



IN 2016:

- Of the 223,734 collisions reported in Indiana in 2016, 8 percent (16,873) involved commercial vehicles (CV) and there were 114 fatal collisions involving CVs (17 percent of all fatal collisions).
- During the past five years, CV collisions increased annually about 6 percent. From 2015 to 2016, collisions involving large trucks or buses increased approximately 6 percent.
- There were 121 persons killed in CV collisions in 2016—of these, only 18 persons were riding in the CV (15 drivers and 3 occupants).
- In 2016, there were 3,544 persons injured in CV collisions—of these, about 35 percent were CV occupants.
- Considering all motor vehicle collisions from 2012 to 2016, the occupants of CVs and the occupants of non-CVs were properly restrained about 90 percent of the time; vehicle occupants killed in CV collisions were properly restrained at substantially lower rates.

In partnership with:



COMMERCIAL VEHICLES 2016

INTRODUCTION

This fact sheet summarizes Indiana traffic collisions involving commercial vehicles (CV), by examining collision characteristics, the types of vehicles, and individuals involved from 2012 to 2016. Data come from the Indiana State Police Automated Reporting and Information Exchange System (ARIES) as of March 16, 2017. Collision severity, person type, personal injury status, restraint use, and other selected aspects of collisions are examined for CVs and other involved (non-CV) traffic units. The incidence of hazmat placards and releases in Indiana collisions is also noted.

CV COLLISIONS AND UNITS INVOLVED

In 2016, there were 16,873 traffic collisions involving one or more CVs; of these, 88 percent (14,709) involved *large trucks* (Table 1). CV collisions have increased from 2012 to 2016 by about 6 percent per year. From 2015 to 2016, there were increases in collisions involving *large trucks* (4 percent) and *buses* (6 percent). Of the 114 fatal collisions that included a CV in 2016, 96 percent (110) involved large trucks. There

DEFINITION

Commercial vehicles (CV) are defined as:

- (1) *large trucks* (single 2 axle, 6 tires; single 3 or more axles; truck/trailer—not semi; tractor—cab only, no trailer; tractor/one semi-trailer; tractor/double trailer; tractor/triple trailer),
- (2) *combination vehicles*,
- (3) *pickup trucks* over 10,000 pounds,
- (4) *buses* (15+ passengers with driver),
- (5) *school buses*, or
- (6) any vehicle with a hazardous materials (*hazmat*) placard.

was a total of 18,544 CVs involved in collisions in 2016, a nearly 5 percent increase from 2015 (Table 2). Of these, 131 CVs were linked to fatal collisions (almost all large trucks). The count of CVs involved in collisions has generally increased about 6 percent per year from 2012 through 2016.

Table 1. Indiana collisions involving commercial vehicles (CV) by collision severity, 2012-2016

Type of CV involved/ collision severity	Count of collisions					Annual rate of change	
	2012	2013	2014	2015	2016	2015-16	2012-16
Any CV	13,541	13,717	16,800	16,173	16,873	4.3%	5.7%
Fatal	111	101	132	123	114	-7.3%	0.7%
Injury	1,837	1,855	2,193	2,111	2,222	5.3%	4.9%
Property damage	11,593	11,761	14,475	13,939	14,537	4.3%	5.8%
Collisions involving a large truck	11,819	11,919	14,602	14,175	14,709	3.8%	5.6%
Fatal	108	98	125	117	110	-6.0%	0.5%
Injury	1,617	1,639	1,943	1,874	1,972	5.2%	5.1%
Property damage	10,094	10,182	12,534	12,184	12,627	3.6%	5.8%
Collisions involving a bus	1,613	1,658	2,042	1,922	2,043	6.3%	6.1%
Fatal	3	3	6	6	5	-16.7%	13.6%
Injury	217	211	238	234	251	7.3%	3.7%
Property damage	1,393	1,444	1,798	1,682	1,787	6.2%	6.4%

Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

Notes:

- 1) Includes any collisions involving one or more commercial vehicles, one or more large trucks, or one or more buses, as designated by ARIES.
- 2) Collisions involving a bus or a large truck are not mutually exclusive (e.g., collision involving truck *and* bus would be counted twice).

INDIVIDUALS INVOLVED IN CV COLLISIONS

Individuals involved in CV collisions include CV operators and passengers, the operators and passengers of other vehicles (motorists), and non-motorists. In 2016, this included 16,947 persons in CVs, as well as 11,851 other motorists and 85 non-motorists (Table 3). Persons not in CV are more likely to be injured or killed than CV occupants. As would be expected, in 2016, fatality and injury rates for non-motorists were high: 14 percent of involved non-motorists died and 65 percent were injured. CV occupants had lower fatality and injury rates (less than 1 percent and 7 percent, respectively) than other involved motorists (1 percent and 19 percent, respectively). Non-CV drivers and their passengers comprised the largest numbers of individuals killed in CV collisions, as shown in detail for 2016 (Figure 1). In 2016, the CV drivers comprised the next largest group killed. In terms of 3,544 individuals with non-fatal injuries in 2016 CV-involved collisions, non-CV drivers and CV drivers were the largest number of those hurt, followed by non-CV occupants and CV occupants (Figure 2).

Table 2. Commercial vehicles (CV) involved in Indiana collisions by vehicle type and collision severity, 2012-2016

Vehicle type/collision severity	Count of vehicles					Annual rate of change	
	2012	2013	2014	2015	2016	2015-16	2012-16
All CV	14,669	14,895	18,324	17,718	18,544	4.7%	6.0%
Fatal	129	125	165	153	131	-14.4%	0.4%
Injury	1,936	1,960	2,368	2,267	2,412	6.4%	5.6%
Property damage	12,604	12,810	15,791	15,298	16,001	4.6%	6.1%
Large trucks	13,107	13,315	16,338	15,917	16,550	4.0%	6.0%
Fatal	126	123	158	149	126	-15.4%	0.0%
Injury	1,741	1,765	2,135	2,060	2,182	5.9%	5.8%
Property damage	11,240	11,427	14,045	13,708	14,242	3.9%	6.1%
Buses	598	647	813	883	978	10.8%	13.1%
Fatal	2	2	3	1	3	200.0%	10.7%
Injury	96	103	115	122	124	1.6%	6.6%
Property damage	500	542	695	760	851	12.0%	14.2%
School buses	769	720	898	725	747	3.0%	-0.7%
Fatal	1	0	3	3	1	-66.7%	0.0%
Injury	83	77	91	71	87	22.5%	1.2%
Property damage	685	643	804	651	659	1.2%	-1.0%

Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

Notes:

- 1) Includes units in any collisions involving one or more commercial vehicles, one or more large trucks, or one or more buses, as designated by ARIES.
- 2) *Vehicle types* will not sum to all CV due to inclusion of *unknowns* and *other vehicles in all CV*.
- 3) *Injury* collisions include those with at least one incapacitating or non-incapacitating injury.

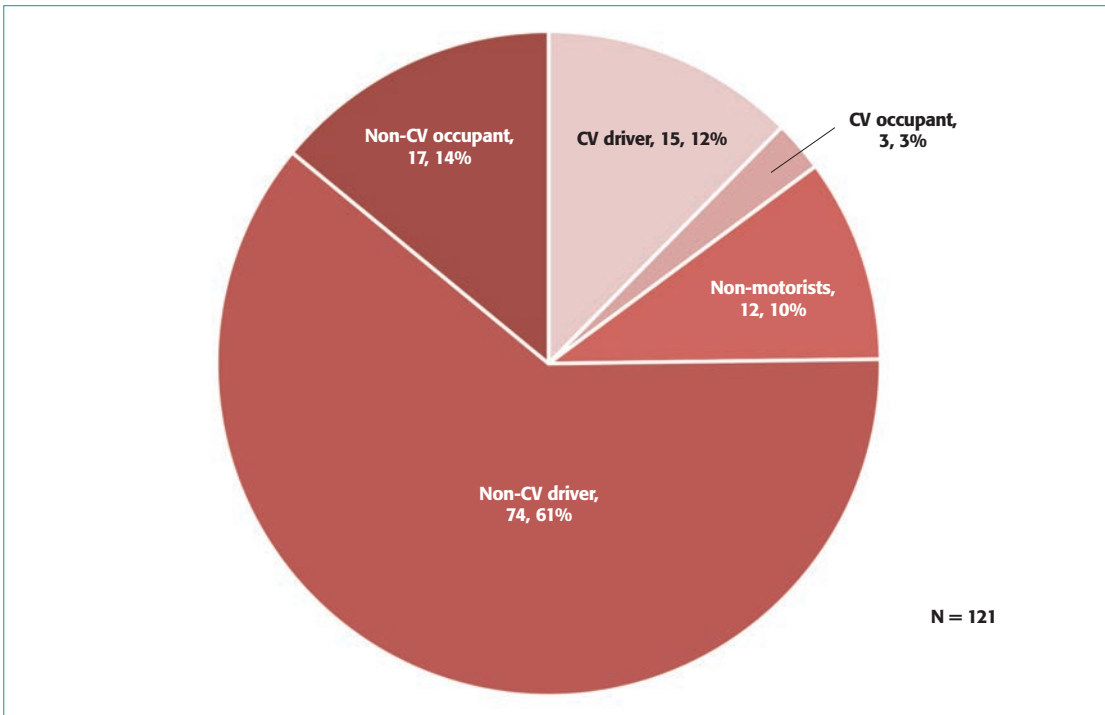
Table 3. Individuals in Indiana collisions involving a commercial vehicle (CV) by vehicle type and injury severity, 2012-2016

Vehicle type/injury status	Count of individuals					Annual rate of change	
	2012	2013	2014	2015	2016	2015-16	2012-16
Persons in CV	13,494	13,646	16,907	16,240	16,947	4.4%	5.9%
Fatal	24	17	19	20	18	-10.0%	-6.9%
Injured	897	1,061	1,190	1,110	1,211	9.1%	7.8%
Not injured	12,573	12,568	15,698	15,110	15,718	4.0%	5.7%
Other motorists	9,369	9,448	11,518	11,267	11,851	5.2%	6.1%
Fatal	93	97	118	104	91	-12.5%	-0.5%
Injured	1,905	1,797	2,124	2,275	2,278	0.1%	4.6%
Not injured	7,371	7,554	9,276	8,888	9,482	6.7%	6.5%
Non-motorists	72	77	88	77	85	10.4%	4.2%
Fatal	6	8	12	13	12	-7.7%	18.9%
Injured	54	57	63	51	55	7.8%	0.5%
Not injured	12	12	13	13	18	38.5%	10.7%
Rates of fatal injury							
In CV	0.2%	0.1%	0.1%	0.1%	0.1%		
Other motorists	1.0%	1.0%	1.0%	0.9%	0.8%		
Non-motorists	8.3%	10.4%	13.6%	16.9%	14.1%		
Rates of non-fatal injury							
In CV	6.6%	7.8%	7.0%	6.8%	7.1%		
Other motorists	20.3%	19.0%	18.4%	20.2%	19.2%		
Non-motorists	75.0%	74.0%	71.6%	66.2%	64.7%		

Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

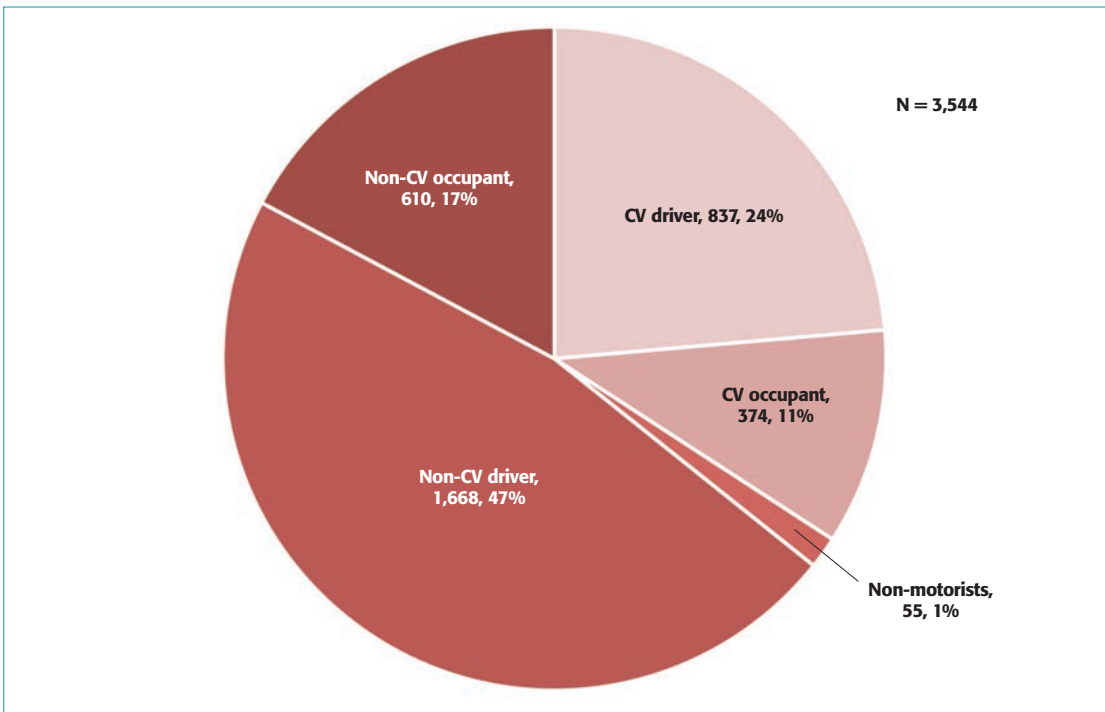
Note: *Injured* includes *incapacitating, non-incapacitating, possible, unknown, or refused treatment*.

Figure 1. Individuals killed in Indiana collisions involving commercial vehicles (CV), by person type, 2016



Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

Figure 2. Individuals injured in Indiana collisions involving commercial vehicles (CV), by person type, 2016



Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

Note: *Injured* includes *incapacitating, non-incapacitating, possible, unknown, or refused treatment*.

RESTRAINT USE

Approximately 9 of 10 occupants involved in CV collisions were properly restrained (Table 4). There has been almost no appreciable change in this overall restraint use in CV collisions from 2012 to 2016. However, individuals killed or injured in CV collisions have considerably lower restraint use rates. For example, the individuals killed in CVs were restrained about 72 percent of the time in 2016, compared to a 50 percent restraint use rate for other motorists killed. In terms of those suffering non-fatal injuries in CV collisions, the restraint use rates of individuals in CVs have typically been noticeably lower than those of the non-CV occupants in each of the five years.

Table 4. Safety equipment use among individuals involved in Indiana commercial vehicle (CV) collisions, by injury severity, 2012-2016

	Counts of individuals					Annual rate of change	
	2012	2013	2014	2015	2016	2015-16	2012-16
All involved							
CV occupants	13,494	13,646	16,907	16,240	16,947	4.4%	5.9%
Proper safety equipment	12,055	12,183	15,214	14,686	15,258	3.9%	6.1%
<i>Restraint rate</i>	89.3%	89.3%	90.0%	90.4%	90.0%		
Non-CV occupants	9,367	9,443	11,510	11,261	11,848	5.2%	6.1%
Proper safety equipment	8,528	8,653	10,578	10,268	10,925	6.4%	6.4%
<i>Restraint rate</i>	91.0%	91.6%	91.9%	91.2%	92.2%		
Fatal injuries							
CV occupants	24	17	19	20	18	-10.0%	-6.9%
Proper safety equipment	14	9	11	9	13	44.4%	-1.8%
<i>Restraint rate</i>	58.3%	52.9%	57.9%	45.0%	72.2%		
Non-CV occupants	93	97	117	103	91	-11.7%	-0.5%
Proper safety equipment	49	67	69	63	46	-27.0%	-1.6%
<i>Restraint rate</i>	52.7%	69.1%	59.0%	61.2%	50.5%		
Non-fatal injuries							
CV occupants	897	1,061	1,190	1,110	1,211	9.1%	7.8%
Proper safety equipment	613	684	787	795	821	3.3%	7.6%
<i>Restraint rate</i>	68.3%	64.5%	66.1%	71.6%	67.8%		
Non-CV occupants	1,903	1,792	2,117	2,271	2,276	0.2%	4.6%
Proper safety equipment	1,634	1,566	1,885	1,942	2,013	3.7%	5.4%
<i>Restraint rate</i>	85.9%	87.4%	89.0%	85.5%	88.4%		

Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

Notes:

- 1) Excludes *non-motorists*.
- 2) Totals include individuals with 'NULL' and unknown restraint use.
- 3) Safety equipment use includes restraints in vehicle collisions and/or helmets in motorcycle collisions.

VEHICLES INVOLVED IN CV COLLISIONS

One perspective on the role of CVs in Indiana traffic collisions is the *vehicle* use variable measured in ARIES. Most (95 percent) vehicles involved in collisions were non-commercial; vehicles classified as engaged in *commercial* use were roughly 5 percent of vehicles involved (calculated from Table 5). Overall, commercial vehicles had a lower injury and fatality rate than non-commercial vehicles. These rates varied across several vehicle use categories.

Very few CVs with *hazmat placards* were involved in collisions from 2012 to 2016—typically around 2 percent of all involved CVs (calculated from Figure 3). Until 2015, far more CVs without a *hazmat placard* released hazardous materials than did CVs with *hazmat placards*, but the number of collision-involved CVs with hazmat placards that had a hazmat release exceeded those without placards in 2015 to 2016. In any event, collision-involvement by CVs with hazmat placards (with or without a hazmat release) are relatively rare in the context of all Indiana collisions.

Table 5. Commercial vehicles involved in Indiana collisions, by vehicle use and collision severity, 2016

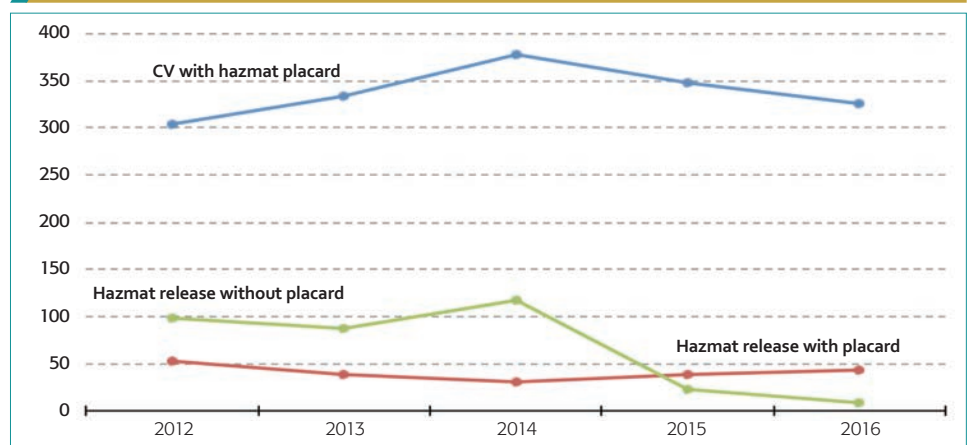
Unit type/vehicle use	Counts of individuals				Percent fatal and injury
	Collision severity			Total	
	Fatal	Injury	Property damage		
All other (non-commercial) vehicles	1,211	64,248	317,919	383,378	17.1%
Commercial vehicles	131	2,412	16,001	18,544	13.7%
Personal (farm, company) uses	5	171	1,545	1,721	10.2%
Commercial uses	124	2,032	12,752	14,908	14.5%
Commercial uses	123	2,024	12,659	14,806	14.5%
Rental, not leased	1	8	93	102	8.8%
Public safety uses	0	25	210	235	10.6%
Fire	0	13	146	159	8.2%
Ambulance	0	11	59	70	15.7%
Police	0	1	5	6	16.7%
Governmental uses	1	133	1,010	1,144	11.7%
School	1	126	876	1,003	12.7%
Other government (postal, etc.)	0	6	131	137	4.4%
Military	0	1	3	4	25.0%
Public works uses	1	36	273	310	11.9%
Highway department	1	29	204	234	12.8%
Public utilities (gas, electric, etc.)	0	7	69	76	9.2%
Unknown/unspecified	0	15	211	226	6.6%

Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

Notes:

- 1) *Unknown/not specified* includes vehicles reported as *unknown*, *other*, *blank*, or *invalid* codes.
- 2) *Commercial* use includes buses, taxis, carriers, etc.
- 3) *Public utilities* use includes gas, electric, etc.
- 4) *Buses* includes charter, intercity, shuttles and transit.
- 5) *School* includes *school buses*, *maintenance vehicles*, etc.

Figure 3. Commercial vehicles (CV) in Indiana collisions by hazmat placard and hazmat release, 2012-2016



Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

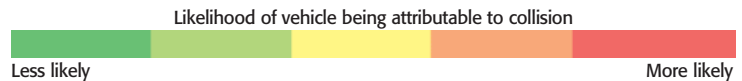
PRIMARY FACTORS IN CV COLLISIONS

Note: Police officers assign a primary factor to each collision in Indiana, and indicate whether the driver or operator 'contributed' to the collision occurrence (ARIES calls this 'contributing circumstance'). When a driver's contributing circumstance to a collision matches the primary factor of the collision, the driver is said to be attributable in the crash; roughly speaking, this means that when attributable, the driver is at least partly 'at fault' in the collision. In a multi-vehicle collision, both vehicles can be attributable.

For all CVs and non-CVs in multi-vehicle collisions involving at least one CV, Table 6 shows the counts and proportions of vehicles that were attributable across the various primary factors assigned to collisions. In 2016, there were 28,009 vehicles involved in multi-vehicle CV collisions, of which 15,046 were CVs and 12,963 were other motor vehicles and/or non-motorists. Overall, slightly more than one-half of CVs were attributable (to the primary factor) and slightly less than one-half of other involved vehicles or non-motorists were attributable. However, this varies considerably by which primary factor was assigned to the collision. The primary factors for about 94 percent of traffic units involved in multi-vehicle CV collisions (calculated from Table 6) are linked to driver-related actions, the most common of which include *unsafe lane movement*, *following too closely*, *failure to yield*, *improper turning*, and *unsafe backing* for both the CV and non-CVs involved. In comparison to the non-CVs involved in multi-vehicle CV collisions in 2016, the CVs are much more likely to be attributable when the primary factors are *unsafe backing* or *improper turning*. The non-CVs are more likely to be attributable when the primary factors are *failure to yield*, *speed too fast for weather conditions*, or *improper passing*.

Table 6. Primary factor attributability by commercial vehicles (CV) and non-CV traffic units in Indiana multi-vehicle CV collisions, 2016

Primary factor in collision	CV involved:			Non-CV vehicles involved:		
	Total	Attributable to CV		Total	Attributable to non-CV	
		Count	%		Count	%
Total	15,046	7,816	51.9%	12,963	6,267	48.3%
Driver-related	14,099	7,204	51.1%	12,099	5,856	48.4%
Following too closely	2,273	1,061	46.7%	2,144	997	46.5%
Unsafe lane movement	2,314	1,228	53.1%	1,997	950	47.6%
Failure to yield right of way	1,799	773	43.0%	1,789	1,009	56.4%
Unsafe backing	1,695	1,105	65.2%	1,110	294	26.5%
Other - driver	1,259	827	65.7%	952	462	48.5%
Improper turning	1,198	840	70.1%	779	143	18.4%
Improper lane usage	681	380	55.8%	567	268	47.3%
Speed too fast for weather conditions	598	141	23.6%	639	457	71.5%
Disregard signal/reg sign	404	122	30.2%	458	292	63.8%
Left of center	408	182	44.6%	369	211	57.2%
Improper passing	336	105	31.3%	276	194	70.3%
Unsafe speed	274	87	31.8%	257	146	56.8%
Driver distracted	267	110	41.2%	247	138	55.9%
Overcorrecting/oversteering	245	131	53.5%	183	81	44.3%
Ran off road right	149	37	24.8%	145	86	59.3%
Driver asleep or fatigued	67	7	10.4%	62	56	90.3%
View obstructed	63	42	66.7%	58	34	58.6%
Wrong way on one way	31	16	51.6%	22	10	45.5%
Driver illness	22	4	18.2%	23	16	69.6%
Cell phone usage	14	4	28.6%	19	11	57.9%
Other telematics in use	2	2	100.0%	3	1	33.3%
Environment-related	367	244	66.5%	360	269	74.7%
Roadway surface condition	174	124	71.3%	160	134	83.8%
Animal on roadway	94	52	55.3%	94	70	74.5%
Other - environment	76	50	65.8%	87	55	63.2%
Obstruction not marked	8	6	75.0%	14	7	50.0%
Traffic control problem	7	5	71.4%	3	2	66.7%
Lane marking obscured	7	6	85.7%	1	1	100.0%
Severe crosswinds	1	1	100.0%	1	0	0%
Vehicle-related	580	368	63.4%	504	142	28.2%



Source: Indiana State Police Automated Reporting and Information Exchange System, as of March 16, 2017

Notes:

- 1) Primary factors are counts of vehicles involved in collisions. For example, there were 2,273 commercial vehicles involved in collisions where the primary factor for each collision was *following too closely*. Note that more than one vehicle may have contributing circumstances that match the *primary factor* in multi-vehicle collisions.
- 2) Attributable/Attributability: a vehicle and/or driver is considered attributable in a collision when linked by the reporting officer to the primary factor or cause of the collisions.
- 3) Excludes unknown or unspecified primary factors.

DEFINITIONS

- **Annual rate of change (ARC)** – The rate that a beginning value must increase/decrease each period (e.g. month, quarter, year) in a time series to arrive at the ending value in the time series. ARC is a “smoothed” rate of change because it measures change in a variable as if the change occurred at a steady rate each period with compounding. For example, to measure change in a variable from 2012 to 2016, it is calculated as $(\text{Value in 2016}/\text{Value in 2012})^{1/4} - 1$.
- **Commercial vehicle** – Units identified within ARIES as (1) large trucks (*single 2 axle, 6 tires; single 3 or more axles; truck/trailer–not semi; tractor–cab only, no trailer; tractor/one semi-trailer; tractor/double trailer; tractor/triple trailer*), (2) combination vehicles, (3) pickup trucks over 10,000 pounds, (4) buses (15+ passengers with driver), (5) school buses, or (6) any vehicle displaying a hazardous materials (hazmat) placard.
- **Contributing circumstance** – Actions of the driver, apparent environmental conditions, or apparent vehicle conditions that contributed to the collision.
- **Hazmat placard** – A sign that must be affixed to any motor vehicle transporting hazardous materials in quantities above the thresholds established by the USDOT, or other authorized entity.
- **Hazmat release** – Some or all of the hazardous materials carried by the commercial vehicle were released at the crash site.
- **Motorists** – Drivers/operators of collision-involved motor vehicles and the injured occupants in those vehicles.
- **Non-motorist** – Pedestrians, pedalcyclists, or animal-drawn vehicle operators.
- **Primary factor** – The single factor that the investigating officer believes to be the main or primary factor that contributed to the collision’s occurrence. Each collision may have only one primary factor.
- **Vehicle (unit) attributability** – The vehicle’s *contributing circumstance* is the same as the collision *primary factor*. A vehicle and/or driver is considered attributable in an Indiana collision when linked by the reporting officer to the *primary factor* or cause of the collisions.
- **Restraint use** – Vehicle occupants are counted as restrained when the investigating officer selected any one of the following passenger vehicle safety equipment categories on the Indiana Crash Report: (1) *Lap belt only*; (2) *Harness*; (3) *Airbag deployed and harness*; (4) *Child restraint*; or (5) *Lap and harness*. For motorcycle riders, safety equipment use implies the use of a helmet.

DATA SOURCES

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 16, 2017.

COMMERCIAL VEHICLE DEFINITIONS

Indiana Code (IC 9-13-2-31.5 and IC 9-18-2-4). Accessed April 21, 2015 at <https://iga.in.gov/legislative/laws/2014/ic/titles/009/>.

U.S. Federal Motor Carrier Safety Administration (U.S. Codebook of Federal Regulations (CFR) 383.1). Accessed April 21, 2015 at <http://www.gpo.gov/fdsys/granule/CFR-2011-title49-vol5/CFR-2011-title49-vol5-sec383-1>.

Insurance Institute for Highway Safety (IIHS) (large trucks 10,000 pounds and greater). Accessed April 21, 2015 at <http://www.iihs.org/iihs/topics/t/large-trucks/qnda>.

National Highway Transportation Safety Administration (2017). *Traffic Safety Facts. 2015 Data*. Large trucks. DOT HS 812 373.

National Highway Transportation Safety Administration (2014). *Traffic Safety Facts. 2003-2012 Data*. School-Transportation Related Crashes. DOT HS 811 890.

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

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An electronic copy of this document can be accessed via the PPI website (www.policyinstitute.iu.edu), the ICJI website (www.in.gov/cji/), or you may contact the PPI at 317-261-3000.

Traffic Safety Project

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic collisions. To help in the policy-making process, the Indiana University Public Policy Institute collaborates each year with the Indiana Criminal Justice Institute to analyze vehicle crash data from the Automated Reporting Information Exchange System (ARIES), maintained by the Indiana State Police. This marks the eleventh year of this partnership. Research findings are summarized in a series of publications on various aspects of traffic collisions, including alcohol-related crashes, commercial vehicles, dangerous driving, child passenger safety, motorcycles, occupant protection, and drivers. An additional publication provides detailed information on county and municipality data. These publications serve as the analytical foundation of traffic safety program planning and design in Indiana.

Indiana collision data are obtained from Indiana Crash Reports, as completed by law enforcement officers. Crash reports for all Indiana collisions are entered electronically through ARIES. Collisions trends as reported in these publications incorporate the effects of changes to data elements on the Crash Report, agency-specific enforcement policy changes, re-engineered roadways, driver safety education programs, and other unspecified effects. A collision produces three levels of data: collision, unit (vehicles), and individual. For this reason, readers should pay particular attention to the wording of statements about the data to avoid misinterpretations. If you have questions regarding trends or unexpected results, please contact the Indiana Criminal Justice Institute, Traffic Safety Division for more information.

The Indiana Criminal Justice Institute

Guided by a Board of Trustees representing all components of Indiana's criminal and juvenile justice systems, the Indiana Criminal Justice Institute serves as the state's planning agency for criminal justice, juvenile justice, traffic safety, and victim services. ICJI develops long-range strategies for the effective administration of Indiana's criminal and juvenile justice systems and administers federal and state funds to carry out these strategies.

The Governor's Council on Impaired & Dangerous Driving

The Governor's Council on Impaired & Dangerous Driving, a division of the Indiana Criminal Justice Institute, serves as the public opinion catalyst and the implementing body for statewide action to reduce death and injury on Indiana roadways. The Council provides grant funding, training, coordination, and ongoing support to state and local traffic safety advocates.

Indiana University Public Policy Institute

The IU Public Policy Institute delivers unbiased research and data-driven, objective, expert analysis to help public, private and nonprofit sectors make important decisions that directly impact quality of life in Indiana. Using the knowledge and expertise of our staff and faculty, we provide research and analysis that is free of political and ideological bias. A multidisciplinary institute within the Indiana University School of Public and Environmental Affairs (SPEA), our efforts also support the Indiana Advisory Commission on Intergovernmental Relations (IACIR).

The National Highway Traffic Safety Administration (NHTSA)

NHTSA provides leadership to the motor vehicle and highway safety community through the development of innovative approaches to reducing motor vehicle crashes and injuries. The mission of NHTSA is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.

Author: Samuel Nunn



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