



TRAFFIC SAFETY FACTS

ALCOHOL, 2012

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The National Highway Traffic Safety Administration (NHTSA) defines drivers as alcohol-impaired “when their blood alcohol concentration (BAC) is 0.08 grams per deciliter (g/dL) or higher [and] any fatal crash involving a driver with a BAC of 0.08 or higher is considered to be an alcohol-impaired-driving crash, and fatalities occurring in those crashes are considered to be alcohol-impaired-driving fatalities” (NHTSA DOT HS 811 700, 2012, p. 1). Alcohol-impaired driving in the United States in 2011 (latest data available) resulted in 9,878 deaths, or 31 percent of all motor vehicle traffic fatalities.

In 2012, Indiana had 158 alcohol-impaired driving fatalities (a 12.9 percent increase from 140 fatalities in 2011) and 2,112 injuries. Alcohol-impaired collisions were 2.7 percent of all Indiana crashes, but accounted for 20.3 percent of Indiana’s 779 traffic fatalities. Of the 540 drivers killed

in collisions in 2012, about one in four (24.4 percent) died in a collision involving at least one alcohol-impaired driver. More than two-thirds of the drivers killed in 2012 were tested for alcohol (and/or drugs), and among those for whom results were reported, 37.1 percent were legally impaired.

This fact sheet presents information on alcohol-impaired traffic collisions in Indiana during 2008 to 2012. It examines Indiana’s comparative status among other Great Lakes states, different dimensions of alcohol-impaired collisions, the general incidence of alcohol testing, the BAC test results for involved drivers, and other attributes of alcohol-impaired collisions, injuries, and fatalities reported in the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 9, 2013.

Highlights — Indiana alcohol-impaired driving

- During 2012, there were 150 fatal alcohol-impaired collisions in the state (20.9 percent of all fatal collisions).
- Alcohol-impaired fatal collisions increased 12.8 percent from 2011 to 2012.
- In 2012, there were 158 fatalities (a 12.9 percent increase from 2011) and 2,112 non-fatal injuries linked to alcohol-impaired collisions in Indiana.
- The number of individuals involved in alcohol-impaired collisions grew 10.3 percent annually from 2008 to 2012.
- In 2012, the largest proportion of alcohol-impaired collisions occurred in urban places (64.2 percent).
- The likelihood of alcohol-impaired fatal collisions was greatest in exurban areas in 2012, where 27 percent of fatal collisions involved at least one alcohol-impaired driver.
- In 2012, motorcycle operators had the highest overall impairment rate (5.3 percent of all motorcycle collisions).
- In 2012, the occupants of sport utility vehicles (27.1 percent) and pickup trucks (26 percent) had the highest impaired fatality rates.
- From 2008 to 2012, roughly six out of ten fatalities in alcohol-impaired collisions were the impaired drivers.
- Approximately 80 percent of serious fatal and incapacitating injuries from alcohol-impaired collisions occurring during the 2008-2012 period were suffered by impaired drivers and their passengers.



TRAFFIC SAFETY FACTS

Great Lakes (NHTSA Region V) comparisons

Among NHTSA Region V (Great Lakes) states from 2007 to 2011 (latest year federal data are available), Indiana typically had lower rates of alcohol-impaired fatalities (Table 1). It should be noted that, due to the use of different models in calculating alcohol-impaired collisions, federal Fatality Analysis Reporting System (FARS) and state ARIES data do not

match. All the Region V states experienced declining counts of alcohol-impaired driving fatalities from 2007 to 2011. During this same period, Indiana's rate of overall crash fatalities per 100,000 population was highest among the Region V states (Table 2). Indiana's alcohol-impaired fatality rate per 100,000 population was typically second highest among the Great Lakes states.

Table 1. Fatalities and alcohol-impaired driving fatalities, by NHTSA Region V states, 2007-2011

Region V states	Count of fatalities	2007	2008	2009	2010	2011	Annual rate of change	
							2007-11	2010-11
Indiana	Fatalities	898	820	693	754	750	-4.4%	-0.5%
	Alcohol-impaired	224	206	207	194	207	-2.0%	6.7%
	% alcohol-impaired	24.9%	25.1%	29.9%	25.7%	27.6%	2.6%	7.3%
Illinois	Fatalities	1,248	1,043	911	927	918	-7.4%	-1.0%
	Alcohol-impaired	439	356	313	292	278	-10.8%	-4.8%
	% alcohol-impaired	35.2%	34.1%	34.4%	31.5%	30.3%	-3.7%	-3.9%
Ohio	Fatalities	1,255	1,191	1,022	1,080	1,016	-5.1%	-5.9%
	Alcohol-impaired	389	351	325	335	316	-5.1%	-5.7%
	% alcohol-impaired	31.0%	29.5%	31.8%	31.0%	31.1%	0.1%	0.3%
Michigan	Fatalities	1,087	980	872	942	889	-4.9%	-5.6%
	Alcohol-impaired	304	284	243	236	255	-4.3%	8.1%
	% alcohol-impaired	28.0%	29.0%	27.9%	25.1%	28.7%	0.6%	14.5%
Minnesota	Fatalities	510	455	421	411	368	-7.8%	-10.5%
	Alcohol-impaired	173	132	107	128	109	-10.9%	-14.8%
	% alcohol-impaired	33.9%	29.0%	25.4%	31.1%	29.6%	-3.3%	-4.9%
Wisconsin	Fatalities	756	605	561	572	582	-6.3%	1.7%
	Alcohol-impaired	314	205	209	203	196	-11.1%	-3.4%
	% alcohol-impaired	41.5%	33.9%	37.3%	35.5%	33.7%	-5.1%	-5.1%

Source: FARS

Notes: Data for 2012 not available yet.

Due to the use of different models in calculating alcohol-impaired collisions, FARS and ARIES data do not match.

Table 2. Fatalities and alcohol-impaired driving fatalities per 100,000 population, by NHTSA Region V states, 2007-2011

Region V states	2007	2008	2009	2010	2011	Annual rate of change	
						2007-11	2010-11
Overall traffic fatality rate per 100K population							
Illinois	9.8	8.2	7.1	7.2	7.1	-7.7%	-1.3%
Indiana	14.1	12.8	10.7	11.6	11.5	-4.9%	-1.0%
Michigan	10.9	9.9	8.8	9.5	9.0	-4.6%	-5.6%
Minnesota	9.8	8.7	8.0	7.7	6.9	-8.4%	-11.1%
Ohio	10.9	10.3	8.9	9.4	8.8	-5.2%	-6.0%
Wisconsin	13.5	10.7	9.9	10.1	10.2	-6.7%	1.3%
Alcohol-impaired fatality rate per 100K population							
Illinois	3.5	2.8	2.4	2.3	2.2	-11.1%	-5.1%
Indiana	3.5	3.2	3.2	3.0	3.2	-2.5%	6.2%
Michigan	3.0	2.9	2.5	2.4	2.6	-4.0%	8.1%
Minnesota	3.3	2.5	2.0	2.4	2.0	-11.5%	-15.5%
Ohio	3.4	3.0	2.8	2.9	2.7	-5.2%	-5.7%
Wisconsin	5.6	3.6	3.7	3.6	3.4	-11.5%	-3.9%

Sources: FARS; U.S. Census Bureau

Notes: Data for 2012 not available yet.

Due to the use of different models in calculating alcohol-impaired collisions, FARS and ARIES data do not match.

Alcohol-impaired collisions

From 2008 to 2012, the number of alcohol-impaired collisions in Indiana increased 11 percent annually. During 2012, there were 150 fatal alcohol-impaired collisions in the state (20.9 percent of all fatal collisions) (Table 3). Alcohol-impaired fatal collisions increased 12.8 percent from 2011 to 2012. The numbers of non-fatal alcohol-impaired collisions generally

increased over this five-year period, with incapacitating injury collisions linked to impaired driving showing the steepest average annual increase (27.6 percent). The proportions of Indiana fatal collisions classified as alcohol-impaired were relatively stable since 2008, averaging 20 percent annually (calculated from Table 3).

Table 3. Indiana traffic collisions, by severity and alcohol impairment, 2008-2012

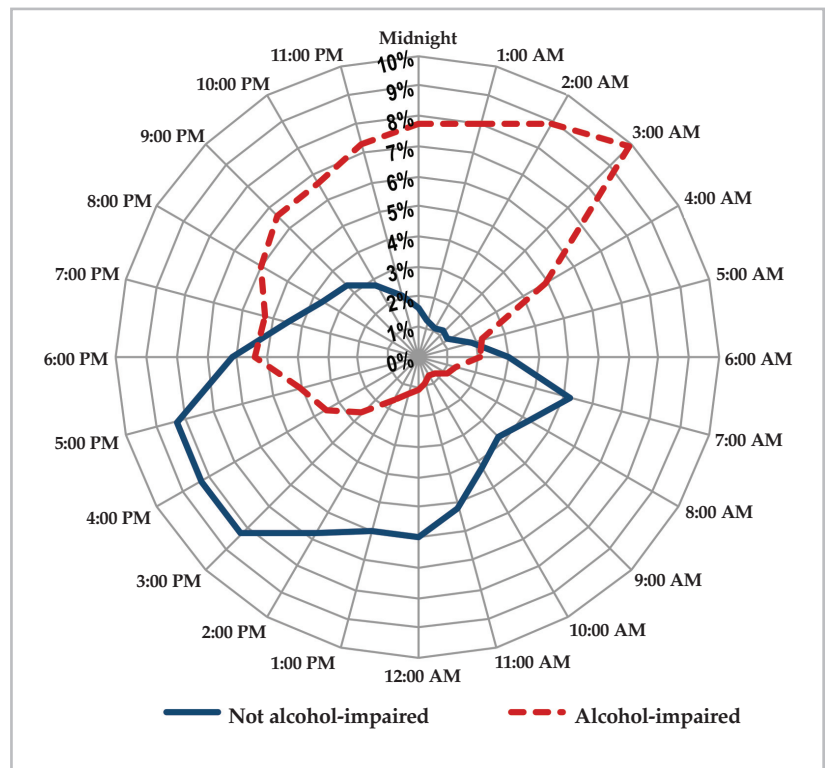
Collisions, by severity	Count of collisions					Annual rate of change	
	2008	2009	2010	2011	2012	2008-12	2011-12
Alcohol-impaired collisions	3,399	4,207	4,978	4,938	5,152	11.0%	4.3%
Fatal	156	120	130	133	150	-1.0%	12.8%
Incapacitating	77	126	215	184	204	27.6%	10.9%
Non-incapacitating	804	1,091	1,302	1,250	1,303	12.8%	4.2%
Property damage only	2,362	2,870	3,331	3,371	3,495	10.3%	3.7%
Non-impaired collisions	202,053	185,454	187,907	183,188	183,689	-2.4%	0.3%
Fatal	566	511	571	541	568	0.1%	5.0%
Incapacitating	2,821	2,606	2,697	2,674	3,030	1.8%	13.3%
Non-incapacitating	31,656	29,587	29,869	28,626	29,550	-1.7%	3.2%
Property damage only	167,010	152,750	154,770	151,347	150,541	-2.6%	-0.5%
Percent alcohol-impaired							
Fatal	21.6%	19.0%	18.5%	19.7%	20.9%	-0.8%	5.9%
Incapacitating	2.7%	4.6%	7.4%	6.4%	6.3%	24.1%	-2.0%
Non-incapacitating	2.5%	3.6%	4.2%	4.2%	4.2%	14.3%	0.9%
Property damage only	1.4%	1.8%	2.1%	2.2%	2.3%	12.9%	4.1%

Source: Indiana State Police

Times, days, months, and places

Alcohol-impaired collisions occur in a different time pattern than non-alcohol-impaired crashes. Figure 1 depicts the percentage of total crashes in 2012 occurring by hour of the day and by alcohol impairment. The largest hourly proportions of total alcohol-impaired collisions begin to climb after 6 pm, peaking at 3 am period and dropping sharply thereafter.

Figure 1. Indiana collision distribution, by time of day and alcohol impairment, 2012



Source: Indiana State Police

Notes:

Percentages reflect proportion of total collisions (by type) occurring during the hour. Excludes collisions with unknown hour.



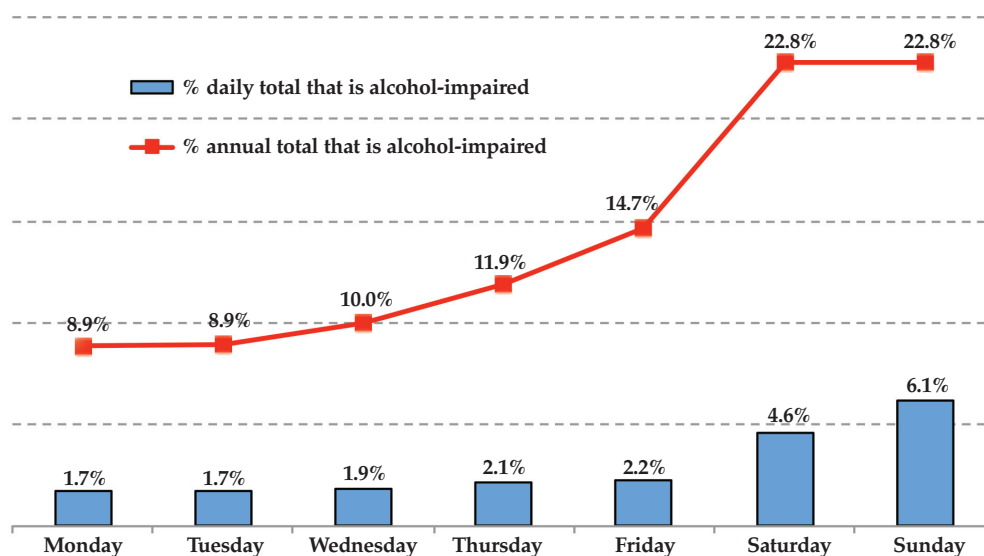
TRAFFIC SAFETY FACTS

The incidence of alcohol-impaired collisions in 2012 followed a weekly pattern in which alcohol-impairment increased on Saturdays and Sundays (Figure 2A). For example, considering all collisions occurring on Saturdays, 4.6 percent were alcohol-impaired, compared to 1.7 percent of collisions occurring on Mondays. A similar pattern is visible when considering the proportion of annual collisions classified as alcohol-impaired. For example, of all alcohol-impaired collisions in 2012, 8.9 percent occurred on Mondays, while 23.8 percent occurred on Saturdays.

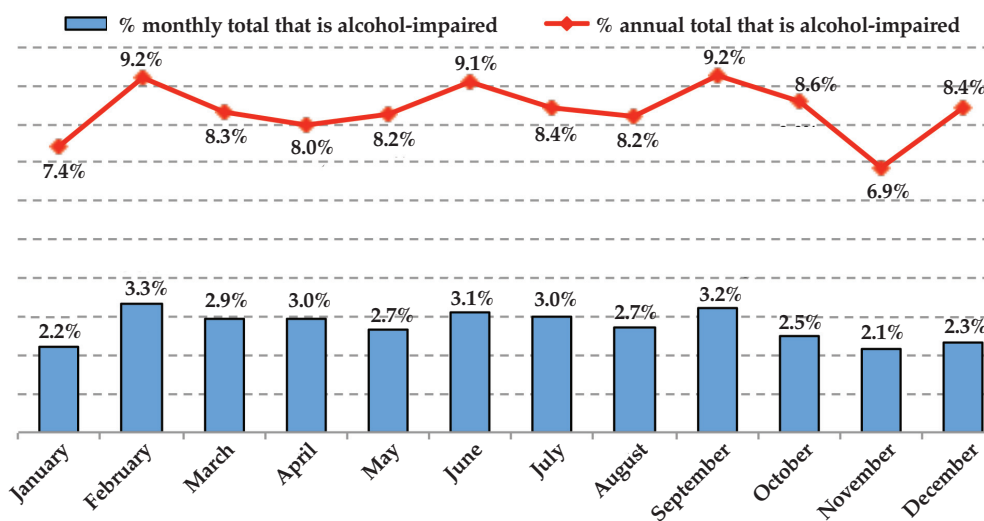
The proportion of alcohol-impaired collisions each month is shown in Figure 2B. Monthly percentages of alcohol-impaired collisions were about evenly distributed in 2012. In 2012, the three months with the largest percentages of annual alcohol-impaired collisions were February, June, and September.

Figure 2. Percentage of Indiana collisions classified as alcohol-impaired, by weekday and month, 2012

A. Percentage of daily collisions classified as alcohol-impaired



B. Percentage of monthly collisions classified as alcohol-impaired

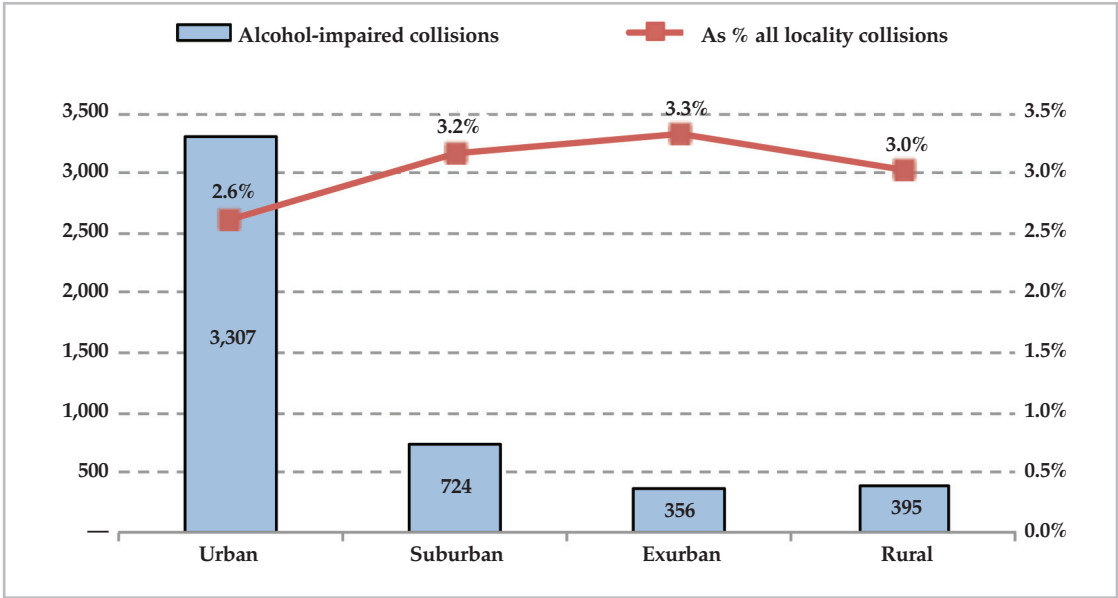


Source: Indiana State Police

In 2012, the largest proportion of alcohol-impaired collisions occurred in urban places (64.2 percent, calculated from Figure 3). For alcohol-impaired fatal collisions, the likelihood of these collisions was greatest in exurban areas in 2012, where 27 percent of fatal collisions were alcohol-

impaired (Figure 4). In rural localities, about 19 percent of fatal collisions were alcohol-impaired. Urban and suburban places had fatal proportions of 21.9 and 18.6 percent, respectively.

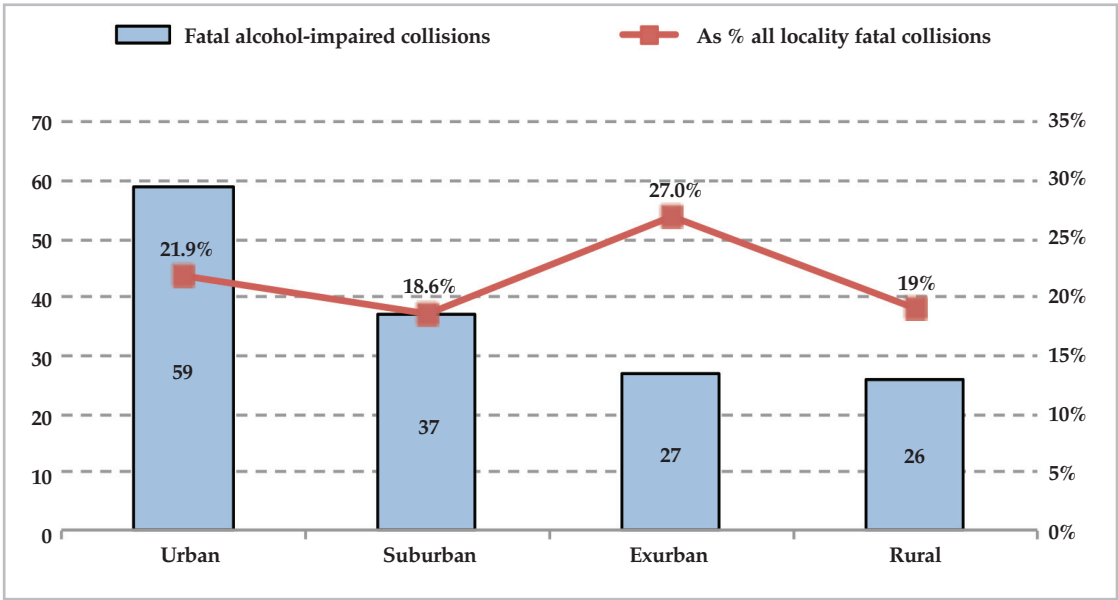
Figure 3. Total alcohol-impaired collisions, by US census locality, 2012



Sources: Indiana State Police; U.S. Census Bureau

Note: Excludes collisions with *unknown* census locality.

Figure 4. Fatal alcohol-impaired collisions, by US census locality, 2012



Sources: Indiana State Police; U.S. Census Bureau

Note: Excludes collisions with *unknown* census locality.



TRAFFIC SAFETY FACTS

Vehicles

The incidence of alcohol-impaired collisions causing injuries and fatalities varies by vehicle type (Table 4). The number of persons within vehicles driven by alcohol-impaired drivers grew steadily between 2008 and 2012. For example, persons within vehicles with alcohol-impaired drivers increased annually 12 percent for passenger cars and 18.9 percent for motorcycles. Among all vehicles involved in collisions in 2012, motorcy-

cles had the highest overall impairment rate (5.3 percent, calculated from Table 4).

Between 2008 and 2012, individuals killed in pickup trucks and motorcycles operated by alcohol-impaired drivers increased annually 1.3 percent and 5.7 percent, respectively. In 2012, occupants of sport utility vehicles (27.1 percent) and pickup trucks (26 percent) had the highest impaired fatality rates (calculated from Table 4).

Table 4. Individuals in Indiana collisions involving alcohol-impaired drivers, by vehicle type, 2008-2012

	Count of individuals					Annual rate of change	
	2008	2009	2010	2011	2012	2008-12	2011-12
All individuals in vehicles:							
Operated by alcohol-impaired driver	3,668	4,424	5,282	5,234	5,449	10.4%	4.1%
Passenger car	2,097	2,552	3,167	3,172	3,303	12.0%	4.1%
Pickup truck	758	910	979	978	995	7.0%	1.7%
Sport utility vehicle	512	615	717	673	702	8.2%	4.3%
Van	183	200	242	213	213	3.9%	0.0%
Motorcycle	118	147	177	198	236	18.9%	19.2%
Individuals killed in vehicles:							
Operated by alcohol-impaired driver	150	112	111	125	133	-3.0%	6.4%
Passenger car	81	52	51	54	56	-8.8%	3.7%
Pickup truck	19	16	18	16	20	1.3%	25.0%
Sport utility vehicle	18	20	11	14	16	-2.9%	14.3%
Van	4	2	7	2	6	10.7%	200.0%
Motorcycle	28	22	24	39	35	5.7%	-10.3%

Source: Indiana State Police

Notes:

Motorcycles includes units classified as mopeds.

Excludes non-motorists and other vehicles not listed (e.g., large trucks).

Individuals

From 2011 to 2012, the number of drivers killed in alcohol-impaired collisions increased 10.9 percent (Table 5). The percentage of drivers killed in fatal collisions classified as alcohol-impaired was 24.4 percent in 2012. In 2012, there were 158 fatalities (a 12.9 percent increase from 2011) and

2,112 non-fatal injuries linked to alcohol-impaired collisions in Indiana (Table 6). The total number of individuals involved in alcohol-impaired collisions grew 10.3 percent annually from 2008 to 2012, while fatalities decreased 2.2 percent annually. Among all involved persons, 20.3 percent of total fatalities were in collisions classified as alcohol-impaired.

Table 5. Drivers involved in Indiana traffic collisions, by collision alcohol impairment and injury status, 2008-2012

Type of collision and driver injury status	Count of individuals					Annual rate of change	
	2008	2009	2010	2011	2012	2008-12	2011-12
Alcohol-impaired collisions	4,520	5,628	6,698	6,586	6,756	10.6%	2.6%
Fatal	132	105	102	119	132	0.0%	10.9%
Incapacitating	50	110	179	157	184	38.5%	17.2%
Other injury	939	1,196	1,439	1,386	1,404	10.6%	1.3%
Not injured	3,399	4,217	4,978	4,924	5,036	10.3%	2.3%
Other collisions	305,226	283,346	288,526	281,850	283,533	-1.8%	0.6%
Fatal	422	386	418	404	408	-0.8%	1.0%
Incapacitating	2,293	2,052	2,091	2,201	2,412	1.3%	9.6%
Other injury	36,319	32,724	31,275	29,162	30,420	-4.3%	4.3%
Not injured	266,192	248,184	254,742	250,083	250,293	-1.5%	0.1%
Percent alcohol-impaired							
Fatal	23.8%	21.4%	19.6%	22.8%	24.4%		
Incapacitating	2.1%	5.1%	7.9%	6.7%	7.1%		
All other	1.4%	1.9%	2.2%	2.2%	2.2%		

Source: Indiana State Police

Considering all persons involved in alcohol-impaired collisions in Indiana from 2008 to 2012, the impaired drivers comprised the majority of individuals within different injury categories (Table 6). The count of impaired drivers killed increased 9.3 percent from 2011 to 2012. From 2008 to 2012, roughly six out of ten fatalities in alcohol-impaired collisions were the impaired drivers (Figure 5). Approximately 80 percent of serious bodily

injuries (fatal and incapacitating) from alcohol-impaired collisions occurring during the 2008-2012 period were suffered by impaired drivers and their passengers, while the non-impaired drivers and passengers comprised 15 percent of those killed or incapacitated from 2008 to 2012. Non-motorists comprised the remaining 5 percent.

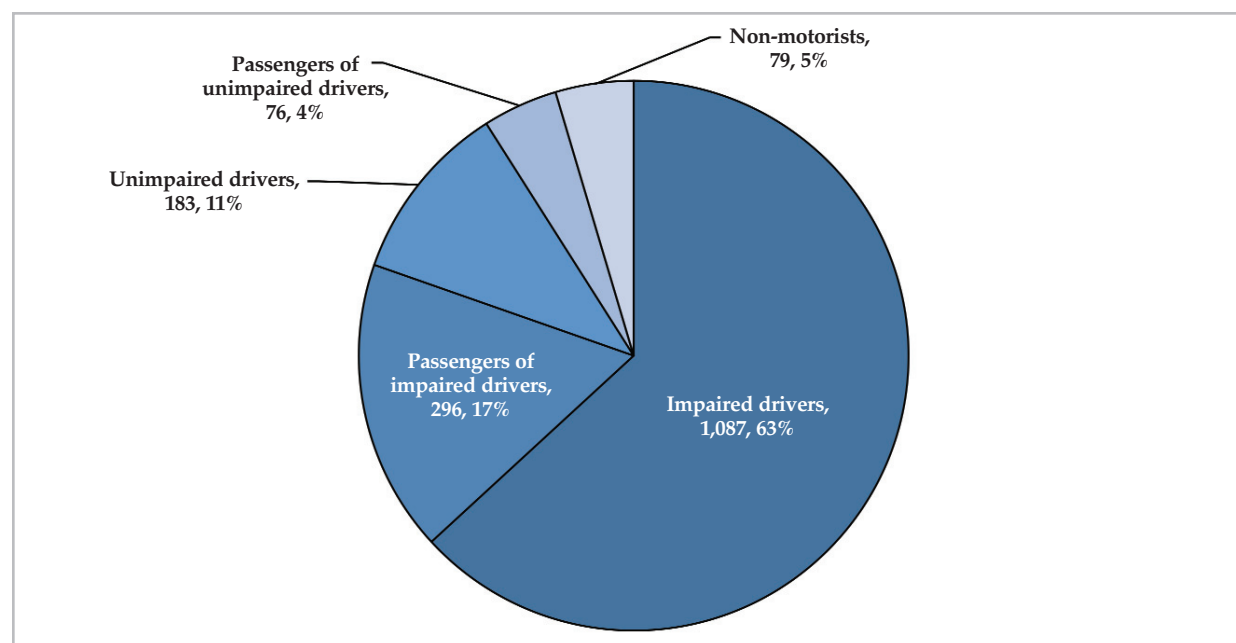
Table 6. Individuals injured in collisions involving alcohol-impaired drivers, by person type and injury severity, 2008-2012

	Count of individuals					Annual rate of change	
	2008	2009	2010	2011	2012	2008-12	2011-12
Individuals in alcohol-impaired collisions	4,955	6,104	7,315	7,165	7,321	10.3%	2.2%
Fatal injuries	173	127	135	140	158	-2.2%	12.9%
Impaired drivers	120	96	92	107	117	-0.6%	9.3%
Passengers w/ impaired drivers	29	20	19	18	17	-12.5%	-5.6%
Non-impaired drivers	12	9	10	12	15	5.7%	25.0%
Passengers w/ non-impaired drivers	5	0	5	1	3	-12.0%	200.0%
Non-motorists	7	2	9	2	6	-3.8%	200.0%
Incapacitating injuries	100	153	264	225	246	25.2%	9.3%
Impaired drivers	30	91	152	134	148	49.0%	10.4%
Passengers w/ impaired drivers	30	25	49	44	45	10.7%	2.3%
Non-impaired drivers	20	19	27	23	36	15.8%	56.5%
Passengers w/ non-impaired drivers	9	14	19	9	11	5.1%	22.2%
Non-motorists	11	4	17	15	6	-14.1%	-60.0%
Other injury	1,269	1,594	1,919	1,852	1,866	10.1%	0.8%
Impaired drivers	675	864	1,054	992	1,068	12.2%	7.7%
Passengers w/ impaired drivers	204	182	240	246	263	6.6%	6.9%
Non-impaired drivers	264	332	385	394	336	6.2%	-14.7%
Passengers w/ non-impaired drivers	116	191	212	191	172	10.3%	-9.9%
Non-motorists	10	25	28	29	27	28.2%	-6.9%

Source: Indiana State Police

Note: Other injury includes non-incapacitating and other.

Figure 5. Individuals with serious bodily injury (SBI) from collisions involving alcohol-impairment, 2008-2012



Source: Indiana State Police

Notes:

Excludes individuals with minor or no injury reported.

Serious bodily injury includes fatal and incapacitating injuries.

N = 1,721 persons with SBI in alcohol-impaired collisions between 2008-2012.



TRAFFIC SAFETY FACTS

Test rates, gender, age, and blood alcohol content (BAC)

Table 7 examines drivers (surviving and killed) involved in fatal crashes, tabulated by substance test given and BAC results. On average across the 2008 to 2012 time period, *surviving* drivers were tested slightly more often than *killed* drivers (71.4 percent and 67.8 percent, respectively). Drivers

who survived fatal collisions were less likely to have higher BAC levels than drivers who were killed. For example, looking only at drivers for whom BAC results were reported in 2012, about 37 percent of those killed were legally impaired, versus about 10 percent of drivers who survived alcohol-impaired collisions.

Table 7. Drivers involved in Indiana fatal collisions, by substance test given and blood alcohol content (BAC) results, 2008-2012

	Surviving					Killed				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
Drivers in fatal crashes	561	500	563	510	559	554	491	520	523	540
By test type given										
Alcohol/drug	417	316	410	378	405	390	315	341	371	368
None	101	94	47	51	33	112	124	62	48	49
Refused	0	0	1	0	3	0	0	0	0	0
Not reported	43	90	105	81	118	52	52	117	104	123
Tested, as % all	74.3%	63.2%	72.8%	74.1%	72.5%	70.4%	64.2%	65.6%	70.9%	68.1%
By BAC result (g/dL)										
0	337	215	292	275	304	229	136	176	186	186
< 0.08	14	9	6	10	8	16	20	14	12	12
0.08 < 0.15	14	9	10	9	12	37	29	28	29	26
0.15 +	24	17	31	19	23	84	67	64	78	91
Not reported	172	250	224	197	211	188	239	238	218	225
Percent of reported										
> 0	13.4%	14.0%	13.9%	12.1%	12.4%	37.4%	46.0%	37.6%	39.0%	41.0%
0.08 +	9.8%	10.4%	12.1%	8.9%	10.1%	33.1%	38.1%	32.6%	35.1%	37.1%
0.15 +	6.2%	6.8%	9.1%	6.1%	6.6%	23.0%	26.6%	22.7%	25.6%	28.9%

Source: Indiana State Police

Notes:

g/dL = grams per deciliter.

2012 BAC result for surviving drivers excludes 1 unknown result.

Among drivers involved in Indiana fatal collisions during the 2008 to 2012 period (and for whom results were reported), male drivers were more likely than female drivers to have a positive BAC result, to be legally impaired, and to exceed an impairment level of 0.15 g/dL (Table 8). For example, in 2012, nearly 90 percent of drivers found to be impaired in fatal crashes were male. On average, about 16 percent of male drivers and 6 percent of female drivers involved in fatal collisions were linked to

alcohol-impairment (this includes all drivers in fatal collisions, not just alcohol-impaired drivers) (calculated from Table 10). Considering only the drivers in fatal collisions for whom BAC results were reported, an average of 25.8 percent of male drivers and 10.9 percent of female drivers had BAC levels of 0.08 g/dL or greater across the 2008 to 2012 period (calculated from Table 8).

Table 8. Drivers involved in Indiana fatal collisions, by gender and blood alcohol content (BAC) results, 2008-2012

Drivers / BAC result (g/dL)	Count of drivers					Annual rate of change	
	2008	2009	2010	2011	2012	2008-12	2011-12
Male	821	737	790	764	834	0.4%	9.2%
0	413	254	337	336	357	-3.6%	6.3%
< 0.08	28	23	17	16	15	-14.4%	-6.3%
0.08 < 0.15	44	33	32	34	34	-6.2%	0.0%
0.15 +	93	74	89	85	102	2.3%	20.0%
Not reported	243	353	315	293	326	7.6%	11.3%
Female	293	252	292	267	264	-2.6%	-1.1%
0	153	96	131	125	133	-3.4%	6.4%
< 0.08	2	6	3	6	5	25.7%	-16.7%
0.08 < 0.15	7	5	6	4	4	-13.1%	0.0%
0.15 +	15	10	6	12	12	-5.4%	0.0%
Not reported	116	135	146	120	109	-1.5%	-9.2%
% of reported							
Male							
> 0	28.5%	33.9%	29.1%	28.7%	29.7%	1.0%	3.7%
0.08 +	23.7%	27.9%	25.5%	25.3%	26.8%	3.1%	6.0%
0.15 +	16.1%	19.3%	18.7%	18.0%	20.1%	5.7%	11.3%
Female							
> 0	13.6%	17.9%	10.3%	15.0%	13.6%	0.1%	-8.9%
0.08 +	12.4%	12.8%	8.2%	10.9%	10.4%	-4.4%	-4.5%
0.15 +	8.5%	8.5%	4.1%	8.2%	7.8%	-2.1%	-4.5%

Source: Indiana State Police

Notes:
Excludes drivers with unknown gender or unknown BAC result.
g/dL = grams per deciliter.



TRAFFIC SAFETY FACTS

From 2008 to 2012, selected age categories exhibited comparatively higher rates of alcohol-impaired drivers per 100,000 population. The age groups most at risk of involvement in alcohol-impaired collisions are 21 to 24 years and 25 to 34 years. The 21 to 24 and 25 to 34 age cohorts consistently had the highest per capita rates of alcohol-impairment (Table 9). Per capita rates of alcohol-impairment in all Indiana collisions generally decline with age. Similar patterns held for per capita impairment rates of drivers killed in collisions during this five-year period; in 2012, the 21 to 24 and 25 to 34 year age cohorts had the highest per capita fatality rates, and rates generally went down with increasing age (Table 9).

Figure 6 shows the counts and proportions of drivers with positive BAC results in Indiana crashes, based on age and BAC level for 2012. Note that the first two age categories reflect drivers under 21 years of age, for whom any positive BAC level is illegal; nearly 80 percent of these underage drinking drivers had BAC levels in excess of 0.08 g/dL. More than one-half of each of the six age cohorts from 21 years to 74 years with positive BAC results were found to have BAC levels of 0.15 g/dL or higher.

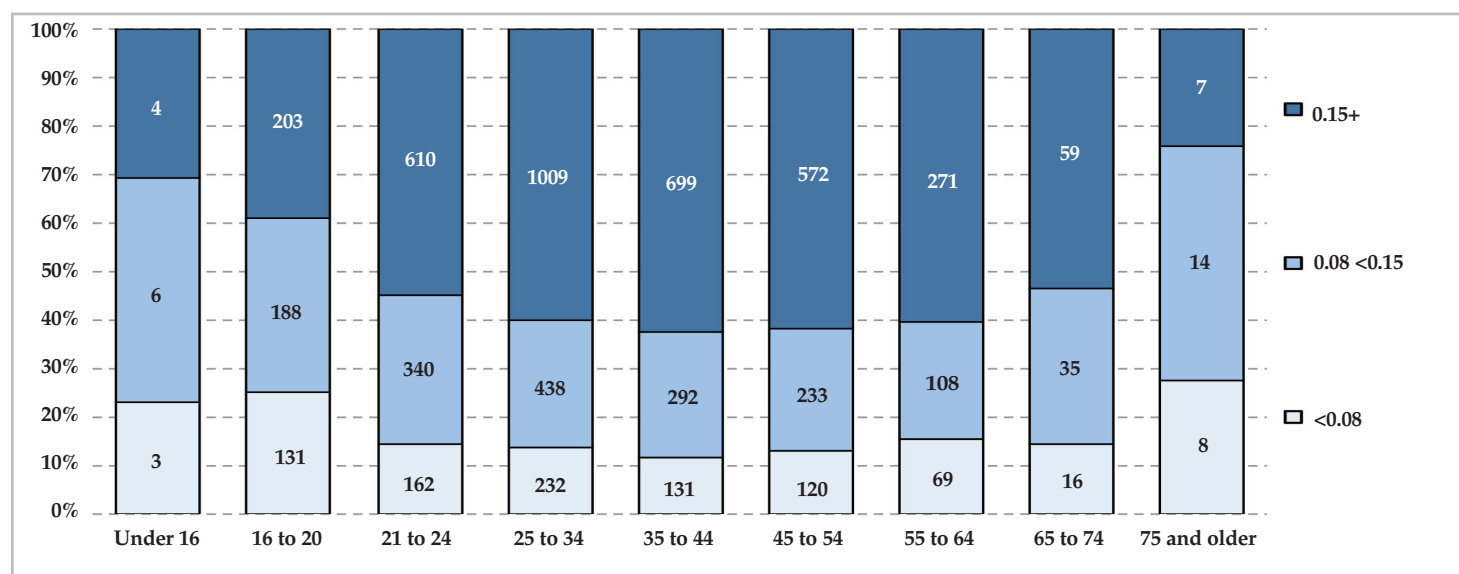
Table 9. Rates of alcohol-impaired drivers in Indiana collisions per 100,000 population, by age cohort, 2008-2012

Age group	Rate per 100,000 population					Annual rate of change	
	2008	2009	2010	2011	2012	2008-12	2011-12
Alcohol-impaired drivers in collisions							
Under 21	18.9	22.9	23.0	23.4	21.7	3.4%	-7.3%
21-24	177.9	220.8	272.8	264.6	265.9	10.6%	0.5%
25-34	113.5	141.1	163.2	159.5	176.5	11.7%	10.7%
35-44	75.5	93.4	117.0	108.9	122.2	12.8%	12.3%
45-54	61.8	68.3	85.9	89.1	86.6	8.8%	-2.8%
55-64	26.2	40.7	45.5	46.9	45.9	15.1%	-2.1%
65-74	10.6	16.9	18.8	20.7	19.6	16.6%	-5.0%
75 and older	2.8	4.3	4.1	3.1	5.3	17.3%	74.6%
Alcohol-impaired drivers killed in collisions							
Under 21	0.7	0.3	0.5	0.5	0.4	-11.7%	-11.4%
21-24	5.3	3.6	4.5	3.9	4.1	-6.3%	6.5%
25-34	4.8	3.5	2.1	3.0	3.7	-6.2%	23.9%
35-44	2.0	3.2	3.1	3.5	3.4	15.0%	-2.0%
45-54	2.1	1.6	1.8	2.1	2.4	2.4%	10.0%
55-64	1.3	1.0	0.8	1.1	0.8	-10.0%	-25.5%
65-74	0.2	0.0	0.2	0.2	1.0	45.0%	385.0%
75 and older	0.3	0.0	0.0	0.0	0.3	-0.2%	--

Source: Indiana State Police; U.S. Census Bureau

Note:
2012 population estimates by age were not available for Indiana. The 2012 estimates were based on average annual change, 2008-2011.

Figure 6. Drivers in Indiana crashes with positive blood alcohol content (BAC), by driver age and BAC level (g/dL), 2012



Source: Indiana State Police

DEFINITION

For the purposes of this fact sheet, a driver is considered alcohol-impaired when the driver has a BAC test result at or above 0.08 g/dL. Drivers meeting this criterion should have at least received a Class C misdemeanor pursuant to IC 9-30-5-1. Drivers with BAC = 0.15 g/dL or greater should have received a Class A misdemeanor pursuant to IC 9-30-5-1. If the driver had a passenger under the age of 18 in the vehicle, a Class D felony could have been imposed. This fact sheet does not explicitly consider these cases but does include them in summary statistics.

REFERENCE

National Highway Traffic Safety Administration (NHTSA). (2012). Alcohol-impaired driving, *Traffic Safety Facts, 2011 Data*, DOT HS 811 700 (December), National Center for Statistics and Analysis.

DATA SOURCES

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Federal Highway Administration, *Highway Statistics*, accessed May 12, 2013, at <http://www.fhwa.dot.gov/policyinformation/statistics.cfm>

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TRAFFIC SAFETY FACTS

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

This publication is one of a series of fact sheets that, along with the annual Indiana Crash Fact Book, 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 CCJR website (www.ccjr.iupui.edu), the ICJI website (www.in.gov/cji/), or you may contact the Center for Criminal Justice Research at 317-261-3000.



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Traffic Safety Project

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.

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic collisions. To help in the policy-making process, the Indiana University Center for Criminal Justice Research is collaborating with the Indiana Criminal Justice Institute to analyze 2012 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the seventh year of this partnership. Research findings are summarized in a series of fact sheets on various aspects of traffic collisions, including alcohol-related crashes, trucks, dangerous driving, children, motorcycles, occupant protection, and drivers. An additional publication provides information on county and municipality data, and the final publication produced is the annual Indiana Crash Fact Book. 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. As of December 31, 2012, approximately 99 percent of all collisions are entered electronically through ARIES. Trends in collisions incidence 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. If you have questions regarding trends or unexpected results, please contact the Indiana Criminal Justice Institute, Traffic Safety Division for more information.

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 Governor's Council on Impaired & Dangerous Driving

The Governor's Council on Impaired & Dangerous Driving, a division of the Indiana Criminal Justice Institute, serves as the public opinion catalyst and the implementing body for statewide action to reduce death and injury on Indiana roadways. The Council provides grant funding, training, coordination, and ongoing support to state and local traffic safety advocates.

Indiana University Public Policy Institute

The Indiana University Public Policy Institute (PPI) is a collaborative, multidisciplinary research institute within the Indiana University School of Public and Environmental Affairs (SPEA), Indianapolis. PPI serves as an umbrella organization for research centers affiliated with SPEA, including the Center for Urban Policy and the Environment and the Center for Criminal Justice Research. PPI also supports the Indiana Advisory Commission on Intergovernmental Relations (IACIR).

The Center for Criminal Justice Research

The Center for Criminal Justice Research (CCJR), one of two applied research centers currently affiliated with the Indiana University Public Policy Institute, works with public safety agencies and social services organizations to provide impartial applied research on criminal justice and public safety issues. CCJR provides analysis, evaluation, and assistance to criminal justice agencies; and community information and education on public safety questions. CCJR research topics include traffic safety, crime prevention, criminal justice systems, drugs and alcohol, policing, violence and victimization, and youth.

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.

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