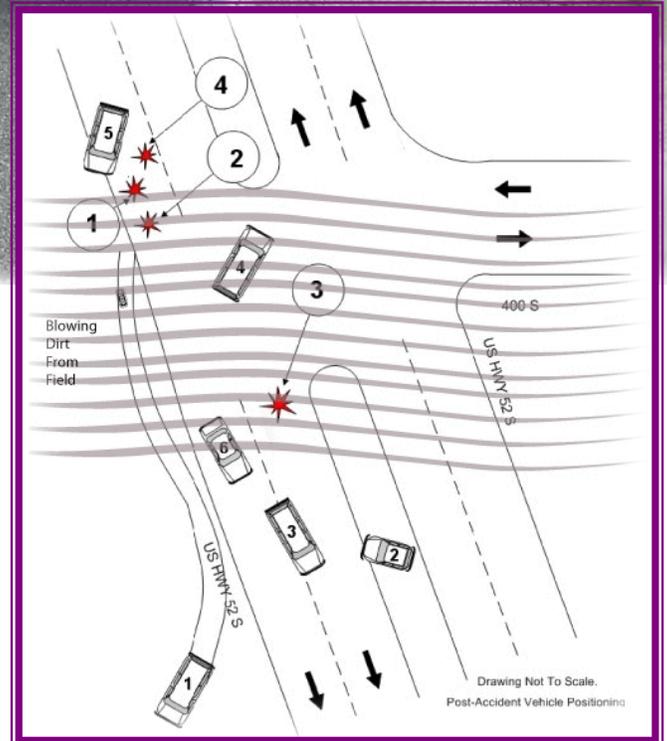


2008 Tippecanoe County Vehicle Crash Report



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September 2009

The Area Plan Commission of Tippecanoe County compiles this crash data to encourage public safety and awareness and to help identify hazardous locations that may require further study or qualify for Indiana's Highway Safety Improvement Program funding.

The public should be aware that due to incomplete reports, geo-location errors, and limitations and errors caused by the reporting systems not all data and circumstances pertaining with Tippecanoe County crashes are included in this report. The Indiana State Police Crash Records Database is the primary data source for this report. Additional fact checking and quality control reviews have been conducted with the intent to provide the best summary of the available data.

This report contains information that is protected from disclosure by Federal Law, 23 USC Section 409:

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-Aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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EXECUTIVE SUMMARY

In 2008, police agencies reported 7,603 crashes in Tippecanoe County, 5,710 of which occurred on public roadways, e.g., parking facilities and private drives/property are excluded from this analysis. This averages to approximately 16 crashes per day on the road system. As is typical, the vast majority of crashes only involved property damage (4,744 or 83.17%). Approximately seventeen percent (953) involved one or more personal injuries. The number of fatalities typically fluctuates year to year; however, there were 13 Fatal Crashes in 2008, resulting in 17 deaths.

The winter months (January, February, November, and December,) typically rank the highest for *Property Damage Only* crashes, with this year's peak in December, followed by February. In 2008, *Personal Injury* and *Fatal* crashes also peaked in these same months, followed by June and September.

Fridays consistently had the most crashes of all types and accounted for 1,108 or 19.4% of the total number of crashes. Likewise, Sunday consistently had the fewest total crashes (501 or 8.8% of total). In 2008, there was no defined peak for *Fatal* crashes. Three *Fatal* crashes each occurred on Sundays, Tuesdays, and Fridays. Wednesday was the only day that had no *Fatal* Crashes in 2008.

Historically 25% of all accidents (including *Property Damage Only* and *Personal Injury* crashes) occurred between 3-6pm; 2008 was no different. This year's hourly peak was between 3-4PM for a total of 490 crashes (of which 397 were *Property Damage Only*, and 93 involved one or more *Personal Injuries*). Typically 3AM to 6AM have the fewest crashes with this year's low occurring from 4-5AM (60 total crashes).

Of the primary circumstances that contribute to a crash, forty percent were *following too closely* and *failing to yield the right-of-way*. Naturally, the top two types of collisions were then *rear end*, 33.3%, and *right angle*, 17.5%.

There were 78 intersections that had ten or more crashes, and 63 of these involved a State Road or US Highway. The intersection that had the most crashes was SR 26 and Creasy with 43, followed by US 52 at SR 26 (37 crashes), SR 26 and the I-65 southbound exit/entrance ramps (34 crashes), and US 52/SR 25 and Main St/SR 38 (34 crashes). These intersections, along with US 52 at Cumberland Ave, US 231/River Rd at SR 26/State St, and SR 26 at the NB I65 Exit/Entrance Ramps are historically ranked in the top 10 crash locations.

When crash locations are compared based on exposure (i.e., crashes per Million Entering Vehicles-MEV) the worst intersection was US 52/Sagamore Parkway W and the westbound Exit/Entrance Ramps from SR 443 (Happy Hollow and Soldiers Home Rd) followed by SR 43 and the Southbound Exit/Entrance Ramps to I-65. Although these are not the most traveled intersections in the county, their relative rate of crashes was larger than the other major intersections.

GLOSSARY

ADT: Average Daily Traffic (ADT) is the average number of vehicles counted on a road segment. The types of vehicles counted include passenger cars, trucks, tractor-trailers, motorcycles, and bicycles. In Tippecanoe County the ADT is computed from a 48-hour weekday traffic count, and adjusted to account for a seasonal variation volume due to Purdue University student population.

ARIES: Automated Reporting Information Exchange System (ARIES) developed and maintained by the Indiana State Police. ARIES provides officer's an electronic means to complete the Indiana Officer's Crash Report form. The system also allows access to authorized individuals to the Indiana State Police crash records database. ARIES was formerly known as the Vehicle Crash Record System (VCRS).

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

Alcohol-Related Crash: A crash in which the investigating officer reported one or more of the following: Primary Contributing Circumstance for the crashes as Alcoholic Beverages; Vehicle Contributing Circumstance for one or more of the involved vehicles as Alcoholic Beverage, or; A Blood Alcohol Concentration of greater than 0.08 percent for one or more of the drivers involved in the crash.

Construction Zone: It begins with the first actual lane restriction or required reduction of speed and ends when the lanes are returned to a normal flow and normal speed.

Contributing Circumstances: For each vehicle, the officer can select up to two "Driver" contributing circumstances, and one "Vehicle" and one "Environmental" contributing circumstances. For one of the vehicles in the accident, one the four possible contributing circumstances must be the primary factor. Appendix A provides the options available to the Officers.

Crash Report:

Motor vehicle crashes have a number of characteristics that are used to determine whether or not a crash report is required. If the answer to each of the questions below is "yes", the incident is a motor vehicle crash¹:

1. Did the incident involve one or more motor vehicles?
2. Of the motor vehicles involved, was at least one in motion?
3. Did the incident originate on a traffic way, or on private property; and where injury or apparent damage occurred?
4. Was there at least one occurrence of injury or damage, which was not a direct result of a cataclysm (act of nature)?

¹ Previously, acts of "**Deliberate intent**" (suicide, homicide, legal intervention, etc.) were excluded from crash reports and documented on criminal case reports; however, depending on an agency's policy, a victim or their agent could have difficulty in obtaining needed information. As a result of this, if a deliberate act meets the criteria set forth in questions 1-4, a crash report will be required in addition to any criminal report(s).

If vehicles are moved, a report should be completed and is required by law if the crash involves \$1,000 or more in property damage, or when personal injury or death has occurred, regardless if the vehicle(s) have been moved prior to the officer's arrival.

If a chain of events occurs without the situation coming to a **stabilized condition**, it is one crash regardless of how many vehicles are involved. For example, an object falls from a vehicle, bounces off the road and strikes another vehicle. This would require a single crash report to be completed. However, if the vehicles and conditions surrounding the crash have stabilized and another event occurs it becomes two separate crashes e.g., an object falls from a vehicle, bounces off the road and strikes another vehicle; then, after stabilization, another vehicle strikes either the object or vehicle.

Crash Severity: The severity of a crash based on the extent of injuries involved. The types used in this report Fatal Injury Crash, Personal Injury Crash, or Property Damage Only Crash.

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

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

Fatal Crash: A crash that results in the death of one or more of the occupants or non-motorists. Other occupants or non-motorists may be injured in addition to the fatality.

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

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

Indiana Criminal Justice Institute (ICJI): The Traffic Safety Division is responsible for implementing programming to reduce the number of people injured and killed each year on Indiana's roadways. They are responsible for allocating and managing State funds, as well as Federal dollars granted to Indiana from the National Highway Traffic Safety Administration, U.S. Department of Transportation, Federal Highway Administration, and the Federal Motor Carrier Safety Administration. The Traffic Safety Division's primary purposes include overseeing grant-funded programs, conducting media campaigns, producing public information and educational materials, and funding law enforcement with the goal of reducing the number of people killed and injured in vehicle crashes. The status of the ISP's ARIES system and ongoing efforts to improve the completeness and reliability of its data is documented in ICJI's 2007 Problem Identification Report.

Indiana State Police (ISP): Responsible for the processing, storage and dissemination of traffic collision reports (ARIES); the support of local agencies through their Districts; and answering public requests for collision information. Crash reporting and the ARIES system are handled by the Crash Records Section, Indiana Government Center North 100 North, Senate Avenue, Indianapolis, IN 46204-2259.

Personal Injury Crash: A crash in which at least one of the vehicle occupants or non-motorists were injured, but not fatally. Non-Fatal Injuries are classified as Incapacitating, Non-Incapacitating, or Probable. In a few instances, crashes are classified as an injury accident if the individual(s) refused treatment at the scene.

Possible Injury: Any injury reported or claimed which was not visible, e.g., the complaint of back or neck pain.

Property Damage Only Crash: A crash in which a vehicle or property is damaged by no occupants or non-motorists are injured. A crash is required to be reported if the amount of the damage was \$750 or more.

MEV: Million entering vehicles into an intersection. This is an approximation from traffic counts surrounding an intersection based on actually directional counts, dividing a roads' traffic in half to approximate one direction or travel, or by making an assumption as to the number of cars from similar streets.

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

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

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

VCRS: Vehicle Crash Reporting System (VCRS) is now known as the Automated Reporting Information Exchange System (ARIES).

1 INTRODUCTION

Vehicle crashes are an inevitable occurrence on any roadway. Crashes result from three primary factors: operator error, vehicular failure, or highway environment, including weather and facility deficiencies. Given the thousands of crashes reported to law enforcement officials annually, the task of identifying specific factors that contribute to the cause of the crash can be complex and costly. Identifying problem is also complicated by the random nature of vehicle crashes. Crashes are a dynamic phenomenon: they change in response to land use and other economic variables. Identifying and evaluating crash patterns requires a crash database from all local jurisdictions that is comprehensive, readily accessible, and well maintained.

The objective of this study is to analyze the crash data and identify any area wide trends and hazardous intersections. The problem areas can then receive follow-up analysis to identify specific problems for which appropriate countermeasures can be designed and implemented. The analysis covered in this report includes all *Personal Injury, Fatal, and Property Damage* crashes that occurred on all public streets (local as well as state maintained). Approximately 24% of crashes reported in Tippecanoe County are excluded from this analysis because they occurred in alleys, parking lots/garages, loading docks, and private property. A detailed analysis of the 5, 710 roadway crashes in 2008 are presented in Section 2 and a three-year analysis of 2006-2008 data is presented in Section 3.

The data for this report came from the Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES) database of crash reports submitted by the police departments of Lafayette, West Lafayette, Purdue, Dayton, Battleground, the Tippecanoe County Sheriff, the Department of Natural Resources, and the ISP. The database contains a subset of the most important information that was submitted for each accident reported to the ARIES system. If necessary, the entire crash report was obtained through the ARIES web site, or from the reporting agency. Appendix A provides an example of the ISP Officer's Standard Crash Reporting Form as well as the database columns used for the analysis presented in the report.

In 2006, all local reporting agencies, with the exception of the Dayton Police Department, began to submit their crash reports to the ARIES system using the electronic submission software. In 2008, approximately 0.4% of Tippecanoe County's crash reports were still submitted on paper to the ISP. Paper crash reports are mailed to the ISP where they are entered by ISP staff into the database.

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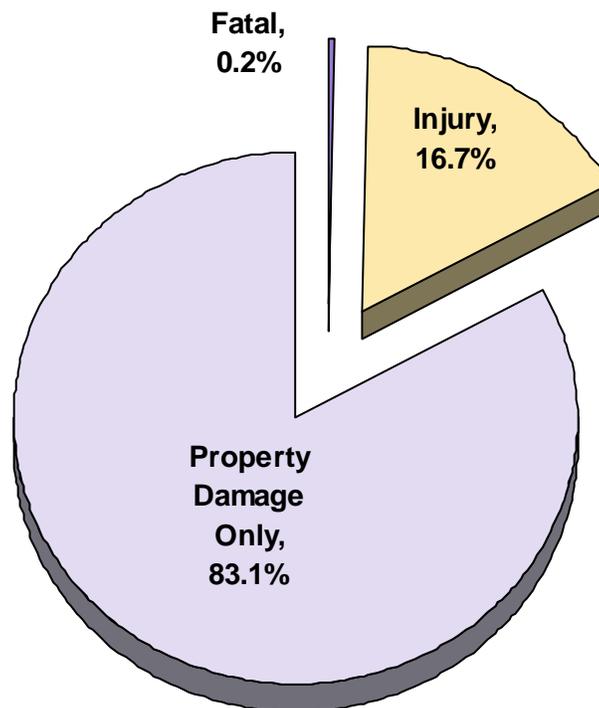
2 2008 VEHICLE CRASH ANALYSIS

2.1 System-Wide Analysis 2008

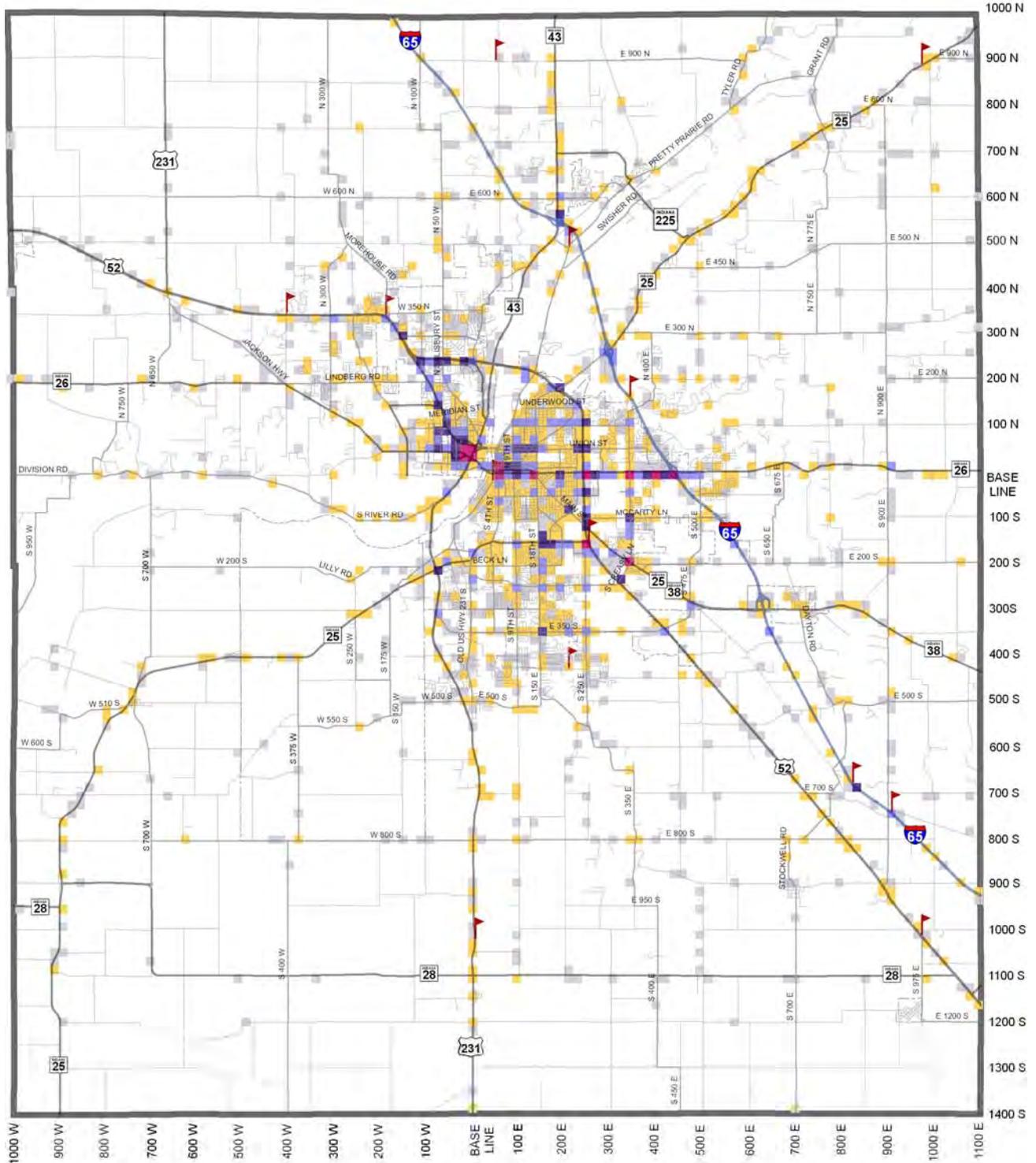
Vehicle crashes are classified by their severity, shown in Table 1, as *Property Damage Only* (damage only to vehicles and objects), *Personal Injury* (one or more persons injured), and *Fatal* (one or more fatalities and includes persons injured in the crash). Of the 5,710 qualified roadway vehicle crashes reported in the County in 2008, 83.1% were *Property Damage Only*, and 16.7% involved one or more personal injuries resulting in 1,274 injured individuals. *Fatal* crashes accounted for only 0.2% of the total crashes. Of the 13 *Fatal* crashes, 10 incurred one fatality each, two crashes incurred two fatalities each, and one crash incurred three fatalities. In additional 10 persons were injured in seven of the 13 *Fatal* crashes. Map 1 shows the general location of all roadway crashes, and Map 2 all *Personal Injury* and *Fatal* crashes within the county.

Table 1. Vehicle Crashes, Injured Persons, and Fatalities, 2008

Severity Classification	Total Crashes	Percent of Total Crashes	Total Injured Persons	Total Fatalities
Property Damage Only	4,744	83.1%	0	0
Personal Injury	953	16.7%	1,274	0
Fatal	13	0.2%	10	17
<i>Total</i>	<i>5,710</i>	<i>100.0%</i>	<i>1,284</i>	<i>17</i>



Map 1. Vehicle Crash Locations, 2008



Legend

Fatal Crash*

Number of Crashes*
(per 1000x1000 sqft)



*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

- Municipal Boundary
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Roads



The Area Plan Commission
of Tippecanoe County
Date: July 2009

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at: <http://www.tippecanoe.in.gov/gis/Disclaimer.htm>

In the 966 *Personal Injury* and *Fatal* Crashes, 1,284 persons were injured with an additional 17 deaths. Table 2 gives a summary of the multiple injury crashes and the total injuries involved. Most injury crashes involved one or two injured persons, yet they still only accounted for 15.62% of the total crashes in Tippecanoe County in 2008.

Table 2. Vehicle Crashes by Number of Injured in Crash, 2008

Personal Injuries Per Crash (excludes Fatalities)	Personal Injury Crashes	Fatal Crashes*	Total Fatal and Injury Crashes	Percent of Total Crashes	Total Persons Injured Including Fatalities
5	2	0	2	0.04%	10
4	8	0	8	0.14%	32
3	57	1	58	1.02%	175 ^A
2	175	1**	176	3.08%	355 ^B
1	711	5***	716	12.54%	723 ^C
0	0	6	6	0.11%	6
Totals	953	13	966	16.92%	1301

*Fatal Crashes involved a single fatality unless noted and the personal injuries listed in the first column

**This one fatal crash incurred three fatalities.

***Two fatal crashes incurred two fatalities, the remaining crashes involved single fatalities

^A (3 injured persons per crash x 58 crashes + 1 fatality)

^B (2 injured persons per crash x 176 crashes + 3 fatalities)

^C (1 injured person per crash x 716 crashes + 7 fatalities)

The proximity of crashes to an intersection was examined at a distance of 100ft from the stop bar associated with an intersection. In 2008, 66.5% of crashes occurred within 100ft of an intersection (Table 3). Additional analysis of intersection crashes can be found in Section 2.2.

Table 3. Intersection Proximity to the Vehicle Crashes, 2008

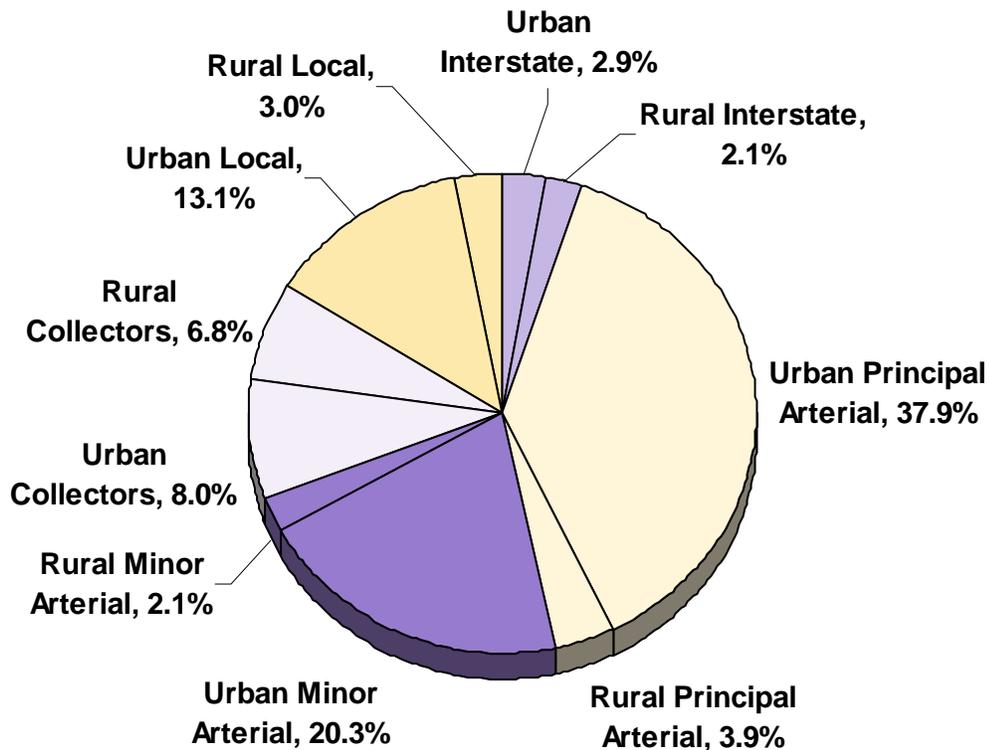
Crash Location	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
	Intersection: 0 - 100ft Radius	3,146	647	5	3,798
Mid-Block: > 100ft Radius	1,598	306	8	1,912	33.5%

The function streets serve and their location (rural or urban) provides insight into crashes as seen in Table 4. The majority of roads in the urban area have curbs or wide shoulders; whereas rural roads are typically narrower without shoulders. The street classification with the highest percentage of total crashes in 2008 (41.8%) was *Principal Arterials*, e.g., South, State, and Columbia St (SR 26), Teal Rd (SR 25), and Sagamore Parkway (US 52). This is not surprising because *Principal Arterials* carry the most non-interstate traffic of any other street classification per mile. The second highest percentage of crashes (22.5%) occurred in the *Minor Arterial* category, e.g., Earl Ave and Salisbury St. *Minor Arterials* carry less traffic overall but generally are more numerous within the County than *Principal Arterials*. Third was the *Local* road category with 16.1%. A *Local* road's primary function is to provide access from small businesses or dwelling units to another busier (higher classed) road. While traffic counts are lower on *Local* roads, there are many more

of them. However, more motorists may be using these streets to avoid congested arterial routes.

Table 4. Vehicle Crashes by Roadway Type, 2008

	FHWA Functional Class	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Urban	Interstate	141	21	1	163	2.9%
	Principal Arterial	1735	427	3	2165	37.9%
	Minor Arterial	941	220	0	1161	20.3%
	Collectors	394	59	2	455	8.0%
	Local	690	55	1	746	13.1%
	<i>Total Urban Crashes</i>	3,901	782	7	4,690	82.1%
Rural	Interstate	110	8	2	120	2.1%
	Principal Arterial	178	41	2	221	3.9%
	Minor Arterial	89	33	0	122	2.1%
	Collectors	325	60	1	386	6.8%
	Local	141	29	1	171	3.0%
	<i>Total Rural Crashes</i>	843	171	6	1,020	17.9%
Total	<i>Interstate</i>	251	29	3	283	5.0%
	<i>Principal Arterial</i>	1,913	468	5	2,386	41.8%
	<i>Minor Arterial</i>	1,030	253	0	1,283	22.5%
	<i>Collectors</i>	719	119	3	841	14.7%
	<i>Local</i>	831	84	2	917	16.1%
	<i>Total Crashes</i>	4,744	953	13	5,710	100.0%



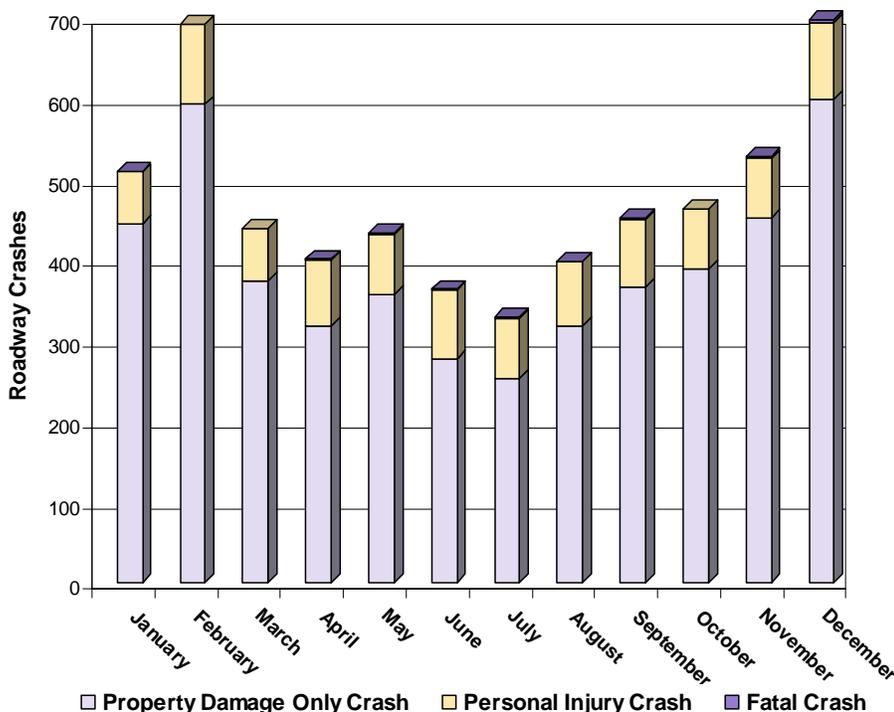
Monthly variation in crashes (Table 5) show that December had the most crashes at 698, or 12.2%, followed by February with 12.1% of the total. Historically, crashes peak in the fall months, however this year it occurred in the winter months. Specifically in December and February where 34.8% and 37.1% of each month's total crashes, respectively, were attributed to snow, blowing snow, or freezing rain. January and November also had a high number of total crashes with over five hundred each. July had the fewest number of crashes with 329 or 5.8%. *Personal Injury* crashes peaked in December and February. The *Injury* crashes remained relatively consistent during the remaining months with a low of 64 and 66 *Injury* crashes in the months of January and March, respectively.

Table 5. Vehicle Crashes by Month, 2008

Month	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
January*	445	64	1	510	8.9%
February*	593	99	0	692	12.1%
March*	374	66	0	440	7.7%
April*	318	82	1	401	7.0%
May*	357	75	1	433	7.6%
June	277	86	1	364	6.4%
July	253	75	1	329	5.8%
August**	319	79	1	399	7.0%
September**	367	83	2	452	7.9%
October**	389	75	0	464	8.1%
November**	452	74	2	528	9.2%
December**	600	95	3	698	12.2%

*Purdue University 2008 Spring Semester: January 7th – May 11th 2008

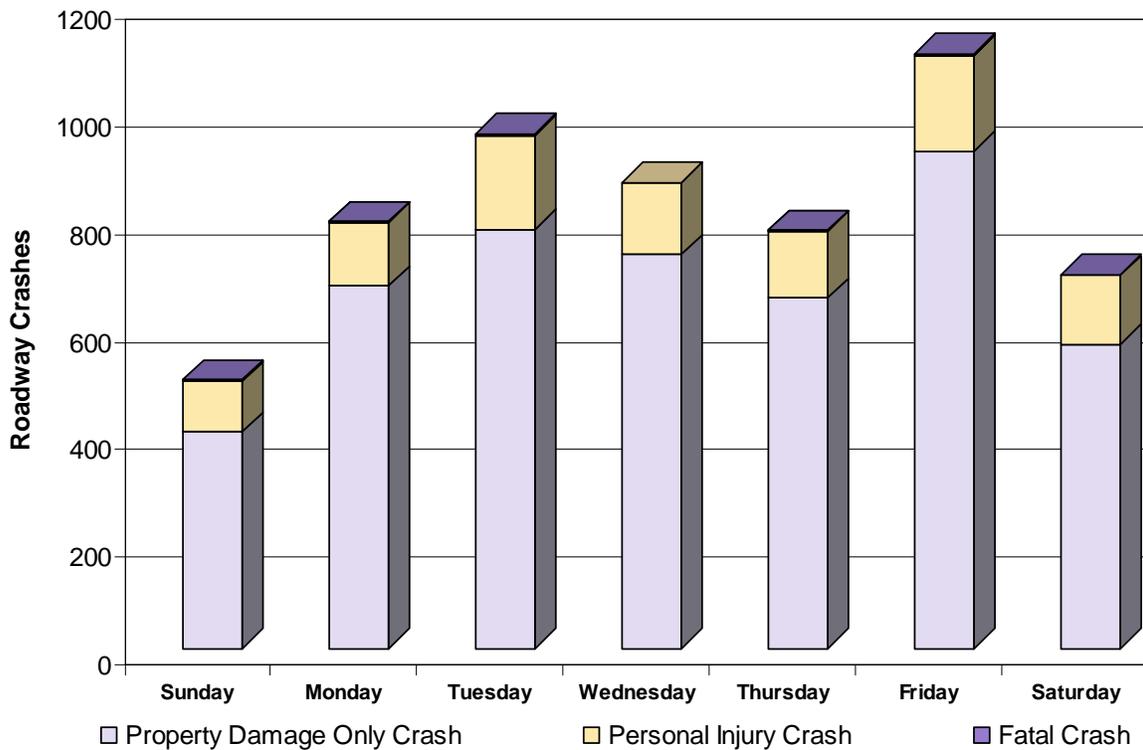
**Purdue University 2008 Fall Semester: August 25th – December 21st 2008



Friday had the most total and *Injury* crashes (Table 6). As is also typical, Sunday had the fewest total crashes. This is a direct correlation with traffic volume: Sunday is the least traveled day, while Friday is the most. Usually, crashes gradually increase during the week, peaking on Friday. In 2008, Sunday, Tuesday, and Friday had the most *Fatal* crashes, and Wednesday had none.

Table 6. Vehicle Crashes by Day of the Week, 2008

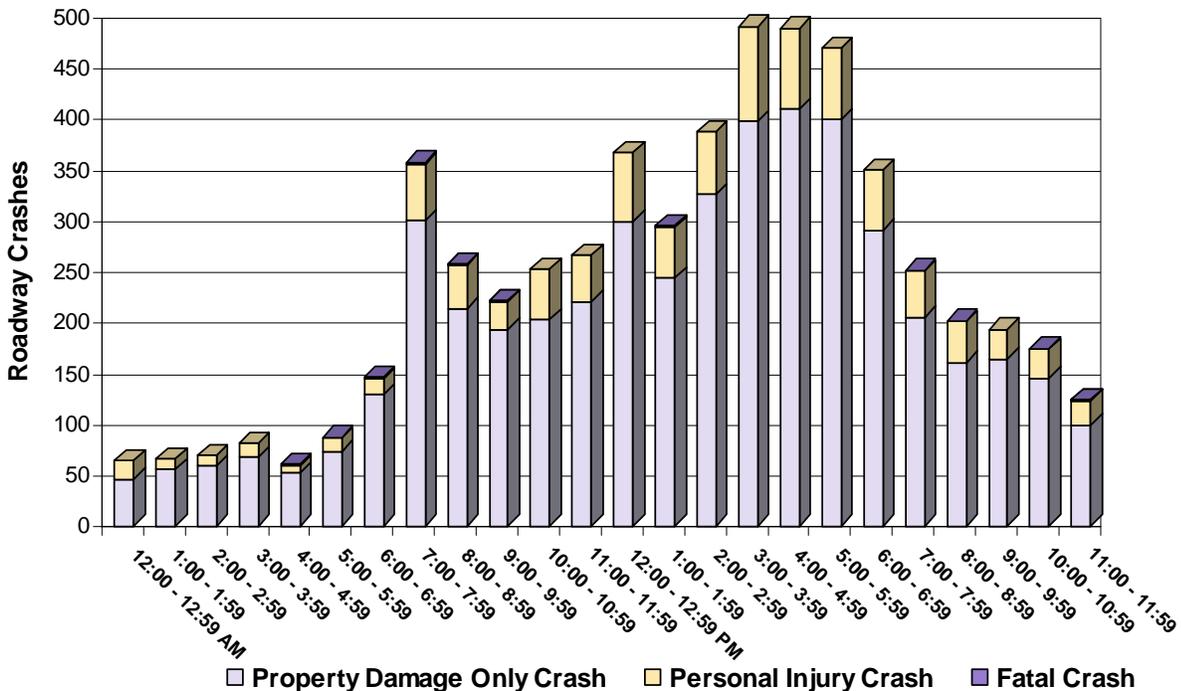
Day of the Week	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Sunday	404	94	3	501	8.8%
Monday	676	119	1	796	13.9%
Tuesday	782	174	3	959	16.8%
Wednesday	734	135	0	869	15.2%
Thursday	653	125	2	780	13.7%
Friday	928	177	3	1108	19.4%
Saturday	567	129	1	697	12.2%



Previous analysis has shown that crashes are more likely to occur during evening peak travel times when traffic volume is at or near capacity between 3PM to 6PM. In 2008, Table 7 shows the 3-4PM hour had the most crashes (490), 4-5PM was second (488), and 5-6PM was third (469). As is typical, evening peak hours (3-6PM) accounted for approximately 25.3% of all crashes. The hourly crash trends also show a morning rush hour spike with significantly fewer crashes between Midnight and 6AM.

Table 7. Vehicle Crashes by Hour in Day, 2008

Time of the Day	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
12:00 - 12:59 AM	46	18	0	64	1.1%
1:00 - 1:59	55	10	0	65	1.1%
2:00 - 2:59	59	10	0	69	1.2%
3:00 - 3:59	67	14	0	81	1.4%
4:00 - 4:59	52	7	1	60	1.1%
5:00 - 5:59	73	13	1	87	1.5%
6:00 - 6:59	129	15	2	146	2.6%
7:00 - 7:59	300	55	2	357	6.3%
8:00 - 8:59	213	43	1	257	4.5%
9:00 - 9:59	193	27	1	221	3.9%
10:00 - 10:59	202	50	0	252	4.4%
11:00 - 11:59	220	45	0	265	4.6%
12:00 - 12:59 PM	299	67	0	366	6.4%
1:00 - 1:59	243	50	1	294	5.1%
2:00 - 2:59	325	62	0	387	6.8%
3:00 - 3:59	397	93	0	490	8.6%
4:00 - 4:59	409	79	0	488	8.5%
5:00 - 5:59	399	70	0	469	8.2%
6:00 - 6:59	290	59	0	349	6.1%
7:00 - 7:59	205	45	1	251	4.4%
8:00 - 8:59	160	40	1	201	3.5%
9:00 - 9:59	164	29	0	193	3.4%
10:00 - 10:59	145	28	1	174	3.0%
11:00 - 11:59	99	24	1	124	2.2%



There are many circumstances that contribute to a crash. For each crash report, officers are allowed to specify two “Driver”, one “Vehicle”, and one “Environmental” contributing circumstances for each vehicle. Appendix B, gives the frequency of each contributing circumstance specified for all 2008 crashes (roadway and non-roadway/private property).

For one of the vehicles in the crash, one the four possible contributing circumstances must be listed as the primary contributing circumstance (also referred to as the *Primary Factor*) for the crash. Table 8 gives the top 20 primary contributing circumstances reported in 2008. These top 20 primary crash factors represent 97.5% of the total crashes. As is typical, the two most cited causes (accounted for 37.41% of crashes) were: *following too closely* and *failure to yield right of way*.

Table 8. Top 20 Primary Contributing Circumstance for Crashes, 2008

Primary Contributing Circumstance	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Following Too Closely	1129	196	1	1326	23.22%
Failure To Yield Right Of Way	608	201	1	810	14.19%
Speed Too Fast For Weather Conditions	491	76	1	568	9.95%
Animal/Object In Roadway	453	7	0	460	8.06%
Other (Driver)-Explained in Crash Narrative	347	77	2	426	7.46%
Unsafe Backing	265	4	0	269	4.71%
Improper Lane Usage	239	17	1	257	4.50%
Disregard Signal/Reg Sign	165	81	1	247	4.33%
Ran Off Road Right	156	54	1	211	3.70%
Improper Turning	162	23	0	185	3.24%
Unsafe Speed	127	53	1	181	3.17%
Roadway Surface Condition	158	22	1	181	3.17%
Driver Distracted-Explained in Crash Narrative	83	23	0	106	1.86%
Left Of Center	64	22	1	87	1.52%
Overcorrecting/Over steering	45	16	1	62	1.09%
Improper Passing	55	4	0	59	1.03%
Alcoholic Beverages	32	17	0	49	0.86%
Pedestrian Action	4	26	1	31	0.54%
Driver Asleep Or Fatigued	21	9	0	30	0.53%
Other (Vehicle)-Explained in Crash Narrative	19	1	0	20	0.35%

Table 9 gives additional information on other primary factors. As noted, cell phone usage was listed as the *Primary Factor* for 10 crashes. However as shown in Appendix B, an additional 38 crashes reported cell phone usage as a secondary contributing circumstance

in the crash.² Impaired drivers from alcohol, illegal and prescription drugs were reported as the *Primary Factor* in 0.9% of the total crashes (Table 9).³ Crashes primarily due to vehicle or equipment failure resulted in 1.05% of the total crashes. Furthermore, roadway/pavement conditions were reported as a *Primary Factor* in crashes for only 0.13% of the total crashes.

Table 9. Other Notable Primary Contributing Circumstances for Crashes, 2008

Primary Contributing Circumstance	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Distractions					
Cell Phone Usage	10	0	0	10	0.18%
Passenger Distraction	1	1	0	2	0.04%
Drivers					
Alcoholic Beverages	32	17	0	49	0.86%
Illegal Drugs	1	0	0	1	0.02%
Prescription Drugs	1	0	0	1	0.02%
Vehicles					
Tire Failure Or Defective	17	0	0	17	0.30%
Brake Failure Or Defective	16	3	0	19	0.33%
Insecure/Leaky Load	10	0	0	10	0.18%
Engine Failure Or Defective	5	0	0	5	0.09%
Steering Failure	0	0	0	0	0.00%
Headlight Defective Or Not On	2	0	0	2	0.04%
Accelerator Failure Or Defective	1	0	0	1	0.02%
Tow Hitch Failure	5	0	0	5	0.09%
Roadway Conditions					
Holes/Ruts In Surface	5	0	0	5	0.09%
Traffic Control Inoperative/Missing/ Obscured	0	0	0	0	0.00%
Lane Marking Obscured	0	0	0	0	0.00%
Obstruction Not Marked	1	1	0	2	0.04%
Road Under Construction	0	0	0	0	0.00%

According to the INDOT State Highway Safety Plan (9/15/06):

In 2004, 32% of Indiana’s 947 fatalities involved alcohol. Although Indiana has been successful in reducing the incidence of driving while impaired by alcohol or

² Only the *Primary Factor* for a crash is provided in the digital crash database export used in this analysis. Data for secondary factors is not provided with the database and can only be viewed on the individual crash reports themselves or by a generalized summary based on generalized search criteria, e.g., county, jurisdiction, street name, and/or date.

³ Current electronic crash reporting policy states that ‘alcohol’ or ‘asleep/fatigued’ should not be used as the primary factor in a crash. For example, if an impaired driver crosses the center line and strikes a vehicle, the primary cause should be “left of center” with a contributing circumstance of “alcohol”. This policy is not strictly enforced at this time. Therefore, alcohol continues to be specified a primary cause for crashes within Tippecanoe County.

other drugs, such behavior remains a significant safety problem. The percentage of alcohol related fatalities has been on a downward trend from 41% in 1998 to 32% in 2004. Nevertheless, this is an unacceptable toll and additional efforts are needed to target this problem.

In approximately 265 roadway crashes, 285 individuals were tested for alcohol consumption and/or drugs in 2008. Of the 265 crashes testing for these substances:

- 60 reported drivers with a blood alcohol content results $\geq 0.08\%$;
- 8 tested positive for drugs (4 of which were also drunk drivers); and
- 51 tested positive for alcohol, but below the legal limit.

Of these 164 crashes with drunk/drugged drivers:

- 5 crashes resulted in 6 fatalities and 5 injured persons (38.5% of all fatal crashes in 2008);
- 68 crashes resulted in a total of 83 injured persons (12 of which sustained *incapacitating* injuries); and
- 91 crashes were reported as *Property Damage Only*.

Table 10 presents the roadway classification for the 164 crashes with legally drunk drivers. Approximately 82.9% of the drunk/drugged driver crashes occurred in the urbanized area. The heavily traveled urban *Principal* and *Minor Arterials* had the largest number of injury and property damage alcohol related crashes. However, in 2008 *Urban Collectors* incurred the most *Fatal* crashes.

Table 10. Crashes From Alcoholic Beverages by Roadway Classification, 2008

Roadway Functional Class	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Alcohol Crashes
Urban Principal Arterial	24	20	1	45	27.4%
Urban Minor Arterial	21	14	0	35	21.3%
Urban Local	20	12	0	32	19.5%
Urban Collector	15	3	2	20	12.2%
Rural Local	1	8	1	10	6.1%
Rural Collector	4	5	0	9	5.5%
Rural Principal Arterial	3	3	0	6	3.7%
Urban Interstate	1	2	1	4	2.4%
Rural Minor Arterial	2	1	0	3	1.8%

As shown in Appendix B, alcoholic beverage consumption was only reported as a contributing circumstance in 247 of the total (roadway and non-roadway/private property) 2008 crashes in Tippecanoe County. As mentioned earlier in Table 8 and Table 9, only 49 roadway crashes (0.86%) listed it as a primary factor for the crash.⁴ The remaining 198 crashes either reported alcoholic beverages as a secondary contributing circumstance or occurred on private property/non-roadway.

⁴ The digital database only provides the primary factor for a crash. Analysis of secondary factors would require the individual review of each of the 5,710 crash reports.

The most frequent type of collision (Table 11) was *rear end* crashes which comprise almost 33.3% of all accidents. *Right angle* collisions make up over 17.5% of the total with leaving the roadway (*ran off the road*) and *same direction sideswipes* accounting for 12.0% and 9.6% crashes, respectively.

Table 11. Manner of Collision for Crashes, 2008

Manner of Collision	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Rear End	1592	310	1	1903	33.3%
Right Angle	763	234	4	1001	17.5%
Ran Off Road	531	148	4	683	12.0%
Same Direction Sideswipe	518	28	1	547	9.6%
Head On	399	88	3	490	8.6%
Left Turn	242	58	0	300	5.3%
Backing Crash	261	4	0	265	4.6%
Other-Explained in Crash Narrative	159	35	0	194	3.4%
Right Turn	97	18	0	115	2.0%
Opposite Direction Sideswipe	104	10	0	114	2.0%
Non-Collision	37	16	0	53	0.9%
Left/Right Turn	24	3	0	27	0.5%
Not Reported	10	0	0	10	0.2%
Rear To Rear	7	1	0	8	0.1%

Table 12, Table 13, Table 14, and Table 15 provide information on the weather, lighting conditions, and roadway surface conditions for crashes. The majority of crashes took place on clear days, during daylight hours, on dry roadways.

According to the official Purdue University Airport weather observations; there were 208 days (56.8% of the year) with a trace or more of recorded rainfall or snow amounts. In total, snow or freezing rain was reported during 41 of those 208 days. However weather observations don't necessarily match the road surface conditions, e.g., December 26th reported rain, heavy fog, and mist, but incurred five fatalities in two crashes due to icy roads in portions of the county.

Table 12. Weather Conditions for Crashes, 2008

Weather Conditions	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Clear	2489	548	8	3045	53.3%
Cloudy	1057	191	2	1250	21.9%
Rain	534	115	1	650	11.4%
Snow	437	54	0	491	8.6%
Sleet/Hail/Freezing Rain	119	26	1	146	2.6%
Blowing Sand/Soil/Snow	58	12	0	70	1.2%
Fog/Smoke/Smog	32	6	1	39	0.7%
Not Specified In The Report	13	0	0	13	0.2%
Severe Cross Wind	5	1	0	6	0.1%

Table 13. Top 10 Days for Weather Related Crashes, 2008

Date	Total Crashes	Percent of the Date's Crashes Reported During Precipitation Event	Precipitation Type(s)	Precipitation Amount (liquid inches)	Average Temperature (deg F)
12/1	95	92.63%	Snow, Mist	0.8	28
2/12	90	77.78%	Snow, Mist, Haze	0.7	18
2/22	89	88.76%	Snow, Dense Fog, Freezing Fog, Mist, Haze	0.18	24
12/6	54	83.33%	Freezing Rain, Snow, Mist	0.2	27
2/20	53	66.04%	Snow, Mist	0.5	15
2/1	51	70.59%	Snow, Freezing Rain, Mist Haze	0.21	28
1/22	47	46.81%	Snow, Freezing Rain, Mist Haze	0.3	21
12/17	43	16.28%	Mist	Trace	22
2/21	43	76.74%	Snow, Freezing Rain, Mist Haze	0.2	12
12/16	41	78.05%	Freezing Rain, Snow, Mist, Unknown Precipitation	0.6	20

Table 14. Light Conditions for Crashes, 2008

Light Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Daylight	3086	661	4	3751	65.7%
Dark (Not Lighted)	729	128	8	865	15.1%
Dark (Lighted)	649	130	0	779	13.6%
Dawn/Dusk	229	34	1	264	4.6%
Unknown	45	0	0	45	0.8%
<i>Not Specified In The Report</i>	6	0	0	6	0.1%

Table 15. Roadway Surface Condition for Crashes, 2008

Surface Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
Dry	2989	640	6	3635	63.7%
Wet	848	185	4	1037	18.2%
Snow/Slush	491	54	0	545	9.5%
Ice	385	60	3	448	7.8%
Loose Material On Road	10	12	0	22	0.4%
<i>Not Specified In The Report</i>	12	0	0	12	0.2%
Water (Standing Or Moving)	8	2	0	10	0.2%
Muddy	1	0	0	1	0.0%

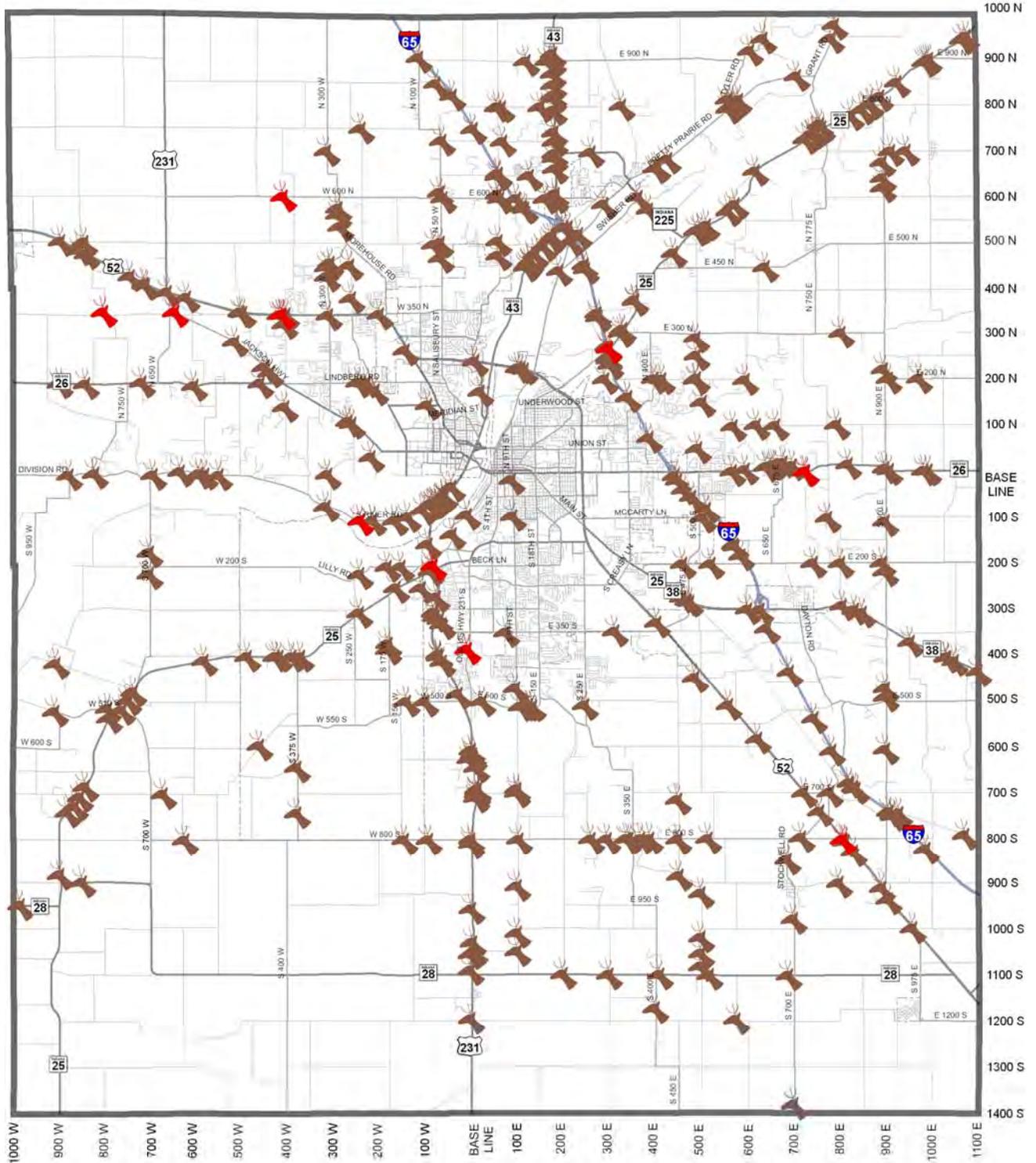
Table 16 provides the collision object for the first (primary) vehicle listed in the crash reports. Collisions with *another motor vehicle* accounted for 69.04% of the total crashes followed by collisions with *deer* (Map 3). A detailed analysis of crashes involving pedestrians, bicyclists, and motorcycles/mopeds can be found in Sections 2.3, 2.4, and 2.5, respectively.

Table 16. Leading Objects of Collision for Crashes, 2008

Collision Object	Vehicle #1	Percent of Total Reporting Crashes	Collision Object (Continued)	Vehicle #1	Percent of Total Reporting Crashes
Another Motor Vehicle	3942	69.04%	Fence	33	0.58%
Deer	406	7.11%	Animal Other Than Deer	22	0.39%
<i>Not Specified In The Report</i>	173	3.03%	Wall/Building/Tunnel	20	0.35%
Tree	151	2.64%	Culvert	19	0.33%
Ditch	138	2.42%	Light/Luminaire Support	14	0.25%
Other-Explained in Crash Narrative	123	2.15%	Bridge Rail	12	0.21%
Utility Pole	94	1.65%	Fell From Vehicle (Non Collision)	11	0.19%
Curb	74	1.30%	Guardrail End	9	0.16%
Other Post/Pole Or Support	53	0.93%	Bridge Pier Or Abutment	6	0.11%
Guardrail Face	52	0.91%	Animal Drawn Vehicle	6	0.11%
Highway Traffic Sign Post	48	0.84%	Bridge Overhead Structure	5	0.09%
Off Roadway	47	0.82%	Jackknife	5	0.09%
Bicycle	47	0.82%	Fire/Explosion	4	0.07%
Pedestrian*	41	0.72%	Impact Attenuator/Crash Cushion	3	0.05%
Median Barrier	38	0.67%	Work Zone Maintenance Equipment	2	0.04%
Embankment	36	0.63%	Cargo/Equipment Shift Or Loss	2	0.04%
Mailbox	36	0.63%	Railway Vehicle/Train/Engine	2	0.04%
Overturn/Rollover	35	0.61%	Bridge Parapet End	1	0.02%

*There were actually 44 pedestrian crashes; in 2 crashes the pedestrian was hit by a secondary vehicle, and not the vehicle responsible for the crash. In an additional crash a pedestrian was reported to have caused the crash but did not come into contact with the vehicle.

Map 3. Crashes involving Deer, 2008



Legend

- Personal Injury Deer Related Crash*
- Property Damage Only Deer Related Crash*
- Municipal Boundary
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Roads



The Area Plan Commission
of Tippecanoe County
Date: July 2009

*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

Disclaimers and copyright restrictions apply to this map and data. Complete disclaimer can be viewed at: <http://www.tippecanoe.in.gov/gis/Disclaimer.htm>

Below is additional pertinent information about the 2008 vehicle crashes:

- 36 (0.6%) crashes were noted for *Aggressive Driving*
- 584 (10.2%) crashes were reported as *Hit and Run* accidents:
 - 531 of the 584 (90.9%) were *Property Damage Only* crashes
 - 53 of the 584 (9.1%) involved an injury and/or fatality
 - 7 of the 584 (1.2%) involved pedestrians
 - 12 of the 584 (2.1%) involved motorcycles/mopeds
 - 10 of the 584 (1.7%) involved bicyclists
 - 226 of the 584 (38.7%) involved one or more parked vehicles
 - 83 of the 584 (14.2%) involved one or more slowing or vehicles stopped in traffic.
- 192 (3.4%) crashes were listed as involving one or more trailers
- 115 (2.0%) crashes were listed as taking place in school zones
- 154 (2.7%) crashes were listed as taking place in, or due to the backup in construction/work zones (Table 17). In 2008 there were several major construction zones in the county. Work zones with more than 5 crashes were:
 - SR 26E: Road reconstruction to add travel lanes from Frontage Rd to east of CR 550E. A total of 67 work zone crashes including:
 - 11 at Frontage Rd
 - 7 crashes at Meijer Way
 - 13 crashes at CR 550E
 - 7 crashes at CR 550E
 - 13 at the SB I-65 Exit/Entrance Ramps
 - 11 at the NB I-65 Exit/Entrance Ramps
 - SR 26E: Asphalt repaving between US 52/Sagamore Parkway E and Park East Blvd. A total of 22 work zone crashes including:
 - 5 crashes at Creasy
 - SR 43: Road reconstruction to add travel lanes from I-65 Southbound Ramps to north of CR 600N
 - 2 crashes at I65 Southbound Exit/Entrance Ramps
 - 5 crashes at CR 600N
 - 11 crashes at I65 Northbound Exit/Entrance Ramps

Table 17. Construction Type for Work Zone Crashes, 2008

Construction Type of Work Zone Crashes	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes
Lane Closure	39	15	0	54
Work On Shoulder	33	13	0	46
Intermittent Or Moving Work	22	8	0	30
X-Over/Lane Shift	16	5	0	21

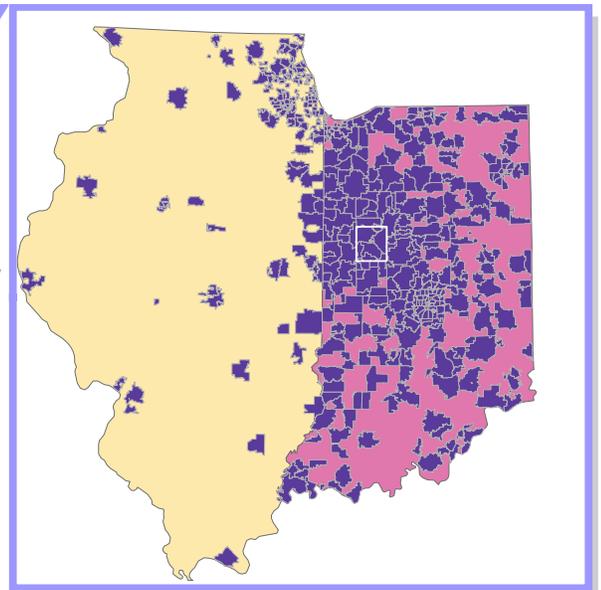
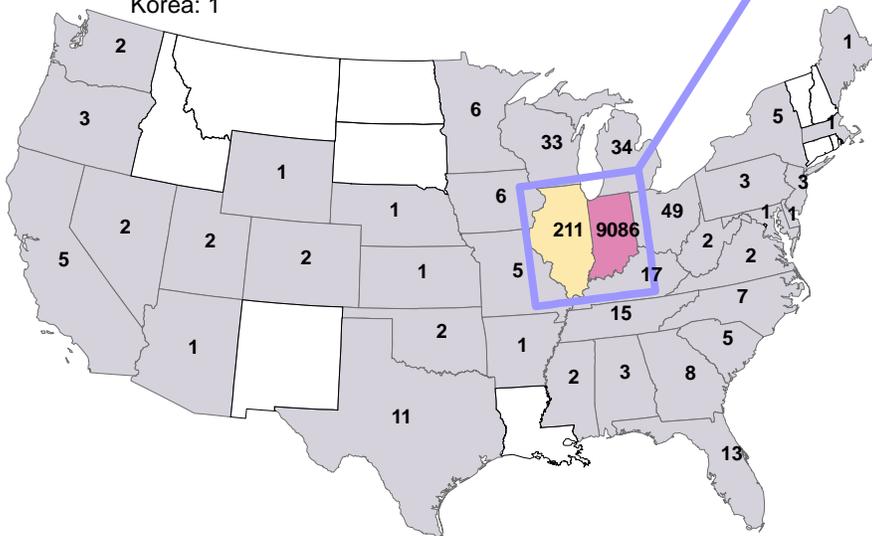
Table 18 gives of the home address ZIP code of persons involved in 2008 Tippecanoe County roadway crashes. The persons are divided up between the drivers and injured passengers in the primary vehicle (that cited as responsible for the crash) and other individuals such as injured passengers, drivers in other vehicles, pedestrians, or cyclists. Persons reported as residing in Tippecanoe County comprise 69% of all individuals involved in 2008 roadway crashes.

Table 18. Individuals in Crashes by Local ZIP Code, 2008

City or Town	ZIP Code	Individual in Primary Vehicle	Individuals in Other Vehicles/ Pedestrians/ Cyclists	Total Individuals
Battle Ground	47920	58	48	106
Clarks Hill	47930	28	11	39
Lafayette	47901	105	73	178
Lafayette	47904	290	227	517
Lafayette	47905	1103	851	1954
Lafayette	47909	892	691	1583
Romney	47981	12	14	26
West Lafayette	47906	1183	994	2177
West Lafayette	47907	11	4	15
West Point	47992	41	30	71
<i>Total</i>		<i>3723</i>	<i>2943</i>	<i>6666</i>

Map 4. Individuals in Crashes by State of Residence and by Indiana and Illinois Zip Code, 2008

Also:
 Hawaii: 1
 Mexico: 1
 Canada: 2
 Spain: 1
 Korea: 1



Legend
 ZIP Codes of Individuals Involved in Tippecanoe Co Roadway Crashes 2008

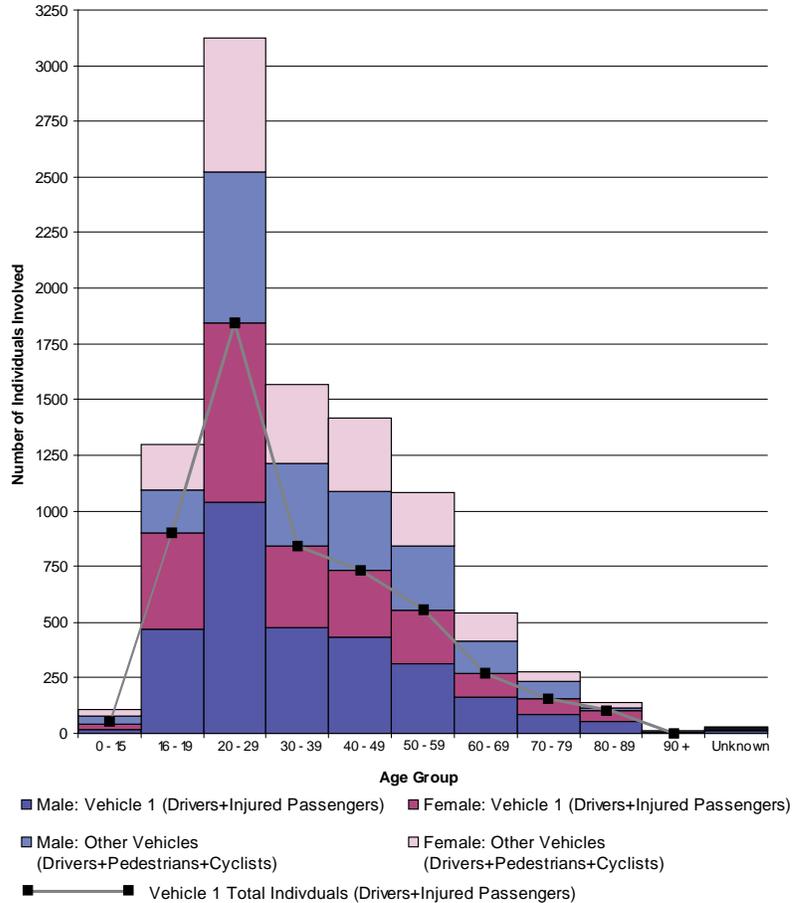
Label: Number of Individuals involved in Tippecanoe Co Roadway Crashes by State of Residence

Age and gender information was reported for 93% of the 2008 roadway crashes. It is important to note that not all crashes (e.g., hit-and-run crashes) report information on the persons involved in the crash. Table 19 tabulates crashes by age and gender for drivers and injured passengers in the primary vehicle (Vehicle 1), and any other pedestrians, bicyclists, motorcyclists, and injured passengers in the other cars involved in the crash.

Table 19. Individuals in Age Group and Gender, 2008

Age Group	Male				Female				Total			
	Vehicle 1		Other Vehicle	Total	Vehicle 1		Other Vehicle	Total	Vehicle 1		Other Vehicle	Total
	Driver	Injured Passngr	Driver/Injured/Pedistrn/Cyclist		Driver	Injured Passngr	Driver/Injured/Pedistrn/Cyclist		Driver	Injured Passngr	Driver/Injured/Pedistrn/Cyclist	
0 - 15	5	11	31	47	5	24	30	59	10	35	61	106
16 - 19	461	10	191	662	413	20	205	638	874	30	396	1300
20 - 29	1023	14	676	1713	786	22	605	1413	1809	36	1281	3126
30 - 39	472	5	371	848	354	9	355	718	826	14	726	1566
40 - 49	430	2	357	789	295	5	330	630	725	7	687	1419
50 - 59	311	3	288	602	235	5	241	481	546	8	529	1083
60 - 69	162	0	149	311	105	1	126	232	267	1	275	543
70 - 79	83	0	79	162	64	7	41	112	147	7	120	274
80 - 89	54	0	13	67	45	3	22	70	99	3	35	137
90 +	3	1	3	7	4	1	1	6	7	2	4	13
No Data	11	1	8	20	3	2	7	12	14	3	15	32

As shown in the figure and Table 19, persons in the 20-29 years-old age group accounted for approximately 33% of all individuals involved in the county's crashes. Other young drivers between 16 and 19 years-old also accounted for 13% of the individuals in county's crashes; nearly the same number of persons in crashes in both their 30's and 40's.



2.2 Intersection Crash Analysis, 2008

To identify which accidents were associated with intersections, staff used the *Manual of Traffic Engineering Studies* as a guide. The "One Hundred Foot Rule" was used to identify intersections with the most frequent number of crashes: any crash occurring within one hundred feet of the intersection was counted as having taken place at that intersection. Table 20 shows that in 2008, 3,798 crashes occurred within 100ft of an intersection, or 66.5% of the total crashes.

Each year since 2005, INDOT has submitted an annual report evaluating the top 5% of crash locations statewide.⁵ The intent of the report is to raise public awareness of highway safety needs and the challenges that exist. In the report, INDOT established a 250ft standard for intersection related crashes. Table 20 also lists the number of crashes within 250ft of an intersection.

Table 20. Crashes within 100ft and 250ft of an Intersection, 2008

Crash Location	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Crashes
100 ft Intersection Radius					
Intersection: 0 - 100ft Radius	3,146	647	5	3,798	66.5%
Mid-Block: > 100ft Radius	1,598	306	8	1,912	33.5%
250 ft Intersection Radius					
Intersection: 0 - 250ft Radius	3,634	757	5	4,396	77.0%
Mid-Block: > 250ft Radius	1,110	196	8	1,314	23.0%

Intersections reporting ten or more crashes per year are considered hazardous⁶. Table 21 and Map 5 show the intersections having 10 or more crashes within 100ft of the intersection ranked by crash frequency. In 2008 there were 78 intersections (out of the approximate 4600 total intersections in Tippecanoe County) with 10 or more crashes. These 78 hazardous intersections accounted for 22.9% of the total number of crashes within the county.

The Tippecanoe County intersection with the highest number of crashes was SR 26 East and Creasy Ln with 43 crashes. The remaining top ten intersections in 2008 were: US 52/Sagamore Pkwy and SR 26; SR 26 and the southbound exit/entrance ramp from I-65; US 52/Sagamore Pkwy and SR 38/Main St; US 52/Sagamore Pkwy and Cumberland Ave; SR 38/SR 25 and Creasy Ln; US 52/Sagamore Pkwy and Salisbury St; SR 26 and Marketplace Dr/Cochise Trail; US 231/River Rd and SR 26/State St; SR 43 and the northbound exit/entrance ramp from I-65; and US 231 and SR 25. Table 21 also gives the intersection rank for combined totals from *Fatal* and *Personal Injury* crashes.

US 52/US 231 and Morehouse Rd had the most combined *Injury* and *Fatal* crashes in 2008 with 6 *Injury* crashes and 1 *Fatal* crash, followed by: S Creasy Ln and McCarty Ln

⁵ <http://www.in.gov/dot/pubs/> *Highway Safety Improvement Program: Indiana "5 Percent Report"*, INDOT, August 2007.

⁶ *Identification of Hazardous Locations*, Report No. FHWA-RD-77-83

(6); SR 26E/South St and 4th St (6); SR 25E/Teal Rd and S 18th St (6); SR 26E/South St and S 18th St (6); SR 38E/SR 25E and S Creasy Ln (6); and US 52/Sagamore Pky S and SR 38E/Main St (6)

Eight of the crashes listed in Table 21 had one *incapacitating injury* (identified with a *). For the two intersections with *Fatal* crashes, each incurred a single fatality.

Table 21. Hazardous Intersections* Ranked by Crash Frequency, 2008

<i>T indicates a Tie</i>		Intersection		Crash Type (≤100ft)			Total Crashes
Total Crash Frequency Rank	Injury and Fatality Frequency Rank	Road 1	Road 2	P.D.O.	Injury	Fatal**	
1	T8	SR 26 E/E South St	Creasy Ln	38	5	0	43
2	T45	US 52/Sagamore Pky S	SR 26 E	35	2	0	37
T3	T28	SR 26 E/E South St	I65 Southbound Exit/Entrance Ramps	31	3	0	34
T3	T2	US 52/Sagamore Pky S	SR 38 E/Main St	28	6	0	34
5	T8	US 52/Sagamore Pky W	Cumberland Ave	25	5	0	30
6	T2	SR 38 E/SR 25 E	S Creasy Ln	21	6	0	27
7	T16	US 52/Sagamore Pky W	N Salisbury St	22	4*	0	26
T8	T28	SR 26 E/E South St	Marketplace Dr/Cochise Trl	22	3	0	25
T8	T8	US 231/River Rd	SR 26/State St	20	5	0	25
T10	T59	SR 43 N/River Rd	I65 Northbound Exit/Entrance Ramps	23	1	0	24
T10	T16	US 231 S	SR 25	20	4	0	24
12	T2	SR 25 E/Teal Rd	S 18th St	17	6	0	23
T13	T16	SR 26 E/E South St	Progress Dr/Red Cloud Trl	18	4	0	22
T13	T2	SR 26 E/South St	S 18th St	16	6	0	22
T13	T16	US 231 N/Northwestern Ave	SR 126 E/Cherry Ln	18	4	0	22
T13	T28	US 52 /Sagamore Pky N	Greenbush	19	3	0	22
T17	T16	US 52/Sagamore Pky S	McCarty Ln	17	4	0	21
T17	T16	US 52/Sagamore Pky S	SR 25 E/Teal Rd	17	3	1	21
T19	T8	SR 26 E/E South St	Park East Blvd/Brinker St	15	5	0	20
T19	T16	SR 26 W/W State St	Northwestern Ave	16	4	0	20
T19	T8	US 231 N/Northwestern Ave	Stadium Ave	15	5	0	20
T19	NA	US 52/Sagamore Pky W	Westbound US 52 Ramp D (From SR 443/Happy Hollow Rd/ Soldiers Home Rd)	20	0	0	20
T23	T16	Main St	S Earl Ave	15	4	0	19
T23	T45	US 52/Sagamore Pky N	Schuyler Ave	17	2	0	19
T23	T28	US 52/Sagamore Pky S	Kossuth St E	16	3	0	19
T26	T2	S Creasy Ln	McCarty Ln	12	6*	0	18
T26	T28	SR 26 W/W State St	Tapawingo Dr	15	3	0	18
T26	1	US 52/US 231	Morehouse Rd	11	6	1	18
T29	T28	J R Hiatt Dr	S 18th St	14	3	0	17
T29	T28	SR 26 E/E South St	Farabee Dr N	14	3	0	17
T29	T59	SR 43/N River Rd	SR 443/Happy Hollow Rd N	16	1	0	17
T29	T8	US 52/Sagamore Pky S	Creasy Ln/Brady Ln	12	5	0	17
T29	T8	US 52/Sagamore Pky W	Yeager Rd	12	5*	0	17
T34	T16	SR 26 E/South St	3rd St	12	4	0	16
T34	NA	SR 38 E/SR 25 E	S CR 475 E	16	0	0	16
T36	T45	Concord Rd	Brady Ln	13	2	0	15

Table 21. Hazardous Intersections* Ranked by Crash Frequency, 2008 (Continued)

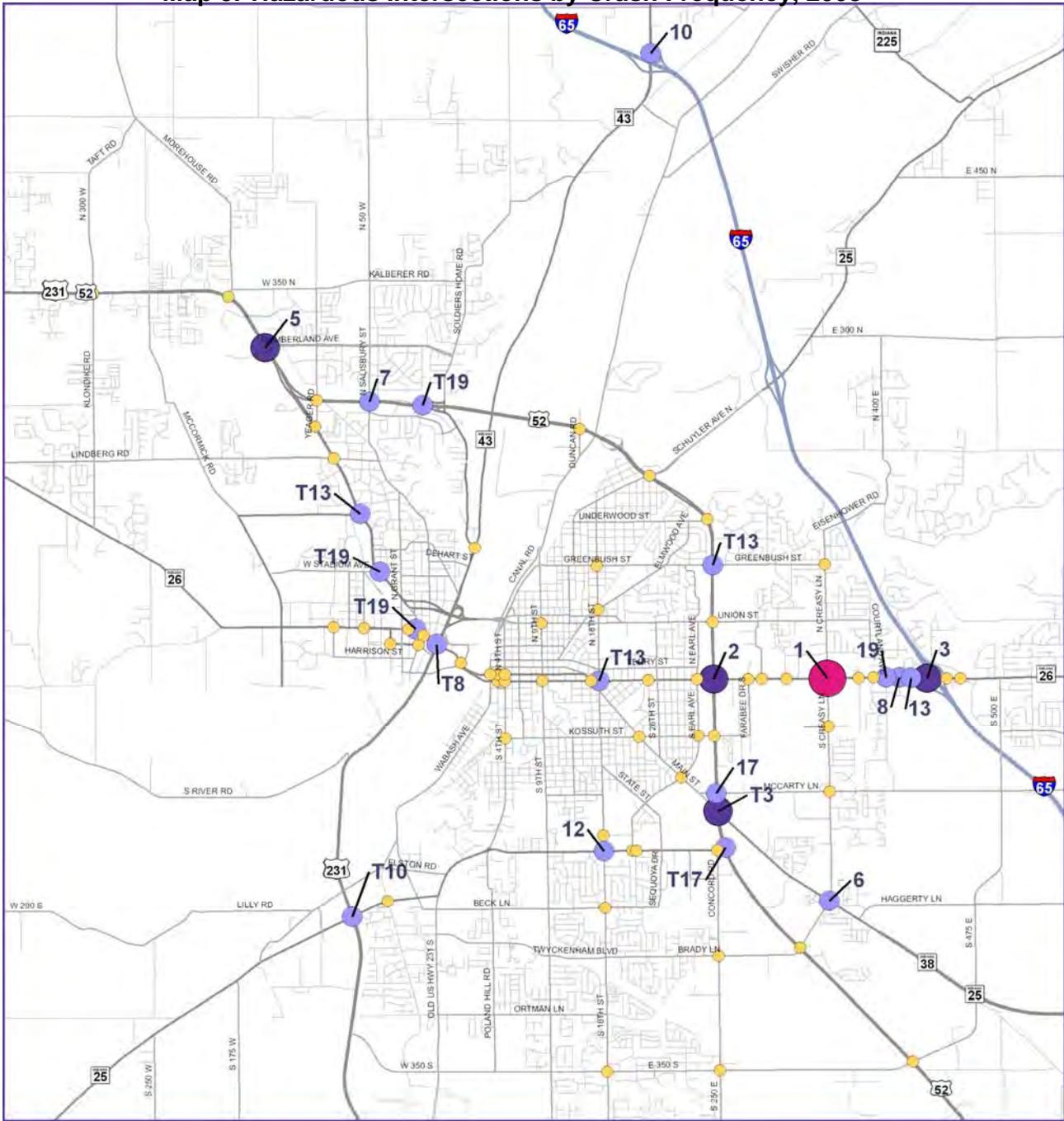
<i>T indicates a Tie</i>		Intersection		Crash Type (≤100ft)			Total Crashes
Total Crash Frequency Rank	Injury and Fatality Frequency Rank	Road 1	Road 2	P.D.O.	Injury	Fatal**	
T36	T16	US 231 N/Northwestern Ave	Lindberg Rd	11	4*	0	15
T36	T28	US 52/Sagamore Pky S	E 350 S	12	3	0	15
T39	NA	SR 26 E/E South St	Shenandoah Dr	14	0	0	14
T39	T59	SR 26 E/E South St	I65 Northbound Exit/Entrance Ramps	13	1	0	14
T39	T45	SR 26 E/South St	9th St	12	2	0	14
T39	T28	SR 26 E/Columbia St	N 3rd St	11	3	0	14
T39	T59	SR 26 W/W State St	University St	13	1	0	14
T39	T45	Union St	N 9th St	12	2	0	14
T39	T45	US 52/Sagamore Pky N	Underwood St/O'Farrell Rd	12	2	0	14
T46	T16	E CR 350 S	Concord Rd	9	4	0	13
T46	T45	N Creasy Ln	Greenbush St	11	2	0	13
T46	T45	SR 25 E	Old Romney Rd	11	2	0	13
T46	T28	SR 26 E/E South St	N 36th St	10	3*	0	13
T46	T45	SR 26 E/E South St	Fairington Ave	11	2	0	13
T46	T2	SR 26 E/South St	4th St	7	6	0	13
T46	T59	US 52/Sagamore Pky W	Duncan Rd	12	1	0	13
T53	T16	Kossuth St	S 4th St	8	4	0	12
T53	NA	SR 25 E/Teal Rd	Concord Rd	12	0	0	12
T53	T8	SR 25 E/Teal Rd	22nd St	7	5*	0	12
T53	T28	SR 26 E/E South St	Frontage Rd	9	3	0	12
T53	NA	SR 26 E/South St	Main St/S 16th St	12	0	0	12
T53	NA	SR 26 W/W State St	Pierce St/Andrew Pl	12	0	0	12
T53	T59	SR 26 W/W State St	SR 26 W/S Chauncey Ave	11	1	0	12
T53	T59	US 52/Sagamore Pky N	Union St	11	1	0	12
T61	T59	E CR 350 S	S 18th St	10	1	0	11
T61	NA	Kossuth St	Main St	11	0	0	11
T61	T45	SR 26 E/Columbia St	N 2nd St	9	2	0	11
T61	T59	SR 26 E/Columbia St	N 4th St	10	1	0	11
T61	T28	SR 26 E/E South St	Park Ave/ Scott St/Crescent Dr	8	3	0	11
T61	T59	SR 26 W/S Chauncey Ave	SR 26 W/W Wood St	10	1	0	11
T61	NA	SR 26 W/W Wood St	SR 26 W/Sheetz St	11	0	0	11
T61	T59	US 231 N/Northwestern Ave	Yeager Rd	10	1	0	11
T61	T45	US 52/Sagamore Pky W	Klondike Rd/N 300 W	9	2	0	11
T70	T28	Beck Ln	S 18th St	7	3*	0	10
T70	T28	Greenbush St	N 18th St	7	3	0	10
T70	T45	N 18th St	Elmwood Ave	8	2	0	10
T70	T45	S Creasy Ln	Fortune Dr	8	2	0	10
T70	T59	S Earl Ave	Kossuth St	9	1	0	10
T70	T28	SR 25 E/Teal Rd	Summerfield Dr	7	3*	0	10
T70	T28	SR 26 E/E South St	Britt Farm Rd/Eastland Dr	7	3	0	10
T70	T45	SR 26 E/E South St	S Earl Ave	8	2	0	10
T70	T28	SR 26 W/W State St	Martin Jischke Dr	7	3	0	10

*"One Hundred Foot Rule" is applied.

**All intersection Fatal Crashes involved one fatality

*One of the injury crashes involved one person with an incapacitating injury.

Map 5. Hazardous Intersections by Crash Frequency, 2008



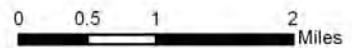
Legend

Total Intersection Crashes 2008*
(Rank of Top 22 Intersection Labeled as in Table 22)



- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Road
- Municipal Boundary

Map Location:



The Area Plan Commission
of Tippecanoe County
Date: July 2009

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*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

Table 22 lists the intersections with the highest crash rate with respect to traffic entering the intersection, i.e., crashes per million entering vehicles (MEV). The *MEV Rate* provides a vehicle's relative crash exposure, generating a ratio of crashes to approximate traffic volume.

$$MEVRate = \frac{A}{MEV} = A \times \frac{1,000,000}{365 \times (V_1 + V_2 + V_3 + V_4)} \quad \text{[Equation 1]}$$

Where:

- MEV Rate = Yearly crash rate per 1 million entering vehicles.
- A = Crash frequency for a given analysis period (i.e., one year)
- MEV = Millions of vehicles entering an intersection in the study period (i.e., one year)
- V₁ = Average daily traffic (ADT) at the north approach
- V₂ = ADT at the south approach
- V₃ = ADT at the east approach
- V₄ = ADT at the west approach

To determine the significance of the *MEV Rate*, a Critical Rate Factor (*CRF*) was also computed for each intersection. By using the MEV and crash frequency for a specific time period (365 days), we can generate a *CRF* with a 95% confidence level. An intersection with an MEV rate higher than its *CRF* is determined to be critical or significant. Intersections meeting this criterion are listed in bold typeface in Table 22.

$$CRF = R_a + K \sqrt{\frac{R_a}{MEV} + \frac{1}{2MEV}} \quad \text{[Equation 2]}$$

Where:

- CRF = Critical crash rate factor for a location (accidents per million entering vehicles)
- R_a = Average *MEV Rate* for all intersections
- MEV = Millions of vehicles entering an intersection in the study period (i.e., one year); and
- K = Probability factor determined by the level of significance (confidence level) for the equation. For a 95% confidence level, K = 1.645

Source: Transportation and Traffic Engineering Handbook. Institute of Transportation Engineers. 1976, pg. 390.

As shown in Table 22 and Map 6 the intersection with the highest *MEV Rate* in 2008 was US 52W/Sagamore Parkway W and the westbound entrance ramp from SR 443/Happy Hollow Rd/Soldiers Home Rd. This was followed by the SR 43N and I65 southbound exit entrance ramps which was under construction for the most of 2008.

Table 22. Hazardous Intersections* Ranked by MEV* Rate, 2008**

Rank	Intersection		Total Crashes (≤100ft) *	ADT Entering Volume **	MEV Rate ***	CRF ****	Total Crash Frequency Rank	Injury +Fatality Crash Frequency Rank
	Road 1	Road 2						
1	US 52/Sagamore Pky W	Westbound US 52 Ramp D (From SR 443/Happy Hollow/Soldiers Home Rd)	20	15,393	3.560	2.688	T19	NA
2	SR 43 N/River Rd	I65 Southbound Exit/Entrance Ramps	24	19,364	3.396	2.571	T10	T59
3	J R Hiatt Dr	S 18th St	17	14,017	3.323	2.740	T29	T28
4	SR 25 E/Teal Rd	Concord Rd	12	11,227	2.928	2.875	T53	NA
5	SR 43/N River Rd	SR 443/Happy Hollow Rd	17	16,789	2.774	2.642	T29	T59
6	Union St	N 9th St	14	13,886	2.762	2.745	T39	T45
7	SR 26 W/W Wood St	SR 26 W/Sheetz St	11	12,534	2.404	2.806	T61	NA
8	SR 26 E/South St	3rd St	16	18,232	2.404	2.600	T34	T16
9	US 52/Sagamore Pky S	SR 38 E/Main St	34	39,926	2.333	2.290	T3	T2
10	US 52/Sagamore Pky S	SR 26 E	37	43,622	2.324	2.263	2	T45
11	SR 26 W/W State St	Northwestern Ave	20	23,960	2.287	2.476	T19	T16
12	SR 26 E/South St	S 18th St	22	26,987	2.233	2.428	T13	T2
13	SR 26 W/S Chauncey Ave	SR 26 W/W Wood St	11	13,558	2.223	2.759	T61	T59
14	US 231 S	SR 25	24	29,802	2.206	2.390	T10	T16
15	SR 26 E/E South St	Creasy Ln	43	53,940	2.184	2.203	1	T8
16	US 231 N/Northwestern Ave	SR 126 E/Cherry Ln	22	28,734	2.098	2.404	T13	T16
17	SR 26 E/E South St	Marketplace Dr/Cochise Trl	25	33,163	2.065	2.352	T8	T28
18	SR 26 E/Columbia St	N 3rd St	14	18,581	2.064	2.591	T39	T28
19	SR 25 E/Teal Rd	S 18th St	23	31,302	2.013	2.372	12	T2
20	Kossuth St	S 4th St	12	16,427	2.001	2.653	T53	T16
21	SR 25 E	Old Romney Rd	13	18,267	1.950	2.599	T46	T45
22	Concord Rd	Brady Ln	15	21,344	1.925	2.527	T36	T45
23	US 52/Sagamore Pky W	Cumberland Ave	30	43,353	1.896	2.265	5	T8
24	US 52/Sagamore Pky S	E 350 S	15	21,818	1.884	2.517	T36	T28
25	N 18th St	Elmwood Ave	10	15,099	1.815	2.698	T70	T45
26	SR 26 E/Columbia St	N 2nd St	11	17,004	1.772	2.635	T61	T45
27	SR 26 E/E South St	Park Ave/Scott St/ Crescent Dr	11	17,183	1.754	2.630	T61	T28
28	SR 26 E/E South St	Progress Dr/Red Cloud Trl	22	34,663	1.739	2.337	T13	T16
29	Main St	S Earl Ave	19	30,207	1.723	2.385	T23	T16
30	SR 38 E/SR 25 E	S CR 475 E	16	25,668	1.708	2.448	T34	NA
31	US 52/Sagamore Pky S	SR 25 E/Teal Rd	21	33,731	1.706	2.346	T17	T16
32	SR 38 E/SR 25 E	S Creasy Ln	27	44,013	1.681	2.260	6	T2
33	S Creasy Ln	McCarty Ln	18	29,433	1.676	2.395	T26	T2
34	SR 26 E/South St	4th St	13	21,269	1.675	2.528	T46	T2
35	Greenbush St	N 18th St	10	16,536	1.657	2.650	T70	T28
36	US 231 N/Northwestern Ave	Stadium Ave	20	33,935	1.615	2.344	T19	T8
37	SR 26 E/South St	9th St	14	24,005	1.598	2.476	T39	T45
38	SR 26 E/E South St	I65 Southbound Exit/Entrance Ramps	34	58,866	1.582	2.180	T3	T28
39	US 52/Sagamore Pky W	N Salisbury St	26	45,135	1.578	2.253	7	T16
40	US 231/River Rd	SR 26/State St	25	43,558	1.572	2.264	T8	T8
41	SR 26 W/W State St	University St	14	24,739	1.550	2.463	T39	T59
42	US 52/Sagamore Pky S	McCarty Ln	21	37,214	1.546	2.313	T17	T16

T indicates a Tie

Table 22. Hazardous Intersections* Ranked by MEV* Rate, 2008 (Continued)**

Rank	Intersection		Total Crashes (≤100ft) *	ADT Entering Volume **	MEV Rate ***	CRF ****	Total Crash Frequency Rank	Injury +Fatality Crash Frequency Rank
	Road 1	Road 2						
	43	SR 26 W/W State St						
44	SR 26 E/Columbia St	N 4th St	11	20,103	1.499	2.554	T61	T59
45	SR 26 W/W State St	Martin Jischke Dr	10	18,387	1.490	2.596	T70	T28
46	US 52 /Sagamore Pky N	Greenbush	22	41,173	1.464	2.281	T13	T28
47	N Creasy Ln	Greenbush St	13	24,487	1.455	2.467	T46	T45
48	SR 26 E/E South St	Park East Blvd/Brinker St	20	38,024	1.441	2.306	T19	T8
49	SR 25 E/Teal Rd	22nd St	12	22,906	1.435	2.496	T53	T8
50	SR 26 E/South St	Main St/S 16th St	12	22,932	1.434	2.495	T53	NA
51	US 52/US 231	Morehouse Rd	18	34,484	1.430	2.338	T26	1
52	SR 25 E/Teal Rd	Summerfield Dr	10	19,281	1.421	2.573	T70	T28
53	E CR 350 S	Concord Rd	13	25,374	1.404	2.453	T46	T16
54	Beck Ln	S 18th St	10	19,831	1.382	2.560	T70	T28
55	US 52/Sagamore Pky N	Schuyler Ave	19	38,012	1.369	2.306	T23	T45
56	SR 26 W/W State St	Pierce St/Andrew Pl	12	24,559	1.339	2.466	T53	NA
57	SR 26 W/W State St	SR 26 W/S Chauncey Ave	12	24,813	1.325	2.462	T53	T59
58	SR 26 E/E South St	Farabee Dr N	17	35,264	1.321	2.331	T29	T28
59	US 231 N/Northwestern Ave	Lindberg Rd	15	31,612	1.300	2.369	T36	T16
60	E CR 350 S	S 18th St	11	23,247	1.296	2.489	T61	T59
61	US 52/Sagamore Pky W	Yeager Rd	17	36,030	1.293	2.324	T29	T8
62	US 52/Sagamore Pky S	Creasy Ln/Brady Ln	17	36,367	1.281	2.321	T29	T8
63	US 52/Sagamore Pky W	Klondike Rd/N 300 W	11	24,217	1.244	2.472	T61	T45
64	SR 26 E/E South St	N 36th St	13	28,694	1.241	2.405	T46	T28
65	S Creasy Ln	Fortune Dr	10	22,451	1.220	2.504	T70	T45
66	US 52/Sagamore Pky N	Underwood St/O'Farrell Rd	14	31,648	1.212	2.368	T39	T45
67	US 52/Sagamore Pky S	Kossuth St E	19	44,287	1.175	2.259	T23	T28
68	US 231 N/Northwestern Ave	Yeager Rd	11	25,681	1.174	2.448	T61	T59
69	SR 26 E/E South St	Shenandoah Dr	14	33,282	1.152	2.351	39	NA
70	Kossuth St	Main St	11	27,456	1.098	2.421	T61	NA
71	SR 26 E/E South St	I65 Northbound Exit/Entrance Ramps	14	35,743	1.073	2.326	T39	T59
72	SR 26 E/E South St	Frontage Rd	12	31,233	1.053	2.373	T53	T28
73	S Earl Ave	Kossuth St	10	26,724	1.025	2.432	T70	T59
74	SR 26 E/E South St	S Earl Ave	10	26,748	1.024	2.432	T70	T45
75	SR 26 E/E South St	Fairington Ave	13	36,448	0.977	2.320	T46	T45
76	US 52/Sagamore Pky W	Duncan Rd	13	39,267	0.907	2.296	T46	T59
77	SR 26 E/E South St	Britt Farm Rd/Eastland Dr	10	34,148	0.802	2.342	T70	T28
78	US 52/Sagamore Pky N	Union St	12	43,598	0.754	2.263	T53	T59

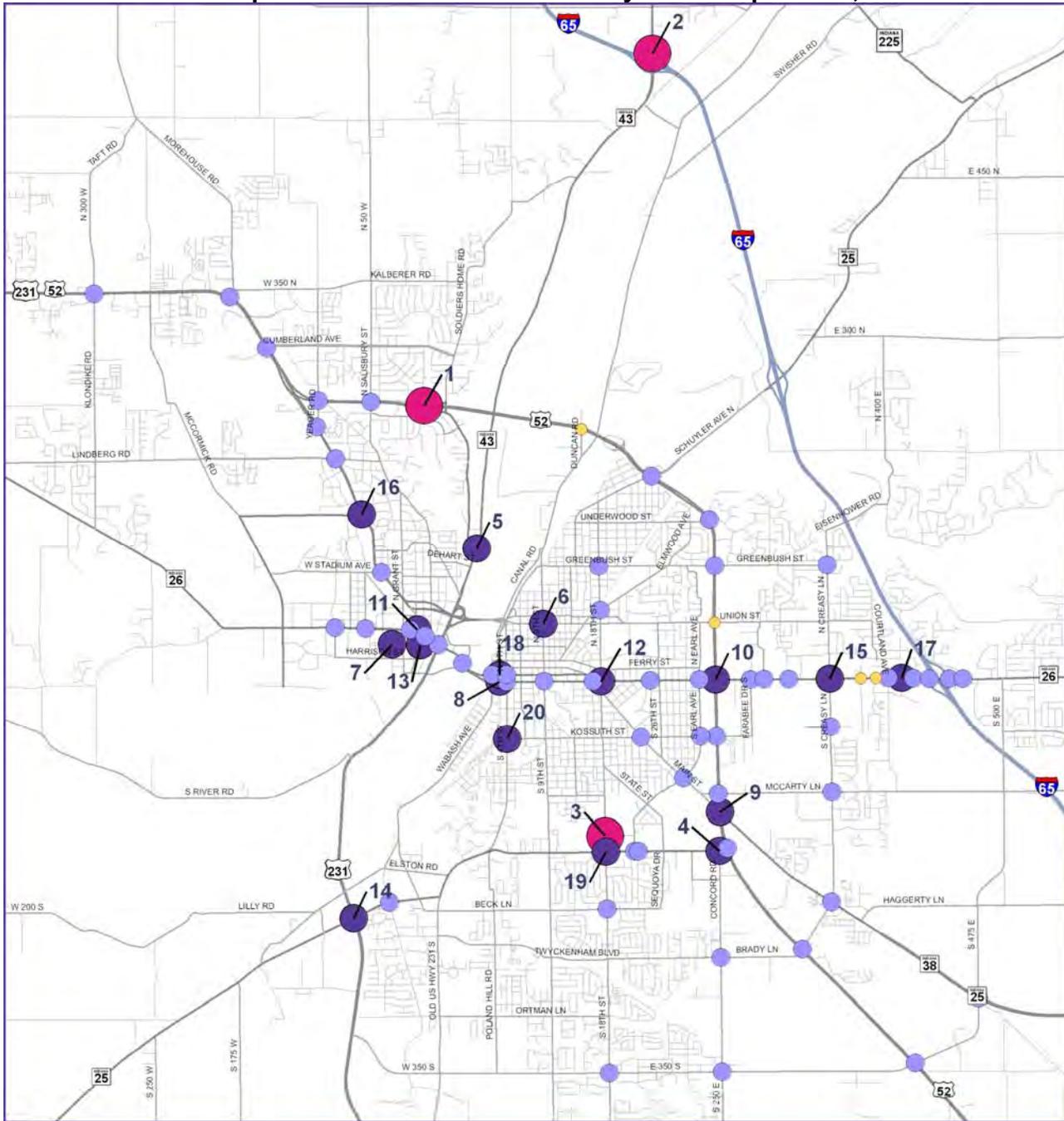
*"One Hundred Foot Rule" is applied

** Average Daily Traffic (ADT) volume for vehicles entering intersection

*** Crash Rate per One Million Entering Vehicles (MEV) (see Equation 1). The average MEV Rate for all intersections with 10 or more crashes within 100ft of the intersection was 1.695035 crashes per MEV. For additional average rates including additional intersections, or summarized by roadway type, please contact the APC.

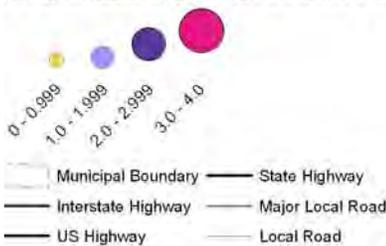
**** Critical Rate Factor (see Equation 2)

Map 6. Hazardous Intersections by Crashes per MEV, 2008



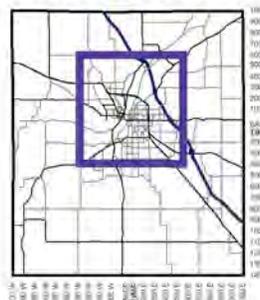
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2008 Intersection Crash Rate Per Million Entering Vehicles*
 (Top 20 Intersection by 2008 Crash Rate labeled as in Table 22)



*Crash Data Source: Indiana State Police Vehicle Crash Records Database
 Disclaimers apply to all crash data and analysis (23 USC Sec. 409)

Map Location:



The Area Plan Commission
 of Tippecanoe County
 Date: July 2009

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2.3 Pedestrian Crash Analysis, 2008

There were 44 pedestrians involved in 44 accidents⁷ as presented in Table 23. As expected, the concentration of pedestrian crashes is highest around Purdue University and the Village area (36.4% or 16 crashes were within ¼ mile of the Purdue Main Campus). All pedestrian crashes involved a single pedestrian and another vehicle (either the primary or secondary vehicle in the crash).

Table 23. Pedestrian Involved Crashes, Injuries, and Fatalities by Severity Classification, 2008

Severity Classification	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes	Total Injured Pedestrians	Total Pedestrian Fatalities	Total Injured Drivers
Property Damage Only	3	6.8%	0	0	0
Personal Injury	40	90.9%	40	0	0
Fatal	1	2.3%	0	1	0
<i>Total</i>	<i>44</i>	<i>100.0%</i>	<i>40</i>	<i>1</i>	<i>0</i>

Table 24. Intersection Proximity to Pedestrian Involved Crashes, 2008

Crash Location	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
100 ft Intersection Radius					
Intersection: 0 - 100ft Radius	2	30	0	32	72.7%
Mid-Block: > 100ft Radius	1	10	1	12	27.3%
250 ft Intersection Radius					
Intersection: 0 - 250ft Radius	3	34	0	37	84.1%
Mid-Block: > 250ft Radius	0	6	1	7	15.9%

Only one of the 44 crashes was reported to have occurred within a school zone. The crash occurred around Jefferson High and Tecumseh Middle Schools to an adult (≥18 years-old) between 4-5pm.

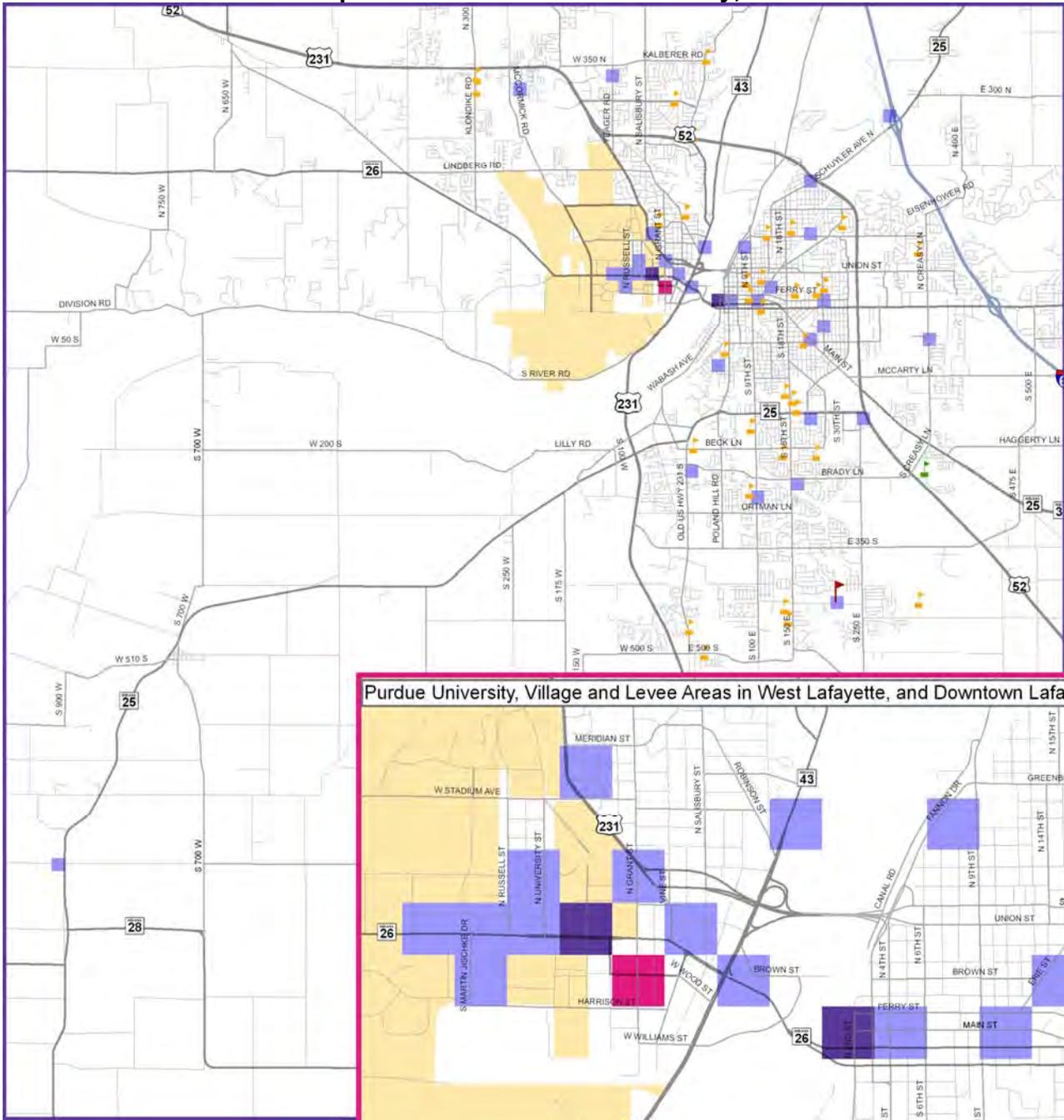
Table 25 shows that pedestrians between the ages of 20-29 years old were involved in 20 (45.5%) of the 44 pedestrian crashes in 2008. As expected most of this age-group's crashes surrounding the Purdue University campus.

Table 25. Age and Gender of Pedestrians Involved in Crashes, 2008

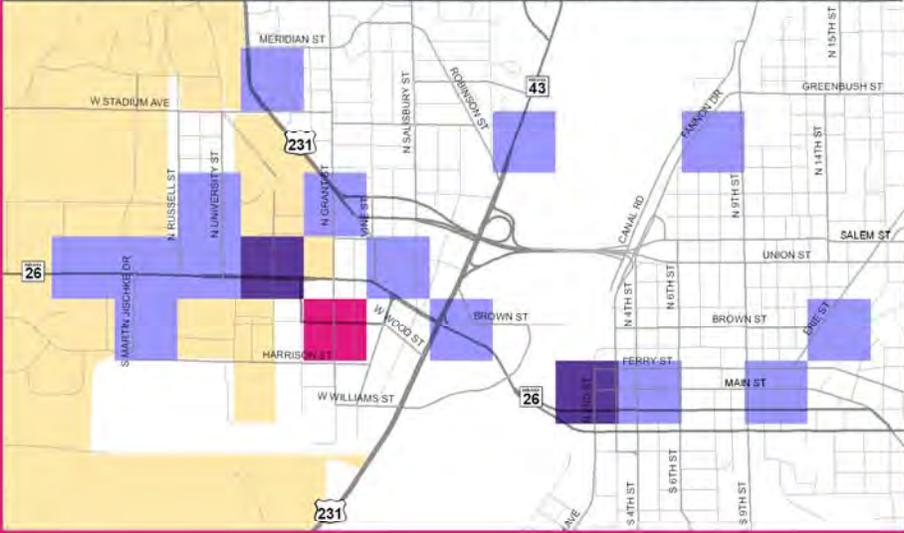
Pedestrian Age and Gender	0 - 15 yrs	16 - 19 yrs	20 - 29 yrs	30 - 39 yrs	40 - 49 yrs	50 - 59 yrs	60 - 69 yrs	70 - 79 yrs	80 - 89 yrs	90 + yrs	Unknown
Male	2	1	12	1	2	3	0	2	0	1	
Female	2	2	8	3	2	0	2	0	0	0	
<i>Total</i>	<i>4</i>	<i>3</i>	<i>20</i>	<i>4</i>	<i>4</i>	<i>3</i>	<i>2</i>	<i>2</i>	<i>0</i>	<i>1</i>	<i>1</i>

⁷ Personal and injury information for one pedestrian who left the crash scene was not reported to the ISP by the reporting agencies.

Map 7. Pedestrian Crash Intensity, 2008



Purdue University, Village and Levee Areas in West Lafayette, and Downtown Lafayette



Legend

- Pedestrian Fatality Crash*
- Number of Pedestrian Involved Crashes (per 1000x1000 sqft)***
-
- Municipal Boundary
- Purdue University Main Campus
- Ivy Tech Community Colleges
- Public and Private Schools
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Road

Map Location:



The Area Plan Commission of Tippecanoe County
Date: July 2009

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*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

The majority of the pedestrian crashes occurred on *Principal Arterials* like Northwestern Ave/US231, SR 26 (State, Wood, and Chauncey St) surrounding the Purdue Campus, and SR 26 (South and Columbia St) in downtown Lafayette (Table 26). The most dangerous month for pedestrians in 2008 was in the months of February and December (Table 27). However, when the crashes surrounding Purdue are removed from the data in Table 27, pedestrians were most at risk in January where all five of January's pedestrian crashes occurred outside the campus area.

Tuesday, Monday, and Friday were dangerous days for pedestrians in 2008 with 10, 7, and 7 crashes respectively (Table 28). As shown in Table 29, there are two hours with five crashes 7-8AM and 6-7PM. When correlating the time and the day of the week, the most hazardous time for pedestrians in 2008 was Monday between 7 and 8AM.

Table 26. Pedestrian Involved Crashes by Roadway Classification, 2008

Roadway Functional Class	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
Urban Principal Arterial	2	16	0	18	40.9%
Urban Minor Arterial	0	9	0	9	20.5%
Urban Local	0	6	1	7	15.9%
Urban Collector	1	5	0	6	13.6%
Urban Interstate	0	3	0	3	6.8%
Rural Minor Arterial	0	1	0	1	2.3%

Table 27. Pedestrian Involved Crashes by Month, 2008

Month	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
January*	0	4	1	5	11.4%
February*	1	6	0	7	15.9%
March*	0	2	0	2	4.5%
April*	0	5	0	5	11.4%
May*	0	0	0	0	0.0%
June	0	1	0	1	2.3%
July	0	4	0	4	9.1%
August**	0	2	0	2	4.5%
September**	0	3	0	3	6.8%
October**	1	4	0	5	11.4%
November**	0	3	0	3	6.8%
December**	1	6	0	7	15.9%

*Purdue University 2008 Spring Semester: January 7th – May 11th 2008

**Purdue University 2008 Fall Semester: August 25th – December 21st 2008

Table 28. Pedestrian Involved Crashes by Day of the Week, 2008

Day of the Week	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
Sunday	0	2	0	2	4.5%
Monday	0	7	0	7	15.9%
Tuesday	0	9	1	10	22.7%
Wednesday	1	5	0	6	13.6%
Thursday	1	5	0	6	13.6%
Friday	0	7	0	7	15.9%
Saturday	1	5	0	6	13.6%

Table 29. Pedestrian Involved Crashes by Time of Day, 2008

Time of the Day	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
12:00 - 12:59 AM	0	1	0	1	2.3%
1:00 - 1:59	0	0	0	0	0.0%
2:00 - 2:59	1	2	0	3	6.8%
3:00 - 3:59	0	0	0	0	0.0%
4:00 - 4:59	0	1	0	1	2.3%
5:00 - 5:59	0	0	0	0	0.0%
6:00 - 6:59	0	0	0	0	0.0%
7:00 - 7:59	0	4	1	5	11.4%
8:00 - 8:59	0	0	0	0	0.0%
9:00 - 9:59	0	2	0	2	4.5%
10:00 - 10:59	1	1	0	2	4.5%
11:00 - 11:59	0	1	0	1	2.3%
12:00 - 12:59 PM	0	3	0	3	6.8%
1:00 - 1:59	0	2	0	2	4.5%
2:00 - 2:59	0	3	0	3	6.8%
3:00 - 3:59	0	1	0	1	2.3%
4:00 - 4:59	0	4	0	4	9.1%
5:00 - 5:59	0	2	0	2	4.5%
6:00 - 6:59	0	5	0	5	11.4%
7:00 - 7:59	1	0	0	1	2.3%
8:00 - 8:59	0	3	0	3	6.8%
9:00 - 9:59	0	3	0	3	6.8%
10:00 - 10:59	0	1	0	1	2.3%
11:00 - 11:59	0	1	0	1	2.3%

Table 30. Pedestrian Involved Crashes by Primary Factor, 2008

Primary Factor	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
Pedestrian Action	2	18	1	21	47.7%
Failure To Yield Right Of Way	1	7	0	8	18.2%
Other (Driver)-Explained in Crash Narrative	0	7	0	7	15.9%
Driver Distracted-Explained in Crash Narrative	0	3	0	3	6.8%
Speed Too Fast For Weather Conditions	0	1	0	1	2.3%
Ran Off Road Right	0	1	0	1	2.3%
Improper Lane Usage	0	1	0	1	2.3%
Disregard Signal/Reg Sign	0	1	0	1	2.3%
Alcoholic Beverages	0	1	0	1	2.3%

Pedestrians were more likely to be involved in accidents during the daylight hours, followed by dark but lighted conditions (Table 31). Most pedestrian crashes also occurred in dry conditions; 27.3% of the crashes occurred during wet (e.g., rain, snow/slush, or icy) conditions (Table 32).

Table 31. Pedestrian Involved Crashes by Light Conditions, 2008

Light Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
Daylight	2	21	0	23	52.3%
Dark (Lighted)	1	13	0	14	31.8%
Dark (Not Lighted)	0	6	1	7	15.9%

Table 32. Pedestrian Involved Crashes by Roadway Surface Condition, 2008

Surface Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Pedestrian Crashes	Percent of Total Pedestrian Crashes
Dry	2	30	0	32	72.7%
Wet	1	6	1	8	18.2%
Snow/Slush	0	3	0	3	6.8%
Ice	0	1	0	1	2.3%

2.4 Bicycle Crash Analysis, 2008

In Tippecanoe County there were 51 crashes in 2008 involving bicyclists as shown in Table 33 and in Map 8. Fortunately there were no *Fatal* crashes involving a bicyclist. Of the 40 *Injury* crashes, there were four *incapacitating injuries*, 34 *non-incapacitating injury* crashes, and three *possible* injuries. As shown and noted in Table 33, none of the 51 crashes reported injuries to drivers.

Table 33. Bicyclists Involved Crashes, Injuries, and Fatalities by Severity Classification, 2008

Severity Classification	Total Crashes	Percent of Total Bicyclist Crashes	Total Injured Bicyclists	Total Bicyclists Fatalities	Total Injured Drivers
Property Damage Only	11	21.6%	0	0	0
Personal Injury	40	78.4%	40	0	0
Fatal	0	0.0%	0	0	0
Total	51	100.0%	40	0	0

The majority of all bicycle crashes were at or within 100ft of an intersection (Table 34) as are the majority of *Injury* crashes. *Urban Principal* and *Minor Arterials*, the two busiest non-interstate road types, accounted for a combined 66.7% of the total bicycle crashes (Table 35). Only one crashes occurred in the rural area, along Division Rd at CR 700 W.

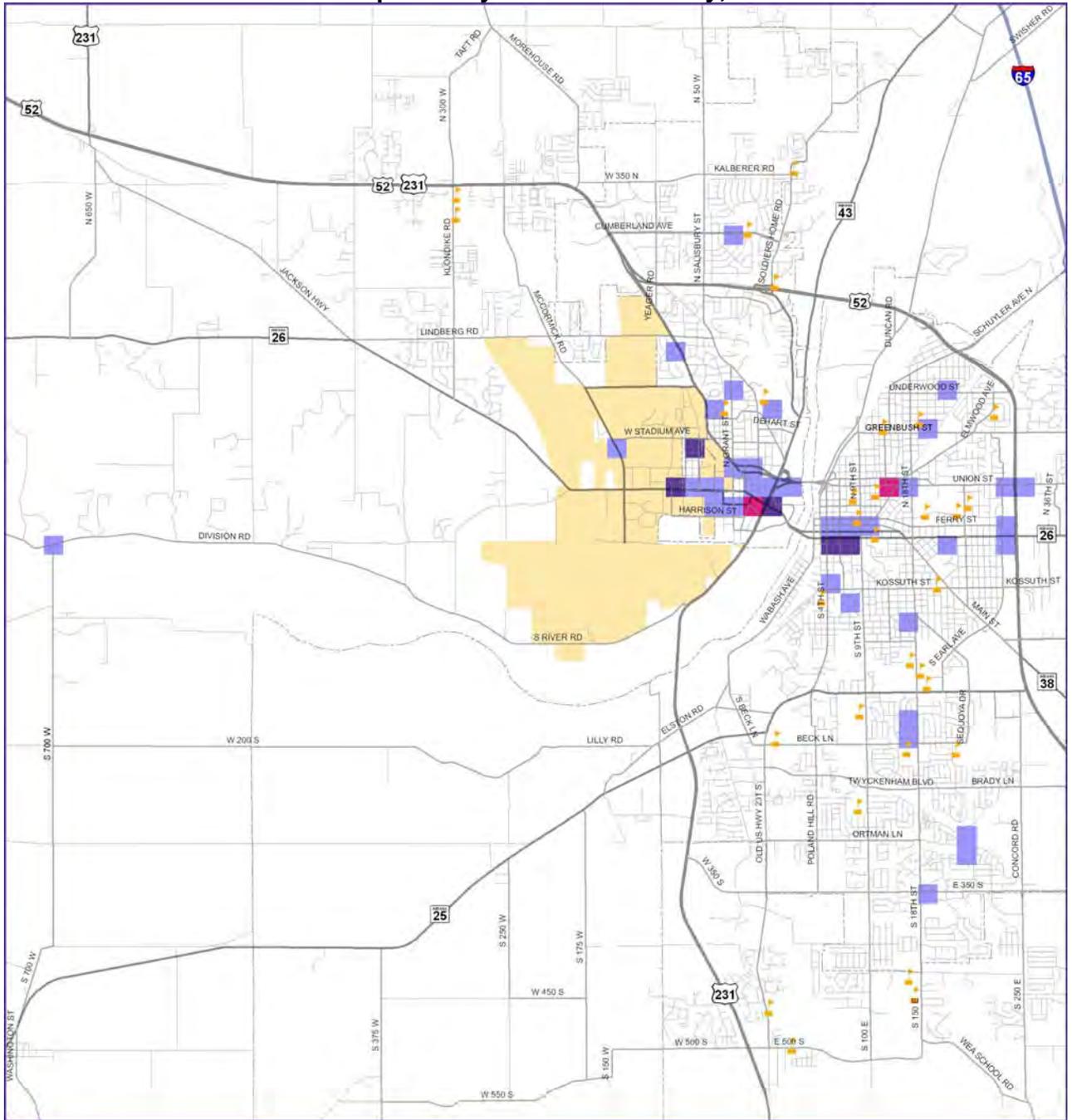
Table 34. Intersection Proximity to Bicyclist Involved Crashes, 2008

Bicyclist Crash Location	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
100 ft Intersection Radius					
Intersection: 0 - 100ft Radius	10	32	0	42	82.4%
Mid-Block: > 100ft Radius	1	8	0	9	17.6%
250 ft Intersection Radius					
Intersection: 0 - 250ft Radius	10	39	0	49	96.1%
Mid-Block: > 250ft Radius	1	1	0	2	3.9%

The highest concentration of crashes, 15 (29.4%), occurred on or within ¼ mile of the Purdue University. Other high bicycle crash locations included the West Lafayette levee area, downtown Lafayette, and near the south side of St. Elizabeth's Hospital

There were two school zone bicycle collisions in 2008, of which occurred in West Lafayette school zones surrounding Cumberland Elementary and the West Lafayette Junior-Senior High School.

Map 8. Bicycle Crash Intensity, 2008



Legend

Number of Bicyclist Involved Crashes (per 1000x1000 sqft)*



- Municipal Boundary
- Purdue University Main Campus
- Ivy Tech Community College
- Public and Private Schools
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Road

Map Location:



0 0.5 1 2 Miles

The Area Plan Commission
of Tippecanoe County
Date: July 2009

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*Crash Data Source: Indiana State Police Vehicle Crash Records Database
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Table 35. Bicyclist Involved Crashes by Roadway Classification, 2008

Roadway Functional Class	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
Urban Principal Arterial	4	17	0	21	41.2%
Urban Minor Arterial	1	12	0	13	25.5%
Urban Local	4	6	0	10	19.6%
Urban Collector	2	4	0	6	11.8%
Rural Major Collector	0	1	0	1	2.0%

Bicycle crashes occurred at an even pace over the summer months, peaking in August and October with 15.7% of the yearly bicycle crashes each (Table 36). Tuesdays, Thursdays were hazardous for bicyclists accounting for 39.2% of the weekly crashes (Table 37). As shown in Table 38, the peak for bicycle accidents occurred between 8-9am and 6-6pm.

Table 36. Bicyclist Involved Crashes by Month, 2008

Month	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
January*	0	1	0	1	2.0%
February*	0	3	0	3	5.9%
March*	1	1	0	2	3.9%
April*	1	4	0	5	9.8%
May*	1	4	0	5	9.8%
June	0	5	0	5	9.8%
July	0	4	0	4	7.8%
August**	4	4	0	8	15.7%
September**	3	2	0	5	9.8%
October**	1	7	0	8	15.7%
November**	0	4	0	4	7.8%
December**	0	1	0	1	2.0%

*Purdue University 2008 Spring Semester: January 7th – May 11th 2008

**Purdue University 2008 Fall Semester: August 25th – December 21st 2008

Table 37. Bicyclist Involved Crashes by Day of the Week, 2008

Day of the Week	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
Sunday	0	4	0	4	7.8%
Monday	2	6	0	8	15.7%
Tuesday	1	8	0	9	17.6%
Wednesday	1	4	0	5	9.8%
Thursday	2	9	0	11	21.6%
Friday	5	3	0	8	15.7%
Saturday	0	6	0	6	11.8%

Table 38. Bicyclist Involved Crashes by Time of Day, 2008

Time of the Day	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
12:00 - 12:59 AM	0	0	0	0	0.0%
1:00 - 1:59	0	0	0	0	0.0%
2:00 - 2:59	0	0	0	0	0.0%
3:00 - 3:59	0	0	0	0	0.0%
4:00 - 4:59	1	0	0	1	2.0%
5:00 - 5:59	0	0	0	0	0.0%
6:00 - 6:59	0	1	0	1	2.0%
7:00 - 7:59	0	2	0	2	3.9%
8:00 - 8:59	1	4	0	5	9.8%
9:00 - 9:59	1	2	0	3	5.9%
10:00 - 10:59	0	3	0	3	5.9%
11:00 - 11:59	1	1	0	2	3.9%
12:00 - 12:59 PM	2	1	0	3	5.9%
1:00 - 1:59	1	1	0	2	3.9%
2:00 - 2:59	0	2	0	2	3.9%
3:00 - 3:59	1	2	0	3	5.9%
4:00 - 4:59	0	4	0	4	7.8%
5:00 - 5:59	1	4	0	5	9.8%
6:00 - 6:59	1	2	0	3	5.9%
7:00 - 7:59	0	4	0	4	7.8%
8:00 - 8:59	1	3	0	4	7.8%
9:00 - 9:59	0	0	0	0	0.0%
10:00 - 10:59	0	4	0	4	7.8%
11:00 - 11:59	0	0	0	0	0.0%

The *Primary Factor* for bicycle crashes is shown in Table 39. The number one factor was due to motorist's/bicyclist's *failure to yield the right of way*. The second highest factor was *pedestrian action* which implies the bicyclist's actions triggered the crash⁸, e.g., not stopping when exiting sidewalks and crossing roads, riding on the wrong side of the street, or riding against traffic on a one-way street. The third most common factor listed was an unspecific driver action (*Other (driver)*). As expected the majority of these crashes (58.8%) were *right angle* crashes where vehicles and cyclists collided during turns at intersections (Table 40). An additional nine crashes were the result of *left* and *right turn turning* movements made by the motorists.

Table 39. Primary Factor for Bicyclist Involved Crashes, 2008

Primary Factor	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
Failure To Yield Right Of Way	4	15	0	19	37.3%
Pedestrian Action	2	8	0	10	19.6%
Other (Driver)-Explained in Crash Narrative	4	6	0	10	19.6%
Other (Environmental) -Explained in Crash Narrative	0	2	0	2	3.9%
Improper Turning	0	2	0	2	3.9%
Improper Lane Usage	0	2	0	2	3.9%
Following Too Closely	0	2	0	2	3.9%
View Obstructed	0	1	0	1	2.0%
Left Of Center	0	1	0	1	2.0%
Improper Passing	0	1	0	1	2.0%
Disregard Signal/Regulatory Sign	1	0	0	1	2.0%

Table 40. Manner of Collision for Bicyclist Involved Crashes, 2008

Manner of Collision	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
Right Angle	9	21	0	30	58.8%
Right Turn	1	5	0	6	11.8%
Head On	1	4	0	5	9.8%
Same Direction Sideswipe	0	3	0	3	5.9%
Rear End	0	3	0	3	5.9%
Left Turn	0	3	0	3	5.9%
Other-Explained in Crash Narrative	0	1	0	1	2.0%

⁸ The Indiana Officers Standard Crash Report does not provide a circumstance for *Bicyclist Action*, therefore Agencies must use *Pedestrian Action* in its place.

As shown in Table 41 and Table 42 the overwhelming majority of the bicycle crashes occurred during the day with dry pavement.

Table 41. Light Conditions for Bicyclist Involved Crashes, 2008

Light Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
Daylight	10	31	0	41	80.4%
Dark (Lighted)	1	4	0	5	9.8%
Dark (Not Lighted)	0	3	0	3	5.9%
Dawn/Dusk	0	2	0	2	3.9%

Table 42. Roadway Surface for Bicyclist Involved Crashes, 2008

Surface Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Bicyclist Crashes	Percent of Total Bicyclist Crashes
Dry	11	35	0	46	90.2%
Wet	0	4	0	4	7.8%
Ice	0	1	0	1	2.0%

2.5 Motorcycle and Moped Crash Analysis, 2008

There were 116 roadway crash reports that involved motorcycles, scooter, and mopeds in 2008, 51 of which involved mopeds and 65 that involved motorcycles. Of the 13 total fatal crashes, one incurred a fatality to a motorcyclist and another one to a person driving a moped.

Table 43 provides information for the 65 crashes involving motorcyclists and their passengers. In the crash database, 'individual' information was available for 61 motorcycle drivers and five injured passengers (4 drivers fled the scene or their cycles were parked at the time of the crash). Of the 66 individuals reported on the motorcycles:

- Only 32 (48.8%) were reported as wearing helmets⁹
- 5 (8.2%) of the drivers tested above the legal limit for alcohol (0.08%)
- 36 (54.5%) were reported as transported to the hospital for injuries, including the one cyclists who died

Table 43. Motorcycle Crashes, Injuries, and Fatalities by Severity Classification, 2008

Severity Classification	Total Crashes	Percent of Total Motorcycle Crashes	Injured Motorcyclist DRIVER	Injured Motorcyclist PASSENGER	Total Motorcyclist Fatalities	Total Injuries (Other Vehicles)
Property Damage Only	22	33.8%	0	0	0	0
Personal Injury	42	64.6%	42	5	0	3
Fatality Injury	1	1.5%	0	0	1	0
Total	65	100.0%	42	5	1	3

Table 44 provides information for the 51 crashes involving mopeds and their passengers. In the crash database, 'individual' information was available for 49 moped drivers and 5 injured passengers involved in the crashes (3 moped drivers fled the scene or their moped was parked at the time of the crash). Of the 54 individuals on the motorcycles:

- Only one individual was reported as wearing a helmet¹⁰
- 9 (18.36%) of the drivers tested above the legal limit for alcohol (0.08%) or tested positive for drugs
- 36 (66.7%) were reported as transported to the hospital for injuries, including the one moped driver who died

⁹, Helmets are estimated by NHTSA to be 37% effective in preventing fatal injuries to motorcyclists, Calculating Lives Saved by Motorcycle Helmets, William V. Deutermann, 08/2005 DOT HS 809 861

Table 44. Moped Crashes, Injuries, and Fatalities by Severity Classification, 2008

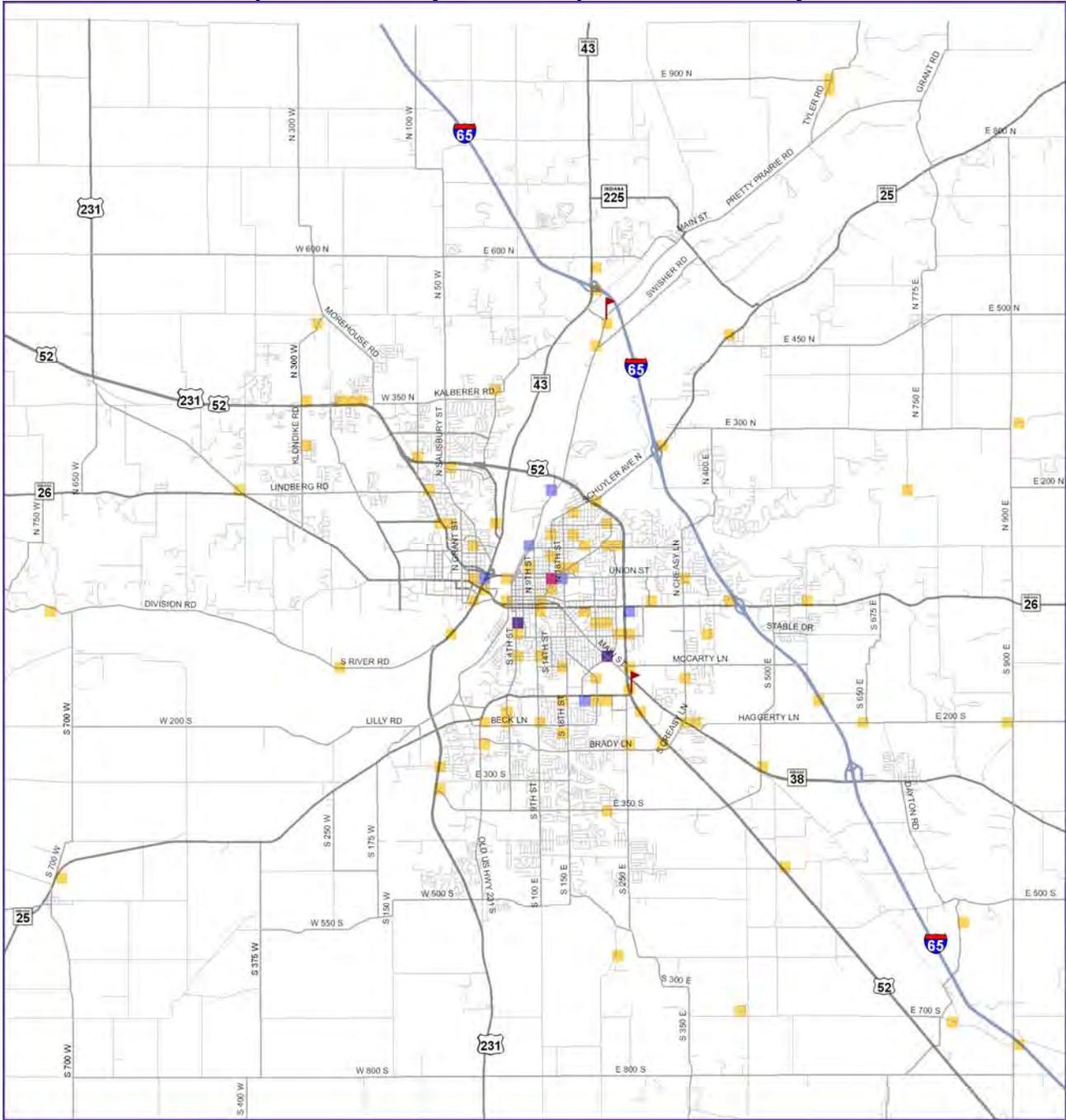
Severity Classification	Total Crashes	Percent of Total Moped Crashes	Injured Moped DRIVER	Injured Moped PASSENGER	Total Moped Fatalities	Total Injuries (Other Vehicles)
Property Damage Only	11	21.6%	0	0	0	0
Personal Injury	39	76.5%	37*	5	0	1
Fatality Injury*	1	2.0%	0	0	1	0
Total	51	100.0%	37	5	1	1

* One moped crash involved 2 mopeds

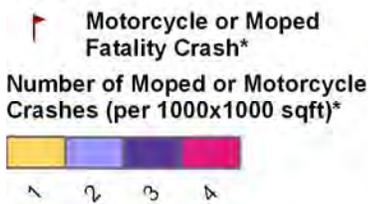
Table 45. Intersection Proximity to Motorcycle and Moped Crashes, 2008

Bicyclist Crash Location	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Motorcycle and Moped Crashes	Percent of Total Motorcycle and Moped Crashes
100 ft Intersection Radius					
Intersection: 0 - 100ft Radius	24	58	2	84	72.4%
Mid-Block: > 100ft Radius	8	24	0	32	27.6%
250 ft Intersection Radius					
Intersection: 0 - 250ft Radius	27	70	2	99	85.3%
Mid-Block: > 250ft Radius	5	12	0	17	14.7%

Map 9. Motorcycle and Moped Crash Intensity, 2008

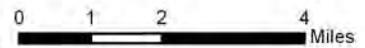
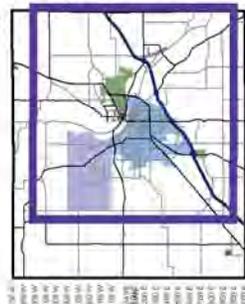


Legend



- Municipal Boundary
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Road

Map Location:



The Area Plan Commission
of Tippecanoe County
Date: July 2009

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*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

As shown in Table 46 the majority of motorcycle crashes took place on urban roadways, specifically on *Urban Primary* and *Minor Arterials*. As expected, motorcycle crashes increased from spring through autumn with a lull during the winter months (Table 47). In 2008, August was the peak crash month with 20 crashes. June had the largest occurrence of *Personal Injury* crashes.

Table 46. Motorcycle and Moped Crashes by Roadway Classification, 2008

Roadway Functional Class	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Motorcycle and Moped Crashes	Percent of Total Motorcycle and Moped Crashes
Urban Principal Arterial	13	36	1	50	43.1%
Urban Minor Arterial	8	18	0	26	22.4%
Urban Local	2	9	0	11	9.5%
Rural Collector	4	6	0	10	8.6%
Urban Collector	4	4	1	9	7.8%
Rural Local	0	5	0	5	4.3%
Urban Interstate	1	1	0	2	1.7%
Rural Minor Arterial	0	2	0	2	1.7%
Rural Principal Arterial	0	1	0	1	0.9%

Table 47. Motorcycle and Moped Crashes by Month, 2008

Month	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Motorcycle and Moped Crashes	Percent of Total Motorcycle and Moped Crashes
January*	1	1	0	2	1.7%
February*	0	1	0	1	0.9%
March*	0	1	0	1	0.9%
April*	3	10	0	13	11.2%
May*	5	8	1	14	12.1%
June	4	15	0	19	16.4%
July	5	9	0	14	12.1%
August**	7	13	0	20	17.2%
September**	2	12	1	15	12.9%
October**	5	8	0	13	11.2%
November**	0	1	0	1	0.9%
December**	0	3	0	3	2.6%

*Purdue University 2008 Spring Semester: January 7th – May 11th 2008

**Purdue University 2008 Fall Semester: August 25th – December 21st 2008

In 2008, Saturdays and the 3-4PM hour had the most occurrences of motorcycle crashes in Tippecanoe County (Table 48 and Table 49, respectively). However, when correlating these together, the most dangerous times for motorcyclists was found to be:

- Sunday 12-1PM with four crashes, three of which were *Personal Injury* crashes
- Wednesday 5-6PM had 4 crashes (all crashes were *Personal Injury* crashes)

Table 48. Motorcycle and Moped Crashes by Day of Week, 2008

Day of the Week	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Motorcycle & Moped Crashes
Sunday	6	12	0	18	15.5%
Monday	6	10	0	16	13.8%
Tuesday	2	11	1	14	12.1%
Wednesday	4	11	0	15	12.9%
Thursday	5	9	0	14	12.1%
Friday	3	13	1	17	14.7%
Saturday	6	16	0	22	19.0%

Table 49. Motorcycle and Moped Crashes by Time of Day, 2008

Time of the Day	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Motorcycle & Moped Crashes
12:00 - 12:59 AM	0	3	0	3	2.6%
1:00 - 1:59	1	0	0	1	0.9%
2:00 - 2:59	1	2	0	3	2.6%
3:00 - 3:59	0	0	0	0	0.0%
4:00 - 4:59	0	0	0	0	0.0%
5:00 - 5:59	0	0	0	0	0.0%
6:00 - 6:59	1	0	0	1	0.9%
7:00 - 7:59	1	2	0	3	2.6%
8:00 - 8:59	0	1	0	1	0.9%
9:00 - 9:59	3	1	0	4	3.4%
10:00 - 10:59	0	2	0	2	1.7%
11:00 - 11:59	0	4	0	4	3.4%
12:00 - 12:59 PM	3	8	0	11	9.5%
1:00 - 1:59	3	5	1	9	7.8%
2:00 - 2:59	2	7	0	9	7.8%
3:00 - 3:59	2	10	0	12	10.3%
4:00 - 4:59	3	4	0	7	6.0%
5:00 - 5:59	1	7	0	8	6.9%
6:00 - 6:59	4	5	0	9	7.8%
7:00 - 7:59	3	6	1	10	8.6%
8:00 - 8:59	1	5	0	6	5.2%
9:00 - 9:59	1	4	0	5	4.3%
10:00 - 10:59	1	3	0	4	3.4%
11:00 - 11:59	1	3	0	4	3.4%
12:00 - 12:59 AM	0	3	0	3	2.6%

In 2008, the top three *Primary Factors* reported for motorcycle crashes (Table 50) were reported as primarily due to *Failure To Yield The Right-Of-Way*, *Following To Closely*, and driver error (*Other Driver*). Unfortunately, *Alcoholic Beverages* use was listed as a primary factor for 4 (2.6%) of the 116 total motorcycle and moped crashes, however as mentioned earlier, there were 14 drivers who tested over the legal limit for drunk driving.

Table 50. Motorcycle and Moped Crashes by Primary Factor, 2008

Primary Factor	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Motorcycle & Moped Crashes
Failure To Yield Right Of Way	4	17	1	22	19.0%
Following Too Closely	11	8	1	20	17.2%
Other (Driver)-Explained in Crash Narrative	2	14	0	16	13.8%
Ran Off Road Right	1	9	0	10	8.6%
Improper Turning	1	8	0	9	7.8%
Unsafe Speed	4	4	0	8	6.9%
Roadway Surface Condition	1	3	0	4	3.4%
Overcorrecting/Oversteering	1	3	0	4	3.4%
Disregard Signal/Regulatory Sign	0	3	0	3	2.6%
Improper Lane Usage	1	2	0	3	2.6%
Alcoholic Beverages	1	2	0	3	2.6%
Improper Passing	1	2	0	3	2.6%
Speed Too Fast For Weather Conditions	1	2	0	3	2.6%
Unsafe Backing	2	1	0	3	2.6%
Other (Env)-Explained in Crash Narrative	0	1	0	1	0.9%
Driver Illness	0	1	0	1	0.9%
Driver Distracted-Explained in Crash Narrative	0	1	0	1	0.9%
Animal/Object In Roadway	1		0	1	0.9%
Left Of Center	0	1	0	1	0.9%

Table 51. Motorcycle and Moped Crashes by Collision With Object, 2008

Motorcycle and Moped Collision With Object	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Motorcycle & Moped Crashes
Right Angle	2	21	0	23	19.8%
Rear End	10	12	1	23	19.8%
Non-Collision	4	12	0	16	13.8%
Ran Off Road	2	13	0	15	12.9%
Other-Explained in Crash Narrative	4	9	0	13	11.2%
Same Direction Sideswipe	4	2	0	6	5.2%
Right Turn	0	5	0	5	4.3%
Left Turn	2	3	0	5	4.3%
Head On	2	2	1	5	4.3%
Backing Crash	2	1	0	3	2.6%
Opposite Direction Sideswipe	0	1	0	1	0.9%
Left/Right Turn	0	1	0	1	0.9%

Table 52. Motorcycle and Moped Crashes by Light Conditions, 2008

Light Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Motorcycle & Moped Crashes
Daylight	24	65	2	91	78.4%
Dark (Lighted)	5	7	0	12	10.3%
Dark (Not Lighted)	3	6	0	9	7.8%
Dawn/Dusk	0	4	0	4	3.4%

Table 53. Motorcycle and Moped Crashes by Roadway Surface, 2008

Surface Condition	Property Damage Only Crashes	Personal Injury Crashes	Fatal Crashes	Total Crashes	Percent of Total Motorcycle & Moped Crashes
Dry	28	67	2	97	83.6%
Wet	3	6	0	9	7.8%
Loose Material On Road	0	5	0	5	4.3%
Snow/Slush	1	1	0	2	1.7%
Ice	0	2	0	2	1.7%
Water (Standing Or Moving)	0	1	0	1	0.9%

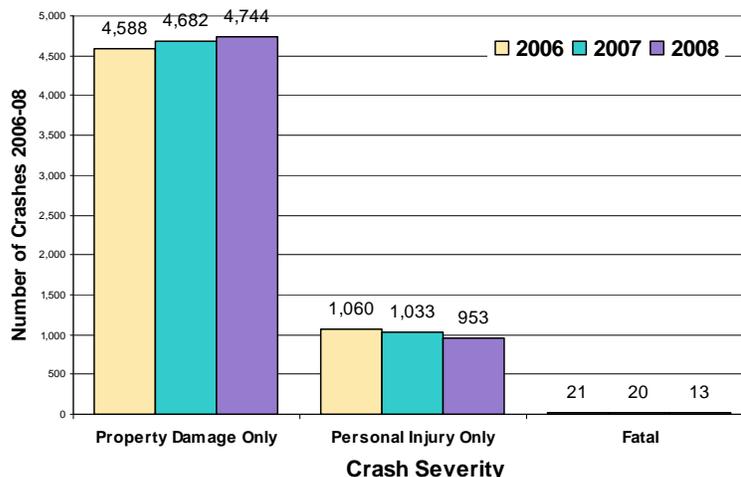
3 THREE-YEAR CRASH ANALYSIS, 2006-2008

3.1 System Wide Crash Analysis, 2006-2008

The number vehicle crashes from calendar years 2006-2008 are classified by their severity in Table 54. Of the qualified roadway vehicle crashes, 81.89% were *Property Damage Only*, and 17.8% involved one or more injuries resulting in 4,174 injured individuals. *Fatal* crashes accounted for only 0.32% of the total crashes but involved 60 total fatalities in the three-year period. Map 10 shows the general location of all roadway crashes in the years 2006-09.

Table 54. Vehicle Crashes by Severity for Years 2006, 2007, and 2008

Severity Classification	2006	2007	2008	Three-Year Total Crashes	Three-Year Percent of Total Crashes
Property Damage Only	4,588	4,682	4,744	14,014	81.89%
Personal Injury	1,060	1,033	953	3,046	17.80%
Fatal	21	20	13	54	0.32%
Totals	5,669	5,735	5,710	17,114	100.00%

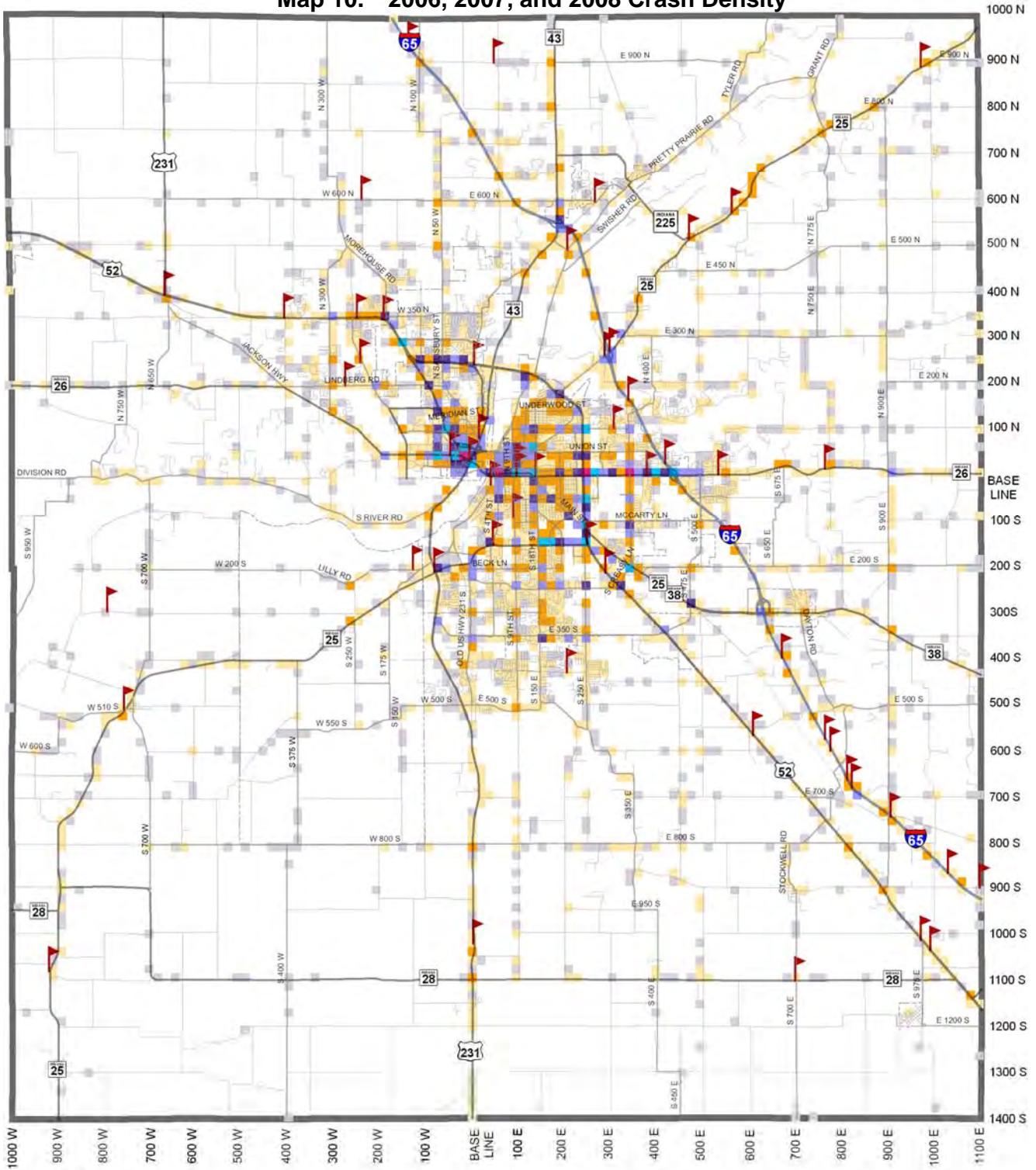


A primary objective of this crash analysis is to determine locations for road, intersection, and pedestrian/cyclist safety improvements, or the increased enforcement of traffic laws. An additional priority is to reduce the severity of injuries associated with crashes. Map 11 and Table 55 describe the types of injuries reported and the location for *Fatal* and *Personal Injury* crashes in 2006-2008.

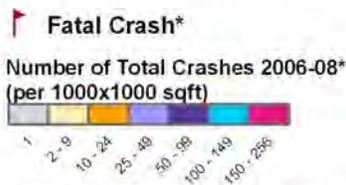
The goal is to reduce the number of *fatal* and *incapacitating* injury crashes, which totaled 222 or 1.3% of the county's crashes, over the three years (Table 55). Although the number of *fatal* crashes decreased in 2008, the number of *incapacitating injury* crashes remained constant over the three year period.

Since four contributing circumstances can be reported for each crash, the Manner of Collision (Table 56) provides important information as to the types of crashes associated with these severe injuries. The most common type of crash to incur severe injuries is the *right angle* crash (including right and left turning) followed by crashes where the vehicle ran off the side of the road, e.g., due to an animal in the roadway or slick road conditions.

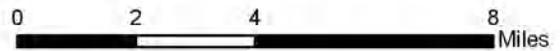
Map 10. 2006, 2007, and 2008 Crash Density



Legend



- Municipal Boundary
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Roads



The Area Plan Commission
of Tippecanoe County
Date: July 2009

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*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

Table 55. Worst Injury Incurred in Crashes 2006-2008

Worst Injury Reported In Crash	2006 Crashes	2007 Crashes	2008 Crashes	Three-Year Total Crashes	Three-Year% of Total
Fatality	21	20	13	54	0.3%
Incapacitating Injury	56	56	56	168	1.0%
Non-Incapacitating Injury	814	812	819	2445	14.3%
Possible Injury	178	152	74	404	2.4%
Not Specified	21	8	0	29	0.2%
Refused Treatment	203	17	10	230	1.3%
Property Damage Only	4376	4670	4738	13784	80.5%
Total	5669	5735	5710	17114	100.0%

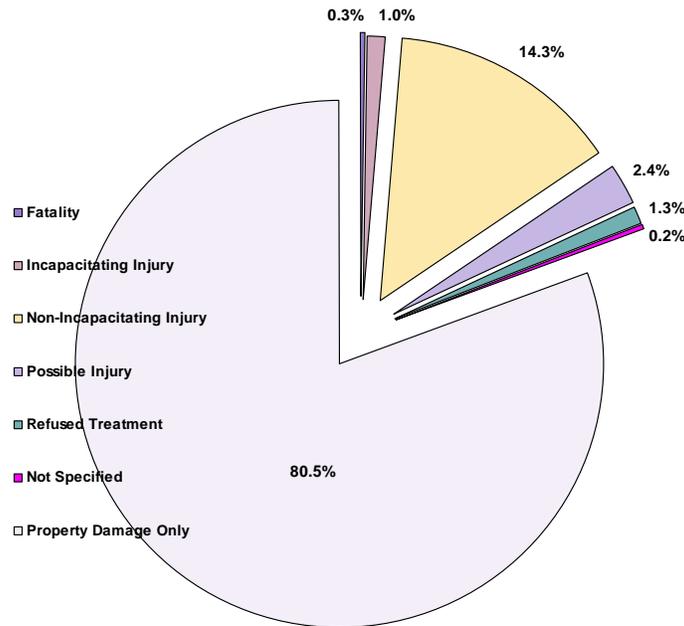
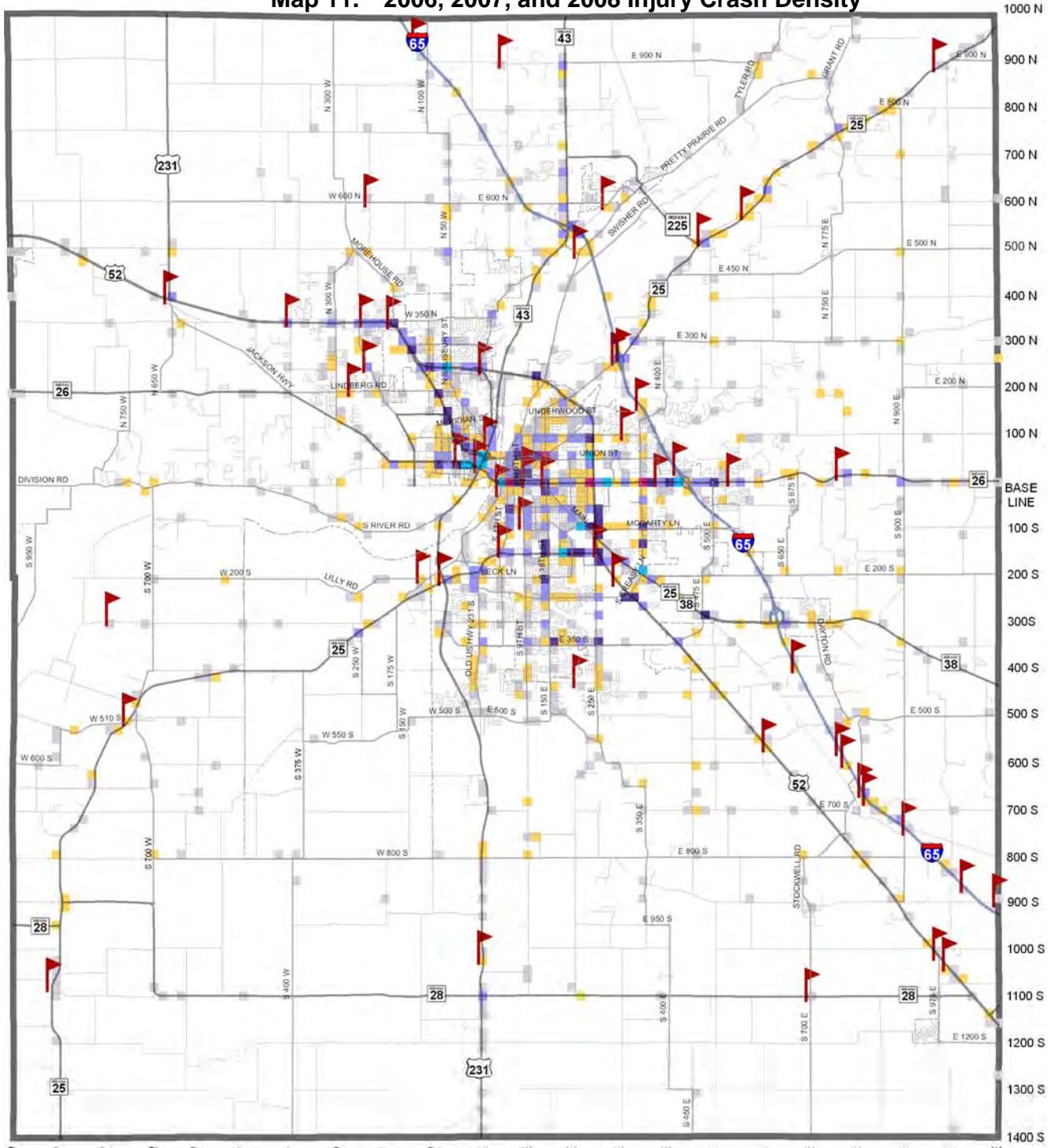


Table 56. Manner of Collision for Fatal and Incapacitating Injury Crashes 2006-2008

Manner of Collision (Incapacitating Injury and Fatal Crashes Only)	Intersection (<=250 ft)				Mid-Block				Total			
	2006	2007	2008	Total	2006	2007	2008	Total	2006	2007	2008	Total
Right Angle	16	13	19	48	5	2	5	12	21	15	24	60
Ran Off Road	7	7	5	19	12	11	11	34	19	18	16	53
Head On	7	10	4	21	2	6	4	12	9	16	8	33
Rear End	9	5	7	21	4	3	0	7	13	8	7	28
Non-Collision	0	1	6	7	1	6	0	7	1	7	6	14
Other-Explained in Crash Narrative	2	3	0	5	0	2	3	5	2	5	3	10
Same Direction Sideswipe	4	1	1	6	2	1	1	4	6	2	2	10
Left/Right Turn	3	4	2	9	0	0	0	0	3	4	2	9
Opposite Direction Sideswipe	0	0	0	0	3	0	1	4	3	0	1	4
Backing Crash	0	1	0	1	0	0	0	0	0	1	0	1
Total	48	45	44	137	29	31	25	85	77	76	69	222

Map 11. 2006, 2007, and 2008 Injury Crash Density



Legend

Fatal Crash*

Number of Injury + Fatal Crashes 2006-08*
(per 1000x1000 sqft)



*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

- Municipal Boundary
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Roads



The Area Plan Commission
of Tippecanoe County
Date: July 2009

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Table 57 provides information on the *Primary Factor* reported as contributing to crashes for the three-year period 2006-2008. The table also provides crash data for intersections and those which occurred mid-block. The top five Primary Factors assigned to 2006-08 crashes are:

- *Following Too Closely* (3921 crashes or 22.9% of all crashes) which is normally associated with *rear-end* crashes
- *Failure To Yield Right Of Way* (2739 crashes or 16% of all crashes) which is used for *right angle* or *left/right turning* crashes
- *Other (Driver)-Explained in Crash Narrative* (1540 crashes or 9% of all crashes) which is used for *sideswipe* crashes, *backing* crashes, and other unexplained driver actions
- *Animal/Object In Roadway* (1282 crashes or 7.5% of all crashes) which is normally associated with *deer-related* crashes
- *Speed Too Fast For Weather Conditions* (1185 crashes or 6.9% of all crashes) which is reported for all types of crashes occurring in inclement weather

Table 57. Crashes by Primary Factor Reported as Causing the Collision 2006-2008

Primary Factor	Intersection (<=250 ft)				Mid-Block				Total			
	2006	2007	2008	Total	2006	2007	2008	Total	2006	2007	2008	Total
Accelerator Failure Or Defective	1	2	1	4	0	0	0	0	1	2	1	4
Alcoholic Beverages*	59	31	29	119	32	24	20	76	91	55	49	195
Animal/Object In Roadway	106	129	120	355	277	310	340	927	383	439	460	1282
Brake Failure Or Defective	13	11	15	39	3	3	4	10	16	14	19	49
Cell Phone Usage	9	7	8	24	2	2	2	6	11	9	10	30
Disregard Signal/Regulatory Sign	234	264	243	741	7	9	4	20	241	273	247	761
Driver Asleep Or Fatigued	14	17	11	42	19	19	19	57	33	36	30	99
Driver Distracted-Explained in Crash Narrative	75	108	90	273	22	18	16	56	97	126	106	329
Driver Illness	19	16	11	46	7	8	4	19	26	24	15	65
Engine Failure Or Defective	1	1	0	2	1	3	5	9	2	4	5	11
Failure To Yield Right Of Way	874	873	743	2490	95	87	67	249	969	960	810	2739
Following Too Closely	1144	1143	1187	3474	168	140	139	447	1312	1283	1326	3921
Glare	6	3	2	11	1	0	0	1	7	3	2	12
Headlight Defective Or Not On	0	1	2	3	1	0	0	1	1	1	2	4
Holes/Ruts In Surface	2	1	4	7	1	0	1	2	3	1	5	9
Illegal Drugs*	1	0	0	1	3	0	1	4	4	0	1	5
Improper Lane Usage	207	202	228	637	25	39	29	93	232	241	257	730
Improper Passing	68	56	50	174	13	7	9	29	81	63	59	203
Improper Turning	147	151	170	468	15	7	15	37	162	158	185	505
Insecure/Leaky Load	1	4	4	9	8	4	6	18	9	8	10	27
Jackknifing	0	0	0	0	2	0	2	4	2	0	2	4
Lane Marking Obscured	0	0	0	0	1	0	0	1	1	0	0	1
Left Of Center	66	70	61	197	25	21	26	72	91	91	87	269
None (Driver)	17	1	1	19	20	0	1	21	37	1	2	40
None (Vehicle)	0	0	0	0	2	0	0	2	2	0	0	2
Obstruction Not Marked	0	3	1	4	1	2	1	4	1	5	2	8
Other (Driver)-Explained in Crash Narrative	454	444	347	1245	118	98	79	295	572	542	426	1540
Other (Environmental)-Explained in Crash Narrative	9	15	12	36	7	16	7	30	16	31	19	66

Primary Factor	Intersection (<=250 ft)				Mid-Block				Total			
	2006	2007	2008	Total	2006	2007	2008	Total	2006	2007	2008	Total
Other (Vehicle)-Explained in Crash Narrative	14	12	12	38	8	8	8	24	22	20	20	62
Other Lights Defective	0	3	1	4	0	0	0	0	0	3	1	4
Other Telematics In Use	1	2	1	4	1	2	0	3	2	4	1	7
Overcorrecting/Oversteering	42	39	20	101	54	45	42	141	96	84	62	242
Oversize/Overweight Load	1	0	1	2	0	0	2	2	1	0	3	4
Passenger Distraction	2	5	2	9	1	0	0	1	3	5	2	10
Pedestrian Action	30	32	27	89	1	3	4	8	31	35	31	97
Prescription Drugs*	3	2	0	5	1	1	1	3	4	3	1	8
Ran Off Road Left	28	22	0	50	6	7	0	13	34	29	0	63
Ran Off Road Right	121	134	124	379	119	93	87	299	240	227	211	678
Road Under Construction	1	2	0	3	0	0	0	0	1	2	0	3
Roadway Surface Condition	37	54	93	184	23	67	88	178	60	121	181	362
Severe Crosswinds	0	0	1	1	2	1	0	3	2	1	1	4
Speed Too Fast For Weather Conditions	176	251	373	800	70	120	195	385	246	371	568	1185
Steering Failure	1	0	0	1	1	1	0	2	2	1	0	3
Tire Failure Or Defective	2	5	6	13	9	15	11	35	11	20	17	48
Tow Hitch Failure	1	1	4	6	0	1	1	2	1	2	5	8
Traffic Control Inoperative/Missing/Obstructed	1	0	0	1	2	0	0	2	3	0	0	3
Unsafe Backing	211	192	240	643	32	22	29	83	243	214	269	726
Unsafe Speed	183	147	135	465	66	51	46	163	249	198	181	628
Utility Work	0	1	0	1	0	0	0	0	0	1	0	1
View Obstructed	1	8	6	15	1	2	0	3	2	10	6	18
Violation Of License Restriction	1	0	0	1	0	0	0	0	1	0	0	1
Window/Windshield Defective	0	0	1	1	0	0	1	1	0	0	2	2
Wrong Way On One Way	4	5	7	16	0	1	1	2	4	6	8	18
Not Reported	6	6	2	14	2	2	1	5	8	8	3	19

* Current electronic crash reporting policy states that 'alcohol' or 'asleep/fatigued' should not be used as the primary factor in a crash. For example, if an impaired driver crosses the center line and strikes a vehicle, the primary cause should be "left of center" with a contributing circumstance of "alcohol". This policy is not enforced at this time. Therefore, alcohol continues to be specified a primary cause for crashes within Tippecanoe County.

3.2 Intersection Crash Analysis, 2006-2008

A summary of statistics for county intersections over the three year period of 2006-2008 can be found in Table 58, Table 59, and Table 60. For the three-year analysis an intersection radii of 250ft was used in order to compare results to those computed by INDOT.

As shown in Table 58 the intersection with the most cumulative crashes in the three-year period is SR 26 and Creasy Ln in Lafayette, followed by US 52 and SR 26 also in Lafayette. All but one of the top 25, Main St and Earl Ave, fall under state jurisdiction. It is also interesting to note that in Table 58 *rear-end crashes* represent the majority of crashes for almost every intersection in the top 25.

Table 58. Top 25 Intersections* Ranked by the Three-Year Crash Total, 2006-2008

Rank	Street	Street	Entering ADT ***	Crash Totals (≤250 ft)			Three-Year Crashes (2006-2008) (≤250 ft)							
				2006	2007	2008	Total	% Right Angle	% Rear End	% Sideswipe	% Run Off the Road	% Head-On	% Back- ing	% Misc.
1	SR 26 E / E South St	Creasy Ln	53,940	58	44**	46**	148	11.5%	69.6%	13.5%	0.0%	0.7%	0.7%	4.1%
2	US 52 / Sagamore Pky S	SR 26 E	43,622	44	49	42	135	13.3%	58.5%	17.8%	2.2%	1.5%	3.7%	3.0%
3	US 52 / Sagamore Pky S	SR 38 E / Main St	39,926	35	35	37	107	22.4%	56.1%	16.8%	1.9%	0.0%	1.9%	0.9%
4	SR 26 E / E South St	I65 Southbound Exit/Entr Ramps	58,866	30	39	35**	104	1.9%	89.4%	4.8%	0.0%	1.9%	1.9%	0.0%
T5	US 52 / Sagamore Pky W	Cumberland Ave	43,353	34	36	33	103	14.6%	72.8%	8.7%	1.9%	1.0%	0.0%	1.0%
T5	US 52 /Sagamore Pky N	Greenbush	41,173	33	33	37	103	12.6%	65.0%	7.8%	1.9%	4.9%	3.9%	3.9%
7	US 52 / Sagamore Pky W	N Salisbury St	45,135	38	28	32	98	25.5%	52.0%	16.3%	0.0%	2.0%	2.0%	2.0%
8	US 52 / Sagamore Pky S	McCarty Ln	37,214	35	31	29	95	21.1%	60.0%	11.6%	2.1%	0.0%	0.0%	5.3%
T9	US 231 / River Rd	SR 26 / State St	43,558	37	28	28	93	34.4%	38.7%	16.1%	2.2%	2.2%	4.3%	2.2%
T9	US 52 / Sagamore Pky S	Kossuth St E	44,287	29	40	24	93	16.1%	66.7%	8.6%	2.2%	1.1%	3.2%	2.2%
11	SR 25 E / Teal Rd	S 18th St	31,302	33	33	26	92	12.0%	66.3%	8.7%	2.2%	3.3%	5.4%	2.2%
12	SR 38 E / SR 25 E	S Creasy Ln	44,013	28	29	32	89	29.2%	52.8%	11.2%	0.0%	2.2%	1.1%	3.4%
13	US 52 / Sagamore Pky N	Union St	43,598	35	29	21	85	21.2%	60.0%	9.4%	2.4%	2.4%	1.2%	3.5%
14	US 52 / Sagamore Pky S	SR 25 E / Teal Rd	33,731	31	29	24	84	8.3%	59.5%	21.4%	4.8%	0.0%	1.2%	4.8%
15	SR 26 E / E South St	Farabee Dr N	35,264	36	28**	18	82	23.2%	62.2%	4.9%	1.2%	2.4%	2.4%	3.7%
16	SR 26 E / E South St	Progress Dr / Red Cloud Trl	34,663	22	34	24	80	16.3%	68.8%	3.8%	1.3%	5.0%	3.8%	1.3%
17	US 52 / Sagamore Pky S	Creasy Ln / Brady Ln	36,367	26	34	19	79	15.2%	58.2%	8.9%	12.7%	3.8%	0.0%	1.3%
18	Main St	S Earl Ave	30,207	21	25	27	73	20.5%	71.2%	1.4%	2.7%	1.4%	1.4%	1.4%
T19	US 231 N / Northwestern Ave	Stadium Ave	33,935	25	24	22	71	33.8%	47.9%	4.2%	0.0%	4.2%	9.9%	0.0%
T19	US 52 / Sagamore Pky W	Yeager Rd	36,030	23	23	25	71	39.4%	50.7%	5.6%	0.0%	4.2%	0.0%	0.0%
21	SR 43 N / River Rd	I65 Northbound Exit/Entr Ramps	19,364	17	29**	24**	70	11.4%	81.4%	1.4%	5.7%	0.0%	0.0%	0.0%
22	SR 26 E / E South St	Marketplace Dr / Cochise Trl	33,163	17	17	29**	63	41.3%	38.1%	11.1%	1.6%	1.6%	4.8%	1.6%
T23	SR 26 W / W State St	Northwestern Ave	23,960	18	23	20	61	21.3%	27.9%	37.7%	3.3%	1.6%	6.6%	1.6%
T23	US 52 / Sagamore Pky N	Schuyler Ave	38,012	18	22	21	61	19.7%	62.3%	8.2%	3.3%	3.3%	1.6%	1.6%
25	US 52 / Sagamore Pky S	National Dr	29,727	25	20	15	60	15.0%	58.3%	15.0%	5.0%	0.0%	1.7%	5.0%

*Intersections are the area inside and ≤250ft from the Stop Bars Crosswalks. Crashes are assigned to the closest intersection for intersections in close proximity.

**In or near in a Construction Zone for a significant part of the Calendar Year.

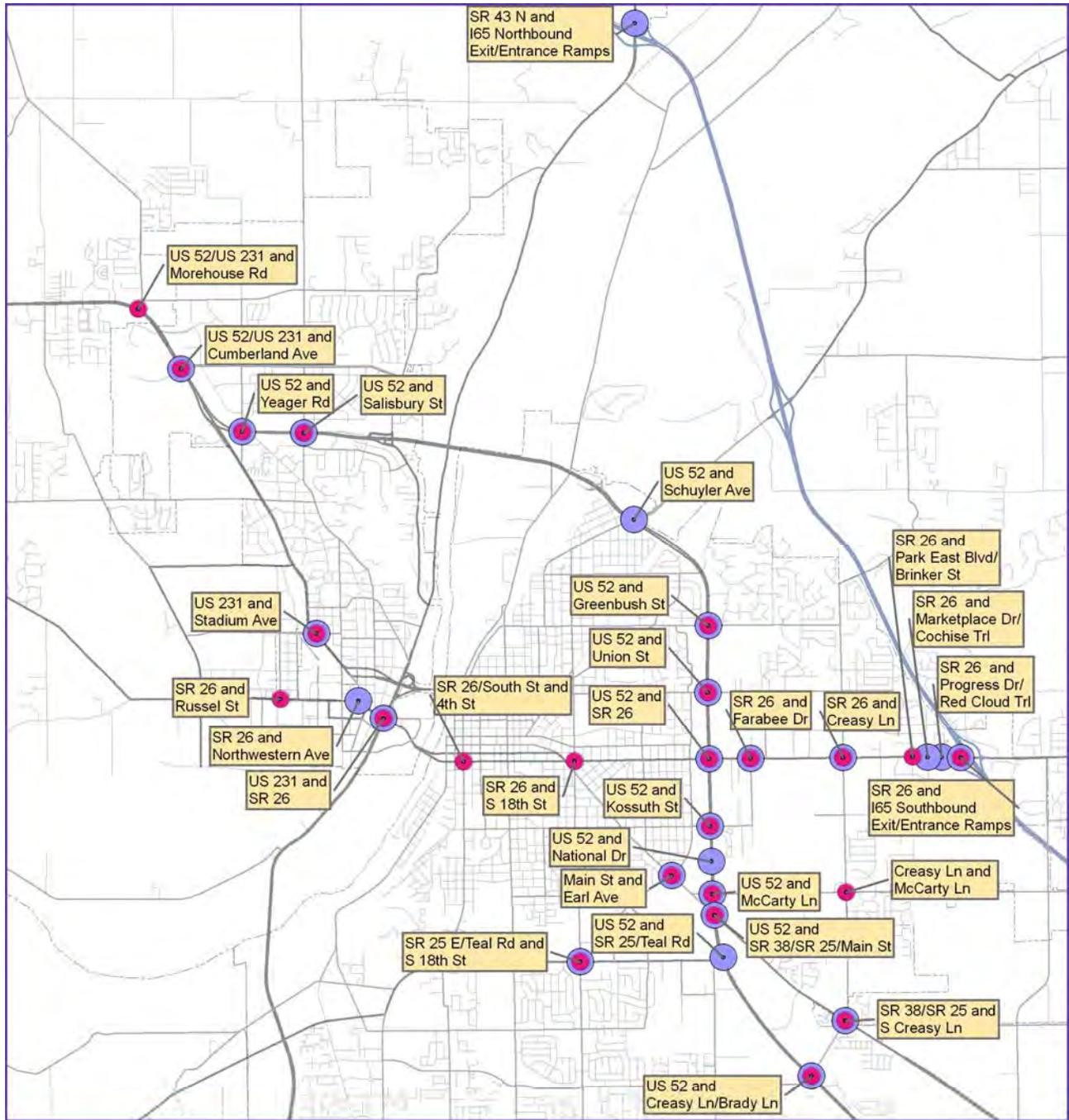
*** Million Entering Vehicles (MEV) was calculated using available 2004-2008 traffic counts or estimated based on counts from similar roads.

Table 59. Top 24 Intersections* Ranked by the Three-Year Personal Injury + Fatal Crash Total, 2006-2008

Rank	Street	Street	2006 Crashes (≤250 ft)			2007 Crashes (≤250 ft)			2008 Crashes (≤250 ft)			Three-Year Crashes (2006-2008) (≤250 ft)		
			Injury	Fatal	% of Total	Injury	Fatal	% of Total	Injury	Fatal	% of Total	Injury	Fatal	% of Total
T1	SR 26 E / E South St	Creasy Ln	10	0	17.2%	6	0	13.6%	6	0	13.0%	22	0	14.9%
T1	US 52 / Sagamore Pky W	Cumberland Ave	7	0	20.6%	10	0	27.8%	5	0	15.2%	22	0	21.4%
T3	SR 38 E / SR 25 E	S Creasy Ln	6	0	21.4%	6	0	20.7%	9	0	28.1%	21	0	23.6%
T3	US 52 / Sagamore Pky S	Creasy Ln / Brady Ln	7	0	26.9%	8	0	23.5%	6	0	31.6%	21	0	26.6%
T5	SR 26 E / South St	4th St	6	0	30.0%	8	0	40.0%	6	0	42.9%	20	0	37.0%
T5	US 52 / Sagamore Pky S	SR 26 E	10	0	22.7%	6	0	12.2%	4	0	9.5%	20	0	14.8%
7	US 52 / Sagamore Pky S	SR 38 E / Main St	5	0	14.3%	8	0	22.9%	6	0	16.2%	19	0	17.8%
8	SR 26 E / E South St	Farabee Dr N	12	0	33.3%	3	0	10.7%	3	0	16.7%	18	0	22.0%
T9	US 52 / Sagamore Pky S	McCarty Ln	8	0	22.9%	5	0	16.1%	4	0	13.8%	17	0	17.9%
T9	US 52 / Sagamore Pky W	N Salisbury St	8	0	21.1%	5	0	17.9%	4	0	12.5%	17	0	17.3%
T11	Main St	S Earl Ave	3	0	14.3%	7	0	28.0%	6	0	22.2%	16	0	21.9%
T11	SR 25 E / Teal Rd	S 18th St	7	0	21.2%	3	0	9.1%	6	0	23.1%	16	0	17.4%
T11	US 52 / Sagamore Pky W	Yeager Rd	5	0	21.7%	6	0	26.1%	5	0	20.0%	16	0	22.5%
T14	US 52 / Sagamore Pky N	Union St	8	0	22.9%	3	0	10.3%	4	0	19.0%	15	0	17.6%
T14	US 52 / Sagamore Pky S	Kossuth St E	6	0	20.7%	5	0	12.5%	4	0	16.7%	15	0	16.1%
T14	US 52 / US 231	Morehouse Rd	6	0	28.6%	2	0	16.7%	6	1	38.9%	14	1	29.4%
T14	US 52 / Sagamore Pky N	Greenbush	4	0	12.1%	4	0	12.1%	7	0	18.9%	15	0	14.6%
T18	SR 26 E / E South St	I65 Southbound Exit/Entrance Ramps	5	0	16.7%	6	0	15.4%	3	0	8.6%	14	0	13.5%
T18	SR 26 W / W State St	Russell St	3	0	18.8%	8	0	38.1%	3	0	60.0%	14	0	33.3%
T18	US 231 / River Rd	SR 26 / State St	3	1	10.8%	3	0	10.7%	7	0	25.0%	13	1	15.1%
T21	S Creasy Ln	McCarty Ln	3	0	17.6%	2	0	9.5%	7	0	35.0%	12	0	20.7%
T21	SR 26 E / E South St	Park East Blvd / Brinker St	6	0	35.3%	1	0	6.3%	5	0	22.7%	12	0	21.8%
T21	SR 26 E / South St	S 18th St	3	1	33.3%	1	0	5.9%	7	0	30.4%	11	1	23.1%
T21	US 231 N / Northwestern Ave	Stadium Ave	5	0	20.0%	2	0	8.3%	5	0	22.7%	12	0	16.9%

*Intersections are the area inside and ≤250ft from the Stop Bars Crosswalks. Crashes are assigned to the closest intersection for intersections in close proximity.

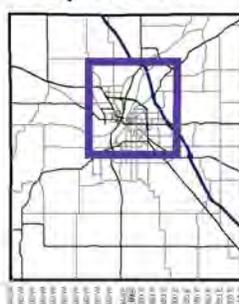
Map 12. Intersections with the Most Total and Injury + Fatal Crashes 2006-2008



Legend

- Top 24 Injury+Fatal Crash Locations 2006-08* (Table 59)
- Top 25 Crash Locations 2006-08* (Table 58)
- Interstate Highway
- US Highway
- State Highway
- Major Local Road
- Local Road
- Municipal Boundary

Map Location:



The Area Plan Commission
of Tippecanoe County
Date: July 2009

Disclaimers and copyright restrictions apply to this map and data. Complete disclaimer can be viewed at: <http://www.tippecanoe.in.gov/gis/Disclaimer.html>

*Crash Data Source: Indiana State Police Vehicle Crash Records Database
Disclaimers apply to all crash data and analysis (23 USC Sec.409)

As shown in Table 59, the intersections at SR 26 and Creasy Ln and US 52/US 231 and Cumberland Ave are tied for the most injury crashes over the three-year period with 22 *Personal Injury* plus *Fatal* crashes. Most intersections have an *Injury* crash percentage between 15%-22%. However, SR 26/South St and 4th St in Lafayette, SR 26/State St and Russell St in West Lafayette, and US 52/US 231 and Morehouse Rd north of West Lafayette all have injury crash rates near or over 30% i.e., 37%, 33.3% and 29.4%, respectively.

One hundred and forty-nine intersections had twenty or more cumulative crashes in the three years spanning 2006-2008. To determine the statistical significance of an intersection's crash rate, an average yearly crash rate was calculated using 2006-2008 crash totals and the last available MEV data for the intersection. The 149 intersections were ranked against each other based on the average *MEV Crash Rate* (Equation 1, Section 2.2) as shown in Table 60.

To determine statistical significance, the Critical Rate Factor (*CRF*) (Equation 2, Section 2.2) was also computed for each intersection based on the FHWA Functional Classification of the intersection. If an intersection's *MEV Rate* is greater than the *CRF*, then the intersection is deemed statistically significant when compared to all other similar intersections of that type (e.g., FHWA Functional Roadway Classification). Intersections meeting this *MEV Rate* to *CRF* threshold are highlighted in red in Table 60. Appendix C provides collision diagrams for local intersections (i.e., those not under the jurisdiction of INDOT) meeting this threshold.

Table 60. Intersections Ranked by the Three-Year Crash Rate per Million Entering Vehicles, 2006-2008

Rank	Street	Street	MEV*	2006 Crashes (≤250ft)		2007 Crashes (≤250ft)		2008 Crashes (≤250ft)		Three-Year Crashes (2006-2008) (≤250ft)			Road Functional Class (U=Urban R=Rural)
				Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	CRF ***	
1	W Wood St	S Salisbury St	1.323	4	3.022	5	3.778	12	9.067	21	5.289	4.784	U Collector
2	University St	1st St	1.643	13	7.915	3	1.826	7	4.262	23	4.668	4.608	U Collector
3	SR 26 W/ W State St	Newman Rd	2.277	14	6.150	11	4.832	3	1.318	28	4.100	4.381	U Collector
4	SR 43 N/River Rd	I65 Northbound Exit/Entrance Ramps	7.068	17	2.405	29	4.103	24	3.396	70	3.301	2.083	U Principal Arterial
5	US 52/ Sagamore Pky W	Westbound US 52 Ramp D (From Happy Hollow/Soldiers Home Rd)	5.618	21	3.738	14	2.492	20	3.560	55	3.263	2.144	U Principal Arterial
6	SR 25 E/Teal Rd	Concord Rd	4.098	12	2.928	11	2.684	17	4.149	40	3.254	2.242	U Principal Arterial
7	W Stadium Ave	Garfield St	2.439	10	4.100	8	3.280	4	1.640	22	3.007	2.292	U Minor Arterial
8	US 52/ Sagamore Pky S	SR 26 E	15.922	44	2.763	49	3.077	42	2.638	135	2.826	1.919	U Principal Arterial
9	SR 26 E/South St	3rd St	6.655	23	3.456	17	2.555	16	2.404	56	2.805	2.098	U Principal Arterial
10	J R Hiatt Dr	S 18th St	5.116	12	2.345	14	2.736	17	3.323	43	2.802	2.027	U Minor Arterial
11	SR 25 E/Teal Rd	S 18th St	11.425	33	2.888	33	2.888	26	2.276	92	2.684	1.977	U Principal Arterial
12	SR 43 N/River Rd	I65 Southbound Exit/Entrance Ramps	5.114	16	3.129	16	3.129	9	1.760	41	2.673	2.027	U Minor Arterial
13	Kossuth St	S 4th St	5.996	16	2.669	20	3.336	12	2.001	48	2.669	2.126	U Principal Arterial

Table 60. Intersections Ranked by the Three-Year Crash Rate per Million Entering Vehicles, 2006-2008 (Continued)

Rank	Street	Street	MEV*	2006 Crashes (≤250ft)		2007 Crashes (≤250ft)		2008 Crashes (≤250ft)		Three-Year Crashes (2006-2008) (≤250ft)			Road Functional Class (U=Urban R=Rural)
				Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	CRF ***	
14	SR 26 E/ E South St	Creasy Ln	19.688	58	2.946	44	2.235	46	2.336	148	2.506	1.886	U Principal Arterial
15	US 52/ Sagamore Pky S	SR 38 E/Main St	14.573	35	2.402	35	2.402	37	2.539	107	2.447	1.933	U Principal Arterial
16	US 52/ Sagamore Pky S	McCarty Ln	13.583	35	2.577	31	2.282	29	2.135	95	2.331	1.946	U Principal Arterial
17	SR 26 W/ W State St	Northwestern Ave	8.745	18	2.058	23	2.630	20	2.287	61	2.325	2.033	U Principal Arterial
18	SR 26 E/South St	4th St	7.763	20	2.576	20	2.576	14	1.803	54	2.319	2.060	U Principal Arterial
19	US 52 / Sagamore Pky N	Greenbush	15.028	33	2.196	33	2.196	37	2.462	103	2.285	1.928	U Principal Arterial
20	US 52/ Sagamore Pky S	SR 25 E/Teal Rd	12.312	31	2.518	29	2.355	24	1.949	84	2.274	1.963	U Principal Arterial
21	SR 25 E/Teal Rd	Summerfield Dr	7.038	25	3.552	10	1.421	12	1.705	47	2.226	2.084	U Principal Arterial
22	Main St	S 18th St/ S 17th St	6.329	16	2.528	16	2.528	10	1.580	42	2.212	2.111	U Principal Arterial
23	Main St	S Earl Ave	11.026	21	1.905	25	2.267	27	2.449	73	2.207	1.984	U Principal Arterial
24	US 52/ Sagamore Pky W	Cumberland Ave	15.824	34	2.149	36	2.275	33	2.085	103	2.170	1.920	U Principal Arterial
25	SR 26 E/ E South St	Farabee Dr N	12.871	36	2.797	28	2.175	18	1.398	82	2.124	1.955	U Principal Arterial
26	SR 43/N River Rd	SR 443/Happy Hollow Rd N	6.128	7	1.142	14	2.285	18	2.937	39	2.121	1.977	U Minor Arterial
27	State Rd 26 E	S 900 E	3.309	4	1.209	8	2.418	9	2.720	21	2.116	2.925	R Principal Arterial
28	SR 26 E/ E South St	Progress Dr/ Red Cloud Trl	12.652	22	1.739	34	2.687	24	1.897	80	2.108	1.958	U Principal Arterial
29	SR 38 E/SR 25 E	S CR 475 E	9.369	22	2.348	15	1.601	20	2.135	57	2.028	2.018	U Principal Arterial
30	SR 26 W/ S Chauncey Ave	SR 26 W/ W Wood St	4.949	7	1.415	6	1.212	17	3.435	30	2.021	2.181	U Principal Arterial
31	US 52/S Sagamore Pky S	Creasy Ln/ Brady Ln	13.274	26	1.959	34	2.561	19	1.431	79	1.984	1.950	U Principal Arterial
32	US 52/ Sagamore Pky W	N Salisbury St	16.474	38	2.307	28	1.700	32	1.942	98	1.983	1.913	U Principal Arterial
33	Northwestern Ave	Columbia St	3.888	8	2.057	10	2.572	5	1.286	23	1.972	4.087	U Collector
34	N 4th St	Main St	3.411	7	2.052	7	2.052	6	1.759	20	1.955	2.307	U Principal Arterial
35	US 231/River Rd	SR 26/State St	15.899	37	2.327	28	1.761	28	1.761	93	1.950	1.919	U Principal Arterial
36	SR 26 E/ E South St	S Earl Ave	9.763	23	2.356	22	2.253	12	1.229	57	1.946	2.009	U Principal Arterial
37	US 52/ Sagamore Pky S	Kossuth St E	16.165	29	1.794	40	2.475	24	1.485	93	1.918	1.916	U Principal Arterial
38	US 231 N/ Northwestern Ave	Stadium Ave	12.386	25	2.018	24	1.938	22	1.776	71	1.911	1.962	U Principal Arterial
39	SR 43 N	E CR 600 N	6.715	14	2.085	15	2.234	9	1.340	38	1.886	2.096	U Principal Arterial
40	SR 26 E/South St	9th St	8.762	14	1.598	20	2.283	15	1.712	49	1.864	2.032	U Principal Arterial
41	SR 38 E/SR 25 E	S Creasy Ln	16.065	28	1.743	29	1.805	32	1.992	89	1.847	1.917	U Principal Arterial
42	US 52/ Sagamore Pky S	National Dr	10.850	25	2.304	20	1.843	15	1.382	60	1.843	1.987	U Principal Arterial

Table 60. Intersections Ranked by the Three-Year Crash Rate per Million Entering Vehicles, 2006-2008 (Continued)

Rank	Street	Street	MEV*	2006 Crashes (≤250ft)		2007 Crashes (≤250ft)		2008 Crashes (≤250ft)		Three-Year Crashes (2006-2008) (≤250ft)			Road Functional Class (U=Urban R=Rural)
				Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	CRF ***	
43	SR 26 W/ W State St	SR 26 W/ S Chauncey Ave	9.057	15	1.656	22	2.429	13	1.435	50	1.840	2.025	U Principal Arterial
44	Concord Rd	Brady Ln	7.791	13	1.669	14	1.797	16	2.054	43	1.840	1.919	U Minor Arterial
45	Salem St	N 6th St	4.380	10	2.283	11	2.511	3	0.685	24	1.826	2.220	U Principal Arterial
46	SR 26 E/ E South St	Park Ave/Scott St/Crescent Dr	6.272	14	2.232	7	1.116	13	2.073	34	1.807	2.114	U Principal Arterial
47	US 52/ Sagamore Pky W	Yeager Rd	13.151	23	1.749	23	1.749	25	1.901	71	1.800	1.951	U Principal Arterial
48	S Creasy Ln	McCarty Ln	10.743	17	1.582	21	1.955	20	1.862	58	1.800	1.851	U Minor Arterial
49	US 52/ Sagamore Pky N	Union St	15.913	35	2.199	29	1.822	21	1.320	85	1.780	1.919	U Principal Arterial
50	US 231 N/ Northwestern Ave	SR 126 E/ Cherry Ln	10.488	12	1.144	20	1.907	24	2.288	56	1.780	1.994	U Principal Arterial
51	Salem St	Erie St	4.315	7	1.622	8	1.854	8	1.854	23	1.777	2.225	U Principal Arterial
52	SR 26 E/South St	S 18th St	9.850	12	1.218	17	1.726	23	2.335	52	1.760	2.007	U Principal Arterial
53	SR 25/Teal/ Old US 231 S	S 4th St/ Poland Hill Rd	8.915	21	2.355	16	1.795	10	1.122	47	1.757	2.028	U Principal Arterial
54	SR 25 E/Teal Rd	22nd St	8.361	17	2.033	12	1.435	15	1.794	44	1.754	2.043	U Principal Arterial
55	Beck Ln	S 18th St	7.238	11	1.520	13	1.796	14	1.934	38	1.750	1.936	U Minor Arterial
56	SR 26 W/ W State St	Pierce St/ Andrew Pl	8.964	18	2.008	17	1.896	12	1.339	47	1.748	2.027	U Principal Arterial
57	US 231 S	SR 25	10.878	16	1.471	13	1.195	28	2.574	57	1.747	1.987	U Principal Arterial
58	SR 26 E/ E South St	Marketplace Dr/ Cochise Trl	12.104	17	1.404	17	1.404	29	2.396	63	1.735	1.966	U Principal Arterial
59	E CR 350 S	S 18th St	8.485	14	1.650	17	2.003	13	1.532	44	1.729	1.900	U Minor Arterial
60	N 9th St	Duncan Rd	5.409	9	1.664	11	2.034	8	1.479	28	1.725	2.155	U Principal Arterial
61	W Stadium Ave	University St	4.260	11	2.582	5	1.174	6	1.408	22	1.721	4.045	U Collector
62	SR 26 E/ Columbia St	N 3rd St	6.782	12	1.769	9	1.327	14	2.064	35	1.720	2.093	U Principal Arterial
63	SR 26 E/ Columbia St	N 2nd St	6.206	6	0.967	14	2.256	12	1.933	32	1.719	2.117	U Principal Arterial
64	SR 25 E	Old Romney Rd	6.667	13	1.950	8	1.200	13	1.950	34	1.700	2.098	U Principal Arterial
65	E CR 350 S	Old US 231 S	5.030	11	2.187	10	1.988	4	0.795	25	1.657	2.032	U Minor Arterial
66	SR 26 E/ E South St	I65 Southbound Exit/Entrance Ramps	21.486	30	1.396	39	1.815	35	1.629	104	1.613	1.874	U Principal Arterial
67	SR 26 E/South St	Main St/S 16th St	8.370	11	1.314	16	1.912	13	1.553	40	1.593	2.043	U Principal Arterial
68	US 52/ Sagamore Pky S	E 350 S	7.964	5	0.628	17	2.135	16	2.009	38	1.591	2.054	U Principal Arterial
69	SR 38 E/SR 25 E	Maple Point Dr/ Poplar Ln	8.386	16	1.908	13	1.550	11	1.312	40	1.590	2.042	U Principal Arterial
70	Union St	N 9th St	5.068	6	1.184	4	0.789	14	2.762	24	1.578	2.174	U Principal Arterial
71	SR 25 E/Teal Rd	S 26th St/ Sequoia Dr	9.963	21	2.108	14	1.405	12	1.204	47	1.572	2.005	U Principal Arterial

Table 60. Intersections Ranked by the Three-Year Crash Rate per Million Entering Vehicles, 2006-2008 (Continued)

Rank	Street	Street	MEV*	2006 Crashes (≤250ft)		2007 Crashes (≤250ft)		2008 Crashes (≤250ft)		Three-Year Crashes (2006-2008) (≤250ft)			Road Functional Class (U=Urban R=Rural)
				Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	CRF ***	
				72	Main St	N 9th St	5.128	13	2.535	9	1.755	2	
73	SR 25 E	Old US 231 S	7.488	16	2.137	14	1.870	5	0.668	35	1.558	2.069	U Principal Arterial
74	US 231/ Wiggins St	N Salisbury St	5.479	8	1.460	11	2.008	6	1.095	25	1.521	2.151	U Principal Arterial
75	SR 26 E/ E South St	Shenandoah Dr	12.148	25	2.058	14	1.152	15	1.235	54	1.482	1.966	U Principal Arterial
76	US 52/Sagamore Pky W	Klondike Rd/ N 300 W	8.839	11	1.244	16	1.810	12	1.358	39	1.471	2.030	U Principal Arterial
77	SR 26 W/W State St	N Grant St	10.441	23	2.203	14	1.341	9	0.862	46	1.469	1.995	U Principal Arterial
78	US 52/ Sagamore Pky N	Schuyler Ave	13.874	18	1.297	22	1.586	21	1.514	61	1.466	1.942	U Principal Arterial
79	US 231 S	W 350 S	5.919	6	1.014	9	1.520	11	1.858	26	1.464	2.130	U Principal Arterial
80	US 231 N/ Northwestern Ave	Yeager Rd	9.374	14	1.494	15	1.600	12	1.280	41	1.458	2.018	U Principal Arterial
81	SR 26 E/ Columbia St	N 4th St	7.338	8	1.090	12	1.635	12	1.635	32	1.454	2.074	U Principal Arterial
82	SR 26 W/ W State St	University St	9.030	16	1.772	9	0.997	14	1.550	39	1.440	2.026	U Principal Arterial
83	SR 26 W/ W State St	Russell St	9.766	16	1.638	21	2.150	5	0.512	42	1.434	2.009	U Principal Arterial
84	SR 25 E/ Teal Rd	S 30th St	8.848	15	1.695	15	1.695	8	0.904	38	1.432	2.030	U Principal Arterial
85	SR 43 N/ N River Rd	Robinson St	9.260	13	1.404	17	1.836	9	0.972	39	1.404	1.881	U Minor Arterial
86	Salem St	N 9th St	7.879	12	1.523	15	1.904	6	0.762	33	1.396	2.057	U Principal Arterial
87	State Rd 26 E	N 550 E	5.044	3	0.595	10	1.982	8	1.586	21	1.388	2.176	U Principal Arterial
88	S Creasy Ln	Fortune Dr	8.195	13	1.586	8	0.976	13	1.586	34	1.383	1.907	U Minor Arterial
89	Greenbush St	N 18th St	6.036	4	0.663	11	1.823	10	1.657	25	1.381	1.981	U Minor Arterial
90	SR 26 E/ Columbia St	Main St	5.400	1	0.185	12	2.222	9	1.667	22	1.358	2.156	U Principal Arterial
91	Union St	N 6th St	4.910	5	1.018	10	2.037	5	1.018	20	1.358	2.184	U Principal Arterial
92	Northwestern Ave	North St	4.911	4	0.814	8	1.629	8	1.629	20	1.357	3.983	U Collector
93	US 52/US 231	Morehouse Rd	12.587	21	1.668	12	0.953	18	1.430	51	1.351	1.959	U Principal Arterial
94	SR 26 W/ W State St	Tapawingo Dr	11.858	13	1.096	17	1.434	18	1.518	48	1.349	1.970	U Principal Arterial
95	US 52/ Sagamore Pky W	Duncan Rd	14.332	23	1.605	18	1.256	17	1.186	58	1.349	1.936	U Principal Arterial
96	Greenbush St	N 19th St	5.697	1	0.176	9	1.580	13	2.282	23	1.346	1.997	U Minor Arterial
97	SR 26 E/South St	2nd St	6.689	11	1.645	10	1.495	6	0.897	27	1.346	2.097	U Principal Arterial
98	Old US Hwy 231 S	Twyckenham Blvd	5.700	9	1.579	6	1.053	8	1.403	23	1.345	1.997	U Minor Arterial
99	N 18th St	Elmwood Ave	5.511	6	1.089	5	0.907	11	1.996	22	1.331	2.006	U Minor Arterial

Table 60. Intersections Ranked by the Three-Year Crash Rate per Million Entering Vehicles, 2006-2008 (Continued)

Rank	Street	Street	MEV*	2006 Crashes (≤250ft)		2007 Crashes (≤250ft)		2008 Crashes (≤250ft)		Three-Year Crashes (2006-2008) (≤250ft)			Road Functional Class (U=Urban R=Rural)
				Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	CRF ***	
100	SR 26 E/ E South St	Park East Blvd/Brinker St	13.879	17	1.225	16	1.153	22	1.585	55	1.321	1.942	U Principal Arterial
101	S 18th St	Brady Ln	9.186	13	1.415	14	1.524	9	0.980	36	1.306	1.883	U Minor Arterial
102	SR 26 W/ E State St	Roebuck Dr	9.451	15	1.587	13	1.376	9	0.952	37	1.305	2.016	U Principal Arterial
103	SR 26 W/ W State St	Memorial Mall/Marsteller St	8.486	9	1.061	16	1.885	8	0.943	33	1.296	2.039	U Principal Arterial
104	Lindberg Rd	McCormick Rd	5.187	9	1.735	5	0.964	6	1.157	20	1.285	2.023	U Minor Arterial
105	SR 26 E/ E South St	Meijer Way	10.429	17	1.630	13	1.247	10	0.959	40	1.278	1.995	U Principal Arterial
106	E CR 350 S	Concord Rd	9.262	11	1.188	8	0.864	16	1.728	35	1.260	1.881	U Minor Arterial
107	Main St	McCarty Ln	7.455	11	1.475	9	1.207	8	1.073	28	1.252	2.070	U Principal Arterial
108	Salem St	N 18th St	8.006	10	1.249	12	1.499	8	0.999	30	1.249	2.053	U Principal Arterial
109	US 231 N/ Northwestern Ave	Lindberg Rd	11.538	12	1.040	14	1.213	17	1.473	43	1.242	1.975	U Principal Arterial
110	US 231 N/ Northwestern Ave	US 231/ Wiggins St	7.660	7	0.914	13	1.697	8	1.044	28	1.219	2.063	U Principal Arterial
111	SR 25 N/ Schuyler Ave	I65 Southbound Exit/Entrance Ramps	7.960	9	1.131	12	1.507	8	1.005	29	1.214	2.054	U Principal Arterial
112	SR 25 E/ Old US Hwy 231 S	Elston Rd	6.339	7	1.104	5	0.789	11	1.735	23	1.210	2.111	U Principal Arterial
113	Union St	N Earl Ave	7.846	9	1.147	9	1.147	10	1.275	28	1.190	2.058	U Principal Arterial
114	SR 26 W/ W State St	Salisbury St	9.249	13	1.406	11	1.189	9	0.973	33	1.189	2.020	U Principal Arterial
115	SR 26 E/ E South St	N 36th St	10.473	11	1.050	12	1.146	14	1.337	37	1.178	1.994	U Principal Arterial
116	SR 26 E/ Columbia St	N 9th St	7.375	8	1.085	9	1.220	9	1.220	26	1.175	2.072	U Principal Arterial
117	Kossuth St	Main St	10.021	13	1.297	11	1.098	11	1.098	35	1.164	2.004	U Principal Arterial
118	SR 26 E/E South St	Frontage Rd	11.400	15	1.316	12	1.053	12	1.053	39	1.140	1.978	U Principal Arterial
119	SR 25 N/ Schuyler Ave	I65 Northbound Exit/Entrance Ramps	8.627	9	1.043	12	1.391	8	0.927	29	1.121	2.036	U Principal Arterial
120	E 350 S	Osborne Ln/Promenade Pkwy	8.660	6	0.693	12	1.386	10	1.155	28	1.078	1.895	U Minor Arterial
121	SR 26 E/ E South St	Fairington Ave	13.304	12	0.902	16	1.203	15	1.128	43	1.077	1.949	U Principal Arterial
122	SR 38 E/SR 25 E	I65 Southbound Exit/Entrance Ramps	7.199	3	0.417	12	1.667	8	1.111	23	1.065	2.078	U Principal Arterial
123	SR 25 E/Teal Rd	Brothers Dr	8.587	8	0.932	9	1.048	10	1.165	27	1.048	2.037	U Principal Arterial
124	S Earl Ave	Kossuth St	9.754	8	0.820	11	1.128	11	1.128	30	1.025	1.870	U Minor Arterial
125	SR 26 E/ E South St	Britt Farm Rd/ Eastland Dr	12.464	15	1.203	10	0.802	13	1.043	38	1.016	1.961	U Principal Arterial

Table 60. Intersections Ranked by the Three-Year Crash Rate per Million Entering Vehicles, 2006-2008 (Continued)

Rank	Street	Street	MEV*	2006 Crashes (≤250ft)		2007 Crashes (≤250ft)		2008 Crashes (≤250ft)		Three-Year Crashes (2006-2008) (≤250ft)			Road Functional Class (U=Urban R=Rural)
				Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	CRF ***	
126	W Navajo St	N Salisbury St	7.898	8	1.013	7	0.886	9	1.139	24	1.013	1.916	U Minor Arterial
127	S 28th St	Main St	6.707	5	0.746	6	0.895	9	1.342	20	0.994	2.096	U Principal Arterial
128	SR 26 W/ W State St	Martin Jischke Dr	6.711	4	0.596	5	0.745	11	1.639	20	0.993	2.096	U Principal Arterial
129	SR 43/River Rd	Southbound US 231 Ramp D (From Wiggins)	9.080	7	0.771	12	1.322	8	0.881	27	0.991	2.024	U Principal Arterial
130	Beck Ln	S Beck Ln	6.746	6	0.889	5	0.741	9	1.334	20	0.988	1.953	U Minor Arterial
131	N Creasy Ln	Greenbush St	8.938	4	0.448	9	1.007	13	1.455	26	0.970	1.889	U Minor Arterial
132	SR 25 E/Teal Rd	S 9th St	12.120	18	1.485	9	0.743	8	0.660	35	0.963	1.966	U Principal Arterial
133	SR 43/N River Rd	Howard Rd	9.724	4	0.411	14	1.440	10	1.028	28	0.960	2.010	U Principal Arterial
134	US 52/ Sagamore Pky N	Underwood St/O'Farrell Rd	11.552	4	0.346	11	0.952	18	1.558	33	0.952	1.975	U Principal Arterial
135	US 52/ Sagamore Pky S	Calloway Dr	9.138	5	0.547	12	1.313	9	0.985	26	0.948	2.023	U Principal Arterial
136	US 231 N/ Northwestern Ave	Dodge St	8.994	10	1.112	7	0.778	8	0.889	25	0.927	2.027	U Principal Arterial
137	S Creasy Ln	Amelia Ave	8.674	3	0.346	14	1.614	7	0.807	24	0.922	1.895	U Minor Arterial
138	SR 26 E/ E South St	I65 Northbound Exit/Entrance Ramps	13.046	7	0.537	14	1.073	15	1.150	36	0.920	1.953	U Principal Arterial
139	Kossuth St	S 18th St	10.569	10	0.946	12	1.135	7	0.662	29	0.915	1.855	U Minor Arterial
140	SR 25 E	Hamman St	10.079	7	0.695	14	1.389	5	0.496	26	0.860	2.002	U Principal Arterial
141	US 52/ Sagamore Pky W	Win Hentschel Blvd/Geddes Way	12.358	10	0.809	12	0.971	9	0.728	31	0.836	1.963	U Principal Arterial
142	US 231 N/ Northwestern Ave	Meridian St	8.871	7	0.789	6	0.676	9	1.015	22	0.827	2.030	U Principal Arterial
143	S 9th St	Twyckenham Blvd	8.079	7	0.866	5	0.619	8	0.990	20	0.825	1.911	U Minor Arterial
144	N Creasy Ln	Rome Dr	8.633	12	1.390	7	0.811	2	0.232	21	0.811	1.896	U Minor Arterial
145	Union St	N 18th St	10.356	10	0.966	6	0.579	9	0.869	25	0.805	1.997	U Principal Arterial
146	US 231 S/ S River Rd	Tapawingo Dr	9.446	3	0.318	12	1.270	6	0.635	21	0.741	2.016	U Principal Arterial
147	SR 26	Century	10.079	12	1.191	6	0.595	4	0.397	22	0.728	2.002	U Principal Arterial
148	US 231 N/ Northwestern Ave	Grant St	12.530	12	0.958	6	0.479	7	0.559	25	0.665	1.960	U Principal Arterial
149	US 52/ Sagamore Pky S	Nighthawk Dr	12.859	6	0.467	12	0.933	4	0.311	22	0.570	1.955	U Principal Arterial

* Million Entering Vehicles (MEV) was calculated using available 2004-2008 traffic counts or estimated based on counts from similar roads.

** Crash Rate per One Million Entering Vehicles (MEV) per year (2006-2008 crash data was used to compute an average yearly total crashes for the intersection) (Equation 1, Section 2.2)

*** CRF was calculated for all intersections with 20 or more total crashes in the period of 2006-2008 and calculated based for the highest FHWA Functional Roadway Classification of each intersection. The average MEV Crash Rate (R_a) used in computing the CRF (Equation 2, Section 2.2) was as follows:

- for Rural Principal Arterial = 2.1156 (sample size = 1 intersection)
- for Urban Collector = 3.1845 (sample size = 6 intersections)
- for Urban Minor Arterial = 1.4830 (sample size = 28 intersections)
- for Urban Principal Arterial = 1.6066 (sample size = 114 intersections)

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APPENDIX A – INDIANA OFFICER’S STANDARD CRASH REPORT (ELECTRONIC VERSION)

INDIANA OFFICER'S STANDARD CRASH REPORT										Page	1	5	3																																																																																																																																																									
 Mail to: Electronic Version Indiana State Police, Crash Records Section 100 North Senate Avenue, Indianapolis, IN 46204										Local ID																																																																																																																																																												
Date of Crash	Day of Week	Actual Local Time	County	Township	# Motor Vehicles	# Injured	# Dead	# Commercial Vehicles	# Deer																																																																																																																																																													
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Road Crash Occurred On			Nearest/Intersecting Road/MileMarker/Interchange		If not an intersection, number of feet from		Direction	Road Classification																																																																																																																																																														
Inside Corporate Limits?	City/Town or Nearest City/Town			Property?	Crash Latitude		Crash Longitude																																																																																																																																																															
NO																																																																																																																																																																						
Driver #1			Driver #2			Driver #3			Driver #4																																																																																																																																																													
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NO </td> </tr> <tr> <td colspan="2">Other Property Damage (1)</td> <td>State Property</td> <td colspan="8">Owner's Name and Address</td> </tr> <tr> <td colspan="2">Other Property Damage (2)</td> <td>State Property</td> <td colspan="8">Owner's Name and Address</td> </tr> <tr> <td colspan="5">Witness/Other Participant</td> <td colspan="5">Non-Motorist</td> </tr> <tr> <td><input type="checkbox"/> Witness</td> <td>#</td> <td colspan="3">(Last Name, First Name, MI)</td> <td colspan="5">(Last Name, First Name, MI)</td> </tr> <tr> <td><input type="checkbox"/> Other Participant</td> <td>#</td> <td colspan="3">(Last Name, First Name, MI)</td> <td colspan="2">Non-Motorist Type</td> <td colspan="3">Non-Motorist Action</td> </tr> <tr> <td colspan="5">Address etc.</td> <td colspan="5">Apparent Physical Condition</td> </tr> <tr> <td colspan="5">Phone #</td> <td colspan="5">Location at Time of Crash</td> </tr> <tr> <td><input type="checkbox"/> Witness</td> <td>#</td> <td colspan="3">(Last Name, First Name, MI)</td> <td colspan="2">Cited?</td> <td colspan="3">Direction</td> </tr> <tr> <td><input type="checkbox"/> Other Participant</td> <td>#</td> <td colspan="3">(Last Name, First Name, MI)</td> <td colspan="5">Street/Highway</td> </tr> <tr> <td colspan="5">Address etc.</td> <td colspan="2">Traffic Control?</td> <td colspan="3">If yes, was traffic control operational?</td> </tr> <tr> <td colspan="5">Phone #</td> <td colspan="5">Location at Time of Crash</td> </tr> </table>										Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4					Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4					Area Information					Driver Contributing Circumstances <input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input type="checkbox"/> Unsafe Speed <input type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overcorrecting <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction <input type="checkbox"/> Restriction Violation <input type="checkbox"/> Jackknifing <input type="checkbox"/> Cell Phone Usage <input type="checkbox"/> Other Telematics <input type="checkbox"/> Driver Distracted <input type="checkbox"/> Speed/Weather Conditions <input type="checkbox"/> Other <input type="checkbox"/> None					Vehicle Contributing Circumstances <input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input type="checkbox"/> Other <input type="checkbox"/> None					<input type="checkbox"/> Hit and Run NO <input type="checkbox"/> School Zone NO <input type="checkbox"/> Rumble Strips NO Locality Light Condition Weather Conditions Surface Condition Type of Median Type of Roadway Junction Road Character Roadway Surface Construction <input type="checkbox"/> If Yes, Construction Type Traffic Control Devices Traffic Control Device Operational?					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Local ID

Type of Crash					
Time Notified M	Time Arrived M	Other Location of Investigation AT SCENE ONLY			
Assisting Officer		ID No.	Agency	Investigation Complete? NO	Photos Taken? NO
Assisting Officer		ID No.	Agency	Date of Report //	
Investigating Officer		ID No.	Agency	Reviewing Officer	

Narrative

UNIT INFORMATION

Local ID

Driver's Name (Last, First, MI)			Safety Equipment Used		
Address (Street, City, State, Zip)			Safety Equipment Effective?		
			Ejection/Trapped		
Date of Birth	Age	Gender	EMS No.	Driver Injury Status	
Driver's License #	Lic Type	CDL Class	Lic State	Nature of Most Severe Injury	
Apparent Physical Status <input type="checkbox"/> Normal <input type="checkbox"/> Had Been Drinking <input type="checkbox"/> Handicapped <input type="checkbox"/> Ill <input type="checkbox"/> Asleep/Fatigued <input type="checkbox"/> Drugs/Medication <input type="checkbox"/> Unknown		Restrictions <input type="checkbox"/> Glasses/Contact Lenses <input type="checkbox"/> Outside Rearview Mirror <input type="checkbox"/> Daylight Driving <input type="checkbox"/> Automatic Transmission <input type="checkbox"/> Special Controls <input type="checkbox"/> Employment Only <input type="checkbox"/> Motorcycle Only <input type="checkbox"/> To/From Employment		<input type="checkbox"/> Employer's Vehicle Only <input type="checkbox"/> State-Owned Vehicles <input type="checkbox"/> PP Chauffeurs Taxi Only <input type="checkbox"/> Power Steering <input type="checkbox"/> Special Restrictions <input type="checkbox"/> Probation DWI <input type="checkbox"/> Probation HTO <input type="checkbox"/> None	
Test Given	Type Given	Location of Most Severe Injury			
	<input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Breath <input type="checkbox"/> SFST <input type="checkbox"/> PBT	If Cited? <input type="checkbox"/> Infraction <input type="checkbox"/> Misdemeanor <input type="checkbox"/> Felony		IC Codes	
Alcohol Results		Certified Test <input type="checkbox"/> Pending		Drug Results	
PBT	Veh# 1		Color	Vehicle Year/Make	Model/Style
# Occupants	Lic Year	License #	License State		
# Axles	Speed Limit	Insured By	Phone Number		
Registered Owner's Name (Last, First, MI)			<input type="checkbox"/> Same as Driver		
Address (Street, City, State, Zip)			Areas Damaged (Multiples) <input type="checkbox"/> Undercarriage <input type="checkbox"/> Trailer <input type="checkbox"/> None <input type="checkbox"/> Unknown		
Towed? Towed To			Towed By		
Lic State	Lic Year	Registered Owner's Name (Last, First, MI)		<input type="checkbox"/> Same as Driver	
License#	Address (Street, City, State, Zip)				
Veh Year	Make	Vehicle Type			
Lic State	Lic Year	Registered Owner's Name (Last, First, MI)		<input type="checkbox"/> Same as Driver	
License#	Address (Street, City, State, Zip)				
Veh Year	Make	Pre-Crash Vehicle Action			
Commercial Vehicle: Carrier's Name and Address			Direction of Travel		
HAZMAT Proper Shipping Name:			Type of Primary/Secondary Roadway		
US DOT#	ICC#	State DOT#		One Way Traffic <input type="checkbox"/> One Lane <input type="checkbox"/> Two Lanes <input type="checkbox"/> Multi-Lanes (3 or more)	
Vehicle Identification#		CMV Inspection	If Yes		
Gross Vehicle Weight Rating		Cargo Body Type		Two Way Traffic <input type="checkbox"/> Two Lanes <input type="checkbox"/> Multi-Lane Divided (3 or more) <input type="checkbox"/> Multi-Lane Undivided 2 way left turn <input type="checkbox"/> Multi-Lane Undivided (3 or more)	
HAZMAT Placard	HAZMAT Release of Cargo	HAZMAT 4-Digit ID#	Hazzard Class #		
Collision Crash			Non-Collision Crash		

NON-DRIVER INJURED INFORMATION

Local ID

Injured Pre-crash Location: Veh#			Safety Equipment Used									
Name (Last, First, MI)			Safety Equipment Effective?									
Address (Street, City, State, Zip)			Ejection/Trapped									
Date of Birth	Age	Gender	EMS No. Driver Injury Status									
Position in or on Vehicle			Nature of Most Severe Injury									
<input type="checkbox"/> Front <table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </table> <input type="checkbox"/> Rear			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Location of Most Severe Injury
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
			Test Given Type Given <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Breath <input type="checkbox"/> SFST <input type="checkbox"/> PBT									
			Alcohol Results Certified Test <input type="checkbox"/> Pending Drug Results									
PBT												

Injured Pre-crash Location: Veh#			Safety Equipment Used									
Name (Last, First, MI)			Safety Equipment Effective?									
Address (Street, City, State, Zip)			Ejection/Trapped									
Date of Birth	Age	Gender	EMS No. Driver Injury Status									
Position in or on Vehicle			Nature of Most Severe Injury									
<input type="checkbox"/> Front <table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </table> <input type="checkbox"/> Rear			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Location of Most Severe Injury
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
			Test Given Type Given <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Breath <input type="checkbox"/> SFST <input type="checkbox"/> PBT									
			Alcohol Results Certified Test <input type="checkbox"/> Pending Drug Results									
PBT												

Injured Pre-crash Location: Veh#			Safety Equipment Used									
Name (Last, First, MI)			Safety Equipment Effective?									
Address (Street, City, State, Zip)			Ejection/Trapped									
Date of Birth	Age	Gender	EMS No. Driver Injury Status									
Position in or on Vehicle			Nature of Most Severe Injury									
<input type="checkbox"/> Front <table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </table> <input type="checkbox"/> Rear			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Location of Most Severe Injury
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
			Test Given Type Given <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Breath <input type="checkbox"/> SFST <input type="checkbox"/> PBT									
			Alcohol Results Certified Test <input type="checkbox"/> Pending Drug Results									
PBT												

Injured Pre-crash Location: Veh#			Safety Equipment Used									
Name (Last, First, MI)			Safety Equipment Effective?									
Address (Street, City, State, Zip)			Ejection/Trapped									
Date of Birth	Age	Gender	EMS No. Driver Injury Status									
Position in or on Vehicle			Nature of Most Severe Injury									
<input type="checkbox"/> Front <table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </table> <input type="checkbox"/> Rear			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Location of Most Severe Injury
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>										
			Test Given Type Given <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Breath <input type="checkbox"/> SFST <input type="checkbox"/> PBT									
			Alcohol Results Certified Test <input type="checkbox"/> Pending Drug Results									
PBT												

PROPERTY/WITNESS INFORMATION

Local ID _____

Other Property Damage

Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address
Other Property Damage	#	State Property	Owner's Name and Address

Witness/Other Participant

<input type="checkbox"/> Witness	#	(Last Name, First Name, MI)	Phone #
<input type="checkbox"/> Other Participant	Address etc.		Location at Time of Crash
<input type="checkbox"/> Witness	#	(Last Name, First Name, MI)	Phone #
<input type="checkbox"/> Other Participant	Address etc.		Location at Time of Crash
<input type="checkbox"/> Witness	#	(Last Name, First Name, MI)	Phone #
<input type="checkbox"/> Other Participant	Address etc.		Location at Time of Crash
<input type="checkbox"/> Witness	#	(Last Name, First Name, MI)	Phone #
<input type="checkbox"/> Other Participant	Address etc.		Location at Time of Crash
<input type="checkbox"/> Witness	#	(Last Name, First Name, MI)	Phone #
<input type="checkbox"/> Other Participant	Address etc.		Location at Time of Crash
<input type="checkbox"/> Witness	#	(Last Name, First Name, MI)	Phone #
<input type="checkbox"/> Other Participant	Address etc.		Location at Time of Crash
<input type="checkbox"/> Witness	#	(Last Name, First Name, MI)	Phone #
<input type="checkbox"/> Other Participant	Address etc.		Location at Time of Crash

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APPENDIX B – COMPLETE SUMMARY OF CONTRIBUTING CIRCUMSTANCES FOR ALL CRASHES, 2008

There are many circumstances that contribute to a crash. For each crash report, officers are allowed to specify two “Driver”, one “Vehicle”, and one “Environmental” contributing circumstances for each vehicle involved in the crash. For one of the vehicles in the crash, one the four possible contributing circumstances must be the listed as the primary contributing circumstance (also referred to as the *Primary Factor*) for the crash.

The following table shows all contributing circumstances (primary and secondary) reported in all Tippecanoe County crashes i.e., roadway and non-roadway/private property crashes. For additional information, see Table 8 for the top 20 primary contributing circumstances reported in just roadway crashes in 2008.

Contributing Circumstances	Total Collisions	Total Fatal Crashes	Total Injury Crashes	Property Damage	Number Killed	Number Injured
Following Too Closely	1,410	1	202	1,207	1	266
Unsafe Backing	1,134	0	11	1,123	0	12
Roadway Surface Condition	1,035	4	143	888	7	179
Other (Driver)-Explained in Crash Narrative	996	1	130	865	1	164
Failure To Yield Right Of Way	956	1	218	737	1	303
Speed Too Fast For Weather Conditions	727	3	92	632	6	118
Animal/Object In Roadway	494	1	10	483	1	13
Improper Turning	362	0	31	331	0	40
Improper Lane Usage	314	1	20	293	1	25
Ran Off Road Right	300	1	70	229	1	82
Disregard Signal/Regulatory Sign	269	2	85	182	2	147
Unsafe Speed	262	1	69	192	2	103
Alcoholic Beverages	247	2	75	170	3	94
Driver Distracted-Explained in Crash Narrative	166	0	36	130	0	50
Other (Environmental)-Explained in Crash Narrative	148	1	32	115	1	41
Left Of Center	120	1	27	92	3	48
Overcorrecting/Oversteering	119	2	24	93	2	36
Other (Vehicle)-Explained in Crash Narrative	107	0	10	97	0	11
Improper Passing	77	0	5	72	0	5
View Obstructed	56	0	12	44	0	19
Brake Failure Or Defective	54	0	11	43	0	15
Cell Phone Usage	48	0	7	41	0	9
Driver Asleep Or Fatigued	44	0	15	29	0	17
Pedestrian Action	39	1	31	7	1	31
Glare	36	0	8	28	0	11
Driver Illness	28	0	14	14	0	20
Tire Failure Or Defective	21	0	0	21	0	0
Passenger Distraction	19	0	7	12	0	14
Insecure/Leaky Load	16	0	0	16	0	0

Contributing Circumstances	Total Collisions	Total Fatal Crashes	Total Injury Crashes	Property Damage	Number Killed	Number Injured
Wrong Way On One Way	11	0	0	11	0	0
Road Under Construction	10	0	2	8	0	4
Engine Failure	9	0	1	8	0	3
Headlight Defective Or Not On	7	0	4	3	0	5
Tow Hitch Failure	7	0	0	7	0	0
Prescription Drugs	6	0	2	4	0	3
Accelerator Failure Or Defective	5	0	2	3	0	2
Holes/Ruts In Surface	5	0	0	5	0	0
Oversize/Overweight Load	5	0	0	5	0	0
Illegal Drugs	3	0	2	1	0	2
Lane Marking Obscured	3	0	0	3	0	0
Obstruction Not Marked	3	0	1	2	0	3
Other Lights Defective	3	0	0	3	0	0
Other Telematics In Use	3	0	1	2	0	1
Traffic Control Inoperative/Missing	3	0	1	2	0	1
Violation Of License Restriction	3	0	1	2	0	1
Window/Windshield Defective	3	0	0	3	0	0
Jackknifing	2	0	0	2	0	0
Severe Crosswinds	1	0	0	1	0	0

APPENDIX C –LOCAL HAZARDOUS INTERSECTION INFORMATION AND ANALYSIS, 2006-2008

One hundred and forty-nine intersections had twenty or more cumulative crashes within 250ft of the intersection in the three years 2006-2008. To determine the statistical significance of an intersection's crash rate, an average yearly crash rate was calculated from the 2006-2008 data (Equation 1, Section 2.2) and the last available traffic counts surrounding the intersection. The 149 intersections are ranked against each other based on the average yearly *MEV Crash Rate* as shown in Table 60 in Section 3.2.

To determine statistical significance, the Critical Rate Factor (*CRF*) (Equation 2, Section 2.2) was computed for each intersection based on the FHWA Functional Classification of the intersection. If an intersection's *MEV Rate* is greater than the *CRF*, then an intersection is deemed statistically significant when compared to all other similar intersections of that Functional Class.

Thirty-one intersections in Tippecanoe County had average yearly *MEV Crash Rates* (based on 2006-2008 data) statistically higher the other intersections (see Section 3.2 and Table 60). Of those thirty-one, seven are under the jurisdiction of local entities, i.e., not owned or maintained by INDOT.

This appendix provides an aerial photograph, an initial collision diagram¹⁰, and a tabular crash summary for the each of the seven local intersections deemed statistically significant. These seven local intersections (≤250 ft radii) are:

Rank (Table 60)	Street	Street	MEV*	2006 Crashes (≤250ft)		2007 Crashes (≤250ft)		2008 Crashes (≤250ft)		Three-Year Crashes (2006-2008) (≤250ft)			Road Functional Class (U=Urban R=Rural)
				Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	Total	MEV Rate **	CRF ***	
1	W Wood St	S Salisbury St	1.323	4	3.022	5	3.778	12	9.067	21	5.289	4.784	U Collector
2	University St	1st St	1.643	13	7.915	3	1.826	7	4.262	23	4.668	4.608	U Collector
7	W Stadium Ave	Garfield St	2.439	10	4.100	8	3.280	4	1.640	22	3.007	2.292	U Minor Arterial
10	J R Hiatt Dr	S 18th St	5.116	12	2.345	14	2.736	17	3.323	43	2.802	2.027	U Minor Arterial
13	Kossuth St	S 4th St	5.996	16	2.669	20	3.336	12	2.001	48	2.669	2.126	U Principal Arterial
22	Main St	S 18th St/ S 17th St	6.329	16	2.528	16	2.528	10	1.580	42	2.212	2.111	U Principal Arterial
23	Main St	S Earl Ave	11.026	21	1.905	25	2.267	27	2.449	73	2.207	1.984	U Principal Arterial

* Million Entering Vehicles (MEV) was calculated using available 2004-2008 traffic counts or estimated based on counts from similar roads.

** Crash Rate per One Million Entering Vehicles (MEV) per year (2006-2008 crash data was used to compute an average yearly total crashes for the intersection) (Equation 1, Section 2.2)

*** *CRF* was calculated for all intersections with 20 or more total crashes in the period of 2006-2008 and calculated based for the highest FHWA Functional Roadway Classification of each intersection. The average *MEV Crash Rate* (R_a) used in computing the *CRF* (Equation 2, Section 2.2) was as follows:

- for Urban Collector = 3.1845 (sample size = 6 intersections)
- for Urban Minor Arterial = 1.4830 (sample size = 28 intersections)
- for Urban Principal Arterial = 1.6066 (sample size = 114 intersections)

¹⁰ The initial direction or action where the vehicle began the collision sequence is depicted in the collision diagram. Several crashes included multiple collision points, involved additional vehicles, and multiple collision paths before the vehicle came to a stop.

W Wood St and S Salisbury St, West Lafayette

Control: Two-way Standard Stop Sign (Salisbury St)
Total Traffic Entering Intersection: ~3,626 Cars per Day

2006-2008 Accidents within 250ft:

Fatal:	0
Personal Injury:	0
Property Damage Only:	21
Total Crashes:	21

2006-2008 Intersection Statistics:

Total Crash Frequency Ranking:	T137
Fatality/Injury Crash Frequency Ranking:	N/A
Crashes per Million Entering Vehicles:	5.289
Critical Rate Factor (Urban Collector):	4.784



2006-2008 Initial Collision Diagram: Wood St and S Salisbury St, West Lafayette

FROM: 01/01/2006 to 12/31/2008 (3 Years)

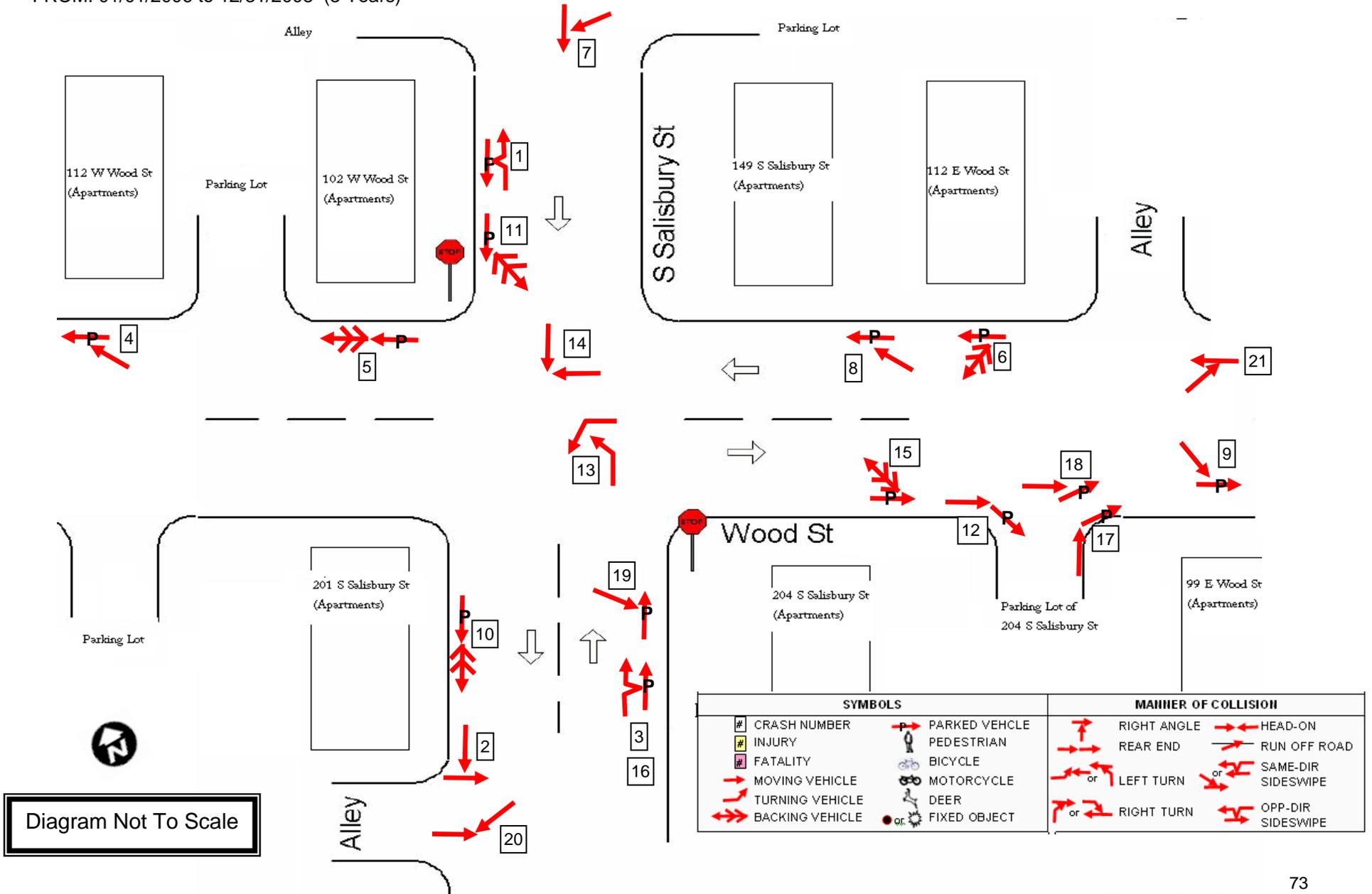


Diagram Not To Scale

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
1	PDO	26-Aug-06	Sat	21	2	0	Wrong Way On One Way	Opposite Direction Sideswipe	Dark (Lighted)	Clear	Dry
2	PDO	30-Aug-06	Wed	9	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Rain	Wet
3	PDO	20-Nov-06	Mon	15	2	0	Other (Driver)-Explained in Crash Narrative	Same Direction Sideswipe	Unknown	Clear	Dry
4	PDO	6-Dec-06	Wed	2	2	0	Other (Driver)-Explained in Crash Narrative	Other-Explained in Crash Narrative	Unknown	Snow	Snow/Slush
5	PDO	6-Jul-07	Fri	21	2	0	Other (Driver)-Explained in Crash Narrative	Backing Crash	Dark (Lighted)	Clear	Dry
6	PDO	18-Aug-07	Sat	13	2	0	Driver Distracted-Explained in Crash Narrative	Backing Crash	Daylight	Clear	Dry
7	PDO	6-Sep-07	Thur	16	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
8	PDO	31-Oct-07	Wed	15	2	0	Other (Driver)-Explained in Crash Narrative	Other-Explained in Crash Narrative	Daylight	Clear	Dry
9	PDO	5-Dec-07	Wed	9	3	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Blowing Sand/Soil/Snow	Snow/Slush
10	PDO	22-Feb-08	Fri	15	2	0	Unsafe Backing	Backing Crash	Daylight	Blowing Sand/Soil/Snow	Ice
11	PDO	1-Mar-08	Sat	10	2	0	Unsafe Backing	Backing Crash	Daylight	Clear	Dry
12	PDO	4-Mar-08	Tue	17	2	0	Roadway Surface Condition	Right Angle	Daylight	Snow	Snow/Slush
13	PDO	26-Aug-08	Tue	21	2	0	Failure To Yield Right Of Way	Left Turn	Dark (Lighted)	Clear	Dry
14	PDO	12-Sep-08	Fri	15	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Wet
15	PDO	20-Sep-08	Sat	22	2	0	Unsafe Backing	Backing Crash	Dark (Lighted)	Clear	Dry
16	PDO	31-Oct-08	Fri	15	2	0	Other (Driver)-Explained in Crash Narrative	Same Direction Sideswipe	Daylight	Clear	Dry
17	PDO	1-Dec-08	Mon	18	2	0	Overcorrecting/Oversteering	Right Turn	Dark (Lighted)	Cloudy	Ice
18	PDO	1-Dec-08	Mon	18	2	0	Roadway Surface Condition	Right Angle	Dark (Lighted)	Snow	Ice
19	PDO	1-Dec-08	Mon	19	2	0	Roadway Surface Condition	Head On	Dark (Lighted)	Snow	Ice
20	PDO	1-Dec-08	Mon	18	2	0	Roadway Surface Condition	Right Angle	Dark (Lighted)	Blowing Sand/Soil/Snow	Ice
21	PDO	16-Dec-08	Tue	15	2	0	Speed Too Fast For Weather Conditions	Head On	Daylight	Snow	Snow/Slush

University St and 1st St, West Lafayette

Control: One-way Standard Stop Sign (University St)
Total Traffic Entering Intersection: ~4,500 Cars per Day

2006-2008 Accidents within 250ft:

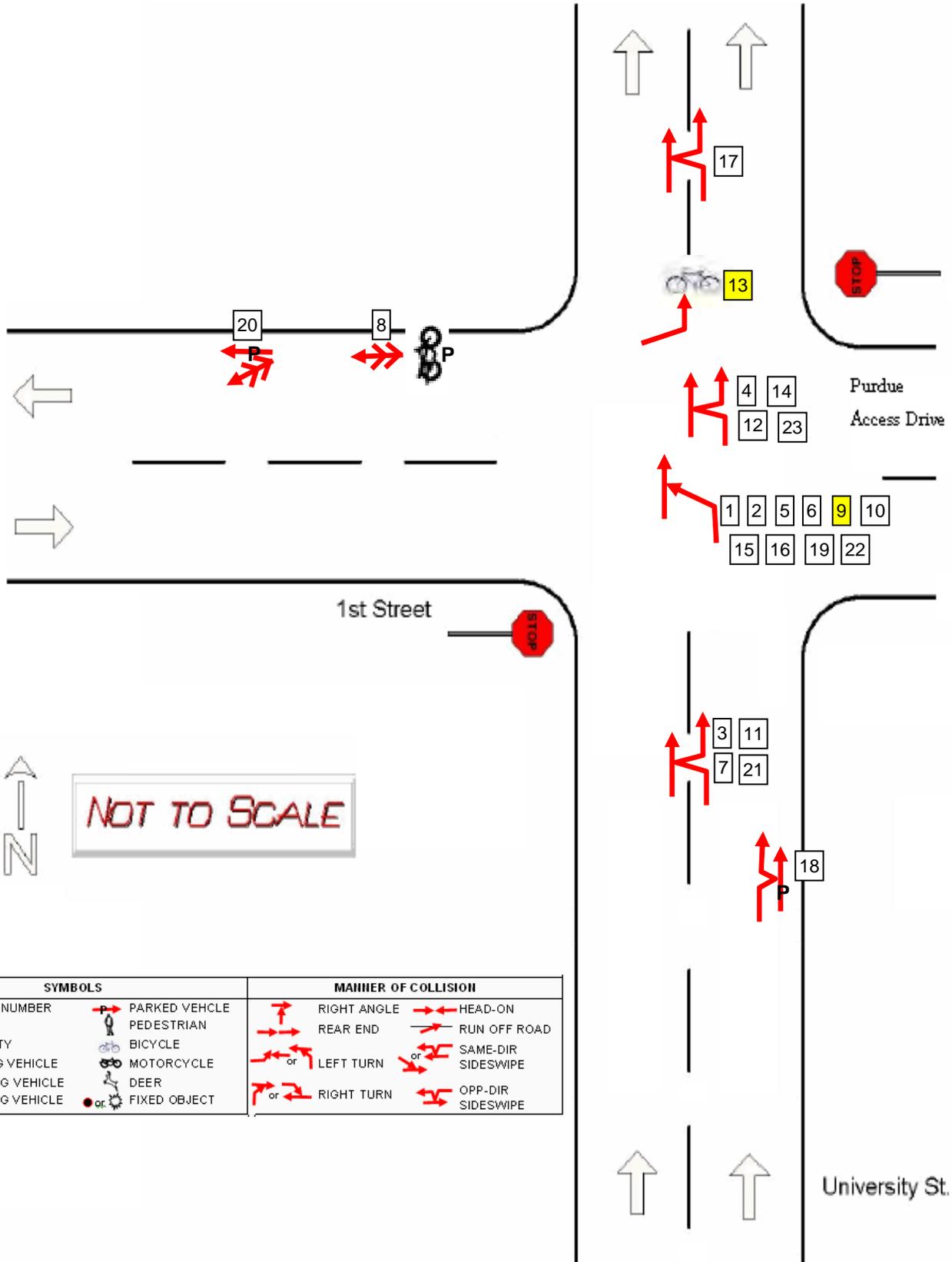
Fatal:	0
Personal Injury:	2
Property Damage Only:	21
Total Crashes:	23

2006-2008 Intersection Statistics:

Total Crash Frequency Ranking:	T123
Fatality/Injury Crash Frequency Ranking:	T133
Crashes per Million Entering Vehicles:	4.668
Critical Rate Factor (Urban Collector):	4.608



2006-2008 Initial Collision Diagram University and 1st St, West Lafayette
 FROM: 01/01/2006 to 12/31/2008 (3 Years)



#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
1	PDO	9-Jan-06	Mon	20	2	0	Improper Turning	Left Turn	Dark (Lighted)	Cloudy	Dry
2	PDO	3-Feb-06	Fri	8	2	0	Improper Turning	Left Turn	Daylight	Fog/Smoke/Smog	Wet
3	PDO	9-Apr-06	Sun	14	2	0	Failure To Yield Right Of Way	Same Direction Sideswipe	Daylight	Clear	Dry
4	PDO	13-Apr-06	Thur	11	2	0	Improper Turning	Same Direction Sideswipe	Daylight	Clear	Dry
5	PDO	13-Apr-06	Thur	18	2	0	Failure To Yield Right Of Way	Left Turn	Daylight	Clear	Dry
6	PDO	14-May-06	Sun	8	2	0	Improper Turning	Right Angle	Daylight	Cloudy	Wet
7	PDO	16-May-06	Tue	8	2	0	Failure To Yield Right Of Way	Same Direction Sideswipe	Daylight	Cloudy	Dry
8	PDO	29-Jun-06	Thur	13	2	0	Unsafe Backing	Backing Crash	Daylight	Clear	Dry
9	Injury	29-Aug-06	Tue	12	2	1	Improper Turning	Same Direction Sideswipe	Daylight	Cloudy	Dry
10	PDO	4-Sep-06	Mon	16	2	0	Improper Turning	Left Turn	Daylight	Clear	Dry
11	PDO	21-Sep-06	Thur	16	2	0	Failure To Yield Right Of Way	Same Direction Sideswipe	Daylight	Clear	Dry
12	PDO	22-Sep-06	Fri	9	2	0	Failure To Yield Right Of Way	Same Direction Sideswipe	Daylight	Cloudy	Wet
13	Injury	28-Sep-06	Thur	10	1	1	Failure To Yield Right Of Way	Left Turn	Daylight	Clear	Dry
14	PDO	20-Sep-07	Thur	8	2	0	Improper Lane Usage	Same Direction Sideswipe	Daylight	Clear	Dry
15	PDO	21-Sep-07	Fri	23	2	0	Improper Turning	Left Turn	Dark (Not Lighted)	Clear	Dry
16	PDO	16-Oct-07	Tue	17	2	0	Improper Turning	Right Angle	Dark (Lighted)	Cloudy	Dry
17	PDO	18-Jan-08	Fri	17	2	0	Improper Lane Usage	Same Direction Sideswipe	Daylight	Cloudy	Dry
18	PDO	25-Jan-08	Fri	10	2	0	Improper Passing	Same Direction Sideswipe	Daylight	Clear	Dry
19	PDO	29-Feb-08	Fri	17	2	0	Improper Turning	Left Turn	Daylight	Clear	Dry
20	PDO	7-Mar-08	Fri	12	2	0	Unsafe Backing	Backing Crash	Daylight	Clear	Snow/Slush
21	PDO	19-Mar-08	Wed	13	2	0	Improper Turning	Same Direction Sideswipe	Daylight	Cloudy	Dry
22	PDO	9-Sep-08	Tue	18	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
23	PDO	3-Oct-08	Fri	12	2	0	Improper Turning	Same Direction Sideswipe	Daylight	Clear	Dry

Stadium Ave and Garfield St, West Lafayette

Control: Two-way Standard Stop Sign (Garfield St)

Total Traffic Entering Intersection: ~6,682 Cars per Day

2006-2008 Accidents within 250ft:

Fatal: 0
Personal Injury: 1
Property Damage Only: 21
Total Crashes: 22

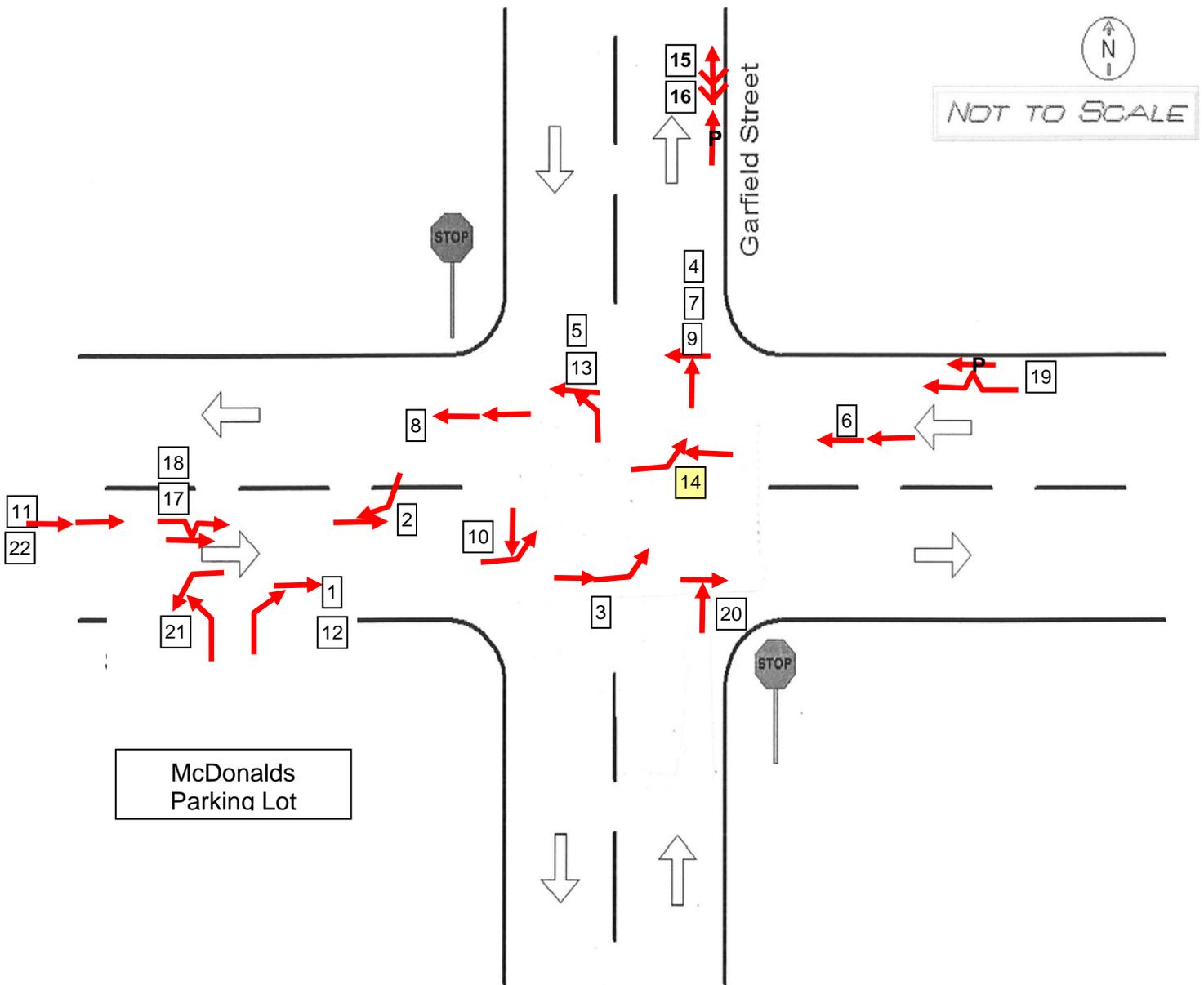
2006-2008 Intersection Statistics:

Total Crash Frequency Ranking: T130
Fatality/Injury Crash Frequency Ranking: T139
Crashes per Million Entering Vehicles: 3.007
Critical Rate Factor (Urban Minor Arterial): 2.292



2006-2008 Initial Collision Diagram Stadium Ave and Garfield St, West Lafayette

FROM: 01/01/2006 to 12/31/2008 (3 Years)



SYMBOLS		MANNER OF COLLISION	
#	CRASH NUMBER	P	PARKED VEHICLE
#	INJURY		PEDESTRIAN
#	FATALITY		BICYCLE
	MOVING VEHICLE		MOTORCYCLE
	TURNING VEHICLE		DEER
	BACKING VEHICLE		FIXED OBJECT
	RIGHT ANGLE		HEAD-ON
	REAR END		RUN OFF ROAD
	LEFT TURN		SAME-DIR SIDESWIPE
	RIGHT TURN		OPP-DIR SIDESWIPE

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
1	PDO	3-Feb-06	Fri	18	2	0	Improper Lane Usage	Same Direction Sideswipe	Dark (Not Lighted)	Rain	Wet
2	PDO	8-Apr-06	Sat	12	2	0	Failure To Yield Right Of Way	Head On	Daylight	Clear	Dry
3	PDO	18-Apr-06	Tue	10	2	0	Improper Turning	Rear End	Daylight	Clear	Dry
4	PDO	11-May-06	Thur	13	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Rain	Wet
5	PDO	18-Aug-06	Fri	12	2	0	Failure To Yield Right Of Way	Left Turn	Daylight	Cloudy	Dry
6	PDO	28-Aug-06	Mon	8	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
7	PDO	29-Sep-06	Fri	17	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Dry
8	PDO	16-Oct-06	Mon	17	2	0	Following Too Closely	Rear End	Daylight	Rain	Water (Standing Or Moving)
9	PDO	1-Dec-06	Fri	8	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Dry
10	PDO	9-Dec-06	Sat	18	2	0	Failure To Yield Right Of Way	Right Angle	Dark (Lighted)	Clear	Dry
11	PDO	7-Feb-07	Wed	18	2	0	Following Too Closely	Rear End	Dark (Lighted)	Cloudy	Snow/Slush
12	PDO	28-Feb-07	Wed	22	2	0	Failure To Yield Right Of Way	Right Angle	Dark (Lighted)	Cloudy	Dry
13	PDO	29-May-07	Tue	14	2	0	Failure To Yield Right Of Way	Left Turn	Daylight	Clear	Dry
14	Injury	12-Jun-07	Tue	8	2	1	Failure To Yield Right Of Way	Head On	Daylight	Clear	Dry
15	PDO	12-Jul-07	Thur	10	2	0	Unsafe Backing	Backing Crash	Daylight	Clear	Dry
16	PDO	24-Aug-07	Fri	19	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Rain	Wet
17	PDO	7-Sep-07	Fri	16	2	0	Other (Driver)-Explained in Crash Narrative	Same Direction Sideswipe	Daylight	Clear	Dry
18	PDO	23-Oct-07	Tue	0	2	0	Failure To Yield Right Of Way	Right Turn	Dark (Lighted)	Rain	Wet
19	PDO	21-Mar-08	Fri	16	2	0	Other (Driver)-Explained in Crash Narrative	Same Direction Sideswipe	Daylight	Cloudy	Dry
20	PDO	30-May-08	Fri	10	2	0	Disregard Signal/Regulatory Sign	Right Angle	Daylight	Cloudy	Dry
21	PDO	24-Oct-08	Fri	12	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Wet
22	PDO	16-Dec-08	Tue	12	3	0	Following Too Closely	Rear End	Daylight	Snow	Wet

S 18th St and J. R. Hiatt Dr, Lafayette

Control: 4-way Standard Traffic Signal with Pedestrian Signal
Total Traffic Entering Intersection: ~14,017 Cars per Day

2006-2008 Accidents within 250ft:

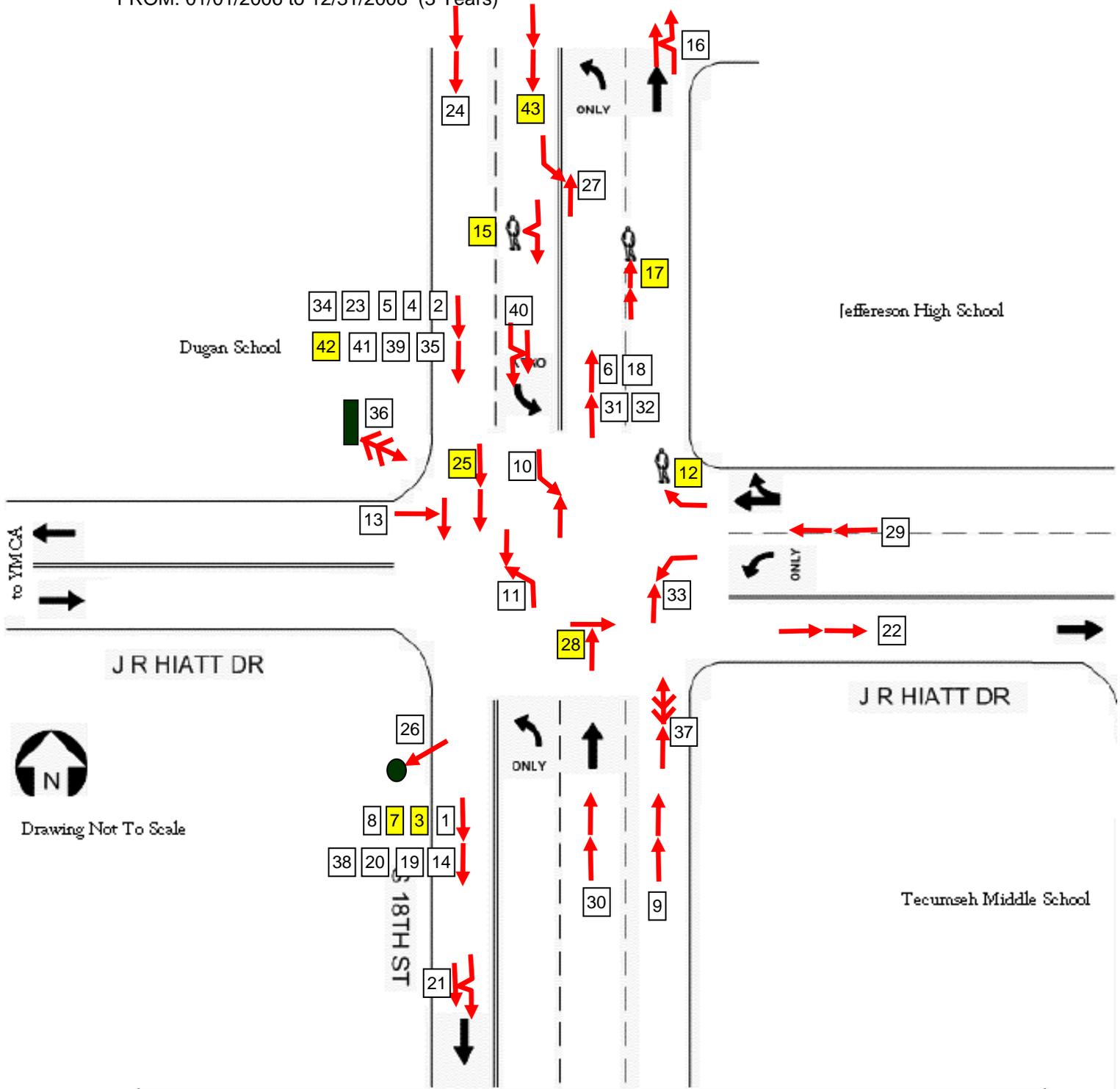
Fatal:	0
Personal Injury:	9
<u>Property Damage Only:</u>	<u>34</u>
Total Crashes:	43

2006-2008 Intersection Statistics:

Total Crash Frequency Ranking:	T50
Fatality/Injury Crash Frequency Ranking:	T38
Crashes per Million Entering Vehicles:	2.802
Critical Rate Factor (Urban Minor Arterial):	2.027



2006-2008 Initial Collision Diagram: S 18th St and J.R. Hiatt Dr, Lafayette
 FROM: 01/01/2006 to 12/31/2008 (3 Years)



SYMBOLS		MANNER OF COLLISION	
#	CRASH NUMBER		RIGHT ANGLE
	INJURY		REAR END
	FATALITY		LEFT TURN
	MOVING VEHICLE		RIGHT TURN
	TURNING VEHICLE		HEAD-ON
	BACKING VEHICLE		RUN OFF ROAD
	PARKED VEHICLE		SAME-DIR SIDESWIPE
	PEDESTRIAN		OPP-DIR SIDESWIPE
	BICYCLE		
	MOTORCYCLE		
	DEER		
	FIXED OBJECT		

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
1	PDO	17-Jan-06	Tue	16	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Snow	Wet
2	PDO	14-Feb-06	Tue	17	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
3	Injury	22-Mar-06	Wed	15	3	2	Following Too Closely	Rear End	Daylight	Clear	Dry
4	PDO	5-Apr-06	Wed	17	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
5	PDO	31-May-06	Wed	14	2	0	Unsafe Speed	Rear End	Daylight	Rain	Wet
6	PDO	24-Oct-06	Tue	6	2	0	Following Too Closely	Rear End	Dark (Lighted)	Clear	Dry
7	Injury	16-Nov-06	Thur	15	2	1	Following Too Closely	Rear End	Daylight	Rain	Wet
8	PDO	27-Nov-06	Mon	17	2	0	Following Too Closely	Rear End	Dawn/Dusk	Clear	Dry
9	PDO	29-Nov-06	Wed	15	2	0	Unsafe Speed	Rear End	Daylight	Rain	Wet
10	PDO	7-Dec-06	Thur	15	2	0	Other (Driver)-Explained in Crash Narrative	Right Angle	Daylight	Cloudy	Dry
11	PDO	18-Dec-06	Mon	18	2	0	Failure To Yield Right Of Way	Head On	Dark (Lighted)	Clear	Dry
12	Injury	22-Dec-06	Fri	11	1	1	Failure To Yield Right Of Way	Head On	Daylight	Cloudy	Wet
13	PDO	13-Jan-07	Sat	13	2	0	Disregard Signal/Regulatory Sign	Right Angle	Daylight	Rain	Wet
14	PDO	6-Feb-07	Tue	10	3	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Snow	Snow/Slush
15	Injury	6-Apr-07	Fri	12	1	1	Other (Driver)-Explained in Crash Narrative	Opposite Direction Sideswipe	Daylight	Clear	Dry
16	PDO	26-Apr-07	Thur	7	2	0	Failure To Yield Right Of Way	Same Direction Sideswipe	Daylight	Cloudy	Wet
17	Injury	9-May-07	Wed	17	3	1	Pedestrian Action	Rear End	Daylight	Clear	Dry
18	PDO	7-Jun-07	Thur	14	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
19	PDO	12-Jun-07	Tue	17	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
20	PDO	20-Jun-07	Wed	16	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
21	PDO	19-Jul-07	Thur	17	2	0	Improper Passing	Same Direction Sideswipe	Daylight	Cloudy	Dry
22	PDO	23-Aug-07	Thur	8	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
23	PDO	5-Sep-07	Wed	17	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
24	PDO	8-Oct-07	Mon	15	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
25	Injury	10-Oct-07	Wed	16	2	1	Following Too Closely	Rear End	Daylight	Cloudy	Dry
26	PDO	29-Oct-07	Mon	22	1	0	Ran Off Road Right	Ran Off Road	Dark (Lighted)	Clear	Dry
27	PDO	12-Mar-08	Wed	8	2	0	Failure To Yield Right Of Way	Right Angle	Dawn/Dusk	Clear	Dry

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
28	Injury	20-Mar-08	Thur	6	2	1	Other (Driver)-Explained in Crash Narrative	Right Angle	Dark (Lighted)	Clear	Dry
29	PDO	2-May-08	Fri	12	2	0	Following Too Closely	Rear End	Daylight	Rain	Wet
30	PDO	2-May-08	Fri	14	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
31	PDO	3-May-08	Sat	12	3	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
32	PDO	4-May-08	Sun	15	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
33	PDO	3-Aug-08	Sun	14	2	0	Other (Driver)-Explained in Crash Narrative	Right Angle	Daylight	Clear	Dry
34	PDO	22-Sep-08	Mon	15	3	0	Following Too Closely	Rear End	Daylight	Clear	Dry
35	PDO	25-Sep-08	Thur	17	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
36	PDO	14-Oct-08	Tue	16	1	0	Unsafe Backing	Backing Crash	Daylight	Clear	Dry
37	PDO	14-Oct-08	Tue	7	2	0	Unsafe Backing	Backing Crash	Dawn/Dusk	Clear	Dry
38	PDO	15-Oct-08	Wed	17	3	0	Following Too Closely	Rear End	Daylight	Rain	Wet
39	PDO	24-Oct-08	Fri	12	2	0	Following Too Closely	Rear End	Daylight	Rain	Wet
40	PDO	8-Nov-08	Sat	13	2	0	Failure To Yield Right Of Way	Same Direction Sideswipe	Daylight	Cloudy	Dry
41	PDO	22-Nov-08	Sat	10	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
42	Injury	9-Dec-08	Tue	17	3	1	Other (Driver)-Explained in Crash Narrative	Rear End	Dawn/Dusk	Rain	Wet
43	Injury	19-Dec-08	Fri	9	2	1	Speed Too Fast For Weather Conditions	Rear End	Daylight	Cloudy	Ice

Kossuth St and S 4th St, Lafayette

Control: 2-way Standard Stop Sign (Kossuth St), Overhead Flashing Yellow (4th St)
Total Traffic Entering Intersection: ~16,427 Cars per Day

2006-2008 Accidents within 250ft:

Fatal:	0
Personal Injury:	11
<u>Property Damage Only:</u>	<u>37</u>
Total Crashes:	48

2006-2008 Intersection Statistics:

Total Crash Frequency Ranking:	T41
Fatality/Injury Crash Frequency Ranking:	T25
Crashes per Million Entering Vehicles:	2.669
Critical Rate Factor (Urban Principal Arterial):	2.126



#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
1	PDO	12-Jan-06	Thur	18	2	0	Failure To Yield Right Of Way	Right Angle	Dark (Lighted)	Clear	Dry
2	Injury	13-Jan-06	Fri	16	2	2	Failure To Yield Right Of Way	Right Angle	Dawn/Dusk	Rain	Wet
3	PDO	25-Jan-06	Wed	17	2	0	Other (Driver)-Explained in Crash Narrative	Other-Explained in Crash Narrative	Daylight	Clear	Dry
4	Injury	5-Mar-06	Sun	14	2	2	Speed Too Fast For Weather Conditions	Rear End	Daylight	Snow	Wet
5	PDO	20-Mar-06	Mon	13	2	0	Other (Driver)-Explained in Crash Narrative	Other-Explained in Crash Narrative	Daylight	Clear	Dry
6	PDO	1-May-06	Mon	13	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Wet
7	Injury	11-May-06	Thur	18	3	1	Following Too Closely	Rear End	Daylight	Rain	Wet
8	PDO	14-May-06	Sun	10	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
9	PDO	11-Jul-06	Tue	14	2	0	Speed Too Fast For Weather Conditions	Right Angle	Daylight	Rain	Wet
10	PDO	3-Aug-06	Thur	7	1	0	Ran Off Road Right	Ran Off Road	Daylight	Rain	Wet
11	PDO	12-Sep-06	Tue	8	2	0	Following Too Closely	Rear End	Daylight	Rain	Wet
12	PDO	24-Sep-06	Sun	17	2	0	Failure To Yield Right Of Way	Left Turn	Daylight	Rain	Wet
13	PDO	27-Oct-06	Fri	22	2	0	Speed Too Fast For Weather Conditions	Rear End	Dark (Lighted)	Rain	Wet
14	PDO	7-Nov-06	Tue	10	2	0	Disregard Signal/Regulatory Sign	Right Angle	Daylight	Cloudy	Wet
15	PDO	20-Dec-06	Wed	20	2	0	Following Too Closely	Rear End	Dark (Not Lighted)	Rain	Wet
16	Injury	22-Dec-06	Fri	12	2	1	Following Too Closely	Rear End	Daylight	Cloudy	Wet
17	PDO	7-Jan-07	Sun	15	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Rain	Wet
18	Injury	6-Feb-07	Tue	15	1	1	Speed Too Fast For Weather Conditions	Ran Off Road	Daylight	Snow	Snow/Slush
19	PDO	23-Mar-07	Fri	12	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Wet
20	PDO	15-May-07	Tue	15	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Rain	Wet
21	PDO	23-May-07	Wed	12	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Clear	Dry
22	PDO	13-Jul-07	Fri	3	1	0	Other (Driver)-Explained in Crash Narrative	Opposite Direction Sideswipe	Dark (Lighted)	Clear	Dry
23	Injury	16-Jul-07	Mon	17	1	1	Other (Driver)-Explained in Crash Narrative	Right Angle	Daylight	Clear	Dry
24	PDO	17-Jul-07	Tue	9	3	0	Speed Too Fast For Weather Conditions	Right Angle	Daylight	Cloudy	Wet
25	PDO	23-Jul-07	Mon	9	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
26	PDO	24-Aug-07	Fri	18	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Clear	Wet
27	PDO	26-Oct-07	Fri	16	2	0	Speed Too Fast For Weather Conditions	Right Angle	Daylight	Rain	Wet

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
28	PDO	26-Oct-07	Fri	23	3	0	Speed Too Fast For Weather Conditions	Rear End	Dark (Lighted)	Rain	Wet
29	PDO	10-Nov-07	Sat	13	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
30	PDO	21-Nov-07	Wed	16	2	0	Speed Too Fast For Weather Conditions	Right Angle	Dawn/Dusk	Rain	Wet
31	PDO	21-Nov-07	Wed	14	2	0	Speed Too Fast For Weather Conditions	Right Angle	Daylight	Rain	Wet
32	Injury	26-Nov-07	Mon	16	4	1	Speed Too Fast For Weather Conditions	Rear End	Dawn/Dusk	Rain	Wet
33	PDO	26-Nov-07	Mon	18	2	0	Speed Too Fast For Weather Conditions	Rear End	Dark (Lighted)	Sleet/Hail/ Freezing Rain	Wet
34	PDO	8-Dec-07	Sat	18	2	0	Improper Turning	Right Turn	Dark (Lighted)	Rain	Wet
35	PDO	22-Dec-07	Sat	7	2	0	Disregard Signal/Regulatory Sign	Left Turn	Dark (Lighted)	Cloudy	Wet
36	PDO	28-Dec-07	Fri	11	2	0	Speed Too Fast For Weather Conditions	Right Angle	Daylight	Rain	Wet
37	Injury	1-Apr-08	Tue	18	2	1	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
38	PDO	2-May-08	Fri	12	3	0	Failure To Yield Right Of Way	Right Angle	Daylight	Rain	Wet
39	PDO	9-Jun-08	Mon	10	2	0	Disregard Signal/Regulatory Sign	Right Angle	Daylight	Clear	Dry
40	Injury	14-Jun-08	Sat	10	2	1	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
41	Injury	18-Jun-08	Wed	14	2	1	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
42	PDO	23-Jul-08	Wed	16	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Dry
43	PDO	12-Aug-08	Tue	19	2	0	Unsafe Backing	Backing Crash	Daylight	Clear	Dry
44	PDO	26-Aug-08	Tue	8	2	0	Failure To Yield Right Of Way	Left Turn	Daylight	Clear	Dry
45	PDO	6-Nov-08	Thur	17	2	0	Following Too Closely	Rear End	Dawn/Dusk	Rain	Wet
46	PDO	12-Nov-08	Wed	8	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Cloudy	Wet
47	Injury	25-Nov-08	Tue	17	1	1	Pedestrian Action	Right Angle	Dawn/Dusk	Cloudy	Dry
48	PDO	25-Nov-08	Tue	16	2	0	Following Too Closely	Rear End	Dawn/Dusk	Clear	Dry

Main St and S 18th (also 17th St and Douglas St), Lafayette

Control: 4-way Standard Traffic Signal with Pedestrian Signal, Yield (Douglas), and Stop Sign (17th St)

Total Traffic Entering Intersection: ~17,339 Cars per Day

2006-2008 Accidents within 250ft:

Fatal:	0
Personal Injury:	11
<u>Property Damage Only:</u>	<u>31</u>
Total Crashes:	42

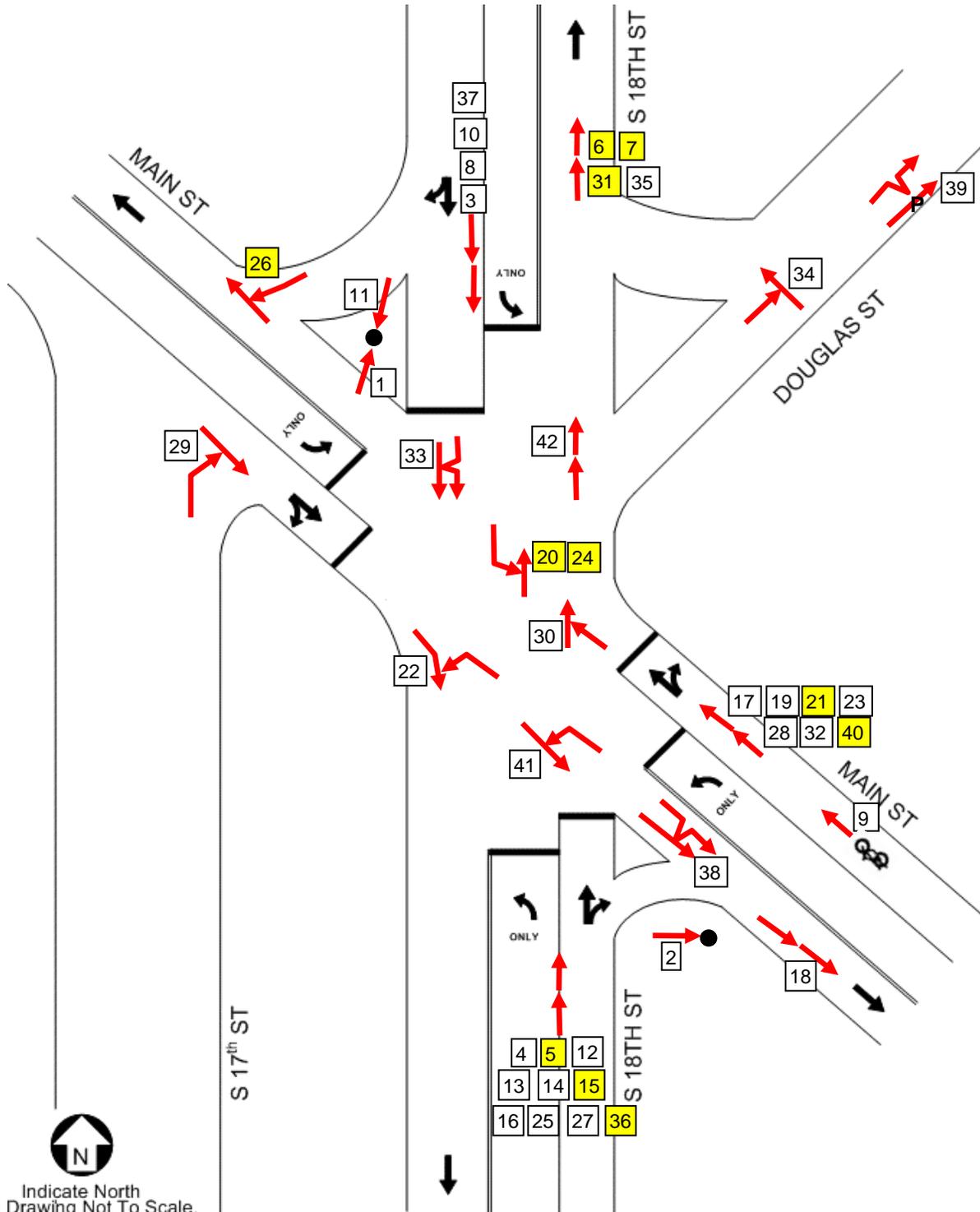
2006-2008 Intersection Statistics:

Total Crash Frequency Ranking:	T54
Fatality/Injury Crash Frequency Ranking:	T25
Crashes per Million Entering Vehicles:	2.212
Critical Rate Factor (Urban Principal Arterial):	2.111



2006-2008 Initial Collision Diagram: E Main St and S 18th St, 17th St, and Brown St, Lafayette

FROM: 01/01/2006 to 12/31/2008 (3 Years)



SYMBOLS		MANNER OF COLLISION	
#	CRASH NUMBER		RIGHT ANGLE
■	INJURY		REAR END
■	FATALITY		LEFT TURN
	MOVING VEHICLE		RIGHT TURN
	TURNING VEHICLE		HEAD-ON
	BACKING VEHICLE		RUN OFF ROAD
	PARKED VEHICLE		SAME-DIR SIDESWIPE
	PEDESTRIAN		OPP-DIR SIDESWIPE
	BICYCLE		
	MOTORCYCLE		
	DEER		
	FIXED OBJECT		

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
1	PDO	8-Apr-06	Sat	18	1	0	Ran Off Road Right	Head On	Daylight	Clear	Dry
2	PDO	4-May-06	Thur	7	1	0	Improper Turning	Right Turn	Daylight	Clear	Dry
3	PDO	10-May-06	Wed	15	2	0	Following Too Closely	Rear End	Daylight	Rain	Wet
4	PDO	13-May-06	Sat	18	2	0	Improper Passing	Rear End	Daylight	Cloudy	Dry
5	Injury	18-May-06	Thur	17	2	1	Unsafe Speed	Rear End	Daylight	Cloudy	Dry
6	Injury	31-May-06	Wed	13	3	1	Following Too Closely	Rear End	Daylight	Cloudy	Dry
7	Injury	19-Jun-06	Mon	12	3	1	Unsafe Speed	Rear End	Daylight	Clear	Dry
8	PDO	22-Sep-06	Fri	8	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Rain	Wet
9	PDO	22-Sep-06	Fri	15	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Cloudy	Dry
10	PDO	10-Oct-06	Tue	19	3	0	Following Too Closely	Rear End	Dark (Lighted)	Clear	Dry
11	PDO	20-Oct-06	Fri	16	1	0	Unsafe Speed	Ran Off Road	Daylight	Clear	Dry
12	PDO	23-Oct-06	Mon	15	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
13	PDO	23-Oct-06	Mon	15	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
14	PDO	26-Nov-06	Sun	20	2	0	Following Too Closely	Rear End	Dark (Lighted)	Clear	Dry
15	Injury	20-Dec-06	Wed	15	2	1	Speed Too Fast For Weather Conditions	Rear End	Daylight	Rain	Wet
16	PDO	26-Dec-06	Tue	15	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
17	PDO	12-Jan-07	Fri	13	2	0	Following Too Closely	Rear End	Daylight	Rain	Wet
18	PDO	19-Jan-07	Fri	17	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Cloudy	Dry
19	PDO	14-Feb-07	Wed	19	2	0	Following Too Closely	Rear End	Dark (Lighted)	Snow	Ice
20	Injury	6-Mar-07	Tue	19	2	1	Failure To Yield Right Of Way	Head On	Dark (Lighted)	Clear	Dry
21	Injury	20-Apr-07	Fri	17	2	1	Unsafe Speed	Rear End	Daylight	Clear	Dry
22	PDO	10-May-07	Thur	9	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
23	PDO	4-Aug-07	Sat	21	2	0	Speed Too Fast For Weather Conditions	Rear End	Dark (Lighted)	Rain	Wet
24	Injury	29-Aug-07	Wed	20	2	2	Failure To Yield Right Of Way	Head On	Dark (Lighted)	Clear	Dry
25	PDO	6-Sep-07	Thur	14	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
26	Injury	9-Sep-07	Sun	12	2	1	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Dry
27	PDO	10-Sep-07	Mon	20	2	0	Following Too Closely	Rear End	Dark (Lighted)	Clear	Dry

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
28	PDO	25-Oct-07	Thur	17	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
29	PDO	2-Nov-07	Fri	14	2	0	Other (Driver)-Explained in Crash Narrative	Right Turn	Daylight	Clear	Dry
30	PDO	21-Nov-07	Wed	11	2	0	Disregard Signal/Regulatory Sign	Right Angle	Daylight	Rain	Wet
31	PDO	30-Nov-07	Fri	18	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Dark (Lighted)	Clear	Dry
32	PDO	18-Dec-07	Tue	16	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Cloudy	Snow/Slush
33	PDO	29-Jan-08	Tue	21	2	0	Disregard Signal/Regulatory Sign	Same Direction Sideswipe	Dark (Lighted)	Sleet/Hail/ Freezing Rain	Snow/Slush
34	PDO	5-Feb-08	Tue	11	2	0	Improper Turning	Left Turn	Daylight	Clear	Wet
35	Injury	27-Jun-08	Fri	12	2	1	Unsafe Speed	Rear End	Daylight	Rain	Wet
36	Injury	9-Sep-08	Tue	12	2	1	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Clear	Dry
37	PDO	13-Sep-08	Sat	21	3	0	Following Too Closely	Rear End	Dark (Lighted)	Clear	Dry
38	PDO	9-Oct-08	Thur	11	2	0	Improper Lane Usage	Same Direction Sideswipe	Daylight	Clear	Dry
39	PDO	11-Oct-08	Sat	10	2	0	Improper Lane Usage	Same Direction Sideswipe	Daylight	Clear	Dry
40	Injury	9-Nov-08	Sun	16	2	1	Following Too Closely	Rear End	Daylight	Rain	Wet
41	PDO	17-Dec-08	Wed	17	2	0	Failure To Yield Right Of Way	Left Turn	Dark (Lighted)	Snow	Wet
42	PDO	17-Dec-08	Wed	15	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Snow/Slush

Main St and S Earl Ave, Lafayette

Control: 4-way Standard Traffic Signal with Pedestrian Signal
Total Traffic Entering Intersection: ~30,207 Cars per Day

2006-2008 Accidents within 250ft:

Fatal:	0
Personal Injury:	16
<u>Property Damage Only:</u>	<u>57</u>
Total Crashes:	73

2006-2008 Intersection Statistics:

Total Crash Frequency Ranking:	18
Fatality/Injury Crash Frequency Ranking:	T11
Crashes per Million Entering Vehicles:	2.207
Critical Rate Factor (Urban Principal Arterial):	1.984

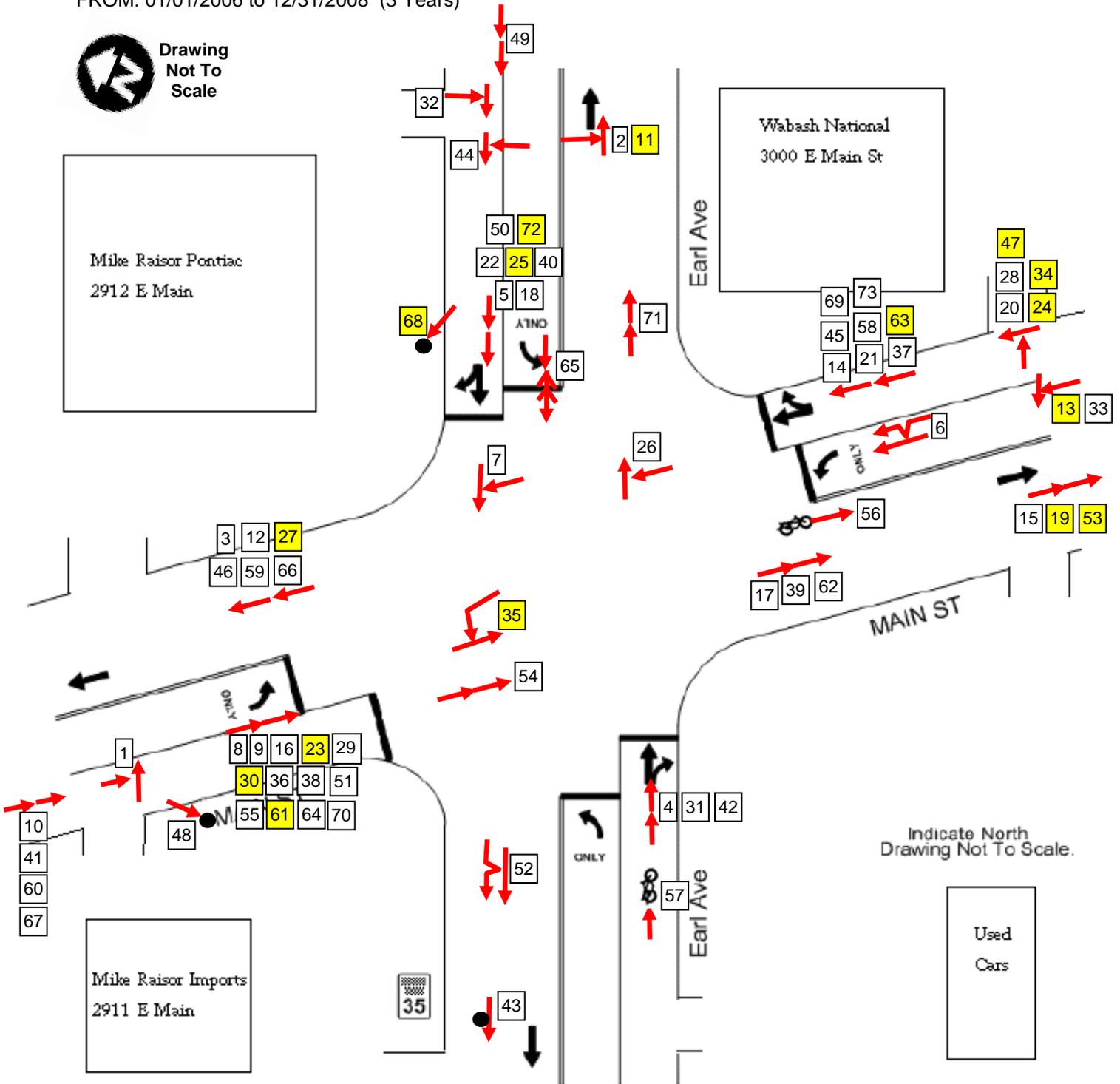


2006-2008 Initial Collision Diagram: E Main St and S Earl Ave, Lafayette

FROM: 01/01/2006 to 12/31/2008 (3 Years)



Drawing
Not To
Scale



Indicate North
Drawing Not To Scale.

Used
Cars

SYMBOLS		MANNER OF COLLISION	
#	CRASH NUMBER		RIGHT ANGLE
#	INJURY		REAR END
#	FATALITY		LEFT TURN
	MOVING VEHICLE		RIGHT TURN
	TURNING VEHICLE		HEAD-ON
	BACKING VEHICLE		RUN OFF ROAD
	PARKED VEHICLE		SAME-DIR SIDESWIPE
	PEDESTRIAN		OPP-DIR SIDESWIPE
	BICYCLE		
	MOTORCYCLE		
	DEER		
	FIXED OBJECT		

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
1	PDO	18-Jan-06	Wed	15	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
2	PDO	27-Jan-06	Fri	14	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
3	PDO	28-Jan-06	Sat	16	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Clear	Dry
4	PDO	22-Feb-06	Wed	13	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
5	PDO	6-Mar-06	Mon	11	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
6	PDO	14-Mar-06	Tue	10	2	0	Improper Lane Usage	Same Direction Sideswipe	Daylight	Clear	Dry
7	PDO	9-Apr-06	Sun	6	2	0	Disregard Signal/Regulatory Sign	Right Angle	Dark (Lighted)	Clear	Dry
8	PDO	18-May-06	Thur	15	2	0	Unsafe Speed	Rear End	Daylight	Cloudy	Wet
9	PDO	24-Jun-06	Sat	14	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
10	PDO	28-Jun-06	Wed	14	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Cloudy	Dry
11	Injury	4-Aug-06	Fri	17	2	1	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
12	PDO	18-Aug-06	Fri	16	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
13	Injury	25-Aug-06	Fri	13	2	1	Failure To Yield Right Of Way	Left Turn	Daylight	Cloudy	Dry
14	PDO	2-Sep-06	Sat	15	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
15	PDO	3-Sep-06	Sun	17	3	0	Following Too Closely	Rear End	Daylight	Clear	Dry
16	PDO	5-Sep-06	Tue	11	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
17	PDO	6-Sep-06	Wed	15	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
18	PDO	27-Sep-06	Wed	18	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
19	Injury	3-Nov-06	Fri	13	2	1	Following Too Closely	Rear End	Daylight	Clear	Dry
20	PDO	10-Nov-06	Fri	14	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Dry
21	PDO	30-Nov-06	Thur	10	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Rain	Wet
22	PDO	23-Jan-07	Tue	14	2	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Clear	Dry
23	Injury	7-Feb-07	Wed	12	2	1	Following Too Closely	Rear End	Daylight	Clear	Snow/Slush
24	Injury	15-Feb-07	Thur	5	2	1	Speed Too Fast For Weather Conditions	Head On	Dark (Lighted)	Clear	Snow/Slush
25	Injury	23-Feb-07	Fri	20	3	1	Other (Driver)-Explained in Crash Narrative	Rear End	Dark (Lighted)	Cloudy	Ice
26	PDO	24-Feb-07	Sat	21	2	0	Disregard Signal/Regulatory Sign	Right Angle	Dark (Lighted)	Sleet/Hail/Freezing Rain	Snow/Slush
27	Injury	12-Mar-07	Mon	14	2	1	Following Too Closely	Rear End	Daylight	Clear	Dry
28	PDO	23-Mar-07	Fri	15	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Rain	Wet
29	PDO	16-Apr-07	Mon	17	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
30	Injury	20-Apr-07	Fri	14	2	1	Following Too Closely	Rear End	Daylight	Clear	Dry

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
31	PDO	15-May-07	Tue	18	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Dry
32	PDO	7-Jun-07	Thur	14	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Clear	Dry
33	PDO	9-Jun-07	Sat	12	2	0	Failure To Yield Right Of Way	Left Turn	Daylight	Clear	Dry
34	Injury	3-Jul-07	Tue	13	2	1	Failure To Yield Right Of Way	Left Turn	Daylight	Clear	Dry
35	Injury	18-Jul-07	Wed	8	3	3	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Wet
36	PDO	31-Jul-07	Tue	12	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
37	PDO	20-Aug-07	Mon	14	2	0	Following Too Closely	Rear End	Daylight	Rain	Wet
38	PDO	22-Aug-07	Wed	15	4	0	Following Too Closely	Rear End	Daylight	Clear	Dry
39	PDO	27-Aug-07	Mon	17	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
40	PDO	1-Sep-07	Sat	15	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
41	PDO	25-Sep-07	Tue	14	3	0	Following Too Closely	Rear End	Daylight	Clear	Wet
42	PDO	29-Sep-07	Sat	12	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
43	PDO	11-Oct-07	Thur	7	1	0	Other (Driver)-Explained in Crash Narrative	Non-Collision	Daylight	Clear	Dry
44	PDO	6-Dec-07	Thur	14	2	0	Failure To Yield Right Of Way	Right Angle	Daylight	Cloudy	Dry
45	PDO	8-Dec-07	Sat	19	2	0	Following Too Closely	Rear End	Dark (Lighted)	Sleet/Hail/Freezing Rain	Snow/Slush
46	PDO	22-Dec-07	Sat	11	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
47	Injury	4-Jan-08	Fri	10	2	2	Improper Turning	Left Turn	Daylight	Clear	Wet
48	PDO	12-Feb-08	Tue	9	5	0	Speed Too Fast For Weather Conditions	Ran Off Road	Daylight	Snow	Ice
49	PDO	12-Feb-08	Tue	7	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Rain	Ice
50	PDO	13-Feb-08	Wed	9	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Cloudy	Ice
51	PDO	14-Feb-08	Thur	15	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
52	PDO	16-Feb-08	Sat	11	2	0	Improper Passing	Right Turn	Daylight	Clear	Dry
53	Injury	29-Feb-08	Fri	7	3	1	Following Too Closely	Rear End	Daylight	Cloudy	Snow/Slush
54	PDO	27-May-08	Tue	13	3	0	Following Too Closely	Rear End	Daylight	Clear	Dry
55	PDO	13-Jun-08	Fri	17	2	0	Following Too Closely	Rear End	Daylight	Rain	Wet
56	PDO	27-Jun-08	Fri	13	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
57	PDO	1-Jul-08	Tue	15	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
58	PDO	7-Jul-08	Mon	16	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
59	PDO	22-Jul-08	Tue	16	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
60	PDO	28-Jul-08	Mon	17	3	0	Following Too Closely	Rear End	Daylight	Clear	Dry
61	Injury	8-Aug-08	Fri	16	3	1	Following Too Closely	Rear End	Daylight	Clear	Dry
62	PDO	21-Aug-08	Thur	11	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet

#	Crash Type	Date	Day of Week	Hour in Day	Number of Vehicles Involved	Number of Injured Persons	Primary Factor Reported for Crash	Manner of Collision	Light Condition	Weather Conditions	Roadway Surface Condition
63	Injury	28-Aug-08	Thur	14	2	1	Following Too Closely	Rear End	Daylight	Cloudy	Dry
64	PDO	31-Aug-08	Sun	12	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry
65	PDO	12-Sep-08	Fri	11	2	0	Unsafe Backing	Backing Crash	Daylight	Rain	Wet
66	PDO	23-Sep-08	Tue	13	3	0	Following Too Closely	Rear End	Daylight	Clear	Dry
67	PDO	13-Oct-08	Mon	15	3	0	Other (Driver)-Explained in Crash Narrative	Rear End	Daylight	Clear	Dry
68	Injury	26-Oct-08	Sun	16	3	1	Driver Illness	Ran Off Road	Daylight	Cloudy	Dry
69	PDO	11-Nov-08	Tue	16	3	0	Following Too Closely	Rear End	Daylight	Rain	Wet
70	PDO	11-Nov-08	Tue	16	2	0	Following Too Closely	Rear End	Daylight	Cloudy	Wet
71	PDO	24-Nov-08	Mon	13	2	0	Speed Too Fast For Weather Conditions	Rear End	Daylight	Cloudy	Wet
72	Injury	3-Dec-08	Wed	7	3	1	Following Too Closely	Rear End	Daylight	Cloudy	Dry
73	PDO	15-Dec-08	Mon	16	2	0	Following Too Closely	Rear End	Daylight	Clear	Dry