



# TRAFFIC SAFETY FACTS

## COUNTY PROFILES, 2012

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In 2012 in Indiana, there were 188,841 total collisions reported by law enforcement officers, an increase of 709 collisions from 2011. Of those 188,841 collisions, 718 were classified as fatal resulting in 779 fatalities. An additional 47,158 persons were known to be injured. Of persons killed in traffic collisions, 41.4 percent were known to be restrained, down from 41.7 percent in 2011. Overall known restraint use for vehicle occupants in collisions was 89.4 percent.

In addition, there were 290,233 drivers involved in traffic collisions. Nearly 4 percent (11,469) of those, were involved in alcohol-related collisions; 5,087 of the 11,469 (44.4 percent) had a blood alcohol concentration (BAC) of 0.08 g/dL (grams per deciliter) or greater. This also is an increase from 2011 where 43.8 percent had a BAC of 0.08 g/dL or greater.

This fact sheet provides information on Indiana traffic collisions by county in 2012. 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 28,997 total collisions in 2012, 76 of which involved at least one fatality. Lake County reported 15,531 and Allen County reported 11,309 total collisions. Lake and Allen County total collisions decreased from 2011 while Marion County total collisions increased. Six counties reported fewer than 200 total collisions: Benton (139), Martin (180), Ohio (162), Pike (155), Switzerland (181) and Union (107). Martin and Orange counties reported no fatal collisions.

Overall collisions and fatal collisions increased from 2011 to 2012. However, more counties decreased in numbers than increased from 2011 to 2012. Overall collision numbers in 43 counties increased from 2011 to 2012, while 48 counties overall collision numbers decreased and one county stayed the same. On the other hand, more counties had fatal collision numbers increase from 2011 to 2012 than decrease. Fatal collision numbers in 48 counties increased, 33 counties decreased in numbers and nine stayed the same. In addition, two counties had no fatal collisions in either 2011 or 2012.

### Sources:

Traffic collision data: Indiana State Police Automated Reporting Information Exchange system (ARIES), as of April 9, 2013.

Licensed drivers: Indiana Bureau of Motor Vehicles, current as of May 10, 2013.

Registered vehicles: Indiana Bureau of Motor Vehicles, current as of May 22, 2013.

Population data: U.S. Census Bureau, *Annual Estimates of the Resident Population by Single-Year of Age and Sex for the United States and States* (2011), provided by the Indiana Business Research Center, Indiana University.



## 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 April 9, 2013.

Totals may differ slightly from earlier Fact Sheets.

### 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, pedacyclist) 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* 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, point.

### 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 2011 data, the most recent available at the time.

### 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).

### 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.

### 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 *General 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 excluded.

## 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) Collisions are identified as occurring at an intersection when the following conditions are met:
  - (1) The *roadway class* entered for the collision is not ‘interstate’, and
  - (2) The *roadway junction* was one of:
    - (a) *Four-way intersection*
    - (b) *T intersection*
    - (c) *Y intersection*
    - (d) *Five points or more*
    - (e) *Interchange*
    - (f) *Ramp*
  - (3) The *number of feet* from the nearest intersecting roadway/mile marker to the location of the crash is ‘0’.
- c) For each county, collisions that meet these criteria are aggregated using the collision coordinates (i.e., latitude and longitude). Locations with the greatest number of collisions are defined as top intersections.

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

- a) *Alcohol-related collision* definition – see under *General 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) A collision is categorized into a municipality if that collision occurred within the incorporated limits of the city identified on the crash report.
- f) Municipalities may differ from previous years.
- g) Invalid BAC results excluded.

## Table – Collisions and injuries, by municipality

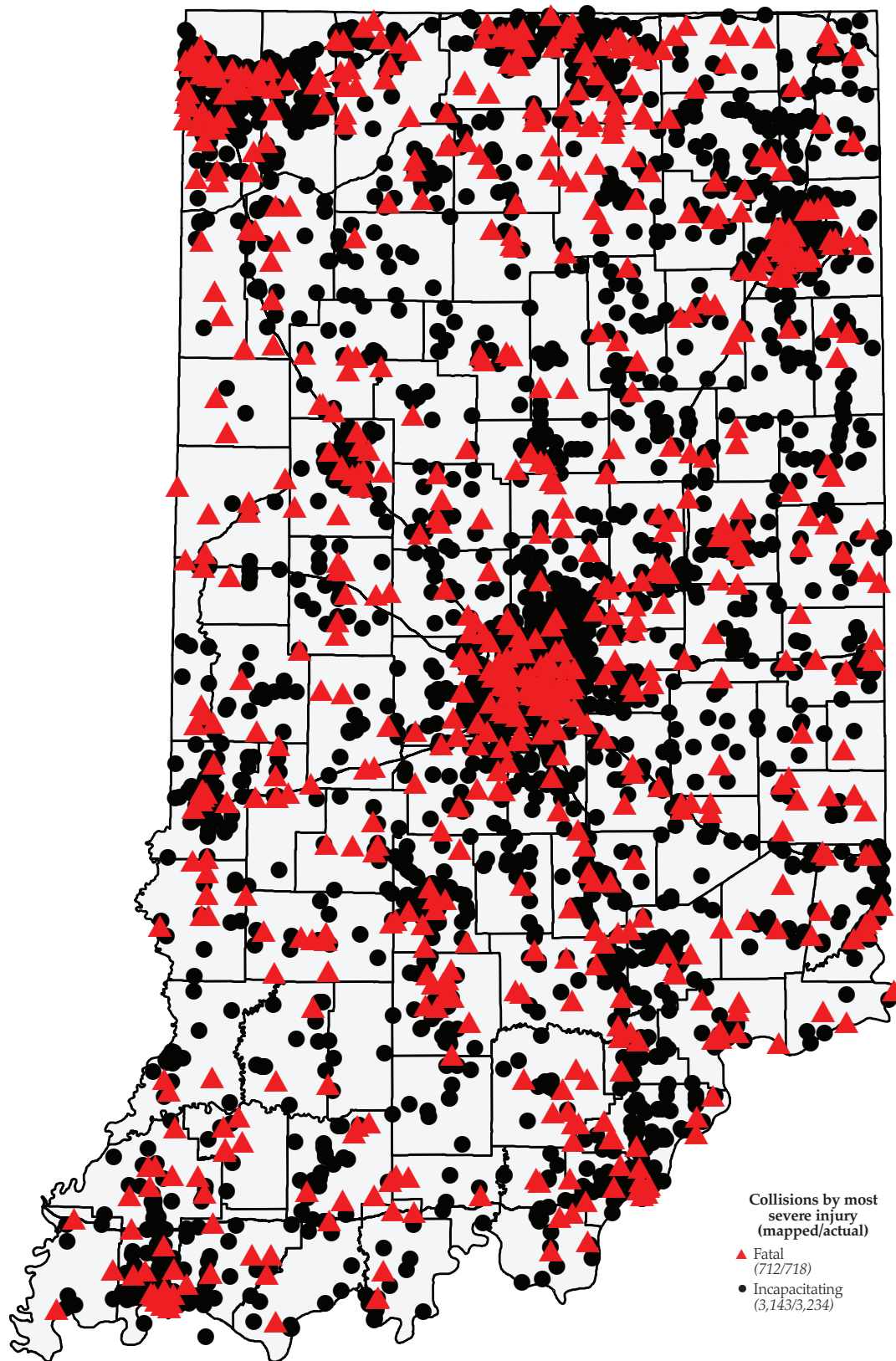
- a) A collision is categorized into a municipality if that collision occurred within the incorporated limits of the city identified on the crash report.
- b) *Alcohol-related collision* definition – see under *General definitions* above
- c) A collision is *speed-related* if any one of the following 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.
- d) Municipalities may differ from previous years.

## 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) Municipalities may differ from previous years.



# STATE OF INDIANA — 2012





## Collisions and injuries, by month

Month	Collisions				Injuries	
	Total	Fatal	Injury	Property damage only	Fatal	Non-fatal
January	17,434	45	2,564	14,825	48	3,464
February	14,169	43	2,343	11,783	45	3,232
March	14,581	58	2,749	11,774	64	3,824
April	13,881	49	2,635	11,197	54	3,676
May	15,976	63	3,199	12,714	66	4,471
June	15,120	84	3,102	11,934	94	4,296
July	14,422	79	2,965	11,378	87	4,112
August	15,490	70	3,209	12,211	73	4,435
September	14,860	62	2,871	11,927	66	3,978
October	17,608	54	3,074	14,480	63	4,315
November	16,565	50	2,514	14,001	51	3,482
December	18,735	61	2,862	15,812	68	3,873
<b>Total</b>	<b>188,841</b>	<b>718</b>	<b>34,087</b>	<b>154,036</b>	<b>779</b>	<b>47,158</b>

## 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	1,050	681	56	135	394	465
21 - 24	1,782	1,381	51	162	950	619
25 - 44	5,382	3,759	156	363	2,438	2,425
45 - 64	2,851	1,827	91	189	1,183	1,387
65 +	375	173	12	24	114	224
Other/unknown	29	14	0	0	8	21
<b>Total</b>	<b>11,469</b>	<b>7,835</b>	<b>366</b>	<b>873</b>	<b>5,087</b>	<b>5,141</b>

## Driver statistics

Age group	Population	Licensed drivers	Drivers in crashes	Drivers in crashes	
				Per 10K population	Per 10K licensed
15 - 20	570,292	352,205	40,445	709.2	1,148.3
21 - 24	361,254	320,013	31,678	876.9	989.9
25 - 44	1,665,228	1,461,356	105,264	632.1	720.3
45 - 64	1,738,363	1,577,310	82,816	476.4	525.0
65 +	858,087	734,624	29,167	339.9	397.0
Other/Unknown	1,323,698	na	863	6.5	na
<b>Total</b>	<b>6,516,922</b>	<b>4,445,508</b>	<b>290,233</b>	<b>445.4</b>	<b>652.9</b>

## Vehicles

Vehicle type	Total registered	Total vehicles in collisions	Rate per 10,000 registered
Passenger car	3,926,829	198,985	506.7
Truck	1,798,746	105,758	588.0
Trailer	601,084	13,083	217.7
Motorcycle/moped	223,989	4,205	187.7
Recreational vehicle	70,997	217	30.6
Bus	na	1,628	na
Farm vehicle	na	340	na
Other/unknown	na	3,564	na
<b>Total</b>	<b>6,621,645</b>	<b>327,780</b>	<b>495.0</b>

## Restraint use among vehicle occupants, by vehicle type

Vehicle type	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
Passenger car	184,125	167,680	91.1%	341	172	50.4%	1,795	1,354	75.4%	25,390	22,749	89.6%	1,059	959	90.6%	155,540	142,446	91.6%
Light truck	98,781	88,821	89.9%	175	75	42.9%	964	654	67.8%	12,198	10,689	87.6%	676	590	87.3%	84,768	76,813	90.6%
Large truck	11,813	10,690	90.5%	22	13	59.1%	48	36	75.0%	526	455	86.5%	86	80	93.0%	11,131	10,106	90.8%
Motorcycle/moped	4,456	1,102	24.7%	151	29	19.2%	614	126	20.5%	2,632	670	25.5%	33	6	18.2%	1,026	271	26.4%
Other	3,588	2,426	67.6%	11	1	9.1%	59	8	13.6%	501	112	22.4%	26	10	38.5%	2,991	2,295	76.7%
<b>Total</b>	<b>302,763</b>	<b>270,719</b>	<b>89.4%</b>	<b>700</b>	<b>290</b>	<b>41.4%</b>	<b>3,480</b>	<b>2,178</b>	<b>62.6%</b>	<b>41,247</b>	<b>34,675</b>	<b>84.1%</b>	<b>1,880</b>	<b>1,645</b>	<b>87.5%</b>	<b>255,456</b>	<b>231,931</b>	<b>90.8%</b>

## Restraint use among vehicle occupants, by age

Age group	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
0 - 14	3,824	2,782	72.8%	25	14	56.0%	151	96	63.6%	2,866	2,383	83.1%	48	32	66.7%	734	257	35.0%
15 - 20	42,975	38,307	89.1%	81	30	37.0%	510	296	58.0%	6,557	5,377	82.0%	297	265	89.2%	35,530	32,339	91.0%
21 - 24	32,772	29,135	88.9%	73	25	34.2%	341	198	58.1%	4,369	3,583	82.0%	210	186	88.6%	27,779	25,143	90.5%
25 - 44	108,139	96,493	89.2%	212	62	29.2%	1,174	688	58.6%	13,325	11,010	82.6%	679	580	85.4%	92,749	84,153	90.7%
45 - 64	84,886	76,444	90.1%	178	73	41.0%	959	621	64.8%	10,423	8,941	85.8%	469	420	89.6%	72,857	66,389	91.1%
65 +	30,121	27,538	91.4%	131	86	65.6%	345	279	80.9%	3,702	3,376	91.2%	176	162	92.0%	25,767	23,635	91.7%
Other/unknown	46	20	43.5%	0	0	na	0	0	na	5	5	100.0%	1	0	0.0%	40	15	37.5%
<b>Total</b>	<b>302,763</b>	<b>270,719</b>	<b>89.4%</b>	<b>700</b>	<b>290</b>	<b>41.4%</b>	<b>3,480</b>	<b>2,178</b>	<b>62.6%</b>	<b>41,247</b>	<b>34,675</b>	<b>84.1%</b>	<b>1,880</b>	<b>1,645</b>	<b>87.5%</b>	<b>255,456</b>	<b>231,931</b>	<b>90.8%</b>

