

OCCUPANT PROTECTION 2019



INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE

Research has repeatedly demonstrated the safety benefits of seat belts, and the dangerous consequences when people do not use them. In Indiana and elsewhere, individuals who do not wear seat belts are overrepresented in fatal and serious injury crashes, and rates of seat belt use are consistently and significantly lower for people killed in crashes than overall use rates. While the overall seat belt use rate in Indiana is generally high, among the 565 passenger vehicle occupants killed in 2019 Indiana collisions, less than half were wearing seat belts (Figure 1).

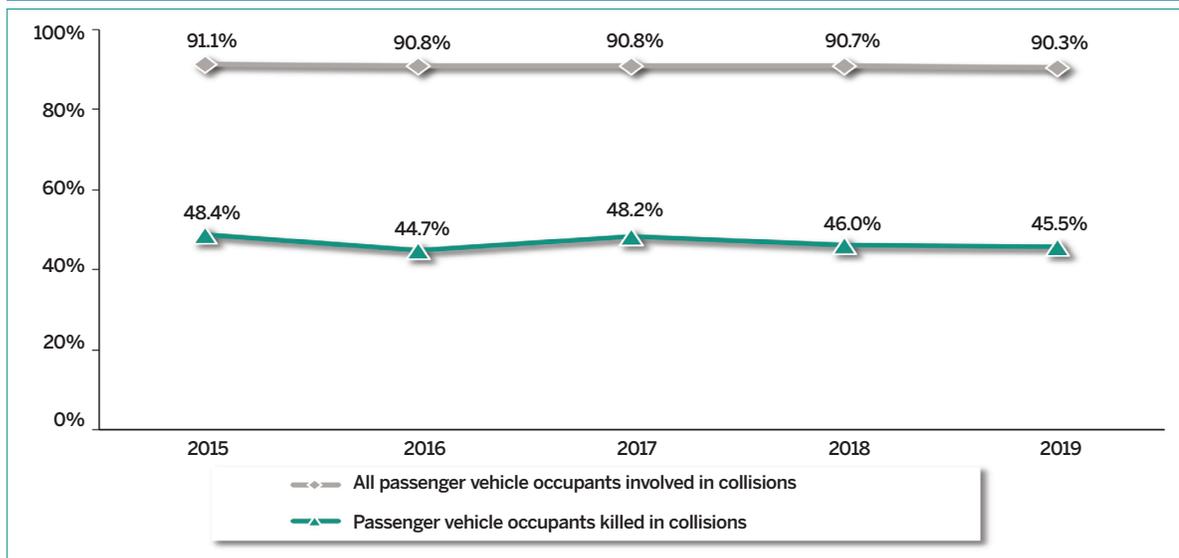
This fact sheet summarizes data trends related to seat belt use at state and county levels in Indiana crashes. Restraint

use and injury analyses are limited to those occurring in passenger vehicles (defined as passenger cars, pickup trucks, sport utility vehicles, and vans). Analyses include data from several sources (see last page for a full list of references, data sources, and definitions). 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).

In 2019:

- 324,908 passenger vehicle occupants were reported to be involved in Indiana traffic collisions; 90 percent were wearing seat belts.
- 55 percent (308 out of 565) of passenger vehicle occupants killed in crashes were not wearing seat belts.
- Unrestrained passenger car occupants crashes were 12 times more likely to be killed than occupants who were wearing seat belts. Unrestrained sports utility vehicle (SUV) occupants were 15 times more likely to be killed.
- Rates of unrestrained injury among all individuals involved in crashes (11.3 per 1,000) were more than three times higher among occupants in vehicles with a driver who was speeding (40.5) and seven times higher with impaired drivers (80.7).
- Male drivers accounted for 53 percent of all passenger vehicles drivers in collisions and had slightly lower rates of seat belt usage (90 percent) than female drivers (91 percent).
- Male drivers, particularly those between the ages of 15 and 34, represented the highest proportion of passenger vehicle drivers in crashes who were not wearing a seat belt.

Figure 1. Seat belt use among passenger vehicle occupants involved in Indiana collisions, by injury status, 2015–2019



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

Notes:

1. Vehicle occupants injured in Indiana collisions are counted as having been restrained when the investigating officer selects 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; (5) lap and harness; or (6) shoulder belt. For the purposes of this fact sheet, the term seat belt will include all six categories. A summary of Indiana Occupant Protection Laws is included on page 3.
2. Fatality counts reflect current ARIES data as entered by reporting officers and have not yet been verified by FARS.
3. Data discrepancies may exist between the 2019 Indiana traffic safety reports and previous traffic safety publications due to updates to the Indiana State Police ARIES data since the original publication dates.

In partnership with:

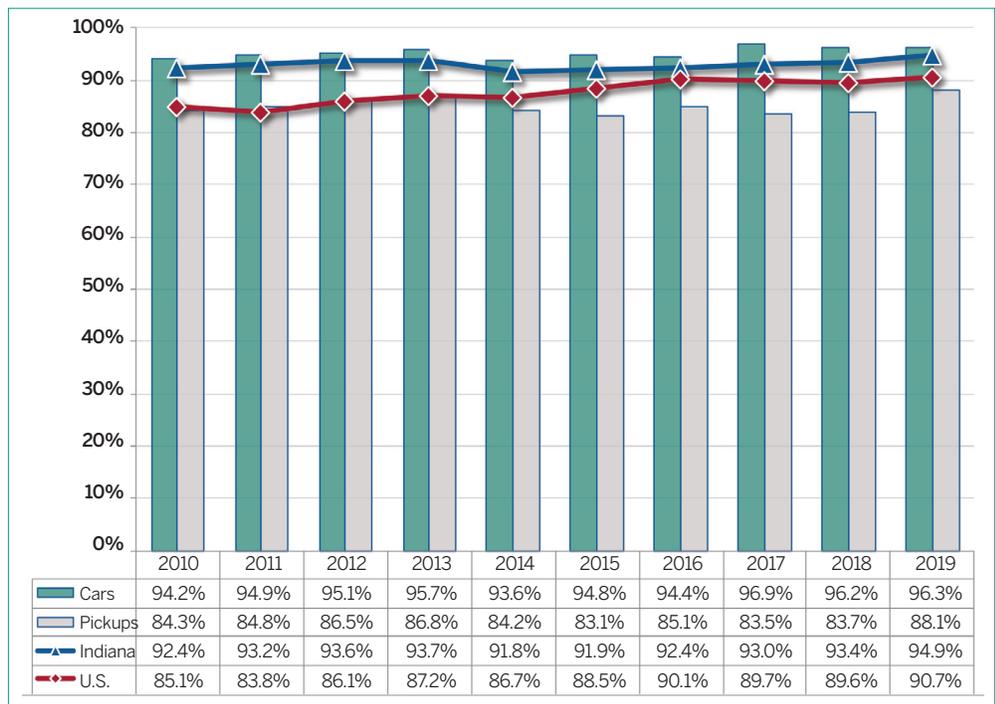


The National Highway Traffic Safety Administration (NHTSA) reports that nationally in 2019, the overall observed seat belt use rate was 91 percent, a rate slightly higher than 2018 (Figure 2). Indiana observational studies of seat belt use, conducted annually by the Indiana Criminal Justice Institute (ICJI) and the Purdue University Center for Road Safety, show that Indiana's overall seat belt use rates have exceeded national rates since 2009. The overall Indiana observed seat belt use rate in passenger vehicles in 2019 was 95 percent. The observed seat belt use rate among Indiana passenger car occupants in 2019 was 96 percent, compared to 88 percent among pickup truck occupants.

NHTSA identifies seat belt use as an essential tool to protecting vehicle occupants from death and injury resulting from traffic collisions. Research shows that rates of restraint use are consistently higher in states with primary enforcement laws that allow a law enforcement officer to stop a vehicle and issue a citation for the sole purpose of observing an unrestrained driver or passenger. As of May 2019, 35 states, including Indiana have primary enforcement laws in effect.

Table 1 shows the overall rate of seat belt use among passenger vehicle occupants involved in Indiana crashes was 90.3 percent in 2019. Between 2015 and 2019, rates of seat belt use among passenger vehicle occupants injured in Indiana traffic collisions decreased by 0.3 percent. The number of passenger vehicle occupants killed in Indiana crashes decreased by nearly 4 percent from 587 in 2018 to 565 in 2019. Approximately 46 percent of these individuals were wearing seat belts, and 85 percent of the 17,068 individuals suffering incapacitating injuries were wearing seat belts.

Figure 2. Observed Indiana and U.S. seat belt use rates in passenger vehicles, 2010 to 2019



Sources: Indiana - *Indiana Roadside Observational Survey of Safety Belt and Motorcycle Helmet Use*, Center for Road Safety, Purdue University, 2019
U.S. - DOT HS 812 875, December 2019

Note: Car and pickup truck restraint use rates are specific to Indiana only.

Table 1. Seat belt use and injury status among passenger vehicle occupants involved in Indiana collisions, 2015–2019

Injury status	2015	2016	2017	2018	2019	Annual rate of change	
						2018–19	2015–19
All occupants	325,882	338,242	332,246	326,449	324,908	-0.5%	-0.1%
Properly restrained	296,922	307,251	301,607	295,942	293,465	-0.8%	-0.3%
Restraint use rate	91.1%	90.8%	90.8%	90.7%	90.3%	-0.4%	-0.2%
Fatalities	574	590	618	587	565	-3.7%	-0.4%
Properly restrained	278	264	298	270	257	-4.8%	-1.9%
Restraint use rate	48.4%	44.7%	48.2%	46.0%	45.5%	-1.1%	-1.6%
Incapacitating injuries	15,899	17,884	17,248	17,173	17,068	-0.6%	1.8%
Properly restrained	13,412	15,163	14,693	14,684	14,540	-1.0%	2.0%
Restraint use rate	84.4%	84.8%	85.2%	85.5%	85.2%	-0.4%	0.2%
Non-incapacitating injuries	29,259	28,438	27,809	25,609	23,997	-6.3%	-4.8%
Properly restrained	26,653	25,893	25,454	23,399	21,975	-6.1%	-4.7%
Restraint use rate	91.1%	91.1%	91.5%	91.4%	91.6%	0.2%	0.1%
Not injured	280,150	291,330	286,571	283,080	283,278	0.1%	0.3%
Properly restrained	256,579	265,931	261,162	257,589	256,693	-0.3%	0.0%
Restraint use rate	91.6%	91.3%	91.1%	91.0%	90.6%	-0.4%	-0.3%

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

Notes:

- 1) Totals include individuals with 'NULL' and unknown restraint use.
- 2) Non-incapacitating injuries include those injuries reported as non-incapacitating, possible, not reported, unknown, and refused (treatment) injury status codes.

SEAT BELT USE BY VEHICLE TYPE

Table 2 shows the relative risk of fatal injury when passenger vehicle occupants in crashes were not wearing seat belts. In 2019, one-tenth of a percent or less of restrained individuals in each of the four passenger vehicle types involved in collisions were killed. Among unrestrained individuals injured in passenger cars, 1 percent were killed, making an unrestrained individual 12 times more likely to be killed than a restrained individual. Unrestrained occupants of SUVs were 15 times more likely to be killed than occupants wearing seat belts. Unrestrained occupants of pickup trucks were 8 times more likely to be killed in collisions compared to restrained occupants in the same vehicle type. These relative risk ratios were all statistically significant ($p < 0.01$).

Table 2. Passenger vehicle occupants involved in Indiana collisions, by vehicle type, seat belt use, and injury status, 2019

Seat belt use and injury status	Passenger cars		Pickup trucks		SUVs		Vans	
	Count	% Total	Count	% Total	Count	% Total	Count	% Total
Restrained (R)	204,369	100%	31,503	100%	45,016	100%	12,577	100%
Fatal	162	0.1%	47	0.1%	33	0.1%	15	0.1%
Incapacitating	10,333	5.1%	1,227	3.9%	2,341	5.2%	639	5.1%
Non-incapacitating	15,556	7.6%	1,789	5.7%	3,609	8.0%	1,021	8.1%
No injury	178,318	87.3%	28,440	90.3%	39,033	86.7%	10,902	86.7%
Not restrained (NR)	22,227	100%	4,037	100%	3,951	100%	1,228	100%
Fatal	211	0.9%	47	1.2%	43	1.1%	7	0.6%
Incapacitating	1,720	7.7%	376	9.3%	314	7.9%	118	9.6%
Non-incapacitating	1,483	6.7%	212	5.3%	243	6.2%	84	6.8%
No injury	18,813	84.6%	3,402	84.3%	3,351	84.8%	1,019	83.0%
Relative risk of fatal injury	12.0		7.8		14.8		4.8	

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

Notes:

- 1) Relative risk of fatal injury is calculated as % NR / % R. All relative risk ratios are significant ($p < 0.01$). Excludes NULL values.
- 2) Non-incapacitating injuries include those injuries reported as non-incapacitating, possible, not reported, unknown, and refused (treatment) injury status codes.

Unrestrained occupants of pickup trucks were 8 times more likely to be killed in collisions compared to restrained occupants in the same vehicle type.

Indiana occupant protection laws

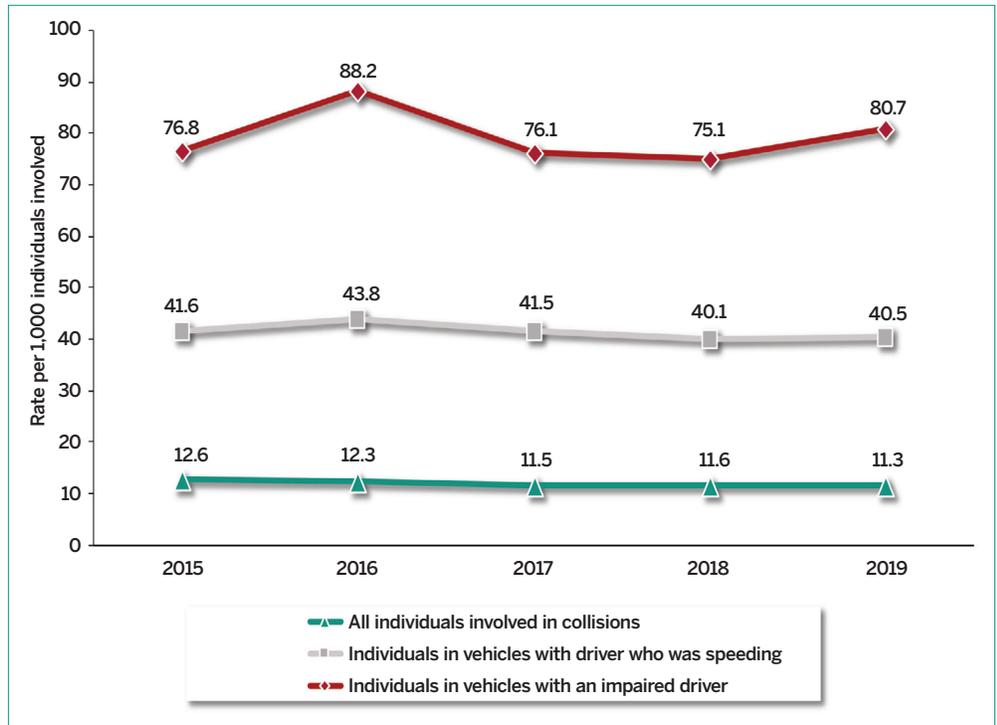
Effective July 1, 2007, Indiana law requires all passenger vehicle occupants ages 16 and older to ride properly restrained in a vehicle. This law applies to all seating positions in all vehicles, including pickup trucks and SUVs.¹ The current Indiana child passenger restraint law requires all child occupants (ages 15 and younger) to be properly restrained in a child restraint device or seat belt in all seating positions in all vehicles.² In addition to legislative efforts, child passenger safety experts have developed recommended safety standards and best practices that include the use of rear-facing child safety seats as long as possible, or, at a minimum, until a child is two years old and weighs at least 20 pounds. These guidelines also include the use of booster safety seats for children who have outgrown child safety seats with harnesses. Children then may transition to the use of adult seat belts. It is recommended that all children under the age of 13 ride in the back seat of the vehicle.

¹Passenger Restraint Systems, IC 9-19-10-2; available at <http://iga.in.gov/legislative/laws/2020/ic/titles/009/#9-19-10-2>

SPEEDING, IMPAIRED DRIVING, AND RESTRAINT USE

Between 2015 and 2019, rates of unrestrained injuries in Indiana collisions were consistently higher in vehicles with a driver who was speeding and in vehicles with an impaired driver. In 2019, rates of unrestrained injury among all individuals involved in crashes (11.3 per 1,000) were more than three times higher among occupants in vehicles with a driver who was speeding (40.5) and seven times higher with impaired drivers (80.7).

Figure 3. Unrestrained injury rates per 1,000 passenger vehicle occupants in Indiana collisions, by drivers speeding and driver impairment, 2015-2019



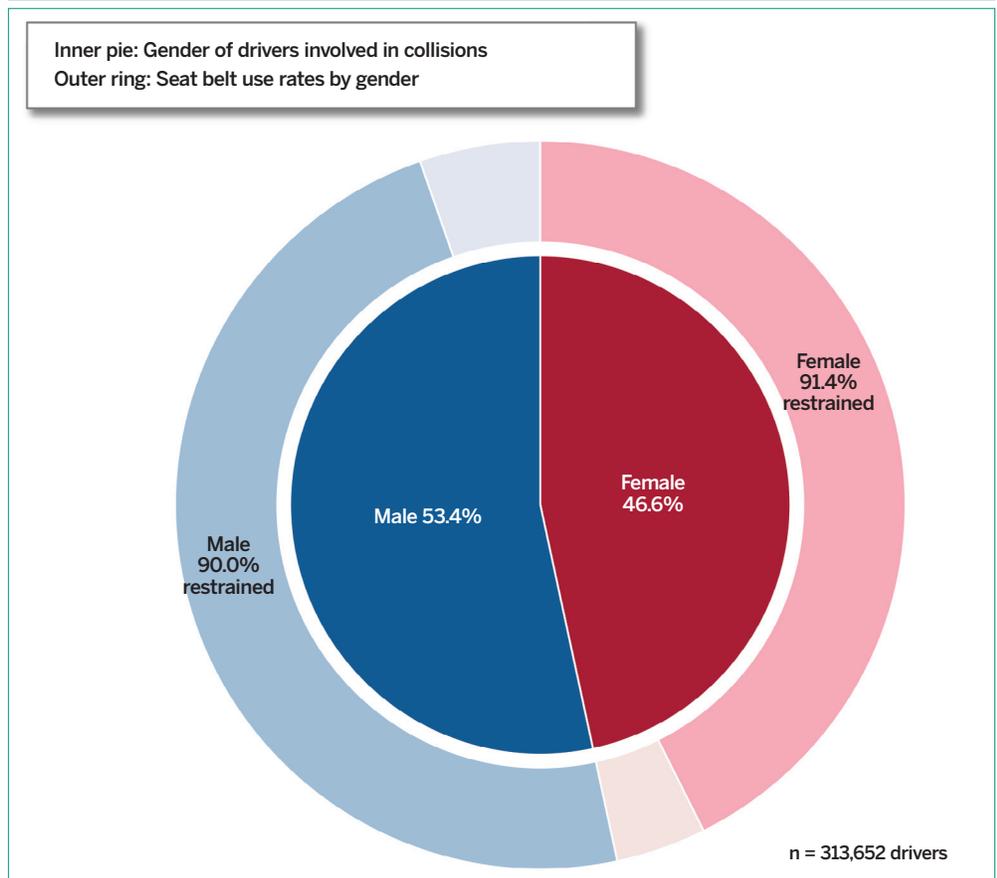
Source: Indiana State Police Automated Reporting Information Exchange System, as of March 17, 2020 and June 15, 2020 (2018 and 2019 BAC results)

Rates of unrestrained injury among all individuals involved in crashes (11.3 per 1,000) were more than three times higher among occupants in vehicles with a driver who was speeding (40.5) and seven times higher with impaired drivers (80.7).

SEAT BELT USE BY AGE AND GENDER

Figure 4 shows that male drivers accounted for 53 percent of all passenger vehicles drivers in collisions and had lower rates of seat belt use than female drivers (90 percent and 91 percent, respectively). When considering restraint use by age and gender between 2015 and 2019, male drivers in collisions were consistently more likely to be unrestrained than females in the same age groups (Table 3). Male drivers in the 21 to 24 and 25 to 34 age groups represented the highest proportion of passenger vehicle drivers who were not wearing seat belts in collisions from 2015 through 2019. Among female drivers in 2019 crashes, the 25 to 34 age group had the highest proportion of unrestrained drivers.

Figure 4. Seat belt use among drivers of passenger vehicles in Indiana collisions, by gender, 2019



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

Notes:

- 1) Includes drivers of passenger vehicles include vehicles reported as a (passenger car, pickup truck, van, or sport utility vehicle).
- 2) Includes cases with valid gender reported.

Younger male drivers, 15- to 34-years old, represent the highest proportion of passenger vehicle drivers in crashes not wearing a seat belt.

Table 3. Proportion of passenger vehicle drivers in Indiana collisions who were unrestrained, by age group and gender, 2015–2019

Age group	2015		2016		2017		2018		2019	
	Male	Female								
15-20	9.5%	7.4%	9.4%	8.3%	9.7%	8.0%	10.2%	7.5%	10.4%	8.5%
21-24	10.4%	7.5%	10.5%	7.8%	10.2%	8.2%	10.4%	7.8%	10.5%	8.3%
25-34	10.3%	7.8%	10.6%	7.9%	10.5%	8.2%	10.5%	8.6%	10.5%	8.8%
35-44	9.1%	7.3%	9.7%	7.9%	9.8%	7.8%	10.0%	8.3%	10.1%	8.7%
45-54	8.6%	7.4%	8.9%	7.9%	8.9%	7.8%	9.4%	7.8%	9.3%	8.7%
55-64	8.6%	6.9%	8.7%	7.7%	9.1%	7.6%	8.9%	7.7%	9.5%	8.1%
65-74	8.8%	7.0%	8.1%	7.2%	8.8%	8.2%	8.6%	8.0%	9.2%	8.6%
75 +	8.6%	7.8%	9.0%	8.2%	9.6%	8.0%	9.0%	8.3%	9.6%	8.7%
All ages	9.4%	7.4%	9.6%	7.9%	9.7%	8.0%	9.8%	8.1%	10.0%	8.6%

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

Notes:

- 1) Data limited to drivers of passenger vehicles with valid gender and age reported.
- 2) Percent unrestrained includes individuals reported with no restraint and NULL values in the restraint use code field.

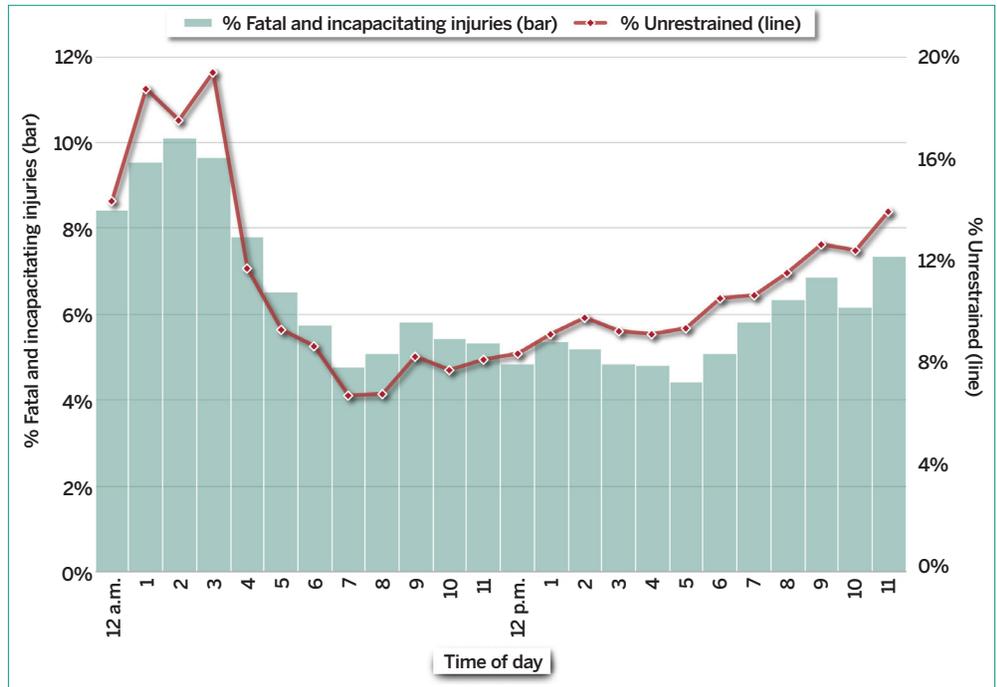
TIME OF DAY, DAY OF WEEK, AND SEAT BELT USE

In 2019, rates of fatal and incapacitating injuries in crashes were highest between midnight and 4 a.m., a time when the percentage of individuals in crashes who were not wearing a seat belt was also at its highest (Figure 5). The highest percentage of hourly fatal and incapacitating injuries in 2019 occurred between 2 a.m. and 3 a.m. (10 percent). The highest hourly rate of unrestrained individuals in crashes occurred between the hours of 3 a.m. and 4 a.m. (19 percent).

Rates of fatal and incapacitating injuries in crashes were highest between midnight and 4 a.m., a time when the unrestrained rate was also highest.

Figure 6 shows that on average, daily counts of unrestrained passenger vehicle occupants in daytime collisions are higher than counts in nighttime collisions. In 2019, the average daily count of unrestrained passenger vehicle occupants in daytime collisions was 382, compared to 257 in nighttime collisions. Nighttime counts of unrestrained passenger vehicle occupants exceeded daily averages on Fridays, Saturdays, and Sundays.

Figure 5. Indiana fatal and incapacitating injuries and seat belt use in passenger vehicles, by time of day, 2019

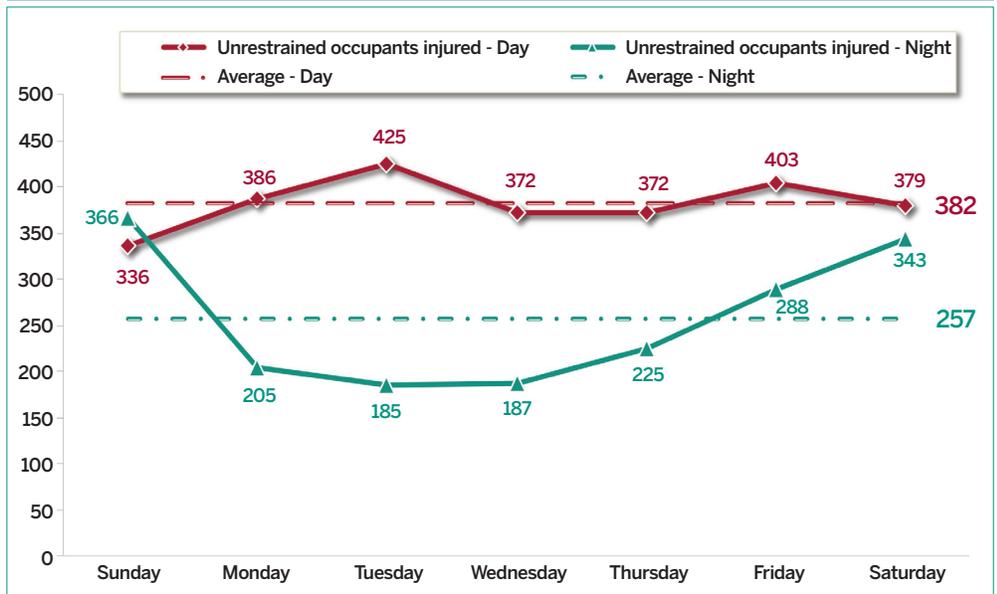


Source: Indiana State Police Automated Reporting Information Exchange System, as of March 17, 2020

Notes:

- 1) Percent fatal and incapacitating injuries represents fatal or incapacitating injuries as a proportion of all individuals involved in collisions.
- 2) Percent not wearing a seat belt includes individuals reported with unknown and invalid safety equipment type.

Figure 6. Unrestrained passenger vehicle occupants injured in Indiana collisions, by day of week and day/night, 2019



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

Notes:

- 1) Day is defined as 6 a.m.–5:59 p.m. Night is defined as 6 p.m.–5:59 a.m.
- 2) Includes passenger vehicle occupants with fatal, incapacitating, non-incapacitating, and possible injuries.

EJECTION AND RESTRAINT USE

Table 4 shows the rate of seat belt use among passenger vehicle occupants by ejection status over a five-year period. Between 2015 and 2019, restraint use rates among individuals ejected in Indiana traffic collisions increased by 6 percent. The number of occupants ejected in Indiana crashes decreased by nearly 2 percent from 762 in 2018 to 750 in 2019. Approximately 48 percent of these individuals were wearing seat belts. Similarly, the number of occupants partially ejected declined by 3 percent over the five-year timeframe as seat belt use increased. Restraint use increased by 12 percent between 2018 and 2019, from 64 to 71 percent as the number of partially ejected fell by 4 percent.

Unrestrained individuals are more likely to be ejected and killed. In 2019, nearly all (99 percent) of passenger vehicle occupants ejected and killed in collisions were unrestrained (Figure 7). Two-thirds of individuals partially ejected and sustaining fatal injuries were not wearing seat belts.

GEOGRAPHY OF INDIANA SEAT BELT USE

Map 1, below on page 8, illustrates the percentage of unrestrained passenger vehicle occupants in collisions in 2019 by county. The median county percentage of injured passenger vehicle occupants in collisions who were unrestrained was 17 percent, and the mean county percent was 16 percent. Many counties with higher rates (at or above the median) of unrestrained injured passenger vehicle occupants in crashes were located in rural areas across the state. Union (45 percent) and Crawford (38 percent) counties had the highest percent of injured passenger vehicle occupants who were not wearing seat belts at the time of the crash, while Vanderburgh (3 percent) and Floyd (6 percent) counties had the lowest percentage of injured occupants who were unrestrained.

Table 4. Seat belt use and ejection status among passenger vehicle occupants involved in Indiana collisions, 2015-2019

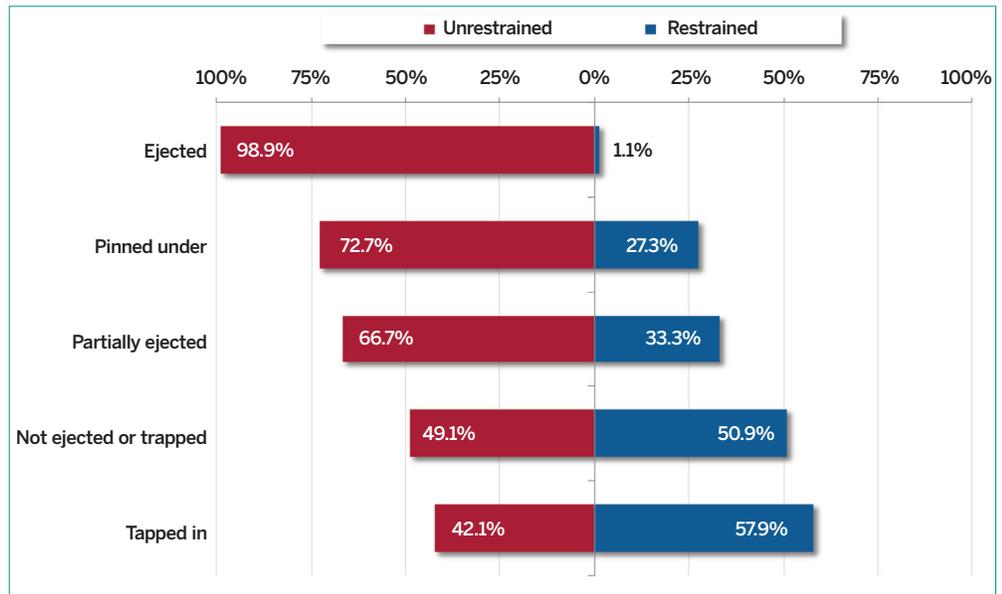
Ejection status	2015	2016	2017	2018	2019	Annual rate of change	
						2018-19	2015-19
All occupants	325,882	338,242	332,246	326,449	324,908	-0.5%	-0.1%
Properly restrained	296,922	307,251	301,607	295,942	293,465	-0.8%	-0.3%
Restraint use rate	91.1%	90.8%	90.8%	90.7%	90.3%	-0.4%	-0.2%
Ejected	764	763	770	762	750	-1.6%	-0.5%
Properly restrained	295	307	359	364	359	-1.4%	5.0%
Restraint use rate	38.6%	40.2%	46.6%	47.8%	47.9%	0.2%	5.5%
Partially ejected	256	257	276	233	223	-4.3%	-3.4%
Properly restrained	155	148	178	149	159	6.7%	0.6%
Restraint use rate	60.5%	57.6%	64.5%	63.9%	71.3%	11.5%	4.2%
Pinned under	70	54	50	59	45	-23.7%	-10.5%
Properly restrained	34	25	20	28	18	-35.7%	-14.7%
Restraint use rate	48.6%	46.3%	40.0%	47.5%	40.0%	-15.7%	-4.7%
Trapped in	2,648	2,778	2,764	2,611	2,627	0.6%	-0.2%
Properly restrained	2,100	2,206	2,181	2,094	2,089	-0.2%	-0.1%
Restraint use rate	79.3%	79.4%	78.9%	80.2%	79.5%	-0.8%	0.1%
Not ejected or trapped	320,712	332,943	327,004	321,335	319,818	-0.5%	-0.1%
Properly restrained	294,189	304,425	298,692	293,150	290,686	-0.8%	-0.3%
Restraint use rate	91.7%	91.4%	91.3%	91.2%	90.9%	-0.4%	-0.2%
Not injured	487	464	449	468	466	-0.4%	-1.1%
Properly restrained	27	30	34	29	29	0.0%	1.8%
Restraint use rate	5.5%	6.5%	7.6%	6.2%	6.2%	0.4%	2.9%
Unknown ejection status	945	983	933	981	979	-0.2%	0.9%
Properly restrained	122	110	143	128	125	-2.3%	0.6%
Restraint use rate	12.9%	11.2%	15.3%	13.0%	12.8%	-2.1%	-0.3%

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

Notes:

- 1) Passenger vehicles are defined as passenger cars, pickup trucks, SUVs, and vans.
- 2) Totals include individuals with 'NULL' and unknown restraint use.

Figure 7. Passenger vehicle fatalities in Indiana collisions, by ejection status and restraint use, 2019



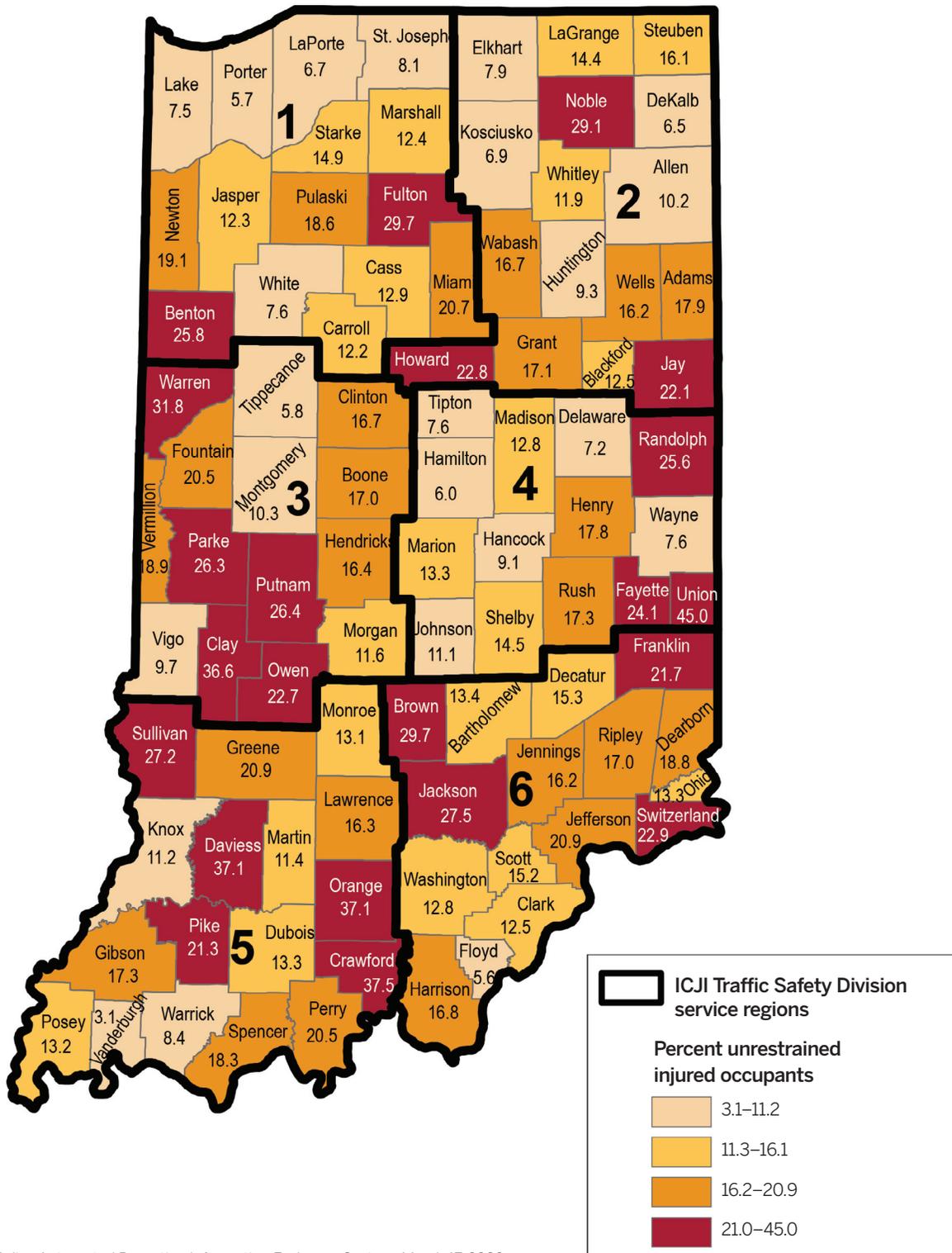
Source: Indiana State Police Automated Reporting Information Exchange System, as of March 17, 2020

Notes:

- 1) Passenger vehicles are defined as passenger cars, pickup trucks, SUVs, and vans.
- 2) Excludes unknown ejection status.

Map 1. Percentage of injured passenger vehicle occupants who were not wearing a seat belt, by county and ICJI Traffic Safety Division service region, 2019

Median percent unrestrained = 16.8
 Mean percent unrestrained = 16.1
 n = 41,630 passenger vehicle
 occupants injured in collisions



Source: Indiana State Police Automated Reporting Information Exchange System, March 17, 2020

DEFINITIONS

- **Annual Rate of Change (ARC):** is 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 $(\text{Value in 2019} / \text{Value in 2015})^{1/4} - 1$.
- **Not injured:** includes individuals involved in collisions reported as null values in the injury status code field. While reporting officers are instructed to enter all drivers in ARIES, passengers are only to be entered in the crash report if an injury occurs; therefore, counts of those listed as not injured should be interpreted with caution.
- **Non-incapacitating injuries:** include those injuries reported as non-incapacitating, possible, not reported, unknown, and refused (treatment) injury status codes.
- **Passenger vehicles:** are defined as passengers cars, pickup trucks, sport utility vehicles, and vans.
- **Restraint use:** vehicle occupants injured in Indiana collisions are counted as having been restrained when the investigating officer selects 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; (5) lap and harness; or (6) shoulder belts.

REFERENCES

Indiana Roadside Observational Survey of Safety Belt and Motorcycle Helmet Use, Center for Road Safety, Purdue University, 2019.

National Center for Statistics and Analysis, National Highway Traffic Safety Administration, *Seat Belt Use in 2018—Overall Results*, DOT HS 812 662, January 2019.

DATA SOURCES

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

National Center for Statistics and Analysis, National Highway Traffic Safety Administration, *Seat Belt Use in 2018—Overall Results*, DOT HS 812 662, January 2019.

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.

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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