

Traffic Safety Division
Indiana Criminal Justice Institute
The driving force behind traffic safety in Indiana



Indiana Traffic Safety Annual Report

Fiscal Year 2010

FISCAL YEAR 2010 ANNUAL REPORT

Traffic Safety Division of the Indiana Criminal Justice Institute

PREPARED FOR:

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PREPARED BY:

THE INDIANA CRIMINAL JUSTICE INSTITUTE'S

TRAFFIC SAFETY DIVISION



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FISCAL YEAR 2010 HIGHLIGHTS

For nearly a decade, Indiana has seen a significant decrease in the number of people killed on its roadways. Although Indiana's six year downward trend has been interrupted by increased fatalities in 2010 over 2009, Indiana has still reduced traffic fatalities on the roadways by nearly 20 percent over the past ten years. This year's fatality number of 751 is still well below the ten year average of 873, with the exception of last year's historic low, Indiana has not seen a number this low since 1944. The education of the motoring public coupled with the enforcement of new laws such as primary seat belt and .08 BAC has no doubt played a critical role in helping to make Hoosier roadways safer.

- IN THE LAST DECADE, INDIANA'S POPULATION INCREASED 6.6 PERCENT AND SERIOUS BODILY INJURIES PER 100,000 POPULATION DECREASED BY 32 PERCENT
- FATALITIES PER 100,000 POPULATION DECREASED 22 PERCENT OVER THE PAST TEN YEARS
- THE RATE OF YOUNG DRIVERS INVOLVED IN FATAL CRASHES HIT A FIVE YEAR LOW IN 2010
- TOTAL FATALITIES REMAIN AT HISTORICALLY LOW LEVELS
- THE TSD SUCCESSFULLY APPLIED FOR A \$67,000 GRANT FROM THE MADD NATIONAL OFFICE FOR AN INCENTIVE GRANT PROGRAM TO INCREASE BAC TESTING OF DRIVERS INVOLVED IN FATAL CRASHES; DURING THE PROJECT PERIOD THE TESTING RATE INCREASED 9.3 PERCENT OVER THE PREVIOUS YEAR
- NHTSA FUNDING DISTRIBUTED BY THE TSD RESULTED IN 8,257 DUI RELATED CITATIONS
- 202 NEW CHILD PASSENGER SAFETY TECHNICIANS WERE ADDED IN FY 2010 ACROSS THE STATE AND HELPED TO INSPECT OVER 10,000 CAR SEATS; 4,235 OF WHICH WERE DEFECTIVE AND REPLACED
- REDUCED MOTORCYCLE FATALITIES BY 15 PERCENT FROM 2008
- ALCOHOL IMPAIRED FATALITIES HAVE FALLEN FOR THE FIFTH STRAIGHT YEAR
- REDUCED THE NUMBER OF FATALITIES AGE 15 AND YOUNGER FROM 47 IN 2008 TO 28 IN 2010
- REDUCED THE NUMBER OF FATALITIES OF DRIVERS AGE 15 TO 20 INVOLVED IN FATAL CRASHES BY 27 PERCENT SINCE 2008, A TRIBUTE TO THE EFFECTIVENESS OF THE ENHANCED GDL
- REDUCED THE PERCENTAGE OF SPEED RELATED FATALITIES BY NEARLY EIGHT PERCENT SINCE 2008
- THE TSD DRAFTED A SUCCESSFUL APPLICATION TO QUALIFY FOR A \$885,460 NHTSA GRANT TO EXPAND THE USE OF THE ODYSSEY CASE MANAGEMENT SYSTEM BY COURTS IN THE STATE
- 88 PERCENT OF INDIANA COUNTIES HAVE AT LEAST ONE LAW ENFORCEMENT AGENCY PARTICIPATING IN A TRAFFIC SAFETY PROGRAM
- ACROSS ALL FOUR MAJOR LAW ENFORCEMENT PROGRAMS (OPO, BCC, DUI AND DDE) AN HOURLY CONTACT RATE OF 3.25 WAS MAINTAINED

INTRODUCTION

The Traffic Safety division (TSD) of the Indiana Criminal Justice Institute (ICJI) 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.”

.....

With the Fiscal Year (FY) 2010 Highway Safety Plan (HSP) the TSD placed our greatest resources toward our greatest problems, the TSD focuses on data-driven decision making for developing programs to fulfill our mission.

The ICJI’s TSD consists of a Division Director who coordinates the efforts of the support staff including an Impaired Driving and Motorcycle Safety Program Manager, Traffic Records Coordinator, Traffic Safety Research Associate, Traffic Services Program Manager, Program and Law Enforcement Liaison Supervisor, Traffic Safety Communications Manager and seven Law Enforcement Liaisons (LEL) located regionally across Indiana. The TSD maintains a close working relationship with the Research and Planning division and the Indiana State Budget Agency. The TSD 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 Roadway Safety (CRS) located at Purdue University, the Governor’s Council on Impaired and Dangerous Driving (Council) and the Traffic Records Coordinating Committee (TRCC).

The TSD promotes traffic safety initiatives on state and local roadways through the creation of a comprehensive HSP. The HSP describes the projects and activities planned to help reach national and state traffic safety goals 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 goals set forth in the HSP. The performance plan will explain how we evaluated whether the goals were reached. Each program report section details the goals and achievements, project details, media activities and evaluation (where applicable) for each program area. This is followed by sections on program funding, FY 2010 extras, and finally the fiscal and legislative summaries. It is the goal of the TSD that this document not only illustrate the activities of FY 2010 to those outside ICJI, but also that we utilize this document internally as a tool for reflection and help to stimulate ideas and improvements that can be made in FY 2011 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 2010. Priority was given to the areas that would have the greatest possible impact in reducing the number of lives lost, injuries sustained and costs incurred from traffic crashes on Indiana roadways.

The TSD identified nine data-driven target areas for focus in FY 2010. The FY 2010 HSP included trends and corresponding goals for these priority areas:

- *Total fatalities*
- *Impaired driving*
- *Motorcycle safety*
- *Seat belt use*
- *Young drivers*
- *Dangerous driving*
- *Pedestrians*
- *Children*
- *Total serious bodily injuries*

The primary sources of data that were used in problem identification for FY 2010 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 TSD staff and adjustments in priority areas were made if deemed necessary. Likewise, these data sources informed the TSD of the grantees' impact on traffic safety and indicated progress toward or attainment of the FY 2010 goals.

Members of the TSD continue to work with representatives of the Council on performance measures which are appropriate for the state and the initiatives that work simultaneously with TSD 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), State Farm Insurance, and local law enforcement agencies. In addition to members of the TSD and the Council, other stakeholders involved in setting performance goals for FY 2010 included members of the TRCC and the state's LELs. With the TSD's continued partnership with the Center, the detail of the performance measures continues to improve. The TSD continues to examine trends over the last five years for determining short term and long term goals for each priority area.

PROGRAM REPORTS

This section on program reports has been divided into the six key program areas with some areas including more than one of the priority areas listed in the Performance Plan. Each of the sub-sections will include the goals and achievements, project details, and media support. An evaluation of the priority area's public information campaign efforts will be included when applicable. Two of the TSD's comprehensive goals for FY 2010 included a reduction in fatalities and serious bodily injuries in traffic crashes.

GOALS & ACHIEVEMENTS

2010 GOAL	RESULT	ACHIEVED
Reduce the number of traffic fatalities from 815 in 2008 to 789 in 2010	751 fatalities during 2010	✓
Reduce the rate of fatalities per 100K population from 12.78 in 2008 to 12.29 in 2010	11.58 fatalities per 100K population in 2010	✓
Reduce fatalities per 100M VMT from 1.19 in 2008 to 1.00 in 2010	1.02 fatalities per 100M VMT as of Nov. 2010	TBD
Reduce the number of serious bodily injuries from 3,397 in 2008 to 3,263 in 2010	3,339 serious bodily injuries during 2010	✗
Reduce the serious bodily injuries per 100K population from 53.0 in 2008 to 50.8 in 2010	51.5 serious bodily injuries per 100K population in 2010	✗
Reduce the serious bodily injury rate per 100M VMT from 4.92 in 2008 to 4.81 in 2010	4.74 serious bodily injuries per 100M VMT as of Nov. 2010	✓

The TSD's goal to reduce fatalities was reached during 2010. As of January 10, 2010 there were 751 fatalities during 2010.¹ Although the number of traffic fatalities increased during 2010 from those in 2009, Indiana has reduced traffic fatalities by fifteen percent since 2000 (see Graph A).

The rate of fatalities per 100,000 population fell to 10.8 during 2009; this surpassed the goal for 2010. Indiana's population rose 6.6 percent from 2000 to 2010 and despite this increase the fatalities per 100,000 population decreased more than 21 percent over the past ten years.² Indiana has achieved the 2010 goal despite the increase in fatalities from 2009 to 2010.

Indiana began to include a goal to reduce the rate of fatalities per one hundred million vehicle miles traveled (100M VMT) for the first time in FY 2010 HSP. When the goal was set, Indiana set to achieve the NHTSA goal of reducing fatalities to 1.00 per 100M VMT. The VMT data is not yet available for all of 2010, however Indiana celebrated the record low 0.97 fatalities per 100M VMT during 2009 and 1.02 fatalities per 100M VMT thus far in 2010.^{3,4} Although Indiana surpassed the NHTSA goal for 2010 during 2009, the trends for 2010 indicate that Indiana will not continue to decline from the 0.97 achievement in 2009. Once VMT data becomes available during the start of 2011, Indiana will determine whether the fatalities stayed below 1.00 fatalities per 100M VMT in 2010.

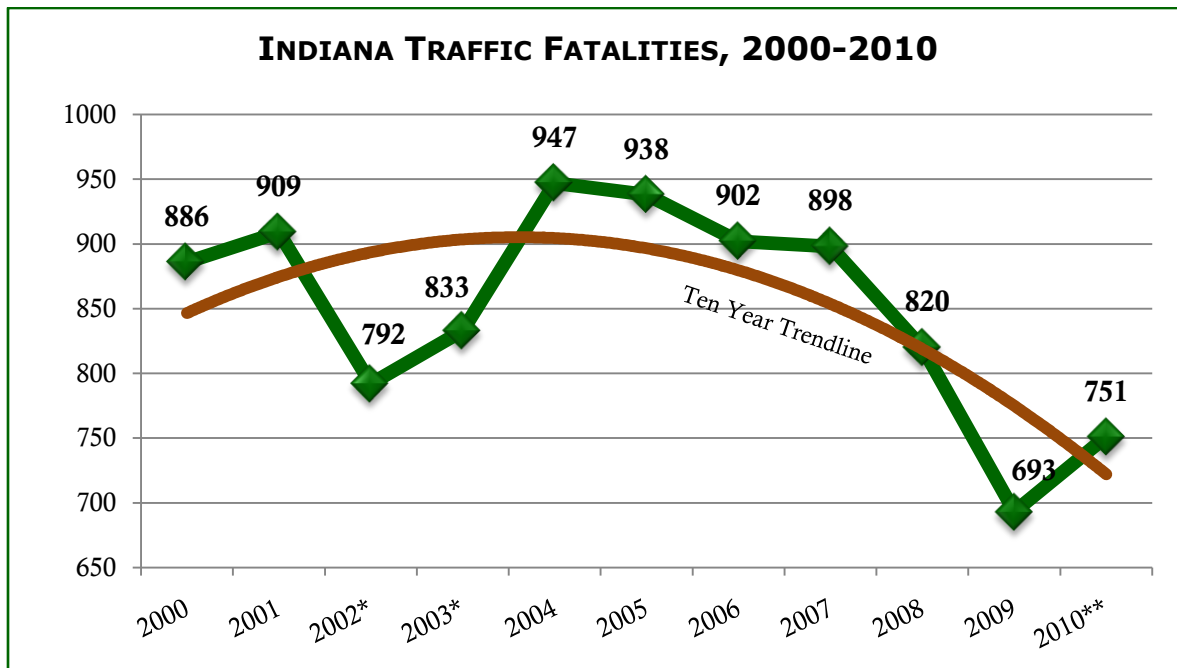
¹ Source: Fatality Analysis Reporting System (www-fars.nhtsa.dot.gov). 2010 fatality counts as of January 10, 2011.

² 2010 U.S. Census data available at www.2010.census.gov

³ 2009 fatality count from the Indiana State Police Automated Reporting Information Exchange System. Accurate as of March 1, 2010.

⁴ Vehicle miles traveled for January through November 2010 provided by INDOT.

GRAPH A



Source: FARS. Submitted by the Indiana State Police to the National Highway Traffic Safety Administration.
 *2002-2003 fatalities are suspected as drastically underreported due to missing crash reports.
 **2010 FARS numbers are accurate as of January 10, 2011.

The FY 2010 HSP was the first time Indiana included serious bodily injuries as a priority area.⁵ The first goal was to reduce serious bodily injuries during 2010 to 3,263 and that goal is not likely to be achieved.⁶ Similar to the total fatalities for 2010, Indiana experienced a sharp decline in serious bodily injuries in 2009 and then an increase thus far in 2010 (see Graph B).

The second goal to reduce serious bodily injuries per 100,000 population in 2010 was not achieved. Just as the total serious bodily injury count decreased in 2009 and then increased in 2010, this measure was similarly affected. However, when analyzed over the past ten years, serious bodily injuries per 100,000 population decreased by 32 percent while Indiana’s population increased by 6.6 percent.⁷

SERIOUS BODILY INJURIES PER 100K POPULATION DROPPED 32% OVER THE PAST DECADE

The final goal to reduce serious bodily injuries per 100M VMT in 2010 was achieved. As of November 30, 2010, there were 3,179 people seriously injured in traffic crashes in Indiana.⁸ Based on the January to November VMT, Indiana decreased the rate to 4.74 and surpassed the 2010 goal of 4.81 serious bodily injuries per 100M VMT. The final figures will be reassessed when Indiana’s 2010 VMTs are made available in early 2011.

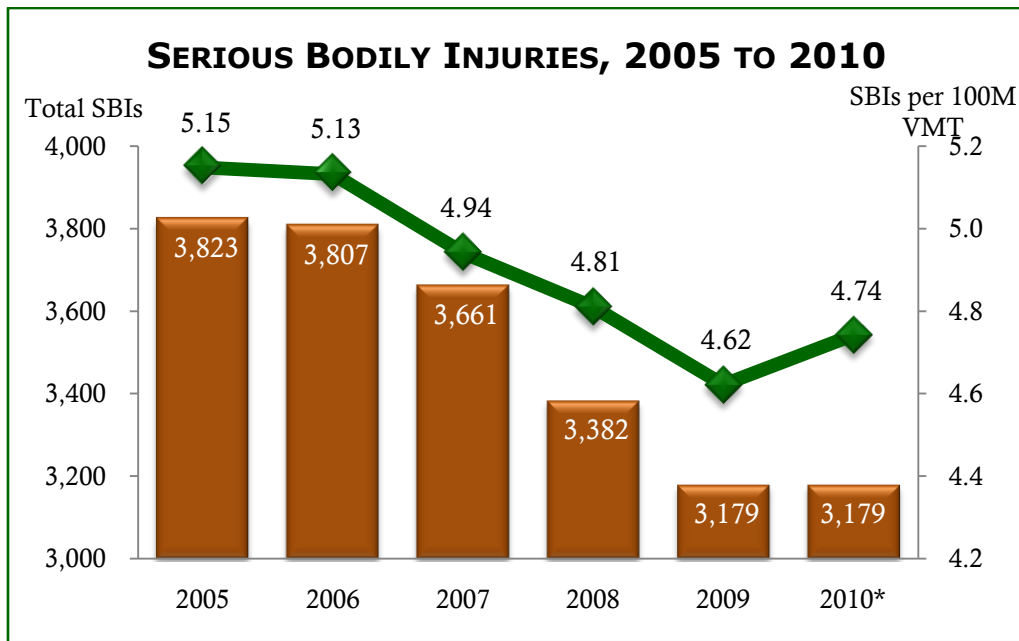
⁵ Serious bodily injury is a non-fatal injury that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Hospitalization is usually required. Examples include sever lacerations, broken limbs, skull fracture, crushed chest, internal injuries, etc.

⁶ Serious bodily Injury count from the Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 21, 2010.

⁷ 2000 serious bodily injuries (4,891) from Indiana Crash Fact 2000 available at www.in.gov/cji/files/CRASH_2000.pdf

⁸ January to November 2010 serious bodily injury count from the Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 21, 2010.

GRAPH B



Data derived from the Indiana State Police Automated Reporting Information Exchange System and is accurate as of December 21, 2010.

*2010 data includes January to November 2010 serious bodily injuries and VMTs.

The programs' common mission, to reduce traffic fatalities, injuries and crashes, is successful because federal funding is used for overtime enforcement efforts by law enforcement. During year-long and special overtime enforcement periods, law enforcement officers take to the streets to work exclusively on traffic enforcement. Their accomplishments in issuing citations and making arrests are recorded by the TSD through an on-line reporting database which law enforcement agencies must use to report their activity in order to receive funding. Below is a snapshot of some of their efforts using NHTSA monies for overtime enforcement to enforce traffic laws in Indiana.

CITATIONS & ARRESTS DURING GRANT FUNDED ENFORCEMENT ACTIVITIES, FY 2010						
Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total	% Change from FY 2009
Seat Belt	62,173	105	7,310	36,103	105,691	6.9%
Child Restraint	1,803	29	594	1,587	4,013	-3.7%
Misdemeanor DUI	267	261	6,260	458	7,246	6.8%
Felony DUI	47	5	900	59	1,011	15.7%
Suspended License	3,279	251	4,691	5,020	13,241	-3.0%
Speed	9,801	49	16,478	80,761	107,089	-6.9%
Motorcycle Permit/ License Violation	229	18	266	203	716	-1.3%
Criminal Misdemeanor	1,211	270	4,127	1,525	7,133	9.8%
Criminal Felony	330	38	933	421	1,722	-1.5%
All Others	11,935	486	20,122	26,331	58,874	-1.5%
Grand Total	91,075	1,512	61,681	152,468	306,736	0.1%

IMPAIRED DRIVING

Indiana has made great strides toward reducing impaired driving and the social harms caused by those who choose to drive after drinking too much alcohol or using illegal drugs. The issue, however, remains at the fore-front of the state and local agencies. Indiana secured new resources during 2010 to improve the data and reporting of drivers' blood alcohol content (BAC) which helps determine where agencies need to focus enforcement efforts and public information campaigns to reduce impaired driving crashes, injuries and fatalities.

GOALS & ACHIEVEMENTS

2010 GOAL	RESULT	ACHIEVED
Reduce the number of alcohol related fatalities from 246 in 2008 to 238 in 2010	249 alcohol related fatalities during 2009	TBD
Reduce the percent of fatalities in crashes with BAC of 0.08 or higher from 21.1% in 2008 to 20.7% in 2010	14.7% of fatalities had a BAC of 0.08 or higher as of Nov. 2010	✓
Reduce the rate of fatalities with BAC of 0.08 or higher per 100M VMT from 0.250 in 2008 to 0.245 in 2010	0.151 fatalities with a BAC of 0.08 or higher per 100M VMT as of Nov. 2010	✓
Reduce the number of fatalities involving a driver or motorcycle operator with BAC of 0.08 or higher from 172 in 2008 to 169 in 2010	103 fatalities with BAC of 0.08 or higher as of Nov. 2010	✓

While the definition of alcohol related is slightly different between NHTSA and the Indiana's ARIES crash database, the national data indicates Indiana may not achieve the 2010 goal of reducing alcohol related fatalities.^{9,10} Using the NHTSA definition, there were 261 fatalities in crashes where one driver recorded a BAC greater than 0.01 in 2008.¹¹ If the 2010 goal had been set using this figure, Indiana would show a decline from 2009 and be on pace to achieve the 2010 goal, provided the alcohol fatalities do not show a similar increase as the statewide fatalities.¹² Whether the state met the goal will be determined in mid-2011.

Although the total number of alcohol related fatalities was not available for 2010, driver BAC in crashes can be retrieved from ARIES within approximately 30 days of the crash. Data indicates the number of fatalities with a driver's BAC at 0.08 or higher has decreased past the 2010 goal. Likewise, the percent of fatalities with a driver's

⁹ A crash is identified as alcohol related if any one of the following conditions are met: (1) 'alcoholic beverages' is listed as the primary factor of the crash; (2) 'alcoholic beverages' is listed as a contributing circumstance in the crash; (3) any vehicle driver or non-motorist (pedestrian, pedalcyclist) involved in the crash had a BAC test result greater than zero; (4) the crash report lists the apparent physical condition of any driver or non-motorist involved as 'had been drinking'; or (5) a vehicle driver is issued an Operating While Intoxicated (OWI) citation. Due to the extent of the definition, alcohol related fatal counts are not yet available for 2010. HSP goals set using a two percent reduction in fatalities from the most recent data available. Two percent reduction in 250 would have been 245 alcohol related fatalities as the 2010 goal.

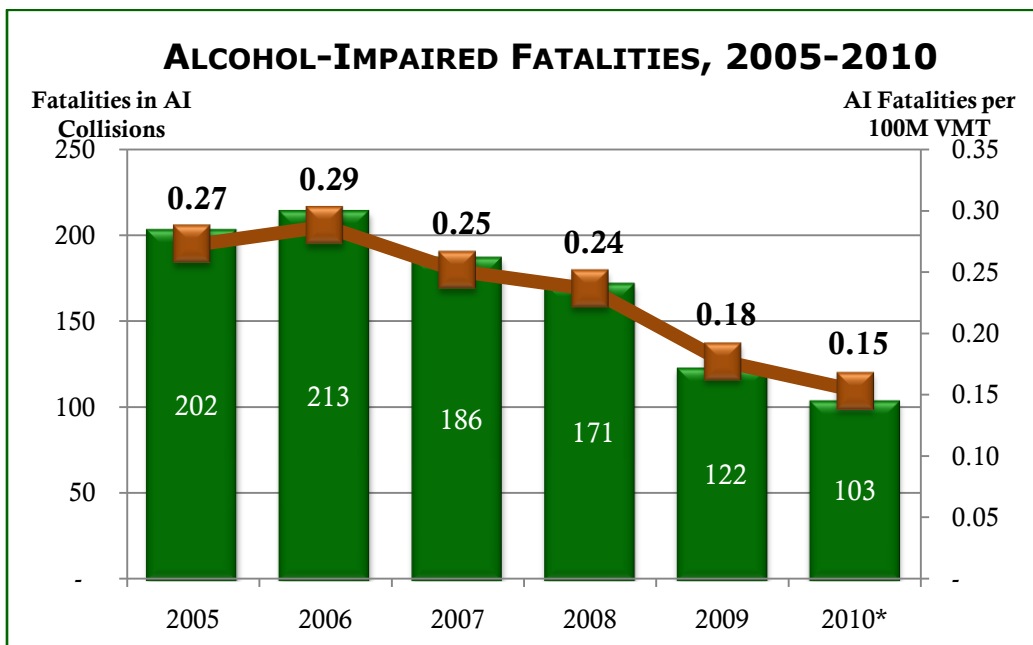
¹⁰ NHTSA's definition of alcohol related fatality includes a fatality in a crash with one or more drivers having a BAC greater than 0.01 g/dL. Due to underreporting of testing results, NHTSA uses an imputation model to find the total alcohol crashes.

¹¹ Indiana's alcohol related fatality goal was set in the FY 2010 HSP using the 2008 Indiana Crash Facts Book and the goal is assessed using the most recent NHTSA alcohol related data available from the 2009 alcohol related fatality count from National Highway Traffic Safety Administration 2009 *Alcohol-Impaired Driving* report. DOT HS 811 385.

¹² HSP goals set using a two percent reduction in fatalities from the most recent data available. Two percent reduction in 261 would have been 256 alcohol related fatalities as the 2010 goal.

BAC at 0.08 or higher has decreased and the 2010 goal has been achieved.¹³ The goal to reduce alcohol related fatalities per 100M VMT was achieved based on the 2010 VMT and fatalities in crashes with a driver BAC of 0.08 or higher for January through November 2010 (see Graph C). Because these are preliminary findings and testing results are often supplemented near the end of each year, the TSD will reassess each of the impaired driving results in early 2011.

GRAPH C



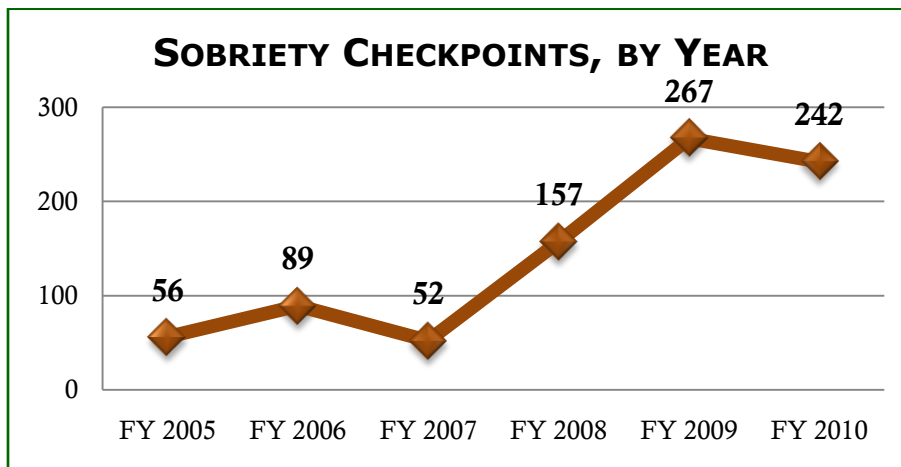
* Data derived from the Indiana State Police Automated Reporting Information Exchange System and is accurate as of December 28, 2010.

*2010 data includes January to November 2010 alcohol impaired fatalities and VMTs.

PROJECT DETAILS

The ISP and local law enforcement agencies involved in the DUI Task Force programs conducted 242 sobriety checkpoints throughout the state in FY 2010. Since FY 2005, Indiana has conducted a total of 863 sobriety checkpoints on grant funds (see Graph D).

GRAPH D



¹³ From January to November, 2010 there were 103 fatalities reported in crashes with one or more drivers had a BAC greater than 0.08. Source: Indiana State Police Automated Reporting Information Exchange System as of Dec. 29, 2010.

DUI TASK FORCE

According to NHTSA, in 2009 30 percent of fatalities in Indiana were alcohol related. The national average for alcohol related fatalities was 32 percent (0.08 BAC or greater).

For FY 2010, the DUI Task Force comprised of 125 law enforcement agencies in 32 Indiana counties. The participating departments' jurisdictions are strategically located in parts of the state with the highest representation of alcohol related crashes. DUI Task Force agencies are provided overtime funding to detect and arrest impaired drivers. This sustained year round impaired driving enforcement serves as one of the most significant means for reducing impaired driving in Indiana through high visibility enforcement. The ISP work in conjunction with local law enforcement agencies to ensure DUI enforcement is occurring in all 92 Indiana counties. Of those 92 counties, ten were specifically targeted by the ISP for additional enforcement due to the higher number of impaired driving crashes and the absence of a local DUI Task Force.



Officers of the Marion Co. Traffic Safety Partnership conduct a sobriety checkpoint

In FY 2010, participation in the DUI Task Force program resulted in the issuance of 4,805 misdemeanor DUI citations and 634 felony DUI citations. DUI Task Force details also produced 3,134 criminal misdemeanor arrests, 704 criminal felony arrests, 3,575 suspended drivers, and 28,359 other traffic citations issued.

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

- *While conducting DUI Task Force patrols, officers from Westfield made arrests for possession of crack cocaine, possession of a firearm by violent felon, possession of paraphernalia, possession of a controlled substance and a driving while suspended prior.*
- *A Howard County Sheriff's deputy stopped a car for suspected impaired driving while he was being tailgated by another car. The deputy initiated stop of front vehicle and the vehicle to the rear. Male driver in front was .12 percent, and the female in second car was .13 percent. They were husband and wife following each other home. Same officer from first incident then stopped another vehicle and vehicle began to backup almost striking the officer. Driver was .21 percent and a habitual traffic violator for life. Both incidents happened on same night.*
- *A Madison County Sheriff's deputy pulled over a suspected drunk driver in the city of Anderson. As the officer was exiting his vehicle a van slammed into the rear of his patrol vehicle. The driver of the van was found to be intoxicated and tested .24 percent. The operator also had a previous conviction for DUI within five years. The driver of the original vehicle that the Deputy had stopped was also found to be intoxicated.*
- *In May, the La Porte County DUI Task Force focused attention on prom and post prom teen drivers. A news release was disseminated to local media outlining their goals and strategies. County high schools were also forwarded the information and they too announced that the Task Force would be active around the prom and post prom sites. Several school administrators indicated that this was a deterrent and there were no alcohol related incidents in or around prom sites and no crashes involving attendees.*

INDIANA STATE EXCISE POLICE-UNDERAGE DRINKING PROGRAMS

The Indiana State Excise Police (ISEP) officers assisted FACT and law enforcement agencies with alcohol related investigations. One such funded program is the Stop Underage Drinking and Sales (SUDS) program. This program affords Excise officers the opportunity to work overtime enforcement initiatives and enforce the alcoholic beverage laws in areas and at events that have historically produced a crowd that is known to illegally consume or possess alcohol beverages. The increased law enforcement presence conveys the message that underage drinking is not tolerated in Indiana. In FY 2010, the ISEP increased the number of SUDS details conducted from 120 during the previous year to 225 details. The number of counties where details were conducted increased from 23 the previous year to 34 in FY 2010. During these details, SUDS dollars afforded 4,479 additional hours of manpower for the intensified patrols. During the 225 SUDS details, ISEP officers made 2,469 enforcement contacts totaling 3,220 charges.

Another program, Cops In Shops (CIS), allows ISEP officers in cooperation with owners of alcohol sales shops, to pose as both customers and employees in stores across Indiana. Persons under the legal age of 21 who are inside a package store or attempting to purchase alcoholic beverages at other dealer locations are intercepted by ISEP officers and arrested at the location. In addition, persons observed purchasing alcoholic beverages for minors in and around these locations are also arrested. In FY 2010, CIS conducted 60 details, up from 42 in FY 2009, in 14 different counties throughout the state. Excise officers continue to strive to meet the needs of the industry when alcohol permit holders request CIS details in their establishments. A total of 64 enforcement contacts were made, which accounted for 81 charges.

FATAL ALCOHOL CRASH TEAMS

The Fatal Alcohol Crash Team (FACT) program is designed to aid in the successful adjudication of impaired drivers who have caused serious bodily injury or death. In FY 2010, the state's FACTs were called out to 142 suspected alcohol related crashes, a continued decrease from 152 crashes in FY 2009 and 170 crashes in FY 2008.

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. This policy change may have helped result in a ten percent increase in the number of chemical tests performed and reported to FARS.

The most recent NHTSA Management Review recommended that the "TSD should conduct a formal evaluation of the benefits of the FACT program to the impaired driving programs of the counties where these teams are implemented to document their effectiveness as impaired driving countermeasures." The Research and Planning division of ICJI is collaborating with the TSD and three FACTs across the state on a process and program evaluation. The goal of the evaluation is to show whether the prosecution of drivers involved in fatal alcohol crashes have improved since FACT began in the county. Secondary to this evaluation will be a comparison between counties with FACT and counties without FACT. Following the initial evaluation, the TSD can work with Indiana FACTs to improve their programs to meet the goals of the grant. Indiana could then produce a model FACT program description which could be utilized by other states. While the methodology has been submitted and approved by NHTSA, revisions have been made to the original timeline to extend the data collection and final report deadlines. The final version of the evaluation schedule and timeline will be submitted to NHTSA in January of 2011.

CRASH INVESTIGATION AND DUI TRAINING PROGRAM

To further develop their DUI crash investigation skills, the FACT and DUI Task Force agencies attended extensive crash reconstruction and at-scene investigation trainings in FY 2010. Instead of using grant funds to send a small

number of officers elsewhere for trainings, the TSD decided to host the trainings, thus making them available to a larger number of officers.

Training class topics have included at-scene investigation, technical crash investigation, applied physics, occupant kinematics, advanced commercial vehicle reconstruction, vehicle dynamics, sobriety checkpoint supervisor courses



and other impaired driving related topics. During FY 2010, 6,240 hours of training were provided in *At Scene Traffic Crash Investigation, Technical Crash Investigation, and Traffic Crash Reconstruction*, 26 officers attended each of the three courses. Over the course of FY 2008, FY 2009, and FY 2010, the TSD has provided training for 695 officers from 102 police departments totaling 29,568 hours.

Traffic Safety Director Ryan Klitzsch, North East LEL Lance Grubbs and DUI Task Force Commander Lt. Kip Suter of the Kosciusko County TSP stand by the new traffic safety trailer that will be utilized to conduct sobriety checkpoints.

CHEMICAL TESTING PROGRAMS

In a continuing effort to increase the number of drivers tested for drugs and alcohol after being involved in a motor vehicle crash, the TSD partnered more closely with the Indiana Coroners Association and local law enforcement agencies to train them about the importance of testing.

Indiana has made chemical testing a priority of all of our traffic safety programs. Chemical testing is a covered topic at all trainings conducted by the ICJI and is discussed at periodic grantee meetings. Indiana's chemical testing rate has increased steadily from lower than 60 percent in 2005 to over 70 percent in 2010.

Part of this increase can be attributed to a grant the TSD applied for and was awarded from Mothers Against Drunk Driving (MADD) to help increase BAC testing and reporting in Indiana in 2010. From this grant the TSD announced a competitive equipment grant opportunity for the current traffic safety grantees. Grantees were given an equipment award based on the increase in chemical testing of fatality crashes from the same time period the year before. During February through October of 2009, Indiana grantees had a chemical testing rate of 63.3 percent. At the conclusion of the MADD grant program, Indiana's chemical testing rate has increased to 72.1 percent, an increase of 8.8 percent.

CHEMICAL TESTING OF DRIVERS IN FATAL CRASHES HAS INCREASED 17% IN 5 YEARS

STANDARDIZED FIELD SOBRIETY TESTING & DRUG RECOGNITION EXPERT PROGRAMS

The Standardized Field Sobriety Testing (SFST) program continued to train officers the best methods for identifying alcohol impaired drivers. There were 435 new officers trained in SFST and 439 retrained in proper administrations of the tests. Two courses were held for training officers to become Drug Recognition Experts (DRE). One course

was conducted in Indianapolis and one in Lawrenceburg. In these courses, 28 additional officers were successfully trained to be DRE, giving Indiana a total of 198 certified DREs. Three officers are currently in the process of completing their DRE certification training.

TRAFFIC SAFETY RESOURCE PROSECUTOR

The primary objective of the Traffic Safety Resource Prosecutor (TSRP) is to provide comprehensive statewide training to prosecutors and law enforcement officers on the most effective methods of investigating and prosecuting impaired driving and other traffic related offenses. These trainings should help reduce injuries and fatalities and keep impaired and dangerous drivers off of the highways by achieving high conviction rates throughout the state. Five statewide conferences were hosted, conducted or co-sponsored by the TSRP during the FY 2010 grant year. There were 151 prosecutors and law enforcement professionals that attended these trainings, averaging 30 attendees per training. Trainings included the following topics:

- *SFST and Toxicology: The Case for the Prosecution*
- *The Visual Trial and the CSI Effect*
- *OWI Legal and Ethical Update*
- *OWI Trial Advocacy School*
- *Cops in Court*

The TSRP responded to 200 telephone calls and 2,127 e-mail inquiries from prosecutors and law enforcement agencies in Indiana. These inquiries were on a range of topics including interpretation of Indiana statutes and case law, legislative and legal updates on pertinent legislation, admissibility of evidence, advice on how to handle issues in trials and requests for other trial support assistance.

MEDIA AND COMMUNICATIONS

Indiana Pacers

While a partnership with Pacers was not possible during FY 2010, an important component of this past partnership remained a prominent part of the fan experience. Message beams connecting Conseco Fieldhouse and the adjoining parking structure remained in tact during FY 2010, an added value carried over from the FY 2009 partnership. As fans that entered and exited the arena, buzzed driving messages were clearly visible.



Message beams inside Conseco Fieldhouse in Indianapolis, IN.

Safe Family Travel/Blitz 61: November 2009

MEDIA FOCUS: OVER THE LIMIT. UNDER ARREST.

The Communications division was able to sustain crucial impaired driving messaging through both paid and earned media opportunities during Blitz 61. NHTSA developed advertising was coupled with the distribution of media correspondence to generate media interest and public awareness. More than 100 print, web and broadcast earned

media instances occurred during the month, helping to reinforce a statewide paid media flight that resulted in upwards of 4 million gross impressions (GRPs).

The division's promotional push for the Safe Family Travel enforcement included a release combining the results of the August *Over the Limit* enforcement effort and information on mobilization and checkpoint activity conducted by DUI Task Force members in more than 20 counties around the state.

CAMPAIGN: SAFE FAMILY TRAVEL. OVER THE LIMIT. UNDER ARREST						
FORMAT: RADIO/ TELEVISION						
POST DATES: 11/15 - 11/29/2010						
PURCHASED			ACTUAL			
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
2,409	\$19,992	445	\$19,912	408,123	30	N/A

CAMPAIGN: SAFE FAMILY TRAVEL.						
FORMAT: OUTDOOR						
POST DATES: NOVEMBER 2009						
	PURCHASED		ACTUAL			
County	# of Boards	Investment	# of Boards	Investment	Added Value	Added Value Total
LaPorte	9	\$2,647	9	\$2,647		
Lake	22	\$6,471	30	\$6,471	8	\$2,353.90
Marion	32	\$29,760	41	\$29,760	9	\$8,370.00
Porter	7	\$2,059	7	\$2,059		
Elkhart	18	\$13,807	20	\$13,807	2	\$1,543.11
Campaign Totals:	88	\$54,744	107	\$54,744	19	\$12,267.01

Buzzed Driving is Drunk Driving: Christmas, New Year's and Super Bowl 2010:

Communications efforts for the TSD often focus on messages of social responsibility during times when no blitz-related enforcement efforts are scheduled. Because of its versatility, the *Buzzed Driving is Drunk Driving* tag is frequently used to sustain impaired driving messaging and facilitate positive behavioral change among Hoosier motorists. Through targeted media correspondence with an impaired driving focus and specially produced web features, the division successfully sustained a statewide presence during the period and the media took notice. More than 200 web, print and broadcast hits were recorded for the TSD between January 1 and mid-February alone.

Impaired Driving – St. Patrick's Day: March 2010

Not only was a traditional media buy (radio, television and outdoor advertising) placed for the Blitz 62 *Click It or Ticket* campaign, the TSD's utilized a dual earned media strategy to support enforcement efforts. Through their association with Indiana Sports Corp and the Big Ten Tournament, the division partnered with the NCAA Hall of Champions to host its kickoff media event. The first non-NCAA entity allowed to use the Hall for promotional purposes, the division was able to draw statewide interest in enforcement activities.

To further reinforce blitz messaging, the Communications division partnered with Indiana Sports Corp to create awareness among basketball fans taking part in Big Ten tournament action. Through this partnership, the TSD was able to work with managers of downtown bars and restaurants to provide special incentives to patrons who agree to register as the designated driver for their party. The division provided signage and special “Hoo-sier Driver” wristbands to 10 area establishments for the promotion. During the second week of enforcement, the division continued to promote the campaign through a series of live segments with local media outlets.



Joined by law enforcement partners from across the state, ICJI Executive Director, T. Neil Moore tied in enforcement efforts to the onset of March Madness and Big Ten Tournament

CAMPAIGN: OVER THE LIMIT. UNDER ARREST.						
FORMAT: RADIO/ TELEVISION						
POST DATES: 3/3 - 3/17/10						
PURCHASED		ACTUAL				
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
5,233	\$212,531	5,556	\$209,800	4,951,953	323	\$2,731

CAMPAIGN: OVER THE LIMIT. UNDER ARREST.						
FORMAT: OUTDOOR						
POST DATES: MARCH 2010						
	PURCHASED		ACTUAL			
County	# of Boards	Investment	# of Boards	Investment	Added Value	Added Value Total
Allen	8	\$4,913	9	\$4,913	1	\$614.00
Vanderburgh	12	\$6,141	12	\$6,141		
St. Joseph	8	\$4,800	9	\$4,800	1	\$600.00
Lake	11	\$3,559	12	\$3,559	1	\$323.54
Marion	21	\$16,523	27	\$16,523	6	\$4,720.86
Campaign Totals:	60	\$35,936	69	\$35,936.00	9	\$6,258.40

Over the Limit. Under Arrest./Blitz 64 August 2010

MEDIA FOCUS: IMPAIRED DRIVING

The August *Over the Limit. Under Arrest.* campaign began with a statewide paid media flight that combined outdoor and broadcast advertising mediums. To prevent market saturation with NHTSA created spots used by other federal partners, the Communications division used broadcast creatives unique to the Indiana market. In an effort to

increase their reach to include motorcyclists, the TSD also created a billboard featuring motorcycle safety spokesperson Nicky Hayden. To stay consistent with their direct marketing strategy, the division unveiled the billboard during the weekend of *Motorcycles on Meridian* – an event geared towards motorcycle enthusiasts and associated with the Red Bull Moto GP. The creative was strategically positioned in a downtown Indianapolis location where traffic was restricted to motorcycles and pedestrians only.

In an effort to increase earned media opportunities in all of the state’s media markets, the TSD traveled to the South Bend-Elkhart DMA to kickoff this year’s *Over the Limit. Under Arrest.* enforcement. With the help of its Northeast Region LEL, the division partnered with the Mishawaka Police Department, the St. Joseph County Prosecutor’s Office and Bethel College to announce the start of Blitz 64. The event focused on underage drinking and driving, particularly among those between the ages of 18-20.

CAMPAIGN: OVER THE LIMIT. UNDER ARREST.						
FORMAT: RADIO/ TELEVISION						
POST DATES: 8/22 - 9/5/10						
PURCHASED		ACTUAL				
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
4,485	\$180,952	4,273	\$177,063	2,697,523	N/A	N/A

CAMPAIGN: OVER THE LIMIT. UNDER ARREST.						
FORMAT: OUTDOOR						
POST DATES: AUGUST 2010						
	PURCHASED		ACTUAL			
County	# of Boards	Investment	# of Boards	Investment	Added Value	Added Value Total
Marion	21	\$16,405	25	\$16,405	4	\$3,124.76
Marion - Wall	1	\$17,647	1	\$17,647		
Lake	11	\$3,559	13	\$3,559	2	\$647.09
Allen	14	\$8,598	16	\$8,598	2	\$1,228.28
St. Joseph	14	\$8,400	16	\$8,400	2	\$1,200.00
Tippecanoe	8	\$4,913	10	\$4,913	2	\$1,228.25
Campaign Totals:	69	\$59,522	81	\$59,522	12	\$7,428.38

EARNED MEDIA: OVER THE LIMIT. UNDER ARREST													
	Oct-09	Nov-10	Dec-10	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	End FY 10
IMPAIRED DRIVING													
Print & Online	43	32	60	22	31	129	12	25	33	75	135	55	652
Broadcast	15	50	15	10	2	105	5	10	19	84	207	67	589
Interviews	4		2			5							11
Statewide Releases	1		2	1	2	2	1				2		7
Media Events						1					1		2
Monthly Total	63	82	79	33	35	242	18	35	52	159	345	122	1,261

EVALUATION

TELEPHONE SURVEYS






Pre and post telephone surveys were conducted for the August DUI crackdown. Samples of 1,000 residents were surveyed about their impressions and knowledge of a variety of traffic safety messages. Some of the key findings found in the post survey were that 60.1 percent of drivers said there were more impaired driving messages over the past 30 days, up from 52.7 percent before the campaign. Sobriety checkpoints had been a large focus for the TSD during the blitz, so it was key to find that of the respondents in the pre-survey, 23.2 percent had seen or heard about a sobriety checkpoint and of the respondents in the post-survey, 30.7 percent had seen or heard about a sobriety checkpoint. The media slogans and campaigns are a crucial part to public education and social-norming; so it was valuable to know the positive changes in the number that recognized the media messaging and law enforcement activities.

IMPAIRED DRIVING SURVEY, SLOGAN RECOGNITION 2008-2010						
SLOGAN	2008		2009		2010	
	PRE	POST	PRE	POST	PRE	POST
Buzzed Driving is Drunk Driving	26.3%	38.0%	41.6%	44.0%	38.6%	41.6%
Drunk Driving. Over the Limit. Under Arrest.	40.7%	40.4%	33.9%	42.9%	39.6%	46.9%
You Drink. You Drive. You Lose.	52.9%	58.0%	55.6%	61.5%	57.8%	51.6%

OCCUPANT PROTECTION

The occupant protection program is designed to increase seat belt usage, as well as educate the public on the proper use of seat belts and child restraint systems.

GOALS & ACHIEVEMENTS

2010 GOAL	RESULT	ACHIEVED
Decrease the number of unrestrained passenger vehicle fatalities from 267 in 2008 to 256 in 2010	288 unrestrained passenger fatalities during 2010	
Increase the observed seat belt usage rate for all vehicles from 92.6% during June of 2009 to 94.8% for the same time period in 2010	92.4% overall seat belt usage in June 2010	
Increase the observed seat belt usage rate for pickup truck occupants from 85.2 % in 2008 to 86.9 % in 2010	84.3% seat belt use in pickup trucks in June 2010	
Reduce the number of fatalities age 15 and younger from 47 in 2008 to 46 in 2010	28 child fatalities during 2010	
Reduce the number of serious bodily injuries for children 15 and younger from 249 in 2008 to 244 in 2010	210 child serious bodily injuries during 2010	

The number of traffic fatalities across the state increased from 2009; however, Indiana managed to achieve the 2010 goal that was set in 2008. Unfortunately the goal was not met for the unrestrained fatalities across the state. The percent of restrained fatalities has decreased from 48 percent in 2009 to 45.7 percent in 2010. The increase in total traffic fatalities and unrestrained fatalities use may be correlated to the decrease in the overall seat belt usage rate.

The 2010 observed seat belt usage rate decreased 0.2 percentage points from 2009, leaving Indiana short of the overall seat belt usage rate goal set in the FY 2010 HSP. The decline could be evidence of a plateau in the usage rate that may be expected following the sharp increases each year since the passage of Indiana's primary seat belt law. Seat belt usage in pickup trucks also decreased in 2010, falling short of the aggressive goal of 86.9 percent.

The FY 2010 HSP was the first year Indiana include goals to directly impact the number of child fatalities and serious bodily injuries in traffic crashes. The initial goals included children from birth to 15 years of age and Indiana successfully reduced the number of child fatalities and serious bodily injuries below the goal for 2010.¹⁴

¹⁴ Child fatality and serious bodily injury count from the Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 21, 2010.

PROJECT DETAILS

OPERATION PULL OVER AND BIG CITY/ BIG COUNTY

During FY 2010, the TSD continued to work towards increasing Indiana's seat belt usage rate by supporting the Operation Pull Over (OPO) and Big City/Big County (BCC) enforcement programs, in conjunction with NHTSA's *Click It or Ticket* mobilization and the Rural Demonstration Project (RDP). One new BCC traffic safety partnership was formed and five new agencies joined BCC partnerships in FY 2010. In OPO, 17 new agencies joined OPO and five new OPO partnerships were formed, helping increase enforcement efforts statewide.

As a whole in FY 2010, OPO agencies averaged 3.21 contacts per hour and issued 1.81 seat belt/child restraint citations (SB/CR) per hour. BCC agencies averaged 3.44 contacts per hour and issued 1.99 SB/CR citations per hour. Although impaired driving is not a priority for these programs, OPO agencies still arrested an impaired driver every 9.19 hours while BCC agencies arrested an impaired driver every 7.14, an increase from one driver every 11.93 hours report during FY 2009. During FY 2010, the BCC and OPO enforcement programs together issued a total of 194,606 citations, with 47 percent (91,907) of those being for seat belt and child restraint violations.

The ISP has 14 districts, all of which participate in the BCC enforcement program. ISP conducted 7,657 patrols during OPO and BCC and worked a combined total of 34,155.75 hours. In addition, because of ISP's "zero-tolerance" enforcement philosophy, nearly 70,000 citations were issued during these patrols.

Celebrating National Night Out in Evansville is (left to right) Evansville Police Department Chief Brad Hill, Brenna J. Boedeker (as Larry), Elizabeth A. Stagg (as Vince) and the Evansville Mayor Jonathan Weinzapfel.



REDUCING AUTO CRASHES THROUGH CORRIDOR ENFORCEMENT

Reducing Auto Crashes through Corridor Enforcement (RACCE) is an enforcement project that utilizes multi-jurisdictional, high visibility enforcement along a stretch of roadway identified as a traffic enforcement priority. To kickoff Indiana's *Safe Family Travel* Blitz 61, officers participated in seat belt and impaired driving patrols and conducted sobriety checkpoints along U.S. 30. The highway runs east and west for nearly 160 miles through Indiana from Illinois to Ohio. During this enforcement effort, officers issued nine seat belt citations, 131 speed citations, and made three DUI arrests.

To kickoff *Click It Or Ticket* Blitz 63 enforcement, 43 officers from 31 departments conducted seat belt enforcement along U.S. 31 from 6:00 p.m.- 10:00 p.m. U.S. 31 runs north and south across the entire state from Michigan into Kentucky.

During the four hour enforcement period, officers issued 262 seat belt citations, 12 child restraint citations, and 109 other citations. In addition to the citations, officers made arrests for possession of marijuana, minors in possession of alcohol, and a warrant arrest for violation of parole.

RURAL DEMONSTRATION PROJECT

Indiana continued the 2010 RDP during a two week period from April 30th to May 15th. The project involves increasing enforcement of seat belt violations in rural areas that may be underserved in other programs such as Click It or Ticket. During the enforcement period, grantees increased local law enforcement officer patrols for approximately 20 Indiana cities and counties with historically low seat belt usage rates. Enforcement was also conducted by the ISP. Officers emphasized enforcement of the Indiana seat belt law and ensured children were properly restrained in the appropriate seats. The RDP in 2010 resulted in a total of 2,092 seat belt citations issued in the two week period. An additional 43 citations were written for child restraint violations. ISP issued the highest number of citations with 1,268 seat belt violations and 22 child restraint citations. This accounted for 60% of the total number of seat belt and child restraint citations written. Linton Police Department had the highest number of both seat belt and child restraint citations written for a non-state department with 172 and 10 respectively. The agency also had 11 felony arrests as a result of their RDP enforcement. In addition to seat belt and child restraint citations, RDP enforcement resulted in 6 DUI arrests.



LOOKING BEYOND THE TICKET

Numerous law enforcement agencies reported the following significant events that occurred while working TSD enforcement programs.

- *The Delaware County Sheriff's Department served 20 warrants on traffic stops during January 2010 BCC enforcement.*
- *During Blitz 62, the Muncie Police Department stopped a driver at 10:30 a.m. It was discovered that the driver had a 0.324 BAC.*
- *During Blitz 63, the Tippecanoe County TSP issued 673 seat belt citations.*
- *During Blitz 64, the Bourbon Police Department conducted a traffic stop on an expired license plate. Officers located a mobile meth lab inside the vehicle and one passenger was also found to be in possession of marijuana. All three occupants were arrested and face felony charges in dealing methamphetamine.*
- *During Blitz 64, officers from the Rensselaer Police Department gave a presentation to over 300 incoming freshmen at St. Joseph College about underage drinking and OWI enforcement. Chief Phillips also talked with over 400 student athletes about OWI enforcement during Blitz 64.*
- *During February 2010 BCC enforcement, Major Brian Bell of the Madison County Sheriff's Department stopped a vehicle in the city of Anderson because the driver was not wearing his seat belt. A license check on the driver found him to be suspended. During an inventory of the vehicle, Major Bell found approximately 90 grams of marijuana, almost nine grams of cocaine, and a handgun. The driver was charged with several felony charges.*
- *While working seat belt enforcement, Captain Rick Denny stopped a car for a seat belt violation when another car pulled off the road and the driver approached the vehicle. Captain Denny was informed by the driver that she wanted to thank him for issuing her a seat belt citation two weeks prior. Less than 24 hours after citing her, the driver was involved in a three car personal injury crash in downtown Louisville. Her vehicle rolled two or three times. She was not even injured during the incident. The driver thanked Captain Denny for saving her life.*

AUTOMOTIVE SAFETY PROGRAM

Occupant protection efforts by the TSD extend to all populations; thus it is imperative for the programming to encompass the safety and protection for children. Indiana's seat belt law requires children younger than eight years of age to be in a properly fitted child restraint device when riding in a vehicle. To encourage the proper use of child restraints by all drivers, the ICJI includes the Child Passenger Safety (CPS) project within the OPO program.

During FY 2010, the TSD continued to support the Automotive Safety Program (ASP) at the Indiana University School of Medicine. ASP conducted statewide public information and education programs to increase the correct use of child restraints.



The program also maintained a partnership with Exodus Refugee Immigration, Inc. to better serve the growing Burmese population in central and northern Indiana. Through this partnership, ASP and Exodus conducted several child safety seat clinics and technician trainings in efforts to increase awareness of child seat laws and safe practices. The ASP continues outreach to other minority populations, including the Latino population. The ASP continued to utilize a Latino Outreach Liaison to improve education and address the low use of CPS devices by the Latino population.

Car Seat Clinic on the campus of the Indiana State Government Center during the CIOT Blitz

In FY 2010, ASP added 202 new CPS technicians, 28 of whom are law enforcement officers. ASP also added three new CPS instructors. The addition of the technicians aided in the effort to increase the number of child safety seats provided to the public in 2010. The program conducted 48 child safety seat clinics statewide and established eight additional permanent fitting stations in FY 2010. The APS now oversees a total of 123 permanent fitting stations throughout the state, up from 121 in FY 2009. Currently permanent fitting stations are located in 61 of Indiana's 92 counties. In FY 2010, with funding from ASP, 10,104 car seats were inspected throughout the state, up from 9,797. Of those inspected, 4,235 car seats were deemed defective or unsafe and were replaced.



Child Passenger Safety Seat Technicians inspect car seats at a car seat clinic

The ASP continues to administer Project L.O.V.E. (Law Officer Voucher and Enforcement). This program is designed specifically for law enforcement to save children from serious injury and death in motor vehicle crashes by providing families with child restraints and education on proper use and installation. The Automotive Safety Program provides law officers with vouchers they may distribute during a traffic stop, at the scene of a crash, or during an OPO event, to parents/caregivers who are traveling with children who are not using a child restraint, or using one that is unsafe. Parents/caregivers can redeem vouchers at the permanent fitting station nearest to their home, where they will be provided with a child restraint (if deemed necessary) and education on proper use and installation. The voucher is not intended to replace a citation. In FY 2010, there were 949 vouchers issued by officers, of which 244 were redeemed.

MEDIA AND COMMUNICATIONS

Overall, the TSD's communications efforts were notable in FY 2010. As a result of targeted promotional campaigns and the development of key community partnerships, the TSD was able to successfully reach the core demographic audience of each traffic safety programmatic area. Both the division's paid and earned media efforts lent to the success of their public awareness campaigns by creating statewide, sustained messaging and promotional opportunities throughout the year.

Fox Sports Network (FSN)

As the official broadcasters for the Indiana Pacers, Fox Sports was able to deliver a unique and interactive promotional opportunity for the TSD. Fox's *Text of the Game* feature incorporated a custom digital image depicting the click of a seat belt ahead of an in-game quiz question that prompted fans to text in answers to announcers. Used at all 74 Pacers home games during 2010 season, *Text of the Game* graphics began with the *Click It or Ticket* logo appearing on screen with a simulated seat belt clicking into a buckle. Fans who responded to questions via text message had a traffic safety related bounce-back message to reinforce the graphic images. This was the second year the division utilized the component and it proved to be highly popular among Pacer fans. Nearly 10,000 fans participated in FY 2010, up 4,000 from the first year.



The FSN partnership also allotted the air time during Cincinnati Reds games for one of three traffic safety spots. These commercials, which were aired 95 times during the Reds season, were helpful in reaching eastern Indiana residents who skew more towards media in the western Ohio DMA. As an added value component, FSN provided an additional 285 airings for free, adding a nearly \$10,000 value to the partnership.

The inclusion of double the number of in-game and post-game commercials was also a significant value of the partnership. Run in conjunction with a related paid media purchase, this \$6,000 value added component also came at no charge to the division.

Indiana State Fair

Nearly one million visitors passed through the gates of the Indiana State Fair each year. Because of the high volume of traffic and the diverse cross section of Hoosiers in attendance, the TSD partnered with the Indiana State Fair as an opportunity to interact face to face with Hoosiers, particularly about occupant protection.

The event provided sustained messaging through the Main Street Buckle Up trucks stage located at the heart of the event. While signage was posted predominantly throughout the area, on stage talent added live-read quizzes to reinforce occupant protection messages. Statewide radio advertising, live public service announcements (PSA) and print advertising were also featured. In addition, there was access to an exhibitor's table to promote various occupant protection initiatives through the distribution of collateral and promotional materials.

**NEARLY ONE MILLION
HOOSIERS WERE EXPOSED TO
OCCUPANT PROTECTION
MESSAGES AT THE 2010**

While the primary message used was *Buckle Up Trucks*, the division also included outreach efforts for young driver safety, child passenger safety, and Spanish-speaking motorists. To maximize the impact of these secondary messages, the division chose Children's Day and Latino Heritage Day to focus their efforts. The TSD was easily able to speak to members of these high-risk target audiences, even enlisting the help of Riley Hospital's Automotive Safety Program to conduct a child safety seat clinic onsite.

Safe Family Travel/Blitz 61: November 2009

MEDIA FOCUS: CLICK IT OR TICKET

Promotional efforts for Blitz 61 began with a statewide media buy featuring NHTSA created spots that focused on both the use of seat belts and sober driving. In the first week of enforcement activity, a statewide news release was issued to reinforce these same messages. Paid media was scheduled to take place in the weeks leading up to the Thanksgiving holiday in anticipation of the increased traffic volume during this time in November.

There were a total of 41 print and web news stories and 95 broadcast news stories statewide during the Safe Family Travel media and enforcement periods, creating sustained messaging throughout the enforcement. The TSD was also able to drive traffic to the specially created Safe Family Travel splash page featured on the ICJI website by incorporating the web address in media correspondence.

CAMPAIGN: SAFE FAMILY TRAVEL. CLICK IT OR TICKET						
FORMAT: RADIO/ TELEVISION						
POST DATES: 11/15 - 11/29/2010						
PURCHASED			ACTUAL			
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
3,078	\$62,661	3,072	\$60,057	948,356	6	\$2,604

Click It or Ticket/ Blitz 63: May 2010

MEDIA FOCUS: CHILD PASSENGER SAFETY

For the 2010 Click It or Ticket campaign kickoff in May, the Communications division helped to coordinate a unique earned media event outside the Indianapolis DMA. ICJI Executive Director, T. Neil Moore joined representatives from Lutheran Hospital and Ft. Wayne area law enforcement agencies to announce the start of enforcement activity from the Ft. Wayne Children's Zoo.



Fittingly, the secondary focus of the media event was child passenger safety. To drive home the message of occupant protection for children, Allen County Safe Kids and Lutheran Hospital conducted a free, four hour seat clinic for area parents.

CAMPAIGN: CHILD PASSENGER SAFETY. FORMAT: RADIO/ TELEVISION						
POST DATES: 9/13 - 9/27/09						
PURCHASED		ACTUAL				
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
2,764	\$169,878	2,971	\$168,650	3,487,925	207	N/A

During the second week of the enforcement, members of the TSD partnered with Indiana Students Against Destructive Decisions (SADD) to stage a live segment with an Indianapolis-area media outlet popular with younger audiences. Using SADD's Seat Belt Convincer, the division was able to engage viewers with a powerful image of the how startling even low speed crashes can be.



Outdoor advertising for Blitz 63 also included the innovative component of vehicle wraps. A *Buckle Up Trucks* print creative was developed with the *Buckle Up Trucks* message to wrap trucks of the Indiana DMAs. This advertising opportunity provided great exposure for this relatively new message and literally created a moving component to the division's outreach efforts.

CAMPAIGN: CLICK IT OR TICKET. FORMAT: RADIO/ TELEVISION						
POST DATES: 5/17 - 5/31/10						
PURCHASED		ACTUAL				
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
3,078	\$62,661	3,072	\$60,057	948,356	6	\$2,604

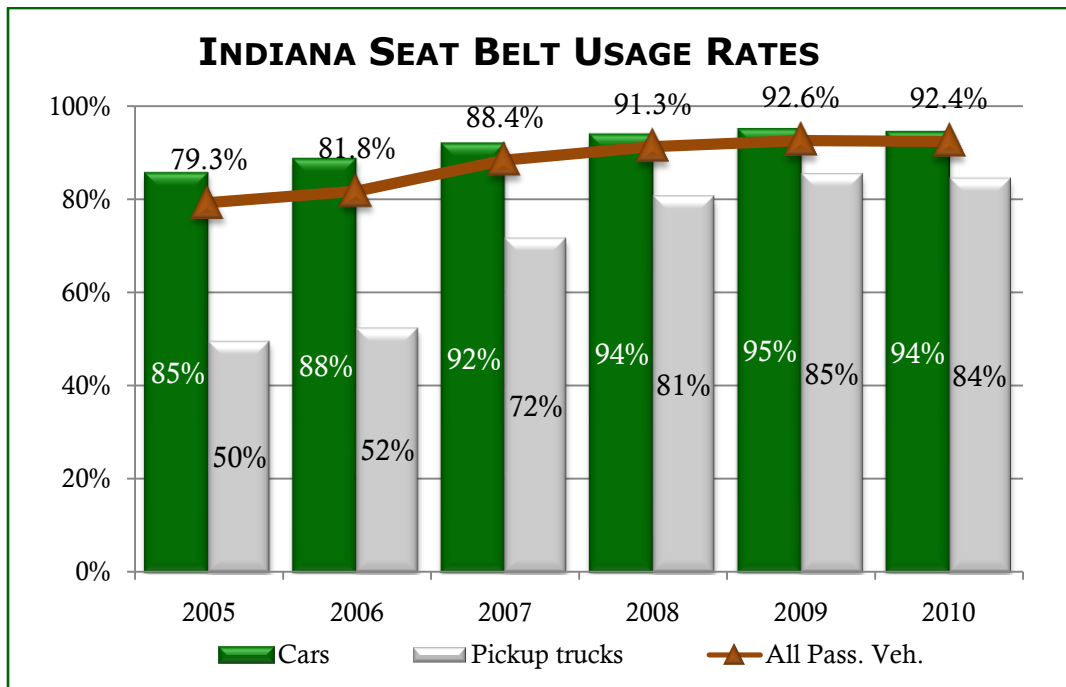
CAMPAIGN: CLICK IT OR TICKET. FORMAT: OUTDOOR						
POST DATES: MAY 2010						
	PURCHASED		ACTUAL			
BILLBOARDS						
County	# of Boards	Investment	# of Boards	Investment	Added Value	Added Value Total
Allen	8	\$4,254	10	\$4,254	2	\$1,063.50
Elkhart	7	\$3,492	8	\$3,492	1	\$498.85
Lake	6	\$1,765	7	\$1,765	1	\$294.17
Marion	11	\$6,597	13	\$6,597	2	\$1,199.45
Porter	3	\$882	4	\$882	1	\$294.00
Campaign Totals:	35	\$16,990	42	\$16,990	7	\$3,349.97
TRUCKSIDE						
Allen	2	\$4,000	2	\$4,000		
Elkhart	2	\$4,000	2	\$4,000		
Lake	2	\$4,000	2	\$4,000		
Marion	6	\$12,000	6	\$12,000		
Porter	1	\$2,000	1	\$2,000		
Campaign Totals:	13	\$26,000	13	\$26,000		

EVALUATION

OBSERVATIONAL SEAT BELT SURVEYS

Each year the TSD funds a roadside observational survey of seat belt use. The seat belt usage rates Indiana reports each year are taken from this survey. Results from Indiana's yearly roadside observational survey of seat belt use revealed an decrease in the overall seat belt usage rate. Indiana's overall seat belt usage rate reached 92.4 percent. Indiana saw the first decrease in five years for pickups. Until the June 2010 surveys, the observed seat belt usage rate has increased for all vehicles and in the overall usage steadily since 2005 years (see Graph E).

GRAPH E



2005 to 2010 data derived from the annual roadside observational surveys conducted during June of each year.

TELEPHONE SURVEYS

A pre and post telephone survey was conducted for the 2010 May *Click It or Ticket* blitz. Samples of 1,000 residents were surveyed about their impressions and knowledge of a variety of traffic safety messages. Some of the key findings of the survey were that 32 percent of respondents have heard of a special law enforcement seat belt effort in the post survey. This is an increase from 12.4 percent who responded in the pre survey. Of those who had heard of it, 53.8 percent saw a television commercial about it. The respondents who recall seeing or hearing occupant protection related questions should fluctuate between the pre and post surveys. This is the first year the TSD has used three years of consistent survey instruments and as a result the three year trend can be reported here.

DRIVING HABITS SURVEY, SLOGAN RECOGNITION 2008-2010						
SLOGAN	2008		2009		2010	
	PRE	POST	PRE	POST	PRE	POST
Operation Pull Over	33.9%	41.6%	38.2%	44.8%	35.0%	35.9%
Click It or Ticket	71.7%	87.3%	77.4%	84.1%	74.5%	84.1%
Buckle Up Trucks	N/A	N/A	8.20%	8.20%	8.50%	8.50%

The *Click It or Ticket* slogan is constantly the most recognized slogan of the four telephone surveys conducted each year. This slogan was part of the May 2010 media flight and based on the survey, there was a 13 percent increase in the number of people who recognized the slogan during media campaigns. The recognition for *Operation Pull Over* and *Buckle Up Trucks* media messages were less recognized, with little change from the pre to the post surveys following the May blitz.

YOUNG DRIVERS

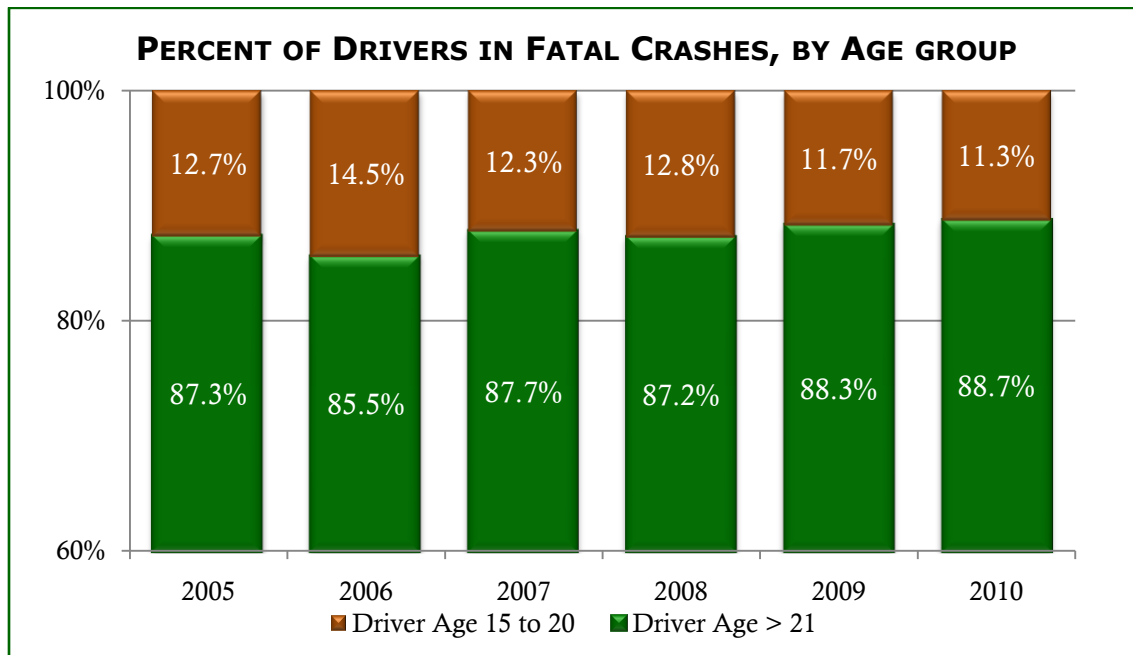
Young driver programming during FY 2010 was targeted at drivers ages 15 to 20 as well as the parents of young drivers.

GOALS & ACHIEVEMENTS

2010 GOAL	RESULT	ACHIEVED
Decrease the number of drivers age 15 to 20 involved in fatal crashes from 157 in 2008 to 154 in 2010	115 drivers age 15 to 20 involved in fatal crashes in 2010	✓

During FY 2010, Indiana targeted efforts toward reducing young driver fatalities in the 15 to 20 year old age group. The 21 to 24 year old age group was removed from the young driver focus. The goal for 2010 was easily met with a nearly 28 percent reduction in fatalities from 2008 to 2010. In addition to the reduction in young driver fatalities, the percent of young drivers involved in fatal crashes was at a five year low in 2010 (see Graph F).

GRAPH F

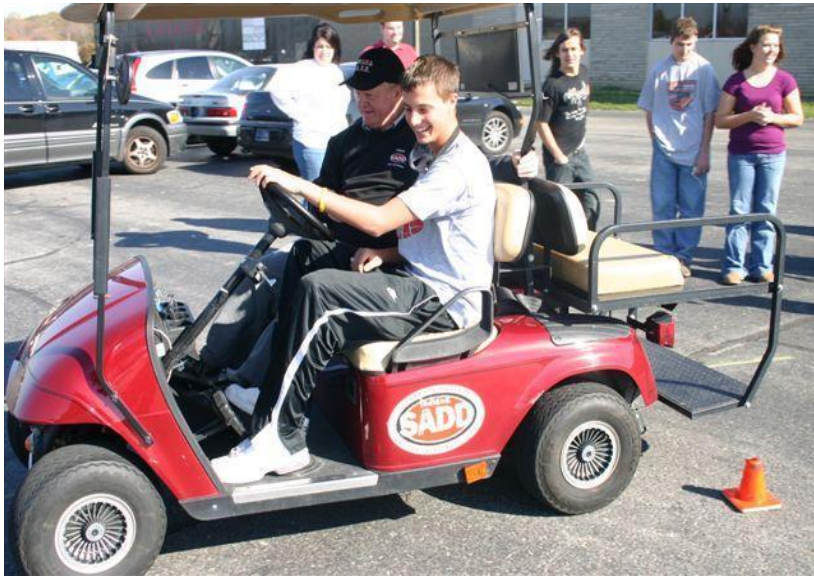


Source: 2005-2009 derived from Indiana State Police Automated Reporting Information Exchange System, Accurate as of March 1, 2010. 2010 data derived from Indiana State Police Automated Reporting Information Exchange System, Accurate as of December 21, 2010.

PROJECT DETAIL

INDIANA STUDENTS AGAINST DESTRUCTIVE DECISIONS

In an effort to promote safe behavior and habits in young drivers, Indiana SADD continues to be funded by the TSD. Indiana SADD has an integral part in reducing the incidence of underage consumption of alcohol beverages and informing Indiana youth about the importance of buckling up. In FY 2010, SADD increased its total number of chapters in middle and high schools to 287 statewide. The organization provided educational programming at 75 schools, events and conferences. Between two SADD employees, Indiana SADD traveled 26,749 miles in FY 2010 to spread the message of SADD throughout the state of Indiana.



(Above) A high school teen takes his turn on the obstacle course before putting on fatal vision goggles

In the fall of 2010, Indiana SADD was one of only three organizations nationwide to receive a \$25,000 grant from GHSA/Allstate Foundation to conduct a statewide teen distracted driving program. This program will begin activity in FY 2011.

The Student Leadership Council (SLC) provides an opportunity for high school students throughout the state of Indiana to work on SADD initiatives. These youth meet several times a year to work on newsletters, campaigns, assignments, SADD Celebration planning and provide input and feedback into SADD initiatives.

In FY 2010, Indiana SADD purchased three remote-controlled cars to use with fatal vision goggles as part of indoor programming for schools. Indiana SADD also partnered with State Farm Insurance to develop a new traffic safety prom campaign, "Tomorrow Starts Tonight." The program also piloted a new program called "Meet in the Middle" to bring young people together on a regional level from several schools. The feedback has been so positive, that the "Meet in the Middle" events will continue into FY 2011 alongside the distracted driving campaign. Finally, since the Seat Belt Convincer has been a part of the SADD traveling program, over 4000 individuals have experienced what a 5-7mph crash feels like. The use of the Convincer continues to receive encouraging feedback from its participants about their awareness of how important it is to use a seat belt.

(Below) A young driver takes a ride on the Seat Belt Convincer



The organization maintains numerous partnerships throughout the state, in an effort to build and maintain a strong prevention network and offer additional resources and opportunities to Hoosier youth. Indiana SADD is committed to helping keep children, passengers and drivers safe on Indiana roadways.

HEALTH PROMOTIONS

The partnership with Clarian Health continued in FY 2010 as a way of reaching out to the young driver population throughout central Indiana. The focus in FY 2010 was not focus on simply educating teens on safe driving habits but also worked to train young adults to drive safer. One program Clarian helped to conduct were 15 observational seat belt surveys at randomly selected high schools to show that the teen usage rate stood at 74 percent, almost 20 percentage points lower than the observed statewide average. Clarian also administered a mini-grant program to 17 high schools to allow the students to conduct peer to peer education to their counterparts about safe driving habits. Innovative uses of the funds included safe prom promotions and the development of videos about traffic safety issues affecting teens that were played throughout their schools during daily announcements. For schools that

participated, the post observational seat belt surveys showed an increase greater than five percent.

On March 20th, Clarian hosted a *Teen Drive and Learn* event, sponsored by ICJI. The event was held at Riverside Junior High School in Fishers where more than 50 young drivers and their parents attended. Young drivers participated in behind-the-wheel activities focused on speed and space management, vehicle handling and hazard recognition, based largely on the Ford Driving Skills for Life curriculum. Indiana SADD was present with the seat belt convincer and “Quick Click Challenge.” Clarian was present with the Intoxi-match game and numerous vendors provided educational materials on young driver safety.



Students at the Teen Drive and Learn event practice on behind the wheel activities

MEDIA AND COMMUNICATIONS

In an effort to educate young drivers and their parents about recent changes in Indiana’s Graduated Drivers Licensing (GDL) requirements and the dangers of distracted driving, the Communications division worked with students from the Ball State University College of Communication, Information, and Media to develop Indiana specific radio spots for statewide distribution during April. Set to coincide with spring break, the flight aimed to inform parents about GDL laws while reminding teen drivers to keep their “Heads Up and Phones Down” when they are behind the wheel.



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 for improving their rider skills, obtaining proper licensing and the importance of protective gear.

GOALS & ACHIEVEMENTS

2010 GOAL	RESULT	ACHIEVED
Reduce the number of motorcycle fatalities from 130 in 2008 to 127 in 2010	110 motorcycle fatalities in 2010	✓
Decrease the percent of motorcycle fatalities per 10K motorcycle registrations from 6.5 in 2008 to 6.4 in 2010	4.87 motorcycle fatalities per 10K motorcycle registrations in 2009	✓
Reduce the number of unhelmeted motorcycle fatalities from 83 in 2008 to 81 in 2010	86 unhelmeted motorcycle fatalities in 2010	✗

While the total fatalities for 2010 are higher than in 2009, the total motorcycle fatalities have continued to decline over the past year. Indiana hit a new low in 2009 with 111 motorcycle fatalities and the 2010 figures will continue the downward trend.¹⁵ While the rate of fatalities per 10,000 motorcycle registrations is not available for 2010, based on the decline in fatalities Indiana expects to achieve the 2010 goal. Moreover, the percent of motorcycle fatalities of all fatalities has declined to a three year low of 15 percent in 2010 (see Graph G).¹⁶

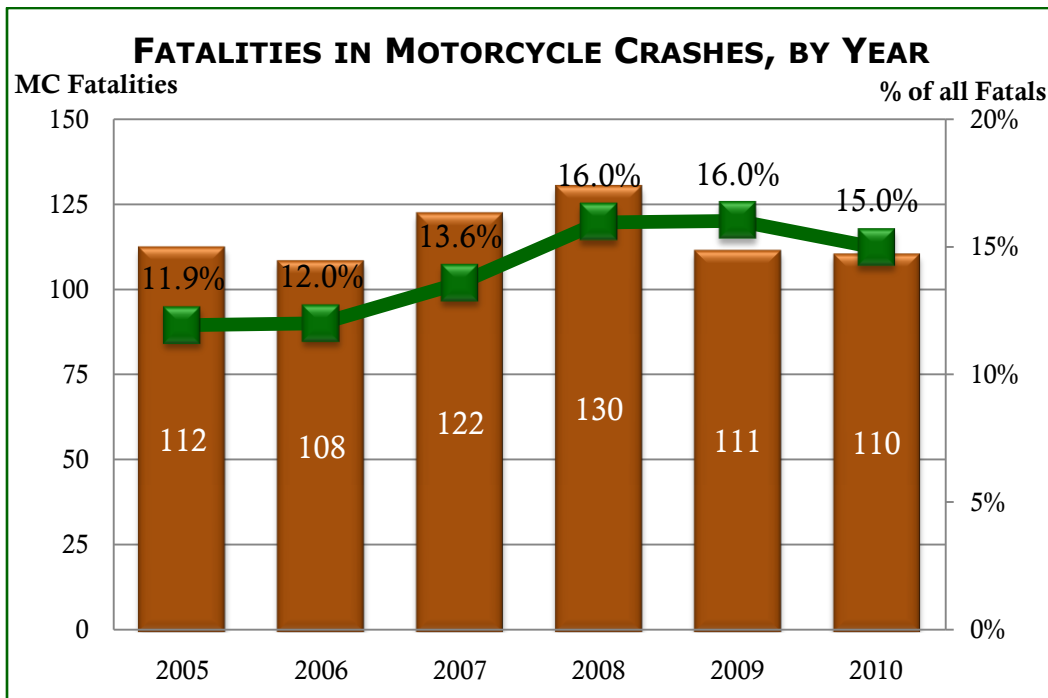
The number of unhelmeted motorcycle fatalities was a goal suggested by NHTSA for the HSP. Indiana law does not require helmets to be worn by motorcyclists with a motorcycle endorsement. However, the TSD would like to reduce this figure and increase the motorcycle helmet usage across the state which will undoubtedly help continue the decline in total motorcycle fatalities. Unfortunately, the 2010 unhelmeted fatalities were higher this year than the 2010 goal.

**MOTORCYCLE
FATALITIES ACOUNTED
FOR 15% OF ALL
FATALITIES, A THREE
YEAR LOW**

¹⁵ Motorcycle fatality and helmet use from the Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 21, 2010.

¹⁶ Calculated using fatality counts accurate as of December 21, 2010.

GRAPH G



Motorcycle fatalities from the Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 21, 2010.

PROJECT DETAILS

In FY 2010, the focus of the TSD’s motorcycle program began to concentrate more on the motorcycle riders themselves than the general motoring public. Emphasis was placed on increasing the percentage of motorcycle riders who are properly licensed to ride a motorcycle. During FY 2010, law enforcement issued 716 citations to riders without a valid motorcycle license or endorsement.¹⁷ As of 2009, only slightly more than 50 percent of motorcycle riders involved in a crash were properly licensed.

Executive Director T. Neil Moore reads the Governor’s proclamation declaring May as “Motorcycle Safety and Awareness Month” for the news media



Another emphasis area was to educate and encourage additional riders to take a motorcycle training course. Informational brochures were produced and distributed and signage was placed at events heavily attended by riders such as the Riley Miracle Ride and the Indiana ABATE Boogie. These informational brochures outlined how to become properly licensed in Indiana, where to attend rider training and the importance of wearing proper protective

¹⁷ Source: OPO database FY 2010 all agency program totals. Accurate as of December 14, 2010.

motorcycle gear. Although Indiana does not have a mandatory helmet law for those over the age of 18, Indiana's observed helmet usage rate was nearly 39 percent. Also produced in FY 2010 were cards for law enforcement detailing how to spot impaired motorcycle riders. These cards were produced and distributed heavily to law enforcement and the general public at motorcycle events and quarterly traffic safety meetings.

MEDIA AND COMMUNICATIONS

Speed, Protective Gear and Motorist Awareness (Save a Life, Be Aware): June 2010

MEDIA FOCUS: Protective Gear and Speed (FEAT. MOTO GP CHAMPION, NICKY HAYDEN) In just two years, the TSD has seen significant growth in its motorcycle safety media efforts. Drawing from the momentum gained in FY 2009, the division again partnered with MotoGP Champion, Nicky Hayden and other key partners to help bring motorcycle safety messaging directly to target audiences across the state.



Approximately 10,000 motorcyclists congregated in downtown Indianapolis for "Motorcycles on Meridian" while MotoGP was in the city. The award winning creative developed by Kelly Scott from the TSD can be seen featured on a downtown building.

Through a coordinated effort with Hayden, Team Ducati and Dorna Sports, the TSD added to its library of Indiana specific creatives to sustain program messaging that focused on the use of protective gear and speeding. To supplement the impact of this messaging, the division also developed

brochures on both topics to distribute through a thoughtfully organized, statewide distribution. Once complete, Hayden's PSAs were released online, gaining attention not only from American media but those on an International level. At the 2010 International Safety Media Awards some of the motorcycle creative's developed with Hayden earned honorable mention in several categories. One commercial for radio in particular was awarded a bronze medal. The spots were then placed into statewide rotation for television and radio broadcast during the month of June.

Indiana's most popular motorcycle events also provided a direct marketing platform to educate Hoosier motorcyclists in FY 2010. Achieved largely through onsite signage, annual events such as the Riley Miracle Ride and the ABATE Boogie were instrumental in the promotion of the TSD's motorcycle safety messages. More recently, the Indianapolis Motor Speedway came onboard to further advance these efforts by providing additional promotional opportunities through the Indianapolis Red Bull MotoGP.

**CAMPAIGN: MOTORCYCLE AWARENESS.
FORMAT: RADIO/ TELEVISION**

POST DATES: 6/13 - 6/27/2010

Purchased		Actual				
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
3,492	\$164,199	3,507	\$162,099	2,247,104	15	\$705.33

**CAMPAIGN: MOTORCYCLE AWARENESS.
FORMAT: OUTDOOR**

POST DATES: JUNE 2010

County	PURCHASED		ACTUAL			
	# of Boards	Investment	# of Boards	Investment	Added Value	Added Value Total
Marion	21	\$16,346	24	\$16,346	3	\$2,335.14
Lake	11	\$3,559	13	\$3,559	2	\$647.10
Monroe	8	\$8,471	10	\$8,471	2	\$2,117.76
Vigo	5	\$3,088	6	\$3,088	1	\$617.60
Vanderburgh	23	\$11,365	25	\$11,365	2	\$988.26
St. Joseph	14	\$9,882	14	\$9,882		
Campaign Totals:	82	\$52,711	92	\$52,711	10	\$6,705.86

EARNED MEDIA: MOTORCYCLE AWARENESS

	Oct-09	Nov-10	Dec-10	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	End FY 10
MOTORCYCLES													
Print & Online								29	34	12	14		89
Broadcast								15	21	15			51
Interviews													0
Statewide Releases									1				
Media Events									1				1
Monthly Total	0	0	0	0	0	0	0	44	57	27	14	0	141

EVALUATION

A pre and post telephone survey was conducted during the spring of the past three years to gauge driving habits before and after motorcycle promotional media. Samples of 1,000 residents were surveyed about their impressions and knowledge of a variety of traffic safety messages. The media slogans and campaigns are a crucial part to public education and social-norming; so it was valuable to know the positive changes in the number that recognized the media messaging. While motorcycle safety messaging is in the public view for a maximum of four months each year, it

would be expected that the slogan recognition is somewhat lower compared to the impaired driving and occupant protection media campaigns. However, each slogan saw greater recognition from the pre to the post blitz surveys.

DRIVING HABITS SURVEY, SLOGAN RECOGNITION 2008-2010						
SLOGAN	2008		2009		2010	
	PRE	POST	PRE	POST	PRE	POST
Save a Life! Be Aware! Motorcycles are Everywhere!	41.4%	51.7%	44.1%	47.4%	47.2%	50.0%
Ride Safe. Ride Sober.	N/A	N/A	18.8%	19.4%	20.1%	20.3%
NONE for the Road	N/A	N/A	8.2%	6.8%	8.4%	9.0%

DANGEROUS DRIVING

The Dangerous Driving program in Indiana focuses on speed, aggressive driving and disregarding an intersection traffic control device. This program is designed to educate the public that there is more to traffic safety than buckling up and driving sober. The efforts of this program are to decrease speeding, aggressive driving and intersection crashes and fatalities. New to the goals and achievements in FY 2010, Indiana has included pedestrian safety.

GOALS & ACHIEVEMENTS

2010 GOAL	RESULT	ACHIEVED
Reduce the number of speed related fatalities from 225 in 2008 to 221 in 2010	131 speed related fatalities in 2010	✓
Reduce the percentage of speed related fatal crashes from 26.1% in 2008 to 25.6% in 2010	18.3% of fatal crashes were speed related in 2010	✓
Reduce the number of crashes caused by a vehicle that disregarding an intersection traffic control device from 4,343 in 2008 to 4,189 in 2010	3,983 crashes caused by a vehicle that disregarded an intersection traffic control device in 2009	✓
Reduce the number of aggressive driving crashes from 3,007 in 2008 to 2,947 in 2010	2,890 aggressive driving crashes in 2009	TBD
Reduce the number of fatalities of pedestrians from 60 in 2008 to 58 in 2010	54 pedestrian fatalities in 2010	✓

The speed related fatalities have decreased more than 17 percent from 2009 to 2010.¹⁸ This is a true achievement because the number of speed related fatalities is on the decline while total fatalities are on a slight incline. The percent of speed related fatal crashes is also lower in 2010 and the goal to reach 25.6 percent has been achieved.

**SPEED RELATED
FATALITIES
WERE DOWN
17% IN 2010**

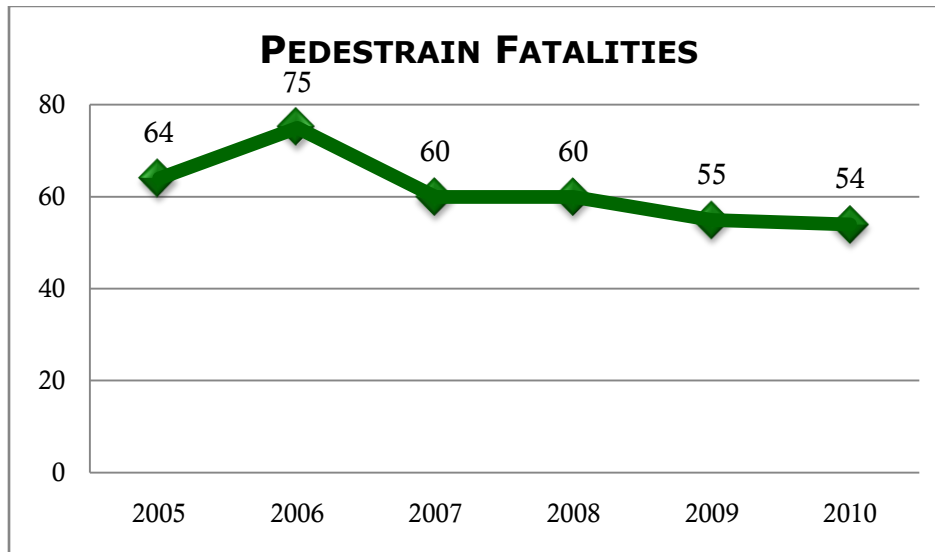
The number of crashes with a vehicle that disregarded and intersection traffic control device during 2010 were lower than the goal by more than 200 crashes.¹⁹ Although data is not available for 2010, the goal to reduce crashes involving aggressive driving has already been achieved in 2009. Indiana hopes to maintain this downward trend in aggressive driving crashes and achieve the 2010 goal of less then 2,890 crashes. The goal to reduce the number of pedestrian fatalities was new in the FY 2010 HSP. In the first

¹⁸ A crashes is speed related when a contributing circumstance on the crash report is selected as “Unsafe speed” or “Speed too fast for conditions.” Source: Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 21, 2010.

¹⁹ Includes crashes where “Disregarded and Intersection Traffic Control Device” was listed on the crash report. Source: Indiana State Police Automated Reporting Information Exchange System. Accurate as of December 21, 2010.

full year of programming, Indiana has reached the goal and reduced pedestrian fatalities below the goal to 54 fatalities (see Graph H). Over the past five years, Indiana has reduced pedestrian fatalities by nearly 16 percent.²⁰

GRAPH H



Source: 2005-2009 derived from Indiana State Police Automated Reporting Information Exchange System, Accurate as of March 1, 2010.
2010 data derived from Indiana State Police Automated Reporting Information Exchange System, Accurate as of December 21, 2010.

PROJECT DETAILS

The Dangerous Driving Enforcement grant (DDE) was developed by asking law enforcement agencies in the top 30 counties with the highest fatality counts to identify common crash causation elements that were not being addressed by impaired or occupant protection programs. Counties receiving funding conducted overtime patrols in high crash and traffic areas with a zero tolerance enforcement strategy for dangerous driving behaviors. In addition, the ISP provided supplemental patrols in many of these counties. The purpose is to prevent crashes from occurring by focusing enforcement efforts on individuals exhibiting dangerous driving behaviors. Twenty counties were awarded funding in FY 2010; the remaining ten counties were covered by special patrols conducted by ISP. During the course of FY 2010, these agencies and the ISP worked an additional 31,760 man-hours, resulting in 70,329 citations and 26,461 written warnings.

Some highlights written by the DDE program officers include:

- *Marion County TSP was working an aggressive driving detail on the south side of Indianapolis. An officer stopped a vehicle that resulted in a foot chase. The suspect was apprehended. 1.6 grams of meth and 88 Klonopin tablets were recovered as a result. The suspect was also wanted on two warrants: One for dealing meth with a \$100,000 bond and one for forgery with no bond due to a parole violation.*
- *Vanderburgh County had a pursuit that ended with a significant narcotics arrest. The deputy working the aggressive driving detail was an interdiction deputy. He stopped a vehicle where the driver was in possession of narcotics and then gave*

²⁰ 2005 to 2009 data source: Indiana State Police Automated Reporting Information Exchange System. Accurate as of March 1, 2010.

information on a much larger narcotics bust. The interdiction officer and the joint drug task force arrested several people as a result of this traffic stop.

- *Indiana State Trooper Sgt. Dave Henson stopped a vehicle for a seat belt violation. Sgt Henson found the driver was wanted on class "A" Felony warrants for dealing cocaine and possession of cocaine.*

One of the largest advantages of the Dangerous Driving program is that it allows local communities to address traffic safety concerns specific to them. Many recipients of the DDE grant utilize the funding for short periods of time when traffic safety needs are heightened. One of these areas is pedestrian safety. Many DDE agencies utilized this money for school zone enforcement as well as during community events when large numbers of the population will be walking, such as during a county fair. Furthermore, in 2010, the TSD partnered with INDOT to develop a *Safe Routes to School* brochure. This brochure has been made available for distribution on the ICJI website and distributed to more than 250 law enforcement agencies throughout the state for use in their communities.



MEDIA AND COMMUNICATIONS

Speed: April 2010 MEDIA FOCUS: STOP SPEEDING BEFORE SPEEDING STOPS YOU

In an effort to increase Hoosier awareness about the dangers and consequences of excessive speed, statewide radio, television and outdoor media were purchased using NHTSA developed speed creatives. The two-week flight focused not only on the dangers of speeding but offered an enforcement component that reminded motorists about an increase in patrols that focused on not only speed but a host of other unsafe driving behaviors.

CAMPAIGN: SPEED.
FORMAT: OUTDOOR

POST DATES: APRIL 2010

County	# of Boards	Investment	# of Boards	Investment	Added Value	Added Value Total
Allen	16	\$9,826	18	\$9,708.24		
Elkhart	13	\$7,479	15	\$7,479.00		
St. Joseph	16	\$9,600	18	\$9,600.00		
Marion	21	\$16,346	24	\$16,347.00		
Lake	11	\$3,559	13	\$3,558.82		
Campaign Totals:	77	\$46,810	88	\$46,693.06	0	\$0.00

CAMPAIGN: SPEED.

FORMAT: RADIO/ TELEVISION

POST DATES: APRIL 2010

PURCHASED		ACTUAL				
# Spots	Station Investment	# of Spots	Station Investment	Gross Impressions	Added Value Spots	Added Value Total
4,608	\$171,021	4,578	\$166,906	4,682,664	N/A	N/A

EARNED MEDIA: SPEED

	Oct-09	Nov-10	Dec-10	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	Jul-10	Aug-10	Sep-10	End FY 10
SPEED													
Print & Online							41						41
Broadcast						7	29	6		4			46
Interviews							1						1
Statewide Releases													
Media Events													0
Monthly Total	0	0	0	0	0	7	71	6	0	4	0	0	88

EVALUATION

TELEPHONE SURVEYS

Pre and post telephone survey were conducted each year from 2008 to 2010 to gauge driving habits before and after speed messages were delivered through media. Samples of 1,000 residents were surveyed about their impressions and knowledge of a variety of traffic safety messages. The media slogans and campaigns are a crucial part to public education and social-norming; so it was valuable to know the changes in the number that recognized the media messaging.

DRIVING HABITS SURVEY, SPEED SLOGAN RECOGNITION 2008-2010

SLOGAN	2008		2009		2010	
	PRE	POST	PRE	POST	PRE	POST
Obey the Sign or Pay the Fine	33.7%	37.7%	35.0%	37.8%	38.4%	35.7%
Stop Speeding Before Speeding Stops You.	18.9%	19.1%	24.3%	21.2%	19.3%	17.1%

TRAFFIC RECORDS

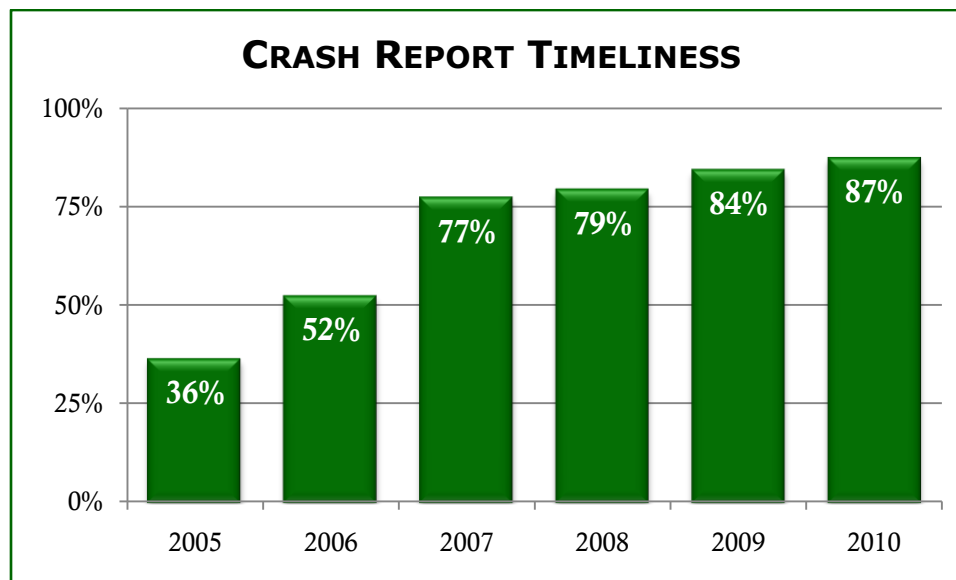
The goal of the Traffic Records program is to create an integrated traffic records system through a collaboration of all local, state and federal entities responsible for motor vehicle safety. The program is designed to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data that is needed to identify priorities for national, state and local roadway and traffic safety programs.

GOALS & ACCOMPLISHMENTS

2010 GOAL	RESULT	ACHIEVED
Increase the percent of electronic crash reports submitted within five days of the crash to 90% in FY 2010	87% of reports within five days of the crash	X

The TSD depends upon the accuracy and timeliness of crash reports submitted into the crash database for program decisions, resource allocation and frequent requests for statewide and local crash statistics. Despite the incremental improvements each year in crash report timeliness, the FY 2010 goal to improve timeliness to 90 percent was not achieved (see Graph I).

GRAPH I



PROJECT DETAILS

ELECTRONIC VEHICLE CRASH REPORTING SYSTEM

Law enforcement agencies in 2009 and 2010 continued to enroll into Indiana’s electronic vehicle crash program, through ARIES. The number of electronic crash report submissions year to date has stabilized to the present level of 99.6 percent as of September 2010. There are only 14 agencies in the state that have not enrolled into the ARIES electronic crash submission program. As of December, only 66 paper reports have been submitted all year. At the

end of FY 2009, 84 percent of reports submitted year to date had been submitted within five days of the crash. In FY 2010, the increase in crash report timeliness improved to 87 percent.

CORONER'S DATA SUBMISSION PROJECT

The coroner's data submission project was originally allocated 408 funds in FY 2006 to increase the timeliness of the submission of motor vehicle fatality report forms to the state's FARS within 48 hours of the fatality. Currently, 82 of the 92 counties have reported into the coroner's database at least once in 2010. Of the 618 fatalities during the period of January 2010 to September 2010, 68 percent (422) have been entered into the coroner's database via the Fast FARS data link. The inclusion of Marion, Vanderburgh and Lake counties has improved the number of submissions considerably over the past year.

EMS DATA REGISTRY PROGRAM

The Firehouse reporting software has been distributed to the nearly 900 Emergency Medical Service (EMS) providers in Indiana. In its first year, the Indiana EMS Data Registry has added 43 Indiana EMS providers using the FireHouse software system

The Indiana National Fire Incident Reporting System (NFIRS) has uploaded 46 new Indiana fire departments into the FireHouse.net; there were no fire departments using the system in FY 2009. There has been an increase of four fire departments entering fire incident runs and patient care records into the system since July 2010.

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 2010, the number of submitting hospitals has increased from 37 to 44. With the increase in trauma centers submitting, the number of trauma patient records available for analysis continues to increase. In 2009, 10,850 patient records had been submitted into the trauma registry. In 2010, 18,197 patient records were residing in the trauma registry.

E - CODING PROJECT

The electronic coding (E-codes) of trauma victim injuries provides information as to the specific location and cause of the injury being treated in a trauma facility. The baseline percentage of hospital discharge records associated with E-codes at the beginning of this project was 58 percent. At the end of the 2008 (latest year available), the percentage of hospital records with E-codes had increased to 61.54 percent. With the increase in submissions, as well as the increase in diagnostic fields, the true picture on how the injury took place, costs associated with the crash, as well as the location of the injury will aid in developing policy.

CRASH OUTCOME DATA EVALUATION SYSTEM

Three areas were studied during the FY 2010 grant period for which reports were developed. The first report dealt with pedestrian crashes. It provided an exploratory analysis and discussed the effect of vehicle type, vehicle speed, road type, time of crash (day and day of week) and influence of intersections on the pedestrian hospital charges.

The second report presented similar content structure, but concentrated on bicyclist crashes. The final report presented a motorcycle crash outcome study based on the Crash Outcome Data Evaluation System (CODES) data. It contained a brief introduction describing the hospital charges and length of stay. The report discussed the geographic distribution of severe motorcyclist crashes in Indiana. It also presented a severity model for head-face injury severity and provided conclusions for policy consideration.

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 is to provide a statewide end-to-end solution for the electronic transmission of a traffic violation. This program will also bring together systems that will build on a statewide case management system, which will include information sharing between Indiana's court, clerks, Indiana BMV, and law enforcement agencies.



Lt. Pat Vicari of the Hammond Police Department scans a driver's license utilizing the eCWS system.

There were 2,610,467 traffic citations and warning tickets uploaded to the electronic Citation and Warning System (eCWS) central repository as of October 14, 2010. This represents an increase of 1,102,866 citations and warnings from the previous year. Of the 2010 total, 203,851 were written to commercial driver license (CDL) holders. Additionally, 213,725 citations were electronically filed to JTAC's Odyssey case management system. Because of the interface between JTAC's eCWS application and the statewide court case management system, traffic infractions can be tracked from the point of delivery to the violator through adjudication.

The new release of eCWS has been deployed with a point and click mapping component that aides the officers in assigning a latitude and longitude to the citation or warning. This will assist in comparing enforcement measures in specific traffic safety programs. In 2010, 182 law enforcement agencies have been trained on the new version of eCWS with 6,352 users designated to use the system.

FISCAL YEAR 2010 EXTRAS

LEL HIGHLIGHTS

The seven regional LELs located throughout Indiana work at the community level as advocates for the implementation, monitoring and administration of the state's traffic safety initiatives. Annual on-site monitoring visits to grantee law enforcement agencies, recruitment of new agencies as well as educating local communities about the importance of following safe driving practices are all components of the LEL program.



Southwest LEL Mark Hartman attends Local Coordinating Council meeting in Parke County. Mark discussed traffic safety initiatives with Count coordinator Mary Jo Harney.

Besides being the primary contact to law enforcement agencies throughout the state for traffic safety programs, the LELs also help to recruit law enforcement agencies to participate in traffic safety programs, retrieve crash reports, BAC results and coroner's reports. These efforts have all helped to improve the reporting quality of crash data throughout Indiana over the past few years. Great oversight of the grantees by the LELs through more consistent and thorough monitoring has also improved the fiscal accountability and performance of the grantees.

GRANT FUNDED ENFORCEMENT PERFORMANCE MEASURES, FY 2009 & FY 2010

	FY 2009	FY 2010
OPO	Contacts/Hr: 3.07	Contacts/Hr: 3.21
OPO	SB/CR/Hr: 1.82	SB/CR/Hr: 1.81
OPO	DUI Arrest: 9.32	DUI Arrest: 9.19
BCC	Contacts/Hr: 3.41	Contacts/Hr: 3.44
BCC	SB/CR/Hr: 2.06	SB/CR/Hr: 1.99
BCC	DUI Arrest: 11.93	DUI Arrest: 7.14
DUI	Contacts/Hr: 2.73	Contacts/Hr: 2.80
DUI	DUI Arrest: 5.08	DUI Arrest: 5.02
DDE	Contacts/Hr: 3.43	Contacts/Hr: 3.47
DDE	Speed Citations: 28,845	Speed Citations: 32,401

**LELs HAVE RECRUITED 88%
OF INDIANA COUNTIES INTO
TRAFFIC SAFETY PROGRAMS**

During FY 2010, the LELs traveled 81,110 miles throughout Indiana, conducted 415 hours of site visits, 900 hours of meetings and conducted 51 hours of media outreach. They increased the number of counties with a local agency participating in a TSD funded program from 79 counties in FY 2009 to 81 counties in FY 2010. In total, the number of law enforcement agencies who participated in at least one traffic safety program went from 223 in FY 2009 to 254 in FY 2010.

BICYCLES

In 2010 the TSD partnered with the Marion County Traffic Safety Partnership, City of Indianapolis and the non-profit Bicycle Indiana to initiate a pilot program to address bicycle crashes in Marion County. The projects mission was to increase bicyclist safety through first doing an educational outreach of bicyclists and motorists, including adults and children. The educational efforts were followed by enforcement of traffic safety laws around routes that bicycles frequented, which resulted in over 450 uniform traffic tickets. The pilot project began in May and continued until August of 2010, during that time period there were 66 bicycle crashes compared to 76 during the same period in 2009.



Officer conducts educational outreach to a bicyclist on the Monan bike path

FEDERAL FUNDS

PROGRAM FUNDING

SECTION 402

Based on traffic safety problems identified by the state, section 402 program funds are used to support the state's HSP. 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 2010, a majority of section 402 funds supported Indiana's communications efforts for traffic safety messaging, dangerous driving programs 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 were used as a resource in FY 2010 to supplement funding of currently existing programs and also to establish new traffic safety programs to reduce crashes and fatalities in Indiana.

In FY 2010, 406 funds were utilized for planning and administration; various impaired driving programs, ISP, communication and dangerous driving program.

SECTION 410

Section 410 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 2010, over half of section 410 funds supported impaired driving countermeasures such as DUI Task Force enforcement and FACTs. The remaining funds were used to support additional impaired driving, community traffic service, program management and police traffic service programs.

SECTION 405

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 2010, the section 405 funds were distributed to Indiana's occupant protection programs. Funds supported the Automotive Safety Program, as well as the RDP.

SECTION 2010

Section 2010 of SAFETEA-LU 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 2010 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 2010, section 2010 funds supported the lease of a motorcycle training facility, the purchase of new training motorcycles, as well as public awareness media campaigns regarding motorcycles.

SECTION 408

Section 408 provides funding for the development and implementation of traffic records system improvements. Section 408 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 2010, 408 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 the EMS Firehouse software program.

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 2010, 2011 funds were used by the Automotive Safety Program to purchase additional child restraint devices for distribution, car seat clinics and to enhance their educational efforts to inform the public on proper child restraint device usage.

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 2010, the TSD applied for and qualified as an assurance state for section 1906 funds. These funds are currently being used to help increase the number of courts in Indiana that submit their citations 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

MADD

In FY 2010, the TSD successfully applied for a \$67,000 grant from the MADD national office to help increase the BAC testing rate of those involved in fatal crashes in Indiana. This grant was utilized as an incentive grant to law enforcement agencies to increase their testing of fatal crashes in return for potentially qualifying for DUI related enforcement equipment.

FUNDING STRATEGY

In order to determine grantee funding eligibility and award amounts in FY 2010, 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, the TSD 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, the TSD 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.

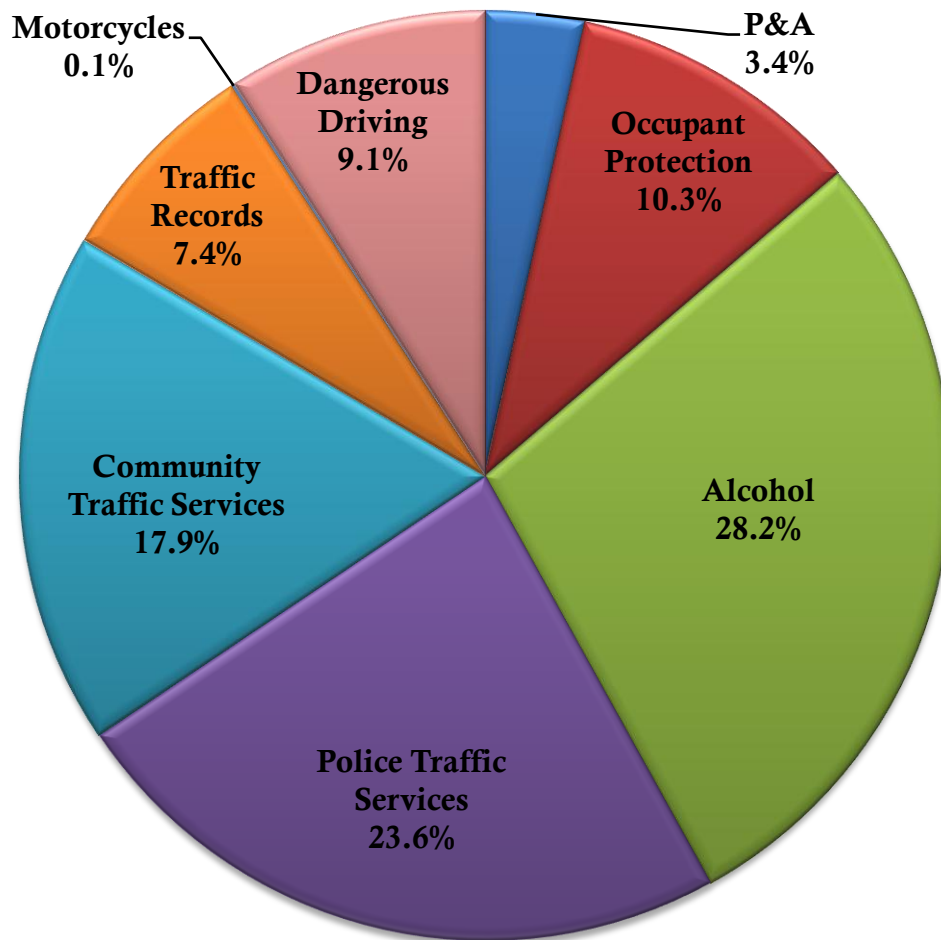
The second part of the formula involves targeting counties with the highest fatality numbers with additional funding beyond the blanket approach. Funding will be made available through de-obligated funds carried over from the previous fiscal year's grantees. Using unrestrained, dangerous driving and 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

TRAFFIC SAFETY BUDGET BREAKDOWN, BY PROGRAM AREA

	402	405	406	408	410	2011	2010	154 Transfer	Total
P&A			452,002.03						452,002.03
Occupant Protection		571,861.63	521,750.65			250,000			1,343,612.28
Alcohol			612,112.48		2,415,807.37			673,352.46	3,701,272.31
PTS	13,199.53		3,082,454.70						3,095,654.23
CTS	1,004,472.69		1,340,000.00						2,344,472.69
Traffic Records			464,429.15	499,909.65					964,338.80
Motorcycles							14,050		14,050.00
Dangerous Driving	918,240.81		270,000.00						1,188,240.81
Total	1,935,913.03	571,861.63	6,742,749.01	499,909.65	2,415,807.37	250,000	14,050	673,352.46	13,103,643.15

Traffic Safety Budget, by Percent



FY 2010 Actual Expenditures as of December 30, 2010											
	2010	406	402	410	2011	405	2010	408	Total	State	Total
	Budget						Motorcycle	Traffic Records	Fed.Funds	Hard Match	Federal & State
Planning and Administrative (P&A)											
Planning & Administration-Federal	523,333	149,044	0	0	0	0	0	0	149,044		149,044
Planning & Administration-State	523,333	0	0	0	0	0	0	0	0	302,958	302,958
Sub-total P&A	1,046,666	149,044	0	0	0	0	0	0	149,044	302,958	452,002
Section II: Occupancy Protection											
Program Management	63,000	60,909	0	0	0	0	0	0	60,909	0	60,909
Automotive Safety Program	800,000	0	0	0	250,000	550,000	0	0	800,000	0	800,000
Seat Belt Enforcement (OPO)	615,000	460,841	0	0	0	0	0	0	460,841	0	460,841
Rual Development Project (RDP)	80,000	0	0	0	0	21,862	0	0	21,862		21,862
Sub-total Occ Protection	1,558,000	521,751	0	0	250,000	571,862	0	0	1,343,612	0	1,343,612
Section III: Alcohol											
Program Management	73,000	0	0	73,000	0	0	0	0	73,000	0	73,000
FACT Teams	1,000,000	0	0	876,182	0	0	0	0	876,182	0	876,182
Enforcement (DUI Task Force)	1,600,000	0	0	1,466,625	0	0	0	0	1,466,625	0	1,466,625
Law Enfor. Training Board (SFST/DRE)	195,000	176,283	0	0	0	0	0	0	176,283	0	176,283
Traffic Safety Resource Prosecutor	195,000	158,836	0	0	0	0	0	0	158,836	0	158,836
Excise Police	125,000	124,993	0	0	0	0	0	0	124,993	0	124,993
SADD	152,000	152,000	0	0	0	0	0	0	152,000	0	152,000
Sub-total Alcohol	3,340,000	612,112	0	2,415,807	0	0	0	0	3,027,920	0	3,027,920
Section IV: PTS											
Program Management	63,000	15,115	0	0	0	0	0	0	15,115	0	15,115
Statewide Training	15,000	0	13,200	0	0	0	0	0	13,200	0	13,200
OPO Awards Banquet	95,000	83,518	0	0	0	0	0	0	83,518	0	83,518
BCC Enforcement	2,100,000	1,949,458	0	0	0	0	0	0	1,949,458	0	1,949,458
Indiana State Police	1,800,000	1,034,363	0	0	0	0	0	0	1,034,363	0	1,034,363
Sub-total PTA	4,073,000	3,082,455	13,200	0	0	0	0	0	3,095,654	0	3,095,654
Section V: Community TS											
LEL Program	540,000	540,000	0	0	0	0	0	0	540,000	0	540,000
Media / Communications Division	1,800,000	800,000	954,447	0	0	0	0	0	1,754,447	0	1,754,447
Clarian	52,000	0	50,026	0	0	0	0	0	50,026	0	50,026
Sub-total Community TS	2,392,000	1,340,000	1,004,473	0	0	0	0	0	2,344,473	0	2,344,473
Section VI: Traffic Records											
Program Management	78,000	0	0	0	0	0	0	68,328	68,328	0	68,328
Indiana University Center	350,000	349,429	0	0	0	0	0	0	349,429	0	349,429
Purdue University	115,000	115,000	0	0	0	0	0	0	115,000		
Trauma Registry Program (IDH)	156,250	0	0	0	0	0	0	159,265	159,265	0	159,265
EMS Software Upgrade	145,000	0	0	0	0	0	0	137,084	137,084	0	137,084
E-Citation Program	147,627	0	0	0	0	0	0	135,882	135,882	0	135,882
Sub-total Traffic Records	991,877	464,429	0	0	0	0	0	500,559	964,988	0	964,988
Section VII: Motorcycles											
LeasePurchase of Facility	10,000	0	0	0	0	0		0	0	0	0
Training Motorcycles	10,000	0	0	0	0	0	13,750	0	13,750	0	13,750
Media / Public Awareness Campaign	140,000	0	0	0	0	0	300	0	300	0	300
Sub-total Motorcycles	160,000	0	0	0	0	0	14,050	0	14,050	0	14,050
Section VIII: Dangerous Driving											
Augemented Funding to Select Counties	0	0	0	0	0	0	0	0	0	0	0
Dangerous & Impaired Driving	1,300,000	270,000	918,241	0	0	0	0	0	1,188,241	0	1,188,241
Sub-total Dangerous Driving	1,300,000	270,000	918,241	0	0	0	0	0	1,188,241	0	1,188,241
Total 2010 Budget Expenditures	14,861,543	6,439,791	1,935,913	2,415,807	250,000	571,862	14,050	500,559	12,127,982	302,958	12,430,940

LEGISLATIVE SUMMARY

In FY 2010 there was significant legislation that directly affects traffic safety in Indiana. Additionally, there were a few minor enhancements to the traffic code to further improve safety on Indiana roadways. All legislation was effective July 1, 2010 unless otherwise noted.

BODILY SUBSTANCE SAMPLES-OWI

Significant changes were made to IC 9-30-6-6 governing chemical testing of bodily substance samples in OWI cases. The amendments corrected problems in collecting bodily substance samples and later admitting chemical test results into evidence in criminal OWI trials that were created by an appellate court decision. The amendments clarify that the list of people qualified to obtain bodily substance samples for purposes of OWI prosecution found at IC 9-30-6-6(j) does not apply where samples are drawn in a hospital by hospital personnel who are acting under a protocol prepared by a physician or under the direction of a physician but applies only where a person has been transported to a facility other than a “licensed hospital” for purposes of collecting bodily substance samples for chemical testing in an OWI prosecution. These changes became effective upon passage and signature by the Governor on March 12, 2010.

Clarification to Differentiate Between Bodily Samples Taken in a Hospital or Place Other Than a “Licensed Hospital” as defined by IC 16-18-2-179(a) and IC 16-18-2-179(b)

IC 9-30-6-6(j) The list of people qualified to draw bodily substance samples found in this subsection applies only to bodily substance samples taken at place other than a “licensed hospital” (as defined by IC 16-18-2-179(a) and IC 16-18-2-179(b)).

“Certified Phlebotomist” removed from list of persons authorized to draw bodily substance samples at a place other than a “licensed hospital”

IC 9-30-6-6(j). The term “certified phlebotomist” removed from the list of people qualified to draw a bodily substance sample where a person has been transported to a place other than a “licensed hospital” for purposes of taking a bodily substance sample. Thus, the following persons who are trained in obtaining bodily substance samples at a place other than a “licensed hospital” and who have been engaged to obtain samples under this section may obtain bodily substance samples for chemical testing in OWI cases: a physician holding an unlimited license to practice medicine or osteopathy, a registered nurse, a licensed practical nurse, an emergency medical technician-basic advanced, an emergency medical technician intermediate, or a paramedic.

RESISTING LAW ENFORCEMENT

Resisting Law Enforcement Causing Death of Law Enforcement Officer

IC 35-44-3-3(b). A person who knowingly or intentionally resists or flees from a law enforcement officer and operates a vehicle in a manner that causes the death of the law enforcement officer while the officer is lawfully engaged in his duties as a law enforcement officer commits a Class A felony.

License Suspension and Plate Suspension Time Imposed for Resisting Law Enforcement in a Vehicle

IC 35-44-3-3(f). The Court may notify the Bureau of Motor Vehicles to suspend the driver’s license, vehicle registration and license plates of any person convicted of the offense of resisting or fleeing from law enforcement involving the use of a motor vehicle for the periods of time described in IC 9-30-4-6(d) (4) and IC 9-30-4-6(d)(5).

IC 9-30-4-6(d)(4). The Court may suspend the driver's license, vehicle registration and license plates of any person convicted of the offense resisting or fleeing from law enforcement involving the use of a motor vehicle including resisting or fleeing law enforcement involving the use of a motor vehicle for one year if while committing the offense the person exceeded the speed limit by at least 20 miles per hour or committed criminal recklessness with a vehicle or aggressive driving.

IC 9-30-4-6(d)(5). The Court may suspend the driver's license, vehicle registration and license plates for two years if the person has a prior unrelated felony conviction under IC 35-44-3-3(b) for resisting or fleeing from law enforcement with a motor vehicle.

License Suspension Begins After Imprisonment

IC 9-4-6.5. The license suspension imposed upon conviction for resisting or fleeing from law enforcement involving the use of a motor vehicle under IC 35-44-3-3(f) begins on the date the person convicted is released from incarceration and not on the date of conviction.

Venue for Hardship License

IC 9-24-15-4. A Petition for Hardship license requesting relief from a license suspension upon conviction for a felony offense including the felony offense of resisting or fleeing from law enforcement involving the use of a motor vehicle must be filed in the county where the person was convicted and the driving privileges were suspended under IC I.C. 9-30-4-6(b) (3), rather than the county of the person's residence.

INVOLUNTARY MANSLAUGHTER DEATH OF A FETUS

Death of a Fetus

IC 35-42-1-4. A new subsection was added to the involuntary manslaughter statute to address the issue of the death of a fetus during the commission of a vehicle crime. A person who kills a fetus while committing or attempting to commit any OWI offense in IC 9-30-5-1 to IC 9-30-5-5 commits involuntary manslaughter, a Class C felony. If the killing results from the operation of a vehicle the offense is a Class D felony.

OPERATING A VEHICLE WHILE INTOXICATED

Operating While Intoxicated Causing the Death of a Law Enforcement Animal

IC 9-30-5-5(c). A person who operates a vehicle with an alcohol concentration equivalent of .08 or above in breath or blood or with a controlled substance or its metabolite in blood and causes the death of a law enforcement animal commits a Class D Felony. A separate offense is committed for each law enforcement animal killed.

HARDSHIP LICENSES AND MONITORING CONDITIONS

Significant amendments to the provisions of IC 9-24-15 authorizing the courts to grant hardship licenses to persons whose licenses have been suspended for certain offenses in order to allow them to drive to work or court ordered rehabilitations now allow the court to impose additional monitoring conditions on the hardship license after the term of incarceration and or probation has been completed. The measures provide courts additional flexibility in monitoring persons who have received hardship licenses after convictions for felony OWI to ensure that they do not drive except under limited circumstances allowed by the hardship license for a longer period of time.

Monitoring conditions for Habitual Traffic Violators

IC 9-24-15-6(b). The court is required to impose “reasonable monitoring requirements” upon a person who is an habitual traffic violator and who has requested and has been granted a restricted driving permit or probationary license or “hardship license”.

Monitoring conditions for Habitual Traffic Violators based on OWI previous convictions.

IC 9-30-10-9(d)(9). The court shall impose one or more of the following conditions or probation and hardship license upon the person who is an habitual traffic violator because of impaired driving offenses with at least one of the offenses occurring within 5 years of the grant of the restricted license: zero tolerance (.02) while operating a vehicle or motorized bicycle; submission to a method to monitor compliance . Further, the Court is required to further determine the appropriate monitoring method, which may include ignition interlock and/or a device that detects and records the person’s use of alcohol such as a SCRAM device or similar device. A person who is an habitual traffic violator who is granted a “hardship license under these conditions must submit to a chemical test if requested by a law enforcement officer if the officer lawfully stops the person while operating a motor vehicle or motorized bicycle..

IC 9-30-10-15(d)(2). A person who is an habitual traffic violator based upon previous OWI convictions and who is granted a hardship license with the Court mandated monitoring conditions such as zero tolerance, ignition interlock, Scram device or other “reasonable monitoring requirement” must submit to a chemical test if the law enforcement officer lawfully stops the person while operating a motor vehicle or motorized bicycle and the law enforcement officer requests a chemical test. The person must also submit to any other “reasonable monitoring requirement” imposed by the court.

IC 9-30-10-13(a)(6). The Bureau of Motor Vehicles is required to place the “zero tolerance” provision upon the court ordered restricted license granted to the habitual traffic violator for 3 years after the bureau issues the restricted license.

IC 9-30-10-13(a)(7). A person who is HTV because of OWI previous convictions and who is issued the restricted license is required to sign a Bureau of Motor Vehicles form agreeing that as a condition to obtaining the restricted driving license, the person will submit to a chemical test at any time during the period three years after the bureau issues the restricted driver’s license to the person if a law enforcement officer lawfully stops the person while operating a motor vehicle or motorized bicycle and the law enforcement officer requests a chemical test.

Conditions that must be specifically stated in the order and restricted license.

IC 9-30-10-9(d). The Court shall attach the any restrictions to the person’s driving privileges to the restricted driver’s license and must specify the hours during which the person who receives the restricted driver’s license is allowed to drive.

Penalties for violation of the restricted license and monitoring conditions.

IC 9-30-10-17.5. A person who operates a vehicle or motorized bicycle in violations of the conditions of a restricted license commits a Class A misdemeanor.

IC 9-30-10-18. It is a defense in a criminal proceeding for violation of the conditions of a restricted license if the operation of a motor vehicle or motorized bicycle was necessary to save life or limb in an extreme emergency. The defendant bears the burden of proof by a preponderance of the evidence to establish this defense.

HARDSHIP LICENSES-HABITUAL TRAFFIC VIOLATORS AND OUT OF STATE CONVICTIONS

"Out of state convictions" qualify for Habitual Traffic Violator determination

IC 9-30-10-4. The definition of the combination of traffic felony and misdemeanor convictions that qualify for a determination of habitual traffic violator status has been changed to include certain felony or misdemeanor out-of-state convictions that are "substantially similar" to the requisite Indiana convictions. For purposes of the habitual traffic violator status determination, a judgment includes a judgment in any other jurisdiction in which the elements of the offense for which the conviction was entered are "substantially similar" to the elements of the Indiana offenses which qualify for the determination as set out in IC 9-30-10-4(a) and IC 9-30-10-4(b). Thus, the requisite number of qualified out of state convictions and/or Indiana convictions will result in an habitual traffic violator determination and a 10 year license suspension. Out of state judgments that qualify toward habitual traffic violator status determination do not include traffic violations that would count toward the 10 judgments within 10 years habitual traffic violator status.

OPERATING A VEHICLE WHILE NEVER RECEIVING A LICENSE REPEAT OFFENDER

"Knowingly or Intentionally" Operating a Vehicle While Never Licensed

IC 9-24-18-1(a). An intent element of "knowingly or "intentionally" violating the statute has been added so that a person who "knowingly" or "intentionally" operates a vehicle while never having received a license commits a Class C misdemeanor as a first offense or a Class A misdemeanor for a subsequent offense.

Operating a Vehicle While Never Licensed With a Prior Conviction

IC 9-24-18-1(a). Penalties for the offense of operating a vehicle while never licensed are enhanced for repeat offenders who do not subsequently receive a license. A person who "knowingly" or "intentionally" operates a vehicle while never having received a license with a prior conviction for operating a vehicle while never licensed commits a Class A misdemeanor.

Driver's License Prohibition

IC 9-25-18-1(b). The Court shall recommend to the BMV that the person convicted of an offense of Operating a vehicle while never licensed be prohibited from obtaining a driver's license for 90 days to 2 years.

FINES FOR MOVING VIOLATIONS

Maximum amount of fines for Class C infraction traffic violations capped.

IC 35-28-5-4(f). The maximum fines that the court may impose based upon a person's admission, plea of nolo contendere or guilty finding on a moving traffic violation are capped to limited dollar amounts plus court costs eliminating judicial discretion in the assessment of fines for Class C infraction, moving violations. A person who admits or pleads nolo contendere before the court date or on the court date or is found by the court to have committed the moving traffic violation can be charged a maximum of \$35.50 fine plus court costs if the person has not committed another moving violation within the previous 5 years.

If the person is found to have committed another moving traffic violation within 5 years, the maximum fine is \$250 plus court costs if he admits or pleads nolo contendere before the court date or on the court date or is found by the court to have committed a traffic violation.

The maximum fine that the Court may impose is \$500 plus court costs if the person is found to have committed two or more traffic violations within 5 years and admits or pleads nolo contendere before the court date or after the court date or is found to have committed a new moving traffic violation.

The Court may require sworn affidavits of a defendant that he has not committed any moving violations within the relevant time frame. The maximum fine amounts are imposed in addition to any payment that would be required for defensive driving school.

NON-RESIDENT DRIVERS AND ILLEGAL IMMIGRANTS

Driver's license requirements for non-resident drivers and illegal aliens.

IC 9-24-1-7(3) and IC 9-24-1-7(4). The statutory provisions that require out-of-state drivers to have a driver's license in their possession and the exceptions to those provisions for out-of-state drivers have been changed. A nonresident of Indiana who is 16 years and one month of age and has in the nonresident's immediate possession a valid operator's license or chauffeur's license issued to the nonresident in the nonresident's home state or country and who is lawfully admitted into the United States is not required to have an Indiana driver's license while operating a motor vehicle in Indiana.

IC 9-24-1-7(6). Repealed.

SLOWING DOWN WHEN APPROACHING EMERGENCY VEHICLE AND UTILITY SERVICE VEHICLE

Duties of Motorists upon Approach of a Utility Service Vehicle

IC 9-21-8-35(c). "Stationary utility service vehicle" as defined in IC 8-1-8.3-5 is added to the statute requiring motorists to yield the right of way and slow down for emergency vehicles. Motorists must yield the right of way to a "stationary utility service vehicle" by making a lane change to a non adjacent lane, if possible with due regard to safety and traffic conditions or reduce their speed to at least 10 miles per hour less than the posted speed limit, maintaining a safe speed for road conditions if changing lanes would be impossible or unsafe.

IC 9-21-8-35(d). "Road" and/or "street" maintenance vehicle is added to this section of the statute that requires operators of various emergency vehicles to operate those vehicles with due regard for the safety of everyone using the highway. This statute does not operate to relieve the person who drives an emergency vehicle, a recovery vehicle, a utility service vehicle, or a road, street or highway maintenance vehicle from the duty to operate the vehicle with due regard for the safety of all persons using the highway.

TWO WORKING TAIL LAMPS

Two working tail lamps required on all vehicles

IC 9-19-6-4(c). The statute requiring tail lamps on various vehicles now specifies that motor vehicles, trailers, semi-trailers, and pole trailers must have two working tail lamps on vehicles manufactured after January 1, 1956 to be operated on a highway. A "truck-tractor-semitrailer-semitrailer combination equipped with a B-train assembly as defined by IC 9-13-2-13 governed by section 7 of this chapter, motorcycle or motor-driven cycle is excluded from the requirement of two working tail lamps.

IC 9-21-7-2. Two working tail lamps must be displayed between the hours of sunset to sunrise and at any time when due to insufficient light or unfavorable conditions persons and vehicles on the highway are not clearly discernible at 500 feet on all motor vehicles, trailers, semi-trailers, and pole trailers must have two working tail

lamps on vehicles manufactured after January 1, 1956 to be operated on a highway. A “truck-tractor-semitrailer-semitrailer combination equipped with a B-train assembly as defined by IC 9-13-2-13 governed by section 7 of this chapter, motorcycle or motor-driven cycle is excluded from this requirement.

MOTORCYCLE HANDLEBAR HEIGHT

Measurement and distance of motorcycle handlebar height to road

IC 9-19-7-2(a) (1). The distance and measurement requirements for acceptable motorcycle handlebar height are changed. A motorcycle operated on the streets or highways by an Indiana resident must be equipped with handlebars that rise not higher than the shoulders of the driver when the driver is seated in the driver’s seat or saddle.

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Welcome to

Indiana

Crossroads of America

Lincoln's Boyhood Home

