INDIANA TRAFFIC SAFETY FACTS

SEPT. 2020 • ISSUE 20-C08

IMPAIRED DRIVING 2019

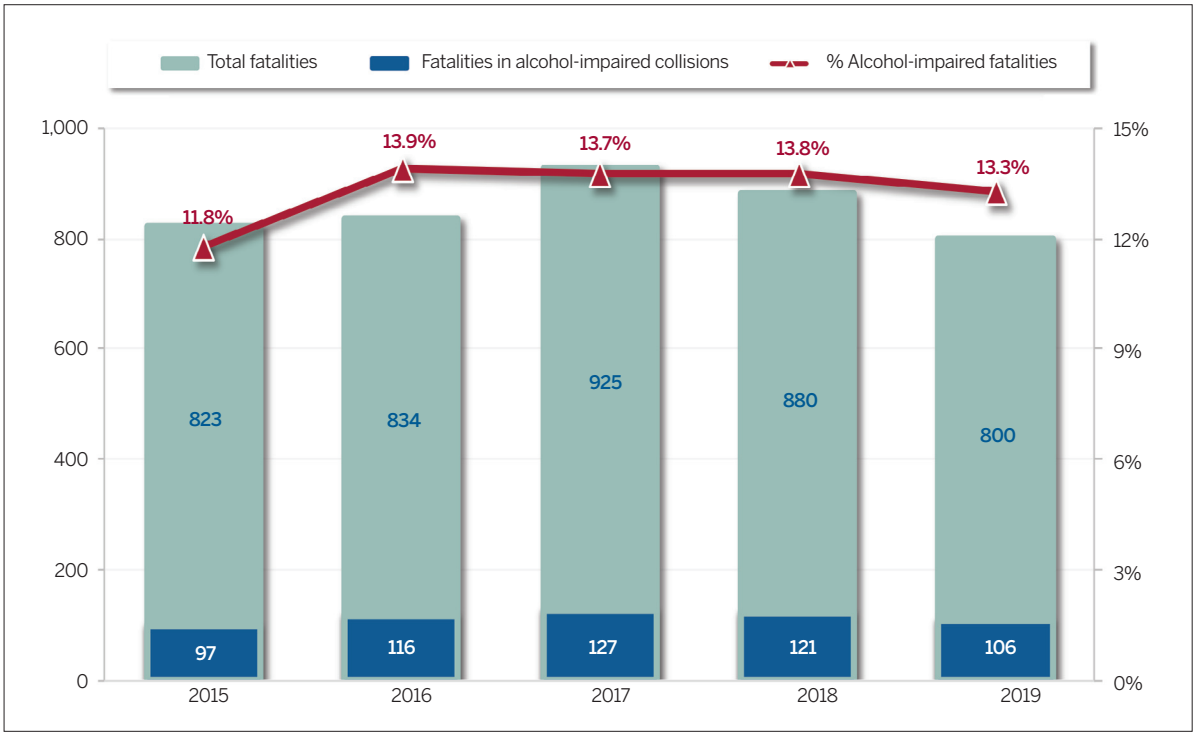
INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE

According to the National Highway Transportation Safety Administration (NHTSA), one person in the United States dies every 50 minutes in a drunk driving crash, claiming more than 10,000 lives per year. NHTSA defines drivers as being alcohol-impaired when they test for a blood alcohol concentration (BAC) of at least 0.08 grams per deciliter (g/dL). Any fatal crash involving a driver at that BAC level is categorized as an alcohol impaired-driving crash, thus any fatalities that happen in a crash that meets that criterion is deemed an alcohol-impaired fatality.

In 2019, 106 people were killed in alcohol-impaired collisions in Indiana, accounting for 13 percent of the state's traffic fatalities (Figure 1). This fact sheet presents information and trends on alcohol-impaired traffic collisions in Indiana from 2015 to 2019, including driver demographics, the incidence of alcohol testing and blood alcohol content (BAC) test results for involved drivers, and other attributes of alcohol-impaired collisions, injuries, and fatalities.

It is important to note that data discrepancies may exist between this report and previous years' publications due to ongoing data updates in the Automated Reporting Information Exchange System (ARIES). Indiana collision data are collected by Indiana State Police officers and submitted to ARIES. All numbers in this report were current as of the March 17, 2020 ARIES data extract and a supplemental extract from June 15, 2020 of 2018 and 2019 impaired driving data, to include analysis of additional alcohol and/or drug test results recently added to the ARIES crash database.

Figure 1. Indiana traffic fatalities, by alcohol impairment, 2015–2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Notes:
1) Alcohol-impaired fatalities occurred in collisions that involved at least one driver or non-motorist with a BAC of 0.08 g/dL or greater.
2) 2018 and 2019 alcohol-impaired counts are current as of the June 15, 2020 ARIES data extract.

In 2019:

- There were 106 people killed in alcohol-impaired collisions, representing 13 percent of Indiana traffic fatalities.
- Drivers made up 80 percent of all fatalities in Indiana alcohol-impaired collisions.
- Males accounted for 76 percent of all drivers in Indiana fatal crashes, 16 percent of which were reported to be legally impaired.
- Alcohol impairment in fatal collisions was highest among male drivers aged 21–24 and 25–34 years.
- Approximately 40 percent of motorcycle operators and 27 percent of sport utility vehicle (SUV) drivers in Indiana fatal collisions were alcohol-impaired.
- Among drivers killed in fatal collisions who had reported drug and alcohol test results, 41 percent were alcohol-impaired and 52 percent tested positive for one or more drugs.
- Consistent with collision rates involving other types of risky driving behaviors, rates of alcohol-impaired crashes were highest during weekend overnight hours, the same timeframe when crash related fatality and incapacitating injury rates peaked.

In partnership with:

INDIANA CRIMINAL JUSTICE INSTITUTE

From 2015 to 2019, the number of all types of fatal crashes in Indiana decreased slightly by 0.6 percent annually (Table 1). During this same period, the number of overall alcohol-impaired collisions declined by 5 percent, while fatal alcohol-impaired collisions rose by 4 percent annually. The percentage of fatal crashes linked to alcohol was disproportionately high during the five-year period, averaging 13 percent. In 2019, there were 104 fatal drunk driving collisions in Indiana, claiming 106 lives. That same year, alcohol-impaired crashes represented 14 percent of all fatal collisions, 3 percent of all crashes with non-fatal injuries, and less than 2 percent of all property damage collisions in the state.

Table 1. Indiana collisions, by driver alcohol impairment and collision severity, 2015–2019

Alcohol impairment/collision severity	Count of collisions					Annual rate of change	
	2015	2016	2017	2018	2019	2018–19	2015–19
Total collisions	**216,531**	**223,961**	**219,314**	**217,264**	**217,396**	**0.1%**	**0.1%**
Fatal	758	781	848	795	739	-7.0%	-0.6%
Non-fatal injury	34,466	35,337	34,224	32,411	31,194	-3.8%	-2.5%
Property damage	181,307	187,843	184,242	184,058	185,463	0.8%	0.6%
All alcohol-impaired collisions	**4,792**	**4,847**	**4,572**	**4,059**	**3,926**	**-3.3%**	**-4.9%**
Fatal	90	100	113	98	104	6.1%	3.7%
Non-fatal injury	1,320	1,416	1,267	1,072	1,014	-5.4%	-6.4%
Property damage	3,382	3,331	3,192	2,889	2,808	-2.8%	-4.5%
Alcohol-impaired collisions as % of total	**2.2%**	**2.2%**	**2.1%**	**1.9%**	**1.8%**	**-3.3%**	**-5.0%**
Fatal	11.9%	12.8%	13.3%	12.3%	14.1%	14.2%	4.3%
Non-fatal injury	3.8%	4.0%	3.7%	3.3%	3.3%	-1.7%	-4.0%
Property damage	1.9%	1.8%	1.7%	1.6%	1.5%	-3.5%	-5.1%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Note: Alcohol-impaired collisions are defined as collisions that involved at least one driver with a BAC of 0.08 g/dL or greater. There may be more than one impaired driver involved in a single alcohol-impaired collision.

In 2019, there were 104 fatal drunk driving collisions in Indiana, claiming 106 lives—representing 13 percent of all Indiana traffic fatalities.

ALCOHOL AND DRUG TESTING RATES IN CRASHES

Indiana law requires police officers offer a portable breath or chemical test to anyone they believe was driving a vehicle involved in a collision that caused a fatality or serious bodily injury. Approximately 63 percent of all drivers involved in fatal collisions in 2019 were reportedly tested for alcohol and/or drugs. Forty-three percent of those had BAC test results in the ARIES database (calculated from Table 2).

Rates of driver alcohol-impairment varied by the severity of driver injuries. From 2015 to 2019, test rates varied significantly by whether the driver survived the crash or died (Table 2). Generally, surviving drivers were tested more often than those who suffered a fatal injury. In 2019, around nearly three-quarters of surviving drivers were tested, compared to just over half of those who died. The data shows a significant difference in test results between these two groups, as well. Among drivers with reported BAC results, those who survived crashes had far lower impairment rates (10 percent) than those who were killed (41 percent).

Rates of positive drug test result were higher than alcohol-impairment for both surviving drivers and drivers killed. In 2019, among drivers killed in fatal collisions who had reported drug test results, 52 percent tested positive for one or more drugs. The version of ARIES from which data for this report was analyzed does not specify the type of drug(s) found during testing. Furthermore, alcohol impaired and drug-positive are not mutually exclusive—drivers can be one or the other or both.

Table 2. Drivers involved in Indiana fatal collisions, by substance test given and reported results, 2015–2019

	Surviving					Killed				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
Drivers in fatal collisions	**612**	**626**	**664**	**665**	**610**	**542**	**575**	**632**	**571**	**554**
By test type given										
Alcohol and/or drug	438	439	493	452	444	279	271	338	287	284
None	3	0	3	5	13	7	6	5	9	13
Refused	1	2	1	2	0	0	0	0	0	0
Not reported	170	185	167	206	153	256	298	289	275	257
Tested, as % all	**71.6%**	**70.1%**	**74.2%**	**68.0%**	**72.8%**	**51.5%**	**47.1%**	**53.5%**	**50.3%**	**51.3%**
By BAC test result										
Alcohol-impaired	36	34	32	30	32	55	68	83	70	75
Not impaired	291	308	297	307	278	117	111	122	136	106
No result reported	285	284	335	328	301	370	396	427	365	374
By drug test result										
Positive	53	67	53	75	56	73	85	107	98	102
Negative	187	182	165	197	177	100	97	97	113	96
Pending	26	21	28	9	21	26	15	22	8	6
No result reported	346	356	418	384	356	343	378	406	352	349
Alcohol-impaired, as % tested	8.2%	7.7%	6.5%	6.6%	7.2%	19.7%	25.1%	24.6%	24.4%	24.4%
Drug-positive, as % tested	12.1%	15.3%	10.8%	16.6%	12.6%	26.2%	31.4%	31.7%	34.1%	35.9%
Alcohol-impaired, as % of drivers with reported results	**11.0%**	**9.9%**	**9.7%**	**8.9%**	**10.3%**	**32.0%**	**38.0%**	**40.5%**	**34.0%**	**41.45%**
Drug-positive, as % drivers with reported results	**22.1%**	**26.9%**	**24.3%**	**27.6%**	**24.0%**	**42.2%**	**46.7%**	**52.5%**	**46.4%**	**51.5%**

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Notes:
1) Alcohol-impaired: BAC of 0.08 g/dL or higher.
2) Drug-positive: Reported as positive under drug test results in ARIES. ARIES does not currently specify drug type(s).
3) Alcohol-impaired and drug-positive are not mutually exclusive (i.e., drivers can be one or the other or both).

Indiana Code Related to Drug/Alcohol Testing of Drivers in Collisions

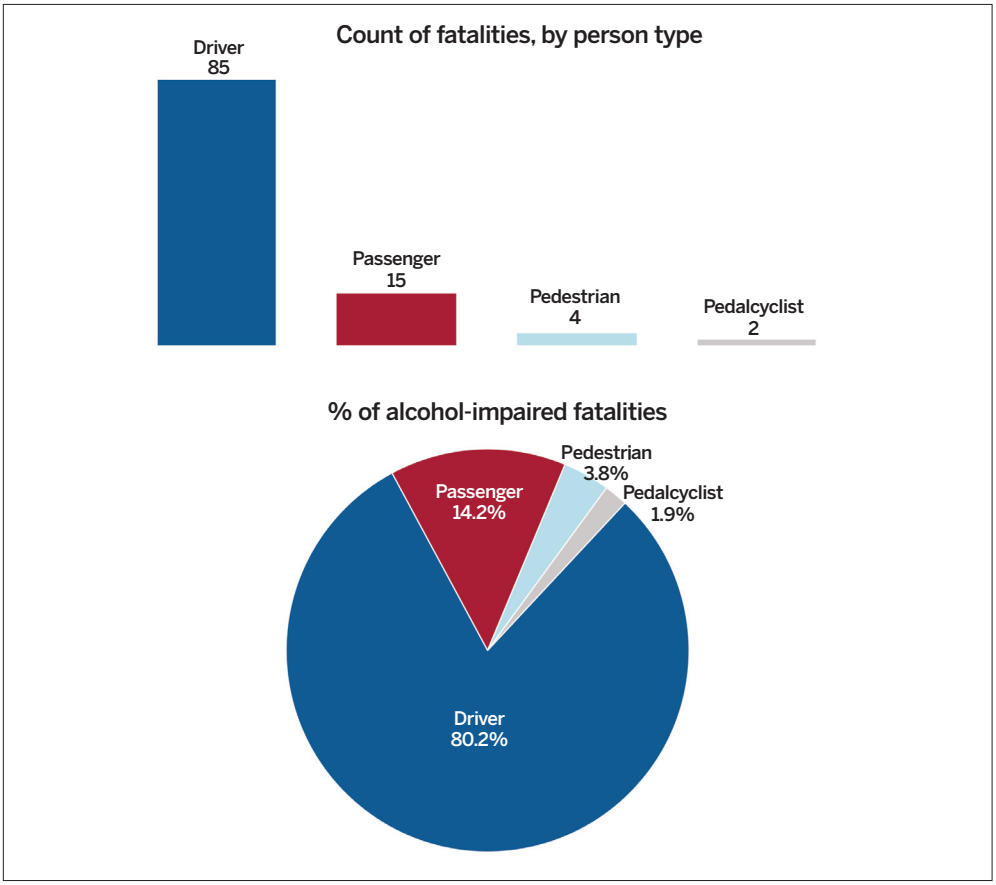
Indiana Code 9-30-7-3a states in part that a "law enforcement officer shall offer a portable breath test or chemical test to any person who the officer has reason to believe operated a vehicle that was involved in a fatal accident or an accident involving serious bodily injury." Elsewhere, serious bodily injury is defined in IC 35-31.5-2-292 as "bodily injury that creates a substantial risk of death or that causes: (1) serious permanent disfigurement; (2) unconsciousness; (3) extreme pain; (4) permanent or protracted loss or impairment of the function of a bodily member or organ; or (5) loss of a fetus." However, ARIES personal injury classifications for drivers do not include an exactly equivalent category (incapacitating injury is the closest), so it is difficult to precisely identify collisions resulting in "serious bodily injury." Testing rates in this report are presented only for drivers in fatal collisions.

ALCOHOL-IMPAIRED FATALITIES, BY PERSON TYPE

Drivers represented 80 percent of all fatalities in alcohol-impaired collisions in Indiana in 2019. Among the 106 individuals killed in alcohol-impaired collisions that year, 85 were drivers, 15 were passengers, four were pedestrians, and two were bicyclists driving animal-drawn vehicles (Figure 2). No animal-drawn vehicle operators died in alcohol-impaired crashes in 2019.

In 2019, 16% of males drivers in fatal crashes were alcohol-impaired compared to 11% of females.

Figure 2. Indiana traffic fatalities in alcohol-impaired collisions, by person type, 2019



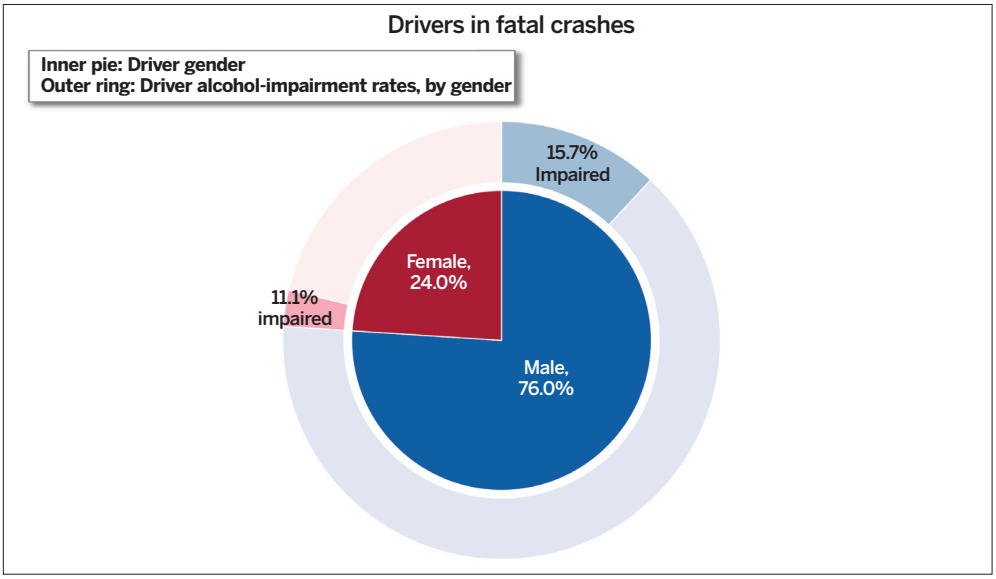
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Note: No animal-drawn vehicle operators were killed in 2019 alcohol-impaired collisions.

ALCOHOL-IMPAIRMENT, BY DRIVER GENDER AND AGE

According to the NHTSA, male drivers are consistently more likely to engage in risky driving behaviors than female drivers, including impaired driving. Figure 3 shows that 76 percent of all drivers in fatal collisions in 2019 were male, compared to 24 percent who were female. However, reported rates of alcohol impairment were somewhat more similar among the two groups. Among drivers in fatal crashes with reported BAC results, 16 percent of males were alcohol-impaired compared to 11 percent of females.

Figure 3. Indiana traffic fatalities in alcohol-impaired collisions, by gender, 2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Notes:
1) Alcohol-impaired includes drivers with a reported BAC of 0.08 g/dL or higher.
2) Data is limited to drivers tested for blood alcohol content with valid BAC results reported.

From 2015 to 2019, rates of alcohol-impaired drivers per 100,000 licensed drivers varied by age and gender (Table 3). Certain gender-age categories exhibited comparatively higher impairment rates than others. Males reflected a greater risk of being legally impaired in collisions than females; in each of the five years, males were about three-to-four times more likely to be impaired than females in all collisions (calculated from Table 3). The age groups most at risk of alcohol impairment in collisions were 21 to 24 years and 25 to 34 years. However, considering all collisions, driver impairment rates have been generally decreasing since 2015 among most age groups. Alcohol impairment in fatal collisions was also highest among male drivers aged 21 to 24 and 25 to 34 years. Impairment rates in fatal collisions generally decrease with age.

Alcohol impairment in fatal collisions was highest among male drivers aged 21–24 and 25–34 years.

Figure 4 shows the 2019 counts and proportions of drivers with ARIES-reported BAC results in Indiana collisions, based on age and BAC level. The first age category reflects drivers 15–20 years old, for whom any positive BAC level is illegal; about half of these underage drivers had (non-zero) BAC levels. Approximately 75 percent of drivers aged 21 to 24 years had non-zero BAC levels. In terms of legal impairment (i.e., 0.08 BAC or more), the youngest and oldest driver age categories had the lowest rates in comparison to the middle age groups. For example, 66 percent of drivers aged 21 to 24 years and roughly 60 percent of drivers between 25 and 44 years of age had BACs of 0.08 or greater in 2019 (calculated from Figure 4). Another way of viewing the reported BAC results is that, for all but the youngest and oldest age groups, if a collision-involved driver is found to have been drinking at all (i.e., non-zero BAC), their reported BAC was more likely to be in excess of the legal impairment floor (i.e., 0.08 g/dL and above).

Table 3. Rates of alcohol-impaired Indiana drivers per 100,000 licensed drivers, by age group and gender, 2015–2019

All collisions

	2015		2016		2017		2018		2019	
Age group	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15-20	115.7	39.3	113.1	42.4	107.8	42.9	79.4	29.6	82.0	29.0
21-24	431.7	134.0	407.9	132.3	357.2	133.1	308.7	118.8	309.5	107.0
25-34	260.8	95.2	271.5	99.7	270.3	105.1	243.9	93.0	213.0	95.8
35-44	172.3	72.6	198.1	69.6	171.5	68.1	151.9	67.7	152.3	69.3
45-54	144.4	58.1	145.6	45.4	132.6	50.5	117.3	38.2	107.6	47.2
55-64	81.4	23.8	92.4	24.1	93.3	27.7	81.9	24.8	72.8	25.4
65 +	29.5	5.3	27.5	5.3	38.5	1.6	27.7	5.7	25.8	4.4
All ages	**156.8**	**54.5**	**161.2**	**52.3**	**152.5**	**53.7**	**131.2**	**47.4**	**122.3**	**48.3**

Fatal collisions

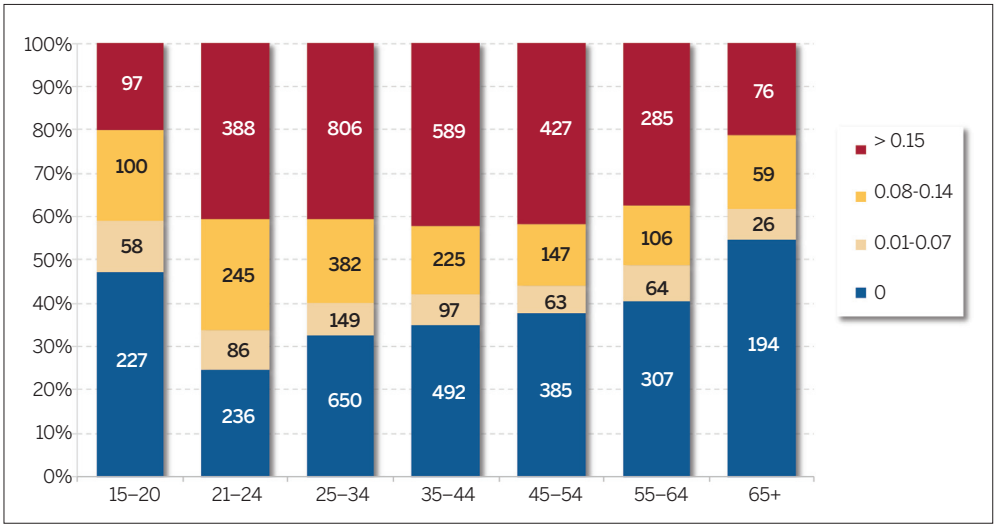
	2015		2016		2017		2018		2019	
Age group	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15-20	1.7	0.6	4.0	0.6	1.7	0.0	2.3	0.6	1.7	0.0
21-24	8.0	0.6	13.8	3.2	11.1	0.7	3.9	1.3	7.9	3.3
25-34	4.7	2.3	4.9	1.0	8.1	1.9	6.0	3.9	5.0	1.3
35-44	4.7	0.5	4.2	0.8	6.0	1.7	5.3	0.3	5.2	0.5
45-54	3.0	0.2	2.6	1.3	4.2	0.3	4.3	0.3	4.9	1.3
55-64	2.6	0.2	2.3	0.2	2.3	0.0	1.5	0.7	2.8	0.0
65 +	0.8	0.0	0.3	0.0	1.0	0.0	0.7	0.0	1.1	0.4
All ages	**3.4**	**0.6**	**3.7**	**0.8**	**4.6**	**0.7**	**3.4**	**1.0**	**3.8**	**0.8**

Low < < > > High

Sources: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data); Indiana Bureau of Motor Vehicles, as of April 3, 2020

Note: Excludes drivers with unknown gender, age, or age under 15 years.

Figure 4. Drivers with reported blood alcohol content (BAC) results in Indiana collisions, by driver age and BAC level (g/dL), 2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Notes:
1) Excludes cases with unknown age, age under 15 years, and unreported BAC.
2) There may be more than one impaired driver involved in a single alcohol-impaired collision.
3) Includes drivers of all vehicle types.

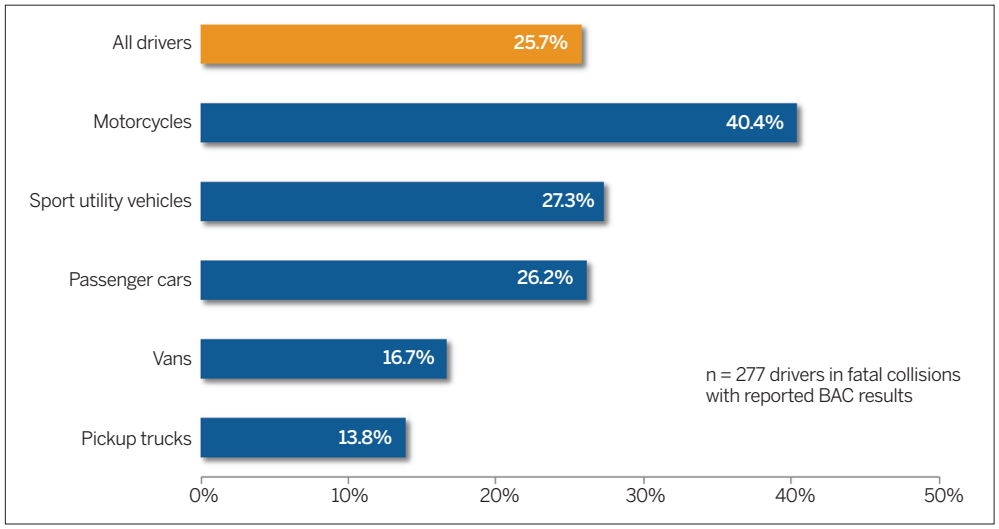
VEHICLES IN ALCOHOL-IMPAIRED COLLISIONS

Rates of driver alcohol impairment vary by vehicle type, specifically motorcycles, sport utility vehicles (SUV), and passenger cars. Figure 5 shows the percentage of drivers in 2019 fatal collisions who were legally impaired, based on reported BAC test results. Motorcycle operators and SUV drivers had the highest rates of alcohol-impaired driving in 2019, at 40 percent and 27 percent, respectively.

Motorcycle operators and SUV drivers had the highest rates of alcohol-impaired driving.

The relative risk of fatal injury was higher for SUVs, passenger cars, and motorcycles when the crash involved one or more drivers who were legally impaired (Table 4). In 2019, people in SUVs were nearly 13 times more likely to die when the crash involved an alcohol-impaired driver. Passenger car occupants involved in alcohol-impaired collisions were nearly 11 times more likely to be killed than occupants in non-impaired collisions.

Figure 5. Percentage of drivers involved in fatal collisions with reported BAC results who were legally impaired, by vehicle type, 2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Notes:
1) Includes only passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans) and motorcycles. Non-motorists and other vehicle types are excluded.
2) Motorcycles include motorcycles, Class A and Class B motor driven cycles, mopeds, and motorized bicycles.
3) Excludes drivers in fatal collisions who were not tested or for whom no reported BAC results appeared in ARIES.

Table 4. Individuals involved in Indiana collisions, by vehicle type, alcohol involvement, and injury status, 2019

Collision alcohol involvement and injury status	Passenger cars		Pickup trucks		SUVs		Vans		Motorcycles	
	Count	% total	Count	% total	Count	% total	Count	% total	Count	% total
Not alcohol-impaired	**223,831**	**100%**	**34,930**	**100%**	**48,459**	**100%**	**13,697**	**100%**	**2,601**	**100%**
Fatal	330	0.1%	88	0.3%	67	0.1%	21	0.2%	91	3.5%
Incapacitating	11,721	5.2%	1,522	4.4%	2,603	5.4%	744	5.4%	1,139	43.8%
Non-incapacitating	16,757	7.5%	1,923	5.5%	3,800	7.8%	1,090	8.0%	619	23.8%
No injury	195,023	87.1%	31,397	89.9%	41,989	86.6%	11,842	86.5%	752	28.9%
Alcohol-impaired	**2,765**	**100%**	**610**	**100%**	**508**	**100%**	**108**	**100%**	**97**	**100%**
Fatal	43	1.6%	6	1.0%	9	1.8%	1	0.9%	21	21.6%
Incapacitating	332	12.0%	81	13.3%	52	10.2%	13	12.0%	34	35.1%
Non-incapacitating	282	10.2%	78	12.8%	52	10.2%	15	13.9%	26	26.8%
No injury	2,108	76.2%	445	73.0%	395	77.8%	79	73.1%	16	16.5%
Relative risk of fatal injury	**10.5**		**3.9**		**12.8**		**6.0**		**6.2**	

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

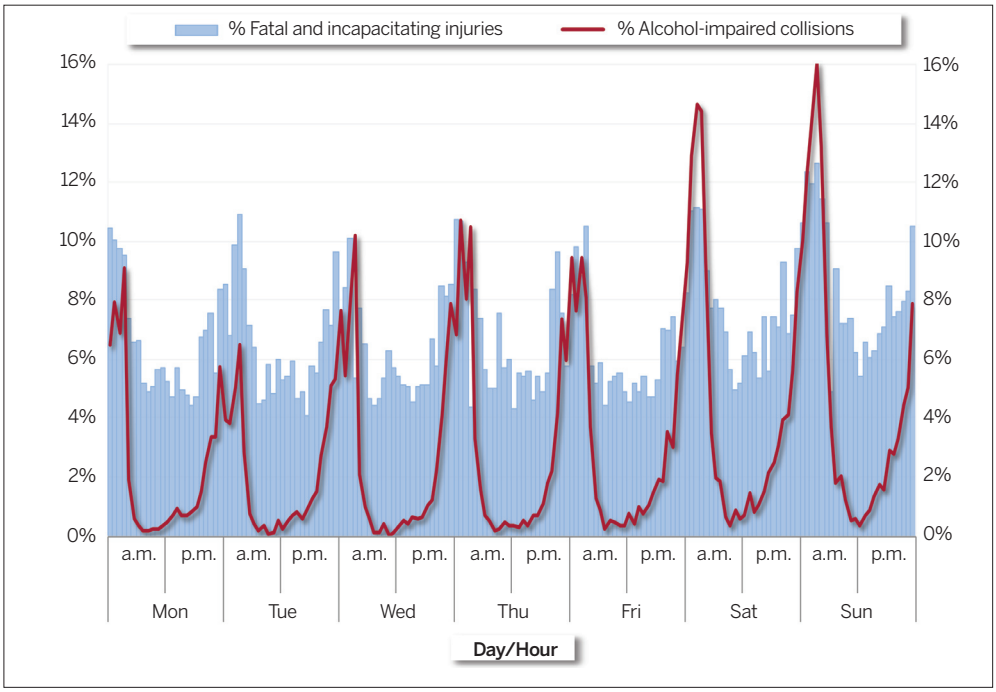
Notes:
1) Alcohol-impaired collisions are defined as collisions that involved at least one driver with a BAC of 0.08 g/dL or greater.There may be more than one impaired driver involved in a single alcohol-impaired collision. Individuals involved could include all person types. In 2019, individuals involved in alcohol-impaired collisions by vehicle types listed in this table included drivers and injured occupants.
2) Relative risk of fatal injury is calculated as % alcohol impaired / % non-alcohol impaired. All relative risk ratios are sig-nificant ($p<0.01$). Excludes NULL values.
3) Non-incapacitating injuries include those injuries reported as non-incapacitating, possible, not reported, unknown, and refused (treatment) injury status codes.
4) Motorcycles includes motorcycles, Class A and Class B motor-driven cycles, and motorized bicycles.

ALCOHOL-IMPAIRED DRIVING AND TIME OF DAY

In 2019, the highest percentage of hourly fatal and incapacitating injuries happened most often between the hours of midnight and 4 a.m., particularly during weekends (Figure 6). The highest hourly rates of alcohol-impaired crashes (16 percent) as well as fatal and incapacitating injuries (13 percent) occurred on Sundays between 3–4 a.m.

Highest hourly rates of impaired crashes and injuries occurred Sundays between 3–4 a.m.

Figure 6. Indiana fatal and incapacitating injuries in collisions, by alcohol involvement, hour and day of week, 2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Notes:
1) Fatal/incapacitating injury rate is the percentage of all hourly injuries in collisions reported as fatal or incapacitating.
2) Alcohol-impaired collision rate is the percentage of all hourly collisions that involved one or more alcohol-impaired drivers.

DEFINITIONS

- **Alcohol-impaired:** The National Highway Traffic Safety Administration (NHTSA) defines drivers as being alcohol-impaired when they test for a blood alcohol concentration (BAC) of at least 0.08 grams per deciliter (g/dL). Any fatal crash involving a driver at that BAC level is categorized as an alcohol impaired-driving crash, thus any fatalities that happen in a crash that meets that criterion is deemed an alcohol-impaired fatality (NHTSA DOT HS 812 864, 2019, p. 1). By law, drivers in Indiana who have a BAC of at least 0.08 g/dL should receive—at minimum—a Class C misdemeanor (IC9-30-5-1). Indiana Code also says that drivers with BAC of at least 0.15 g/dL should receive a Class A misdemeanor (IC9-30-5-1). If the driver had a passenger under the age of 18 in the vehicle, they could face a Class D felony. This fact sheet does not explicitly consider these cases but does include them in summary statistics.
- **Annual rate of change (ARC):** The rate that a beginning value must increase/decrease each period (e.g., month, quarter, or year)in a time series to arrive at the ending value in the time series. ARC is a smoothed rate of change because it measures change in a variable as if the change occurred at a steady rate each period with compounding. For example, to measure change in a variable from 2015 to 2019, it is calculated as (value in 2019/value in 2015)$^{1}/_{4}$ – 1.

REFERENCE

National Highway Traffic Safety Administration (NHTSA). (December 2019). Alcohol-impaired driving, *Traffic Safety Facts, 2018 Data,* DOT HS 812 864, National Center for Statistics and Analysis.

National Highway Traffic Safety Administration (NHTSA). *Drunk Driving Campaign.* https://www.nhtsa.gov/risky-driving/drunk-driving, accessed August 15, 2020.

DATA SOURCES

Indiana State Police, Automated Reporting Information Exchange System (ARIES), current as of March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data)

Indiana Bureau of Motor Vehicles, current as of April 3, 2020.

This publication was prepared on behalf of the Indiana Criminal Justice Institute (ICJI) by the Indiana University Public Policy Institute (PPI). Please direct any questions concerning data in this document to ICJI at 317-232-1233.

This publication is one of a series of publications that form the analytical foundation of traffic safety program planning and design in the state of Indiana. Funding for these publications is provided by ICJI and the National Highway Traffic Safety Administration.

An electronic copy of this document can be accessed via the PPI traffic safety research project site (http://trafficsafety.iupui.edu), the ICJI website (www.in.gov/cji/), or you may contact the PPI at 317-278-1305.

Traffic Safety Project

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic collisions. To help in the policy-making process, the Indiana University Public Policy Institute collaborates each year with the Indiana Criminal Justice Institute to analyze vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the thirteenth year of this partnership. Research findings are summarized in a series of publications on various aspects of traffic collisions, including alcohol-related crashes, commercial vehicles, dangerous driving, child passenger safety, motorcycles, occupant protection, and drivers. An additional publication provides detailed information on county and municipality data. These publications serve as the analytical foundation of traffic safety program planning and design in Indiana.

Indiana collision data are obtained from Indiana Crash Reports, as completed by law enforcement officers. Crash reports for all Indiana collisions are entered electronically through ARIES. Collisions trends as reported in these publications incorporate the effects of changes to data elements on the Crash Report, agency-specific enforcement policy changes, re-engineered roadways, driver safety education programs, and other unspecified effects. A collision produces three levels of data: collision, unit (vehicles), and individual. For this reason, readers should pay particular attention to the wording of statements about the data to avoid misinterpretations. If you have questions regarding trends or unexpected results, please contact the Indiana Criminal Justice Institute, Traffic Safety Division for more information.

Indiana University Public Policy Institute

The Indiana University Public Policy Institute produces unbiased, high-quality research, analyses and policy guidance to promote positive change and improve the quality of life in communities across Indiana and the nation. Our clients use our research to enhance their programs and services, to develop strategies and policies, to evaluate the impact of their decisions—and ultimately to help the people they serve. Established in 1992, PPI is part of the IU O'Neill School of Public and Environmental Affairs.

The Indiana Criminal Justice Institute

Guided by a Board of Trustees representing all components of Indiana's criminal and juvenile justice systems, the Indiana Criminal Justice Institute serves as the state's planning agency for criminal justice, juvenile justice, traffic safety, and victim services. ICJI develops long-range strategies for the effective administration of Indiana's criminal and juvenile justice systems and administers federal and state funds to carry out these strategies.

The National Highway Traffic Safety Administration (NHTSA)

NHTSA provides leadership to the motor vehicle and highway safety community through the development of innovative approaches to reducing motor vehicle crashes and injuries. The mission of NHTSA is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.

INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE

INDIANA CRIMINAL JUSTICE INSTITUTE

Author: Rachel Thelin, Senior Policy Analyst, Indiana University Public Policy Institute