
Fiscal Year 2024

Indiana Annual Report

State of Indiana

Governor

Mike Braun

Indiana Criminal Justice Institute

Executive Director

Devon McDonald

Indiana Criminal Justice Institute

Traffic Safety Director

James Bryan



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Introduction

Indiana’s federal fiscal year (FFY) 2024 annual report shows the progress and achievements toward reaching traffic safety performance goals, lowering traffic fatalities, and ultimately increasing safety on Indiana’s roadways.

The Traffic Safety Division (TSD) utilized the FFY 2024 to expand operations and maximize opportunities for enforcement and education. The TSD worked to implement new requirements as outlined in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).

Indiana’s major accomplishment was the reduction in total traffic fatalities in the last two (2) years. Indiana continued to demonstrate tremendous improvement in traffic safety in the Federal Fiscal Year FFY 2024. **As compared to FFY 2022, total traffic fatalities decreased by 13.5% and there were 1,947 fewer serious bodily injuries.**

Indiana also met the following performance measure targets (PMT) set in FFY 2023:

- Fatalities per 100,000,000 vehicle miles traveled (VMT):
- Unrestrained passenger vehicle occupant fatalities in all seat positions.
- Alcohol-impaired driving fatalities.
- Speed-related fatalities.
- Motorcyclist and un-helmeted fatalities.
- Children aged fifteen (15) and under killed in traffic crashes.
- Children aged seven (7) and under killed in traffic crashes.

In FFY 2024, Indiana presented two major events. First, the TSD hosted the annual Governor’s Highway Safety Association (GHSA) Conference in August where leaders and traffic safety advocates came together to share best practices, collaborate, and learn about innovative solutions. Second, the TSD partnered with Alliance Highway Safety to host its first Traffic Safety Day at the Indianapolis Motor Speedway which targeted students throughout the state where they learned to become traffic safety advocates in their communities.

Along with these successful events, Indiana’s impaired driving programs experienced significant growth from FFY 2023 to FFY 2024. The State of Indiana continues to lead the United States in effective Drug Recognition Expert (DRE) alongside Advanced Roadside Impaired Driving Enforcement (ARIDE) training procedures and coursework, as seen in the chart below:

Program	FFY23	FFY24
DRE Certifications	31	59
Total DREs	191	204
Drug Influence Enforcement Evaluations	646	753
Drug Influence Training Evaluations	459	867
ARIDE classes	24	30
ARIDE trained officers	363	491
ARIDE agencies represented	128	142

The TSD focused on Public Participation and Engagement (PP&E), combining feedback with data-driven evidence to ensure equity, increase outreach, and target underserved communities.

Projects were prioritized to:

- Increase education and enforcement efforts for communities that are overrepresented in data for collisions, fatalities, and injuries
- Target community engagement and events toward young drivers to identify, educate, and correct risky driving behaviors
- Expand Traffic Records and data-based programs through the Traffic Safety Improvement Program (TSIP) grant
- Increase traffic safety education and enforcement to protect vulnerable road users, including pedestrians, bicyclists, and micro-mobility individuals
- Expand Child Passenger Safety program outreach and address population limitations
- Identify underserved areas through data connections and increase traffic resources

This Annual Report celebrates the successes and accomplishments made across TSD programs and initiatives focused on lowering traffic fatalities and achieving target goals set in the FFY 2024-2026 Triennial Highway Safety Plan (3HSP).

FFY 2024 Indiana Triennial Highway Safety Plan Focus

The TSD-approved 3HSP seeks to address aspects of Indiana’s traffic safety landscape that have seen increased vehicle and pedestrian fatalities as well as growing concerns with other dangerous driving behaviors such as impaired driving, distracted driving, speeding, and lack of proper occupant restraints.

During FFY 2024, the TSD undertook a data-informed approach and listened to a variety of stakeholders and community members from around the state in developing countermeasures, projects, and metrics for the 3HSP. This triennial plan places particular emphasis on underserved and overrepresented communities and incorporates input from these affected communities.

The TSD utilized data-driven tools to identify traffic safety challenges and geographic areas of the state that represent the highest number of collisions, serious injuries, and fatalities. Indiana used several sources of data in determining PMTs, including the Fatality Analysis Reporting System (FARS), Automated Reporting Information Exchange System (ARIES), Operation Pull Over (OPO) Database, Indiana University Public Policy Institute (IU-PPI), Electronic Citation Warning System (eCWS), Purdue Center for Road Safety (CRS), Oracle Business Intelligence Enterprise Edition – INDOT Answers, and Indiana State Department of Toxicology (ISDT).

Based on the last five (5) years of data, these matrices provided the TSD with critical information about the status of traffic safety in counties and cities throughout the state. The Traffic Safety Division utilized the five (5) most recently plotted data points to determine the projected values of each data category. Values were then used to calculate a projected five-year rolling average for the forthcoming years. All selected data for PMT values reflect Indiana’s goal of decreasing the number of traffic fatalities and injuries for each category.

When analyzing the FFYs, overall fatalities decreased from 894 in FFY 2023 to 852 in FFY 2024. Additionally, Indiana expressed overall decreases in serious injuries, fatalities per 100 million VMT, unrestrained fatalities, speeding fatalities, un-helmeted motorcycle fatalities, children aged fifteen (15) and under killed in traffic collisions, and children aged five (5) and under killed in traffic collisions. **Indiana also achieved 93.6% seat belt usage, with the highest usage since pre-Covid data surveys.**

During FFY 2024, the TSD maintained consistent monitoring, assessment, and review of all projects within the Highway Safety Plan. To better accomplish all PMTs not met in FFY 2024, changes will be made to the upcoming 3HSP to further prioritize and expand enforcement projects and media campaigns promoting traffic safety. Emphasis will be placed on improving projects aimed at educating young drivers aged twenty (20) and under, increasing compliance with seat belt usage laws, and awareness of pedestrians and bicyclists on the roads.

Legislative Update

On July 1, 2024, the Indiana General Assembly enacted House Enrolled Act No. 1090 to take effect, expanding Indiana's seat belt law to include the admissibility of evidence and the defendant's burden of proof for noncompliance regarding wearing a seat belt during the time of a vehicle collision. This legislative update underscores the critical importance of wearing seat belts, not only for safety but also for legal consideration in the event of a collision.

Performance Report: 23 CFR 1300.35 (a)(1)

Pursuant to and in compliance with 23 CFR 1300.35(a)(1), the following section contains an assessment of Indiana's progress in achieving performance targets identified in the 3HSP and updated in the annual grant application, based on the most currently available data. This section includes an explanation of the extent to which Indiana's progress in achieving the performance targets aligns with the 3HSP and a description of how the activities conducted under the FFY 2024 grant application contributed to meeting Indiana's highway safety performance targets.

Core Performance Measures and Targets

The 3HSP identifies the most crucial traffic safety problems and provides a detailed framework for creating data-driven traffic safety programs focused on preventing traffic fatalities and injuries. Each year, the TSD analyzes data to adjust program targets through amendments, while aligning with traffic safety countermeasures. BIL requires the TSD to establish goals for the core performance measures based on FARS data, a behavioral measure for observational seat belt usage, and citation activity measures.

For FFY 2023, Indiana met ten (10) of its fourteen (14) core PMTs listed, and based on the preliminary FARS data, the TSD again anticipates meeting ten (10) of the fourteen (14) core performance measures in FFY 2024. Table 1 below provides the FFY 2023 and FFY 2024 statuses of the core performance measures. The TSD will continue to conduct thorough reviews of all its performance measures to determine whether additional initiatives are needed to improve traffic safety on Indiana's roadways.

Table 1: Assessment of Results in Achieving Performance Measure Targets (PMT) for FFY 2023 and FFY 2024

Performance Measure	FFY 2023			FFY 2024			Annual 5-Year Average
	Target Value FFY 2023 HSP	Progress Results	Was the Target Value Met?	Target Value FFY 2024 from 3HSP	Progress Results	Was the Target Value Met?	
C-1) Total Traffic Fatalities	895	894	YES	926	852	YES	879.4
C-2) Serious Injuries in Traffic Crashes	3,348.10	4,232	NO	3,281	3,496	NO	3,480.2
C-3) Fatalities/100M VMT	1.088	1.12	NO	1.10	1.057	YES	1.087
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	312	318	NO	227	162	YES	238
C-5) Alcohol-Impaired Driving Fatalities	259	82	YES	146	121	YES	168
C-6) Speeding-Related Fatalities	236	235	YES	279	212	YES	246
C-7) Motorcyclist Fatalities	143	128	YES	112	112	YES	128
C-8) Un-helmeted Motorcyclist Fatalities	87	69	YES	74	58	YES	81
C-9) Drivers Aged Twenty (20) and Under Involved in Fatal Crashes	151	58	YES	106	137	NO	109
C-10) Pedestrian Fatalities	164	107	YES	110	120	NO	109
C-11) Bicyclist Fatalities	15	19	NO	16	19	NO	19
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	> 90	93.2	YES	>90	93.6	YES	93.52
A-5) Children Aged Fifteen (15) and Under Killed in Traffic Crashes	34	22	YES	26	18	YES	27
IN-1) Children Aged Seven (7) and Under Killed in Traffic Crashes	11	10	YES	11	5	YES	12

Table 1: Assessment of Results in Achieving PMTS for FFY 2023 and FFY 2024
 FARS NHTSA Data 2020 – 2022, FARS Fiscal Preliminary Data 2023-2024

Performance Measures (Continued)

Performance Measure C-1) Traffic Fatalities (FARS)

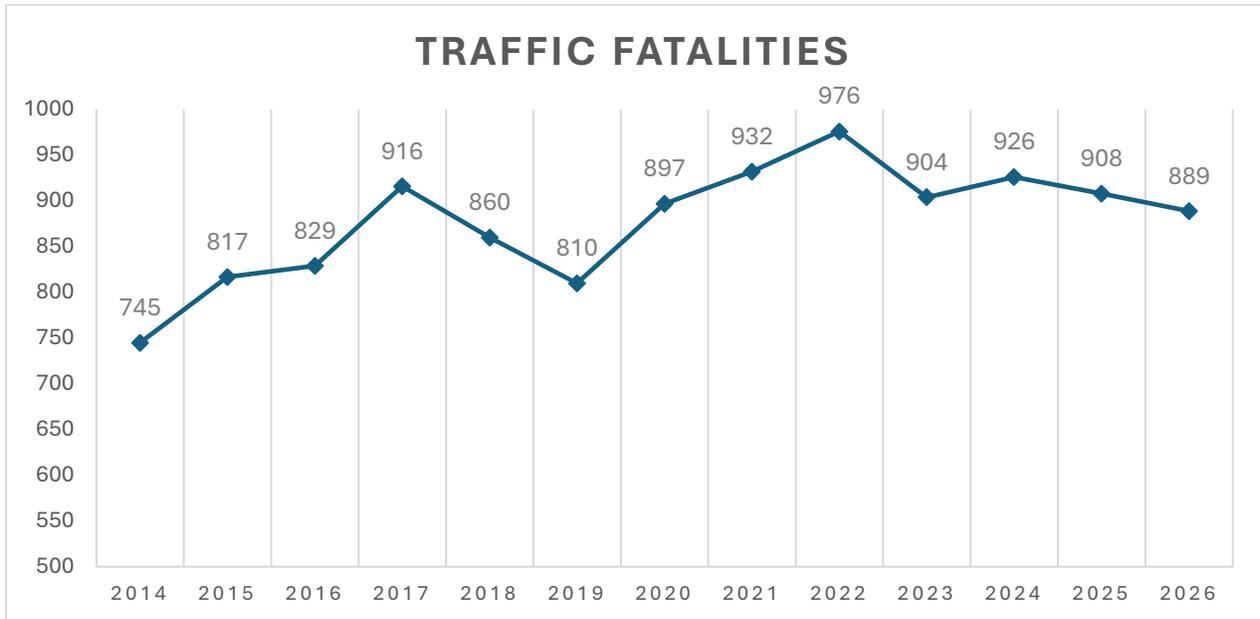


Table 2: Performance Measure C-1) Annual Traffic Fatalities

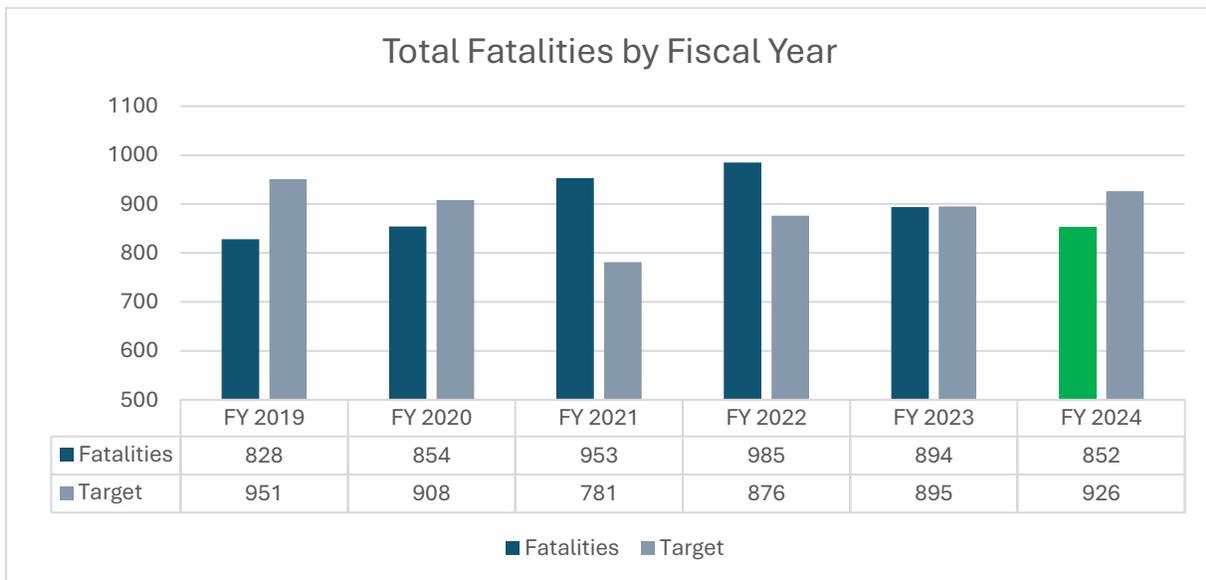


Table 3: Total Fatalities by Fiscal Year

Fatalities decreased in FFY 2024 by 4.8% since FFY 2023, with forty-two (42) fewer lives lost. As a result of increased program development, enhanced enforcement strategies, and diversified data-driven solutions, Indiana achieved its PMT for this area. The PMT met is indicated in green in Table 3.

Performance Measure C-2) Number of Serious Injuries in Traffic Crashes (State Crash Data Files)

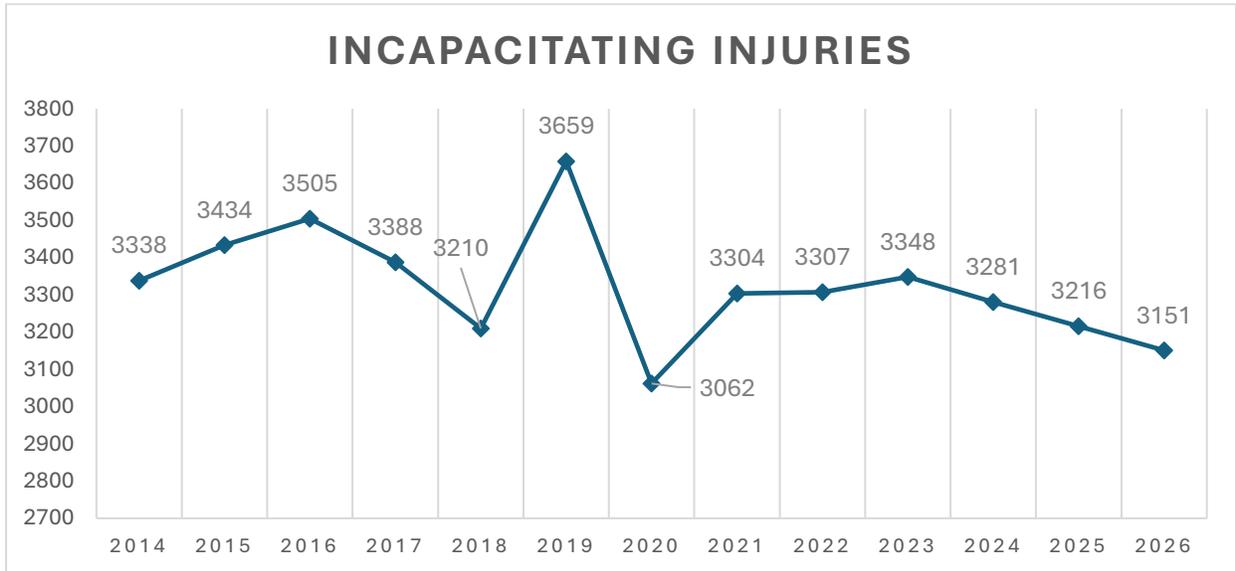


Table 4: Performance Measure C-2) Number of Serious Injuries in Traffic Crashes (State Crash Data Files)

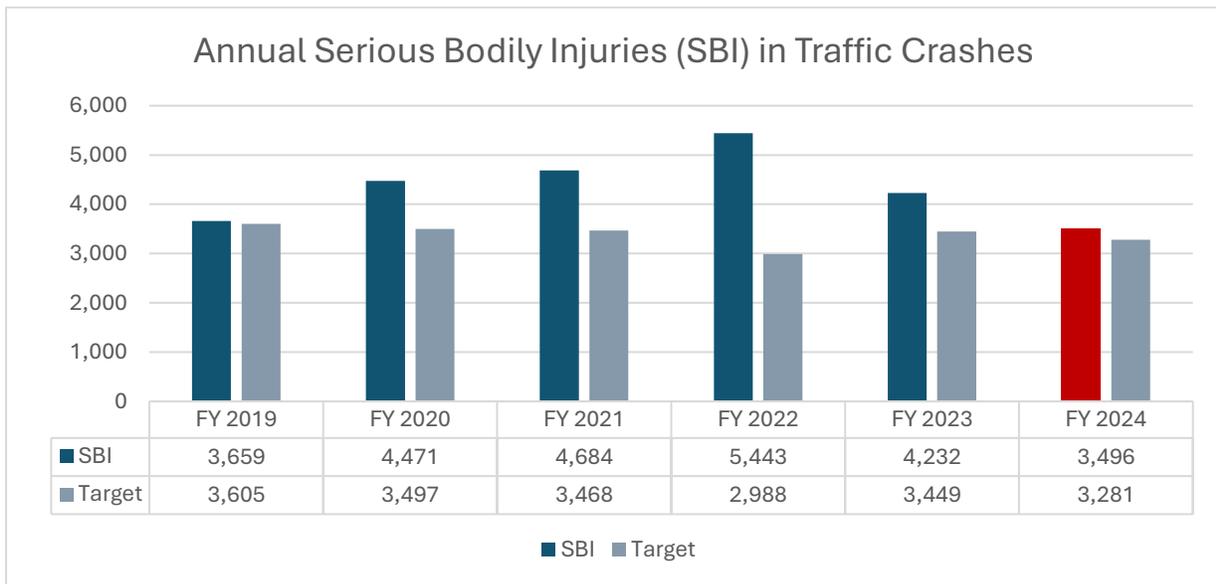


Table 5: Annual Serious Bodily Injuries in Traffic Crashes

Alongside traffic fatalities, serious bodily injuries (incapacitating) also decreased during FFY 2024. Risk-taking driving behaviors such as speeding, driving distracted, and traveling unrestrained are major contributors to serious crashes with injuries. Indiana did not meet its PMT for this area in FFY 2024. The PMT not met is indicated in red in Table 5.

Performance Measure C-3) Fatalities Per 100 Million Vehicle Miles Traveled (FARS)

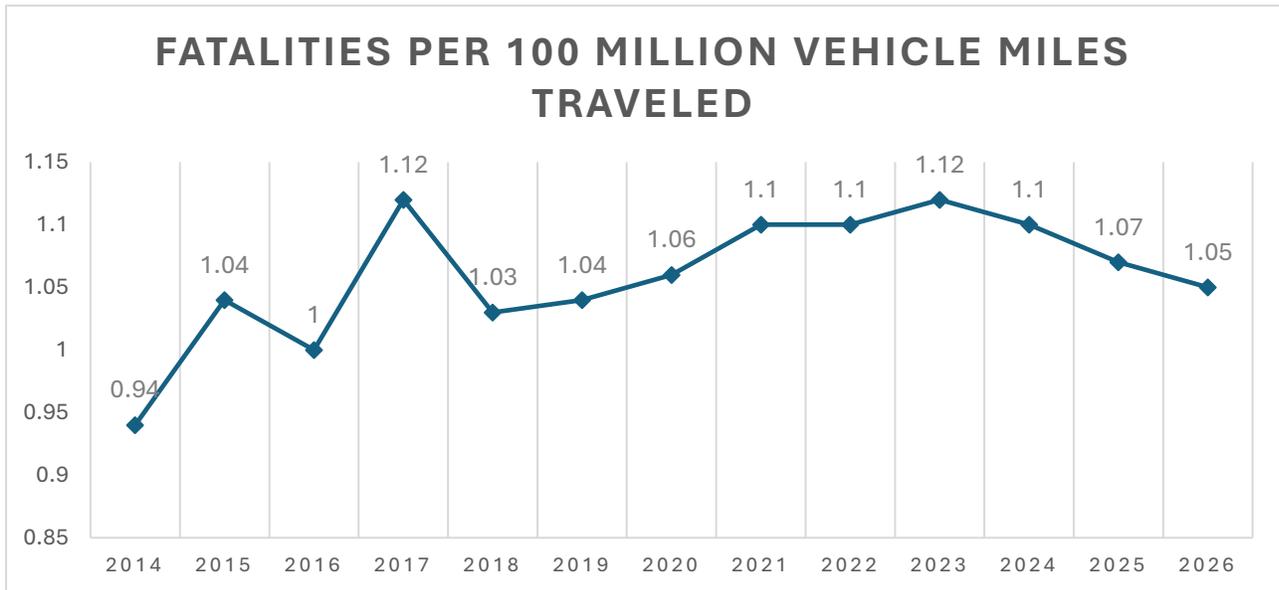


Table 6: Performance Measure C-3) Fatalities per 100 Million VMT

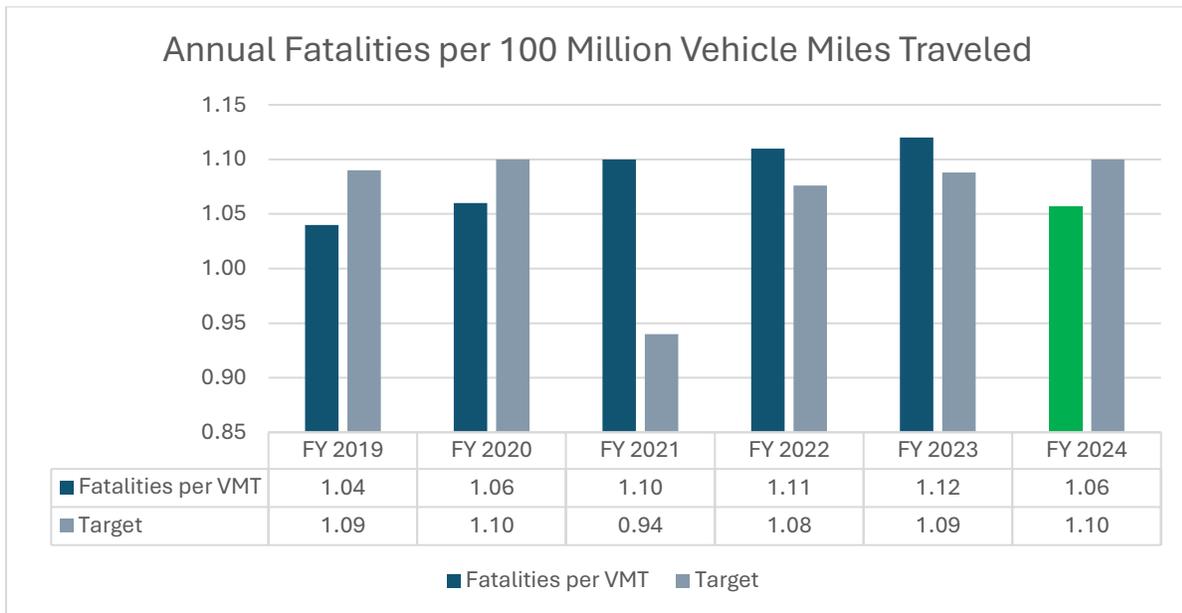


Table 7: Annual Fatalities per 100 Million Vehicles Miles Traveled

Alongside the decreases in traffic fatalities and serious bodily injuries, fatalities per 100 million VMT also decreased slightly in FFY 2024 with more lives saved. Indiana met its PMT for this area in FFY 2024. The PMT met is indicated in green in Table 7.

Performance Measure C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities – All Positions (FARS)

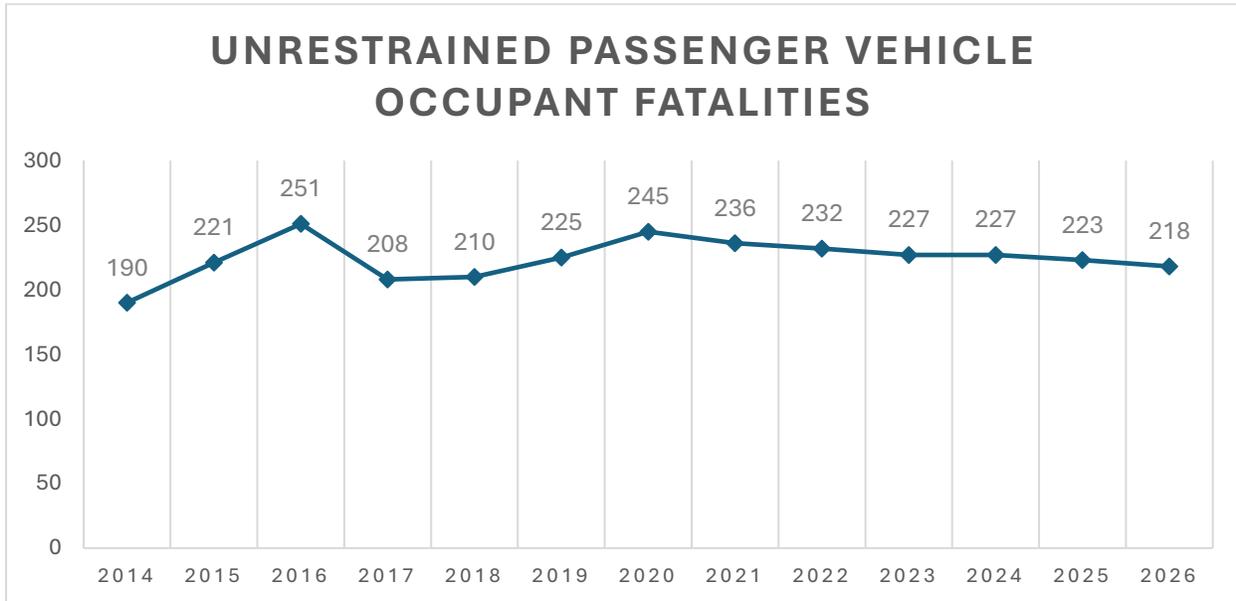


Table 8: Performance Measure C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities – All Positions (FARS)

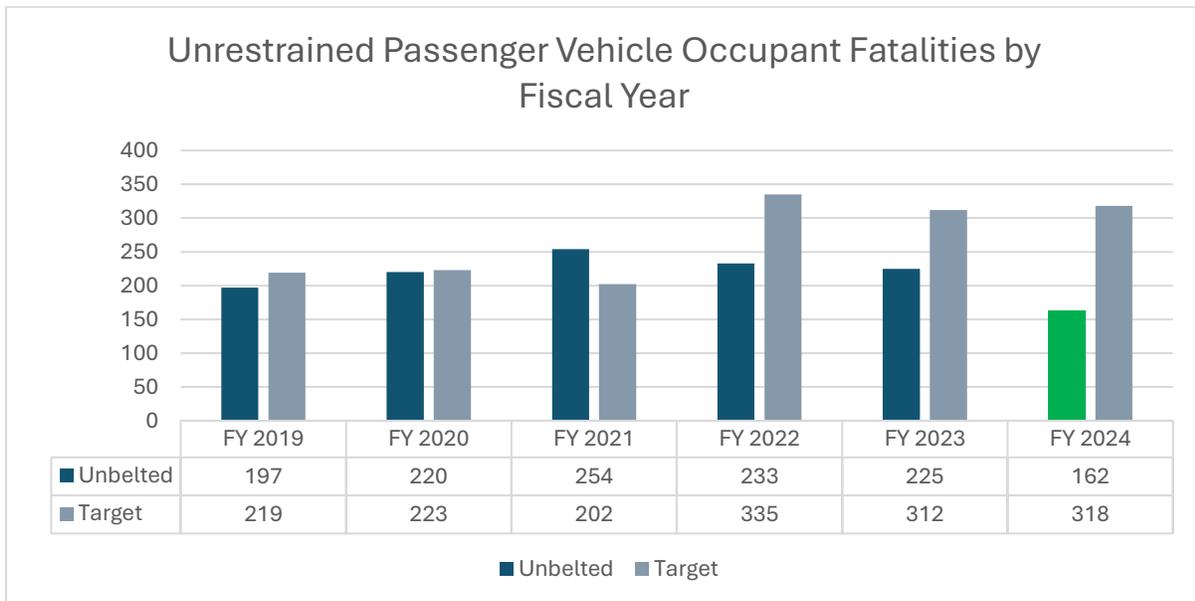


Table 9: Unrestrained Passenger Vehicle Occupant Fatalities by Fiscal Year

Indiana experienced a drop in unrestrained passenger vehicle occupant fatalities from 225 in FFY 2023 to 162 in FFY 2024. Seat belt usage has steadily increased in Indiana per the Annual Seat Belt Usage survey, with a new milestone of 93.60% accomplished in FFY 2024. Indiana met its PMT for this category. The PMT met is indicated in green in Table 9.

Performance Measure C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 or Above (FARS)

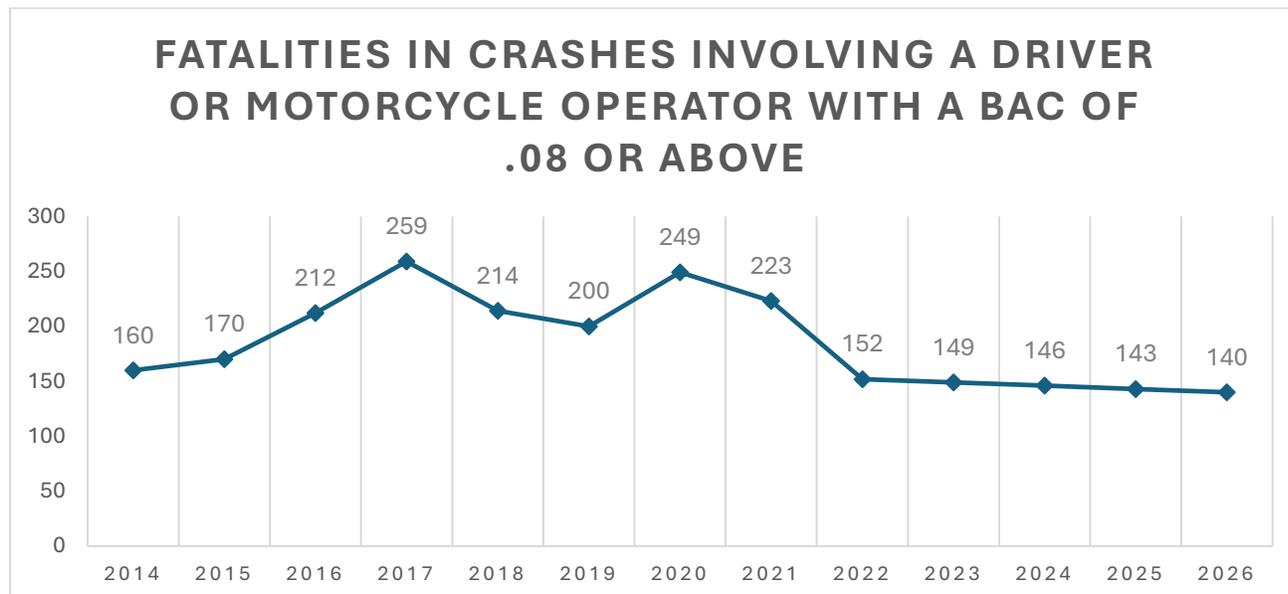


Table 10: Performance Measure C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 or Above (FARS)

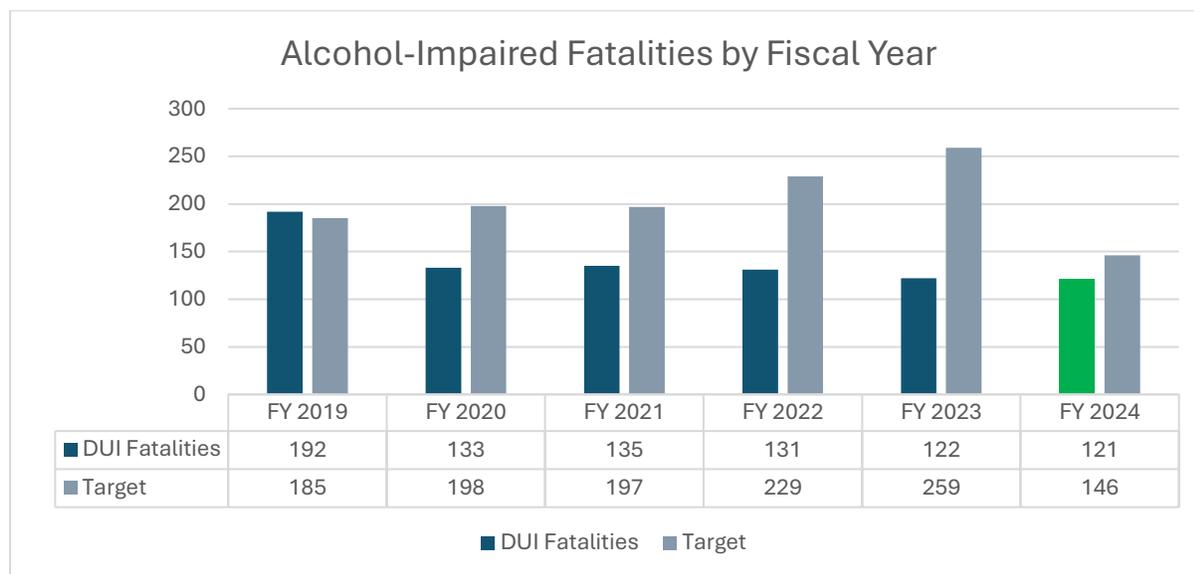


Table 11: Alcohol-Impaired Fatalities by Fiscal Year

Alcohol-impaired driving fatalities decreased to a new milestone low of 121 fatalities in comparison to prior fiscal years. Indiana met its PMT for this category and has witnessed a steady decline due to Driving Under the Influence (DUI) enforcement strategies, citations, and education. The PMT met is indicated in green in Table 11.

Performance Measure C-6) Number of Speeding-Related Fatalities (FARS)

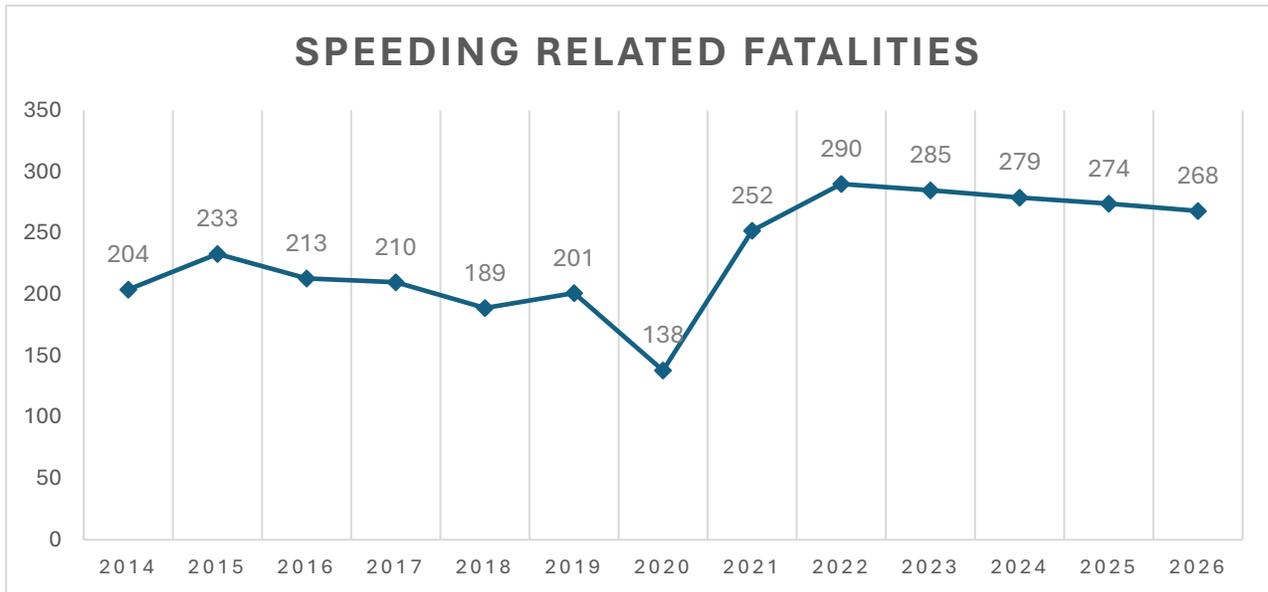


Table 12: Performance Measure C-6) Number of Speeding-Related Fatalities (FARS)

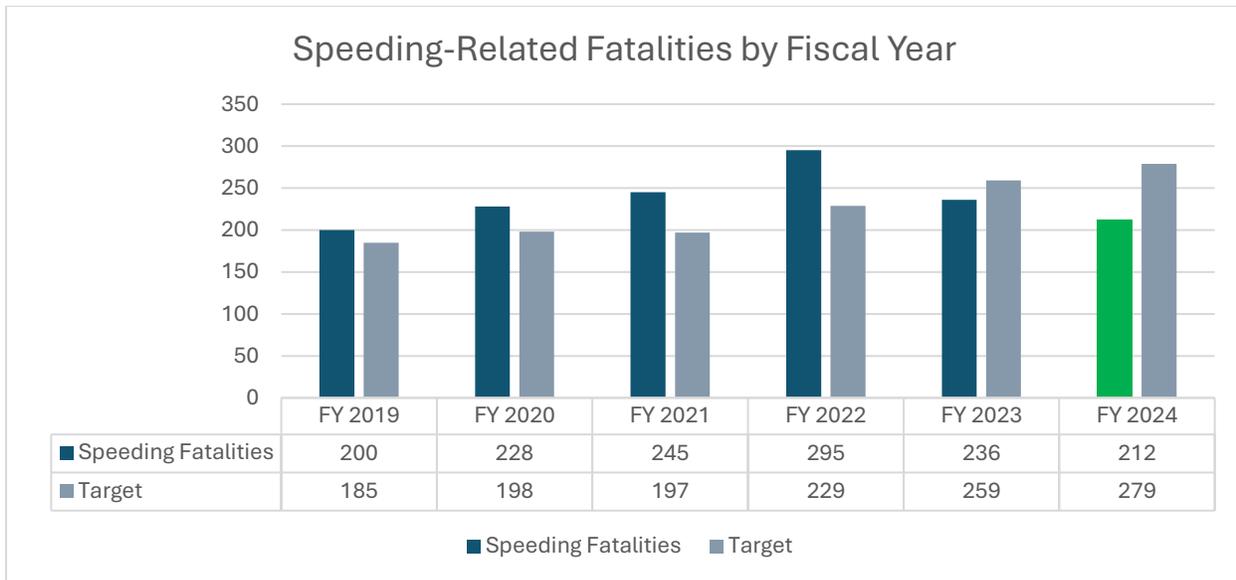


Table 13: Speeding-Related Fatalities by Fiscal Year

Speeding-related fatalities decreased from 236 in FFY 2023 to 212 in FFY 2024. Combined efforts of media, education, and speeding-related citation blitzes have all contributed to educating the public and spreading awareness of dangerous, risky driving behaviors. Indiana met its PMT for this category. The PMT met is indicated in green in Table 13.

Performance Measure C-7 & C-8) Number of Motorcyclist & Un-helmeted Motorcyclist Fatalities (FARS)

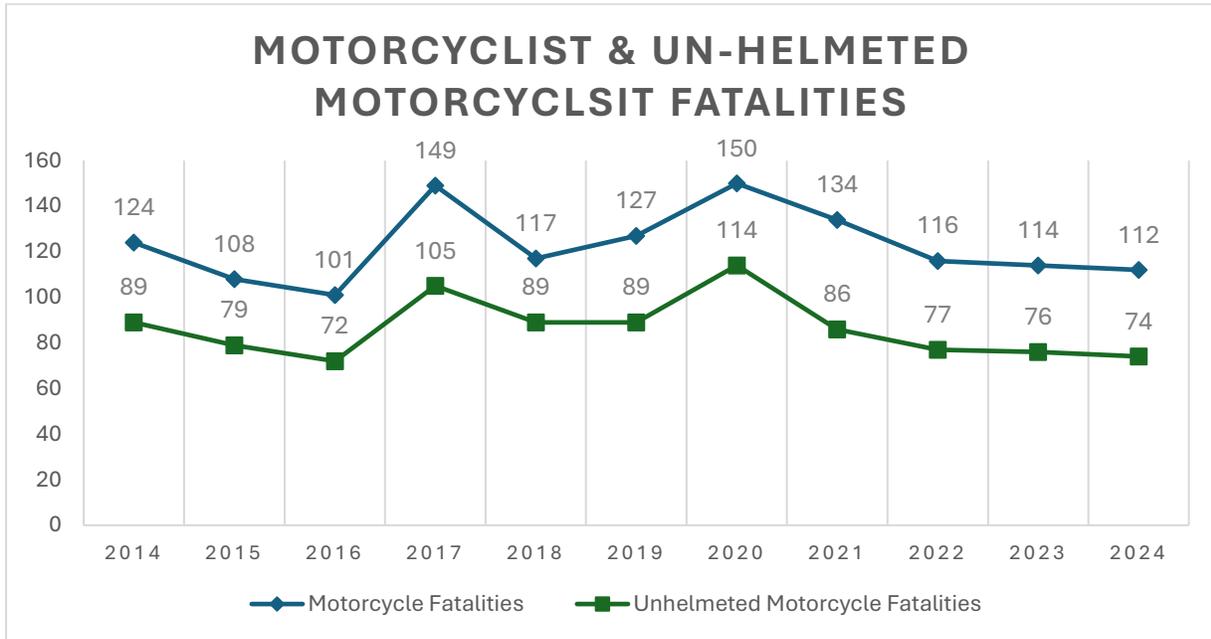


Table 14: Performance Measure C-7 & C-8) Number of Motorcyclist & Un-helmeted Motorcyclist Fatalities (FARS)

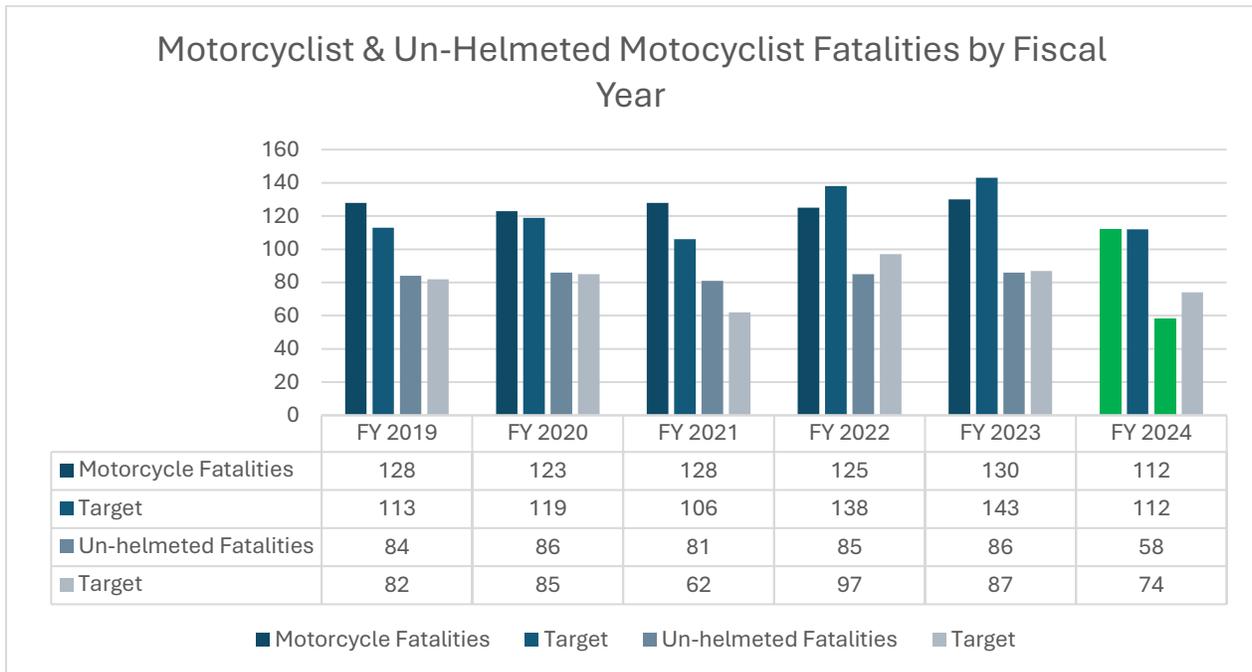


Table 15: Motorcyclist & Un-helmeted Motorcyclist Fatalities by Fiscal Year

Both areas of motorcyclist and un-helmeted motorcyclist fatalities experienced decreases for FFY 2024. As a result, Indiana successfully met both FFY 2024 PMT set for motorcyclist fatalities (112) and un-helmeted motorcyclist fatalities (74). The PMT met is indicated in green in Table 15.

Performance Measure C-9) Number of Drivers Twenty (20) or Younger Involved in Fatal Crashes (FARS)

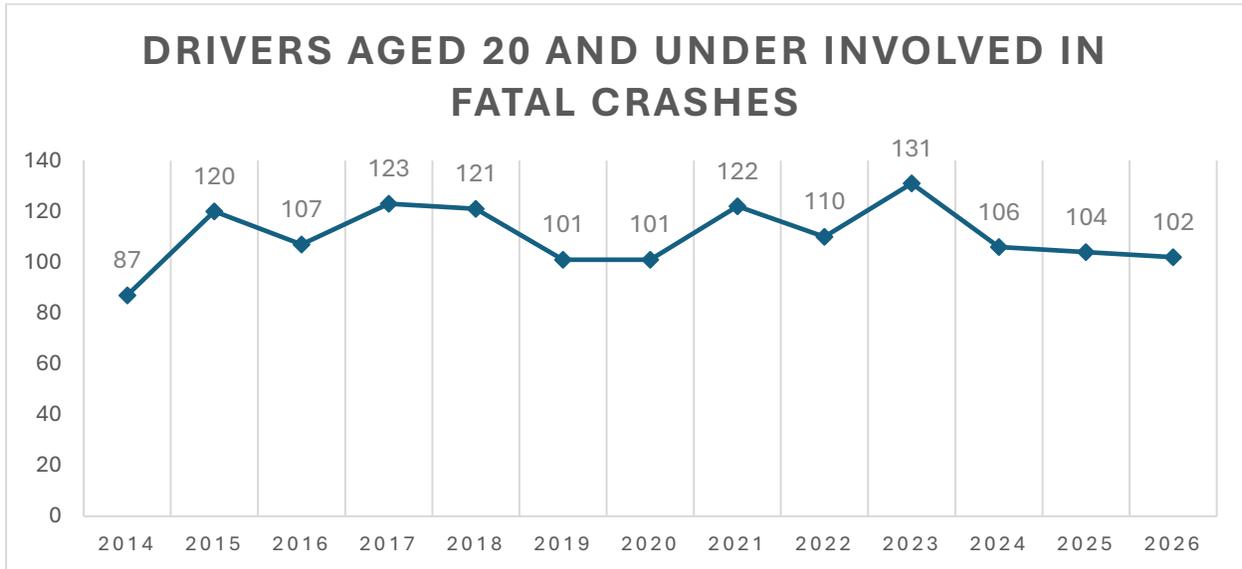


Table 16: Performance Measure C-9) Number of Drivers Twenty (20) or Younger Involved in Fatal Crashes (FARS)

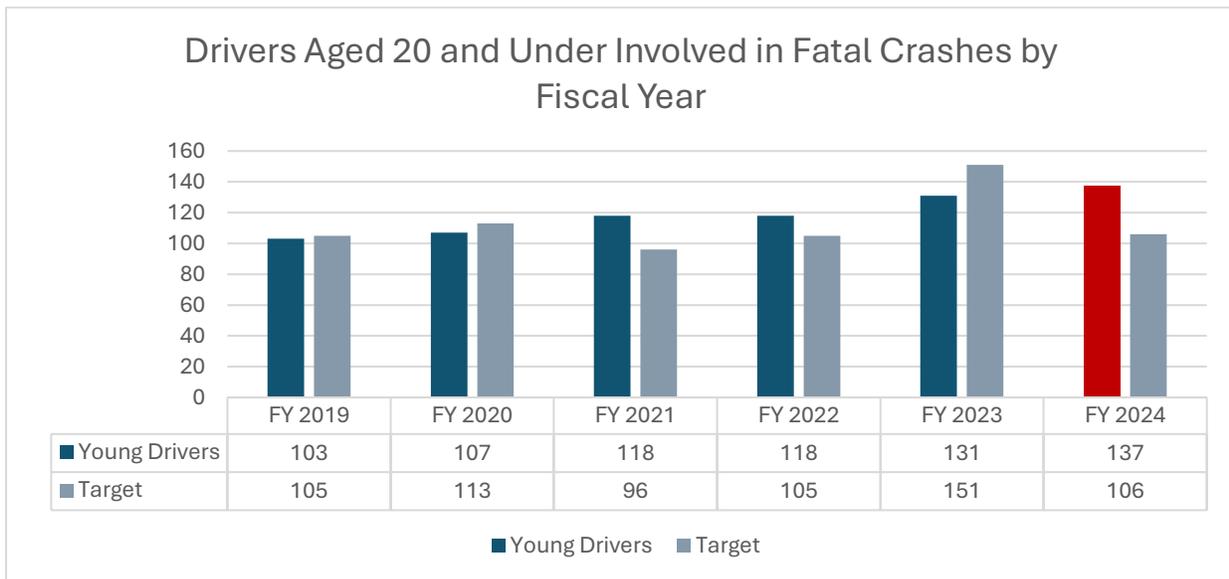


Table 17: Drivers Aged Twenty (20) and Under Involved in Fatal Crashes by Fiscal Year

Drivers aged twenty (20) and under involved in fatal crashes increased to 137 in FFY 2024 from 131 in FFY 2023. The TSD has taken extra strides to strengthen the Young Driver and Child Passenger Safety program statewide to provide resources and training to educate the public. By partnering with Alliance Highway Safety, the TSD has reached thousands of new young drivers with programs, engagement, and education. This increased effort will continue into FFY 2025. Despite the changes, Indiana did not meet its PMT value of 106 for FFY 2024. The PMT not met is indicated in red in Table 17.

Performance Measure C-10) Number of Pedestrian Fatalities (FARS)

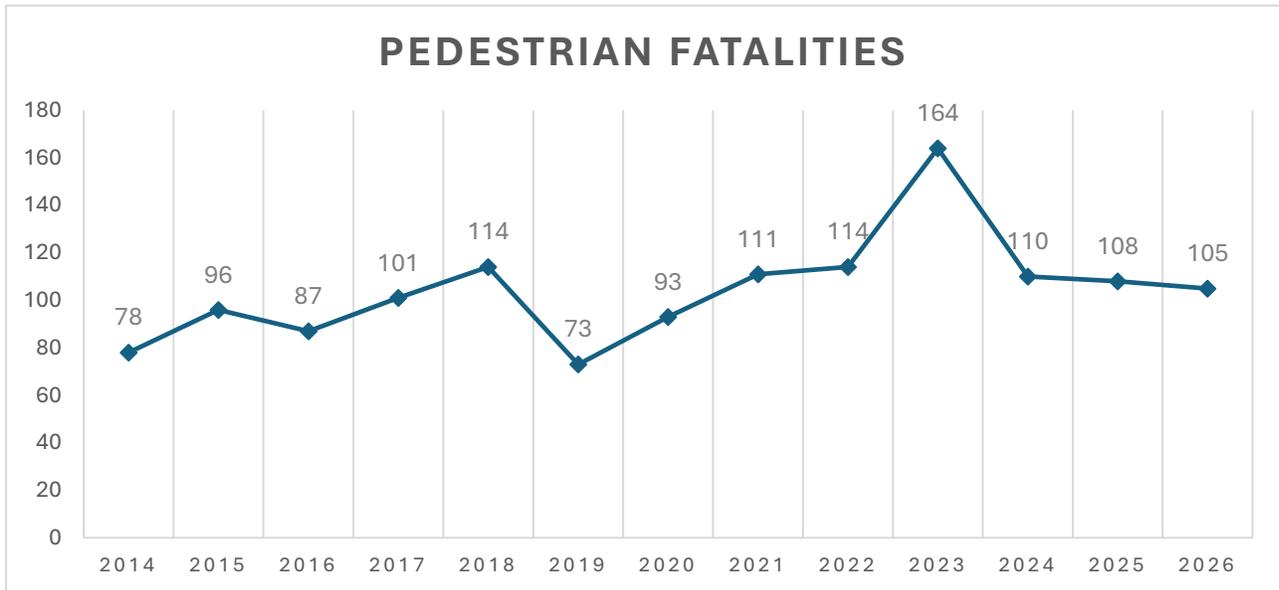


Table 18: Performance Measure C-10) Number of Pedestrian Fatalities (FARS)

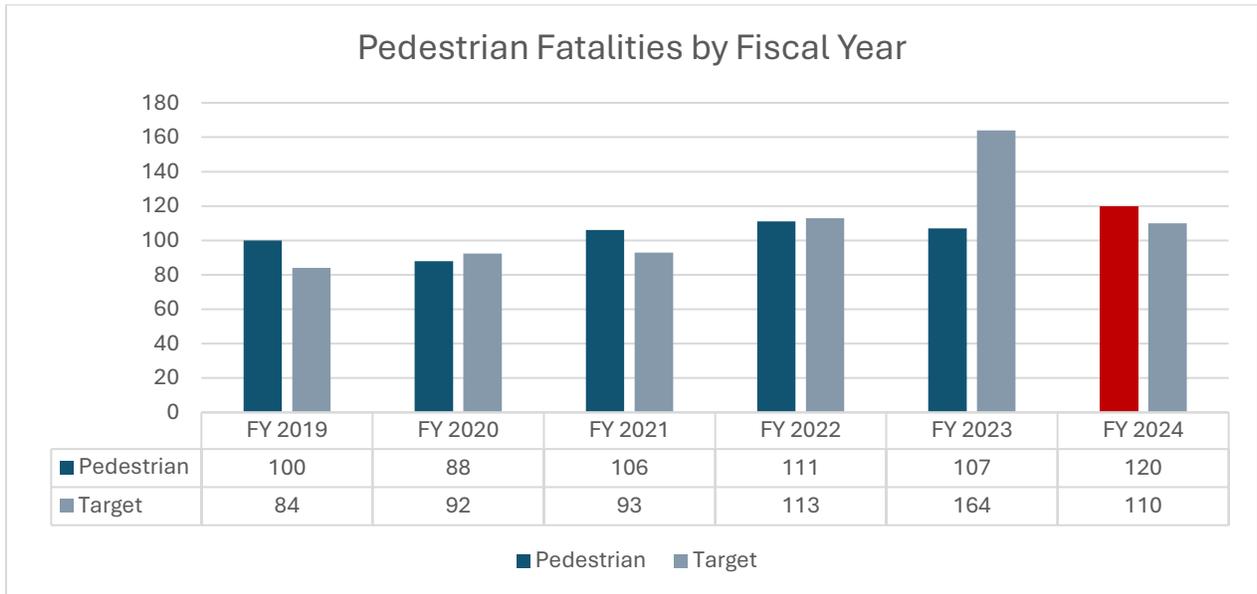


Table 19: Pedestrian Fatalities by Fiscal Year

Indiana’s pedestrian fatalities slightly increased to 120 in FFY 2024 from 107 in FFY 2023. The TSD and the Indiana Department of Transportation (INDOT) have both taken increased measures to protect vulnerable road users and non-motorists through the continued development of programs such as the Non-Motorist Safety Program (Ped-Bike) and Stop Arm Violation Enforcement (SAVE) projects, alongside designing safer streets and preventing right turns on red for busy urban areas. Indiana did not meet its PMT for this area in FFY 2024. The PMT not met is indicated in red in Table 19.

Performance Measure C-11) Number of Bicyclist Fatalities (FARS)

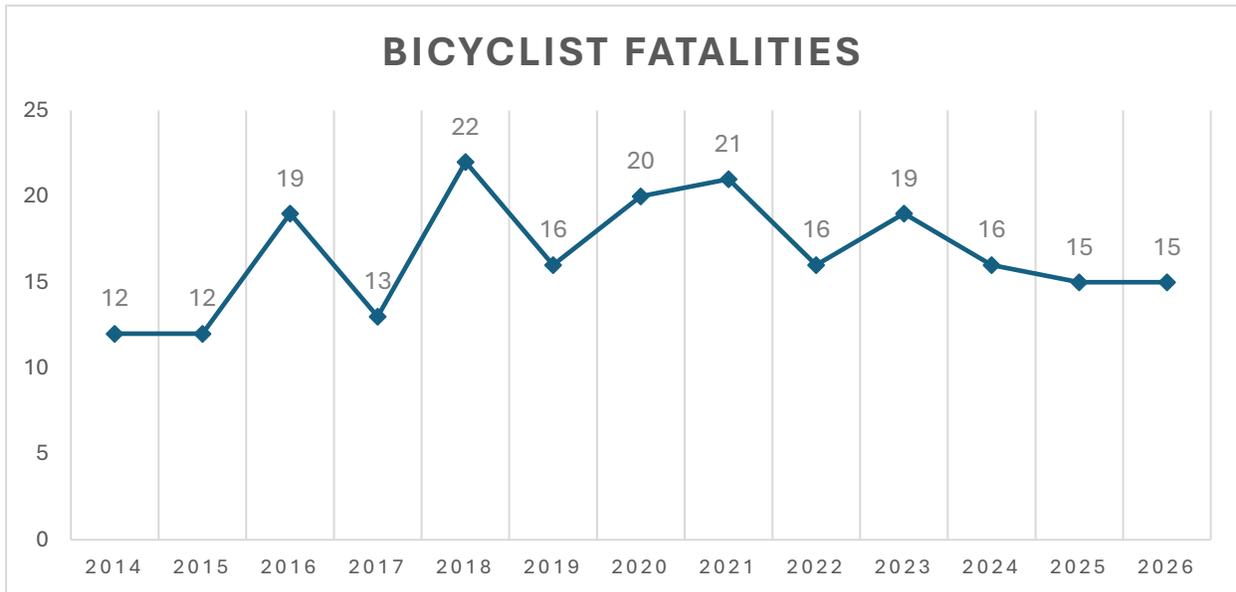


Table 20: Performance Measure C-11) Number of Bicyclist Fatalities (FARS)

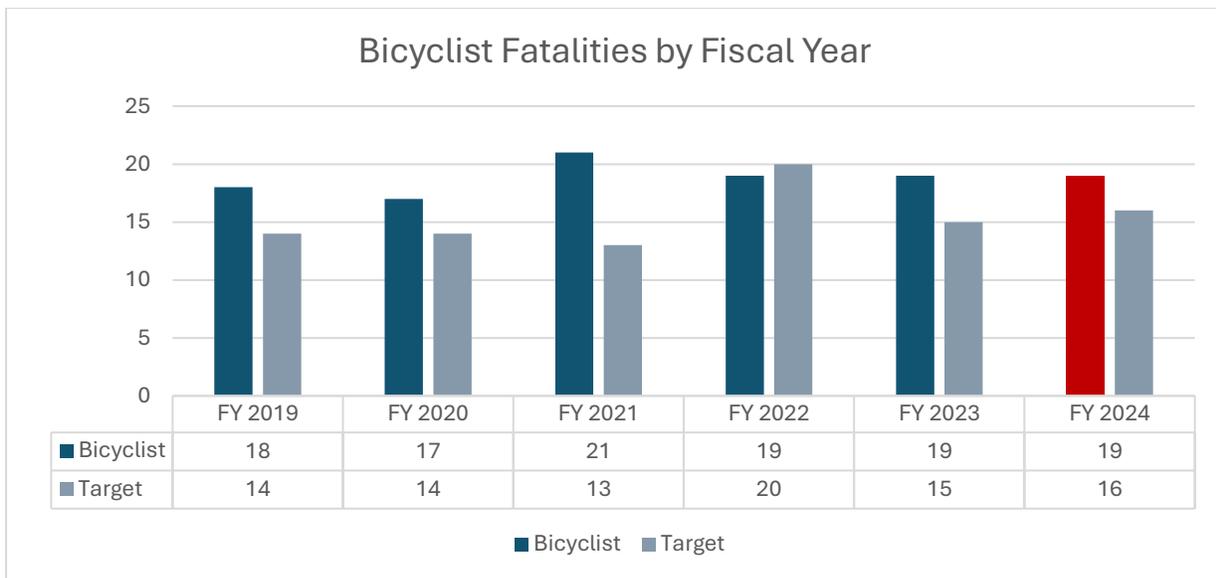


Table 21: Bicyclist Fatalities by Fiscal Year

The number of bicyclist fatalities remained steady at nineteen (19) fatalities from FFY 2023 to FFY 2024. As a result, Indiana did not meet its PMTs for FFY 2024. To lower bicyclist fatalities in FFY 2025, the TSD will continue to expand non-motorist and vulnerable road user programs, education, and enforcement through data-driven strategies to target areas of highest risk to this population. The PMT not met is indicated in red in Table 21.

Performance Measure B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Annual Survey)

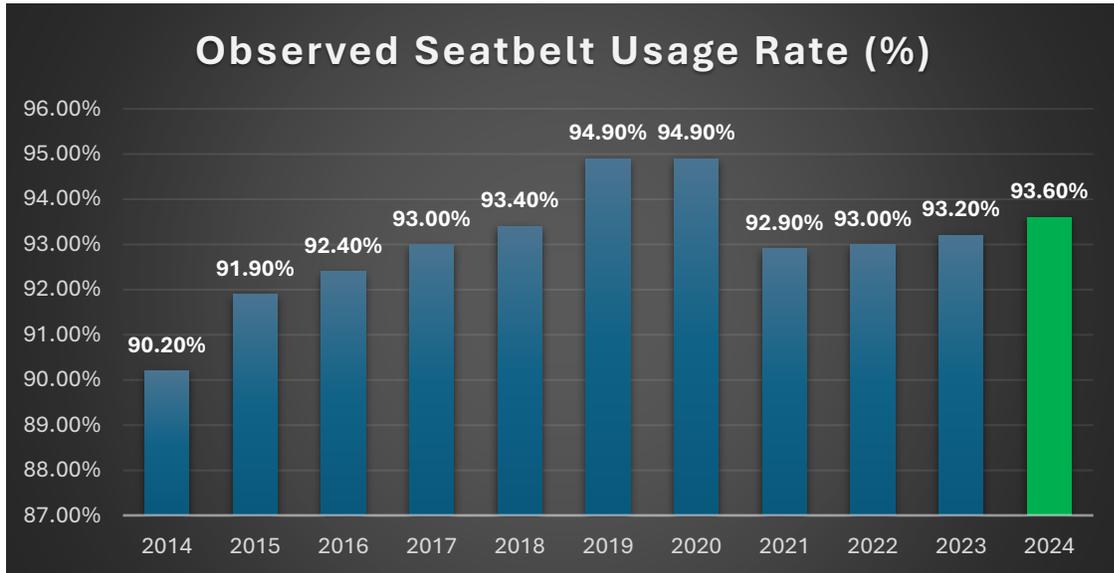


Table 22: Performance Measure B-1) Observed Seat Belt use for Passenger Vehicles, Front Seat Outboard Occupants (Annual Survey)

Indiana’s observed annual seat belt usage rate climbed from 93.2% in FFY 2023 to 93.6% in FFY 2024. This is the highest usage rate since pre-covid surveys were conducted. Notably, unrestrained passenger vehicle occupant fatalities also decreased in FFY 2024 with sixty-three (63) lives saved. Indiana met its PMT by achieving this record high usage and showing continued improvement annually. The PMT met is indicated in green in Table 22.

Performance Measure A-5) Children Aged Fifteen (15) and Under Killed in Traffic Crashes (FARS)

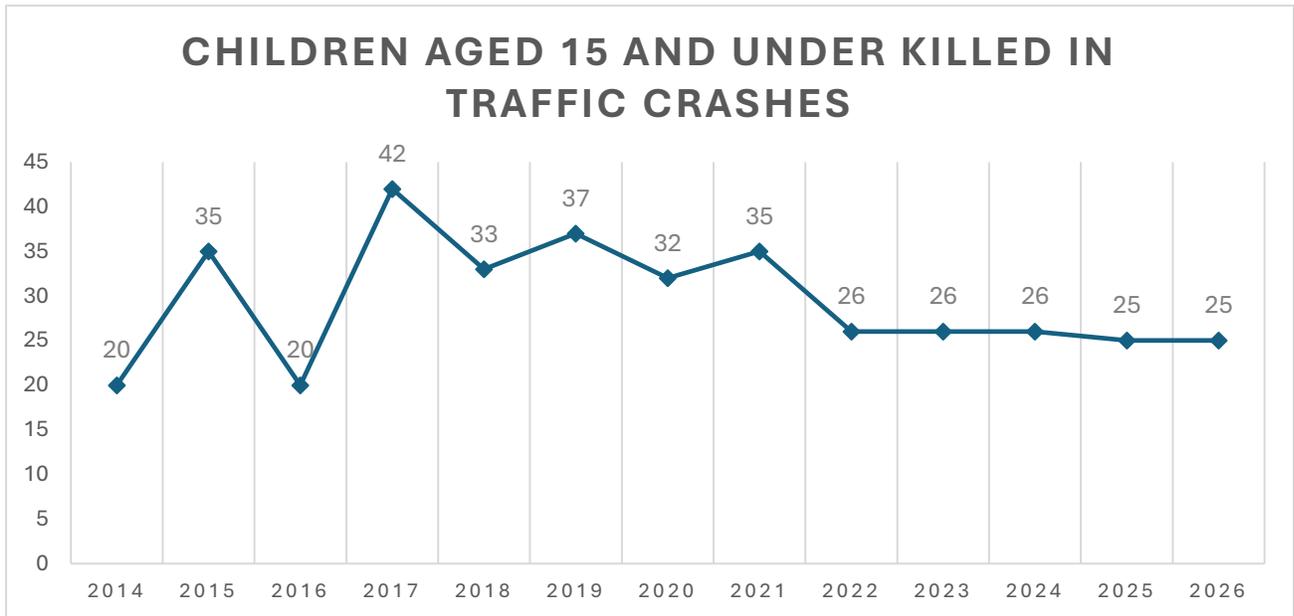


Table 23: Performance Measure A-5) Children Aged Fifteen (15) and Under Killed in Traffic Crashes

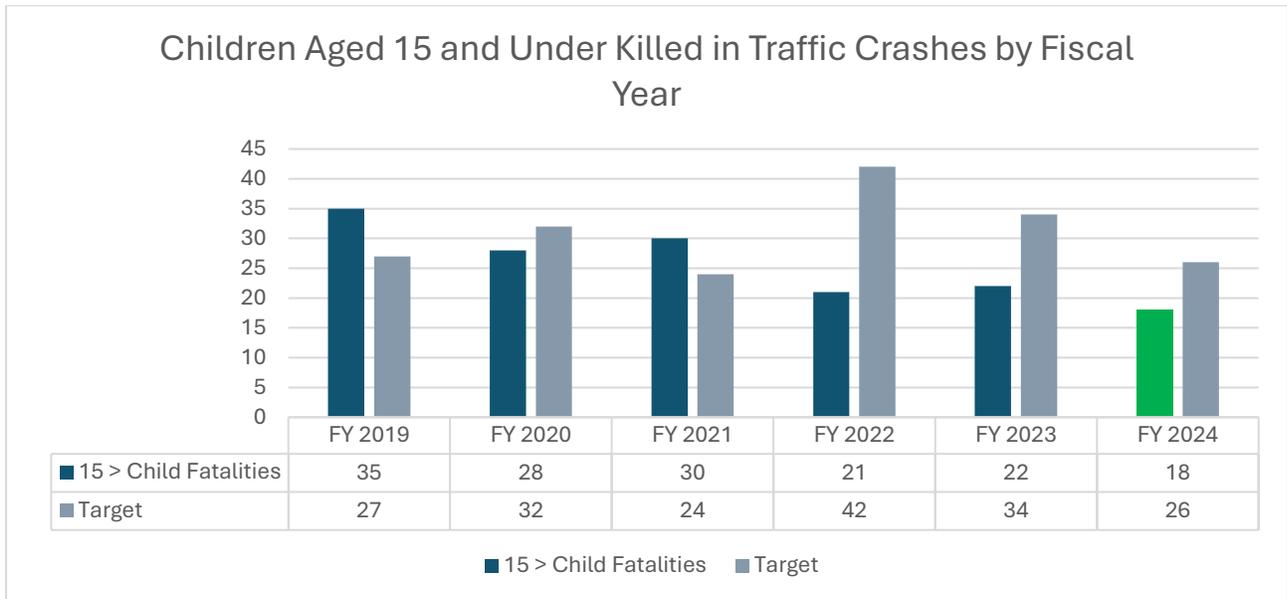


Table 24: Children Aged Fifteen (15) and Under Killed in Traffic Crashes by Fiscal Year

The number of children aged fifteen (15) and under killed in traffic crashes slightly decreased from twenty-two (22) in FFY 2023 to eighteen (18) in FFY 2024. In FFY 2024, Indiana targeted the young driver population with additional resources and programs, alongside events with Alliance Highway Safety. Indiana met the established PMT for FFY 2024.

Performance Measure IN-1) Children Aged Seven (7) and Under Killed in Traffic Crashes (FARS)

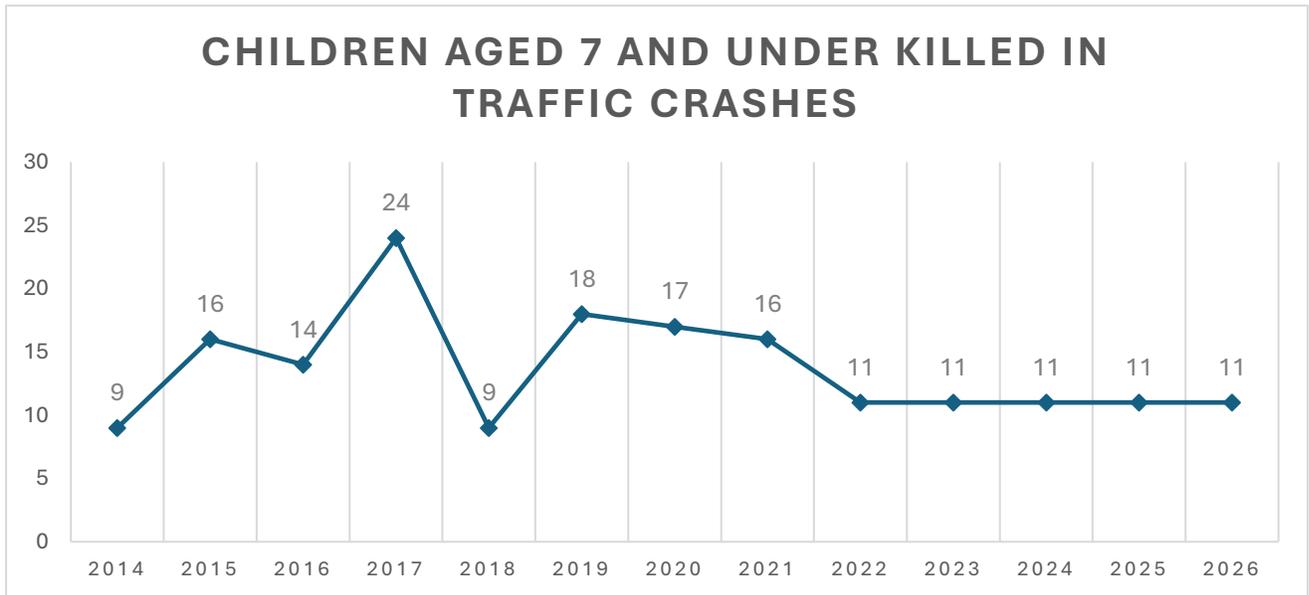


Table 25: Performance Measure IN-1) Children Aged Seven (7) and Under Killed in Traffic Crashes (FARS)

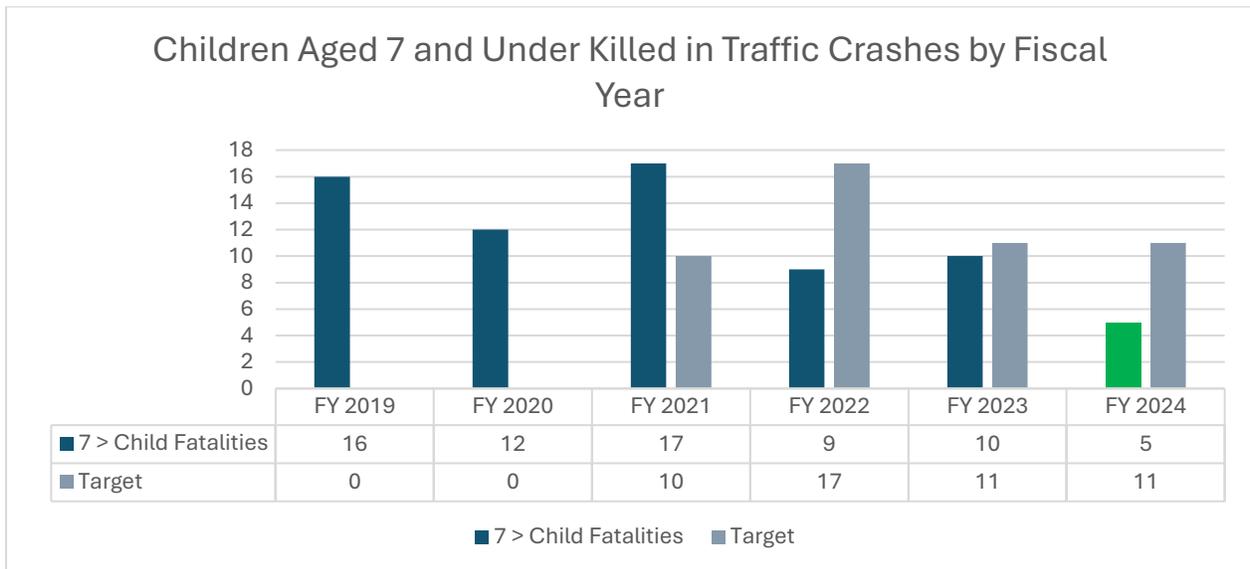


Table 26: Children Aged Seven (7) and Under Killed in Traffic Crashes by Fiscal Year

The number of children aged seven (7) and under killed in traffic crashes decreased in FFY 2024 from FFY 2023. Ongoing education, community engagement, and public participation have been incorporated into the Child Passenger Safety programs of FFY 2024. As a result, Indiana met the PMT. PMTs were not set for this category prior to FFY 2021 and are therefore not available for this chart.

Performance Report: 23 CFR 1300.35 (a)(2)

Pursuant to and in compliance with 23 CFR 1300.35(a)(2), the following section contains an explanation of how Indiana plans to adjust its strategy for programming funds to achieve the performance targets where Indiana is not on track to meet its performance targets.

The following Core Performance Measure goals are not likely to be met in FFY 2024. The TSD will adjust FFY 2025 and FFY 2026 efforts to better address and meet performance targets, as described below:

C-2) Serious Injuries in Traffic Crashes

- FFY 2024 Goal: 3,281
- The TSD will continue to explore opportunities to strengthen education and enforcement efforts. Emphasis will be placed on improving projects aiming to increase compliance with seat belt usage laws and awareness of pedestrians and bicyclists on the roads.
- In FFY 2025, the following programs are planned to target this area:
 - CHIRP – Comprehensive Highway Injury Reduction Program
 - CMAP – Crash Mapping Program
 - CRS – Center for Road Safety

C-9) Drivers Aged Twenty (20) and Under Involved in Fatal Crashes

- FFY 2024 Goal: 106
- The TSD is expanding education, enforcement, and opportunities to reach young drivers and passengers. Specifically, the TSD will continue to expand the Teen Traffic Safety and Education program through collaboration with Impact Teen Drivers.
- In FFY 2025, the following programs are planned to target this area:
 - CHIRP – Comprehensive Highway Injury Reduction Program
 - Excise Police Grant Program
 - Teen Traffic Safety and Education – Impact Teen Drivers

C-10) Pedestrian Fatalities

- FFY 2024 Goal: 110
- The TSD will continue to explore opportunities to strengthen education and enforcement efforts towards vulnerable road user safety. Specifically, the TSD will launch the Pedestrian and Bicycle Safety Initiative in partnership with Health by Design in FFY 2025 to reach this audience.
- In FFY 2025, the following program is planned to target this area:
 - Pedestrian and Bicycle Safety Initiative
 - Stop Arm Violation Enforcement Project

C-11) Bicyclist Fatalities

- FFY 2024 Goal: 16
- The TSD will continue to explore opportunities to strengthen education and enforcement efforts towards vulnerable road user safety. Specifically, the TSD will launch the Pedestrian

and Bicycle Safety Initiative in partnership with Health by Design in FFY 2025 to reach this audience.

- In FFY 2025, the following program is planned to target this area:
 - Pedestrian and Bicycle Safety Initiative

FFY 2024 Observational Seat Belt Survey

Indiana's 2024 Observational Seat Belt Surveys were conducted from June to August at 190 sites across the state. The TSD conducted observations at various times of the day throughout the week to collect well-rounded occupant protection datasets representative of habits across the state.

By using an iPad application designed by Purdue University, data collection was timely, accurate, and conducted with quality control by the TSD. Six Law Enforcement Liaisons (LEL), Impaired Driving - Law Enforcement Liaison, and one Traffic Records Analyst comprised the field collection team. The data analysis by Purdue University's Center for

Road Safety (CRS) project found that seat belt usage increased to 93.6% in 2024, a 0.4% increase from 2023. From this publication, data trends of unrestrained drivers can be tracked and addressed to increase future seat belt usage.

Indiana has continued to diversify its data collection to better understand and address demographics, pattern trends, and evolving behaviors of drivers. Distracted driving, such as texting while driving, vaping, or eating and drinking, has been an increasing issue affecting all demographics of drivers. The TSD can adjust project goals to further promote safety and increase seat belt usage across the state by collecting data and assessing the state's data-driven needs.

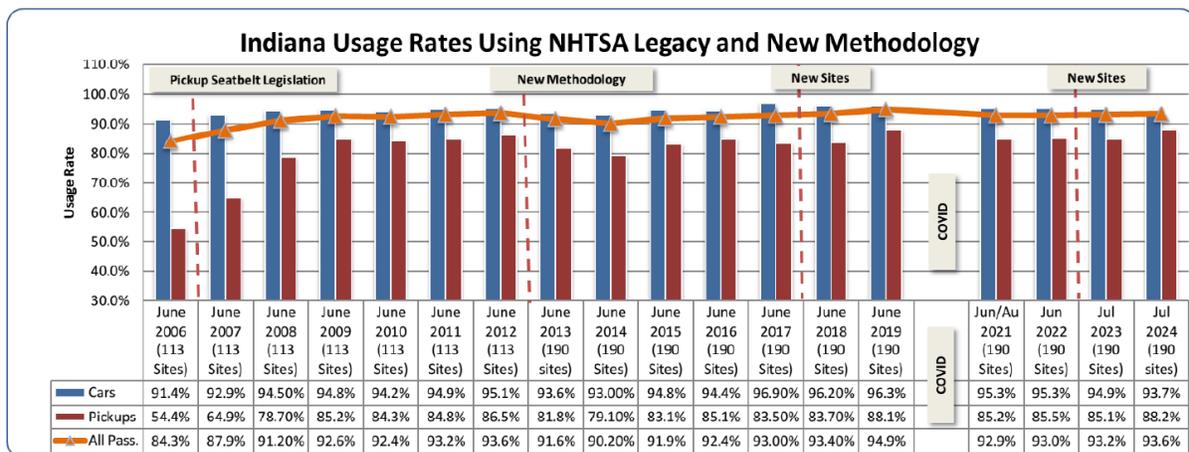
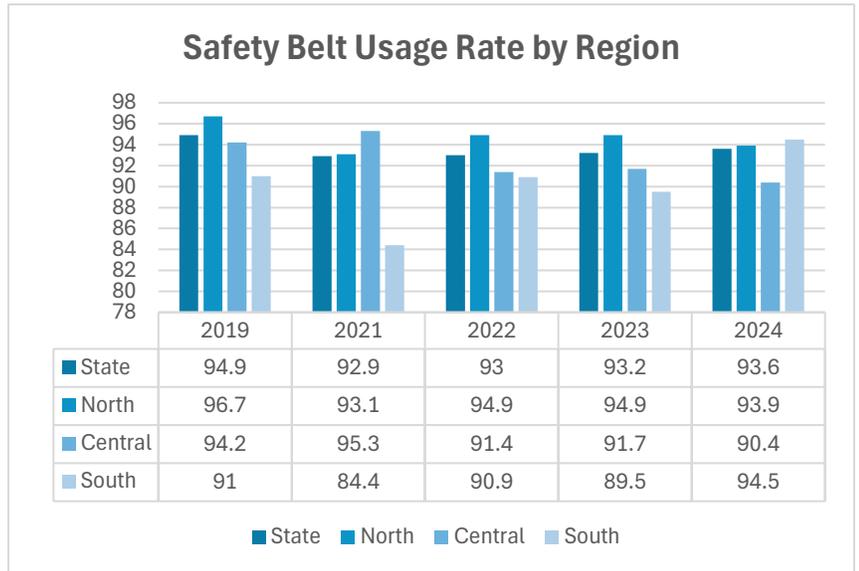


Table 28: Indiana Usage Rates Using NHTSA Legacy and New Methodology

Activity Report: 1300.35 (b)

The TSD implemented the following programs in FFY 2024 to achieve the 3HSP's stated goals of reducing traffic fatalities and injuries in Indiana.

Occupant Protection Programs

Occupant Protection Program Management

Planned Activity Number: OP-2024-01-00-03

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4

In FFY 2024, the Occupant Protection Program Manager utilized TSD resources to grow occupant protection initiatives and meet performance targets. Indiana saw decreases for most occupant protection categories from FFY 2023. Most notably, overall traffic fatalities decreased by over 13% in FFY 2024 and Indiana seat belt usage increased to 93.6%. The Occupant Protection Program Manager will continue to use data-driven planning to improve project outcomes in this area.

Child Passenger Safety Program Management

Planned Activity Number: M1*CR-2024-01-00-41

Funding Source: 405b Funds

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

In FFY 2024, the Child Passenger Safety Program Manager coordinated and provided oversight for Indiana's child passenger safety initiatives. The Program Manager's responsibilities included monitoring sub recipient compliance and performance, promoting child passenger safety education and resources, and overseeing Indiana's child restraint system distribution program. In FFY 2024, Indiana worked to establish child restraint inspection stations (CRIS) and host child passenger safety events in underserved communities.

Child Restraint Inspection Stations

Planned Activity Number: M1PE-2024-01-00-42 & CR-2024-01-00-16

Funding Source: 405b & 402 funds

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

Indiana has over 100 Child Restraint Inspection Stations (CRIS) established throughout the state. In FFY 2024, the TSD emphasized placing stations in high-risk and underserved areas that did not have resources available. The TSD supported these stations by providing them access to a regional Child Passenger Safety Specialist (CPSS), and through the distribution of various child restraint systems that were utilized at the CRIS. Inspection stations offered caregivers "hands-on" education and assistance to learn the proper installation and use of child restraint systems.

The CRIS project has been a critical part of the improvements being made in child passenger safety. This project provided necessary resources and education, while also collecting data that focused on

the proper use, distribution, and inspection of child restraints in Indiana. In FFY 2024, the TSD tracked data using the National Digital Car Seat Check Form (NDCF) for the CRISs. In total, 8,063 inspections were conducted at these locations. This project funded the distribution of 1,641 child restraint systems.

Indiana will continue to focus on project expansion in underserved communities in FFY 2025. Funding will enable CRISs to host more events in areas with greater concentrations of at-risk populations, such as non-English speaking, impoverished, and rural communities.

Child Passenger Safety Training and Distribution Program

Planned Activity Number: M1CPS-2024-01-00-43

Funding Source: 405b Funds

Linked PMTs: C-1, C-3, C-4, A-5, & B-1

During FFY 2024, the TSD supported the Automotive Safety Program (ASP) to provide statewide training resources for child passenger safety advocates. The training courses focused on increasing the correct installation and use of child restraint systems. Each region hosted various courses to maintain recertification levels and recruit new Child Passenger Safety Technicians (CPST). Indiana had approximately 1,500 CPSTs working together to minimize the risk of child passenger injuries and fatalities. This program increased community engagement and reached wider populations.

In FFY 2024, ICJI took steps to merge the Child Passenger Safety Training Program and the Child Restraint Distribution Programs. ICJI continued to provide distribution of child restraints in FY 2024 to the CRISs while the Child Passenger Safety Training Program implemented processes and personnel to take on the distribution of child restraints to CRISs in FFY 2025. ICJI successfully supplied child restraints to over 100 CRISs statewide to use at their stations, at community events, and during CPS week and Seat Check Saturday.

Year	Courses	New Technicians	New Law Enforcement Officer Technicians	Total Technicians	Clinics	Inspected Child Restraints	Child Restraint Deemed Defective
2016	21	256	33	876	89	4598	2208
2017	24	305	18	1106	49	1910	1333
2018	31	364	20	1513	66	1513	957
2019	31	281	22	1364	48	961	655
2020	24	207	12	1574	29	528	366
2021	22	198	21	1269	36	736	472
2022	17	196	14	1340	33	772	470
2023	22	257	36	1342	23	597	309
2024	36	391	36	1473	23	812	478

Table 29: Child Passenger Safety Technician Certification Rates

Child Passenger Safety Specialists (CPSS)

Planned Activity Number: M1*CR-2024-01-00-45

Funding Source: 405b-Flex Funds

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

The TSD restructured the Child Passenger Safety Program in FFY 2024. The restructure supported four (4) full-time Child Passenger Safety Specialists (CPSS) to serve as the subject matter experts on proper usage of child restraints rather than the original structure of six (6) part-time CPSSs. Indiana designated one (1) CPSS to each of the four (4) regions in the state. This project increased child passenger safety resources for the state's occupant safety professionals and Child Restraint Inspection Stations (CRIS). The CPSSs worked in collaboration with the Automotive Safety Program which increased Child Passenger Safety Technicians (CPST), CPST Instructors, and CPST Proxies.

In FFY 2024, the CPSS team worked to get Indiana's CPST recertification rate to 51%, which is just above the national average. Part of this achievement was attributed to the CPSSs collaborating with CPSTs on events where they could perform the required certification seat checkoffs. In FFY 2024, Indiana conducted 8,063 car seat inspections and installations. Some of these inspections were referrals from law enforcement. The TSD promoted the Project Law Officer Vouchers & Enforcement (LOVE) program to law enforcement agencies to use as a resource during traffic stops. In FFY 2024, there were 3,538 Project LOVE vouchers issued electronically through the Electronic Citation Warning System (eCWS), which increased from 2,640 vouchers in FFY 2023.

Teen Traffic Safety and Education

Planned Activity Number: M1*TSP-2024-01-00-46

Funding Source: 405b Funds

Linked PMTs: C-1, C-4, C-5, & C-9

The TSD has partnered with the Impact Teen Driver (ITD) program to address the issues of reckless and distracted driving among teenagers in Indiana. Through evidence-based education and strategies that focus on positive decision-making for drivers and passengers of all ages, the program uses an "engage, educate, and empower" model to create a culture shift among teens and their influencers. The program offers classroom presentations, school assemblies, parent-teen workshops, Train the Trainer workshops, and community events. These programs engage participants with interactive resources, personal stories, and evidence-based strategies. ITD has a dedicated coordinator who facilitates and coordinates statewide events. The program will expand in the upcoming years while the TSD carefully monitors data to measure the impact this program has on collisions, injuries, and fatalities among teen drivers.

Click It to Live It (CITLI)

Planned Activity Number: OP-2024-01-00-06

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4, C-5, & B-1

Click It to Live It is Indiana's primary seat belt enforcement project under CHIRP. In FFY 2024, Indiana achieved increases in seat belt usage rate, decreases in unrestrained traffic fatalities, and increases in enforcement through CHIRP. Participating agencies worked 48,515 hours and issued 132,400 citations and warnings while working CITLI. In total, eighty-seven (87) agencies participated in CHIRP. Enforcement activity performed by the Indiana State Police (ISP) is detailed in ISP-specific projects later in this report.



Visible Speed Enforcement Teams (VSET)

Planned Activity Number: SC-2024-01-00-07

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4

The Visible Speed Enforcement Teams (VSET) project is intended to decrease speed-related collisions, fatalities, and injuries and to increase compliance with speed-related laws in Indiana. The VSET project focused on speed enforcement to supplement the efforts of CITLI. This project deployed teams of 156 officers to target areas identified as high-risk for speeding and reckless driving. In FFY 2024, VSET units worked 2,398.75 hours and issued 3,523 citations.

Impaired Driving Programs (Alcohol and Drugs)

Driving Under the Influence Task Force (DUI TF)

Planned Activity Number: ENF_AL-2024-01-00-21

Funding Source: 164 Funds

Linked PMTs: C-1, C-3, & C-5

Over sixty-five (65) law enforcement agencies across the state participated in the Driving Under the Influence Task Force (DUI TF) program in FFY 2024. The project focused on reducing impaired driving behaviors by implementing high visibility enforcement (HVE) strategies which included sobriety checkpoints and Standardized Field Sobriety Testing (SFST). Over 795 officers participated in the DUI TF, supplemented by ISP districts throughout the state.

In FFY 2024, the participating agencies issued 20,863 citations and 31,160 traffic warnings during the project's performance period. These officers worked 28,126.83 hours and stopped 21,906 vehicles for suspected impaired driving.

Impaired Driving Program Management

Planned Activity Number: NLET_AL-2024-01-00-23

Funding Source: 164 Funds

Linked PMTs: C-1, C-3, & C-5

During FFY 2024, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects and reviewed subrecipients program compliance and performance outcomes. The Program Manager, in collaboration with local, state, and community organizations, developed and implemented impaired driving awareness campaigns that promoted enforcement of Indiana's impaired driving laws.

Ignition Interlock Management

Planned Activity Number: II_AL-2024-01-00-24

Funding Source: 164 Funds

Linked PMTs: C-1, C-3, & C-5

An ignition interlock device (IID) prevents a car from starting if a subject's breath sample is above 0.02% breath alcohol content (BrAC). IIDs are effective in preventing recidivism of drivers who have prior operating while intoxicated (OWI) convictions. The Ignition Interlock Management (IIM) program actively collaborates with ICJI's legal division to assess current IIDs. The goal is to establish standardized policies and procedures for both the installation and removal of IIDs.

IIM worked with many stakeholders and connected with other states in order for the regulatory development to occur. IIM also works with the Judicial Outreach Liaison (JOL) and Traffic Safety Resources Prosecutors (TSRP) to educate judges and courts on the value of the IID as an alternative to any suspension of the person's driving privileges. This program emphasizes the IID as a proven

and cost-effective sentencing option for OWI offenders. This program also establishes installation and removal standards for service centers, conducts inspections, and provides oversight to ignition interlock service centers and technicians.

Excise Enforcement Program

Planned Activity Number: ENF_AL-2024-01-00-25

Funding Source: 164 Funds

Linked PMTs: C-1, C-2, C-3, & C-5

The Indiana State Excise Police (ISEP) implemented four (4) alcohol countermeasure projects to decrease underage alcohol consumption and lower rates of impaired driving. Stop Underage Drinking and Sales (SUDS), Cops in Shops (CIS), Intensified College Enforcement (ICE), and Place of Last Drink (POLD) details were executed, which reduced the availability and use of alcoholic beverages by persons under the age of twenty-one (21).

ISEP planned to conduct 100 SUDS details, 75 CIS details, and 125 ICE details. ISEP exceeded all goals set during the performance period in FFY 2024. ISEP conducted 154 SUDS details, 79 CIS details, and 142 ICE details. ISEP made 1,959 contacts involving minor possession, consumption and/or transporting alcohol, and adults furnishing or inducing minors to possess alcohol. In total, Excise officers issued 1,701 citations and/or arrests, and 894 written warnings.

Roadside Impaired Driving Programs

Planned Activity Number: ENF_AL-2024-01-00-26 & FDL*AL-2024001-00-83

Funding Source: 164 & 405d-Flex Funds

Linked PMTs: C-1, C-3, & C-5

During FFY 2024, the TSD deployed roadside impaired driving instruments to law enforcement agencies that targeted areas displaying a high rate of alcohol and/or drug submissions, which reduced the number of impaired driving collisions and fatalities. Over 200 roadside oral fluid instruments and 474 portable breath test instruments were distributed statewide. Since the implementation of the oral fluid program, a total of 5,823 tests have been administered using roadside oral fluid instruments. The administered test results also showed 71% detected tetrahydrocannabinol (THC) and 49% detected more than one illegal (poly) substance.

Toxicology Backlog Reduction

Planned Activity Number: M6OT-2024-01-00-84

Funding Source: 405D Funds

Linked PMTs: C-1, C-3, C-4, & C-5

During FFY 2024, the Toxicology Backlog Reduction project lowered the turnaround time of traffic-related drug and alcohol cases submitted to the Indiana State Department of Toxicology (ISDT). The

project achieved its goal of maintaining turnaround times of ninety (90) days or less. By the end of FFY 2024, the average turnaround time for alcohol submissions was twenty-six (26) days and sixty-seven (67) days for drug submissions. ISDT also outsourced 3,956 cases to NMS labs for drug analysis and two (2) new scientists were cross trained to aid drug analysis caseload processing.

Indiana State Police High Visibility Enforcement (ISP-VSET)

Planned Activity Number: ENF_AL-2024-01-00-28 & PT-2024-01-00-13

Funding Source: 164AL & 402 Funds

Linked PMTs: C-1, C-3, & C-5

The Indiana State Police Visible Speed Enforcement Teams (ISP-VSET) expansion project is intended to decrease speed-related collisions, fatalities, and injuries and to increase compliance with speed-related laws in Indiana. The ISP-VSET project is a speed enforcement-specific project to supplement the efforts of Click It to Live It as the primary occupant protection project for Indiana. In FFY 2024, ISP-VSET units and CHIRP subrecipients worked a combined total of 2,398.75 hours and employed 156 officers to conduct patrols and issue citations. In total 1,863 citations were issued with a majority focused on various levels of speeding offenses. 276 vehicles were stopped for possible impaired driving and Portable Breath Tests (PBT) and SFST were utilized on drivers. The combined efforts of high visibility enforcement teams aided in the reduction of dangerous street racers around the Indianapolis area. Not only were risk-taking drivers removed from Indiana's roadways, but arrests led to the collection of narcotics, stolen firearms, and increased impounded vehicles. ISP and the Indianapolis Metropolitan Police Department led the charge in VSET operations to diminish street racing and increase safety on Indiana's roadways as a result.

On-Site Outreach and Education

Planned Activity Number: EDU_AL-2024-01-00-22, FDL*TSP-2024-01-00-82
& CP-2024-01-00-12

Funding Source: 164- EDU_AL, 405d, & 402 Funds

Linked PMTs: C-1, C-3, & C-5

This is an educational and outreach program that works to reduce the number of roadway collisions, injuries, and fatalities by bringing Indiana's traffic safety messaging to a variety of colleges, sports, and event arenas around the state. The program is designed to change behavior by engaging and educating the public on important traffic safety topics including alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, bicycle and pedestrian safety, teen driver safety, and motorcycle safety.

In FFY 2024, the TSD partnered with Alliance Highway Safety to execute several initiatives and campaigns. These included "Sober Ride Indiana," "Driver Sober or Get Pulled Over," "Rule the Road," "Choices Matter," and "Look Twice, Save a Life." The programs were held at high school state tournaments, college sports events, minor league sports events, and fairs and festivals across the state.

The Sober Ride Indiana Program successfully raised awareness of impaired driving and provided safe transportation options for over 108,500 people during FFY 2024. Through strategic partnerships with Uber, Lyft, and local event organizers, the TSD, through their partnership with Alliance Highway Safety, was able to reach a broad audience and make a tangible difference in reducing impaired driving incidents.

Throughout the year, the TSD, in partnership with Alliance Highway Safety, participated in twenty (20) high school tournaments as part of the Click It to Live It campaign. These events provided an ideal platform to prioritize and promote the importance of seatbelt use to thousands of young drivers and their families. Each tournament featured interactive activities such as the Buckle Up Challenge, and as a bonus, the Walk-the-Line challenge and impaired driving simulators. These hands-on experiences allowed participants to directly engage with the critical message of always wearing a seatbelt while driving or riding in a vehicle. The campaign's emphasis on seatbelt safety resonated strongly with the high school students and their parents, reinforcing safe driving behaviors within communities across Indiana.

Through its presence at these tournaments, the TSD and Alliance Highway Safety successfully delivered impactful road safety messages, helping to foster safer driving habits among the state's youth and their families.

The Drive Sober or Get Pulled Over campaign achieved significant success at fourteen (14) college sports events and ten (10) minor league sports events across Indiana. By working together, the campaign was able to reach thousands of college students, fans, and families, delivering an impactful message about the dangers of impaired driving. Through interactive activities, such as the Fatal Vision Goggles and driving simulators, participants gained a deeper understanding of how impairment affects their abilities, reinforcing the critical need to make responsible choices behind the wheel. The campaign not only engaged attendees but also sparked ongoing discussions within communities, further spreading awareness about sober driving.

The Drive Sober or Get Pulled Over campaign also successfully connected with Indiana communities at ten (10) unique events over fifty-eight (58) days throughout FFY 2024, offering impactful, hands-on educational experiences about the importance of sober driving. The campaign booth managed as part of a collaborative effort between Alliance Highway Safety and the TSD, engaged thousands of residents across high-traffic fairs and festivals, from single-day events to multi-day gatherings like the Indiana State Fair.

Throughout FFY 2024, the Look Twice Save a Life campaign attended twelve (12) days of motorcycle-focused events across Indiana. From large expos to local charity rides, the campaign provided valuable opportunities to connect with motorcycle enthusiasts and community members, fostering meaningful conversations on road safety. Through interactive experiences and the distribution of safety materials, the campaign reinforced the need for vigilant driving to protect motorcyclists on Indiana's roads.

[Traffic Safety Resource Prosecutor \(TSRP\)](#)

Planned Activity Number: FDLCS-2024-01-00-85

Funding Source: 405D Flex Funds

Linked PMTs: C-1, C-3, & C-5

In FFY 2024, the TRSP program provided training, education, and technical support to prosecuting attorneys and law enforcement officers across the state. They worked alongside state agencies, including the Indiana Bureau of Motor Vehicles and the Indiana General Assembly, as well as traffic safety groups such as Mothers Against Drunk Driving. The TSRPs reviewed legislation on several traffic matters including House Bill 1090 Transportation Matters. They continued to work closely with the Law Enforcement Phlebotomy Program (LEPP) and the DRE program and conducted training at the Indiana Law Enforcement Academy. The TSRPs also participated in a panel at the Governors Highway Safety Association's annual conference, hosted OWI Trial Advocacy, a "Lethal Weapon" training focused on impaired driving collisions, and additional regional training opportunities focused on impaired driving and trial advocacy across the state.

Law Enforcement Phlebotomy Program (LEPP)

Planned Activity Number: LET_AL -2024-01-00-86

Funding Source: Funds

Linked PMTs: C-1, C-3, & C-5

During FFY 2024, the LEPP hosted four (4) courses to law enforcement officers resulting in twenty-six (26) newly qualified phlebotomists from participating agencies across Indiana. Each educational session was free for qualifying attendees. Fifty-three (53) officers have now been fully trained in the program. During sessions, certified phlebotomy technicians trained officers to collect blood samples from vehicle operators where impairment was suspected. This process simplified the chain of custody and increased accurate and timely data collection. Over 342 blood draws were conducted during the performance period. This project is expected to grow in FFY 2025 and result in further partnerships with Indiana law enforcement agencies.

Judicial Outreach Liaison (JOL)

Planned Activity Number: FDLCS-2024-01-00-87

Funding Source: 405D Funds

Linked PMTs: C-1, C-2, & C-3

In FFY 2024, the JOL continued to provide legal education to judges involved in overseeing impaired driving cases across the state. The JOL expanded discussions with the Traffic Records Coordinating Committee (TRCC) and TSRPs to discuss best practices.

Indiana JOL worked on several ongoing and extended traffic safety initiatives as well as some new or renewed programs. The JOL participates in national and regional programs that benefit primary efforts to educate the Indiana Judiciary on impaired driving and traffic safety issues. The JOL works with the Indiana Office of Court Services Education Division, the American Bar Association, the National Judicial College, Traffic Injury Research Foundation USA, Inc, responsibility.org, NHTSA, and

others. The JOL's collaboration with traffic safety organizations and the JOL network in other states is valuable when preparing for the 3HSP and setting performance measures. Indiana's JOL devotes time to the various traffic safety programs and initiatives with the LELs.

Drug Recognition Expert (DRE) Training

Planned Activity Number: FDLPEM-2024-01-00-88

Funding Source: 405d Funds

Linked PMTs: C-1, & C-3

During FFY 2024, the DRE program supported training of SFSTs, ARIDE, and DREs. These specialized trainings for law enforcement taught officers to recognize impairment in drivers under the influence of drugs and alcohol. As a result of their advanced training, these individuals assisted their law enforcement agencies with traffic stops and ultimately kept impaired drivers off the road.

During FFY 2024, Indiana's DRE program grew to 204 fully trained officers, with more classes scheduled for FFY 2025. DREs conducted 753 drug influence enforcement evaluations and an additional 867 training evaluations. More than one category of drug was present in approximately 192 of the enforcement evaluations.

Motorcycle Safety

Motorcycle High Visibility Awareness (MC-HVA)

Planned Activity Number: FDL*MC-2024-01-00-90

Funding Source: 405d Flex

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

The Motorcycle High Visibility Awareness (MC-HVA) projects are a part of CHIRP. MC-HVA includes activities that target the reduction of motorcycle collisions in large urban communities along with motorcycle fatalities in more rural areas. MC-HVA combines high visibility enforcement with elements that educate the public and heighten awareness of motorcycles on the roadway.

A review of motorcycle fatality crash records indicates two of the most common factors in motorcycle fatalities are operator impairment and improper licensing of the operator. Based on the 2024 FARS preliminary statistics, 112 motorcyclists were killed and fifty-eight (58) were not wearing helmets. Un-helmeted fatalities decreased by eleven (11) from FFY 2023. During the project's performance period, seventeen (17) officers worked 466.5 hours and issued 485 total citations and warnings, thus increasing enforcement and awareness for motorcycle riders within these communities.

Motorcycle Rider Training and Awareness Initiative

Planned Activity Number: M11MP-2024-01-01-00

Funding Source: 405f Carry Over Funds

Linked PMTs: C-1, C-3, C-5, C-7, & C-8

The Indiana Bureau of Motor Vehicles (BMV) and the TSD partnered together to promote Ride Safe Indiana (RSI) motorcycle safety and awareness throughout the State of Indiana. Both agencies built upon their current public awareness campaigns and created additional campaigns focused on motorcycle safety and awareness. Ride Safe Indiana includes two initiatives. Indiana residents who do not currently hold a valid motorcycle endorsement or permit but have a registered motorcycle in their name are known as shadow riders. The BMV contacted these residents and provided information on the dangers and risks of unendorsed riders, and the legal ramifications of riding without the proper licensure and encouraged recipients to obtain their endorsement through an entry-level motorcycle safety course. Additionally, the BMV placed motorcycle awareness advertisements on gas station toppers and pumps in areas of the state with statistically high rates of motorcycle collisions and fatalities. These visuals aided in spreading the BMV's message to promote motorcycle safety.

American Bikers Aimed Toward Education (ABATE) Training Counties	Motorcycle Registrations
Allen	9,813
Bartholomew	2,967
Clark	3,535
Delaware	2,742
Elkhart	6,273
Hendricks	5,595
Howard	3,489
Johnson	1,162
Lake	12,931
LaPorte	4,932
Madison	4,822
Marion	18,350
Miami	1,847
Pulaski	671
Ripley	1,054
Shelby	2,165
St Joseph	6,449
Tippecanoe	4,454
Vanderburg	4,736
Vigo	3,213
Wayne	2,474
Total	103,674

Table 30: FFY 2023 Motorcycle Registrations

Pedestrian and Bicyclist Programs

Stop Arm Violation Enforcement (SAVE)

Planned Activity Number: PS-2024-01-00-08

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, A-5, & IN-1

The Stop Arm Violation Enforcement (SAVE) project remains one of Indiana’s most dedicated, data-driven, and measurable projects focused on pedestrian safety during the hours of school bus operations.



SAVE projects utilize high visibility enforcement in targeted areas where high rates of school bus stop arm violations occurred to prevent future violations. These areas were identified by law enforcement agencies, school corporations, resource officers, and school bus drivers. Participating agencies were encouraged to follow school bus routes to provide on-the-spot enforcement, focusing on stop-arm violations, speeding, and reckless driving around school buses and in

school zones when children are present.

In FFY 2024, the participating law enforcement agencies increased awareness by working over 14,870 school hours between 596 officers across Indiana. A total of 1,180 vehicles were stopped, and officers issued 11,785 citations and warnings to drivers. These interactions within the communities increased safety for children around school buses and all travelers on Indiana roadways.

Citations Issued During SAVE Enforcement, FFY 2024	
SAVE Citations	Total FFY 2024
Stop Arm Violations	810
Seat Belt	315
Child Restraint	72
Misdemeanor DUI	4
Felony DUI	4
Automatic Signal Violation	257
Suspended License	400
Speed	2,771
Criminal Misdemeanor	34
Criminal Felony	18
All Others	1,655
Total Citations	6,340
Warnings Issued	5,445
Grand Total	11,785

Table 31: Citations Issued During SAVE Enforcement, FFY 2024

Non-Motorist Safety Program (PED-BIKE)

Planned Activity Number: FDL*PS-2024-01-00-91

Funding Source: 405d Flex Funds

Linked PMTs: C-1, C-2, C-3, C-4, A-5 & IN-1

In FFY 2024, the TSD funded pedestrian and bicycle safety projects across Indiana. In FFY 2024, forty-two (42) officers logged 374 patrols, totaling 1,273.25 hours worked and 3,445 citations and warnings issued. With vulnerable road user injuries and fatalities increasing across Indiana, units focused on areas of high foot traffic, such as urban locations, near university campuses, and dangerous intersections. In addition to the work performed through TSD grants, the City of Indianapolis City-County Council also passed a general ordinance in FFY 2024 creating “Pedestrian Safety Priority Areas.” The Indianapolis Department of Public Works identified areas to implement “no turn on red” restrictions throughout Indianapolis to increase pedestrian safety. The TSD and Indiana Department of Transportation (INDOT) will be further partnering on a Vulnerable Road User Safety discussion panel to share data findings and increase change within local communities.

Traffic Safety Statewide Media Campaign

Planned Activity Number: PM-2024-01-00-14 & PM_AL-2024-01-00-29

Funding Source: 402 and 164 Funds

Linked PMTs: C-1, C-3, C-10, & C-11

The TSD partnered with Hiron to conduct several media releases during FFY 2024, including radio broadcasts, social media posts, and locally filmed commercials. Paid media releases coincide with statewide enforcement campaigns targeting seat belt use, impaired driving, distracted driving, and speeding and complemented national media campaigns. Media releases promoted various areas of traffic safety and enforcement campaigns, including stop-arm violation awareness, the Drive Sober or Get Pulled Over mobilization period, National Car Seat Safety Week, and Seat Belt Safety Week.

The TSD reviewed and evaluated each media campaign's purpose to ensure the most impactful messages were delivered to appropriate audiences through the most wide-reaching platforms. Several types of media were deployed, including broadcast and cable television, radio, out-of-home advertising (OOH), and digital advertising. Throughout FFY 2024, local channels aired a STOP Arm commercial filmed in Indianapolis, to highlight school bus safety. An ICJI commercial was also aired during Superbowl 2024 for local viewers. Digital advertising focuses on the behavioral targeting competencies of social media sites such as Facebook, as well as the high-reaching capabilities of popular local websites. The implementations have gone beyond standard advertisements on sports, entertainment, and home pages to include "homepage takeovers" during key high-traffic days/holidays, including in-banner videos to connect with the audience. Paid advertising delivered a value-added return through public service announcements, additional OOH advertising and digital impressions, programming sponsorships, and radio drive-time, on-air interviews.

The Ped-Bike media campaign targeted users as they actively searched for specific content, allowing their search activity to inform and prompt relevant ad impressions. These campaigns yield much higher CTRs relative to their display counterparts, a result of ad placement and user predisposition. Such user-initiated impressions indicate high and potentially time-sensitive user engagement, making them more likely to click on the ad content. An estimate of the audience for an ad or media campaign. An impression is generated each time an advertisement is viewed. The number of impressions achieved is a function of an ad's reach (the number of people seeing it) multiplied by its frequency (the number of times they see it). Impressions do not account for the quality of viewings, or even whether the consumer sees the ad. An opportunity to view the ad, a glimpse, or a detailed view all count as one impression.

The display delivered over 2.9 million impressions resulting in 4,070 clicks during the campaign with a click-through rate (CTR) of 0.14%. CTR measures the rate at which users click on an ad compared to the number of times they were served it and serves as a strong indicator of an ad's ability to drive traffic to a website. The display ads for this campaign earned a CTR of 0.14%, beating the industry average of 0.09% for the government. Utilizing multiple creatives for a campaign is a great way to do a/b testing to see which creative performs best with an audience. In this case, we had a pedestrian-centric creative running alongside a car-centric creative which was nearly identical with both seeing higher than average CTR rates of 0.14%.

TSD felt this was a very successful campaign that reached the targeted group of households or people who are viewing or otherwise engaging with advertising content through various media channels.

Stop Arm and Superbowl Impaired Driving Campaign (Feb)

Medium	Net Media Spend	Integrated Media Production Strategies (IMPS)	Clicks
Broadcast TV	\$113,801.83		
Basis Display	\$27,063.94	6,763,100	6,278
YouTube	\$33,456.95	5,980,581	8,462

Table 32: Stop Arm and Superbowl Impaired Driving Campaign (Feb)

Distracted Teen Prom Campaign (April)

Medium	Net Media Spend	IMPS	Clicks
Basis CTV	\$15,719.51	707,256	0
Basis Display	\$15,018.67	2,451,319	1,306
YouTube	\$10,333.71	1,238,214	2,132

Table 33: Distracted Teen Prom Campaign (April)

Pedestrian Safety Campaign (Oct – Nov)

Medium	Net Media Spend	IMPS	Clicks
Radio	\$26,041.03		
Basis Display	\$17,980.09	2,947,259	4,070

Table 34: Pedestrian Safety Campaign (Oct – Nov)

Holiday Campaign (Nov – Dec)

Medium	Net Media Spend	IMPS	Clicks
Radio	\$95,665.80		
Broadcast TV	\$125,365.66		
Out-of-Home	\$36,520.00		
YouTube	\$54,002.75	6,919,682	6,305
Streaming Audio	\$59,715.76	4,032,534	3,738
Streaming Video	\$62,433.89	3,379,439	10,954
Basis Display	\$101,939.51	26,494,965	23,550

Table 35: Holiday Campaign (Nov – Dec)

Traffic Records Programs

Traffic Records Program Management

Planned Activity Number: M3DA-2024-01-00-61

Funding Source: 405c Funds

Linked PMTs: C-1, C-2, C-3, C-9, C-10, C-11, & A-5

ICJI houses the State Highway Safety Office (SHSO). Funding for this project will provide leadership and effective management of traffic safety data to identify and manage priorities for national, state, and local highway and traffic safety projects.

This project funds the Traffic Records Coordinator, who is responsible for managing Indiana's crash records system, chairing the State Traffic Records Coordinating Committee (TRCC), managing the Traffic Records subrecipients, recruiting agencies to electronically report collisions, and instituting initiatives to improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

Traffic Records Research and Analysis of Data

Planned Activity Number: TR-2024-01-00-15

Funding Source: 402 Funds

Linked PMTs: C-1 through IN-1

In FFY 2024, grant funds continued to provide support for Indiana University Public Policy Institute (IU-PPI) services. Annual publications of the County Profile Statistics were shared alongside the Annual Crash Fact Books for 2022 and 2023. IU-PPI submits these documents for review by the TSD and the ICJI Research Division before release.

IU-PPI provided in-depth data analytics and identified ongoing shortcomings in traffic data to aid the formation of stronger future datasets. IU-PPI's work aids the formation of performance measures, helps the TSD respond to media requests, and provides data to subrecipients for problem identification. All published documents can be located at the ICJI website: www.in.gov/cji/research/crash-statistics.

Traffic Records Fatality Analysis Reporting System (FARS) Program

Planned Activity Number: M3DA -2024-01-00-62

Funding Source: 405c Funds

Linked PMTs: C-1, C-3, & C-5

Fatality Analysis Reporting System (FARS) started in 1975 as the national data collection system that contains information on all known police-reported motor vehicle collisions. For the FARS program, a reportable fatality is a death that occurs within thirty (30) days of the motor vehicle collision and is a direct result of the collision. FARS analysts enter State fatal motor vehicle collision information in the FARS Records-Based Information Solution (RBIS) data entry system. This data becomes official FARS data after completion of the quality control process approved by NHTSA's senior leadership

and then released.

Over the past year, the FARS Program has continued to excel at providing data to NHTSA on time. Alongside increased networking with TRCC partners, attending relevant conferences, and working alongside TSD staff, the FARS analysts were deeply involved in TSD office activities. Some of the biggest accomplishments for this year were the hiring of a second FARS analyst, gaining access to ELITE, a web-based coroner reporting system for toxicology results, and a secondary coroner system called Best Case Management. As a result, the accuracy and timeliness of toxicology results increased for processing caseloads.

Crash Mapping Secondary Crash Reduction (CMAP)

Planned Activity Number: HI-2024-01-00-10

Funding Source: 402 Funds

Linked PMTs: C-1, C-3, & C-5

Unmanned Aerial Systems (UAS) equipped with digital cameras are emerging as a cost-effective technology for crash scene mapping. During the past two years, Purdue University has been working closely with the Tippecanoe County Sheriff's Office (TCSO) to establish a protocol for UAS-based acquisition, processing, and quality control procedures for crash scene mapping and documentation. The established protocol includes step-by-step guidelines for system setup, deployment, mission planning, site preparation, pilot training, data transfer, and post-processing. Several case studies have illustrated the reliability of the derived protocol as well as the feasibility of its use for the documentation of day and nighttime crash scenes.



In FFY 2024, CMAP accomplished new project achievements by working with over sixty (60) agencies across Indiana, sending hundreds of officers to train and processing 151 crash scenes. The average turnover time was 2.87 days per crash scene. Each officer underwent a training process that included system guidelines, deployment of the UAS, mission planning, site preparation, pilot training, data transfer, and the Purdue team's post-processing of the information collected. This project trains officers to quickly process crash scenes more efficiently to re-open Indiana roadways following collisions and to identify key factors in preventing future collisions.

Center for Road Safety (CRS)

Planned Activity Number: TR-2024-01-00-11

Funding Source: 402 Funds

Linked PMTs: C-1, C-3, & C-5

In FFY 2024, Purdue University's Center for Road Safety (CRS) completed seat belt survey operations management and research and continued Safety Needs Analysis Program (SNAP) project activities for the TSD. Purdue-CRS designed Indiana's observational seat belt survey and provided training to surveyors. An observed seat belt usage rate of 93.6% was reported in FFY 2024 from reviewing 190 sites, which is an increase from 93.2% in FFY 2023. The results of the seat belt survey can be found in the FFY 2024 Observation Seat Belt Survey section of this report.

In FFY 2025, CRS will be expanding the capabilities of its SNAP road screening tool to accurately identify areas in Indiana's road network with higher concentrations of traffic collisions and fatalities. This tool enables the TSD to quickly assess roads and areas for the distribution of multiple-year collisions within Indiana's road network. Users can select criteria that fulfill their safety analysis and traffic enforcement needs, and the results can be visualized by townships, counties, or hot spots indicating problem areas.

Furthermore, CRS will identify the top five percent of segments and intersections with the highest crash frequencies, including those involving alcohol-related incidents. The results will include aggregated crash counts and costs for road segments and intersections in each county. CRS will also identify hot spots and patterns for pedestrian collisions and fatalities. The data provided through this project will provide insight to the TSD on traffic trends across the state and strengthen the TSD's existing and future projects.

eCWS Driver and Vehicle Data Integration

Planned Activity Number: M3DA-2024-01-00-63

Funding Source: 405 C Funds

Linked PMTs: C-1, C-2, C-3

The Indiana Office of Court Technology (IOCT), the Supreme Court's Office of Judicial Administration (OJA) improved the quality of vehicle and driver data integration into the electronic Citation Warning System (eCWS) client, the Central Repository, and ultimately in the statewide court case management system (Odyssey). The interfaces between eCWS, Odyssey, and the INcite/BMV currently provide an end-to-end solution to maintain a complete record for each citation. Each eCWS ticket that is issued by a law enforcement agency is uploaded to a central repository. From the central repository, the ticket is electronically filed to Odyssey. Once the court enters a disposition including a dismissal, suspension or conviction, this information is sent electronically to the Bureau of Motor Vehicles to record the disposition information to the violator's official driver record.

IOCT successfully purchased and deployed laptops, printers, and scanner equipment to 73 counties including training on the eCWS system. In keeping with the Indiana Supreme Court's vision with this grant, IOCT-OJA will complete the necessary programming changes to allow agencies that are using various CAD systems the ability to integrate driver/vehicle data into the eCWS database. These programming changes will be made to the eCWS client and the eCWS Central Repository, making the eCWS client more efficient and timelier for ticket adjudication.

IOCT continued to operate the Electronic Citation Warning System (eCWS) in FFY 2024. The program advanced the implementation of vehicle and driver data integration into the eCWS along with

deploying equipment to underserved law enforcement agencies. Indiana Office of Court Technology (IOCT) included data enhancements into the eCWS which allowed for seamless deployment of updates to the program. This allowed IOCT to deploy data changes to the eCWS client without officer intervention. Other enhancements included an increase of additional law enforcement forms into the eCWS along with continued software and equipment maintenance.

Courts across all ninety-two (92) counties were trained in the Odyssey case management system. As of July 1, 2024, ARIES Version 6 was fully implemented across Indiana. Over 600 law enforcement agencies have been fully trained on the eCWS and submitted 956,068 tickets during FFY 2024. The update to ARIES 6 has increased data accuracy, timeliness, and completeness for reporting agencies.

Police Traffic Services

Planning and Administration

Planned Activity Number: PA-2024-201-00-01

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-10, & C-11

This project funds all planning and operations of the Traffic Safety Division. This project funds a portion of leadership and support salary, traffic safety conferences, and provides physical resources for individuals coordinating NHTSA-funded traffic safety projects.



TSD staff provides support to sub recipients, the public, and many other traffic safety partners. TSD staff also provides subject matter expertise and ensures projects are well documented and follow all applicable and relevant state and federal rules, requirements, and procedures.

In FFY 2024, staff members worked on amendments for the 3HSP and Annual Grant Application, assisted sub recipients with programs and grant procedures, coordinated and facilitated training activities, and conducted program performance assessments and monitoring

Process Improvement Programs

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, & C-3

The TSD requested assistance from the Governors Highway Safety Association's (GHSA) Consulting Services Initiative (CSI) for on-site Pre-MR preparation in advance of TSD's MR in FY24. In addition to the Pre-MR preparation, TDS also contracted with CSI to help write three (3) manuals; The TSD policy and procedures, the LEL policy and procedures, and the FARS manual. All three are completed. The manuals accurately reflect the TSD's business rules and practices and conform to state and federal standards.

Traffic Safety Travel and Training

Planned Activity Number: PT-2024-01-00-02 & FDLPEM-2024-01-00-81

Funding Source: 402 & 405d Funds

Linked PMTs: C-1, C-2, C-3, & C-4

Continued education through travel and training opportunities is crucial to the success and ongoing growth of the Traffic Safety Division. FARS Analysts underwent annual training seminars, and program managers attended conferences specified to their designated area. In FFY 2024, the TSD sent representatives to the following conferences: Association of Transportation Safety Information

Professionals (ATSIP) Conference, National Alliance to Stop Impaired Driving (NASID), Lifesavers Conference on Roadway Safety, International Association of Chiefs of Police (IACP) Conference, and FARS-System Wide Training. ICJI also hosted The Governor’s Highway Safety Association (GHSA) conference in September 2024.



Law Enforcement Liaisons

Planned Activity Number: PT-2024-01-00-09

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4, A-5 & IN-1

The TSD, along with NHTSA, views law enforcement's active involvement as a key element in creating safer highways. Active law enforcement participation in traffic safety enforcement projects has proven to reduce traffic-related fatalities and is imperative to the success of these federally required projects. A proven method of increasing law enforcement participation is the utilization of Law Enforcement Liaisons (LELs). Indiana has six (6) LELs and one (1) Impaired Driving LEL with a combined 200+ years of experience in law enforcement.

During FFY 2024, the TSD implemented a new LEL role designated specifically for the impaired driving program. The LELs regularly emphasized the importance of enforcement countermeasures during meetings and site visits with law enforcement agencies across the state.

Indiana’s LELs actively participated in traffic safety training and conferences across the state. Their knowledge and promotion of the portable breath testing and roadside oral fluid testing projects were crucial to the TSD’s success in combatting impaired driving in FFY 2024.

The LELs supported law enforcement agencies through guidance and monitoring of grant activities. They notify eligible law enforcement agencies in their region about new grant opportunities. LELs are the first-line compliance monitors for traffic safety grant management. LELs provide external agency support to police departments applying for occupant protection and other grants and provide data analysis specific to each county.



Projects Not Implemented in FFY 2024: 23 CFR 1300.35 (b)(1)

Pedestrian and Bicycle Safety Initiative

Planned Activity Number: FDL*PS-2024-01-00-89 & PS-2024-01-00-04

Funding Source: 405d & 402 Funds

Linked PMTs: C-1, C-3, C-7, & C-8

This project has been delayed and is planned for implementation in FFY 2025.

Roadside Evidentiary Breath Alcohol Testing Enhancement (REBATE)

Planned Activity Number: TOX_AL-2024-01-00-27

Funding Source: 164 Funds

Linked PMTs: C-1, C-3, & C-5

This project was canceled by the Indiana Department of Toxicology in FFY 2024.

Public Participation and Engagement Efforts: 23 CFR 1300.35(b)(2)

Pursuant to and in compliance with 23 CFR 1300.35(b)(2) the following section contains a narrative description of the public participation and engagement (PP&E) efforts carried out in FFY 2024 and discusses how those efforts informed projects implemented under countermeasure strategies in FFY 2024.

The primary goal of these efforts is to foster community involvement, raise awareness, and ensure that program stakeholders and community members are engaged in developing and implementing effective traffic safety programs. Through a collaborative approach, the TSD aimed to address key traffic safety challenges, such as young driver behaviors and increasing child restraint system use, while highlighting underserved areas affected by language barriers and limited access to resources.

The public participation strategies employed in this initiative focus on inclusivity, transparency, and accountability. These strategies are aligned to inform, consult, and collaborate with communities on transportation safety issues, through public meetings, data collection and feedback, outreach efforts, and targeted consultations with vulnerable populations. By combining these efforts alongside data-driven tactics, meaningful engagement will ensure that the voices of impacted communities, local organizations, and the public are integrated into the development and implementation of transportation safety programs and initiatives. From collected feedback and data, programs can be reevaluated for growth and adaptation.

Throughout FFY 2024, the TSD focused on public participation and engagement efforts in these areas:

- Young drivers and children
- Elderly drivers
- Non-motorists (pedestrians, bicyclists, and non-motorized individuals)
- Rural communities
- Individuals with limited access to resources and/or low-income

Currently, the TSD is working to expand communication outreach through increased social media posting of upcoming events, NHTSA-approved releases, videos, and traffic safety facts. Law enforcement partners are encouraged to share postings to increase awareness. The creation of the ICJI Research Traffic Safety Citation Dashboard has allowed an expansion in connecting demographic data (age, gender, race, ethnicity, etc.) alongside locations to analyze different areas of traffic safety trends, including OWI, seat belt use, hands-free infractions, speeding, car seat usage, and Project LOVE voucher distribution. The interactive dashboard is live on the ICJI website and updated annually: [CJI: Research: Traffic Safety Citations Dashboard](#).

The TSD hosted and attended community events across Indiana in FFY 2024 to promote traffic safety education and awareness and collect community feedback. Examples of public participation and engagement events are detailed in the following sections. A comprehensive list of community events ICJI attended can be found in Appendix A.

Young Driver – PP&E

Within the 3HSP, young drivers remained one of the largest “at-risk” populations for drivers in Indiana. These individuals are inexperienced behind the wheel and have higher rates of risk-taking behaviors such as speeding, distracted driving, not wearing a seat belt, and engaging in impaired driving. In FFY 2024, 137 young drivers aged twenty (20) and under were involved in a fatal crash. To combat these risky behaviors, education is key at an early age.

The “Rule the Road” program, an engaging initiative for educating young drivers across Indiana, reached thousands of teens and their families in FFY 2024. “Rule the Road” is held at high-profile events, community centers, and schools designed to engage the community by providing youth and future drivers with realistic, behind-the-wheel simulations led by certified instructors and law enforcement officers. All event locations selected by the TSD and Alliance Highway Safety were ADA compliant and accessible to all participants. By hosting “Rule the Road” at a variety of community and sporting events, Alliance Highway Safety and the TSD target specific demographics that may be more likely to engage in risky behaviors such as speeding, driving unrestrained, or driving impaired.

The TSD personnel attended events and walked around to engage with participants face-to-face. TSD personnel interacted with participants to gather feedback on their experiences with this program. During “Rule the Road” events, comprehensive pre-surveys were also conducted that involved 933 participants, the majority of whom were young drivers aged between fourteen (14) and twenty (20). The surveys explored the perceptions and behaviors of young drivers concerning impaired driving and other risky traffic safety practices, with the goal of better understanding how young drivers perceived risky behaviors. From these results, programming changes in Indiana could be implemented to effectively address the issue of the increasing number of young driver collisions, particularly those involving impairing substances through wider outreach and education in rural, culturally diverse, and impoverished areas lacking resources.

This program reached communities across Indiana, with targeted engagement through events held in Fort Wayne, Evansville, Indianapolis, Seymour, and other key areas. Events were strategically timed with larger public gatherings, such as the Indianapolis 500 and Brickyard 400, maximizing outreach and participation. Social media campaigns further bolstered attendance, ensuring that the message of safe driving practices resonated with both young drivers and their families.

“Rule the Road” education stations were designed to give young drivers information and demonstrations about a variety of driving topics including seat belt safety, impaired driving, distracted driving, and more. These education stations include:

- Rollover Simulator
- Seat Belt Convincer
- Impaired Driving Go-Kart Course
- Buckle-Up Competition
- Tire Change Challenge
- Virtual Reality Driving Simulator
- Fatal Vision Goggles Walk-the-Line Challenge

Traffic Safety Day 2024

The TSD hosted the first annual Traffic Safety Day in September 2024, at the Indianapolis Motor Speedway alongside Alliance Highway Safety. With a target population of young drivers aged between fourteen (14) and twenty (20), thousands of Indiana high school students were bussed in from across the state to participate in traffic safety education workshops and enforcement activities and meet IndyCar drivers Sting Ray Robb and Josef Newgarden. The TSD Director, Assistant Director, FARS Analysts, Traffic Records Data Analyst, and LELs directly engaged with youths and parents to educate and collect participant feedback, ideas, and recommendations for future events. Additionally, the TSD analyzed pre-surveys conducted by Alliance Highway Safety and had one-on-one discussions with young drivers and their parents to gather ideas for expanding future occupant protection programs.



Participating agencies included the Indiana Bureau of Motor Vehicles, Indiana Department of Transportation, Indiana State Police, Automotive Safety Program, Impact Teen Drivers, Safe Kids Indiana & Worldwide, Speedway Fire Department, and Mothers Against Drunk Driving.

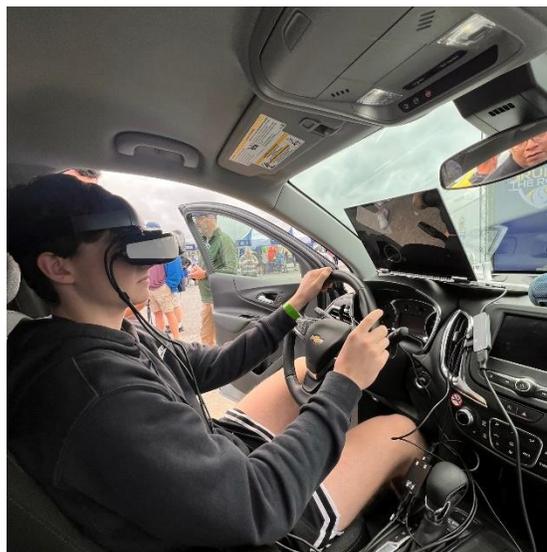
At the event, TSD personnel manned a booth inside the "Rule the Road" program space, which allowed TSD the opportunity to directly engage with participants. Program participants visited the booth to learn more about ICJI and the TSD. The TSD engaged in face-to-face discussions with the participants to gain insight into the participants' opinions on the "Rule the Road" program and traffic safety issues in general. TSD personnel also walked around the event space to gather feedback on the participants' experience as they completed program stations.

ADA compliance was carefully reviewed for all aspects of the events. While certain activities, such as some driving skills, required participants to be ambulatory or have full vision, other components were designed to be accessible to individuals of all abilities. Survey stations were equipped to accommodate various accessibility needs, with options to adjust screen settings or have the survey read aloud by the table staff or the person administering the survey, ensuring inclusivity for all participants.

Many attendees expressed an appreciation for the practical experience afforded by the Rule the Road program. The utilization of hands-on experiences impacted young drivers' attitudes toward road safety. Parents and young drivers emphasized the importance of immersive real-world scenarios, noting that hands-on learning provided far more benefits than online-only education programs. Education and awareness were particularly emphasized by both young adults and their parents/caregivers, especially around seat belt use. Participants stressed that young drivers often neglect proper seat belt use, especially as backseat passengers, and that greater emphasis on seat

belt safety is needed. As a result, the TSD will increase efforts toward seatbelt safety for young drivers through future education programs.

Key areas of focus gathered from the participant feedback included distracted driving, roundabout navigation, and the need for proactive rather than reactive education efforts. Participants also suggested implementing programming that would allow young drivers to assume the role of police officers during simulated traffic stops to understand the officers' perspectives and recommended increasing the use of technology to simulate difficult driving conditions like icy roads, further enhancing the practical training aspect of the program.



The survey yielded valuable insights into the thoughts of young drivers, providing a deep understanding of their awareness of the dangers associated with impaired driving. One notable finding was that while eighty (80) percent of young adult respondents recognized impaired driving as a significant danger, thirty-eight (38) percent admitted to having been passengers in vehicles driven by impaired individuals, reflecting a clear disparity between awareness and behavior. Interestingly, 319 respondents provided a reason for why they got into a car with an impaired driver, but only 226 explicitly stated they had done so, indicating that people are often reluctant to admit this behavior, even in an anonymous survey. Of the 319 who gave reasons, only five attributed their decision to a lack of education, suggesting that the issue may stem from other social or situational factors rather than simply a lack of awareness.

This gap highlighted the importance of proactive education in addressing not only knowledge but also the behavior of young drivers and passengers. These findings underscored the importance of the "Rule the Road" program as a tool for bridging this gap. The program not only provided educational resources but also created opportunities for direct interaction between highway safety personnel and young drivers. Through these interactions, planning and administration-funded staff were able to gather candid feedback and gain a deeper understanding of the social and behavioral factors influencing young drivers' decisions.

Attendees expressed interest in the TSD facilitating interactions between young drivers and IndyCar drivers, who can share insights into how even highly trained professionals can encounter dangerous situations. Parents and young drivers believed demonstrations and education provided by celebrities and experts would lend credibility to the safety messaging of the programs. This idea will be integrated into the "Choices Matter" program, where notable speakers visit schools and discuss how the choices young people make today can influence their future.

The "Rule the Road" program continues to be a key element of Indiana's efforts to promote safe driving among young people. The program's success highlights the value of combining practical education with community engagement to ensure that highway safety strategies remain effective and relevant to young drivers.

Through this engagement, the young driver programs reached broader audiences and emphasized safety education. Teens, parents, and educators who attended “Rule the Road” events all reported feeling as though the activities and information provided a positive experience and increased awareness and education regarding safe practices for young drivers.

Looking to the future, the knowledge gained from the program will continue shaping Indiana’s approach to engaging young drivers and improving road safety. Some potential changes are being considered for the next fiscal year. The TSD will consider changing Indiana’s occupant protection strategies to put more of an emphasis on seat belt safety for young drivers. Other potential changes include expanding the vehicle stop simulation to allow young drivers to observe how interactions with law enforcement may become strained, as well as incorporating additional displays on issues like move-over laws, impaired driving, speeding, and seat belt usage, all of which were brought up during participant feedback.

Indianapolis 500 – “Rule the Road”

Alliance Highway Safety partnered with the TSD to set up the “Rule the Road” program at the Indianapolis Motor Speedway (IMS) during the Indianapolis 500. The “Rule the Road” event took place over three days leading up to and including the race day. Alliance Highway Safety had seven stations inside the Fan Zone at the IMS where approximately 3,700 race attendees stopped to learn about traffic safety. This event attracted a diverse crowd of all age groups. The stations included driving simulators, crash simulators, games, and “Walk & Turn” demonstrations. Throughout all activities, Alliance Highway Safety and the TSD emphasized the dangers of impaired driving and the importance of wearing seat belts.

The TSD personnel walked around the event space to engage with participants face-to-face. TSD personnel interacted with participants to gather feedback on their experiences with this program. Participants told the TSD that they walked away with a newfound appreciation for the dangers involved with drinking and driving. Many found the impairment goggles to be especially impactful because they allowed users to experience the loss of control associated with impairment in a safe environment and further understand the implications of driving while impaired. This unique experience prompted the participants to address their preconceived notions of impaired driving and consider ways in which they would change their behaviors in the future.

Some attendees admitted that they were more inclined to wear their seat belts more often and to encourage friends and family to wear their seat belts after attending this event. Others stated the event was very informative and invaluable in the community as it helped educate young drivers and encouraged parents to have discussions with their children regarding safe driving practices. Parents were concerned about their children’s safety as young and inexperienced drivers and provided positive feedback about the lessons offered at the event. Many parents expressed their wishes for more affordable and attainable driver education programs in their communities.

The TSD will incorporate the feedback provided at this event to improve the educational components of the existing young drivers, impaired driving, and occupant protection programs. In the future, the TSD aims to increase the number of young drivers participating in “Rule the Road” events. The TSD will also expand the Impact Teen Drivers programs to provide educational opportunities on the traffic safety areas identified by participants.

Child Passenger Safety – PP&E

The 3HSP identified various data-driven issues for the Child Passenger Safety (CPS) target demographic. Young children remained at risk of serious injury or death due to improper child restraint usage or a lack of a proper child restraint. When analyzing the populations impacted, the TSD identified language barriers due to undiversified resources (affecting populations including Spanish-speakers, Haitian Creole, Burmese, etc.) and the need for program expansion to low-income areas as issues to address in the child passenger safety program development. These issues informed the TSD's approach to community engagement activities for car seat distribution events. The TSD partnered with ASP to host the annual Indiana Child Passenger Safety Conference and expand outreach across the state.

Automotive Safety's Child Passenger Safety 2024

In May 2024, the annual Child Passenger Safety Conference was held at Ivy Tech Community College's Indianapolis campus. Alongside an educational conference for CPST recertifications, a full car seat clinic was hosted to assist local low-income families in need of car seat assistance. The event is strategically organized around ensuring resources are available to assist all demographics that attend by having onsite translators and forms in multiple languages. The clinic allows for one-on-one education with caregivers to ensure every child passenger in the vehicle is traveling as safely as possible. Child restraints are distributed to those in need and expired or incorrect seats are collected and removed from the roadways.

This event is the largest annual car seat clinic held in the state and was open to all residents of Indiana. As such, it was an ideal location to conduct public participation and engagement efforts. The event was held in an underserved community within Marion County, with no accessibility barriers, and took place during evening hours to allow working caregivers the opportunity to attend. The event's centralized location allowed residents from multiple zip codes access to community resources and was marketed through multiple avenues to ensure appropriate populations were reached. The event's target population included young children and their caretakers, multilingual individuals, and low-income individuals. The CPSTs worked to provide education and child restraint resources for clinic attendees. When analyzed with the U.S Justice 40 database, the surrounding neighborhoods were listed as low-income and low-education. TSD personnel, CPSSs, regional CPSTs, and volunteers engaged with children and caretakers to educate, collect survey feedback, and conduct car seat checks. TSD personnel assisted with car seat checks, walked around the event to gather one-on-one feedback from attendees and conducted surveys.

At the clinic, CPSTs completed 143 inspections. The CPSTs provided instructions in English, Spanish, and Haitian-Creole, and performed 71 inspections for non-English speakers. During the event, the TSD conducted a comprehensive pre-survey with 26 participants, the majority of whom were Black or African American caregivers and spoke more than one language. The survey participants indicated their primary reasons for attending the clinic were to gain education on selecting the correct car seat for their children and proper installation techniques. The survey aimed to explore the demographics, backgrounds, knowledge, and needs of car seat check recipients, to identify necessary programming changes. As a result, these identifiers will effectively address the increasing number of improperly restrained children involved in collisions, particularly those involving low-income families.

On day two of the conference, a follow-up seminar was held virtually for clinic participants to provide further survey feedback, share ideas for future events or resources, and maintain an open pathway for community members to directly engage with the TSD. Pamphlets showing the follow-up seminar's QR were distributed with each survey on day one of the conference, but no community members attended the seminar. From these results, the TSD has extended future surveys to include time preference, outreach interactions, and language resource requests. The TSD will strategize with ASP to discuss the possibility of implementing post-surveys immediately following the car seat checks offered during the clinic's hours moving forward.

The CPSSs also engaged in a multitude of community events including:

- Elkhart Health Department Event
- Automotive Safety Program Conference
- Gary, IN Back-to-School Backpack Event
- Indiana Child Passenger Safety Conference
- Ivy Tech Culinary Center – Car Seat Event & Clinic
- Tri-Town Safety Fair
- Convoy of Care
- Community Health Fair
- CPS Week
- Safe Kids Car Seat Classes

The TSD incorporated public feedback on the language barriers to provide funding for a new Underserved Community Outreach Program Specialist position within ASP in FFY 2024. The purpose of this position is to develop and support a statewide network of multilingual CPSTs and advocates and provide resources for non-English speaking community members in need of assistance. For FFY 2025, the CPS Program has also designed new regional surveys and classes customized to each demographic area, with a focus on language, resource expansion, and scheduling preferences to reach the widest audience.

Non-Motorists – PP&E

Within the 3HSP, non-motorists or vulnerable road users are the largest “at-risk” population on Indiana roadways. These individuals, including pedestrians, bicyclists, and other non-motorists, represent almost 20% of Indiana’s traffic fatalities. In FFY 2024, 120 pedestrians and nineteen (19) bicyclists lost their lives, mainly in busy, high-traffic, urban areas. Indiana’s cities represent the largest percentage of non-motorists’ injuries and fatalities, due to a combination of higher levels of foot traffic and reckless driving behavior within cities. In downtown Indianapolis, right turns on red have been banned at many intersections as a result. TSD determined that a greater emphasis needed to be placed not only on drivers to slow down and remain aware but also on heightened safety infrastructure and opportunities for non-motorists to safely commute.

Alliance Highway Safety implemented the Sober Ride Indiana Program, which focused on reducing impaired driving and offering alternative transportation options during periods of high risk, such as holidays, sporting events, and other major gatherings across the state. By providing free and discounted rides through rideshare services, the program aimed to keep impaired drivers and pedestrians off the roads. At events like the Indianapolis 500 and the Huntington Trails Beer & Wine Festival, attendees shared personal stories of how impaired driving had impacted their lives. Many expressed gratitude for the availability of Sober Ride Indiana vouchers and noted that they planned to use rideshare services in the future to ensure they got home safely after drinking.

TSD personnel also attended a meeting open to the public which was hosted by the Marion County City-County Council in Indianapolis. Marion County and Indianapolis represent the greatest number of non-motorist fatalities in the State, alongside increased danger for pedestrians and bicyclists within Urban areas. The group met to discuss ways to reduce the number of fatal and severe injury crashes in Marion County. The TSD intentionally attended this event to engage with the community about pedestrian and bicyclist issues specifically. Their focus at this meeting was to see if there were design features or road improvements that would impact the number of crashes. Recommendations from the public included increasing the number of streetlights, redesigning walking trails, and installing sidewalks to combat pedestrian fatalities and injuries. From these findings, the TSD plans to expand vulnerable road user programs and education within urban areas, specifically Indianapolis.

Rural Communities – PP&E

As noted in the 3HSP, 60% of Indiana’s fatalities occur on rural roadways. Drivers in these areas have lower seat belt use, alongside higher rates of speeding and impaired driving. During the 2024 Annual Seat Belt Survey, rural counties had an average seat belt usage rate of 91.6%, when compared to the 94.4% average in urban counties. This ultimately dropped the Indiana State Usage. To combat these risk-taking behaviors and ultimately lower fatalities, education must align with enforcement opportunities.

Partnering with Alliance Highway Safety aided in outreach to rural areas. In FFY 2024 Alliance Highway Safety launched its Drive Sober or Get Pulled Over campaign at fairs and festivals in rural communities across the state. The TSD intentionally selected fairs and festivals in rural communities to reach a wider and more varied population. With activities like the Fatal Vision Goggles Walk-the-Line challenge and the Oculus impaired driving simulator, the campaign offered hands-on experiences that allowed attendees to understand firsthand the risks associated with impaired driving. Positioned within popular community events, the campaign successfully captured the attention of festivalgoers, fostering meaningful conversations about road safety and creating a lasting impact across different age groups and communities. TSD personnel interacted directly with attendees to gather feedback on traffic safety issues of concern in these communities. These activities resonated with attendees, particularly as they reinforced the message of responsible drinking. Many visitors shared personal stories related to impaired driving and expressed gratitude for the campaign’s presence, underscoring the impact of these activities in a setting where alcohol consumption was central to the event. The campaign’s interactive approach fostered discussions that extended beyond the booth, influencing safe driving habits across Indiana communities.

Evidence-Based Enforcement Program Activities: 23 CFR 1300.35 (b)(3)

Pursuant to and in compliance with 23 CFR 1300.35(b)(3) the following section contains a description of Indiana’s evidence-based enforcement program activities. This section will include a discussion of Indiana’s community collaboration efforts and the efforts to support data collection and analysis to ensure transparency while identifying disparities in traffic enforcement. This section will also assist in informing traffic enforcement policies, procedures, and activities.

Evidence-Based Enforcement Activities

Indiana’s primary enforcement program, CHIRP, supports traffic safety projects proven to reduce deaths and severe injuries. Participating law enforcement agencies utilized data sources such as ARIES and the annual Crash Facts Books published by IU-PPI to conduct problem identification for their communities. The agencies conducted analyses of crashes, crash fatalities, and injuries to identify areas of highest risk and develop targeted strategies for increased enforcement. Agencies were provided weekly FARS updates to analyze locations, manners of death, and other demographics and collaborate data-driven enforcement strategies to improve safety outcomes in their communities. These data sources allow law enforcement agencies to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. The TSD will facilitate training for LELs to provide feedback to agencies during monitoring to ensure citations and warnings are not unfairly and unequally distributed. Law enforcement agency policies will be encouraged to ensure equitability. To monitor the program's effectiveness and identify necessary adjustments, participating agencies provided quarterly program reports to the TSD detailing the enforcement efforts in their communities and statistics gathered during mobilization periods.

Local agencies were awarded over \$6,725,000 to provide additional enforcement in FFY 2024. Funds for this project supported local law enforcement agencies in conducting high visibility enforcement and sustained enforcement during the mandatory NHTSA mobilization periods and throughout the year as needed. Enforcement activities under CHIRP projects included enforcement of seat belt and child passenger safety laws, laws prohibiting impaired driving, and all laws affecting the safety of pedestrians and bicyclists, including those aimed at speeding and aggressive drivers, through citations, warnings, and arrests. The agencies listed in *Table 36* participated in CHIRP project activities.

CHIRP Enforcement Participating Agencies in FFY 2024

Allen County Sheriff's Department	Hamilton County Prosecuting Attorney's Office	Noble County Sheriff's Department
Angola City Police Department	Hammond Police Department	North Vernon Police Department
Attica Police Department	Hancock County Sheriff's Department	Paoli Police Department
Bartholomew County Sheriff's Office	Hebron Police Department	Peru Police Department
Blackford County Sheriff's Office	Hobart Police Department	Princeton Police Department
Bloomington Police Department	Howard County Sheriff's Department	Putnam County Sheriff's Office
Boone County Sheriff's Office	Huntingburg Police Department	Rensselaer Police Department
Brown County Sheriff's Department	Huntington County Sheriff's Department	Rushville Police Department
Brownsburg Police Department	Indianapolis Metropolitan Police Department	Sellersburg Police Department
Cass County Sheriff's Department	Jefferson County Sheriff's Department	Seymour Police Department
City of Gary Police Department	Jennings County Sheriff's Department	Shelby County Sheriff's Department
City of Madison Police Department	Johnson County Sheriff's Office	Tiptecanoe County Sheriff's Office
Columbia City Police Department	Kokomo Police Department	Tipton Police Department
Crawfordsville Police Department	LaPorte County Sheriff's Office	Vanderburgh County Sheriff's Office
Cumberland Police Department	LaPorte Police Department	Vigo County Sheriff's Office
Decatur County Sheriff's Office	Lawrence County Sheriff's Department	Wabash City Police Department
Decatur Police Department	Lawrenceburg Police Department	Wabash County Sheriff's Department
Delaware County	Madison County Sheriff's Department	Warren County Sheriff
Dubois County Sheriff's Department	Marshall County Police Department	Warren Police Department
Elkhart County Sheriff	Martin County Sheriff's Department	Washington County Sheriff's Department
Evansville Police Department	Merrillville Police Department	Wayne County Sheriff's Department
Ferdinand Police Department	Mishawaka Police Department	White County Sheriff's Department
Fort Wayne Police Department	Morgan County Sheriff's Department	Winchester Police Department
Frankfort Police Department	Mount Vernon Police Department	Winona Lake Police Department
Franklin County Sheriff's Office	Muncie Police Department	
Grant County Sheriff's Department	New Castle Police Department	
Greensburg Police Department	Newburgh Police Department	

Table 36: CHIRP Enforcement Participating Agencies in FFY 2024

Citation Activity Reporting

Description	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
Number of Seat Belt Citations Issued During Enforcement	30,190	19,593	25,610	17,797	16,067	16,080
Number of Impaired-Driving Citations and Arrests During Enforcement	4,817	5,788	6,310	5,169	5,560	4,903
Number of Speeding Citations and Arrests During Enforcement	44,749	36,752	38,924	30,473	37,209	34,063

Table 37: Citation Activity in FFY 2024

Law Enforcement – Community Collaboration Events

Indiana law enforcement agencies actively consulted with communities throughout the state in FFY 2024. From community outreach and consultations to hosting events statewide, relationships have strengthened between police and the communities they serve locally. Emphasizing areas of need, including underrepresented communities and diverse hot spots have been identified as zones for law enforcement community collaboration. Statewide, agencies participated in local events, created community-focused groups, and shared their findings to best aid communities in the future.

Within Indianapolis, the Indianapolis Metropolitan Police Department (IMPD) emphasized that engaging in the community is essential to law enforcement through the creation of the Community Engagement and Outreach Bureau, with the overarching message being “Build Trust Between IMPD and the Community.” Law Enforcement Officers directly engage with the community through recreational connections and simple acts of kindness to build stronger bridges of trust.

Some programs Include:

- Gang Resistance Education and Training (GREAT) camp
- Indy Police Athletics & Activities League
- Partnerships with the Indy Public Safety Foundation
- National Night Out Against Crime

Agencies across Indiana have taken similar steps to engage with their communities from participating in Car Seat Clinics, distributing resources at local events, educational sessions at schools, Shop with A Cop, and Coffee with Cop programs. An appendix can be located below with further examples and impacted communities.

Law Enforcement Event Example

Indianapolis Metropolitan Police Department – INDY PAL Program

Created between a partnership of IMPD's Community Engagement & Outreach Bureau, alongside the Indy Public Safety Foundation, Indy PAL provides an inclusive, engaging program and opportunities for youth to reach their full potential, regardless of place, race, or identity. This program was designed to address the significant challenges in the relationship between law enforcement and communities, particularly communities of color. The Indy PAL model uses athletics and activities to recruit, engage, and build relationships with youth and families. Two vital purposes are noted: build relationships between youth and police, alongside teaching vital life skills associated with team-based activities.

The mission includes:

- Building Trust, Reducing Risk
- Keeping Streets Safe, Futures Bright
- Unlocking Potential
- Inspiring Change
- A Network of Support
- Positive Impact

In 2023, 311 youth were served, and the program had over 1,400 officers registered as participants. Through the Indy PAL mentorship program, youths are encouraged to engage in positive thinking, promote higher education, establish an appreciation for diversity, and reinforce good citizenship by not engaging in risky behaviors. By connecting adults, mentors, law enforcement, and community members, this network provides encouragement, guidance, and support in navigating challenges and making positive choices.

ICJI-TSD Collaboration and Data Expansion to Assist Law Enforcement

The TSD and LELs engaged with law enforcement agencies and attended community events alongside the police within designated Indiana regions. To aid data-driven methodologies, LELs generated reports for each event to gather demographic information on attendance, open data collection, and feedback opportunities, and summarize a consensus of community involvement on traffic safety issues. The 3HSP identified various opportunities through increased presence and communication for Indiana to expand law enforcement collaboration activities alongside education.

LELs attended various events including:

- Community meetings across the State
- Governor’s Highway Safety Association (GHSA) Conference – Indianapolis, 2024
- College sporting events
- Local high schools
- National Night Out Against Crime
- Indiana State Fair – “Rule the Road”
- Indiana Traffic Safety Day 2024
- Back to school events
- Marion County Fatal Crash Review Board Meetings
- Indianapolis Brickyard, Statewide “Rule the Road”, etc.
- Law Enforcement Citizen Academy

Due to law enforcement's underrepresentation at traffic safety community events, the presence of LELs opened opportunities for specialized education on impaired driving, seat belt use, and car seat protocols. LELs collaborated with the youth, adults, and elderly populations to supply traffic safety knowledge, share resources, and strengthen relationships between the TSD and community members. Events were strategically timed with larger public gatherings to maximize collaboration and participation. Social media campaigns were designed by the ICJI Communications Director and shared by partnered agencies to bolster attendance. Traffic safety issues were addressed during community events, and attendees provided feedback to the TSD. Attendees described their concerns about speeding in specific areas of their communities and driving behaviors of young drivers. The TSD will consider all participant feedback when implementing occupant protection and young driver programs in FFY 2025.

The TSD prioritizes having accurate, timely, and complete datasets to best assist law enforcement personnel in community collaboration efforts. The Operation Pull Over (OPO) Database is a law enforcement-centered reporting system specifically for agency grant-funded activities, such as national enforcement blitzes, citation distribution, and collaboration to educate drivers. All police activity reported with grant funding is tracked within this system. Through citation and location analysis, areas in need can be better identified. An interactive ICJI Citation Dashboard tool was also designed from these datasets to visualize complete datasets (example below in Engagement Activities).

Law Enforcement Event Overview

National Night Out Against Crime (Statewide Agency Participation)

TSD representatives attended several National Night Out Against Crime events throughout Indiana in July and August of FFY 2024. Attendance for these events ranged from about 500 in rural communities to 4,000 in larger suburban communities. These events are open to the public and can be attended by all members of the community. As a result, the age demographics contain a large range of attendees from 0-90 years of age, and the racial makeup was an average of about 85% white.

National Night Out Against Crime is an event focused on building community relationships with law enforcement. Community members are encouraged to attend the meet and greets with their local law enforcement to express concerns and communicate community needs. Feedback is gathered through consultation and then utilized in future programs updates through law enforcement strategic planning, alongside data-driven analysis. During these National Night Out events, TSD representatives, along with local law enforcement, set up booths, and handed out literature on several different traffic safety topics including pedestrian and bicycle safety, the History of Speed, school bus safety, Hands-Free Laws and distracted driving, work zone safety, and roundabouts, and spoke with residents of the communities about what the TSD is and what is done to improve traffic safety in their communities and throughout the state of Indiana.

TSD representatives also consulted directly with community members who voiced their primary concerns regarding traffic safety in their communities. During these sessions, community members provided feedback about things they think either the TSD or local law enforcement does well and areas they believe could use more attention and focus. At Avon's National Night Out, participants expressed positivity regarding the TSD's efforts to address impaired driving during the event. However, community members also consulted with the TSD and law enforcement that they had concerns about inexperienced teen drivers being involved in crashes. Community members who attended Batesville's National Night Out expressed similar positive feelings regarding the efforts made by local law enforcement to enforce traffic safety. Expanding on consultation, some participants voiced concerns about older drivers. Questions were raised about what processes to follow if they believe an elderly person in their life may no longer be able to safely operate a vehicle and may need their licensure re-evaluated.

In FFY 2024, the TSD promoted and funded several educational events designed to target young teen drivers on the dangers of driving recklessly, distracted, and impaired, and will continue to do so in FFY 2025. Particularly by partnering with Alliance Highway Safety, TSD aims to engage young drivers with traffic safety education through hands-on events such as "Rule the Road." The TSD also provided funds and resources through law enforcement CHIRP grants to offer education programs. To adjust TSD policies, procedures, and/or activities based on community consultation, the TSD will encourage law enforcement agencies in FFY 2025 to develop programs geared toward elderly drivers to help educate them on topics such as distracted driving and roundabouts. Data analysis examples are provided in the ICJI-TSD Collaboration Examples section below.

ICJI-TSD Collaboration Examples 1300.35(3)

The TSD offered training to eighty-seven (87) law enforcement agencies that received grant funding through the CHIRP Program, on the principles of public participation and engagement to strengthen law enforcement practices. This included sharing data about underserved communities and those overrepresented in traffic crashes, as well as examples of future community collaboration aspirations for the departments within their applications.

Examples of agencies who conducted community collaboration efforts (Appendix below):

- The Avon Police Department hosted National Night Out to directly collaborate with community members on public safety and traffic safety topics within their county. Feedback was collected to determine enforcement adjustments, identify communities in need, and listen to possible adaptations to future police activities.
- The Evansville Police Department hosted Alliance Highway Safety's Rule the Road Program to collaborate and educate future young drivers on the dangers of risky behaviors, positively interact with community members, and aid in distributing surveys aimed at collecting data on driving behaviors and opinions regarding seatbelt use, intoxicating driving, and perceptions of traffic safety issues.
- The Indianapolis Metropolitan Police Department represented local law enforcement at quarterly Marion County Fatal Crash Review Board meetings. Community members collaborated with board members and law enforcement to discuss strategies to help vulnerable road users (pedestrians, bicyclists, etc.) within Marion County and ultimately lower local fatality rates. This data was utilized to adapt law enforcement strategies to address dangerous traffic safety issues that target these urban communities.

The following research projects support data collection, analysis, and development:

- Development of the ICJI-TSD Interactive Citation Dashboard
- Traffic Safety Fact Crash Sheets
- Traffic Safety County Profiles
- Weekly FARS Data Distribution Reports
- FFY 2024 – Alliance & ICJI: Public Participation and Engagement Report
- Operation Pull Over Database
- Indiana Speed Dashboard
- Interactive Car Seat Clinic Resource Map
- National Digital Car Seat Check Form – Indiana Dashboard

An example of the citation dashboard can be found below, expanding on Hendricks County's speeding citation demographics. Alongside community engagement and feedback analysis, citation data has been utilized as a formattable tool in data-driven program enhancement. When analyzing the 2023 Hendricks County citation results, overrepresented populations are constituted of White (71.9%), non-Hispanic (81.2%), Males aged 15-24 (17%), and Females aged 25-34 (10.8%). The fully

interactive citation dashboard can be accessed here for further data breakdown by location and category [CJI: Research: Traffic Safety Citations Dashboard](#)

Traffic Safety Citations Dashboards 2019 - 2023

- OWI
- Seatbelts
- Hands Free
- Speeding
- Car Seat
- Vouchers

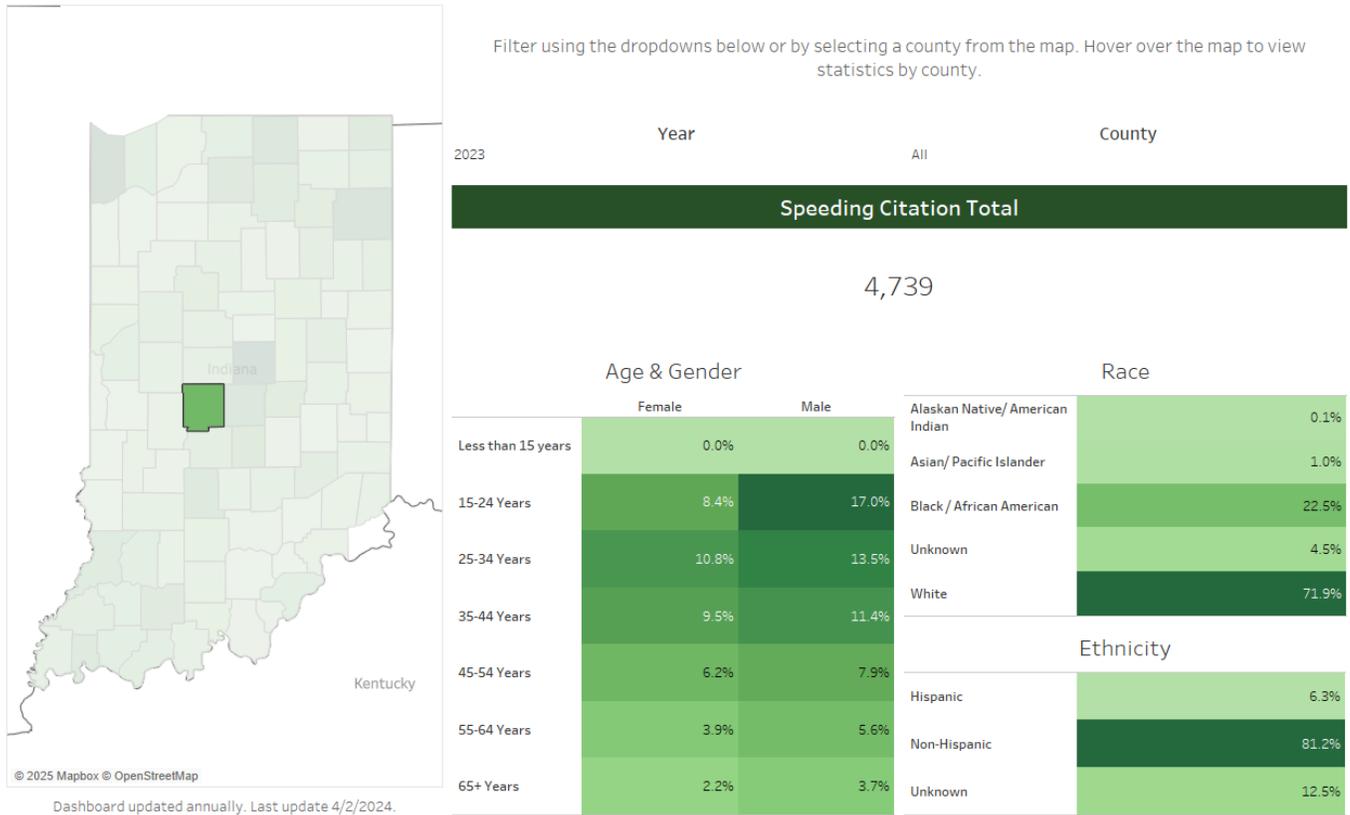


Table 39: Traffic Safety Citations Dashboards 2019-2023, Example: Hendricks County Speeding Citations Demographics 2023

Operation Pull Over is the ICJI-provided database for law enforcement agencies to report grant-funded activities, including CHIRP projects such as CITLI, Blitzes, SAVE, MC-HVA, VSET, Ped-Bike, and DUI. Reports are available from FFY 2005 to FFY 2025 and are maintained by the Northwest LEL, Lawrence Woods. Recipients of CHIRP funding utilize the database to enter data on their grant-funded activity. From the collected information, TSD program managers and LELs can track subrecipient performance and data trends, including citations, warnings, DUI rates, and hours worked by location and event. This tracking tool holds agencies accountable while maintaining transparent and timely data reporting for program adaptation. Monthly and quarterly reports are analyzed to best implement project changes and methodologies for enforcement strategies.

An example of an OPO Program Report can be located below:



Program Totals

Report Type: OPO

Fiscal Year: FY2024

LELID: 0

Department: AII

Period: All

Activities	Seat Belt Patrols	Sobriety Checkpoint	Impaired Driving Patrols	Other Patrols	Admin	Total
	6048	10	966	6908	13	13945

Hours	Seat Belt Patrol	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Admin	Total
1801 - 2400	3,254.50	56.50	2,238.70	4,441.15	3.00	9993.85
0601 - 1200	7,265.00	0.00	203.00	7,283.05	1.00	14752.05
0001 - 0600	607.75	27.00	917.00	1,084.20	0.00	2635.95
1201 - 1800	10,126.25	0.00	559.30	10,758.10	15.00	21458.65

Contact Rates	Hours Worked	Admin Hours	Physical Arrest Hours	Actual Patrol Hours	Contacts Per Hour	SB/CR Per Hour	DUI Arrest
	48,840.50	19.00	4,706.75	44,114.75	3.02	0.59	16.78



Program Totals

Report Type: OPO

Fiscal Year: FY2024

LELID: 0

Department: AII

Period: All

Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrol	Other Patrols	Total
Seat Belt	11012	0	282	3587	14881
Speed - 0-5 MPH over	63	0	15	110	188
Habitual Traffic Violator	40	0	8	38	86
DUI Drug	33	0	28	47	108
Other License Violations	2898	8	228	1827	4961
Underage Alcohol	3	0	25	18	46
Following Too Close	46	0	3	75	124
Criminal Misdemeanors	619	0	234	779	1632
Hands Free Violation	273	0	17	1168	1458
Speed - 16-20 MPH Over	3292	0	264	4217	7773
Misdemeanor DUI	109	0	169	155	433
Driving Left of Center	39	0	42	58	139
Criminal Felony	161	0	73	175	409
Speed - Over 20 MPH Over	3430	0	257	4058	7745
Child Restraint	377	1	26	259	663
Speed - 6-10 MPH over	838	0	100	2272	3210
Graduated License	47	0	3	13	63
Obstructing Traffic	17	0	11	21	49
Open Container	24	1	29	55	109
Improper Lane Usage	131	0	19	80	230
Equipment Violations	1839	0	214	768	2821
Texting	120	0	9	279	408
Driving W/Susp (Misd/Prior)	811	0	115	712	1638
Fail to Yield Right of Way	74	0	7	49	130
DUI Alcohol Over .08	37	0	73	71	181



Program Totals

Report Type: OPO

Fiscal Year: FY2024

LELID: 0

Department: All

Period: All

Other Traffic Offenses	3158	5	396	2533	6092
Speed - 11-15 MPH Over	2851	0	243	3400	6494
MC permit/License Violations	120	0	9	40	169
Driving W/Susp (infraction)	1709	2	119	660	2490
Improper Turning / "U" Turns	631	0	8	41	680
Stop Arm Violation	60	0	3	53	116
Felony DUI	37	0	42	39	118
Automatic Signal / Stop Sign	801	0	105	855	1761
Texting	1086	0	20	743	1849
Total	36786	17	3196	29255	69254

Warnings	Seat Belt Patrols	Sobriety CheckPoints	Impaired Driving Patrols	Other Patrols	Total
Speed	12160	0	2552	20438	35150
Graduated License	13	0	0	21	34
Other License Violation	345	0	72	828	1245
Open Container	2	0	0	1	3
Other Alcohol	0	0	0	0	0
Other Traffic Offense	10145	12	2680	14741	27578
Other Traffic Offense	22665	12	5304	0	64010

Total Citations and Warnings	Seat Belt Patrol	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total
	59451	29	8500	65284	133264

Significant Events Number of Notes = 321



Program Totals

Report Type: OPO

Fiscal Year: FY2024

LELID: 0

Department: All

Period: All

Personnel Services	SFST	TOPS	# Officers	Hours Worked	Avg OT Rate	OT Expend	Admin Expend	Total Expend
	1250	872	1466	48,352.76	27.38	1,323,925.29	210.42	1,324,135.71

Funds Expended	Personnel Services	Contractual Services	Equipment	Direct Cost	Indirect Cost	Total
	1,324,135.65	0.00	\$5,180.50	0.00	0.00	1,329,316.15
Number of Comments = 33						

Table 40: Operation Pull Over Dashboard Example FFY 24

The Indiana data dashboards located within the National Digital Car Seat Check Form are utilized to adapt and implement Indiana child passenger safety and car seat program changes. This reporting system tracks car seat distribution and checks across the Nation and State, alongside monitoring misuse rate, age, and funding sources for resources. From the data, agency performance is analyzed by the TSD to identify hot spots of need for resources and overlaid with FARS child fatality and injury reports. Feedback and consultation with the Regional CPSTs are maintained by the Child Passenger Safety Project Director to design community events for the greatest impact on areas in need. In FFY 2024, 8,086 checks were conducted, and 4,864 car seats were distributed. 1,646 car seats were listed under State Funded (33.8%). An example of the National Dashboard is included below:

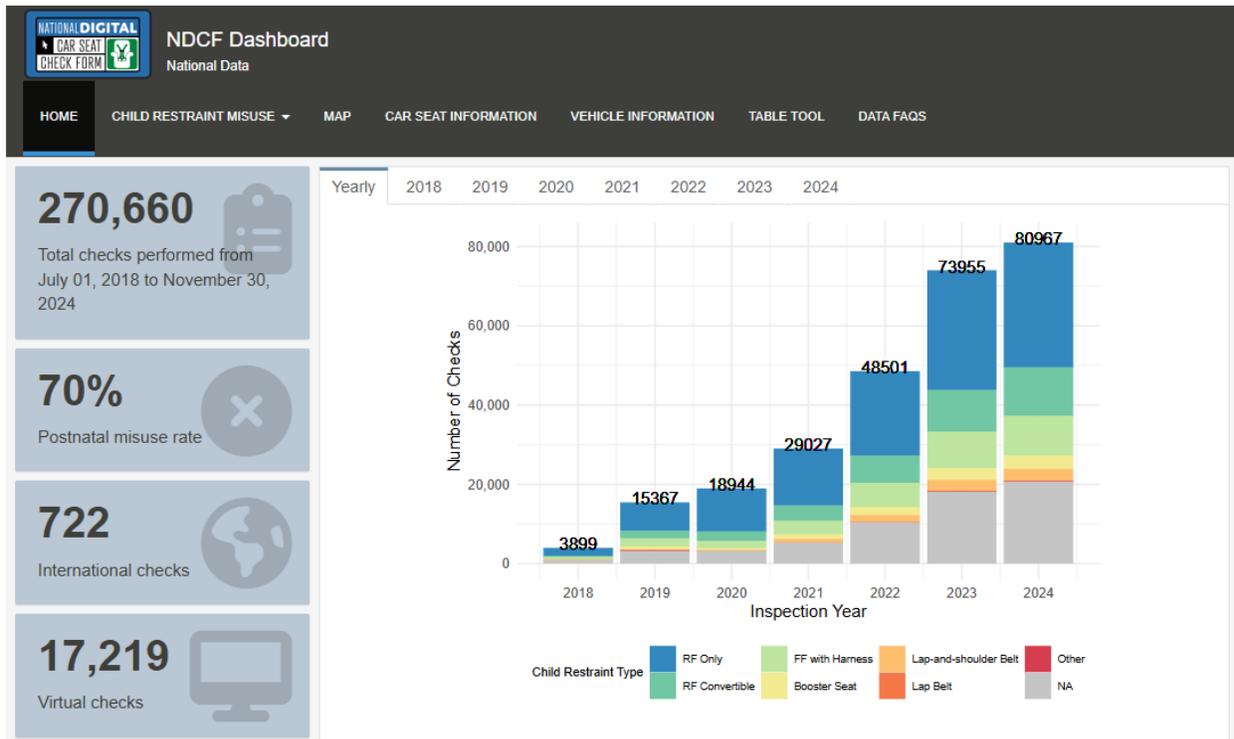


Table 41: National Digital Car Seat Check Form Dashboard Example, 2018 – 2024

National Mobilization Enforcement: 23 CFR 1300.35 (b)(4)

Pursuant to and in compliance with 23 CFR 1300.35 (b)(4), this section contains the submission of information regarding mobilization participation in FFY 2024. All subrecipients of CHIRP grant funds were required to participate in and support national enforcement mobilizations including Safe Family Travel, Distracted Driving, Click It or Ticket, and Drive Sober or Get Pulled Over. The Indiana State Police (ISP) also participated in the national enforcement mobilizations. Enforcement mobilization periods took place alongside corresponding media campaigns. The data chart below represents citation data collected from CHIRP subrecipients during mobilization “blitz” periods in FFY 2024.

**Table 38: Citations During
All National Mobilization Enforcement Activities, FFY 2024**

Citations/Activity	IN Blitz 131	IN Blitz 132	IN Blitz 133	IN Blitz 134	Total 2024
Seat Belt	1,885	878	2,812	416	5,991
Child Restraint	100	53	69	32	254
Misdemeanor DUI	85	31	19	128	263
Felony DUI	30	4	9	32	75
Drug DUI	22	11	10	29	72
Underage Alcohol	10	2	1	24	37
Suspended License	235	151	170	97	653
Speed	3,493	1,015	1,268	1,221	6,997
Motorcycle Permit/License Violation	45	7	10	15	77
Criminal Misdemeanor	297	130	115	214	756
Criminal Felony	91	33	29	56	209
Texting/Hands Free Violation	335	1,295	283	123	2,036
All Others	4,564	1,917	1,690	1,401	9,572
Citation Total	11,192	5,527	6,485	3,788	26,992
Warning Total	11,730	6,925	5,357	5,320	29,332
Total Enforcement Activities	2,341	1,268	1,124	959	5,692
Officers Worked	253	164	135	144	696
Hours Worked	8,482.75	4,442.25	4,188.25	3,728.50	20,841.75
Funds Expended	\$182,044.68	\$90,339.66	\$103,440.53	\$77,230.22	\$453,055.09
Contacts Per Hour	3.06	3.13	3.10	2.80	Average: 3.02

Table 38: National Mobilization Enforcement Activity in FFY 2024

Conclusion

Throughout FFY 2024, the TSD completed a year of traffic safety accomplishments. From lowering overall fatalities by 13.5% and serious bodily injuries by 1,947 since FFY 2022, increasing the 2024 Indiana Annual Seat Belt Usage Rate to 93.6%, and expanding enforcement and education alongside public participation and engagement activities, Indiana was able to achieve ten (10) of fourteen (14) fiscal year PMTs. Indiana has continued its efforts to reduce traffic fatalities and injuries. These accomplishments could not have been met without the diligence and hard work of law enforcement agencies, ICJI, Indiana State agency partners, community members, and various stakeholders throughout Indiana communities.

Appendix A: List of FFY 2024 Public Participation & Community Collaboration Events

FFY 2024 Public Participation Events	Impacted Communities
Franklin County Fair	Rural, young drivers, elderly
Garrett Night Out & Back to School Event	Young drivers, rural
Alliance Rule the Road SW Region	Young drivers, rural
Marion County Fatal Crash Review	Pedestrian/bicyclists
NASCAR IMS Rule the Road	Young drivers
Columbia City Safety Day	Pedestrian/bicyclist
NASCAR Lucas Oil Rule the Road	Young drivers, elderly
Washington County Fair	Rural, young drivers, elderly
Avon National Night Out	Young drivers, elderly drivers
Garrett Choices Matter	Rural, young drivers
Batesville National Night Out	Rural, young drivers, elderly
Tell City National Night Out	Rural, young drivers, elderly
Vincennes National Night Out	Rural, young drivers, elderly
Newburgh Rule the Road	Rural, young drivers
Carb Day Rule the Road	Young drivers
Legends Day Rule the Road	Young drivers
Race Day Rule the Road	Young drivers
Indians Game	Youths
Speedrome	Young drivers
Fort Wayne Rule the Road	Young drivers
Tri-West Choices Matter	Young drivers
Rule the Road IMS	Young Drivers
Brickyard 400	Young Drivers
Indiana High School Athletics Association (IHSAA) Leadership Conference	Young Drivers
Evansville Rule the Road	Young Drivers
Indiana State Fair	All areas
Anderson on Tap	Young Drivers, DUI
Butler Games 1 & 2	Young Drivers, DUI
Chaplewood PD	Law Enforcement
Cobblestone PD	Law Enforcement
St. Gabriel PD	Law Enforcement
IHSAA Boys Basketball	Young Drivers
IHSAA Girls Basketball	Young Drivers
Pacer Game	Young Drivers, DUI
IHSAA Girls Gymnastics	Young Drivers
Indy Fuel Game	Young Drivers, DUI
Cumberland Coffee with Cops	Law Enforcement

Garrett High School Pre-Prom Traffic Education	Young Drivers, DUI
Governor's Highway Safety Association Conference 2024	All areas, Law Enforcement
Greene County PD	Law Enforcement
Perry County PD	Law Enforcement
Indianapolis Motor Speedway	Young Drivers
Sullivan County ARIDE	Law Enforcement
Vanderburgh County Education Services	Young Drivers
Bedford PD	Law Enforcement
Elkhart Health Department CPS Event	Child Passenger Safety
Automotive Safety Program Conference 2024	Child Passenger Safety
Gary, IN Back-to-School Backpack Event	Child Passenger Safety
Indiana Child Passenger Safety Conference	Child Passenger Safety
Ivy Tech Culinary Center Car Seat Clinic Event	Child Passenger Safety
Tri-Town Safety Fair - CPS	Child Passenger Safety
Convoy of Care - CPS	Child Passenger Safety
Community Health Fair - CPS	Child Passenger Safety
CPS Week - Car Seat Clinics Statewide	Child Passenger Safety
Safe Kids Car Seat Classes FFY 2024	Child Passenger Safety
Indiana Annual Seat Belt Surveys 2024	Unrestrained, Distracted Driving
Regional CPS Clinics	Child Passenger Safety
Law Enforcement Citizen Academy	Law Enforcement, All areas
Paoli Police Christmas 2024 – Angel Tree	Children, Young Drivers, Law Enforcement
Paoli PD Community Advisory Board	Law Enforcement
Paoli PD – Living Drug-Free Starts With Me	Law Enforcement, DUI
Vanderburg Faith and Blue Event	Law Enforcement
Fiesta Evansville (Largest Latino Festival in Region)	Law Enforcement, Diversity
DEA Sponsored – Drugs are a Trick Not A Treat	Law Enforcement, DUI
Mental Health of America Board – Shelburn PD	Law Enforcement
Local Coordinating Council of Sullivan County	Law Enforcement
Recovery Café Advisory Board	Law Enforcement DUI
Shelburn Police Reserve Association	Law Enforcement
Orange County PD – Drive Through Trick or Treat	Law Enforcement
Rick Magill Annual Clothe-A-Child – Orange County	Law Enforcement
Coffee With A Cop – Huntingburg PD	Law Enforcement
National Night Out – Greene County	Elderly, Rural, Young Drivers
Jasper County Public Safety Community Day	Law Enforcement
Warrick County National Night Out	Elderly, Rural, Young Drivers
Bloomington National Night Out	Elderly, Rural, Young Drivers
Gang Resistance Education and Training (GREAT) Camp	Law Enforcement
Indy Police Athletics & Activities League	Law Enforcement
Indy Public Safety Foundation	Law Enforcement



Indiana Criminal Justice Institute

402 W. Washington
Street, Room W469
Indianapolis, IN 46204

317-232-1233

www.cji.in.gov