

INDIANA 2011 TRAFFIC SAFETY FACTS

TRUCKS, 2011

MAY 2012 • ISSUE 12-C05

Summary

In 2011 in Indiana, 48 percent of all collisions involved a light truck and 7 percent involved a large truck. Slightly over 33 percent of all vehicles involved in collisions were light trucks and 4 percent of all vehicles were large trucks. In addition, 52 percent of individuals injured in collisions were people involved in light truck collisions, and 7 percent of individuals injured were involved in large truck collisions. Light trucks include vans, sport utility vehicles, and certain pickup trucks (see definitions at end for *light* and *large* trucks.)

From 2010 to 2011 collisions involving large trucks increased, while collisions involving light trucks decreased. Collisions involving large trucks in 2011 were most likely to occur on interstates and local/city roads, whereas collisions involving light trucks occurred mainly on local/city roads. When using the 2010 U.S. Census classification scheme that reflects a continuum of population density (*urban, suburban, exurban, rural*), urban areas account for the largest share of injury collisions involving light trucks as well as those involving large trucks. Some of this growth is due to the redefinition of urban area boundaries in 2010, which increased “urban” coverage.

The largest proportion of large truck drivers for both male and female were aged 45 to 54. Mainly, male light truck drivers were between the ages 25 to 54 and female light truck drivers

between 25 and 44. In 2011, alcohol was seldom a factor for drivers of large trucks. However, over 13 percent of drivers of light trucks involved in fatal collisions were impaired (BAC \geq 0.08 g/dL). Over 80 percent of drivers of light trucks and 88 percent of drivers of large trucks involved in serious injury collisions held valid driver’s licenses.

Of vehicle occupants involved in collisions, 98 percent of light truck and 99 percent of large truck occupants were restrained. Percentages were lower for occupants in fatal collisions, more so for light truck occupants than large truck occupants. From 2007 to 2011, injury rates for occupants of large trucks appear to be increasing slightly, while injury rates for occupants of light trucks have declined slightly.

Table 1. Truck collisions, by truck type and collision severity, 2007-2011

Collision severity	2007	2008	2009	2010	2011	Average annual % change	% Change '10 to '11
All collisions	204,999	205,452	189,661	192,886	188,132	-2.1%	-2.5%
with large trucks involved	13,393	13,266	10,542	12,025	12,482	-0.9%	3.8%
% all collisions	6.5%	6.5%	5.6%	6.2%	6.6%	0.9%	
with light trucks involved	105,508	103,053	96,105	94,304	90,198	-3.8%	-4.4%
% all collisions	51.5%	50.2%	50.7%	48.9%	47.9%	-1.7%	
Fatal	804	722	631	701	674	-3.9%	-3.9%
with large trucks involved	133	117	82	105	123	0.8%	17.1%
% all fatal	16.5%	16.2%	13.0%	15.0%	18.2%	3.8%	
with light trucks involved	409	320	307	327	281	-8.3%	-14.1%
% all fatal	50.9%	44.3%	48.7%	46.6%	41.7%	-4.5%	
Non-fatal	37,416	35,358	33,410	34,083	32,734	-3.2%	-4.0%
with large trucks involved	1,081	1,130	1,294	1,679	1,776	13.6%	5.8%
% all non-fatal	2.9%	3.2%	3.9%	4.9%	5.4%	17.3%	
with light trucks involved	18,897	17,567	16,615	16,402	15,380	-5.0%	-6.2%
% all non-fatal	50.5%	49.7%	49.7%	48.1%	47.0%	-1.8%	
Property damage only	166,779	169,372	155,620	158,102	154,724	-1.8%	-2.1%
with large trucks involved	12,184	12,019	9,166	10,241	10,583	-2.5%	3.3%
% all property damage	7.3%	7.1%	5.9%	6.5%	6.8%	-1.1%	
with light trucks involved	86,202	85,166	79,183	77,575	74,537	-3.5%	-3.9%
% all property damage	51.7%	50.3%	50.9%	49.1%	48.2%	-1.7%	

Source: Indiana State Police

COLLISIONS

While there was a decrease in all collisions from 2010 to 2011, large truck collisions increased 4 percent. Light truck collisions decreased on average from 2007 to 2011 by 4 percent (Table 1). Fatal collisions involving large trucks increased 17 percent from 2010 to 2011, while light truck collisions decreased 14 percent for the same period. Across all collision severities from 2010 to 2011, large truck collisions increased while light truck collisions decreased.

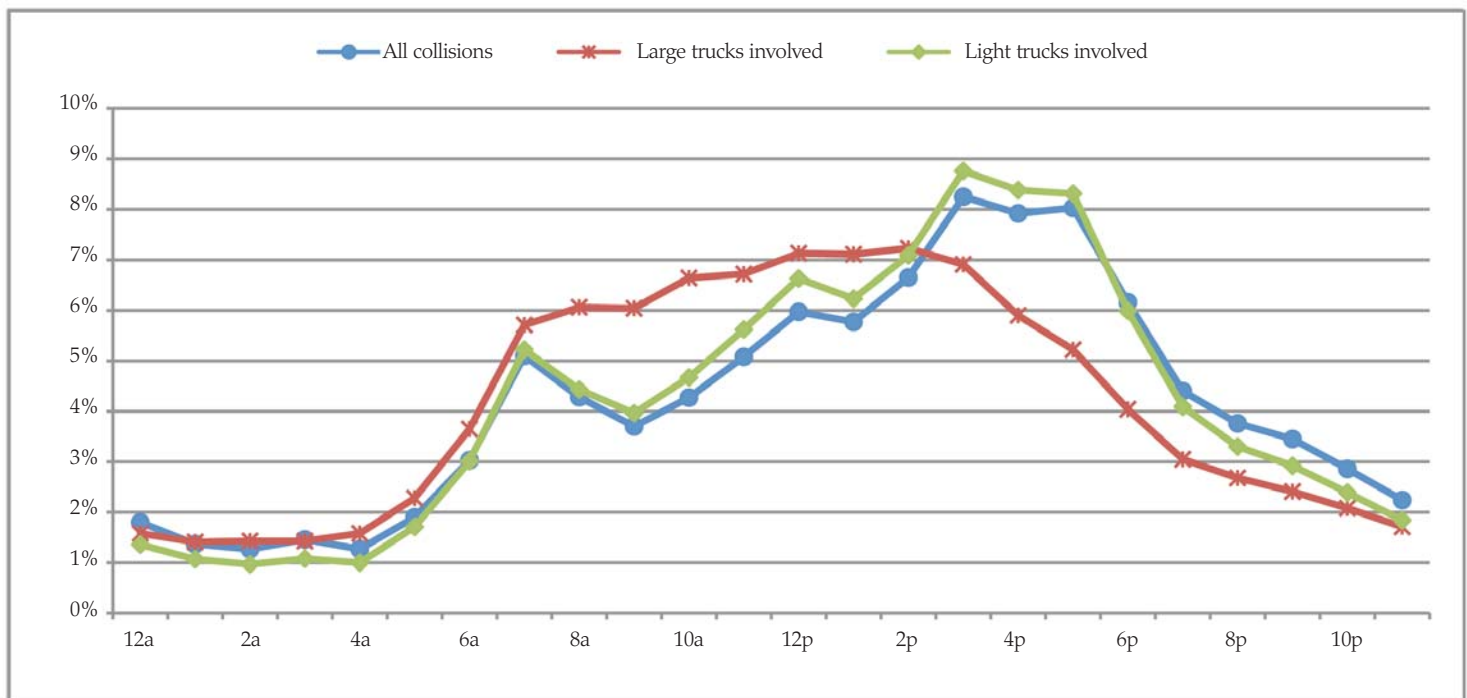
Large truck collisions occurred mainly on interstates and local/city roads, while light truck collisions occurred on local/city roads and state roads (Table 2). In 2011, fatal large truck collision rates were highest on US routes and state roads with nearly 25 and 23, respectively, of every 1,000 large truck collisions resulting in at least one fatality. Nearly 7 of every 1,000 light truck collisions resulted in at least one fatality on interstates. 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 2. Collisions involving trucks, by truck type, roadway class, and collision severity, 2011

Collision severity/road class	Large truck collisions	Light truck collisions
Total collisions	12,482	90,198
Local/city roads	3,528	41,937
State roads	1,659	13,354
County road	631	9,710
US route	1,551	8,961
Interstate	3,607	4,799
Unknown	1,506	11,437
Fatal collisions	123	281
Local/city roads	9	67
State roads	38	85
County road	6	57
US route	38	37
Interstate	32	32
Unknown	0	3
Fatal collisions per 1,000 collisions	9.9	3.1
Local/city roads	2.6	1.6
State roads	22.9	6.4
County road	9.5	5.9
US route	24.5	4.1
Interstate	8.9	6.7
Unknown	0.0	0.3

Source: Indiana State Police

Figure 1. Distribution of collisions, by hour of day and vehicles involved, 2011



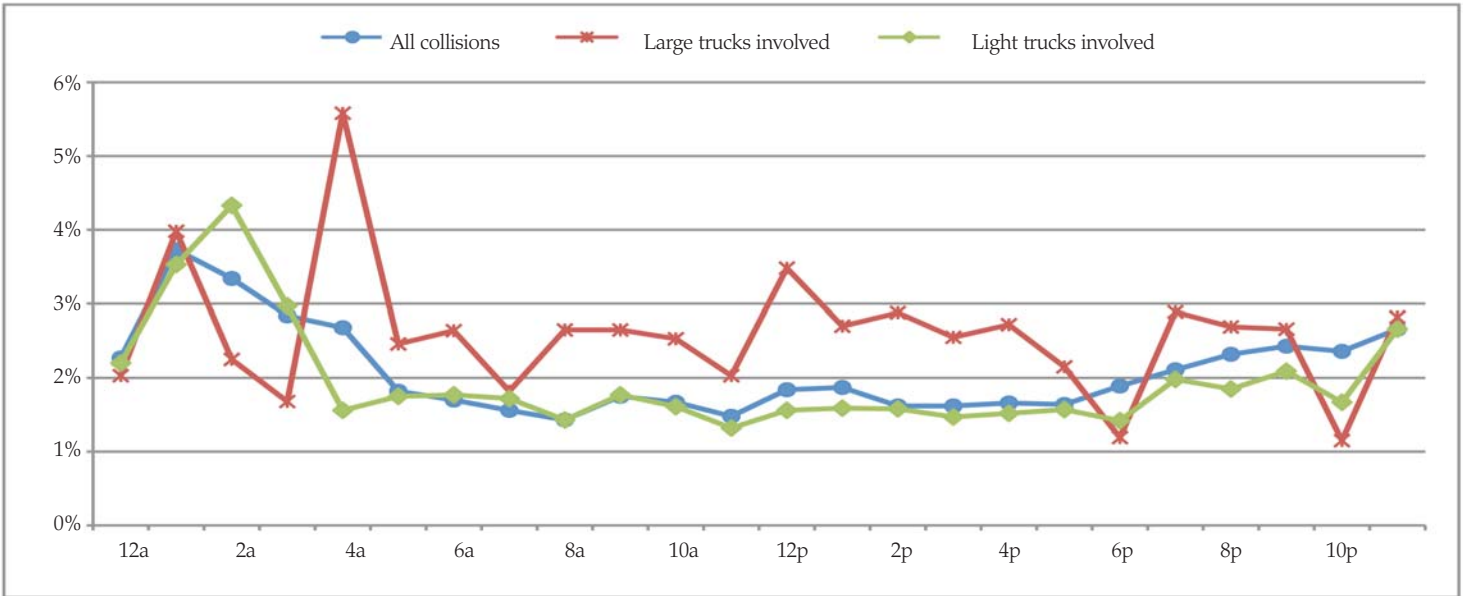
Source: Indiana State Police

Note: 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).

In 2011, the hourly distribution of collisions involving light trucks and all collisions were similar, whereas for collisions involving large trucks the hourly distribution was different (Figure 1). Collisions involving light trucks and all collisions were most frequent between 3 and 6pm, while large truck collisions were most frequent between 7am to 7pm, peaking at 3pm. The serious injury collision rate per hour was similar for all collisions and light truck collisions, whereas large truck collisions varied more (Figure 2). Serious injury collisions for large trucks spiked at 4am, and light truck collisions at 2am, while being evenly distributed throughout the remaining hours.

Based upon the 2010 US Census definition of urban places which reflects a continuum of population density and land use patterns, the state of Indiana can be divided into *urban*, *suburban*, *exurban*, and *rural* areas. When using these definitions the majority of injury truck collisions in 2011, both large and light trucks, occurred in urban areas. Less than 20 percent of light truck fatal collisions occurred in rural areas, while nearly 23 percent of large truck fatal collisions occurred in rural areas (Figure 3).

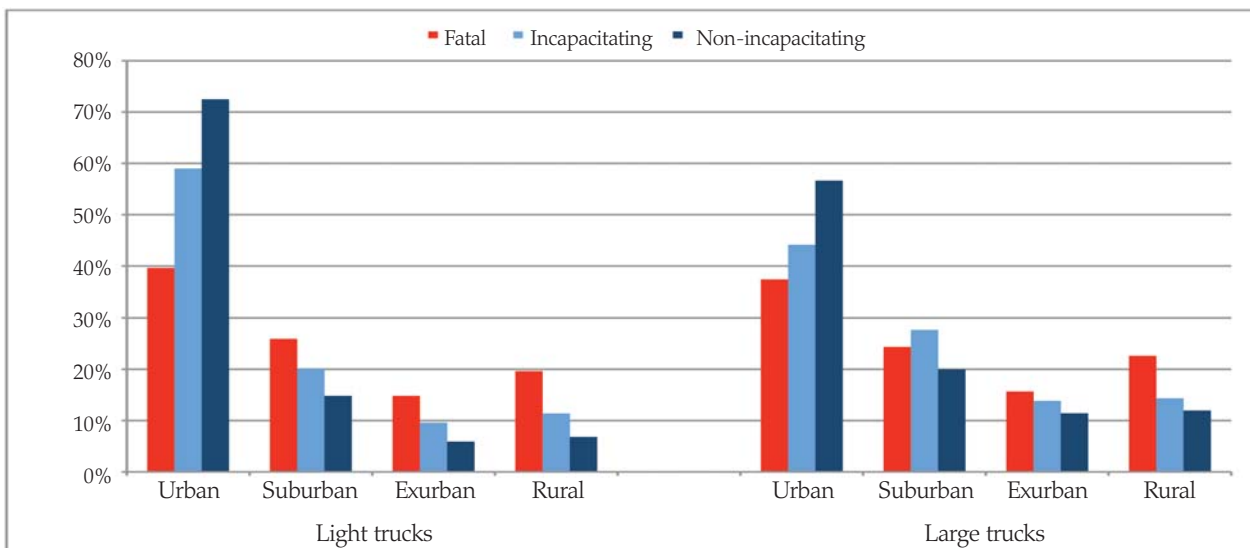
Figure 2. Serious injury collisions as percent of total per hour, by vehicle type, 2011



Source: Indiana State Police

Note: Percentages represent the proportion of collisions per hour that were serious injury collisions (e.g., 6 percent of large truck collisions that happened in the 4am hour were serious injury collisions).

Figure 3. Injury collisions involving trucks as proportion of all injury collisions, by location and collision severity, 2011



Source: Indiana State Police

Notes:
Collisions include only collisions where location was known.
The US Census delineation of urban places changes in 2010 after the most recent decennial census. Thus, some of the growth in collisions with *urban/suburban* locales is attributable to an expansion of the urban locale variable.

VEHICLES

In 2011, there were nearly 330,000 vehicles involved in collisions, and of those 123,441 were trucks (109,500 light, 13,941 large) (Table 3). While the number of light trucks in collisions decreased 4 percent from 2010 to 2011, the number of large trucks involved increased 5 percent. In addition, light trucks involved in fatal collisions decreased 15 percent from 2010 to 2011, whereas large trucks involved in fatal collisions increased 23 percent. In 2011, light trucks were 1.3 times and large trucks were 4.4

times more likely to be involved in fatal collisions than passenger cars.

Of the 527 light trucks involved in fatal collisions in 2011, 6 percent were speeding, while 3 percent of large trucks involved in fatal collisions were speeding (Table 4). Light trucks were almost three times more likely to be speeding in collisions than the vehicles with which they collided, whereas large trucks were no more likely than the other involved vehicle to be speeding.

Table 3. Vehicles involved in Indiana collisions, by collision severity and vehicle type, 2011

Collision severity/vehicle type	Count of vehicles					Average annual % change	% Change '10 to '11
	2007	2008	2009	2010	2011		
All collisions	356,529	354,657	329,877	337,250	329,390	-1.9%	-2.3%
Passenger car	197,106	200,024	187,964	195,788	192,354	-0.5%	-1.8%
Light truck	127,761	124,122	116,400	114,564	109,500	-3.8%	-4.4%
Large truck	15,033	14,796	11,591	13,320	13,941	-0.9%	4.7%
Motorcycle/moped	3,656	3,915	3,354	3,495	3,624	0.2%	3.7%
Other vehicle type	12,973	11,800	10,568	10,083	9,971	-6.3%	-1.1%
Fatal collisions	1,272	1,147	1,021	1,117	1,072	-3.9%	-4.0%
Passenger car	500	508	417	481	450	-1.9%	-6.4%
Light truck	474	354	350	388	329	-7.7%	-15.2%
Large truck	149	133	110	116	143	0.2%	23.3%
Motorcycle/moped	121	128	118	113	121	0.2%	7.1%
Other vehicle type	28	24	26	19	29	4.9%	52.6%
Relative risk of involvement in fatal collision							
Light truck v. passenger car	1.5	1.1	1.4	1.4	1.3		
Large truck v. passenger car	3.9	3.5	4.3	3.5	4.4		
Large truck v. light truck	2.7	3.2	3.2	2.6	3.4		

Source: Indiana State Police

Table 4. Vehicles speeding in truck collisions, by collision severity, 2011

All vehicles in collisions involving:	Collision severity				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
Light trucks	527	2,444	28,452	137,695	169,118
Light truck speeding	33	118	1,092	4,414	5,657
Other vehicle speeding	15	62	441	1,588	2,106
% light truck speeding	6.3%	4.8%	3.8%	3.2%	3.3%
% other vehicle speeding	2.8%	2.5%	1.5%	1.2%	1.2%
Large trucks	275	422	3,264	19,160	23,121
Large truck speeding	8	14	134	460	616
Other vehicle speeding	13	19	136	448	616
% large truck speeding	2.9%	3.3%	4.1%	2.4%	2.7%
% other vehicle speeding	4.7%	4.5%	4.2%	2.3%	2.7%

Source: Indiana State Police

INJURIES

In 2011, there were 303,530 individuals involved in collisions. Of those, 156,020 (51 percent) were involved in light truck collisions and 21,040 (7 percent) were involved in large truck collisions (Table 5). Of the 749 fatalities in collisions, 41 percent (309) were people involved in light truck

collisions and 20 percent (151) were involved in large truck collisions. Of the 309 fatalities of individuals involved in light truck collisions, 131 (42.4 percent) were drivers of the light truck. Of the 151 people killed in large truck collisions, half (76) were drivers of the other vehicle. The drivers of other vehicles were 5.5 times more likely to be killed than the large truck driver (calculated from Table 5).

Table 5. Injuries in collisions, by truck involvement, person type, and injury status, 2011

	Injury status					Total
	Fatal	Incapacitating	Non-incapacitating	Other injury	Not injured	
Individuals in all collisions	749	3,405	41,839	1,898	255,639	303,530
Individuals in light truck collisions	309	1,547	20,772	1,010	132,382	156,020
<i>% of all individuals by injury status</i>	41.3%	45.4%	49.6%	53.2%	51.8%	51.4%
Driver - light truck	131	624	8,565	595	88,302	98,217
Driver - other vehicle	83	444	5,656	346	43,881	50,410
Occupant - light truck	48	248	3,755	29	71	4,151
Occupant - other vehicle	25	121	2,096	21	44	2,307
Nonmotorist	22	110	700	18	84	934
Unknown	0	0	0	1	0	1
<i>% non-light truck driver</i>	57.6%	59.7%	58.8%	41.1%	33.3%	37.0%
Individuals in large truck collisions	151	234	2,188	122	18,345	21,040
<i>% of all individuals by injury status</i>	20.2%	6.9%	5.2%	6.4%	7.2%	6.9%
Driver - large truck	21	44	517	90	11,675	12,347
Driver - other vehicle	76	139	1,176	25	6,658	8,074
Occupant - large truck	6	4	62	2	3	77
Occupant - other vehicle	37	28	412	4	3	484
Nonmotorist	11	19	21	0	6	57
Unknown	0	0	0	1	0	1
<i>% non-large truck driver</i>	86.1%	81.2%	76.4%	26.2%	36.4%	41.3%

Source: Indiana State Police

Note: Driver includes operators of an animal drawn vehicle.

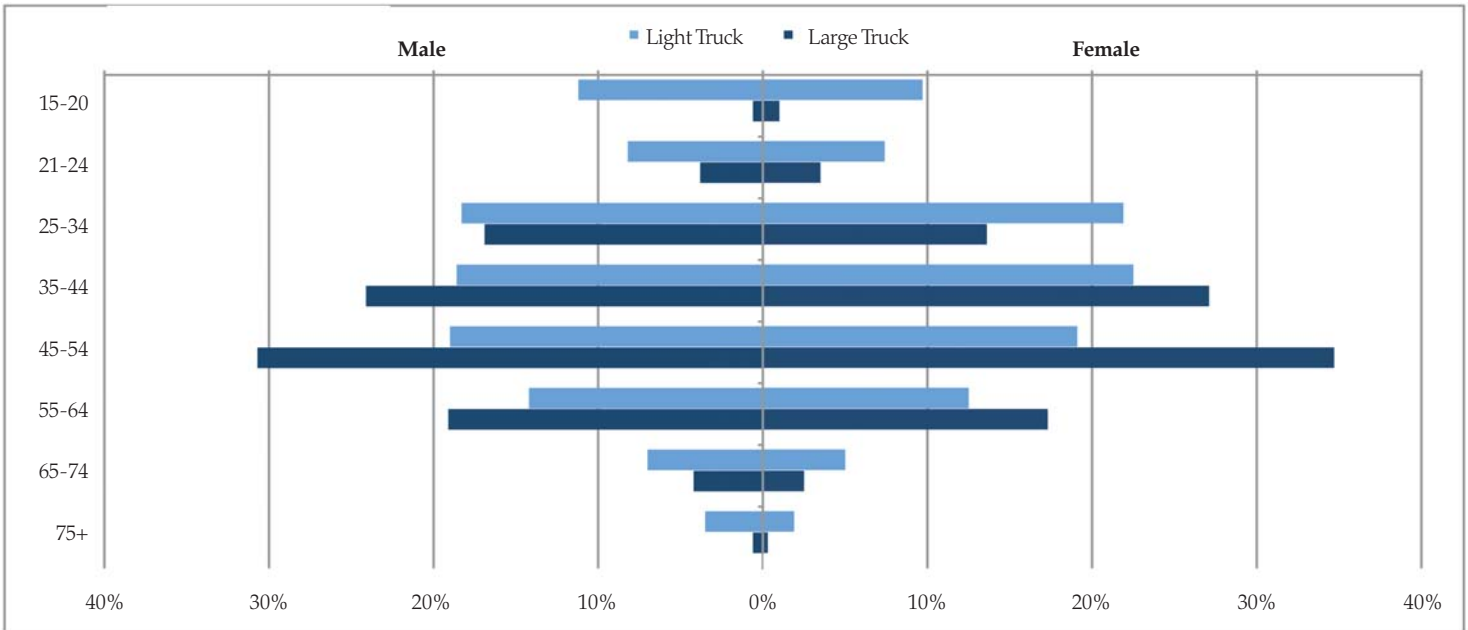
DRIVERS

The distribution of drivers involved in collisions varies by gender, age and vehicle type. Only 3 percent of large truck drivers involved in collisions were female. The largest proportion of male and female large truck drivers involved in collisions was ages 45 to 54 (Figure 4). Mainly, male light truck drivers were between the ages 25 to 54 and female light truck drivers between 25 and 44.

Large truck drivers were less likely to be alcohol impaired than drivers of other vehicle types regardless of the collision severity (Table 6).

However, with the exception of motorcycle/moped operators, drivers of light trucks involved in collisions in 2011 were more likely to be alcohol impaired (BAC \geq 0.8 g/dL) than drivers of other types of vehicles. While no large truck drivers involved in fatal collisions were impaired, 13 percent of drivers of light trucks in fatal collisions were impaired.

Figure 4. Distribution of truck drivers involved in collisions, by age, gender, and vehicle type, 2011



Source: Indiana State Police

Notes:
Data excludes cases with invalid or unknown gender and age.
Percent represents gender age group/total gender age group per vehicle type.

Table 6. Drivers in collisions by alcohol impairment, vehicle type, and collision severity, 2011

	Collision severity				Total
	Fatal	Incapacitating	Non-incapacitating	Property damage	
All drivers	1,037	4,537	51,682	231,293	288,549
Large truck	139	200	1,657	10,344	12,340
Light truck	314	1,423	16,911	79,576	98,224
Passenger car	440	2,313	30,713	137,360	170,826
Motorcycle/moped	121	521	1,941	873	3,456
Other	23	80	460	3,140	3,703
Impaired (BAC \geq 0.08)	135	184	1,239	3,314	4,872
Large truck	0	0	6	17	23
Light truck	42	58	430	1,201	1,731
Passenger car	53	86	718	2,067	2,924
Motorcycle/moped	40	38	80	20	178
Other	0	2	5	9	16
% Impaired	13.0%	4.1%	2.4%	1.4%	1.7%
Large truck	0.0%	0.0%	0.4%	0.2%	0.2%
Light truck	13.4%	4.1%	2.5%	1.5%	1.8%
Passenger car	12.0%	3.7%	2.3%	1.5%	1.7%
Motorcycle/moped	33.1%	7.3%	4.1%	2.3%	5.2%
Other	0.0%	2.5%	1.1%	0.3%	0.4%

Source: Indiana State Police

In 2011 in all collisions, 85 percent of drivers were driving with a valid license (Table 7). This rate increased to 88 percent for drivers of large trucks when involved in serious injury collisions. For light truck drivers involved in serious injury collisions, this rate dropped to 80 percent; in addition, the share of light truck drivers with a suspended license increased from 14 percent in all collisions to 17 percent in serious injury

collisions. No large truck drivers involved in serious injury collisions were unlicensed, had a revoked license or were habitual traffic violators. Large truck drivers are on the roadways generally because they are employed and due to that employment are required to have valid licenses.

Table 7. License status of drivers involved in Indiana collisions, by collision severity and vehicle type, 2011

Collision severity/license status	Count of drivers			
	Light trucks	Large trucks	Passenger cars	All vehicles
All collisions	88,003	6,302	152,152	251,584
Valid	74,768	5,362	128,963	213,067
Suspended	12,032	889	20,822	34,639
Unlicensed/revoked	930	33	1,915	3,038
Habitual traffic violator	88	3	111	287
Other	185	15	341	553
% of total - all collisions				
Valid	85.0%	85.1%	84.8%	84.7%
Suspended	13.7%	14.1%	13.7%	13.8%
Unlicensed/revoked	1.1%	0.5%	1.3%	1.2%
Habitual traffic violator	0.1%	0.0%	0.1%	0.1%
Other	0.2%	0.2%	0.2%	0.2%
Serious injury collisions	1,536	176	2,451	4,763
Valid	1,233	155	1,975	3,764
Suspended	267	20	423	873
Unlicensed/revoked	22	0	41	80
Habitual traffic violator	7	0	4	28
Other	7	1	8	18
% of total - serious injury collisions				
Valid	80.3%	88.1%	80.6%	79.0%
Suspended	17.4%	11.4%	17.3%	18.3%
Unlicensed/revoked	1.4%	0.0%	1.7%	1.7%
Habitual traffic violator	0.5%	0.0%	0.2%	0.6%
Other	0.5%	0.6%	0.3%	0.4%

Sources: Indiana State Police, Bureau of Motor Vehicles

Note: Limited to drivers where license status was known at the time of the crash.

Table 8. Restraint use rates among vehicle occupants involved in collisions, by vehicle type and collision/injury severity, 2011

	Light trucks				Large trucks	Passenger cars	Total all
	Pickup trucks	SUVs	Vans	All light trucks			
Persons involved in:							
All collisions	97.8%	98.7%	98.5%	98.3%	98.8%	98.6%	98.5%
Fatal collisions	78.3%	76.3%	67.4%	75.1%	92.2%	75.0%	77.1%
Incapacitating collisions	82.5%	90.2%	89.5%	86.9%	94.3%	90.5%	89.3%
Non-incapacitating collisions	94.5%	97.0%	96.7%	96.1%	97.5%	96.6%	96.4%
Property damage collisions	99.0%	99.5%	99.4%	99.3%	99.3%	99.5%	99.4%
Persons by injury status							
Fatal injury	55.6%	45.5%	39.4%	48.3%	57.1%	62.4%	57.6%
Incapacitating injury	69.8%	83.6%	78.9%	77.4%	83.3%	84.6%	82.1%
Non-incapacitating injury	90.2%	95.4%	94.8%	93.6%	91.9%	95.0%	94.5%
Other injury	99.2%	98.6%	99.1%	98.9%	98.8%	97.7%	98.2%
Not injured	99.0%	99.5%	99.4%	99.3%	99.3%	99.5%	99.4%
Persons by occupant type							
Driver	98.2%	99.0%	99.0%	98.7%	99.1%	98.9%	98.9%
Injured occupant	83.9%	92.2%	89.9%	89.3%	53.8%	91.8%	90.7%

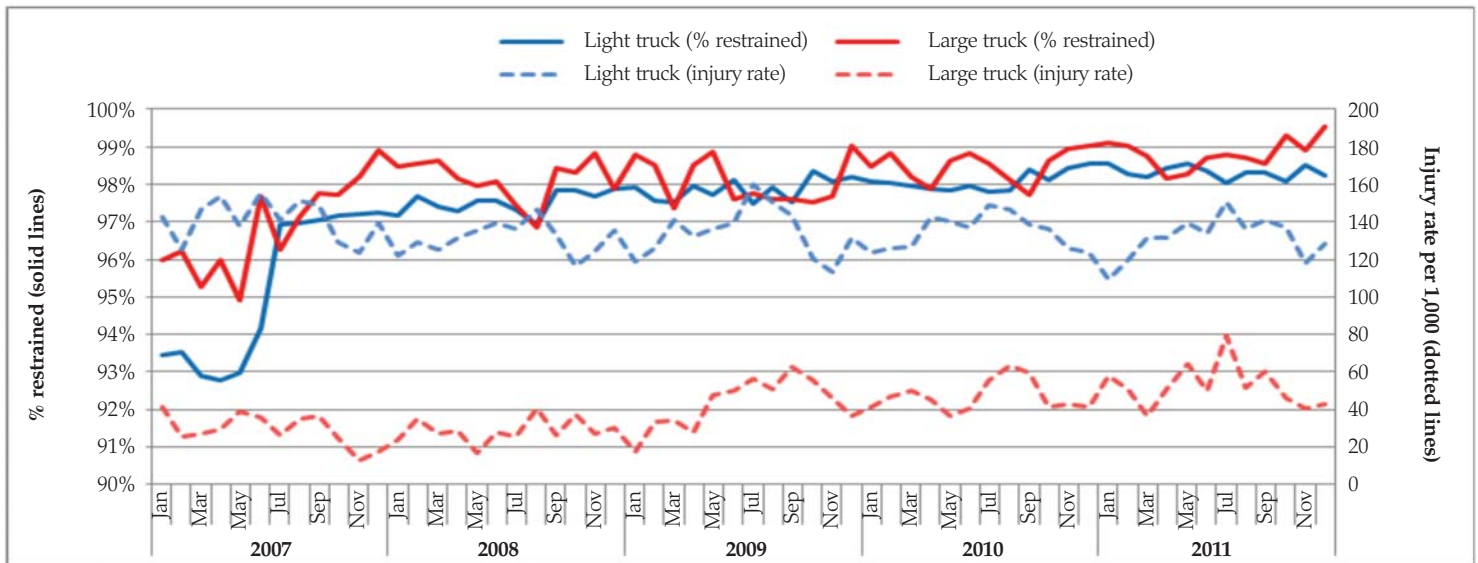
Source: Indiana State Police

RESTRAINT USE

Overall in 2011, nearly all vehicle occupants (99 percent), regardless of vehicle type, were properly restrained when involved in collisions (Table 8). For light truck occupants involved in collisions, rates for sport utility vehicles and vans were 99 percent, and 98 percent for pickup trucks. Large truck occupant belt use rates were 99 percent. Rates drop slightly for occupants in large trucks involved in fatal collisions to 92 percent. For occupants of light trucks involved in fatal collisions, rates were considerably lower for van occupants at 67 percent and pickup trucks the highest at 78 percent. Only 48 percent of occupants who were fatally injured in a light truck were properly restrained, compared to 57 percent in large trucks and 62 percent in passenger cars.

In July 2007, a new passenger restraint law (IC 9-19-10-2) took effect in Indiana requiring all passengers in passenger vehicles to be properly restrained, including pickup trucks and SUVs (registered as trucks) that were previously exempted from the law. Following this law, restraint use rates among light truck occupants increased sharply and have continued to rise, while injury rates per 1,000 involved have decreased (Figure 5). From 2009 to 2011, injury rates for both light and large trucks appeared to rise during the summer months and decrease during winter and spring months. Injury rates for large truck occupants from 2007 to 2011 appear to be steadily increasing.

Figure 5. Monthly restraint use and injury rates among occupants of trucks, 2007-2011



Source: Indiana State Police

Notes:
 Data are for individuals where restraint use is known.
 Injury rates based on individuals with fatal, incapacitating, non-incapacitating, or possible injuries.
 Seat belt law enacted effective July 1, 2007.

DEFINITIONS

Census locale – *Urban* defined as Census 2010 Urban Areas; *suburban* as areas within 2.5 miles of urban boundaries; *exurban* as areas within 2.5 miles of suburban boundaries; and *rural* as areas beyond exurban boundaries (i.e., everything else).

Driver impaired – defined as drivers with a blood alcohol concentration (BAC) greater than or equal to 0.08 grams per deciliter (g/dL).

Large trucks defined as 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 defined as *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 defined as *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 apply when at least one *fatal* or *incapacitating* injury occurred.

Speeding – defined as if the driver was charged with a speeding-related offense or if 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 March 20, 2012.

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

This publication was prepared on behalf of the Indiana Criminal Justice Institute (ICJI) by the Indiana University Center for Criminal Justice Research (CCJR). Please direct any questions concerning data in this document to ICJI at 317-232-1233.

This publication is one of a series of fact sheets that, along with the annual Indiana Crash Fact Book, form the analytical foundation of traffic safety program planning and design in the state of Indiana. Funding for these publications is provided by the ICJI and the National Highway Traffic Safety Administration.

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



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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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