



TRAFFIC SAFETY FACTS

DRIVER HISTORY & CRASH OUTCOMES, 2012

JULY 2013 • ISSUE 13-C07

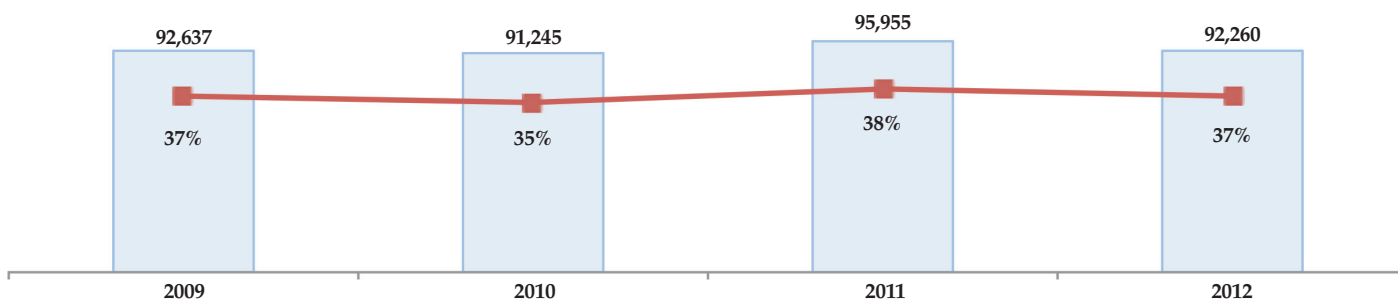
SUMMARY

There were 290,289 drivers involved in collisions in Indiana in 2012, of whom 257,257 (89 percent) were Indiana resident drivers. Of these resident drivers, 251,615 (98 percent) were successfully matched against the Indiana Bureau of Motor Vehicles (BMV) traffic offense dataset and traffic offense data were returned for analysis. More than one-third of these drivers had a history of traffic offenses in the three years prior to the crash.

This fact sheet links data from the official Indiana crash outcomes repository with data on convictions for traffic offenses for specific drivers

involved in traffic crashes. In linking these data, policymakers, law enforcement officials, and researchers can gain a better understanding of how the history of driver behavior can be used to predict crash outcomes and the contributing factors to crashes. Traffic crash data come from the Automated Reporting Information Exchange System (ARIES), an electronic repository for all police-reported crashes in Indiana. Data on traffic offense convictions for drivers involved in police-reported crashes come from the Indiana Bureau of Motor Vehicles (BMV) traffic offense dataset. Driver-linked crashes occurring from 2009 through 2012 are used for this report. A driver is identified as having a "history of traffic offenses" if he or she was convicted of moving violations up to three years prior to the crash date.

In 2012, 92,260 of 251,615 (37%) Indiana resident drivers in crashes had a history of traffic offenses.



Among crash-involved drivers from 2009 to 2012:

- 37% had one or more prior traffic offenses
- Speeding, restraint use, and hit and run offenses were the most common
- Drivers ages 21 to 24 were the most likely age groups to have prior offenses
- Male drivers were more likely than female drivers to have prior offenses
- Male drivers were more likely than female drivers to have prior offenses for risky driving behaviors
- Drivers with serious (misdemeanor or felony) prior offenses were more likely to be involved in serious injury crashes than drivers with minor offenses (infractions)
- 18% of drivers with two or more prior OWI offenses were impaired in the crash
- 15% of drivers with prior offenses for *following too closely* were following too closely at the time of the crash, and those with priors were nearly 50% more likely to have been following too closely in the crash than those with no priors
- Drivers with more traffic offenses were involved in more collisions on average, and those with offenses for risky driving behaviors (e.g., aggressive driving and OWI) were involved in the most collisions





ABOUT THE DATA

Traffic crashes in Indiana involve one or more vehicle drivers, the majority of whom are Indiana residents (89 percent of all drivers involved in collisions from 2009 to 2012). For resident drivers, name, birth date, and driver license number were used to match records from the BMV database.¹ Among the approximately 257,000 resident drivers involved in crashes each year, nearly 99 percent were BMV-matched. For each driver with

matching records, traffic convictions for moving violations by specific offense type up to three years prior to the crash date were compiled. Using this timespan, 37 percent of all resident drivers involved in collisions between 2009 and 2012 had at least one traffic conviction prior to the crash and 26 percent had at least one conviction within one year of the crash date (Table 1).

Using traffic offense categories defined by the American Association of Motor Vehicle Administrators (AAMVA), Indiana drivers involved in

Table 1. Traffic offense history of drivers involved in Indiana crashes from 2009 to 2012

Driver attributes	2009	2010	2011	2012	2009-12
Drivers involved, by state of residence					
Indiana resident drivers	256,406	261,071	254,884	257,257	1,029,618
Drivers from other states	32,568	34,153	33,552	33,032	133,305
Total	288,974	295,224	288,436	290,289	1,162,923
% Indiana drivers	89%	88%	88%	89%	89%
Indiana drivers, by availability of traffic offense data					
Traffic offense data available	253,556	258,130	252,323	251,615	1,015,624
No data available	2,850	2,941	2,561	5,642	13,994
Total	256,406	261,071	254,884	257,257	1,029,618
% With traffic offense data available	99%	99%	99%	98%	99%
Indiana drivers with prior traffic offenses					
With traffic offenses in last 3 years	92,637	91,245	95,955	92,260	372,097
In last 2 years	83,187	87,016	82,969	78,537	331,709
In last year	67,830	69,972	64,531	59,797	262,130
% with traffic offenses in last 3 years	37%	35%	38%	37%	37%
% in last 2 years	33%	34%	33%	31%	33%
% in last year	27%	27%	26%	24%	26%

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Note: A relatively small number of drivers are involved in multiple collisions (each year and across years). For these drivers, their traffic offense history prior to each collision they are involved in is reviewed.

¹The IU Public Policy Institute and Center for Criminal Justice Research are subject to a strict confidentiality policy through Indiana University with respect to conducting research that includes individual information. All personally identifying data are stored on secured database servers and are used only for matching purposes. No individual information is ever published.

crashes from 2009 to 2012 had prior traffic offenses in 21 different categories. During this period, nearly 70 percent of all offenses were for *speeding, restraints and protective equipment violations, and hit and run (behaviors after accidents)*. In the three years prior to the crash, drivers involved in collisions in 2012 were convicted of more than 203,000 traffic offenses, down from 207,303 in 2011 but nearly 4 percent higher than the 2009 to 2011 average of just over 196,000 (Table 2). *Speeding, restraints and protec-*

tive equipment violations, and hit and run (behaviors after accidents) accounted for the largest number of offenses, but the greatest annual increase since 2009 was for *hit and run (behaviors after accidents)* (19 percent increase), *stopping, standing, parking/ unsafe vehicle condition* (17 percent increase), and *failure to yield, signal* (10 percent increase). In 2012, about 3 percent of prior offenses were alcohol- (*driving under the influence*) or drug-related (*other drug and alcohol*).

Table 2. Prior traffic offenses linked to Indiana drivers involved in crashes from 2009 to 2012

Prior offense	Count of prior offenses (past 3 years)				Percent 2012 total	Annual rate of change	
	2009	2010	2011	2012		2009-12	2011-12
Speeding	80,014	73,097	79,522	73,267	36.0%	-2.9%	-7.9%
Restraints and protective equipment violations	41,360	42,751	48,046	45,401	22.3%	3.2%	-5.5%
Hit and run (behaviors after accidents)	13,065	12,599	15,181	21,904	10.8%	18.8%	44.3%
Non-pointable violations	12,766	11,466	13,308	12,914	6.3%	0.4%	-3.0%
Failure to obey	10,146	9,557	10,851	10,309	5.1%	0.5%	-5.0%
Driving after withdrawal	6,696	6,043	6,986	7,151	3.5%	2.2%	2.4%
Driver license/vehicle reg. & title, miscellaneous duties	5,622	5,403	6,123	6,048	3.0%	2.5%	-1.2%
Driving under the influence	5,418	4,980	5,556	5,524	2.7%	0.6%	-0.6%
Failure to yield, signal	2,979	3,351	3,876	3,930	1.9%	9.7%	1.4%
Improper lane use, passing, turning	2,637	2,591	2,966	2,991	1.5%	4.3%	0.8%
Equipment violations	1,754	1,699	1,937	2,013	1.0%	4.7%	3.9%
Financial responsibility and insurance other than filing	1,306	1,132	1,312	1,567	0.8%	6.3%	19.4%
Following improperly	1,204	1,332	1,649	1,527	0.8%	8.2%	-7.4%
Other illegal or improper maneuvers	1,049	1,000	1,161	1,187	0.6%	4.2%	2.2%
Reckless, careless, negligent/aggressive driving	1,026	882	950	925	0.5%	-3.4%	-2.6%
Misrepresentations	800	671	767	821	0.4%	0.9%	7.0%
Stopping, standing, parking/unsafe vehicle condition	374	452	556	591	0.3%	16.5%	6.3%
Other drug and alcohol	1,043	789	793	565	0.3%	-18.5%	-28.8%
Vehicle use in prohibited actions	151	146	139	155	0.1%	0.9%	11.5%
Other speeding	39	27	35	30	0.0%	-8.4%	-14.3%
Other violations	6,534	5,733	5,589	4,686	2.3%	-10.5%	-16.2%
TOTAL	195,983	185,701	207,303	203,506	100.0%	1.3%	-1.8%

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes:

- 1) With the exception of *non-pointable violations*, an Indiana specific offense type, traffic offenses are grouped using offense groupings defined by the American Association of Motor Vehicle Administrators (AAMVA, see <https://doj.mt.gov/wp-content/uploads/mvacd.pdf>). Some related offense groups were combined to create broader groups.
- 2) Because a relatively small number of drivers are involved in more than one collision, prior offense counts include some double counts and thus the total number of offenses is slightly less than shown in Table 2.



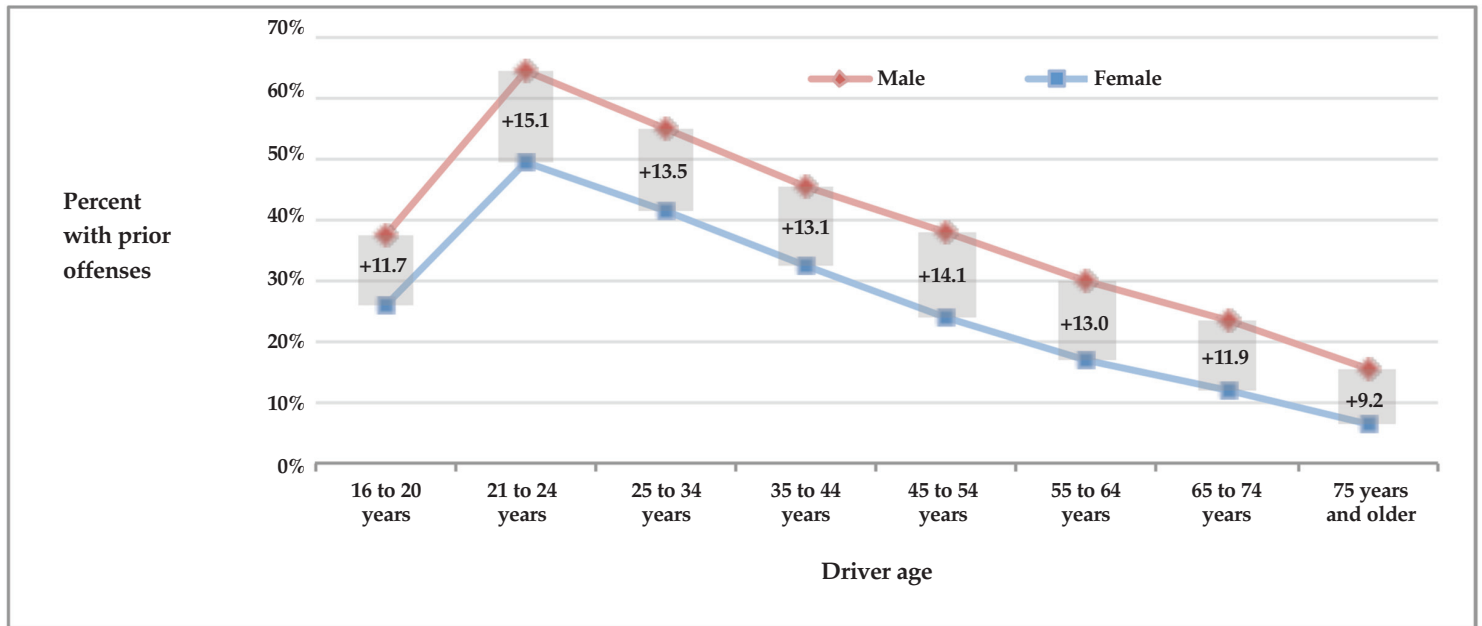
DRIVER CHARACTERISTICS

The relationship between driver age and gender and crash outcomes is well documented. Younger drivers and male drivers have higher rates of involvement in collisions than older drivers and female drivers (NHTSA, 1993; NHTSA, 2008). Comparatively higher rates of involvement among younger drivers are believed to be the result of less driving experience and riskier driving behaviors, such as speeding, alcohol use, and aggressive driving (NHTSA, 1993; NHTSA, 2008; Elander, West, & French,

1993). A review of traffic offense histories—which tend to reflect driver experience and driver behavior—for Indiana resident drivers in crashes supports these earlier findings.

Specifically, younger drivers and male drivers (young male drivers, especially) are more likely to have had one or more traffic convictions prior to the crash date than older drivers and female drivers (Figure 1). Overall, 42 percent of male drivers and 30 percent of female drivers in Indiana crashes had prior convictions. Among drivers 21 to 24 years of age, 64 percent of male drivers and 49 percent of female drivers had prior traffic convictions.

Figure 1. Percent of drivers in crashes from 2009 to 2012 with prior traffic offenses, by age and gender



Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes:

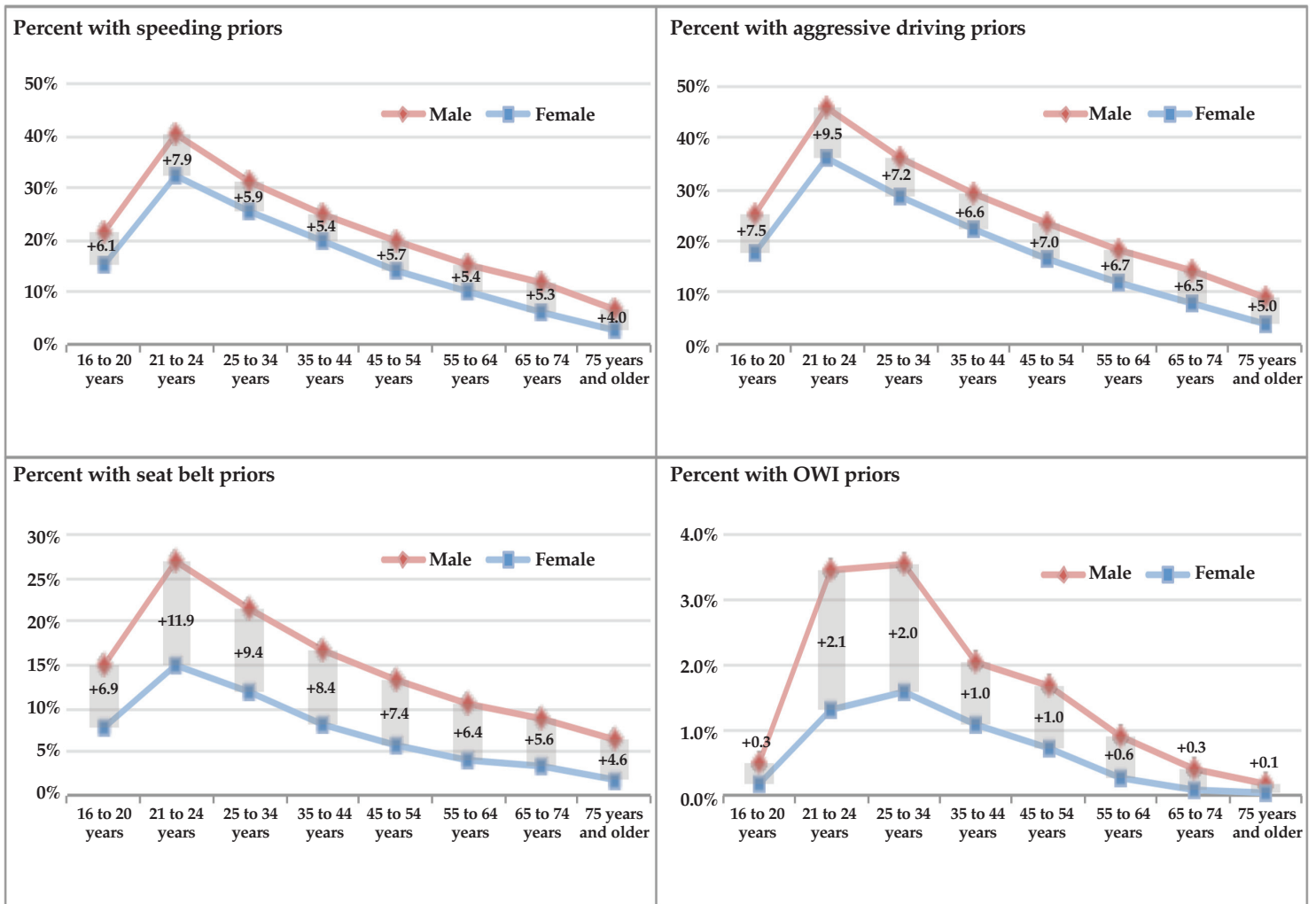
- 1) Includes drivers where age and gender were known.
- 2) Driver age is based on the age of the driver at the time of collision.
- 3) All rate differences (between male and female and by age) are significant at $p < 0.001$.

tions. Additionally, younger drivers and male drivers were more likely to have had prior convictions for serious (misdemeanor or felony) offenses. Ten percent of male drivers with prior convictions were for serious offenses compared to seven percent for female drivers (not shown). All rate differences (between male and female and by age) are significant at $p < 0.001$.

Considering specific traffic offenses, younger drivers and male drivers are also more likely to have prior offenses for risky driving behaviors

(Figure 2). For example, 24 percent of male drivers involved in crashes had prior convictions for *speeding* compared to 18 percent of female drivers. Males were also more likely than females to have prior convictions for *aggressive driving* offenses (28 versus 21 percent), *seat belt violations* (16 versus 8 percent), and *operating while intoxicated* (2 versus 1 percent). For each offense, younger drivers were more likely to have prior convictions than older drivers. All rate differences are significant at $p < 0.001$.

Figure 2. Percent of drivers in crashes from 2009 to 2012 with prior traffic offenses, by age, gender, and offense type



Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

- Notes:
- 1) Includes drivers where age and gender was known.
 - 2) Driver age is based on the age of the driver at the time of collision.
 - 3) *Aggressive driving* includes offenses in the following AAMVA groups: *following improperly; failure to obey; failure to yield; improper lane or location; improper turns; miscellaneous maneuvers; passing; reckless, careless, or negligent driving; speeding; speeding excess in miles per hour.*
 - 4) All rate differences (between male and female and by age) are significant at $p < 0.001$.



CRASH RISKS

Drivers in more serious injury crashes are more likely to have had prior traffic offenses than drivers in less serious crashes, and their offenses are more likely to have been serious offenses. From 2009 to 2012, 43 percent of drivers in fatal crashes had prior convictions, compared to 39 percent of drivers in non-fatal injury crashes and 36 percent of drivers in crashes involving property damage only (Table 3).

Among drivers involved in fatal injury crashes and who had prior convictions, 16 percent had convictions for serious traffic offenses, compared to

11 percent in non-fatal injury crashes and 8 percent in crashes involving property damage only. Drivers with a history of convictions for more serious traffic offenses are more likely to be involved in serious injury crashes. For those drivers with no traffic convictions in the three years prior to the crash, 1.7 percent were in crashes with serious bodily injury (Figure 3). For drivers with felony convictions, the chances of being involved in serious injury crashes increases to 5.4 percent, or about one in every 20 drivers. Rate differences between drivers with and without prior convictions are significant at $p < 0.001$.

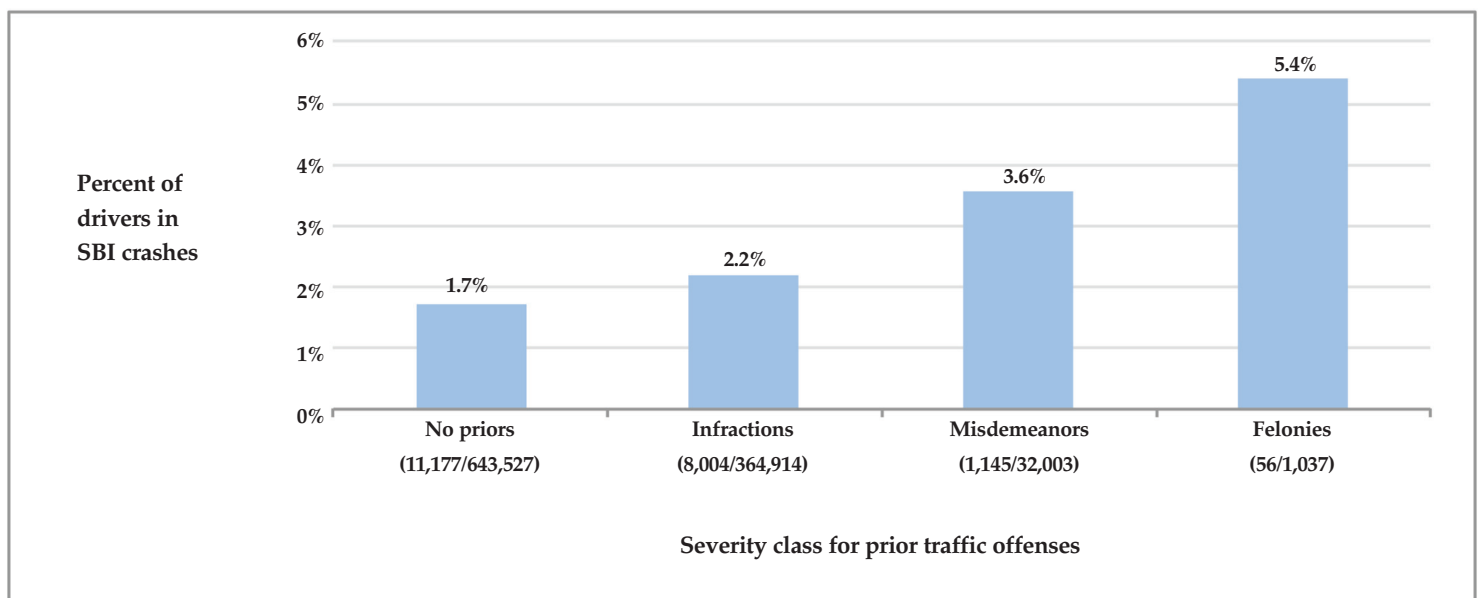
Table 3. Traffic offense history of Indiana drivers in crashes from 2009 to 2012, by crash severity

Crash severity/driver history	2009	2010	2011	2012	2009-12
Drivers in fatal injury crashes	815	920	809	874	3,418
With any priors	346	375	358	405	1,484
With serious (misdemeanor or felony) priors	59	41	60	71	231
% with any priors	42%	41%	44%	46%	43%
Serious priors as % with any	17%	11%	17%	18%	16%
Drivers in non-fatal injury crashes	50,311	51,422	49,438	50,761	201,932
With any priors	19,378	19,257	19,887	19,919	78,441
With serious (misdemeanor or felony) priors	2,089	1,919	2,119	2,151	8,278
% with any priors	39%	37%	40%	39%	39%
Serious priors as % with any	11%	10%	11%	11%	11%
Drivers in property damage only crashes	202,430	205,788	202,076	199,980	810,274
With any priors	72,913	71,613	75,710	71,936	292,172
With serious (misdemeanor or felony) priors	6,300	5,629	6,221	5,954	24,104
% with any priors	36%	35%	37%	36%	36%
Serious priors as % with any	9%	8%	8%	8%	8%

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Note: Moving traffic offenses are defined by Title 9 of Indiana code (see <http://www.in.gov/legislative/ic/code/title9/>). Infractions are less severe offenses, misdemeanors and felonies are more severe.

Figure 3. Percent of Indiana drivers in serious bodily injury (SBI) crashes from 2009 to 2012, by severity of prior traffic offenses



Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes:

- 1) Moving traffic offenses are defined by Title 9 of Indiana code (see <http://www.in.gov/legislative/ic/code/title9/>). Infractions are less severe offenses, misdemeanors and felonies are more severe.
- 2) Rate differences between drivers with and without prior convictions are significant at $p < 0.001$.
- 3) Drivers with offenses in multiple severity classes are counted in each class for which they have an offense.

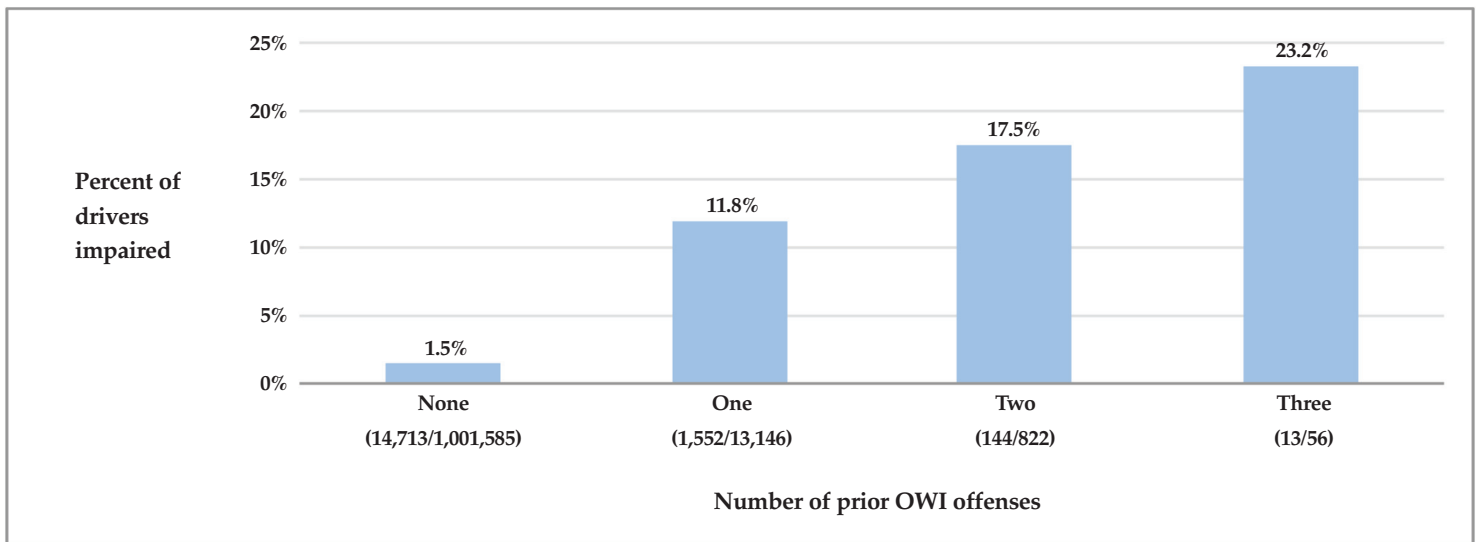
RECIDIVISM FOR SPECIFIC DRIVING BEHAVIORS

Many drivers with prior convictions for specific traffic offenses (e.g., *speeding, operating while intoxicated, aggressive driving*) are reported to have been engaged in those same behaviors at the time of collision (i.e., to recidivate). Drinking and driving is one such example. From 2009 to 2012, 12 percent of crash-involved drivers with one OWI conviction in the last three years were impaired (blood alcohol concentration of 0.08 grams per deciliter or higher) at the time of the crash, compared to 2 percent of those with no prior convictions (Figure 4). Drivers with two previous OWI

convictions were impaired 18 percent of the time and those with three previous convictions were impaired 23 percent of the time. These differences are significant at $p < 0.001$.

Quantifying the impact of OWI recidivism on crash-related injuries shows a non-trivial number of injuries are linked to recidivating drivers. Of the 7,097 injuries in crashes involving an impaired Indiana driver from 2009 to 2012, 823 or 12 percent were in crashes where the impaired driver had a prior OWI conviction (Table 4). Nine percent of fatalities in crashes involving an impaired Indiana driver were in crashes where the impaired driver had a prior OWI.

Figure 4. Percent of Indiana drivers in crashes from 2009 to 2012 that were alcohol-impaired, by number of prior OWI offenses



Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Note: Rate differences between drivers with and without prior convictions are significant at $p < 0.001$.

Table 4. Injuries in crashes involving an alcohol-impaired driver, by prior OWI offenses, 2009-2012

Injury status	2009	2010	2011	2012	2009-12
Injuries in crashes involving an impaired driver					
Fatalities	126	135	140	158	559
Incapacitating injuries	153	264	225	241	883
Non-incapacitating injuries	1,496	1,819	1,751	1,774	6,840
Total	1,775	2,218	2,116	2,173	8,282
Injuries in crashes where impaired driver was an Indiana resident					
Fatalities	115	114	112	136	477
Incapacitating injuries	135	220	192	210	757
Non-incapacitating injuries	1,283	1,540	1,515	1,525	5,863
Total	1,533	1,874	1,819	1,871	7,097
Injuries in crashes where impaired driver was an Indiana resident and had prior OWI offenses					
Fatalities	7	9	11	16	43
Incapacitating injuries	11	22	16	31	80
Non-incapacitating injuries	147	192	182	179	700
Total	165	223	209	226	823
Percent of injuries in crashes where impaired driver was an Indiana resident and had prior OWI offenses					
Fatalities	6.1%	7.9%	9.8%	11.8%	9.0%
Incapacitating injuries	8.1%	10.0%	8.3%	14.8%	10.6%
Non-incapacitating injuries	11.5%	12.5%	12.0%	11.7%	11.9%
Total	10.8%	11.9%	11.5%	12.1%	11.6%

Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

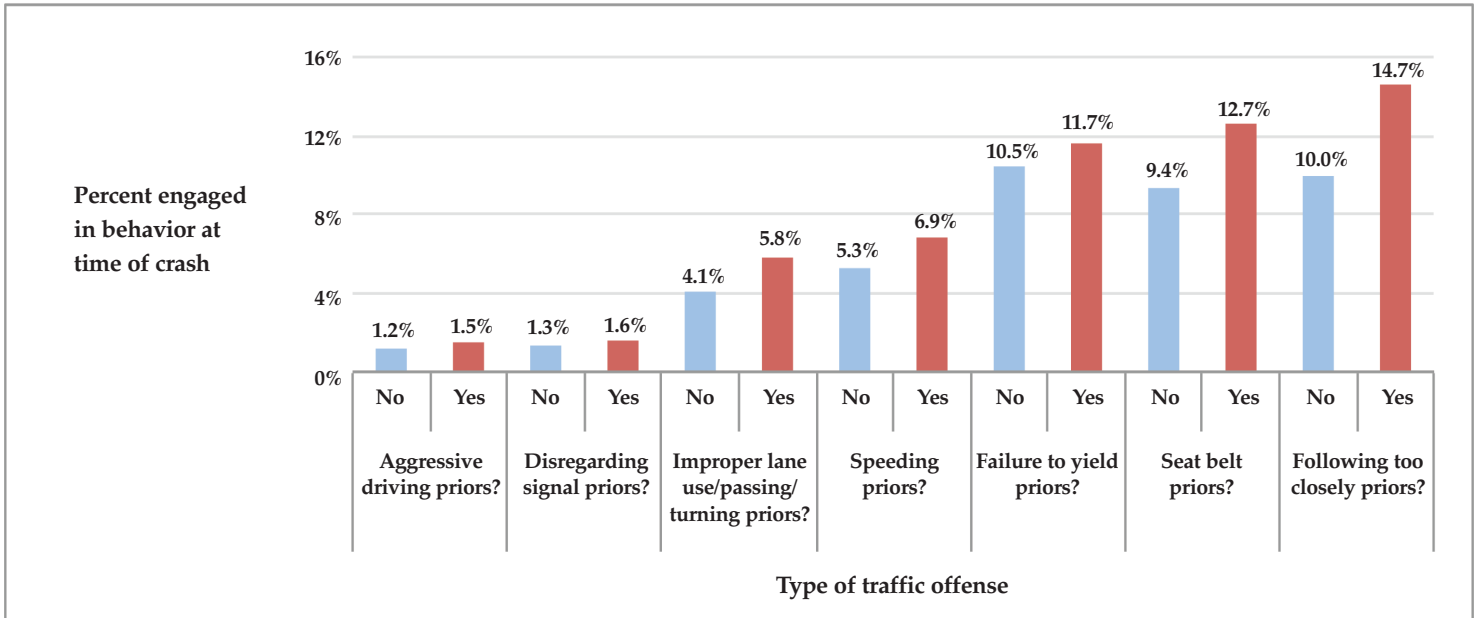


RECIDIVISM FOR SPECIFIC DRIVING BEHAVIORS (CONTINUED)

In addition to *OWI*, recidivism is apparent for a variety of other driver behaviors. For drivers involved in crashes from 2009 to 2012, recidivism rates were highest for *failure to yield*, *seat belt* violations, and *following too closely* (Figure 5). Nearly 15 percent of crash-involved drivers with prior convictions for *following too closely* were reported to have been following

too closely at the time of the crash, compared to 10 percent of drivers with no prior convictions for this behavior. Similarly, 13 percent of drivers with prior *seat belt* violations were unrestrained at the time of the crash, compared to 9 percent of those with no prior violations. Regardless of behavior, drivers with a history of convictions for specific behaviors are more likely to have been engaged in those behaviors at the time of the crash than those without a history. All rate differences are significant at $p < 0.01$ or less.

Figure 5. Percent of drivers engaged in specific driving behaviors at the time of crash, by presence of selected prior traffic offenses, 2009-2012



Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes:

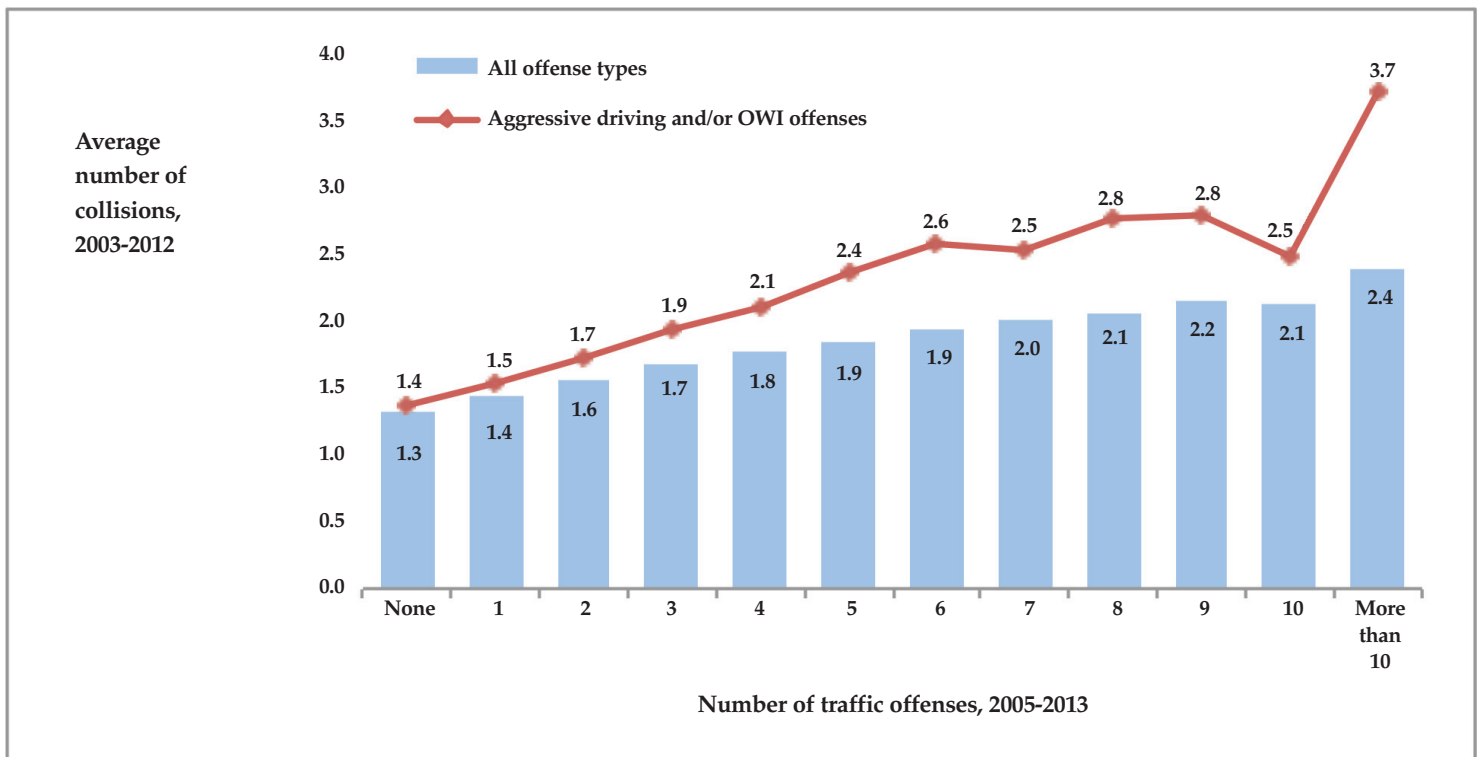
- 1) Traffic offenses are grouped using offense groupings defined by the AAMVA (see <https://doj.mt.gov/wp-content/uploads/mvacd.pdf>).
- 2) Aggressive driving includes offenses in the following AAMVA groups: *following improperly; failure to obey; failure to yield; improper lane or location; improper turns; miscellaneous maneuvers; passing; reckless, careless, or negligent driving; speeding; speeding excess in miles per hour.*
- 3) Rate differences between drivers with and without prior convictions are significant at $p < 0.01$.

FREQUENCY OF CRASH INVOLVEMENT FOR DRIVERS WITH AND WITHOUT TRAFFIC CONVICTIONS

A review of collision involvement relative to traffic offenses suggests that drivers with more traffic offenses are involved in more collisions on average, and those with convictions for risky driving behaviors (e.g., *aggressive driving* and *OWI*) are involved in the most collisions. For individual drivers between the ages of 24 and 109 (based on driver license number) involved in collisions in 2012, counts of collisions between 2003 and 2012 and counts of traffic offenses between August 2005 (earliest available)

and April 2013 were tabulated. A minimum age of 24 was used to ensure each driver was old enough to drive in 2003 and thus had the same period of exposure to possible collision events.² Drivers with no traffic offenses from 2005 to 2013 were involved in 1.3 collisions on average from 2003 to 2012 (Figure 6). Conversely, drivers with more than 10 traffic offenses were involved in 2.4 collisions on average, nearly twice as many. Drivers with more than 10 *aggressive driving* and/or *OWI* offenses were involved in 3.7 collisions on average from 2003 to 2012, nearly three times as many as those with none. Regardless of the number of traffic offenses, drivers with *aggressive driving* and/or *OWI* offenses were involved in more collisions on average than drivers with any type of traffic offense.

Figure 6. Average number of collisions linked to drivers in 2012 collisions, by number of traffic offenses and offense type



Sources: Indiana State Police; Indiana Bureau of Motor Vehicles

Notes:

- 1) Collision and traffic offense counts were tallied for individual drivers (based on driver license number) involved in collisions in 2012 who were between the ages of 24 and 109.
- 2) *Aggressive driving* includes offenses in the following AAMVA groups: *following improperly; failure to obey; failure to yield; improper lane or location; improper turns; miscellaneous maneuvers; passing; reckless, careless, or negligent driving; speeding; speeding excess in miles per hour.*
- 3) *Number of traffic offenses* includes offenses committed from August 2005 to April 2013.
- 4) *Average number of collisions* is calculated for the period 2003 to 2012.

²This analysis does not account for differences in driving habits—particularly, differences in vehicle miles travelled—which affects exposure to collision events.



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 2009 to 2012, it is calculated as $(\text{Value in 2012} / \text{Value in 2009})^{1/3} - 1$.

Non-fatal injury crash defined as a crash with at least one incapacitating or non-incapacitating injury.

Serious bodily injury (SBI) crash defined as a crash with at least one fatality or incapacitating injury.

REFERENCE

Elander, J., West, R., & French, D. (1993). *Behavior correlates of individual differences in road-traffic crash risk: An examination of methods and findings. Psychological Bulletin, 113*(2), 279-294.

National Highway Traffic Safety Administration. (2008). *Teen driver crashes: a report to Congress, July 2008* (DOT HS 811 005). Washington, DC: National Highway Traffic Safety Administration.

National Highway Traffic Safety Administration. (1993). *Addressing the safety issues related to younger and older drivers: a report to Congress on the research agenda of the National Highway Traffic Safety Administration, January 19, 1993*. Washington, DC: US Department of Transportation.

DATA SOURCES

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 19, 2013

Indiana Bureau of Motor Vehicles, as of April 19, 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.



CENTER FOR
CRIMINAL JUSTICE RESEARCH



INDIANA UNIVERSITY PUBLIC POLICY INSTITUTE



SCHOOL OF PUBLIC AND
ENVIRONMENTAL AFFAIRS

INDIANA UNIVERSITY
IUPUI

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.

Author: Bill Newby