 10 | 0 | 0 | 7 | 7 |
| 45 - 64 | 13 | 8 | 1 | 0 | 6 | 6 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 39 | 28 | 1 | 2 | 19 | 17 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bainbridge | 1 | 1 | 0 | 0 | 1 | 0 |
| Cloverdale | 5 | 4 | 0 | 0 | 3 | 2 |
| Fillmore | 1 | 1 | 0 | 0 | 1 | 0 |
| Greencastle | 11 | 7 | 0 | 0 | 6 | 5 |
| Roachdale | 0 | 0 | 0 | 0 | 0 | 0 |
| Russellville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 21 | 15 | 1 | 2 | 8 | 10 |
| Total | 39 | 28 | 1 | 2 | 19 | 17 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | CR900S & US231 | 4 | 0 | 2 |
| 2 | Washington St & US36 | 4 | 0 | 0 |
| 3 | Hanna St & Jackson St | 3 | 0 | 2 |
| 4 | Jackson St & Walnut St | 3 | 0 | 0 |
| 5 | Bloomington St & Washington St | 3 | 0 | 0 |

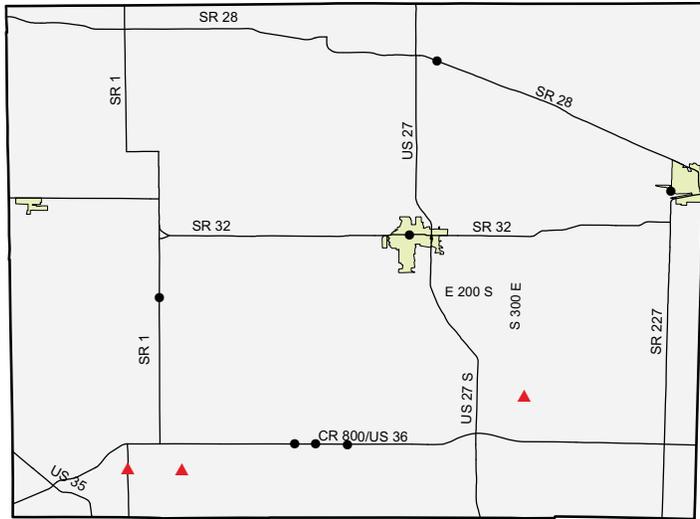
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bainbridge | 13 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Cloverdale | 78 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Fillmore | 7 | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Greencastle | 172 | 0 | 0 | 44 | 10 | 0 | 0 | 3 | 9 | 0 | 0 | 4 |
| Roachdale | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Russellville | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 487 | 4 | 5 | 105 | 16 | 1 | 2 | 6 | 46 | 1 | 2 | 14 |
| Total | 765 | 4 | 5 | 165 | 32 | 1 | 2 | 12 | 58 | 1 | 2 | 18 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Bainbridge | 22 | 20 | 90.9% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 20 | 19 |
| Cloverdale | 128 | 109 | 85.2% | 0 | 0 | na | 1 | 0 | 0.0% | 10 | 9 | 90.0% | 0 | 0 | na | 117 | 100 | 85.5% |
| Fillmore | 12 | 8 | 66.7% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 9 | 5 | 55.6% |
| Greencastle | 294 | 159 | 54.1% | 0 | 0 | na | 4 | 4 | 100.0% | 39 | 25 | 64.1% | 7 | 3 | 42.9% | 244 | 127 | 52.0% |
| Roachdale | 10 | 8 | 80.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 10 | 8 | 80.0% |
| Russellville | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| Rural | 650 | 514 | 79.1% | 5 | 3 | 60.0% | 10 | 5 | 50.0% | 95 | 80 | 84.2% | 3 | 2 | 66.7% | 537 | 424 | 79.0% |
| Total | 1,118 | 820 | 73.3% | 5 | 3 | 60.0% | 15 | 9 | 60.0% | 149 | 118 | 79.2% | 10 | 5 | 50.0% | 939 | 685 | 72.9% |

RANDOLPH COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (3/3)
- Incapacitating (7/7)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 76 | 0 | 6 | 70 | 0 | 13 |
| February | 53 | 0 | 7 | 46 | 0 | 9 |
| March | 44 | 0 | 8 | 36 | 0 | 9 |
| April | 32 | 0 | 8 | 24 | 0 | 12 |
| May | 38 | 2 | 7 | 29 | 2 | 12 |
| June | 43 | 0 | 8 | 35 | 0 | 14 |
| July | 39 | 0 | 11 | 28 | 0 | 13 |
| August | 38 | 0 | 8 | 30 | 0 | 11 |
| September | 41 | 1 | 8 | 32 | 1 | 14 |
| October | 40 | 0 | 8 | 32 | 0 | 10 |
| November | 55 | 0 | 4 | 51 | 0 | 4 |
| December | 67 | 0 | 8 | 59 | 0 | 8 |
| Total | 566 | 3 | 91 | 472 | 3 | 129 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,865 | 1,466 | 155 | 831.1 | 1,057.3 |
| 21 - 24 | 1,115 | 1,112 | 57 | 511.2 | 512.6 |
| 25 - 44 | 6,454 | 5,517 | 251 | 388.9 | 455.0 |
| 45 - 64 | 7,221 | 6,782 | 192 | 265.9 | 283.1 |
| 65 + | 4,291 | 3,829 | 96 | 223.7 | 250.7 |
| Other/unknown | 4,855 | na | 1 | 2.1 | na |
| Total | 25,801 | 18,706 | 752 | 291.5 | 402.0 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 16,111 | 477 | 296.1 |
| Truck | 10,747 | 318 | 295.9 |
| Trailer | 4,231 | 28 | 66.2 |
| Motorcycle | 1,221 | 12 | 98.3 |
| Recreational vehicle | 463 | 1 | 21.6 |
| Bus | na | 3 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 8 | na |
| Total | 32,773 | 852 | 260.0 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 27 | 23 | 85.2% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 25 | 21 | 84.0% |
| Light truck | 285 | 228 | 80.0% | 0 | 0 | na | 2 | 0 | 0.0% | 30 | 20 | 66.7% | 5 | 5 | 100.0% | 248 | 203 | 81.9% |
| Motorcycle/moped | 12 | 1 | 8.3% | 0 | 0 | na | 1 | 0 | 0.0% | 9 | 1 | 11.1% | 0 | 0 | na | 2 | 0 | 0.0% |
| Passenger car | 451 | 371 | 82.3% | 3 | 1 | 33.3% | 6 | 5 | 83.3% | 72 | 68 | 94.4% | 7 | 7 | 100.0% | 363 | 290 | 79.9% |
| Other | 12 | 7 | 58.3% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 10 | 7 | 70.0% |
| Total | 787 | 630 | 80.1% | 3 | 1 | 33.3% | 9 | 5 | 55.6% | 115 | 91 | 79.1% | 12 | 12 | 100.0% | 648 | 521 | 80.4% |

Restraint use among vehicle occupants, by age

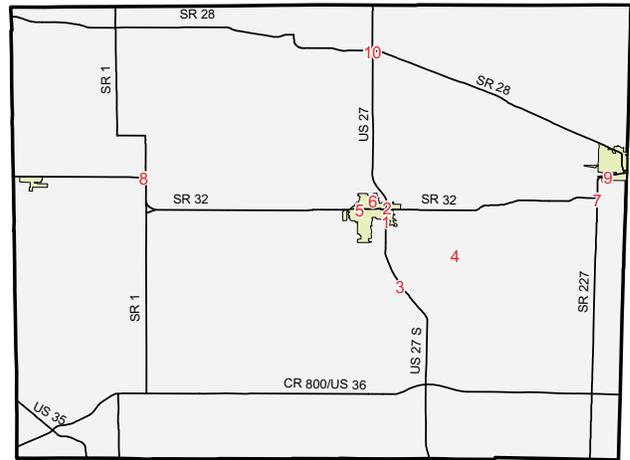
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 6 | 6 | 100.0% | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% |
| 15 - 20 | 167 | 137 | 82.0% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 30 | 26 | 86.7% | 3 | 3 | 100.0% | 132 | 108 | 81.8% |
| 21 - 24 | 57 | 41 | 71.9% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 7 | 77.8% | 0 | 0 | na | 47 | 33 | 70.2% |
| 25 - 44 | 258 | 209 | 81.0% | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 25 | 18 | 72.0% | 4 | 4 | 100.0% | 223 | 183 | 82.1% |
| 45 - 64 | 198 | 163 | 82.3% | 0 | 0 | na | 1 | 1 | 100.0% | 29 | 21 | 72.4% | 3 | 3 | 100.0% | 165 | 138 | 83.6% |
| 65 + | 101 | 74 | 73.3% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 17 | 14 | 82.4% | 2 | 2 | 100.0% | 80 | 58 | 72.5% |
| Total | 787 | 630 | 80.1% | 3 | 1 | 33.3% | 9 | 5 | 55.6% | 115 | 91 | 79.1% | 12 | 12 | 100.0% | 648 | 521 | 80.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 4 | 0 | 1 | 3 | 0 | 4 |
| SR28 & US27 | 1 | 0 | 1 | 0 | 0 | 4 |
| US27 & US36 | 1 | 0 | 0 | 1 | 0 | 0 |
| Meridian St & Washington St | 1 | 0 | 0 | 1 | 0 | 0 |
| Church St & US27 | 1 | 0 | 0 | 1 | 0 | 0 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Greenville Ave & US27 | 4 | 0 | 2 |
| 2 | McDonald Dr & SR32 | 3 | 0 | 0 |
| 3 | CR300S & US27 | 2 | 0 | 1 |
| 4 | CR300E & Greenville Pike | 2 | 0 | 2 |
| 5 | Washington St & Main St | 2 | 0 | 0 |
| 6 | 4th St & Union St | 2 | 0 | 0 |
| 7 | SR32 & SR227 | 2 | 0 | 0 |
| 8 | Mulberry St & SR32 | 2 | 0 | 0 |
| 9 | Emerald Dr & South St | 2 | 0 | 0 |
| 10 | SR28 & US27 | 2 | 0 | 6 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 3 | 2 | 1 | 0 | 1 | 1 |
| 21 - 24 | 6 | 5 | 1 | 2 | 2 | 1 |
| 25 - 44 | 9 | 8 | 1 | 2 | 3 | 3 |
| 45 - 64 | 11 | 9 | 1 | 0 | 6 | 4 |
| 65 + | 2 | 1 | 0 | 0 | 1 | 1 |
| Total | 31 | 25 | 4 | 4 | 13 | 10 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Albany | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmland | 0 | 0 | 0 | 0 | 0 | 0 |
| Losantville | 0 | 0 | 0 | 0 | 0 | 0 |
| Lynn | 0 | 0 | 0 | 0 | 0 | 0 |
| Modoc | 0 | 0 | 0 | 0 | 0 | 0 |
| Parker City | 1 | 1 | 0 | 0 | 1 | 0 |
| Ridgeville | 0 | 0 | 0 | 0 | 0 | 0 |
| Saratoga | 0 | 0 | 0 | 0 | 0 | 0 |
| Union City | 5 | 5 | 1 | 0 | 3 | 1 |
| Winchester | 3 | 3 | 1 | 1 | 1 | 0 |
| Rural | 22 | 16 | 2 | 3 | 8 | 9 |
| Total | 31 | 25 | 4 | 4 | 13 | 10 |

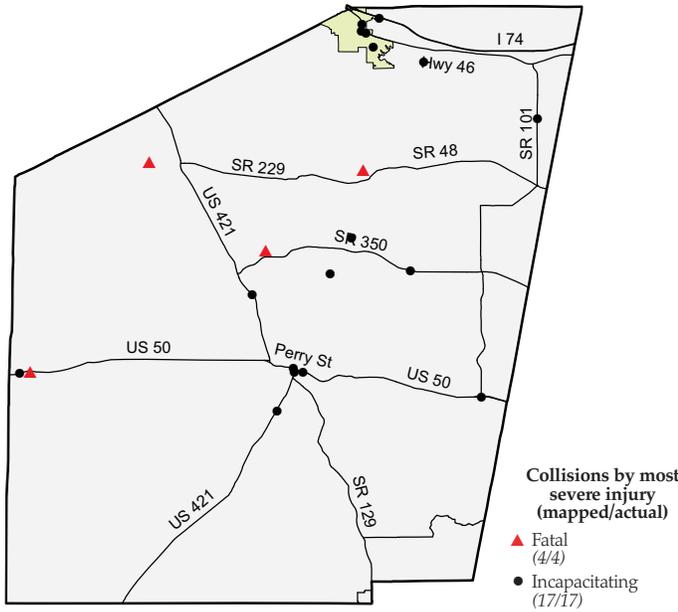
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Albany | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmland | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Losantville | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lynn | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Modoc | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parker City | 16 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ridgeville | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saratoga | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Union City | 51 | 0 | 0 | 11 | 5 | 0 | 0 | 3 | 1 | 0 | 0 | 0 |
| Winchester | 147 | 0 | 0 | 13 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 0 |
| Rural | 329 | 3 | 3 | 100 | 18 | 0 | 0 | 14 | 29 | 0 | 0 | 11 |
| Total | 566 | 3 | 3 | 129 | 27 | 0 | 0 | 18 | 37 | 0 | 0 | 11 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Albany | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 |
| Farmland | 11 | 11 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 11 | 11 | 100.0% |
| Losantville | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| Lynn | 19 | 16 | 84.2% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 1 | 1 | 100.0% | 15 | 13 | 86.7% |
| Modoc | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Parker City | 25 | 23 | 92.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 24 | 22 | 91.7% |
| Ridgeville | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% |
| Saratoga | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Union City | 80 | 60 | 75.0% | 0 | 0 | na | 1 | 1 | 100.0% | 8 | 4 | 50.0% | 1 | 1 | 100.0% | 70 | 54 | 77.1% |
| Winchester | 215 | 126 | 58.6% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 6 | 66.7% | 0 | 0 | na | 205 | 119 | 58.0% |
| Rural | 430 | 388 | 90.2% | 3 | 1 | 33.3% | 7 | 3 | 42.9% | 93 | 77 | 82.8% | 10 | 10 | 100.0% | 317 | 297 | 93.7% |
| Total | 787 | 630 | 80.1% | 3 | 1 | 33.3% | 9 | 5 | 55.6% | 115 | 91 | 79.1% | 12 | 12 | 100.0% | 648 | 521 | 80.4% |

RIPLEY COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 84 | 0 | 12 | 72 | 0 | 16 |
| February | 76 | 2 | 10 | 64 | 2 | 14 |
| March | 55 | 1 | 13 | 41 | 1 | 19 |
| April | 55 | 1 | 11 | 43 | 1 | 16 |
| May | 49 | 0 | 9 | 40 | 0 | 11 |
| June | 55 | 0 | 9 | 46 | 0 | 16 |
| July | 49 | 0 | 12 | 37 | 0 | 23 |
| August | 46 | 0 | 13 | 33 | 0 | 18 |
| September | 48 | 0 | 17 | 31 | 0 | 24 |
| October | 82 | 0 | 14 | 68 | 0 | 15 |
| November | 77 | 0 | 11 | 66 | 0 | 15 |
| December | 73 | 0 | 14 | 59 | 0 | 22 |
| Total | 749 | 4 | 145 | 600 | 4 | 209 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,103 | 1,793 | 156 | 741.8 | 870.1 |
| 21 - 24 | 1,134 | 1,368 | 75 | 661.4 | 548.2 |
| 25 - 44 | 7,270 | 6,657 | 353 | 485.6 | 530.3 |
| 45 - 64 | 7,039 | 7,566 | 274 | 389.3 | 362.1 |
| 65 + | 3,962 | 3,469 | 111 | 280.2 | 320.0 |
| Other/unknown | 5,892 | na | 4 | 6.8 | na |
| Total | 27,400 | 20,853 | 973 | 355.1 | 466.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 18,885 | 591 | 312.9 |
| Truck | 13,145 | 393 | 299.0 |
| Trailer | 5,316 | 47 | 88.4 |
| Motorcycle | 1,149 | 16 | 139.3 |
| Bus | na | 5 | na |
| Farm vehicle | na | 7 | na |
| Other/unknown | na | 20 | na |
| Total | 38,495 | 1,079 | 280.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 44 | 33 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 43 | 33 | 76.7% |
| Light truck | 380 | 243 | 63.9% | 1 | 0 | 0.0% | 5 | 3 | 60.0% | 65 | 42 | 64.6% | 4 | 2 | 50.0% | 305 | 196 | 64.3% |
| Motorcycle/moped | 17 | 3 | 17.6% | 0 | 0 | na | 3 | 0 | 0.0% | 10 | 1 | 10.0% | 0 | 0 | na | 4 | 2 | 50.0% |
| Passenger car | 574 | 441 | 76.8% | 3 | 2 | 66.7% | 9 | 7 | 77.8% | 111 | 77 | 69.4% | 3 | 3 | 100.0% | 448 | 352 | 78.6% |
| Other | 14 | 5 | 35.7% | 0 | 0 | na | 0 | 0 | na | 2 | 0 | 0.0% | 0 | 0 | na | 12 | 5 | 41.7% |
| Total | 1,029 | 725 | 70.5% | 4 | 2 | 50.0% | 17 | 10 | 58.8% | 188 | 120 | 63.8% | 8 | 5 | 62.5% | 812 | 588 | 72.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 20 | 12 | 60.0% | 0 | 0 | na | 0 | 0 | na | 17 | 12 | 70.6% | 0 | 0 | na | 3 | 0 | 0.0% |
| 15 - 20 | 169 | 115 | 68.0% | 2 | 1 | 50.0% | 5 | 4 | 80.0% | 33 | 20 | 60.6% | 2 | 1 | 50.0% | 127 | 89 | 70.1% |
| 21 - 24 | 77 | 53 | 68.8% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 13 | 7 | 53.8% | 0 | 0 | na | 62 | 46 | 74.2% |
| 25 - 44 | 369 | 260 | 70.5% | 1 | 1 | 100.0% | 8 | 4 | 50.0% | 62 | 38 | 61.3% | 5 | 3 | 60.0% | 293 | 214 | 73.0% |
| 45 - 64 | 279 | 207 | 74.2% | 0 | 0 | na | 3 | 2 | 66.7% | 44 | 31 | 70.5% | 1 | 1 | 100.0% | 231 | 173 | 74.9% |
| 65 + | 115 | 78 | 67.8% | 0 | 0 | na | 0 | 0 | na | 19 | 12 | 63.2% | 0 | 0 | na | 96 | 66 | 68.8% |
| Total | 1,029 | 725 | 70.5% | 4 | 2 | 50.0% | 17 | 10 | 58.8% | 188 | 120 | 63.8% | 8 | 5 | 62.5% | 812 | 588 | 72.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 1 | 1 | 0 | 2 |
| SR46 & Tekulve Ave | 1 | 0 | 1 | 0 | 0 | 2 |
| SR46 & SR229 | 1 | 0 | 0 | 1 | 0 | 0 |

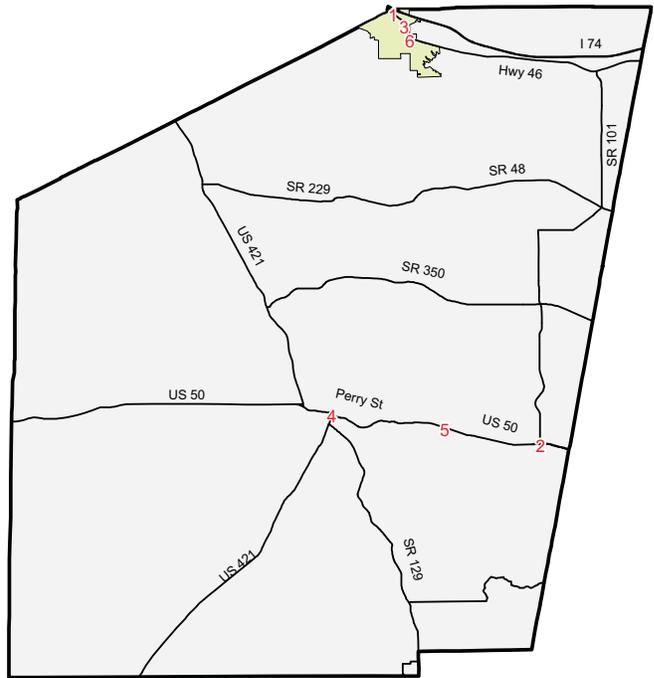
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 10 | 7 | 0 | 2 | 1 | 6 |
| 21 - 24 | 11 | 7 | 0 | 2 | 3 | 6 |
| 25 - 44 | 18 | 16 | 1 | 1 | 7 | 9 |
| 45 - 64 | 13 | 9 | 0 | 2 | 3 | 8 |
| 65 + | 1 | 1 | 0 | 0 | 0 | 1 |
| Total | 53 | 40 | 1 | 7 | 14 | 30 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Batesville | 0 | 0 | 0 | 0 | 0 | 0 |
| Holton | 0 | 0 | 0 | 0 | 0 | 0 |
| Milan | 0 | 0 | 0 | 0 | 0 | 0 |
| Napoleon | 0 | 0 | 0 | 0 | 0 | 0 |
| Osgood | 1 | 1 | 0 | 0 | 0 | 1 |
| Sunman | 0 | 0 | 0 | 0 | 0 | 0 |
| Versailles | 3 | 2 | 0 | 0 | 2 | 1 |
| Rural | 49 | 37 | 1 | 7 | 12 | 28 |
| Total | 53 | 40 | 1 | 7 | 14 | 30 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR46 & SR229 | 11 | 0 | 2 |
| 2 | CR50S & SR101 | 5 | 0 | 5 |
| 3 | SR46 & Tekulve Ave | 5 | 0 | 5 |
| 4 | SR129 & US421 | 4 | 0 | 1 |
| 5 | CR400E & US50 | 3 | 0 | 7 |
| 6 | Lammers Pike & SR46 | 3 | 0 | 1 |

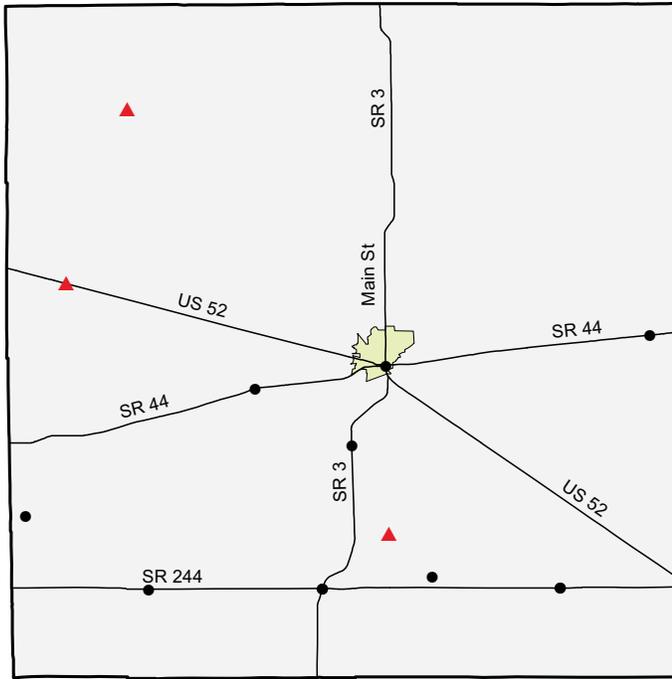
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Batesville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Holton | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Milan | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Napoleon | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Osgood | 14 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sunman | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Versailles | 71 | 0 | 0 | 18 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 |
| Rural | 635 | 4 | 4 | 180 | 42 | 1 | 1 | 15 | 57 | 0 | 0 | 29 |
| Total | 749 | 4 | 4 | 209 | 45 | 1 | 1 | 18 | 61 | 0 | 0 | 29 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Batesville | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Holton | 12 | 8 | 66.7% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 11 | 7 | 63.6% |
| Milan | 12 | 5 | 41.7% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 11 | 5 | 45.5% |
| Napoleon | 6 | 6 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% |
| Osgood | 23 | 8 | 34.8% | 0 | 0 | na | 1 | 0 | 0.0% | 5 | 1 | 20.0% | 2 | 1 | 50.0% | 15 | 6 | 40.0% |
| Sunman | 12 | 9 | 75.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 10 | 7 | 70.0% |
| Versailles | 118 | 85 | 72.0% | 0 | 0 | na | 3 | 3 | 100.0% | 15 | 9 | 60.0% | 5 | 3 | 60.0% | 95 | 70 | 73.7% |
| Rural | 846 | 604 | 71.4% | 4 | 2 | 50.0% | 13 | 7 | 53.8% | 164 | 107 | 65.2% | 1 | 1 | 100.0% | 664 | 487 | 73.3% |
| Total | 1,029 | 725 | 70.5% | 4 | 2 | 50.0% | 17 | 10 | 58.8% | 188 | 120 | 63.8% | 8 | 5 | 62.5% | 812 | 588 | 72.4% |

RUSH COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 31 | 0 | 9 | 22 | 0 | 10 |
| February | 25 | 0 | 8 | 17 | 0 | 9 |
| March | 21 | 0 | 5 | 16 | 0 | 15 |
| April | 25 | 1 | 8 | 16 | 1 | 12 |
| May | 33 | 0 | 9 | 24 | 0 | 16 |
| June | 34 | 1 | 11 | 22 | 1 | 17 |
| July | 18 | 0 | 4 | 14 | 0 | 5 |
| August | 24 | 0 | 5 | 19 | 0 | 5 |
| September | 25 | 0 | 6 | 19 | 0 | 8 |
| October | 22 | 1 | 4 | 17 | 1 | 7 |
| November | 28 | 0 | 7 | 21 | 0 | 11 |
| December | 37 | 0 | 8 | 29 | 0 | 11 |
| Total | 323 | 3 | 84 | 236 | 3 | 126 |

Collisions by most severe injury (mapped/actual)

- ▲ Fatal (3/3)
- Incapacitating (11/11)

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,361 | 954 | 74 | 543.7 | 775.7 |
| 21 - 24 | 654 | 766 | 38 | 581.0 | 496.1 |
| 25 - 44 | 4,400 | 3,900 | 151 | 343.2 | 387.2 |
| 45 - 64 | 4,761 | 4,758 | 119 | 249.9 | 250.1 |
| 65 + | 2,748 | 2,341 | 45 | 163.8 | 192.2 |
| Other/unknown | 3,373 | na | 0 | 0.0 | na |
| Total | 17,297 | 12,719 | 427 | 246.9 | 335.7 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 10,860 | 220 | 202.6 |
| Truck | 7,846 | 206 | 262.6 |
| Trailer | 3,612 | 19 | 52.6 |
| Motorcycle | 741 | 5 | 67.5 |
| Recreational vehicle | 257 | 1 | 38.9 |
| Bus | na | 3 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 3 | na |
| Total | 23,316 | 459 | 196.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 18 | 15 | 83.3% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 17 | 14 | 82.4% |
| Light truck | 204 | 170 | 83.3% | 1 | 0 | 0.0% | 4 | 3 | 75.0% | 44 | 35 | 79.5% | 6 | 6 | 100.0% | 149 | 126 | 84.6% |
| Motorcycle/moped | 7 | 0 | 0.0% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 4 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na |
| Passenger car | 231 | 210 | 90.9% | 1 | 1 | 100.0% | 5 | 4 | 80.0% | 63 | 60 | 95.2% | 2 | 2 | 100.0% | 160 | 143 | 89.4% |
| Other | 7 | 5 | 71.4% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 5 | 71.4% |
| Total | 467 | 400 | 85.7% | 3 | 1 | 33.3% | 11 | 7 | 63.6% | 112 | 96 | 85.7% | 8 | 8 | 100.0% | 333 | 288 | 86.5% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 13 | 12 | 92.3% | 0 | 0 | na | 0 | 0 | na | 13 | 12 | 92.3% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 84 | 78 | 92.9% | 0 | 0 | na | 1 | 1 | 100.0% | 24 | 21 | 87.5% | 1 | 1 | 100.0% | 58 | 55 | 94.8% |
| 21 - 24 | 40 | 31 | 77.5% | 0 | 0 | na | 0 | 0 | na | 11 | 8 | 72.7% | 0 | 0 | na | 29 | 23 | 79.3% |
| 25 - 44 | 159 | 134 | 84.3% | 1 | 0 | 0.0% | 6 | 4 | 66.7% | 34 | 31 | 91.2% | 4 | 4 | 100.0% | 114 | 95 | 83.3% |
| 45 - 64 | 122 | 105 | 86.1% | 2 | 1 | 50.0% | 4 | 2 | 50.0% | 17 | 12 | 70.6% | 2 | 2 | 100.0% | 97 | 88 | 90.7% |
| 65 + | 49 | 40 | 81.6% | 0 | 0 | na | 0 | 0 | na | 13 | 12 | 92.3% | 1 | 1 | 100.0% | 35 | 27 | 77.1% |
| Total | 467 | 400 | 85.7% | 3 | 1 | 33.3% | 11 | 7 | 63.6% | 112 | 96 | 85.7% | 8 | 8 | 100.0% | 333 | 288 | 86.5% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|---------------|------------|-------|--------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 0 | 0 | 1 | 0 | 0 |
| SR3 & US52 | 1 | 0 | 0 | 1 | 0 | 0 |

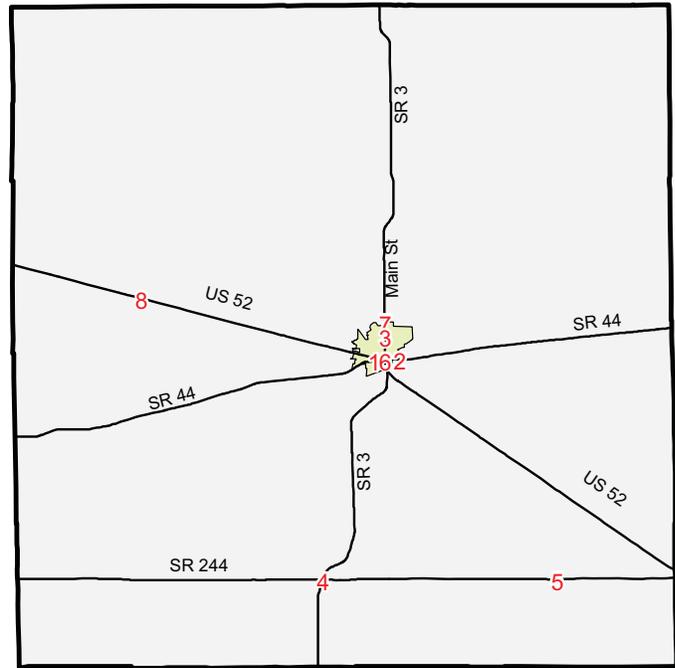
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 4 | 3 | 1 | 1 | 0 | 2 |
| 21 - 24 | 5 | 4 | 0 | 0 | 3 | 2 |
| 25 - 44 | 11 | 8 | 0 | 3 | 2 | 6 |
| 45 - 64 | 2 | 1 | 0 | 1 | 0 | 1 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 22 | 16 | 1 | 5 | 5 | 11 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Carthage | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood | 0 | 0 | 0 | 0 | 0 | 0 |
| Rushville | 9 | 8 | 0 | 2 | 2 | 5 |
| Rural | 13 | 8 | 1 | 3 | 3 | 6 |
| Total | 22 | 16 | 1 | 5 | 5 | 11 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 1st St & Main St | 3 | 0 | 1 |
| 2 | Perkins St & SR44 | 3 | 0 | 1 |
| 3 | 12th St & Main St | 3 | 0 | 2 |
| 4 | SR3 & SR244 | 2 | 0 | 1 |
| 5 | CR450E & SR244 | 2 | 0 | 4 |
| 6 | SR3 & US52 | 2 | 0 | 1 |
| 7 | SR3 & 16th St | 2 | 0 | 1 |
| 8 | CR650W & US52 | 2 | 0 | 2 |

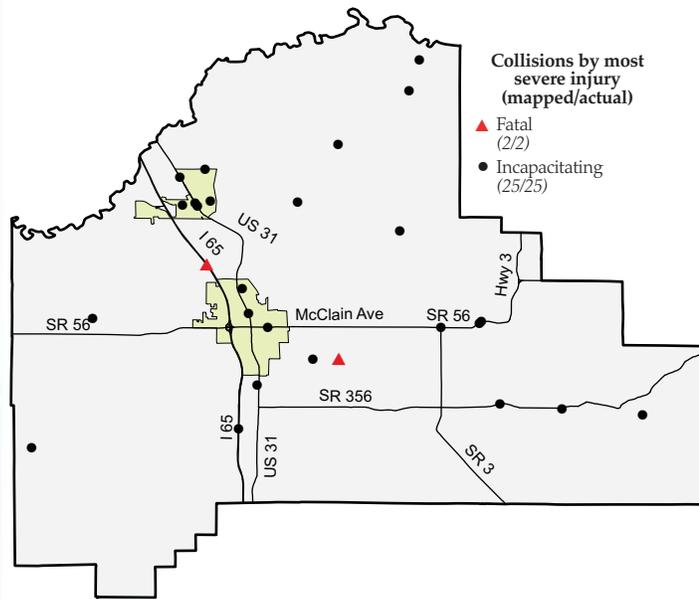
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Carthage | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Glenwood | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rushville | 109 | 1 | 1 | 42 | 7 | 0 | 0 | 2 | 17 | 1 | 1 | 11 |
| Rural | 211 | 1 | 1 | 83 | 12 | 0 | 0 | 4 | 21 | 0 | 0 | 10 |
| Total | 323 | 3 | 3 | 126 | 19 | 0 | 0 | 6 | 38 | 1 | 1 | 21 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Carthage | 5 | 4 | 80.0% | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 3 | 3 |
| Glenwood | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rushville | 180 | 132 | 73.3% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 37 | 31 | 83.8% | 2 | 2 | 100.0% | 138 | 98 | 71.0% |
| Rural | 282 | 264 | 93.6% | 1 | 1 | 100.0% | 9 | 6 | 66.7% | 74 | 64 | 86.5% | 6 | 6 | 100.0% | 192 | 187 | 97.4% |
| Total | 467 | 400 | 85.7% | 3 | 1 | 33.3% | 11 | 7 | 63.6% | 112 | 96 | 85.7% | 8 | 8 | 100.0% | 333 | 288 | 86.5% |

SCOTT COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 79 | 0 | 19 | 60 | 0 | 28 |
| February | 53 | 0 | 12 | 41 | 0 | 15 |
| March | 46 | 0 | 22 | 24 | 0 | 38 |
| April | 44 | 0 | 13 | 31 | 0 | 23 |
| May | 56 | 0 | 15 | 41 | 0 | 23 |
| June | 42 | 0 | 10 | 32 | 0 | 17 |
| July | 50 | 0 | 22 | 28 | 0 | 34 |
| August | 41 | 0 | 12 | 29 | 0 | 18 |
| September | 61 | 0 | 19 | 42 | 0 | 25 |
| October | 42 | 0 | 5 | 37 | 0 | 8 |
| November | 54 | 0 | 10 | 44 | 0 | 20 |
| December | 44 | 2 | 13 | 29 | 3 | 20 |
| Total | 612 | 2 | 172 | 438 | 3 | 269 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,656 | 1,291 | 152 | 917.9 | 1,177.4 |
| 21 - 24 | 1,023 | 1,028 | 98 | 958.0 | 953.3 |
| 25 - 44 | 7,012 | 5,733 | 337 | 480.6 | 587.8 |
| 45 - 64 | 6,083 | 6,381 | 277 | 455.4 | 434.1 |
| 65 + | 3,075 | 2,766 | 125 | 406.5 | 451.9 |
| Other/unknown | 4,778 | na | 2 | 4.2 | na |
| Total | 23,627 | 17,199 | 991 | 419.4 | 576.2 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 15,205 | 543 | 357.1 |
| Truck | 9,648 | 436 | 451.9 |
| Trailer | 3,189 | 31 | 97.2 |
| Motorcycle | 1,037 | 13 | 125.4 |
| Bus | na | 5 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 3 | na |
| Total | 29,079 | 1,033 | 355.2 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 29 | 27 | 93.1% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 2 | 1 | 50.0% | 26 | 25 | 96.2% |
| Light truck | 453 | 363 | 80.1% | 2 | 2 | 100.0% | 9 | 7 | 77.8% | 87 | 68 | 78.2% | 5 | 4 | 80.0% | 350 | 282 | 80.6% |
| Motorcycle/moped | 16 | 2 | 12.5% | 0 | 0 | na | 7 | 1 | 14.3% | 6 | 1 | 16.7% | 0 | 0 | na | 3 | 0 | 0.0% |
| Passenger car | 562 | 463 | 82.4% | 1 | 0 | 0.0% | 12 | 9 | 75.0% | 143 | 116 | 81.1% | 1 | 1 | 100.0% | 405 | 337 | 83.2% |
| Other | 10 | 8 | 80.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 10 | 8 | 80.0% |
| Total | 1,070 | 863 | 80.7% | 3 | 2 | 66.7% | 28 | 17 | 60.7% | 237 | 186 | 78.5% | 8 | 6 | 75.0% | 794 | 652 | 82.1% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 26 | 23 | 88.5% | 0 | 0 | na | 1 | 1 | 100.0% | 23 | 21 | 91.3% | 1 | 0 | 0.0% | 1 | 1 | 100.0% |
| 15 - 20 | 174 | 135 | 77.6% | 0 | 0 | na | 5 | 3 | 60.0% | 49 | 36 | 73.5% | 0 | 0 | na | 120 | 96 | 80.0% |
| 21 - 24 | 102 | 82 | 80.4% | 0 | 0 | na | 4 | 1 | 25.0% | 15 | 10 | 66.7% | 2 | 2 | 100.0% | 81 | 69 | 85.2% |
| 25 - 44 | 355 | 288 | 81.1% | 1 | 0 | 0.0% | 9 | 6 | 66.7% | 75 | 59 | 78.7% | 3 | 3 | 100.0% | 267 | 220 | 82.4% |
| 45 - 64 | 285 | 230 | 80.7% | 0 | 0 | na | 6 | 4 | 66.7% | 61 | 49 | 80.3% | 2 | 1 | 50.0% | 216 | 176 | 81.5% |
| 65 + | 128 | 105 | 82.0% | 2 | 2 | 100.0% | 3 | 2 | 66.7% | 14 | 11 | 78.6% | 0 | 0 | na | 109 | 90 | 82.6% |
| Total | 1,070 | 863 | 80.7% | 3 | 2 | 66.7% | 28 | 17 | 60.7% | 237 | 186 | 78.5% | 8 | 6 | 75.0% | 794 | 652 | 82.1% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 0 | 0 | 1 | 0 | 0 |
| I65 & SR56 | 1 | 0 | 0 | 1 | 0 | 0 |

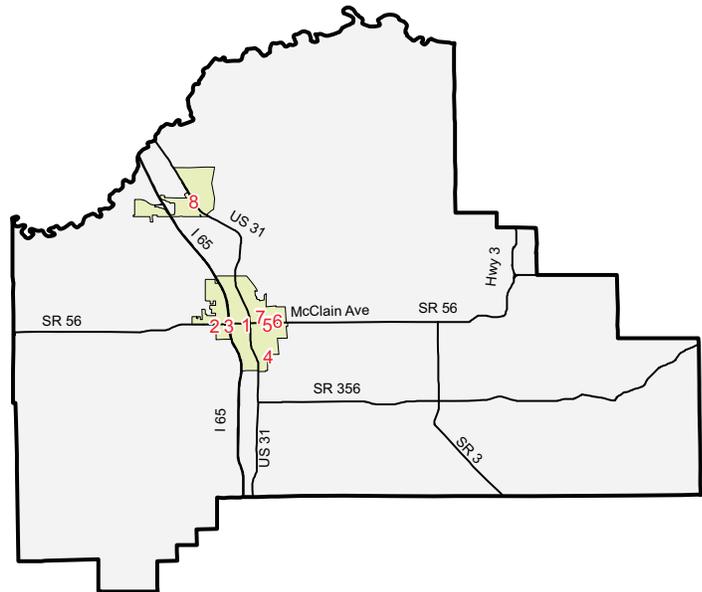
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 1 | 0 | 0 | 0 | 2 |
| 21 - 24 | 4 | 4 | 0 | 1 | 2 | 1 |
| 25 - 44 | 22 | 12 | 1 | 1 | 5 | 15 |
| 45 - 64 | 11 | 5 | 0 | 1 | 2 | 8 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 39 | 22 | 1 | 3 | 9 | 26 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | BAC not reported | g/dL=0.00 | g/dL >0.00 <0.08 | g/dL >= 0.08 |
|--------------|---------------------------------------------|----------------|------------------|-----------|------------------|--------------|
| Austin | 1 | 0 | 1 | 0 | 0 | 0 |
| Scottsburg | 16 | 8 | 0 | 1 | 3 | 12 |
| Rural | 22 | 14 | 0 | 2 | 6 | 14 |
| Total | 39 | 22 | 1 | 3 | 9 | 26 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR56 & US31 | 14 | 0 | 3 |
| 2 | Lake Rd & SR56 | 8 | 0 | 3 |
| 3 | I65 & SR56 | 5 | 0 | 1 |
| 4 | Lovers Ln & Main St | 3 | 0 | 0 |
| 5 | Main St & SR56 | 3 | 0 | 1 |
| 6 | Estil St & 3rd St | 3 | 0 | 0 |
| 7 | Meridian St & Owen St | 3 | 0 | 6 |
| 8 | SR256 & US31 | 3 | 0 | 0 |

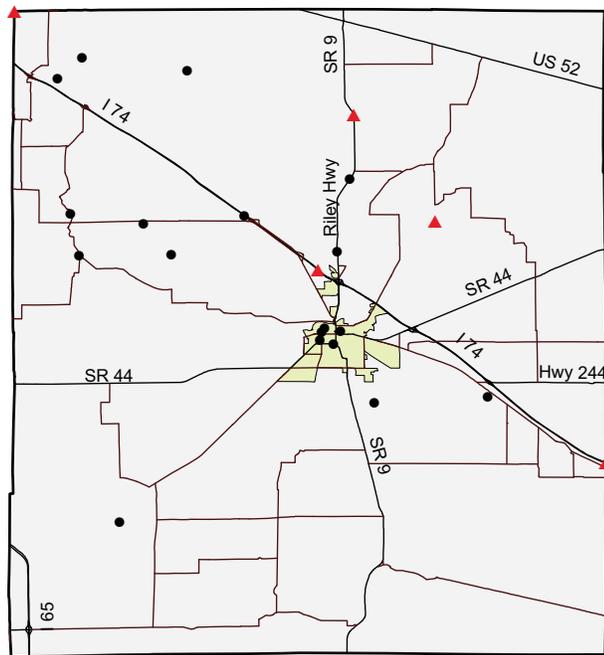
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Austin | 63 | 0 | 0 | 21 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Scottsburg | 263 | 0 | 0 | 98 | 9 | 0 | 0 | 5 | 7 | 0 | 0 | 5 |
| Rural | 286 | 2 | 3 | 150 | 15 | 0 | 0 | 15 | 21 | 1 | 2 | 4 |
| Total | 612 | 2 | 3 | 269 | 25 | 0 | 0 | 21 | 29 | 1 | 2 | 9 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Austin | 102 | 83 | 81.4% | 0 | 0 | na | 6 | 2 | 33.3% | 15 | 14 | 93.3% | 0 | 0 | na | 81 | 67 | 82.7% |
| Scottsburg | 517 | 453 | 87.6% | 0 | 0 | na | 4 | 3 | 75.0% | 90 | 77 | 85.6% | 3 | 2 | 66.7% | 420 | 371 | 88.3% |
| Rural | 451 | 327 | 72.5% | 3 | 2 | 66.7% | 18 | 12 | 66.7% | 132 | 95 | 72.0% | 5 | 4 | 80.0% | 293 | 214 | 73.0% |
| Total | 1,070 | 863 | 80.7% | 3 | 2 | 66.7% | 28 | 17 | 60.7% | 237 | 186 | 78.5% | 8 | 6 | 75.0% | 794 | 652 | 82.1% |

SHELBY COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (5/5)
- Incapacitating (18/18)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 114 | 0 | 13 | 101 | 0 | 16 |
| February | 100 | 0 | 16 | 84 | 0 | 22 |
| March | 88 | 0 | 19 | 69 | 0 | 20 |
| April | 92 | 0 | 23 | 69 | 0 | 32 |
| May | 79 | 1 | 24 | 54 | 1 | 37 |
| June | 94 | 2 | 18 | 74 | 2 | 25 |
| July | 107 | 0 | 38 | 69 | 0 | 49 |
| August | 88 | 1 | 25 | 62 | 2 | 35 |
| September | 91 | 1 | 27 | 63 | 1 | 34 |
| October | 84 | 0 | 21 | 63 | 0 | 30 |
| November | 99 | 0 | 14 | 85 | 0 | 18 |
| December | 96 | 0 | 22 | 74 | 0 | 27 |
| Total | 1,132 | 5 | 260 | 867 | 6 | 345 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,271 | 2,534 | 294 | 898.8 | 1,160.2 |
| 21 - 24 | 2,075 | 2,145 | 153 | 737.3 | 713.3 |
| 25 - 44 | 12,196 | 10,180 | 538 | 441.1 | 528.5 |
| 45 - 64 | 12,127 | 12,335 | 459 | 378.5 | 372.1 |
| 65 + | 5,826 | 5,175 | 137 | 235.2 | 264.7 |
| Other/unknown | 8,691 | na | 11 | 12.7 | na |
| Total | 44,186 | 32,369 | 1,592 | 360.3 | 491.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 29,178 | 906 | 310.5 |
| Truck | 17,531 | 641 | 365.6 |
| Trailer | 6,486 | 128 | 197.3 |
| Motorcycle | 2,044 | 31 | 151.7 |
| Recreational vehicle | 653 | 2 | 30.6 |
| Bus | na | 8 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 24 | na |
| Total | 55,892 | 1,748 | 312.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 121 | 106 | 87.6% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 118 | 104 | 88.1% |
| Light truck | 617 | 550 | 89.1% | 1 | 0 | 0.0% | 6 | 4 | 66.7% | 96 | 83 | 86.5% | 2 | 2 | 100.0% | 512 | 461 | 90.0% |
| Motorcycle/moped | 35 | 6 | 17.1% | 2 | 0 | 0.0% | 3 | 0 | 0.0% | 25 | 3 | 12.0% | 0 | 0 | na | 5 | 3 | 60.0% |
| Passenger car | 882 | 807 | 91.5% | 2 | 2 | 100.0% | 11 | 8 | 72.7% | 180 | 168 | 93.3% | 2 | 2 | 100.0% | 687 | 627 | 91.3% |
| Other | 30 | 19 | 63.3% | 0 | 0 | na | 0 | 0 | na | 4 | 2 | 50.0% | 0 | 0 | na | 26 | 17 | 65.4% |
| Total | 1,685 | 1,488 | 88.3% | 5 | 2 | 40.0% | 20 | 12 | 60.0% | 308 | 258 | 83.8% | 4 | 4 | 100.0% | 1,348 | 1,212 | 89.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 32 | 22 | 68.8% | 0 | 0 | na | 0 | 0 | na | 22 | 21 | 95.5% | 0 | 0 | na | 10 | 1 | 10.0% |
| 15 - 20 | 321 | 284 | 88.5% | 0 | 0 | na | 5 | 1 | 20.0% | 76 | 65 | 85.5% | 1 | 1 | 100.0% | 239 | 217 | 90.8% |
| 21 - 24 | 159 | 138 | 86.8% | 0 | 0 | na | 4 | 3 | 75.0% | 29 | 22 | 75.9% | 0 | 0 | na | 126 | 113 | 89.7% |
| 25 - 44 | 558 | 485 | 86.9% | 2 | 0 | 0.0% | 6 | 4 | 66.7% | 87 | 68 | 78.2% | 1 | 1 | 100.0% | 462 | 412 | 89.2% |
| 45 - 64 | 474 | 431 | 90.9% | 1 | 0 | 0.0% | 4 | 3 | 75.0% | 72 | 61 | 84.7% | 2 | 2 | 100.0% | 395 | 365 | 92.4% |
| 65 + | 141 | 128 | 90.8% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 22 | 21 | 95.5% | 0 | 0 | na | 116 | 104 | 89.7% |
| Total | 1,685 | 1,488 | 88.3% | 5 | 2 | 40.0% | 20 | 12 | 60.0% | 308 | 258 | 83.8% | 4 | 4 | 100.0% | 1,348 | 1,212 | 89.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 2 | 0 | 0 | 2 | 0 | 0 |
| SR44 & Sugar Creek Rd | 1 | 0 | 0 | 1 | 0 | 0 |
| CR400N & Michigan Rd | 1 | 0 | 0 | 1 | 0 | 0 |

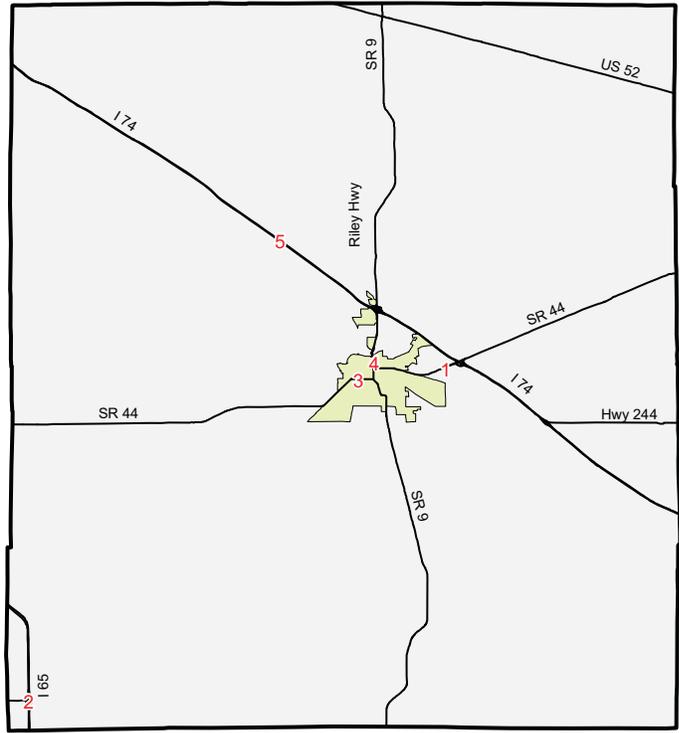
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 13 | 11 | 0 | 2 | 2 | 9 |
| 21 - 24 | 11 | 11 | 0 | 5 | 1 | 5 |
| 25 - 44 | 36 | 33 | 0 | 5 | 12 | 19 |
| 45 - 64 | 9 | 6 | 0 | 0 | 4 | 5 |
| 65 + | 2 | 1 | 0 | 0 | 1 | 1 |
| Total | 71 | 62 | 0 | 12 | 20 | 39 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | BAC not reported | g/dL=0.00 | g/dL >0.00 <0.08 | g/dL >= 0.08 |
|--------------|---------------------------------------------|----------------|------------------|-----------|------------------|--------------|
| Morristown | 0 | 0 | 0 | 0 | 0 | 0 |
| Shelbyville | 28 | 22 | 0 | 3 | 12 | 13 |
| St Paul | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 43 | 40 | 0 | 9 | 8 | 26 |
| Total | 71 | 62 | 0 | 12 | 20 | 39 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Progress Pkwy & SR44 | 8 | 0 | 3 |
| 2 | CR600W & SR252 | 5 | 0 | 4 |
| 3 | Colescott St & Miller St | 4 | 0 | 0 |
| 4 | Mechanic St & SR9 | 4 | 0 | 0 |
| 5 | CR400N & I74 | 4 | 0 | 3 |

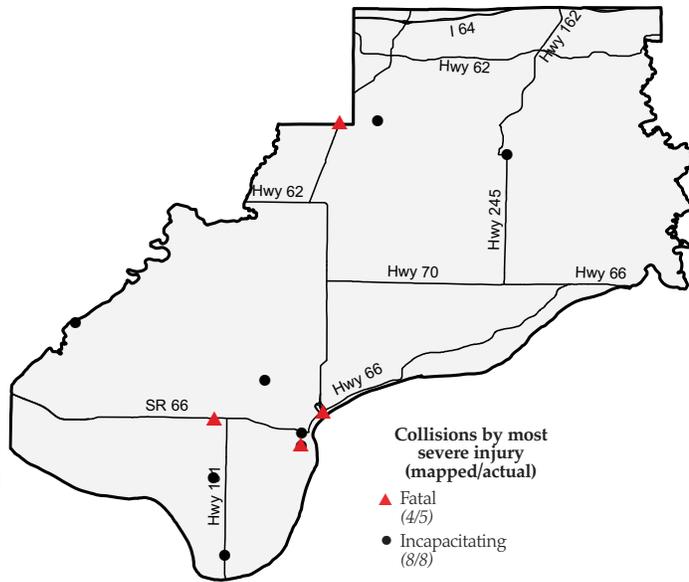
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Morristown | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Shelbyville | 457 | 0 | 0 | 113 | 25 | 0 | 0 | 6 | 18 | 0 | 0 | 9 |
| St Paul | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 663 | 5 | 6 | 232 | 41 | 0 | 0 | 21 | 90 | 2 | 3 | 42 |
| Total | 1,132 | 5 | 6 | 345 | 66 | 0 | 0 | 27 | 111 | 2 | 3 | 51 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Morristown | 15 | 14 | 93.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 15 | 14 |
| Shelbyville | 766 | 678 | 88.5% | 0 | 0 | na | 4 | 2 | 50.0% | 96 | 78 | 81.3% | 2 | 2 | 100.0% | 664 | 596 | 89.8% |
| St Paul | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 904 | 796 | 88.1% | 5 | 2 | 40.0% | 16 | 10 | 62.5% | 212 | 180 | 84.9% | 2 | 2 | 100.0% | 669 | 602 | 90.0% |
| Total | 1,685 | 1,488 | 88.3% | 5 | 2 | 40.0% | 20 | 12 | 60.0% | 308 | 258 | 83.8% | 4 | 4 | 100.0% | 1,348 | 1,212 | 89.9% |

SPENCER COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 48 | 1 | 7 | 40 | 1 | 11 |
| February | 40 | 2 | 6 | 32 | 2 | 8 |
| March | 32 | 1 | 8 | 23 | 1 | 13 |
| April | 47 | 0 | 7 | 40 | 0 | 9 |
| May | 47 | 0 | 5 | 42 | 0 | 10 |
| June | 51 | 0 | 9 | 42 | 0 | 16 |
| July | 60 | 0 | 10 | 50 | 0 | 14 |
| August | 50 | 0 | 8 | 42 | 0 | 12 |
| September | 46 | 0 | 11 | 35 | 0 | 19 |
| October | 50 | 0 | 3 | 47 | 0 | 7 |
| November | 76 | 1 | 5 | 70 | 1 | 9 |
| December | 46 | 0 | 3 | 43 | 0 | 5 |
| Total | 593 | 5 | 82 | 506 | 5 | 133 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,574 | 1,366 | 173 | 1,099.1 | 1,266.5 |
| 21 - 24 | 930 | 981 | 65 | 698.9 | 662.6 |
| 25 - 44 | 5,015 | 4,525 | 261 | 520.4 | 576.8 |
| 45 - 64 | 5,881 | 5,962 | 215 | 365.6 | 360.6 |
| 65 + | 3,034 | 2,640 | 73 | 240.6 | 276.5 |
| Other/unknown | 3,677 | na | 1 | 2.7 | na |
| Total | 20,111 | 15,474 | 788 | 391.8 | 509.2 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 13,391 | 410 | 306.2 |
| Truck | 10,582 | 356 | 336.4 |
| Trailer | 4,361 | 40 | 91.7 |
| Motorcycle | 742 | 13 | 175.2 |
| Recreational vehicle | 456 | 3 | 65.8 |
| Bus | na | 7 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 7 | na |
| Total | 29,532 | 842 | 285.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 33 | 26 | 78.8% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 0 | 0 | na | 29 | 23 | 79.3% |
| Light truck | 353 | 282 | 79.9% | 4 | 1 | 25.0% | 4 | 4 | 100.0% | 41 | 28 | 68.3% | 3 | 3 | 100.0% | 301 | 246 | 81.7% |
| Motorcycle/moped | 15 | 4 | 26.7% | 0 | 0 | na | 1 | 0 | 0.0% | 10 | 2 | 20.0% | 0 | 0 | na | 4 | 2 | 50.0% |
| Passenger car | 410 | 366 | 89.3% | 1 | 1 | 100.0% | 5 | 4 | 80.0% | 63 | 52 | 82.5% | 3 | 3 | 100.0% | 338 | 306 | 90.5% |
| Other | 18 | 15 | 83.3% | 0 | 0 | na | 0 | 0 | na | 4 | 1 | 25.0% | 0 | 0 | na | 14 | 14 | 100.0% |
| Total | 829 | 693 | 83.6% | 5 | 2 | 40.0% | 10 | 8 | 80.0% | 122 | 86 | 70.5% | 6 | 6 | 100.0% | 686 | 591 | 86.2% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 10 | 4 | 40.0% | 0 | 0 | na | 0 | 0 | na | 10 | 4 | 40.0% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 185 | 155 | 83.8% | 0 | 0 | na | 1 | 1 | 100.0% | 36 | 26 | 72.2% | 2 | 2 | 100.0% | 146 | 126 | 86.3% |
| 21 - 24 | 71 | 57 | 80.3% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 15 | 13 | 86.7% | 0 | 0 | na | 53 | 43 | 81.1% |
| 25 - 44 | 267 | 224 | 83.9% | 1 | 0 | 0.0% | 5 | 4 | 80.0% | 28 | 18 | 64.3% | 2 | 2 | 100.0% | 231 | 200 | 86.6% |
| 45 - 64 | 220 | 189 | 85.9% | 3 | 2 | 66.7% | 2 | 2 | 100.0% | 22 | 16 | 72.7% | 2 | 2 | 100.0% | 191 | 167 | 87.4% |
| 65 + | 76 | 64 | 84.2% | 0 | 0 | na | 0 | 0 | na | 11 | 9 | 81.8% | 0 | 0 | na | 65 | 55 | 84.6% |
| Total | 829 | 693 | 83.6% | 5 | 2 | 40.0% | 10 | 8 | 80.0% | 122 | 86 | 70.5% | 6 | 6 | 100.0% | 686 | 591 | 86.2% |



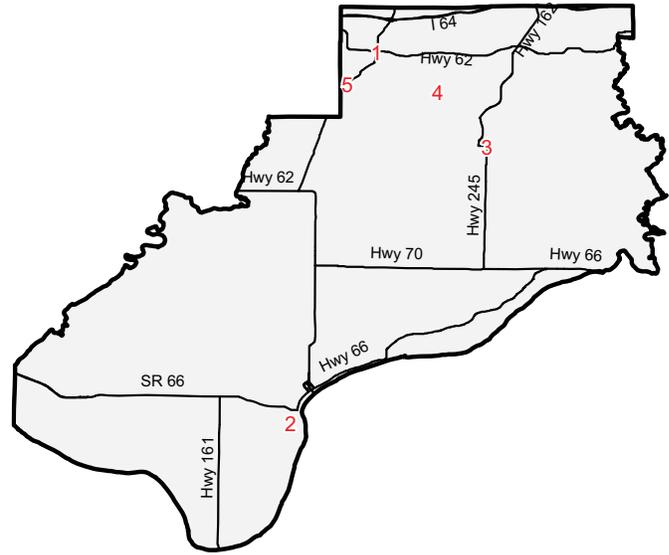
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 6 | 6 | 2 | 1 | 1 | 2 |
| 21 - 24 | 7 | 6 | 0 | 2 | 2 | 3 |
| 25 - 44 | 17 | 16 | 2 | 2 | 10 | 3 |
| 45 - 64 | 6 | 4 | 0 | 0 | 2 | 4 |
| 65 + | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 37 | 33 | 4 | 5 | 16 | 12 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Chrisney | 1 | 1 | 0 | 0 | 1 | 0 |
| Dale | 0 | 0 | 0 | 0 | 0 | 0 |
| Gentryville | 0 | 0 | 0 | 0 | 0 | 0 |
| Grandview | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockport | 2 | 1 | 1 | 0 | 0 | 1 |
| Santa Claus | 2 | 2 | 0 | 0 | 2 | 0 |
| Rural | 32 | 29 | 3 | 5 | 13 | 11 |
| Total | 37 | 33 | 4 | 5 | 16 | 12 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR62 & US231 | 3 | 0 | 1 |
| 2 | Lincoln St & Walnut St | 2 | 0 | 2 |
| 3 | CR1450N & SR245 | 2 | 0 | 3 |
| 4 | CR600E & SR245 | 2 | 0 | 0 |
| 5 | CR2050N & US231 | 2 | 0 | 0 |

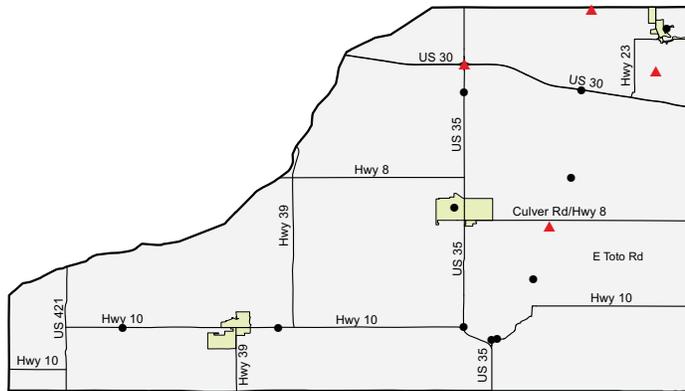
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Chrisney | 7 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Dale | 29 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Gentryville | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Grandview | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rockport | 42 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Santa Claus | 59 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 1 |
| Rural | 448 | 5 | 5 | 106 | 28 | 1 | 1 | 12 | 46 | 1 | 1 | 31 |
| Total | 593 | 5 | 5 | 133 | 32 | 1 | 1 | 14 | 55 | 1 | 1 | 32 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Chrisney | 10 | 9 | 90.0% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 8 | 8 |
| Dale | 46 | 41 | 89.1% | 0 | 0 | na | 0 | 0 | na | 9 | 7 | 77.8% | 2 | 2 | 100.0% | 35 | 32 | 91.4% |
| Gentryville | 5 | 5 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% |
| Grandview | 7 | 4 | 57.1% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 5 | 3 | 60.0% |
| Rockport | 69 | 29 | 42.0% | 0 | 0 | na | 1 | 1 | 100.0% | 9 | 5 | 55.6% | 1 | 1 | 100.0% | 58 | 22 | 37.9% |
| Santa Claus | 81 | 73 | 90.1% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 78 | 71 | 91.0% |
| Rural | 611 | 532 | 87.1% | 5 | 2 | 40.0% | 9 | 7 | 77.8% | 97 | 70 | 72.2% | 3 | 3 | 100.0% | 497 | 450 | 90.5% |
| Total | 829 | 693 | 83.6% | 5 | 2 | 40.0% | 10 | 8 | 80.0% | 122 | 86 | 70.5% | 6 | 6 | 100.0% | 686 | 591 | 86.2% |

STARKE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (4/4)
- Incapacitating (11/11)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 101 | 0 | 12 | 89 | 0 | 15 |
| February | 57 | 0 | 3 | 54 | 0 | 5 |
| March | 47 | 0 | 5 | 42 | 0 | 8 |
| April | 55 | 0 | 11 | 44 | 0 | 15 |
| May | 59 | 0 | 9 | 50 | 0 | 10 |
| June | 58 | 0 | 8 | 50 | 0 | 10 |
| July | 47 | 0 | 6 | 41 | 0 | 14 |
| August | 39 | 0 | 7 | 32 | 0 | 8 |
| September | 56 | 2 | 9 | 45 | 2 | 17 |
| October | 72 | 2 | 6 | 64 | 3 | 8 |
| November | 94 | 0 | 13 | 81 | 0 | 17 |
| December | 83 | 0 | 10 | 73 | 0 | 12 |
| Total | 768 | 4 | 99 | 665 | 5 | 139 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,827 | 1,275 | 169 | 925.0 | 1,325.5 |
| 21 - 24 | 1,080 | 1,118 | 87 | 805.6 | 778.2 |
| 25 - 44 | 6,138 | 5,417 | 332 | 540.9 | 612.9 |
| 45 - 64 | 6,160 | 6,499 | 278 | 451.3 | 427.8 |
| 65 + | 3,857 | 3,194 | 103 | 267.0 | 322.5 |
| Other/unknown | 4,596 | na | 3 | 6.5 | na |
| Total | 23,658 | 17,503 | 972 | 410.9 | 555.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 15,715 | 522 | 332.2 |
| Truck | 10,127 | 476 | 470.0 |
| Trailer | 4,216 | 26 | 61.7 |
| Motorcycle | 1,286 | 9 | 70.0 |
| Bus | na | 4 | na |
| Other/unknown | na | 9 | na |
| Total | 31,344 | 1,046 | 333.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 25 | 16 | 64.0% | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 1 | 100.0% | 22 | 15 | 68.2% |
| Light truck | 460 | 396 | 86.1% | 2 | 0 | 0.0% | 3 | 1 | 33.3% | 42 | 32 | 76.2% | 7 | 6 | 85.7% | 406 | 357 | 87.9% |
| Motorcycle/moped | 11 | 1 | 9.1% | 0 | 0 | na | 2 | 0 | 0.0% | 7 | 0 | 0.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| Passenger car | 502 | 431 | 85.9% | 2 | 0 | 0.0% | 7 | 2 | 28.6% | 70 | 57 | 81.4% | 7 | 6 | 85.7% | 416 | 366 | 88.0% |
| Other | 10 | 7 | 70.0% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 0 | 0 | na | 8 | 7 | 87.5% |
| Total | 1,008 | 851 | 84.4% | 5 | 0 | 0.0% | 13 | 3 | 23.1% | 121 | 89 | 73.6% | 15 | 13 | 86.7% | 854 | 746 | 87.4% |

Restraint use among vehicle occupants, by age

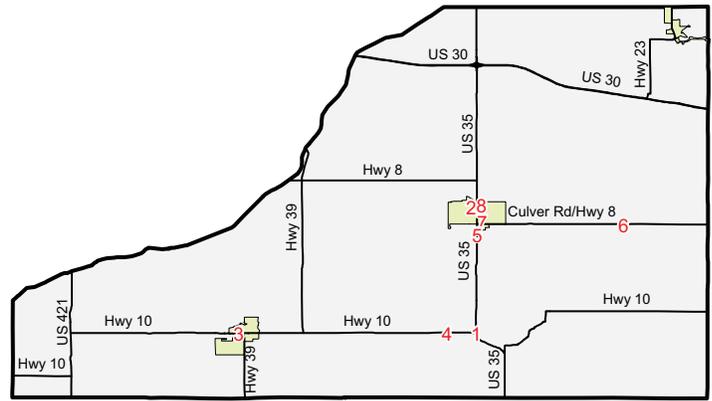
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 8 | 3 | 37.5% | 0 | 0 | na | 1 | 0 | 0.0% | 5 | 2 | 40.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| 15 - 20 | 177 | 155 | 87.6% | 0 | 0 | na | 1 | 1 | 100.0% | 26 | 21 | 80.8% | 4 | 4 | 100.0% | 146 | 129 | 88.4% |
| 21 - 24 | 90 | 74 | 82.2% | 0 | 0 | na | 1 | 0 | 0.0% | 14 | 10 | 71.4% | 1 | 1 | 100.0% | 74 | 63 | 85.1% |
| 25 - 44 | 348 | 293 | 84.2% | 5 | 0 | 0.0% | 5 | 1 | 20.0% | 43 | 30 | 69.8% | 7 | 6 | 85.7% | 288 | 256 | 88.9% |
| 45 - 64 | 281 | 238 | 84.7% | 0 | 0 | na | 3 | 0 | 0.0% | 30 | 23 | 76.7% | 1 | 1 | 100.0% | 247 | 214 | 86.6% |
| 65 + | 104 | 88 | 84.6% | 0 | 0 | na | 2 | 1 | 50.0% | 3 | 3 | 100.0% | 2 | 1 | 50.0% | 97 | 83 | 85.6% |
| Total | 1,008 | 851 | 84.4% | 5 | 0 | 0.0% | 13 | 3 | 23.1% | 121 | 89 | 73.6% | 15 | 13 | 86.7% | 854 | 746 | 87.4% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 2 | 1 | 0 | 1 | 0 |
| 21 - 24 | 9 | 8 | 0 | 0 | 2 | 7 |
| 25 - 44 | 21 | 18 | 0 | 3 | 6 | 12 |
| 45 - 64 | 6 | 5 | 0 | 2 | 2 | 2 |
| 65 + | 1 | 1 | 0 | 0 | 0 | 1 |
| Other/ unknown | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 40 | 34 | 1 | 5 | 11 | 23 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR10 & US35 | 4 | 0 | 5 |
| 2 | Lake St & US35 | 3 | 0 | 7 |
| 3 | George St & SR10 | 2 | 0 | 0 |
| 4 | CR300E & SR10 | 2 | 0 | 0 |
| 5 | Clabaugh Dr & US35 | 2 | 0 | 0 |
| 6 | SR23 & SR8 | 2 | 0 | 0 |
| 7 | Culver Rd & US35 | 2 | 0 | 1 |
| 8 | Prettyman St & Washington St | 2 | 0 | 4 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Hamlet | 1 | 1 | 0 | 0 | 0 | 1 |
| Knox | 4 | 3 | 0 | 0 | 1 | 3 |
| North Judson | 2 | 1 | 0 | 0 | 1 | 1 |
| Rural | 33 | 29 | 1 | 5 | 9 | 18 |
| Total | 40 | 34 | 1 | 5 | 11 | 23 |

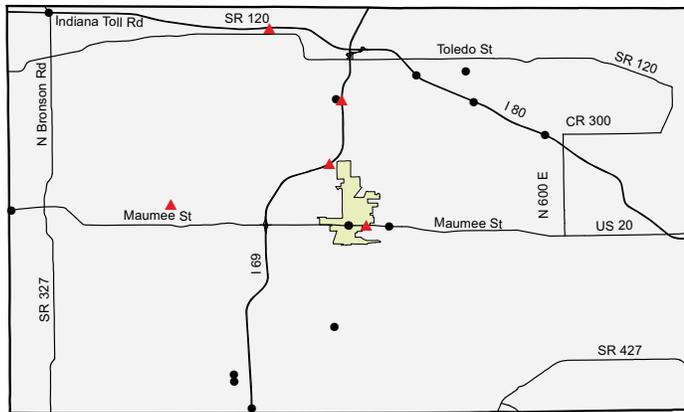
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Hamlet | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Knox | 138 | 0 | 0 | 24 | 4 | 0 | 0 | 2 | 7 | 0 | 0 | 0 |
| North Judson | 42 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Rural | 584 | 4 | 5 | 114 | 30 | 2 | 2 | 17 | 26 | 1 | 2 | 14 |
| Total | 768 | 4 | 5 | 139 | 36 | 2 | 2 | 20 | 38 | 1 | 2 | 14 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Hamlet | 7 | 5 | 71.4% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 5 | 5 | 100.0% |
| Knox | 219 | 197 | 90.0% | 0 | 0 | na | 0 | 0 | na | 20 | 16 | 80.0% | 2 | 2 | 100.0% | 197 | 179 | 90.9% |
| North Judson | 59 | 52 | 88.1% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 58 | 51 | 87.9% |
| Rural | 723 | 597 | 82.6% | 5 | 0 | 0.0% | 13 | 3 | 23.1% | 100 | 73 | 73.0% | 11 | 10 | 90.9% | 594 | 511 | 86.0% |
| Total | 1,008 | 851 | 84.4% | 5 | 0 | 0.0% | 13 | 3 | 23.1% | 121 | 89 | 73.6% | 15 | 13 | 86.7% | 854 | 746 | 87.4% |

STEUBEN COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (5/5)
- Incapacitating (14/14)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 183 | 1 | 14 | 168 | 1 | 21 |
| February | 110 | 0 | 12 | 98 | 0 | 12 |
| March | 81 | 0 | 9 | 72 | 0 | 13 |
| April | 74 | 0 | 9 | 65 | 0 | 9 |
| May | 86 | 1 | 6 | 79 | 1 | 9 |
| June | 108 | 1 | 13 | 94 | 1 | 37 |
| July | 102 | 1 | 21 | 80 | 2 | 28 |
| August | 82 | 0 | 13 | 69 | 0 | 18 |
| September | 88 | 1 | 10 | 77 | 1 | 18 |
| October | 136 | 0 | 9 | 127 | 0 | 13 |
| November | 170 | 0 | 10 | 160 | 0 | 13 |
| December | 159 | 0 | 18 | 141 | 0 | 20 |
| Total | 1,379 | 5 | 144 | 1,230 | 6 | 211 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 3,066 | 1,826 | 261 | 851.3 | 1,429.4 |
| 21 - 24 | 1,650 | 1,547 | 151 | 915.2 | 976.1 |
| 25 - 44 | 8,771 | 7,365 | 615 | 701.2 | 835.0 |
| 45 - 64 | 9,130 | 9,209 | 533 | 583.8 | 578.8 |
| 65 + | 4,330 | 4,540 | 185 | 427.3 | 407.5 |
| Other/unknown | 6,421 | na | 4 | 6.2 | na |
| Total | 33,368 | 24,487 | 1,749 | 524.2 | 714.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 22,606 | 981 | 434.0 |
| Truck | 12,656 | 707 | 558.6 |
| Trailer | 7,338 | 129 | 175.8 |
| Motorcycle | 1,608 | 31 | 192.8 |
| Recreational vehicle | 647 | 8 | 123.6 |
| Bus | na | 9 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 22 | na |
| Total | 44,855 | 1,892 | 421.8 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 111 | 103 | 92.8% | 0 | 0 | na | 1 | 0 | 0.0% | 4 | 2 | 50.0% | 0 | 0 | na | 106 | 101 | 95.3% |
| Light truck | 691 | 617 | 89.3% | 2 | 1 | 50.0% | 5 | 3 | 60.0% | 55 | 49 | 89.1% | 0 | 0 | na | 629 | 564 | 89.7% |
| Motorcycle/moped | 34 | 16 | 47.1% | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 20 | 10 | 50.0% | 0 | 0 | na | 10 | 2 | 20.0% |
| Passenger car | 947 | 855 | 90.3% | 3 | 3 | 100.0% | 7 | 6 | 85.7% | 93 | 81 | 87.1% | 2 | 2 | 100.0% | 842 | 763 | 90.6% |
| Other | 44 | 16 | 36.4% | 0 | 0 | na | 0 | 0 | na | 21 | 1 | 4.8% | 0 | 0 | na | 23 | 15 | 65.2% |
| Total | 1,827 | 1,607 | 88.0% | 6 | 5 | 83.3% | 16 | 12 | 75.0% | 193 | 143 | 74.1% | 2 | 2 | 100.0% | 1,610 | 1,445 | 89.8% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 12 | 7 | 58.3% | 0 | 0 | na | 1 | 1 | 100.0% | 7 | 6 | 85.7% | 0 | 0 | na | 4 | 0 | 0.0% |
| 15 - 20 | 270 | 240 | 88.9% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 33 | 27 | 81.8% | 0 | 0 | na | 234 | 210 | 89.7% |
| 21 - 24 | 160 | 143 | 89.4% | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 22 | 16 | 72.7% | 1 | 1 | 100.0% | 134 | 123 | 91.8% |
| 25 - 44 | 644 | 562 | 87.3% | 2 | 1 | 50.0% | 6 | 4 | 66.7% | 67 | 44 | 65.7% | 0 | 0 | na | 569 | 513 | 90.2% |
| 45 - 64 | 549 | 491 | 89.4% | 0 | 0 | na | 3 | 1 | 33.3% | 42 | 32 | 76.2% | 1 | 1 | 100.0% | 503 | 457 | 90.9% |
| 65 + | 192 | 164 | 85.4% | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 22 | 18 | 81.8% | 0 | 0 | na | 166 | 142 | 85.5% |
| Total | 1,827 | 1,607 | 88.0% | 6 | 5 | 83.3% | 16 | 12 | 75.0% | 193 | 143 | 74.1% | 2 | 2 | 100.0% | 1,610 | 1,445 | 89.8% |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 5 | 0 | 1 | 4 | 0 | 1 |
| SR127 & I69 | 2 | 0 | 1 | 1 | 0 | 1 |
| SR127 & Harcourt Rd | 1 | 0 | 0 | 1 | 0 | 0 |
| SR127 & SR120 | 1 | 0 | 0 | 1 | 0 | 0 |
| SR127 & Northcrest Dr | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 9 | 8 | 0 | 2 | 5 | 2 |
| 21 - 24 | 13 | 10 | 0 | 1 | 5 | 7 |
| 25 - 44 | 36 | 26 | 1 | 1 | 13 | 21 |
| 45 - 64 | 12 | 7 | 0 | 2 | 2 | 8 |
| 65 + | 5 | 5 | 0 | 0 | 3 | 2 |
| Total | 75 | 56 | 1 | 6 | 28 | 40 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Angola | 16 | 12 | 0 | 0 | 8 | 8 |
| Ashley | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear Lake | 0 | 0 | 0 | 0 | 0 | 0 |
| Fremont | 1 | 1 | 0 | 0 | 0 | 1 |
| Hamilton | 0 | 0 | 0 | 0 | 0 | 0 |
| Hudson | 0 | 0 | 0 | 0 | 0 | 0 |
| Orland | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 58 | 43 | 1 | 6 | 20 | 31 |
| Total | 75 | 56 | 1 | 6 | 28 | 40 |

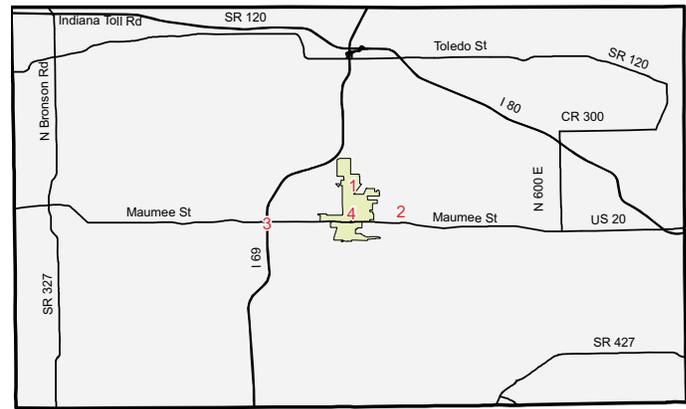
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Angola | 299 | 1 | 1 | 38 | 13 | 0 | 0 | 2 | 24 | 1 | 1 | 5 |
| Ashley | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clear Lake | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fremont | 32 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 0 |
| Hamilton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hudson | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Orland | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 1,041 | 4 | 5 | 172 | 50 | 1 | 1 | 18 | 158 | 0 | 0 | 42 |
| Total | 1,379 | 5 | 6 | 211 | 64 | 1 | 1 | 21 | 187 | 1 | 1 | 47 |

Restraint use among vehicle occupants, by municipality

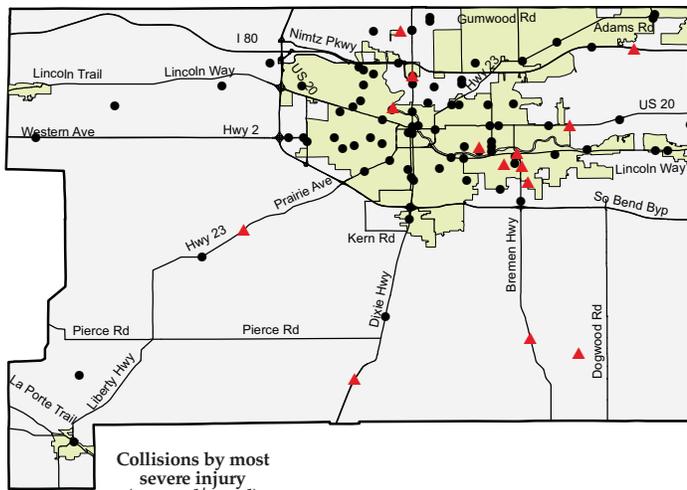
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Angola | 490 | 353 | 72.0% | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 34 | 28 | 82.4% | 2 | 2 | 100.0% | 450 | 319 | 70.9% |
| Ashley | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Clear Lake | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Fremont | 44 | 42 | 95.5% | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 43 | 41 | 95.3% |
| Hamilton | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Hudson | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% |
| Orland | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Rural | 1,286 | 1,206 | 93.8% | 5 | 4 | 80.0% | 12 | 8 | 66.7% | 159 | 115 | 72.3% | 0 | 0 | na | 1,110 | 1,079 | 97.2% |
| Total | 1,827 | 1,607 | 88.0% | 6 | 5 | 83.3% | 16 | 12 | 75.0% | 193 | 143 | 74.1% | 2 | 2 | 100.0% | 1,610 | 1,445 | 89.8% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Harcourt Ave & SR127 | 7 | 0 | 3 |
| 2 | CRE200N & CRN200E | 6 | 0 | 1 |
| 3 | I69 & US20 | 6 | 0 | 0 |
| 4 | Mill St & Wayne St | 4 | 0 | 0 |

ST JOSEPH COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (14/14)
- Incapacitating (83/84)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|--------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 849 | 2 | 114 | 733 | 2 | 161 |
| February | 627 | 0 | 109 | 518 | 0 | 143 |
| March | 444 | 0 | 93 | 351 | 0 | 116 |
| April | 494 | 1 | 100 | 393 | 1 | 133 |
| May | 523 | 1 | 121 | 401 | 1 | 169 |
| June | 548 | 0 | 109 | 439 | 0 | 157 |
| July | 499 | 0 | 108 | 391 | 0 | 155 |
| August | 486 | 2 | 110 | 374 | 2 | 154 |
| September | 542 | 4 | 132 | 406 | 4 | 181 |
| October | 624 | 1 | 128 | 495 | 1 | 175 |
| November | 524 | 2 | 99 | 423 | 2 | 134 |
| December | 601 | 1 | 88 | 512 | 1 | 122 |
| Total | 6,761 | 14 | 1,311 | 5,436 | 14 | 1,800 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 26,411 | 12,282 | 1,690 | 639.9 | 1,376.0 |
| 21 - 24 | 16,109 | 11,746 | 1,156 | 717.6 | 984.2 |
| 25 - 44 | 65,444 | 59,616 | 3,921 | 599.1 | 657.7 |
| 45 - 64 | 68,215 | 63,243 | 3,031 | 444.3 | 479.3 |
| 65 + | 34,647 | 28,116 | 1,026 | 296.1 | 364.9 |
| Other/unknown | 55,854 | na | 46 | 8.2 | na |
| Total | 266,680 | 175,003 | 10,870 | 407.6 | 621.1 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 171,558 | 7,689 | 448.2 |
| Truck | 56,835 | 4,005 | 704.7 |
| Trailer | 17,346 | 330 | 190.2 |
| Motorcycle | 7,250 | 101 | 139.3 |
| Recreational vehicle | 1,861 | 2 | 10.7 |
| Bus | na | 75 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 324 | na |
| Total | 254,850 | 12,532 | 491.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 311 | 268 | 86.2% | 0 | 0 | na | 1 | 1 | 100.0% | 15 | 11 | 73.3% | 2 | 2 | 100.0% | 293 | 254 | 86.7% |
| Light truck | 3,740 | 3,466 | 92.7% | 2 | 0 | 0.0% | 17 | 11 | 64.7% | 489 | 439 | 89.8% | 29 | 25 | 86.2% | 3,203 | 2,991 | 93.4% |
| Motorcycle/moped | 103 | 25 | 24.3% | 1 | 0 | 0.0% | 13 | 1 | 7.7% | 56 | 14 | 25.0% | 1 | 1 | 100.0% | 32 | 9 | 28.1% |
| Passenger car | 7,056 | 6,537 | 92.6% | 3 | 2 | 66.7% | 43 | 33 | 76.7% | 1,041 | 949 | 91.2% | 42 | 39 | 92.9% | 5,927 | 5,514 | 93.0% |
| Other | 133 | 106 | 79.7% | 1 | 0 | 0.0% | 0 | 0 | na | 15 | 6 | 40.0% | 1 | 1 | 100.0% | 116 | 99 | 85.3% |
| Total | 11,343 | 10,402 | 91.7% | 7 | 2 | 28.6% | 74 | 46 | 62.2% | 1,616 | 1,419 | 87.8% | 75 | 68 | 90.7% | 9,571 | 8,867 | 92.6% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 153 | 119 | 77.8% | 0 | 0 | na | 4 | 2 | 50.0% | 106 | 94 | 88.7% | 0 | 0 | na | 43 | 23 | 53.5% |
| 15 - 20 | 1,789 | 1,653 | 92.4% | 1 | 0 | 0.0% | 14 | 10 | 71.4% | 271 | 230 | 84.9% | 11 | 11 | 100.0% | 1,492 | 1,402 | 94.0% |
| 21 - 24 | 1,201 | 1,078 | 89.8% | 0 | 0 | na | 6 | 2 | 33.3% | 163 | 142 | 87.1% | 9 | 7 | 77.8% | 1,023 | 927 | 90.6% |
| 25 - 44 | 4,025 | 3,688 | 91.6% | 2 | 0 | 0.0% | 22 | 13 | 59.1% | 498 | 429 | 86.1% | 25 | 21 | 84.0% | 3,478 | 3,225 | 92.7% |
| 45 - 64 | 3,108 | 2,866 | 92.2% | 1 | 0 | 0.0% | 21 | 14 | 66.7% | 426 | 383 | 89.9% | 26 | 25 | 96.2% | 2,634 | 2,444 | 92.8% |
| 65 + | 1,067 | 998 | 93.5% | 3 | 2 | 66.7% | 7 | 5 | 71.4% | 152 | 141 | 92.8% | 4 | 4 | 100.0% | 901 | 846 | 93.9% |
| Total | 11,343 | 10,402 | 91.7% | 7 | 2 | 28.6% | 74 | 46 | 62.2% | 1,616 | 1,419 | 87.8% | 75 | 68 | 90.7% | 9,571 | 8,867 | 92.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 114 | 0 | 57 | 57 | 0 | 85 |
| Edison Rd & Grape Rd | 6 | 0 | 4 | 2 | 0 | 7 |
| Ewing Ave & Michigan St | 3 | 0 | 1 | 2 | 0 | 2 |
| Michigan St & Monroe St | 3 | 0 | 1 | 2 | 0 | 1 |
| Western Ave & Walnut St | 3 | 0 | 0 | 3 | 0 | 0 |
| LaSalle Ave & Main St | 3 | 0 | 2 | 1 | 0 | 4 |
| 4th St & Main St | 3 | 0 | 2 | 1 | 0 | 3 |
| Church St & 3rd St | 3 | 0 | 0 | 3 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 42 | 24 | 0 | 5 | 11 | 26 |
| 21 - 24 | 81 | 57 | 1 | 6 | 34 | 39 |
| 25 - 44 | 206 | 123 | 0 | 12 | 53 | 141 |
| 45 - 64 | 121 | 77 | 2 | 15 | 35 | 69 |
| 65 + | 15 | 5 | 0 | 1 | 3 | 11 |
| Other/unknown | 3 | 1 | 0 | 0 | 1 | 2 |
| Total | 468 | 287 | 3 | 39 | 137 | 288 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | BAC not reported | g/dL=0.00 | g/dL >0.00 <0.08 | g/dL >= 0.08 |
|----------------|---------------------------------------------|----------------|------------------|-----------|------------------|--------------|
| Indian Village | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeville | 1 | 1 | 0 | 0 | 1 | 0 |
| Mishawaka | 134 | 78 | 0 | 12 | 45 | 76 |
| New Carlisle | 1 | 0 | 0 | 0 | 0 | 1 |
| North Liberty | 0 | 0 | 0 | 0 | 0 | 0 |
| Osceola | 2 | 1 | 0 | 0 | 0 | 2 |
| Roseland | 1 | 1 | 0 | 0 | 0 | 1 |
| South Bend | 176 | 102 | 2 | 12 | 44 | 118 |
| Walkerton | 3 | 2 | 0 | 0 | 2 | 1 |
| Rural | 150 | 102 | 1 | 15 | 45 | 89 |
| Total | 468 | 287 | 3 | 39 | 137 | 288 |

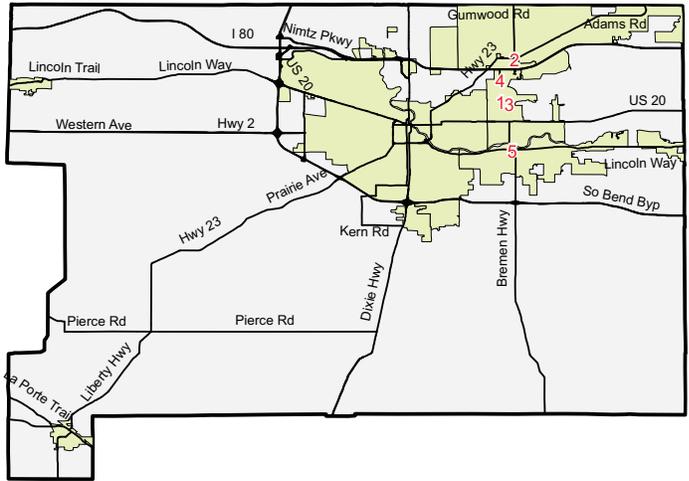
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|--------------|-----------|-----------|--------------|-----------------|----------|----------|------------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Indian Village | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakeville | 14 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 |
| Mishawaka | 1,937 | 5 | 5 | 486 | 93 | 2 | 2 | 33 | 118 | 1 | 1 | 23 |
| New Carlisle | 20 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| North Liberty | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Osceola | 36 | 0 | 0 | 11 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 |
| Roseland | 16 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| South Bend | 2,554 | 2 | 2 | 627 | 127 | 0 | 0 | 55 | 251 | 0 | 0 | 74 |
| Walkerton | 39 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 6 | 0 | 0 | 6 |
| Rural | 2,136 | 6 | 6 | 648 | 111 | 0 | 0 | 77 | 305 | 0 | 0 | 114 |
| Total | 6,761 | 14 | 14 | 1,800 | 338 | 2 | 2 | 167 | 686 | 1 | 1 | 219 |

Restraint use among vehicle occupants, by municipality

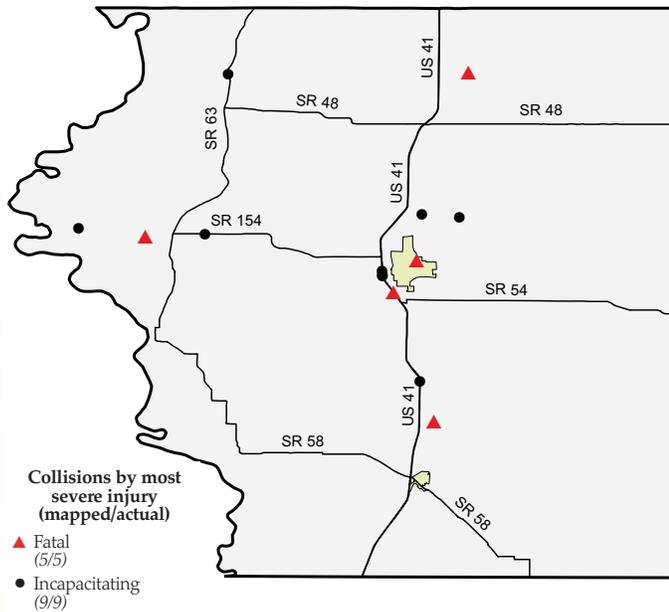
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | restrained % | Total | restrained | restrained % | Total | restrained | restrained % | Total | restrained | restrained % | Total | restrained | restrained % | Total | restrained | restrained % |
| | Indian Village | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 |
| Lakeville | 27 | 26 | 96.3% | 0 | 0 | na | 0 | 0 | na | 10 | 10 | 100.0% | 0 | 0 | na | 17 | 16 | 94.1% |
| Mishawaka | 3,203 | 3,090 | 96.5% | 2 | 0 | 0.0% | 7 | 6 | 85.7% | 444 | 409 | 92.1% | 7 | 7 | 100.0% | 2,743 | 2,668 | 97.3% |
| New Carlisle | 29 | 25 | 86.2% | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% | 0 | 0 | na | 25 | 21 | 84.0% |
| North Liberty | 15 | 9 | 60.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 15 | 9 | 60.0% |
| Osceola | 62 | 57 | 91.9% | 0 | 0 | na | 2 | 1 | 50.0% | 9 | 7 | 77.8% | 0 | 0 | na | 51 | 49 | 96.1% |
| Roseland | 24 | 17 | 70.8% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 22 | 15 | 68.2% |
| South Bend | 4,364 | 3,855 | 88.3% | 0 | 0 | na | 34 | 18 | 52.9% | 535 | 448 | 83.7% | 52 | 48 | 92.3% | 3,743 | 3,341 | 89.3% |
| Walkerton | 70 | 53 | 75.7% | 0 | 0 | na | 1 | 0 | 0.0% | 9 | 8 | 88.9% | 1 | 1 | 100.0% | 59 | 44 | 74.6% |
| Rural | 3,549 | 3,270 | 92.1% | 5 | 2 | 40.0% | 30 | 21 | 70.0% | 603 | 531 | 88.1% | 15 | 12 | 80.0% | 2,896 | 2,704 | 93.4% |
| Total | 11,343 | 10,402 | 91.7% | 7 | 2 | 28.6% | 74 | 46 | 62.2% | 1,616 | 1,419 | 87.8% | 75 | 68 | 90.7% | 9,571 | 8,867 | 92.6% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Edison Lakes Pkwy & Grape Rd | 19 | 0 | 9 |
| 2 | Cleveland Rd & Gumwood Rd | 17 | 0 | 6 |
| 3 | Edison Lakes Pkwy & Main St | 13 | 0 | 2 |
| 4 | Douglas Rd & Grape Rd | 13 | 0 | 4 |
| 5 | Church St & SR933 | 12 | 1 | 3 |

SULLIVAN COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 26 | 1 | 4 | 21 | 1 | 4 |
| February | 32 | 0 | 7 | 25 | 0 | 11 |
| March | 26 | 0 | 5 | 21 | 0 | 6 |
| April | 22 | 0 | 6 | 16 | 0 | 8 |
| May | 34 | 0 | 6 | 28 | 0 | 6 |
| June | 30 | 2 | 8 | 20 | 2 | 14 |
| July | 15 | 0 | 4 | 11 | 0 | 6 |
| August | 43 | 1 | 7 | 35 | 1 | 11 |
| September | 28 | 0 | 6 | 22 | 0 | 9 |
| October | 39 | 0 | 6 | 33 | 0 | 9 |
| November | 44 | 1 | 5 | 38 | 1 | 8 |
| December | 47 | 0 | 11 | 36 | 0 | 16 |
| Total | 386 | 5 | 75 | 306 | 5 | 108 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,552 | 1,085 | 81 | 521.9 | 746.5 |
| 21 - 24 | 1,220 | 878 | 50 | 409.8 | 569.5 |
| 25 - 44 | 6,439 | 4,469 | 190 | 295.1 | 425.2 |
| 45 - 64 | 5,513 | 5,232 | 129 | 234.0 | 246.6 |
| 65 + | 2,999 | 2,798 | 56 | 186.7 | 200.1 |
| Other/unknown | 3,605 | na | 2 | 5.5 | na |
| Total | 21,328 | 14,462 | 508 | 238.2 | 351.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 11,951 | 304 | 254.4 |
| Truck | 9,347 | 199 | 212.9 |
| Trailer | 3,398 | 30 | 88.3 |
| Motorcycle | 801 | 9 | 112.4 |
| Bus | na | 2 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 9 | na |
| Total | 25,497 | 554 | 217.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 28 | 21 | 75.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 1 | 1 | 100.0% | 25 | 18 | 72.0% |
| Light truck | 195 | 138 | 70.8% | 1 | 0 | 0.0% | 4 | 2 | 50.0% | 33 | 17 | 51.5% | 3 | 3 | 100.0% | 154 | 116 | 75.3% |
| Motorcycle/moped | 9 | 4 | 44.4% | 2 | 0 | 0.0% | 1 | 1 | 100.0% | 4 | 2 | 50.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| Passenger car | 289 | 226 | 78.2% | 2 | 1 | 50.0% | 5 | 3 | 60.0% | 54 | 38 | 70.4% | 0 | 0 | na | 228 | 184 | 80.7% |
| Other | 12 | 6 | 50.0% | 0 | 0 | na | 0 | 0 | na | 4 | 1 | 25.0% | 1 | 1 | 100.0% | 7 | 4 | 57.1% |
| Total | 533 | 395 | 74.1% | 5 | 1 | 20.0% | 10 | 6 | 60.0% | 97 | 60 | 61.9% | 5 | 5 | 100.0% | 416 | 323 | 77.6% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 8 | 4 | 50.0% | 0 | 0 | na | 0 | 0 | na | 6 | 4 | 66.7% | 0 | 0 | na | 2 | 0 | 0.0% |
| 15 - 20 | 89 | 62 | 69.7% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 20 | 9 | 45.0% | 0 | 0 | na | 66 | 53 | 80.3% |
| 21 - 24 | 52 | 33 | 63.5% | 0 | 0 | na | 2 | 1 | 50.0% | 10 | 5 | 50.0% | 0 | 0 | na | 40 | 27 | 67.5% |
| 25 - 44 | 193 | 151 | 78.2% | 4 | 1 | 25.0% | 2 | 2 | 100.0% | 29 | 17 | 58.6% | 2 | 2 | 100.0% | 156 | 129 | 82.7% |
| 45 - 64 | 132 | 99 | 75.0% | 0 | 0 | na | 2 | 1 | 50.0% | 21 | 15 | 71.4% | 2 | 2 | 100.0% | 107 | 81 | 75.7% |
| 65 + | 59 | 46 | 78.0% | 0 | 0 | na | 2 | 2 | 100.0% | 11 | 10 | 90.9% | 1 | 1 | 100.0% | 45 | 33 | 73.3% |
| Total | 533 | 395 | 74.1% | 5 | 1 | 20.0% | 10 | 6 | 60.0% | 97 | 60 | 61.9% | 5 | 5 | 100.0% | 416 | 323 | 77.6% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 1 | 0 | 0 | 1 | 0 | 0 |
| SR154 & US41 | 1 | 0 | 0 | 1 | 0 | 0 |

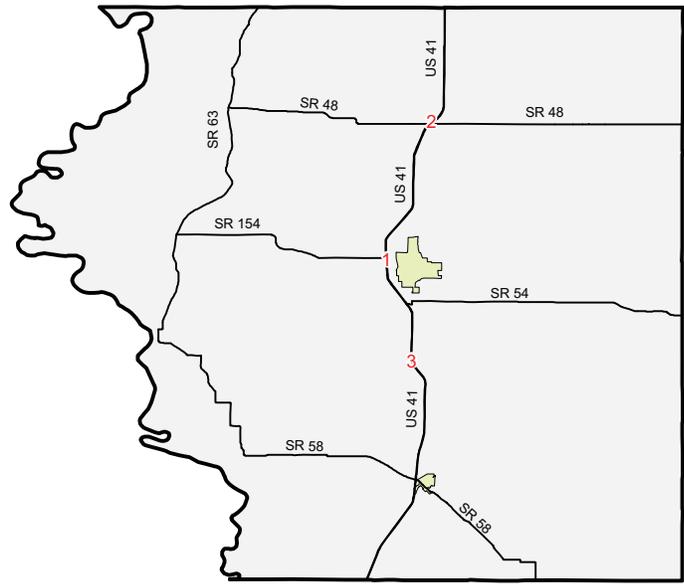
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 6 | 4 | 0 | 1 | 1 | 4 |
| 21 - 24 | 6 | 5 | 0 | 2 | 0 | 4 |
| 25 - 44 | 14 | 9 | 1 | 3 | 3 | 7 |
| 45 - 64 | 7 | 4 | 0 | 0 | 2 | 5 |
| 65 + | 1 | 1 | 0 | 1 | 0 | 0 |
| Total | 34 | 23 | 1 | 7 | 6 | 20 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Carlisle | 0 | 0 | 0 | 0 | 0 | 0 |
| Dugger | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmersburg | 0 | 0 | 0 | 0 | 0 | 0 |
| Hymera | 1 | 0 | 0 | 0 | 0 | 1 |
| Merom | 0 | 0 | 0 | 0 | 0 | 0 |
| Shelburn | 0 | 0 | 0 | 0 | 0 | 0 |
| Sullivan | 7 | 6 | 0 | 3 | 3 | 1 |
| Rural | 26 | 17 | 1 | 4 | 3 | 18 |
| Total | 34 | 23 | 1 | 7 | 6 | 20 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR154 & US41 | 4 | 0 | 2 |
| 2 | SR48 & US41 | 3 | 0 | 2 |
| 3 | CR300S & US41 | 2 | 0 | 0 |

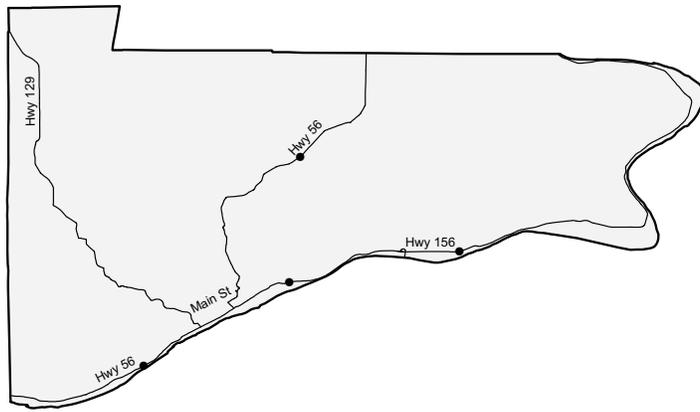
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Carlisle | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dugger | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Farmersburg | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hymera | 5 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Merom | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shelburn | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Sullivan | 53 | 1 | 1 | 7 | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 0 |
| Rural | 307 | 4 | 4 | 92 | 21 | 1 | 1 | 13 | 16 | 0 | 0 | 7 |
| Total | 386 | 5 | 5 | 108 | 28 | 2 | 2 | 15 | 18 | 0 | 0 | 10 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Carlisle | 10 | 6 | 60.0% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 1 | 1 | 100.0% | 5 | 2 |
| Dugger | 5 | 4 | 80.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% |
| Farmersburg | 7 | 4 | 57.1% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 7 | 4 | 57.1% |
| Hymera | 11 | 7 | 63.6% | 0 | 0 | na | 0 | 0 | na | 4 | 1 | 25.0% | 0 | 0 | na | 7 | 6 | 85.7% |
| Merom | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Shelburn | 14 | 12 | 85.7% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 13 | 12 | 92.3% |
| Sullivan | 68 | 43 | 63.2% | 1 | 0 | 0.0% | 0 | 0 | na | 6 | 4 | 66.7% | 0 | 0 | na | 61 | 39 | 63.9% |
| Rural | 418 | 319 | 76.3% | 4 | 1 | 25.0% | 10 | 6 | 60.0% | 82 | 52 | 63.4% | 4 | 4 | 100.0% | 318 | 256 | 80.5% |
| Total | 533 | 395 | 74.1% | 5 | 1 | 20.0% | 10 | 6 | 60.0% | 97 | 60 | 61.9% | 5 | 5 | 100.0% | 416 | 323 | 77.6% |

SWITZERLAND COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (0/0)
- Incapacitating (4/4)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 21 | 0 | 2 | 19 | 0 | 3 |
| February | 20 | 0 | 4 | 16 | 0 | 4 |
| March | 16 | 0 | 3 | 13 | 0 | 4 |
| April | 12 | 0 | 2 | 10 | 0 | 2 |
| May | 20 | 0 | 3 | 17 | 0 | 4 |
| June | 19 | 0 | 4 | 15 | 0 | 5 |
| July | 17 | 0 | 4 | 13 | 0 | 5 |
| August | 19 | 0 | 2 | 17 | 0 | 2 |
| September | 24 | 0 | 8 | 16 | 0 | 15 |
| October | 24 | 0 | 4 | 20 | 0 | 4 |
| November | 15 | 0 | 2 | 13 | 0 | 3 |
| December | 24 | 0 | 4 | 20 | 0 | 8 |
| Total | 231 | 0 | 42 | 189 | 0 | 59 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|--------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 730 | 479 | 44 | 602.7 | 918.6 |
| 21 - 24 | 403 | 411 | 23 | 570.7 | 559.6 |
| 25 - 44 | 2,813 | 2,107 | 112 | 398.2 | 531.6 |
| 45 - 64 | 2,562 | 2,499 | 73 | 284.9 | 292.1 |
| 65 + | 1,394 | 1,180 | 20 | 143.5 | 169.5 |
| Other/unknown | 1,794 | na | 3 | 16.7 | na |
| Total | 9,696 | 6,676 | 275 | 283.6 | 411.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 5,600 | 172 | 307.1 |
| Truck | 4,622 | 116 | 251.0 |
| Trailer | 1,681 | 6 | 35.7 |
| Motorcycle | 436 | 4 | 91.7 |
| Bus | na | 1 | na |
| Other/unknown | na | 4 | na |
| Total | 12,339 | 303 | 245.6 |

Restraint use among vehicle occupants, by vehicle type

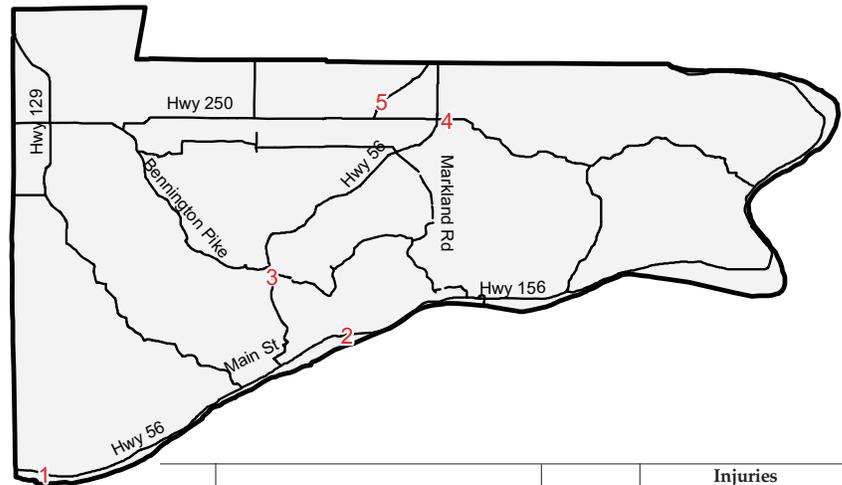
| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-----------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 6 | 5 | 83.3% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 4 | 3 | 75.0% |
| Light truck | 117 | 84 | 71.8% | 0 | 0 | na | 5 | 4 | 80.0% | 15 | 10 | 66.7% | 4 | 4 | 100.0% | 93 | 66 | 71.0% |
| Motorcycle/moped | 4 | 1 | 25.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 3 | 0 | 0.0% |
| Passenger car | 156 | 113 | 72.4% | 0 | 0 | na | 0 | 0 | na | 30 | 22 | 73.3% | 2 | 2 | 100.0% | 124 | 89 | 71.8% |
| Other | 9 | 2 | 22.2% | 0 | 0 | na | 0 | 0 | na | 6 | 0 | 0.0% | 1 | 1 | 100.0% | 2 | 1 | 50.0% |
| Total | 292 | 205 | 70.2% | 0 | 0 | na | 5 | 4 | 80.0% | 54 | 35 | 64.8% | 7 | 7 | 100.0% | 226 | 159 | 70.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-----------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 11 | 5 | 45.5% | 0 | 0 | na | 1 | 1 | 100.0% | 8 | 2 | 25.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| 15 - 20 | 49 | 35 | 71.4% | 0 | 0 | na | 2 | 2 | 100.0% | 12 | 8 | 66.7% | 1 | 1 | 100.0% | 34 | 24 | 70.6% |
| 21 - 24 | 24 | 15 | 62.5% | 0 | 0 | na | 0 | 0 | na | 6 | 2 | 33.3% | 0 | 0 | na | 18 | 13 | 72.2% |
| 25 - 44 | 114 | 81 | 71.1% | 0 | 0 | na | 0 | 0 | na | 16 | 16 | 100.0% | 1 | 1 | 100.0% | 97 | 64 | 66.0% |
| 45 - 64 | 74 | 57 | 77.0% | 0 | 0 | na | 1 | 1 | 100.0% | 12 | 7 | 58.3% | 4 | 4 | 100.0% | 57 | 45 | 78.9% |
| 65 + | 20 | 12 | 60.0% | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 1 | 100.0% | 18 | 11 | 61.1% |
| Total | 292 | 205 | 70.2% | 0 | 0 | na | 5 | 4 | 80.0% | 54 | 35 | 64.8% | 7 | 7 | 100.0% | 226 | 159 | 70.4% |



Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Ashland Cove Rd & SR56 | 2 | 0 | 0 |
| 2 | SR156 & Tapps Ridge Rd | 1 | 0 | 8 |
| 3 | Mary Lamb Rd & SR56 | 1 | 0 | 0 |
| 4 | SR250 & Put Rd | 1 | 0 | 0 |
| 5 | Allensville Aberdeen Rd & Works Rd | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 1 | 1 | 1 | 0 | 0 | 0 |
| 21 - 24 | 5 | 2 | 0 | 0 | 1 | 4 |
| 25 - 44 | 3 | 2 | 0 | 0 | 2 | 1 |
| 45 - 64 | 11 | 7 | 0 | 2 | 2 | 7 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 20 | 12 | 1 | 2 | 5 | 12 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Patriot | 2 | 1 | 0 | 0 | 1 | 1 |
| Vevay | 2 | 1 | 0 | 1 | 0 | 1 |
| Rural | 16 | 10 | 1 | 1 | 4 | 10 |
| Total | 20 | 12 | 1 | 2 | 5 | 12 |

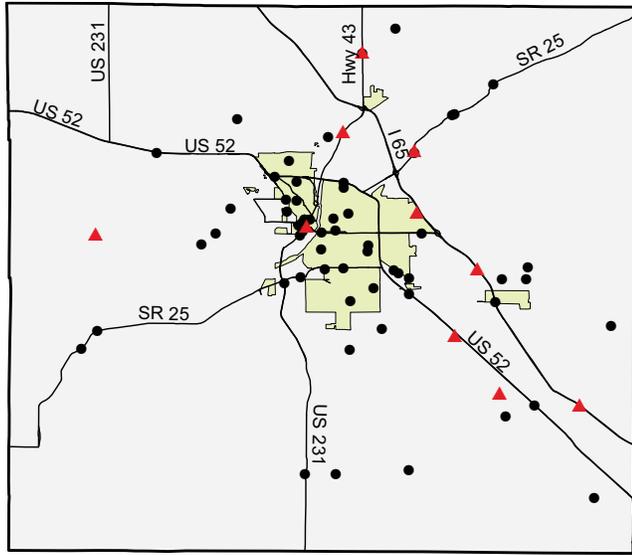
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Patriot | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Vevay | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 227 | 0 | 0 | 58 | 12 | 0 | 0 | 7 | 17 | 0 | 0 | 14 |
| Total | 231 | 0 | 0 | 59 | 14 | 0 | 0 | 8 | 18 | 0 | 0 | 14 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-----------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|---------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Patriot | 3 | 2 | 66.7% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 2 | 2 |
| Vevay | 4 | 2 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 2 | 50.0% |
| Rural | 285 | 201 | 70.5% | 0 | 0 | na | 5 | 4 | 80.0% | 53 | 35 | 66.0% | 7 | 7 | 100.0% | 220 | 155 | 70.5% |
| Total | 292 | 205 | 70.2% | 0 | 0 | na | 5 | 4 | 80.0% | 54 | 35 | 64.8% | 7 | 7 | 100.0% | 226 | 159 | 70.4% |

TIPPECANOE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (10/10)
- Incapacitating (61/61)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 736 | 0 | 81 | 655 | 0 | 113 |
| February | 526 | 1 | 59 | 466 | 2 | 93 |
| March | 474 | 1 | 62 | 411 | 1 | 90 |
| April | 555 | 1 | 75 | 479 | 1 | 89 |
| May | 544 | 2 | 78 | 464 | 2 | 109 |
| June | 534 | 1 | 66 | 467 | 2 | 83 |
| July | 498 | 0 | 89 | 409 | 0 | 108 |
| August | 537 | 0 | 95 | 442 | 0 | 144 |
| September | 572 | 1 | 76 | 495 | 1 | 100 |
| October | 735 | 2 | 94 | 639 | 2 | 116 |
| November | 617 | 0 | 81 | 536 | 0 | 98 |
| December | 681 | 1 | 90 | 590 | 1 | 122 |
| Total | 7,009 | 10 | 946 | 6,053 | 12 | 1,265 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 23,919 | 7,154 | 2,031 | 849.1 | 2,839.0 |
| 21 - 24 | 19,470 | 8,946 | 1,661 | 853.1 | 1,856.7 |
| 25 - 44 | 43,973 | 39,322 | 3,711 | 843.9 | 943.7 |
| 45 - 64 | 31,426 | 32,007 | 2,314 | 736.3 | 723.0 |
| 65 + | 15,715 | 13,147 | 777 | 494.4 | 591.0 |
| Other/unknown | 29,734 | na | 5 | 1.7 | na |
| Total | 164,237 | 100,576 | 10,499 | 639.3 | 1,043.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 99,343 | 7,110 | 715.7 |
| Truck | 34,670 | 4,476 | 1,291.0 |
| Trailer | 10,958 | 264 | 240.9 |
| Motorcycle | 4,609 | 134 | 290.7 |
| Recreational vehicle | 1,313 | 7 | 53.3 |
| Bus | na | 63 | na |
| Farm vehicle | na | 9 | na |
| Other/unknown | na | 547 | na |
| Total | 150,893 | 12,610 | 835.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|------------------|-----------------|---------------|--------------|--------------|----------|----------------|--------------|-----------|--------------------|--------------|------------|--------------|--------------|-----------|--------------|--------------|--------------|--------------|
| | Total | % restrained | Total | % restrained | % | Total | % restrained | % | Total | % restrained | % | Total | % restrained | % | Total | % restrained | % | |
| Large truck | 241 | 227 | 94.2% | 0 | 0 | na | 1 | 0 | 0.0% | 9 | 9 | 100.0% | 3 | 3 | 100.0% | 228 | 215 | 94.3% |
| Light truck | 4,061 | 3,900 | 96.0% | 3 | 1 | 33.3% | 12 | 8 | 66.7% | 384 | 356 | 92.7% | 14 | 12 | 85.7% | 3,648 | 3,523 | 96.6% |
| Motorcycle/moped | 134 | 33 | 24.6% | 1 | 0 | 0.0% | 10 | 2 | 20.0% | 84 | 20 | 23.8% | 0 | 0 | na | 39 | 11 | 28.2% |
| Passenger car | 6,261 | 6,064 | 96.9% | 7 | 6 | 85.7% | 28 | 20 | 71.4% | 627 | 597 | 95.2% | 16 | 16 | 100.0% | 5,583 | 5,425 | 97.2% |
| Other | 136 | 105 | 77.2% | 0 | 0 | na | 0 | 0 | na | 11 | 3 | 27.3% | 1 | 0 | 0.0% | 124 | 102 | 82.3% |
| Total | 10,833 | 10,329 | 95.3% | 11 | 7 | 63.6% | 51 | 30 | 58.8% | 1,115 | 985 | 88.3% | 34 | 31 | 91.2% | 9,622 | 9,276 | 96.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | | |
|--------------|-----------------|---------------|--------------|--------------|----------|----------------|--------------|-----------|--------------------|--------------|------------|--------------|--------------|-----------|--------------|--------------|--------------|--------------|
| | Total | % restrained | Total | % restrained | % | Total | % restrained | % | Total | % restrained | % | Total | % restrained | % | Total | % restrained | % | |
| 0 - 14 | 76 | 68 | 89.5% | 0 | 0 | na | 1 | 0 | 0.0% | 68 | 64 | 94.1% | 0 | 0 | na | 7 | 4 | 57.1% |
| 15 - 20 | 2,103 | 2,011 | 95.6% | 0 | 0 | na | 9 | 2 | 22.2% | 206 | 182 | 88.3% | 10 | 10 | 100.0% | 1,878 | 1,817 | 96.8% |
| 21 - 24 | 1,691 | 1,585 | 93.7% | 4 | 2 | 50.0% | 6 | 4 | 66.7% | 147 | 113 | 76.9% | 6 | 4 | 66.7% | 1,528 | 1,462 | 95.7% |
| 25 - 44 | 3,798 | 3,625 | 95.4% | 3 | 3 | 100.0% | 14 | 11 | 78.6% | 355 | 313 | 88.2% | 14 | 13 | 92.9% | 3,412 | 3,285 | 96.3% |
| 45 - 64 | 2,355 | 2,250 | 95.5% | 4 | 2 | 50.0% | 18 | 11 | 61.1% | 235 | 211 | 89.8% | 4 | 4 | 100.0% | 2,094 | 2,022 | 96.6% |
| 65 + | 810 | 790 | 97.5% | 0 | 0 | na | 3 | 2 | 66.7% | 104 | 102 | 98.1% | 0 | 0 | na | 703 | 686 | 97.6% |
| Total | 10,833 | 10,329 | 95.3% | 11 | 7 | 63.6% | 51 | 30 | 58.8% | 1,115 | 985 | 88.3% | 34 | 31 | 91.2% | 9,622 | 9,276 | 96.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|---------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 162 | 0 | 51 | 111 | 0 | 81 |
| 4th St & South St | 10 | 0 | 4 | 6 | 0 | 5 |
| 3rd St & South St | 7 | 0 | 3 | 4 | 0 | 3 |
| 9th St & South St | 7 | 0 | 0 | 7 | 0 | 0 |
| Columbia St & 3rd St | 5 | 0 | 1 | 4 | 0 | 4 |
| Salisbury St & Fowler Ave | 5 | 0 | 1 | 4 | 0 | 1 |
| 9th St & Salem St | 5 | 0 | 1 | 4 | 0 | 1 |
| Greenbush St & 18th St | 5 | 0 | 1 | 4 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 48 | 34 | 5 | 4 | 6 | 33 |
| 21 - 24 | 107 | 87 | 5 | 16 | 16 | 70 |
| 25 - 44 | 191 | 139 | 4 | 21 | 25 | 141 |
| 45 - 64 | 73 | 40 | 0 | 4 | 5 | 64 |
| 65 + | 14 | 7 | 0 | 1 | 3 | 10 |
| Total | 433 | 307 | 14 | 46 | 55 | 318 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Battle Ground | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarks Hill | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton | 0 | 0 | 0 | 0 | 0 | 0 |
| Lafayette | 243 | 162 | 6 | 19 | 25 | 193 |
| Otterbein | 0 | 0 | 0 | 0 | 0 | 0 |
| Shadeland | 0 | 0 | 0 | 0 | 0 | 0 |
| West Lafayette | 59 | 39 | 1 | 8 | 5 | 45 |
| Rural | 131 | 106 | 7 | 19 | 25 | 80 |
| Total | 433 | 307 | 14 | 46 | 55 | 318 |

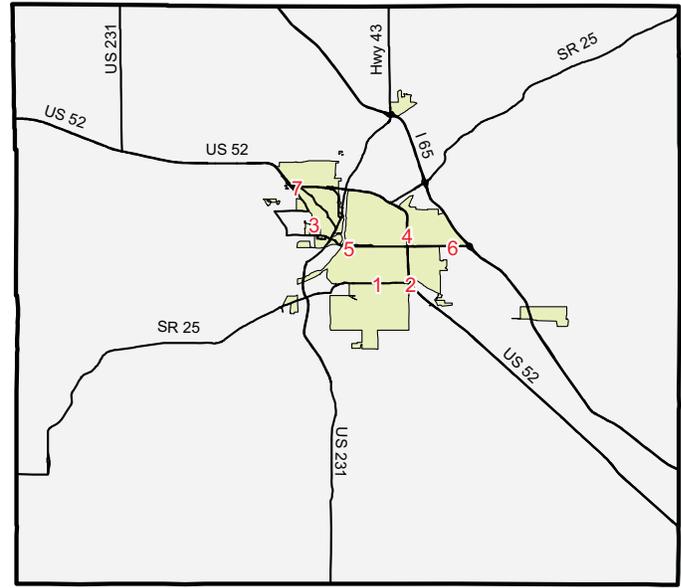
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|--------------|-----------|-----------|--------------|-----------------|----------|----------|-----------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Battle Ground | 14 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Clarks Hill | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dayton | 21 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Lafayette | 3,635 | 0 | 0 | 624 | 180 | 0 | 0 | 47 | 447 | 0 | 0 | 81 |
| Otterbein | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shadeland | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| West Lafayette | 1,201 | 1 | 1 | 174 | 43 | 0 | 0 | 8 | 64 | 1 | 1 | 7 |
| Rural | 2,132 | 9 | 11 | 462 | 113 | 3 | 4 | 33 | 399 | 5 | 7 | 128 |
| Total | 7,009 | 10 | 12 | 1,265 | 336 | 3 | 4 | 88 | 913 | 6 | 8 | 216 |

Restraint use among vehicle occupants, by municipality

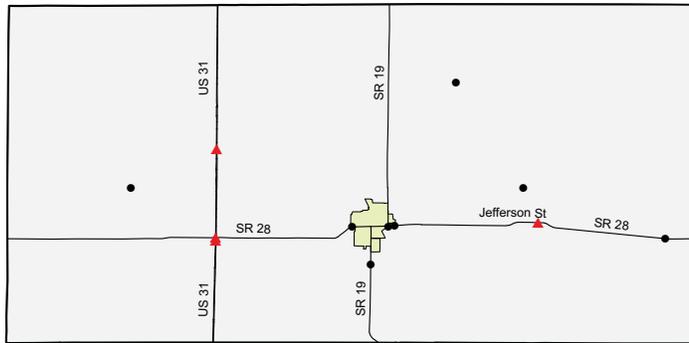
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Battle Ground | 21 | 21 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 19 | 19 |
| Clarks Hill | 4 | 4 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Dayton | 31 | 31 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 8 | 8 | 100.0% | 21 | 21 | 100.0% |
| Lafayette | 5,861 | 5,676 | 96.8% | 0 | 0 | na | 16 | 8 | 50.0% | 566 | 499 | 88.2% | 1 | 1 | 100.0% | 5,278 | 5,168 | 97.9% |
| Otterbein | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Shadeland | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| West Lafayette | 1,953 | 1,837 | 94.1% | 0 | 0 | na | 7 | 4 | 57.1% | 133 | 121 | 91.0% | 8 | 8 | 100.0% | 1,805 | 1,704 | 94.4% |
| Rural | 2,959 | 2,756 | 93.1% | 11 | 7 | 63.6% | 26 | 16 | 61.5% | 413 | 362 | 87.7% | 17 | 14 | 82.4% | 2,492 | 2,357 | 94.6% |
| Total | 10,833 | 10,329 | 95.3% | 11 | 7 | 63.6% | 51 | 30 | 58.8% | 1,115 | 985 | 88.3% | 34 | 31 | 91.2% | 9,622 | 9,276 | 96.4% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 18th St & SR25 | 28 | 0 | 11 |
| 2 | Sagamore Pkwy & Teal Rd | 23 | 0 | 4 |
| 3 | US231 & Stadium Ave | 22 | 0 | 1 |
| 4 | Sagamore Pkwy & Union St | 21 | 0 | 1 |
| 5 | SR26 & US231 | 20 | 0 | 5 |
| 6 | Fairington Ave & SR26 | 20 | 0 | 8 |
| 7 | US52 & Yeager Rd | 20 | 0 | 13 |

TIPTON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (4/4)
- Incapacitating (8/8)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 50 | 1 | 7 | 42 | 1 | 8 |
| February | 27 | 0 | 9 | 18 | 0 | 11 |
| March | 16 | 0 | 6 | 10 | 0 | 11 |
| April | 29 | 0 | 7 | 22 | 0 | 10 |
| May | 23 | 1 | 2 | 20 | 1 | 3 |
| June | 21 | 0 | 5 | 16 | 0 | 6 |
| July | 27 | 0 | 7 | 20 | 0 | 8 |
| August | 30 | 1 | 7 | 22 | 1 | 8 |
| September | 29 | 1 | 6 | 22 | 1 | 7 |
| October | 44 | 0 | 10 | 34 | 0 | 13 |
| November | 28 | 0 | 7 | 21 | 0 | 7 |
| December | 41 | 0 | 9 | 32 | 0 | 10 |
| Total | 365 | 4 | 82 | 279 | 4 | 102 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,194 | 1,007 | 86 | 720.3 | 854.0 |
| 21 - 24 | 720 | 731 | 46 | 638.9 | 629.3 |
| 25 - 44 | 3,866 | 3,536 | 169 | 437.1 | 477.9 |
| 45 - 64 | 4,705 | 4,517 | 139 | 295.4 | 307.7 |
| 65 + | 2,518 | 2,348 | 51 | 202.5 | 217.2 |
| Other/unknown | 2,920 | na | 1 | 3.4 | na |
| Total | 15,923 | 12,139 | 492 | 309.0 | 405.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 10,533 | 274 | 260.1 |
| Truck | 7,220 | 221 | 306.1 |
| Trailer | 3,016 | 27 | 89.5 |
| Motorcycle | 809 | 6 | 74.2 |
| Recreational vehicle | 404 | 2 | 49.5 |
| Bus | na | 2 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 14 | na |
| Total | 21,982 | 551 | 250.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 26 | 24 | 92.3% | 1 | 1 | 100.0% | 0 | 0 | na | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 21 | 19 | 90.5% |
| Light truck | 208 | 195 | 93.8% | 1 | 0 | 0.0% | 2 | 0 | 0.0% | 33 | 31 | 93.9% | 5 | 5 | 100.0% | 167 | 159 | 95.2% |
| Motorcycle/moped | 7 | 1 | 14.3% | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 4 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| Passenger car | 256 | 244 | 95.3% | 1 | 0 | 0.0% | 4 | 4 | 100.0% | 52 | 47 | 90.4% | 5 | 4 | 80.0% | 194 | 189 | 97.4% |
| Other | 13 | 10 | 76.9% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 0 | 0 | na | 10 | 9 | 90.0% |
| Total | 510 | 474 | 92.9% | 4 | 2 | 50.0% | 8 | 4 | 50.0% | 92 | 80 | 87.0% | 13 | 12 | 92.3% | 393 | 376 | 95.7% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 2 | 1 | 50.0% | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 94 | 90 | 95.7% | 0 | 0 | na | 1 | 0 | 0.0% | 21 | 20 | 95.2% | 2 | 1 | 50.0% | 70 | 69 | 98.6% |
| 21 - 24 | 50 | 43 | 86.0% | 0 | 0 | na | 0 | 0 | na | 12 | 8 | 66.7% | 3 | 3 | 100.0% | 35 | 32 | 91.4% |
| 25 - 44 | 169 | 155 | 91.7% | 2 | 1 | 50.0% | 3 | 1 | 33.3% | 27 | 22 | 81.5% | 3 | 3 | 100.0% | 134 | 128 | 95.5% |
| 45 - 64 | 142 | 134 | 94.4% | 1 | 0 | 0.0% | 2 | 2 | 100.0% | 22 | 20 | 90.9% | 4 | 4 | 100.0% | 113 | 108 | 95.6% |
| 65 + | 53 | 51 | 96.2% | 1 | 1 | 100.0% | 0 | 0 | na | 10 | 10 | 100.0% | 1 | 1 | 100.0% | 41 | 39 | 95.1% |
| Total | 510 | 474 | 92.9% | 4 | 2 | 50.0% | 8 | 4 | 50.0% | 92 | 80 | 87.0% | 13 | 12 | 92.3% | 393 | 376 | 95.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 3 | 1 | 2 | 0 | 1 | 2 |
| SR28 & US31 | 2 | 1 | 1 | 0 | 1 | 1 |
| Division Rd & US31 | 1 | 0 | 1 | 0 | 0 | 1 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 1 | 0 | 0 | 0 | 2 |
| 21 - 24 | 1 | 1 | 0 | 0 | 0 | 1 |
| 25 - 44 | 7 | 6 | 0 | 1 | 1 | 5 |
| 45 - 64 | 4 | 4 | 0 | 1 | 1 | 2 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 14 | 12 | 0 | 2 | 2 | 10 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Kempton | 0 | 0 | 0 | 0 | 0 | 0 |
| Sharpsville | 0 | 0 | 0 | 0 | 0 | 0 |
| Tipton | 7 | 6 | 0 | 1 | 2 | 4 |
| Rural | 7 | 6 | 0 | 1 | 0 | 6 |
| Total | 14 | 12 | 0 | 2 | 2 | 10 |

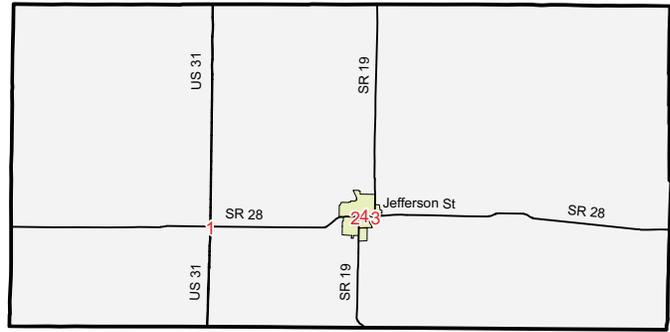
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Kempton | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sharpsville | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Tipton | 95 | 0 | 0 | 23 | 6 | 0 | 0 | 6 | 3 | 0 | 0 | 1 |
| Rural | 265 | 4 | 4 | 78 | 7 | 0 | 0 | 4 | 39 | 1 | 1 | 16 |
| Total | 365 | 4 | 4 | 102 | 13 | 0 | 0 | 10 | 43 | 1 | 1 | 17 |

Restraint use among vehicle occupants, by municipality

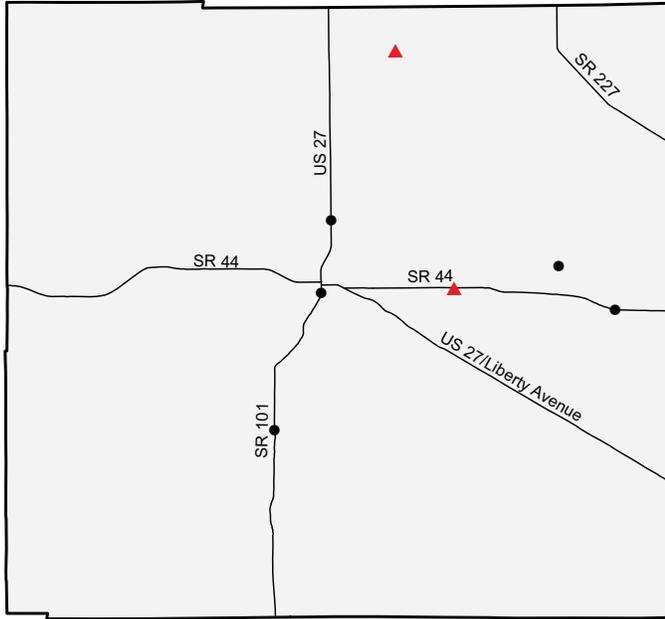
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Kempton | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Sharpsville | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 3 | 2 | 66.7% |
| Tipton | 143 | 131 | 91.6% | 0 | 0 | na | 4 | 3 | 75.0% | 17 | 12 | 70.6% | 0 | 0 | na | 122 | 116 | 95.1% |
| Rural | 362 | 340 | 93.9% | 4 | 2 | 50.0% | 4 | 1 | 25.0% | 74 | 67 | 90.5% | 13 | 12 | 92.3% | 267 | 258 | 96.6% |
| Total | 510 | 474 | 92.9% | 4 | 2 | 50.0% | 8 | 4 | 50.0% | 92 | 80 | 87.0% | 13 | 12 | 92.3% | 393 | 376 | 95.7% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR28 & US31 | 6 | 1 | 1 |
| 2 | Main St & SR28 | 3 | 0 | 3 |
| 3 | SR28 & SR19 | 3 | 0 | 0 |
| 4 | Independence St & Washington St | 3 | 0 | 1 |

UNION COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 18 | 0 | 3 | 15 | 0 | 6 |
| February | 10 | 0 | 1 | 9 | 0 | 2 |
| March | 4 | 1 | 0 | 3 | 1 | 0 |
| April | 8 | 0 | 0 | 8 | 0 | 0 |
| May | 11 | 0 | 1 | 10 | 0 | 1 |
| June | 15 | 1 | 0 | 14 | 1 | 0 |
| July | 9 | 0 | 4 | 5 | 0 | 4 |
| August | 8 | 0 | 1 | 7 | 0 | 2 |
| September | 6 | 0 | 2 | 4 | 0 | 3 |
| October | 7 | 0 | 3 | 4 | 0 | 4 |
| November | 15 | 0 | 1 | 14 | 0 | 2 |
| December | 16 | 0 | 4 | 12 | 0 | 8 |
| Total | 127 | 2 | 20 | 105 | 2 | 32 |

Collisions by most severe injury (mapped/actual)

- ▲ Fatal (2/2)
- Incapacitating (5/5)

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|--------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 537 | 481 | 32 | 595.9 | 665.3 |
| 21 - 24 | 337 | 334 | 16 | 474.8 | 479.0 |
| 25 - 44 | 1,814 | 1,736 | 58 | 319.7 | 334.1 |
| 45 - 64 | 1,925 | 2,062 | 38 | 197.4 | 184.3 |
| 65 + | 1,185 | 1,003 | 8 | 67.5 | 79.8 |
| Other/unknown | 1,359 | na | 0 | 0.0 | na |
| Total | 7,157 | 5,616 | 152 | 212.4 | 270.7 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 4,778 | 83 | 173.7 |
| Truck | 3,525 | 66 | 187.2 |
| Trailer | 1,417 | 6 | 42.3 |
| Motorcycle | 263 | 3 | 114.1 |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 2 | na |
| Total | 9,983 | 161 | 161.3 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 6 | 6 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 5 | 5 | 100.0% |
| Light truck | 66 | 60 | 90.9% | 0 | 0 | na | 1 | 1 | 100.0% | 14 | 10 | 71.4% | 1 | 0 | 0.0% | 50 | 49 | 98.0% |
| Motorcycle/moped | 4 | 2 | 50.0% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 2 | 100.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| Passenger car | 83 | 78 | 94.0% | 2 | 0 | 0.0% | 3 | 3 | 100.0% | 9 | 8 | 88.9% | 1 | 1 | 100.0% | 68 | 66 | 97.1% |
| Other | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% |
| Total | 161 | 147 | 91.3% | 2 | 0 | 0.0% | 5 | 4 | 80.0% | 26 | 21 | 80.8% | 2 | 1 | 50.0% | 126 | 121 | 96.0% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 36 | 32 | 88.9% | 0 | 0 | na | 2 | 2 | 100.0% | 10 | 6 | 60.0% | 1 | 1 | 100.0% | 23 | 23 | 100.0% |
| 21 - 24 | 17 | 14 | 82.4% | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 15 | 14 | 93.3% |
| 25 - 44 | 60 | 55 | 91.7% | 1 | 0 | 0.0% | 3 | 2 | 66.7% | 7 | 7 | 100.0% | 1 | 0 | 0.0% | 48 | 46 | 95.8% |
| 45 - 64 | 38 | 37 | 97.4% | 0 | 0 | na | 0 | 0 | na | 5 | 5 | 100.0% | 0 | 0 | na | 33 | 32 | 97.0% |
| 65 + | 8 | 7 | 87.5% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 7 | 6 | 85.7% |
| Total | 161 | 147 | 91.3% | 2 | 0 | 0.0% | 5 | 4 | 80.0% | 26 | 21 | 80.8% | 2 | 1 | 50.0% | 126 | 121 | 96.0% |



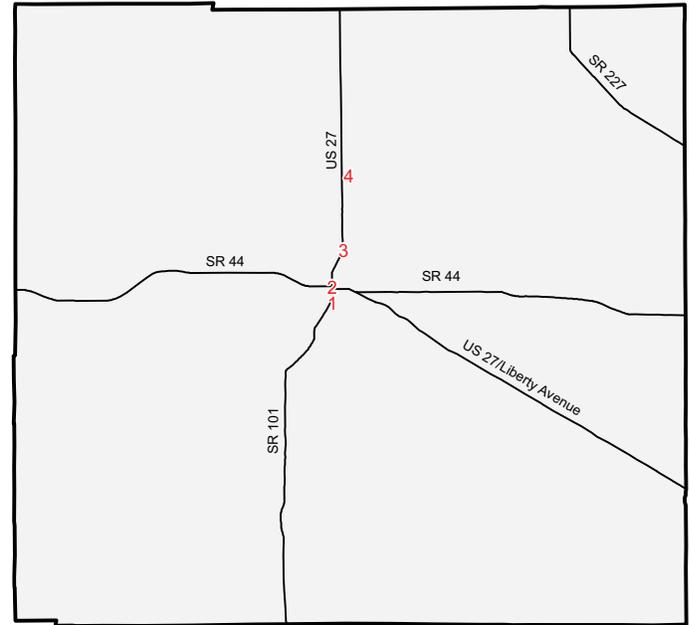
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 2 | 0 | 0 | 0 | 2 |
| 21 - 24 | 3 | 2 | 0 | 0 | 1 | 2 |
| 25 - 44 | 1 | 1 | 0 | 0 | 1 | 0 |
| 45 - 64 | 1 | 1 | 0 | 0 | 0 | 1 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7 | 6 | 0 | 0 | 2 | 5 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Liberty | 0 | 0 | 0 | 0 | 0 | 0 |
| West College Corner | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 7 | 6 | 0 | 0 | 2 | 5 |
| Total | 7 | 6 | 0 | 0 | 2 | 5 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR101 & Vine St | 1 | 0 | 0 |
| 2 | Main St & SR44 | 1 | 0 | 0 |
| 3 | Glade Montgomery Dr & US27 | 1 | 0 | 1 |
| 4 | CR275N & US27 | 1 | 0 | 0 |

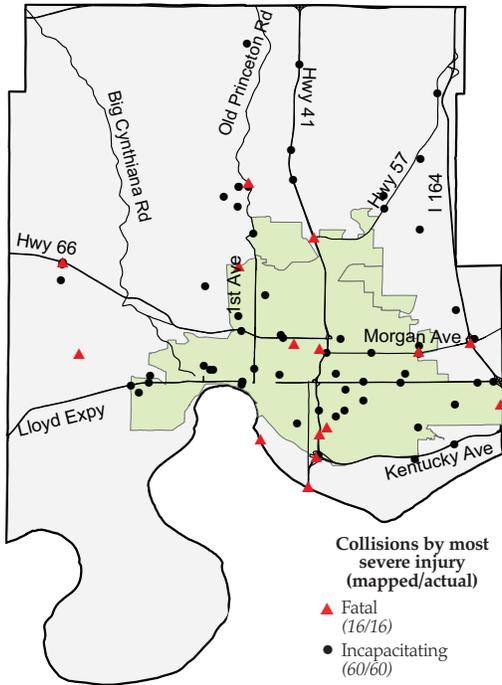
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Liberty | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West College Corner | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 123 | 2 | 2 | 32 | 7 | 2 | 2 | 1 | 13 | 2 | 2 | 6 |
| Total | 127 | 2 | 2 | 32 | 7 | 2 | 2 | 1 | 13 | 2 | 2 | 6 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Liberty | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% |
| West College Corner | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Rural | 155 | 142 | 91.6% | 2 | 0 | 0.0% | 5 | 4 | 80.0% | 26 | 21 | 80.8% | 2 | 1 | 50.0% | 120 | 116 | 96.7% |
| Total | 161 | 147 | 91.3% | 2 | 0 | 0.0% | 5 | 4 | 80.0% | 26 | 21 | 80.8% | 2 | 1 | 50.0% | 126 | 121 | 96.0% |

VANDEBURGH COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|--------------|----------------------|-----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 547 | 0 | 83 | 464 | 0 | 120 |
| February | 460 | 2 | 54 | 404 | 2 | 85 |
| March | 474 | 2 | 91 | 381 | 2 | 125 |
| April | 563 | 1 | 92 | 470 | 1 | 142 |
| May | 550 | 2 | 98 | 450 | 2 | 136 |
| June | 498 | 0 | 92 | 406 | 0 | 132 |
| July | 477 | 3 | 88 | 386 | 4 | 114 |
| August | 542 | 0 | 94 | 448 | 0 | 129 |
| September | 518 | 2 | 126 | 390 | 2 | 175 |
| October | 613 | 1 | 111 | 501 | 1 | 156 |
| November | 534 | 0 | 75 | 459 | 0 | 107 |
| December | 598 | 3 | 106 | 489 | 3 | 154 |
| Total | 6,374 | 16 | 1,110 | 5,248 | 17 | 1,575 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 15,546 | 7,696 | 1,914 | 1,231.2 | 2,487.0 |
| 21 - 24 | 10,117 | 8,020 | 1,317 | 1,301.8 | 1,642.1 |
| 25 - 44 | 44,109 | 40,163 | 3,878 | 879.2 | 965.6 |
| 45 - 64 | 45,410 | 43,789 | 2,988 | 658.0 | 682.4 |
| 65 + | 25,619 | 20,817 | 1,070 | 417.7 | 514.0 |
| Other/unknown | 33,928 | na | 7 | 2.1 | na |
| Total | 174,729 | 120,485 | 11,174 | 639.5 | 927.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 113,782 | 6,508 | 572.0 |
| Truck | 51,237 | 5,090 | 993.4 |
| Trailer | 15,954 | 226 | 141.7 |
| Motorcycle | 5,265 | 102 | 193.7 |
| Recreational vehicle | 1,540 | 6 | 39.0 |
| Bus | na | 48 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 115 | na |
| Total | 187,778 | 12,103 | 644.5 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 216 | 202 | 93.5% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 5 | 4 | 80.0% | 0 | 0 | na | 209 | 196 | 93.8% |
| Light truck | 4,902 | 4,695 | 95.8% | 1 | 1 | 100.0% | 21 | 19 | 90.5% | 529 | 488 | 92.2% | 3 | 3 | 100.0% | 4,348 | 4,184 | 96.2% |
| Motorcycle/moped | 104 | 35 | 33.7% | 3 | 1 | 33.3% | 15 | 7 | 46.7% | 62 | 20 | 32.3% | 1 | 0 | 0.0% | 23 | 7 | 30.4% |
| Passenger car | 6,290 | 6,048 | 96.2% | 9 | 6 | 66.7% | 26 | 17 | 65.4% | 826 | 790 | 95.6% | 9 | 8 | 88.9% | 5,420 | 5,227 | 96.4% |
| Other | 114 | 91 | 79.8% | 0 | 0 | na | 1 | 0 | 0.0% | 12 | 4 | 33.3% | 0 | 0 | na | 101 | 87 | 86.1% |
| Total | 11,626 | 11,071 | 95.2% | 14 | 9 | 64.3% | 64 | 44 | 68.8% | 1,434 | 1,306 | 91.1% | 13 | 11 | 84.6% | 10,101 | 9,701 | 96.0% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 95 | 89 | 93.7% | 0 | 0 | na | 4 | 3 | 75.0% | 81 | 79 | 97.5% | 0 | 0 | na | 10 | 7 | 70.0% |
| 15 - 20 | 2,000 | 1,915 | 95.8% | 3 | 1 | 33.3% | 13 | 10 | 76.9% | 225 | 206 | 91.6% | 2 | 2 | 100.0% | 1,757 | 1,696 | 96.5% |
| 21 - 24 | 1,361 | 1,283 | 94.3% | 0 | 0 | na | 7 | 4 | 57.1% | 152 | 136 | 89.5% | 2 | 1 | 50.0% | 1,200 | 1,142 | 95.2% |
| 25 - 44 | 3,989 | 3,762 | 94.3% | 3 | 1 | 33.3% | 20 | 12 | 60.0% | 473 | 426 | 90.1% | 7 | 7 | 100.0% | 3,486 | 3,316 | 95.1% |
| 45 - 64 | 3,070 | 2,935 | 95.6% | 7 | 6 | 85.7% | 16 | 11 | 68.8% | 361 | 324 | 89.8% | 1 | 1 | 100.0% | 2,685 | 2,593 | 96.6% |
| 65 + | 1,110 | 1,086 | 97.8% | 1 | 1 | 100.0% | 4 | 4 | 100.0% | 142 | 135 | 95.1% | 1 | 0 | 0.0% | 962 | 946 | 98.3% |
| Other/unknown | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Total | 11,626 | 11,071 | 95.2% | 14 | 9 | 64.3% | 64 | 44 | 68.8% | 1,434 | 1,306 | 91.1% | 13 | 11 | 84.6% | 10,101 | 9,701 | 96.0% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|------------------------------------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 278 | 1 | 110 | 167 | 1 | 178 |
| Fulton Ave & SR62 | 21 | 0 | 9 | 12 | 0 | 15 |
| Fulton Ave & John St | 13 | 0 | 3 | 10 | 0 | 3 |
| SR62 & US41 | 8 | 0 | 5 | 3 | 0 | 12 |
| Court St & 2nd St | 8 | 0 | 3 | 5 | 0 | 6 |
| Red Bank Rd & SR62 | 7 | 0 | 3 | 4 | 0 | 6 |
| 1st Ave & Virginia St | 6 | 0 | 3 | 3 | 0 | 6 |
| Martin Luther King Jr Blvd & Sycamore St | 6 | 0 | 2 | 4 | 0 | 3 |

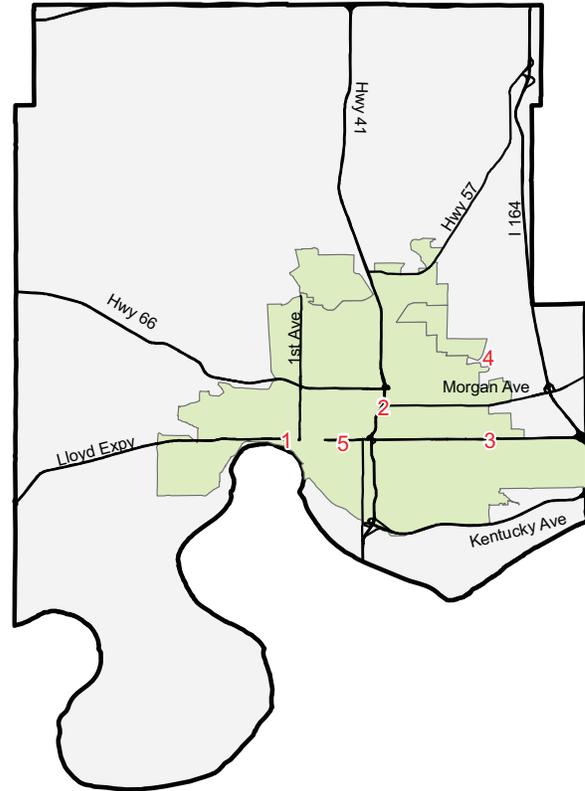
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 51 | 30 | 0 | 2 | 10 | 39 |
| 21 - 24 | 70 | 51 | 4 | 2 | 23 | 41 |
| 25 - 44 | 193 | 129 | 5 | 9 | 53 | 126 |
| 45 - 64 | 96 | 61 | 3 | 7 | 26 | 60 |
| 65 + | 4 | 1 | 0 | 0 | 1 | 3 |
| Total | 414 | 272 | 12 | 20 | 113 | 269 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Darmstadt | 1 | 1 | 0 | 0 | 1 | 0 |
| Evansville | 284 | 183 | 4 | 12 | 73 | 195 |
| Rural | 129 | 88 | 8 | 8 | 39 | 74 |
| Total | 414 | 272 | 12 | 20 | 113 | 269 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Fulton Ave & SR62 | 46 | 0 | 18 |
| 2 | US41 & SR62 | 42 | 0 | 36 |
| 3 | SR66 & Green River Rd | 39 | 0 | 2 |
| 4 | Lynch Rd & Green River Rd | 33 | 0 | 6 |
| 5 | Garvin St & John St | 32 | 0 | 23 |

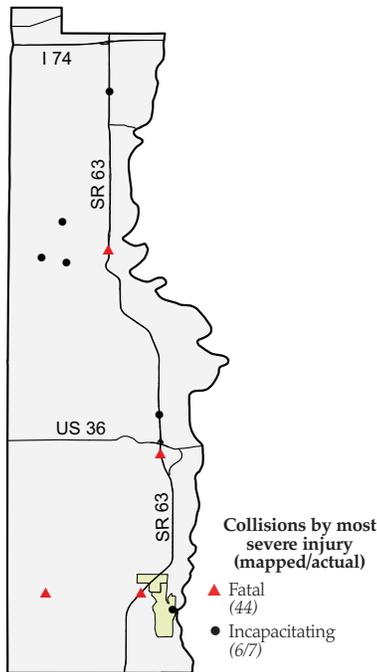
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|-----------|-----------|--------------|-----------------|----------|----------|------------|---------------|----------|----------|------------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Darmstadt | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Evansville | 4,704 | 6 | 6 | 1,198 | 211 | 3 | 3 | 76 | 263 | 1 | 1 | 95 |
| Rural | 1,654 | 10 | 11 | 377 | 94 | 1 | 1 | 41 | 94 | 2 | 2 | 44 |
| Total | 6,374 | 16 | 17 | 1,575 | 306 | 4 | 4 | 117 | 358 | 3 | 3 | 139 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|---------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|--------------|--------------|--------------|------------|--------------|---------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Darmstadt | 19 | 19 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 19 | 19 | 100.0% |
| Evansville | 8,964 | 8,523 | 95.1% | 4 | 2 | 50.0% | 36 | 24 | 66.7% | 1,095 | 993 | 90.7% | 7 | 5 | 71.4% | 7,822 | 7,499 | 95.9% |
| Rural | 2,643 | 2,529 | 95.7% | 10 | 7 | 70.0% | 28 | 20 | 71.4% | 339 | 313 | 92.3% | 6 | 6 | 100.0% | 2,260 | 2,183 | 96.6% |
| Total | 11,626 | 11,071 | 95.2% | 14 | 9 | 64.3% | 64 | 44 | 68.8% | 1,434 | 1,306 | 91.1% | 13 | 11 | 84.6% | 10,101 | 9,701 | 96.0% |

VERMILLION COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 39 | 1 | 4 | 34 | 1 | 4 |
| February | 39 | 1 | 8 | 30 | 1 | 16 |
| March | 23 | 1 | 7 | 15 | 1 | 7 |
| April | 22 | 0 | 3 | 19 | 0 | 4 |
| May | 29 | 1 | 2 | 26 | 1 | 2 |
| June | 40 | 0 | 7 | 33 | 0 | 10 |
| July | 28 | 0 | 8 | 20 | 0 | 10 |
| August | 28 | 0 | 6 | 22 | 0 | 7 |
| September | 33 | 0 | 6 | 27 | 0 | 9 |
| October | 46 | 0 | 9 | 37 | 0 | 13 |
| November | 39 | 0 | 6 | 33 | 0 | 12 |
| December | 59 | 0 | 9 | 50 | 0 | 11 |
| Total | 425 | 4 | 75 | 346 | 4 | 105 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,200 | 908 | 101 | 841.7 | 1,112.3 |
| 21 - 24 | 709 | 727 | 42 | 592.4 | 577.7 |
| 25 - 44 | 4,128 | 3,699 | 173 | 419.1 | 467.7 |
| 45 - 64 | 4,566 | 4,553 | 171 | 374.5 | 375.6 |
| 65 + | 2,661 | 2,337 | 68 | 255.5 | 291.0 |
| Other/unknown | 2,970 | na | 1 | 3.4 | na |
| Total | 16,234 | 12,224 | 556 | 342.5 | 454.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 10,659 | 310 | 290.8 |
| Truck | 7,381 | 255 | 345.5 |
| Trailer | 2,731 | 47 | 172.1 |
| Motorcycle | 827 | 4 | 48.4 |
| Recreational vehicle | 283 | 1 | 35.3 |
| Bus | na | 3 | na |
| Farm vehicle | na | 1 | na |
| Other/unknown | na | 10 | na |
| Total | 21,881 | 631 | 288.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 37 | 32 | 86.5% | 0 | 0 | na | 1 | 0 | 0.0% | 3 | 3 | 100.0% | 1 | 1 | 100.0% | 32 | 28 | 87.5% |
| Light truck | 240 | 191 | 79.6% | 2 | 0 | 0.0% | 1 | 0 | 0.0% | 33 | 26 | 78.8% | 6 | 4 | 66.7% | 198 | 161 | 81.3% |
| Motorcycle/moped | 4 | 2 | 50.0% | 0 | 0 | na | 2 | 2 | 100.0% | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| Passenger car | 295 | 240 | 81.4% | 2 | 2 | 100.0% | 4 | 1 | 25.0% | 55 | 42 | 76.4% | 6 | 6 | 100.0% | 228 | 189 | 82.9% |
| Other | 8 | 3 | 37.5% | 0 | 0 | na | 0 | 0 | na | 3 | 0 | 0.0% | 1 | 0 | 0.0% | 4 | 3 | 75.0% |
| Total | 584 | 468 | 80.1% | 4 | 2 | 50.0% | 8 | 3 | 37.5% | 95 | 71 | 74.7% | 14 | 11 | 78.6% | 463 | 381 | 82.3% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 6 | 5 | 83.3% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 3 | 3 | 100.0% | 0 | 0 | na | 1 | 0 | 0.0% |
| 15 - 20 | 110 | 86 | 78.2% | 0 | 0 | na | 0 | 0 | na | 22 | 12 | 54.5% | 2 | 1 | 50.0% | 86 | 73 | 84.9% |
| 21 - 24 | 46 | 37 | 80.4% | 0 | 0 | na | 1 | 0 | 0.0% | 11 | 9 | 81.8% | 0 | 0 | na | 34 | 28 | 82.4% |
| 25 - 44 | 181 | 145 | 80.1% | 0 | 0 | na | 5 | 2 | 40.0% | 26 | 19 | 73.1% | 6 | 5 | 83.3% | 144 | 119 | 82.6% |
| 45 - 64 | 172 | 143 | 83.1% | 3 | 1 | 33.3% | 0 | 0 | na | 20 | 17 | 85.0% | 5 | 4 | 80.0% | 144 | 121 | 84.0% |
| 65 + | 69 | 52 | 75.4% | 0 | 0 | na | 1 | 0 | 0.0% | 13 | 11 | 84.6% | 1 | 1 | 100.0% | 54 | 40 | 74.1% |
| Total | 584 | 468 | 80.1% | 4 | 2 | 50.0% | 8 | 3 | 37.5% | 95 | 71 | 74.7% | 14 | 11 | 78.6% | 463 | 381 | 82.3% |



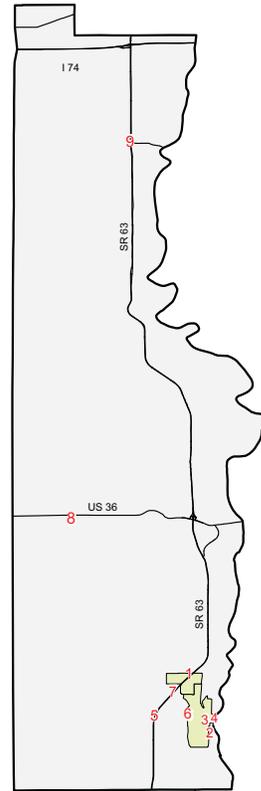
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported ⁸ |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|-------------------------------|
| 15 - 20 | 2 | 2 | 1 | 0 | 0 | 1 |
| 21 - 24 | 3 | 3 | 0 | 0 | 1 | 2 |
| 25 - 44 | 17 | 12 | 0 | 2 | 5 | 10 |
| 45 - 64 | 9 | 8 | 1 | 0 | 3 | 5 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 31 | 25 | 2 | 2 | 9 | 18 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Cayuga | 4 | 3 | 1 | 0 | 2 | 1 |
| Clinton | 8 | 6 | 0 | 1 | 1 | 6 |
| Dana | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairview Park | 2 | 2 | 0 | 0 | 0 | 2 |
| Newport | 0 | 0 | 0 | 0 | 0 | 0 |
| Perrysville | 0 | 0 | 0 | 0 | 0 | 0 |
| Universal | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 17 | 14 | 1 | 1 | 6 | 9 |
| Total | 31 | 25 | 2 | 2 | 9 | 18 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | 1st St & Lincoln St | 3 | 0 | 5 |
| 2 | Eureka St & Main St | 2 | 0 | 0 |
| 3 | SR163 & Walnut St | 2 | 0 | 0 |
| 4 | Blackman St & Water St | 2 | 0 | 0 |
| 5 | SR63 & SR163 | 2 | 0 | 1 |
| 6 | SR163 & 11th St | 2 | 0 | 0 |
| 7 | Pike St & SR63 | 2 | 0 | 1 |
| 8 | SR71 & US36 | 2 | 0 | 0 |
| 9 | SR63 & SR32 | 2 | 0 | 1 |

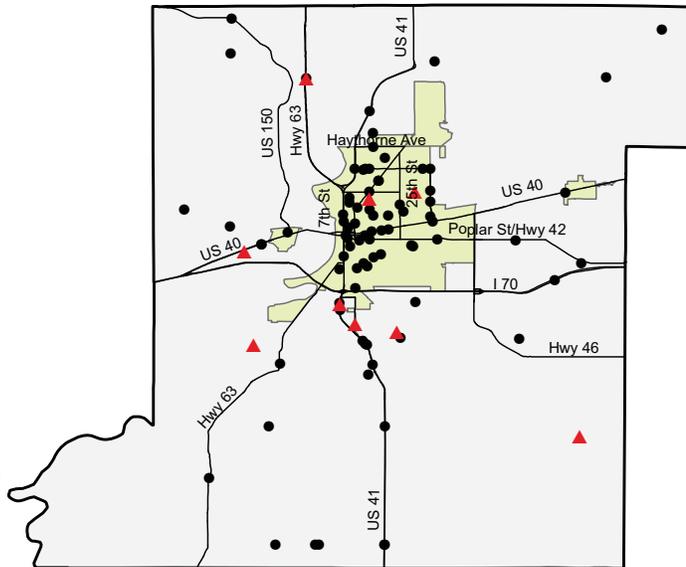
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Cayuga | 15 | 1 | 1 | 3 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| Clinton | 89 | 0 | 0 | 21 | 6 | 0 | 0 | 1 | 8 | 0 | 0 | 2 |
| Dana | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fairview Park | 18 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Newport | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Perrysville | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Universal | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 284 | 3 | 3 | 67 | 16 | 0 | 0 | 9 | 29 | 0 | 0 | 11 |
| Total | 425 | 4 | 4 | 105 | 26 | 1 | 1 | 10 | 39 | 0 | 0 | 13 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Cayuga | 23 | 16 | 69.6% | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 2 | 2 | 100.0% | 17 | 12 |
| Clinton | 129 | 66 | 51.2% | 0 | 0 | na | 1 | 0 | 0.0% | 19 | 14 | 73.7% | 1 | 1 | 100.0% | 108 | 51 | 47.2% |
| Dana | 7 | 4 | 57.1% | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% | 1 | 0 | 0.0% | 3 | 3 | 100.0% |
| Fairview Park | 37 | 33 | 89.2% | 0 | 0 | na | 0 | 0 | na | 7 | 4 | 57.1% | 0 | 0 | na | 30 | 29 | 96.7% |
| Newport | 9 | 9 | 100.0% | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% | 0 | 0 | na | 5 | 5 | 100.0% |
| Perrysville | 6 | 6 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 6 | 6 | 100.0% |
| Universal | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Rural | 370 | 331 | 89.5% | 3 | 1 | 33.3% | 6 | 3 | 50.0% | 60 | 47 | 78.3% | 10 | 8 | 80.0% | 291 | 272 | 93.5% |
| Total | 584 | 468 | 80.1% | 4 | 2 | 50.0% | 8 | 3 | 37.5% | 95 | 71 | 74.7% | 14 | 11 | 78.6% | 463 | 381 | 82.3% |

VIGO COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (9/9)
- Incapacitating (83/83)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|--------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 342 | 1 | 67 | 274 | 1 | 86 |
| February | 278 | 1 | 59 | 218 | 1 | 89 |
| March | 267 | 0 | 55 | 212 | 0 | 73 |
| April | 270 | 1 | 58 | 211 | 1 | 70 |
| May | 321 | 0 | 64 | 257 | 0 | 105 |
| June | 301 | 2 | 90 | 209 | 2 | 127 |
| July | 253 | 0 | 72 | 181 | 0 | 95 |
| August | 264 | 1 | 65 | 198 | 1 | 94 |
| September | 282 | 1 | 68 | 213 | 1 | 97 |
| October | 328 | 2 | 61 | 265 | 2 | 78 |
| November | 324 | 0 | 62 | 262 | 0 | 89 |
| December | 313 | 0 | 64 | 249 | 0 | 103 |
| Total | 3,543 | 9 | 785 | 2,749 | 9 | 1,106 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|----------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 10,899 | 4,690 | 976 | 895.5 | 2,081.0 |
| 21 - 24 | 7,635 | 4,599 | 637 | 834.3 | 1,385.1 |
| 25 - 44 | 27,603 | 22,613 | 1,869 | 677.1 | 826.5 |
| 45 - 64 | 26,140 | 24,677 | 1,452 | 555.5 | 588.4 |
| 65 + | 14,516 | 11,681 | 543 | 374.1 | 464.9 |
| Other/unknown | 19,175 | na | 26 | 13.6 | na |
| Total | 105,968 | 68,260 | 5,503 | 519.3 | 806.2 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 61,196 | 3,488 | 570.0 |
| Truck | 30,843 | 2,427 | 786.9 |
| Trailer | 8,987 | 168 | 186.9 |
| Motorcycle | 3,540 | 80 | 226.0 |
| Recreational vehicle | 1,117 | 3 | 26.9 |
| Bus | na | 27 | na |
| Farm vehicle | na | 8 | na |
| Other/unknown | na | 151 | na |
| Total | 105,683 | 6,352 | 601.0 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Large truck | 150 | 131 | 87.3% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 149 | 130 |
| Light truck | 2,264 | 2,113 | 93.3% | 4 | 1 | 25.0% | 16 | 9 | 56.3% | 344 | 313 | 91.0% | 32 | 29 | 90.6% | 1,868 | 1,761 | 94.3% |
| Motorcycle/moped | 86 | 22 | 25.6% | 1 | 0 | 0.0% | 21 | 2 | 9.5% | 42 | 11 | 26.2% | 0 | 0 | na | 22 | 9 | 40.9% |
| Passenger car | 3,245 | 3,073 | 94.7% | 2 | 2 | 100.0% | 42 | 34 | 81.0% | 578 | 542 | 93.8% | 41 | 38 | 92.7% | 2,582 | 2,457 | 95.2% |
| Other | 73 | 51 | 69.9% | 0 | 0 | na | 1 | 0 | 0.0% | 15 | 2 | 13.3% | 1 | 1 | 100.0% | 56 | 48 | 85.7% |
| Total | 5,818 | 5,390 | 92.6% | 7 | 3 | 42.9% | 80 | 45 | 56.3% | 980 | 869 | 88.7% | 74 | 68 | 91.9% | 4,677 | 4,405 | 94.2% |

Restraint use among vehicle occupants, by age

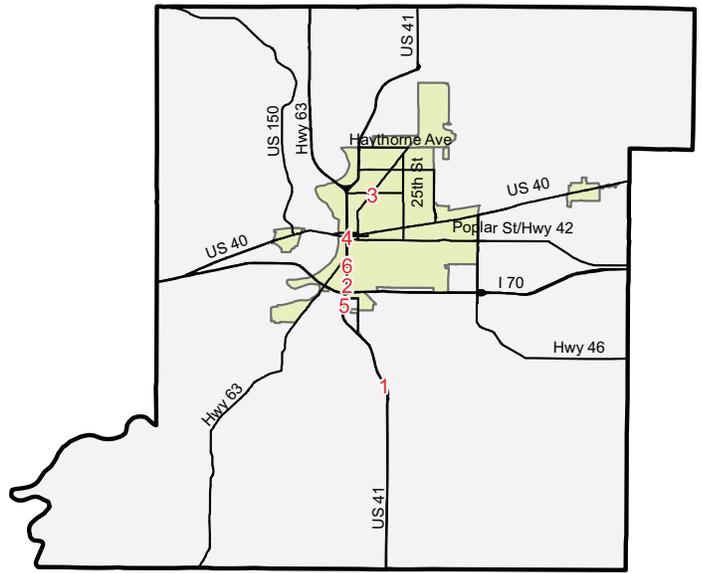
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | 0 - 14 | 119 | 102 | 85.7% | 0 | 0 | na | 6 | 3 | 50.0% | 90 | 83 | 92.2% | 0 | 0 | na | 23 | 16 |
| 15 - 20 | 1,044 | 975 | 93.4% | 1 | 0 | 0.0% | 11 | 7 | 63.6% | 196 | 171 | 87.2% | 17 | 16 | 94.1% | 819 | 781 | 95.4% |
| 21 - 24 | 666 | 604 | 90.7% | 1 | 1 | 100.0% | 7 | 4 | 57.1% | 106 | 86 | 81.1% | 13 | 10 | 76.9% | 539 | 503 | 93.3% |
| 25 - 44 | 1,924 | 1,769 | 91.9% | 2 | 0 | 0.0% | 29 | 17 | 58.6% | 273 | 243 | 89.0% | 28 | 27 | 96.4% | 1,592 | 1,482 | 93.1% |
| 45 - 64 | 1,494 | 1,388 | 92.9% | 2 | 1 | 50.0% | 19 | 8 | 42.1% | 211 | 187 | 88.6% | 12 | 12 | 100.0% | 1,250 | 1,180 | 94.4% |
| 65 + | 571 | 552 | 96.7% | 1 | 1 | 100.0% | 8 | 6 | 75.0% | 104 | 99 | 95.2% | 4 | 3 | 75.0% | 454 | 443 | 97.6% |
| Total | 5,818 | 5,390 | 92.6% | 7 | 3 | 42.9% | 80 | 45 | 56.3% | 980 | 869 | 88.7% | 74 | 68 | 91.9% | 4,677 | 4,405 | 94.2% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|---------------------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 100 | 0 | 38 | 62 | 0 | 60 |
| US41 & Cherry St | 6 | 0 | 4 | 2 | 0 | 6 |
| US41 & Johnson Ave | 6 | 0 | 3 | 3 | 0 | 3 |
| 13th St & Walnut St | 4 | 0 | 4 | 0 | 0 | 5 |
| 4th St & Walnut St | 4 | 0 | 2 | 2 | 0 | 3 |
| Lafayette Ave & Maple Ave | 4 | 0 | 1 | 3 | 0 | 2 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Jessica Dr & US41 | 17 | 0 | 2 |
| 2 | Margaret Ave & US41 | 14 | 0 | 1 |
| 3 | Maple Ave & US41 | 14 | 0 | 5 |
| 4 | US40 & US150 | 13 | 0 | 4 |
| 5 | Davis Ave & US41 | 11 | 0 | 2 |
| 6 | Hulman St & US41 | 11 | 0 | 7 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 27 | 15 | 1 | 1 | 8 | 17 |
| 21 - 24 | 53 | 34 | 0 | 5 | 13 | 35 |
| 25 - 44 | 127 | 83 | 3 | 4 | 34 | 86 |
| 45 - 64 | 50 | 36 | 0 | 3 | 16 | 31 |
| 65 + | 14 | 6 | 0 | 0 | 3 | 11 |
| Other/unknown | 3 | 1 | 0 | 0 | 1 | 2 |
| Total | 274 | 175 | 4 | 13 | 75 | 182 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|------------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Riley | 0 | 0 | 0 | 0 | 0 | 0 |
| Seelyville | 3 | 2 | 0 | 0 | 0 | 3 |
| Terre Haute | 172 | 107 | 3 | 9 | 35 | 125 |
| West Terre Haute | 4 | 4 | 0 | 0 | 4 | 0 |
| Rural | 95 | 62 | 1 | 4 | 36 | 54 |
| Total | 274 | 175 | 4 | 13 | 75 | 182 |

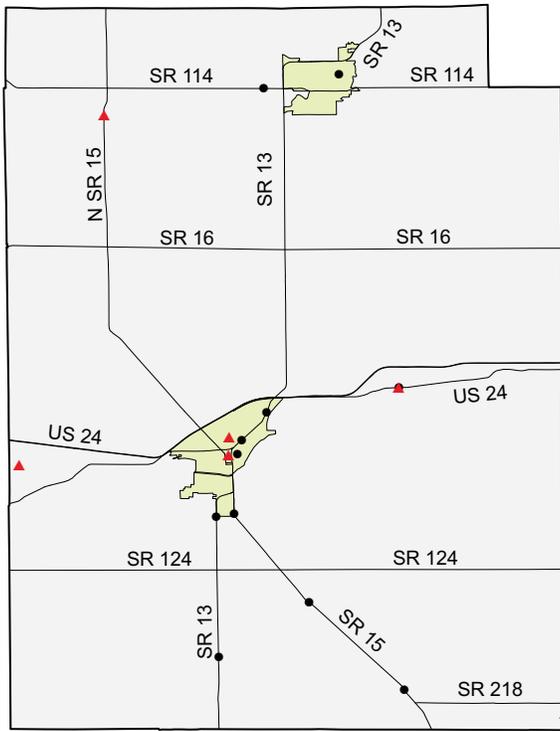
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|------------------|--------------|----------|----------|--------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Riley | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seelyville | 14 | 0 | 0 | 8 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 |
| Terre Haute | 2,091 | 2 | 2 | 736 | 126 | 1 | 1 | 52 | 56 | 0 | 0 | 22 |
| West Terre Haute | 66 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 1,369 | 7 | 7 | 346 | 77 | 1 | 1 | 26 | 117 | 1 | 1 | 49 |
| Total | 3,543 | 9 | 9 | 1,106 | 209 | 2 | 2 | 80 | 174 | 1 | 1 | 71 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | Fatalities | | Incapacitating | | Non-incapacitating | | Other injury | | Not injured | |
|------------------|-----------------|--------------|------------|----------|----------------|-----------|--------------------|------------|--------------|-----------|--------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % | Total | % |
| Riley | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Seelyville | 25 | 23 | 0 | 0 | 1 | 1 | 7 | 6 | 0 | 0 | 17 | 16 |
| Terre Haute | 3,586 | 3,357 | 2 | 0 | 42 | 21 | 652 | 589 | 39 | 34 | 2,851 | 2,713 |
| West Terre Haute | 106 | 79 | 0 | 0 | 1 | 0 | 15 | 11 | 2 | 2 | 88 | 66 |
| Rural | 2,097 | 1,927 | 5 | 3 | 36 | 23 | 306 | 263 | 33 | 32 | 1,717 | 1,606 |
| Total | 5,818 | 5,390 | 7 | 3 | 80 | 45 | 980 | 869 | 74 | 68 | 4,677 | 4,405 |

WABASH COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (6/6)
- Incapacitating (11/11)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 133 | 0 | 17 | 116 | 0 | 21 |
| February | 81 | 0 | 12 | 69 | 0 | 15 |
| March | 68 | 0 | 7 | 61 | 0 | 7 |
| April | 73 | 0 | 10 | 63 | 0 | 17 |
| May | 79 | 0 | 13 | 66 | 0 | 15 |
| June | 69 | 0 | 8 | 61 | 0 | 11 |
| July | 66 | 2 | 13 | 51 | 2 | 17 |
| August | 61 | 0 | 10 | 51 | 0 | 11 |
| September | 71 | 1 | 11 | 59 | 2 | 22 |
| October | 96 | 1 | 14 | 81 | 1 | 20 |
| November | 116 | 0 | 14 | 102 | 0 | 16 |
| December | 127 | 2 | 15 | 110 | 2 | 20 |
| Total | 1,040 | 6 | 144 | 890 | 7 | 192 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,944 | 1,813 | 251 | 852.6 | 1,384.4 |
| 21 - 24 | 1,633 | 1,481 | 110 | 673.6 | 742.7 |
| 25 - 44 | 7,746 | 6,932 | 487 | 628.7 | 702.5 |
| 45 - 64 | 9,015 | 8,724 | 398 | 441.5 | 456.2 |
| 65 + | 5,724 | 4,951 | 166 | 290.0 | 335.3 |
| Other/unknown | 5,644 | na | 4 | 7.1 | na |
| Total | 32,706 | 23,901 | 1,416 | 432.9 | 592.4 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 20,842 | 787 | 377.6 |
| Truck | 13,245 | 657 | 496.0 |
| Trailer | 5,982 | 59 | 98.6 |
| Motorcycle | 1,631 | 24 | 147.1 |
| Bus | na | 5 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 19 | na |
| Total | 41,700 | 1,556 | 373.1 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 55 | 40 | 72.7% | 0 | 0 | na | 0 | 0 | na | 3 | 1 | 33.3% | 0 | 0 | na | 52 | 39 | 75.0% |
| Light truck | 635 | 509 | 80.2% | 2 | 0 | 0.0% | 2 | 1 | 50.0% | 69 | 56 | 81.2% | 3 | 3 | 100.0% | 559 | 449 | 80.3% |
| Motorcycle/moped | 27 | 7 | 25.9% | 0 | 0 | na | 1 | 0 | 0.0% | 19 | 6 | 31.6% | 0 | 0 | na | 7 | 1 | 14.3% |
| Passenger car | 736 | 585 | 79.5% | 3 | 3 | 100.0% | 13 | 7 | 53.8% | 78 | 66 | 84.6% | 4 | 3 | 75.0% | 638 | 506 | 79.3% |
| Other | 11 | 6 | 54.5% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 10 | 6 | 60.0% |
| Total | 1,464 | 1,147 | 78.3% | 5 | 3 | 60.0% | 16 | 8 | 50.0% | 170 | 129 | 75.9% | 7 | 6 | 85.7% | 1,266 | 1,001 | 79.1% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 15 | 11 | 73.3% | 0 | 0 | na | 0 | 0 | na | 11 | 10 | 90.9% | 1 | 1 | 100.0% | 3 | 0 | 0.0% |
| 15 - 20 | 263 | 209 | 79.5% | 1 | 1 | 100.0% | 3 | 1 | 33.3% | 43 | 36 | 83.7% | 3 | 2 | 66.7% | 213 | 169 | 79.3% |
| 21 - 24 | 111 | 91 | 82.0% | 0 | 0 | na | 2 | 1 | 50.0% | 11 | 9 | 81.8% | 0 | 0 | na | 98 | 81 | 82.7% |
| 25 - 44 | 501 | 390 | 77.8% | 1 | 1 | 100.0% | 6 | 4 | 66.7% | 54 | 40 | 74.1% | 0 | 0 | na | 440 | 345 | 78.4% |
| 45 - 64 | 406 | 327 | 80.5% | 3 | 1 | 33.3% | 5 | 2 | 40.0% | 42 | 28 | 66.7% | 3 | 3 | 100.0% | 353 | 293 | 83.0% |
| 65 + | 168 | 119 | 70.8% | 0 | 0 | na | 0 | 0 | na | 9 | 6 | 66.7% | 0 | 0 | na | 159 | 113 | 71.1% |
| Total | 1,464 | 1,147 | 78.3% | 5 | 3 | 60.0% | 16 | 8 | 50.0% | 170 | 129 | 75.9% | 7 | 6 | 85.7% | 1,266 | 1,001 | 79.1% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 5 | 0 | 1 | 4 | 0 | 1 |
| Cass St & Market St | 3 | 0 | 0 | 3 | 0 | 0 |
| SR13 & US24 | 1 | 0 | 1 | 0 | 0 | 1 |
| SR15 & Wabash St | 1 | 0 | 0 | 1 | 0 | 0 |

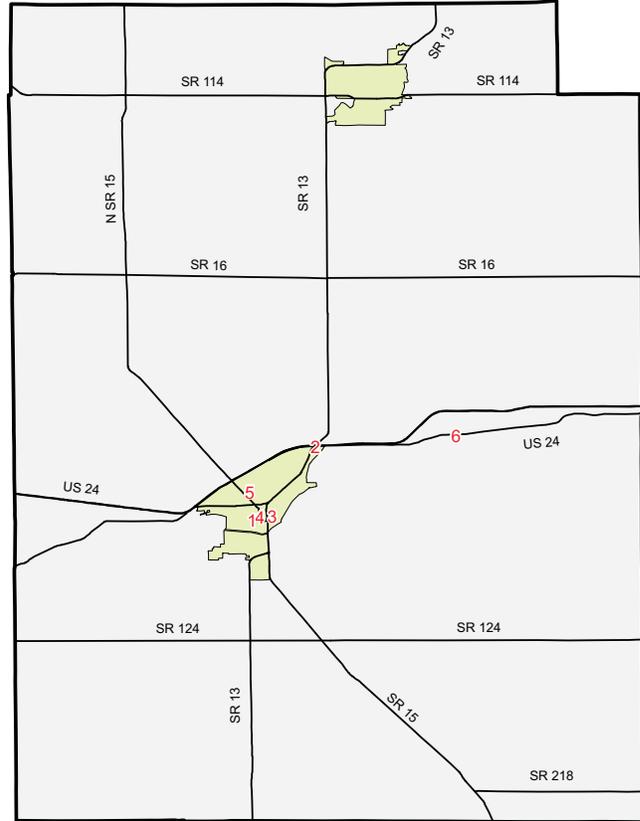
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 7 | 2 | 1 | 1 | 0 | 5 |
| 21 - 24 | 5 | 5 | 0 | 2 | 3 | 0 |
| 25 - 44 | 14 | 12 | 1 | 3 | 6 | 4 |
| 45 - 64 | 13 | 11 | 2 | 1 | 6 | 4 |
| 65 + | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 40 | 30 | 4 | 7 | 15 | 14 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|------------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| La Fontaine | 0 | 0 | 0 | 0 | 0 | 0 |
| Lagro | 0 | 0 | 0 | 0 | 0 | 0 |
| North Manchester | 6 | 3 | 0 | 2 | 0 | 4 |
| Roann | 0 | 0 | 0 | 0 | 0 | 0 |
| Wabash | 13 | 10 | 1 | 3 | 6 | 3 |
| Rural | 21 | 17 | 3 | 2 | 9 | 7 |
| Total | 40 | 30 | 4 | 7 | 15 | 14 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Market St & Cass St | 6 | 0 | 1 |
| 2 | SR13 & US24 | 6 | 0 | 1 |
| 3 | Miami St & Hill St | 5 | 0 | 0 |
| 4 | Hill St & SR15 | 4 | 0 | 0 |
| 5 | Alber St & Harrison Ave | 4 | 0 | 0 |
| 6 | CR300E & US24 | 4 | 1 | 4 |

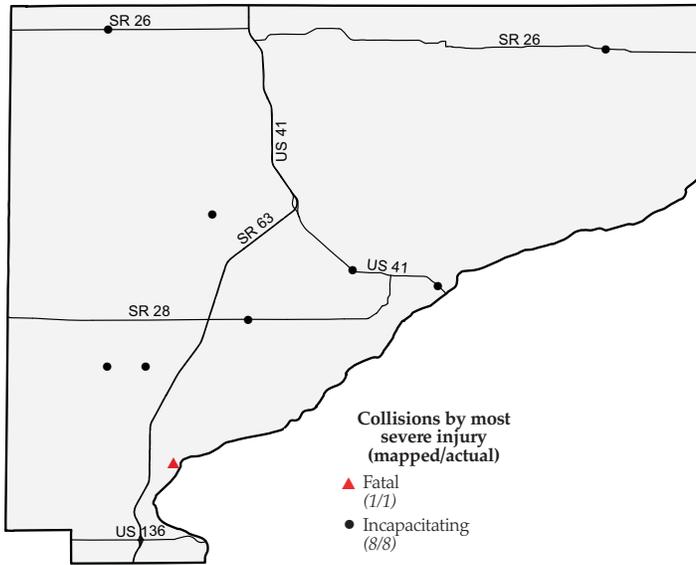
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|------------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| La Fontaine | 8 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lagro | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| North Manchester | 108 | 0 | 0 | 20 | 4 | 0 | 0 | 1 | 13 | 0 | 0 | 5 |
| Roann | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wabash | 344 | 2 | 2 | 44 | 11 | 1 | 1 | 1 | 15 | 0 | 0 | 3 |
| Rural | 576 | 4 | 5 | 121 | 17 | 2 | 3 | 15 | 99 | 0 | 0 | 29 |
| Total | 1,040 | 6 | 7 | 192 | 32 | 3 | 4 | 17 | 127 | 0 | 0 | 37 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | La Fontaine | 18 | 16 | 88.9% | 0 | 0 | na | 1 | 1 | 100.0% | 6 | 6 | 100.0% | 0 | 0 | na | 11 | 9 |
| Lagro | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| North Manchester | 164 | 134 | 81.7% | 0 | 0 | na | 2 | 0 | 0.0% | 17 | 14 | 82.4% | 2 | 1 | 50.0% | 143 | 119 | 83.2% |
| Roann | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% |
| Wabash | 554 | 328 | 59.2% | 0 | 0 | na | 2 | 1 | 50.0% | 37 | 25 | 67.6% | 0 | 0 | na | 515 | 302 | 58.6% |
| Rural | 722 | 664 | 92.0% | 5 | 3 | 60.0% | 11 | 6 | 54.5% | 110 | 84 | 76.4% | 5 | 5 | 100.0% | 591 | 566 | 95.8% |
| Total | 1,464 | 1,147 | 78.3% | 5 | 3 | 60.0% | 16 | 8 | 50.0% | 170 | 129 | 75.9% | 7 | 6 | 85.7% | 1,266 | 1,001 | 79.1% |

WARREN COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 31 | 0 | 0 | 31 | 0 | 0 |
| February | 22 | 0 | 3 | 19 | 0 | 4 |
| March | 10 | 0 | 3 | 7 | 0 | 3 |
| April | 22 | 0 | 3 | 19 | 0 | 5 |
| May | 17 | 0 | 3 | 14 | 0 | 3 |
| June | 20 | 0 | 3 | 17 | 0 | 6 |
| July | 25 | 0 | 3 | 22 | 0 | 3 |
| August | 18 | 0 | 2 | 16 | 0 | 5 |
| September | 25 | 0 | 2 | 23 | 0 | 2 |
| October | 20 | 0 | 3 | 17 | 0 | 7 |
| November | 23 | 0 | 1 | 22 | 0 | 2 |
| December | 31 | 1 | 2 | 28 | 1 | 5 |
| Total | 264 | 1 | 28 | 235 | 1 | 45 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|--------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 696 | 563 | 53 | 761.5 | 941.4 |
| 21 - 24 | 408 | 415 | 28 | 686.3 | 674.7 |
| 25 - 44 | 2,217 | 1,996 | 118 | 532.3 | 591.2 |
| 45 - 64 | 2,506 | 2,463 | 76 | 303.3 | 308.6 |
| 65 + | 1,183 | 1,282 | 34 | 287.4 | 265.2 |
| Other/unknown | 1,537 | na | 2 | 13.0 | na |
| Total | 8,547 | 6,719 | 311 | 363.9 | 462.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 5,733 | 150 | 261.6 |
| Truck | 4,506 | 158 | 350.6 |
| Trailer | 2,097 | 11 | 52.5 |
| Motorcycle | 337 | 2 | 59.3 |
| Bus | na | 3 | na |
| Farm vehicle | na | 3 | na |
| Other/unknown | na | 5 | na |
| Total | 12,673 | 332 | 262.0 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 11 | 9 | 81.8% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 10 | 8 | 80.0% |
| Light truck | 151 | 127 | 84.1% | 1 | 0 | 0.0% | 5 | 5 | 100.0% | 10 | 6 | 60.0% | 1 | 0 | 0.0% | 134 | 116 | 86.6% |
| Motorcycle/moped | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na |
| Passenger car | 153 | 119 | 77.8% | 0 | 0 | na | 5 | 3 | 60.0% | 21 | 13 | 61.9% | 1 | 1 | 100.0% | 126 | 102 | 81.0% |
| Other | 7 | 5 | 71.4% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 6 | 5 | 83.3% |
| Total | 324 | 262 | 80.9% | 1 | 0 | 0.0% | 10 | 8 | 80.0% | 35 | 22 | 62.9% | 2 | 1 | 50.0% | 276 | 231 | 83.7% |

Restraint use among vehicle occupants, by age

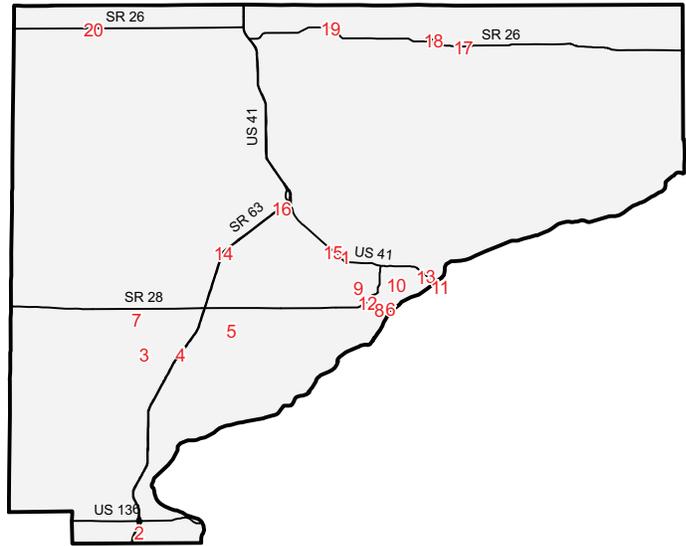
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 6 | 3 | 50.0% | 0 | 0 | na | 0 | 0 | na | 4 | 1 | 25.0% | 0 | 0 | na | 2 | 2 | 100.0% |
| 15 - 20 | 56 | 44 | 78.6% | 0 | 0 | na | 1 | 1 | 100.0% | 8 | 7 | 87.5% | 0 | 0 | na | 47 | 36 | 76.6% |
| 21 - 24 | 28 | 23 | 82.1% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 2 | 100.0% | 0 | 0 | na | 25 | 21 | 84.0% |
| 25 - 44 | 120 | 96 | 80.0% | 1 | 0 | 0.0% | 5 | 4 | 80.0% | 10 | 4 | 40.0% | 0 | 0 | na | 104 | 88 | 84.6% |
| 45 - 64 | 79 | 63 | 79.7% | 0 | 0 | na | 2 | 2 | 100.0% | 7 | 5 | 71.4% | 1 | 0 | 0.0% | 69 | 56 | 81.2% |
| 65 + | 35 | 33 | 94.3% | 0 | 0 | na | 1 | 1 | 100.0% | 4 | 3 | 75.0% | 1 | 1 | 100.0% | 29 | 28 | 96.6% |
| Total | 324 | 262 | 80.9% | 1 | 0 | 0.0% | 10 | 8 | 80.0% | 35 | 22 | 62.9% | 2 | 1 | 50.0% | 276 | 231 | 83.7% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 - 24 | 2 | 1 | 0 | 1 | 0 | 1 |
| 25 - 44 | 4 | 4 | 0 | 0 | 1 | 3 |
| 45 - 64 | 2 | 1 | 0 | 0 | 1 | 1 |
| 65 + | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 9 | 6 | 0 | 1 | 2 | 6 |

Intersections with the most collisions (by mappable collision counts)



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Pine Village | 2 | 1 | 0 | 0 | 1 | 1 |
| West Lebanon | 0 | 0 | 0 | 0 | 0 | 0 |
| Williamsport | 1 | 1 | 0 | 0 | 0 | 1 |
| Rural | 6 | 4 | 0 | 1 | 1 | 4 |
| Total | 9 | 6 | 0 | 1 | 2 | 6 |

| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | US41 & Williamsport Rd | 2 | 0 | 0 |
| 2 | SR63 & US136 | 1 | 0 | 0 |
| 3 | CRW450S & CRS650W | 1 | 0 | 2 |
| 4 | CR450S & SR63 | 1 | 0 | 0 |
| 5 | CR700S & SR263 | 1 | 0 | 0 |
| 6 | Market St & Washington St | 1 | 0 | 0 |
| 7 | CR675W & SR28 | 1 | 0 | 0 |
| 8 | Monroe St & Fall St | 1 | 0 | 0 |
| 9 | Monroe St & Ross Ave | 1 | 0 | 0 |
| 10 | Cemetery Hill Rd & River Rd | 1 | 0 | 0 |
| 11 | SR55 & US41 | 1 | 0 | 1 |
| 12 | SR28 & 3rd St | 1 | 0 | 0 |
| 13 | River Rd & US41 | 1 | 0 | 0 |
| 14 | Division Rd & SR63 | 1 | 0 | 0 |
| 15 | Division Rd & US41 | 1 | 0 | 0 |
| 16 | CR200N & SR63 | 1 | 0 | 0 |
| 17 | CRN450E & SR26 | 1 | 0 | 0 |
| 18 | SR55 & SR26 | 1 | 0 | 0 |
| 19 | Adeway Rd & SR26 | 1 | 0 | 0 |
| 20 | CRN800W & SR26 | 1 | 0 | 0 |

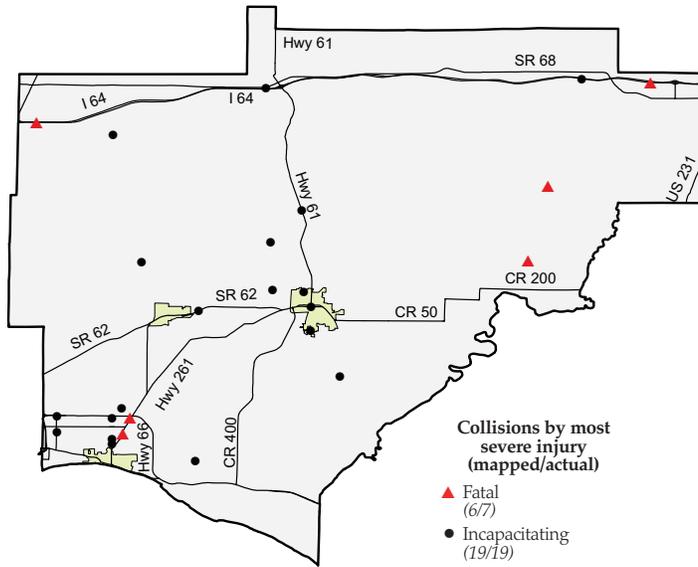
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|-----------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Pine Village | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| West Lebanon | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Williamsport | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Rural | 226 | 1 | 1 | 45 | 5 | 0 | 0 | 3 | 13 | 1 | 1 | 2 |
| Total | 264 | 1 | 1 | 45 | 7 | 0 | 0 | 3 | 14 | 1 | 1 | 2 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Pine Village | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 |
| West Lebanon | 5 | 4 | 80.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% |
| Williamsport | 38 | 31 | 81.6% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 38 | 31 | 81.6% |
| Rural | 277 | 224 | 80.9% | 1 | 0 | 0.0% | 10 | 8 | 80.0% | 35 | 22 | 62.9% | 2 | 1 | 50.0% | 229 | 193 | 84.3% |
| Total | 324 | 262 | 80.9% | 1 | 0 | 0.0% | 10 | 8 | 80.0% | 35 | 22 | 62.9% | 2 | 1 | 50.0% | 276 | 231 | 83.7% |

WARRICK COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 134 | 0 | 17 | 117 | 0 | 27 |
| February | 104 | 1 | 12 | 91 | 1 | 19 |
| March | 98 | 0 | 20 | 78 | 0 | 30 |
| April | 118 | 0 | 10 | 108 | 0 | 20 |
| May | 117 | 0 | 17 | 100 | 0 | 21 |
| June | 101 | 2 | 16 | 83 | 2 | 21 |
| July | 118 | 0 | 18 | 100 | 0 | 24 |
| August | 116 | 1 | 20 | 95 | 1 | 24 |
| September | 117 | 1 | 21 | 95 | 2 | 31 |
| October | 137 | 1 | 17 | 119 | 1 | 23 |
| November | 146 | 1 | 13 | 132 | 2 | 19 |
| December | 123 | 0 | 16 | 107 | 0 | 20 |
| Total | 1,429 | 7 | 197 | 1,225 | 9 | 279 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 4,539 | 3,812 | 431 | 949.5 | 1,130.6 |
| 21 - 24 | 2,917 | 2,692 | 169 | 579.4 | 627.8 |
| 25 - 44 | 14,879 | 14,252 | 706 | 474.5 | 495.4 |
| 45 - 64 | 16,989 | 17,242 | 605 | 356.1 | 350.9 |
| 65 + | 7,099 | 6,701 | 211 | 297.2 | 314.9 |
| Other/unknown | 11,233 | na | 4 | 3.6 | na |
| Total | 57,656 | 44,699 | 2,126 | 368.7 | 475.6 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 39,617 | 1,202 | 303.4 |
| Truck | 21,108 | 977 | 462.9 |
| Trailer | 8,765 | 69 | 78.7 |
| Motorcycle | 2,323 | 21 | 90.4 |
| Recreational vehicle | 1,057 | 2 | 18.9 |
| Bus | na | 10 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 23 | na |
| Total | 72,870 | 2,308 | 316.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | | % | Total | | % | Total | | % | Total | | % | Total | | % | Total | | % |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| Large truck | 66 | 56 | 84.8% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 0 | 0 | na | 62 | 53 | 85.5% |
| Light truck | 948 | 890 | 93.9% | 0 | 0 | na | 10 | 6 | 60.0% | 101 | 85 | 84.2% | 3 | 3 | 100.0% | 834 | 796 | 95.4% |
| Motorcycle/moped | 19 | 9 | 47.4% | 1 | 1 | 100.0% | 2 | 0 | 0.0% | 10 | 5 | 50.0% | 0 | 0 | na | 6 | 3 | 50.0% |
| Passenger car | 1,146 | 1,073 | 93.6% | 6 | 4 | 66.7% | 9 | 4 | 44.4% | 128 | 113 | 88.3% | 7 | 7 | 100.0% | 996 | 945 | 94.9% |
| Other | 25 | 17 | 68.0% | 1 | 0 | 0.0% | 0 | 0 | na | 1 | 1 | 100.0% | 1 | 0 | 0.0% | 22 | 16 | 72.7% |
| Total | 2,204 | 2,045 | 92.8% | 8 | 5 | 62.5% | 21 | 10 | 47.6% | 244 | 207 | 84.8% | 11 | 10 | 90.9% | 1,920 | 1,813 | 94.4% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | | % | Total | | % | Total | | % | Total | | % | Total | | % | Total | | % |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| 0 - 14 | 26 | 20 | 76.9% | 0 | 0 | na | 2 | 0 | 0.0% | 17 | 16 | 94.1% | 3 | 3 | 100.0% | 4 | 1 | 25.0% |
| 15 - 20 | 456 | 419 | 91.9% | 2 | 1 | 50.0% | 5 | 1 | 20.0% | 55 | 46 | 83.6% | 1 | 1 | 100.0% | 393 | 370 | 94.1% |
| 21 - 24 | 174 | 152 | 87.4% | 0 | 0 | na | 2 | 0 | 0.0% | 25 | 16 | 64.0% | 0 | 0 | na | 147 | 136 | 92.5% |
| 25 - 44 | 716 | 669 | 93.4% | 4 | 3 | 75.0% | 4 | 3 | 75.0% | 67 | 54 | 80.6% | 5 | 4 | 80.0% | 636 | 605 | 95.1% |
| 45 - 64 | 615 | 577 | 93.8% | 1 | 0 | 0.0% | 7 | 5 | 71.4% | 63 | 58 | 92.1% | 1 | 1 | 100.0% | 543 | 513 | 94.5% |
| 65 + | 217 | 208 | 95.9% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 17 | 17 | 100.0% | 1 | 1 | 100.0% | 197 | 188 | 95.4% |
| Total | 2,204 | 2,045 | 92.8% | 8 | 5 | 62.5% | 21 | 10 | 47.6% | 244 | 207 | 84.8% | 11 | 10 | 90.9% | 1,920 | 1,813 | 94.4% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 11 | 0 | 3 | 8 | 0 | 4 |
| Epworth Rd & SR662 | 3 | 0 | 0 | 3 | 0 | 0 |
| Oak Grove Rd & SR261 | 1 | 0 | 1 | 0 | 0 | 2 |
| Lincoln Ave & SR261 | 1 | 0 | 1 | 0 | 0 | 1 |
| Lincoln Ave & SR66 | 1 | 0 | 1 | 0 | 0 | 1 |
| I164 RAMP & SR662 | 1 | 0 | 0 | 1 | 0 | 0 |
| Epworth Rd & SR66 | 1 | 0 | 0 | 1 | 0 | 0 |
| 3rd St & SR62 | 1 | 0 | 0 | 1 | 0 | 0 |
| SR662 & Stacer Rd | 1 | 0 | 0 | 1 | 0 | 0 |
| Bell Rd & SR66 | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 12 | 8 | 0 | 2 | 5 | 5 |
| 21 - 24 | 13 | 10 | 0 | 4 | 3 | 6 |
| 25 - 44 | 32 | 26 | 3 | 2 | 12 | 15 |
| 45 - 64 | 25 | 16 | 0 | 2 | 9 | 14 |
| 65 + | 4 | 2 | 0 | 2 | 0 | 2 |
| Total | 86 | 62 | 3 | 12 | 29 | 42 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Boonville | 9 | 6 | 0 | 1 | 3 | 5 |
| Chandler | 3 | 1 | 0 | 0 | 1 | 2 |
| Elberfeld | 1 | 1 | 0 | 0 | 1 | 0 |
| Lynnville | 1 | 0 | 0 | 0 | 0 | 1 |
| Newburgh | 7 | 4 | 0 | 0 | 2 | 5 |
| Tennyson | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 65 | 50 | 3 | 11 | 22 | 29 |
| Total | 86 | 62 | 3 | 12 | 29 | 42 |

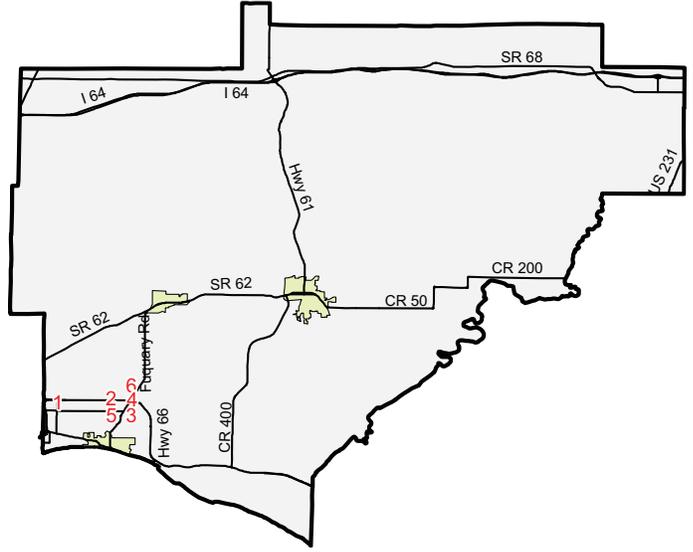
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|--------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Boonville | 181 | 0 | 0 | 38 | 6 | 0 | 0 | 3 | 5 | 0 | 0 | 3 |
| Chandler | 29 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| Elberfeld | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Lynnville | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Newburgh | 56 | 0 | 0 | 6 | 6 | 0 | 0 | 2 | 3 | 0 | 0 | 0 |
| Tennyson | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 1,154 | 7 | 9 | 221 | 52 | 1 | 1 | 32 | 95 | 2 | 3 | 39 |
| Total | 1,429 | 7 | 9 | 279 | 68 | 1 | 1 | 40 | 105 | 2 | 3 | 46 |

Restraint use among vehicle occupants, by municipality

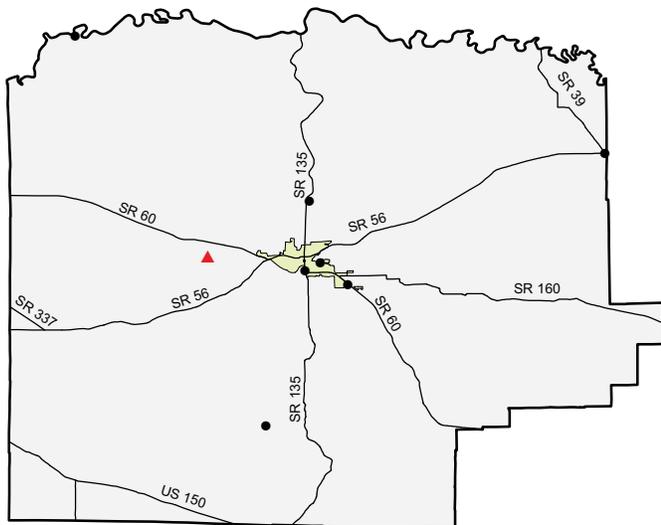
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Boonville | 302 | 290 | 96.0% | 0 | 0 | na | 3 | 1 | 33.3% | 31 | 28 | 90.3% | 1 | 0 | 0.0% | 267 | 261 | 97.8% |
| Chandler | 47 | 38 | 80.9% | 0 | 0 | na | 0 | 0 | na | 10 | 8 | 80.0% | 0 | 0 | na | 37 | 30 | 81.1% |
| Elberfeld | 5 | 5 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 3 | 3 | 100.0% |
| Lynnville | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% |
| Newburgh | 81 | 76 | 93.8% | 0 | 0 | na | 0 | 0 | na | 5 | 4 | 80.0% | 0 | 0 | na | 76 | 72 | 94.7% |
| Tennyson | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Rural | 1,762 | 1,630 | 92.5% | 8 | 5 | 62.5% | 18 | 9 | 50.0% | 196 | 165 | 84.2% | 10 | 10 | 100.0% | 1,530 | 1,441 | 94.2% |
| Total | 2,204 | 2,045 | 92.8% | 8 | 5 | 62.5% | 21 | 10 | 47.6% | 244 | 207 | 84.8% | 11 | 10 | 90.9% | 1,920 | 1,813 | 94.4% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Epworth Rd & SR66 | 19 | 0 | 2 |
| 2 | Bell Rd & SR66 | 15 | 0 | 1 |
| 3 | SR66 & SR261 | 8 | 0 | 1 |
| 4 | Fruitwood Ln & SR261 | 7 | 0 | 2 |
| 5 | Bell Rd & Bell Oaks Dr | 6 | 0 | 0 |
| 6 | SR261 & Vann Rd | 6 | 0 | 0 |

WASHINGTON COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (1/1)
- Incapacitating (7/8)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 51 | 0 | 5 | 46 | 0 | 6 |
| February | 57 | 0 | 11 | 46 | 0 | 19 |
| March | 51 | 1 | 4 | 46 | 1 | 7 |
| April | 53 | 0 | 8 | 45 | 0 | 11 |
| May | 45 | 0 | 9 | 36 | 0 | 10 |
| June | 60 | 0 | 16 | 44 | 0 | 23 |
| July | 40 | 0 | 5 | 35 | 0 | 8 |
| August | 42 | 0 | 10 | 32 | 0 | 14 |
| September | 56 | 0 | 13 | 43 | 0 | 19 |
| October | 72 | 0 | 11 | 61 | 0 | 16 |
| November | 98 | 0 | 4 | 94 | 0 | 4 |
| December | 56 | 0 | 8 | 48 | 0 | 12 |
| Total | 681 | 1 | 104 | 576 | 1 | 149 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,182 | 1,618 | 176 | 806.6 | 1,087.8 |
| 21 - 24 | 1,205 | 1,291 | 72 | 597.5 | 557.7 |
| 25 - 44 | 7,969 | 6,673 | 323 | 405.3 | 484.0 |
| 45 - 64 | 7,497 | 7,513 | 272 | 362.8 | 362.0 |
| 65 + | 3,703 | 3,282 | 81 | 218.7 | 246.8 |
| Other/unknown | 5,393 | na | 5 | 9.3 | na |
| Total | 27,949 | 20,377 | 929 | 332.4 | 455.9 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 17,985 | 518 | 288.0 |
| Truck | 13,029 | 404 | 310.1 |
| Trailer | 4,730 | 22 | 46.5 |
| Motorcycle | 1,467 | 17 | 115.9 |
| Bus | na | 3 | na |
| Farm vehicle | na | 2 | na |
| Other/unknown | na | 3 | na |
| Total | 37,211 | 969 | 260.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 21 | 20 | 95.2% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 20 | 19 | 95.0% |
| Light truck | 400 | 377 | 94.3% | 1 | 0 | 0.0% | 4 | 2 | 50.0% | 50 | 41 | 82.0% | 2 | 2 | 100.0% | 343 | 332 | 96.8% |
| Motorcycle/moped | 17 | 3 | 17.6% | 0 | 0 | na | 3 | 0 | 0.0% | 11 | 3 | 27.3% | 1 | 0 | 0.0% | 2 | 0 | 0.0% |
| Passenger car | 528 | 510 | 96.6% | 0 | 0 | na | 1 | 1 | 100.0% | 77 | 72 | 93.5% | 3 | 3 | 100.0% | 447 | 434 | 97.1% |
| Other | 6 | 5 | 83.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% |
| Total | 972 | 915 | 94.1% | 1 | 0 | 0.0% | 8 | 3 | 37.5% | 139 | 117 | 84.2% | 6 | 5 | 83.3% | 818 | 790 | 96.6% |

Restraint use among vehicle occupants, by age

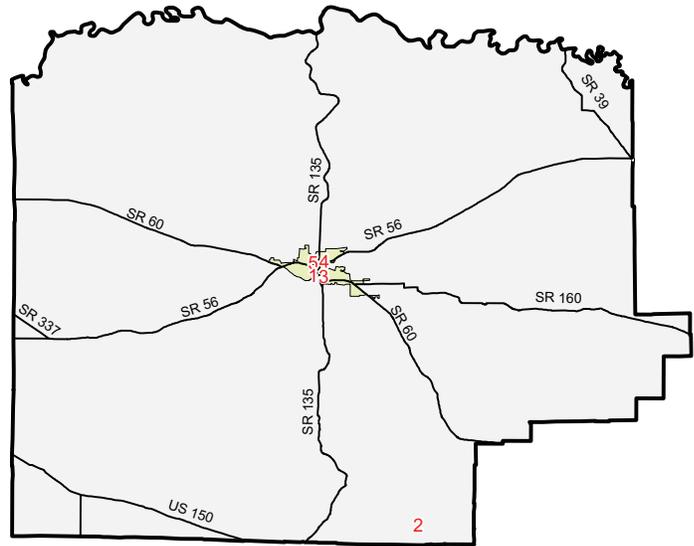
| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 13 | 10 | 76.9% | 0 | 0 | na | 0 | 0 | na | 9 | 7 | 77.8% | 0 | 0 | na | 4 | 3 | 75.0% |
| 15 - 20 | 184 | 173 | 94.0% | 0 | 0 | na | 2 | 1 | 50.0% | 27 | 25 | 92.6% | 4 | 3 | 75.0% | 151 | 144 | 95.4% |
| 21 - 24 | 76 | 68 | 89.5% | 0 | 0 | na | 0 | 0 | na | 14 | 10 | 71.4% | 0 | 0 | na | 62 | 58 | 93.5% |
| 25 - 44 | 333 | 311 | 93.4% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 40 | 30 | 75.0% | 1 | 1 | 100.0% | 289 | 279 | 96.5% |
| 45 - 64 | 282 | 272 | 96.5% | 0 | 0 | na | 3 | 1 | 33.3% | 41 | 37 | 90.2% | 1 | 1 | 100.0% | 237 | 233 | 98.3% |
| 65 + | 83 | 81 | 97.6% | 0 | 0 | na | 1 | 0 | 0.0% | 8 | 8 | 100.0% | 0 | 0 | na | 74 | 73 | 98.6% |
| Other/unknown | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 972 | 915 | 94.1% | 1 | 0 | 0.0% | 8 | 3 | 37.5% | 139 | 117 | 84.2% | 6 | 5 | 83.3% | 818 | 790 | 96.6% |



Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 8 | 6 | 1 | 1 | 3 | 3 |
| 21 - 24 | 5 | 4 | 0 | 0 | 0 | 5 |
| 25 - 44 | 22 | 15 | 0 | 1 | 9 | 12 |
| 45 - 64 | 8 | 4 | 1 | 1 | 1 | 5 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 43 | 29 | 2 | 3 | 13 | 25 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Main St & Public Sq | 4 | 0 | 0 |
| 2 | Bethlehem Church Rd & SR335 | 2 | 0 | 2 |
| 3 | Poplar St & SR135 | 2 | 0 | 1 |
| 4 | High St & SR56 | 2 | 0 | 2 |
| 5 | Hackberry St & Main St | 2 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Campbellsburg | 0 | 0 | 0 | 0 | 0 | 0 |
| Fredericksburg | 0 | 0 | 0 | 0 | 0 | 0 |
| Hardinsburg | 0 | 0 | 0 | 0 | 0 | 0 |
| Little York | 1 | 1 | 0 | 0 | 0 | 1 |
| Livonia | 0 | 0 | 0 | 0 | 0 | 0 |
| New Pekin | 0 | 0 | 0 | 0 | 0 | 0 |
| Salem | 20 | 9 | 2 | 1 | 4 | 13 |
| Saltillo | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 22 | 19 | 0 | 2 | 9 | 11 |
| Total | 43 | 29 | 2 | 3 | 13 | 25 |

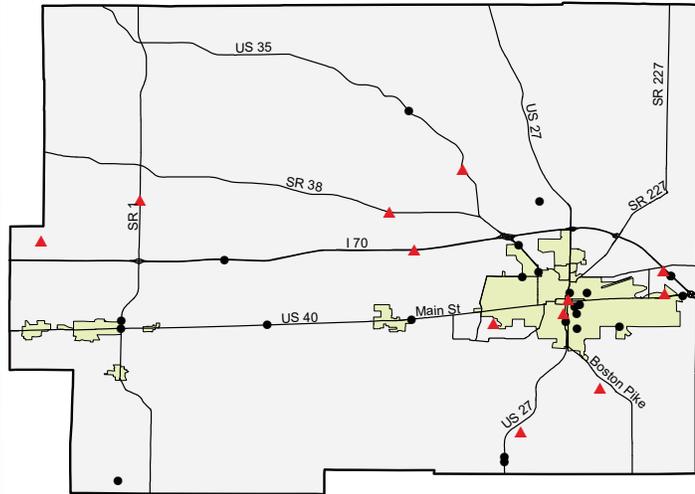
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|----------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Campbellsburg | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fredericksburg | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hardinsburg | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Little York | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Livonia | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| New Pekin | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Salem | 187 | 0 | 0 | 43 | 12 | 0 | 0 | 7 | 6 | 0 | 0 | 3 |
| Saltillo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 483 | 1 | 1 | 103 | 20 | 1 | 1 | 14 | 23 | 1 | 1 | 13 |
| Total | 681 | 1 | 1 | 149 | 33 | 1 | 1 | 22 | 31 | 1 | 1 | 16 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|----------------|-----------------|------------|--------------|------------|------------|-------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Campbellsburg | 5 | 5 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 5 | 5 |
| Fredericksburg | 1 | 1 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% |
| Hardinsburg | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| Little York | 3 | 1 | 33.3% | 0 | 0 | na | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 0 | 0 | na | 0 | 0 | na |
| Livonia | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| New Pekin | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| Salem | 331 | 311 | 94.0% | 0 | 0 | na | 2 | 1 | 50.0% | 39 | 34 | 87.2% | 2 | 1 | 50.0% | 288 | 275 | 95.5% |
| Saltillo | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Rural | 625 | 590 | 94.4% | 1 | 0 | 0.0% | 5 | 2 | 40.0% | 98 | 82 | 83.7% | 4 | 4 | 100.0% | 517 | 502 | 97.1% |
| Total | 972 | 915 | 94.1% | 1 | 0 | 0.0% | 8 | 3 | 37.5% | 139 | 117 | 84.2% | 6 | 5 | 83.3% | 818 | 790 | 96.6% |

WAYNE COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (12/12)
- Incapacitating (24/24)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|--------------|-----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 233 | 1 | 34 | 198 | 1 | 44 |
| February | 204 | 2 | 39 | 163 | 2 | 45 |
| March | 120 | 0 | 31 | 89 | 0 | 42 |
| April | 151 | 1 | 31 | 119 | 1 | 40 |
| May | 153 | 1 | 38 | 114 | 1 | 49 |
| June | 133 | 1 | 24 | 108 | 1 | 38 |
| July | 171 | 1 | 41 | 129 | 1 | 64 |
| August | 134 | 1 | 38 | 95 | 1 | 51 |
| September | 161 | 1 | 41 | 119 | 1 | 71 |
| October | 181 | 0 | 42 | 139 | 0 | 53 |
| November | 193 | 1 | 20 | 172 | 1 | 29 |
| December | 249 | 2 | 46 | 201 | 2 | 67 |
| Total | 2,083 | 12 | 425 | 1,646 | 12 | 593 |

Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 26 | 1 | 7 | 18 | 1 | 13 |
| A St & 10th St | 3 | 0 | 1 | 2 | 0 | 1 |
| A St & 9th St | 2 | 1 | 1 | 0 | 1 | 2 |
| A St & 5th St | 2 | 0 | 1 | 1 | 0 | 3 |
| Main St & 3rd St | 2 | 0 | 1 | 1 | 0 | 3 |
| 8th St & E St | 2 | 0 | 1 | 1 | 0 | 1 |
| A St & 13th St | 2 | 0 | 0 | 2 | 0 | 0 |
| Main St & Woodside Dr | 2 | 0 | 0 | 2 | 0 | 0 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 5,326 | 2,982 | 437 | 820.5 | 1,465.5 |
| 21 - 24 | 3,352 | 2,989 | 274 | 817.4 | 916.7 |
| 25 - 44 | 16,743 | 14,612 | 956 | 571.0 | 654.3 |
| 45 - 64 | 18,218 | 17,412 | 828 | 454.5 | 475.5 |
| 65 + | 11,475 | 9,434 | 323 | 281.5 | 342.4 |
| Other/unknown | 12,681 | na | 15 | 11.8 | na |
| Total | 67,795 | 47,429 | 2,833 | 417.9 | 597.3 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 42,974 | 1,780 | 414.2 |
| Truck | 21,570 | 1,301 | 603.2 |
| Trailer | 7,071 | 162 | 229.1 |
| Motorcycle | 2,724 | 65 | 238.6 |
| Recreational vehicle | 749 | 2 | 26.7 |
| Bus | na | 15 | na |
| Farm vehicle | na | 6 | na |
| Other/unknown | na | 126 | na |
| Total | 75,088 | 3,457 | 460.4 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| Large truck | 145 | 136 | 93.8% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 144 | 135 | 93.8% |
| Light truck | 1,173 | 1,102 | 93.9% | 3 | 1 | 33.3% | 6 | 4 | 66.7% | 185 | 161 | 87.0% | 3 | 3 | 100.0% | 976 | 933 | 95.6% |
| Motorcycle/moped | 62 | 14 | 22.6% | 2 | 0 | 0.0% | 8 | 0 | 0.0% | 40 | 12 | 30.0% | 1 | 0 | 0.0% | 11 | 2 | 18.2% |
| Passenger car | 1,570 | 1,503 | 95.7% | 5 | 4 | 80.0% | 12 | 8 | 66.7% | 299 | 270 | 90.3% | 3 | 3 | 100.0% | 1,251 | 1,218 | 97.4% |
| Other | 62 | 31 | 50.0% | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 19 | 2 | 10.5% | 0 | 0 | na | 41 | 29 | 70.7% |
| Total | 3,012 | 2,786 | 92.5% | 11 | 5 | 45.5% | 27 | 12 | 44.4% | 544 | 446 | 82.0% | 7 | 6 | 85.7% | 2,423 | 2,317 | 95.6% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained | Total | restrained | restrained |
| 0 - 14 | 49 | 26 | 53.1% | 1 | 1 | 100.0% | 2 | 2 | 100.0% | 33 | 17 | 51.5% | 0 | 0 | na | 13 | 6 | 46.2% |
| 15 - 20 | 475 | 439 | 92.4% | 0 | 0 | na | 4 | 0 | 0.0% | 105 | 87 | 82.9% | 0 | 0 | na | 366 | 352 | 96.2% |
| 21 - 24 | 292 | 262 | 89.7% | 1 | 0 | 0.0% | 2 | 1 | 50.0% | 59 | 43 | 72.9% | 0 | 0 | na | 230 | 218 | 94.8% |
| 25 - 44 | 995 | 915 | 92.0% | 3 | 1 | 33.3% | 9 | 5 | 55.6% | 172 | 138 | 80.2% | 4 | 3 | 75.0% | 807 | 768 | 95.2% |
| 45 - 64 | 858 | 814 | 94.9% | 3 | 1 | 33.3% | 7 | 2 | 28.6% | 123 | 114 | 92.7% | 2 | 2 | 100.0% | 723 | 695 | 96.1% |
| 65 + | 342 | 330 | 96.5% | 3 | 2 | 66.7% | 3 | 2 | 66.7% | 52 | 47 | 90.4% | 1 | 1 | 100.0% | 283 | 278 | 98.2% |
| Other/unknown | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Total | 3,012 | 2,786 | 92.5% | 11 | 5 | 45.5% | 27 | 12 | 44.4% | 544 | 446 | 82.0% | 7 | 6 | 85.7% | 2,423 | 2,317 | 95.6% |



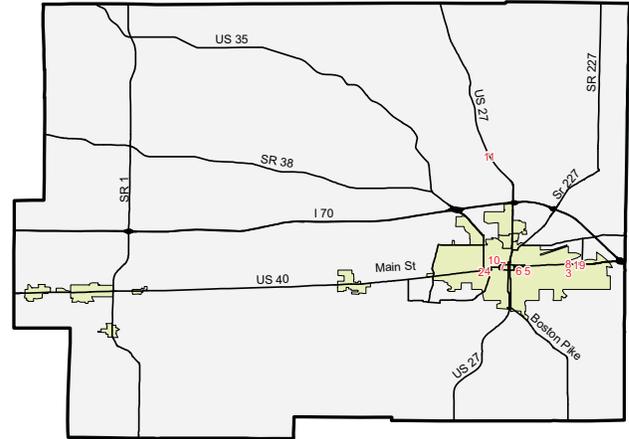
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 13 | 7 | 1 | 2 | 2 | 8 |
| 21 - 24 | 24 | 18 | 0 | 6 | 10 | 8 |
| 25 - 44 | 59 | 44 | 3 | 4 | 24 | 28 |
| 45 - 64 | 41 | 28 | 2 | 6 | 14 | 19 |
| 65 + | 11 | 7 | 0 | 1 | 3 | 7 |
| Total | 148 | 104 | 6 | 19 | 53 | 70 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|-----------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Boston | 1 | 1 | 0 | 0 | 1 | 0 |
| Cambridge City | 2 | 2 | 0 | 0 | 2 | 0 |
| Centerville | 2 | 1 | 0 | 0 | 1 | 1 |
| Dublin | 0 | 0 | 0 | 0 | 0 | 0 |
| East Germantown | 0 | 0 | 0 | 0 | 0 | 0 |
| Economy | 0 | 0 | 0 | 0 | 0 | 0 |
| Fountain City | 0 | 0 | 0 | 0 | 0 | 0 |
| Greens Fork | 0 | 0 | 0 | 0 | 0 | 0 |
| Hagerstown | 5 | 3 | 0 | 1 | 2 | 2 |
| Milton | 1 | 1 | 0 | 1 | 0 | 0 |
| Mount Auburn | 0 | 0 | 0 | 0 | 0 | 0 |
| Richmond | 90 | 58 | 5 | 7 | 27 | 51 |
| Spring Grove | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitewater | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 47 | 38 | 1 | 10 | 20 | 16 |
| Total | 148 | 104 | 6 | 19 | 53 | 70 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|------------------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Main St & Woodside Dr | 10 | 0 | 0 |
| 2 | 5th St & National Rd | 5 | 0 | 4 |
| 3 | 37th St & A St | 4 | 0 | 2 |
| 4 | 4th St & National Rd | 4 | 0 | 2 |
| 5 | A St & 16th St | 4 | 0 | 0 |
| 6 | A St & 13th St | 4 | 0 | 0 |
| 7 | A St & 5th St | 4 | 0 | 4 |
| 8 | Main St & 37th St | 4 | 0 | 0 |
| 9 | Main St & Hayes Arboretum Rd | 4 | 0 | 4 |
| 10 | 1st St & Richmond Ave | 4 | 0 | 5 |
| 11 | US27 & Union Pike Rd | 4 | 0 | 6 |

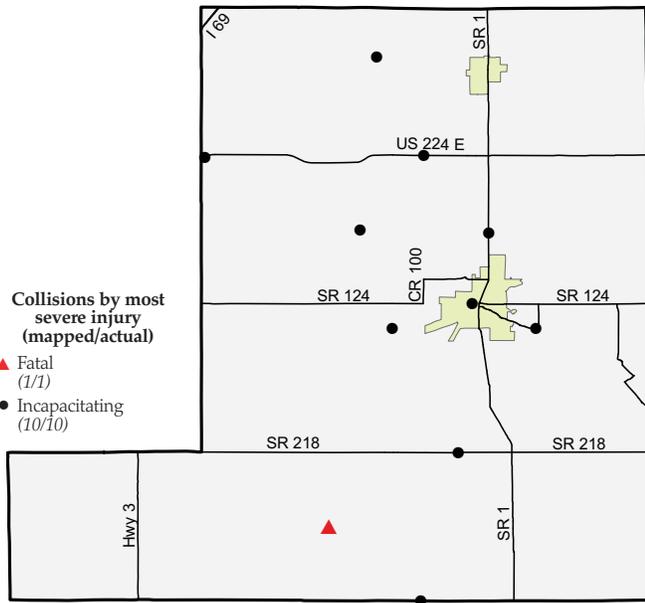
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|-----------------|--------------|-----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Boston | 4 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cambridge City | 38 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Centerville | 47 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Dublin | 10 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| East Germantown | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Economy | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fountain City | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Greens Fork | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hagerstown | 31 | 0 | 0 | 11 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 |
| Milton | 8 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Mount Auburn | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Richmond | 1,066 | 4 | 4 | 283 | 68 | 2 | 2 | 33 | 58 | 0 | 0 | 20 |
| Spring Grove | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Whitewater | 2 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 867 | 8 | 8 | 255 | 39 | 3 | 3 | 40 | 96 | 2 | 2 | 52 |
| Total | 2,083 | 12 | 12 | 593 | 116 | 5 | 5 | 78 | 159 | 2 | 2 | 72 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|-----------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| | Boston | 8 | 7 | 87.5% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 6 | 5 |
| Cambridge City | 63 | 55 | 87.3% | 0 | 0 | na | 0 | 0 | na | 4 | 3 | 75.0% | 0 | 0 | na | 59 | 52 | 88.1% |
| Centerville | 75 | 68 | 90.7% | 0 | 0 | na | 2 | 1 | 50.0% | 9 | 5 | 55.6% | 1 | 1 | 100.0% | 63 | 61 | 96.8% |
| Dublin | 13 | 11 | 84.6% | 0 | 0 | na | 0 | 0 | na | 2 | 1 | 50.0% | 0 | 0 | na | 11 | 10 | 90.9% |
| East Germantown | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| Economy | 4 | 3 | 75.0% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 0 | 0 | na | 1 | 1 | 100.0% |
| Fountain City | 4 | 4 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 4 | 4 | 100.0% |
| Greens Fork | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Hagerstown | 39 | 38 | 97.4% | 0 | 0 | na | 0 | 0 | na | 9 | 9 | 100.0% | 1 | 1 | 100.0% | 29 | 28 | 96.6% |
| Milton | 14 | 14 | 100.0% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 11 | 11 | 100.0% |
| Mount Auburn | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na |
| Richmond | 1,589 | 1,476 | 92.9% | 3 | 1 | 33.3% | 11 | 1 | 9.1% | 254 | 216 | 85.0% | 4 | 3 | 75.0% | 1,317 | 1,255 | 95.3% |
| Spring Grove | 8 | 8 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 7 | 7 | 100.0% |
| Whitewater | 19 | 4 | 21.1% | 0 | 0 | na | 0 | 0 | na | 16 | 1 | 6.3% | 0 | 0 | na | 3 | 3 | 100.0% |
| Rural | 1,173 | 1,096 | 93.4% | 8 | 4 | 50.0% | 14 | 10 | 71.4% | 240 | 203 | 84.6% | 1 | 1 | 100.0% | 910 | 878 | 96.5% |
| Total | 3,012 | 2,786 | 92.5% | 11 | 5 | 45.5% | 27 | 12 | 44.4% | 544 | 446 | 82.0% | 7 | 6 | 85.7% | 2,423 | 2,317 | 95.6% |

WELLS COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|-----------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 73 | 0 | 3 | 70 | 0 | 5 |
| February | 45 | 0 | 6 | 39 | 0 | 11 |
| March | 34 | 0 | 8 | 26 | 0 | 10 |
| April | 44 | 0 | 5 | 39 | 0 | 8 |
| May | 51 | 0 | 11 | 40 | 0 | 17 |
| June | 41 | 0 | 13 | 28 | 0 | 19 |
| July | 30 | 0 | 2 | 28 | 0 | 4 |
| August | 39 | 1 | 8 | 30 | 1 | 9 |
| September | 41 | 0 | 7 | 34 | 0 | 11 |
| October | 51 | 0 | 10 | 41 | 0 | 15 |
| November | 64 | 0 | 5 | 59 | 0 | 8 |
| December | 82 | 0 | 6 | 76 | 0 | 6 |
| Total | 595 | 1 | 84 | 510 | 1 | 123 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,247 | 1,754 | 180 | 801.1 | 1,026.2 |
| 21 - 24 | 1,370 | 1,343 | 69 | 503.6 | 513.8 |
| 25 - 44 | 6,930 | 6,226 | 221 | 318.9 | 355.0 |
| 45 - 64 | 7,723 | 7,549 | 247 | 319.8 | 327.2 |
| 65 + | 4,327 | 3,745 | 100 | 231.1 | 267.0 |
| Other/unknown | 5,367 | na | 2 | 3.7 | na |
| Total | 27,964 | 20,617 | 819 | 292.9 | 397.2 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 18,920 | 499 | 263.7 |
| Truck | 10,291 | 360 | 349.8 |
| Trailer | 5,597 | 26 | 46.5 |
| Motorcycle | 1,284 | 8 | 62.3 |
| Bus | na | 2 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 10 | na |
| Total | 36,092 | 909 | 251.9 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|-------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 25 | 22 | 88.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 25 | 22 | 88.0% |
| Light truck | 343 | 306 | 89.2% | 0 | 0 | na | 2 | 2 | 100.0% | 36 | 30 | 83.3% | 1 | 0 | 0.0% | 304 | 274 | 90.1% |
| Motorcycle/moped | 9 | 1 | 11.1% | 0 | 0 | na | 0 | 0 | na | 6 | 1 | 16.7% | 0 | 0 | na | 3 | 0 | 0.0% |
| Passenger car | 471 | 417 | 88.5% | 1 | 1 | 100.0% | 8 | 6 | 75.0% | 66 | 53 | 80.3% | 0 | 0 | na | 396 | 357 | 90.2% |
| Other | 9 | 8 | 88.9% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 8 | 7 | 87.5% |
| Total | 857 | 754 | 88.0% | 1 | 1 | 100.0% | 10 | 8 | 80.0% | 109 | 85 | 78.0% | 1 | 0 | 0.0% | 736 | 660 | 89.7% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|-------------|-------------|------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 11 | 8 | 72.7% | 0 | 0 | na | 2 | 2 | 100.0% | 7 | 6 | 85.7% | 0 | 0 | na | 2 | 0 | 0.0% |
| 15 - 20 | 192 | 174 | 90.6% | 0 | 0 | na | 3 | 3 | 100.0% | 29 | 24 | 82.8% | 0 | 0 | na | 160 | 147 | 91.9% |
| 21 - 24 | 72 | 59 | 81.9% | 0 | 0 | na | 1 | 1 | 100.0% | 11 | 5 | 45.5% | 0 | 0 | na | 60 | 53 | 88.3% |
| 25 - 44 | 226 | 204 | 90.3% | 0 | 0 | na | 2 | 1 | 50.0% | 20 | 15 | 75.0% | 1 | 0 | 0.0% | 203 | 188 | 92.6% |
| 45 - 64 | 253 | 225 | 88.9% | 0 | 0 | na | 2 | 1 | 50.0% | 30 | 25 | 83.3% | 0 | 0 | na | 221 | 199 | 90.0% |
| 65 + | 103 | 84 | 81.6% | 1 | 1 | 100.0% | 0 | 0 | na | 12 | 10 | 83.3% | 0 | 0 | na | 90 | 73 | 81.1% |
| Total | 857 | 754 | 88.0% | 1 | 1 | 100.0% | 10 | 8 | 80.0% | 109 | 85 | 78.0% | 1 | 0 | 0.0% | 736 | 660 | 89.7% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 5 | 0 | 1 | 4 | 0 | 1 |
| Mill St & SR1 | 1 | 0 | 1 | 0 | 0 | 1 |
| SR1 & Wabash St | 1 | 0 | 0 | 1 | 0 | 0 |
| SR1 & Washington St | 1 | 0 | 0 | 1 | 0 | 0 |
| Market St & SR1 | 1 | 0 | 0 | 1 | 0 | 0 |
| Capri Ct & SR1 | 1 | 0 | 0 | 1 | 0 | 0 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 2 | 2 | 0 | 0 | 1 | 1 |
| 21 - 24 | 5 | 3 | 0 | 0 | 1 | 4 |
| 25 - 44 | 8 | 6 | 0 | 0 | 4 | 4 |
| 45 - 64 | 8 | 4 | 0 | 0 | 2 | 6 |
| 65 + | 0 | 0 | 0 | 0 | 0 | 0 |
| Other/unknown | 1 | 1 | 0 | 0 | 1 | 0 |
| Total | 24 | 16 | 0 | 0 | 9 | 15 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Bluffton | 8 | 5 | 0 | 0 | 1 | 7 |
| Markle | 0 | 0 | 0 | 0 | 0 | 0 |
| Ossian | 1 | 1 | 0 | 0 | 1 | 0 |
| Poneto | 0 | 0 | 0 | 0 | 0 | 0 |
| Uniondale | 0 | 0 | 0 | 0 | 0 | 0 |
| Vera Cruz | 0 | 0 | 0 | 0 | 0 | 0 |
| Zanesville | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 15 | 10 | 0 | 0 | 7 | 8 |
| Total | 24 | 16 | 0 | 0 | 9 | 15 |

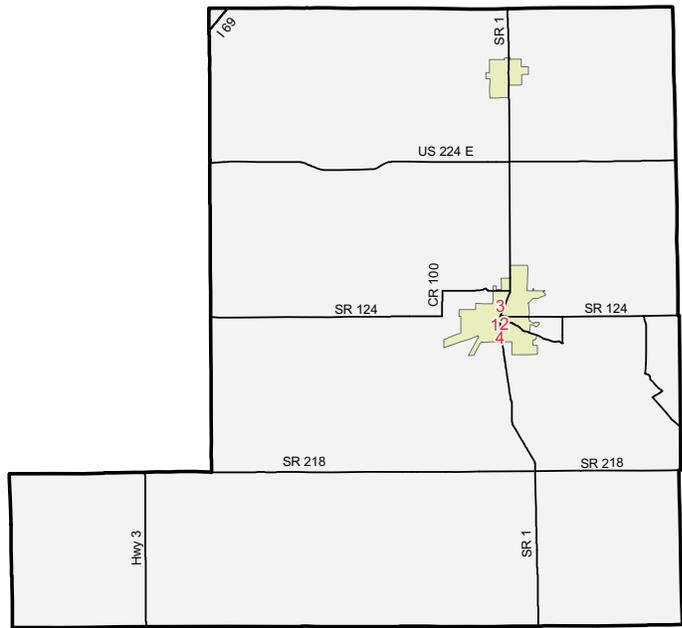
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|--------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Bluffton | 268 | 0 | 0 | 48 | 5 | 0 | 0 | 6 | 9 | 0 | 0 | 2 |
| Markle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ossian | 25 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Poneto | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Uniondale | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vera Cruz | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Zanesville | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 296 | 1 | 1 | 70 | 11 | 0 | 0 | 3 | 52 | 0 | 0 | 13 |
| Total | 595 | 1 | 1 | 123 | 17 | 0 | 0 | 9 | 61 | 0 | 0 | 15 |

Restraint use among vehicle occupants, by municipality

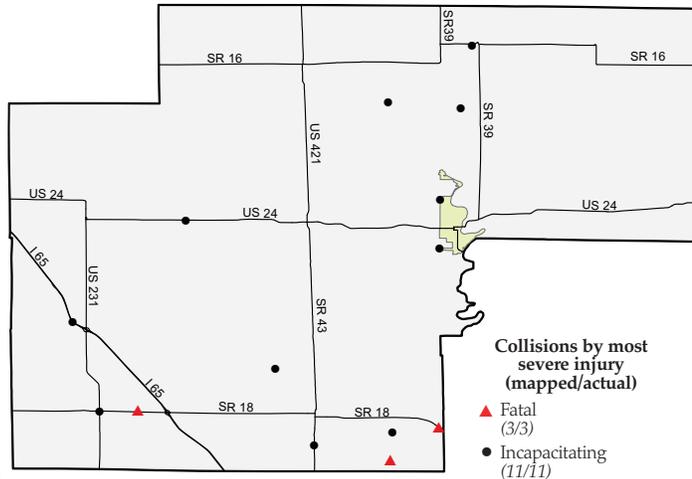
| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|------------|--------------|------------|------------|---------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Bluffton | 425 | 379 | 89.2% | 0 | 0 | na | 1 | 1 | 100.0% | 44 | 33 | 75.0% | 0 | 0 | na | 380 | 345 |
| Markle | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Ossian | 48 | 39 | 81.3% | 0 | 0 | na | 0 | 0 | na | 5 | 3 | 60.0% | 1 | 0 | 0.0% | 42 | 36 | 85.7% |
| Poneto | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Uniondale | 2 | 2 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% |
| Vera Cruz | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na |
| Zanesville | 3 | 3 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% |
| Rural | 378 | 331 | 87.6% | 1 | 1 | 100.0% | 9 | 7 | 77.8% | 60 | 49 | 81.7% | 0 | 0 | na | 308 | 274 | 89.0% |
| Total | 857 | 754 | 88.0% | 1 | 1 | 100.0% | 10 | 8 | 80.0% | 109 | 85 | 78.0% | 1 | 0 | 0.0% | 736 | 660 | 89.7% |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|---------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR1 & Washington St | 7 | 0 | 3 |
| 2 | SR1 & Wabash St | 6 | 0 | 0 |
| 3 | SR1 & SR124 | 6 | 0 | 0 |
| 4 | SR1 & Wiley Ave | 5 | 0 | 1 |

WHITE COUNTY — 2009



Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 108 | 1 | 10 | 97 | 2 | 21 |
| February | 68 | 0 | 7 | 61 | 0 | 13 |
| March | 47 | 0 | 3 | 44 | 0 | 6 |
| April | 48 | 0 | 5 | 43 | 0 | 8 |
| May | 69 | 0 | 12 | 57 | 0 | 19 |
| June | 70 | 1 | 14 | 55 | 1 | 19 |
| July | 68 | 1 | 10 | 57 | 1 | 15 |
| August | 71 | 0 | 11 | 60 | 0 | 17 |
| September | 63 | 0 | 17 | 46 | 0 | 22 |
| October | 90 | 0 | 10 | 80 | 0 | 12 |
| November | 66 | 0 | 6 | 60 | 0 | 9 |
| December | 105 | 0 | 15 | 90 | 0 | 16 |
| Total | 873 | 3 | 120 | 750 | 4 | 177 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 1,704 | 1,415 | 210 | 1,232.4 | 1,484.1 |
| 21 - 24 | 983 | 1,086 | 93 | 946.1 | 856.4 |
| 25 - 44 | 5,864 | 5,461 | 411 | 700.9 | 752.6 |
| 45 - 64 | 6,572 | 6,873 | 367 | 558.4 | 534.0 |
| 65 + | 4,071 | 3,725 | 129 | 316.9 | 346.3 |
| Other/unknown | 4,606 | na | 1 | 2.2 | na |
| Total | 23,800 | 18,560 | 1,211 | 508.8 | 652.5 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|----------------------|------------------|------------------------|----------------------------|
| Passenger car | 16,804 | 680 | 404.7 |
| Truck | 11,102 | 496 | 446.8 |
| Trailer | 5,512 | 97 | 176.0 |
| Motorcycle | 1,070 | 8 | 74.8 |
| Recreational vehicle | 558 | 1 | 17.9 |
| Bus | na | 6 | na |
| Farm vehicle | na | 4 | na |
| Other/unknown | na | 7 | na |
| Total | 35,046 | 1,299 | 370.7 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| Large truck | 91 | 81 | 89.0% | 0 | 0 | na | 0 | 0 | na | 9 | 6 | 66.7% | 1 | 1 | 100.0% | 81 | 74 | 91.4% |
| Light truck | 499 | 456 | 91.4% | 1 | 0 | 0.0% | 6 | 2 | 33.3% | 56 | 51 | 91.1% | 8 | 8 | 100.0% | 428 | 395 | 92.3% |
| Motorcycle/moped | 8 | 4 | 50.0% | 0 | 0 | na | 1 | 1 | 100.0% | 5 | 1 | 20.0% | 1 | 1 | 100.0% | 1 | 1 | 100.0% |
| Passenger car | 661 | 616 | 93.2% | 3 | 1 | 33.3% | 6 | 4 | 66.7% | 86 | 79 | 91.9% | 5 | 4 | 80.0% | 561 | 528 | 94.1% |
| Other | 17 | 12 | 70.6% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 0 | 0.0% | 0 | 0 | na | 15 | 12 | 80.0% |
| Total | 1,276 | 1,169 | 91.6% | 4 | 1 | 25.0% | 14 | 7 | 50.0% | 157 | 137 | 87.3% | 15 | 14 | 93.3% | 1,086 | 1,010 | 93.0% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % | Total | restrained | % |
| 0 - 14 | 15 | 12 | 80.0% | 0 | 0 | na | 1 | 1 | 100.0% | 14 | 11 | 78.6% | 0 | 0 | na | 0 | 0 | na |
| 15 - 20 | 231 | 211 | 91.3% | 3 | 1 | 33.3% | 3 | 0 | 0.0% | 30 | 28 | 93.3% | 7 | 6 | 85.7% | 188 | 176 | 93.6% |
| 21 - 24 | 95 | 85 | 89.5% | 0 | 0 | na | 0 | 0 | na | 13 | 9 | 69.2% | 0 | 0 | na | 82 | 76 | 92.7% |
| 25 - 44 | 424 | 391 | 92.2% | 1 | 0 | 0.0% | 4 | 3 | 75.0% | 51 | 46 | 90.2% | 3 | 3 | 100.0% | 365 | 339 | 92.9% |
| 45 - 64 | 378 | 347 | 91.8% | 0 | 0 | na | 5 | 2 | 40.0% | 38 | 34 | 89.5% | 4 | 4 | 100.0% | 331 | 307 | 92.7% |
| 65 + | 133 | 123 | 92.5% | 0 | 0 | na | 1 | 1 | 100.0% | 11 | 9 | 81.8% | 1 | 1 | 100.0% | 120 | 112 | 93.3% |
| Total | 1,276 | 1,169 | 91.6% | 4 | 1 | 25.0% | 14 | 7 | 50.0% | 157 | 137 | 87.3% | 15 | 14 | 93.3% | 1,086 | 1,010 | 93.0% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 3 | 0 | 1 | 2 | 0 | 1 |
| SR18 & US231 | 1 | 0 | 1 | 0 | 0 | 1 |
| Main St & Washington St | 1 | 0 | 0 | 1 | 0 | 0 |
| Illinois St & Washington St | 1 | 0 | 0 | 1 | 0 | 0 |

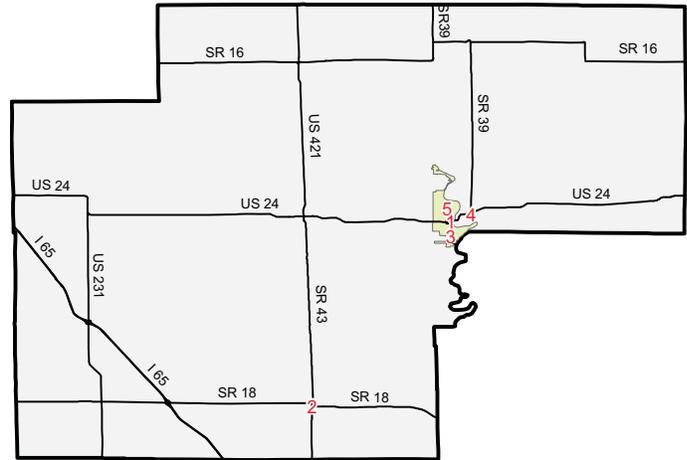
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 4 | 0 | 0 | 2 | 3 |
| 21 - 24 | 3 | 3 | 1 | 0 | 1 | 1 |
| 25 - 44 | 22 | 17 | 0 | 3 | 10 | 9 |
| 45 - 64 | 8 | 7 | 0 | 1 | 4 | 3 |
| 65 + | 2 | 1 | 0 | 0 | 1 | 1 |
| Total | 40 | 32 | 1 | 4 | 18 | 17 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Brookston | 0 | 0 | 0 | 0 | 0 | 0 |
| Burnettsville | 0 | 0 | 0 | 0 | 0 | 0 |
| Chalmers | 0 | 0 | 0 | 0 | 0 | 0 |
| Monon | 1 | 1 | 0 | 0 | 0 | 1 |
| Monticello | 13 | 7 | 0 | 0 | 6 | 7 |
| Reynolds | 1 | 1 | 0 | 0 | 1 | 0 |
| Wolcott | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 25 | 23 | 1 | 4 | 11 | 9 |
| Total | 40 | 32 | 1 | 4 | 18 | 17 |

Intersections with the most collisions (by mappable collision counts)



| Point | Intersection | Collisions | Injuries | |
|-------|-----------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | Main St & US24 | 8 | 0 | 1 |
| 2 | SR43 & SR18 | 6 | 0 | 1 |
| 3 | Broadway St & Main St | 5 | 0 | 0 |
| 4 | SR39 & US24 | 5 | 0 | 4 |
| 5 | Fisher St & Main St | 5 | 0 | 1 |

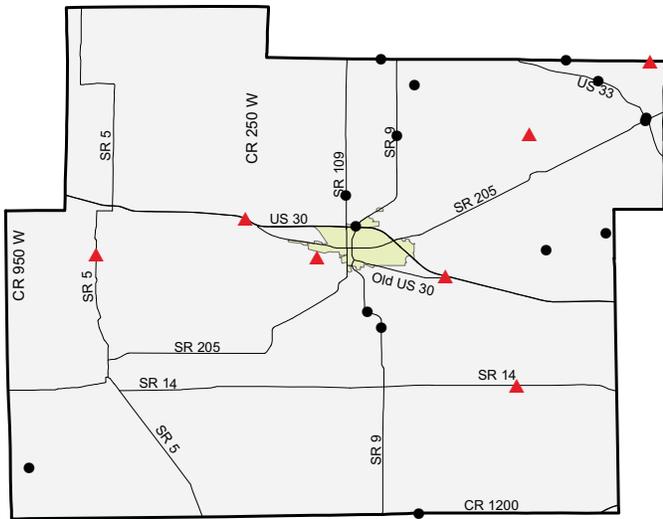
Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|------------|----------|----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Brookston | 23 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Burnettsville | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chalmers | 7 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Monon | 22 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 1 |
| Monticello | 220 | 0 | 0 | 29 | 8 | 0 | 0 | 1 | 13 | 0 | 0 | 3 |
| Reynolds | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Wolcott | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rural | 582 | 3 | 4 | 138 | 24 | 1 | 1 | 14 | 106 | 1 | 2 | 32 |
| Total | 873 | 3 | 4 | 177 | 34 | 1 | 1 | 16 | 126 | 1 | 2 | 36 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|---------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| | Brookston | 40 | 37 | 92.5% | 0 | 0 | na | 0 | 0 | na | 3 | 2 | 66.7% | 1 | 1 | 100.0% | 36 | 34 |
| Burnettsville | 1 | 0 | 0.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 0 | 0.0% |
| Chalmers | 8 | 8 | 100.0% | 0 | 0 | na | 0 | 0 | na | 2 | 2 | 100.0% | 0 | 0 | na | 6 | 6 | 100.0% |
| Monon | 32 | 30 | 93.8% | 0 | 0 | na | 0 | 0 | na | 3 | 3 | 100.0% | 0 | 0 | na | 29 | 27 | 93.1% |
| Monticello | 385 | 326 | 84.7% | 0 | 0 | na | 1 | 1 | 100.0% | 25 | 20 | 80.0% | 3 | 3 | 100.0% | 356 | 302 | 84.8% |
| Reynolds | 23 | 21 | 91.3% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 23 | 21 | 91.3% |
| Wolcott | 8 | 8 | 100.0% | 0 | 0 | na | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 7 | 7 | 100.0% |
| Rural | 779 | 739 | 94.9% | 4 | 1 | 25.0% | 13 | 6 | 46.2% | 124 | 110 | 88.7% | 10 | 9 | 90.0% | 628 | 613 | 97.6% |
| Total | 1,276 | 1,169 | 91.6% | 4 | 1 | 25.0% | 14 | 7 | 50.0% | 157 | 137 | 87.3% | 15 | 14 | 93.3% | 1,086 | 1,010 | 93.0% |

WHITLEY COUNTY — 2009



Collisions by most severe injury (mapped/actual)

- ▲ Fatal (7/7)
- Incapacitating (15/15)

Collisions and injuries, by month

| Month | Collisions | | | | Injuries | |
|--------------|------------|----------|------------|----------------------|-----------|------------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| January | 111 | 0 | 17 | 94 | 0 | 19 |
| February | 55 | 1 | 11 | 43 | 1 | 13 |
| March | 55 | 0 | 4 | 51 | 0 | 6 |
| April | 45 | 0 | 13 | 32 | 0 | 16 |
| May | 54 | 1 | 12 | 41 | 1 | 19 |
| June | 63 | 0 | 20 | 43 | 0 | 32 |
| July | 54 | 2 | 13 | 39 | 3 | 16 |
| August | 60 | 0 | 10 | 50 | 0 | 12 |
| September | 44 | 0 | 7 | 37 | 0 | 8 |
| October | 85 | 1 | 6 | 78 | 4 | 7 |
| November | 81 | 0 | 12 | 69 | 0 | 15 |
| December | 116 | 2 | 13 | 101 | 2 | 20 |
| Total | 823 | 7 | 138 | 678 | 11 | 183 |

Driver statistics

| Age group | Population | Licensed drivers | Drivers in crashes | Drivers in crashes | |
|---------------|---------------|------------------|--------------------|--------------------|------------------|
| | | | | Per 10K population | Per 10K licensed |
| 15 - 20 | 2,436 | 2,011 | 228 | 936.0 | 1,133.8 |
| 21 - 24 | 1,592 | 1,613 | 111 | 697.2 | 688.2 |
| 25 - 44 | 8,669 | 7,790 | 398 | 459.1 | 510.9 |
| 45 - 64 | 9,145 | 9,485 | 312 | 341.2 | 328.9 |
| 65 + | 4,302 | 4,112 | 110 | 255.7 | 267.5 |
| Other/unknown | 6,523 | na | 1 | 1.5 | na |
| Total | 32,667 | 25,011 | 1,160 | 355.1 | 463.8 |

Vehicles

| Vehicle type | Total registered | Vehicles in collisions | Rate per 10,000 registered |
|---------------|------------------|------------------------|----------------------------|
| Passenger car | 21,770 | 640 | 294.0 |
| Truck | 12,887 | 498 | 386.4 |
| Trailer | 6,553 | 55 | 83.9 |
| Motorcycle | 1,704 | 18 | 105.6 |
| Bus | na | 7 | na |
| Farm vehicle | na | 5 | na |
| Other/unknown | na | 18 | na |
| Total | 42,914 | 1,241 | 289.2 |

Restraint use among vehicle occupants, by vehicle type

| Vehicle type | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|------------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| Large truck | 54 | 50 | 92.6% | 0 | 0 | na | 1 | 0 | 0.0% | 1 | 1 | 100.0% | 1 | 1 | 100.0% | 51 | 48 | 94.1% |
| Light truck | 485 | 464 | 95.7% | 2 | 2 | 100.0% | 2 | 0 | 0.0% | 53 | 50 | 94.3% | 11 | 10 | 90.9% | 417 | 402 | 96.4% |
| Motorcycle/moped | 19 | 8 | 42.1% | 0 | 0 | na | 4 | 1 | 25.0% | 11 | 5 | 45.5% | 0 | 0 | na | 4 | 2 | 50.0% |
| Passenger car | 630 | 608 | 96.5% | 9 | 3 | 33.3% | 7 | 5 | 71.4% | 98 | 91 | 92.9% | 14 | 14 | 100.0% | 502 | 495 | 98.6% |
| Other | 20 | 16 | 80.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 19 | 15 | 78.9% |
| Total | 1,208 | 1,146 | 94.9% | 11 | 5 | 45.5% | 14 | 6 | 42.9% | 164 | 148 | 90.2% | 26 | 25 | 96.2% | 993 | 962 | 96.9% |

Restraint use among vehicle occupants, by age

| Age group | Total occupants | | | Fatalities | | | Incapacitating | | | Non-incapacitating | | | Other injury | | | Not injured | | |
|--------------|-----------------|--------------|--------------|------------|------------|--------------|----------------|------------|--------------|--------------------|------------|--------------|--------------|------------|--------------|-------------|------------|--------------|
| | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained | Total | restrained | % restrained |
| 0 - 14 | 9 | 8 | 88.9% | 0 | 0 | na | 0 | 0 | na | 7 | 7 | 100.0% | 0 | 0 | na | 2 | 1 | 50.0% |
| 15 - 20 | 244 | 237 | 97.1% | 2 | 1 | 50.0% | 2 | 1 | 50.0% | 34 | 31 | 91.2% | 7 | 7 | 100.0% | 199 | 197 | 99.0% |
| 21 - 24 | 116 | 108 | 93.1% | 1 | 0 | 0.0% | 3 | 0 | 0.0% | 17 | 17 | 100.0% | 4 | 3 | 75.0% | 91 | 88 | 96.7% |
| 25 - 44 | 404 | 383 | 94.8% | 6 | 3 | 50.0% | 4 | 2 | 50.0% | 42 | 39 | 92.9% | 7 | 7 | 100.0% | 345 | 332 | 96.2% |
| 45 - 64 | 321 | 302 | 94.1% | 1 | 1 | 100.0% | 5 | 3 | 60.0% | 45 | 38 | 84.4% | 7 | 7 | 100.0% | 263 | 253 | 96.2% |
| 65 + | 114 | 108 | 94.7% | 1 | 0 | 0.0% | 0 | 0 | na | 19 | 16 | 84.2% | 1 | 1 | 100.0% | 93 | 91 | 97.8% |
| Total | 1,208 | 1,146 | 94.9% | 11 | 5 | 45.5% | 14 | 6 | 42.9% | 164 | 148 | 90.2% | 26 | 25 | 96.2% | 993 | 962 | 96.9% |



Top intersections for traffic-signal running (by collision count)

| Intersection | Collisions | | | | Injuries | |
|-----------------------|------------|----------|----------|----------------------|----------|-----------|
| | Total | Fatal | Injury | Property damage only | Fatal | Non-fatal |
| TOTAL OVERALL | 11 | 0 | 1 | 10 | 0 | 2 |
| SR9 & US30 | 4 | 0 | 1 | 3 | 0 | 2 |
| SR205 & US30 | 3 | 0 | 0 | 3 | 0 | 0 |
| SR14 & SR9 | 1 | 0 | 0 | 1 | 0 | 0 |
| Line St & North St | 1 | 0 | 0 | 1 | 0 | 0 |
| Line St & VanBuren St | 1 | 0 | 0 | 1 | 0 | 0 |
| CR300E & US30 | 1 | 0 | 0 | 1 | 0 | 0 |

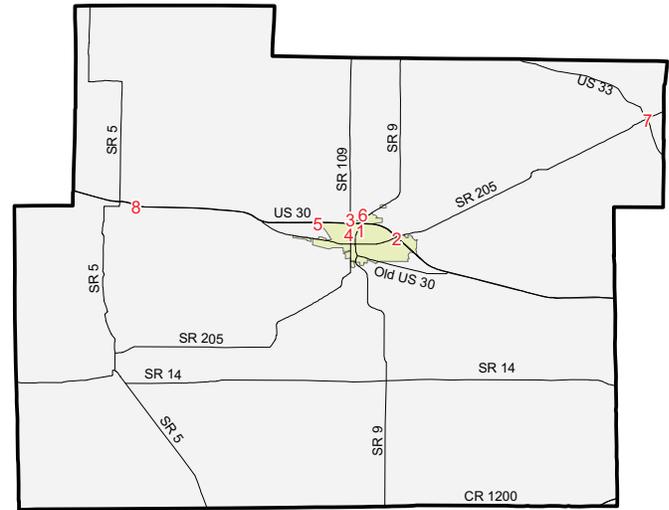
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

| Age group | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|--------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| 15 - 20 | 5 | 4 | 0 | 0 | 3 | 2 |
| 21 - 24 | 9 | 8 | 0 | 2 | 6 | 1 |
| 25 - 44 | 18 | 14 | 1 | 2 | 9 | 6 |
| 45 - 64 | 10 | 8 | 3 | 0 | 5 | 2 |
| 65 + | 2 | 1 | 0 | 1 | 0 | 1 |
| Total | 44 | 35 | 4 | 5 | 23 | 12 |

Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by municipality

| Municipality | Total drivers in alcohol-related collisions | Drivers tested | g/dL=0.00 | 0.00 <g/dL <0.08 | g/dL >= 0.08 | BAC not reported |
|---------------|---------------------------------------------|----------------|-----------|------------------|--------------|------------------|
| Churubusco | 0 | 0 | 0 | 0 | 0 | 0 |
| Columbia City | 8 | 6 | 0 | 1 | 4 | 3 |
| Larwill | 4 | 2 | 0 | 0 | 2 | 2 |
| South Whitley | 2 | 2 | 0 | 1 | 1 | 0 |
| Rural | 30 | 25 | 4 | 3 | 16 | 7 |
| Total | 44 | 35 | 4 | 5 | 23 | 12 |

Top five percent intersection collisions



| Point | Intersection | Collisions | Injuries | |
|-------|--------------------|------------|----------|-----------|
| | | | Fatal | Non-fatal |
| 1 | SR9 & US30 | 14 | 0 | 4 |
| 2 | US30 & US205 | 10 | 0 | 1 |
| 3 | Plaza Dr & SR109 | 5 | 0 | 0 |
| 4 | Line St & North St | 3 | 0 | 2 |
| 5 | Lincolnway & US30 | 3 | 0 | 0 |
| 6 | SR9 & Spartan Dr | 3 | 0 | 0 |
| 7 | SR205 & US33 | 3 | 0 | 1 |
| 8 | CR650W & US30 | 3 | 0 | 1 |

Collisions and injuries, by municipality

| Municipality | Total | | | | Alcohol-related | | | | Speed-related | | | |
|---------------|------------|----------|-----------|------------|-----------------|----------|----------|-----------|---------------|----------|----------|-----------|
| | Collisions | | Injuries | | Collisions | | Injuries | | Collisions | | Injuries | |
| | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal | Total | Fatal | Fatal | Non-fatal |
| Churubusco | 40 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 |
| Columbia City | 216 | 0 | 0 | 33 | 5 | 0 | 0 | 1 | 25 | 0 | 0 | 4 |
| Larwill | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| South Whitley | 33 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Rural | 527 | 7 | 11 | 132 | 24 | 1 | 1 | 9 | 82 | 0 | 0 | 24 |
| Total | 823 | 7 | 11 | 183 | 33 | 1 | 1 | 11 | 113 | 0 | 0 | 30 |

Restraint use among vehicle occupants, by municipality

| Municipality | Total occupants | | Fatalities | | Incapacitating | | Non-incapacitating | | Other injury | | Not injured | | | | | | | |
|---------------|-----------------|--------------|--------------|------------|----------------|--------------|--------------------|------------|--------------|------------|-------------|--------------|-----------|-----------|--------------|------------|------------|--------------|
| | Total | % | Total | % | Total | % | Total | % | Total | % | Total | % | | | | | | |
| | Total | restrained | Total | restrained | Total | restrained | Total | restrained | Total | restrained | Total | restrained | | | | | | |
| Churubusco | 70 | 69 | 98.6% | 0 | 0 | na | 2 | 2 | 100.0% | 8 | 8 | 100.0% | 1 | 1 | 100.0% | 59 | 58 | 98.3% |
| Columbia City | 380 | 355 | 93.4% | 0 | 0 | na | 1 | 0 | 0.0% | 29 | 22 | 75.9% | 1 | 1 | 100.0% | 349 | 332 | 95.1% |
| Larwill | 11 | 11 | 100.0% | 0 | 0 | na | 0 | 0 | na | 1 | 1 | 100.0% | 0 | 0 | na | 10 | 10 | 100.0% |
| South Whitley | 49 | 46 | 93.9% | 0 | 0 | na | 0 | 0 | na | 6 | 5 | 83.3% | 1 | 1 | 100.0% | 42 | 40 | 95.2% |
| Rural | 698 | 665 | 95.3% | 11 | 5 | 45.5% | 11 | 4 | 36.4% | 120 | 112 | 93.3% | 23 | 22 | 95.7% | 533 | 522 | 97.9% |
| Total | 1,208 | 1,146 | 94.9% | 11 | 5 | 45.5% | 14 | 6 | 42.9% | 164 | 148 | 90.2% | 26 | 25 | 96.2% | 993 | 962 | 96.9% |

This publication was prepared on behalf of the Indiana Criminal Justice Institute by the Indiana University Center for Criminal Justice Research (CCJR). Please direct any questions concerning data in this document to ICJI at 317-232-1233.

This publication is one of a series of fact sheets that, along with the annual Indiana Crash Fact Book, form the analytical foundation of traffic safety program planning and design in the state of Indiana. Funding for these publications is provided by the Indiana Criminal Justice Institute and the National Highway Traffic Safety Administration.

An electronic copy of this document can be accessed via the CCJR website (www.ccjr.iupui.edu), the ICJI website (www.in.gov/cji/), or you may contact the Center for Criminal Justice Research at 317-261-3000.

The Indiana Criminal Justice Institute (ICJI)

Guided by a Board of Trustees representing all components of Indiana's criminal and juvenile justice systems, the Indiana Criminal Justice Institute serves as the state's planning agency for criminal justice, juvenile justice, traffic safety, and victim services. ICJI develops long-range strategies for the effective administration of Indiana's criminal and juvenile justice systems and administers federal and state funds to carry out these strategies.

The Governor's Council on Impaired & Dangerous Driving

The Governor's Council on Impaired & 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.

Indiana University Public Policy Institute

The Indiana University (IU) Public Policy Institute is a collaborative, multidisciplinary research institute within the Indiana University School of Public and Environmental Affairs (SPEA), Indianapolis. The Institute serves as an umbrella organization for research centers affiliated with SPEA, including the Center for Urban Policy and the Environment and the Center for Criminal Justice Research. The Institute also supports the Office of International Community Development and the Indiana Advisory Commission on Intergovernmental Relations (IACIR).

The Center for Criminal Justice Research (CCJR)

The Center for Criminal Justice Research, one of two applied research centers currently affiliated with the Indiana University Public Policy Institute, works with public safety agencies and social services organizations to provide impartial applied research on criminal justice and public safety issues. CCJR provides analysis, evaluation, and assistance to criminal justice agencies; and community information and education on public safety questions. CCJR research topics include traffic safety, crime prevention, criminal justice systems, drugs and alcohol, policing, violence and victimization, and youth.

The National Highway Traffic Safety Administration (NHTSA)

NHTSA provides leadership to the motor vehicle and highway safety community through the development of innovative approaches to reducing motor vehicle crashes and injuries. The mission of NHTSA is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.

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