**APPENDIX**

The GCsused in The Villages are made by multiple manufacturers, including Mitsubishi, Yamaha, Club Car, and EZ-Go, and may be made with a 4- or 6-seat capacity in both gasoline engine and electric motor models. The typical 4-seat GC is approximately 1.2 m wide, 2.4 m long, and 1.8 m high, with a curb weight of 408–476 kg. GCs with 4- or 6-seat capacities have 2 seats that face backwards.

**TABLES**

**Table A : Description of GC Crashes from July 1, 2011 to July 1, 2019**

|  |  |
| --- | --- |
| Description | Totals (%) |
| Age (n=391) |  |
| <50 | 44 (11%) |
| 51-60 | 35 (9%) |
| 61-70 | 111 (28%) |
| 71-80 | 141 (36%) |
| >81 | 60 (15%) |
| Gender (n=542) |  |
| Male | 342 (63%) |
| Female  | 200 (37%) |
| Location (n=870) |  |
| Street | 548 (63%) |
| Golf cart path | 244 (28%) |
| Parking lot/home | 70 (8%) |
| Golf course | 8 (1%) |
| Crash type (n=875) |  |
| Stationary object collision | 169 (19%) |
| Car/truck collision | 248 (28%) |
| Rollover | 85 (10%) |
| GC collision | 83 (10%) |
| No collision/rollover ejection | 35 (4%) |
| Bicycle collision | 17 (2%) |
| Pedestrian collision | 9 (1%) |
| Other/unknown a | 229 (27%) |
| Alcohol-related GC crashes (n=25)  |  |
| Percent of total cases b  | 2.86% |
| Average age of driver in alcohol-related GC crashes (standard deviation) | 52.5 (12.3) |

a Details of the crash type were not made available in the report

b This minimum value assumes that no alcohol was involved in crashes where alcohol-involvement was not mentioned in the report.

Legend–Table 3A: GC crashes in relation to gender, location, age, and crash type

**Table B: Injury Severity of GC Crashes with respect to Ejection Type**

|  |  |  |
| --- | --- | --- |
| **Ejection total a** | **Injury Severity** | **Total** |
| **Minor** **(0–1)** | **Hospitalization** **(2–3)** | **Disabled/Dead** **(4–5)** |
| Yes | 90 (31%) | 161 (55%) | 43 (15%) | 294 (27%) |
| No | 474 (60%) | 290 (37%) | 26 (3%) | 790 (73%) |
| Total | 564 (52%) | 451 (42%) | 69 (6%) | 1084 |
| Ejection-stationary Object collision b |  |  |  |  |
| Yes | 18 (30%) | 28 (47%) | 14 (23%) | 60 (32%) |
| No | 71 (56%) | 53 (42%) | 3 (2%) | 127 (68%) |
| Total | 89 (48%) | 81 (43%) | 17 (9%) | 187 |
| Ejection-car or truck Collision c |  |  |  |  |
| Yes | 17 (18%) | 65 (67%) | 15 (16%) | 97 (30.7%) |
| No | 161 (73.5%) | 44 (20%) | 14 (6%) | 219 (69.3%) |
| Total | 178 (56%) | 109 (34%) | 29 (9%) | 316 |
| Ejection-rollover d |  |  |  |  |
| Yes | 14 (44%) | 17 (53%) | 1 (3%) | 32 (30%) |
| No | 36 (48%) | 38 (51%) | 1 (1%) | 75 (70%) |
| Total | 50 (47%) | 55 (51%) | 2 (2%) | 107 |

a GC crashes showing numbers of people injured by ejection from the vehicle during the observation period of July 1, 2011 to July 1, 2019

b Severity of injury in relation to ejection from the GC when the crash was due to collision with a stationary object. Percentages reflect injury in relation to either ejection or lack of ejection from the GC.

c Severity of injury in relation to ejection from the GC in a collision with a car or truck.

d GC crashes as a result of rollover showing severity of injury and ejection from the vehicle.

**Legend**–**Table 5A**: Injury severity depicted as a function of crash ejection type and rollover from July 1, 2011 to July 1, 2019

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