

The DRAFT 2015 Indiana Strategic Highway Safety Plan



STRATEGIC HIGHWAY SAFETY PLAN

2015 Revision

As required by 23 U.S.C. 148 (c)(1), the Indiana Strategic Highway Safety Plan identifies highway safety problems and opportunities for saving lives, reducing suffering, and economic losses resulting from traffic crashes. It guides the types of roadway infrastructure countermeasures that are preferred for use of federal Highway Safety Improvement Program funding to reduce the risks associated with the physical environment. It is coordinated with the traffic safety activities of state agencies, municipal entities, and other highway safety interests.

Schedule

- Now to June 1
 - Consult with stakeholders
- July
 - Modify as needed
- August
 - Executive approval (Governor or his designee)
- September
 - Submit to FHWA Indiana Division





Toward Zero Deaths™

National Strategy on Highway Safety



What is TZD?

- Roots in Sweden Vision Zero 1997
 - No loss of life is acceptable
 - People make mistakes, so systems must be designed to protect users
- Spread to other European countries
- Toward Zero Deaths in the US
 - How many traffic fatalities are acceptable?
 - Only zero is justifiable.



Strategic Highway Safety Plan

- The first 2 Indiana SHSP's had a goal stressing that fatalities were unacceptable
- The new SHSP adopts language reflecting "Toward Zero Deaths" as a goal



'Traditional Safety'

- Placed responsibility for safety on road users, travel is inherently 'risky'
- TZD shifts more responsibility to engineering, education, enforcement, and EMS systems



Culture Shift

- Mobility and access needs in roadway planning and design must be balanced by safety considerations
- Safety cannot always be achieved by meeting minimum standards or a positive benefit/cost

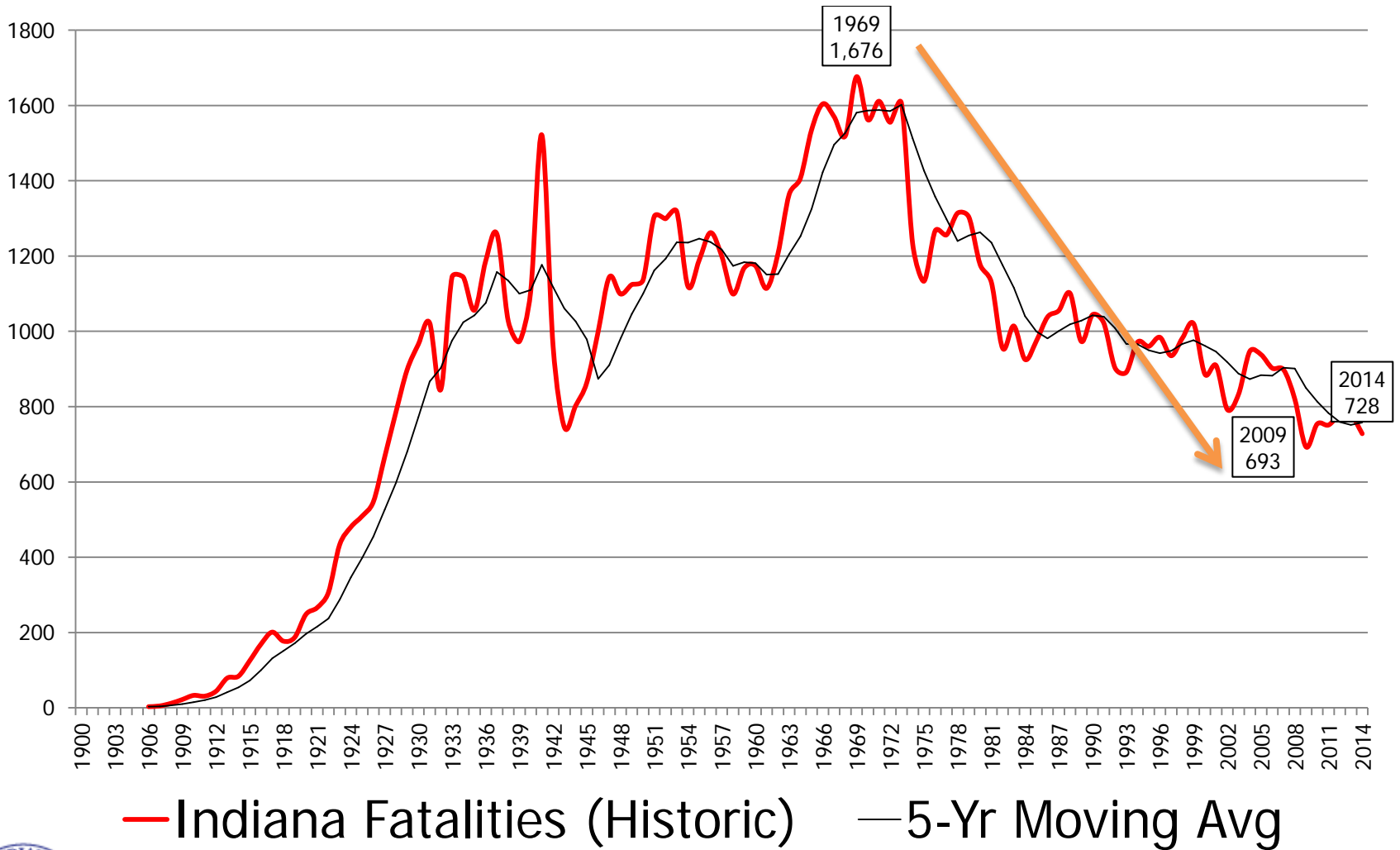


It Takes A Long Time

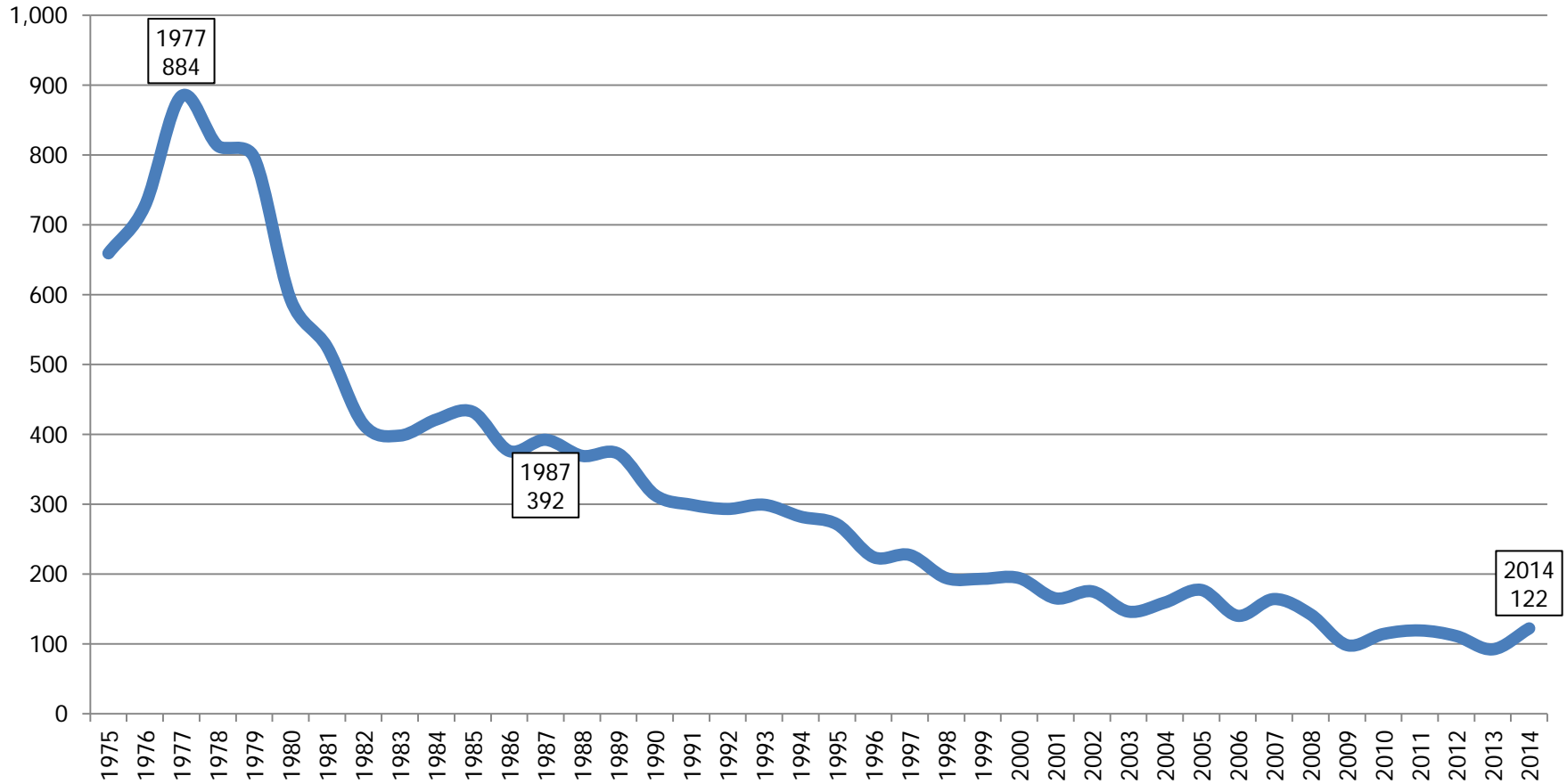
- Annual deaths on Indiana roads rose during the 20th century up until 1969 peaking at 1,676
- It took four decades to cut that number in half
- At the current pace, it could take until 2078 to get to one quarter of that 1978 toll



Indiana Fatalities



Indiana Grade Crossing Crashes



Highway-Rail Grade Crossings

- A program of safety improvements began in 1975
- Crashes at Indiana grade crossings peaked in 1977 at 884 crashes with 79 deaths
- Only ten years later, crashes were cut more than half and deaths reduced to 43



Highway-Rail Grade Crossings

- In 2013 there were only 92 crashes, almost 1/10th of the 1977 count, with 15 deaths
- But, while reaching zero deaths is now within sight, it remains frustratingly just out of reach.
- The early FRA counts for 2014 are in, and crashes increased. 122 crashes, 11 deaths



Impact on roadway engineering . . .

TOWARD ZERO DEATHS



Roadway Engineering

- Planning and design that expects road users to make mistakes and builds-in aids to avoid crashes as well as reducing severity of crashes that occur
- Construction techniques that speeds completion while reducing the risks to road users and workers



Roadway Engineering

- Operations practices that remove hazards as quickly and as safely as possible
- Maintenance that ensures visibility and viability of warning/advisory devices, as well as countermeasures designed to reduce the effects of crashes with off-road features
- Systemic safety improvements

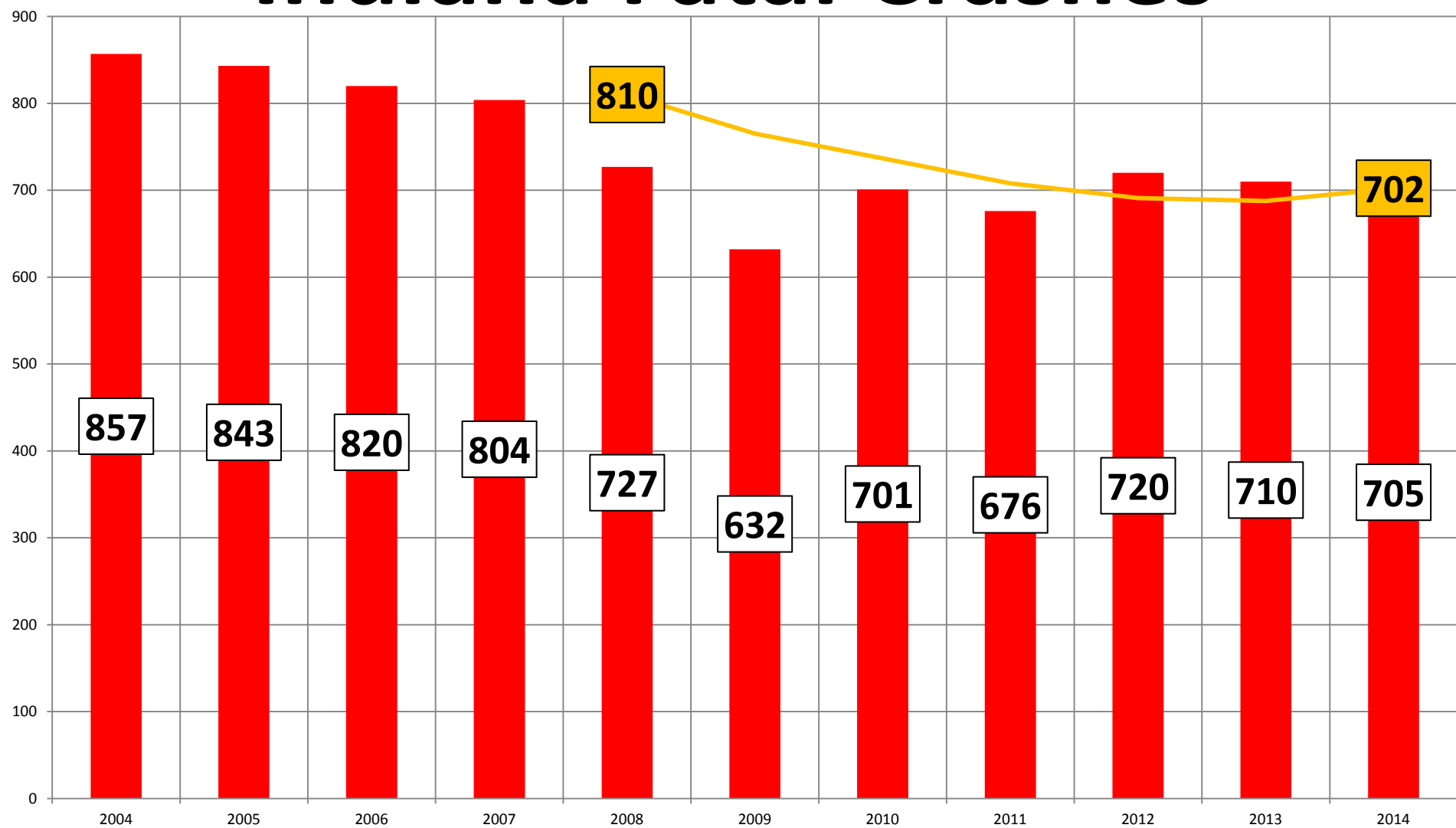


What the numbers tell us . . .

TOWARD ZERO DEATHS



Indiana Fatal Crashes



■ Fatal Crashes (FARS) — 5-Year Moving Average

Indiana State Police FARS* Report Total Traffic Fatalities to Date and Time

	YEAR TO DATE DEATHS				DIFFERENCE TO 2015		
YEAR	2012	2013	2014	2015	2012	2013	2014
RURAL	70	89	60	83	+13	-6	+23
URBAN	41	36	29	39	-2	+3	+10
STATEWIDE	111	125	89	122	+11	-3	+33

	YEAR TO DATE CRASHES				DIFFERENCE TO 2015		
YEAR	2012	2013	2014	2015	2012	2013	2014
RURAL	65	79	55	76	+11	-3	+21
URBAN	40	32	29	36	-4	+4	+7
STATEWIDE	105	111	84	112	+7	+1	+28

	YEAR TOTAL DEATHS			YEAR TOTAL CRASHES		
YEAR	2012	2013	2014	2012	2013	2014
RURAL	523	530	471	475	478	440
URBAN	258	254	275	245	232	265
STATEWIDE	781	784	746	720	710	705

The Crash Report Database

- January 1, 2004 and December 31, 2013
- 1,870,748 crash reports

Injury Status	Collisions	% of Total
Fatal	7,555	0.4%
Incapacitating	30,161	1.7%
Non-incapacitating	299,510	16.0%
Not Reported	11,097	0.6%
Possible	51,803	2.8%
Refused	54,714	2.9%
PDO	1,660,842	88.8%
Total	1,870,748	



The Crash Report Database

- January 1, 2004 and December 31, 2013
- 38,683 SEVERE crash reports

Injury Status	Collisions	% of Severe
Fatal	7,555	19.4%
Incapacitating	31,308	80.6%
Total	37,716	



	2009	2010	2011	2012	2013	2014
# of Crashes	180,250	183,681	177,043	181,696	190,863	203,691
# of Property Damage Crashes	144,944	148,465	143,981	147,096	157,245	169,180
# of Injury Crashes	35,306	35,216	33,062	34,600	33,618	34,511
# of Incapacitating Crashes	2,736	2,919	2,815	3,189	2,908	4,378
# of Fatal Crashes	633	700	680	736	746	701
# of Severe Crashes	3,369	3,619	3,495	3,925	3,654	5,079

	2009	2010	2011	2012	2013	2014
# of Crashes	180,250	183,681	177,043	181,696	190,863	203,691
# of Property Damage Crashes	144,944	148,465	143,981	147,096	157,245	169,180
# of Injury Crashes	35,306	35,216	33,062	34,600	33,618	34,511
# of Incapacitating Crashes	2,736	2,919	2,815	3,189	2,908	4,378
# of Fatal Crashes	633	700	680	736	746	701
# of Severe Crashes	3,369	3,619	3,495	3,925	3,654	5,079

	2009	2010	2011	2012	2013	2014
# of Crashes	180,250	183,681	177,043	181,696	190,863	203,691
# of Property Damage Crashes	144,944	148,465	143,981	147,096	157,245	169,180
# of Injury Crashes	35,306	35,216	33,062	34,600	33,618	34,511
# of Incapacitating Crashes	2,736	2,919	2,815	3,189	2,908	4,378
# of Fatal Crashes	633	700	680	736	746	701
# of Severe Crashes	3,369	3,619	3,495	3,925	3,654	5,079

Why the jump
in
incapacitating
crashes?



Why the jump in incapacitating crashes?

358

AUTOMOBILE FATALITIES.

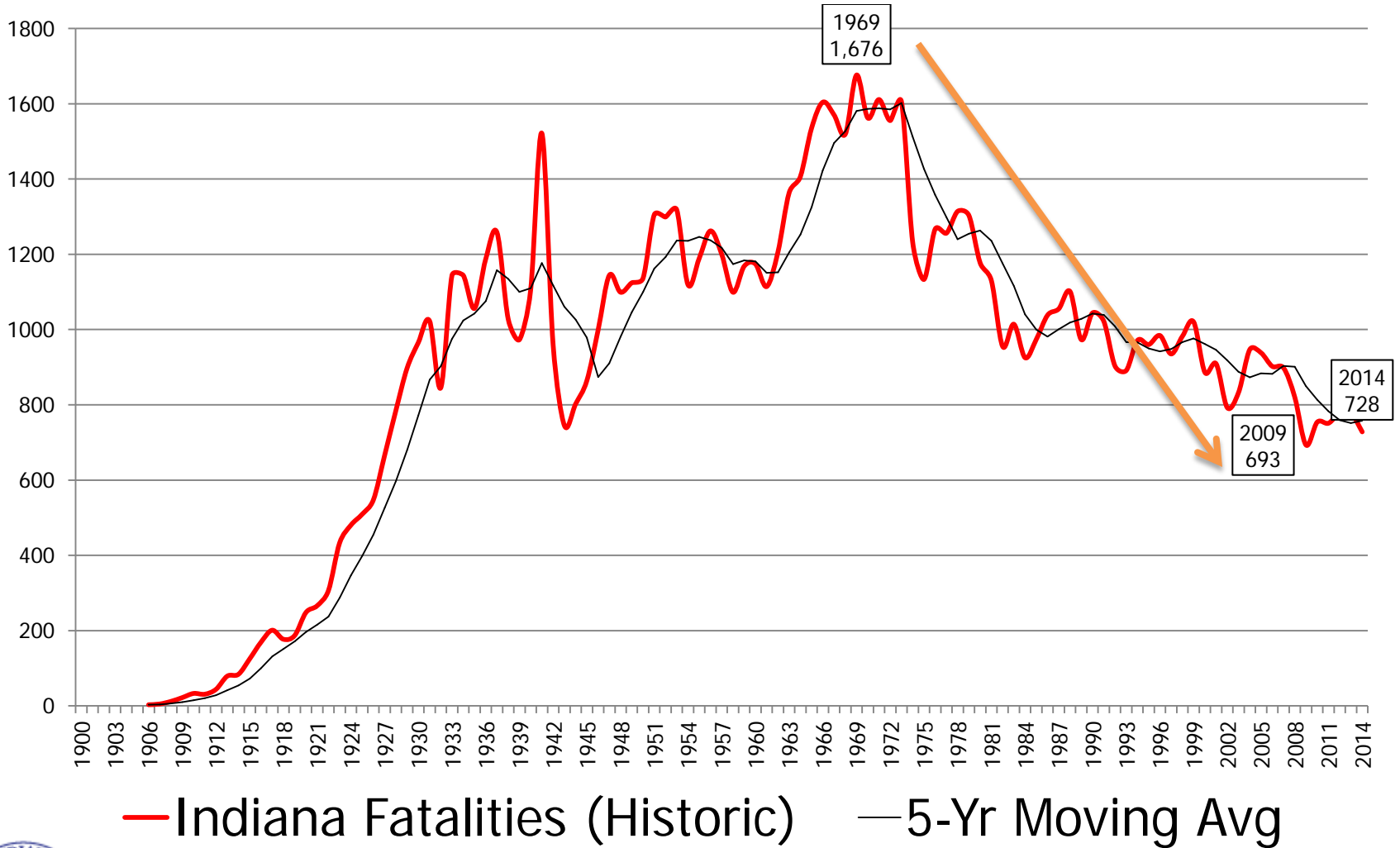
No. 221.—AUTOMOBILE FATALITIES: NUMBER OF DEATHS AND DEATH RATE PER 100,000 OF POPULATION IN THE REGISTRATION AREA (EXCLUSIVE OF HAWAII), CALENDAR YEARS 1915 TO 1920, BY STATES.¹

[Source: Bureau of the Census, Department of Commerce.]

State. ²	Number of deaths.						Rate per 100,000 population.					
	1915	1916	1917	1918	1919	1920	1915	1916	1917	1918	1919	1920
California.....	411	478	554	533	647	734	14.0	15.7	17.6	16.3	19.2	21.1
Colorado.....	53	71	93	119	118	117	6.1	8.0	10.3	13.0	12.7	12.4
Connecticut.....	106	171	192	183	207	218	8.4	13.3	14.6	13.7	15.1	15.6
Delaware.....	(8)	(8)	(8)	(8)	23	22	(8)	(8)	(8)	(8)	10.4	9.8
Florida.....	(8)	(8)	(8)	(8)	58	104	(8)	(8)	(8)	(8)	6.1	10.6
Illinois.....	(8)	(8)	(8)	464	522	728	(8)	(8)	(8)	7.3	8.1	11.2
Indiana.....	125	169	201	177	187	248	4.4	5.9	7.0	6.1	6.4	8.4
Kansas.....	45	92	106	129	98	155	2.6	5.3	6.1	7.3	5.6	8.7
Kentucky.....	39	41	63	92	71	85	1.7	1.7	2.6	3.8	2.9	3.5
Louisiana.....	(8)	(8)	(8)	76	57	90	(8)	(8)	(8)	4.3	3.2	5.0



Indiana Fatalities



Why the jump in incapacitating crashes?

Fatal Injury (FARS Coding & Validation Manual)

A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.



Why the jump in incapacitating crashes?

Suspected Serious Injury (FARS Coding & Validation Manual)

A non-fatal injury, which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis



Why the jump in incapacitating crashes?

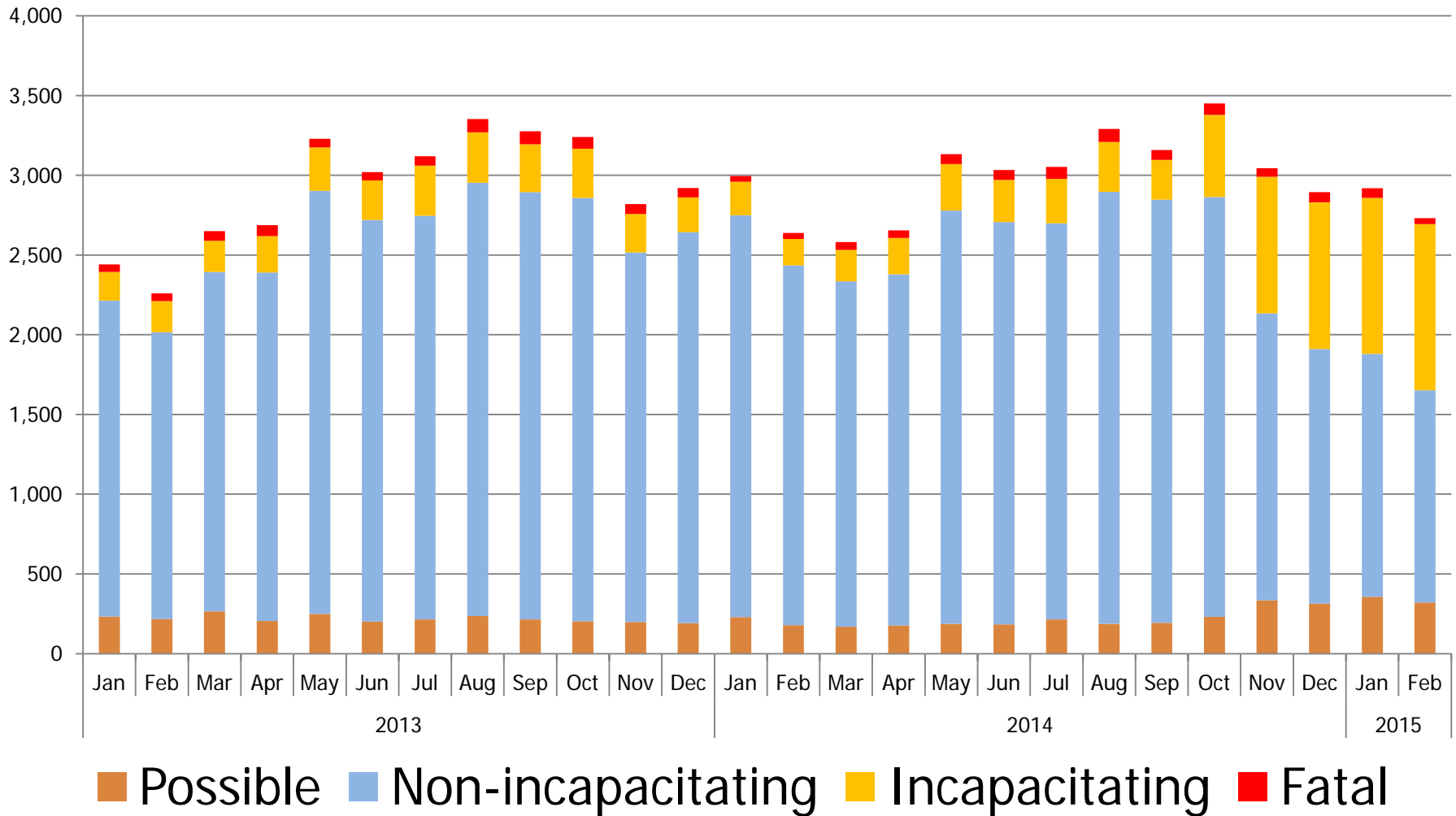
ARIES 5.1 Reporting Client Software

Was the individual taken from the scene for immediate medical treatment?

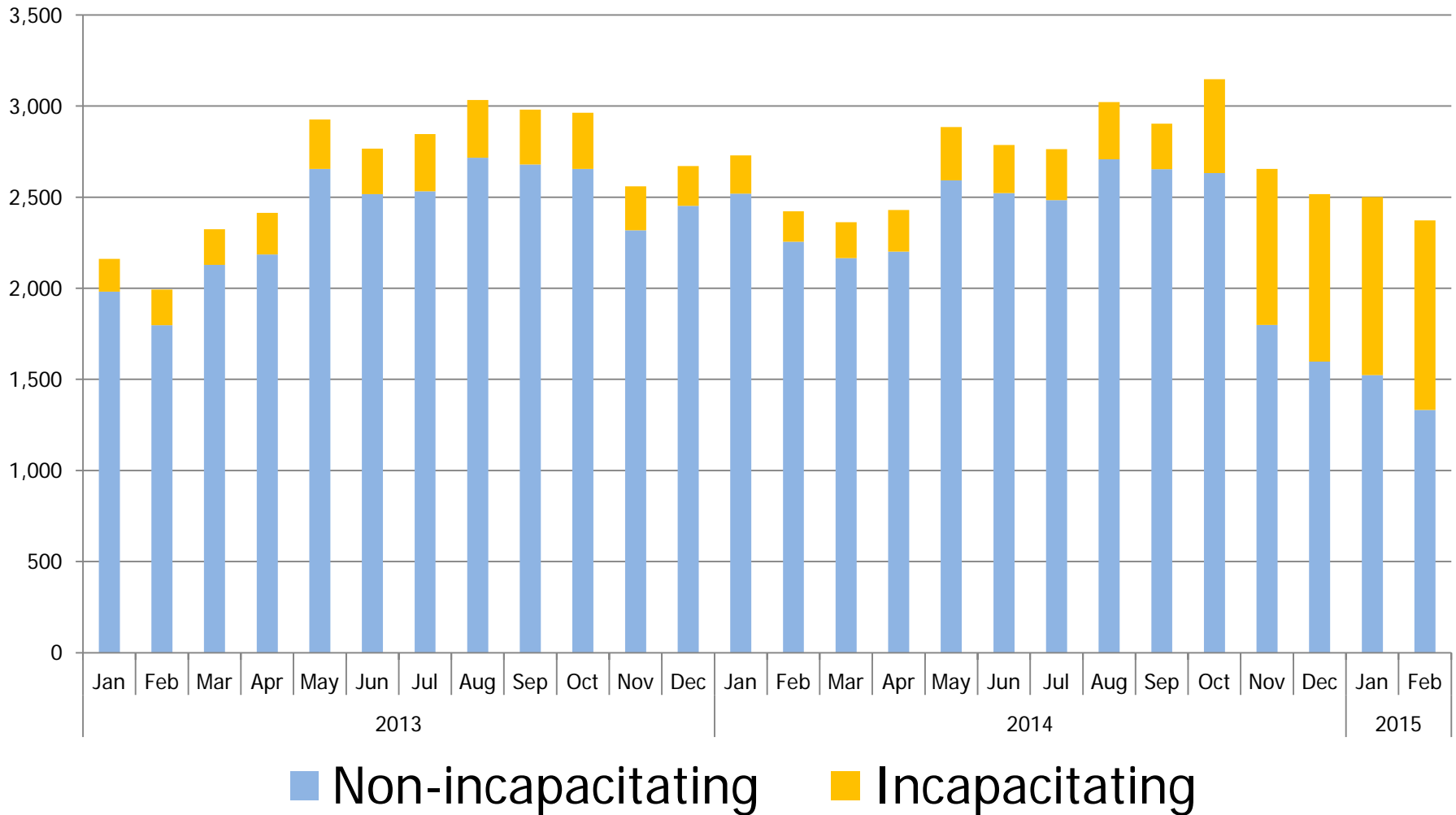
- YES = Incapacitating
- NO = Non-Incapacitating



Why the jump in incapacitating crashes?



Why the jump in incapacitating crashes?



The Crash Report Database

- January 1, 2004 and December 31, 2013
- 38,683 SEVERE crash reports

Injury Status	Collisions	% of Severe
Fatal	7,555	19.4%
Incapacitating	31,308	80.6%
Total	37,716	



Crash Elements

- Vehicle type
- Collision with
- Person type
- Manner of collision
- Road type
- Junction type
- Injury Status



All Crashes	Another Motor Vehicle	Deer	Other	Utility Pole	Off Roadway	Tree
Total	446,060	344,241	239,631	198,550	166,958	158,381
Rear End	441,194	201	2,833	171	214	116
Right Angle	272,113	55,126	1,772	783	386	568
Ran off Road	7,980	1,126	8,887	23,720	31,649	24,021
Head On	44,417	77,421	8,787	9,520	2,694	9,190
Same Direction Sideswipe	146,969	1,201	2,339	1,377	460	547
Backing	143,907	110	3,019	1,521	326	500
Left Turn	89,983	91	1,174	586	165	132
Other (Explain in Narrative)	29,490	13,932	11,687	1,606	1,135	1,684
Opposite Direction Sideswipe	44,098	805	843	233	143	117
Right Turn	21,827	245	744	548	89	80
Non-Collision	866	2,692	5,312	294	1,802	380
Left/Right Turn	16,575	62	447	307	85	44
Unknown	8,920	226	282	210	64	160

Severe Crashes	Another Motor Vehicle	Unknown	Tree	Off Roadway	Utility Pole	Ran Off Roadway
Total	19,015	3,146	2,352	1,739	1,306	1,219
Ran off Road	202	139	1,580	1,467	908	943
Right Angle	7,142	550	31	22	40	19
Head On	3,166	902	624	105	285	187
Rear End	4,480	196	2	5	1	4
Other (Explain in Narrative)	590	612	65	59	37	16
Left Turn	1,599	149	0	4	8	3
Non-Collision	22	123	18	59	4	30
Same Direction Sideswipe	659	165	14	6	11	10
Opposite Direction Sideswipe	658	42	3	4	4	3
Backing	89	181	4	2	1	1
Left/Right Turn	165	24	1	3	1	1
Unknown	114	23	9	3	3	1

Severe Crashes	Road Type	All Manners	Ran off Road	Right Angle	Head On	Rear End
	Total	37,716	9,755	8,330	6,560	4,797
Passenger Car	2 Lanes (2 Way)	10,211	3,355	2,322	2,182	1,002
Passenger Car	Multi-Lane Divided 3 or more (2 Way)	3,403	521	942	410	825
Pickup	2 Lanes (2 Way)	3,096	1,263	511	697	246
Motorcycle	2 Lanes (2 Way)	2,858	892	496	381	206
Passenger Car	Multi-Lane Undivided (2 Way)	2,605	373	795	436	489
SUV	2 Lanes (2 Way)	2,207	908	414	388	192
Pedestrian	Unknown	2,183	72	249	740	78
Van	2 Lanes (2 Way)	1,247	335	343	274	142
SUV	Multi-Lane Divided 3 or more (2 Way)	775	194	168	78	156
Bicycle	Unknown	731	7	271	110	97
Motorcycle	Multi-Lane Divided 3 or more (2 Way)	704	106	157	51	127
Unknown	2 Lanes (2 Way)	704	163	156	78	67
Motorcycle	Multi-Lane Undivided (2 Way)	694	105	175	62	81

Vulnerable Users

	# of Crashes	# of Severe Crashes	% of this modes crashes that are severe
Total	1,870,748	37,716	2.02%
Deer	153,274	275	0.18%
Animal Drawn Vehicle	5,262	42	0.80%
Bicycle	9,791	172	1.76%
Pedestrian	16,671	613	3.68%
Railway Vehicle/Train/Engine	943	146	15.48%



Vulnerable Users

	# of Crashes	# of Severe Crashes	% of this modes crashes that are severe
Total	1,870,748	37,716	2.02%
Deer	153,274	275	0.18%
Animal Drawn Vehicle	5,262	42	0.80%
Bicycle	9,791	172	1.76%
Pedestrian	16,671	613	3.68%
Railway Vehicle/Train/Engine	943	146	15.48%



FILE HOME INSERT PAGE LAYOUT FORMULAS DATA REVIEW VIEW ADD-INS

Cut Copy Paste Format Painter

Arial 12 A A

Wrap Text

General

Conditional Formatting Table

Normal 2 Normal 2.2 Normal 3 Normal 4 Normal 5 Normal 6

Clipboard Font Alignment Number Styles

A1 : Collision Counts

	A	B	C	D	E	F	G	H
1	Collision Counts							
2								
3	Date run: 3/11/2015							
4					# of Collisions	# of Severe Collisions	% Type Severe	% all Severe
5	Total				1,870,748	37,716		
6	Road Type	WX	Light					
160	Multi-Lanes (One Way)	Fog/Smoke/Smog	Dawn/Dusk		19	1	5.26%	0.00%
161	Multi-Lane Undivided 2-way left (TwoWay)	Fog/Smoke/Smog	Dawn/Dusk		20	1	5.00%	0.00%
162	Multi-Lane Divided 3 or more (Two Way)	Fog/Smoke/Smog	Dark (Not Lighted)		361	16	4.43%	0.04%
163	Two Lanes (One Way)	Fog/Smoke/Smog	Dark (Not Lighted)		107	4	3.74%	0.01%
164	Multi-Lane Divided 3 or more (Two Way)	Fog/Smoke/Smog	Dawn/Dusk		220	8	3.64%	0.02%
165	Two Lanes (One Way)	Fog/Smoke/Smog	Dawn/Dusk		55	2	3.64%	0.01%
166	Two Lanes (Two Way)	Fog/Smoke/Smog	Dark (Not Lighted)		3,548	121	3.41%	0.32%
167	Two Lanes (Two Way)	Fog/Smoke/Smog	Daylight		1,754	57	3.25%	0.15%
168	Private Drive	Fog/Smoke/Smog	Dark (Not Lighted)		62	2	3.23%	0.01%
169	Multi-Lane Divided 3 or more (Two Way)	Fog/Smoke/Smog	Dark (Lighted)		229	7	3.06%	0.02%
170	Multi-Lanes (One Way)	Fog/Smoke/Smog	Daylight		72	2	2.78%	0.01%
171	Multi-Lane Divided 3 or more (Two Way)	Fog/Smoke/Smog	Daylight		559	15	2.68%	0.04%
172	Two Lanes (Two Way)	Fog/Smoke/Smog	Dark (Lighted)		522	14	2.68%	0.04%
173	Two Lanes (One Way)	Fog/Smoke/Smog	Dark (Lighted)		39	1	2.56%	0.00%
174	Two Lanes (Two Way)	Fog/Smoke/Smog	Dawn/Dusk		1,192	29	2.43%	0.08%
175	Two Lanes (One Way)	Fog/Smoke/Smog	Daylight		127	3	2.36%	0.01%
176	Multi-Lane Undivided 2-way left (TwoWay)	Fog/Smoke/Smog	Dark (Not Lighted)		43	1	2.33%	0.00%
177	Multi-Lane Undivided (Two Way)	Fog/Smoke/Smog	Daylight		355	8	2.25%	0.02%
178	Multi-Lane Undivided (Two Way)	Fog/Smoke/Smog	Dark (Lighted)		182	4	2.20%	0.01%
179	Multi-Lane Undivided (Two Way)	Fog/Smoke/Smog	Dark (Not Lighted)		332	5	1.51%	0.01%
180	Multi-Lane Undivided 2-way left (TwoWay)	Fog/Smoke/Smog	Daylight		75	1	1.33%	0.00%
181	Multi-Lane Undivided (Two Way)	Fog/Smoke/Smog	Dawn/Dusk		152	2	1.32%	0.01%

Severe rd Wx Light Severe by # Involved Junc Severe by # involved Severe by month Severe Road Type Junction ...

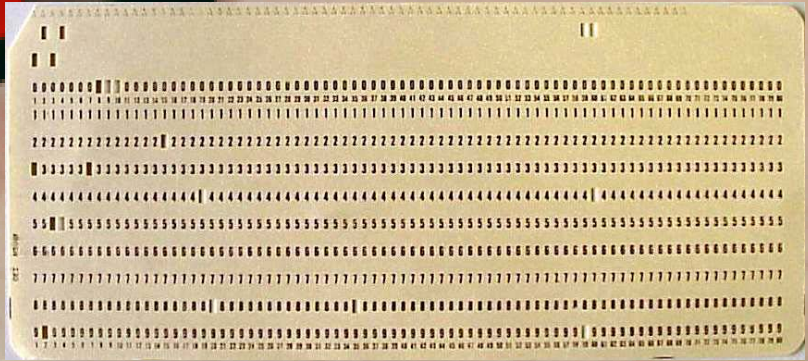
READY

Windows Taskbar: e, Firefox, Word, Excel, Lr, Ps, Br, IR, microphone, TMP, ?

Emphasis Areas

Data and Information Systems for Traffic Safety Decision Making











INDIANA OFFICER'S STANDARD CRASH REPORT

Mail to:

Electronic Version

Indiana State Police, Crash Records Section
100 North Senate Avenue, Indianapolis, IN 46204

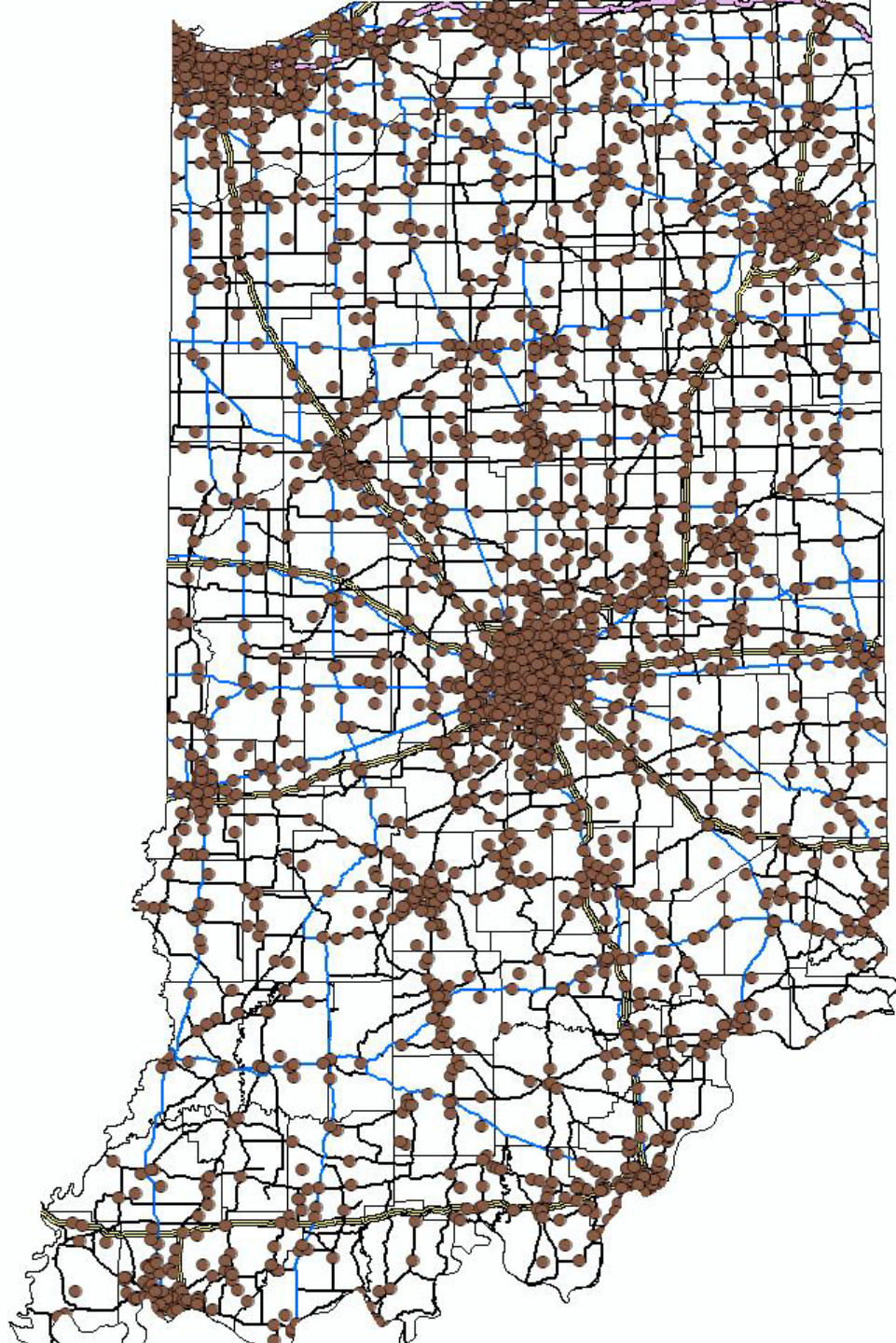
900503908

Local ID
200619306

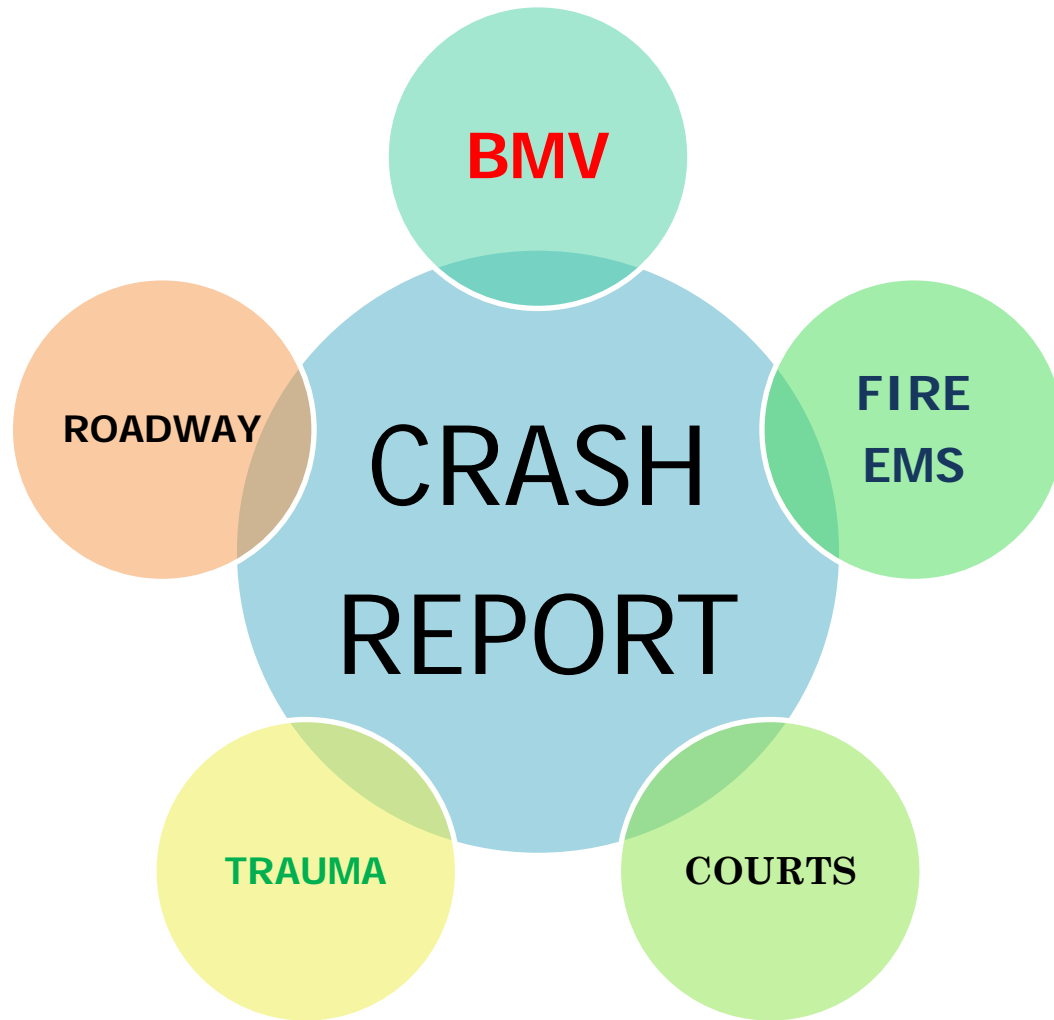
Date of Crash 07/15/2006	Day of Week Sat	Actual Local Time 1:43 PM	County HOWARD	Township CENTER	# Motor Vehicles 2	# Injured 5	# Dead 0	# Commercial Vehicles 0	# Deer 0
Road Crash Occurred On SYCAMORE RD			Nearest/Intersecting Road/Mile Marker/Interchange TOUBY PIKE RD		If not an intersection, number of feet from 500	Direction E	Road Classification COUNTY ROAD		
Inside Corporate Limits? NO	City/Town or Nearest City/Town KOKOMO			Property? OTHER	Crash Latitude 86 06.169		Crash Longitude 40 29.449		
Driver #1		Driver #2		Driver #3		Driver #4			

Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4	Primary Cause Vehicle 1 Vehicle 2 Vehicle 3 Vehicle 4
Driver Contributing Circumstances <input type="checkbox"/> Alcoholic Beverages <input type="checkbox"/> Illegal Drugs <input type="checkbox"/> Prescription Drugs <input type="checkbox"/> Driver Asleep or Fatigued <input type="checkbox"/> Driver Illness <input checked="" type="checkbox"/> Unsafe Speed <input checked="" type="checkbox"/> Failure to Yield <input type="checkbox"/> Disregard Signal <input type="checkbox"/> Left of Center <input type="checkbox"/> Improper Passing <input type="checkbox"/> Improper Turning <input type="checkbox"/> Improper Lane Usage <input type="checkbox"/> Following Too Closely <input type="checkbox"/> Unsafe Backing <input type="checkbox"/> Overcorrecting <input type="checkbox"/> Ran off Road <input type="checkbox"/> Wrong Way on One Way <input type="checkbox"/> Pedestrian's Action <input type="checkbox"/> Passenger Distraction	Vehicle Contributing Circumstances <input type="checkbox"/> Engine Failure or Defective <input type="checkbox"/> Accelerator Failure or Defective <input type="checkbox"/> Brake Failure or Defective <input type="checkbox"/> Tire Failure or Defective <input type="checkbox"/> Headlight(s) Defective or Not On <input type="checkbox"/> Other Lights Defective <input type="checkbox"/> Steering Failure <input type="checkbox"/> Window/Windshield Defective <input type="checkbox"/> Oversize/Overweight Load <input type="checkbox"/> Insecure/Leaky Load <input type="checkbox"/> Tow Hitch Failure <input type="checkbox"/> Other <input type="checkbox"/> None Environment Contributing Circumstances <input type="checkbox"/> Glare <input type="checkbox"/> Roadway Surface <input type="checkbox"/> Holes/Ruts in Surface <input type="checkbox"/> Shoulder Defective <input type="checkbox"/> Road Under Construction

Area Information	
Hit and Run	NO
School Zone	NO
Rumble Strips	NO
Locality	RURAL
Light Condition	DAYLIGHT
Weather Conditions	CLEAR
Surface Condition	DRY
Type of Median	NONE
Type of Roadway Junction	NO JUNCTION INVOLVED
Road Character	STRAIGHT/LEVEL



Link Traffic Safety Databases



Severe Crashes as a Metric

The total number of severe crashes for any given contributor is divided by the total number of severe crashes for the period examined. That produces a percentage that factor contributes overall severe crashes.



Emphasis Areas

Severe Crash Types

Run Off Road/Lane Departure Crashes

Intersection Crashes

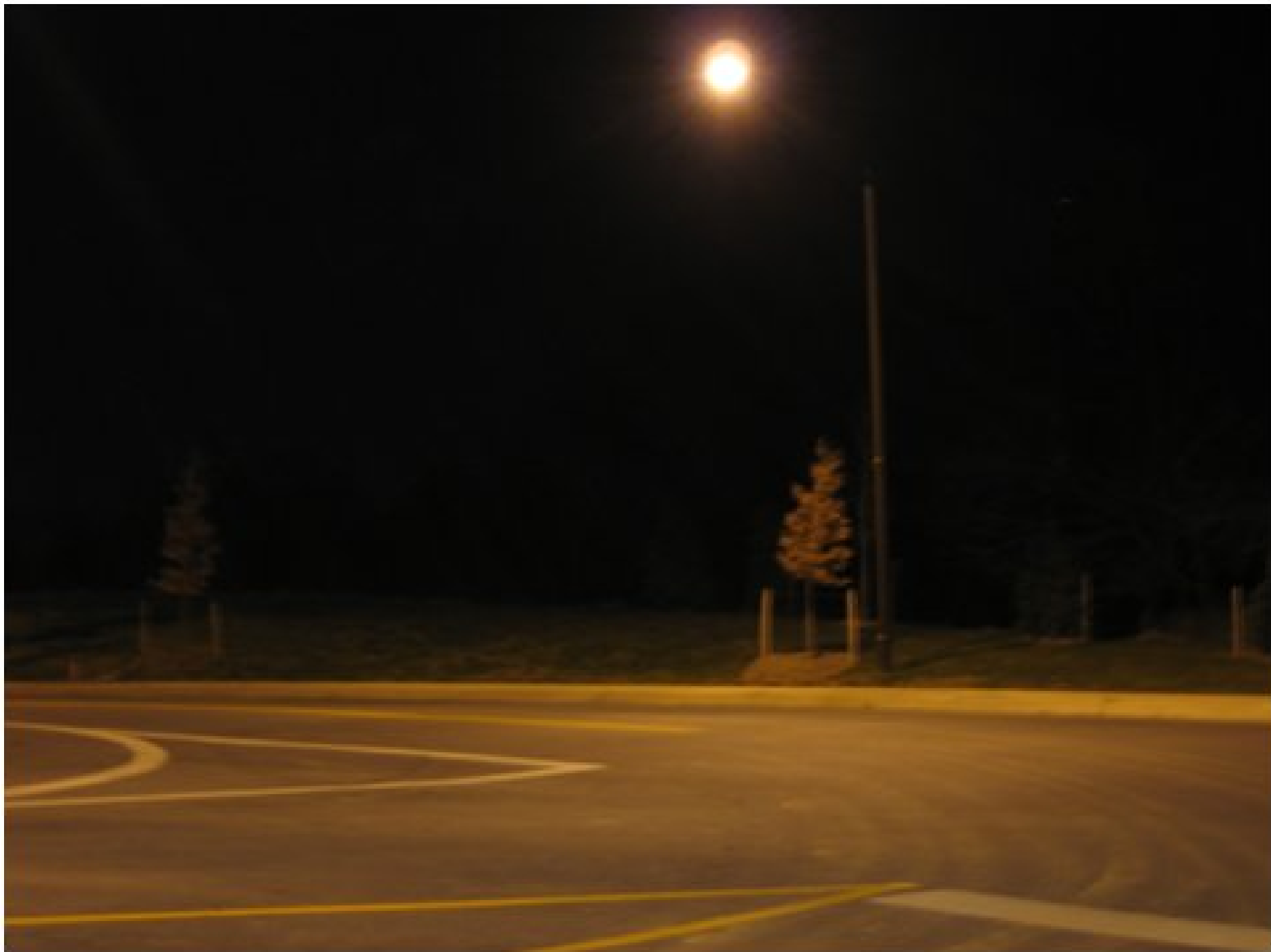
% of All Severe Crashes	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Lane Departure no Junction Involved	38.5%	41.1%	39.2%	41.1%	41.7%	37.9%	38.7%	37.9%	40.6%	37.7%
Intersection Crashes	40.4%	36.6%	35.4%	30.3%	31.1%	33.1%	31.3%	32.0%	32.4%	31.9%













LEFT TURN
YIELD
ON GREEN



SECOND-LITE







Emphasis Areas

Vehicle/Mode Conflicts

Motorcycles, Bicycles, and Pedestrians

Highway-Rail Grade Crossing Crashes

Large Truck Crashes

% of All Severe Crashes	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Motorcycle/Mopeds	12.3%	12.3%	13.7%	16.7%	16.1%	16.4%	16.5%	17.7%	18.4%	17.9%
Bicycle	2.4%	2.0%	2.6%	2.5%	2.3%	2.1%	2.5%	2.6%	2.8%	2.8%
Pedestrian	6.3%	7.0%	7.0%	7.0%	7.7%	7.7%	8.3%	8.3%	7.0%	7.3%

















CROSSWALK
STOP
ON RED



Emphasis Areas

Vehicle/Mode Conflicts

Highway Rail Grade Crossing Crashes

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Highway-Rail Grade Crossing Crashes	194	165	175	146	159	177	140	164	142	98
% Crashes at Crossings w/Active Warning	53.7%	59.5%	60.5%	60.0%	68.2%	69.3%	67.9%	75.0%	71.8%	67.8%



OPERATION
LIFESAVER®

Saving Lives at America's
Highway-Rail Crossings.

CROSSROAD

2

TRACKS



MADE IN U.S.A.
CALIF. 530 892-4744















RAILROAD
CROSSING

BROADWAY AVE

BEST DEAL HO

FIREW

3-204S





Highway-Rail Grade Crossings

Best grade crossing is one that doesn't exist.

Federal Railroad Administration

Highway-Rail Grade Crossings

Resource Guide



Close Redundant Crossings

Grade Separate where feasible

Emphasis Areas

Vehicle/Mode Conflicts Large Truck Crashes

MCMIS Crash Events	CY 2012	CY 2013	CY 2014* (09/30/2014)
Vehicles Involved	4,090	4,075	4,104
Crashes	3,790	3,751	3,712
Fatalities	118	110	91
Injuries	1,937	1,857	1,656
FARS Fatal Crash Events	CY 2011	CY 2012	CY 2013
Vehicles Involved	130	115	115
Fatalities	136	112	116







Emphasis Areas

High-Speed Multi-Lane Roadway Rear-End Collisions

% of All Severe Crashes	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
HS Multi-Lane Rear-End	1.8%	2.0%	1.8%	2.4%	1.9%	2.3%	2.6%	2.3%	2.5%	2.8%
Work Zones	1.9%	1.4%	1.4%	1.3%	1.8%	1.3%	2.2%	1.6%	1.6%	1.8%









Indiana Traffic Incident Management Effort





**EMERGENCY
SCENE
AHEAD**

**EMERGENCY
VEHICLE**

KEEP BACK - MAKES FREQUENT STOPS

EXIT

15224

63369

842278

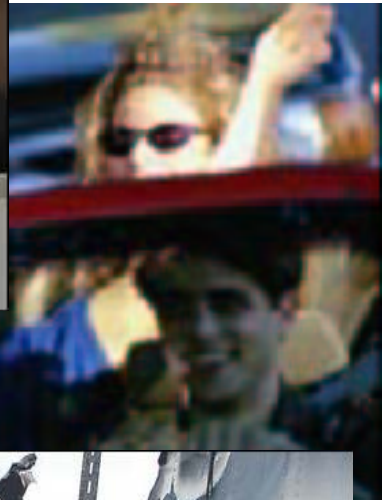


Emphasis Areas

Human Behavior Factors



Primary Contributors to Crashes





<http://www.in.gov/cji/2367.htm>

Other "E" Partners

Enforcement

Indiana State Police, Sheriff's, & Local PD's

Education

Indiana Criminal Justice Institute

Indiana Operation Lifesaver

Emergency Medical Services

Indiana State Department of Health

Indiana Department of Homeland Security



Consult on the DRAFT SHSP

Visit our table in **Stewart 307**



Consult on the DRAFT SHSP

Request a pdf of the DRAFT and Data tables
for 2004-2013 by email:

rmanning@indot.in.gov

Subject: DRAFT 2015 SHSP



Consult on the DRAFT SHSP

Request a pdf of the DRAFT and CSV tables of the 2004-2013 data by mail:

Roger Manning

Strategic Highway Safety Plan Mgr.

100 N. Senate Ave., N955

Indianapolis, IN 46024

ATTN: DRAFT 2015 SHSP



Consult on the DRAFT SHSP

Comments, Concerns, and Corrections or **Insights, Ideas, and Improvements**

Submit them by email or mail

