

INDIANA 2010 TRAFFIC SAFETY FACTS

LARGE TRUCKS, 2010

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Summary

In 2010, a total of 192,890 traffic collisions were reported in Indiana by law enforcement. Of those, 6.2 percent involved a large truck (Table 1). Nationally in 2009 (latest data available) 10 percent of all motor vehicle traffic fatalities involved large trucks. Of the fatalities that resulted from crashes involving large trucks nationally, 75 percent were occupants of other vehicles, 15 percent were occupants of large trucks, and 10 percent were nonmotorists (pedestrians, pedalcyclists, etc.) (DOT HS 811 392). In Indiana in 2010, less than one percent of the collisions involving large trucks resulted in one or more fatalities. Of the 701 fatal collisions, 105 involved a large truck. The majority of large truck collisions occurred in urban areas and during weekdays.

There were 13,320 large trucks involved in Indiana collisions in 2010. The number of large trucks involved in collisions increased 15 percent from 2009 to 2010. In addition, there were 8,757 other vehicles involved in large truck collisions, the majority of which were passenger cars. Passenger car involvement in large truck collisions also increased 15 percent from 2009 to 2010. In 2010, there were 1,320 vehicles speeding in collisions involving large trucks, just under half (652) of which were large trucks.

There were 107 large trucks and 105 other vehicles involved in fatal collisions. In those fatal collisions, 23 percent of the contributing circumstances associated with the large truck matched the primary factor for the collision, while 67 percent associated with the *other vehicle* matched, suggesting other vehicles were more often “at fault” in fatal collisions with large trucks. Conversely, in non-fatal collisions, large trucks were 2.4 times more likely than other vehicle types to have *vehicle* circumstances attributable to the occurrence.

Most likely due to the mass of the large truck colliding with a smaller vehicle, the probability of a fatality was higher for drivers of the other vehicles. Of the 119 fatalities associated with collisions involving large trucks, 73 were the driver of the other vehicle. The highest probability of a fatality was for drivers of the other vehicle aged 75 and over. Alcohol and drugs were less of a factor for drivers of large trucks than drivers of the other vehicles involved in injury large truck collisions.

Overall restraint use for drivers and occupants in collisions involving large trucks was 90 percent. The lowest percentage of restraint use was linked to fatal injuries – 17 percent for those in large trucks and 57 percent for those in the other vehicle. The large truck drivers involved in fatal collisions were less likely to have prior traffic convictions than other drivers involved in fatal collisions.

The Federal Motor Carrier Safety Administration continues to conduct compliance reviews and roadside inspections to assure the safety of large trucks on our roadways. Improved safety is a continual goal.

Table 1. Large truck collisions as a proportion of all collisions, by collision severity, 2006-2010

Collision severity	2006	2007	2008	2009	2010	Average annual % change	% Change 2009 to 2010
All collisions	192,721	204,999	205,452	189,661	192,890	0.2%	1.7%
With large trucks involved	12,849	13,398	13,266	10,542	12,025	-0.8%	14.1%
% all collisions	6.7%	6.5%	6.5%	5.6%	6.2%	-1.2%	
Fatal	817	804	722	631	701	-3.3%	10.5%
With large trucks involved	123	133	117	82	105	-1.4%	26.8%
% all fatal	15.1%	16.5%	16.2%	13.0%	15.0%	0.8%	
Incapacitating injury	3,190	3,075	2,898	2,732	2,912	-2.1%	6.7%
With large trucks involved	189	184	178	163	186	-0.1%	14.1%
% all incapacitating	5.9%	6.0%	6.1%	6.0%	6.4%	2.0%	
Non-incapacitating injury	35,659	34,341	32,460	30,678	31,172	-3.3%	1.6%
With large trucks involved	1,482	897	952	1,131	1,493	4.4%	32.0%
% all non-incapacitating	4.2%	2.6%	2.9%	3.7%	4.8%	7.7%	
Property damage only	153,055	166,779	169,372	155,620	158,105	1.0%	1.6%
With large trucks involved	11,055	12,184	12,019	9,166	10,241	-0.8%	11.7
% all property damage	7.2%	7.3%	7.1%	5.9%	6.5%	-2.2%	

Source: Indiana State Police

COLLISIONS

Indiana traffic collisions involving large trucks declined on average less than one percent annually. However, from 2009 to 2010 collisions involving large trucks increased 14 percent. Fatal collisions involving large trucks increased nearly 27 percent from 2009 to 2010 (Table 1). While single- and multiple-vehicle collisions involving large trucks declined on average annually over the last five years, they both increased from 2009 to 2010 (12.2 and 14.6 percent, respectively) (Table 2).

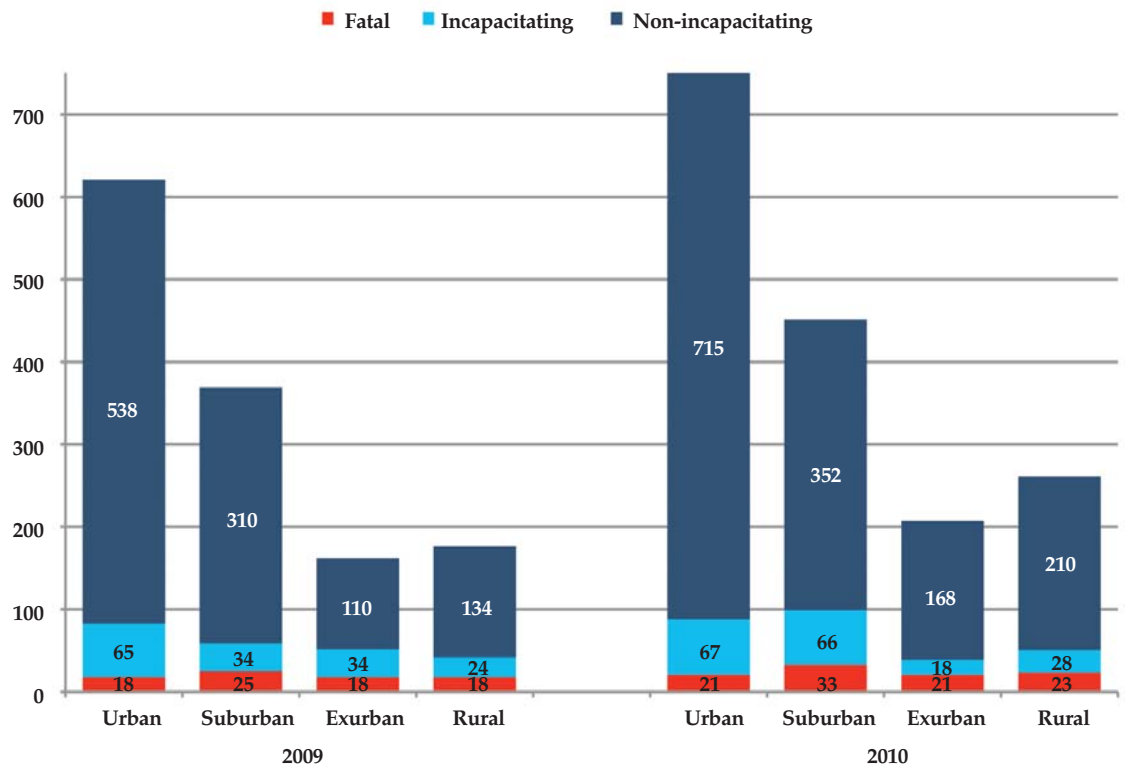
Collisions involving large trucks occurred mainly in urban areas; however, more fatal large truck collisions occurred in suburban areas in 2009 and 2010 (Figure 1). Overall collisions involving large trucks occurred mainly on interstates (28.6 percent) and on local/city roads (26.7 percent) and were least likely to occur on county roads (5.7 percent) (Table 3). Although the majority of large truck collisions occurred during the weekdays, the percentage of serious injury large truck collisions was highest during the daylight hours of the weekend (Figure 2). Fatal large truck collisions were scattered and not focused in any particular portion of the state (Map 1). The urban areas of northwest Indiana, Fort Wayne, Indianapolis, Evansville, and Terre Haute had many injury large truck collisions.

Table 2. Collisions involving large trucks by type of collision, and collision severity, 2006-2010

Collision type / severity	2006	2007	2008	2009	2010	Average annual % change	% Change 2009 to 2010
All collisions	12,849	13,398	13,266	10,542	12,025	-0.8%	14.1%
Fatal	123	133	117	82	105	-1.4%	26.8%
Incapacitating	189	184	178	163	186	-0.1%	14.1%
Non-incapacitating	1,482	897	952	1,131	1,493	4.4%	32.0%
Property damage only	11,055	12,184	12,019	9,166	10,241	-0.8%	11.7%
Single-vehicle collisions	3,007	2,894	3,144	2,474	2,776	-1.1%	12.2%
Fatal	17	17	11	10	9	-13.6%	-10.0%
Incapacitating	37	29	33	28	27	-6.6%	-3.6%
Non-incapacitating	327	151	168	183	245	0.1%	33.9%
Property damage only	2,626	2,697	2,932	2,253	2,495	-0.2%	10.7%
Multiple-vehicle collisions	9,842	10,504	10,122	8,068	9,249	-0.6%	14.6%
Fatal	106	116	106	72	96	0.5%	31.9%
Incapacitating	152	155	145	135	159	1.6%	17.8%
Non-incapacitating	1,155	746	784	948	1,248	5.6%	31.7%
Property damage only	8,429	9,487	9,087	6,913	7,746	-0.9%	12.1%
Probability of a fatal collision in:							
All collisions	1.0%	1.0%	0.9%	0.8%	0.9%		
Single-vehicle collisions	0.6%	0.6%	0.3%	0.4%	0.3%		
Multiple-vehicle collisions	1.1%	1.1%	1.0%	0.9%	1.0%		

Source: Indiana State Police

Figure 1. Injury collisions involving large trucks by location and collision severity, 2009-2010



Source: Indiana State Police

Note: Collisions include only collisions where location was known.

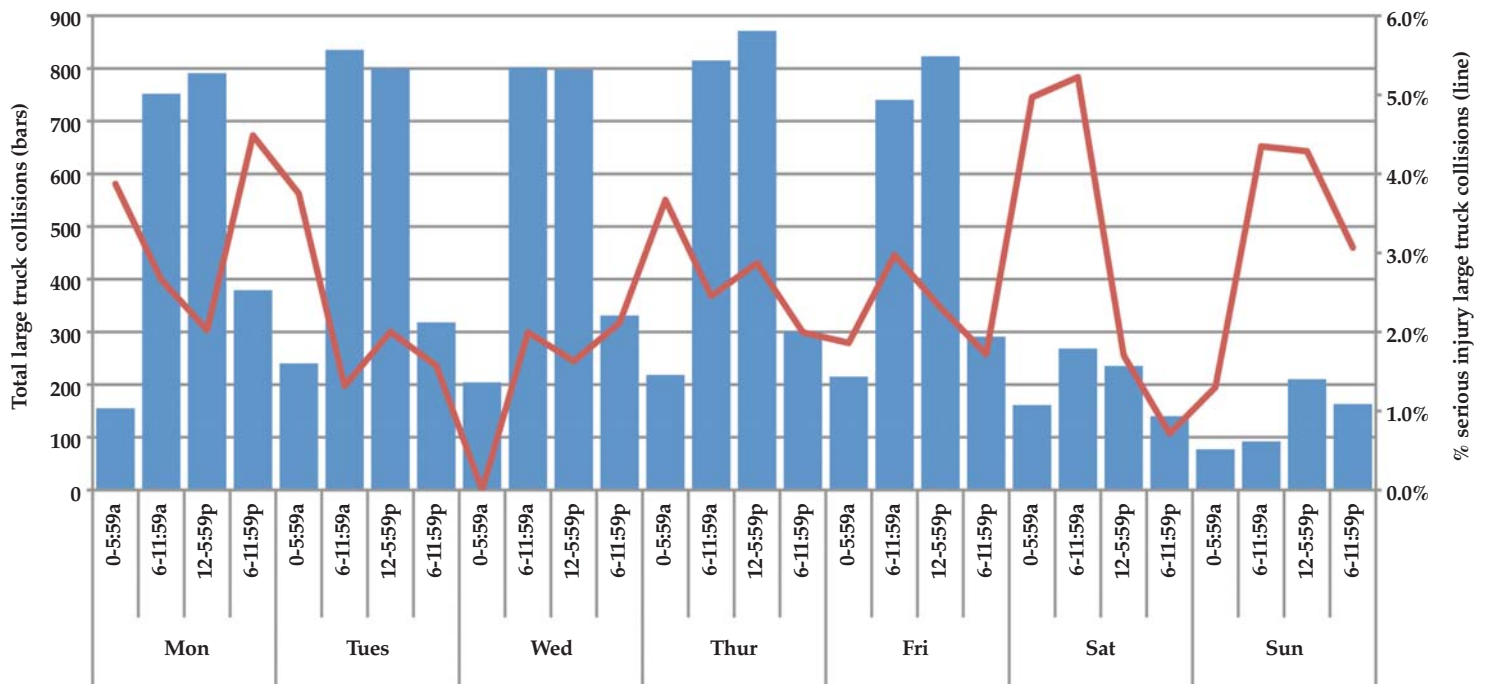
Table 3. Collisions involving large trucks, by roadway class and collision severity, 2010

Roadway classification	Severity of collision								Total	
	Fatal		Incapacitating		Non-incapacitating		Property damage only			
	Count	% Severity total	Count	% Severity total	Count	% Severity total	Count	% Severity total	Count	% Severity total
Interstate	23	21.9%	46	24.7%	452	30.3%	2,923	28.5%	3,444	28.6%
Local/city road	10	9.5%	34	18.3%	325	21.8%	2,836	27.7%	3,205	26.7%
US Route	32	30.5%	44	23.7%	301	20.2%	1,270	12.4%	1,647	13.7%
State road	32	30.5%	49	26.3%	292	19.6%	1,271	12.4%	1,644	13.7%
Unknown	0	0.0%	4	2.2%	34	2.3%	1,367	13.3%	1,405	11.7%
County road	8	7.6%	9	4.8%	89	6.0%	574	5.6%	680	5.7%
Total	105	100.0%	186	100.0%	1,493	100.0%	10,241	100.0%	12,025	100.0%

Source: Indiana State Police

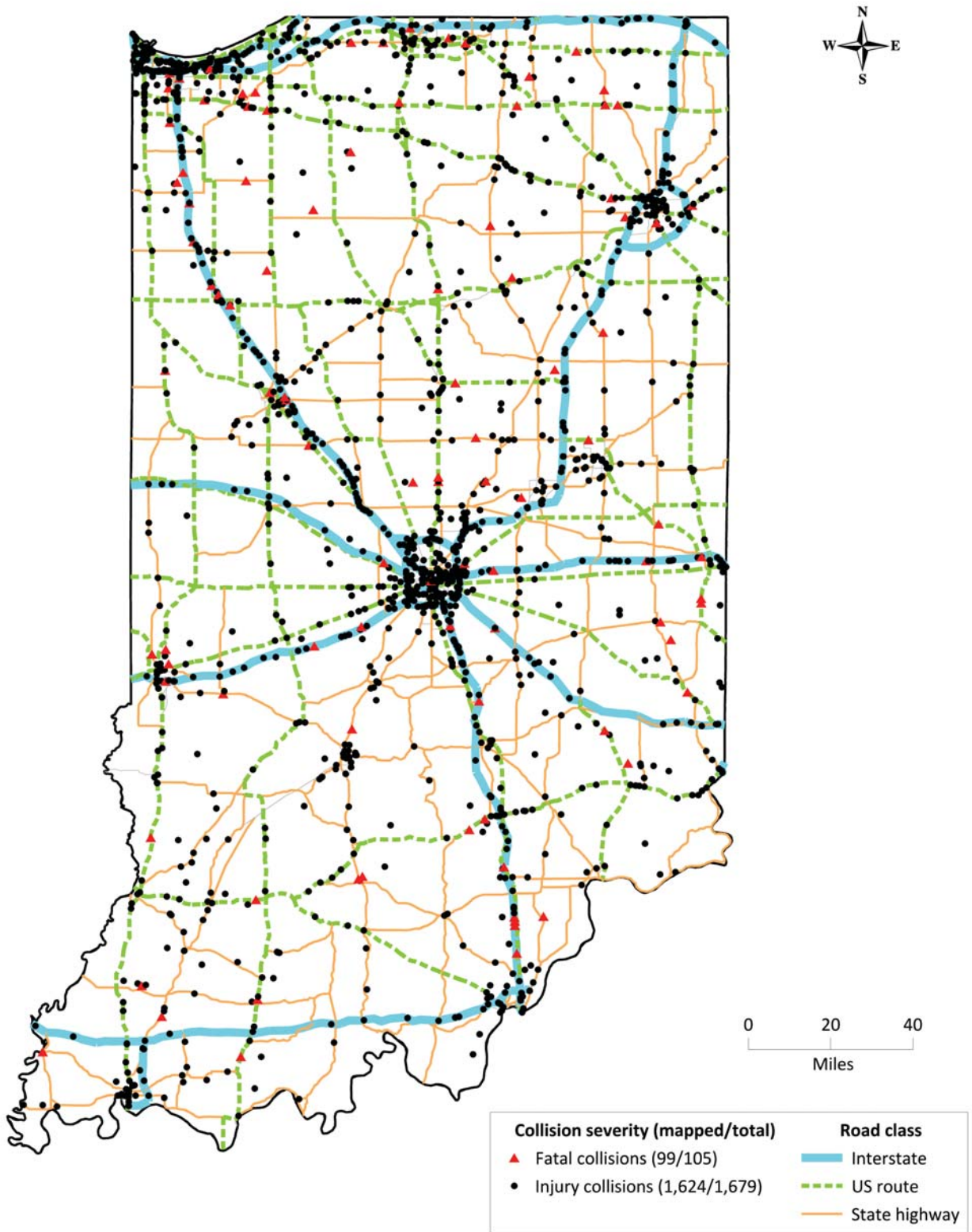
Note:
 Unknown road class includes collisions reported as Unknown and those with no road class code reported.

Figure 2. Collisions involving large trucks by day of week and time of day, 2010



Source: Indiana State Police

Map 1. Indiana fatal and injury collisions involving large trucks, 2010



Source: Indiana State Police

Notes:

Includes collisions with valid latitude and longitude values.

Injury collisions defined as collisions with no fatalities and at least one *incapacitating, non-incapacitating* or *possible* injury.

VEHICLES

In 2010, there were a total of 22,077 vehicles involved in large truck collisions. Of those 13,320 (60.3 percent) were large trucks (Table 4). Of the vehicles speeding in fatal (20) and incapacitating (41) collisions involving large trucks in 2010, 30 and 27 percent, respectively, were the large truck. From 2009 to 2010 in all but property damage collisions, the percentage of large trucks speeding decreased (Table 5). In fatal collisions involving large trucks where driver actions were listed as the primary factor, nearly 22 percent of large truck drivers attributed to the occurrence of the collisions, compared to 69 percent for other vehicle types, suggesting other vehicles were more often "at fault" in fatal collisions with large trucks. Conversely in non-fatal collisions, large trucks were 2.4 times more likely to have vehicle circumstances attributable to the occurrence (Table 6).

Table 4. Vehicles involved in large truck collisions, 2006-2010

Vehicle types	2006	2007	2008	2009	2010	Average annual % change	% Change 2009 to 2010
Large trucks	14,374	15,033	14,796	11,591	13,320	-0.9%	14.9%
Other vehicles	9,288	9,929	9,522	7,788	8,757	-0.7%	12.4%
Passenger cars	5,572	5,992	5,904	4,934	5,674	1.2%	15.0%
Light trucks	3,377	3,507	3,246	2,567	2,771	-4.1%	7.9%
Unknown vehicle	178	234	180	137	162	0.7%	18.2%
Buses	60	69	86	58	56	0.9%	-3.4%
Other vehicle	66	77	62	53	58	-2.0%	9.4%
Motorcycles	35	50	44	39	36	3.0%	-7.7%
TOTAL	23,662	24,962	24,318	19,379	22,077	-0.9%	13.9%

Source: Indiana State Police

Notes:

Motorcycles include mopeds.

Light trucks include pickup trucks under 10,001 pounds, SUVs, and vans.

Other vehicle type includes motor homes, farm vehicles, combination vehicles, and animal drawn vehicle.

Unknown vehicle type includes those reported as unknown or invalid vehicle types.

Table 5. Vehicles speeding in large truck collisions, by collision severity, 2006-2010

Vehicles that were speeding in:	2006	2007	2008	2009	2010
Fatal collisions	21	26	25	37	20
# Lg trucks speeding	8	12	8	13	6
Lg truck as % of total	38.1%	46.2%	32.0%	35.1%	30.0%
Incapacitating collisions	41	38	39	27	41
# Lg trucks speeding	20	13	13	12	11
Lg truck as % of total	48.8%	34.2%	33.3%	44.4%	26.8%
Non-incapacitating collisions	253	148	196	194	304
# Lg trucks speeding	154	78	94	95	140
Lg truck as % of total	60.9%	52.7%	48.0%	49.0%	46.1%
Property damage only collisions	678	1,099	1,359	778	955
# Lg trucks speeding	359	528	682	366	495
Lg truck as % of total	52.9%	48.0%	50.2%	47.0%	51.8%
All collisions	993	1,311	1,619	1,036	1,320
# Lg trucks speeding	541	631	797	486	652
Lg truck as % of total	54.5%	48.1%	49.2%	46.9%	49.4%

Source: Indiana State Police

Table 6. Vehicles involved in multiple vehicle collisions involving a large truck, by primary factor, vehicle type, and collision severity, 2010

Collision severity by primary factor	Vehicles involved		Vehicles whose factors were attributable to crash outcome		% attributable		
	Large trucks	Other vehicles	Large trucks	Other vehicles	Large trucks	Other vehicles	Relative risk
Fatal	107	105	25	70	23.4%	66.7%	0.4
Driver actions	102	99	22	68	21.6%	68.7%	0.3
Distracted driving	0	0	0	0	na	na	na
Errant/risky driving	86	88	19	59	22.1%	67.0%	0.3
Impaired driving	2	2	1	1	50.0%	50.0%	--
Other	14	9	2	8	14.3%	88.9%	0.2
Vehicle circumstances	1	2	1	0	100.0%	0.0%	na
Environment	4	4	2	2	50.0%	50.0%	1.0
Non-fatal	9,554	7,884	5,056	3,697	52.9%	46.9%	1.1
Driver actions	8,576	7,038	4,432	3,317	51.7%	47.1%	1.1
Distracted driving	283	233	144	103	50.9%	44.2%	1.2
Errant/risky driving	7,075	5,828	3,571	2,718	50.5%	46.6%	1.1
Impaired driving	97	97	12	77	12.4%	79.4%	0.2
Other	1,121	880	705	419	62.9%	47.6%	1.3
Vehicle circumstances	547	473	346	124	63.3%	26.2%	2.4
Environment	431	373	278	256	64.5%	68.6%	0.9

Source: Indiana State Police

Data exclude Driver not a factor and collisions where primary factor was not reported.

Multiple circumstances can be attached to each vehicle, thus percentages will not total 100%.

Relative risk is the ratio of % large trucks attributable to % other vehicles attributable. Values greater than 1 indicate large trucks are more likely to be attributable.

INJURIES, AGE, ALCOHOL USE

Most fatalities and injuries in collisions involving large trucks were drivers and occupants of the other vehicle, rather than drivers or occupants of the large truck. In 2010, there were 119 people killed and 2,307 injured in collisions involving large trucks. The fatality rate for non-motorists involved in collisions with large trucks was 11.5 percent (Table 7). The majority (277) of drivers of large trucks involved in collisions killed or injured were ages 35-54. The highest probability of a fatality (0.3 percent) for a large truck driver was for the age group 55-64. The highest probability of a fatality (2.3 percent) for the driver of the other vehicle involved in a collision with a large truck was for age group 75 and over (Table 8). In injury collisions, alcohol and drugs were less of an issue for large truck drivers than drivers of other vehicles (Figures 3 and 4).

Table 7. Injury status as a result of collisions involving large trucks, by injury and person type, 2010

Person type	Fatalities	Non-fatal injuries	Other	Not injured	Total	Probability of fatality
Driver - large truck	12	484	95	11,276	11,867	0.1%
Driver - other vehicle	73	1,253	34	6,253	7,613	1.0%
Occupant - large truck	0	62	0	0	62	0.0%
Occupant - other vehicle	28	465	4	12	509	5.5%
Nonmotorist	6	43	0	3	52	11.5%
Total	119	2,307	133	17,544	20,103	0.6%

Source: Indiana State Police

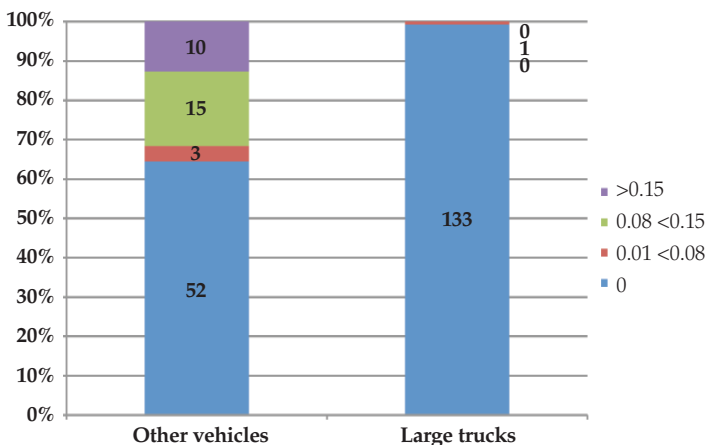
Table 8. Driver injury status as a result of collisions involving large trucks, by age, 2010

Age group	Large Trucks						Other vehicle					
	Fatalities	Non-fatal injuries	Other	Not injured	Total	Probability of fatality	Fatalities	Non-fatal injuries	Other	Not injured	Total	Probability of fatality
<16	0	0	1	78	79	na	0	3	0	24	27	0.0%
16 - 20	0	2	4	90	96	0.0%	9	138	3	634	784	1.1%
21 - 24	0	17	2	380	399	0.0%	11	109	5	592	717	1.5%
25 - 34	1	81	14	1,809	1,905	0.1%	8	267	6	1,260	1,541	0.5%
35 - 44	2	134	21	2,864	3,021	0.1%	6	221	4	1,100	1,331	0.5%
45 - 54	3	138	33	3,394	3,568	0.1%	15	211	5	1,095	1,326	1.1%
55 - 64	6	86	15	2,113	2,220	0.3%	11	150	5	807	973	1.1%
65 - 74	0	23	4	455	482	0.0%	5	84	3	455	547	0.9%
75+	0	3	1	70	74	0.0%	8	70	2	274	354	2.3%
Total	12	484	95	11,253	11,844	0.1%	73	1,253	33	6,241	7,600	1.0%

Source: Indiana State Police

Note: Includes only drivers where age was known.

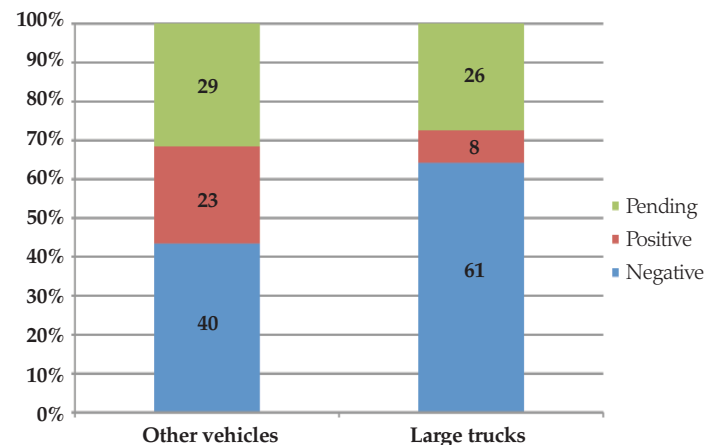
Figure 3. Drivers involved in Indiana large truck injury collisions, by blood alcohol content (BAC) result and vehicle type, 2010



Source: Indiana State Police

Note: BAC results are where reported.

Figure 4. Drivers involved in Indiana large truck injury collisions, by drug test result and vehicle type, 2010



Source: Indiana State Police

Note: Drug test results are where reported.

RESTRAINT USE AND CONVICTIONS

Overall in 2010, restraint use was over 90 percent for drivers and occupants of vehicles involved in large truck collisions. However, only two of the twelve fatalities (16.7 percent) in large trucks were reported as properly restrained. Further, drivers and occupants of large trucks were typically less likely to be restrained than those in other involved vehicles (Table 9). The large truck drivers involved in fatal collisions were less likely to have prior traffic convictions than other drivers involved in fatal collisions (Table 10). Sixty percent of the large truck drivers involved in fatal crashes in 2010 had no prior traffic convictions in the last five years, compared to 38 percent for other drivers involved in large truck fatal collisions and 40 percent for all drivers involved in fatal collisions.

Table 9. Restraint use of drivers and occupants of vehicles involved in large truck collisions, 2010

Individuals	Large trucks	Other vehicle
All occupants	11,929	8,117
% Restraint use	90.4%	91.2%
Fatal injuries	12	101
% Restraint use	16.7%	57.4%
Incapacitating injuries	40	177
% Restraint use	75.0%	78.5%
Non-incapacitating injuries	506	1,540
% Restraint use	83.6%	87.7%
Unknown/other injuries	95	38
% Restraint use	89.5%	92.1%
Not injured	11,276	6,261
% Restraint use	90.8%	93.0%

Source: Indiana State Police

Table 10. Traffic conviction history for drivers involved in Indiana crashes by offense type, vehicle type, and crash severity, 2010

ALL CRASHES

Offense Type	Count of offenses			Share of vehicle type total		
	Large truck drivers	Other vehicle drivers	All vehicle drivers	Large truck drivers	Other vehicle drivers	All vehicle drivers
No offenses in last 5 years	8,149	172,626	180,775	52.9	41.4	41.8
One or more offenses in last 5 years	7,260	244,432	251,692	47.1	58.6	58.2
Alcohol-related violations	67	9,628	9,695	0.4	2.3	2.2
Drug-related violations	0	571	571	0.0	0.1	0.1
Vehicle/Equipment violations	223	4,731	4,954	1.4	1.1	1.1
Improper/No Licensing	219	17,969	18,188	1.4	4.3	4.2
Improper Road Use	970	23,159	24,129	6.3	5.6	5.6
Reckless/Aggressive Driving	22	1,449	1,471	0.1	0.3	0.3
Leaving Scene of Accident	3	977	980	0.0	0.2	0.2
Speeding	3,360	96,412	99,772	21.8	23.1	23.1
No Insurance	219	35,262	35,481	1.4	8.5	8.2
Safety Equipment Violations	1,988	52,116	54,104	12.9	12.5	12.5
Other	189	2,158	2,347	1.2	0.5	0.5
All Crashes TOTAL	15,409	417,058	432,467	100	100	100

FATAL CRASHES

Offense Type	Count of offenses			Share of vehicle type total		
	Large truck drivers	Other vehicle drivers	All vehicle drivers	Large truck drivers	Other vehicle drivers	All vehicle drivers
No offenses in last 5 years	77	557	634	59.7	38.0	39.7
One or more offenses in last 5 years	52	910	962	40.3	62.0	60.3
Alcohol-related violations	0	37	37	0.0	2.5	2.3
Drug-related violations	0	1	1	0.0	0.1	0.1
Vehicle/Equipment violations	1	16	17	0.8	1.1	1.1
Improper/No Licensing	1	75	76	0.8	5.1	4.8
Improper Road Use	7	86	93	5.4	5.9	5.8
Reckless/Aggressive Driving	0	15	15	0.0	1.0	0.9
Leaving Scene of Accident	0	2	2	0.0	0.1	0.1
Speeding	32	301	333	24.8	20.5	20.9
No Insurance	0	138	138	0.0	9.4	8.6
Safety Equipment Violations	11	228	239	8.5	15.5	15.0
Other	0	11	11	0.0	0.7	0.7
Fatal Crashes TOTAL	129	1,467	1,596	100	100	100

Source: Indiana State Police, Indiana Bureau of Motor Vehicles

Note: Excludes all convictions for non-pointable violations up to five years prior to the crash date.

DEFINITIONS

Distracted driving includes *cell phone usage, driver distracted (explained in narrative), and other telematics in use.*

Environment includes but not limited to *glare or roadway surface condition.*

Errant/risky driving includes but not limited to: *disregard signal/reg sign, failure to yield right of way, following too closely, improper passing, left of center, unsafe speed.*

Impaired driving includes *alcoholic beverages, driver asleep or fatigued, driver illness, and illegal drugs.*

Large truck – one of the following types, as defined on the Indiana Crash Report: (1) truck (single, 2 axle, 6 tires), (2) truck (single 3 or more axles), (3) truck/trailer (not semi), (4) tractor/one semi-trailer, (5) tractor/double trailer, (6) tractor/triple trailer, (7) tractor (cab only, no trailer), (8) pickup truck with gross vehicle weight rating greater than 10,000 pounds.

Locale - Urban is defined as Census 2000 Urban Areas, **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).

Non-fatal collisions include *incapacitating, non-incapacitating, possible and property damage only* collisions.

Non-fatal injuries include *incapacitating, non-incapacitating, and possible* injury status.

Non-incapacitating injury collisions include collisions with non-incapacitating and possible injuries.

Non-motorist includes *pedestrians and pedalcyclists.*

Other includes but not limited to *jackknifing and other (explained in narrative).*

Other injury status includes *not reported, unknown, refused (treatment), and invalid* statuses.

Speed-related collision defined as if the driver was charged with a speeding-related offense or if an officer indicated that the driver was driving at an *unsafe speed* or at a *speed too fast for the weather conditions.*

Vehicle circumstances include but not limited to *tire failure or defective.*

REFERENCES

National Center for Statistics and Analysis, National Highway Traffic Safety Administration, *Traffic Safety Facts: 2009 Data Overview*, Washington, DC. DOT HS 811 392.

Federal Motor Carrier Safety Administration, U.S. Department of Transportation, *Motor Carrier Safety Progress Report (as of December 31, 2010)*. Accessed 4/19/2011: www.fmcsa.dot.gov/facts-research/facts-figures/analysis-statistics/MCSPR-12-31-20.pdf

DATA SOURCES

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

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

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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