INDIANA

TRIENNIAL HIGHWAY SAFETY PLAN

FY2024-FY2026

State of Indiana
Governor
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Executive Director
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STATE OF INDIANA

Eric J. Holcomb, Governor
Devon McDonald, Executive Director

On behalf of Governor Eric J. Holcomb, I am pleased to present Indiana's first triennial Highway Safety Plan ("HSP"). This plan seeks to address aspects of Indiana's traffic safety landscape that have seen increased vehicle and pedestrian fatalities as well as growing concerns with other dangerous driving behaviors such as impaired driving, distracted driving, speeding, and lack of proper occupant restraints.

In 2022, almost 43,000 people were killed in traffic crashes nationwide, and in Indiana alone, we lost 949 lives due to traffic crashes. That is the highest loss of life due to traffic crashes in over a decade. Sadly, the numbers are not just statistics, they represent real people and families whose lives have been forever changed by the tragedy of a traffic crash.

This first ever triennial HSP will allow Indiana to take a more longitudinal approach at discovering trends and developing appropriate countermeasures that can help make Indiana a safer space for not only Hoosiers but everyone traveling through the "Crossroads of America."

The Indiana Criminal Justice Institute ("ICJI") undertook a data informed approach and listened to a variety of stakeholders from around the state in developing the countermeasures, projects, and metrics for this HSP. It is my sincere hope that through continued development, tracking, and implementation, this HSP will have a positive impact on traffic safety issues in the State of Indiana.

I would like to congratulate and thank everyone that contributed to this HSP. It represents countless hours of planning, data analysis, and project development, and without the efforts of ICJI's Traffic Safety Division and other stakeholders, it would not have been possible.

Devon McDonald
Executive Director
Indiana Criminal
Justice Institute

I. Introduction to the Triennial Safety Plan

In recent years the State of Indiana has experienced an unacceptable loss of life on its roadways. Nearly every fatality can be traced back to one of four fundamental improper driving behaviors: excessive speed, distracted driving, impaired driving, and failure to wear a seat belt. In 2022, Indiana reported a record number of traffic fatalities (949) and witnessed disturbing increases in serious bodily injuries (3,307), speed-related fatalities (290), and pedestrian fatalities (114). The following triennial plan, covering the fiscal years of 2024, 2025, and 2026, is specifically designed to dramatically improve safety on Hoosier roadways. This triennial plan places particular emphasis on underserved and overrepresented communities and incorporates input from these affected communities.

II. The Traffic Safety Division

The Indiana Traffic Safety Office is established pursuant to Indiana Code 9-27-2 and is housed within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute (ICJI). The TSD manages the behavioral traffic safety funding provided by the National Highway Traffic Safety Administration (NHTSA). The purpose of the TSD is to develop, plan, and conduct programs and activities designed to prevent and/or reduce traffic accidents that cause serious injuries and fatalities.

III. The Highway Safety Planning Process, Problem Identification, and Data Sources

Pursuant to 23 C.F.R. 1300.11 (b)(1), the following section describes the processes, data sources, and information used by Indiana in its highway safety planning. This section also includes a description and analysis of Indiana's overall safety problems as identified through data analysis.

A. Process – Initial Stage

Indiana began its planning process by focusing upon four specific highway safety plan components: identification of highway safety problems; organization of public participation and engagement sessions; selecting effective performance measures; and utilization of proven countermeasure strategies. The TSD sought recommendations and suggestions in these four areas from traffic safety stakeholders, including law enforcements agencies, emergency medical services, not-for-profit organizations, community coalitions, judicial officers, and subgrantees. The TSD also gained valuable information during meetings with the Traffic Records Coordinating Committee (TRCC), NHTSA, and the Strategic Highway Safety Planning (SHSP) committee and by attending the National Lifesavers Conference. These meetings, both formal and informal, produced a wealth of qualitative data for the triennial plan.

B. Data Systems – Initial Stage

In compliance with 23 C.F.R. 1300.11 (b)(1)(ii), Indiana data systems include fatality, injury, enforcement, judicial, geospatial, and sociodemographic information. The TSD used the following data sources to identify its highway safety problems:

1. Automated Reporting Information Exchange System (ARIES)
   ARIES is the electronic means to complete the Indiana Officer's Standard Crash Report and Crime

Report forms. ARIES is a law enforcement portal for the ARIES application. The portal provides access to a variety of law enforcement applications including crash reports and statistics, crime reporting and statistics, firearm licensing access, and overall firearm data reporting.

2. Indiana University Public Policy Institute (IUPPI)
   IUPPI publishes a crash Fact Book providing an in-depth view of Indiana's crashes and data-driven analysis of traffic crashes. The crash data comes from ARIES. Research findings are summarized in a series of annual publications on various aspects of traffic crashes, including alcohol-impaired crashes, adult/children occupant protection, motorcycles, dangerous driving, and work zones.

3. Electronic Citation Warning System (eCWS)
   The eCWS Central Repository stores citation data that is generated from the eCWS server and/or manually entered (i.e., paper tickets) into the system. This Central Repository allows agencies to view their electronically submitted traffic citations, including the charges, dispositions, file date, and county in which the offense(s) occurred. Agencies can also obtain demographic information including gender and race when the information is properly recorded by the submitting agency.

4. Purdue Center for Road Safety (CRS)
   CRS is affiliated with the School of Civil Engineering at Purdue University. CRS conducts research and develops engineering tools relating to road safety, including driver and roadway-related characteristics. CRS provides technical assistance and analysis, creates the seat belt survey system based on NHTSA requirements, and produces a final report for the annual observed seat belt usage surveys conducted around the state.

5. Purdue University Joint Transportation Research Program (JTRP)
   JTRP is affiliated with the School of Civil Engineering at Purdue University. JTRP collaborates with stakeholders from government and industry to conduct research that improves the safety, efficiency, and economic impact of transportation systems. JTRP works to expand the use of Unmanned Aerial System (UAS) crash mapping technology throughout Indiana through training workshops focused on system deployment, site preparation, mission planning, flight data acquisition, and flight data download. Additionally, JTRP also develops a common data processing/reduction strategy and delivery of published crash visualizations.

6. Fatality Analysis Reporting System (FARS)
   FARS is a nationwide census providing NHTSA, Congress, and the American public yearly data regarding fatal injuries resulting from motor vehicle crashes. FARS was designed to provide an overall measure of highway safety, help identify traffic safety programs, suggest solutions, and to help provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs.

7. Operation Pull Over (OPO) Database
   The OPO database is a data repository and reporting tool created and administered by ICJI. ICJI subgrantees access the database to report on programmatic activities including but not limited to the reimbursable administrative costs, the number of grant-funded patrol hours, and the resulting number of citations. This database is the source of Indiana's reported citations for seat belts, impaired driving, and speeding as part of the NHTSA core measures.

8. Oracle Business Intelligence Enterprise Edition (OBIEE) – INDOT Answers
   OBIEE was built for and is maintained by the Indiana Department of Transportation (INDOT), which extensively uses the database to track and monitor performance metrics data. The OBIEE database is like ARIES in that both systems utilize Indiana State Police (ISP) crash data and provide methods for querying the data. OBIEE provides an alternative to ARIES and provides query results in a different format designed to be extractable in Excel for additional analysis.

9. Indiana State Department of Toxicology (ISDT)
   ISDT is the state's toxicological analysis center providing analysis for breath and blood samples for alcohol and selected drugs. Although not every impaired driving event results in a crash, the submissions can help create a clearer picture of the impaired driving problem.

C. Process – Planning Stage

Using the data sources and information obtained from the initial planning stage meetings, the TSD began a deep data dive to identify Indiana's highway safety problems. The TSD also prepared and sent out a public safety survey to more than 2,000 traffic safety partners. The Law Enforcement Liaisons (LELs) were each assigned a geographic region of Indiana to hold public participation meetings and to engage underserved communities and communities overrepresented in the data. The TSD established a timeline to complete all the requirements of the triennial safety plan and met bi-weekly from the months of February to June 2023 to monitor and revise planning efforts.

D. Indiana's Overall Highway Safety Problems

The TSD completed a comprehensive crash data analysis for the triennial Highway Safety Plan (HSP) by analyzing many variables such as location, time of crash, and driver statistics to identify highway safety problems. The TSD and its various traffic safety partners analyzed data trends to determine which high-priority areas would be addressed with Federal funding in Federal Fiscal Years (FFY) 2024-2026. Both short- and long-term performance goals were developed during the problem-identification process. Identified emphasis areas were selected from this process and reviewed to assure they are consistent with the guidelines and emphasis areas established by NHTSA.

Based on an analysis of the data, Indiana continues to experience increases in its Core Outcome Measures performance targets for traffic fatalities, serious injuries in traffic crashes, serious injury rates, and fatal and serious injuries in non-motorists *(Figure 2)*. In order to combat these issues, Indiana has prioritized its problem area as follows: Impaired Driving (alcohol and/or drugged), Occupant Protection (addressing unrestrained drivers, speeding, and distracted driving), Young Drivers, Motorcycle Safety, Non-Motorist Safety (including pedestrians and pedalcyclists), and Traffic Records Improvement Programs. These priorities were established based upon data-driven problem identification and performance measures.

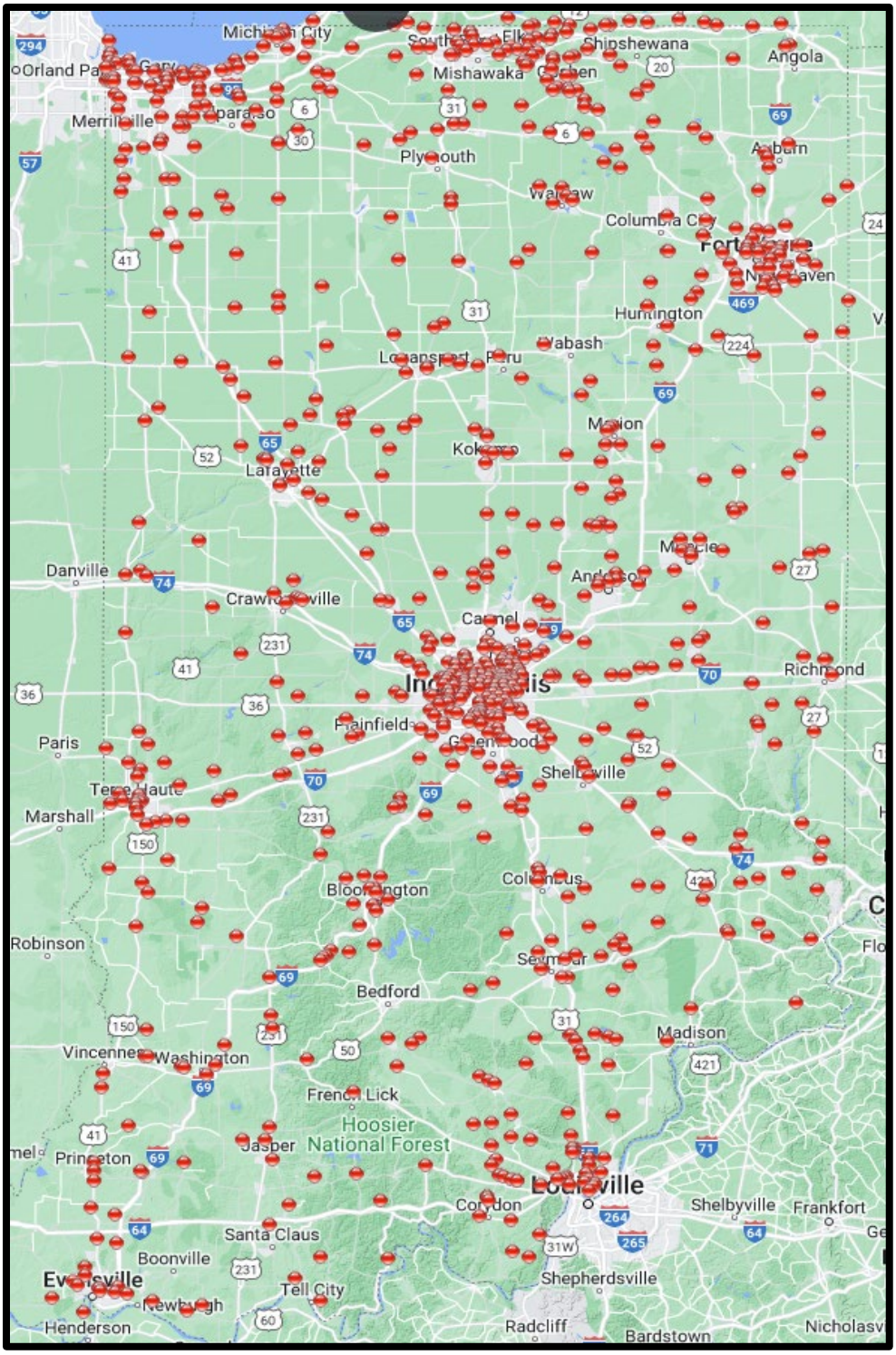


Figure 1: ARIES 2022 Traffic Fatality Map

As seen above in *Figure 1*, Indiana contains multiple "hot spot" areas evincing higher rates of traffic fatalities as identified in the ARIES database. Larger cities, including the state capital, Indianapolis, have increased fatality rates for all demographics due to the population density and a multitude of human driving behaviors (speeding, driving under the influence, texting while driving, etc.). In the following charts, a breakdown of each fatality category is included with annual and future projections. The TSD strives to lower all types of traffic fatalities by 2% annually to meet targets submitted to NHTSA.

	FARS STATE							2% reduction per year					
GHSA/NHTSA PERFORMANCE MEASURES CHART	DATA	2018	2019	2020	2021	2022	2023 PROJECTED	5 YR AVG	2024	2025	2026	FY2024-2026 3HSP TARGET	2023 PROGRESS	
Traffic Fatalities	FARS and STATE	860	810	897	932	949	945	906.6	926	908	889	**889**	**On-Target**	**373**
Serious Injuries in Traffic Crashes	STATE	3,210	3,659	3,062	3,304	3,307	3,348	3,306	3,281	3,216	3,151	**3,151**	**On-Target**	–
Serious Injury Rate	STATE	4.17	4.07	4.06	4.10	4.11	4.14	4.11	4.05	3.96	3.9	**3.90**	**On-Target**	_
Fatalities/100M VMT	FARS and STATE	1.03	1.04	1.06	1.10	1.10	1.12	1.084	1.10	1.07	1.05	**1.05**	**On-Target**	_
Non-motorized Fatal and Serious Injury	STATE	405	336	397	447	408	410	401	402	394	386	**386**	**On-Target**	–
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS and STATE	210	220	225	245	236	232	227	227	223	218	**218**	**On-Target**	**68**
Alcohol-Impaired Driving Fatalities	FARS and STATE	214	200	247	234	152	149	208	146	143	140	**140**	**On-Target**	**37**
Speeding Related Fatalities	FARS and STATE	189	201	238	252	290	285	214	279	274	268	**268**	**On-Target**	**69**
Motorcycle Fatalities	FARS and STATE	117	127	150	134	116	114	129	112	109	107	**107**	**On-Target**	**45**
Un-helmeted Motorcycle Fatalities	FARS and STATE	89	89	114	86	77	76	91	74	73	72	**72**	**On-Target**	**4**
Drivers aged 20 and younger involved in Fatal Crashes	FARS and STATE	121	95	112	125	110	108	111	106	104	102	**102**	**On-Target**	**25**
Pedestrian Fatalities	FARS and STATE	114	73	93	111	114	112	101	110	108	105	**105**	**On-Target**	**40**
Bicycle Fatalities	FARS and STATE	22	16	20	21	16	16	19	16	15	15	**15**	**On-Target**	**3**
Observed Seat belt Usage	State Annual Observed Count	93.4	94.9	94.9	92.9	93.0	94.86	93.8	96.8	98.7	100.0	**100.0**	**In-Process**	–
Children Aged 15 and Younger Fatalities	FARS and STATE	20.0	36.0	32.0	35.0	26.0	26.0	32.6	25.5	25.0	24.5	**25.0**	**On-Target**	**11**
Children Aged 7 and under killed in traffic crashes	FARS and STATE	14.0	15.0	15.0	16.0	11.0	11.0	13.7	10.8	10.6	10.4	**10**	**On-Target**	**6**
Number of seat belt citations issued during grant-funded enforcement activities	State Citations	45,284	31,759	20,452	21,501	17,797								
Number of impaired driving arrests and citations made during grant-funded enforcement activities	State Citations	5,556	4,591	5,818	3,491	4,497								
Number of speeding citations issued during grant-funded enforcement activities	State Citations	45,529	42,112	36,752	38,918	30,473								

Figure 2: Indiana's Performance Measures Chart

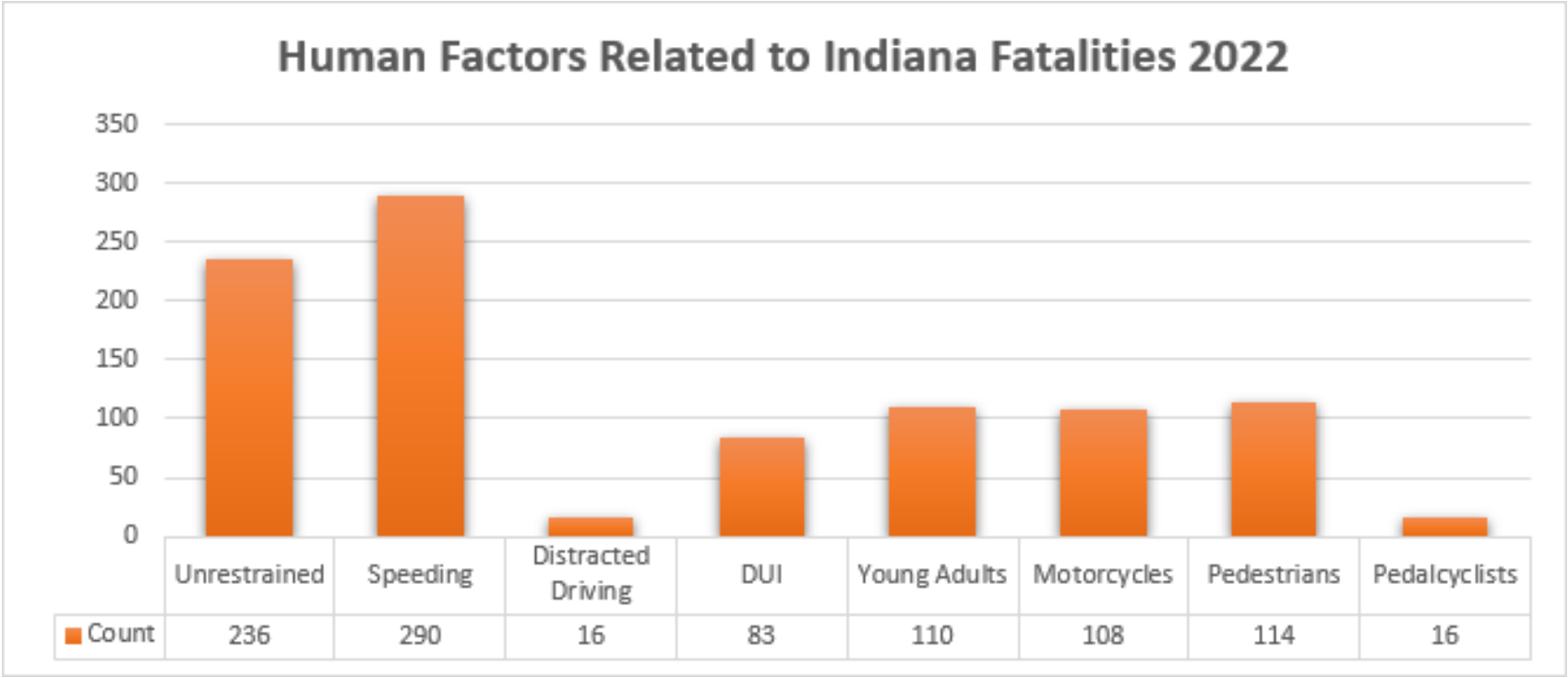


Figure 3: Human Factors Related to Indiana Fatalities 2022

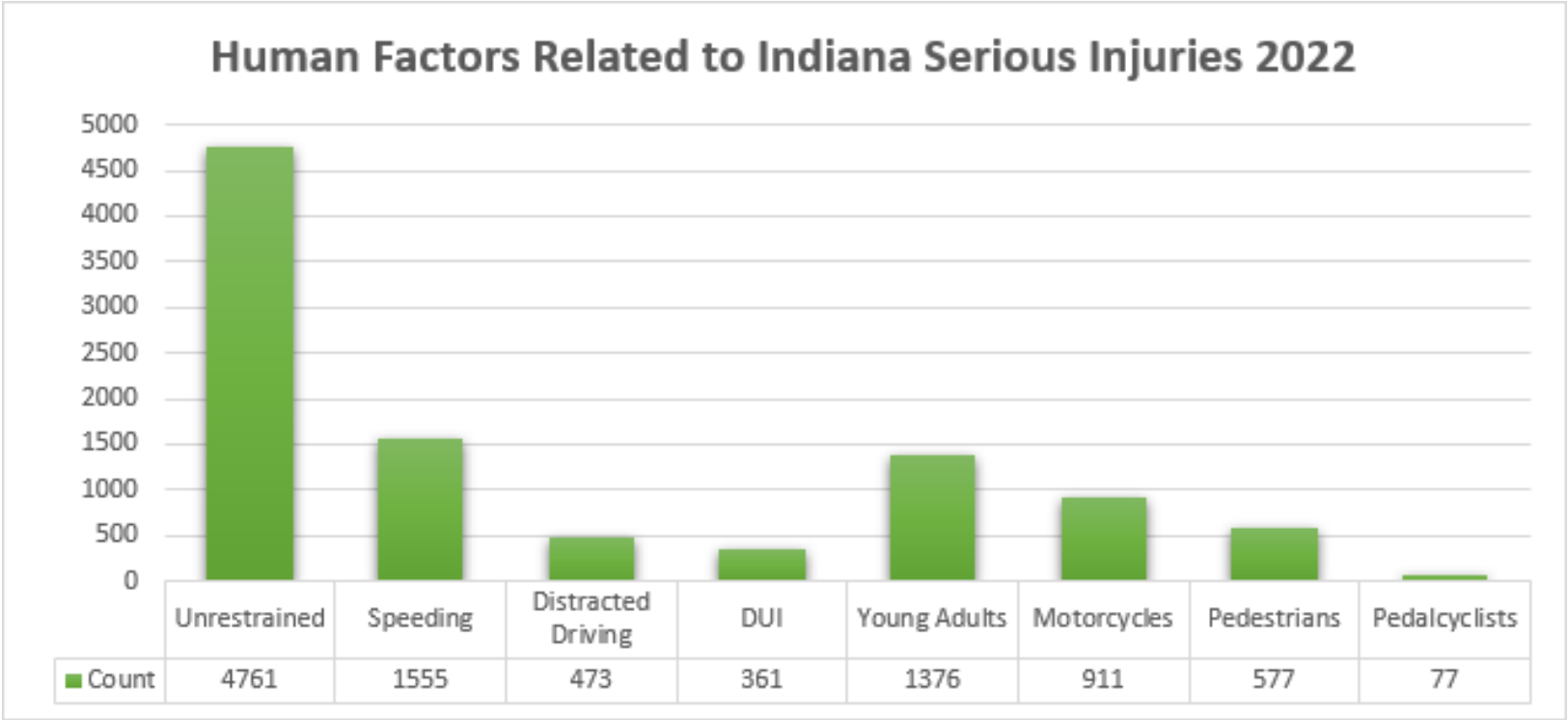


Figure 4: Human Factors Related to Indiana Serious Injuries 2022

1. **Impaired Driving**: Preliminary data for 2022 shows an overall decrease in impaired driving fatalities; however, alcohol and/or drug influence arrests has increased in 2022, often with individuals combining substances. Among the impaired drivers with positive drug and alcohol test results reported in 2021, (136) were alcohol-impaired an (214) were poly-substance positive. In 2021, there were 226 fatalities involving a driver or motorcycle operator with alcohol impairment, drug impairment, or a combination of both. This is a 10% increase from the 203 fatalities recorded in 2020. The 226 impaired driving fatalities represent 24% of Indiana's 932 total fatalities in 2021.

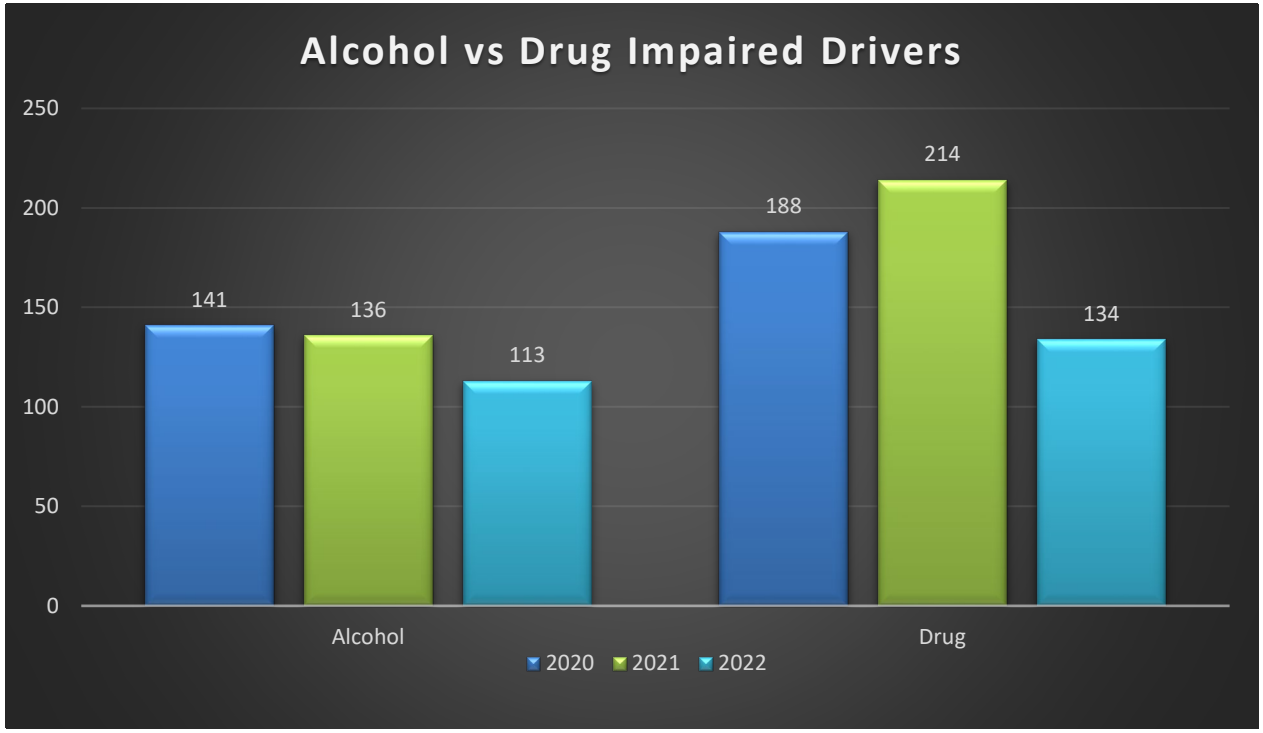


Figure 5: Alcohol vs. Drug Impaired Drivers

The following maps display the total number of impaired driving citations located in the eCWS and OPO databases, per 10,000k county population, issued in 2021 and 2022. The counties shown in yellow in the maps below were issued grant funds for impaired driving enforcement.

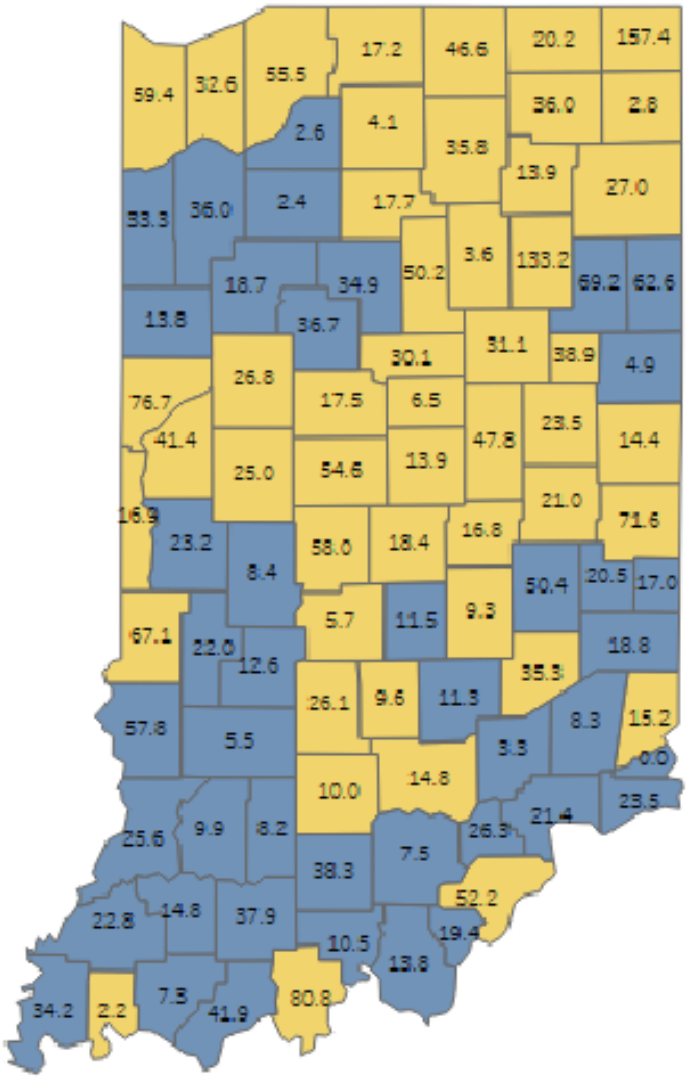


Figure 7: 2021 DUI Citations per 10k Population

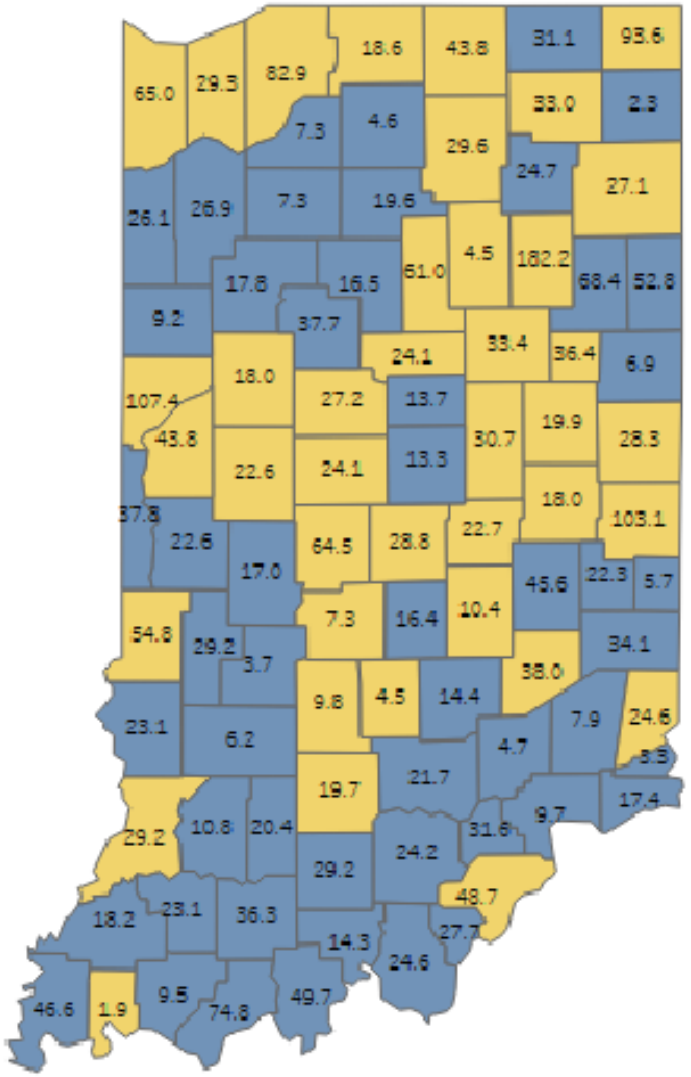


Figure 6: 2022 DUI Citations per 10k Population

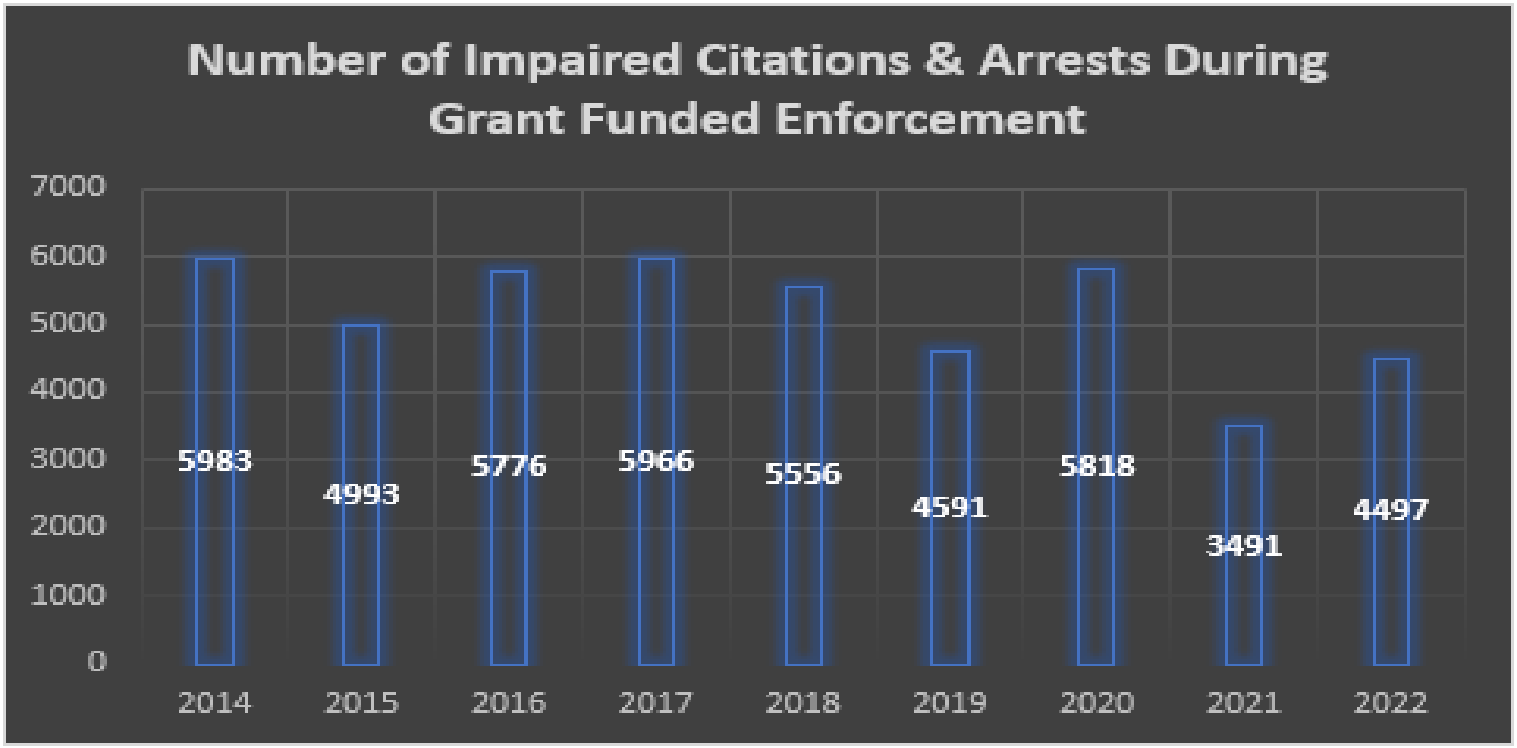


Figure 8: Number of Impaired Citations and Arrests During Grant Funded Enforcement

In 2022, citations and arrests for impaired driving increased by 1,006 from 2021 but show an overall decrease since 2018. On average over the past 5 years, grant-funded enforcement issued 4,790 impaired citations and arrests per year. This is due to an overall staffing shortage among law enforcement agencies nationwide. According to a new survey released on April 1, 2023, by the Police Executive Research Forum, police agencies are losing officers faster than they can hire new ones, so the total number of sworn officers has continued to decline.

The Traffic Safety Division partners with the Indiana State Department of Toxicology to collaborate on problem identification in relation to geographical areas of significance, utilizing submission data to identify the frequency of impaired driving incidents to capture additional data not represented through crash reports. This collaboration and additional data source have demonstrated an enhanced view of the significant problem of impaired driving. Timely toxicology results contribute to the availability and accuracy of impaired driving data. Currently, the average turnaround time to receive results is 91 days for alcohol cases and 145 days for drug cases. Without the cooperation of partners like the Indiana State Department of Toxicology, the TSD would not achieve the clarity and perspective of the impaired driving problems within Indiana.

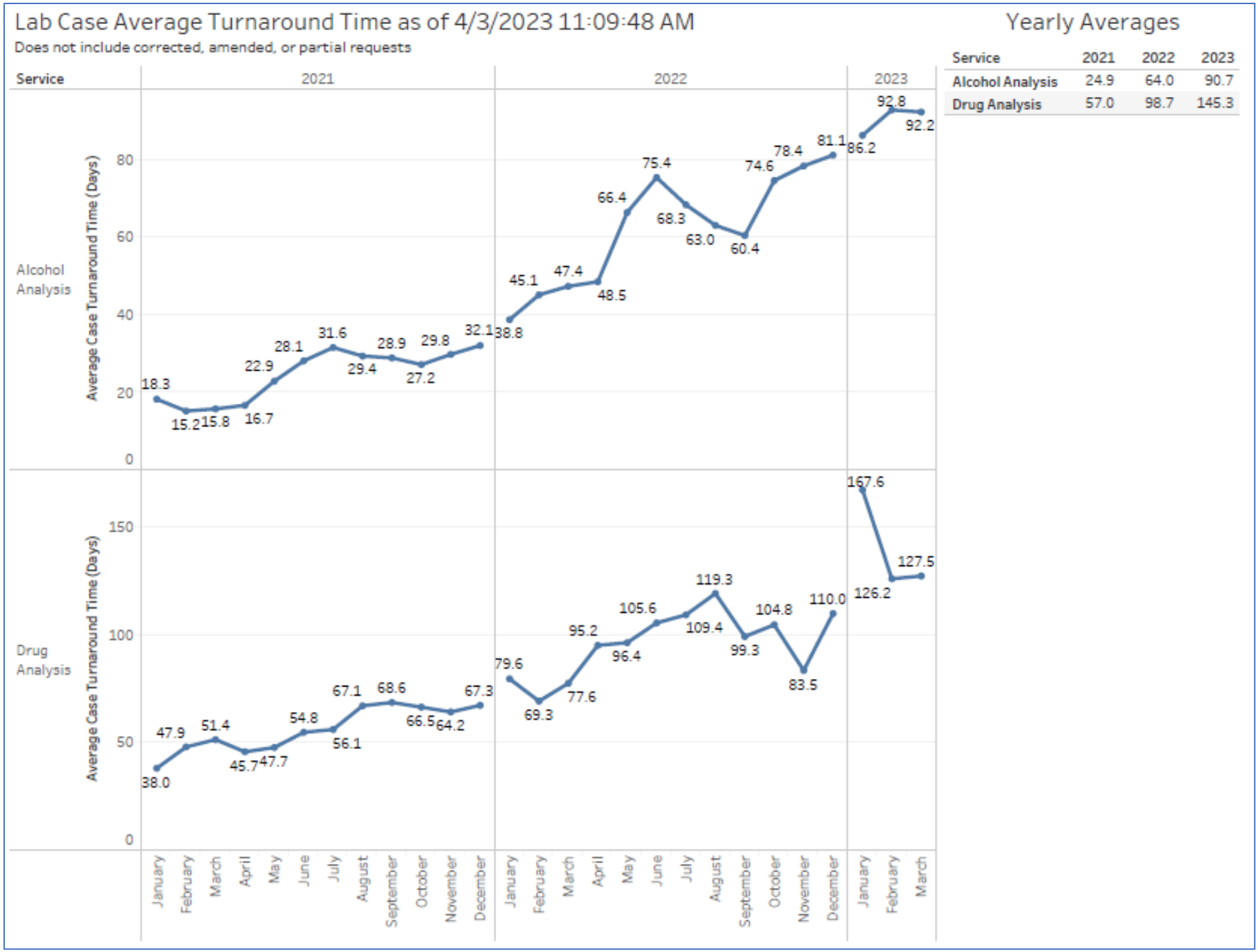


Figure 9: Lab Case Turnover (Source: Indiana Department of Toxicology)

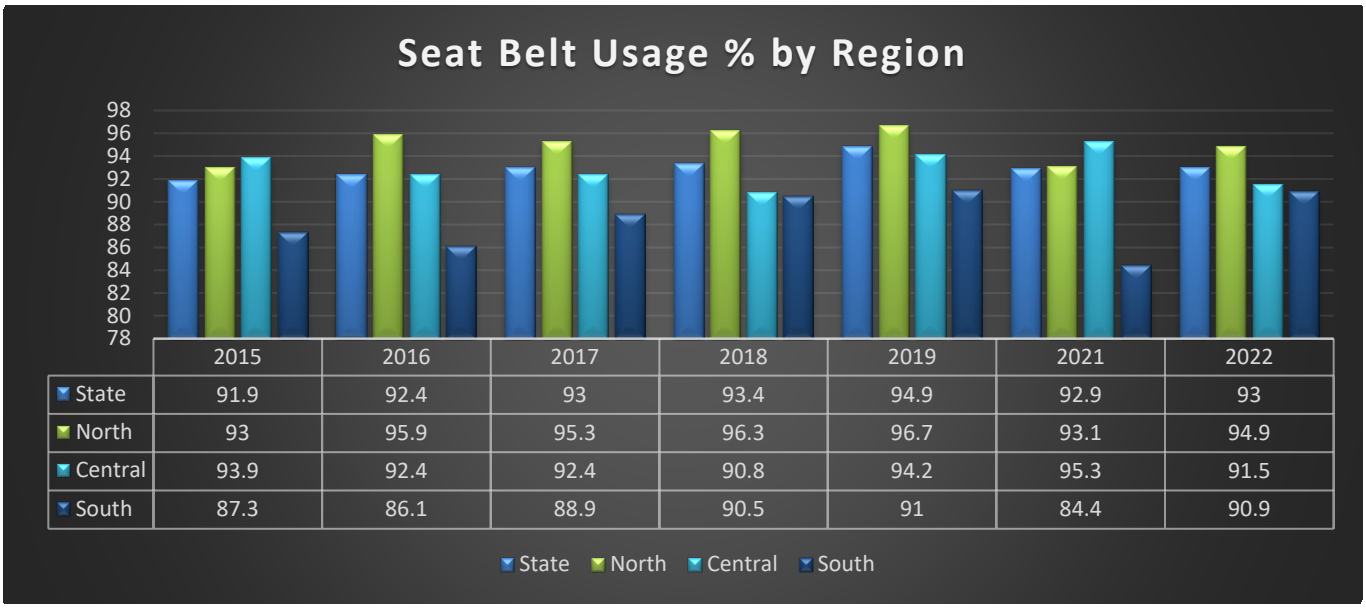
2. **Occupant Protection**: In 2022, 87% of the 253,702 passenger vehicle occupants involved in Indiana traffic crashes were wearing seat belts. Passenger vehicle occupants involved in crashes and not wearing seat belts account for 56% of fatalities. Unrestrained occupants in cars were eight times more likely to be killed than occupants who were wearing seat belts. Unrestrained pickup truck occupants were 12 times more likely to be killed. Research shows vehicle seating positions are linked to the rate of seat belt usage and the risk of injury for all vehicle occupants. More than 30% of front passenger seat fatalities and more than 50% of rear seating position fatalities were unrestrained.

   Speeding is a common factor in unrestrained fatalities. Speeding-related crashes resulted from vehicles moving at unsafe speeds (84%) or speeds too fast for the weather conditions (16%). In 2021, 30% of speeding-related fatalities were unrestrained.

   Male drivers in the 25-34 age group represent the highest proportion of passenger vehicle drivers in crashes not wearing seat belts. Young adults in general, but especially males, have the highest likelihood of not wearing a seat belt combined with speeding or other risky behaviors.

   Seat belt use among people involved in crashes varies by census locale. Overall, occupants involved in crashes in 2022 in densely populated suburban, exurban, and urban areas were more likely to be restrained compared to people in rural areas. Roughly 60% of all Indiana fatalities occur on rural roads. Restraint use is consistently much lower among those killed in crashes across all locales.

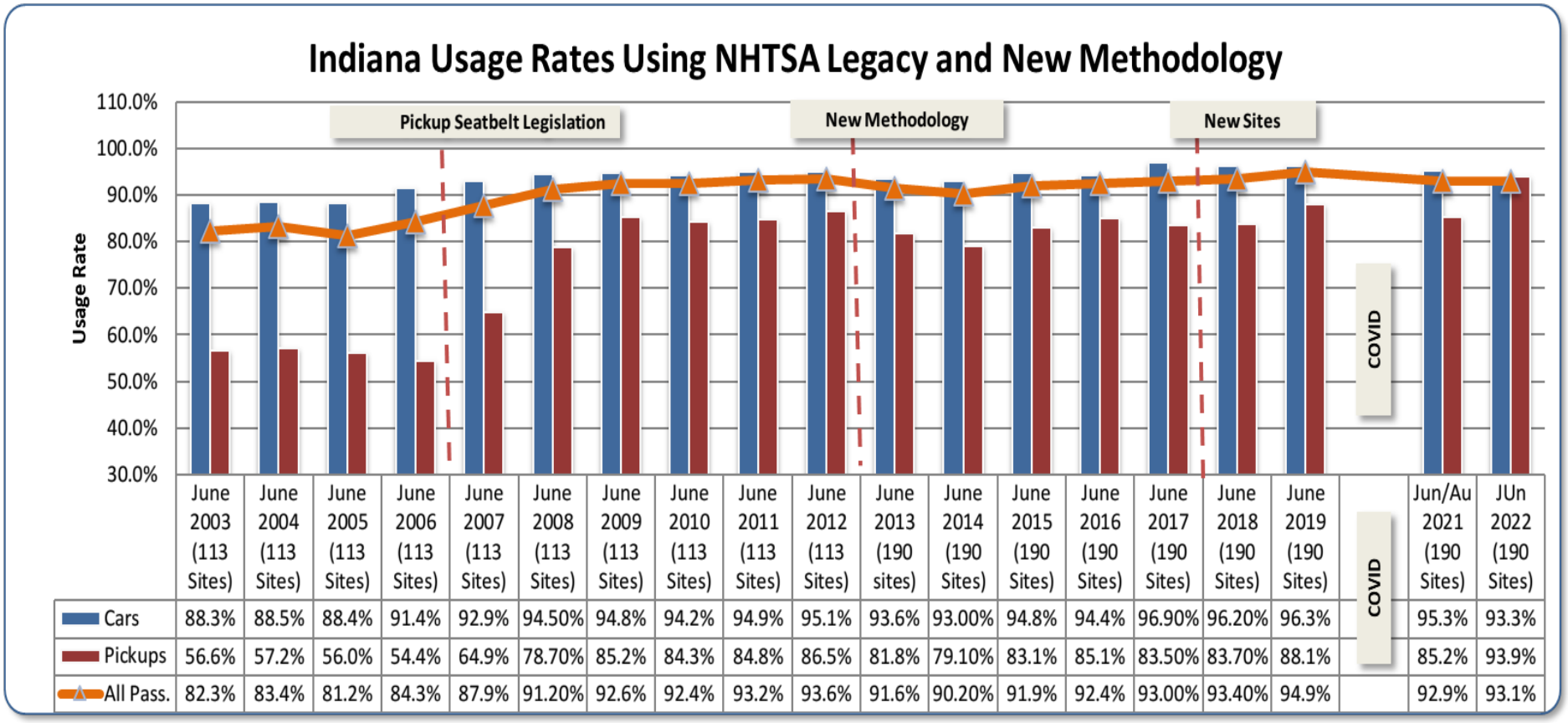
   Seat Belt Survey Data shows that seat belt usage in 2022 tended to be lowest in the central and southern regions of Indiana in proportion to the total number of crashes within these regions.



	2015	2016	2017	2018	2019	2021	2022
State	91.9	92.4	93	93.4	94.9	92.9	93
North	93	95.9	95.3	96.3	96.7	93.1	94.9
Central	93.9	92.4	92.4	90.8	94.2	95.3	91.5
South	87.3	86.1	88.9	90.5	91	84.4	90.9

Figure 10: 2015-2022 Seat Belt Usage % by Region

Indiana's reported seat belt usage rate is based on a survey designed and approved by NHTSA as conforming to the Uniform Criteria for State Observational Surveys of Seat Belt Use, 23 C.F.R. Part 1340. The survey of thousands of individuals traveling Indiana's roadways was analyzed for demographic purposes, seat belt usage, and distracted driving habits such as cell phone usage behind the wheel. Indiana's FY22 Seat belt use rate was 93%, which means Indiana is observed as a high seat belt usage state. An annual 2% increase from FY22 would project the FY23 usage rate at 94.9%.



	June 2003 (113 Sites)	June 2004 (113 Sites)	June 2005 (113 Sites)	June 2006 (113 Sites)	June 2007 (113 Sites)	June 2008 (113 Sites)	June 2009 (113 Sites)	June 2010 (113 Sites)	June 2011 (113 Sites)	June 2012 (113 Sites)	June 2013 (190 sites)	June 2014 (190 Sites)	June 2015 (190 Sites)	June 2016 (190 Sites)	June 2017 (190 Sites)	June 2018 (190 Sites)	June 2019 (190 Sites)	COVID	Jun/Au 2021 (190 Sites)	JUn 2022 (190 Sites)
Cars	88.3%	88.5%	88.4%	91.4%	92.9%	94.50%	94.8%	94.2%	94.9%	95.1%	93.6%	93.00%	94.8%	94.4%	96.90%	96.20%	96.3%		95.3%	93.3%
Pickups	56.6%	57.2%	56.0%	54.4%	64.9%	78.70%	85.2%	84.3%	84.8%	86.5%	81.8%	79.10%	83.1%	85.1%	83.50%	83.70%	88.1%		85.2%	93.9%
All Pass.	82.3%	83.4%	81.2%	84.3%	87.9%	91.20%	92.6%	92.4%	93.2%	93.6%	91.6%	90.20%	91.9%	92.4%	93.00%	93.40%	94.9%		92.9%	93.1%

Figure 11: Indiana Usage Rates Using NHTSA Legacy and New Methodology (Source: Annual Survey, Purdue CRS

Indiana's FY22 seat belt usage was notably higher for female Indiana drivers in passenger vehicles than males in any type of vehicle. Females were noted to text and drive more often, especially in urban settings. Results from the Seat Belt Use Survey show that males driving pickup trucks or vans had a notably higher unrestrained rate. Further analyzing race demographics and seat belt usage, Asian drivers have the highest seat belt use rate, while Black drivers were observed with the lowest seat belt use rate during the study.

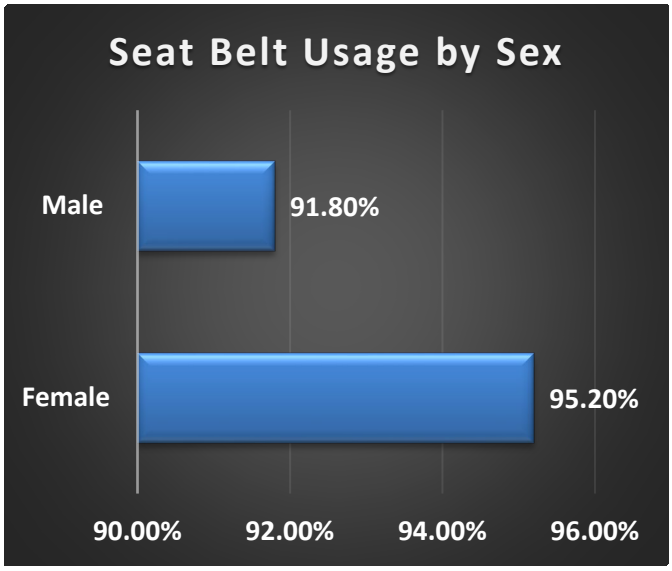


Figure 12: Recorded Seat Belt Usage by Sex (Source: Purdue CRS 2022

In 2022, female vehicle occupants (drivers and front passengers) in Indiana had a notably higher seat belt usage rate (95.20%) for all front-seat occupants. Indiana male occupants had a lower usage rate of 91.80%. Statistically, males in vehicle crashes are much less likely to be restrained during a crash.

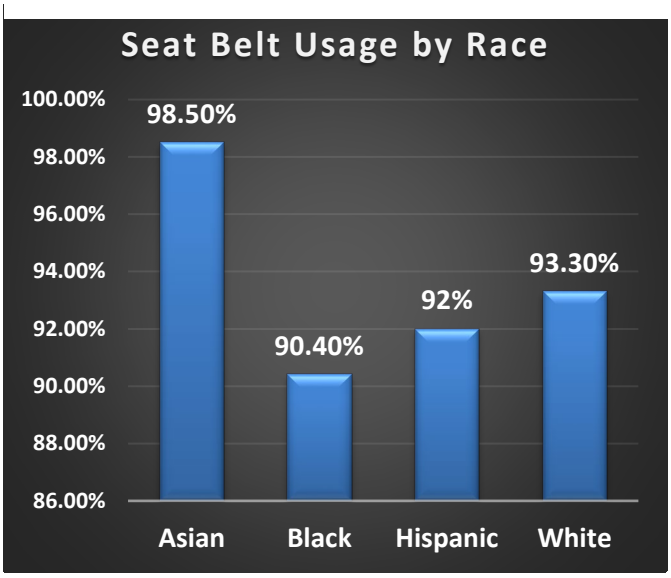


Figure 13: Recorded Seat Belt Usage by Race (Source: Purdue CRS 2022 Study)

Across 190 seat belt observation sites, race was also noted for front seat vehicle occupants. Asian occupants had the highest rate of safety restraints (98.50%) and Black occupants had the lowest at 90.40%. In 2022, white occupants represented 80% of all vehicle occupants and Black occupants only 12%.

3. **Child Passenger Safety:** In 2022, 15 children between the ages of 0 and 14 were killed in motor vehicle crashes. Of those 15 fatalities, 7 children were reported to have been properly restrained, 4 children were reported as unrestrained, and the remaining 4 fatalities were listed as unknown. 2,653 children were involved in motor vehicle crashes across Indiana. From this total, 1,113 were under the age of 7. The overall noted restraint use among children in these vehicle crashes was 88%. The National Safety Council (NSC) developed a standardized National Digital Car Seat Check Form (NDCF) to guide Child Passenger Safety Technicians through structured car seat checks and streamline data collection. Data from NDCFs shows that Indiana has completed and entered

29,508 child restraint system inspections from July 2018 through February 2023 with a misuse rate of 62%. "Misuse" is defined as a characteristic of installation or use of a car seat or booster seat that may reduce the protection of the child in a crash. In 2022, Indiana completed a total of 6,397 inspections with a 69% misuse rate, which is above the national average misuse rate of 64%.

4. **Young Drivers**: The leading cause of unintentional injury and death for the 15 to 24-years old age group in the United States is automobile crashes. About 75% of these crashes are caused by everyday distracted driving behaviors. These include using a mobile device, adjusting the music, applying makeup, or interacting with friends. These crashes impact not only the teens involved, but entire communities: families, classmates, teammates, teachers, coaches, health professionals, and first responders.

   Indiana is not immune to these statistics. Young driver crash rates have historically remained higher than any other age group and young drivers were involved in a disproportionate number of fatal crashes. Young male drivers are over 50% more likely to operate a vehicle during a fatal crash than females. In 2022, one of the largest age categories of fatalities was 15-25 years with 159 deaths. In Marion County, 60% of young drivers involved in fatal crashes were male. Graduated Driver Licensing (GDL) laws are proven to reduce the risk of crashes among novice drivers. While there are opportunities to strengthen its GDL laws, Indiana sets minimum requirements for young drivers. The TSD has found that education and empowerment of teens and parents are the most effective strategies to reduce teen crashes and fatalities.

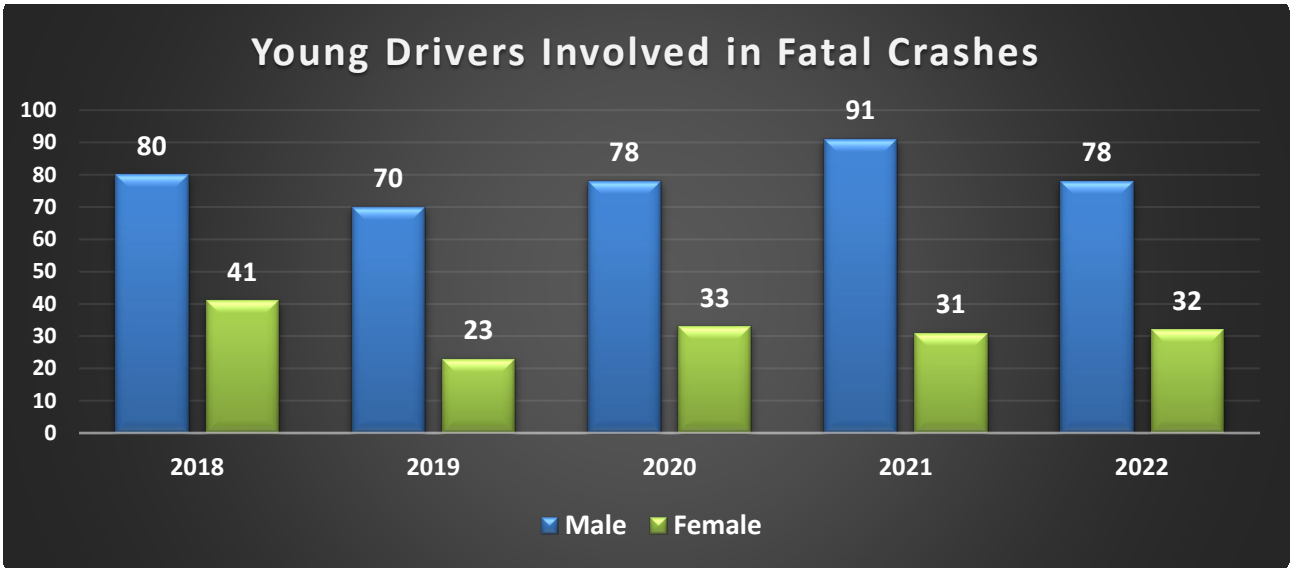


Figure 14: Young Drivers Involved in Fatal Crashes 2018-2022

5. **Motorcycle Safety**: The number of motorcyclist fatalities in Indiana declined from 134 in 2021 to 116 in 2022. Of the recorded fatalities in 2022, it was found that 66% (77) were not wearing helmets. In Indiana, only operators and passengers younger than 18 and operators with a motorcycle learner's permit are required to wear a helmet.

   In 2022, 2,624 motorcycle crashes occurred, and 1,747 of those crashes reported injuries. The highest rates of motorcyclists involved in crashes occurred in the Indiana counties of Marion (342 incidents), Allen (158 incidents), and Lake (138 incidents). Urban areas have recorded higher rates of overall collisions, while rural areas have the most fatalities.

   Motorcycle fatalities have been decreasing since hitting an all-time high of 150 fatalities in 2020. In 2022, far more males (3,645) were involved in motorcycle crashes than females (1,241). Male

motorcyclists accounted for 88% of motorcycle fatalities.

Crashes involving motorcycles predominately occurred during clear and dry weather conditions, on local/city straight/level roads during daylight hours. Motorcycle fatalities recorded 58 deaths per 100,000 registrations in 2022.

The total number of registrations has remained steady, ending 2022 with 209,588 registered motorcycles and 13,008 registered Motor Driven Cycles (MDC). NHTSA defines the term "motorcycle," for the purpose of the statute and regulations it administers, as "a motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with ground" (49 CFR 571.3). NHTSA defines the term "motor driven cycle" as a motorcycle with a motor that produces 5-brake horsepower or less. A motor driven cycle is exempted from certain requirements of the FMVSS that apply to motorcycles.

In 2022, more than 70% of motorcycle crashes occurred between the months of May and September, with most occurring during the month of August. The most common age group involved in a motorcycle crash is 20 to 29 years old. The top two primary factors involved in motorcycle crashes were other motorists failing to yield the right of way and motorcyclists following too closely. Although Indiana tracks all motorized bikes, mopeds, and motorcycles when calculating total crashes and fatalities, it is of note that a little more than 75% of motorcycle crashes involved a traditional, large, motorcycle rather than a moped or small motorized bike, which have their own classifications.

6. **Non-Motorist (Pedestrian and Pedalcyclist) Safety**: In Indiana, more people are walking and biking than ever before. Whether the trip is to and from work or school, as a source of exercise, or for recreation, it is important that each person arrives at their destination safely. In 2022, pedalcyclists and pedestrians were involved in 2,146 crashes, an increase of 3% percent from 2021's 2,084 crashes. While crashes increased, mortality of these crashes decreased slightly from 132 fatalities in 2021 to 130 in 2022. On average between 2018 and 2022, pedestrians accounted for 84% of all non-motorists involved in crashes, while pedalcyclists made up 16% of all non-motorists. Animal-drawn vehicle operators saw a drastic decrease in crashes from 84 in 2021 to 22 in 2022. However, many animal-drawn crashes may not be reported to law enforcement.

Across Indiana, seven major counties account for a little more than 55% of pedestrian and pedalcyclist crashes (Allen, Hamilton, Lake, Marion, Monroe, St. Joseph, and Tippecanoe). The occurrence of 80% of pedestrian crashes and 82% of pedalcyclist crashes took place in twenty counties: Bartholomew, Clark, Delaware, Elkhart, Hendricks, Howard, Johnson, Kosciusko, LaPorte, Madison, Porter, Vanderburgh, Vigo, and the seven aforementioned counties. There were eight fatal child pedestrians and pedalcyclists fatalities reported for children between the ages of 0 and 14 in 2022. Of those fatalities, 87.5% were pedestrian fatalities. A total of 196 crashes were reported where 78 of the victims had incapacitating injuries resulting from the crash.

7. **Traffic Records**: Management of Indiana's traffic records systems is crucial to identifying priorities and setting performance measures for state and local highway and traffic safety programs. Through its partnerships with agencies in the Traffic Records Coordinating Committee (TRCC), the TSD ensures the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

The TRCC is comprised of stakeholders involved in motor-vehicle safety and the investigation of roadway crashes. Representatives from ICJI, including members of its FARS team and Phlebotomy program; Indiana Department of Toxicology; Indiana Department of Health (IDOH); Indiana Department of Transportation; Indiana Department of Homeland Security; Indiana Bureau of Motor Vehicles; Indiana State Police; Indiana State Supreme Court; Indiana Prosecuting Attorneys

Council; Indiana University Public Policy Institute (PPI); Purdue University Center for Road Safety (CRS); and LexisNexis Risk Solutions meet quarterly to foster collaboration between agencies and improve traffic records keeping in Indiana.

The TSD manages the Traffic Records FARS Program to better understand the factors that contribute to crash fatalities. The Trauma Database project was created to expand the IDOH Trauma Registry and integrate crash databases. The combined datasets allow for analysis of crash data as it is linked to trauma data, providing a more complete picture of crash factors and their related health and mortality outcomes. The management of the eCWS Driver and Vehicle Data Integration project improves the quality and uniformity of vehicle and driver data collected in traffic citations.

Partnerships with Purdue University CRS and Indiana University PPI increase the availability and accuracy of data and research. Indiana University PPI works to identify crash trends in Indiana and publishes annual crash reports with analytical narratives and data visualizations on traffic safety topics. Purdue University CRS creates the annual seatbelt surveys and provides training on appropriate data collection methods. CRS also has access to data sources including crash databases, road network and road inventory databases, BMV records, and EMS and hospital databases. Its research identifies problem areas on Indiana roadways and intersections associated with high fatality and crash rates.

IV. Public Participation and Engagement

Pursuant to 23 C.F.R. 1300.11(b)(2), the following sections provide a description of Indiana's public participation and engagement planning efforts in the highway safety planning process and program. These sections include a statement of Indiana's starting goals for the public engagement efforts, how the public engagement outcomes will contribute to the development of the highway safety program, and countermeasure strategies for program funds.

A. TSD team members followed a formulaic approach to create goals for the public engagement efforts. They included reaching out to overrepresented or underserved communities, mitigating any issues that prohibited accessibility at their locations, providing information that will reduce fatalities, providing and following a meeting agenda, and allowing for public comment and feedback. The TSD documented all the information received. These discussions supported the TSD's plans to incorporate public feedback in existing projects and provide justification for pursuing new countermeasure strategies when applicable. Issues uncovered during public engagement opportunities may provide insight into trends currently not demonstrated in the data available to the TSD.

B. After analyzing the data and Indiana's highway safety problems, the TSD identified affected and potentially affected communities, with particular emphasis on underserved communities and communities overrepresented, to seek out additional public engagements. The TSD worked to identify common factors such as population demographics and crash locations associated with higher rates of crashes and fatalities. Groups selected as the primary focuses of the TSD's public engagement opportunities include young drivers, older drivers, non-motorists, and individuals living in rural communities.

   Young drivers remain one of the largest demographics at risk in Indiana. In 2022, 76 teen drivers were listed as "at fault" meaning they were listed as the first vehicle in a crash report. Over half of these incidents mentioned possible impairment from drugs or alcohol. By combining education efforts from

traffic safety seminars alongside educational programs hosted by Indiana SADD and the Indiana Teen Institute, youth drivers received a holistic approach to combatting risky driving behaviors. Education focused on preventing impaired driving, wearing seatbelts, distracted driving, and operating vehicles at safe designated speeds. Indiana SADD outreach is located in 96 schools across Indiana and continues to partner with many organizations alongside ICJI to promote its message to teens statewide. By combining hands-on educational learning alongside Indiana fatality statistics, students can be better educated to make safer decisions on Indiana roadways.

College and university campuses experienced higher incidences of pedestrian crashes and fatalities than surrounding areas due to higher rates of foot traffic in denser youth-populated locations. When analyzing Indiana Universities across the state, 16 pedestrians and pedal cyclists reported vehicle strike injuries in 2021. In 2020, only 15 injuries were reported, but two fatalities occurred to students walking or biking. Although Amish adherents make up less than 1% of Indiana's population, they were disproportionately represented in crash data across Northeast Region counties such as Elkhart, Adams, LaGrange, Steuben, and Noble. An average of 76 Amish-related collisions have occurred annually in Indiana for the previous three years. Over 50% of these incidents have reported injuries. Fatalities overall remain minor, with single incidents reported in 2020 and 2022.

Older drivers remained in high attendance for the public engagement sessions with feedback on safety and education pertaining to elderly commuters. Roundabouts were the top concern raised, with increased requests for safety education or altogether elimination of the traffic circles. In 2022, over 2,400 crashes were recorded in Indiana roundabouts. Drivers aged 65 or older represented 926 vehicle operators in these crashes. Injury rates and fatalities have remained low due to the circles' slower speeds. With increased education to all of Indiana's occupants during Traffic Safety seminars, confidence is expected to increase in traffic circles, while overall crashes should decrease involving this demographic. Indiana currently has around 300 roundabouts in use with more expected to be implemented in upcoming years.

Individuals living in rural communities have some of the highest rates of risky driving behaviors, including driving unrestrained, speeding, being distracted behind the wheel, and operating a vehicle while impaired from drugs and/or alcohol. In 2022, 60% of all Indiana fatalities and 66,945 crashes occurred in rural areas. Speeding was listed as the primary factor for nearly 6,000 crash reports and unrestrained individuals were noted in 1/3 of all rural crashes. Distracted driving was noted in over 2,300 crashes as well. Stronger enforcement and robust education are needed from the TSD and local law enforcement agencies to combat these problematic areas.

Affected communities also include individuals with limited access to resources and education, especially with regards to child passenger safety. In 2022 Indiana recorded 16 fatalities of child occupants aged 0-14. Over half of these fatalities occurred in counties with higher poverty rates than the official U.S. poverty measure of 11.6 percent. There were nine fatalities of children aged 10 and under with four marked as unrestrained or unknown child restraint system usage. Every county with a reported child fatality had at least one Permanent Fitting Station (PFS), with most housing two or more. All of Indiana's noted high-poverty counties contain at least one PFS, but resources, funding, and access remain limited to individuals in need. Indiana's largest cities with dense populations remain in the highest need of grant-funded car seats. Over 3,500 child restraint systems were given to families in need throughout 2022. Demand for seats and educational sessions has only continued to grow into 2023.

Child Passenger Safety Specialists across the state identified non-English speakers as potentially affected communities. These specialists communicated to the TSD that language barriers impact their ability to offer education and resources. Burmese, Congolese, Haitian, Afghan, Sudanese, and Syrian refugees have settled in Indiana. A 2018 study found that 30.3% of immigrants living in Marion County

had limited English language proficiency. Immigrant and refugee populations in Indiana are expected to continue growing.

Public engagement efforts were designed to reach the affected and potentially affected communities identified by the TSD. Meetings were held in rural, suburban, and urban communities and were designed to allow opportunities for feedback from the affected community members in attendance. To reach young drivers, meetings were held at high schools, colleges, and universities. Non-motorist safety issues were brought up during meetings with Amish leaders and bicycle and pedestrian safety groups.

C. Public Engagement Outcomes: Pursuant to 23 C.F.R. 1300.11 (b)(2)(ii)(B) and 23 C.F.R. 1300.11 (b)(2)(ii)(C), the TSD conducted engagement opportunities. The results of these opportunities and the affected communities' comments and views are incorporated into the development of Indiana's Triennial Highway Safety Plan. All meeting locations were ADA compliant, and no language barriers were encountered. Following introductions, the TSD identified the purpose of each meeting and opened the forum for questions and answers.

1. During April, the TSD sent out a public participation survey to Traffic Safety partners across Indiana, ranging from law enforcement officers to civilians. The survey included eight multiple-choice questions. 210 people responded to the survey (Appendix A).

2. A meeting took place during the Automotive Safety Program's annual Indiana Child Passenger Safety Conference on May 11, 2023, and had more than 150 attendees from all over the state of Indiana. The meeting was held in central Indiana.

   Attendees repeatedly cited language barriers as one of the primary issues encountered by Child Passenger Safety Technicians (CPST). The discussion revealed an influx of various language barriers from Haitian-Creole, French, Arabic, Burmese, and Pashto populations. Because of the language barrier, many individuals that are not proficient in English are not able to read the car seat or booster seat instructions or receive education provided by CPSTs. Available literature and translation services are frequently not offered in languages other than English and Spanish. Therefore, many parents and caretakers are going without child restraint systems and/or proper installation and equipment.

   Another issue brought forth is the need for resources (particularly child restraint systems) and funding in low-income and rural parts of the state. There is a misperception regarding the risks posed to children traveling in rural areas. Many residents in rural communities believe that children are safer riding in vehicles in these areas because of the lower volume of traffic and may not fully understand the necessity of seat belt usage and child restraint systems. Additionally, attendees noted the general public's lack of knowledge about Child Passenger Safety (CPS) programs available and the role of Child Passenger Safety Technicians (CPST) as another barrier to their shared goal of improving safety outcomes for children.

   The TSD plans to continue strategizing with the community and organizations to enhance accessibility measures for at-risk populations. Existing programs will emphasize the need to reach and serve low-income and region-specific minority populations. The TSD will provide grant applicants strategically targeting these underserved populations special consideration. As a result of the issues discovered from this meeting, such as the language barrier issues, the TSD initiated the restructure of the Automotive Safety Program. The Automotive Safety Program directs child passenger safety research, education, and training in Indiana, and is the lead agency for Safe Kids Indiana since 1997.

3. The TSD met with leaders of Amish communities in Northeastern Indiana to discuss traffic safety

concerns. These meetings were conducted over the phone on April 28, 2023. Participation in these meetings was limited to two leaders.

Distracted driving is a primary concern for this group. The biggest barrier to accessibility is the lack of electronic communication with these communities. Although Amish communities can be insular, the leaders expressed interest in continued conversations with local police, safety councils, and other government officials. As a result of this meeting, the TSD will continue working with the Amish communities by facilitating meetings and conversations and providing more education to their communities. The TSD plans to schedule additional public participation meetings and respond to any resulting comments and concerns.

4. The TSD met with residents of Bonner Senior Center in the Northwest region of Indiana on May 10, 2023. Much of the discussion centered around stop arm violations in the area. Participants proposed an increased timeline for enforcement as well as the use of equipment on both school buses and public buses. One of the suggested changes was to include stop arms on city buses and strobe lights on school buses. The group cited speeding as a top concern in traffic safety and believed citations for all traffic violations should result in higher fines. Attendees also believed older drivers should receive more education and testing to maintain safe driving practices.

   The community's interest in protecting child passengers of school buses further supports the need for programs like the Stop Arm Violation Enforcement (SAVE) project. TSD will incorporate this feedback while encouraging new police agencies and school resource officers to apply for funding for this project. As a result of this meeting, the TSD elected to offer the SAVE Grant throughout the year so that communities have a longer enforcement capability. In addition, the TSD will provide more education in the areas affected by higher rates of stop arm violations, as data shows.

5. Kouts High School hosted a meeting in Porter County on May 12, 2023. Thirteen students aged 17 through 18 attended the meeting. Topics covered in this meeting included distracted driving, speeding, impaired driving, and older drivers. The participants agreed that texting while driving and driving with other underage passengers in the car increased the risks of distracted driving. They recommended increasing enforcement to deter dangerous habits and taking advantage of peer-to-peer messaging to encourage their fellow students to not text and drive and engage in other safe driving practices.

   This feedback solidified the TSD's commitment to growing the Teen Safety Program in Indiana. Using existing programs, such as Indiana's Students Against Destructive Decisions (SADD), and the expansion of teen outreach programs, the TSD will continue to work with community and school groups to offer engagement and education opportunities to young drivers.

6. Several meetings took place on May 1, 2023, at the Princeton Community Library, Princeton Community High School, and Princeton Community Middle School, located in the Southern part of Indiana. This is a rural community in Southern Indiana. The groups were concerned about the increasing numbers of impaired and distracted drivers on Indiana roadways, as well as speeding and pedestrian safety. They believe ongoing education for all age groups, coupled with enforcement, is necessary to effect change.

   Attendees in all meetings agreed that increased and visible enforcement would serve as a deterrent to traffic infractions. They shared that the perception of enforcement is more successful than education when it comes to changing and preventing dangerous driving.

   In accordance with the proven countermeasure strategy of high-visibility enforcement, the TSD will continue to increase implementation of these efforts across the state. Through Occupant Protection and Impaired Driving programs such as Click It to Live It and the DUI Taskforce

Enforcement Project, the TSD will allocate funding to local police agencies to increase education and enforcement throughout the state.

7. On May 4, 2023, a meeting was held at the Indiana University campus in Bloomington, Indiana. Driver education was a central issue discussed at this meeting. As students at a multicultural university, the group had a unique perspective on the training programs available to both natural-born citizens and international students. Attendees expressed concern that international and immigrant drivers do not receive adequate education on traffic laws in Indiana and the U.S.

   The TSD will take this feedback into consideration as it expands the reach of its young drivers' programs in high schools and universities across the state.

8. The TSD spoke with members of a bicycle safety group in Monroe County on May 15, 2023. Participants included residents of rural areas and parents with children traveling to and from school. The conversation was conducted over the phone at the request of the participants to accommodate their scheduling needs.

   The conversation was geared toward stop arm violations and pedestrians and pedalcyclists. Although participants were satisfied with the level of involvement by local law enforcement, they believed that increased education and enforcement are necessary. The safety group is already taking measures to improve safety in their local community. They were informed of projects and resources available through the TSD and were interested in the model used by both the TSD and local law enforcement to combat these issues. The TSD will take this feedback into consideration as it expands the reach of its non-motorized program.

9. The TSD attended a community event in Indianapolis on May 2, 2023. Members of underserved affected communities were in attendance (Black and Latino persons and persons with disabilities). The meeting took place at 6:00 PM, a time selected to accommodate attendees driving home from work and elderly drivers uncomfortable with nighttime driving.

   Topics discussed included speed, reckless driving, poor road conditions, and law enforcement activity. The group's main complaint concerning traffic was the unsafe speed they regularly witness while traveling major highways in Indiana, particularly I-465. The group agreed that young people especially would benefit from increased education on seat belt use. While the attendees noted that seat belt use was important, they also shared the belief that receiving a citation for driving a motor vehicle without wearing a seat belt was unlikely to occur.

   Participants believed the town of Speedway was safer than other parts of the greater Indianapolis area due to heavy police presence and active radar enforcement. The Law Enforcement Liaison in attendance noted that the Speedway Police Department does not patrol with more frequency than other law enforcement agencies in Indianapolis, nor do they perform an inordinate amount of radar enforcement. However, since the enforcement was highly visible and took place during busier times of the day, the perception was maintained that enforcement was stronger in this area.

   The TSD will take these comments into consideration while expanding enforcement projects such as Click It to Live It and Visible Speed Enforcement. Under select grant projects, applicants will have the opportunity to request funds for the purchase of equipment used to monitor and enforce speed limits on Indiana's roadways.

10. The TSD attended a community meeting in downtown Indianapolis on May 22, 2023. Residents of the area are representative of underserved populations. Most of the attendees categorized themselves as being 65 or older.

Participants live in a residential area near Alabama Street and say it has become a high-traffic street with speeding and aggressive driving. Many residents walk and use bicycles for recreation and as transportation to avoid driving cars. They complained the existing bike lanes and barriers are in disrepair. They believed adult drivers would benefit from education around bike lanes more than younger drivers, and they agreed that adult drivers should be required to take ongoing tests to maintain their licenses.

One attendee was a victim of a hit-and-run driver believed to be intoxicated. The group expressed concern about impaired drivers and the number of people injured and killed because they did not wear seat belts. They believed education on seat belt usage combined with enforcement would yield more positive results than enforcement alone.

The group was interested in the educational component of TSD's pedestrian and pedalcysists safety (PED-BIKE) program. Engagement with affected communities will allow the TSD to identify areas where the Preventing Roadside Death Initiatives program will have the greatest impact in reducing injuries and fatalities.

11. In late April and early May, the TSD attended four meetings that took place throughout Hendricks County. The meetings were held at the Hendricks County Courthouse on April 26, 2023; the North Salem State Bank on May 4, 2023; the Hendricks County Senior Center on May 9, 2023; and the Hendricks County Fairgrounds on May 10, 2023. Attendance ranged from 5 to 60 attendees.

    Topics discussed included teen and mature drivers, heavy traffic locally, and the need for better infrastructure planning in their area. Attendees agreed that more education is needed to improve traffic safety outcomes, and believed less enforcement is needed. The discussion revolved around the youth and distracted driving. They did not feel young drivers have enough education or driving experience to have safe driving skills. The TSD will take this recommendation to increase education opportunities for young drivers, under the age of 25, in the HSP.

    Participants in all meetings cited poor road conditions and the presence of potholes, construction zones, or congestion, as pressing concerns. Although many of the issues discussed during these meetings fell outside of the scope of the existing TSD programs, the feedback provided in community engagement events will be delivered to INDOT and other relevant State agencies as needed.

12. On April 19, The TSD hosted a meeting for traffic safety partners during the FY23 Indiana Traffic Safety Conference. The meeting was accessible to all interested and invited attendees. The TSD shared its plan to release a community survey. The intention of the survey was to bring to light the affected and potentially affected communities, including those underserved and overrepresented communities.

    Meeting participants discussed how to engage their own communities in outreach efforts and described the process of identifying underserved and overrepresented communities. The group also considered how affected communities' comments and views should be incorporated into decision-making to improve how Indiana designs and manages traffic safety programs.

    The TSD quickly found that educating the public on the Department of Transportation's Safe System Approach framework should serve as the opening discussion since many citizens were not aware of the approach. The Safe System Approach includes five elements: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Special consideration was given to the "safe road users" element as it pertains most closely to the goals of the TSD. Following the discussion of the Safe Systems Approach, TSD representatives moved on to dialogue about the needs and

concerns of the community. The discussion also covered topics such as distracted driving, speeding, impaired driving, and older drivers.

The participants agreed there are many issues contributing to the rise in serious injuries and fatalities. They also agreed not one single solution will fix the problem. The meeting ended with the TSD encouraging attendees to participate in additional public participation and engagement, submit the survey, and reach out to the TSD with additional questions, concerns, and comments.

D. Pursuant to 23 C.F.R. 1300.11 (b)(2)(ii)(c), the following programs describe how the affected communities' comments and views have been incorporated into the development of Indiana's Triennial Highway Safety Plan. In addition, through the public participation and engagement process, the TSD identified affected and potentially affected communities with particular emphasis on underserved communities, which translated into program areas Indiana will target.

1. **Program Area #1: Occupant Protection**

Indiana will evaluate the affected communities' comments and determine the proper avenue to address the concerns. In areas that other agencies may be best suited to respond to the issue, public comments will be forwarded to that agency. Public comments that fall within the preview of the Indiana Traffic Division may be used to adjust countermeasure strategies.

The TSD will engage underserved residents in high-poverty communities and minority populations across the state. Through consistent engagement, the TSD will improve its understanding of the factors preventing drivers from accessing, installing, and using Child Restraint Systems safely and effectively. Education will be made available by Child Passenger Safety Technicians at Child Restraint Inspection Stations (also known as Permanent Fitting Stations) and during car seat clinics and other special events that occur throughout the state.

The data shows there has been an uptick in educational traffic stops for children not in the proper Child Restraint Systems. By further understanding these risk factors, the TSD will develop appropriate safety countermeasure strategies and implement projects that will help us reduce this trend.

Access to safe and effective child restraints and education is impacted by poverty levels. More than 2/3 of young single mothers (ages 18-24) live in poverty, while Indiana's child poverty rate is 17.6%. The TSD will focus on placing Permanent Fitting Stations (PFS) throughout counties with higher poverty rates, increased populations of minorities, and greater population density. The highest rate of poverty in the state occurs within Indiana's cities. Two of Indiana's three high-poverty counties, Delaware County and Monroe County, are considered urban, while the third, Grant County, contains a mix of urban and rural land. Currently, 24 Indiana counties lack a PFS, but every county with child fatalities and high child injury rates contains at least one station.

Even though Indiana's Hispanic child population is only 11.4%, the Hispanic child population was highest in Marion County at 23.0%. Other areas with the large Hispanic populations include Lake County (16.1%), Elkhart County (7.6%), Allen County (6.2%), and St. Joseph County (5.1%). Often, these households are multilingual, and children may need to translate for parents with limited English proficiency. The TSD will target these areas and demographics to provide the widest range of aid to Indiana's residents.

Opportunities for meaningful interactions with the public will take place at car seat clinics and inspection stations and will influence the development and implementation of programs. The TSD will leverage its partnerships to engage with affected communities and adjust pedestrian and Child Passenger Safety countermeasures based on their feedback. Data collected by child

passenger safety technicians and entered in the National Digital Check Form will inform the TSD of areas and groups in need of resources and education.

- Identification of Affected Communities:
  - Minority populations, specifically addressing the overlap in the above demographics, such as Haitian-Creole, French, Arabic, and Burmese groups
  - Individuals without access to resources and education

2. **Program Area #2: Non-Motorized (Pedestrians and Pedalcyclists)**

The TSD will meet with community leaders, grassroots organizations, members of affected communities, and colleges to address the increasing rate of pedestrian, bicycle, and non-motorized vehicle crashes and fatalities. In addition, the TSD will continue to engage with the Amish population of the northeastern part of Indiana. The TSD will also focus on universities with high rates of student pedestrians involved in traffic crashes across Indiana. Indiana identified these communities as underserved and overrepresented in the data. Data analysis was conducted and ongoing engagement will further aid these communities. Engaging these groups will help determine countermeasures that are most culturally relevant to their community and identify potential grantees to support pedestrian, pedalcyclist, and non-motorized safety.

- Identification of Affected Communities:
  - Pedestrians and pedalcyclists on university campuses
  - Individuals lacking financial capacity to access personal motor vehicles
  - Minority populations, including Amish communities

3. **Program Area #3: Impaired Driving, Aggressive Driving, Young and Aged Drivers, Distracted Driving**

The TSD will engage with young driver populations, with a focus on males in rural counties to highlight the dangers of reckless driving behaviors such as drunk or distracted driving. Engaging this group will help the TSD determine countermeasures that are most culturally relevant to their community and identify potential grantees to support pedestrians and CPS in this specific region. The TSD will engage with young drivers through Indiana SADD in schools across the state.

Teen drivers aged 16-19 have a fatal crash rate almost three times as high as drivers ages 20 and older per mile driven. Young male drivers are more likely to be driving during a fatal crash than their female counterparts. Risky behaviors behind the wheel such as texting when driving, speeding, substance abuse, etc. are all increased when a male teenage passenger is present. Substance abuse behind the wheel alongside higher rates of unrestrained-speeding collisions has been noted more often in rural communities.

- Identification of Affected Communities:
  - Young drivers across Indiana and attending Indiana schools
  - Rural communities
  - Individuals struggling with substance abuse

4. **Program Area #4: Infrastructure**

During the planning process, the TSD coordinated and met with several key stakeholders to discuss, develop, and update performance measures and targets. In addition, TSD regularly communicated with the Indiana Department of Transportation (INDOT). INDOT staff is responsible for the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Plan (HSIP). The ongoing communication with INDOT staff ensures consistency with the state's highway safety planning processes and provides the TSD with the benefits of the extensive efforts of INDOT in

identifying geographical roadway locations with a high frequency of incidents. As the primary federal partner of the Federal Highway Administration (FHWA), INDOT works to implement additional strategies and projects in problem areas not managed through HSP projects, such as construction zone crashes, speeding in construction zones, and commercial motor vehicle crashes and enforcement.

Although infrastructure is not managed under the ICJI which houses the TSD, preventing roadside deaths through construction zones, striking other vehicles while stopped on the roadside, and keeping law enforcement and pedestrians safe on the side of the road were identified as issues. The goal is to educate the public regarding the safety of vehicles and individuals stopped on the roadside.

E. Ongoing Engagement and Planning

Pursuant to 23 C.F.R. 1300.11 (b)(2)(iii), this section includes a description of the public participation and engagement efforts the State of Indiana will undertake during the entire three-year period covered by the triennial plan. Opportunities with the public will take place over the next three years to implement the stated goals above. TSD's goals are to reduce serious injuries and fatalities through several program areas:

- Occupant Protection
- Impaired Driving
- Motorcycle Training
- Young and Aged Drivers
- Distracted Drivers
- Non-Motorized
- Preventing Roadside Deaths

The TSD confirmed several potentially affected communities identified through public participation efforts are represented in the crash data. Pedestrians, especially in densely populated urban areas and near university campuses, are at an increased risk. Data shows that the Amish community continues to be involved in crashes. Young drivers are overrepresented in injuries and fatalities. Individuals experiencing poverty and/or non-English speaking individuals have limited access to resources and education on child restraint systems. The TSD plans to identify benchmarks for various types of crash data and information to conduct community-level data analysis of overrepresented and/or underserved communities. The TSD will analyze these specific variables for any common population or demographic characteristics. This summary report will contain countermeasure approaches and recommendations to develop and implement initiatives surrounding equity and inclusivity in traffic safety planning and programming.

The TSD will continue the public engagement process throughout the next three years. During the first year, TSD will analyze the program improvements and the crash data to see if Indiana is improving. TSD will adjust its goals based on this additional analysis. Depending upon results, TSD will either expand and enhance current strategies or explore new strategies.

To increase its effectiveness and reach more affected and potentially affected communities, TSD plans to outsource many of the public participation engagements over the next three years. The TSD will analyze previous feedback to identify and address gaps in its understanding of the scope of any issues affecting these communities in the upcoming years. Reviewing the comments and views of affected communities is an integral part of the planning process. The comments are reviewed by all members of the TSD. There is an accessibility evaluation conducted for each site prior to every meeting. As recommended by NHTSA in their Public Participation and Engagement Seminar, February 2023,

Indiana will employ engagement strategies that consult, deliberate, and co-create by conducting focus groups and public meetings.

Planning efforts throughout the year will consist of enforcement, outreach, and education, which are the primary methods used throughout the program areas. The TSD will continue to support law enforcement across the state through funding programs. In addition, law enforcement provides statistics so that the TSD can analyze the data. Successful use of the data and effectiveness of the enforcement efforts can be measured by the number of serious and fatal crashes in the state. In addition to enforcement, outreach, and education, the TSD will also maintain regular contact with subgrantees via telephone, email correspondence, and monitoring. The monitoring includes not only the review and approval of claims and status reports, but also the ongoing oversight of subgrantees through desk monitoring and /or on-site visits. This oversight helps the program managers answer grant management related questions, provide technical assistance, and identify and address problems and/or concerns.

V. Performance Plan and Performance Targets

Pursuant to 23 C.F.R. 1300.11 (b)(3), the next several pages present a list of data driven, quantifiable, and measurable highway safety performance targets that demonstrate constant or improved performance over the three-year period covered by the triennial HSP. The targets are based on the highway safety program areas identified in the planning process. All the performance measures developed by NHTSA have been used as a minimum measure in developing the performance targets. At least one performance measure and performance target that is data-driven has been provided for each program.

The TSD developed objective, data-driven tools to identify traffic safety challenges and the geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Based on the last five years of data, these matrices provide the TSD with critical information about the status of traffic safety in counties and cities throughout the state.

The Traffic Safety Division utilizes the five most recent plotted data points (2018-2022 FARS and State Data) to determine the projected values of each data category. Projected values are then used to calculate a projected five-year rolling average for the forthcoming years. In this triennial plan, the projections have been expanded to 2026 and aim for a 2% annual reduction of fatalities in each core measure. All selected data for performance metrics are reduction targets with a goal of decreasing the number of fatalities for each category.

Performance Measure C-1: Number of Traffic Fatalities (FARS)

Performance Target Justification

The performance target for overall traffic fatalities is one of the three values that are required to match with the Indiana Department of Transportation (INDOT) alongside FARS calculations under requirements of 23 U.S.C. 402(b)(1)(f)(v). INDOT identifies this target by analyzing crash trends and employment data to predict fatalities. INDOT alongside FARS confirmed the 2023 traffic fatality total estimates and the following three years of fatalities are predicted to show a 2% annual decrease, resulting in 889 possible fatalities in 2026. To combat the steadily increasing number of traffic-related deaths, data-driven and community-engaging programs are crucial.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-1) Number of Traffic Fatalities	906.6	945	889

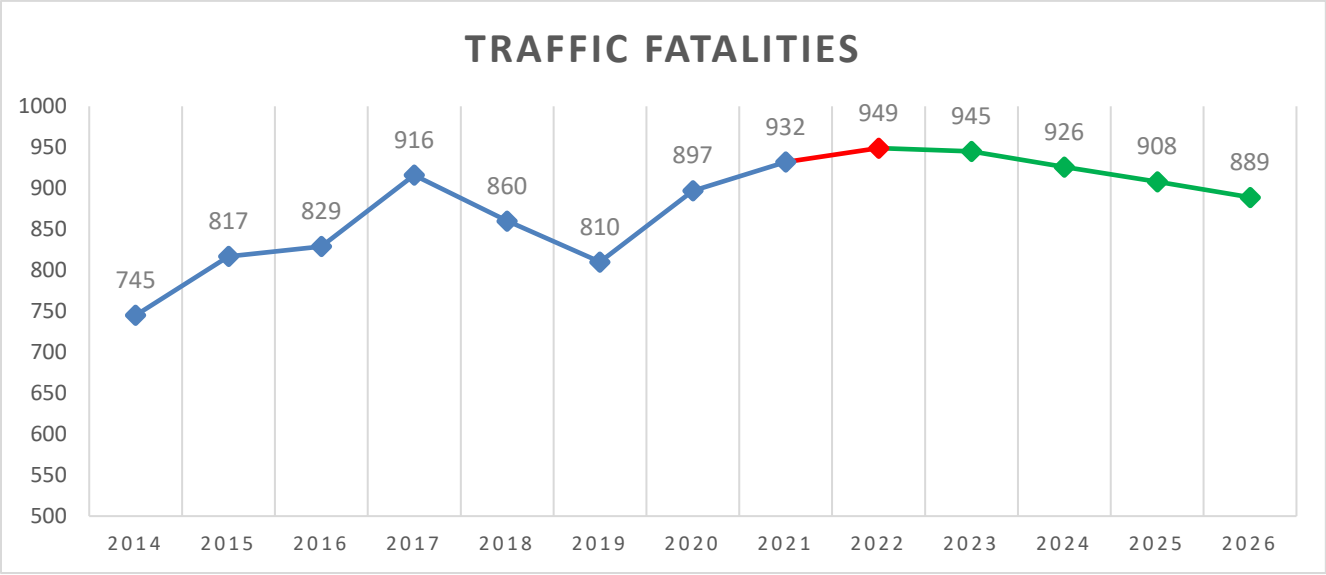


Figure 15: Traffic Fatalities (Source: Annual 2014-2022 FARS, ARIES)

Performance Measure C-2: Number of Serious Injuries in Traffic Crashes (State Crash Data Files)

Performance Target Justification

The performance target for the number of serious injuries is one of the three values that are required to match with the Indiana Department of Transportation (INDOT) under requirements of 23 U.S.C. 402(b)(1)(f)(v). INDOT identifies this target by analyzing crash trends, injury type, and employment data to predict fatalities. In Indiana, eight types of injury qualify as serious: crush injury, fracture/dislocation, internal, severe bleeding, severe burn, severed, paralysis, and unconsciousness. INDOT settled the 2023 serious injury total and the following three years of data are predicted to show a 2% annual decrease, resulting in 3,151 possible serious injuries in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-2) Number of Serious Injuries in Traffic Crashes	3,306	3,348	3,151

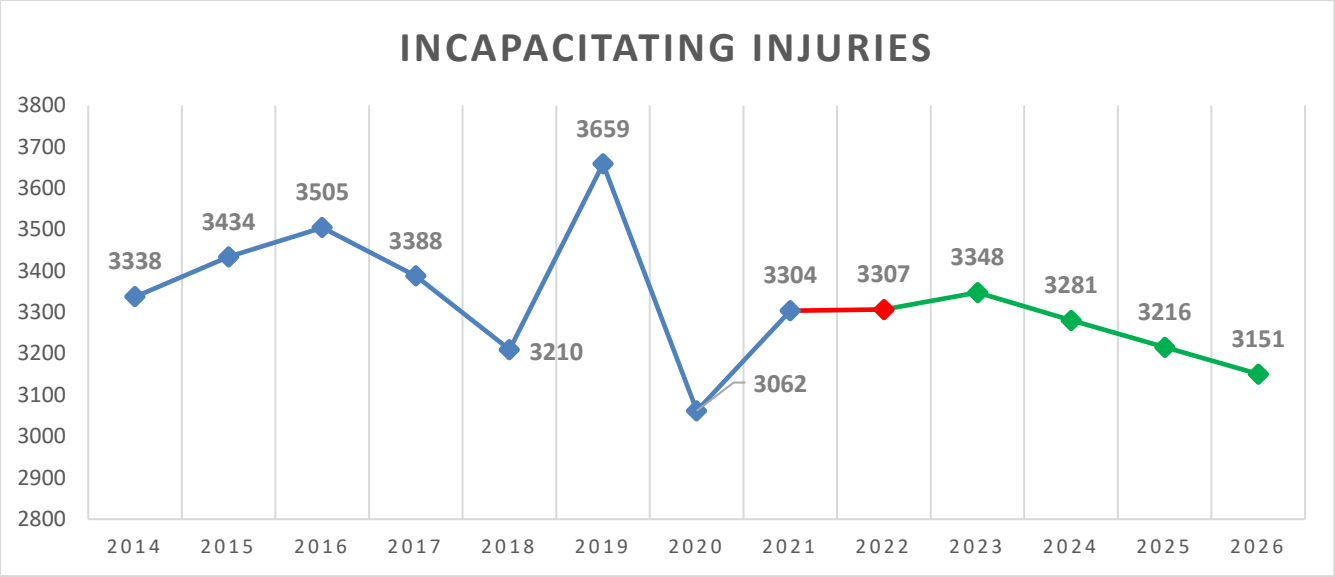


Figure 16: Incapacitating Injuries (Source: Annual, ARIES, Indiana Department of Transportation)

Performance Measure C-3: Fatalities/HMVMT (FARS)

Performance Target Justification

The performance target rate for the number of traffic fatalities per 100 million vehicle miles traveled is one of the three values that are required to match with the Indiana Department of Transportation (INDOT) under the FAST Act (23 U.S.C. 402(b)(1)(f)(v)). INDOT identifies this target by analyzing crash trends, population growth, and driving trends to predict fatalities per distance traveled. The contributing annual growth rates are calculated from the data collected at Indiana's more than 100 continuous data collection sites around the state across a variety of functional classes. INDOT settled the 2023 serious injury total and the following three years of data are predicted to show a 2% annual decrease, resulting in 1.05 fatalities per 100 million vehicle miles traveled in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-3) Fatalities/HMVMT	1.084	1.12	1.05

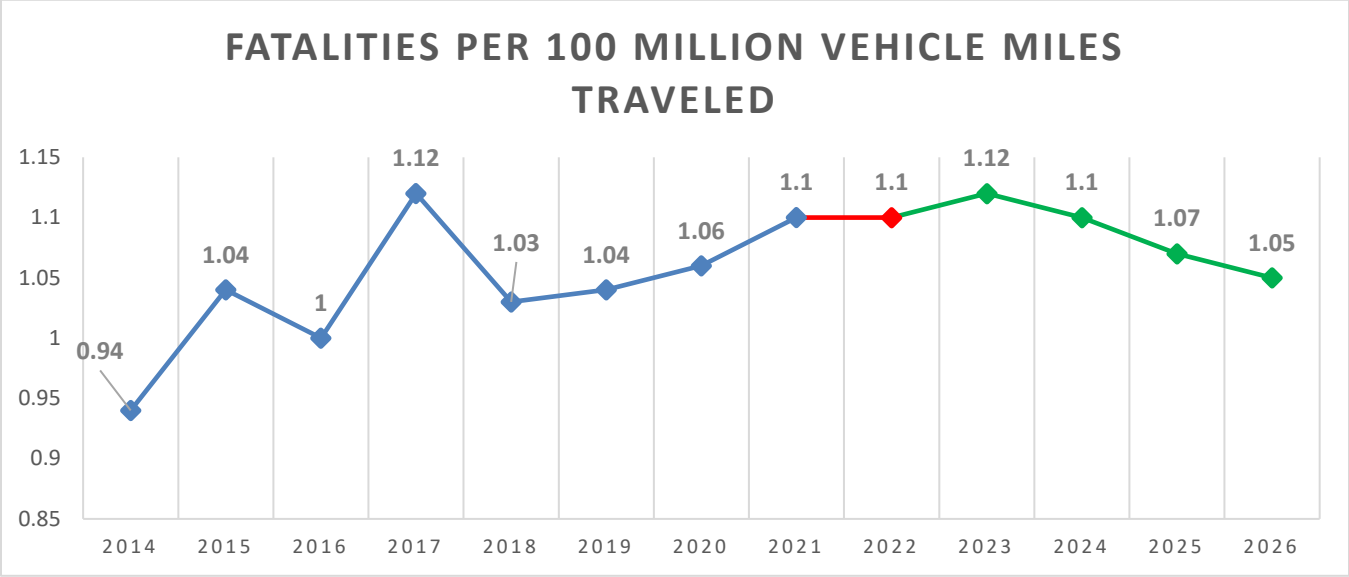


Figure 17: Fatalities per 100 Million Vehicle Miles Traveled (Source: Annual 2014-2022 ARIES, FARS)

Performance Measure C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

Performance Target Justification

Unrestrained passenger vehicle deaths represent one of the largest categories of Indiana fatalities across all counties. Riding unrestrained combined with high vehicle speeds results in a deadly outcome for occupants. By implementing a 2% annual predicted decrease, the overall number of unrestrained deaths should decrease to 218 in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	227	232	218

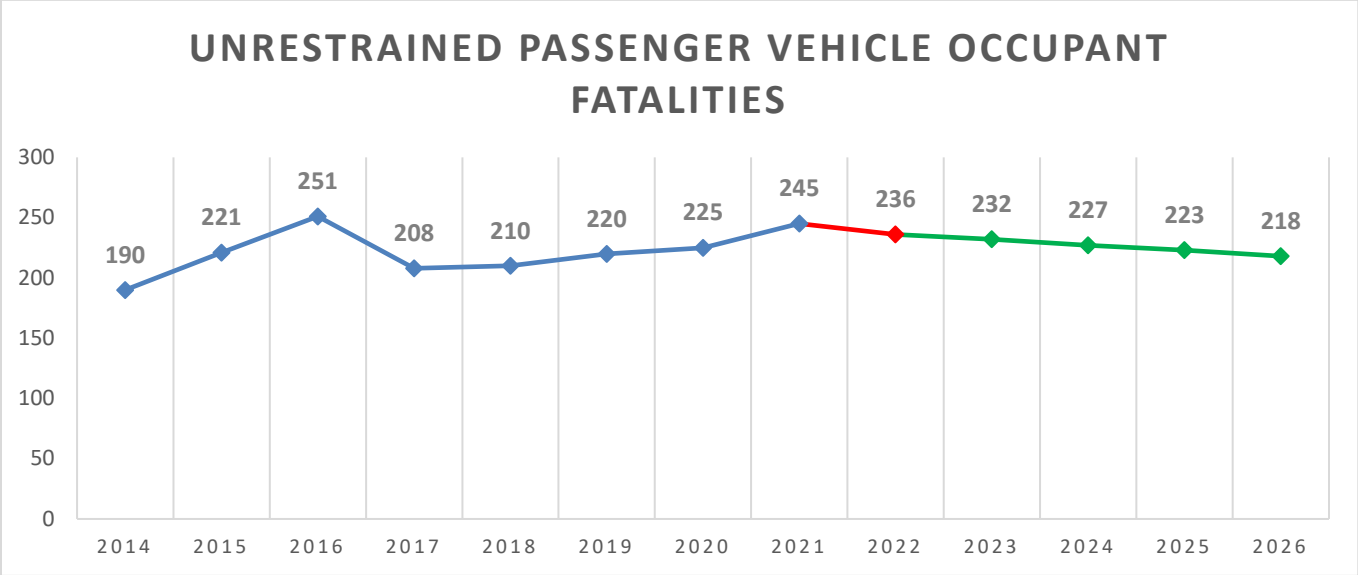


Figure 18: Unrestrained Passenger Vehicle Occupant Fatalities (Source: 2014-2022 ARIES, FARS)

Performance Measure C-5: Number of Fatalities in Crashes Involving A Driver OR Motorcycle Operator With A BAC of .08 Or Above (FARS)

Performance Target Justification

Intoxicated driver crashes peaked in 2021, during the COVID-19 pandemic. Alongside unrestrained fatalities, intoxicated operator crashes represent a significant percentage of Indiana's overall vehicle deaths. Risky behaviors, such as driving intoxicated or under the influence of drugs or alcohol increase the likelihood of fatality for all road users in this type of crash. By implementing a 2% annual predicted decrease, the overall intoxicated driver fatalities should lower to 140 in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 or above	129	149	140

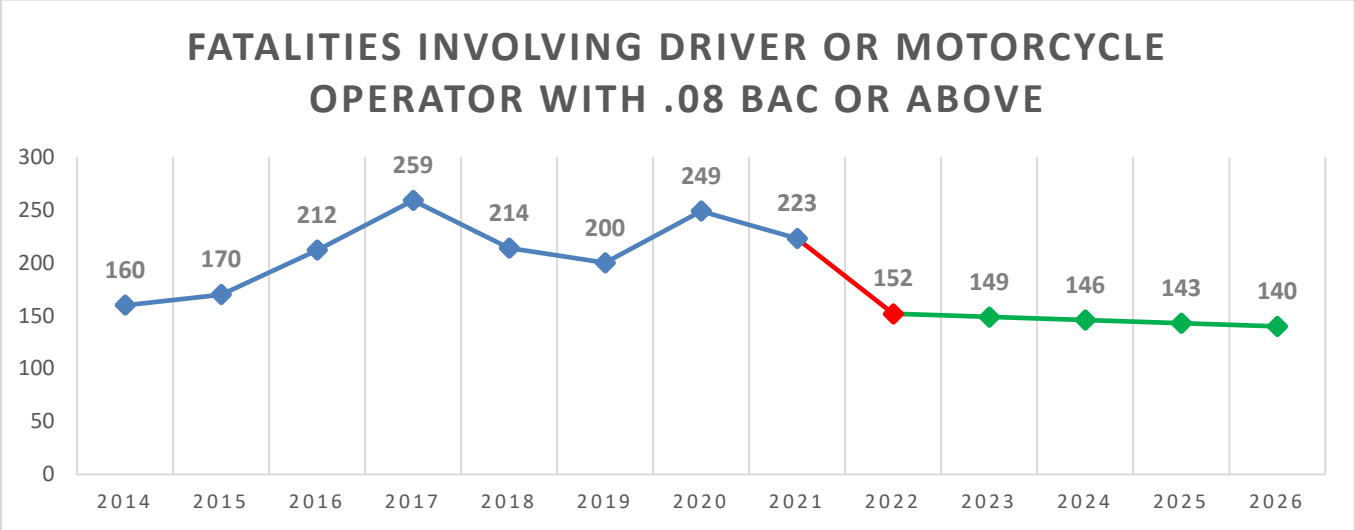


Figure 19: Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above (Source: 2014-2022 ARIES, FARS)

Performance Measure C-6: Number of Speeding-Related Fatalities (FARS)

Performance Target Justification

Fatal speeding-related crashes have been steadily increasing since 2021, during the COVID-19 pandemic. Alongside unrestrained fatalities, speeding represents a significant percentage of Indiana's overall vehicle deaths. Risky behaviors such as speeding increase the likelihood of fatality for the driver or possible victim in this type of crash. By implementing a 2% annual predicted decrease, the overall speed-related fatalities should lower to 268 in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-6) Number of Speeding-Related Fatalities	215	255	268

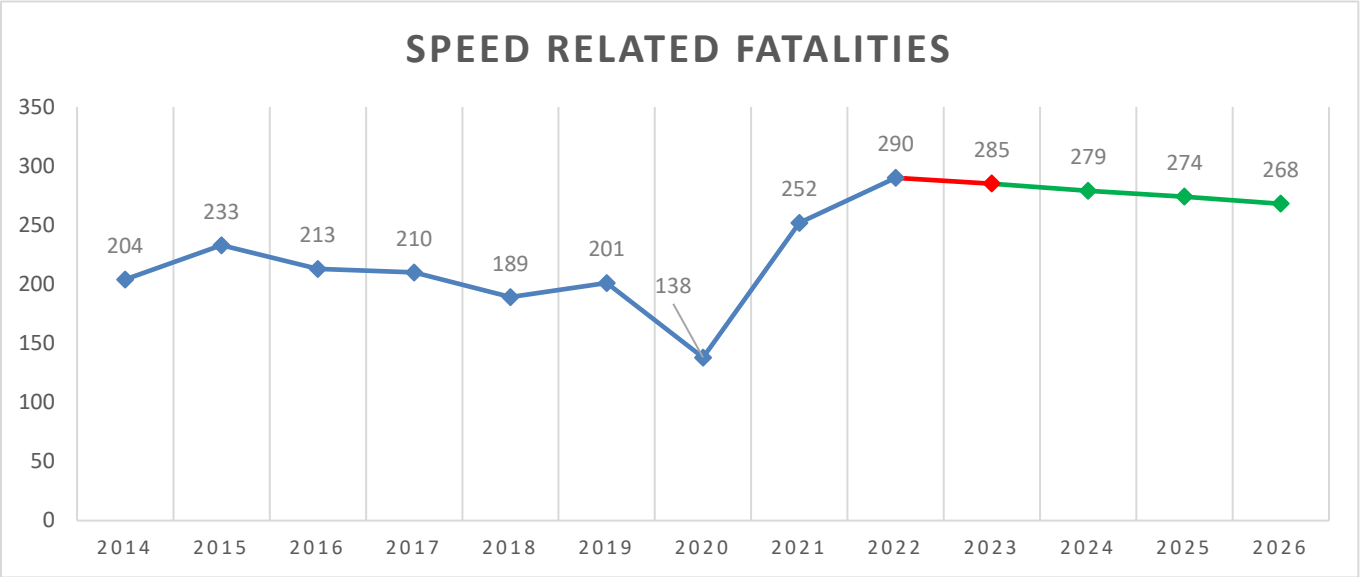


Figure 20: Speed Related Fatalities (Source: 2014-2022 ARIES, FARS)

Performance Measure C-7: Number of Motorcyclist Fatalities (FARS)

Performance Target Justification

Overall motorcycle fatalities hit record highs in 2020. As BMV motorcycle registrations continue to grow across the state, so should the programs to educate and protect this vulnerable road user population. By implementing a 2% annual predicted decrease, the overall motorcycle fatalities should lower to 107 in 2026. A steady decline to 107 from 150 would represent an almost 30% decrease for all motorcycle fatalities since the State's peak in 2020.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-7) Number of Motorcyclist Fatalities	129	114	107

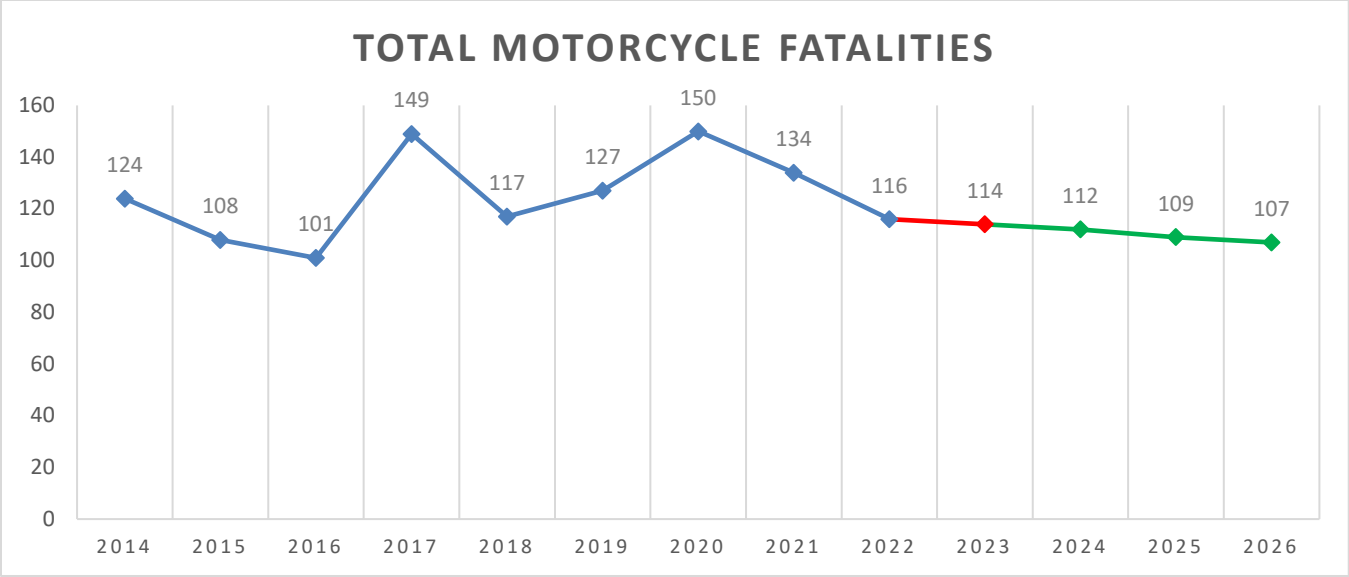


Figure 21: Total Motorcycle Fatalities (Source: 2014-2022 ARIES, FARS)

Performance Measure C-8: Number of un-Helmeted Motorcyclist Fatalities (FARS)

Performance Target Justification

Motorcyclists who choose not to wear a helmet have a higher likelihood of death than those who take additional safety measures, such as wearing a helmet. In 2020, 76% of all motorcycle fatalities involved riders without a helmet. Through efforts to increase awareness and education on helmets and safety road gear equipment, the total number of motorcyclist fatalities is expected to decline. When implementing a 2% annual predicted decrease, the overall un-helmeted motorcycle fatalities should lower to 72 in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-8) Number of Un-Helmeted Motorcyclist Fatalities	91	76	72

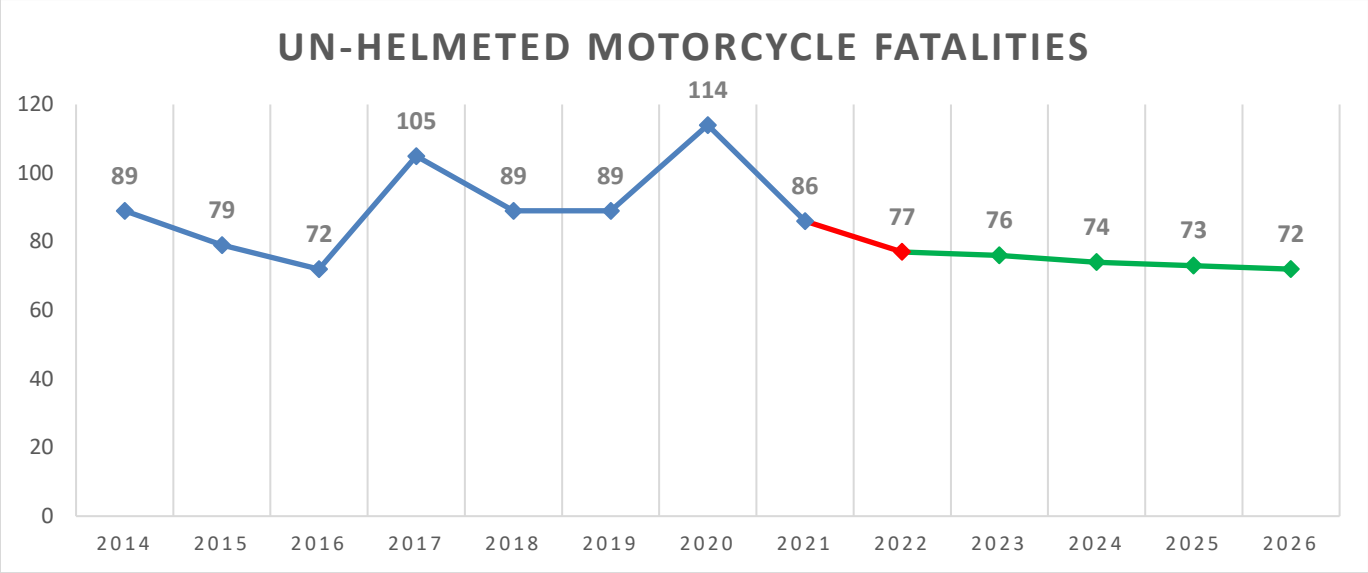


Figure 22: Total Un-helmeted Motorcycle Fatalities (Source: 2014-2022 ARIES, FARS)

Performance Measure C-9: Number of Drivers 20 Or Younger Involved In Fatal Crashes (FARS)

Performance Target Justification

Young drivers under the age of 20 have a three times higher likelihood of being involved in a fatal crash than adult drivers per mile traveled. Motor vehicle crashes remain a leading cause of injury or death for young adults across the United States. The year 2021 marked a record high of young drivers involved in fatal crashes in Indiana. When implementing a 2% annual predicted decrease, the overall number of young drivers involved in fatal crashes should lower to 102 in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-9) Number of Drivers 20 or Younger Involved in Fatal Crashes	111	108	102

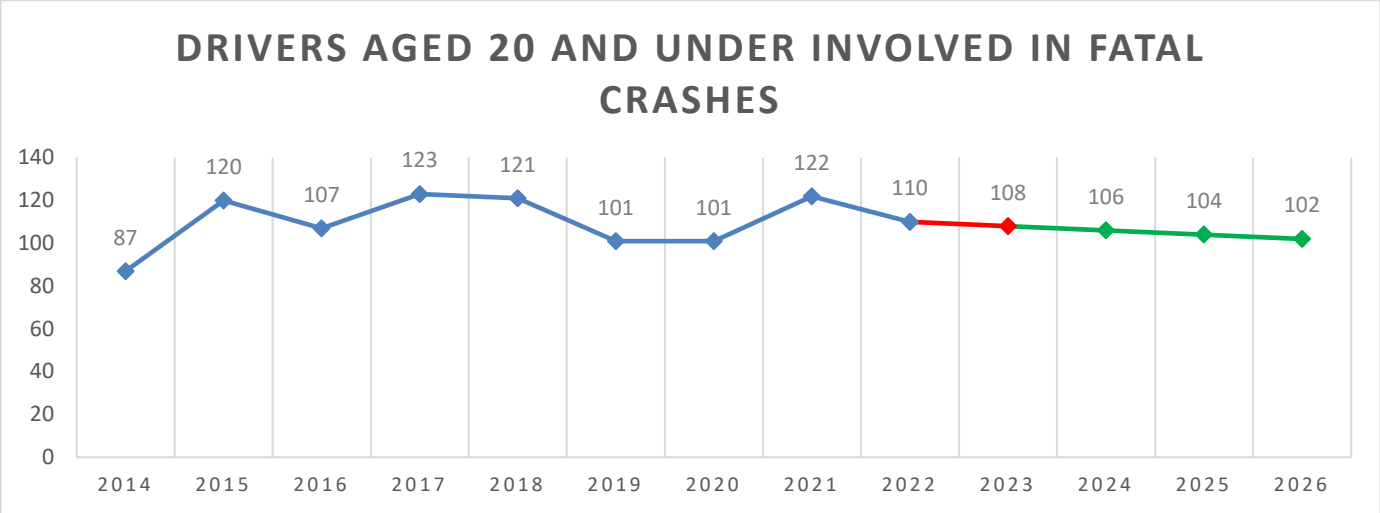


Figure 23: Drivers 20 and Under Involved in Fatal Crashes (Source: 2014-2022 ARIES, FARS)

Performance Measure C-10: Number of Pedestrian Fatalities (FARS)

Performance Target Justification

Pedestrian fatalities are one of the quickest-growing types of non-occupant fatalities across the State of Indiana and NHTSA Region 5. Major cities, such as Indianapolis, are hot spots for pedestrian injury and death. In order to protect this vulnerable population, drastic program improvements are needed. When implementing a 2% annual predicted decrease, the overall pedestrian fatalities should lower to 105 in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-10) Number of Pedestrian Fatalities	101	112	105

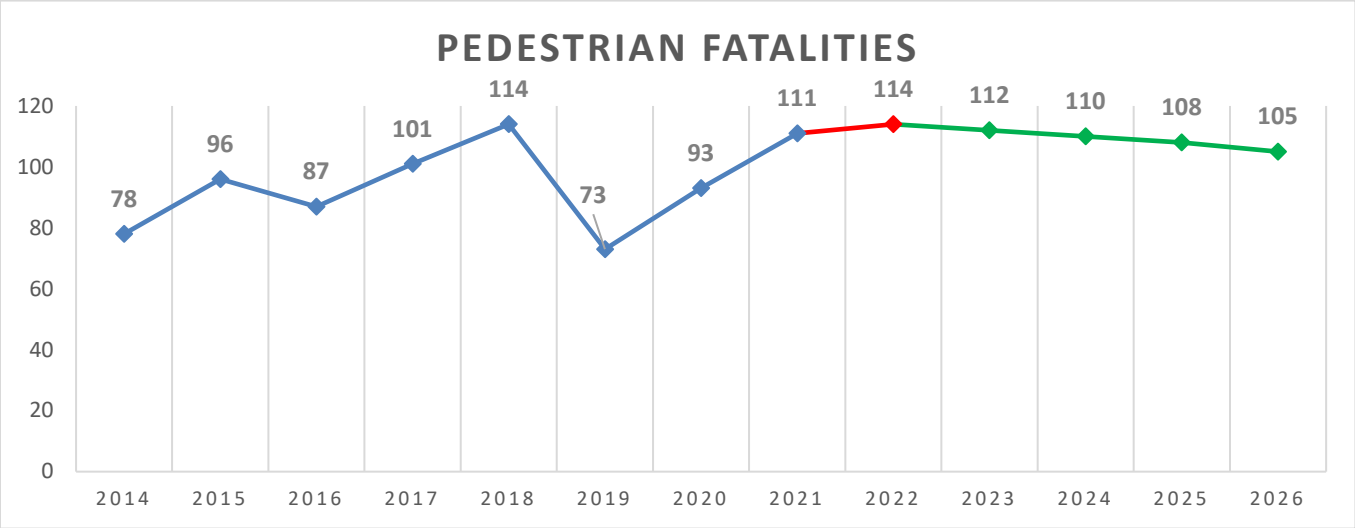


Figure 24: Pedestrian Fatalities (Source: 2014-2022 ARIES, FARS)

Performance Measure C-11: Number of Bicyclist Fatalities (FARS)

Performance Target Justification

Bicyclists, alongside pedalcyclists, remain some of Indiana's most vulnerable road users. Fatal crashes spiked during the Covid-19 Pandemic and slightly decreased in 2022. When implementing a 2% annual predicted decrease, the overall bicyclist fatalities should lower to 15 in 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
C-11) Number of Bicyclist Fatalities	19	16	15

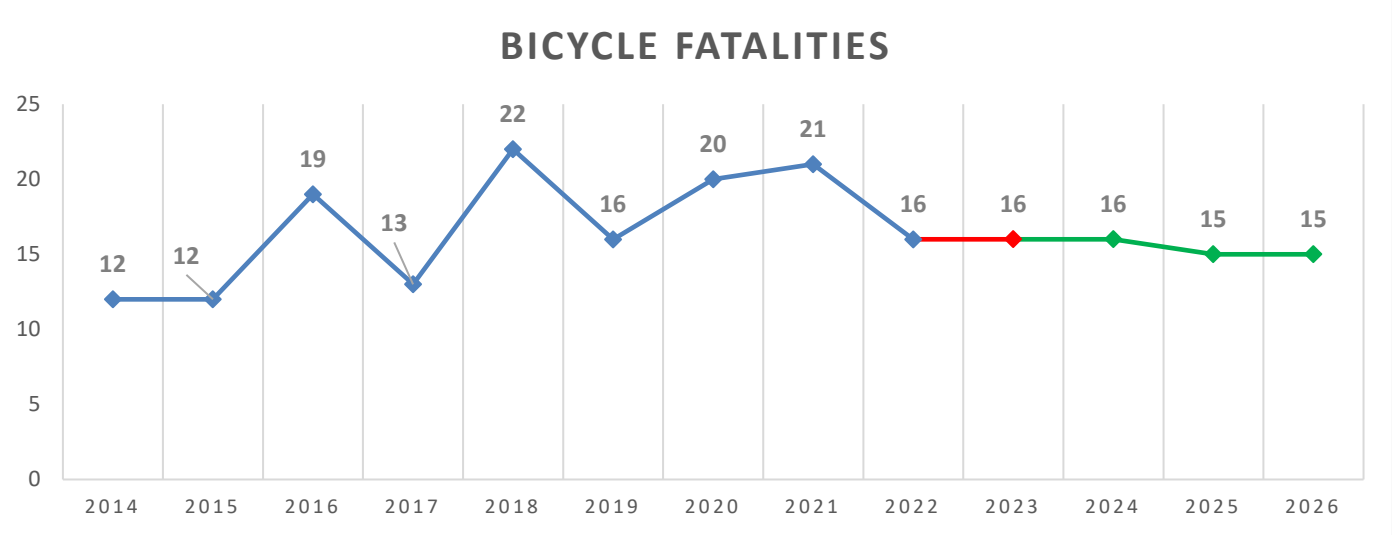


Figure 25: Bicycle Fatalities (Source: 2014-2022 ARIES, FARS)

Performance Measure B-1: Observed Seat belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Annual Survey)

Performance Target Justification

The rate of observed seat belt usage in Indiana is slowly recovering from a major drop in use from 2020 – 2021. Indiana reported 93% usage in the 2022 data survey. The overall seat belt usage is expected to increase 2% annually in the upcoming years. Indiana performance must remain above 90% for continued Federal Funding.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
B-1) Observed Seat Belt use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	93.8	94.86	100

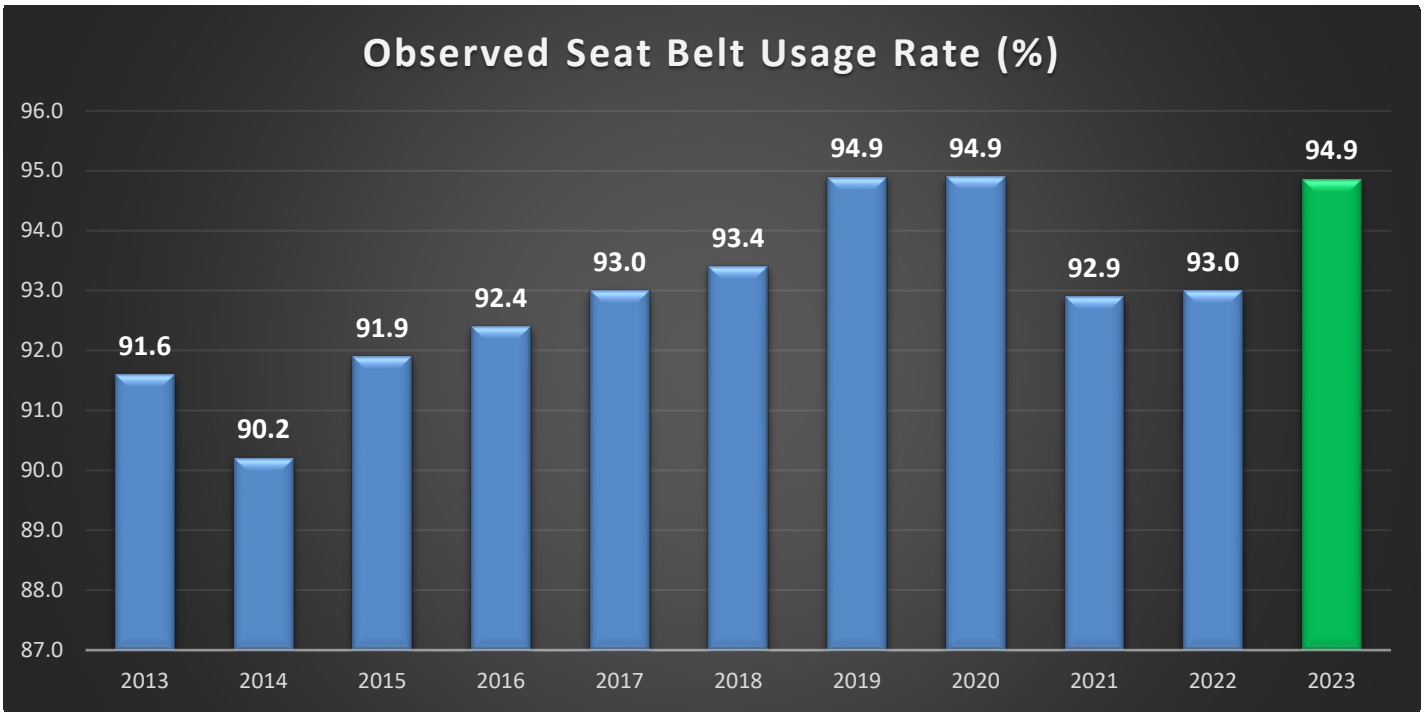


Figure 26: Observed Seat Belt Usage Rate (%) (Sources: Indiana Roadside Observational Survey of Safety Belt Use, Center for Road Safety, Purdue University)

Performance Measure A-5: Children Aged 15 And Under Killed In Traffic Crashes (FARS)

Performance Target Justification

Over previous years, the number of children aged 15 and under killed in traffic crashes has varied. Teenagers are the age population least likely to wear a seat belt when in a vehicle, which highly increases the risk of a fatality. When implementing a 2% annual predicted decrease, the number of children aged 15 and under killed is expected to decrease to 25 by 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
A-5) Children Aged 15 and Under Killed in Traffic Crashes	32.6	26	25

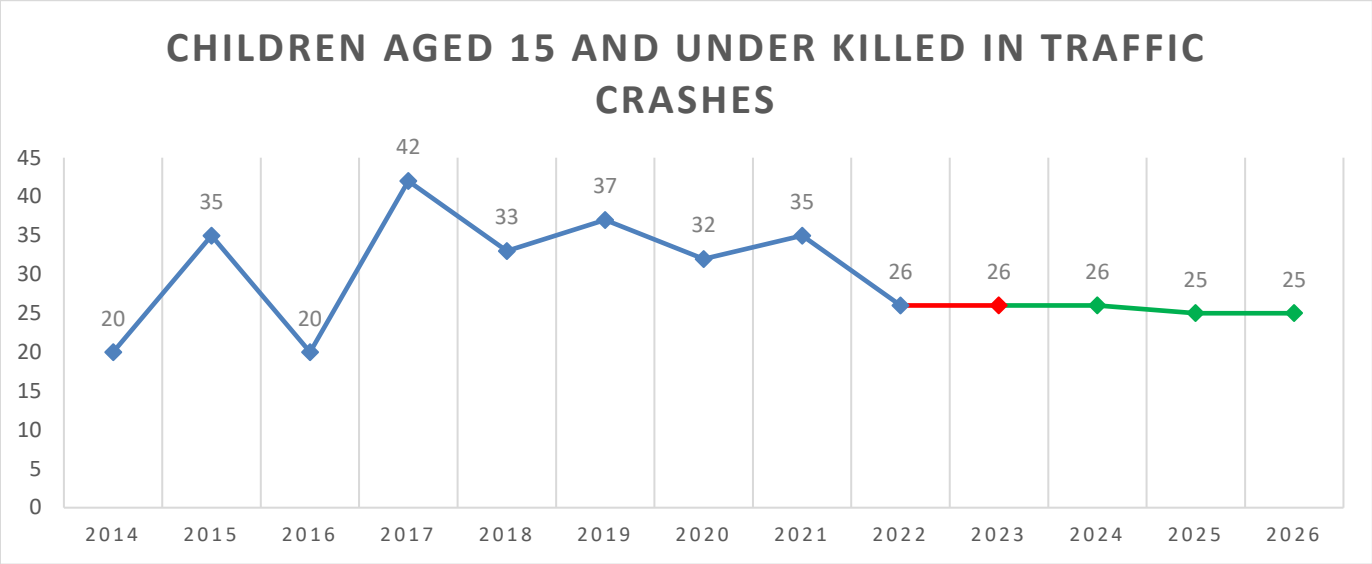


Figure 27: Children Aged 15 and Under Killed in Traffic Crashes (Source: 2014-2022 ARIES, FARS)

Performance Measure IN-1: Children Aged 7 And Under Killed In Traffic Crashes (FARS)

Performance Target Justification

The number of children aged 7 and under killed in traffic crashes has remained consistent since a rapid decline in 2018. ICJI's child passenger safety program focuses on increased safety and secure seating for all children traveling in vehicles across Indiana. When implementing a 2% annual predicted decrease, the number of children aged 7 and under killed is expected to decrease to 11 by 2026.

Performance Target	5 Year Average	2023 Target Value	2026 End Target Value
IN-1) Children Aged 7 and Under Killed in Traffic Crashes	14	11	10

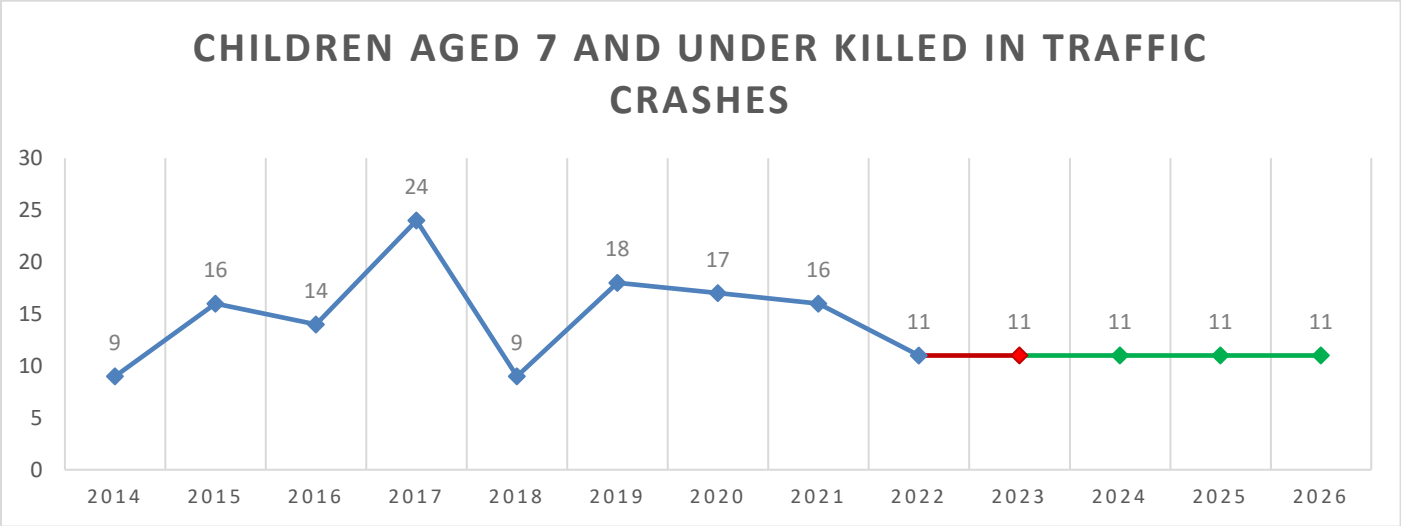


Figure 28: Children Aged 7 and Under Killed in Traffic Crashes (Source: 2014-2022 ARIES, FARS)

VI. Countermeasures Strategy for Programming Funds

Pursuant to 23 C.F.R. 1300.11 (b)(4), the following section provides a description of the countermeasure strategies that will guide Indiana's program implementation and annual project selection in order to achieve the previously stated performance targets.

Figure 29 lists Indiana's Core Outcome Measures. *Figure 30* describes the selected countermeasures and strategies that guide Indiana's program implementation and annual project selection to achieve specific performance targets. The countermeasure strategy is a grouping of one or more individual countermeasures to address identified problems and meet performance targets. For each program area, there is one or more countermeasure strategy. The countermeasure strategies selected were informed by the Uniform Guidelines for State Highway Safety Programs. In addition, there is a list of Federal Funding Sources and estimated allocation of funds. Each program is designed to reduce serious injuries and deaths cause by a motor vehicle. These programs comply with the uniform guidelines in accordance with 23 U.S.C. 402(a)(2).

Program management for each program area listed in *Figure 30* follow the Uniform Guidelines for State Highway Safety Programs framework. TSD staff is trained to coordinate the implementation of recommended activities; conducts regular problem identification and evaluation activities to determine fatality injury, and crash trends and to provide guidance in the development and implementation of countermeasures; and supports the enforcement by local enforcement agencies of State laws related to each program area.

The TSD implements enforcement and communication components as part of the countermeasure strategies selected for the occupant protection programs. In keeping with recommendations from NHTSA's Uniform Guidelines for State Highway Safety Programs, No. 20, the occupant protection program incorporates strong enforcement of seat belt and child safety laws through citations and warnings; accurate reporting of occupant protection system information on police accident report forms; communication campaigns to inform the public about occupant protection laws and related enforcement activities; routine monitoring of citation rates for nonuse of seat belts and child safety seats; and utilization of law enforcement liaisons, for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations. Projects conducted by law enforcement agencies prioritize high-visibility enforcement and sustained enforcement of seat belt use. Participating agencies are required to participate in enforcement blitzes that take place alongside corresponding media campaigns.

Countermeasure strategies implemented for the child passenger safety programs include child restraint inspections stations and community traffic safety programs. To address the issue of child restraint misuse, projects are selected to increase the number of trained Child Passenger Safety Technicians and enable CPSTs working at inspection stations and community events to provide education to caregivers about the correct use and installation of child restraints and distribute child restraints to families and children in need. The countermeasure strategies selected were informed by the Uniform Guidelines for State Highway Safety Programs, No. 20. The programs developed by the TSD assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics; promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria; continue programs and activities to increase the use of booster seats by children who outgrow infant or convertible child safety seats but are still too small to safely use seat belts; and provide carefully crafted and administered child safety seat subsidy and/or give-away programs.

To reduce impaired driving crashes and driving under the influence in Indiana, the TSD focuses on the countermeasure strategies of deterrence, prevention, and communications and outreach, as described in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020*. The countermeasure strategies selected were also informed by the Uniform Guidelines for State

Highway Safety Programs, No. 8. The frequent, highly visible, well publicized, and fully coordinated enforcement of laws prohibiting impaired driving and the prosecution and adjudication of offenders are effective deterrent strategies. The high visibility enforcement efforts are conducted periodically and on a sustained basis throughout the year. The prosecution component focuses on visibly, aggressively, and effectively prosecuting and publicizing impaired-driving-related efforts, including the use of experienced traffic safety resource prosecutors, to help coordinate and deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State.

These strategies focus on sustained and integrated enforcement through the partnerships with local law enforcement agencies, Indiana State Excise Police, and Indiana State Police. The prevention and deterrence strategies selected by the TSD also include Drug Recognition Experts training, preliminary drug testing, preliminary breath test devices, laboratory testing of drug and alcohol samples, and ignition interlock programs. Media campaigns publicize enforcement blitzes and the alternative transportation project. Additionally, special attention is given to underage drinking through the teen safety programs run by the TSD.

Motorcycle safety countermeasure strategies are selected in accordance with the Uniform Guidelines for State Highway Safety Programs, No. 3. Motorcycle rider education and training and motorcycle rider conspicuity and motorist awareness programs are the primary focuses of the TSD's motorcycle safety program, which seeks to provide reasonable availability of rider education courses and emphasize the issues of rider conspicuity and motorist awareness of motorcycles. The countermeasure strategies also address motorcycle operation under the influence of alcohol or other drugs. Motorcycle safety projects run in conjunction with the high visibility enforcement impaired driving campaigns and emphasize community traffic safety programs and event-based programs.

The young drivers program area was informed by the Uniform Guidelines for State Highway Safety Programs, No. 4. The program implements elements from the driver education and training program and communication program countermeasures strategies. The education and training component focuses on providing instruction regarding rules of the road and other State laws and local motor vehicle laws and ordinances; attitudinal awareness training that includes how attitudes can have an impact on driving behavior; and peer pressure training including how vehicle operators and passengers can say no in unsafe peer-pressure situations and how to utilize leadership skills in managing the driver and the passengers in a vehicle. The communication component works to identify audiences at particular risk and develop appropriate messages; inform novice drivers about underage drinking and zero tolerance laws; and inform the public on the role of parental monitoring/involvement.

Pedestrian, pedalcyclist, and non-motorized safety countermeasure strategies include enforcement, outreach, and communication components, as described in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020*. Components from the Uniform Guidelines for State Highway Safety Programs, No. 14 were also implemented in the countermeasure strategies selected for this program area. Law enforcement agencies enforce pedestrian and bicycle laws, and all laws that affect the safety of pedestrians and bicyclists, including those aimed at aggressive drivers. Outreach efforts focus on vulnerable road user populations. The Stop Arm Violation Enforcement project in particular aims to raise awareness of the vulnerability of children as they travel to and from school and increase compliance with relevant traffic laws, using the Safe Routes to School countermeasure as its framework.

The law enforcement liaisons (LEL) program is informed by the Uniform Guidelines for State Highway Safety Programs, No. 15. LELs facilitate collaboration between the TSD and local law enforcement agencies in the TSD's efforts to develop and implement a comprehensive traffic enforcement services program that is focused on general deterrence and inclusive of impaired driving, seat belt use and child passenger safety laws, motorcycles, speeding, and other programs to reduce hazardous driving behaviors; develop cooperative working relationships with other governmental agencies, community organizations, and traffic safety stakeholders on traffic safety and enforcement issues; and maintain traffic enforcement strategies and policies

for all area of traffic safety including roadside sobriety checkpoints, seat belt use, pursuit driving, crash investigating and reporting, speed enforcement, and hazardous moving traffic violations.

The traffic records improvement programs were informed by the Uniform Guidelines for State Highway Safety Programs, No. 10. The traffic records countermeasures include making data program improvements relating to quantifiable, measurable progress in the timeliness of data in a core highway safety database; making data program improvements relating to quantifiable, measurable progress in the uniformity of data in a core highway safety database; making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database; making data program improvements relating to quantifiable, measurable progress in the accuracy of data in a core highway safety database; making data program improvements relating to quantifiable, measurable progress in the accessibility of data in a core highway safety database; and making data program improvements relating to quantifiable, measurable progress in the integration of data between one or more core highway safety databases.

The components of Indiana's traffic records system include the crash data component, including documentation of the time, location, environment, and characteristics of a crash; the roadway data component, including documentation of roadway location, identification, and classifications, as well as a description of a road's total physical characteristics and usage; the driver data component, including information about the State's population of licensed drivers; the vehicle data component, including information on the identification and ownership of vehicles registered in the State; the citation/adjudication data component, identifying citation/arrest and adjudication activity of the State; and the Statewide Injury Surveillance system data component, including information about Emergency Medical Services, trauma, and morbidity databases to track injury causes, magnitude, costs, and outcomes. The traffic records system is necessary for problem identification, research and program development, policy development, analytical resources access, public access to data, and data use and improvement.

The communication program component for all program areas and the Traffic Safety Statewide Media Campaign focuses on relevant audiences (e.g., low-belt-use, high-risk motorists) and increases awareness of the state's traffic safety laws; identifies and addresses specific audiences at particular risk; addresses enforcement of seat belt use, child passenger safety, impaired driving, speed, and other serious traffic laws; capitalizes on special events and awareness campaigns; and motivates the public to support increased enforcement of traffic laws. Earned media and paid advertisement distribute messaging about the TSD's efforts through various media outlets. Communications and outreach are conducted at local and State levels.

The effectiveness of the following projects has been documented by NHTSA in their *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020* (CTW) guide. The TSD identified Indiana's problem areas through a variety of methods, including systematic data collection, public participation engagement, and outreach surveys. The information analyzed and the countermeasures selected are:

***Countermeasures That Work*, Chapter 1: Alcohol- and Drug-Impaired Driving**

- 1.1 Administrative License Revocation or Suspension ★★★★★
- 1.3 High-BAC Sanctions ★★★
- 2.1 Publicized Sobriety Checkpoints ★★★★★
- 2.2 High-Visibility Saturation Patrols★★★★
- 2.3 Breath Test Devices ★★★★
- 2.5 Integrated Enforcement ★★★
- 3.1 DWI Courts ★★★★
- 3.2 Limits on Diversion and Plea Agreements ★★★★
- 3.3 Court Monitoring ★★★
- 4.2 Alcohol Ignition Interlocks ★★★★★
- 5.1 Alcohol Screening and Brief Intervention ★★★★★
- 5.2 Mass Media Campaigns ★★★

5.4 Alternative Transportation ★★★
6.1 Minimum Drinking Age 21 Laws ★★★★★
6.2 Zero-Tolerance Law Enforcement ★★★
6.3 Alcohol Vendor Compliance Checks ★★★
6.4 Other Minimum Legal Drinking Age 21 Law Enforcement ★★★
7.1 Enforcement of Drug-Impaired Driving ★★★

***Countermeasures That Work*, Chapter 2: Seat Belts and Child Restraints**

1.1 State Primary Enforcement Seat Belt Use Laws ★★★★★
1.2 Local Primary Enforcement Seat Belt Use Laws and Ordinances ★★★
1.3 Increased Seat Belt Use Law Penalties: Fines and Driver's License Points ★★★★
2.1 Short-Term, High-Visibility Seat Belt Law Enforcement ★★★★★
3.1 Supporting Enforcement ★★★★★
3.2 Strategies for Low-Belt-Use-Groups ★★★★
4.1 Strengthening Child/Youth Occupant Restraint Laws ★★★★★
6.1 Strategies for Older Children ★★★
6.2 Strategies for Child Restraint and Booster Seat Use ★★★
7.2 Inspection Stations ★★★

***Countermeasures That Work*, Chapter 3: Speeding and Speed Management**

1.1 Speed Limits ★★★★★
4.1 Communications and Outreach Supporting Enforcement ★★★

***Countermeasures That Work*, Chapter 5: Motorcycle Safety**

2.1 Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions ★★★

***Countermeasures That Work*, Chapter 8: Pedestrian Safety**

2.1 Elementary-Age Child Pedestrian Training ★★★
2.2 Safe Routes to School ★★★
4.1 Pedestrian Safety Zones ★★★★
4.2 Reduce and Enforce Speed Limits ★★★
4.4 Enforcement Strategies ★★★

2024 – 2026 Highway Safety Plan	
Core Outcome Measures	
C-1	**Traffic Fatalities**: To reduce fatalities under the projected **889** by 2026.
C-2	**Serious Injuries in Traffic Crashes**: To reduce serious injuries in traffic crashes under the projected **3151** by 2026.
C-3	**Fatalities/100M VMT**: To maintain traffic fatalities per 100M VMT under the projected **1.05** by 2026.
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions**: To reduce unrestrained traffic fatalities under the projected **218** by 2026.
C-5	**Alcohol-Impaired Driving Fatalities**: To reduce alcohol-related fatalities under the projected **140** by 2026.
C-6	**Speeding-Related Fatalities**: To reduce speeding-related fatalities under the projected **268** by 2026.
C-7	**Motorcyclist Fatalities**: To reduce motorcyclist fatalities under the projected **107** by 2026.
C-8	**Un-helmeted Motorcyclist Fatalities**: To reduce un-helmeted motorcyclist fatalities under the projected **72** by 2026.
C-9	**Drivers aged 20 or Younger Involved in Fatal Crashes**: To reduce drivers aged 20 and younger involved in fatal crashes under the projected **102** by 2026.
C-10	**Pedestrian Fatalities**: To reduce pedestrian fatalities under the projected **105** by 2026.
C-11	**Bicyclist Fatalities**: To reduce bicyclist fatalities under the projected **15** by 2026.
B-1	**Observed Seat Belt Use for Passenger Vehicles (State Survey)**: To increase the observed seat belt use for passenger vehicles, and front-seat occupants above **93%** by 2026.
A-5	**Children Aged 15 and Younger Fatalities**: To reduce children aged 15 and younger fatalities to under the projected **25** by 2026.
IN-1	**Children Aged 7 and Under Killed in Traffic Crashes**: To reduce children aged 7 and younger fatalities to under the projected **11** by 2026.

Figure 29: 2024-2026 Highway Safety Plan – Indiana Core Outcome Measures

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Planning and Administration	Highway Safety Office Program Management															402	$1,600,000.00	Office management and oversight of traffic safety programs.
Traffic Safety Travel and Training	Highway Safety Office Program Management															405d	$900,000.00	Education, training, and identifying data demographics are key to creating a well-versed Traffic Safety team and meeting the corresponding performance targets.
Traffic Safety Travel and Training	Highway Safety Office Program Management															402	$800,000.00	Education, training, and identifying data demographics are key to creating a well-versed Traffic Safety team and meeting the corresponding performance targets.
Occupant Protection Program Management	Occupant Protection: Highway Safety Office Program Management *CTW* Ch 2: 1.2, 2.1, 3., 6.1, 6.2, 7.2															402	$300,000.00	Education, training, and identifying data demographics are key to creating a well-versed Traffic Safety team and meeting the corresponding performance targets.
Occupant Protection Program Management	Occupant Protection: Highway Safety Office Program Management Child Safety *CTW* Ch. 2: 1.2, 2.1, 3.1, 6.1, 6.2, 7.2															405b	$240,000.00	The linkage between the target performance measures will increase child restraint training, distribute resources, and expand child restraint safety in underserved bilingual and impoverished Indiana communities. Implementing this countermeasure strategy will address the need (established by data and through Public Participation Engagement) to reach more rural areas and provide the services needed to address language barriers and create and develop specific outreach and engagement efforts in underserved communities.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Child Restraint Inspection Stations	Occupant Protection: Child Restraint Inspection Station(s) *CTW* Ch. 2: 3.2, 4.1, 6.1, 6.2, 7.2															405b Flex	$330,000.00	The linkage between the target performance measures will increase child restraint training, distribute resources, and expand child restraint safety in underserved bilingual and impoverished Indiana communities. Implementing this countermeasure strategy will address the need (established by data and through Public Participation Engagement) to reach more rural areas and provide the services needed to address language barriers and create and develop specific outreach and engagement efforts in underserved communities.
Child Passenger Safety Training Program	Occupant Protection: Strategies for Child Passenger Safety Program *CTW* Ch. 2: 3.2, 6.2, 7.2															405b	$475,000.00	The linkage between the target performance measures will increase child restraint training, distribute resources, and expand child restraint safety in underserved bilingual and impoverished Indiana communities. Implementing this countermeasure strategy will address the need (established by data and through Public Participation Engagement) to reach more rural areas and provide the services needed to address language barriers and create and develop specific outreach and engagement efforts in underserved communities.
Child Restraint Training and Distribution Program	Occupant Protection: Community Traffic Safety Programs *CTW* Ch. 2: 3.2, 6.2, 7.2															405b	$2,500,000.00	The linkage between the target performance measures will increase child restraint training, distribute resources, and expand child restraint safety in underserved bilingual and impoverished Indiana communities. Implementing this countermeasure strategy will address the need (established by data and through Public Participation Engagement) to reach more rural areas and provide the services needed to address language barriers and create and develop specific outreach and engagement efforts in underserved communities.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Child Passenger Safety Specialist (CPSS)	Occupant Protection: Community Traffic Safety Programs *CTW* Ch. 2: 3.2, 6.2, 7.2															405b	$450,000.00	The linkage between the target performance measures will increase child restraint training, distribute resources, and expand child restraint safety in underserved bilingual and impoverished Indiana communities. Implementing this countermeasure strategy will address the need (established by data and through Public Participation Engagement) to reach more rural areas and provide the services needed to address language barriers and create and develop specific outreach and engagement efforts in underserved communities.
Teen Traffic Safety and Education	Young Drivers: Community Traffic Safety Programs *CTW* Ch. 2: 2.1, 2.2, 3.1 Uniform Guidelines No. 4															405b	$1,130,000.00	The linkage between the target performance measures will increase education and utilize dangerous driving prevention strategies (DUI, Speeding, Unrestrained, Distracted, etc.) towards young drivers. As the data has shown through local data collection, young drivers have a higher likelihood of engaging in risky behaviors and are more likely to be involved in fatal crashes than any other age group. The countermeasures selected will aid in educating young drivers to become safer road users.
Click It to Live It (CITLI)	Occupant Protection: High Visibility Enforcement, Sustained Enforcement *CTW* Ch. 2: 2.1, 2.3															402	$10,000,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. The countermeasure strategy was chosen based on data and public participation input. TSD found there needs to be high visibility enforcement targeting seat belt use, speeding, impaired driving, and pedestrian and pedalcyclist safety. Through data analysis, TSD will target locations that show lower seat belt use rates in the state.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Visible Speed Enforcement Teams (VSET)	Occupant Protection: High Visibility Enforcement, Sustained Enforcement Uniform Guidelines No. 19	■	■	■			■			■	■			■		402	$750,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. Implementing this strategy will address the need (established by data and through Public Participation Engagement) to create deterrence and change unlawful behavior through HVE and enforcement of speed limits.
Driving Under the Influence Task Force (DUITF)	Impaired Driving: High Visibility Enforcement, Sustained Enforcement *CTW* Ch. 1: 2.1, 2.2, 2.3	■		■		■	■			■	■					164	$5,500,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. Implementing this strategy will address the need (established by data and through Public Participation Engagement) to create deterrence and change unlawful behavior through HVE and checkpoints.
Stop Arm Violation Enforcement (SAVE)	Non-Motorized Safety: Safe Routes to School *CTW* Ch. 8: 2.2, 4.4	■	■	■			■			■	■	■	■			402	$1,500,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. Children walking or biking to and from school during times of lowest visibility pose the highest risk of being involved in a collision. Implementing this strategy will address the need (established by data and through Public Participation Engagement) to reduce speeding and dangerous driving behaviors near school buses and increase the safety of children walking or bicycling to school.
Motorcycle – High Visibility Awareness (MC-HVA)	Impaired Driving, Motorcycle Safety: High Visibility Enforcement *CTW* Ch. 5: 2.1 Uniform Guidelines No. 3	■	■	■		■	■	■	■	■	■					405d Flex	$150,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. Implementing this strategy will address the need (established by data and through Public Participation Engagement) to reduce motorcycle (helmeted and un-helmeted) fatalities through increased education and awareness of motorcycle riders and programs developed to reach impaired motorcyclists.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Ped-Bike	Non-Motorized Safety: Integrated Enforcement Strategies *CTW* Ch.8: 2.2, 4.2, 4.4 Uniform Guidelines No. 14	■	■	■			■			■	■	■				405d Flex	$300,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. Implementing this strategy will address the need (established by data and through Public Participation Engagement) to increase the safety of pedestrians and pedalcyclists and decrease vulnerable road user fatalities caused by speeding, distracted driving, impaired driving, young drivers, or any other unsafe driving behavior, through enforcement and education.
Law Enforcement Liaisons (LEL)	Occupant Protection, Impaired Driving: Community Traffic Safety Programs Uniform Guidelines No. 15	■		■	■	■								■		402	$1,650,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. Implementing this strategy will address the need (established by data and through Public Participation Engagement) to positively impact driver awareness and behavior through traffic enforcement. LELs are crucial to maintaining communication with law enforcement agencies and community representatives to assist in facilitating effective traffic safety programs and policies.
Crash Mapping Secondary Crash Reduction (CMAP)	Traffic Records: Crash Records Improvement Uniform Guidelines No. 10	■	■	■												402	$2,000,000.00	The linkage between the target performance measures will focus on increasing crash site education alongside increased monitoring of speeding and secondary crashes. Implementing this strategy will address the need for improved data collection methods.
Purdue University Center for Road Safety (CRS)	Occupant Protection, Traffic Records: Traffic Records Improvement Uniform Guidelines No. 10	■	■	■												402	$900,000.00	The linkage between the target performance measures and data collected by Purdue University in seat belt observational surveys will enhance seat belt usage data and highlight problematic demographics for improvement. The TSD chose these countermeasures to increase seat belt usage and lower unrestrained fatalities.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Indiana University Public Policy Institute (IUPPI)	Traffic Records: Crash Records Improvement Traffic Records Improvement Uniform Guidelines No. 10															402	$600,000.00	The linkage between the target performance measures will focus on highlighting data shortcomings, increasing awareness of traffic issues within Indiana, and share publications of traffic safety data findings. Implementing this strategy will address the need for improved data collection and sharing methods.
On-site Outreach and Education	Impaired Driving: Alternative Transportation Public Education and Outreach *CTW* Ch. 1: 5.4															164	$800,000.00	The linkage between the target performance measures and officer engagement combine to lower impaired driving and DUI fatalities. The TSD used Toxicology, community surveys, and FARS data to support evidence-based countermeasures focused on providing alternative transportation. As a result, these actions will decrease impaired driving injuries and deaths.
On-site Outreach and Education	Impaired Driving: Alternative Transportation Public Education and Outreach *CTW* Ch. 1: 5.4															405d	$1,500,000.00	The linkage between the target performance measures and officer engagement combine to lower impaired driving and DUI fatalities. The TSD used Toxicology, community surveys, and FARS data to support evidence-based countermeasures focused on providing alternative transportation. As a result, these actions will decrease impaired driving injuries and deaths.
On-site Outreach and Education	Impaired Driving: Alternative Transportation Public Education and Outreach *CTW* Ch. 1: 5.4															402	$1,500,000.00	The linkage between the target performance measures and officer engagement combine to lower impaired driving and DUI fatalities. The TSD used Toxicology, community surveys, and FARS data to support evidence-based countermeasures focused on providing alternative transportation. As a result, these actions will decrease impaired driving injuries and deaths.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Impaired Driving Program Management	Impaired Driving: Highway Safety Office Program Management *CTW* Ch. 1: 2.1, 2.3, 4.2, 7.1	■		■		■										164	$1,500,000.00	The linkage between the target performance measures and officer engagement combine to lower impaired driving and DUI fatalities. The TSD used Toxicology and FARS data to support evidence-based countermeasures focused on decreasing impaired driving injuries and deaths.
Ignition Interlock Management	Impaired Driving: Ignition Interlock *CTW* Ch. 1: 4.2	■		■		■										164	$300,000.00	The linkage between the target performance measures and equipment installed in this program combine to lower intoxicated driving and overall decrease DUI fatalities. TSD used the data to choose the countermeasures to develop an Ignition Interlock program.
Excise Enforcement Program	Impaired Driving: Integrated Enforcement *CTW* Ch. 1: 6.2, 6.3, 6.4	■		■		■										164	$850,000.00	The linkage between the target performance measures and officer engagement combine to lower underage drinking and DUI fatalities. The TSD used Excise and FARS data to support evidence-based countermeasures focused on decreasing underage alcohol consumption and impaired driving.
Roadside Impaired Driving Programs	Impaired Driving: Preliminary Breath Test Devices *CTW* Ch. 1: 2.1, 2.3	■	■	■		■	■	■								164	$450,000.00	The countermeasure(s) selected is proven highly effective, particularly when coinciding with outreach and communications efforts. Implementing this strategy will address the need (established by data and through Public Participation Engagement) to create deterrence and change unlawful behavior by enabling law enforcement to screen drivers for impaired driving and ultimately lower DUI (drug and alcohol) fatalities.
Roadside Impaired Driving Programs	Impaired Driving: Preliminary Drug Testing *CTW* Ch. 1: 2.1, 7.1	■	■	■		■	■	■								405d	$750,000.00	The linkage between the target performance measures will increase education and training for officers to become qualified in collecting breath samples from suspected DUI drivers. Based upon Toxicology data and officer engagement, the TSD chose these countermeasures to reduce deaths and injuries related to impaired driving.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Roadside Evidentiary Breath Alcohol Testing Enhancement (REBATE)	Impaired Driving: Evidentiary Breath Test Devices *CTW* Ch. 1: 2.1, 2.3	■	■	■		■	■	■								164	$750,000.00	The linkage between the target performance measures will increase education and training for officers to become qualified in collecting breath samples from suspected DUI drivers. Based upon Toxicology data and officer engagement, the TSD chose these countermeasures to reduce deaths and injuries related to impaired driving.
Department of Toxicology Backlog Reduction	Impaired Driving: Laboratory Testing of Drug and Alcohol Samples *CTW* Ch. 1: 7.1	■	■	■												405d	$2,400,000.00	The linkage between the target performance measures will decrease the turnover time of testing drug and alcohol samples from suspected DUI drivers. Based upon Toxicology data, the TSD chose these countermeasures to reduce deaths and injuries related to impaired driving.
Indiana State Police High Visibility Enforcement	Impaired Driving: Sustained Enforcement *CTW* Ch. 1: 2.1, 2.2, 2.3, 2.5, 7.1 *CTW* Ch. 2: 2.1 *CTW* Ch. 3: 1.1	■		■	■	■										164	$1,500,000.00	The linkage between the target performance measures alongside officer enforcement will aid the use of saturation patrols and targeted enforcement to combat impaired driving, seat belt violations, speed violations, and other dangerous driving behaviors. Based upon citation data and law enforcement participation, the TSD chose these countermeasures to decrease a multitude of fatalities: DUI, speeding, and distracted driving.
Indiana State Police High Visibility Enforcement	Occupant Protection: Sustained Enforcement *CTW* Ch. 1: 2.1, 2.2, 2.3, 2.5, 7.1 *CTW* Ch. 2: 2.1 *CTW* Ch. 3: 1.1	■		■	■	■										402	$1,500,000.00	The linkage between the target performance measures alongside officer enforcement will aid the use of saturation patrols and targeted enforcement to combat impaired driving, seat belt violations, speed violations, and other dangerous driving behaviors. Based upon citation data and law enforcement participation, the TSD chose these countermeasures to decrease a multitude of fatalities: DUI, speeding, and distracted driving.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Traffic Safety Resource Prosecutor (TSRP)	Impaired Driving: Prosecutor Training *CTW:* Ch. 1: 1.1, 3.1, 3.2															405d Flex	$1,350,000.00	The linkage between the target performance measures and TSD communication will increase training and instruction measures. As a result, it will aid the formation of impaired driving laws and programs. Based upon citation data and community participant outreach, the TSD chose the countermeasures to reduce impaired driving injuries and fatalities.
Law Enforcement Phlebotomy Program (LEPP)	Impaired Driving: High Visibility Enforcement *CTW* Ch. 1: 2.2, 7.1															405d	$525,000.00	The linkage between the target performance measures will increase education and training for officers to become qualified in collecting blood samples from suspected DUI drivers. Based upon Toxicology data, the TSD chose these countermeasures to reduce deaths and injuries related to impaired driving.
Judicial Outreach Liaison	Judicial Outreach Liaison CTW Ch. 1: 3.1															405d	$200,000.00	The linkage between the target performance measures and TSD communication will increase training and instruction to forming impaired driving laws and programs. Based upon citation data and community participant outreach, the TSD chose the countermeasures to reduce impaired driving injuries and fatalities.
Drug Recognition Expert Training Program	Drug Recognition Expert (DRE) Training CTW Ch. 1: 2.5, 7.1															405d	$2,130,000.00	The linkage between the target performance measures will provide further funding to train and educate Indiana DRE Officers. The countermeasure was chosen to provide special drug impaired enforcement training and highly effective general impairment training to law enforcement officers, empowering them to identify drug impairment in drivers. This strategy contributes to traffic safety as it facilitates more through testing and enforcement, getting impaired drivers off the road, and collecting more complete impairment data for later analyses. Based on the data, the public participation survey, and public participation engagements, TSD chose the countermeasures to reduce deaths and injuries related to impaired driving.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Motorcycle Rider Training and Awareness Initiative	Motorcyclist Training Uniform Guidelines No. 3															405f	$135,000.00	The linkage between the target performance measures will aid education and increased visualization tactics to lower motorcycle crashes. Alongside community outreach and communications, motorcycle registrations are increasing (as seen in BMV data). As a result, the TSD chose these countermeasures to reduce motorcyclist deaths.
Pedestrian and Bicycle Safety Initiative	Ped-Bike Enforcement CTW Ch 8: 2.1, 2.2, 4.2 Uniform Guidelines No. 14															405d	$450,000.00	The linkage between the target performance measures and officer engagement will provide training and assistance in increasing vulnerable road user safety. Based upon increasing PED-BIKE data collection and community participation engagements, the TSD chose the countermeasures to reduce pedestrian and pedalcyclist injuries and fatalities.
Pedestrian and Bicycle Safety Initiative	Ped-Bike Enforcement CTW Ch 8: 2.1, 2.2, 4.2 Uniform Guidelines No. 14															405g/ 405h (non-motorized safety)	$350,000.00	The linkage between the target performance measures and officer engagement will provide training and assistance in increasing vulnerable road user safety. Based upon increasing PED-BIKE data collection and community participation engagements, the TSD chose the countermeasures to reduce pedestrian and pedalcyclist injuries and fatalities.
Traffic Safety Statewide Media Campaign	Integrated Enforcement Strategies CTW Ch. 1: 5.2 CTW Ch. 2: 3.1 CTW Ch. 3: 4.1															402	$1,000,000.00	The countermeasures selected aims to create data-driven media announcements to educate the public and law enforcement. These countermeasures are chosen as a strategy because TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.
Traffic Safety Statewide Media Campaign	Integrated Enforcement Strategies CTW Ch. 1: 5.2 CTW Ch. 2: 3.1 CTW Ch. 3: 4.1															405b	$1,000,000.00	The countermeasures selected aim to create data-driven media announcements to educate the public and law enforcement. These countermeasures are chosen as a strategy because TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
Traffic Safety Statewide Media Campaign	Integrated Enforcement Strategies CTW Ch. 1: 5.2 CTW Ch. 3: 4.1															164	$1,000,000.00	The countermeasures selected aim to create data-driven media announcements to educate the public and law enforcement. These countermeasures are chosen as a strategy because TSD relies on data-driven communication. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve its performance targets.
Traffic Records Program Management	Data Collection and Analysis, Traffic Records Improvement Uniform Guidelines No. 10															405c	$350,000.00	The methodology selected is to collect and analyze data to help identify problems and inform law enforcement and outreach efforts. This overarching countermeasure was chosen as a strategy because TSD relies on data-driven solutions. Crash data analyses are proven effective at helping direct traffic safety efforts, thereby helping Indiana achieve the performance targets.
Traffic Records FARS Program	Crash Records Improvement, Traffic Records Improvement Uniform Guidelines No. 10															405c	$350,000.00	Data is the core of all the activities within the Triennial Highway Safety Plan. The performance measures rely on accurate and timely data. The countermeasure aims to collect and analyze data to help identify problems and inform enforcement and outreach efforts. TSD chose this countermeasure because it is data-driven and will help to direct all traffic safety efforts and achieve performance targets.
Trauma Database	Crash Records Improvement, Traffic Records Improvement Uniform Guidelines No. 10															405c	$600,000.00	The countermeasure selected aims to collect and analyze data to help identify problems and inform law enforcement and outreach efforts related to health and collision related trauma. Trauma data is important especially in cases with pedestrians or pedalcyclists struck. This method was chosen as a strategy because TSD relies on data driven solutions and crash/citation data analysis.

Projects	Countermeasure Strategy and Countermeasures	C-1	C-2	C-3	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	A-5	B-1	IN-1	FUND SOURCE ID	Estimated Federal Funding	Description of linkage between the Problem ID and the Countermeasure Strategy
eCWS Driver and Vehicle Data Integration	Crash Records Improvement, Traffic Records Improvement Uniform Guidelines No. 10															405c	$1,500,000.00	The countermeasure method selected aims to collect and analyze data to help identify problems, such as pedestrian or bicycle-related collisions, OWI, and Speeding, to inform law enforcement and outreach efforts through citation data. It was chosen as a strategy because TSD relies on data driven solutions and crash/citation data analysis.

Figure 31: 2024-2026 Highway Safety Plan - Projects, Countermeasures, Funding, and Linkage

VII. Performance Report

Pursuant to 23 C.F.R. 1300.11(b)(5)(i) and 23 C.F.R. 1300.11(b)(5)(ii), the following section describes Indiana's progress toward meeting performance targets submitted in the 2023 HSP using the most currently available data to reduce overall fatalities and injuries. This section includes an explanation of how Indiana's progress toward achieving the performance targets aligns with the HSP and how the countermeasures selected contributed to meeting those targets.

As of June 2023, Indiana is on target to meet its goals of reducing fatalities and serious injuries in traffic crashes. Available data shows Indiana remains below the Core Outcome Measures set in the 2023 HSP, with 373 recorded traffic fatalities (C-1); 68 unrestrained passenger vehicle occupant fatalities for all seat positions (C-4); 37 alcohol-impaired driving fatalities (C-5); 69 speeding-related fatalities (C-6); 45 motorcycle fatalities (C-7); 4 un-helmeted motorcycle fatalities (C-7); 25 fatalities involving drivers aged 20 and younger (C-9); 40 pedestrian fatalities (C-10); 3 bicyclist fatalities (C-11); 11 children aged 15 and younger fatalities (A-5); and 6 children aged 7 and younger fatalities (IN-1). The data measuring serious injuries in traffic crashes (C-2), fatalities/100M VMT (C-3), serious injury rate, and non-motorized fatal and serious injuries are currently not available for these measures, as they are still being collected for an overall 2023 analysis by INDOT. The Observed Seat Belt Usage measure (B-1) was recorded at 93% and is currently in process. The statewide seat belt surveys will be conducted in the months of July and August of 2023 and predict an overall increase above 93% usage.

The programs incorporated in the 2023 HSP were in alignment with the Core Outcome Measures performance targets. The countermeasures and programs selected directly impacted the results of the performance report (*Figure 31*). It is important to note that the forecast for performance targets can change as new state data is received.

	FARS STATE							2% reduction per year					
GHSA/NHTSA PERFORMANCE MEASURES CHART	DATA	2018	2019	2020	2021	2022	2023 PROJECTED	5 YR AVG	2024	2025	2026	FY2024-2026 3HSP TARGET	2023 PROGRESS	
Traffic Fatalities	FARS and STATE	860	810	897	932	949	945	906.6	926	908	889	**889**	**On-Target**	**373**
Serious Injuries in Traffic Crashes	STATE	3,210	3,659	3,062	3,304	3,307	3,348	3,306	3,281	3,216	3,151	**3,151**	**On-Target**	**–**
Serious Injury Rate	STATE	4.17	4.07	4.06	4.10	4.11	4.14	4.11	4.05	3.96	3.9	**3.90**	**On-Target**	**–**
Fatalities/100M VMT	FARS and STATE	1.03	1.04	1.06	1.10	1.10	1.12	1.084	1.09	1.07	1.05	**1.05**	**On-Target**	**–**
Non-motorized Fatal and Serious Injury	STATE	405	336	397	447	408	410	401	402	394	386	**386**	**On-Target**	**–**
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS and STATE	210	220	225	245	236	232	227	227	223	218	**218**	**On-Target**	**68**
Alcohol-Impaired Driving Fatalities	FARS and STATE	214	200	249	223	152	149	208	146	143	140	**140**	**On-Target**	**37**
Speeding Related Fatalities	FARS and STATE	189	201	138	252	290	285	214	279	274	268	**268**	**On-Target**	**69**
Motorcycle Fatalities	FARS and STATE	117	127	150	134	116	114	129	112	109	107	**107**	**On-Target**	**45**
Un-helmeted Motorcycle Fatalities	FARS and STATE	89	89	114	86	77	76	91	74	73	72	**72**	**On-Target**	**4**
Drivers aged 20 and younger involved in Fatal Crashes	FARS and STATE	121	93	111	122	110	108	111	106	104	102	**102**	**On-Target**	**25**
Pedestrian Fatalities	FARS and STATE	114	73	93	111	114	112	101	110	108	105	**105**	**On-Target**	**40**
Bicycle Fatalities	FARS and STATE	22	16	20	21	16	16	19	16	15	15	**15**	**On-Target**	**3**
Observed Seat belt Usage	State Annual Observed Count	93.4	94.9	94.9	92.9	93.0	94.86	93.8	96.8	98.7	100.0	**100.0**	**In-Process**	**–**
Children Aged 15 and Younger Fatalities	FARS and STATE	20.0	36.0	32.0	35.0	26.0	26.0	32.6	25.5	25.0	24.5	**25.0**	**On-Target**	**11**
Children Aged 7 and under killed in traffic crashes	FARS and STATE	14.0	15.0	15.0	16.0	11.0	11.0	13.7	10.8	10.6	10.4	**10**	**On-Target**	**6**
Number of seat belt citations issued during grant-funded enforcement activities	State Citations	45,284	31,759	20,452	21,501	17,797								
Number of impaired driving arrests and citations made during grant-funded enforcement activities	State Citations	5,556	4,591	5,818	3,491	4,497								
Number of speeding citations issued during grant-funded enforcement activities	State Citations	45,529	42,112	36,752	38,918	30,473								

Figure 32: Indiana's Performance Measures Chart

VIII. National Priority Safety Program Incentive Grants

Indiana is applying for the following incentive grants:

- 405 (b) Occupant Protection
- 405 (c) State Traffic Safety Information System Improvements
- 405 (d) Impaired Driving Countermeasures
- 405 (f) Motorcyclist Safety Grants
- 405 (g) Non-Motorized Safety Grants
- 405 (h) Preventing Roadside Deaths Grants

Appendix A: Public Participation Survey Responses

Question 1:

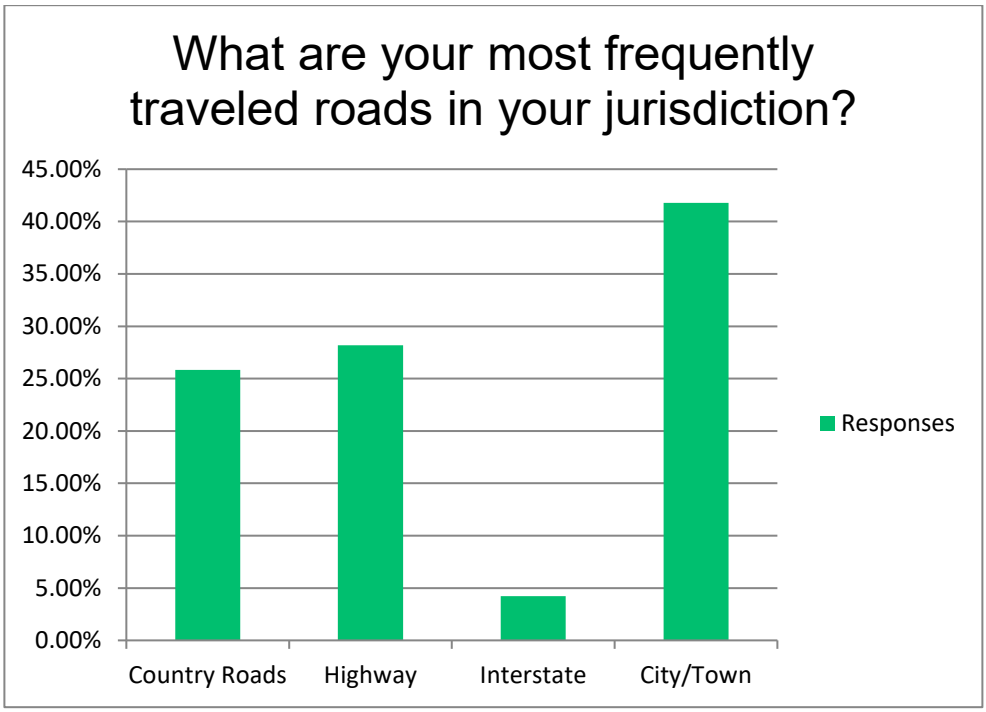


Figure 33: Survey Question 1

Question 2:

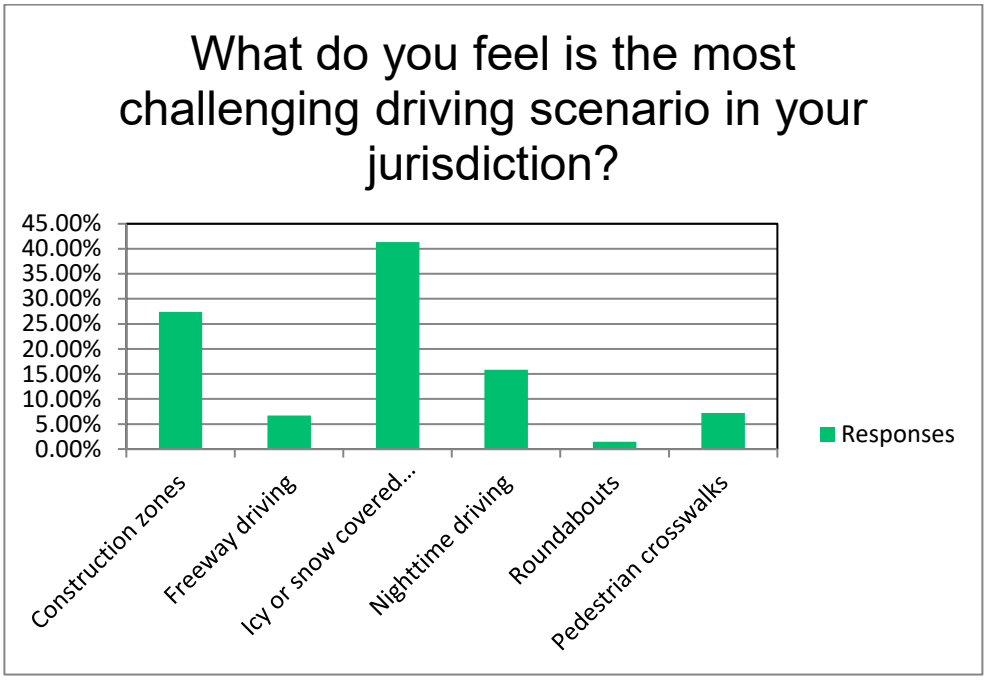


Figure 34: Survey Question 2

Question 3:

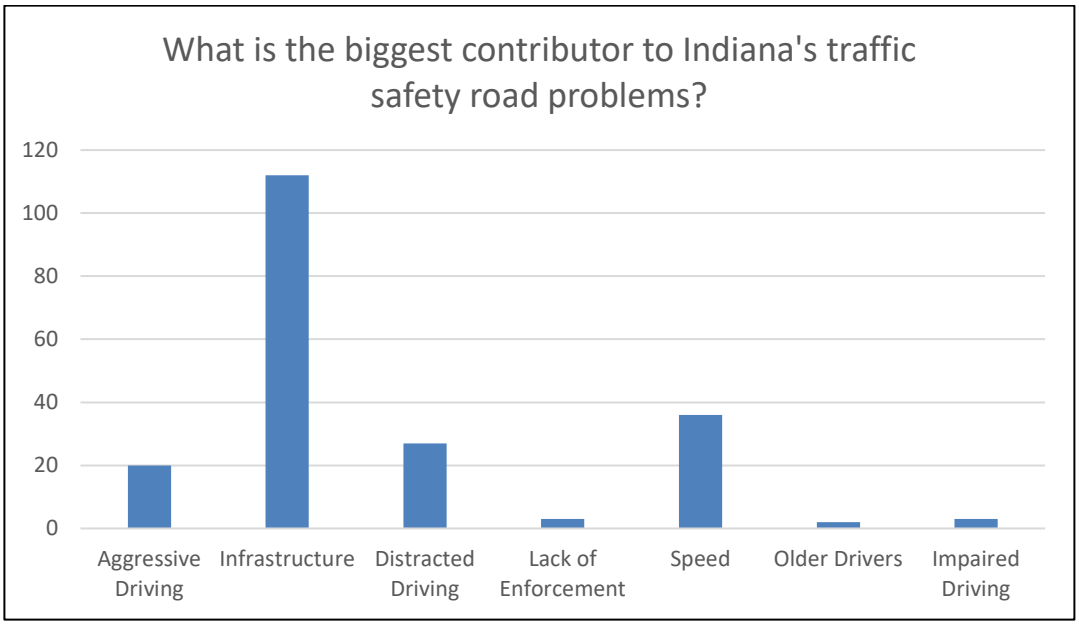


Figure 35: Survey Question 3

Question 4:

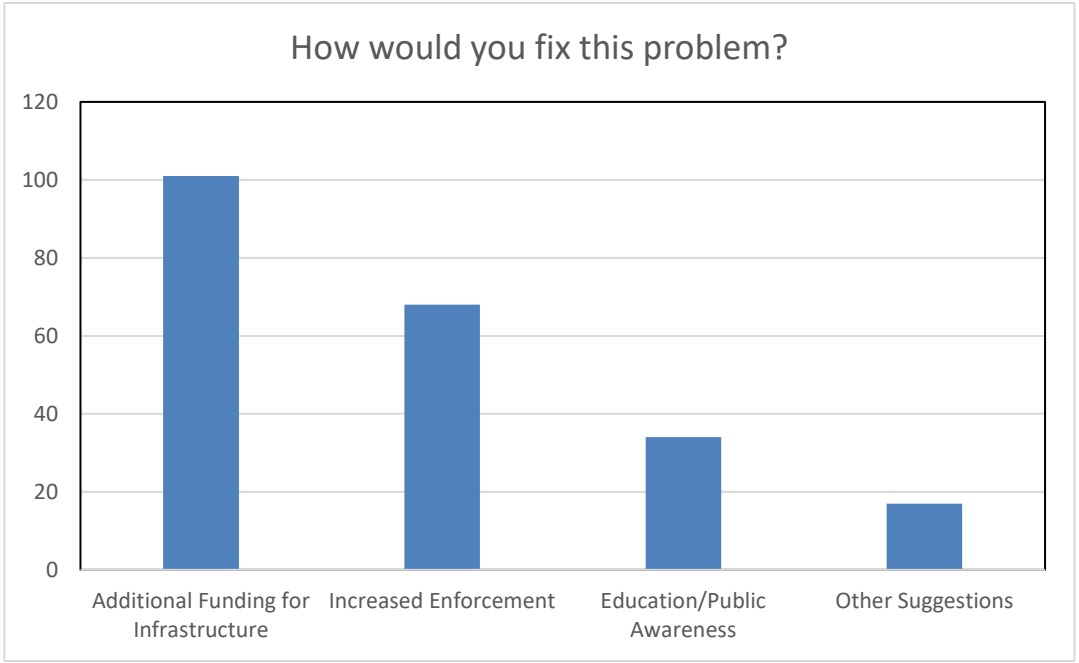


Figure 36: Survey Question 4

Question 5:

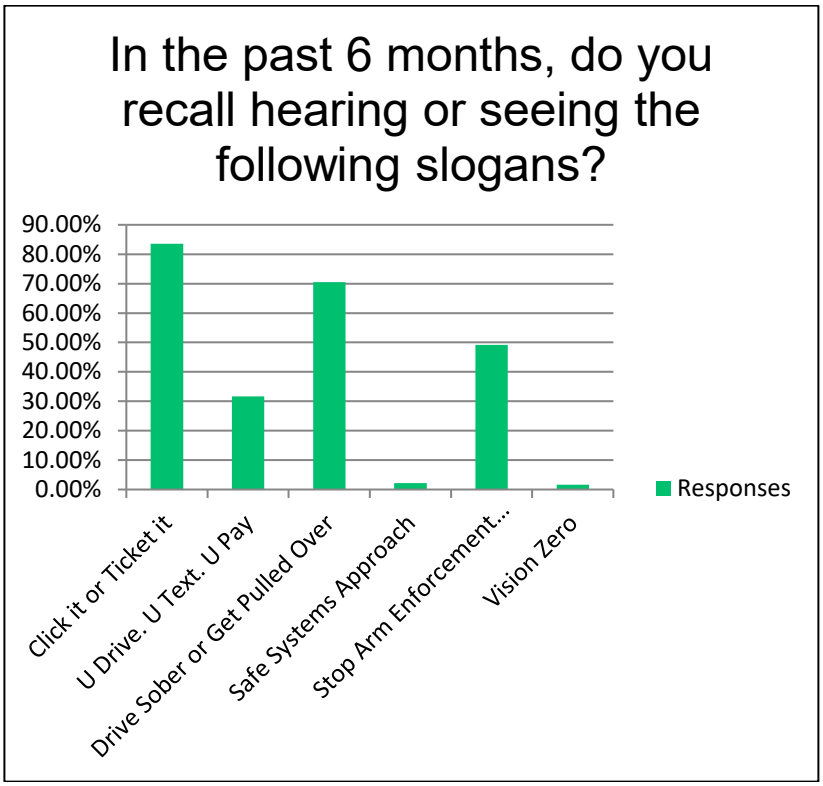


Figure 37: Survey Question 5

Question 6:

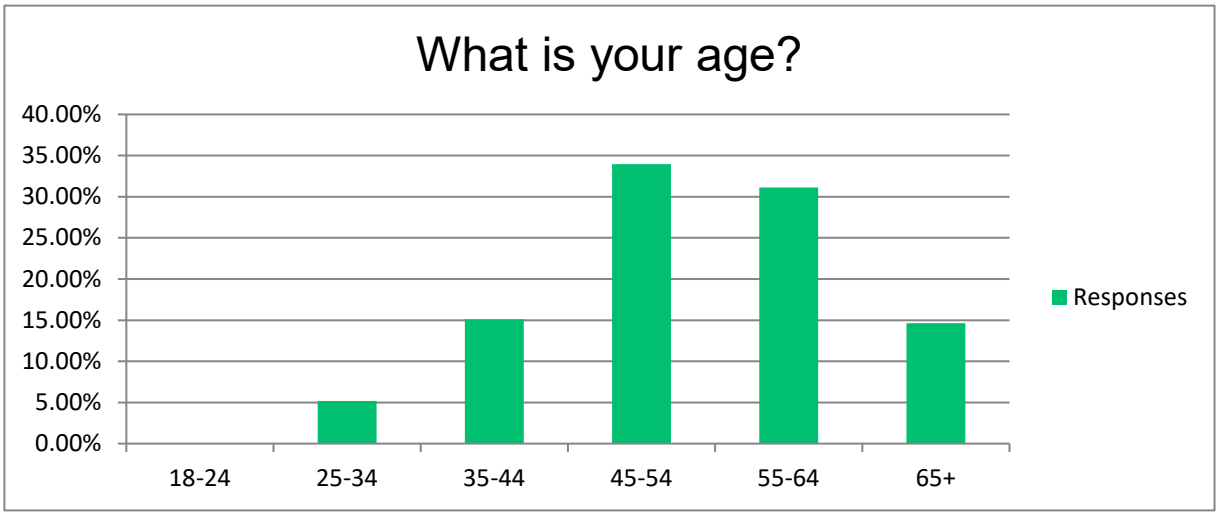


Figure 38: Survey Question 6

Question 7:

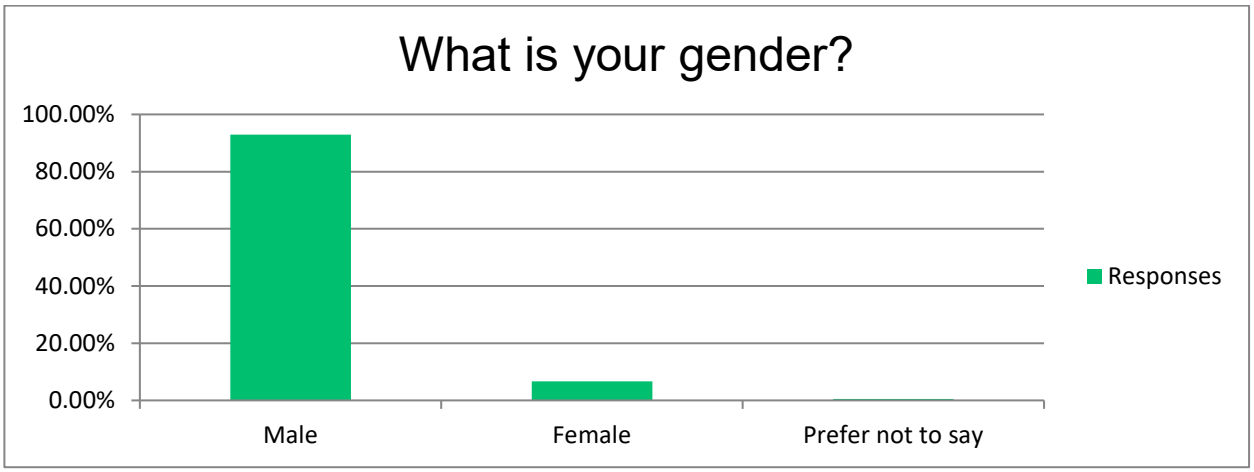


Figure 39: Survey Question 7

Appendix B: Traffic Records Coordinating Committee Roster

Database	Role	Agency	First Name	Last Name	Job Title
All	User	Indiana Criminal Justice Institute	Devon	McDonald	Executive Director
All	Manager / User	Indiana Criminal Justice Institute	James	Bryan	Traffic Safety Director
All	Manager / User	Indiana Criminal Justice Institute	Karrie	Cashdollar	Assistant Traffic Safety Director
All	Manager / User	Indiana Criminal Justice Institute	Alexandria	Palmer	Traffic Safety Records Analyst and Planner
Crash	Manager / Collector / User	FARS - Indiana Criminal Justice Institute	Angelique	Beamon	Program Coordinator/Research Analyst
Crash	Manager / Collector / User	FARS - Indiana Criminal Justice Institute	Michelle	Dunn	Program Coordinator/Research Analyst
All	Manager / User	Indiana Criminal Justice Institute	Courtney	Summers	Program Manager
All	Manager / User	Indiana Criminal Justice Institute	Janine	Walter	Program Manager
All	Manager / User	Indiana Criminal Justice Institute	Marissa	Coffin	Program Manager
Citation / Driver	User	Department of Toxicology	Christina	Beymer	Director
Injury Surveillance	Manager / Collector / User	Department of Health	Brian	Busching	Trauma Division Director
Roadway	Collector / User	Department of Transportation	Mike	Holowaty	Strategic Safety Manager
Citation / Adjudication	Manager / Collector / User	Indiana State Supreme Court	Mike	Wilson	Program Manager
Crash	Collector	LexisNexis Risk Solutions	Seth	Wagner	Senior Account Manager
Crash / Injury Surveillance	Collector / User	Purdue University CRS	Jose	Thomas	Data Analyst
Crash / Injury Surveillance	Collector / User	Purdue University CRS	Mario	Romero	Data Analyst
Crash	User	Indiana University PPI	Jamie	Palmer	Senior Policy Analyst
Injury Surveillance	Manager/ Collector / User	Indiana Department of Homeland Security	Brad	Thatcher	Response Director
Crash	Collector	Indiana State Police	Rob	Simpson	Assistant Chief of Staff
Vehicle / Driver	Collector / User	Indiana Bureau of Motor Vehicles	Lord	Rich	Executive Director of Marketing and Communications
Injury Surveillance	Manager/ Collector / User	Indiana Department of Homeland Security	Kraig	Kinney	State EMS Director
Driver	Manager / Collector	Phlebotomy - Indiana Criminal Justice Institute	Jennifer	Hacker	Program Manager / CPSS
Citation / Adjudication	User	Indiana Prosecuting Attorneys Council	Erica	Dobbs	Assistant Traffic Safety Resource Prosecutor
Citation / Adjudication	User	Indiana Prosecuting Attorneys Council	Chris	Daniels	Traffic Safety Resource Prosecutor
Roadway	Collector / User	Indiana Department of Transportation	Taylor	Ruble	Traffic Mobility Engineer

Figure 40: Traffic Records Coordinating Committee Roster

Appendix C: Child Inspection Stations in Indiana Map

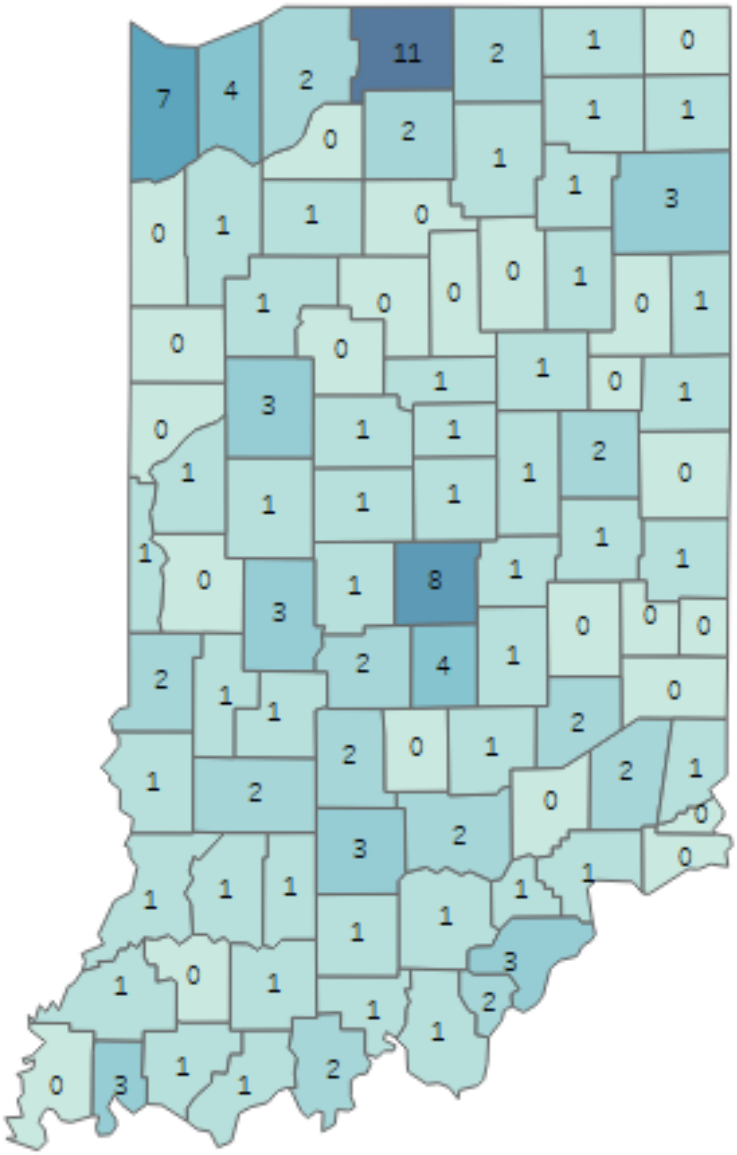


Figure 41: Indiana Counties with Child Restraint Inspection Stations

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