

NON-MOTORISTS 2019



INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE

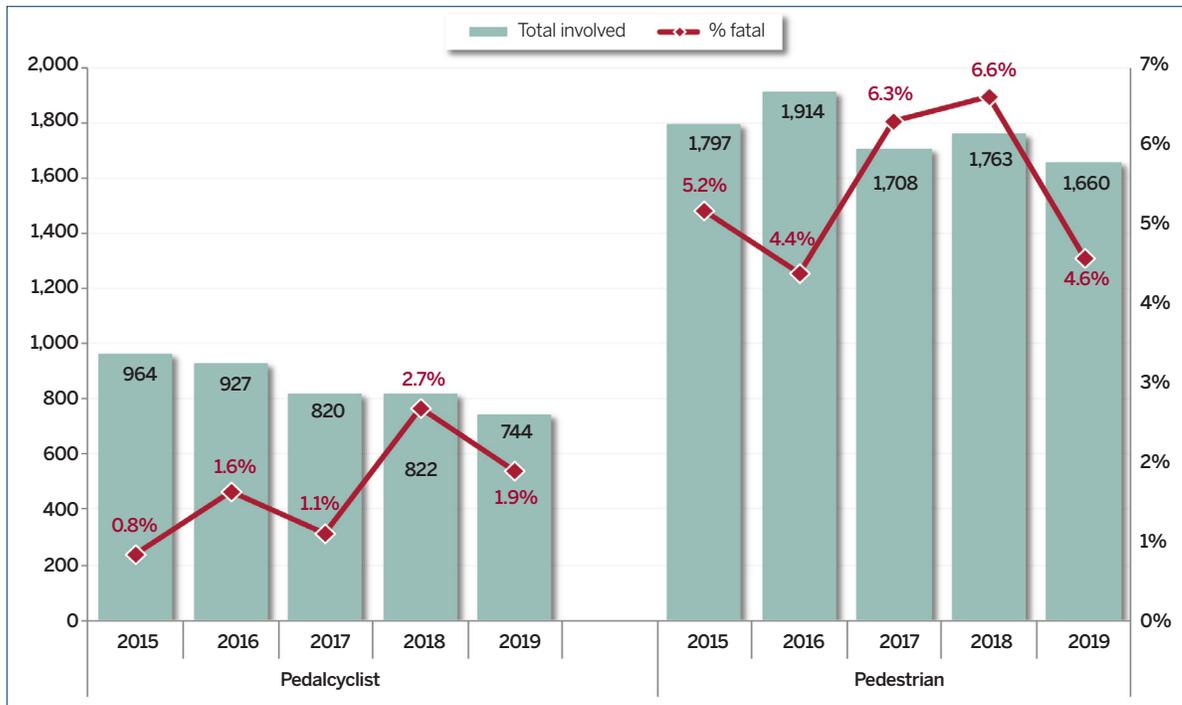
This fact sheet summarizes information on traffic collisions involving non-motorists in Indiana between 2015 and 2019. Non-motorists include pedalcyclists, pedestrians, and animal-drawn vehicle operators. It examines different dimensions of collisions involving non-motorists, particularly pedalcyclists and pedestrians. Indiana collision data are collected by Indiana State Police officers and submitted to the Automated Reporting Information Exchange System (ARIES). ARIES data analyzed in this report were extracted March 17, 2020 and June 15, 2020 (2018 and 2019 impaired driving data).

As shown in Figure 1, the number of pedalcyclists involved in collisions steadily declined between 2015 and 2019 to a five-year low of 744 in 2019. The number of pedestrians involved in crashes was also at a five-year low of 1,660 in 2019. Between 2018 and 2019, the rates of both pedalcyclist and pedestrian fatalities also decreased, falling from 2.7 to 1.9 percent and from 6.6 to 4.6 percent, respectively.

In 2019:

- There were 1,957 non-motorists—including pedalcyclists, pedestrians, and animal-drawn vehicle operators—killed or injured in Indiana collisions.
- 744 pedalcyclists were involved in collisions. Of those, 14 died and 546 were injured.
- 1,660 pedestrians were involved in collisions—76 died and 1,298 were injured.
- Pedestrian fatalities accounted for 10 percent of all traffic fatalities.
- Male pedalcyclists represented the highest proportion of pedalcyclists involved in crashes, particularly those in the under 15, 15–20, and 25–34 age ranges.
- Most non-motorists were involved in collisions that occurred on weekdays between 3–5:59 p.m.
- 11 pedalcyclists and 88 pedestrians were involved in speed-related collisions.

Figure 1. Non-motorists involved in Indiana collisions and fatality rate, by person type, 2015–2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

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GENERAL TRENDS

From 2015 to 2019, approximately 1 percent of individuals involved in Indiana collisions were non-motorists (calculated from Table 1). As of 2019, the number of non-motorists involved in collisions and the number of non-motorists killed in collisions were at five-year lows. Although the number of incapacitating injuries among non-motorists decreased by 3.6 percent from 2018 to 2019, there was little annual change overall between 2015 and 2019. However, the number of non-incapacitating injuries reached a five-year low in 2019, representing an annual decrease of 7.7 percent between 2015 and 2019.

On average between 2015 and 2019, pedestrians accounted for 65 percent of all non-motorists involved in collisions, while pedalcyclists made up, on average, 31 percent of all non-motorists (calculated from Table 1). In 2019, the number of pedestrian fatalities declined to 76, representing a five-year low and a 35 percent decrease from 2018. These fatalities account for 10 percent of all traffic fatalities. Similar to pedestrian deaths, pedalcyclist fatalities also decreased by 36 percent between 2018 and 2019. Across the five-year period, however, there was no clear trend in the number of fatalities from year to year.

There were 99 collisions involving animal-drawn vehicle operators in 2019, resulting in one death and 22 injuries. Although the number of collisions and fatalities involving animal-drawn vehicle operators were similar to the previous year, the number of incapacitating injuries increased by 14 percent from 2018.

Table 1. Individuals involved in Indiana collisions, by person type and injury status, 2015–2019

Person type and injury status	Number of individuals					Annual rate of change	
	2015	2016	2017	2018	2019	2018–19	2015–19
All individuals	351,321	364,358	358,130	352,405	350,646	-0.5%	0.0%
Fatal	823	834	925	880	800	-9.1%	-0.7%
Incapacitating	18,845	20,994	20,243	19,996	19,837	-0.8%	1.3%
Non-incapacitating	32,624	31,623	30,672	28,310	26,473	-6.5%	-5.1%
Not injured	299,029	310,907	306,290	303,219	303,536	0.1%	0.4%
All non-motorists	2,867	2,934	2,655	2,685	2,503	-6.8%	-3.3%
Fatal	102	99	118	141	91	-35.5%	-2.8%
Incapacitating	889	1,017	902	933	899	-3.6%	0.3%
Non-incapacitating	1,333	1,228	1,087	1,091	967	-11.4%	-7.7%
Not injured	543	590	548	520	546	5.0%	0.1%
Non-motorists as percent of total	0.8%	0.8%	0.7%	0.8%	0.7%	-6.3%	-3.3%
Fatal	12.4%	11.9%	12.8%	16.0%	11.4%	-29.0%	-2.1%
Incapacitating	4.7%	4.8%	4.5%	4.7%	4.5%	-2.9%	-1.0%
Non-incapacitating	4.1%	3.9%	3.5%	3.9%	3.7%	-5.2%	-2.8%
Not injured	0.2%	0.2%	0.2%	0.2%	0.2%	4.9%	-0.2%
Pedalcyclist	964	927	820	822	744	-9.5%	-6.3%
Fatal	8	15	9	22	14	-36.4%	15.0%
Incapacitating	254	269	255	237	218	-8.0%	-3.7%
Non-incapacitating	479	412	357	373	328	-12.1%	-9.0%
Not injured	223	231	199	190	184	-3.2%	-4.7%
Pedestrian	1,797	1,914	1,708	1,763	1,660	-5.8%	-2.0%
Fatal	93	84	108	117	76	-35.0%	-4.9%
Incapacitating	623	733	628	682	665	-2.5%	1.6%
Non-incapacitating	829	803	711	698	633	-9.3%	-6.5%
Not injured	252	294	261	266	286	7.5%	3.2%
Animal-drawn vehicle operator	106	93	127	100	99	-1%	-1.7%
Fatal	1	0	1	2	1	-50.0%	0.0%
Incapacitating	12	15	19	14	16	14.3%	7.5%
Non-incapacitating	25	13	19	20	6	-70.0%	-30.0%
Not injured	68	65	88	64	76	18.8%	2.8%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Notes:

1) Non-motorists include pedalcyclists, pedestrians, and animal-drawn vehicle operators.

2) Not injured category includes individuals involved in collisions reported as null values in the injury status code field.

As of 2019, the number of non-motorists involved in collisions and the number of non-motorists killed in collisions were at five-year lows.

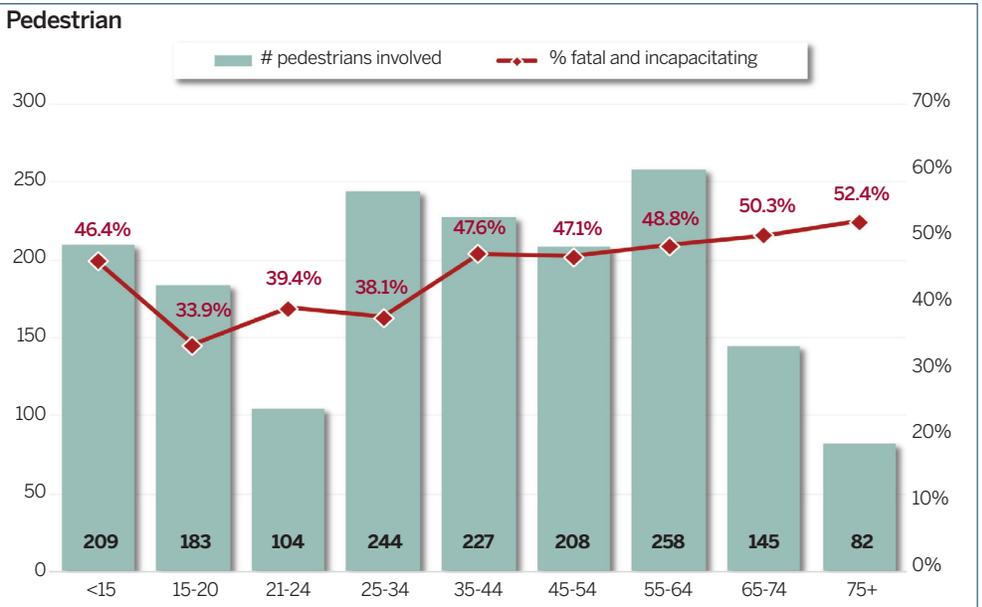
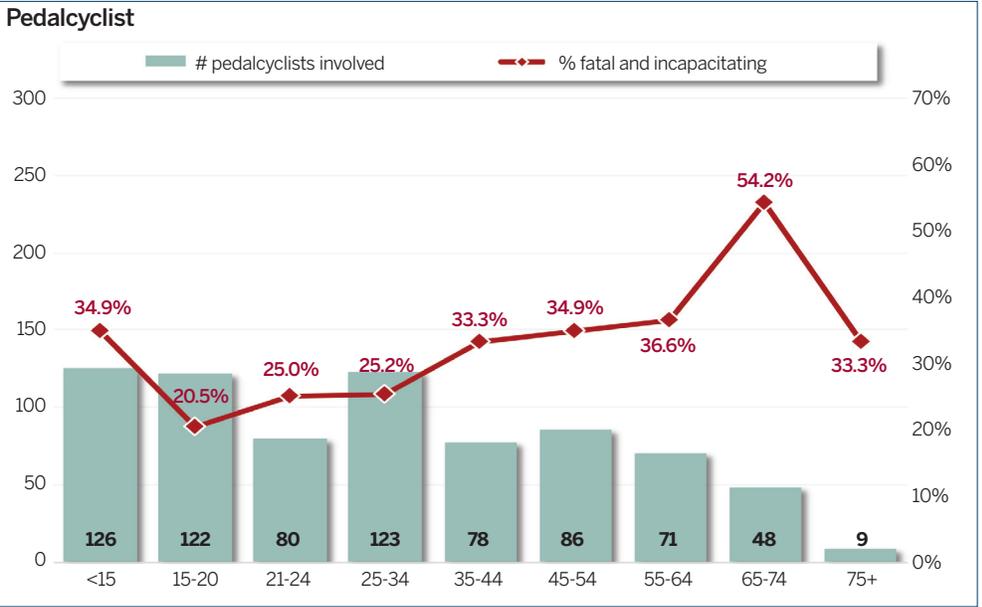
NON-MOTORIST INJURIES BY AGE

Figure 2 shows the number of pedalcyclists and pedestrians involved in Indiana collisions by age and the proportion of those who experienced fatal and incapacitating injuries. Across age groups, the largest number of pedalcyclists involved in crashes were those in the under 15, 15–20, and 25–34 age groups.

Among pedestrians involved in collisions, the largest number (258) were in the 55- to 64-year-old age category. Both pedalcyclists (35 percent) and pedestrians (46 percent) under the age of 15 were more likely to be killed or sustain incapacitating injuries than those between the ages of 15 and 34 years. Starting at the age of 15, the probability of being killed or sustaining an incapacitating injury generally increased with age among both pedalcyclists and pedestrians. Pedalcyclists ages 65–74 and pedestrians age 75 and older were the most likely to die or be injured in a crash. In 2019, the mean age of pedalcyclists and pedestrians killed or incapacitated in traffic crashes were 36.2 years and 41.6 years, respectively (not shown in table).

Among pedestrians involved in collisions, the largest number (258) were in the 55- to 64-year old age group.

Figure 2. Non-motorists involved in Indiana collisions and fatal and incapacitating injury rate, by person type and age group, 2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

NON-MOTORIST INJURIES BY AGE AND GENDER

Table 2 illustrates the percentage of pedestrians and pedalcyclists involved in crashes by gender and age group. On average between 2015 and 2019,

80 percent of pedalcyclists and 58 percent of pedestrians involved in Indiana traffic collisions were male (calculated from Table 2). In 2019, male pedalcyclists who were 34 years old and younger accounted for 48 percent of all collisions involving pedalcyclists, compared to 12 percent of collisions that involved female pedalcyclists in this age group.

Table 2. Proportion of non-motorists involved in Indiana collisions, by person type, age group, and gender, 2015–2019

Pedalcyclist

Age group	2015		2016		2017		2018		2019	
	Male	Female	Male	Female	Female	Female	Male	Female	Male	Female
<15	17.6%	6.7%	15.6%	4.5%	17.1%	4.0%	12.4%	4.4%	13.5%	3.5%
15–20	12.9%	4.5%	15.6%	4.1%	15.5%	3.5%	16.8%	4.6%	13.8%	2.4%
21–24	7.5%	1.8%	8.4%	1.3%	9.5%	2.0%	7.2%	1.7%	7.6%	3.2%
25–34	10.7%	2.1%	11.7%	1.7%	10.4%	3.8%	11.3%	2.9%	13.6%	3.0%
35–44	7.4%	1.8%	8.1%	2.4%	5.4%	2.8%	9.4%	1.9%	8.4%	2.2%
45–54	10.0%	2.6%	9.0%	1.8%	8.9%	1.8%	9.4%	0.7%	9.4%	2.2%
55–64	8.2%	1.5%	8.2%	1.8%	8.1%	1.5%	10.2%	1.8%	8.0%	1.6%
65–74	3.1%	0.7%	3.9%	0.5%	3.9%	0.4%	3.8%	0.5%	6.1%	0.4%
75+	0.8%	0.3%	1.2%	0.1%	1.1%	0.1%	0.5%	0.5%	1.1%	0.1%
All ages	78.1%	21.9%	81.7%	18.3%	80.0%	20.0%	80.9%	19.1%	81.4%	18.6%

Pedestrian

Age group	2015		2016		2017		2018		2019	
	Male	Female								
<15	9.9%	5.2%	10.2%	5.4%	9.3%	4.7%	6.7%	5.2%	8.3%	4.3%
15–20	8.5%	5.5%	6.9%	5.5%	7.5%	5.7%	6.5%	5.7%	6.0%	5.1%
21–24	4.7%	3.6%	5.2%	3.2%	3.9%	3.8%	4.1%	3.9%	3.7%	2.6%
25–34	10.0%	5.7%	8.6%	5.5%	8.5%	7.2%	9.2%	7.3%	9.2%	5.5%
35–44	6.0%	4.9%	7.2%	4.9%	6.6%	5.0%	7.3%	5.0%	8.2%	5.5%
45–54	7.8%	5.6%	7.7%	5.4%	8.9%	5.4%	8.0%	4.7%	7.7%	4.8%
55–64	7.5%	4.6%	7.4%	5.7%	6.7%	5.3%	7.6%	5.5%	8.6%	7.0%
65–74	3.1%	2.8%	3.8%	3.5%	3.5%	4.0%	4.4%	3.2%	5.2%	3.5%
75+	2.3%	2.2%	2.0%	2.0%	2.3%	1.5%	2.6%	3.1%	2.3%	2.7%
All ages	59.9%	40.1%	58.9%	41.1%	57.3%	42.7%	56.4%	43.6%	59.1%	40.9%



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17,

2020 Note: Excludes unknown gender and invalid age.

On average between 2015 and 2019, the majority of pedalcyclists and pedestrians involved in Indiana traffic collisions were male.

TIME OF DAY, DAY OF WEEK, AND MONTH

The number of pedalcyclists and pedestrians involved in collisions by day of the week and time of day is included in Table 3. Among both pedalcyclists and pedestrians in 2019, the number of collisions was highest

on weekdays. For pedalcyclists, the number was highest on Thursdays, and among pedestrians, it was highest on Fridays. The 3–5:59 p.m. timeframe—generally considered to be rush hour—had the highest percentage of collisions involving both pedalcyclists and pedestrians. Nearly two-thirds of all collisions involving pedalcyclists and 60 percent involving pedestrians happened from noon–8:59 p.m.

Table 3. Non-motorists involved in Indiana collisions, by person type, time of day, and day of week, 2019

Pedalcyclist

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total by time of day	% by time of day
Time of day									
Midnight-2:59 a.m.	2	0	1	2	3	1	3	12	1.6%
3-5:59 a.m.	1	1	4	1	2	3	2	14	1.9%
6-8:59 a.m.	4	13	9	17	9	15	5	72	9.7%
9-11:59 a.m.	12	12	10	17	21	15	17	104	14.0%
Noon-2:59 p.m.	17	15	20	15	24	18	21	130	17.5%
3-5:59 p.m.	13	38	40	37	40	30	23	221	29.7%
6-8:59 p.m.	17	21	27	19	19	19	11	133	17.9%
9-11:59 p.m.	9	4	8	9	8	10	10	58	7.8%
Total	75	104	119	117	126	111	92	744	100%
% by day	10.1%	14.0%	16.0%	15.7%	16.9%	14.9%	12.4%	100%	

Pedestrian

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total by time of day	% by time of day
Time of day									
Midnight-2:59 a.m.	27	6	13	2	8	3	9	68	4.1%
3-5:59 a.m.	15	5	7	5	10	9	10	61	3.7%
6-8:59 a.m.	2	28	33	39	25	39	7	173	10.5%
9-11:59 a.m.	9	28	29	25	28	36	18	173	10.5%
Noon-2:59 p.m.	25	39	44	38	37	50	37	270	16.4%
3-5:59 p.m.	28	58	54	60	63	74	40	377	22.9%
6-8:59 p.m.	31	47	54	58	48	47	48	333	20.2%
9-11:59 p.m.	23	29	23	25	21	31	38	190	11.6%
Total	160	240	257	252	240	289	207	1,645	100%
% by day	9.7%	14.6%	15.6%	15.3%	14.6%	17.6%	12.6%	100%	

Non-motorists (Pedalcyclist and Pedestrian)

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total by time of day	% by time of day
Time of day									
Midnight-2:59 a.m.	29	6	14	4	11	4	12	80	4.9%
3-5:59 a.m.	16	6	11	6	12	12	12	75	4.6%
6-8:59 a.m.	6	41	42	56	34	54	12	245	14.9%
9-11:59 a.m.	21	40	39	42	49	51	35	277	17%
Noon-2:59 p.m.	42	54	64	53	61	68	58	400	24.3%
3-5:59 p.m.	41	96	94	97	103	104	63	598	36.4%
6-8:59 p.m.	48	68	81	77	67	66	59	466	28.3%
9-11:59 p.m.	32	33	31	34	29	41	48	248	15.1%
Total	235	344	376	369	366	400	299	2,389	100%
% by day	9.8%	14.4%	15.7%	15.4%	15.3%	16.7%	12.5%	100%	



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

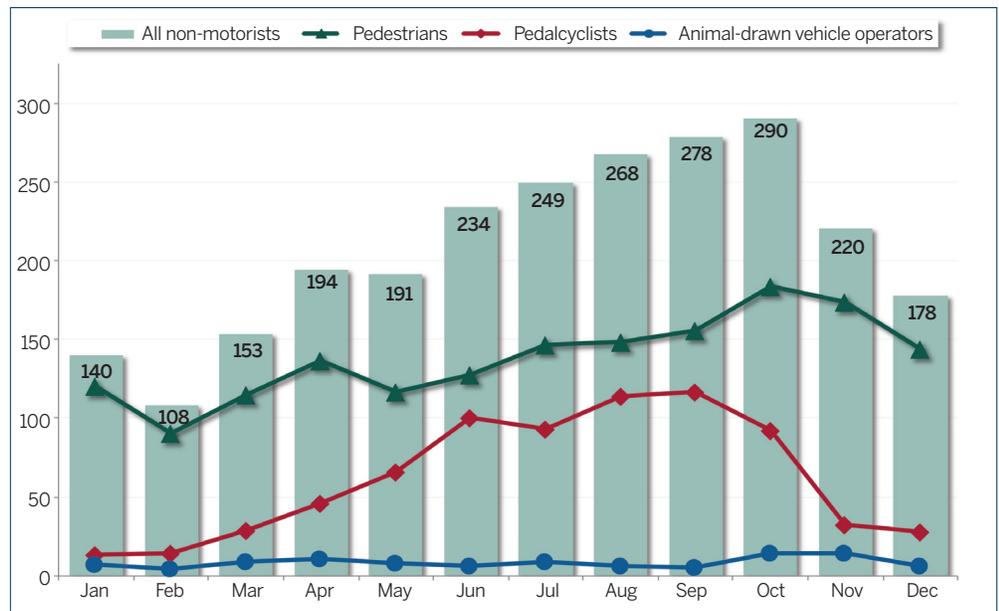
Note: Data limited to collisions where day and time were reported.

Figure 3 shows the number of non-motorists involved in Indiana collisions by month in 2019. Slightly more than half of non-motorists involved in 2019 collisions were in crashes that occurred during the five-month period between June and October. This increase coincides with a larger number of pedalcyclists involved in crashes during this same time period and a larger number of pedestrians involved in crashes during the months of October and November. Thirty-nine percent of all animal-drawn vehicle collisions happened in April, October, and November.

ALCOHOL-IMPAIRED COLLISIONS

In 2019, 28 pedestrians and four pedalcyclists were involved in alcohol-impaired crashes (Table 4). These collisions involved either a driver or non-motorist with a blood alcohol content (BAC) test result at or above 0.08 grams per deciliter (g/dL). The number of pedestrians involved in alcohol-impaired collisions decreased from a five-year high of 41 in 2015 down to 19 in 2018, before increasing again to 28 in 2019. In 2019, four pedestrian and two pedalcyclist alcohol-impaired collisions resulted in fatalities.

Figure 3. Non-motorists involved in collisions, by person type and month, 2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Slightly more than half of non-motorists involved in 2019 collisions were in crashes that occurred during the five-month period between June and October.

Table 4. Non-motorists involved in Indiana collisions, by person type, injury status, and alcohol impairment, 2015–2019

	2015			2016			2017			2018			2019		
	Total involved	Alcohol-impaired	% impaired												
Pedalcyclist	964	8	0.8%	927	5	0.5%	820	1	0.1%	822	2	0.2%	744	4	0.5%
Fatal	8	1	12.5%	15	1	6.7%	9	1	11.1%	22	0	0.0%	14	2	14.3%
Incapacitating	254	3	1.2%	269	0	0.0%	255	0	0.0%	237	1	0.4%	218	0	0.0%
Non-incapacitating	479	2	0.4%	412	3	0.7%	357	0	0.0%	373	1	0.3%	328	2	0.6%
Not injured	223	2	0.9%	231	1	0.4%	199	0	0.0%	190	0	0.0%	184	0	0.0%
Pedestrian	1,797	41	2.3%	1,914	39	2.0%	1,708	31	1.8%	1,763	19	1.1%	1,660	28	1.7%
Fatal	93	4	4.3%	84	7	8.3%	108	5	4.6%	117	4	3.4%	76	4	5.3%
Incapacitating	623	22	3.5%	733	17	2.3%	628	8	1.3%	682	6	0.9%	665	14	2.1%
Non-incapacitating	829	13	1.6%	803	12	1.5%	711	11	1.5%	698	6	0.9%	633	6	0.9%
Not injured	252	2	0.8%	294	3	1.0%	261	7	2.7%	266	3	1.1%	286	4	1.4.0%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (2018 and 2019 BAC results)

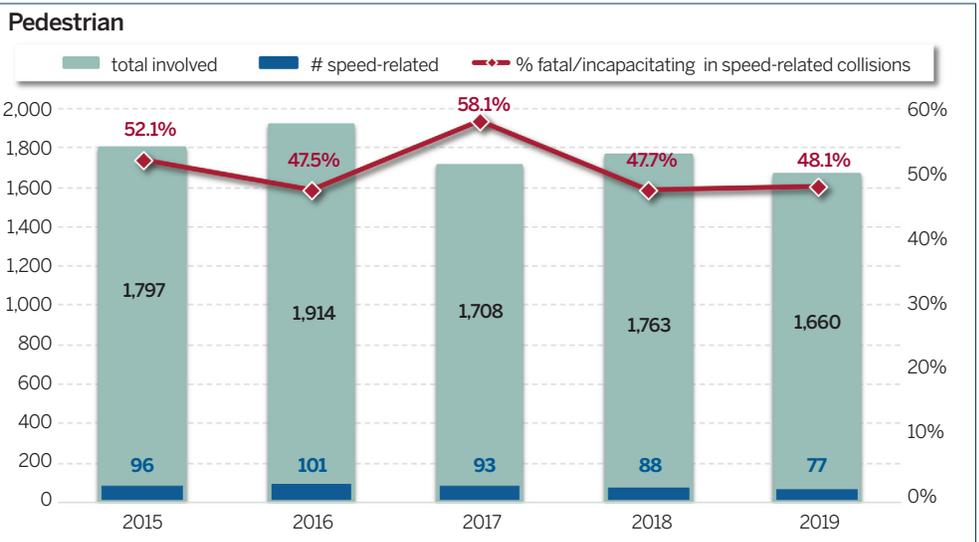
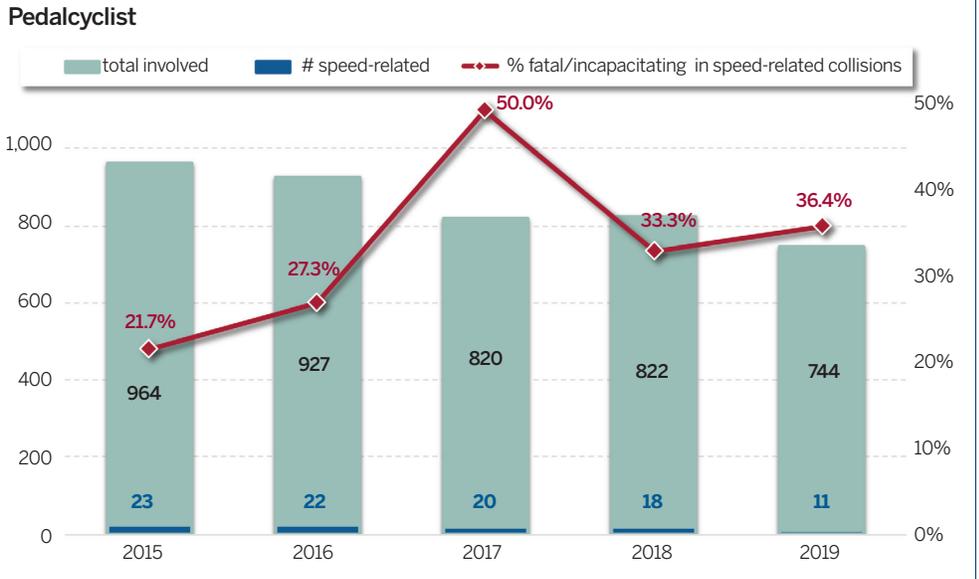
Notes:

- 1) The alcohol-impaired category represents the number of non-motorists involved in collisions with drivers having a reported BAC of 0.08 g/dL.
- 2) Trends related to Indiana alcohol-impaired crashes should be interpreted with caution. Counts were current as of the March 17, 2020, ARIES data extract and are likely to change as pending BAC test results are finalized and reported into the ARIES crash database.

SPEED-RELATED COLLISIONS

A collision is defined as speed-related if a driver is issued a speeding citation or if an officer lists “unsafe speed” or “speed too fast for weather conditions” as the primary or contributing factor in the crash. Figure 4 shows that the number of pedalcyclists in speed-related collisions has declined from 23 in 2015 to a five-year low of 11 in 2019. On average between 2015 and 2019, 5 percent of collisions involving pedestrians were speed-related (not shown in Figure 4). Since 2016, the number of pedestrian crashes that were speed related hit a five-year low of 77 in 2019. The proportion of both pedalcyclists and pedestrians who died or sustained incapacitating injuries in speed-related crashes increased slightly between 2018 and 2019, but were still lower than the five-year highs reached in 2017.

Figure 4. Non-motorists involved in Indiana collisions, by person type, speed involvement, and fatal/incapacitating injury rate, 2015–2019



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Note: A collision is defined as speed-related in Indiana ARIES data if any of the following conditions are met: Unsafe speed or speed too fast for weather conditions is listed as the primary or a contributing factor of the collision; or a vehicle driver is issued a speeding citation.

In 2019, the number of pedalcyclists and pedestrians in speed-related collisions has declined to five-year lows.

NON-MOTORIST ACTION AND ATTRIBUTABILITY

In 2019, 32 percent of all pedalcyclist crashes and 19 percent of all pedestrian crashes occurred while crossing at an intersection, representing the most common action of pedalcyclists and pedestrians at the time of the collision (calculated from Table 5). However, among crashes in which the contributing circumstance was caused by—or attributed to—the action of the pedalcyclist or pedestrian, the most common cause recorded was that they did not cross at an intersection. Eighty-two percent of pedalcyclists and 72 percent of pedestrians were attributable to the collision when not crossing at an intersection.

Crossing at intersection was the most common type of pedalcyclist and pedestrian action at the time of collision.

Table 5. Non-motorists involved in Indiana collisions, by person type, action, and attributability, 2019

Pedalcyclist			
Action	Total involved	# attributable to pedalcyclist	% attributable to pedalcyclist
Against traffic	31	20	64.5%
Crossing at intersection	237	141	59.5%
Crossing not at intersection	56	46	82.1%
Moving	62	28	45.2%
Not in roadway	27	10	37.0%
On designated non-motorist lane	29	8	27.6%
On roadway	112	59	52.7%
On shoulder	16	6	37.5%
With traffic	53	5	9.4%
Other	28	16	57.1%
Unknown	93	44	47.3%
Total	744	383	51.5%

Pedestrian			
Action	Total involved	# attributable to pedestrian	% attributable to pedestrian
Against traffic	29	20	69.0%
Crossing at intersection	318	96	30.2%
Crossing not at intersection	271	195	72.0%
Getting in or out of vehicle	27	9	33.3%
Getting off or on school bus	2	1	50.0%
Moving	120	30	25.0%
Not in roadway	119	18	15.1%
On designated non-motorist lane	26	4	15.4%
On roadway	239	103	43.1%
On shoulder	35	8	22.9%
Standing	64	7	10.9%
With traffic	18	5	27.8%
Working	30	4	13.3%
Other	191	57	29.8%
Unknown	171	44	25.7%
Total	1,660	601	36.2%



Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020

Note: A vehicle or non-motorist is attributable to the occurrence of a collision when the officer marks a contributing circumstance for that vehicle that also matches the collision primary factor.

DEFINITIONS

- **Alcohol-impaired collision:** a collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL.
- **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 2015 to 2019, it is calculated as $(\text{Value in 2019} / \text{Value in 2015})^{1/4} - 1$.
- **Attributability:** a vehicle or non-motorist is attributable to the occurrence of a collision when the officer marks a contributing circumstance for that vehicle that also matches the collision primary factor.
- **Census locale:** urban is defined as Census 2000 Urban Areas (2007–2009) or Census 2010 Urban Areas (2010–2011). Suburban is defined as areas within 2.5 miles of urban boundaries, exurban as areas within 2.5 miles of suburban boundaries, and rural as areas beyond exurban boundaries (i.e., everything else).
- **Not injured:** includes individuals involved in collisions reported as null values in the injury status code field. NOTE: The not injured category in ARIES should include only uninjured drivers; nonetheless, vehicle occupants are sometimes reported as not injured on the crash report completed by the investigating officer.
- **Non-motorists:** includes animal-drawn vehicle operators, pedalcyclists, and pedestrians.
- **Speed-related collision:** a collision is defined as speed-related in Indiana ARIES data if any of the following conditions are met: Unsafe speed or speed too fast for weather conditions is listed as the primary or a contributing factor of the collision; or a vehicle driver is issued a speeding citation.

DATA SOURCES

Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 17, 2020 and June 15, 2020 (for 2018 and 2019 impaired driving data).

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.

This publication is one of a series of publications that form the analytical foundation of traffic safety program planning and design in the state of Indiana. Funding for these publications is provided by ICJI and the National Highway Traffic Safety Administration.

An electronic copy of this document can be accessed via the PPI traffic safety research project site (<http://trafficsafety.iupui.edu>), the ICJI website (www.in.gov/cji/), or you may contact the PPI at 317-278-1305.

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 thirteenth 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.

Indiana University Public Policy Institute

The Indiana University Public Policy Institute produces unbiased, high-quality research, analyses and policy guidance to promote positive change and improve the quality of life in communities across Indiana and the nation. Our clients use our research to enhance their programs and services, to develop strategies and policies, to evaluate the impact of their decisions—and ultimately to help the people they serve. Established in 1992, PPI is part of the IU O'Neill School of Public and Environmental Affairs at IUPUI.

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 National Highway Traffic Safety Administration (NHTSA)

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



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