

INDIANA TRAFFIC SAFETY FACTS

July 2007



LARGE TRUCKS²⁰⁰⁶

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 Urban Policy and the Environment is collaborating with the Indiana Criminal Justice Institute to analyze data from the Vehicle Crash Records System database, maintained by the Indiana State Police. Research findings will be summarized in a series of Fact Sheets on various aspects of traffic accidents, including alcohol-related crashes, light trucks, large trucks, speeding, children, motorcycles, occupant protection, and young drivers. Additional briefs will provide information on county and municipality data. Portions of the content in these reports are based on guidelines provided by the U.S. National Highway Traffic Safety Administration (NHTSA). These Fact Sheets, combined with an annual Indiana Crash Fact Book, serve as the analytical foundation of traffic safety program planning and design in Indiana.



Large truck collisions accounted for one in six Indiana traffic fatalities in 2006. Over 70 percent of these fatalities occurred in multiple vehicle collisions where the victim was an occupant of another vehicle. In 2006, 123 fatal traffic collisions involving large trucks occurred in Indiana, and 145 people were killed in these collisions (see Table 1). This fact sheet summarizes data trends on traffic collisions involving large trucks at the national and regional levels between 2000 and 2005, and at the state level between 2003 and 2006. Indiana data are taken from the Indiana State Police Vehicle Crash Records System (VCRS) unless otherwise noted.¹

NATIONAL OVERVIEW

National research demonstrates that people in passenger vehicles are especially vulnerable in collisions with large trucks because of the great difference in weight between cars and large trucks.² Large trucks often take at least twice the distance to stop from highway speeds on dry roads than do passenger vehicles, with an even greater disparity in stop distances on wet roads.³ A recent study by the National Highway Traffic Safety Administration (NHTSA) found that, in 2005, one out of eight U.S. traffic fatalities occurred in collisions involving large trucks (defined by NHTSA as a vehicle with a gross vehicle weight rating (GVWR) greater than 10,000 pounds).⁴ According to NHTSA, in 2005:

- 442,000 large trucks were involved in U.S. traffic collisions,
- 4,932 large trucks were involved in fatal collisions throughout the United States, representing 8 percent of all vehicles involved in fatal collisions,
- 5,212 people were killed in U.S. traffic collisions involving large trucks, representing 12 percent of all 2005 U.S. traffic fatalities, and,
- 76 percent of fatalities occurring in collisions involving large trucks were occupants of a vehicle struck by a large truck.

¹VCRS is now the Automated Reporting Information Exchange System (ARIES), incorporating other types of information related to traffic collisions. Data for this fact sheet were extracted as of April 9, 2007.

²Advocates for Highway and Auto Safety, *Fact Sheet: The Dangers of Large Trucks*, September 2005.

³Transportation Research Board Truck and Bus Safety Committee, National Research Council, *The Domain of Truck and Bus Safety Research*, May 2007, E-C117.

⁴National Center for Statistics and Analysis, National Highway Traffic Safety Administration, *Traffic Safety Facts: Large Trucks (2005 data)* DOT HS 810 619.



Table 1: Indiana Large Truck Fatal Collisions and Fatalities

	2003	2004	2005	2006
Large Truck Fatal Collisions	148	150	132	123
Total Fatal Collisions	755	857	855	814
Large Trucks as Percentage of Total Fatal Collisions	19.6%	17.5%	15.4%	15.1%
Fatalities Occurring in Large Truck Collisions	161	169	147	145
Total Fatalities	835	947	938	896
Percentage of Total Fatalities Occurring in Large Truck Collisions	19.3%	17.8%	15.7%	16.2%

Source: Indiana State Police Vehicle Crash Records System, extract dated April 9, 2007.

INDIANA OVERVIEW

Table 1 illustrates that both the number of fatal collisions and the number of fatalities involving large trucks have decreased

Table 2: Individuals Injured or Killed in Indiana Traffic Collisions Involving Large Trucks by Injury Status and Person Type, 2006

	Count	Percentage
Fatalities		
Occupant of Large Truck	31	21.4%
Occupant of Other Vehicle	104	71.7%
Non-motorist (Pedestrians, Pedalcyclists)	10	6.9%
Total	145	
Incapacitating Injuries		
Occupant of Large Truck	52	21.7%
Occupant of Other Vehicle	181	75.4%
Non-motorist (Pedestrians, Pedalcyclists)	7	2.9%
Total	240	
Non-incapacitating Injuries		
Occupant of Large Truck	678	32.2%
Occupant of Other Vehicle	1,404	66.7%
Non-motorist (Pedestrians, Pedalcyclists)	23	1.1%
Total	2,105	
Total Injuries		
Occupant of Large Truck	761	30.6%
Occupant of Other Vehicle	1,689	67.8%
Non-motorist (Pedestrians, Pedalcyclists)	40	1.6%
Total	2,490	

Note: Non-incapacitating injuries include those reported as both non-incapacitating and possible.

Source: Indiana State Police Vehicle Crash Records System, extract dated April 9, 2007.

since 2004. In 2003, nearly 20 percent (161) of Indiana traffic fatalities occurred in collisions involving large trucks, compared to just over 16 percent (145) in 2006. In 2006, 2,490 people were killed or injured in Indiana traffic collisions involving large trucks.⁵ In addition to 145 fatalities, 240 of the 2,490 were reported as incapacitating injuries, and 2,105 were non-incapacitating injuries (Table 2). Nearly 72 percent of fatal injuries and over 75 percent of incapacitating injuries occurred in multiple vehicle collisions where the victims were occupants of another vehicle.

GEOGRAPHY OF INDIANA LARGE TRUCK TRAFFIC INJURIES AND FATALITIES

Indiana data suggest that a large majority of Indiana fatal collisions involving large trucks occur in rural areas. As shown in Table 3, the distribution of injuries and fatalities by location type remained relatively consistent during this time period, with 74 percent of 2006 fatal collisions involving large trucks occurring in rural areas. These numbers are higher than the latest national statistics (2005) where 61 percent of all fatal collisions involving large trucks occurred in rural areas.⁶ When looking closer at large truck traffic injuries by county, data indicate that large truck injuries were more likely to occur in predominantly rural counties. Map 1 illustrates the large truck traffic collision injury/fatality rates by county

Table 3: Indiana Large Truck Fatal Collisions by Location Type

Locality	2003		2004		2005		2006	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Rural	113	76.4%	116	77.3%	99	75.0%	91	74.0%
Urban	35	23.6%	34	22.7%	33	25.0%	32	26.0%
Total	148		150		132		123	

Source: Indiana State Police Vehicle Crash Records System, extract dated April 9, 2007.

⁵Indiana VCRS data are presented defining large trucks as any vehicle coded as: 1) truck (single 2 axle, 6 tires), 2) truck (single 3 or more axles), 3) truck/trailer (not semi), 4) tractor/one semi trailer, 5) tractor/double trailer, 6) tractor/triple trailer, 7) tractor (cab only, no trailer), or 8) pickup truck with GVWR greater than 10,000 pounds.

⁶DOT HS 810 619.



in Indiana. In 2006, the mean number of traffic injuries per 10,000 county residents (traffic injury rate) was 4.6. Twenty-three counties had a traffic injury rate greater than six per 10,000, all of which are largely rural. Thirteen counties had a traffic injury rate of less than two per 10,000 county residents.

RESTRAINT USAGE

Table 4 depicts the number and percentage of people injured or killed in Indiana traffic collisions involving large trucks by injury status and restraint usage. In 2006, among those who were wearing restraints, 3.4 percent of occupants injured in large truck collisions were killed, and 7.2 percent incurred an incapacitating injury. Among injured individuals in large truck collisions who were not wearing restraints, 12.9 percent were fatally injured, and nearly 20 percent incurred an incapacitating injury. Given restraint use, individuals were nearly 3.8 times more likely to be killed in a traffic collision involving a large truck and 2.7 times more likely to suffer incapacitating injuries if they were not wearing the proper safety restraint.

CONTRIBUTING FACTORS TO INDIANA LARGE TRUCK COLLISIONS

Many issues are reported as contributing factors in Indiana large truck collisions. Table 5 illustrates the primary contributing factors

to both fatal and nonfatal collisions involving large trucks in 2006, grouped by driver, vehicle, and environmental factors. Consistent with national findings,⁷ most Indiana large truck collisions (both fatal and nonfatal) were attributed to driver factors defined by subcategories including driving while impaired, driving while distracted, and errant/risky driving. While a majority (118 of 123 fatal collisions and 11,123 of 12,671 nonfatal collisions) were attributed to driver factors, approximately 42 percent of fatal collisions caused primarily by driver factors were attributed to a driver of a large truck. Sixty-eight percent of nonfatal collisions caused by driver factors were attributed to a driver of a large truck. A large majority of collisions caused by both vehicle and environmental factors were attributed primarily to large trucks.

"In 2005, one out of eight U.S. traffic fatalities occurred in collisions involving large trucks."

ALCOHOL

NHTSA reports that, in 2005, one percent of drivers of large trucks in U.S. fatal collisions had blood alcohol concentration (BAC) levels above .08 grams per deciliter (g/dL).⁸ This percentage is much higher for drivers of other vehicles involved in fatal collisions. Twenty-two percent of drivers of passenger cars, 21 percent of light trucks, and 27 percent of motorcycles involved in U.S. fatal collisions had BAC levels above .08 g/dL. The fact that most large truck drivers are working and, therefore, subject to job-related

consequences to alcohol and drug use likely contributes to the lower rate of alcohol use among drivers of large trucks than drivers of other vehicles.

In Indiana, the percentage of injuries occurring in alcohol-related collisions involving large trucks fluctuated very little between 2003 and 2006. Table 6 lists injuries and fatalities occurring in Indiana large truck collisions involving alcohol. While

Table 4: Individuals Injured or Killed in Indiana Traffic Collisions Involving Large Trucks by Restraint Use (2006)*

Injury status	Restraint used?				Non-restraint risk factor**
	Yes		No		
	Count	%	Count	%	
Fatalities	64	3.4%	47	12.9%	3.79
Incapacitating	136	7.2%	71	19.5%	2.70
Non-incapacitating***	1,686	89.4%	247	67.7%	0.76
<i>Total</i>	<i>1,886</i>		<i>365</i>		

*Includes only individuals where restraint and injury status identified

**Defined as the ratio of percent of all injuries (restrained) to percent of all injuries (non-restrained).

***Non-incapacitating injuries include those reported as both non-incapacitating and possible.

Source: Indiana State Police Vehicle Crash Records System, extract dated April 9, 2007.

⁷U.S. Department of Transportation and Federal Motor Carrier Safety Administration, Report to Congress on the Large Truck Crash Causation Study, MC-R/MC-RRA, March 2006.

⁸DOT HS 810 619.

Table 5: Indiana Large Truck Collisions by Primary Contributing Factor, 2006

Primary factor	Fatal collisions			Non-fatal collisions			All collisions		
	Total	Number Attributed to Large Truck	% Attributed to Large Truck	Total	Number Attributed to Large Truck	% Attributed to Large Truck	Total	Number Attributed to Large Truck	% Attributed to Large Truck
Driver*	118	49	41.5%	11,123	7,567	68.0%	11,241	7,616	67.8%
Distracted	2	1	50.0%	424	255	60.1%	426	256	60.1%
Errant/risky driving	91	33	36.3%	8,101	5,352	66.1%	8,192	5,385	65.7%
Impaired	5	3	60.0%	278	98	35.3%	283	101	35.7%
Other	20	12	60.0%	2,209	1,774	80.3%	2,229	1,786	80.1%
Unknown	0	0	0.0%	6	0	0.0%	6	0	0.0%
Not a factor	0	0	0.0%	105	88	83.8%	105	88	83.8%
Vehicle**	2	2	100.0%	727	590	81.2%	729	592	81.2%
Contributing factor	1	1	100.0%	716	580	81.0%	717	581	81.0%
Not a factor	1	1	100.0%	11	10	90.9%	12	11	91.7%
Environment***	3	2	66.7%	821	714	87.0%	824	716	86.9%
Contributing factor	3	2	66.7%	811	706	87.1%	814	708	87.0%
Not a factor	0	0	0.0%	10	8	80.0%	10	8	80.0%
Total	123	53	43.1%	12,671	8,871	70.0%	12,794	8,924	69.8%

*Driver factors grouped accordingly:

- 'Impaired' 'Alcoholic beverages', 'Driver Asleep or Fatigued', 'Driver Illness', 'Illegal Drugs', 'Prescription Drugs'
- 'Distracted' 'Cell Phone Usage', 'Driver Distracted (Explained in Narrative)', 'Other Telematics in Use', 'Passenger Distraction'
- 'Errant/risky driving' 'Disregard Signal/Reg Sign', 'Failure to Yield Right of Way', 'Following Too Closely', 'Improper Lane Usage', 'Improper Passing', 'Improper Turning', 'Ran Off Road Left', 'Ran Off Road Right', 'Speed too Fast for Weather Conditions', 'Unsafe Backing', 'Unsafe Speed', 'Wrong Way on One Way', 'Jackknifing', 'Left of Center', 'Overcorrecting/Oversteering'
- 'Other' 'Pedestrian Action', 'Violation of License Restriction', 'Other (Explained in Narrative)'
- 'Not a factor' None (driver not a factor)

**Vehicle factors include: 'Accelerator Failure', 'Brake Failure', 'Engine Failure', 'Headlight Defective or Not On', 'Insecure/Leaky Load', 'Other Lights Defective', 'Oversize/Overweight Load', 'Steering Failure', 'Tire Failure or Defective', 'Tow Hitch Failure', 'Window/Windshield Defective'

***Environmental factors include: 'Animal on Roadway', 'Glare', 'Holes/Ruts in Surface', 'Lane Marking Obscured', 'Obstruction Not Marked', 'Road Under Construction', 'Roadway Surface Condition', 'Severe Crosswinds', 'Shoulder Defective', 'Traffic Control Problem', 'Utility Work', 'View Obstructed'

Source: Indiana State Police Vehicle Crash Records System, extract dated April 9, 2007.

Table 6: Injuries and Fatalities Occurring in Indiana Alcohol-Related Traffic Collisions Involving Large Trucks*

	2003			2004			2005			2006		
	Alcohol-Related	Total	Alcohol-Related as Percent of Total	Alcohol-Related	Total	Alcohol-Related as Percent of Total	Alcohol-Related	Total	Alcohol-Related as Percent of Total	Alcohol-Related	Total	Alcohol-Related as Percent of Total
Fatality	22	161	13.7%	21	169	12.4%	25	147	17.0%	18	145	12.4%
Incapacitating	32	315	10.2%	36	351	10.3%	34	293	11.6%	27	240	11.3%
Non-incapacitating**	194	3,095	6.3%	192	3,591	5.3%	203	3,289	6.2%	117	2,105	5.6%
<i>Total</i>	<i>248</i>	<i>3,571</i>	<i>6.9%</i>	<i>249</i>	<i>4,111</i>	<i>6.1%</i>	<i>262</i>	<i>3,729</i>	<i>7.0%</i>	<i>162</i>	<i>2,490</i>	<i>6.5%</i>

*A collision is identified as alcohol related if any vehicle driver or non-motorist (pedestrian, bicycles) involved the collision has a measurable blood-alcohol content (BAC) result or appears to have been drinking, if alcoholic beverages are listed as contributing or primary factors in the collision, or if an Operating While Intoxicated (OWI) citation is issued to a driver.

**Non-incapacitating injuries include those reported as both non-incapacitating and possible.

Source: Indiana State Police Vehicle Crash Records System, extract dated April 9, 2007.



Table 7: Drivers Involved in Indiana Large Truck Collisions and Consuming Alcoholic Beverages*

Vehicle Type	2003			2004			2005			2006		
	Drivers Who Had Been Drinking	Total Drivers	Drinking Drivers as Percent of Total	Drivers Who Had Been Drinking	Total Drivers	Drinking Drivers as Percent of Total	Drivers Who Had Been Drinking	Total Drivers	Drinking Drivers as Percent of Total	Drivers Who Had Been Drinking	Total Drivers	Drinking Drivers as Percent of Total
Large Truck	271	15,808	1.7%	203	16,268	1.2%	191	15,658	1.2%	119	12,793	0.9%
Other	353	10,625	3.3%	373	10,970	3.4%	376	10,303	3.6%	271	8,205	3.3%
Total Vehicles	624	26,433	2.4%	576	27,238	2.1%	567	25,961	2.2%	390	20,998	1.9%
Large Trucks as Percent of Total	43.4%	59.8%		35.2%	59.7%		33.7%	60.3%		30.5%	60.9%	

*A driver is listed as having 'had been drinking' when the particular driver or vehicle being driven meets any one of the criteria listed in the definition of 'alcohol-related', as described in Table 6.

Source: Indiana State Police Vehicle Crash Records System, extract dated April 9, 2007.

only 6.5 percent of total injuries occurring in large truck collisions were alcohol-related in 2006, over 12 percent of fatalities and 11 percent of incapacitating injuries among people in a collision involving a large truck were alcohol related.

As noted above, national statistics suggest that drivers of other vehicles are more likely to consume alcohol while driving than drivers of large trucks. Indiana data tend to corroborate this finding. Table 7 summarizes the involvement and alcohol use of drivers involved in Indiana large truck collisions between 2003 and 2006. In 2006, just less than one percent of large truck drivers involved in Indiana traffic collisions were reported as drinking while driving. This number has been declining slightly since 2003. Over 3 percent of drivers of other vehicles in collisions involving large trucks had been drinking while driving. Among all drivers involved in large truck collisions

who had been drinking, the percentage of large truck drivers has been declining steadily from over 43 percent in 2003 to less than 31 percent in 2006.

GREAT LAKES REGIONAL COMPARISON

Table 8 summarizes fatalities occurring in large truck collisions by state between 2000 and 2005. When comparing Indiana traffic fatalities occurring in large truck collisions to those in the other five states in the Great Lakes Region (defined as Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin), Indiana ranks the highest each year in the percentage of total traffic fatalities occurring in large truck collisions. In 2005, the percentage of Indiana traffic fatalities occurring in large truck collisions (14.7 percent) was only slightly higher than Illinois (14 percent). Michigan ranked lowest in the Great Lakes Region at 9.8 percent. The percentage of traffic fatalities occurring in large

Table 8: Fatalities in Collisions Involving Large Trucks - Great Lakes Region (2000-2005)

	2000			2001			2002			2003			2004			2005		
	Fatalities in Large Truck Collisions	Total Traffic Fatalities	Large Trucks as Percent of Total Fatalities	Fatalities in Large Truck Collisions	Total Traffic Fatalities	Large Trucks as Percent of Total Fatalities	Fatalities in Large Truck Collisions	Total Traffic Fatalities	Large Trucks as Percent of Total Fatalities	Fatalities in Large Truck Collisions	Total Traffic Fatalities	Large Trucks as Percent of Total Fatalities	Fatalities in Large Truck Collisions	Total Traffic Fatalities	Large Trucks as Percent of Total Fatalities	Fatalities in Large Truck Collisions	Total Traffic Fatalities	Large Trucks as Percent of Total Fatalities
Illinois	173	1,418	12.2%	200	1,414	14.1%	156	1,420	11.0%	194	1,454	13.3%	158	1,355	11.7%	191	1,361	14.0%
Indiana	163	886	18.4%	135	909	14.9%	131	792	16.5%	156	833	18.7%	157	947	16.6%	138	938	14.7%
Michigan	156	1,382	11.3%	122	1,328	9.2%	135	1,277	10.6%	117	1,283	9.1%	118	1,159	10.2%	111	1,129	9.8%
Minnesota	89	625	14.2%	64	568	11.3%	86	657	13.1%	68	655	10.4%	74	567	13.1%	69	559	12.3%
Ohio	189	1,366	13.8%	168	1,378	12.2%	203	1,418	14.3%	151	1,274	11.9%	190	1,286	14.8%	177	1,323	13.4%
Wisconsin	97	799	12.1%	108	763	14.2%	109	803	13.6%	101	848	11.9%	107	792	13.5%	87	815	10.7%
Great Lakes	867	6,476	13.4%	797	6,360	12.5%	820	6,367	12.9%	787	6,347	12.4%	804	6,106	13.2%	773	6,125	12.6%
U.S. Total	5,282	41,945	12.6%	5,111	42,196	12.1%	4,939	43,005	11.5%	5,036	42,884	11.7%	5,235	42,836	12.2%	5,212	43,443	12.0%

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

Note: 2006 FARS data not available as of the date of this publication.

truck collisions for the Great Lakes Region and U.S. were comparable at 12.6 percent and 12 percent respectively.

Figure 1 illustrates that, overall, the percentage of Indiana traffic fatalities occurring in large truck collisions was higher than that of both the Great Lakes Region and the U.S. between 2000 and 2005. While this percentage of large truck fatalities has fluctuated in Indiana and has been decreasing since 2003, both the Great Lakes and U.S. percentages have remained relatively static during this same time period.

SAFETY STANDARDS AND COMPLIANCE

The Federal Motor Carrier Safety Administration (FMCSA) and the state agencies that administer the Motor Carrier Safety Assistance Program (MCSAP) program, the Commercial Vehicle Safety Alliance (CVSA), state and local law enforcement agencies, and state driver licensing agencies all participate in various commercial vehicle enforcement and compliance activities including:

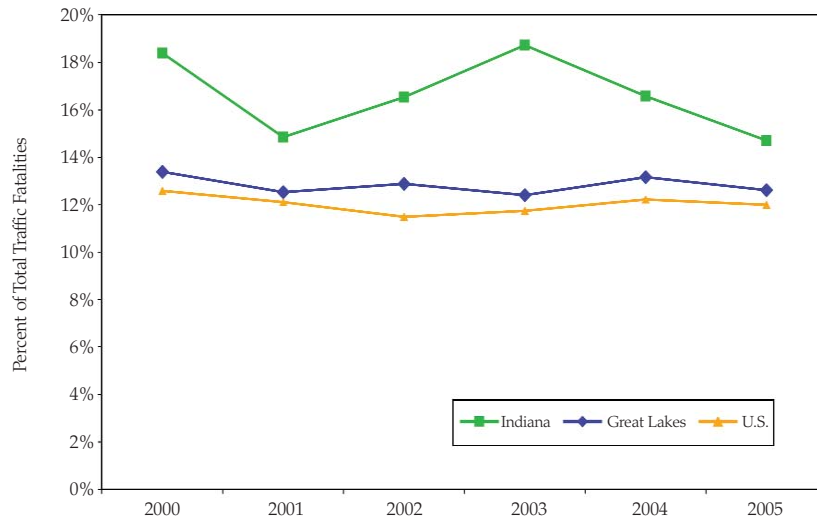
- conducting roadside inspections;
- traffic enforcement (including moving violations such as following too close, speeding, and reckless driving), violations related to the use or possession of alcohol or drugs, and other traffic violations (e.g., size and weight violations, failure to use hazard warning flashers);
- drug and alcohol testing; and,
- implementation and management of a commercial drivers licensing program that places requirements on the commercial vehicle driver, motor carriers, and the states.

These activities combine to improve large truck and commercial vehicle safety and to decrease the number and severity of collisions involving large trucks.

CONCLUSION

Data suggest that occupants of passenger vehicles are at far greater risk of suffering serious injuries and fatalities in large

Figure 1: Percent of Traffic Fatalities Occurring in Collisions Involving Large Trucks (2000-2005)



truck collisions than the occupants of large trucks. This higher vulnerability is likely due in part to the great difference in weight between cars and large trucks. Large trucks often take at least twice the distance to stop from highway speeds on dry roads than do passenger vehicles, with an even greater disparity in stop distances on wet roads.⁹

The Federal Motor Carrier Safety Administration reports that the large number of truck-related deaths and injuries carries an enormous personal and financial price tag and that the national costs of large truck collisions in a year exceed \$19 billion.¹⁰ Both state and national data show that a substantial portion of large truck collisions can be attributed to factors associated with driver error and that proper restraint usage among occupants of all vehicles saves lives. In addition to strengthening and enforcing restraint use laws, national organizations such as the FMCSA, the CVSA, and the Advocates for Highway and Auto Safety support stronger enforcement of federal safety regulations for large trucks and commercial vehicles. Some studies also suggest that lowering and enforcing federal weight limits on large trucks and improving the design and technology of large trucks could improve the overall performance of large trucks making it possible to decrease the number and severity of large truck collisions throughout the United States.¹¹

⁹E-C117, May 2007.

¹⁰Advocates for Highway and Auto Safety, *Fact Sheet: The Dangers of Large Trucks*, September 2005.

¹¹E-C117, May 2007. Advocates for Highway and Auto Safety, *Fact Sheet: The Dangers of Large Trucks*, September 2005.

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This publication was prepared on behalf of the Indiana Criminal Justice Institute by the Center for Urban Policy and the Environment. 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 Indiana Criminal Justice Institute and the National Highway Traffic Safety Administration.

An electronic copy of this document can be accessed via the Center website (www.urbancenter.iupui.edu/trafficsafety/), the ICJI traffic safety website (www.in.gov/cji/traffic/), or you may contact the Center for Urban Policy and the Environment 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.

The Center for Urban Policy and the Environment

The Indiana University Center for Urban Policy and the Environment is devoted to supporting economic success for Indiana and a high quality of life for all Hoosiers. An applied research organization, the Center was created by the Indiana University School of Public and Environmental Affairs in 1992. The Center works in partnership with community leaders, business and civic organizations, nonprofits, and government. The Center's work is focused on urban and community development, health policy, and criminal justice research essential to developing strategies to strengthen Indiana's economy and quality of life.

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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