

INDIANA 2010 TRAFFIC SAFETY FACTS

ALCOHOL, 2010

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In Indiana and across the nation, rates of fatal crashes involving alcohol-impaired drivers decreased steadily since 2001 and at a greater rate since 2006. Fatalities resulting from traffic crashes involving drivers impaired by alcohol (i.e., with blood alcohol content results of 0.08 grams per deciliter [g/dL] or higher) were at 10-year lows in 2010, declining from highs in 2005 and 2006. As shown in crash data, driving behavior is strongly affected by alcohol impairment. Alcohol-impaired drivers were more likely to lose control of their vehicle, to hit fixed objects, to speed, and to disregard traffic signals. Compared to rural areas, crashes occurring in urbanized areas were more likely to involve alcohol-impaired drivers and drivers with higher levels of impairment.

Crash data show a strong relationship between drivers with a history of impaired driving violations and the likelihood of being impaired in the crash. In general, drivers that were impaired while in the crash were eight times more likely to have had prior traffic convictions for alcohol use than were drivers not impaired in crashes. In fact, one in every three drivers with three or more prior convictions for operating while intoxicated was intoxicated in the crash. Drivers with suspended licenses and those not licensed were also far more likely to have been impaired in the crash than those with a valid license.

Note on BAC test result reporting:

Testing rates for drivers in crashes remained relatively constant over the last five years, with around 70 percent of all drivers in fatal crashes tested for alcohol. The data repository for Indiana traffic crashes, the Indiana State Police Automated Reporting Information Exchange System (ARIES), now distinguishes between test results collected at the scene (usually by portable breath tests) and those certified by the Indiana Department of Toxicology. As of 2010, crash data now report both values, whereas in previous years only one value (either the scene result or the certified result) was reported. For future analyses, **certified results are used when available and the at-the-scene ("field") results are used otherwise.** With improvements in supplements and reporting to crash data, readers may find year-over-year increases in alcohol-impaired crashes. Please use caution in interpreting these changes as they may reflect data collection protocol changes as well as actual changes in alcohol-impaired crashes.

Definitions:

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.

Key Findings

In Indiana in 2010:

- 4,907 crashes and 130 fatal crashes involved an alcohol-impaired driver.
- 4,928 of 294,987 drivers in crashes were legally impaired by alcohol.
- 135 people were killed in crashes involving an alcohol-impaired driver.
- 8 percent of alcohol-impaired drivers in fatal crashes were under age 21 (10 of 133).
- 16 percent of alcohol-impaired drivers in crashes had at least one prior conviction for driving while impaired.

GENERAL TRENDS

The rate per 100m vehicle miles travelled (VMT) for alcohol-impaired fatal crashes in Indiana has decreased by nearly six percent annually since 2005 (Table 1). Indiana's rate in 2009 (0.20 alcohol-impaired fatal crashes per 100m VMT) was lower than that of the Great Lakes

Region (0.21) and that of the United States (0.24). In 2010, alcohol-impaired fatal crashes were at a 10-year low (130), as were fatalities in those crashes (135) (Figures 1a and 1b). Since 2006, fatalities in alcohol-impaired crashes in Indiana decreased by about 10 percent annually.

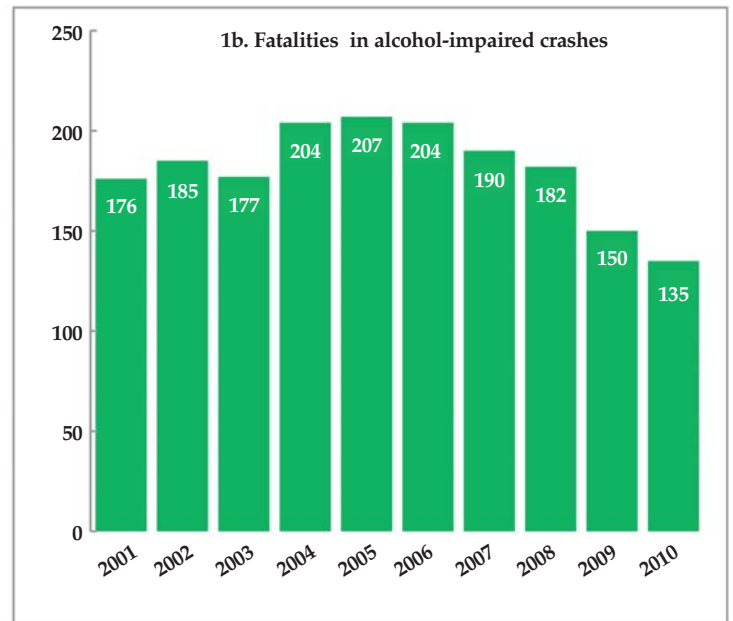
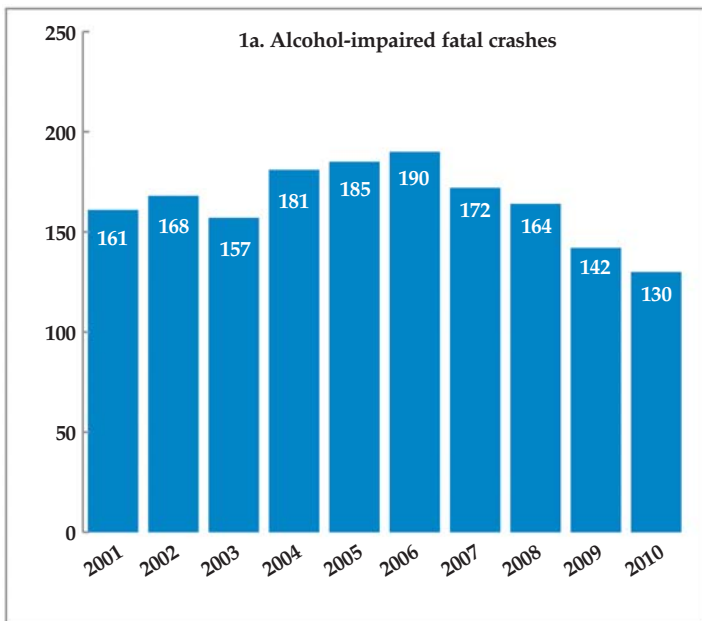
Table 1. Rates of fatal crashes involving an alcohol-impaired driver, per 100m vehicle miles travelled, 2000-2009

| Region | Alcohol-impaired fatal crashes per 100m VMT | | | | | | | | | | Annual rate of change | | |
|--|---|------|------|------|------|------|------|------|------|------|-----------------------|--------|--------|
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2000-9 | 2005-9 | 2008-9 |
| Upper New England (CT, ME, MS, NH, RI, VT) | 0.22 | 0.23 | 0.19 | 0.21 | 0.18 | 0.18 | 0.20 | 0.22 | 0.19 | 0.15 | -3.8% | -4.1% | -17.4% |
| Lower New England (NJ, NY, PA) | 0.23 | 0.22 | 0.21 | 0.20 | 0.20 | 0.22 | 0.20 | 0.23 | 0.21 | 0.17 | -3.4% | -6.5% | -21.9% |
| Mid-Atlantic (DE, DC, KY, MD, NC, VA, WV) | 0.20 | 0.25 | 0.26 | 0.25 | 0.25 | 0.25 | 0.25 | 0.29 | 0.28 | 0.23 | 1.4% | -1.9% | -18.4% |
| Southern Atlantic (AL, FL, GA, SC, TN) | 0.35 | 0.30 | 0.32 | 0.30 | 0.26 | 0.28 | 0.28 | 0.32 | 0.31 | 0.27 | -2.6% | -0.9% | -12.1% |
| Great Lakes (IL, IN, MI, MN, OH, WI) | 0.31 | 0.31 | 0.31 | 0.30 | 0.28 | 0.28 | 0.28 | 0.29 | 0.25 | 0.21 | -4.2% | -6.5% | -14.6% |
| Illinois | 0.35 | 0.35 | 0.37 | 0.35 | 0.32 | 0.30 | 0.32 | 0.33 | 0.26 | 0.22 | -5.1% | -7.6% | -17.1% |
| Indiana | 0.23 | 0.23 | 0.23 | 0.22 | 0.25 | 0.26 | 0.27 | 0.24 | 0.23 | 0.20 | -1.4% | -5.8% | -12.7% |
| Michigan | 0.26 | 0.27 | 0.23 | 0.21 | 0.21 | 0.20 | 0.22 | 0.22 | 0.22 | 0.17 | -4.4% | -3.0% | -20.1% |
| Minnesota | 0.34 | 0.27 | 0.29 | 0.32 | 0.23 | 0.24 | 0.22 | 0.25 | 0.20 | 0.15 | -8.9% | -11.4% | -26.0% |
| Ohio | 0.32 | 0.35 | 0.35 | 0.28 | 0.28 | 0.29 | 0.28 | 0.29 | 0.27 | 0.23 | -3.3% | -5.3% | -13.8% |
| Wisconsin | 0.39 | 0.41 | 0.41 | 0.45 | 0.41 | 0.42 | 0.43 | 0.45 | 0.31 | 0.32 | -2.4% | -7.1% | 1.8% |
| Southern Central (LA, MS, NM, OK, TX) | 0.32 | 0.30 | 0.34 | 0.33 | 0.32 | 0.32 | 0.28 | 0.29 | 0.34 | 0.31 | -0.2% | -0.8% | -7.6% |
| Central (AR, IA, KS, MO, NE) | 0.34 | 0.34 | 0.34 | 0.36 | 0.32 | 0.34 | 0.34 | 0.33 | 0.31 | 0.31 | -1.2% | -2.7% | -0.5% |
| West (CO, NV, ND, SD, UT, WY) | 0.37 | 0.40 | 0.41 | 0.35 | 0.31 | 0.29 | 0.30 | 0.29 | 0.30 | 0.26 | -3.6% | -2.9% | -12.5% |
| Pacific (AZ, CA, HI) | 0.23 | 0.25 | 0.24 | 0.25 | 0.25 | 0.26 | 0.29 | 0.28 | 0.26 | 0.21 | -0.7% | -4.9% | -17.1% |
| Upper Northwest (AK, ID, MT, OR, WA) | 0.35 | 0.33 | 0.36 | 0.36 | 0.33 | 0.36 | 0.36 | 0.36 | 0.34 | 0.33 | -0.6% | -1.8% | -3.9% |
| United States | 0.29 | 0.29 | 0.29 | 0.28 | 0.27 | 0.28 | 0.28 | 0.29 | 0.28 | 0.24 | -1.9% | -3.2% | -12.9% |

Source: Fatality Analysis Reporting System

Note: Regions defined by the National Highway Traffic Safety Administration (NHTSA).

Figure 1a and 1b. Indiana fatal crashes and fatalities involving an alcohol-impaired driver, 2001-2010



Sources: Fatality Analysis Reporting System (2000-9); Indiana State Police (2010)

GENERAL TRENDS

In 2010, there were 133 drivers in Indiana fatal crashes with a blood alcohol content (BAC) result of 0.08 g/dL or higher, eight percent of which were under age 21 (Table 2). The incidence of alcohol impairment in fatal

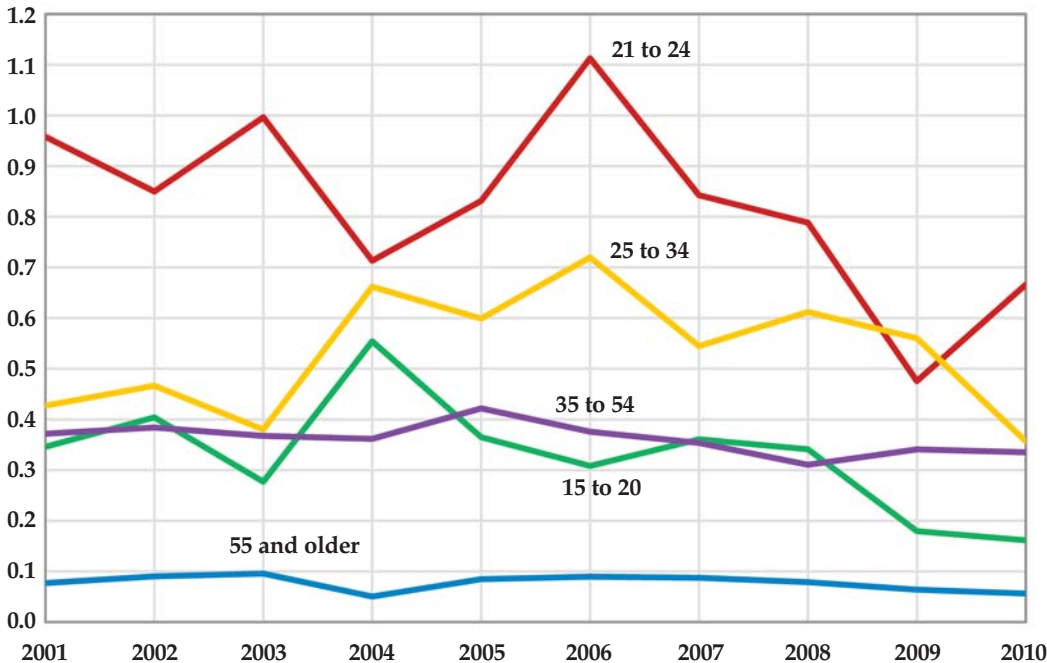
crashes in Indiana has dropped two percent annually since 2001 and nine percent annually since 2006. Per 100,000 population, drivers age 21 to 24 are most likely to have been alcohol-impaired in Indiana fatal crashes, though the rate for this age group had decreased the most since 2006 (Figure 2).

Table 2. Alcohol-impaired drivers in Indiana fatal crashes by driver age, 2001-2010

| Driver age | Count of drivers | | | | | | | | | | Annual rate of change | | |
|------------------|------------------|------|------|------|------|------|------|------|------|------|-----------------------|---------|---------|
| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2001-10 | 2006-10 | 2009-10 |
| Under 15 | 1 | - | - | - | - | - | - | - | - | 1 | n/a | n/a | n/a |
| 15 to 20 | 19 | 22 | 15 | 30 | 20 | 17 | 20 | 19 | 10 | 9 | -8% | -15% | -10% |
| 21 to 24 | 33 | 30 | 36 | 26 | 30 | 40 | 30 | 28 | 17 | 24 | -3% | -12% | 41% |
| 25 to 34 | 35 | 38 | 31 | 54 | 49 | 59 | 45 | 51 | 47 | 30 | -2% | -16% | -36% |
| 35 to 44 | 40 | 46 | 42 | 34 | 42 | 51 | 30 | 25 | 40 | 33 | -2% | -10% | -18% |
| 45 to 54 | 27 | 23 | 24 | 31 | 34 | 17 | 34 | 31 | 21 | 27 | 0% | 12% | 29% |
| 55 to 64 | 7 | 8 | 8 | 5 | 10 | 12 | 9 | 10 | 10 | 7 | 0% | -13% | -30% |
| 65 to 74 | 3 | 2 | 4 | 1 | 1 | 1 | 4 | 1 | - | 2 | -4% | 19% | n/a |
| 75 and older | - | 2 | 1 | 1 | 1 | - | - | 1 | - | - | n/a | n/a | n/a |
| Total | 165 | 171 | 161 | 182 | 187 | 197 | 172 | 166 | 145 | 133 | -2% | -9% | -8% |
| Percent Under 21 | 12% | 13% | 9% | 16% | 11% | 9% | 12% | 11% | 7% | 8% | -- | -- | -- |

Sources: Fatality Analysis Reporting System (2001-9); Indiana State Police (2010)

Figure 2. Rates of alcohol-impaired drivers in Indiana fatal crashes, per 100,000 population, 2001-2010



Sources: Fatality Analysis Reporting System (2001-9); Indiana State Police (2010); US Census Bureau

Note: Population data not available for 2010; values extrapolated from ten-year (2000-9) annual rate of change.

INDIANA TRENDS

Since 2006, around one in every five fatal crashes involved an alcohol-impaired driver (Table 3). Since 2006, the number of alcohol-impaired drivers in fatal crashes has decreased by over eight percent annually. While comparatively small, the numbers of non-motorists killed or injured in collisions involving alcohol-impaired drivers increased significantly from 2009 to 2010 (Table 4). Approximately one in every 32 drivers age 21 to 24 in Indiana crashes was alcohol-impaired (Figure 3). An indirect relationship existed in 2010 between alcohol use and age, where older drivers were less likely to be alcohol-impaired in crashes.

Table 3. Indiana crashes by involvement of alcohol-impaired drivers and crash severity, 2006-2010

| Crash type and severity | Count of crashes | | | | | Annual rate of change | |
|---------------------------------|------------------|----------------|----------------|----------------|----------------|-----------------------|--------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2006-10 | 2009-10 |
| Alcohol-impaired | | | | | | | |
| Fatal | 183 | 169 | 156 | 119 | 130 | -8.2% | 9.2% |
| Non-fatal injury | 1,433 | 1,143 | 881 | 1,204 | 1,502 | 1.2% | 24.8% |
| Property damage | 3,087 | 2,688 | 2,362 | 2,838 | 3,275 | 1.5% | 15.4% |
| Total | 4,703 | 4,000 | 3,399 | 4,161 | 4,907 | 1.1% | 17.9% |
| All crashes | | | | | | | |
| Fatal | 817 | 804 | 722 | 631 | 701 | -3.8% | 11.1% |
| Non-fatal injury | 38,849 | 37,416 | 35,358 | 33,410 | 34,084 | -3.2% | 2.0% |
| Property damage | 153,055 | 166,779 | 169,372 | 155,620 | 158,105 | 0.8% | 1.6% |
| Total | 192,721 | 204,999 | 205,452 | 189,661 | 192,890 | 0.0% | 1.7% |
| Percent alcohol-impaired | | | | | | | |
| Fatal | 22.4% | 21.0% | 21.6% | 18.9% | 18.5% | | |
| Non-fatal injury | 3.7% | 3.1% | 2.5% | 3.6% | 4.4% | | |
| Property damage | 2.0% | 1.6% | 1.4% | 1.8% | 2.1% | | |
| Total | 2.4% | 2.0% | 1.7% | 2.2% | 2.5% | | |

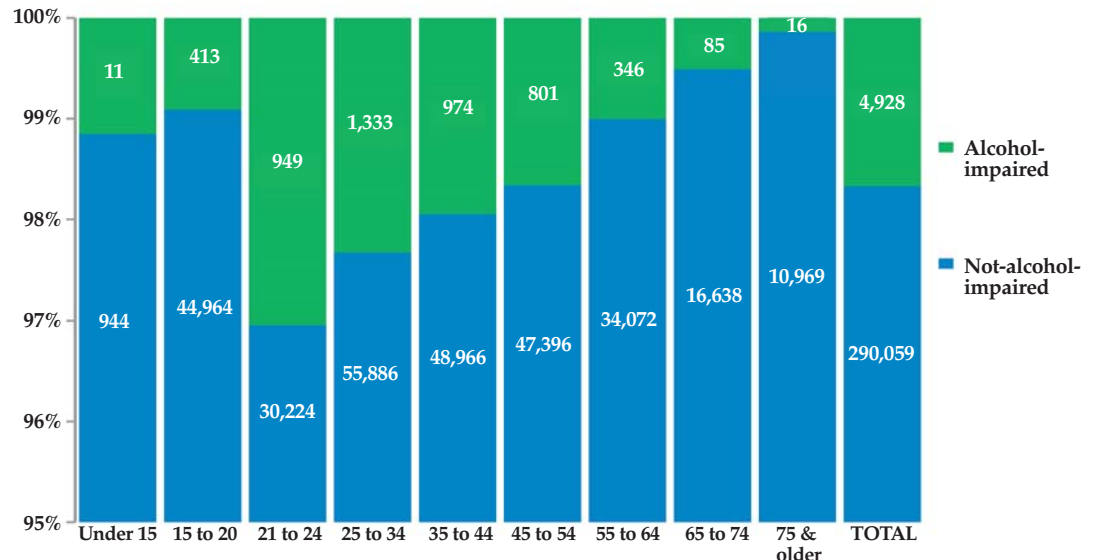
Source: Indiana State Police

Table 4. Individuals injured in crashes involving an alcohol-impaired driver, by person type and injury severity, 2006-2010

| Injury severity / person type | Count of individuals | | | | | Annual rate of change | |
|--------------------------------|----------------------|--------------|--------------|--------------|--------------|-----------------------|--------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2006-10 | 2009-10 |
| Fatal | | | | | | | |
| Alcohol-impaired driver | 140 | 135 | 120 | 96 | 92 | -10.0% | -4.2% |
| Passenger with impaired driver | 39 | 34 | 29 | 20 | 19 | -16.5% | -5.0% |
| Occupant of other vehicle | 15 | 14 | 17 | 8 | 15 | 0.0% | 87.5% |
| Non-motorist | 4 | 3 | 7 | 2 | 9 | 22.5% | 350.0% |
| TOTAL | 198 | 186 | 173 | 126 | 135 | -9.1% | 7.1% |
| Incapacitating | | | | | | | |
| Alcohol-impaired driver | 98 | 56 | 30 | 91 | 151 | 11.4% | 65.9% |
| Passenger with impaired driver | 49 | 31 | 30 | 25 | 48 | -0.5% | 92.0% |
| Occupant of other vehicle | 33 | 43 | 29 | 33 | 47 | 9.2% | 42.4% |
| Non-motorist | 9 | 4 | 11 | 4 | 15 | 13.6% | 275.0% |
| TOTAL | 189 | 134 | 100 | 153 | 261 | 8.4% | 70.6% |
| Non-incapacitating | | | | | | | |
| Alcohol-impaired driver | 1,000 | 763 | 612 | 806 | 1,001 | 0.0% | 24.2% |
| Passenger with impaired driver | 238 | 200 | 203 | 181 | 236 | -0.2% | 30.4% |
| Occupant of other vehicle | 564 | 555 | 347 | 486 | 558 | -0.3% | 14.8% |
| Non-motorist | 23 | 16 | 10 | 21 | 23 | 0.0% | 9.5% |
| TOTAL | 1,825 | 1,534 | 1,172 | 1,494 | 1,818 | -0.1% | 21.7% |

Source: Indiana State Police

Figure 3. Drivers involved in Indiana crashes by alcohol impairment, 2010



Source: Indiana State Police

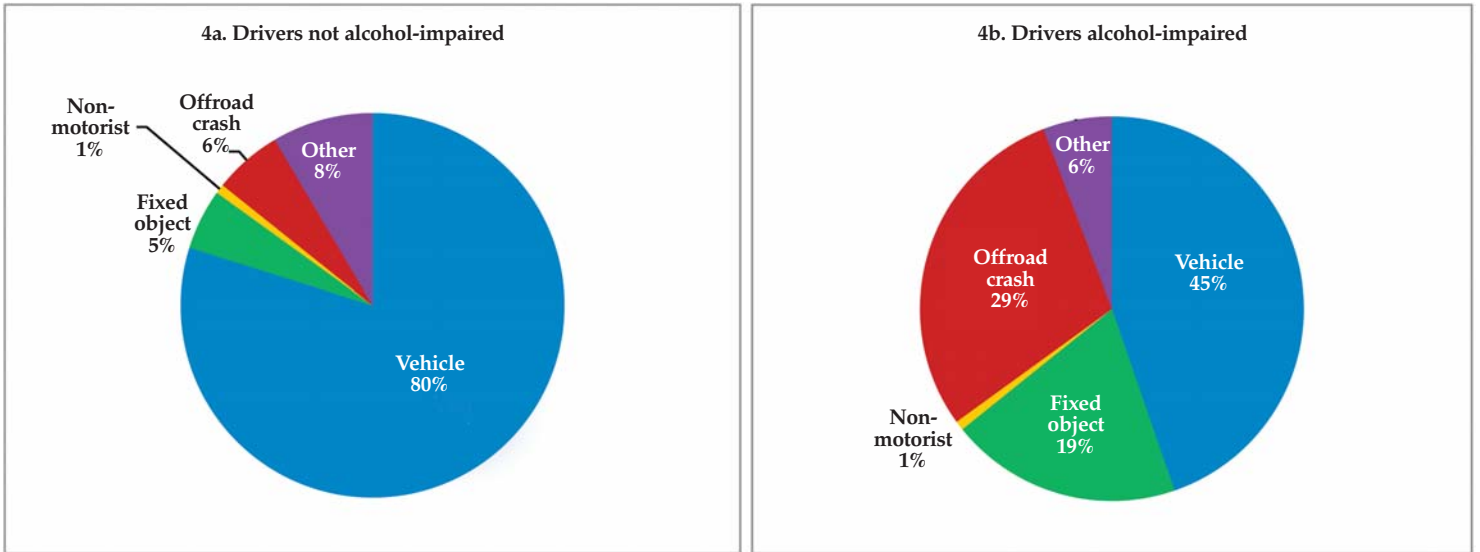
Note: Excludes drivers with invalid age reported

CIRCUMSTANCES

In 2010, alcohol-impaired drivers collided with objects other than vehicles much more often than non-impaired drivers (Figures 4a and 4b). Alcohol-impaired drivers were 3.8 times more likely to crash into a fixed object (bridge, post, fence, barrier, etc.) and 5.1 times more likely to run

off the road as compared to non-impaired drivers. For the years 2006 to 2010, alcohol-impaired drivers were far more likely to lose control of their vehicles as compared to non-impaired drivers, though the likelihood of failing to yield to other vehicles, following too closely, and to be distracted declined with alcohol-impaired driving (Table 5).

Figure 4a and 4b. Drivers in crashes by alcohol impairment and object collided with, 2010



Source: Indiana State Police

Table 5. Driver behavioral risk factors associated with alcohol impairment, by age group, 2006-2010

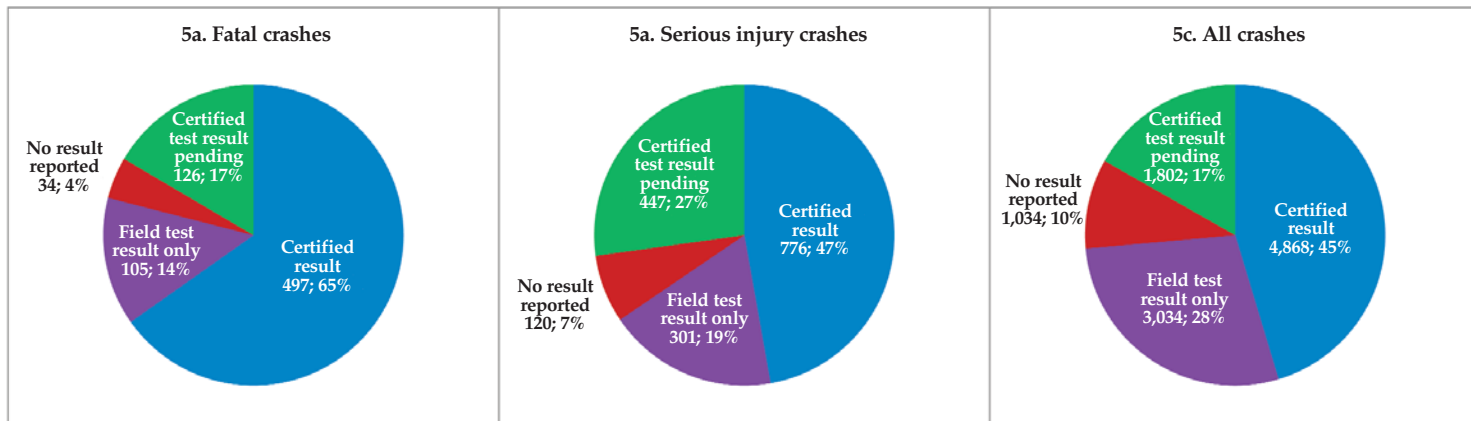
| Driver actions | Driver age group | | | | | | | | |
|--|------------------|----------|----------|----------|----------|----------|----------|--------------|----------|
| | 15 to 20 | 21 to 24 | 25 to 34 | 35 to 44 | 45 to 54 | 55 to 64 | 65 to 74 | 75 and older | ALL AGES |
| Lost control (ran off road, overcorrected, jackknifed) | 3.30 | 4.04 | 4.29 | 5.26 | 5.50 | 6.15 | 5.28 | 5.13 | 4.55 |
| Improper road use (lane usage, turning, wrong way, left of center) | 1.40 | 1.73 | 2.12 | 2.01 | 2.12 | 2.15 | 1.58 | 1.77 | 1.88 |
| Distracted (cell phone, passenger, other distraction) | 0.61 | 0.74 | 0.81 | 0.72 | 0.64 | 0.40 | 0.37 | n/a | 0.71 |
| Failure to yield | 0.21 | 0.25 | 0.41 | 0.54 | 0.75 | 0.76 | 0.75 | 0.27 | 0.41 |
| Following too closely | 0.17 | 0.28 | 0.47 | 0.79 | 0.99 | 1.23 | 1.35 | 1.63 | 0.56 |
| Speeding | 1.54 | 1.77 | 1.93 | 2.13 | 2.15 | 2.18 | 1.21 | 2.29 | 2.00 |
| Disregarding signal | 1.28 | 1.29 | 1.34 | 1.65 | 1.52 | 0.92 | 1.89 | n/a | 1.35 |



Source: Indiana State Police

Note: Risk factor is the ratio of the percent of drivers engaged in action when alcohol-impaired, compared to the percent engaged in behavior when not alcohol-impaired. Values greater than 1 indicate an increased risk of behavior with passengers; values less than 1 indicate a reduction in risk when passengers are present.

Figure 5a, 5b, and 5c. Blood alcohol content (BAC) results for drivers in Indiana crashes by crash severity, 2010



Source: Indiana State Police

Notes: Limited to drivers who were tested or refused an alcohol test; Serious injury includes fatal and incapacitating injuries

TESTING AND BAC RESULTS

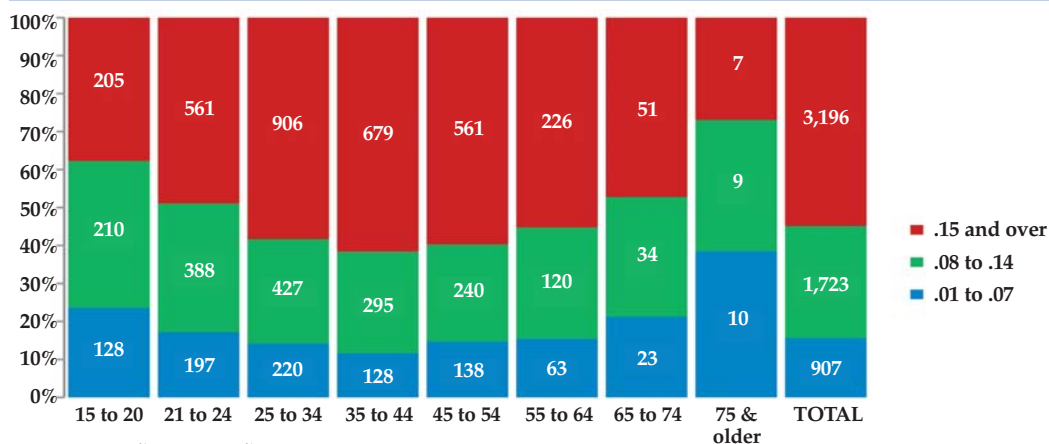
As mentioned in the summary, the Indiana crash database now distinguishes between alcohol test results collected on site (most commonly via portable breath test results) and those certified by the Indiana Department of Toxicology. Among all drivers tested for alcohol in 2010, 45 percent had a certified result recorded in the crash database, with an additional 17 percent waiting for certified results (Figures 5a, 5b, 5c). Certified results are more likely and cases with no result less likely (as should be true) with more severe crashes; 65 percent of all drivers tested in fatal crashes had a certified result reported. In fatal crashes in 2010, 73 percent of surviving drivers and 66 percent of drivers killed were tested for alcohol consumption (Table 6). Of those drivers with a blood alcohol content result reported by the investigating officer, 14 percent of surviving drivers and 38 percent of drivers killed had a positive result. Among those with a positive result, 87 percent were legally impaired for both surviving and killed drivers. The share of drivers legally impaired (BAC = 0.08 g/dL and over) was highest for drivers age 35 to 44 (Figure 6). In 2010, over 50 percent (3,196 of 5,826) of drivers with a positive test result had a BAC reading of 0.15 g/dL or above.

Table 6. Drivers involved in Indiana fatal crashes, by substance test results and injury status, 2006-2010

| (Count of drivers) | Surviving drivers | | | | | Killed drivers | | | | |
|-------------------------------|-------------------|------------|------------|------------|------------|----------------|------------|------------|------------|------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Total in fatal crashes | 631 | 610 | 561 | 500 | 563 | 609 | 626 | 554 | 491 | 520 |
| By test type given | | | | | | | | | | |
| Alcohol/drug | 422 | 422 | 417 | 316 | 410 | 394 | 435 | 390 | 315 | 341 |
| Refused | 2 | - | - | - | 1 | - | - | - | - | - |
| None | 190 | 99 | 101 | 94 | 47 | 202 | 92 | 112 | 124 | 62 |
| Not reported | 17 | 89 | 43 | 90 | 105 | 13 | 99 | 52 | 52 | 117 |
| Tested, as % all | 67% | 69% | 74% | 63% | 73% | 65% | 69% | 70% | 64% | 66% |
| By BAC result (g/dL) | | | | | | | | | | |
| Not reported | 257 | 258 | 172 | 250 | 224 | 262 | 244 | 188 | 239 | 238 |
| Reported | 374 | 352 | 389 | 250 | 339 | 347 | 382 | 366 | 252 | 282 |
| .00 | 315 | 305 | 337 | 215 | 292 | 185 | 229 | 229 | 136 | 176 |
| .01+ | 59 | 47 | 52 | 35 | 47 | 162 | 153 | 137 | 116 | 106 |
| .08+ | 49 | 34 | 38 | 26 | 41 | 141 | 136 | 121 | 96 | 92 |
| .15+ | 25 | 22 | 24 | 17 | 31 | 102 | 107 | 84 | 67 | 64 |
| Reported, as % all | 59% | 58% | 69% | 50% | 60% | 57% | 61% | 66% | 51% | 54% |
| .01+ as % reported | 16% | 13% | 13% | 14% | 14% | 47% | 40% | 37% | 46% | 38% |
| .08+ as % positive | 83% | 72% | 73% | 74% | 87% | 87% | 89% | 88% | 83% | 87% |
| .15+ as % positive | 42% | 47% | 46% | 49% | 66% | 63% | 70% | 61% | 58% | 60% |

Source: Indiana State Police

Figure 6. Drivers in Indiana crashes with positive blood alcohol content (BAC) test results by driver age and BAC level, 2010



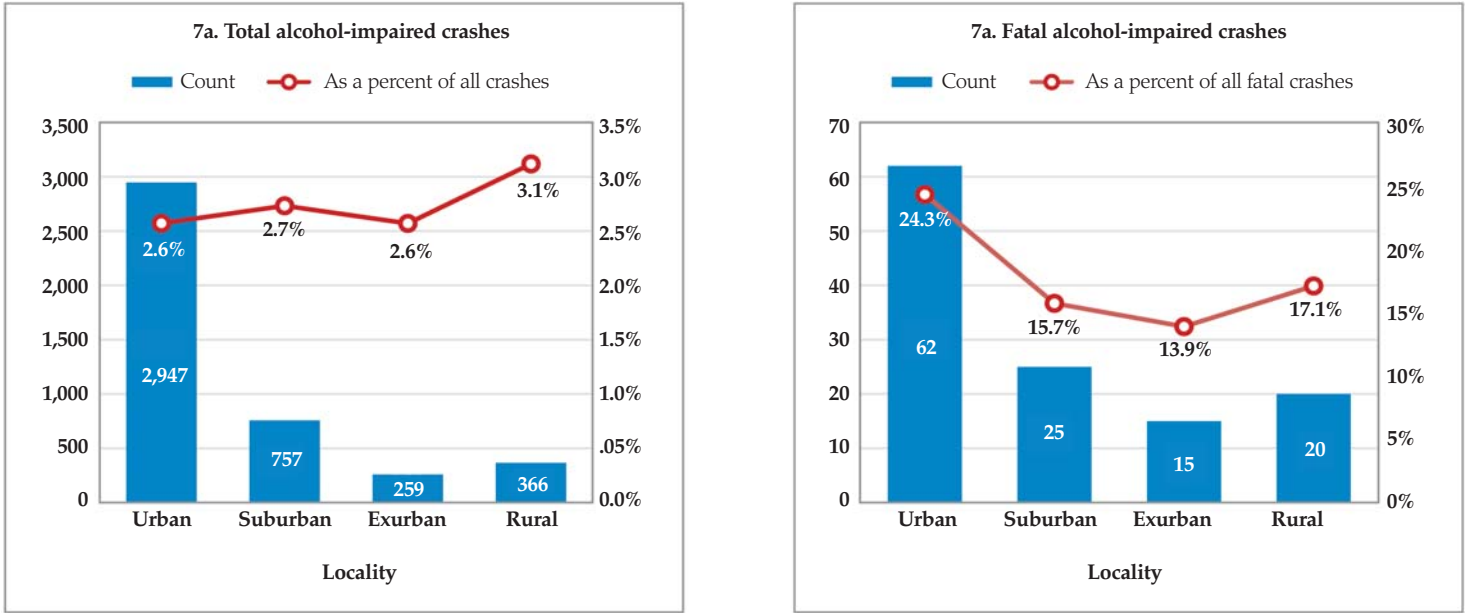
Source: Indiana State Police

LOCALITY

In 2010, fatal crashes involving an alcohol-impaired driver were most common and most likely in urbanized areas (Figures 7a and 7b). Nearly one in every four fatal crashes in urban areas involved an alcohol-

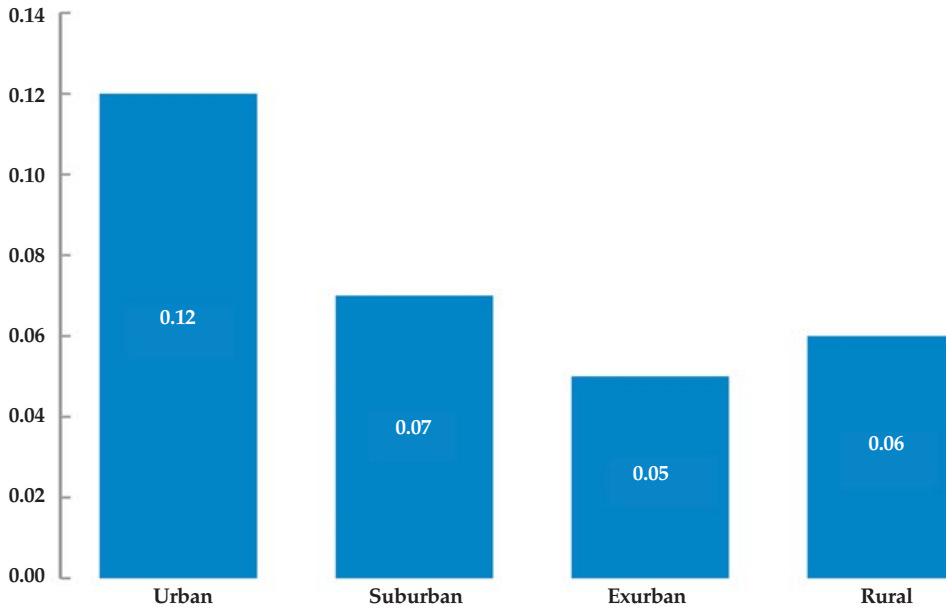
impaired driver. In addition, alcohol-impaired crashes in urban areas had drivers that were impaired at higher levels than in other localities (Figure 8). The median BAC result for impaired drivers in urban areas was 0.12 g/dL, twice the median result for drivers in rural areas.

Figure 7a and 7b. Alcohol impaired crashes by severity and locality, 2010



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

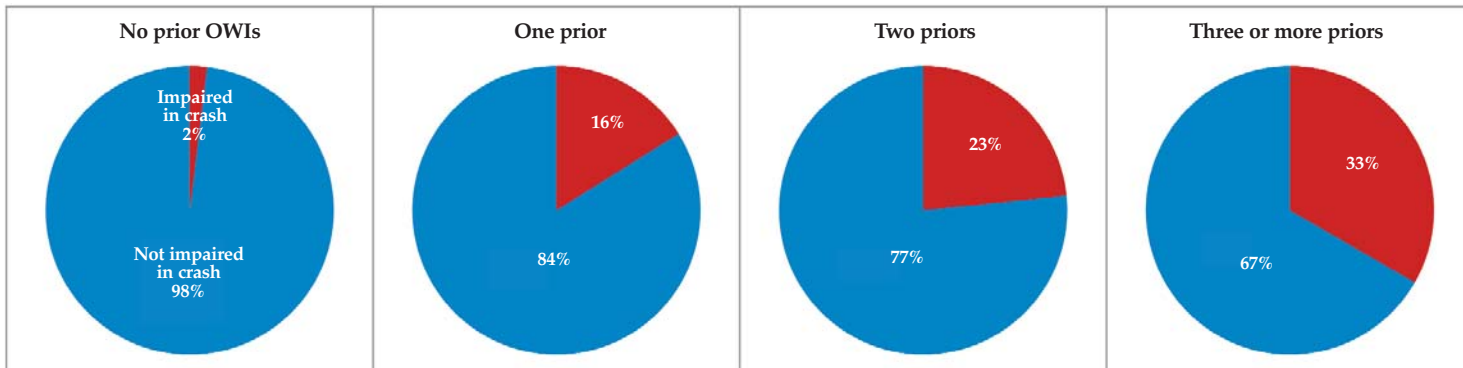
Figure 8. Median blood alcohol content (BAC) test result for drivers in Indiana crashes by locality, 2010



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

Note: Limited to cases where valid BAC result and crash locality values were reported.

Figure 9. Drivers in Indiana crashes by prior convictions for Operating While Intoxicated and alcohol impairment in the crash, 2010



Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes: Impaired in crash includes drivers with BAC = .08 and over and drivers issued an OWI. Prior OWIs defined as any conviction for an OWI offense up to five years prior to the crash date.

DRIVER HISTORY

Drivers in 2010 with a history of convictions for alcohol-impaired driving were more likely to have been impaired in crashes than those without prior convictions (Figure 9). Among drivers with three or more prior convictions for operating while intoxicated, 33 percent were legally impaired in the crash. This rate is nearly five times greater than drivers not impaired in fatal crashes. Drivers with a non-valid license status were also at greater risk of alcohol-impairment in crashes (Table 7). Habitual traffic violators were at least 15 times more likely to be alcohol-impaired in the crash compared to drivers with a valid license. About one in every 10 drivers who was alcohol-impaired in fatal crashes had at least one prior conviction for operating while intoxicated (Table 8).

Table 7. Drivers in Indiana crashes, by license status and alcohol violations, 2010

| Drivers, by license status | OWI issued to driver in crash? | | | | Risk of OWI |
|----------------------------------|--------------------------------|----------------|----------------|--------------------|-------------|
| | Yes | No | Total | Percent OWI issued | |
| Valid | 2,854 | 215,285 | 218,139 | 1% | -- |
| Conditional | 5 | 113 | 118 | 4% | 3.2 |
| Habitual Traffic Violator | 30 | 119 | 149 | 20% | 15.4 |
| Habitual Traffic Violator - Life | 28 | 77 | 105 | 27% | 20.4 |
| Suspended - Infraction | 1,597 | 29,765 | 31,362 | 5% | 3.9 |
| Suspended - Misdemeanor | 92 | 738 | 830 | 11% | 8.5 |
| Suspended - Prior | 241 | 3,561 | 3,802 | 6% | 4.8 |
| Not licensed | 203 | 3,527 | 3,730 | 5% | 4.2 |
| Total | 5,050 | 253,185 | 258,235 | 2% | -- |

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes: Limited to drivers with a valid Indiana operator license.

OWI = Operating a Motor Vehicle While Intoxicated, pursuant to IC 9-30-5, 9-30-6, and 9-30-7

Risk of OWI defined as the ratio of Percent OWI issued for drivers with a non-valid license status relative to that for drivers with a Valid license status. Values greater than 1 indicate an increased risk of an OWI, values less than 1 indicate a reduced risk.

Table 8. Drivers in Indiana crashes by crash severity, impairment status, and OWI conviction history, 2010

| Drivers, by impairment status and conviction history | Crash severity | | | | |
|--|----------------|----------------|--------------------|-----------------|----------------|
| | Fatal | Incapacitating | Non-incapacitating | Property damage | All collisions |
| Alcohol-impaired in crash | | | | | |
| No prior OWIs | 113 | 223 | 1,328 | 3,140 | 4,804 |
| One or more priors | 12 | 38 | 264 | 596 | 910 |
| Total | 125 | 261 | 1,592 | 3,736 | 5,714 |
| % with priors | 10% | 15% | 17% | 16% | 16% |
| Not alcohol-impaired in crash | | | | | |
| No prior OWIs | 782 | 3,564 | 45,017 | 198,634 | 247,997 |
| One or more priors | 18 | 116 | 903 | 3,487 | 4,524 |
| Total | 800 | 3,680 | 45,920 | 202,121 | 252,521 |
| % with priors | 2% | 3% | 2% | 2% | 2% |

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Note: Limited to drivers with a valid Indiana operator license.

DATA SOURCES

Data in this fact sheet come from the following sources:

Indiana State Police Automated Reporting Information Exchange System (ARIES), current as of March 1, 2011

Indiana Bureau of Motor Vehicles, current as of March 1, 2011

Bureau of Transportation Statistics, State Transportation Statistics, current as of March 15, 2011, http://www.bts.gov/publications/state_transportation_statistics/

Fatality Analysis Reporting System, National Highway Traffic Safety Administration, current as of February 1, 2011, <http://www-fars.nhtsa.dot.gov/Main/index.aspx>

Federal Highway Administration, Traffic Volume Trends, current as of March 15, 2011, <http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.cfm>

US Census Bureau, Annual Estimates of the Resident Population by Single-Year of Age and Sex for the United States and States: April 1, 2000 to July 1, 2009, <http://www.census.gov/popest/states/asrh/>

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 the 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 2010 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the fifth year of this partnership. Research findings will be summarized in a series of fact sheets on various aspects of traffic collisions, including alcohol-related crashes, light and large trucks, dangerous driving, children, motorcycles, occupant protection, and drivers. An additional publication will provide information on county and municipality data and the final publication will be 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, 2010, approximately 99 percent of all collisions are entered electronically through ARIES. Trends in collisions incidence as reported in these publications could 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 (IU) Public Policy Institute is a collaborative, multidisciplinary research institute within the Indiana University School of Public and Environmental Affairs (SPEA), Indianapolis. The Institute 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. The Institute also supports the Office of International Community Development and the Indiana Advisory Commission on Intergovernmental Relations (IACIR).

The Center for Criminal Justice Research

The Center for Criminal Justice Research, 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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