

INDIANA 2009 TRAFFIC SAFETY FACTS

May 2009



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 accidents. 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 2008 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the third 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, 2008, approximately 98 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.

DANGEROUS DRIVING₂₀₀₈

INTRODUCTION

In 2008, dangerous driving actions were a contributing factor in 14 percent of all traffic collisions and 29 percent of fatal collisions in Indiana. Nationally, speeding is a factor in approximately one-third of all fatal collisions.¹ In 2007, collisions involving vehicles disregarding signals ("running a red light") resulted in nearly 900 fatalities and 153,000 injuries in the United States.² Beyond immediate injury outcomes, the National Highway Traffic Safety Administration estimates that speed-related collisions impose societal costs of over \$40 billion annually in the United States.³

This fact sheet provides summary data on Indiana traffic collisions involving dangerous driving, which includes *aggressive driving*, *disregarding traffic signals*, and *speeding*. Included are general trends in collision outcomes, the incidence of dangerous driving by vehicle type and driver age, alcohol involvement and safety equipment use rates, county level statistics, and economic cost estimates. 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.

DEFINITIONS

Categorizations of dangerous driving involvement depend on data elements collected by the investigating officer and are influenced by Indiana statute. Since each category has its own statutory code and presents unique challenges for law enforcement, this fact sheet will consider them individually. The following definitions have been established for the purpose of data analysis.

Aggressive Driving applies when the investigating officer determines that a driver was engaged in at least two of the following: *Unsafe speed*; *failing to yield right of way*; *disregarding a traffic signal/sign*; *improper passing/turning/lane usage*; or *following too closely*. Indiana Code IC 9-21-8-55 requires three or more of these and similar actions to be considered an aggressive driving violation. Currently the data rules of the Indiana crash repository (ARIES) prevent the

Drivers of light trucks and passenger cars were most likely to have been driving dangerously before a collision.



officer from entering more than two actions, so data presented here may not qualify as legal violations of aggressive driving.

Disregarding a Traffic Signal applies when a vehicle driver was involved in a collision at an intersection of two or more roads and disregarded a traffic signal/sign.

Table 1: Indiana traffic collisions, by dangerous driving involvement and collision severity, 2004-2008

Dangerous driving category/ Collision severity	Count of collisions					As % all, by severity		
	2004	2005	2006	2007	2008	2007	2008	Change
Aggressive	4,111	3,582	3,240	3,045	3,007	1.5%	1.5%	< 0.1%
Fatal	29	23	11	21	23	2.6%	3.2%	0.6%
Non-fatal injury	1,140	967	947	832	801	2.2%	2.3%	< 0.1%
Property damage	2,942	2,592	2,282	2,192	2,183	1.3%	1.3%	< 0.1%
Disregard signal	5,115	4,517	2,855	4,797	4,343	2.3%	2.1%	-0.2%
Fatal	17	12	15	23	16	2.9%	2.2%	-0.6%
Non-fatal injury	2,062	1,859	1,149	1,772	1,590	4.7%	4.5%	-0.2%
Property damage	3,036	2,646	1,691	3,002	2,737	1.8%	1.6%	-0.2%
Speed	18,812	20,010	14,570	18,491	22,811	9.0%	11.1%	2.1%
Fatal	177	203	159	165	188	20.5%	26.1%	5.6%
Non-fatal injury	5,212	5,107	4,317	4,376	4,710	11.7%	13.3%	1.6%
Property damage	13,423	14,700	10,094	13,950	17,913	8.4%	10.6%	2.2%
Any/All	26,061	26,482	19,358	25,010	28,906	12.2%	14.1%	1.9%
Fatal	204	227	181	196	211	24.4%	29.3%	4.9%
Non-fatal injury	7,758	7,398	5,956	6,514	6,660	17.4%	18.9%	1.4%
Property damage	18,099	18,857	13,221	18,300	22,035	11.0%	13.0%	2.0%
ALL COLLISIONS	208,682	208,359	192,721	204,999	205,281	100%	100%	--
Fatal	857	855	817	804	721	100%	100%	--
Non-fatal injury	43,303	41,761	38,849	37,416	35,327	100%	100%	--
Property damage	164,522	165,743	153,055	166,779	169,233	100%	100%	--

Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Notes:

Dangerous driving categories are not mutually exclusive; *Any/All* may not equal total of individual categories.

Non-fatal injury applies when no fatalities and at least one *incapacitating, non-incapacitating, or possible injury* occurred.

Table 2: Injuries in Indiana traffic collisions, by dangerous driving involvement and injury status, 2004-2008

Dangerous driving category/ Injury severity	Count of individuals					As % all, by injury status		
	2004	2005	2006	2007	2008	2007	2008	Change
Aggressive	1,854	1,603	1,547	1,385	1,256	2.6%	2.5%	-0.1%
Fatal	32	26	14	21	29	2.3%	3.6%	1.2%
Incapacitating	109	92	130	105	87	2.9%	2.6%	-0.3%
Non-incapacitating	1,713	1,485	1,403	1,259	1,140	2.6%	2.5%	-0.1%
Disregard signal	3,381	3,044	1,903	2,905	2,559	5.4%	5.2%	-0.3%
Fatal	18	13	15	27	16	3.0%	2.0%	-1.0%
Incapacitating	218	142	100	155	162	4.2%	4.8%	0.6%
Non-incapacitating	3,145	2,889	1,788	2,723	2,381	5.6%	5.2%	-0.3%
Speed	7,878	7,717	6,514	6,585	6,982	12.3%	14.1%	1.7%
Fatal	207	229	174	187	225	20.8%	27.6%	6.8%
Incapacitating	563	617	607	559	585	15.3%	17.3%	2.0%
Non-incapacitating	7,108	6,871	5,733	5,839	6,172	12.0%	13.6%	1.6%
Any/All	12,045	11,459	9,231	10,059	10,080	18.9%	20.3%	1.5%
Fatal	235	256	199	222	250	24.7%	30.7%	6.0%
Incapacitating	827	793	767	749	777	20.5%	23.0%	2.5%
Non-incapacitating	10,983	10,410	8,265	9,088	9,053	18.6%	19.9%	1.3%
ALL INJURIES	62,599	60,188	56,095	53,363	49,605	100%	100%	--
Fatal	947	938	899	898	814	100%	100%	--
Incapacitating	3,961	3,823	3,807	3,661	3,379	100%	100%	--
Non-incapacitating	57,691	55,427	51,389	48,804	45,413	100%	100%	--

Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Notes:

Dangerous driving categories are not mutually exclusive; *Any/All* may not equal total of individual categories.

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

Speeding applies when a vehicle driver was driving at an unsafe speed, as indicated by *unsafe speed* or *speed too fast for weather conditions* as a contributing factor to the collision. Indiana Code 9-21-5-1 delineates this action from the legal perspective.

Dangerous driving applies when a driver takes any of the above actions resulting in a collision.

Note that these categories are not mutually exclusive; in other words, a collision that qualifies as involving *aggressive driving* could also, by definition, involve *speeding* and *disregarding a signal*.

GENERAL TRENDS

As shown in Table 1, 26.1 percent (188 of 721) of all fatal collisions involved speeding in 2008, a proportional increase of 5.6 percent from 2007 (165 of 804, or 20.5 percent). The incidence of aggressive driving in fatal collisions increased by 0.6 percent from 2007 to 2008, while fatal collisions involving a vehicle disregarding a signal decreased by 0.6 percent. Table 2 shows that among individuals injured in traffic collisions in 2008, the likelihood of a fatality was highest for speed-related collisions (225 of 6,982, or 3.2 percent).

Per 10,000 vehicle registrations, all forms of dangerous driving in Indiana traffic collisions were most common among light trucks in 2008 (Table 3). Except for motorcyclists, the incidence rate of

Table 3: Vehicles involved in Indiana traffic collisions, by vehicle-specific dangerous driving involvement and vehicle type, 2004-2008

Dangerous driving category/ Vehicle type	Count of vehicles					Per 10,000 registrations		
	2004	2005	2006	2007	2008	2007	2008	Change
Aggressive	4,192	3,644	3,286	3,086	3,037	4.8	4.8	< 0.1
Passenger cars	2,531	2,208	1,938	1,804	1,850	4.5	4.7	0.1
Light trucks	1,328	1,175	1,094	984	935	6.3	6.3	< 0.1
Large trucks	225	171	148	147	143	2.2	2.2	< 0.1
Motorcycles	51	38	31	37	31	2.0	1.5	-0.5
Disregard signal	5,477	4,831	3,038	5,054	4,538	7.8	7.1	-0.7
Passenger cars	3,407	2,997	1,862	3,081	2,869	7.8	7.3	-0.5
Light trucks	1,884	1,669	1,053	1,717	1,513	11.0	10.2	-0.9
Large trucks	132	119	66	128	87	1.9	1.3	-0.6
Motorcycles	12	11	9	28	19	1.5	0.9	-0.6
Speed	18,940	19,940	14,591	18,565	22,995	28.6	36.1	7.4
Passenger cars	11,086	11,549	8,709	10,453	13,111	26.3	33.2	6.9
Light trucks	6,602	7,100	4,804	6,723	8,385	43.1	56.3	13.2
Large trucks	705	808	541	631	797	9.3	12.1	2.8
Motorcycles	372	305	330	363	363	19.6	18.1	-1.5
ALL VEHICLES	366,552	362,726	335,065	356,529	354,452	550.0	555.9	5.8
Passenger cars	204,857	200,706	186,229	197,106	199,914	496.2	506.7	10.5
Light trucks	134,092	134,189	121,753	127,761	124,041	819.5	832.6	13.0
Large trucks	17,795	17,262	14,374	15,033	14,794	220.4	224.1	3.7
Motorcycles	2,938	2,965	3,163	3,656	3,907	197.6	195.0	-2.6

Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.
Indiana Bureau of Motor Vehicles, as of February 16, 2009.

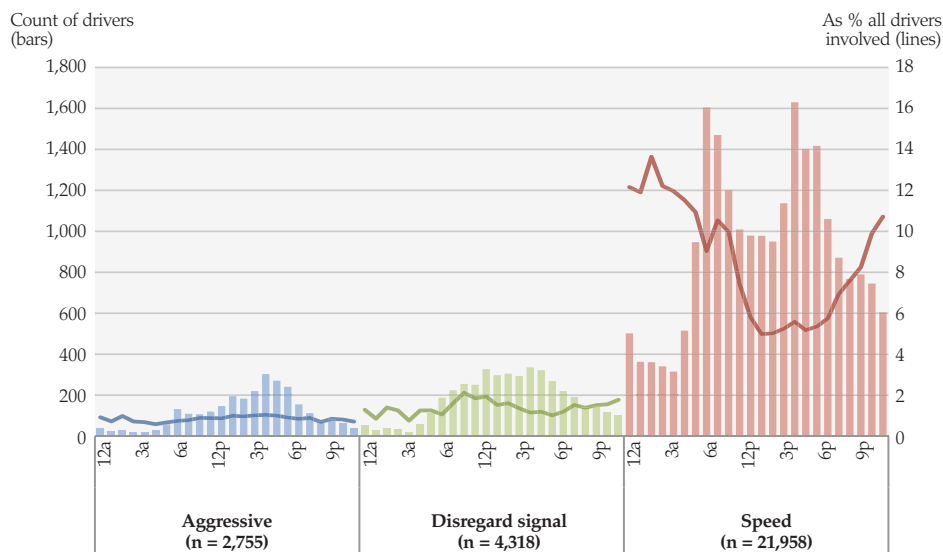
Notes:

Motorcycles includes mopeds.

Categorical totals include other vehicles types, such as *bus, recreational vehicle, and farm vehicle.*

Vehicles are categorized as *light trucks* and *large trucks* based on several data elements in the crash database. These elements are not available in registration data, so for analytical purposes *light trucks* were assigned the registration type *truck* and *large trucks* the type *trailer*.

Figure 1: Drivers involved in dangerous driving actions in Indiana traffic collisions, by hour of day, 2008



Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Note:

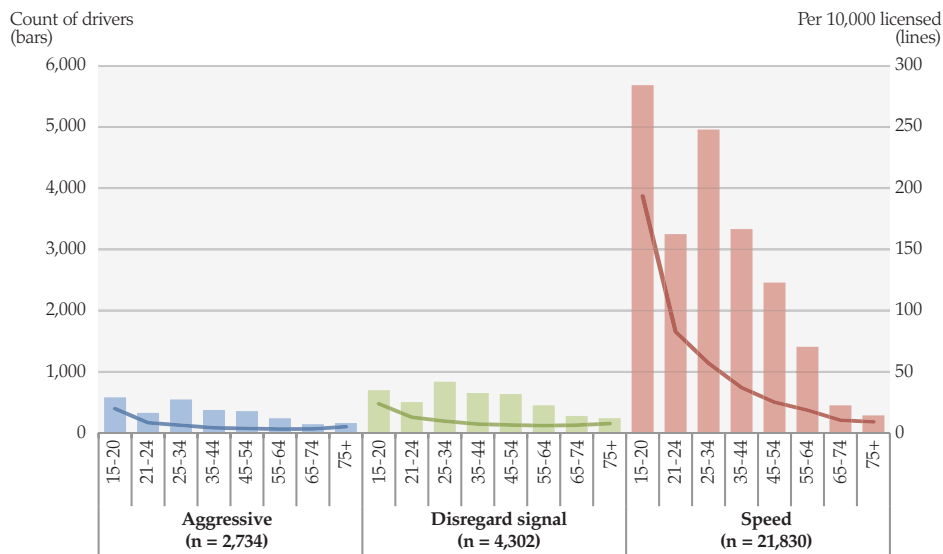
Data exclude cases where collision time was not reported.

speeding in traffic collisions increased from 2007 to 2008 for all vehicle types, most notably among light trucks (increase of 13.2 vehicles involved per 10,000 registered) and passenger cars (increase of 6.9). The incidence of aggressive driving and disregarding traffic signals had marginal changes over the same time period.

Indiana collision data show that all forms of dangerous driving tend to occur most frequently during the afternoon (Figure 1). When normalized by total drivers involved in collisions by hour, however, speeding was most likely involved when the collision occurred in the early morning (approximately 12am – 3am). Similarly, the rate of drivers involved who disregarded a traffic signal was highest during the morning rush hour period. The rate of aggressive driving was generally constant throughout the day.

Young drivers (age 15 to 20) were more likely to be associated with dangerous driving actions than other age groups (Figure 2). More generally, per 10,000 driver licenses, an inverse relationship exists between driver age and the incidence of dangerous driving. This finding might suggest two things: (1) the risk profiles of drivers changes with age, with older drivers being less likely to engage in dangerous driving; (2) increased driver experience reduces the risk of collision associated with dangerous driving actions.

Figure 2: Drivers involved in dangerous driving actions in Indiana traffic collisions, by age cohort, 2008



Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.
Indiana Bureau of Motor Vehicles, as of February 16, 2009.

Note:

Data exclude cases where collision time was not reported.

Table 4: Indiana traffic collisions, by dangerous driving involvement, collision severity, and road class, 2008

Dangerous driving category/ Road class	Count of collisions, by severity				Rates	
	Fatal	Non-fatal injury	Property damage	Total	Fatal, as % Total	Total, per 100m VMT
Aggressive	23	801	2,183	3,007	0.8%	4.1
Local/City	8	475	1,263	1,746	0.5%	11.8
County	4	50	112	166	2.4%	0.9
State	8	100	253	361	2.2%	2.7
US route	2	101	268	371	0.5%	3.7
Interstate	1	59	197	257	0.4%	1.5
Disregard signal	16	1,590	2,737	4,343	0.4%	5.9
Local/City	8	1,117	2,021	3,146	0.3%	21.3
County	0	17	34	51	0.0%	0.3
State	4	217	358	579	0.7%	4.4
US route	4	236	317	557	0.7%	5.5
Interstate	--	--	--	--	--	--
Speed	188	4,710	17,913	22,811	0.8%	30.8
Local/City	69	1,673	6,533	8,275	0.8%	56.0
County	46	1,044	3,459	4,549	1.0%	23.9
State	31	701	2,165	2,897	1.1%	21.8
US route	18	507	1,545	2,070	0.9%	20.6
Interstate	22	663	3,171	3,856	0.6%	22.8
ALL COLLISIONS	721	35,327	169,233	205,281	0.4%	277.1
Local/City	195	16,690	74,808	91,693	0.2%	620.5
County	161	5,223	21,650	27,034	0.6%	141.8
State	173	6,082	23,633	29,888	0.6%	225.4
US route	115	3,977	15,017	19,109	0.6%	190.2
Interstate	69	2,054	12,837	14,960	0.5%	88.3

Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.
Indiana Bureau of Motor Vehicles, as of February 16, 2009.

Notes:

Categorical totals include collisions where road class was not reported or was reported as Unknown.
Vehicle miles travelled data are for 2007; 2008 data not available at time of publication.

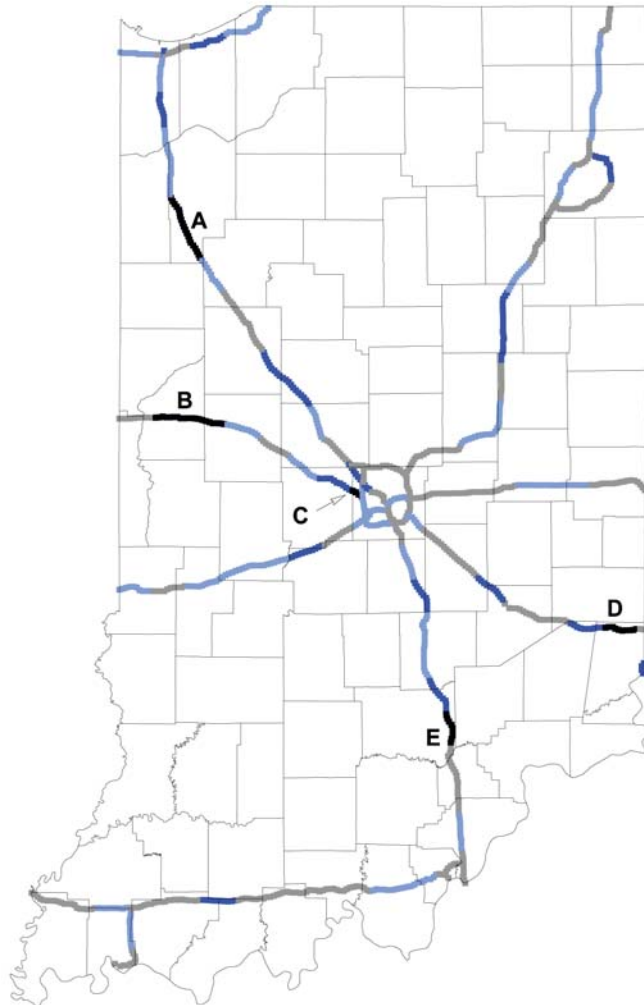
As shown in Table 4, the likelihood of a fatality was highest for collisions involving aggressive driving or speeding on county roads (2.4 percent and 1.0 percent, respectively) and state roads (2.2 percent and 1.1 percent). Among collisions involving a vehicle disregarding a signal, the fatality rate was highest on US routes and state roads, possibly due to the high speed limits between signals. When normalized by road usage (vehicle miles travelled), dangerous driving collisions were most likely to have occurred on local/city roads.

COUNTY COMPARISONS

As shown in Map 1, Indiana collisions on interstate roads in 2008 were most likely to have involved dangerous driving (aggressive or speeding) in five areas: (A) I-65 in Jasper County; (B) I-74 in Fountain and western Montgomery counties; (C) I-74 in western Marion County; (D) I-74 in Dearborn County; and (E) I-65 in Jackson County. The interstate road segment with the highest likelihood of serious dangerous driving collisions was on I-74 in Dearborn County, with a rate of 22 per 1,000 collisions.

Map 2 shows that, as a proportion of total collisions, dangerous driving was most common in LaGrange County (27.2 percent), Switzerland County (20.8 percent), Newton County (20.1 percent), and Steuben County (20.1 percent) and was least common in Ohio County (3.6 percent), Washington County (4.1 percent), and Starke

Map 1: Dangerous driving collisions with serious injuries per 1,000 total collisions on Indiana interstates, per 10 mile segment, 2004-2008



**High intensity segments
(Interstate; Mile mark)**

- A. I-65, 200-219
- B. I-74, 10-29
- C. I-74, 70-73
- D. I-74, 160-169
- E. I-65, 40-49

Rate per 1,000 collisions

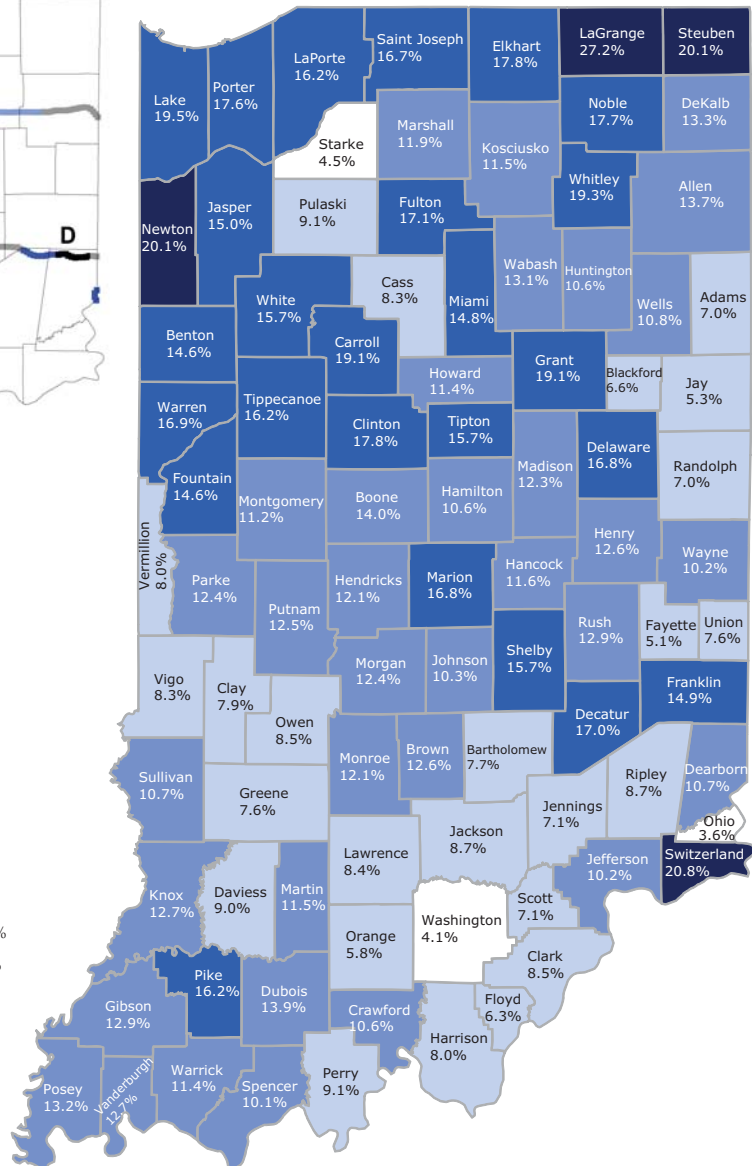
- < 5
- 5 up to 10
- 10 up to 15
- 15+

Statewide rate = 5.6 per 1,000 total

Map 2: Proportion of Indiana traffic collisions involving dangerous driving, by county, 2008

As % total collisions

- 0% to 5%
 - 5% to 10%
 - 10% to 15%
 - 15% to 20%
 - 20% to 100%
- Statewide rate = 14.1%



Sources: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Note:
Serious injuries defined as *fatal* and *incapacitating* injuries.

Table 5: Alcohol-related traffic collisions in Indiana, by dangerous driving involvement and collision severity

Dangerous driving category/ Collision severity	Count of collisions					As % all alcohol-related		
	2004	2005	2006	2007	2008	2007	2008	Change
Aggressive	180	153	93	68	59	0.7%	0.6%	-0.1%
Fatal	7	7	3	2	6	0.9%	2.8%	1.9%
Non-fatal injury	60	55	42	36	25	1.0%	0.8%	-0.2%
Property damage	113	91	48	30	28	0.5%	0.5%	< 0.1%
Disregard signal	366	350	170	159	119	1.6%	1.3%	-0.3%
Fatal	3	6	3	4	3	1.7%	1.4%	-0.3%
Non-fatal injury	188	158	79	83	68	2.3%	2.1%	-0.2%
Property damage	175	186	88	72	48	1.2%	0.8%	-0.4%
Speed	1,692	1,653	1,479	1,296	1,373	13.0%	14.6%	1.6%
Fatal	67	83	67	59	71	25.3%	33.0%	7.7%
Non-fatal injury	729	689	635	572	528	16.1%	16.4%	0.3%
Property damage	896	881	777	665	774	10.8%	13.0%	2.2%
ALL ALCOHOL-RELATED	13,436	13,684	11,855	9,943	9,403	100%	100%	--
Fatal	260	262	250	233	215	100%	100%	--
Non-fatal injury	4,676	4,696	4,200	3,557	3,223	100%	100%	--
Property damage	8,500	8,726	7,405	6,153	5,965	100%	100%	--

Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Notes:

Non-fatal injury applies when no fatalities and at least one *incapacitating*, *non-incapacitating*, or *possible injury* occurred.

Table 6: Injuries in alcohol-related collisions, by dangerous driving involvement and injury status, 2004-2008

Dangerous driving category/ Injury status	Count of injuries					As % all alcohol-related		
	2004	2005	2006	2007	2008	2007	2008	Change
Aggressive	114	104	80	78	52	1.5%	1.1%	-0.4%
Fatal	8	8	3	2	10	0.8%	4.1%	3.3%
Incapacitating	10	10	12	15	4	2.3%	0.7%	-1.6%
Non-incapacitating	96	86	65	61	38	1.4%	1.0%	-0.4%
Disregard signal	333	263	155	149	126	2.8%	2.7%	-0.2%
Fatal	3	7	3	6	3	2.4%	1.2%	-1.1%
Incapacitating	29	16	16	18	15	2.8%	2.6%	-0.2%
Non-incapacitating	301	240	136	125	108	2.9%	2.8%	-0.1%
Speed	1,141	1,175	1,013	905	864	17.3%	18.3%	1.0%
Fatal	76	99	71	61	83	24.0%	34.2%	10.1%
Incapacitating	133	153	164	117	123	18.1%	21.1%	3.0%
Non-incapacitating	932	923	778	727	658	16.7%	16.9%	0.1%
ALL ALCOHOL-RELATED	6,877	6,920	6,152	5,241	4,728	100%	100%	--
Fatal	284	293	274	254	243	100%	100%	--
Incapacitating	720	704	720	646	582	100%	100%	--
Non-incapacitating	5,873	5,923	5,158	4,341	3,903	100%	100%	--

Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Notes:

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

County (4.5 percent). Statewide, 14.1 percent of collisions in Indiana counties involved some form of dangerous driving.

ALCOHOL INVOLVEMENT

In 2008, one-third of all alcohol-related fatal collisions involved speeding (Table 5). The rate of speeding in these collisions increased 7.7 percentage points from 2007 to 2008, the

largest increase of all dangerous driving categories and collision severity levels. Similarly, aggressive driving rates increased in alcohol-related fatal collisions by 1.9 percent. As shown in Table 6, among individuals injured in alcohol-related traffic collisions, the likelihood that a fatality occurred was highest when aggressive driving was involved (10 of 52 total injuries, or 19.2 percent). Speed-related fatalities in alcohol-related collisions increased 10.1 percentage points from 24 percent in 2007 to 34.2 percent in 2008.

SAFETY EQUIPMENT USE

Indiana collision data suggest an inverse relationship between safety equipment use rates and injury severity, regardless of dangerous driving category (Table 7). In comparisons across dangerous driving types, safety equipment use rates were lowest in speed-related collisions and highest in collisions involving a driver disregarding a traffic signal.

ECONOMIC COSTS

The societal costs of Indiana traffic collisions decreased from 2004 to 2008 for collisions involving aggressive driving and disregarding a traffic signal (Figure 3). Estimated costs of aggressive driving collisions were \$106.4 million in 2008 and have decreased 6.8 percent annually on average since 2004. Costs associated with

collisions involving disregarding signals were higher at \$146.2 million and also have decreased on average since 2004. Conversely, costs associated with speeding collisions have increased 1.7 percent on average since 2004 to a three-year high of \$673.4 million.

Table 7: Safety equipment use rates for vehicle occupants involved in Indiana traffic collisions, by vehicle-specific dangerous driving involvement and injury status, 2004-2008

Dangerous driving category/ Injury status	Safety equipment use rate (%)				
	2004	2005	2006	2007	2008
Aggressive	91.9	92.3	93.4	94.4	95.4
Fatal	57.1	47.6	28.6	38.5	11.8
Incapacitating	59.2	57.8	58.0	57.4	66.7
Non-incapacitating	81.8	79.7	86.0	85.5	87.0
Other injury	95.1	97.1	93.9	94.5	92.6
Not injured	95.0	96.0	96.8	97.6	98.2
Disregard signal	94.5	94.7	96.2	96.4	97.8
Fatal	62.5	57.1	50.0	77.8	62.5
Incapacitating	77.5	71.2	79.1	78.3	87.5
Non-incapacitating	89.4	89.2	92.9	92.2	93.4
Other injury	95.6	95.9	98.7	97.2	98.7
Not injured	96.9	97.5	97.6	98.0	99.4
Speed	87.7	89.0	86.7	90.3	93.7
Fatal	45.1	35.5	33.3	26.1	34.1
Incapacitating	51.7	51.0	45.6	47.1	59.8
Non-incapacitating	74.0	75.3	74.0	76.7	82.5
Other injury	91.1	93.0	91.6	92.5	94.0
Not injured	94.1	95.2	93.8	96.2	97.7
ALL INVOLVED	93.4	94.0	94.4	95.8	97.0
Fatal	43.9	42.3	41.7	46.1	44.9
Incapacitating	65.5	63.6	63.7	63.1	69.5
Non-incapacitating	85.5	85.8	86.1	87.6	89.0
Other injury	94.9	95.4	95.7	96.6	97.4
Not injured	95.6	96.3	96.7	97.8	98.8

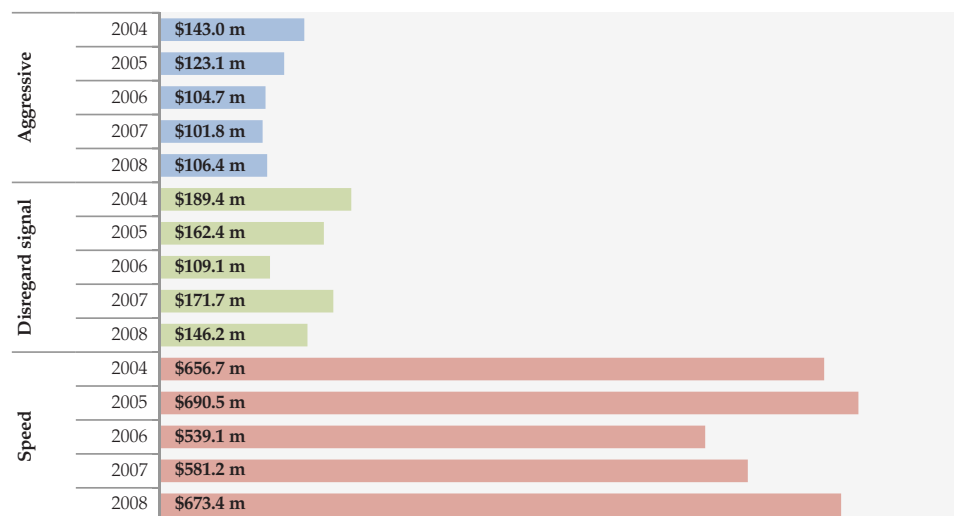
Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Notes:

Data exclude individuals with unknown or invalid safety equipment type.

Data include motorcycle and moped riders (helmet use).

Figure 3: Estimated economic costs of Indiana traffic collisions, by dangerous driving involvement 2004-2008



Source: Indiana State Police Automated Reporting Information Exchange System, as of March 1, 2009.

Indiana Bureau of Motor Vehicles, as of February 16, 2009.

Note:

All costs in 2007 USD (millions).

Costs computed by multiplying aggregate costs by the proportion of collisions involving the dangerous driving category.

See 2007 *Indiana Crash Facts* for details on cost sources and methodology, available at http://www.in.gov/cji/files/CrashFactBook_08_FINAL.pdf

SUMMARY

In general, the incidence of speed-related collisions has increased from 2007 to 2008, whereas collisions involving aggressive driving and disregarding traffic signals have decreased. Drivers of light trucks and passenger cars were most likely to have been driving dangerously before a collision. Driver age exhibits an inverse relationship to dangerous driving involvement rates, with drivers under the age of 21 being most likely to drive dangerously in a collision. An inverse relationship also appears to exist between safety equipment use and injury severity. When alcohol was involved, the incidence of fatalities was highest in collisions involving speeding.

To reduce the likelihood of collisions as a result of dangerous driving, Indiana has identified dangerous driving as one of five key target areas to be addressed in its annual Highway Safety Plan. Based on the 2008 plan, \$1.7 million was allocated to support overtime pay for officers for enforcement in high risk areas of the state. The stated goals of this plan are to reduce the proportion of speed-related collisions and fatalities by 0.7 percent and 1.8 percent respectively by 2010.

Endnotes:

¹Insurance Institute for Highway Safety (IIHS), retrieved April 23, 2009 at http://www.iihs.org/research/qanda/speed_limits.html

²IIHS, retrieved April 23, 2009 at <http://www.iihs.org/research/qanda/rlr.html>

³National Highway Traffic Safety Administration, *Economic Impact of Motor Vehicle Crashes, 2000*, DOT HS 809 446, Washington DC

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.criminaljustice.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, the Center for Health Policy, 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 three 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.

Author: Matt Nagle



CENTER FOR
CRIMINAL JUSTICE RESEARCH

ADDRESS SERVICE REQUESTED

334 North Senate Avenue, Suite 300
Indianapolis, IN 46204-1708
www.criminaljustice.iupui.edu



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