
Fiscal Year 2023 Indiana Annual Report

State of Indiana

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II. Fiscal Year 2023 Performance Highlights

Indiana demonstrated tremendous improvement in traffic safety in Fiscal Year (FY) 2023. As compared to FY 2022, total traffic fatalities decreased by 9.2% and there were 1,211 fewer serious bodily injuries in traffic crashes. Indiana witnessed substantial decreases in speeding-related fatalities (from 295 to 236) and pedestrian fatalities (from 111 to 98). In FY 2023, the state also met performance measure targets set in FY 2022 for alcohol-impaired driving fatalities; motorcyclist and un-helmeted fatalities; drivers aged twenty (20) and under involved in fatal crashes; children aged fifteen (15) and under killed in traffic crashes; and children aged seven (7) and under killed in traffic crashes.

Law enforcement agency participation in enforcement projects remained strong in FY 2023. Activity in the Click It to Live It enforcement project nearly doubled from FY 2022, as officers worked over 25,000 hours and issued approximately 74,440 citations during grant-funded enforcement periods. Through child passenger safety projects, Indiana provided over 1,200 child restraint systems to underserved and at-risk populations. The Roadside Impaired Driving Oral Fluid for Drugged Driving project continued to gain interest from law enforcement agencies across the state, as more than 600 officers went through training in FY 2023 to operate oral fluid testing equipment and administered over 1,200 tests in FY 2023. The media and communication project grew in FY 2023, ensuring traffic safety messaging reached a larger population across Indiana. This holistic approach increased enforcement, education, and community engagement with the public. The detailed findings of the FY 2023 Indiana Annual Report can be found below.

III. Document Purpose

The Indiana State Highway Safety Office (SHSO) is established by Indiana Code 9-27-2 and housed within the Traffic Safety Division (TSD) of the Indiana Criminal Justice Institute (ICJI). The TSD manages behavioral traffic safety funding provided by the National Highway Traffic Safety Administration (NHTSA) through projects with law enforcement agencies and other organizations throughout Indiana.

The Indiana TSD's annual report is a summary of all traffic safety projects, achievements, and activities conducted to meet established performance measure targets and Federal and State requirements. The performance plan explains the evaluation process and details whether the targets were achieved. Each project report section describes project details, data-driven measurables, current performance measures and projections for expected growth, and evaluations applicable to each program area.

In compliance with 23 C.F.R 1300.35, the goals of this annual report are to provide:

- a. An assessment of the State's progress in achieving performance targets identified in the prior year Highway Safety Plan (HSP) and a description of how the State will adjust its upcoming HSP to better meet performance targets if a State has not met its performance targets;
- b. A description of the projects and activities funded and implemented along with the amount of Federal funds obligated and expended under the prior year HSP;
- c. A description of the State's evidence-based enforcement program activities;
- d. Submission of information regarding mobilization participation;
- e. An explanation of reasons for planned activities that were not implemented; and
- f. A description of how the projects funded under the prior year HSP contributed to meeting the State's highway safety performance targets.

IV. Performance Measure Targets

The performance measure targets (PMT) and core outcome measures for FY 2022 and FY 2023 are included in the performance measures chart (*Table 1*) and core outcome measures chart (*Table 2*). The PMTs are based on the highway safety program areas identified in the HSP planning process. Specific data related to each program measure, including program measure outcomes, can be found in the subsequent sections of the annual report. All data pulled for FY 2022 and FY 2023 is considered preliminary until published by the Fatality Analysis Reporting System (FARS) and NHTSA.

Following these charts are graphs for each of the core outcome measure categories (*Tables 3-15*), demonstrating the progress made by Indiana toward achieving PMTs in FY 2023. These graphs provide reference to the yearly results, the five-year averages, and the performance measure targets established in the FY 2023 HSP.

The TSD developed objective, data-driven tools to identify traffic safety challenges and geographic areas of the state that represent the highest number of crashes, serious injuries, and fatalities. Indiana used several sources of data in determining performance measure targets, 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 years of data, these matrices provide the TSD with critical information about the status of traffic safety in counties and cities throughout the state. The Traffic Safety Division utilizes the five most recent plotted data points (2019-2023 FARS and state data) to determine the projected values of each data category. Projected values are 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.

Traffic fatalities decreased to 894 in FY 2023 from 985 in FY 2022, a decrease of over 9.2%. These findings remain preliminary until the fatality total is confirmed by FARS. In FY 2023, Indiana improved in twelve (12) of the fifteen (15) core outcome measure areas compared to FY 2022 performance, most notably the overall decrease in total fatalities, speeding-related fatalities (from 295 to 236), and pedestrian fatalities (from 111 to 98). **Indiana achieved 93.2% seat belt usage, continuing an upward trend toward pre-COVID-19 pandemic usage rates.**

Although Indiana did not meet PMTs set for serious injuries in traffic crashes, fatalities per million vehicle miles traveled, and bicyclist fatalities, the State did see notable decreases in the reported fatalities and injuries in these categories. Improvement is needed in these three categories and the fatalities per 100 million vehicle miles traveled category in the following years.

During FY 2023, ICJI maintained consistent monitoring, assessment, and review of all projects within the HSP. To better accomplish all PMTs not met in FY 2023, changes will be made to the upcoming HSP to further prioritize and expand enforcement projects and media campaigns promoting traffic safety. Emphasis will be placed on improving projects aiming to increase compliance with seat belt usage laws and awareness of bicyclists on the roads. In the bar charts below for each category, PMTs not met are highlighted in red, while PMTs accomplished are marked green.

Assessment of Results in Achieving Performance Measure Targets for FY 2022 and FY 2023

| Performance Measure | FY 2022 | | | FY 2023 | | | Annual 5-Year Average |
|--|--------------------------|------------------|-----------------------|--------------------------|------------------|---------------------------|-----------------------|
| | Target Value FY 2022 HSP | Progress Results | Was Target Value Met? | Target Value FY 2023 HSP | Progress Results | Was the Target Value Met? | |
| C-1) Total Traffic Fatalities | 876 | 985 | NO | 894.2 | 894 | YES | 902.8 |
| C-2) Serious Bodily Injuries in Traffic Crashes | 2998.2 | 5443 | NO | 3,348.10 | 4,232 | NO | 3,306 |
| C-3) Fatalities/100M VMT | 1.076 | 1.11 | NO | 1.088 | 1.12 | NO | 1.084 |
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | 335 | 233 | YES | 312 | 225 | YES | 225.8 |
| C-5) Alcohol-Impaired Driving Fatalities | 229 | 131 | YES | 259 | 122 | YES | 142.6 |
| C-6) Speeding-Related Fatalities | 234 | 295 | NO | 236 | 236 | YES | 240.8 |
| C-7) Motorcyclist Fatalities | 138 | 125 | YES | 143 | 130 | YES | 126.8 |
| C-8) Un-helmeted Motorcyclist Fatalities | 97 | 85 | YES | 87 | 86 | YES | 86.4 |
| C-9) Drivers Aged Twenty (20) and Under Involved in Fatal Crashes | 105 | 118 | NO | 151 | 131 | YES | 115.4 |
| C-10) Pedestrian Fatalities | 113 | 111 | YES | 164 | 98 | YES | 100.6 |
| C-11) Bicyclist Fatalities | 20 | 19 | YES | 15 | 27 | NO | 20.4 |
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | > 90 | 93 | YES | > 90 | 93.2 | YES | 93.8 |
| A-3) Motorcycle Fatalities Per 100k Registrations | 53.1 | 42.5 | YES | 40.21 | 35.4 | YES | - |
| A-5) Children Aged Fifteen (15) and Under Killed in Traffic Crashes | 42 | 21 | YES | 34 | 21 | YES | 27 |
| IN-1) Children Aged Seven (7) and Under Killed in Traffic Crashes | 17 | 9 | YES | 11 | 9 | YES | 12.6 |

*Table 1: Assessment of Results in Achieving Performance Measure Targets for FY 2022 and FY 2023
FARS NHTSA Data 2019 – 2021, FARS Fiscal Preliminary Data 2022-2023*

V. Core Outcome Measures

| Fiscal Year 2023 Highway Safety Plan | |
|--------------------------------------|---|
| Core Outcome Measures | |
| C-1 | Total Traffic Fatalities: To reduce fatalities under the projected 894.2 by FY 2023. |
| C-2 | Serious Bodily Injuries in Traffic Crashes: To reduce serious injuries in traffic crashes under the projected 3348.10 by FY 2023. |
| C-3 | Fatalities/100M VMT: To maintain traffic fatalities per 100M VMT under the projected 1.088 by FY 2023. |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions: To reduce unrestrained traffic fatalities under the projected 312 by FY 2023. |
| C-5 | Alcohol-Impaired Driving Fatalities: To reduce alcohol-related fatalities under the projected 259 by FY 2023. |
| C-6 | Speeding-Related Fatalities: To reduce speeding-related fatalities under the projected 236 by FY 2023. |
| C-7 | Motorcyclist Fatalities: To reduce motorcyclist fatalities under the projected 143 by FY 2023. |
| C-8 | Un-helmeted Motorcyclist Fatalities: To reduce un-helmeted motorcyclist fatalities under the projected 87 by FY 2023. |
| C-9 | Drivers Aged Twenty (20) and Under Involved in Fatal Crashes: To reduce drivers aged 20 and younger involved in fatal crashes under the projected 151 by FY 2023. |
| C-10 | Pedestrian Fatalities: To reduce pedestrian fatalities under the projected 164 by FY 2023. |
| C-11 | Bicyclist Fatalities: To reduce bicyclist fatalities under the projected 15 by FY 2023. |
| B-1 | Observed Seat Belt Use for Passenger Vehicles (State Survey): To increase the observed seat belt use for passenger vehicles, and front-seat occupants above 93% by FY 2023. |
| A-5 | Children Aged Fifteen (15) and Under Killed in Traffic Crashes: To reduce children aged 15 and younger fatalities to under the projected 34 by FY 2023. |
| IN-1 | Children Aged Seven (7) and Under Killed in Traffic Crashes: To reduce children aged 7 and younger fatalities to under the projected 11 by FY 2023. |

Table 2: Core Outcome Measures for FY 2023

Performance Plan Chart

| | | | Base Years | | | | |
|------|--|-------------------------|------------|------|-------|-------|-------|
| | | | 2019 | 2020 | 2021 | 2022* | 2023* |
| C-1 | Total Traffic Fatalities | Fiscal | 828 | 854 | 953 | 985 | 894 |
| | | 5 -Year Rolling Average | 851 | 855 | 880 | 894 | 902.8 |
| C-2 | Serious Bodily Injuries in Traffic Crashes | Annual | 3659 | 3062 | 3304 | 5443 | 4232 |
| | | 5 -Year Rolling Average | 3319 | 3293 | 3296 | 3736 | 3940 |
| C-3 | Fatalities / 100M VMT | Annual | 0.98 | 1.18 | 1.19 | 1.11 | 1.12 |
| | | 5 -Year Rolling Average | 1.04 | 1.06 | 1.10 | 1.10 | 1.12 |
| C-4 | Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | Fiscal | 197 | 220 | 254 | 233 | 225 |
| | | 5 -Year Rolling Average | 223 | 223 | 224 | 228 | 225.8 |
| C-5 | Alcohol-Impaired Driving Fatalities | Fiscal | 192 | 133 | 235 | 131 | 122 |
| | | 5 -Year Rolling Average | 200 | 192 | 196 | 178 | 142.6 |
| C-6 | Speeding-Related Fatalities | Fiscal | 200 | 228 | 245 | 295 | 236 |
| | | 5 -Year Rolling Average | 213 | 212 | 218 | 236 | 240.8 |
| C-7 | Motorcyclist Fatalities | Fiscal | 128 | 123 | 128 | 125 | 130 |
| | | 5 -Year Rolling Average | 121 | 123 | 129 | 124 | 126.8 |
| C-8 | Un-helmeted Motorcyclist Fatalities | Fiscal | 84 | 96 | 81 | 85 | 86 |
| | | 5 -Year Rolling Average | 84 | 87 | 89 | 85 | 86.4 |
| C-9 | Drivers Aged Twenty (20) and Under Involved in Fatal Crashes | Fiscal | 103 | 107 | 118 | 118 | 131 |
| | | 5 -Year Rolling Average | 109 | 107 | 109 | 108 | 115.4 |
| C-10 | Pedestrian Fatalities | Fiscal | 100 | 88 | 106 | 111 | 98 |
| | | 5 -Year Rolling Average | 98 | 96 | 100 | 102 | 100.6 |
| C-11 | Bicyclist Fatalities | Fiscal | 18 | 17 | 21 | 19 | 27 |
| | | 5 -Year Rolling Average | 17 | 18 | 18 | 19 | 20.4 |
| B-1 | Observed Seat Belt Use for Passenger Vehicles | Annual | 94.9 | 94.9 | 92.9 | 93 | 93.8 |
| | | 5 -Year Rolling Average | 93.12 | 94.9 | 93.82 | 93.82 | 93.78 |
| A-3 | Children Aged Fifteen (15) and Under Killed in Traffic Crashes | Fiscal | 35 | 28 | 30 | 21 | 21 |
| | | 5 -Year Rolling Average | 31 | 30 | 33 | 31 | 27 |
| IN-1 | Children Aged Seven (7) and Under Killed in Traffic Crashes | Fiscal | 16 | 12 | 17 | 9 | 9 |
| | | 5 -Year Rolling Average | - | - | 15 | 12 | 12.6 |

Table 3: Performance Plan 2019-2023

C-1) Number of Total Traffic Fatalities
 Fiscal Year 2019 – Fiscal Year 2023

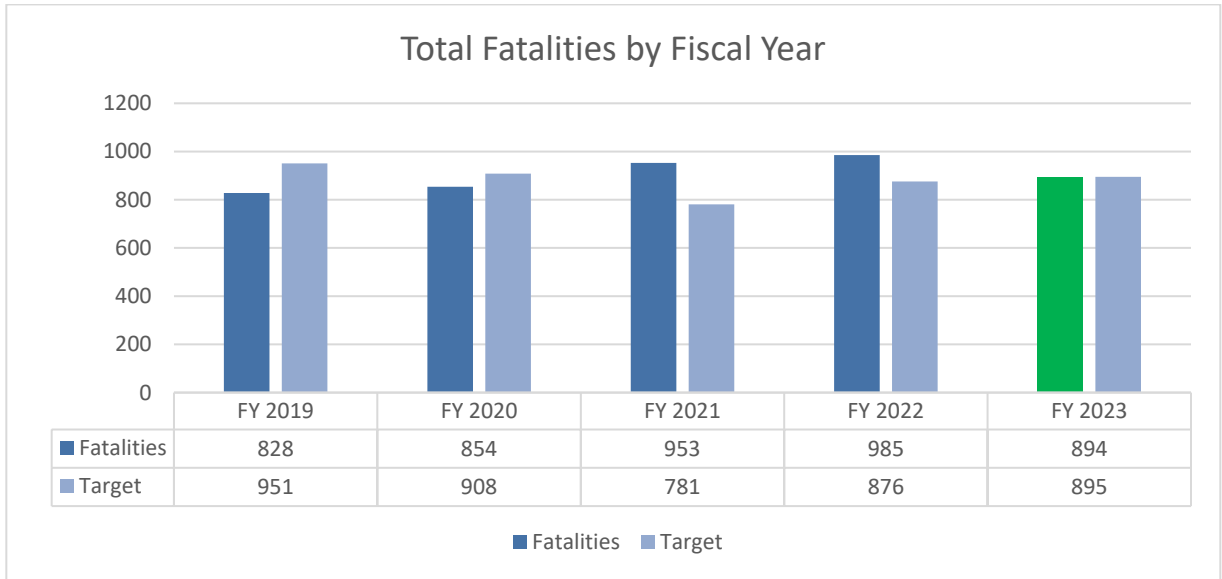


Table 4: C-1) Number of Total Traffic Fatalities

Fatalities decreased for FY 2023 by 9.2% since FY 2022, a significant drop since FY 2021. As a result of increased program development, officer deployment on roadways, citations issued, and evolving data-driven decisions, Indiana achieved its performance measure target for this area.

C-2) Serious Bodily Injuries (SBI) in Traffic Crashes
 Annual 2019 – 2023

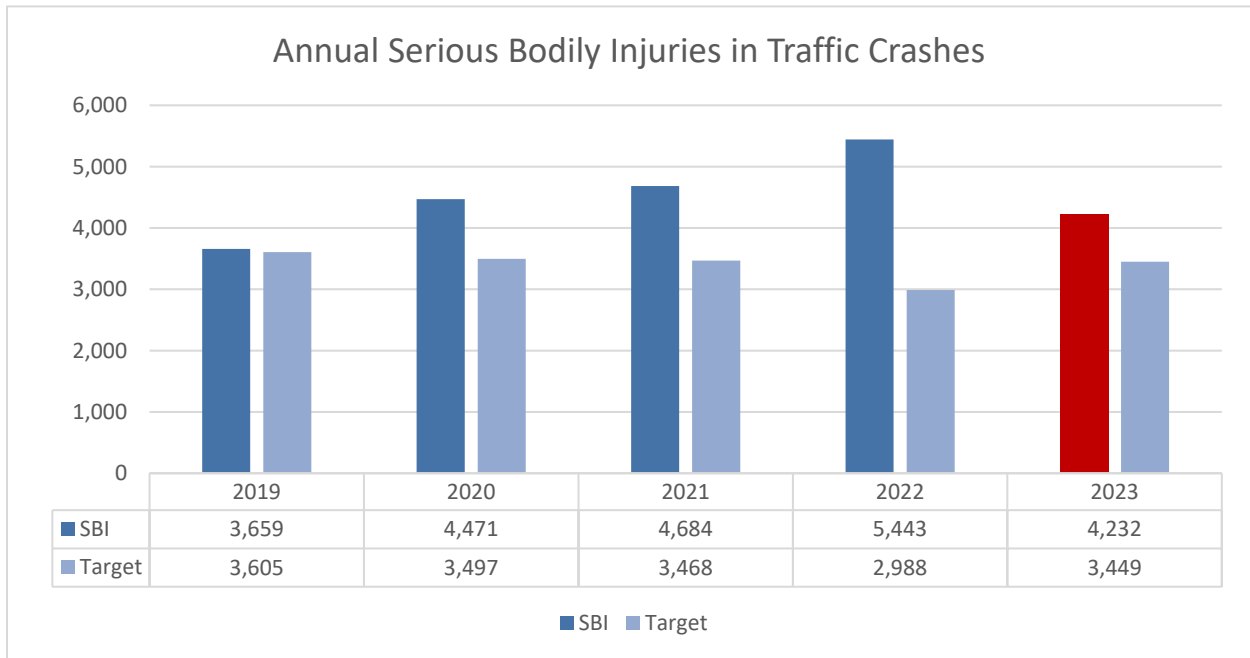


Table 5: C-2 Serious Injuries in Traffic Crashes

Alongside traffic fatalities, serious bodily injuries also decreased in FY 2023. Risky driving behaviors such as speeding and traveling unrestrained are major contributors to serious crashes. Indiana did not meet its performance measure target due to this growth in injuries.

C-3) Fatalities per 100 million Vehicle Miles Traveled
 Annual 2019 – 2023

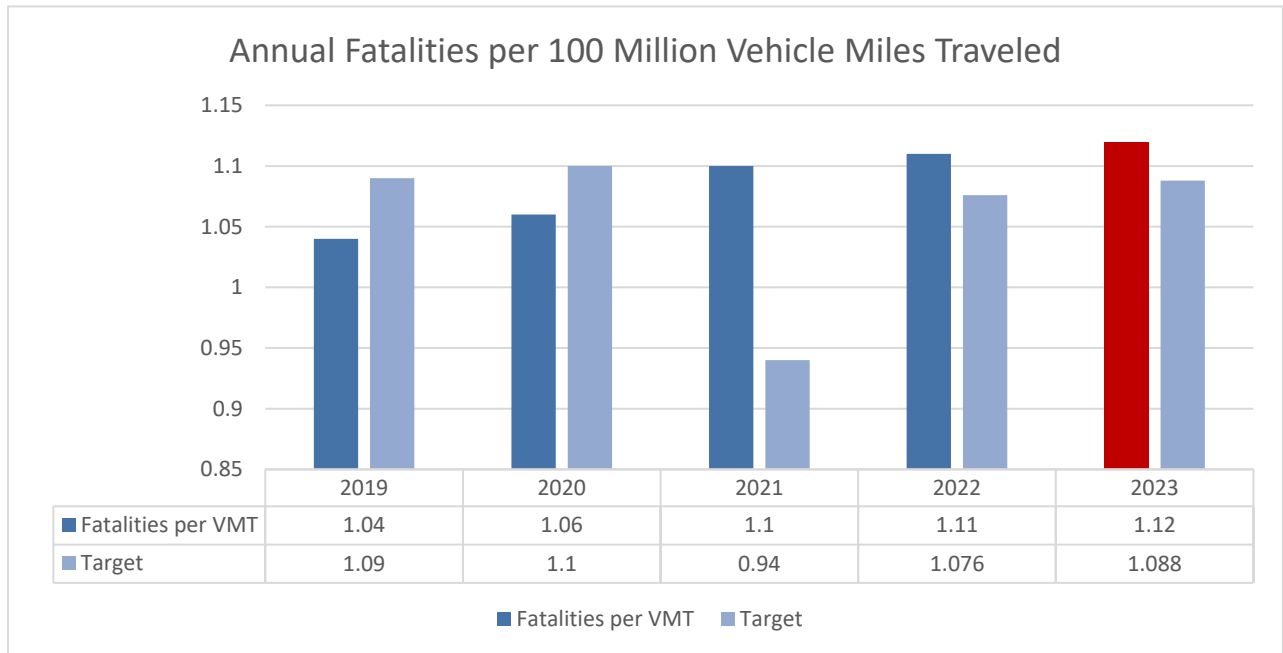


Table 6: C-3) Fatalities per 100 million Vehicle Miles Traveled

While overall fatalities decreased, there was a slight increase in fatalities per 100 million vehicle miles traveled for FY 2023 from FY 2022. As a result, Indiana did not meet its performance measure target in this area.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions
 Fiscal Year 2019 – Fiscal Year 2023

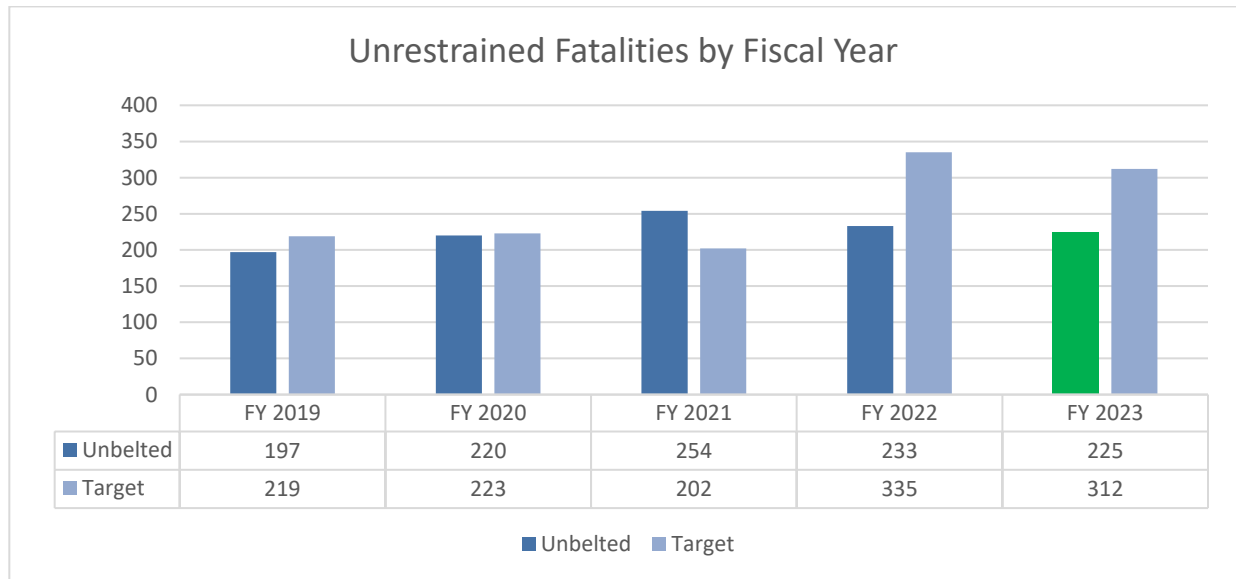


Table 7: C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

Overall, unrestrained passenger vehicle occupant fatalities decreased to 225 in FY 2023 from 233 in FY 2022. Despite the significant decrease in the number of unrestrained passenger vehicle occupant fatalities in FY 2023 from FY 2022, Indiana did not meet its performance measure target for this category.

C-5) Alcohol-Impaired Driving Fatalities

Fiscal Year 2019 – Fiscal Year 2023

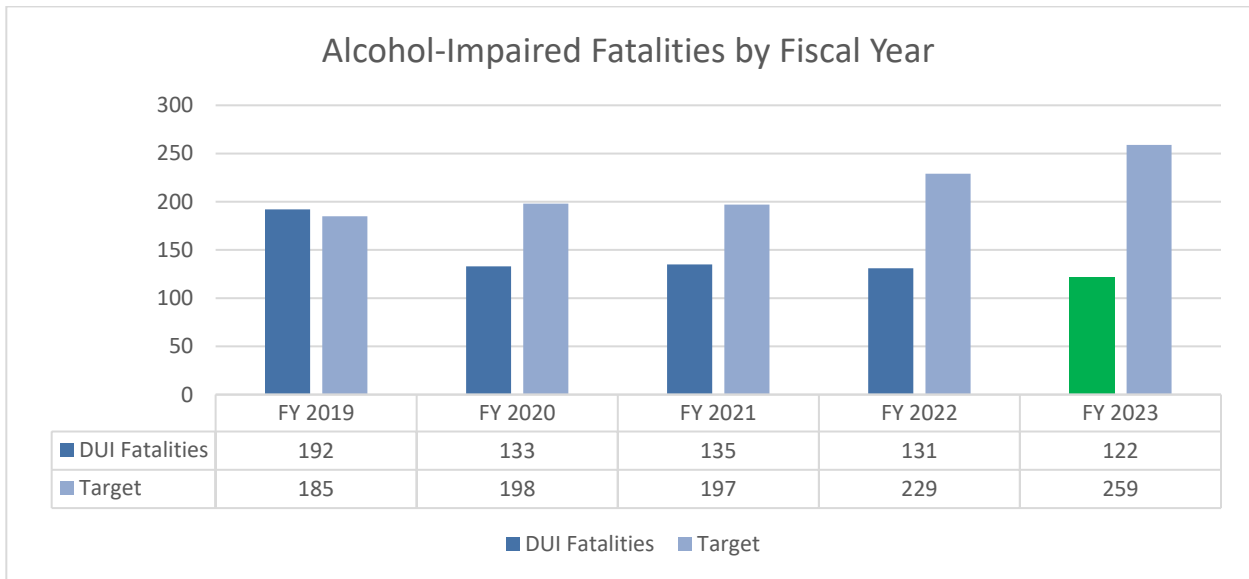


Table 8: C-5) Alcohol-Impaired Driving Fatalities

Alcohol-impaired driving fatalities decreased to one hundred and twenty-two (122) in FY 2023 from one hundred and thirty-one (131) in FY 2022 and reached a low from prior fiscal years. Indiana met its performance measure target for this category and remained significantly below the performance target value of 259.

C-6) Speeding-Related Fatalities
 Fiscal Year 2019 – Fiscal Year 2023

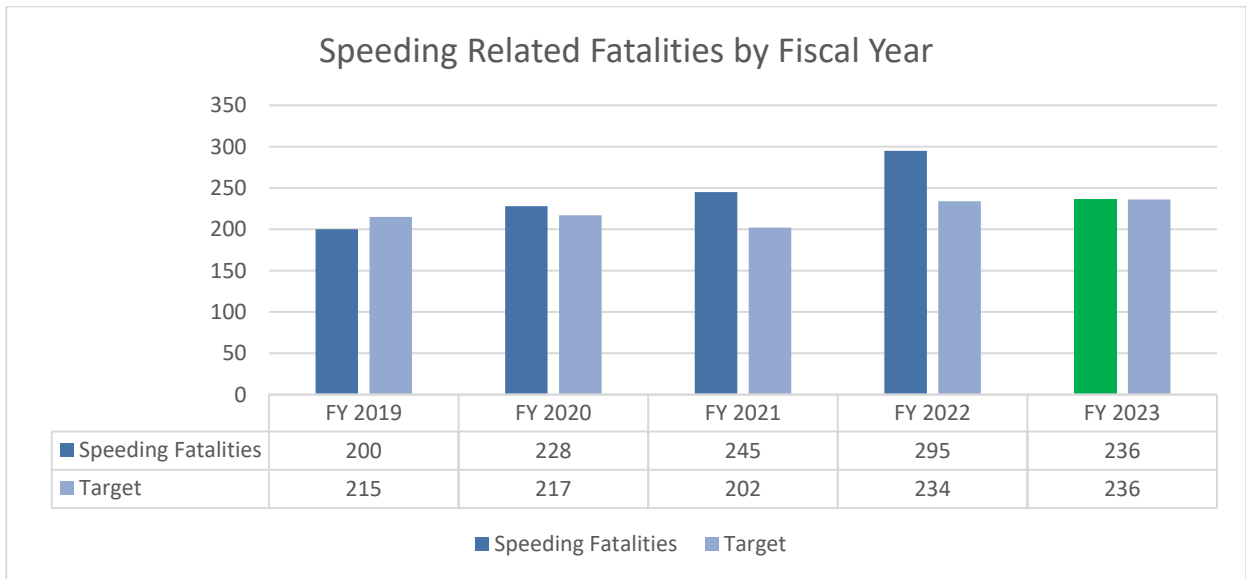


Table 9: C-6) Speeding-Related Fatalities

Speeding-related fatalities decreased to 236 in FY 2023 from 295 in FY 2022. Speeding-related citations have also greatly increased, alongside a stronger media presence educating the public on the dangers of risky driving behaviors. Indiana met its performance target for this category.

C-7 and C-8) Total Motorcyclist Fatalities and Un-Helmeted Motorcyclist Fatalities
 Fiscal Year 2019 – Fiscal Year 2023

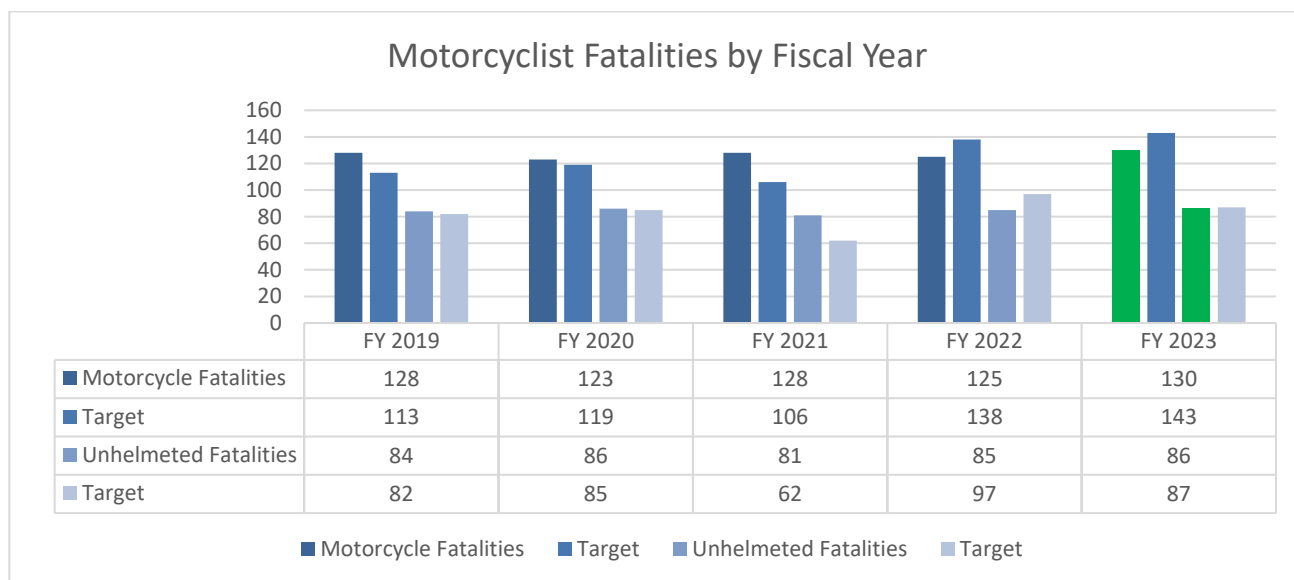


Table 10: C-7 and C-8) Total Motorcyclist Fatalities and Un-Helmeted Motorcyclist Fatalities

Motorcyclist fatalities slightly increased to 130 fatalities in FY 2023 from 125 fatalities in FY 2022. Unhelmeted motorcyclist fatalities also increased from eighty-five (85) in FY 2022 to eighty-six (86) in FY 2023. Despite the slight increases in the number of motorcyclist fatalities in FY 2023, Indiana successfully remained below both FY 2023 performance measure targets set for motorcyclist fatalities (143) and unhelmeted motorcyclist fatalities (87).

C-9) Drivers Aged Twenty (20) and Under Involved in Fatal Crashes
 Fiscal Year 2019 – Fiscal Year 2023

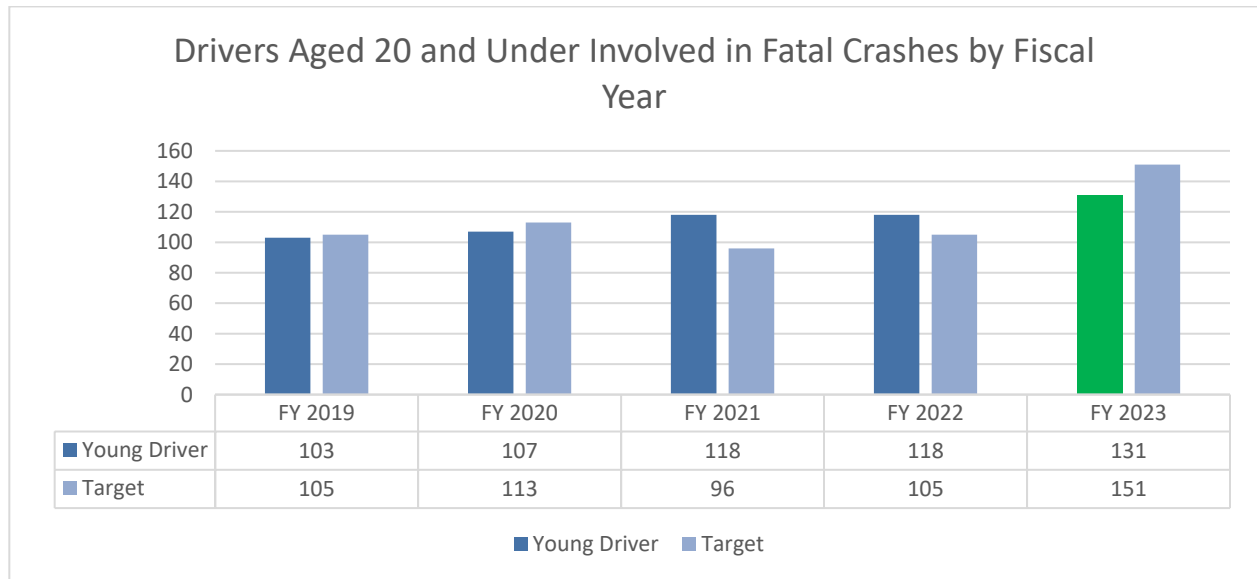


Table 11: C-9) Drivers Aged 20 and Under Involved in Fatal Crashes

Drivers aged twenty (20) and under involved in fatal crashes increased to 131 in FY 2023 from 118 in FY 2022. The TSD has taken strides to strengthen Young Driver and Child Passenger Safety programs statewide to provide resources and training for child restraint systems and educate the public about the dangers of risky driving behaviors. Despite the slight increase in FY 2023, Indiana met its performance target and remained under the performance measure target value of 151.

C-10) Pedestrian Fatalities

Fiscal Year 2019 – Fiscal Year 2023

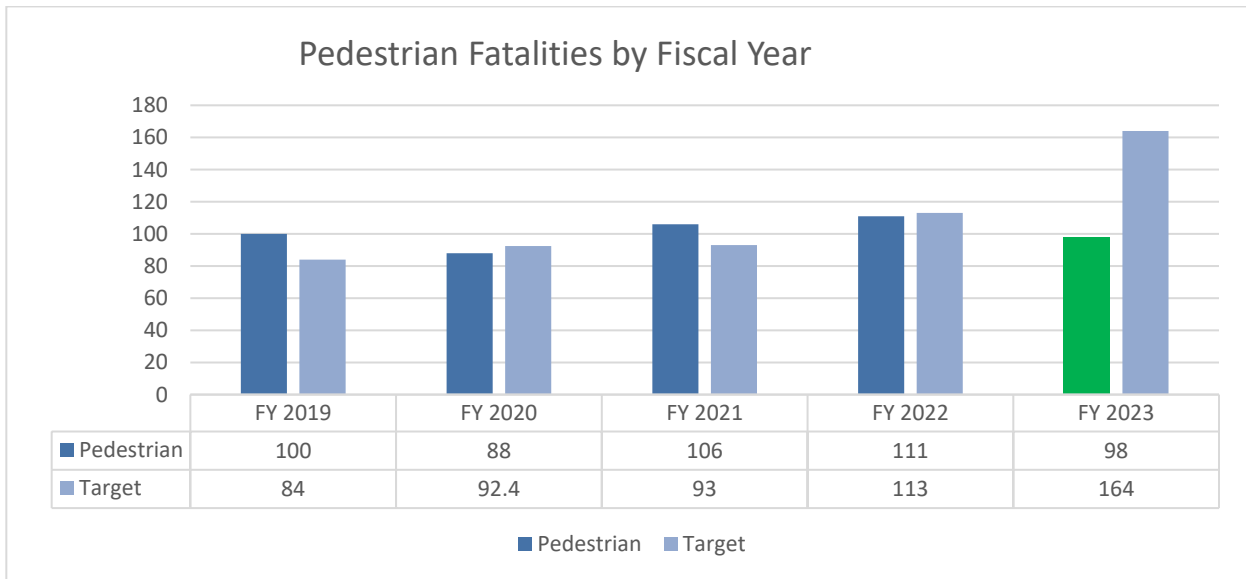


Table 12: C-10) Pedestrian Fatalities

Indiana’s pedestrian fatalities slightly decreased to 98 in FY 2023 from 111 in FY 2022. The TSD and Indiana Department of Transportation (INDOT) have both taken increased measures to protect vulnerable road users through the development of programs such as the Non-Motorist (PED-BIKE) and Stop Arm Violation Enforcement (SAVE) projects and designing safer streets. As a result, Indiana remained significantly below the performance measure target value of 164.

C-11) Bicyclist Fatalities

Fiscal Year 2019 – Fiscal Year 2023

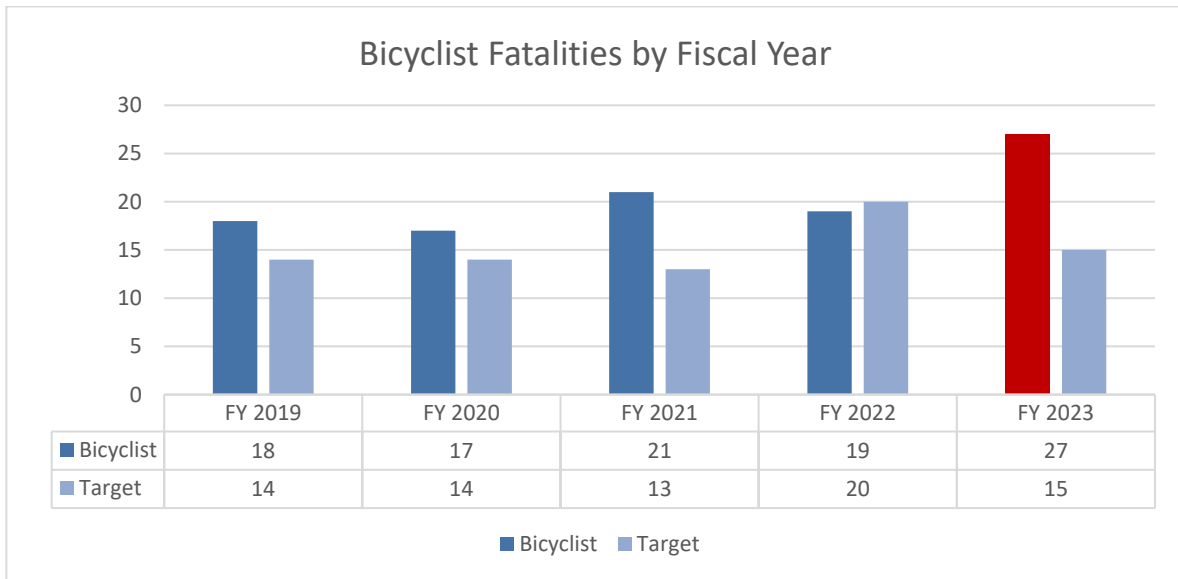


Table 13: C-11) Bicyclist Fatalities

The number of bicyclist fatalities increased to 27 in FY 2023 from 19 in FY 2022. As a result, Indiana did not meet its performance measure target in FY 2023. To lower bicyclist fatalities in FY 2024, the TSD will expand pedestrian and pedal cyclist programs and vulnerable road user safety measures.

B-1) Observed Seat Belt Use for Passenger Vehicles
 Annual Data Collection: 2012 – 2023

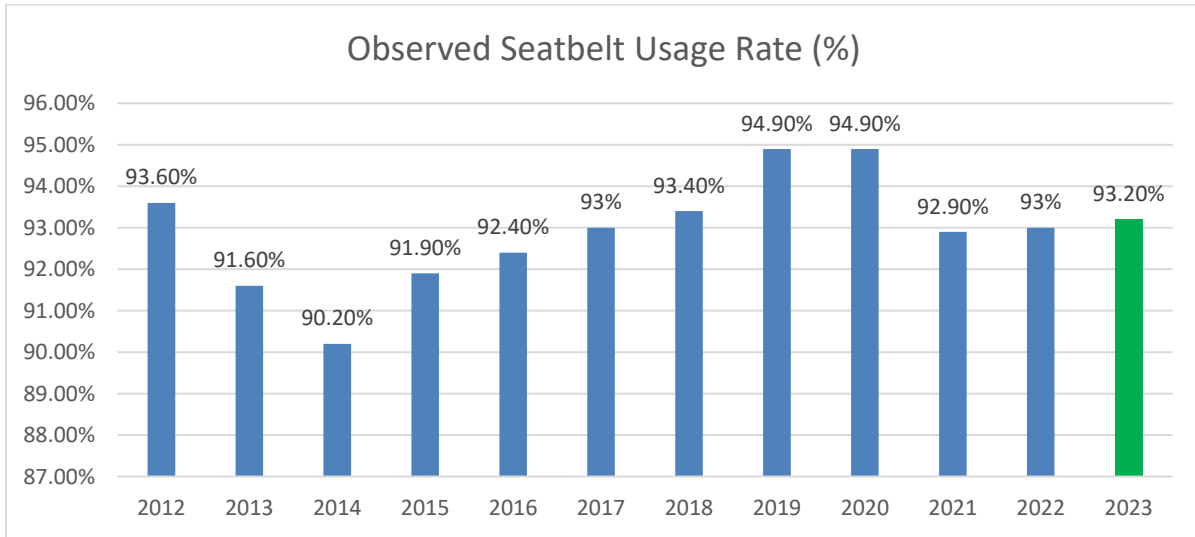


Table 14: B-1) Observed Seat Belt Use for Passenger Vehicles

Seat belt usage statewide jumped 0.2%, from 93% in FY 2022 to 93.2% in FY 2023. Regionally, the Northern and Central areas of the state saw an overall increase in seat belt usage, while seat belt usage in the Southern Region slightly decreased. Notably, unrestrained passenger vehicle occupant fatalities also decreased from 233 in FY 2022 to 225 in FY 2023. Indiana met its performance measure target by achieving 93.2% and showing continued improvement annually.

A-5) Children Aged Fifteen (15) and Under Killed in Traffic Crashes
 Fiscal Year 2019 – Fiscal Year 2023

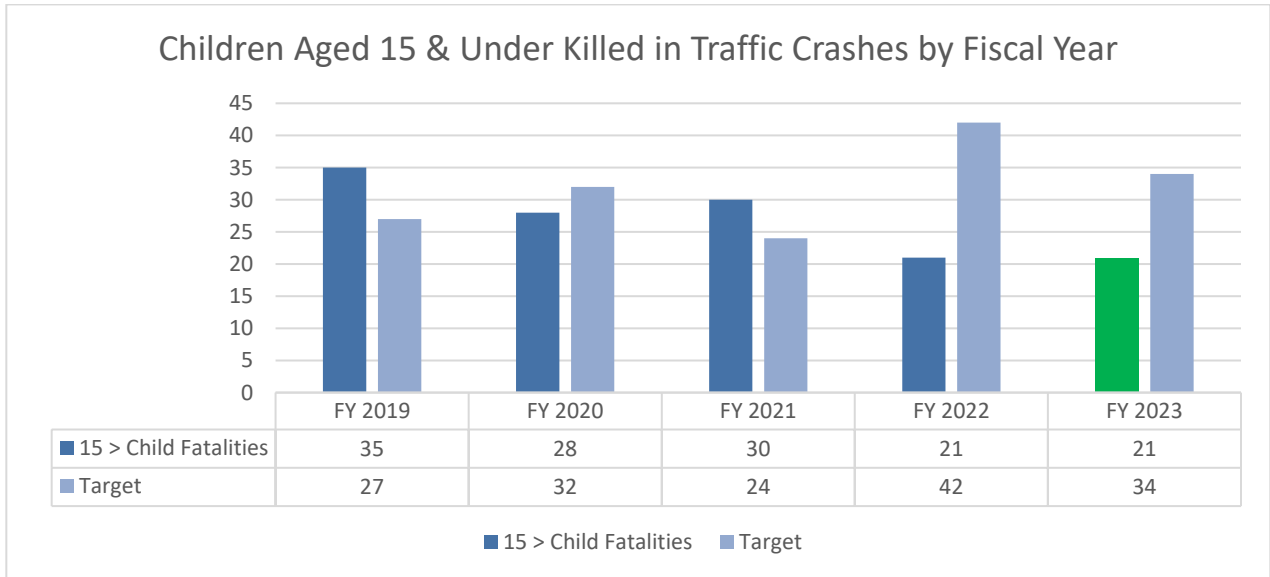


Table 15: A-5) Children Aged 15 and Under Killed in Traffic Crashes

The number of children aged fifteen (15) and under killed in traffic crashes was consistent from FY 2022 to FY 2023. Indiana met the established performance measure target by having fewer than thirty-four (34) children aged fifteen (15) and under killed in traffic crashes. Additional resources have been planned for the Young Driver and Child Passenger Safety programs in upcoming years to focus on improving the safety outcomes for children aged fifteen (15) and under.

IN-1) Children Aged Seven (7) and Under Killed in Traffic Crashes
 Fiscal Year 2019 – Fiscal Year 2023

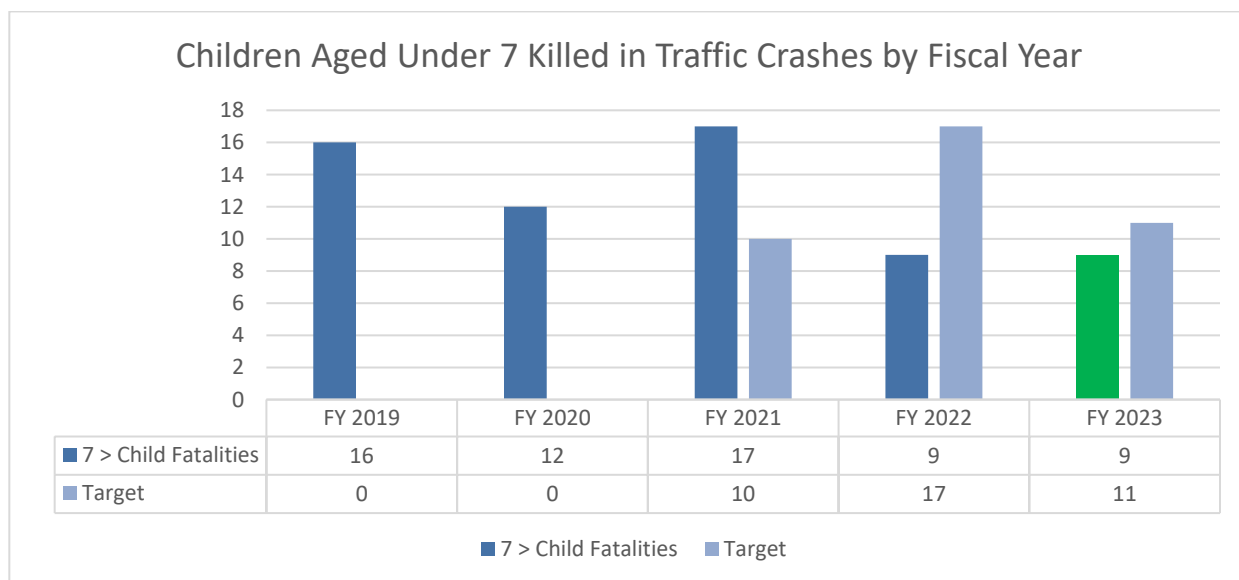


Table 16: IN-1) Children Aged 7 and Under Killed in Traffic Crashes

The number of children aged seven (7) and under killed in traffic crashes in Indiana remained consistent from FY 2022 to FY 2023. Ongoing education and resources have been planned for the Child Passenger Safety programs in FY 2024 to address this issue. Despite the slight increase in fatalities in FY 2023, Indiana met the performance measure target of eleven (11). Performance measure targets were not set for this category prior to FY 2021 and are therefore not available for this chart.

VI. Evidence-Based Enforcement Activities

Indiana’s primary enforcement program, the Comprehensive Hoosier Highway Injury Reduction Program (CHIRP), supports traffic safety projects that are proven to reduce deaths and severe injuries. Local agencies were awarded over \$4,750,000 to provide additional enforcement in FY 2023. Funds for this project supported local law enforcement agencies in conducting high visibility enforcement (HVE) 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 safety laws through citations and warnings, 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 17* participated in CHIRP project activities, including national enforcement mobilizations. *Tables 18 – 20* detail the citations issued and arrests made during grant-funded enforcement periods.

| Enforcement Participating Agencies in FY 2023 | | |
|---|---|-------------------------------------|
| Allen County Sheriff's Department | Hebron Police Department | Newburgh Police Department |
| Angola City Police Department | Hobart Police Department | Noble County Sheriff's Department |
| Attica Police Department | Howard County Sheriff's Department | North Manchester Police Department |
| Bartholomew County Sheriff's Office | Huntingburg Police Department | North Vernon Police Department |
| Blackford County Sheriff's Office | Huntington County Sheriff's Department | Paoli Police Department |
| Bloomington Police Department | Indianapolis Metropolitan Police Department | Peru Police Department |
| Boone County Sheriff's Office | Jasper Police Department | Posey County Sheriff's Office |
| Brown County Sheriff's Department | Jefferson County Sheriff's Department | Princeton Police Department |
| Brownsburg Police Department | Johnson County Sheriff's Office | Rensselaer Police Department |
| Cass County Sheriff's Department | Knox County Sheriff's Department | Rushville Police Department |
| City of Madison Police Department | Kokomo Police Department | Santa Claus Police Department |
| Clinton County Sheriff | Lafayette Police Department | Sellersburg Police Department |
| Columbia City Police Department | LaPorte County Sheriff's Office | Seymour Police Department |
| Crawfordsville Police Department | LaPorte Police Department | Shelby County Sheriff's Department |
| Decatur County Sheriff's Office | Lawrence County Sheriff's Department | Tell City Police Department |
| Decatur Police Department | Lawrenceburg Police Department | Tipton Police Department |
| Dubois County Sheriff's Department | Madison County Sheriff's Department | Vanderburgh County Sheriff's Office |
| Elkhart County Sheriff | Marshall County Police Department | Vigo County Sheriff's Office |
| Evansville Police Department | Merrillville Police Department | Wabash City Police Department |
| Fort Wayne Police Department | Miami County Sheriff's Office | Wabash County Sheriff's Department |
| Frankfort Police Department | Michigan City Police Department | Warren County Sheriff |
| Franklin County Sheriff's Office | Mishawaka Police Dept. | Warren Police Department |
| Grant County Sheriff's Dept. | Monon Police Department | Wayne County Sheriff's Department |
| Greensburg Police Department | Morgan County Sheriff's Department | Winchester Police Department |
| Griffith Police Department | Muncie Police Department | Winona Lake Police Department |
| Hamilton County Prosecuting Attorney's Office | New Albany Police Department | |
| Hancock County Sheriff's Department | New Castle Police Department | |

Table 17: Enforcement Participating Agencies in FY 2023

Number of Seat Belt Citations During Grant-Funded Enforcement
 FY 2012-FY 2023

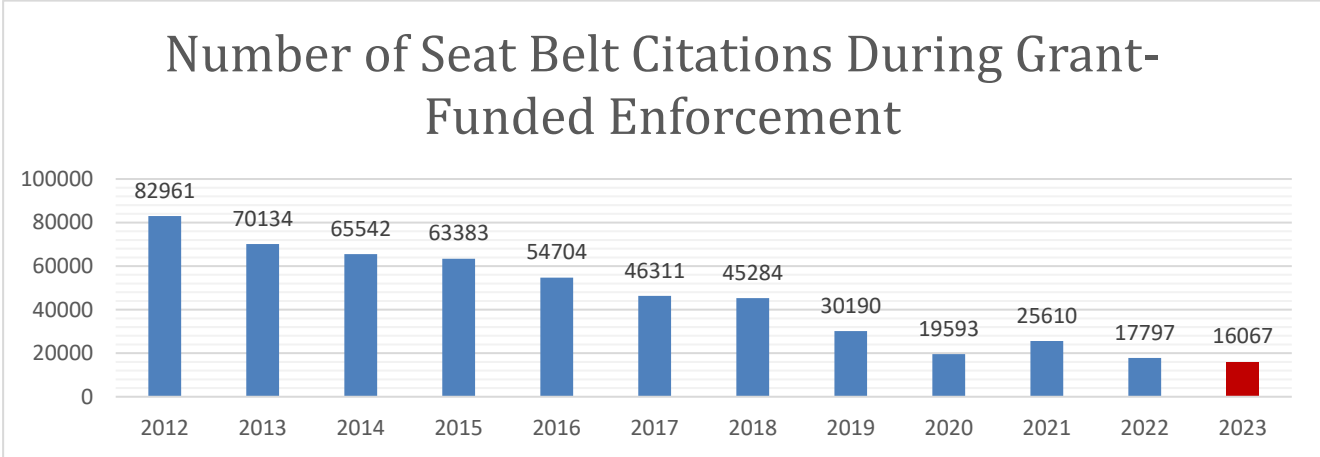


Table 18: Number of Seat Belt Citations During Grant-Funded Enforcement

Number of Impaired Driving Citations and Arrests During Grant-Funded Enforcement
 FY 2012-FY 2023

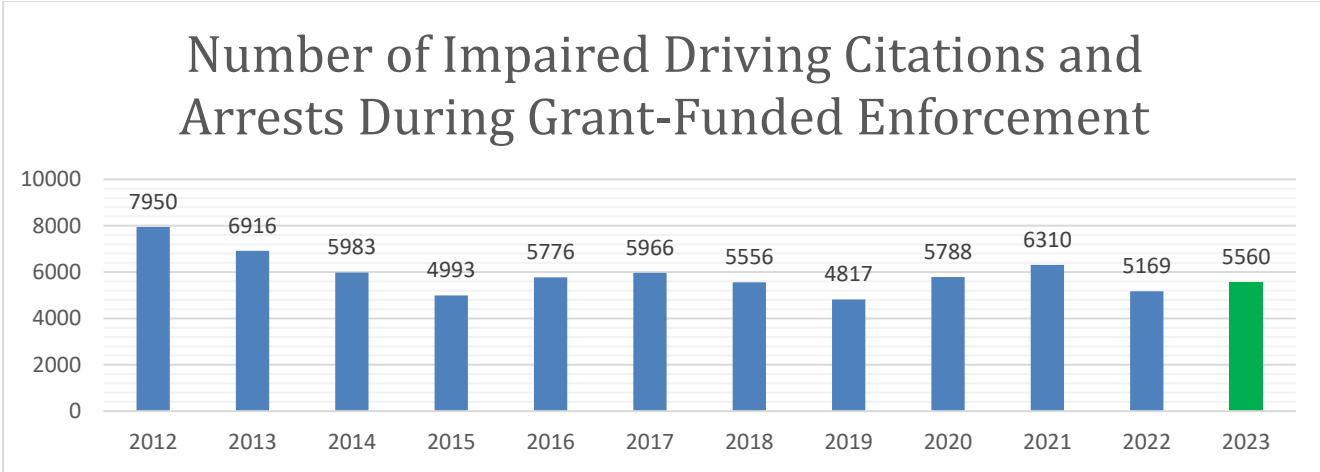


Table 19: Number of Impaired Driving Citations and Arrests During Grant-Funded Enforcement

Number of Speeding Citations and Arrests During Grant-Funded Enforcement
 FY 2012-FY 2023

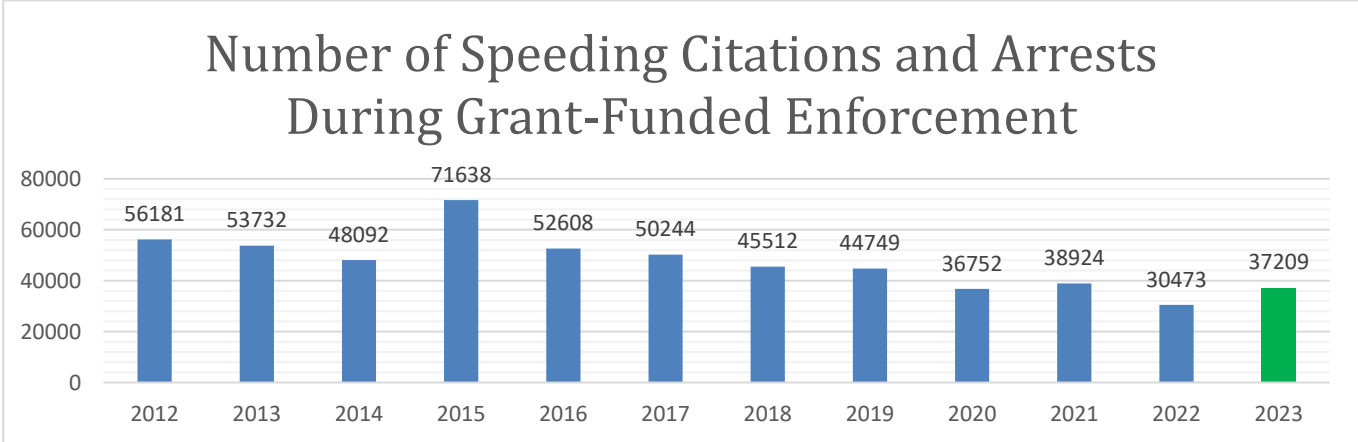


Table 20: Number of Speeding Citations and Arrests During Grant-Funded Enforcement

VII. National Mobilization Enforcement

All subrecipients of CHIRP grant funds were required to participate in and support all national enforcement mobilizations, including Safe Family Travels, 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 in *Table 21* represents specific data reported as worked during “blitz” periods or times matching the national mobilizations.

| Citations During All National Mobilization Enforcement Activities, FY 2023 | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|
| Citations | IN Blitz 116 | IN Blitz 117 | IN Blitz 118 | IN Blitz 119 | Total 2023 |
| Seat Belt | 1,166 | 179 | 4,021 | 607 | 5,973 |
| Child Restraint | 47 | 10 | 118 | 54 | 229 |
| Misdemeanor DUI | 24 | 3 | 48 | 30 | 105 |
| Felony DUI | 7 | 1 | 14 | 8 | 30 |
| Drug DUI | 5 | 0 | 13 | 7 | 25 |
| Underage Alcohol | 3 | 0 | 4 | 6 | 13 |
| Suspended License | 330 | 100 | 339 | 173 | 942 |
| Speed | 2,222 | 1,236 | 830 | 4,292 | 8,580 |
| Motorcycle Permit/License Violation | 7 | 2 | 20 | 32 | 61 |
| Criminal Misdemeanor | 76 | 28 | 119 | 163 | 386 |
| Criminal Felony | 20 | 9 | 52 | 43 | 124 |
| Texting | 1,082 | 82 | 452 | 149 | 1,765 |
| All Others | 1,367 | 618 | 1,315 | 1,825 | 5,125 |
| Citation Total | 6,356 | 2,268 | 7,345 | 7,389 | 23,358 |
| Warning Total | 4,748 | 1,924 | 4,488 | 7,839 | 18,999 |
| Total Enforcement Activities | 1055 | 1,456 | 1,104 | 1,511 | 5,126 |
| Officers Working | 378 | 397 | 374 | 490 | 1,639 |
| Hours Worked | 3,716.00 | 3,878.75 | 4,189.00 | 5,639.25 | 17,423.00 |
| Funds Expended | \$169,151.39 | \$210,871.67 | \$211,112.68 | \$291,017.76 | \$882,153.50 |
| Contacts Per Hour | 3.28 | 1.11 | 3.11 | 2.98 | 10 |

Table 21: Citations During All National Mobilization Enforcement Activities, FY 2023

VIII. FY 2023 Observational Seat Belt Survey

Indiana’s 2023 Observational Seat Belt Surveys were conducted from July to September 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. Due to a reanalysis of site locations and Indiana rural fatality trends, a higher percentage of seat belt usage this year took place in rural locations rather than urban settings. By using an iPad application designed by Purdue University, data collection was timely, accurate, and conducted with quality control by the TSD. Five Law Enforcement Liaisons (LEL) 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 93.2% in FY 23, a 0.2% increase from 2022. From this publication, data trends of unrestrained drivers can be tracked and addressed to increase future seat belt usage.

Safety Belt Usage Rate by Region

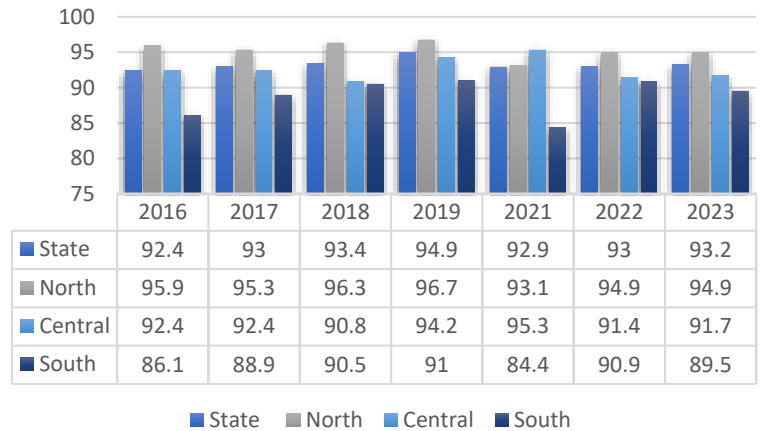


Table 22: Safety Belt Usage Rate by Region

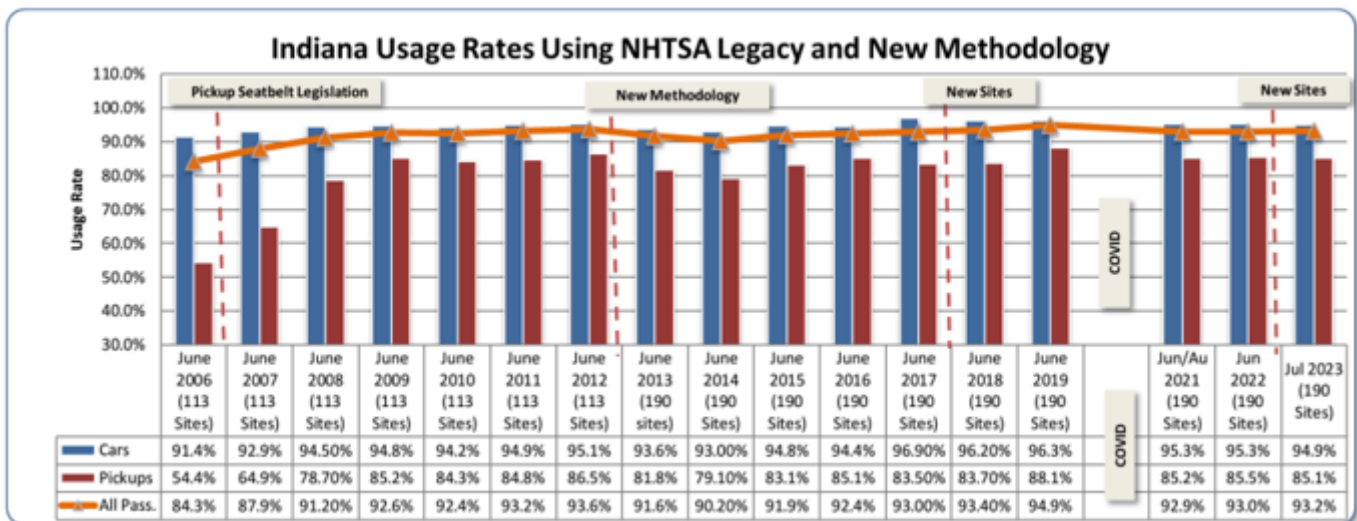


Table 23: Indiana Usage Rates Using NHTSA Legacy and New Methodology

Indiana has continued to increase diversified 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 notably been an increasing issue across all demographics of drivers. Indiana’s 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.

Historically, seat belt usage in pickup trucks has remained lower than in any other type of vehicle, thus

identifying a risk population of unbelted male pickup truck drivers. Seat belt usage may have increased across the board in Indiana, but it decreased for this male truck drivers to 84.9%, with the lowest usage among young male pickup drivers at 81.5%. The presence of SUVs on Indiana roadways has rapidly increased, and during the seat belt survey times, these vehicles were operated by females more often than males. Drivers of SUVs ranked the highest for seat belt usage at 96.1%. Distracted driving and risky behaviors, such as cell phone usage behind the wheel, have also seen an increase. Adult females were more likely to text and drive when compared to all other demographic populations, and SUV drivers have the highest cell phone usage rates behind the wheel.

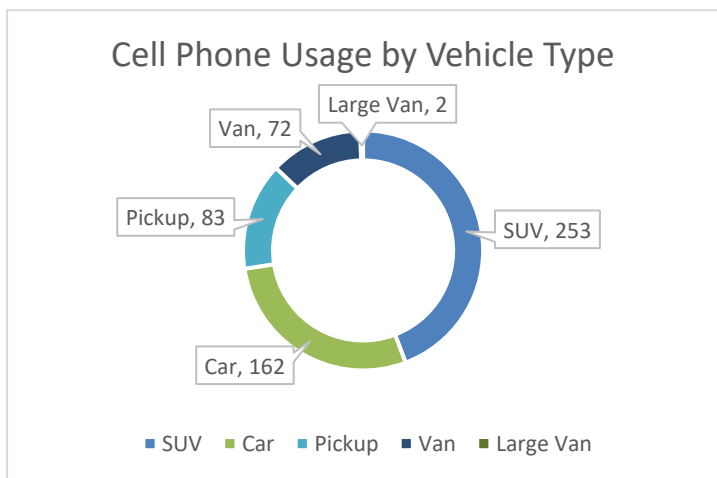


Table 24: Cell Phone Usage by Vehicle Type

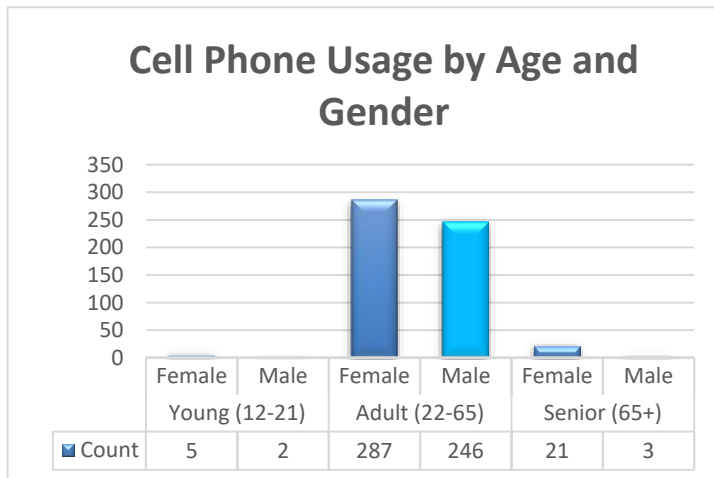


Table 25: Cell Phone Usage by Age and Gender

IX. Projects and Activities Funded

1. Planning and Administration

Planned Activity Number: 2023-00-PA-01

Funding Source: 402 Funds

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. The TSD continued data collaboration with INDOT to establish data performance measure targets within the HSP in accordance with their Strategic Highway Safety Plan.

TSD staff provides support to subgrantees, the public, and our 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.

2. Occupant Protection Program Management

Planned Activity Number: 2023-00-PM-03

Funding Source: 402 Funds

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

In FY 2023, the Occupant Protection Program Manager coordinated TSD resources for ongoing growth in occupant protection initiatives and performance targets. Across Indiana occupant protection areas, Indiana saw decreases for most categories from FY 2022. Most notably, overall traffic fatalities decreased by over 13% in FY 2023. The Occupant Protection Program Manager will continue to utilize data-driven planning to best improve projects in this area.

3. Statewide Training

Planned Activity Number: 2023-00-FL-16

Funding Source: 405d - FLEX

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

The TSD continues to be committed to providing law enforcement officers with quality training that adheres to the standards established by the Indiana Law Enforcement Academy (ILEA). Training allows interaction with law enforcement networks and offers live updates on trends within their respective areas as well as training needs that may require immediate attention. This coordinated effort will improve law enforcement knowledge to address traffic safety issues in the communities they serve. Training is coordinated and monitored by TSD staff. There is no cost to the agencies for training law enforcement professionals who meet the current course prerequisites.

The Statewide Training funds helped support the FY 2023 Indiana Traffic Safety Conference. The Indiana Traffic Safety Conference participation grew 13% since the prior year with 260 participants in attendance. Participants included law enforcement officers, prosecutors, toxicologists, and other traffic safety professionals. Other highlights from the conference include:



- Twenty-one speakers from around the country and Canada presented sixteen (16) sessions. Topics included drug trends, distracted driving, roadside oral fluid testing, International Association of Chiefs of Police (IACP) curriculum updates, FARS data, Unmanned Aerial System (UAS) crash mapping, DUI checkpoints, Indiana’s Law Enforcement Phlebotomy Program, and numerous others.
- Ten (10) vendors displayed items such as radars, lidars, portable breath testing devices, and a variety of other traffic safety equipment.
- 167 Standardized Field Sobriety Testing (SFST) Instructors attended as part of the refresher training requirements. The SFST Instructors represented fifty-five (55) Indiana counties.
- 116 Drug Recognition Experts (DRE) from forty (40) Indiana counties attended as part of the recertification process.

4. Click It to Live It (CITLI)

Planned Activity Number: 2023-00-00-07

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 FY 2023, Indiana achieved increases in the seat belt usage rate, decreases in unrestrained traffic fatalities, and increases in enforcement through CHIRP. Agencies increased from 3 in FY 2022 to an average of 3.11 contacts per hour with drivers in FY 2023.



Officers working enforcement projects worked over 25,000 hours, which almost doubled from FY 2022, and issued approximately 74,440 citations and warnings, of which 56% were citations. The total number of hours and grant-funded activities for all agencies in FY 2023, including Indiana State Police (ISP) and local agencies, are reflected in *Table 26*. Enforcement activity performed by ISP is detailed in ISP-specific projects later in this report.

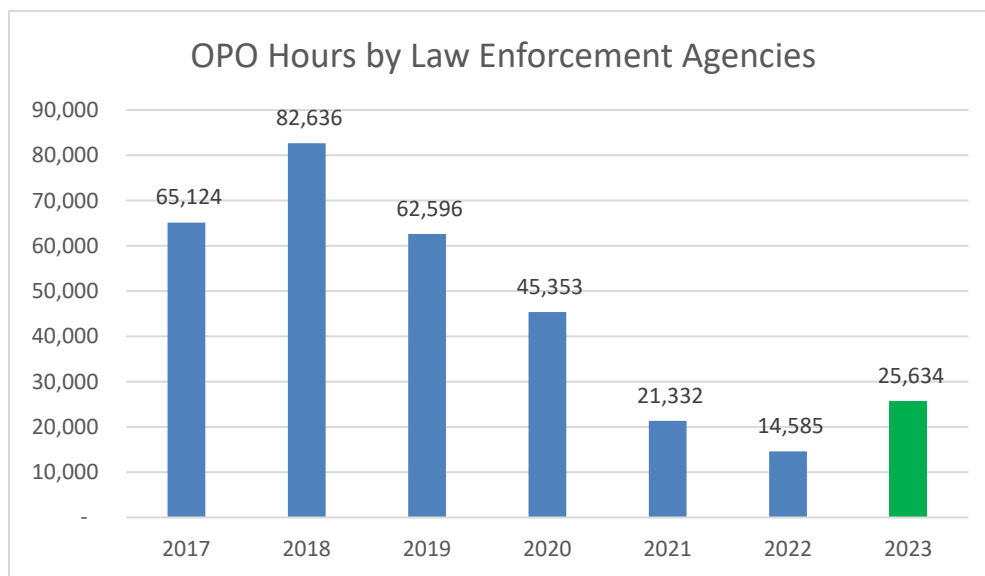


Table 26: OPO Hours by Law Enforcement Agencies

5. Visible Speed Enforcement Teams (VSET)

Planned Activity Number: 2023-00-00-14

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 crashes, fatalities, and injuries and to increase compliance with speed-related laws in Indiana. The 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 FY 2023, VSET units worked 2,599 hours and employed 271 officers to conduct patrols and issue citations. In total 7,973 citations were issued with a majority focused on various levels of speeding offenses. 227 vehicles were stopped for possible impaired driving and Portable Breath Tests (PBT) and SFST were utilized on drivers.

6. Law Enforcement Liaisons

Planned Activity Number: 2023-00-00-34

Funding Source: 402 Funds

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

The TSD, along with NHTSA, views the active involvement of law enforcement as a key element in the creation of safer highways. Active law enforcement participation in traffic safety enforcement projects is 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). The LELs regularly emphasize the importance of enforcement countermeasures during meetings and site visits with law enforcement agencies across the state.



Indiana's LELs take an active role 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 FY 2023. The LELs also provide regular Advanced Roadside Impaired Driving Enforcement (ARIDE) and DRE training to law enforcement officers and agencies across the state.

The LELs support 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.

7. Indiana State Police: Enhanced Traffic Operations Programming (ETOP)

Planned Activity Number: 2023-00-00-12

Funding Source: 402 Funds

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

This project combined Indiana State Police (ISP) involvement in Click It to Live It and Driving While Intoxicated project activities with sustained enforcement efforts throughout the entire state. ISP participated in all national mobilizations and provided a strategic option plan with the identified areas of enforcement for each performance period. Through this project, ISP maintained its presence in targeted areas demonstrating a data-driven need for increased high-visibility enforcement efforts.

| ISP Citations & Warnings FY 2023 | |
|----------------------------------|---------------|
| Citations & Warnings | Total FY 2023 |
| Seat Belt | 1,635 |
| Child Restraint | 33 |
| License Violations | 1,552 |
| Speed | 9,204 |
| Criminal Misdemeanor | 2,258 |
| Criminal Felony | 406 |
| Texting | 152 |
| Other | 6,622 |
| Total Citations | 17,234 |
| Total Warnings | 20,194 |

Table 27: ISP Citations

8. Crash Mapping Secondary Crash Reduction (CMAP)

Planned Activity Number: 2023-00-00-13

Funding Source: 402 Funds

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

The TSD provides funding opportunities to Purdue University and the Indiana Association of Certified Accident Investigators (IACAI) for this project.

Purdue worked closely with the Tippecanoe County Sheriff's Office (TCSO) to establish Unmanned Aerial Systems (UAS)-based acquisition, processing, and quality control procedures for crash scene mapping and documentation. This project provides law enforcement agencies with current technology and remains a cost-effective methodology for crash scene mapping during the day or night.



TSD also partners directly with IACAI. IACAI worked with the Institute of Police Technology and Management (IPTM) from the University of North Florida, one of the leading institutions in the world for crash investigation and reconstruction. IACAI, in conjunction with IPTM, offered two series of classes throughout the year totaling six classes. Each series included 80 hours of instruction in At-Scene Traffic Crash/Traffic Homicide Investigation, eighty (80) hours in Advanced Traffic Crash Investigation, and eighty (80) hours in Traffic Crash Reconstruction. A total of 480 instruction hours of instruction were provided over the course of twelve (12) weeks.

These courses elevate the capabilities of the participating law enforcement agencies to properly investigate fatal and serious bodily injury motor vehicle crashes. This advanced training allows for departments within the state to have specialized trained investigators available for fatal and serious bodily injury crashes within their departments, reducing the reliance on specialized units or teams from outside their agencies. Having these investigators in-house significantly reduces the response time and on-scene time for the collection of evidence and opens roadways sooner, resulting in a reduction of the potential for secondary crashes. The officers are now eligible to receive additional specialized training and have

been introduced to IPTM, the leading U.S. institution for police crash reconstruction training.

In FY 2023, CMAP accomplished new project achievements by working with seventy (70) agencies across Indiana, sending hundreds of officers for training and processing over 400 crash scenes. Each officer underwent a training process that included system guidelines, deployment of the UAS, mission planning, site preparation, pilot training, data transfer, and Purdue team post-processing of the information collected. This project trains officers to quickly process crash scenes more efficiently to re-open Indiana roadways following crashes and to identify key factors in preventing future crashes.

9. Traffic Safety Policy and Procedure Manual

Planned Activity Number: 2023-00-00-45

Funding Source: 402 Funds

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

In a prior version of the FY 2023 HSP, this project was called the Traffic Records Coordinating Committee (TRCC) Processes and Improvement Program (TRCC-PIP). As part of the ongoing improvement process, TSD requested to amend this project in May 2023 TSD received approval to do so from NHTSA. The project was renamed "Traffic Safety Policy and Procedure Manual." To achieve the amended project's focus, TSD partnered with the Governors Highway Safety Association (GHSA) Consulting Services Initiative (CSI) at GHSA to write three manuals: the TSD Policy and Procedures manual, the FARS manual, and the LEL Manual. This project also received approval for carry-over funds until FY 2024.

Ongoing work and noted accomplishments did continue with Indiana's Traffic Records Coordinating Committee alongside the creation of these manuals. Through its partnerships with agencies in the TRCC, the TSD ensures the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records. During FY 2023, Indiana's TRCC met three times (March, May, and September 2023) and included a diverse selection of members from fifteen (15) different agencies. Record-high attendance was accomplished through a remote-hybrid meeting arrangement, allowing more TRCC members and the public to attend gatherings. Indiana's representatives shared achievements and problems and collaborated to overcome future hurdles of data sharing. The next TRCC meeting is scheduled for January 2024.

10. Traffic Records Research and Analysis of Data (IU-PPI)

Planned Activity Number: 2023-00-00-43

Funding Source: 402 Funds

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

In FY 2023, this project continued to support 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. 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 subgrantees for problem identification. All published documents can be located at the ICJI website: www.in.gov/cji/research/crash-statistics.

11. Purdue University Center for Road Safety (CRS)

Planned Activity Number: 2023-00-00-44

Funding Source: 402 Funds

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

In FY 2023, Purdue University's Center for Road Safety (CRS) completed seat belt survey operations management and research and Safety Needs Analysis Program (SNAP) project activities for the TSD. CRS designed Indiana's observational seat belt survey and provided training to surveyors. CRS analyzed the data collected from the seat belt survey and delivered data regarding the seat belt usage rates to the TSD. CRS reported an observed seat belt usage rate of 93.2% in FY 2023, which increased from 93.0% in FY 2022. The results of the seat belt survey can be found in the FY 2023 Observation Seat Belt Survey section of this report.

In FY 2024, CRS is expanding the capabilities of its SNAP road screening tool to accurately identify areas in Indiana's road network with higher concentrations of traffic crashes and fatalities. The data provided through this project provide insight to the TSD on trends across the state and will continue to be used to strengthen the TSD's existing and future projects.

12. Child Passenger Safety and Young Driver Program Management

Planned Activity Number: 2023-00-PM-02

Funding Source: 405B Funds

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

In FY 2023, the Child Passenger Safety Program Manager coordinated and provided oversight for child passenger safety initiatives. The Program Manager's responsibilities included monitoring subgrantee compliance and performance, promoting education, monitoring enforcement of child passenger safety laws, and oversight of Indiana's child restraint system distribution project. In FY 2023, Indiana worked to relocate child restraint inspection stations and assist underserved communities, increase staffing, and identify the growing needs of individuals utilizing services statewide.



13. Child Restraint Inspection Stations

Planned Activity Number: 2023-CS-FL-04

Funding Source: 405B Flex

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

Indiana has over 120 Child Restraint Inspection Stations (also known as Permanent Fitting Stations) established throughout the state, with an emphasis on placing stations in high-risk areas. The TSD provided funding to these stations to distribute child restraint systems at special events and one-day clinics. Inspection stations offered caregivers “hands-on” education and assistance to learn the proper installation and use of child restraint systems.



This project contributed to improvements in child passenger safety by providing necessary resources and continuing the collection of accurate data focused on the use, distribution, and inspection of child restraints in Indiana. In FY 2023, ICJI tracked data using the National Digital Car Seat Check Form (NDCF) for over 120 child passenger safety inspection stations. In total, 6,996 inspections were conducted at these locations and 4,109 child restraint systems were distributed. This project funded the distribution of 1,203 of those child restraint systems. The remaining seats were sourced through private donations.

To address the increases in child fatalities in FY 2023, Indiana will focus on project expansion in underserved communities. Funding will enable Child Restraint Inspection Stations to host more events in areas with

greater concentrations of at-risk populations, such as non-English speaking, impoverished, and rural communities.

14. Child Passenger Safety Training Program

Planned Activity Number: 2023-CS-00-05

Funding Source: 405B Funds

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

During FY 2023, ICJI supported the Automotive Safety Program (ASP) at the Indiana University School of Medicine to provide statewide public information and education projects to increase the correct use of child restraint systems. Each of the six regions was required to host various weekend and weekday training courses in FY 2023 to maintain recertification levels and encourage new Child Passenger Safety Technicians (CPST) to join. Indiana currently lists around 1,200 certified CPSTs and increased community engagement to reach wider populations of families in need of service.



| Year | Courses | New Technicians | New Law Enforcement Technicians | Total Technicians | Clinics | Inspected Car Seats | Car Seats 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 | 18 | 257 | 15 | 1342 | 42 | 717 | 367 |

Table 28: Automotive Safety Program Performance

15. Child Passenger Safety Specialist (CPSS)

Planned Activity Number: 2023-00-00-35

Funding Source: 405B Funds

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

Indiana is divided into six regions, each assigned to a regional Child Passenger Safety Specialists (CPSS) who provides resources to the Child Passenger Safety Technicians (CPST) and Child Restraint Inspection Stations located within each region. This project aimed to increase proper restraint usage and reduce the overall number of children injured or killed in vehicle crashes. Providing education and resources, especially to unserved communities, is crucial to the success of lowering Indiana fatalities.

In FY 2023, Indiana’s CPSS team hosted over thirty (30) community events and conducted 6,996 car seat checks. ICJI held direct responsibility for administering Project L.O.V.E. (Law Officer Voucher and Enforcement) for law enforcement agencies to aid families in need. This project was designed specifically for law enforcement officers to engage with the public and educate families on the proper use and installation of child restraint systems during traffic stops. In FY 2023, 2,640 Project L.O.V.E. vouchers were issued electronically through the Electronic Citation Warning System (eCWS), which increased from 2,360 LOVE vouchers in FY 2022. Alongside the vouchers, alternative paper vouchers were also distributed at crash sites.



16. Impaired Driving Program Management

Planned Activity Number: 2023-00-PM-17

Funding Source: 164 & 405D Funds

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

In FY 2023, the Impaired Driving Program Manager coordinated and monitored impaired driving countermeasure projects. The Program Manager’s responsibilities included reviewing DUI Taskforce subgrantees for compliance and performance, collaborating with local, state, and community organizations to develop and implement impaired driving awareness campaigns, and promoting

enforcement of Indiana's impaired driving laws.

Project oversight was given for the Traffic Safety Resource Prosecutor, Drug Recognition Expert (DRE), and Standard Field Sobriety Test (SFST) Training Programs, and Summer Impaired Driving Enforcement projects. Impaired driving funds paid the Program Manager's salary, benefits, and travel costs to impaired driving-related conferences and training seminars.

17. Driving Under the Influence Taskforce Enforcement Project (DUIF)

Planned Activity Number: 2023-BI-00-20

Funding Source: 164 Funds

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

Agencies participating in the DUIF project focused on deterrence and increasing HVE strategies to reduce destructive driving behaviors. Over 2,120 officers participated in the DUIF project, supplemented by ISP districts throughout the state. These agencies were provided overtime funding for increased patrols, allowing officers to detect and arrest impaired drivers utilizing HVE efforts, such as sobriety checkpoints.

In FY 2023, participating law enforcement officers issued 22,545 citations and 27,398 traffic warnings for incidents not involving impaired driving during the performance period of the DUIF project, with a DUI arrest made every 7.5 hours for alcohol specifically. These officers worked over 25,000 hours and stopped 16,745 vehicles for impaired driving suspicion. The average number of tickets written per hour increased from 2.58 in FY 2022 to 2.61 in FY 2023.

18. Summer Impaired Driving Enforcement Project (SIDEP)

Planned Activity Number: 2023-00-00-23

Funding Source: 164 Funds

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

During the summer months of FY 2023, many law enforcement agencies participated in a coordinated effort to reduce alcohol-impaired collisions and fatalities, specifically using HVE, sobriety checkpoints, and increased traffic enforcement in specified counties. In total, ninety-three (93) officers conducted 107 patrols over 1,233.25 hours and made a DUI arrest every 4.67 hours. Over 4,000 vehicles were stopped during checkpoints and 130 PBTs and 103 SFSTs were performed. Officers issued 369 citations and 409 violations over the course of this project. As a result of these efforts, 71% of all citations and warnings for this project were issued on impaired driving patrols.

19. Reduced Access to Impairing Liquors (RAIL)

Planned Activity Number: 2023-00-00-19

Funding Source: 164 Funds

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

The Indiana State Excise Police's (ISEP) use of alcohol countermeasure projects is aimed at decreasing underage alcohol consumption and lowering all rates of impaired driving. The TSD provided grant funding to ISEP to reach their goal of reducing the availability and use of alcoholic beverages by people under the age of twenty-one (21).

The integrated enforcement activities included in the RAIL project were Stop Underage Drinking and Sales

(SUDS), Cops in Shops (CIS), Intensified College Enforcement (ICE), and Place of Last Drink (POLD). A reduction in the illegal consumption, possession, and sale of alcoholic beverages to underage persons can greatly decrease the chance of impaired driving.

During the performance period of this project, excise officers conducted 418 SUDS, CIS, and ICE details statewide during FY 2023. During those details, 1,835 contacts were made specifically for minor possession, consumption and/or transporting alcohol, as well as to adults for furnishing or inducing minors to possess alcohol. Excise officers issued a total of 1,771 citations and/or arrests, 595 written warnings to individuals, and three (3) administrative Notices of Violation to alcoholic beverage permit businesses.

20. Alternative Transportation Program

Planned Activity Number: 2023-00-00-33

Funding Source: 164 Funds

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

Sober Ride Indiana is an alternative transportation project designed to educate drivers and pedestrians about the dangers of impaired driving and walking and provide safe alternatives to travel while impaired. The TSD and Alliance Highway Safety work together to promote safe rides through this project. The project provided 7,968 rides, keeping thousands of impaired drivers and pedestrians out of the driver's seat. The project was administered during holidays, events, and weekends that traditionally showed increases in traffic crashes, fatalities, and arrests related to impairment.

Alliance Highway Safety designed and maintained a website for the project, www.soberrideindiana.com. The consistent marketing of the project domain provided a reliable means of distributing alternative transportation "ride codes" during targeted project dates. Since October 1, 2022, the website received over 70,000 visitors. The project was promoted through targeted posts and advertisements on social media. The message was delivered to adults in the areas of emphasis during the engagement period around the holiday and special events calendar.

21. Portable Breath Test Equipment (PBT)

Planned Activity Number: 2023-00-00-21

Funding Source: 164 Funds

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

Proper screening for the presence of alcohol in the field is crucial to law enforcement officers participating in enforcement projects targeting alcohol-impaired drivers. Quick accessibility to a PBT instrument allows officers to move forward with investigations of alcohol impairment. In FY 2023, the TSD distributed 218 PBTs and 100 dry gas canisters and regulators to law enforcement agencies participating in TSD-funded enforcement projects.

22. Roadside Evidentiary Breath Alcohol Testing Enhancement (REBATE)

Planned Activity Number: 2023-00-00-22

Funding Source: 164 Funds

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

Funding assisted the Indiana State Department of Toxicology in the planning, selection, acquisition, and implementation of a portable evidentiary breath test instrument for use by Indiana law enforcement

officers at the point of arrest. Officers must have reliable and accessible breath testing instruments to conduct breath testing for alcohol, wherever possible, to reduce the need for blood analysis for alcohol. Reducing the need for blood analysis of alcohol will aid in the decrease of the toxicology backlog by increasing resources on drug-impaired driving cases where no other option exists for evidentiary testing other than blood. Test results are timelier and more accurate when officers are not delayed by the need to drive the suspected impaired driver from the scene to another location to complete a certified breath alcohol test.

23. Department of Toxicology Backlog Reduction

Planned Activity Number: 2023-00-00-26

Funding Source: 405D Funds

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

The Toxicology Backlog Reduction project aimed to lower the turnaround time of traffic-related drug and alcohol cases submitted to the ISDT. Beginning in 2021, the lengthy turnaround time was delaying DRE evaluation results and the prosecution of impaired driving crashes across all ninety-two (92) Indiana counties. This project aimed to improve the timeliness and completeness of data collection, analysis, and prosecution.

The project achieved its goal of maintaining turnaround times of ninety days or less. In FY 2023, the average turnaround time remained between sixty to ninety days for alcohol-related cases and five to six months for drug-related cases. There were approximately 2,000 cases submitted to ISDT for alcohol analysis, and approximately 1,000 cases for drug analysis in FY 2023. To combat extended wait times and caseload bulk, the ISDT began outsourcing casework to other Indiana laboratories. These changes aided the processing, evaluation, and eventual prosecution of impaired-driving traffic incidents.

24. Indiana State Police DUIEP: Driving Under the Influence Extra Patrol

Planned Activity Number: 2023-00-00-25

Funding Source: 164AL Funds

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

Throughout FY 2023, ISP conducted sobriety checkpoints and saturation patrols as part of this project. ISP also coordinated overtime traffic enforcement patrols throughout the state by identifying hotspots of low enforcement levels. Patrol hours worked by ISP under this project increased to 6,380 hours in FY 2023 from 5,227 hours in FY 2022.

DUI Hours Worked by Indiana State Police FY 2023

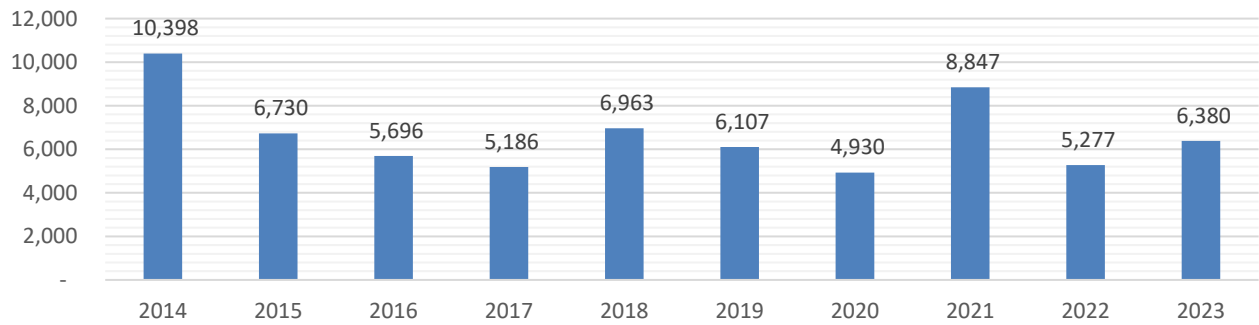


Table 29: DUI Hours Worked by Indiana State Police, FY 2023

25. Traffic Safety Resource Prosecutor (TSRP)

Planned Activity Number: 2023-00-FL-30

Funding Source: 405d-FLEX Funds

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

During FY 2023, the TSRPs provided legal education, training, and technical support to prosecutors and law enforcement officers across Indiana to fulfill the project goal of prosecutor preparedness in impaired driving prosecution. The TSRPs worked alongside state agencies such as the Bureau of Motor Vehicles and the Indiana General Assembly, as well as traffic safety groups such as Mothers Against Drunk Driving. The TRSPs continued to work closely with the Law Enforcement Phlebotomy Program and the DRE program and conducted training at the Indiana Law Enforcement Academy. The TSRPs delivered a presentation at the Indiana Traffic Safety Conference, and hosted OWI Trial Advocacy, a Lethal Weapon training focused on impaired driving crashes, and additional regional trainings across the state. The training events focused on impaired driving and trial advocacy.

26. Law Enforcement Phlebotomy Program

Planned Activity Number: 2023-00-00-29

Funding Source: 405D Funds

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

In FY 2023, the Law Enforcement Phlebotomy Program (LEPP) offered five courses to law enforcement officers with forty (40) qualified phlebotomists and twenty (20) participating agencies across Indiana. Each educational session was free to qualifying attendees. During sessions, certified phlebotomy technicians trained officers to collect blood samples from vehicle operators involved in fatal crashes and crashes where impairment was suspected. This process simplified the chain of custody and increases accurate and timely data collection. Over 180 blood draws were conducted, and the project re-qualified almost all officers for a second year. This project is expected to grow in FY 2024 and result in further partnerships with Indiana law enforcement agencies.



27. Judicial Outreach Liaison (JOL)

Planned Activity Number: 2023-00-00-31

Funding Source: 405d Funds

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

During FY 2023, the JOL continued to provide legal education for judges involved in overseeing impaired driving cases. The JOL worked with the TRCC and TSRP to discuss best practices in developing DWI (Driving While Intoxicated) Courts, particularly as more states are legalizing or decriminalizing cannabis for medical and recreational purposes.

The JOL worked throughout the year on continuing the relationship with the National Judicial College (NJC). Through this partnership, the JOL was involved in curriculum development, program development, and teaching for NJC traffic courses. The JOL contributes recurring articles to "Indiana Court Times, the quarterly publication of the Indiana Office of Judicial Administration.

The JOL regularly collaborated with the Indiana Office of Court Services, American Bar Association, NJC, National Center for DWI Courts, National Association of Drug Court Professionals, NHTSA, and ICJI. This network allowed the JOL to provide education and support to judges and court staff across the state. The JOL attended conferences and meetings with other traffic safety groups, including the Road to Zero Coalition and the Foundation for Advancing Alcohol Responsibility.

As the use of cannabis becomes more widespread, the JOL became involved in many working groups regarding the decriminalization and/or legalization of marijuana in FY 2023. Because of the rapidly changing laws, it is difficult for the criminal justice system to effectively respond to some of the issues that arise, particularly because many of the issues have not been addressed nor contemplated in the legislation enacted. As a result, judges and courts are struggling to find appropriate and effective approaches to dealing with cannabis consumption. To address this, the JOL Cannabis Working Group has a goal of creating a "Cannabis Bench Card" for judges. The JOL provides crucial education and training to judges across the state on emerging issues and evidenced-based practices.

28. Impaired Driving Training Program

Planned Activity Number: 2023-00-00-27

Funding Source: 405D Funds

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

DREs are a crucial component in keeping Indiana's roads and communities safe. DREs receive specialized training to recognize impairment in drivers under the influence of drugs. As a result of their advanced training, these individuals assist their law enforcement agencies with traffic stops and ultimately keep impaired drivers off the road. In FY 2023, Indiana's DRE program grew to 191 fully trained officers, with more classes scheduled. DREs conducted 682 drug influence enforcement evaluations and an additional 464 training evaluations. More than one category of drug was present in approximately 26% of the enforcement evaluations.

In April 2023, the TSD recognized twenty-three (23) Indiana DRE officers as part of the annual Indiana Drug Recognition Expert Awards Program. In total, the division presented nineteen (19) officers with



longevity awards for years of service, and four (4) officers with DRE performance awards. Officer Matt Schroeter with Crawfordsville Police Department was honored as the Drug Recognition Expert of the Year.

In August 2023, Indiana Governor Eric J. Holcomb and the ICJI recognized eighty-three (83) officers for the Annual Indiana Traffic Safety All-Star Awards, hosted by Alliance at Victory Field. To qualify for an award, an officer must demonstrate outstanding performance in impaired driving enforcement and participate in one of the state's enhanced enforcement campaigns in the previous year.

29. Roadside Impaired Driving Oral Fluid for Drugged Driving (RID-DD)

Planned Activity Number: 2023-00-00-24

Funding Source: 405d Funds

Linked PMTs: C-1, & C-3

In November 2020, the TSD deployed the use of SoToxa oral fluid testing equipment across Indiana to law enforcement agencies. These devices were used during many TSD-funded overtime enforcement patrols and sobriety checkpoints. This project quickly expanded and remains a highlighted success of the TSD in reducing impaired driving on Indiana's roadways. Collecting oral fluid can be done quickly and is non-invasive to the subject. Each sample is tested for a variety of substances, including

cocaine, methamphetamine, opiates, tetrahydrocannabinol (THC), amphetamine, and benzodiazepines. The accuracy of results increases when the sample is collected as closely to the time of drug consumption as possible. Officers from agencies trained in ARIDE are eligible to participate and training is provided by the TSD.



By the end of FY 2023, over 3,000 oral fluid tests were completed in the project with 215 units distributed to more than ninety (90) law enforcement agencies. Over 600 officers were trained to operate SoToxa devices, with more courses planned into FY 2024. Data collected by this equipment has highlighted the growing trends of drivers operating vehicles while impaired by drugs (58.7% positive), and often by multiple substances. More than 800 tests have returned poly-positive for the presence of two or more illegal substances. Single THC use has rapidly increased as well, with 67% of tests showing a THC presence.

30. Motorcycle High Visibility Awareness (MC-HVA)

Planned Activity Number: 2023-FL-00-47

Funding Source: 405D Flex Funds

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

The Motorcycle High Visibility Awareness (MC-HVA) projects are a part of CHIRP. MC-HVA includes activities that target the reduction of motorcycle crashes in large urban communities along with motorcycle fatalities in more rural areas. MC-HVA combines HVE 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 license qualifications of the operator. Based on the 2023 FARS preliminary statistics, 128 motorcyclists were killed and sixty-nine (69) were not wearing helmets. Un-helmeted fatalities decreased by fifteen (15) from FY 2022. Officers participating in this project attended community events and motorcycle training classes to provide education to motorcyclists and non-motorcyclists. During the project's performance period, sixty-five (65) officers worked 422.25 hours and issued 429 total citations and warnings, thus increasing enforcement and awareness for motorcycle riders within these communities.

31. Motorcycle Rider Training and Awareness Initiative

Planned Activity Number: 2023-00-00-46

Funding Source: 405F Funds

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

The Indiana Bureau of Motor Vehicles (BMV) and 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. This project has two parts.

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. 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, BMV placed motorcycle awareness advertisements on gas station toppers and pumps in areas of the state with statistically high rates of motorcycle crashes and fatalities. These visuals aided in spreading the BMV's message to promote motorcycle safety,

32. Pedestrian and Pedal-Cyclist Enforcement and Education (PPE&E)

Planned Activity Number: 2023-00-FL-10

Funding Source: 405D Flex Funds

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

In FY 2023, ICJI funded pedestrian and bicycle safety projects across Indiana. In FY 2023, 213 officers logged 757 patrols, totaling 2,008.50 hours worked and 5,861 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 FY 2023 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. ICJI and INDOT will be further partnering on a Vulnerable Road User Safety Discussion panel to share data findings and increase change within local communities.



33. Stop Arm Violation Enforcement Project (SAVE)

Planned Activity Number: 2023-00-00-09

Funding Source: 402 Funds

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

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. The National Association of State Directors of Pupil Transportation Services collaborates with the Indiana Department of Education to conduct a one-day survey recording instances of illegal passings of school buses. Results from the National School Bus Illegal Passing Survey reported by 6,665 school bus drivers in Indiana show that in a single day in 2022, more than 2,000 motorists illegally passed a stopped school bus.



SAVE projects utilize HVE 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, school 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 FY 2023, the participating law enforcement agencies increased awareness by working over 7,560 school hours between 509 officers across Indiana. Over 800 vehicles were stopped, and officers issued 5,299 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, FY 2023 | |
|---|---------------|
| SAVE Citations | Total FY 2023 |
| Stop Arm Violations | 412 |
| Seat Belt | 235 |
| Child Restraint | 32 |
| Misdemeanor DUI | 1 |
| Felony DUI | 0 |
| Automatic Signal Violation | 236 |
| Suspended License | 142 |
| Speed | 1,201 |
| Criminal Misdemeanor | 19 |
| Criminal Felony | 5 |
| All Others (Texting, Other Traffic or License Violations, Driving Errors, etc.) | 781 |
| Total Citations | 3,064 |
| Warnings Issued | 2,235 |
| Grand Total | 5,299 |

Table 30: Citations Issued During SAVE Enforcement Periods, FY 2023

34. Media and Communication

Planned Activity Number: 2023-00-00-37, 2023-00-FL-38, 2023-00-00-39, 2023-00-00-40

Funding Source: 405D-Flex, 402, 164, 405H Funds

Linked PMTs: C-1 through IN-1

The TSD partnered with Hiron to conduct several media releases during FY 2023, including radio broadcasts, social media posts, and locally filmed commercials. Paid media releases coincided with statewide enforcement campaigns targeting seat belt use, impaired driving, distracted driving, and speeding and complements 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. Digital advertising focused 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 video 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.

Bicycle, Pedestrian, Motorcycle Safety Campaign Report (May – June)

| Medium | Budget | Spend | Impressions | CPM* |
|-------------------|-------------|-------------|-------------|--------|
| Terrestrial Radio | \$25,650.00 | \$25,562.90 | 2,827,900 | \$6.42 |
| Digital Display | \$18,000.00 | \$17,526.41 | 2,970,264 | \$5.90 |
| Total | \$43,650.00 | \$43,089.31 | 5,798,164 | \$5.64 |

*Impressions for non-metro stations are not available. Cost removed from CPM calculation.

Table 31: Bicycle, Pedestrian, Motorcycle Safety Campaign Report, FY 2023

Impaired Driving July 4th Campaign Report

| Medium | Budget | Spend | Impressions | CPM* |
|-----------------|-------------|-------------|-------------|--------|
| Streaming Video | \$33,000.00 | \$32,763.06 | 3,901,167 | \$8.40 |
| Digital Display | \$18,000.00 | \$17,510.01 | 3,343,034 | \$5.24 |
| Total | \$51,000.00 | \$50,273.07 | 7,244,201 | \$6.94 |

Table 32: Impaired Driving July 4th Campaign Report, FY 2023

Impaired Driving Labor Day Campaign Report

| Medium | Budget | Spend | Impressions | CPM* |
|-----------------|-------------|-------------|-------------|---------|
| Streaming Video | \$33,000.00 | \$30,355.54 | 2,869,060 | \$10.58 |
| Digital Display | \$18,000.00 | \$17,605.79 | 3,071,381 | \$5.73 |
| Total | \$51,000.00 | \$47,961.33 | 5,940,441 | \$8.07 |

Table 33: Impaired Driving Labor Day Campaign Report, FY 2023

2023 Stop Arm Campaign Report (July – Sept)

| Medium | Budget | Spend | Impressions | CPM* |
|----------------------|--------------|--------------|-------------|--------|
| Broadcast Television | \$115,301.65 | \$111,554.85 | 17,460,004 | \$6.39 |
| Terrestrial Radio | \$119,799.00 | \$119,761.60 | 21,850,900 | \$5.48 |
| Digital Display | \$70,601.00 | \$69,857.49 | 13,390,645 | \$5.22 |
| Total | \$305,701.65 | \$301,176.94 | 52,701,549 | \$5.71 |

*Impressions for non-metro stations are estimated by the average quarter-hour listenership M-Su 6a-12m in the most recent county rating book.

Table 34: 2023 Stop Arm Campaign Report, FY 2023

2023 Pedestrian Safety Campaign Report

| Medium | Budget | Spend | Impressions | CPM* |
|-------------------|-------------|-------------|-------------|--------|
| Terrestrial Radio | \$26,067.08 | \$26,062.08 | 4,413,400 | \$5.91 |
| Digital Display | \$18,000.00 | \$17,980.09 | 2,947,259 | \$6.10 |
| Total | \$44,067.08 | \$44,042.17 | 7,360,659 | \$5.98 |

*Impressions for non-metro stations are estimated by the average quarter-hour listenership M-Su 6a-12m in the most recent county rating book.

Table 35: 2023 Pedestrian Safety Campaign Report, FY 2023

35. On-Site Education and Outreach

Planned Activity Number: 2023-00-00-36

The On-Site Education and Outreach project works to reduce the number of roadway crashes, injuries, and fatalities by bringing Indiana’s traffic safety messaging to a variety of college campuses, sporting events, and event arenas around the state. The TSD partnered with Alliance Highway Safety to achieve the goals of this project. The project 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. This section also ties to the Alternative Transportation Program listed above for Ride Sober Indiana.

A. High School State Tournaments and Enforcement Blitz Activation

Alliance Highway Safety partnered with the Indiana High School Athletic Association (IHSAA) to promote highway safety at high school state tournaments in FY 2023. With students, parents, and fans from across the state in attendance, these tournaments provided an avenue to reach large crowds in key demographic areas to deliver the highway safety message. An interactive DUI simulation display was set up at high school tournaments and sporting events throughout the year, which focused on occupant protection, impaired driving, and distracted driving. The campaign logo with the link was displayed on the IHSAA.org website. It included a full-page, color advertisement in the souvenir programs for state championship events and was shown in static and digital signage at the tournament venues. Traffic safety announcements were also read over the public address system at the events.

B. Motorsports and Motorcycle Safety Project

Alliance Highway Safety promoted highway safety messages at regional motorsports venues with premium in-venue signs and announcements read over the public address system in each venue for the events during the season. The venues were selected based on a combination of factors, including highway fatalities and fatality rates in the counties located, as well as the overall attendance at those venues. An interactive tent display was set up at each event venue that was staffed by Alliance Highway Safety. Attendees at the races engaged with interactive elements such as impairment simulation goggles. Surveys were collected from the attendees to measure demographic information as well as attitudes and campaign awareness.



Alliance Highway Safety also organized and operated a project designed to promote the highway safety message at motorcycle rallies and motorcycle dealerships across Indiana. To target locations where their presence would have the highest impact, data on the most well-attended rides were cross-referenced with areas most affected by motorcycle fatalities and fatalities rates. Alliance Highway Safety also worked at the Miracle Ride for Riley, the largest motorcycle rally in the state. At these locations, Alliance Highway Safety set up interactive displays featuring an attention-grabbing giant inflatable motorcycle, and attendees at the rides were invited to engage

with interactive elements. Alliance Highway Safety collected surveys from the attendees to measure demographic information as well as attitudes and campaign awareness. The project promoted safe and sober riding, “Look Twice Save a Life” messaging, and a working relationship with the motorcycle community.

C. Indiana Fairs and Festivals

Fairs and festivals provide an excellent avenue to promote the highway safety message, bringing Indiana residents together into one centralized location. The peak of the fair and festival season coincides with the most dangerous months for highway fatalities, July and August. The fairs and events were selected based on their county composite ranking and total highway fatalities, as well as the quality and timing of the event. Through these engagement opportunities, Alliance Highway Safety provided outreach to the more than one million people in attendance at these events. At the fairs and festivals, an interactive display was set up that was designed and staffed by Alliance Highway Safety team members. Attendees of the events were invited to engage with interactive elements such as impairment simulation goggles.



Alliance Highway Safety collected surveys from the attendees to measure demographic information, traffic safety attitudes, and campaign awareness.

D. Minor League Sports and College Sports Tour

Alliance Highway Safety also partnered with minor league sports teams to educate drivers and promote safe driving on a schedule that best aligns with the enforcement mobilization period for “Operation Pull Over.” A partnership with the Indy Fuel hockey team was arranged for a season-long presence with digital signage and public address announcements at each of their games throughout the season, as well as in-game promotions sharing the highway safety message. An interactive display combined education and enforcement. Pledge cards and surveys were collected from fans alongside the dispersion of educational materials.

The Minor League Baseball project promoted safe driving to fans attending Minor League Baseball venues throughout the state. This project promoted the safe driving message with interactive onsite fan engagement, a safe driving-themed between-innings promotion, public address announcements, digital signage, and video board messaging. Interactions reached hundreds of thousands of fans. Attendees were engaged with an interactive element, such as an impaired driving simulation or seat belt contests. Public information and educational items were distributed to engage fans, while surveys and pledge cards were collected to measure the reach of the messaging and the impact on drivers’ behaviors.



Collegiate athletic events provide an excellent avenue to promote the highway safety message, especially impaired driving prevention, to students and fans. Indiana has several prominent collegiate athletic programs where large crowds gather, especially for the college football and basketball seasons. Alliance Highway Safety set up a partnership with many of the largest universities in the state for a presence at prime events, including Indiana University, Purdue University, Ball State University, Butler University, the University of Indianapolis, Indiana State University, and Valparaiso University.

The project was implemented at each of the universities through activation displays at prominent basketball and football games.

At each event, Alliance Highway Safety set up an interactive display focused on impaired driving prevention and promoting safe and sober rides. The display included a pledge to drive safely and sober utilizing interactive tools such as impairment goggles and/or a virtual reality safe driving simulator. The project also implemented digital signage and public address announcements, where possible, at each school visited. The partnership with Butler University included a season-long presence with digital signage and public address announcements as well as placement on their digital platform targeting phone users in the arena. The project was able to reach hundreds of thousands of NCAA sports fans in Indiana throughout the basketball and football seasons.

36. Traffic Records Program Management

Planned Activity Number: 2023-00-00-41

Funding Source: 405 C Funds

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

The 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 sub-grantees, recruiting agencies to electronically report crashes, and instituting initiatives to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash records.

37. Traffic Records Fatality Analysis Reporting System (FARS) Program

Planned Activity Number: 2023-00-00-42

Funding Source: 405 C Funds

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

Established in 1975, the Fatality Analysis Reporting System (FARS) is a national data collection system that analyzes information for all police-documented motor vehicle crashes that involve at least one fatality. FARS represents a census of all fatal reported vehicle crashes in the United States (including the District of Columbia, and Puerto Rico), where crash information is analyzed, coded, and stored in NHTSA's Record-Based Information Solution (RBIS). These data collection efforts provide comprehensive motor vehicle crash information that permits states and designated NHTSA-supported contractors to perform in-depth analysis used for highway safety planning and programming functions.

Over the past year, the FARS project has continued to excel at providing data to NHTSA in a timely manner. This has been accomplished by building relationships with our TRCC partners, attending relevant conferences, and working alongside the TSD staff. One of the project's biggest accomplishments this year was the execution of a Memorandum of Understanding (MOU) with the Indiana Department of Health's Trauma Registry. Before this agreement, the FARS unit was not able to report Emergency Medical Services (EMS) notification data to NHTSA. With the MOU, the data is more accurate and reliable. Over the past year, the FARS unit met the required monthly benchmarks.

38. Indiana State Department of Health – Trauma Database

Planned Activity Number: 2023-00-00-50

Funding Source: 405 C Funds

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

The Indiana State Department of Health – Trauma Database project sought to link Emergency Medical Services (EMS), crash, and trauma registry data to provide information on patient outcomes for crash survivors and make the data available to internal and external stakeholders through an interactive dashboard. The Indiana Department of Health (IDOH) accomplished three of the seven established goals for FY 2023, with the overarching goals focused on data-sharing, increased communication, and the release of timely and accurate data regarding accident injuries. The project successfully connected with EMS, Indiana State Police, IDOH, and Indiana Management Performance Hub data teams to explore crash data dashboards; developed and designed a project plan for the creation of crash data dashboards and linkage of data variables; and developed and implemented a crash data dashboard in the Quality Assurance Testing (QAT) environment to move to production.

The project's long-term goals to establish and execute a quality assurance process, coordinate meetings with stakeholders regarding the promotion and sharing of crash data dashboard information, and reduce crash injury frequency in problem areas and statewide were not met in FY 2023.

39. Electronic Citation Warning System (eCWS) Driver and Vehicle Data Integration

Planned Activity Number: 2023-00-0049

Funding Source: FAST Act 405 C Funds

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

The Indiana Supreme Court's Office of Judicial Administration continued to operate the Electronic Citation Warning System (eCWS) in FY 2023. The goal of this project was to improve the integration of driver and vehicle data from Computer Aided Dispatch (CAD) systems by increasing the number of law enforcement agencies that can import data directly to eCWS from a CAD system. This goal was achieved in FY 2023 by providing equipment and supplies capable of utilizing the newest version of eCWS software containing the CAD integration. Grant funds aided the distribution of equipment to law enforcement agencies including 140 laptops, 323 printers, and 333 scanners.

Courts across all ninety-two (92) counties were trained on and utilized the Odyssey case management system. As of October 31, 2023, over 550 law enforcement agencies had been fully trained in the eCWS (e-ticket) system. Combined, these active law enforcement agencies submitted 915,290 tickets during FY 2023. Performance has remained at an all-time high for FY 2023 and is expected to further expand in FY 2024.

X. Planned Activities Not Implemented

1. Young Operator Driving Education & Learning (YODEL)

Planned Activity Number: 2023-00-00-06

Funding Source: 402 Funds

Linked PMTs: C-1, C-2, C-3, C-4, B-1, & C-9

Due to a lack of participating subgrantees, this project did not occur in FY 2023. TSD made attempts to work with local traffic safety groups; however, due to time constraints and staff shortages, no traffic safety groups applied.

2. Speed Enforcement Radar and Lidar

Planned Activity Number: 2023-00-00-11

Funding Source: 402 Funds

Linked PMTs: C-1, C-3, & C-6

Due to a lack of participating subgrantees and time constraints, this project did not occur in FY 2023. This project is planned for implementation in FY 2024.

3. Ignition Interlock Management

Planned Activity Number: 2023-00-00-18

Funding Source: 164 Funds

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

Due to a lack of participating subgrantees, this project did not occur in FY 2023. Although grant funds were made available for this project, courts across Indiana did not request funding in FY 2023. Financial concerns were frequently cited by courts.

4. OWI Court Training

Planned Activity Number: 2022-00-00-32

Funding Source: 405D Funds

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

Due to a lack of participating subgrantees, this project did not occur in FY 2023. The TSD made attempts to work with the Indiana Office of Court Services. The project director at the Indiana Supreme Court inquired with all local, county, and state courts to gauge interest; however, no courts requested an opportunity for training.

5. DRE Tablet Data Entry and Management System

Planned Activity Number: 2023-00-00-28

Funding Source: 405d Funds

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

This project did not occur in FY 2023. The TSD could not obtain a procurement that met the Buy America Act and Indiana Office of Technology requirements.

6. Program Management Motorcycle

Planned Activity Number: 2022-00-00-48

Funding Source: 402 Funds

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

Due to TSD staff shortages and time constraints, this project did not occur in FY 2023.

7. Teen Traffic Safety and Education Program

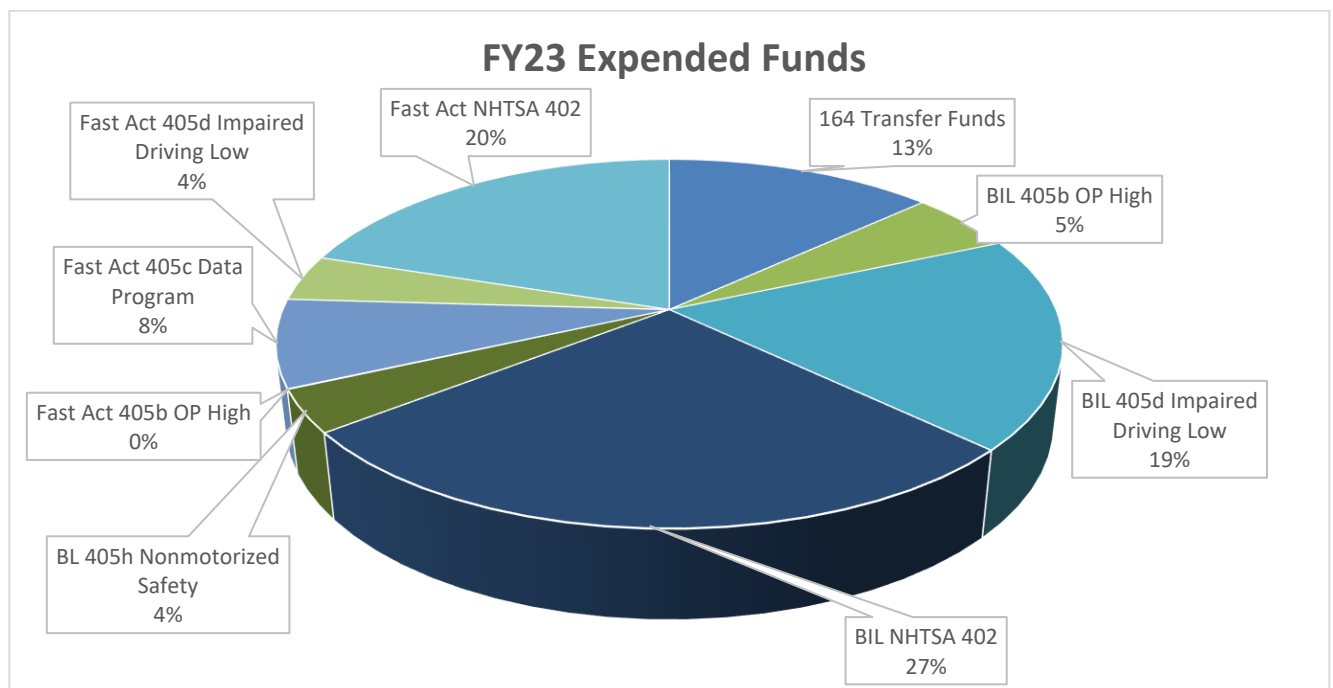
Planned Activity Number: 2023-00-FL-15

Funding Source: 405B-Flex Funds

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

Due to TSD staff shortages and time constraints, this project did not occur in FY 2023. This project is planned for implementation in FY 2024.

XI. Fiscal Overview of Project Expenditures



| Program Area | Planned Activity | Project | Expended Funds |
|------------------------------------|--|-----------------------|----------------------|
| 164 Transfer Funds | Reduced Access to Impairing Liquors (RAIL) | 164AL-2023-00-00-19 | 259,988.41 |
| 164 Transfer Funds | Summer Impaired Driving Enforcement Project (SIDEPE) | 164AL-2023-00-00-23 | 78,662.20 |
| 164 Transfer Funds | Indiana State Police DUIEP: Driving Under the Influence Extra Patrol | 164AL-2023-00-00-25 | 340,137.15 |
| 164 Transfer Funds | Program Management Impaired Driving | 164AL-2023-00-PM-17 | (1,543.67) |
| 164 Transfer Funds | DUI Taskforce Enforcement Project (DUIPEP) or DUITF | 164AL-2023-BI-00-20 | 759,004.00 |
| 164 Transfer Funds | Media and Communication | 164PM-2023-00-00-39 | 100,036.88 |
| Fast Act NHTSA 402 | Planning and Administration | PA-2023-00-PA-01 | 247,789.69 |
| Fast Act NHTSA 402 | S.A.V.E.: STOP Arm Violation Enforcement Project | PS-2023-00-00-09 | 43,324.93 |
| Fast Act NHTSA 402 | Click it to Live IT ; Slower Speeds and Seat Belts Save Lives | PT-2023-00-00-07 | 851,535.56 |
| Fast Act NHTSA 402 | Indiana State Police: Enhanced Traffic Operations Programming (ETOP) | CP-2023-00-00-12 | 450,000.00 |
| Fast Act NHTSA 402 | Law Enforcement Liaisons | CP-2023-00-00-34 | 309,496.66 |
| Fast Act NHTSA 402 | Crash Mapping Secondary Crash Reduction (CMAP) | RS-2023-00-00-13 | 260,216.68 |
| Fast Act NHTSA 402 | Visible Speed Enforcement Teams (VSET) | SE-2023-00-00-14 | 154,603.41 |
| Fast Act NHTSA 402 | Media and Communication | PM-2023-00-FL-38 | 20,000.00 |
| Fast Act 405b OP High | Child Passenger Safety Specialist (CPSS) | M1CPS-2023-00-00-35 | 5,486.49 |
| Fast Act 405c Data Program | Crash Records Improvement | M3DA-2023-00-00-41 | 34,894.89 |
| Fast Act 405c Data Program | Crash Records Improvement | M3DA-2023-00-00-42 | 33,254.38 |
| Fast Act 405c Data Program | Crash Records Improvement | M3DA-2023-00-00-49 | 601,331.63 |
| Fast Act 405c Data Program | Crash Records Improvement | M3DA-2023-00-00-50 | 226,127.47 |
| Fast Act 405d Impaired Driving Low | Department of Toxicology Backlog Reduction | M6OT-2023-00-00-26 | 218,740.70 |
| Fast Act 405d Impaired Driving Low | Roadside Impaired Driving Oral Fluid for Drugged Driving (RID-DD) | M6OT-2023-00-00-24 | 87,249.05 |
| Fast Act 405d Impaired Driving Low | Program Management Impaired Driving | M6X-2023-00-PM-17 | 43,200.00 |
| Fast Act 405d Impaired Driving Low | Impaired Driving Training Program | FDLDATR-2023-00-00-27 | 63,390.85 |
| Fast Act 405d Impaired Driving Low | Pedestrian and Pedal-Cyclist Enforcement and Education (PPE&E) | FDL*PS-2023-00-FL-10 | 58,000.00 |
| BIL NHTSA 402 | Planning and Administration | PA-2023-00-PA-01 | 103,506.82 |
| BIL NHTSA 402 | S.A.V.E.: STOP Arm Violation Enforcement Project | PS-2023-00-00-09 | 422,499.09 |
| BIL NHTSA 402 | Click it to Live IT ; Slower Speeds and Seat Belts Save Lives | PT-2023-00-00-07 | 1,043,281.06 |
| BIL NHTSA 402 | Traffic Records Research and Analysis of Data (IU-PPI) | TR-2023-00-00-43 | 197,704.40 |
| BIL NHTSA 402 | Purdue University Center for Road Safety (CRS) | TR-2023-00-00-44 | 271,015.55 |
| BIL NHTSA 402 | TRCC Processes Improvement Program (TRCC-PIP) | TR-2023-00-00-45 | 12,271.42 |
| BIL NHTSA 402 | Indiana State Police: Enhanced Traffic Operations Programming (ETOP) | CP-2023-00-00-12 | 122,251.77 |
| BIL NHTSA 402 | Law Enforcement Liaisons | CP-2023-00-00-34 | 155,874.99 |
| BIL NHTSA 402 | On-site Education and Outreach | CP-2023-00-00-36 | 495,000.00 |
| BIL NHTSA 402 | Visible Speed Enforcement Teams (VSET) | SE-2023-00-00-14 | 4,542.20 |
| BIL NHTSA 402 | Crash Mapping Secondary Crash Reduction (CMAP) | RS-2023-00-00-13 | 229,627.65 |
| BIL NHTSA 402 | Media and Communication | PM-2023-00-FL-38 | 139,106.48 |
| BIL 405b OP High | Child Passenger Safety Training Program | M1CPS-2023-CS-00-05 | 335,573.97 |
| BIL 405b OP High | Child Passenger Safety Specialist (CPSS) | M1CPS-2023-00-00-35 | 123,224.35 |
| BIL 405b OP High | Child Restraint System Inspection Stations | M1X-2023-CS-FL-04 | 109,862.50 |
| BIL 405b OP High | Child Passenger Safety and Young Driver Program | M1*OP-2023-00-PM-02 | 45,690.30 |
| BIL 405d Impaired Driving Low | Roadside Impaired Driving Oral Fluid for Drugged Driving (RID-DD) | M6OT-2023-00-00-24 | 244,084.06 |
| BIL 405d Impaired Driving Low | Department of Toxicology Backlog Reduction | M6OT-2023-00-00-26 | 400,797.62 |
| BIL 405d Impaired Driving Low | Law Enforcement Phlebotomy Program | M6OT-2023-00-00-29 | 104,104.76 |
| BIL 405d Impaired Driving Low | Program Management Impaired Driving | M6X-2023-00-PM-17 | 34,088.56 |
| BIL 405d Impaired Driving Low | Judicial Outreach Liaison | FDLDATR-2023-00-00-31 | 43,200.00 |
| BIL 405d Impaired Driving Low | Impaired Driving Training Program | FDLDATR-2023-00-00-27 | 352,264.37 |
| BIL 405d Impaired Driving Low | Motorcycle High Visibility Awareness (HVA) | FDL*MC-2023-FL-00-47 | 22,652.66 |
| BIL 405d Impaired Driving Low | Pedestrian and Pedal-Cyclist Enforcement and Education (PPE&E) | FDL*PS-2023-00-FL-10 | 67,931.31 |
| BIL 405d Impaired Driving Low | Traffic Safety Resource Prosecutor | FDL*PT-2023-00-FL-30 | 311,821.86 |
| BIL 405d Impaired Driving Low | Statewide Training | FDL*PT-2023-00-FL-16 | 80,000.00 |
| BIL 405d Impaired Driving Low | On-site Education and Outreach | FDL*CP-2023-00-00-36 | 367,333.29 |
| BIL 405d Impaired Driving Low | Media and Communication | FDL*PM-2023-00-00-37 | 147,966.38 |
| BL 405h Nonmotorized Safety | Media and Communication | FHPE-2023-00-00-40 | 433,957.67 |
| Total Funds Expended | | | 11,666,162.45 |

XII. Conclusion

Throughout FY 2023, the TSD made notable accomplishments in improving traffic safety across the State of Indiana. From lowering overall fatalities by 9.2% and increasing enforcement activities and conference attendance, to achieving the majority of FY Performance Measure Targets (12/15), Indiana continued its work to reduce traffic fatalities and injuries. These goals could not have been met without the hard work of law enforcement agencies, ICJI, Indiana state agency partners, and various stakeholders throughout Indiana communities.



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