

INDIANA

TRAFFIC SAFETY FACTS

TRUCKS, 2013

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In 2013, data reported 193,013 collisions in Indiana. Of these, 6 percent involved large trucks and 44 percent involved light trucks. The percentage of light truck collisions decreased from 2012, while the percentage of large truck collisions remained constant. Among the 337,157 vehicles involved in 2013 collisions, 103,974 were light trucks and 13,313 were large trucks. This fact sheet summarizes various aspects of collisions involving large and light trucks, including characteristics of people involved, injuries sustained, and restraint use. Large trucks are units identified as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor (cab only, no trailer), tractor/one semi trailer, tractor/double trailer, tractor/triple trailer, and pickup trucks over 10,000 pounds. Light trucks are units defined as vans, sport utility vehicles, and pickup trucks with a gross vehicle weight rating of 10,000 pounds or less.

HIGHLIGHTS

Of the 193,013 reported collisions in Indiana in 2013, 6 percent involved large trucks and 44 percent involved light trucks.

From 2009 to 2013, light truck collisions decreased annually 3 percent, while large truck collisions increased annually 3 percent.

Light trucks were 2.9 times more likely to be speeding than the other vehicles with which they collided, whereas large trucks were no more likely than the other involved vehicle to be speeding.

Of the 117 individuals killed in large truck collisions, over half (64 percent) were drivers of the other vehicle.

While no drivers of large trucks involved in fatal collisions were alcohol-impaired, 12 percent of light truck drivers in fatal collisions were impaired.

Only 53 percent of occupants who were fatally injured in a light truck were restrained.

COLLISIONS

Overall, the number of all traffic collisions increased slightly (2 percent) from 2012 to 2013. However, collisions involving light trucks decreased 2 percent (87,005 in 2012 to 85,628 in 2013) for the same time period. From 2009 to 2013, light truck collisions decreased annually 3 percent, compared to large truck collisions that increased annually 3 percent (Table 1). While overall fatal collisions decreased 2 percent from 2012 to 2013, fatal collisions involving large trucks decreased significantly (9 percent). However, fatal light truck collisions increased 5 percent from 2012 to 2013.

Table 1. Indiana truck collisions, by truck type and collision severity, 2009-2013

Collision severity	Count of collisions					Annual rate of change	
	2009	2010	2011	2012	2013	2012-2013	2009-2013
All collisions	189,661	192,885	188,126	188,841	193,013	2.2%	0.4%
with large trucks involved	10,542	12,024	12,481	11,798	11,914	1.0%	3.1%
% all collisions	5.6%	6.2%	6.6%	6.2%	6.2%		
with light trucks involved	96,105	94,304	90,194	87,005	85,628	-1.6%	-2.8%
% all collisions	50.7%	48.9%	47.9%	46.1%	44.4%		
Fatal	631	701	674	718	703	-2.1%	2.7%
with large trucks involved	82	105	123	108	98	-9.3%	4.6%
% all fatal	13.0%	15.0%	18.2%	15.0%	13.9%		
with light trucks involved	307	327	281	292	307	5.1%	0.0%
% all fatal	48.7%	46.6%	41.7%	40.7%	43.7%		
Non-fatal	33,410	34,083	32,734	34,087	32,820	-3.7%	-0.4%
with large trucks involved	1,294	1,679	1,776	1,617	1,639	1.4%	6.1%
% all non-fatal	3.9%	4.9%	5.4%	4.7%	5.0%		
with light trucks involved	16,615	16,402	15,380	15,384	14,422	-6.3%	-3.5%
% all non-fatal	49.7%	48.1%	47.0%	45.1%	43.9%		
Property damage only	155,620	158,102	154,718	154,036	159,490	3.5%	0.6%
with large trucks involved	9,166	10,240	10,582	10,073	10,177	1.0%	2.7%
% all property damage	5.9%	6.5%	6.8%	6.5%	6.4%		
with light trucks involved	79,183	77,575	74,533	71,329	70,899	-0.6%	-2.7%
% all property damage	50.9%	49.1%	48.2%	46.3%	44.5%		

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014



INDIANA TRAFFIC SAFETY FACTS

There was a small difference between non-truck and light truck collisions in the types of roadways where collisions occurred. Most non-truck and light truck collisions occurred on local/city roadways (45 and 47 percent, respectively). However, large truck collisions occurred equally on interstates and local/city roadways (28 percent each) (Table 2). In 2013, 35 percent of fatal large truck collisions occurred on interstates.

In 2013, the hourly distributions of light trucks and non-truck collisions were similar, but different from collisions involving large trucks (Figure 1). Collisions involving light trucks and non-trucks were most frequent 3 to 6pm, while large truck collisions were most frequent 7am to 3pm.

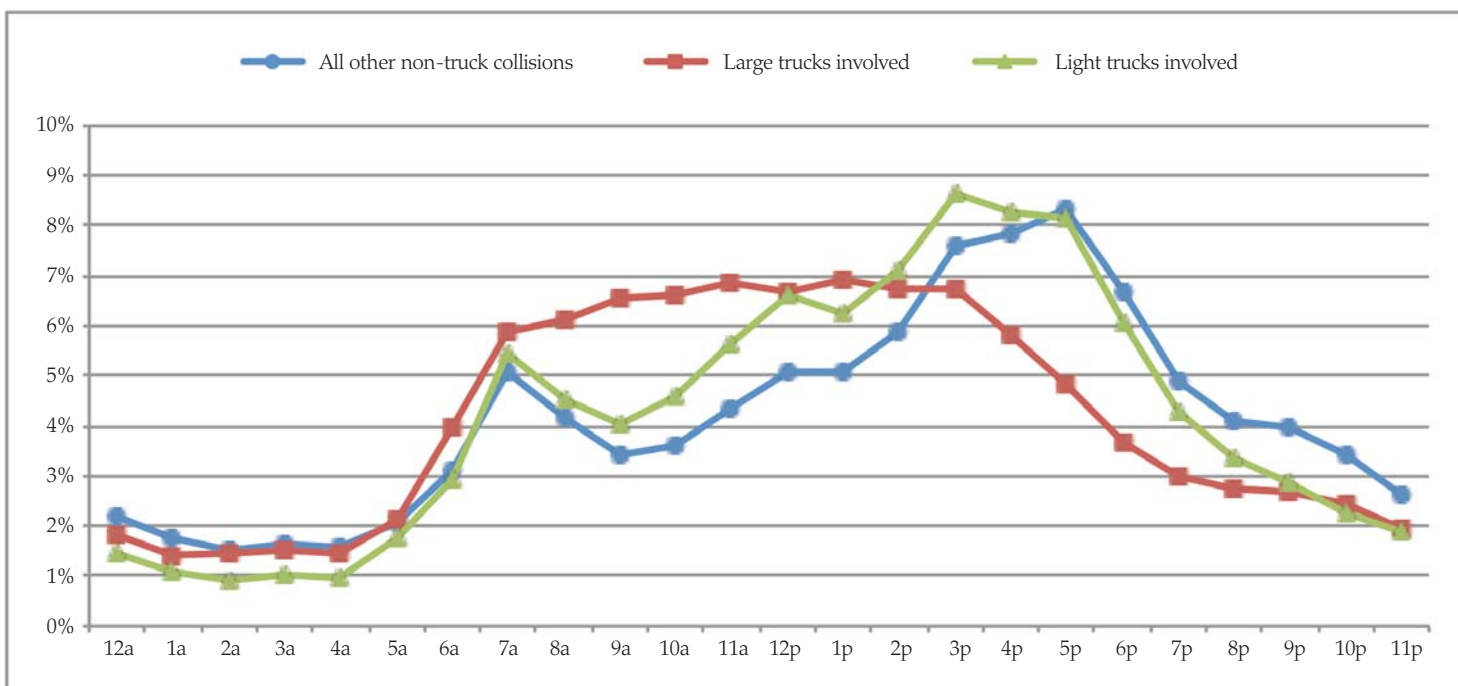
Table 2. Collisions involving trucks, by truck type, roadway class and collision severity, 2013

Collision severity/ road class	All other (non-truck) collisions	Percent	Large truck collisions	Percent	Light truck collisions	Percent
Total collisions	97,824	100%	11,914	100%	85,628	100%
Local/city road	43,919	44.9%	3,307	27.8%	40,071	46.8%
County road	11,847	12.1%	671	5.6%	8,913	10.4%
State road	13,462	13.8%	1,495	12.5%	12,292	14.4%
US route	8,816	9.0%	1,496	12.6%	8,632	10.1%
Interstate	8,115	8.3%	3,341	28.0%	4,326	5.1%
Unknown	11,665	11.9%	1,604	13.5%	11,394	13.3%
Fatal collisions	330	100%	98	100%	307	100%
Local/city road	92	27.9%	10	10.2%	71	23.1%
County road	85	25.8%	4	4.1%	51	16.6%
State road	76	23.0%	25	25.5%	93	30.3%
US route	49	14.8%	25	25.5%	57	18.6%
Interstate	25	7.6%	34	34.7%	29	9.4%
Unknown	3	0.9%	0	0.0%	6	2.0%
Fatal collisions per 1,000 collisions	3.4		8.2		3.6	
Local/city road	2.1		3.0		1.8	
County road	7.2		6.0		5.7	
State road	5.6		16.7		7.6	
US route	5.6		16.7		6.6	
Interstate	3.1		10.2		6.7	
Unknown	0.3		0.0		0.5	

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Note: The total of collisions involving large trucks, light trucks and non-trucks does not equal the overall total collisions as some collisions involved both a light and large truck in same collision.

Figure 1. Distribution of collisions, by hour of day and vehicles involved, 2013



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

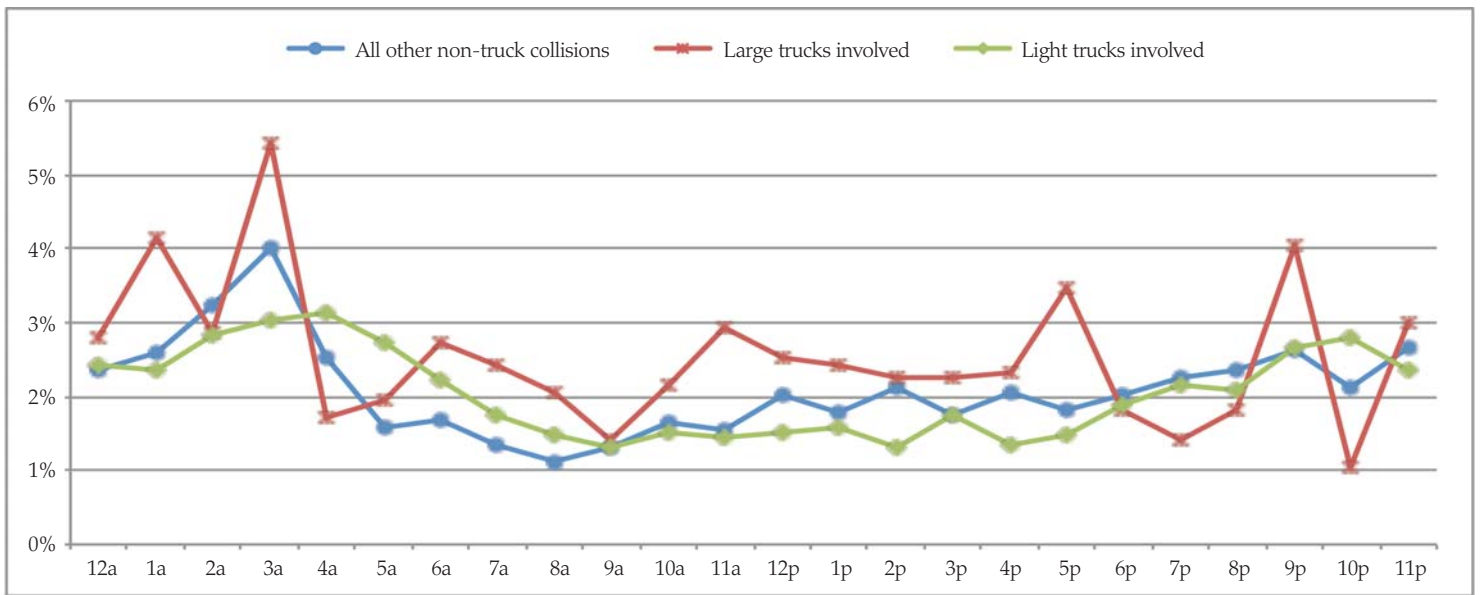
Notes:

- 1) Excludes those collisions where time was unknown.
- 2) Percentages represent the proportion of all collisions per collision type for that hour (i.e., 6 percent of all large truck collisions occurred at 7am).

The fatal and incapacitating collision rate per hour was also similar for non-truck and light truck collisions, with slight differences in early morning hours (Figure 2). Large truck fatal and incapacitating injury collisions varied and spiked at different times of the day. Fatal and incapacitating injury collisions for large trucks were the highest at 3am, while light truck fatal and incapacitating injury collisions were highest at 4am. Light truck fatal and incapacitating injury collisions were evenly distributed between 8am and 11pm.

Based upon the 2010 US Census definition of urban places, the state of Indiana can be divided into urban, suburban, exurban, and rural areas. Generally, when looking at collisions by geographic locale, the majority of 2013 large and light truck injury collisions occurred in urban areas. However, for fatal large truck collisions, the highest percentage (36 percent) occurred in suburban areas (Figure 3). Thirty-six percent of fatal light truck collisions occurred in urban areas and 29 percent in suburban areas.

Figure 2. Fatal and incapacitating injury collisions as percent of total collisions per hour, by vehicle type, 2013

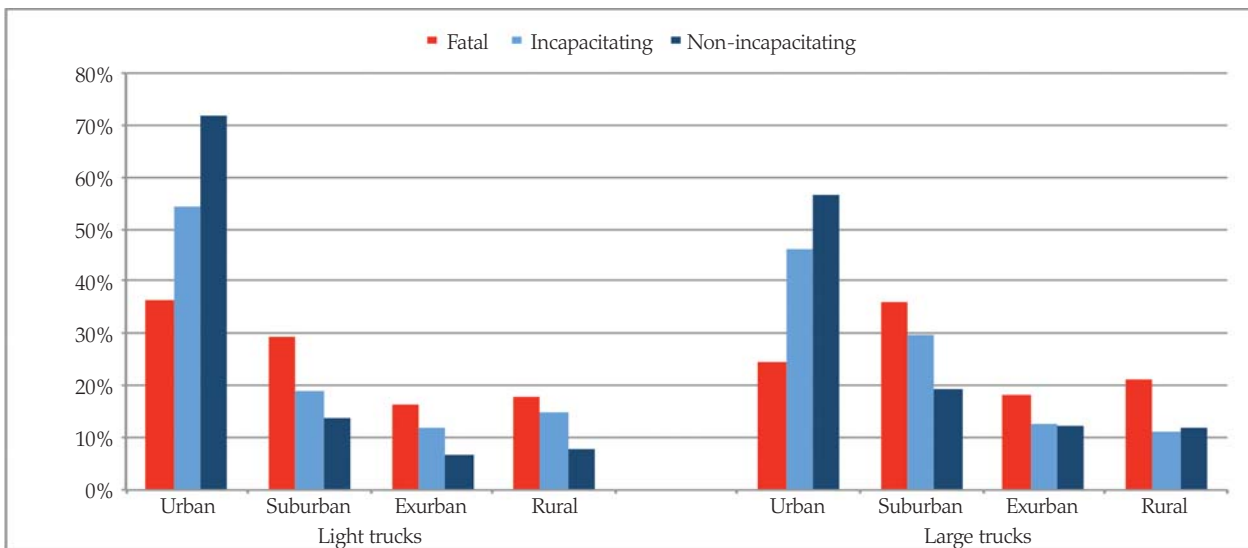


Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

- 1) Excludes those collisions where time was unknown.
- 2) Percentages represent the proportion of collisions per hour that were fatal or incapacitating injury collisions (i.e., 4 percent of large truck collisions that occurred in the 1am hour were fatal or incapacitating injury collisions).

Figure 3. Injury collisions involving trucks as proportion of all injury collisions, by locale and collision severity, 2013



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

- 1) Only collisions with known locales are included.
- 2) Excludes property damage collisions.
- 3) Percentages represent the proportion of collisions per severity that were in a certain locale for each truck type (i.e., 72 percent of light truck non-incapacitating collisions were in an urban locale).



VEHICLES

In 2013, 337,157 vehicles were involved in collisions; of those 117,287 were trucks (103,974 light, 13,313 large) (Table 3). The overall number of vehicles involved in collisions increased slightly (less than 2 percent) from 2012 to 2013, while the number of light trucks involved in collisions decreased less than 2 percent for the same period. However, light trucks involved in fatal collisions increased nearly 5 percent from 2012 to 2013, while large trucks involved in fatal collisions decreased slightly more than 2 percent for the same time period. In 2013, light trucks were 1.3 times

and large trucks were 3.6 times (both $p < 0.001$) more likely to be involved in fatal collisions than passenger cars.

Of the 562 vehicles involved in fatal light truck collisions, 47 (8 percent) were speeding, while only 4 percent of the other vehicles involved were speeding (Table 4). On the other hand, of the 247 vehicles involved in fatal large truck collisions only 7 (3 percent) of the large trucks were speeding, while 5 percent of the other vehicles involved were speeding. Light trucks were 2.9 times more likely to be speeding than the other vehicles with which they collided, whereas large trucks were no more likely than the other involved vehicle to be speeding (calculated from Table 4).

Table 3. Vehicles involved in Indiana collisions, by collision severity and vehicle type, 2013

Collision severity/vehicle type	Count of vehicles					Annual rate of change	
	2009	2010	2011	2012	2013	2012-2013	2009-2013
All collisions	329,877	337,248	329,373	331,693	337,157	1.6%	0.5%
Passenger car	187,964	195,787	192,344	198,985	206,321	3.7%	2.4%
Light truck	116,400	114,564	109,495	105,751	103,974	-1.7%	-2.8%
Large truck	11,591	13,319	13,940	13,090	13,313	1.7%	3.5%
Motorcycle/moped	3,354	3,495	3,624	4,205	3,594	-14.5%	1.7%
Other vehicle type	10,568	10,083	9,970	9,662	9,955	3.0%	-1.5%
Fatal collisions	1,021	1,117	1,072	1,139	1,138	-0.1%	2.7%
Passenger car	417	481	450	509	526	3.3%	6.0%
Light truck	350	388	329	333	349	4.8%	-0.1%
Large truck	110	116	143	126	123	-2.4%	2.8%
Motorcycle/moped	118	113	121	149	115	-22.8%	-0.6%
Other vehicle type	26	19	29	22	25	13.6%	-1.0%
Relative risk of involvement in fatal collision							
Light truck v. passenger car	1.4	1.4	1.3	1.2	1.3		
Large truck v. passenger car	4.3	3.5	4.4	3.8	3.6		
Large truck v. light truck	3.2	2.6	3.4	3.1	2.8		

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

- 1) *Other vehicle type* includes buses, combination vehicle, farm vehicle, motor home/recreational vehicle, animal drawn vehicle (non-motor vehicle), unknown, and invalid types.
- 2) Relative risk is the ratio of the percentage of involvement in a fatal collision comparing by vehicle type. Ratios greater than 1 show a higher risk for that particular vehicle type fatal collision. For example, in 2013, large trucks were 3.6 times more likely to be involved in a fatal collision than a passenger car.

Table 4. Vehicles speeding in truck collisions, by collision severity, 2013

Vehicles in collisions involving:	Count of vehicles				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
Light trucks	562	2,175	25,752	131,056	159,545
Light truck speeding	47	144	1,201	4,326	5,718
% light truck speeding	8.4%	6.6%	4.7%	3.3%	3.6%
Other vehicle speeding	21	37	429	1,486	1,973
% other vehicle speeding	3.7%	1.7%	1.7%	1.1%	1.2%
Large trucks	247	394	2,914	18,221	21,776
Large truck speeding	7	9	139	425	580
% large truck speeding	2.8%	2.3%	4.8%	2.3%	2.7%
Other vehicle speeding	12	12	139	430	593
% other vehicle speeding	4.9%	3.0%	4.8%	2.4%	2.7%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Note: Excludes pedestrians and bicycles as vehicles.

INJURIES

In 2013, there were 309,975 individuals involved in collisions (Table 5). Of those, 146,984 (47 percent) were in light truck collisions and 19,839 (6 percent) were in large truck collisions. Of the 777 fatalities in collisions, 44 percent (338) were in light truck collisions, while 15 percent (117) were in large truck collisions. The 338 light truck collision fatalities in 2013 is

an increase from the 317 fatalities in 2012. Of the 338 fatalities, 141 (42 percent) were drivers of the light truck. Of the 117 individuals killed in large truck collisions, over half (75, or 64 percent) were drivers of the other vehicle. Within all collisions involving large trucks, drivers of other vehicles were 10.8 times ($p < 0.001$) more likely to be killed than the drivers of large trucks (calculated from Table 5).

Table 5. Injuries in collisions, by truck involvement, person type, and injury status, 2013

	Count of individuals					Total
	Fatal	Incapacitating	Non-incapacitating	Other injury	Not injured	
Individuals in all collisions	777	3,443	41,857	2,187	261,711	309,975
Individuals in light truck collisions	338	1,423	19,443	1,182	124,598	146,984
Driver - light truck	141	601	8,012	763	83,446	92,963
Driver - other vehicle	88	384	5,330	353	40,896	47,051
Occupant - light truck	46	216	3,523	31	57	3,873
Occupant - other vehicle	26	115	1,952	23	34	2,150
Non-motorist	37	107	626	12	165	947
Individuals in large truck collisions	117	223	2,030	143	17,326	19,839
Driver - large truck	11	33	497	101	11,116	11,758
Driver - other vehicle	75	134	1,010	36	6,191	7,446
Occupant - large truck	3	9	73	0	3	88
Occupant - other vehicle	21	38	414	6	6	485
Non-motorist	7	9	36	0	10	62

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

- 1) Animal drawn vehicle operator and occupants are counted as nonmotorists.
- 2) Non-truck driver includes the driver of the other vehicle, truck occupants, occupants of the other vehicle, and nonmotorist.
- 3) Other injury includes those injuries reported as *refused (treatment)* and *unknown*.
- 4) Non-incapacitating injury includes those injuries reported as *non-incapacitating* and *possible*.

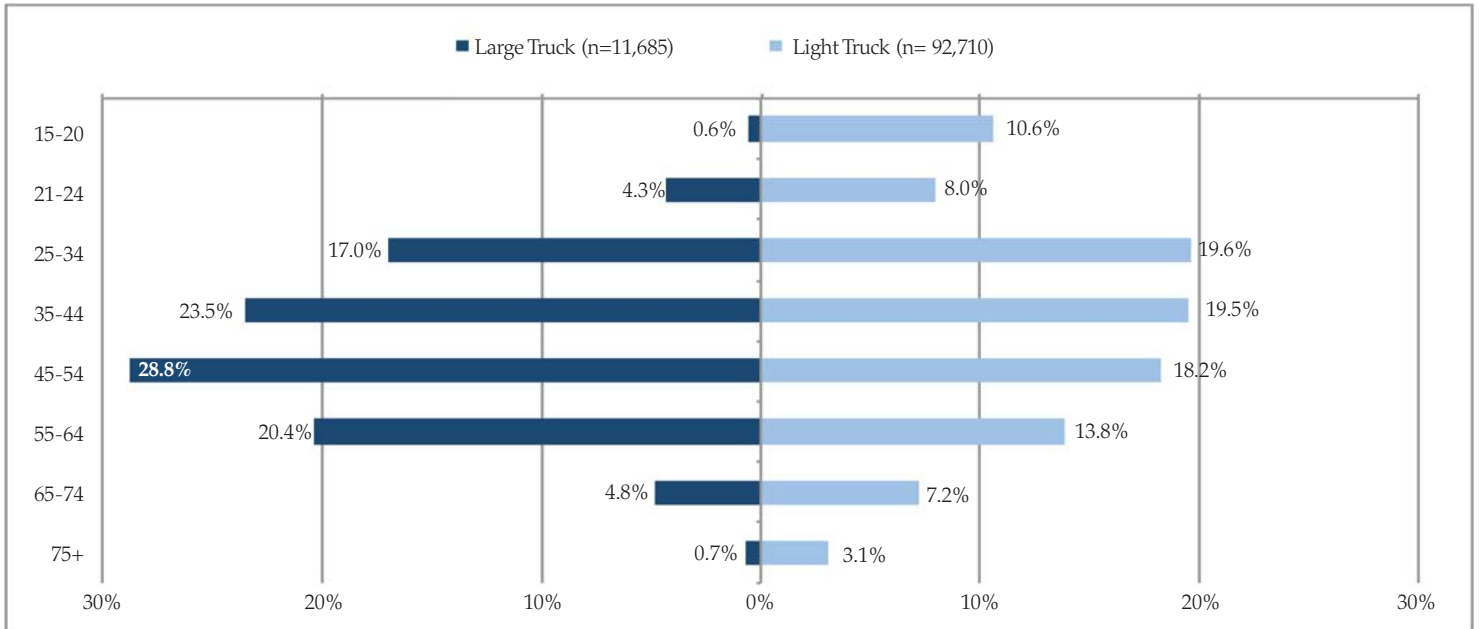


DRIVERS

The distribution of drivers involved in truck collisions varies by age and vehicle type. Nearly 30 percent of all large truck drivers involved in collisions were between the ages of 45 and 54 (Figure 4). Almost 60 percent

of light truck drivers involved in collisions were between the ages of 25 and 54. Few drivers of large trucks were under age 24. There were proportionately more light truck drivers ages 15 to 24 than large truck drivers (19 and 5 percent, respectively).

Figure 4. Distribution of truck drivers involved in collisions, by age, and vehicle type, 2013



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

- 1) Excludes cases with invalid or unknown age.
- 2) Percent represents age group/total age group per vehicle type.

Large truck drivers were less likely to be alcohol-impaired (BAC \geq 0.08 g/dL) than drivers of other vehicle types, regardless of the collision severity (Table 6). Of the 4,700 impaired drivers of all vehicle types in 2013, only 18 were drivers of large trucks. However, drivers of light trucks involved in collisions in 2013 were generally more likely to be alcohol-impaired than drivers of other types of vehicles, with the exception of

motorcycle/moped operators. While no drivers of large trucks involved in fatal collisions were alcohol-impaired, 12 percent of light truck drivers in fatal collisions were impaired. In fatal collisions, the impairment rate for drivers of pickup trucks (14 percent) was highest among the three unit types comprising light trucks (Table 7). Eleven percent and nine percent of van and SUV drivers, respectively, were impaired in fatal collisions.

Table 6. Drivers in collisions by alcohol impairment, vehicle type, and collision severity, 2013

	Count of drivers/operators				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
All drivers	1,095	4,576	51,200	236,951	293,822
Large truck	116	193	1,498	9,878	11,685
Light truck	339	1,377	15,805	75,189	92,710
Passenger car	510	2,412	31,561	148,226	182,709
Motorcycle/moped	113	543	1,902	818	3,376
Other	17	51	434	2,840	3,342
Impaired drivers (BAC \geq0.08)	115	193	1,177	3,215	4,700
Large truck	0	0	2	16	18
Light truck	39	62	420	1,029	1,550
Passenger car	62	96	673	2,138	2,969
Motorcycle/moped	13	29	73	27	142
Other	1	6	9	5	21
% Impaired	10.5%	4.2%	2.3%	1.4%	1.6%
Large truck	0.0%	0.0%	0.1%	0.2%	0.2%
Light truck	11.5%	4.5%	2.7%	1.4%	1.7%
Passenger car	12.2%	4.0%	2.1%	1.4%	1.6%
Motorcycle/moped	11.5%	5.3%	3.8%	3.3%	4.2%
Other	5.9%	11.8%	2.1%	0.2%	0.6%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

1) BAC = Blood alcohol concentration in grams per deciliter (g/dL).

2) Other vehicles include buses, combination vehicle, farm vehicle, motor home/recreational vehicle, and unknown vehicle types.

3) Includes only drivers ages 15 to 109.

4) Light trucks are defined as vans, sport utility vehicles, and pickup trucks with a gross vehicle weight rating of 10,000 pounds or less.

5) Large trucks are units identified as truck (single 2 axle, 6 tires), truck (single 3 or more axles), truck/trailer (not semi), tractor (cab only, no trailer), tractor/one semi trailer, tractor/double trailer, tractor/triple trailer, and pickup trucks over 10,000 pounds.

Table 7. Light truck drivers in collisions by alcohol impairment, vehicle type, and collision severity, 2013

	Count of drivers				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
Light truck drivers	339	1,377	15,805	75,189	92,710
Pickup truck	161	576	5,655	29,683	36,075
Sport utility vehicle	121	549	7,204	32,355	40,229
Van	57	252	2,946	13,151	16,406
Impaired drivers (BAC \geq0.08)	39	62	420	1,029	1,550
Pickup truck	22	34	205	556	817
Sport utility vehicle	11	23	163	376	573
Van	6	5	52	97	160
% Impaired	11.5%	4.5%	2.7%	1.4%	1.7%
Pickup truck	13.7%	5.9%	3.6%	1.9%	2.3%
Sport utility vehicle	9.1%	4.2%	2.3%	1.2%	1.4%
Van	10.5%	2.0%	1.8%	0.7%	1.0%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Note: BAC = Blood alcohol concentration in grams per deciliter (g/dL).



RESTRAINT USE

Overall in 2013, nearly all vehicle occupants (99 percent) involved in collisions regardless of vehicle type, were restrained (Table 8). In comparison, only 76 percent of vehicle occupants in fatal collisions were restrained (up from 74 percent in 2012). Large truck occupant restraint use was 99 percent and light truck occupant restraint use was 98 percent for those involved in collisions. The rate drops slightly to 96 percent for occupants of large trucks involved in fatal collisions. For occupants of light trucks

involved in fatal collisions, rates for SUV and pickup trucks occupants were 74 and 73 percent, respectively; the rate for van occupants was 76 percent. Only 53 percent of occupants who were fatally injured in a light truck were restrained (up from 48 percent in 2012). For SUV occupants fatally injured in a collision only 48 percent were restrained. Restraint use for fatally injured occupants of large trucks declined from 2012 to 2013, from 68 to 64 percent. Drivers were more likely to be restrained than passengers.

Table 8. Restraint use rates among vehicle occupants involved in collisions, by vehicle type and collision/injury severity, 2013

	Light trucks				Large trucks	Passenger cars	Total
	Pickup trucks	SUVs	Vans	All light trucks			
Persons involved in:							
All collisions	97.6%	98.8%	98.6%	98.3%	98.8%	98.8%	98.6%
Fatal collisions	73.4%	73.5%	76.2%	74.0%	95.9%	73.7%	76.0%
Incapacitating collisions	82.5%	90.4%	89.5%	87.2%	94.3%	90.9%	89.7%
Non-incapacitating collisions	93.7%	96.9%	96.6%	95.6%	97.2%	97.0%	96.5%
Property damage collisions	99.1%	99.6%	99.6%	99.4%	99.2%	99.5%	99.5%
Persons by injury status							
Fatal injury	52.2%	47.5%	66.7%	52.9%	64.3%	60.2%	58.0%
Incapacitating injury	67.7%	81.4%	79.7%	75.6%	78.4%	84.8%	81.8%
Non-incapacitating injury	88.9%	95.0%	94.0%	92.9%	93.0%	95.5%	94.7%
Other injury	99.3%	99.7%	100.0%	99.6%	98.9%	98.4%	98.9%
Not injured	99.0%	99.6%	99.6%	99.4%	99.2%	99.5%	99.5%
Persons by occupant type							
Driver	98.1%	99.1%	99.2%	98.7%	99.0%	99.0%	98.9%
Injured occupant	82.7%	91.5%	88.6%	88.5%	56.1%	92.7%	91.0%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

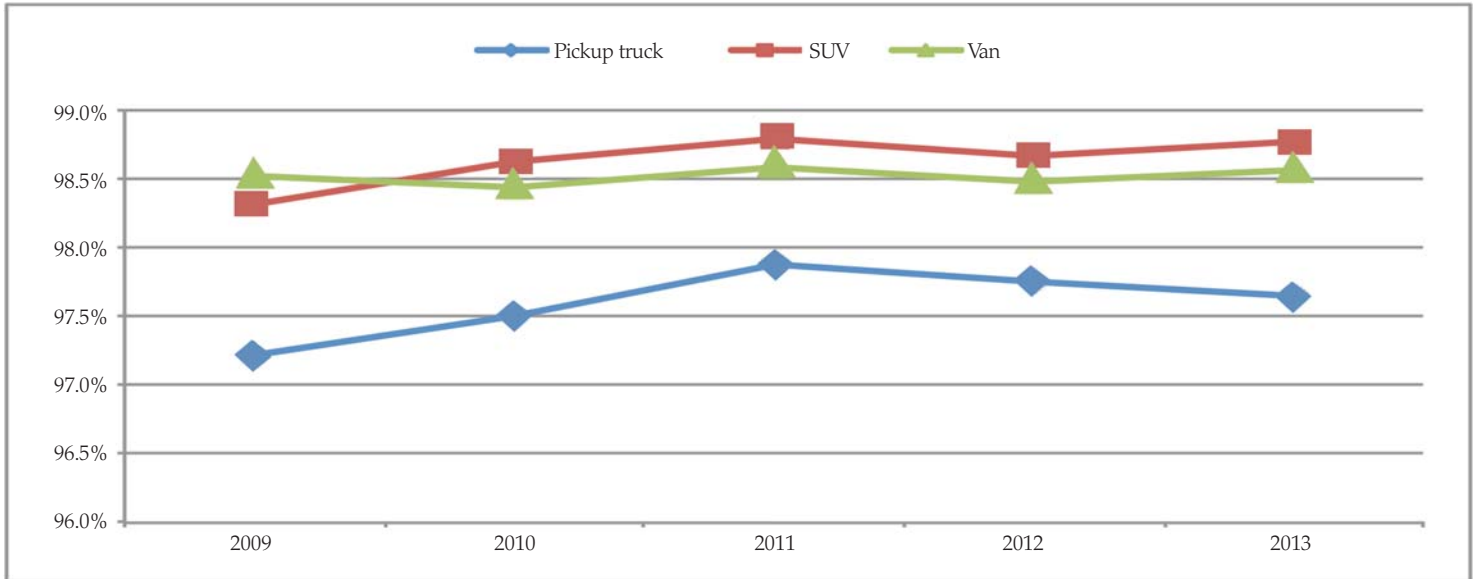
- 1) Includes only individuals where restraint use is known.
- 2) Drivers are ages 15 to 109.
- 3) Other injury includes those injuries reported as *refused (treatment)* and *unknown*.

From 2009 to 2013, restraint use rates for van occupants have remained steady (98.5 percent), while SUV occupant restraint use increased from 2009 to 2011 (from 98.3 to 98.8 percent), then dropped slightly in 2012 and increased again in 2013 (98.8 percent) (Figure 5). Pickup truck occupant restraint use for the same period was slightly more than one percent lower than for occupants of SUVs and vans. From 2009 to 2013, pickup truck occupant restraint use peaked in 2011 (97.9 percent).

Restraint use in fatal collisions peaked in 2009 (85 percent) and was at the lowest in 2011 (67 percent). On the other hand, SUV occupant restraint use in fatal collisions was at the lowest in 2009 (59 percent) and peaked in 2010 (79 percent). Pickup truck occupant restraint use was also varied – it was lowest in 2010 (63 percent), peaked in 2011 (78 percent) and leveled to 73 percent in 2013. Restraint use plays an important role in the occupant injury status.

Restraint use rates for all types of light truck occupants involved in fatal collisions remained steady between 2012 and 2013 (Figure 6). Van occu-

Figure 5. Restraint use rates among light truck occupants involved in collisions, by vehicle type, 2009-2013

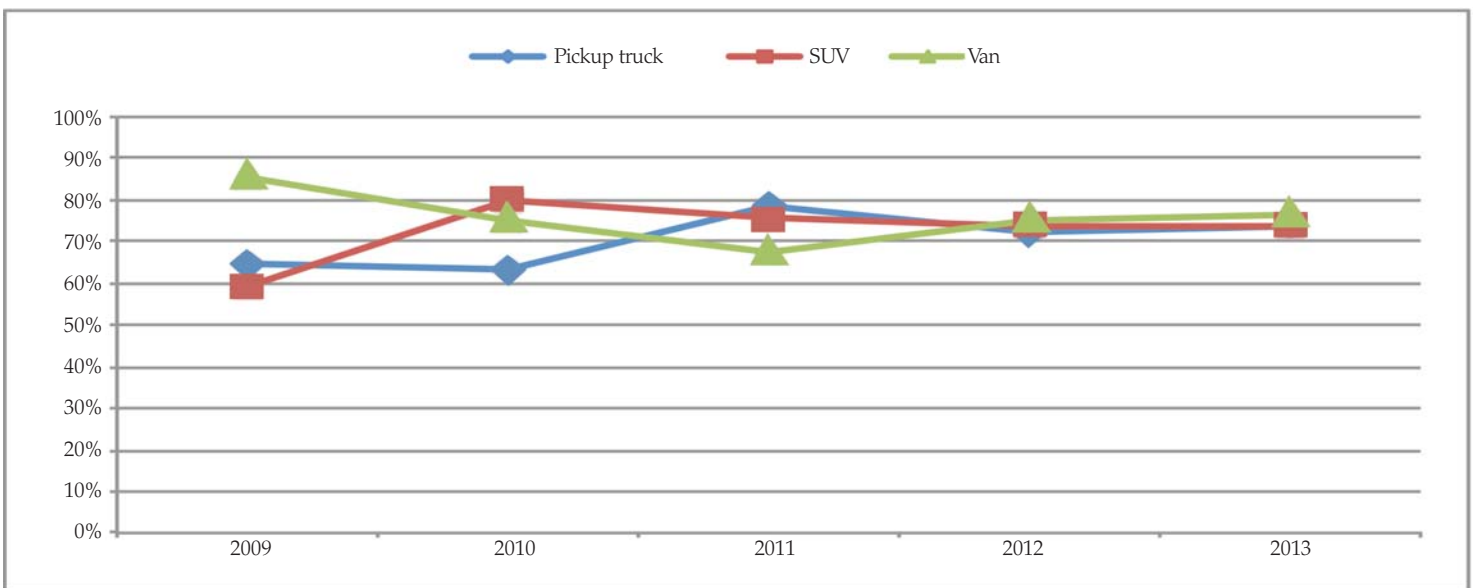


Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

- 1) Includes individuals where restraint use is known.
- 2) Drivers are ages 15 to 109.

Figure 6. Restraint use rates among light truck occupants involved in fatal collisions, by vehicle type, 2009-2013



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014

Notes:

- 1) Includes individuals where restraint use is known.
- 2) Drivers are ages 15 to 109.



DEFINITIONS

- **Annual rate of change (ARC)** — The rate that a beginning value must increase/decrease each period (e.g. month, quarter, 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 2008 to 2012, it is calculated as $(\text{Value in 2013}/\text{Value in 2009})^{1/4} - 1$.
- **Census locale** — *Urban* is defined as Census 2010 Urban Areas (expanded in 2010); *suburban* as areas within 2.5 miles of urban boundaries; *exurban* as areas within 2.5 miles of suburban boundaries; and *rural* as areas beyond exurban boundaries (i.e., everything else).
- **Driver impaired** — Drivers with a blood alcohol concentration (BAC) greater than or equal to 0.08 grams per deciliter (g/dL).
- **Large trucks** — Units identified as *truck (single 2 axle, 6 tires)*, *truck (single 3 or more axles)*, *truck/trailer (not semi)*, *tractor (cab only, no trailer)*, *tractor/one semi trailer*, *tractor/double trailer*, *tractor/triple trailer*, and *pickup trucks* over 10,000 pounds.
- **Light trucks** — *Vans*, *sport utility vehicles*, and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.
- **Non-fatal collisions** include *incapacitating*, *non-incapacitating*, *possible* and *property damage only* collisions.
- **Non-incapacitating injury** includes *non-incapacitating* and *possible* injuries.
- **Non-motorist** includes *pedestrians* and *pedalcyclists*.
- **Restraint use** — Vehicle occupants are counted as restrained when the investigating officer selected any one of the following passenger vehicle safety equipment categories on the Indiana Crash Report: (1) *Lap belt only*; (2) *Harness*; (3) *Airbag deployed and harness*; (4) *Child restraint*; or (5) *Lap and harness*.
- **Speeding** — Driver was charged with a speeding-related offense or an officer indicated that the driver was driving at an *unsafe speed* or at a *speed too fast for the weather conditions*.

DATA SOURCES

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 21, 2014.



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 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 PPI website (www.policyinstitute.iu.edu), the ICJI website (www.in.gov/cji/), or you may contact the PPI at 317-261-3000.

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 Public Policy Institute is collaborating with the Indiana Criminal Justice Institute to analyze 2013 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the eighth 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, 2013, 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 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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