

FY 2013

Indiana's Annual Traffic Safety Report



December 20, 2013

FISCAL YEAR 2013 ANNUAL REPORT

PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PREPARED BY:

THE INDIANA CRIMINAL JUSTICE INSTITUTE



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FISCAL YEAR 2013 HIGHLIGHTS

Indiana continues to see most traffic safety areas trending in the right direction. Although some of the aggressive short-term targets previously set in the Highway Safety Plan were not met, the overall long term target of reducing fatalities in half by 2027 continues to be on track.

- As of December 20, 2013, there were 758¹ traffic fatalities in Indiana; the lowest number since 2009.
- Since 2004, and as of December 20, 2013, the number of yearly traffic fatalities has decreased nearly 20 percent and continues trending down
- The rate of fatalities per 100,000 population decreased from 11.92 in 2012 to 11.59 in 2013, a 2.7 percent decrease (as of December 20, 2013)²
- NHTSA funding to law enforcement that was administered by ICJI resulted in nearly 6,983 DUI arrests, 74,630 seat belt and child restraint citations, and over 56,000 speed citations³
- The observed seat belt usage rate for all passenger vehicles continued at the high rate of 91.6 percent⁴
- The observed seat belt usage rate for pickup trucks continued at the high rate of 81.8 percent⁵
- In 2013 (as of November 12, 2013), over 90 percent of crash reports were submitted into ARIES within five days of the crash⁶
- As of December 20, 2013, the number of motorcycle and moped fatalities for the year were 113, down from 151 in 2012

¹ Daily FARS fatality figure

² Based on most recent U.S. Census data for Indiana (2012 population estimate = 6,537,334)

³ OPO database

⁴ Based on 2013 Indiana Safety Belt Observational Survey by Purdue University using a new estimator formula

⁵ Based on 2013 Indiana Safety Belt Observational Survey by Purdue University using a new estimator formula

⁶ Data provided by APPRISS

INTRODUCTION

The Indiana Criminal Justice Institute (ICJI) Traffic Safety Division manages federal funds that are allocated throughout Indiana to support programs designed to fulfill its mission:

“To reduce death, injury, property damage and economic cost associated with traffic crashes on Indiana’s roadways.”

By using up-to-date crash data, ICJI is able to implement countermeasures in specific areas that will reduce collisions throughout the state.

ICJI’s traffic area consists of a Division Director who coordinates the efforts of the support staff including an Impaired Driving Program Manager, Motorcycle Safety and Traffic Records Coordinator, Traffic Safety Research Associate, Traffic Services Program Manager, Program and Law Enforcement Liaison Coordinator, and seven Law Enforcement Liaisons (LELs) located regionally across Indiana. ICJI utilizes its Statistical Analysis Center (SAC) and works closely with the Indiana State Budget Agency. ICJI also utilizes the resources and expertise of the Center for Criminal Justice Research within the Indiana University-Purdue University of Indianapolis’ School of Public and Environmental Affairs (Center), the Center for Road Safety (CRS) located at Purdue University, the Governor’s Council on Impaired and Dangerous Driving (Council) and the Traffic Records Coordinating Committee (TRCC).

ICJI promotes traffic safety initiatives on state and local roadways through the implementation of a comprehensive HSP. The HSP describes the projects and activities planned to help ICJI reach national and state traffic safety targets in areas identified for priority programs. The Annual Report (AR) is an account of the previous fiscal year’s activities and accomplishments in response to the targets set forth in the HSP. The performance plan explains the evaluation process and whether the targets were reached. Each program report section details the targets and achievements, project details, media activities and evaluation (where applicable) for each program area. This is followed by sections on program funding, LEL highlights and finally the fiscal and legislative summaries. Our target is to not only illustrate the activities of FY 2013 to those outside of ICJI, but also that this document is utilized internally as a tool for reflection and help to stimulate ideas and improvements that can be made in FY 2014 and years to come.

PERFORMANCE PLAN

Consistent review and analysis of relevant traffic safety data identified problem areas and helped determine resource allocation during FY 2013. Priority was given to the areas that would have the greatest impact in reducing the number of lives lost, injuries sustained, and costs incurred from traffic crashes on Indiana roadways.

ICJI identified 10 data-driven target areas for focus in FY 2013. The FY 2013 HSP included trends and corresponding targets for these priority areas:

- *Fatalities*
- *Impaired driving*
- *Motorcycle safety*
- *Occupant Protection*
- *Young drivers*
- *Bicyclists*
- *Pedestrians*
- *Children*
- *Serious bodily injuries*
- *Dangerous driving (speed, aggressive driving, disregarding traffic signal, and texting)*

The primary sources of data used in problem identification for FY 2013 include the Fatality Analysis Reporting System (FARS), driver and vehicle reports maintained by the Bureau of Motor Vehicles (BMV), and the Indiana State Police (ISP) Automated Reporting Information Exchange System (ARIES). Data from these sources were monitored throughout the year by ICJI and, if deemed necessary, adjustments in priority areas were made. Likewise, these data sources informed ICJI of the grantees' impact on traffic safety and indicated progress toward or attainment of the FY 2013 targets.

ICJI continued to work on performance measures that are appropriate for the state and the initiatives that work simultaneously with our programs. The Council is comprised of representatives from several traffic safety partners including the Center, Indiana Department of Transportation (INDOT), Indiana University Medical Center – Department of Toxicology, Riley Hospital for Children, National Highway Traffic Safety Administration (NHTSA), and local law enforcement agencies. In addition to members of ICJI and the Council, other stakeholders involved in setting performance targets for FY 2013 included members of the TRCC and the state's LELs. With the ICJI's continued partnership with the Center, the detail of the performance measures continues to improve. We continue to examine trends over the last five years for determining short- and long-term targets for each priority area.

PROGRAM REPORTS

ICJI is responsible for implementing programs in key program areas that reduce the number of individuals killed and injured on Indiana roadways. This section is divided into the six key program areas with sub-sections including targets and achievements, project details, and media support. When applicable, an evaluation of the program's public information campaign will be included.

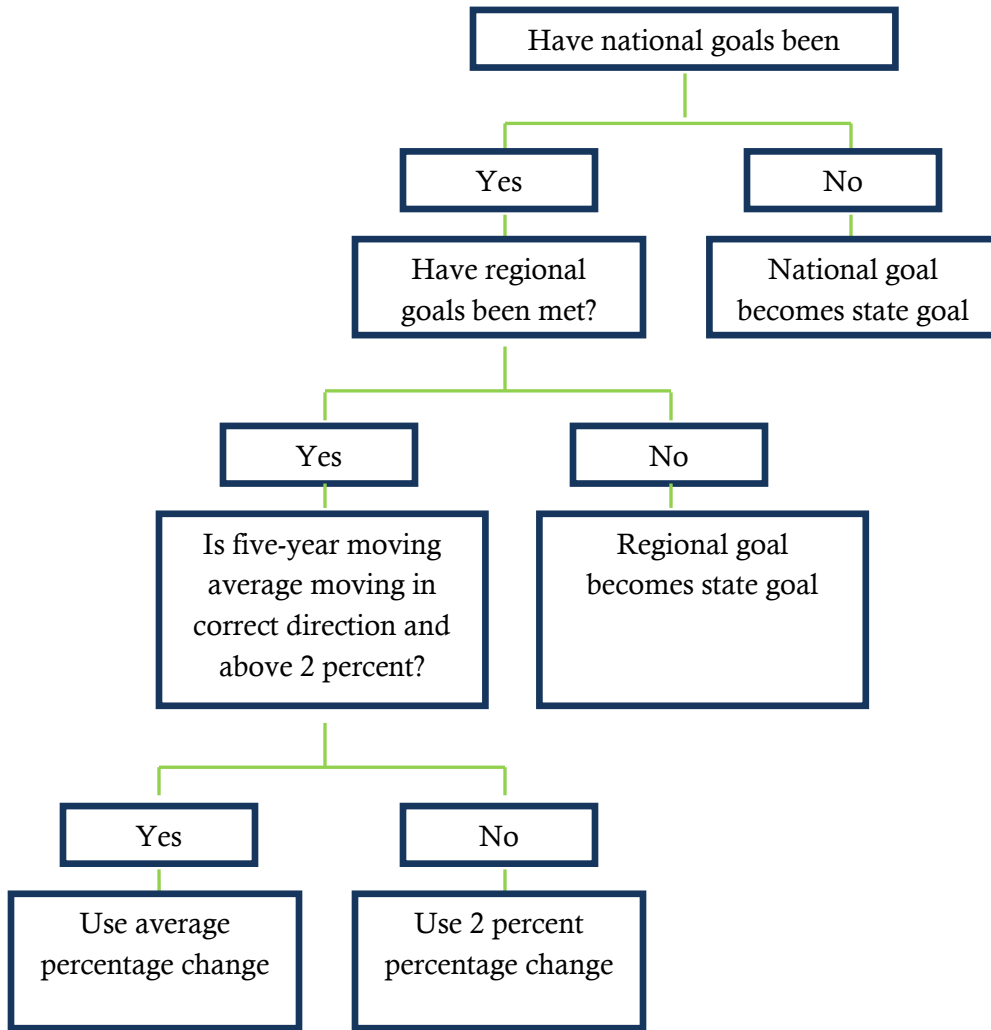
Targets for the *FY 2013 Annual Report* do not reflect the projected targets as shown in the *Highway Safety Plan, 2013*. There were three major considerations causing this discrepancy. First, the 2013 targets are projections based on 2007-2011 data. While ICJI has plans to implement 3- or 5-year moving averages in the future, the 2007-2011 annual data and related trends are subject to volatile single year swings in the data. Due to this volatility many of the projected 2013 targets have become unrealistic decreases from the actual 2012 data and require adjustment. Second, unlike the projected 2013 targets which largely used figures from the Center for Criminal Justice Research, the newly calculated 2013 targets utilize FARS data where available. Lastly, several calculations in the data from the Center for Criminal Justice Research now (starting in 2012) employ adjusted approaches (i.e. rate of fatalities in urban areas are now per 10,000 population instead of 100,000). Therefore, for data where FARS figures are unavailable and Center data is used, the projected 2013 targets reflect calculations no longer used. Based on these considerations, the *FY 2013 Annual Report* reflects updated 2013 targets figured by ICJI using, as the major consideration, the average percent change from 2008-2012. Those select cases where the existing data required a slightly different approach are otherwise noted.

The following section provides the goal setting section of the FY 2013 Highway Safety Plan (HSP). Moving forward, "goals" will now be referred to as "targets". As stated above, the FY 2013 goals listed in this section have been updated and will not match the targets listed in this annual report.

Goal Setting

In 2006, the Council subcommittee created short- and long-term goals for five target areas: alcohol, seat belt usage, young drivers, motorcycles, and dangerous driving. Due to improved data collection, goals for the following additional target areas have since been established: statewide fatality and serious bodily injury numbers, children, pedestrians, and pedalcyclists.

The TSD uses a hierarchal approach to establish goals, first using the NHTSA national goals, then the Regional Action Plan, and finally a state five-year moving average. Any national goals that Indiana has not met automatically become Indiana's goals. The TSD refers to the Regional Action Plan after national goal metrics have been reached. If any of the regional goals are not met, the goal set for the region becomes the Indiana goal. Finally, for those national and regional goal metrics the have been met, the TSD calculates its own goals by using a five year moving average. To establish short-term, or one year goals, the average percent change is applied to the previous year's raw number. Long-term (three year) goals are determined by calculating the percent change each year for a three-year period. An exception to this rule requires that if the percent change is moving in the wrong direction (i.e. the average percent of fatalities is increasing rather than decreasing), a standard two percent reduction will use used to establish both short- and long-term goals.



Fatalities

Performance Measures

- *Total number of traffic fatalities*
- *Fatality rate per 100,000 population*
- *Urban fatality rate per 100,000 population*
- *Rural fatality rate per 100,000 population*
- *Suburban fatality rate per 100,000 population*
- *Exurban fatality rate per 100,000 population*
- *Fatality rate per 100M VMT*

Goals

There are no established national or regional goals regarding the number of statewide fatalities. The five-year moving average was used to determine short- and long-term goals regarding the number of traffic fatalities (4.04 percent), rate of fatalities per 100,000 population (4.56 percent), rate of suburban fatalities per 100,000 population (5.17 percent), rate of exurban population per 100,000 population (8.2 percent), and the rate of

rural fatalities per 100,000 population (10.8 percent). The standard 2 percent reduction was used to determine the short- and long-term goals for reducing the rate of urban fatalities per 100,000 population.

Short-term Goals

- 1. Reduce the number of traffic fatalities from 749 in 2011 to 719 in 2013*
- 2. Reduce the rate of fatalities per 100,000 population from 11.54 in 2011 to 11.01 in 2013*
- 3. Reduce the rate of urban fatalities per 100,000 population from 7.5 in 2011 to 7.35 in 2013*
- 4. Reduce the rate of suburban fatalities per 100,000 population from 13.5 in 2011 to 12.49 in 2013*
- 5. Reduce the rate of exurban fatalities per 100,000 population from 18.6 in 2011 to 17.07 in 2013*
- 6. Reduce the rate of rural fatalities per 100,000 population from 17.9 in 2011 to 15.97 in 2013*
- 7. Reduce the number of fatalities per 100M VMT from 0.99 in 2010 to 0.94 in 2013*

Long-term Goals

- 1. Reduce the number of traffic fatalities to 662 in 2015*
- 2. Reduce the rate of fatalities per 100,000 population to 10.03 in 2015*
- 3. Reduce the rate of urban fatalities per 100,000 population to 7.06 in 2015*
- 4. Reduce the rate of suburban fatalities per 100,000 population 10.68 in 2015*
- 5. Reduce the rate of exurban fatalities per 100,000 population 14.39 in 2015*
- 6. Reduce the rate of rural fatalities per 100,000 population 12.7 in 2015*
- 7. Reduce the number of fatalities per 100M VMT to 0.84 in 2015*

Serious Bodily Injuries

Performance Measures

- Number of serious bodily injuries*
- Serious bodily injuries per 100,000 population*
- Serious bodily injuries per 100M VMT*

Goals

There are no established national or regional goals regarding statewide serious bodily injuries. A two percent reduction was used to establish the short- and long term goals for reducing the number of serious bodily injuries. The five-year moving average of 2.1 percent and 2.89 percent were used to determine goals for the number of serious bodily injuries per 100,000 population and the number of serious bodily injuries per 100M VMT respectively.

Short-term Goals

- 1. Reduce the number of serious bodily injuries from 3,410 in 2011 to 3,342 in 2013*
- 2. Reduce the number of serious bodily injuries per 100,000 population from 52.62 in 2011 to 51.51 in 2013*
- 3. Reduce the number of serious bodily injuries per 100M VMT from 4.5 in 2011 to 4.37 in 2013*

Long-term Goals

- 1. Reduce the number of serious bodily injuries to 3,209 in 2015*
- 2. Reduce the number of serious bodily injuries per 100,000 population to 49.37 in 2015*
- 3. Reduce the number of serious bodily injuries per 100M VMT to 4.12 in 2015*

Impaired Driving

Performance Measures

- Total number of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator*
- Percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator*
- Rate of alcohol-related fatalities per 100M VMT*
- Total number of fatalities in collisions involving an alcohol-impaired motorcycle operator*

Goals

Neither national nor regional goals regarding impaired driving have been established at this time. The five-year moving average was used to determine the short- and long-term goals for reducing the number of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator (5.89 percent), reducing the percent of fatalities in fatalities in collisions involving an alcohol-impaired driver or motorcycle operator (2.3 percent), and reducing the rate of alcohol-related fatalities per 100M VMT (2.26 percent). A standard 2 percent reduction was used to determine the number of fatalities in collisions involving an alcohol-impaired motorcycle operator.

Short-term Goals

- 1. Reduce the number of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator from 140 in 2011 to 132 in 2013*
- 2. Reduce the percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator from 18.7 percent in 2011 to 18.3 percent in 2013*
- 3. Reduce the rate of alcohol-related fatalities per 100M VMT from 0.19 in 2011 to 0.17 in 2013*
- 4. Reduce the number of fatalities in collisions involving an alcohol-impaired motorcycle operator from 38 in 2011 to 37 in 2013*

Long-term Goals

- 1. Reduce the number of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator to 117 in 2015*
- 2. Reduce the percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator to 17.4 percent in 2015*
- 3. Reduce the rate of alcohol-related fatalities per 100M VMT to 0.13 in 2015*
- 4. Reduce the number of fatalities in collisions involving an alcohol-impaired motorcycle operator to 36 in 2015*

Occupant Protection

Performance Measures

- *Number of unrestrained passenger vehicle fatalities*
- *Observed seat belt usage for all passenger vehicles*
- *Observed seat belt usage for pickup truck occupants*

Goals

Neither national nor regional goals have been set for this priority program. The moving average was used to determine all short- and long-term goals for this priority. A 7.99 percent reduction was used to determine the number of unrestrained passenger vehicle fatalities. Due to the passage of a law in 2008 requiring pickup drivers and passengers to wear seat belts, there was a large spike in seat belt usage rates for pickups and subsequently all passenger vehicles between 2008 and 2009. Therefore, a four-year moving average was used to determine the percentage point increase for seat belt usage rates. A 0.36 percentage point increase was used to determine the passenger vehicle seat belt usage rates and a 0.51 percent point increase was used to determine the pickup seat belt usage rates.

Short-term Goals

1. *Reduce the number of unrestrained passenger vehicle fatalities from 260 in 2011 to 239 in 2013*
2. *Increase the observed seat belt usage rate for all vehicles from 93.6 percent in 2012 to 93.9 percent in 2013*
3. *Increase the observed seat belt usage rate for pickup truck occupants from 86.5 percent in 2012 to 86.9 percent in 2013*

Long-term Goals

1. *Reduce the number of unrestrained passenger vehicle fatalities to 203 in 2015*
2. *Increase the observed seat belt usage rate for all vehicles to 94.6 percent in 2015*
3. *Increase the observed seat belt usage rate for pickup truck occupants to 87.8 percent in 2015*

Young Drivers

Performance Measure

- *Number of young drivers involved in fatal collisions*

Goals

There are no national or regional goals established for young drivers. The state goal to reduce the number of young drivers involved in fatal collisions is based on a five-year moving average of 9.6 percent.

Short-term Goal

1. *Decrease the number of young drivers involved in fatal collisions from 96 in 2011 to 87 in 2013*

Long-term Goal

1. *Decrease the number of young drivers involved in fatal collisions to 71 in 2015*

Motorcycles

Performance Measures

- *Number of motorcycle rider fatalities*
- *Number of motorcycle and moped operators involved in fatal collisions*
- *Number of unhelmeted motorcycle fatalities*
- *Rate of motorcycles involved in fatal collisions per 10,000 motorcycle registrations*

Goals

National Goal

1. *Reduce the expected rate of increase in motorcycle rider highway fatalities per 10,000 motorcycle registrations from 6.95 in 2008 to 7.06 by 2013*

Regional Goal

1. *Increase countermeasures intended to reduce motorcycle crashes*

A standard 2 percent reduction was used to establish all short- and long-term goals.

Short-term Goals

1. *Reduce the number of motorcycle fatalities from 118 in 2011 to 116 in 2013*
2. *Reduce the number of motorcycle and moped operators involved in fatal collisions from 113 in 2011 to 111 in 2013*
3. *Reduce the number of unhelmeted motorcycle fatalities from 78 in 2011 to 76 in 2013*
4. *Decrease the rate of motorcycle fatalities per 10,000 motorcycle registrations from 5.5 in 2011 to 5.4 in 2013*

Long-term Goals

1. *Reduce the number of motorcycle fatalities to 111 in 2015*
2. *Reduce the number of motorcycle and moped operators involved in fatal collisions to 106 in 2015*
3. *Reduce the number of unhelmeted motorcycle fatalities to 73 in 2015*
4. *Decrease the rate of motorcycle fatalities per 10,000 motorcycle registrations to 5.2 in 2015*

Dangerous Driving

Performance Measures

- *Number of speed-related fatalities*
- *Number of collisions caused by vehicles disregarding a traffic control signal*

Goals

No national goals have been set for this priority area. The regional goal is to reduce the incidence of speed-related crashes.

To determine short- and long-term goals, the five-year moving average was used. The TSD seeks to reduce the number of speed-related fatalities by 3.6 percent and to reduce the number of collisions caused by a vehicle that disregarded a traffic control device by 4.6 percent.

Short-term Goals

- 1. Reduce the number of speed-related fatalities from 150 in 2011 to 145 in 2013*
- 2. Reduce the number of collisions caused by a vehicle that disregarded a traffic control device from 3,955 in 2011 to 3,773 in 2013*

Long-term Goals

- 1. Reduce the number of speed-related fatalities to 134 in 2015*
- 2. Reduce the number of collisions caused by a vehicle that disregarded a traffic control device to 3,434 in 2015*

Children

Performance Measures

- Number of children killed in traffic collisions ages 15 and younger*
- Number of serious bodily injuries for children ages 15 and younger*

Goals

There are no national or regional goals established for children. The statewide goals were based on the five-year moving average. The TSD seeks to reduce the number of children ages 15 and under killed in traffic collisions and the number of serious bodily injuries from children ages 15 and younger by 5 percent and 9.9 percent respectively.

Short-term Goals

- 1. Reduce the number of children ages 15 and younger killed in traffic collisions from 38 in 2011 to 36 in 2013*
- 2. Reduce the number of serious bodily injuries from children ages 15 and younger from 198 in 2011 to 178 in 2013*

Long-term Goals

- 1. Reduce the number of children ages 15 and younger killed in traffic collisions to 33 in 2015*
- 2. Reduce the number of serious bodily injuries from children ages 15 and younger to 145 in 2015*

Non-Motorists

Performance Measures

- Number of pedestrians killed in traffic collisions*
- Number of pedestrian serious bodily injuries*
- Number of pedalcyclists killed in traffic collisions*

- *Number of pedalcyclist serious bodily injuries*

Goals

There are no national or regional goals established for pedestrians or pedalcyclists. The statewide goals to reduce the number of pedestrians and pedalcyclists killed and the numbers of pedestrians and pedalcyclists seriously injured are based on a standard two percent reduction.





Short-term Goals

1. *Reduce the number of pedestrians killed in traffic collisions from 62 in 2011 to 61 in 2013*
2. *Reduce the number of pedestrian serious bodily injuries from 241 in 2011 to 236 in 2013*
3. *Reduce the number of pedalcyclists killed in traffic collisions from 13 in 2011 to 12 in 2013*
4. *Reduce the number of pedalcyclist serious bodily injuries from 82 in 2011 to 236 in 2013*

Long-term Goals

1. *Reduce the number of pedestrians killed in traffic collisions to 58 in 2015*
2. *Reduce the number of pedestrian serious bodily injuries to 227 in 2015*
3. *Reduce the number of pedalcyclists killed in traffic collisions to 10 in 2015*
4. *Reduce the number of pedalcyclist serious bodily injuries to 227 in 2015*

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT (AS OF 12/20/2013)	ACHIEVED
Reduce the number of traffic fatalities from 779 in 2012 to 760 ⁷ in 2013	758 ⁸	
Reduce the rate of fatalities per 100,000 population from 11.92 in 2012 to 11.78 in 2013	11.59 ⁹	
Reduce the rate of urban* fatalities per 10,000 involved in collisions from 13.03 in 2012	Data will be available in the spring of 2014	TBD
Reduce the rate of suburban* fatalities per 10,000 involved in collisions from 64.46 in 2012	Data will be available in the spring of 2014	TBD
Reduce the rate of exurban* fatalities per 10,000 involved in collisions from 74.05 in 2012	Data will be available in the spring of 2014	TBD
Reduce the rate of rural* fatalities per 10,000 involved in collisions from 88.07 in 2012	Data will be available in the spring of 2014	TBD
Reduce the number of fatalities per 100M VMT [^] from 1.02 in 2012 to 0.97 in 2013	0.99 ¹⁰	
Reduce the number of incapacitating injuries from 3,810 in 2012 to 3,684 in 2013	3,260 ¹¹	

⁷ 2013 target based on needed trend to reach 2027 target of 496 fatalities

⁸ Daily FARS fatality figure

⁹ Calculated using daily FARS fatality figure and most recent US Census population data (6,537,334)

¹⁰ Calculated using daily FARS fatality figure and VMT information provided by INDOT through November 2013.

¹¹ ARIES data as of 12/20/2013

Reduce the number of incapacitating injuries per 100,000 population from 58.28 in 2012 to 56.65 in 2013	49.87 ¹²	✓
Reduce the number of incapacitating injuries per 100M VMT from 4.98 in 2012 to 4.73 in 2013	4.27 ¹³	✓

Source: All "Result" figures taken from ARIES as of December 20, 2013 or historical data from the Center except where otherwise noted.

*Urban, suburban, exurban, and rural rates are adjusted for rates per 10,000 involved in collisions from 2012 forward

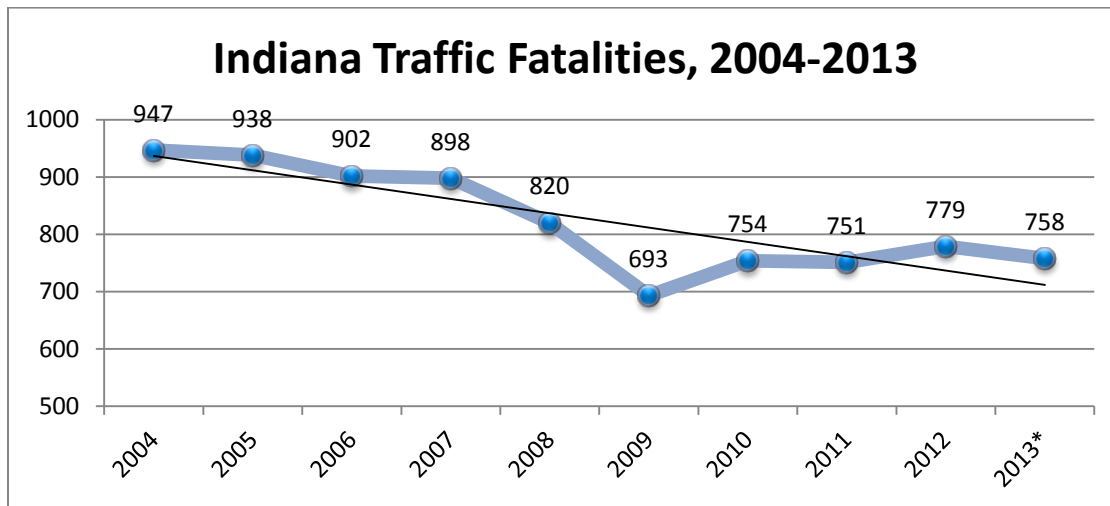
^ 100M VMT is the abbreviated form of 100 million vehicle miles traveled

ARIES reports 758 CY2013 traffic fatalities in Indiana. This is a slight decrease from the 2012 figure. Since 2004, the number of yearly traffic fatalities has decreased by nearly 20 percent and continues in a downward trend (see Graph A).

The rate of fatalities per 100,000 population decreased 2.7 percent from 11.92 in 2012 to 11.59 during 2013.¹⁴ Additionally, the rate of fatalities per 100,000 population decreased by 13.6 percent since 2007.¹⁵

The target of reducing fatalities to 0.97 per 100 million vehicle miles traveled (100M VMT) was not reached. In 2013, there were 0.99¹⁶ fatalities per 100M VMT, which is a nearly three percent decrease from the 2012 rate of 1.02 fatalities per 100M VMT. Both the number of vehicle miles traveled and the rate of fatalities decreased from 2012 to 2013.¹⁷ The rates of fatalities per vehicle miles travelled in urban, suburban, exurban, and rural localities is currently not available. Whether the targets have been met will be determined in the spring of 2014.

GRAPH A



Source: FARS. Submitted by the Indiana State Police to the National Highway Traffic Safety Administration.

*Daily FARS fatality figure as of December 20, 2013

¹² ARIES data as of 12/20/2013 and most recent US Census population data (6,537,334)

¹³ Calculated using Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 20, 2013 and VMT information provided by INDOT through November 2013.

¹⁴ Based on most recent U.S. Census data for Indiana (2012 population estimate = 6,537,334)

¹⁵ Historical data provided by the Center for Criminal Justice Research

¹⁶ Calculated using daily FARS fatality figure and VMT information provided by INDOT through November 2013.

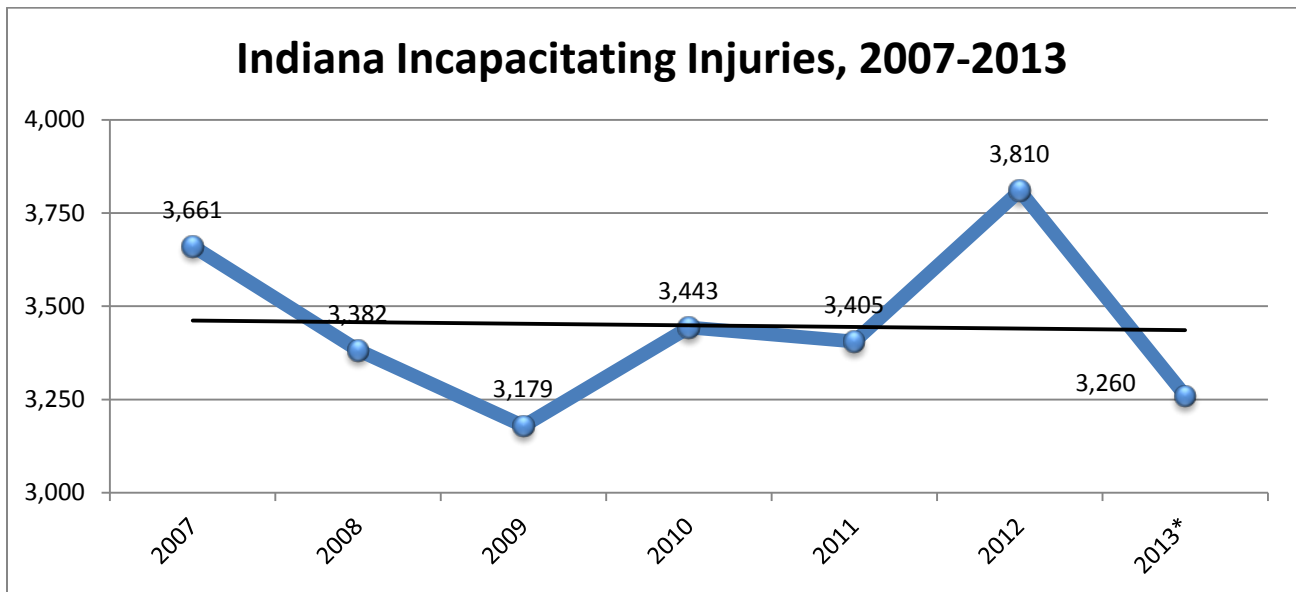
¹⁷ Ibid

ICJI's target to reduce the number of incapacitating injuries to 3,684 in 2013 was met. In 2013, there were 3,260 incapacitating injuries, a 14 percent decrease from the previous year. The general trend of incapacitating injuries shows a decrease of nearly 11 percent since 2007 (see Graph B).

The target to reduce the number of incapacitating injuries to 56.65 per 100,000 population was achieved in 2013 with 49.87 incapacitating injuries per 100,000. The number of incapacitating injuries per 100,000 has decreased 13.5 percent since 2007.¹⁸

The target to reduce serious bodily injuries per 100M VMT to 4.73 was achieved. Based on the number of VMT during 2013, the rate of serious bodily injuries per 100M VMT decreased to 4.27. This is a 14 percent decrease from the 2012 rate of 4.98 serious bodily injuries per 100M VMT.

GRAPH B



Source: Center for Criminal Justice Research

*ARIES data as of December 20, 2013.

To reduce traffic fatalities, injuries, and crashes, ICJI supported multiple yearlong, special overtime traffic enforcement patrols by administering NHTSA funds to state and local law enforcement agencies. During the patrols, law enforcement officers issued citations or arrested those who disobeyed traffic laws. Table 1 on the following page represents the number of citations and arrests made during TSD funded patrols.¹⁹

¹⁸ Historical data provided by the Center for Criminal Justice Research

¹⁹ Data was obtained from the Operation Pull Over Report Activities Application located at <https://secure.in.gov/icji-opo/system/main.aspx>.

Table 1. Citations During Grant Funded Enforcement Activities, FY 2013

Citations During Grant Funded Enforcement Activities, FY 2013					
Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total 2013
Seat Belt	54,000	110	7,046	10,837	71,993
Child Restraint	1,548	47	561	481	2,637
Misdemeanor DUI	272	237	5,388	234	6,131
Felony DUI	52	23	747	30	852
Suspended License	3,320	261	4,485	1,827	9,893
Speed	12,906	16	18,048	28,902	59,872
Motorcycle Permit/ License Violation	200	19	359	87	665
Criminal Misdemeanor	1,184	207	3,573	560	5,524
Criminal Felony	363	55	1,023	181	1,622
All Others	12,813	963	22,926	8,951	45,653
Grand Total	86,658	1,938	64,156	52,090	204,842

IMPAIRED DRIVING

Reducing impaired driving continued being one of ICJI's primary focuses. Although Indiana has historically had a lower percentage of overall fatalities as a result of impaired driving than that of the national level, during 2013, ICJI continued implementing enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries, and fatalities. In 2013, ICJI, local law enforcement and statewide LEL's made an increased effort to promote and support High Visibility Enforcement (HVE) in the form of sobriety checkpoints, sign boards and patrol car signage to help spread a general deterrent for impaired driving prevention.

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT (AS OF DECEMBER 20, 2013)	ACHIEVED
Reduce the number of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator from 228 ²⁰ in 2012 to 221 in 2013	104 ²¹	✓
Reduce the percent of fatalities in collisions involving an alcohol-impaired driver or motorcycle operator from 29 ²² percent in 2012 to 28 percent in 2013	14 percent ²³	✓
Reduce the rate of alcohol-related fatalities per 100M VMT from 0.29 ²⁴ in 2012 to 0.28 in 2013	0.14 ²⁵	✓
Reduce the number of fatalities in collisions involving an alcohol-impaired motorcycle operator from 36 ²⁶ in 2012 to 32 in 2013	11 ²⁷	✓

In 2012, there were 228 alcohol-impaired fatalities. Using the ARIES figure as of December 20, 2013, the projected 2013 number will result in successfully reaching this target (see Graph C).²⁸ Based on the number of alcohol-related fatal collisions, the target to reduce the rate of alcohol-related fatalities per 100M VMT was not met.

In 2013, there were 11 fatalities involving a motorcycle operator with a blood alcohol concentration (BAC) of .08 or higher. Therefore, ICJI successfully reached the target of reducing the number of alcohol-impaired

²⁰ NHTSA, Indiana Safety Facts Indiana: 2008-2012

²¹ ARIES data as of December 20, 2013.

²² NHTSA, Indiana Safety Facts Indiana: 2008-2012

²³ Based on the total number of fatalities according to the daily FARS fatality figure and ARIES impaired driver figures; both accurate as of December 20, 2013

²⁴ Calculated using NHTSA, Indiana Safety Facts Indiana: 2008-2012 and 2012 VMT provided by INDOT

²⁵ Calculated using ARIES data as of December 20, 2013, and VMT information provided by INDOT through November 2013.

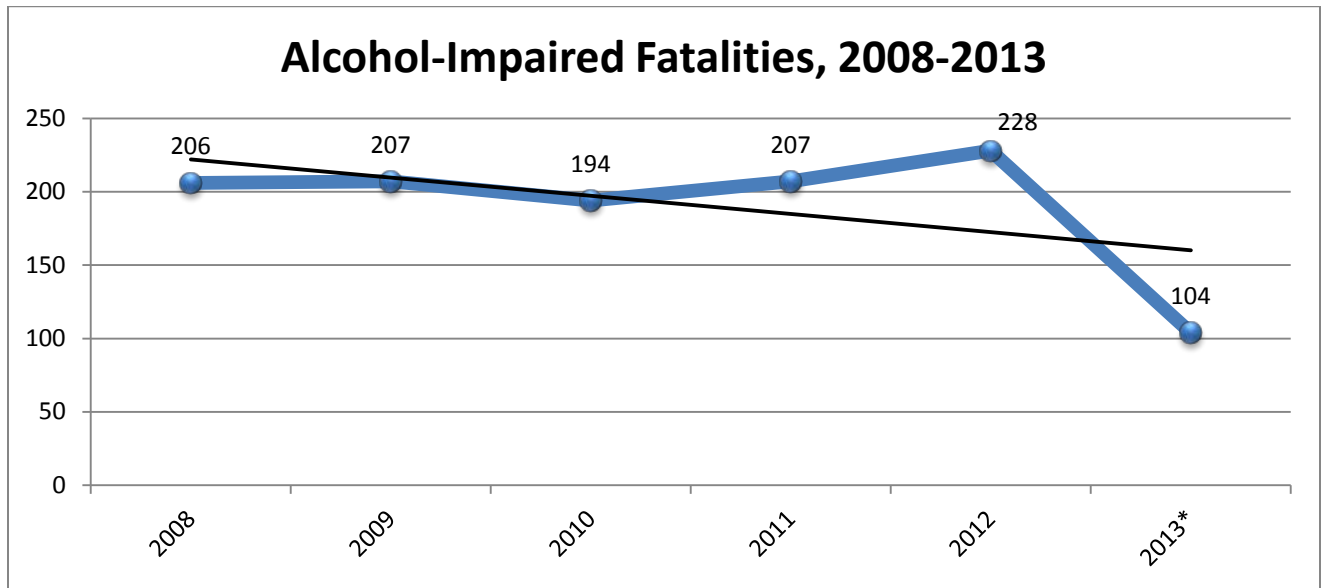
²⁶ Data from the Center for Criminal Justice Research

²⁷ ARIES data as of December 20, 2013. Numerous toxicology tests are pending at the time of this report.

²⁸ Alcohol-impaired is defined by the Center for Criminal Justice Research as a driver has a BAC test result at or above 0.08 g/dL.

motorcycle fatalities from 2012 to 32 in 2013. Due to pending operator BAC tests, the number of fatalities may increase.

GRAPH C



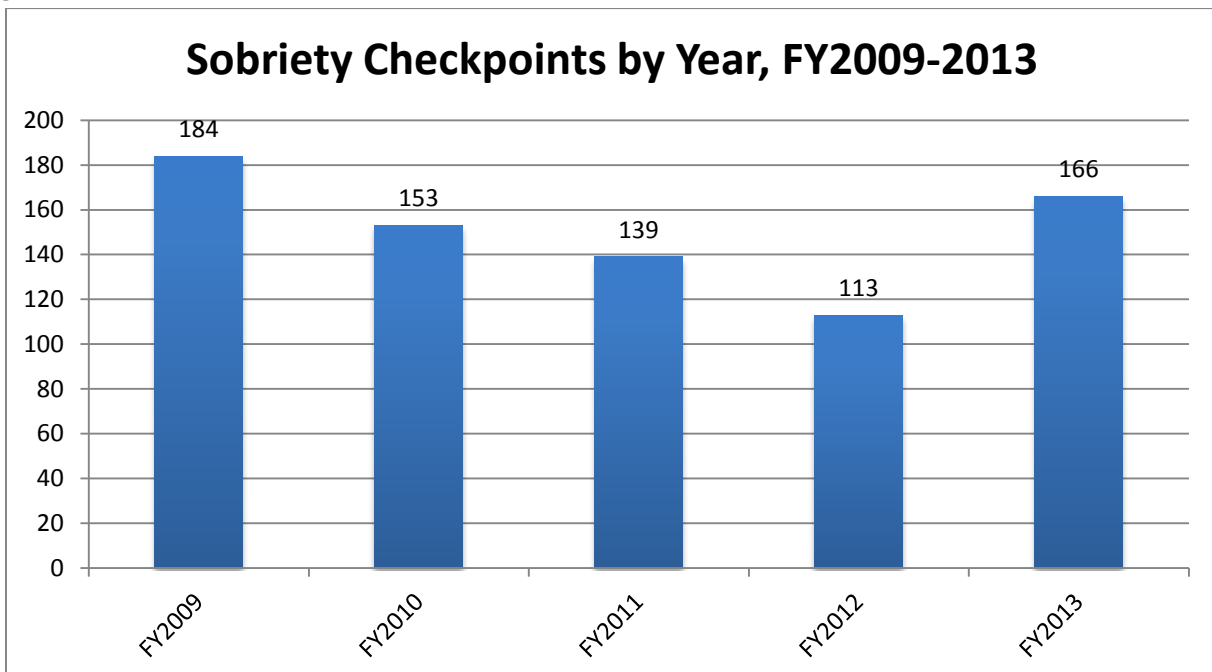
Source: NHTSA, Indiana Safety Facts Indiana: 2008-2012

*ARIES data as of December 20, 2013

PROJECT DETAILS

In FY 2013, the ISP and local law enforcement agencies conducted 166 sobriety checkpoints, 63 of which were conducted by DUI Task Forces. During the past five fiscal years, 755 sobriety checkpoints have been conducted (see Graph D).

GRAPH D



Source: ICJI OPO Database

DUI TASK FORCE

FY 2013 brought a renewed vigor to the DUI Task Force program in Indiana. With an increased focus on general deterrence, Task Force agencies stepped up their enforcement with the target of changing behaviors of those who might contemplate drinking and driving in their community. 146 local law enforcement agencies in 31 counties again comprised the DUI Task Force program. These agencies, strategically located in areas of the state with the highest representations of alcohol-related crashes, were provided overtime funding for officers to detect and arrest impaired drivers utilizing high visibility enforcement (HVE) efforts such as sobriety checkpoints. In FY 2013, the DUI Task Force program issued 42,750 citations, of which 4,055 were misdemeanor DUI arrests and 545 were felony DUI arrests. DUI Task Force details also made 2,660 criminal misdemeanor arrests, 750 criminal felony arrests, and arrested/cited 2,112 suspended drivers.



Figure 1. Clinton County Sheriff's Department conducting a sobriety checkpoint during the August Drive Sober or Get Pulled Over blitz.

With the renewed efforts in HVE, ICJI saw some new agencies that participated in sobriety checkpoints. In conjunction with programmatic staff, ICJI's regional LEL network, and the state's Traffic Safety Resource Prosecutor, Indiana was able to saturate new markets with HVE and general deterrent traffic enforcement. The following communities participated in sobriety checkpoints for the first time in FY 2013:

- *Princeton Police Department (SW LEL Region)*
- *Starke County Traffic Safety Partnership (NC LEL Region)*
- *Lake County Traffic Safety Partnership and the Chesterton Police Department (NW LEL Region)*
- *Scott County Traffic Safety Partnership and Decatur County Traffic Safety Partnership. Decatur County and Shelby County also participated in their first joint Taskforce sobriety checkpoint. The SE region went from three counties conducting check points to six counties. (SW LEL Region)*

Looking Beyond the Ticket

Some highlights written by the officers working DUI Task Forces include:

- *During the month of April deputies from the LaPorte County Sheriff's Dept stopped a total of 17 impaired drivers. The result of these investigations yielded an average BAC of approximately .138%. Due to the high average of BAC rates, Sergeant Derek J. Allen met with students at South Central High School in preparation for the school's prom. Sergeant Allen spoke with the students about the dangers of minor consumption and operating a motor vehicle while intoxicated.*

- *Lawrence County Sheriff's Dept K-9 Officer Andrew Phillips stopped a vehicle for a seatbelt and window obstruction. Officer Phillips then made contact with the driver. After making contact, Officer Phillips found the driver to be wanted on a warrant for Failure to Appear. After talking to the driver, Officer Phillips conducted a K-9 sweep of the vehicle. The K-9 alerted on the vehicle and a subsequent search ensued. Search yielded Possession of Schedule II Controlled Substance, Possession of Schedule IV Controlled Substance, and Possession of a Legend (prescription) drug.*

INDIANA STATE EXCISE POLICE-UNDERAGE DRINKING PROGRAMS

The Indiana State Excise Police (Excise Police), the law enforcement division of the Indiana Alcohol & Tobacco Commission, has full police powers to enforce alcohol and tobacco laws. During FY 2013, the Excise Police received funding from ICJI to conduct two enforcement initiatives, Stop Underage Drinking and Sales (SUDS) and Cops in Shops (CIS), which focused on reducing the availability of alcoholic beverages to persons who cannot legally possess, consume, transport, or purchase alcohol.

One of the benefits of funding CIS is the time officers have to work one-on-one with alcoholic beverage establishment employees on how to recognize false identifications. Because of this one-on-one time, store employees are able to prevent minors from purchasing even when officers are not present.

In FY 2013, the Excise Police changed how SUDS and CIS were conducted around the state. As a result, there was marked improvement in several areas -- particularly in the number of counties served by the Cops-in-Shops program, as well as the number of enforcement details held overall. The Excise Police worked CIS details in 49 counties in FY13 an increase of 163 percent from the 30 details in FY12. 203 people were arrested during CIS details, an increase of 247 percent from the previous year, and the number of details held was 123 which is an increase of 323 percent.



Data does not exist on how many minors are deterred from possessing, consuming, driving impaired and/or acquiring alcoholic beverages by persons under the age of 21. However, during the 165 SUDS details in FY13 (an increase of 108 percent from FY12), on 2,057 occasions juveniles and/or minors were prevented from further consuming and possessing alcoholic beverages illegally. 3,054 charges were filed and 53 businesses were cited on 105 charges and 25 businesses were issued warnings. SUDS details are conducted at large events where underage drinking often occurs.

Such events include Indiana University's Little 500, the Indianapolis 500, concerts at Klipsch Music Center, White Rive State Park, the Madison Regatta, Terre Haute Scheid Diesel, Evansville's West Side Nut Club Fall Festival, and many more.

FATAL ALCOHOL CRASH TEAMS

The Fatal Alcohol Crash Team (FACT) program was designed to aid in the successful adjudication of impaired drivers who have caused serious bodily injury or death. In addition to responding to call outs for alcohol related serious bodily injury and fatality crashes, the FACTs in Allen, Elkhart, Hamilton, Kosciusko, Marion, Saint Joseph, and Tippecanoe counties also utilized grant funds to help increase the screening of all serious bodily injury and fatal crashes for blood alcohol levels.

CRASH INVESTIGATION AND DUI TRAINING PROGRAM

In FY 2013 ICJI program staff worked to secure funding for central Indiana law enforcement agencies to participate in several multijurisdictional training seminars aimed at providing legal and planning assistance for crash investigation, reconstruction and legal updates surrounding the implementation of sobriety checkpoints. The target of this effort is to provide centralized crash investigation and reconstruction training for law enforcement partners around the state.

STANDARDIZED FIELD SOBRIETY TESTING & DRUG RECOGNITION EXPERT PROGRAMS

The Standardized Field Sobriety Testing (SFST) program, under direction of the Indiana Law Enforcement Academy, continued training officers in best practices for identifying alcohol and drug impaired drivers. Nearly 700 officers (695) were trained in SFST and 495 officers taking their recertification courses. In addition, two training courses, one conducted in French Lick and the other in West Lafayette, were held for officers to become Drug Recognition Experts (DREs), allowing for 21 officers to be certified as a DRE. As of December 2013, there are 152 certified DREs throughout Indiana.

TRAFFIC SAFETY RESOURCE PROSECUTOR

Chris Daniels serves as the Traffic Safety Resource Prosecutor (TSRP) for Indiana. In this capacity he provided comprehensive training to prosecutors and law enforcement officers about the most effective methods of investigating and prosecuting impaired drivers or other traffic-related offenders. During FY 2013, the TSRP hosted four statewide conferences that taught the following courses: Train the Trainer, SFST and OWI, Legal and Ethical Update, and Trial Advocacy. In addition, the TSRP presented at the IPAC Winter, Spring, and Summer conferences. These trainings provided over 75 hours of Continuing Legal Education hours.

In addition, the TSRP joined with the ICJI Law Enforcement Liaisons to help set up Sobriety Checkpoint training across the state, aiding various police departments in setting up their own checkpoint programs. These programs were successful across the state.



Figure 2. Sobriety checkpoint training in Terre Haute by TSRP Chris Daniels

In 2013, the TSRP spoke at numerous law enforcement trainings, including the ILEA Academy, ISP ARIDE class, DRE Instructor Course, the DRE Academy, the SFST Instructor Refresher course, the Chiefs of Police, and numerous regional law enforcement agencies, providing training on case law updates, cops in court, trial strategy, and OWI enforcement. In 2013, the TSRP trained over 750 officers.

During the 2013 legislative session, the TSRP worked closely with law enforcement, defense attorneys, members of the legislature, and other prosecutors on various legislative matters. Primarily the TSRP focused on the criminal code rewrite, in which he worked on applying the new sentencing plan to the Indiana traffic code and helped plan trainings for the transition to the new code. Other matters included ignition interlock, highway work-zones, and motor driven bicycles.

Finally, the TSRP worked closely with the new Indiana State Department of Toxicology in their transition from the Indiana University Department of Toxicology. In this capacity, the TSRP helped form new administrative rules for breath testing as well as the implementation of a new breath test instrument scheduled to be deployed in 2014.

MEDIA AND COMMUNICATIONS

Safe Family Travel/Blitz 73: November 2012

MEDIA FOCUS: *Drive Sober or Get Pulled Over/Click It or Ticket*

Using radio and online advertising as the primary paid promotional mediums, ICJI continued to push for high levels of awareness about the dangers and consequences of impaired driving during the heavily traveled Thanksgiving holiday period. To maximize resources, ICJI weighted most of the buy in radio, outdoor billboards and online banner ads.



ICJI continued supporting a multi-campaign partnership with the Star Media to connect with target audiences through online media advertising on Indy Star and Yahoo websites. The online promotion delivered impressions over 2.6 million for the campaign.

The communications target of the *Safe Family Travel* campaign was to leverage special attention and public focus surrounding the heavily traveled Thanksgiving holiday period by reminding those at risk for drinking and driving to *Drive Sober or Get Pulled Over*. The campaign posted well in all of Indiana's major radio media markets. The number of radio impressions during the FY 2013 campaign was more than 2 million during this campaign. Billboards

supplemented the other media components by advertising in Marion, Lake and Vanderburgh counties that have high rates of alcohol-related crashes.

Earned media activities in support of the campaign included a statewide news release and distribution of regional media correspondence. Distributing regional correspondence allowed ICJI to reach smaller and rural media markets through local papers and radio stations.

Campaign: Safe Family Travel. Drive Sober or Get Pulled Over				
Post Dates: 11/16 - 12/2/2012				
Format: Radio				
# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
2,059	\$56,868.00	2,021,410	N/A	N/A
Format: Billboard				
54	\$24,553.00	N/A	N/A	N/A

Online Campaign	Product	Start/End Dates	Amount Invested
"Safe Family Travel" FOCUS: IMPAIRED DRIVING & SEAT BELTS	IndyStar / Yahoo	11/1/12-12/2/12	\$23,600

Social Norming Messaging: Christmas, New Year’s and Super Bowl 2012-2013:

MEDIA FOCUS: *Buzzed Driving is Drunk Driving*

Following the *Safe Family Travel* statewide enforcement blitz, ICJI sustained communication with the target audience during the winter holidays and other seasonal events by promoting the *Buzzed Driving is Drunk Driving* message. Given that HVE efforts are minimal in Indiana during winter holidays, ICJI specifically targeted Christmas, New Year’s and the Super Bowl as opportunities to bridge communication between the November 2012 and March 2013 impaired driving crackdowns.

Through a series of key partnerships, online promotions and other collaborations, Indiana motorists were reacquainted with the *Buzzed Driving Is Drunk Driving* message. While a great deal of ICJI’s success in facilitating change of high-risk behaviors behind the wheel relies on high visibility crackdowns to deter those behaviors, during periods of law enforcement activity, ICJI continued to encourage Indiana motorists to engage in socially responsible driving behaviors. That is why *Buzzed Driving* holiday messaging was aimed at urging those who planned to celebrate the seasonal occasions with alcohol, to designate a sober driver, call a taxi and moreover, to plan ahead.

By distributing news releases and other media materials, ICJI’s communications efforts sought to change the perception of the word “*buzzed*.” Therefore a great deal of focus was placed on emphasizing that the terms “*buzzed*” and “*drunk*” are in fact interchangeable and dispelling the notion that being “*buzzed*” means that one is still in “control” and therefore able to drive.

In support of the statewide crackdown on Impaired Driving/Blitz 74, ICJI aimed public awareness efforts by promoting the *Drive Sober or Get Pulled Over* advertising campaign. ICJI invested \$150,000 in a statewide radio and cable television advertising schedule to make motorists aware of HVE efforts taking place from



March 8-24, covering the St. Patrick’s Day holiday.

The radio and television campaign was also supported by a \$21,200 investment in banner ads on the *Indy Star* and *Yahoo* websites. Throughout the month of March over 2.5 million impressions were made about the dangers of impaired driving.

The month of March brought a great deal of activity to the state of Indiana, particularly downtown Indianapolis where a number of high-profile basketball tournaments took place.

In addition to accommodating the

basketball crowds, many downtown bars and restaurants also hosted St. Patrick’s Day celebrations. The target of the kickoff event was to use a series of pre-existing activities to spotlight the concurrent enforcement effort. As the state of Indiana was tuned into all of the events taking place in downtown Indianapolis, ICJI sought to make the public aware of the consequences they would face if they were caught driving impaired anywhere in the state.

Earned media efforts for Blitz 74 included a statewide news release, media advisory, talking points, and a dedicated website feature tying in the effort with March basketball activities and the St. Patrick’s Day holiday.

Campaign: Drive Sober or Get Pulled Over.					
Post Dates: 3/8 - 3/24/13					
Format: Radio / Television					
Format	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
Television	1,311	\$92,930	1,639,875	N/A	N/A
Radio	2,224	\$70,224	1,641,890	N/A	N/A

During the Labor Day Blitz 76, ICJI placed a radio and outdoor advertising campaign.

ICJI continued to raise awareness about impaired motorcycle riding by placing an outdoor ad featuring Motorcycle Safety & Awareness spokesperson, Nicky Hayden, on the side of a prominent Indianapolis downtown building. In addition to being located on a major thoroughfare, this poster was at the center of an



annual motorcycle event that attracts thousands of motorcyclists throughout the state.

The Hayden poster was seen by a large number of motorcycle enthusiasts who attended the Indianapolis Red Bull GP, which took place in the middle of the crackdown.



In support of earned media efforts for the statewide crackdown, other earned media efforts included statewide distribution of a news release announcing Blitz 76, talking points and a dedicated website feature detailing the enforcement effort and the impact of impaired driving and riding.

Campaign: Drive Sober or Get Pulled Over.

Flight Dates: 8/16 - 9/2/13

Format: Radio / Billboard

# Boards/Radio spots	Investment	Type	Impressions
1	\$20,909	Outdoor	N/A
3,672	\$130,557	Radio	3,198,337

Indiana Pacers: December, 2012 – June, 2013

In an effort to sustain communication with the target audience, males ages 18-44, especially during periods when enforcement efforts were low, ICJI supported a sustained sports-marketing partnership with the Indiana Pacers. This partnership provided multiple media platforms to reach the public with the *Fans Don't Let Fans Drive Drunk* messaging, during and after Indiana Pacer basketball games and all other events held at Bankers Life Fieldhouse.

The target of the partnership was to engage the target audience through a credible sports brand in order to achieve compliance with state traffic laws and inspire positive behavioral outcomes behind the wheel without having to threaten them with the consequences, such as arrest, jail time, and loss of driver's license.

The majority of this sports-marketing partnership was dedicated to promoting the *Fans Don't Let Fans Drive Drunk* social responsibility message during non-blitz periods. However, the distracted driving message *Heads Up. Phones Down. Put the Brakes on Distracted Driving.* was introduced as the secondary message by way of sky beams located in a cross-walk that leads to a major parking garage in downtown Indianapolis. The message served as a reminder to all motorists as they entered and exited the parking facility that distracted driving is against the law in the state of Indiana.

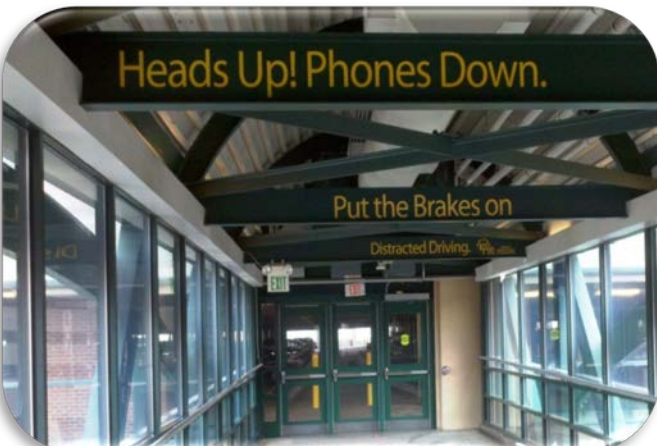


Figure 5. Sky beams leading to a parking garage from Bankers Life Fieldhouse

driving would like to say "Remember Pacers Fans, Buzzed Driving is Drunk Driving. Pass your keys to a designated driver."

- Bonus Value – One additional :30 spot per game in up to 22 Pacers games that fell within "enforcement periods"
- Added Value – During the 2012-13 season the Pacers were able to bonus approximately 60 spots over and above what was promised because of the Pacers playoff run



Figure 4. "Johnny on the Spot" Advertisement posted in the Men's restrooms at Bankers Life Fieldhouse

Media elements included in this partnership were:

- One :30 network radio spot in the play-by-play portion of the broadcast in 46 Pacers games
- One In-Game live Radio Feature in all 46 games. Forty-six total branding mentions featured the following brief message:

The Governor's Council on Impaired and Dangerous



Figure 6. *Buzzed Driving is Drunk Driving* messaging at Bankers Life Fieldhouse



Figure 8. Members of the Indiana State Police receive awards for DUI enforcement efforts

ICJI used this partnership as another platform to promote social responsibility during Indianapolis Indians baseball games. During the 2013 regular season, the Indians posted an attendance of 637,579 fans. This was the highest overall regular-season attendance of all 176 Minor League Baseball teams. ICJI's, *Fans Don't Let Fans Drive Drunk* message was displayed across various promotional mediums and could be seen on half of the stadium's drink holders (6,500) and on digital outfield signage. The message was also delivered during in-game announcements and a live radio broadcast interview, which featured state and local officers talking about

the dangers and consequences of impaired driving and the coinciding Blitz 76 enforcement crackdown. ICJI also had an opportunity to host *Traffic Safety Night* at the ballpark. ICJI used this night to interface with more than 9,000 fans and kick off the state's 2013 Drive Sober or Get Pulled Over campaign. ICJI used this event to showcase the top three DUI arresting Indiana State Police Troopers in the state and presented them with certificates signed by Governor Mike Pence and ICJI's Executive Director. In addition, Ryan Klitzsch, Traffic Safety Director, was interviewed on radio by the play by play announcer during one of the innings.



Figure 7. Designated driver messages at Indianapolis Indians games

EVALUATION

TELEPHONE SURVEYS

Pre- and post-telephone surveys were conducted regarding the August driving under the influence (DUI) crackdown to determine how well the media campaigns reached the public. A sample of 1,000 Indiana residents were surveyed about their knowledge of a variety of traffic safety messages, specifically *Buzzed Driving is Drunk Driving.*, *Over the Limit. Under Arrest.*, and *You Drink. You Drive. You Lose.* The post-survey revealed that 58.3 percent of the respondents saw or heard a message encouraging people to avoid impaired driving over the past 30 days, which was an increase from 50.6 percent prior to the campaign. Because sobriety checkpoints were a large focus of this blitz, it was noteworthy that 18.4 percent of respondents saw




or heard about sobriety checkpoints prior to the campaign, whereas 31.7 percent of the post-survey respondents saw or heard of the checkpoints.

Impaired Driving Survey, Slogan Recognition 2010-2013								
Slogan	2010		2011		2012		2013	
	PRE	POST	PRE	POST	PRE	POST	PRE	POST
Buzzed Driving is Drunk Driving	38.6%	41.6%	40.4%	42.3%	44.1%	45.5%	50.3%	52.7%
Drunk Driving. Over the Limit -- Under Arrest.	39.6%	46.9%	40.2%	44.0%	36.1%	38.5%	33.9%	36.0%
You Drink. You Drive. You Lose.	57.8%	51.6%	47.2%	54.6%	49.1%	51.5%	44.5%	47.1%
Drive Sober or Get Pulled Over	N/A	N/A	N/A	48.1%	36.3%	50.6%	48.1%	58.2%

OCCUPANT PROTECTION

The occupant protection program was designed to increase seat belt usage by educating the public about the proper use of seat belts and child restraint systems coupled with law enforcement efforts to enforce the occupant protection laws in Indiana.

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT (AS OF DECEMBER 20, 2013)	ACHIEVED
Decrease the number of unrestrained passenger vehicle fatalities from 214 ²⁹ in 2012 to 204 in 2013	271 ³⁰	
Increase the 2013 observed seat belt usage rate for all vehicles from 93.6 in June 2012	91.6% overall seat belt usage in June 2013* ³¹	
Increase the 2013 observed seat belt usage rate for pickup truck occupants from 86.5 percent in 2012	81.8% seat belt usage in pickup trucks in June 2013* ⁺³²	

*New mathematical approach was used to calculate overall seat belt and pickup truck seat belt usage. Therefore while the 2013 rate is lower for both metrics, it is likely a result of the new calculation and not reflective of an actual decrease in belt usage. Using the old calculation, the overall seat belt usage actually increased to 93.7 percent in 2013.

+ Using the old calculation, the pickup truck occupants' seat belt usage actually increased to 86.8 percent in 2013.

In 2013, there were 271 unrestrained passenger vehicle fatalities. The number of unrestrained passenger fatalities in 2013 increased nearly 27 percent from 2012. There has been a 1.5 percent increase in unrestrained passenger vehicle fatalities since 2008.³³ This increase may be at least attributed to differences in the 2012 figure provided by the Center and the December 20, 2013 figure obtained from ARIES.

In June, the LELs conducted an observational seat belt survey to determine usage rates for drivers and passengers of all vehicles. In 2013, seat belt usage rates were calculated using a new formula and seemed to decrease to 91.6 percent. However, when using the old method for comparison, the 2013 figure actually increased slightly from to 93.6 in 2012 to 93.7 percent in 2013. Moving forward, only the calculations using the new formula will be referenced. Historically, seat belt usage rates of pickup truck occupants have been lower than cars; therefore, one of ICJI's primary focuses was targeting this class of occupants. Utilizing the new formula, the survey results found pickup truck occupant usage rates for 2013 at 81.8 percent. When comparing 2012's figure to 2013 using the old method, truck usage rates increased from 86.5 percent to 86.8 percent.³⁴

²⁹ NHTSA, Indiana Safety Facts Indiana: 2008-2012

³⁰ ARIES data as of December 20, 2013.

³¹ CRS: Indiana Safety Belt Observational Survey, June 2013

³² Ibid

³³ NHTSA, Indiana Safety Facts Indiana: 2008-2012. 2013 figure projected and will be updated.

³⁴ CRS: Indiana Safety Belt Observational Survey, June 2013 Survey Results – Summary

PROJECT DETAILS

TRAFFIC OCCUPANT PROTECTION STRATEGIES (TOPS)

Officers working overtime enforcement under Operation Pull Over (OPO) and driving under the influence (DUI) grants through the Traffic Safety Division are required to complete the Traffic Occupant Protection Strategies (TOPS) Course. ICJI created a four hour instructor-led course from what previously encompassed an entire day. In FY13, ICJI created the TOPS Online course to replace the instructor led version. This on-line version allows officers to complete the course on their own timetable, return to it if they are called away, and receive a certificate of completion. ICJI has a backend database that collects information on all users. This allows better tracking for compliance purposes and a more efficient process for the delivery of the program.

OPERATION PULL OVER

ICJI continued working toward increasing Indiana's seat belt usage rate by funding overtime enforcement during the Operation Pull Over (OPO) enforcement program. During FY 2013, three new agencies and six new partnerships joined the OPO and BCC programs.

OPO agencies averaged 3.39 contacts per hour and issued 1.75 seat belt/child restraint (SB/CR) citations per hour. Although impaired driving was not a priority for these programs, OPO agencies arrested an impaired driver every 10.72 hours. OPO officers working enforcement programs worked a total of 85,103.33 hours and issued 241,359 citations and warnings, of which 62.3 percent were citations.

RURAL DEMONSTRATION PROJECT

The Rural Demonstration Project (RDP) increased seat belt and proper child restraint enforcement in rural areas with high unrestrained fatality and injury rates. During the two-week enforcement period, April 26 to May 16, 2013, 15 law enforcement agencies and ISP increased patrols in rural areas that have consistently low seat belt usage rates. As a result, 1,308 patrol hours were worked with 1,516 seat belt and 44 child restraint citations issued. In addition, 92 criminal misdemeanor and felony arrests were made during the enforcement period.

Looking Beyond the Ticket

Law enforcement agencies reported the following significant events that occurred while working occupant protection enforcement programs.

- Delaware County Traffic Safety Partnership M.P.D Officer Nickens received information on a traffic stop working Blitz 74 pertaining to an armed robbery suspect. Nickens used this information to locate the suspect, Bret McDonald, and affected a traffic stop on McDonald ultimately clearing the case.
- Clinton County Sheriff's Department Deputy Joey Mitchell and K-9 Rizo made a traffic stop on State Road 26 which lead to 3.5 lbs of psycholilubin mushrooms packed with chocolate, hash oil, marijuana and other drug items. Deputy Mitchell had 3 major felonies and several misdemeanor arrests on this stop.

- LaPorte Police Department Det. John Butcher, while working an impaired driving patrol, had occasion to stop a suspect that exhibited some indicators that he may have drugs in the vehicle. During a K9 sniff and subsequent search, 1.5 grams of marijuana, 2 grams of crack cocaine and .2 of gram of heroin was seized, all of which was packaged for sale. The suspect was charged with Dealing Cocaine (B Felony), Dealing Heroin (B Felony) and Dealing Marijuana (D Felony).
- Wabash Police Department Captain Short observed a vehicle tailgating another. The driver requested to run into his residence to gather recent paperwork to show proper ownership and registration. At the front door Captain Short observed four suspected minors consuming alcoholic beverages. All four minors were issued minor consuming citations as the driver was issued a citation for false and fictitious plates.
- Clark County Traffic Safety Partnership traffic stop conducted in Clarksville were officers located a working mobile meth lab. The occupants of the vehicle were arrested and charged with Manufacturing Meth (A Felony).
- Crawfordsville Police Department Sergeant Russ Keller arrested subject driving motorcycle for Felony OWI during seatbelt patrol. Suspect was stopped for exceeding the maximum operational speed of a motorized bike and driver was intoxicated as well he did not have a motorcycle endorsement.

MEDIA AND COMMUNICATIONS

During FY 2013, ICJI continued seeking opportunities to effectively communicate traffic safety messages to Hoosier audiences. New and existing partnerships allowed ICJI to create interactive communication strategies, specifically ones that relied heavily on generating year-long momentum for each campaign. As a result, paid and earned media efforts contributed to the success of statewide public awareness campaigns.

Safe Family Travel/Blitz 73: November 2012

MEDIA FOCUS: *Drive Sober or Get Pulled Over/Click It or Ticket*

Click It or Ticket messaging during the *Safe Family Travel* blitz was combined with impaired driving messaging. Information regarding messaging for this campaign is located in the media and communications section under impaired driving.

Occupant Protection/Blitz 75: May, 2013

MEDIA FOCUS: *Click It or Ticket*

Although Indiana's current seat belt usage rate is 91.6 percent – there are a significant number of drivers who are at an increased risk for death or injury because they fail to buckle up. In order to maximize resources allocated in support of this campaign, ICJI targeted advertising efforts at the top five Indiana counties reporting the highest number of crashes involving unrestrained drivers and occupants. ICJI specifically targeted the males aged 18-41.

While *Click It or Ticket* (CIOT) is a well-branded campaign that most motorists respond to, ICJI’s advertising objectives continued focusing on communicating the dangers and consequences that face drivers who do not wear seat belts. In order to effectively bring awareness to the mobilization on a statewide level, ICJI advanced its paid media efforts by speaking on two separate Indianapolis TV stations about the CIOT blitz. ICJI brought the seat belt convincer as a demonstration to both stations as well as Vince and Larry, the crash test dummies, to serve as visual aids while Traffic Safety Director Klitzsch spoke about the dangers of being unbelted in a vehicle. Through its strategic advertising efforts, ICJI was able to extend the reach of national ad campaigns by enhancing it with additional statewide paid and earned public awareness efforts. ICJI continued its online banner advertising campaign on the Indy Star and Yahoo websites using the CIOT message before and throughout the CIOT campaign. The banner ads when clicked on brought viewers to the ICJI splash page that had detailed information about the importance of driving while properly restrained. Over \$13,000 was spent on the banner ads which resulted in over 2.5 million impressions throughout Indiana. Earned media efforts included statewide news release distribution, talking points and a dedicated *Click It or Ticket* website feature.

Campaign: Click It or Ticket.				
Post Dates: 5/16 - 5/30/13				
Format: Radio				
# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
1,716	\$82,980.00	709,081	N/A	N/A

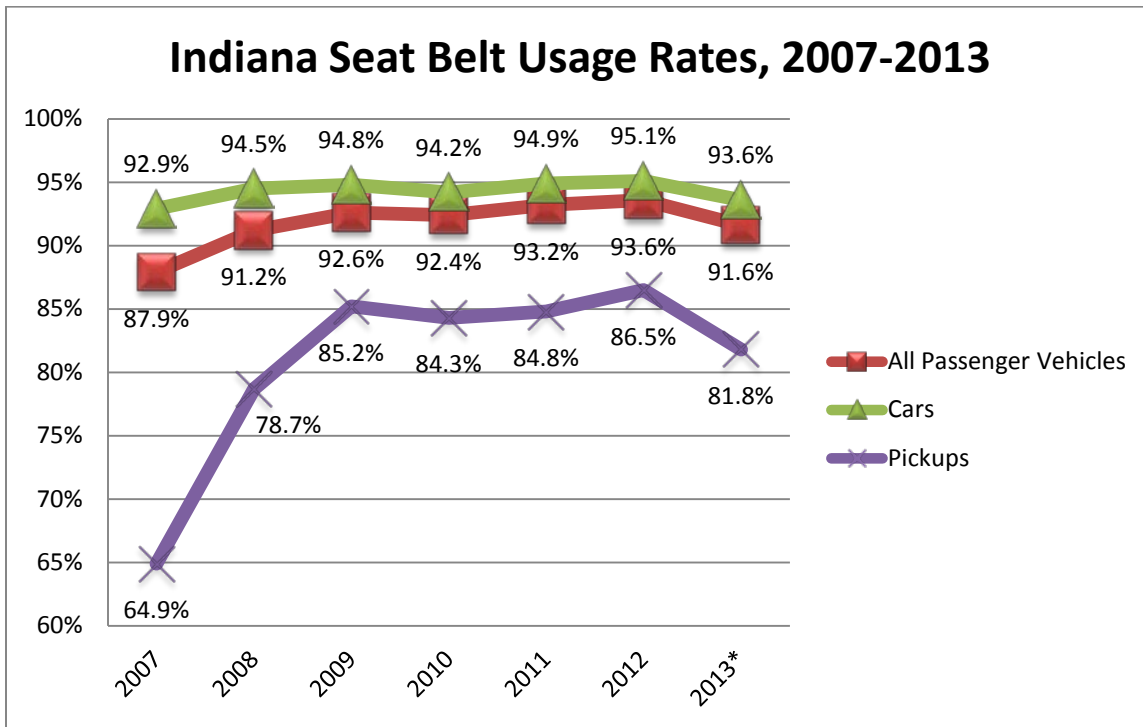
EVALUATION

OBSERVATIONAL SEAT BELT SURVEYS

Each year ICJI conducts a roadside observational survey to calculate the state’s seat belt usage rate. Stationed at 190 randomly selected sites provided by Purdue’s Center for Road Safety (CRS), the LELs tracked whether drivers and passengers wore their seat belts. Results from the survey showed Indiana’s overall seat belt usage rate at 91.6 percent. The 2013 figure was calculated using a new formula to be used going forward. While the 2013 figure is lower than in 2012, this is due to the new formula and not an actual decrease in seat belt usage. For comparison, if the old method was used for 2013, the seat belt usage rate would be at an all time high of 93.7 percent.³⁵ Seat belt usage rates have seen a general increase since 2007 (see Graph E) with the most drastic improvement seen for pickups.

³⁵ Indiana Safety Belt Observational Survey: June 2013 Survey Results by the Center for Road Safety.

GRAPH E



Source: Indiana Safety Belt Observational Survey: June 2013 Survey Results by the Center for Road Safety.
 *2013 figures reflect a change in mathematical methodology

TELEPHONE SURVEYS

A pre- and post-telephone survey was conducted for the 2013 June *Click It or Ticket* blitz. A sample of 1,000 randomly selected residents was surveyed about their impressions and knowledge of a variety of traffic safety messages. Nearly half (48.8 percent) of the post survey respondents stated they saw or heard a message encouraging people to wear seat belts to reduce or prevent injury in a traffic crash. This is an increase from the 42.8 percent of pre-survey respondents. Of those who heard the campaign, 75.8 percent of the respondents saw the message on television. The number of respondents hearing campaigns for *Operation Pull Over*, and *Click It or Ticket*, and *Buckle Up Trucks* campaigns increased from pre-survey results to post-survey results.

Driving Habits Survey, Slogan Recognition 2010-2013								
Slogan	2010		2011		2012		2013	
	PRE	POST	PRE	POST	PRE	POST	PRE	POST
Operation Pull Over	35.0%	35.9%	22.3%	35.6%	29.1%	40.4%	31.4%	39.3%
Click It or Ticket	74.5%	84.1%	68.2%	80.7%	71.8%	79.9%	67.6%	81.2%
Buckle Up Trucks	8.5%	8.5%	9.5%	8.5%	7.9%	9.2%	8.4%	11.0%

Source: Indiana Driving Habit Survey, June 3-7, 2013

YOUNG DRIVERS

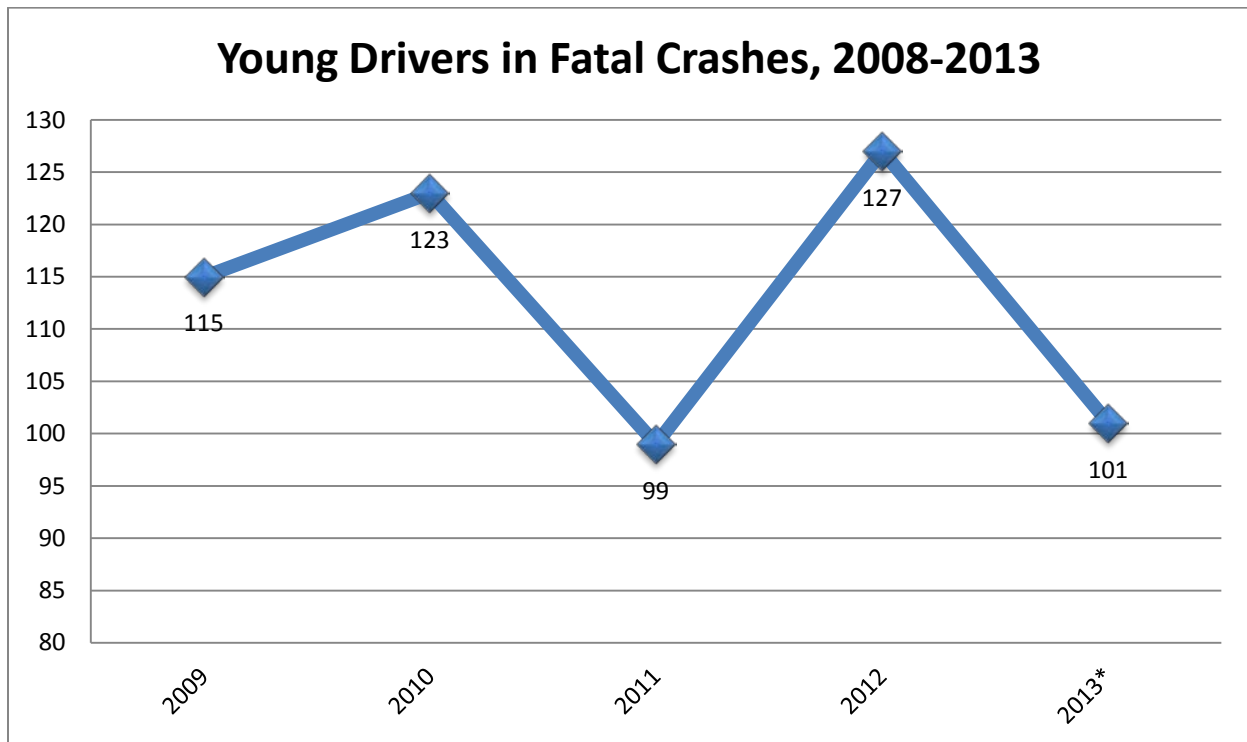
During FY 2013, young driver programming targeted drivers ages 15 to 20 and their parents.

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT (AS OF DECEMBER 20, 2013)	ACHIEVED
Decrease the number of drivers age 15 to 20 involved in fatal crashes from 127 ³⁶ in 2012 to 121 in 2013	101 ³⁷	✓

During FY 2013, ICJI focused efforts toward reducing young driver fatalities. The target which is to reduce the number of fatal crashes for this age group to from the 127 in 2012 to 121 in 2013 was met. In 2013, 101 young drivers were involved in a fatal crash (see Graph F).³⁸

GRAPH F



Source: NHTSA, Indiana Safety Facts Indiana: 2008-2012

*ARIES data as of 12/20/2013

³⁶ NHTSA, Indiana Safety Facts Indiana: 2008-2012

³⁷ ARIES data as of December 20, 2013.

PROJECT DETAIL

INDIANA STUDENTS AGAINST DESTRUCTIVE DECISIONS

Indiana Students Against Destructive Decisions' (SADD) mission is to provide students with the best prevention tools possible to deal with the issues of underage drinking, other drug use, risky and impaired driving, and other destructive decisions. Throughout the state, 246 schools have adopted the peer-to-peer philosophy of empowerment and responsibility to promote a “no use” message. There are 211 registered chapters in high schools and 35 in middle schools. SADD also supports dozens of other school prevention and leadership groups working toward similar targets.



Figure 9. Students take part in the *If Only Takes One* program

During 2013, Indiana SADD visited 85 schools, community events, conferences, trainings, etc. to educate parents, students, school staff, and other community members about the importance of SADD and teen traffic safety. Indiana SADD visits include hands-on learning about texting and driving, impaired driving, Graduated Driver's License (GDL), and the importance of wearing a seat belt. In 2013, schools receiving a program through Indiana SADD were required to submit stories to local media outlets. This resulted in dozens of local news articles, and local TV interviews.

Indiana SADD was able to introduce some new and exciting programs in 2013. Indiana SADD received \$10,000 from the AAA Motor Club to conduct a distracted driving PSA contest; 12 entries were submitted, six received a monetary award for their local SADD Chapter, and the top two entries were professionally filmed and placed in movie theaters in their local communities.



Indiana SADD held multiple successful regional and statewide events in 2013. Then, in April 2013, over 530 registered students from over 44 schools participated in the annual Indiana SADD Celebration. This was the largest conference to date.

Finally, Indiana SADD announced that Patrick Stepp, a Sheridan Indiana High School Student and an Indiana Student Leadership Council Member, was named SADD National Student of the Year. Patrick will be serving as

an intern with NHTSA in the summer of 2014 as a part of this award.

RULE THE ROAD INDIANA

In FY 2013, ICJI continued the teen driving initiative, *Rule the Road*; targeting youth ages 15 through 18, to teach safe driving skills. *Rule the Road* events are supported by ICJI, Indiana SADD, and local law enforcement. *Rule the Road* provides young drivers hands-on driving experience with the assistance of certified emergency vehicle operators.

State Farm Insurance awarded ICJI a grant of \$26,000 to assist with cost of the *Rule the Road* events. There were five *Rule the Road* events across the state in FY 13. Westfield Police, in partnership with the Boone County Sheriff's Department and the Hamilton County Traffic Safety Partnership, held a *Rule the Road* event in both the fall and spring. The Vanderburgh County Sheriff's Department, the Sullivan City Police Department, and the Scottsburg Sheriff Department also held events. ICJI was able to reach almost all areas of the state this year and approximately 325 students.

In an effort to ensure we are providing a quality and effective program ICJI worked to improve the evaluation component of this program. The student pre and post tests were revised and were utilized at one event. We intend to show results in FY14.

DRIVING SIMULATOR

ICJI provides interactive education on the dangers of texting and driving using an all in one portable, table top driving simulator. The simulator is used at various events across the state. These events include the Indiana State Fair, Rule the Road Teen Driving Events, numerous county fairs, and in partnerships with State Farm Insurance and AT&T. In 2013, the Traffic Safety Division increased its role at the state fair by partnering with the Indiana Bureau of Motor Vehicles. During the fair three simulators were

available for use. A total of 1,319 individuals utilized the simulator in 2013. This number is over twice the number reached in 2012.



Figure 10. A woman utilizes a driving simulator

MOTORCYCLES

The motorcycle program is designed to increase the general motoring public's awareness of motorcycles on the roadway. This program also serves to educate riders of training opportunities on how to improve their riding skills, become properly licensed, and the importance of protective gear.

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT (AS OF DECEMBER 20, 2013)	ACHIEVED
Reduce the number of motorcycle fatalities from 152 ³⁹ in 2012 to 144 in 2013	113 ⁴⁰	✓
Reduce the number of motorcycle and moped operators involved in fatal collisions from 149 ⁴¹ in 2012 to 142 in 2013	113 ⁴²	✓
Reduce the number of unhelmeted motorcycle fatalities from 116 ⁴³ in 2012 to 109 in 2013	79 ⁴⁴	✓
Decrease the rate of motorcycle fatalities per 10,000 motorcycle registrations from 7.42 ⁴⁵ in 2012 to 6.68 in 2013	5.52 ⁴⁶	✓

In 2013, there were 113 motorcycle fatalities in Indiana; therefore, the target of reducing the number of motorcycle fatalities from 152 in 2012 to 144 in 2013 was achieved (see Graph G). One possible reason for the spike in motorcycle fatalities in the last few years is that Indiana had a very mild 2012-2013 winter, which resulted in an extended riding season. ICJI successfully met its target of decreasing the rate of motorcycle fatalities per 10,000 motorcycle registrations from 7.42 in 2012 to 6.68 in 2013.

Indiana law does not require helmets to be worn by motorcyclists with a motorcycle endorsement, if they are over the age of 18. However, ICJI would like to increase motorcycle helmet usage across the state, which will contribute to a decrease in total motorcycle fatalities. In 2013, only 34⁴⁷ of the 113 motorcycle or moped operators and passengers involved in fatal collisions were wearing helmets; therefore, 70 percent of motorcycle operators or passengers were not helmeted at the time of the fatal collision.

³⁹ NHTSA, Indiana Safety Facts Indiana: 2008-2012

⁴⁰ ARIES data as of 12/20/2013

⁴¹ Data from the Center for Criminal Justice Research

⁴² ARIES data as of 12/20/2013

⁴³ NHTSA, Indiana Safety Facts Indiana: 2008-2012

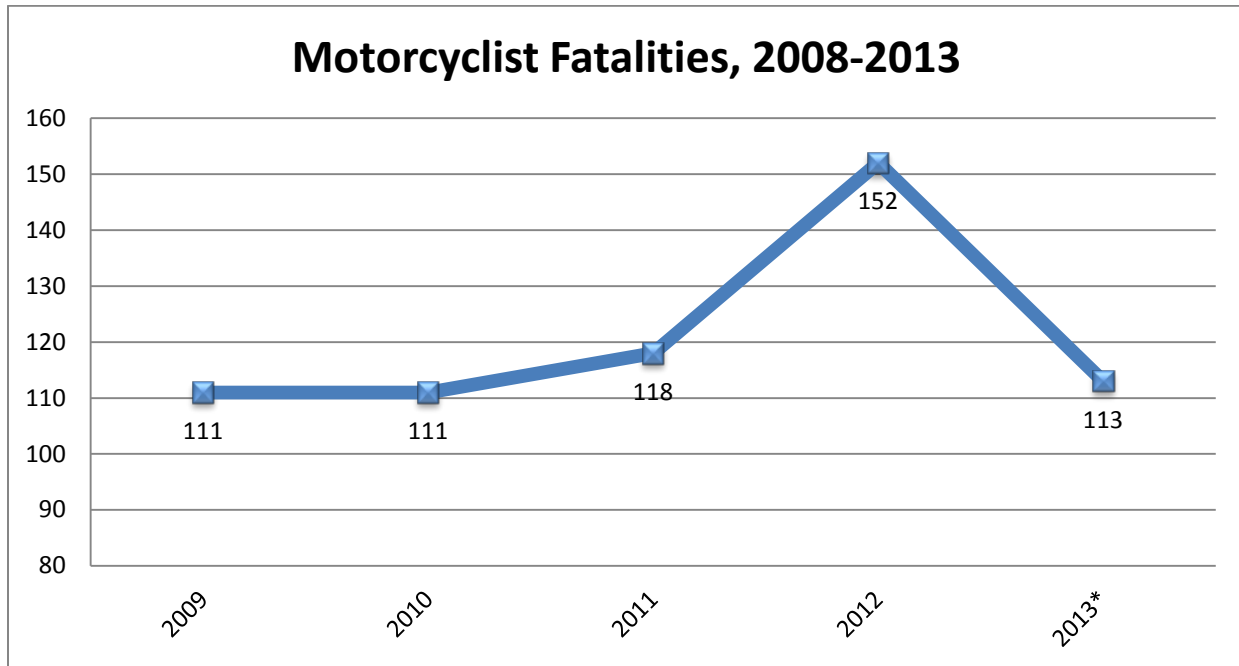
⁴⁴ ARIES data as of 12/20/2013

⁴⁵ Calculation uses 2012 FARS motorcyclist fatalities and average motorcycle registrations, 2008-2012

⁴⁶ Calculation ARIES data as of 12/20/2013 and FARS average motorcycle registrations, 2008-2012

⁴⁷ ARIES data as of 12/20/2013

GRAPH G



Source: NHTSA, Indiana Safety Facts Indiana: 2008-2012

*ARIES data as of 12/20/2013

PROJECT DETAILS

In FY 2013, the focus of ICJI’s motorcycle program emphasized reducing alcohol impaired riding, motorist awareness of motorcycles, promoting formal rider training, and increasing the percentage of motorcycle riders who were properly licensed.

Informational brochures outlining how to become properly licensed, rider training course information, and recommended proper protective motorcycle gear were distributed at events heavily attended by riders. These events included the Riley Hospital for Children Miracle Ride, the ABATE of Indiana Boogie, the Motorcycle Awareness Month Kickoff, Motorcycles on Meridian, and the Red Bull Moto GP. Informational cards for law enforcement officers and the general public were also produced, detailing how to spot impaired motorcycle riders and posters featuring Moto GP Rider Nicky Hayden promoted the message to riders to wear protective gear.



In 2013, ICJI initiated an impaired riding crackdown project, in which law enforcement agencies were encouraged to participate. The purpose of this project was to increase high visibility enforcement in areas that were identified with high impaired motorcycle rider fatalities, and where there was a heavy concentration of motorcycle traffic associated with establishments that catered to motorcyclists. Two impaired motorcycle HVE events were conducted in 2013 in Portage and in Crown Point. Additional events are being planned for 2014.

Also in 2013, ICJI contracted with Purdue University to work in conjunction with ABATE of Indiana, Inc. to develop a database that would be able to cross reference crash involved motorcyclists with ABATE's records



on motorcycle rider course participants. ABATE has had a state contract to conduct motorcycle training courses through the Indiana Motorcycle Operator Safety Education Program since the program's inception in 1987. ABATE has trained over 90 percent of the people taking a rider education course over that period, and has had the exclusive contract with the state to conduct rider education courses since 2010. ICJI now has the capability to cross reference any crash involved motorcyclist with ABATE rider course records going back as far as 2000. This will provide ICJI with the ability to measure what correlation rider training courses have on future crash involvement. Not only can the new database identify if a crash involved rider has ever taken a training class, but it can also provide information as to where that course took place, the individual's license status at the time, and whether the individual passed or failed the course. It is hoped that this new capability will help measure the effectiveness of rider training courses, and provide insight on how to improve the training courses.

MEDIA AND COMMUNICATIONS

MEDIA FOCUS: *Ride Safe. Ride Sober/ Save a Life. Be aware. Motorcycles are Everywhere*

ICJI continued to make considerable progress in FY 2013 in communicating with Indiana's motorcycle audience. In addition to placing targeted advertising and online media campaigns just before the start of motorcycle season, ICJI also aligned with partners and events that offered access to large numbers of motorcycle enthusiasts to raise awareness of various motorcycle initiatives throughout the year.

ICJI used each motorcycle event it supported to raise awareness of motorcycle safety initiatives with a focus on promoting *Ride Safe. Ride Sober.*, the use of safety gear and proper endorsement as well as motorist awareness of motorcycles. ICJI recognizes that to reach this demographic and achieve desired behavioral changes, it must support partnerships that offer unique and credible communication platforms.

Motorcycle Awareness Month: April 2013

At the end of April, 2013, ICJI participated in the statewide kickoff for Motorcycle Awareness Month. Motorcycle Awareness Month is part of a national effort to make motorists more aware of motorcycles sharing the road as the motorcycle riding season gets into full swing. ICJI utilized banner ads promoting

motorist awareness of motorcycles on the Indy Star and Yahoo websites, total impressions from April 14-21 equaled over 2.5 million. ICJI, local, county and state police agencies, the Bureau of Motor Vehicles, ABATE of Indiana (a state motorcycle rights organization), and a number of motorcycle enthusiasts gathered at Monument Circle in downtown Indianapolis to formally recognize the beginning of Motorcycle Awareness Month. Representatives from



Figure 11. Motor officer's motorcycles line monument circle before the motorcycle awareness month press event

the agencies present spoke to the media on the importance of motorists watching out for motorcycles as warmer weather marked the beginning of the motorcycle riding season and the return of over 200,000 registered motorcycle owners to Indiana roadways. The event culminated in the presentation of a proclamation from Governor Michael Pence recognizing the month of May as Motorcycle Awareness Month in Indiana.

Miracle Ride: May 2013

The Miracle Ride provided ICJI with an excellent opportunity to reach Indiana motorcycle riders and enthusiasts with safety messaging at the start of Indiana's motorcycle season. In FY 2013, ICJI used the partnership to raise awareness about the importance of motorcyclists getting proper and legal endorsements.

Motorcyclists from across Indiana including several Indianapolis Colts football players, local radio personalities Bob Kevoian and Tom Griswold, and major event sponsor Forest Lucas participated in the event benefitting Riley Hospital for Children.

Event partners and related messages were promoted on eight Indiana radio stations, reaching two-thirds of the state's population.

The *Ride Smart. Ride Legal.* motorcycle safety logo was displayed on event banners, placed in 100,000 printed and distributed event brochures, and all other printed materials including "Hoosier Motorcyclist Magazine". The motorcycle safety logo was also included in all event news releases and Poker Run cards. Additionally, the Motorcycle Safety logo was placed on the top of eight different tee-shirt backs making those who wore the t-shirts walking advertisements for motorcycle safety. Over 3,500 motorcyclists participated in this three day event.

The Boogie: July, 2013

The partnership with ABATE of Indiana allowed ICJI to bring impaired riding messaging to motorcycle riders and enthusiasts at an annual motorcycle event, known as the Boogie. This event spans over four days and is attended by motorcycle riders and enthusiasts from across the state. Media deliverables included shuttle, map, restroom and prominent stage signage. Other elements that ICJI used to deliver messaging included video media advertising featuring an impaired riding TV spot appearing on two 15 foot projection screens. These spots were aired on the main stage when bands were not performing; audio media advertisement featuring an impaired riding radio spot that aired on Boogie Radio. Boogie Radio is a private FM station that provided ICJI with an advertising schedule that aired 30 second impaired riding radio spots every hour



beginning Thursday at 12:00 p.m. and ended at Sunday at 12:00 p.m. with a total of 72 motorcycle safety spots aired.

ICJI also received a 10' x 20' booth in the exhibitors' area to distribute informational and educational materials. The highest attended night was Saturday, with an estimated attendance of more than 10,000 participants.

EVALUATION

A pre- and post-telephone survey of a sample of 1,000 randomly selected respondents was conducted to gauge the public's knowledge of a variety of traffic safety messaging, including motorcycle promotional media. The post-survey results showed that after the campaign, overall slogan recognition is greater than prior to the campaign.

Driving Habits Survey, Slogan Recognition 2010-2013

Slogan	2010		2011		2012		2013	
	PRE	POST	PRE	POST	PRE	POST	PRE	POST
Save a Life! Be Aware! Motorcycles are Everywhere!	47.2%	50.0%	48.8%	57.7%	56.5%	57.4%	53.0%	59.4%
Ride Safe. Ride Sober.	35.8%	32.3%	28.1%	32.5%	31.5%	35.4%	31.5%	36.8%
NONE for the Road	8.4%	9.0%	7.2%	7.4%	7.6%	10.8%	6.9%	6.9%

DANGEROUS DRIVING

The Dangerous Driving program focused on speed, aggressive driving and disregarding an intersection traffic control device and was designed to educate the public of the risks of all deviant driving behavior.

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT (AS OF DECEMBER 20, 2013)	ACHIEVED
Reduce the number of speed-related fatalities from 185 ⁴⁸ in 2012 to 176 in 2013	199 ⁴⁹	✗
Reduce the number of collisions caused by a vehicle that disregarded a traffic control device from 4,009 ⁵⁰ in 2012 to 3,933	6,593 ⁵¹	✗

In 2013, there were 199 speed-related fatalities; therefore, the target was not met. This was an increase of 7.6 percent from 2012. Approximately 26 percent of all fatalities were speed-related.

PROJECT DETAILS

ICJI developed the Dangerous Driving Enforcement (DDE) grant to provide overtime funding to officers who conducted zero tolerance patrols in high crash and traffic areas. The purpose of these patrols was to prevent crashes by stopping drivers exhibiting dangerous behaviors. Local agencies were allowed to address traffic safety concerns specific to their community. Although historically this was a yearlong program, in FY 2013, the extra enforcement was conducted between Memorial Day and Labor Day. Eighteen DDE grants were awarded to 56 separate agencies. DDE funds supported 4,325.25 patrol hours, which resulted in 11,658 citations and arrests. Of these 11,658 citations and arrests, 1,859 were for a seat belt violation, 6,140 for speeding, and 89 were alcohol related offenses.



Figure 12. An IMPD officer administers a field sobriety test to a participant wearing Impaired Vision Goggles

⁴⁸ NHTSA, Indiana Safety Facts Indiana: 2008-2012

⁴⁹ ARIES data as of 12/20/2013

⁵⁰ Data from the Center for Criminal Justice Research

⁵¹ ARIES data as of 12/20/2013

Looking Beyond the Ticket

Some highlights written by the DDE program officers include:

- While working DDE Michigan City Police Department stopped a vehicle for driving left of center and a subsequent K-9 sweep resulted in an arrest for possession of heroin.
- In Grant County during a DDE patrol three felony arrests were made including a Tennessee warrant for custodial interference.

MEDIA AND COMMUNICATIONS

All Pro Dads: November 3, 2012

All Pro Dads is an event that uses professional athletes and coaches to endorse the values of fatherhood. In 2012, the event attracted 1,159 fathers and kids. As an event partner, ICJI promoted impaired and dangerous driving messaging that appealed to fathers and youth. One of the highlights of the event was the Fatal Vision Impairment Goggles. Facilitated by an IMPD officer, this interactive demonstration allowed fathers as well as current and prospective teen drivers to experience first-hand how being impaired impacts cognitive, visual and motor skills while doing simple tasks such as throwing a football or walking a yard line. Failing these easy tasks underscored how dangerous it would be to operate a motor vehicle while impaired even at half the legal limit.

ICJI messaging logos were featured in pre and post event promotions, which included radio and TV tags and mentions, website blasts, news releases, and other event signage.

Additionally, ICJI had the opportunity to display banners and signage featuring the “Put It Down” anti-texting and driving message and distributed promotional and informational materials to educate fathers and children about state distracted driving laws. ICJI had an opportunity to even further reinforce the dangers of texting and driving by addressing multiple groups of fathers and kids that rotated through ICJI’s designated event station.

Indiana University & Purdue University: October, 2012 – April 2013

This customized partnership provided ICJI with multiple platforms to brand the *Distracted Driving* message primarily to male college students. For the duration of this partnership, fans, students and alumni from Indiana University and Purdue University, two of Indiana’s most prominent universities, were exposed to the *Distracted Driving* message in various forms. Beyond just being exposed to messaging, students from each university were personally vested and engaged in the promotion through a social responsibility campaign.



Figure 13. Distracted Driving messaging at IU’s Assembly Hall

The “Responsibility/Distracted Driving” campaign leveraged different mediums across both schools, including in-venue signage messaging, “register to win”, call to action promotions, and three email blasts sent to student season ticket holders promoting the “Responsible Driver” campaign. The campaign directly targeted the IU and Purdue student populations as well as those who attended each school’s basketball games. Students and fans who signed a pledge to refrain from texting and drinking while driving at all times were automatically registered to win \$1,000.

“Sounds of the Game” was a social media promotion supported by Facebook. This element consisted of each school posting a 1-2 minute audio clip on their Facebook page featuring a commentary game highlight taken from the radio broadcast. The opening and closing of the clip was tagged with a reminder not to text and drive “brought to” fans by the Governor’s Council on Impaired & Dangerous Driving. During the football season, “Sounds of the Game” was posted on Facebook each Monday and also once a week during basketball season.

There were a total of 56 “Sounds of the Game” posted during the course of the partnership, resulting in 840,000 delivered impressions.

Other promotional elements included:

Purdue Sports Network and IU Sports Network

- Basketball game broadcasts
- One 30 second spot per game per school official athletic websites 150,000 impressions per each school

Indiana State Fair: August 2-18, 2013

The Indiana State Fair is the largest multi-day event in Indiana. Total attendance in 2013 reached 978,296 visitors during its 17-day course. ICJI partnered with the Indiana State Fair to bring additional awareness to the *One Text or Call Could Wreck It All* distracted driving message. ICJI had an exhibitor's table set up for one week at the State Fair which used the driving simulator to draw attendee’s in to demonstrate the dangers of texting and driving. At the booth ICJI also made available informational materials, such as a parent guide to young drivers, to raise awareness of Indiana’s graduated driver’s license law and best practices for training young drivers. ICJI also partnered with the Indiana Bureau of Motor Vehicles to hand out information and utilize the driving simulators for visitors throughout the remainder of the state fair.



Figure 14. Distracted Driving messaging at Mackey Arena

AT&T “It Can Wait” Campaign



Figure 15. ICJI Executive Director Mary Allen speaks at the AT&T *It Can Wait* campaign

ICJI was approached by AT&T in 2012 to participate in events across the state to promote the texting and driving message of “It Can Wait”. This partnership included the Indiana Attorney General, AT&T representatives, local law enforcement and high school administrators going throughout the state visiting high schools and malls to educate the public of the dangers of texting and driving. Events included a full size driving simulator to show people firsthand the dangers of texting and driving and also encouraged people to sign a pledge to never text while driving. Numerous events were staged throughout FY 2013

and we all well received by local media, resulting in substantial earned media.



EVALUATION

TELEPHONE SURVEYS

Pre- and post-telephone surveys were conducted to gauge driving habits before and after speed messages were delivered through media. A random sample of 1,000 residents was surveyed about their impressions and knowledge of a variety of traffic safety messages, including *Obey the Sign or Pay the Fine* and *Stop Speeding Before Speeding Stops You*.

Driving Habits Survey, Speed Slogan Recognition 2010-2013								
Slogan	2010		2011		2012		2013	
	PRE	POST	PRE	POST	PRE	POST	PRE	POST
Obey the Sign or Pay the Fine	38.4%	35.7%	24.5%	33.1%	31.3%	30.5%	30.7%	33.8%
Stop Speeding Before Speeding Stops You.	19.3%	17.1%	12.0%	15.2%	14.9%	14.8%	13.3%	15.6%

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT	ACHIEVED
Reduce the number of children ages 15 and younger killed in traffic collisions from 30 ⁵² in 2012 to 27 in 2013	100 ⁵³	
Reduce the number of serious bodily injuries for children 15 and younger from 248 ⁵⁴ in 2012 to 236 in 2013	442 ⁵⁵	

The target of reducing the number of children ages 15 and younger from 30 in 2012 to 27 in 2013 was not met. ICJI did not reach the target of reducing child serious bodily injuries. The number of fatalities increased from 2012 by 233 percent. The number of serious bodily injuries increased during the past year by almost 78 percent (77.5). ICJI continues its collaboration with law enforcement agencies and Automotive Safety Program (ASP) to reduce child fatalities and serious bodily injuries.

AUTOMOTIVE SAFETY PROGRAM

During FY 2013, ICJI continued to support the ASP at the Indiana University School of Medicine, which sought to reduce injuries and fatalities resulting from motor vehicle crashes in Indiana. The primary focus of the ASP was to educate the public about the proper use of child restraints. The ASP provided statewide public information and education programs to increase the correct use of child restraints. To do this, ASP oversaw a network of 118 permanent fitting stations, including 30 satellite sites with locations in 57 counties. These sites offered child safety seat inspections and education throughout the year. Fifty (50) sites reported that they offer services to Spanish speaking families; thirty-six (36) by means of an interpreter; twelve (12) by means of bilingual a Child Passenger Safety Technician (CPST), and two (2) by means of language lines. In addition to the permanent fitting stations, ASP funded 79 child safety seat clinics throughout the state.

In FY 2013, ASP utilized the National Child Passenger Safety Curriculum to conduct 18 CPST certification classes throughout Indiana. These classes were held in the following cities; South Bend (2), Indianapolis (5), Jefferson, Sellersburg, Evansville, Dayton, Rushville, Elkhart, Greenwood, Terre Haute, Lafayette, Muncie, and Columbus. By conducting these classes the ASP was able to add 168 new CPST, 16 of which were law enforcement officers. There are a total of 1,260 Child Passenger Safety Technicians and Instructors in Indiana.

⁵² Data from the Center for Criminal Justice Research

⁵³ ARIES data as of 12/20/2013

⁵⁴ Data from the Center for Criminal Justice Research

⁵⁵ ARIES data as of 12/20/2013

The addition of these new technicians aided ASP's effort to increase the number of child safety seats provided to the public. Throughout FY 2013, with funding from ASP, 10,410 car seats were inspected in Indiana. Of those inspected, 3,498 were deemed defective or unsafe and were replaced.

ASP also continued to administer Project L.O.V.E. (Law Officer Voucher and Enforcement). This program was designed specifically for law enforcement to provide families with education on the proper use and installation of child restraints. The ASP provided law enforcement officers with vouchers they could distribute during a traffic stop, at the scene of a crash, or during an OPO event to parents or caregivers who were traveling with children who were not properly restrained in a child safety seat. Parents and caregivers could redeem the vouchers at the Permanent Fitting Station nearest to their home where they were provided with education on the proper use and installation of child safety seats as well as a new seat, if deemed necessary. In FY 2013, officers issued 775 vouchers, of which 258 were redeemed.

In FY13, representatives from ASP and ICJI presented on Project LOVE at the *City and Town Judges Conference* held at the Hilton in Indianapolis. As a result of this presentation four additional court systems across the state implemented Project LOVE.



ASP continued outreach to minority populations in an effort to educate immigrant families on child passenger safety, focusing primarily on the increasing Hispanic population. From October 1, 2012 – September 30, 2013 the Latino Project Manager conducted a total of 133 Hispanic/Latino office appointment inspections. These inspections served 73 families including 104 children and 29 pregnant women and distributed 114 new car seats to Hispanic/Latino families.

FY13 PROGRAM AUTOMOTIVE SAFETY PROGRAM ADDITIONS AND HIGHLIGHTS

- Each year ASP conducts a child restraint use/misuse surveys in 25 locations within 16 counties across the state. This data is used to track trends, conduct research and formulate programmatic targets for the future. This fiscal year, the child restraint use/misuse survey was transferred from paper surveys to a software program used on iPads. Changing from a paper survey to the electronic survey will allow staff more time to devote to programs and the data will be easier to interpret.



- The state CPST coordinator developed a partnership with RecycleForce. They are able to recycle used car seats from ASP and other organizations throughout Indiana. ASP collected child restraints from car seat appointments and car seat clinics throughout the grant year and dropped them off to RecycleForce's downtown location. ASP recycled a total of 138 child restraints this month.

- *"Transporting Children Safely in Cars"* is a basic overview of child passenger safety developed by Safe Kids Indiana. It includes a 90-minute presentation with practice installations on a demonstration seat. The training is provided to all new Department of Child Services (DCS) employees from across the state as well as parents/caregivers and staff of other organizations. A total of 19 trainings were conducted, attended by a total of 456 participants.

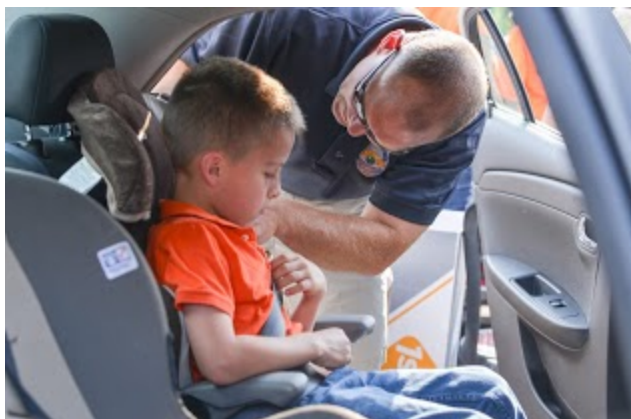
- ASP attempts to maintain the number of

CPSTs by providing annual refresher courses which aid the CPSTs in their recertification process. The recertification rate in Indiana for CPST is 54.5 percent just below the national average of 55.9 percent. ICJI is interested in continuing to improve the state's recertification rate. In July of 2012 a survey of the approximately 1,000 child passenger safety technicians in the state was conducted to determine the top reasons for lack of recertification. Among this list were technicians who were certified as far back as 1999. There were 233 total survey responses to the survey and of these 60 were no longer technicians. The primary reason(s) for letting the certification expire was listed as 'too many recertification requirements' and 'other (various)'. Further information will be required for ASP to address increasing the recertification rate. Another notable finding included 30.5 percent of respondents stating their agency does not encourage recertification. Fewer recertification requirements are needed to make recertification easier according to 38 percent of respondents.

- The 8th Annual Indiana Injury Prevention Conference was held during the month of June in Indianapolis. There were 131 attendees at the conference. The conference provides up to date information on child passenger safety and other pertinent traffic safety related injury prevention initiatives. On the second day of the conference, NHTSA Region 5 Director Michael Witter served as keynote speaker for the 17th Annual Child Safety Advocate Awards. The conference concluded with a car seat clinic at the Indianapolis Zoo where over 151 car seats were inspected and installed correctly in vehicles and caregivers were shown how to properly install the seats themselves.

CHILD RESTRAINT DISTRIBUTION GRANT

As a result of the Indiana Child Restraint law that requires children to ride in child restraints until they turn eight years of age, a state child restraint system account was created. Funds generated from fines collected as



judgments for violations, appropriations from the General Assembly, grants, gifts, donations, and interest are granted by ICJI to private and public organizations for the purpose of purchasing and distributing child restraints to those who may not be able to afford proper child restraints. During the 2013 state fiscal year, July 1, 2012 through June 30, 2013, 17 agencies in 11 counties across Indiana received child restraint distribution funds from ICJI. As a result of this grant, in state FY 2013, 3,548 child restraints were inspected for proper installation and 2,118 child restraints

were distributed to families in need for free or at a reduced cost. Additionally, 92 new certified technicians were created and 26 existing technicians were recertified.

MEDIA AND COMMUNICATIONS

Child Passenger Safety: October, 2012 and September 2013

MEDIA FOCUS: *Give Your Kid a Boost.*

In an effort to raise awareness about the importance of proper child restraint use, ICJI scheduled a statewide radio advertising campaign in conjunction with *National Child Passenger Safety Week* to promote Indiana's booster seat law. The campaign was however pushed back to October 2012 due to limited inventory from the elections in 2012. Other paid media efforts for October 2012 included an online ad campaign which had over 2.2 million impressions on Indy Star and Yahoo websites.

In September 2013 another radio advertisement buy was conducted during child passenger safety week, September 15-21, to educate parents and caregivers on the need to ensure their children are properly restrained. Part of the new educational media efforts in 2013 directed caregivers to go to www.childseat.in.gov to learn about car seat clinics going on across the state during that week and the location of their nearest permanent fitting station.

Paid and earned media efforts were aimed at raising awareness among women and caregivers aged 18-45 with small children aged newborn to 8. ICJI specifically targeted parents who believed that their children were "too old" or "too big" for safety seats. This type of thinking lends to minimizing the importance of child restraints, which could result in them not using any type of child restraint at all.

ICJI also aimed to communicate with low income families and families with limited space in their vehicles and unable to accommodate multiple safety seats as a result of having multiple children around the same age.

Earned media efforts included written media materials such as a news release and talking points and a website feature, which explained the importance of child restraints and provided parents and caregivers with a listing of safety seat clinics being held throughout the state during the months of September and October.

These clinics allowed parents, grandparents and other caregivers to bring their kids, their cars and car seats to be inspected by certified child passenger safety technicians at no charge. These clinics were designed to teach parents and caregivers how to properly install seats to ensure that their child passengers are safe inside the vehicle at all times. Technicians also helped many families determine whether their child was ready to use a seat belt without a booster seat.

Campaign: Child Passenger Safety			
Post Dates: 10/1- 10/7/12 and 9/15-9/21/13			
Format: Radio			
	# of Spots	Station Investment	Gross Impressions
Oct-12	2,710	\$95,923	2,338,959
Sep-13	2,806	\$94,914	2,306,774

Children’s Museum

ICJI partnered with The Children’s Museum to “Keep Kids Safe in Cars” during their annual Haunted House. This year’s theme was “Time Warp- Fifty Years of Fear.” The Museum assisted with promoting a Child

Passenger Safety Clinic which took place on Sunday, October 27th, 2013. During the Clinic, which had 41 volunteers, 28 of whom were Certified Child Passenger Safety Technicians, a total of 126 car seat inspections were completed (53 of which were conducted in Spanish) and 89 seats were provided to families in need.



Figure 16. ICJI Traffic Safety Division Director Ryan Klitzsch takes part in the *Buckle Up Bug* event

In addition to the child passenger safety clinic ICJI and the Automotive Safety Program attended two family free admission nights at the museum with the Buckle Up Bug. Over 3,000 families received

information on child passenger safety and where to go for more information in Indiana to ensure their children are properly restrained. Furthermore, signage about the car seat clinic and advertisements directing people to www.childseat.in.gov were featured on the museum’s website and in the staging area of the haunted house where more than 50,000 people passed through.

PEDESTRIANS

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT	ACHIEVED
Reduce the number of pedestrians killed in traffic collisions from 59 ⁵⁶ in 2012 to 57 in 2013	74 ⁵⁷	✗
Reduce the number of pedestrian serious bodily injuries from 221 ⁵⁸ in 2012 to 217 in 2013	199 ⁵⁹	✓

In 2013, there were 74 pedestrian fatalities. Therefore, the target of 57 or fewer pedestrian fatalities in 2013 was not met. The target to reduce the number of pedestrians who sustained serious bodily injuries as a result of a collision was achieved. In 2013, there were 199 serious bodily injuries, which is a decrease of nearly 10 percent from 2012.

ICJI provides funding for SAFE KIDS Indiana through the Automotive Safety Program at the Indiana University School of Medicine. SAFE KIDS Indiana provides mini grants for traffic safety initiatives to SAFE KIDS chapters and coalition across the state. SAFE KIDS Indiana participates in National Walk to School Day. Three chapters/coalitions conducted Walk to School Day events to promote pedestrian safety.

GRAPH H



Source: NHTSA, Indiana Safety Facts Indiana: 2008-2012

*ARIES data as of 12/20/2013

⁵⁶ NHTSA, Indiana Safety Facts Indiana: 2008-2012

⁵⁷ ARIES data as of 12/20/2013

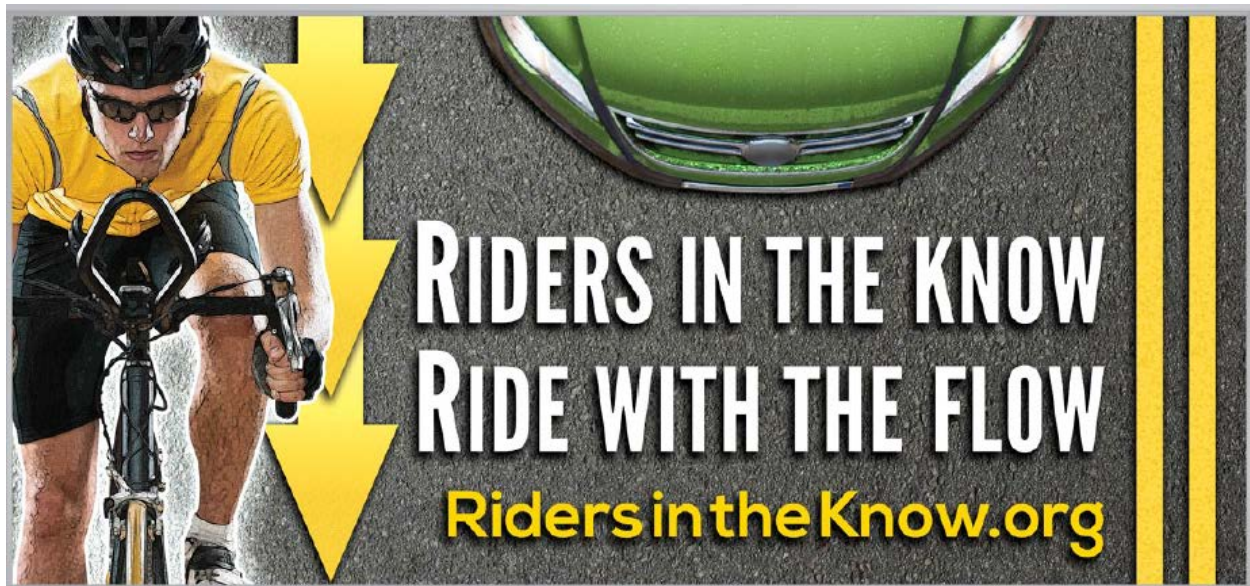
⁵⁸ Data from the Center for Criminal Justice Research

⁵⁹ ARIES data as of 12/20/2013

BICYCLES

In FY13 ICJI provided funding to the Indiana Bicycle Coalition, Inc to expand on education and prevention efforts to address bicycle injuries and fatalities. Statistics show that collisions between bicyclists and motor vehicles in Indiana decreased 8.7 percent⁶⁰ between 2012 and 2013.

The Indiana Bicycle Coalition conducted a two-fold project. One portion focused on the bicycle riders and the other focused on the drivers. A survey was conducted with both groups indicating knowledge deficits regarding the law on shared roadways, right-of-way issues and intersection usage. As a result of these findings an educational and outreach campaign took place.





Educational materials, bicycle lights, bells, and reflectors were distributed at over 15 events within the Indianapolis area. Information was available through Twitter, Facebook, and the Indiana Bicycle Coalition webpage. A billboard campaign occurred in five areas of the city generating approximately 260,000 impressions. The city public transit buses displayed educational messages on 10 buses for a minimum of 30 days.



⁶⁰ Ibid

Individuals visiting the website were encouraged to take a knowledge quiz and view an educational video entitled, *Share the Road*. The site had approximately 5,140 visits and 210 video views. The *Drivers in the Know* quiz was taken 229 times with an 87.1 percent pass rate.

TARGETS & ACHIEVEMENTS

2013 TARGET	RESULT	ACHIEVED
Reduce the number of pedalcyclists killed in traffic collisions from 15 ⁶¹ in 2012 to 13 in 2013	13 ⁶²	
Reduce the number of pedalcyclist serious bodily injuries from 97 ⁶³ in 2012 to 87 in 2013	84 ⁶⁴	

Both the number of pedalcyclists killed and those with serious bodily injury decreased in 2013. ICJI will continue partnering with these organizations to increase the public's knowledge regarding the legal rights and responsibilities of motor vehicle drivers and bicyclists who use Indiana roadways.

⁶¹ NHTSA, Indiana Safety Facts Indiana: 2008-2012

⁶² ARIES data as of 12/20/2013

⁶³ Data from the Center for Criminal Justice Research

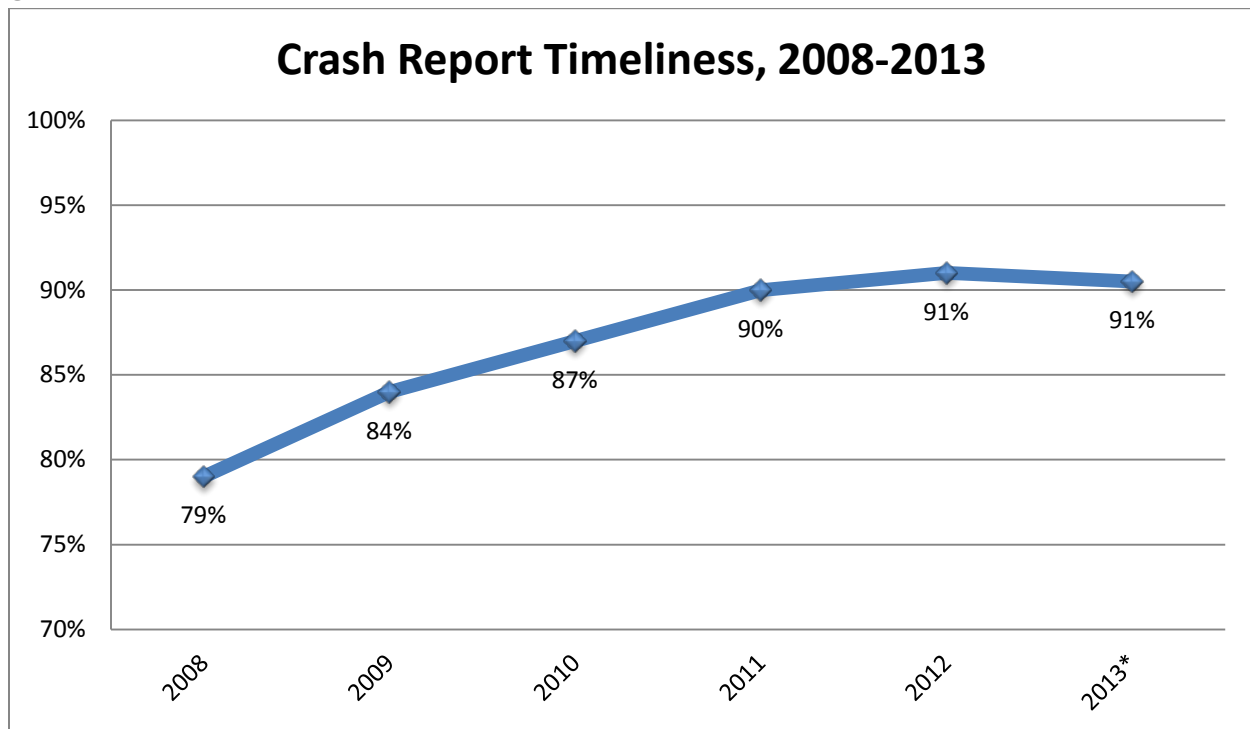
⁶⁴ ARIES data as of 12/20/2013

TRAFFIC RECORDS

The target of the Traffic Records program is to create an integrated traffic records system through a collaboration of all local, state and federal entities responsible for motor vehicle safety. This collaboration includes coordination with the Strategic Highway Safety Plan (SHSP) and the Indiana Department of Transportation (INDOT) to improve traffic information systems across the state. The program was designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway and traffic safety programs.

ICJI depended on the accuracy and timeliness of crash reports submitted into the crash database for program decisions, resource allocation, and requests for statewide and local crash statistics. As of December 12, 2013, 90.5 percent of all crash reports for the year were submitted within five days of the crash.

GRAPH I



Source: ARIES

*2013 data is current as of November 2013 and will be updated in early 2014.

PROJECT DETAILS

ELECTRONIC VEHICLE CRASH REPORTING SYSTEM

During 2013, law enforcement agencies continued to enroll into Indiana's newest electronic vehicle crash program, ARIES version 5. As of December 12, 2013, the number of electronic crash report submissions has reached 100 percent for the first time.

TRAUMA REGISTRY PROJECT

The Indiana Trauma Registry (ITR) is the foundation component of the Indiana trauma system, providing the means to monitor the system for efficiency and effectiveness in hopes of improving injury data submitted by hospitals for those involved in a traffic crash. During FY 2013, the number of submitting hospitals increased from 54 to 70. With the increase in submitting trauma centers, the number of trauma patient records available for analysis continues to increase. The number of patient records increased from 74,000 in 2012 to 96,541 in 2013. The timeliness of the data submissions has dramatically improved throughout FY 2013. For fiscal year 2013, the number of days from the incident to entry in the Trauma Registry decreased from 173 days to 18 days.

CENTER FOR ROAD SAFETY/ CRASH OUTCOME DATA EVALUATION SYSTEM (CODES)

Purdue University's Center for Roadway Safety (CRS) completed reports that investigated motorcycle crashes in Indiana and aspects of repeat young offenders in DUI cases. The introduction to those two reports is listed here. Also, CRS developed a new observational seat belt protocol to satisfy new NHTSA requirements. CRS compiled the observational survey results using this new methodology which indicated an overall seat belt usage rate of 91.6 percent in Indiana. Purdue also collaborated with ABATE of Indiana to develop a computer database which would allow ICJI to cross-reference crash involved motorcycle riders with any history of having taken a motorcycle rider education training course. This project is detailed in the Motorcycle section of this report.

INTRODUCTION TO MOTORCYCLE AND MOPED CRASHES IN INDIANA

With a total of 4,104 crashes involving motorcycles and mopeds, 2012 exhibited a 15 percent increase in those types of collisions when compared to 2011. Concerns about a possible emerging trend of increasing motorcycle involvement in crashes led to this attempt to understand the underlying contributing factors for this category of crashes in the state.

An analysis of the motorcycle registration data provided by the Indiana Bureau of Motor Vehicles in 2013 indicates a large concentration of motorcycles registered to owners between the ages of 40 and 65. A plot of the age distribution for motorcycle drivers in crashes in 2012 shows a very different distribution. Similar peaks are present for drivers in their early 20s as well as drivers in their 50s. It may be difficult to interpret and compare the riding patterns of these two groups, and they may be substantially different. One possibility is that younger drivers are more inexperienced and exhibit the riskier behavior normally associated with youth, whereas the older drivers group may include a substantial percentage of drivers who had abandoned motorcycles as a primary mean of transportation in younger years and are getting reacquainted with them at an older age. This older group may exhibit a lack of experience similar to the younger population that is caused by years of no motorcycle experience. Their risk may be compounded, however, by a false sense of security and overestimation of their true driving abilities due to their previous experience with motorcycles. Furthermore, this older group may also exhibit decreased reflexes due to the aging process.

When the age distributions for the motorcyclists in crashes during 2003 and 2012 were compared, a few observations can be made. First, it is noticeable that a substantial increase in participation in crashes was present in all age groups, particularly the population over 40 years of age. A second pattern emerged when both distributions of ages were compared in a percentage format that made it easier to compare the relative ratios between the age groups of both years. It becomes clear that, in 2003, motorcycle drivers under the age of 48 were in crashes proportionally more frequent than in 2012. Correspondingly, in 2012, more drivers over 52 years of age were proportionally more involved in motorcycle crashes than before.

DRIVING UNDER THE INFLUENCE OFFENSES AND REPEAT YOUNG OFFENDERS

In spite of strict laws to prevent DUI, the occurrence of DUI offenses continues to remain high. Statistics show that a repeat offender has a 1.4 times higher risk of being involved in a fatal crash than a first-time offender. One-third of the drivers convicted for a DUI are repeat offenders. Studies in California showed that 8 percent of the people involved in fatal accidents are repeat offenders; and repeat offenders are four times more likely to be involved in serious accidents among those convicted with high blood alcohol content (BAC) levels.

Traffic violations before the first DUI offense indicate a driver with bad driving skills or habits. This condition increases the risk of crash at a rate that depends on the number of traffic citations: odds ratio of 1.633 for one or two violations, odds ratio of 1.7908 for three to five violations, and odds ratio of 2.849 for six and more traffic violations.

One or two non-traffic citations increase the crash odds at a ratio of 1.579. Having more non-traffic violations does not seem to be associated in the analyzed sample with any increase in the crash odds. On the other hand, three or more crashes before the DUI provide clear evidence of a driver's susceptibility to crashes, which increases the odds for the next crash at a ratio of 3.707.

ELECTRONIC CITATION AND WARNING SYSTEM

The Judicial Technology and Automation Committee (JTAC), a division of the Indiana Supreme Court's Division of State Court Administration accepted the role of designing an electronic traffic citation system. The purpose of this project was to provide a statewide end-to-end solution for the electronic transmission of a traffic violation. This program also brings together systems that will build on a statewide case management system, Odyssey, which will include information sharing between Indiana's court, clerks, Indiana BMV, and law enforcement agencies.

As of December 2013 there have been 172 courts in 46 of the 92 counties trained and using the Odyssey case management system. In FY 2013, 326 law enforcement agencies have been trained in the eCWS (or e-ticket) system. Furthermore, the number of uniformed citations found in the Odyssey case management system for analysis jumped from 5,001,593 in the first month of FY-2013 to 6,004,281 in the last month of FY 2013.

FISCAL YEAR 2013 EXTRAS

JUDICIAL OUTREACH LIAISON

In September of 2012, ICJI was awarded a \$50,000 competitive grant from NHTSA over a 30 month period to help pay for a part-time Judicial Outreach Liaison (JOL). NHTSA's funding enabled ICJI to create a contract with Judge Linda Chezem to serve as Indiana's JOL position to assist in establishing stronger relationships between judicial entities and the Indiana State Highway Safety Office (SHSO).

The JOL remained in consultation on a regular basis with National Judicial Fellows and the Regional JOL regarding the promotion of outreach efforts and opportunities as it applies to impaired driving and other traffic safety issues. The JOL participated on numerous ABA webinars, attended the NHTSA/ABA State Judicial Outreach Training in Chicago as well as the joint LEL, TSRP, JOL training in St. Louis. Judge Chezem examined data sets about impaired driving in Indiana and presented a session on alcohol science at the Indiana Judicial Center's Spring Conference. These activities and others assisted to address roadblocks that hamper effective outreach to the courts and find alternative methods to manage these traffic safety issues and concerns.

The JOL also worked with the regional Law Enforcement Liaison (LEL) and Traffic Safety Resource Prosecutors (TSRP) to help identify and assist in efforts to promote, strategize, and help formulate new ideas involving the criminal justice system as it pertains to impaired driving and other traffic safety issues. Judge Chezem met with numerous county prosecutors to discuss their thoughts and concerns about a more robust use of ignition interlocks in Indiana as well as participated on an ignition interlock working group.

The expected outcome of this program is the improved adjudication of impaired driving cases in Indiana. Through the addition of education and research based resources, the adjudicatory process should be more efficient and effective. Although much work lies ahead, the intended impact of the work is that the improved management of evidentiary issues and the overall adjudication of impaired driving cases will result in a decrease in crashes caused by alcohol or drug impaired drivers. Thus far, for FY 2013, a total of \$13,606.56 has been expended from this grant project.

LAW ENFORCEMENT LIAISON HIGHLIGHTS

Seven regional Law Enforcement Liaisons (LELs), function as the liaison between ICJI and local and state law enforcement agencies. Their primary areas of focus were to recruit law enforcement agencies, implement traffic safety programs, monitor, and help administer traffic safety initiatives throughout the state. The LELs were the local agencies' primary contact for state traffic safety programs by assisting subgrantees with retrieving crash reports, BAC results, and coroner's reports. To ensure subgrantee performance and fiscal accountability, during FY 2013, the LELs spent over 840 hours meeting with agencies and attending trainings/conferences, and over 460 hours visiting agencies and conducting grant monitoring.

Some highlights from the LELs in FY 2013:

- Northwest LEL Lance Grubbs completed his 15th year as an LEL for the Traffic Safety Division.
- LELs increased the number of agencies conducting high visibility enforcement and sobriety checkpoints. In the Southeast Region of the state LEL John Mull facilitated a sobriety checkpoint partnership between multiple counties. In addition the SE Region lead the state in the number of law enforcement agencies recognized as going above and beyond.
- The Southwest LEL, Mark Hartman recruited five new agencies into the overtime enforcement and DUI programs and facilitated the creation of a new Traffic Safety Partnership allowing for HVE checkpoints. Hartman also created new standard operating guidelines to be used statewide to assist in fraud prevention.

PROGRAM FUNDING

PROGRAM FUNDING

Although FY 2013 fell under MAP-21, due to the delay in payment of FY 2013 funding most of the expenditures occurred using funding under the SAFETEA-LU Program funding streams using carry forward funds. The following is a brief description of what funding streams were utilized in FY 2013.

SECTION 402

Based on traffic safety problems identified by the state, Section 402 program funds were used to support the state's highway safety plan. Section 402 funds act as a resource to support programs that address a wide range of highway safety problems related to human factors that contribute to the reduction of crashes, deaths, and injuries.

In FY 2013, a majority of Section 402 funds supported Indiana's communications efforts for traffic safety messaging, dangerous driving programs, SADD, LEL, research, program management, occupant protection and statewide training efforts of law enforcement.

SECTION 406

After the passage of Indiana's primary seat belt bill in 2007, Indiana received \$15.7 million in Section 406 funds. These funds have been reduced over the last few years and in FY 2013 what remained was allocated to ISP to enforce traffic safety laws and draw down most, if not all, of the remaining funds.

SECTION 410 / 405 PART 3

Section 410/ 405 Part 3 funds are used to support the development, implementation, or continued enforcement of programs aimed at reducing traffic safety problems from persons driving under the influence of alcohol or controlled substances.

In FY 2013, over half of Section funds supported impaired driving countermeasures such as DUI Taskforce enforcement and the Fatal Alcohol Crash Teams. The remaining funds were used to support additional impaired driving, community traffic service, program management, media and police traffic service programs.

SECTION 405/ 405 PART 1

The occupant protection incentive grant provides funds to be used for the development, implementation, or continued enforcement of programs aimed at reducing highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

In FY 2013, the Section funds were distributed to the Automotive Safety Program to support child passenger safety across the state.

SECTION 2010 / 405 PART 5

Section 2010/ 405 Part 5 provides an incentive grant to encourage the adoption and implementation of effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. Section funds are used for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training as well as public awareness and outreach programs.

In FY 2013, Section funds supported motorcycle training in the state as well as improvements to the system for riders to sign up for basic rider training and tracking their progress.

SECTION 408/ 405 PART 2

Section 408/ 405 Part 2 provides funding for the development and implementation of traffic records system improvements. Section funds provide for the improvement of timeliness, accuracy and uniformity of safety data. Funds also support the linking of state data systems, specifically traffic records, with other data systems within the state.

In FY 2013, funds were used to support the traffic records e-citation program, with the rest of the funds supporting the trauma registry program, traffic records coordinator and CODES.

SECTION 2011

Legislation was passed in the 2009 Indiana legislative session to clean up the statutory language of the child passenger safety restraint code. These changes were later determined by NHTSA to qualify Indiana for the section 2011 child safety and child booster seat incentive grant. These funds were used to help reduce the number of unrestrained and improperly restrained children injured or killed in motor vehicle crashes.

In FY 2013, Section 2011 funds were used by the Automotive Safety Program to purchase additional child restraint devices for distribution, fund car seat clinics and to enhance their educational efforts to inform the public on proper child restraint device usage. All 2011 funds should now be spent after the conclusion of FY 2013.

SECTION 1906

Section 1906 was established as a new grant program available to encourage states to enact and enforce a law that prohibits the use of racial profiling in highway law enforcement and to maintain and allow public inspection of statistical information for each motor vehicle stop in the State regarding the race and ethnicity of the driver and any passengers.

In FY 2013, these funds continue to be used to help increase the number of law enforcement agencies in the state who generate citations using the eCWS program. These citations are then submitted into the statewide Odyssey Case Management System, which is administered by the Judicial Technology and Automation Committee. This system has a public access point for the public to utilize to query citation data based on the demographics of the offender.

NON-PROGRAM FUNDING

STATE FARM INSURANCE

In FY 2013, ICJI was awarded a grant for \$26,000 from the State Farm Insurance to assist with the cost for the Rule the Road events. There were five *Rule the Road* events across the state in FY 2013 to help give young drivers hands on experience and education to improving their hazard recognition, vehicle handling, space management and speed management skills.

FUNDING STRATEGY

In order to determine grantee funding eligibility and award amounts in FY 2013, ICJI continued to use its objective, two-pronged funding formula. Using a combined blanket and targeted funding strategy, the formula allows for focus to be placed on high fatality counties while still continuing funding on a statewide basis.

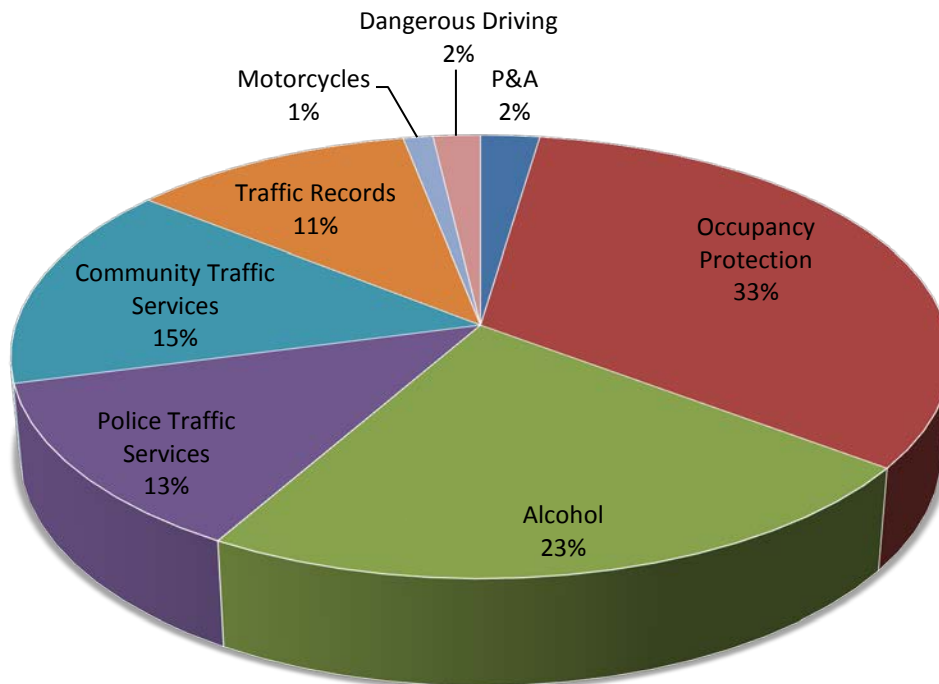
To create a maximum funding level for each group, ICJI established the following four county population categories: small (population fewer than 30,000); medium (population between 30,000 and 49,000); large, (population between 50,000 and 99,000); and extra large (population greater than 100,000). In following the first part of the formula, ICJI evaluates each grant proposal to determine its funding eligibility based on the following criteria: submission of an explanation of how the proposal specifically addresses Indiana's traffic fatalities, the previous effectiveness of the program for the agency and the agency's data reporting quality. While some programs concentrate on statewide or regional solutions, special emphasis will be placed on grantees to develop local solutions to local problems.

The second part of the formula involves targeting counties with the highest fatality numbers with additional funding beyond the blanket approach. Funding will be made available through de-obligated funds carried over from the previous fiscal year's grantees. Using unrestrained, dangerous driving and alcohol related crashes or fatalities as indicators for increased funding, ICJI will continue to examine trends in order to identify those jurisdictions that account for the majority of the State's traffic fatalities. Those counties will then become eligible for any available funding based on their ability to identify their specific problem through data and to present new and innovative traffic strategies with formalized evaluation of the programs.

FISCAL SUMMARY

FY2013 Traffic Safety Budget Breakdown by Program Area									
	406	402	410	2011	405	2010	408	1906	Total
	Primary Seat Belt	General	Impaired Driving	Child Pass	Seat Belts	Motorcycle	Traffic Records	Profiling (Est.)	Fed. Funds
P&A		236,450							236,450
Occupancy Protection	50,100	2,347,798		374,676	565,263				3,337,837
Alcohol		313,854	2,007,332						2,321,186
Police Traffic Services		688,204	568,514		20,000				1,276,718
Community Traffic Services	63,750	1,089,452	359,738						1,512,940
Traffic Records		359,963					571,894	201,164	1,133,021
Motorcycles						118,974			118,974
Dangerous Driving		189,462							189,462
TOTAL	113,850	5,225,183	2,935,584	374,676	585,263	118,974	571,894	201,164	10,126,588

FY2013 Traffic Safety Budget



2013 Budget Expenditures

	2013	406	402	410	2011	405	2010	408	1906	Total	State	Total
	HSP Budget	Primary Seat Belt	General	Impaired Driving	Child Pass	Seat Belts	Motorcycle	Traffic Records	Profiling (Est.)	Federal Funds Expenditures	Hard Match	Federal & State
Planning and Administrative (P&A)												
Planning & Administration-Federal	523,333.00	0.00	236,450.18	0.00	0.00	0.00	0.00	0.00		236,450.18	0.00	236,450.18
Planning & Administration-State	523,333.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	523,333.00	523,333.00
Sub-total P&A	1,046,666.00	0.00	236,450.18	0.00	0.00	0.00	0.00	0.00		236,450.18	523,333.00	759,783.18
Section II: Occupancy Protection												
Program Management	63,000.00		66,232.16	0.00	0.00	0.00	0.00	0.00		66,232.16	0.00	66,232.16
Automotive Safety Program	850,000.00	0.00	0.00	0.00	374,676.30	475,000.00	0.00	0.00		849,676.30	0.00	849,676.30
Seat Belt Enforcement (OPO)/Peds/Bikes	2,640,000.00	50,100.00	2,281,565.37	0.00	0.00	52,161.32	0.00	0.00		2,333,726.69	0.00	2,333,726.69
Rural Demonstration Project (RDP)	60,000.00	0.00	0.00	0.00	0.00	38,101.25	0.00	0.00		38,101.25		38,101.25
Sub-total Occ Protection	3,613,000.00	50,100.00	2,347,797.53	0.00	374,676.30	565,262.57	0.00	0.00		3,337,836.40	0.00	3,337,836.40
Section III: Alcohol												
Program Management	80,000.00	0.00	0.00	57,058.00	0.00	0.00	0.00	0.00		57,058.00	0.00	57,058.00
FACT Teams/Trainings	400,000.00	0.00	0.00	362,725.27	0.00	0.00	0.00	0.00		362,725.27	0.00	362,725.27
Enforcement (DUI Task Force)	1,400,000.00	0.00	0.00	1,292,178.13	0.00	0.00	0.00	0.00		1,292,178.13	0.00	1,292,178.13
Law Enforcement Training Board (SFST/DRE)	180,000.00		0.00	176,542.35	0.00	0.00	0.00	0.00		176,542.35	0.00	176,542.35
Traffic Safety Resource Prosecutor	185,000.00		163,854.15	0.00	0.00	0.00	0.00	0.00		163,854.15	0.00	163,854.15
Excise Police	120,000.00		0.00	118,828.45	0.00	0.00	0.00	0.00		118,828.45	0.00	118,828.45
SADD	150,000.00		150,000.00		0.00	0.00	0.00	0.00		150,000.00	0.00	150,000.00
Sub-total Alcohol	2,515,000.00	0.00	313,854.15	2,007,332.20	0.00	0.00	0.00	0.00		2,321,186.35	0.00	2,321,186.35
Section IV: PTS												
Program Management	67,000.00		42,120.18	0.00	0.00	0.00	0.00	0.00		42,120.18	0.00	42,120.18
Statewide Training	10,000.00	0.00	7,765.48	0.00	0.00	0.00	0.00	0.00		7,765.48	0.00	7,765.48
OPO Awards Banquet	95,000.00		93,602.42	0.00	0.00	0.00	0.00	0.00		93,602.42	0.00	93,602.42
Indiana State Police	1,200,000.00		544,716.14	568,513.60	0.00	20,000.00	0.00	0.00		1,133,229.74	0.00	1,133,229.74
Sub-total PTS	1,372,000.00	0.00	688,204.22	568,513.60	0.00	20,000.00	0.00	0.00		1,276,717.82	0.00	1,276,717.82
Section V: Community TS												
LEL Program	540,000.00		539,999.95	0.00	0.00	0.00	0.00	0.00		539,999.95	0.00	539,999.95
Media / Communications Division	1,128,950.00	63,750.00	545,909.98	359,737.82	0.00			0.00		969,397.80	0.00	969,397.80
Young Drivers Programs	20,000.00	0.00	3,542.00	0.00	0.00	0.00	0.00	0.00		3,542.00	0.00	3,542.00
Sub-total Community TS	1,688,950.00	63,750.00	1,089,451.93	359,737.82	0.00	0.00	0.00	0.00		1,512,939.75	0.00	1,512,939.75
Section VI: Traffic Records/ Research												
Program Management	70,000.00	0.00	0.00	0.00	0.00	0.00	0.00	69,475.32		69,475.32	0.00	69,475.32
Indiana University Center	350,000.00		349,999.97	0.00	0.00	0.00	0.00	0.00		349,999.97	0.00	349,999.97
Purdue University/ CODES	115,000.00		9,963.02	0.00	0.00	0.00	0.00	105,000.00		114,963.02		
Payment to the BMV	10,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Traffic Records Improvements	511,000.00	0.00	0.00	0.00	0.00	0.00	0.00	397,419.04		397,419.04	0.00	397,419.04
Racial Profiling Grant	275,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	201,163.52	201,163.52	0.00	201,163.52
Sub-total Traffic Records	1,331,000.00	0.00	359,962.99	0.00	0.00	0.00	0.00	571,894.36	201,163.52	1,133,020.87	0.00	1,133,020.87
Section VII: Motorcycles												
Motorcycle Training	0.00	0.00	0.00	0.00	0.00	0.00	11,374.30	0.00		11,374.30	0.00	11,374.30
Motorcycle Data Improvement Project	54,000.00	0.00	0.00	0.00	0.00	0.00	42,600.00	0.00		42,600.00	0.00	42,600.00
Media / Public Awareness Campaign	116,000.00	0.00	0.00	0.00	0.00	0.00	65,000.00	0.00		65,000.00	0.00	65,000.00
Sub-total Motorcycles	170,000.00	0.00	0.00	0.00	0.00	0.00	118,974.30	0.00		118,974.30	0.00	118,974.30
Section VIII: Dangerous Driving												
Dangerous Driving/ Texting	200,000.00	0.00	189,462.46	0.00	0.00	0.00	0.00	0.00		189,462.46	0.00	189,462.46
Sub-total Dangerous Driving	200,000.00	0.00	189,462.46	0.00	0.00	0.00	0.00	0.00		189,462.46	0.00	189,462.46
Total 2013 Budget	11,936,616.00	113,850.00	5,225,183.46	2,935,583.62	374,676.30	585,262.57	118,974.30	571,894.36	201,163.52	10,126,588.13	523,333.00	10,649,921.13

LEGISLATIVE SUMMARY

Chemical Tests for Intoxication

In light of recent court decisions regarding the admissibility of blood results, the legislature cleaned up our blood draw statute to help avoid the confusion that led to major litigation. The court decisions had hinged upon who was able to draw blood. The new statute states that any person who is trained to draw blood can do so. It also states that an officer trained to draw blood cannot draw from an officer in the same agency who is the suspect in a crime or operator in a vehicle crash.

SECTION 1. IC 9-30-6-6, AS AMENDED BY P.L.77-2012, SECTION 3, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE JULY 1, 2013]: Sec. 6. (a) A physician or a person trained in obtaining bodily substance samples and acting under the direction of or under a protocol prepared by a physician, who:

(1) obtains a blood, urine, or other bodily substance sample from a person, regardless of whether the sample is taken for diagnostic purposes or at the request of a law enforcement officer under this section; or
(2) performs a chemical test on blood, urine, or other bodily substance obtained from a person; shall deliver the sample or disclose the results of the test to a law enforcement officer who requests the sample or results as a part of a criminal investigation. Samples and test results shall be provided to a law enforcement officer even if the person has not consented to or otherwise authorized their release.

(b) A physician, a hospital, or an agent of a physician or hospital is not civilly or criminally liable for any of the following:

(1) Disclosing test results in accordance with this section.
(2) Delivering a blood, urine, or other bodily substance sample in accordance with this section.
(3) Obtaining a blood, urine, or other bodily substance sample in accordance with this section.
(4) Disclosing to the prosecuting attorney or the deputy prosecuting attorney for use at or testifying at the criminal trial of the person as to facts observed or opinions formed.
(5) Failing to treat a person from whom a blood, urine, or other bodily substance sample is obtained at the request of a law enforcement officer if the person declines treatment.

(6) Injury to a person arising from the performance of duties in good faith under this section.
(c) For the purposes of this chapter, IC 9-30-5, or IC 9-30-9:

(1) the privileges arising from a patient-physician relationship do not apply to the samples, test results, or testimony described in this section; and
(2) samples, test results, and testimony may be admitted in a proceeding in accordance with the applicable rules of evidence.

(d) The exceptions to the patient-physician relationship specified in subsection (c) do not affect those relationships in a proceeding not covered by this chapter, IC 9-30-5, or IC 9-30-9.

(e) The test results and samples obtained by a law enforcement officer under subsection (a) may be disclosed only to a prosecuting attorney or a deputy prosecuting attorney for use as evidence in a criminal proceeding under this chapter, IC 9-30-5, or IC 9-30-9.

(f) This section does not require a physician or a person under the direction of a physician to perform a chemical test.

(g) A physician or a person trained in obtaining bodily substance samples and acting under the direction of or under a protocol prepared by a physician shall obtain a blood, urine, or other bodily substance sample if the following exist:

(1) A law enforcement officer requests that the sample be obtained.

(2) The law enforcement officer has certified in writing the following:

(A) That the officer has probable cause to believe the person from whom the sample is to be obtained has violated IC 9-30-5.

(B) That the person from whom the sample is to be obtained has been involved in a motor vehicle accident that resulted in the serious bodily injury or death of another.

(C) That the accident that caused the serious bodily injury or death of another occurred not more than three (3) hours before the time the sample is requested.

(3) Not more than the use of reasonable force is necessary to obtain the sample.

(h) If the person:

(1) from whom the bodily substance sample is to be obtained under this section does not consent; and

(2) resists the taking of a sample;

the law enforcement officer may use reasonable force to assist an individual, who must be authorized under this section to obtain a sample, in the taking of the sample.

(i) The person authorized under this section to obtain a bodily substance sample shall take the sample in a medically accepted manner.

(j) This subsection does not apply to a bodily substance sample taken at a licensed hospital (as defined in IC 16-18-2-179(a) and IC 16-18-2-179(b)). A law enforcement officer may transport the person to a place where the sample may be obtained by any of the following persons who are trained in obtaining bodily substance samples and who have been engaged to obtain samples under this section:

(1) A physician holding an unlimited license to practice medicine or osteopathy.

(2) A registered nurse.

(3) A licensed practical nurse.

(4) An advanced emergency medical technician (as defined in IC 16-18-2-6.5).

(5) A paramedic (as defined in IC 16-18-2-266).

(6) Except as provided in subsections (k) through (l), any other person qualified through training, experience, or education to obtain a bodily substance sample.

(k) A law enforcement officer may not obtain a bodily substance sample under this section if the sample is to be obtained from another law enforcement officer as a result of the other law enforcement officer's involvement in an accident or alleged crime.

(l) A law enforcement officer who is otherwise qualified to obtain a bodily substance sample under this section may obtain a bodily substance sample from a person involved in an accident or alleged crime who is not a law enforcement officer only if:

(1) before January 1, 2013, the officer obtained a bodily substance sample from an individual as part of the officer's official duties as a law enforcement officer; and

(2) the:

(A) person consents to the officer obtaining a bodily substance sample; or

(B) obtaining of the bodily substance sample is authorized by a search warrant.

Synthetic Drugs

In the ongoing battle to combat an ever-increasing number of synthetic drugs and synthetic drug look-alike substances, the legislature passed a bill that created penalties and definitions of substances not yet classified as a controlled substance but that simulates the same effects. In addition, the law amended to the definition of "intoxicated" to reflect the use of these substances, as previously uncontrolled substances were not covered by the Operating While Intoxicated statute.

SOURCE: IC 35-46-9-2; (13)SE0536.1.19. --> SECTION 19. IC 35-46-9-2, AS ADDED BY P.L.40-2012, SECTION 21, IS AMENDED TO READ AS FOLLOWS [EFFECTIVE UPON PASSAGE]: Sec. 2. As used in this chapter, "intoxicated" means under the influence of:

(1) alcohol;

(2) a controlled substance;

(3) any drug (as defined in IC 9-13-2-49.1) other than alcohol or a controlled substance; or

(4) any combination of alcohol, controlled substances, or drugs; or

(5) any other substance, not including food and food ingredients (as defined in IC 6-2.5-1-20), tobacco (as defined in IC 6-2.5-1-28), or a dietary supplement (as defined in IC 6-2.5-1-16);

so that there is an impaired condition of thought and action and the loss of normal control of an individual's faculties.

See the entire enrolled act at <http://www.in.gov/legislative/bills/2013/SE/SE0536.1.html>

House Bill 1006

House Bill 1006 is the result of over three years work on refining Indiana's criminal code. This 500+ plus page document contains significant changes to many crimes in Title 35, as well as creates a new sentencing structure for all Indiana laws. Class A, B, C, and D felonies will now be listed on a Level 1-6 scale, granting more room to place sentences at appropriate levels. In addition, the bill reworks credit time, changing such aspects as "good time" credit, which allowed an inmate to serve 50% of his sentence. Under HB1006, an inmate will serve 75% of that sentence.

Changes in Title 9 and the traffic code have been predominantly concerned with assigning appropriate levels to the old classes. In general, Class D felonies are Level 6, Class C felonies are level 5, and Class B felonies are Level 4.

Work on HB1006 is ongoing and will be amended in the 2014 legislative session.

See the entire enrolled act at <http://www.in.gov/legislative/bills/2013/HE/HE1006.1.html>

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