INDIANA
TRAFFIC SAFETY
FACTS

INDIANA CRASH FACTS 2024

INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE

INDIANA CRIMINAL JUSTICE INSTITUTE

INDIANA CRASH FACTS 2024

An Indiana Traffic Safety Facts publication

An electronic copy of this document can be accessed via the PPI traffic safety project website (go.iu.edu/trafficsafety), the ICJI traffic safety website (www.in.gov/cji/), or by contacting the Indiana University Public Policy Institute at 317-278-1305.

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INTRODUCTION

Designing and implementing effective traffic safety policies requires data-driven analyses of traffic collisions and their causes. To assist in the policy-making process, the Indiana University Public Policy Institute (PPI) collaborates with the Indiana Criminal Justice Institute (ICJI) to analyze annual crash data. These statistics are used to inform the public, practitioners, as well as state and national policy makers on matters of road safety. They also serve as the analytical foundation of traffic safety program planning and design in Indiana. A more complete explanation of the ICJI goal setting process is provided in the Problem Identification chapter.

This report—Indiana Crash Facts 2024—is one of two annual traffic safety publications produced by PPI.[1] The analysis is organized in eight chapters—problem identification, collisions, non-motorists, motorcycles, impaired driving, speed, county comparisons, and children and young drivers. Several additional aspects of traffic collisions are addressed within these chapters, including occupant protection, collisions with deer, and work zones. Many of the data and analytical elements under each topic are based on publications provided by the U.S. National Highway Traffic Safety Administration (NHTSA).

Data

The primary source of data used to analyze Indiana traffic collisions is the Automated Reporting Information Exchange System (ARIES), a database maintained by the Indiana State Police. The data used to create this report was downloaded on May 16, 2025. The ARIES database is populated using the Indiana Officer's Standard Crash Report, completed by local and state law enforcement officers. The more than 200 data items for each collision reported include the date, time, and location of the collision; the types of vehicles involved; a description of the events that occurred before the collision; conditions at the time of the collision; and the information on drivers, passengers, pedestrians, pedalcyclists, and animal-drawn vehicle occupants involved in the collision. PPI also used license and registered vehicle counts from the Indiana Bureau of Motor Vehicles, downloaded March 24, 2025 and several population estimate and geographic data resources from the U.S. Census Bureau to complete this analysis. The formal citations for these data sources are provided in Data Sources and Other References at the end of the report.

This analysis used all collisions recorded in the ARIES database for the years included. In some cases, collisions and elements of collisions reported here may be excluded from the data reported by ICJI to the Fatality Analysis Reporting System (FARS). In addition, the collisions reported here also include some that did not occur in trafficways (e.g., a non-trafficway area of a parking lot, in a private driveway, or an off-road area). The research team is exploring methods for systematically excluding non-trafficway collisions from future analyses.

Data discrepancies may exist between the 2024 Indiana traffic safety reports and previous traffic safety publications for several reasons described below.

- The ARIES database is dynamic. Records can be updated at any time with new or corrected information. Corrections made after the data was downloaded annually were not reflected in the corresponding analyses.
- Individuals coded as person type—other who did not suffer a fatality were excluded from the analyses before the 2022 reports. However, for records created in ARIES 6, the coding for injured passengers was changed to "other." The research team incorporated this change starting with the 2022 reports. This change will be most obvious for comparisons with the 2021 and earlier reports and in categories with high proportions of passengers. such as motorcycles and child safety.
- For records created in ARIES 6, non-motorists—pedestrians, pedalcyclists, and animal-drawn vehicle operators—are coded as person type pedestrian. This coding causes an overcount of pedestrians and an undercount of pedalcyclists and animal-drawn vehicle operators. To address this issue, the research team created a hybrid person type variable using vehicle type to identify non-motorists. This will result in the reporting of more pedalcyclists and animal-drawn vehicle occupants and fewer pedestrians than in previous reports. This difference will be most obvious for the 2022 and 2023 data.
- The data protocol used to identify children in crashes has been adjusted to exclude only drivers identified as aged 0–5. Previously, the protocol excluded drivers identified as aged 0–7 because an unknown age or birthdate often resulted the inaccurate assignment of ages to those drivers. An analysis of crash narratives confirms that this coding issue persists, and

[1] Indiana County Profiles 2024 is published under separate cover.

drivers coded as aged 0–5 typically are those with unknown ages or birthdate information. However, the analysis also indicates that drivers coded as aged 6–7 are generally actual child drivers.

- With the current effort, the project team made additional adjustments to the injury definitions to better match the definitions used by ICJI, the Indiana Department of Transportation (INDOT), and the National Highway Traffic Safety Administration's Model Minimum Uniform Crash Criteria[2]. Before the 2023 reports, the analysis utilized the injury status code identified by each reporting officer. For the 2023 reports, the definitions of incapacitating and non-incapacitating injuries were adjusted. The most recent changes in definitions are described in detail below. These changes reduce the number of individuals classified as having non-incapacitating injuries, add possible injuries as an injury category, and increase the number of individuals classified as not injured.
    - Fatalities are identified using the injury status variable. There is no change in this definition.
    - Individuals with serious suspected injuries (SSI), formerly termed incapacitating injuries, include only individuals with non-fatal injuries coded in the injury nature data field as severed, internal, severe burn, severe bleeding, fracture/dislocation, crush injury, unconsciousness, and paralysis. This definition was changed for the 2023 report. Only the terminology has changed for this report.
    - The definition of suspected minor injuries (SMI), formerly termed non-incapacitating injuries, has been adjusted. Individuals with SMI injuries include individuals with non-fatal injuries coded for injury nature as abrasion, contusion, minor burn, minor bleeding, or other. Individuals with SMI injuries also include those who do not meet the criteria for fatal or SSI injury, who have no injury nature coded, and who have injury status coded as incapacitating or non-incapacitating. This change will decrease the number of individuals classified as SMI or non-incapacitating.
    - Possible injury has been added as an injury category. Individuals with possible injuries include those with non-fatal injuries coded for injury nature as complaint of pain. Individuals with possible injuries also include those who do not meet the criteria for fatal, SSI, or SMI injury; who do not have an injury nature; and who are coded for injury status as possible or refused [treatment]. This is a new category and draws from individuals previously classified as non-incapacitating.
    - Individuals with no injury include individuals coded for injury nature as none visible; individuals with null responses in both injury status and injury nature data fields; and individuals with no injury nature coded and injury status coded as not reported or unknown. This change will increase slightly the number of individuals showing as not injured, drawing from individuals previously classified as non-incapacitating.
- The data protocol used to identify collisions in which a driver received a speeding citation has been adjusted to better align with statutory provisions that address speeding. In some cases, this will reduce the number of crashes, units, and individuals previously identified as speeding.
- The data protocol for aggressive driving has been adjusted to include speeding citations as evidence of speeding and to ensure that speeding variables are not double-counted.
- Starting with the 2023 reports, the research team changed the methodologies for calculating restraint and helmet use in consultation with ICJI. Previously, unknown restraint or helmet use status were treated as unrestrained and no helmet use. Restraint and helmet use are now calculated using only vehicle occupants with known restraint or helmet use status. Readers should interpret these results with caution, as an increasing number of collision records lack information regarding occupant restraint and helmet usage.
- The U.S. Census Bureau changed the definitions of urban and rural substantially following the 2020 Census. Previously, urban areas were required to have at least 2,500 population and/or meet a number of other criteria. After the 2020 Census, the minimum population for urban areas was increased to 5,000. This change reduces the area within the state identified as urban, suburban, and exurban, because small towns that had 2010 populations greater than 2,500 but less than 5,000 are now classified as rural. Previously, towns with populations greater than 2,500 were classified as urban and had surrounding suburban and exurban areas. For this reason, readers should take care when comparing collision and injury data across particular locale types with findings from previous reports.

[2] National Highway Traffic Safety Administration, 2025.

INDIANA TRAFFIC SAFETY FACTS

PROBLEM IDENTIFICATION

PROBLEM IDENTIFICATION, 2024

The Traffic Safety Division of the Indiana Criminal Justice Institute develops a set of benchmarks to assess the state of traffic safety in Indiana as part of the Triennial Indiana Highway Safety Plan (HSP3). These benchmarks correspond to priority program areas established by the National Highway Traffic Safety Administration and target fatal and injury collisions as they relate to overall injuries, impaired driving, seat belt use, young drivers, motorcycle safety, dangerous driving, child passenger safety, and non-motorist injuries in collisions. Within each area, ICJI establishes specific annual data-driven goals and performance measures that address Indiana's traffic safety problem areas. The most recent plan, covering 2024–26, sets an annual 2% reduction goal for each fatality measure. For more details on specific goals, please refer to the ICJI Triennial Indiana Highway Safety Plan—FY 2024–FY 2026.[3]

ICJI also works closely with INDOT to ensure consistency in goal setting between the HSP3—which approaches traffic safety from a policy and law enforcement perspective—and INDOT's Strategic Highway Safety Plan,[4] which approaches traffic safety from an engineering and transportation planning perspective. Under current NHTSA requirements, the targets in the Triennial Highway Safety Plan and the Strategic Highway Safety Plan are not required to match, but ICJI has continued this practice to maintain consistency.

This chapter includes general discussions of the goals identified in the ICJI Triennial Indiana Highway Safety Plan with corresponding baseline measures principally from ARIES crash data. The chapters that follow provide additional detail on these topics.

[3] ICJI, 2024.
[4] INDOT, 2022.

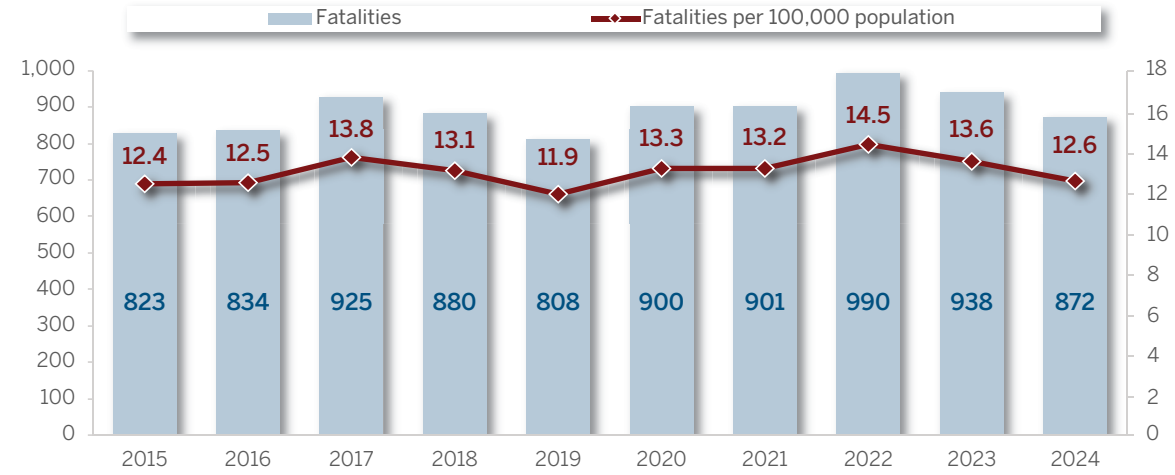
GOAL: Reduce fatalities and serious bodily injuries in collisions

Annual traffic fatalities declined in Indiana from 14.5 per 100,000 population in 2022 to 12.6 in 2024, after three years of increases (Figure 1.1). There were 872 traffic deaths in 2024, the lowest number of deaths since 2016.

Non-fatal injuries in collisions rose from 43,818 in 2023 to 44,033 in 2024 (Figure 1.2). The rate of nonfatal traffic injuries declined slightly in 2024 (636 per 100,000) from 2023 (637 per 100,000). While the 2021–24 non-fatal injury rates were higher than in 2020, they are lower than the rates in 2014–19, except for 2022.

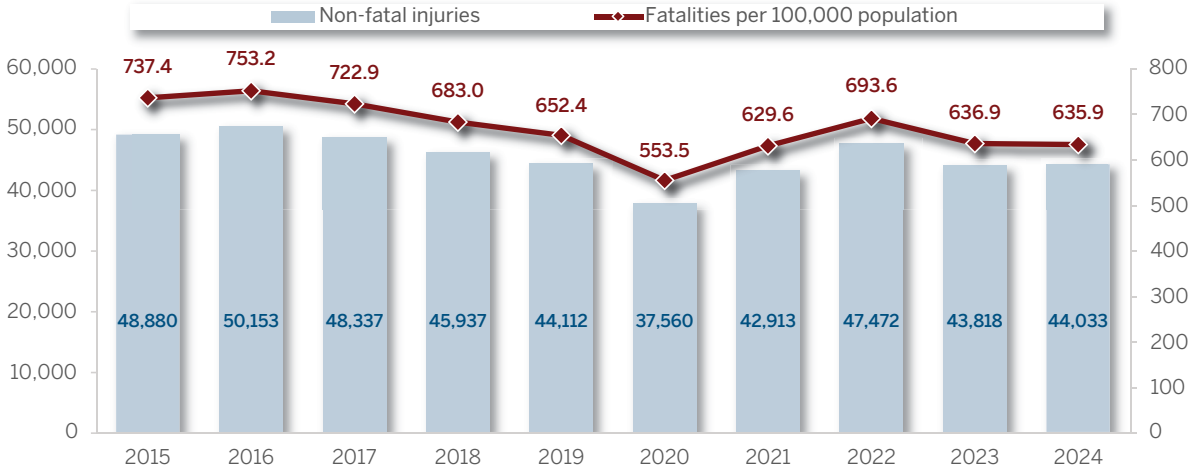
In 2024, fatalities were more likely than non-fatal traffic injuries to occur in non-urban areas. Fifty-eight percent of all traffic fatalities occurred in suburban, exurban, and rural areas, compared to 31% of nonfatal injuries (Figure 1.3). Forty-two percent of fatalities and 69% of non-fatal injuries occurred in urban areas. The suburban, exurban, and rural fatality rates per 1,000 people involved in collisions were higher at 5.0, 6.7, and 6.3, respectively, than in urban areas at 1.3 per 1,000.

Figure 1.1. Fatalities in collisions in Indiana, 2015–24



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; U.S. Census Bureau, 2024 state population estimates, released March 13, 2025; U.S. Census Bureau, 2020 state-level census counts, released May 25, 2023; and U.S. Census Bureau, Intercensal state population estimates—2010–2020, released November 2024.

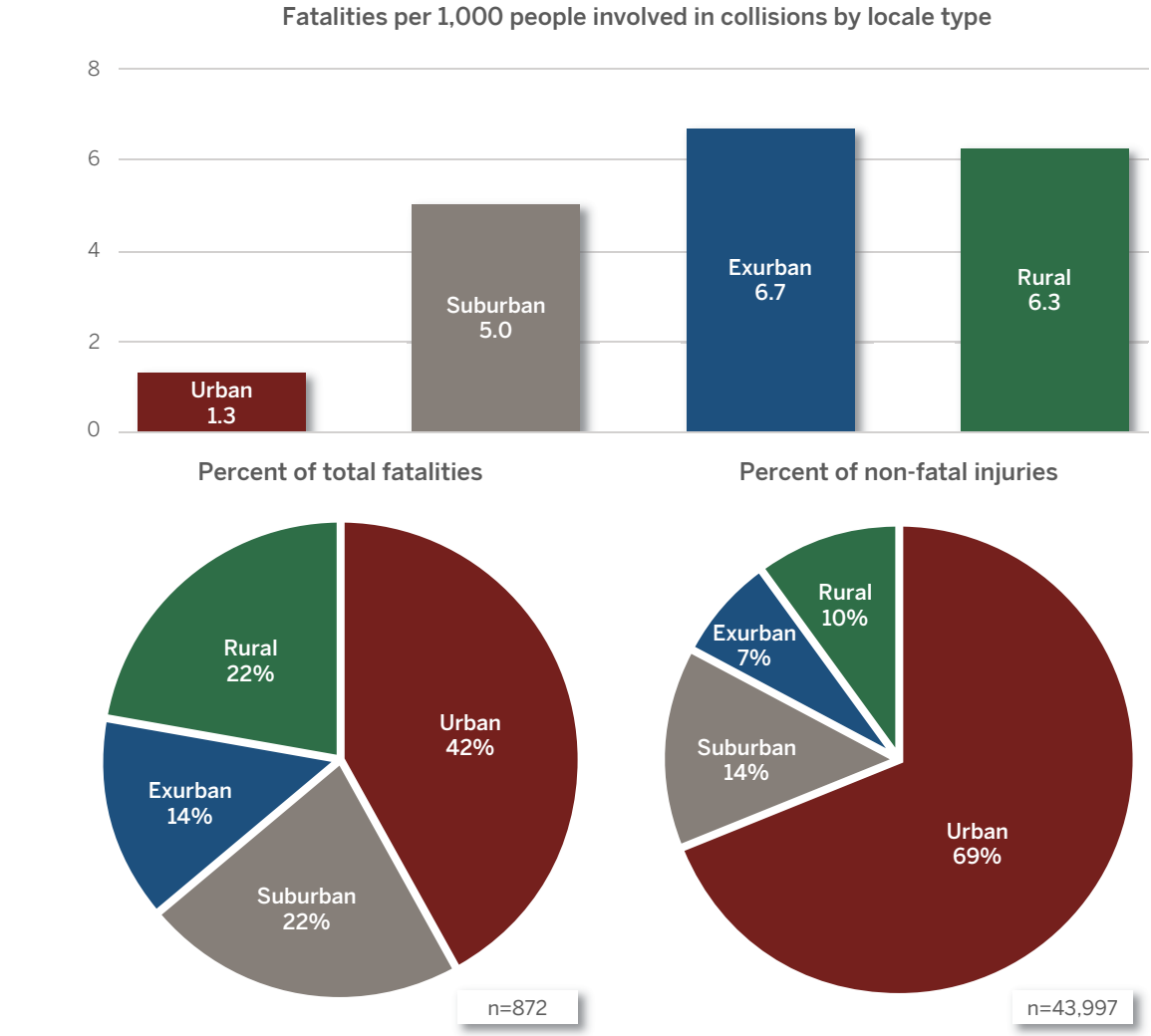
Figure 1.2. Non-fatal injuries in collisions in Indiana, 2015–24



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; U.S. Census Bureau, 2024 state population estimates, released March 13, 2025; U.S. Census Bureau, 2020 state-level census counts, released May 25, 2023; and U.S. Census Bureau, Intercensal state population estimates—2010–2020, released November 2024.

Note: Non-fatal injuries include injuries defined as suspected serious, suspected minor, or possible. See the glossary for updated injury definitions.

Figure 1.3. Fatality rates, fatalities, and non-fatal injuries in collisions in Indiana by locale type, 2024



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

Notes:

1) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 Census generally by density and size. The research team created suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

2) Non-fatal injuries include injuries defined as suspected serious, suspected minor, and possible. See the glossary for updated injury definitions.

3) Excludes fatalities and injuries where the locale type could not be determined.

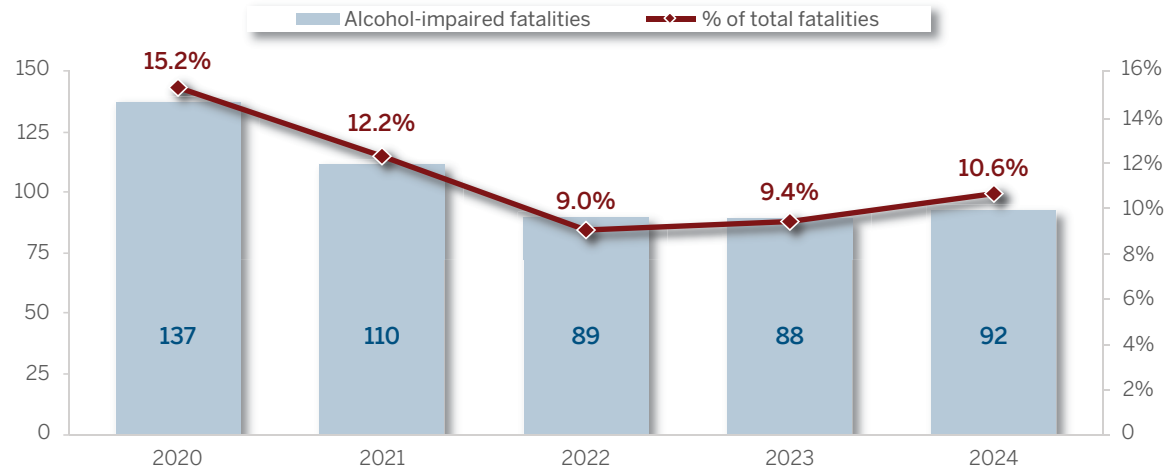
4) Percentages may add to more or less than 100% due to rounding.

GOAL: Reduce impaired driving[5]

In 2024, 92 people died in crashes that involved one or more alcohol-impaired drivers (Figure 1.4). The proportion of Indiana traffic fatalities that involved an impaired driver dropped year-over-year from 15.2% in 2020 to 9.0% in 2022. However, this trend reversed slightly in subsequent years, with increases to 9.4% in 2023 and 10.6% in 2024. According to the most recent publication available utilizing the NHTSA's Fatality Analysis Reporting System, 28% of all Indiana traffic fatalities in 2023 involved an alcohol-impaired driver.[6,7]

Overall, 10% of drivers in fatal collisions and 13% of drivers in suspected serious injury collisions with reported BAC results in 2024 were legally impaired (Table 5.2 in the Impaired Driving chapter). However, the rates of driver alcohol impairment varied by vehicle type. Among motorcycle and passenger vehicle drivers in 2024 fatal crashes who had BAC test results reported in ARIES, motorcycle operators had the highest rate of alcohol impairment (Figure 1.5).

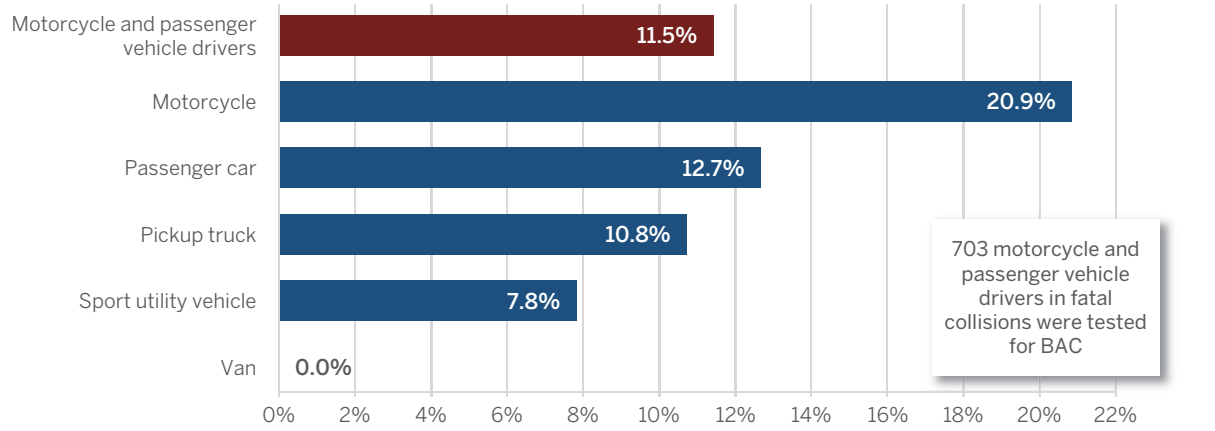
Figure 1.4. Alcohol-impaired traffic fatalities as a percent of total traffic fatalities in collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

[5] See the discussion regarding data limitations in the Impaired Driving chapter.
[6] NHTSA National Center for Statistics and Analysis, 2025.
[7] NHTSA estimates BACs when alcohol tests are unknown.

Figure 1.5. Alcohol-impaired drivers as a percent of drivers in fatal collisions who were tested for BAC by vehicle type, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) The results reported in this table include only drivers for whom the test-given variable indicated alcohol and/or drug testing.

2) Alcohol-impaired drivers are those with a recorded BAC of 0.08 g/dL. Drivers with recorded BAC results higher than 0.59g/dL were not counted as impaired.

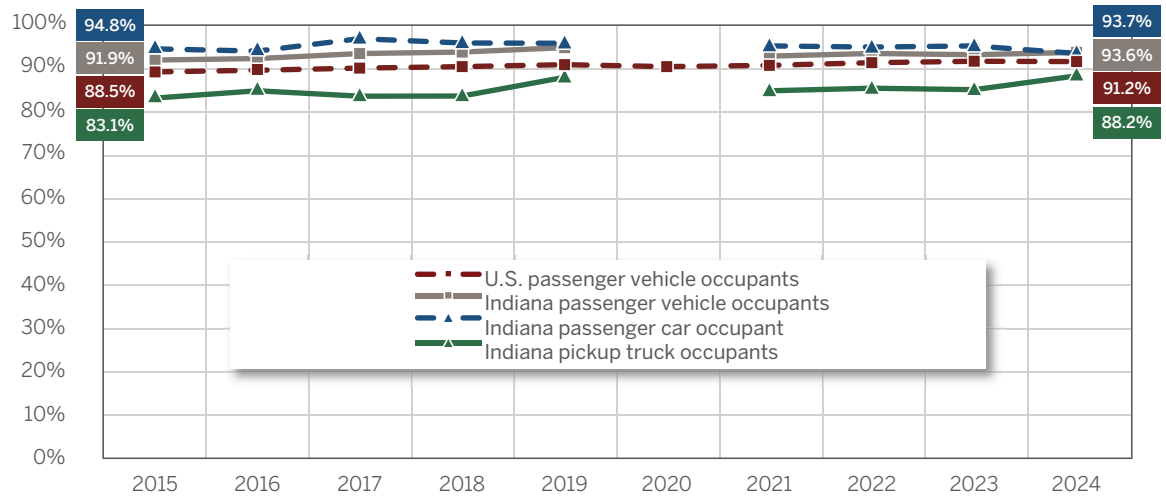
3) Includes only passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans) and motorcycles (motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles). Non-motorists and other vehicle types are excluded.

GOAL: Increase seat belt use

Indiana observational studies of seat belt use—conducted annually by ICJI and the Purdue University Center for Road Safety—show that Indiana's overall seat belt use rates have exceeded national rates for at least 10 years.[8] Between 2015 and 2024, Indiana's observational rate of seat belt use among passenger vehicle occupants remained consistent at 93% on average, a rate that was two percentage points higher than the most recently reported national rate (Figure 1.6). The observed seat belt use rates for pickup truck occupants in Indiana lagged rates for passenger car occupants from 2015–25.

In 2024, restraint use among individuals involved in collisions varied by injury severity and locale type. Overall, passenger vehicle occupants involved in collisions in suburban (94%) and exurban (93%) areas were slightly more likely to be restrained than people in urban (91%) and rural areas (91%) (Figure 1.7). Restraint use was consistently much lower among those killed in collisions for all locale types. Passenger vehicle occupants killed in urban (44%) and rural (47%) areas were restrained less often than occupants killed in suburban (56%) and exurban (58%) areas.

Figure 1.6. Comparison of observed seat belt usage rates in Indiana and the United States by vehicle type, 2015–24



Sources: Indiana—Purdue University Center for Road Safety, 2024; and United States—NHTSA National Center for Statistics and Analysis. 2025.

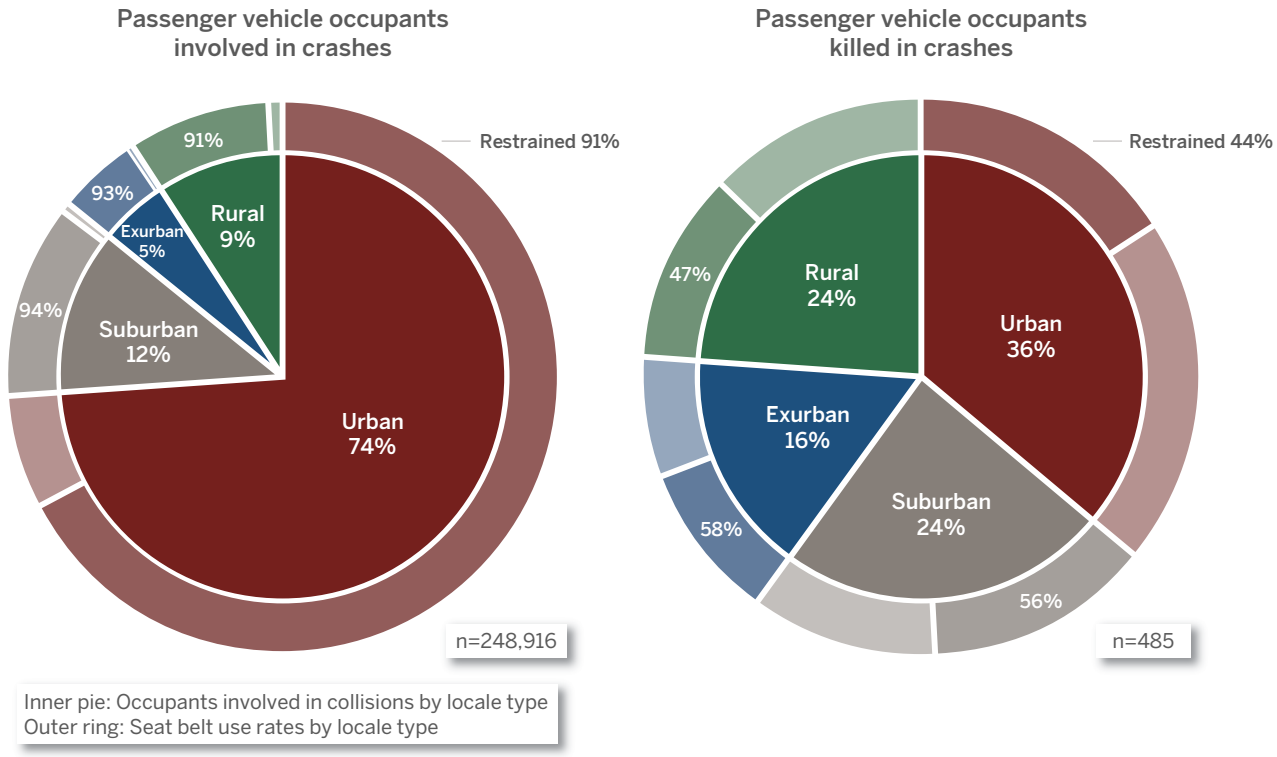
Notes:

1) Car and pickup truck restraint usage rates are specific to Indiana only.

2) The annual observational seat belt survey was not conducted for Indiana in 2020.

[8] An Indiana observational seat belt use survey was not conducted in 2020.

Figure 1.7. Restraint use among passenger vehicle occupants in collisions in Indiana by injury status and locale type, 2024



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

Notes:

1) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 Census generally by density and size. The research team created suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

2) Occupant restraints include seat belts as well as child restraints.

3) Passenger vehicles include vehicles reported as passenger cars, pickup trucks, sport utility vehicles, or vans.

4) Excludes cases for which the locale type could not be determined.

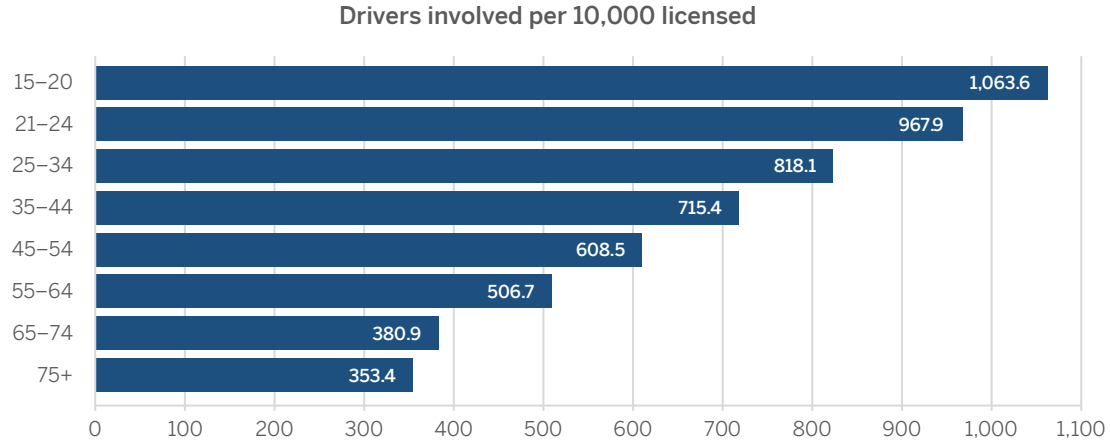
5) Only individuals for whom the restraint status was known are included in the calculation.

GOAL: Reduce young driver involvement in fatal crashes

In 2024, as in previous years, drivers aged 15 to 20 had higher collision involvement rates than any other age group (Figure 1.8). The rate for young drivers was more than three times higher than that of drivers aged 75 and older—the age group with the lowest rate. Research shows this dramatic difference, in part, reflects a lack of experience and the increased novelty-seeking and risk-taking behaviors typical at this stage of adolescent development.[9]

The number of young drivers involved in collisions increased slightly from 38,644 in 2023 to 38,661 in 2024 (Table 7.4 in the Children and Young Drivers chapter). Despite this increase, the number of young drivers killed in collisions decreased from a five-year high of 65 in 2023 to 51 in 2024 (Figure 1.9). The fatality rate per 100,000 young, licensed drivers also decreased from a five-year high in 2023 at 18.3 to 14.0 in 2024.

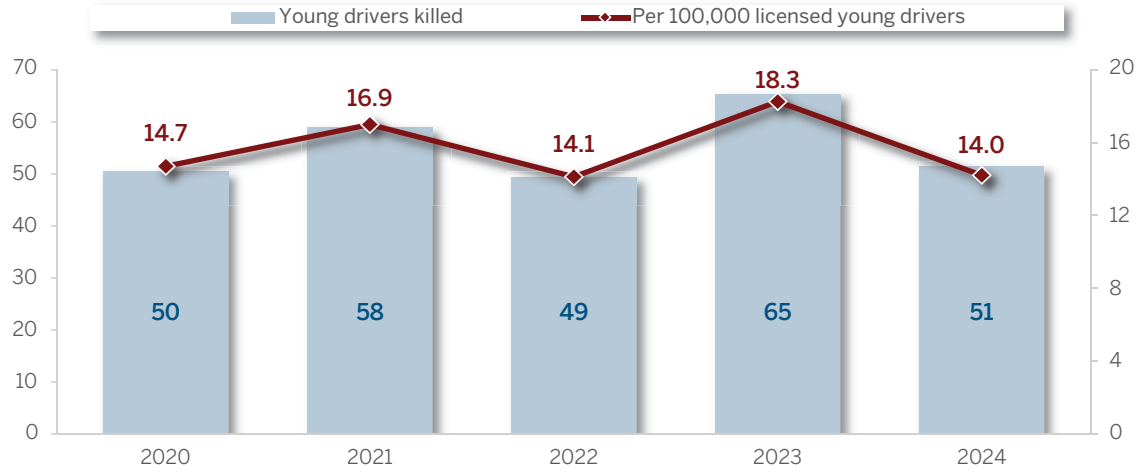
Figure 1.8. Drivers in collisions per 10,000 licensed drivers in Indiana by age group, 2024



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and Indiana Bureau of Motor Vehicles, downloaded March 24, 2025.

Note: Excludes drivers younger than 15 and older than 109 years and cases of unknown or invalid age.

Figure 1.9. Young drivers killed in collisions in Indiana, 2020–24



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and Indiana Bureau of Motor Vehicles, downloaded March 24, 2025.

Notes:

1) Young drivers include drivers aged 15–20.

2) Non-motorist vehicle types—pedestrians, pedalcyclists, and animal-drawn vehicles—are excluded.

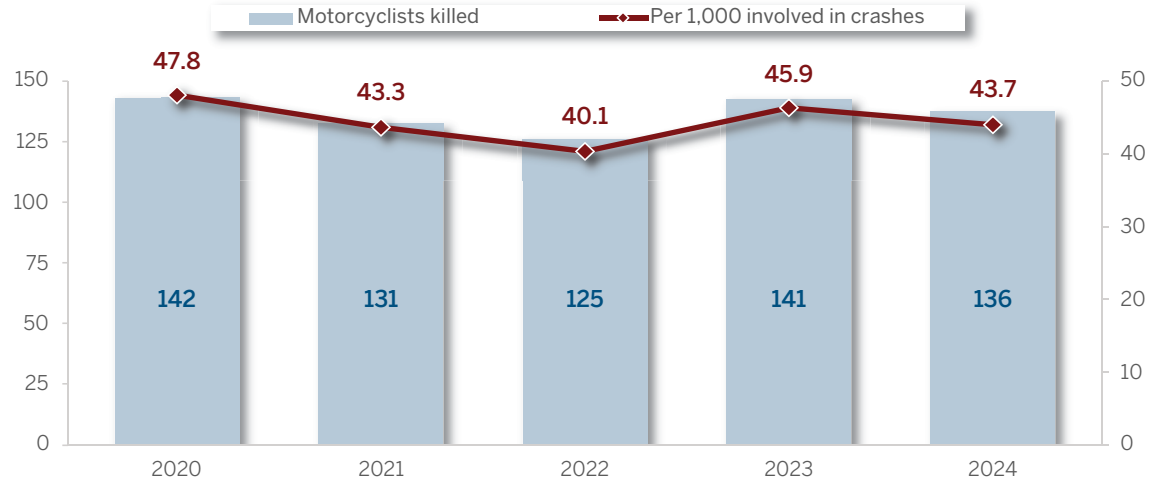
[9] Kirley, B.B., Robison, K.L., Goodwin, A.H., Harmon, K.J. O'Brien, N.P., West, A., Harrell, S.S., Thomas, L., & Brookshire, K., 2023.

GOAL: Reduce motorcyclist fatalities and unhelmeted fatalities in collisions

There were 136 motorcyclist fatalities in Indiana in 2024, a decrease from 141 in 2023 (Figure 1.10). The fatality rate per 1,000 motorcyclists involved in collisions also decreased, falling from 45.9 in 2023 to 43.7 in 2024. Both rates were below the five-year high observed in 2020, when the fatality rate reached 47.8.

Indiana law requires helmets only for operators and passengers younger than 18 and operators with a motorcycle learner's permit. In 2024, 37% of motorcyclists in collisions were wearing helmets. A smaller proportion of motorcyclists killed in crashes (31%) were wearing helmets (Figure 1.11).

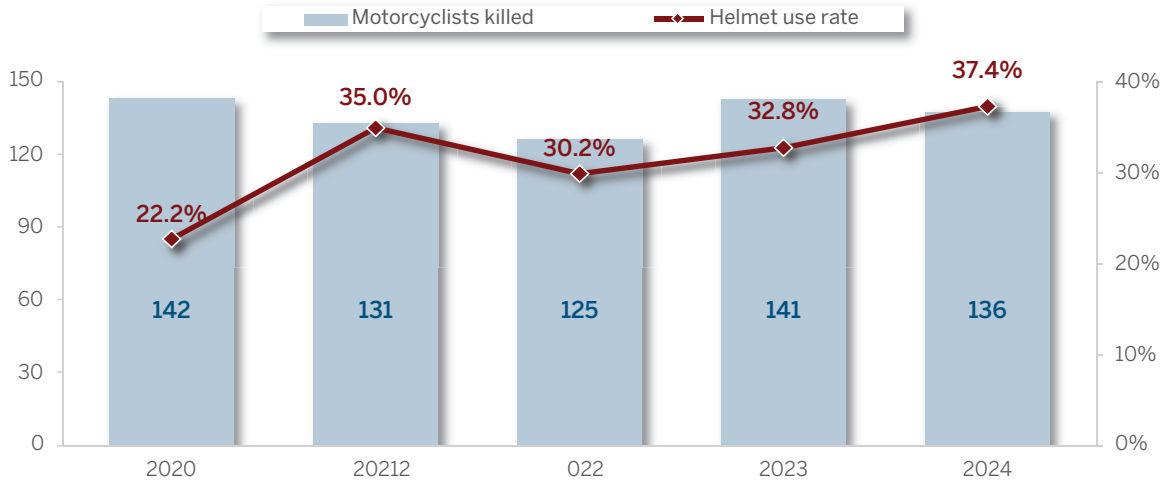
Figure 1.10. Motorcyclists killed in collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Motorcyclists include operators and passengers on motorcycles—Class A and Class B motor-driven cycles, mopeds, and motorized bicycles.

Figure 1.11. Helmet use by motorcyclists killed in collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

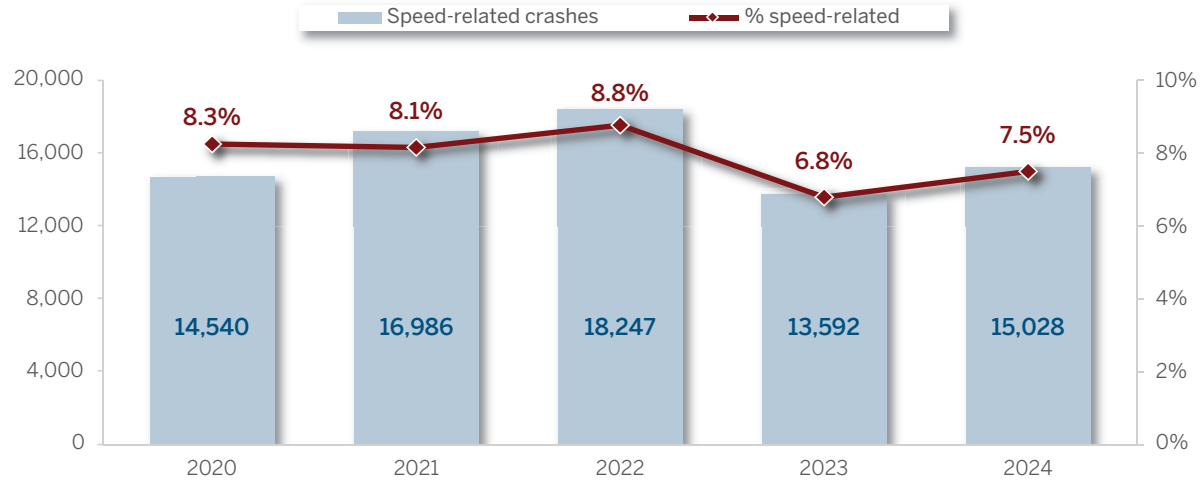
1) Motorcyclists include operators and passengers on motorcycles—Class A and Class B motor-driven cycles, mopeds, and motorized bicycles.

2) Only helmet, no helmet, and none entries for safety equipment use were used to calculate helmet use.

GOAL: Reduce drivers speeding in crashes

Speed-related collisions in Indiana increased from 13,592 in 2023 to 15,028 in 2024 (Figure 1.12). Fatal speed-related collisions decreased from 231 in 2023 to 198 in 2024. In 2024, 8% of collisions were speed-related compared to 24% of fatal collisions (Figures 1.12 and 1.13). The percentage of all collisions that were speed-related increased from 2023 to 2024, but the percentage of fatal collisions that were speed-related decreased over this same period.

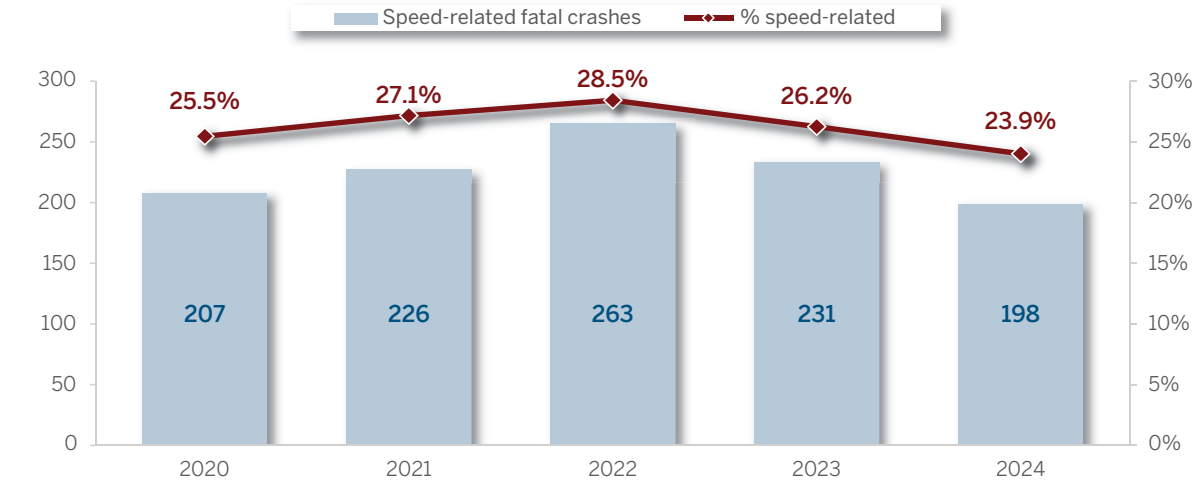
Figure 1.12. Speed-related collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: A collision is identified as speed-related if the crash report lists unsafe speed or speed too fast for weather conditions as either the primary or contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

Figure 1.13. Fatal speed-related collisions in Indiana, 2020–24



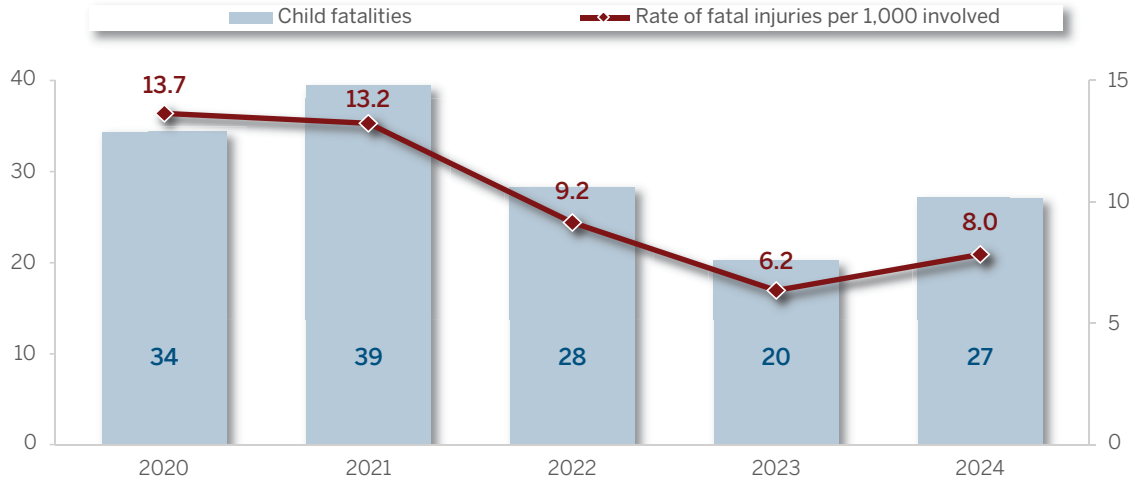
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: A collision is identified as speed-related if the crash report lists unsafe speed or speed too fast for weather conditions as either the primary or contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

GOAL: Reduce fatalities and serious injuries among children in collisions

Children killed in crashes increased from 20 in 2023 to 27 in 2024 (Figure 1.14). The rate of fatal injuries per 1,000 children involved in collisions increased between 2023 and 2024, from 6.2 to 8.0, after declining since 2020.

Figure 1.14. Child fatalities and fatal injury rates per 1,000 children involved in collisions in Indiana, 2020–24



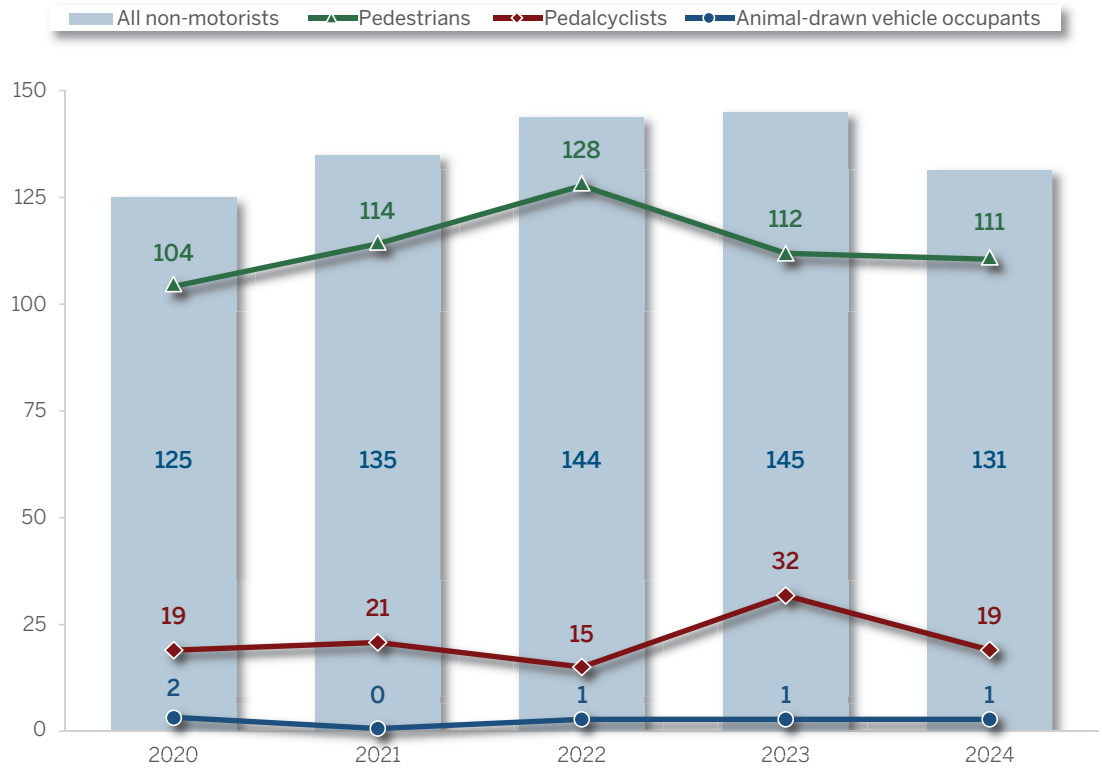
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Includes all individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-operated vehicle occupants, as well as drivers aged 6–14. See glossary for a full explanation.

GOAL: Reduce fatalities among non-motorists in collisions

In 2024, 131 non-motorists—pedestrians, pedalcyclists, and animal-drawn vehicle occupants—were killed in collisions. Fewer non-motorists were killed in 2024 than in 2021–23. Among non-motorists, pedestrians account for the most fatalities. From 2020–24, the number of pedestrian fatalities peaked in 2022 at 128 and declined in 2023 and 2024. Over the same period, the number of pedalcyclist deaths in collisions peaked in 2023 at 32 and declined in 2024. A single animal-drawn vehicle occupant was killed in collisions in each of the last three years.

Figure 1.15. Non-motorists killed in collisions in Indiana by person type, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of May 16, 2025.

Note: See glossary for updated definitions for non-motorists—pedalcyclists, pedestrians, and animal-drawn vehicle occupants.

INDIANA TRAFFIC SAFETY FACTS

COLLISIONS

COLLISIONS, 2024

In 2024, 200,035 traffic crashes occurred in Indiana, a slight decrease from 200,099 in 2023 (Table 2.1). Fatal collisions decreased 6%, from 881 in 2023 to 827 in 2024 (Table 2.1 and Figure 2.1). The five-year high for fatal collisions 2020–24 was 924 in 2022. Suspected serious injury collisions decreased 1%, from 4,131 in 2023 to 4,095 in 2024. Suspected minor injury collisions decreased by 4%, possible injury collisions increased by 4%, and property-damage-only collisions decreased slightly. From 2020 to 2024, the annual rates of change increased for each of the injury categories.

The rate of fatal collisions per 1,000 collisions decreased slightly from 4.4 in 2023 to 4.1 but remained below the five-year high of 4.6 in 2020 (Figure 2.1). The lowest number of fatal collisions during the past five years occurred in 2020, while the lowest rate of fatal collisions per 1,000 collisions was in 2021.

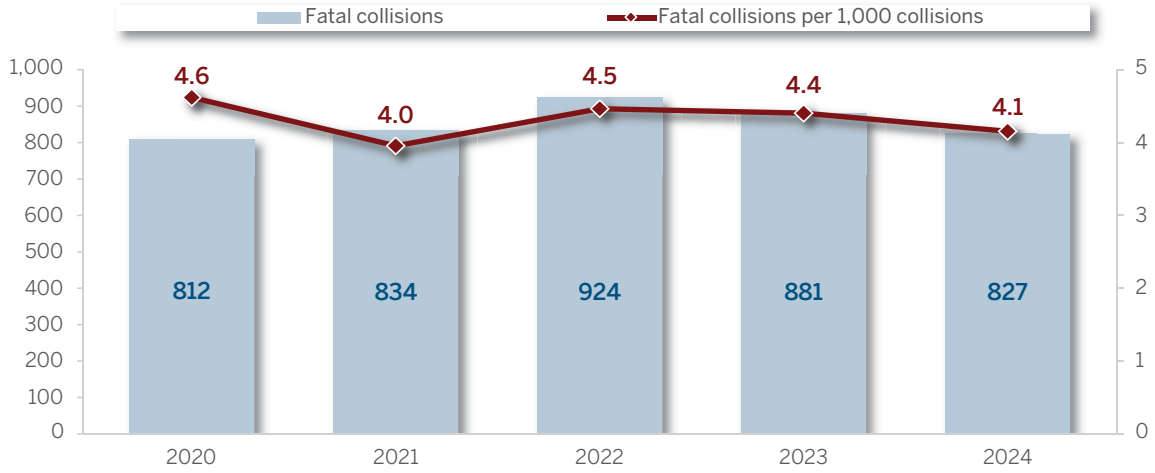
Table 2.1. Collisions in Indiana by severity, 2020–24

	2020	2021	2022	2023	2024	Annual rate of change	
						2023–24	2020–24
All collisions	175,956	208,833	207,450	200,099	200,035	0.0%	3.3%
Fatal	812	834	924	881	827	-6.1%	0.5%
Suspected serious injury	3,369	3,868	3,964	4,131	4,095	-0.9%	5.0%
Suspected minor injury	6,933	7,958	7,830	8,095	7,781	-3.9%	2.9%
Possible injury	16,323	18,603	19,463	19,763	20,612	4.3%	6.0%
Property-damage-only	148,519	177,570	175,269	167,229	166,720	-0.3%	2.9%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: See the glossary for updated injury definitions.

Figure 2.1. Fatal collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025

Injuries in collisions

In 2024, less than 1% of collisions were fatal, and 2% were suspected serious injury (Table 2.2). Among individuals in collisions—including drivers, injured occupants, pedalcyclists, pedestrians, and animal-drawn vehicle occupants—less than 1% were killed and 1% suffered suspected serious injuries that same year. Among types of individuals, drivers had the lowest proportions of fatalities and suspected serious injuries at less than 1% fatalities and 1% suspected serious injuries. Higher proportions of pedalcyclists (2%) and pedestrians (7%) were killed than drivers and vehicle passengers (1%). Substantially higher proportions of pedestrians (20%), pedalcyclists (13%), vehicle passengers (8%), and animal-drawn vehicle occupants (6%) sustained suspected serious injuries than drivers (1%).

Table 2.2. Injuries in Indiana collisions by person type and injury severity, 2024

	Fatal	Suspected serious injury	Suspected minor injury	Possible injury	Property-damage-only/no injury	Total	% fatal	% suspected serious injury
Collisions	**827**	**4,095**	**7,781**	**20,612**	**166,720**	**200,035**	**0.4%**	**2.0%**
Injuries	**872**	**4,730**	**9,191**	**30,112**	**324,552**	**369,457**	**0.2%**	**1.3%**
Driver	606	3,388	6,550	21,259	323,568	355,371	0.2%	1.0%
Injured occupants	135	910	1,897	7,866	714	11,522	1.2%	7.9%
Pedalcyclist	19	104	307	305	85	820	2.3%	12.7%
Pedestrian	111	320	418	658	106	1,613	6.9%	19.8%
Animal-drawn vehicle occupant	1	8	19	24	79	131	0.8%	6.1%

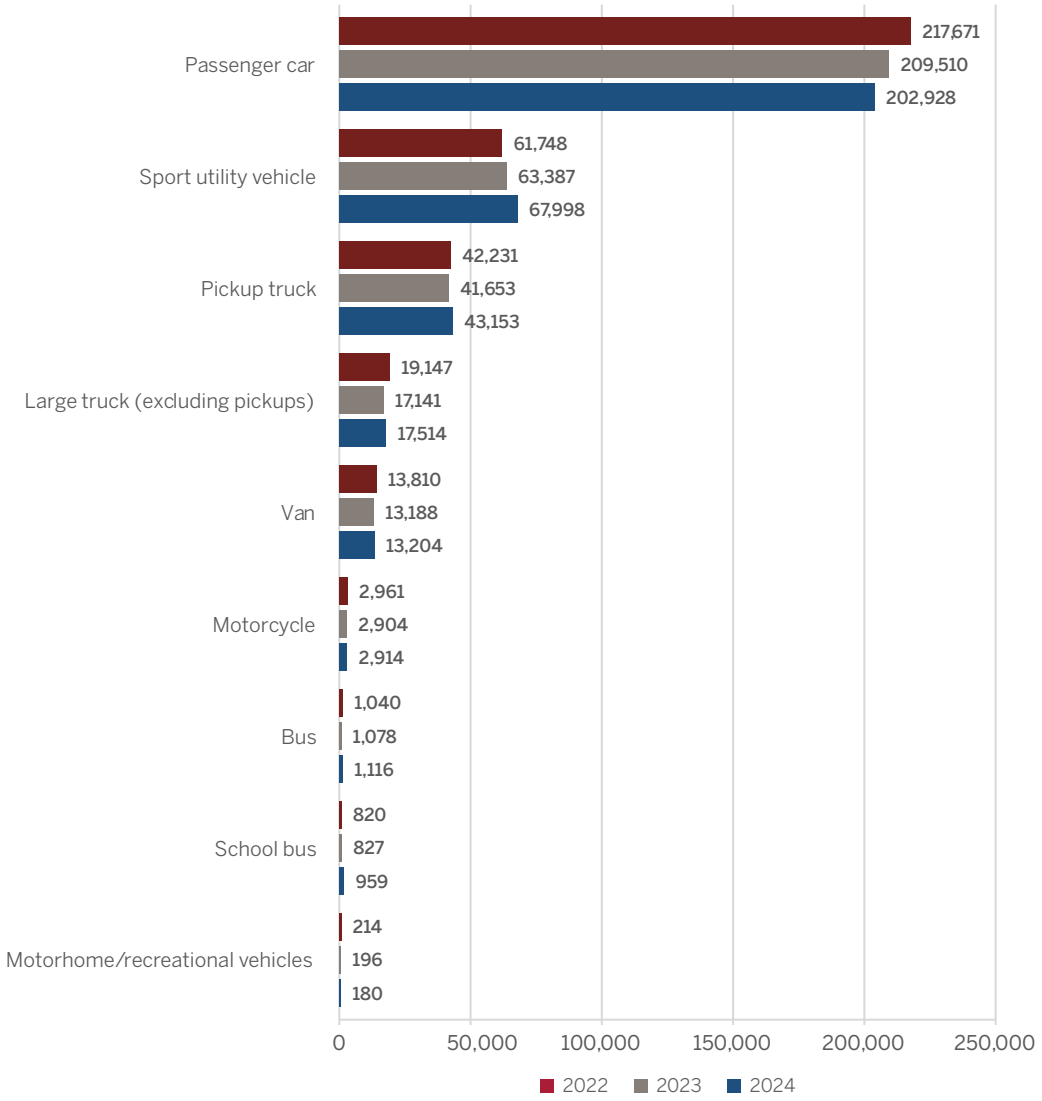
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: See the glossary for updated injury definitions.

Vehicles in collisions

In 2024, 94% of vehicles in collisions were passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans (Figure 2.2). Large trucks, excluding pickup trucks, accounted for 5% of all vehicles in collisions. Motorcycles, buses, school buses, and recreational vehicles each represented less than 1% of the total. The distribution of vehicle types in collisions was similar in 2022 and 2023.

Figure 2.2. Vehicles involved in collisions in Indiana by vehicle type, 2022–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcycles include vehicles classified as motorcycles, motor-driven cycles–Class A and Class B, mopeds, and motorized bikes.

2) For this analysis, buses are large motor vehicles with drivers that seat nine or more persons, excluding school buses, which are considered separately.

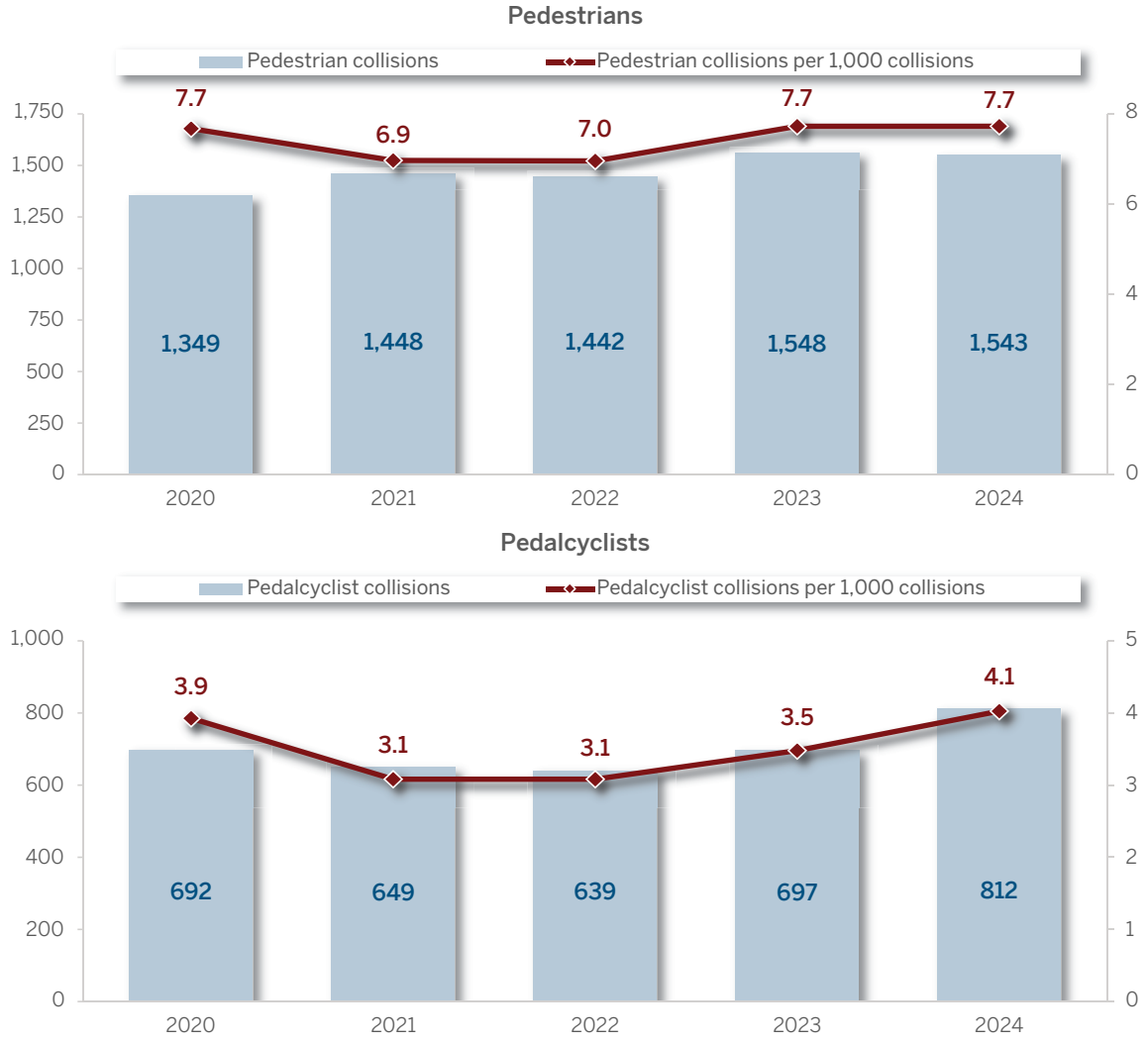
3) Large trucks are trucks with a gross vehicle weight rating over 10,000 pounds, including single-unit trucks and truck tractors. Large pickup trucks are excluded from this category to eliminate double-counting.

4) Excludes animal-drawn vehicles, farm vehicles, combination vehicles, off-road vehicles (including golf carts and snowmobiles), bicycles, pedestrians, unknown, and missing vehicle types.

Non-motorist involvement in collisions

Crashes involving pedestrians decreased slightly from 1,543 in 2024, from a five-year high of 1,548 in 2023 (Figure 2.3). In 2024, the rate of pedestrian collisions per 1,000 collisions reached 7.7, a five-year high that matched rates observed in 2020 and 2023. From 2020 to 2024, the fewest pedestrian crashes occurred in 2020 at 1,349, while the lowest rate of pedestrian collisions was in 2021 at 6.9 per 1,000 collisions. In 2024, pedalcyclist collisions increased from 697 in 2023 to 812 in 2024. Both the number and rate of pedalcyclist collisions per 1,000 collisions reached five-year highs in 2024.

Figure 2.3. Pedestrian and pedalcyclist collisions, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Month, day, and time

In 2024, the most collisions occurred in the late fall and winter months—October, November, and December (Table 2.3). However, fatal collisions occurred most frequently in May, June, and August. There were notable month-to-month differences between 2023 and 2024. During this period, collisions decreased substantially in March and August, while collisions increased substantially in January, February, and December. Fatal collisions decreased in all months except for May and August.

As in 2022 and 2023, collisions in 2024 were most common on Thursdays and Fridays. By day and hour, collisions peaked on weekdays, from 3–5:59 p.m., with the highest numbers occurring on Tuesdays, Thursdays, and Fridays during this time (Table 2.4). Fatal collisions were most common on Thursdays and Saturdays. However, when broken down by day and hour, the highest numbers of fatal collisions occurred Wednesday through Friday, from 3–5:59 p.m., and on Thursdays and Saturdays, 6–8:59 p.m. Fatal collisions represented the highest proportion of all collisions on Sundays. The highest proportions of fatal collisions by day and hour occurred on Thursdays through Sundays from midnight to 2:59 a.m., and Saturdays from 3 to 5:59 a.m.

In 2024, the highest number of daily crashes occurred on February 16 (1,867), December 2 (1,242), and January 19 (1,092). There was a snow event on each of these days (Table 2.5). The highest number of fatalities occurred on Memorial Day (May 27), with 11 deaths, followed by June 13, with 9 fatalities. On Memorial Day, two separate collisions in southern Indiana counties each resulted in multiple fatalities (Table 2.6). On June 13, there were nine single-fatality collisions.

For each month in 2024, daytime collisions consistently outnumbered nighttime collisions, averaging 11,400 crashes per month compared to 5,270 at night (Figure 2.4). Daytime fatal collisions also exceeded nighttime collisions in every month except July. The monthly average for fatal crashes also was higher during the day (39) than at night (30) (Figure 2.5). Fatal daytime collisions peaked in June. Nighttime fatal collisions were the highest in June and July. Daytime fatal collisions occurred least often in December, and the fewest nighttime fatalities occurred in January. In December, fatal collisions during daytime and nighttime hours occurred at nearly equal rates.

Table 2.3. Collisions in Indiana by month, 2023–24

Month	Total collisions			Fatal collisions			% change (2023–24)	
	2023	2024	Change	2023	2024	Change	Total	Fatal
Jan	16,146	16,940	794	59	49	-10	4.9%	-16.9%
Feb	13,838	15,351	1,513	57	54	-3	10.9%	-5.3%
Mar	16,062	14,300	-1,762	60	56	-4	-11.0%	-6.7%
Apr	15,518	15,808	290	72	70	-2	1.9%	-2.8%
May	17,468	17,366	-102	80	88	8	-0.6%	10.0%
Jun	16,523	15,922	-601	78	95	17	-3.6%	21.8%
Jul	15,782	15,763	-19	94	77	-17	-0.1%	-18.1%
Aug	18,000	16,884	-1,116	81	82	1	-6.2%	1.2%
Sep	16,540	16,713	173	85	63	-22	1.0%	-25.9%
Oct	18,924	18,914	-10	89	77	-12	-0.1%	-13.5%
Nov	18,770	18,743	-27	74	68	-6	-0.1%	-8.1%
Dec	16,528	17,331	803	52	48	-4	4.9%	-7.7%
Total	**207,330**	**198,247**	**-9,083**	**914**	**871**	**-43**	**-4.4%**	**-4.7%**

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded April 12, 2024.

Note: Color scale is applied across 2023 and 2024 for total and fatal collisions.

Table 2.4. Collisions in Indiana by day of the week and time of day, 2024

Day of week	Total collisions								All hours
	Midnight–2:59 a.m.	3–5:59 a.m.	6–8:59 a.m.	9–11:59 a.m.	Noon–2:59 p.m.	3–5:59 p.m.	6–8:59 p.m.	9–11:59 p.m.	
Total collisions	**9,392**	**10,737**	**27,504**	**27,012**	**34,966**	**47,313**	**28,257**	**14,854**	**198,247**
Sunday	1,997	1,471	1,376	2,628	3,888	3,783	3,317	1,761	21,316
Monday	1,107	1,442	4,527	3,863	4,991	7,351	3,783	1,768	27,972
Tuesday	1,008	1,683	5,075	4,207	5,199	7,658	3,908	1,807	29,267
Wednesday	963	1,564	4,793	3,779	5,033	7,425	4,055	1,865	29,900
Thursday	1,124	1,530	4,980	4,050	5,203	7,648	4,096	1,967	30,959
Friday	1,234	1,586	4,731	4,426	6,047	8,849	5,072	2,884	33,377
Saturday	1,959	1,461	2,022	4,059	4,605	4,599	4,026	2,802	25,456
Fatal collisions	**81**	**80**	**98**	**105**	**113**	**147**	**117**	**86**	**827**
Sunday	20	12	8	15	15	17	18	3	108
Monday	7	11	23	13	19	18	13	19	123
Tuesday	3	8	8	11	14	14	16	8	82
Wednesday	7	13	15	15	13	28	4	11	106
Thursday	14	12	20	16	18	27	25	12	144
Friday	12	9	14	15	15	23	17	18	123
Saturday	18	15	10	20	19	20	24	15	141
% fatal	**0.9%**	**0.7%**	**0.4%**	**0.4%**	**0.3%**	**0.3%**	**0.4%**	**0.6%**	**0.4%**
Sunday	1.00%	0.82%	0.58%	0.57%	0.39%	0.45%	0.54%	0.17%	0.51%
Monday	0.63%	0.76%	0.51%	0.34%	0.38%	0.24%	0.34%	1.07%	0.44%
Tuesday	0.30%	0.48%	0.16%	0.26%	0.27%	0.18%	0.41%	0.44%	0.28%
Wednesday	0.73%	0.83%	0.31%	0.40%	0.26%	0.38%	0.10%	0.59%	0.35%
Thursday	1.25%	0.78%	0.40%	0.40%	0.35%	0.35%	0.61%	0.61%	0.47%
Friday	0.97%	0.57%	0.30%	0.34%	0.25%	0.26%	0.34%	0.62%	0.37%
Saturday	0.92%	1.03%	0.49%	0.49%	0.41%	0.43%	0.60%	0.54%	0.55%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Data limited to collisions for which the day and time were reported.

2) Color scale is applied separately to total collisions, fatal collisions, and percent fatal across days and times.

Table 2.5. Collisions in Indiana by month and day, 2024

Day of month	Month												All months
	January	February	March	April	May	June	July	August	September	October	November	December	
1	306	636	536	476	623	541	522	620	356	582	795	418	6,411
2	416	555	458	554	603	361	541	679	364	614	576	1,242	6,963
3	479	473	379	583	646	556	609	468	598	647	435	632	6,505
4	448	344	495	595	580	512	406	382	616	750	698	552	6,378
5	497	500	483	532	386	608	495	562	587	459	721	673	6,503
6	510	429	434	457	503	624	373	578	611	405	629	743	6,296
7	328	496	431	358	595	629	359	554	489	645	690	540	6,114
8	488	441	660	516	590	451	478	573	390	615	771	392	6,365
9	756	482	392	578	581	429	646	574	588	662	535	607	6,830
10	468	391	318	670	638	532	551	493	569	642	480	625	6,377
11	543	330	505	680	519	591	579	380	593	613	618	651	6,602
12	914	477	502	630	420	616	593	544	584	519	690	709	7,198
13	571	464	542	498	532	603	484	580	706	390	789	729	6,888
14	413	562	548	375	657	699	374	555	515	508	782	538	6,526
15	470	496	538	580	606	498	575	581	371	626	682	372	6,395
16	917	1,867	442	531	573	411	560	681	596	607	587	640	8,412
17	646	767	337	509	662	588	512	466	558	691	439	642	6,817
18	638	393	487	619	526	559	564	389	614	718	606	608	6,721
19	1,092	457	471	598	460	493	599	525	625	546	721	594	7,181
20	649	541	499	428	579	527	393	528	676	441	682	764	6,707
21	445	464	511	337	607	632	345	550	489	657	927	517	6,481
22	649	493	491	532	601	467	510	621	511	628	811	413	6,727
23	541	588	339	545	638	386	462	649	585	629	455	522	6,339
24	530	491	330	502	707	559	575	510	668	690	374	368	6,304
25	569	315	458	597	440	525	550	404	573	735	584	259	5,991
26	515	531	473	578	428	571	557	572	594	609	664	415	6,507
27	432	447	425	446	333	566	457	546	852	517	673	467	6,161
28	322	448	535	384	612	542	398	586	560	578	298	368	5,631
29	405	473	499	524	525	450	538	638	395	669	549	375	6,040
30	515		451	614	551	396	587	658	480	705	482	450	5,889
31	468		331		645		571	438		817		506	3,776
All Days	16,940	15,351	14,300	15,808	17,366	15,922	15,763	16,884	16,713	18,914	18,743	17,331	200,035

Source: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Color scale is applied across all days and months.

Table 2.6. Fatalities in collisions in Indiana by month and day, 2024

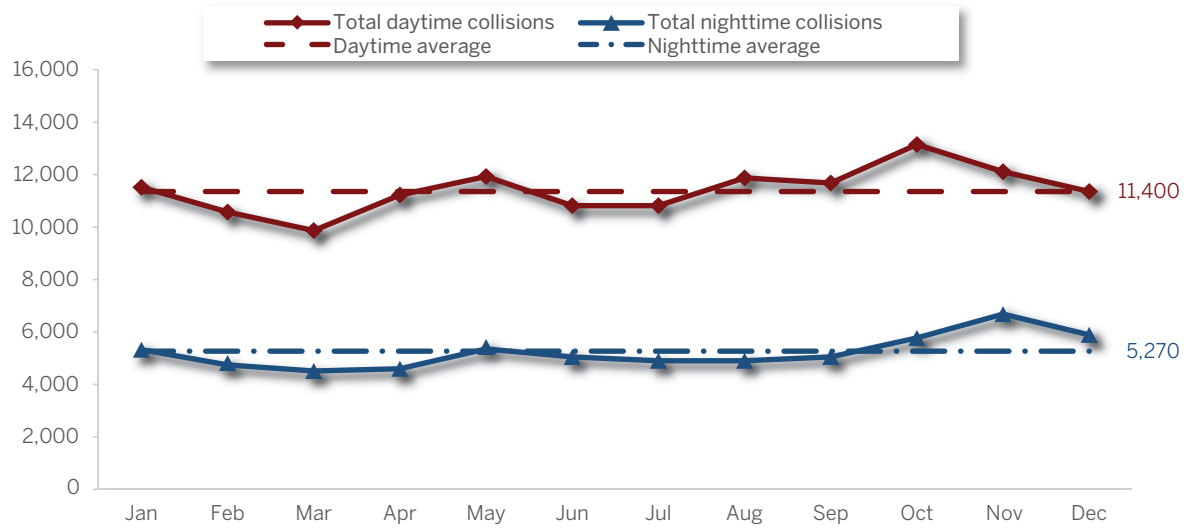
Day of month	Month												All months
	January	February	March	April	May	June	July	August	September	October	November	December	
1	4	3	3	1	4	3	2	2	1	0	1	0	24
2	3	0	2	0	5	0	3	1	1	2	2	1	20
3	3	1	1	2	6	4	5	5	0	3	3	0	33
4	1	1	1	3	5	1	6	1	2	6	4	3	34
5	1	4	2	3	3	1	2	2	5	5	1	1	30
6	0	2	0	2	2	4	5	1	0	2	3	3	24
7	1	3	1	2	0	3	1	3	3	5	3	1	26
8	2	3	2	4	0	3	1	3	3	2	2	3	28
9	0	3	2	1	0	3	3	2	5	3	6	2	30
10	0	0	1	1	3	2	2	1	3	2	3	1	19
11	1	2	1	1	6	3	2	4	2	5	2	1	30
12	1	3	1	0	1	4	3	5	2	2	1	3	26
13	1	2	4	2	3	9	2	8	0	2	5	2	40
14	1	1	1	4	5	6	1	3	7	2	1	3	35
15	1	3	0	4	4	3	0	1	2	0	2	4	24
16	0	4	4	3	2	1	1	7	1	0	3	0	26
17	3	0	3	1	4	5	2	2	0	4	3	0	27
18	4	2	2	6	2	1	6	2	1	3	3	2	34
19	2	2	1	4	5	3	6	2	1	3	1	4	34
20	0	3	3	3	0	5	2	2	3	2	1	4	28
21	1	1	2	1	2	1	1	1	5	3	1	1	20
22	1	1	2	7	3	1	2	1	5	0	2	0	25
23	1	1	5	1	4	4	1	2	5	0	2	2	28
24	1	3	2	2	3	2	2	4	0	3	0	2	24
25	1	2	2	8	3	2	5	1	0	3	2	1	30
26	2	2	4	2	4	5	1	1	1	4	4	3	33
27	6	1	1	2	11	5	4	4	1	5	1	1	42
28	1	2	1	1	3	3	5	3	0	2	5	3	29
29	3	1	0	1	0	5	3	5	3	4	1	0	25
30	2		3	2	0	7	1	3	3	4	1	0	26
31	2		2		4		4	4		2		0	18
All Days	50	56	59	74	97	99	84	86	65	79	72	51	872

Low < > High

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Color scale is applied across all days and months.

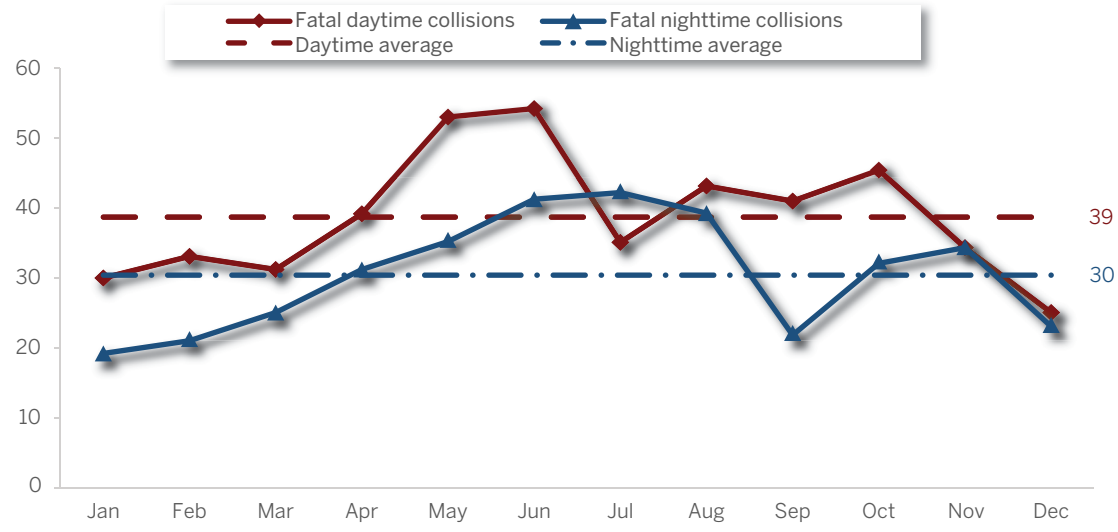
Figure 2.4. Collisions in Indiana by month and day/night, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025

Note: Day is defined as 6 a.m.–5:59 p.m. Night is defined as 6 p.m.–5:59 a.m.

Figure 2.5. Fatal collisions in Indiana by month and day/night, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Day is defined as 6 a.m.–5:59 p.m. Night is defined as 6 p.m.–5:59 a.m.

Collision type

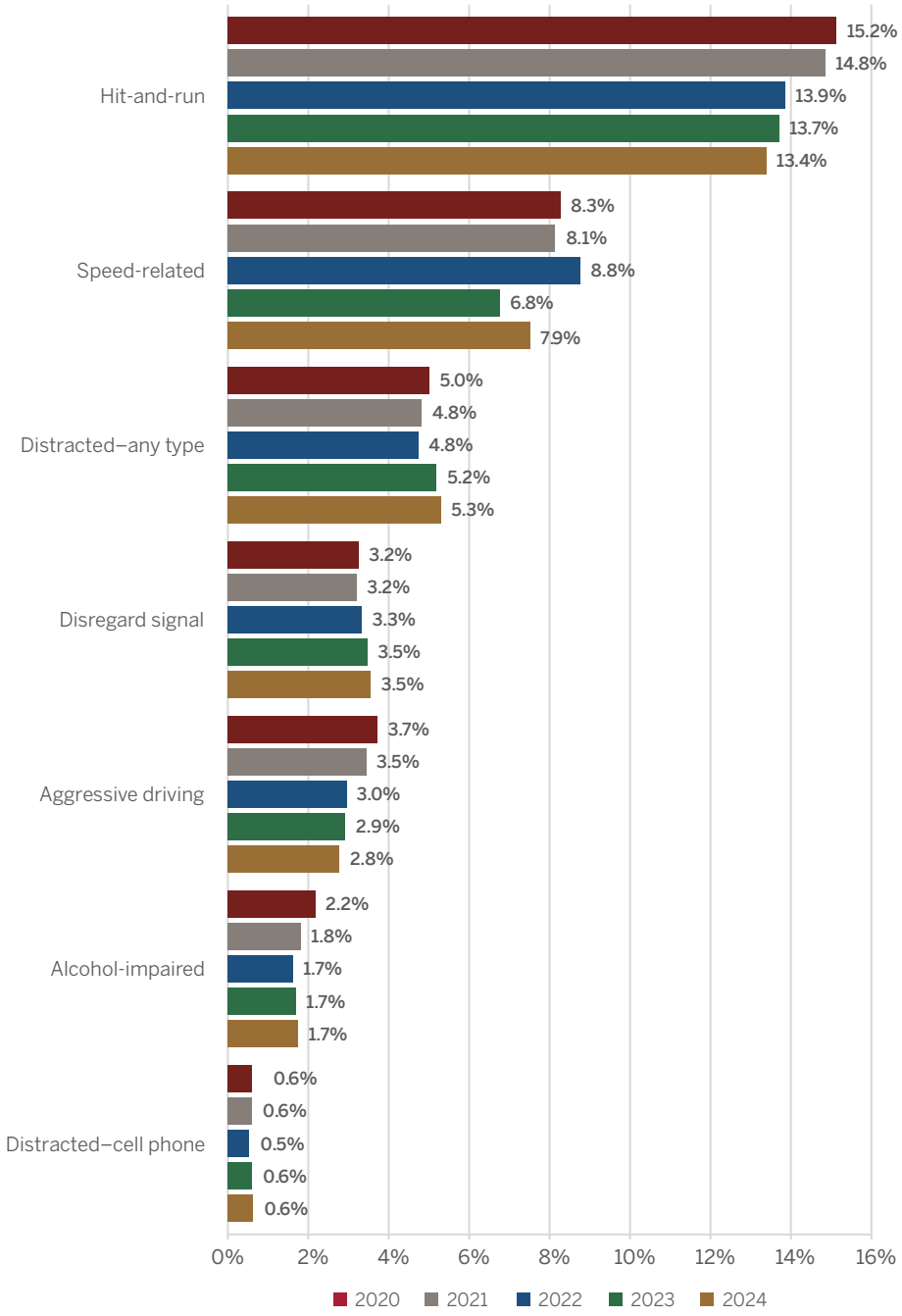
From 2020 to 2024, hit-and-run collisions were the most prevalent collision type, accounting for 13% of all crashes in 2024 (Figure 2.6). Speed-related collisions were the second most common type during the same five-year period, comprising 8% of crashes in 2024. Distracted driving collisions, collisions involving disregarding a traffic signal, aggressive driving collisions, and alcohol-impaired collisions each made up 5% or fewer of total collisions in 2024.

Hit-and-run collisions and collisions involving the disregard of a traffic signal were most prevalent in May and August through October (Table 2.7). Speed-related collisions were most frequent in the months of January and December. Aggressive driving collisions were most frequent in May and June, while alcohol-impaired collisions were most prevalent in March, September, and October. Distracted-driving collisions were most frequent in May, August, and October, while distracted-driving collisions specifically involving the use of a cell phone were most common in October.

Speed-related collisions, aggressive driving collisions, and distracted driving collisions (generally and for cell phone use) were each most prevalent on Fridays (Table 2.8). Hit-and-run collisions were most frequent on Fridays and Saturdays. Alcohol-impaired collisions were most frequent on Saturday and Sunday, and collisions involving the disregard of traffic signals were most common on Thursdays and Fridays.

By time of day, all types of collisions were most prevalent from noon to 5:59 p.m. except alcohol-impaired collisions that occurred most frequently from 6 to 11:59 p.m. (Table 2.9). By day of the week and time of day, alcohol-impaired collisions were most common on Saturdays and Sundays from midnight to 5:59 a.m. Speedrelated, hit-and-run, and distracted driving (generally and involving the use of a cell phone) occurred most often on Fridays between noon and 5:59 p.m. Collisions involving the disregard of a traffic signal occurred most frequently on Thursdays and Fridays, from noon to 5:59 p.m. Aggressive-driving collisions were most frequent on Tuesdays, Thursdays, and Fridays from noon to 5:59 p.m., and on Saturdays from 6 to 11:59 p.m.

Figure 2.6. Collisions in Indiana by collision circumstances, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) See the glossary for definitions of alcohol-impaired, aggressive driving, speed-related, disregard signal, hit-and-run, distracted—any type, and distracted—cell phone collisions.

2) Collision types are not mutually exclusive. Percents will not sum to 100% across collision circumstances.

Table 2.7. Collisions in Indiana by month and collision circumstance, 2024

Month	Total	Alcohol impaired		Aggressive driving		Speed-related		Disregard signal		Hit-and-run		Distracted—any type		Distracted—cell phone	
		Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total
Jan	16,940	303	1.8	434	2.6	2,964	17.5	523	3.1	2,215	13.1	659	3.9	63	0.4
Feb	15,351	277	1.8	395	2.6	1,600	10.4	558	3.6	1,994	13.0	740	4.8	86	0.6
Mar	14,300	316	2.2	433	3.0	809	5.7	519	3.6	2,057	14.4	796	5.6	83	0.6
Apr	15,808	272	1.7	463	2.9	979	6.2	588	3.7	2,240	14.2	942	6.0	104	0.7
May	17,366	292	1.7	536	3.1	973	5.6	655	3.8	2,390	13.8	972	5.6	102	0.6
Jun	15,922	247	1.6	507	3.2	807	5.1	555	3.5	2,257	14.2	898	5.6	111	0.7
Jul	15,763	277	1.8	486	3.1	962	6.1	592	3.8	2,197	13.9	892	5.7	110	0.7
Aug	16,884	300	1.8	479	2.8	876	5.2	648	3.8	2,370	14.0	961	5.7	108	0.6
Sep	16,713	309	1.8	469	2.8	1,044	6.2	634	3.8	2,304	13.8	945	5.7	103	0.6
Oct	18,914	312	1.6	490	2.6	863	4.6	635	3.4	2,349	12.4	1,061	5.6	117	0.6
Nov	18,743	291	1.6	431	2.3	1,306	7.0	590	3.1	2,186	11.7	888	4.7	105	0.6
Dec	17,331	296	1.7	417	2.4	1,845	10.6	596	3.4	2,255	13.0	833	4.8	91	0.5
Total	**200,035**	**3,492**	**1.7**	**5,540**	**2.8**	**15,028**	**7.5**	**7,093**	**3.5**	**26,814**	**13.4**	**10,587**	**5.3**	**1,183**	**0.6**

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) See the glossary for definitions of alcohol-impaired, aggressive driving, speed-related, disregard signal, hit-and-run, distracted—any type, and distracted—cell phone collisions.

2) Color scales are applied within collision-type categories.

3) Collision types are not mutually exclusive. The counts of different collision circumstances will not sum to the total number of collisions.

Table 2.8. Collisions in Indiana by day of the week and collision circumstance, 2024

Day	All collisions	Alcohol impaired		Aggressive driving		Speed-related		Disregard signal		Hit-and-run		Distracted—any type		Distracted—cell phone	
		Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total
Sun	20,221	767	3.8	604	3.0	1,885	9.3	817	4.0	3,585	17.7	1,074	5.3	142	0.7
Mon	28,832	353	1.2	856	3.0	2,048	7.1	980	3.4	3,613	12.5	1,592	5.5	177	0.6
Tue	30,545	332	1.1	933	3.1	2,379	7.8	1,076	3.5	3,747	12.3	1,550	5.1	161	0.5
Wed	29,477	354	1.2	909	3.1	1,689	5.7	978	3.3	3,712	12.6	1,606	5.4	151	0.5
Thu	30,598	382	1.2	993	3.2	2,327	7.6	1,112	3.6	3,691	12.1	1,633	5.3	176	0.6
Fri	34,829	541	1.6	1,100	3.2	3,420	9.8	1,159	3.3	4,419	12.7	1,773	5.1	193	0.6
Sat	25,53	763	3.0	769	3.0	2,392	9.4	971	3.8	4,047	15.9	1,359	5.3	183	0.7
Total	**200,035**	**3,492**	**1.7**	**5,540**	**2.8**	**15,028**	**7.5**	**7,093**	**3.5**	**26,814**	**13.4**	**10,587**	**5.3**	**1,183**	**0.6**

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) See the glossary for definitions of alcohol-impaired, aggressive driving, speed-related, disregard signal, hit-and-run, distracted—any type, and distracted—cell phone collisions.

2) Color scales are applied within collision-type categories.

3) Collision types are not mutually exclusive. The counts of different collision circumstances will not sum to the total number of collisions.

Table 2.9. Collisions in Indiana by day, hour, and collision circumstance, 2024

Day	Time	All collisions	Alcohol impaired		Aggressive driving		Speed-related		Disregard signal		Hit-and-run		Distracted—any type		Distracted—cell phone	
			Count	As % of day/time total	Count	As % of day/time total	Count	As % of day/time total	Count	As % of day/time total	Count	As % of day/time total	Count	As % of day/time total	Count	As % of day/time total
Sun	Midnight–5:59 a.m.	3,468	366	10.6	261	7.5	480	13.8	92	2.7	1,049	30.2	161	4.6	33	1.0
	6–11:59 a.m	4,004	64	1.6	103	2.6	367	9.2	195	4.9	563	14.1	212	5.3	25	0.6
	Noon–5:59 p.m.	7,671	104	1.4	203	2.6	527	6.9	342	4.5	1,092	14.2	435	5.7	49	0.6
	6–11:59 p.m.	5,078	233	4.6	192	3.8	376	7.4	188	3.7	881	17.3	266	5.2	35	0.7
Mon	Midnight–5:59 a.m.	2,549	97	3.8	109	4.3	204	8.0	76	3.0	497	19.5	86	3.4	11	0.4
	6–11:59 a.m	8,390	25	0.3	148	1.8	440	5.2	303	3.6	890	10.6	474	5.6	53	0.6
	Noon–5:59 p.m.	12,342	87	0.7	252	2.0	706	5.7	411	3.3	1,364	11.1	745	6.0	68	0.6
	6–11:59 p.m.	5,551	144	2.6	201	3.6	554	10.0	190	3.4	862	15.5	287	5.2	45	0.8
Tue	Midnight–5:59 a.m.	2,691	76	2.8	96	3.6	310	11.5	86	3.2	440	16.4	99	3.7	18	0.7
	6–11:59 a.m	9,282	35	0.4	167	1.8	718	7.7	332	3.6	950	10.2	431	4.6	31	0.3
	Noon–5:59 p.m.	12,857	72	0.6	294	2.3	725	5.6	442	3.4	1,456	11.3	742	5.8	76	0.6
	6–11:59 p.m.	5,715	149	2.6	205	3.6	449	7.9	216	3.8	901	15.8	278	4.9	36	0.6
Wed	Midnight–5:59 a.m.	2,527	68	2.7	103	4.1	201	8.0	81	3.2	418	16.5	103	4.1	12	0.5
	6–11:59 a.m	8,572	29	0.3	168	2.0	335	4.1	279	3.3	940	11.0	459	5.4	30	0.3
	Noon–5:59 p.m.	12,458	90	0.7	231	1.9	527	4.2	403	3.2	1,412	11.3	742	6.0	67	0.5
	6–11:59 p.m.	5,920	167	2.8	225	3.8	447	7.6	215	3.6	942	15.9	302	5.1	42	0.7
Thu	Midnight–5:59 a.m.	2,654	87	3.3	119	4.5	280	10.6	84	3.2	441	16.6	99	3.7	16	0.6
	6–11:59 a.m	9,030	26	0.3	177	2.0	671	7.4	345	3.8	899	10.0	467	5.2	39	0.4
	Noon–5:59 p.m.	12,851	66	0.5	282	2.2	737	5.7	470	3.7	1,404	10.9	760	5.9	71	0.6
	6–11:59 p.m.	6,063	203	3.3	219	3.6	444	7.3	213	3.5	947	15.6	307	5.1	50	0.8
Fri	Midnight–5:59 a.m.	2,820	147	5.2	127	4.5	334	11.8	58	2.1	480	17.0	108	3.8	16	0.6
	6–11:59 a.m	9,157	33	0.4	187	2.0	861	9.4	316	3.5	924	10.1	431	4.7	42	0.5
	Noon–5:59 p.m.	14,896	103	0.7	302	2.0	1,214	8.1	463	3.1	1,682	11.3	870	5.8	87	0.6
	6–11:59 p.m.	7,956	258	3.2	264	3.3	837	10.5	322	4.0	1,333	16.8	364	4.6	48	0.6
Sat	Midnight–5:59 a.m.	3,420	303	8.9	232	6.8	492	14.4	98	2.9	856	25.0	164	4.8	30	0.9
	6–11:59 a.m	6,081	74	1.2	159	2.6	635	10.4	259	4.3	744	12.2	299	4.9	35	0.6
	Noon–5:59 p.m.	9,204	108	1.2	231	2.5	555	6.0	371	4.0	1,193	13.0	546	5.9	59	0.6
	6–11:59 p.m.	6,828	278	4.1	283	4.1	582	8.5	243	3.6	1,254	18.4	350	5.1	59	0.9
Total	Midnight–5:59 a.m.	20,129	1,144	5.7	1,047	5.2	2,301	11.4	575	2.9	4,181	20.8	820	4.1	136	0.7
	6–11:59 a.m	54,516	286	0.5	1,109	2.0	4,047	7.4	2,029	3.7	5,910	10.8	2,773	5.1	255	0.5
	Noon–5:59 p.m.	82,279	630	0.8	1,795	2.2	4,991	6.1	2,902	3.5	9,603	11.7	4,840	5.9	477	0.6
	6–11:59 p.m.	43,111	1,432	3.3	1,589	3.7	3,689	8.6	1,587	3.7	7,120	16.5	2,154	5.0	315	0.7
Total		**200,035**	**3,492**	**1.7**	**5,540**	**2.8**	**15,028**	**7.5**	**7,093**	**3.5**	**26,814**	**13.4**	**10,587**	**5.3**	**1,183**	**0.6**

Low < > High

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) See the glossary for definitions of alcohol-impaired, aggressive driving, speed-related, disregard signal, hit-and-run, distracted—any type, and distracted—cell phone collisions.

2) Total daily counts exclude collisions with an invalid time reported.

3) Color scales are applied within collision-type categories

4) Collision types are not mutually exclusive. The counts of different collision circumstances will not sum to the total number of collisions.

Primary factor

Driver-related factors were identified as the primary factor in 84% of all collisions and 95% of fatal collisions (Table 2.10 and Figure 2.7). Among all driver-related factors, unsafe driver actions were the most prevalent primary factors for both total collisions and fatal collisions. Within this subcategory, failure to yield the right of way and following too closely were again most frequently identified as the primary factors in all collisions. For fatal collisions, failure to yield the right of way, unsafe speed, and failure to maintain lane were identified most often as the primary factors in crashes.

The rate of fatal injury collisions per 1,000 collisions was considerably higher among primary factors attributed to driver actions (4.7 per 1,000) than those attributed primarily to vehicle factors (2.2 per 1,000) or environmental factors (1.0 per 1,000) (Table 2.9 and Figure 2.7). The following driver factors had fatal collision rates per 1,000 collisions that were greater than the average rate for all collisions (4.1 per 1,000):

- Influenced by pedestrian action: 111.1
- Wrong way on a one-way road: 36.3
- Left of center: 34.9
- Driver illness: 21.9
- Unsafe speed: 21.5
- Disregarding signal or sign: 9.2
- Overcorrecting/oversteering: 6.1

Table 2.10. Collisions in Indiana by primary factor and collision severity, 2024

Primary factor	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property-damage only	
Driver: Unsafe actions	**134,564**	**549**	**23,306**	**110,709**	**4.1**
Failure to yield right of way	32,979	123	8,542	24,314	3.7
Following too closely	30,035	30	4,415	25,590	1.0
Unsafe backing	14,521	0	247	14,274	0.0
Unsafe lane movement	12,350	36	1,292	11,022	2.9
Failure to maintain lane	10,307	87	1,805	8,415	8.4
Improper turning	7,992	6	671	7,315	0.8
Disregard signal/regulatory sign	7,498	69	2,789	4,640	9.2
Speed too fast for weather conditions	5,943	14	953	4,976	2.4
Unsafe speed	4,183	90	1,265	2,828	21.5
Improper lane usage	3,686	11	354	3,321	3.0
Improper passing	2,216	4	248	1,964	1.8
Left of center	1,948	68	580	1,300	34.9
Under steering/under-correcting	649	2	68	579	3.1
Wrong way on one-way	248	9	72	167	36.3
Driver failed to dim lights	9	0	5	4	0.0
Driver: Loss of control	**2,637**	**16**	**608**	**2,013**	**6.1**
Overcorrecting/oversteering	2,636	16	608	2,014	6.1
Ran off road	1	0	0	1	0.0
Driver: Distractions	**7,970**	**13**	**1,518**	**6,439**	**1.6**
Unspecified distraction	7,327	12	1,370	5,945	1.6
Cell phone/other electronic device	649	1	148	494	1.5
Driver: Loss of control	**2,533**	**21**	**875**	**1,637**	**8.3**
Driver asleep or fatigued	1,711	3	498	1,210	1.8
Driver illness	822	18	377	427	21.9
Driver: Loss of control	**19,700**	**188**	**3,481**	**16,031**	**9.5**
Other—unspecified	18,989	109	2,943	15,937	5.7
Influenced by pedestrian action	711	79	538	94	111.1
Driver factors (all)	**167,404**	**787**	**29,788**	**136,829**	**4.7**
Environmental factors	**26,602**	**27**	**1,878**	**24,697**	**1.0**
Vehicle factors	**6,024**	**13**	**820**	**5,191**	**2.2**
Unknown	**5**	**0**	**2**	**3**	**0.0**
All collisions	**19,700**	**188**	**3,481**	**16,031**	**4.0**

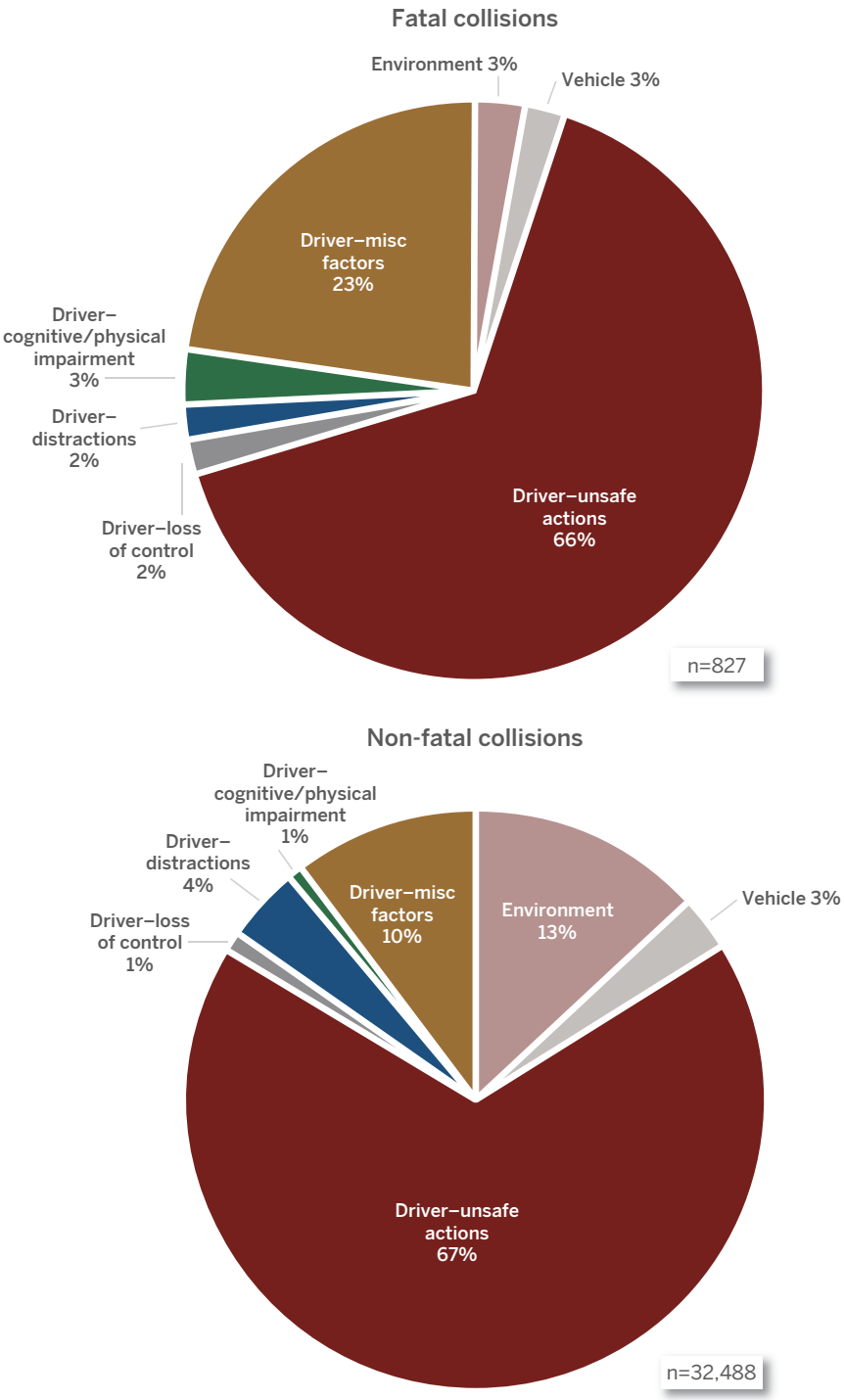
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Fatal collision rate is calculated per 1,000 total collisions attributed to each primary collision factor.

2) The number of collisions identified with a primary collision factor indicating a vehicle running off the road to the right has dropped sharply. This decline is likely an artifact of the transition from ARIES 5 to ARIES 6.

Figure 2.7. Collisions in Indiana by primary factor and severity, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) See Table 2.9 for definitions of specific factor categories related to driver actions.

2) Non-fatal collisions include collisions classified as suspected serious injury, suspected minor injury, possible injury, and property-damage-only. See the glossary for the updated injury definitions and methodologies.

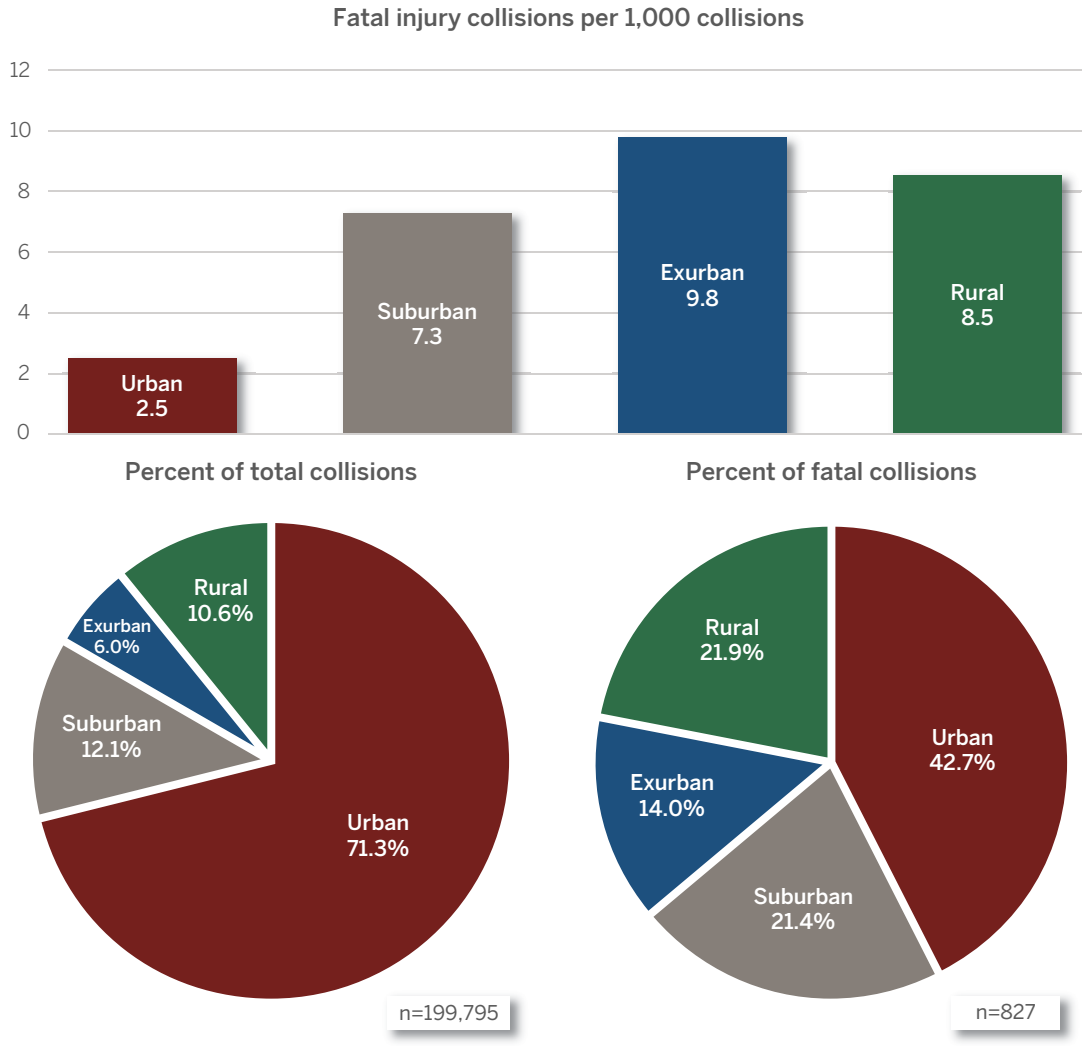
3) Limited to collisions for which the primary factor is known

Collisions by locale type and road class

In 2024, collisions in urban areas accounted for 71% of all collisions and 43% of fatal collisions. Collisions in non-urban areas—suburban, exurban, and rural—comprised only 29% of all collisions but made up the majority (57%) of fatal collisions (Figure 2.8). The rates of fatal collisions per 1,000 collisions were much higher in non-urban areas—suburban (7.3), exurban (9.8), and rural (8.5)—than in urban areas (2.5).

In 2024, more than half of collisions and more than one-third of fatal collisions occurred on local/city roads. However, these roads had the lowest fatal collision rate, at 2.8 per 1,000 collisions (Figure 2.9). The rates of fatal injury collisions were highest on county roads (8.3), U.S. routes (8.1), and state roads (7.8).

Figure 2.8. Fatal injury rates and distribution of collisions in Indiana by locale type, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

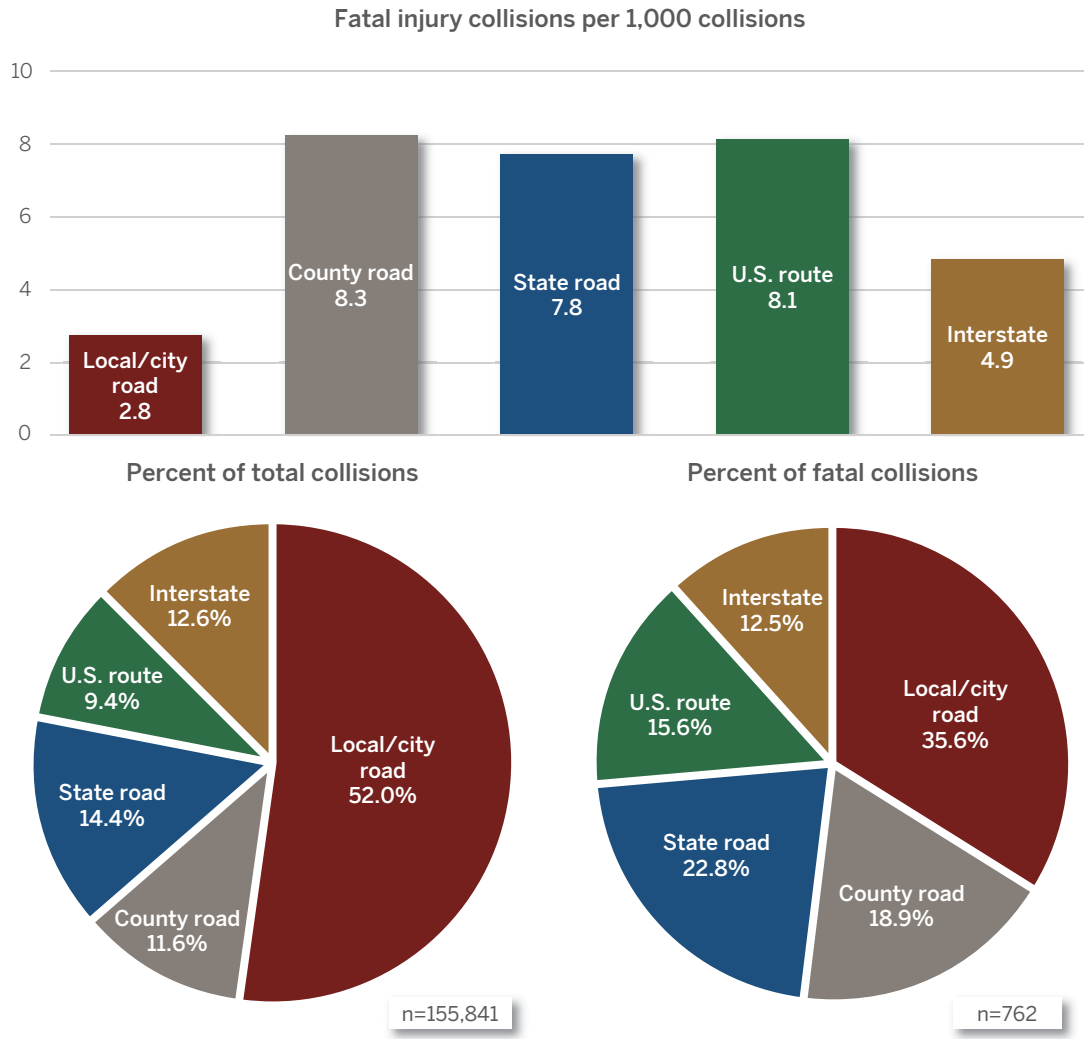
Notes:

1) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 Census generally by density and size. The research team created suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

2) Includes only collisions where a valid locale type was identified.

3) Fatal injury collision rate is calculated per 1,000 total collisions in each locale type.

Figure 2.9. Fatal injury rates and distribution of collisions in Indiana by road class, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Excludes private drives and unknown road class.

Collisions by road parameter and manner of collision

In 2024, most collisions and fatal collisions occurred on roads away from intersections (Table 2.11). Among all roadway parameters, railroad crossings had the highest fatal collision rate per 1,000 collisions at 28.1. Fatal collisions were more common on straight roads than on curved roads. For straight roads, graded segments had the highest fatal collision rate, while for curved roads, level segments had the highest rate. In 2024, most collisions occurred on asphalt roads.

Rear-end crashes accounted for the largest proportion (23%) of all crashes in 2024, while running off the road accounted for the largest proportion (29%) of fatal collisions (Table 2.12). Manners of collision that resulted in a higher-than-average fatal collision rate per 1,000 crashes (41 per 1,000) included:

- Head-on collisions: 25.2
- Running off the road: 10.2
- Collisions with objects in the road: 7.8
- Non-collisions: 6.8
- Right-angle collisions: 6.1

Table 2.11. Collisions in Indiana by severity and road parameter, 2024

	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property-damage only	
Total collisions	**200,035**	**827**	**32,488**	**166.720**	**4.1**
By junction type					
No junction involved	117,035	528	15,123	101,445	4.5
Four-way intersection	51,593	178	11,767	39,648	3.5
T-intersection	20,645	79	3,981	16,585	3.8
Ramp	3,499	7	478	3,014	2.0
Traffic circle/roundabout	2.945	2	254	2,689	0.7
Interchange	1,897	5	373	1,519	2.6
Y-intersection	1,056	7	228	821	6.6
Five-point or more	676	4	160	512	5.9
Railroad crossings	570	16	102	452	28.1
Trail crossings	58	1	22	35	17.2
Unknown	0	0	0	0	N/A
By road character					
Straight	**10,145**	**50**	**1,447**	**8,648**	**4.9**
Level	3,843	5	205	3,633	1.3
Graded	4,916	38	974	3,904	7.7
Hillcrest	1,386	7	268	1,111	5.1
Curve	**170,482**	**642**	**27,430**	**142,410**	**3.8**
Level	4,895	30	883	3,982	6.1
Graded	149,271	545	24,062	124,664	3.7
Hillcrest	16,316	67	2,485	13,764	4.1
Mixed character	**5,770**	**43**	**1,208**	**4,519**	**7.5**
Non-roadway crash	**12,605**	**84**	**2,243**	**10,278**	**6.7**
Unknown	**1,033**	**8**	**160**	**865**	**7.7**
Roadway surface type					
Asphalt	174,010	730	28,814	144,466	4.2
Concrete	23,378	78	3,425	19,875	3.3
Gravel	1,955	8	160	1,787	4.1
Other	692	11	89	592	15.9
Unknown	0	0	0	0	N/A

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) The fatal collision rate is calculated per 1,000 total collisions associated with each road parameter.

2) Mixed roadway character indicates that more than one roadway character response was selected for vehicles in a single collision.

Table 2.12. Collisions in Indiana by severity and manner of collision, 2024

Primary factor	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property-damage only	
Total collisions	**200,035**	**827**	**32,488**	**166,720**	**4.1**
Rear-end	45,280	78	7,335	37,867	1.7
Right-angle	27,382	166	8,046	19,170	6.1
Ran off road	23,590	240	5,701	17,649	6.1
Same direction sideswipe	26,453	18	1,617	24,818	0.7
Backing	16,268	1	301	15,966	0.1
Collision with deer	15,514	4	440	15,070	0.3
Left turn	11,455	42	2,574	8,839	3.7
Opposite direction sideswipe	4,811	12	580	4,219	2.5
Head-on	4,646	117	1,744	2,785	25.2
Right turn	3,737	4	435	3,298	1.1
Collision with object in road	2,942	23	360	2,559	7.8
Left/right turn	2,222	3	315	1,904	1.4
Non-collision	1,461	10	378	1,073	6.8
Collision with animal—other	1,254	3	87	1,164	2.4
Rear-to-rear	856	0	70	786	0.0
Other	12,160	106	2,504	9.550	8.7
Unknown	4	0	1	3	0.0

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Fatal collision rate is calculated per 1,000 total collisions attributed to each manner of collision.

Collisions by environmental condition[10]

In 2024, 66% of collisions occurred during daylight conditions, while crashes in the dark, on unlit roads had the highest fatal collision rate at 7.7 per 1,000 collisions (Table 2.13). Most collisions occurred during clear weather; however, the highest rates of fatal collisions were in severe crosswinds (8.3 per 1,000) and fog/smoke/smog (7.4 per 1,000). Most collisions occurred on dry surfaces. The highest fatal collision rate was on roads with loose material on the road—5.9 per 1,000 collisions.

Table 2.13. Collisions in Indiana by severity and environmental condition, 2024

	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property-damage only	
All collisions	**200,035**	**827**	**32,488**	**166.720**	**4.1**
By light conditions					
Daylight	131,152	439	22,095	108,618	3.3
Dark—not lighted	29,614	228	4,234	25,152	7.7
Dark—lighted	27,485	107	4,616	22,762	3.9
Dawn/dusk	10,566	45	1,525	8,996	4.3
Unknown	1,218	8	18	1,192	6.6
By weather conditions					
Clear	139,131	627	22,973	115,531	4.5
Cloudy	30,666	119	4,891	25,656	3.9
Rain	19,645	53	3,240	16,352	2.7
Snow	7,314	14	891	6,409	1.9
Sleet/hail/freezing rain	985	0	139	846	0.0
Blowing sand/soil/snow	839	3	108	728	3.6
Fog/smoke/smog	1,214	9	204	1,001	7.4
Severe crosswind	241	2	42	197	8.3
Unknown	0	0	0	0	N/A
By road surface conditions					
Dry	157,948	716	26,005	131,227	4.5
Wet	30,448	87	4,980	25,381	2.9
Snow/slush	6,171	12	694	5,465	1.9
Ice	4,194	6	562	3,626	1.4
Water—standing or moving	850	4	148	698	4.7
Loose material on road	339	2	87	250	5.9
Muddy	85	0	12	73	0.0
Unknown	0	0	0	0	N/A

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025

Notes:

1) Fatal collision rate is calculated per 1,000 total collisions associated with each environmental condition.

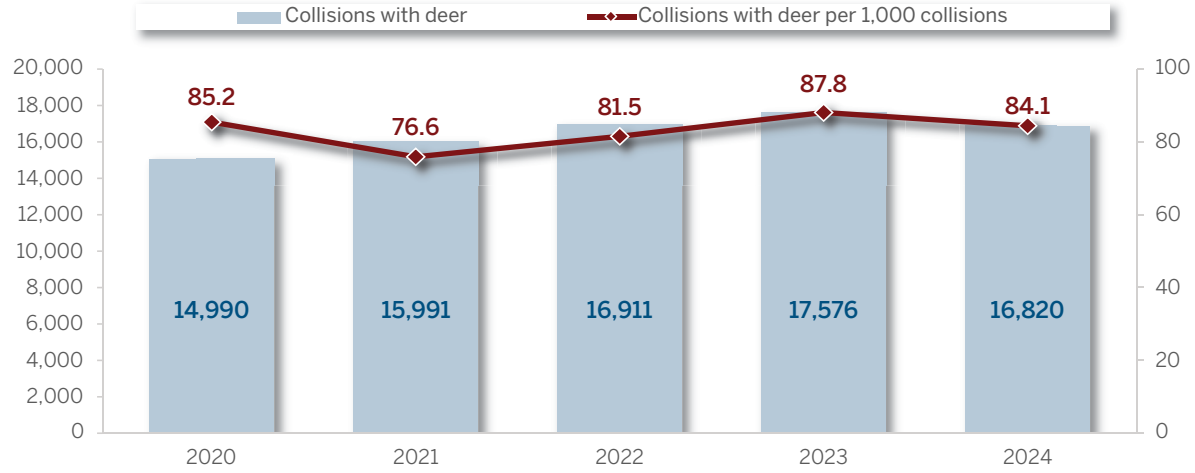
2) Unknown includes null and unknown responses.

[10] In the past, the Collisions chapter included an analysis of traffic control types. In ARIES 6, the traffic control type variable is not a required response field. As a result, only a handful of officers are providing this data. This precludes the use of this variable for analysis

Collisions with deer

Collisions with deer decreased from the five-year high in 2023 (17,576) to 16,820 in 2024 (Figure 2.10). The rate of collisions with deer per 1,000 collisions also reached a five-year high of 87.8 in 2023 and declined in 2024 to 84.1. Five collisions involving deer resulted in one or more fatalities in 2024. For each of the years between 2020 and 2024, less than 0.1% of collisions involving deer resulted in a fatality. Map 8.5 in the County Comparisons chapter shows the number of collisions with deer by county.

Figure 2.10. Collisions with deer in Indiana, 2020–24

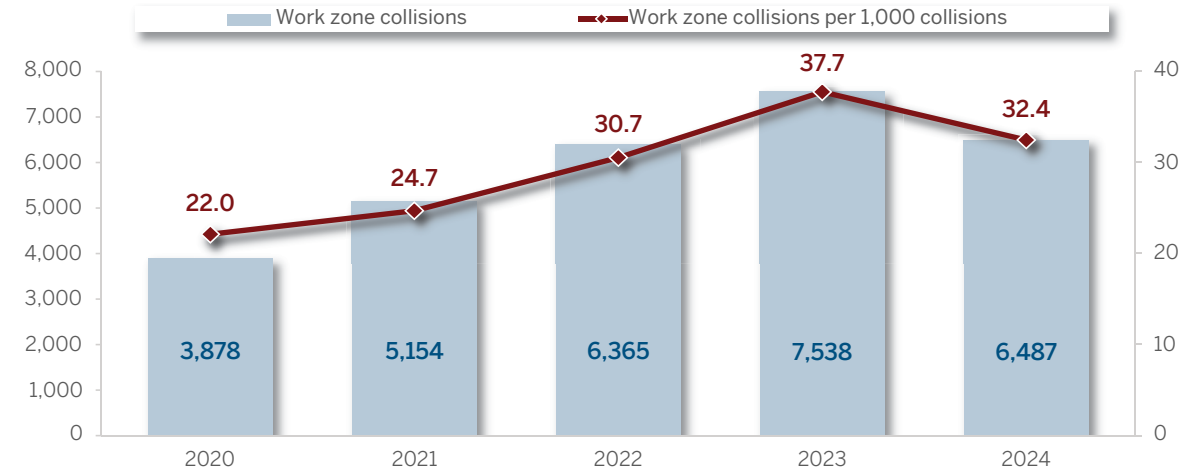


Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Work zone collisions

Work zone collisions decreased from the five-year high in 2023 (7,538) to 6,487 in 2024 (Figure 2.11). The work zone collision rate per 1,000 collisions also declined from the five-year high in 2023 of 37.7 to 32.4 in 2024. The five-year lows for work zone collisions and collision rates per 1,000 collisions were in 2023 (3,878 and 37.3). However, the highest fatality rate per 1,000 work zone collisions was in 2020, at 4.9, and the lowest rate was in 2024, at 3.5. Map 8.11 in the County Comparisons chapter shows the number of collisions in work zones by county.

Figure 2.11. Work zone collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

INDIANA TRAFFIC SAFETY FACTS

NON-MOTORISTS

NON-MOTORISTS, 2024

Fewer than 1% of individuals involved in collisions between 2020 and 2024 were non-motorists (Table 3.1). Among these, pedestrians accounted for 64%, pedalcyclists made up 30%, and animal-drawn vehicle operators represented less than 6%.

The number of pedalcyclists in collisions increased from 712 in 2023 to a new five-year high of 820 in 2024 (Figure 3.1 and Table 3.1). The number of pedestrians in collisions decreased slightly from 1,639 in 2023 to 1,613 in 2024. The number of animal-drawn vehicle occupants in collisions also declined from 139 in 2023 to 131 in 2024.

Non-motorists represented an outsized share of traffic fatalities. While non-motorists accounted for less than 1% of people involved in traffic collisions, they made up 15% of traffic fatalities in 2024.

Fatalities among non-motorists in collisions fell slightly, from 145 in 2023 to 131 in 2024 (Table 3.1). During this period, the number of pedalcyclist fatalities fell from 32 to 19, and the number of pedestrian fatalities fell from 112 to 111. There was a single fatality among animal-drawn vehicle occupants in both years. Among all fatalities in collisions, the share attributed to pedestrians increased slightly from 6.8% in 2023 to 6.9% in 2024 (Figure 3.2). However, the share for pedalcyclists was nearly cut in half, dropping from 4.5% in 2023 to 2.3% in 2024.

From 2023 to 2024, the number of pedestrians who sustained suspected serious injuries increased 7%, while suspected serious injuries among pedalcyclists rose 21% (Table 3.1). The number of animal-drawn vehicle occupants with suspected serious injuries remained unchanged at eight in both years.

Table 3.1. Individuals in collisions in Indiana by person type and injury status, 2020–24

	2020	2021	2022	2023	2024	Annual rate of change	
						2023–24	2020–24
All individuals	**276,576**	**343,865**	**364,569**	**361,369**	**200,035**	**2.2%**	**7.5%**
Fatal	900	901	990	938	872	-7.0%	-0.8%
Suspected serious	3,923	4,524	4,618	4,772	4,730	-0.9%	4.8%
Suspected minor	8,362	9,493	9,188	9,549	9,191	-3.7%	2.4%
Possible injury	25,275	28,896	28,666	29,497	30,112	2.1%	4.5%
Not injured	238,116	300,051	321,107	316,613	324,552	2.5%	8.0%
All non-motorists	**2,374**	**2,433**	**2,298**	**2,490**	**2,564**	**3.0%**	**1.9%**
Fatal	125	136	144	145	131	-9.7%	1.2%
Suspected serious	331	404	371	394	432	9.6%	6.9%
Suspected minor	577	639	613	679	744	9.6%	6.6%
Possible injury	775	754	818	939	987	5.1%	6.2%
Not injured	566	500	352	333	270	-18.9%	-16.9%
Non-motorists as percent of total	**0.9%**	**0.7%**	**0.6%**	**0.7%**	**0.7%**	**0.7%**	**-5.2%**
Fatal	13.9%	15.1%	14.5%	15.5%	15.0%	-2.8%	2.0%
Suspected serious	8.4%	8.9%	8.0%	8.3%	9.1%	10.6%	2.0%
Suspected minor	6.9%	6.7%	6.7%	7.1%	8.1%	13.8%	4.1%
Possible injury	3.1%	2.6%	2.9%	3.2%	3.3%	3.0%	1.7%
Not injured	0.2%	0.2%	0.1%	0.1%	0.1%	-20.9%	-23.1%
Pedalcyclists	**745**	**694**	**654**	**712**	**820**	**15.2%**	**2.4%**
Fatal	19	21	15	32	19	-40.6%	0.0%
Suspected serious	89	94	91	86	104	20.9%	4.0%
Suspected minor	224	214	240	235	307	30.6%	8.2%
Possible injury	211	221	220	249	305	22.5%	9.6%
Not injured	202	144	88	110	85	-22.7%	-19.5%
Pedestrians	**1,492**	**1,573**	**1,518**	**1,639**	**1,613**	**-1.6%**	**2.0%**
Fatal	104	115	128	112	111	-0.9%	1.6%
Suspected serious	234	291	259	300	320	6.7%	8.1%
Suspected minor	338	396	355	416	418	0.5%	5.5%
Possible injury	545	497	586	661	658	-0.5%	4.8%
Not injured	271	274	190	150	106	-29.3%	-20.9%
Animal-drawn vehicle occupants	**137**	**166**	**126**	**139**	**131**	**-5.8%**	**-1.1%**
Fatal	2	0	1	1	1	0.0%	-15.9%
Suspected serious	8	19	21	8	8	0.0%	0.0%
Suspected minor	15	29	18	28	19	-32.1%	6.1%
Possible injury	19	36	12	29	24	-17.2%	6.0%
Not injured	93	82	74	73	79	8.2%	-4.0%

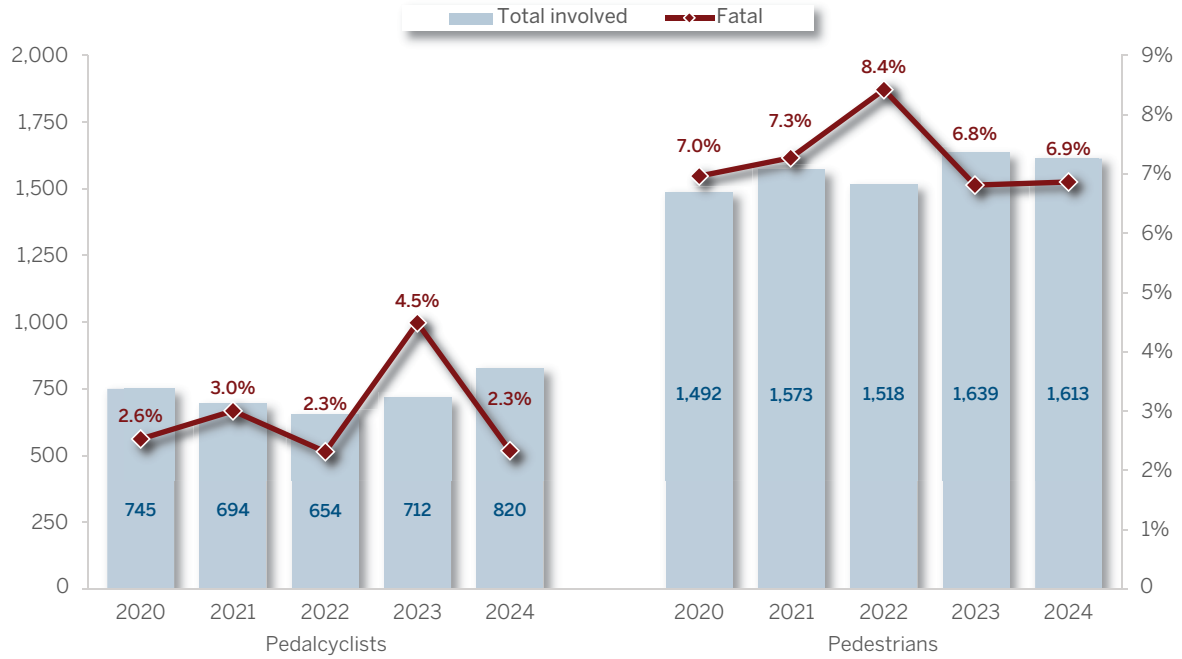
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Non-motorists include pedalcyclists, pedestrians, and animal-drawn vehicle occupants.

2) See the glossary for the updated injury definitions

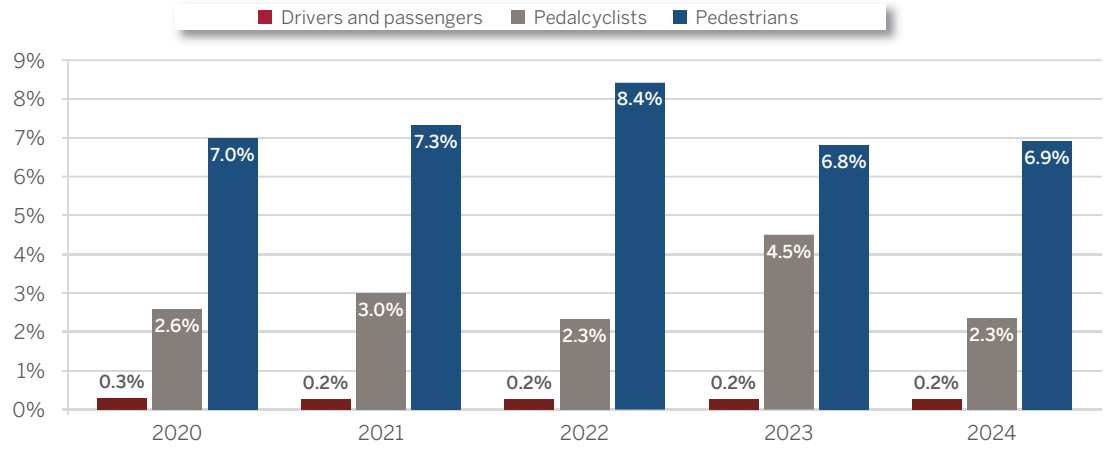
Figure 3.1. Non-motorists in collisions in Indiana and fatality rate by person type, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: See glossary for updated injury definitions.

Figure 3.2. Fatalities as a percent of all individuals in collisions in Indiana by person type, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Animal-drawn vehicle operators are excluded.

2) Vehicle occupants include drivers and passengers.

3) See glossary for updated injury definitions.

Non-motorist injuries in crashes by age and gender

In 2024, the largest numbers of pedalcyclists involved in crashes were aged 15–20 and 25–34 (Table 3.2). In previous years, the most affected age cohort varied—ranging from 25–34 in 2022 to under 15 in 2020, 2021, and 2023. Compared to 2023, the number of pedalcyclists in collisions increased in all age groups in 2024, except for those under 15.

From 2020 to 2024, the age group most frequently involved in pedestrian crashes was consistently those aged 25–34 (Table 3.2). From 2023 to 2024, the number of pedestrians involved in collisions increased primarily in the youngest and oldest age cohorts—specifically those aged under 15, 15–20, 55–64, and 65–74. Conversely, collisions involving working-age adult pedestrians—aged 21–24, 25–34, 35–44, and 45–54—dropped in 2024. The number of pedestrians aged 75 and older also decreased slightly during this period.

The overall rate of fatal and suspected serious injuries for pedacyclists in collisions was lower in 2024 than in the previous three years. In 2024, the mean age of pedalcyclists killed or sustaining suspected serious injuries in collisions was 37.2 years. That year, pedalcyclists aged 35–44 were the most likely to suffer fatal or suspected serious injuries as a result of a collision, accounting for 23% of pedalcyclist crashes (Table 3.3). Among children and young adults, those under 15 experienced a higher rate of fatal or suspected serious injuries than those aged 15–20 and 21–24.

The overall rate of fatal and suspected serious injuries for pedestrians in collisions was higher in 2024 than in any of the previous four years. The mean age of pedestrians who were killed or sustained suspected serious injuries in collisions in 2024 was 40.6 years. The rate of fatal or suspected serious injury exceeded 20% for all age groups, peaking among pedestrians aged 35–44 (Table 3.3). More than 25% of pedestrians in collisions experienced fatal or suspected serious injuries in all age groups aged 25–34 and older.

Male pedalcyclists, pedestrians, and animal-driven vehicle occupants in collisions consistently made up a greater proportion in each of these groups than females. Between 2020 and 2024, 81% of pedalcyclists and 61% of pedestrians involved in collisions were male (Table 3.4). In 2024, male pedalcyclists under 15 and aged 15–20 made up 27% of crashes, while male pedestrians in these cohorts accounted for 16% of crashes.

Table 3.2. Non-motorists in collisions in Indiana by age group, 2020–24

Age	Individuals					Annual rate of change	
	2020	2021	2022	2023	2024	2023–24	2020–24
Pedalcyclists							
<15	146	132	116	122	115	-5.7%	-5.8%
15–20	126	112	106	111	148	33.3%	4.1%
21–24	47	52	37	60	61	1.7%	6.7%
25–34	95	93	120	117	130	11.1%	8.2%
35–44	82	89	74	87	113	29.9%	8.3%
45–54	106	86	65	74	82	10.8%	-6.2%
55–64	90	80	68	68	89	30.9%	-0.3%
65–74	35	38	42	44	50	13.6%	9.3%
75+	18	12	13	17	19	11.8%	1.4%
All ages	745	964	641	700	807	15.3%	2.0%
Pedastrians							
<15	156	202	209	196	205	4.6%	7.1%
15–20	182	182	189	179	186	3.9%	0.5%
21–24	117	113	108	127	113	-11.0%	-0.9%
25–34	259	265	248	276	272	-1.4%	1.2%
35–44	225	224	211	236	224	-5.1%	-0.1%
45–54	179	181	173	197	177	-10.2%	-0.3%
55–64	202	214	193	191	198	3.7%	-0.5%
65–74	117	139	131	140	141	0.7%	4.8%
75+	55	50	54	90	89	-1.1%	12.8%
All ages	1,492	1,570	1,516	1,632	1,605	-1.7%	1.8%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Excludes invalid ages.

2) Color scales apply separately to pedalcyclists and pedestrians across ages and years.

Table 3.3. Non-motorists with fatal and suspected serious injuries in collisions in Indiana by age, 2020–24

	Individuals				
	2020	2021	2022	2023	2024
Pedalcyclists					
<15	12.3%	15.9%	17.2%	12.3%	15.7%
15–20	10.3%	10.7%	15.1%	11.7%	13.5%
21–24	12.8%	15.4%	5.4%	13.3%	3.3%
25–34	14.7%	12.9%	12.5%	16.2%	10.8%
35–44	18.3%	24.7%	16.2%	12.6%	23.0%
45–54	14.2%	20.9%	23.1%	23.0%	19.5%
55–64	18.9%	16.3%	23.5%	23.5%	19.1%
65–74	17.1%	21.1%	14.3%	38.6%	14.0%
75+	22.2%	8.3%	30.8%	11.8%	15.8%
All ages	14.5%	16.6%	16.5%	16.9%	15.2%
Pedastrians					
<15	16.7%	21.8%	12.0%	18.4%	22.9%
15–20	15.9%	22.0%	15.3%	17.3%	21.5%
21–24	23.1%	21.2%	24.1%	24.4%	20.4%
25–34	27.4%	29.8%	31.9%	26.4%	27.2%
35–44	22.7%	28.1%	30.8%	27.1%	33.9%
45–54	25.1%	27.6%	32.4%	26.9%	26.0%
55–64	23.8%	27.1%	28.5%	29.8%	28.8%
65–74	22.2%	23.0%	29.0%	26.4%	28.4%
75+	27.3%	28.0%	25.9%	33.3%	30.3%
All ages	22.7%	25.7%	25.5%	25.2%	26.8%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Excludes invalid ages.

2) See glossary for updated injury definitions.

3) Color scales apply separately for pedalcyclists and pedestrians across all years.

Table 3.4. Non-motorists in collisions in Indiana by person type, gender, and age, 2020–24

	2020		2021		2022		2023		2024	
Pedalcyclists										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
<15	15.4%	4.2%	15.4%	3.5%	12.8%	5.3%	13.7%	3.7%	11.2%	3.1%
15–20	13.0%	3.9%	12.3%	3.9%	14.2%	2.3%	12.1%	3.7%	1.7%	2.6%
21–24	4.8%	1.5%	5.5%	2.0%	4.8%	0.9%	6.3%	2.3%	5.7%	1.9%
25–34	10.6%	2.1%	11.7%	1.7%	14.4%	4.2%	13.9%	2.9%	11.9%	4.2%
35–44	9.3%	1.7%	10.1%	2.7%	9.8%	1.7%	10.6%	1.9%	10.3%	3.7%
45–54	11.5%	2.7%	10.5%	1.9%	8.4%	1.7%	9.4%	1.1%	8.1%	2.1%
55–64	10.2%	1.9%	9.2%	2.3%	9.5%	1.1%	8.3%	1.4%	9.5%	1.5%
65–74	3.9%	0.8%	4.3%	1.2%	5.8%	0.8%	5.3%	1.0%	4.8%	1.4%
75+	1.6%	0.8%	1.2%	0.6%	1.4%	0.6%	2.0%	0.4%	2.0%	0.4%
All ages	80.4%	19.6%	80.2%	19.8%	81.3%	18.8%	81.6%	18.4%	79.2%	20.8%
Pedastrians										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
<15	6.5%	3.9%	8.4%	4.4%	8.9%	4.8%	7.4%	4.5%	8.5%	4.2%
15–20	8.1%	4.1%	7.5%	4.1%	7.7%	4.8%	7.2%	3.7%	7.2%	4.4%
21–24	5.0%	2.9%	4.3%	2.9%	3.8%	3.4%	4.4%	3.3%	4.2%	2.9%
25–34	11.0%	6.4%	10.9%	6.0%	10.7%	5.7%	10.5%	6.5%	10.7%	6.3%
35–44	9.1%	6.0%	9.6%	4.7%	8.7%	5.2%	8.7%	5.8%	9.4%	4.5%
45–54	7.2%	4.8%	7.0%	4.5%	6.8%	4.6%	7.2%	4.9%	6.6%	4.4%
55–64	8.2%	5.4%	8.6%	5.1%	7.7%	5.1%	6.8%	5.0%	7.0%	5.3%
65–74	3.9%	4.0%	4.8%	4.0%	4.8%	3.9%	4.4%	4.2%	4.9%	3.8%
75+	1.9%	1.8%	1.6%	1.5%	2.1%	1.5%	2.7%	2.8%	2.8%	2.7%
All ages	60.7%	39.3%	62.7%	37.3%	61.1%	38.9%	59.3%	40.7%	61.4%	38.6%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Excludes unknown gender and invalid ages.

Non-motorists in collisions by month, day of the week, and time of day

In 2024, pedalcyclists were involved in collisions most frequently on Wednesdays and Tuesdays, while pedestrian collisions were most common on Fridays (Table 3.5). Sixty-five percent of pedalcyclists and 56% of pedestrians were involved in collisions that occurred between noon and 8:59 p.m. Both groups were involved in crashes most often during the afternoon rush hour, from 3 to 5:59 p.m.

In 2024, 200 or more non-motorists were involved in collisions in each month from May through November, collectively accounting for 68% of the year's total (Figure 3.3). Non-motorists involved in collisions dipped to the lowest numbers in the cooler months January and December.

In 2024, 80 or more pedalcyclists were involved in collisions in the months from July to October (Figure 3.3 and Table 3.6). The same year, the most fatal and suspected serious injuries among pedalcyclists occurred in June and August through October, peaking in August. In 2024, at least 145 pedestrians were in collisions during May, June, and August through November, with the largest number in October. The most fatal and suspected serious injuries among pedestrians occurred in May and November. In 2023 and 2024, the greatest number of animal-drawn vehicle occupants were involved in crashes in September. In 2024, two animal-drawn vehicle occupants sustained fatal or suspected serious injuries in April, June, and October.

Table 3.5. Non–motorists involved in collisions in Indiana by person type, day of week, and time of day, 2024

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total by time of day	% by time of day
Pedalcyclists									
Midnight–2:59 a.m.	6	2	2	2	0	7	1	20	2.4%
3–5:59 a.m.	3	1	6	4	3	3	1	21	2.6%
6–8:59 a.m.	2	11	18	18	18	13	6	86	10.5%
9–11:59 a.m.	7	19	20	14	15	12	12	99	12.1%
Noon–2:59 p.m.	18	15	17	22	20	24	27	143	17.4%
3–5:59 p.m.	26	48	46	41	33	31	25	250	30.5%
6–8:59 p.m.	17	21	16	27	20	26	15	142	17.3%
9–11:59 p.m.	9	5	5	10	13	9	8	59	7.2%
Total	88	122	130	138	122	125	95	820	100%
% by day of week	10.7%	14.9%	15.9%	16.8%	14.9%	15.2%	11.6%	100%	
Pedestrians									
Midnight–2:59 a.m.	23	4	7	3	9	1	20	67	4.2%
3–5:59 a.m.	17	6	9	12	10	13	9	76	4.7%
6–8:59 a.m.	13	29	29	35	26	26	14	172	10.7%
9–11:59 a.m	14	27	34	26	34	37	24	196	12.2%
Noon–2:59 p.m.	34	40	45	34	39	43	27	262	16.2%
3–5:59 p.m.	34	49	56	62	48	56	40	345	21.4%
6–8:59 p.m.	32	32	42	40	50	46	56	298	18.5%
9–11:59 p.m.	25	25	16	31	25	34	41	197	12.2%
Total	192	212	238	243	241	256	231	1.613	100%
% by day of week	11.9%	13.1%	14.8%	15.1%	14.9%	15.9%	14.3%	100%	

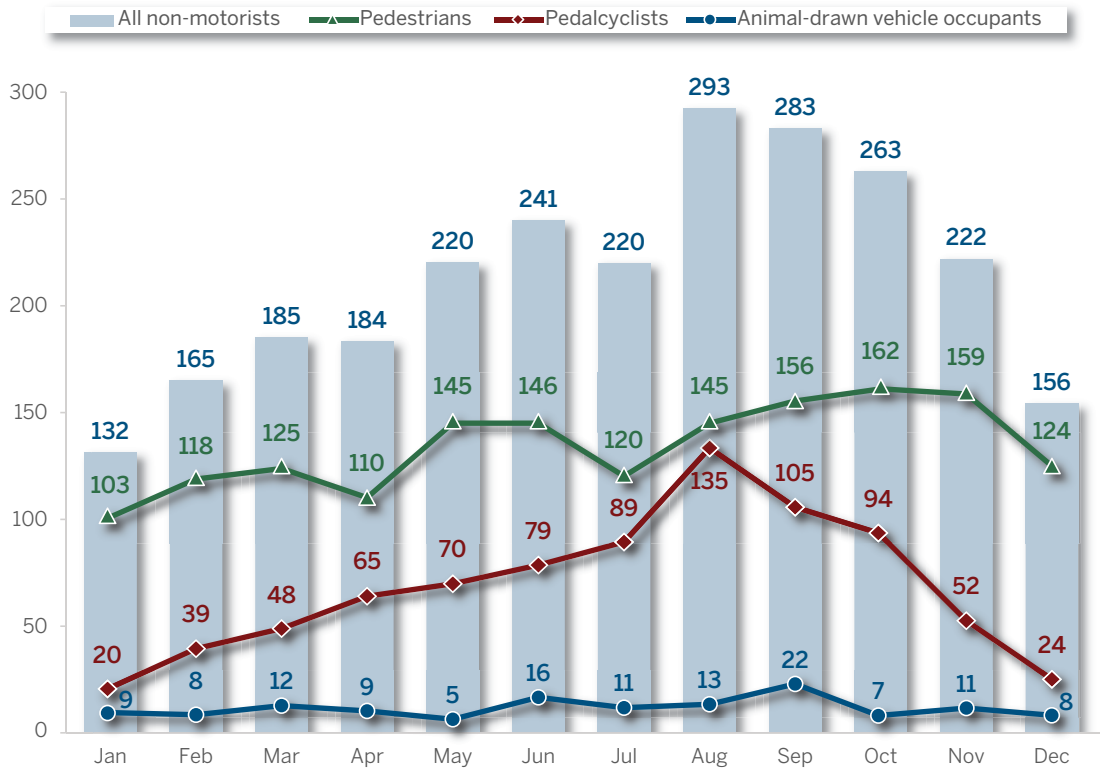
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Data limited to collisions with valid dates and times reported.

2) Color scales apply separately to pedalcyclists and pedestrians across days and time periods and percents by days and time periods.

Figure 3.3. Non-motorists in collisions in Indiana by person type and month, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Table 3.6. Non-motorists in collisions in Indiana by month and injury status, 2023–24

Month	Total collisions			Fatal collisions			% change (2023–24)	
	2023	2024	Change	2023	2024	Change	Total	Fatal
Pedalcyclists								
Jan	20	20	0	5	6	1	0.0%	20.0%
Feb	18	39	21	3	8	5	116.7%	166.7%
Mar	31	48	17	8	2	-6	54.8%	-75.0%
Apr	44	65	21	8	7	-1	47.7%	-12.5%
May	76	70	-6	10	10	0	-7.9%	0.0%
Jun	86	79	-7	11	17	6	-8.1%	54.5%
Jul	96	89	-7	15	11	-4	-7.3%	-26.7%
Aug	104	135	31	25	18	-7	29.8%	-28.0%
Sep	84	105	21	9	16	7	25.0%	77.8%
Oct	72	94	22	9	19	10	30.6%	111.1%
Nov	50	52	2	11	4	-7	4.0%	-63.6%
Dec	31	24	-7	4	5	1	-22.6%	25.0%
Total	712	820	108	118	123	5	15.2%	4.2%
Pedestrians								
Jan	136	103	-33	37	35	-2	-24.3%	-5.4%
Feb	124	118	-6	39	24	-15	-4.8%	-38.5%
Mar	129	125	-4	38	33	-5	-3.1%	-13.2%
Apr	120	110	-10	24	30	6	-8.3%	25.0%
May	143	145	2	30	47	17	1.4%	56.7%
Jun	98	146	48	24	40	16	49.0%	66.7%
Jul	127	120	-7	38	30	-8	-5.5%	-21.1%
Aug	159	145	-14	31	41	10	-8.8%	32.3%
Sep	157	156	-1	27	40	13	-0.6%	48.1%
Oct	170	162	-8	48	35	-13	-4.7%	-27.1%
Nov	50	159	9	41	46	5	6.0%	12.2%
Dec	126	124	-2	35	30	-5	-1.6%	-14.3%
Total	1,639	1,613	-26	412	431	19	-1.6%	4.6%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

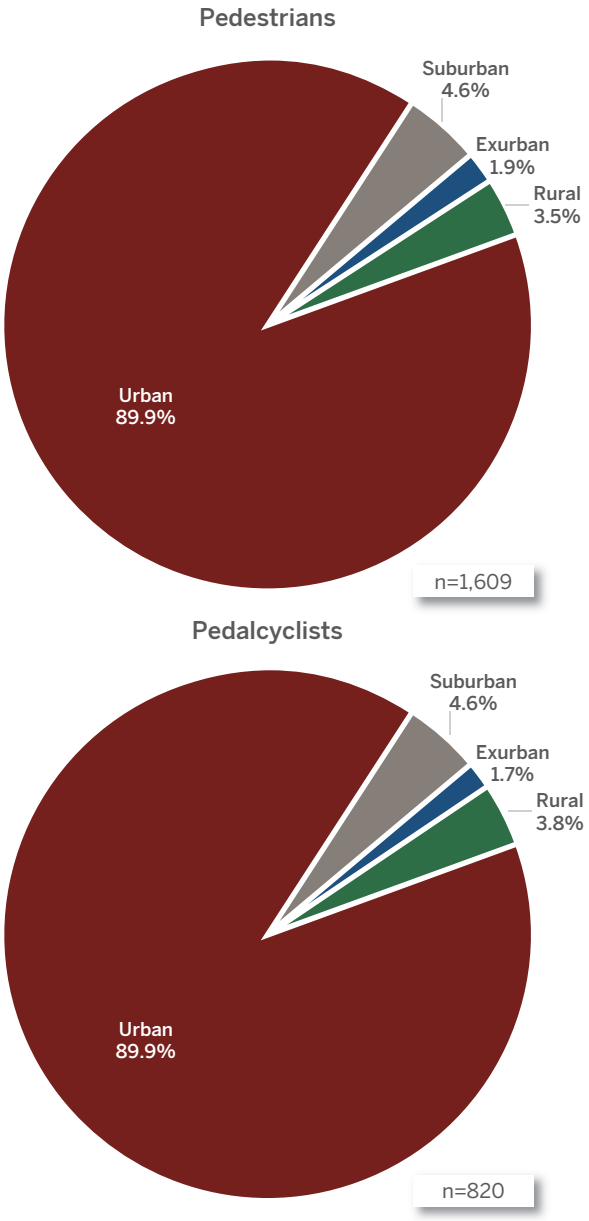
1) See the glossary for updated injury definitions.

2) Color scales apply separately to pedalcyclists and pedestrians and total individuals and injured individuals in collisions.

Non-motorists in collisions by locale type

In 2024, 90% of crashes involving pedalcyclists and pedestrians occurred in urban areas (Figure 3.4). Most crashes involving animal-drawn vehicle occupants took place in rural areas (61%).

Figure 3.4. Non-motorists in collisions in Indiana by locale type, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 Census generally by density and size. The research team created suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

2) Includes only collisions for which locale type could be determined.

Collisions by non-motorist action and attributability

In 2024, the most common pedalcyclist action in crashes was crossing at an intersection, followed by moving along a roadway (Table 3.7). For pedestrians, the most frequent actions were crossing at an intersection and crossing the road at a location other than an intersection. Crashes were most often attributed to pedacyclists when they crossed at a location other than an intersection or rode on the roadway against traffic. Similarly, pedestrian-attributed collisions were most often associated with crossing at a location other than an intersection, walking with traffic, and walking against traffic.

Table 3.7. Non-motorists in collisions in Indiana by person type, action, and attributability, 2024

Action	Total involved	# attributable to pedalcyclist	% attributable to pedalcyclist
Pedalcyclists			
Against traffic	36	16	44.4%
Crossing at intersection	402	148	36.8%
Crossing not at intersection	66	41	62.1%
Moving	120	42	35.0%
Standing	4	1	25.0%
With traffic	113	23	20.4%
Other	69	36	52.2%
Unknown	10	4	40.0%
Total	820	311	37.9%
Action	**Total involved**	**# attributable to pedestrian**	**% attributable to pedestrian**
Pedestrians			
Against traffic	45	17	37.8%
Crossing at intersection	502	127	25.3%
Crossing not at intersection	317	190	59.9%
Getting in or out of vehicle	20	3	15.0%
Moving	215	59	27.4%
Standing	125	24	19.2%
With traffic	78	31	39.7%
Working	44	2	4.5%
Other	256	74	28.9%
Unknown	11	4	36.4%
Total	1,613	531	32.9%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) See the glossary for updated injury definitions.

2) Color scales apply separately to pedalcyclists and pedestrians and total individuals and injured individuals in collisions.

Non-motorists in alcohol-impaired collisions

In 2024, 19 pedestrians and 5 pedalcyclists were involved in collisions with alcohol-impaired drivers (defined as having BAC results greater than 0.08 g/dL), similar numbers to those reported in 2023 (Table 3.8). Two pedestrians sustained fatal injuries in 2024 in alcohol-impaired collisions. One pedalcyclist and three pedestrians were reported with fatal injuries in 2023.

Only a small proportion of non-motorists in collisions were identified as alcohol-impaired in 2024—1% of pedestrians and less than 1% of pedalcyclists (Table 3.9). Pedestrians and pedalcyclists who sustained fatal injuries between 2020 and 2024 were more likely to be alcohol-impaired than pedestrians and pedalcyclists who sustained non-fatal injuries or who were not injured. In 2024, more than 14% of pedestrians who were killed in collisions were alcohol-impaired, the highest rate of impairment in the five-year period. The rate of impairment among pedalcyclists who were killed in 2024 (16%) was lower than in 2022 (20%) but higher than in 2020, 2021, and 2023.

From 2020 to 2024, at least 2% of alcohol-impaired pedestrians were identified as walking against traffic, crossing at a location other than an intersection, walking with traffic, walking on the roadway, or walking on the shoulder (Table 3.10). Biking against traffic was the only action reported for at least 1% of alcohol-impaired pedalcyclists during the same period.

Table 3.8. Non-motorists in collisions in Indiana by person type, injury status, and driver alcohol impairment, 2020–24

	2020			2021			2022			2023			2024		
	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired
Pedalcyclists	**745**	**2**	**0.3%**	**694**	**5**	**0.7%**	**654**	**5**	**0.8%**	**712**	**7**	**1.0%**	**820**	**5**	**0.6%**
Fatal	19	0	0.0%	21	1	4.8%	15	1	6.7%	32	1	3.1%	19	0	0.0%
Suspected serious	89	0	0.0%	94	3	3.2%	91	1	1.1%	86	3	3.5%	104	3	2.9%
Suspected minor	224	1	0.4%	214	1	0.5%	240	1	0.4%	235	1	0.4%	307	1	0.3%
Possible	211	1	0.5%	221	0	0.0%	220	2	0.9%	249	2	0.8%	305	0	0.0%
Not injured	202	0	0.0%	144	0	0.0%	88	0	0.0%	110	0	0.0%	85	1	1.2%
Pedestrians	**1,492**	**32**	**2.1%**	**1,573**	**20**	**1.3%**	**1,518**	**19**	**1.3%**	**1,639**	**17**	**1.0%**	**1,613**	**19**	**1.2%**
Fatal	104	10	9.6%	115	2	1.7%	128	4	3.1%	112	3	2.7%	111	2	1.8%
Suspected serious	234	9	3.8%	291	6	2.1%	259	7	2.7%	300	4	1.3%	320	6	1.9%
Suspected minor	338	7	2.1%	396	4	1.0%	355	2	0.6%	416	3	0.7%	418	5	1.2%
Possible	545	3	0.6%	497	7	1.4%	586	5	0.9%	661	5	0.8%	658	5	0.8%
Not injured	271	3	1.1%	274	1	0.4%	190	1	0.5%	150	2	1.3%	106	1	0.9%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) The alcohol-impaired category represents the number of non-motorists involved in collisions with drivers having a reported BAC of 0.08 g/dL or higher. Drivers reported with a BAC greater than 0.59 g/dL are not treated as impaired.

2) See the glossary for the updated injury definitions.

3) Color scales apply separately to pedalcyclists and pedestrians by year.

Table 3.9. Impaired non-motorists in collisions in Indiana by person type and injury status, 2020–24

	2020			2021			2022			2023			2024		
	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired	Total involved	Alcohol-impaired	% impaired
Pedalcyclists	**745**	**3**	**0.4%**	**694**	**2**	**0.3%**	**654**	**3**	**0.5%**	**712**	**1**	**0.1%**	**820**	**6**	**0.7%**
Fatal	19	2	10.5%	21	2	9.5%	15	3	20.0%	32	1	3.1%	19	3	15.8%
Suspected serious	89	0	0.0%	94	0	0.0%	91	0	0.0%	86	0	0.0%	104	1	1.0%
Suspected minor	224	0	0.0%	214	0	0.0%	240	0	0.0%	235	0	0.0%	307	0	0.0%
Possible	211	1	0.5%	221	0	0.0%	220	0	0.0%	249	0	0.0%	305	1	0.3%
Not injured	202	0	0.0%	144	0	0.0%	88	0	0.0%	110	0	0.0%	85	1	1.2%
Pedestrians	**1492**	**15**	**1.0%**	**1573**	**6**	**0.4%**	**1518**	**21**	**1.4%**	**1639**	**17**	**1.0%**	**1613**	**18**	**1.1%**
Fatal	104	11	10.6%	115	6	5.2%	128	15	11.7%	112	14	12.5%	111	16	14.4%
Suspected serious	234	1	0.4%	291	0	0.0%	259	3	1.2%	300	2	0.7%	320	1	0.3%
Suspected minor	338	0	0.0%	396	0	0.0%	355	1	0.3%	416	0	0.0%	418	1	0.2%
Possible	545	1	0.2%	497	0	0.0%	586	1	0.2%	661	1	0.2%	658	0	0.0%
Not injured	271	2	0.7%	274	0	0.0%	190	1	0.5%	150	0	0.0%	106	0	0.0%

Low < > High

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) The alcohol-impaired category represents the number of non-motorists involved in collisions with a reported BAC of 0.08 g/dL or higher. BAC results greater than 0.59 g/dL are treated as invalid.

2) Suspected minor injuries include those not classified as fatal, suspected serious, or possible. See the glossary for the updated injury definitions and methodologies.

3) Color scales apply separately to pedalcyclists and pedestrians and years.

Table 3.10. Alcohol-impaired non-motorists in collisions in Indiana by person type and non-motorist action, 2020–24

Actions	Total involved	# attributable to pedalcyclist	% attributable to pedalcyclist
Pedalcyclists			
Against traffic	149	2	1.3%
Crossing at intersection	1,482	2	0.1%
Crossing not at intersection	272	1	0.4%
Moving	449	1	0.2%
Not in Roadway	48	0	0.0%
On designated non-motorist lane	54	0	0.0%
On roadway	265	1	0.4%
On shoulder	36	0	0.0%
Standing	13	0	0.0%
With traffic	349	3	0.9%
Other	241	4	1.7%
Unknown	267	1	0.4%
Total	3,625	15	0.4%
Actions	Total involved	# attributable to pedalcyclist	% attributable to pedalcyclist
Pedestrians			
Against traffic	193	6	3.1%
Crossing at intersection	1,900	9	0.5%
Crossing not at intersection	1,316	29	2.2%
Getting in or out of vehicle	126	1	0.8%
Getting off or on school bus	7	0	0.0%
Moving	803	3	0.4%
Not in Roadway	255	0	0.0%
On designated non-motorist lane	53	0	0.0%
On roadway	505	10	2.0%
On shoulder	86	1	1.2%
Standing	574	3	0.5%
With traffic	282	6	2.1%
Working	160	0	0.0%
Other	1,050	8	0.8%
Unknown	525	1	0.2%
Total	7,835	77	1.0%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Alcohol-impaired is defined as a reported BAC of 0.08 g/dL or higher. BAC results greater than 0.59 g/dL are treated as invalid.

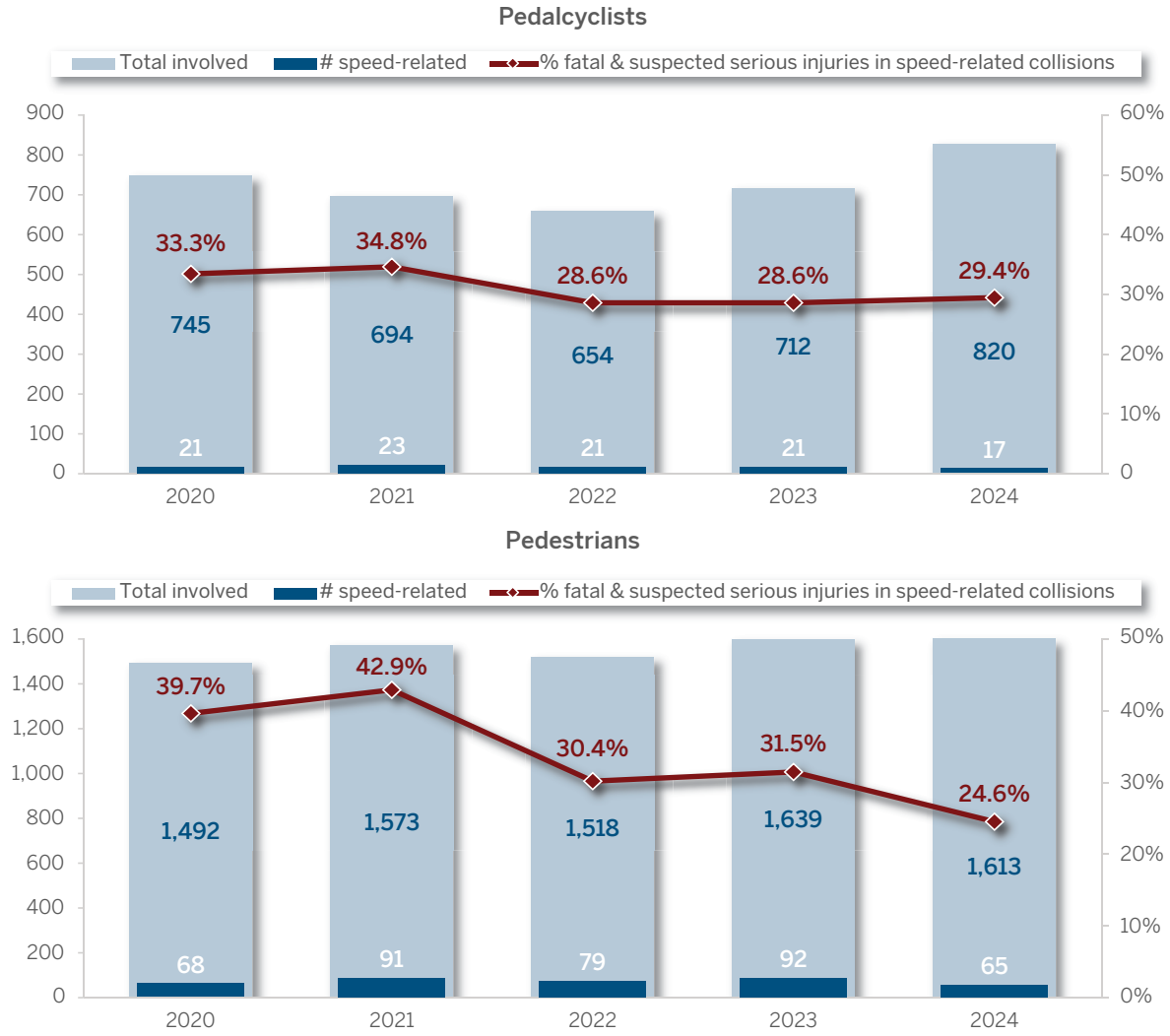
2) Color scales apply separately to pedalcyclists and pedestrians by year.

Non-motorists in speed-related collisions

From 2020 to 2024, 3% of pedalcyclists in collisions were in speed-related collisions (Figure 3.5). In 2024, 17 pedalcyclists were involved in speed-related collisions, a five-year low. Of these, five sustained fatal or suspected serious injuries. In each of the previous four years, between six and eight pedalcyclists involved in speed-related collisions sustained fatal or suspected serious injuries.

For 2020–24, 5% of crashes involving pedestrians were speed-related (Figure 3.5). The number of pedestrians involved in speed-related collisions fell from 92 in 2023 to 65 in 2024. In 2024, 25% of pedestrians in these crashes sustained fatal or suspected serious injuries—the lowest injury rate recorded during the five-year period.

Figure 3.5. Non-motorists in collisions in Indiana by speed involvement and injury rate, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) See the glossary for updated injury definitions.

INDIANA TRAFFIC SAFETY FACTS

MOTORCYCLES

MOTORCYCLES, 2024

In 2024, there were 2,853 motorcycle-involved collisions, a slight increase from 2,824 in 2023 (Table 4.1). Fatal motorcycle-involved collisions decreased to 131 in 2024 from a five-year high of 140 in 2023. Non-fatal injury collisions and property-damage-only collisions increased modestly from 2023 to 2024.

From 2020 to 2024, multiple-vehicle (MV) motorcycle-involved collisions consistently outnumbered singlevehicle (SV) motorcycle-involved collisions (Figure 4.1). In 2024, there were 1,157 single-vehicle and 1,696 multiple-vehicle collisions involving motorcycles. Fatal single-vehicle motorcycle-involved collisions decreased from 59 in 2023 to 37 in 2024, dropping from 5% to 3% of all single-vehicle collisions. Fatal multiple-vehicle collisions involving motorcycles increased slightly from 81 in 2023 to 94 in 2024, representing an increase from 5% to 6% of all multiple-vehicle collisions.

The number of motorcyclists—operators and passengers—involved in collisions increased from 3,073 in 2023 to 3,112 in 2024 (Tables 4.1 and 4.2). In 2024, 72% of motorcyclists in collisions were either killed or injured. Of these, 136 motorcyclists were killed, 733 sustained suspected serious injuries, and 1,359 sustained suspected minor or possible injuries. Among motorcyclists in collisions, 4% sustained fatal injuries, 24% sustained suspected serious injuries, and 44% were classified with suspected minor or possible injuries. Motorcyclist fatalities accounted for over 16% of all traffic fatalities in 2024 (Figure 4.2).

From 2023 to 2024, the number of motorcyclists in collisions increased 1%. For the same period, fatalities decreased 5%, while suspected serious injuries increased 3% and suspected minor injuries increased 2% (Tables 4.1 and 4.2). The annual rates of change between 2020 and 2024 were more modest than for 2023 to 2024 in all injury categories.

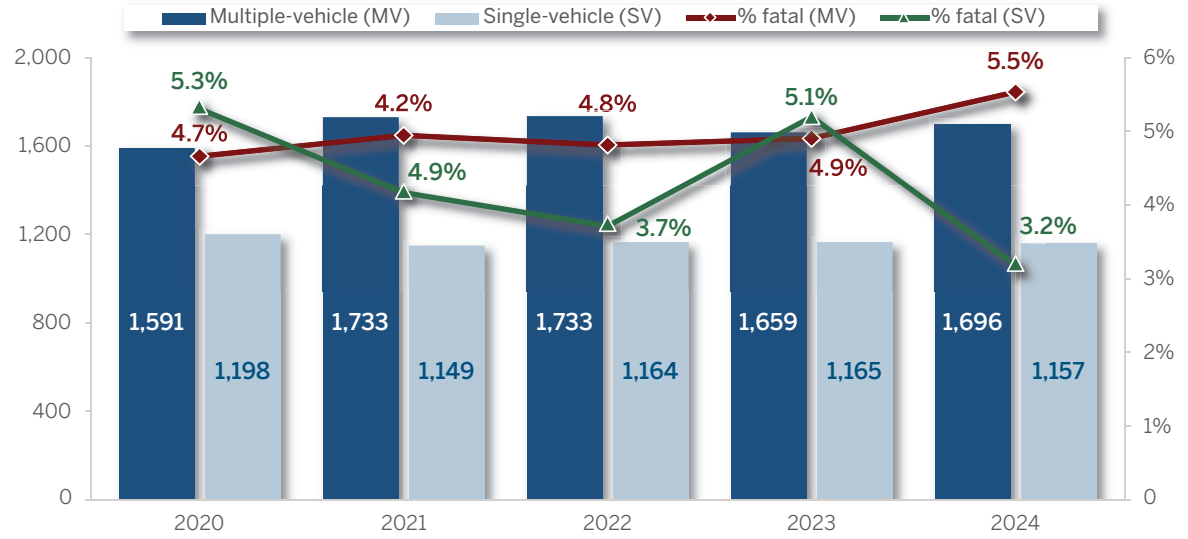
Table 4.1. Motorcycle registrations and motorcyclist fatalities and injuries in collisions in Indiana, 2020–24

	2020	2021	2022	2023	2024	Annual rate of change	
						2023–24	2020–24
Motorcycle registrations	**234,014**	**240,533**	**231,298**	**226,497**	**220,841**	**-2.5%**	**-1.4%**
Collisions	**2,789**	**2,882**	**2,894**	**2,824**	**2,853**	**1.0%**	**0.6%**
Fatal collisions	138	133	126	140	131	-6.4%	-1.3%
Non-fatal injury collisions	1,767	1,813	1,908	1,915	1,937	1.1%	2.3%
Property-damage-only collisions	884	936	860	769	785	2.1%	-2.9%
Motorcyclists in collisions	**2,968**	**3,025**	**3,114**	**3,073**	**3,112**	**1.3%**	**1.2%**
Fatalities	142	131	125	141	136	-3.5%	-1.1%
Non-fatal injuries	1,971	1,986	2,062	2,066	2,092	1.3%	1.5%
No injuries	855	908	927	866	884	2.1%	0.8%
Per 100,000 motorcycle registrations							
Fatal	**1,191.8**	**1,198.2**	**1,251.2**	**1,246.8**	**1,291.9**	**3.6%**	**2.0%**
Suspected serious injury	59.0	55.3	54.5	61.8	59.3	-4.0%	0.1%
Suspected minor injury	755.1	753.7	824.9	845.5	877.1	3.7%	3.8%
Possible injury	377.8	389.1	371.8	339.5	355.5	4.7%	-1.5%
Fatal	**1,268.3**	**1,257.6**	**1,346.3**	**1,356.8**	**1,409.2**	**3.9%**	**2.7%**
Suspected serious injury	60.7	54.5	54.0	62.3	61.6	-1.1%	0.4%
Suspected minor injury	842.3	825.7	891.5	912.2	947.3	3.9%	3.0%
Possible injury	365.4	377.5	400.8	382.3	400.3	4.7%	2.3%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: See the glossary for updated injury definitions.

Figure 4.1. Motorcycle collisions in Indiana by single-vehicle and multiple-vehicle involvement, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

Table 4.2. Motorcyclists in collisions in Indiana by injury status, 2020–24

Injury status	2020	2021	2022	2023	2024	Annual rate of change	
						2023–24	2020–24
All motorcyclists	**2,968**	**3,025**	**3,114**	**3,073**	**3,112**	**1.3%**	**1.2%**
Fatal	142	131	125	141	136	-3.5%	-1.1%
Suspected serious	677	700	739	704	733	4.1%	2.0%
Suspected minor	721	701	731	763	787	3.1%	2.2%
Possible	573	585	592	599	572	-4.5%	0.0%
Not injured	855	908	927	866	884	2.1%	0.8%
Fatality and injury rates							
% fatal	4.8%	4.3%	4.0%	4.6%	4.4%	-4.8%	-2.2%
% suspected serious	22.8%	23.1%	23.7%	22.9%	23.6%	2.8%	0.8%
% suspected minor	24.3%	23.2%	23.5%	24.8%	25.3%	1.9%	1.0%
% possible	19.3%	19.3%	19.0%	19.5%	18.4%	-5.7%	-1.2%
% not injured	28.8%	30.0%	29.8%	28.2%	28.4%	0.8%	-0.3%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

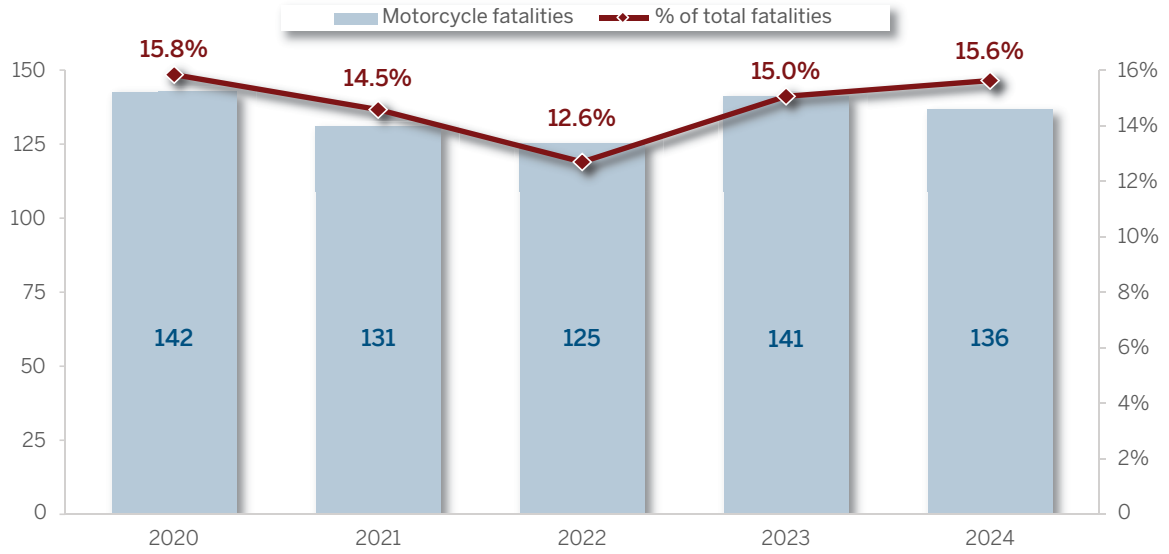
Notes:

1) Motorcyclists include operators and passengers on motorcycles, Class A and Class B motor-driven cycles, mopeds, and motorized bicycles. See the glossary for unit type definitions.

2) See the glossary for updated injury definitions.

3) Reporting officers are instructed to include all drivers in ARIES, but to include passengers in the crash report only if an injury occurs. Therefore, counts of uninjured passengers should be interpreted with caution.

Figure 4.2. Motorcyclist fatalities as a percent of all fatalities in collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

Motorcycle crashes by month, day of week, and time of day

Between 2020 and 2024, motorcycle collisions occurred most often during the summer months, from June to August, with the highest numbers in June and July (Table 4.3). In 2024, motorcycle collisions followed this general pattern. In contrast, total collisions peaked during the late fall months of October and November from 2020 to 2024. Most motorcycle collisions occur on Saturdays, followed by Sundays and Fridays (Table 4.4).

In 2024, motorcycle collisions occurred most often between 1 and 7:59 p.m., peaking from 5 to 5:59 p.m. (Figure 4.3). The number of motorcycle collisions was lowest in the early morning hours from midnight to 4:59 a.m. Starting at the 5 a.m. hour, the number of collisions generally increased, peaking in the late afternoon, and declining starting at 6 p.m. By day and time, motorcycle collisions were highest on Saturdays and Sundays from 4 to 5:59 p.m. and on Sundays from 7 to 7:59 p.m. (Table 4.5)

By month, the highest proportions of motorcycle collisions resulting in fatal or suspected serious injuries were in January (38%), June (31%), July (32%), and August (31%) (Figure 4.4). The lowest proportion was in December (20%). By time of day, the highest proportion of motorcycle collisions resulting in fatal and suspected serious injuries occurred between 11 p.m. and 1:59 a.m., peaking during the 11 p.m. hour (Figure 4.3). The lowest proportions of motorcycle collisions resulting in fatal and suspected serious injuries occurred during the 7 a.m. and 2 p.m. hours.

Table 4.3. Total and motorcycle collisions in Indiana by month, 2020–24

Month	2020	2021	2022	2023	2024
Total collisions					
Jan	15,787	15,692	17,931	16,146	16,940
Feb	16,855	15,932	16,737	13,838	15,351
Mar	11,816	14,561	15,313	16,062	14,300
Apr	8,013	16,040	15,502	15,518	15,808
May	12,252	17,424	18,029	17,468	17,366
Jun	14,580	17,729	16,700	16,523	15,922
Jul	15,454	17,539	16,070	15,782	15,763
Aug	15,430	17,821	17,306	18,000	16,884
Sep	15,211	17,719	16,953	16,540	16,713
Oct	17,696	20,488	18,958	18,924	18,914
Nov	16,899	19,732	19,184	18,770	18,743
Dec	15,963	18,156	18,767	16,528	17,331
Total	175,956	208,833	207,450	200,099	200,035
High	Oct	Oct	Nov	Oct	Oct
Low	Apr	Mar	Mar	Feb	Mar
Motorcycle collisions					
Jan	37	34	29	42	16
Feb	55	21	31	72	87
Mar	94	175	145	103	134
Apr	136	274	197	256	200
May	319	349	394	392	343
Jun	456	426	489	357	418
Jul	418	421	442	424	420
Aug	448	404	383	429	382
Sep	375	386	396	364	367
Oct	230	225	250	228	332
Nov	179	102	103	106	109
Dec	42	65	35	51	45
Total	2,789	2,882	2,894	2,824	2,853
High	Jun	Jun	Jun	Aug	Jul
Low	Jan	Feb	Jan	Jan	Jan

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

2) Color scales apply to all months for the entire five-year period, 2020–24, for total collisions and motorcycle collisions separately.

Table 4.4. Total and motorcycle collisions in Indiana by day of week, 2020–24

Month	2020	2021	2022	2023	2024
Total collisions					
Sun	18,684	22,554	21,430	21,490	20,221
Mon	24,749	30,019	29,116	28,234	28,832
Tue	25,319	30,579	30,390	29,554	30,545
Wed	27,845	31,623	30,598	30,204	29,477
Thu	26,768	31,328	31,961	31,267	30,598
Fri	29,100	35,401	35,847	33,665	34,829
Sat	23,491	27,329	28,108	25,685	25,533
Total	175,956	208,833	207,450	200,099	200,035
High	Fri	Fri	Fri	Fri	Fri
Low	Sun	Sun	Sun	Sun	Sun
Motorcycle collisions					
Sun	421	496	419	453	469
Mon	315	367	325	295	356
Tue	291	402	382	370	351
Wed	319	301	356	366	353
Thu	390	338	389	381	394
Fri	453	439	463	433	409
Sat	600	539	560	526	521
Total	2,789	2,882	2,894	2,824	2,853
High	Sat	Sat	Sat	Sat	Sat
Low	Tue	Wed	Mon	Mon	Tue

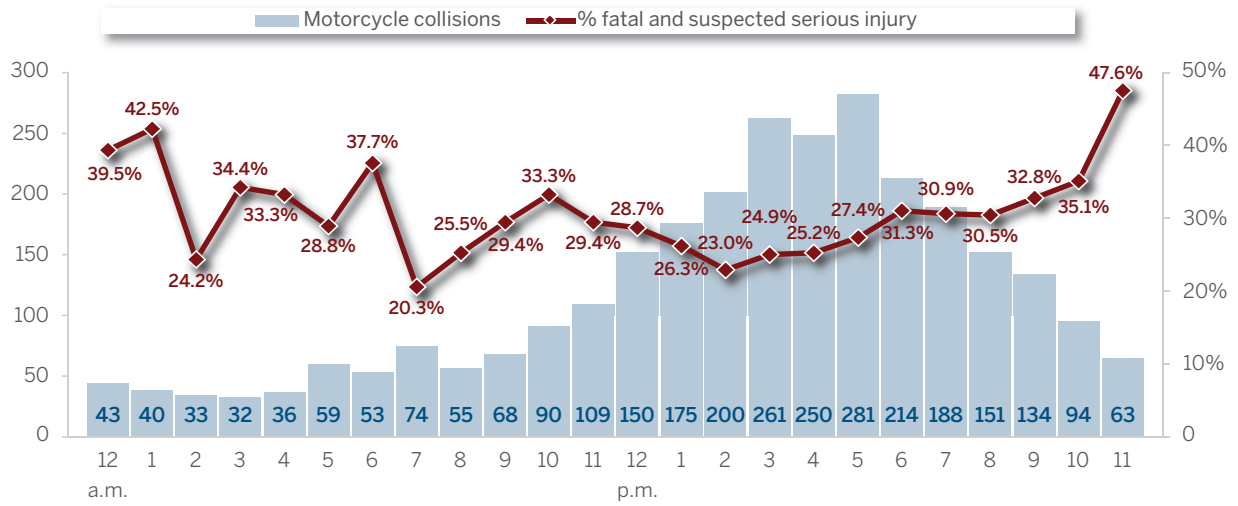
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

2) Color scales apply to all months for the entire five-year period, 2020–24, for total collisions and motorcycle collisions separately.

Figure 4.3. Motorcycle collisions in Indiana by time of day, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

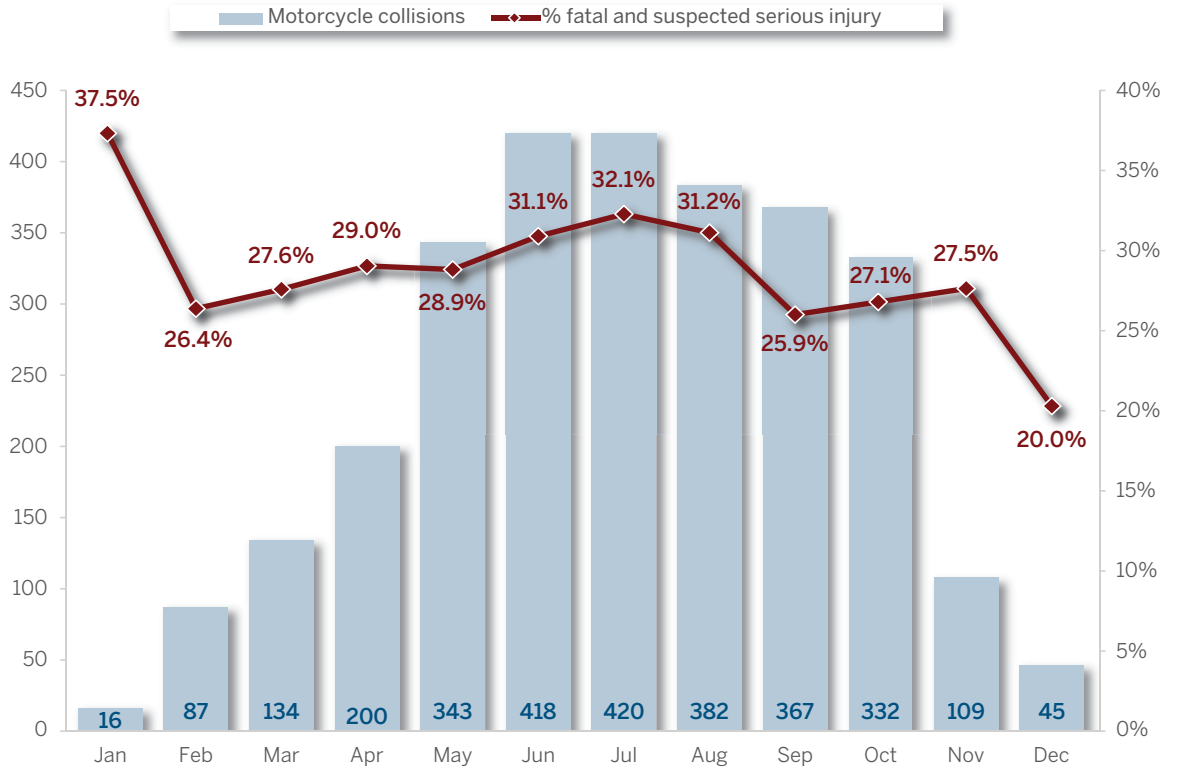
2) Excludes collisions for which the hour was unknown or not reported.

Table 4.5. Motorcycle collisions by day of week and time of day, 2024

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	% motorcycle by hour
12 a.m.	11	4	5	1	4	10	8	43
1 a.m.	14	3	1	3	5	4	10	40
2 a.m.	8	5	0	3	3	5	9	33
3 a.m.	8	4	2	3	7	4	4	32
4 a.m.	2	7	5	2	5	10	5	36
5 a.m.	3	5	18	12	11	6	4	59
6 a.m.	4	6	7	6	16	13	1	53
7 a.m.	1	12	14	13	15	11	8	74
8 a.m.	6	7	7	9	13	5	8	55
9 a.m.	11	7	8	5	11	6	20	68
10 a.m.	13	10	9	10	15	15	18	90
11 a.m.	18	15	18	9	7	15	27	109
12 p.m.	34	18	17	18	19	18	26	150
1 p.m.	27	21	26	16	15	26	44	175
2 p.m.	36	28	28	19	31	21	37	200
3 p.m.	41	32	33	41	39	32	43	261
4 p.m.	48	29	32	30	33	29	49	250
5 p.m.	46	39	35	40	39	34	48	281
6 p.m.	30	32	19	31	30	42	30	214
7 p.m.	45	21	12	29	27	29	25	188
8 p.m.	23	15	21	19	16	26	31	151
9 p.m.	22	20	12	20	15	21	24	134
10 p.m.	13	12	12	5	12	19	21	94
11 p.m.	5	4	10	9	6	8	21	63
% motorcycle by day	469	356	351	353	394	409	521	2,853

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Figure 4.4. Motorcycle collisions in Indiana by month, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

2) See glossary for updated injury definitions.

Motorcycle crashes by vehicle type

In 2024, 82% of motorcycle operators and passengers involved in collisions were on motorcycles, with the remaining 18% on other two- or three-wheeled vehicles (Table 4.6). Motorcyclists in collisions riding motorcycles increased 3% from 2023 to 2024. During the same period, the number of motorcyclists in collisions riding mopeds also increased by 5%, while the number who were riding Class A motor-driven cycles, Class B motor-driven cycles, and motorized bicycles decreased by 22%, 9%, and 9% respectively. Fatalities among riders on motorcycles increased by about 1%, from 126 in 2023 to 127 in 2024. Non-fatal motorcycle injuries among riders on motorcycles increased 2%, from 1,664 in 2023 to 1,703 in 2024. Fatalities fell for collisions involving Class A motor-driven cycles, Class B motor-driven cycles, and mopeds. There was one fatality on a motorized bicycle in each of the two years. Non-fatal injuries decreased for Class A and Class B motor-driven cycles but increased for the motorized bicycles and mopeds.

Table 4.6. Motorcyclists in collisions in Indiana by type of motorized vehicle, 2023–24

	Count of individuals		Percent change	2024 injury rate, by unit type
	2023	2024	2023–24	
All motorcyclists	**3,073**	**3,112**	**1.3%**	**N/A**
Motorcycle	**2,479**	**2,550**	**2.9%**	**100%**
Fatal	126	127	0.8%	5.0%
Non-fatal Injury	1,664	1,703	2.3%	66.8%
Not injured	689	720	4.5%	28.2%
Class B motor-driven cycle	113	88	-22.1%	100%
Fatal	2	0	-100.0%	0.0%
Non-fatal Injury	74	60	-18.9%	68.2%
Not injured	37	28	-24.3%	31.8%
Class A motor-driven cycle	**162**	**148**	**-8.6%**	**100%**
Fatal	4	3	-25.0%	2.0%
Non-fatal Injury	93	78	-16.1%	52.7%
Not injured	65	67	3.1%	45.3%
Motorized bicycle	**54**	**49**	**-9.3%**	**100%**
Fatal	1	1	0.0%	2.0%
Non-fatal Injury	34	40	17.6%	81.6%
Not injured	19	8	-57.9%	16.3%
Moped	**265**	**277**	**4.5%**	**100%**
Fatal	8	5	-37.5%	1.8%
Non-fatal Injury	201	211	5.0%	76.2%
Not injured	56	61	8.9%	22.0%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

2) Non-fatal injuries include those defined as suspected serious, suspected minor, and possible. See the glossary for updated injury definitions.

Alcohol impairment of motorcycle operators in collisions

In 2024, 62 motorcycle operators were impaired—having a BAC of 0.08 g/dL or more—in traffic collisions (Table 4.7). This represents a 5% increase in impaired operators from 59 in 2023. Thirty-two operators were impaired in fatal and suspected serious crashes, consistent with the numbers recorded in 2022 and 2023.

Table 4.7. Motorcycle operators in collisions in Indiana by alcohol impairment and severity, 2024

	2020	2021	2022	2023	2024
All collisions	2,703	2,777	2,901	2,859	2,914
Impaired	78	70	57	59	62
Not impaired	89	53	17	27	17
Invalid/not reported	2,536	2,654	2,827	2,773	2,835
Fatal and suspected serious injury collisions	800	811	864	849	852
Impaired	29	37	33	32	32
Not impaired	55	36	12	19	7
Invalid/not reported	716	738	819	798	813

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes only the operators of motorcycles—motorcycles, Class A and Class B motor-driven cycles, mopeds, and motorized bicycles. See the glossary for unit type definitions.

2) BAC 0.08 g/dL or greater is legally impaired. BAC values greater than 0.59g/dL are treated as invalid.

3) See glossary for updated injury definitions.

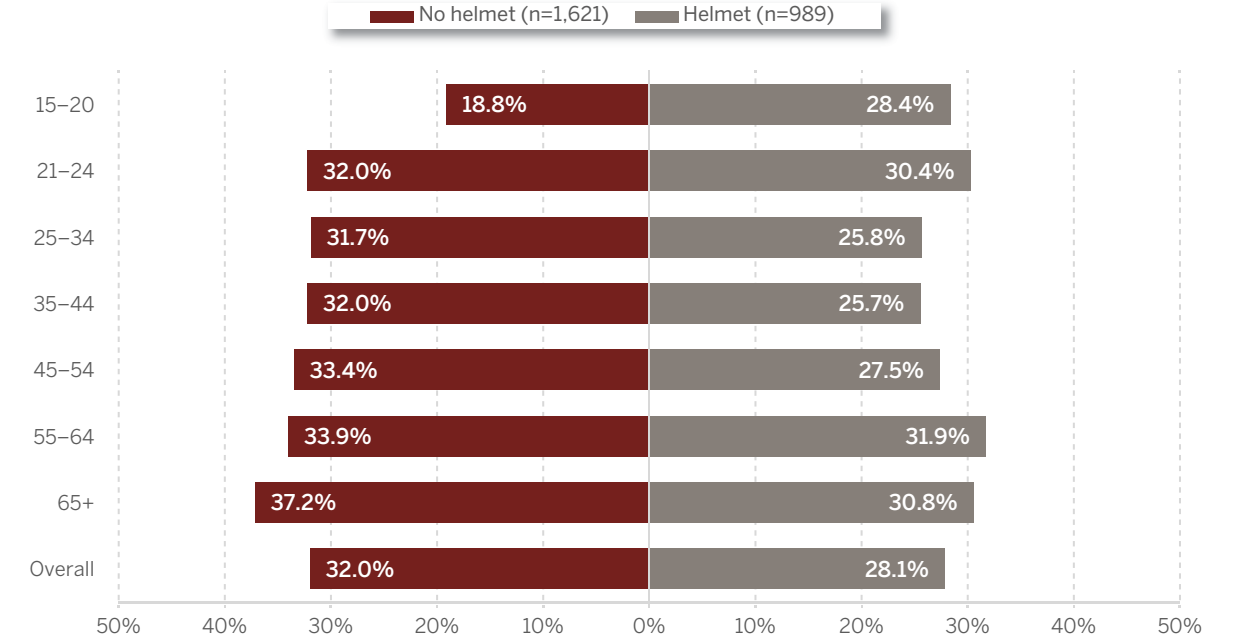
Helmet use in collisions

Helmet use generally is associated with lower injury and fatality rates among motorcyclists in collisions. In 2024, 32% of motorcyclists who were not wearing helmets either died or sustained suspected serious injuries, while 28% of motorcyclists who were wearing helmets died or sustained suspected serious injuries (Figure 4.5). The proportion of fatal and suspected serious injuries was greater for motorcyclists who were not wearing helmets for all age groups except those who were aged 15–20 years.

From 2020 to 2024, male motorcyclists had higher rates of helmet use than their female counterparts in all years except 2020 (Table 4.8). In 2024, 35% of male and 33% of female motorcyclists who sustained fatal or suspected serious injuries were wearing helmets. In the same year, male motorcyclists in the 45–54 age group and female motorcyclists in the 55–64 age group had the lowest rates of helmet use in all collisions, 24% and 16%, respectively. The lowest rates of helmet use among motorcyclists who sustained fatal or suspected serious injuries were males in the 45–54 and 55–64 age groups and female motorcyclists in the 45–54 age group.

In 2024, motorcyclists were involved in and killed in collisions most often in urban areas (Figure 4.6). Motorcyclists in rural, exurban, suburban, and urban collisions were equally likely to wear a helmet in collisions (38%). Motorcyclists who were killed in suburban (18%), exurban (36%), and rural (36%) collisions were less likely to be wearing a helmet than those killed in urban (48%) collisions.

Figure 4.5. Helmet usage among motorcyclists in collisions with fatal and suspected serious injuries as a percent of all motorcyclists in collisions in Indiana by age group, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcyclists include operators and passengers of motorcycles, Class A and Class B motor-driven cycles, motorized bicycles, and mopeds. See the glossary for unit type definitions.

2) Calculations for motorcyclists without helmets include individuals coded as no helmet or none.

3) Excludes cases with unknown age.

4) See glossary for updated injury definitions.

Table 4.8. Motorcyclist helmet use in collisions in Indiana by age group, gender, and injury status, 2020–24

Age group	2020		2021		2022		2023		2024	
All motorcyclists										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	53.8%	33.3%	55.9%	47.6%	63.6%	39.1%	62.9%	44.4%	61.2%	50.0%
21–24	44.1%	37.0%	57.6%	21.4%	55.3%	45.5%	61.4%	47.1%	60.1%	45.5%
25–34	36.9%	46.3%	42.6%	37.1%	44.4%	43.1%	39.7%	30.9%	44.0%	37.0%
35–44	28.5%	35.1%	25.7%	26.9%	28.5%	27.8%	30.6%	25.0%	31.0%	29.1%
45–54	27.9%	33.8%	30.5%	33.3%	25.4%	34.7%	22.2%	29.4%	23.9%	31.0%
55–64	32.2%	44.0%	30.7%	37.2%	28.1%	41.5%	24.7%	34.1%	24.1%	15.9%
65+	45.6%	54.5%	48.6%	33.3%	41.3%	37.5%	37.1%	40.0%	31.0%	20.0%
All ages	35.3%	39.5%	38.1%	33.8%	37.8%	37.1%	36.5%	32.6%	38.6%	32.7%
Motorcyclists experiencing fatal or suspected serious injuries										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	45.2%	50.0%	65.9%	0.0%	60.7%	40.0%	53.8%	66.7%	69.7%	66.7%
21–24	41.7%	33.3%	61.3%	0.0%	45.7%	60.0%	53.3%	60.0%	58.8%	45.5%
25–34	30.3%	37.5%	36.2%	26.3%	37.6%	26.3%	39.7%	33.3%	38.9%	31.3%
35–44	23.7%	41.2%	22.7%	15.0%	24.3%	21.7%	28.9%	14.3%	25.6%	31.3%
45–54	21.1%	36.7%	21.2%	31.3%	22.0%	33.3%	16.2%	5.3%	20.9%	25.0%
55–64	23.7%	22.2%	20.4%	50.0%	20.0%	54.5%	20.5%	31.3%	20.7%	30.0%
65+	45.7%	100.0%	35.3%	50.0%	42.9%	44.4%	28.8%	50.0%	25.9%	28.6%
All ages	28.8%	37.3%	32.1%	28.2%	32.4%	34.3%	31.3%	26.9%	35.2%	33.0%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcyclists include operators and passengers of motorcycles, Class A and Class B motor-driven cycles, motorized bicycles, and mopeds. See the glossary for unit type definitions.

2) Helmet, no helmet, and none are included in the totals for helmet use calculations.

3) Data limited to drivers and injured occupants with a valid gender and age. Excludes drivers and injured occupants under 15 years old.

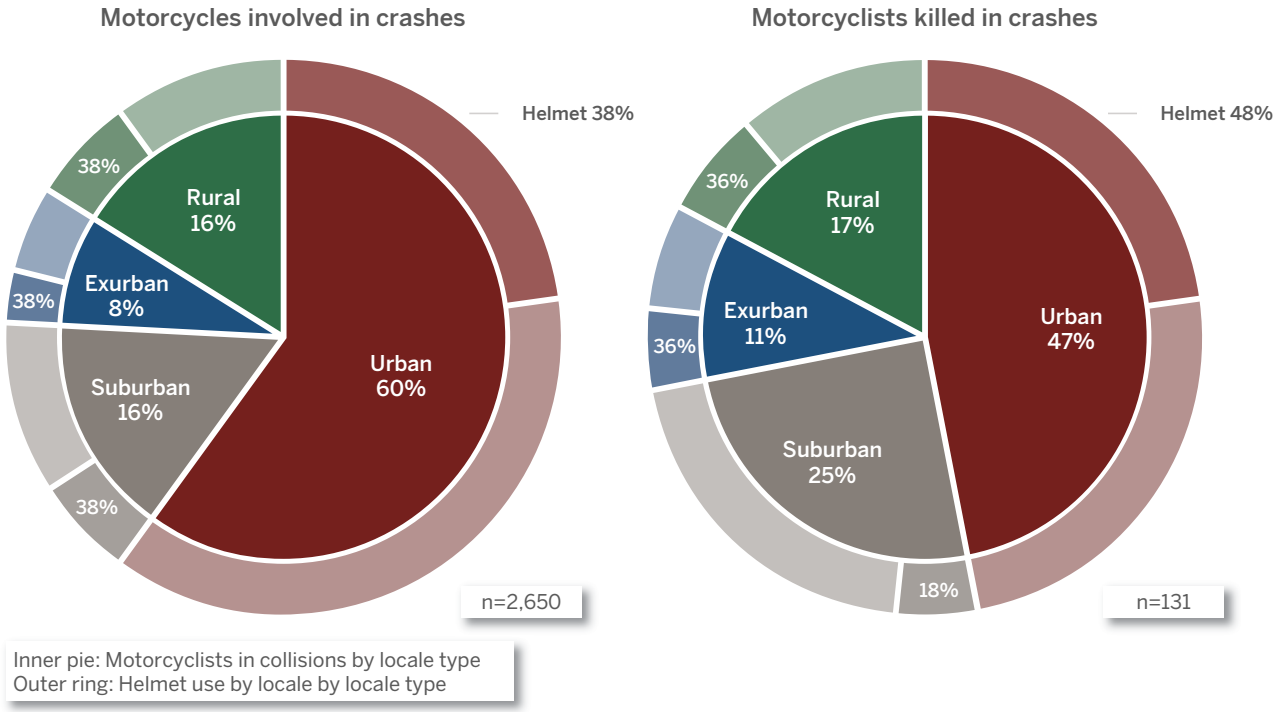
4) See glossary for updated injury definitions.

5) Color scales apply to both genders and all years for motorcyclists in collisions and motorcyclists experiencing fatal or suspected serious injuries.

Characteristics of motorcycle collisions

Motorcycle collisions and the probability of injury vary depending on light, weather, and road conditions at the time of a crash (Table 4.9 and Figure 4.7). Motorcycle collisions occurred predominantly during daylight hours, in clear weather, on curved roads, and at locations that were not intersections or highway interchanges. Fatal collisions generally occurred under similar circumstances Motorcycle collisions—overall and fatal—occurred predominantly on local/city roads (Figure 4.8).

Figure 4.6. Helmet usage among motorcyclists in collisions in Indiana by injury status and locale type, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

Notes:

1) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are those defined in the 2020 Census generally by density and size. The research team created suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

2) Motorcyclists include operators and passengers of motorcycles, motor-driven cycles—Class A and Class B, motorized bicycles, and mopeds. See the glossary for unit type definitions.

3) Helmet, no helmet, and none are included in the totals for helmet use calculations.

4) Excludes cases for which the locale type could not be determined.

Table 4.9. Motorcycle collisions in Indiana by severity, environmental condition, and road parameter, 2024

Characteristics	Counts				Percents	
	Fatal	Non-fatal	Property-damage-only	Total	% fatal	% non-fatal
Light conditions	**130**	**1,936**	**784**	**2,850**		
Daylight	78	1,382	588	2,048	3.8%	67.5%
Dark (lighted)	22	218	87	327	6.7%	66.7%
Dark (not lighted)	24	240	76	340	7.1%	70.6%
Dawn/dusk	6	96	33	135	4.4%	71.1%
Weather conditions	**131**	**1,937**	**785**	**2,853**		
Clear	111	1,693	680	2,484	4.5%	68.2%
Cloudy or poor visibility	16	189	72	277	5.8%	68.2%
Extreme weather	4	55	33	92	4.3%	59.8%
Road junctions	**131**	**1,937**	**785**	**2,853**		
No junction involved	64	1,072	426	1,562	4.1%	68.6%
Intersections	62	810	334	1,206	5.1%	67.2%
Interchange/ramp	5	55	25	85	5.9%	64.7%
Road character	**131**	**1,935**	**778**	**2,844**		
Straight (level)	0	9	23	32	0.0%	28.1%
Straight (graded and hillcrest)	10	149	39	198	5.1%	75.3%
Curved (level)	6	66	18	90	6.7%	73.3%
Curved (graded and hillcrest)	91	1,373	603	2,067	4.4%	66.4%
Mixed	8	58	27	93	8.6%	62.4%
Non-roadway	16	280	68	364	4.4%	76.9%
Road class	**123**	**1,724**	**599**	**2,446**		
Interstate	10	98	38	146	6.8%	67.1%
U.S. route	18	162	68	248	7.3%	65.3%
State road	27	304	84	415	6.5%	73.3%
Local/city	43	852	325	1,220	3.5%	69.8%
County road	25	308	84	417	6.0%	73.9%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Motorcycles include motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See the glossary for unit type definitions.

2) Excludes collisions for which the characteristic was unknown or not reported.

3) Mixed roadway character indicates more than one roadway character response was selected for vehicles in a single collision.

4) Selected characteristics are regrouped from collision characteristics reported in ARIES, as shown below.

a) Weather conditions:

Cloudy or poor visibility includes cloudy, fog/smoke/smog and blowing sand/soil/snow.

Extreme weather includes rain, severe crosswind, sleet/hail/freezing rain, and snow.

b) Road junctions:

Intersections include five-point or more intersections, four-way intersections, T-intersections, traffic circles/roundabouts, trail crossings, railroad crossings, and Y-intersections.

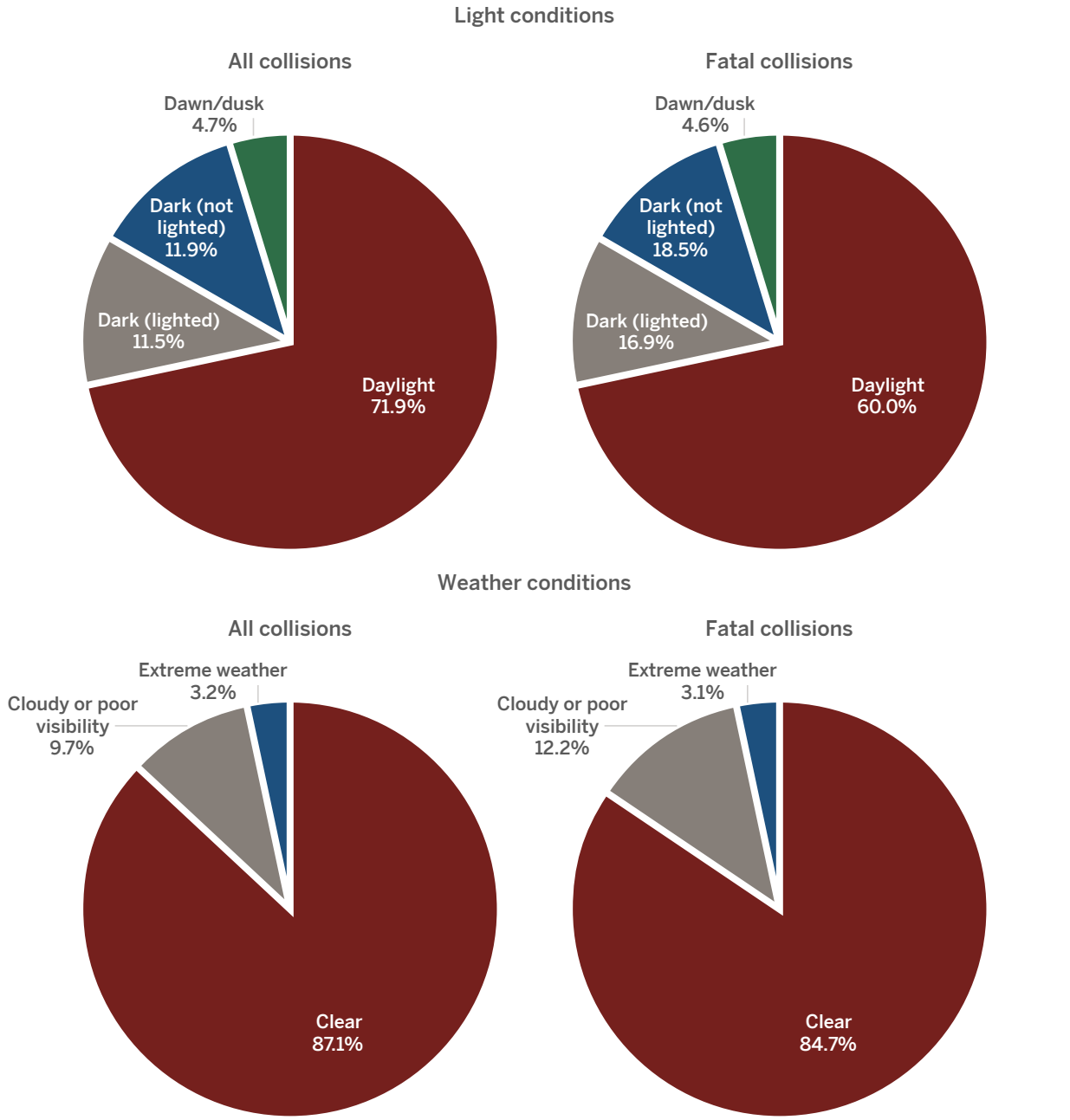
Interchange/ramp includes interchanges and ramps.

c) Road character:

Curves includes curve/grade, curve/hillcrest, and curve/level.

Straight (non-level) includes straight/grade and straight/hillcrest.

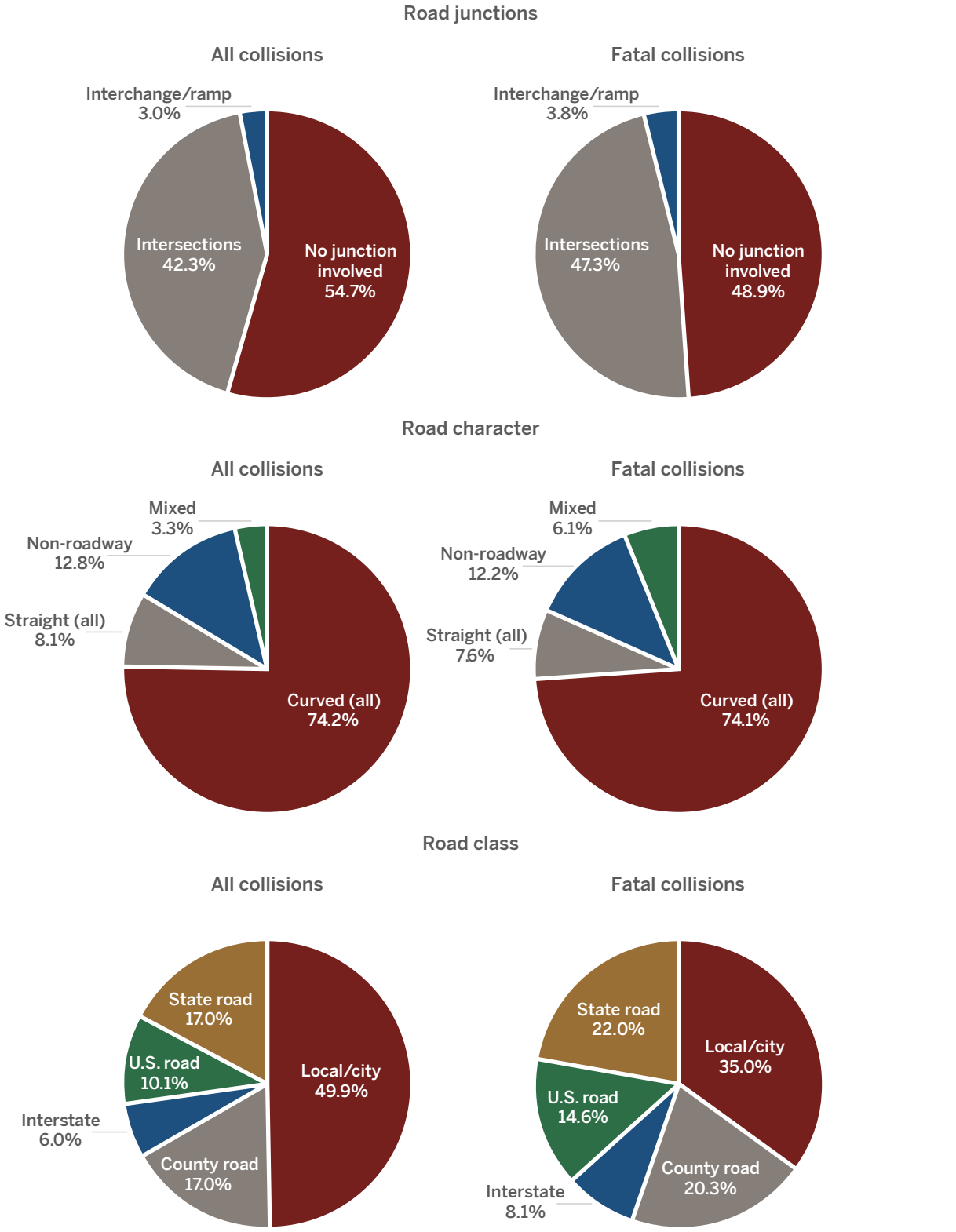
Figure 4.7. Motorcycle collisions in Indiana by light and weather conditions, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Refer to notes in Table 4.9.

Figure 4.8. Motorcycle collisions in Indiana by road parameter, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Refer to notes in Table 4.9.

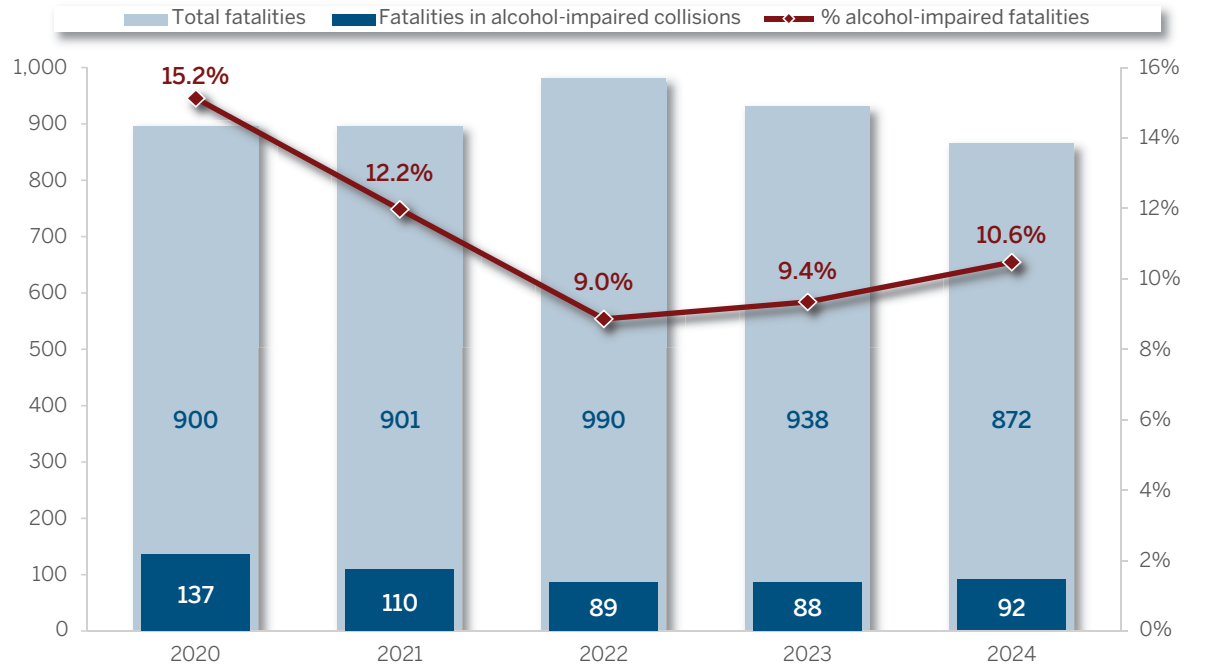
INDIANA TRAFFIC SAFETY FACTS

IMPAIRED DRIVING

IMPAIRED DRIVING, 2024

In 2024, 92 people died in collisions in which at least one driver was legally impaired by alcohol (i.e., BAC at or above 0.08 g/dL) (Figure 5.1). Of the 3,492 alcohol-impaired collisions that year, 83 resulted in at least one death (Table 5.1). From 2023 to 2024, fatal alcohol-impaired collisions increased 3%. In the same period, the number of individuals killed in alcohol-impaired crashes increased by 5%. However, from 2020 to 2024, fatal alcohol-impaired collisions declined at a rate of 9% annually, and fatalities in alcohol-impaired collisions declined at a rate of 10% annually.

Figure 5.1. Fatalities in collisions in Indiana by alcohol impairment, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025

Note: A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid.

Table 5.1. Alcohol-impaired collisions and injuries in Indiana, 2020–24

	2020	2021	2022	2023	2024	Annual rate of change	
						2023–24	2020–24
Alcohol-impaired collisions							
Total collisions	**3,845**	**3,825**	**3,426**	**3,397**	**3,492**	**2.8%**	**-2.4%**
Fatal	119	98	85	81	83	2.5%	-8.6%
Injury	983	961	930	929	939	1.1%	-1.1%
Property-damage-only	2,743	2,766	2,411	2,387	2,470	3.5%	-2.6%
Individuals in alcohol-impaired collisions							
Total individuals	**5,508**	**5,728**	**5,536**	**5,619**	**5,902**	**5.0%**	**1.7%**
Fatal	137	110	89	88	92	4.5%	-9.5%
Injured	1,388	1,377	1,251	1,319	1,305	-1.1%	-1.5%
Not injured	3,983	4,241	4,196	4,212	4,505	7.0%	3.1%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid.

2) Non-fatal injuries are those classified as suspected serious, suspected minor, and possibles. See the glossary for updated injury definitions.

Blood alcohol and drug testing rates and reporting in collisions

Indiana law requires police officers to offer a portable breath or chemical test to anyone they believe was driving a vehicle involved in a crash that caused a fatality or serious bodily injury. Testing rates for drivers' alcohol impairment in fatal collisions vary by the severity of the crash, the severity of driver injuries, and driver age. In 2024, 61% of drivers involved in fatal collisions and 22% of drivers in suspected serious collisions were tested for alcohol and/or drugs (Table 5.2). In that year, 70% of surviving drivers in fatal collisions were tested, compared to 51% of those who died (Table 5.3). Among driver age groups in fatal collisions, drivers aged 35–44 were tested at the highest rate of 70% (Table 5.4). Among drivers in suspected serious injury collisions, drivers aged 21–24 were tested at the highest rate of 26%.

Often, testing results are missing in the ARIES database. Missing results can be due to delays in the analysis of the tests themselves and in officers returning to collision records in ARIES to record results. For instance, among drivers in fatal collisions who were tested for alcohol in 2024, only 13% had BAC results in the ARIES database as of mid-May 2025 (Table 5.2). The absence of drug test results is not as severe as for alcohol results. In 2024, two-thirds of drivers in fatal collisions who were tested for drugs had recorded results.

The analysis provided below is based on known impairment status and may undercount impaired drivers and collisions. Rates of impairment also should be considered carefully given the extent of missing data.

Driver impairment by collision severity

From 2020 to 2023, rates of alcohol impairment and drug positivity for drivers in fatal collisions with available test results were less than for drivers in suspected serious injury crashes with available test results (Table 5.2). in 2024, the pattern was similar for alcohol impairment, but the difference was smaller than in previous years.

The rate of alcohol impairment in suspected serious injury collisions was 81% and the rate for drivers in fatal collisions was 78%. The same year, the rate of drug positivity was slightly higher for drivers in fatal collisions than for drivers in suspected serious injury collisions. The drug-positivity rate for drivers in fatal collisions was 36% and for drivers in suspected serious injury collisions was 34%.

From 2020 to 2024, drivers in fatal collisions who were killed and for whom BAC and drug results were reported had consistently higher rates of alcohol-impairment and positive drug results than drivers who survived with available test results (Table 5.3). In 2024, 86% of drivers who were killed were alcohol-impaired compared to 65% of surviving drivers. In the same year, 46% of drivers who were killed had positive drug results compared to 29% of surviving drivers.

Table 5.2. Drivers in fatal and suspected serious injury collisions in Indiana by substance test given and reported results, 2020–24

	Drivers in fatal collisions					Drivers in suspected serious collisions				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Drivers	**1,245**	**1,343**	**1,497**	**2,767**	**1,369**	**5,210**	**6,162**	**6,516**	**6,921**	**6,835**
By test type given										
Alcohol and/or drug	753	847	916	781	837	1,248	1,340	1,329	1,538	1,468
Alcohol	734	834	909	775	821	1,181	1,284	1,270	1,489	1,421
Drug	649	746	781	676	724	737	807	775	884	896
None	90	211	461	492	480	426	1,623	3,980	4,576	5,044
Refused	5	2	5	6	3	15	34	27	41	35
Not reported	397	283	115	96	49	3,521	3,165	1,180	766	288
Tested, as a % of all	**60.5%**	**63.1%**	**61.2%**	**28.2%**	**61.1%**	**24.0%**	**21.7%**	**20.4%**	**22.2%**	**21.5%**
By BAC test result										
Alcohol-impaired	119	99	86	81	84	218	202	193	214	180
Not impaired	378	272	61	40	24	318	207	85	75	43
No result reported	237	463	762	654	713	645	875	992	1,200	1,198
By drug test result										
Positive	199	232	144	167	173	100	76	82	101	77
Negative	328	353	247	307	312	109	97	105	147	148
Pending	17	13	5	1	0	101	99	7	4	0
No result reported	105	148	385	201	239	427	535	581	632	671
Alcohol-impaired, as a % of tested	**16.2%**	**11.9%**	**9.5%**	**10.5%**	**10.2%**	**18.5%**	**15.7%**	**15.2%**	**14.4%**	**12.7%**
Drug-positive, as a % of tested	**30.7%**	**31.1%**	**18.4%**	**24.7%**	**23.9%**	**13.6%**	**9.4%**	**10.6%**	**11.4%**	**8.6%**
Alcohol-impaired, as a % of drivers with reported results	**23.9%**	**26.7%**	**58.5%***	**66.9%***	**77.8%***	**40.7%**	**49.4%**	**69.4%***	**74.0%***	**80.7%***
Drug-positive, as a % of drivers with reported results	**37.8%**	**39.7%**	**36.8%**	**35.2%**	**35.7%**	**47.8%**	**43.9%**	**43.9%**	**40.7%**	**34.2%**

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) The results reported in this table include only drivers for which the test given variable indicated alcohol and/or drug testing.

2) Alcohol-impaired: BAC of 0.08 g/dL or higher. BAC results greater than 0.59 g/dL are treated as invalid and included in no result reported.

3) Drug-positive: Reported as positive in ARIES. ARIES does not currently specify drug type(s).

4) Alcohol-impaired and drug-positive are not mutually exclusive. Drivers can be one, the other, or both.

5) *From 2022 to 2024, the number of test results reported for individuals who were tested and were not impaired declined substantially from prior years. Readers should interpret percent impaired with caution.

Table 5.3. Drivers in fatal collisions in Indiana by substance test given, reported results, and driver injury status, 2020–24

	Drivers in fatal collisions									
	Surviving					Killed				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Drivers	**644**	**730**	**815**	**743**	**763**	**601**	**613**	**682**	**2024**	**606**
By test type given										
Alcohol and/or drug	469	520	582	504	531	284	327	334	277	306
Alcohol	456	510	577	499	524	278	324	332	276	297
Drug	386	431	457	414	437	263	315	324	262	287
None	35	87	152	165	180	55	124	309	327	300
Refused	5	2	4	6	3	0	0	1	0	0
Not reported	135	121	77	68	49	262	162	38	28	0
Tested, as a % of all	**72.8%**	**71.2%**	**71.4%**	**67.8%**	**69.6%**	**47.3%**	**53.3%**	**49.0%**	**13.7%**	**50.5%**
By BAC test result										
Alcohol-impaired	38	21	25	31	28	81	78	61	50	56
Not impaired	263	195	37	26	15	115	77	24	14	9
No result reported	155	294	515	442	481	82	169	247	212	232
By drug test result										
Positive	88	102	65	87	88	111	130	79	80	85
Negative	224	236	164	212	214	104	117	83	95	98
Pending	14	10	2	0	0	3	3	3	1	0
No result reported	60	83	226	115	135	45	65	159	86	104
Alcohol-impaired, as a % of tested	**8.3%**	**4.1%**	**4.3%**	**6.2%**	**5.3%**	**29.1%**	**24.1%**	**18.4%**	**18.1%**	**18.9%**
Drug-positive, as a % of tested	**22.8%**	**23.7%**	**14.2%**	**21.0%**	**20.1%**	**42.2%**	**41.3%**	**24.4%**	**30.5%**	**29.6%**
Alcohol-impaired, as a % of drivers with reported results	**12.6%**	**9.7%**	**40.3%***	**54.4%***	**65.1%***	**41.3%**	**50.3%**	**71.8%***	**78.1%***	**86.2%***
Drug-positive, as a % of drivers with reported results	**28.2%**	**30.2%**	**28.4%**	**29.1%**	**29.1%**	**51.6%**	**52.6%**	**48.8%**	**45.7%**	**46.4%**

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) The results reported in this table include only drivers for which the test given variable indicated alcohol and/or drug testing.

2) Alcohol-impaired: BAC of 0.08 g/dL or higher. BAC results greater than 0.59 g/dL are treated as invalid and included in no result reported.

3) Drug-positive: Reported as positive in ARIES. ARIES does not currently specify drug type(s).

4) Alcohol-impaired and drug-positive are not mutually exclusive. Drivers can be one, the other, or both.

5) *From 2022 to 2024, the number of test results reported for individuals who were tested and were not impaired declined substantially from prior years. Readers should interpret the percent impaired with caution.

Table 5.4. Drivers in fatal and suspected serious injury collisions in Indiana who were tested for alcohol or other substances by age, 2024

	Drivers					
	Fatal collisions			Suspected serious injury collisions		
Driver age	Tested	Total	Tested as a % of total	Tested	Total	Tested as a % of total
15–20	71	115	61.7%	162	726	22.3%
21–24	73	111	65.8%	165	631	26.1%
25–34	169	248	68.1%	340	1,398	24.3%
35–44	177	252	70.2%	295	1,222	24.1%
45–54	132	203	65.0%	190	880	21.6%
55–64	111	173	64.2%	177	806	22.0%
65–74	62	119	52.1%	94	525	17.9%
75+	41	89	46.1%	42	315	13.3%
All ages	836	1,310	63.8%	1,465	6,503	22.5%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) The results reported in this table include only drivers for whom the test given variable indicated alcohol and/or drug testing.

2) Excludes unknown and drivers aged under 15 and over 109 years.

Driver impairment in collisions by age and gender

In 2024, 84 drivers in fatal collisions were alcohol-impaired. Impaired drivers in fatal collisions increased 2% from 2023 to 2024 but decreased at a rate of 9% annually from 2020 to 2024 (Table 5.5). In 2024, drivers aged 25–34 and 35–44 constituted the largest proportions of all drivers in fatal collisions, as well as the largest proportions of impaired drivers in fatal collisions. Impaired drivers aged 25–34 made up 32% of impaired drivers in fatal collisions, and impaired drivers aged 35–44 made up 20%.

In 2024, male drivers were far more likely than female drivers to have been involved in fatal collisions, accounting for about 3 out of every 4 drivers in fatal crashes and individuals killed in alcohol-impaired crashes (Table 5.6 and Figure 5.2). Men also made up an outsized proportion of alcohol-impaired drivers (86%).

Table 5.5. Drivers in fatal collisions in Indiana by alcohol impairment and driver age, 2020–24

Driver age	Individuals					Annual rate of change		% of total
	2020	2021	2022	2023	2024	2023–24	2020–24	2024
All drivers	**1,231**	**1,307**	**1,453**	**1,312**	**1,310**	**-0.2%**	**1.6%**	**100%**
15–20	113	123	115	142	115	-19.0%	0.4%	8.8%
21–24	101	115	119	124	111	-10.5%	2.4%	8.5%
25–34	265	285	320	239	248	3.8%	-1.6%	18.9%
35–44	196	238	242	233	252	8.2%	6.5%	19.2%
45–54	208	189	230	198	203	2.5%	-0.6%	15.5%
55–64	182	188	204	177	173	-2.3%	-1.3%	13.2%
65–74	108	108	140	117	119	1.7%	2.5%	9.1%
75+	58	61	83	82	89	8.5%	11.3%	6.8%
Impaired drivers	**121**	**100**	**86**	**82**	**84**	**2.4%**	**-8.7%**	**100%**
15–20	5	6	2	3	7	133.3%	8.8%	8.3%
21–24	13	10	7	12	8	-33.3%	-11.4%	9.5%
25–34	31	36	32	21	27	28.6%	-3.4%	32.1%
35–44	23	23	16	25	17	-32.0%	-7.3%	20.2%
45–54	26	14	15	14	14	0.0%	-14.3%	16.7%
55–64	17	8	8	5	6	20.0%	-22.9%	7.1%
65–74	4	2	5	2	5	150.0%	5.7%	6.0%
75+	2	1	1	0	0	N/A	-100.0%	0.0%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid.

2) Excludes ages under 15 and over 109 years and cases with unknown or unreported age.

3) Color scale applies to all ages among all drivers and among impaired drivers.

Table 5.6. Drivers in fatal collisions in Indiana by alcohol impairment and gender, 2020–24

Driver gender	Drivers					Annual rate of change		% of total
	2020	2021	2022	2023	2024	2023–24	2020–24	2024
All drivers	**1,230**	**1,310**	**1,454**	**1,313**	**1,314**	**0.1%**	**1.7%**	**100%**
Male	939	968	1073	985	970	-1.5%	0.8%	73.8%
Female	291	342	381	328	344	4.9%	4.3%	26.2%
Impaired drivers	**121**	**100**	**86**	**82**	**84**	**2.4%**	**-8.7%**	**100%**
Male	101	76	66	71	72	1.4%	-8.1%	85.7%
Female	20	24	20	11	12	9.1%	-12.0%	14.3%

Low < > High

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

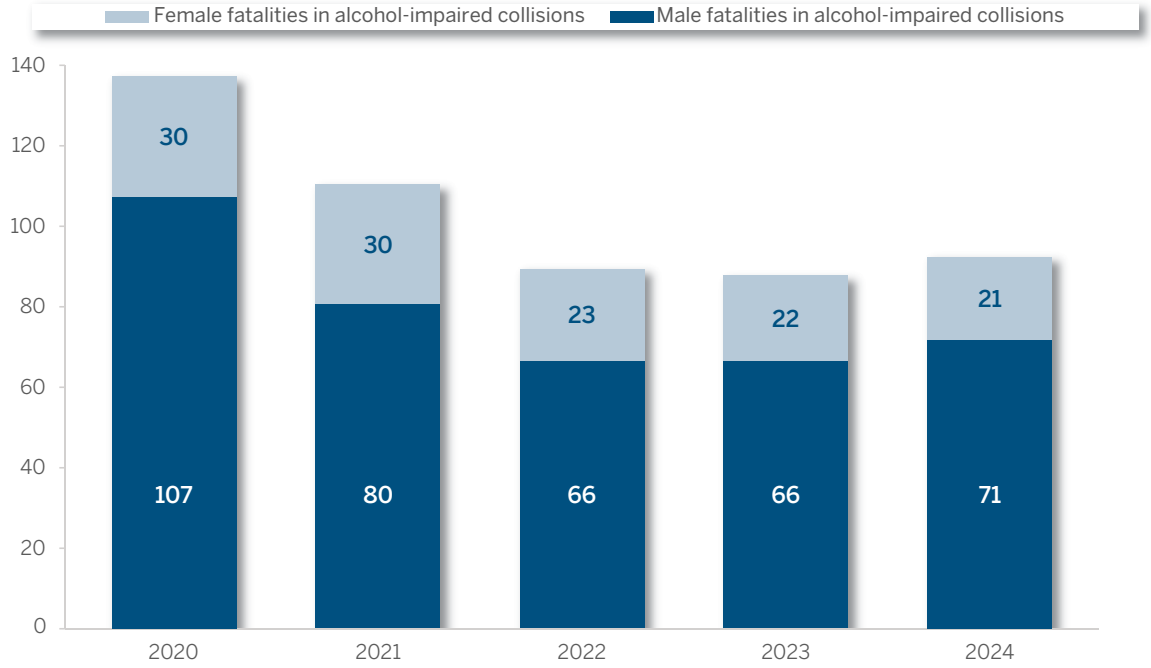
Notes:

1) Impaired drivers are those with BAC of 0.08 g/dL or greater. BAC results greater than 0.59 g/dL are treated as invalid.

2) Excludes drivers for whom gender is unknown or missing.

3) Color scale applies separately to all drivers and among impaired drivers

Figure 5.2. Fatalities in alcohol-impaired collisions in Indiana by gender, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

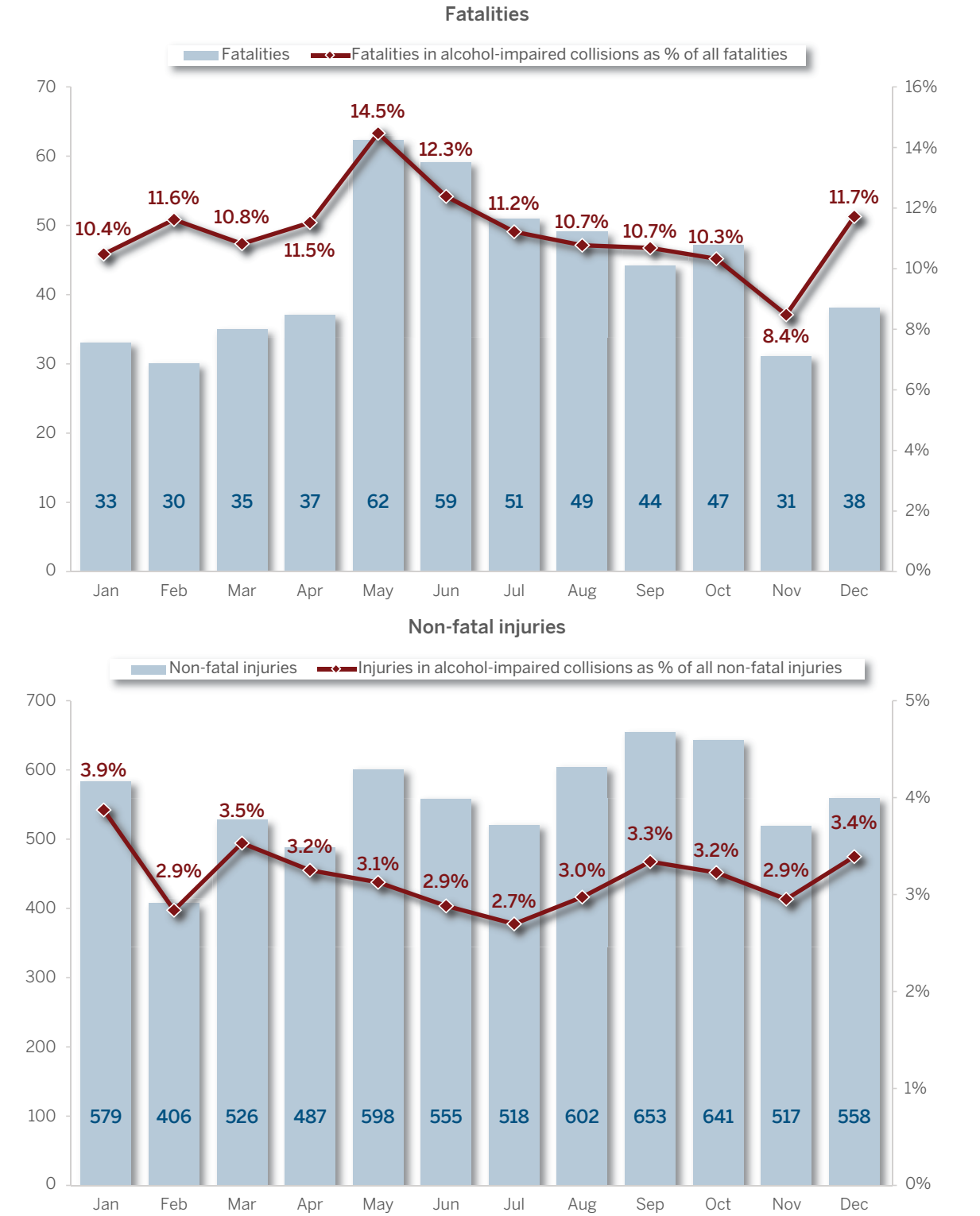
Note: A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid.

Impaired driving in collisions by month, day of week, and time of day

Alcohol-impaired fatalities and injuries varied by month, day of week, and time of day. For 2020–24, the highest aggregated fatality counts in alcohol-impaired collisions occurred in May and June. These months also had the largest proportions of alcohol-impaired fatalities relative to all traffic fatalities (Figure 5.3). Non-fatal injuries in alcohol-impaired collisions peaked for the five-year period in September and October. However, the highest proportions of non-fatal injuries attributed to alcoholimpaired crashes occurred in January and March.

Between 2020 and 2024, alcohol-impaired collisions were most frequent during late-night and earlymorning hours on weekends—from 11 p.m. on Fridays to 3:59 a.m. on Saturdays and from 10 p.m. on Saturdays to 3:59 a.m. on Sundays (Figure 5.4). The highest numbers of fatal and suspected serious injuries in alcohol-impaired collisions followed a similar pattern, with an additional peak on Sundays from 7–7:59 p.m. Alcohol-impaired collisions consistently account for an outsized proportion of fatal and suspected serious injuries compared to non-alcohol-impaired collisions, except during a single onehour period when no fatal or suspected serious injuries were recorded (Figure 5.5).

Figure 5.3. Fatalities and non-fatal injuries in alcohol-impaired collisions in Indiana by month, 2020–24



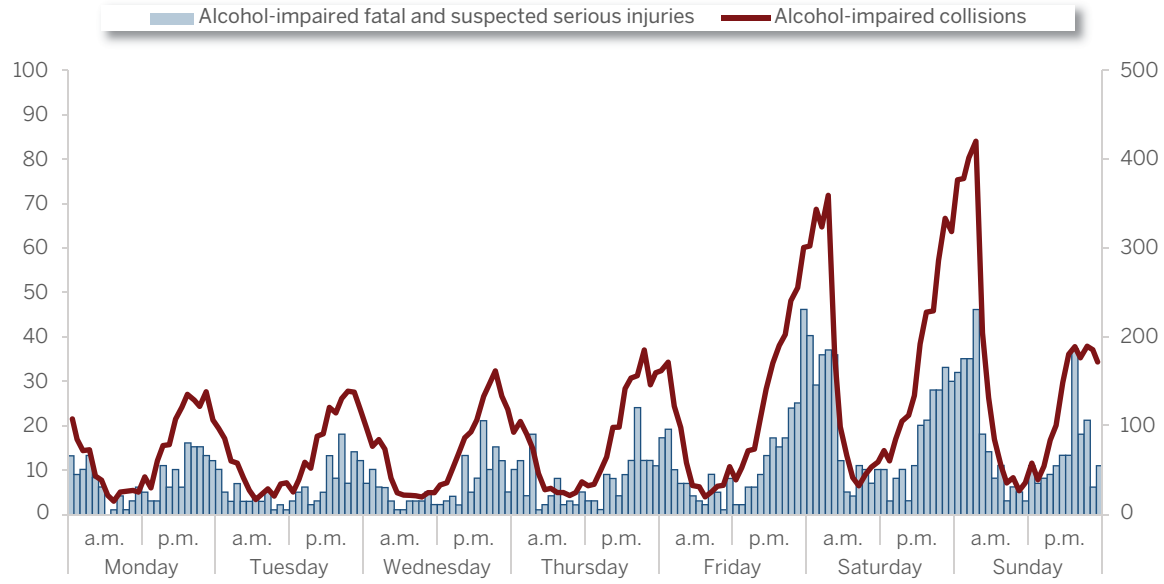
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid.

2) Non-fatal injuries are those classified as suspected serious, suspected minor, and possibles. See the glossary for the updated injury definitions.

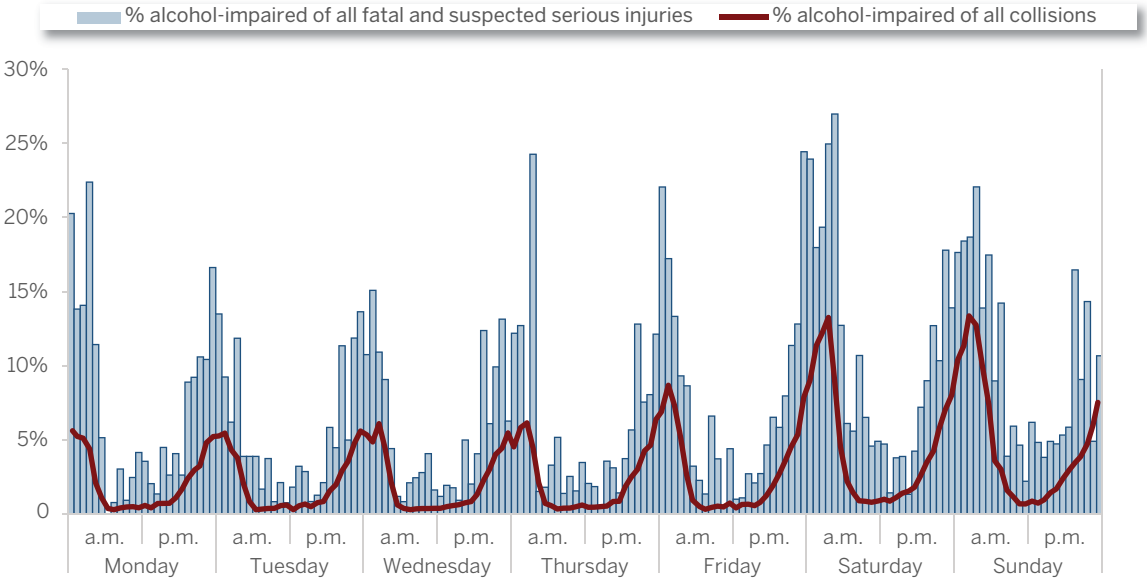
Figure 5.4. Fatal and suspected serious injuries in alcohol-impaired collisions in Indiana by day of week and time of day, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Alcohol-impaired collisions are collisions that involved one or more alcohol-impaired drivers with a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid.

Figure 5.5. Percent of fatal and suspected serious injuries in alcohol-impaired collisions in Indiana by day of week and time of day, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

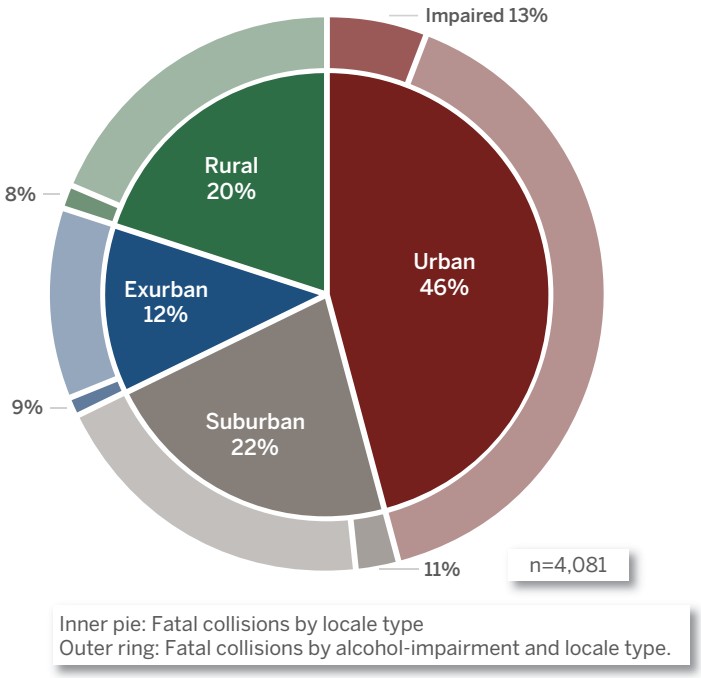
Note: Alcohol-impaired collisions are collisions that involved one or more alcohol-impaired drivers with a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid.

Impaired driving in collisions by locale type and road class

From 2020 to 2024, fatal crashes were more likely to occur outside urban areas, accounting for 54% of such incidents, compared to 46% inside urban areas. However, alcohol-impaired fatal collisions were most prevalent in urban areas, where 13% of fatal crashes involved alcohol impairment (Figure 5.6). The proportions of alcohol-impaired fatal collisions were lower in suburban (11%), exurban (9%), and rural (8%) areas.

During the same period, higher proportions of fatal collisions occurred on local/city roads and state highways than county roads or federal highways. Fifteen percent of fatal collisions on local/city roads were alcohol-impaired, and 13% of fatal collisions on county roads were alcohol-impaired (Figure 5.7). Alcohol-impaired fatalities were less common on interstates (6%), U.S. routes (8%), and state highways (7%).

Figure 5.6. Fatal collisions in Indiana by alcohol impairment and locale type, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, 2020 TIGER/line shapefile--Urban areas

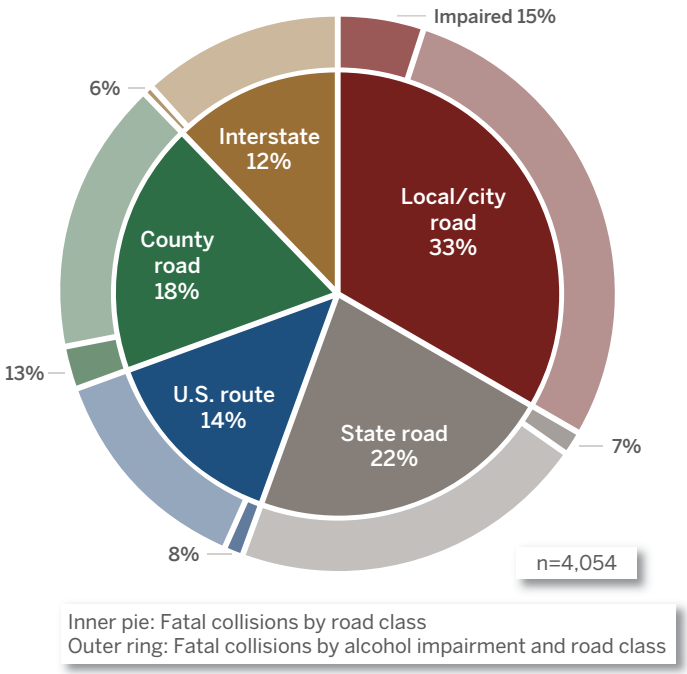
Notes:

1) A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. Drivers with recorded BAC results greater than 0.59 g/dL are treated as invalid.

2) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 Census generally by density and size. The research team created the suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

3) Excludes cases where locale type could not be determined.

Figure 5.7. Fatal collisions in Indiana by alcohol impairment and road class, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. Drivers with recorded BAC results greater than 0.59 g/dL were treated as invalid.

2) Excludes collisions on private drives and with no valid road class reported.

INDIANA TRAFFIC SAFETY FACTS

SPEED

SPEED, 2024

In 2024, there were 15,028 speed-related collisions in Indiana. Speed-related collisions accounted for 8% of all collisions in 2024 (Table 6.1). Speed-related collisions increased 11% from 2023 to 2024 and at a rate of 1% annually between 2000 and 2024. The rate of speed-related collisions per 1,000 collisions in 2024 was 75.1 (Figure 6.1), a higher rate than in 2023 but a lower rate than in 2020–22.

Fatal speed-related collisions accounted for 24% of fatal collisions in 2024 (Table 6.1). Fatal speed-related collisions decreased from 231 in 2023 to 198 in 2024. Fatal speed-related collisions also decreased year-overyear from 2022 to 2024. In 2024, speed-related fatal collisions accounted for 24% of all fatal collisions. From 2020 to 2023, the proportions were higher, at 26% to 29%.

Collisions are defined as speed-related when unsafe speed or speed too fast for weather conditions is listed as the primary or a contributing factor of the collision, or when a vehicle driver receives a speeding citation.[11] In 2024, among the specific speed criteria for collisions, unsafe speed was listed as the primary or contributing factor for 54% of speed-related collisions. Speed too fast for weather conditions was listed as a factor in 50% of these incidents. One or more speed-related citations were issued in 6% of speed related collisions.

Collisions in which the driver was identified as driving too fast for weather conditions increased 30% from 2023 to 2024, due primarily to an increase in property-damage-only collisions. Collisions identified as having one or more speed-related citations increased by 10%, and collisions identified as involving unsafe speed decreased by 5% from 2023. Fatal collisions specifically linked to unsafe speed and speed too fast for weather conditions decreased 29% and 11%, respectively, from 2023 to 2024. The same number of fatal collisions were identified as speed-related in both years.

In 2024, 25,549 individuals were involved in speed-related collisions, accounting for 7% of individuals in all collisions (Table 6.2). Both the number and proportion of speed-related fatalities decreased, following fiveyear highs in 2022. The fatal injury rate per 1,000 people involved in speed-related collisions dropped from a five-year high of 10.7 in 2023 to 8.2 in 2024 (Figure 6.2).

[11] See the data discussion in the introductory chapter for an explanation of the methodology adjustments that were made to better capture speeding-related collisions.

Table 6.1. Collisions in Indiana by speed involvement, speed-related criteria, and collision severity, 2020–24

	Count of collisions					Annual rate of change	
	2020	2021	2022	2023	2024	2023–24	2020–24
Total collisions	**175,956**	**208,833**	**207,450**	**200,099**	**200,035**	**0.0%**	**3.3%**
Fatal	812	834	924	881	827	-6.1%	0.5%
Non-fatal	26,625	30,429	31,257	31,989	32,488	1.6%	5.1%
Property-damage-only	148,519	177,570	175,269	167,229	166,720	-0.3%	2.9%
All speed-related collisions	**14,540**	**16,986**	**18,247**	**13,592**	**15,028**	**10.6%**	**0.8%**
Fatal	207	226	263	231	198	-14.3%	-1.1%
Non-fatal	3,280	3,913	4,011	3,575	3,645	2.0%	2.7%
Property-damage-only	11,053	12,847	13,973	9,786	11,185	14.3%	0.3%
% speed-related collisions	**8.3%**	**8.1%**	**8.8%**	**6.8%**	**7.5%**	**10.6%**	**-2.4%**
Fatal	25.5%	27.1%	28.5%	26.2%	23.9%	-8.7%	-1.6%
Non-fatal	12.3%	12.9%	12.8%	11.2%	11.2%	0.4%	-2.3%
Property-damage-only	7.4%	7.2%	8.0%	5.9%	6.7%	14.6%	-2.6%
Speed too fast for weather conditions	**6,956**	**8,551**	**10,509**	**6,189**	**8,040**	**29.9%**	**3.7%**
Fatal	25	30	38	35	25	-28.6%	0.0%
Non-fatal	1,130	1,415	1,619	1,179	1,352	14.7%	4.6%
Property-damage only	5,801	7,106	8,852	4,975	6,663	33.9%	3.5%
Unsafe speed	**7,967**	**8,925**	**8,275**	**7,853**	**7,463**	**-5.0%**	**-1.6%**
Fatal	184	207	232	205	182	-11.2%	-0.3%
Non-fatal	2,227	2,621	2,492	2,496	2,369	-5.1%	1.6%
Property-damage-only	5,556	6,097	5,551	5,152	4,912	-4.7%	-3.0%
Speed-related citation	**792**	**936**	**961**	**769**	**849**	**10.4%**	**1.8%**
Fatal	9	6	6	10	10	0.0%	2.7%
Non-fatal	281	294	329	280	295	5.4%	1.2%
Property-damage-only	502	636	626	479	544	13.6%	2.0%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

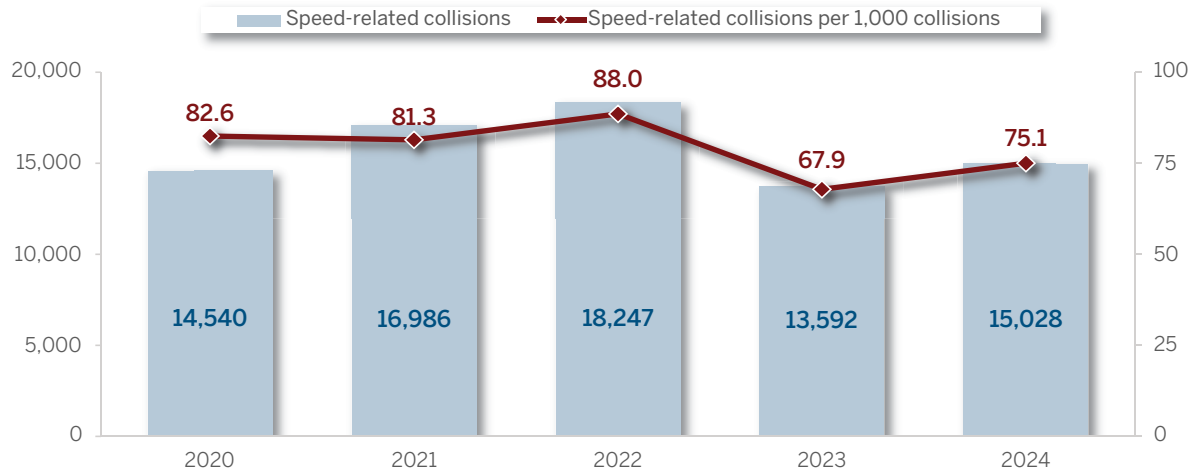
Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Speed-related criteria categories are not mutually exclusive. All speed-related collisions may not equal the total of individual categories.

3) Non-fatal injuries include suspected serious, suspected minor, and possible injuries. See the glossary for updated injury definitions.

Figure 6.1. Speed-related collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

Table 6.2. Individuals in collisions in Indiana by speed involvement and injury status, 2020–24

	Count of collisions					% 2024 total	Annual rate of change	
	2020	2021	2022	2023	2024		2023–24	2020–24
All individuals	**276,576**	**343,865**	**364,569**	**361,369**	**369,457**	**100.0%**	**2.2%**	**7.5%**
Speed-related	**22,092**	**26,588**	**29,646**	**23,167**	**25,549**	**100.0%**	**10.3%**	**3.7%**
Fatal	235	251	285	248	210	0.8%	-15.3%	-2.8%
Non-fatal injury	4,754	5,698	5,626	5,176	5,121	20.0%	-1.1%	1.9%
Not injured	17,103	20,639	23,735	17,743	20,218	79.1%	13.9%	4.3%
Not speed-related	**254,484**	**317,277**	**334,923**	**338,202**	**343,908**	**100.0%**	**1.7%**	**7.8%**
Fatal	665	650	705	690	662	0.2%	-4.1%	-0.1%
Non-fatal injury	32,806	37,215	36,846	38,642	38,912	11.3%	0.7%	4.4%
Not injured	221,013	279,412	297,372	298,870	304,334	88.5%	1.8%	8.3%
% speed-related	**8.0%**	**7.7%**	**8.1%**	**6.4%**	**6.9%**	**-**	**7.9%**	**-3.5%**
Fatal	26.1%	27.9%	28.8%	26.4%	24.1%	-	-8.9%	-2.0%
Non-fatal injury	12.7%	13.3%	13.2%	11.8%	11.6%	-	-1.5%	-2.1%
Not injured	7.2%	6.9%	7.4%	5.6%	6.2%	-	11.2%	-3.5%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

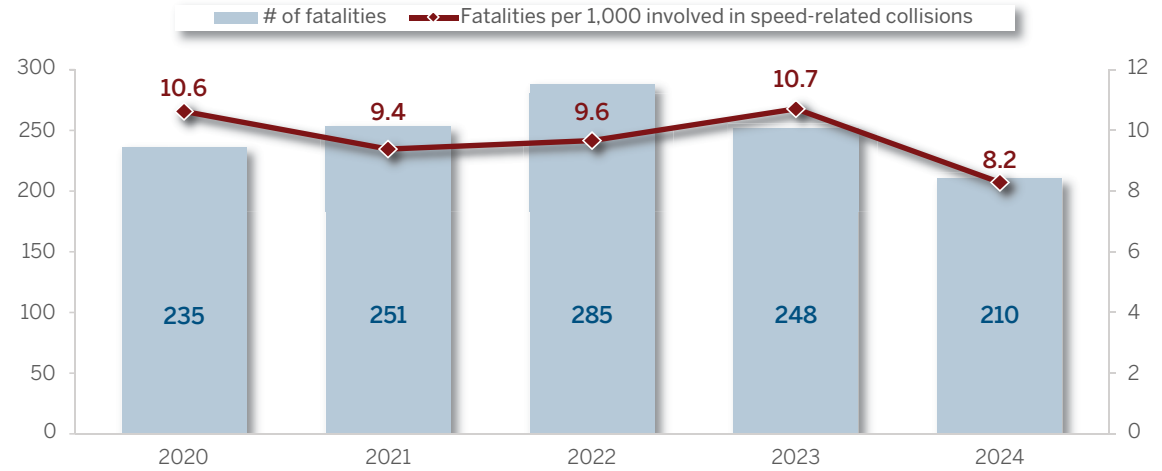
2) Non-fatal injuries include suspected serious, suspected minor, and possible injuries. See the glossary for updated injury definitions.

Speed-related collisions by month, day of week, and time of day

From 2020 to 2024, the months in which the most speed-related collisions occurred varied across years among the winter months of January, February, and December (Table 6.3). In 2024, more speed-related collisions occurred in January and December than in any other months. The month with the fewest speed-related collisions also varied for 2020 to 2024 among February through April and June. In 2024, speed-related collisions occurred least often in June and March.

From 2020 to 2024, the day of the week in which the most speed-related collisions occurred varied across years (Table 6.4). The most speed-related collisions occurred on Wednesdays in 2020, on Mondays in 2021, and on Wednesdays and Thursdays in 2023. The most speed-related collisions occurred on Fridays and Saturdays in 2022 and on Fridays in 2024. In 2024, the hours in which the most speed-related collisions occurred varied by day of the week but generally occurred in the morning hours starting at 7 a.m. and during afternoon hours (Table 6.5).

Figure 6.2. Fatalities in speed-related collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

Table 6.3. Total and speed-related collisions in Indiana by month, 2020–24

Month	2020	2021	2022	2023	2024
Total collisions					
Jan	15,787	15,692	17,931	16,146	16,940
Feb	16,855	15,932	16,737	13,838	15,351
Mar	11,816	14,561	15,313	16,062	14,300
Apr	8,013	16,040	15,502	15,518	15,808
May	12,252	17,424	18,029	17,468	17,366
Jun	14,580	17,729	16,700	16,523	15,922
Jul	15,454	17,539	16,070	15,782	15,763
Aug	15,430	17,821	17,306	18,000	16,884
Sep	15,211	17,719	16,953	16,540	16,713
Oct	17,696	20,488	18,958	18,924	18,914
Nov	16,899	19,732	19,184	18,770	18,743
Dec	15,963	18,156	18,767	16,528	17,331
Total	175,956	208,833	207,450	200,099	200,035
High	Oct	Oct	Nov	Oct	Oct
Low	Apr	Mar	Mar	Feb	Mar
Speed-related collisions					
Jan	1,485	2,558	3,130	2,111	2,964
Feb	2,533	3,083	2,920	922	1,600
Mar	788	825	1,087	1,606	809
Apr	664	1,148	875	813	979
May	940	1,115	1,076	908	973
Jun	939	1,144	817	920	807
Jul	1,005	1,068	1,034	918	962
Aug	959	1,047	999	1,032	876
Sep	936	1,025	939	874	1,044
Oct	1,223	1,471	1,062	1,245	863
Nov	1,201	1,071	1,479	988	1,306
Dec	1,867	1,431	2,829	1,255	1,845
Total	14,540	16,986	18,247	13,592	15,028
High	Feb	Feb	Jan	Jan	Jan
Low	Apr	Mar	Jun	Apr	Jun

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Color scales apply to all months and years within total collisions and within speed-related collisions for the entire five-year period (2020–24).

Table 6.4. Total and speed-related collisions in Indiana by day of week, 2020–24

Month	2020	2021	2022	2023	2024
Total collisions					
Sun	18,684	22,554	21,430	21,490	20,221
Mon	24,749	30,019	29,116	28,234	28,832
Tue	25,319	30,579	30,390	29,554	30,545
Wed	27,845	31,623	30,598	30,204	29,477
Thu	26,768	31,328	31,961	31,267	30,598
Fri	29,100	35,401	35,847	33,665	34,829
Sat	23,491	27,329	28,108	25,685	25,533
Total	175,956	208,833	207,450	200,099	200,035
High	Fri	Fri	Fri	Fri	Fri
Low	Sun	Sun	Sun	Sun	Sun
Speed-related collisions					
Sun	1,806	2,428	2,200	2,132	1,750
Mon	1,839	2,668	2,222	1,742	1,904
Tue	1,681	2,197	1,755	1,591	2,202
Wed	3,048	2,340	2,034	1,848	1,530
Thu	2,194	2,446	2,900	1,873	2,132
Fri	1,912	2,564	3,829	2,349	3,246
Sat	2,060	2,343	3,307	2,057	2,264
Total	14,540	16,986	18,247	13,592	15,028
High	Wed	Mon	Fri	Fri	Fri
Low	Tue	Tue	Tue	Tue	Wed

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Color scales apply to all days of the week and years within total collisions and within speed-related collisions for the entire five-year period (2020–24).

Table 6.5. Speed-related collisions in Indiana by day of week and time of day, 2024

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	% speed-related by hour
12–12:59 a.m.	104	41	35	29	58	48	82	397
1–1:59 a.m.	77	42	42	28	43	56	91	379
2–2:59 a.m.	78	31	29	36	36	41	93	344
3–3:59 a.m.	99	29	43	29	31	58	90	379
4–4:59 a.m.	69	25	67	34	35	51	63	344
5–5:59 a.m.	53	36	94	45	77	80	73	458
6–6:59 a.m.	53	64	141	52	94	137	73	614
7–7:59 a.m.	49	95	166	73	152	188	82	805
8–8:59 a.m.	70	85	133	76	126	151	107	748
9–9:59 a.m.	65	62	109	52	81	130	142	641
10–10:59 a.m.	54	68	85	45	108	131	126	617
11–11:59 a.m.	76	66	84	57	110	124	105	622
12–12:59 p.m.	99	76	99	60	89	117	88	628
1–1:59 p.m.	101	60	90	54	97	99	84	585
2–2:59 p.m.	94	72	110	77	100	157	87	697
3–3:59 p.m.	86	155	142	99	133	220	95	930
4–4:59 p.m.	75	186	141	120	175	300	94	1,091
5–5:59 p.m.	72	157	143	117	143	321	107	1,060
6–6:59 p.m.	82	134	127	104	101	215	108	871
7–7:59 p.m.	75	114	84	90	94	151	89	697
8–8:59 p.m.	64	95	69	77	80	137	86	608
9–9:59 p.m.	49	85	71	71	59	119	92	546
10–10:59 p.m.	60	61	58	69	57	100	101	506
11–11:59 p.m.	46	65	40	36	53	115	106	461
Speed related by day	1,750	1,904	2,202	1,530	2,132	3,246	2,264	15,028

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Excludes collisions for which no valid time is reported.

3) Color scale applies to all days and times.

Speeding drivers in collisions by age and gender

From 2020 to 2024, the proportion of drivers who were speeding decreased as driver age increased. Young male drivers—aged 15 to 20—were most likely to be speeding in collisions in each of the five years (Table 6.6). In 2024, 10% of male drivers and 6% of female drivers aged 15 to 20 had the highest rates of speed-related collisions among all age groups. In contrast, 1–2% of drivers aged 75 and older in collisions were speeding.

Table 6.6. Percent of drivers speeding in collisions in Indiana by age and gender, 2020–24

	2020		2021		2022		2023		2024	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	6.8%	11.2%	6.1%	10.3%	6.4%	11.4%	4.9%	9.4%	5.9%	10.1%
21–24	5.7%	9.1%	5.8%	8.9%	5.8%	9.3%	4.3%	7.2%	5.0%	8.0%
25–34	4.7%	7.0%	4.6%	7.2%	4.4%	7.7%	3.5%	5.7%	4.0%	6.2%
35–44	3.4%	5.5%	2.8%	5.4%	3.6%	5.7%	2.7%	4.2%	2.9%	4.6%
45–54	2.7%	3.9%	2.3%	3.9%	2.8%	4.2%	1.9%	3.0%	2.3%	3.0%
55–64	1.9%	3.0%	1.8%	2.9%	2.2%	3.4%	1.5%	2.3%	1.6%	2.6%
65–74	1.4%	2.1%	1.2%	1.9%	1.6%	2.4%	1.0%	1.8%	1.3%	2.1%
75+	1.4%	1.9%	1.2%	1.3%	1.4%	2.1%	1.1%	1.4%	1.1%	1.5%
All ages	3.9%	5.9%	3.6%	5.7%	3.9%	6.2%	2.8%	4.7%	3.3%	5.1%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

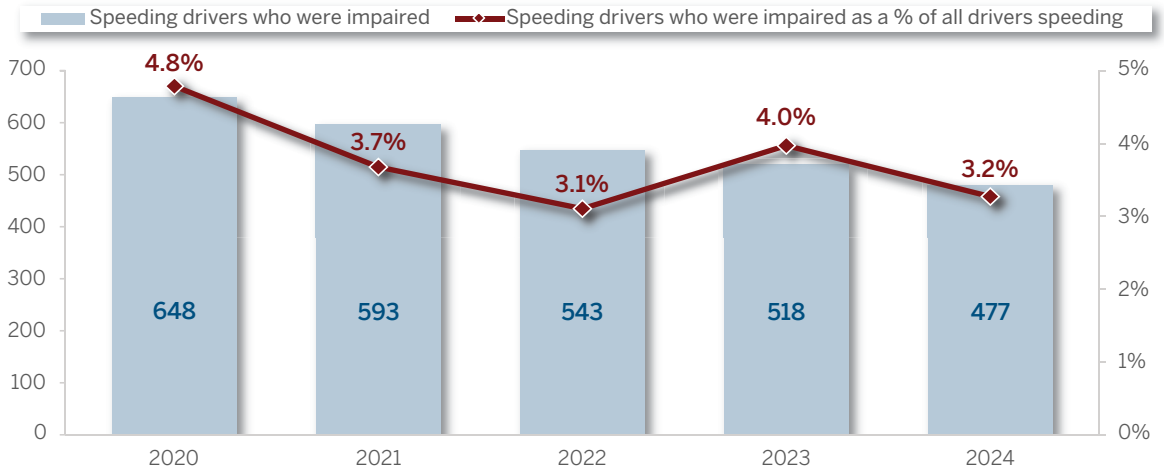
2) Data limited to drivers with valid genders and ages reported. Excludes drivers under 15 years old and over 109 years old.

3) Color scales apply within each year across ages and genders.

Alcohol-impaired drivers in speed-related collisions

In 2024, 3% of speeding drivers in collisions were alcohol impaired. The number of legally impaired drivers (blood alcohol content of 0.08 g/dL or higher) who were also speeding fell from 518 in 2023 to 477 in 2024, continuing a steady downward trend from the five-year high of 648 in 2020 (Figure 6.3). Among age groups, speeding drivers aged 25 to 34 and 35 to 44 in collisions had the highest rates of alcohol impairment across all age groups (Table 6.7). Speeding drivers in collisions were almost 3.5 times more likely to be alcohol-impaired than those who were not speeding.

Figure 6.3. Speeding drivers in collisions in Indiana by alcohol impairment, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Drivers are identified as speeding if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation

2) Alcohol-impaired drivers are those with a blood alcohol concentration (BAC) of 0.08 g/dL or higher. BAC results greater than 0.59 g/dL are excluded from the analysis.

Table 6.7. Drivers in collisions in Indiana by age, speed involvement, and alcohol impairment, 2024

Age	Total collisions			Fatal collisions		
	2023	2024	Change	2023	2024	Change
15–20	35,298	182	0.5%	3,129	52	1.6%
21–24	28,200	429	1.5%	1,996	77	3.7%
25–34	62,293	892	1.4%	3,333	167	4.8%
35–44	54,035	641	1.2%	2,130	100	4.5%
45–54	43,424	407	0.9%	1,188	42	3.4%
55–64	37,260	308	0.8%	818	26	3.1%
65–74	24,770	133	0.5%	434	12	2.7%
75+	14,354	25	0.2%	190	1	0.5%
Total	299,634	3,017	1.0%	13,218	477	3.5%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Drivers are identified as speeding if either unsafe speed or speed too fast for weather conditions is listed as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Excludes drivers with unknown age, and aged under 15 years and over 109 years.

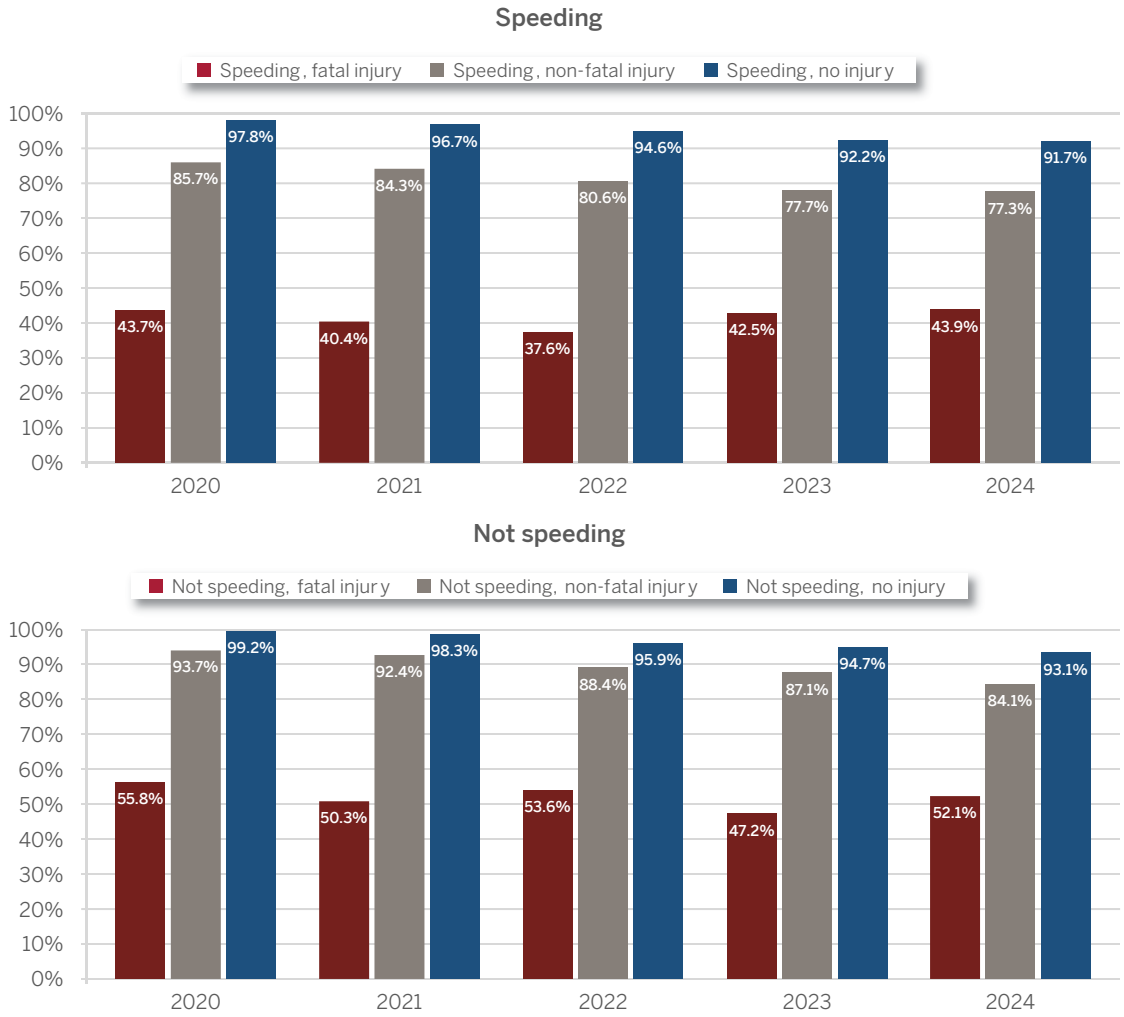
3) Alcohol-impaired drivers are those with a blood alcohol concentration (BAC) of 0.08 g/dL or higher. BAC results greater than 0.59 g/dL are treated as invalid.

4) Color scale applies across percent impaired for both speeding and not speeding.

Restraint use in speed-related collisions

From 2020 to 2024, passenger-vehicle occupants who were killed or injured in speed-related collisions had lower rates of restraint use compared to those killed or injured in non-speed-related collisions (Figure 6.4). In 2024, 44% of passenger-vehicle occupants killed in speed-related collisions were wearing restraints, and 77% of passenger-vehicle occupants who sustained non-fatal injuries were wearing restraints. Over half of passenger vehicle occupants who were killed, and 84% of occupants injured in non-speeding crashes were wearing restraints.

Figure 6.4. Restraint use rates among passenger vehicle occupants in collisions in Indiana by speed involvement and injury status, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation

2) Data limited to drivers and injured occupants in passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans).

3) Occupant restraints include seat belts and child restraints.

4) Restraint use is calculated solely for occupants with known restraint status. Unknown restraint use is excluded from these calculations.

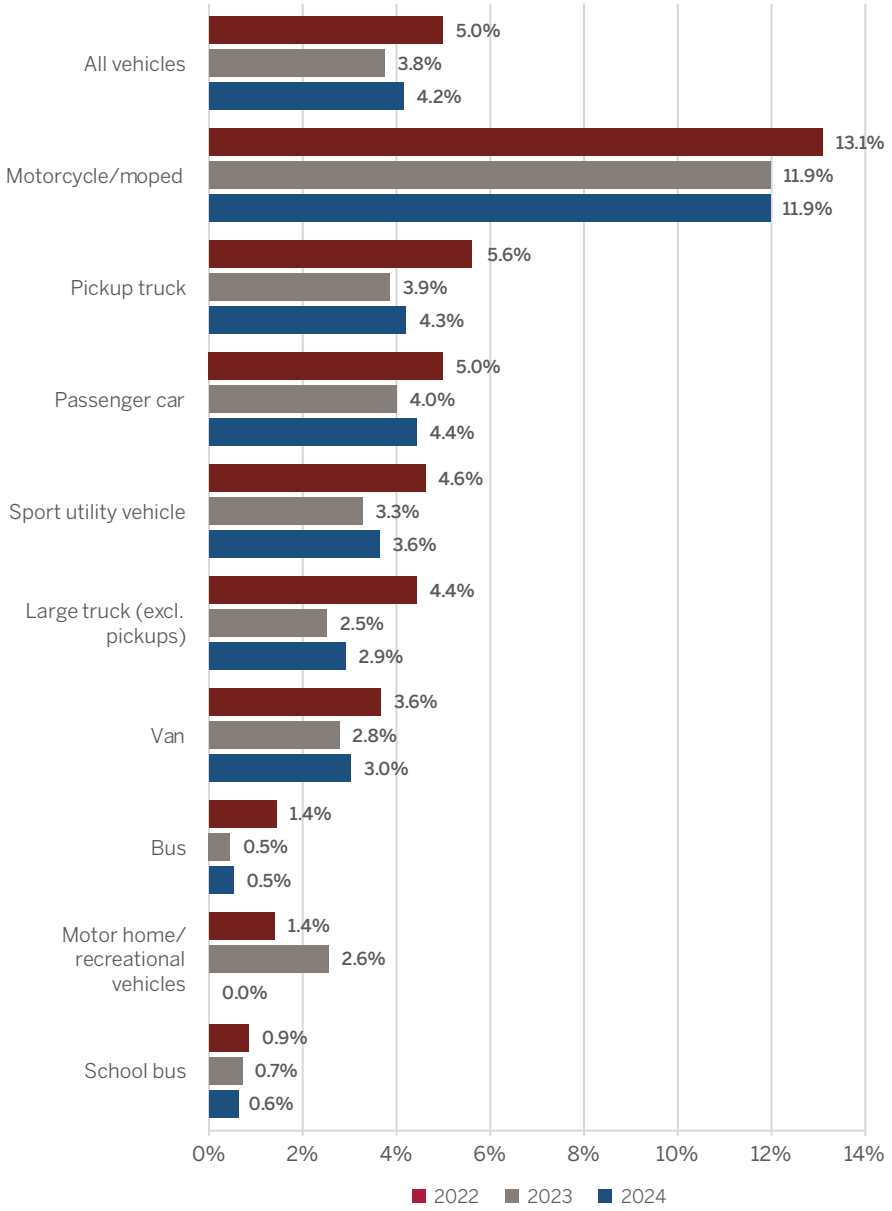
5) Non-fatal injuries include suspected serious, suspected minor, and possible injuries. See the glossary for updated injury definitions

Speeding in collisions by vehicle type

In 2024, 4.2% of vehicles involved in collisions were classified as speeding, a slight increase from 3.8% in 2023 but a decrease from 5% in 2022 (Figure 6.5). Among vehicle types, motorcycle drivers were the most likely to have been speeding in collisions, at 12% in 2024 and 2023 and 13% in 2022.

In 2024, the rate of injury per 1,000 occupants in speed-related collisions was nearly twice the injury rate for occupants in collisions that were not speed-related (Figure 6.5). As in previous years, motorcycle drivers and passengers suffered injuries at a higher rate per 1,000 occupants while speeding than occupants in other types of speeding vehicles (Figure 6.6). However, the difference in injury rates between speeding and non-speeding motorcyclists was more similar than for other types of vehicles. Occupants in passenger vehicles, buses, and school buses were considerably more likely to be injured while speeding compared to occupants in the same vehicles that were not speeding.

Figure 6.5. Percent of vehicle drivers speeding in collisions in Indiana by vehicle type, 2022–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation

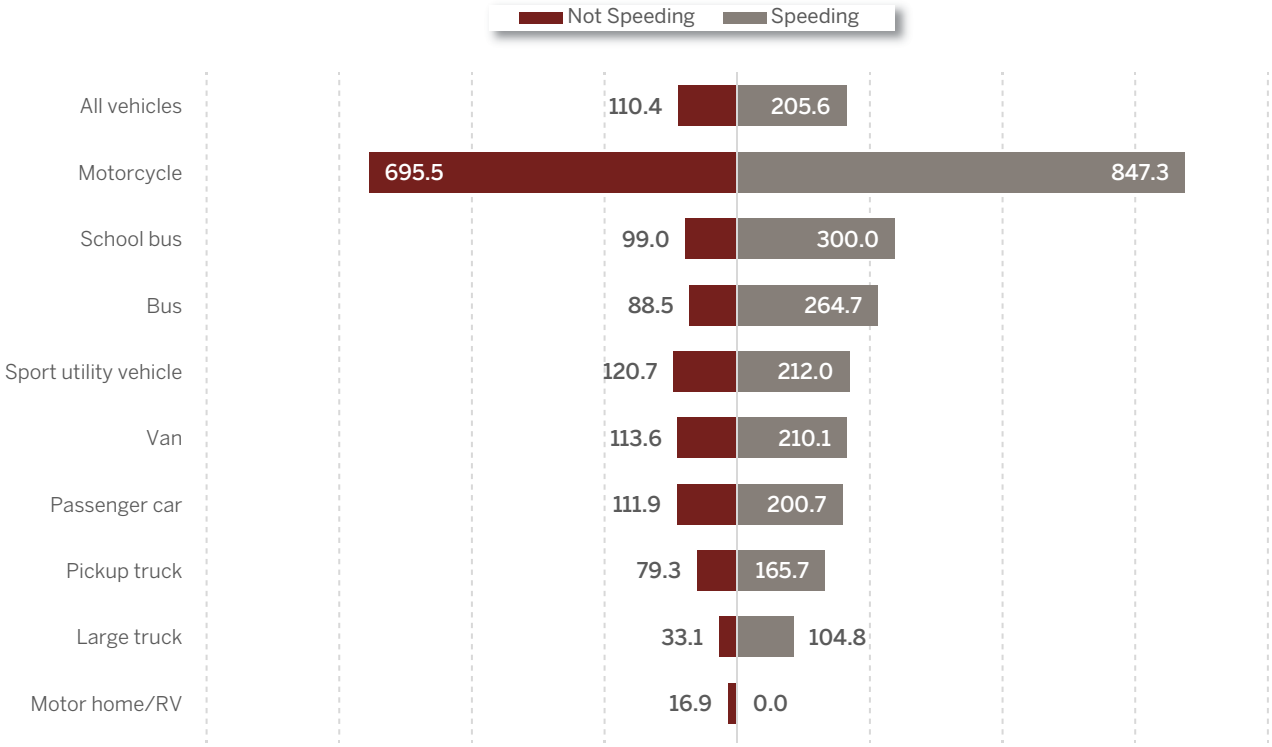
2) Motorcycles include vehicles classified as motorcycles, motor-driven cycles–Class A and Class B, mopeds, and motorized bikes.

3) For this analysis, buses are large motor vehicles with drivers that seat nine or more persons. School buses are considered separately.

4) Large trucks are trucks over 10,000-pound gross vehicle weight rating, including single-unit trucks and truck tractors. Large pickup trucks are excluded from this category to avoid double-counting.

5) Excludes animal-drawn vehicles (non-motor vehicles), farm vehicles, combination vehicles, off-road vehicles, pedestrians, bicycles, and unknown vehicles.

Figure 6.6. Injury rates per 1,000 occupants in collisions in Indiana by speed involvement and vehicle type, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation

2) Motorcycles include vehicles classified as motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bikes.

3) For this analysis, buses are large motor vehicles with drivers that seat nine or more persons. School buses are considered separately.

4) Large trucks are trucks over 10,000-pound gross vehicle weight rating, including single-unit trucks and truck tractors. Large pickup trucks are excluded to avoid double-counting.

5) Excludes animal-drawn vehicles (non-motor vehicles), farm vehicles, combination vehicles, pedestrians, bicycles, and unknown vehicle types.

6) Occupants include drivers and injured occupants.

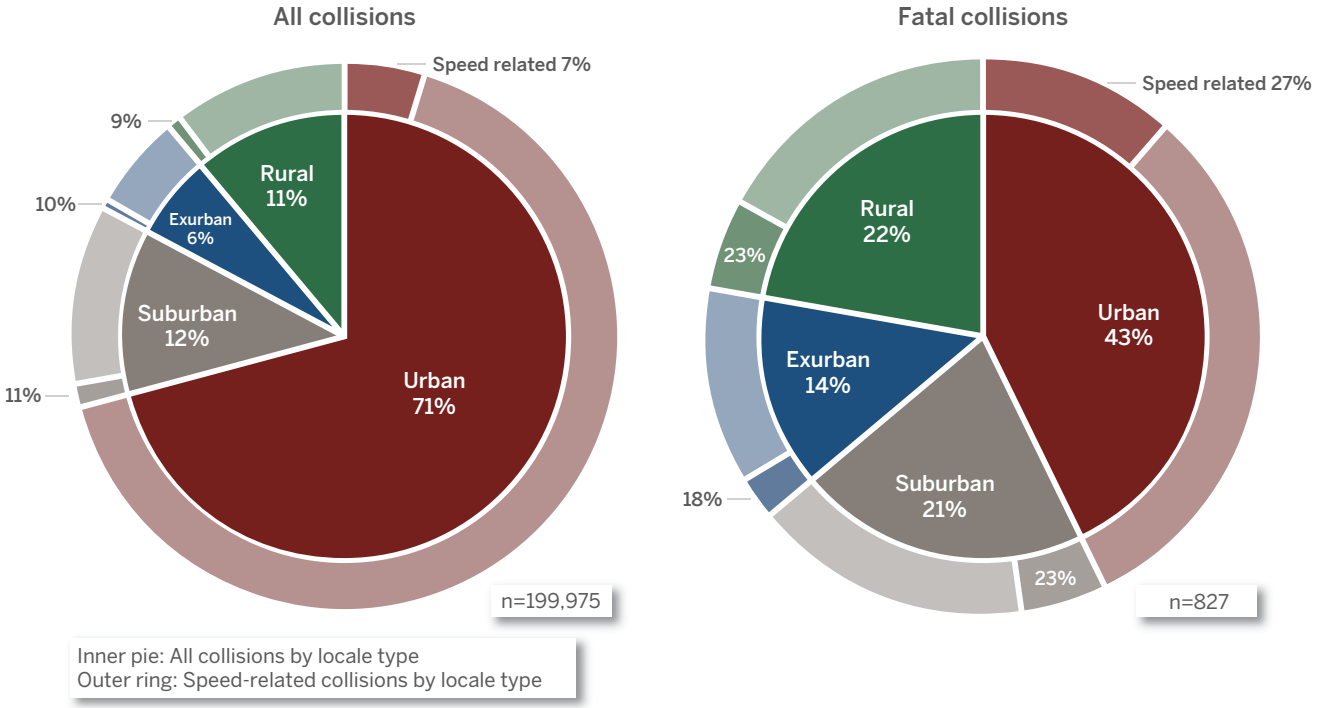
7) Injury includes injuries identified as fatal, suspected serious, suspected minor, and possible. Not injured includes all other individuals. See the glossary for updated injury definitions and methodologies.

Speed-related collisions by locale type and road class

In 2024, the proportion of speed-related collisions was slightly higher in non-urban areas—suburban (11%), exurban (10%), and rural areas (9%)—than in urban areas (7%) (Figure 6.7). The proportion of fatal speedrelated collisions, however, was highest in urban areas (27%).

In 2024, the proportion of speed-related collisions was highest on interstate highways (16%) and lowest on state roads (7%), U.S. routes (7%), and local/city roads (7%) (Figure 6.8). The proportion of fatal collisions that were speed-related was highest on interstate (28%), local/city roads (28%), and county roads (26%). The lowest proportion was on state roads (17%).

Figure 6.7. Total and fatal collisions in Indiana by speed involvement and locale type, 2024



Sources: Analysis provided by the Indiana University Public Policy Institute using data downloaded from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

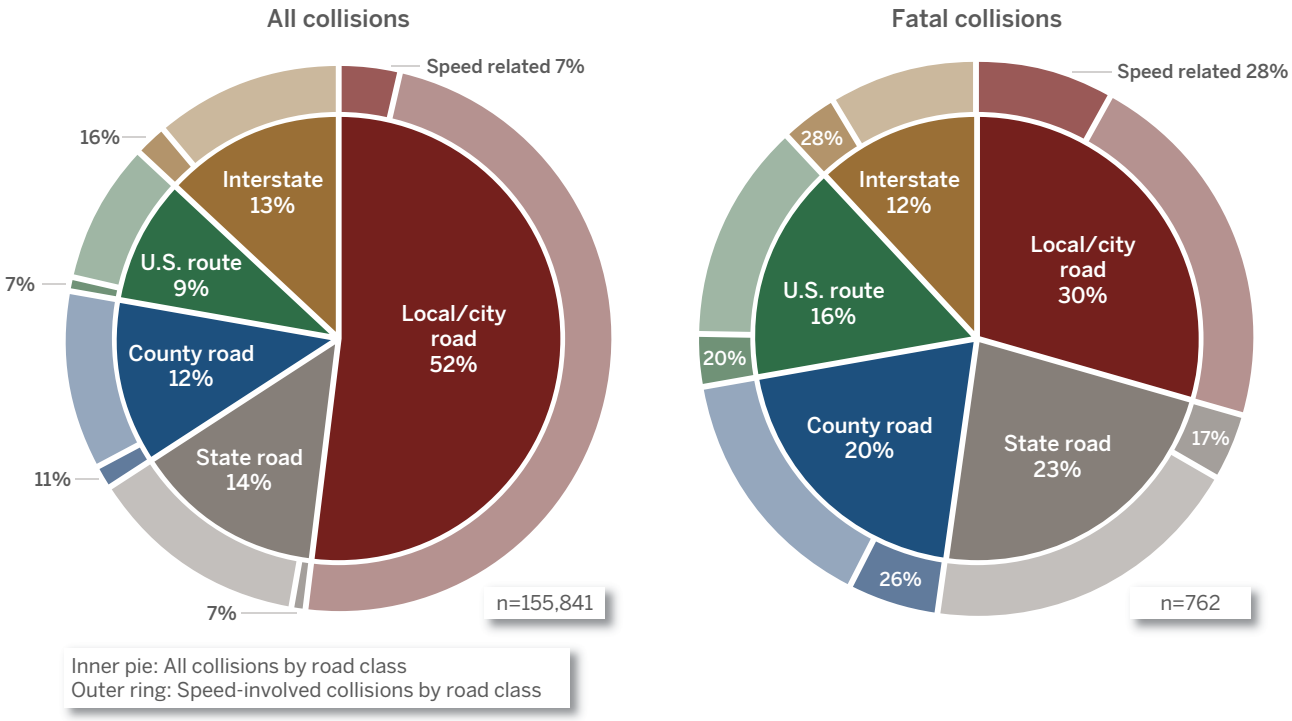
Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed as either the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are those defined in the 2020 Census generally by density and size. The research team created the suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

3) Excludes collisions for which locale type was unknown.

Figure 6.8. Total and fatal collisions in Indiana by speed-involvement and road class, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Excludes collisions on private drives and with no valid road class reported.

INDIANA TRAFFIC SAFETY FACTS

CHILDREN AND YOUNG DRIVERS

CHILDREN AND YOUNG DRIVERS, 2024

In 2024, children aged 0 to 14 accounted for 1% of individuals involved in collisions, while young drivers aged 15 to 20 made up 11%. Children sustained 3% of traffic fatalities and 7% of non-fatal traffic injuries in Indiana. Young drivers sustained 6% of traffic fatalities and 8% of non-fatal traffic injuries.

Children (aged 0–14) in collisions

The number of children killed or injured in crashes rose each year from 2020 to 2024. In 2024, 27 children (aged 0–14) were killed in collisions, fewer annual child deaths than in 2021–22 but more than in 2023 (Figure 7.1). There were five fatalities among children aged 3 and under, nine among children aged 4–7, and eight fatalities among children aged 8–14 (Table 7.1). Child deaths increased for children in the cohorts aged 4–7, 8–12, and 13–14 and decreased for children in cohorts aged less than 1 and 1–3 from 2023 to 2024. The rate of fatal injuries per 1,000 children in crashes increased from the five-year low of 6.2 in 2023 to 8.0 in 2024. In 2024, the fatality rate was 2.1 per 100,000 children, also an increase from the five-year low of 1.5 in 2023 (Figure 7.2).

In 2024, the number of children with suspected serious injuries rose from 217 in 2023 to 242 (Table 7.1). However, children with suspected minor injuries fell slightly from 839 in 2023 to 818 in 2024. The number of children with possible injuries increased from 1,709 in 2023 to 1,873 in 2024.

Based on child population estimates, the 4- to 7-year-old and 13- to 14-year-old age groups were overrepresented slightly among children injured in collisions in 2024 (Table 7.2). Children in the 4- to 7- year-old cohort made up 20% of Indiana children in 2023[12] but were involved in 26% of traffic fatalities and injuries in 2024. Children in the 13- to 14-year-old cohort made up 16% of Indiana's children but accounted for 20% of traffic fatalities and injuries. This oldest child cohort also experienced the highest injury rate (350 per 100,000 children) among the five age groups. Children under one year of age had the lowest injury rate at 181 per 100,000 children.

Most children (86%) involved in collisions in 2024 were vehicle passengers (Figure 7.3). In the same year, 183, or 63% of the children who sustained fatal or suspected serious injuries in collisions were also passengers (Table 7.3). Between 2023 and 2024, fatalities among child passengers rose from 13 to 15. Suspected serious injuries among child passengers also increased from 155 to 168 over the same period.

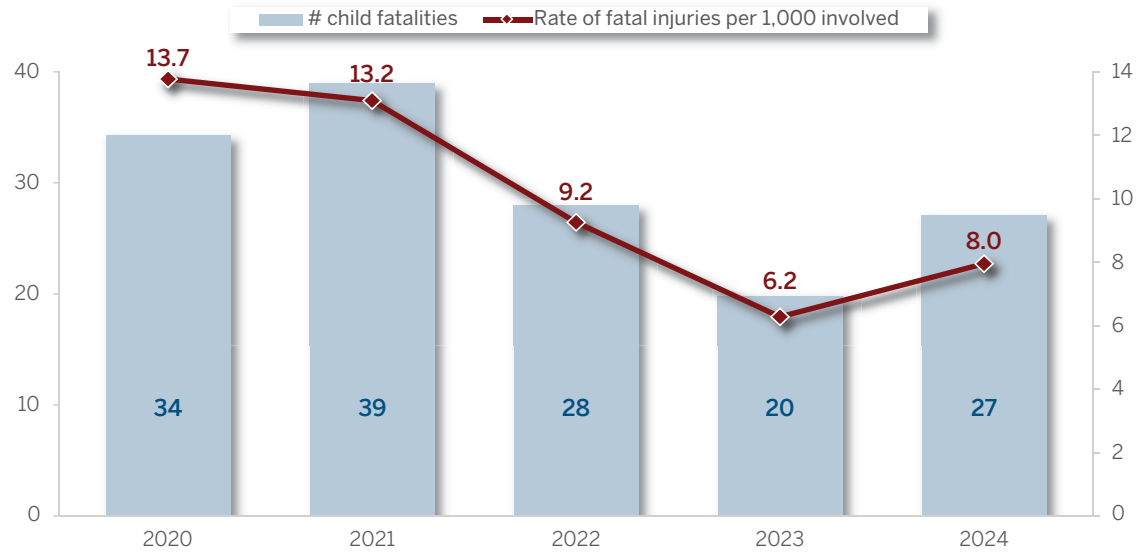
The number of child pedestrians in collisions rose from 196 in 2023 to 205 in 2024. Child pedestrian deaths rose from five in 2023 to six in 2024. Suspected serious injuries among child pedestrians also rose from 31 in 2023 to 41 in 2024.

The number of child pedalcyclists in collisions dropped from 122 in 2023 to 115 in 2024. Deaths among child pedalcyclists increased from one in 2023 to a five-year high of four in 2024. Suspected serious injuries among child pedalcyclists remained unchanged at 14 for both years.

The number of child drivers in collisions decreased from 160 in 2023 to 136 in 2024. Fatal and suspected serious injuries among child drivers increased slightly from 2023 to 2024. There were no child fatalities among animal-drawn vehicle occupants in either year, but there was one suspected serious injury in 2023 and two in 2024.

[12] The most recent year available for age-specific populations estimates was 2023.

Figure 7.1. Child fatalities and fatal injury rates in collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Includes individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants as well as drivers aged 6–14. See the glossary for a full explanation.

Table 7.1. Children in collisions in Indiana by injury status and age group, 2020–24

Injury status by age group	2020		2021		2022		2023		2024		Annual rate of change	
	Count	% total	Count	% total	Count	% total	Count	% total	Count	% total	2023–24	2020–24
All children involved	**2,486**	**100%**	**2,953**	**100%**	**3,059**	**100%**	**3,201**	**100%**	**3,395**	**100%**	**6.1%**	**8.1%**
<1	125	5%	145	5%	166	5%	143	4%	178	5%	24.5%	9.2%
1–3	324	13%	397	13%	427	14%	450	14%	449	13%	-0.2%	8.5%
4–7	638	26%	720	24%	738	24%	817	26%	883	26%	8.1%	8.5%
8–12	865	35%	1,055	36%	1,056	35%	1,143	36%	1,260	37%	10.2%	9.9%
13–14	534	21%	636	22%	653	21%	648	20%	625	18%	-3.5%	4.0%
Fatal	**34**	**100%**	**39**	**100%**	**28**	**100%**	**20**	**100%**	**27**	**100%**	**35.0%**	**-5.6%**
<1	3	9%	8	21%	3	11%	4	20%	2	7%	-50.0%	-9.6%
1–3	6	18%	8	21%	5	18%	5	25%	3	11%	-40.0%	-15.9%
4–7	12	35%	7	18%	9	32%	6	30%	9	33%	50.0%	-6.9%
8–12	4	12%	11	28%	5	18%	3	15%	8	30%	166.7%	18.9%
13–14	9	26%	5	13%	6	21%	2	10%	5	19%	150.0%	-13.7%
Suspected serious	**156**	**100%**	**231**	**100%**	**227**	**100%**	**217**	**100%**	**242**	**100%**	**11.5%**	**11.6%**
<1	5	3%	5	2%	14	6%	7	3%	8	3%	14.3%	12.5%
1–3	21	13%	30	13%	24	11%	21	10%	27	11%	28.6%	6.5%
4–7	43	28%	55	24%	50	22%	50	23%	49	20%	-2.0%	3.3%
8–12	47	30%	90	39%	82	36%	87	40%	90	37%	3.4%	17.6%
13–14	40	26%	51	22%	57	25%	52	24%	68	28%	30.8%	14.2%
Suspected minor	**653**	**100%**	**785**	**100%**	**802**	**100%**	**839**	**100%**	**818**	**100%**	**-2.5%**	**5.8%**
<1	25	4%	37	5%	31	4%	28	3%	32	4%	14.3%	6.4%
1–3	108	17%	135	17%	147	18%	155	18%	143	17%	-7.7%	7.3%
4–7	186	28%	209	27%	215	27%	243	29%	225	28%	-7.4%	4.9%
8–12	211	32%	257	33%	256	32%	275	33%	295	36%	7.3%	8.7%
13–14	123	19%	147	19%	153	19%	138	16%	123	15%	-10.9%	0.0%
Possible	**1,284**	**100%**	**1,508**	**100%**	**1,595**	**100%**	**1,709**	**100%**	**1,873**	**100%**	**9.6%**	**9.9%**
<1	43	3%	38	3%	55	3%	36	2%	58	3%	61.1%	7.8%
1–3	136	11%	150	10%	176	11%	193	11%	183	10%	-5.2%	7.7%
4–7	327	25%	392	26%	408	26%	462	27%	508	27%	10.0%	11.6%
8–12	518	40%	614	41%	641	40%	689	40%	783	42%	13.6%	10.9%
13–14	260	20%	314	21%	315	20%	329	19%	341	18%	3.6%	7.0%
Not injured	**359**	**100%**	**390**	**100%**	**407**	**100%**	**416**	**100%**	**435**	**100%**	**4.6%**	**4.9%**
<1	49	14%	57	15%	63	15%	68	16%	78	18%	14.7%	12.3%
1–3	53	15%	74	19%	75	18%	76	18%	93	21%	22.4%	15.1%
4–7	70	19%	57	15%	75	18%	56	13%	92	21%	64.3%	7.1%
8–12	85	24%	83	21%	72	18%	89	21%	84	19%	-5.6%	-0.3%
13–14	102	28%	119	31%	122	30%	127	31%	88	20%	-30.7%	-3.6%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

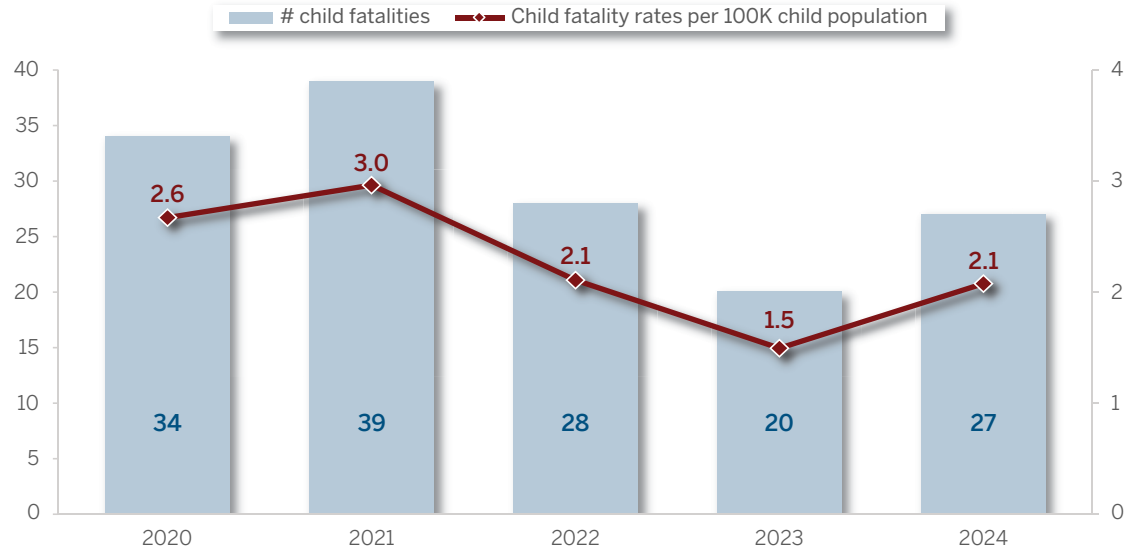
Notes:

1) Includes individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14. See the glossary for a full explanation.

2) See the glossary for updated injury definitions and methodologies.

3) While reporting officers are instructed to enter all drivers in ARIES, passengers are to be entered in the crash report only if an injury occurs. Therefore, readers should interpret counts of those listed as not injured with caution

Figure 7.2. Child fatalities and fatal injury rates per 100,000 child population in collisions in Indiana, 2020–24



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025, and the U.S. Census Bureau, Annual estimates of the resident population by single year of age and sex for Indiana: April 1, 2020, to July 1, 2023, released June 2024.

Notes:

1) Includes individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14. See the glossary for a full explanation.

2) The most recent population estimates available by age are for 2023.

Table 7.2. Child injuries in collisions in Indiana, 2024

Age group	Estimated IN child population (2023)	Share of IN child population (2023)	2024 total child injuries	Share of IN child injuries	2024 injury rate per 100K child population
<1	79,101	6.6%	143	4.5%	180.8
1–3	242,624	20.3%	450	14.1%	185.5
4–7	245,380	20.5%	817	25.5%	333.0
8–12	445,750	37.2%	1,143	35.7%	256.4
13–14	185,130	15.5%	648	20.2%	350.0
Total	1,197,985	100.0%	3,201	100.0%	267.2

Low < > High

Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025, and the U.S. Census Bureau, Annual estimates of the resident population by single year of age and sex for Indiana: April 1, 2020, to July 1, 2023, released June 2024.

Notes:

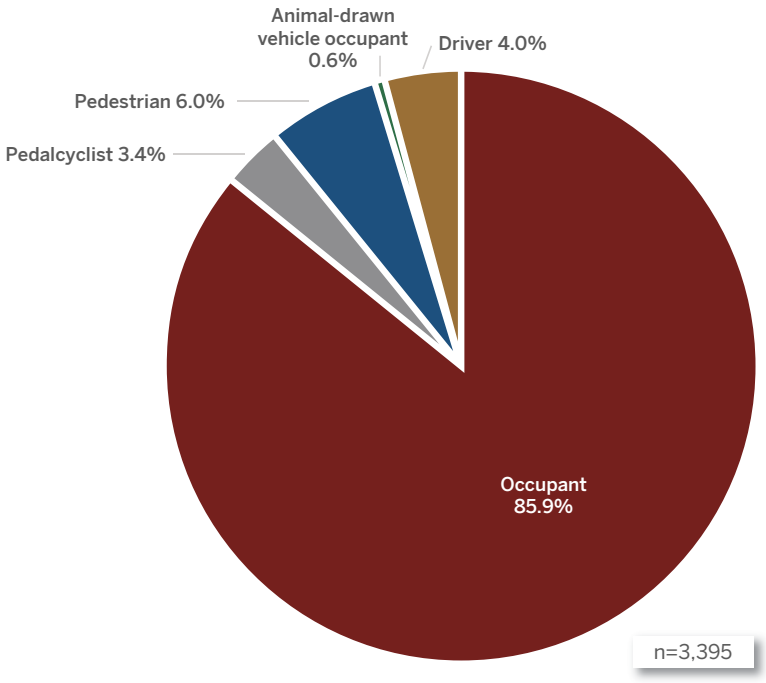
1) Includes individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14. See the glossary for a full explanation.

2) Total injuries include those reported as fatal, suspected serious, suspected minor, and possible. Excludes individuals classified as not injured. See the glossary for updated injury definitions.

3) The most recent population estimates available by age are for 2023.

4) Color scale applies to data in each column.

Figure 7.3. Children in collisions in Indiana by person type, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Includes individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14. See the glossary for a full explanation.

Table 7.3. Children injuries in collisions in Indiana by injury status and person type, 2020–24

Injury status by person type	2020		2021		2022		2023		2024		Annual rate of change	
	Count	% total	Count	% total	Count	% total	Count	% total	Count	% total	2023–24	2020–24
Total	**2,486**	**100%**	**2,953**	**100%**	**3,040**	**100%**	**3,201**	**100%**	**3,395**	**100%**	**6.1%**	**8.1%**
Driver	140	6%	148	5%	135	4%	160	5%	136	4%	-15.0%	-0.7%
Occupant	2,028	82%	2,434	82%	2,564	84%	2,692	84%	2,917	86%	8.4%	9.5%
Pedalcyclist	146	6%	132	4%	116	4%	122	4%	115	3%	-5.7%	-5.8%
Pedestrian	156	6%	202	7%	209	7%	196	6%	205	6%	4.6%	7.1%
Animal-drawn vehicle occupants	16	1%	37	1%	16	1%	31	1%	22	1%	-29.0%	8.3%
Fatal	**34**	**100%**	**39**	**100%**	**28**	**100%**	**20**	**100%**	**27**	**100%**	**35.0%**	**-5.6%**
Driver	0	0%	2	5%	0	0%	1	5%	2	7%	100.0%	N/A
Occupant	26	76%	26	67%	19	68%	13	65%	15	56%	15.4%	-12.8%
Pedalcyclist	2	6%	0	0%	1	4%	1	5%	4	15%	300.0%	18.9%
Pedestrian	6	18%	11	28%	7	25%	5	25%	6	22%	20.0%	0.0%
Animal-drawn vehicle occupants	0	0%	0	0%	1	4%	0	0%	0	0%	N/A	N/A
Suspected serious	**156**	**100%**	**231**	**100%**	**227**	**100%**	**217**	**100%**	**242**	**100%**	**11.5%**	**11.6%**
Driver	8	5%	6	3%	14	6%	16	7%	17	7%	6.3%	20.7%
Occupant	110	71%	164	71%	174	77%	155	71%	168	69%	8.4%	11.2%
Pedalcyclist	16	10%	21	9%	19	8%	14	6%	14	6%	0.0%	-3.3%
Pedestrian	20	13%	33	14%	18	8%	31	14%	41	17%	32.3%	19.7%
Animal-drawn vehicle occupants	2	1%	7	3%	2	1%	1	0%	2	1%	100.0%	0.0%
Suspected minor	**653**	**100%**	**785**	**100%**	**802**	**100%**	**839**	**100%**	**818**	**100%**	**-2.5%**	**5.8%**
Driver	16	2%	12	2%	15	2%	19	2%	19	2%	0.0%	4.4%
Occupant	519	79%	623	79%	646	81%	672	80%	657	80%	-2.2%	6.1%
Pedalcyclist	58	9%	54	7%	56	7%	52	6%	52	6%	0.0%	-2.7%
Pedestrian	55	8%	81	10%	79	10%	86	10%	81	10%	-5.8%	10.2%
Animal-drawn vehicle occupants	5	1%	15	2%	6	1%	10	1%	9	1%	-10.0%	15.8%
Possible	**1,284**	**100%**	**1,508**	**100%**	**1,595**	**100%**	**1,709**	**100%**	**1,873**	**100%**	**9.6%**	**9.9%**
Driver	14	1%	16	1%	13	1%	10	1%	16	1%	60.0%	3.4%
Occupant	1,191	93%	1,415	94%	1,468	92%	1,588	93%	1,757	94%	10.6%	10.2%
Pedalcyclist	34	3%	29	2%	32	2%	36	2%	34	2%	-5.6%	0.0%
Pedestrian	42	3%	40	3%	78	5%	63	4%	63	3%	0.0%	10.7%
Animal-drawn vehicle occupants	3	0%	8	1%	4	0%	12	1%	3	0%	-75.0%	0.0%
No injury	**359**	**100%**	**390**	**100%**	**388**	**100%**	**416**	**100%**	**435**	**100%**	**4.6%**	**4.9%**
Driver	102	28%	112	29%	93	24%	114	27%	82	19%	-28.1%	-5.3%
Occupant	182	51%	206	53%	257	66%	264	63%	320	74%	21.2%	15.2%
Pedalcyclist	36	10%	28	7%	8	2%	19	5%	11	3%	-42.1%	-25.7%
Pedestrian	33	9%	37	9%	27	7%	11	3%	14	3%	27.3%	-19.3%
Animal-drawn vehicle occupants	6	2%	7	2%	3	1%	8	2%	8	2%	0.0%	7.5%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14. See the glossary for a full explanation.

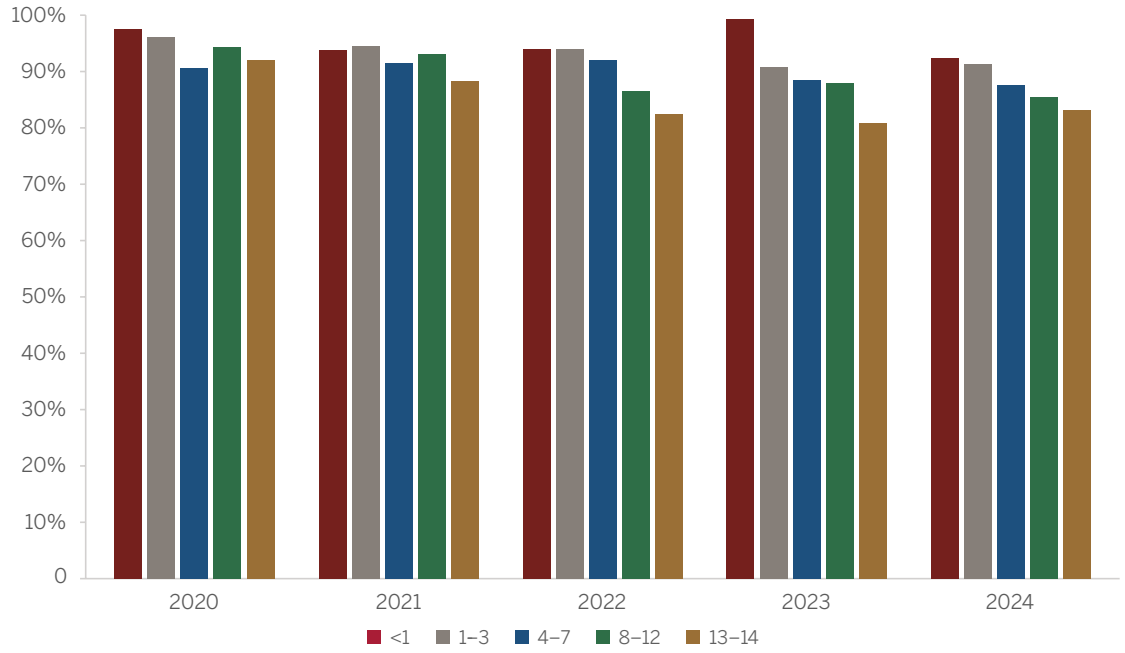
2) See glossary for updated injury definitions.

Restraint use by children in collisions

Rates of restraint use among children in passenger-vehicle collisions tend to decline as children get older.[13] In 2024, children aged 13 to 14 in collisions used restraints at the lowest rate (83%) among all child age groups (Figure 7.4). This cohort consistently showed the lowest restraint rates from 2021 to 2024. Children under one year old had the highest rates of restraint use, except in 2021, when 1- to 3- year-olds had the highest rate, and in 2022, when the rates for the two youngest cohorts were the same.

Figure 7.5 shows that driver restraint use is a good predictor of child restraint use. Between 2020 and 2024, 99% or more of children were properly restrained when the drivers in the same vehicles were restrained. When drivers were reported as unrestrained, only 5% to 10% of child passengers were restrained.

Figure 7.4. Restraint use among children in collisions in Indiana by age group, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes individuals aged 0–14 identified as injured occupants and drivers aged 6–14. See the glossary for a full explanation.

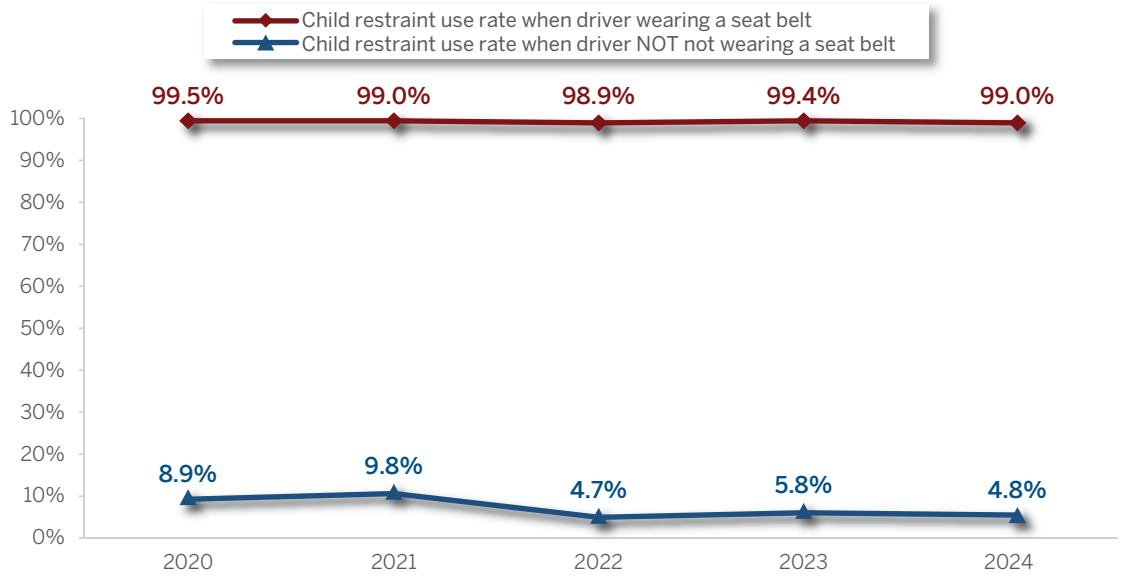
2) Restraint use rates are limited to drivers and injured occupants in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans.

3) Restraint use is calculated using only vehicle occupants with known restraint status. Occupants with unknown restraint use are excluded from the analysis.

4) Occupant restraints include seat belts and child restraints.

[13] Kirley, B.B., Robison, K.L., Goodwin, A.H., Harmon, K.J. O'Brien, N.P., West, A., Harrell, S.S., Thomas, L., & Brookshire, K., 2023.

Figure 7.5 Restraint use among child occupants in collisions in Indiana by driver seat belt use, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes children identified as injured occupants (aged 0–14) and drivers (aged 6–14). See the glossary for a full explanation.

2) Restraint use rates are limited to drivers and injured occupants in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans.

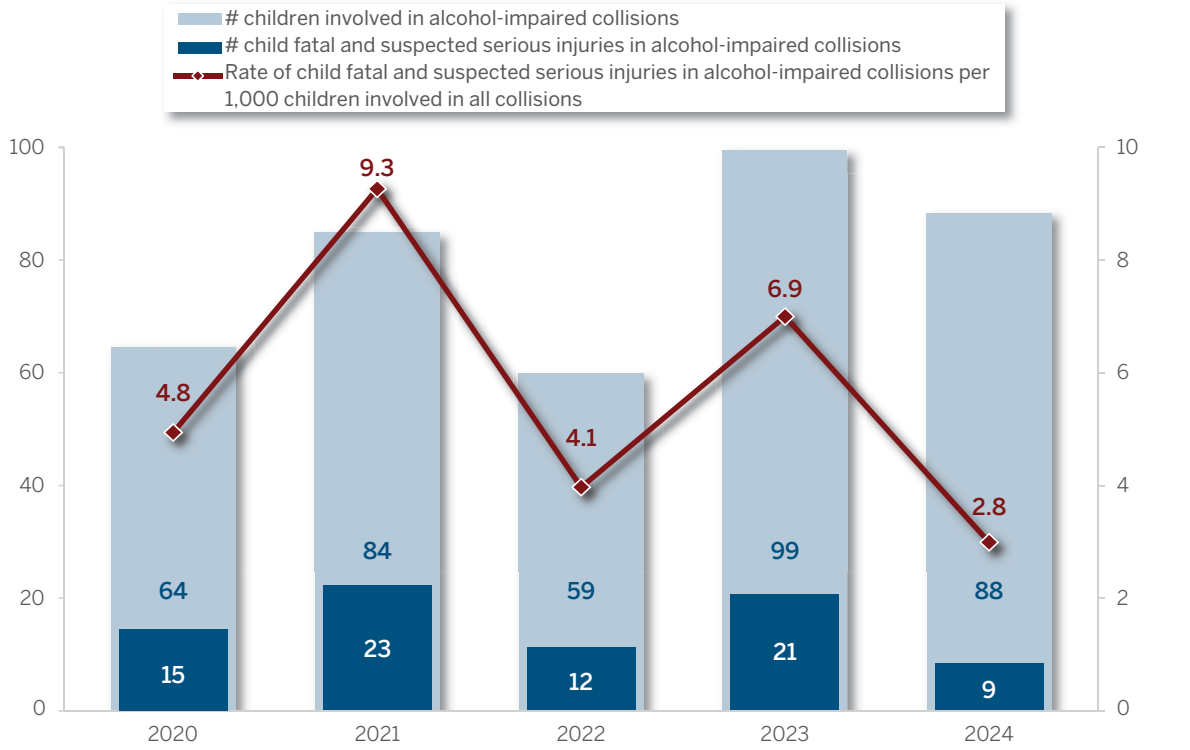
3) Child occupant restraints include seat belts and child restraints. Driver restraints are seat belts.

4) Restraint use is calculated using only vehicle occupants with known restraint status. Occupants with unknown restraint use are excluded from the analysis.

Children in alcohol-impaired collisions

In 2024, 88 children were involved in collisions with one or more alcohol-impaired drivers (Figure 7.6), down from 99 in 2023. The number and the rate of child fatal or suspected serious injuries in these collisions also decreased substantially from 21 in 2023 to 9 in 2024. The rate per 1,000 children involved decreased from 6.9 in 2023 to 2.8 in 2024.

Figure 7.6. Children in alcohol-impaired collisions in Indiana, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes children aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14. See the glossary for a full explanation.

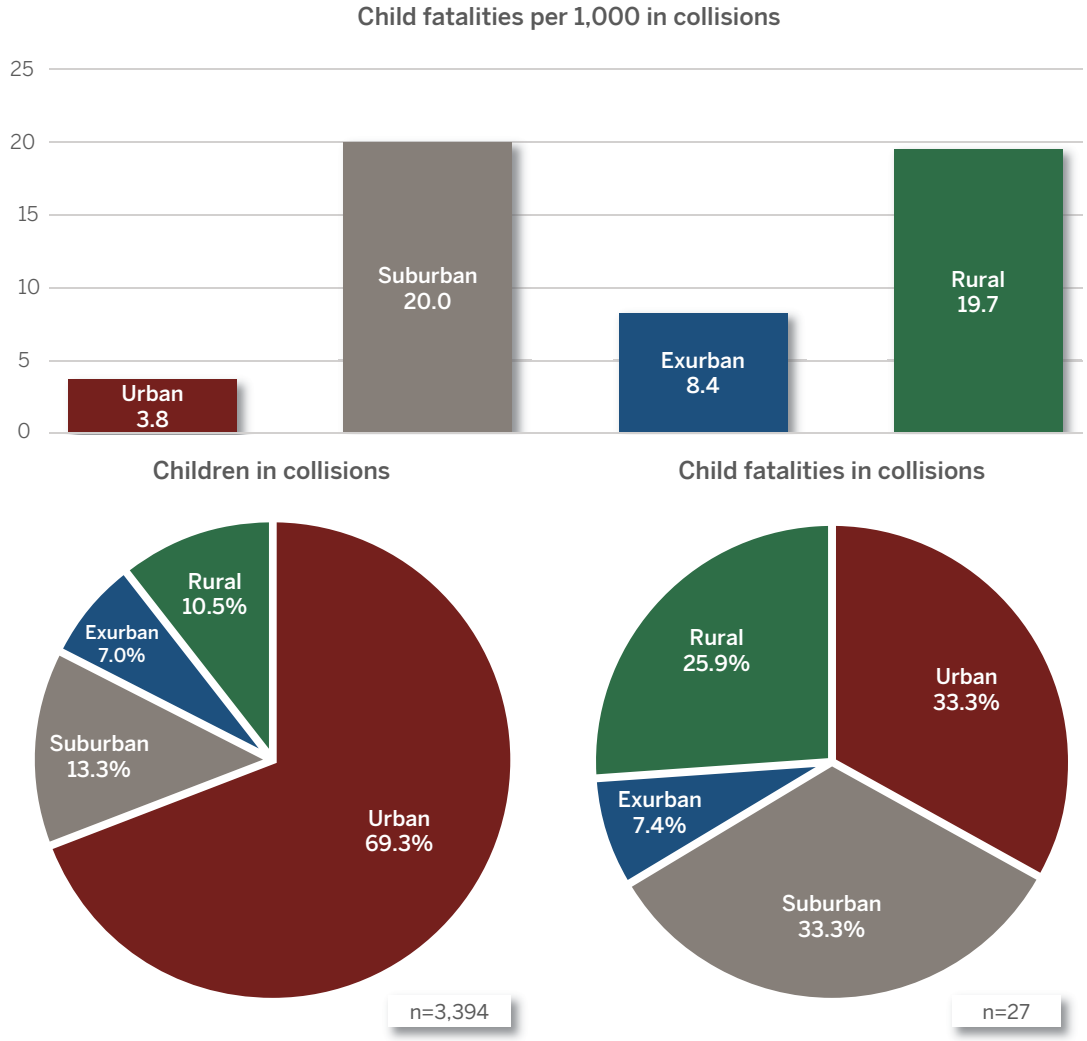
2) Alcohol-impaired collisions are defined as those that involve at least one driver or non-motorist with a BAC of 0.08 g/dL or greater. Drivers with recorded BAC results greater than 0.59 g/dL are treated as invalid.

3) See the glossary for updated injury definitions.

Children in collisions by locale type

In 2024, the distribution of children in collisions across locale types—urban, suburban, exurban, and rural—was concentrated in urban areas (70%) (Figure 7.7). However, child fatalities were more evenly distributed across locale types—33% occurred in urban areas, 33% in suburban areas, 26% in rural areas, and only 7% in exurban areas. In 2024, the fatal injury rate per 1,000 children involved was lower in urban (3.8) and rural (8.4) areas than in suburban (20.0) and exurban (19.7) areas (Figure 7.7). Map 8.8 in the Counties chapter shows child injury rates by county.

Figure 7.7. Children involved in collisions in Indiana by locale type, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes children aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14. See the glossary for a full explanation.

2) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 census generally by density and size. The research team created suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

3) Excludes children in collisions with unknown locale type.

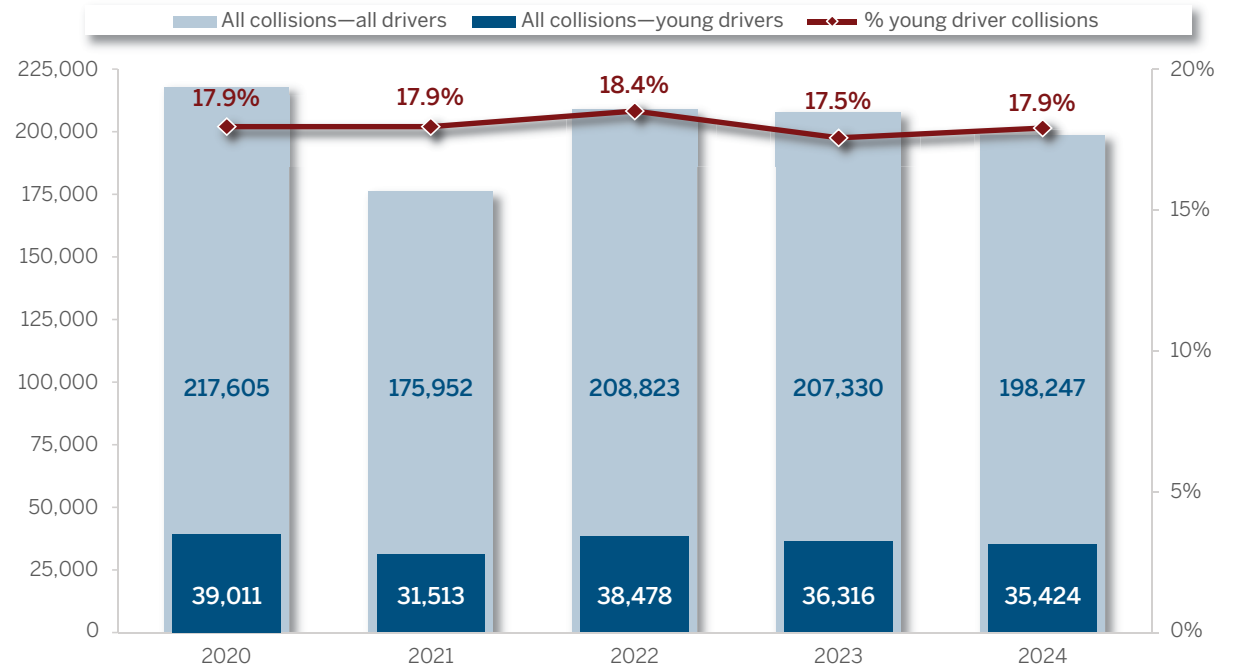
Young drivers (aged 15–20) in collisions

The number of collisions involving one or more young drivers (aged 15–20) increased slightly from 35,788 in 2023 to 35,849 in 2024 (Figure 7.8). Fatal collisions involving young drivers, however, declined from 135 in 2023 to 109 in 2024 (Figure 7.9). The number of young drivers in collisions increased slightly from 36,644 in 2023 to 38,661 in 2024 (Table 7.4).

In 2024, 57% of fatalities in collisions involving young drivers were young drivers and their passengers, and 58% of serious suspected injuries. The number of young driver fatalities decreased from 65 in 2023 to 51 in 2024 (Table 7.4). However, the number of suspected serious injuries sustained by young drivers increased from 340 in 2023 to 371 in 2024. Fatalities among passengers of young drivers decreased from 36 in 2023 to 16 in 2024, and suspected serious injuries also decreased from 182 in 2023 to 127 in 2024.

Fatalities among drivers and passengers in other vehicles and involving young drivers decreased from 2023 to 2024, but suspected serious injuries increased. Fatalities and serious suspected injuries decreased for non-motorists in collisions involving young drivers.

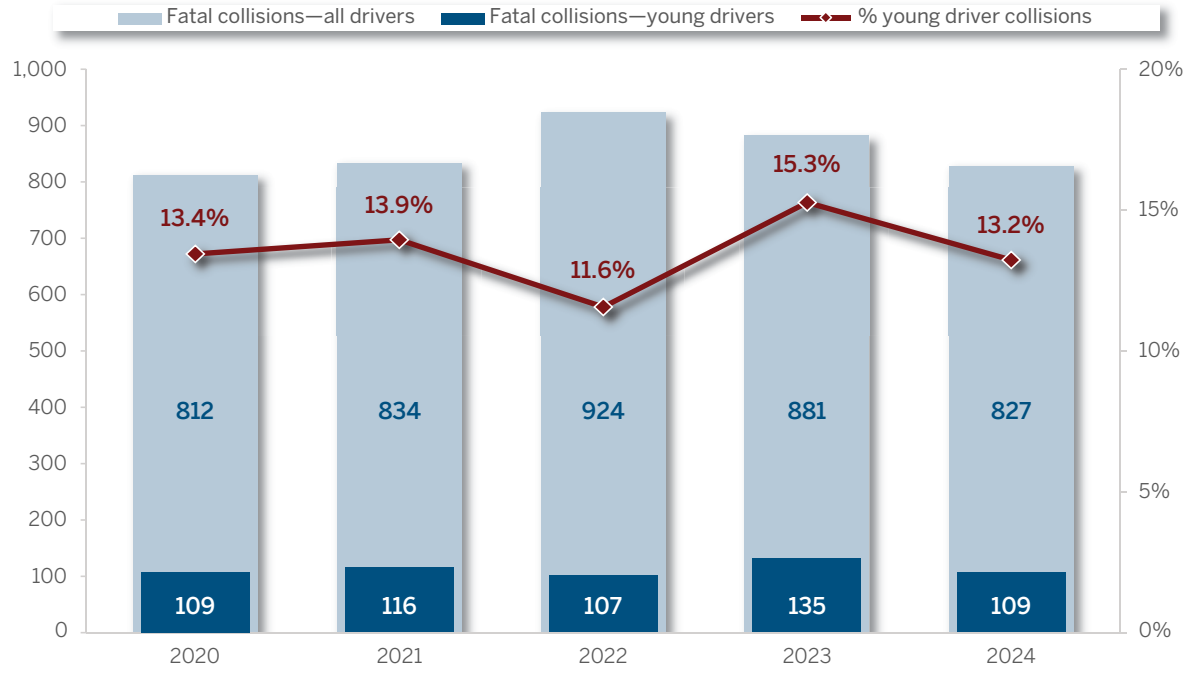
Figure 7.8. Collisions in Indiana by young driver involvement, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Young drivers are defined as drivers aged 15–20.

Figure 7.9. Fatal collisions in Indiana by young driver involvement, 2020–24



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Young drivers are defined as drivers aged 15–20.

Table 7.4. Individuals in collisions in Indiana involving young drivers by injury status, 2020–24

Person type/injury status	Count of individuals					Annual rate of change	
	2020	2021	2022	2023	2024	2023–24	2020–24
Total drivers	**264,713**	**330,595**	**351,497**	**347,615**	**355,371**	**2.2%**	**7.6%**
Fatal	601	613	682	632	606	-4.1%	0.2%
Suspected serious	2,797	3,183	3,289	3,476	3,388	-2.5%	4.9%
Suspected minor	6,030	6,855	6,705	6,875	6,550	-4.7%	2.1%
Possible	18,428	21,103	20,738	21,032	21,259	1.1%	3.6%
Not injured	236,857	298,841	320,083	315,600	323,568	2.5%	8.1%
All individuals involved in young driver crashes	**57,696**	**72,349**	**69,899**	**70,216**	**70,573**	**0.5%**	**5.2%**
Fatal	128	130	117	149	117	-21.5%	-2.2%
Suspected serious	631	809	824	868	845	-2.6%	7.6%
Suspected minor	1,686	2,008	1,892	1,992	1,905	-4.4%	3.1%
Possible	5,778	6,508	6,026	6,209	6,041	-2.7%	1.1%
Not injured	49,473	62,894	61,040	60,998	61,665	1.1%	5.7%
Young drivers	**33,607**	**41,402**	**39,110**	**38,644**	**38,661**	**0.0%**	**3.6%**
Fatal	50	58	49	65	51	-21.5%	0.5%
Suspected serious	267	335	351	340	371	9.1%	8.6%
Suspected minor	833	941	976	948	934	-1.5%	2.9%
Possible	2,231	2,527	2,234	2,181	2,085	-4.4%	-1.7%
Not injured	30,226	37,541	35,500	35,110	35,220	0.3%	3.9%
Passengers of young drivers	**1,487**	**1,653**	**1,552**	**1,633**	**1,436**	**-12.1%**	**-0.9%**
Fatal	37	22	24	36	16	-55.6%	-18.9%
Suspected serious	138	165	185	182	127	-30.2%	-2.1%
Suspected minor	340	369	296	344	307	-10.8%	-2.5%
Possible	869	1,004	953	984	904	-8.1%	1.0%
Not injured	103	93	94	87	82	-5.7%	-5.5%
Drivers and passengers in other vehicles	**22,369**	**29,075**	**29,031**	**29,705**	**30,271**	**1.9%**	**7.9%**
Fatal	31	37	35	38	42	10.5%	7.9%
Suspected serious	190	268	253	306	319	4.2%	13.8%
Suspected minor	455	636	560	646	589	-8.8%	6.7%
Possible	2,603	2,917	2,772	2,954	2,983	1.0%	3.5%
Not injured	19,090	25,217	25,411	25,761	26,338	2.2%	8.4%
Non-motorists	**233**	**219**	**206**	**234**	**205**	**-12.4%**	**-3.2%**
Fatal	10	13	9	10	8	-20.0%	-5.4%
Suspected serious	36	41	35	40	28	-30.0%	-6.1%
Suspected minor	58	62	60	54	75	38.9%	6.6%
Possible	75	60	67	90	69	-23.3%	-2.1%
Not injured	54	43	35	40	25	-37.5%	-17.5%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Young drivers are defined as drivers aged 15–20.

2) Young driver crashes involve one or more drivers aged 15–20.

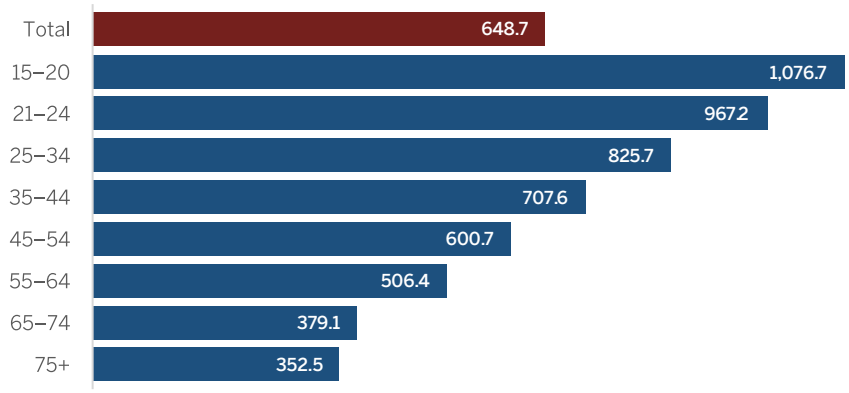
3) Non-motorists include pedestrians, pedalcyclists, and animal-drawn vehicle occupants.

Young drivers in collisions by age and gender

In 2024, young drivers were significantly overrepresented among drivers in traffic collisions. This year, young drivers comprised 11% of drivers in collisions while making up only 7% of all licensed drivers. The rate of drivers in collisions per 10,000 licensed drivers by age group for young drivers was 1,064 per 10,000, higher than the rate for all licensed drivers and the highest rate among age groups (Figure 7.10).

From 2020 to 2024, young male drivers were killed in collisions at higher rates than young female drivers (Table 7.5). In 2024, the rate of fatal injuries for young male drivers was 2.3 per 10,000 licensed drivers, higher than the rate for all male drivers (2.0). The rate for young female drivers was 0.5 per 10,000, the same as the rate for all female drivers.

Figure 7.10. Drivers in collisions in Indiana per 10,000 licensed drivers by age group, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Excludes drivers under 15 years old and over 109 years old.

2) Data limited to drivers with a valid age reported.

Table 7.5. Drivers killed in collisions in Indiana per 10,000 licensed drivers by gender and age group, 2020–24

	2020		2021		2022		2023		2024		Annual rate of change, 2020–24	
Age	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
15–20	0.5	2.4	0.7	2.7	0.8	2.0	0.9	2.7	0.5	2.3	-1.2%	-1.4%
21–24	0.9	2.5	1.1	2.5	0.5	2.6	0.8	2.5	0.8	2.5	-2.8%	0.2%
25–34	0.7	2.4	0.8	2.7	0.9	2.5	0.5	2.2	0.4	1.9	-11.3%	-5.9%
35–44	0.2	1.6	0.7	2.1	0.6	2.4	0.6	2.1	0.5	1.8	25.6%	2.6%
45–54	0.3	2.5	0.5	2.2	0.5	2.5	0.5	1.9	0.6	1.8	16.6%	-7.8%
55–64	0.5	2.1	0.5	1.4	0.5	1.9	0.4	2.1	0.5	2.0	2.8%	-0.9%
65–74	0.3	1.7	0.4	1.3	0.5	2.1	0.6	1.5	0.3	1.8	-1.6%	1.2%
75+	0.3	2.1	0.2	1.7	1.2	1.6	0.6	2.1	0.6	2.3	16.7%	1.8%
All ages	0.5	2.1	0.6	2.0	0.7	2.2	0.6	2.1	0.5	2.0	3.7%	-2.0%

Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and Indiana Bureau of Motor Vehicles, downloaded March 24, 2025.

Notes:

1) Excludes drivers under 15 years old and over 109 years old.

2) Data limited to drivers with a valid age reported.

3) Color scale applies across all years, age groups, and genders.

Restraint use by young drivers in collisions

From 2020 to 2024, seat belt use among young drivers in passenger vehicle collisions declined steadily (Table 7.6). In 2024, 60% of young drivers who died were properly restrained compared to 83% who sustained non-fatal injuries. During the five-year period, seat belt use among male and female young drivers declined consistently (Table 7.7). However, young female drivers were slightly more likely to wear seat belts than young male drivers in collisions in all years.

Table 7.6. Seat belt use among young drivers in passenger vehicle collisions in Indiana by injury status, 2020–24

Passenger-vehicle occupant injuries	2020	2021	2022	2023	2024	Annual rate of change	
						2023–24	2020–24
All young drivers	**29,530**	**36,489**	**33,706**	**32,697**	**31,654**	**-3.2%**	**1.8%**
Restrained	29,073	35,641	32,014	30,697	29,340	-4.4%	0.2%
% restrained	98.5%	97.7%	95.0%	93.9%	92.7%	-1.3%	-1.5%
Fatal	**38**	**43**	**32**	**46**	**30**	**-34.8%**	**-5.7%**
Restrained	18	21	13	23	18	-21.7%	0.0%
% restrained	47.4%	48.8%	40.6%	50.0%	60.0%	20.0%	6.1%
Suspected serious	**201**	**268**	**251**	**260**	**261**	**0.4%**	**6.7%**
Restrained	152	196	175	172	179	4.1%	4.2%
% restrained	75.6%	73.1%	69.7%	66.2%	68.6%	3.7%	-2.4%
Suspected minor	**737**	**816**	**837**	**795**	**746**	**-6.2%**	**0.3%**
Restrained	682	731	708	671	606	-9.7%	-2.9%
% restrained	92.5%	89.6%	84.6%	84.4%	81.2%	-3.8%	-3.2%
Possible	**2,046**	**2,306**	**2,034**	**1,941**	**1,819**	**-6.3%**	**-2.9%**
Restrained	1,948	2,166	1,832	1,701	1,548	-9.0%	-5.6%
% restrained	95.2%	93.9%	90.1%	87.6%	85.1%	-2.9%	-2.8%
Not injured	**26,508**	**33,056**	**30,552**	**29,655**	**28,798**	**-2.9%**	**2.1%**
Restrained	26,273	32,527	29,286	28,130	26,989	-4.1%	0.7%
% restrained	99.1%	98.4%	95.9%	94.9%	93.7%	-1.2%	-1.4%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Seat belt use rates are calculated based on individuals identified as young drivers (aged 15–20).

2) Restraint rates were calculated using only individuals with known restraint use.

3) Seat belt use rates are limited to young drivers in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans.

Table 7.7. Seat belt use among drivers in passenger vehicle collisions in Indiana by gender and age 2020–24

Drivers by age group	2020		2021		2022		2023		2024		Annual rate of change, 2020–24	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	98.9%	98.1%	98.0%	97.4%	95.5%	94.5%	94.8%	93.1%	93.0%	92.4%	-1.5%	-1.5%
21–24	98.5%	97.7%	97.6%	96.9%	95.3%	93.9%	93.9%	92.6%	92.3%	90.3%	-1.6%	-1.9%
25–34	98.7%	97.5%	97.9%	96.5%	95.6%	93.9%	93.8%	92.6%	91.6%	90.2%	-1.9%	-1.9%
35–44	99.0%	98.0%	97.9%	97.1%	95.6%	94.3%	94.2%	93.0%	92.2%	91.0%	-1.8%	-1.9%
45–54	99.2%	98.1%	98.2%	97.4%	95.7%	95.0%	94.8%	93.8%	92.9%	92.4%	-1.6%	-1.5%
55–64	99.4%	98.7%	98.5%	97.7%	95.7%	95.2%	95.1%	94.3%	93.6%	92.9%	-1.5%	-1.5%
65–74	99.5%	98.9%	98.4%	98.0%	96.4%	95.5%	95.1%	94.6%	93.9%	93.1%	-1.4%	-1.5%
75+	99.5%	98.6%	98.3%	97.7%	95.9%	95.5%	95.0%	93.7%	94.0%	93.1%	-1.4%	-1.4%
All ages	99.0%	98.1%	98.0%	97.2%	95.7%	94.6%	94.4%	93.3%	92.7%	91.6%	-1.6%	-1.7%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automat ed Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Data limited to drivers with a valid age reported. Excludes drivers under 15 years old and over 109 years old.

2) Restraint rates were calculated using only individuals with known restraint use.

3) Seat belt use rates are limited to young drivers in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans.

4) Color scale applies across all years, age groups, and genders.

Young drivers speeding in collisions

From 2020 to 2024, a higher share of young drivers in collisions were speeding than drivers in older age categories (Table 7.8). Young male drivers were consistently more likely to be identified as speeding in collisions than young female drivers. In 2024, 10% of young male drivers were speeding at the time of the collision, compared to only 6% of young female drivers.

Table 7.8. Drivers speeding as a percent of all drivers in collisions in Indiana by age group and gender, 2020–24

	2020		2021		2022		2023		2024	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	6.8%	11.2%	6.1%	10.3%	6.4%	11.4%	4.9%	9.4%	5.9%	10.1%
21–24	5.7%	9.1%	5.8%	8.9%	5.8%	9.3%	4.3%	7.2%	5.0%	8.0%
25–34	4.7%	7.0%	4.6%	7.2%	4.4%	7.7%	3.5%	5.7%	4.0%	6.2%
35–44	3.4%	5.5%	2.8%	5.4%	3.6%	5.7%	2.7%	4.2%	2.9%	4.6%
45–54	2.7%	3.9%	2.3%	3.9%	2.8%	4.2%	1.9%	3.0%	2.3%	3.0%
55–64	1.9%	3.0%	1.8%	2.9%	2.2%	3.4%	1.5%	2.3%	1.6%	2.6%
65–74	1.4%	2.1%	1.2%	1.9%	1.6%	2.4%	1.0%	1.8%	1.3%	2.1%
75+	1.4%	1.9%	1.2%	1.3%	1.4%	2.1%	1.1%	1.4%	1.1%	1.5%
All ages	3.9%	5.9%	3.6%	5.7%	3.9%	6.2%	2.8%	4.7%	3.3%	5.1%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) A collision is defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

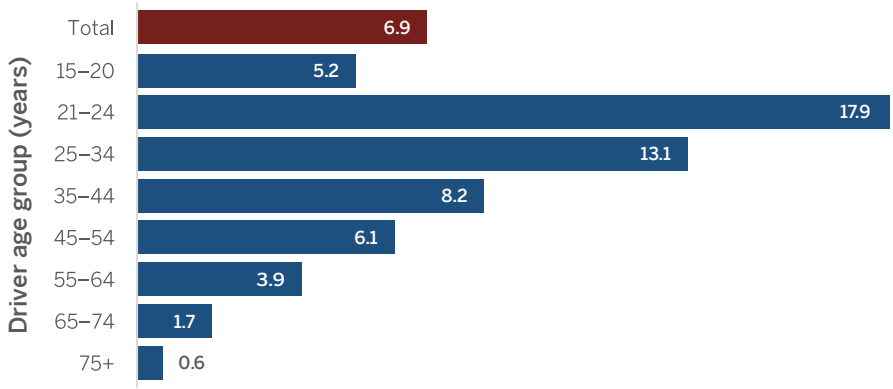
2) Data limited to drivers with valid age and gender reported. Excludes drivers under 15 years old and over 109 years old.

3) This table also appears in the Speed chapter and is repeated here for reader's convenience. Restraint rates were calculated based only on individuals with known restraint use.

Alcohol-impaired young drivers in collisions

In 2024, the rate of alcohol impairment for young drivers was 6.4 per 10,000 licensed drivers (Figure 7.11). The rate for young drivers was lower than for three age groups—ages 21–24, 25–34, and 35–44.

Figure 7.11. Alcohol-impaired drivers in crashes in Indiana per 10,000 licensed drivers by age group, 2024



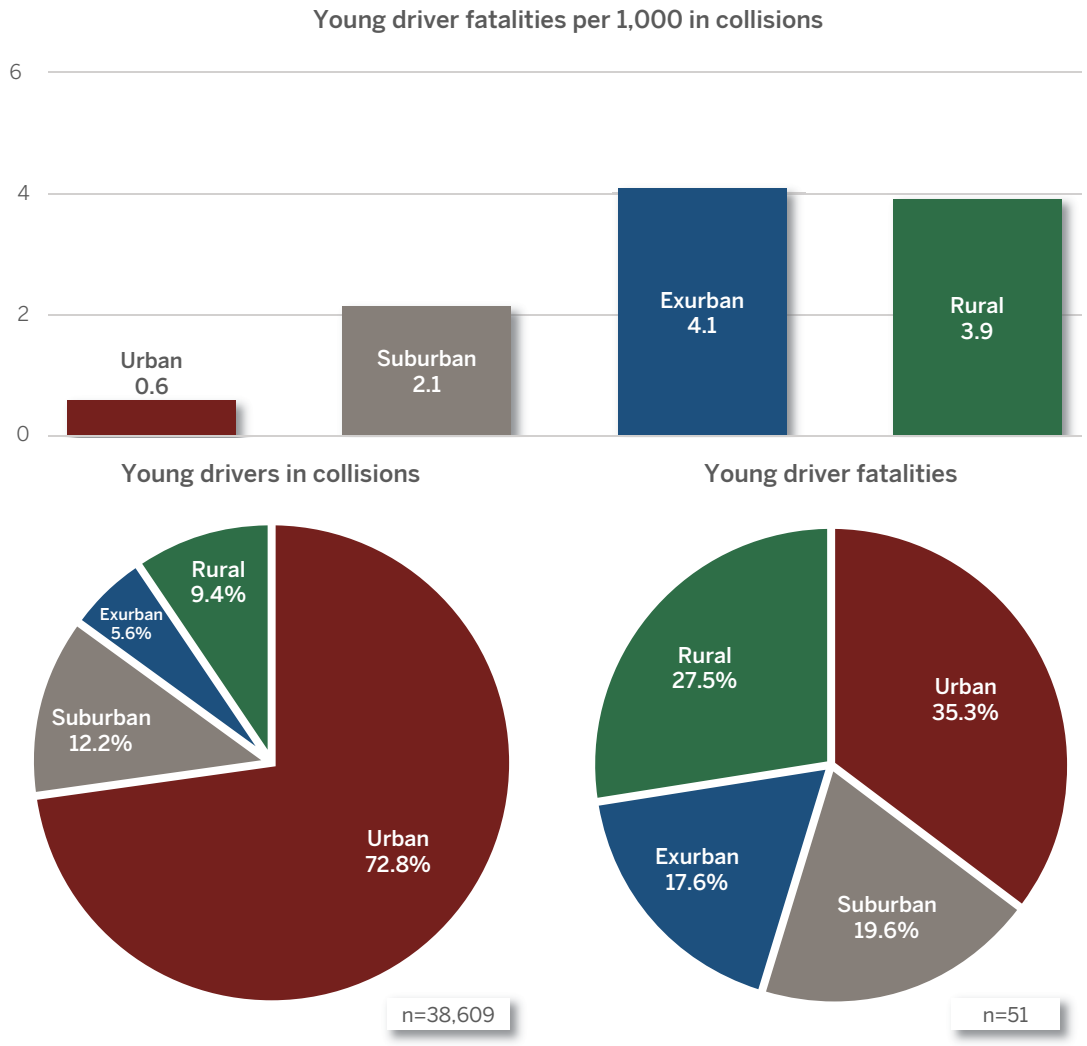
Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and Indiana Bureau of Motor Vehicles, downloaded March 24, 2025.

Note: Data limited to drivers with a valid age reported. Excludes drivers under 15 years old and over 109 years old

Young drivers in collisions by locale type

In 2024, the distribution of young drivers in collisions was concentrated in urban areas (73%) (Figure 7.12). However, the distribution of young drivers killed in collisions was more evenly spread across locale types, with 35% in urban areas, 28% in rural areas, 20% in suburban areas, and 18% in exurban areas. The same year, the fatal injury rates per 1,000 young drivers involved in collisions were highest in exurban areas (4.1) and rural areas (3.9) (Figure 7.12). The rates in urban (0.9) and suburban areas (2.1) were lower. Table 8.6 and Map 8.7 in the Counties chapter show selected young driver data by county.

Figure 7.12. Young drivers in collisions in Indiana by locale type, 2024



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

Notes:

1) Young drivers are defined as drivers aged 15–20.

2) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 Census generally by density and size. The research team created the suburban, exurban, and rural areas based on the 2020 urban boundaries. See the glossary for a complete explanation.

3) Excludes young drivers in collisions with unknown locale type.

INDIANA TRAFFIC SAFETY FACTS

COUNTY COMPARISONS

COUNTY COMPARISONS, 2024

Understanding the spatial distribution of traffic collisions and injuries can assist officials in developing policies and targeting resources to address the many variables that may impact the geography of crashes. A variety of factors may influence the number and nature of traffic collisions that occur in any given area, including the size and makeup of the population, the number of registered vehicles and licensed drivers, the number of vehicle miles traveled (VMT), and, perhaps most importantly, human behaviors and social norms that may contribute to the likelihood of particular types of crashes occurring in areas throughout the state.

The following tables and color-scale maps show various collision and injury rates in Indiana counties. All the data reflected here is for 2024. The color-scale maps are grouped using natural breaks.[14] Totals for collisions and injuries reported in this chapter include only those records for which a county location was identified.

Collision severity and injuries

In 2024, 199,973 collisions were reported in Indiana counties with an average of 2,174 collisions per county (Table 8.1). Marion County (38,255) and Lake County (15,694) had the highest numbers of collisions, and Benton County (116) and Union County (89) had the lowest numbers of collisions. The mean county rate of collisions per 100 million vehicle miles traveled (VMT) was 192 (Map 8.1). Tippecanoe (363), Brown (308), and Howard (295) counties had the highest rates of collisions per 100 million VMT.

There were 827 fatal collisions reported with an average of 9 fatal crashes per county the same year (Table 8.1). Marion County (128) and Lake County (40) also had the highest numbers of fatal collisions. Union (2%), Benton (2%), and Sullivan (2%) counties had the highest proportions of fatal collisions.

The same year, 369,340 individuals were involved in collisions in Indiana counties, with an average of 4,015 individuals per county (Table 8.2). Marion (77,469) and Lake (31,105) counties had the largest numbers of individuals involved. Union (141), Ohio (152), and Benton (178) counties had the lowest numbers of individuals involved in collisions.

In 2024, 872 fatalities were reported in Indiana counties. Marion (131), Allen (42), and Lake counties had the highest number of fatalities. The mean county traffic fatality rate per 100,000 people was 16.0 (Map 8.2). Crawford (47.5), Newton (42.5), and Jasper (41.9) counties had the highest fatality rates per 100,000 population. Three counties—Ohio, Switzerland, and Warren—had no fatalities.

[14] From the ArcGIS Pro website (accessed on August 12, 2024): "This classification is based on the Jenks Natural Breaks algorithm. . . . Classes are based on natural groupings inherent in the data. Class breaks are created in a way that best groups similar values together and maximizes the differences between classes. The features are divided into classes whose boundaries are set where there are relatively big differences in the data values."

Table 8.1. Collisions in Indiana by severity and county, 2024

	Total collisions		Fatal			Non-fatal		Property-damage-only	
	Count	Count rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
Total	200,035	N/A	827	0.4%	N/A	32,488	16.2%	166,720	83.3%
All counties	199,973	N/A	827	0.4%	N/A	32,480	16.2%	166,666	83.3%
Mean	2,174	N/A	9	0.6%	N/A	353	15.8%	1,812	83.6%
Median	898	N/A	6	0.5%	N/A	141	15.1%	746	84.4%
Minimum	89	N/A	0	0.0%	N/A	18	8.4%	68	65.9%
Maximum	38,255	N/A	128	2.2%	N/A	6,342	33.3%	31,785	91.3%
Adams	643	58	4	0.6%	38	82	12.8%	557	86.6%
Allen	12,878	3	38	0.3%	74	2,270	17.6%	10,570	82.1%
Bartholomew	1,394	30	11	0.8%	26	464	33.3%	919	65.9%
Benton	116	91	2	1.7%	2	22	19.0%	92	79.3%
Blackford	258	85	4	1.6%	4	31	12.0%	223	86.4%
Boone	2,194	21	7	0.3%	72	313	14.3%	1,874	85.4%
Brown	442	75	1	0.2%	87	83	18.8%	358	81.0%
Carroll	492	70	2	0.4%	59	65	13.2%	425	86.4%
Cass	1,031	41	3	0.3%	75	186	18.0%	842	81.7%
Clark	3,994	11	13	0.3%	71	611	15.3%	3,370	84.4%
Clay	531	67	2	0.4%	63	106	20.0%	423	79.7%
Clinton	895	47	5	0.6%	43	159	17.8%	731	81.7%
Crawford	276	84	3	1.1%	10	40	14.5%	233	84.4%
Daviess	548	66	4	0.7%	29	102	18.6%	442	80.7%
Dearborn	1,358	31	7	0.5%	47	200	14.7%	1,151	84.8%
Decatur	745	54	6	0.8%	22	107	14.4%	632	84.8%
DeKalb	1,118	39	9	0.8%	23	216	19.3%	893	79.9%
Delaware	3,685	14	16	0.4%	58	620	16.8%	3,049	82.7%
Dubois	1,262	33	3	0.2%	85	174	13.8%	1,085	86.0%
Elkhart	6,167	7	29	0.5%	52	798	12.9%	5,340	86.6%
Fayette	372	77	2	0.5%	44	53	14.2%	317	85.2%
Floyd	2,318	18	6	0.3%	81	316	13.6%	1,996	86.1%
Fountain	323	79	3	0.9%	14	46	14.2%	274	84.8%
Franklin	584	63	2	0.3%	66	83	14.2%	499	85.4%
Fulton	616	61	3	0.5%	50	73	11.9%	540	87.7%
Gibson	900	46	8	0.9%	18	167	18.6%	725	80.6%
Grant	2,129	23	10	0.5%	53	284	13.3%	1,835	86.2%
Greene	826	52	5	0.6%	40	117	14.2%	704	85.2%
Hamilton	8,215	4	19	0.2%	86	1,016	12.4%	7,180	87.4%
Hancock	2,010	24	10	0.5%	49	382	19.0%	1,618	80.5%
Harrison	994	42	10	1.0%	13	155	15.6%	829	83.4%
Hendricks	4,904	9	14	0.3%	77	661	13.5%	4,229	86.2%
Henry	931	43	6	0.6%	35	166	17.8%	759	81.5%

Table 8.1. Collisions in Indiana by severity and county, 2024 (continued)

	Total collisions		Fatal			Non-fatal		Property-damage-only	
	Count	Count rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
Howard	2,312	19	7	0.3%	73	460	19.9%	1,845	79.8%
Huntington	1,233	35	6	0.5%	51	186	15.1%	1,041	84.4%
Jackson	1,772	25	10	0.6%	42	236	13.3%	1,526	86.1%
Jasper	1,248	34	13	1.0%	12	173	13.9%	1,062	85.1%
Jay	561	65	5	0.9%	17	89	15.9%	467	83.2%
Jefferson	803	53	2	0.2%	83	122	15.2%	679	84.6%
Jennings	668	57	7	1.0%	11	100	15.0%	561	84.0%
Johnson	3,749	12	8	0.2%	89	632	16.9%	3,109	82.9%
Knox	1,136	38	7	0.6%	39	151	13.3%	978	86.1%
Kosciusko	2,135	22	17	0.8%	25	362	17.0%	1,756	82.2%
LaGrange	925	44	8	0.9%	20	91	9.8%	826	89.3%
Lake	15,694	2	40	0.3%	82	2,745	17.5%	12,909	82.3%
La Porte	2,976	17	20	0.7%	34	552	18.5%	2,404	80.8%
Lawrence	1,202	36	6	0.5%	48	183	15.2%	1,013	84.3%
Madison	3,429	15	12	0.3%	64	565	16.5%	2,852	83.2%
Marion	38,255	1	128	0.3%	69	6,342	16.6%	31,785	83.1%
Marshall	1,630	27	12	0.7%	28	181	11.1%	1,437	88.2%
Martin	222	87	1	0.5%	55	35	15.8%	186	83.8%
Miami	1,049	40	4	0.4%	62	150	14.3%	895	85.3%
Monroe	3,697	13	10	0.3%	80	712	19.3%	2,975	80.5%
Montgomery	864	49	8	0.9%	15	154	17.8%	702	81.3%
Morgan	1,637	26	4	0.2%	84	281	17.2%	1,352	82.6%
Newton	398	76	5	1.3%	7	71	17.8%	322	80.9%
Noble	1,149	37	6	0.5%	46	173	15.1%	970	84.4%
Ohio	120	90	0	0.0%	90	18	15.0%	102	85.0%
Orange	454	72	2	0.4%	56	58	12.8%	394	86.8%
Owen	454	72	1	0.2%	88	87	19.2%	366	80.6%
Parke	456	71	4	0.9%	19	59	12.9%	393	86.2%
Perry	325	78	3	0.9%	16	56	17.2%	266	81.8%
Pike	138	89	2	1.4%	5	19	13.8%	117	84.8%
Porter	4,188	10	22	0.5%	45	817	19.5%	3,349	80.0%
Posey	500	69	3	0.6%	41	64	12.8%	433	86.6%
Pulaski	443	74	5	1.1%	8	55	12.4%	383	86.5%
Putnam	890	48	6	0.7%	33	125	14.0%	759	85.3%
Randolph	510	68	2	0.4%	61	70	13.7%	438	85.9%
Ripley	643	58	3	0.5%	54	129	20.1%	511	79.5%
Rush	289	83	1	0.3%	65	58	20.1%	230	79.6%
St. Joseph	7,338	5	25	0.3%	67	1,284	17.5%	6,029	82.2%
Scott	572	64	4	0.7%	32	148	25.9%	420	73.4%

Table 8.1. Collisions in Indiana by severity and county, 2024 (continued)

	Total collisions		Fatal			Non-fatal		Property-damage-only	
	Count	Count rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
Shelby	1,335	32	15	1.1%	9	257	19.3%	1,063	79.6%
Spencer	623	60	5	0.8%	24	71	11.4%	547	87.8%
Starke	602	62	2	0.3%	70	78	13.0%	522	86.7%
Steuben	1,479	29	5	0.3%	68	124	8.4%	1,350	91.3%
Sullivan	293	82	5	1.7%	3	46	15.7%	242	82.6%
Switzerland	236	86	0	0.0%	90	28	11.9%	208	88.1%
Tippecanoe	6,560	6	19	0.3%	76	974	14.8%	5,567	84.9%
Tipton	320	80	2	0.6%	37	58	18.1%	260	81.3%
Union	89	92	2	2.2%	1	19	21.3%	68	76.4%
Vanderburgh	5,667	8	16	0.3%	78	1,096	19.3%	4,555	80.4%
Vermillion	313	81	4	1.3%	6	44	14.1%	265	84.7%
Vigo	3,292	16	13	0.4%	60	576	17.5%	2,703	82.1%
Wabash	847	50	6	0.7%	31	109	12.9%	732	86.4%
Warren	203	88	0	0.0%	90	25	12.3%	178	87.7%
Warrick	1,558	28	10	0.6%	36	222	14.2%	1,326	85.1%
Washington	696	55	6	0.9%	21	107	15.4%	583	83.8%
Wayne	2,214	20	6	0.3%	79	347	15.7%	1,861	84.1%
Wells	679	56	5	0.7%	27	83	12.2%	591	87.0%
White	911	45	4	0.4%	57	133	14.6%	774	85.0%
Whitley	843	51	6	0.7%	30	122	14.5%	715	84.8%
Unknown	62	N/A	0	0.0%	N/A	8	12.9%	54	87.1%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

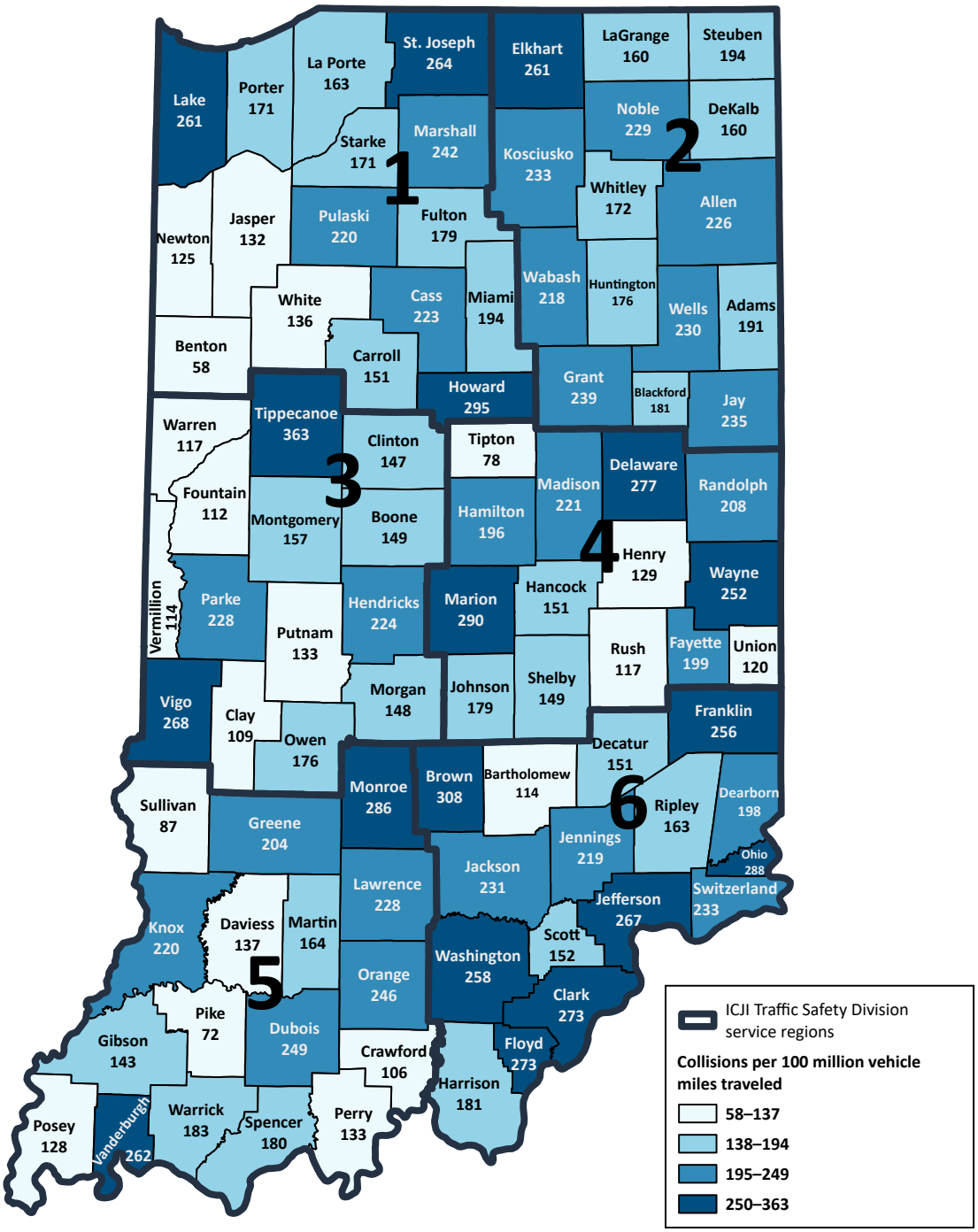
Notes:

1) Non-fatal includes collisions with injuries defined as suspected serious injury, suspected minor injury, and possible injury. See the glossary for updated injury definitions.

2) Table excludes collisions with unknown or missing county locations.

Map 8.1. Collisions per 100 million vehicle miles traveled in Indiana by county and ICJI Traffic Safety Division service region, 2024

Median rate = 187 Mean rate = 192 n = 199,973 collisions



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and Indiana Department of Transportation, 2023 county-level VMT, last revised August 12, 2024.

Table 8.2 Individuals in collisions in Indiana by injury status and county, 2024

	Total individuals involved		Fatal			Suspected serious injury		Suspected minor injury		Possible injury		No injury	
	Count	County rank	Count	As % county total	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Total	369,457	N/A	872	0.2%	N/A	4,730	1.3%	9,191	2.5%	30,112	8.2%	324,552	87.8%
All counties	369,340	N/A	872	0.2%	N/A	4,729	1.3%	9,190	2.5%	30,105	8.2%	324,444	87.8%
Mean	4,015	N/A	9	0.4%	N/A	51	1.9%	100	3.2%	327	7.9%	3,527	86.6%
Median	1,438	N/A	6	0.3%	N/A	29	1.8%	45	3.0%	116	7.5%	1,249	86.9%
Minimum	141	N/A	0	0.0%	N/A	1	0.7%	5	1.3%	7	3.6%	112	75.6%
Maximum	77,469	N/A	131	1.4%	N/A	754	4.8%	1,363	7.9%	6,440	15.6%	68,781	91.9%
Adams	1,076	57	4	0.4%	41	18	1.7%	31	2.9%	77	7.2%	946	87.9%
Allen	24,693	3	42	0.2%	74	235	1.0%	596	2.4%	2,308	9.3%	21,512	87.1%
Bartholomew	2,654	28	11	0.4%	36	55	2.1%	166	6.3%	415	15.6%	2,007	75.6%
Benton	178	90	2	1.1%	3	4	2.2%	5	2.8%	19	10.7%	148	83.1%
Blackford	373	85	4	1.1%	4	5	1.3%	5	1.3%	25	6.7%	334	89.5%
Boone	3,877	21	7	0.2%	70	56	1.4%	101	2.6%	244	6.3%	3,469	89.5%
Brown	641	74	1	0.2%	79	14	2.2%	36	5.6%	63	9.8%	527	82.2%
Carroll	673	72	2	0.3%	54	13	1.9%	28	4.2%	45	6.7%	585	86.9%
Cass	1,739	39	3	0.2%	72	30	1.7%	69	4.0%	149	8.6%	1,488	85.6%
Clark	7,574	11	14	0.2%	69	109	1.4%	176	2.3%	531	7.0%	6,744	89.0%
Clay	885	62	2	0.2%	65	29	3.3%	29	3.3%	79	8.9%	746	84.3%
Clinton	1,520	44	5	0.3%	48	32	2.1%	65	4.3%	137	9.0%	1,281	84.3%
Crawford	377	84	5	1.3%	2	18	4.8%	9	2.4%	26	6.9%	319	84.6%
Daviess	963	61	7	0.7%	11	17	1.8%	36	3.7%	72	7.5%	831	86.3%
Dearborn	2,352	30	8	0.3%	47	43	1.8%	70	3.0%	153	6.5%	2,078	88.4%
Decatur	1,246	53	6	0.5%	28	23	1.8%	41	3.3%	84	6.7%	1,092	87.6%
DeKalb	1,820	38	10	0.5%	23	41	2.3%	74	4.1%	169	9.3%	1,526	83.8%
Delaware	6,697	14	16	0.2%	63	96	1.4%	194	2.9%	601	9.0%	5,790	86.5%
Dubois	2,100	33	3	0.1%	85	40	1.9%	68	3.2%	136	6.5%	1,853	88.2%
Elkhart	11,448	7	32	0.3%	57	143	1.2%	237	2.1%	682	6.0%	10,354	90.4%
Fayette	644	73	2	0.3%	50	13	2.0%	19	3.0%	37	5.7%	573	89.0%
Floyd	4,337	19	7	0.2%	77	32	0.7%	76	1.8%	293	6.8%	3,929	90.6%
Fountain	452	82	3	0.7%	16	13	2.9%	11	2.4%	37	8.2%	388	85.8%
Franklin	836	67	2	0.2%	61	14	1.7%	35	4.2%	58	6.9%	727	87.0%
Fulton	872	63	3	0.3%	45	19	2.2%	22	2.5%	51	5.8%	777	89.1%
Gibson	1,478	45	8	0.5%	24	30	2.0%	44	3.0%	156	10.6%	1,240	83.9%
Grant	3,719	23	11	0.3%	55	48	1.3%	120	3.2%	229	6.2%	3,311	89.0%
Greene	1,206	54	5	0.4%	35	26	2.2%	38	3.2%	84	7.0%	1,053	87.3%
Hamilton	15,929	4	19	0.1%	89	137	0.9%	302	1.9%	929	5.8%	14,542	91.3%
Hancock	3,775	22	10	0.3%	58	55	1.5%	96	2.5%	371	9.8%	3,243	85.9%
Harrison	1,610	42	10	0.6%	19	37	2.3%	59	3.7%	119	7.4%	1,385	86.0%
Hendricks	9,305	9	16	0.2%	73	78	0.8%	182	2.0%	626	6.7%	8,403	90.3%
Henry	1,539	43	6	0.4%	37	24	1.6%	60	3.9%	141	9.2%	1,308	85.0%
Howard	4,366	18	7	0.2%	78	62	1.4%	135	3.1%	446	10.2%	3,716	85.1%

Table 8.2 Individuals in collisions in Indiana by injury status and county, 2024 (continued)

	Total individuals involved		Fatal			Suspected serious injury		Suspected minor injury		Possible injury		No injury	
	Count	County rank	Count	As % county total	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Huntington	1,940	36	6	0.3%	51	27	1.4%	74	3.8%	157	8.1%	1,676	86.4%
Jackson	3,060	25	10	0.3%	49	51	1.7%	69	2.3%	221	7.2%	2,709	88.5%
Jasper	1,992	35	14	0.7%	13	44	2.2%	48	2.4%	171	8.6%	1,715	86.1%
Jay	851	65	5	0.6%	20	16	1.9%	38	4.5%	86	10.1%	706	83.0%
Jefferson	1,389	49	2	0.1%	83	32	2.3%	49	3.5%	91	6.6%	1,215	87.5%
Jennings	1,102	55	9	0.8%	10	31	2.8%	38	3.4%	78	7.1%	946	85.8%
Johnson	7,228	12	10	0.1%	87	77	1.1%	184	2.5%	572	7.9%	6,385	88.3%
Knox	1,927	37	7	0.4%	42	34	1.8%	36	1.9%	116	6.0%	1,734	90.0%
Kosciusko	3,603	24	18	0.5%	27	50	1.4%	133	3.7%	338	9.4%	3,064	85.0%
LaGrange	1,408	47	9	0.6%	17	22	1.6%	24	1.7%	95	6.7%	1,258	89.3%
Lake	31,105	2	41	0.1%	88	348	1.1%	608	2.0%	2,733	8.8%	27,375	88.0%
La Porte	5,248	17	23	0.4%	33	78	1.5%	167	3.2%	507	9.7%	4,473	85.2%
Lawrence	2,021	34	7	0.3%	43	41	2.0%	66	3.3%	141	7.0%	1,766	87.4%
Madison	6,319	15	12	0.2%	68	90	1.4%	157	2.5%	531	8.4%	5,529	87.5%
Marion	77,469	1	131	0.2%	75	754	1.0%	1,363	1.8%	6,440	8.3%	68,781	88.8%
Marshall	2,496	29	12	0.5%	29	30	1.2%	65	2.6%	171	6.9%	2,218	88.9%
Martin	331	86	1	0.3%	52	9	2.7%	16	4.8%	21	6.3%	284	85.8%
Miami	1,640	41	4	0.2%	60	23	1.4%	67	4.1%	104	6.3%	1,442	87.9%
Monroe	7,066	13	10	0.1%	86	74	1.0%	232	3.3%	637	9.0%	6,113	86.5%
Montgomery	1,385	50	8	0.6%	22	21	1.5%	51	3.7%	126	9.1%	1,179	85.1%
Morgan	2,784	26	4	0.1%	84	66	2.4%	92	3.3%	217	7.8%	2,405	86.4%
Newton	582	76	6	1.0%	6	18	3.1%	21	3.6%	63	10.8%	474	81.4%
Noble	1,735	40	6	0.3%	44	27	1.6%	65	3.7%	137	7.9%	1,500	86.5%
Ohio	152	91	0	0.0%	90	1	0.7%	12	7.9%	7	4.6%	132	86.8%
Orange	680	71	2	0.3%	56	14	2.1%	27	4.0%	36	5.3%	601	88.4%
Owen	692	70	1	0.1%	82	21	3.0%	29	4.2%	56	8.1%	585	84.5%
Parke	626	75	4	0.6%	18	16	2.6%	19	3.0%	38	6.1%	549	87.7%
Perry	515	79	3	0.6%	21	13	2.5%	20	3.9%	40	7.8%	439	85.2%
Pike	204	89	2	1.0%	7	5	2.5%	5	2.5%	15	7.4%	177	86.8%
Porter	7,674	10	23	0.3%	53	109	1.4%	224	2.9%	755	9.8%	6,563	85.5%
Posey	774	69	4	0.5%	26	15	1.9%	29	3.7%	45	5.8%	681	88.0%
Pulaski	573	77	5	0.9%	8	10	1.7%	21	3.7%	36	6.3%	501	87.4%
Putnam	1,394	48	6	0.4%	34	34	2.4%	38	2.7%	100	7.2%	1,216	87.2%
Randolph	797	68	2	0.3%	59	19	2.4%	21	2.6%	47	5.9%	708	88.8%
Ripley	1,026	60	4	0.4%	37	14	1.4%	46	4.5%	115	11.2%	847	82.6%
Rush	448	83	1	0.2%	66	13	2.9%	20	4.5%	40	8.9%	374	83.5%
St. Joseph	14,176	5	25	0.2%	71	126	0.9%	330	2.3%	1,248	8.8%	12,447	87.8%
Scott	1,046	58	5	0.5%	30	25	2.4%	40	3.8%	154	14.7%	822	78.6%
Shelby	2,252	31	15	0.7%	15	41	1.8%	86	3.8%	233	10.3%	1,877	83.3%
Spencer	853	64	6	0.7%	12	14	1.6%	25	2.9%	47	5.5%	761	89.2%

Table 8.2 Individuals in collisions in Indiana by injury status and county, 2024 (continued)

	Total individuals involved		Fatal			Suspected serious injury		Suspected minor injury		Possible injury		No injury	
	Count	County rank	Count	As % county total	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Starke	837	66	2	0.2%	62	15	1.8%	21	2.5%	76	9.1%	723	86.4%
Steuben	2,166	32	5	0.2%	64	38	1.8%	56	2.6%	77	3.6%	1,990	91.9%
Sullivan	483	80	5	1.0%	5	13	2.7%	16	3.3%	37	7.7%	412	85.3%
Switzerland	330	87	0	0.0%	90	7	2.1%	10	3.0%	17	5.2%	296	89.7%
Tippecanoe	12,311	6	20	0.2%	76	93	0.8%	301	2.4%	897	7.3%	11,000	89.4%
Tipton	536	78	2	0.4%	40	18	3.4%	25	4.7%	40	7.5%	451	84.1%
Union	141	92	2	1.4%	1	6	4.3%	8	5.7%	13	9.2%	112	79.4%
Vanderburgh	11,284	8	17	0.2%	81	120	1.1%	295	2.6%	1,109	9.8%	9,743	86.3%
Vermillion	463	81	4	0.9%	9	10	2.2%	11	2.4%	28	6.0%	410	88.6%
Vigo	6,113	16	13	0.2%	67	116	1.9%	183	3.0%	456	7.5%	5,345	87.4%
Wabash	1,340	52	7	0.5%	25	20	1.5%	37	2.8%	101	7.5%	1,175	87.7%
Warren	278	88	0	0.0%	90	8	2.9%	8	2.9%	20	7.2%	242	87.1%
Warrick	2,666	27	10	0.4%	39	36	1.4%	79	3.0%	189	7.1%	2,352	88.2%
Washington	1,043	59	7	0.7%	14	26	2.5%	41	3.9%	84	8.1%	885	84.9%
Wayne	3,925	20	6	0.2%	80	67	1.7%	119	3.0%	284	7.2%	3,449	87.9%
Wells	1,098	56	5	0.5%	31	17	1.5%	26	2.4%	72	6.6%	978	89.1%
White	1,468	46	5	0.3%	46	28	1.9%	33	2.2%	136	9.3%	1,266	86.2%
Whitley	1,341	51	6	0.4%	32	29	2.2%	31	2.3%	112	8.4%	1,163	86.7%
Unknown	117	N/A	0	0.0%	N/A	1	0.9%	1	0.9%	7	6.0%	108	92.3%

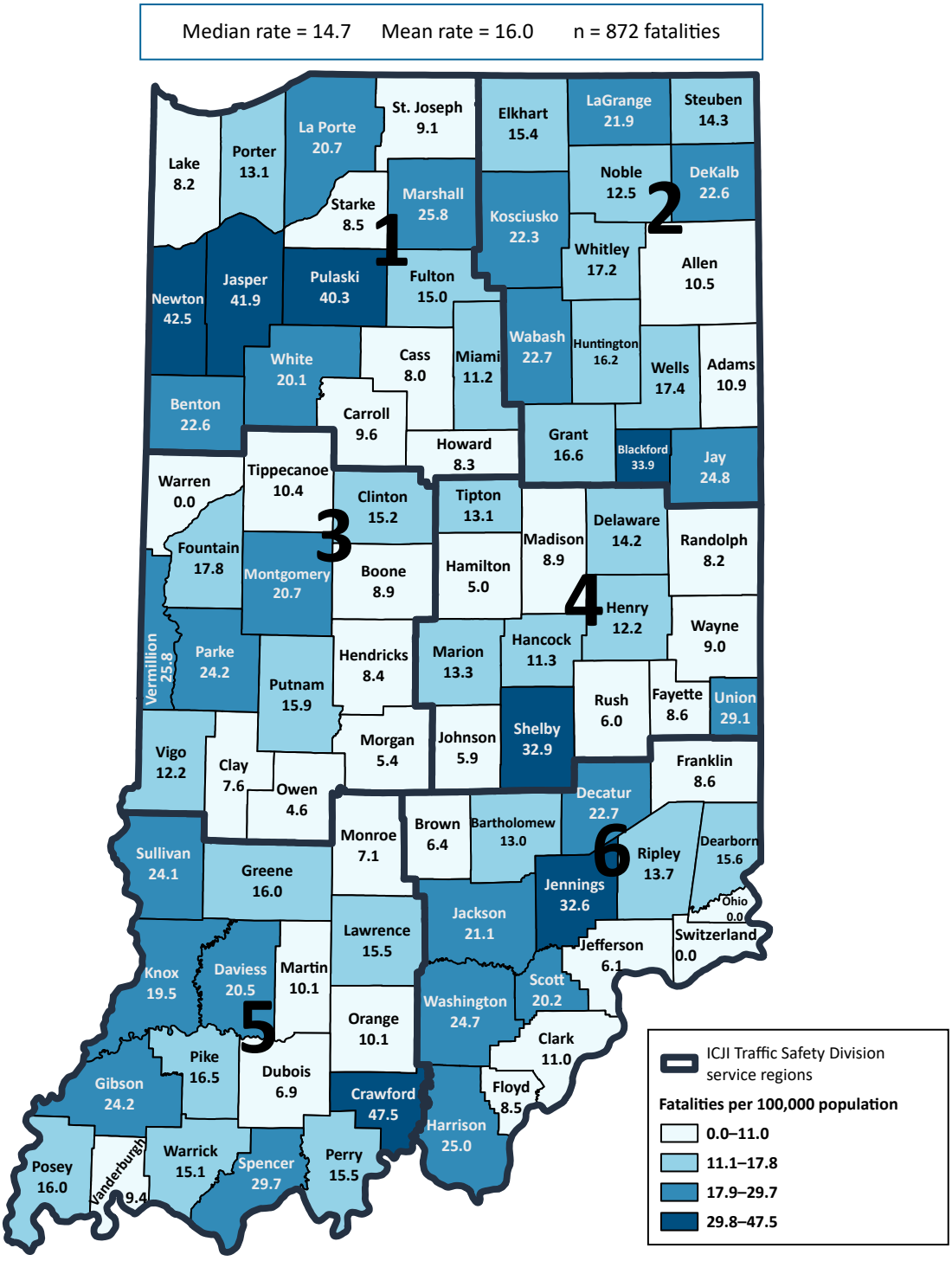
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) See the glossary for updated injury definitions.

2) Table excludes collisions with unknown or missing county locations.

Map 8.2. Traffic fatalities in Indiana per 100,000 population by county and ICJI Traffic Safety Division service region, 2024



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, 2024 county population estimates downloaded March 13, 2025.

Speed-related collisions

Speed-related collisions accounted for 8% of all collisions in counties in 2024 and 24% of all fatal collisions that year (Table 8.3). The average number of speed-related collisions per county was 163.

The county mean percentage of speed-related collisions was 7% (Map 8.3). Decatur (13%), Tippecanoe 13%), and Franklin (12%) counties had the highest percentages of speed-related collisions. Union County had no speed-related collisions.

Table 8.3 Speed-related collisions in Indiana by severity and county, 2024

	All collisions			Fatal		Non-fatal		Property-damage-only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total non-fatal injury collisions	Count	Speed-related as % of total property-damage-only collisions
Total	**15,028**	**7.5%**	**N/A**	**198**	**23.9%**	**3,645**	**11.2%**	**11,185**	**6.7%**
All counties	**15,024**	**7.5%**	**N/A**	**198**	**23.9%**	**3,644**	**11.2%**	**11,182**	**6.7%**
Mean	163	7.0%	N/A	2	22.8%	40	11.2%	122	6.1%
Median	67	6.5%	N/A	1	18.2%	17	11.1%	49	5.9%
Minimum	0	0.0%	N/A	0	0.0%	0	0.0%	0	0.0%
Maximum	2,950	13.2%	N/A	35	100.0%	697	25.2%	2,218	11.8%
Adams	35	5.4%	68	1	25.0%	8	9.8%	26	4.7%
Allen	1,119	8.7%	23	11	28.9%	285	12.6%	823	7.8%
Bartholomew	120	8.6%	26	3	27.3%	41	8.8%	76	8.3%
Benton	7	6.0%	56	1	50.0%	0	0.0%	6	6.5%
Blackford	8	3.1%	89	1	25.0%	1	3.2%	6	2.7%
Boone	136	6.2%	52	0	0.0%	33	10.5%	103	5.5%
Brown	37	8.4%	27	1	100.0%	10	12.0%	26	7.3%
Carroll	27	5.5%	66	1	50.0%	7	10.8%	19	4.5%
Cass	76	7.4%	41	0	0.0%	22	11.8%	54	6.4%
Clark	243	6.1%	55	3	23.1%	74	12.1%	166	4.9%
Clay	28	5.3%	71	0	0.0%	7	6.6%	21	5.0%
Clinton	86	9.6%	16	1	20.0%	28	17.6%	57	7.8%
Crawford	21	7.6%	38	1	33.3%	6	15.0%	14	6.0%
Daviess	20	3.6%	86	0	0.0%	9	8.8%	11	2.5%
Dearborn	117	8.6%	25	3	42.9%	26	13.0%	88	7.6%
Decatur	98	13.2%	1	1	16.7%	27	25.2%	70	11.1%
DeKalb	115	10.3%	12	5	55.6%	33	15.3%	77	8.6%
Delaware	232	6.3%	50	6	37.5%	69	11.1%	157	5.1%
Dubois	75	5.9%	58	1	33.3%	25	14.4%	49	4.5%
Elkhart	456	7.4%	40	12	41.4%	91	11.4%	353	6.6%
Fayette	17	4.6%	77	0	0.0%	4	7.5%	13	4.1%
Floyd	85	3.7%	85	2	33.3%	18	5.7%	65	3.3%
Fountain	20	6.2%	53	1	33.3%	5	10.9%	14	5.1%
Franklin	68	11.6%	3	2	100.0%	16	19.3%	50	10.0%
Fulton	51	8.3%	28	1	33.3%	11	15.1%	39	7.2%
Gibson	69	7.7%	37	1	12.5%	25	15.0%	43	5.9%
Grant	195	9.2%	20	1	10.0%	39	13.7%	155	8.4%
Greene	42	5.1%	73	1	20.0%	10	8.5%	31	4.4%
Hamilton	458	5.6%	63	3	15.8%	94	9.3%	361	5.0%
Hancock	131	6.5%	46	1	10.0%	41	10.7%	89	5.5%
Harrison	64	6.4%	48	1	10.0%	23	14.8%	40	4.8%

Table 8.3 Speed-related collisions in Indiana by severity and county, 2024 (continued)

	All collisions			Fatal		Non-fatal		Property-damage-only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total non-fatal injury collisions	Count	Speed-related as % of total property-damage-only collisions
Hendricks	302	6.2%	54	4	28.6%	62	9.4%	236	5.6%
Henry	59	6.3%	49	0	0.0%	14	8.4%	45	5.9%
Howard	94	4.1%	80	0	0.0%	24	5.2%	70	3.8%
Huntington	85	6.9%	44	1	16.7%	17	9.1%	67	6.4%
Jackson	104	5.9%	59	1	10.0%	27	11.4%	76	5.0%
Jasper	94	7.5%	39	5	38.5%	22	12.7%	67	6.3%
Jay	18	3.2%	88	0	0.0%	5	5.6%	13	2.8%
Jefferson	48	6.0%	57	0	0.0%	12	9.8%	36	5.3%
Jennings	54	8.1%	30	1	14.3%	17	17.0%	36	6.4%
Johnson	253	6.7%	45	1	12.5%	41	6.5%	211	6.8%
Knox	63	5.5%	64	1	14.3%	18	11.9%	44	4.5%
Kosciusko	138	6.5%	47	3	17.6%	32	8.8%	103	5.9%
LaGrange	102	11.0%	4	1	12.5%	13	14.3%	88	10.7%
Lake	1,461	9.3%	19	14	35.0%	363	13.2%	1,084	8.4%
La Porte	261	8.8%	22	3	15.0%	64	11.6%	194	8.1%
Lawrence	64	5.3%	69	1	16.7%	21	11.5%	42	4.1%
Madison	192	5.6%	62	1	8.3%	49	8.7%	142	5.0%
Marion	2,950	7.7%	34	35	27.3%	697	11.0%	2,218	7.0%
Marshall	83	5.1%	72	0	0.0%	19	10.5%	64	4.5%
Martin	9	4.1%	82	0	0.0%	6	17.1%	3	1.6%
Miami	93	8.9%	21	1	25.0%	19	12.7%	73	8.2%
Monroe	321	8.7%	24	5	50.0%	87	12.2%	229	7.7%
Montgomery	63	7.3%	42	0	0.0%	12	7.8%	51	7.3%
Morgan	160	9.8%	14	1	25.0%	40	14.2%	119	8.8%
Newton	42	10.6%	7	0	0.0%	12	16.9%	30	9.3%
Noble	120	10.4%	9	2	33.3%	27	15.6%	91	9.4%
Ohio	6	5.0%	74	0	N/A	2	11.1%	4	3.9%
Orange	19	4.2%	79	0	0.0%	4	6.9%	15	3.8%
Owen	25	5.5%	65	0	0.0%	6	6.9%	19	5.2%
Parke	50	11.0%	5	3	75.0%	9	15.3%	38	9.7%
Perry	25	7.7%	36	0	0.0%	11	19.6%	14	5.3%
Pike	13	9.4%	18	1	50.0%	2	10.5%	10	8.5%
Porter	401	9.6%	17	4	18.2%	110	13.5%	287	8.6%
Posey	40	8.0%	31	0	0.0%	12	18.8%	28	6.5%
Pulaski	18	4.1%	81	1	20.0%	3	5.5%	14	3.7%
Putnam	89	10.0%	13	1	16.7%	15	12.0%	73	9.6%
Randolph	20	3.9%	84	0	0.0%	3	4.3%	17	3.9%

Table 8.3 Speed-related collisions in Indiana by severity and county, 2024 (continued)

	All collisions			Fatal		Non-fatal		Property-damage-only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total non-fatal injury collisions	Count	Speed-related as % of total property-damage-only collisions
Ripley	62	9.6%	15	0	0.0%	14	10.9%	48	9.4%
Rush	10	3.5%	87	0	0.0%	2	3.4%	8	3.5%
St. Joseph	584	8.0%	32	8	32.0%	133	10.4%	443	7.3%
Scott	27	4.7%	75	0	0.0%	11	7.4%	16	3.8%
Shelby	138	10.3%	10	4	26.7%	37	14.4%	97	9.1%
Spencer	34	5.5%	67	1	20.0%	7	9.9%	26	4.8%
Starke	47	7.8%	33	2	100.0%	13	16.7%	32	6.1%
Steuben	122	8.2%	29	2	40.0%	21	16.9%	99	7.3%
Sullivan	7	2.4%	91	2	40.0%	2	4.3%	3	1.2%
Switzerland	10	4.2%	78	0	N/A	4	14.3%	6	2.9%
Tippecanoe	837	12.8%	2	4	21.1%	176	18.1%	657	11.8%
Tipton	34	10.6%	6	1	50.0%	6	10.3%	27	10.4%
Union	0	0.0%	92	0	0.0%	0	0.0%	0	0.0%
Vanderburgh	175	3.1%	90	5	31.3%	51	4.7%	119	2.6%
Vermillion	33	10.5%	8	2	50.0%	5	11.4%	26	9.8%
Vigo	193	5.9%	60	2	15.4%	55	9.5%	136	5.0%
Wabash	61	7.2%	43	1	16.7%	15	13.8%	45	6.1%
Warren	8	3.9%	83	0	N/A	3	12.0%	5	2.8%
Warrick	73	4.7%	76	1	10.0%	24	10.8%	48	3.6%
Washington	37	5.3%	70	1	16.7%	7	6.5%	29	5.0%
Wayne	139	6.3%	51	2	33.3%	32	9.2%	105	5.6%
Wells	39	5.7%	61	1	20.0%	7	8.4%	31	5.2%
White	94	10.3%	11	1	25.0%	20	15.0%	73	9.4%
Whitley	65	7.7%	35	1	16.7%	14	11.5%	50	7.0%
Unknown	4	6.5%	N/A	0	N/A	1	12.5%	3	5.6%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

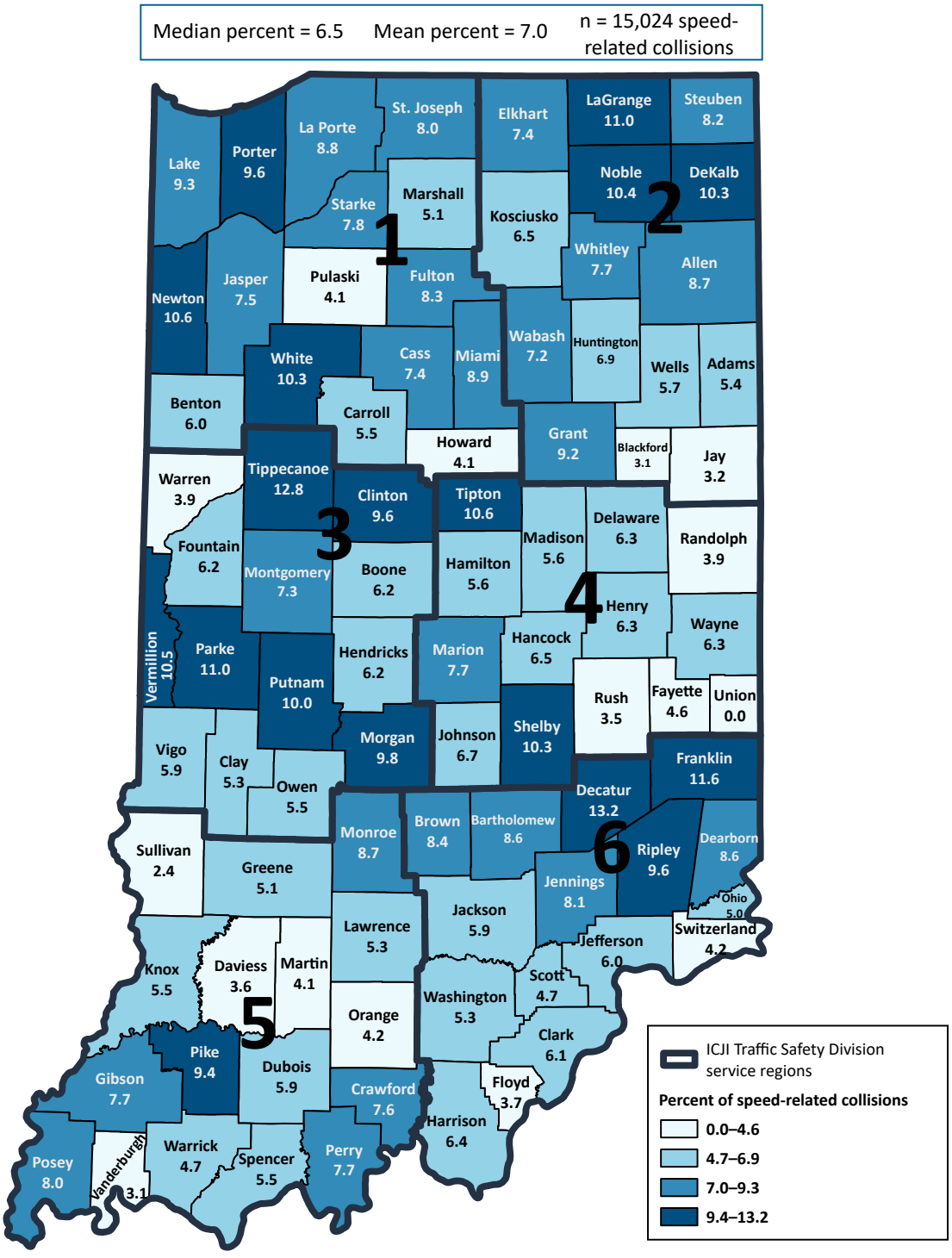
1) A collision is identified as speed-related if the crash report lists unsafe speed or speed too fast for weather conditions either as the primary or contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Percent calculations represent the percent of total county collisions in each injury category (presented in Table 2.1) that a re speed-related

3) Non-fatal includes collisions with injuries defined as suspected serious injury, suspected minor injury, and possible injury. See the glossary for updated injury definitions.

4) Table excludes collisions with unknown or missing county locations.

Map 8.3. Percent of collisions in Indiana that were speed-related by county and ICJI Traffic Safety Division service region, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: A collision is identified as speed-related if the crash report lists unsafe speed or speed too fast for weather conditions either as the primary or contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

Alcohol-impaired collisions

Alcohol-impaired collisions accounted for 2% of all collisions and 10% of fatal collisions reported in Indiana counties in 2024 (Table 8.4). The average number of alcohol-impaired collisions per county was 38, and the average number of fatal alcohol-impaired collisions per county was 1. The mean rate of alcohol-impaired collisions per

10,000 licensed drivers per county was 6.7 (Map 8.4). La Porte (12.9 per 10,000) and Allen (12.4 per 10,000) counties had the highest rates of alcohol-impaired collisions. Sullivan (0.7 per 10,000), Blackford (2.2 per 10,000), and Whitley (2.6 per 10,000) counties had the lowest rates of alcohol-impaired collisions.

Table 8.4. Alcohol-impaired collisions in Indiana by severity and county, 2024

	Total		Fatal		Non-fatal		Property-damage-only	
	Count	Alcohol-impaired as % of total collisions	Count	Alcohol-impaired as % of total fatal collisions	Count	Alcohol-impaired as % of total non-fatal collisions	Count	Alcohol-impaired as % of total property-damage-only collisions
Total/ All counties	**3,492**	**1.7%**	**83**	**10.0%**	**939**	**2.9%**	**2,470**	**1.5%**
Mean	38	2.0%	1	8.4%	10	3.3%	27	1.7%
Median	19	1.8%	0	0.0%	5	3.0%	12	1.5%
Minimum	1	0.3%	0	0.0%	0	0.0%	1	0.4%
Maximum	555	5.1%	17	50.0%	160	10.7%	378	4.8%
Adams	11	1.7%	1	25.0%	2	2.4%	8	1.4%
Allen	343	2.7%	6	15.8%	102	4.5%	235	2.2%
Bartholomew	25	1.8%	0	0.0%	6	1.3%	19	2.1%
Benton	3	2.6%	0	0.0%	0	0.0%	3	3.3%
Blackford	2	0.8%	0	0.0%	1	3.2%	1	0.4%
Boone	26	1.2%	0	0.0%	4	1.3%	22	1.2%
Brown	12	2.7%	0	0.0%	1	1.2%	11	3.1%
Carroll	9	1.8%	0	0.0%	5	7.7%	4	0.9%
Cass	24	2.3%	1	33.3%	7	3.8%	16	1.9%
Clark	43	1.1%	1	7.7%	9	1.5%	33	1.0%
Clay	7	1.3%	0	0.0%	2	1.9%	5	1.2%
Clinton	23	2.6%	1	20.0%	7	4.4%	15	2.1%
Crawford	3	1.1%	0	0.0%	2	5.0%	1	0.4%
Daviess	17	3.1%	1	25.0%	7	6.9%	9	2.0%
Dearborn	18	1.3%	1	14.3%	4	2.0%	13	1.1%
Decatur	13	1.7%	0	0.0%	1	0.9%	12	1.9%
DeKalb	20	1.8%	2	22.2%	10	4.6%	8	0.9%
Delaware	50	1.4%	3	18.8%	22	3.5%	25	0.8%
Dubois	34	2.7%	0	0.0%	8	4.6%	26	2.4%
Elkhart	112	1.8%	6	20.7%	22	2.8%	84	1.6%
Fayette	10	2.7%	0	0.0%	2	3.8%	8	2.5%
Floyd	31	1.3%	0	0.0%	9	2.8%	22	1.1%
Fountain	7	2.2%	0	0.0%	0	0.0%	7	2.6%
Franklin	8	1.4%	1	50.0%	3	3.6%	4	0.8%
Fulton	11	1.8%	0	0.0%	3	4.1%	8	1.5%
Gibson	17	1.9%	0	0.0%	6	3.6%	11	1.5%
Grant	37	1.7%	2	20.0%	7	2.5%	28	1.5%
Greene	15	1.8%	1	20.0%	2	1.7%	12	1.7%
Hamilton	142	1.7%	2	10.5%	32	3.1%	108	1.5%
Hancock	28	1.4%	0	0.0%	10	2.6%	18	1.1%
Harrison	23	2.3%	1	10.0%	11	7.1%	11	1.3%

Table 8.4. Alcohol-impaired collisions in Indiana by severity and county, 2024 (continued)

	Total		Fatal		Non-fatal		Property-damage-only	
	Count	Alcohol-impaired as % of total collisions	Count	Alcohol-impaired as % of total fatal collisions	Count	Alcohol-impaired as % of total non-fatal collisions	Count	Alcohol-impaired as % of total property-damage-only collisions
Hendricks	57	1.2%	0	0.0%	14	2.1%	43	1.0%
Henry	22	2.4%	0	0.0%	9	5.4%	13	1.7%
Howard	49	2.1%	0	0.0%	7	1.5%	42	2.3%
Huntington	22	1.8%	0	0.0%	8	4.3%	14	1.3%
Jackson	33	1.9%	1	10.0%	5	2.1%	27	1.8%
Jasper	13	1.0%	1	7.7%	2	1.2%	10	0.9%
Jay	6	1.1%	1	20.0%	2	2.2%	3	0.6%
Jefferson	29	3.6%	0	0.0%	13	10.7%	16	2.4%
Jennings	14	2.1%	1	14.3%	2	2.0%	11	2.0%
Johnson	47	1.3%	0	0.0%	14	2.2%	33	1.1%
Knox	22	1.9%	1	14.3%	5	3.3%	16	1.6%
Kosciusko	55	2.6%	3	17.6%	18	5.0%	34	1.9%
LaGrange	20	2.2%	0	0.0%	4	4.4%	16	1.9%
Lake	267	1.7%	5	12.5%	68	2.5%	194	1.5%
La Porte	102	3.4%	4	20.0%	20	3.6%	78	3.2%
Lawrence	19	1.6%	1	16.7%	6	3.3%	12	1.2%
Madison	61	1.8%	1	8.3%	10	1.8%	50	1.8%
Marion	555	1.5%	17	13.3%	160	2.5%	378	1.2%
Marshall	38	2.3%	0	0.0%	7	3.9%	31	2.2%
Martin	6	2.7%	0	0.0%	2	5.7%	4	2.2%
Miami	11	1.0%	0	0.0%	1	0.7%	10	1.1%
Monroe	50	1.4%	1	10.0%	20	2.8%	29	1.0%
Montgomery	10	1.2%	0	0.0%	3	1.9%	7	1.0%
Morgan	23	1.4%	1	25.0%	5	1.8%	17	1.3%
Newton	6	1.5%	1	20.0%	1	1.4%	4	1.2%
Noble	21	1.8%	1	16.7%	6	3.5%	14	1.4%
Ohio	4	3.3%	0	N/A	1	5.6%	3	2.9%
Orange	7	1.5%	0	0.0%	3	5.2%	4	1.0%
Owen	8	1.8%	0	0.0%	2	2.3%	6	1.6%
Parke	6	1.3%	1	25.0%	1	1.7%	4	1.0%
Perry	10	3.1%	1	33.3%	3	5.4%	6	2.3%
Pike	7	5.1%	1	50.0%	1	5.3%	5	4.3%
Porter	125	3.0%	1	4.5%	41	5.0%	83	2.5%
Posey	22	4.4%	0	0.0%	2	3.1%	20	4.6%
Pulaski	4	0.9%	0	0.0%	1	1.8%	3	0.8%
Putnam	19	2.1%	0	0.0%	5	4.0%	14	1.8%
Randolph	13	2.5%	0	0.0%	1	1.4%	12	2.7%

Table 8.4. Alcohol-impaired collisions in Indiana by severity and county, 2024 (continued)

	Total		Fatal		Non-fatal		Property-damage-only	
	Count	Alcohol-impaired as % of total collisions	Count	Alcohol-impaired as % of total fatal collisions	Count	Alcohol-impaired as % of total non-fatal collisions	Count	Alcohol-impaired as % of total property-damage-only collisions
Ripley	12	1.9%	0	0.0%	4	3.1%	8	1.6%
Rush	12	4.2%	0	0.0%	1	1.7%	11	4.8%
St. Joseph	100	1.4%	3	12.0%	25	1.9%	72	1.2%
Scott	7	1.2%	0	0.0%	2	1.4%	5	1.2%
Shelby	19	1.4%	1	6.7%	8	3.1%	10	0.9%
Spencer	7	1.1%	0	0.0%	1	1.4%	6	1.1%
Starke	11	1.8%	0	0.0%	2	2.6%	9	1.7%
Steuben	19	1.3%	2	40.0%	9	7.3%	8	0.6%
Sullivan	1	0.3%	0	0.0%	0	0.0%	1	0.4%
Switzerland	6	2.5%	0	N/A	2	7.1%	4	1.9%
Tippecanoe	99	1.5%	0	0.0%	18	1.8%	81	1.5%
Tipton	6	1.9%	0	0.0%	3	5.2%	3	1.2%
Union	2	2.2%	0	0.0%	0	0.0%	2	2.9%
Vanderburgh	64	1.1%	1	6.3%	15	1.4%	48	1.1%
Vermillion	6	1.9%	0	0.0%	3	6.8%	3	1.1%
Vigo	49	1.5%	0	0.0%	19	3.3%	30	1.1%
Wabash	25	3.0%	1	16.7%	11	10.1%	13	1.8%
Warren	7	3.4%	0	N/A	1	4.0%	6	3.4%
Warrick	29	1.9%	0	0.0%	4	1.8%	25	1.9%
Washington	16	2.3%	0	0.0%	7	6.5%	9	1.5%
Wayne	44	2.0%	1	16.7%	15	4.3%	28	1.5%
Wells	14	2.1%	0	0.0%	1	1.2%	13	2.2%
White	23	2.5%	0	0.0%	5	3.8%	18	2.3%
Whitley	7	0.8%	0	0.0%	3	2.5%	4	0.6%
Unknown	0	N/A	0	N/A	0	N/A	0	N/A

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

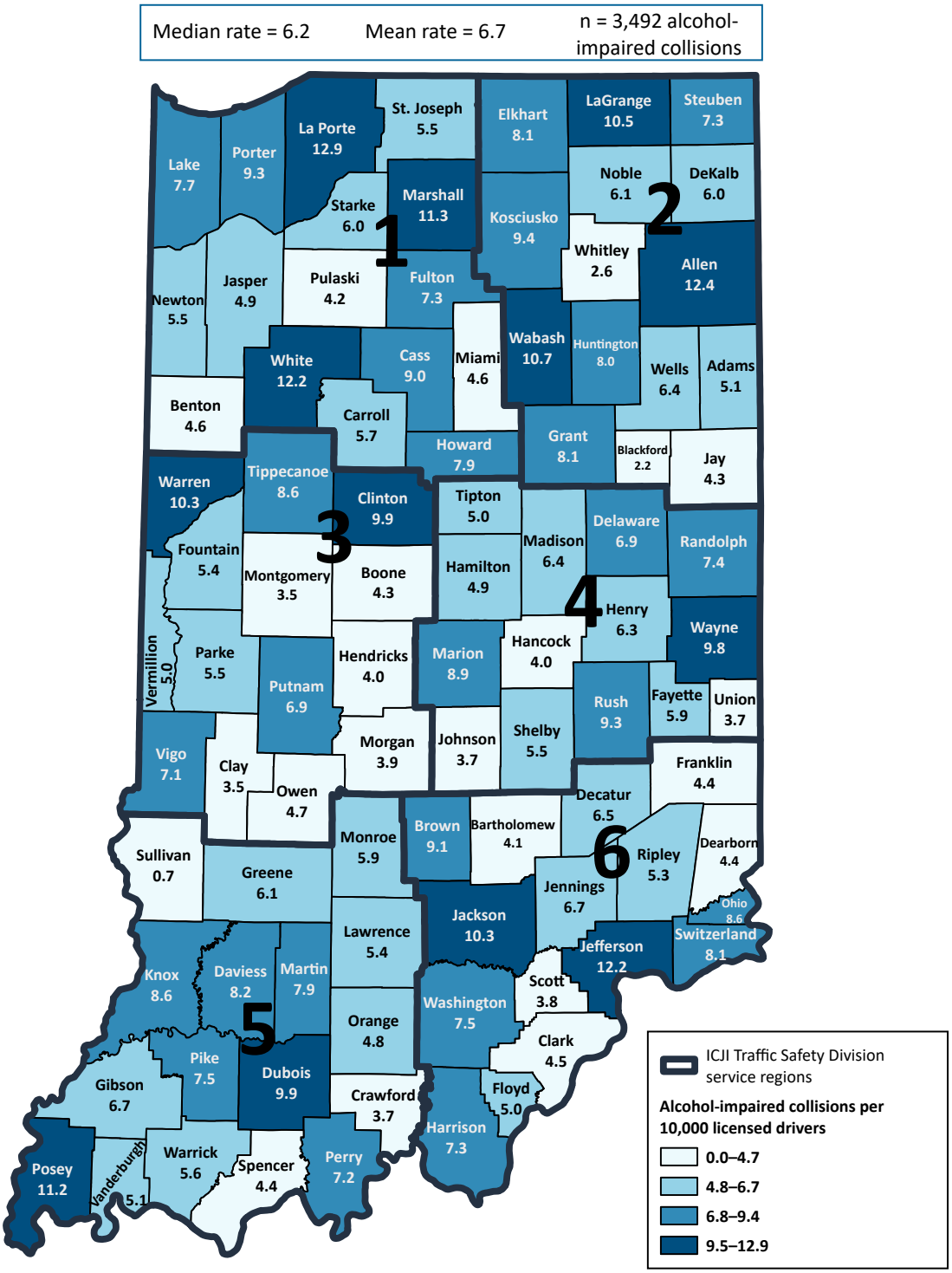
1) A collision is considered alcohol-impaired when at least one vehicle driver involved has a BAC test result at or above 0.08 g/dL. Driver BAC results greater than 0.59 g/dL are not included as impaired.

2) Percent calculations represent the percent of total county collisions in each injury category (presented in Table 8.1) that are alcohol-impaired.

3) Non-fatal includes collisions with injuries defined as suspected serious injury, suspected minor injury, and possible injury. See the glossary for updated injury definitions.

4) There were no alcohol-related collisions for which county was unknown.

Map 8.4. Alcohol-impaired collisions in Indiana per 10,000 licensed drivers by county and ICJI Traffic Safety Division service region, 2024



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and Indiana Bureau of Motor Vehicles, downloaded March 24, 2025.

Note: A collision is considered alcohol-impaired when at least one vehicle driver involved has a BAC test result at or above 0.08 g/dL. Results greater than 0.59 g/dL are excluded from impaired drivers.

Restraint use

In 2024, 8% of passenger-vehicle occupants in collisions in Indiana counties were unrestrained. The mean rate for counties was 10% unrestrained. Half of passenger-vehicle occupants who were killed in collisions were unrestrained. Under one third (32%) of individuals who suffered suspected serious injuries were unrestrained (Table 8.5). The mean county percentage of unrestrained injured passengervehicle occupants in collisions was 20% (Map 8.5). Pike (56%), Crawford (44%), and Daviess (39%) counties had the highest percentages of unrestrained injured occupants.

Table 8.5. Passenger vehicle drivers and passengers injured in collisions in Indiana by injury status, known restraint use, and county, 2024

	All occupants			Fatal			Suspected serious injury			Suspected minor injury			Possible injury		
	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained
Total	249,255	20,950	8.4%	485	243	50.1%	2,950	928	31.5%	6,623	1,404	21.2%	24,761	3,406	13.8%
All counties	249,192	20,942	8.4%	485	243	50.1%	2,949	928	31.5%	6,623	1,404	21.2%	24,754	3,405	13.8%
Mean	2,709	228	10.1%	5	3	53.4%	32	10	34.6%	72	15	22.2%	269	37	15.9%
Median	990	90	8.1%	3	2	50.0%	17	7	32.8%	34	8	20.4%	97	14	13.8%
Minimum	95	10	3.3%	0	0	0.0%	1	0	0.0%	3	0	0.0%	6	0	0.0%
Maximum	45,065	7,053	29.4%	58	41	100.0%	454	188	100.0%	922	317	66.7%	4,830	1,152	53.3%
Adams	726	57	7.9%	3	0	0.0%	8	5	62.5%	19	8	42.1%	67	11	16.4%
Allen	16,555	1,039	6.3%	29	9	31.0%	159	49	30.8%	415	86	20.7%	1,895	193	10.2%
Bartholomew	2,057	229	11.1%	5	1	20.0%	41	19	46.3%	122	33	27.0%	360	41	11.4%
Benton	105	18	17.1%	1	1	100.0%	1	1	100.0%	4	1	25.0%	16	4	25.0%
Blackford	263	13	4.9%	3	2	66.7%	2	0	0.0%	4	0	0.0%	23	2	8.7%
Boone	2,071	256	12.4%	2	0	0.0%	36	13	36.1%	69	20	29.0%	171	26	15.2%
Brown	422	64	15.2%	0	0	N/A	7	0	0.0%	21	4	19.0%	49	13	26.5%
Carroll	476	48	10.1%	0	0	N/A	8	3	37.5%	22	3	13.6%	39	7	17.9%
Cass	1,161	129	11.1%	2	1	50.0%	20	10	50.0%	48	15	31.3%	128	25	19.5%
Clark	5,000	336	6.7%	10	3	30.0%	56	19	33.9%	135	26	19.3%	438	45	10.3%
Clay	480	89	18.5%	1	1	100.0%	16	7	43.8%	16	3	18.8%	52	14	26.9%
Clinton	984	78	7.9%	4	3	75.0%	16	5	31.3%	50	8	16.0%	126	14	11.1%
Crawford	150	33	22.0%	1	0	0.0%	6	2	33.3%	3	1	33.3%	15	8	53.3%
Daviess	452	133	29.4%	3	2	66.7%	6	3	50.0%	26	12	46.2%	50	16	32.0%
Dearborn	1,525	107	7.0%	5	4	80.0%	23	9	39.1%	54	11	20.4%	125	7	5.6%
Decatur	814	42	5.2%	3	2	66.7%	15	8	53.3%	27	7	25.9%	63	7	11.1%
DeKalb	1,367	128	9.4%	6	2	33.3%	23	7	30.4%	53	5	9.4%	152	12	7.9%
Delaware	4,877	285	5.8%	13	6	46.2%	59	19	32.2%	137	23	16.8%	528	55	10.4%
Dubois	1,524	97	6.4%	2	1	50.0%	28	8	28.6%	50	5	10.0%	114	1	0.9%
Elkhart	8,161	416	5.1%	17	7	41.2%	88	21	23.9%	175	27	15.4%	581	60	10.3%
Fayette	348	93	26.7%	1	1	100.0%	8	2	25.0%	6	2	33.3%	29	9	31.0%
Floyd	3,298	121	3.7%	4	0	0.0%	23	6	26.1%	60	10	16.7%	250	20	8.0%
Fountain	243	46	18.9%	1	1	100.0%	7	2	28.6%	7	0	0.0%	21	4	19.0%
Franklin	533	68	12.8%	2	1	50.0%	11	6	54.5%	29	9	31.0%	46	11	23.9%
Fulton	421	67	15.9%	3	1	33.3%	9	3	33.3%	14	4	28.6%	40	14	35.0%
Gibson	982	105	10.7%	5	0	0.0%	16	7	43.8%	37	12	32.4%	124	22	17.7%
Grant	2,184	354	16.2%	8	4	50.0%	28	13	46.4%	83	21	25.3%	185	35	18.9%
Greene	621	110	17.7%	2	2	100.0%	13	7	53.8%	29	13	44.8%	60	16	26.7%
Hamilton	12,925	520	4.0%	6	3	50.0%	102	15	14.7%	231	45	19.5%	825	81	9.8%
Hancock	2,676	187	7.0%	6	3	50.0%	43	12	27.9%	73	15	20.5%	329	38	11.6%
Harrison	996	125	12.6%	5	3	60.0%	28	10	35.7%	37	8	21.6%	96	19	19.8%
Hendricks	4,920	574	11.7%	14	9	64.3%	52	15	28.8%	126	39	31.0%	456	90	19.7%
Henry	1,078	106	9.8%	4	2	50.0%	14	5	35.7%	39	8	20.5%	122	16	13.1%
Howard	2,065	408	19.8%	4	3	75.0%	34	13	38.2%	96	32	33.3%	313	74	23.6%

Table 8.5. Passenger vehicle drivers and passengers injured in collisions in Indiana by injury status, known restraint use, and county, 2024 (continued)

	All occupants			Fatal			Suspected serious injury			Suspected minor injury			Possible injury		
	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained
Huntington	1,397	72	5.2%	4	3	75.0%	18	5	27.8%	54	12	22.2%	142	16	11.3%
Jackson	1,592	183	11.5%	5	3	60.0%	26	8	30.8%	40	15	37.5%	174	39	22.4%
Jasper	1,359	73	5.4%	10	3	30.0%	31	14	45.2%	43	5	11.6%	150	19	12.7%
Jay	565	70	12.4%	2	1	50.0%	7	3	42.9%	22	3	13.6%	66	10	15.2%
Jefferson	930	121	13.0%	2	1	50.0%	24	10	41.7%	41	8	19.5%	81	17	21.0%
Jennings	692	106	15.3%	7	2	28.6%	21	7	33.3%	31	8	25.8%	67	15	22.4%
Johnson	4,897	331	6.8%	3	2	66.7%	53	7	13.2%	141	30	21.3%	453	60	13.2%
Knox	1,159	134	11.6%	5	3	60.0%	22	10	45.5%	26	8	30.8%	94	15	16.0%
Kosciusko	2,925	127	4.3%	12	4	33.3%	31	8	25.8%	110	13	11.8%	301	19	6.3%
LaGrange	1,075	56	5.2%	5	1	20.0%	13	3	23.1%	17	3	17.6%	80	9	11.3%
Lake	22,556	1,232	5.5%	27	14	51.9%	239	60	25.1%	463	78	16.8%	2,397	212	8.8%
La Porte	4,030	170	4.2%	17	8	47.1%	45	15	33.3%	132	16	12.1%	443	29	6.5%
Lawrence	1,445	73	5.1%	4	2	50.0%	23	6	26.1%	46	11	23.9%	117	11	9.4%
Madison	4,673	314	6.7%	2	1	50.0%	58	14	24.1%	120	16	13.3%	473	51	10.8%
Marion	45,065	7,053	15.7%	58	41	70.7%	454	188	41.4%	922	317	34.4%	4,830	1,152	23.9%
Marshall	1,465	173	11.8%	5	4	80.0%	18	5	27.8%	40	9	22.5%	132	21	15.9%
Martin	235	29	12.3%	1	1	100.0%	5	0	0.0%	14	4	28.6%	17	4	23.5%
Miami	879	57	6.5%	2	2	100.0%	14	4	28.6%	45	8	17.8%	74	5	6.8%
Monroe	4,952	253	5.1%	7	5	71.4%	42	15	35.7%	154	19	12.3%	517	53	10.3%
Montgomery	1,071	86	8.0%	6	2	33.3%	17	5	29.4%	43	5	11.6%	109	9	8.3%
Morgan	1,888	184	9.7%	2	0	0.0%	38	10	26.3%	71	13	18.3%	186	26	14.0%
Newton	407	30	7.4%	3	2	66.7%	14	6	42.9%	14	3	21.4%	48	6	12.5%
Noble	1,161	94	8.1%	3	2	66.7%	14	3	21.4%	39	8	20.5%	107	20	18.7%
Ohio	95	10	10.5%	0	0	N/A	1	1	100.0%	5	1	20.0%	6	2	33.3%
Orange	351	62	17.7%	1	1	100.0%	6	4	66.7%	15	4	26.7%	22	6	27.3%
Owen	442	58	13.1%	1	1	100.0%	15	7	46.7%	20	5	25.0%	42	9	21.4%
Parke	448	28	6.3%	2	0	0.0%	12	4	33.3%	11	2	18.2%	31	6	19.4%
Perry	377	42	11.1%	3	3	100.0%	8	2	25.0%	18	5	27.8%	32	5	15.6%
Pike	139	24	17.3%	0	0	N/A	2	2	100.0%	3	2	66.7%	11	5	45.5%
Porter	5,904	225	3.8%	10	2	20.0%	70	17	24.3%	168	18	10.7%	675	53	7.9%
Posey	496	58	11.7%	2	2	100.0%	11	3	27.3%	24	5	20.8%	37	2	5.4%
Pulaski	419	28	6.7%	5	3	60.0%	5	3	60.0%	16	5	31.3%	33	6	18.2%
Putnam	857	130	15.2%	5	4	80.0%	27	9	33.3%	29	4	13.8%	74	18	24.3%
Randolph	492	81	16.5%	2	0	0.0%	8	4	50.0%	17	5	29.4%	33	7	21.2%
Ripley	670	54	8.1%	2	1	50.0%	6	1	16.7%	32	6	18.8%	97	10	10.3%
Rush	317	47	14.8%	1	1	100.0%	2	1	50.0%	17	7	41.2%	36	8	22.2%
St. Joseph	10,364	576	5.6%	12	8	66.7%	74	22	29.7%	238	50	21.0%	1,079	112	10.4%
Scott	712	57	8.0%	1	1	100.0%	17	7	41.2%	26	4	15.4%	128	15	11.7%
Shelby	1,625	130	8.0%	8	5	62.5%	21	7	33.3%	66	8	12.1%	181	18	9.9%
Spencer	638	41	6.4%	3	1	33.3%	10	1	10.0%	19	1	5.3%	33	4	12.1%

Table 8.5. Passenger vehicle drivers and passengers injured in collisions in Indiana by injury status, known restraint use, and county, 2024 (continued)

	All occupants			Fatal			Suspected serious injury			Suspected minor injury			Possible injury		
	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained	Total	Unrestrained	% unrestrained
Starke	656	33	5.0%	2	0	0.0%	6	0	0.0%	17	3	17.6%	63	6	9.5%
Steuben	1,417	62	4.4%	3	2	66.7%	19	5	26.3%	36	3	8.3%	63	10	15.9%
Sullivan	307	53	17.3%	2	0	0.0%	11	8	72.7%	11	6	54.5%	29	4	13.8%
Switzerland	184	15	8.2%	0	0	N/A	3	1	33.3%	7	1	14.3%	12	3	25.0%
Tippecanoe	9,495	314	3.3%	11	4	36.4%	63	14	22.2%	219	26	11.9%	802	49	6.1%
Tipton	413	21	5.1%	2	2	100.0%	13	2	15.4%	20	2	10.0%	32	5	15.6%
Union	102	18	17.6%	1	1	100.0%	4	0	0.0%	7	1	14.3%	11	2	18.2%
Vanderburgh	9,379	412	4.4%	4	1	25.0%	73	20	27.4%	229	35	15.3%	997	79	7.9%
Vermillion	244	25	10.2%	2	2	100.0%	6	2	33.3%	8	5	62.5%	18	0	0.0%
Vigo	4,016	252	6.3%	6	4	66.7%	71	9	12.7%	119	14	11.8%	358	36	10.1%
Wabash	976	55	5.6%	5	1	20.0%	13	4	30.8%	28	8	28.6%	88	5	5.7%
Warren	152	23	15.1%	0	0	N/A	6	2	33.3%	8	3	37.5%	15	2	13.3%
Warrick	2,235	145	6.5%	3	1	33.3%	23	6	26.1%	68	11	16.2%	181	25	13.8%
Washington	674	54	8.0%	4	2	50.0%	11	1	9.1%	32	7	21.9%	64	14	21.9%
Wayne	2,851	100	3.5%	4	2	50.0%	42	8	19.0%	84	9	10.7%	252	16	6.3%
Wells	852	70	8.2%	2	0	0.0%	15	10	66.7%	21	2	9.5%	65	8	12.3%
White	1,001	91	9.1%	5	1	20.0%	17	7	41.2%	23	8	34.8%	110	19	17.3%
Whitley	1,014	46	4.5%	4	2	50.0%	25	4	16.0%	17	0	0.0%	98	8	8.2%
Unknown	63	8	12.7%	0	0	N/A	1	0	0.0%	0	0	N/A	7	1	14.3%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes only drivers and passengers in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans. Pedestrians, pedalcyclists, and animal-drawn vehicle operators are excluded.

2) Data for individuals with no reported injuries is not shown.

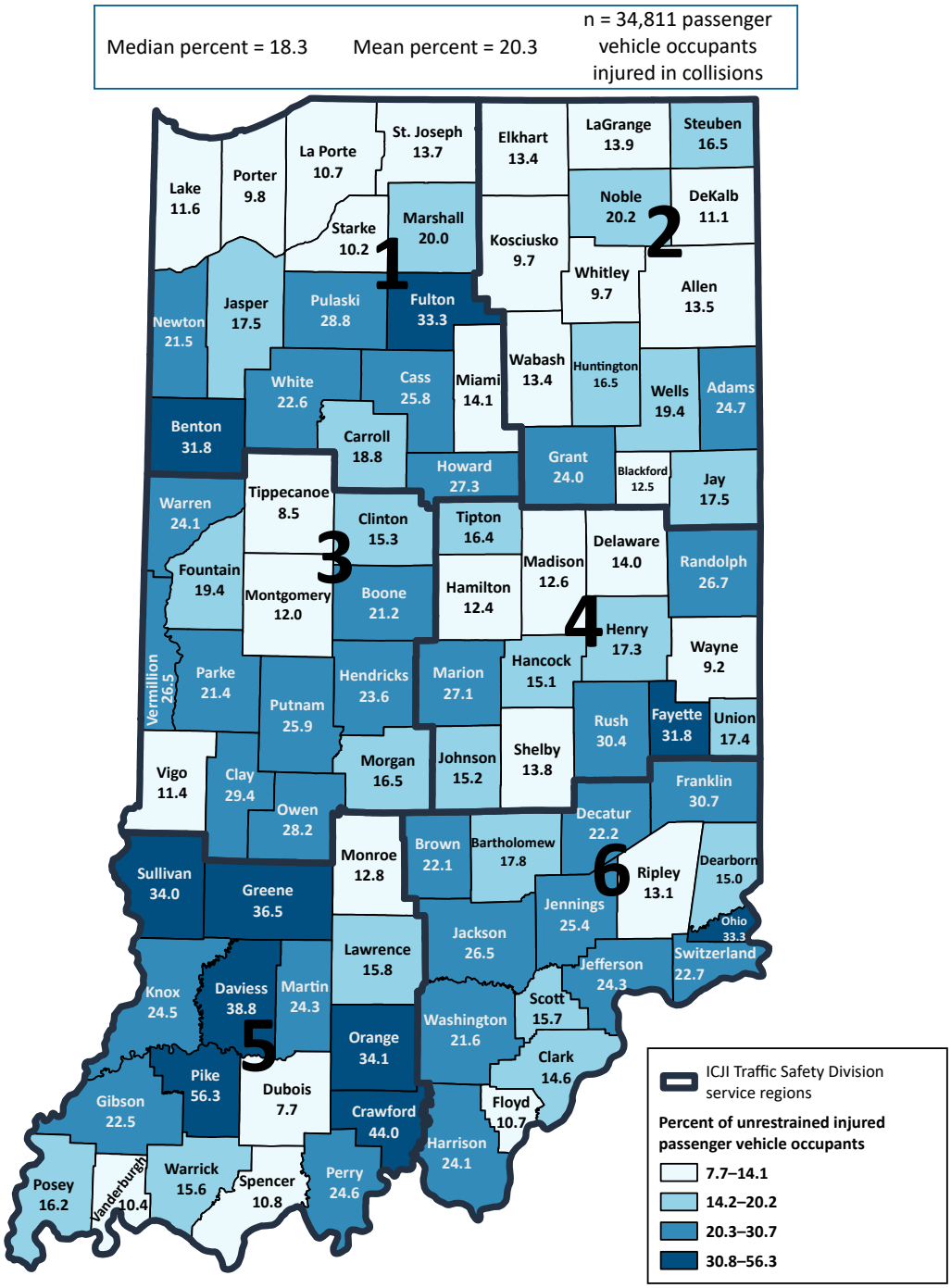
3) Restraint use includes seat belts as well as child restraints.

4) Restraint use is calculated using only passenger vehicle occupants with known restraint status. Occupants with unknown restraint use are excluded from the analysis.

5) See the glossary for updated injury definitions.

6) Table excludes collisions with unknown or missing county locations.

Map 8.5. Percent of unrestrained injured passenger vehicle occupants in collisions in Indiana by county and ICJI Traffic Safety Division service region, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Includes only drivers and passengers in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans. Pedestrians, pedalcyclists, and animal-drawn vehicle operators are excluded.

2) Restraint use includes seat belts and child restraints.

3) Restraint use is calculated using only passenger vehicle occupants with known restraint status. Occupants with unknown restraint use are excluded from the analysis.

4) Injured includes those injuries classified as fatal, suspected serious, suspected minor, and possible. See the glossary updated injury definitions and methodologies.

Children and young adults in collisions

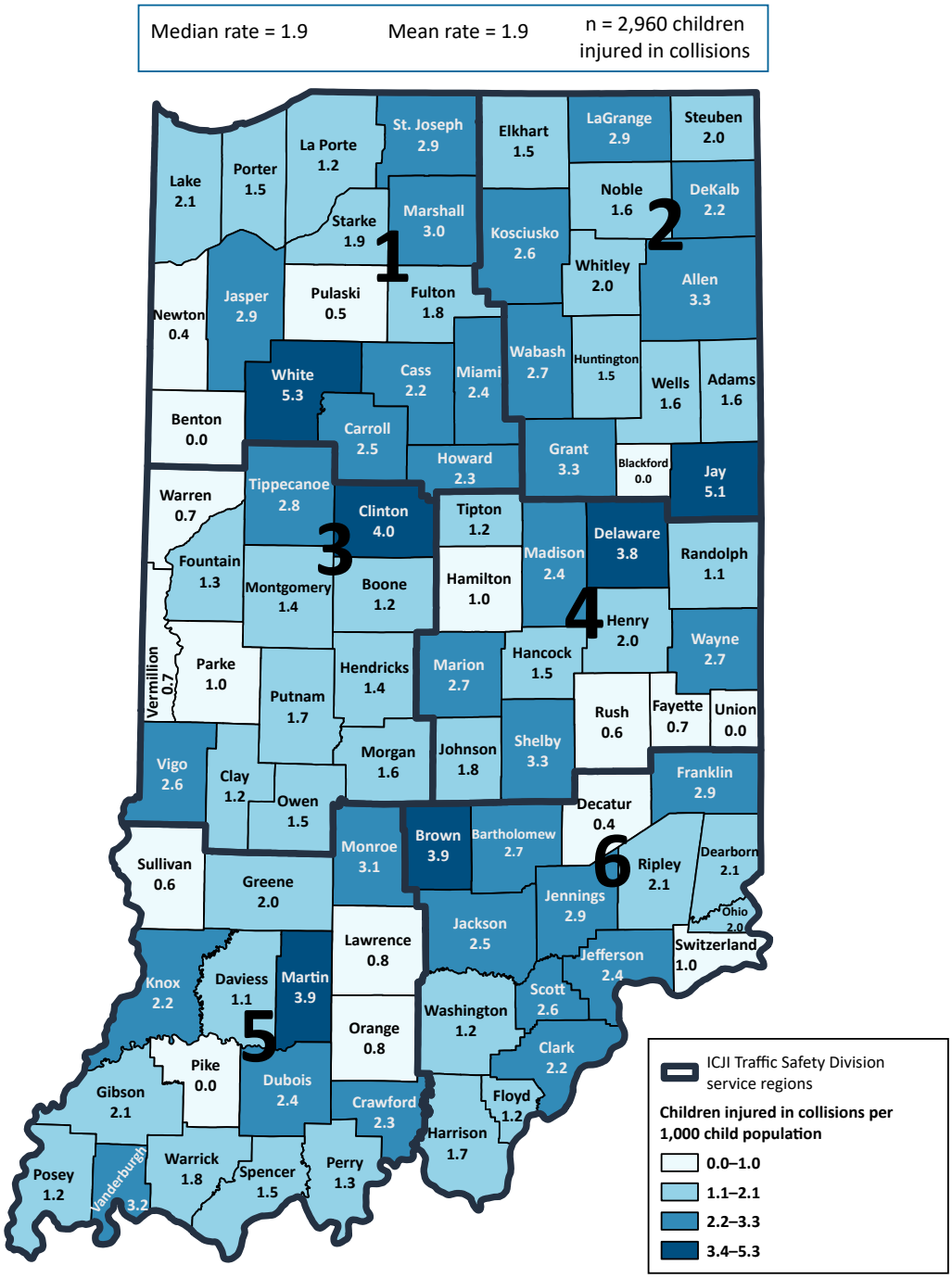
In 2024, 2,960 children (aged 0–14) were injured in crashes in Indiana counties (Map 8.6). The mean rate of child injury in collisions per 1,000 child population was 1.9. White (5.3 per 1,000), Jay (5.1), and Clinton (4.0) counties had the highest child injury rates.

In 2024, 38,643 young drivers (aged 15 to 20) were involved in collisions, accounting for 11% of all drivers involved in collisions (Table 8.6). Marion (5,928), Allen (2,693), and Lake (2,569) counties had the highest numbers of young drivers involved in collisions. Monroe , Brown , and Benton counties (16% each) had the highest percentages of young drivers involved in collisions. The mean county rate of young driver involvement in collisions was 89.4 per 1,000 licensed young drivers (Map 8.7). Counties with large universities (Monroe, Tippecanoe, Marion, and Vanderburgh counties) each had one of the 10 highest rates of young driver involvement in collisions, continuing a pattern observed year to year during the past decade. Delaware and Vigo counties, both home to large universities, were previously among the top 10 counties, falling to 13th and 15th place, respectively, in 2024.

Fifty-one young drivers in Indiana counties were killed in 2024, and 371 suffered suspected serious injuries (Table 8.6). Marion County had the greatest number of fatalities among young drivers (6). Pike (4%) and Crawford (3%) counties had the highest percentages of young drivers who were killed. However, each county recorded only one young-driver fatality.

Marion (42), Allen (25), and Lake (18) counties had the highest numbers of young drivers who suffered suspected serious injuries. Rush (9%), Benton (7%), and Newton (5%) counties had the highest percentages of young drivers who suffered these severe injuries.

Map 8.6. Child injuries in collisions in Indiana per 1,000 child population by county and ICJI Traffic Safety Division service region, 2024



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and U.S. Census Bureau, Annual estimates of the resident population by single-year of age and sex—Indiana: April 1, 2020–July 1, 2023

Notes:

1) Includes all individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers aged 6–14.

2) Injured includes those classified as fatal, suspected serious, suspected minor, and possible. See the glossary for updated injury definitions.

Table 8.6. Young drivers (aged 15–20) in Indiana collisions by injury status and county, 2024

	All drivers in collisions	Unrestrained Young drivers in collisions											
		Total		Fatal		Suspected serious injury		Suspected minor injury		Possible injury		No injury	
		Count	As % of total drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions
Total	**355,371**	**38,661**	**10.9%**	**51**	**0.1%**	**371**	**1.0%**	**934**	**2.4%**	**2,085**	**5.4%**	**35,220**	**91.1%**
All counties	**355,255**	**38,643**	**10.9%**	**51**	**0.1%**	**371**	**1.0%**	**934**	**2.4%**	**2,084**	**5.4%**	**35,203**	**91.1%**
Mean	3,861	420	12.1%	1	0.3%	4	1.5%	10	3.3%	23	5.5%	383	89.4%
Median	1,365	171	12.2%	0	0.0%	2	1.2%	5	3.1%	10	5.8%	152	89.7%
Minimum	132	15	7.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	13	77.8%
Maximum	74,674	5,928	15.7%	6	4.0%	42	9.3%	120	11.1%	353	11.0%	5,407	96.8%
Adams	1,020	125	12.3%	0	0.0%	0	0.0%	4	3.2%	9	7.2%	112	89.6%
Allen	23,679	2,693	11.4%	2	0.1%	25	0.9%	50	1.9%	159	5.9%	2,457	91.2%
Bartholomew	2,459	319	13.0%	1	0.3%	0	0.0%	17	5.3%	35	11.0%	266	83.4%
Benton	174	27	15.5%	0	0.0%	2	7.4%	3	11.1%	1	3.7%	21	77.8%
Blackford	369	44	11.9%	0	0.0%	0	0.0%	1	2.3%	1	2.3%	42	95.5%
Boone	3,778	426	11.3%	0	0.0%	8	1.9%	9	2.1%	20	4.7%	389	91.3%
Brown	611	95	15.5%	1	1.1%	2	2.1%	5	5.3%	6	6.3%	81	85.3%
Carroll	652	83	12.7%	0	0.0%	2	2.4%	4	4.8%	7	8.4%	70	84.3%
Cass	1,668	188	11.3%	0	0.0%	3	1.6%	8	4.3%	17	9.0%	160	85.1%
Clark	7,291	739	10.1%	0	0.0%	4	0.5%	14	1.9%	35	4.7%	686	92.8%
Clay	847	109	12.9%	0	0.0%	4	3.7%	6	5.5%	5	4.6%	94	86.2%
Clinton	1,448	204	14.1%	0	0.0%	4	2.0%	11	5.4%	12	5.9%	177	86.8%
Crawford	359	33	9.2%	1	3.0%	1	3.0%	2	6.1%	2	6.1%	27	81.8%
Daviess	925	110	11.9%	0	0.0%	2	1.8%	4	3.6%	6	5.5%	98	89.1%
Dearborn	2,282	294	12.9%	1	0.3%	6	2.0%	10	3.4%	13	4.4%	264	89.8%
Decatur	1,205	134	11.1%	0	0.0%	1	0.7%	3	2.2%	9	6.7%	121	90.3%
DeKalb	1,735	198	11.4%	0	0.0%	2	1.0%	4	2.0%	15	7.6%	177	89.4%
Delaware	6,403	837	13.1%	0	0.0%	6	0.7%	15	1.8%	63	7.5%	753	90.0%
Dubois	2,024	299	14.8%	0	0.0%	5	1.7%	17	5.7%	17	5.7%	260	87.0%
Elkhart	11,064	1,257	11.4%	2	0.2%	15	1.2%	18	1.4%	46	3.7%	1,176	93.6%
Fayette	614	72	11.7%	0	0.0%	2	2.8%	2	2.8%	1	1.4%	67	93.1%
Floyd	4,223	497	11.8%	0	0.0%	1	0.2%	11	2.2%	12	2.4%	473	95.2%
Fountain	436	53	12.2%	0	0.0%	1	1.9%	2	3.8%	4	7.5%	46	86.8%
Franklin	805	123	15.3%	0	0.0%	2	1.6%	4	3.3%	13	10.6%	104	84.6%
Fulton	849	85	10.0%	1	1.2%	2	2.4%	3	3.5%	5	5.9%	74	87.1%
Gibson	1,413	154	10.9%	0	0.0%	4	2.6%	5	3.2%	10	6.5%	135	87.7%
Grant	3,591	353	9.8%	0	0.0%	4	1.1%	9	2.5%	24	6.8%	316	89.5%
Greene	1,159	146	12.6%	0	0.0%	4	2.7%	6	4.1%	9	6.2%	127	87.0%
Hamilton	15,485	2,114	13.7%	2	0.1%	16	0.8%	23	1.1%	75	3.5%	1,998	94.5%
Hancock	3,628	404	11.1%	0	0.0%	6	1.5%	13	3.2%	27	6.7%	358	88.6%
Harrison	1,554	209	13.4%	1	0.5%	4	1.9%	9	4.3%	12	5.7%	183	87.6%
Hendricks	9,085	1,138	12.5%	3	0.3%	6	0.5%	19	1.7%	48	4.2%	1,062	93.3%

Table 8.6. Young drivers (aged 15–20) in Indiana collisions by injury status and county, 2024 (continued)

	All drivers in collisions	Unrestrained Young drivers in collisions											
		Total		Fatal		Suspected serious injury		Suspected minor injury		Possible injury		No injury	
		Count	As % of total drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions
Henry	1,487	172	11.6%	1	0.6%	2	1.2%	4	2.3%	12	7.0%	153	89.0%
Howard	4,184	500	12.0%	0	0.0%	7	1.4%	8	1.6%	36	7.2%	449	89.8%
Huntington	1,862	186	10.0%	0	0.0%	3	1.6%	4	2.2%	13	7.0%	166	89.2%
Jackson	2,927	298	10.2%	1	0.3%	5	1.7%	9	3.0%	11	3.7%	272	91.3%
Jasper	1,896	214	11.3%	1	0.5%	3	1.4%	7	3.3%	13	6.1%	190	88.8%
Jay	793	97	12.2%	0	0.0%	1	1.0%	3	3.1%	6	6.2%	87	89.7%
Jefferson	1,331	158	11.9%	0	0.0%	4	2.5%	4	2.5%	10	6.3%	140	88.6%
Jennings	1,050	134	12.8%	1	0.7%	4	3.0%	4	3.0%	4	3.0%	121	90.3%
Johnson	6,986	907	13.0%	2	0.2%	4	0.4%	25	2.8%	41	4.5%	835	92.1%
Knox	1,866	244	13.1%	2	0.8%	3	1.2%	4	1.6%	12	4.9%	223	91.4%
Kosciusko	3,428	455	13.3%	0	0.0%	7	1.5%	14	3.1%	24	5.3%	410	90.1%
LaGrange	1,312	163	12.4%	0	0.0%	2	1.2%	2	1.2%	12	7.4%	147	90.2%
Lake	29,922	2,569	8.6%	1	0.0%	18	0.7%	50	1.9%	148	5.8%	2,352	91.6%
La Porte	4,996	500	10.0%	1	0.2%	10	2.0%	22	4.4%	34	6.8%	433	86.6%
Lawrence	1,954	244	12.5%	0	0.0%	5	2.0%	4	1.6%	10	4.1%	225	92.2%
Madison	6,061	640	10.6%	0	0.0%	3	0.5%	18	2.8%	41	6.4%	578	90.3%
Marion	74,674	5,928	7.9%	6	0.1%	42	0.7%	120	2.0%	353	6.0%	5,407	91.2%
Marshall	2,404	293	12.2%	1	0.3%	2	0.7%	8	2.7%	16	5.5%	266	90.8%
Martin	318	38	11.9%	0	0.0%	1	2.6%	1	2.6%	3	7.9%	33	86.8%
Miami	1,572	179	11.4%	0	0.0%	1	0.6%	11	6.1%	3	1.7%	164	91.6%
Monroe	6,716	1,054	15.7%	1	0.1%	5	0.5%	29	2.8%	52	4.9%	967	91.7%
Montgomery	1,329	169	12.7%	0	0.0%	2	1.2%	8	4.7%	12	7.1%	147	87.0%
Morgan	2,670	369	13.8%	0	0.0%	4	1.1%	17	4.6%	30	8.1%	318	86.2%
Newton	555	66	11.9%	0	0.0%	3	4.5%	3	4.5%	1	1.5%	59	89.4%
Noble	1,659	193	11.6%	0	0.0%	1	0.5%	4	2.1%	10	5.2%	178	92.2%
Ohio	149	15	10.1%	0	0.0%	0	0.0%	1	6.7%	1	6.7%	13	86.7%
Orange	652	83	12.7%	0	0.0%	0	0.0%	3	3.6%	3	3.6%	77	92.8%
Owen	663	70	10.6%	0	0.0%	1	1.4%	3	4.3%	5	7.1%	61	87.1%
Greene	1,159	146	12.6%	0	0.0%	4	2.7%	6	4.1%	9	6.2%	127	87.0%
Parke	609	61	10.0%	0	0.0%	2	3.3%	3	4.9%	4	6.6%	52	85.2%
Perry	498	65	13.1%	0	0.0%	0	0.0%	2	3.1%	3	4.6%	60	92.3%
Pike	198	25	12.6%	1	4.0%	1	4.0%	0	0.0%	1	4.0%	22	88.0%
Porter	7,396	838	11.3%	0	0.0%	9	1.1%	26	3.1%	52	6.2%	751	89.6%
Posey	750	114	15.2%	0	0.0%	2	1.8%	5	4.4%	5	4.4%	102	89.5%
Pulaski	561	61	10.9%	1	1.6%	0	0.0%	2	3.3%	2	3.3%	56	91.8%
Putnam	1,345	166	12.3%	0	0.0%	1	0.6%	4	2.4%	10	6.0%	151	91.0%
Randolph	760	93	12.2%	0	0.0%	1	1.1%	2	2.2%	3	3.2%	87	93.5%
Ripley	978	127	13.0%	0	0.0%	1	0.8%	7	5.5%	10	7.9%	109	85.8%

Table 8.6. Young drivers (aged 15–20) in Indiana collisions by injury status and county, 2024 (continued)

	All drivers in collisions	Unrestrained Young drivers in collisions											
		Total		Fatal		Suspected serious injury		Suspected minor injury		Possible injury		No injury	
		Count	As % of total drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions
Rush	429	54	12.6%	0	0.0%	5	9.3%	1	1.9%	5	9.3%	43	79.6%
St. Joseph	13,565	1,374	10.1%	1	0.1%	7	0.5%	27	2.0%	61	4.4%	1,278	93.0%
Scott	972	111	11.4%	1	0.9%	1	0.9%	5	4.5%	10	9.0%	94	84.7%
Shelby	2,136	213	10.0%	1	0.5%	3	1.4%	9	4.2%	17	8.0%	183	85.9%
Spencer	833	113	13.6%	2	1.8%	2	1.8%	4	3.5%	3	2.7%	102	90.3%
Starke	804	95	11.8%	0	0.0%	1	1.1%	2	2.1%	5	5.3%	87	91.6%
Steuben	2,108	206	9.8%	1	0.5%	1	0.5%	3	1.5%	4	1.9%	197	95.6%
Sullivan	459	62	13.5%	0	0.0%	0	0.0%	2	3.2%	5	8.1%	55	88.7%
Switzerland	322	45	14.0%	0	0.0%	1	2.2%	1	2.2%	3	6.7%	40	88.9%
Tippecanoe	11,931	1,645	13.8%	3	0.2%	9	0.5%	38	2.3%	65	4.0%	1,530	93.0%
Tipton	507	48	9.5%	0	0.0%	1	2.1%	3	6.3%	1	2.1%	43	89.6%
Union	132	18	13.6%	0	0.0%	0	0.0%	1	5.6%	1	5.6%	16	88.9%
Vanderburgh	10,795	1,319	12.2%	0	0.0%	7	0.5%	24	1.8%	76	5.8%	1,212	91.9%
Vermillion	450	65	14.4%	1	1.5%	1	1.5%	2	3.1%	4	6.2%	57	87.7%
Vigo	5,839	700	12.0%	1	0.1%	10	1.4%	8	1.1%	32	4.6%	649	92.7%
Wabash	1,285	186	14.5%	2	1.1%	3	1.6%	9	4.8%	13	7.0%	159	85.5%
Warren	267	31	11.6%	0	0.0%	0	0.0%	1	3.2%	0	0.0%	30	96.8%
Warrick	2,573	366	14.2%	0	0.0%	4	1.1%	14	3.8%	13	3.6%	335	91.5%
Washington	1,000	126	12.6%	0	0.0%	1	0.8%	6	4.8%	6	4.8%	113	89.7%
Wayne	3,764	327	8.7%	0	0.0%	5	1.5%	9	2.8%	15	4.6%	298	91.1%
Wells	1,061	146	13.8%	3	2.1%	0	0.0%	5	3.4%	4	2.7%	134	91.8%
White	1,384	160	11.6%	0	0.0%	4	2.5%	3	1.9%	7	4.4%	146	91.3%
Whitley	1,293	183	14.2%	0	0.0%	1	0.5%	5	2.7%	10	5.5%	167	91.3%
Unknown	116	18	15.5%	0	0.0%	0	0.0%	0	0.0%	1	5.6%	17	94.4%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

1) Young drivers are drivers aged 15–20.

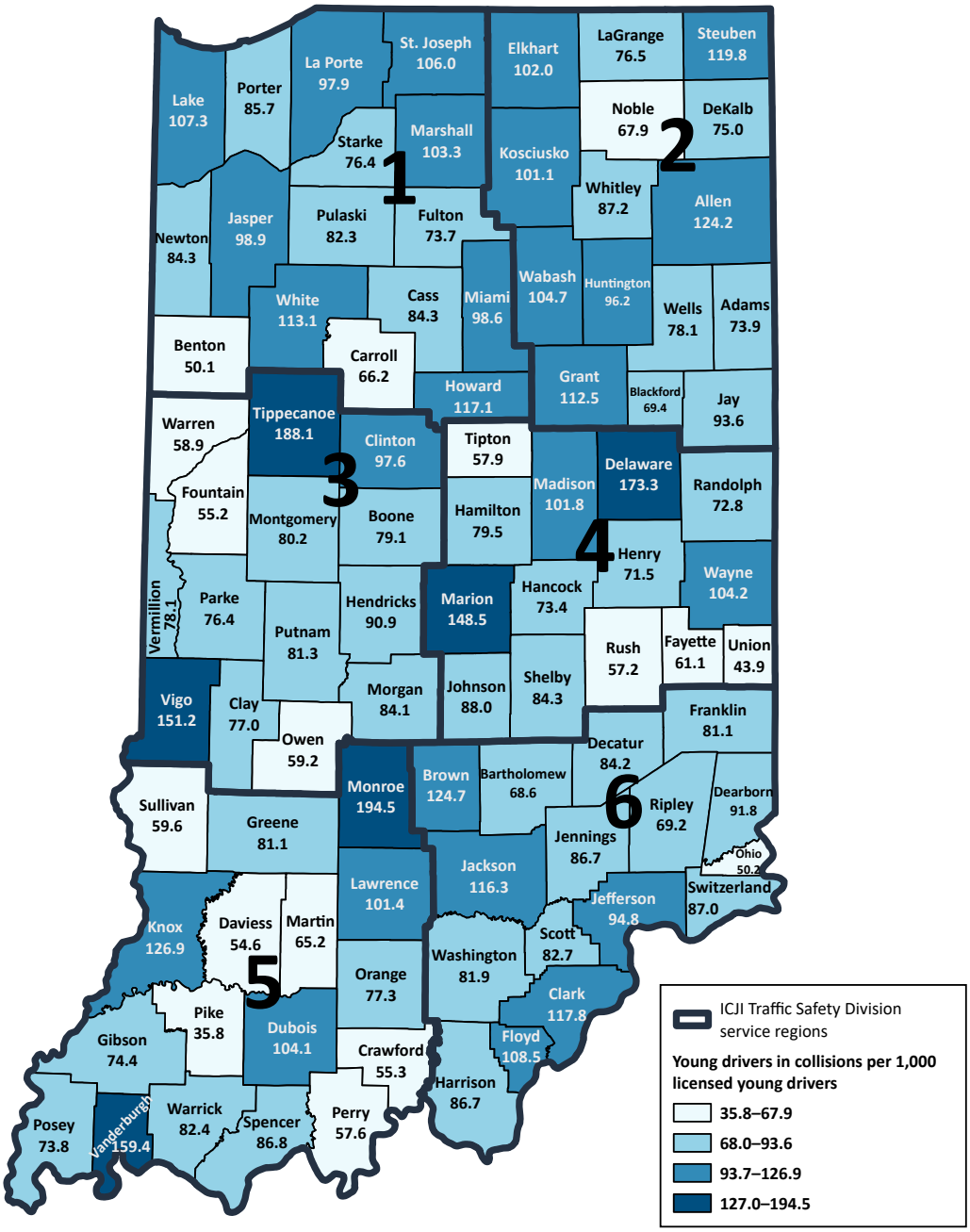
2) The count of total drivers includes records with unknown or invalid ages.

3) See the glossary for updated injury definitions and methodologies.

4) Table excludes collisions with unknown or missing county locations.

Map 8.7. Young drivers (aged 15–20) involved in collisions in Indiana per 1,000 licensed young drivers by county and ICJI Traffic Safety Division service region, 2024

Median rate = 84.2 Mean rate = 89.4 n = 38,643 young drivers in collisions



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; and Indiana Bureau of Motor Vehicles, downloaded March 24, 2025.

Note: Young drivers are drivers aged 15–20.

Motorcyclists involved in collisions

In 2024, there were 3,110 motorcyclists in collisions in Indiana counties (Table 8.7). Marion (359), Allen (197), and Lake (190) counties had the highest numbers of motorcyclists involved in collisions. The mean rate of motorcyclists involved in collisions per 1,000 individuals in all collisions was 12.3. The highest county rates occurred in Ohio (39.5 per 1,000) and Brown (37.4 per 1,000) counties (Map 8.8).

The same year, 136 motorcyclists were killed in these collisions, and 733 suffered suspected serious injuries (Table 8.7). Marion County had the greatest number of motorcyclists who were killed (20). Pike (33%) and Blackford (25%) had the highest percentages of motorcyclists who were killed. Each of these counties had a single motorcycle fatality. Marion (71) and Lake (41) had the greatest numbers of motorcyclists who suffered suspected serious injuries. Warren (100%), Pike (67%), and Pulaski (57%) counties had the highest percentages of motorcyclists who suffered suspected serious injuries. These counties, however, each had only a very small number of motorcyclists involved in collisions.

Table 8.7. Motorcyclists involved in collisions in Indiana by injury status and county, 2024

	Total motorcyclists involved		Fatal		Suspected serious injury		Suspected minor injury		Possible injury		No injury	
	Count	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Total	**3,112**	**N/A**	**136**	**4.4%**	**733**	**23.6%**	**787**	**25.3%**	**572**	**18.4%**	**884**	**28.4%**
All counties	**3,110**	**N/A**	**136**	**4.4%**	**733**	**23.6%**	**787**	**25.3%**	**572**	**18.4%**	**882**	**28.4%**
Mean	34	N/A	1	4.1%	8	27.3%	9	23.8%	6	17.5%	10	27.3%
Median	18	N/A	1	2.3%	5	25.0%	4	22.6%	3	16.7%	5	28.1%
Minimum	0	N/A	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Maximum	359	N/A	20	33.3%	71	100.0%	81	66.7%	74	100.0%	113	80.0%
Adams	8	74	1	12.5%	3	37.5%	3	37.5%	0	0.0%	1	12.5%
Allen	197	2	4	2.0%	39	19.8%	57	28.9%	56	28.4%	41	20.8%
Bartholomew	51	18	2	3.9%	8	15.7%	24	47.1%	10	19.6%	7	13.7%
Benton	0	92	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
Blackford	4	86	1	25.0%	1	25.0%	1	25.0%	0	0.0%	1	25.0%
Boone	20	42	1	5.0%	6	30.0%	7	35.0%	4	20.0%	2	10.0%
Brown	24	34	1	4.2%	3	12.5%	9	37.5%	4	16.7%	7	29.2%
Carroll	11	66	0	0.0%	4	36.4%	2	18.2%	4	36.4%	1	9.1%
Cass	18	45	0	0.0%	5	27.8%	9	50.0%	2	11.1%	2	11.1%
Clark	66	11	1	1.5%	17	25.8%	16	24.2%	11	16.7%	21	31.8%
Clay	11	66	0	0.0%	3	27.3%	4	36.4%	2	18.2%	2	18.2%
Clinton	19	44	0	0.0%	8	42.1%	4	21.1%	1	5.3%	6	31.6%
Crawford	8	74	0	0.0%	3	37.5%	1	12.5%	1	12.5%	3	37.5%
Daviess	10	69	1	10.0%	2	20.0%	2	20.0%	3	30.0%	2	20.0%
Dearborn	23	35	0	0.0%	9	39.1%	5	21.7%	3	13.0%	6	26.1%
Decatur	20	42	2	10.0%	5	25.0%	5	25.0%	3	15.0%	5	25.0%
DeKalb	25	32	1	4.0%	8	32.0%	6	24.0%	3	12.0%	7	28.0%
Delaware	54	15	1	1.9%	13	24.1%	12	22.2%	13	24.1%	15	27.8%
Dubois	22	37	0	0.0%	5	22.7%	11	50.0%	2	9.1%	4	18.2%
Elkhart	127	4	11	8.7%	24	18.9%	16	12.6%	24	18.9%	52	40.9%
Fayette	11	66	1	9.1%	2	18.2%	2	18.2%	1	9.1%	5	45.5%
Floyd	21	40	0	0.0%	3	14.3%	7	33.3%	5	23.8%	6	28.6%
Fountain	7	78	0	0.0%	3	42.9%	0	0.0%	3	42.9%	1	14.3%
Franklin	14	54	0	0.0%	2	14.3%	3	21.4%	5	35.7%	4	28.6%
Fulton	14	54	0	0.0%	6	42.9%	3	21.4%	3	21.4%	2	14.3%
Gibson	12	62	1	8.3%	3	25.0%	0	0.0%	3	25.0%	5	41.7%
Grant	53	16	1	1.9%	13	24.5%	13	24.5%	6	11.3%	20	37.7%
Greene	15	51	2	13.3%	4	26.7%	2	13.3%	2	13.3%	5	33.3%
Hamilton	69	10	6	8.7%	10	14.5%	23	33.3%	16	23.2%	14	20.3%
Hancock	29	29	1	3.4%	6	20.7%	5	17.2%	8	27.6%	9	31.0%
Harrison	23	35	1	4.3%	7	30.4%	8	34.8%	4	17.4%	3	13.0%
Hendricks	50	19	1	2.0%	13	26.0%	9	18.0%	9	18.0%	18	36.0%
Henry	17	47	1	5.9%	3	17.6%	4	23.5%	4	23.5%	5	29.4%

Table 8.7. Motorcyclists involved in collisions in Indiana by injury status and county, 2024 (continued)

	Total motorcyclists involved		Fatal		Suspected serious injury		Suspected minor injury		Possible injury		No injury	
	Count	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Howard	44	20	1	2.3%	8	18.2%	12	27.3%	10	22.7%	13	29.5%
Huntington	29	29	0	0.0%	6	20.7%	12	41.4%	7	24.1%	4	13.8%
Jackson	36	23	3	8.3%	10	27.8%	11	30.6%	2	5.6%	10	27.8%
Jasper	16	48	1	6.3%	8	50.0%	2	12.5%	0	0.0%	5	31.3%
Jay	10	69	1	10.0%	2	20.0%	3	30.0%	1	10.0%	3	30.0%
Jefferson	9	72	0	0.0%	5	55.6%	2	22.2%	1	11.1%	1	11.1%
Jennings	12	62	0	0.0%	4	33.3%	2	16.7%	0	0.0%	6	50.0%
Johnson	64	13	4	6.3%	13	20.3%	9	14.1%	14	21.9%	24	37.5%
Knox	16	48	0	0.0%	5	31.3%	3	18.8%	2	12.5%	6	37.5%
Kosciusko	32	25	1	3.1%	6	18.8%	11	34.4%	5	15.6%	9	28.1%
LaGrange	13	57	0	0.0%	2	15.4%	2	15.4%	2	15.4%	7	53.8%
Lake	190	3	6	3.2%	41	21.6%	55	28.9%	39	20.5%	49	25.8%
La Porte	65	12	5	7.7%	20	30.8%	16	24.6%	10	15.4%	14	21.5%
Lawrence	31	28	2	6.5%	13	41.9%	4	12.9%	3	9.7%	9	29.0%
Madison	53	16	0	0.0%	12	22.6%	15	28.3%	9	17.0%	17	32.1%
Marion	359	1	20	5.6%	71	19.8%	81	22.6%	74	20.6%	113	31.5%
Marshall	32	25	4	12.5%	8	25.0%	2	6.3%	6	18.8%	12	37.5%
Martin	5	83	0	0.0%	2	40.0%	1	20.0%	0	0.0%	2	40.0%
Miami	21	40	0	0.0%	4	19.0%	7	33.3%	2	9.5%	8	38.1%
Monroe	58	14	1	1.7%	12	20.7%	19	32.8%	11	19.0%	15	25.9%
Montgomery	14	54	1	7.1%	3	21.4%	2	14.3%	2	14.3%	6	42.9%
Morgan	44	20	1	2.3%	15	34.1%	9	20.5%	6	13.6%	13	29.5%
Newton	12	62	1	8.3%	2	16.7%	2	16.7%	4	33.3%	3	25.0%
Noble	32	25	1	3.1%	5	15.6%	12	37.5%	6	18.8%	8	25.0%
Ohio	6	81	0	0.0%	0	0.0%	4	66.7%	1	16.7%	1	16.7%
Orange	16	48	1	6.3%	2	12.5%	5	31.3%	1	6.3%	7	43.8%
Owen	13	57	0	0.0%	2	15.4%	5	38.5%	3	23.1%	3	23.1%
Parke	12	62	1	8.3%	3	25.0%	4	33.3%	2	16.7%	2	16.7%
Perry	9	72	0	0.0%	4	44.4%	1	11.1%	3	33.3%	1	11.1%
Pike	3	87	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%
Porter	82	8	6	7.3%	21	25.6%	25	30.5%	10	12.2%	20	24.4%
Posey	7	78	0	0.0%	1	14.3%	2	28.6%	4	57.1%	0	0.0%
Pulaski	7	78	0	0.0%	4	57.1%	3	42.9%	0	0.0%	0	0.0%
Putnam	15	51	1	6.7%	2	13.3%	4	26.7%	4	26.7%	4	26.7%
Randolph	10	69	0	0.0%	3	30.0%	1	10.0%	0	0.0%	6	60.0%
Ripley	18	45	0	0.0%	4	22.2%	4	22.2%	4	22.2%	6	33.3%
Rush	8	74	0	0.0%	3	37.5%	1	12.5%	2	25.0%	2	25.0%
St. Joseph	101	6	7	6.9%	17	16.8%	26	25.7%	17	16.8%	34	33.7%
Scott	15	51	1	6.7%	3	20.0%	3	20.0%	3	20.0%	5	33.3%

Table 8.7. Motorcyclists involved in collisions in Indiana by injury status and county, 2024 (continued)

	Total motorcyclists involved		Fatal		Suspected serious injury		Suspected minor injury		Possible injury		No injury	
	Count	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Shelby	38	22	4	10.5%	8	21.1%	8	21.1%	7	18.4%	11	28.9%
Spencer	8	74	0	0.0%	1	12.5%	0	0.0%	4	50.0%	3	37.5%
Starke	13	57	0	0.0%	5	38.5%	1	7.7%	3	23.1%	4	30.8%
Steuben	25	32	1	4.0%	7	28.0%	7	28.0%	2	8.0%	8	32.0%
Sullivan	3	87	0	0.0%	1	33.3%	0	0.0%	0	0.0%	2	66.7%
Switzerland	6	81	0	0.0%	1	16.7%	1	16.7%	1	16.7%	3	50.0%
Tippecanoe	97	7	4	4.1%	17	17.5%	38	39.2%	16	16.5%	22	22.7%
Tipton	5	83	0	0.0%	2	40.0%	2	40.0%	1	20.0%	0	0.0%
Union	1	91	0	0.0%	0	0.0%	0	0.0%	1	100.0%	0	0.0%
Vanderburgh	119	5	4	3.4%	34	28.6%	26	21.8%	19	16.0%	36	30.3%
Vermillion	2	89	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%
Vigo	82	8	3	3.7%	22	26.8%	18	22.0%	14	17.1%	25	30.5%
Wabash	26	31	2	7.7%	5	19.2%	4	15.4%	5	19.2%	10	38.5%
Warren	2	89	0	0.0%	2	100.0%	0	0.0%	0	0.0%	0	0.0%
Warrick	22	37	1	4.5%	11	50.0%	5	22.7%	2	9.1%	3	13.6%
Washington	22	37	3	13.6%	9	40.9%	3	13.6%	3	13.6%	4	18.2%
Wayne	36	23	0	0.0%	12	33.3%	11	30.6%	5	13.9%	8	22.2%
Wells	5	83	0	0.0%	0	0.0%	1	20.0%	0	0.0%	4	80.0%
White	13	57	0	0.0%	5	38.5%	3	23.1%	3	23.1%	2	15.4%
Whitley	13	57	1	7.7%	1	7.7%	3	23.1%	1	7.7%	7	53.8%
Unknown	2	N/A	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	100.0%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Notes:

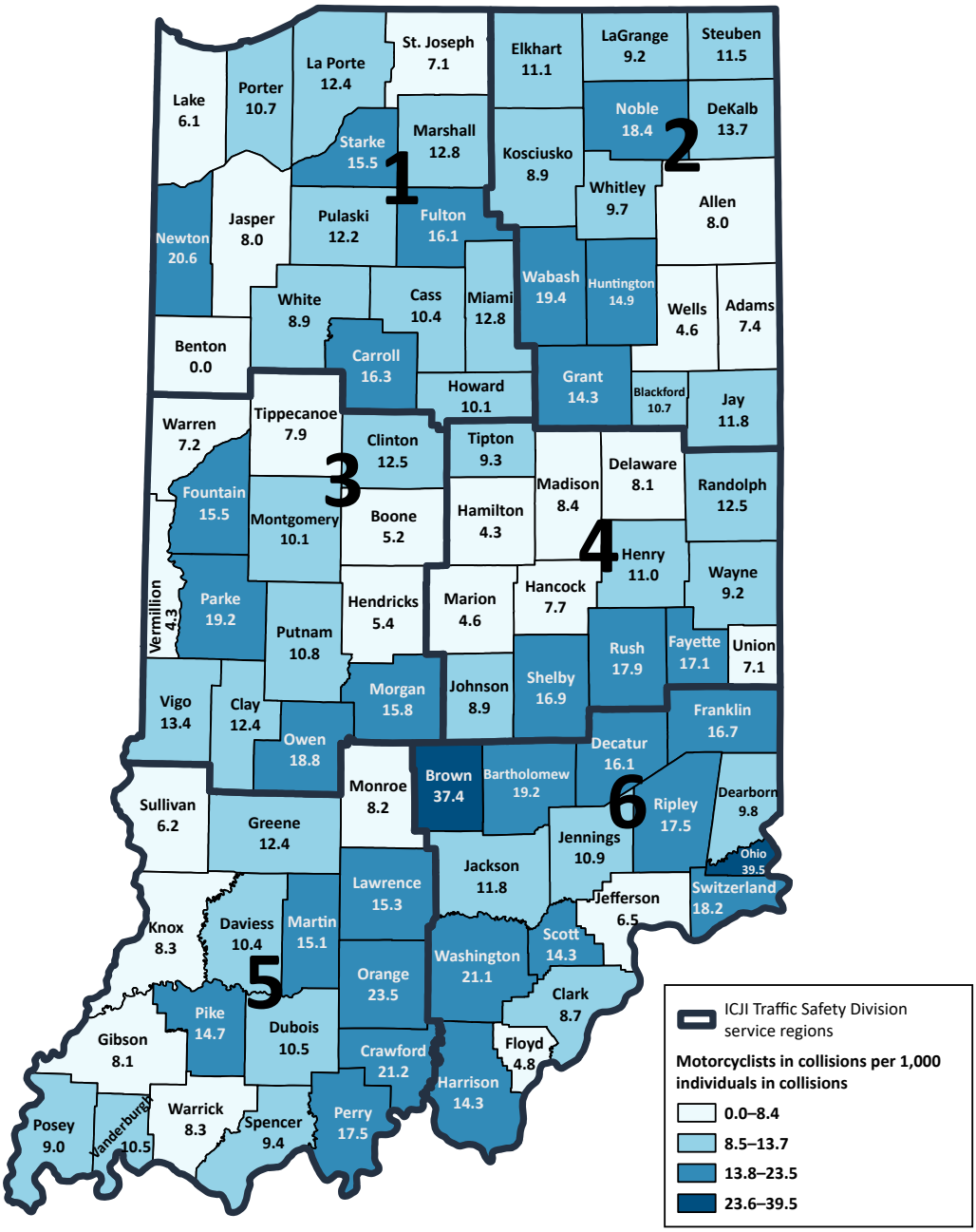
1) Motorcyclists include operators and passengers on motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles.

2) See the glossary for updated injury definitions.

3) Table excludes collisions with unknown or missing county locations.

Map 8.8. Motorcyclists in collisions in Indiana per 1,000 individuals involved in collisions by county and ICJI Traffic Safety Division service region, 2024

Median rate = 11.0 Mean rate = 12.3 n = 3,110 motorcyclists in collisions



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: Motorcyclists include operators and passengers of motorcycles—Class A and Class B motor-driven cycles, motorized bicycles, and mopeds. See glossary for unit type definitions.

Hit-and-run collisions

Drivers in collisions resulting in injury or death are expected to remain or immediately return to the scene to provide proper identification (IC 9-26-1-1). Otherwise, the crash is considered a hit-and-run. In 2024, there were 26,804 hit-and-run collisions, accounting for 13% of all collisions in Indiana counties.

The mean county percentage of hit-and-run collisions was 8% (Map 8.9). The highest county rates for hit-and-run collisions were in Marion (22%), Allen (19%), and Lake (19%) counties. The lowest county rate was in Martin County (1%).

Deer collisions

In 2024, 16,819 collisions involved deer. Counties with the highest percentage of deer-involved collisions were in predominantly rural counties and located outside Central Indiana (Map 8.10).

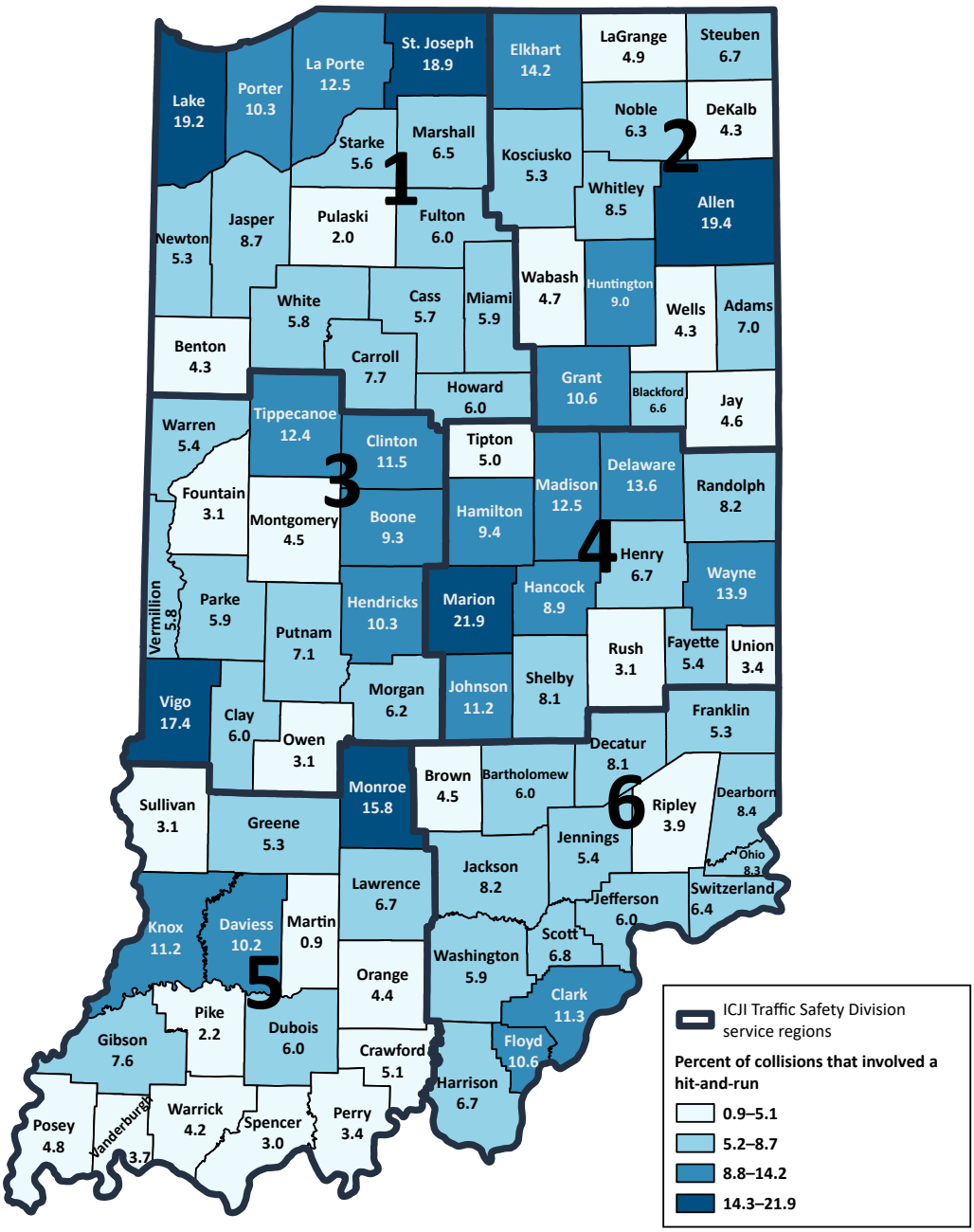
The mean percentage of deer-related collisions was 19%. Pulaski County had the highest rate at 51%, followed by Warren County at 44%. In contrast, the urban counties of Lake and Marion had the lowest rates, at 2% and less than 1%, respectively.

Work zone collisions

There were 6,486 work zone collisions in Indiana counties in 2024 (Map 8.11). The mean county rate of work zone collisions per 1,000 total collisions was 17.5. Because work zone locations shift constantly throughout the state, the counties with the highest work zone collision rates tend to vary from year to year. Hancock (94.0), Marion (74.0), Vanderburgh (71.8), Huntington (59.2), and Warrick (43.6) counties had the highest rates of work zone collisions in the same year.

Map 8.9. Percent of collisions in Indiana that involved a hit-and-run driver by county and ICJI Traffic Safety Division service region, 2024

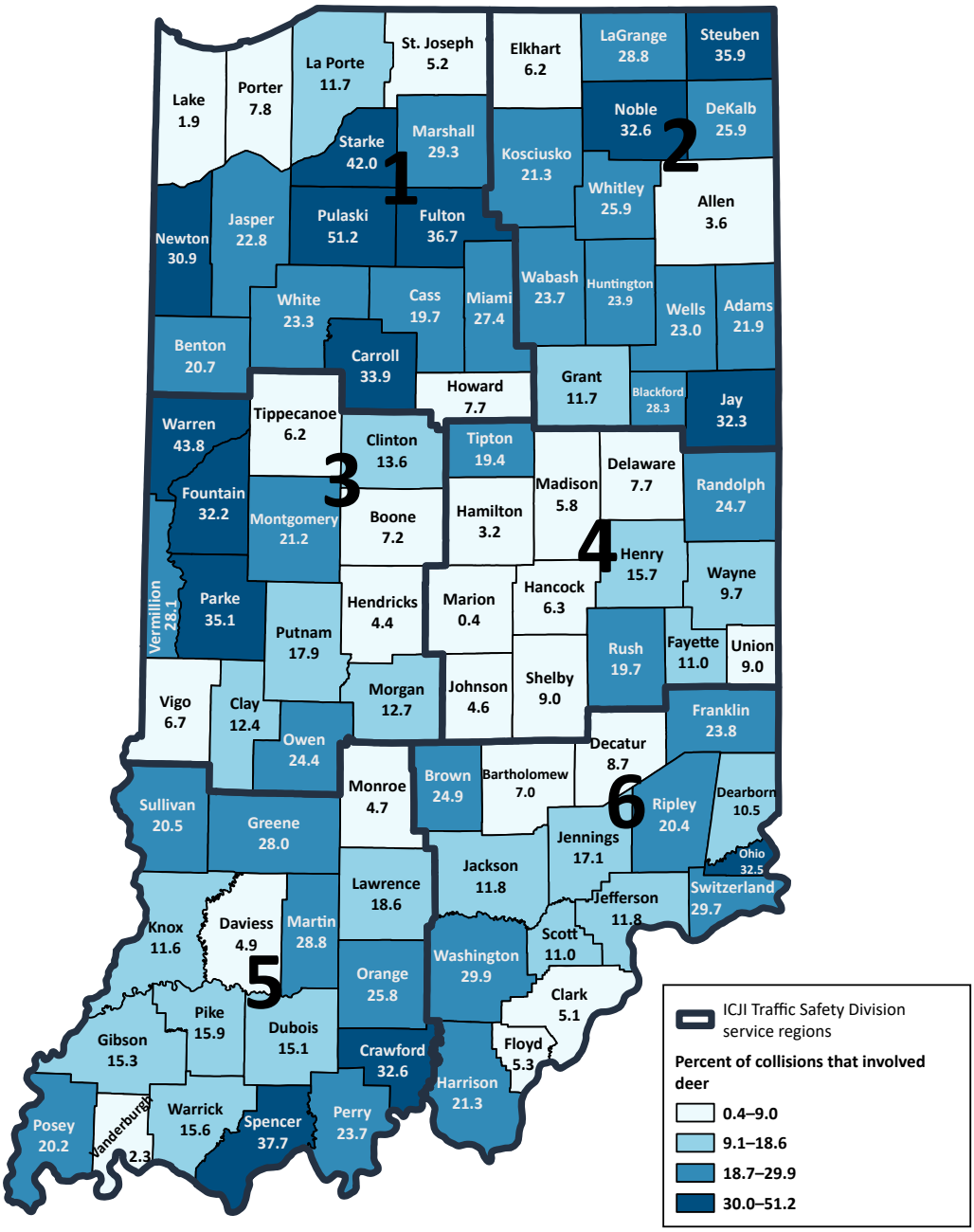
Median percent = 6.2 Mean percent = 7.6 n = 26,804 hit-and-run collisions



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Map 8.10. Percent of collisions in Indiana that involved deer by county and ICJI Traffic Safety Division service region, 2024

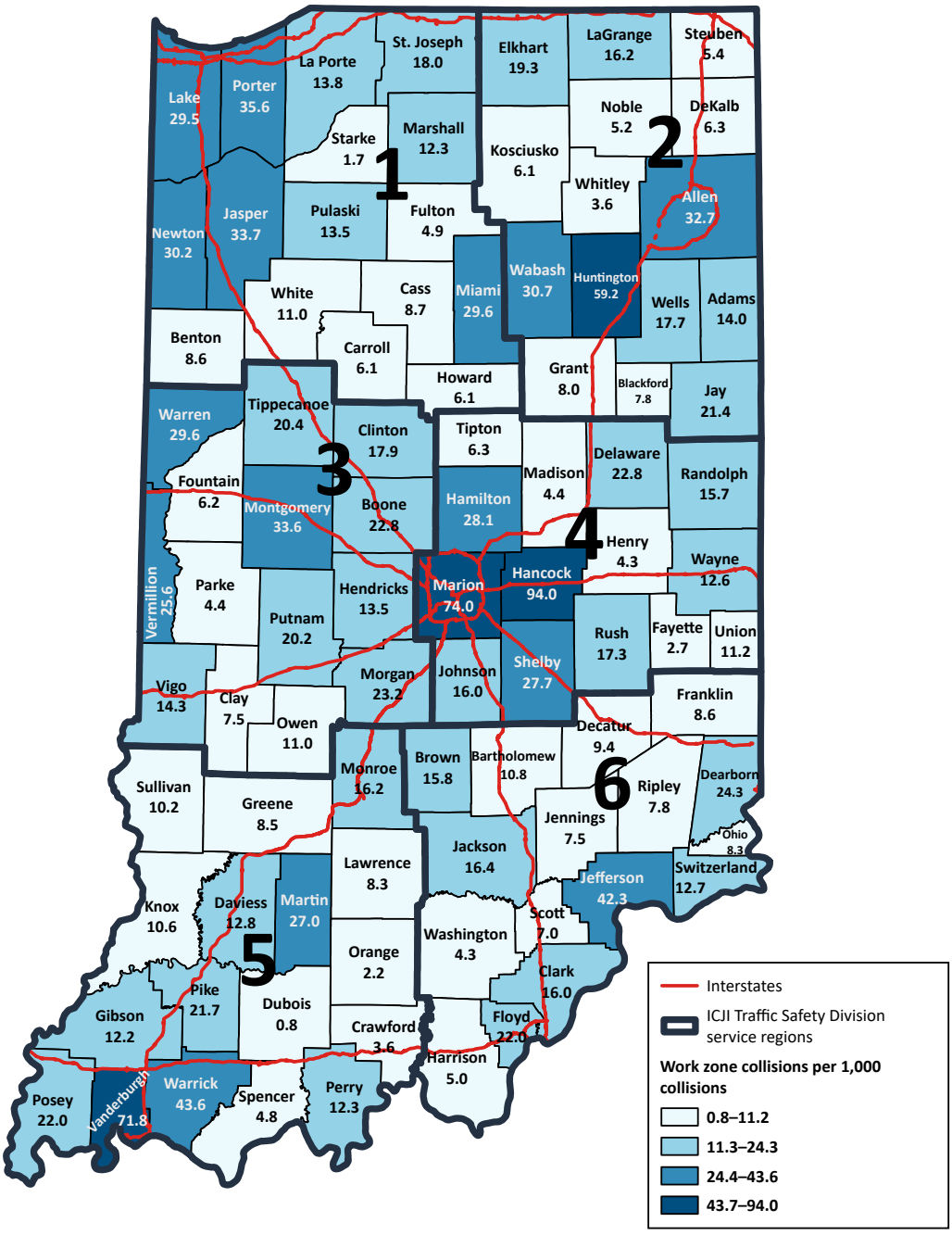
Median percent = 19.5 Mean percent = 18.7 n = 16,819 deer-related collisions



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Map 8.11. Work zone collisions in Indiana per 1,000 total collisions by county and ICJI Traffic Safety Division service region, 2024

Median rate = 13.1 Mean rate = 17.5 n = 6,486 work zone collisions



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025.

Note: The data presented here includes work zone collisions across all road classifications. Interstate highway locations are shown solely to provide geographic context for readers.

County ranks

Table 8.8 shows Indiana counties ranked by six collision metrics—(1) Fatalities per 100,000 population; (2) Speed-related collisions as a percent of total collisions ; (3) Alcohol-impaired collisions as a percent of total collisions; (4) Motorcyclists per 1,000 individuals involved in collisions; (5) Unrestrained passenger vehicle injuries as a percent of total injuries; and (6) Young drivers in collisions per 1,000 licensed drivers. The table also includes an average score calculated for these six metrics to indicate a county's overall traffic safety environment. However, several factors not accounted for here—such as different population compositions, road types, driving conditions, crash reporting practices, etc.—may influence collision rankings. Readers should keep these differences in mind when interpreting county rankings.

Table 8.8. County ranks by collision metric, 2024

	Collision metric						
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in all collisions	Unrestrained passenger vehicle injuries as % of total injuries	Young drivers in collisions per 1,000 young, licensed drivers	Average rank of 6 metrics
Adams	60	68	57	78	24	67	59
Allen	61	23	16	75	70	9	42
Bartholomew	53	26	48	8	47	75	43
Benton	20	56	17	92	9	90	47
Blackford	5	89	91	49	76	73	64
Boone	70	52	79	86	41	57	64
Brown	83	27	12	2	37	8	28
Carroll	65	66	43	19	46	77	53
Cass	79	41	25	54	22	45	44
Clark	59	55	85	67	64	11	57
Clay	80	71	74	39	13	61	56
Clinton	44	16	19	37	60	30	34
Crawford	1	38	84	4	2	86	36
Daviess	27	86	8	53	3	88	44
Dearborn	40	25	73	57	63	34	49
Decatur	19	1	54	21	36	46	30
DeKalb	21	12	49	32	81	65	43
Delaware	48	50	70	73	66	3	52
Dubois	82	58	14	52	92	21	53
Elkhart	43	40	46	45	72	23	45
Fayette	72	77	15	16	9	79	45
Floyd	73	85	72	87	83	16	69
Fountain	31	53	29	24	44	87	45
Franklin	71	3	68	18	11	53	37
Fulton	46	28	50	20	7	69	37
Gibson	16	37	38	72	35	66	44
Grant	34	20	55	31	31	15	31
Greene	37	73	47	38	4	54	42
Hamilton	88	63	56	90	77	56	72
Hancock	57	46	67	77	62	70	63
Harrison	12	48	26	30	30	40	31
Hendricks	75	54	80	85	32	35	60
Henry	56	49	23	46	51	72	50
Howard	76	80	32	56	16	12	45
Huntington	36	44	51	27	53	31	40
Jackson	24	59	41	42	19	13	33
Jasper	3	39	88	74	49	27	47

Table 8.8. County ranks by collision metric, 2024 (continued)

	Collision metric						
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in all collisions	Unrestrained passenger vehicle injuries as % of total injuries	Young drivers in collisions per 1,000 young, licensed drivers	Average rank of 6 metrics
Jay	13	88	86	43	48	33	52
Jefferson	84	57	4	82	27	32	48
Jennings	7	30	33	47	23	41	30
Johnson	86	45	77	66	61	36	62
Knox	30	64	36	69	26	7	39
Kosciusko	22	47	18	64	89	26	44
LaGrange	23	4	30	61	67	62	41
Lake	78	19	58	84	79	17	56
La Porte	26	22	6	40	84	29	35
Lawrence	42	69	59	25	57	25	46
Madison	69	62	52	68	75	24	58
Marion	50	34	64	88	17	6	43
Marshall	10	72	24	34	43	22	34
Martin	63	82	13	26	27	78	48
Miami	58	21	87	35	65	28	49
Monroe	81	24	71	71	74	1	54
Montgomery	25	42	81	55	78	55	56
Morgan	87	14	66	22	54	47	48
Newton	2	7	62	6	39	44	27
Noble	54	9	44	11	42	76	39
Ohio	90	74	7	1	7	89	45
Orange	64	79	60	3	5	60	45
Owen	89	65	53	10	15	81	52
Parke	15	5	75	9	40	63	35
Perry	41	36	9	15	25	84	35
Pike	35	18	1	28	1	92	29
Porter	51	17	10	50	87	42	43
Posey	38	31	2	63	56	68	43
Pulaski	4	81	89	41	14	50	47
Putnam	39	13	31	48	21	52	34
Randolph	77	84	20	36	18	71	51
Ripley	49	15	40	14	73	74	44
Rush	85	87	3	13	12	85	48
St. Joseph	67	32	69	80	69	18	56
Scott	28	75	78	29	58	48	53
Shelby	6	10	65	17	68	43	35
Spencer	8	67	83	59	82	39	56

Table 8.8. County ranks by collision metric, 2024 (continued)

	Collision metric						Average rank of 6 metrics
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in all collisions	Unrestrained passenger vehicle injuries as % of total injuries	Young drivers in collisions per 1,000 young, licensed drivers	
Starke	74	33	45	23	86	64	54
Steuben	47	29	76	44	52	10	43
Sullivan	17	91	92	83	6	80	62
Switzerland	90	78	21	12	33	38	45
Tippecanoe	62	2	61	76	91	2	49
Tipton	52	6	39	60	55	83	49
Union	9	92	28	81	50	91	59
Vanderburgh	66	90	82	51	85	4	63
Vermillion	11	8	37	91	20	58	38
Vigo	55	60	63	33	80	5	49
Wabash	18	43	11	7	71	19	28
Warren	90	83	5	79	29	82	61
Warrick	45	76	42	70	59	49	57
Washington	14	70	27	5	38	51	34
Wayne	68	51	35	62	90	20	54
Wells	32	61	34	89	45	59	53
White	29	11	22	65	34	14	29
Whitley	33	35	90	58	88	37	57

Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded May 16, 2025; Indiana Bureau of Motor Vehicles, downloaded March 24, 2025; and U.S. Census Bureau, 2024 county population estimates, downloaded March 13, 2025.

Notes:

1) A collision is identified as speed-related if the crash report lists unsafe speed or speed too fast for weather conditions either as the primary or contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. Recorded BAC results greater than 0.59 g/dL are not included as impaired.

3) Motorcyclists include operators and passengers on motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles.

4) Young drivers are drivers aged 15 to 20.

5) Restraint use is calculated using only passenger vehicle occupants—passenger cars, pickup trucks, sport utility vehicles, and vans— with known restraint status. Occupants with unknown restraint status are excluded from the metric.

6) Color scales apply to rankings from high (1) to low (92) for each collision metric.

7) Table excludes collisions with unknown or missing county locations.

INDIANA TRAFFIC SAFETY FACTS

DATA SOURCES AND OTHER REFERENCES

DATA SOURCES AND OTHER REFERENCES

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INDIANA OFFICER'S STANDARD CRASH REPORT

INDIANA OFFICER'S STANDARD CRASH REPORT

State Id
DRAFT
Local Id

Indiana Officer's Standard Crash Report

Vehicles	Commercial	Injuries	Fatalities
1	0	0	0

Hit and Run ☐

Page 1 of 4

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Drivers

Crash Details

Location			County	Township	City
Crash Date	Day of Week	Crash Time	Date of Report	Latitude	Longitude
Weather Condition	Light Condition		Locality	Inside Corporate Limits?	☐ School Zone
Roadway Surface	Surface Condition		Roadway Classification		☐ Train or Rail Equipment
☐ Construction Zone	Construction Type		Roadway Junction	Railroad Crossing #	☐ Rumble Strips ☐ Deer

Investigative Information

Time Notified	Time Arrived	Primary Factor	Did this crash happen as a result of another incident?
Type of Crash	Other Location of Investigation	☐ Investigation Complete ☐ Photos taken	Total Estimate of all damage in Crash:

Investigative Officer	Agency	ID Number
Reviewing Officer		
Assisting Officer		
Assisting Officer		

Narrative

The following was written by Roth, Craig

State Id
DRAFT
Local Id

Indiana Officer's Standard Crash Report

Hit and Run ☐

Vehicles	Commercial	Injuries	Fatalities
1	0	0	0

Printed on 6/28/2019 9:27:37 AM

ISP BLOOMINGTON 33, ORI ISP3300

	Last Name	First	Middle

Address	DOB	Age	Gender

Driver's License Number	Lic Type	Lic State	CDL Class	☐ Aggressive Driving

Apparent Physical Status	Restrictions

Test Given	Type Given

Driver Injury Status	Ejection/Trapped

Safety Equipment Used	Safety Equipment Effective

EMS Number	Immediate Medical Attention

Nature of Most Severe Injury	Location of Most Severe Injury

If Cited	IC Codes

Vehicle Information

Veh #	Color	Veh Year	Occupants

Make	Model

Style

Insured By

Policy #	Ins Phone #

VIN

Plate Number	Plate Exp Year	Plate State

Towed?	Towed Due to Disabling Damage?

Inital Impact Area
☐ Undercarriage
☐ Trailer
☐ None
☐ Unknown

Areas of Damage
☐ Undercarriage
☐ Trailer
☐ None
☐ Unknown

Company Towed By	City Towed To	Fire?

Vehicle Use	Event Collision With

Emergency Run?	Type of Roadway	Roadway Character

Direction of Travel	Pre-Crash Vehicle Action	# of Axles

Speed Limit	Traffic Control Devices	Devices Operational?

Owner Information

Vehicle Owner's Name	Address (Street/City, State Zip)

Commercial Vehicle Information

Carrier's Name	Address (Street, City, State, Zip)

US DOT Number	CMV Inspection

HAZMAT Placard	HAZMAT Proper Shipping Name	HAZMAT Release of Cargo

Gross Vehicle Weight Rating	Hazmat 4-digit ID	Hazmat Class #	Cargo Body Type

	Last Name	First	Middle

Address	DOB	Age	Gender

Driver's License Number	Lic Type	Lic State	CDL Class	☐ Aggressive Driving

Apparent Physical Status	Restrictions

Test Given	Type Given

Driver Injury Status	Ejection/Trapped

Safety Equipment Used	Safety Equipment Effective

EMS Number	Immediate Medical Attention

Nature of Most Severe Injury	Location of Most Severe Injury

If Cited	IC Codes

Vehicle Information

Veh #	Color	Veh Year	Occupants

Make	Model

Style

Insured By

Policy #	Ins Phone #

VIN

Plate Number	Plate Exp Year	Plate State

Towed?	Towed Due to Disabling Damage?

Inital Impact Area
☐ Undercarriage
☐ Trailer
☐ None
☐ Unknown

Areas of Damage
☐ Undercarriage
☐ Trailer
☐ None
☐ Unknown

Company Towed By	City Towed To	Fire?

Vehicle Use	Event Collision With

Emergency Run?	Type of Roadway	Roadway Character

Direction of Travel	Pre-Crash Vehicle Action	# of Axles

Speed Limit	Traffic Control Devices	Devices Operational?

Owner Information

Vehicle Owner's Name	Address (Street/City, State Zip)

Commercial Vehicle Information

Carrier's Name	Address (Street, City, State, Zip)

US DOT Number	CMV Inspection

HAZMAT Placard	HAZMAT Proper Shipping Name	HAZMAT Release of Cargo

Gross Vehicle Weight Rating	Hazmat 4-digit ID	Hazmat Class #	Cargo Body Type

State Id
DRAFT
Local Id

Indiana Officer's Standard Crash Report

Hit and Run ☐

Vehicles	Commercial	Injuries	Fatalities
1	0	0	0

Printed on 6/28/2019 9:27:37 AM

ISP BLOOMINGTON 33, ORI ISP3300

Trailers

Vehicle #	Trailer Owner's Name	Address (Street/City, State Zip)	Lic State	Lic Year	License Number	Year	Make

Property Damage

State Property	Description	Owner's Name and Address

State Id
DRAFT
Local Id

Indiana Officer's Standard Crash Report

Hit and Run ☐

Vehicles	Commercial	Injuries	Fatalities
1	0	0	0

Printed on 6/28/2019 9:27:37 AM

ISP BLOOMINGTON 33, ORI ISP3300

Crash Diagram

End of Report

INDIANA TRAFFIC SAFETY FACTS

GLOSSARY

GLOSSARY

Many of the terms and definitions listed below were taken or adapted from current or past ARIES documentation. In some cases, the definitions reflect the specific analytical treatment presented in this report.

Aggressive driving

For the analysis in this report, a collision is defined as involving aggressive driving when one or more drivers of a motor vehicle was engaged in at least two of the following actions: (1) driving at an unsafe speed; (2) failing to yield right of way; (3) disregarding aregulatory signal/sign; (4) improper passing; (5) improper turning; (6) improper lane usage; or (7) following too closely.

Alcohol-impaired

The National Highway Traffic Safety Administration (NHTSA) defines drivers as being alcohol-impaired when they test for a blood alcohol concentration (BAC) of at least 0.08 grams per deciliter (g/dL). Any fatal crash involving a driver at that BAC level is categorized as an alcohol-impaired driving crash; thus, any fatality that happens in a crash that meets that criterion is deemed an alcohol-impaired fatality. "Use of the term alcohol-impaired does not mean that a crash or fatality was caused by alcohol impairment, only that an alcohol-impaired driver was involved in the crash."[15] Similarly, for this analysis, any collision involving one or more alcohol-impaired drivers is classified as an alcohol-impaired collision.

Attributable/attributability

A vehicle and/or driver is considered attributable in a collision when linked by the reporting officer to the primary factor or cause of the collision.

Blood alcohol concentration (BAC)

Blood alcohol concentration (BAC) is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (0.01 g/dL and higher) indicates alcohol was consumed by the person tested. A BAC level of 0.08 g/dL or more indicates the person was legally impaired. For the analysis in this report, all BAC greater than 0.59 g/dL are excluded.

BMV

Indiana Bureau of Motor Vehicles

Bus

Large motor vehicles consisting primarily of a transport device configured with a cargo body style used to carry nine or more passengers, includingschool buses, intercity buses, and transit buses.

Cited/citation

When a person involved in a collision is charged with a violation (traffic or criminal) relating to a motor vehicle crash. The document produced is a citation.

Children

For the analysis in this report, children include all individuals aged 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants as well as drivers aged 6–14. Drivers coded as aged 0 to 5 are excluded because unknown age or birthdate often results in an inaccurate age assignment in the ARIES database.

Collision/crash

An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway. Collisions involve contact with another vehicle, property, an animal, or a pedestrian.

This analysis used all collisions recorded in the ARIES database for years included. In some cases, collisions and elements of collisions reported here may be excluded from the data reported by ICJI to the Fatality Analysis Reporting System (FARS). In addition, the collisions reported here also include some that did not occur in trafficways (e.g., a non-trafficway area of a parking lot, in a private driveway, or an off-road area). The research team is exploring methods for systematically excluding nontrafficway collisions from future analyses.

Collision/crash severity

1. Fatal crash: A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.
2. Injury crash: A police-reported crash involving a motor vehicle in transport on a trafficway in which no one died, but at least one person was reported to have: (1) a suspected serious injury, (2) a suspected minor injury, or (3) a possible injury.

[15] NHTSA National Center for Statistics and Analysis,2025, p. 1.

3. Property-damage-only crash: A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved was identified as injured. By Indiana statute, the estimated property damage also must be $1,000 or more.

Collisions by municipality
Collisions are identified as occurring within a municipality when they are recorded with the name of a municipality and noted as taking place within the corporate limits of a city or town. Collisions in unincorporated areas are classified as occurring outside the corporate limits of a city or town. Unknown collisions include incidents reported within the corporate limits of a city or town where the specific municipality is not identified, or where there is no recorded response indicating whether the collision occurred inside or outside the corporate limits of a city or town.

Combination vehicle
A truck consisting primarily of a transport device, which is a single-unit truck or truck-tractor, together with one or more attached trailers.

Commercial vehicle
1. Truck: A vehicle equipped for carrying property and having a Gross Vehicle Weight Rating (GVWR) or Gross Combination Weight Rating (GCWR) of more than 10,000 pounds.
2. Bus: A motor vehicle designed to transport nine or more occupants.
3. Any vehicle displaying a hazardous materials placard.

Contributing circumstance
Actions of a driver, apparent environmental conditions, or apparent vehicle conditions that contributed to the collision.

Dark—lighted
The time between dusk and dawn, and in a place where there are lights designedand installed to illuminate the roadway. This does not include lighting from storefronts, houses, etc.

Dark—not lighted
The time between dusk and dawn, and in a place where there are no lights designedor installed to illuminate the roadway.

Day or daytime
The period from 6 a.m. to 5:59 p.m.

Disregarding traffic signal
A collision in which one or more drivers is identified as disregarding a traffic signal or flashing signal at a road intersection—four or five-way intersection, t-intersection, y-intersection, roundabout, ramp, or interchange. This variable excludes collisions that occur on interstate highways, as well as pedestrians and pedalcyclists.

Distracted driving—any type
A collision for which cell phone use, telematics use, passenger distraction, or another driver distraction is identified as a factor.

Distracted driving—cell phone
A collision for which cell phone or telematics use is identified as a factor.

Driver
An occupant of a vehicle who is in physical control of a motor vehicle in transport. For an out-of-control vehicle, an occupant who was in control until control was lost.

Ejection
Refers to occupants being completely or partially thrown from the vehicle as a result of an impact or rollover.

Fatal injury
Any injury that resultsin death within 30 days after the crash occurred.

Fixed object
Stationary structures or substantial vegetation attached to the terrain. Examples include guardrails, bridge railings, or abutments; trees; utility poles; ditches; culverts; and buildings.

Hazardous materials
Any substance or material the U.S. Department of Transportation (USDOT)—or other authorizing entity—has determined to be capable ofposing an unreasonable risk to health, safety, and property when transported in commerce. Any motor vehicle transporting quantities of hazardous materialsin quantities above the thresholds established by the USDOT, or other authorized entity, is required to display a hazardous materials placard.

Hazardous materials placard
A sign that must be affixed to any motor vehicle transporting hazardous materials in quantities above the thresholds established by the USDOT, orother authorized entity. This placard identifies the hazard class division number, four-digit hazardous material identification number, or name of the hazardous material being transported.

Hit-and-run
A hit-and-run occurs when a motor vehicle driver involved in a collision leaves the scene without complying with the requirements in IC 9-26-1-1.1. The severity of the offense—misdemeanor or felony—depends on the circumstances of the collision and the driver's history.

ICJI
Indiana Criminal Justice Institute

Incapacitating injury
See suspected serious injury for the revised definition.

Injury nature
A data field in the ARIES database. Officers responding to collisions may select (1) severed, (2) internal, (3) minor burn, (4) severe burn, (5) abrasion, (6) minor bleeding, (7) severe bleeding, (8) fracture/dislocation, (9) contusion/bruise, (10) complaint of pain, (11), none visible, (12) other, (13) crush injury, (14) unconsciousness, (15) paralysis, or leave the field blank. Data in this and the injury status fields were used in combination to establish the injury definitions used in this report.

Injury status
A data field in the ARIES database. Officers responding to collisions may select (1) fatal, (2) incapacitating, (3) non-incapacitating, (4) possible, (5) not reported, (5) not reported, (6) unknown, and (7) refused [treatment], or leave the field blank. Data in this and the injury nature fields were used in combination to establish the injury definitions used in this report.

Intersection
An area of roadway which is (1) at a crossing or connection of two or more roadways not classified as a driveway; and (2) the roadway area measured lessthan 33 feet from the apex of two roadways at the curb or boundary line. Types of intersections noted on the Indiana CrashReport are (1) T-intersections; (2) Y-intersections; (3) four-way intersections; (4) interchanges; (5) five points or more; 6) ramps; and 7) trafficcircles/roundabouts.

ISP
Indiana State Police

Junction
Area formed by the connection of two roadways, including intersections,interchange areas, and entrance/exit ramps.

Lane control
Visible lane markings,such as hash marks or lines that separate travel lanes.

Large trucks
Trucks with a gross vehicle weight rating of more than 10,000 pounds, including single-unit trucks and truck tractors. In some cases, throughout the analysis, large pickup trucks are excluded from this category to avoid double-counting. These instances are noted.

Licensed drivers
The annual count of licensed drivers refers to the total number of individuals holding a valid driver's license within a specified geographic area (e.g., county, state, nation) or group.

Light trucks
Trucks with a gross vehicle weight rating of 10,000 pounds gross vehicle weight rating or less, including pickup trucks, vans, truck-based station wagons, and sport utility vehicles.

Locale type
For the analysis in this report, census locales for traffic collisions are defined as urban, suburban, exurban, or rural. The 2020 Census defines urban areas generally as densely settled cores that meet minimum population density requirements, combined with adjacent non-residential land uses and any low population-density areas needed to connect outlying densely settled territory. The minimum population for urban areas was increased to 5,000 from 2,500 in 2010. The research team created suburban, exurban, and rural areas using geographic information system (GIS) buffers. Suburban areas are defined as areas within 2.5 miles of 2020 urban area boundaries, exurban areas as areas within 2.5 miles of suburban area boundaries, and rural areas are all areas beyond the exurban areas. The change in minimum population for urban areas reduces the area within the state identified as urban, suburban, and exurban because many small towns and the suburban and exurban buffers that previously surrounded them are now classified as rural.

Motorcycle

Motorcycles are a category of vehicle. For the analysis in this report, motorcycles include five types of vehicles:

1. Motorcycle: A motor vehicle that: (1) has a seat or saddle for the use of the rider; (2) is designed to travel on no more than three wheels on the ground; and (3) satisfies the operational and equipment specifications described in 49 CFR 571 and IC 9-19. The term does not include a farm tractor or a motor-driven cycle.
2. Motor-driven cycle—Class A: A motor vehicle that: (1) has a seat or saddle for the use of the rider; (2) is designed to travel on no more than three wheels on the ground; (3) complies with applicable motor vehicle equipment requirements under IC 9-19 and 49 CFR 571; (4) has an engine that produces no more than five-brake horsepower; and (5) is registered as a Class A motor-driven cycle. The term does not include an electric personal assistive mobility device.
3. Motor-driven cycle—Class B: A motor vehicle that: (1) has a seat or saddle for the use of the rider; (2) is designed to travel on no more than three wheels on the ground; (3) complies with applicable motor vehicle equipment requirements under IC 9-19 and 49 CFR 571; (4) has a cylinder capacity not exceeding 50 cubic centimeters; and (5) is registered as a Class B motordriven cycle. The term does not include an electric personal assistive mobility device.
4. Motorized bicycle: ARIES includes motorized bicycles as a vehicle type. State law does not define motorized bicycle, specifically. However, IC 9-21-11 defines electric bicycles as any bicycle that meets the following three criteria: (1) equipped with fully operable pedals; (2) an assistive, electric motor with a power output no greater than 750 watts; and (3) meets the requirements of a Class1, Class 2, or Class 3 electric bicycle (IC 9-13-2-49.2). IC 9-23-2-26.6, 26.7, and 26.8 define each of the three classes.
5. Moped: ARIES includes mopeds as a vehicle type. However, there is no definition in state law.

Motor vehicle in transport

A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

Night or nighttime

The period from 6 p.m. to 5:59 a.m.

Non-fatal injury

Injuries identified as serious suspected injuries, serious minor injuries, and possible injuries. See those entries for the updated injury definitions.

Non-incapacitating injury

See suspected minor injury for the revised definition.

Non-motorist

Any person who is not an occupant of a motor vehicle in transport, including (1) pedestrians, (2) pedalcyclists, and (3) people riding in animal-drawn vehicles.

Not injured

For the analysis in this report, not injured status includes individuals involved in collisions coded for injury nature as non-visible or with null values in both the injury status and injury nature fields. While reporting officers are instructed to enter all drivers into ARIES, passengers are to be entered in the crash report only if an injury occurs. Therefore, the number of individualsidentifiedas not injured shouldbe interpreted with caution.

Occupant

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and anyone riding on the exterior of a motor vehicle.

Passenger

Any occupant of a motor vehicle who is not a driver.

Passenger car

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

Passenger vehicle

A motor vehicle in these categories—passenger cars, pickup trucks, sport utility vehicles (SUVs), and vans.

Pedalcyclist

A person on a bicycle or vehicle that is powered solely by pedals. For this analysis, pedalcyclists are identified using vehicle type.

Pedestrian

Any person walking or not in or upon a motor vehicle or other vehicle. For this analysis, pedestrians are identified using vehicle type.

Person type
For this analysis, person type includes drivers, injured passengers, pedestrians, pedalcyclists, and animal-drawn vehicle occupants. Individuals coded as "other" also are treated as injured passengers. Non-motorists—pedestrians, pedalcyclists, and animal-drawn vehicle occupants—are identified using vehicle type.

Pickup truck
A motor vehicle designed to carry 10 or fewer people, with an exposed bed.

Possible injury
Individuals with possible injuries include those with non-fatal injuries coded for injury nature as complaint of pain. Individuals with possible injuries also include those who do not meet the criteria for fatal, suspected serious injury (SSI), or suspected minor injury (SMI); who do not have an injury nature; and who are coded for injury status as possible or refused [treatment].

Primary factor
The single factorthat the investigating officer believes contributed primarily to the collision's occurrence. Each collision may have only one primary factor.

1. Driver—unsafe action: primary factors of following too closely, failure to yield right of way, unsafe backing, disregarding signal/regulatory sign, improper turning, speed too fast for weather conditions, unsafe lane movement, improper lane usage, unsafe speed, left of center, improper passing, and wrong way on one-way.
2. Driver—loss of control: primary factors of ran off road right,ran offroad left, and overcorrecting/oversteering.
3. Driver—distraction: primary factors of driver distracted (explained in narrative), cell phone usage, other telematics in use, and passenger distraction.
4. Driver—cognitive impairment: primary factors of driver asleep or fatigued, driver illness, alcoholic beverages, prescription drugs, and illegal drugs.
5. Environmental: primary factors of animal on roadway, roadway surface condition, view obstructed, other—environment, obstruction not marked,severe crosswinds, traffic control problem, holes/ruts in surface, glare, lane marking obscured,road under construction, and shoulder defective.
6. Vehicle-related: primary factors of brake failure or defective,tire failure or defective, insecure/leaky load,steering failure, accelerator failure or defective, engine failure or defective, oversize/overweight load, headlight defective or not on,tow hitch failure, and other lights defective, and other—vehicle.
7. All other: primary factors of other—driver (explained in narrative), pedestrian action, not a factor— driver, not a factor—vehicle, violation of license restriction, and not a factor—environment.
8. Unknown: primary factors of unknown and invalid.

Property-damage-only collision
A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries, but at least one vehicle or property was damaged. For the analysis in this report, these are collisions for which all individuals in a collision meet the criteria for not injured—null values in the injury status and injury nature fields.

Registered vehicles
The annual count of registered vehicles in a given location (e.g., county, state, nation).

Restraint use
Occupant use of available vehicle restraints, including lap belt, shoulder belt, automatic belt, and proper child restraints when applicable. This analysis is limited to drivers and injured passengers in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans. Pedestrians, pedalcyclists, and animal-drawn vehicle operators are excluded. Percentages are based on total counts that include passenger-vehicle drivers and passengers identified as restrained or unrestrained. People with unknown restraint use are excluded from calculations.

Roadway
The part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

Rollover
Any vehicle rotation of 90 degrees or more aboutany true longitudinal or lateral axis. This includes rollovers occurring as a first harmful event or subsequent event.

Seating position
The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

Semi-trailer
A trailer, other than a pole trailer, designed to carry property and built so that part of its weight rests upon or is carried by the power unit.

Semi-tractor
A motor vehicle consisting of a single power unit device designed primarily for pulling semi-trailers.

Single-unit truck
A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. Such a vehicle can have two axles and six tires on the ground, or three or more axles.

Speed-related
A collision is identified as speed-related if any one of the following conditions is met: (1) unsafe speed or speed too fast for weather conditionsislisted as either the primary or contributing factor of the collision; or (2) a vehicle driver isissued a speeding citation.

Sport utility vehicle (SUV)
A multipurpose motor vehicle—other than a pickup truck—designed to carry fewer than 10 people. An SUV is constructed on a truck chassis or with special features for occasional off-road operation. These vehicles generally are four-wheel-drive (4x4), have increased ground clearance, and have a gross vehicle weight rating (GVWR) of 10,000 pounds or less.

Suspected minor injury (SMI; formerly called a non-incapacitating injury)
An injury, other than a fatal or a suspected serious injury, which is evident to the officer at the scene of the crash and may require medical treatment, although hospitalization is usually not required. For the analysis in this report, SMI injuries include injuries coded for injury nature as abrasion, contusion, minor burn, minor bleeding, or other. Individuals with SMI injuries also include those who do not meet the criteria for fatal or serious suspected injury, who have no injury nature coded, and who have injury status coded as incapacitating or non-incapacitating.

Suspected serious injury (SSI; formerly called an incapacitating injury)
A non-fatal injury that prevents the injured person from walking, driving, or normally continuing activities they could perform before the injury occurred. Hospitalization is usually required. SSI injuries include non-fatal injuries with these injury nature codes—severed, internal, severe burn, severe bleeding, fracture/dislocation, crush injury, unconsciousness, and paralysis.

Traffic circle/roundabout
An intersection ofroads where vehicles musttravel around a circle to continue on the same road or to connect to an intersecting road.

Traffic control signal
Includesthe red, yellow, and green signal and/or a flashing signal.

Unit
Denotes a motor vehicle, pedestrian, pedalcyclist, or other entity involved in the collision.

Unsafe backing
Backing up increases the risk of a crash because it is much more difficult for drivers to see obstacles behind them and requires more space to maneuver. Common unsafe backing actions include improper body position,speed too fast, failure to yield and determine the path of travel is clear, failure to look back during the whole maneuver until the vehicle is completely stopped, and incorrect steering.

Van
A motor vehicle consisting primarily of a transport device that has a gross vehicle weight rating of 10,000 pounds or less and is basically a box on wheels. Vans are identifiable by their enclosed passenger and/or cargo area, step-up floor, and relatively short (or nonexistent) hood. Examples are passenger vans, cargo or delivery vans, and van-based mini-motor homes.

Vehicle miles traveled (VMT)
The annual vehicle distance traveled in miles (VMT).

Weekday
From 6 a.m. Monday to 5:59 p.m. Friday.

Weekend
From 6 p.m. Friday to 5:59 a.m. Monday.

Work zone

An area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs, and arrowboards mounted onto vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance, or utility work activity. It extends from the first warning sign,signal, or flashing lightsto the End Road Work sign or the last traffic control device pertinent to that work activity.

Work zones also include roadway sections with ongoing, mobile work activity,such as painting lane lines or mowing along the roadside. They are considered work zones only if warning signs or signals designate the beginning of the ongoing, mobile work activity.

Young driver

For the analysis in this report, a young driver is a driver of a motor vehicle between the ages of 15 and 20.

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