

Safety Tool Box of Crash Data Analysis

Road School

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Safety Toolbox of Crash Data Analysis

- HAT
- 5 % Report
- ARIES
- SHSP
- RSA's
- HSM
- SA
- IHSDM
- FHWA DR for CRF
- CJI-CFB
- FARS
- NCHRP 500 Reports
- ELCSI-PFS
- LTAP HELPERS
- MPOs



Toolbox of Crash Data Analysis

- HAT
- Hazard Analysis Tool



Hazard Analysis Tool (HAT)

Joint Transportation
Research Program

Hazard Analysis Tool

BETA - version 2.1.79

08.07.2007

PURDUE
UNIVERSITY



INTRODUCTION

GUIDELINES

START TOOL

SETTINGS

EXIT



Hazard Analysis Tool (HAT)

- Designed to Justify Safety Projects
 - Calculates Index of Crash Frequency
 - Calculates an Index of Crash Cost
 - Assists in drawing Crash Diagrams and Condition Diagrams
 - Module to assist in documenting problems and determining mitigation - Safety Check List



Hazard Analysis Tool (HAT)

- Designed to Justify Safety Projects Cont'd)
 - Calculates Benefit Cost
 - Additional module which can be used to evaluate the effectiveness of implemented safety strategies
 - Program contains the user manual which has Crash Reduction Factors (CRF)



Hazard Analysis Tool (HAT)

- In the process of being updated
- Will have a specific safety performance functions for local roads
- Update Crash Costs
- New capability to calculate Benefit Cost for programmatic low cost safety improvements
- HAT is copyrighted by Purdue
- The program is available to all LPA's



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Forms Index:

- F1 - Index of Crash Frequency and Cost
- F2 - Collision Diagram
- F3 - Safety Review Checklist
- F4 - Condition Diagram**
- F5.1 - Benefit Cost Analysis
- F5.2 - Benefit Cost Analysis
- F6.1 - Estimating Crash Reduction Factor
- F6.2 - Estimating Crash Reduction Factor

OPEN Existing Project

HELP

EXIT



Hazard Analysis Tool (HAT) - West Int at I65 US31 and Eastern Blvd

Index of Crash Frequency and Cost		Form F1			
Specify the facility type Signalized intersection		INPUT			
Q or Q ₁ (thousand/vehicles / day)	14.90	BY (year)	2005	LY (year)	2008
Q ₂ (thousand/vehicles / day)	N/A	PD (crashes)	26	IF (crashes)	18
L (miles)	N/A	C _{PD} (in 2001 \$) US/SR urban	6,500	C _{IF} (in 2001 \$) US/SR urban	48,000

Location: West Intersection of the I65 / US31 interchange with Eastern

GIS:

Post: I65 003

Analyst: JLN

Date: 6/29/2009

Calculate

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Forms ...

OUTPUT			
Crash Severity	Safety Performance Function	a (crashes /year)	D
All crashes	$a = 0.3 \cdot Q^{0.953}$	3.94	0.655
PDO crashes	$a_{PD} = 0.1758 \cdot Q^{1.0334}$	2.87	0.646
Injury/Fatal crashes	$a_{IF} = 0.1954 \cdot Q^{0.723}$	1.38	0.639
$I_{CF} = \frac{A - a \times Y}{\sqrt{(A + a^2 \times Y^2 \times D)}}$			1.97
$I_{CC} = \frac{C_{PD} (PD - Y \times a_{PD}) + C_{IF} (IF - Y \times a_{IF})}{\sqrt{(C_{PD}^2 \times PD + C_{IF}^2 \times IF + C_{PD}^2 \times Y^2 \times a_{PD}^2 \times D_{PD} + C_{IF}^2 \times Y^2 \times a_{IF}^2 \times D_{IF})}}$			2.30

Notation		
a = typical crash frequency	D _{IF} = over-dispersion parameter for I/F crashes	LY = last year with crash data
a _{IF} = typical I/F crash frequency	D _{PD} = over-dispersion parameter for PDO crashes	PD = number of PDO crashes during Y years
a _{PD} = typical PDO crash frequency	I _{CC} = index of crash cost	Q or Q ₁ = AADT entering an intersection or along the road segment, in thousands of vehicles per day
BY = first year with crash data	I _{CF} = index of crash frequency	Q ₂ = AADT exiting the road segment, in thousands of vehicles per day
C _{IF} = average cost for I/F crashes (\$)	IF = number of I/F crashes during Y years	
C _{PD} = average cost for PDO crashes (\$)	L = road segment length	



Hazard Analysis Tool (HAT)

Hazard Analysis Tool (HAT) - SR 62 at Michigan Rd

Form F2 Collision Diagram

Location: SR 62 (Clifty Dr) and Michigan Road, Madison

GIS: 38.7752 85.3872

Post: 194 + 0.76

Analyst: JLN

Date: 6 /15/2009

SR 62 (Clifty DR) at Michigan Rd in Madison, IN

Michigan Road

SR 62 (Clifty Dr)

Not to Scale

Fatal crashes	0	Total crashes	90
Injury crashes	10	Total fatalities	0
PDO crashes	80	Total injuries	15

Surface condition

Dry	80	Slush	1
Wet	9	Snow/Ice	
Muddy		Other/Unknown	

Light conditions

Day	69	Dark (Street lights off)	
Dawn/Dusk	5	Dark (No street lights)	
Dark (Street lights on)	14	Unknown	2

Crash Type

Rear end	33	Left turn	16
Head on	0	Right turn	1
Side Same dir	23	Pedestrian	0
swipe Opp dir	1	Other	
Right angle	12	Unknown	4

Comments:

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Possible Causes Table

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Forms ...

Undo Redo

TextBox

DIRECTION

- FATAL
- INJURY
- FIXED OBJECT
- PARKED VEHICLE
- SEMI
- JACK-KNIFED
- BIKE
- CYCLE
- DEER
- PEDESTRIAN
- OUT-OF-CONTROL
- OVER-TURNED
- VEHICLE BACKING
- SIDE SWIPE OPP. DIR.
- SIDE SWIPE SAME DIR.



Hazard Analysis Tool (HAT)

Hazard Analysis Tool (HAT) - West Int at I65 US31 and Eastern Blvd

Form F2 Collision Diagram

Location: West Intersection of the I65 / US31 interchange with Eastern

GIS:

Post: I65 003

Analyst: JLN

Date: 6 /29/2009

Fatal crashes	0	Total crashes	44
Injury crashes	18	Total fatalities	0
PDO crashes	26	Total injuries	32

Surface condition

Dry	39	Slush	
Wet	4	Snow/Ice	1
Muddy		Other/Unknown	

Light conditions

Day	35	Dark (Street lights off)	2
Dawn/Dusk	1	Dark (No street lights)	
Dark (Street lights on)	6	Unknown	

Crash Type

Rear end	16	Left turn	3
Head on		Right turn	1
Side swipe	5	Pedestrian	
Opp dir		Other	4
Right angle	15	Unknown	

Comments:

© 2009 Tele Atlas
Image: IndianaMapFrameworkData
38°17'41.54" N 85°45'26.19" W elev 475 ft

Map controls: Undo Redo

DIRECTION

- FATAL
- INJURY
- FIXED OBJECT
- PARKED VEHICLE

VEHICLE TYPES

- SEMI
- JACK-KNIFED
- BIKE
- CYCLE

OTHER

- DEER
- PEDESTRIAN
- OUT-OF-CONTROL
- OVER-TURNED
- VEHICLE BACKING
- SIDE SWIPE OPP. DIR.
- SIDE SWIPE SAME DIR.

Map toolbar: Load Image, Clear, Help, New, Open, Save, Save As, Create Report, Guidelines, Possible Causes Table, Exit, Forms ...



Hazard Analysis Tool (HAT)

Checklist Editing

- Templates
 - Road Segment
 - Road Interchange
 - Unsignalized Intersection
 - Signalized Intersection
 - All Groups
 - Template1
- Working Checklist
 - Checklist1
 - Group A
 - Moving lanes
 - Lane widths are inadequate for vehicle classes
 - Number of lanes inadequate for traffic
 - Readability
 - Auxiliary/Turning Lanes
 - Driveways
 - Shoulders
 - Horizontal and vertical alignment
 - Pavement markings / Delineation
 - Light conditions
 - Signs
 - Sight distance
 - Pavement conditions
 - Skid resistance
 - Pavement defects
 - Drainage
 - Barriers
 - Medians
 - Special Road Users
 - Driver behavior indicating potential safety problems

Hazard Analysis Tool (HAT) - Project1

Safety Review Checklist Form F3

Facility Type: GIS: Date: 2/16/2010

Location: Post: Weather:

Analyst: Time:

Deficiency	Possible	Confirmed
Group A		
Moving lanes		
Lane widths are inadequate for vehicle classes that are common to the location	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Number of lanes inadequate for traffic	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Readability		
Lanes end abruptly without prior warning (lanes are not aligned)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Auxiliary/Turning Lanes		
Inadequate advance warning of lane drops	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Driveways		
Improper location of driveways(e.g. driveways are too close to the intersection)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Driveways are closely spaced	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Inadequate visibility of driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shoulders		
Shoulder width inadequate for vehicle classes that are common to the intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Inappropriate shoulder surfacing	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rumble strips not installed where warranted	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shoulders are poorly maintained	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Insufficient contrast of shoulders	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Horizontal and vertical alignment		
Horizontal or vertical alignment affect the visibility of the intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Abrupt changes in elevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Inadequate visibility at sag and crest curves	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Location at high side/low side of superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Excessive curves that cause sliding in adverse weather condition	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Excessive grades present, which could be unsafe in adverse weather conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pavement markings / Delineation		

Display Checklist

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Forms ...



Hazard Analysis Tool (HAT)

Hazard Analysis Tool (HAT) - Project1

Form F4 Condition Diagram

Location:

GIS:

Post:

Analyst:

Date: 2/16/2010

Load Image

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Identified Deficiencies:

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Proposed Countermeasures:

General Improvements Table

Crash Reduction Factors Table

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Forms ...

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Controller Cabinet

Telephone Pole



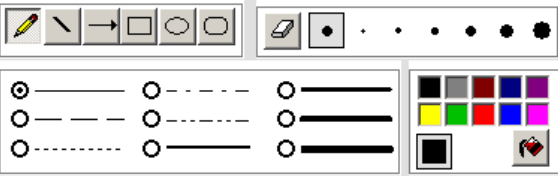

Vehicle Detector Loop

Guardrail

Power Pole

Tree

Building



Hazard Analysis Tool (HAT)

Hazard Analysis Tool (HAT) - Project1

Benefit Cost Analysis						Form F5.1
Improvement	CRF _{PD} (%)	CRF _{IF} (%)	SL (years)	CC (\$)	M (\$)	S (\$)

Location:

GIS:

Post:

Analyst:

Date:

Notation:

a_{IF} = typical I/F crash frequency
a_{PD} = typical PDO crash frequency
BY = first year with crash data
LY = last year with crash data
C_{IF} = cost of an I/F crash (\$)
C_{PD} = cost of a PDO crash (\$)
CC = capital cost (\$)
CRF_{IF} = crash reduction factor for I/F crashes
CRF_{PD} = crash reduction factor for PDO crashes
CY = year for which crash cost is provided
F = inflation rate
GF = total growth factor
GY = input traffic growth period
I = interest rate
IF = number of I/F crashes
IY = year of project implementation (construction)
M = change in annual maintenance cost (\$)
PD = number of PDO crashes
PY = present year
R = traffic volume change rate
S = salvage value (\$)
SL = service life of the safety improvement
Z_{IF} = exponent for volume in I/F equation in Form F1 (sum if two volumes)
Z_{PD} = exponent for volume in PDO equation in Form F1 (sum if two volumes)

Comments:

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Service Life Table

Crash Reduction Factors Table

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Forms ...



Hazard Analysis Tool (HAT)

Benefit Cost Analysis				Form F5.2			
$Y = LY - BY + 1$		$Y_2 = IY - \frac{BY + LY}{2}$		$Y_3 = PY - CY$		$Y_4 = IY - PY$	
$a_{PDI} = \frac{\frac{1}{D_{PD}} + PD}{D_{PD} \times a_{PD} + Y} \times \left(1 + \frac{R}{100}\right)^{Z_{PD} \times Y_2}$ (crashes/year)				$a_{IFI} = \frac{\frac{1}{D_{IF}} + IF}{D_{IF} \times a_{IF} + Y} \times \left(1 + \frac{R}{100}\right)^{Z_{IF} \times Y_2}$ (crashes/year)			
$C_{PDP} = \left(1 + \frac{F}{100}\right)^{Y_3} \times C_{PD}$				$C_{IFP} = \left(1 + \frac{F}{100}\right)^{Y_3} \times C_{IF}$			
$PWCC = \frac{1}{\left(1 + \frac{I}{100}\right)^{Y_4}} \sum_i \left(CC_i \times \frac{\left(1 + \frac{I}{100}\right)^{SL_i}}{\left(1 + \frac{I}{100}\right)^{SL_i - 1}} \right)$				$PWM = \frac{1}{\left(1 + \frac{I}{100}\right)^{Y_4}} \sum_i \frac{M_i}{I}$			
$PWS = \frac{1}{\left(1 + \frac{I}{100}\right)^{Y_4}} \sum_i \frac{S_i}{\left(1 + \frac{I}{100}\right)^{SL_i - 1}}$				$GT = \min \left(\text{int} \left(\log_{1 + \frac{R}{100}} GF \right) - Y_2, GY - Y_4 \right)$			
$B_{PDP} = \frac{1}{\left(1 + \frac{I}{100}\right)^{Y_4}} a_{PDI} \times \frac{CRF_{PDP}}{100} \times C_{PDP}$				$B_{IFP} = \frac{1}{\left(1 + \frac{I}{100}\right)^{Y_4}} a_{IFI} \times \frac{CRF_{IF}}{100} \times C_{IFP}$			
$PWB_{PD} = \sum_{j=1}^{GT} \left(B_{PDP} \times \frac{\left(1 + \frac{R}{100}\right)^{Z_{PD} \times j}}{\left(1 + \frac{I}{100}\right)^j} \right) + \sum_{j=GT+1}^{\infty} \left(\frac{B_{PD,GT}}{\left(1 + \frac{I}{100}\right)^{j-GT}} \right)$				$PWB_{IF} = \sum_{j=1}^{GT} \left(B_{IFP} \times \frac{\left(1 + \frac{R}{100}\right)^{Z_{IF} \times j}}{\left(1 + \frac{I}{100}\right)^j} \right) + \sum_{j=GT+1}^{\infty} \left(\frac{B_{IF,GT}}{\left(1 + \frac{I}{100}\right)^{j-GT}} \right)$			
$EUAB = (PWB_{PD} + PWB_{IF}) \times \frac{I}{100}$				$EUAC = (PWCC + PWM - PWS) \times \frac{I}{100}$			
$PWB = PWB_{PD} + PWB_{IF}$				$PWC = PWCC + PWM - PWS$			
$NAB = EUAB - EUAC$				$PWNB = PWB - PWC$			
$\frac{B}{C} = \frac{EUAB}{EUAC}$							

Location:

GIS:

Post:

Analyst:

Date:

Notation:
 a_{IFI} = frequency of I/F crashes in the implementation year
 a_{PDP} = frequency of PDO crashes in the implementation year
 B_{IFP} = I/F crash benefit for the present year
 B_{PDP} = PDO crash benefit for the present year
 $B_{IF,GT}$ = I/F crash benefit for the last year of growth period
 $B_{PD,GT}$ = PDO crash benefit for the last year of growth period
 B/C = benefit cost ratio
 C_{IFP} = cost of an I/F crash in the present year
 C_{PDP} = cost of a PDO crash in the present year
 D_{IF} = over dispersion parameter for I/F crashes
 D_{PD} = over dispersion parameter for PDO crashes
 $EUAB$ = equivalent uniform annual benefit
 $EUAC$ = equivalent uniform annual cost
 GT = calculated traffic growth period after IY
 GY = input traffic growth period after IY
 NAB = net annual benefit
 PWB = present worth benefit
 PWB_{IF} = present worth of total I/F crash benefits
 PWB_{PD} = present worth of total PDO crash benefits
 PWC = present worth cost
 $PWCC$ = present worth of total capital cost
 PWM = present worth of total change in maintenance cost
 $PWNB$ = present worth net benefit
 PWS = present worth of total salvage value
 Q = AADT entering the intersection or along the road segment, in thousands of vehicles per day
 Y = number of years for which crash data are available
 Y_2 = number of years between the midpoints of the period with crash data and the implementation year
 Y_3 = number of years between the crash cost year and the present year
 Y_4 = number of years between the implementation year and the present year

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Hazard Analysis Tool (HAT)

Hazard Analysis Tool (HAT) - Project1

Estimating Crash Reduction Factor		Form F6.2	
Facility Type Signalized intersection	Severity All Crashes	Specify significance level 10%	
Safety Improvement			
Calculation for Treated Locations			
$a_{0A} = \sum_i a_{0Ai}$		$Var(a_{0A}) = \sum_i Var(a_{0Ai})$	
$a_{1A} = \sum_i a_{1Ai}$		$Var(a_{1A}) = \sum_i Var(a_{1Ai})$	
$\theta = \frac{a_{1A}}{a_{0A}}$		$Var(\theta) = \frac{Var(a_{1A})}{(a_{0A})^2} + \frac{a_{1A}^2 \times Var(a_{0A})}{(a_{0A})^4}$	
Calculation for Control Locations			
$a'_{0A} = \sum_i a'_{0Ai}$		$Var(a'_{0A}) = \sum_i Var(a'_{0Ai})$	
$a'_{1A} = \sum_i a'_{1Ai}$		$Var(a'_{1A}) = \sum_i Var(a'_{1Ai})$	
$\theta' = \frac{a'_{1A}}{a'_{0A}}$		$Var(\theta') = \frac{Var(a'_{1A})}{(a'_{0A})^2} + \frac{a'_{1A}^2 \times Var(a'_{0A})}{(a'_{0A})^4}$	
Results			
Current Value	CRF ₁ (%)		SD ₁ (%)
New Value	CRF ₂ (%)		SD ₂ (%)
Combined Value	CRF (%)		SD (%)

Analyst:

Date: 2/16/2010

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$$CRF_2 = (1 - \frac{\theta}{\theta'}) \times 100 \quad SD_2 = \sqrt{\frac{Var(\theta)}{(\theta')^2} + \frac{\theta^2 \times Var(\theta')}{(\theta')^4}} \times 100$$

$$CRF = \frac{SD_1^2 \times CRF_2 + SD_2^2 \times CRF_1}{SD_1^2 + SD_2^2}$$

$$SD = \sqrt{\frac{SD_1^4 \times SD_2^2 + SD_1^2 \times SD_2^4}{(SD_1^2 + SD_2^2)^2}}$$

Notation:
 a_{0A} = expected crash frequency in the period after the implementation of safety project, had the safety project not been implemented
 a_{1A} = crash frequency during the period after the implementation of safety project
 CRF = updated crash reduction factor
 CRF₁ = old crash reduction factor
 CRF₂ = crash reduction factor for the implemented safety project
 SD = standard deviation of updated crash reduction factor
 SD₁ = standard deviation of old crash reduction factor
 SD₂ = standard deviation of crash reduction of implemented safety project
 Var(a_{0A}) = Variance of a_{0A} estimation
 Var(a_{1A}) = Variance of a_{1A} estimation

Comments:



Toolbox of Crash Data Analysis

- 5 % Report
- FHWA 5% Report – Transparency Report



Transparency Report

- Federal Requirement that all states evaluate their highway system for the 5% of locations that exhibit the highest Safety Needs
- Emphasis on Fatal and Incapacitating Injuries



Transparency Report

- Accomplished using Latitude and Longitude of Crashes to Geographically sum crashes to a network of state and local network of segments and intersections
- Uses Safety Performance Functions (SPF) to compare predicted crashes with actual to calculate Icf and Icc



Transparency Report

- Locations are qualified to be on the 5 % that meet two conditions
 - A location must experience two events of a Fatal or Incapacitating Injury
 - Locations are then ranked by Icc
 - Locations are chosen until 5% of the Fatal and Incapacitating Injuries are represented
 - It is possible for a location to have a high Icc but not be chosen because the location did not experience two serious qualifying events



Transparency Report

- Indiana State Website
 - <http://www.in.gov/>
 - Departments
 - Click more
 - Click Transportation
 - Click Publications
 - Click Other Publications
 - Scroll down until you can click on "Indiana's 5% Report"



Transparency Report

Address <http://www.in.gov/indot/> Links

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- How do I find information regarding highway road closings/construction?
- Where can I find a current Indiana State Map?
- Where can I get a Indiana Map (aerial, highway...)



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Indiana's Five Percent Report



As part of its ongoing effort to reduce highway crashes in Indiana, the Indiana Department of Transportation (INDOT) has updated and improved its program to identify and evaluate areas in the state's highway network with higher than average crash rates.

Each year Indiana produces a Five Percent Report. The Five Percent (5%) Report is required under SAFTEA-LU to insure that the states are transparent in revealing their traffic safety needs on both the state controlled and local public road systems. As such the contents of the 5% Report are posted on the federal web site and by federal law are immunized against use in tort litigation. The Office of Traffic Safety uses the annual Five Percent Report to identify previously unknown sites with safety issues for investigation and possible project programming.

The locations listed on each report account for more than five percent of all Indiana fatality or serious injury crashes in the previous three years prior to the report year. To rank the locations for the report, analysts looked at a number of factors including crash frequency, rate and severity.

As a result of each five percent report, safety experts have or will conduct onsite safety reviews across the state. INDOT then programs projects at the locations where engineers conducting the reviews identified feasible infrastructure projects to improve safety.

Indiana's Five Percent Report allows INDOT to identify potential solutions to roadway concerns and direct highway funding to the areas where it is most needed. INDOT has already scheduled

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- How do I find information regarding highway road closings/construction?
- Where can I find a current Indiana State Map?
- Where can I get a Indiana Map (aerial, highway..)

Then Select

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Percent Report



Transparency Report

Address  <http://www.in.gov/indot/3068.htm>

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As a result of each five percent report, safety experts have or will conduct onsite safety reviews across the state. INDOT then programs projects at the locations where engineers conducting the reviews identified feasible infrastructure projects to improve safety.

Indiana's Five Percent Report allows INDOT to identify potential solutions to roadway concerns and direct highway funding to the areas where it is most needed. INDOT has already scheduled improvements for many of the locations listed on previous reports. Those locations not currently scheduled for remediation undergo a safety evaluation by a team of INDOT engineers. These teams will identify possible solutions to correct any roadway deficiencies using the four E's: engineering, education, emergency response and enforcement.

INDOT is committed to reducing crashes on Indiana's roadways, and Indiana's Five Percent Report is just one of several ways INDOT selects locations to receive safety reviews and programs safety projects. Other methods used to seek out candidate locations include recommendations by Indiana's Metropolitan Planning Organizations (MPO), local transportation agencies and other highway safety partners. INDOT also analyzes statewide crash trends to locate sites where specific safety measures would be effective.

Five Percent reports are included below for 2007 through 2009. The 2008 and 2009 reports also include listings for local roads.

For more information on INDOT's comprehensive highway safety program, visit [INDOT's safety programs and initiatives](#) web site.

Five Percent Report Documents

- [2009 Five Percent Report \(PDF\)](#)
- [2008 Five Percent Report \(PDF\)](#)
- [2007 Five Percent Report \(PDF\)](#)

1. How do I find information regarding highway road closings/construction?
2. Where can I find a current Indiana State Map?
3. Where can I get a Indiana Map (aerial, highway..)
4. How is the money from Major Moves being used?
5. What are the requirements for state certification as a Disadvantaged Business ...

[More FAQs »](#)



BUILDING ROADS. CREATING JOBS.



Request a 2009/2010 Indiana State Map



Transparency Report

Indiana 2009 Five-Percent Report

Prepared by

Andrew P. Tarko, Purdue University
Md. Shafiq Azam, Purdue University
Center for Road Safety
Purdue University
West Lafayette, Indiana
&
John Nagle, INDOT
Lawrence Ozobu, INDOT

Submitted By:
Office of Traffic Safety
Division of Engineering Programs
Indiana Department of Transportation

September 28, 2009



Transparency Report

2009 Five Percent State Road Segments in Indiana													
Length (Miles)	Location	City / Town	County	District	No. Fatal Crashes (FTC)	No. Incapacitating Injury Crashes (IINC)	No. Non-Incapacitating Injury Crashes (NINC)	No. Property-Damage-Only Crashes (PDO)	No. Fatal and Injury Crashes (FIJFAT)	No. Persons Killed (FTP)	No. Persons Seriously Injured (INP)	Crash Loss Index (I)	Significance of Crash Loss (F)
0.17	US 60(W Calumet Blvd) from 0.08 mi W of US 27 (Lima Rd) E 0.17 mi to Clinton St	Fort Wayne	Allen	FORT WAYNE	0	2	3	23	0	0	3	3.16	0.0036
0.12	I-65/US-52 from 0.33 mi NW to 0.45 mi NW of the bridge carrying Hill Baker Rd S CR 100 E over I-65 (Exit 135)	Lebanon	Boone	CRAWFORDSVILLE	2	6	4	47	5	2	0	3.87	0.0036
0.06	I-65 from the bridge on E Stansifer Ave/ US 31 to 0.68 mi N	Clintonville	Clatsop	SEYMOUR	0	2	7	53	12	0	2	4.56	0.0036
0.26	I-395 with I-64 Interchange	New Albany	Floyd	SEYMOUR	1	3	8	76	15	1	3	4.41	0.0036
0.6	SR 64 from 2.33 mi to 2.63 mi E of the IN/IL State Line(N CR 853 W to N CR 859W)	SE of Mount Carmel	Gibson	VINCENNES	1	1	2	53	4	1	2	3.56	0.0036
0.17	US 31 (N Mercedes St) from 2.85 mi N to 2.82 mi N of I-465 (N Leg)	Carmel	Hamilton	GREENFIELD	0	2	4	21	7	0	2	3.11	0.0036
1.04	I-69 from 4.13 mi to 5.17 mi N of I-465 (N Leg)	Fishers	Hamilton	GREENFIELD	1	3	36	171	43	1	3	2.95	0.0046



Transparency Report

- FHWA Website
 - <http://safety.fhwa.dot.gov/hsip/fivepercent>



Transparency Report

Address  <http://safety.fhwa.dot.gov/hcip/fivepercent/>  Go [Links >>](#)

U.S. Department of Transportation
Federal Highway Administration FHWA Home | Feedback

 **FHWA Safety** 
Investment in roadway safety saves lives

Home | About | Staff Directory | Events | Newsletters | Contact Search FHWA Safety: 

[Home](#)

Highway Safety Improvement Program "5 Percent Report" Requirement

This website contains reports provided by the states in response to a Federal requirement to describe at least 5 percent of the locations in each state currently exhibiting the most severe highway safety needs, in accordance with Sections 148(c)(1)(D) and 148(g)(3)(A), of Title 23, *United States Code*. The reports that follow represent a variety of methods utilized and various degrees of road coverage. Therefore, the reports included on this website cannot be compared to one another.

Protection from Discovery and Admission into Evidence-Under 23 U.S.C. 148(g)(4) information collected or compiled for any purpose directly relating to this report 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 identified or addressed in the reports.

Section 1401 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (Public Law 109-59) amended Section 148 of Title 23, *United States Code*, to create a new **Highway Safety Improvement Program** (HSIP) as one of the Federal Highway Administration's *core* programs. The purpose of the HSIP is to reduce traffic fatalities and serious injuries on public roads.

As part of the new HSIP, states are required to submit an annual report describing not less than 5 percent of their highway locations exhibiting the most severe safety needs. The intent of this provision is to raise public awareness of the highway safety needs and challenges in the states.

In addition to listing the locations, the states' reports are to include:

- Potential remedies to the hazardous locations identified

2009 Reports by State

- Alabama
- Alaska
- Arizona
- Arkansas
- California
- Colorado
- Connecticut
- Delaware
- District of Columbia
- Florida
- Georgia
- Hawaii
- Idaho
- Illinois
- Indiana
- Iowa
- Kansas
- Kentucky
- Louisiana
- Maine
- Maryland
- Massachusetts
- Michigan
- Minnesota



Transparency Report

Address <http://safety.fhwa.dot.gov/hsip/fivepercent/> Go Links

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In addition to listing the locations, the states' reports are to include:

- Potential remedies to the hazardous locations identified;
- Estimated costs of the remedies; and
- Impediments to implementation of the remedies other than costs.

To assist the States in preparing these reports, the Federal Highway Administration provided guidance in April 2006 (<http://safety.fhwa.dot.gov/safetealu/guides/guide040506.cfm>). This guidance provided considerable flexibility and included several methods that the states could use to identify their most severe safety needs.

Previous Years

- [2006 Reports](#)
- [2007 Reports](#)
- [2008 Reports](#)

- Illinois
- Indiana
- Iowa
- Kansas
- Kentucky
- Louisiana
- Maine
- Maryland
- Massachusetts
- Michigan
- Minnesota
- Mississippi
- Missouri
- Montana
- Nebraska
- Nevada
- New Hampshire
- New Jersey
- New Mexico
- New York
- North Carolina
- North Dakota
- Ohio
- Oklahoma
- Oregon
- Pennsylvania
- Rhode Island
- South Carolina
- South Dakota
- Tennessee
- Texas
- Utah
- Vermont
- Virginia
- Washington
- West Virginia
- Wisconsin
- Wyoming



Toolbox of Crash Data Analysis

- ARIES
- Automated Reporting Information Exchange System
- Formerly called the Vehicle Crash Records System (VCRS)
- Indiana State Police Depository for all Crash Records



ARIES

- All crashes from January 1, 2003 to present are available
- Available to users over the WWW
- ISP intends to keep ten (10) years available
- Electronic Crash Reporting
 - Over 95% of Law Enforcement Agencies
 - Over 96% of Reports
 - Over 79% of Reports submitted within 5 days
 - Mapping percentage 90%



How to get Access

- <http://crashreports.in.gov/>
 - Available to INDOT, MPO, County and City Engineers
 - Requires User ID and Password
 - Complete a "Data Access Agreement for Indiana State Police Web Access"
 - Return the form to me
 - The forms are then processed and when ISP/OPS activates the account you will be notified by e-mail of your ID and Password



Data Access Agreement for Indiana State Police Web Services

This agreement concerns the conditions of use of data and documentation listed within this agreement. The data and documentation are hereafter referred to as "the materials" which will also include any additional data or documentation which are not subject of a separate agreement.

By using the Indiana State Police Web Services web site, you acknowledge that you have reviewed this agreement and agree to its terms and conditions. You agree to use ISP Web Services strictly in accordance with the terms and conditions set forth in this document knowing it may be amended from time to time. You also agree to be bound by any rules, procedures and conditions established by the Indiana State Police concerning the use of the ISP Web Services. You acknowledge that ISP may modify or discontinue the Web Services offered without any prior notice to you. In addition, ISP reserves the right to terminate your access to the Web Services or any portion thereof, in its sole discretion, without notice and without limitation, for any reason whatsoever, including but not limited to, the unauthorized use of your access passwords.

Access and Security

You agree that you are responsible for the confidentiality and use of your User ID and Password. You agree to be responsible for all requests entered through the Web Services via the use of your User ID and Password. You agree to promptly notify the Indiana State Police if you (1) become aware of the theft or unauthorized use of your User ID or Password, (2) fail to receive requested information from the Web Services.

Confidentiality

You agree that while collision information is not confidential, the source in which it is delivered to you is confidential in nature and may not be shared with anyone unless permission is obtained from the Indiana State Police.

Copyright

Copies of Collision report images are prohibited.

Terms and Conditions

You agree that any information obtained via the Indiana State Police Web Services will be used within the confines of your existing job functions. Information obtained via the Web Services will be used internally to your organization and will not be provided to the general public. You agree that any information obtained via the Web Services will not be sold.

User Printed Name: _____	Phone Number: _____
User Signature: _____	Date: _____
Agency Name: _____	Email address: _____
INDOT Authorized Signature: _____	
ISP Records Division Commander Signature: _____	



ARIES Restrictions on Use

- Access and Security
 - Individual users are responsible for the confidentiality and use of their ID and Password
 - Notify ISP if you become aware of the misuse or theft of your ID
 - Notify ISP of failure to receive requested information



ARIES Restrictions on Use cont'd

- Confidentiality

- Images of the reports are **NOT** to be distributed and only used for your agency transportation purposes
- **The data and tables can be shared**
- The reports are available to be purchased at <http://www.buycrash.com/>
- \$12 which is split between ISP (to support ARIES) and the originating enforcement agency



Benefits to Transportation Users

- Crash reports are Current
- Crashes available from January 1, 2003 on
- Crash information is available for summarizing and viewing from a Web Site
- Some mapping capability is provided



http://crashreports.in.gov/Public/Home.aspx - Microsoft Internet Explorer

File Edit View Favorites Tools Help Links Customize Links Free Hotmail INDOT Intranet Site

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Address http://crashreports.in.gov/Public/Home.aspx Go

ARIES

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AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM

Client Logon

- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Welcome

Welcome to ARIES!

This website is developed and maintained by Holt, Sheets & Associates to serve as a portal to the State of Indiana's repository for traffic collision and surveillance reports completed by Indiana law enforcement agencies.

Sign In

You must sign into the ARIES system to access collision reports, surveillance reports, and data. For additional information regarding this site, [click here.](#)

To request access to this site, [click here.](#)

Send all comments, suggestions and/or feedback to the ARIES Site Administrator.

ARIES News

[Crash Reporting Performance](#)
7/9/2008

[Release 3.0.8 of ARIES Now Available!](#)
12/19/2007

[More...](#)

Site Tip
Always remember to logoff the system to avoid being locked out.

Handgun Permit Application

Done Trusted sites

Slide 13 of 21 Blends

start Microsoft... http://c... My Computer Local Disk (C:) 7:55 AM



Client Logon - Microsoft Internet Explorer

File Edit View Favorites Tools Help Links Customize Links Free Hotmail INDOT Intranet Site

Back Forward Stop Refresh Home Search Favorites

Address <https://crashreports.in.gov/Secure/Login.aspx> Go

ARIES Home | Training | Links | Manuals | Roles and Responsibilities | FAQ | Help
AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM

Client Logon

- Client Logon
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Client Logon
[Site Security](#)

User Id:

Password:

Login

Note: Both the user id and password are case sensitive. You must type the user id and password in the upper and/or lower case as assigned. If you do not have a login account and want to request membership, [click here](#).

ARIES News

[Crash Reporting Performance](#)
7/9/2008

[Release 3.0.8 of ARIES Now Available!](#)
12/19/2007

[More...](#)

Site Tip
Be sure to look at our frequently asked questions to get answers to the most common questions.

[Handgun Permit Application](#)

Internet

Slide 15 of 22 Blends

start Microsoft... Client L... My Computer Local Disk (C:) 8:02 AM



https://crashreports.in.gov/Public/Home.aspx - Microsoft Internet Explorer

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WEB NAGLE JOHN INDOT

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AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM

Logoff

- + Collision Reports
- + Handgun Permits
- + Suspicious Activity Reports
- + Case Reports

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Sign Out

Don't forget to sign out! The number of logins under your account is limited, and the security associated with your id should be released while not using the site.

Note: Closing the browser will not immediately sign you out.

For a list of frequently asked questions, [click here](#).

Send all comments, suggestions and/or feedback to the ARIES.

ARIES News

[Crash Reporting Performance](#)
7/9/2008

[Release 3.0.8 of ARIES Now Available!](#)
12/19/2007

[More...](#)

Site Tip
Click the Contact Us link to access names with emails and phone numbers for VCRS related staff.

Handgun Permit Application



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WEB NAGLE JOHN INDOT **AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM**

Logoff

- Collision Reports
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- Request Report or Extract
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ARIES News

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7/9/2008

[Release 3.0.8 of ARIES Now Available!](#)
12/19/2007

[More...](#)

Site Tip
Click the Contact Us link to access names with emails and phone numbers for VCRS related staff.

Handgun Permit Application



- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Find a Document

Collision Reports

Master Rec Nbr:

Local Code:

Date of Collision: to (MM/DD/YYYY)
2003 or later

Individual Information

Last Name	First Name	License Plate Number
<input type="text"/>	<input type="text"/>	<input type="text"/>

Location of Collision

Roadway Name	County	Agency
<input type="text"/>	<input type="text"/>	<input type="text"/>

ARIES News
[Crash Reporting Performance](#)
 7/9/2008

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[More...](#)

Site Tip
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Handgun Permit Application



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Site Tip
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Handgun Permit Application



- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Criteria Selection

Prev Next

Criteria Specified

None specified

Criteria Selection List

Property	Operand	Value
The Agency	is one of:	<ul style="list-style-type: none"> Adams Sd Advance Pd Akron Pd Albany Pd Albion Pd Alexandria Pd Allen Sd

Show All

Hold down on the CTRL key and use the mouse to select multiple items.

Add

ARIES News
[Crash Reporting Performance](#)
 7/9/2008

Release 3.0.8 of
[ARIES Now Available](#)
 12/19/2007

[More...](#)

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https://crashreports.in.gov/Public/Home.aspx - Microsoft Internet Explorer

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WEB NAGLE JOHN INDOT **AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM**

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Site Tip
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Handgun Permit Application



Logoff

- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Request Report or Extract Selection

Reports Extracts

Type of report: General

- [Circumstances Summary](#) View Sample
- [Collisions by Damage Estimate](#) View Sample
- [Collisions by Day of Week](#) View Sample
- [Collisions by Event](#) View Sample
- [Collisions by Month](#) View Sample
- [Collisions by Officer Id](#) View Sample
- [Collisions by Primary Roadway](#) View Sample
- [Collisions by Road Classification](#) View Sample
- [Collisions by School Zone](#) View Sample
- [Collisions by Surface Condition](#)

ARIES News
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 7/9/2008

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ARIES Now Available!
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[More...](#)

Site Tip
 The fastest way to find a document is with the Master Record Number or the Local Code.

Handgun Permit Application



Microsoft Internet Explorer window showing the ARIES website. The address bar displays <https://crashreports.in.gov/Public/Home.aspx>. The page header includes "ARIES" and "AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM". A navigation menu lists: Home, Training, Links, Manuals, Roles and Responsibilities, FAQ, Help. Below the header, it says "WEB NAGLE JOHN INDOT".

The main content area features a "Welcome" message: "Welcome to ARIES! This website is developed and maintained by Holt, Sheets & Associates to serve as a portal to the State of Indiana's repository for traffic collision and surveillance reports completed by Indiana law enforcement agencies."

A sidebar on the left contains a "Logoff" button and a menu with the following items:

- Collision Reports
 - Find a Document
 - Collision Data
 - Request Report or Extract
 - Generated Reports & Extracts** (highlighted with a red arrow)
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

On the right side, there is an "ARIES News" section with links for "Crash Reporting Performance 7/9/2008" and "Release 3.0.8 of ARIES Now Available! 12/19/2007". Below this is a "Sign Out" button and a "Site Tip" box. A "Note" states: "Closing the browser will not immediately sign you out. For a list of frequently asked questions, [click here](#)." At the bottom right, it says: "Send all comments, suggestions and/or feedback to the ARIES."

The Windows taskbar at the bottom shows the Start button, several application icons, and the system tray with the time 8:15 AM.



Generated Reports & Extracts - Microsoft Internet Explorer

File Edit View Favorites Tools Help Links Customize Links Free Hotmail INDOT Intranet Site Microsoft Outlook Web Access - Logon

Back Forward Stop Home Search Favorites Refresh Print Mail Word Excel PowerPoint Outlook








Address http://crashreports.in.gov/VCRS/ReportView.aspx

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- Suspicious Activity Reports
- Case Reports

Generated Reports & Extracts

[Install Adobe Acrobat Reader](#)

Page: 1 | 2 | 3 | 4 | 5 | 6 | 7

Title	Date Generated	Author	Schedule
 Collisions by Month	7/19/2008	WEB CHARLES LINVILLE SOUTHPORT	Weekly
 Year-to-Date Fatalities	7/19/2008	WEB TIM MARKER INDOT	Weekly
 Collisions by Damage Estimate	7/19/2008	WEB BARB SMITH BOONE SD	Weekly
 High Accident Locations	7/19/2008	WEB HAROLD GOODLETT CLARK SD	Weekly
 Collisions by Agency	7/19/2008	WEB WILLIAM PATERSON LAKE SD	Weekly
 Collisions by Agency	7/19/2008	WEB MERVIN NOLOT MPO	Weekly
 High Accident Locations	7/19/2008	WEB DOUGLAS SHELTON ISPGHQ	Weekly

ARIES News
[Crash Reporting Performance](#)
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[More...](#)

Site Tip
 When using Last Name to find a document, always include a collision date range and the county or agency of the collision.

[Handgun Permit Application](#)



http://crashreports.in.gov/Reports/Processed/07192008/RTMARKER_19843_YTD%20FATAL%20LO...

Save a Copy Search Select 116% Sign

**INDIANA STATE POLICE
 VEHICLE CRASH RECORDS SYSTEM
 YEAR TO DATE FATAL COLLISIONS BY
 FOR THE YEAR: 2004**

LOCALITY	NUMBER KILLED	TOTAL FATAL COLLISIONS
RURAL	670	591
URBAN	277	266
Year to Date Total:	947	857

1 of 1 Last Page

Done Trusted sites

start 21 M... 21 My Computer Local Disk (C:) 10:35 AM



https://crashreports.in.gov/Public/Home.aspx - Microsoft Internet Explorer

File Edit View Favorites Tools Help Links Customize Links Free Hotmail INDOT Intranet Site

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WEB NAGLE JOHN INDOT **AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM**

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ARIES News

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12/19/2007

[More...](#)

Site Tip
Click the Contact Us link to access names with emails and phone numbers for VCRS related staff.

Handgun Permit Application



- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Criteria Selection

Prev Next

Criteria Specified

None specified

Criteria Selection List

Property	Operand	Value
The Agency	is one of:	<ul style="list-style-type: none"> Adams Sd Advance Pd Akron Pd Albany Pd Albion Pd Alexandria Pd Allen Sd

Show All

Hold down on the CTRL key and use the mouse to select multiple items.

Add

ARIES News
[Crash Reporting Performance](#)
 7/9/2008

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[More...](#)

Site Tip
 Review our Privacy Statement prior to using the VCRS site and submitting content within.

Handgun Permit Application



Logoff

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- Suspicious Activity Reports
- Case Reports

Collision Data Criteria Selection

Prev Next

Criteria Specified

None specified

Criteria Selection List

Property	Operand	Value
The Agency	is one of:	Adams Sd Advance Pd Akron Pd Albany Pd Albion Pd Alexandria Pd Allen Sd
<input type="checkbox"/> Show All		

Hold down on the CTRL key and use the mouse to select multiple items.

Add

ARIES News
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[More...](#)

Site Tip
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Handgun Permit Application



Logoff

- Collision Reports
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- Suspicious Activity Reports
- Case Reports

Collision Data Criteria Selection

Prev Next

Criteria Specified

None specified

Criteria Selection List

Property	Operand	Value
The Date of Collision	is between	<input type="text"/> to <input type="text"/>
The Agency		
The City		
The Collision Road Class		
The Construction Indicator		
The Construction Type		
The County		
The Date of Collision		
The Hit and Run Indicator		
The Number Dead		
The Number Injured		
The Person's Age		
The Primary Factor		
The Roadway/Intersection		
The Surface Condition		
The Township		
The Traffic Control		

Add

ARIES News
Crash Reporting Performance
7/9/2008

Release 3.0.8 of
ARIES Now Available!
12/19/2007

More...

Site Tip
Always remember to logoff the system to avoid being locked out.

Handgun Permit Application



Collision Data - Microsoft Internet Explorer

File Edit View Favorites Tools Help Links Customize Links Free Hotmail INDOT Intranet Site Microsoft Outlook Web Access - Logon

Back Forward Stop Refresh Home Search Favorites Home Mail Print Word PDF Internet Options

Address http://crashreports.in.gov/VCRS/SearchWizard.aspx?Type=C Go

WEB NAGLE JOHN INDOT

AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM

- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Criteria Selection

Prev Next

Criteria Specified

None specified

Criteria Selection List

Property	Operand	Value
The Date of Collision	is between	01/01/2007 to 12/31/2007

Show All

Add

ARIES News Crash Reporting Performance 7/9/2008

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More...

Site Tip Always remember to logoff the system to avoid being locked out.

Handgun Permit Application

Done Trusted sites

start 2 M.. C.. My Computer Local Disk (C:) 10:48 AM



- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Criteria Selection

Prev Next

Criteria Specified

None specified

Criteria Selection List

Property	Operand	Value
The Date of Collision	is between	01/01/2007 to 12/31/2007

Show All

Add

ARIES News
[Crash Reporting Performance 7/9/2008](#)
[Release 3.0.8 of ARIES Now Available! 12/19/2007](#)
[More...](#)

Site Tip
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Handgun Permit Application



Logoff

- Collision Reports
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Collision Data Criteria Selection

Prev Next

Criteria Specified

- [del](#) | [edit](#) The Date of Collision is between 1/1/2007 and 12/31/2007 **And**
- [del](#) | [edit](#) The County is one of: TIPPECANOE **And**
- [del](#) | [edit](#) The Number Dead is greater than 0

[Remove All](#)

Criteria Selection List

Property	Operand	Value
The Agency	is one of:	Adams Sd Advance Pd Akron Pd Albany Pd Albion Pd Alexandria Pd Allen Sd

Show All

Hold down on the CTRL key and use the mouse to select multiple items.

Add

ARIES News
[Crash Reporting Performance](#)
 7/9/2008

[Release 3.0.8 of ARIES Now Available!](#)
 12/19/2007

[More...](#)

Site Tip
 The fastest way to find a document is with the Master Record Number or the Local Code.

[Handgun Permit Application](#)



Logoff

- Collision Reports
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Collision Data Criteria Selection

Prev Next

Criteria Specified

- [del](#) | [edit](#) The Date of Collision is between 1/1/2007 and 12/31/2007 **And**
- [del](#) | [edit](#) The County is one of: TIPPECANOE **And**
- [del](#) | [edit](#) The Number Dead is greater than 0

[Remove All](#)

Criteria Selection List

Property	Operand	Value
The Agency	is one of:	<ul style="list-style-type: none"> Adams Sd Advance Pd Akron Pd Albany Pd Albion Pd Alexandria Pd Allen Sd

Show All

Add

ARIES News
[Crash Reporting Performance](#)
 7/9/2008

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 12/19/2007

[More...](#)

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 The fastest way to find a document is with the Master Record Number or the Local Code.

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Collision Data Results

Prev Next

Print

Criteria: The Date of Collision is between 1/1/2007 and 12/31/2007 And The County is one of: TIPPECANOE And The Number Dead is greater than 0

Total Collisions found:	20
Collisions w/injury:	0
Collisions w/fatality:	20
Collisions w/property damage:	0
Total injuries:	23
Total fatalities:	22

[Generate Map](#)

[View Details](#)

[Create Extract](#)

[Spatial Analysis](#)

ARIES News
[Crash Reporting Performance](#)
 7/9/2008

[Release 3.0.8 of ARIES Now Available!](#)
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[More...](#)

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Handgun Permit Application



- Logoff
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Collision Data Results

[Prev](#) [Next](#)

[Print](#)

Criteria: The Date of Collision is between 1/1/2007 and 12/31/2007 **And** The County is one of: TIPPECANOE **And** The Number Dead is greater than 0

Total Collisions found:	20
Collisions w/injury:	0
Collisions w/fatality:	20
Collisions w/property damage:	0
Total injuries:	23
Total fatalities:	22

- [Generate Map](#)
- [View Details](#)
- [Create Extract](#)

[Spatial Analysis](#)

ARIES News
[Crash Reporting Performance 7/9/2008](#)
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[More...](#)
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[Handgun Permit Application](#)



- Logoff
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- Case Reports

Collision Data Results

Prev Next

Print

Criteria: The Date of Collision is between 1/1/2007 and 12/31/2007 And The County is one of: TIPPECANOE And The Number Dead is greater than 0

Total Collisions found:	20	 Generate Map
Collisions w/injury:	0	
Collisions w/fatality:	20	 View Details
Collisions w/property damage:	0	
Total injuries:	20	
Total fatalities:	22	 Create Extract

 [Spatial Analysis](#)

ARIES News
Crash Reporting Performance
7/9/2008

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More...

Site Tip
Always remember to logoff the system to avoid being locked out.

Handgun Permit Application



ARIES Results - Microsoft Internet Explorer

view	buy	MASTER RECORD NUMBER	COLLISION DATE	LOCAL CODE	AGENCY	COUNTY	PRIMARY FACTOR	ROADWAY
view	buy	900620767	1/23/2007	2007001074	LAFAYETTE PD	TIPPECANOE	PEDESTRIAN ACTION	SAGAMORE PKWY
view	buy	900648988	2/4/2007	2007000498	WEST LAFAYETTE PD	TIPPECANOE	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	US52W
view	buy	900632973	2/6/2007	1420070206142848	ISP LAFAYETTE 14	TIPPECANOE	SPEED TOO FAST FOR WEATHER CONDITIONS	I65
view	buy	900634391	2/12/2007	2007000657	TIPPECANOE SD	TIPPECANOE	UNSAFE SPEED	STATE ROAD 25 HWY
view	buy	900666343	4/17/2007	1420070417132807	ISP LAFAYETTE 14	TIPPECANOE	FAILURE TO YIELD RIGHT OF WAY	SR25
view	buy	900667708	4/29/2007	2007001852	TIPPECANOE SD	TIPPECANOE	FAILURE TO YIELD RIGHT OF WAY	CR600
view	buy	900673868	5/16/2007	2007002123	TIPPECANOE SD	TIPPECANOE	DISREGARD SIGNAL/REG SIGN	SR25N
view	buy	900689545	5/30/2007	1420070530070113	ISP LAFAYETTE 14	TIPPECANOE	LEFT OF CENTER	SR25S
view	buy	900694594	6/23/2007	2007002727	TIPPECANOE SD	TIPPECANOE	DISREGARD SIGNAL/REG SIGN	CR900E
view	buy	900700903	6/30/2007	1420070630065436	ISP LAFAYETTE 14	TIPPECANOE	LEFT OF CENTER	SR26
view	buy	900705717	7/13/2007	2007003133	TIPPECANOE SD	TIPPECANOE	UNSAFE SPEED	I65
view	buy	900709703	7/25/2007	2007003328	TIPPECANOE SD	TIPPECANOE	OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	US52WE
view	buy	900733406	9/5/2007	2007003765	WEST LAFAYETTE PD	TIPPECANOE	PEDESTRIAN ACTION	STATE ST
view	buy	900741277	9/8/2007	2007004021	TIPPECANOE SD	TIPPECANOE	DISREGARD SIGNAL/REG SIGN	SR28
view	buy	900749715	9/27/2007	2007013612	LAFAYETTE PD	TIPPECANOE	FAILURE TO YIELD RIGHT OF WAY	FERRY ST
view	buy	900749745	10/2/2007	2007013815	LAFAYETTE PD	TIPPECANOE	PEDESTRIAN ACTION	GREENBUSH ST
view	buy	900753310	10/4/2007	2007128	BATTLEGROUND PD	TIPPECANOE	BRAKE FAILURE OR DEFECTIVE	PROPHETS ROCK ROAD RD
view	buy	900806990	12/1/2007	030701156	DNR LAW ENFORCEMENT	TIPPECANOE	ROADWAY SURFACE CONDITION	SR25S



ARIES Results - Microsoft Internet Explorer

	<u>MASTER RECORD NUMBER</u>	<u>COLLISION DATE</u>	<u>LOCAL CODE</u>	<u>AGENCY</u>	<u>COUNTY</u>	<u>PRIMARY FACTOR</u>	<u>ROADWAY</u>
view buy	900620767	1/23/2007	2007001074	LAFAYETTE PD	TIPPECANOE	PEDESTRIAN ACTION	SAGAMORE PKWY
view buy	900648988	2/4/2007	2007000498	WEST LAFAYETTE PD	TIPPECANOE	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	US52W
view buy	900632973	2/6/2007	1420070206142848	ISP LAFAYETTE 14	TIPPECANOE	SPEED TOO FAST FOR WEATHER CONDITIONS	I65
view buy	900634391	2/12/2007	2007000657	TIPPECANOE SD	TIPPECANOE	UNSAFE SPEED	STATE ROAD 25 HWY
view buy	900666343	4/17/2007	1420070417132807	ISP LAFAYETTE 14	TIPPECANOE	FAILURE TO YIELD RIGHT OF WAY	SR25
view buy	900667708	4/29/2007	2007001852	TIPPECANOE SD	TIPPECANOE	FAILURE TO YIELD RIGHT OF WAY	CR600
view buy	900673868	5/16/2007	2007002123	TIPPECANOE SD	TIPPECANOE	DISREGARD SIGNAL/REG SIGN	SR25N
view buy	900689545	5/30/2007	1420070530070113	ISP LAFAYETTE 14	TIPPECANOE	LEFT OF CENTER	SR25S
view buy	900694594	6/23/2007	2007002727	TIPPECANOE SD	TIPPECANOE	DISREGARD SIGNAL/REG SIGN	CR900E
view buy	900700903	6/30/2007	1420070630065436	ISP LAFAYETTE 14	TIPPECANOE	LEFT OF CENTER	SR26
view buy	900705717	7/13/2007	2007003133	TIPPECANOE SD	TIPPECANOE	UNSAFE SPEED	I65
view buy	900709703	7/25/2007	2007003328	TIPPECANOE SD	TIPPECANOE	OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	US52WE
view buy	900733406	9/5/2007	2007003765	WEST LAFAYETTE PD	TIPPECANOE	PEDESTRIAN ACTION	STATE ST
view buy	900741277	9/8/2007	2007004021	TIPPECANOE SD	TIPPECANOE	DISREGARD SIGNAL/REG SIGN	SR28
view buy	900749715	9/27/2007	2007013612	LAFAYETTE PD	TIPPECANOE	FAILURE TO YIELD RIGHT OF WAY	FERRY ST
view buy	900749745	10/2/2007	2007013815	LAFAYETTE PD	TIPPECANOE	PEDESTRIAN ACTION	GREENBUSH ST
view buy	900753310	10/4/2007	2007128	BATTLEGROUND PD	TIPPECANOE	BRAKE FAILURE OR DEFECTIVE	PROPHETS ROCK ROAD RD
view buy	900806990	12/1/2007	030701156	DNR LAW ENFORCEMENT	TIPPECANOE	ROADWAY SURFACE CONDITION	SR25S



- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Results

[Prev](#) [Next](#)

[Print](#)

Criteria: The Date of Collision is between 1/1/2007 and 12/31/2007 **And** The County is one of: **TIPPECANOE** **And** The Number Dead is greater than 0

Total Collisions found:	20
Collisions w/injury:	0
Collisions w/fatality:	20
Collisions w/property damage:	0
Total injuries:	23
Total fatalities:	22

[Generate Map](#)

[View Details](#)

[Create Extract](#)

[Spatial Analysis](#)

ARIES News
[Crash Reporting Performance 7/9/2008](#)

[Release 3.0.8 of ARIES Now Available! 12/19/2007](#)

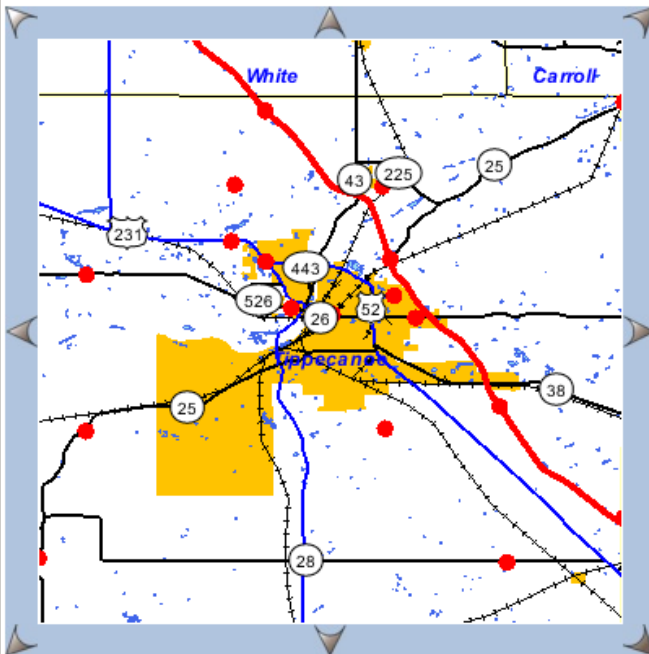
[More...](#)

Site Tip
Always remember to logoff the system to avoid being locked out.

Handgun Permit Application

SpatialMap - Microsoft Internet Explorer

Criteria: The Date of Collision is between 1/1/2007 and 12/31/2007 **And** The County is one of: TIPPECANOE **And** The Number Dead is greater than 0



Segment: Total: Units: Miles

Layers Legend

- Public Protection Offices
- Communities
- Schools
- Hospitals
- Airports
- Local Roads
- County Roads
- State Routes
- Railroad
- Hydrology
- Water Bodies
- Incorporated
- County
- Public Land Survey

Collision w/ Property Damage:	0
Collision w/ Injury:	0
Collision w/ Fatality:	20
Total Mapped:	= 20
Total NOT Mapped:	= 0

Request:
MDN Web Service --- http://crashreports.in.gov/MapDotNetMapWebService5.2/MapWebService.asmx
ArcIMS server --- http://www.in.gov/dot/gis/servlet/com.esri.esrimap.Esrimap?ClientVersion=9.0 --- Service name:ISP
<?xml version="1.0" encoding="utf-8"?>
<ARCXML xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance" xmlns:xsd="http://www.w3.org/2001/XMLSchema" version="1.1">
 <REQUEST>
 <GET_SERVICE_INFO envelope="true" fields="false" extensions="false" renderer="true" />
 </REQUEST>
</ARCXML >



- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Results

[Prev](#) [Next](#)

[Print](#)

Criteria: The Date of Collision is between 1/1/2007 and 12/31/2007 **And** The County is one of: TIPPECANOE **And** The Number Dead is greater than 0

Total Collisions found:	20
Collisions w/injury:	0
Collisions w/fatality:	20
Collisions w/property damage:	0
Total injuries:	23
Total fatalities:	22

[Generate Map](#)

[View Details](#)

[Create Extract](#)

[Spatial Analysis](#)

ARIES News
[Crash Reporting Performance 7/9/2008](#)
[Release 3.0.8 of ARIES Now Available! 12/19/2007](#)
[More...](#)

Site Tip
Always remember to logoff the system to avoid being locked out.

Handgun Permit Application

VCRS

Home | Training | Links | Manuals | Roles and Responsibilities | FAQ | Help

Web Nagle John Indot **VEHICLE CRASH RECORDS SYSTEM**

logoff

find a document

collision data

reports & extracts

Page Note
Enter the type of file to produce and the information to contain, and click Submit to extract the data.

Did You Know?
Disabling motor-vehicle injuries for the first nine months of 2004 are estimated to be about 1.77 million, a 5% increase from 2003.

Collision Data Data Extract

Prev Next

Criteria: The Date of Collision is between 1/1/2006 and 12/31/2006 **And** The Collision Road Class is one of: INTERSTATE **And** The Number Dead is greater than 0

Specify the type of file to create:

- Microsoft Access
- XML
- Tab delimited text file
- Comma delimited text file

Optionally specify additional information to include with the core collision data:

- Individual
- Unit

Submit Cancel

VCRS News

[Release 2.0 of eVCRS Available!](#)
2/14/2005

[Mapping of Collisions... IS HERE](#)
10/29/2004

[More...](#)

Site Tip

You can email a report to someone by opening it from your view list and selecting the email option.



- Logoff
- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Results

Prev Next

Print

Criteria: The Date of Collision is between 1/1/2007 and 12/31/2007 And The County is one of: TIPPECANOE And The Number Dead is greater than 0

Total Collisions found:	20
Collisions w/injury:	0
Collisions w/fatality:	20
Collisions w/property damage:	0
Total injuries:	23
Total fatalities:	22

Generate Map

View Details

Create Extract

Success! Click Download to retrieve your Extract file.

Spatial Analysis

ARIES News
Crash Reporting Performance
7/9/2008

Release 3.0.8 of
ARIES Now Available!
12/19/2007

More...

Site Tip
Always remember to logoff the system to avoid being locked out.

Handgun Permit Application

Trusted sites



Collision Data - Microsoft Internet Explorer

File Edit View Favorites Tools Help Links Customize Links Free Hotmail INDOT Intranet Site Microsoft Outlook Web Access - Logon

Back Forward Stop Home Search Favorites Refresh Print Mail Stop

Address http://crashreports.in.gov/VCRS/SearchWizard.aspx?Refresh=1&Format=ACCESS&Individual=0&Unit=0 Go

ARIES Home Training Links Manuals Roles and Responsibilities FAQ Help

WEB NAGLE JOHN INDOT **AUTOMATED REPORTING INFORMATION EXCHANGE SYSTEM**

Logoff

- Collision Reports
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

Collision Data Results

Criteria: The D... TIPPECANOE Ar...

Total Collision	
Collisions w/	
Collisions w/fatality:	20
Collisions w/property damage:	0
Total injuries:	23
Total fatalities:	22

VIEW DETAILS

Create Extract

Success!
Click [Download](#) to retrieve your Extract file.

County is one of:

[Spatial Analysis](#)

ARIES News
[Crash Reporting Performance 7/5/2006](#)

[Release 3.0.8 of ARIES Now Available! 12/19/2007](#)

[More...](#)

Site Tip
Always remember to logoff the system to avoid being locked out.

Handgun Permit Application

Print

Prev Next

Trusted sites

start My Computer Local Disk (C:) 11:32 AM

File Download - Security Warning

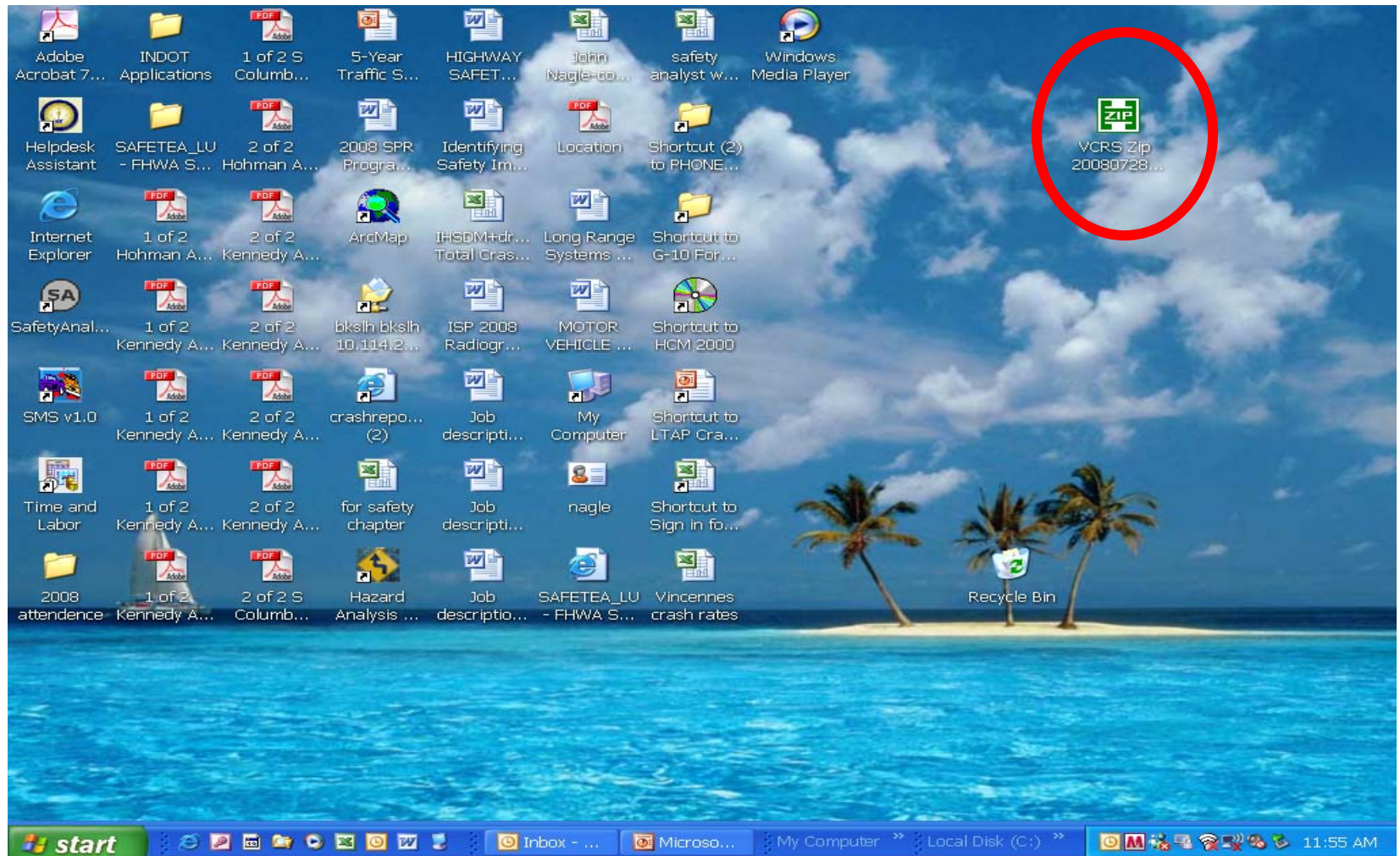
Do you want to run or save this file?

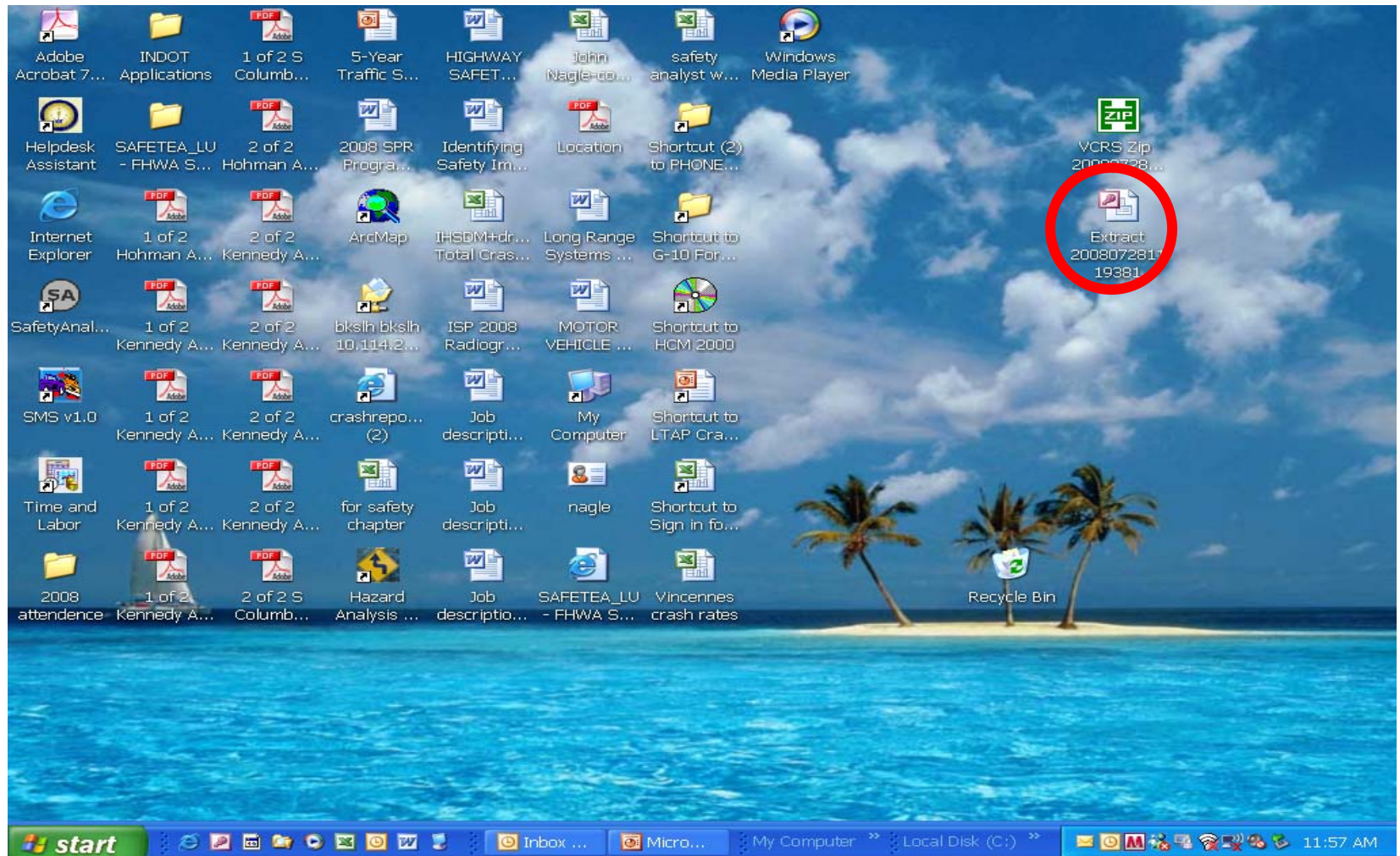
Name: VCRS Zip 200807281119381.exe
Type: Application, 121 KB
From: crashreports.in.gov

Run Save Cancel

While files from the Internet can be useful, this file type can potentially harm your computer. If you do not trust the source, do not run or save this software. [What's the risk?](#)









Microsoft Access [Minimize] [Maximize] [Close]

File Edit View Insert Tools Window Help Adobe PDF

Type a question for help

Extract 200807281119381 : Database ... [Minimize] [Maximize] [Close]

Open Design New | X | [Icons]

Objects

- Tables
- Queries
- Forms
- Reports
- Pages
- Macros
- ...

Groups

- Favorites

Create table in Design view
Create table by using wizard
Create table by entering data
Collision

start [Icons] [Taskbar] [System Tray]

12:54 PM



Microsoft Access

File Edit View Insert Format Records Tools Window Help Adobe PDF

Type a question for help

Extract 200807281119381 : Database ...

Collision : Table

Master Record I	Agency	Local Code	County	Township	City	COLLDTE	Collision Time	Vehicles Involve	Trailers Involve
▶ 900620767	LAFAYETTE PI	2007001074	TIPPECANOE	WAYNE	LAFAYETTE	1/23/2007	1954	1	0
900632973	ISP LAFAYETT	1420070206142	TIPPECANOE	SHEFFIELD	DAYTON	2/6/2007	1245	2	0
900634391	TIPPECANOE :	2007000657	TIPPECANOE	WASHINGTON	LAFAYETTE	2/12/2007	1725	1	0
900648988	WEST LAFAYE	2007000498	TIPPECANOE	WABASH	WEST LAFAYE	2/4/2007	1602	3	0
900666343	ISP LAFAYETT	1420070417132	TIPPECANOE	FAIRFIELD	LAFAYETTE	4/17/2007	1325	2	0
900667708	TIPPECANOE :	2007001852	TIPPECANOE	WABASH	WEST LAFAYE	4/29/2007	1831	2	0
900673868	TIPPECANOE :	2007002123	TIPPECANOE	FAIRFIELD	LAFAYETTE	5/16/2007	1618	2	0
900689545	ISP LAFAYETT	1420070530070	TIPPECANOE	WAYNE	WEST POINT	5/30/2007	0700	2	0
900694594	TIPPECANOE :	2007002727	TIPPECANOE	LAURAMIE	CLARKS HILL	6/23/2007	0110	1	0
900700903	ISP LAFAYETT	1420070630065	TIPPECANOE	SHEFFIELD	MONITOR	6/30/2007	0321	2	0
900705717	TIPPECANOE :	2007003133	TIPPECANOE	TIPPECANOE	LAFAYETTE	7/13/2007	0110	2	0
900709703	TIPPECANOE :	2007003328	TIPPECANOE	SHELBY	LAFAYETTE	7/25/2007	0615	1	0
900733406	WEST LAFAYE	2007003765	TIPPECANOE	WABASH	WEST LAFAYE	9/5/2007	1637	1	0
900741277	TIPPECANOE :	2007004021	TIPPECANOE	LAURAMIE	LAFAYETTE	9/8/2007	1642	2	0
900749715	LAFAYETTE PI	2007013612	TIPPECANOE	FAIRFIELD	LAFAYETTE	9/27/2007	2116	2	0
900749745	LAFAYETTE PI	2007013815	TIPPECANOE	FAIRFIELD	LAFAYETTE	10/2/2007	0720	1	0
900753310	BATTLEGROUN	2007128	TIPPECANOE	TIPPECANOE	BATTLE GROU	10/4/2007	0825	1	0
900795367	TIPPECANOE :	2007005662	TIPPECANOE	WABASH	WEST LAFAYE	12/7/2007	1426	3	0
900806990	DNR LAW ENF	030701156	TIPPECANOE	JACKSON	ODELL	12/1/2007	1549	1	0
900808186	LAFAYETTE PI	2007017104	TIPPECANOE	FAIRFIELD	LAFAYETTE	12/7/2007	2011	2	0
*									

Record: 1 of 20

start 2 Mic... Microso... My Computer Local Disk (C:) 12:54 PM



Microsoft Internet Explorer window showing the URL: <https://crashreports.in.gov/Public/Home.aspx>.

The page header includes the text: **ARIES** (Automated Reporting Information Exchange System) and navigation links: Home | Training | Links | Manuals | Roles and Responsibilities | FAQ | Help.

The main content area features a "Welcome" message and a navigation menu on the left. The "Logoff" button in the navigation menu is circled in red.

The navigation menu items are:

- Collision Reports
 - Find a Document
 - Collision Data
 - Request Report or Extract
 - Generated Reports & Extracts
- Handgun Permits
- Suspicious Activity Reports
- Case Reports

The main content area contains the text: "Welcome to ARIES! This website is developed and maintained by Holt, Sheets & Associates to serve as a portal to the State of Indiana's repository for traffic collision and surveillance reports completed by Indiana law enforcement agencies."

A "Sign Out" button is present, with a note: "Don't forget to sign out! The number of logins under your account is limited, and the security associated with your id should be released while not using the site. Note: Closing the browser will not immediately sign you out. For a list of frequently asked questions, [click here](#)."

Additional information on the right side includes "ARIES News" (Crash Reporting Performance 7/9/2008) and "Release 3.0.8 of ARIES Now Available! 12/19/2007".

The taskbar at the bottom shows the Windows Start button, several application icons, and the system tray with the time 8:15 AM.



CRASH ANALYSIS

July 13, 2006

ACCESS THE VEHICLE CRASH RECORDS SYSTEM (VCRS) THROUGH THE WEBSITE:
<http://crashreports.in.gov>

SELECT CLIENT LOGON (LEFT SIDE OF THE SCREEN)

TYPE IN USER ID AND PASSWORD
SELECT LOGIN

SELECT COLLISION DATA
ADD THE CRITERIA YOU THINK WOULD GIVE YOU THE BEST RESULT

EXAMPLE:

FROM THE PROPERTY PULL-DOWN SELECT THE ROADWAY/INTERSECTION YOU MAY WANT TO TYPE THE ROADWAY IN TWICE, WITH AND WITHOUT A SPACE, TO ENSURE THAT YOU GET THEM ALL. SELECT THE INS BUTTON BETWEEN EACH ENTRY. YOU MAY ALSO WANT TO ADD INTERSECTIONS. OPERAND SELECT CONTAINS
SELECT ADD

The screenshot shows the 'Criteria Selection' form in the VCRS application. The form has a 'Property' dropdown menu set to 'The Roadway/Intersection' and an 'Operand' dropdown set to 'contains'. Below this is a table with two columns: 'Roadway (Name and Suffix)' and 'Intersection (Name and Suffix)'. The 'Roadway' column contains 'SR 249' and 'SR249'. The 'Intersection' column contains 'US20', 'US 20', 'US12', and 'US 12'. There are 'Ins' buttons between the entries in both columns and 'Remove' buttons at the bottom of each column. A 'Reverse Lookup' checkbox is checked, and an 'Add' button is at the bottom.

Roadway (Name and Suffix)	Intersection (Name and Suffix)
SR 249	US20
SR249	US 20
	US12
	US 12

1

ARIES Best Practices
By: Jeremy L. VanVleet, P.E.
November 20, 2009

Purpose: Due to the varying methods used to build a query inside of ARIES, this best practices literature was created to try to standardize the process of building queries in ARIES for different types of projects. This will be an evolving document as new practices may be shared or started with the evolution of ARIES.

Procedure for logging into ARIES:

1. ARIES website: <http://crashreports.in.gov>
2. Select **Client Logon** or click on the Sign In button
3. Insert your issued user name and password in the appropriate spaces
4. Click **Collision Reports**
5. Click **Collision Data**
6. Click **Yes** on the pop up screen

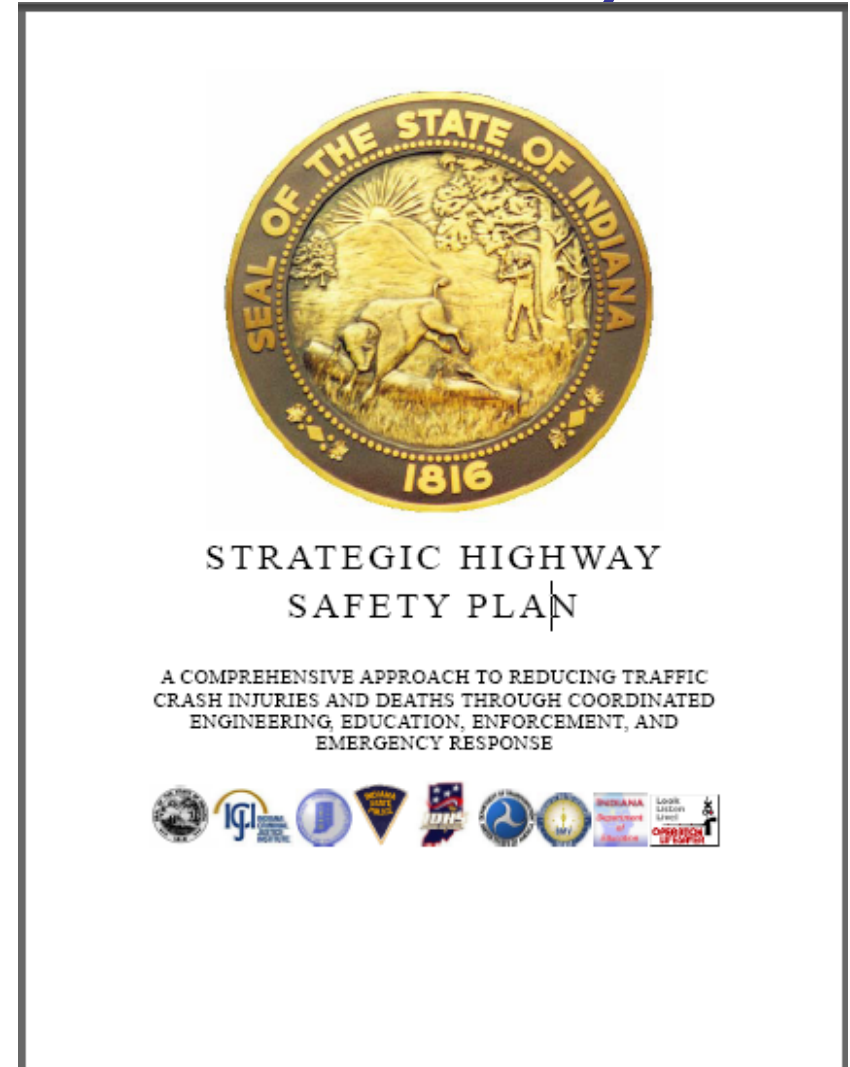
Procedure for building a Query for a specific intersection's crash records:

1. Check the **Show All** box
2. Enter time frame for crash data
 - a. Crash data begins with 1/1/2003
 - b. Maximum time frame per search is 25 months
 - c. The maximum number of records that can be obtained at 1 time is 5,000; therefore in some instances it may be necessary to break the query down by year. In some cases it may even be necessary to break the query down into quarters or month to month depending upon the number of crashes queried.
 - d. Click **Add**
3. Select **The County** option from the drop down list under **Property** and use an **Operand of is one of**: Then choose the county that pertains to the intersection in question. After this is set then click the **Add** button.
4. If you want to narrow down the search criteria you can also click on **The Township** and leave the **operand as is one of**; and then you can choose the township from the drop down list.
5. Select **The Roadway/Intersection** option from the drop down list under **Property**—The **Operand** should be set to **Contains** and the **Reverse Lookup** box needs to be checked.
 - a.—The **Roadway/Intersection**
 - i.—Insert the major road name in the provided space.—After the road name is inserted—click on the **Ins** button.
 - ii.—Insert the intersecting road name in the provided space.—After the intersecting road name is inserted—click on the **Ins** button.
 - iii.—To obtain accurate crash data it is imperative that research is completed to obtain all possible names for the major roadway and the intersecting roadway.
 - iv.—It is also important to insert multiple variations to the names of the roadways as shown below.



Toolbox of Crash Data Analysis

- SHSP
- Strategic Highway Safety Plan



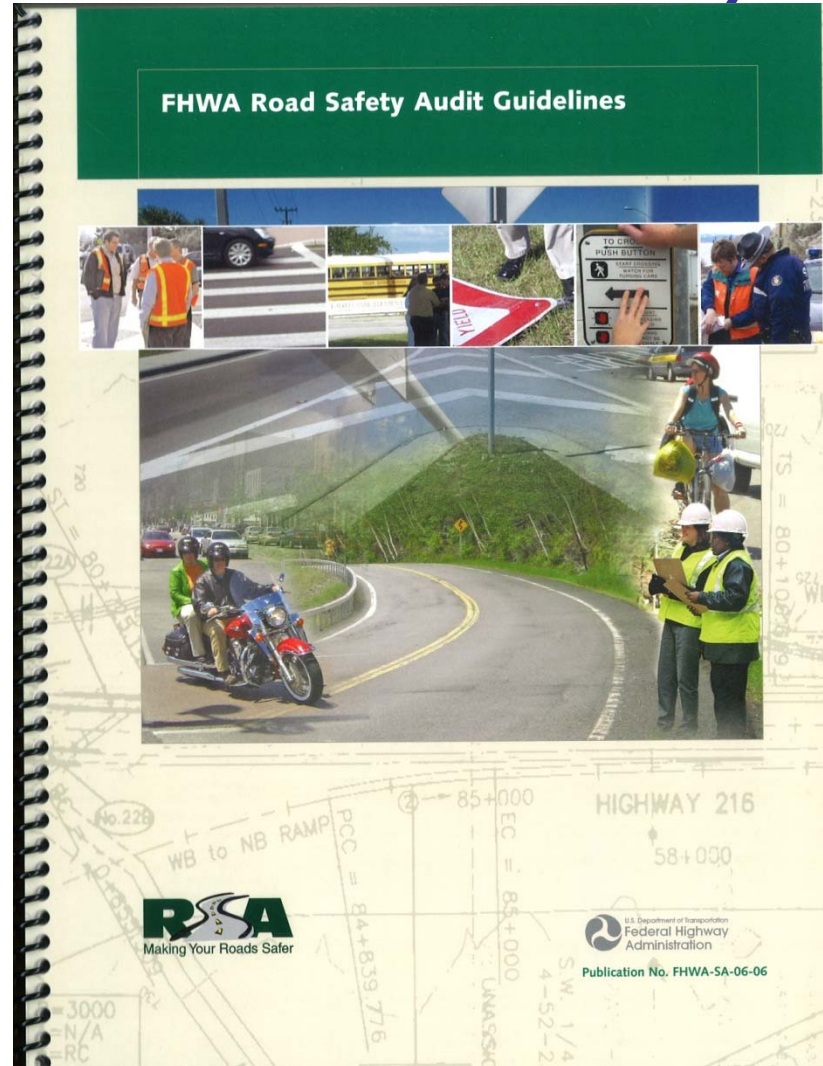
Strategic Highway Safety Plan

- FHWA requirement
- Data Assessment of State Safety Needs
- Data Driven Identification of Indiana Safety Emphasis Areas
- Projects must fit into one of these Emphasis Areas to be Eligible for HSIP Funding
- <http://www.in.gov/indot/files/shsp.pdf>



Toolbox of Crash Data Analysis

- RSA
- Roadway Safety Audits



Roadway Safety Audits

- Performed by a team independent of the project
- Performed by a multi-disciplinary team
- Considers all potential road users
- Generates a formal RSA Report
- Qualitative in nature
- Provides a proactive approach



Roadway Safety Audits are **NOT**

- NOT a means to critique design work
- NOT a check of compliance with standards
- NOT a means of ranking or justifying one project over another
- <http://safety.fhwa.dot.gov/rsa/guidelines>



Roadway Safety Audits

- Step 1 Identify project to be audited
- Step 2 Select RSA Team
- Step 3 Conduct a pre-audit meeting to review project information
- Step 4 Perform field observations
- Step 5 Conduct Audit analysis and prepare report findings
- Step 6 Present audit findings to Project Owner/Design Team



Roadway Safety Audits

- Step 7 Project Owner/Design Team prepares formal response
- Step 8 Incorporate findings into the project when appropriate
- INDOT is using a RSAs as part of the HSIP application process to determine safety issues and counter measures
- Training has been provided through LTAP



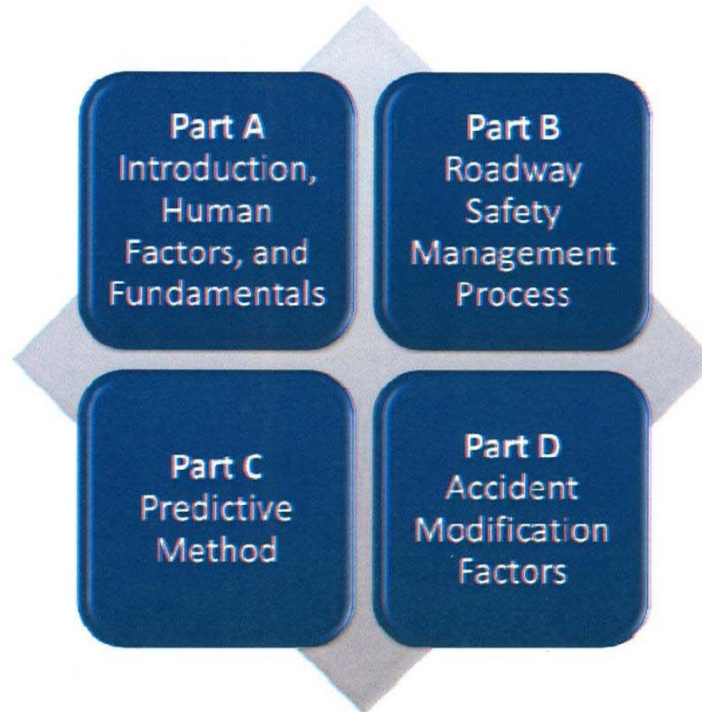
Toolbox of Crash Data Analysis

- HSM
- Highway Safety Manual
- <http://www.highwaysafetymanual.org/Home/Home.html>



Highway Safety Manual

OUTLINE OF THE HSM



Highway Safety Manual

PART A
INTRODUCTION, HUMAN FACTORS, &
FUNDAMENTALS

Chapter 1 Introduction and Overview

Chapter 2 Human Factors

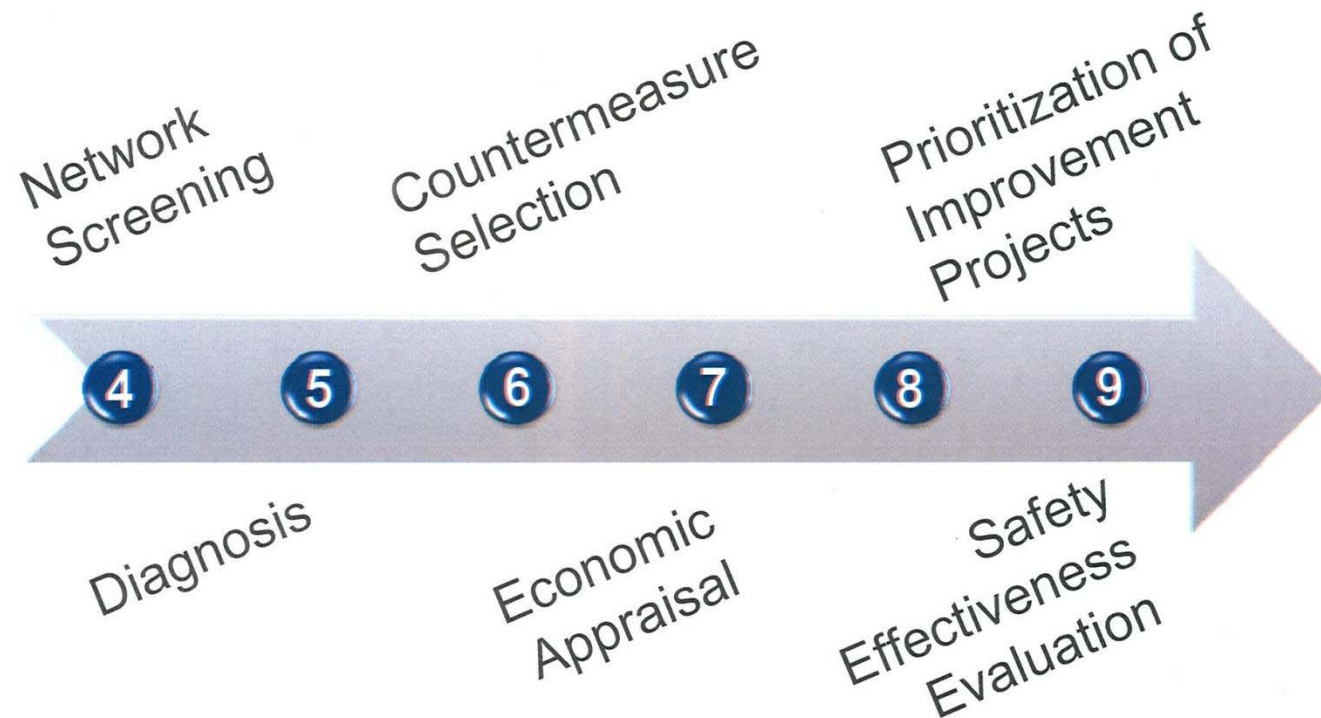
Chapter 3 Fundamentals



Highway Safety Manual

PART B

ROADWAY SAFETY MANAGEMENT PROCESS



Highway Safety Manual

PART C

PREDICTIVE METHOD



Two-Lane Rural Roads

- Methodology
- Applications
- Safety issues not explicitly addressed by the methodology
- Example problems
- References



Urban/ Suburban Arterial Highways



Rural Multilane Highways

Special Part C Common Procedures

- Calibration
- Combining predicted with observed crashes



Highway Safety Manual

PART D

ACCIDENT MODIFICATION FACTORS

CHAPTER 13 Roadway Segments

CHAPTER 14 Intersections

CHAPTER 15 Interchanges

CHAPTER 16 Special Facilities and Geometric Situations

CHAPTER 17 Road Networks



Highway Safety Manual

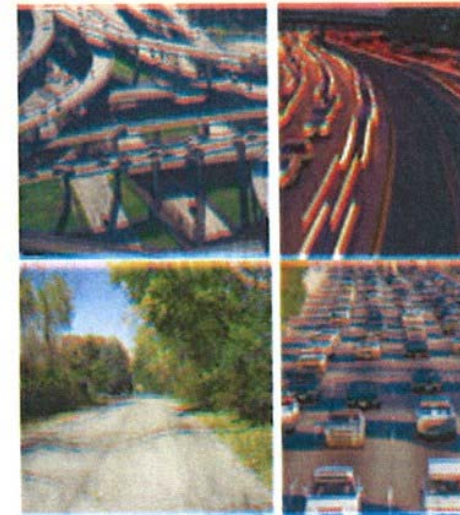
HSM PART	SUPPORTING TOOL
PART B: Roadway Safety Management Process	SafetyAnalyst http://www.safetyanalyst.org/
PART C: Predictive Methods	IHSDM http://www.tfhrc.gov/safety/ihsdm/ihsdm.htm
PART D: Accident Modification Factors	FHWA CRF/AMF Clearinghouse



Toolbox of Crash Data Analysis

- SA
- Safety Analyst
- <http://www.safetyanalyst.org/>

**SafetyAnalyst**



Safety Analyst

SafetyAnalyst Tools

The **Network Screening Tool** identifies sites with potential for safety improvements.

The **Diagnosis Tool** is used to diagnose the nature of safety problems at specific sites.

The **Countermeasure Selection Tool** assists users in the selection of countermeasures to reduce accident frequency and severity at specific sites.

The **Economic Appraisal Tool** performs an economic appraisal of a specific countermeasure or several alternative countermeasures for a specific site.

The **Priority Ranking Tool** provides a priority ranking of sites and proposed improvement projects based on the benefit and cost estimates determined by the economic appraisal tool.

The **Countermeasure Evaluation Tool** provides the capability to conduct before/after evaluations of implemented safety improvements.



Safety Analyst

- Developed as an FHWA Pooled Fund Study
- Has now become an AASHTOware product
- Includes
 - Administrative Software
 - Data Management Software
 - Analysis Software

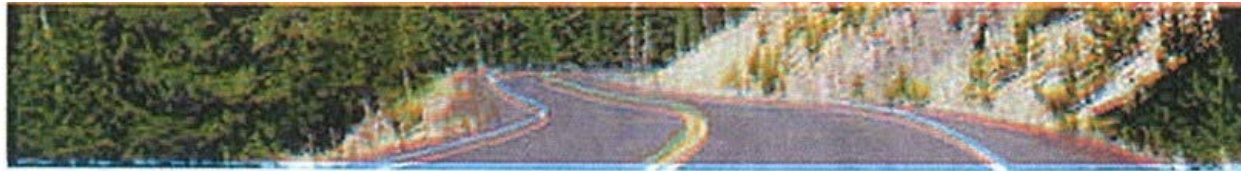


Toolbox of Crash Data Analysis

- IHSDM
- Interactive Highway Safety Design Model
- <http://www.tfhrc.gov/safety/ihsdm/ihsdm.htm>



Interactive Highway Safety Design Model



Interactive Highway Safety Design Model (IHSDM):
Making Safety A Priority in Roadway Design

IHSDM Overview

The **Interactive Highway Safety Design Model (IHSDM)** is a suite of software analysis tools for evaluating safety and operational effects of geometric design decisions on highways.



Interactive Highway Safety Design Model

IHSDM currently includes six evaluation modules (Crash Prediction, Design Consistency, Intersection Review, Policy Review, Traffic Analysis, and Driver/Vehicle). This Web site summarizes the capabilities and applications of the IHSDM evaluation modules. It also provides a library of the research reports documenting their development.



Interactive Highway Safety Design Model

IHSDM is a decision-support tool. It checks existing or proposed highway designs against relevant design policy values and provides estimates of a design's expected safety and operational performance. IHSDM results support decision making in the highway design process. Intended users include highway project managers, designers, and traffic and safety reviewers in State and local highway agencies and engineering consulting firms.

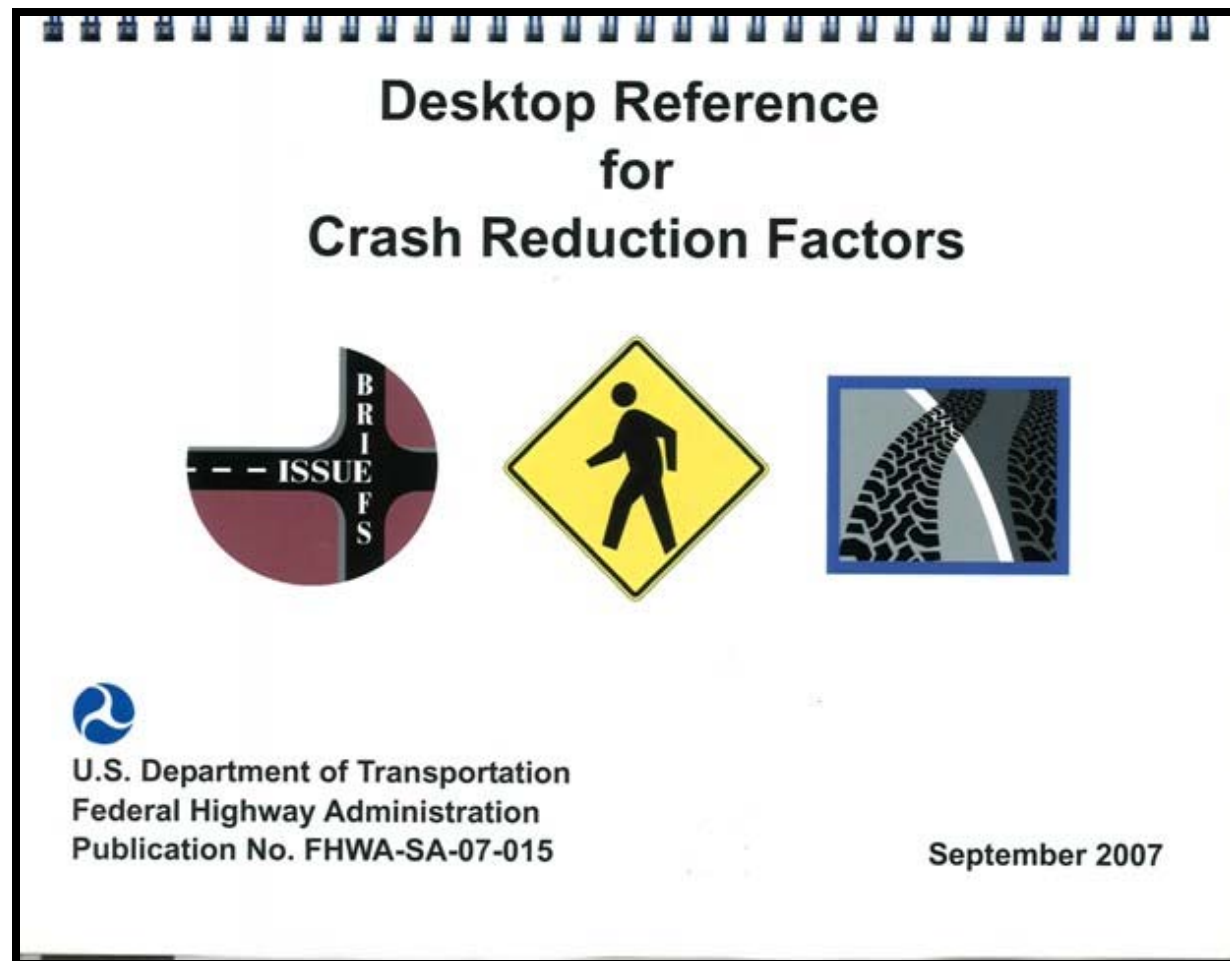


Toolbox of Crash Data Analysis

- DR for CR
- Desktop Reference for Crash Reduction Factors
- <http://safety.fhwa.dot.gov/tools/crf/>
- AMF
- Accident Modification Factors



Desktop Reference for Crash Reduction Factors



Desktop Reference for Crash Reduction Factors

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Desktop Reference for Crash Reduction Factors

Desktop Reference for Crash Reduction Factors											Intersection Crashes			
Countermeasure(s)	Crash Type	Crash Severity	Area Type	Config	Control	Major	Minor	Ref	Obs	Effectiveness			Study Type	
						Daily Traffic Volume (veh/day)				Crash Reduction Factor / Function	Std Error	Range		
SIGNAL OPERATIONS COUNTERMEASURES														
Add all-red clearance interval	All	All			Signal			15		15			Cross-section	
	Right-angle	All			Signal			15		30			Cross-section	
Add all-red clearance interval (from 0 to 1 second)	Right-angle	All	Urban		Signal			47	6	0	44	-32	67	
Add exclusive pedestrian phasing	Ped	All			Signal			28		34		7	60	
Convert exclusive leading protected to exclusive lagging protected	All	All			Signal			25		-15	19		Simple Before-After	
	Left-turn	All			Signal			25		-49	54		Simple Before-After	
Convert protected left-turn phase to protected/permisive	All	All			Signal			25		-20	17		Comparison Group Before After	
	All	Fatal/Injury			Signal			25		-10	25		Comparison Group Before After	
	Left-turn	All			Signal			25		-65	71		Comparison Group Before After	
	Rear-end	All			Signal			25		4	22		Comparison Group Before After	
Convert protected/permisive left-turn phase to permisive/protected	All	All			Signal			29		13	19		Simple Before-After	
	Left-turn	All			Signal			29		33	22		Simple Before-After	



Desktop Reference for Crash Reduction Factors



Toolbox of Crash Data Analysis

- CJI-CFB
- Criminal Justice Institute – Crash Fact Book



Criminal Justice Institute

- Traffic Safety Division of CJI
- Traffic Records Coordinating Committee (TRCC)
- Grants Relating to Behavior such as aggressive driving and impaired driving
- Publish Crash Summaries on the Web
- Following are examples and how to find them



Criminal Justice Institute

Under
Most
Visited
select
More



Criminal Justice Institute

The screenshot shows a Microsoft Internet Explorer browser window displaying the IN.gov website. The address bar shows the URL <http://www.in.gov/core/agencylist.htm>. The page content includes a navigation menu on the left with categories like 'Bureau of Motor Vehicles', 'Department of Natural Resources', and 'Indiana Courts'. The main area is titled 'Complete Agency list' and contains a grid of links to various state agencies. The link for 'Criminal Justice Institute' is circled in red. Other visible links include 'Accounts, State Board of', 'Administration, Department of', 'Advisory Commission on Intergovernmental Relations, Indiana', 'Agriculture, Indiana State Department of', 'Alcohol & Tobacco Commission', 'Animal Health, Board of', 'Appeals, Court of', 'Armony Board, State', 'Arts Commission, Indiana', 'Attorney General', 'Auditor of State', 'Blue-Green Algae', 'Bond Bank, Indiana', 'Budget Agency, State', 'Chemist & Seed Commissioner, Office of', 'Child Services, Department of', 'Civil Rights Commission, Indiana', 'Clerk of Courts', 'Community & Rural Affairs, Indiana Office of', 'Coroner's Training Board', 'Court Administration, Indiana State', 'Criminal Justice Institute', 'Data & Communication Services', 'Department of Community Development', 'Economic Development Corporation, Indiana', 'Education Employment Relations Board', 'Education Savings Authority', 'Education, Department of', 'Election Division, Indiana', 'Energy Development, Office of', 'Environmental Adjudication, Office of', 'Law Enforcement Academy, Indiana', 'Legislative Services Agency', 'Library, Indiana State', 'Lieutenant Governor', 'Lobby Registration Commission, Indiana', 'Local Government Finance, Department of', 'Management & Budget, Office of', 'Meridian Street Preservation Commission', 'Motor Vehicles, Bureau of', 'Museum, Indiana State', 'National Guard, Indiana', 'Native American Indian Affairs Commission, Indiana', 'Natural Resources Commission', 'Natural Resources, Department of', 'Northwest Indiana Regional Development Authority', 'Novel H1N1 Flu', 'PEN Products', 'Personnel, State Department of', 'Ports of Indiana', 'Professional Licensing Agency', 'Proprietary Education, Commission on', 'Prosecuting Attorneys Council', 'Protection & Advocacy Services, Commission, Indiana', 'Public Access Counselor', 'Public Defenders Council, Indiana', 'Public Employees Retirement Fund', 'Public Records, Indiana Commission on', 'Revenue, Department of', 'School for the Blind, Indiana', 'School for the Deaf, Indiana', 'Secretary of State', 'Senate Democrats', 'Senate Republicans', and 'Social Status of Black Males, Indiana'. On the right side, there is a 'Healthy Indiana Plan?' section with a list of 10 FAQs and a 'Forms.IN.gov' section with the text 'Looking for a State Form? Forms.IN.gov'. At the bottom right, there is a 'WATCH GOVERNOR DANIELS ON YouTube' banner. The browser's taskbar at the bottom shows the Start button, several open applications including 'Inbox - Microso...', 'Road School 20...', '2 Windows Ex...', '3 Internet E...', and 'Document1 - Mi...', and the system clock showing 1:47 PM.



Criminal Justice Institute

ICJI: Home - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Refresh Home Search Favorites History Mail Print Edit Discuss Research

Address <http://www.in.gov/cji/> Go Links

IN.gov SEARCH IN.gov advanced search CJI

About Indiana Agriculture & Environment Business & Employment Education & Training Family & Health Law & Justice Public Safety Taxes & Finance Tourism & Transportation

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Find an Agency Find a Person HELP

Indiana Criminal Justice Institute

Hoosier Traffic Related Fatalities Fall to Record Lows learn more

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News and Events
Governor's Council on Impaired & Dangerous Driving
Governor's Commission for a Drug-Free Indiana (DFI)
Statistical Analysis Center
Grant Program Divisions
Domestic Violence
Drug & Crime Control
Victim Services
Traffic Safety
Other Divisions of ICJI
Community Workers' Training Schools
Substance Abuse Services Division
Victim Compensation Division
Research & Planning Division
Media & Communications

Online Services
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More Online Services >>
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Top FAQs I Want To...

1. Is there a medical exemption regarding the seat belt law?
2. How do I find out if my city, town or county already receives a JABG grant and how ...
3. Who is eligible for victim compensation?
4. What funding opportunities are available through the Drug & Crime Control division? ...
5. What are the funding options for non-county units of local government that are ...
6. Can agencies or organizations other than

Special Announcements

- [Applications for 2010 JABG funding now available](#)

Done Trusted sites

Start | Inboxes - Microso... | Road School 20... | 2 Windows Ex... | 3 Internet E... | Document1 - Mi... | 1:48 PM



Criminal Justice Institute

The screenshot shows a Microsoft Internet Explorer browser window displaying the Criminal Justice Institute website. The address bar shows the URL <http://www.in.gov/cji/2481.htm>. The website header includes the IN.gov logo, a search bar, and navigation links for various state departments. The main content area is titled "Criminal Justice Institute" and "Traffic Records". It provides information on vehicle crash records, including contact details for the ARIES Help Desk and instructions on how to submit paper reports. A sidebar on the left lists various divisions, with "Research & Planning Division" circled in red. A "Top FAQs" section is visible on the right side of the page.

IN.gov SEARCH IN.gov advanced search CJI search

About Indiana Agriculture & Environment Business & Employment Education & Training Family & Health Law & Justice Public Safety Taxes & Finance Tourism & Transportation

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Find an Agency Find a Person HELP

Indiana Criminal Justice Institute

ICJI Home ICJI > Traffic Safety > Traffic Records

Traffic Records

Vehicle Crash Records General Information

To obtain public vehicle crash records or contact the ARIES Help Desk, call (317) 215.8300 or fax (317) 215.2217.

To submit paper reports or request a report purchase:
Open Portal Solutions
Attn: Vehicle Crash Records
374 Meridian Parke Lane, Suite B
Greenwood, Indiana 46142

[Traffic Records Evolution Report](#)

About the Traffic Records

The Traffic Safety division's Traffic Records program is responsible for the improvement of traffic records. It is strongly encouraged that all law enforcement agencies in the State of Indiana utilize in the electronic crash report submission system. The Automated Reporting Information Exchange System (ARIES) provides an electronic crash reporting system to all Indiana Law Enforcement agencies at no cost. The website for obtaining this program can be found at <http://aries.in.gov>.

Online Services
FIRST IN LINE EVERY TIME

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- Forms.IN.gov

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Account Center >

Top FAQs I Want To...

- Is there a medical exemption regarding the seat belt law?
- How do I find out if my city, town or county already receives a JABG grant and how ...
- Who is eligible for victim compensation?
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- Can agencies or organizations other than

Done Trusted sites

Start | Inboxes - Microso... | Road School 20... | 2 Windows Ex... | 3 Internet E... | Document1 - Mi... | 1:50 PM



Criminal Justice Institute

The screenshot shows a Microsoft Internet Explorer browser window displaying the Indiana Criminal Justice Institute website. The address bar shows the URL <http://www.in.gov/cji/2567.htm>. The page header includes the IN.gov logo, a search bar, and navigation links for various state departments. The main content area features the Criminal Justice Institute logo and the title "Traffic Safety Research & Data". A red circle highlights the "Traffic Safety Data" link in the left-hand navigation menu. The right-hand side of the page contains "Online Services" and "Top FAQs" sections. The taskbar at the bottom shows the Start button and several open applications, including Microsoft Outlook, Road School 20..., and Internet Explorer.

IN.gov

GOVERNOR MITCH DANIELS

Criminal Justice Institute

Traffic Safety Research & Data

ICJI Home
About ICJI
Contact ICJI
News and Events
Governor's Council on Impaired & Dangerous Driving
Governor's Commission for a Drug-Free Indiana (DFI)
Statistical Analysis Center
Grant Program Divisions
Domestic Violence
Drug & Crime Control
Victim Services
Youth Services
Traffic Safety
Other Divisions of ICJI
Commercial Drivers' Training Schools
Substance Abuse Services Division
Victim Compensation Division
Research & Planning Division
Media & Communications

ICJI > [Traffic Safety](#) > Traffic Safety Research & Data

[Commercial Motor Vehicle Presentation](#)

■ [Traffic Safety Data](#)

[Highway Safety & Counter Groups](#)

Online Services
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- ♦ Forms.IN.gov

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Top FAQs | I Want To...

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2. How do I find out if my city, town or county already receives a JABG grant and how ...
3. Who is eligible for victim compensation?
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6. Can agencies or organizations other than



Criminal Justice Institute

ICJI: Traffic Safety Data - Microsoft Internet Explorer

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Address <http://www.in.gov/cji/2572.htm> Go Links

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Traffic Safety Data

ICJI > [Traffic Safety](#) > [Traffic Safety Research & Data](#) > Traffic Safety Data

Current Traffic Safety Fact Sheets

- Motorcycles
- Young Drivers
- Occupant Protection
- Dangerous Driving
- Children
- Alcohol
- Large Trucks
- Small Trucks
- County Profiles

Crash Fact Sheets

- 2008 Indiana Crash Facts
- 2007 Indiana Crash Facts
- 2006 Indiana Crash Facts
- 2000 Crash Fact Sheets by County
- 2000 Crash Fact Sheets by County and Municipality
- 1999 Indiana Crash Facts
- 1999 Crash Fact Sheets by County
- 1998 Indiana Crash Facts

Online Services
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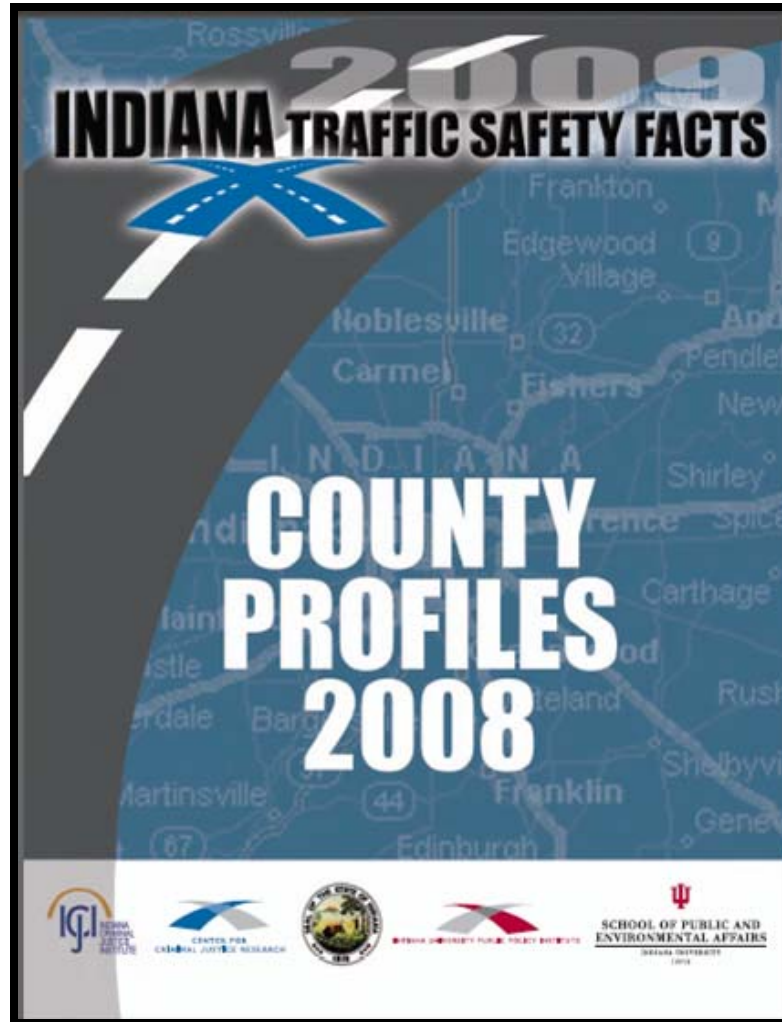
Top FAQs **I Want To...**

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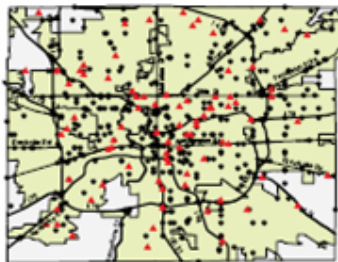


Criminal Justice Institute



Criminal Justice Institute

MARION COUNTY — 2008



Collisions by most metropolitan area (MMA)
 ● Fatal
 ● Non-Fatal
 ● Countywide
 ● MMA

Month	Collisions			Injuries		
	Total	Fatal	Injury	Property damage only	Fatal	
January	2,051	4	401	1,646	4	478
February	1,640	0	319	1,321	0	512
March	1,196	4	392	1,192	4	519
April	1,138	3	429	1,495	4	519
May	1,440	0	401	1,039	0	436
June	1,218	11	475	1,197	11	424
July	1,032	4	475	1,718	4	422
August	1,116	0	464	1,712	0	446
September	1,127	10	461	1,756	10	442
October	1,376	7	491	1,878	7	442
November	1,214	4	422	1,788	7	527
December	1,240	4	422	1,814	0	476
Total	12,400	52	4,320	10,028	52	5,242

Intersection	Collisions			Injuries		
	Total	Fatal	Injury	Property damage only	Fatal	
TOTAL OVERALL	1,347	3	408	940	3	176
Shawnee & 10th St	101	0	9	14	0	11
Washington & College St	14	0	0	0	0	0
Shawnee & McGuffey St	14	0	0	10	0	0
East & McGuffey St	11	0	0	0	0	0
East & Olive St	11	0	0	0	0	0

Driver statistics

Age group	Population	Licensed drivers	Drivers in crashes	Crashes in crashes	
				Per 100 population	Per 100 licensed
15 - 20	47,982	25,024	1,985	891.7	1,940.2
21 - 24	45,419	52,769	1,440	1,399.6	1,556.7
25 - 44	241,942	323,291	19,947	742.0	777.5
45 - 64	214,492	122,752	11,252	542.7	542.4
65 +	14,491	12,109	3,027	211.1	148.8
Child/Childless	227,222	na	82	11.2	na
Total	676,466	454,868	44,611	129.4	776.8

Vehicles

Vehicle type	Total registered	Violations registered	Adverse MVR registered					
				Total	Fatal	Injury	Property damage only	Fatal
Passenger car	1,401,423	14,142	14,412					
Truck	147,584	14,419	14,419					
Trailer	20,467	2,140	2,140					
Motorcycle	18,492	422	422					
Recreational vehicle	2,964	14	14					
Bus	1,122	422	422					
Farm vehicle	78	0	0					
Other/Unknown	78	1,102	1,102					
Total	1,769,410	29,649	29,649					

Restraint use among vehicle occupants, by vehicle type

Vehicle type	Total occupants		Safety belts		Improper seating		Flammable packaging		Other injuries		Total injured	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Large van	1,028	1,028	92.0%	4	0	75.0%	18	12	92.0%	1,762	1,479	84.0%
Light van	15,776	12,779	81.0%	13	0	21.0%	107	89	82.0%	1,211	1,124	92.0%
Minivan/compact	428	325	76.0%	20	3	15.0%	48	12	24.0%	241	18	7.4%
Passenger car	2,488	2,312	93.0%	42	12	28.0%	352	224	63.0%	4,419	4,024	91.0%
Other	767	426	55.0%	0	0	na	12	0	0.0%	18	18	100.0%
Total	46,807	44,147	94.3%	79	12	15.2%	419	314	74.8%	6,206	5,603	90.3%

Restraint use among vehicle occupants, by age

Age group	Total occupants		Safety belts		Improper seating		Flammable packaging		Other injuries		Total injured	
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
15 - 24	716	691	96.0%	4	0	0.0%	19	11	57.0%	1,114	1,014	90.0%
25 - 34	4,430	4,162	94.0%	11	2	18.0%	21	19	71.0%	2,014	1,822	90.0%
35 - 44	4,439	4,177	94.0%	12	0	0.0%	21	20	95.0%	4,014	3,814	95.0%
45 - 54	12,219	10,821	88.0%	15	4	26.0%	284	112	39.0%	1,447	1,212	84.0%
55 - 64	12,247	11,842	97.0%	18	12	67.0%	122	97	79.0%	1,441	1,303	90.0%
65 +	3,147	2,980	94.0%	3	0	0.0%	14	11	78.0%	442	422	95.0%
Child/Childless	10	0	0.0%	0	0	na	1	0	0.0%	1	1	100.0%
Total	42,197	40,417	95.8%	73	12	16.5%	419	314	74.8%	6,206	5,603	90.3%

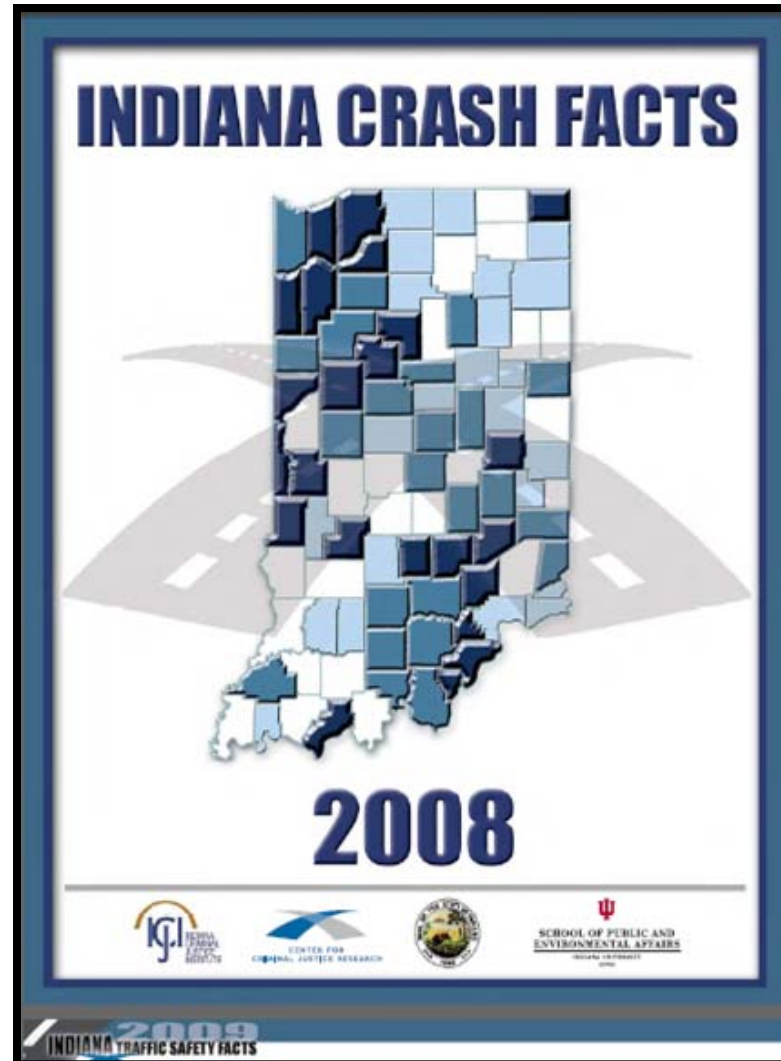
Blood alcohol concentration (BAC) results among vehicle drivers in alcohol-related collisions, by age

Age group	Total drivers in alcohol-related collisions	Drivers tested	BAC level reported	g/dL		g/dL	
				at or above	at or below	at or above	at or below
15 - 24	111	48	16	2	4	17	
25 - 34	21	107	106	2	11	11	
35 - 44	162	122	142	2	19	114	
45 - 54	422	312	312	0	14	75	
65 +	46	2	2	0	1	0	
Total	1,772	1,028	1,012	15	47	212	

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

Municipality	Total drivers in alcohol-related collisions	Drivers tested	BAC level reported	g/dL		g/dL	
				at or above	at or below	at or above	at or below
Shawnee	10	10	10	1	1	0	0
Clatsop	0	0	0	0	0	0	0
Clatsop West	0	0	0	0	0	0	0
Clatsop East	0	0	0	0	0	0	0
Lawrence	1,010	807	1,240	15	0	0	0
Lawrence West	16	42	42	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence North	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0
Lawrence West	0	0	0	0	0	0	0
Lawrence East	0	0	0	0	0	0	0
Lawrence Central	0	0	0	0	0	0	0
Lawrence South	0	0	0	0	0	0	0

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INDIANA TRAFFIC SAFETY FACTS

COUNTIES, 2008

Understanding the spatial distribution of traffic collisions and injuries can assist officials in developing policies and targeting resources to address the varying issues related to these crashes. A variety of factors may influence when and where traffic collisions occur, including the size and makeup of the population and the number of registered vehicles, licensed drivers, and vehicle miles traveled (VMT). The following charts and density grid maps show which counties had the highest rates as well as which counties types of traffic collisions and injuries were concentrated in Indiana in 2008. Some maps are overlaid in an attempt to correlate the disparate variables of the aforementioned factors.

Note: All density grid maps were created using a ten-mile search radius.

Completed maps are then, such as color or shading to depict spatial factors such as a given attribute of the feature. Themes are typically based on different categories of the mapped attribute.

- In 2008, 385,458 traffic collisions occurred in Indiana counties, 722 of which were fatal collisions.
- The mean number of total collisions per county was 2,235, while the mean number of fatal collisions per county was 4.
- Madison County ranks 60th in total collisions, but 1st in fatal collisions as a percent of total collisions.
- Daviess County ranks 62nd in total collisions, but 2nd in fatal collisions as a percent of total collisions.
- Madison County ranks 1st in total collisions, but 71st in fatal collisions as a percent of total collisions.

Table 98. Indiana collisions, by severity and county, 2008

County	Total collisions		Fatal		Non-injuring		Non-injuring		Property damage only	
	Count	Rate	Count	Rate	Count	Rate	Count	Rate	Count	Rate
Adams	20,415	87.6	722	3.1	1,999	8.6	32,640	140.9	169,274	734.4
Allen	2,233	9.7	8	0.03	21	0.09	251	1.1	1,941	8.7
Anderson	28,413	123.4	83	0.3	442	1.9	4,964	21.7	23,222	101.4
Bartholomew	700	3.0	3	0.01	18	0.07	86	0.3	620	2.6
Benton	12,139	50.7	20	0.08	140	0.6	2,091	8.5	10,028	41.1
Berkeley	2,626	10.8	10	0.04	45	0.18	320	1.3	2,251	9.1
Betsie	185	0.7	3	0.01	2	0.01	30	0.1	150	0.6
Blackford	381	1.5	2	0.008	4	0.01	44	0.1	329	1.3
Bloom	1,823	7.5	8	0.03	48	0.2	220	0.9	1,567	6.3
Bloomington	573	2.3	3	0.01	21	0.08	189	0.8	438	1.8
Carmel	448	1.8	4	0.01	4	0.01	77	0.3	361	1.4
Cass	1,476	6.0	4	0.01	21	0.08	176	0.7	1,247	5.1
Clark	4,371	18.0	10	0.04	29	0.1	229	0.9	4,112	16.6
Clay	783	3.2	4	0.01	10	0.04	186	0.7	603	2.4
Clinton	894	3.6	8	0.03	19	0.07	139	0.5	746	2.9
Crawford	322	1.3	3	0.01	3	0.01	50	0.2	269	1.1
Daviess	791	3.2	4	0.01	3	0.01	111	0.4	676	2.7
Decatur	2,212	9.0	3	0.01	46	0.1	229	0.9	1,934	7.8
Deer Creek	829	3.4	4	0.01	10	0.04	117	0.4	702	2.8
Delaware	1,507	6.0	5	0.02	16	0.06	176	0.7	1,316	5.3
Delmon	4,427	18.0	6	0.02	29	0.1	230	0.9	4,162	16.6
Dubois	888	3.5	5	0.02	17	0.06	171	0.6	706	2.8
Elkhart	4,841	19.6	4	0.01	29	0.1	370	1.4	4,442	17.8
Espanola	544	2.2	4	0.01	31	0.1	187	0.7	447	1.8
Floyd	2,422	9.8	10	0.04	27	0.1	446	1.8	1,946	7.8
Franklin	493	2.0	3	0.01	10	0.04	87	0.3	403	1.6
Franklin	512	2.1	7	0.02	7	0.02	189	0.8	476	1.9
Fulton	413	1.7	4	0.01	8	0.03	79	0.3	340	1.4
Gibson	1,094	4.4	5	0.02	17	0.06	129	0.5	960	3.8
Grant	2,264	9.2	4	0.01	27	0.1	248	0.9	1,993	7.9
Greene	847	3.4	3	0.01	12	0.04	131	0.5	703	2.8
Harrison	4,624	18.8	11	0.04	36	0.1	366	1.4	4,247	17.1
Harrison	1,444	5.8	5	0.02	20	0.08	212	0.8	1,227	4.9
Harrison	1,207	4.9	7	0.02	16	0.06	176	0.7	1,021	4.0
Hendricks	2,802	11.2	14	0.05	38	0.1	260	1.0	2,542	10.1

COUNTIES

Table 98 (continued)

County	Total collisions		Fatal		Non-injuring		Non-injuring		Property damage only	
	Count	Rate	Count	Rate	Count	Rate	Count	Rate	Count	Rate
Henry	1,220	4.9	3	0.01	21	0.08	138	0.5	1,080	4.2
Howard	2,210	8.8	4	0.01	25	0.09	492	1.9	1,718	6.7
Howe	1,254	4.9	3	0.01	27	0.1	284	1.1	970	3.7
Indianapolis	1,472	5.8	4	0.01	21	0.08	204	0.8	1,268	4.9
Jasper	1,441	5.6	3	0.01	24	0.09	196	0.7	1,245	4.8
Jennings	721	2.8	4	0.01	26	0.1	112	0.4	609	2.3
Johnson	1,032	4.0	3	0.01	22	0.08	128	0.4	904	3.4
Keokuk	980	3.8	4	0.01	22	0.08	139	0.5	841	3.2
King	1,147	4.4	3	0.01	22	0.08	122	0.4	1,025	3.9
King	1,042	4.0	1	0.004	22	0.08	121	0.4	920	3.5
Knox	1,270	4.9	4	0.01	28	0.1	245	0.9	1,025	3.9
LaGrange	912	3.5	4	0.01	28	0.1	124	0.4	784	3.0
Lake	18,762	75.0	4	0.01	205	0.8	1,675	6.5	16,882	68.0
Lafayette	3,327	12.8	18	0.07	41	0.1	428	1.6	2,899	11.4
Lamar	1,211	4.6	7	0.02	24	0.09	226	0.8	984	3.7
Lancaster	4,447	17.3	12	0.04	48	0.1	262	0.9	4,185	16.4
Larue	2,442	9.3	10	0.03	21	0.08	484	1.8	1,957	7.5
Marshall	1,475	5.6	7	0.02	20	0.07	211	0.8	1,264	4.8
Martin	144	0.6	2	0.008	4	0.01	45	0.1	103	0.4
Martin	1,124	4.3	4	0.01	28	0.1	144	0.5	980	3.7
Marion	4,340	16.8	11	0.04	40	0.1	298	1.1	4,042	15.7
Marion	1,277	4.8	7	0.02	20	0.07	188	0.7	1,089	4.1
Martin	1,480	5.7	5	0.01	42	0.1	241	0.9	1,239	4.7
Madison	415	1.6	4	0.01	3	0.01	27	0.1	384	1.5
Madison	1,148	4.4	4	0.01	20	0.07	140	0.5	1,008	3.8
Madison	248	0.9	1	0.004	24	0.09	34	0.1	213	0.8
Madison	471	1.8	3	0.01	44	0.1	11	0.04	454	1.7
Madison	411	1.6	4	0.01	4	0.01	11	0.04	400	1.5
Madison	487	1.8	1	0.004	8	0.03	54	0.2	434	1.6
Madison	126	0.5	2	0.008	4	0.01	31	0.1	103	0.4
Madison	1,417	5.4	27	0.1	40	0.1	402	1.5	1,008	3.7
Madison	274	1.0	3	0.01	35	0.1	14	0.05	240	0.9
Madison	782	2.9	1	0.004	17	0.06	14	0.05	760	2.8
Madison	742	2.8	7	0.02	14	0.05	15	0.05	711	2.6
Madison	480	1.8	2	0.008	43	0.1	23	0.08	412	1.5
Madison	824	3.1	2	0.008	22	0.08	121	0.4	701	2.6
Madison	444	1.6	4	0.01	14	0.05	47	0.1	383	1.4
Madison	8,058	31.1	21	0.08	77	0.2	1,124	4.3	6,934	26.8
Madison	486	1.8	4	0.01	14	0.05	124	0.4	368	1.4
Madison	1,228	4.6	4	0.01	24	0.09	124	0.4	1,104	4.1
Madison	442	1.6	7	0.02	11	0.04	48	0.1	395	1.4
Madison	1,472	5.6	4	0.01	22	0.08	142	0.5	1,330	4.9
Madison	124	0.5	8	0.03	13	0.05	127	0.4	111	0.4
Madison	182	0.7	2	0.008	11	0.04	122	0.4	60	0.2
Madison	2,402	9.2	13	0.05	39	0.1	344	1.2	2,059	7.8
Madison	4,023	15.5	3	0.01	32	0.1	427	1.5	3,601	13.5
Madison	180	0.7	1	0.004	2	0.008	34	0.1	143	0.5
Madison	4,044	15.5	8	0.03	31	0.1	1,022	3.7	3,022	11.3
Madison	420	1.6	5	0.01	12	0.04	12	0.04	393	1.4
Madison	1,441	5.4	4	0.01	29	0.1	141	0.5	1,297	4.8
Madison	780	2.9	7	0.02	12	0.04	211	0.7	570	2.1
Madison	1,972	7.4	5	0.01	28	0.1	422	1.5	1,550	5.7
Madison	782	2.9	2	0.008	8	0.03	109	0.4	673	2.5
Madison	943	3.6	3	0.01	13	0.04	101	0.3	840	3.1
Madison	854	3.2	8	0.03	17	0.06	111	0.4	727	2.8
Madison	2	0.008	1	0.004	8	0.03	8	0.03	2	0.008

Note: Non-injuring collisions include collisions with non-injuring and possible injuries.

Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.



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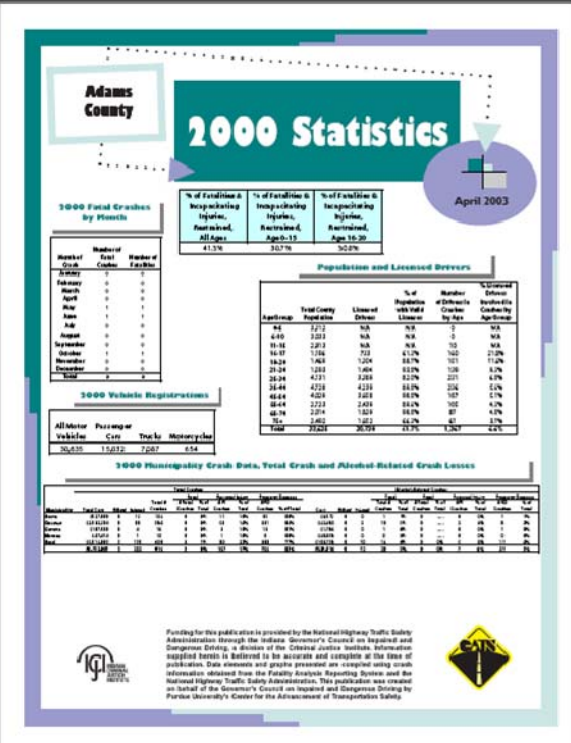
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- Elkhart
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- Floyd



Adams County 2000 Statistics

April 2003

3000 Fatal Crashes by Month

Month	Number of Fatal Crashes
January	0
February	0
March	0
April	0
May	0
June	1
July	0
August	0
September	0
October	0
November	0
December	0
Total	1

% of Fatalities by Injury Status

Injury Status	% of Fatalities
Uninjured, All Ages	41.3%
Injured, Restricted, Age 15-30	30.7%
Injured, Restricted, Age 16-30	30.0%

Population and Licensed Drivers

Age Group	Total County Population	Licensed Drivers	% of Licensed Drivers	% of Deaths	Ratio of Deaths to Licensee
0-9	2212	NA	N/A	0	NA
10-14	3951	NA	N/A	0	NA
15-19	2813	NA	N/A	10	NA
20-24	1764	752	42.7%	142	21.2%
25-29	1463	1204	82.3%	101	11.2%
30-34	1261	1044	82.8%	136	6.7%
35-39	4231	3288	77.7%	277	4.7%
40-44	4258	4258	100%	254	6.0%
45-49	4201	3221	76.7%	167	5.2%
50-54	2233	2483	111.2%	102	4.6%
55-59	2214	1829	82.6%	87	4.8%
60-64	2402	1927	80.2%	67	3.7%
Total	23228	36729	158.1%	1267	4.6%

3000 Vehicle Registrations

Vehicle Type	All Motor Vehicle	Passenger Car	Truck	Motorcycle
NA,15	15032	1287	634	

3000 Nonregulatory Crash Data, Total Crash and Alcohol-Related Crash Losses

Year	Total Crashes				Alcohol-Related Crashes			
	Crashes	Fatalities	Injuries	Property	Crashes	Fatalities	Injuries	Property
2000	101	1	11	101	1	1	11	101
2001	101	1	11	101	1	1	11	101
2002	101	1	11	101	1	1	11	101
2003	101	1	11	101	1	1	11	101
2004	101	1	11	101	1	1	11	101
2005	101	1	11	101	1	1	11	101
2006	101	1	11	101	1	1	11	101
2007	101	1	11	101	1	1	11	101
2008	101	1	11	101	1	1	11	101
2009	101	1	11	101	1	1	11	101
2010	101	1	11	101	1	1	11	101
2011	101	1	11	101	1	1	11	101
2012	101	1	11	101	1	1	11	101
2013	101	1	11	101	1	1	11	101
2014	101	1	11	101	1	1	11	101
2015	101	1	11	101	1	1	11	101
2016	101	1	11	101	1	1	11	101
2017	101	1	11	101	1	1	11	101
2018	101	1	11	101	1	1	11	101
2019	101	1	11	101	1	1	11	101
2020	101	1	11	101	1	1	11	101
2021	101	1	11	101	1	1	11	101
2022	101	1	11	101	1	1	11	101
2023	101	1	11	101	1	1	11	101
2024	101	1	11	101	1	1	11	101
2025	101	1	11	101	1	1	11	101
2026	101	1	11	101	1	1	11	101
2027	101	1	11	101	1	1	11	101
2028	101	1	11	101	1	1	11	101
2029	101	1	11	101	1	1	11	101
2030	101	1	11	101	1	1	11	101

Funding for this publication is provided by the National Highway Traffic Safety Administration through the Indiana Governor's Council on Impaired and Dangerous Driving, a division of the Criminal Justice Institute. Information included herein is believed to be accurate and complete at the time of publication. Data elements and graphs presented are compiled using crash information obtained from the Faculty Analysis Reporting Service and the National Highway Traffic Safety Administration. This publication was created as part of the Governor's Council on Impaired and Dangerous Driving by Purdue University's Center for the Advancement of Transportation Safety.

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Toolbox of Crash Data Analysis

- HELPERS
- Hazard Elimination Project for Existing Roads and Streets



HELPERS

- Local Transportation Assistance Program – LTAP
- Assistance for Counties and Towns to justify Safety projects for federal funding
- <http://rebar.ecn.purdue.edu/LTAP/TechAssist/HELPERS.aspx>



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The Indiana LTAP **HELPERS (Hazard Elimination Project for Existing Roads and Streets)** is a project that targets Class III and Class IV local street, highway and/or engineering departments in Indiana to assist in identifying their most hazardous locations, determining the types of crashes most likely to occur at those locations, and suggesting countermeasures to reduce the number and/or severity of those crashes. In many cases, this project also assists these local agencies in requesting federal aid money to implement the suggested countermeasures. In other cases, the road safety audit review (RSAR) performed by LTAP provides the local public agency (LPA) with a list of countermeasures that may be implemented with local forces as time and funding permit.

Documents

- [Call for Projects Dec 09](#)
- [HELPERS RSAR Handouts](#)
- [HELPERS RSAR Presentations](#)
- [HELPERS Request for assistance](#)

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Toolbox of Crash Data Analysis

- FARS
- Fatal Accident Reporting System



FARS

- FARS contains data on all fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico
- The FARS Query System enables users to perform their own custom requests
- <http://www.nhtsa.dot.gov/people/nca/fars.html>



FARS

Fatality Analysis Reporting System
FARS

[FARS Query System now available](#)

Fatality information is derived from the Fatality Analysis Reporting System (FARS). FARS includes motor vehicle traffic crashes that result in fatality to a vehicle occupant or nonmotorist, from injuries resulting from a traffic crash, that occur within 30 days of the crash. The final FARS file is normally completed around Memorial Day, at which time the final quality control procedures are implemented. When these procedures are completed, NCSA can begin to create our fact sheets and release the new data. When the 1999 data are available, it will be announced on this page.

Traffic Safety Facts 1996

FARS contains data on all fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. The data system was conceived, designed, and developed by the National Center for Statistics and Analysis (NCSA) to assist the traffic safety community in identifying traffic safety problems, developing and implementing vehicle and driver countermeasures, and evaluating motor vehicle safety standards and highway safety initiatives.



NCHRP REPORT 500

- NCHRP REPORT 500
- National Cooperative Highway Research Program – Report 500
- Guidance for Implementation of the AASHTO Strategic Highway Safety Plan
- 19 publications about key emphasis areas that affect highway safety
- <http://safety.transportation.org/guides.aspx>



NCHRP REPORT 500

- Volume 01: A Guide for Addressing Aggressive-Driving Collisions
- Volume 02: A Guide for Addressing Collisions Involving Unlicensed Drivers and Drivers with Suspended or Revoked Licenses
- Volume 03: A Guide for Addressing Collisions with Trees in Hazardous Locations



NCHRP REPORT 500

- Volume 04: A Guide for Addressing Head-On Collisions
- Volume 05: A Guide for Addressing Un-signalized Intersection Collisions
- Volume 06: A Guide for Addressing Run-Off-Road Collisions
- Volume 07: A Guide for Reducing Collisions on Horizontal Curves



NCHRP REPORT 500

- Volume 08: A Guide for Reducing Collisions Involving Utility Poles
- Volume 09: A Guide for Reducing Collisions Involving Older Drivers
- Volume 10: A Guide for Reducing Collisions Involving Pedestrians
- Volume 11: A Guide for Increasing Seat Belt Use



NCHRP REPORT 500

- Volume 12: A Guide for Reducing Collisions at Signalized Intersections
- Volume 13: A Guide for Reducing Collisions Involving Heavy Trucks
- Volume 14: Reducing Crashes Involving Drowsy and Distracted Drivers
- Volume 15: A Guide for Enhancing Rural Emergency Medical Services

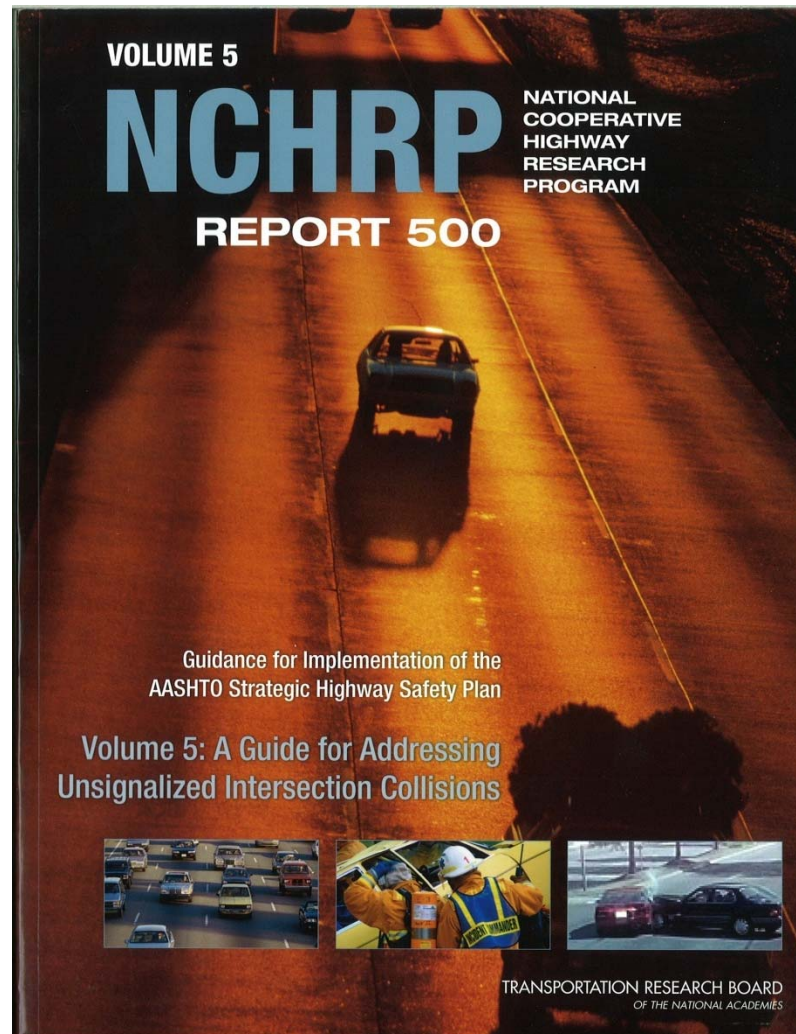


NCHRP REPORT 500

- Volume 16: A Guide for Reducing Crashes Involving Alcohol
- Volume 17: A Guide for Reducing Work Zone Collisions
- Volume 18: A Guide for Reducing Head-On Crashes on Freeways
- Volume 19: A Guide for Collecting and Analyzing Safety Highway Safety Data



NCHRP REPORT 500



Toolbox of Crash Data Analysis

- ELCSI-PFS
- Evaluation of Low Cost Safety Improvements – Pooled Fund Study
- <http://www.tfhrc.gov/safety/evaluations/pubs.htm>



Evaluation of Low Cost Safety Improvements – Pooled Fund Study

- ~ 26 State Pooled Fund Study
- FHWA Strategic Highway Safety Plan Effort
- Purpose is to Estimate the Safety Effectiveness for Several of the Low Cost Strategies Identified in the 500 Reports



Evaluation of Low Cost Safety Improvements – Pooled Fund Study

- STOP Signs with Increased Retro-reflectivity
- Flashing Beacons
- STOP AHEAD Pavement Markings
- Two-Way Left-Turn Lanes



Evaluation of Low Cost Safety Improvements – Pooled Fund Study

- Offset Left-Turn Lanes,
- Advance Street Name Signing
- Curve Treatments
- Lane-Width/Shoulder-Width Combinations
- More



TECHBRIEF



Safety Evaluation of Lane and Shoulder Width Combinations on Rural, Two-Lane, Undivided Roads

FHWA Publication No.: FHWA-HRT-09-032
FHWA Contact: Roya Amjadi, HRDS-06, (202) 493-3383, roya.amjadi@dot.gov

This document is a technical summary of the Federal Highway Administration report, *Safety Evaluation of Lane and Shoulder Width Combinations on Rural, Two-Lane, Undivided Roads* (FHWA-HRT-09-031), which will be available online at <http://www.tfsrc.gov/safety>.

Objective

The Federal Highway Administration (FHWA) organized a pooled fund study of 26 States to evaluate low-cost safety strategies as part of its strategic highway safety effort. The purpose of the FHWA Low-Cost Safety Improvements Pooled Fund Study is to evaluate the safety effectiveness of several low-cost safety strategies presented in the *National Cooperative Highway Research Program (NCHRP) Report 500 Series*. Although not identified in the *NCHRP Report 500 Series*, one of the strategies selected for evaluation in the pooled fund study was the allocation of lane and shoulder width for fixed pavement widths on rural, two-lane, undivided roads (i.e., given a fixed roadway width for a rural, two-lane, undivided road, is it safer to provide wider shoulders or wider lanes?). The safety effectiveness of various allocations of total paved width had not previously been thoroughly documented, and this study is an attempt to provide an evaluation through scientifically rigorous procedures.

Introduction

State and local agencies are often faced with a decision of how to enhance safety on rural, two-lane roads when the total paved width is to remain the same. More than 42,000 fatalities occur



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Federal Highway Administration

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TECHBRIEF



Simulator Evaluation of Low-Cost Safety Improvements on Rural Two-Lane Undivided Roads: Nighttime Delineation for Curves and Traffic Calming for Small Towns

FHWA Publication No.: FHWA-HRT-09-062

FHWA Contact: Roya Amjadi, HRDS-06, (202) 493-3383, roya.amjadi@dot.gov

This document is a technical summary of the Federal Highway Administration report, *Simulator Evaluation of Low-Cost Safety Improvements on Rural Two-Lane Undivided Roads: Nighttime Delineation for Curves and Traffic Calming for Small Towns*, FHWA-HRT-09-061.

Objective

The Federal Highway Administration (FHWA) organized 26 States to participate in the FHWA Low Cost Safety Improvements Pooled Fund Study as part of its strategic highway safety plan support effort. The purpose of the pooled fund study is to estimate the safety effectiveness for several of the unproven low-cost safety strategies identified in the *National Cooperative Highway Research Program (NCHRP) Report 500 Series*.⁽¹⁾ One of the strategies chosen to be evaluated for this study is improved curve delineation, which is intended to reduce the frequency of curve-related crashes by providing more conspicuous signing and lane markings.

In this study, a driving simulator experiment was conducted to evaluate two sets of alternative low-cost safety improvements for rural areas based on Technical Advisory Committee recommendations from the 2007 Annual Meeting. The first set of improvements was directed toward enhancing the visibility of curves on rural two-lane undivided roads at night. It focused on achieving advanced detection and speed reduction in such curves. The second set of improvements was directed toward slowing traffic on rural two-lane undivided roads in small towns during the day by focusing on traffic calming within the towns.



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Toolbox of Crash Data Analysis

- MPO's
- Metropolitan Planning Organizations



MPO's

- All the MPO's analyze safety data to various extents
- Have dedicated safety funding
- Are a resource for safety information



Safety Toolbox of Crash Data Analysis

Questions?

