CENTER for ADVANCED PUBLIC SAFETY

Analysis of:

THANKSGIVING WEEK CRASHES
(ALABAMA 2009-2013 CRASH DATA)

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THE UNIVERSITY OF ALABAMA

DEFINITION

Thanksgiving week:

Thanksgiving day plus the three days before it and the three days after it (Monday through Sunday). These generally occur on different dates every year.

QUESTION:
OVERALL FIVE YEAR PICTURE

Multiple Choice:

What has been the percentage increase in the crashes in Alabama during Thanksgiving week from 2009 to 2013 ?

a. 10%
b. 20%
c. 30%

CARE 10.1.0.0 - [Frequency Results - 2009-2013 Alabama Integrated Crash Data - Filter = Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Frequency Locations Tools Window Help

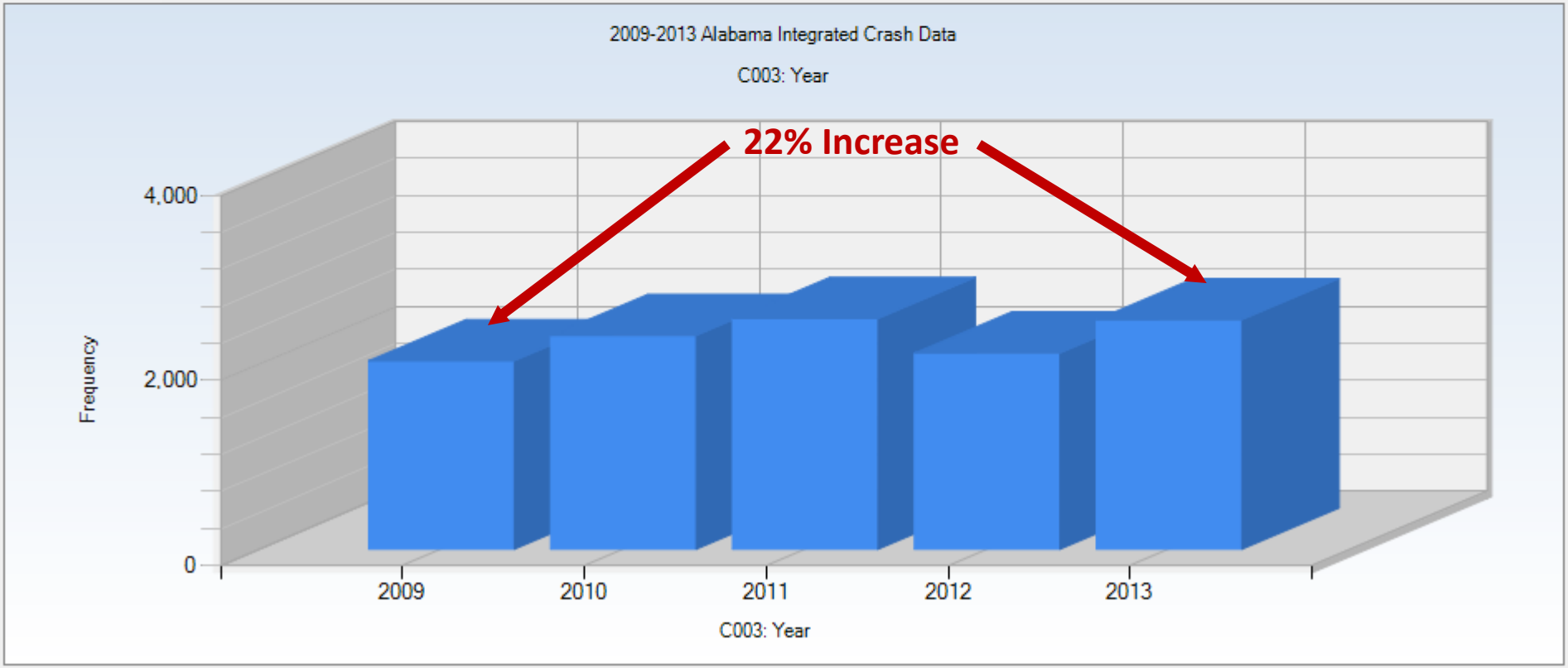
Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Order: Natural Order Ascending ☑ Suppress Zero-Valued Frequencies

C003: Year	Frequency	Cum. Frequency	Percentage	Cum. Percent
2009	2037	2037	17.80	17.80
2010	2310	4347	20.19	37.98
2011	2494	6841	21.79	59.78
2012	2121	8962	18.53	78.31
2013	2482	11444	21.69	100.00

C003: Year

Display Average Display Filter Name



QUESTION:
OVERALL FIVE YEAR PICTURE

Multiple Choice:

What is this increase in relation to the increase in overall crashes that have occurred from 2009 to 2013?

0% = About the same as overall increase

a. 10% more than overall
b. 20% more than overall
c. 30% more than overall

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

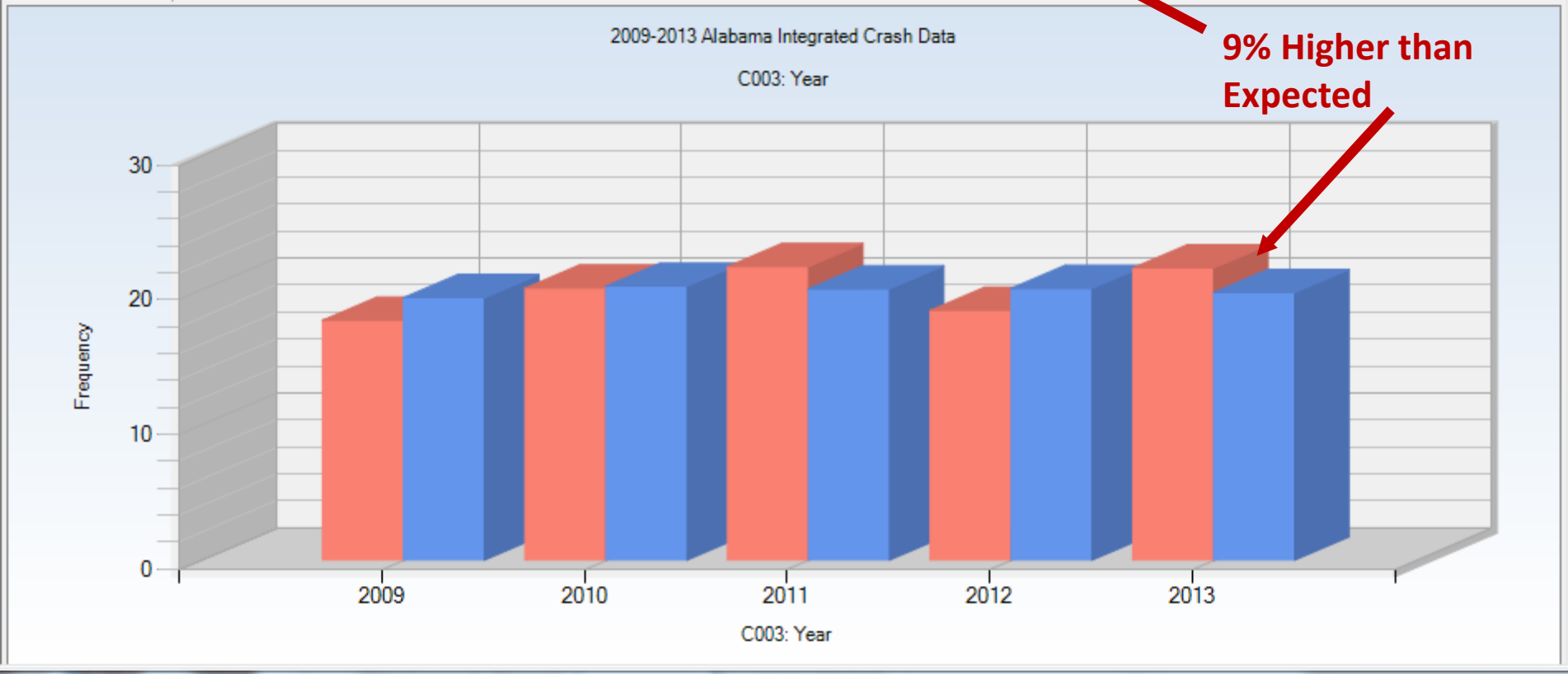
Order: Natural Order Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C003: Year Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
2009	2037	17.80	121956	19.48	0.914*	-192.378
2010	2310	20.19	127300	20.33	0.993	-17.068
2011	2494	21.79	126092	20.14	1.082*	189.015
2012	2121	18.53	126305	20.18	0.919*	-187.879
2013	2482	21.69	124380	19.87	1.092*	208.310

C110: CU Driver Residence Distance
C052: Number of Drivers Recorded
C226: CU Vehicle Damage
C208: CU Model Year
C033: Locale
C411: CU Opposing Lane Separation
C003: Year
C101: Causal Unit (CU) Type

Sort by Sum of Max Gain

Display Filter Name



9% Higher than Expected

Definitions for IMPACT

- Max Gain – Maximum Expected Gain
  - ✓ This is the reduction in crashes that would occur if by some magic we could eliminate <u>just the over-representation</u>
  - ✓ IMPACT outputs are generally ordered either by:
    - Max Gain – to surface the worst and the best values
    - Natural ordering – to enable patterns to be visualized
- Odds Ratio
  - ✓ Thanksgiving proportion/Non-Thanksgiving proportion
  - ✓ Non-Thanksgiving proportion is what is expected
  - ✓ Deviations from 1.00 show over- and under-representations

QUESTION:
SEVERITY COMPARISON

True or False:

The severity of Thanksgiving week crashes are generally the same as other crashes.

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Order: Max Gain Desce Significance: Over Representation Threshold: 2.0

Thksgvng Weeks **All Other Weeks**

C025: Crash Severity Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Possible Injury	912	7.97	47941	7.66	1.041	35.630
Unknown	267	2.33	13313	2.13	1.097	23.636
Non-Incapacitating Injury	912	7.97	49193	7.86	1.014	12.743
Fatal Injury	74	0.65	3886	0.62	1.042	2.963
Property Damage Only	8624	75.36	472768	75.52	0.998	-18.287
Incapacitating Injury	655	5.72	38932	6.22	0.920	-56.684

C023: E Manner of Crash
C024: School Bus Related
C025: Crash Severity
C026: Intersection Related
C027: At Intersection
C028: Mileposted Route
C031: Lighting Conditions
C032: Weather
C033: Locale

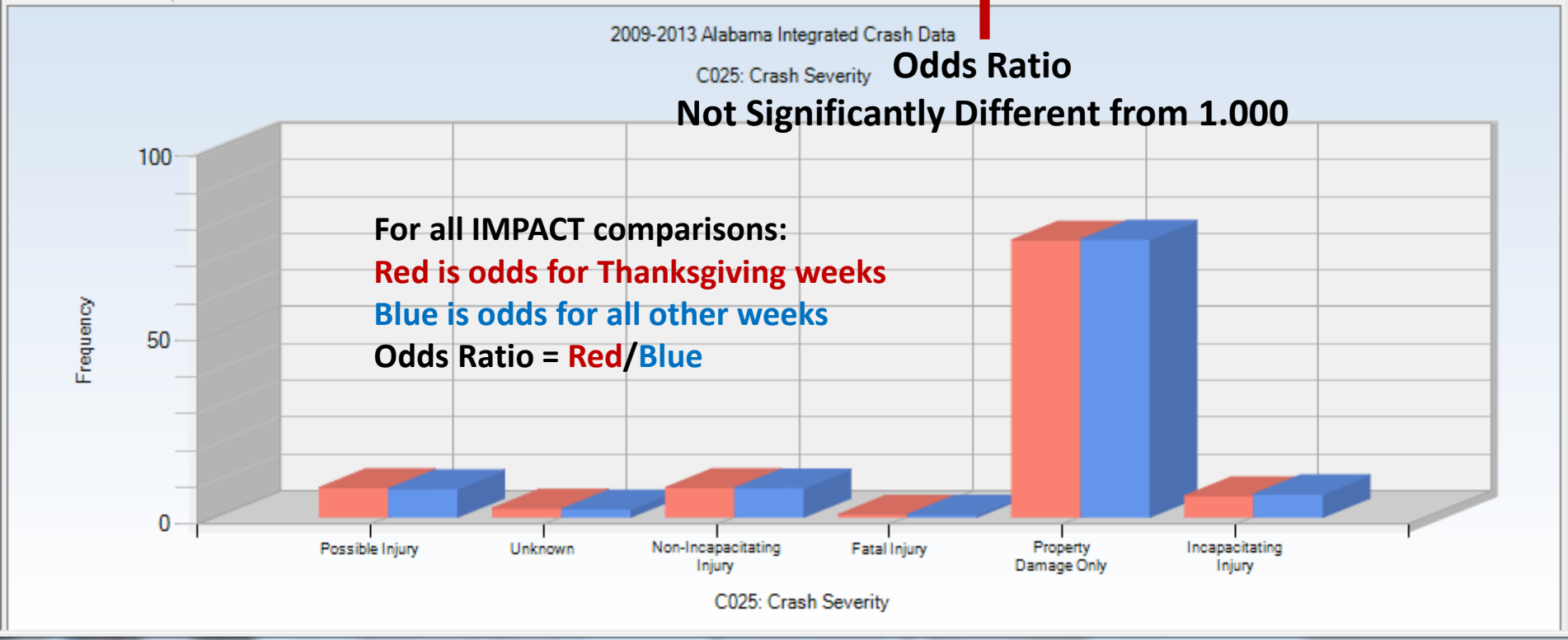
Sort by Sum of Max Gain

Display Filter Name

Red **Blue**

Odds Ratio

Not Significantly Different from 1.000



For all IMPACT comparisons:

Red is odds for Thanksgiving weeks

Blue is odds for all other weeks

Odds Ratio = Red/Blue

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not CU Vehicle Towed = 8 OR 7 OR 6 O...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

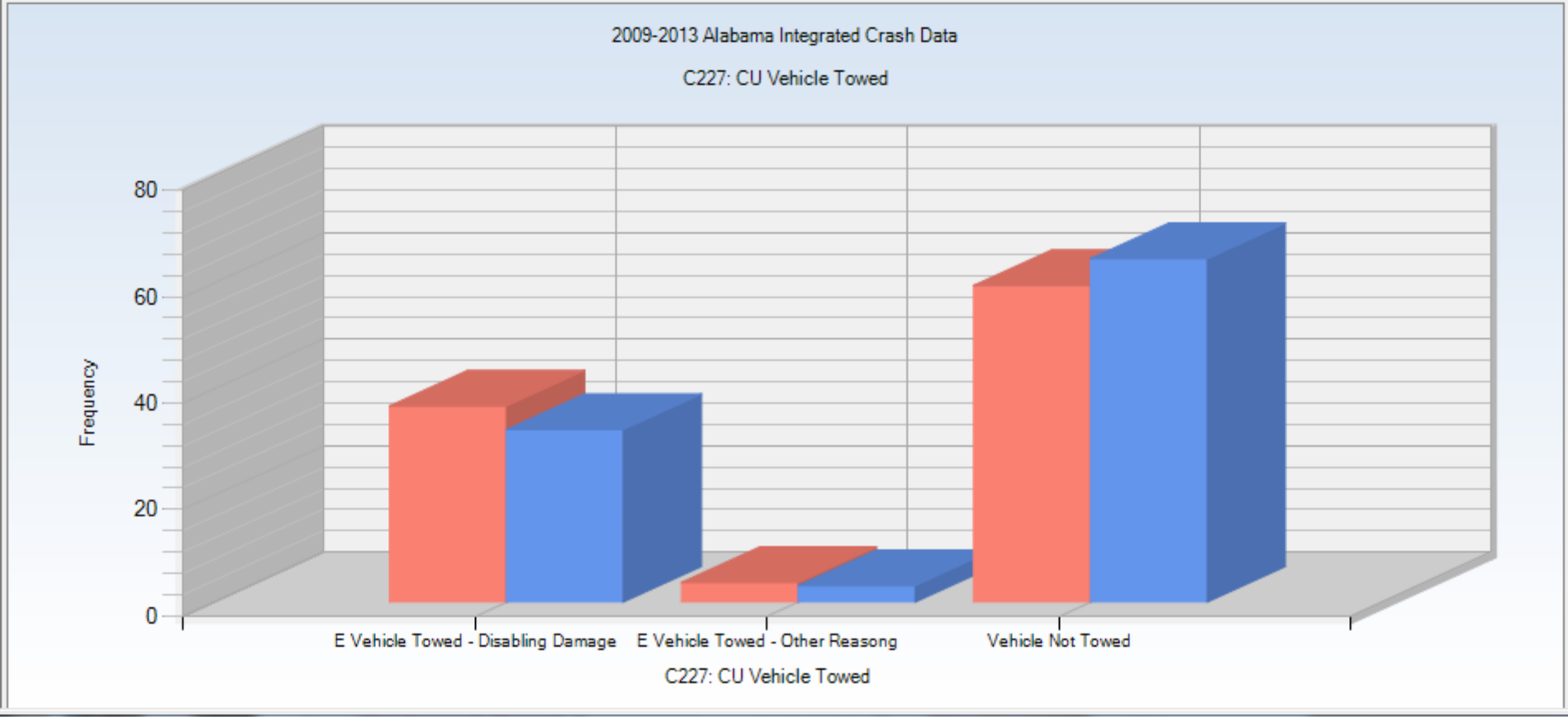
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C227: CU Vehicle Towed Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
E Vehicle Towed - Disabling D...	3793	36.85	177527	32.41	1.137*	457.069
E Vehicle Towed - Other Reas...	379	3.68	16948	3.09	1.190*	60.528
Vehicle Not Towed	6122	59.47	353337	64.50	0.922*	-517.597

C227: CU Vehicle Towed

Sort by Sum of Max Gain

Display Filter Name



QUESTION:
SEVERITY COMPARISON

Why do you suppose the vehicle damage is greater for Thanksgiving week crashes.

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not CU Estimated Speed at Impact = 27...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

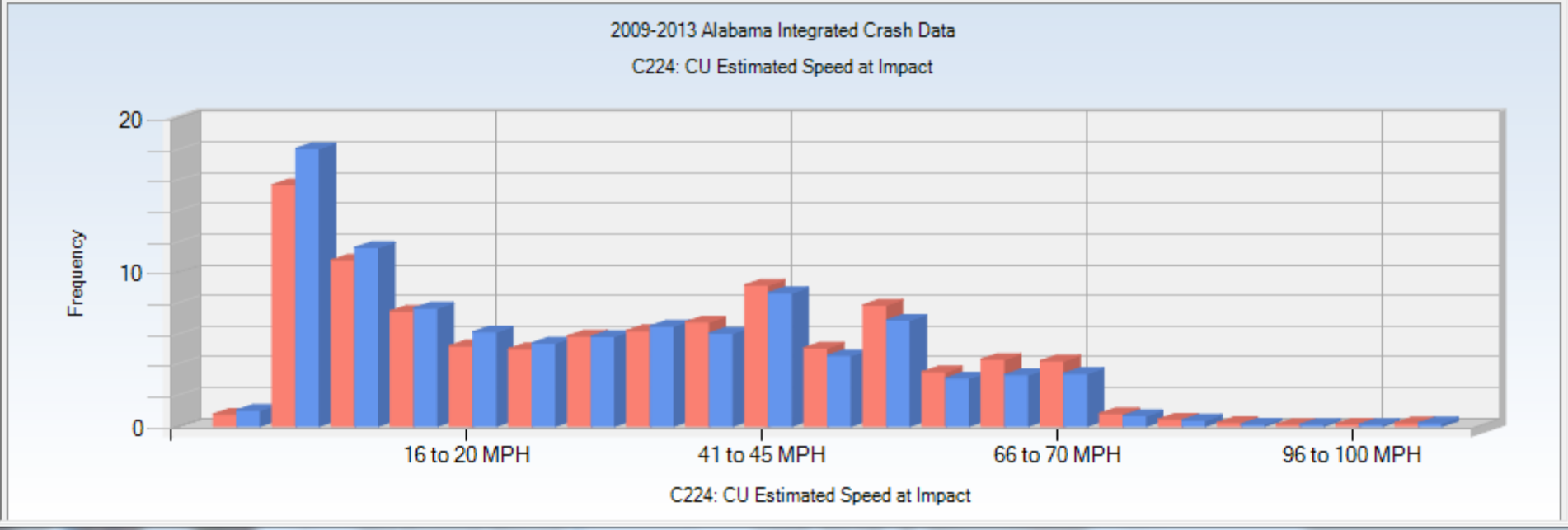
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C224: CU Estimated Speed at Impact Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
36 to 40 MPH	483	6.77	23851	6.05	1.119*	51.393
41 to 45 MPH	654	9.17	34168	8.67	1.058	35.697
46 to 50 MPH	363	5.09	18086	4.59	1.109	35.717
51 to 55 MPH	562	7.88	27171	6.90	1.143*	70.315
56 to 60 MPH	251	3.52	12288	3.12	1.129	28.637
61 to 65 MPH	310	4.35	13160	3.34	1.302*	71.857
66 to 70 MPH	303	4.25	13496	3.42	1.241*	58.777
71 to 75 MPH	58	0.81	2673	0.68	1.199	9.630
76 to 80 MPH	32	0.45	1543	0.39	1.146	4.078

C224: CU Estimated Speed at Impact

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

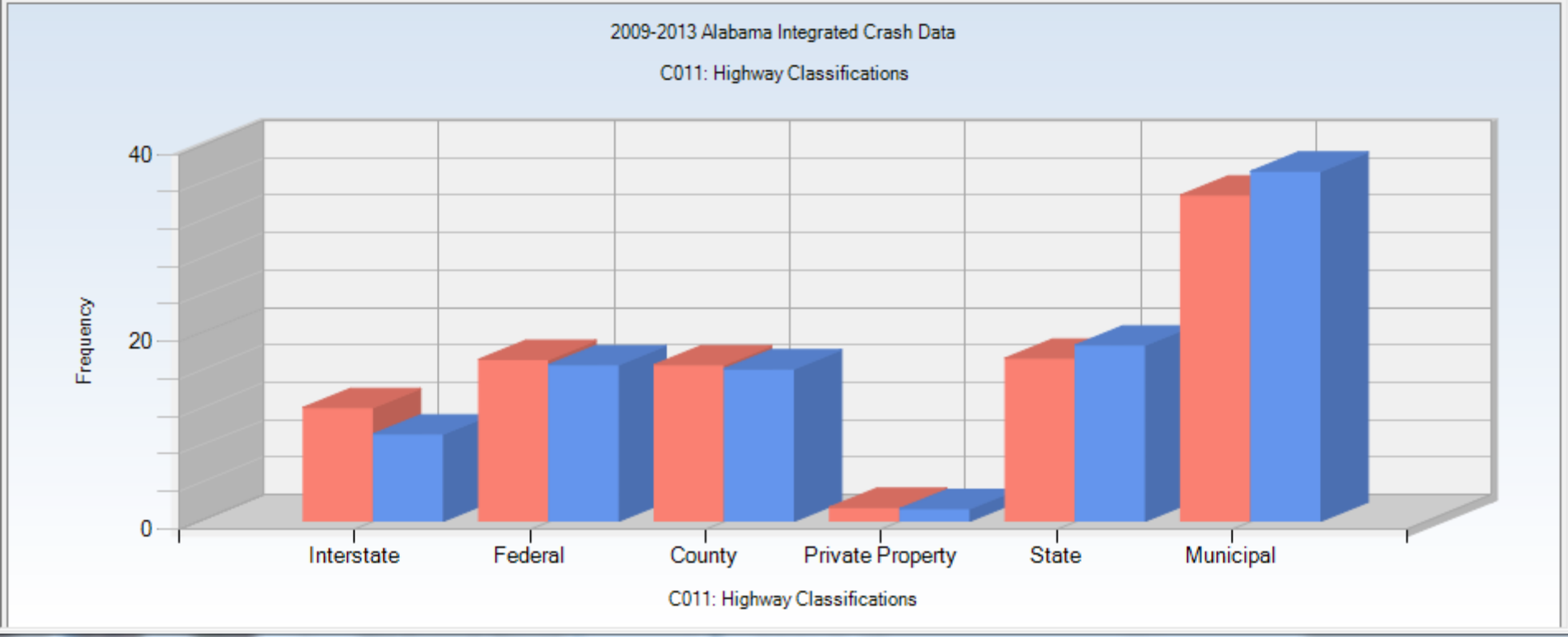
Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C011: Highway Classifications Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Interstate	1391	12.15	58396	9.33	1.303*	323.510
Federal	1981	17.31	104832	16.75	1.034	64.651
County	1915	16.73	102075	16.31	1.026	49.050
Private Property	170	1.49	8338	1.33	1.115	17.580
State	1995	17.43	117942	18.84	0.925*	-161.002
Municipal	3992	34.88	234372	37.44	0.932*	-292.364

C223: CU Speed Limit
C032: Weather
C011: Highway Classifications
C053: Number of Persons Recorded
C107: CU Driver Raw Age
C054: Number of Motorists Recorded
C110: CU Driver Residence Distance
C052: Number of Drivers Recorded
C226: CU Vehicle Damage

☑ Sort by Sum of Max Gain

☐ Display Filter Name



QUESTION:
EFFECT OF RESTRAINTS

Multiple Choice:

Based on the Thanksgiving weeks subset (2009-2013), how much did seatbelt non-use increase the probability of being killed in a crash?

a. 10 times
b. 20 times
c. 30 times

Suppress Zero Values: Rows and Columns | Select Cells: | Column: Person Injury Type ; Row: Person Safety Equipment

	Fatal Injury	Incapacitating Injury	Non-Incapacitating Inju	Possible Injury	E Unknown Injury	Person was Not a Victim	TOTAL
Null value	0 0.00%	4 0.44%	1 0.08%	1 0.07%	0 0.00%	42 0.16%	48 0.16%
None Used - Motor Vehicle Oc	46 55.42%	199 22.04%	186 14.95%	56 4.11%	2 1.46%	372 1.46%	861 2.95%
Shoulder and Lap Belt Used	18 21.69%	594 65.78%	905 72.75%	1194 87.67%	92 67.15%	22304 87.60%	25107 86.01%
Lap Belt Only Used	0 0.00%	8 0.89%	16 1.29%	11 0.81%	5 3.65%	285 1.12%	325 1.11%
Shoulder Belt Only Used	1 1.20%	1 0.11%	3 0.24%	1 0.07%	0 0.00%	75 0.29%	81 0.28%
E Forward Facing Child Safety Seat	1 1.20%	2 0.22%	19 1.53%	11 0.81%	9 6.57%	463 1.82%	505 1.73%
E Rear Facing Child Safety Seat	0 0.00%	2 0.22%	4 0.32%	1 0.07%	1 0.73%	134 0.53%	142 0.49%
E Child Booster Seat Used Proper	0 0.00%	2 0.22%	1 0.08%	4 0.29%	3 2.19%	166 0.65%	176 0.60%
E Forward Facing Child Safety Seat	0 0.00%	0 0.00%	0 0.00%	1 0.07%	0 0.00%	12 0.05%	13 0.04%
E Rear Facing Child Safety Seat	0 0.00%	0 0.00%	1 0.08%	0 0.00%	0 0.00%	6 0.02%	7 0.02%
E Child Booster Seat Used Improp	0 0.00%	0 0.00%	2 0.16%	0 0.00%	0 0.00%	7 0.03%	9 0.03%
E Unknown Child Restraint Type	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	10 0.04%	10 0.03%
Dot-Compliant Motorcycle Helme	7 8.43%	20 2.21%	15 1.21%	6 0.44%	0 0.00%	22 0.09%	70 0.24%
E Helmet Used	0 0.00%	4 0.44%	3 0.24%	0 0.00%	0 0.00%	2 0.01%	9 0.03%
Reflective Clothing (Jacket/B	0 0.00%	0 0.00%	1 0.08%	0 0.00%	0 0.00%	1 0.00%	2 0.01%
E Lighting Used by Non-Motorist	0 0.00%	1 0.11%	0 0.00%	0 0.00%	0 0.00%	1 0.00%	2 0.01%
E Other Safety Equipment Used	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1 0.00%	1 0.00%
No Motorcycle Helmet Used	0 0.00%	4 0.44%	2 0.16%	2 0.15%	0 0.00%	0 0.00%	8 0.03%
Other	3 3.61%	9 1.00%	6 0.48%	2 0.15%	1 0.73%	54 0.21%	75 0.26%
Unknown	2 2.41%	37 4.10%	56 4.50%	47 3.45%	21 15.33%	1186 4.66%	1349 4.62%
Not Applicable	5 6.02%	14 1.55%	21 1.69%	20 1.47%	3 2.19%	181 0.71%	244 0.84%
P Child Restraint Used*	0 0.00%	2 0.22%	2 0.16%	5 0.37%	0 0.00%	137 0.54%	146 0.50%
TOTAL	83 0.28%	903 3.09%	1244 4.26%	1362 4.67%	137 0.47%	25461 87.23%	29190 100.00%

55.42

2.95

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not CU Driver/Non-Motorist Safety Equ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

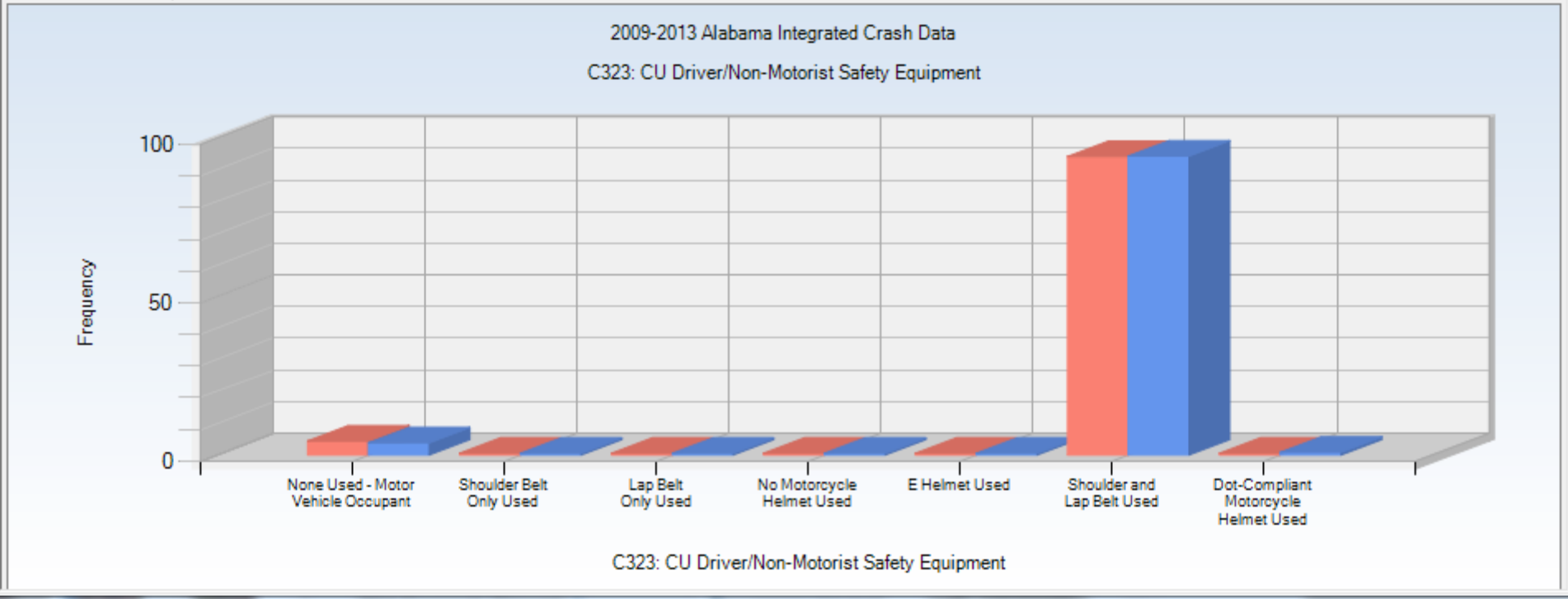
Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C323: CU Driver/Non-Motorist Safety Equipment Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
None Used - Motor Vehicle Oc...	439	4.41	21102	3.82	1.153*	58.409
Shoulder Belt Only Used	39	0.39	1448	0.26	1.493*	12.884
Lap Belt Only Used	39	0.39	2034	0.37	1.063	2.315
No Motorcycle Helmet Used	6	0.06	411	0.07	0.809	-1.413
E Helmet Used	4	0.04	518	0.09	0.428	-5.343
Shoulder and Lap Belt Used	9390	94.32	521523	94.49	0.998	-16.064
Dot-Compliant Motorcycle Hel...	38	0.38	4515	0.82	0.467*	-43.431

C323: CU Driver/Non-Motorist Safety Equip

☐ Sort by Sum of Max Gain

☐ Display Filter Name



QUESTION:
SEVERITY OVER TIME

True or False:

The severity of Thanksgiving week crashes has generally trended down over the past five years.

CARE 10.1.0.0 - [Crosstab Results - 2009-2013 Alabama Integrated Crash Data - Filter = Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Crosstab Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Suppress Zero Values: Rows and Columns Select Cells: Column: Year ; Row: Crash Severity

	2009	2010	2011	2012	2013	TOTAL
Fatal Injury	13 0.64%	20 0.87%	14 0.56%	10 0.47%	17 0.68%	74 0.65%
Incapacitating Injury	154 7.56%	140 6.06%	140 5.61%	99 4.67%	122 4.92%	655 5.72%
Non-Incapacitating Inju	178 8.74%	176 7.62%	204 8.18%	174 8.20%	180 7.25%	912 7.97%
Possible Injury	151 7.41%	187 8.10%	206 8.26%	159 7.50%	209 8.42%	912 7.97%
Property Damage Only	1522 74.72%	1715 74.24%	1856 74.42%	1630 76.85%	1901 76.59%	8624 75.36%
Unknown	19 0.93%	72 3.12%	74 2.97%	49 2.31%	53 2.14%	267 2.33%
TOTAL	2037 17.80%	2310 20.19%	2494 21.79%	2121 18.53%	2482 21.69%	**11444** **100.00%**

QUESTION:
DAY OF THE WEEK

True or False:

Wednesday is the worst crash frequency day of Thanksgiving week.

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data | Filter: Tks Wk 2009 ORed thru 2013 | 1/ 1/2009 | 12/31/2013

Order: Natural Order | Descending | Suppress Zero-Valued Rows | Significance: Over Representation | Threshold: 2.0

C006: Day of the Week Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Sunday	1418	12.39	60202	9.62	1.289*	317.496
Monday	1819	15.89	91361	14.59	1.089*	148.904
Tuesday	2375	20.75	93103	14.87	1.395*	673.060
Wednesday	1983	17.33	91893	14.68	1.180*	303.179
Thursday	1006	8.79	96230	15.37	0.572*	-753.102
Friday	1522	13.30	112617	17.99	0.739*	-536.660
Saturday	1321	11.54	80627	12.88	0.896*	-152.877

C007: Week of the Year
C004: Month
C005: Day of Month
C031: Lighting Conditions
C006: Day of the Week
C020: E Distracted Driving
C019: E Most Harmful Event
C204: E CU Sequence of Events #1
C022: E Type of Roadway Junction/Feat
C211: E CU Owners State

Sort by Sum of Max Gain

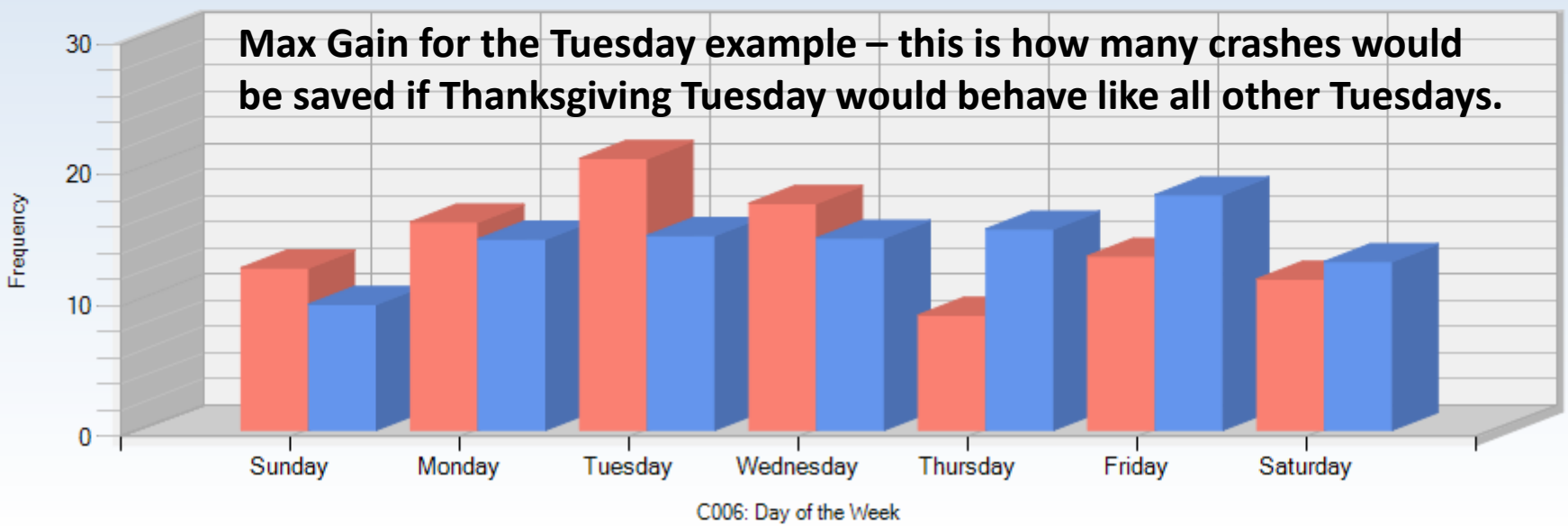
Display Filter Name

2009-2013 Alabama Integrated Crash Data

C006: Day of the Week

Max Gain

Max Gain for the Tuesday example – this is how many crashes would be saved if Thanksgiving Tuesday would behave like all other Tuesdays.



QUESTION:
PRIMARY CONTRIBUTING CIRCUMSTANCE

True or False:

DUI is indicated to be the worst primary contributing circumstance during Thanksgiving week.

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not Primary Contributing Circumstance ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C015: Primary Contributing Circumstance Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
DUI	530	5.37	23246	4.37	1.231*	99.303
E Ran off Road	293	2.97	12214	2.29	1.295*	66.701
E Swerved to Avoid Animal	180	1.82	6870	1.29	1.414*	52.714
Driving too Fast for Conditions	474	4.80	22899	4.30	1.117*	49.732
Unseen Object/Person/Vehicle	937	9.50	48718	9.15	1.038	34.362
E Aggressive Operation	134	1.36	5847	1.10	1.237*	25.668
E Ran Traffic Signal	258	2.62	12556	2.36	1.109	25.365
E Failed to Yield Right-of-Way from Traffic Si...	174	1.76	8026	1.51	1.170	25.296
E Fatigued/Asleep	176	1.78	8207	1.54	1.157	23.942
E Swerved to Avoid Vehicle	259	2.63	12892	2.42	1.084	20.140
Over Speed Limit	246	2.49	12383	2.33	1.072	16.570
E Over Correcting/Over Steering	96	0.97	4522	0.85	1.146	12.217
Vision Obstructed	70	0.71	3220	0.60	1.173	10.340
E Distracted by Use of Other Electronic Dev...	42	0.43	1848	0.35	1.227	7.761
E Other Failed to Yield	98	0.99	4981	0.94	1.062	5.713
E Crossed Centerline	100	1.01	5094	0.96	1.060	5.619
E Distracted by Fallen Object	36	0.36	1655	0.31	1.174	5.336
E Disregarded Traffic Sign other than Stop ...	14	0.14	534	0.10	1.415	4.106
E Distracted by Use of Electronic Communic...	81	0.82	4179	0.78	1.046	3.572
E Swerved to Avoid Object	27	0.27	1266	0.24	1.151	3.544
Improper Lane Change/Use	470	4.76	25182	4.73	1.007	3.433
E Failed to Yield Right-of-Way Making Right...	37	0.38	1849	0.35	1.080	2.742
E Failed to Yield Right-of-Way from Yield Sign	37	0.38	1911	0.36	1.045	1.593
E Ran Stop Sign	81	0.82	4309	0.81	1.015	1.164

C015: Primary Contributing Circumstance

Sort by Sum of Max Gain

Display Filter Name

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not Primary Contributing Circumstance ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C015: Primary Contributing Circumstance Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
E Swerved to Avoid Object	27	0.27	1266	0.24	1.151	3.544
Improper Lane Change/Use	470	4.76	25182	4.73	1.007	3.433
E Failed to Yield Right-of-Way Making Right...	37	0.38	1849	0.35	1.080	2.742
E Failed to Yield Right-of-Way from Yield Sign	37	0.38	1911	0.36	1.045	1.593
E Ran Stop Sign	81	0.82	4309	0.81	1.015	1.164
E Failed to Yield Right-of-Way at Uncontroll...	37	0.38	2023	0.38	0.987	-0.482
Traveling Wrong Way/Wrong Side	72	0.73	3999	0.75	0.972	-2.093
E Failed to Yield Right-of-Way from Parked ...	20	0.20	1217	0.23	0.887	-2.548
E Failed to Yield Right-of-Way Making Left o...	360	3.65	19592	3.68	0.992	-2.997
E Other Distraction Outside the Vehicle	171	1.73	9456	1.78	0.976	-4.199
Improper Backing	274	2.78	15083	2.83	0.980	-5.455
E Distracted by Passenger	39	0.40	2436	0.46	0.864	-6.134
Improper Parking/Stopped in Road	18	0.18	1357	0.25	0.716	-7.142
E Failed to Yield Right-of-Way from Stop Sign	424	4.30	23353	4.39	0.980	-8.680
E Other Improper Action	139	1.41	8254	1.55	0.909	-13.928
Improper Passing	79	0.80	5501	1.03	0.775	-22.921
E Failed to Yield Right-of-Way from Driveway	175	1.77	10934	2.05	0.864	-27.583
E Other Distraction Inside the Vehicle	195	1.98	12037	2.26	0.874	-28.019
Made Improper Turn	160	1.62	10727	2.01	0.805*	-38.748
Followed too Close	1482	15.02	82543	15.50	0.969	-47.341
Failure to Obey Signs/Signals/Officer	81	0.82	7381	1.39	0.592*	-55.754
Misjudge Stopping Distance	1066	10.80	61861	11.62	0.930*	-80.148
Failed to Yield the Right-of-Way	224	2.27	19863	3.73	0.609*	-144.018

C015: Primary Contributing Circumstance

Sort by Sum of Max Gain

Display Filter Name

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

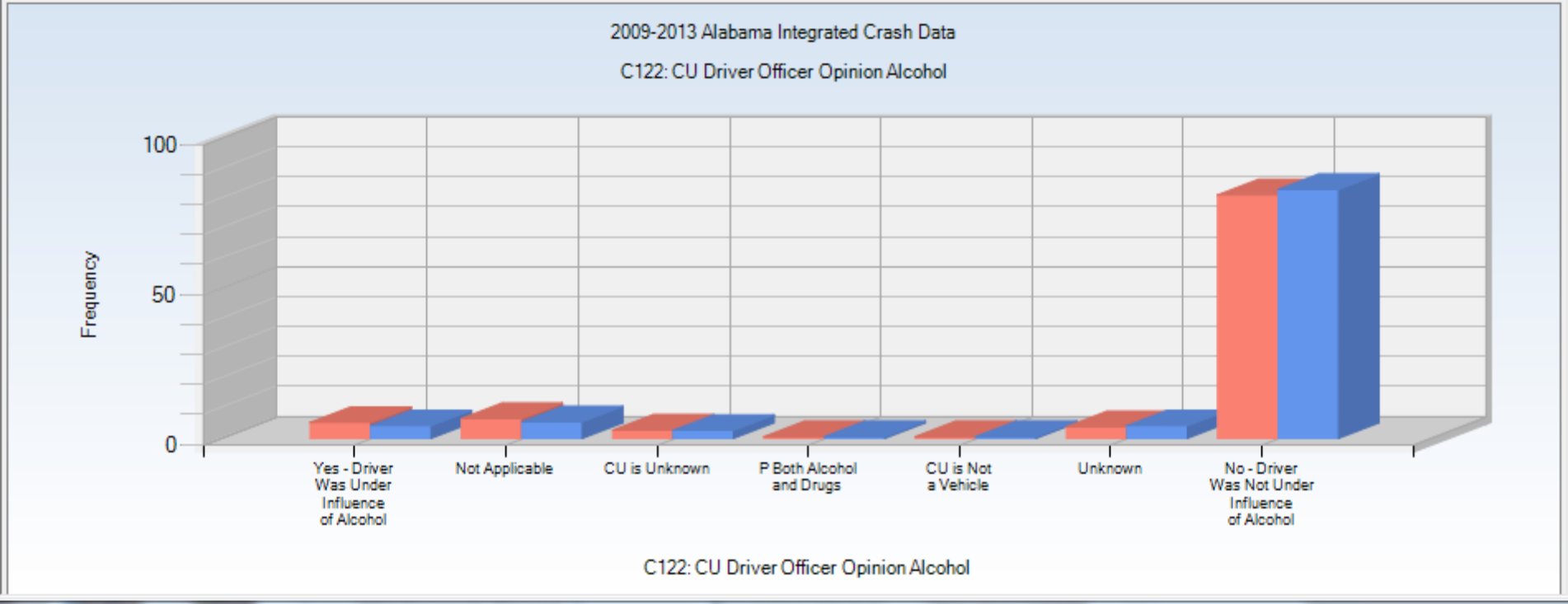
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C122: CU Driver Officer Opinion Alcohol Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Yes - Driver Was Under Influe...	607	5.30	26268	4.20	1.264*	126.782
Not Applicable	756	6.61	34469	5.51	1.200*	125.856
CU is Unknown	314	2.74	16737	2.67	1.026	8.023
P Both Alcohol and Drugs	3	0.03	363	0.06	0.452	-3.636
CU is Not a Vehicle	27	0.24	2083	0.33	0.709	-11.080
Unknown	444	3.88	26262	4.20	0.925	-36.108
No - Driver Was Not Under Infl...	9293	81.20	519807	83.04	0.978*	-209.837

C409: CU Traffic Control
C212: CU License Tag State
C010: Rural or Urban
C113: CU Driver Second License Class
C131: Functional Class
C112: CU Driver First License Class
C122: CU Driver Officer Opinion Alcohol
C121: CU Driver Condition
C042: Highway Patrol Posts
C106: CU Driver Age

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not E Manner of Crash = 13 OR 16 OR ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

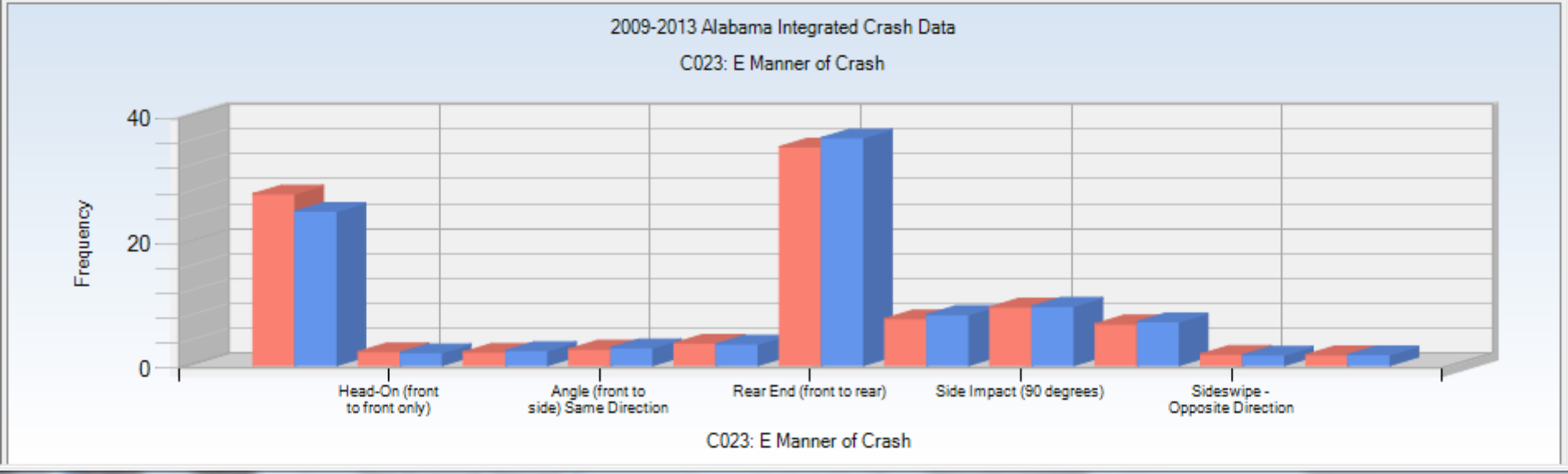
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C023: E Manner of Crash Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Single Vehicle Crash (all types)	2592	27.51	115586	24.72	1.113*	262.668
Head-On (front to front only)	206	2.19	9642	2.06	1.060	11.691
Angle Oncoming (frontal)	200	2.12	11073	2.37	0.896	-23.147
Angle (front to side) Same Dir...	245	2.60	13286	2.84	0.915	-22.744
Angle (front to side) Opposite ...	335	3.56	16090	3.44	1.033	10.748
Rear End (front to rear)	3304	35.07	170750	36.52	0.960*	-137.018
Side Impact (angled)	705	7.48	38148	8.16	0.917*	-63.773
Side Impact (90 degrees)	881	9.35	44354	9.49	0.986	-12.838
Sideswipe - Same Direction	627	6.65	32783	7.01	0.949	-33.655
Sideswipe - Opposite Direction	168	1.78	7796	1.67	1.069	10.892
Causal Veh Backing: Rear to ...	159	1.69	8030	1.72	0.983	-2.824

C023: E Manner of Crash

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

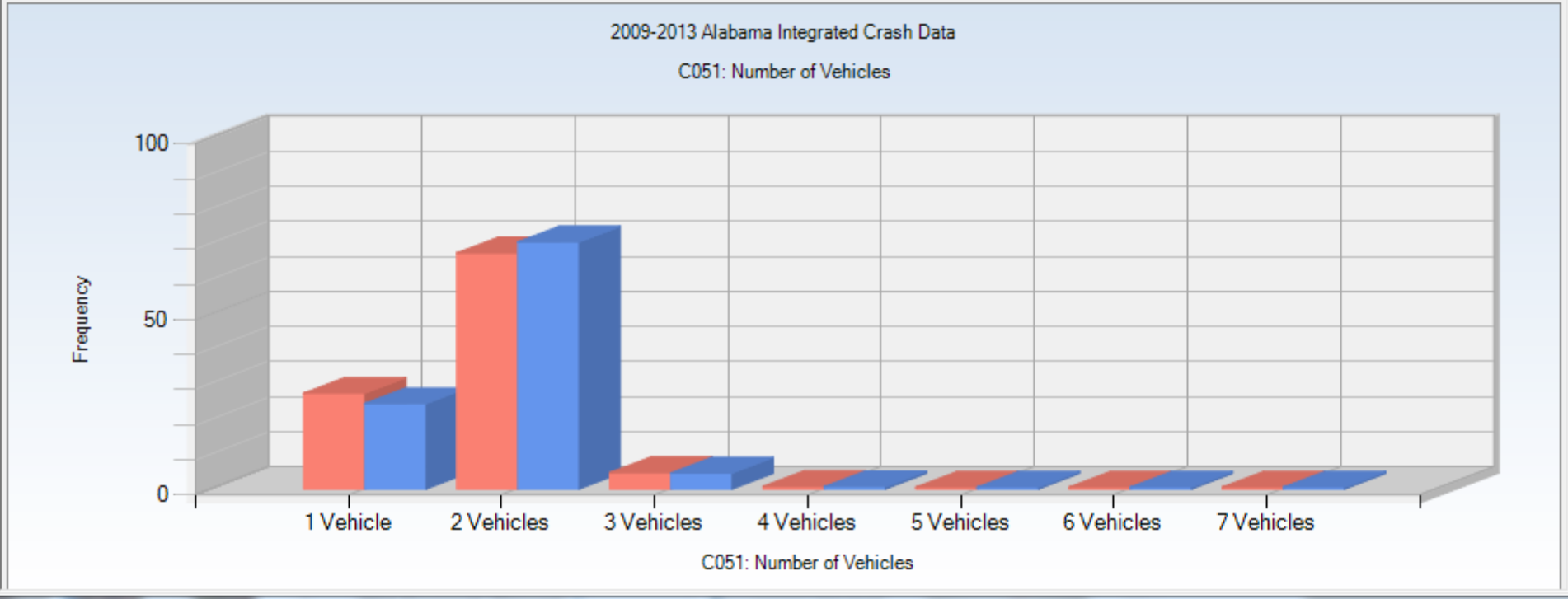
Order: Natural Order Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C051: Number of Vehicles Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
1 Vehicle	3121	27.27	152368	24.34	1.121*	335.685
2 Vehicles	7694	67.23	440705	70.40	0.955*	-362.170
3 Vehicles	530	4.63	28423	4.54	1.020	10.422
4 Vehicles	79	0.69	3809	0.61	1.135	9.371
5 Vehicles	15	0.13	531	0.08	1.545	5.293
6 Vehicles	2	0.02	135	0.02	0.810	-0.468
7 Vehicles	3	0.03	35	0.01	4.689	2.360

C003: Year
C101: Causal Unit (CU) Type
C001: County
C014: Distance from Node 1
C403: CU Roadway Condition
C012: Controlled Access
C051: Number of Vehicles
C111: CU Driver License State
C209: CU Make
C018: Location First Harmful Event Rel t

☑ Sort by Sum of Max Gain

☐ Display Filter Name



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QUESTION:
FIRST HARMFUL EVENT

Multiple Choice:

The following was the most over-represented first harmful event of Thanksgiving week compared to all other weeks of the year:

a. Collision with Deer
b. Collision with Tree
c. Collision with Ditch

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not First Harmful Event = 19 OR 23 OR ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

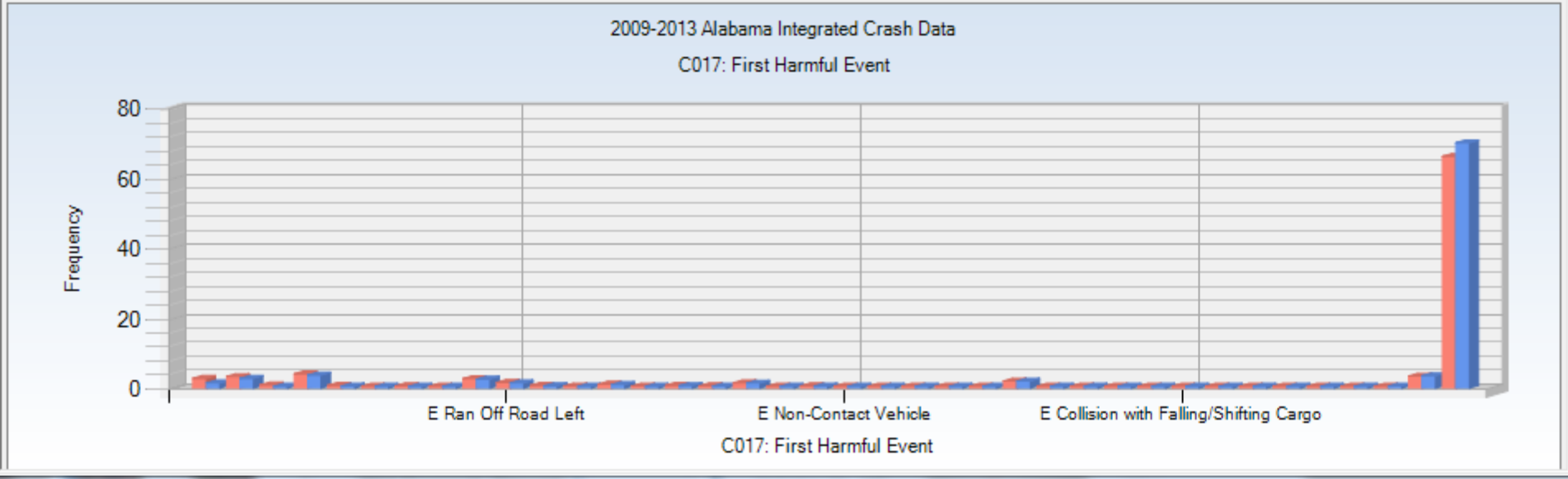
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C017: First Harmful Event Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
E Collision with Animal: Deer	314	2.79	8959	1.47	1.902*	148.931
E Ran Off Road Right	373	3.32	16941	2.78	1.195*	60.863
E Collision with Embankment	101	0.90	3189	0.52	1.719*	42.243
Collision with Parked Motor V...	459	4.08	22672	3.72	1.099	41.270
Collision with Other Fixed Obj...	89	0.79	3687	0.60	1.310*	21.067
E Collision with Animal: Farm/...	53	0.47	1793	0.29	1.604*	19.964
E Collision with Concrete Barrier	70	0.62	2719	0.45	1.397*	19.903
E Ran Off Road Straight	45	0.40	1425	0.23	1.714*	18.744
Collision with Tree	303	2.70	15666	2.57	1.050	14.355
E Ran Off Road Left	182	1.62	9121	1.49	1.083	13.946
Collision with Mailbox	88	0.78	4053	0.66	1.178	13.324

C017: First Harmful Event

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not E Most Harmful Event = 59 OR 56 ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

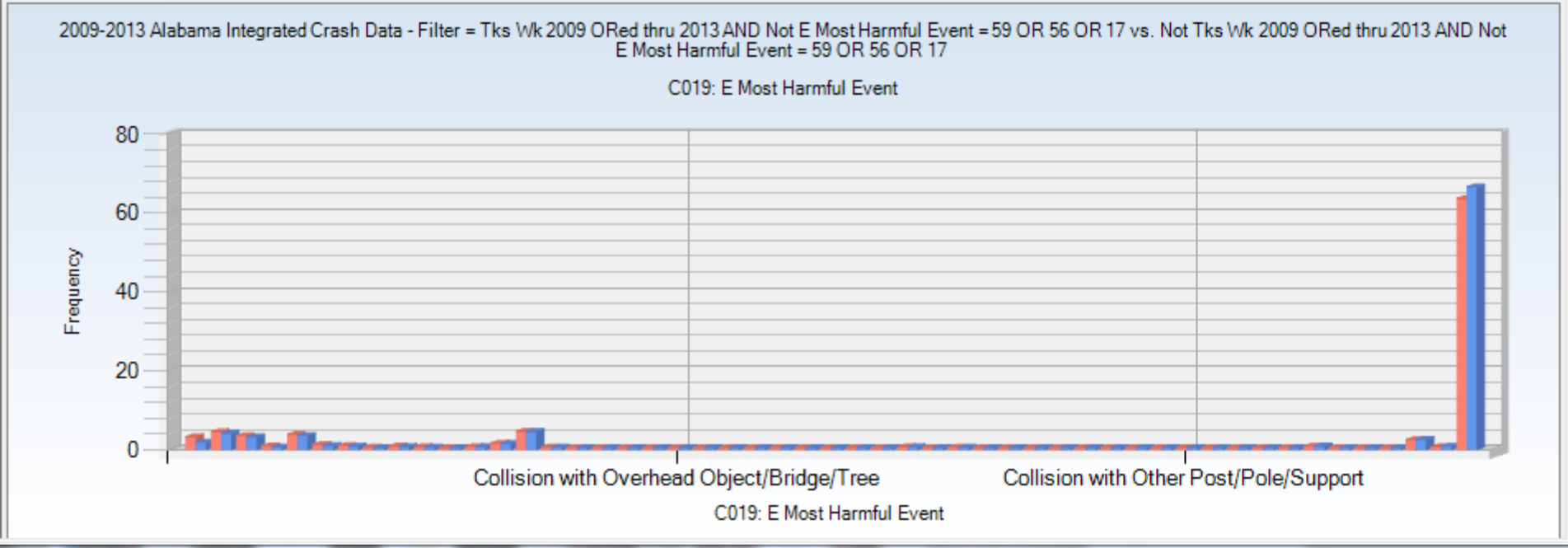
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C019: E Most Harmful Event Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Collision with Animal: Deer	308	3.16	8643	1.79	1.769*	133.896
Collision with Tree	432	4.43	19620	4.05	1.093	36.777
Collision with Ditch	333	3.42	15073	3.11	1.097	29.371
Collision with Embankment	85	0.87	2858	0.59	1.476*	27.429
Collision with Parked Motor V...	364	3.73	16907	3.49	1.069	23.427
Collision with Other Fixed Obj...	117	1.20	4715	0.97	1.232	22.021
Collision with Guardrail Face	96	0.98	3875	0.80	1.230	17.942
Collision with Animal: Farm/R...	52	0.53	1765	0.36	1.463*	16.446
Collision with Concrete Barrier	81	0.83	3282	0.68	1.225	14.888

C019: E Most Harmful Event

Sort by Sum of Max Gain

Display Filter Name



QUESTION:
ENVIRONMENTAL FACTORS

True or False:

Weather is not a significant factor in causing Thanksgiving week crashes.

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not E CU Environmental Contributing Ci...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

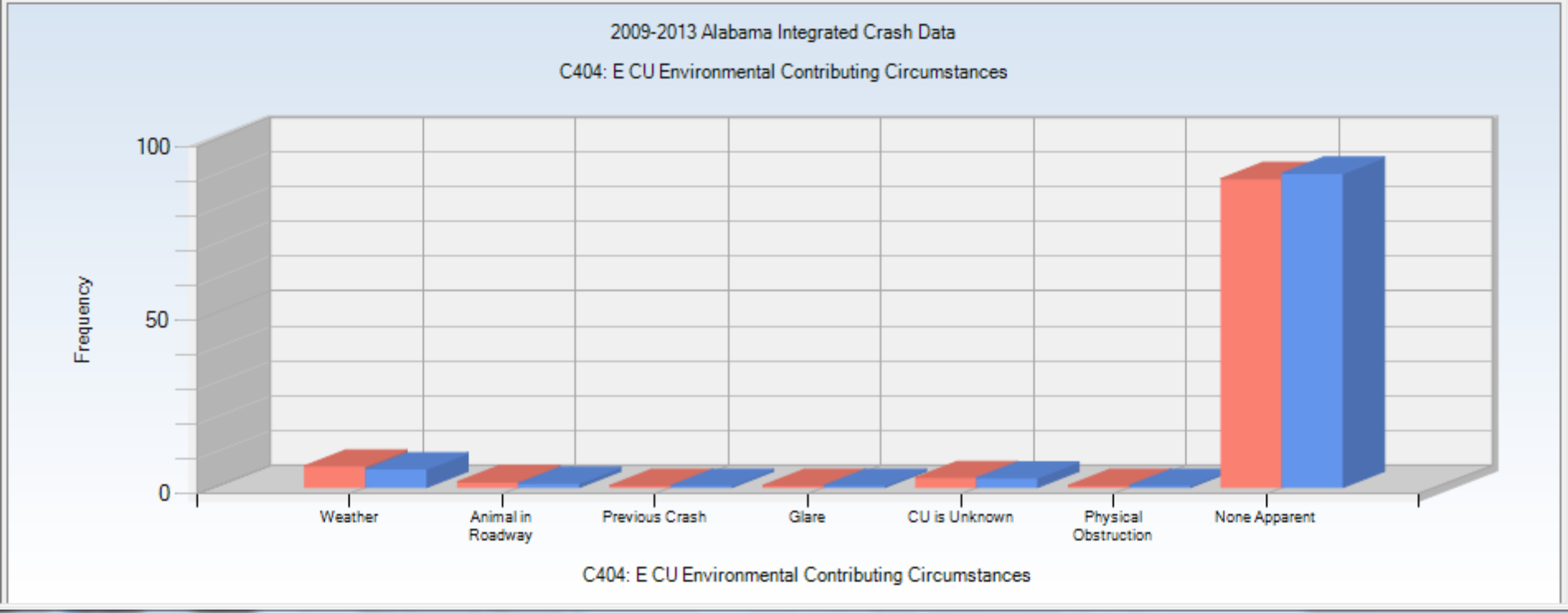
Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C404: E CU Environmental Contributing Circumstances Value	Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Weather	577	6.11	24698	5.27	1.160*	79.538
Animal in Roadway	146	1.55	5162	1.10	1.404*	42.028
Previous Crash	23	0.24	439	0.09	2.601*	14.158
Glare	35	0.37	1341	0.29	1.296	7.990
CU is Unknown	261	2.76	12570	2.68	1.031	7.818
Physical Obstruction	5	0.05	377	0.08	0.658	-2.593
None Apparent	8400	88.92	424363	90.48	0.983*	-147.428

C404: E CU Environmental Contributing Cir

☐ Sort by Sum of Max Gain

☐ Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not Weather = 7 OR 9 OR 12 OR 11 vs. ...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

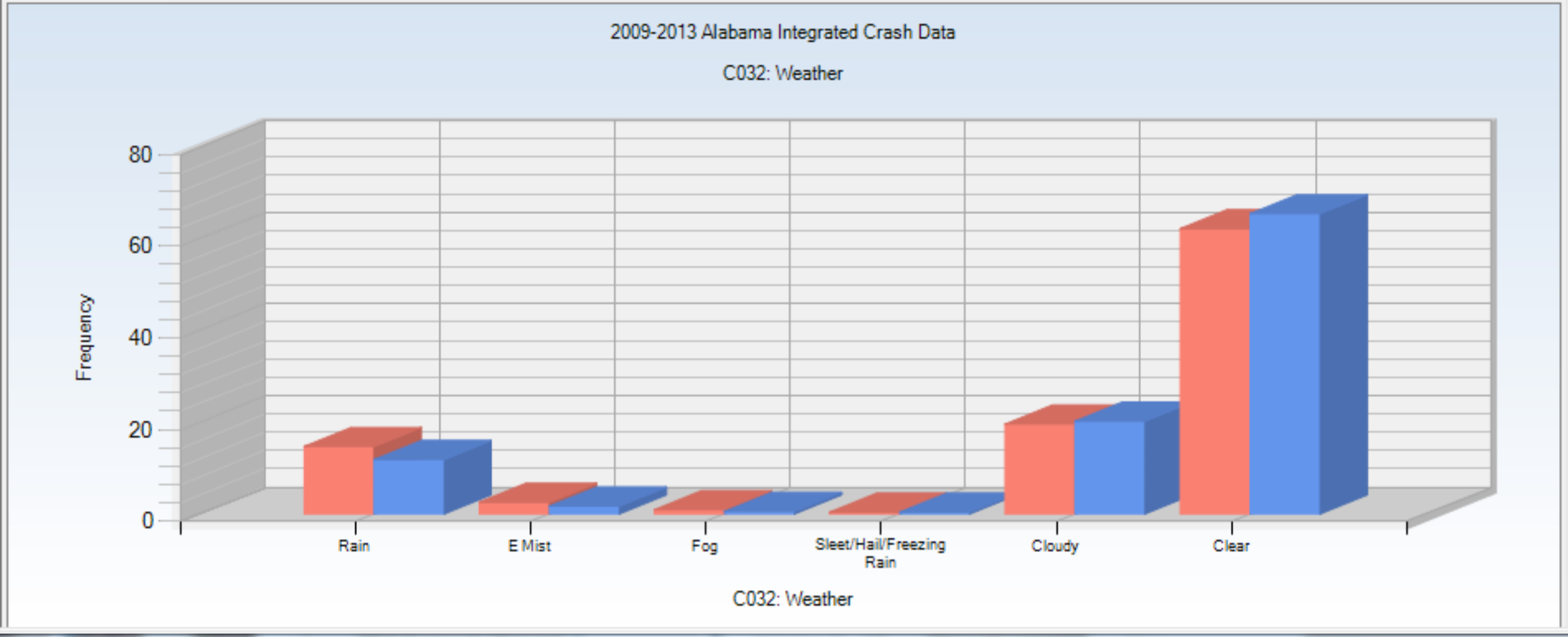
Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C032: Weather Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Rain	1677	14.70	73572	11.83	1.242*	326.710
E Mist	290	2.54	10403	1.67	1.519*	99.070
Fog	103	0.90	3223	0.52	1.741*	43.847
Sleet/Hail/Freezing Rain	9	0.08	1577	0.25	0.311	-19.943
Cloudy	2232	19.56	125665	20.21	0.968	-74.369
Clear	7101	62.22	407223	65.49	0.950*	-372.892

C032: Weather

☐ Sort by Sum of Max Gain

☐ Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

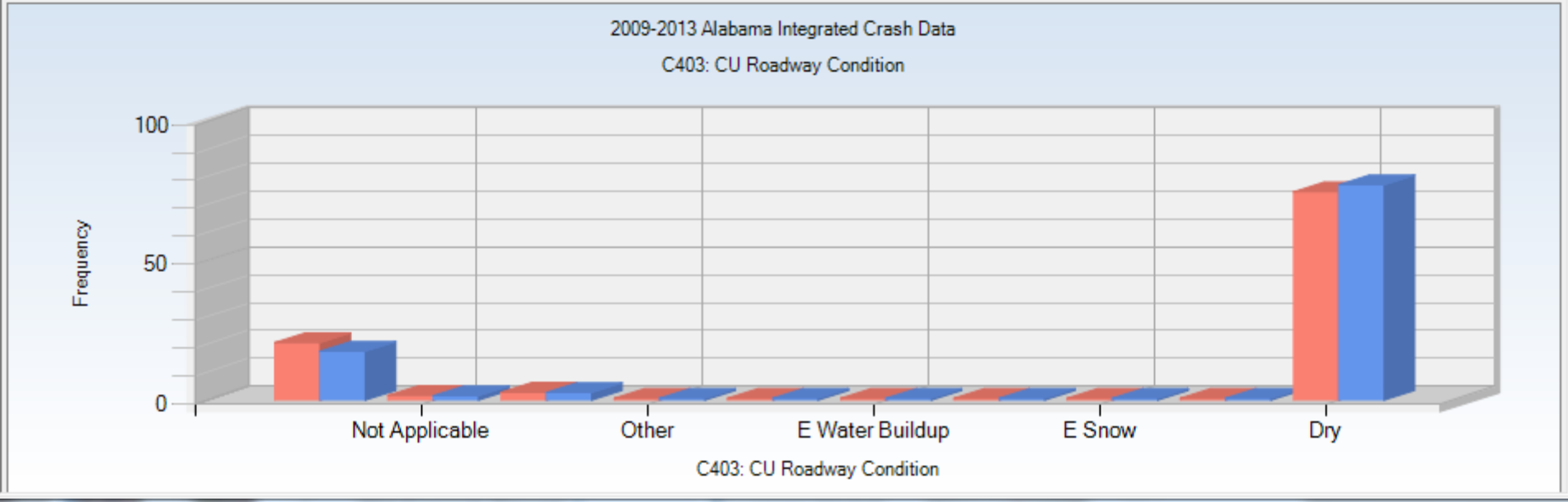
Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C403: CU Roadway Condition Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Wet	2351	20.55	109345	17.48	1.176*	351.696
Not Applicable	184	1.61	9401	1.50	1.070	12.109
CU is Unknown	314	2.74	16737	2.68	1.026	7.975
Other	5	0.04	163	0.03	1.678	2.020
Muddy Sand/Dirt/Gravel	9	0.08	451	0.07	1.091	0.754
E Water Buildup	7	0.06	570	0.09	0.672	-3.422
Unknown	22	0.19	1488	0.24	0.809	-5.207
E Snow	1	0.01	612	0.10	0.089	-10.190
Ice	11	0.10	3451	0.55	0.174	-52.099
Dry	8536	74.62	482756	77.16	0.967*	-290.889

C003: Year
C101: Causal Unit (CU) Type
C001: County
C014: Distance from Node 1
C403: CU Roadway Condition
C012: Controlled Access
C051: Number of Vehicles
C111: CU Driver License State
C209: CU Make
C018: Location First Harmful Event Rel t
C108: CU Driver Race
C129: CU Vehicle Maneuvers
C027: At Intersection

☑ Sort by Sum of Max Gain

☐ Display Filter Name



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QUESTION:
ENVIRONMENTAL FACTORS

Can you think of three good reasons that night-time crashes are over-represented during Thanksgiving week?

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not Lighting Conditions = 13 OR 11 OR...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C031: Lighting Conditions Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Dark - Roadway Not Lighted	2330	20.46	79153	12.69	1.612*	884.966
E Dark - Spot Illumination Both...	802	7.04	23464	3.76	1.872*	373.636
E Dark - Continuous Lighting B...	522	4.58	15323	2.46	1.866*	242.260
E Dark - Spot Illumination One ...	451	3.96	14082	2.26	1.754*	193.916
Dusk	417	3.66	16425	2.63	1.391*	117.142
E Dark - Continuous Lighting ...	84	0.74	2316	0.37	1.987*	41.719
E Dark - Unknown Roadway L...	46	0.40	1414	0.23	1.782*	20.186
Dawn	143	1.26	6940	1.11	1.129	16.302
Dark - Roadway Lighted	193	1.70	11818	1.89	0.895	-22.752
Daylight	6398	56.19	452743	72.59	0.774*	-1867.374

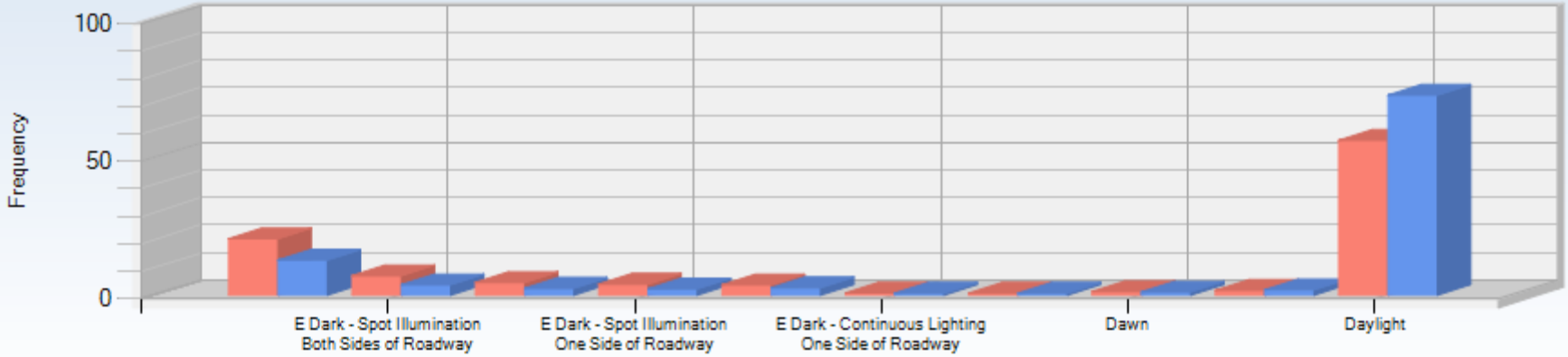
C031: Lighting Conditions

☐ Sort by Sum of Max Gain

☑ Display Filter Name

2009-2013 Alabama Integrated Crash Data - Filter = Tks Wk 2009 ORed thru 2013 AND Not Lighting Conditions = 13 OR 11 OR 12 vs. Not Tks Wk 2009 ORed thru 2013 AND Not Lighting Conditions = 13 OR 11 OR 12

C031: Lighting Conditions



C031: Lighting Conditions

QUESTION:
ENVIRONMENTAL FACTORS

What other times are over-represented?

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CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

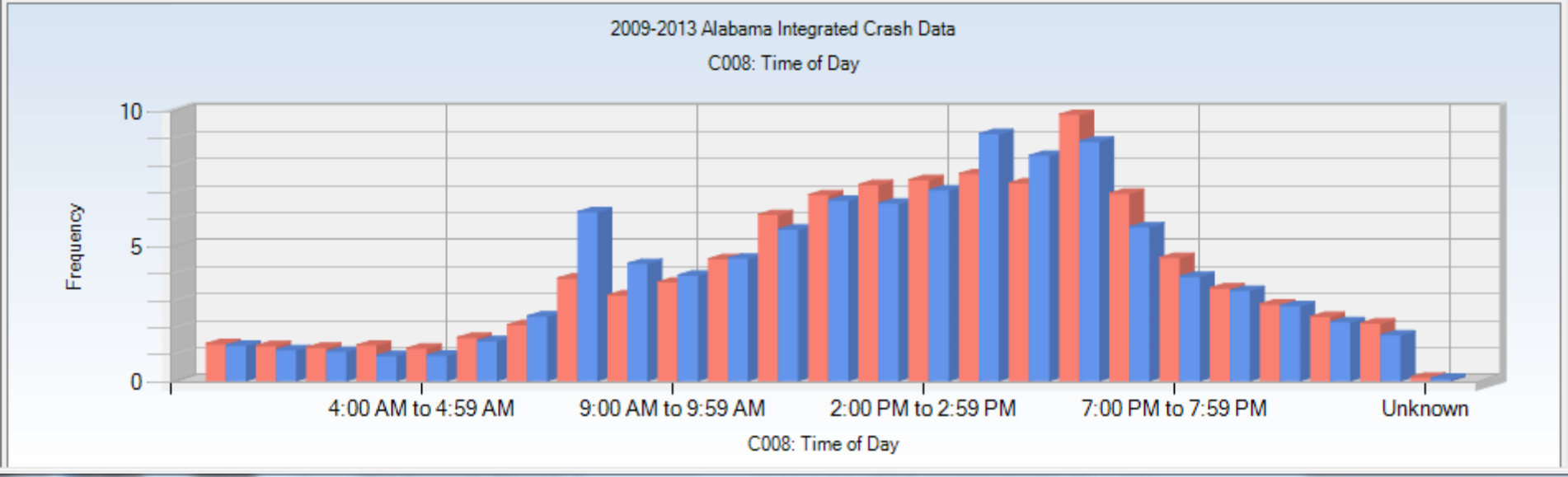
Order: Natural Order Ascending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C008: Time of Day Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
11:00 AM to 11:59 AM	703	6.14	35058	5.60	1.097*	62.133
12:00 Noon to 12:59 PM	787	6.88	41793	6.68	1.030	23.016
1:00 PM to 1:59 PM	830	7.25	41062	6.56	1.106*	79.379
2:00 PM to 2:59 PM	850	7.43	44135	7.05	1.054	43.204
3:00 PM to 3:59 PM	876	7.65	57184	9.13	0.838*	-169.334
4:00 PM to 4:59 PM	837	7.31	52128	8.33	0.878*	-115.910
5:00 PM to 5:59 PM	1127	9.85	55430	8.85	1.112*	113.729
6:00 PM to 6:59 PM	793	6.93	35606	5.69	1.218*	142.116
7:00 PM to 7:59 PM	521	4.55	24121	3.85	1.182*	80.064
8:00 PM to 8:59 PM	392	3.43	20847	3.33	1.029	10.913
9:00 PM to 9:59 PM	324	2.83	17330	2.77	1.023	7.204

C331: E CU Driver/Non-Motorist Transpo
C009: Data Source
C013: E Highway Side
C216: E CU Placard Status
C324: CU Driver Airbag Status
C002: City
C329: CU Driver/Non-Motorist First Aid E
C008: Time of Day
C230: CU Areas Damaged #1
C330: CU Driver/Non-Motorist Transport
C021: Distance to Fixed Object
C233: CU Point of Initial Impact
C227: CU Vehicle Towed
C043: Agency ORI

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.0 - [Crosstab Results - 2009-2013 Alabama Integrated Crash Data - Filter = Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Crosstab Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Suppress Zero Values: None Select Cells: Column: Day of the Week ; Row: Time of Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12:00 Midnight to 12:59 AM	30 2.12%	12 0.66%	22 0.93%	15 0.76%	28 2.78%	23 1.51%	26 1.97%	156 1.36%
1:00 AM to 1:59 AM	27 1.90%	15 0.82%	15 0.63%	14 0.71%	22 2.19%	21 1.38%	34 2.57%	148 1.29%
2:00 AM to 2:59 AM	26 1.83%	9 0.49%	4 0.17%	18 0.91%	32 3.18%	23 1.51%	28 2.12%	140 1.22%
3:00 AM to 3:59 AM	36 2.54%	10 0.55%	15 0.63%	10 0.50%	23 2.29%	25 1.64%	31 2.35%	150 1.31%
4:00 AM to 4:59 AM	20 1.41%	19 1.04%	14 0.59%	18 0.91%	13 1.29%	32 2.10%	21 1.59%	137 1.20%
5:00 AM to 5:59 AM	15 1.06%	29 1.59%	47 1.98%	24 1.21%	20 1.99%	28 1.84%	19 1.44%	182 1.59%
6:00 AM to 6:59 AM	19 1.34%	43 2.36%	69 2.91%	28 1.41%	14 1.39%	38 2.50%	25 1.89%	236 2.06%
7:00 AM to 7:59 AM	24 1.69%	97 5.33%	148 6.23%	63 3.18%	13 1.29%	50 3.29%	38 2.88%	433 3.78%
8:00 AM to 8:59 AM	28 1.97%	84 4.62%	95 4.00%	61 3.08%	26 2.58%	42 2.76%	26 1.97%	362 3.16%
9:00 AM to 9:59 AM	49 3.46%	64 3.52%	82 3.45%	84 4.24%	24 2.39%	71 4.66%	43 3.26%	417 3.64%
10:00 AM to 10:59 AM	58 4.09%	82 4.51%	108 4.55%	91 4.59%	34 3.38%	74 4.86%	68 5.15%	515 4.50%
11:00 AM to 11:59 AM	82 5.78%	101 5.55%	138 5.81%	130 6.56%	71 7.06%	87 5.72%	94 7.12%	703 6.14%
12:00 Noon to 12:59 PM	100 7.05%	107 5.88%	161 6.78%	176 8.88%	59 5.86%	106 6.96%	78 5.90%	787 6.88%
1:00 PM to 1:59 PM	105 7.40%	97 5.33%	183 7.71%	172 8.67%	52 5.17%	118 7.75%	103 7.80%	830 7.25%
2:00 PM to 2:59 PM	134 9.45%	124 6.82%	179 7.54%	179 9.03%	55 5.47%	87 5.72%	92 6.96%	850 7.43%
3:00 PM to 3:59 PM	132 9.31%	169 9.29%	193 8.13%	167 8.42%	64 6.36%	94 6.18%	57 4.31%	876 7.65%
4:00 PM to 4:59 PM	100 7.05%	180 9.90%	196 8.25%	177 8.93%	41 4.08%	76 4.99%	67 5.07%	837 7.31%
5:00 PM to 5:59	127	246	298	179	81	121	75	1127

CARE 10.1.0.0 - [Crosstab Results - 2009-2013 Alabama Integrated Crash Data - Filter = Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Crosstab Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Suppress Zero Values: None Select Cells: Column: Day of the Week ; Row: Time of Day

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
AM	1.97%	4.62%	4.00%	3.08%	2.58%	2.76%	1.97%	3.16%
9:00 AM to 9:59 AM	49 3.46%	64 3.52%	82 3.45%	84 4.24%	24 2.39%	71 4.66%	43 3.26%	417 3.64%
10:00 AM to 10:59 AM	58 4.09%	82 4.51%	108 4.55%	91 4.59%	34 3.38%	74 4.86%	68 5.15%	515 4.50%
11:00 AM to 11:59 AM	82 5.78%	101 5.55%	138 5.81%	130 6.56%	71 7.06%	87 5.72%	94 7.12%	703 6.14%
12:00 Noon to 12:59 PM	100 7.05%	107 5.88%	161 6.78%	176 8.88%	59 5.86%	106 6.96%	78 5.90%	787 6.88%
1:00 PM to 1:59 PM	105 7.40%	97 5.33%	183 7.71%	172 8.67%	52 5.17%	118 7.75%	103 7.80%	830 7.25%
2:00 PM to 2:59 PM	134 9.45%	124 6.82%	179 7.54%	179 9.03%	55 5.47%	87 5.72%	92 6.96%	850 7.43%
3:00 PM to 3:59 PM	132 9.31%	169 9.29%	193 8.13%	167 8.42%	64 6.36%	94 6.18%	57 4.31%	876 7.65%
4:00 PM to 4:59 PM	100 7.05%	180 9.90%	196 8.25%	177 8.93%	41 4.08%	76 4.99%	67 5.07%	837 7.31%
5:00 PM to 5:59 PM	127 8.96%	246 13.52%	298 12.55%	179 9.03%	81 8.05%	121 7.95%	75 5.68%	1127 9.85%
6:00 PM to 6:59 PM	99 6.98%	124 6.82%	169 7.12%	110 5.55%	76 7.55%	119 7.82%	96 7.27%	793 6.93%
7:00 PM to 7:59 PM	75 5.29%	47 2.58%	81 3.41%	83 4.19%	70 6.96%	77 5.06%	88 6.66%	521 4.55%
8:00 PM to 8:59 PM	53 3.74%	46 2.53%	63 2.65%	55 2.77%	56 5.57%	63 4.14%	56 4.24%	392 3.43%
9:00 PM to 9:59 PM	36 2.54%	47 2.58%	35 1.47%	44 2.22%	44 4.37%	57 3.75%	61 4.62%	324 2.83%
10:00 PM to 10:59 PM	23 1.62%	30 1.65%	33 1.39%	43 2.17%	48 4.77%	39 2.56%	55 4.16%	271 2.37%
11:00 PM to 11:59 PM	16 1.13%	35 1.92%	26 1.09%	40 2.02%	40 3.98%	47 3.09%	39 2.95%	243 2.12%
Unknown	4 0.28%	2 0.11%	1 0.04%	2 0.10%	0 0.00%	4 0.26%	1 0.08%	14 0.12%
TOTAL	1418 12.39%	1819 15.89%	2375 20.75%	1983 17.33%	1006 8.79%	1522 13.30%	1321 11.54%	**11444** **100.00%**

CAPS
CENTER for ADVANCED PUBLIC SAFETY

QUESTION:
GEOGRAPHICAL FACTORS

Does the fact that a city or rural county area is over-represented in Thanksgiving week crashes necessarily imply that the driving conditions are worse in that area?

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C002: City

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Rural Tuscaloosa	171	1.50	7359	1.18	1.271*	36.483
Opelika	190	1.66	8825	1.41	1.178	28.686
Mobile	887	7.75	47039	7.52	1.032	27.165
Rural Butler	50	0.44	1343	0.21	2.037*	25.451
Rural Cullman	115	1.01	4920	0.79	1.279*	25.066
Rural Montgomery	91	0.80	3725	0.60	1.336*	22.910
Rural St. Clair	79	0.69	3281	0.52	1.317*	19.026
Rural Houston	53	0.46	1911	0.31	1.517*	18.068
Rural Russell	63	0.55	2510	0.40	1.373*	17.119
Bessemer	149	1.30	7249	1.16	1.124	16.494
Hoover	274	2.40	14101	2.25	1.063	16.245
Rural Macon	52	0.45	1979	0.32	1.437*	15.825
Rural Madison	168	1.47	8363	1.34	1.099	15.131
Prattville	99	0.87	4665	0.75	1.161	13.728
Rural Conecuh	35	0.31	1221	0.20	1.568*	12.681
Rural Randolph	29	0.25	908	0.15	1.747*	12.402
Rural Escambia	47	0.41	1897	0.30	1.355	12.324
Rural Lee	80	0.70	3757	0.60	1.165	11.325
Greenville	31	0.27	1106	0.18	1.533*	10.783
Rural Washington	25	0.22	793	0.13	1.725*	10.505
Rural Limestone	87	0.76	4194	0.67	1.135	10.337
Rural Colbert	42	0.37	1745	0.28	1.317	10.103
Prichard	64	0.56	2950	0.47	1.187	10.076
Fairhope	39	0.34	1593	0.25	1.339	9.881

C331: E CU Driver/Non-Motorist Transpo
C009: Data Source
C013: E Highway Side
C216: E CU Placard Status
C324: CU Driver Airbag Status
C002: City
C329: CU Driver/Non-Motorist First Aid E
C008: Time of Day
C230: CU Areas Damaged #1
C330: CU Driver/Non-Motorist Transport
C021: Distance to Fixed Object
C233: CU Point of Initial Impact
C227: CU Vehicle Towed
C043: Agency ORI
C015: Primary Contributing Circumstanc
C028: Mileposted Route
C202: CU Contributing Circumstance
C045: HasGPS
C224: CU Estimated Speed at Impact
C017: First Harmful Event
C046: HasRTMP
C201: CU Vehicle Most Harmful Event
C223: CU Speed Limit
C032: Weather
C011: Highway Classifications
C053: Number of Persons Recorded
C107: CU Driver Raw Age
C054: Number of Motorists Recorded
C110: CU Driver Residence Distance
C052: Number of Drivers Recorded

Sort by Sum of Max Gain

Display Filter Name

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C002: City

Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Rural Marshall	38	0.33	2506	0.40	0.830	-7.808
Guntersville	30	0.26	2074	0.33	0.791	-7.911
Madison	84	0.73	5083	0.81	0.904	-8.913
Muscle Shoals	42	0.37	2850	0.46	0.806	-10.096
Rural Blount	38	0.33	2635	0.42	0.789	-10.166
Fort Payne	11	0.10	1168	0.19	0.515	-10.350
Millbrook	23	0.20	1865	0.30	0.675	-11.091
Orange Beach	4	0.03	867	0.14	0.252	-11.848
Jasper	54	0.47	3620	0.58	0.816	-12.171
Wetumpka	28	0.24	2222	0.36	0.689	-12.616
Sheffield	10	0.09	1279	0.20	0.428	-13.379
Gadsden	125	1.09	7635	1.22	0.896	-14.562
Montgomery	677	5.92	37843	6.05	0.979	-14.739
Rural Walker	52	0.45	3681	0.59	0.773	-15.286
Auburn	122	1.07	7681	1.23	0.869	-18.402
Tuscaloosa	385	3.37	22160	3.54	0.950	-20.067
Mountain Brook	26	0.23	2658	0.42	0.535*	-22.586
Anniston	95	0.83	6433	1.03	0.808	-22.590
Gulf Shores	22	0.19	2451	0.39	0.491*	-22.802
Homewood	100	0.87	7248	1.16	0.755*	-32.488
Rural Shelby	84	0.73	6421	1.03	0.716*	-33.371
Huntsville	612	5.35	35724	5.71	0.937	-41.006
Birmingham	817	7.14	47780	7.64	0.935	-56.380

C331: E CU Driver/Non-Motorist Transpo
C009: Data Source
C013: E Highway Side
C216: E CU Placard Status
C324: CU Driver Airbag Status
C002: City
C329: CU Driver/Non-Motorist First Aid E
C008: Time of Day
C230: CU Areas Damaged #1
C330: CU Driver/Non-Motorist Transport
C021: Distance to Fixed Object
C233: CU Point of Initial Impact
C227: CU Vehicle Towed
C043: Agency ORI
C015: Primary Contributing Circumstanc
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C202: CU Contributing Circumstance
C045: HasGPS
C224: CU Estimated Speed at Impact
C017: First Harmful Event
C046: HasRTMP
C201: CU Vehicle Most Harmful Event
C223: CU Speed Limit
C032: Weather
C011: Highway Classifications
C053: Number of Persons Recorded
C107: CU Driver Raw Age
C054: Number of Motorists Recorded
C110: CU Driver Residence Distance
C052: Number of Drivers Recorded

Sort by Sum of Max Gain

Display Filter Name

QUESTION:
GEOGRAPHIC FACTORS

True or False:

Thanksgiving week crashes are over-represented in long-distance travelers.

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not CU Driver Residence Distance = 4 O...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

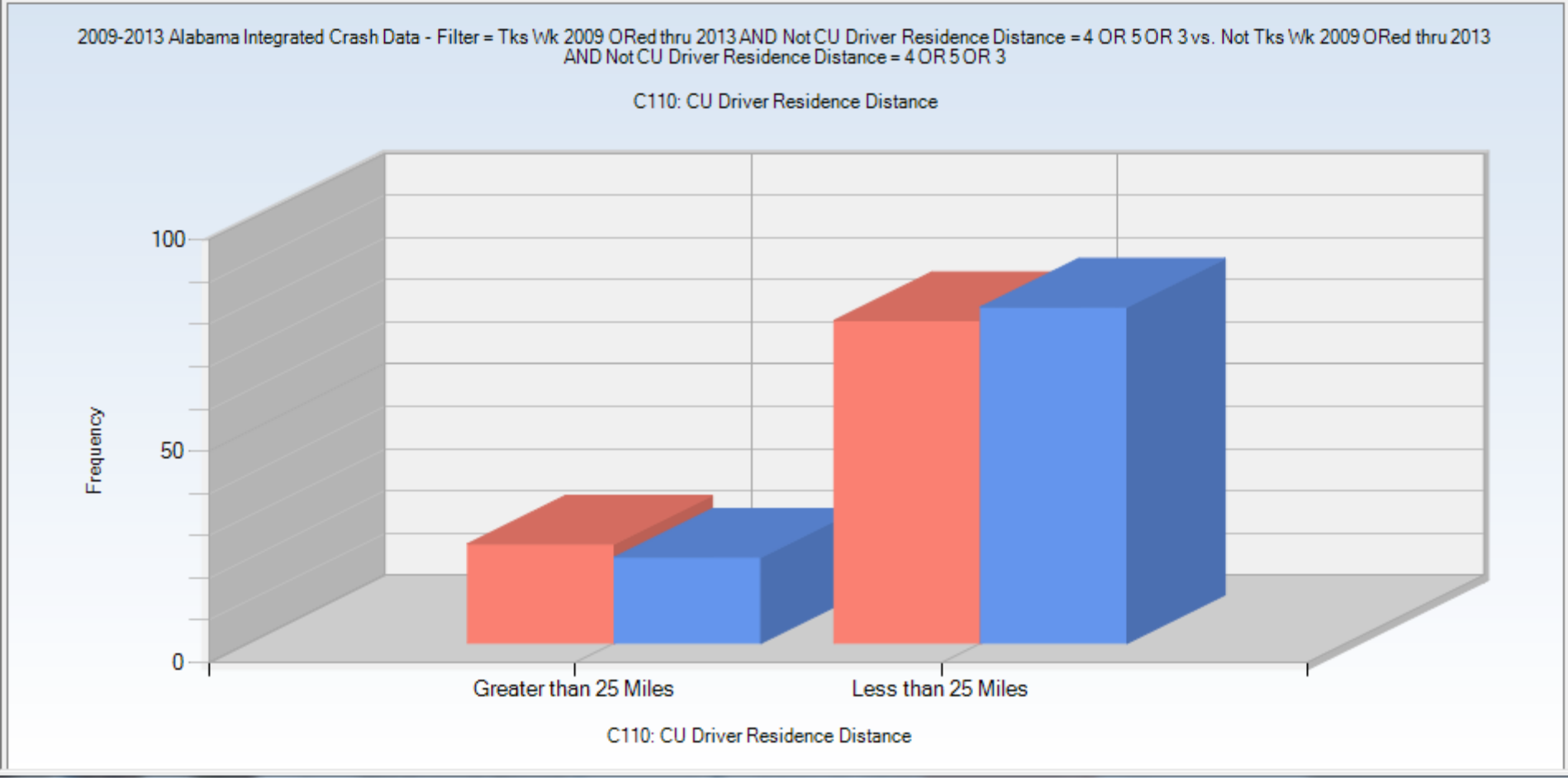
Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C110: CU Driver Residence Distance Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Greater than 25 Miles	2407	23.55	115134	20.37	1.156*	325.364
Less than 25 Miles	7813	76.45	450128	79.63	0.960*	-325.364

C110: CU Driver Residence Distance

☐ Sort by Sum of Max Gain

☑ Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 AND Not CU Driver License State = 107 OR 1...

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

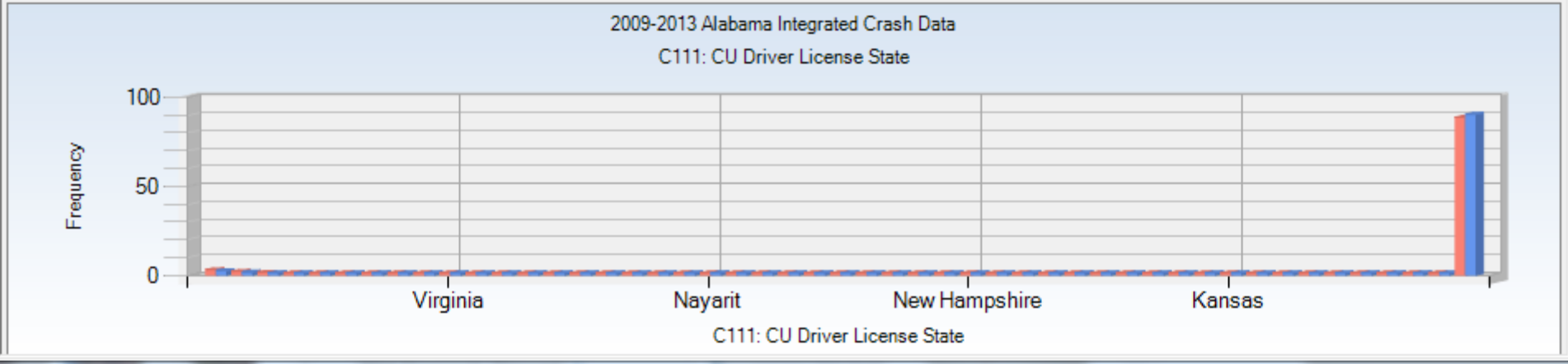
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C111: CU Driver License State Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Georgia	279	2.84	12794	2.36	1.205*	47.381
Florida	186	1.89	8603	1.59	1.194*	30.254
Tennessee	140	1.43	6163	1.14	1.255*	28.427
Texas	71	0.72	2936	0.54	1.336*	17.848
Illinois	29	0.30	968	0.18	1.655*	11.476
North Carolina	29	0.30	1169	0.22	1.370	7.837
Kentucky	22	0.22	807	0.15	1.506	7.390
Mississippi	113	1.15	5843	1.08	1.068	7.220
Ohio	21	0.21	776	0.14	1.495	6.952
Virginia	18	0.18	679	0.13	1.464	5.708
Indiana	18	0.18	683	0.13	1.456	5.635
Louisiana	38	0.39	1853	0.34	1.133	4.454
Washington	9	0.09	304	0.06	1.635	3.496
Not Applicable	7	0.07	258	0.05	1.499	2.329

C111: CU Driver License State

Sort by Sum of Max Gain

Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

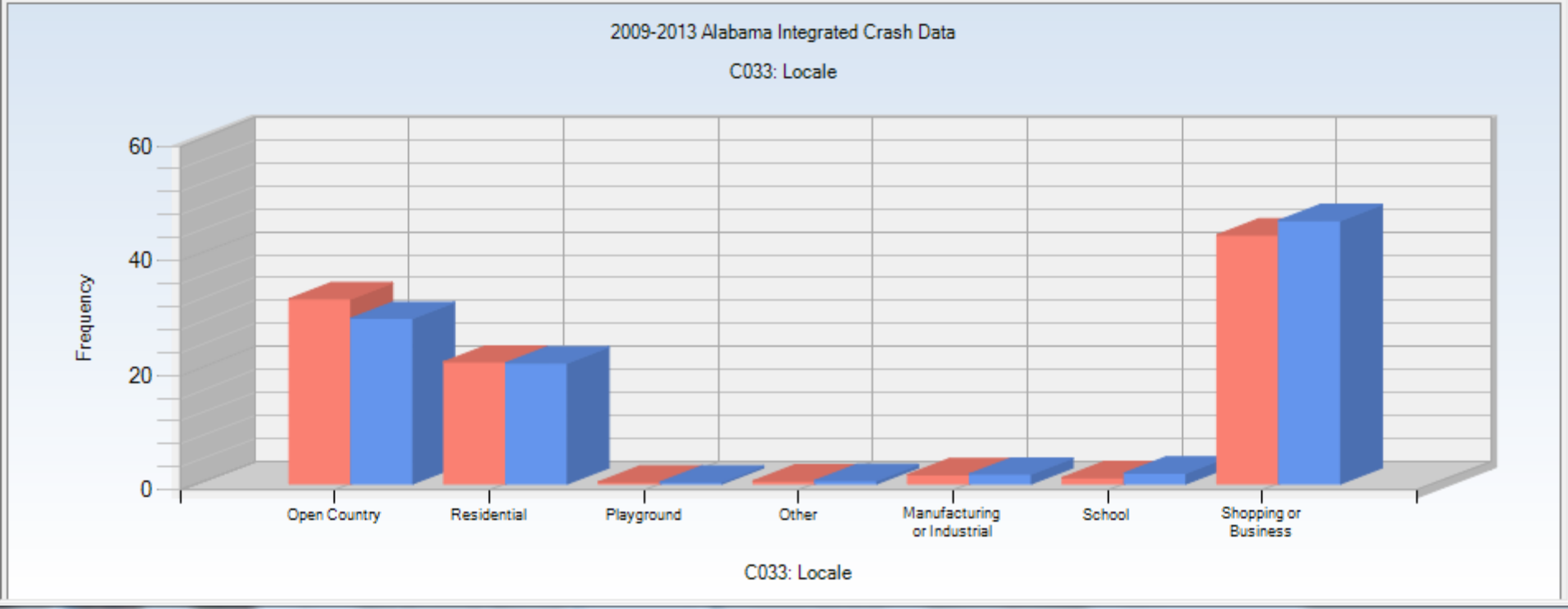
Order: Max Gain Descending ☑ Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C033: Locale Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Open Country	3667	32.25	179161	28.86	1.117*	385.391
Residential	2415	21.24	130779	21.07	1.008	19.582
Playground	2	0.02	302	0.05	0.362	-3.532
Other	54	0.47	3375	0.54	0.874	-7.818
Manufacturing or Industrial	178	1.57	10481	1.69	0.927	-13.976
School	119	1.05	11560	1.86	0.562*	-92.739
Shopping or Business	4934	43.40	285038	45.92	0.945*	-286.908

C052: Number of Drivers Recorded
C226: CU Vehicle Damage
C208: CU Model Year
C033: Locale
C411: CU Opposing Lane Separation
C003: Year
C101: Causal Unit (CU) Type
C001: County
C014: Distance from Node 1
C403: CU Roadway Condition

☑ Sort by Sum of Max Gain

☐ Display Filter Name



CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

File Dashboard Filters Analysis Impact Locations Tools Window Help

Data Source: 2009-2013 Alabama Integrated Crash Data Filter: Tks Wk 2009 ORed thru 2013 1/ 1/2009 12/31/2013

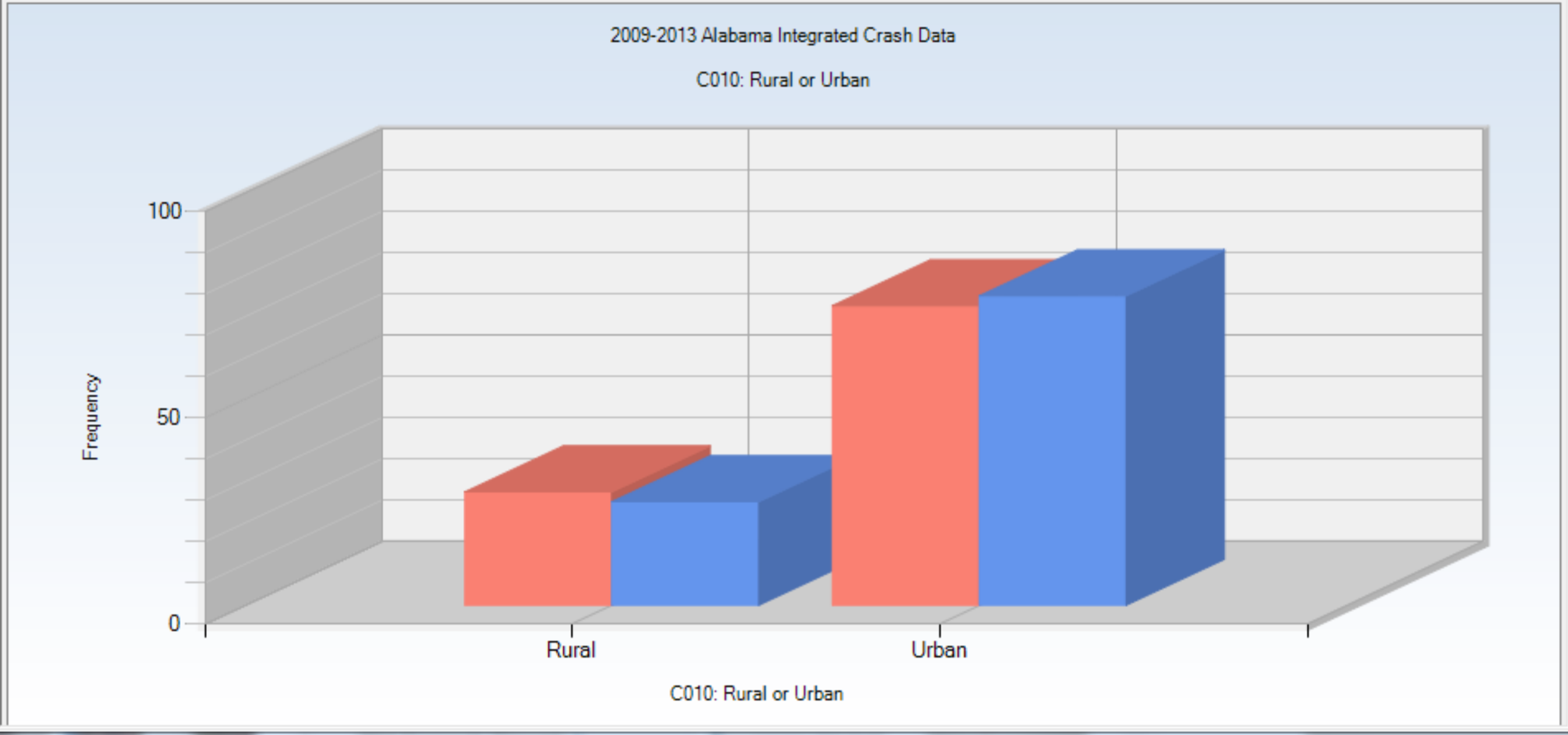
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C010: Rural or Urban Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Rural	3140	27.44	156880	25.06	1.095*	272.204
Urban	8304	72.56	469153	74.94	0.968*	-272.204

C409: CU Traffic Control
C212: CU License Tag State
C010: Rural or Urban
C113: CU Driver Second License Class
C131: Functional Class

Sort by Sum of Max Gain

Display Filter Name



QUESTION:
LEFT THE SCENE

Multiple Choice:

The proportion of drivers who left the scene during Thanksgiving week how much higher than other weeks?

No Difference

a. 05%
b. 10%
c. 15%

CARE 10.1.0.0 - [IMPACT Results - 2009-2013 Alabama Integrated Crash Data - Tks Wk 2009 ORed thru 2013 vs. Not Tks Wk 2009 ORed thru 2013]

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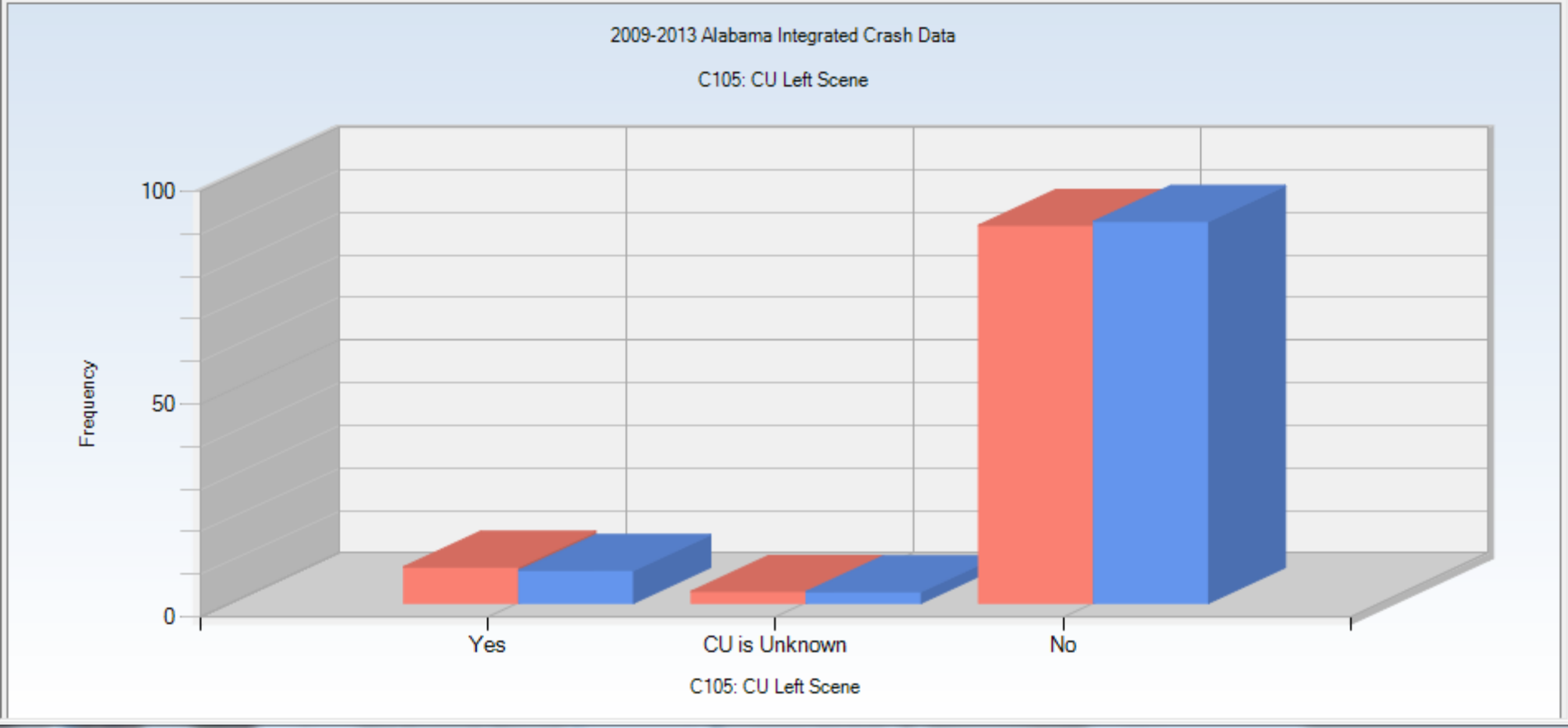
Order: Max Gain Descending Suppress Zero-Valued Rows Significance: Over Representation Threshold: 2.0

C105: CU Left Scene Value	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain
Yes	974	8.51	47927	7.66	1.111*	97.685
CU is Unknown	314	2.74	16737	2.68	1.026	7.975
No	10152	88.74	561007	89.66	0.990*	-105.660

C115: CU Driver CDL Status
C105: CU Left Scene
C035: Police Notification Delay
C327: CU Driver Ejection Status
C103: CU Commercial Motor Vehicle Inc
C221: CU Had Oversized Load Permit

Sort by Sum of Max Gain

Display Filter Name



THANK YOU

Q&A SESSION

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