

INDIANA 2011 TRAFFIC SAFETY FACTS

YOUNG DRIVERS, 2011

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Motor vehicle crashes are among the leading causes of death for teenagers (National Center for Health Statistics, 2007). Nationwide in 2009 (most recent data available), 11 percent of drivers in fatal crashes were ages 15 to 20 years; over 2,300 of these young drivers were killed (NHTSA, 2011). Per mile driven, young drivers are three times more likely than older drivers to be involved in fatal crashes, which is a result of less driving experience, lower belt use rates, alcohol involvement, speeding, and passenger distractions (NHTSA, 2006; McCart, Mayhew, Braitman, Ferguson, & Simpson, 2009).

Driver fatal crash rates have decreased in Indiana and nationwide. In Indiana, declines were most pronounced among young drivers, partially due to the phased implementation of a Graduated Driver Education (GDL) system in 2009 and 2010 (Nagle, 2011). GDL restrictions and minimum age requirements have produced net decreases in overall crashes and crashes related to cell phone use. Another critical component of the GDL law is an emphasis on driver education programs. Nearly 80 percent of all 16 year olds involved in crashes took a driver education course, though for drivers in fatal crashes, the driver education rate was significantly lower at 67 percent.

Per 100,000 population, the rate of 16 year olds in Indiana crashes decreased most significantly of all ages. While young driver fatal crash rates have decreased significantly in Indiana over the last decade, that rate of decline has been slower than that of the Great Lakes region and nationwide. Alcohol-impaired driving rates for young drivers in fatal crashes have declined modestly since 2007, although for all crash

types the rate has been constant. Similarly, the rate of speeding involvement among young drivers has declined in fatal crashes but has been relatively consistent in all crash types. Restraint use rates among this age group have been consistently above 95 percent since 2007, though rates are much lower for drivers killed (32.6 percent) and seriously injured (69.1 percent) in crashes.

This fact sheet uses data from several sources (see last page for full references). Indiana crash data come from the Indiana State Police Automated Reporting Information Exchange System (ARIES), current as of March 20, 2012.

In Indiana in 2011:

- Young drivers represented 9 percent of the population, 10 percent of all drivers, and 14 percent of all drivers in crashes.
- 96 fatal crashes involving 100 young drivers
- 55 young driver fatalities
- 10 percent of fatal crashes and 14 percent of all crashes involved a young driver.
- 16 percent of young drivers in fatal crashes that were tested for alcohol had positive BAC results.
- 20 young drivers in fatal crashes were speeding (20 percent of total young drivers involved).
- 67 percent of 16 year-olds in fatal crashes had previously taken a driver education course.
- As a percent of total licensed young drivers, 9 percent were involved in crashes.

TRENDS

Since 2001, Indiana has had a higher rate of fatal crashes involving young drivers per 100,000 population than that of Region 5 (IL, IN, MI, MN, OH, and WI) and nationwide (Table 1). All fatal crash rates have decreased since 2001 but the rate of decline for Indiana has been slower

than that of broader geographic areas. As a percent of all drivers killed in Indiana crashes in 2011, 10.5 percent were young drivers (Table 2). The share of drivers killed that were ages 15 to 20 has declined from a level of 17 percent in 2001. The reduction in young driver fatalities was by far most significant for 16 year olds (20 in 2001 down to 1 in 2011).

Table 1. Fatal crashes involving young drivers, 2001-2011

State	Count of fatal crashes, by year											Annual rate of change		
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2001-10	2006-10	2009-10
Indiana	199	164	173	191	161	167	147	139	111	116	96	-5.8%	-8.7%	4.5%
Illinois	287	274	290	224	228	229	242	141	115	136	n/a	-8.0%	-12.2%	18.3%
Michigan	263	265	230	225	193	172	206	156	141	146	n/a	-6.3%	-4.0%	3.5%
Minnesota	121	135	127	129	100	101	81	63	65	59	n/a	-7.7%	-12.6%	-9.2%
Ohio	254	274	265	255	239	216	210	181	167	156	n/a	-5.3%	-7.8%	-6.6%
Wisconsin	129	174	161	139	133	137	136	104	85	85	n/a	-4.5%	-11.2%	0.0%
Subtotal: Region 5	1,253	1,286	1,246	1,163	1,054	1,022	1,022	784	684	698	n/a	-6.3%	-9.1%	2.0%
United States	7,789	7,968	7,585	7,599	7,161	7,180	6,711	5,651	4,962	4,423	n/a	-6.1%	-11.4%	-10.9%
<i>Fatal crashes per 100,000 population (ages 15 to 20)</i>														
Indiana	36.1	29.9	31.6	34.8	28.8	29.6	25.8	24.2	19.3	20.3	16.7	-6.2%	-9.0%	4.9%
Region 5	28.3	29.1	28.2	26.2	23.5	22.6	22.6	17.3	15.2	15.7	.	-6.4%	-8.8%	2.9%
United States	31.6	32.2	30.4	30.1	27.8	27.6	25.5	21.3	18.7	16.7	.	-6.9%	-11.8%	-10.7%

Sources: Fatality Analysis Reporting System (2001-10); Indiana State Police (2011); US Census Bureau

Notes: Region 5 defined by the National Highway Traffic Safety Administration (NHTSA). Indiana population for 2011 estimated from historical growth trends.

Table 2. Young drivers killed in Indiana fatal crashes, 2001-2011

Driver age	Count of fatalities, by year											Annual rate of change		
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2001-11	2007-11	2010-11
15 years	2	0	1	2	0	0	0	1	2	1	0	.	.	.
16 years	20	13	16	24	14	18	5	11	5	3	1	-25.9%	-33.1%	-66.7%
17 years	20	18	12	14	24	13	11	8	7	4	10	-6.7%	-2.4%	150%
18 to 20 years	63	61	55	58	44	58	54	58	33	48	44	-3.5%	-5.0%	-8.3%
Subtotal:	105	92	84	98	82	89	70	78	47	56	55	-6.3%	-5.9%	-1.8%
Total: All ages	613	546	553	642	663	613	625	558	493	523	523	-1.6%	-4.4%	0.0%
15 to 20 as % total	17.1%	16.8%	15.2%	15.3%	12.4%	14.5%	11.2%	14.0%	9.5%	10.7%	10.5%			

Sources: Fatality Analysis Reporting System (2001-10); Indiana State Police (2011)

Note: Fatality counts from FARS may not match those from data provided by Indiana State Police due to adjustments and misreporting of driver age.

TRENDS

One hundred young drivers were involved in fatal crashes in Indiana in 2011, down from 151 in 2007 (Table 3). The percentage decline for fatal crash involvement for young drivers (9.8 percent annually) was greater than that of other crash severities. In addition, young drivers in fatal crashes as a share of all drivers involved has declined (12 percent in 2007 to 10 percent in 2011). Since 2003, the rate per 100,000 population of young drivers in Indiana crashes has decreased substantially, especially so for 16 year old drivers (Figure 1). While the rate for older drivers declined 15 percent from 2003 to 2011, the rate for 16 year olds decreased 69 per-

Table 3. Young drivers involved in Indiana crashes, by crash severity, 2007-2011

Crash severity	Count of drivers, by year					Annual rate of change	
	2007	2008	2009	2010	2011	2007-11	2010-11
Fatal	151	142	116	123	100	-9.8%	-18.7%
Non-fatal injury	11,320	9,969	9,929	9,436	8,153	-7.9%	-13.6%
Property damage	41,553	40,817	37,970	35,817	32,284	-6.1%	-9.9%
Total	53,024	50,928	48,015	45,376	40,537	-6.5%	-10.7%
<i>Young drivers as % all drivers in:</i>							
Fatal crashes	12.2%	12.7%	11.7%	11.4%	9.7%		
Total crashes	17.0%	16.4%	16.6%	15.4%	14.1%		

Source: Indiana State Police

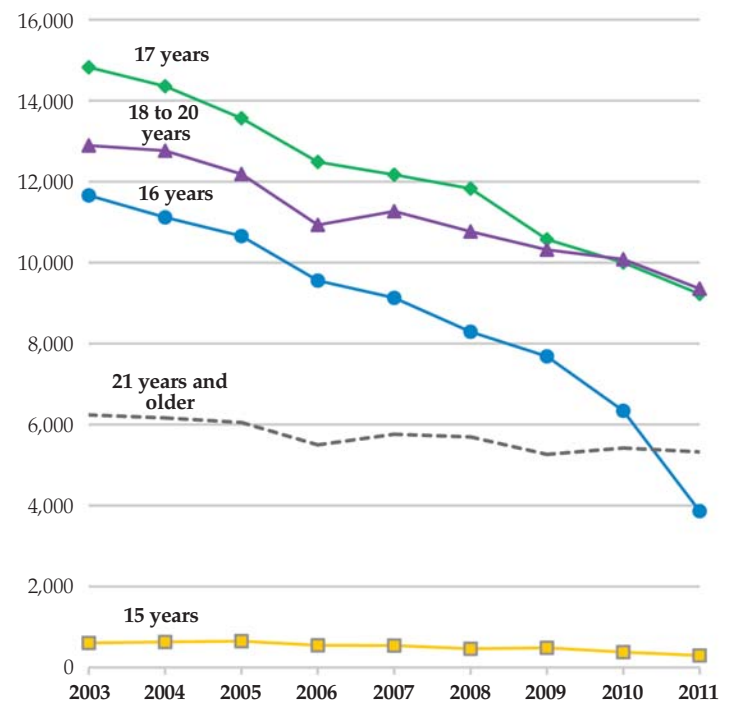
Table 4. Injuries to people in crashes involving a young driver, by person type and injury severity, 2007-2011

Person type	Injury severity	2007	2008	2009	2010	2011
Young drivers	Fatal	68	75	48	56	55
	Incapacitating	369	339	311	289	263
	Non-incapacitating	6,137	5,320	5,199	4,911	4,161
	Subtotal:	6,574	5,734	5,558	5,256	4,479
Other vehicle occupants	Fatal	96	76	78	69	50
	Incapacitating	459	438	415	451	382
	Non-incapacitating	8,254	7,047	7,354	7,073	6,175
	Subtotal:	8,809	7,561	7,847	7,593	6,607
Non-motorists	Fatal	10	6	3	3	8
	Incapacitating	45	32	37	41	40
	Non-incapacitating	351	255	257	257	232
	Subtotal:	406	293	297	301	280
Total	Fatal	174	157	129	128	113
	Incapacitating	873	809	763	781	685
	Non-incapacitating	14,742	12,622	12,810	12,241	10,568
	Total:	15,789	13,588	13,702	13,150	11,366
Young drivers		1.03%	1.31%	0.86%	1.07%	1.23%
Other vehicle occupants	Fatal as % total	1.09%	1.01%	0.99%	0.91%	0.76%
Non-motorists		2.46%	2.05%	1.01%	1.00%	2.86%

Source: Indiana State Police

cent. The involvement rate for drivers 17 years and 18 to 20 years also decreased faster than the rate for drivers 21 years and older. Over half of all fatalities in young driver crashes were sustained by other people involved (Table 4). The reduction in fatalities and injuries generally to other vehicle occupants is partially attributable to the GDL law, which restricts young passengers in cars driven by young drivers. However, young drivers killed as a percent of total involved has increased each year since 2009, possibly due to fewer minor crashes occurring rather than more dangerous crashes in total. There may also be improvements in young driver behavior, leading to less severe crashes and crash outcomes, though more research is necessary to understand the issue.

Figure 1. Rate of drivers involved in Indiana crashes per 100,000 population, 2003-2011



Sources: Indiana State Police; US Census Bureau

Note: Population data for 2011 estimated from historical growth trends.

ALCOHOL AND SPEED

Alcohol use and speeding are two primary risk factors for young driver crash involvement (Mayhew, Donelson, Beirness, & Simpson, 1986; Peck, Gebers, Voas, & Romano, 2008). Through a combination of minimum age drinking laws, zero tolerance laws, and youth-oriented programs, drinking-and-driving among young drivers has decreased significantly nationwide in the last 30 years (Hedlund, Ulmer, & Preusser, 2001). The number

of young drivers in fatal crashes that had positive alcohol test results (BAC=.01 g/dL or higher) in 2011 declined since 2007 but increased over 2010 levels. Similarly, the share of young drivers tested that had positive results has decreased over the last five years but increased over 2010 levels (Table 5). The share of drivers speeding in fatal crashes also decreased substantially (from 29 percent in 2007 to 20 percent in 2011) (Table 6). However, alcohol-impaired shares and speeding shares for young drivers in all crashes have remained relatively constant the last five years.

Table 5. Alcohol use among drivers in Indiana crashes, by crash severity and driver age, 2007-11

Crash severity	Driver age	2007	2008	2009	2010	2011
All drivers						
Fatal	15 to 20	151	142	116	123	100
	21 and older	1,080	967	873	955	928
Non-fatal	15 to 20	52,873	50,786	47,899	45,253	40,437
	21 and older	257,307	256,517	238,850	247,693	245,822
Tested for alcohol						
Fatal	15 to 20	100	112	90	87	75
	21 and older	749	693	539	664	675
Non-fatal	15 to 20	1,465	1,301	1,220	1,062	1,028
	21 and older	9,849	9,356	8,845	8,775	9,276
With positive BAC results (.01 and above)						
Fatal	15 to 20	25	23	14	9	12
	21 and older	175	164	137	143	144
Non-fatal	15 to 20	578	488	549	534	526
	21 and older	4,384	3,848	4,476	5,144	5,059
Percent tested for alcohol						
Fatal	15 to 20	66.2%	78.9%	77.6%	70.7%	75.0%
	21 and older	69.4%	71.7%	61.7%	69.5%	72.7%
Non-fatal	15 to 20	2.8%	2.6%	2.5%	2.3%	2.5%
	21 and older	3.8%	3.6%	3.7%	3.5%	3.8%
Positive results as % total tested						
Fatal	15 to 20	25.0%	20.5%	15.6%	10.3%	16.0%
	21 and older	23.4%	23.7%	25.4%	21.5%	21.3%
Non-fatal	15 to 20	39.5%	37.5%	45.0%	50.3%	51.2%
	21 and older	44.5%	41.1%	50.6%	58.6%	54.5%

Source: Indiana State Police

Table 6. Speeding young drivers in Indiana crashes, by crash severity, 2007-2011

Driver age	2007	2008	2009	2010	2011
Speeding in fatal crashes					
15 yrs	0	1	0	0	0
16 yrs	4	2	3	3	1
17 yrs	11	6	3	4	3
18 to 20 yrs	29	30	20	22	16
Total speeding	44	39	26	29	20
Speeding in all crashes					
15 yrs	45	42	37	42	28
16 yrs	984	938	784	635	407
17 yrs	1,178	1,254	1,044	993	932
18 to 20 yrs	3,031	3,454	3,023	3,024	2,736
Total speeding	5,238	5,688	4,888	4,694	4,103
Total in fatal crashes: 15 to 20 yrs					
% Speeding	29.1%	27.5%	22.4%	23.6%	20.0%
Total in all crashes: 15 to 20 yrs					
% Speeding	9.9%	11.2%	10.2%	10.3%	10.1%

Source: Indiana State Police

RESTRAINT USE

Restraint use rates for young drivers in Indiana crashes have generally increased over time, though the rate for 15 year olds has lagged considerably (Table 7 and Figure 2). The restraint use rate of young drivers correlates directly with injury severity in the crash, as fatally injured young drivers and young drivers with incapacitating injuries had lower restraint

use rates than all young drivers in all crashes. Research on belt usage trends for young drivers shows that primary enforcement laws (which Indiana has), enforcement of laws, GDL provisions mandating belt use in all phases of the system, and community education programs appear to have positive effects on usage rates (Fell et al., 2005). In addition, it appears that multi-faceted and continuous campaigns to improve belt usage are effective in raising usage rates for young drivers.

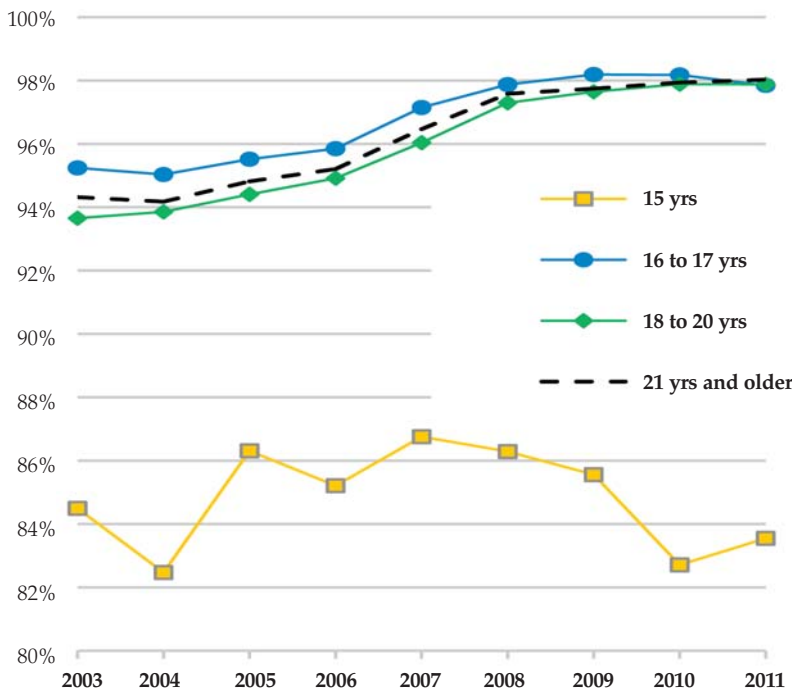
Table 7. Restraint use rates for young drivers in Indiana crashes, by injury severity, 2007-2011

Injury severity	Driver age	Percent using restraints				
		2007	2008	2009	2010	2011
Fatal	15 yrs	.	0.0	.	.	.
	16 yrs	25.0	80.0	75.0	100.0	.
	17 yrs	70.0	83.3	50.0	66.7	33.3
	18 to 20 yrs	41.3	42.0	38.7	47.7	32.4
	Subtotal:	45.0	50.7	43.9	52.0	32.6
Incapacitating	15 yrs	14.3	50.0	25.0	25.0	28.6
	16 yrs	65.8	78.8	82.9	70.0	61.9
	17 yrs	64.9	71.4	67.4	70.4	81.0
	18 to 20 yrs	62.4	72.1	65.9	73.3	68.7
	Subtotal:	62.3	72.4	68.1	71.0	69.1
TOTAL	15 yrs	86.8	86.3	85.6	82.7	83.5
	16 yrs	97.5	97.8	98.1	98.1	97.3
	17 yrs	96.9	97.9	98.3	98.2	98.1
	18 to 20 yrs	96.0	97.3	97.6	97.9	97.9
	Total:	96.4	97.4	97.7	97.9	97.8

Source: Indiana State Police

Note: Excludes cases where restraint use was not reported or was misreported.

Figure 2. Restraint use rates for drivers in Indiana crashes, by age, 2003-2011



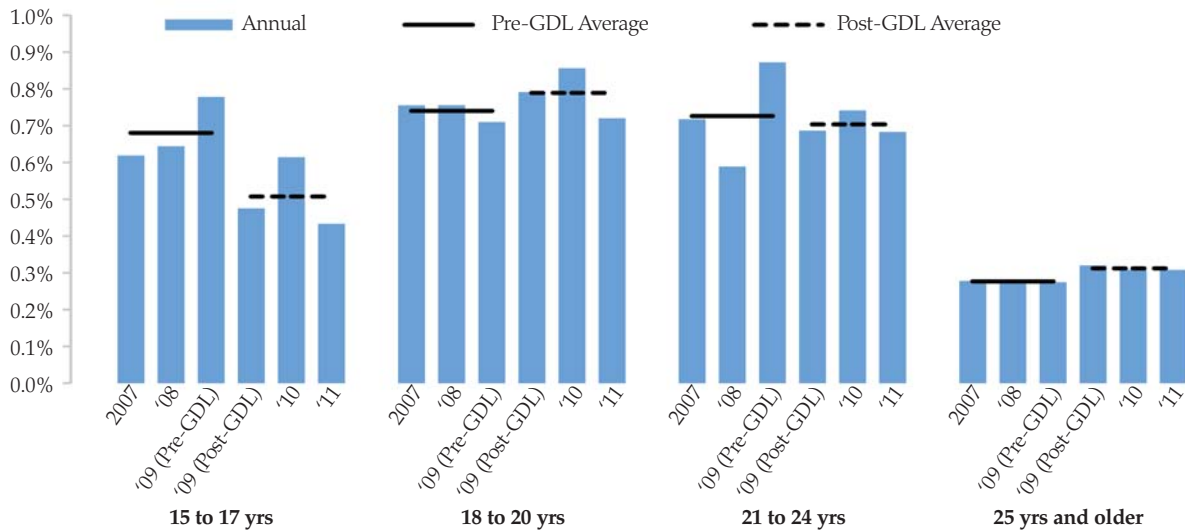
Sources: Indiana State Police; US Census Bureau

DISTRACTIONS

Young driver inexperience and propensity for risk-taking are compounded by distractions during driving. The Indiana Graduated Driver Licensing (GDL) system that was implemented in two phases in 2009 and 2010 was designed to build driving experience under supervised conditions. Restrictions on young passengers, nighttime travel, and cellphone use were included to minimize the potential for distracted driving. A previous study on the effectiveness of Indiana's GDL system found significant

declines in crashes involving GDL-affected drivers (Nagle, 2011). Cell phone use rates among drivers in Indiana crashes have decreased most sharply for drivers under age 18, for whom all cell phone use while driving is prohibited (Figure 2). Young drivers with young passengers (also ages 15 to 20) are generally more likely to suffer serious or fatal injuries when young passengers are present versus driving alone (Table 8). The relative risk of a young driver dying in a crash was over nine times higher when young passengers were present versus when driving alone.

Figure 3. Percent of drivers in crashes that were distracted by cell phones, by age group, 2007-2011



Source: Indiana State Police

Note: Statewide prohibition on cell phone use for drivers under age 18 took effect July 1, 2009.

Table 8. Young driver injuries in Indiana crashes, by presence of young passengers, 2011

Injury status	Driver age				Total
	15 yrs	16 yrs	17 yrs	18 to 20 yrs	
Young drivers injured, when young passengers present					
Fatal	0	1	2	9	12
Incapacitating	3	6	11	32	52
Subtotal (Serious)	3	7	13	41	64
Minor/None	12	110	277	729	1,128
Total	15	117	290	770	1,192
Injured, with no passengers (driving alone)					
Fatal	0	0	8	35	43
Incapacitating	5	17	37	152	211
Subtotal (Serious)	5	17	45	187	254
Minor/None	252	3,437	8,293	27,109	39,091
Total	257	3,454	8,338	27,296	39,345
% Fatal					
With young passengers	0.0%	0.9%	0.7%	1.2%	1.0%
No passengers	0.0%	0.0%	0.1%	0.1%	0.1%
Relative risk of death	.	.	7.19	9.12	9.21
95% Confidence interval	.	.	1.53 - 33.70	4.40 - 18.90	4.87 - 17.42
% Serious					
With young passengers	20.0%	6.0%	4.5%	5.3%	5.4%
No passengers	1.9%	0.5%	0.5%	0.7%	0.6%
Relative risk of serious injury	10.28	12.16	8.31	7.77	8.32
95% Confidence interval	2.71 - 39.00	5.14 - 28.75	4.53 - 15.22	5.59 - 10.81	6.36 - 10.87

Source: Indiana State Police

Notes: Young passengers are vehicle passengers ages 15 to 20.

Relative risk of serious injury is the ratio of % young drivers seriously injured with no passengers versus % young drivers seriously injured with young passengers.

DRIVER EDUCATION

Though not required by state law, teens who take a driver education course are eligible to receive their probationary license earlier than those teens who do not (IC 9-24-3, IC 9-24-11, IC 31-37-3). In 2011, 59 percent of drivers ages 16 to 20 that were involved in Indiana crashes had taken a driver education course (Table 9). Drivers in more severe crashes general-

ly are less likely to have taken driver education. Fifty-one percent of young drivers in fatal crashes took driver education whereas 60 percent in property damage crashes took driver education. Indiana crash data show that those drivers ages 16 and 17 who took driver education were less likely to have engaged in unsafe driving actions (e.g., *following too closely, speeding, etc.*) but there was not a significant difference in the risk of losing control of the vehicle (Table 10).

Table 9. Indiana resident young drivers in crashes who completed a driver education course, 2011

Driver age	Crash severity	Took driver education course	Total involved	% Took driver education course
16 yrs	Fatal	2	3	66.7%
	Non-fatal injury	516	694	74.4%
	Property damage	2,234	2,775	80.5%
	Subtotal:	2,752	3,472	79.3%
17 yrs	Fatal	4	15	26.7%
	Non-fatal injury	1,110	1,708	65.0%
	Property damage	4,577	6,711	68.2%
	Subtotal:	5,691	8,434	67.5%
18 to 20 yrs	Fatal	41	74	55.4%
	Non-fatal injury	2,702	5,316	50.8%
	Property damage	11,522	21,091	54.6%
	Subtotal:	14,265	26,481	53.9%
16 to 20 yrs	Fatal	47	92	51.1%
	Non-fatal injury	4,328	7,718	56.1%
	Property damage	18,333	30,577	60.0%
	Total:	22,708	38,387	59.2%

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Table 10. Risk of driving actions associated with driver education for young drivers in Indiana crashes, 2011

Took driver education?	Unsafe driving actions?			% Unsafe	Relative risk	95% Conf. interval
	Yes	No	Total			
Yes	11,123	11,585	22,708	49.0%	0.94	0.92 - 0.96
No	8,156	7,523	15,679	52.0%		
Total	19,279	19,108	38,387	50.2%		
Took driver education?	Lost control of vehicle?			% Lost control	Relative risk	95% Conf. interval
	Yes	No	Total			
Yes	2,259	20,449	22,708	9.9%	1.00	0.94 - 1.06
No	1,561	14,118	15,679	10.0%		
Total	3,820	34,567	38,387	10.0%		

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes:

Unsafe driving actions includes speeding, following too closely, disregarding signal, failure to yield right of way, improper road usage, and wrong way on one way.

Lost control of vehicle includes overcorrecting, ran off road right, and ran off road left.

Relative risk is the ratio of % driving action for drivers who took driver education versus those that did not. Values over 1 indicate that driver education increases risk of action; values under 1 indicate a reduction in risk.

NOTES

Where listed only as *non-incapacitating, possible* injuries are also included in the category.

Non-fatal injury crashes are those where at least one *incapacitating, non-incapacitating, or possible* injury but no fatal injuries occurred.

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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 20, 2012

Indiana Bureau of Motor Vehicles, current as of March 20, 2012

Fatality Analysis Reporting System, National Highway Traffic Safety Administration, current as of March 20, 2012. <http://www-fars.nhtsa.dot.gov/Main/index.aspx>

U.S. 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, 2010. <http://www.census.gov/popest/states/asrh/>

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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 2011 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the sixth 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, 2011, 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 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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