

INDIANA 2010 TRAFFIC SAFETY FACTS

June 2010



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 2009 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the fourth 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 young 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, 2009, approximately 99 percent of all collisions are entered electronically through the 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.

ALCOHOL 2009

INTRODUCTION

In 2009, 157 (24.9 percent) of 631 fatal collisions and 168 (24.3 percent) of 692 fatalities in Indiana involved alcohol. Nationally in 2008, 11,773 people were killed in traffic collisions where at least one driver involved had a blood alcohol content (BAC) result that qualified as *impaired driving*, defined as 0.08 grams per deciliter (g/dL), or higher.¹ Per 100 million vehicle miles travelled (100m VMT), fatalities in alcohol-impaired collisions decreased 31 percent in aggregate from 1999 to 2008 in Indiana, compared to a 15 percent decrease nationally.

This fact sheet provides summary data on Indiana traffic collisions involving alcohol.

Collision data are stratified by BAC results into *alcohol-related* collisions and by the highest blood alcohol content (BAC) result for drivers in collisions. Included are general trends in collision outcomes, the incidence of alcohol-related driving by driver age, alcohol involvement by locality, and county level statistics. Data are supplied by the Indiana State Police Automated Reporting Information Exchange System (ARIES), the Indiana Bureau of Motor Vehicles, and the Indiana Department of Transportation.

In 2009, 24.9 percent of all fatal traffic collisions in Indiana were alcohol-related, a 5.3 percentage point decrease from 2008.

DEFINITIONS

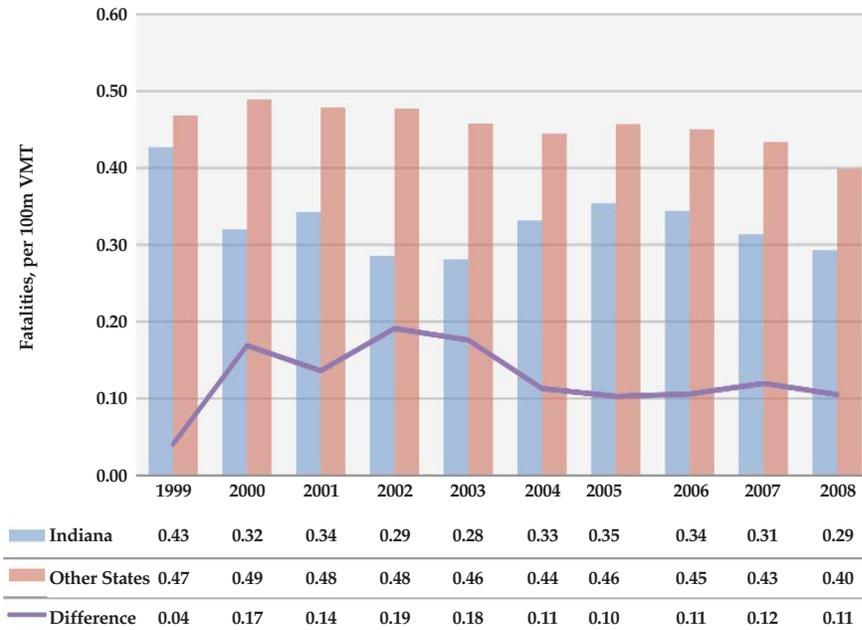
For the purposes of data analysis in this fact sheet, the following definitions and categorical labels are used:

Alcohol-related applies to a collision in which any of the following are true: (1) *Alcoholic beverages* is listed as the primary factor or as a contributing circumstance to the occurrence of the collision; (2) any vehicle driver or non-motorist involved has a reported BAC test result of 0.01 g/dL or higher; (3) the apparent physical condition of any vehicle driver or non-motorist involved is listed as *had been drinking* by the investigating officer; or (4) a vehicle driver is issued an Operating While Intoxicated (OWI) citation.

BAC = 0.08+ applies to a collision in which any vehicle driver involved has a BAC test result at or above 0.08 g/dL. Drivers meeting this criterion should have received a Class C misdemeanor pursuant to IC 9-30-5-1. This category is new to the *Traffic Safety Facts* series and follows the definition used by NHTSA in reporting alcohol results. Note that this definition is limited to vehicle drivers, whereas the BAC levels of any driver or non-motorist are included in *alcohol-related*.



Figure 1: Traffic fatalities involving impaired drivers, per 100m vehicle miles travelled (VMT), 1999-2008



Sources: Fatality Analysis Reporting System (FARS), retrieved May 1, 2009 at <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>
 Federal Highway Administration, *Highway Statistics*, Series: Vehicle-miles of travel, by functional system (Table VM2), retrieved May 1, 2010.

Note: *Other States* includes all states besides Indiana.

Table 1: Indiana traffic collisions, by collision severity and alcohol involvement, 2005-2009

Collision severity/ Alcohol involvement	Count of collisions					Change	
	2005	2006	2007	2008	2009	2008-09	Average annual
Total collisions	208,359	192,721	204,999	205,452	189,676	-15,776	-4,671
Alcohol-related	13,684	11,855	9,943	9,411	8,855	-556	-1,207
Highest BAC=.08+	5,014	4,703	4,000	3,394	3,310	-84	-426
Highest BAC=.15+	3,290	2,971	2,498	2,054	1,987	-67	-326
Fatal	855	817	804	722	631	-91	-56
Alcohol-related	262	250	233	218	157	-61	-26
As % total fatal	30.6%	30.6%	29.0%	30.2%	24.9%	-5.3	-1.4
Highest BAC=.08+	179	183	169	155	96	-59	-21
As % total fatal	20.9%	22.4%	21.0%	21.5%	15.2%	-6.3	-1.4
Highest BAC=.15+	119	125	128	104	69	-35	-13
As % total fatal	13.9%	15.3%	15.9%	14.4%	10.9%	-3.5	-0.7
Non-fatal injury	41,761	38,849	37,416	35,358	33,411	-1,947	-2,088
Alcohol-related	4,696	4,200	3,557	3,225	2,969	-256	-432
Highest BAC=.08+	1,651	1,433	1,143	878	868	-10	-196
Highest BAC=.15+	1,109	923	701	511	497	-14	-153
Property damage	165,743	153,055	166,779	169,372	155,634	-13,738	-2,527
Alcohol-related	8,726	7,405	6,153	5,968	5,729	-239	-749
Highest BAC=.08+	3,184	3,087	2,688	2,361	2,346	-15	-210
Highest BAC=.15+	2,062	1,923	1,669	1,439	1,421	-18	-160

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Note:

Non-fatal injury applies to collisions with no fatalities and at least one *incapacitating, non-incapacitating, or possible injury*.

BAC = 0.15+ applies to a collision in which any vehicle driver involved has a BAC test result at or above 0.15 g/dL. Drivers meeting this criterion 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.

The BAC-specific definitions are subsets of *alcohol-related*. Any collision listed as BAC = 0.08+ qualifies as alcohol-related; similarly, any collision listed as BAC = 0.15+ also qualifies as BAC = 0.08+. Also, note that the Fatality Analysis Reporting System (FARS) imputes BAC values not reported by state agencies. Indiana data from the ARIES repository are not imputed for this fact sheet.

GENERAL TRENDS

As shown in Figure 1, per 100m VMT Indiana alcohol-impaired traffic fatalities decreased 31 percent from 1999 to 2008 and 3.3 percent on average annually (2009 data not yet available from FARS). Compared to the fatality rate in other states, Indiana alcohol-related traffic fatalities decreased over twice as much over the past ten years. The Indiana alcohol-impaired traffic fatality rate in 2008 (0.29) was at a 10-year low.

Table 2: Individuals injured in Indiana traffic collisions, by injury status and collision-level alcohol involvement, 2005-2009

Collision type/ Injury status	Count of injuries					Change	
	2005	2006	2007	2008	2009	2008-09	Average annual
Total injuries	60,188	56,095	53,363	49,652	47,282	-2,370	-3,227
Alcohol-related	6,920	6,152	5,241	4,735	4,207	-528	-678
Highest BAC=.08+	2,561	2,212	1,854	1,439	1,297	-142	-316
Highest BAC=.15+	1,693	1,398	1,185	850	768	-82	-231
Fatal	938	899	898	815	692	-123	-62
Alcohol-related	293	274	254	246	168	-78	-31
As % total fatal	31.2%	30.5%	28.3%	30.2%	24.3%	-5.9	-1.7
Highest BAC=.08+	199	198	186	172	102	-70	-24
As % total fatal	21.2%	22.0%	20.7%	21.1%	14.7%	-6.4	-1.6
Highest BAC=.15+	132	136	137	115	74	-41	-15
As % total fatal	14.1%	15.1%	15.3%	14.1%	10.7%	-3.4	-0.8
Incapacitating	3,823	3,807	3,661	3,382	3,179	-203	-161
Alcohol-related	704	720	646	582	473	-109	-58
Highest BAC=.08+	248	189	134	100	81	-19	-42
Highest BAC=.15+	170	119	86	51	45	-6	-31
Non-incapacitating	55,427	51,389	48,804	45,455	43,411	-2,044	-3,004
Alcohol-related	5,923	5,158	4,341	3,907	3,566	-341	-589
Highest BAC=.08+	2,114	1,825	1,534	1,167	1,114	-53	-250
Highest BAC=.15+	1,391	1,143	962	684	649	-35	-186

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:

Non-incapacitating includes individuals with *non-incapacitating* or *possible* injuries, as reported by the investigating officer.

Total injuries includes only those injuries reported as *fatal*, *incapacitating*, and *possible*.

Table 3: Indiana collisions and fatalities per 100m vehicle miles travelled (VMT), by alcohol involvement, 2005-2009

	Collision rate (per 100m VMT)					Rate change	
	2005	2006	2007	2008	2009	2008-09	Average annual
Total collisions	280.61	259.82	276.68	283.68	275.74	-7.93	-1.22
Alcohol-related	18.43	15.98	13.42	12.99	12.87	-0.12	-1.39
BAC = 0.08+	6.71	6.29	5.35	4.66	4.79	0.13	-0.48
BAC = 0.15+	4.40	3.97	3.34	2.82	2.87	0.06	-0.38
Fatal collisions	1.15	1.10	1.09	1.00	0.92	-0.08	-0.06
Alcohol-related	0.35	0.34	0.31	0.30	0.23	-0.07	-0.03
BAC = 0.08+	0.24	0.25	0.23	0.21	0.14	-0.07	-0.03
BAC = 0.15+	0.16	0.17	0.17	0.14	0.10	-0.04	-0.01
Fatalities	1.26	1.21	1.21	1.13	1.01	-0.12	-0.06
Alcohol-related	0.39	0.37	0.34	0.34	0.24	-0.10	-0.04
BAC = 0.08+	0.27	0.27	0.25	0.24	0.15	-0.09	-0.03
BAC = 0.15+	0.18	0.18	0.18	0.16	0.11	-0.05	-0.02
VMT (millions)	74,252	74,173	74,092	72,424	68,787	-3,637	-1,366

Sources: Collisions - Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Vehicle miles travelled - Indiana Department of Transportation, as of February 1, 2010.

Note:

Vehicle miles travelled for 2009 is a provisional estimate provided by the Indiana Department of Transportation.

The incidence of impaired driving in fatal collisions has decreased over the last five years (Table 1). In 2009, 24.9 percent of all fatal traffic collisions in Indiana were alcohol-related, a 5.3 percentage point decrease from 2008. Collisions involving an impaired driver (*BAC=0.08+*) decreased over 6 percent from 2008 and 2009 and 1.4 percent on average since 2005. Injuries in collisions involving alcohol exhibit similar declines (Table 2). In 2009, 168 of 692 traffic fatalities (24.3 percent) were alcohol-related, and 102 of 692 (14.7 percent) involved an alcohol-impaired driver. The rate of alcohol-impaired fatalities decreased more than 6 percentage points from 2008 and 2009 and 1.6 percent on average since 2005.

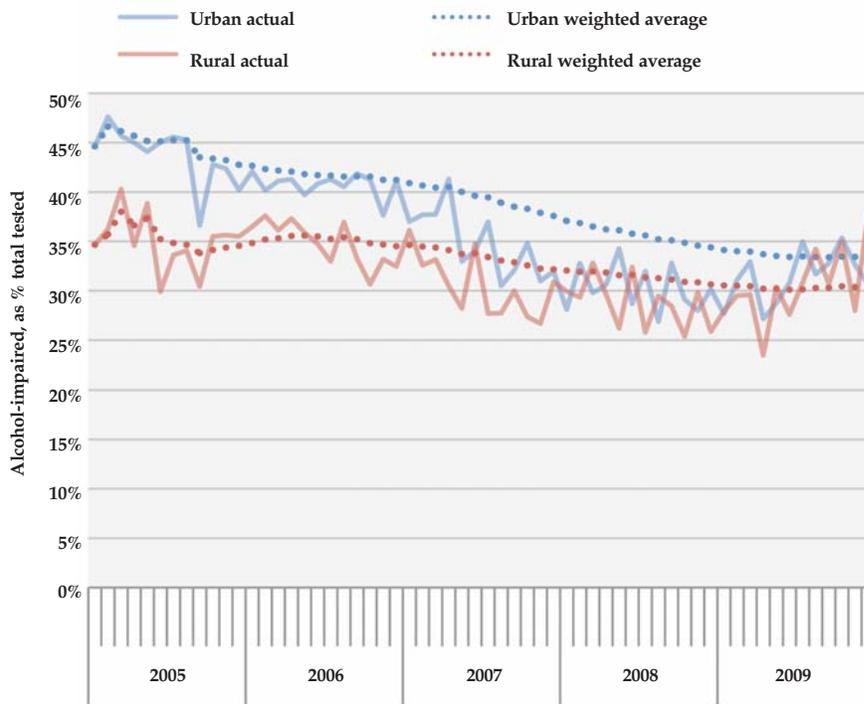
Alcohol-related collisions and fatalities per 100m VMT have generally declined since 2005 (Table 3). In 2009, fatality and fatal collision rates involving alcohol were at five-year lows. Fatality rates in collisions involving drivers with higher intoxication levels (i.e., *BAC = 0.08+* and *BAC = 0.15+*) dropped significantly in 2009 and have decreased generally since 2005.

Table 4: Drivers involved in fatal collisions, by vehicle type and alcohol involvement, 2005-2009

Vehicle type/ Alcohol involvement	Count of drivers					Change	
	2005	2006	2007	2008	2009	2008-09	Average annual
Passenger car	521	544	482	498	408	-90	-28
Alcohol-related	110	124	101	110	61	-49	-12
Highest BAC = .08+	70	94	74	82	39	-43	-8
Highest BAC = .15+	46	59	57	53	31	-22	-4
Light truck	509	426	466	346	336	-10	-43
Alcohol-related	118	85	88	64	66	2	-13
Highest BAC = .08+	81	68	64	46	40	-6	-10
Highest BAC = .15+	56	49	51	37	28	-9	-7
Large truck	141	138	143	125	109	-16	-8
Alcohol-related	2	2	0	2	2	0	0
Highest BAC = .08+	0	1	0	1	2	1	1
Highest BAC = .15+	0	1	0	1	2	1	1
Motorcycle	114	113	121	127	118	-9	1
Alcohol-related	38	34	41	38	26	-12	-3
Highest BAC = .08+	28	25	31	28	15	-13	-3
Highest BAC = .15+	17	17	20	15	7	-8	-3
Highest BAC = .08+, as % vehicle type total							
Passenger car	13.4%	17.3%	15.4%	16.5%	9.6%	-16.4	-1.0
Light truck	15.9%	16.0%	13.7%	13.3%	11.9%	-13.2	-1.0
Large truck	0%	0.7%	0%	0.8%	1.8%	-0.8	0.5
Motorcycle	24.6%	22.1%	25.6%	22.0%	12.7%	-21.9	-3.0

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Figure 2: Alcohol-impaired drivers in traffic collisions as a proportion of drivers tested for alcohol, by locality, January, 2005 - December, 2009



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:

Drivers tested for alcohol includes drivers who were given or refused an alcohol test or had a blood alcohol test result reported.

Urban defined as a collision inside incorporated city limits. *Rural* defined as a collision outside of incorporated city limits.

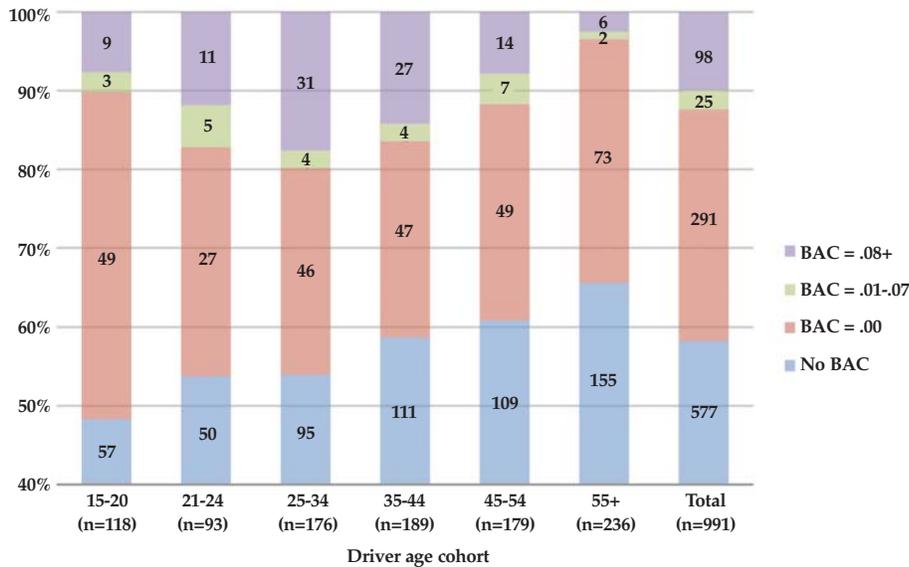
Weighted average series calculated by aggregating all prior data points and assigning progressively larger weights to more recent points.

Among all vehicle types, motorcycle operators have generally had the highest incidence of impaired driving in fatal collisions (Table 4). In 2009, 12.7 percent (22 of 118) motorcycle operators were legally impaired, though this was a sharp decrease from historical averages (around 23 percent). After motorcyclists, light truck drivers were most likely to have been impaired in fatal collisions (11.9 percent, or 40 of 336 involved). From 2008 to 2009, there were fewer impaired drivers of passenger cars, light and large trucks, and motorcycles in aggregate.

Alcohol-impaired collision rates in urban areas have decreased at twice the rate of rural areas (Figure 2). In January 2005, approximately 45 percent of all urban collisions where BAC tests were given involved an impaired driver, compared to 35 percent for rural areas. By December 2009, the urban rate fell on average to approximately 33 percent, compared to 31 percent for rural areas. Since this finding is based on drivers tested for alcohol, it does not necessarily indicate a drop in overall alcohol use among drivers; rather, it suggests that among drivers tested, the likelihood that they were legally impaired has decreased markedly, especially in urban areas.

Drivers between the ages 25 and 44 were most likely to be alcohol-impaired in fatal collisions (Figure 3). In 2009, the 25-34 year-old age cohort had the highest incidence of impaired driving, at 18 percent of all drivers in fatal collisions. In addition, this age group comprised 31.6 percent of all impaired drivers in fatal collisions. Drivers ages 35 to 44 had the second-highest rate of alcohol-impaired driving in fatal collisions (14 percent, or 27 of 189 involved).

Figure 3: Drivers involved in Indiana fatal collisions, by blood alcohol content (BAC) results and age cohort, 2009



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Note:
Data limited to drivers with valid age reported.

SUBSTANCE TESTING

In 2009, among drivers involved in fatal collisions, 63.2 percent of surviving drivers and 64.2 percent of killed drivers were administered tests for alcohol and/or drugs (Table 5). Testing rates decreased substantially from the 2008 rate. The data show

2009, over 60 percent of all Indiana counties tested fewer than 75 percent of drivers involved in fatal collisions for alcohol (Table 7). Twenty-five percent of all fatalities in 2009 occurred in counties that tested less than 50 percent of drivers involved in fatal collisions.

a higher incidence of intoxicated driving among killed drivers, relative to surviving drivers. Among drivers killed in fatal collisions, 46.4 percent of those for whom BAC results were reported had a positive result (0.01+), compared to 13 percent for surviving drivers. Relative to drivers with positive BAC results, 77.8 percent of surviving drivers and 80.2 percent of killed drivers had a BAC result of 0.08 or higher.

COUNTY COMPARISONS

Among counties with more than 10 fatal collisions in 2009, Allen County had the highest rate of alcohol impairment, at 50 percent of fatal collisions (13 of 26) (Table 6). Elkhart County had the second-highest rate at 25 percent. The median and mean county alcohol-impairment rates for 2009 were 8.7 percent and 14.2 percent, respectively. In

Table 5: Drivers involved in Indiana fatal collisions, by injury status and blood alcohol content (BAC) results, 2005-2009

	Count of drivers SURVIVING					Count of drivers KILLED				
	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
ALL DRIVERS	644	631	610	561	500	661	609	626	554	491
<i>By test type given</i>										
Alcohol / drug	419	422	422	417	316	452	394	435	390	315
Refused test	0	2	0	0	0	--	--	--	--	--
Not tested	166	190	99	101	94	137	202	92	112	124
Not reported	59	17	89	43	90	72	13	99	52	52
Tested, as % all	65.1%	66.9%	69.2%	74.3%	63.2%	68.4%	64.7%	69.5%	70.4%	64.2%
<i>By BAC result (g/dL)</i>										
Not reported	287	257	258	174	293	260	262	244	189	284
Reported	357	374	352	387	207	401	347	382	365	207
0.00	279	315	305	335	180	252	185	229	229	111
0.01+	77	59	47	52	27	146	161	152	135	96
0.08+	59	49	34	38	21	122	140	135	119	77
0.15+	33	25	22	24	15	86	101	106	82	55
Reported, as % all	55.4%	59.3%	57.7%	69.0%	41.4%	60.7%	57.0%	61.0%	65.9%	42.2%
0.01+, as % reported	21.6%	15.8%	13.4%	13.4%	13.0%	36.4%	46.4%	39.8%	37.0%	46.4%
0.08+, as % positive	76.6%	83.1%	72.3%	73.1%	77.8%	83.6%	87.0%	88.8%	88.1%	80.2%
0.15+, as % positive	42.9%	42.4%	46.8%	46.2%	55.6%	58.9%	62.7%	69.7%	60.7%	57.3%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:
Surviving drivers includes all drivers with non-fatal injury status or no injury status reported.
Reported BAC totals include cases where BAC result was invalid (non-numeric or greater than 0.59 g/dL).

Table 6: Fatalities in Indiana collisions, by county and blood alcohol content (BAC) results, 2009

County	Total fatalities	Alcohol-related fatalities	Fatalities by highest driver BAC in collision				As % total			Drivers involved		
			0.00	0.01+	0.08+	0.15+	Alcohol-related	Highest BAC = 0.08+	Highest BAC = 0.15+	Total	Tested for alcohol	
											Testing rate	
Indiana	692	168	231	129	102	74	24.3%	14.7%	10.7%	991	629	63.5%
County median	5	1	1.5	1	1	0	20.0%	8.7%	0.0%	8	5	66.7%
County mean	7.5	1.8	2.5	1.4	1.1	0.8	22.8%	14.2%	10.9%	10.8	6.8	68.2%
County Std Dev	8.6	2.8	3.2	2.2	1.9	1.3	24.3%	20.6%	18.8%	12.8	7.2	25.7%
Adams	1	0	0	0	0	0	0.0%	0.0%	0.0%	2	2	● 100.0%
Allen	26	15	5	14	13	7	57.7%	50.0%	26.9%	28	26	● 92.9%
Bartholomew	5	1	3	1	1	1	20.0%	20.0%	20.0%	6	5	● 83.3%
Benton	3	0	0	0	0	0	0.0%	0.0%	0.0%	3	2	● 66.7%
Blackford	1	0	1	0	0	0	0.0%	0.0%	0.0%	1	1	● 100.0%
Boone	7	1	1	0	0	0	14.3%	0.0%	0.0%	9	3	● 33.3%
Brown	4	1	0	1	1	1	25.0%	25.0%	25.0%	4	2	● 50.0%
Carroll	5	1	4	1	1	1	20.0%	20.0%	20.0%	8	8	● 100.0%
Cass	6	2	1	1	1	1	33.3%	16.7%	16.7%	9	7	● 77.8%
Clark	12	3	2	1	1	1	25.0%	8.3%	8.3%	19	12	● 63.2%
Clay	5	0	2	0	0	0	0.0%	0.0%	0.0%	6	5	● 83.3%
Clinton	11	3	6	3	2	2	27.3%	18.2%	18.2%	17	10	● 58.8%
Crawford	5	1	1	1	0	0	20.0%	0.0%	0.0%	9	4	● 44.4%
Daviess	2	1	1	1	1	1	50.0%	50.0%	50.0%	3	3	● 100.0%
Dearborn	6	4	0	4	4	1	66.7%	66.7%	16.7%	12	6	● 50.0%
Decatur	1	1	0	0	0	0	100.0%	0.0%	0.0%	1	1	● 100.0%
DeKalb	8	1	0	1	1	1	12.5%	12.5%	12.5%	11	3	● 27.3%
Delaware	9	2	1	1	1	1	22.2%	11.1%	11.1%	11	3	● 27.3%
Dubois	3	2	0	2	2	1	66.7%	66.7%	33.3%	4	2	● 50.0%
Elkhart	24	9	15	7	6	5	37.5%	25.0%	20.8%	34	30	● 88.2%
Fayette	0	0	0	0	0	0	--	--	--	0	0	--
Floyd	5	0	3	0	0	0	0.0%	0.0%	0.0%	8	8	● 100.0%
Fountain	4	1	0	1	1	0	25.0%	25.0%	0.0%	3	2	● 66.7%
Franklin	1	0	0	0	0	0	0.0%	0.0%	0.0%	1	1	● 100.0%
Fulton	5	1	1	1	1	0	20.0%	20.0%	0.0%	6	5	● 83.3%
Gibson	6	0	2	0	0	0	0.0%	0.0%	0.0%	8	5	● 62.5%
Grant	6	1	3	0	0	0	16.7%	0.0%	0.0%	9	7	● 77.8%
Greene	8	2	2	1	1	1	25.0%	12.5%	12.5%	10	9	● 90.0%
Hamilton	18	4	9	3	1	1	22.2%	5.6%	5.6%	57	21	● 36.8%
Hancock	11	1	6	0	0	0	9.1%	0.0%	0.0%	15	8	● 53.3%
Harrison	4	1	1	1	0	0	25.0%	0.0%	0.0%	6	5	● 83.3%
Hendricks	13	2	7	2	0	0	15.4%	0.0%	0.0%	20	18	● 90.0%
Henry	3	0	3	0	0	0	0.0%	0.0%	0.0%	2	2	● 100.0%
Howard	7	2	1	2	2	2	28.6%	28.6%	28.6%	9	6	● 66.7%
Huntington	7	0	2	0	0	0	0.0%	0.0%	0.0%	11	6	● 54.5%
Jackson	2	0	2	0	0	0	0.0%	0.0%	0.0%	3	1	● 33.3%
Jasper	11	2	4	2	2	2	18.2%	18.2%	18.2%	11	7	● 63.6%
Jay	2	1	1	0	0	0	50.0%	0.0%	0.0%	3	2	● 66.7%
Jefferson	3	0	1	0	0	0	0.0%	0.0%	0.0%	4	3	● 75.0%
Jennings	4	1	3	1	1	1	25.0%	25.0%	25.0%	6	6	● 100.0%
Johnson	9	3	5	2	2	1	33.3%	22.2%	11.1%	15	12	● 80.0%
Knox	4	2	1	2	0	0	50.0%	0.0%	0.0%	6	2	● 33.3%
Kosciusko	13	3	6	3	3	2	23.1%	23.1%	15.4%	21	18	● 85.7%
LaGrange	6	4	1	4	4	4	66.7%	66.7%	66.7%	10	9	● 90.0%
Lake	47	16	15	11	8	5	34.0%	17.0%	10.6%	51	31	● 60.8%
LaPorte	28	9	15	5	3	3	32.1%	10.7%	10.7%	38	34	● 89.5%
Lawrence	4	1	0	1	1	1	25.0%	25.0%	25.0%	4	3	● 75.0%
Madison	9	2	3	2	2	2	22.2%	22.2%	22.2%	13	8	● 61.5%
Marion	56	10	10	7	6	5	17.9%	10.7%	8.9%	85	32	● 37.6%
Marshall	8	1	3	1	1	1	12.5%	12.5%	12.5%	14	6	● 42.9%
Martin	4	0	3	0	0	0	0.0%	0.0%	0.0%	9	5	● 55.6%
Miami	11	1	6	1	0	0	9.1%	0.0%	0.0%	17	9	● 52.9%
Monroe	7	0	2	0	0	0	0.0%	0.0%	0.0%	10	2	● 20.0%
Montgomery	7	1	3	1	1	0	14.3%	14.3%	0.0%	8	4	● 50.0%
Morgan	8	2	2	2	2	1	25.0%	25.0%	12.5%	10	3	● 30.0%
Newton	3	0	0	0	0	0	0.0%	0.0%	0.0%	4	1	● 25.0%
Noble	4	0	1	0	0	0	0.0%	0.0%	0.0%	4	2	● 50.0%
Ohio	1	0	0	0	0	0	0.0%	0.0%	0.0%	1	0	● 0.0%
Orange	1	0	0	0	0	0	0.0%	0.0%	0.0%	2	1	● 50.0%
Owen	5	0	1	0	0	0	0.0%	0.0%	0.0%	7	1	● 14.3%
Parke	5	2	0	2	2	2	40.0%	40.0%	40.0%	8	6	● 75.0%
Perry	4	0	4	0	0	0	0.0%	0.0%	0.0%	9	9	● 100.0%

Table 6: (continued from the previous page)

County	Total fatalities	Alcohol-related fatalities	Fatalities by highest driver BAC in collision				As % total			Drivers involved		
			0.00	0.01+	0.08+	0.15+	Alcohol-related	Highest BAC = 0.08+	Highest BAC = 0.15+	Total	Tested for alcohol	Testing rate
Pike	2	2	0	1	1	1	100.0%	50.0%	50.0%	3	2	● 66.7%
Porter	22	5	7	5	4	3	22.7%	18.2%	13.6%	38	17	● 44.7%
Posey	2	0	2	0	0	0	0.0%	0.0%	0.0%	4	4	● 100.0%
Pulaski	5	0	1	0	0	0	0.0%	0.0%	0.0%	7	5	● 71.4%
Putnam	5	2	1	2	0	0	40.0%	0.0%	0.0%	6	4	● 66.7%
Randolph	3	0	2	0	0	0	0.0%	0.0%	0.0%	4	2	● 50.0%
Ripley	4	1	2	1	0	0	25.0%	0.0%	0.0%	6	4	● 66.7%
Rush	3	0	2	0	0	0	0.0%	0.0%	0.0%	5	4	● 80.0%
Saint Joseph	14	2	7	1	1	1	14.3%	7.1%	7.1%	17	13	● 76.5%
Scott	3	0	0	0	0	0	0.0%	0.0%	0.0%	4	3	● 75.0%
Shelby	6	0	2	0	0	0	0.0%	0.0%	0.0%	8	6	● 75.0%
Spencer	5	1	3	0	0	0	20.0%	0.0%	0.0%	8	5	● 62.5%
Starke	5	2	0	1	1	1	40.0%	20.0%	20.0%	4	4	● 100.0%
Steuben	6	1	5	1	1	0	16.7%	16.7%	0.0%	8	8	● 100.0%
Sullivan	5	2	2	2	1	1	40.0%	20.0%	20.0%	7	6	● 85.7%
Switzerland	0	0	0	0	0	0	--	--	--	0	0	--
Tippecanoe	12	4	4	2	1	1	33.3%	8.3%	8.3%	18	11	● 61.1%
Tipton	4	0	3	0	0	0	0.0%	0.0%	0.0%	11	7	● 63.6%
Union	2	2	0	2	2	2	100.0%	100.0%	100.0%	2	2	● 100.0%
Vanderburgh	17	4	5	2	2	2	23.5%	11.8%	11.8%	25	15	● 60.0%
Vermillion	4	1	0	1	1	1	25.0%	25.0%	25.0%	4	4	● 100.0%
Vigo	9	2	1	1	1	0	22.2%	11.1%	0.0%	12	4	● 33.3%
Wabash	7	4	1	1	1	0	57.1%	14.3%	0.0%	7	7	● 100.0%
Warren	1	0	1	0	0	0	0.0%	0.0%	0.0%	1	1	● 100.0%
Warrick	9	1	1	1	1	0	11.1%	11.1%	0.0%	11	6	● 54.5%
Washington	1	1	0	1	1	1	100.0%	100.0%	100.0%	1	1	● 100.0%
Wayne	12	5	3	5	2	2	41.7%	16.7%	16.7%	19	18	● 94.7%
Wells	1	0	0	0	0	0	0.0%	0.0%	0.0%	2	0	● 0.0%
White	4	1	0	1	1	0	25.0%	25.0%	0.0%	4	4	● 100.0%
Whitley	11	1	1	1	1	0	9.1%	9.1%	0.0%	10	7	● 70.0%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:

Alcohol-related fatalities may not equal fatalities with positive (0.01+) driver BAC result since the definition alcohol-related includes data elements other than BAC result.

Tested for alcohol applies when the person was either tested or refused a test, or had a blood alcohol test result reported.

- < 25%
- 25-49%
- 50-74%
- 75% +

Table 7: County alcohol testing rates for drivers involved in fatal collisions, 2009

Testing rate	Count of counties	% All counties	County fatalities	% All fatalities
< 25%	6	6.5%	14	2.0%
25-49%	13	14.1%	159	23.0%
50-74%	31	33.7%	247	35.7%
75% +	42	45.7%	272	39.3%
Total	92	100%	692	100%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 1, 2010.

Notes:

Tested for alcohol applies when the person was either tested or refused a test, or had a blood alcohol test result reported.

< 25% category includes two counties with no fatalities, and therefore no testing rate (Fayette and Switzerland).

SUMMARY

Alcohol-related collision and fatality rates have generally declined over the past five years and were at five-year lows in 2009. Alcohol-impaired collision rates in urban areas have decreased at twice the rate of rural areas. Also, younger drivers were most likely to have been drinking when in collisions, though drivers age 25 to 44 were most likely to have been legally impaired. Alcohol/drug testing on drivers involved in fatal collisions fell to 63 percent in 2009, a substantial drop from the 2008 rate (74.3). Among those tested, drivers killed in fatal collisions were more likely to have had BAC results above legal limits for intoxication compared to surviving drivers.

Endnote:

¹Fatality Analysis Reporting System (FARS), retrieved May 10, 2010 at <http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>

This publication was prepared on behalf of the Indiana Criminal Justice Institute 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.

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An electronic copy of this document can be accessed via the CCJR website (www.cjcr.iupui.edu), the ICJI website (www.in.gov/cji/), or you may contact the Center for Criminal Justice Research at 317-261-3000.

The Indiana Criminal Justice Institute (ICJI)

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 (CCJR)

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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