



TRAFFIC SAFETY FACTS

TRUCKS, 2012

MAY 2013 • ISSUE 13-C04

INTRODUCTION

In 2012, 188,841 collisions occurred in Indiana. Of these, 46 percent involved a light truck and 6 percent involved a large truck. The percentage of both light and large truck collisions decreased from 2011. Among the 331,693 vehicles involved in 2012 collisions, 105,751 were light trucks and 13,090 were large trucks. This fact sheet summarizes various aspects of collisions involving large and light trucks, including characteristics of people involved, injuries sustained, and restraint use. (See definitions for light and large trucks at end of document).

COLLISIONS

Overall, the number of collisions barely increased from 2011 to 2012. However, collisions involving large and light trucks decreased by 6 and 4 percent, respectively, for the same time frame. From 2008 to 2012, light truck collisions decreased annually 4 percent and large truck collisions decreased 3 percent annually (Table 1). While overall fatal collisions increased 7 percent from 2011 to 2012, fatal collisions involving large

trucks decreased 12 percent, and fatal collisions involving light trucks increased 4 percent. Across all collision severities from 2011 to 2012, large truck collisions decreased. Non-fatal collisions involving large trucks increased significantly from 2008 to 2012: from 1,130 in 2008 to 1,617 in 2012, growing 9 percent annually.

There was a small difference between non-truck and light truck collisions in the types of roadways where collisions occurred. Most non-truck and light truck collisions occurred on local/city roads (46 and 47 percent, respectively). However, large truck collisions happened equally on interstates (28 percent) and local/city roads (28 percent) (Table 2).

In 2012, virtually all large truck fatal collisions occurred on US routes, interstates, and state roads (92 percent). At least one fatality resulted from nearly 22 and 19 of every 1,000 large truck collisions on US routes and state roads, respectively. Over 7 of every 1,000 light truck collisions resulted in at least one fatality on state roads. Large trucks have high fatal collision rates because their larger size puts a higher injury risk on the occupants of the smaller vehicles involved in large truck crashes.

Table 1. Truck collisions, by truck type and collision severity, 2008-2012

Collision severity	Count of collisions					Annual rate of change		% age point change 2011-12
	2008	2009	2010	2011	2012	2008-12	2011-12	
All collisions	205,452	189,661	192,885	188,126	188,841	-2.1%	0.4%	
with large trucks involved	13,266	10,542	12,024	12,481	11,798	-2.9%	-5.5%	
% all collisions	6.5%	5.6%	6.2%	6.6%	6.2%	-0.8%		-0.4%
with light trucks involved	103,053	96,105	94,304	90,194	87,005	-4.1%	-3.5%	
% all collisions	50.2%	50.7%	48.9%	47.9%	46.1%	-2.1%		-1.9%
Fatal	722	631	701	674	718	-0.1%	6.5%	
with large trucks involved	117	82	105	123	108	-2.0%	-12.2%	
% all fatal	16.2%	13.0%	15.0%	18.2%	15.0%	-1.8%		-3.2%
with light trucks involved	320	307	327	281	292	-2.3%	3.9%	
% all fatal	44.3%	48.7%	46.6%	41.7%	40.7%	-2.1%		-1.0%
Non-fatal	35,358	33,410	34,083	32,734	34,087	-0.9%	4.1%	
with large trucks involved	1,130	1,294	1,679	1,776	1,617	9.4%	-9.0%	
% all non-fatal	3.2%	3.9%	4.9%	5.4%	4.7%	10.4%		-0.7%
with light trucks involved	17,567	16,615	16,402	15,380	15,384	-3.3%	0.0%	
% all non-fatal	49.7%	49.7%	48.1%	47.0%	45.1%	-2.4%		-1.9%
Property damage only	169,372	155,620	158,102	154,718	154,036	-2.3%	-0.4%	
with large trucks involved	12,019	9,166	10,240	10,582	10,073	-4.3%	-4.8%	
% all property damage	7.1%	5.9%	6.5%	6.8%	6.5%	-2.0%		-0.3%
with light trucks involved	85,166	79,183	77,575	74,533	71,329	-4.3%	-4.3%	
% all property damage	50.3%	50.9%	49.1%	48.2%	46.3%	-2.0%		-1.9%

Source: Indiana State Police





COLLISIONS *continued*

In 2012, the hourly distribution of collisions involving light trucks and non-truck collisions were similar, whereas for collisions involving large trucks the hourly distribution was different (Figure 1). Collisions involving light trucks and non-truck collisions were most frequent between 3 and 6pm, while large truck collisions were most frequent between 7am to 5pm, peaking at 3pm. The serious injury collision rate per hour was also similar for non-truck collisions and light truck collisions, with slight differences in the early morning and later evening hours (Figure 2). Large truck serious injury collisions were varied and spiked at different times of the day. Serious injury collisions for large trucks spiked the highest at 12am and 8pm, while light truck collisions spiked the highest at 4am. Light truck serious injury collisions were evenly distributed throughout the remaining hours.

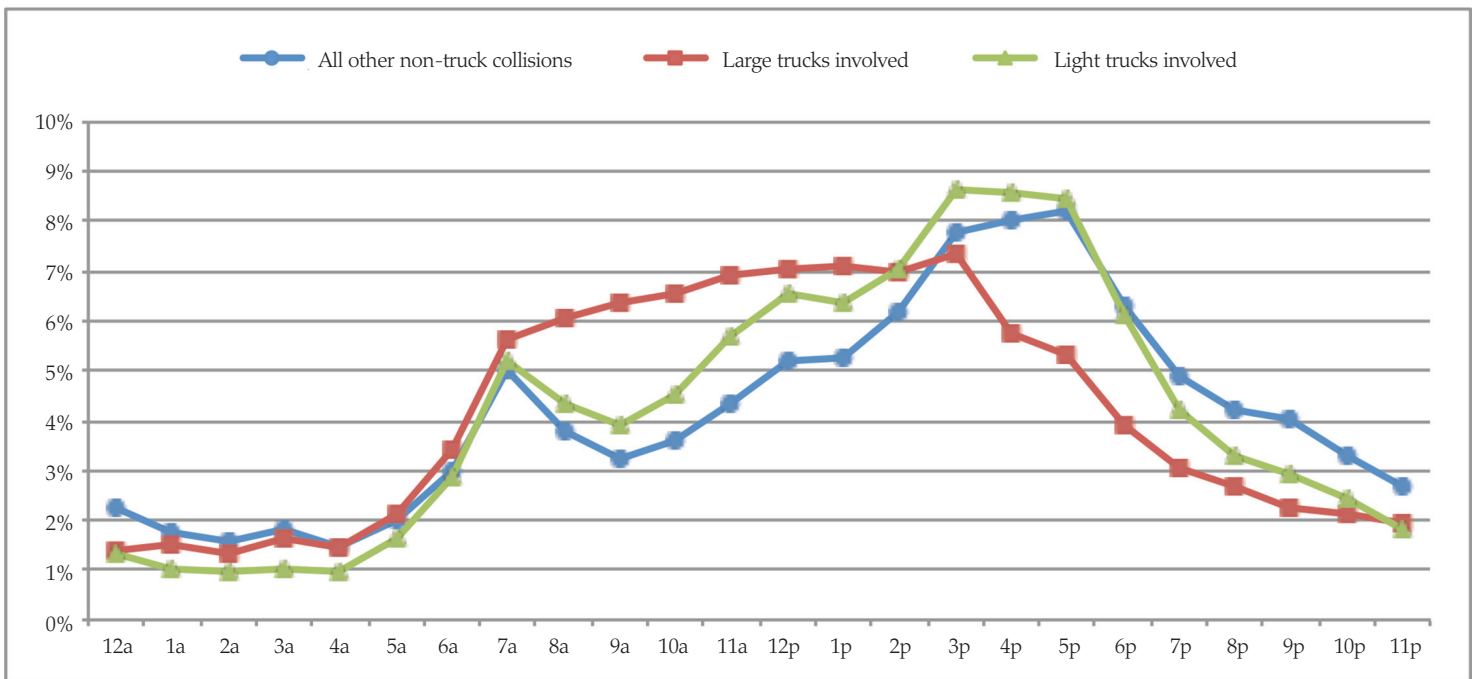
Table 2. Collisions involving trucks, by truck type, roadway class and collision severity, 2012

Collision severity/ road class	All other (non-truck) collisions	Percent	Large truck collisions	Percent	Light truck collisions	Percent
Total collisions	92,486		11,798		87,005	
Local/city road	42,177	45.6%	3,276	27.8%	40,456	46.5%
State road	13,035	14.1%	1,574	13.3%	12,663	14.6%
County road	11,182	12.1%	660	5.6%	9,152	10.5%
US route	8,303	9.0%	1,518	12.9%	9,183	10.6%
Interstate	6,807	7.4%	3,283	27.8%	4,371	5.0%
Unknown	10,982	11.9%	1,487	12.6%	11,180	12.8%
Fatal collisions	356		108		292	
Local/city road	111	31.2%	7	6.5%	66	22.6%
State road	93	26.1%	30	27.8%	91	31.2%
County road	82	23.0%	1	0.9%	50	17.1%
US route	40	11.2%	33	30.6%	54	18.5%
Interstate	21	5.9%	36	33.3%	28	9.6%
Unknown	9	2.5%	1	0.9%	3	1.0%
Fatal collisions per 1,000 collisions	3.8		9.2		3.4	
Local/city roads	2.6		2.1		1.6	
State roads	7.1		19.1		7.2	
County road	7.3		1.5		5.5	
US route	4.8		21.7		5.9	
Interstate	3.1		11.0		6.4	
Unknown	0.8		0.7		0.3	

Source: Indiana State Police

Note: The total of collisions involving large trucks, light trucks, and non-trucks does not equal the overall total collisions as some collisions involved both a light and large truck in same collision.

Figure 1. Distribution of collisions, by hour of day and vehicles involved, 2012



Source: Indiana State Police

Notes:

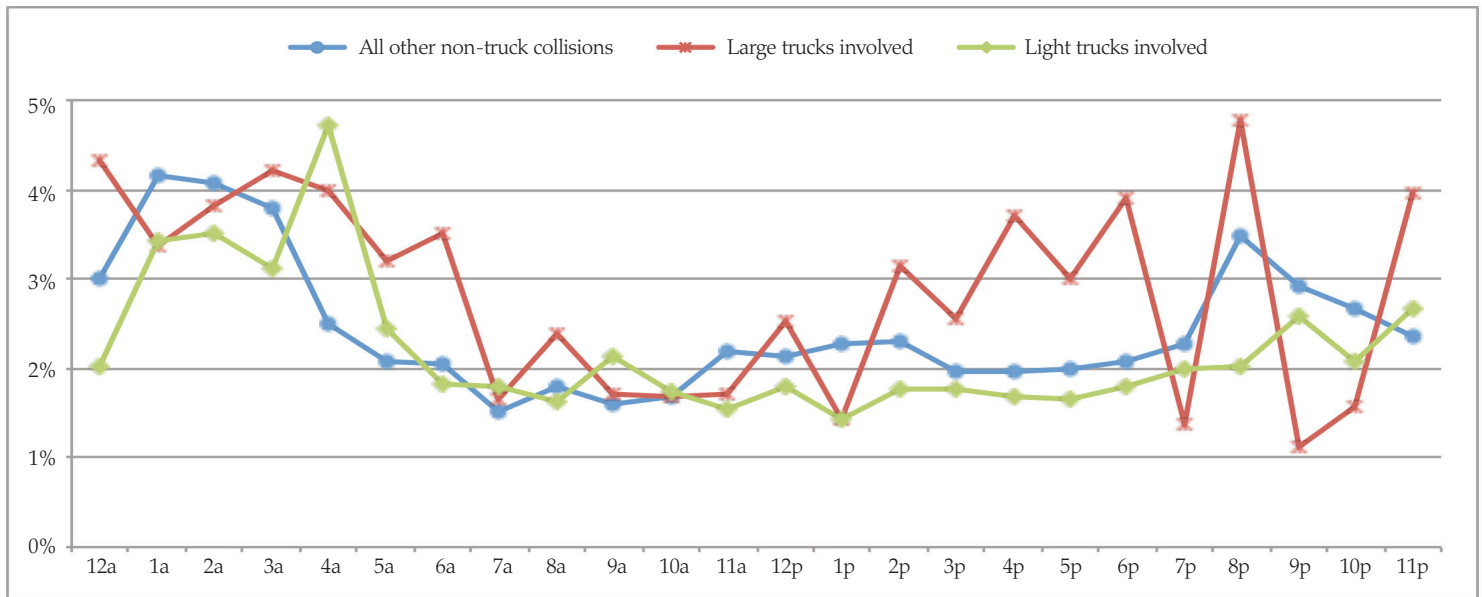
Excludes those collisions where time was unknown.

Percentages represent the proportion of all collisions per collision type for that hour (i.e., 6 percent of all large truck collisions occurred at 8am).

Based upon the 2010 US Census definition of urban places, the state of Indiana can be divided into urban, suburban, exurban, and rural areas. When looking at collisions by geographic locale, the majority of injury truck collisions in 2012 for both large and light trucks occurred in urban

areas. Slightly more than one-third of light and large truck fatal collisions occurred in urban areas. Twenty percent of light truck fatal collisions and 17 percent of large truck fatal collisions occurred in rural areas (Figure 3).

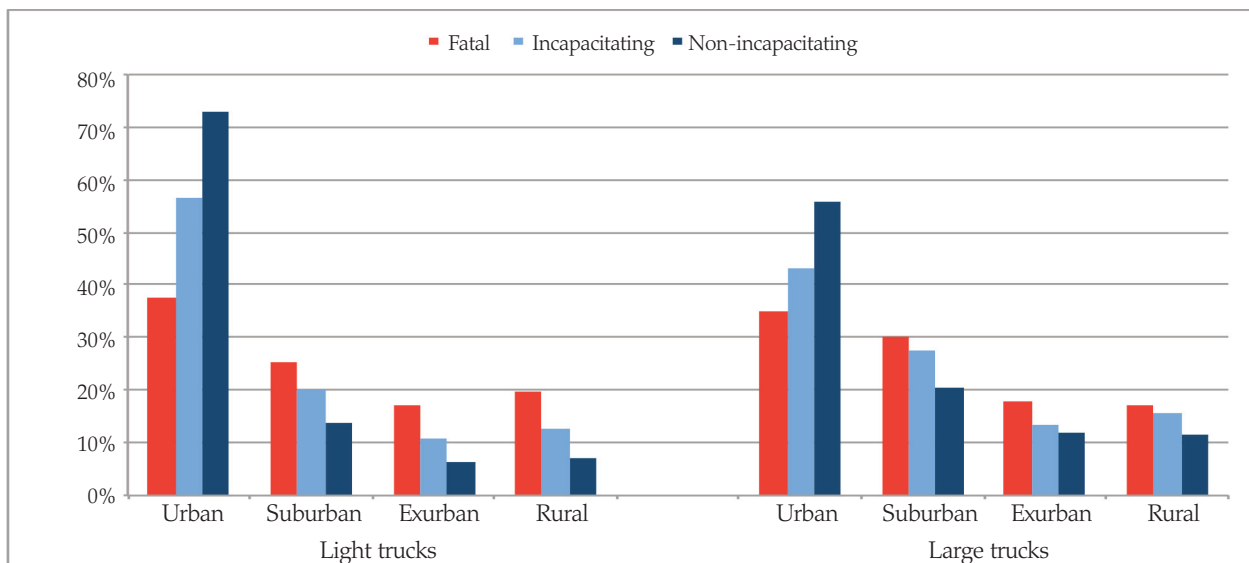
Figure 2. Serious injury collisions as percent of total per hour, by vehicle type, 2012



Source: Indiana State Police

Notes:
 Excludes those collisions where time was unknown.
 Serious injury collisions are defined as collisions with at least one or more *fatal* or *incapacitating* injury.
 Percentages represent the proportion of collisions per hour that were serious injury collisions (e.g., 4% of large truck collisions that occurred driving in the 4am hour were serious injury collisions).

Figure 3. Injury collisions involving trucks as proportion of all injury collisions, by locale and collision severity, 2012



Source: Indiana State Police

Notes:
 Only collisions with known locales are included.
 Excludes property damage collisions.
 Percentages represent the proportion of collisions per severity that were in a certain locale for each truck type (e.g., 73% of light truck non-incapacitating collisions were in an urban locale).



VEHICLES

In 2012, 331,693 vehicles were involved in collisions; of those, 118,841 were trucks (105,751 light, 13,090 large) (Table 3). While the overall number of vehicles involved in collisions increased slightly (less than 1 percent) from 2011 to 2012, the number of light trucks and large trucks in collisions decreased 3 and 6 percent, respectively, for the same period. Light trucks involved in fatal collisions increased about 1 percent from 2011 to 2012, whereas large trucks involved in fatal collisions decreased 12 percent. In 2012, light trucks were 1.2 times ($p < 0.001$) and large

trucks were 3.8 times ($p < 0.001$) more likely to be involved in fatal collisions than passenger cars.

Of the 529 light trucks involved in fatal collisions in 2012, 7 percent were speeding (an increase from 2011), while nearly 4 percent of large trucks involved in fatal collisions were speeding (also an increase from 2011) (Table 4). Light trucks were 2.8 times more likely to be speeding in collisions than the vehicles with which they collided ($p < 0.001$), whereas large trucks were no more likely than the other involved vehicle to be speeding (calculated from Table 4).

Table 3. Vehicles involved in Indiana collisions, by collision severity and vehicle type, 2008-2012

Collision severity/vehicle type	Count of vehicles					Annual rate of change	
	2008	2009	2010	2011	2012	2008-12	2011-12
All collisions	354,657	329,877	337,248	329,373	331,693	-1.7%	0.7%
Passenger car	200,024	187,964	195,787	192,344	198,985	-0.1%	3.5%
Light truck	124,122	116,400	114,564	109,495	105,751	-3.9%	-3.4%
Large truck	14,796	11,591	13,319	13,940	13,090	-3.0%	-6.1%
Motorcycle/moped	3,915	3,354	3,495	3,624	4,205	1.8%	16.0%
Other vehicle type	11,800	10,568	10,083	9,970	9,662	-4.9%	-3.1%
Fatal collisions	1,147	1,021	1,117	1,072	1,139	-0.2%	6.3%
Passenger car	508	417	481	450	509	0.0%	13.1%
Light truck	354	350	388	329	333	-1.5%	1.2%
Large truck	133	110	116	143	126	-1.3%	-11.9%
Motorcycle/moped	128	118	113	121	149	3.9%	23.1%
Other vehicle type	24	26	19	29	22	-2.2%	-24.1%
Relative risk of involvement in fatal collision							
Light truck v. passenger car	1.1	1.4	1.4	1.3	1.2		
Large truck v. passenger car	3.5	4.3	3.5	4.4	3.8		
Large truck v. light truck	3.2	3.2	2.6	3.4	3.1		

Source: Indiana State Police

Notes:

Other vehicle type includes buses, combination vehicle, farm vehicle, motor home/recreational vehicle, animal drawn vehicle (non-motor vehicle), and unknown types. Relative risk is the ratio of the percentage of involvement in a fatal collision comparing by vehicle type. Ratios greater than 1 show a higher risk for that particular vehicle type fatal collision. For example, in 2012, large trucks were 3.8 times more likely to be involved in a fatal collision than a passenger car. All relative risk ratios are significant ($p < 0.001$).

Table 4. Vehicles speeding in truck collisions, by collision severity, 2012

Vehicles in collisions involving:	Count of vehicles				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
Light trucks	529	2,507	27,465	132,475	162,976
Light truck speeding	39	156	1,125	4,043	5,363
% light truck speeding	7.4%	6.2%	4.1%	3.1%	3.3%
Other vehicle speeding	20	51	411	1,419	1,901
% other vehicle speeding	3.8%	2.0%	1.5%	1.1%	1.2%
Large trucks	252	412	2,925	18,015	21,604
Large truck speeding	9	17	114	379	519
% large truck speeding	3.6%	4.1%	3.9%	2.1%	2.4%
Other vehicle speeding	9	28	129	356	522
% other vehicle speeding	3.6%	6.8%	4.4%	2.0%	2.4%

Source: Indiana State Police

INJURIES

In 2012, 305,893 individuals were involved in collisions (Table 5). Of those, 151,015 (49 percent) were involved in light truck collisions and 19,822 (7 percent) were involved in large truck collisions. Of the 779 fatalities in collisions, 41 percent (317) were people involved in light truck collisions and 15 percent (119) were involved in large truck collisions.

The 119 fatalities in large truck collisions in 2012 is a significant decrease from 2011 (151 fatalities). Of the 317 fatalities of individuals involved in light truck collisions, 133 (42 percent) were drivers of the light truck. Of the 119 people killed in large truck collisions, over half (68 or 57 percent) were drivers of the other vehicle. The drivers of other vehicles were 6.3 times more likely to be killed than the large truck driver ($p < 0.001$) (calculated from Table 5).

Table 5. Injuries in collisions, by truck involvement, person type, and injury status, 2012

	Count of individuals					Total
	Fatal	Incapacitating	Non-incapacitating	Other injury	Not injured	
Individuals in all collisions	779	3,810	43,348	1,922	256,034	305,893
Individuals in light truck collisions	317	1,655	20,764	1,029	127,250	151,015
<i>light truck individuals as % of all individuals by injury status</i>	40.7%	43.4%	47.9%	53.5%	49.7%	49.4%
Driver - light truck	133	697	8,509	646	84,748	94,733
<i>light truck driver as % of all light truck collision individuals by injury status</i>	42.0%	42.1%	41.0%	62.8%	66.6%	62.7%
Driver - other vehicle	81	422	5,672	329	42,284	48,788
Occupant - light truck	42	267	3,689	30	56	4,084
Occupant - other vehicle	37	148	2,229	14	53	2,481
Nonmotorist	24	121	665	10	109	929
<i>% non-light truck driver</i>	58.0%	57.9%	59.0%	37.2%	33.4%	37.3%
Individuals in large truck collisions	119	252	2,012	119	17,320	19,822
<i>large truck individuals as % of all individuals by injury status</i>	15.3%	6.6%	4.6%	6.2%	6.8%	6.5%
Driver - large truck	17	38	463	86	11,146	11,750
<i>large truck driver as % of all large truck collision individuals by injury status</i>	14.3%	15.1%	23.0%	72.3%	64.4%	59.3%
Driver - other vehicle	68	141	1,078	30	6,161	7,478
Occupant - large truck	5	10	63	0	0	78
Occupant - other vehicle	24	53	393	3	8	481
Nonmotorist	5	10	15	0	5	35
<i>% non-large truck driver</i>	85.7%	84.9%	77.0%	27.7%	35.6%	40.7%

Source: Indiana State Police

Notes:

Driver includes operators of an animal drawn vehicle.

Non-truck driver includes the driver of the other vehicle, truck occupants, occupants of the other vehicle, and nonmotorist.



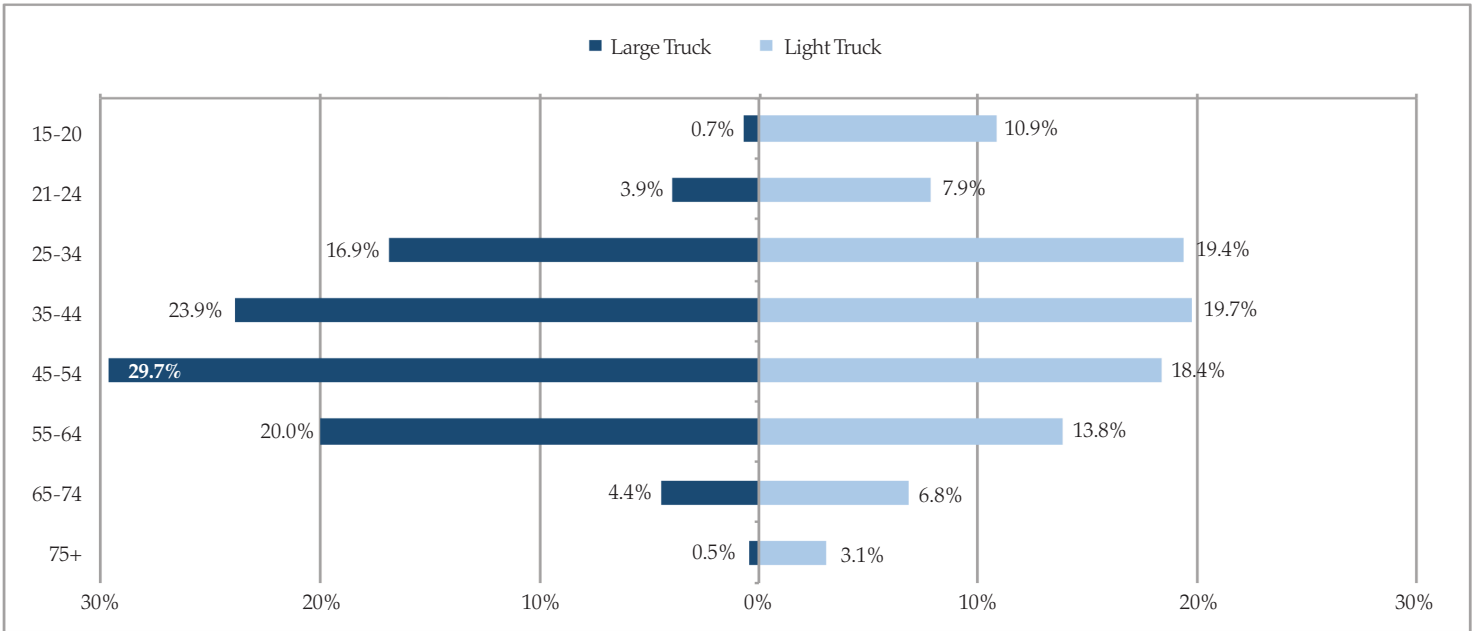
DRIVERS

The distribution of drivers involved in collisions varies by age and vehicle type. Nearly 30 percent of all large truck drivers were between the ages of 45 and 54 (Figure 4). Almost 60 percent of light truck drivers were aged 25 to 54. There were proportionally more light truck drivers aged 15 to 24 than large truck drivers (19 and 5 percent, respectively).

Large truck drivers were less likely to be alcohol-impaired than drivers of other vehicle types, regardless of the collision severity (Table 6). Of the 5,088 impaired drivers of all vehicle types in 2012, only 24 were drivers of

large trucks. However, drivers of light trucks involved in collisions in 2012 were generally more likely to be alcohol-impaired (BAC \geq .08 g/dL) than drivers of other types of vehicles, with the exception of motorcycle/moped operators. While no drivers of large trucks involved in fatal collisions were impaired, 16 percent of drivers of light trucks in fatal collisions were impaired. Drivers of pickup trucks comprised the largest proportion of impaired drivers of light trucks (Table 7). Seventeen percent of the impaired drivers of light trucks in fatal collisions were sport utility vehicle (SUV) drivers.

Figure 4. Distribution of truck drivers involved in collisions, by age, and vehicle type, 2012



Source: Indiana State Police

Notes:
Excludes cases with invalid or unknown age.
Percent represents age group/total age group per vehicle type.

Table 6. Drivers in collisions by alcohol impairment, vehicle type, and collision severity, 2012

	Count of drivers/operators				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
All drivers	1,099	5,081	53,153	230,956	290,289
Large truck	118	206	1,474	9,952	11,750
Light truck	323	1,584	16,806	76,026	94,739
Passenger car	498	2,617	32,087	141,399	176,601
Motorcycle/moped	149	602	2,359	911	4,021
Other	11	72	429	2,672	3,184
Impaired drivers (BAC >=0.08)	152	201	1,296	3,439	5,088
Large truck	0	0	3	21	24
Light truck	52	53	432	1,239	1,776
Passenger car	63	107	751	2,143	3,064
Motorcycle/moped	36	38	103	29	206
Other	1	3	7	7	18
% Impaired	13.8%	4.0%	2.4%	1.5%	1.8%
Large truck	0.0%	0.0%	0.2%	0.2%	0.2%
Light truck	16.1%	3.3%	2.6%	1.6%	1.9%
Passenger car	12.7%	4.1%	2.3%	1.5%	1.7%
Motorcycle/moped	24.2%	6.3%	4.4%	3.2%	5.1%
Other	9.1%	4.2%	1.6%	0.3%	0.6%

Source: Indiana State Police

Note: BAC = Blood alcohol content in grams per deciliter (g/dL).

Table 7. Light truck drivers in collisions by alcohol impairment, vehicle type, and collision severity, 2012

	Count of drivers				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
Light truck drivers	323	1,584	16,806	76,026	94,739
Pickup truck	155	668	6,138	29,685	36,646
Sport utility vehicle	112	619	7,484	32,378	40,593
Van	56	297	3,182	13,959	17,494
Impaired drivers (BAC >=0.08)	52	53	432	1,239	1,776
Pickup truck	25	26	233	641	925
Sport utility vehicle	19	22	150	464	655
Van	8	5	49	134	196
% Impaired	16.1%	3.3%	2.6%	1.6%	1.9%
Pickup truck	16.1%	3.9%	3.8%	2.2%	2.5%
Sport utility vehicle	17.0%	3.6%	2.0%	1.4%	1.6%
Van	14.3%	1.7%	1.5%	1.0%	1.1%

Sources: Indiana State Police



RESTRAINT USE

In 2012, nearly all vehicle occupants (99 percent) involved in collisions, regardless of vehicle type, were properly restrained (Table 8). In comparison, only 74 percent of occupants were restrained in fatal collisions. For light truck occupants involved in collisions, restraint use rates among SUV and van occupants were 99 percent; among pickup truck occupants the rate was 98 percent. Large truck occupant belt use rate was 99 percent. The rate drops slightly to 93 percent for occupants of large trucks

involved in fatal collisions. For occupants of light trucks involved in fatal collisions, rates for SUV and pickup truck occupants were 72 percent; the rate for van occupants was 75 percent. Only 48 percent of occupants who were fatally injured in a light truck were properly restrained (same as 2011). Restraint use for fatally injured occupants of large trucks rose from 2011 to 2012, from 57 to 68 percent, while for passenger car occupants fatally injured restraint use declined from 62 to 57 percent. Drivers were more likely to be restrained than passengers.

Table 8. Restraint use rates among vehicle occupants involved in collisions, by vehicle type and collision/injury severity, 2012

	Light trucks				Large trucks	Passenger cars	Total all
	Pickup trucks	SUVs	Vans	All light trucks			
Persons involved in:							
All collisions	97.7%	98.6%	98.4%	98.2%	98.8%	98.5%	98.5%
Fatal collisions	72.2%	72.1%	74.7%	72.7%	92.5%	71.7%	74.2%
Incapacitating collisions	84.9%	88.0%	89.2%	87.1%	93.8%	88.8%	88.4%
Non-incapacitating collisions	94.1%	96.8%	96.3%	95.8%	97.1%	96.5%	96.3%
Property damage collisions	99.1%	99.6%	99.5%	99.4%	99.3%	99.5%	99.4%
Persons by injury status							
Fatal injury	42.6%	44.4%	64.7%	48.1%	68.4%	57.0%	54.5%
Incapacitating injury	73.5%	79.5%	79.9%	77.3%	80.0%	81.8%	80.3%
Non-incapacitating injury	89.8%	94.8%	93.9%	93.0%	91.5%	94.7%	94.1%
Other injury	97.7%	97.2%	98.0%	97.5%	97.6%	98.4%	98.0%
Not injured	99.1%	99.5%	99.5%	99.4%	99.3%	99.5%	99.4%
Persons by occupant type							
Driver	98.2%	99.0%	99.1%	98.7%	99.1%	98.9%	98.8%
Injured occupant	82.9%	90.7%	87.4%	87.6%	60.6%	90.8%	89.5%

Source: Indiana State Police

Note: Includes only individuals where restraint use is known.

DEFINITIONS

Annual Rate of Change (ARC) — The rate that a beginning value must increase/decrease each period (e.g. month, quarter, year) in a time series to arrive at the ending value in the time series. ARC is a "smoothed" rate of change because it measures change in a variable as if the change occurred at a steady rate each period with compounding. For example, to measure change in a variable from 2008 to 2012, it is calculated as $(\text{Value in 2012} / \text{Value in 2008})^{1/4} - 1$.

Census locale — *Urban* is defined as Census 2010 Urban Areas (expanded in 2010); *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).

Driver impaired — Drivers with a blood alcohol concentration (BAC) greater than or equal to 0.08 grams per deciliter (g/dL).

Large trucks — Units identified as *truck (single 2 axle, 6 tires)*, *truck (single 3 or more axles)*, *truck/trailer (not semi)*, *tractor (cab only, no trailer)*, *tractor/one semi trailer*, *tractor/double trailer*, *tractor/triple trailer*, and *pickup trucks* over 10,000 pounds.

Light trucks — *Vans*, *sport utility vehicles*, and *pickup trucks* with a gross vehicle weight rating of 10,000 pounds or less.

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

Non-incapacitating injury includes *non-incapacitating* and *possible* injuries.

Non-motorist includes *pedestrians* and *pedalcyclists*.

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

Other vehicles — *Buses*, *combination vehicle*, *farm vehicle*, *motor home/recreational vehicle*, *animal drawn vehicle (non-motor vehicle)*, and *unknown* types.

Restraint use — Vehicle occupants are counted as restrained when the investigating officer selected 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*.

Serious injury collisions are defined as collisions with at least one *fatal* or *incapacitating* injury.

Speeding — Driver was charged with a speeding-related offense or an officer indicated that the driver was driving at an *unsafe speed* or at a *speed too fast* for the weather conditions.

DATA SOURCES

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 9, 2013.



TRAFFIC SAFETY FACTS

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 ICJI and the National Highway Traffic Safety Administration.

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



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Traffic Safety Project

A collision produces three levels of data: collision, unit (vehicles), and individual. For this reason, readers should pay particular attention to the wording of statements about the data to avoid misinterpretations.

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic collisions. To help in the policy-making process, the Indiana University Center for Criminal Justice Research is collaborating with the Indiana Criminal Justice Institute to analyze 2012 vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the seventh year of this partnership. Research findings are summarized in a series of fact sheets on various aspects of traffic collisions, including alcohol-related crashes, trucks, dangerous driving, children, motorcycles, occupant protection, and drivers. An additional publication provides information on county and municipality data, and the final publication produced is 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, 2012, approximately 99 percent of all collisions are entered electronically through ARIES. Trends in collisions incidence as reported in these publications 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 Public Policy Institute (PPI) is a collaborative, multidisciplinary research institute within the Indiana University School of Public and Environmental Affairs (SPEA), Indianapolis. PPI 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. PPI also supports the Indiana Advisory Commission on Intergovernmental Relations (IACIR).

The Center for Criminal Justice Research

The Center for Criminal Justice Research (CCJR), 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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