

INDIANA 2010 TRAFFIC SAFETY FACTS

OCCUPANT PROTECTION, 2010

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In 2010, 44,229 passenger vehicle occupants were injured or killed in Indiana traffic collisions, 88 percent of whom were wearing proper safety restraints. Among those killed in Indiana, less than 48 percent were restrained. The National Highway Traffic Safety Administration (NHTSA) reports that, nationally in 2010, the overall observed seatbelt use rate was 85 percent, up 12 percentage points since 2001 (DOT HS 811 378). Passenger vehicle occupants represented 69 percent (23,382) of the 33,808 people killed in traffic collisions nationwide. Among this group, 53 percent were unrestrained.

NHTSA identifies safety belt use as the most effective strategy a person can employ to prevent death and injury resulting from traffic collisions (see Text Box). Research shows that primary enforcement laws increase rates of restraint use and decrease traffic fatality rates (DOT HS 811 378). Thirty states and the District of Columbia currently have primary enforcement laws in effect (Table 1).

Vehicle occupants injured in Indiana collisions are counted as having been restrained when the investigating officer selects 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*. By this standard, over 90 percent of passenger vehicle occupants involved in 2010 Indiana traffic collisions were wearing the proper safety restraint.

This fact sheet summarizes occupant protection data trends and legislation at national, state, and county levels. Restraint use and injury analyses are limited to those occurring in passenger vehicles (defined as passenger cars, pickup trucks, sport utility vehicles, and vans). This fact sheet uses data from several sources (see last page for a full list of references, data sources, and definitions). Indiana data come primarily from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2011.

Occupant Protection Laws and Best Practices

NHTSA identifies safety belt use as the most effective strategy a person can employ to prevent death and injury resulting from traffic collisions. NHTSA reports that states with primary enforcement laws achieve higher restraint usage than states with secondary enforcement laws.ⁱ Primary (standard) restraint laws allow a law enforcement officer to stop a vehicle and issue a citation when the officer observes an unrestrained driver or passenger. Secondary enforcement means that a citation for being unrestrained can only be written after the officer stops the vehicle or cites the offender for another infraction. A NHTSA report also suggests that states with primary enforcement laws have significantly lower fatality rates than states without primary enforcement.ⁱⁱ

Indiana Occupant Protection Laws

Effective July 1, 2007, Indiana law requires all passenger vehicle occupants 16 and older to ride properly restrained in a vehicle. This law applies to all seating positions in all vehicles, including pick-up trucks and SUVs.ⁱⁱⁱ The current Indiana child passenger restraint law requires all child occupants (ages 15 and younger) to be properly restrained in a child restraint device or seat belt in all seating positions in all vehicles.^{iv} read, "In addition to legislative efforts, child passenger safety experts have developed recommended safety standards and best practices. The American Academy of Pediatrics now recommends that children ride rear-facing until they are 2 years of age or until they reach the highest weight or height allowed by the manufacturer of their child safety seat.

ⁱNational Center for Statistics and Analysis, National Highway Traffic Safety Administration, Traffic Safety Facts: Occupant Protection (2009 data), Washington, DC, DOT HS 811 390.


ⁱⁱNational Center for Statistics and Analysis, National Highway Traffic Safety Administration, Traffic Safety Facts: States with Primary Enforcement Laws have Lower Fatality Rates (February 2008), Washington, DC, DOT HS 810 921.

ⁱⁱⁱPassenger Restraint Systems, IC 9-19-10-2; available at <http://www.ai.org/legislative/ic/code/title9/ar19/ch10.html>

^{iv}Passenger Restraint Systems, IC 9-19-10-2; available at <http://www.ai.org/legislative/ic/code/title9/ar19/ch10.html>

Table 1. States with primary enforcement seatbelt laws

Alabama	Georgia	Maryland	Oklahoma
Alaska	Hawaii	Michigan	Oregon
Arkansas	Illinois	Minnesota	South Carolina
California	Indiana	Mississippi	Tennessee
Connecticut	Iowa	New Jersey	Texas
Delaware	Kentucky	New Mexico	Washington
District of Columbia	Louisiana	New York	Wisconsin
Florida	Maine	North Carolina	

 Indicates Great Lakes Region state

Source: *Seat Belt Use in 2010—Overall Results*, DOT HS 811 378, Sept 2010 (table extracted)

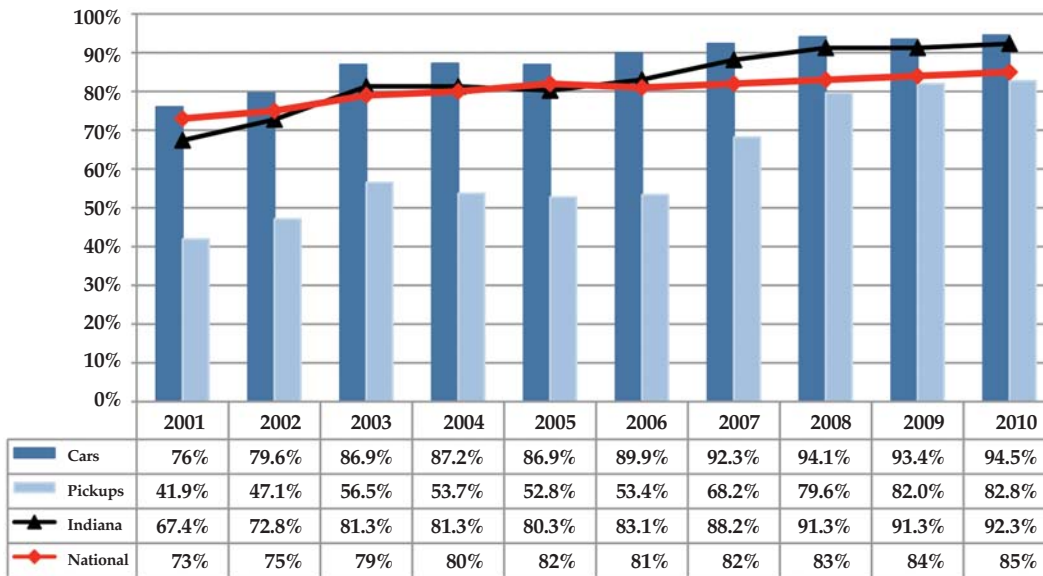
Note: This list is current as of May 31, 2010.

GENERAL TRENDS

According to the Indiana Criminal Justice Institute, Indiana observational studies of seatbelt usage show that restraint usage rates continue to climb for all passenger occupants. Figure 1 shows that restraint usage rates for all occupants increased nearly 25 percentage points from 67 percent in 2001 to over 92 percent in 2010. Pickup truck occupants exhibited the most dramatic improvements (41 percentage points) in restraint use during this period, increasing from 42 percent in 2001 to 83 percent in 2010.

The rate of restraint usage among passenger vehicle occupants injured or killed in Indiana crashes increased steadily between 2006 and 2010 (an average annual percent increase of 1.4 percent). Rates of restraint usage among passenger vehicle occupants injured in Indiana traffic collisions were lower for individuals suffering more severe injuries. Among the 548 passenger vehicle occupants killed in 2010 collisions, 48 percent were properly restrained. The rate of restraint usage among the 2,505 individuals suffering incapacitating injuries was 74 percent.

Figure 1. Observed seatbelt use rates in passenger vehicles, 2001-2010



Sources: Indiana - Indiana Criminal Justice Institute, December 2010
National - DOT HS 811 378, Sept 2010

Notes: 1) Indiana data represent the average annual rates of observed restraint use among all Indiana passenger vehicle occupants in a study conducted by ICJI twice per year.
2) Car and pickup truck restraint usage rates are specific to Indiana only.

Table 2. Restraint use and injury status among individuals involved in Indiana passenger vehicle collisions, 2006-2010

Passenger vehicle occupant injuries	2006	2007	2008	2009	2010	% change ('09-'10)	Average annual % change ('06-'10)
All occupants	291,462	304,148	300,918	283,544	288,851	1.9%	-0.2%
Properly restrained	250,582	271,800	272,300	256,103	262,220	2.4%	1.3%
<i>Restraint use rate</i>	86.0%	89.4%	90.5%	90.3%	90.8%	0.5%	1.4%
Fatalities	656	670	588	497	548	10.3%	-3.8%
Properly restrained	261	295	258	239	261	9.2%	0.6%
<i>Restraint use rate</i>	39.8%	44.0%	43.9%	48.1%	47.6%	-1.0%	4.7%
Incapacitating injuries	2,911	2,691	2,508	2,358	2,505	6.2%	-3.5%
Properly restrained	1,884	1,767	1,820	1,713	1,863	8.8%	-0.1%
<i>Restraint use rate</i>	64.7%	65.7%	72.6%	72.6%	74.4%	2.4%	3.6%
Non-incapacitating injuries	45,957	43,440	39,936	38,437	38,904	1.2%	-4.0%
Properly restrained	38,118	37,525	35,182	33,926	34,728	2.4%	-2.3%
<i>Restraint use rate</i>	82.9%	86.4%	88.1%	88.3%	89.3%	1.1%	1.9%
Other injuries	20,312	7,670	5,505	3,875	2,272	-41.4%	-40.4%
Properly restrained	17,238	6,550	4,897	3,630	2,018	-44.4%	-39.4%
<i>Restraint use rate</i>	84.9%	85.4%	89.0%	93.7%	88.8%	-5.2%	1.2%
Not injured	221,626	249,677	252,381	238,377	244,622	2.6%	2.7%
Properly restrained	193,081	225,663	230,143	216,595	223,350	3.1%	4.0%
<i>Restraint use rate</i>	87.1%	90.4%	91.2%	90.9%	91.3%	0.5%	1.2%

Source: Indiana State Police

RESTRAINT USE IN THE GREAT LAKES REGION

Traffic fatality rates per 100,000 of the population decreased in each of the states in the Great Lakes Region between 2008 and 2009 (Table 3). While Indiana had the highest fatality rate among these states in 2009, Indiana also saw the largest decrease between 2008 and 2009. The proportion of unrestrained occupants killed in collisions decreased in Illinois, Indiana,

Michigan, and Ohio in 2009, while increases occurred in both Minnesota and Ohio (Table 4). Indiana experienced the largest decrease in the proportion of unrestrained fatalities in 2009 (minus 2 percentage points) among Great Lakes states, while Ohio experienced the largest increase (plus 4.1 percentage points). Ohio, currently the only Great Lakes state with no primary enforcement law in effect, was also the only Great Lakes state to experience an average annual percent increase in the proportion of unrestrained fatalities between 2000 and 2009.

Table 3. Traffic fatality rates (per 100,000 population) by states in the Great Lakes Region, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Change '08-'09	Average annual change ('00-'09)
Illinois	9.7	9.6	9.6	9.9	9.3	9.2	8.5	8.2	6.8	6.0	-0.8	-0.05
Indiana	13.3	13.6	11.8	12.3	13.8	13.7	12.7	12.9	11.6	9.9	-1.7	-0.03
Michigan	11.9	11.3	10.7	10.7	9.8	9.5	9.1	9.3	8.3	7.3	-1.0	-0.05
Minnesota	11.5	10.3	11.9	11.7	10.2	9.9	8.6	9.1	7.8	7.0	-0.8	-0.05
Ohio	10.9	11.0	11.5	10.1	10.1	10.5	9.7	9.8	9.3	7.9	-1.4	-0.03
Wisconsin	13.7	13.0	13.6	14.2	13.0	13.5	11.8	12.2	9.6	9.0	-0.6	-0.04

Sources: Fatality Analysis Reporting System, US Census Bureau

Table 4. Proportion of occupants killed in collisions that were unrestrained, by states in the Great Lakes Region, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Change '08-'09 (percentage points)	Average annual % change ('00-'09)
Illinois	71.2%	71.0%	70.2%	68.2%	60.4%	60.0%	60.6%	62.1%	58.8%	58.3%	-0.6	-2.1%
Indiana	65.7%	65.8%	63.2%	58.6%	61.9%	62.2%	63.5%	60.3%	59.2%	57.2%	-2.0	-1.5%
Michigan	49.9%	51.0%	45.9%	48.4%	46.1%	42.7%	41.8%	42.5%	44.6%	44.2%	-0.5	-1.2%
Minnesota	69.6%	68.9%	62.4%	60.5%	60.4%	58.9%	62.9%	60.7%	58.8%	61.4%	2.6	-1.3%
Ohio	66.1%	67.2%	63.9%	64.1%	62.4%	60.4%	61.0%	61.6%	62.2%	66.3%	4.1	0.1%
Wisconsin	67.0%	67.9%	67.9%	65.2%	64.7%	66.9%	62.9%	65.8%	64.1%	63.4%	-0.7	-0.6%

Source: Fatality Analysis Reporting System

RESTRAINT USE AND VEHICLE TYPE

The relative risk of serious injury increases when vehicle occupants are unrestrained. Among individuals wearing proper restraints injured in passenger cars, only one-tenth of a percent were fatally injured, while 4.9 percent of unrestrained passenger car occupants were fatally injured,

indicating that an individual is more than 46 times more likely to be killed in a passenger car when unrestrained. Likewise, unrestrained occupants of pickup trucks were 57 times more likely to be killed and 22 times more likely to suffer incapacitating injuries in traffic collisions than occupants using proper safety restraints.

Table 5. Passenger vehicle occupants involved in Indiana collisions, by vehicle type, restraint use, and injury status, 2010

Restraint use and injury status	Passenger cars		Pickup trucks		SUVs		Vans	
	Count	% Total	Count	% Total	Count	% Total	Count	% Total
Restrained (R)	165,844	100.0	37,021	100.0	39,936	100.0	19,419	100.0
Fatal	176	0.1	30	0.1	35	0.1	20	0.1
Incapacitating	1,252	0.8	211	0.6	262	0.7	138	0.7
Non-incapacitating	23,118	13.9	3,509	9.5	5,212	13.1	2,889	14.9
Other	1,216	0.7	303	0.8	333	0.8	166	0.9
No injury	140,082	84.5	32,968	89.1	34,094	85.4	16,206	83.5
Not restrained (NR)	2,383	100.0	969	100.0	576	100.0	327	100.0
Fatal	117	4.9	45	4.6	25	4.3	20	6.1
Incapacitating	221	9.3	120	12.4	63	10.9	30	9.2
Non-incapacitating	1,207	50.7	428	44.2	296	51.4	159	48.6
Other	21	0.9	11	1.1	7	1.2	1	0.3
No injury	817	34.3	365	37.7	185	32.1	117	35.8
Relative risk of serious injury (% NR / % R)								
Fatal		46.3		57.3		49.5		59.4
Incapacitating		12.3		21.7		16.7		12.9

Source: Indiana State Police

Notes:

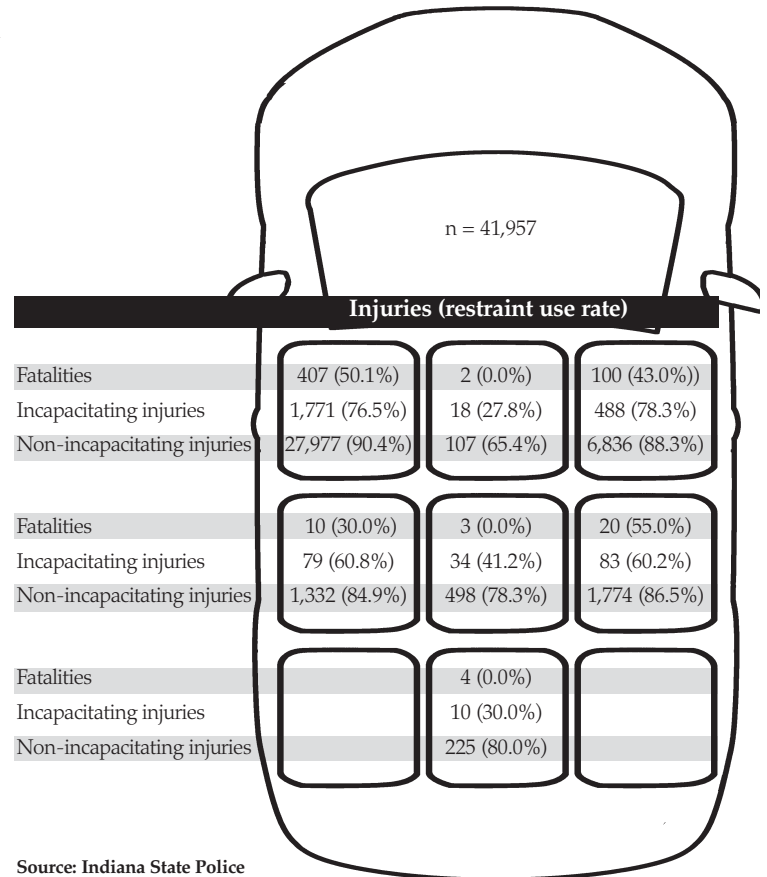
- 1) Excludes individuals involved in collisions where restraint use was unknown.
- 2) Percent totals may not add up to 100 due to rounding.

RESTRAINT USE AND SEATING POSITION

Research shows that vehicle seating position is linked to the risk of injury for all vehicle occupants. NHTSA reports that proper restraint use reduces the risk of fatal injury to passenger car occupants riding in the front seat of the vehicle by 45 percent (DOT HS 811 390). Figure 2 shows the number and restraint usage rates for 2010 injuries by injury type and vehicle seating position. The greatest number of fatalities occurred in the driver seating position (407), among which 50 percent were properly restrained. Only 43 percent of the 100 individuals killed in the front right passenger seat were properly restrained.

This risk of serious injury is greater for unrestrained occupants of passenger vehicles across all seating positions (Table 6). Occupants seated in the driver's position who are unrestrained are 3.2 times more likely to suffer serious injuries than those that are wearing the proper restraints. Unrestrained occupants seated in the far back/sleeper position (typically found in SUVs and vans) are 12 times more likely to suffer serious injuries than occupants who are properly restrained.

Figure 2. Individuals in Indiana passenger vehicle collisions by injury status, seating position, and restraint use, 2010



Source: Indiana State Police

Note:
Injuries include only individuals obtaining fatal, incapacitating, non-incapacitating, and possible injuries where valid seating position was identified.

Table 6. Risk of serious injury to passenger vehicle occupants involved in Indiana collisions, by seating position, 2010

Seating position	Restrained?	Serious injuries	Non-serious injuries	Total	% Serious injury	Risk
Front left (driver)	No	619	2,887	3,506	17.7%	3.22
	Yes	1,559	26,839	28,398	5.5%	
Front center	No	15	38	53	28.3%	4.25
	Yes	5	70	75	6.7%	
Front right	No	163	809	972	16.8%	2.56
	Yes	425	6,063	6,488	6.6%	
Rear left	No	38	201	239	15.9%	3.71
	Yes	51	1,139	1,190	4.3%	
Rear center	No	23	111	134	17.2%	5.11
	Yes	14	403	417	3.4%	
Rear right	No	42	242	284	14.8%	3.92
	Yes	61	1,555	1,616	3.8%	
Far back/sleeper	No	11	45	56	19.6%	12.11
	Yes	3	182	185	1.6%	
Total	No	911	4,333	5,244	17.4%	3.15
	Yes	2,118	36,251	38,369	5.5%	

Source: Indiana State Police

- Notes:**
- Limited to individuals with valid seating position identified.
 - Serious injuries include those reported as fatal and incapacitating.

RESTRAINT USE AND AGE

Rates of restraint use among passenger vehicle occupants injured in Indiana traffic collisions were lower for individuals suffering serious injuries across all age groups, with the exception of *less than 1 year* old age group (Table 7). The lowest rates of restraint use occurred among

passenger vehicle occupants killed in 2010 collisions in the 21 to 24 (27.1 percent), 25 to 34 (32.4 percent), and 16 to 20 (39.3 percent) age groups. When looking at restraint use by age and gender, males are much more likely to be unrestrained than their female counterparts in the same age groups (Table 8).

Table 7. Individuals involved in Indiana passenger vehicle collisions by age group, injury status, and restraint use, 2010

Age group	All involved			Fatal injuries			Incapacitating injuries		
	Total	Properly restrained	Restraint use rate	Total	Properly restrained	Restraint use rate	Total	Properly restrained	Restraint use rate
< 1	700	407	58.1	3	2	66.7	10	7	70.0
1 - 3	518	477	92.1	3	2	66.7	20	15	75.0
4 - 7	738	668	90.5	3	2	66.7	29	26	89.7
8 - 15	2,479	2,062	83.2	12	6	50.0	90	60	66.7
16 - 20	46,896	42,261	90.1	84	33	39.3	383	260	67.9
21 - 24	31,404	28,212	89.8	59	16	27.1	268	183	68.3
25 - 34	55,807	50,507	90.5	68	22	32.4	486	346	71.2
35 - 44	46,767	42,562	91.0	69	31	44.9	350	260	74.3
45 - 54	44,092	40,471	91.8	75	39	52.0	345	275	79.7
55 - 64	31,730	29,206	92.0	53	29	54.7	252	205	81.3
65 - 74	16,264	14,966	92.0	57	32	56.1	158	132	83.5
75 and over	11,249	10,344	92.0	62	47	75.8	113	93	82.3
Unknown	207	77	37.2	0	0	n/a	1	1	100.0
<i>Total</i>	<i>288,851</i>	<i>262,220</i>	<i>90.8</i>	<i>548</i>	<i>261</i>	<i>47.6</i>	<i>2,505</i>	<i>1,863</i>	<i>74.4</i>

Source: Indiana State Police

Note: Total columns include individuals reported with unknown and invalid safety equipment type.

Table 8. Proportion of unrestrained individuals in Indiana collisions, by age group and gender, 2006-2010

Age group	2006		2007		2008		2009		2010	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
< 1	27.6%	9.2%	29.0%	17.0%	29.4%	16.3%	35.9%	22.2%	37.9%	15.6%
1-3	11.1%	11.5%	9.1%	8.8%	10.8%	7.1%	5.9%	7.3%	8.6%	6.9%
4-7	20.0%	14.7%	18.5%	14.8%	17.4%	10.3%	11.0%	9.2%	10.8%	8.4%
8-15	24.8%	20.2%	21.4%	15.7%	21.4%	14.9%	22.8%	14.0%	18.1%	13.6%
16-20	17.4%	11.0%	13.5%	8.8%	11.9%	8.3%	11.7%	8.2%	11.0%	8.6%
21-24	19.5%	11.4%	15.1%	8.1%	12.9%	8.1%	12.5%	8.4%	12.0%	8.2%
25-34	17.6%	11.0%	13.7%	8.2%	12.0%	8.1%	11.9%	8.5%	10.7%	8.1%
35-44	16.5%	10.9%	12.4%	7.8%	10.6%	7.5%	10.3%	7.8%	10.0%	7.8%
45-54	15.5%	9.7%	11.2%	7.5%	9.4%	7.1%	10.0%	7.7%	9.1%	7.2%
55-64	14.3%	9.1%	10.2%	6.4%	8.4%	6.6%	8.8%	7.2%	8.7%	7.1%
65-74	13.9%	9.2%	10.6%	6.6%	8.2%	7.1%	9.2%	7.2%	9.0%	6.8%
75 +	13.7%	9.1%	10.2%	6.8%	9.1%	6.8%	9.3%	7.7%	9.0%	6.7%
All ages	16.8%	10.6%	12.7%	8.0%	10.9%	7.7%	10.9%	8.1%	10.3%	7.8%

Source: Indiana State Police

Notes:

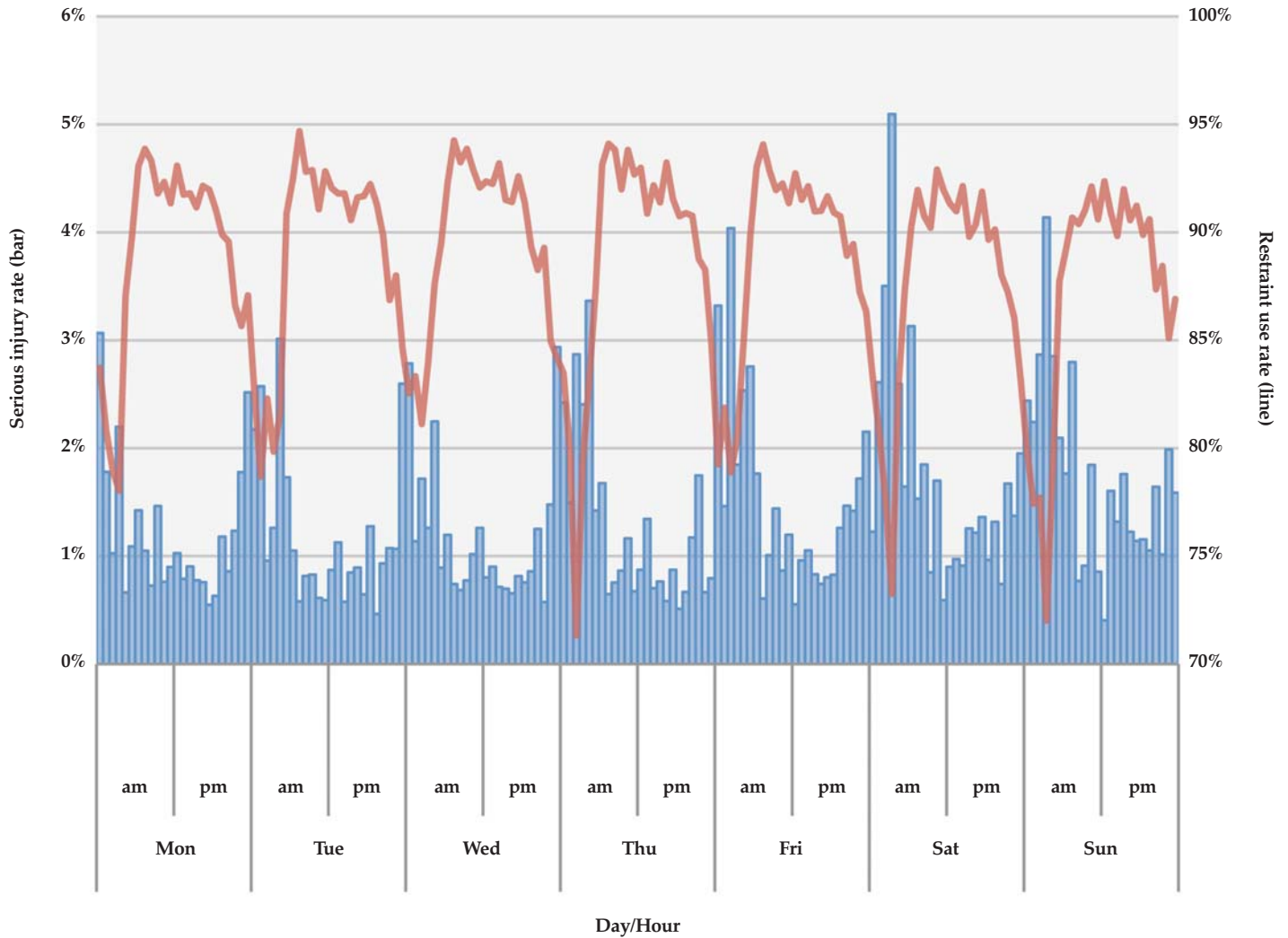
- 1) Data limited to individuals with valid gender and age reported.
- 2) Percent unrestrained includes individuals reported with "No restraint" and NULL values in the restraint use code field.

TIME OF DAY AND RESTRAINT USE

In 2010, most serious injuries occurred during morning rush hour periods and late overnight hours (Figure 3). Data also suggest that rates of

restraint usage during overnight hours are dramatically lower than during other periods of the day. Specifically, in 2010, early morning hours on Thursday through Sunday had the highest rates of serious injury and the lowest rates of restraint use.

Figure 3. Indiana serious injuries and restraint use in passenger vehicles, by hour and day of week, 2010



Source: Indiana State Police

Notes:

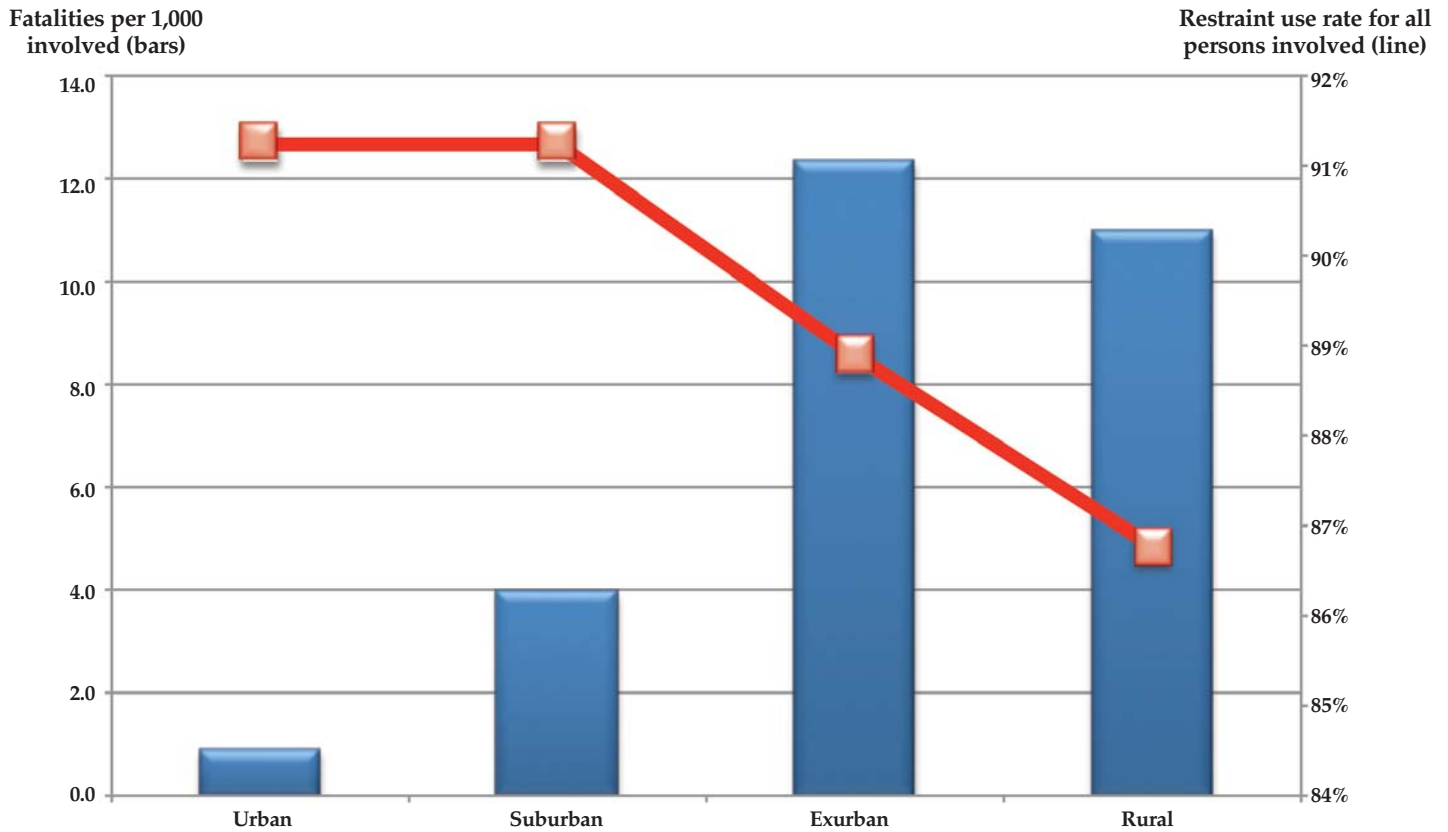
- 1) Serious injury rate represents fatal or incapacitating injuries as a proportion of all individuals involved in collisions.
- 2) Data exclude individuals involved in collisions with invalid time reported.
- 3) Restraint use rate includes individuals reported with *unknown* and invalid safety equipment type.

GEOGRAPHY OF INDIANA RESTRAINT USE

The fatality rate per 1,000 involved was lower in Indiana urban (0.9 per 1,000) and suburban (3.9) locales than in surrounding exurban (12.3) and

rural (11.0) areas (Figure 4). Conversely, rates of restraint use were higher in urban (91.2 percent) and suburban (91.2 percent) locales than in areas designated as exurban (88.9 percent) and rural (86.8 percent).

Figure 4. Indiana traffic fatalities by restraint use and locale, 2010



Source: Indiana State Police

GEOGRAPHY OF INDIANA RESTRAINT USE (continued)

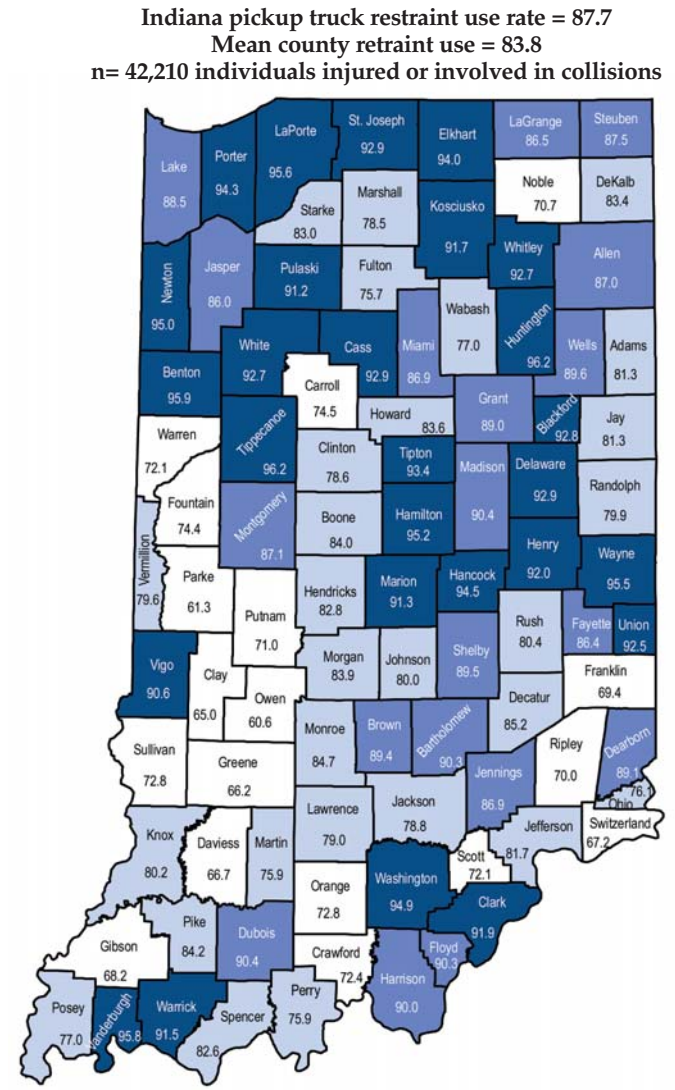
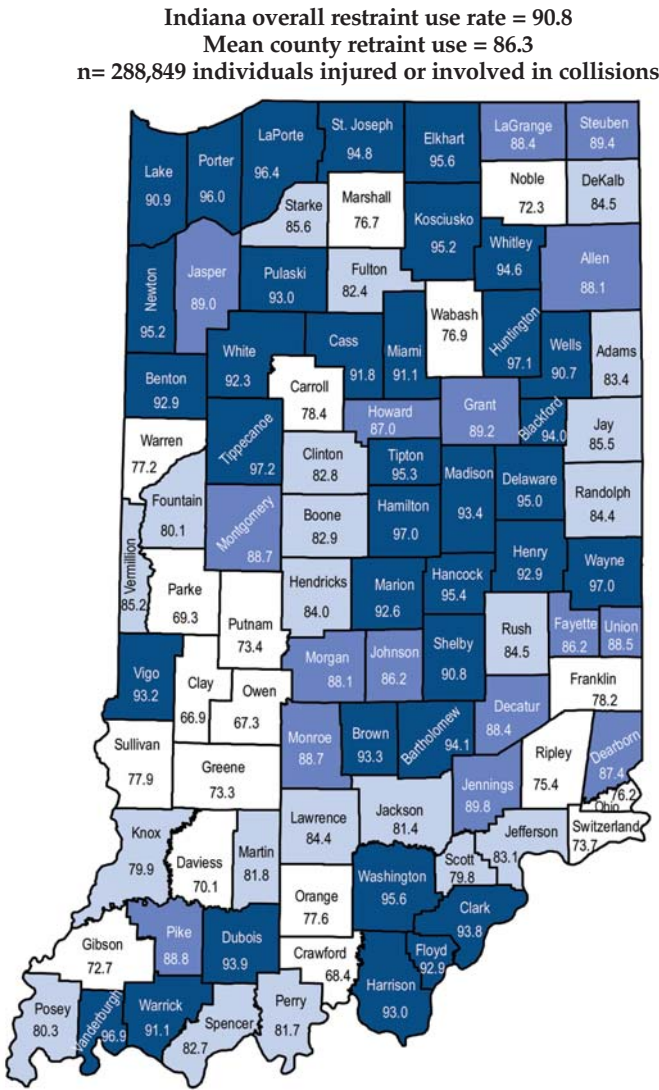
Maps 1 and 2 illustrate Indiana county restraint use rates for all *passenger vehicles* and for *pickup trucks*, respectively. Counties with lower rates of

restraint use appear to be clustered in southwestern portions of the state. The mean rate of county overall restraint use reported in 2010 Indiana collisions was 86.3 percent, while the mean rate of county pickup truck restraint use was 83.8 percent.

Restraint use rates in Indiana traffic collisions by county, 2010

Map 1. All passenger vehicle restraint use rates

Map 2. Pickup truck restraint use rates



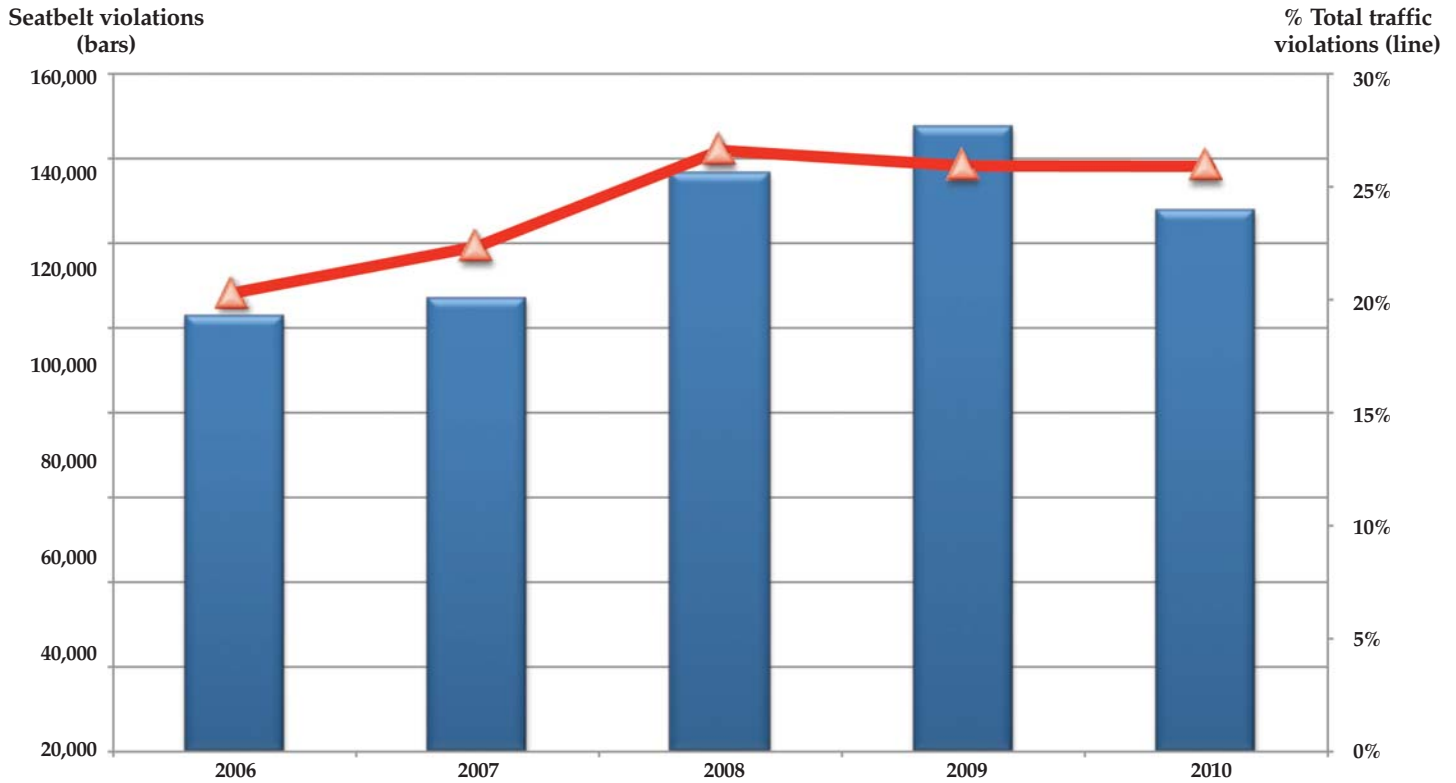
Source: Indiana State Police

INDIANA TRAFFIC OFFENSES

In 2010, approximately 128,000 seatbelt violators were convicted from citations issued by Indiana law enforcement officers, accounting for nearly 26 percent of all traffic offense convictions. Both the number and percentage of seatbelt violation convictions increased between 2006 and

2010, with the biggest jump occurring between 2007 (106,819) and 2008 (136,456). This is likely due in part to the change in the Indiana passenger restraint law in July 2007 requiring all passengers to be properly restrained in all passenger vehicles, including pickup trucks and SUVs (registered as trucks) that were previously exempt from the law.

Figure 5. Indiana seatbelt violations, 2006-2010



Source: Indiana Bureau of Motor Vehicles

Note: Limited to offenses with a disposition of "guilty"; excludes non-pointable (i.e., violations that do not incur points on a driver's record) and non-vehicle related violations.

DEFINITIONS

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).

Not injured status includes individuals involved in collisions reported as *null* values in the injury status code field.

Non-incapacitating injuries include those injuries reported as *non-incapacitating* or *possible*.

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

Passenger vehicles are defined as *passenger cars*, *pickup trucks*, *sport utility vehicles*, and *vans*.

Restraint use - Vehicle occupants injured in Indiana collisions are counted as having been restrained when the investigating officer selects 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*.

REFERENCES

National Center for Statistics and Analysis. (2010, September). *Seat belt use in 2010—overall results*, DOT HS 811 378. Washington, DC: National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2010). *Traffic safety facts: Occupant protection (2009 data)*, DOT HS 811 390. Washington, DC: National Highway Traffic Safety Administration.

DATA SOURCES

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

National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Seat Belt Use in 2010—Overall Results, DOT HS 811 378, Sept 2010

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

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

US Census Bureau, Annual Estimates of the Resident Population by Single-Year of Age and Sex for the United 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.

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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