INDIANA
TRAFFIC SAFETY
FACTS

INDIANA CRASH FACTS 2025



INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE

INDIANA CRIMINAL JUSTICE INSTITUTE

INDIANA CRASH FACTS 2025

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.



INDIANA UNIVERSITY
PUBLIC POLICY INSTITUTE



TABLE OF CONTENTS

INTRODUCTION 1
PROBLEM IDENTIFICATION, 2025 4
COLLISIONS, 2025 18
NON-MOTORISTS, 2025 46
MOTORCYCLES, 2025 64
IMPAIRED DRIVING, 2025 82
SPEED, 2025 96
CHILDREN, 2025 112
YOUNG DRIVERS, 2025 124
OLDER DRIVERS, 2025 140
COUNTY COMPARISONS, 2025 154
DATA SOURCES AND OTHER REFERENCES 200
INDIANA OFFICER'S STANDARD CRASH REPORT 204
GLOSSARY 210

Authors

Jamie Palmer
Senior Policy Analyst
Indiana University Public Policy Institute

Lee Ruess
Program Analyst
Indiana University Public Policy Institute

Brendan Bow
Policy Analyst
Indiana University Public Policy Institute

ACKNOWLEDGEMENTS

Special thanks to the Indiana Criminal Justice Institute, the National Highway Traffic Safety Administration, the Federal Highway Administration (FHWA), the Indiana State Police, LexisNexis Coplogic Solutions, the Indiana Bureau of Motor Vehicles, the Indiana Department of Transportation, the Purdue University Center for Traffic Safety, and the Indiana University Business Research Center for their continued support and guidance throughout the process of creating these reports.

LIST OF TABLES

Table 2.1. Collisions in Indiana by severity, 2021–25 18

Table 2.2. Injuries in Indiana collisions by person type and injury severity, 2025 19

Table 2.3. Collisions in Indiana by month, 2024–25 22

Table 2.4. Collisions in Indiana by day of the week and time of day, 2025 23

Table 2.5. Collisions in Indiana by month and day, 2025 24

Table 2.6. Fatalities in collisions in Indiana by month and day, 2025 25

Table 2.7. Collisions in Indiana by month and collision circumstance, 2025 29

Table 2.8. Collisions in Indiana by day of the week and collision circumstance, 2025 30

Table 2.9. Collisions in Indiana by day, hour, and collision circumstances, 2025 31

Table 2.10. Collisions in Indiana by primary factor and collision severity, 2025 33

Table 2.11. Collisions in Indiana by severity and road parameters, 2025 38

Table 2.12. Collisions in Indiana by severity and manner of collision, 2025 39

Table 2.13. Collisions in Indiana by severity and environmental condition, 2025 40

Table 2.14. Collisions with deer in Indiana by month and hour of day, 2021–25 42

Table 2.15. Collisions in work zones in Indiana by day of the week and hour of the day, 2025 44

Table 3.1. Individuals in collisions in Indiana by person type and injury status, 2021–25 47

Table 3.2. Non-motorists in collisions in Indiana by age group, 2021–25 50

Table 3.3. Non-motorists with fatal and suspected-serious injuries in collisions in Indiana by age, 2021–25 51

Table 3.4. Percent of non-motorists involved in collisions in Indiana by person type, age group, and gender, 2021–25 52

Table 3.5. Non–motorists involved in collisions in Indiana by person type, time of day, and day of week, 2025 54

Table 3.6. Non-motorists in collisions in Indiana by month and injury status, 2024–25 56

Table 3.7. Non-motorists involved in collisions in Indiana by person type, action, and attributability, 2025 58

Table 3.8. Non-motorists in collisions in Indiana by person type, injury status, and driver alcohol impairment, 2021–25 60

Table 3.9. Impaired non-motorists in collisions in Indiana by person type and injury status, 2021–25 60

Table 4.1. Motorcycle collisions in Indiana by single-vehicle and multiple-vehicle involvement, 2021–25 65

Table 4.2. Motorcyclists in collisions in Indiana by injury status, 2021–25 66

Table 4.3. Total and motorcycle collisions in Indiana by month, 2021–25 69

Table 4.4. Total and motorcycle collisions in Indiana by day of week, 2021–25 70

Table 4.5. Motorcycle collisions by day of week and time of day, 2025 71

Table 4.6. Motorcyclists in collisions in Indiana by type of motorized vehicle, 2024–25 73

Table 4.7. Motorcycle operators in collisions in Indiana, by alcohol impairment and severity, 2021–25 74

Table 4.8. Motorcyclist helmet use in collisions in Indiana by age group, gender, and injury status, 2021–25 76

Table 4.9. Characteristics of motorcycle collisions in Indiana by severity, environmental condition, and road parameter, 2025 78

Table 5.1. Alcohol-impaired collisions and injuries in Indiana, 2021–25 83

Table 5.2. Drivers in fatal and suspected-serious-injury collisions in Indiana by substance test given and reported results, 2021–25 84

Table 5.3. Drivers in fatal collisions in Indiana by substance test given and reported results, 2021–25 85

Table 5.4. Drivers in fatal and suspected-serious-injury collisions in Indiana who were tested for alcohol or other substances by age, 2025 86

Table 5.5. Drivers in fatal collisions in Indiana by alcohol impairment and driver age, 2021–25 87

LIST OF TABLES

Table 5.6. Drivers in fatal collisions in Indiana by alcohol impairment and gender, 2021–25 88

Table 6.1. Collisions in Indiana by speed involvement, speed-related criteria, and collision severity, 2021–25 97

Table 6.2. Individuals in collisions in Indiana by speed involvement and injury status, 2021–25 98

Table 6.3. Total and speed-related collisions in Indiana by month, 2021–25 100

Table 6.4. Total and speed-related collisions in Indiana by day of the week, 2021–25 101

Table 6.5. Speed-related collisions in Indiana by day of week and time of day, 2025 102

Table 6.6. Percent of drivers speeding in collisions in Indiana by age and gender, 2021–25 103

Table 6.7. Drivers in collisions in Indiana by age, speed involvement, and alcohol impairment, 2025 105

Table 7.1. Children in collisions in Indiana by injury status and age group, 2021–25 114

Table 7.2. Child traffic injuries in Indiana, 2025 116

Table 7.3. Children killed or injured in collisions in Indiana by injury status and person type, 2021–25 117

Table 8.1. Injury status for individuals in collisions in Indiana by young-driver involvement, 2021–25 127

Table 8.2. Drivers killed in collisions per 10,000 licensed drivers in Indiana by gender and age, 2021–25 129

Table 8.3. Young-driver seat belt use in passenger vehicles in collisions in Indiana by injury status, 2021–25 130

Table 8.5. Young motorcycle operators and their passengers in collisions in Indiana by type of motorized vehicle, 2024–25 132

Table 9.1. Injury status for individuals in collisions in Indiana involving older drivers, 2021–25 142

Table 9.2. Seat belt use among older drivers in passenger-vehicle collisions in Indiana by injury status, 2021–25 145

Table 9.3. Older motorcycle operators and their passengers in collisions in Indiana by type of motorized vehicle, 2024–25 147

Table 10.1. Collisions in Indiana by severity and county, 2025 155

Table 10.2. Individuals in collisions in Indiana by injury status and county, 2025 159

Table 10.3. Motorcyclists involved in collisions in Indiana by injury status and county, 2025 164

Table 10.4. Alcohol-impaired collisions in Indiana by severity and county, 2025 168

Table 10.5. Speed-related collisions in Indiana by severity and county, 2025 172

Table 10.6. Young drivers in Indiana collisions by injury status and county, 2025 178

Table 10.7. Older drivers in Indiana collisions by injury status and county, 2025 183

Table 10.8. Passenger-vehicle drivers and passengers in collisions in Indiana by injury status, known restraint use, and county, 2025 188

Table 10.9. County ranks by collision metric, 2025 195

LIST OF FIGURES

Figure 1.1. Fatalities in collisions in Indiana, 2021–25 5

Figure 1.2. Non-fatal injuries in collisions in Indiana, 2021–25 5

Figure 1.3. Fatality rates, fatalities, and non-fatal injuries in collisions in Indiana by locale type, 2025 6

Figure 1.4. Non-motorists killed in collisions by person type, 2021–25 7

Figure 1.5. Motorcyclists killed in collisions in Indiana, 2021–25 8

Figure 1.6. Helmet use by motorcyclists killed in collisions in Indiana, 2021–25 8

Figure 1.7. Alcohol-impaired traffic fatalities in Indiana as a percent of total traffic fatalities, 2021–25 9

Figure 1.8. Alcohol-impaired drivers as a percent of drivers in fatal collisions who were tested for BAC by vehicle type, 2025 10

Figure 1.9. Speed-related collisions in Indiana, 2021–25 11

Figure 1.10. Fatal speed-related collisions in Indiana, 2021–25 11

Figure 1.11. Child fatalities and fatal injury rates per 1,000 children involved in collisions in Indiana, 2021–25 12

Figure 1.12. Drivers in collisions per 10,000 licensed drivers in Indiana by age group, 2025 13

Figure 1.13. Young drivers killed in collisions in Indiana, 2021–25 13

Figure 1.14. Older individuals with fatal and suspected-serious injuries in collisions per 10,000 population by person type, 2021–25 14

Figure 1.15. Comparison of observed seat belt usage rates in Indiana and the United States by vehicle type, 2021–25 15

Figure 1.16. Restraint use among passenger vehicle occupants in collisions in Indiana by injury status and locale type, 2025 16

Figure 2.1. Fatal collisions in Indiana, 2021–25 18

Figure 2.2. Vehicles involved in collisions in Indiana by vehicle type, 2023–25 20

Figure 2.3. Collisions in Indiana by month, 2024–25 21

Figure 2.4. Collisions in Indiana by month and day/night, 2025 26

Figure 2.5. Fatal collisions in Indiana by month and day/night, 2025 26

Figure 2.6. Collisions in Indiana by collision circumstances, 2021–25 28

Figure 2.7. Collisions in Indiana by severity and primary factor category, 2025 34

Figure 2.8. Fatal injury rates and distribution of collisions in Indiana by locale type, 2025 35

Figure 2.9. Fatal injury rates and distribution of collisions in Indiana by road class, 2025 36

Figure 2.10. Collisions with deer in Indiana, 2021–25 41

Figure 2.11. Work zone collisions in Indiana, 2021–25 43

Figure 2.12. Work zone collisions in Indiana by month, 2025 43

Figure 3.1. Non-motorists in collisions in Indiana and fatality rate by person type, 2021–25 48

Figure 3.2. Fatalities as a percent of all involved in collisions in Indiana by person type, 2021–25 48

Figure 3.3. Non-motorists in collisions in Indiana by person type and month, 2025 55

Figure 3.4. Percent of non-motorists involved in collisions in Indiana by person type, age group, and gender, 2021–25 57

Figure 3.5. Non-motorists in collisions in Indiana by speed involvement and injury rate and severity, 2021–25 61

Figure 4.1. Motorcycle collisions in Indiana by single-vehicle and multiple-vehicle involvement, 2021–25 64

Figure 4.2. Motorcyclist fatalities as a percent of all fatalities in collisions in Indiana, 2021–25 67

Figure 4.3. Motorcycle collisions in Indiana by month, 2025 72

Figure 4.4. Motorcycle collisions in Indiana by hour of the day, 2025 72

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, 2025 75

LIST OF FIGURES

Figure 4.6. Helmet usage among motorcyclists in collisions in Indiana by injury status and locale type, 2025 77

Figure 4.7. Motorcycle collisions in Indiana by light and weather conditions, 2025 79

Figure 4.8. Motorcycle collisions in Indiana by road parameter, 2025 80

Figure 5.1. Fatalities in collisions in Indiana by alcohol impairment, 2021–25 82

Figure 5.2. Fatalities in alcohol-impaired collisions in Indiana by gender, 2021–25 89

Figure 5.3. Fatalities and non-fatal injuries in alcohol-impaired collisions in Indiana by month, 2021–25 90

Figure 5.4. Fatal and suspected-serious injuries in alcohol-impaired collisions in Indiana by day of week and time of day, 2021–25 91

Figure 5.5. Percent of fatal and suspected-serious injuries in alcohol-impaired collisions in Indiana by day of week and time of day, 2021–25 91

Figure 5.6. Fatal collisions in Indiana by alcohol impairment and locale type, 2021–25 92

Figure 5.7. Fatal collisions in Indiana by alcohol impairment and road class, 2021–25 93

Figure 6.1. Speed-related collisions in Indiana, 2021–25 98

Figure 6.2. Fatalities in speed-related collisions in Indiana, 2021–25 99

Figure 6.3. Speeding drivers in collisions in Indiana by alcohol impairment, 2021–25 104

Figure 6.4. Restraint use rates among passenger-vehicle occupants in collisions in Indiana by speed involvement and injury status, 2021–25 106

Figure 6.5. Percent of vehicle drivers speeding in collisions in Indiana by vehicle type, 2023–25 107

Figure 6.6. Injury rates per 1,000 occupants in collisions in Indiana by speed involvement and vehicle type, 2025 108

Figure 6.7. Total and fatal collisions in Indiana by speed involvement and locale type, 2025 109

Figure 6.8. Total and fatal collisions in Indiana by speed-involvement and road class, 2025 110

Figure 7.1. Child fatalities and fatal injury rates in collisions in Indiana, 2021–25 113

Figure 7.2. Child fatalities and fatal injury rates per 100,000 child population in collisions in Indiana, 2021–25 115

Figure 7.3. Children in collisions in Indiana by person type, 2025 116

Figure 7.4. Restraint use among children in collisions in Indiana by age group, 2021–25 118

Figure 7.5 Children in passenger-vehicle collisions in Indiana by injury status, seating position, and restraint use, 2025 119

Figure 7.6. Restraint use among child occupants in collisions in Indiana by driver seat belt use, 2021–25 120

Figure 7.7. Children in alcohol-impaired collisions in Indiana, 2021–25 121

Figure 7.8. Children involved in collisions in Indiana by locale type, 2025 122

Figure 8.1. Collisions in Indiana by young-driver involvement, 2021–25 125

Figure 8.2. Fatal collisions in Indiana by young-driver involvement, 2021–25 126

Figure 8.3. Drivers in collisions per 10,000 licensed drivers in Indiana by age group, 2025 126

Figure 8.4. Percent of young-driver passengers in collisions in Indiana by age group, 2021–25 128

Figure 8.5. Young drivers and their passengers in passenger-vehicle collisions in Indiana by injury status, seating position, and restraint use, 2025 131

Figure 8.6. Helmet used among young motorcyclists by gender and injury status, 2021–25 133

Figure 8.7 Percent of young drivers speeding in collisions in Indiana by gender, 2021–25 134

Figure 8.8. Alcohol-impaired drivers in collisions per 10,000 licensed drivers in Indiana by age, 2025 135

Figure 8.9. Young drivers in collisions in Indiana by vehicle type, injury severity, and single-and multiple-vehicle involvement, 2025 136

Figure 8.10. Young drivers in collisions in Indiana by locale type, 2025 137

LIST OF FIGURES

Figure 8.11. Young drivers in collisions in Indiana by road class, 2025 138

Figure 9.1. Collisions in Indiana by older-driver involvement, 2021–25 140

Figure 9.2. Fatal collisions in Indiana by older-driver involvement, 2021–25 141

Figure 9.3. Non-driver Individuals aged 65 and over in collisions in Indiana by person type, 2025 143

Figure 9.4. Older drivers killed in collisions per 10,000 licensed drivers in Indiana by gender and age group, 2021–25 144

Figure 9.5. Older driver seat belt use in passenger-vehicle collisions in Indiana by gender and age, 2021–25 146

Figure 9.6. Older motorcyclist helmet use in collisions in Indiana by gender and injury status, 2021–25 148

Figure 9.7. Percent of older drivers speeding in collisions in Indiana by age and gender, 2021–25 149

Figure 9.8. Older drivers in collisions in Indiana by locale type, 2025 151

Figure 9.9. Older drivers in collisions in Indiana by roadway class, 2025 152

LIST OF MAPS

Map 10.1. Collisions per 100 million vehicle miles traveled by county and ICJI Traffic Safety Division service region, 2025 158

Map 10.2. Traffic fatalities in Indiana per 100,000 population by county and ICJI Traffic Safety Division service region, 2025 162

Map 10.3. Motorcyclists in collisions in Indiana per 1,000 individuals involved in collisions by county and ICJI Traffic Safety Division service region, 2025 167

Map 10.4. Alcohol-impaired collisions in Indiana per 10,000 licensed drivers by county and ICJI Traffic Safety Division service region, 2025 171

Map 10.5. Percent of collisions in Indiana that were speed-related by county and ICJI Traffic Safety Division service region, 2025 175

Map 10.6. Child injuries in collisions in Indiana per 1,000 child population by county and ICJI Traffic Safety Division service region, 2025 176

Map 10.7. Young drivers involved in collisions in Indiana per 1,000 licensed young drivers by county and ICJI Traffic Safety Division service region, 2025 181

Map 10.8. Older drivers involved in collisions in Indiana per 1,000 licensed older drivers by county and ICJI Traffic Safety Division service region, 2025 186

Map 10.9. Percent of unrestrained injured passenger-vehicle occupants in collisions in Indiana by county and ICJI Traffic Safety Division service region, 2025 191

Map 10.10. Percent of collisions in Indiana that involved a hit-and-run driver by county and ICJI Traffic Safety Division service region, 2025 192

Map 10.11. Percent of county collisions in Indiana that involved deer by county and ICJI Traffic Safety Division service region, 2025 193

Map 10.12. Work zone collisions in Indiana per 1,000 total county collisions by county and ICJI Traffic Safety Division service region, 2025 194

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 policymakers 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 2025—is one in a series of Indiana Traffic Safety Facts publications produced by PPI. The series also includes Indiana County Profiles 2025 and a series of topical issue briefs.

The analysis in Indiana Crash Facts 2025 is organized in 10 chapters—problem identification, collisions, non-motorists, motorcycles, impaired driving, speed, children, young drivers, older drivers, and county comparisons. A chapter exploring older drivers has been added for the 2025 report, and the previous Children and Young Drivers chapter has been split into two separate chapters. 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 for each topic are based on publications released by the U.S. National Highway Traffic Safety Administration (NHTSA).

Data

This analysis of Indiana traffic collisions relies primarily on data from the Automated Reporting Information Exchange System (ARIES), a database maintained by the Indiana State Police. The data PPI used to create this report was downloaded on March 12, 2026. 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, 2026, vehicle miles traveled (VMT) data from the Indiana Department of Transportation (INDOT), 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.

Starting with the current series of analyses that newly include 2025 crash data, the data has been adjusted for the additions and exclusions to fatalities identified by the Indiana Criminal Justice Institute Fatality Analysis Reporting System (FARS) analysts as being identified in ARIES records with an injury less severe than fatal or not meeting the standards for inclusion in the FARS database for 2021–25 crashes. The FARS data was received on February 19, 2026. The fatalities reported in this report may differ from those reported by FARS due to changes made to the 2025 FARS data after it was received, fatalities reported by the Department of Natural Resources in a different data system, and the removal of relevant records from ARIES.

This analysis used all collisions recorded in the ARIES database for the years included, except for those that FARS analysts determined did not occur on a trafficway. The collisions reported here still include many that occurred in locations that were not trafficways (e.g., a non-trafficway area of a parking lot, in a private driveway, or an off-road area). The research team is still working to identify a more reliable method for fully excluding these crashes.

Data discrepancies may exist between this and the immediately preceding series of reports for several reasons described below. Information about changes made before the current set of reports is documented in glossary definitions and in the earlier reports.

- The ARIES database is dynamic. Records can be updated at any time with new or corrected information. Records can also be removed. Corrections made after the data was downloaded annually are not reflected in the corresponding analyses.
- As described above and applicable to the most current analysis, fatalities have been adjusted based on the ICJI FARS analysis, and some collisions with fatalities have been excluded because they did not occur within a trafficway.
- The method used to classify collisions inside and outside incorporated cities and towns has been adjusted. Previously, the research team used the data recorded directly by officers. This data was often inaccurate. Starting with the current analysis, the team utilized the latitude and longitudinal coordinates recorded in ARIES, together with the municipal boundary data from IndianaMap, to identify collisions occurring within individual incorporated cities and towns or within unincorporated areas in each county. Collisions classified as unknown include incidents identified as occurring within a county but with no available coordinates. This change affects principally the analysis in the County Profiles report.
- The variable methodology was adjusted for two variables. First, the combination of collision and unit road character data has been adjusted to correct for an interpretation error. This affects only Table 2.11 in the Collisions chapter. Second, the variable methodology used to establish whether a driver was restrained when analyzing child restraint use has been adjusted to correct an error. This affects only Figure 7.6 in the Children chapter.



INDIANA TRAFFIC SAFETY FACTS

PROBLEM IDENTIFICATION

PROBLEM IDENTIFICATION, 2025

The Traffic Safety Division of the Indiana Criminal Justice Institute (ICJI) develops a set of benchmarks to assess the state of traffic safety in Indiana as part of the Triennial Highway Safety Plan (3HSP). These benchmarks correspond to National Highway Traffic Safety Administration (NHTSA) priority program areas and target fatal and injury collisions related 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 Highway Safety Plan—FY 2024–FY 2026.[1]

ICJI also works closely with INDOT to ensure consistency in goal setting between the 3HSP—which approaches traffic safety from a policy and law enforcement perspective—and INDOT's Strategic Highway Safety Plan,[2] which approaches traffic safety from an engineering and transportation planning perspective. Although current NHTSA requirements do not require the targets in the Triennial Safety Plan and the Strategic Highway Safety Plan to align, ICJI maintains the same targets in both plans 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.

GOAL: Reduce fatalities and serious bodily injuries in collisions

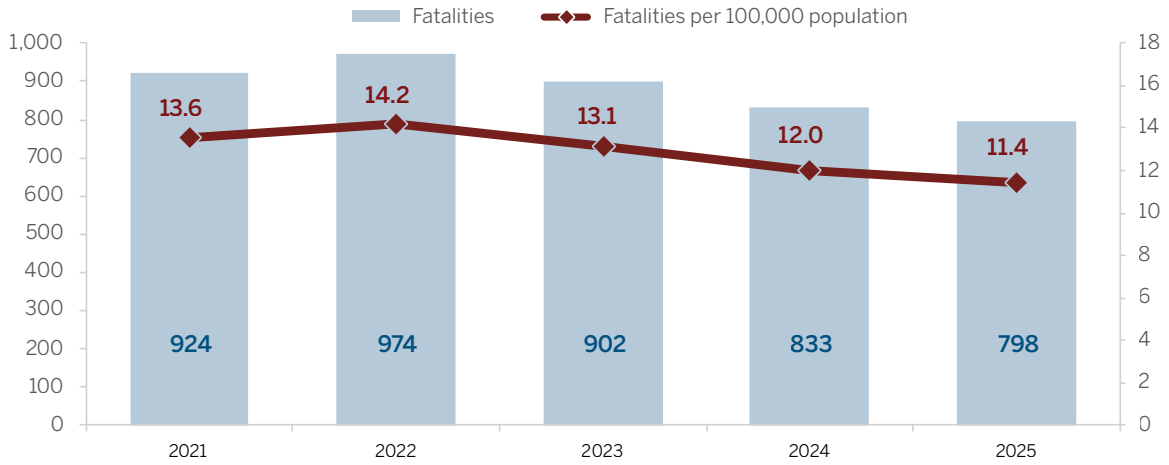
The 798 traffic deaths recorded in Indiana before 2025 were the lowest number during the 2021–25 five-year period. The fatality rate also declined from 14.2 per 100,000 population in 2022 to 11.4 in 2025. (Figure 1.1).

Non-fatal injuries in collisions declined from 44,034 in 2024 to 43,298 in 2025 (Figure 1.2). The rate of non-fatal traffic injuries declined slightly from 635.0 per 100,000 population to 620.9 in 2025. The lowest number and rate for non-fatal injuries during the 2021–25 five-year period occurred in 2022, with 42,451, or 620.5 per 100,000. The highest number and rate for the five-year period occurred in 2023, with 43,786 injuries and 636.3 per 100,000.

In 2025, fatalities were more likely than non-fatal traffic injuries to occur outside urban areas. Suburban, exurban, and rural areas accounted for 58% of traffic fatalities, but only 32% of non-fatal injuries (Figure 1.3). By contrast, urban areas accounted for 42% of fatalities and 68% of non-fatal injuries. Fatality rates per 1,000 individuals in collisions were substantially higher in suburban (4.4), exurban (5.4), and rural (5.5) areas than in urban areas (1.2).

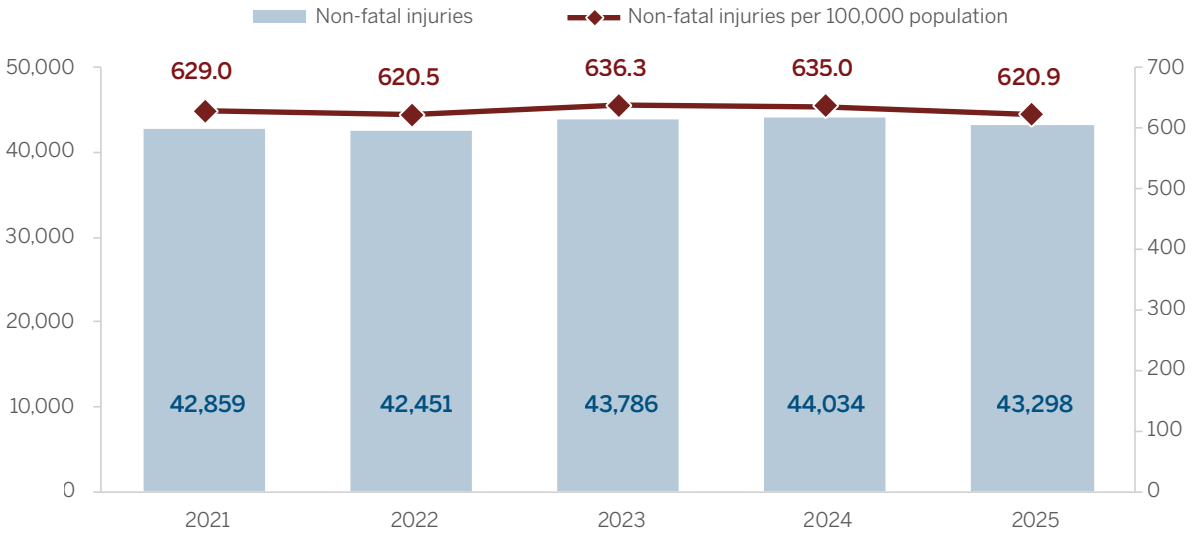
[1] ICJI, 2024.
[2] INDOT, 2022.

Figure 1.1. Fatalities in collisions in Indiana, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2025 state population estimates, released January 2026.

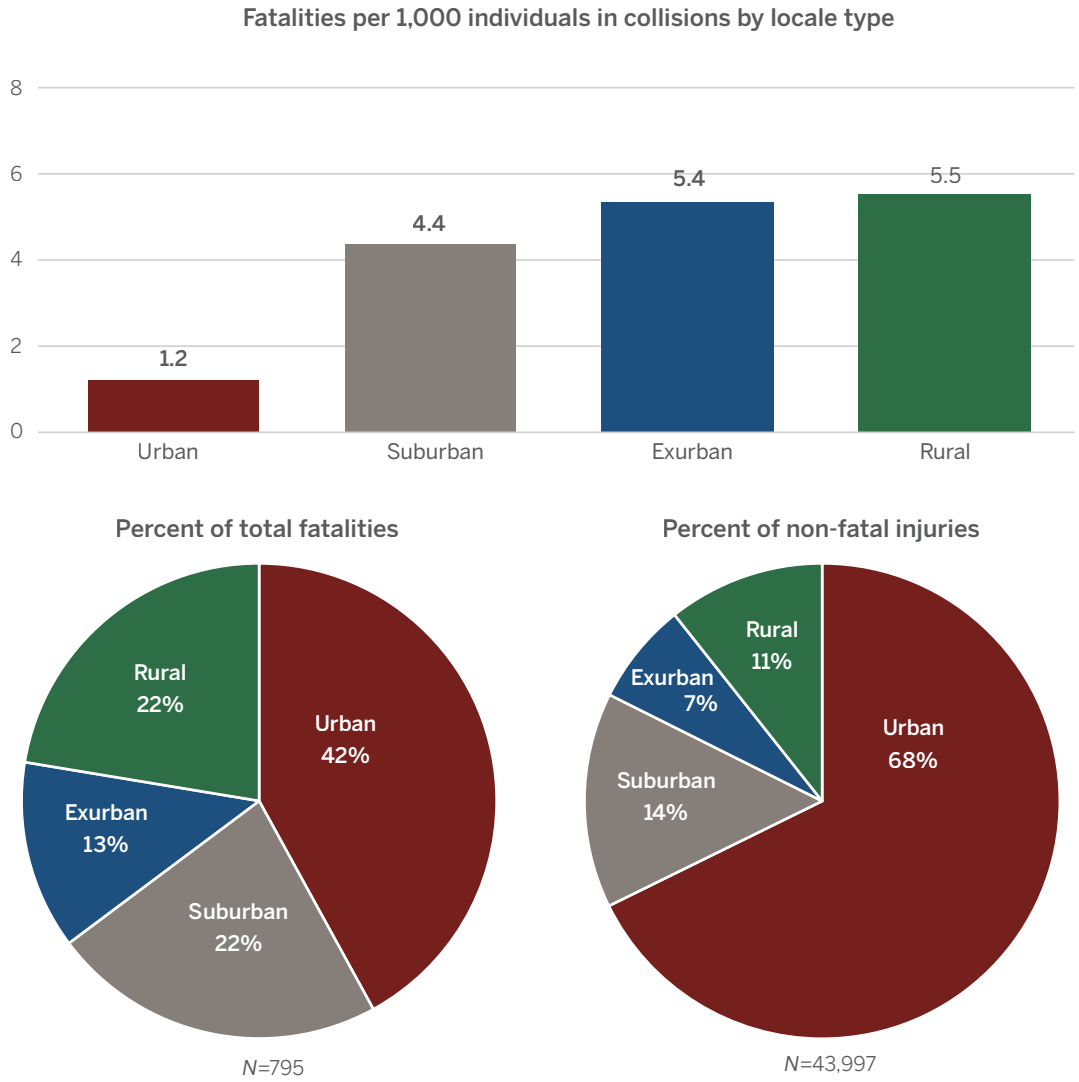
Figure 1.2. Non-fatal injuries in collisions in Indiana, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2025 state population estimates, released January 2026.

Note: Non-fatal injuries include injuries defined as suspected-serious, suspected minor, or possible.

Figure 1.3. Fatality rates, fatalities, and non-fatal injuries in collisions in Indiana by locale type, 2025



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

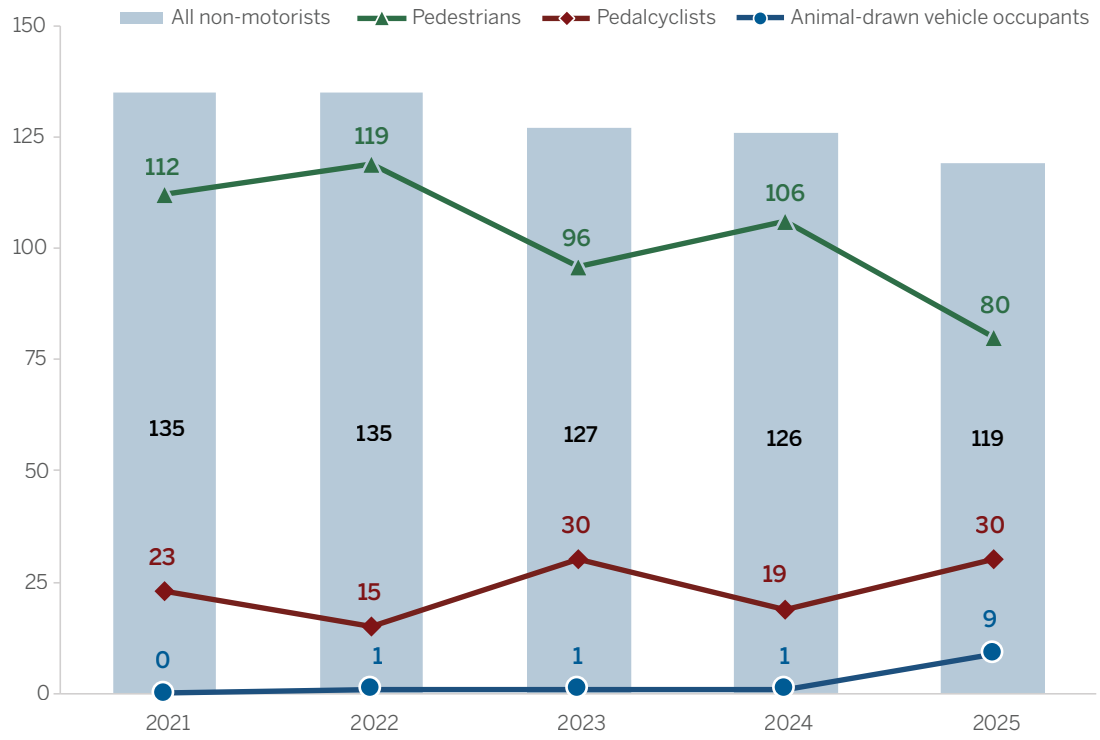
Notes:

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.
3) Excludes fatalities and injuries for which the locale type cannot be determined.
4) Percentages may add to more or less than 100% due to rounding.

GOAL: Reduce fatalities among non-motorists in collisions

In 2025, 119 non-motorists—pedestrians, pedalcyclists, and animal-drawn vehicle occupants—were killed in collisions, the lowest number of non-motorist fatalities during the 2021–25 five-year period. Among non-motorists, pedestrians accounted for the most fatalities. From 2021–25, the number of pedestrian fatalities peaked at 119 in 2022. Over the same period, the number of pedalcyclist deaths in collisions peaked in 2023 and 2025 at 30 each year. Nine animal-drawn vehicle occupants were killed in collisions in 2025, a substantial increase from the single death in each of the three previous years (Figure 1.4).

Figure 1.4. Non-motorists killed in collisions by person type, 2021–25



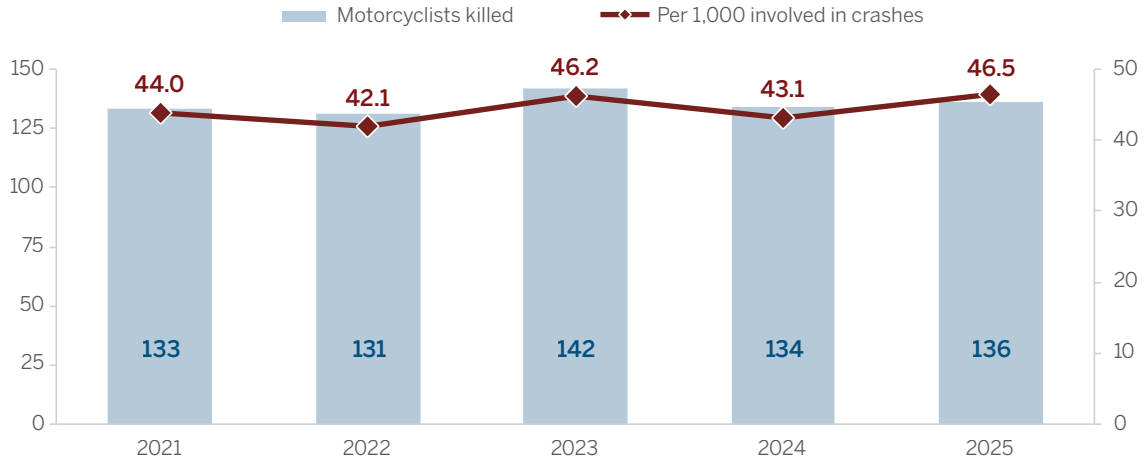
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

GOAL: Reduce motorcyclist fatalities and unhelmeted fatalities in collisions

There were 136 motorcyclist fatalities in Indiana in 2025—a slight increase from 134 in 2023, but lower than the five-year high in 2023 at 142 (Figure 1.5). The fatality rate per 1,000 motorcyclists involved in collisions reached a five-year high in 2025 at 46.5.

The Indiana motorcycle helmet law applies only to operators and passengers under age 18 and to operators holding a learner's permit. In 2025, 38.6% of motorcyclists in collisions wore helmets, while only 34.6% of fatally-injured motorcyclists wore helmets (Figure 1.6).

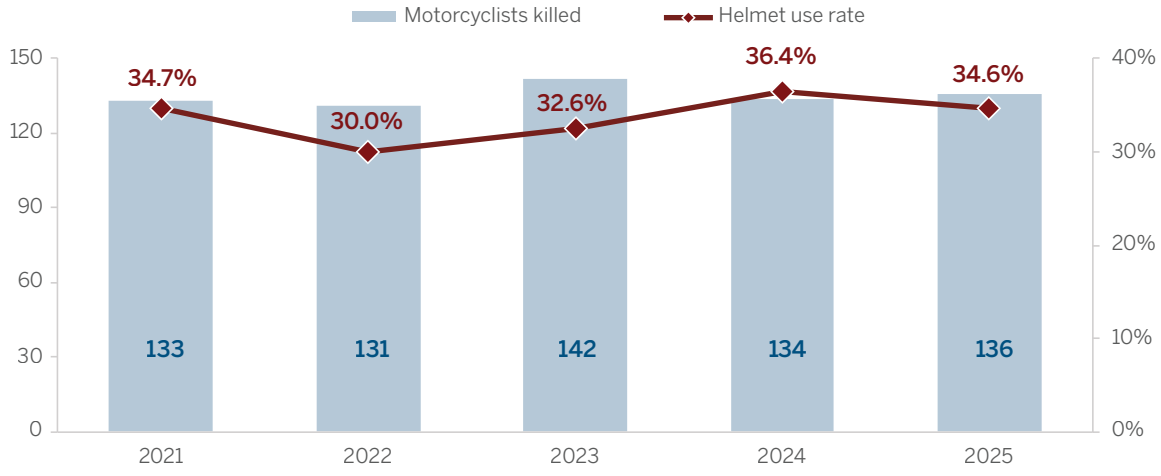
Figure 1.5. Motorcyclists killed in collisions in Indiana, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

Figure 1.6. Helmet use by motorcyclists killed in collisions in Indiana, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

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

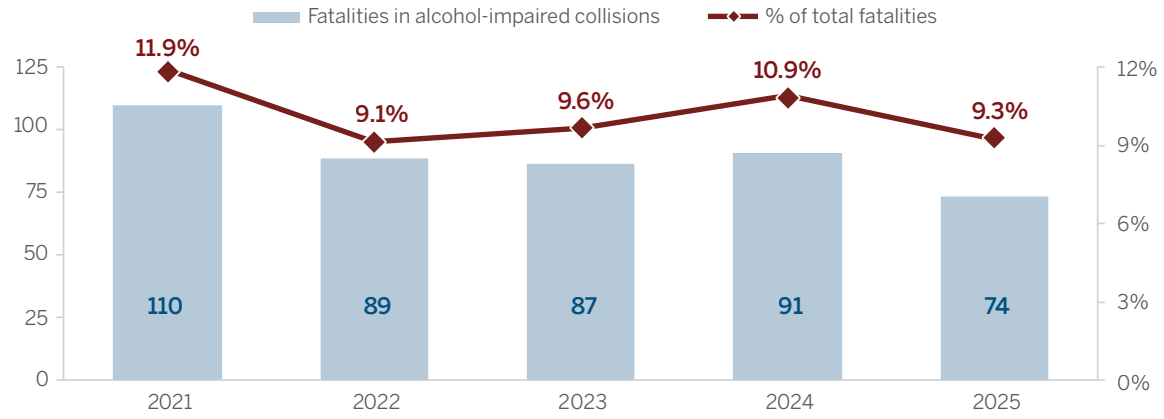
2) Only helmet, no helmet, and none entries for safety equipment use are used to calculate helmet use

GOAL: Reduce impaired driving[3]

In 2025, 74 individuals died in crashes that involved one or more alcohol-impaired drivers, the lowest number for the 2021–25 five-year period (Figure 1.7). The number and proportion of Indiana traffic fatalities that involved an impaired driver during the five-year period peaked in 2021 at 110 and 11.9%. According to the most recent publication available utilizing the NHTSA's Fatality Analysis Reporting System, 25% of fatal collisions involved an alcohol-impaired driver.[4,5]

Among drivers tested for blood alcohol concentration (BAC) in 2025, 9.8% of drivers in fatal collisions and 14.6% of drivers in suspected-serious-injury collisions 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 2025 fatal crashes who were tested for BAC, sport utility vehicle drivers (13.3%) and motorcycle operators (13.2%) had the highest rates of alcohol impairment (Figure 1.8).

Figure 1.7. Alcohol-impaired traffic fatalities in Indiana as a percent of total traffic fatalities, 2021–25

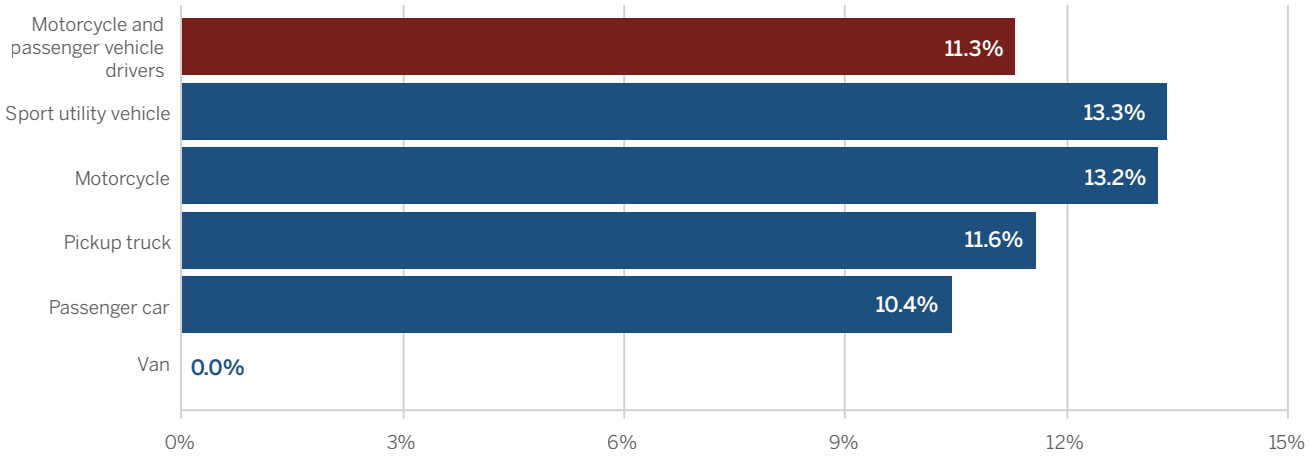


Source: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2025.

Note: A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved. BAC results greater than 0.59 g/dL are treated as invalid.

[3] See the discussion regarding data limitations in the Impaired Driving chapter.
[4] NHTSA National Center for Statistics and Analysis, 2026b.
[5] NHTSA estimates BACs when alcohol tests are unknown.

Figure 1.8. Alcohol-impaired drivers as a percent of drivers in fatal collisions who were tested for BAC by vehicle type, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

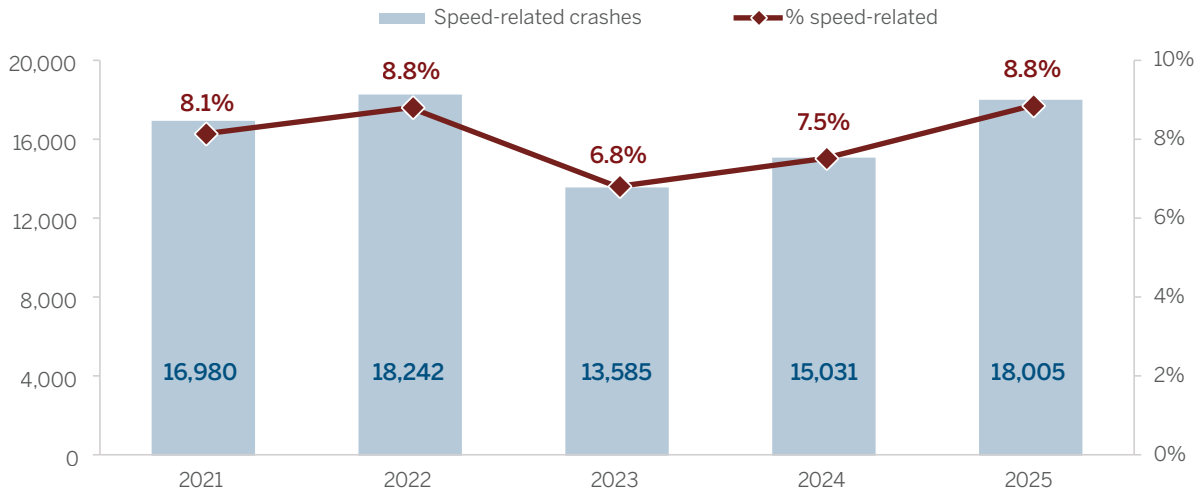
Notes:

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 are 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: Reduce drivers speeding in crashes

Speed-related collisions in Indiana increased from 13,585 in 2023 to 18,005 in 2025 (Figure 1.9). Fatal speed-related collisions decreased year-over-year from 263 in 2022 to 191 in 2025. In 2024, 8.8% of collisions were speed-related compared to 25.8% of fatal collisions (Figures 1.9 and 1.10). The percentage of all collisions that were speed-related increased from 2023 to 2025. The percentage of fatal collisions that were speed-related decreased from 2022 to 2024 but increased slightly in 2025.

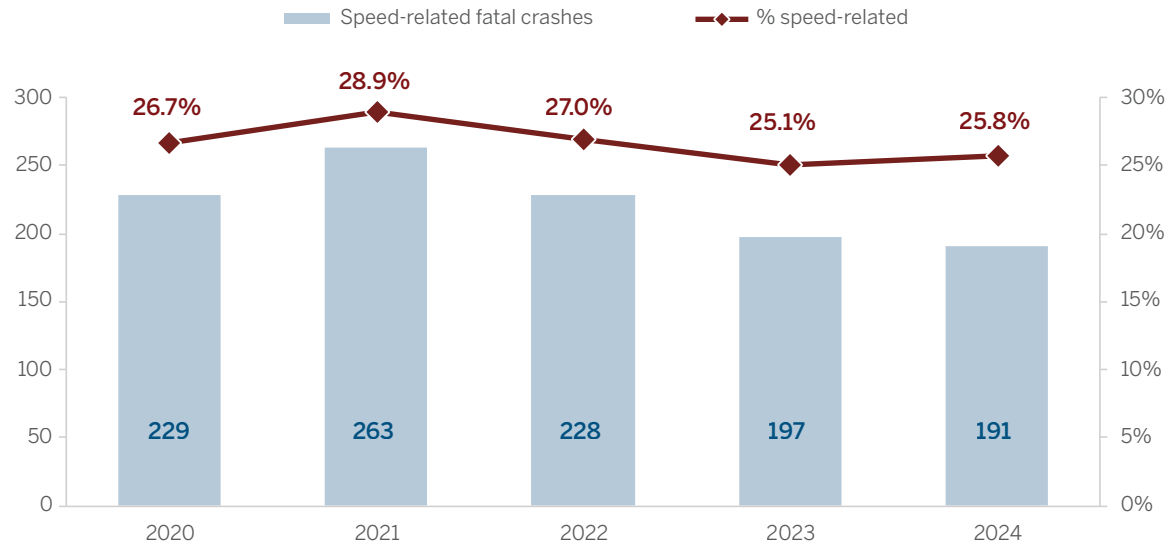
Figure 1.9. Speed-related collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 1.10. Fatal speed-related collisions in Indiana, 2021–25



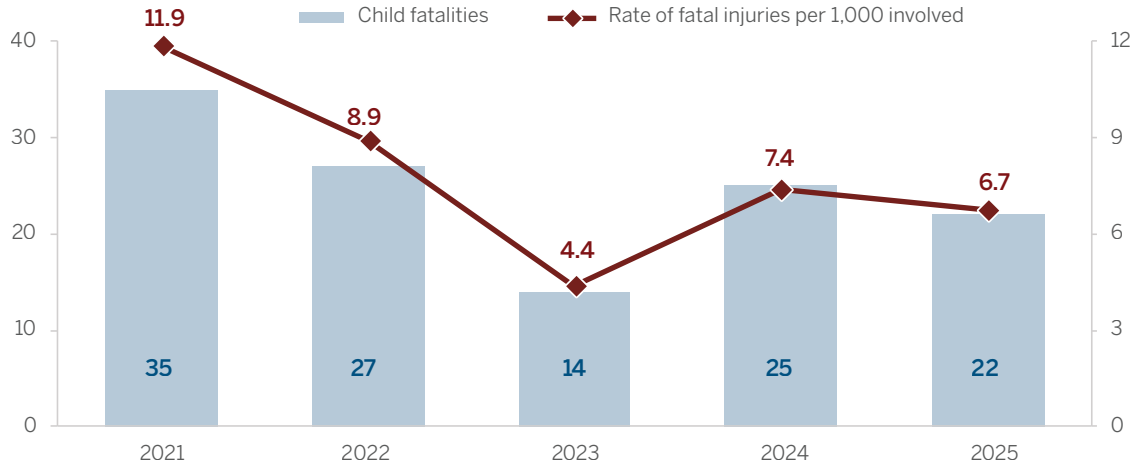
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 child fatalities and serious injuries in crashes

Children killed in crashes decreased from 25 in 2024 to 22 in 2025 (Figure 1.11). The rate of fatal injuries per 1,000 children in collisions declined from 7.4 in 2024 to 6.7 in 2025, continuing a general downward trend that began in 2021.

Figure 1.11. Child fatalities and fatal injury rates per 1,000 children involved in collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

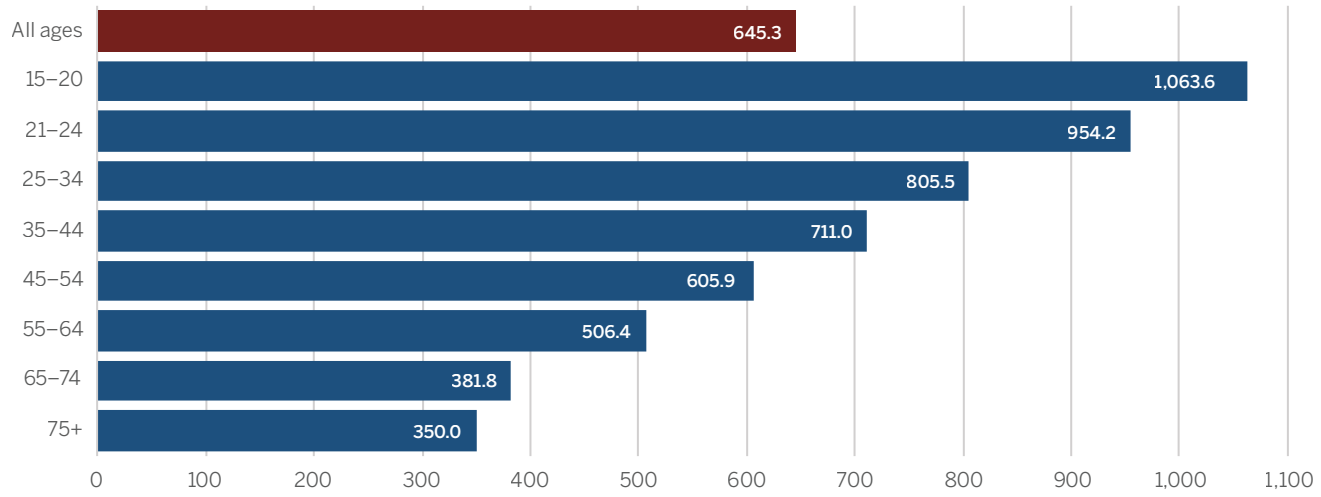
Note: Includes all individuals aged 0–14 who are identified as injured occupants, pedestrians, pedalcyclists, and occupants of animal-operated vehicles, as well as drivers aged 6–14. See glossary for a full explanation.

GOAL: Reduce young-driver involvement in fatal crashes

In 2025, as in previous years, drivers aged 15 to 20 were involved in collisions at a rate that was 1.5 times higher than that of drivers of all ages and higher than any other age group (Figure 1.12). 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.[6]

The number of young drivers involved in collisions increased slightly from 38,675 in 2024 to 39,469 in 2025 (Table 8.1 in the Young Drivers chapter). Despite this increase, the number of young drivers killed in collisions decreased from a five-year high of 66 in 2023 to 46 in 2025 (Figure 1.13). The fatality rate per 100,000 young, licensed drivers also decreased from a five-year high in 2023 at 18.6 to 12.4 in 2025.

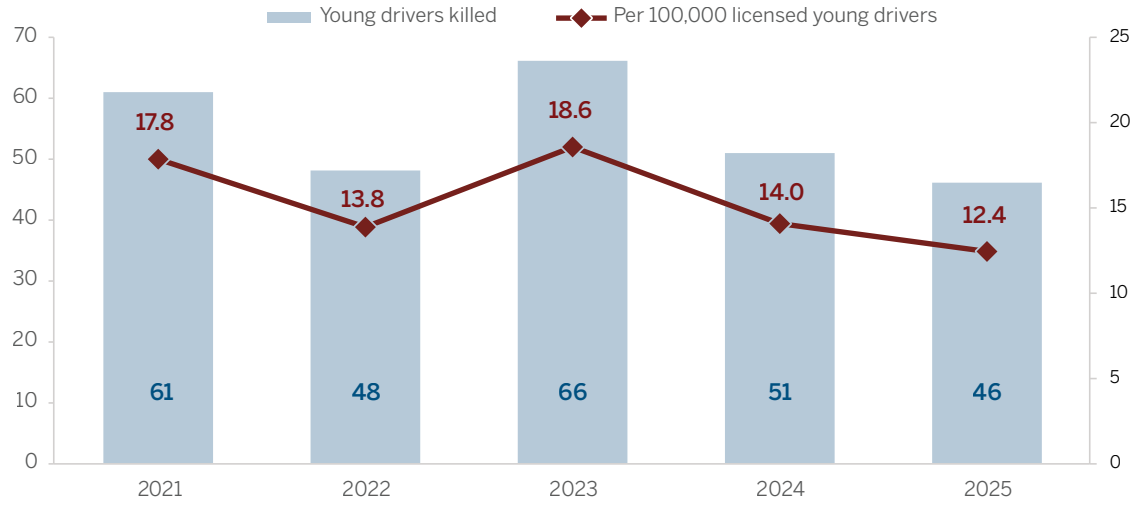
Figure 1.12. Drivers in collisions per 10,000 licensed drivers in Indiana by age group, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, downloaded March 24, 2026.

Note: Excludes drivers with invalid ages and drivers aged 14 and younger.

Figure 1.13. Young drivers killed in collisions in Indiana, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, downloaded March 24, 2026.

Notes:

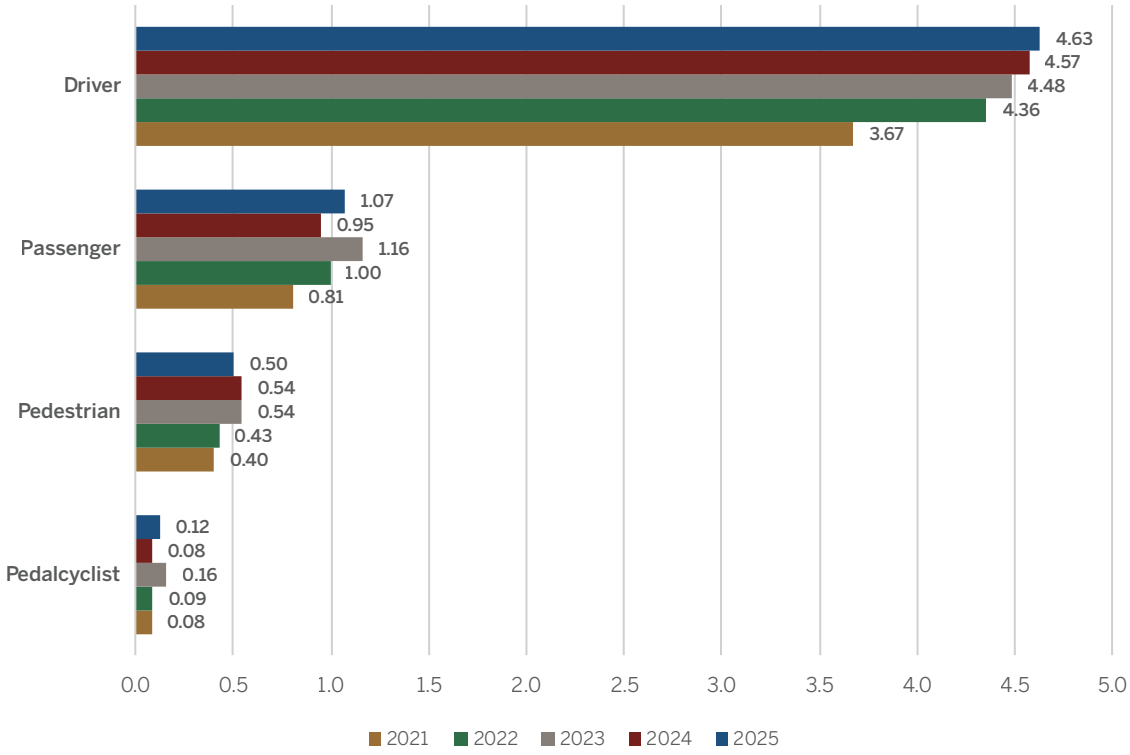
1) Young drivers include drivers aged 15–20.
2) Non-motorist vehicle types—pedestrians, pedalcyclists, and animal-drawn vehicles—are excluded.

[6] Kirley, et al., 2023.

GOAL: Reduce fatal and suspected-serious injuries for older individuals in crashes

As part of state highway safety planning, the U.S. Federal Highway Administration (FHWA) requires states to track the number of older drivers and pedestrians who sustain fatal and suspected-serious injuries in collisions. Figure 1.14 shows the rate of fatal and suspected-serious injuries among older individuals in collisions per 10,000 population.[7] The rate for drivers increased consistently between 2021 and 2025 to 4.63 in 2025. The rate for pedestrians was 0.54 in 2023 and 2024 but decreased slightly to 0.50 in 2025. There was no clear trend for older vehicle passengers and pedalcyclists from 2021–25; both reached a five-year high in 2023. Between 2021 and 2025, there were 12 older animal-drawn vehicle occupants with fatal or suspected-serious injuries in collisions.

Figure 1.14. Older individuals with fatal and suspected-serious injuries in collisions per 10,000 population by person type, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026; and the U.S. Census Bureau, Annual estimates of the resident population by single-year of age and sex—Indiana: April 1, 2020–July 1, 2024, released in June 2026.

Notes:

1) Animal-drawn vehicle occupants have been excluded.

2) The most recent state population estimates available by age are for 2024. The 2024 calculations use 2025 estimates.

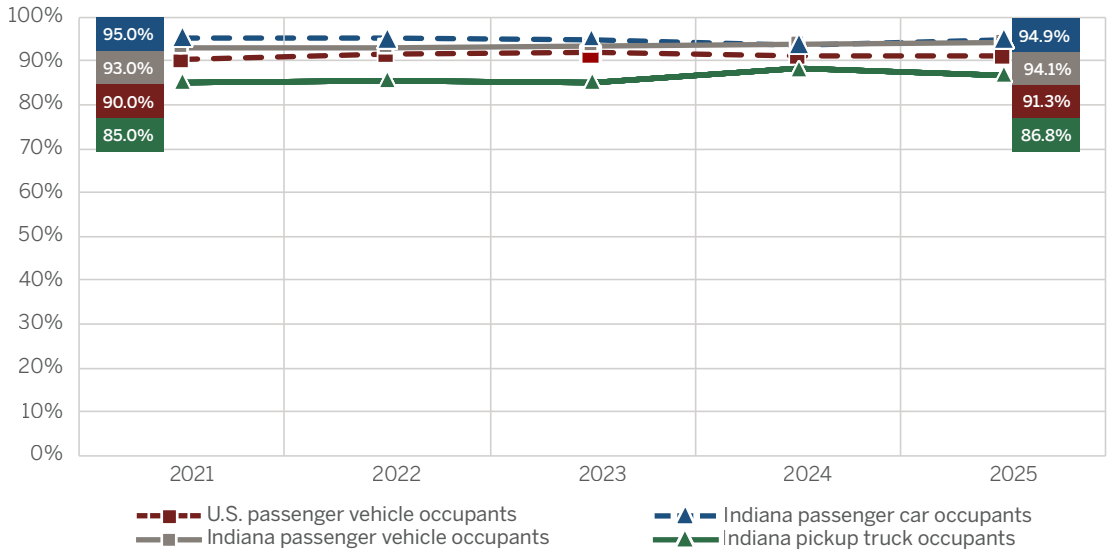
[7] FHWA guidance requires a rate per 1,000 population. Figure 1.14 uses per 10,000 population instead to make the trends easier to see.

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 has exceeded national rates in the 2021–25 five-year period. Between 2021 and 2025, Indiana's observational seat belt use among passenger-vehicle occupants remained consistent at 93% or higher and exceeded the national rate by at least two percentage points (Figure 1.15). The observed seat belt use rates for pickup truck occupants in Indiana lagged that for passenger car occupants for each year in the five-year period.

In 2025, restraint use among individuals involved in passenger-vehicle 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 vehicle occupants in urban (91%) and rural areas (91%) (Figure 1.16). Restraint use was consistently much lower among those killed in collisions for all locale types. Passenger-vehicle occupants killed in urban (46%), suburban (44%), and rural (38%) areas were restrained substantially less often than occupants killed in exurban (62%) areas.

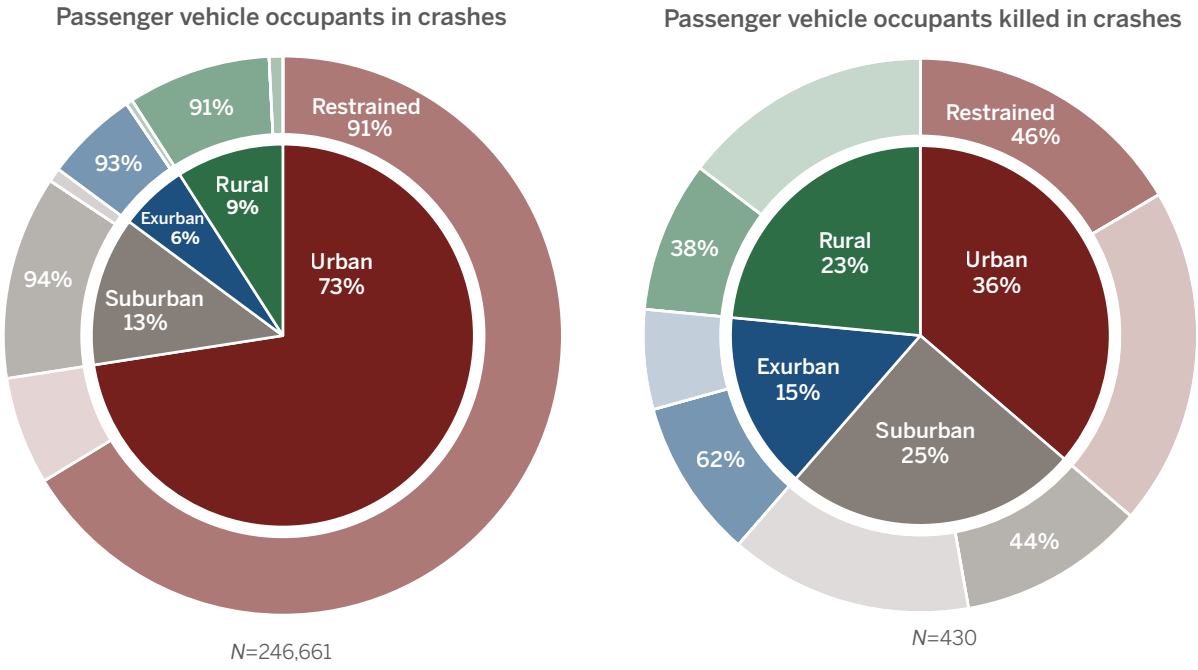
Figure 1.15. Comparison of observed seat belt usage rates in Indiana and the United States by vehicle type, 2021–25



Source: Indiana—Purdue University Center for Road Safety, 2025; and U.S.—NHTSA National Center for Statistics and Analysis. 2026.

Note: Observed car and pickup truck restraint rates are specific to Indiana only.

Figure 1.16. Restraint use among passenger vehicle occupants in collisions in Indiana by injury status and locale type, 2025



Inner pie: Occupants involved in collisions by locale type
Outer ring: Seat belt use rates by locale type

Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded, March 12, 2026, 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, sportt utility vehicles, or vans.
4) Excludes cases for which the locale type could not be determined.
5) Only individuals with known restraint status are included in the calculation.



INDIANA TRAFFIC SAFETY FACTS

COLLISIONS

COLLISIONS, 2025

In 2025, 203,590 traffic crashes occurred in Indiana, an increase from 200,113 in 2024 (Table 2.1). Fatal collisions decreased 5.7%, from 786 in 2024 to 741 in 2025 (Table 2.1 and Figure 2.1). The five-year high for fatal collisions 2021–25 was 909 in 2022. Suspected-serious-injury collisions decreased 4.5%, from 4,082 in 2024 to 3,899 in 2025. Suspected-minor-injury collisions decreased by 1.8%, possible-injury collisions increased slightly by 0.1%. Property-damage-only collisions increased by 2.3%. From 2021 to 2025, the annual rates of change increased overall and for suspected-serious-injury and possible-injury collisions. For the same period, the rates decreased for the remaining categories.

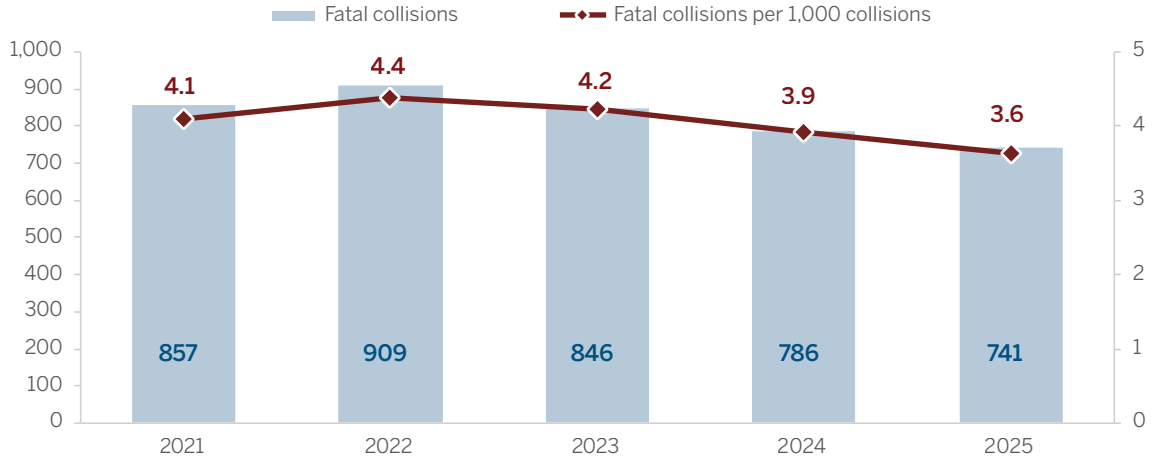
In 2025, the number of fatal collisions and the rate of fatal collisions per 1,000 collisions were 741 and 3.6, both five-year lows. The number and rate of fatal collisions decreased each year, starting with the five-year highs in 2022, at 909 and 4.4 (Figure 2.1).

Table 2.1. Collisions in Indiana by severity, 2021–25

	2021	2022	2023	2024	2025	Annual rate of change	
						2024–25	2021–25
All collisions	**208,815**	**207,427**	**200,080**	**200,113**	**203,590**	**1.7%**	**-0.6%**
Fatal	857	909	846	786	741	-5.7%	-3.6%
Suspected-serious-injury	3,837	3,953	4,116	4,082	3,899	-4.5%	0.4%
Suspected-minor-injury	7,947	7,824	8,090	7,786	7,644	-1.8%	-1.0%
Possible-injury	18,597	19,462	19,760	20,628	20,610	-0.1%	2.6%
Property-damage-only	177,577	175,279	167,268	166,831	170,696	2.3%	-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 March 12, 2026.

Figure 2.1. Fatal collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Injuries in collisions

In 2025, less than 0.4% of collisions were fatal, and for 1.9% of collisions, a suspected-serious injury was the most serious injury (Table 2.2). Overall, among individuals in collisions, 0.2% were killed, and 1.2% suffered suspected-serious injuries that same year. Among types of individuals, drivers had the lowest proportions of fatalities and suspected-serious injuries, 0.2% fatalities and 0.9% suspected-serious injuries. Higher proportions of animal-drawn vehicle occupants (6.0%), pedestrians (5.3%), and pedalcyclists (3.7%) were killed than drivers and vehicle passengers (1.2%). Substantially higher proportions of pedestrians (19.0%), pedalcyclists (12.3%), animal-drawn vehicle occupants (10.7%), and vehicle passengers (7.5%) sustained suspected-serious injuries than drivers.

Table 2.2. Injuries in Indiana collisions by person type and injury severity, 2025

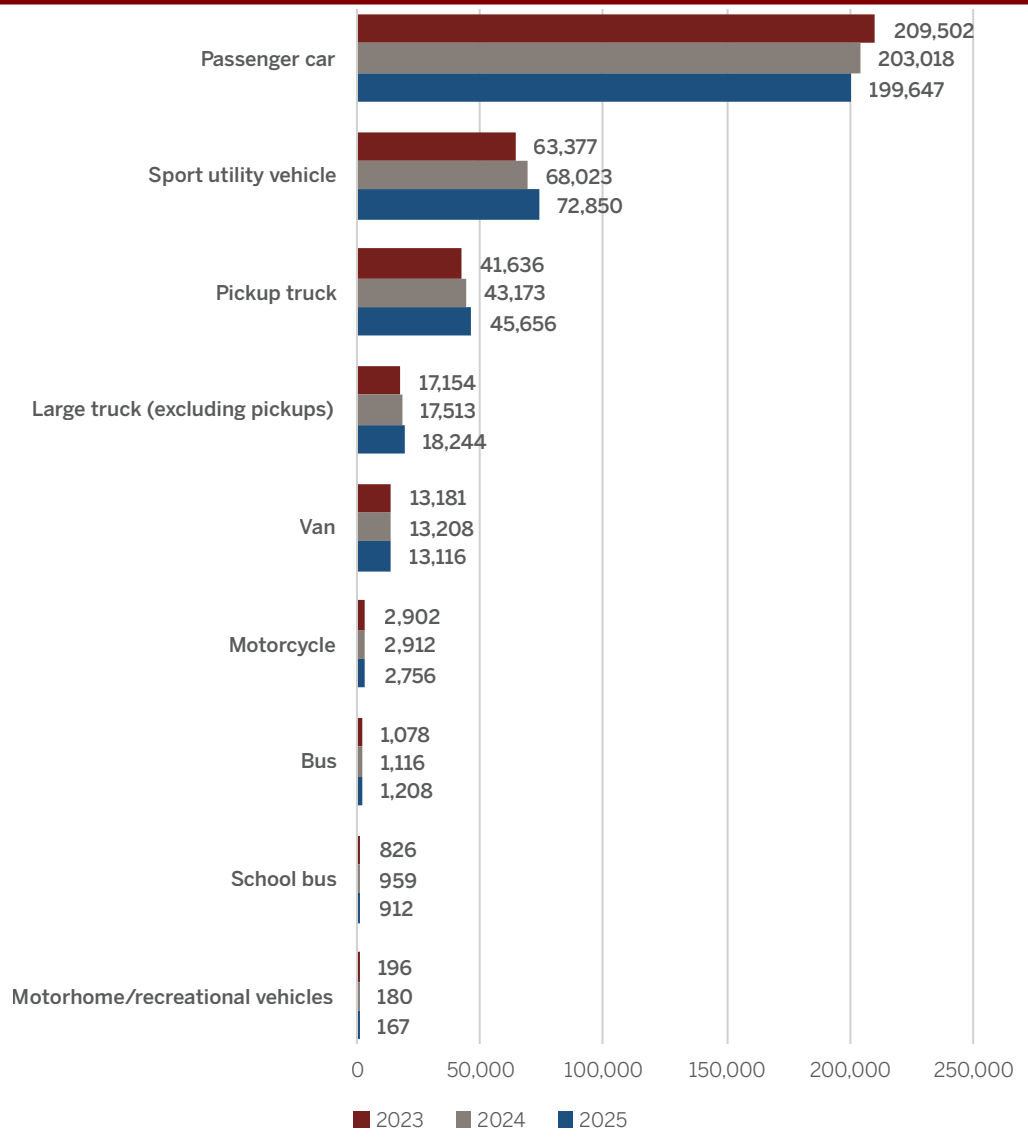
	Fatal	Suspected-serious-injury	Suspected-minor-injury	Possible-injury	Property-damage-only/no injury	Total	% fatal	% suspected-serious-injury
Collisions	**741**	**3,899**	**7,644**	**20,610**	**170,696**	**203,590**	**0.4%**	**1.9%**
Injuries	**798**	**4,486**	**8,939**	**29,873**	**329,703**	**373,799**	**0.2%**	**1.2%**
Driver	543	3,247	6,439	21,435	328,473	360,137	0.2%	0.9%
Injured occupants	136	837	1,795	7,490	939	11,197	1.2%	7.5%
Pedalcyclist	30	100	306	288	89	813	3.7%	12.3%
Pedestrian	80	286	386	638	112	1,502	5.3%	19.0%
Animal-drawn vehicle occupant	9	16	13	22	90	150	6.0%	10.7%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Vehicles in collisions

In 2025, 93.4% 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 5.1% of all vehicles in collisions. Motorcycles, buses, school buses, and motor home/recreational vehicles each represented less than 1% of the total. Except for individual categories of passenger vehicles, the mix of vehicles in collisions was similar from 2023 to 2025. The proportion of passenger vehicles in collisions decreased modestly year-over-year during this three-year period. However, the proportion of passenger cars has decreased, and the proportions of sport utility vehicles and pickup trucks have increased consistently.

Figure 2.2. Vehicles involved in collisions in Indiana by vehicle type, 2023–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

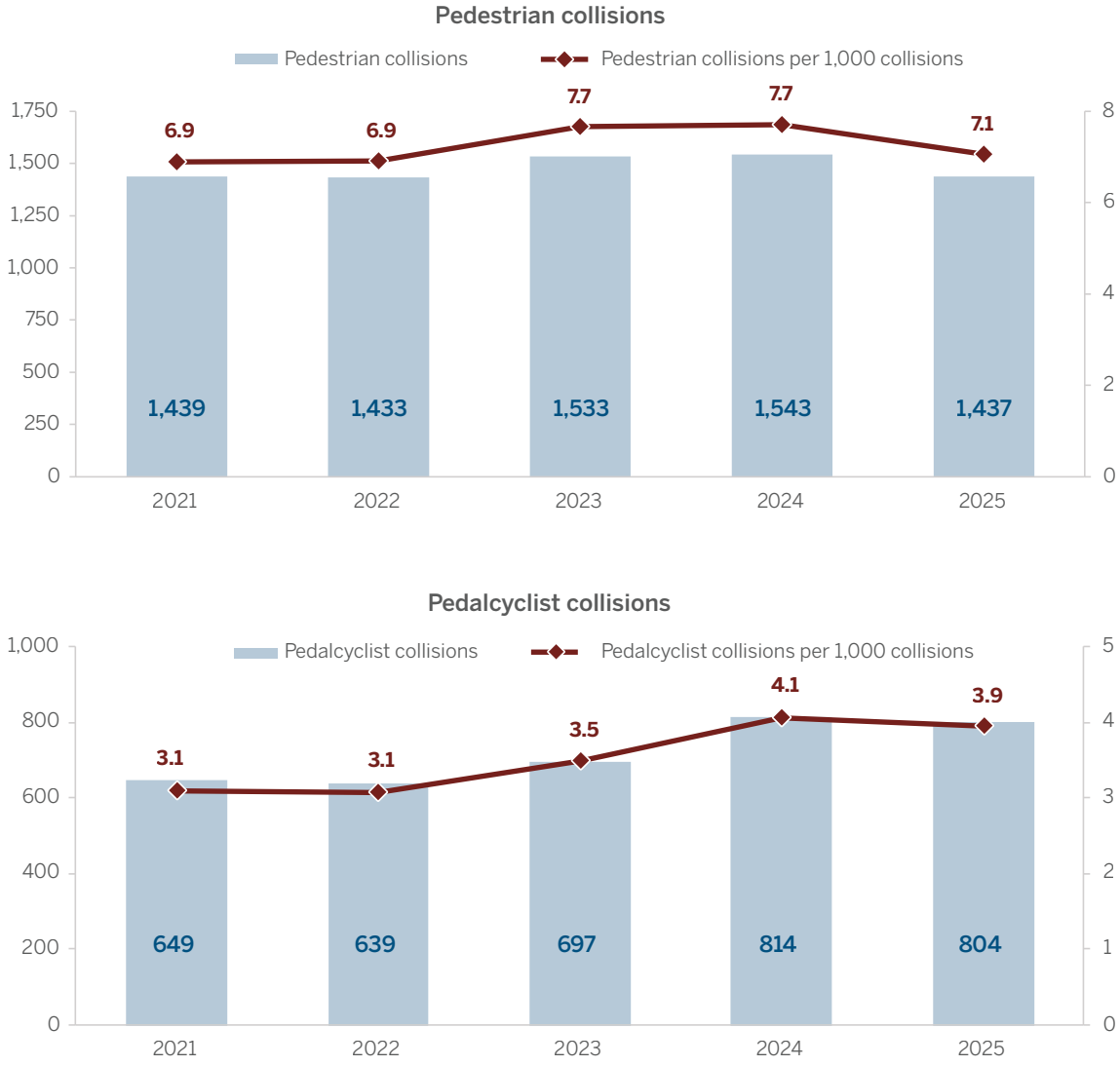
1) Motorcycles include vehicles classified as motorcycles, motor-driven cycles–Class A and Class B, mopeds, and motorized bikes.
2) For this analysis, buses are large motor vehicles with drivers that seat nine or more persons, excluding school buses, which are considered separately.
3) Large trucks are 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 the five-year high of 1,543 in 2024 to 1,437 in 2025 (Figure 2.3). The pedestrian-collision rate also declined, from the five-year highs of 7.7 per 1,000 collisions in 2023 and 2024 to 7.1 in 2025. From 2021 to 2025, the fewest pedestrian crashes occurred in 2022 (1,433), while the lowest pedestrian-collision rate was 6.9 per 1,000 collisions in both 2021 and 2022.

In 2025, pedalcyclist collisions decreased from 814 in 2024 to 804 in 2025. Both the number and rate of pedalcyclist collisions per 1,000 collisions reached five-year highs in 2024. The lowest number of pedalcyclist collisions was in 2022, and the lowest rates were in 2021 and 2022.

Figure 2.3. Collisions in Indiana by month, 2024–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Collisions by month, day, and time

In 2025, 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 July, August, and October. There were notable month-to-month differences between 2024 and 2025. During this period, collisions decreased the most in February, May, August, and October, while collisions increased substantially in January, November, and December. Fatal collisions decreased in all months except for May, June, and November. There was no change in fatal collisions in February and October. The remaining months saw only single-digit increases.

Collisions in 2025 were most common on Fridays. By day and hour, collisions peaked on weekdays, from 3–5:59 p.m., with the highest numbers occurring on Fridays during this time (Table 2.4). Fatal collisions were most common on Wednesdays, Fridays, and Saturdays. However, when broken down by day and hour, the highest numbers of fatal collisions occurred Mondays, Fridays, and Saturdays from 3–5:59 p.m., on Thursdays from 6–8:59 p.m., on Fridays from 6–11:59 p.m. and on Saturdays from 9–11:59 p.m. Fatal collisions represented the highest proportion of all collisions on Saturdays and Sundays. The highest proportions of fatal collisions by day and hour occurred on Wednesdays from 9–11:59 p.m. and Saturdays and Sundays from midnight to 5:59 a.m.

In 2025, the highest number of daily crashes occurred on November 10 (1,679), January 10 (1,546), and November 29 (1,229). There was a snow event on each of these days (Table 2.5). The highest number of fatalities occurred on October 4, with 10 deaths, and February 7, with 9 deaths. On October 4, there were 7 crashes with a single fatality each and one crash with two fatalities. On February 7, there was one crash with three fatalities, two crashes with two fatalities each, and two crashes with a single fatality each (Table 2.6).

For each month in 2025, daytime collisions consistently outnumbered nighttime collisions, averaging 11,819 daytime crashes per month compared to 5,147 at night (Figure 2.4). Daytime fatal collisions were equal to nighttime fatal collisions in February and August. Daytime fatal collisions also exceeded nighttime collisions in each of the remaining months except February and October. The monthly average for fatal crashes also was slightly higher during the day (32) than at night (30) (Figure 2.5). Fatal daytime collisions peaked in April and July. Nighttime fatal collisions were the highest in October. Daytime fatal collisions occurred least often in January, and the fewest nighttime fatalities occurred in May and June.

Table 2.3. Collisions in Indiana by month, 2024–25

Month	Total collisions			Fatal collisions			% change 2024–25	
	2024	2025	Change	2023	2025	Change	Total	Fatal
Jan	16,937	17,454	517	45	49	4	3.1%	8.9%
Feb	15,359	15,158	-201	52	52	0	-1.3%	0.0%
Mar	14,303	14,485	182	53	57	4	1.3%	7.5%
Apr	15,813	15,785	-28	67	72	5	-0.2%	7.5%
May	17,366	16,914	-452	77	52	-25	-2.6%	-32.5%
Jun	15,922	16,109	187	88	55	-33	1.2%	-37.5%
Jul	15,763	15,962	199	74	79	5	1.3%	6.8%
Aug	16,886	16,664	-222	76	78	2	-1.3%	2.6%
Sep	16,720	16,855	135	64	65	1	0.8%	1.6%
Oct	18,930	18,641	-289	76	76	0	-1.5%	0.0%
Nov	18,763	20,157	1,394	69	51	-18	7.4%	-26.1%
Dec	17,351	19,406	2,055	45	55	10	11.8%	22.2%
Total	**200,113**	**203,590**	**3,477**	**786**	**741**	**-45**	**1.7%**	**-5.7%**



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Color scale is applied across 2024 and 2025 for total and fatal collisions separately.

Table 2.4. Collisions in Indiana by day of the week and time of day, 2025

Day of week	Time of day								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	**8,241**	**10,872**	**28,777**	**28,238**	**37,553**	**47,255**	**27,621**	**15,031**	**203,588**
Sunday	1,858	1,512	1,589	2,883	4,053	4,020	3,419	1,876	21,210
Monday	926	1,604	5,388	4,158	5,396	7,206	3,676	1,679	30,033
Tuesday	839	1,632	5,228	4,221	5,554	7,551	3,793	1,750	30,568
Wednesday	902	1,430	4,934	4,220	5,393	7,560	4,074	2,058	30,571
Thursday	983	1,702	5,132	4,215	5,319	7,553	4,057	2,033	30,994
Friday	1,103	1,522	4,550	4,499	6,482	8,521	4,642	2,790	34,109
Saturday	1,630	1,470	1,956	4,042	5,356	4,844	3,960	2,845	26,103
Fatal collisions	**66**	**72**	**78**	**66**	**105**	**137**	**121**	**96**	**741**
Sunday	17	14	7	8	10	16	18	10	100
Monday	7	6	11	6	15	24	8	7	84
Tuesday	3	4	13	12	16	19	15	7	89
Wednesday	7	12	14	10	19	17	19	19	117
Thursday	6	10	12	14	14	16	22	7	101
Friday	8	12	13	10	13	21	22	23	122
Saturday	18	14	8	6	18	24	17	23	128
% fatal	**0.8%**	**0.7%**	**0.3%**	**0.2%**	**0.3%**	**0.3%**	**0.4%**	**0.6%**	**0.4%**
Sunday	0.91%	0.93%	0.44%	0.28%	0.25%	0.40%	0.53%	0.53%	0.47%
Monday	0.76%	0.37%	0.20%	0.14%	0.28%	0.33%	0.22%	0.42%	0.28%
Tuesday	0.36%	0.25%	0.25%	0.28%	0.29%	0.25%	0.40%	0.40%	0.29%
Wednesday	0.78%	0.84%	0.28%	0.24%	0.35%	0.22%	0.47%	0.92%	0.38%
Thursday	0.61%	0.59%	0.23%	0.33%	0.26%	0.21%	0.54%	0.34%	0.33%
Friday	0.73%	0.79%	0.29%	0.22%	0.20%	0.25%	0.47%	0.82%	0.36%
Saturday	1.10%	0.95%	0.41%	0.15%	0.34%	0.50%	0.43%	0.81%	0.49%



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Data is limited to collisions for which the day and time are 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, 2025

Day of month	Month												All months
	January	February	March	April	May	June	July	August	September	October	November	December	
1	296	397	445	531	617	386	541	605	366	625	617	988	6,414
2	469	396	301	495	602	567	538	400	602	612	469	791	6,242
3	655	483	440	557	460	600	618	440	650	786	712	719	7,120
4	375	425	483	619	426	603	448	535	605	520	676	809	6,524
5	570	531	489	480	500	618	415	577	632	427	746	690	6,675
6	505	607	524	346	595	593	383	620	454	587	804	524	6,542
7	477	445	473	535	607	507	525	602	384	722	814	477	6,568
8	569	484	429	565	562	374	484	682	590	651	575	661	6,626
9	613	338	342	502	680	538	517	486	606	630	552	683	6,487
10	1,546	482	592	562	589	522	554	373	613	635	1,679	644	8,791
11	475	532	491	564	425	605	583	596	572	524	614	835	6,816
12	356	717	534	514	525	556	442	609	705	442	730	869	6,999
13	652	596	596	386	579	633	363	608	481	513	688	1,009	7,104
14	957	624	668	529	617	488	523	613	463	626	787	655	7,550
15	687	536	487	540	653	395	625	663	576	569	555	877	7,163
16	647	922	345	578	657	542	550	539	581	591	480	754	7,186
17	766	615	583	600	484	585	537	415	570	595	649	696	7,095
18	395	610	524	608	409	591	568	545	587	523	712	665	6,737
19	320	624	485	461	551	583	507	560	674	475	626	710	6,576
20	380	847	490	316	589	598	410	462	484	580	581	447	6,184
21	455	599	540	541	586	507	495	516	389	629	822	408	6,487
22	480	423	379	585	565	397	550	628	694	573	537	520	6,331
23	772	362	308	569	640	588	525	470	579	668	395	635	6,511
24	656	493	437	555	486	571	627	360	531	714	596	408	6,434
25	403	544	430	707	338	573	625	505	653	484	683	237	6,182
26	311	447	490	475	353	572	464	585	659	429	556	368	5,709
27	524	500	436	374	527	656	349	564	529	599	357	313	5,728
28	559	579	554	568	559	514	542	576	407	651	512	327	6,348
29	545		391	548	540	351	539	696	545	740	1,229	599	6,723
30	499		382	575	677	496	555	476	674	761	404	457	5,956
31	540		417		516		560	358		760		631	3,782
All days	17,454	15,158	14,485	15,785	16,914	16,109	15,962	16,664	16,855	18,641	20,157	19,406	203,590



Source: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

Table 2.6. Fatalities in collisions in Indiana by month and day, 2025

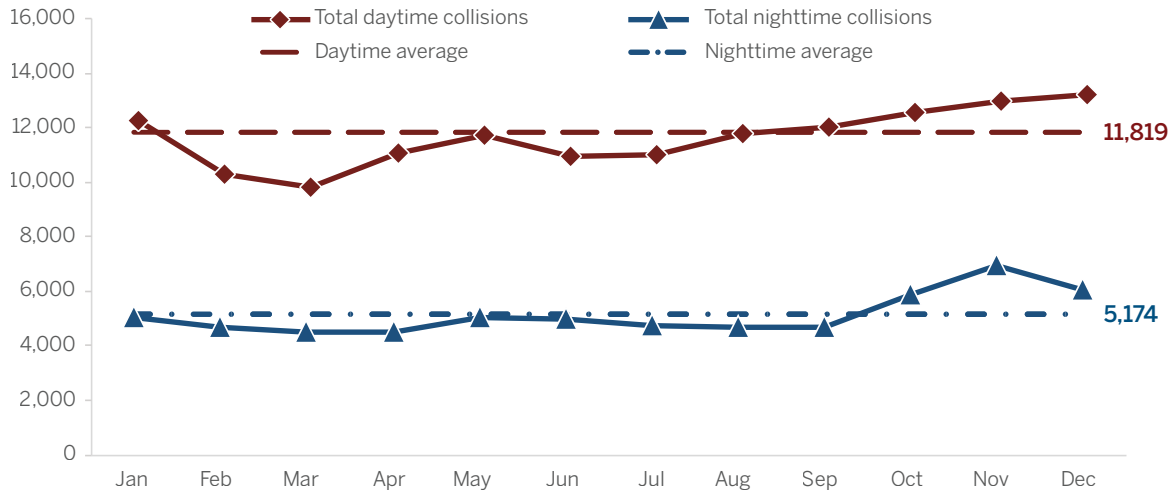
Day of month	Months												All months
	January	February	March	April	May	June	July	August	September	October	November	December	
1	2	2	3	1	0	1	2	4	3	4	0	0	22
2	1	0	3	0	1	1	2	6	1	2	0	3	20
3	3	0	1	1	1	3	3	3	6	2	3	0	26
4	2	1	3	3	1	3	4	3	0	10	0	1	31
5	2	4	1	1	2	1	5	6	2	2	4	1	31
6	0	1	6	3	2	1	7	4	0	2	0	3	29
7	0	9	1	2	2	2	2	2	2	1	3	3	29
8	3	1	2	2	2	1	4	3	2	1	2	4	27
9	3	2	1	7	2	4	0	0	2	4	1	1	27
10	0	2	3	5	5	0	2	2	2	3	0	3	27
11	1	2	0	0	2	1	3	4	1	3	0	7	24
12	0	1	5	4	0	2	3	4	6	2	2	0	29
13	1	2	3	3	2	2	2	2	3	2	1	1	24
14	1	1	1	2	0	3	3	0	2	2	6	0	21
15	2	2	1	3	1	0	2	7	3	1	0	3	25
16	1	1	0	3	3	6	0	1	2	1	3	0	21
17	5	2	1	1	2	1	1	2	2	0	1	2	20
18	2	2	2	3	3	1	3	1	2	6	3	4	32
19	4	1	2	1	0	4	4	1	3	3	2	0	25
20	1	3	0	2	1	2	4	6	2	0	3	5	29
21	0	1	3	1	1	2	4	2	6	3	5	2	30
22	1	5	1	0	3	2	1	1	0	5	3	1	23
23	1	0	0	4	1	0	1	2	2	0	1	3	15
24	3	2	0	3	2	1	4	2	2	3	2	1	25
25	2	6	1	1	0	5	2	1	4	2	2	2	28
26	1	3	6	5	4	1	6	0	2	3	2	4	37
27	1	0	2	4	0	3	2	1	3	5	0	1	22
28	3	2	2	2	2	2	1	2	3	2	3	2	26
29	3		0	5	4	5	3	7	1	2	3	1	34
30	1		4	2	2	4	3	2	2	3	0	1	24
31	1		2		4		2	3		0		3	15
Total	51	58	60	74	55	64	85	84	71	79	55	62	798



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

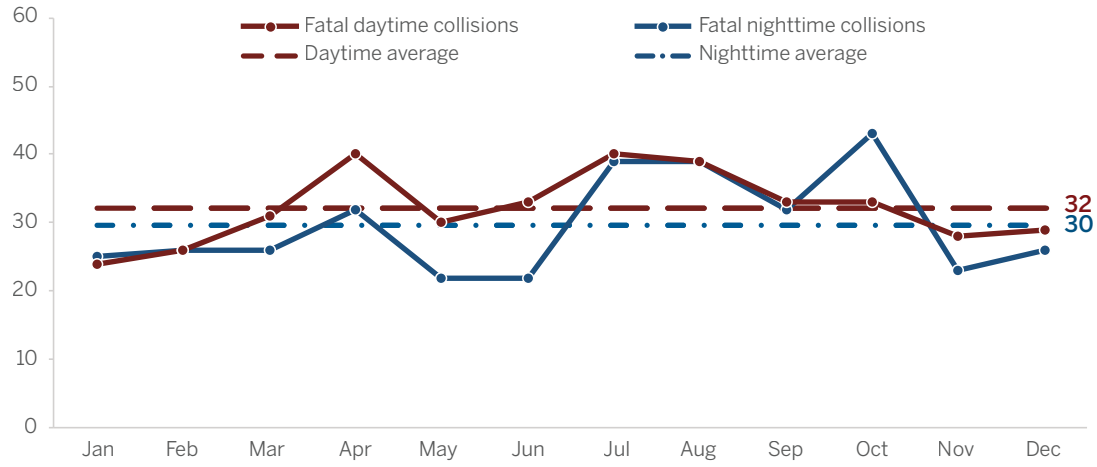
Figure 2.4. Collisions in Indiana by month and day/night, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

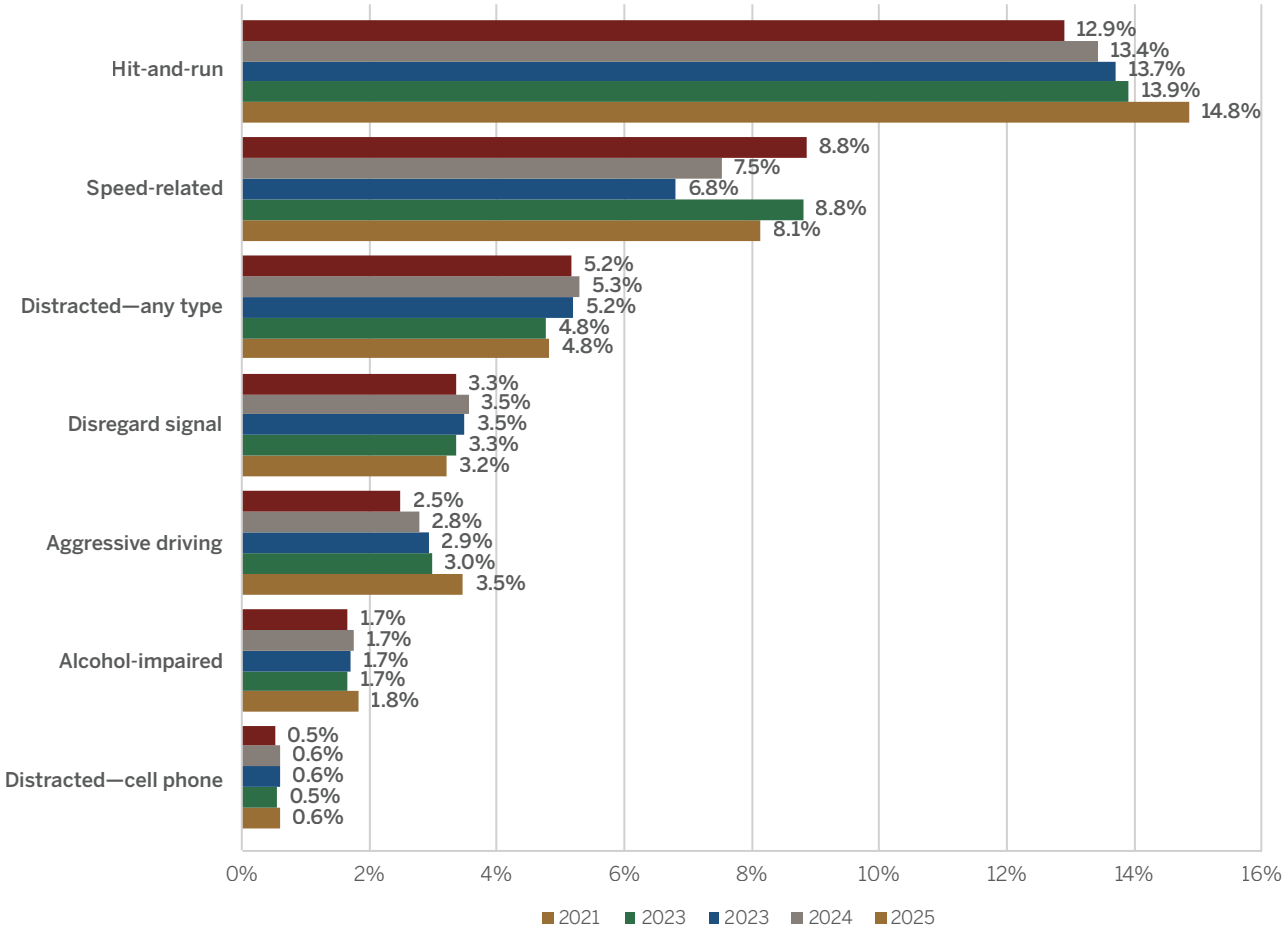
From 2021 to 2025, hit-and-run collisions were the most prevalent collision type, accounting for 12.9% of all crashes in 2025 (Figure 2.6). Speed-related collisions were the second most common type during the same five-year period, comprising 8.8% of crashes in 2025. Distracted driving collisions, collisions involving disregarding a traffic signal, aggressive driving collisions, and alcohol-impaired collisions each made up 5.2% or fewer of total collisions in 2025.

Hit-and-run collisions were most prevalent in December, and alcohol-impaired collisions were most prevalent in August (Table 2.7). Speed-related collisions were most frequent in the months of January, February, November, and December. Aggressive driving collisions were most frequent in April, May, July, and August. 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 from July to October. Collisions involving the disregard of a traffic signal were most frequent in August, October, and December.

Alcohol-impaired collisions were most prevalent on Saturdays and Sundays in 2025, similar to the four previous years. Speed-related collisions occurred most often on Fridays, and aggressive driving collisions were most frequent on Fridays and Saturdays in the same year. Hit-and-run collisions, collisions involving the disregard of a traffic signal, and distracted driving collisions (generally and for cell phone use) were each most prevalent on Fridays (Table 2.8). Distracted driving collisions also occurred most often on Fridays over the last four years.

By time of day, and similar to 2024, all types of collisions in 2025 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 in 2025 from midnight to 5:59 a.m. The same year, aggressive driving occurred most often on Fridays from noon to 5:59 p.m. Speed-related collisions occurred most often on Mondays from 6 to 11:59 a.m. and Fridays and Saturdays from noon to 5:59 p.m. Hit-and-run, disregard for the signal, and distracted driving collisions, including cell-phone-related collisions, occurred most frequently on weekdays between noon and 5:59 p.m.

Figure 2.6. Collisions in Indiana by collision circumstances, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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, 2025

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	17,454	272	1.6	374	2.1	2,836	16.2	542	3.1	2,158	12.4	680	3.9	60	0.3
Feb	15,158	259	1.7	350	2.3	2,473	16.3	496	3.3	1,897	12.5	663	4.4	70	0.5
Mar	14,485	300	2.1	373	2.6	806	5.6	506	3.5	2,049	14.1	813	5.6	86	0.6
Apr	15,785	257	1.6	449	2.8	854	5.4	570	3.6	2,095	13.3	988	6.3	84	0.5
May	16,914	272	1.6	476	2.8	943	5.6	562	3.3	2,202	13.0	976	5.8	81	0.5
Jun	16,109	234	1.5	428	2.7	943	5.9	570	3.5	2,156	13.4	900	5.6	84	0.5
Jul	15,962	297	1.9	461	2.9	990	6.2	541	3.4	2,219	13.9	916	5.7	104	0.7
Aug	16,664	367	2.2	485	2.9	851	5.1	610	3.7	2,224	13.3	962	5.8	98	0.6
Sep	16,855	268	1.6	428	2.5	843	5.0	587	3.5	2,239	13.3	992	5.9	112	0.7
Oct	18,641	291	1.6	418	2.2	909	4.9	624	3.3	2,239	12.0	1,002	5.4	104	0.6
Nov	20,157	271	1.3	414	2.1	2,451	12.2	583	2.9	2,280	11.3	857	4.3	88	0.4
Dec	19,406	280	1.4	408	2.1	3,106	16.0	629	3.2	2,459	12.7	752	3.9	79	0.4
Total	**203,590**	3,368	**1.7**	**5,064**	**2.5**	**18,005**	**8.8**	**6,820**	**3.3**	**26,217**	**12.9**	**10,501**	**5.2**	**0.5**	**0.5**



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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, 2025

Day	Total	Alcohol-impaired		Aggressive driving		Speed-related		Disregard signal		Hit-and-run		Distracted—any type		Distracted—cell phone	
		Count	As % weekday total	Count	As % weekday total	Count	As % weekday total	Count	As % week-day total	Count	As % weekday total	Count	As % weekday total	Count	As % weekday total
Sun	21,210	673	3.2	707	3.3	2,738	12.9	790	3.7	3,437	16.2	975	4.6	125	0.6
Mon	30,033	310	1.0	622	2.1	2,796	9.3	996	3.3	3,430	11.4	1,549	5.2	149	0.5
Tue	30,569	303	1.0	662	2.2	2,333	7.6	994	3.3	3,638	11.9	1,620	5.3	143	0.5
Wed	30,571	393	1.3	654	2.1	2,173	7.1	997	3.3	3,820	12.5	1,593	5.2	149	0.5
Thu	30,994	401	1.3	754	2.4	2,382	7.7	971	3.1	3,662	11.8	1,591	5.1	159	0.5
Fri	34,109	508	1.5	820	2.4	2,629	7.7	1,129	3.3	4,337	12.7	1,856	5.4	188	0.6
Sat	26,104	780	3.0	845	3.2	2,954	11.3	943	3.6	3,893	14.9	1,317	5.0	137	0.5
Total	**203,590**	**3,368**	**1.7**	**5,064**	**2.5**	**18,005**	**8.8**	**6,820**	**3.3**	**26,217**	**12.9**	**10,501**	**5.2**	**1,050**	**0.5**



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 circumstances, 2025

		All collisions	Alcohol-impaired		Aggressive driving		Speed-related		Disregard signal		Hit-and-run		Distracted—any type		Distracted—cell phone	
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	Count	As % of day/ time total
Sun	Midnight–5:59 a.m.	3,370	308	9.1	221	6.6	522	15.5	99	2.9	914	27.1	139	4.1	33	1.0
	6–11:59 a.m.	4,472	52	1.2	80	1.8	837	18.7	180	4.0	542	12.1	194	4.3	11	0.2
	Noon–5:59 p.m.	8,073	94	1.2	221	2.7	802	9.9	305	3.8	1,088	13.5	402	5.0	39	0.5
	6–11:59 p.m.	5,295	219	4.1	185	3.5	577	10.9	206	3.9	893	16.9	240	4.5	42	0.8
Mon	Midnight–5:59 a.m.	2,530	77	3.0	84	3.3	359	14.2	59	2.3	365	14.4	89	3.5	20	0.8
	6–11:59 a.m.	9,546	30	0.3	145	1.5	1,145	12.0	315	3.3	886	9.3	417	4.4	30	0.3
	Noon–5:59 p.m.	12,602	70	0.6	232	1.8	803	6.4	423	3.4	1,392	11.0	772	6.1	64	0.5
	6 p.m.–11:59 p.m.	5,355	133	2.5	161	3.0	489	9.1	199	3.7	787	14.7	271	5.1	35	0.7
Tue	Midnight–5:59 a.m.	2,471	61	2.5	85	3.4	312	12.6	49	2.0	399	16.1	96	3.9	10	0.4
	6–11:59 a.m.	9,449	19	0.2	139	1.5	872	9.2	324	3.4	919	9.7	424	4.5	32	0.3
	Noon–5:59 p.m.	13,105	74	0.6	249	1.9	732	5.6	428	3.3	1,459	11.1	807	6.2	54	0.4
	6–11:59 p.m.	5,543	149	2.7	189	3.4	417	7.5	193	3.5	860	15.5	293	5.3	47	0.8
Wed	Midnight–5:59 a.m.	2,332	91	3.9	88	3.8	238	10.2	50	2.1	373	16.0	97	4.2	15	0.6
	6–11:59 a.m.	9,154	24	0.3	145	1.6	562	6.1	326	3.6	949	10.4	468	5.1	39	0.4
	Noon–5:59 p.m.	12,953	99	0.8	256	2.0	758	5.9	392	3.0	1,515	11.7	750	5.8	61	0.5
	6–11:59 p.m.	6,132	179	2.9	165	2.7	615	10.0	229	3.7	983	16.0	278	4.5	34	0.6
Thu	Midnight–5:59 a.m.	2,685	100	3.7	97	3.6	384	14.3	62	2.3	405	15.1	87	3.2	8	0.3
	6–11:59 a.m.	9,347	28	0.3	162	1.7	901	9.6	247	2.6	922	9.9	419	4.5	35	0.4
	Noon–5:59 p.m.	12,872	79	0.6	276	2.1	655	5.1	440	3.4	1,388	10.8	785	6.1	71	0.6
	6–11:59 p.m.	6,090	194	3.2	219	3.6	442	7.3	222	3.6	947	15.6	300	4.9	45	0.7
Fri	Midnight–5:59 a.m.	2,625	108	4.1	343	13.1	343	13.1	65	2.5	462	17.6	87	3.3	14	0.5
	6–11:59 a.m.	9,049	34	0.4	605	6.7	605	6.7	318	3.5	912	10.1	452	5.0	44	0.5
	Noon–5:59 p.m.	15,003	107	0.7	1,081	7.2	1,081	7.2	511	3.4	1,747	11.6	926	6.2	77	0.5
	6–11:59 p.m.	7,432	259	3.5	600	8.1	600	8.1	235	3.2	1,216	16.4	391	5.3	53	0.7
Sat	Midnight–5:59 a.m.	3,100	274	8.8	196	6.3	479	15.5	102	3.3	792	25.5	117	3.8	14	0.5
	6–11:59 a.m.	5,998	48	0.8	125	2.1	675	11.3	221	3.7	724	12.1	304	5.1	34	0.6
	Noon–5:59 p.m.	10,200	121	1.2	250	2.5	1,118	11.0	364	3.6	1,269	12.4	544	5.3	49	0.5
	6–11:59 p.m.	6,805	337	5.0	274	4.0	682	10.0	256	3.8	1,108	16.3	352	5.2	40	0.6
Total	Midnight–5:59 a.m.	19,113	1,019	5.3	1,114	5.8	2,637	13.8	486	2.5	3,710	19.4	712	3.7	114	0.6
Total	6–11:59 a.m.	57,015	235	0.4	1,401	2.5	5,597	9.8	1,931	3.4	5,854	10.3	2,678	4.7	225	0.4
Total	Noon–5:59 p.m.	84,808	644	0.8	2,565	3.0	5,949	7.0	2,863	3.4	9,858	11.6	4,986	5.9	415	0.5
Total	6–11:59 p.m.	42,652	1,470	3.4	1,793	4.2	3,822	9.0	1,540	3.6	6,794	15.9	2,125	5.0	296	0.7
Total		203,588	3,368	1.7	6,873	3.4	18,005	8.8	6,820	3.3	26,216	12.9	10,501	5.2	1,050	0.5

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 March 12, 2026.

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 collision factors

Driver-related factors were identified as the primary factor in 82.5% of all collisions and 94.3% 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. Among safe driver actions and similar to 2024, 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, failure to maintain lane, and unsafe speed were identified most often as the primary factors in crashes.

The aggregated rate of fatal injury collisions per 1,000 collisions was 3.6. The rate of fatal injury was considerably higher among primary factors attributed to driver actions (4.2 per 1,000), than those attributed primarily to vehicle factors (1.2 per 1,000), or environmental factors (12 per 1,000) (Table 2.10 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 (3.6 per 1,000):

- Influenced by pedestrian action: 104.9
- Wrong way on a one-way road: 38.6
- Left of center: 35.5
- Unsafe speed: 23.2
- Failure to maintain lane 8.9
- Disregarding signal or sign: 8.8
- Overcorrecting/oversteering: 7.1

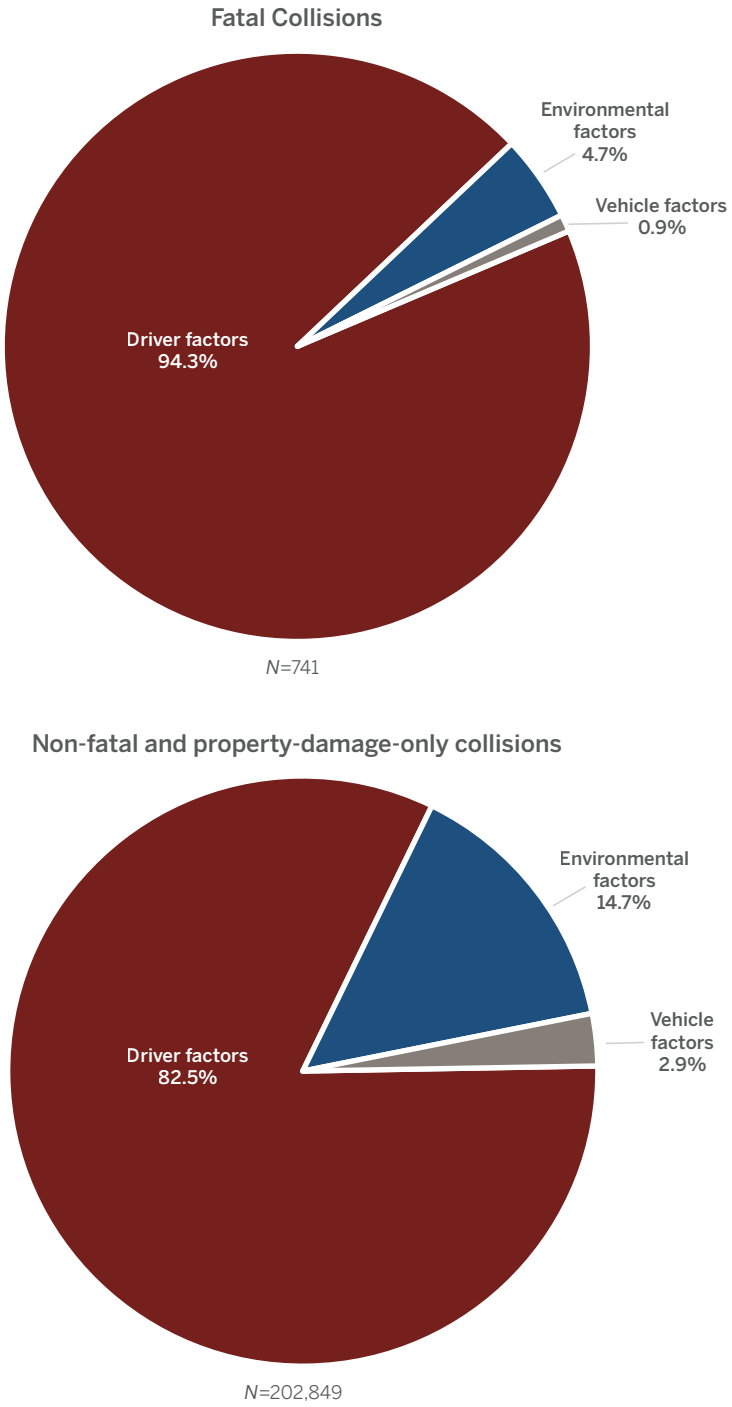
Table 2.10. Collisions in Indiana by primary factor and collision severity, 2025

Primary factor	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property-damage-only	
Driver: Unsafe actions	**134,650**	**522**	**22,901**	**111,227**	**3.9**
Failure to yield right of way	32,544	113	8,204	24,227	3.5
Following too closely	28,627	19	4,276	24,332	0.7
Unsafe backing	14,538	0	247	14,291	0.0
Unsafe lane movement	12,273	24	1,339	10,910	2.0
Failure to maintain lane	11,264	100	1,847	9,317	8.9
Improper turning	8,216	11	1,221	6,984	1.3
Disregard signal/regulatory sign	7,743	6	615	7,122	0.8
Speed too fast for weather conditions	7,053	62	2,631	4,360	8.8
Unsafe speed	4,216	98	1,283	2,835	23.2
Improper lane usage	3,348	6	339	3,003	1.8
Improper passing	2,103	9	243	1,851	4.3
Left of center	1,777	63	522	1,192	35.5
Under steering/under-correcting	703	2	68	633	2.8
Wrong way on one-way	233	9	65	159	38.6
Driver failed to dim lights	12	0	1	11	0.0
Driver: Loss of control	**2,400**	**17**	**488**	**1,895**	**7.1**
Overcorrecting/oversteering	2,400	17	488	1,895	7.1
Ran off road	0	0	0	0	N/A
Driver: Distractions	**8,012**	**10**	**1,487**	**6,515**	**1.2**
Unspecified distraction	7,468	10	1,380	6,078	1.3
Cell phone/other electronic device	544	0	107	437	0.0
Driver: Cognitive/physical impairment	**2,585**	**4**	**891**	**1,690**	**1.5**
Driver asleep or fatigued	1,728	1	495	1,232	0.6
Driver illness	857	3	396	458	3.5
Driver: Miscellaneous factors	**20,381**	**146**	**3,485**	**16,750**	**7.2**
Other—unspecified	19,742	79	3,037	16,626	4.0
Influenced by pedestrian action	639	67	448	124	104.9
Driver factors (all)	**168,028**	**699**	**29,252**	**138,077**	**4.2**
Environmental factors	**29,757**	**35**	**2,096**	**27,626**	**1.2**
Vehicle factors	**5,805**	**7**	**805**	**4,993**	**1.2**
Unknown	**0**	**0**	**0**	**0**	**N/A**
All collisions	**203,590**	**741**	**32,153**	**170,696**	**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 March 12, 2026.

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

Figure 2.7. Collisions in Indiana by severity and primary factor category, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.
Notes:

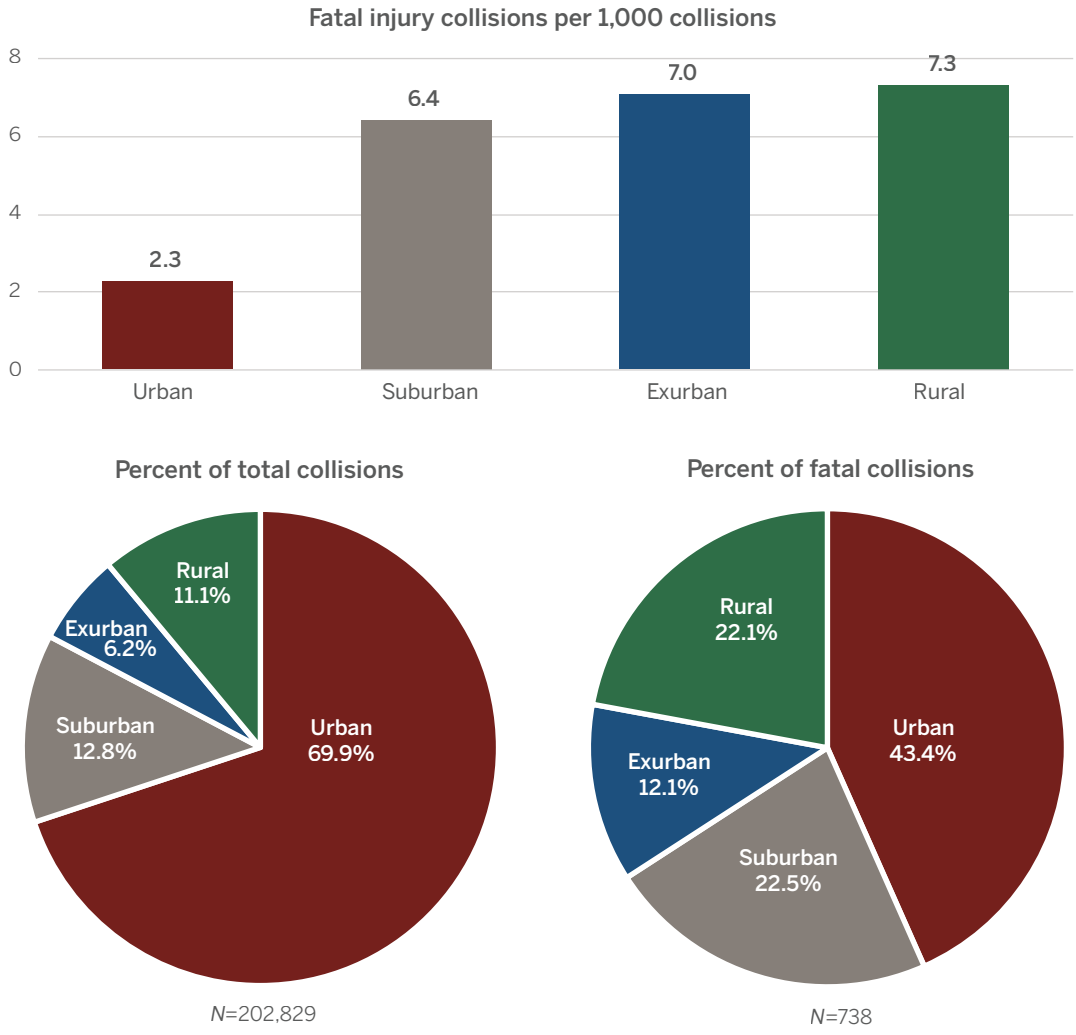
1) See Table 2.10 for the list of specific factor categories related to driver actions.
2) Non-fatal collisions include collisions classified as suspected-serious-injury, suspected-minor-injury, possible-injury, and property-damage-only.
3) Limited to collisions for which the primary factor is known.

Collisions by locale type and road class

In 2025, collisions in urban areas accounted for 69.9% of all collisions and 43.4% of fatal collisions. Collisions outside urban areas—suburban, exurban, and rural—comprised only 31.1 % of all collisions but made up the majority (56.6%) of fatal collisions (Figure 2.8). The rates of fatal collisions per 1,000 collisions were much higher in non-urban areas—suburban (6.4), exurban (7.0), and rural (7.3)—than in urban areas (2.3).

In 2025, 51.8% of collisions and 30.1% of fatal collisions occurred on local/city roads (Figure 2.9). However, these roads had the lowest fatal collision rate, at 2.7 per 1,000 collisions (Figure 2.9). The rates of fatal collisions were highest on county roads (7.1), U.S. routes (7.3), and state roads (7.6).

Figure 2.8. Fatal injury rates and distribution of collisions in Indiana by locale type, 2025

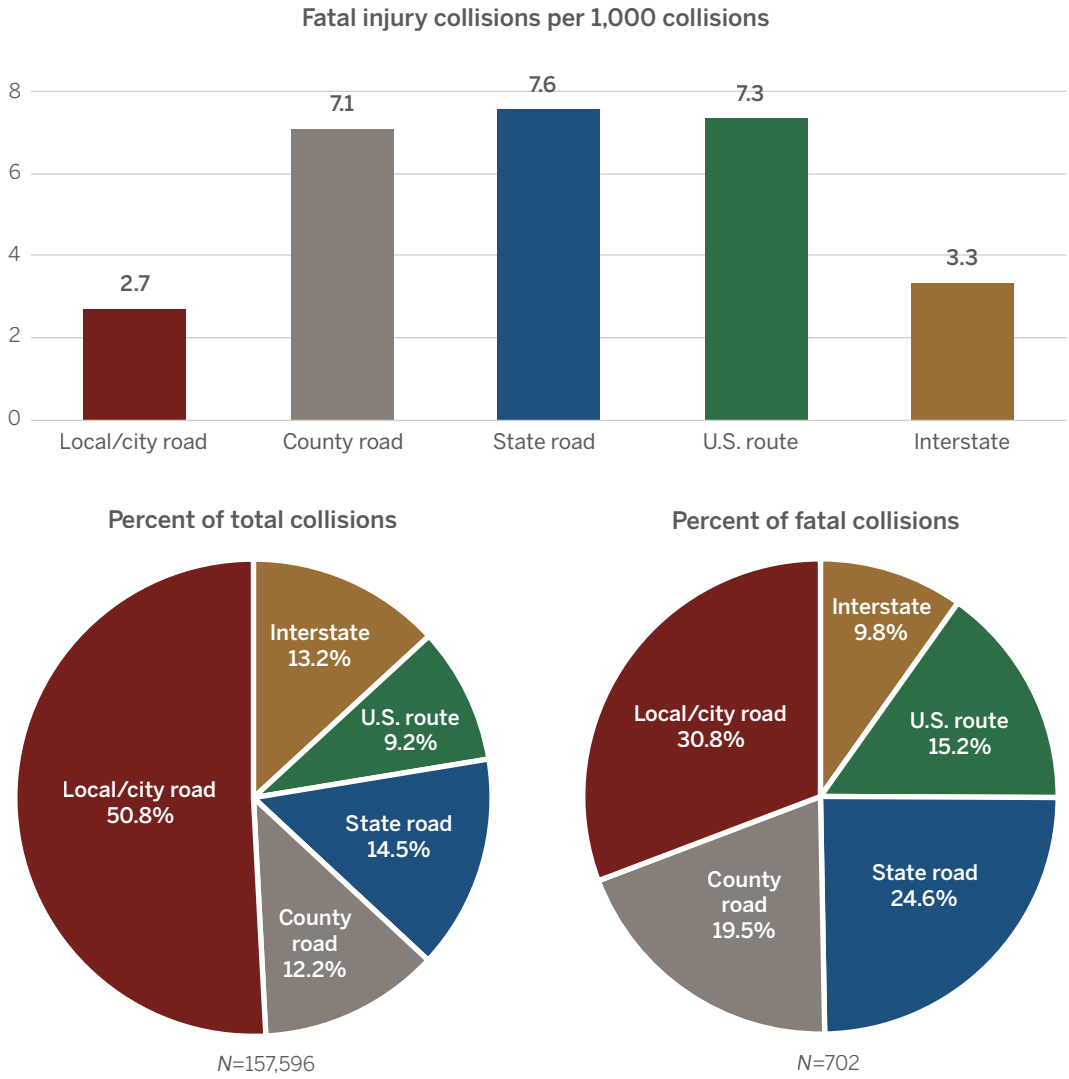


Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 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, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Excludes private drives and unknown road class.

Collisions by road parameter and manner

In 2025, most collisions and fatal collisions occurred on roads away from intersections (Table 2.11). Among all roadway parameters, trail crossings had the highest fatal collision rates per 1,000 collisions at 14.1. Fatal collisions were more common on straight roads than on curved roads. For straight roads, hillcrest locations had the highest fatal collision rate, while for curved roads, graded locations had the highest rate. In 2025, most collisions occurred on asphalt roads.

Rear-end crashes accounted for the largest proportion (22.0%) of all crashes in 2025, while running off the road accounted for the largest proportion (29.8%) of fatal collisions (Table 2.12). Manners of collision that resulted in a higher-than-average fatal collision rate per 1,000 crashes (3.6 per 1,000) included:

- Head-on collisions: 19.5
- Non-collisions: 10.6
- Collisions with objects in the road: 9.9
- Running off the road: 9.0
- Right-angle collisions: 6.0
- Collisions with an animal other than a deer: 4.0

Table 2.11. Collisions in Indiana by severity and road parameters, 2025

	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	119,332	456	14,886	103,990	3.8
Four-way intersection	51,405	178	11,608	39,619	3.5
T-intersection	21,648	74	4,057	17,517	3.4
Ramp	3,617	8	521	3,088	2.2
Traffic circle/roundabout	3,382	2	283	3,097	0.6
Interchange	1,811	5	347	1,459	2.8
Y-intersection	995	9	169	817	9.0
Five-point or more	762	3	157	602	3.9
Railroad crossings	564	5	91	468	8.9
Trail crossings	71	1	34	36	14.1
Unknown	3	0	0	3	N/A
By road character					
Straight	**173,357**	**580**	**27,255**	**145,522**	**3.3**
Level	151,538	490	23,864	127,184	3.2
Graded	16,836	64	2,590	14,182	3.8
Hillcrest	4,983	26	801	4,156	5.2
Curve	**19,771**	**125**	**3,434**	**16,212**	**6.3**
Level	13,211	83	2,191	10,937	6.3
Graded	5,101	35	981	4,085	6.9
Hillcrest	1,459	7	262	1,190	4.8
Mixed character	**5,735**	**33**	**1,120**	**4,582**	**5.8**
Non-roadway crash	**3,637**	**0**	**185**	**3,452**	**0.0**
Unknown	**1,090**	**3**	**159**	**928**	**2.8**
Roadway surface type					
Asphalt	176,728	676	28,372	147,680	3.8
Concrete	24,181	57	3,503	20,621	2.4
Gravel	1,893	5	197	1,691	2.6
Other	786	3	81	702	3.8
Unknown	2	0	0	2	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 March 12, 2026.

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 is selected for vehicles in a single collision.

Table 2.12. Collisions in Indiana by severity and manner of collision, 2025

Manner of collision	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property-damage-only	
Total collisions	**203,590**	**741**	**32,153**	**170,696**	**3.6**
Rear-end	44,804	70	7,368	37,366	1.6
Right-angle	27,566	165	7,853	19,548	6.0
Ran off road	27,313	21	1,757	25,535	0.8
Same direction sideswipe	24,519	221	5,530	18,768	9.0
Backing	16,622	9	430	16,183	0.5
Collision with deer	16,437	0	312	16,125	0.0
Left turn	11,521	20	2,605	8,896	1.7
Opposite direction sideswipe	4,827	8	544	4,275	1.7
Head-on	4,665	91	1,701	2,873	19.5
Right turn	3,817	3	458	3,356	0.8
Collision with object in road	2,838	28	337	2,473	9.9
Left/right turn	2,161	1	281	1,879	0.5
Non-collision	1,508	16	371	1,121	10.6
Collision with animal—other	1,250	5	68	1,177	4.0
Rear-to-rear	855	0	71	784	0.0
Other	12,887	83	2,467	10,337	6.4
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 March 12, 2026.

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

Collisions by environmental condition

In 2025, 65.8% of collisions occurred during daylight conditions, while crashes, on dark, unlit roads, had the highest fatal collision rate at 6.9 per 1,000 collisions (Table 2.13). Most collisions and fatal collisions occurred in clear weather; however, the highest rate of fatal collisions was in severe crosswinds (6.7 per 1,000). Most collisions and fatal collisions occurred on dry surfaces. The highest fatal collision rate was on roads covered with standing or moving water—6.8 per 1,000 collisions.

Table 2.13. Collisions in Indiana by severity and environmental condition, 2025

	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property-damage-only	
All collisions	**203,590**	**741**	**32,153**	**170,696**	**3.6**
By light conditions					
Daylight	133,941	381	21,818	111,742	2.8
Dark—not lighted	30,383	211	4,239	25,933	6.9
Dark—lighted	27,023	108	4,441	22,474	4.0
Dawn/dusk	10,986	32	1,628	9,326	2.9
Unknown	1,257	9	27	1,221	7.2
By weather conditions					
Clear	142,153	557	22,793	118,803	3.9
Cloudy	30,241	118	4,858	25,265	3.9
Rain	14,961	49	2,479	12,433	3.3
Snow	12,288	7	1,421	10,860	0.6
Sleet/hail/freezing rain	1,417	2	219	1,196	1.4
Blowing sand/soil/snow	1,363	3	190	1,170	2.2
Fog/smoke/smog	869	3	140	726	3.5
Severe crosswind	298	2	53	243	6.7
Unknown	0	0	0	0	N/A
By road surface conditions					
Dry	157,881	637	25,544	131,700	4.0
Wet	25,088	86	4,126	20,876	3.4
Snow/slush	12,236	7	1,350	10,879	0.6
Ice	7,171	6	883	6,282	0.8
Water—standing or moving	732	5	127	600	6.8
Loose material on road	376	0	114	262	0.0
Muddy	106	0	9	97	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 March 12, 2026.

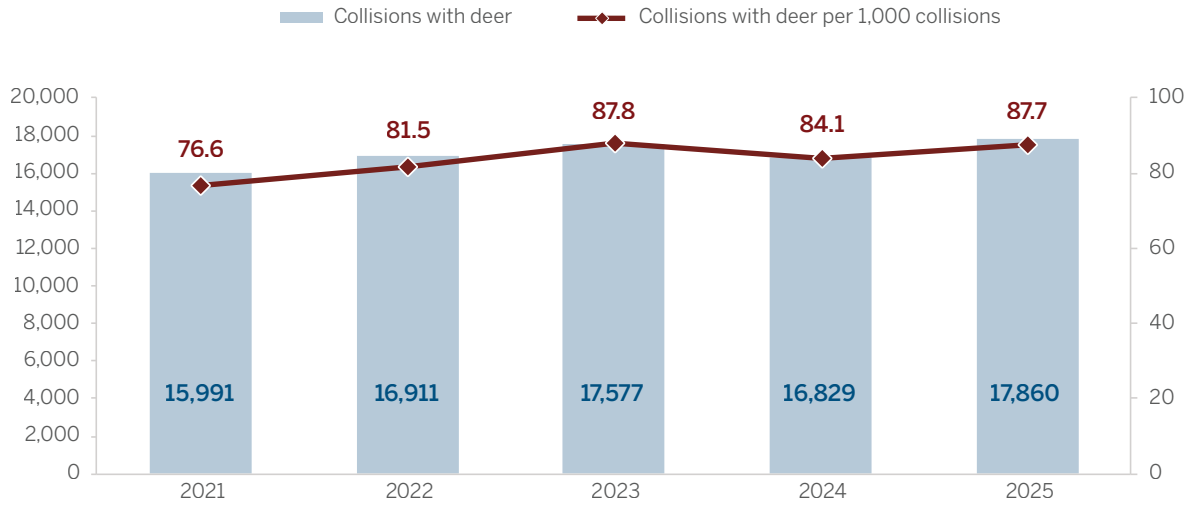
Note: Fatal collision rate is calculated per 1,000 total collisions associated with each environmental condition.

Collisions with deer

Collisions with deer reached a five-year high in 2025 at 17,860 (Figure 2.10). The rate of collisions with deer per 1,000 collisions in 2025 (87.7) was similar to the five-year high established in 2023 (87.8). In 2025, deer collisions occurred most frequently in November (17,463) and October (11,499). During the day, deer collisions occurred most often in the early morning (5:00–7:59 a.m.) and in the evening (6:00–9:59 p.m.) (Table 2.14). These concentrations correspond with times of the day that deer are most active generally and the months of deer mating season.[8]

Fifteen collisions involving deer resulted in one or more fatalities in 2025, three times as many as in 2024. For each of the years between 2021 and 2025, less than 0.1% of collisions involving deer resulted in one or more fatalities. Map 10.11 in the County Comparisons chapter shows the number of collisions with deer by county.

Figure 2.10. Collisions with deer in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

[8] Indiana Department of Natural Resources, n.d.

Table 2.14. Collisions with deer in Indiana by month and hour of day, 2021–25

Hour of day	January	February	March	April	May	June	July	August	September	October	November	December	All months
Midnight–12:59 a.m.	167	154	153	167	230	238	139	100	155	332	391	187	2,413
1:00–1:59 a.m.	125	119	145	159	212	237	181	76	98	359	333	157	2,201
2:00–2:59 a.m.	114	110	114	145	183	173	121	76	104	295	317	142	1,894
3:00–3:59 a.m.	156	132	158	147	195	208	150	89	122	342	374	182	2,255
4:00–4:59 a.m.	300	234	270	238	282	293	201	166	206	561	689	339	3,779
5:00–5:59 a.m.	520	467	500	455	552	673	435	310	322	915	1,155	582	6,886
6:00–6:59 a.m.	707	568	751	743	767	641	581	558	537	1,176	1,551	747	9,327
7:00–7:59 a.m.	739	522	782	448	347	293	202	309	553	1,465	1,482	745	7,887
8:00–8:59 a.m.	207	130	175	160	193	163	119	112	210	554	544	225	2,792
9:00–9:59 a.m.	68	56	71	101	159	143	113	70	97	185	307	97	1,467
10:00–10:59 a.m.	69	39	54	76	143	160	112	61	72	114	245	102	1,247
11:00–11:59 a.m.	52	47	58	77	132	149	98	70	65	132	225	69	1,174
Noon–12:59 p.m.	49	52	58	82	141	149	101	82	54	92	191	90	1,141
1:00–1:59 p.m.	45	43	43	42	83	109	110	58	60	57	113	47	810
2:00–2:59 p.m.	31	54	46	61	96	130	79	55	39	65	109	65	830
3:00–3:59 p.m.	57	51	64	73	87	110	84	60	54	76	166	71	953
4:00–4:59 p.m.	92	52	64	64	96	93	108	70	59	93	365	204	1,360
5:00–5:59 p.m.	373	159	70	78	104	98	90	86	86	153	1,452	930	3,679
6:00–6:59 p.m.	1,134	621	177	61	105	106	79	79	118	495	2,420	1,205	6,600
7:00–7:59 p.m.	590	757	475	155	146	137	96	111	284	1,309	1,658	591	6,309
8:00–8:59 p.m.	357	351	644	544	458	309	203	280	683	1,056	1,194	431	6,510
9:00–9:59 p.m.	262	218	354	583	948	682	505	394	279	656	927	390	6,198
10:00–10:59 p.m.	209	207	174	210	461	601	364	138	187	543	737	331	4,162
11:00–11:59 p.m.	237	181	181	179	256	270	196	127	181	474	518	236	3,036
All hours	**6,660**	**5,324**	**5,581**	**5,048**	**6,376**	**6,165**	**4,467**	**3,537**	**4,625**	**11,499**	**17,463**	**8,165**	**84,910**

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 March 12, 2026.

Notes

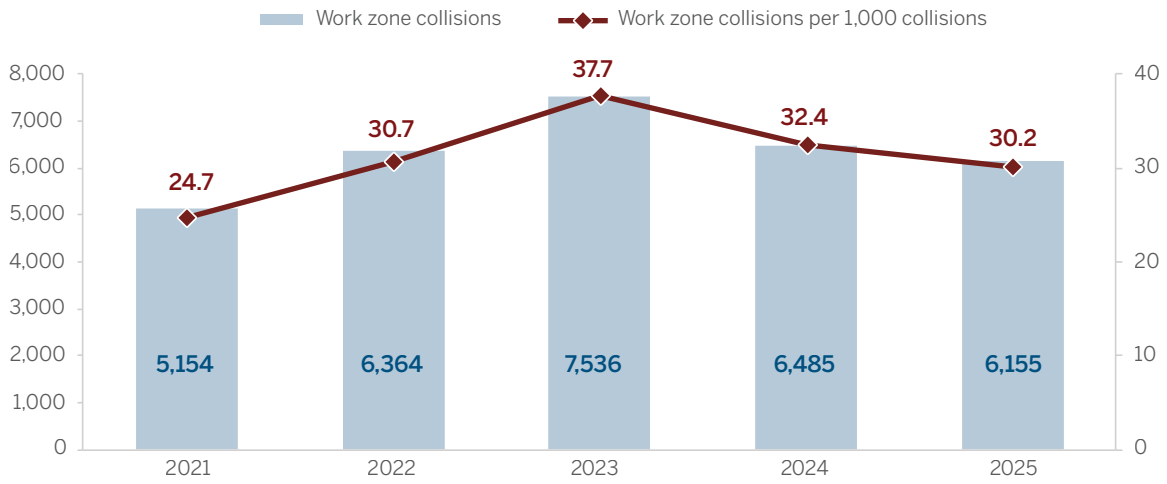
1) Color scale is applied across all months and times.
2) Only deer collisions with valid times are included.

Collisions in work zones

Work zone collisions decreased from the five-year high of 7,538 in 2023 to 6,155 in 2025 (Figure 2.11). The work zone collision rate also declined from the five-year high of 37.7 per 1,000 collisions in 2023 to 30.2 in 2025. The five-year lows for work zone collisions and collision rates per 1,000 collisions were in 2021 (5,154 and 24.7). However, the fatality rates per 1,000 work zone collisions were highest in 2021 and 2022, at 4.1, while the lowest rates occurred in 2024 and 2025, at 2.6. Map 10.12 in the County Comparisons chapter shows the number of collisions in work zones by county.

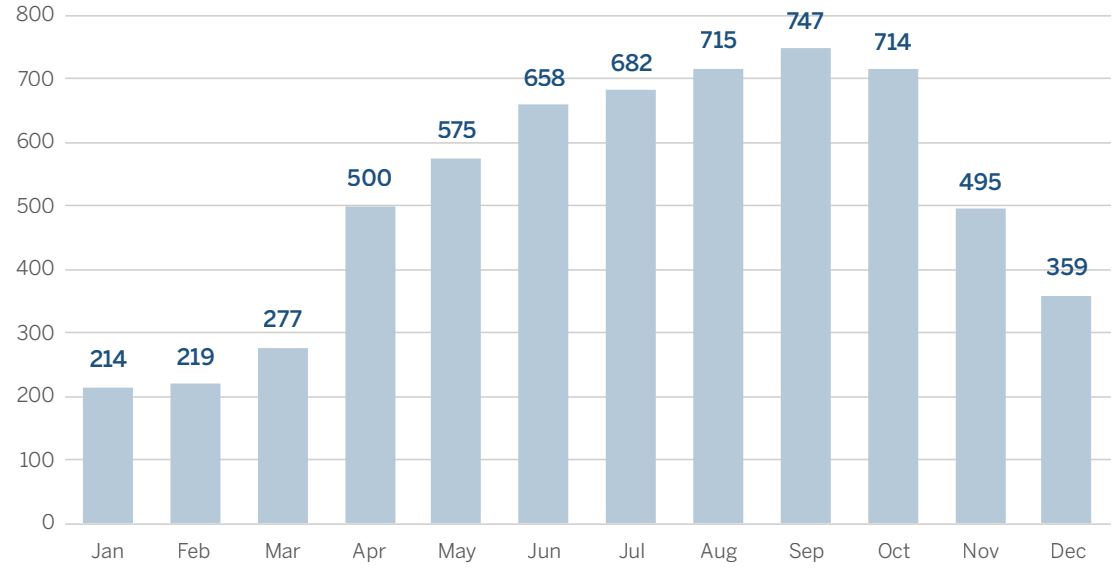
Work zone collisions were most common during construction season—April to October (Figure 2.12). By day of the week and time of the day, work zone collisions were most common on weekdays between 7:00 a.m. and 5:59 p.m. (Table 2.15).

Figure 2.11. Work zone collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), March 12, 2026.

Figure 2.12. Work zone collisions in Indiana by month, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), March 12, 2026.

Table 2.15. Collisions in work zones in Indiana by day of the week and hour of the day, 2025

Hour of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
Midnight–12:59 a.m.	15	12	9	7	14	10	23	90
1:00–1:59 a.m.	13	4	10	14	10	16	15	82
2:00–2:59 a.m.	14	9	3	7	12	8	10	63
3:00–3:59 a.m.	22	9	9	9	7	11	12	79
4:00–4:59 a.m.	12	14	11	14	18	9	9	87
5:00–5:59 a.m.	11	19	26	24	27	22	22	151
6:00–6:59 a.m.	21	35	34	40	36	42	21	229
7:00–7:59 a.m.	10	61	78	69	79	50	12	359
8:00–8:59 a.m.	9	64	77	76	66	61	21	374
9:00–9:59 a.m.	14	46	58	57	59	36	26	296
10:00–10:59 a.m.	25	46	55	67	41	54	38	326
11:00–11:59 a.m.	44	50	57	62	63	68	42	386
Noon–12:59 p.m.	38	67	53	58	59	83	67	425
1:00–1:59 p.m.	32	63	61	55	44	64	57	376
2:00–2:59 p.m.	40	62	89	60	66	73	47	437
3:00–3:59 p.m.	40	88	93	83	78	73	36	491
4:00–4:59 p.m.	44	75	85	74	75	76	59	488
5:00–5:59 p.m.	34	67	70	67	67	69	44	418
6:00–6:59 p.m.	35	30	23	39	47	50	36	260
7:00–7:59 p.m.	26	23	25	17	32	34	25	182
8:00–8:59 p.m.	19	17	24	23	28	32	27	170
9:00–9:59 p.m.	19	21	22	17	24	25	26	154
10:00–10:59 p.m.	14	20	20	25	18	22	21	140
11:00–11:59 p.m.	9	8	17	4	20	16	17	91
All hours	560	910	1,009	968	990	1,004	713	6,154



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), March 12, 2026.

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



INDIANA TRAFFIC SAFETY FACTS

NON-MOTORISTS

NON-MOTORISTS, 2025

According to National Highway Transportation Administration (NHTSA), a pedestrian was killed every 74 minutes in traffic crashes in 2024,[9] and a pedalcyclist was killed every eight hours.[10] Nationally, fatalities of both pedestrians and pedalcyclists have been an increasing percentage of all traffic fatalities over the last decade. This chapter focuses on non-motorists in Indiana traffic collisions—pedestrians, pedalcyclists, and animal-drawn vehicle occupants.

In 2025, 2,465 (0.7%) of individuals involved in collision were non-motorists, a proportion that remained consistent with the previous four years (Table 3.1). Among these, 60.9% were pedestrians, 33.0% were pedalcyclists, and 6.1% were animal-drawn vehicle operators.

The number of pedalcyclists in collisions decreased slightly, from 820 in 2024 to 813 in 2025 (Figure 3.1 and Table 3.1). The number of pedestrians in collisions also declined, from 1,613 to 1,502. In contrast, the number of animal-drawn vehicle occupants involved in collisions increased from 131 in 2024 to 150 in 2025.

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 14.9% of traffic fatalities in 2025. Fatalities among non-motorists in collisions fell slightly overall, from 126 in 2024 to 119 in 2025 (Table 3.1). Pedalcyclist fatalities jumped from 19 in 2024 to 30 in 2025, while pedestrian fatalities fell from 106 to 80. Among all fatalities in collisions, pedestrians accounted for a smaller share of traffic fatalities in 2025 (5.3%) than in 2024 (6.6%) (Figure 3.2. However, pedalcyclists fatalities made up an increased share in 2025 (3.7%) than in 2024 (2.3%). There were nine9 animal-drawn vehicle occupant fatalities in 2025, up from only one fatality in 2024.

From 2024 to 2025, the number of pedestrians who sustained suspected-serious injuries decreased by 10.6%, while suspected-serious injuries among pedalcyclists fell by 3.8% (Table 3.1). In contrast, the number of animal-drawn vehicle occupants who sustained suspected-serious injuries doubled from 8 to 16.

[9] National Highway Transportation Safety Administration, no date (d).
[10] National Highway Transportation Safety Administration, no date (c).

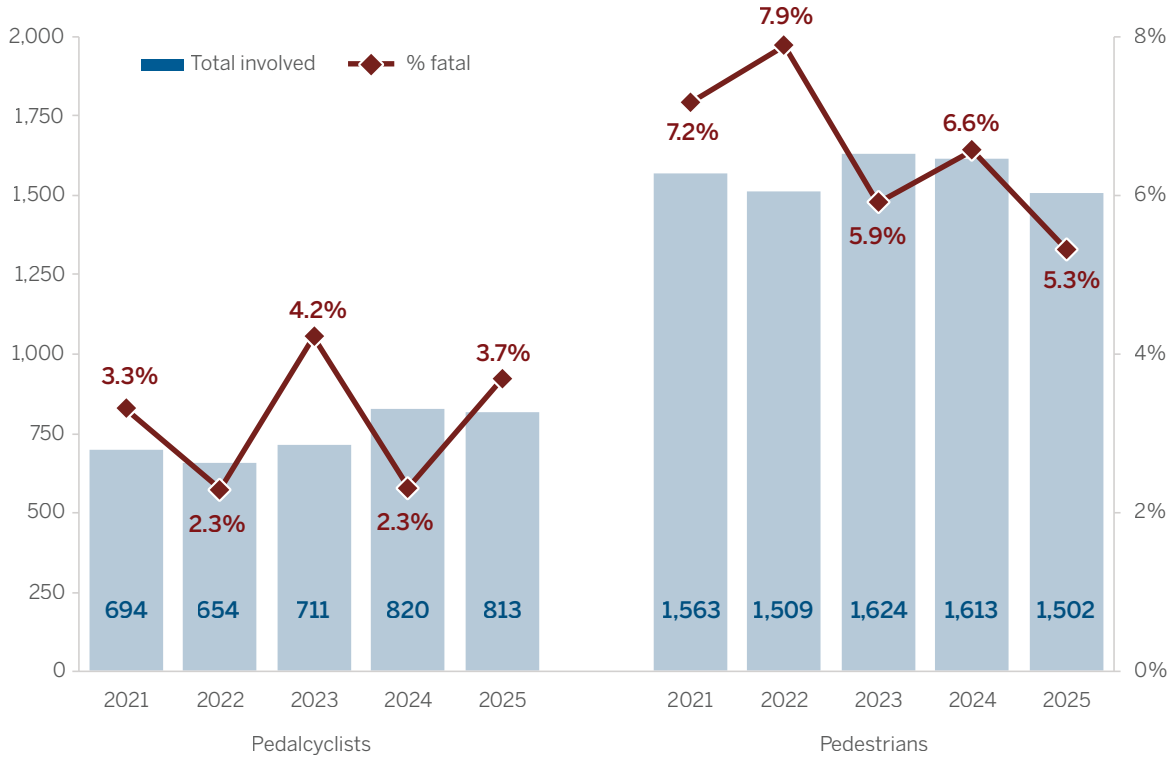
Table 3.1. Individuals in collisions in Indiana by person type and injury status, 2021–25

	2021	2022	2023	2024	2025	Annual rate of change	
						2024–25	2021–25
All individuals	**343,823**	**364,527**	**361,314**	**369,598**	**373,799**	**1.1%**	**2.1%**
Fatal	924	974	902	833	798	-4.2%	-3.6%
Suspected-serious	4,492	4,607	4,755	4,716	4,486	-4.9%	0.0%
Suspected minor	9,481	9,181	9,542	9,196	8,939	-2.8%	-1.5%
Possible injury	28,886	28,663	29,489	30,122	29,873	-0.8%	0.8%
Not injured	300,040	321,102	316,626	324,731	329,703	1.5%	2.4%
All non-motorists	**2,423**	**2,289**	**2,474**	**2,564**	**2,465**	**-3.9%**	**0.4%**
Fatal	135	135	127	126	119	-5.6%	-3.1%
Suspected-serious	394	370	397	432	402	-6.9%	0.5%
Suspected minor	639	613	678	745	705	-5.4%	2.5%
Possible injury	754	819	938	988	948	-4.0%	5.9%
Not injured	501	352	334	273	291	6.6%	-12.7%
Non-motorists as percent of total	**0.7%**	**0.6%**	**0.7%**	**0.7%**	**0.7%**	**-4.9%**	**-1.6%**
Fatal	14.6%	13.9%	14.1%	15.1%	14.9%	-1.4%	0.5%
Suspected-serious	8.8%	8.0%	8.3%	9.2%	9.0%	-2.2%	0.5%
Suspected minor	6.7%	6.7%	7.1%	8.1%	7.9%	-2.6%	4.0%
Possible injury	2.6%	2.9%	3.2%	3.3%	3.2%	-3.2%	5.0%
Not injured	0.2%	0.1%	0.1%	0.1%	0.1%	5.0%	-14.7%
Pedalcyclists	**694**	**654**	**711**	**820**	**813**	**-0.9%**	**4.0%**
Fatal	23	15	30	19	30	57.9%	6.9%
Suspected-serious	92	91	87	104	100	-3.8%	2.1%
Suspected minor	214	240	235	307	306	-0.3%	9.4%
Possible injury	221	220	249	305	288	-5.6%	6.8%
Not injured	144	88	110	85	89	4.7%	-11.3%
Pedestrians	**1,563**	**1,509**	**1,624**	**1,613**	**1,502**	**-6.9%**	**-1.0%**
Fatal	112	119	96	106	80	-24.5%	-8.1%
Suspected-serious	283	258	302	320	286	-10.6%	0.3%
Suspected minor	396	355	415	419	386	-7.9%	-0.6%
Possible injury	497	587	660	659	638	-3.2%	6.4%
Not injured	275	190	151	109	112	2.8%	-20.1%
Animal-drawn vehicle occupants	**166**	**126**	**139**	**131**	**150**	**14.5%**	**-2.5%**
Fatal	0	1	1	1	9	800.0%	N/A
Suspected-serious	19	21	8	8	16	100.0%	-4.2%
Suspected minor	29	18	28	19	13	-31.6%	-18.2%
Possible injury	36	12	29	24	22	-8.3%	-11.6%
Not injured	82	74	73	79	90	13.9%	2.4%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

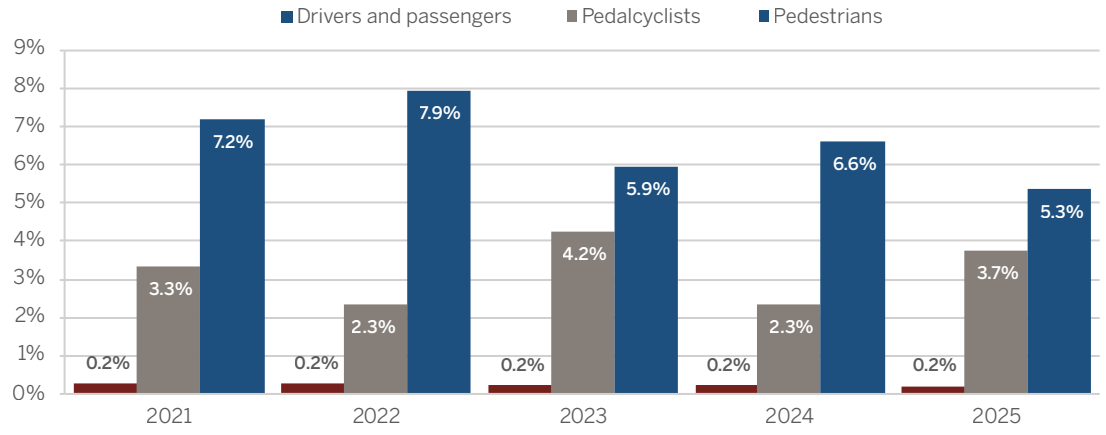
Note: Non-motorists include pedalcyclists, pedestrians, and animal-drawn vehicle occupants.

Figure 3.1. Non-motorists in collisions in Indiana and fatality rate by person type, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Figure 3.2. Fatalities as a percent of all involved in collisions in Indiana by person type, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Animal-drawn vehicle operators are excluded.

Non-motorist injuries in collisions by age and gender

In 2025, the largest number of pedalcyclists involved in crashes were among those aged 14 and younger (136) and aged 15–20 (133) (Table 3.2). The age groups most affected by pedalcyclist collisions varied across the 2021–25 period. Individuals aged 14 and younger accounted for the largest number of pedalcyclists in collisions in 2021 and 2023, while those aged 25–34 accounted for the largest group in 2022 and those aged 15–20 in 2024. The number of pedalcyclists in collisions increased from 2024 to 2025 among individuals younger than 15 and those aged 45–54, 65–74, and 75 and older. By contrast, the number decreased among those aged 15–44 and 55–64.

From 2021 to 2025, pedestrians aged 25–34 were consistently in collisions most often among age groups (Table 3.2). Between 2024 and 2025, the number of pedestrians involved in collisions declined across all age cohorts.

The overall rate of fatal and suspected-serious injuries among pedalcyclists in collisions increased from 2024 to 2025 but remained below the levels recorded from 2021 to 2023. In 2025, the mean age of pedalcyclists killed or sustaining suspected-serious injuries in collisions was 40 years. Pedalcyclists aged 75 and above were the most likely to suffer fatal or suspected-serious injuries as a result of a collision (38.1%) (Table 3.3). Among children and young adults, pedalcyclists younger than 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 lower in 2025 than in any of the previous four years. The mean age of pedestrians who were killed or sustained suspected-serious injuries in collisions in 2025 was 41 years. Fatal or suspected-serious injuries in collisions exceeded 20% for all age groups except ages 15–20 and ages 21–24, peaking among pedestrians aged 65–74 (Table 3.3). More than 25% of pedestrians in collisions experienced fatal or suspected-serious injuries in all age groups aged 35 and older.

Male non-motorists consistently represented a much greater proportion of pedalcyclists, pedestrians, and animal-driven vehicle occupants in collisions than female non-motorists. In 2025, 81.5% of pedalcyclists and 59.8% of pedestrians involved in collisions were male (Table 3.4). The same year, males younger than 15 and aged 15–20 made up 26.7% of pedalcyclists in crashes, while male pedestrians in those same age groups accounted for 15.7% of pedestrian in crashes.

Table 3.2. Non-motorists in collisions in Indiana by age group, 2021–25

Age	Individuals					Annual rate of change	
	2021	2022	2023	2024	2025	2024–25	2021–25
Pedalcyclists							
<15	132	116	122	115	136	18.3%	0.7%
15–20	112	106	111	148	133	-10.1%	4.4%
21–24	52	37	59	61	60	-1.6%	3.6%
25–34	93	120	117	130	123	-5.4%	7.2%
35–44	89	74	87	113	101	-10.6%	3.2%
45–54	86	65	74	82	83	1.2%	-0.9%
55–64	80	68	68	89	87	-2.2%	2.1%
65–74	38	42	44	50	60	20.0%	12.1%
75+	12	13	17	19	21	10.5%	15.0%
All ages	694	641	699	807	804	-0.4%	3.7%
Pedestrians							
<15	199	208	193	203	193	-4.9%	-0.8%
15–20	182	188	179	187	176	-5.9%	-0.8%
21–24	113	108	126	113	100	-11.5%	-3.0%
25–34	265	248	274	272	256	-5.9%	-0.9%
35–44	221	210	234	226	210	-7.1%	-1.3%
45–54	180	172	194	176	171	-2.8%	-1.3%
55–64	212	191	191	199	185	-7.0%	-3.3%
65–74	139	129	138	140	134	-4.3%	-0.9%
75+	49	53	88	89	70	-21.3%	9.3%
All ages	1,560	1,507	1,617	1,605	1,495	-6.9%	-1.1%



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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, 2021–25

Age	Individuals				
	2021	2022	2023	2024	2025
Pedalcyclists					
<15	15.9%	17.2%	12.3%	15.7%	13.2%
15–20	10.7%	15.1%	11.7%	13.5%	12.8%
21–24	15.4%	5.4%	11.9%	3.3%	8.3%
25–34	12.9%	12.5%	16.2%	10.8%	12.2%
35–44	24.7%	16.2%	12.6%	23.0%	16.8%
45–54	20.9%	23.1%	23.0%	19.5%	21.7%
55–64	16.3%	23.5%	23.5%	19.1%	28.7%
65–74	21.1%	14.3%	38.6%	14.0%	11.7%
75+	8.3%	30.8%	11.8%	15.8%	38.1%
All ages	16.6%	16.5%	16.7%	15.2%	16.2%
Pedestrians					
<15	20.6%	11.5%	17.1%	22.2%	23.3%
15–20	21.4%	14.9%	17.3%	21.9%	15.3%
21–24	21.2%	24.1%	23.8%	20.4%	19.0%
25–34	29.8%	31.9%	26.3%	26.8%	20.3%
35–44	27.1%	30.5%	26.1%	33.2%	30.5%
45–54	27.2%	32.0%	25.8%	25.0%	28.7%
55–64	26.4%	27.2%	29.8%	29.1%	26.5%
65–74	23.0%	27.9%	26.1%	27.9%	30.6%
75+	26.5%	24.5%	31.8%	30.3%	28.6%
All ages	25.2%	25.0%	24.6%	26.5%	24.5%



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Excludes invalid ages.

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

Table 3.4. Percent of non-motorists involved in collisions in Indiana by person type, age group, and gender, 2021–25

	2021		2022		2023		2024		2025	
Pedalcyclists										
Age group	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
<15	15.4%	3.5%	12.8%	5.3%	13.7%	3.7%	11.2%	3.1%	13.1%	3.9%
15–20	12.3%	3.9%	14.2%	2.3%	12.2%	3.7%	15.7%	2.6%	13.7%	2.9%
21–24	5.5%	2.0%	4.8%	0.9%	6.2%	2.3%	5.7%	1.9%	6.2%	1.2%
25–34	11.7%	1.7%	14.4%	4.2%	13.9%	2.9%	11.9%	4.2%	12.4%	2.9%
35–44	10.1%	2.7%	9.8%	1.7%	10.6%	1.9%	10.3%	3.7%	10.0%	2.6%
45–54	10.5%	1.9%	8.4%	1.7%	9.4%	1.1%	8.1%	2.1%	8.5%	1.9%
55–64	9.2%	2.3%	9.5%	1.1%	8.3%	1.4%	9.5%	1.5%	9.2%	1.6%
65–74	4.3%	1.2%	5.8%	0.8%	5.3%	1.0%	4.8%	1.4%	6.1%	1.4%
75+	1.2%	0.6%	1.4%	0.6%	2.0%	0.4%	2.0%	0.4%	2.4%	0.2%
All ages	80.2%	19.8%	81.3%	18.8%	81.5%	18.5%	79.2%	20.8%	81.5%	18.5%
Pedestrians										
Age group	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
<15	8.4%	4.4%	8.9%	4.8%	7.3%	4.6%	8.4%	4.2%	8.9%	4.0%
15–20	7.6%	4.1%	7.6%	4.8%	7.3%	3.8%	7.2%	4.4%	6.8%	4.9%
21–24	4.3%	3.0%	3.8%	3.4%	4.4%	3.3%	4.2%	2.9%	3.7%	3.0%
25–34	10.9%	6.0%	10.8%	5.7%	10.5%	6.5%	10.7%	6.3%	10.2%	6.9%
35–44	9.6%	4.6%	8.8%	5.2%	8.7%	5.8%	9.4%	4.7%	8.6%	5.5%
45–54	7.0%	4.6%	6.8%	4.6%	7.1%	4.9%	6.6%	4.4%	6.8%	4.6%
55–64	8.6%	5.1%	7.6%	5.0%	6.8%	5.0%	7.0%	5.4%	7.6%	4.8%
65–74	4.8%	4.1%	4.6%	3.9%	4.3%	4.3%	4.9%	3.8%	5.0%	4.0%
75+	1.5%	1.5%	2.1%	1.4%	2.7%	2.8%	2.8%	2.7%	2.2%	2.5%
All ages	62.7%	37.3%	61.1%	38.9%	59.1%	40.9%	61.1%	38.9%	59.8%	40.2%



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Excludes animal-drawn vehicle occupants, unknown gender, and invalid ages.
2) Color scales apply separately to pedalcyclists and pedestrians across ages and years.
3) Totals may may add to more or less than 100% due to rounding.

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

In 2025, pedalcyclists were involved in collisions most frequently on Thursdays and Fridays, while pedestrian collisions were most common on Fridays and Saturdays (Table 3.5). The most common times of the day for collisions involving non-motorists were between noon and 8:59 p.m. (64.8% of pedalcyclists and 57.9% of pedestrians in collisions). Both groups were involved in crashes most often during the afternoon rush hour, from 3 to 5:59 p.m.

In 2025, 200 or more non-motorists were involved in collisions in each month from May through November, collectively accounting for 69.6% of the year's total (Figure 3.3). Non-motorists involved in collisions dipped to the lowest numbers in the cooler months—January and February.

In 2025, 80 or more pedalcyclists were involved in collisions in the months from May to October (Figure 3.3 and Table 3.6). The same year, fatal and suspected-serious injuries among pedalcyclists were the highest in May, June, August, and September. In 2025, at least 145 pedestrians were in collisions during September through November, peaking in October. Pedestrian fatalities and suspected-serious injuries also occurred most frequently in October.

In 2025, the greatest number of animal-drawn vehicle occupants were involved in crashes in October. This same year, fatal and suspected-serious injuries among animal-drawn vehicle operators were most common in April, with six. Three or more animal-drawn vehicle occupants also sustained fatal or suspected-serious injuries in July, September, October, and December.

Table 3.5. Non–motorists involved in collisions in Indiana by person type, time of day, and day of week, 2025

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.	0	1	2	0	0	0	4	7	0.9%
3–5:59 a.m.	3	3	3	3	3	5	3	23	2.8%
6–8:59 a.m.	6	14	15	14	18	10	1	78	9.6%
9–11:59 a.m.	9	17	10	19	22	22	14	113	13.9%
Noon–2:59 p.m.	10	23	20	22	27	28	16	146	18.0%
3–5:59 p.m.	27	39	42	38	52	34	20	252	31.0%
6–8:59 p.m.	7	16	12	25	24	28	17	129	15.9%
9–11:59 p.m.	2	8	16	10	7	16	6	65	8.0%
Total	**64**	**121**	**120**	**131**	**153**	**143**	**81**	**813**	**100%**
% by day of week	7.9%	14.9%	14.8%	16.1%	18.8%	17.6%	10.0%	100%	
Pedestrians									
Midnight–2:59 a.m.	12	4	3	5	2	11	14	51	3.4%
3–5:59 a.m.	9	5	7	7	12	5	9	54	3.6%
6–8:59 a.m.	4	34	36	29	26	34	15	178	11.9%
9–11:59 a.m.	13	27	24	22	31	30	45	192	12.8%
Noon–2:59 p.m.	30	29	43	30	39	42	37	250	16.6%
3–5:59 p.m.	29	61	45	46	40	67	52	340	22.6%
6–8:59 p.m.	29	48	35	40	47	36	45	280	18.6%
9–11:59 p.m.	20	13	12	16	15	35	46	157	10.5%
Total	**146**	**221**	**205**	**195**	**212**	**260**	**263**	**1,502**	**100%**
% by day of week	9.7%	14.7%	13.6%	13.0%	14.1%	17.3%	17.5%	100%	



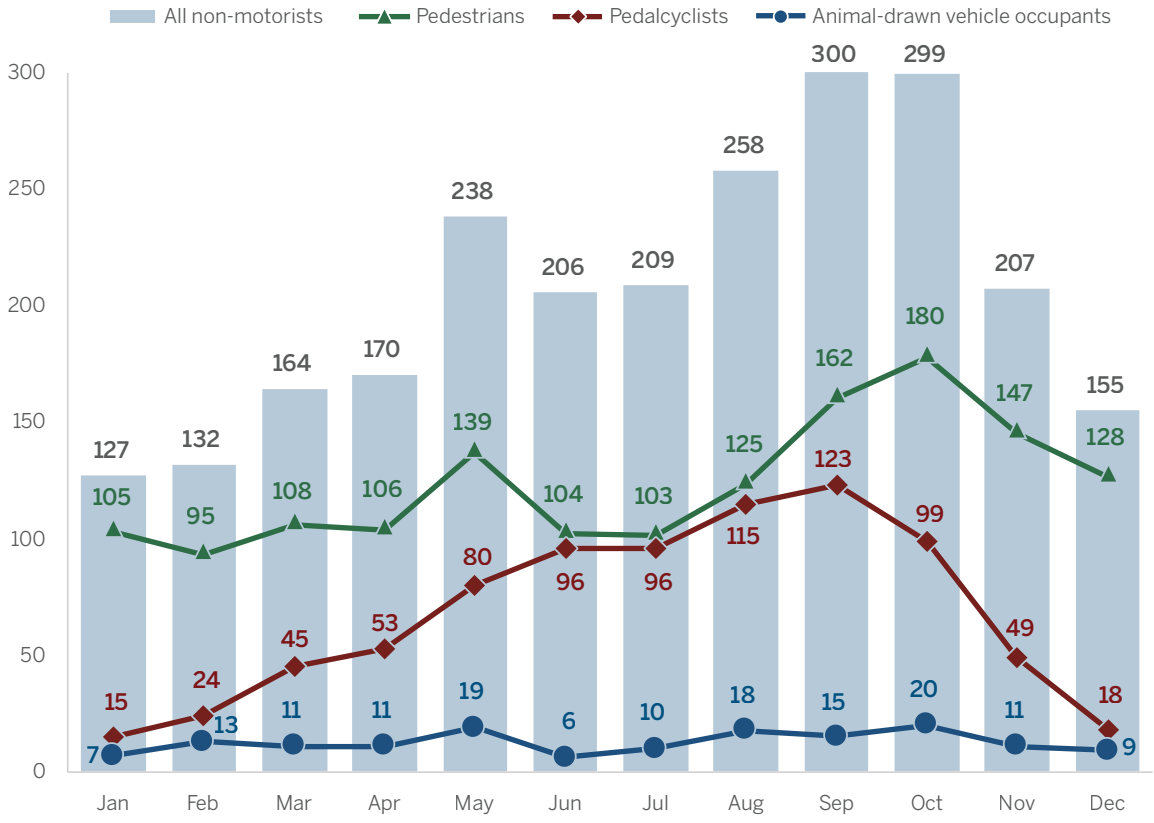
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Data is 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, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Table 3.6. Non-motorists in collisions in Indiana by month and injury status, 2024–25

	Total			Fatal & suspected-serious injuries			% change 2024–25	
Month	2024	2025	Change	2024	2025	Change	Total	Fatal and suspected-serious
Pedalcyclists								
Jan	20	15	-5	6	3	-3	-25.0%	-50.0%
Feb	39	24	-15	8	4	-4	-38.5%	-50.0%
Mar	48	45	-3	2	5	3	-6.3%	150.0%
Apr	65	53	-12	7	13	6	-18.5%	85.7%
May	70	80	10	10	18	8	14.3%	80.0%
Jun	79	96	17	17	17	0	21.5%	0.0%
Jul	89	96	7	11	11	0	7.9%	0.0%
Aug	135	115	-20	18	19	1	-14.8%	5.6%
Sep	105	123	18	16	16	0	17.1%	0.0%
Oct	94	99	5	19	12	-7	5.3%	-36.8%
Nov	52	49	-3	4	7	3	-5.8%	75.0%
Dec	24	18	-6	5	5	0	-25.0%	0.0%
Total	**820**	**813**	**-7**	**123**	**130**	**7**	**-0.9%**	**5.7%**
Pedestrians								
Jan	102	105	3	33	31	-2	2.9%	-6.1%
Feb	118	95	-23	24	28	4	-19.5%	16.7%
Mar	125	108	-17	33	25	-8	-13.6%	-24.2%
Apr	110	106	-4	30	19	-11	-3.6%	-36.7%
May	144	139	-5	44	25	-19	-3.5%	-43.2%
Jun	144	104	-40	38	26	-12	-27.8%	-31.6%
Jul	121	103	-18	31	30	-1	-14.9%	-3.2%
Aug	145	125	-20	41	30	-11	-13.8%	-26.8%
Sep	156	162	6	40	39	-1	3.8%	-2.5%
Oct	163	180	17	36	48	12	10.4%	33.3%
Nov	160	147	-13	46	32	-14	-8.1%	-30.4%
Dec	125	128	3	30	33	3	2.4%	10.0%
Total	**1,613**	**1,502**	**-111**	**426**	**366**	**-60**	**-6.9%**	**-14.1%**



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

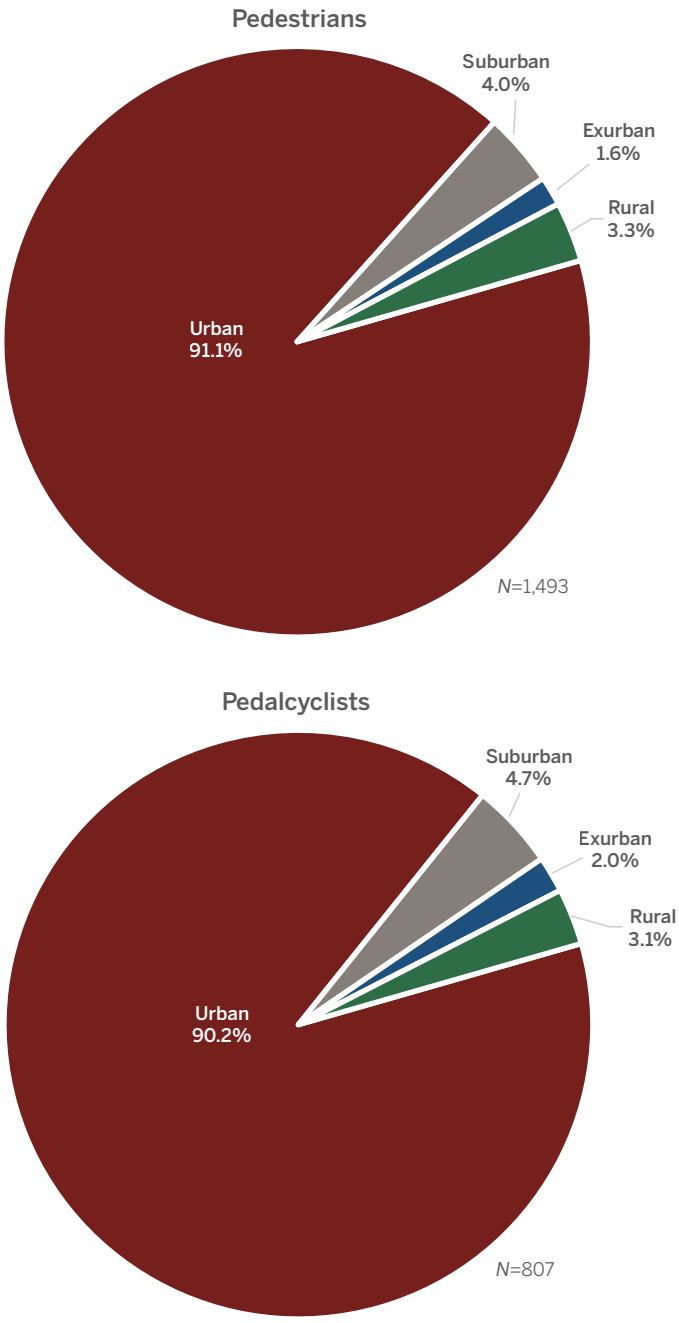
1) Excludes animal-drawn vehicle occupants.

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 2025, 90.2% of crashes involving pedalcyclists and 91.1% involving pedestrians occurred in urban areas (Figure 3.4). Most crashes involving animal-drawn vehicle occupants took place in rural areas (68.9%).

Figure 3.4. Percent of non-motorists involved in collisions in Indiana by person type, age group, and gender, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Excludes animal-drawn vehicle occupants.
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 non-motorists in collisions where the locale type cannot be determined.

Collisions by non-motorist action and attributability

In 2025, the most common pedalcyclist action in crashes was crossing at an intersection (389), followed by moving along a roadway (136) (Table 3.7). For pedestrians, the most frequent actions were crossing at an intersection (485) and crossing the road at a location other than an intersection (262). Crashes were most often attributed to pedalcyclists when they crossed at a location other than an intersection (56.1%). Similarly, pedestrian-attributed collisions were most often associated with crossing at a location other than an intersection (60.3%) and walking against traffic (52.1%).

Table 3.7. Non-motorists involved in collisions in Indiana by person type, action, and attributability, 2025

Action	Total involved	# attributable to pedalcyclist	% attributable to pedalcyclist
Pedalcyclists			
Against traffic	42	18	42.9%
Crossing at intersection	389	160	41.1%
Crossing not at intersection	57	32	56.1%
Moving	136	47	34.6%
Standing	5	0	0.0%
With traffic	99	24	24.2%
Other	78	38	48.7%
Unknown	7	3	42.9%
Total	813	322	39.6%
Action	**Total involved**	**# attributable to pedestrian**	**% attributable to pedestrian**
Pedestrians			
Against traffic	48	25	52.1%
Crossing at intersection	485	101	20.8%
Crossing not at intersection	262	158	60.3%
Getting in or out of vehicle	14	6	42.9%
Getting off or on school bus	1	0	0.0%
Moving	199	39	19.6%
Standing	122	16	13.1%
With traffic	79	28	35.4%
Working	30	2	6.7%
Other	256	63	24.6%
Unknown	6	1	16.7%
Total	1,502	439	29.2%



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) A vehicle or non-motorist is classified as attributable to the occurrence of a collision when a contributing circumstance assigned to that vehicle or non-motorist matches the primary factor recorded for the collision.

2) Color scales apply separately to pedalcyclists and pedestrians.

Non-motorists in alcohol-impaired collisions

In 2025, 21 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 2024 (Table 3.8). The number of pedestrian fatalities in alcohol-impaired collisions increased from two in 2024 to four in 2025. No pedalcyclists were killed in alcohol-impaired collisions in either year.

Only a small proportion of non-motorists in collisions were identified as alcohol-impaired in 2025—1.3% of pedestrians and 0.6% of pedalcyclists (Table 3.9). From 2021 to 2025, alcohol impairment was more prevalent among pedestrians and pedalcyclists who sustained non-fatal injuries or were not injured. In 2025, 13.8% of pedestrians killed in collisions were alcohol-impaired, a rate similar to 2022, 2023, and 2024. No pedalcyclists who were killed in 2025 were alcohol-impaired. Overall, 0.3% of collisions attributable to the action of a pedalcyclist involved an impaired pedalcyclist, compared to the 2.7% of collisions attributable to a pedestrian that involved an impaired pedestrian.

Table 3.8. Non-motorists in collisions in Indiana by person type, injury status, and driver alcohol impairment, 2021–25

	2021			2022			2023			2024			2025		
	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	**694**	**5**	**0.7%**	**654**	**5**	**0.8%**	**711**	**7**	**1.0%**	**820**	**5**	**0.6%**	**813**	**5**	**0.6%**
Fatal	23	1	4.3%	15	1	6.7%	30	1	3.3%	19	0	0.0%	30	0	0.0%
Suspected-serious	92	3	3.3%	91	1	1.1%	87	3	3.4%	104	3	2.9%	100	1	1.0%
Suspected-minor	214	1	0.5%	240	1	0.4%	235	1	0.4%	307	1	0.3%	306	0	0.0%
Possible	221	0	0.0%	220	2	0.9%	249	2	0.8%	305	0	0.0%	288	2	0.7%
Not injured	144	0	0.0%	88	0	0.0%	110	0	0.0%	85	1	1.2%	89	2	2.2%
Pedestrians	**1,563**	**20**	**1.3%**	**1,509**	**19**	**1.3%**	**1,624**	**16**	**1.0%**	**1,613**	**19**	**1.2%**	**1,502**	**21**	**1.4%**
Fatal	112	2	1.8%	119	4	3.4%	96	2	2.1%	106	2	1.9%	80	4	5.0%
Suspected-serious	283	6	2.1%	258	7	2.7%	302	4	1.3%	320	6	1.9%	286	8	2.8%
Suspected -minor	396	4	1.0%	355	2	0.6%	415	3	0.7%	419	5	1.2%	386	3	0.8%
Possible	497	7	1.4%	587	5	0.9%	660	5	0.8%	659	5	0.8%	638	6	0.9%
Not injured	275	1	0.4%	190	1	0.5%	151	2	1.3%	109	1	0.9%	112	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 March 12, 2026.

Notes:

1) Animal-drawn vehicle occupants are excluded.

2) 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. The presence of an impaired driver does not indicate necessarily that impairment was the cause of the collision.

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, 2021–25

	2021			2022			2023			2024			2025		
	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	**694**	**2**	**0.3%**	**654**	**3**	**0.5%**	**711**	**1**	**0.1%**	**820**	**6**	**0.7%**	**813**	**1**	**0.1%**
Fatal	23	2	8.7%	15	3	20.0%	30	1	3.3%	19	3	15.8%	30	0	0.0%
Suspected-serious	92	0	0.0%	91	0	0.0%	87	0	0.0%	104	1	1.0%	100	0	0.0%
Suspected-minor	214	0	0.0%	240	0	0.0%	235	0	0.0%	307	0	0.0%	306	1	0.3%
Possible	221	0	0.0%	220	0	0.0%	249	0	0.0%	305	1	0.3%	288	0	0.0%
Not injured	144	0	0.0%	88	0	0.0%	110	0	0.0%	85	1	1.2%	89	0	0.0%
Pedestrians	**1,563**	**6**	**0.4%**	**1,509**	**21**	**1.4%**	**1,624**	**17**	**1.0%**	**1,613**	**18**	**1.1%**	**1,502**	**12**	**0.8%**
Fatal	112	6	5.4%	119	15	12.6%	96	14	14.6%	106	15	14.2%	80	11	13.8%
Suspected-serious	283	0	0.0%	258	3	1.2%	302	2	0.7%	320	1	0.3%	286	1	0.3%
Suspected-minor	396	0	0.0%	355	1	0.3%	415	0	0.0%	419	1	0.2%	386	0	0.0%
Possible	497	0	0.0%	587	1	0.2%	660	1	0.2%	659	0	0.0%	638	0	0.0%
Not injured	275	0	0.0%	190	1	0.5%	151	0	0.0%	109	1	0.9%	112	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 March 12, 2026.

Notes:

1) Animal-drawn vehicle occupants are excluded.

2) 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. The presence of an impaired non-motorist does not indicate necessarily that impairment was the cause of the collision.

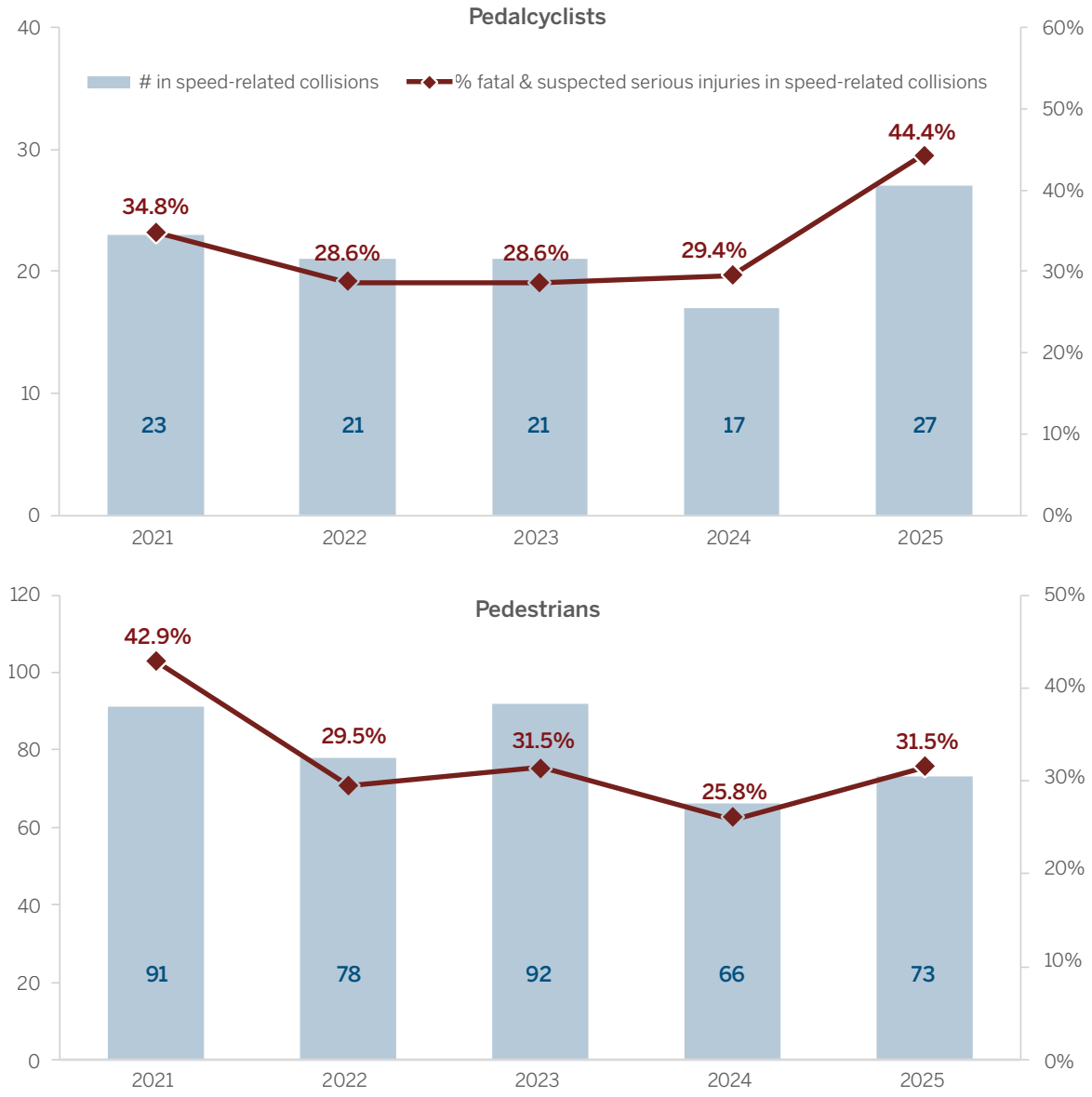
3) Color scales apply separately to the percents of impaired pedalcyclists and pedestrians by year.

Non-motorists in speed-related collisions

In 2025, 27 or 3.3% of pedalcyclists in collisions were in speed-related collisions (Figure 3.5), the highest recorded during the 2021–25 period. Twelve of those pedalcyclists sustained fatal or suspected-serious injuries, compared with between five and eight in each year from 2021 through 2024.

In 2025, 73 or 4.9% of pedestrians in collisions were in speed-related collisions (Figure 3.5). In the same year, 23 or 31.5% of pedestrians in these crashes sustained fatal or suspected-serious injuries.

Figure 3.5. Non-motorists in collisions in Indiana by speed involvement and injury rate and severity, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Animal-drawn vehicle occupants are excluded.
2) Collisions are defined as speed-related 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.



INDIANA TRAFFIC SAFETY FACTS

MOTORCYCLES

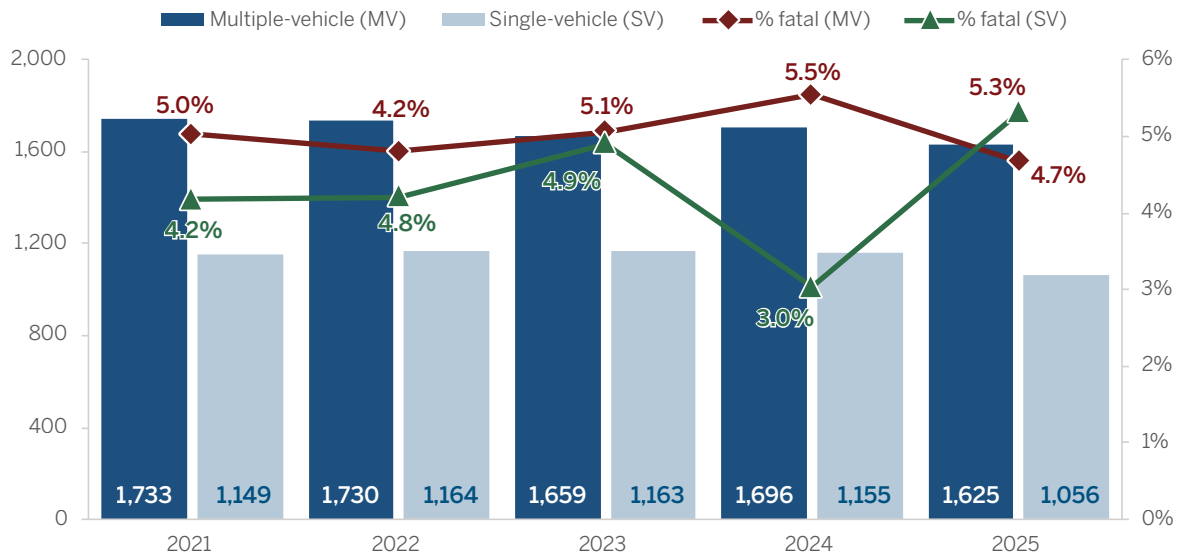
MOTORCYCLES, 2025

Motorcycles pose several risks that do not exist for other motor vehicles. First, they require more skill and physical strength to operate. Second, they have no protective structure. Third, their reduced size relative to other types of vehicles makes them less visible.[11] This chapter focuses on motorcycle collisions involving one or more of these motorized vehicles—motorcycles, Class A motor-driven cycles, Class B motor-driven cycles, mopeds, and motorized bicycles.

In 2025, there were 2,681 traffic collisions involving one or more motorcycles, a 6.0% decline from 2,851 in 2024 (Table 4.1). Fatal collisions increased to 132 in 2025 from a five-year low of 129 in 2024. From 2024 to 2025, non-fatal injury collisions decreased 5.8%, while property-damage-only collisions decreased 7.6%.

From 2021 to 2025, multiple-vehicle (MV) motorcycle collisions consistently outnumbered single-vehicle (SV) motorcycle collisions (Figure 4.1). In 2025, there were 1,056 single-vehicle and 1,625 multiple-vehicle collisions involving motorcycles. Fatal single-vehicle motorcycle collisions increased from 35 in 2024 to 56 in 2025, increasing from 3.0% to 5.3% of all single-vehicle collisions. Fatal multiple-vehicle collisions involving motorcycles decreased from 94 in 2024 to 76 in 2025, a decrease from 5.5% to 4.7% of all multiple-vehicle collisions.

Figure 4.1. Motorcycle collisions in Indiana by single-vehicle and multiple-vehicle involvement, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

[11] Kirley, et al., 2023, p 6-1.

Table 4.1. Motorcycle collisions in Indiana by single-vehicle and multiple-vehicle involvement, 2021–25

	2021	2022	2023	2024	2025	Annual rate of change	
						2024–25	2021–25
Motorcycle registrations	**240,533**	**231,298**	**226,497**	**220,841**	**218,159**	**-1.2%**	**-2.4%**
Collisions	**2,882**	**2,894**	**2,822**	**2,851**	**2,681**	**-6.0%**	**-1.8%**
Fatal collisions	135	132	141	129	132	2.3%	-0.6%
Non-fatal injury collisions	1,811	1,902	1,912	1,937	1,824	-5.8%	0.2%
Property-damage-only collisions	936	860	769	785	725	-7.6%	-6.2%
Motorcyclists in collisions	**3,025**	**3,114**	**3,071**	**3,110**	**2,923**	**-6.0%**	**-0.9%**
Fatalities	133	131	142	134	136	1.5%	0.6%
Non-fatal injuries	1,984	2,056	2,063	2,092	1,952	-6.7%	-0.4%
No injuries	908	927	866	884	835	-5.5%	-2.1%
Per 100,000 motorcycle registrations							
Collisions	**1,198.2**	**1,251.2**	**1,245.9**	**1,291.0**	**1,228.9**	**-4.8%**	**0.6%**
Fatal collisions	56.1	57.1	62.3	58.4	60.5	3.6%	1.9%
Non-fatal injury collisions	752.9	822.3	844.2	877.1	836.1	-4.7%	2.7%
Property-damage-only collisions	389.1	371.8	339.5	355.5	332.3	-6.5%	-3.9%
Motorcyclists in collisions	**1,257.6**	**1,346.3**	**1,355.9**	**1,408.3**	**1,339.8**	**-4.9%**	**1.6%**
Fatalities	55.3	56.6	62.7	60.7	62.3	2.7%	3.0%
Non-fatal injuries	824.8	888.9	910.8	947.3	894.8	-5.5%	2.1%
No injuries	377.5	400.8	382.3	400.3	382.7	-4.4%	0.3%

Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, downloaded March 24, 2026.

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 injuries defined as suspected-serious, suspected minor, and possible.

Motorcyclists in collisions

The number of motorcyclists—operators and passengers—involved in collisions decreased from 3,110 in 2024 to 2,923 in 2025 (Table 4.2). In 2025, 71.4% of motorcyclists in collisions were either killed or injured. Of these, 136 motorcyclists were killed, accounting for 17.0% of all traffic fatalities in 2025. Among injured motorcyclists, 710 sustained suspected-serious injuries, and 1,242 sustained-suspected-minor or possible injuries. Among motorcyclists in collisions, 4.7% sustained fatal injuries, 24.3% sustained suspected-serious injuries, and 42.5% were classified with suspected-minor or possible injuries. The remaining motorcyclists sustained no injury (Figure 4.2).

From 2024 to 2025, the number of motorcyclists in collisions decreased by 6.0%. For the same period, fatalities increased 1.5%, while suspected-serious injuries decreased 3.1% and suspected-minor injuries decreased 17.9% (Table 4.2). The average rates of change between 2021 and 2025 were more modest in all injury categories than the change from 2024 to 2025.

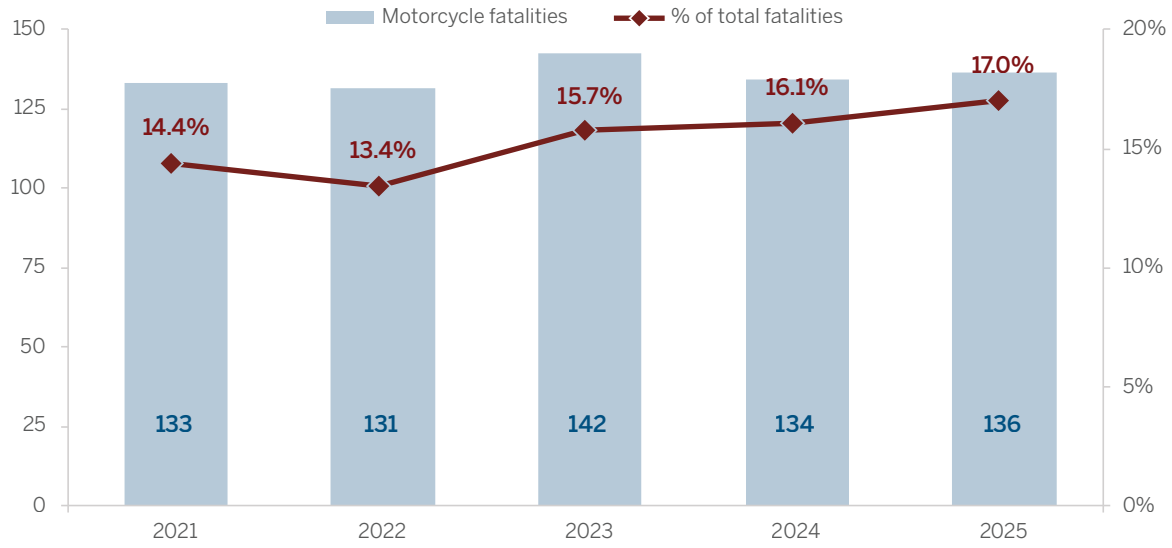
Table 4.2. Motorcyclists in collisions in Indiana by injury status, 2021–25

Injury status	2021	2022	2023	2024	2025	Annual rate of change	
						2024–25	2021–25
All motorcyclists	**3,025**	**3,114**	**3,071**	**3,110**	**2,923**	**-6.0%**	**-0.9%**
Fatal	133	131	142	134	136	1.5%	0.6%
Suspected-serious	698	735	701	733	710	-3.1%	0.4%
Suspected-minor	701	729	763	788	647	-17.9%	-2.0%
Possible	585	592	599	571	595	4.2%	0.4%
Not injured	908	927	866	884	835	-5.5%	-2.1%
Fatality and injury rates							
% fatal	4.4%	4.2%	4.6%	4.3%	4.7%	8.0%	1.4%
% suspected-serious	23.1%	23.6%	22.8%	23.6%	24.3%	3.1%	1.3%
% suspected-minor	23.2%	23.4%	24.8%	25.3%	22.1%	-12.6%	-1.1%
% possible	19.3%	19.0%	19.5%	18.4%	20.4%	10.9%	1.3%
% not injured	30.0%	29.8%	28.2%	28.4%	28.6%	0.5%	-1.2%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: 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.

Figure 4.2. Motorcyclist fatalities as a percent of all fatalities in collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

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

Between 2021 and 2025, motorcycle collisions occurred most often during the summer months, from May to September (Table 4.3). In 2025, the highest numbers were in August and September. In contrast, from 2021 to 2025, total collisions generally were highest during the late fall months of October and November and in December.

From 2021 to 2025, motorcycle collisions generally occurred most often on Fridays, Saturdays, and Sundays. In 2025, most motorcycle collisions occurred on Fridays and Saturdays (Table 4.4).

In 2025, motorcycle collisions occurred most often between 2 and 6:59 p.m., peaking from 5 to 5:59 p.m. (Figure 4.4). The number of motorcycle collisions was lowest in the early morning hours from 2 to 5:59 a.m. Starting at the 9 a.m. hour, motorcycle collisions generally increased throughout the day, peaking at the 5 p.m. hour, before declining after 6 p.m. and into the early morning hours. By day and time, motorcycle collisions were highest on Fridays from 3 to 5:59 p.m., Saturdays from 2 to 5:59 p.m., and Sundays from 5–5:59 p.m. (Table 4.5).

By month, the highest proportions of motorcycle collisions resulting in fatal or suspected-serious injuries occurred in August (33.6%), January (33.3%), and October (31.0%) (Figure 4.3). The lowest proportion was in February (20.5%). By time of day, the highest proportions of motorcycle collisions resulting in fatal and suspected-serious injuries occurred in the 8 p.m. hour and between the 11 p.m. and 1 a.m. hours. (Figure 4.4). The lowest proportion occurred during the 10 a.m. hour.

Table 4.3. Total and motorcycle collisions in Indiana by month, 2021–25

Month	Total collisions					Motorcycle collisions				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Jan	15,692	17,929	16,143	16,937	17,454	34	29	42	16	18
Feb	15,929	16,734	13,833	15,359	15,158	21	31	72	87	44
Mar	14,561	15,312	16,060	14,303	14,485	175	145	103	134	145
Apr	16,039	15,502	15,515	15,813	15,785	274	197	256	200	201
May	17,423	18,026	17,467	17,366	16,914	349	394	392	342	330
Jun	17,729	16,697	16,523	15,922	16,109	426	489	357	418	362
Jul	17,537	16,069	15,777	15,763	15,962	421	442	423	419	348
Aug	17,820	17,305	17,999	16,886	16,664	404	383	429	382	428
Sep	17,716	16,952	16,535	16,720	16,855	386	396	363	367	409
Oct	20,487	18,958	18,924	18,930	18,641	225	250	228	331	242
Nov	19,732	19,179	18,770	18,763	20,157	102	103	106	110	125
Dec	18,150	18,764	16,534	17,351	19,406	65	35	51	45	29
Total	208,815	207,427	200,080	200,113	203,590	2,882	2,894	2,822	2,851	2,681
High	Oct	Nov	Oct	Oct	Nov	Jun	Jun	Aug	Jul	Aug
Low	Mar	Mar	Feb	Mar	Mar	Feb	Jan	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 March 12, 2026.

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, 2021–25, for total collisions and motorcycle collisions separately.

Table 4.4. Total and motorcycle collisions in Indiana by day of week, 2021–25

Month	Total collisions					Motorcycle collisions				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Sun	22,554	21,428	21,487	20,227	21,210	496	419	453	468	382
Mon	30,015	29,112	28,228	28,848	30,033	367	325	293	356	324
Tue	30,575	30,384	29,552	30,555	30,569	402	382	370	351	340
Wed	31,621	30,597	30,203	29,487	30,571	301	356	366	353	320
Thu	31,325	31,958	31,263	30,609	30,994	338	389	381	394	351
Fri	35,398	35,839	33,663	34,844	34,109	439	463	433	409	473
Sat	27,327	28,109	25,684	25,543	26,104	539	560	526	520	491
Total	208,815	207,427	200,080	200,113	203,590	2,882	2,894	2,822	2,851	2,681
High	Fri	Fri	Fri	Fri	Fri	Sat	Sat	Sat	Sat	Sat
Low	Sun	Sun	Sun	Sun	Sun	Wed	Mon	Mon	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 March 12, 2026.

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 days for the entire five-year period, 2021–25, for total collisions and motorcycle collisions separately.

Table 4.5. Motorcycle collisions by day of week and time of day, 2025

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	% motorcycle by hour
12 a.m.	8	5	4	4	5	2	15	43
1 a.m.	9	5	1	4	7	10	13	49
2 a.m.	1	1	3	4	6	2	10	27
3 a.m.	6	5	4	3	2	5	8	33
4 a.m.	5	2	5	4	6	2	4	28
5 a.m.	4	4	5	5	1	8	3	30
6 a.m.	4	11	10	7	8	8	1	49
7 a.m.	3	11	13	4	8	9	5	53
8 a.m.	1	9	7	11	7	8	5	48
9 a.m.	7	7	5	6	18	9	10	62
10 a.m.	13	6	11	12	11	15	10	78
11 a.m.	16	8	9	15	16	21	24	109
12 p.m.	20	16	16	12	13	19	34	130
1 p.m.	28	17	26	24	13	21	32	161
2 p.m.	31	27	18	28	24	29	46	203
3 p.m.	28	33	39	25	33	53	38	249
4 p.m.	32	13	37	23	38	49	43	235
5 p.m.	46	39	24	30	30	40	44	253
6 p.m.	37	32	21	30	24	34	32	210
7 p.m.	28	17	34	19	22	36	27	183
8 p.m.	26	23	24	17	21	31	22	164
9 p.m.	15	16	12	14	24	22	23	126
10 p.m.	8	12	10	9	10	23	24	96
11 p.m.	6	5	2	10	4	17	18	62
% motorcycle by day	382	324	340	320	351	473	491	2,681



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

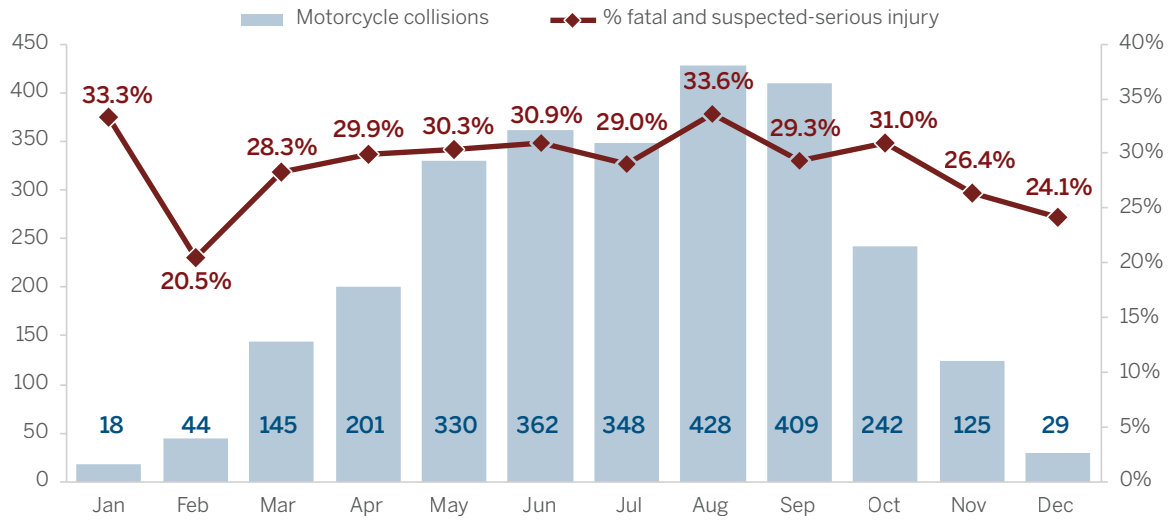
Notes:

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 is unknown or not reported.

3) Color scale applies across all days/times.

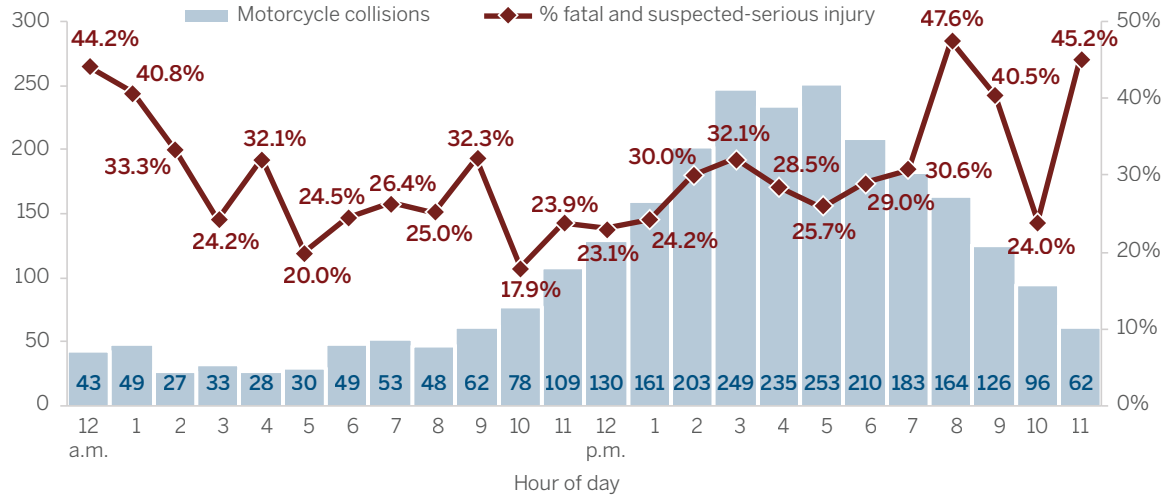
Figure 4.3. Motorcycle collisions in Indiana by month, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

Figure 4.4. Motorcycle collisions in Indiana by hour of the day, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 is unknown or not reported.

Motorcycle collisions by vehicle type

In 2025, 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 decreased 5.9% from 2024 to 2025. During the same period, the number of motorcyclists in collisions riding mopeds, Class A motor-driven cycles, and Class B motor-driven cycles declined by 9.4%, 5.4%, and 27.3% respectively. The number of motorcyclists in collisions riding motorized bicycles increased by 42.9%.

Fatalities among riders on motorcycles decreased by 5.6%, from 124 in 2024 to 117 in 2025. Non-fatal motorcycle injuries among riders on motorcycles decreased by 6%, from 1,704 in 2024 to 1,602 in 2025. Fatalities rose for collisions involving Class A motor-driven cycles and mopeds. Fatalities among Class B motor-driven cycles and motorized bicycles remained the same. Non-fatal injuries decreased for all types except for motorized bicycles.

Table 4.6. Motorcyclists in collisions in Indiana by type of motorized vehicle, 2024–25

	Count of individuals		Percent change	2025 injury rate, by unit type
	2024	2025	2024–25	
All motorcyclists	**3,110**	**2,923**	**-6.0%**	**N/A**
Motorcycle	**2,548**	**2,398**	**-5.9%**	**100%**
Fatal	124	117	-5.6%	4.9%
Non-fatal Injury	1,704	1,602	-6.0%	66.8%
Not injured	720	679	-5.7%	28.3%
Class B motor-driven cycle	148	140	-5.4%	100%
Fatal	3	8	166.7%	5.7%
Non-fatal Injury	78	73	-6.4%	52.1%
Not injured	67	59	-11.9%	42.1%
Class A motor-driven cycle	**88**	**64**	**-27.3%**	**100%**
Fatal	0	0	N/A	0.0%
Non-fatal Injury	60	41	-31.7%	64.1%
Not injured	28	23	-17.9%	35.9%
Motorized bicycle	**277**	**251**	**-9.4%**	**100%**
Fatal	6	10	66.7%	4.0%
Non-fatal Injury	210	187	-11.0%	74.5%
Not injured	61	54	-11.5%	21.5%
Moped	**49**	**70**	**42.9%**	**100%**
Fatal	1	1	0.0%	1.4%
Non-fatal Injury	40	49	22.5%	70.0%
Not injured	8	20	150.0%	28.6%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.

Alcohol impairment of motorcycle operators in collisions

In 2025, 64 motorcycle operators in traffic collisions were impaired—having a BAC of 0.08 g/dL or more (Table 4.7). This represents a 3.2% increase in impaired operators, from 62 in 2024. Thirty-two operators were impaired in fatal and suspected-serious-injury crashes, consistent with numbers recorded in 2022, 2023, and 2024.

Table 4.7. Motorcycle operators in collisions in Indiana, by alcohol impairment and severity, 2021–25

	2021	2022	2023	2024	2025
All collisions	**2,777**	**2,901**	**2,857**	**2,912**	**2,756**
Impaired	70	57	59	62	64
Not impaired	53	17	27	18	19
Invalid/not reported	2,654	2,827	2,771	2,832	2,673
Fatal and suspected-serious-injury collisions	**811**	**866**	**847**	**850**	**834**
Impaired	37	33	32	32	29
Not impaired	36	12	19	8	7
Invalid/not reported	738	821	796	810	798

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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) 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.

Helmet use in collisions

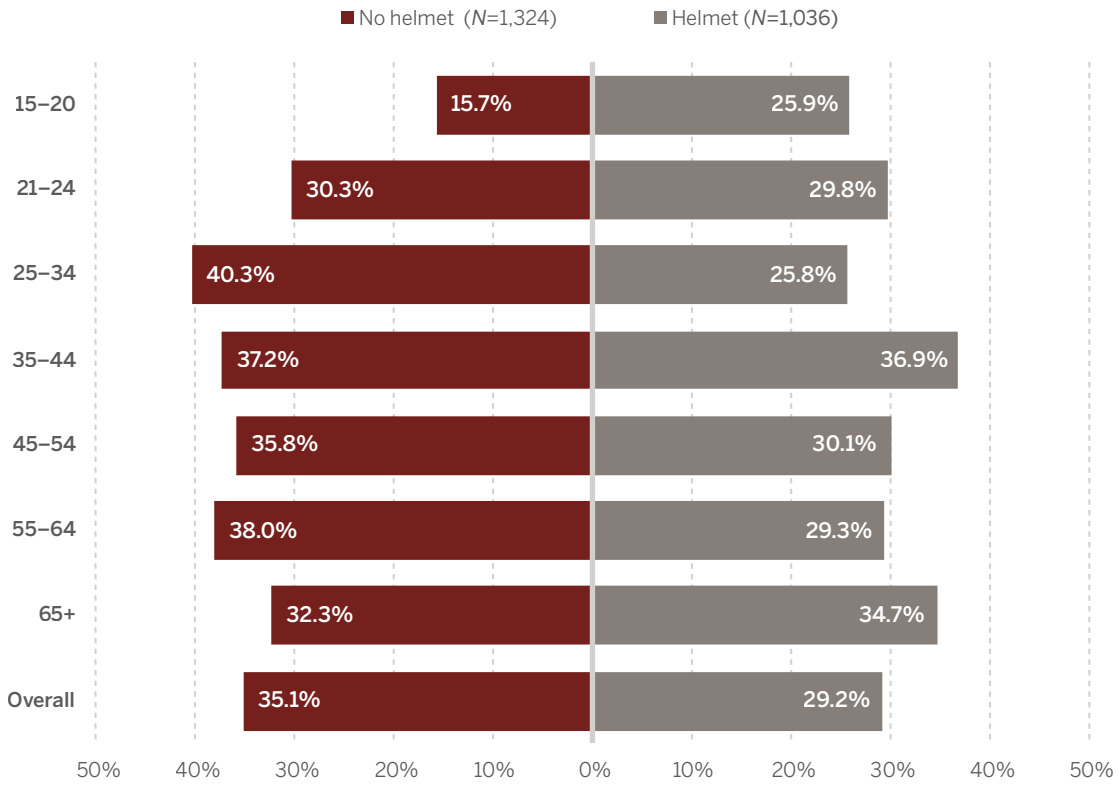
Helmet use generally is associated with lower injury and fatality rates among motorcyclists in collisions. In 2025, 35.1% of motorcyclists who were not wearing helmets either died or sustained suspected-serious injuries, while 29.2% of motorcyclists who were wearing helmets died or sustained-suspected-serious injuries (Figure 4.5). A greater proportion of motorcyclists who were not wearing helmets sustained fatal and suspected-serious injuries than motorcyclists who were wearing helmets in collisions. The proportion of fatal or suspected-serious injuries was higher among motorcyclists who were not wearing helmets in every age group except those who were aged 15–20 years and 65 and above.

For each year 2021 to 2025, the rate of helmet-use among motorcyclists was consistently higher among males than females (Table 4.8) except in 2025 when helmet use was nearly identical, with 43.9% of males and 43.8% of females wearing helmets. During the five-year period, male motorcyclists who sustained fatal or suspected-serious injuries also had higher helmet use that female motorcyclists with similar injuries except in 2022. In 2025, 40.1% of male and 34.4% of female motorcyclists who sustained fatal or suspected-serious injuries were wearing helmets.

In 2025, males aged 55–64 had the lowest helmet-use rate among male motorcyclists in collisions (26.8%), while females aged 35–44 had the lowest rate among female motorcyclists in collisions (22.6%). Among motorcyclists with fatal or suspected-serious injuries, the lowest helmet-use rates were observed among males aged 55–64 (24.1%) and females aged 55–64 (7.1%).

In 2025, motorcyclists were involved in and killed in collisions most often in urban areas (Figure 4.6). Motorcyclists in urban, suburban, exurban, and rural collisions were about equally likely to wear a helmet in collisions, around 42–45%. Motorcyclists who were killed in rural (20.0%), suburban (36.1%), and urban (38.8%) collisions were less likely to be wearing a helmet than those killed in exurban (60.0%) 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, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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) Excludes cases with unknown age.

Table 4.8. Motorcyclist helmet use in collisions in Indiana by age group, gender, and injury status, 2021–25

Age group	2021		2022		2023		2024		2025	
All motorcyclists										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	55.9%	47.6%	63.6%	39.1%	62.9%	44.4%	61.1%	50.0%	66.3%	79.5%
21–24	57.6%	21.4%	55.3%	45.5%	61.4%	47.1%	60.0%	45.5%	69.1%	66.7%
25–34	42.6%	37.1%	44.4%	43.1%	39.7%	30.9%	44.0%	37.0%	50.5%	47.3%
35–44	25.7%	26.9%	28.5%	27.8%	30.6%	25.0%	31.0%	29.1%	31.3%	22.6%
45–54	30.5%	33.3%	25.4%	34.7%	22.2%	29.4%	23.9%	31.0%	29.4%	42.0%
55–64	30.7%	37.2%	28.1%	41.5%	24.7%	34.1%	24.1%	16.3%	26.8%	24.3%
65+	48.6%	33.3%	41.3%	37.5%	36.7%	40.0%	30.8%	20.0%	37.4%	28.6%
All ages	38.1%	33.8%	37.8%	37.1%	36.5%	32.6%	38.5%	32.8%	43.9%	43.8%
Motorcyclists experiencing fatal or suspected-serious injuries										
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	65.9%	0.0%	60.7%	40.0%	53.8%	66.7%	68.2%	66.7%	76.6%	87.5%
21–24	61.3%	0.0%	45.7%	60.0%	53.3%	60.0%	58.3%	45.5%	67.6%	80.0%
25–34	36.2%	26.3%	37.6%	26.3%	39.7%	33.3%	38.9%	31.3%	41.5%	25.0%
35–44	22.7%	15.0%	24.3%	21.7%	28.9%	14.3%	25.6%	31.3%	30.8%	25.0%
45–54	21.2%	31.3%	22.0%	33.3%	16.4%	5.3%	20.9%	25.0%	25.4%	41.2%
55–64	20.4%	50.0%	20.0%	54.5%	20.5%	31.3%	20.7%	31.6%	24.1%	7.1%
65+	35.3%	50.0%	42.9%	44.4%	27.5%	50.0%	25.9%	28.6%	38.3%	40.0%
All ages	32.1%	28.2%	32.4%	34.3%	31.3%	26.9%	34.9%	33.3%	40.1%	34.4%

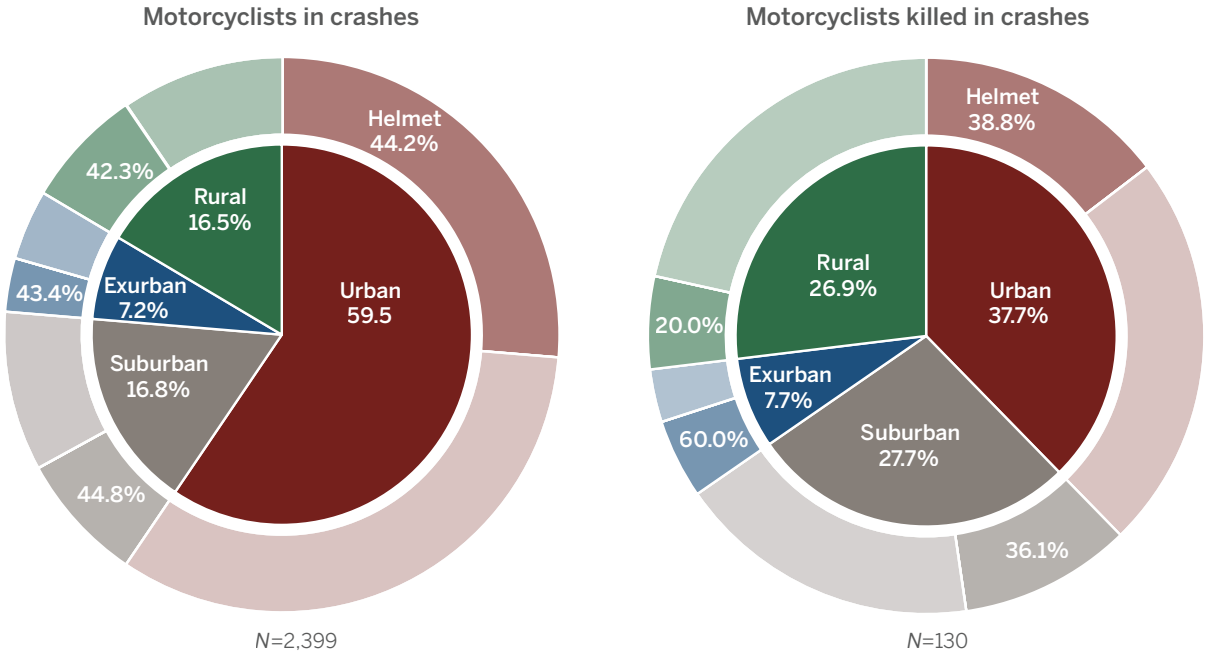


Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 is limited to drivers and injured occupants with a valid gender and age. Excludes drivers and injured occupants under 15 years old.
4) Color scales apply to both genders and all years for motorcyclists in collisions and motorcyclists experiencing fatal or suspected-serious injuries separately.

Figure 4.6. Helmet usage among motorcyclists in collisions in Indiana by injury status and locale type, 2025



Inner pie: Motorcyclists in collisions by locale type
Outer ring: Helmet use by locale by locale type

Source: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, 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 motorcyclists in collisions where the locale type cannot be determined.
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.

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 straight and level 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).

Table 4.9. Characteristics of motorcycle collisions in Indiana by severity, environmental condition, and road parameter, 2025

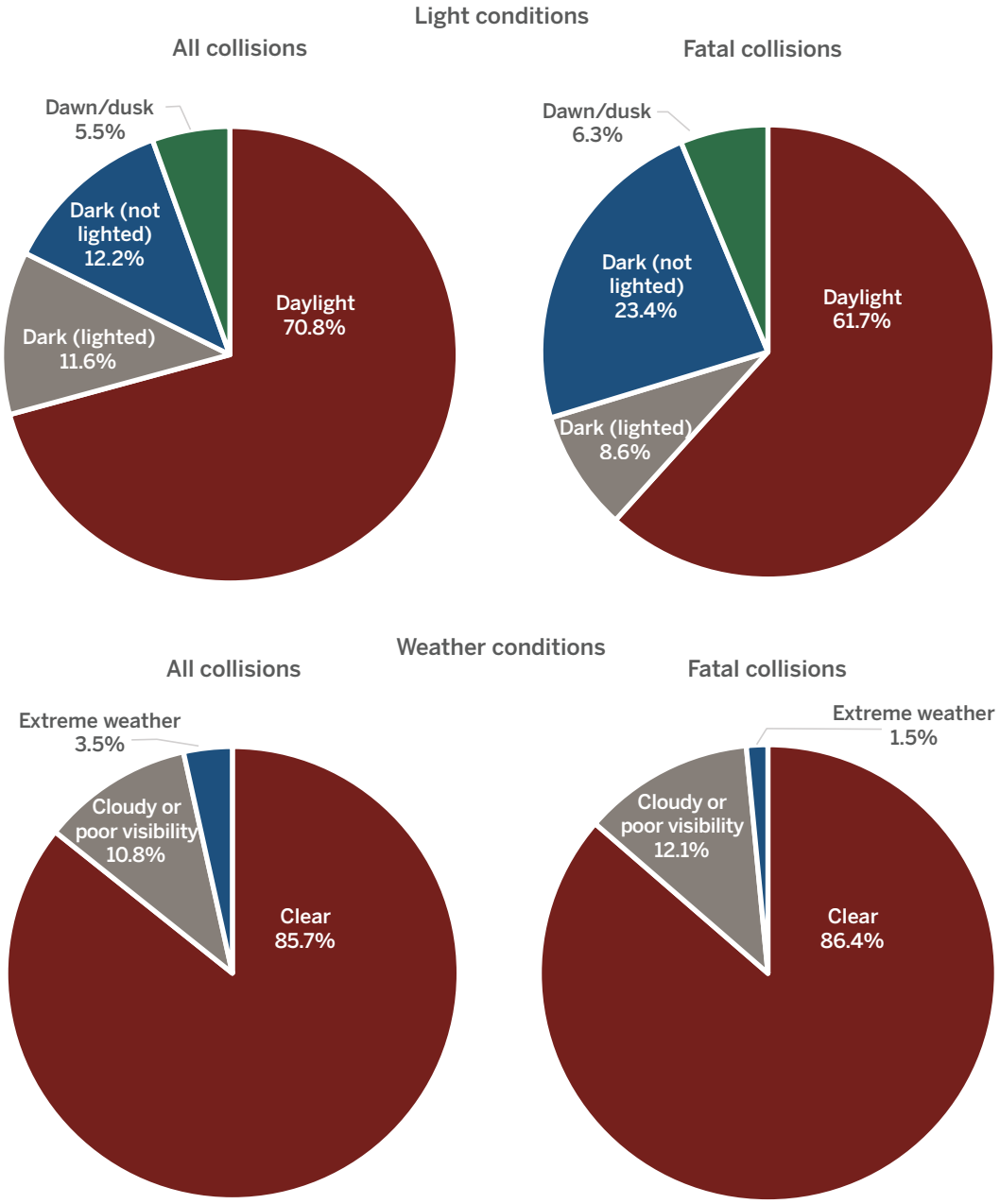
Characteristics	Counts				Percents	
	Fatal	Non-fatal	Property-damage-only	Total	% fatal	% non-fatal
Light conditions	**79**	**1,287**	**525**	**1,891**	**4.2%**	**68.1%**
Daylight	11	209	89	309	3.6%	67.6%
Dark (lighted)	30	224	71	325	9.2%	68.9%
Dark (not lighted)	8	102	37	147	5.4%	69.4%
Dawn/dusk	132	1,824	725	2,681		
Weather conditions	**114**	**1,568**	**616**	**2,298**	**5.0%**	**68.2%**
Clear	16	198	76	290	5.5%	68.3%
Cloudy or poor visibility	2	58	33	93	2.2%	62.4%
Extreme weather	132	1,824	725	2,681		
Road junctions	**72**	**962**	**426**	**1,460**	**4.9%**	**65.9%**
No junction involved	57	813	283	1,153	4.9%	70.5%
Intersections	3	49	16	68	4.4%	72.1%
Interchange/ramp	132	1,822	723	2,677		
Road character	**75**	**1,179**	**548**	**1,802**	**4.2%**	**65.4%**
Straight (level)	16	222	58	296	5.4%	75.0%
Straight (graded and hillcrest)	19	236	59	314	6.1%	75.2%
Curved (level)	18	138	26	182	9.9%	75.8%
Curved (graded and hillcrest)	4	42	25	71	5.6%	59.2%
Mixed	0	5	7	12	0.0%	41.7%
Non-roadway	128	1,599	553	2,280		
Road class	**8**	**91**	**40**	**139**	**5.8%**	**65.5%**
Interstate	20	146	51	217	9.2%	67.3%
U.S. route	29	276	81	386	7.5%	71.5%
State road	42	825	303	1,170	3.6%	70.5%
Local/city	29	261	78	368	7.9%	70.9%
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 March 12, 2026.

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 is unknown or not reported.
3) Mixed roadway character indicates more than one roadway character response is 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 include curve/grade, curve/hillcrest, and curve/level.
      Straight (non-level) includes straight/grade and straight/hillcrest.

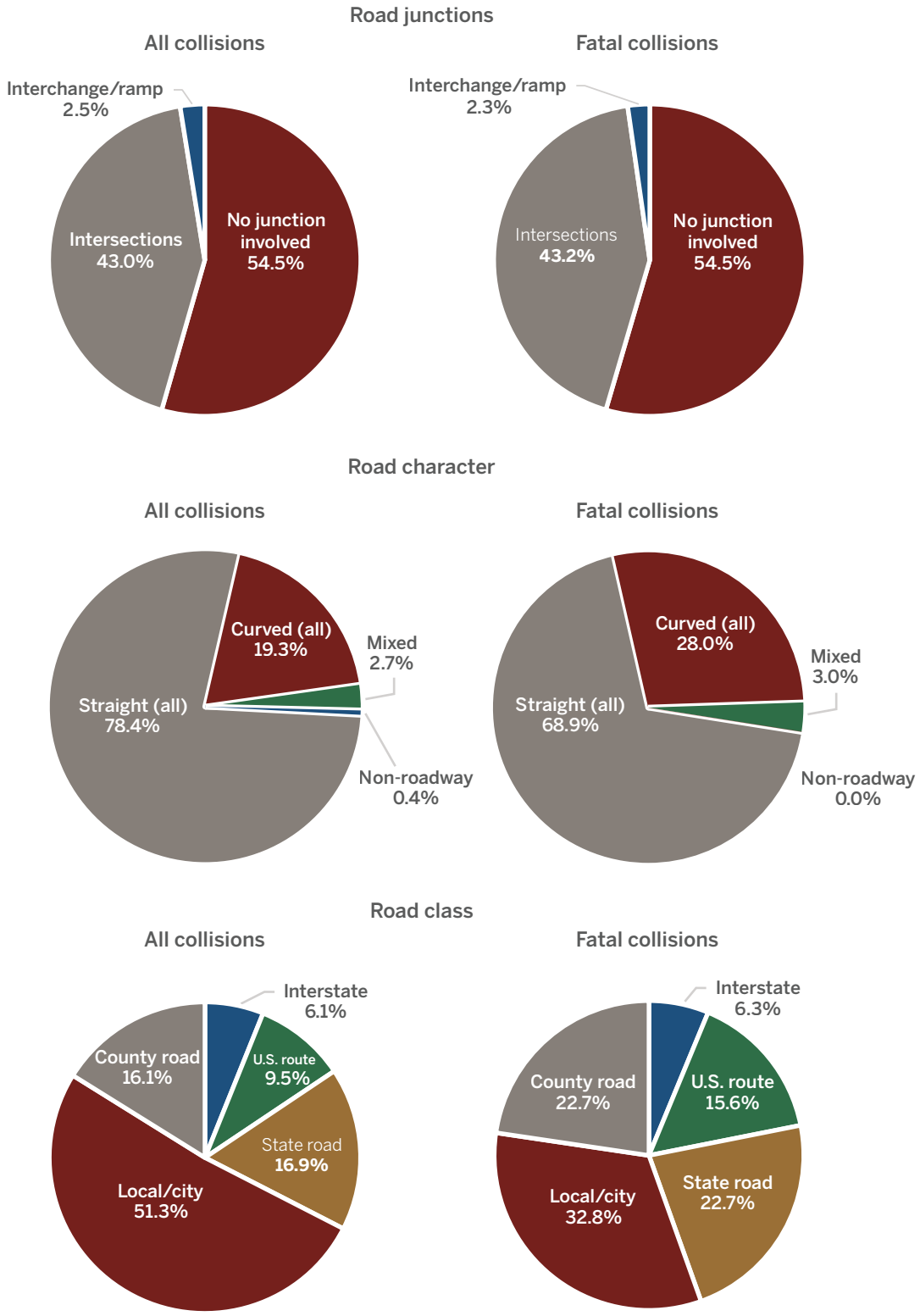
Figure 4.7. Motorcycle collisions in Indiana by light and weather conditions, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Refer to notes in Table 4.9.

Figure 4.8. Motorcycle collisions in Indiana by road parameter, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Refer to notes in Table 4.9.



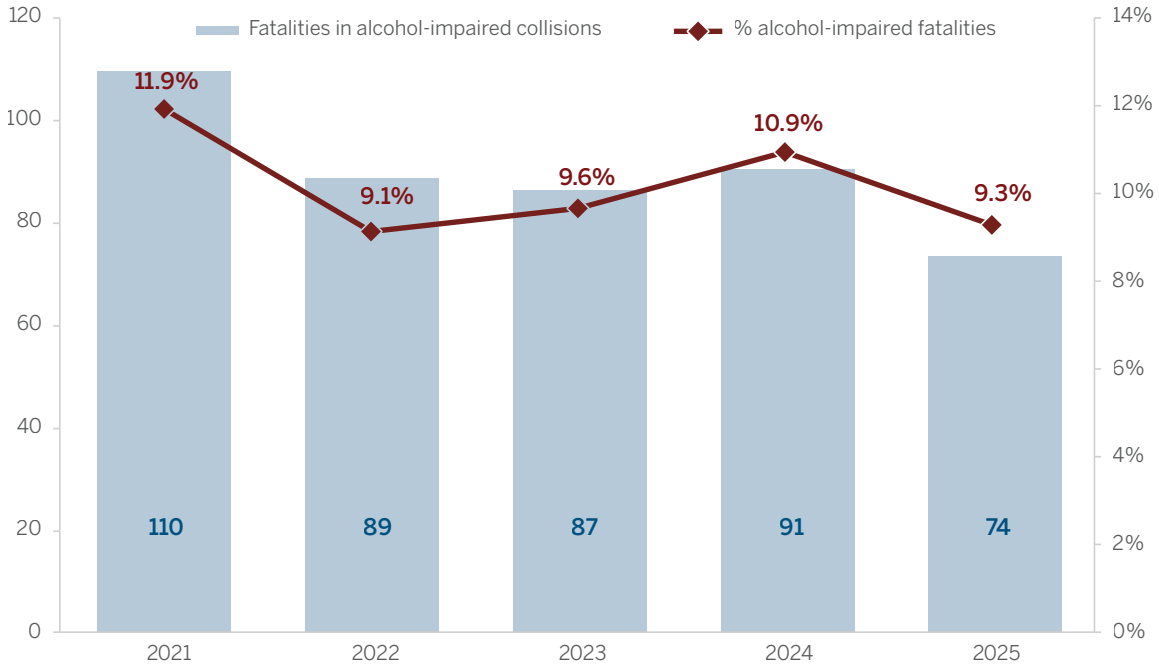
IMPAIRED DRIVING

IMPAIRED DRIVING, 2025

Alcohol and drug use can impair driving. Depressants (such as alcohol, marijuana, and opioids) can slow reaction time and coordination. Stimulants (such as cocaine and methamphetamine) can make drivers paranoid and excitable, resulting in increased reckless and more aggressive behavior.[12] Drug and alcohol impairment remains a significant contributor to severe traffic collisions in Indiana, despite declines in recent years. This chapter examines trends in impairment in collisions.

In 2025, 74 people died in collisions in which at least one driver was legally impaired by alcohol (i.e., blood alcohol content [BAC] at or above 0.08 g/dL) (Figure 5.1). Of the 3,368 alcohol-impaired collisions that year, 70 resulted in at least one death (Table 5.1). From 2024 to 2025, fatal alcohol-impaired collisions decreased 13.6%, and the number of individuals killed in these crashes decreased 18.7%. From 2021 to 2025, fatal alcohol-impaired collisions declined by 8.1% annually, and fatalities in alcohol-impaired collisions declined by 9.4% annually.

Figure 5.1. Fatalities in collisions in Indiana by alcohol impairment, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

[12] National Highway Transportation Safety Administration, n.d (a).

Table 5.1. Alcohol-impaired collisions and injuries in Indiana, 2021–25

	2021	2022	2023	2024	2025	Annual rate of change	
						2024–25	2021–25
Alcohol-impaired collisions							
Total collisions	**3,825**	**3,425**	**3,397**	**3,493**	**3,368**	**-3.6%**	**-3.1%**
Fatal	98	85	80	81	70	-13.6%	-8.1%
Injury	961	929	930	941	955	1.5%	-0.2%
Property-damage-only	2,766	2,411	2,387	2,471	2,343	-5.2%	-4.1%
Individuals in alcohol-impaired collisions							
Total individuals	**5,728**	**5,535**	**5,619**	**5,903**	**5,693**	**-3.6%**	**-0.2%**
Fatal	110	89	87	91	74	-18.7%	-9.4%
Injured	1,377	1,250	1,321	1,305	1,312	0.5%	-1.2%
Not injured	4,241	4,196	4,211	4,507	4,307	-4.4%	0.4%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

2) Non-fatal injuries are those classified as suspected-serious, suspected minor, and possible.

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 2025, 61.2% of drivers involved in fatal collisions and 21.9% of drivers in suspected-serious-injury collisions were tested for alcohol and/or drugs (Table 5.2). In that year, 70.7% of surviving drivers in fatal collisions were tested, compared to 49.7% of those who died (Table 5.3). Among drivers in fatal collisions, drivers aged 21–24 had the highest testing rate (73.8%), followed closely by drivers aged 15–20 (73.3%) (Table 5.4). Among drivers in suspected-serious-injury collisions, drivers aged 21–24 had the highest testing rate (27.5%), followed by drivers aged 25–34 (26.5%).

Often, testing results are missing in the ARIES database. Missing results can be due to delays both in test analysis and the subsequent entry of test results into ARIES by investigating officers. For instance, only 12.8% of drivers in fatal collisions who were tested for alcohol in 2025 had BAC results in the ARIES database as of mid-March 2026 (Table 5.2). Missing drug test results were less common. Among drivers in fatal collisions who were tested for drugs in 2025, 58.4% had test results recorded in ARIES.

The analysis provided below is based on known impairment status and may undercount impaired drivers and impaired collisions. Reported percentages of impairment should be interpreted with caution given the extent of missing data.

Table 5.2. Drivers in fatal and suspected-serious-injury collisions in Indiana by substance test given and reported results, 2021–25

	Drivers in fatal collisions					Drivers in suspected-serious collisions				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Drivers	**1,391**	**1,484**	**1,339**	**1,318**	**1,201**	**6,117**	**6,504**	**6,891**	**6,817**	**6,602**
By test type given										
Alcohol and/or drug	849	909	773	822	735	1,327	1,320	1,526	1,461	1,448
Alcohol	836	901	767	806	721	1,271	1,262	1,477	1,414	1,406
Drug	746	773	674	707	654	799	768	872	892	866
None	219	455	485	449	430	1,610	3,978	4,558	5,034	4,856
Refused	3	5	6	2	6	34	27	41	35	30
Not reported	320	115	75	45	30	3,146	1,179	766	287	268
Tested, as a % of all	**61.0%**	**61.3%**	**57.7%**	**62.4%**	**61.2%**	**21.7%**	**20.3%**	**22.1%**	**21.4%**	**21.9%**
By BAC test result										
Alcohol-impaired	99	86	80	82	71	202	192	215	180	205
Not impaired	271	63	40	24	21	205	83	73	43	46
No result reported	466	752	647	700	629	864	987	1,189	1,191	1,155
By drug test result										
Positive	233	142	164	175	133	75	81	101	79	73
Negative	351	246	316	309	249	94	103	142	150	118
Pending	13	5	1	0	0	99	7	4	0	0
No result reported	149	380	193	223	272	531	577	625	663	675
Alcohol-impaired, as a % of tested	**11.8%**	**9.5%**	**10.4%**	**10.2%**	**9.8%**	**15.9%**	**15.2%**	**14.6%**	**12.7%**	**14.6%**
Drug-positive, as a % of tested	**31.2%**	**18.4%**	**24.3%**	**24.8%**	**20.3%**	**9.4%**	**10.5%**	**11.6%**	**8.9%**	**8.4%**
Alcohol-impaired, as a % of drivers with reported results	**26.8%**	**57.7%**	**66.7%**	**77.4%**	**77.2%**	**49.6%**	**69.8%**	**74.7%**	**80.7%**	**81.7%**
Drug-positive, as a % of drivers with reported results	**39.9%**	**36.6%**	**34.2%**	**36.2%**	**34.8%**	**44.4%**	**44.0%**	**41.6%**	**34.5%**	**38.2%**

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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) Between 2021 and 2022, the number of test results reported for individuals who were tested for alcohol 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 and reported results, 2021–25

	Drivers in fatal collisions									
	Surviving					Killed				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Drivers	**644**	**730**	**815**	**743**	**763**	**601**	**613**	**682**	**2024**	**606**
By test type given										
Alcohol and/or drug	519	576	493	527	465	330	333	280	295	270
Alcohol	509	571	488	519	458	327	330	279	287	263
Drug	429	453	407	433	396	317	320	267	274	258
None	95	150	172	171	157	124	305	313	278	273
Refused	3	4	6	2	6	0	1	0	0	0
Not reported	138	79	51	45	30	182	36	24	0	0
Tested, as a % of all	**68.7%**	**71.2%**	**68.3%**	**70.7%**	**70.7%**	**51.9%**	**49.3%**	**45.4%**	**51.5%**	**49.7%**
By BAC test result										
Alcohol-impaired	21	25	30	28	22	78	61	50	54	49
Not impaired	194	39	26	14	15	77	24	14	10	6
No result reported	294	507	432	477	421	172	245	215	223	208
By drug test result										
Positive	103	65	84	90	57	130	77	80	85	76
Negative	235	163	216	215	158	116	83	100	94	91
Pending	10	2	0	0	0	3	3	1	0	0
No result reported	81	223	107	128	181	68	157	86	95	91
Alcohol-impaired, as a % of tested	**4.1%**	**4.4%**	**6.1%**	**5.4%**	**4.8%**	**23.9%**	**18.5%**	**17.9%**	**18.8%**	**18.6%**
Drug-positive, as a % of tested	**24.0%**	**14.3%**	**20.6%**	**20.8%**	**14.4%**	**41.0%**	**24.1%**	**30.0%**	**31.0%**	**29.5%**
Alcohol-impaired, as a % of drivers with reported results	**9.8%**	**39.1%**	**53.6%**	**66.7%**	**59.5%**	**50.3%**	**71.8%**	**78.1%**	**84.4%**	**89.1%**
Drug-positive, as a % of drivers with reported results	**30.5%**	**28.5%**	**28.0%**	**29.5%**	**26.5%**	**52.8%**	**48.1%**	**44.4%**	**47.5%**	**45.5%**

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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) Between 2021 and 2022, the number of test results reported for individuals who were tested for alcohol and were not impaired declined substantially from prior years. Readers should interpret 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, 2025

	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	85	116	73.3%	156	718	21.7%
21–24	79	107	73.8%	154	560	27.5%
25–34	150	217	69.1%	358	1,350	26.5%
35–44	145	215	67.4%	280	1,195	23.4%
45–54	101	175	57.7%	192	900	21.3%
55–64	93	149	62.4%	158	757	20.9%
65–74	44	111	39.6%	97	502	19.3%
75+	38	72	52.8%	51	316	16.1%
All ages	735	1,162	63.3%	1,446	6,298	23.0%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 invalid ages and drivers aged under 15.

Driver impairment by collision severity

In 2025, 71 drivers in fatal collisions were alcohol impaired. Impaired drivers in fatal collisions decreased by 13.4% from 2024 to 2025 and decreased by 8.2% annually from 2021 to 2025 (Table 5.5).

In 2024 and 2025, rates of alcohol impairment for drivers in suspected-serious-injury collisions were higher than the rates of impairment for drivers in fatal collisions with available test results. However, the difference was smaller than in previous years (Table 5.2). In 2025, 81.7% of drivers in suspected-serious-injury collisions with available test results were alcohol impaired, compared with 77.2% of drivers in fatal collisions.

From 2021–25, drug positivity as a percentage of drivers with reported results was higher for drivers in suspected-serious-injury than fatal collisions in all years except 2024. In 2025, 34.8% of drivers in fatal collisions with available test results were drug positive, compared with 38.2% of drivers in suspected-serious-injury collisions. In 2024, the rate of drug positivity was slightly lower among drivers in fatal collisions (34.5%) than among drivers in suspected-serious-injury collisions (34.8%).

From 2021 to 2025, drivers in fatal collisions who were killed and for whom BAC and drug results were reported had consistently higher percentages of alcohol impairment and positive drug results than surviving drivers with available test results (Table 5.3). In 2025, 89.1% of drivers who were killed were alcohol impaired compared to 59.5% of surviving drivers. In the same year, 45.5% of drivers who were killed had positive drug results compared to 26.5% of surviving drivers.

Table 5.5. Drivers in fatal collisions in Indiana by alcohol impairment and driver age, 2021–25

Driver age	Drivers					Annual rate of change		% of total
	2021	2022	2023	2024	2025	2024–25	2021–25	2025
All drivers	**1,356**	**1,440**	**1,296**	**1,264**	**1,162**	**-8.1%**	**-3.8%**	**100%**
15–20	126	114	147	111	116	4.5%	-2.0%	10.0%
21–24	118	118	121	111	107	-3.6%	-2.4%	9.2%
25–34	288	316	234	248	217	-12.5%	-6.8%	18.7%
35–44	240	248	229	246	215	-12.6%	-2.7%	18.5%
45–54	197	224	195	188	175	-6.9%	-2.9%	15.1%
55–64	201	199	175	158	149	-5.7%	-7.2%	12.8%
65–74	118	138	108	112	111	-0.9%	-1.5%	9.6%
75+	68	83	87	90	72	-20.0%	1.4%	6.2%
Impaired drivers	**100**	**86**	**81**	**82**	**71**	**-13.4%**	**-8.2%**	100%
15–20	6	2	3	7	3	-57.1%	-15.9%	4.2%
21–24	10	7	12	8	12	50.0%	4.7%	16.9%
25–34	36	32	21	27	27	0.0%	-6.9%	38.0%
35–44	23	17	25	18	15	-16.7%	-10.1%	21.1%
45–54	14	14	13	12	5	-58.3%	-22.7%	7.0%
55–64	8	8	5	5	9	80.0%	3.0%	12.7%
65–74	2	5	2	5	0	-100.0%	-100.0%	0.0%
75+	1	1	0	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 March 12, 2026.

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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.
2) Excludes unknown and invalid ages and drivers aged under 15.
3) Color scale applies to all ages among all drivers and among impaired drivers.

Driver impairment in collisions by age and gender

In 2025, drivers aged 25–34 and 35–44 constituted the largest proportions of impaired drivers in fatal collisions, with similar proportions to all drivers in fatal collisions. Impaired drivers aged 25–34 made up 38.0% of impaired drivers in fatal collisions, and impaired drivers aged 35–44 made up 21.1%.

In 2025, male drivers were overrepresented among alcohol-impaired drivers in fatal collisions. Although men accounted for 74.3% of all drivers in fatal collisions, they represented 78.1% of impaired drivers in fatal collisions (Table 5.6). Men also accounted for 71.6% of the fatalities in alcohol-impaired collisions (Figure 5.2).

Table 5.6. Drivers in fatal collisions in Indiana by alcohol impairment and gender, 2021–25

Driver gender	Drivers					Annual percent change		% of total
	2021	2022	2023	2024	2025	2024–25	2021–25	2025
All drivers	**1,359**	**1,441**	**1,296**	**1,268**	**1,164**	**-8.2%**	**-3.8%**	**100%**
Male	999	1,059	954	933	865	-7.3%	-3.5%	74.3%
Female	360	382	342	335	299	-10.7%	-4.5%	25.7%
Impaired drivers	**100**	**86**	**81**	**82**	**71**	**-13.4%**	**-8.2%**	**100%**
Male	76	66	71	69	56	-18.8%	-7.4%	78.9%
Female	24	20	10	13	15	15.4%	-11.1%	21.1%



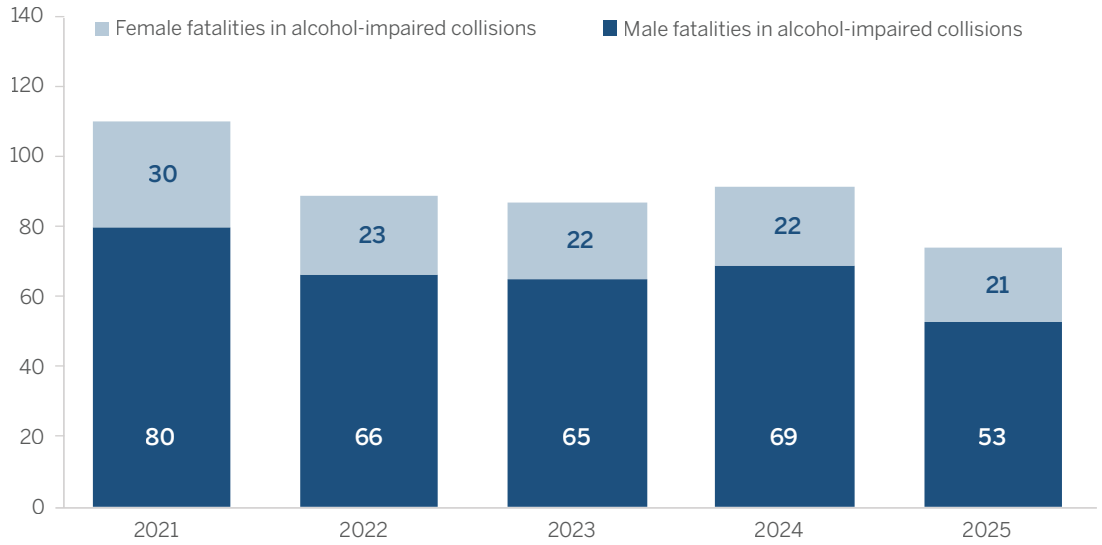
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

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

Figure 5.2. Fatalities in alcohol-impaired collisions in Indiana by gender, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

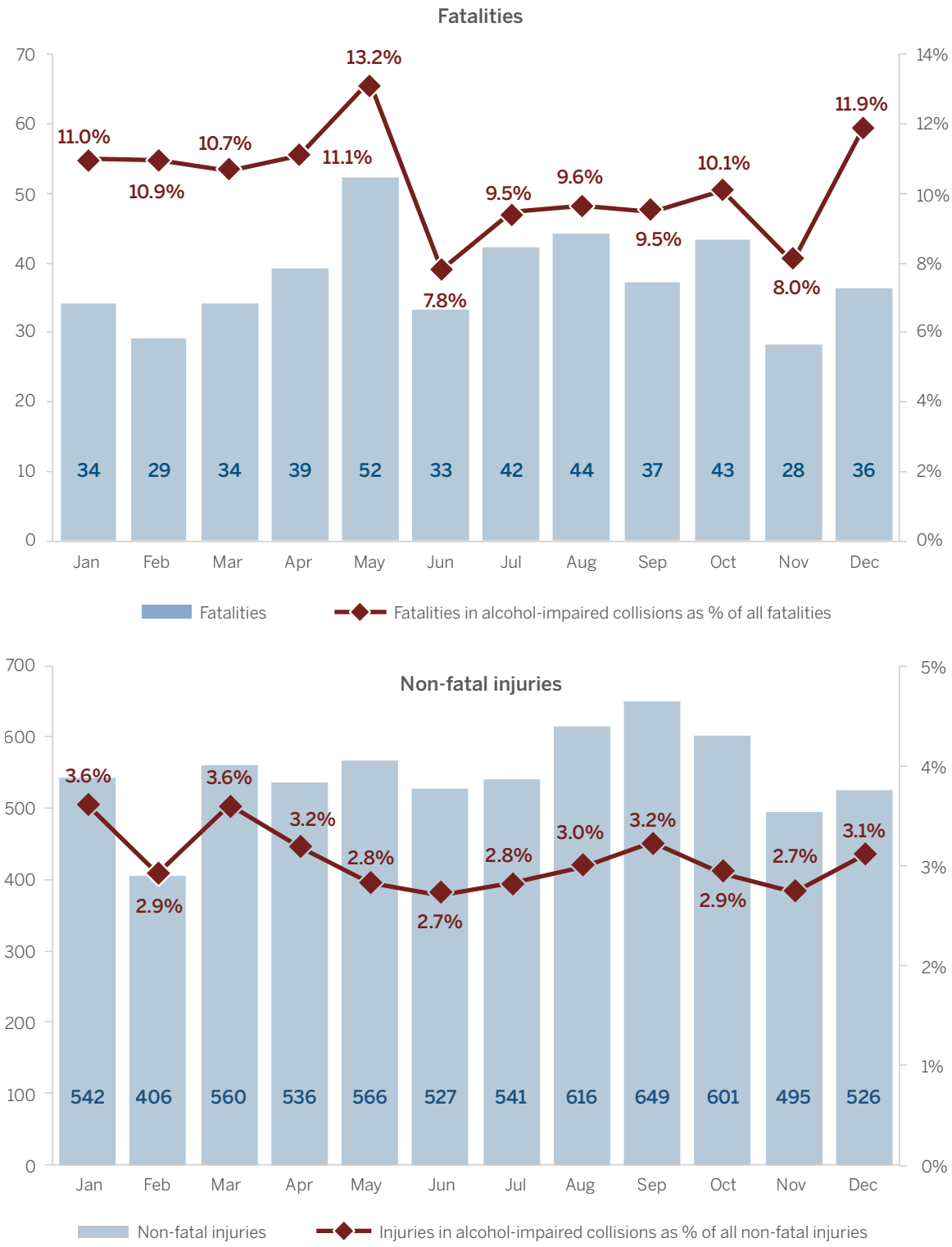
Note: A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid. This terminology does not indicate that the collision was caused by alcohol impairment, onlythat an alcohol-impaired driver was involved.

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. From 2021 to 2025, the highest number of fatalities in alcohol-impaired collisions (52) and the largest proportion of alcohol-impaired fatalities relative to all traffic fatalities (13.2%) occurred in May (Figure 5.3). Non-fatal injuries in alcohol-impaired collisions were highest from August through October for the same period. However, the highest proportions of non-fatal injuries attributed to alcohol-impaired crashes occurred in January and March (3.6% in each).

Between 2021 and 2025, alcohol-impaired collisions were most frequent during late-night and early-morning 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 a substantially higher proportion of fatal and suspected-serious injuries than non-alcohol-impaired collisions across all one-hour time periods except one, during which 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, 2021–25



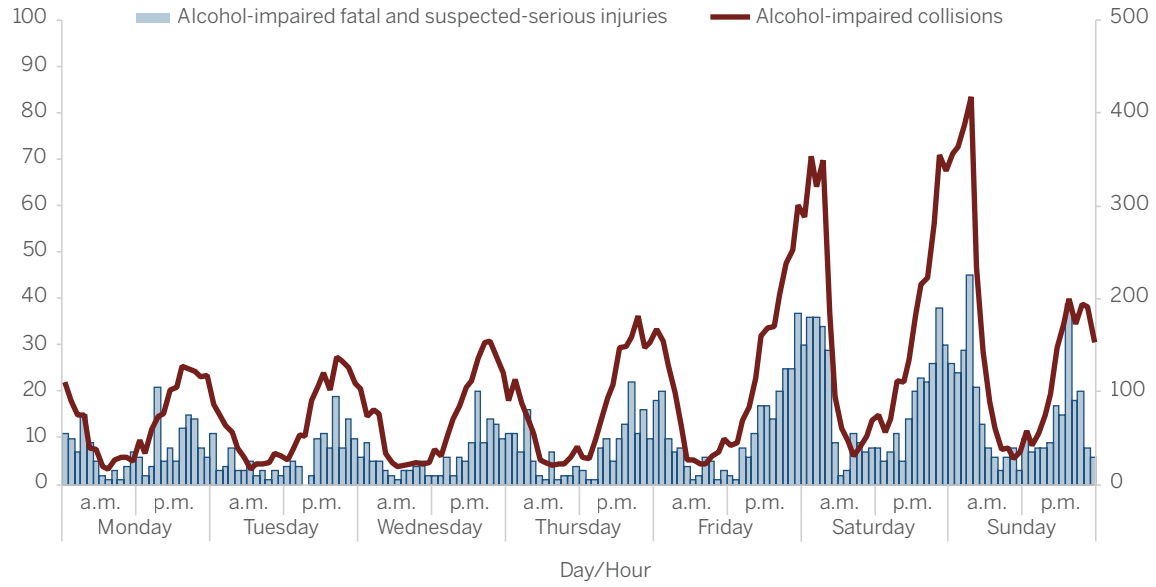
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

2) Non-fatal injuries are classified as suspected-serious, suspected minor, and possible.

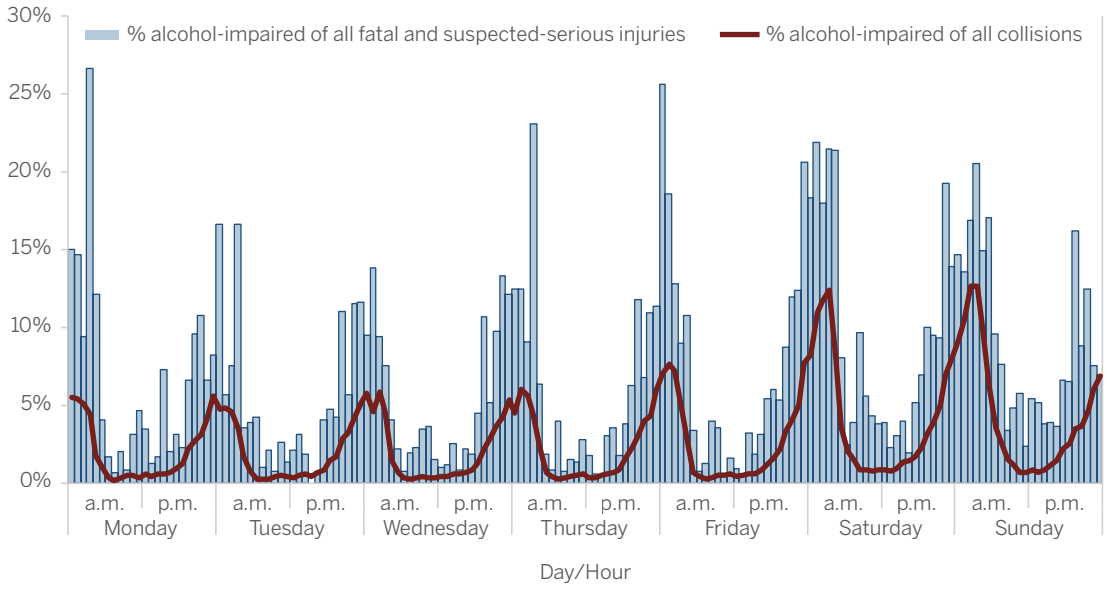
Figure 5.4. Fatal and suspected-serious injuries in alcohol-impaired collisions in Indiana by day of week and time of day, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

Figure 5.5. Percent of fatal and suspected-serious injuries in alcohol-impaired collisions in Indiana by day of week and time of day, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

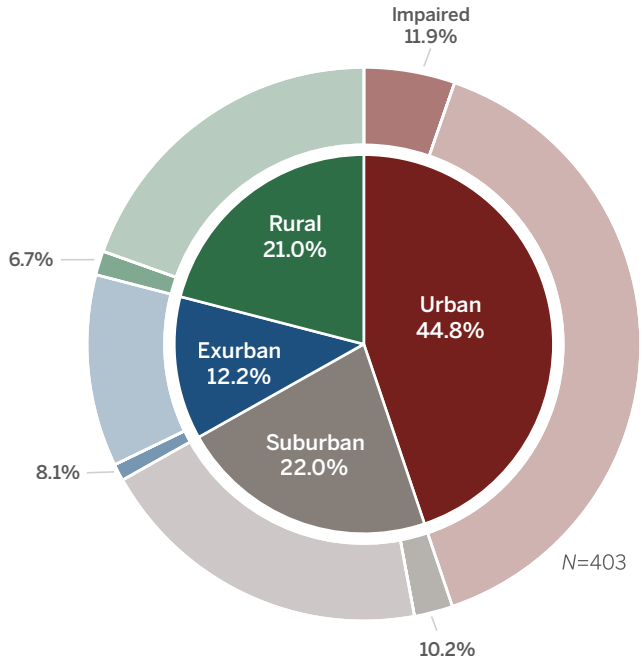
Note: A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL. BAC results greater than 0.59 g/dL are treated as invalid. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

Impaired driving in collisions by locale type and road class

From 2021 to 2025, fatal crashes were more likely to occur outside urban areas, accounting for 55.2% of such incidents, compared to 44.8% inside urban areas. However, alcohol-impaired fatal collisions were most prevalent in urban areas, with 11.9% of fatal crashes involving alcohol impairment (Figure 5.6). The proportions of alcohol-impaired fatal collisions were lower in suburban (10.2%), exurban (8.1%), and rural (6.7%) areas.

During the same period, higher proportions of fatal collisions occurred on local/city roads (33.2%) and state highways (22.4%) than on county roads (18.2%), U.S. routes (14.4%), or interstates (11.8%). The highest rate of alcohol-impaired collisions occurred on local/city roads (14.4%) and county roads (11.4%) (Figure 5.7). Alcohol-impaired fatalities were less common on U.S. routes (7.0%), interstates (6.2%), and state highways (6.2%).

Figure 5.6. Fatal collisions in Indiana by alcohol impairment and locale type, 2021–25



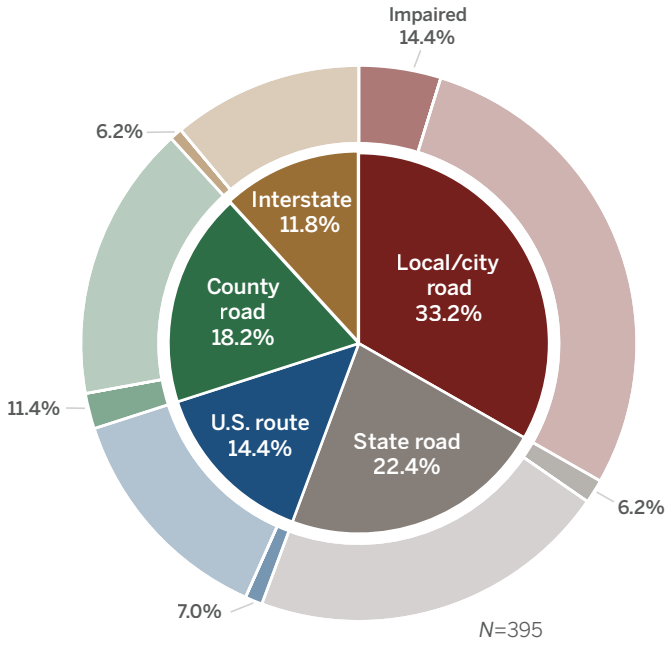
Inner pie: Fatal collisions by road class
Outer ring: Fatal collisions by alcohol impairment and road class

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026; 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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.
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 fatal collisions where the locale type cannot be determined.

Figure 5.7. Fatal collisions in Indiana by alcohol impairment and road class, 2021–25



Inner pie: Fatal collisions by road class
Outer ring: Fatal collisions by alcohol impairment and road class

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.
2) Excludes collisions on private drives and with no valid road class reported.



INDIANA TRAFFIC SAFETY FACTS

SPEED

SPEED, 2025

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. Speeding increases the risk of losing control of the vehicle, increases the stopping distance required after applying the brakes, increases the amount of energy dissipated in a crash (leading to more severe injuries and greater economic implications), and reduces the effectiveness of personal safety equipment.[13] According to NHTSA, over the last 20 years, speeding has been involved in approximately one-third of all motor vehicle fatalities.

In 2025, there were 18,005 speed-related collisions in Indiana. Speed-related collisions accounted for 8.8% of all collisions in the same year (Table 6.1). Speed-related collisions increased 19.8% from 2024 to 2025 and increased by an average of 1.5% annually between 2021 and 2025. The rate of speed-related collisions per 1,000 collisions in 2025 was 88.4, a five-year high (Figure 6.1).

Fatal speed-related collisions decreased from 197 in 2024 to 191 in 2025. Fatal speed-related collisions also decreased year-over-year from the five-year high of 263 collisions in 2022. Fatal speed-related collisions accounted for 25.8% of fatal collisions in 2025 and 25.1% 2024, lower percentages than in the three previous years (Table 6.1).

In 2025, among the specific speed criteria for collisions, speed too fast for weather conditions was listed as the primary or contributing factor for 60.7% of speed-related collisions. Unsafe speed was listed as a factor in 42.6% of these incidents. One or more speed-related citations were issued in 5.5% of speed-related collisions.

Collisions involving drivers identified as driving too fast for weather conditions increased 35.8% from 2024 to 2025, due primarily to an increase in property-damage-only collisions. During the same period, collisions having one or more speed-related citations rose by 17.3%, and those involving unsafe speed increased by 2.9%. From 2024 to 2025, fatal collisions specifically linked to speed too fast for weather conditions decreased 18.5%, those linked to unsafe speed decreased 2.8%, and those involving speed-related citations decreased 10.0%.

In 2025, 30,309 individuals were involved in speed-related collisions, accounting for 8.1% of individuals in all collisions (Table 6.2). Both the number (213) and proportion (26.7%) of speed-related fatalities increased from 2024. However, both measures were lower than in the three previous years. The fatal injury rate per 1,000 people involved in speed-related collisions dropped from 8.2 in 2024 to 7.0 in 2025 (Figure 6.2).

[13] National Highway Transportation Safety Administration, n.d., (b).

Table 6.1. Collisions in Indiana by speed involvement, speed-related criteria, and collision severity, 2021–25

	Count of collisions					Annual rate of change	
	2021	2022	2023	2024	2025	2024–25	2021–25
Total collisions	**208,815**	**207,427**	**200,080**	**200,113**	**203,590**	**1.7%**	**-0.6%**
Fatal	857	909	846	786	741	-5.7%	-3.6%
Non-fatal	30,381	31,239	31,966	32,496	32,153	-1.1%	1.4%
Property-damage-only	177,577	175,279	167,268	166,831	170,696	2.3%	-1.0%
All speed-related collisions	**16,980**	**18,242**	**13,585**	**15,031**	**18,005**	**19.8%**	**1.5%**
Fatal	229	263	228	197	191	-3.0%	-4.4%
Non-fatal	3,906	4,009	3,574	3,642	4,004	9.9%	0.6%
Property-damage-only	12,845	13,970	9,783	11,192	13,810	23.4%	1.8%
% speed-related collisions	**8.1%**	**8.8%**	**6.8%**	**7.5%**	**8.8%**	**17.7%**	**2.1%**
Fatal	26.7%	28.9%	27.0%	25.1%	25.8%	2.8%	-0.9%
Non-fatal	12.9%	12.8%	11.2%	11.2%	12.5%	11.1%	-0.8%
Property-damage-only	7.2%	8.0%	5.8%	6.7%	8.1%	20.6%	2.8%
Speed too fast for weather conditions	**8,548**	**10,508**	**6,189**	**8,044**	**10,921**	**35.8%**	**6.3%**
Fatal	31	36	35	27	22	-18.5%	-8.2%
Non-fatal	1,412	1,621	1,179	1,351	1,735	28.4%	5.3%
Property-damage only	7,105	8,851	4,975	6,666	9,164	37.5%	6.6%
Unsafe speed	**8,923**	**8,271**	**7,847**	**7,463**	**7,679**	**2.9%**	**-3.7%**
Fatal	209	233	202	179	174	-2.8%	-4.5%
Non-fatal	2,618	2,489	2,495	2,368	2,379	0.5%	-2.4%
Property-damage-only	6,096	5,549	5,150	4,916	5,126	4.3%	-4.2%
Speed-related citation	**930**	**957**	**762**	**849**	**996**	**17.3%**	**1.7%**
Fatal	6	5	9	10	9	-10.0%	10.7%
Non-fatal	290	329	279	295	322	9.2%	2.7%
Property-damage-only	634	623	474	544	665	22.2%	1.2%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

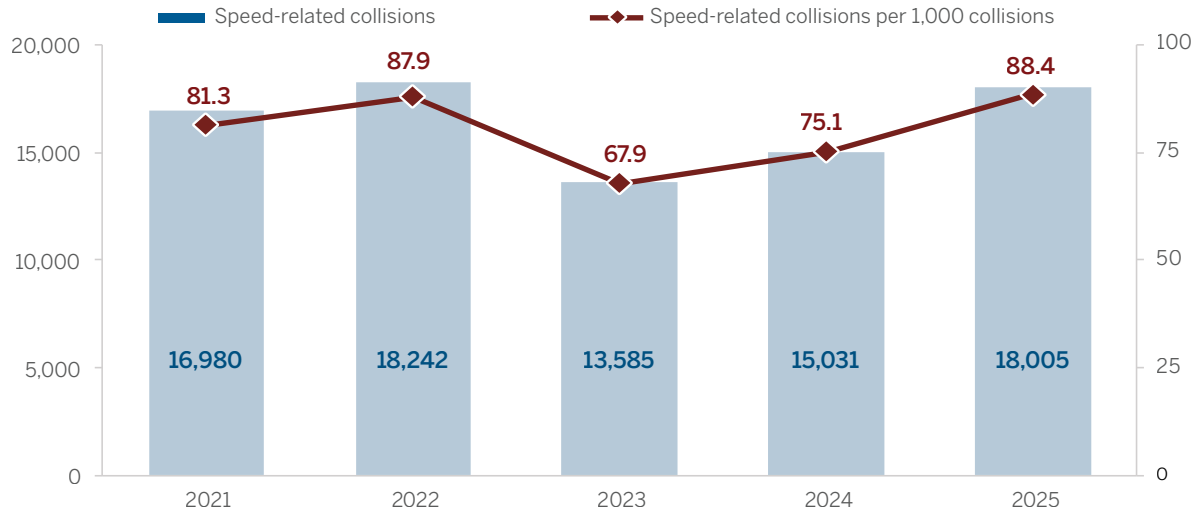
Notes:

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.

Figure 6.1. Speed-related collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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, 2021–25

	Count of individuals					% 2025 total	Annual rate of change	
	2021	2022	2023	2024	2025		2024–25	2021–25
All individuals	**343,823**	**364,527**	**361,314**	**369,598**	**373,799**	**100.0%**	**1.1%**	**2.1%**
Speed-related	**26,574**	**29,634**	**23,144**	**25,553**	**30,309**	**100.0%**	**18.6%**	**3.3%**
Fatal	256	285	244	210	213	0.7%	1.4%	-4.5%
Non-fatal injury	5,692	5,622	5,171	5,117	5,479	18.1%	7.1%	-0.9%
Not injured	20,626	23,727	17,729	20,226	24,617	81.2%	21.7%	4.5%
Not speed-related	**317,249**	**334,893**	**338,170**	**344,045**	**343,490**	**100.0%**	**-0.2%**	**2.0%**
Fatal	668	689	658	623	585	0.2%	-6.1%	-3.3%
Non-fatal injury	37,167	36,829	38,615	38,917	37,819	11.0%	-2.8%	0.4%
Not injured	279,414	297,375	298,897	304,505	305,086	88.8%	0.2%	2.2%
% speed-related	**7.7%**	**8.1%**	**6.4%**	**6.9%**	**8.1%**	**-**	**17.3%**	**1.2%**
Fatal	27.7%	29.3%	27.1%	25.2%	26.7%	-	5.9%	-0.9%
Non-fatal injury	13.3%	13.2%	11.8%	11.6%	12.7%	-	8.9%	-1.2%
Not injured	6.9%	7.4%	5.6%	6.2%	7.5%	-	19.9%	2.1%

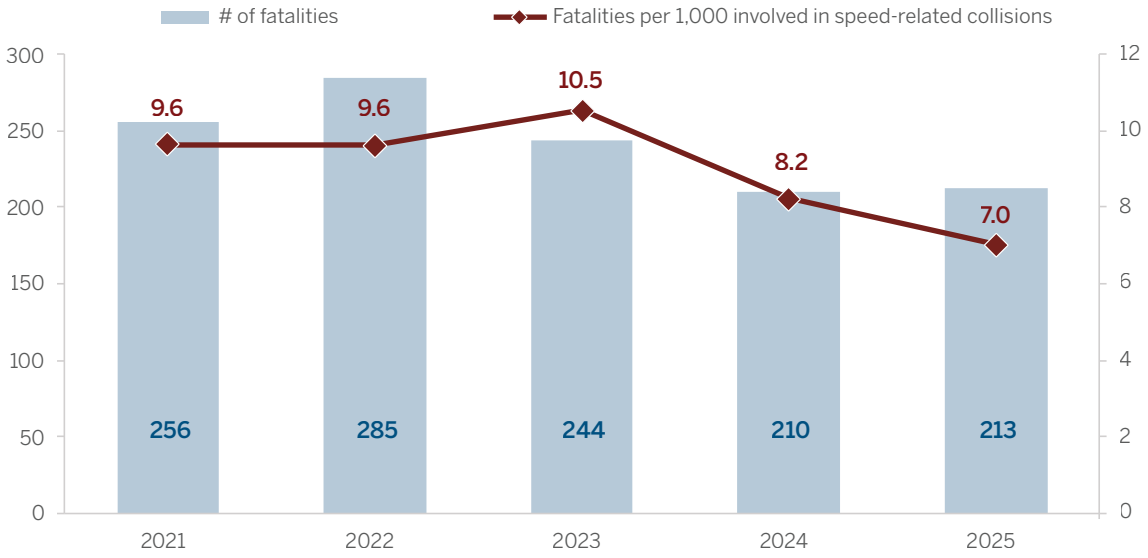
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.

Figure 6.2. Fatalities in speed-related collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.

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

From 2021 to 2025, 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 2025, the most speed-related collisions occurred in January (2,836) and December (3,106). The months with the fewest speed-related collisions also varied across the five-year period among March, April, and June. In 2025, speed-related collisions occurred least often in March (806).

From 2021 to 2025, the day of the week on which the most speed-related collisions occurred also varied (Table 6.4). The most speed-related collisions occurred on Mondays in 2021, on Fridays in 2022 through 2024, and Saturdays in 2025. During this period, the fewest speed-related crashes occurred midweek on Tuesdays and Wednesdays. In 2025, peak hours for speed-related collisions most often fell during the morning (7–9:59 a.m.) and during afternoon commutes (3–5:59 p.m.) (Table 6.5).

Table 6.3. Total and speed-related collisions in Indiana by month, 2021–25

Month	Total collisions					Speed-related collisions				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Jan	15,692	17,929	16,143	16,937	17,454	2,557	3,129	2,111	2,964	2,836
Feb	15,929	16,734	13,833	15,359	15,158	3,082	2,920	921	1,601	2,473
Mar	14,561	15,312	16,060	14,303	14,485	825	1,086	1,606	809	806
Apr	16,039	15,502	15,515	15,813	15,785	1,149	875	812	979	854
May	17,423	18,026	17,467	17,366	16,914	1,115	1,075	908	973	943
Jun	17,729	16,697	16,523	15,922	16,109	1,144	817	920	807	943
Jul	17,537	16,069	15,777	15,763	15,962	1,068	1,034	918	962	990
Aug	17,820	17,305	17,999	16,886	16,664	1,047	999	1,031	876	851
Sep	17,716	16,952	16,535	16,720	16,855	1,025	939	870	1,043	843
Oct	20,487	18,958	18,924	18,930	18,641	1,470	1,062	1,245	863	909
Nov	19,732	19,179	18,770	18,763	20,157	1,071	1,478	988	1,307	2,451
Dec	18,150	18,764	16,534	17,351	19,406	1,427	2,828	1,255	1,847	3,106
Total	208,815	207,427	200,080	200,113	203,590	16,980	18,242	13,585	15,031	18,005
High	Oct	Nov	Oct	Oct	Nov	Feb	Jan	Jan	Jan	Dec
Low	Mar	Mar	Feb	Mar	Mar	Mar	Jun	Apr	Jun	Mar



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 2021–25 five-year period separately.

Table 6.4. Total and speed-related collisions in Indiana by day of the week, 2021–25

Month	Total collisions					Speed-related collisions				
	2021	2022	2023	2024	2025	2021	2022	2023	2024	2025
Sun	22,554	21,428	21,487	20,227	21,210	2,428	2,199	2,131	1,749	2,738
Mon	30,015	29,112	28,228	28,848	30,033	2,667	2,222	1,742	1,904	2,796
Tue	30,575	30,384	29,552	30,555	30,569	2,194	1,755	1,591	2,202	2,333
Wed	31,621	30,597	30,203	29,487	30,571	2,340	2,034	1,847	1,533	2,173
Thu	31,325	31,958	31,263	30,609	30,994	2,444	2,898	1,873	2,133	2,382
Fri	35,398	35,839	33,663	34,844	34,109	2,564	3,827	2,345	3,246	2,629
Sat	27,327	28,109	25,684	25,543	26,104	2,343	3,307	2,056	2,264	2,954
Total	208,815	207,427	200,080	200,113	203,590	16,980	18,242	13,585	15,031	18,005
High	Fri	Fri	Fri	Fri	Fri	Mon	Fri	Fri	Fri	Sat
Low	Sun	Sun	Sun	Sun	Sun	Tue	Tue	Tue	Wed	Wed

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 March 12, 2026.

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 (2021–25) separately.

Table 6.5. Speed-related collisions in Indiana by day of week and time of day, 2025

Time of day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	% speed-related by hour
12–12:59 a.m.	97	42	41	44	55	64	76	419
1–1:59 a.m.	95	36	36	33	48	62	97	407
2–2:59 a.m.	100	30	40	39	34	42	76	361
3–3:59 a.m.	85	42	35	28	49	56	76	371
4–4:59 a.m.	83	56	55	38	81	47	78	438
5–5:59 a.m.	62	153	105	56	117	72	76	641
6–6:59 a.m.	107	192	124	83	139	103	64	812
7–7:59 a.m.	103	286	180	126	228	110	76	1,109
8–8:59 a.m.	112	244	168	124	183	109	96	1,036
9–9:59 a.m.	158	186	153	102	156	96	97	948
10–10:59 a.m.	191	124	148	69	100	92	149	873
11–11:59 a.m.	166	113	99	58	95	95	193	819
12–12:59 p.m.	135	112	117	76	111	113	221	885
1–1:59 p.m.	133	106	81	85	77	119	200	801
2–2:59 p.m.	129	125	125	114	82	177	189	941
3–3:59 p.m.	134	147	140	156	127	305	179	1,188
4–4:59 p.m.	134	138	154	152	135	208	173	1,094
5–5:59 p.m.	137	175	115	175	123	159	156	1,040
6–6:59 p.m.	138	111	88	122	94	124	117	794
7–7:59 p.m.	117	89	65	98	90	107	126	692
8–8:59 p.m.	101	87	85	123	81	107	121	705
9–9:59 p.m.	82	75	66	102	63	85	94	567
10–10:59 p.m.	78	72	60	85	59	98	115	567
11–11:59 p.m.	61	55	53	85	55	79	109	497
Speed-related by day	2,738	2,796	2,333	2,173	2,382	2,629	2,954	18,005



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 2021 to 2025, the proportion of drivers speeding in collisions declined with age. Drivers aged 15–20 had the highest percentages of speeding among all age groups during each of the five years (Table 6.6). In 2025, 11.1% of male drivers and 6.7% of female drivers aged 15 to 20 had the highest rates of speeding among all age groups. In contrast, approximately 1.8% 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, 2021–25

	2021		2022		2023		2024		2025	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
15–20	6.1%	10.3%	6.4%	11.4%	4.9%	9.4%	5.9%	10.1%	6.7%	11.1%
21–24	5.8%	8.9%	5.8%	9.3%	4.3%	7.2%	5.1%	8.0%	6.3%	9.3%
25–34	4.6%	7.2%	4.4%	7.7%	3.5%	5.7%	4.0%	6.2%	4.8%	7.4%
35–44	2.8%	5.4%	3.6%	5.7%	2.7%	4.2%	2.9%	4.6%	3.8%	5.6%
45–54	2.3%	3.9%	2.8%	4.2%	1.9%	3.0%	2.3%	3.0%	2.9%	4.1%
55–64	1.8%	2.9%	2.2%	3.4%	1.5%	2.3%	1.6%	2.6%	2.1%	3.2%
65–74	1.2%	1.9%	1.6%	2.4%	1.0%	1.8%	1.3%	2.1%	1.6%	2.4%
75 +	1.2%	1.3%	1.4%	2.1%	1.1%	1.4%	1.1%	1.5%	1.5%	1.8%
All ages	3.6%	5.7%	3.9%	6.2%	2.8%	4.7%	3.3%	5.1%	4.0%	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 March 12, 2026.

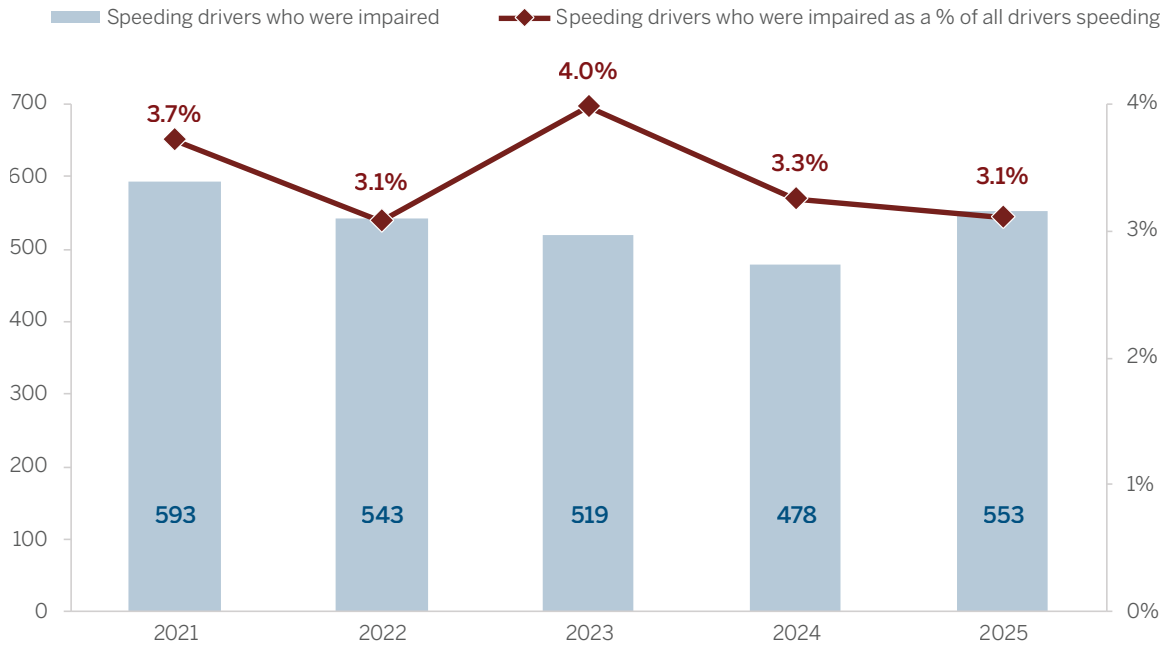
Notes:

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 2025, 3.1% 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 rose from 478 in 2024 to 553 in 2025, reversing a consistent pattern of decline from a five-year high of 593 in 2021 (Figure 6.3). Drivers aged 21 to 24 and 25 to 34 had the highest percentages of alcohol impairment among speeding drivers and across all age groups (Table 6.7). Speeding drivers in collisions with known ages were more than 3.5 times as likely to be alcohol impaired as non-speeding drivers.

Figure 6.3. Speeding drivers in collisions in Indiana by alcohol impairment, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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, 2025

Age	Not speeding			Speeding		
	Non-impaired	Alcohol-impaired	% alcohol-impaired	Non-impaired	Alcohol-impaired	% alcohol-impaired
15–20	35,699	147	0.4%	3,574	49	1.4%
21–24	27,865	383	1.4%	2,364	117	4.7%
25–34	62,204	830	1.3%	4,098	177	4.1%
35–44	54,769	628	1.1%	2,719	106	3.8%
45–54	43,331	381	0.9%	1,599	56	3.4%
55–64	37,140	286	0.8%	1,014	38	3.6%
65–74	25,352	137	0.5%	532	9	1.7%
75+	14,854	34	0.2%	250	1	0.4%
Total	301,214	2,826	0.9%	16,150	553	3.3%



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

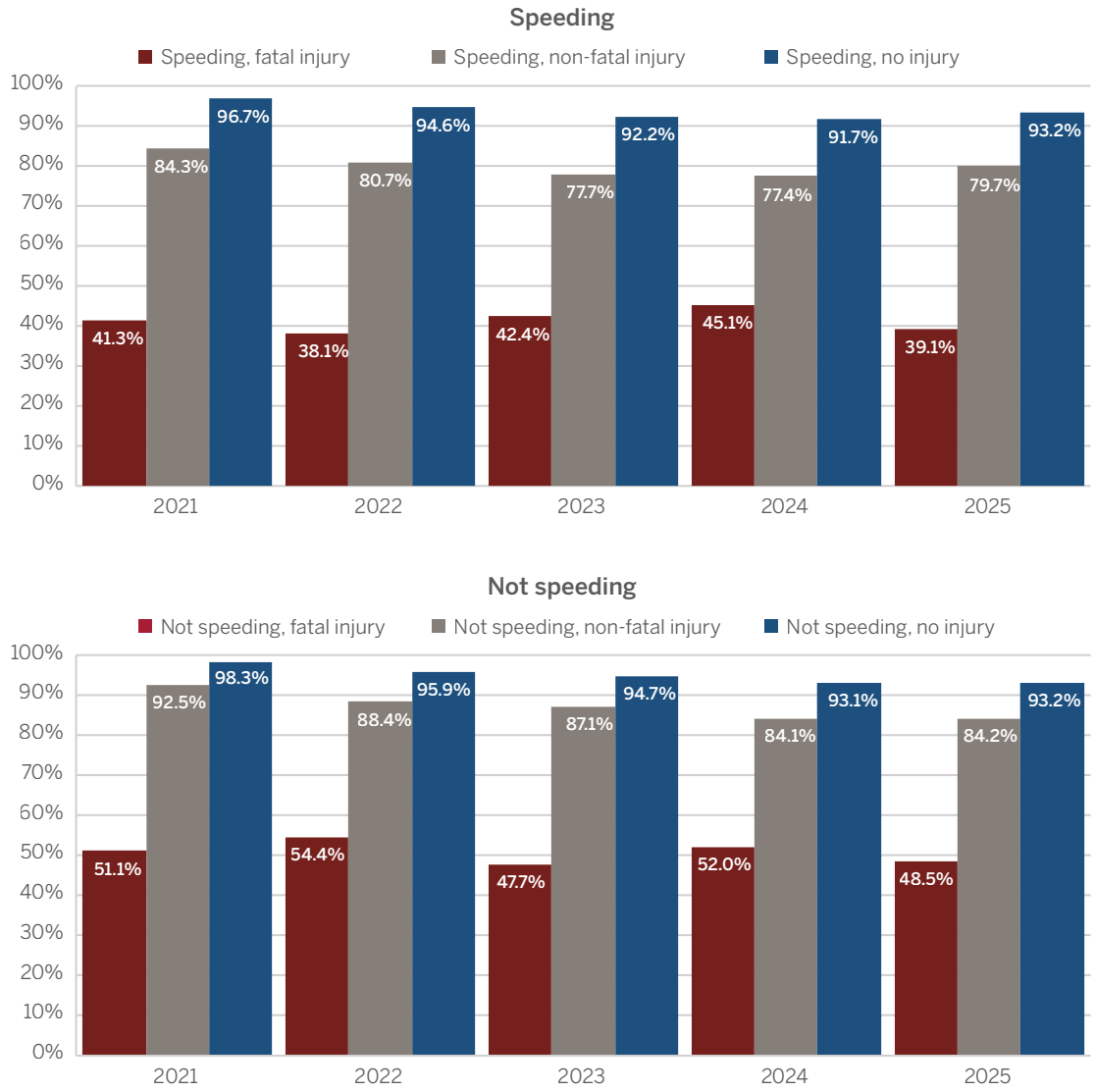
Notes:

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 ages 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 2021 to 2025, passenger-vehicle occupants who were killed or injured in speed-related collisions had a lower rate of restraint-use than those killed or injured in non-speeding collisions (Figure 6.4). In 2025, 39.1% of passenger-vehicle occupants killed in speed-related collisions were restrained, compared with 48.5% of passenger-vehicle occupants killed in collisions in which speed was not a factor. Among passenger-vehicle occupants sustaining non-fatal injuries, 79.7% in speed-related collisions and 84.2% in non-speeding crashes were restrained. Among occupants who were not injured, restraint use was the same whether or not speeding was involved.

Figure 6.4. Restraint use rates among passenger-vehicle occupants in collisions in Indiana by speed involvement and injury status, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

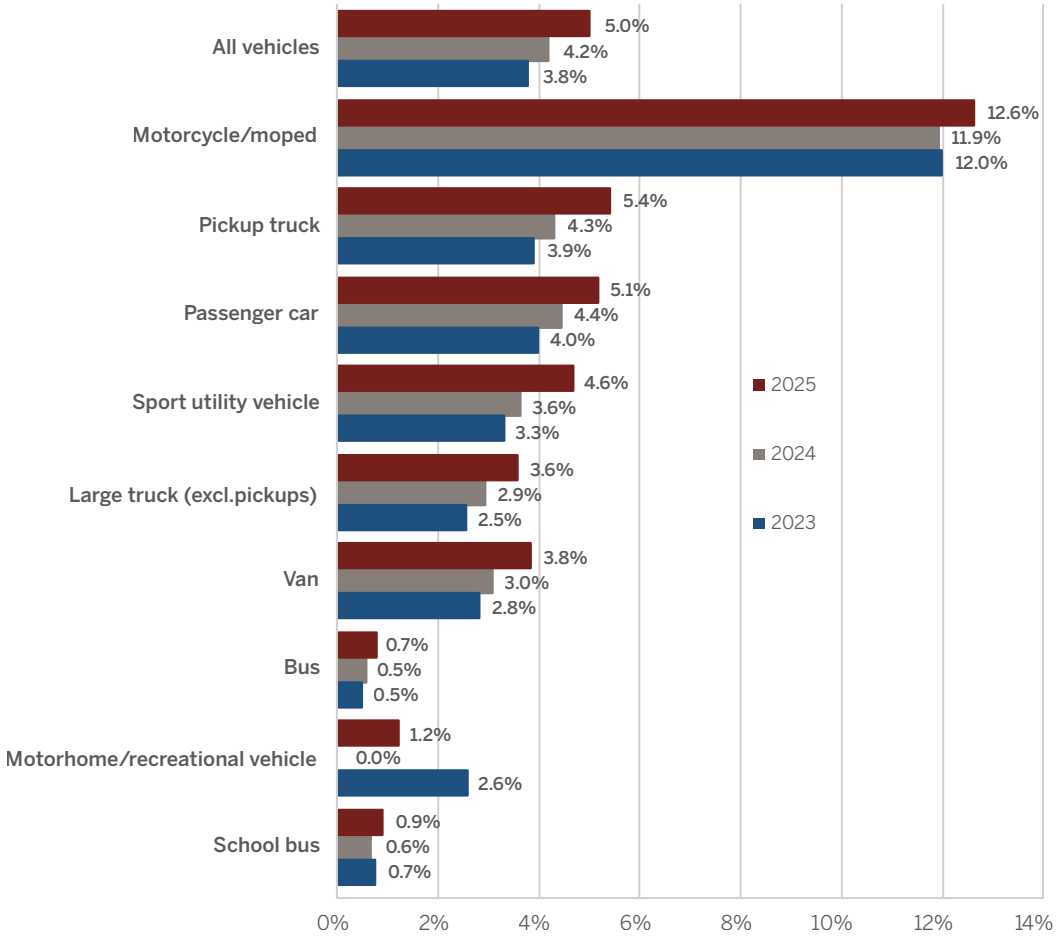
1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.
2) Data limited to drivers and injured occupants in passenger vehicles (passenger 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.

Speeding in collisions by vehicle type

In 2025, 5.0% of vehicles involved in collisions were reported as speeding, up from 4.2% in 2024 and 3.8% in 2023 (Figure 6.5). Among vehicle types, motorcycles were the most likely to reported as speeding in collisions, at 12.6% in 2025, 11.9% in 2024, and 12.0% in 2023.

In 2025, the injury rate per 1,000 occupants in speed-related collisions was nearly twice that of occupants in non-speed-related collisions (Figure 6.6). Consistent with previous years, motorcyclists and motorhome drivers and passengers experienced a substantially higher injury rate per 1,000 occupants than occupants of other vehicle types (Figure 6.6). However, the difference in injury rates between speeding and non-speeding occupants was smaller for motorcyclists and motorhome occupants than for most other vehicle types. Occupants of passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans), as well as buses and school buses, were considerably more likely to be injured when speed was a factor than when it was not.

Figure 6.5. Percent of vehicle drivers speeding in collisions in Indiana by vehicle type, 2023–25

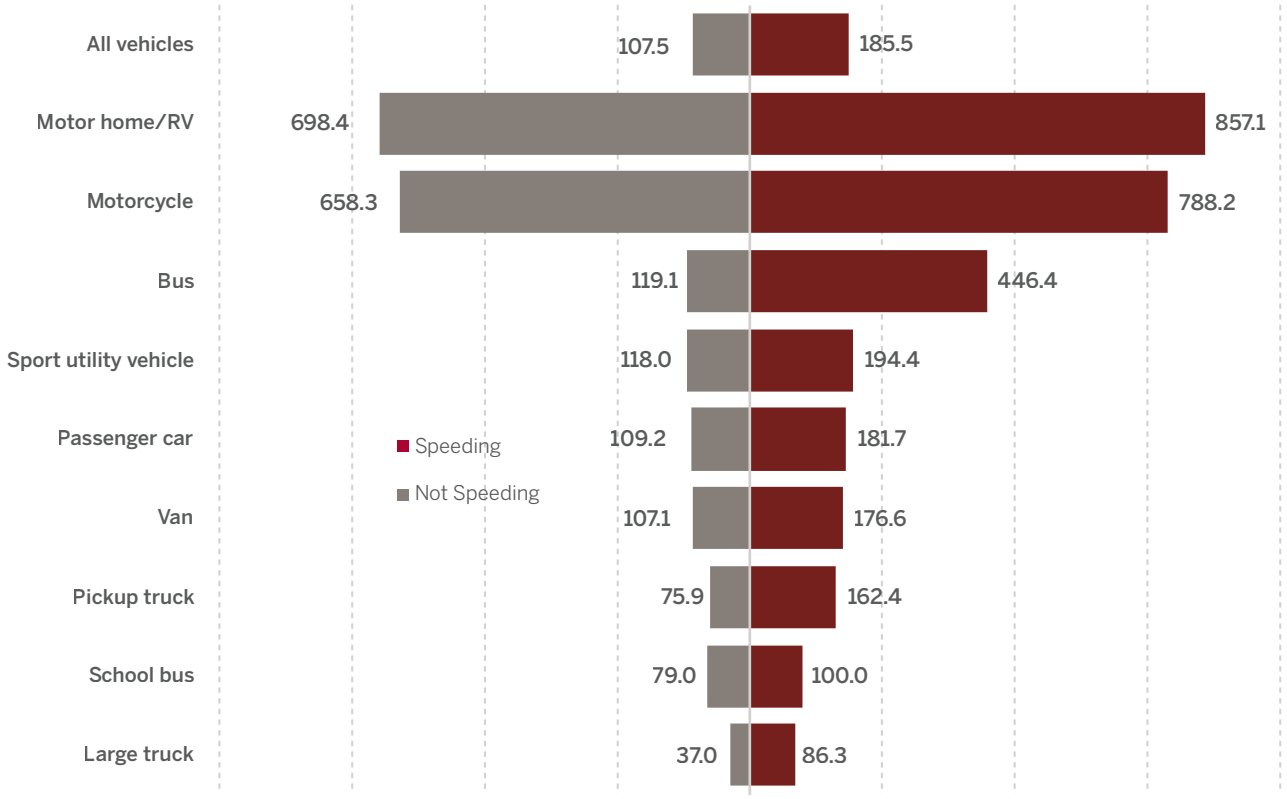


Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. See the glossary for unit type definitions.
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-motorized vehicles), farm vehicles, combination vehicles, off-road vehicles, snowmobiles, pedestrians, bicycles, and unknown vehicles.

Figure 6.6. Injury rates per 1,000 occupants in collisions in Indiana by speed involvement and vehicle type, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

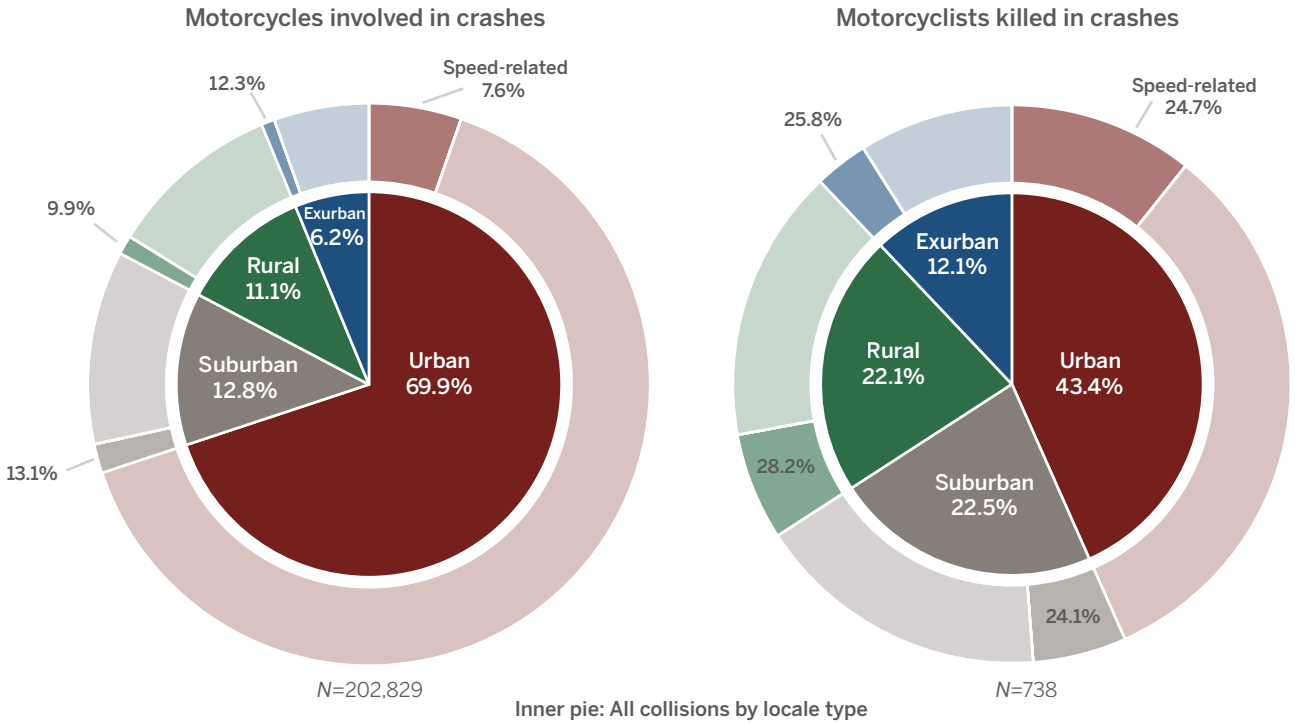
1) Collisions are defined as speed-related if unsafe speed or speed too fast for weather conditions is listed either as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.
2) Motorcycles include vehicles classified as motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bikes. See the glossary for unit type definitions.
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-motorized vehicles), farm vehicles, combination vehicles, off-road vehicles, snowmobiles, pedestrians, bicycles, and unknown vehicles.
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.

Speed-related collisions by locale type and road class

In 2025, non-urban areas—suburban (13.1%), exurban (12.3%), and rural areas (9.9%) accounted for a higher share of speed-related crashes than in urban areas (7.6%) (Figure 6.7). The proportion of fatal speed-related collisions, however, was more similar across locale types, ranging from 24% to 28%.

In 2025, speed-related collisions on interstate highways (18.7%) made up the highest share of these collisions and state roads (8.4%) made up the lowest share (Figure 6.8). The percentage of fatal speed-related collisions was highest on county roads (29.2%), local/city roads (28.7%), and interstate highways (27.5%), and the lowest on state roads (19.7%).

Figure 6.7. Total and fatal collisions in Indiana by speed involvement and locale type, 2025

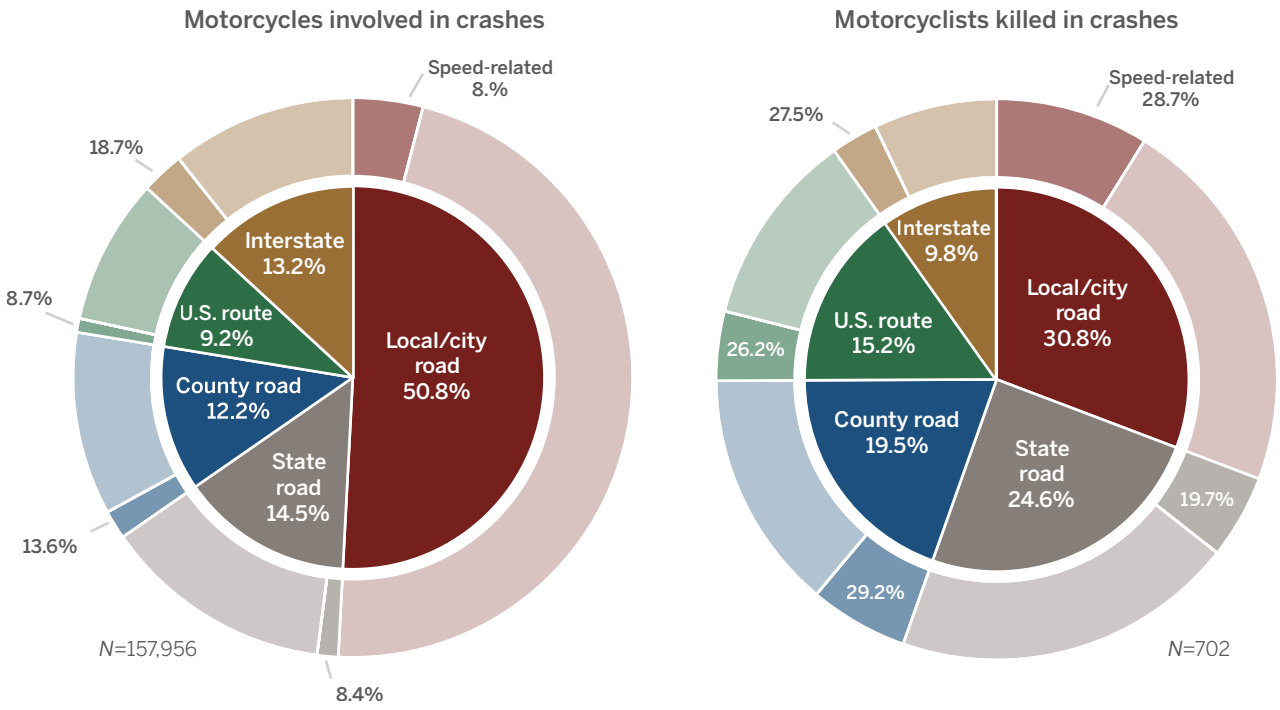


Sources: Analysis provided by the Indiana University Public Policy Institute using data downloaded from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

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) Local 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 where the locale type cannot be determined.

Figure 6.8. Total and fatal collisions in Indiana by speed-involvement and road class, 2025



Inner pie: All collisions by road class
Outer ring: Speed-involved collisions by road class

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

CHILDREN, 2025

Traffic crashes are a leading cause of death among individuals aged 0–14 in the U.S.[14] In 2025, children aged 0 to 14 accounted for 0.9% of individuals involved in collisions. In the same year, children sustained 22 or 2.8% of traffic fatalities and 2,736 or 6.3% of non-fatal traffic injuries in Indiana.

Child Injuries in collisions

The number of children killed or injured in crashes rose each year from 2021 to 2025. In 2025, 22 children (ages 0–14) were killed in collisions, fewer annual child deaths than in 2021, 2022, and 2024 but more than in 2023 (Figure 7.1). There were five fatalities among children aged 3 and younger, four each among children aged 4–7 and aged 8–12, and nine among those aged 13–14 (Table 7.1). From 2024 to 2025, fatalities increased among children younger than 1, those aged 1–3, and those aged 13–14, while decreasing among children aged 4–7 and 8–12. The rate of fatal injuries per 1,000 children in crashes declined slightly from 7.4 in 2024 to 6.7 in 2025, after rising from the five-year low of 6.2 in 2023 to 8.0 in 2024. Similarly, the fatality rate per 100,000 children decreased from 1.9 per 100,000 in 2024 to 1.7 per 100,000 in 2025 (Figure 7.2).

In 2025, the number of children sustaining suspected-serious injuries declined from 242 in 2024 to 215 in 2025 (Table 7.1). The number of children sustaining suspected-minor injuries and possible injuries also fell from 2024 to 2025.

Based on child population estimates, children aged 4–7 and 8–12 were overrepresented among children injured in collisions in 2025 (Table 7.2). Although children aged 4–7 made up 22.9% of Indiana children in 2024,[15] they represented 26.9% of child traffic fatalities and injuries in 2025. Similarly, children aged 8–12 accounted for 32.1% of the child population in 2024 but 40.5% of child traffic fatalities and non-fatal injuries. Children aged 13–14 accounted for 16.3% of Indiana's children but 19.0% of traffic fatalities and injuries. Among the five age groups, children aged 8–12 experienced the highest injury rate, at 311.0 per 100,000 children, while children younger than 1 year had the lowest, at 105.1 per 100,000 child population.

Most children (85.3%) involved in collisions in 2025 were vehicle passengers (Figure 7.3). In the same year, 66.7% of the children who sustained fatal or suspected-serious injuries in collisions also were passengers (Table 7.3). Between 2024 and 2025, fatalities among child passengers rose slightly from 15 to 16, while suspected-serious injuries decreased from 168 to 142.

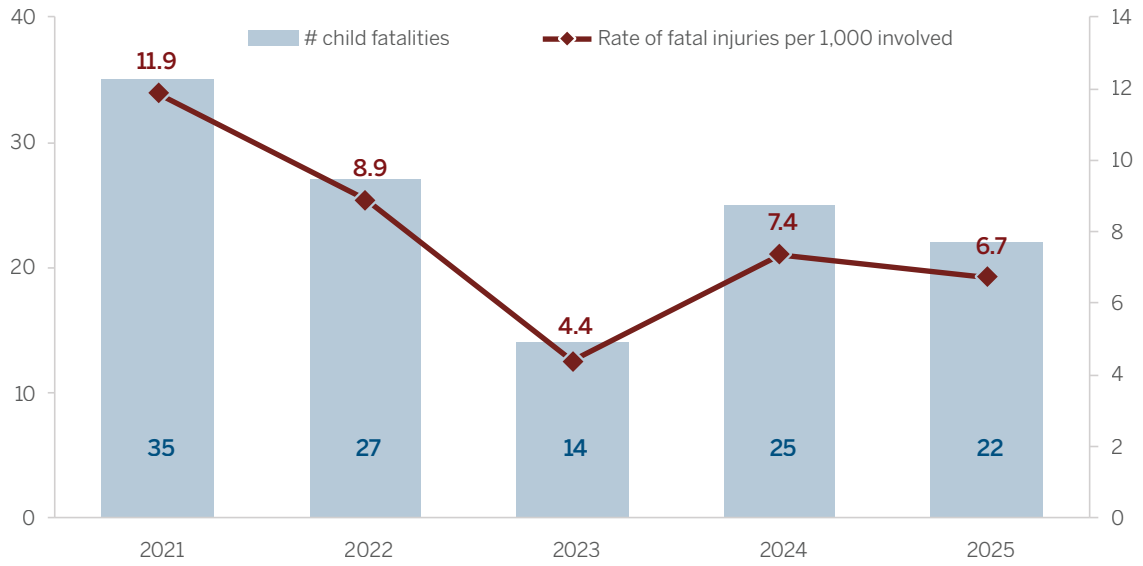
The number of child pedestrians in collisions fell from 203 in 2024 to 193 in 2025. Child pedestrian deaths also declined, from 4 to 1, while suspected-serious injuries among child pedestrians increased from 41 to 44.

The number of child pedalcyclists in collisions increased from 115 in 2024 to 136 in 2025. Despite this increase, deaths among child pedalcyclists declined from four to two. In the same year, suspected-serious injuries among child pedalcyclists increased from 14 to 16.

The number of child drivers in collisions decreased from 136 in 2024 to 129 in 2025. Fatal and suspected-serious injuries among child drivers decreased from 19 in 2024 to 11 in 2025. There were 22 children in collisions in animal-drawn vehicles in 2024 and 24 in 2025. No child fatalities occurred among animal-drawn vehicle occupants in 2024, compared with two in 2025. Suspected-serious injuries increased from two in 2024 to three in 2025.

[14] National Vital Statistics System, 2026a.
[15] The most recent year available for age-specific populations estimates was 2024.

Figure 7.1. Child fatalities and fatal injury rates in collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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, 2021–25

Injury status by age group	2021		2022		2023		2024		2025		Annual rate of change	
	Count	% total	Count	% total	Count	% total	Count	% total	Count	% total	2024–25	2021–25
All children involved	**2,949**	**100%**	**3,038**	**100%**	**3,215**	**100%**	**3,393**	**100%**	**3,269**	**100%**	**-3.7%**	**2.6%**
<1	144	5%	165	5%	142	4%	176	5%	162	5%	-8.0%	3.0%
1–3	395	13%	426	14%	449	14%	448	13%	423	13%	-5.6%	1.7%
4–7	719	24%	738	24%	815	25%	884	26%	846	26%	-4.3%	4.2%
8–12	1,055	36%	1,056	35%	1,141	35%	1,260	37%	1,214	37%	-3.7%	3.6%
13–14	636	22%	653	21%	648	20%	625	18%	624	19%	-0.2%	-0.5%
Fatal	**35**	**100%**	**27**	**100%**	**14**	**100%**	**25**	**100%**	**22**	**100%**	**-12.0%**	**-11.0%**
<1	7	20%	2	7%	3	21%	0	0%	2	9%	N/A	-26.9%
1–3	6	17%	5	19%	3	21%	2	8%	3	14%	50.0%	-15.9%
4–7	6	17%	9	33%	4	29%	10	40%	4	18%	-60.0%	-9.6%
8–12	11	31%	5	19%	2	14%	8	32%	4	18%	-50.0%	-22.3%
13–14	5	14%	6	22%	2	14%	5	20%	9	41%	80.0%	15.8%
Suspected-serious	**231**	**100%**	**226**	**100%**	**217**	**100%**	**242**	**100%**	**215**	**100%**	**-11.2%**	**-1.8%**
<1	5	2%	14	6%	7	3%	8	3%	6	3%	-25.0%	4.7%
1–3	30	13%	23	10%	21	10%	27	11%	19	9%	-29.6%	-10.8%
4–7	55	24%	50	22%	50	23%	49	20%	49	23%	0.0%	-2.8%
8–12	90	39%	82	36%	87	40%	90	37%	86	40%	-4.4%	-1.1%
13–14	51	22%	57	25%	52	24%	68	28%	55	26%	-19.1%	1.9%
Suspected-minor	**785**	**100%**	**802**	**100%**	**839**	**100%**	**818**	**100%**	**749**	**100%**	**-8.4%**	**-1.2%**
<1	37	5%	31	4%	28	3%	32	4%	27	4%	-15.6%	-7.6%
1–3	135	17%	147	18%	155	18%	143	17%	121	16%	-15.4%	-2.7%
4–7	209	27%	215	27%	243	29%	225	28%	212	28%	-5.8%	0.4%
8–12	257	33%	256	32%	275	33%	295	36%	256	34%	-13.2%	-0.1%
13–14	147	19%	153	19%	138	16%	123	15%	133	18%	8.1%	-2.5%
Possible	**1,508**	**100%**	**1,595**	**100%**	**1,708**	**100%**	**1,874**	**100%**	**1,772**	**100%**	**-5.4%**	**4.1%**
<1	38	3%	55	3%	36	2%	58	3%	48	3%	-17.2%	6.0%
1–3	150	10%	176	11%	192	11%	183	10%	149	8%	-18.6%	-0.2%
4–7	392	26%	408	26%	462	27%	509	27%	476	27%	-6.5%	5.0%
8–12	614	41%	641	40%	689	40%	783	42%	771	44%	-1.5%	5.9%
13–14	314	21%	315	20%	329	19%	341	18%	328	19%	-3.8%	1.1%
Not injured	**390**	**100%**	**388**	**100%**	**437**	**100%**	**434**	**100%**	**511**	**100%**	**17.7%**	**7.0%**
<1	57	15%	63	16%	68	16%	78	18%	79	15%	1.3%	8.5%
1–3	74	19%	75	19%	78	18%	93	21%	131	26%	40.9%	15.3%
4–7	57	15%	56	14%	76	17%	91	21%	105	21%	15.4%	16.5%
8–12	83	21%	72	19%	88	20%	84	19%	97	19%	15.5%	4.0%
13–14	119	31%	122	31%	127	29%	88	20%	99	19%	12.5%	-4.5%

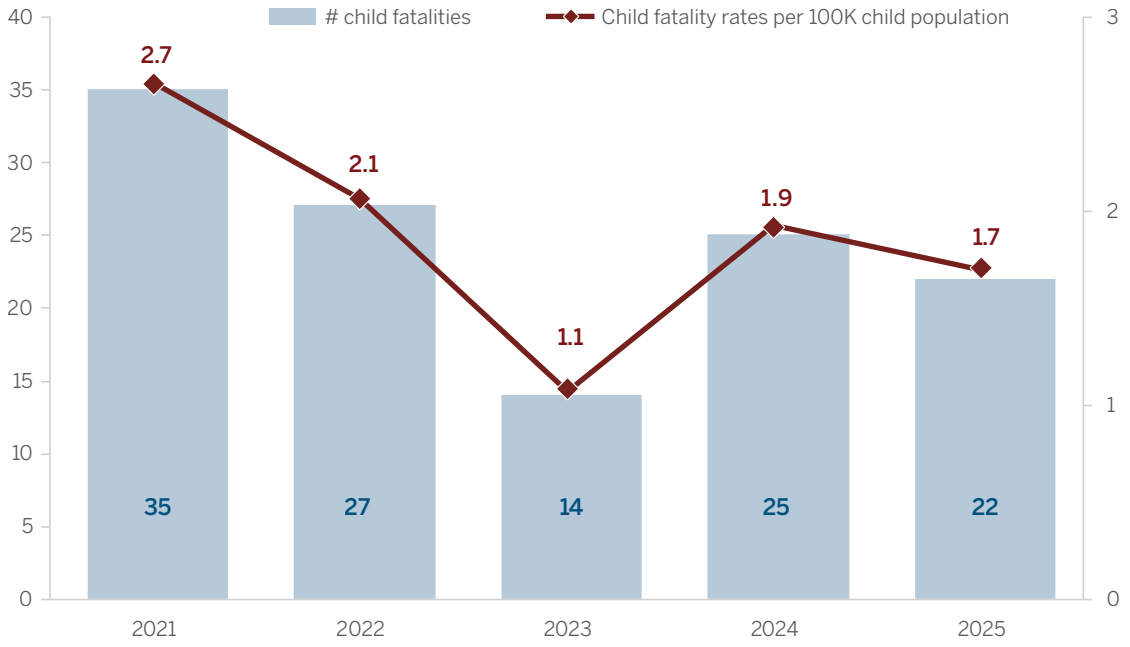
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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) 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, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, 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, 2024, released June 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) The most recent population estimates available by age are for 2024. The population estimate used for the 2025 calculation is from 2024.

Table 7.2. Child traffic injuries in Indiana, 2025

Age group	Estimated IN child population (2024	Share of IN child population (2024)	2025 total child injuries	Share of IN child injuries	2025 injury rate per 100K child population
<1	78,935	7.1%	83	3.0%	105.1
1–3	242,647	21.7%	292	10.6%	120.3
4–7	256,297	22.9%	741	26.9%	289.1
8–12	359,175	32.1%	1,117	40.5%	311.0
13–14	182,029	16.3%	525	19.0%	288.4
Total	1,119,083	100.0%	2,758	100.0%	246.5

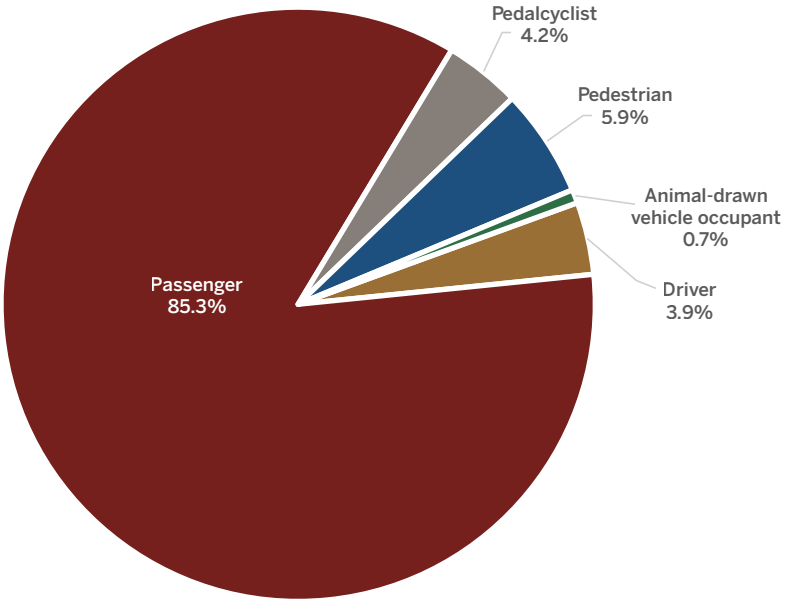
Low < > High

Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and 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, 2024, released June 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) Total injuries include those reported as fatal, suspected-serious, suspected minor, and possible. Excludes individuals classified as not injured.
3) The most recent state population estimates available by age are for 2024. The 2025 calculations used 2024 estimates.
4) Color scale applies to data in each column separately.

Figure 7.3. Children in collisions in Indiana by person type, 2025



N=3,269

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 killed or injured in collisions in Indiana by injury status and person type, 2021–25

Injury status by person type	2021		2022		2023		2024		2025		Annual rate of change	
	Count	% total	Count	% total	Count	% total	Count	% total	Count	% total	2024–25	2021–25
Total	**2,949**	**100.0%**	**3,038**	**100.0%**	**3,195**	**100.0%**	**3,393**	**100.0%**	**3,269**	**100.0%**	**-3.7%**	**2.6%**
Driver	148	5.0%	135	4.4%	159	5.0%	136	4.0%	129	3.9%	-5.1%	-3.4%
Occupant	2,433	82.5%	2,563	84.4%	2,690	84.2%	2,917	86.0%	2,787	85.3%	-4.5%	3.5%
Pedalcyclist	132	4.5%	116	3.8%	122	3.8%	115	3.4%	136	4.2%	18.3%	0.7%
Pedestrian	199	6.7%	208	6.8%	193	6.0%	203	6.0%	193	5.9%	-4.9%	-0.8%
Animal-drawn vehicle occupants	37	1.3%	16	0.5%	31	1.0%	22	0.6%	24	0.7%	9.1%	-10.3%
Fatal	**35**	**100.0%**	**27**	**100.0%**	**14**	**100.0%**	**25**	**100.0%**	**22**	**100.0%**	**-12.0%**	**-11.0%**
Driver	2	5.7%	0	0.0%	1	7.1%	2	8.0%	1	4.5%	-50.0%	-15.9%
Occupant	25	71.4%	19	70.4%	10	71.4%	15	60.0%	16	72.7%	6.7%	-10.6%
Pedalcyclist	0	0.0%	1	3.7%	1	7.1%	4	16.0%	2	9.1%	-50.0%	N/A
Pedestrian	8	22.9%	6	22.2%	2	14.3%	4	16.0%	1	4.5%	-75.0%	-40.5%
Animal-drawn vehicle occupants	0	0.0%	1	3.7%	0	0.0%	0	0.0%	2	9.1%	N/A	N/A
Suspected-serious	**231**	**100.0%**	**226**	**100.0%**	**217**	**100.0%**	**242**	**100.0%**	**215**	**100.0%**	**-11.2%**	**-1.8%**
Driver	6	2.6%	14	6.2%	16	7.4%	17	7.0%	10	4.7%	-41.2%	13.6%
Occupant	164	71.0%	173	76.5%	155	71.4%	168	69.4%	142	66.0%	-15.5%	-3.5%
Pedalcyclist	21	9.1%	19	8.4%	14	6.5%	14	5.8%	16	7.4%	14.3%	-6.6%
Pedestrian	33	14.3%	18	8.0%	31	14.3%	41	16.9%	44	20.5%	7.3%	7.5%
Animal-drawn vehicle occupants	7	3.0%	2	0.9%	1	0.5%	2	0.8%	3	1.4%	50.0%	-19.1%
Suspected minor	**785**	**100.0%**	**802**	**100.0%**	**839**	**100.0%**	**818**	**100.0%**	**749**	**100.0%**	**-8.4%**	**-1.2%**
Driver	12	1.5%	15	1.9%	19	2.3%	19	2.3%	15	2.0%	-21.1%	5.7%
Occupant	623	79.4%	646	80.5%	672	80.1%	657	80.3%	586	78.2%	-10.8%	-1.5%
Pedalcyclist	54	6.9%	56	7.0%	52	6.2%	52	6.4%	68	9.1%	30.8%	5.9%
Pedestrian	81	10.3%	79	9.9%	86	10.3%	81	9.9%	76	10.1%	-6.2%	-1.6%
Animal-drawn vehicle occupants	15	1.9%	6	0.7%	10	1.2%	9	1.1%	4	0.5%	-55.6%	-28.1%
Possible	**1,508**	**100.0%**	**1,595**	**100.0%**	**1,708**	**100.0%**	**1,874**	**100.0%**	**1,772**	**100.0%**	**-5.4%**	**4.1%**
Driver	16	1.1%	13	0.8%	10	0.6%	16	0.9%	17	1.0%	6.3%	1.5%
Occupant	1,415	93.8%	1,468	92.0%	1,587	92.9%	1,758	93.8%	1,652	93.2%	-6.0%	3.9%
Pedalcyclist	29	1.9%	32	2.0%	36	2.1%	34	1.8%	34	1.9%	0.0%	4.1%
Pedestrian	40	2.7%	78	4.9%	63	3.7%	63	3.4%	56	3.2%	-11.1%	8.8%
Animal-drawn vehicle occupants	8	0.5%	4	0.3%	12	0.7%	3	0.2%	13	0.7%	333.3%	12.9%
No injury	**390**	**100.0%**	**388**	**100.0%**	**417**	**100.0%**	**434**	**100.0%**	**511**	**100.0%**	**17.7%**	**7.0%**
Driver	112	28.7%	93	24.0%	113	27.1%	82	18.9%	86	16.8%	4.9%	-6.4%
Occupant	206	52.8%	257	66.2%	266	63.8%	319	73.5%	391	76.5%	22.6%	17.4%
Pedalcyclist	28	7.2%	8	2.1%	19	4.6%	11	2.5%	16	3.1%	45.5%	-13.1%
Pedestrian	37	9.5%	27	7.0%	11	2.6%	14	3.2%	16	3.1%	14.3%	-18.9%
Animal-drawn vehicle occupants	7	1.8%	3	0.8%	8	1.9%	8	1.8%	2	0.4%	-75.0%	-26.9%

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) 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) Percents may add to more or less than 100.0% due to rounding.

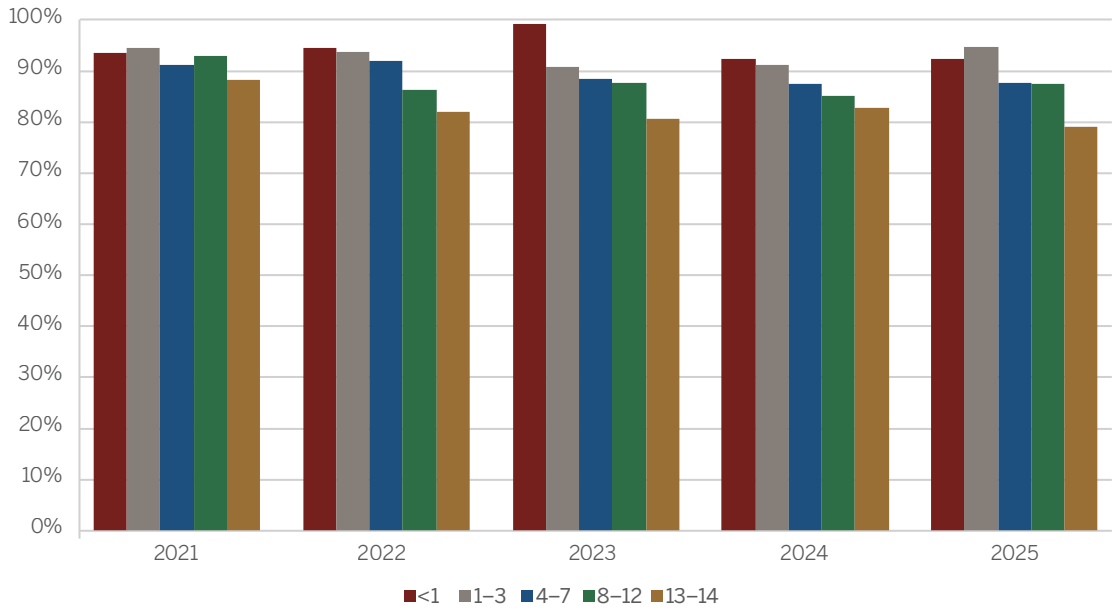
Child restraint use in collisions

Restraint use among children in passenger-vehicle collisions tends to decline as children get older.[16] In 2025, children aged 13 to 14 in collisions used restraints at the lowest rate (79.1%) among all child age groups (Figure 7.4). This cohort consistently showed the lowest restraint rates from 2021 to 2025. Passengers younger than 1 year had the highest rates of restraint use in 2022, 2023, and 2024. Passengers aged 1–3 had the highest rates in 2021 and 2025.

Figure 7.5 shows the rates of restraint for children in passenger-vehicle crashes by seating position in 2025. One child who was restrained was killed while sitting in the front seat. Among the children killed while seated in the back seat with known restraint status, 53.8% were restrained. Among children who sustained suspected-serious injuries in 2025 and whose restraint status was known, 68.0% of front-seat occupants and 61.3% of back-seat occupants were restrained.

Figure 7.6 shows that driver restraint use is generally a good predictor of child restraint use. Between 2021 and 2025, child restraint rates in collisions ranged from 93.5% in 2024 to 96.5% in 2021 when the driver of the same vehicle was restrained. Child restraint use was substantially lower when drivers were unrestrained, ranging from 43.2% in 2023 to 57.4% in 2025. For this same period, restraint use among child drivers generally declined, falling from 73.2% in 2021 to 51.7% in 2025.

Figure 7.4. Restraint use among children in collisions in Indiana by age group, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.

[16] Kirley et al., 2023.

Figure 7.5 Children in passenger-vehicle collisions in Indiana by injury status, seating position, and restraint use, 2025

FRONT

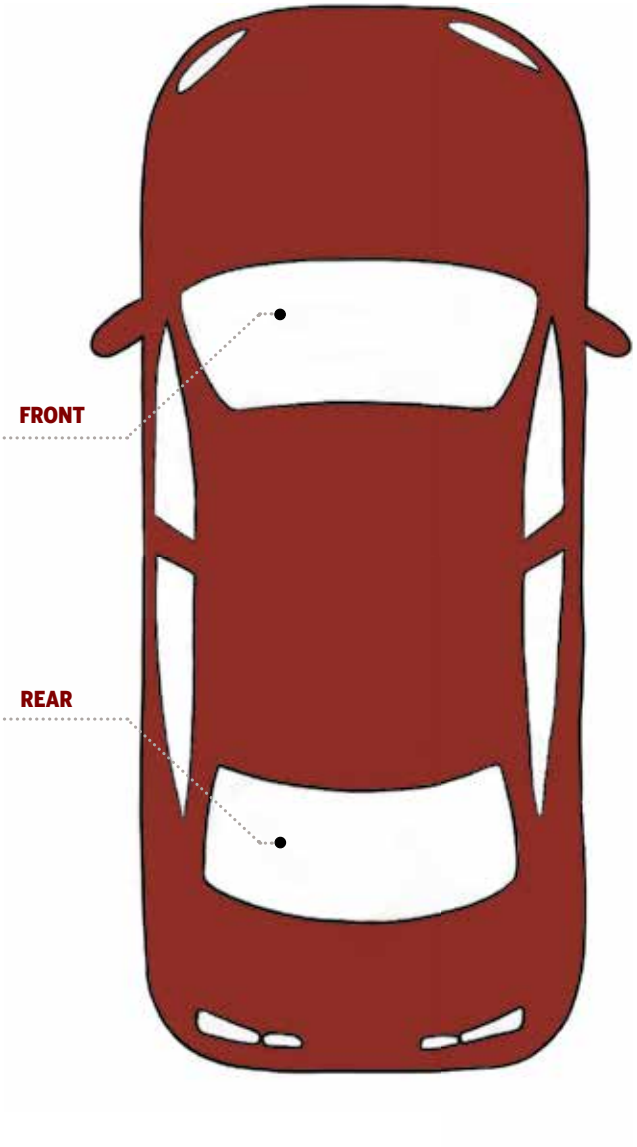
	Left	Center	Right
Fatal	0 (N/A)	0 (N/A)	1 (100.0%)
Suspected-serious	3 (0.0%)	0 (N/A)	22 (77.3%)
Suspected-minor & possible	16 (62.5%)	13 (61.5%)	413 (86.9%)

REAR

	Left	Center	Right
Fatal	4 (50.0%)	3 (0.0%)	6 (83.3%)
Suspected-serious	39 (74.4%)	11 (36.4%)	30 (53.3%)
Suspected-minor & possible	546 (90.3%)	164 (86.6%)	731 (92.3%)

OTHER

	Left
Fatal	0 (N/A)
Suspected-serious	7 (14.3%)
Suspected-minor & possible	64 (70.3%)

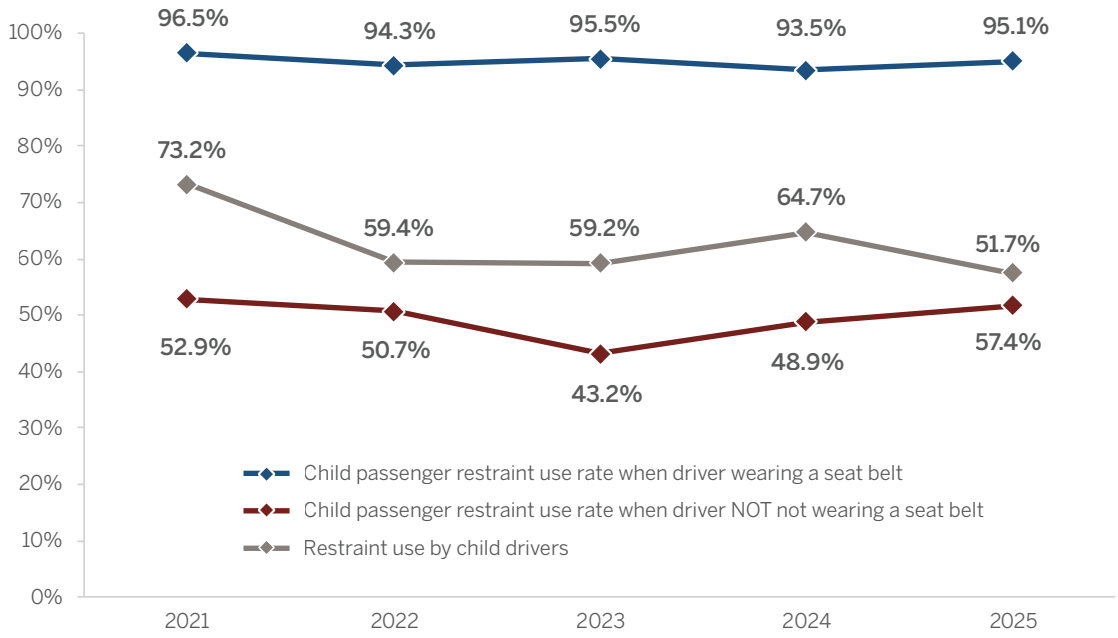


Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.
5) Other seating position includes positions recorded as bed/sleeper/third row and outside.

Figure 7.6. Restraint use among child occupants in collisions in Indiana by driver seat belt use, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

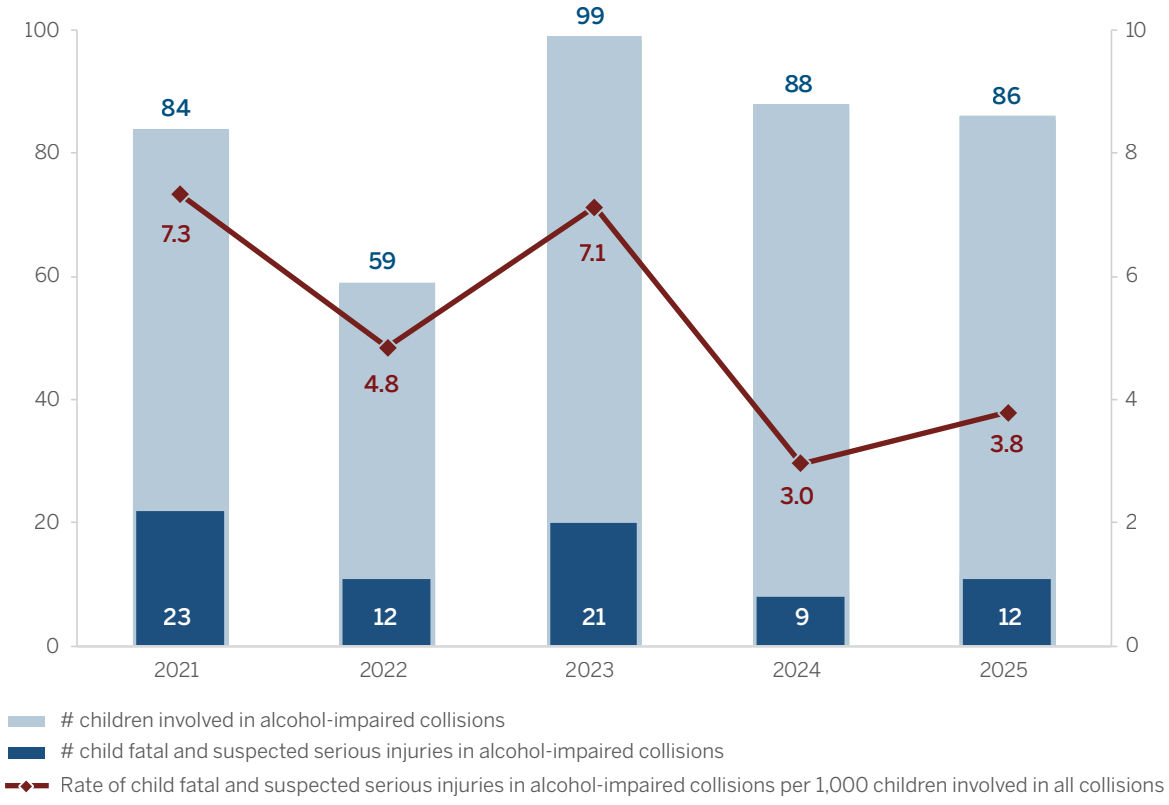
Notes:

1) Includes children identified as injured occupants (ages 0–14) and drivers (ages 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 2025, 86 children were involved in collisions with one or more alcohol-impaired drivers (Figure 7.7), down slightly from 88 in 2024. The number of children who sustained fatal or suspected-serious injuries in these collisions increased from 9 in 2024 to 12 in 2025, and the rate per 1,000 children involved rose from 3.0 to 3.8. Despite these increases, both the number and rate of injuries remained below levels observed in 2021, 2022, and 2023.

Figure 7.7. Children in alcohol-impaired collisions in Indiana, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

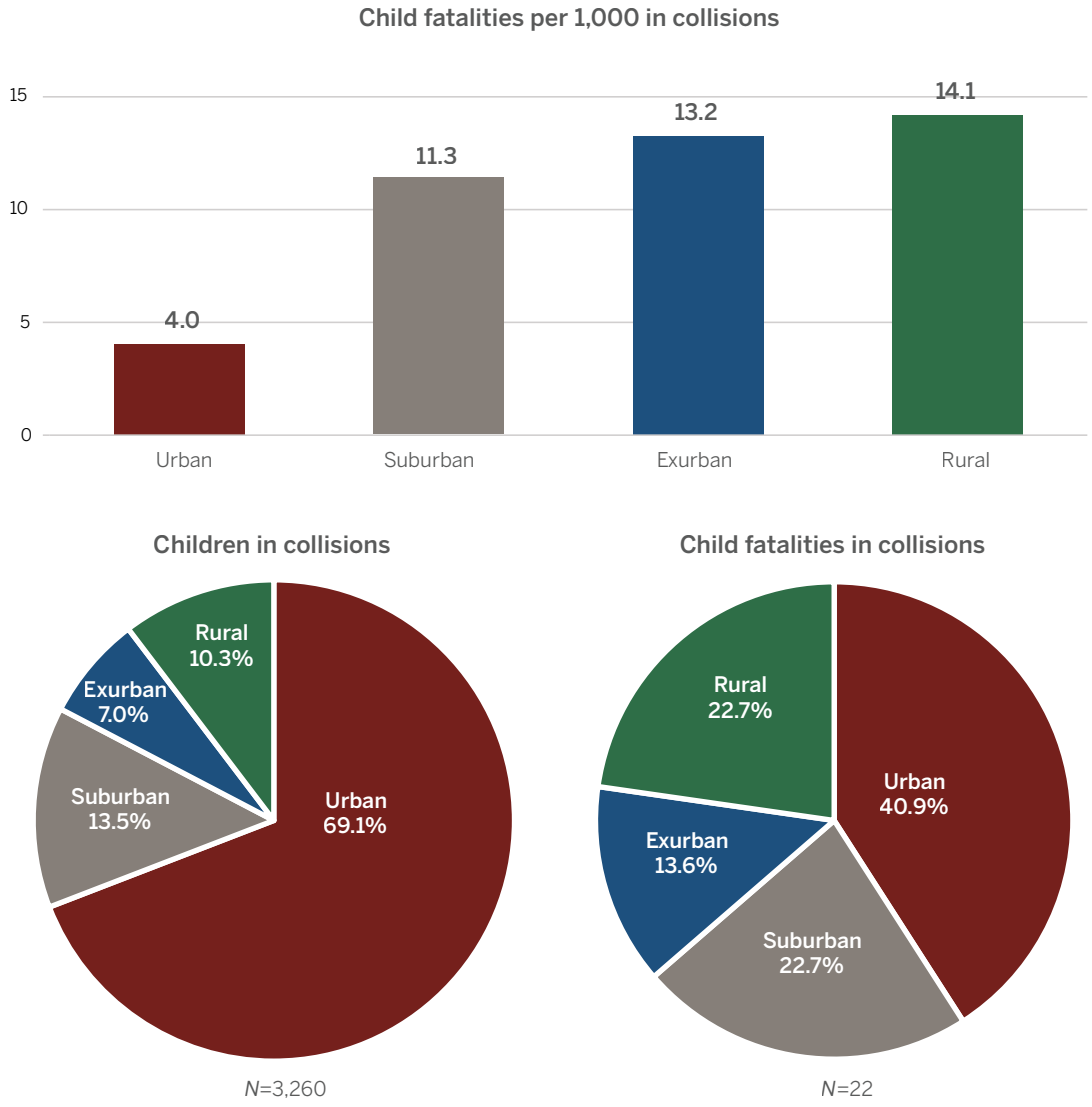
Notes:

1) Includes children ages 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers ages 6–14. See the glossary for a full explanation.
2) 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. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

Children in collisions by locale type

In 2025, the distribution of children in collisions across locale types—urban, suburban, exurban, and rural—was concentrated in urban areas (69.1%) (Figure 7.7). In the same year, the fatal injury rate per 1,000 children involved was lower in urban (4.0) than in suburban (11.3), exurban (13.2), and rural (14.1), areas (Figure 7.8). Map 10.6 in the Counties chapter shows child injury rates by county.

Figure 7.8. Children involved in collisions in Indiana by locale type, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Includes children ages 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants, as well as drivers ages 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.Excludes children in collisions where the locale type cannot be determined.



INDIANA TRAFFIC SAFETY FACTS

YOUNG DRIVERS

YOUNG DRIVERS, 2025

Transport accidents were a leading cause of death among 15–20-year-olds in Indiana and in the United States in 2024.[17] In Indiana, 41,572 individuals aged 15–20 were involved in traffic collisions in 2025, including 39,469 young drivers, 1,700 motor vehicle passengers, 175 pedestrians, 133 pedalcyclists, and 25 animal-drawn vehicle occupants.

This chapter focuses on young drivers in traffic collisions, defined as motor vehicle operators aged 15–20. Drivers in this age group typically are working toward and getting their first operating licenses and building their driving skills. Research shows that driving behavior and outcomes for this age group reflect their inexperience and the increased novelty-seeking and risk-taking behaviors typical at this stage of adolescent development.[18]

Indiana's Graduated Driver's License program helps new drivers gain experience under supervised conditions. Individuals aged 15 may obtain a learner's permit if enrolled in a behind-the-wheel driver education course. At age 16, individuals may obtain a learner's permit without enrolling in a driver education course by passing a vision screening and a knowledge exam. New drivers of any age must complete 50 hours of supervised driving practice with a licensed family member aged 25 or older, a licensed spouse 21 years or older, or a driving instructor. Drivers aged 18 and younger may also complete their hours with a driver rehabilitation expert.

Drivers aged 16–20 may obtain a probationary license after holding a learner's permit for 180 days and successfully completing a driver education course. Those who do not complete a driver education course must wait until they are at least 16 years and 270 days old to be licensed. Drivers with probationary licenses face restrictions on nighttime driving and on carrying passengers under certain circumstances, with the strictest restrictions applying during the first six months of licensure.[19]

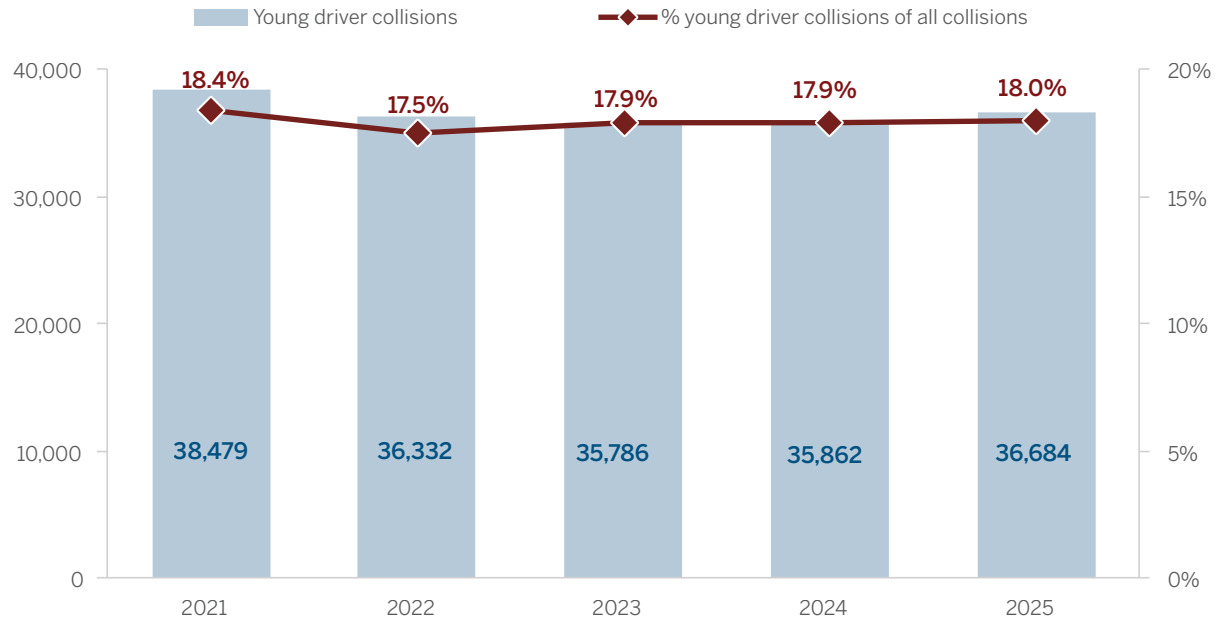
[17] National Vital Statistics System, 2026b.
[18] Kirley et al., 2023, pp. 7-2 and 7-3.
[19] Indiana Bureau of Motor Vehicles, 2026.

Young-driver collisions

The number of collisions involving one or more young drivers increased slightly from 35,862 in 2024 to 36,684 in 2025 (Figure 8.1). The proportion of all collisions involving young drivers remained stable at 18.0% or 17.9% from 2023 to 2025. Fatal collisions involving young drivers, however, increased from 106 in 2024 to 115 in 2025 but remained below the five-year high of 140 recorded in 2023 (Figure 8.2).

The number of young drivers in collisions increased from 38,675 in 2024 to 39,469 in 2025 (Table 8.1). Young drivers are consistently overrepresented among drivers in traffic collisions. In 2025, they accounted for 11% of drivers in collisions while representing only 7.5% of licensed drivers. At 1,063.6 per 10,000 licensed drivers, the collision rate for young drivers was higher than the rate for all licensed drivers and the rates for all other age groups (Figure 8.3). Map 10.7 in the County Comparisons chapter shows the rates of young-driver involvement in collisions per 1,000 licensed drivers and by county.

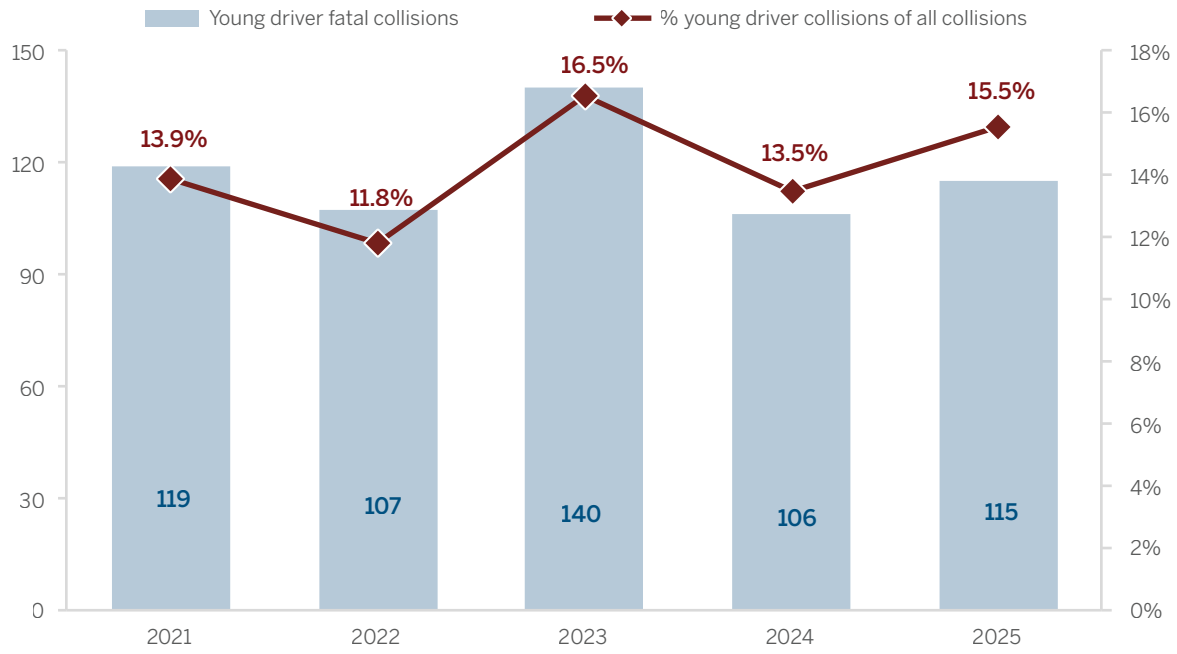
Figure 8.1. Collisions in Indiana by young-driver involvement, 2021–25



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.

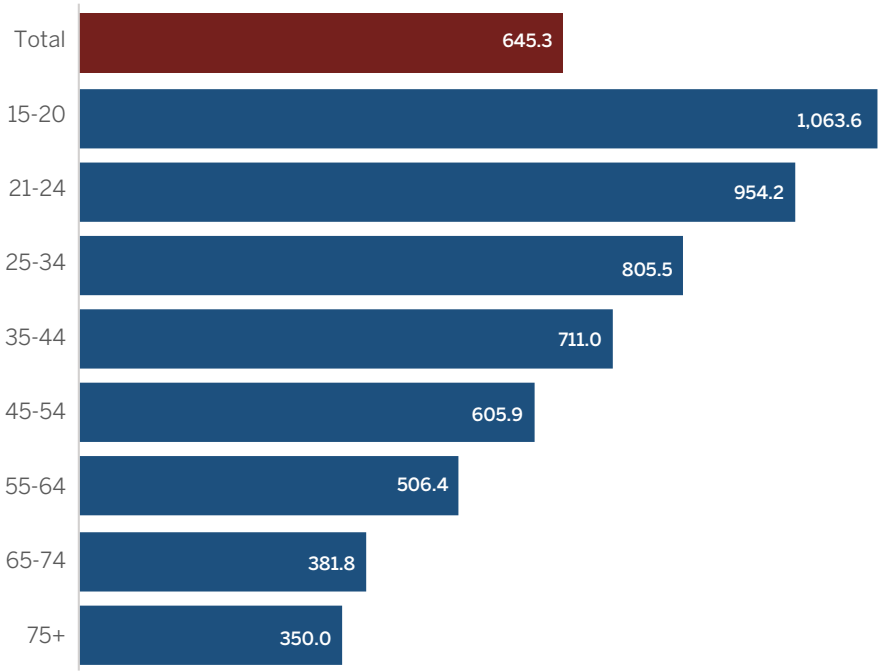
Figure 8.2. Fatal collisions in Indiana by young-driver involvement, 2021–25



Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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

Figure 8.3. Drivers in collisions per 10,000 licensed drivers in Indiana by age group, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

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

2) Data limited to drivers with valid ages reported.

Table 8.1. Injury status for individuals in collisions in Indiana by young-driver involvement, 2021–25

Person type/injury status	Count of individuals					Annual rate of change	
	2021	2022	2023	2024	2025	2024–25	2021–25
Total drivers	**330,568**	**351,468**	**347,581**	**355,509**	**360,137**	**1.3%**	**2.2%**
Fatal	636	675	617	573	543	-5.2%	-3.9%
Suspected-serious	3,164	3,280	3,459	3,375	3,247	-3.8%	0.6%
Suspected-minor	6,844	6,699	6,871	6,553	6,439	-1.7%	-1.5%
Possible	21,096	20,737	21,026	21,264	21,435	0.8%	0.4%
Not injured	298,828	320,077	315,608	323,744	328,473	1.5%	2.4%
All individuals involved in young driver crashes	**72,343**	**69,894**	**70,206**	**70,600**	**71,709**	**1.6%**	**-0.2%**
Fatal	134	117	154	114	125	9.6%	-1.7%
Suspected-serious	805	820	865	844	817	-3.2%	0.4%
Suspected-minor	2,006	1,892	1,991	1,906	1,886	-1.0%	-1.5%
Possible	6,507	6,027	6,207	6,042	6,159	1.9%	-1.4%
Not injured	62,891	61,038	60,989	61,694	62,722	1.7%	-0.1%
Young drivers	**41,400**	**39,107**	**38,635**	**38,675**	**39,469**	**2.1%**	**-1.2%**
Fatal	61	48	66	51	46	-9.8%	-6.8%
Suspected-serious	332	350	339	369	326	-11.7%	-0.5%
Suspected-minor	939	976	948	934	945	1.2%	0.2%
Possible	2,527	2,234	2,181	2,085	2,225	6.7%	-3.1%
Not injured	37,541	35,499	35,101	35,236	35,927	2.0%	-1.1%
Passengers of young drivers	**1,653**	**1,550**	**1,632**	**1,437**	**1,419**	**-1.3%**	**-3.7%**
Fatal	22	22	35	16	16	0.0%	-7.7%
Suspected-serious	165	185	182	127	143	12.6%	-3.5%
Suspected minor	369	296	344	308	281	-8.8%	-6.6%
Possible	1,004	953	984	904	839	-7.2%	-4.4%
Not injured	93	94	87	82	140	70.7%	10.8%
Drivers and passengers in other vehicles	**29,071**	**29,030**	**29,705**	**30,282**	**30,584**	**1.0%**	**1.3%**
Fatal	37	37	43	40	43	7.5%	3.8%
Suspected-serious	268	251	304	320	305	-4.7%	3.3%
Suspected-minor	636	560	645	589	594	0.8%	-1.7%
Possible	2,916	2,772	2,952	2,983	3,013	1.0%	0.8%
Not injured	25,214	25,410	25,761	26,350	26,629	1.1%	1.4%
Non-motorists	**219**	**207**	**234**	**206**	**237**	**15.0%**	**2.0%**
Fatal	14	10	10	7	20	185.7%	9.3%
Suspected-serious	40	34	40	28	43	53.6%	1.8%
Suspected-minor	62	60	54	75	66	-12.0%	1.6%
Possible	60	68	90	70	82	17.1%	8.1%
Not injured	43	35	40	26	26	0.0%	-11.8%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.

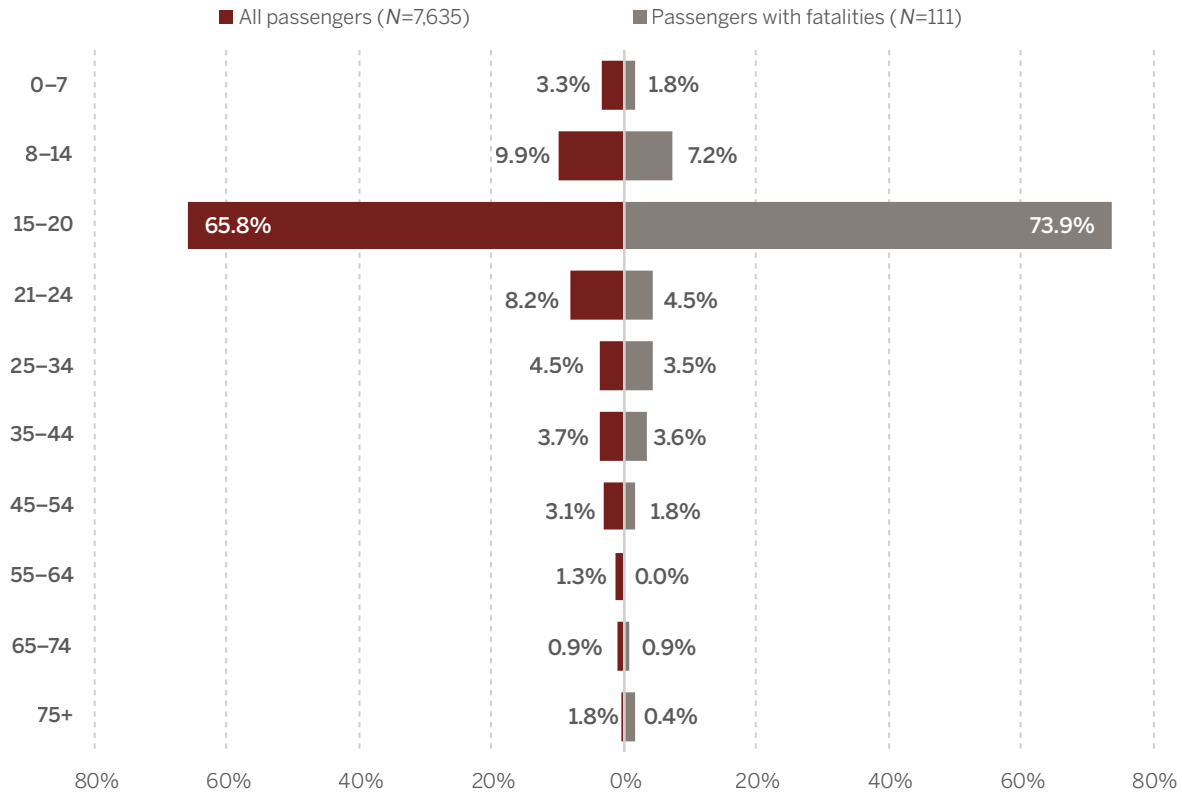
Injuries in young-driver collisions

In 2025, young drivers and their passengers accounted for49.6% of fatalities and 57.4% of suspected-serious injuries in collisions involving young drivers. The number of young driver fatalities decreased from 51 in 2024 to 46 in 2025, while suspected-serious injuries fell from 369 in 2024 to 326 in 2025 (Table 8.1). Table 10.6 in the County Comparisons chapter shows the number and proportion of young drivers by injury status.

Fatalities among the passengers of young drivers in collisions remained unchanged at 16 in both 2024 and 2025. Suspected-serious injuries in this group also increased from 127 in 2024 to 143 in 2025. In 2025, passengers aged 15–20 made up 65.8% of all young-driver passengers and 73.9% of the passenger fatalities in young-driver collisions (Figure 8.4).

Fatalities among drivers and passengers in other vehicles in collisions involving young drivers increased from 2024 to 2025, but suspected-serious injuries decreased. Fatalities and suspected-serious injuries increased for non-motorists in collisions involving young drivers for the same period (Table 8.1).

Figure 8.4. Percent of young-driver passengers in collisions in Indiana by age group, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Excludes cases of unknown age.

Young-driver collisions by gender

In each year from 2021 to 2025, young male drivers were killed in collisions at higher rates than young female drivers (Table 8.2). In 2025, the rate of fatal injuries for young male drivers was 2.1 per 10,000 licensed drivers, higher than the rate for all male drivers (1.7). The rate for young female drivers was 0.4 per 10,000, slightly lower than the rate for all female drivers (0.5).

Table 8.2. Drivers killed in collisions per 10,000 licensed drivers in Indiana by gender and age, 2021–25

	2021		2022		2023		2024		2025		Annual rate of change, 2021–25	
Age	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
15–20	0.7	2.8	0.8	2.0	0.9	2.8	0.5	2.3	0.4	2.1	-14.1%	-7.7%
21–24	1.1	2.5	0.5	2.5	0.8	2.5	0.8	2.5	0.8	2.4	-7.4%	-1.8%
25–34	0.9	2.7	0.9	2.4	0.5	2.2	0.4	2.0	0.6	1.4	-9.6%	-15.6%
35–44	0.7	2.0	0.6	2.5	0.6	2.1	0.5	1.7	0.4	1.8	-16.0%	-2.8%
45–54	0.5	2.2	0.5	2.4	0.6	1.7	0.6	1.5	0.6	1.7	6.0%	-5.8%
55–64	0.5	1.5	0.5	1.9	0.4	1.9	0.5	1.7	0.3	1.5	-11.4%	-0.2%
65–74	0.5	1.4	0.6	2.0	0.5	1.3	0.3	1.6	0.4	1.8	-8.4%	6.3%
75+	0.3	2.1	1.1	1.8	0.8	2.1	0.6	2.4	0.7	1.5	29.0%	-8.1%
All ages	**0.6**	**2.1**	**0.7**	**2.2**	**0.6**	**2.0**	**0.5**	**1.9**	**0.5**	**1.7**	**-6.2%**	**-5.1%**



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026; and Indiana Bureau of Motor Vehicles, downloaded March 24, 2026.

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

From 2021 to 2025, seat belt use among young drivers in passenger vehicle collisions declined steadily (Table 8.3). In 2025, 40% of young drivers who died were restrained compared to 69% who sustained non-fatal injuries. During the five-year period, seat belt use among male and female young drivers also declined consistently (Table 8.4). However, young female drivers were slightly more likely to wear seat belts than young male drivers in collisions in all years.

Figure 8.5 shows the 2025 restraint-use for young drivers and their passengers in passenger-vehicle crashes by seating position. Among young drivers and their passengers who were killed, 42.4% of front-seat occupants were restrained, while no back-seat occupants who were killed were restrained. Among young drivers and their passengers who sustained-serious injuries, 64.0% of front-seat occupants and 34.1% of back-seat occupants were restrained.

Table 8.3. Young-driver seat belt use in passenger vehicles in collisions in Indiana by injury status, 2021–25

	2021	2022	2023	2024	2025	Annual rate of change	
						2024–25	2021–25
All young drivers	**36,488**	**33,705**	**32,686**	**31,664**	**31,693**	**0.1%**	**-3.5%**
Restrained	35,640	32,014	30,686	29,349	29,371	0.1%	-4.7%
% restrained	97.7%	95.0%	93.9%	92.7%	92.7%	0.0%	-1.3%
Fatal	**46**	**32**	**47**	**30**	**25**	**-16.7%**	**-14.1%**
Restrained	22	13	23	18	10	-44.4%	-17.9%
% restrained	47.8%	40.6%	48.9%	60.0%	40.0%	-33.3%	-4.4%
Suspected-serious	**266**	**250**	**259**	**259**	**226**	**-12.7%**	**-4.0%**
Restrained	195	175	172	178	156	-12.4%	-5.4%
% restrained	73.3%	70.0%	66.4%	68.7%	69.0%	0.4%	-1.5%
Suspected-minor	**814**	**837**	**795**	**746**	**759**	**1.7%**	**-1.7%**
Restrained	730	708	671	606	623	2.8%	-3.9%
% restrained	89.7%	84.6%	84.4%	81.2%	82.1%	1.0%	-2.2%
Possible	**2,306**	**2,034**	**1,941**	**1,820**	**1,943**	**6.8%**	**-4.2%**
Restrained	2,166	1,832	1,701	1,549	1,662	7.3%	-6.4%
% restrained	93.9%	90.1%	87.6%	85.1%	85.5%	0.5%	-2.3%
Not injured	**33,056**	**30,552**	**29,644**	**28,809**	**28,740**	**-0.2%**	**-3.4%**
Restrained	32,527	29,286	28,119	26,998	26,920	-0.3%	-4.6%
% restrained	98.4%	95.9%	94.9%	93.7%	93.7%	0.0%	-1.2%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

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

2) Totals by injury status and restraint use are calculated using only individuals with known restraint use.

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

Figure 8.5. Young drivers and their passengers in passenger-vehicle collisions in Indiana by injury status, seating position, and restraint use, 2025

FRONT

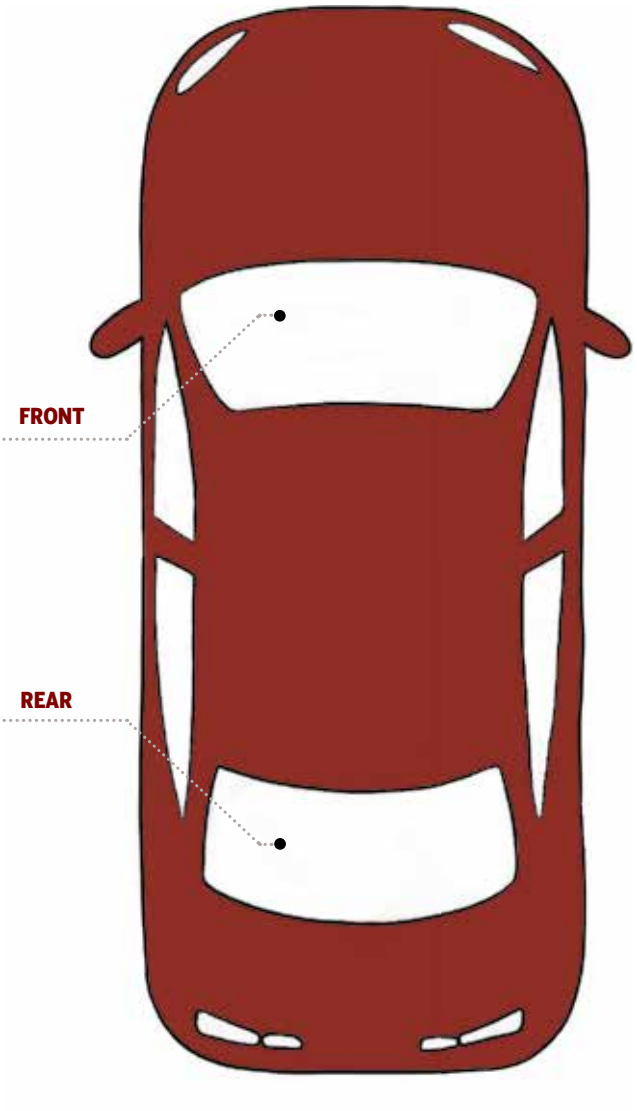
	Left	Center	Right
Fatal	25 (40.0%)	0 (N/A)	8 (50.0%)
Suspected-serious	226 (69.0%)	1 (100%)	65 (46.2%)
Suspected-minor & possible	2715 (84.6%)	5 (80.0%)	697 (77.5%)

REAR

	Left	Center	Right
Fatal	1 (0.0%)	3 (0.0%)	2 (N/A)
Suspected serious	18 (38.9%)	8 (0.0%)	18 (44.4%)
Suspected minor & possible	93 (79.5%)	23 (78.3%)	131 (78.6%)

OTHER

	Left
Fatal	0 (N/A)
Suspected-serious	2 (0.0%)
Suspected-minor & possible	8 (12.5%)



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Restraint use is limited to drivers and injured occupants in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans.
2) Restraint use is calculated using only vehicle occupants with known restraint status. Occupants with unknown restraint use are excluded from the analysis.
3) Occupant restraints include seat belts and child restraints.
4) The other seating position includes positions recorded as bed/sleeper/third row and outside.

Young-driver motorcycle collisions

In 2025, 331 young motorcycle operators were in collisions, along with 10 passengers. Among these individuals, 14 operators were killed, and 233 sustained non-fatal injuries. In 2025, no motorcycle passengers riding with a young operator were killed, although 10 sustained non-fatal injuries. Among young motorcycle operators, 13 fatalities occurred on motorcycles and one on a Class A motor-driven cycle. There were no young operator deaths on Class B motor-driven cycles, mopeds, or motorized bicycles. Most (73.4%) non-fatal injuries to young operators occurred on motorcycles (Table 8.5).

During the 2021–25 five-year period, helmet use varied among young motorcyclists by gender and injury severity. In 2025, helmet use was lower among young male motorcyclists in all collisions (66.3%) than among female motorcyclists (79.5%). That same year, the same pattern held among riders who sustained fatal or suspected-serious injuries, with helmet use of 76.6% for young males and 87.5% for young females (Table 4.8. and Figure 4.5 in the Motorcycles chapter).

Table 8.5. Young motorcycle operators and their passengers in collisions in Indiana by type of motorized vehicle, 2024–25

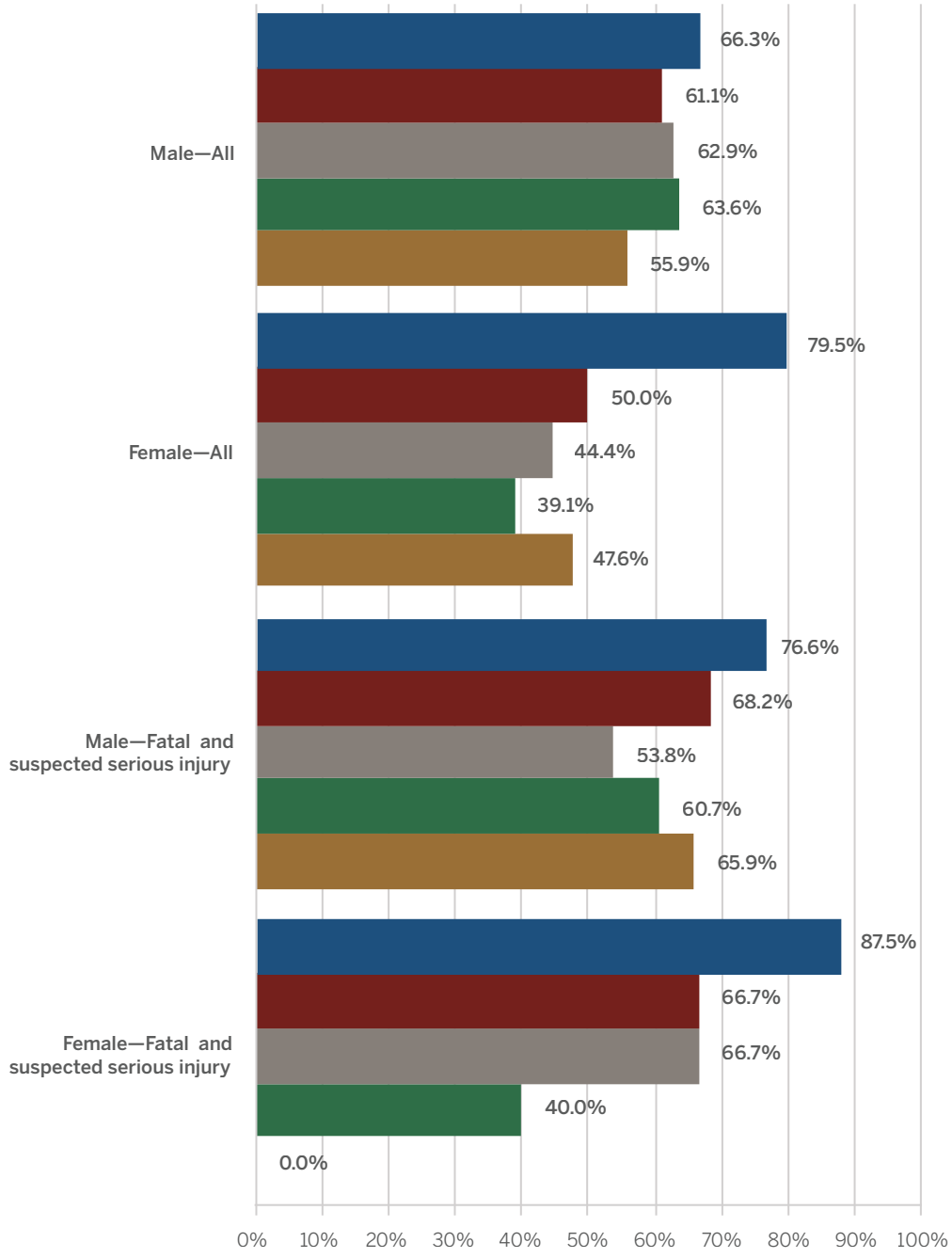
	Count of drivers		Count of passengers	
	2024	2025	2024	2025
All motorcyclists	**300**	**341**	**11**	**10**
Fatal	14	14	0	0
Non-fatal Injury	200	233	11	10
Not injured	86	94	0	0
Motorcycle	**227**	**260**	**5**	**6**
Fatal	12	13	0	0
Non-fatal Injury	147	171	5	6
Not injured	68	76	0	0
Class A motor-driven cycle	**12**	**20**	**1**	**1**
Fatal	0	1	0	0
Non-fatal Injury	8	14	1	1
Not injured	4	5	0	0
Class B motor-driven cycle	**13**	**12**	**0**	**1**
Fatal	0	0	0	0
Non-fatal Injury	8	10	0	1
Not injured	5	2	0	0
Moped	**35**	**34**	**4**	**1**
Fatal	1	0	0	0
Non-fatal Injury	26	25	4	1
Not injured	8	9	0	0
Motorized bicycle	**13**	**15**	**1**	**1**
Fatal	1	0	0	0
Non-fatal Injury	11	13	1	1
Not injured	1	2	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 March 12, 2026.

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) Young motorcycle operators in this analysis are aged 15–20. Motorcycle passengers are not limited by age.
3) Non-fatal injuries include those defined as suspected-serious, suspected minor, and possible.

Figure 8.6. Helmet used among young motorcyclists by gender and injury status, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

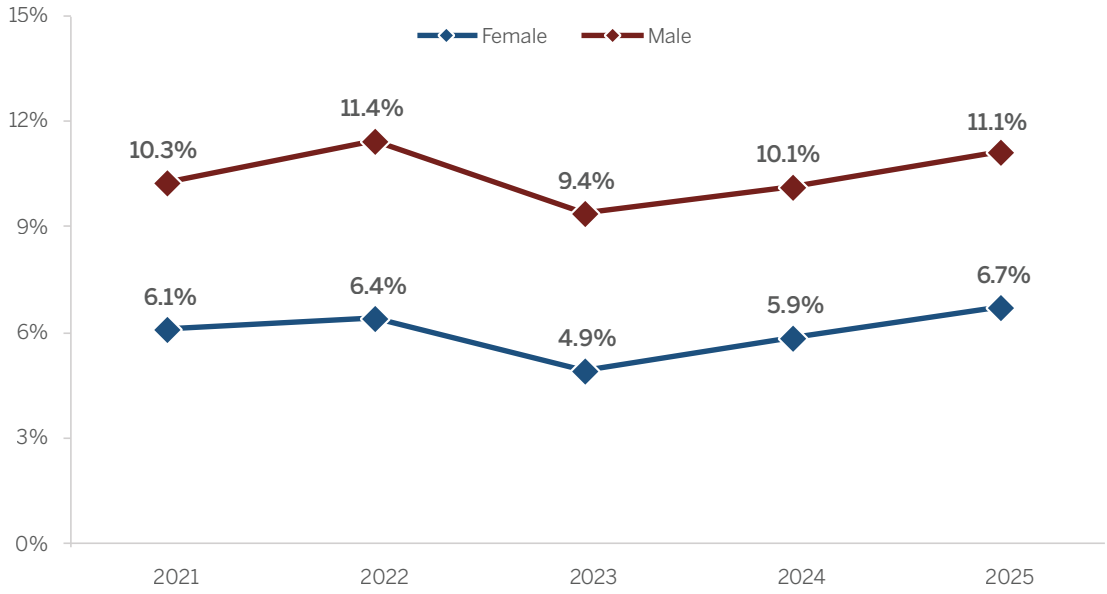
1) Motorcyclists include operators and passengers of motorcycles, Class A and Class B motor-driven cycles, motorized bicycles, and mopeds. See the glossary for unit type definitions.

2) Includes young motorcyclists—operators and passengers—aged 15–20.

Young-driver speed-related collisions

From 2021 to 2025, young drivers in collisions were more likely to be speeding than drivers in all older age groups (Table 6.6 in the Speed chapter). Throughout the five-year period, a higher percentage of young male drivers than young female drivers were identified as speeding. In 2025, 11.1% of young male drivers were speeding at the time of the collision, compared to 6.7% of young female drivers (Figure 8.7).

Figure 8.7 Percent of young drivers speeding in collisions in Indiana by gender, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

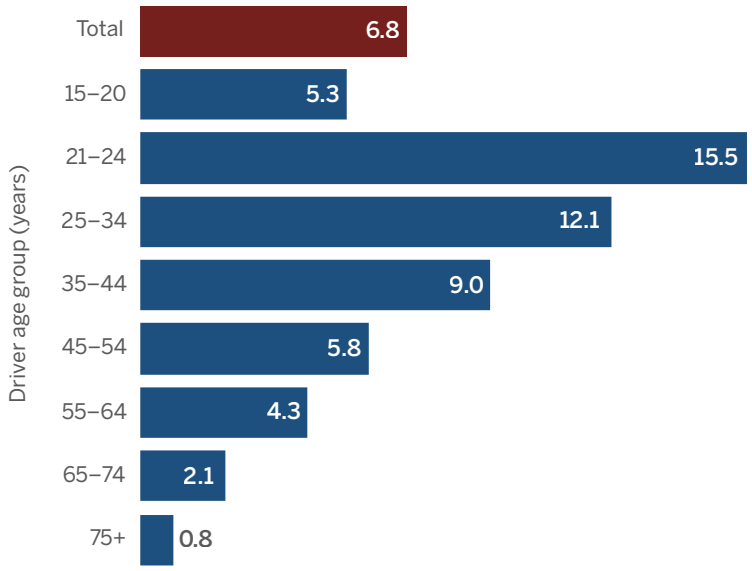
1) Collisions are defined as speed-related if either unsafe speed or speed too fast for weather conditions is listed as the primary or a contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Data limited to drivers with valid genders and ages reported.

Young-driver alcohol-impaired collisions

In spite of alcohol use being prohibited for this age group, 5.3 young drivers per 10,000 young licensed drivers were identified as alcohol-impaired in collisions (Figure 8.8). The rate for young drivers was lower than for all drivers and for every age group except aged 55–64, 65–74, and 75 and older (Figure 8.8).

Figure 8.8. Alcohol-impaired drivers in collisions per 10,000 licensed drivers in Indiana by age, 2025



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, downloaded March 24, 2026.

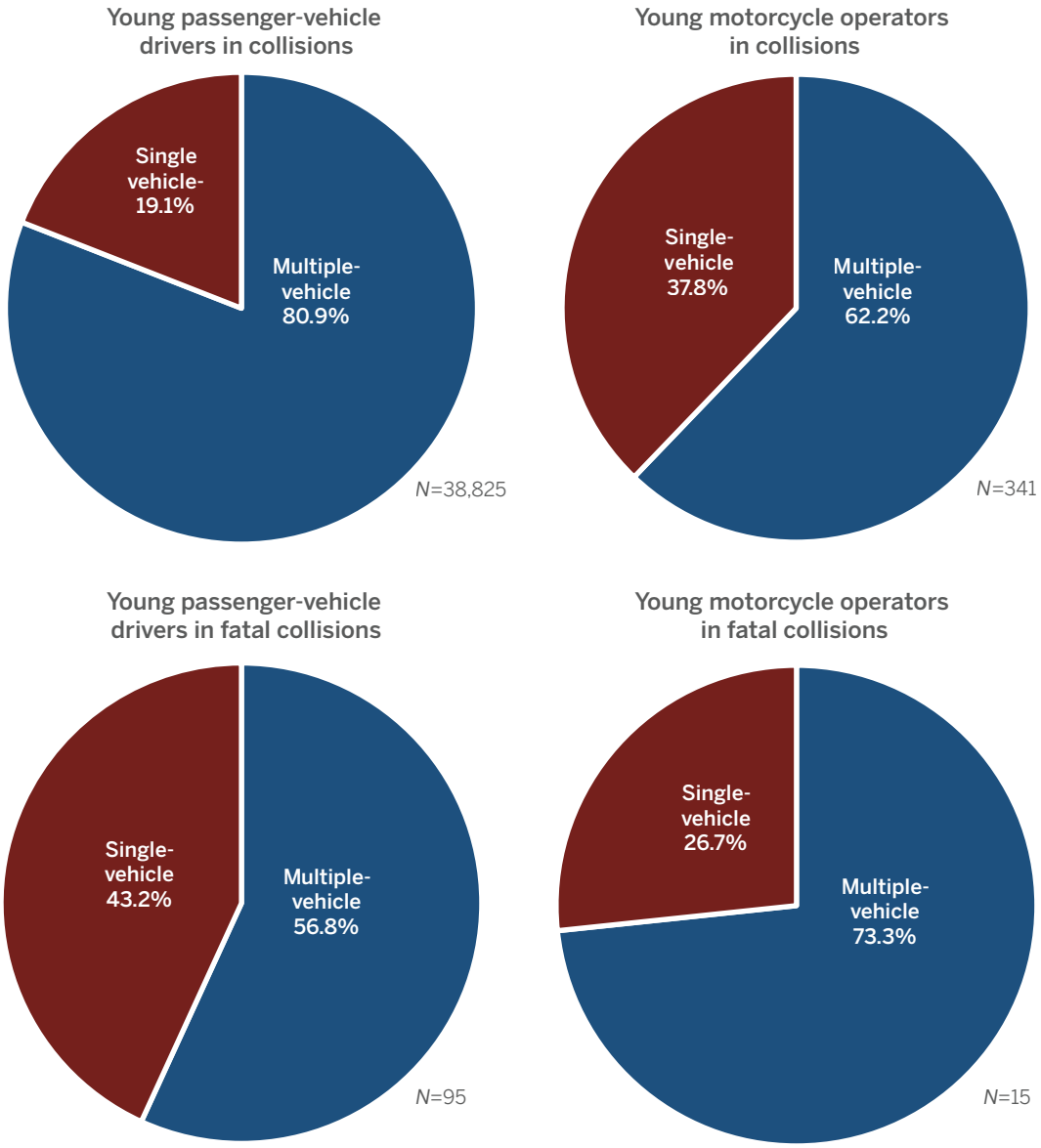
Note: Data limited to drivers with a valid age reported. Excludes drivers under 15 years old and over 109 years old.

Young-driver single-vehicle and multiple-vehicle collisions

In 2025, most young drivers in passenger-vehicle collisions were in collisions with two or more vehicles (31,428 or 80.9%), while 7,397 of these drivers (19.1%) were in single-vehicle collisions. Fatalities were more common in multi-vehicle crashes, which claimed the lives of 54 young drivers, compared with 41 young drivers killed in single-vehicle crashes (Figure 8.9).

In the same year, 62.2% (212) of young motorcycle operators in collisions were in crashes involving two or more vehicles, while 37.8% (129) were involved in single-vehicle crashes. Multi-vehicle crashes accounted for 11 young motorcycle operator fatalities (73.3%), compared with four fatalities (26.7%) in single-vehicle crashes.

Figure 8.9. Young drivers in collisions in Indiana by vehicle type, injury severity, and single-and multiple-vehicle involvement, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

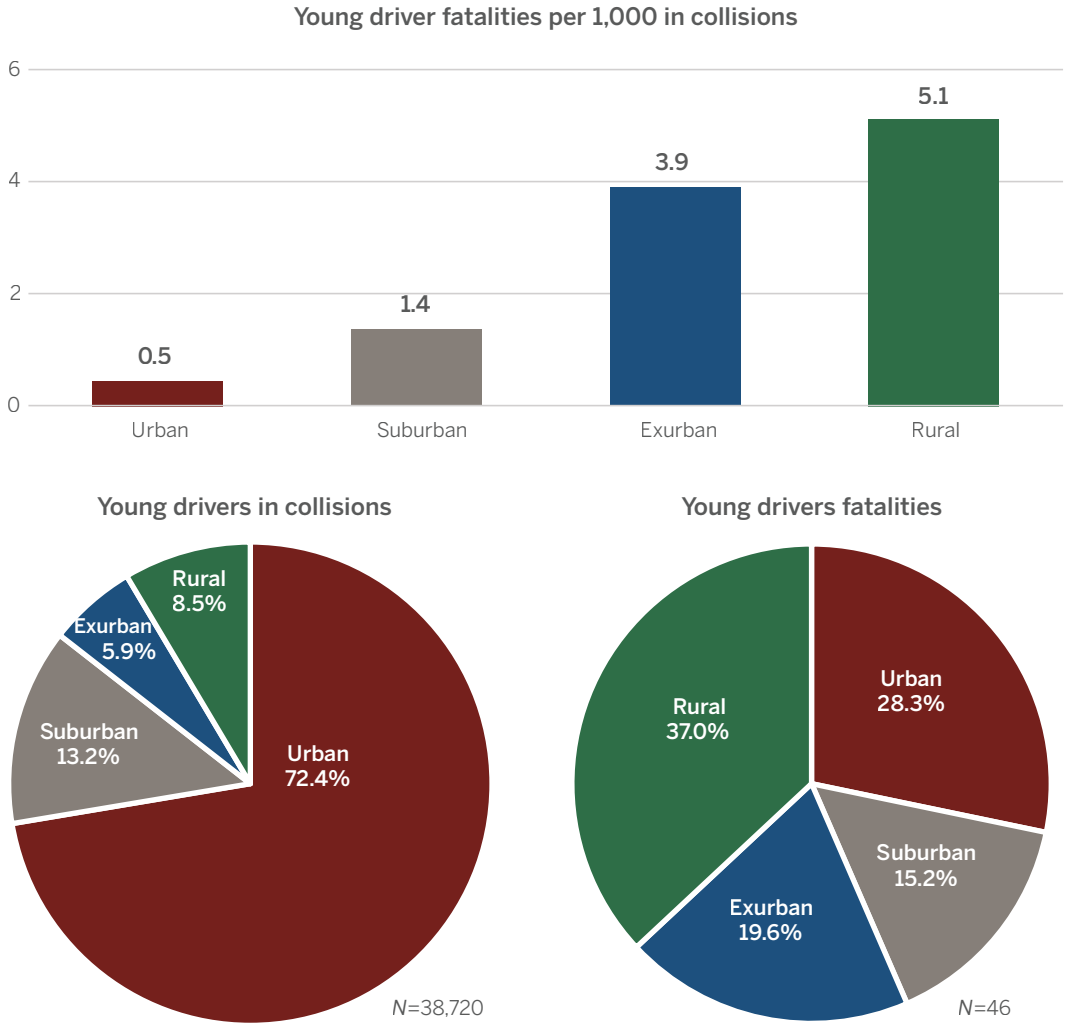
1) Young drivers are defined as drivers aged 15–20.
2) Motorcycles include motorcycles, Class A and Class B motor-driven cycles, motorized bicycles, and mopeds. See the glossary for unit type definitions.
3) Passenger vehicles include passenger cars, pickup trucks, sport utility vehicles, and vans.

Young-driver collisions by locale type and road class

In 2025, the distribution of young drivers in collisions was concentrated in urban areas (72.4%). Fatalities among young drivers, however, were more evenly distributed across locale types, with 37.0% in rural areas, 28.3% in urban areas, 19.6% in exurban areas, and 15.2% in suburban areas. Young drivers in collisions in rural and suburban areas were more likely to sustain fatal injuries than those in urban and suburban areas. In 2025, fatal injuries per 1,000 young drivers in collisions were highest in rural areas (5.1) and exurban areas (3.9, compared with urban (0.5) and suburban areas (1.4) (Figure 8.10).

In 2025, the distribution of young drivers in collisions was concentrated on local/city roads (53.6%). Fatalities among young drivers, however, were concentrated on county (35.6%) and local/city roads (31.1%). Young drivers in collisions on county roads were the most likely to sustain fatal injuries, with 3.7 fatal injuries per 1,000 young drivers in collisions. The rates were substantially lower on state roads (1.9), U.S. routes (1.4), local/city roads (0.8), and interstates (0.7) (Figure 8.11).

Figure 8.10. Young drivers in collisions in Indiana by locale type, 2025

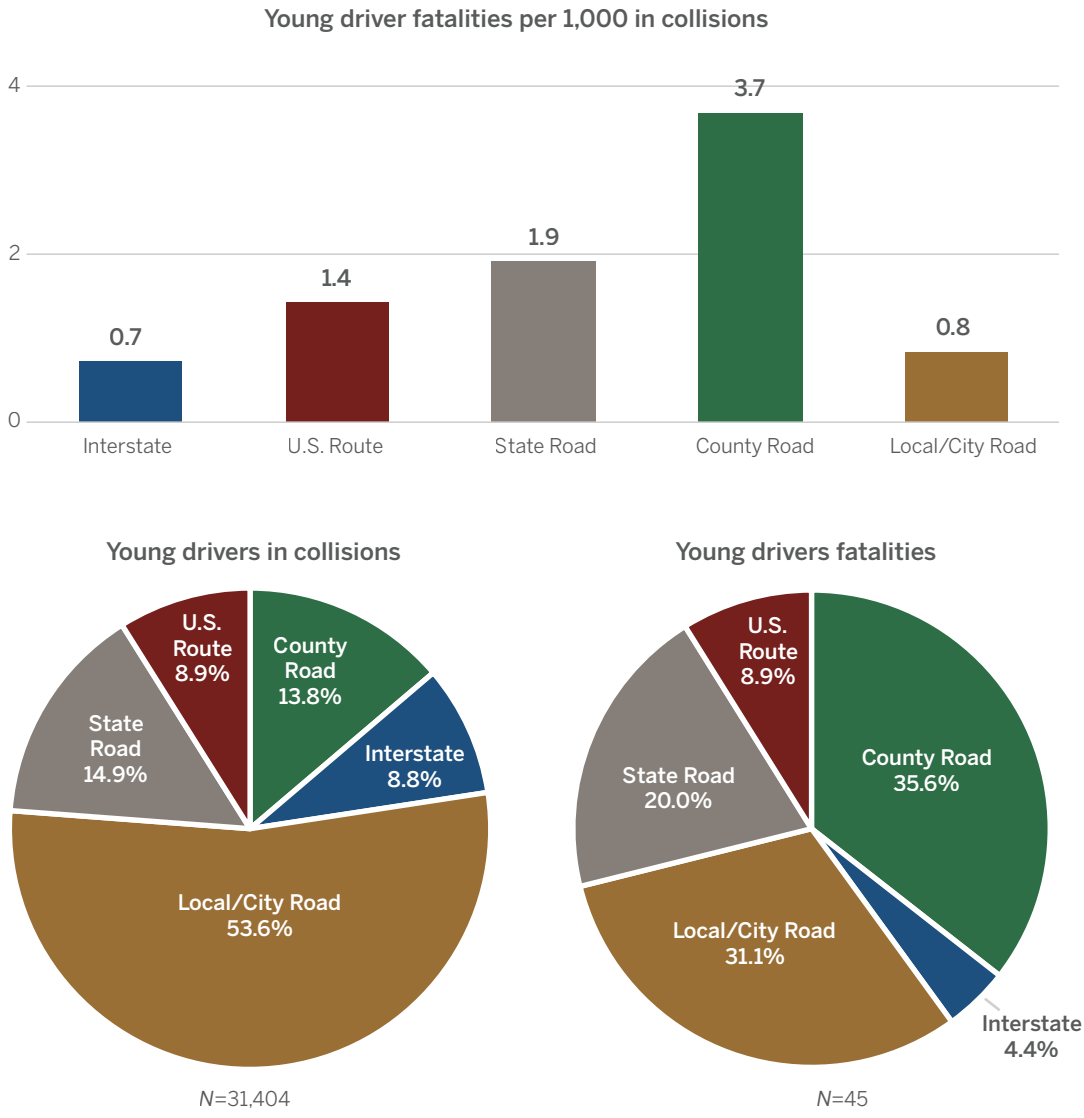


Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

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 where the locale type cannot be determined.

Figure 8.11. Young drivers in collisions in Indiana by road class, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

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

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



INDIANA TRAFFIC SAFETY FACTS

OLDER DRIVERS

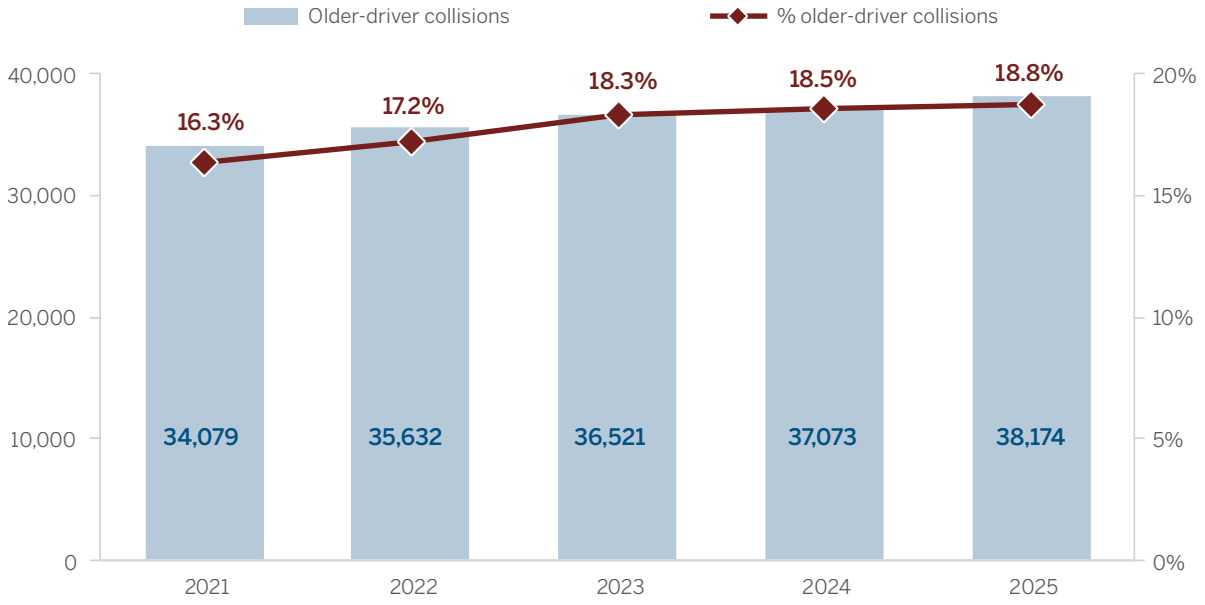
OLDER DRIVERS, 2025

In 2024, 22.4% of licensed drivers in Indiana were aged 65 and older. Most drivers in this age group have extensive driving experience. However, as drivers age, they may experience changes in their physical and cognitive abilities that can affect driving safety.[20]

The number of collisions and percentage of all collisions involving one or more older drivers (aged 65–109) increased consistently for the last five years, from 34,079 in 2021 to 38,174 in 2025 (Figure 9.1). Map 10.8 in the County Comparisons chapter shows older drivers in collisions by 1,000 licensed drivers.

Fatal collisions were at a five-year low in 2025 at 169. The five-year high for fatal collisions occurred in 2022 at 200. The trend for fatal collisions was not linear. Rather, it alternated from increasing to decreasing by year (Figure 9.2). From 2021 to 2025, the percentage of fatal collisions involving an older driver reached a five-year high in 2024 at 23.3% and then declined to 22.8% in 2025. Both percentages were higher than in the previous three years.

Figure 9.1. Collisions in Indiana by older-driver involvement, 2021–25

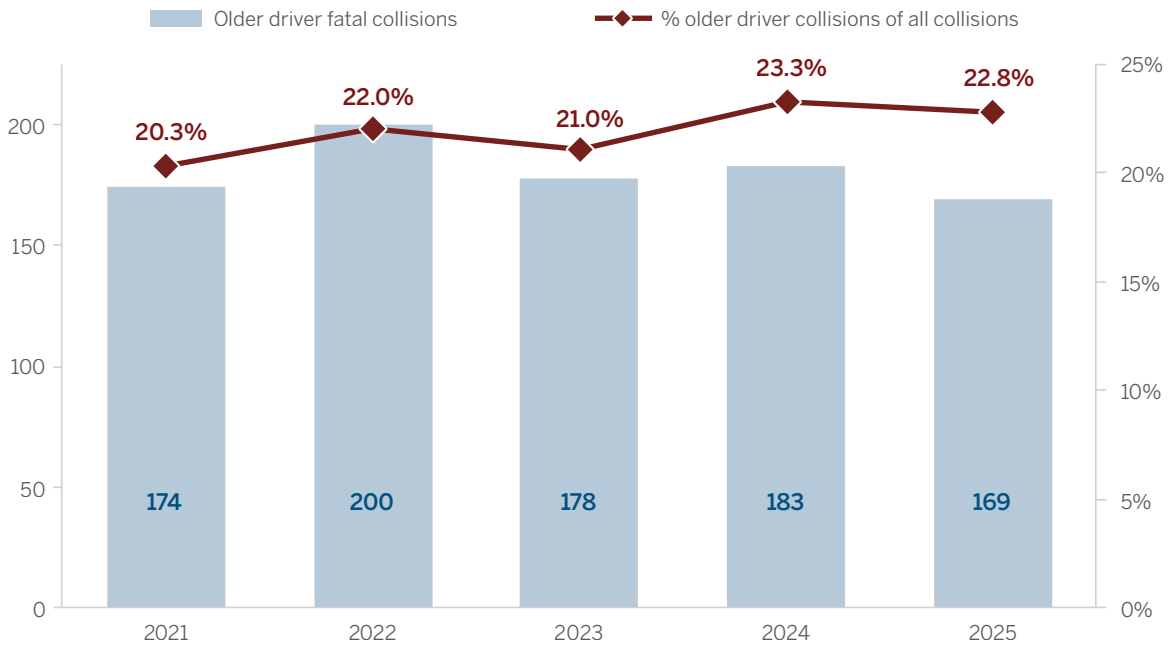


Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Older drivers are defined as drivers aged 65–109. Ages recorded as greater than 109 are excluded as invalid.

[20] Kirley, et al., 2023, pp. 8-1 to 8-3.

Figure 9.2. Fatal collisions in Indiana by older-driver involvement, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026

Note: Older drivers are defined as drivers aged 65–109. Ages recorded as greater than 109 are excluded as invalid.

Individuals in older-driver collisions

The number of older drivers in collisions also increased consistently over the last five years, from 36,450 in 2021 to 41,169 in 2025 (Table 9.1). While older drivers made up 11.4% of all drivers in collisions, they accounted for 21.7% of fatalities and 14.4% of non-fatal injuries among drivers in collisions. Map 10.8 and Table 10.7 in the County Comparisons chapter show additional data on older drivers in collisions per 1, 000 licensed drivers and older drivers by injury status in each county.

The number of passengers of older drivers in collisions increased consistently from 2021 to 2024 but decreased in 2025. During the same five-year period, the number of drivers aged 64 and younger and their passengers, and non-motorists in these collisions increased consistently each year.

Fatalities among individuals in collisions with older drivers, including older drivers, passengers of older drivers, drivers aged 64 and younger and their passengers, and non-motorists, fluctuated during the five-year period rather than following a consistent trend. However, all groups, except non-motorists, had fewer fatalities in 2025 than in 2024. When fatalities and suspected-serious injuries are considered together, the numbers increased generally over the five-year period for all groups, except for drivers aged 64 and younger and their passengers. For these drivers and their passengers, the number increased consistently from 2021 to 2024 but decreased in 2025.

Table 9.1. Injury status for individuals in collisions in Indiana involving older drivers, 2021–25

Person type/injury status	Count of individuals					Annual rate of change	
	2021	2022	2023	2024	2025	2024–25	2021–25
Total drivers	**330,568**	**351,468**	**347,581**	**355,509**	**360,137**	**1.3%**	**2.2%**
Fatal	636	675	617	573	543	-5.2%	-3.9%
Suspected-serious	3,164	3,280	3,459	3,375	3,247	-3.8%	0.6%
Suspected-minor	6,844	6,699	6,871	6,553	6,439	-1.7%	-1.5%
Possible	21,096	20,737	21,026	21,264	21,435	0.8%	0.4%
Not injured	298,828	320,077	315,608	323,744	328,473	1.5%	2.4%
All individuals involved in older-driver crashes	**65,543**	**70,198**	**72,819**	**74,689**	**76,795**	**2.8%**	**4.0%**
Fatal	188	212	193	195	187	-4.1%	-0.1%
Suspected-serious	652	786	871	903	913	1.1%	8.8%
Suspected-minor	1,800	1,782	1,951	1,919	1,906	-0.7%	1.4%
Possible	5,828	6,143	6,618	7,022	7,090	1.0%	5.0%
Not injured	57,075	61,275	63,186	64,650	66,699	3.2%	4.0%
Older drivers	**36,450**	**38,150**	**39,287**	**39,934**	**41,169**	**3.1%**	**3.1%**
Fatal	98	134	113	119	118	-0.8%	4.8%
Suspected-serious	312	365	416	436	444	1.8%	9.2%
Suspected-minor	880	893	998	992	1,010	1.8%	3.5%
Possible	2,509	2,650	2,826	2,947	3,041	3.2%	4.9%
Not injured	32,651	34,108	34,934	35,440	36,556	3.1%	2.9%
Passengers of older drivers	**1,043**	**1,164**	**1,258**	**1,410**	**1,353**	**-4.0%**	**6.7%**
Fatal	21	29	32	28	20	-28.6%	-1.2%
Suspected-serious	62	85	88	84	98	16.7%	12.1%
Suspected-minor	173	169	156	179	151	-15.6%	-3.3%
Possible	733	829	913	1,049	990	-5.6%	7.8%
Not injured	54	52	69	70	94	34.3%	14.9%
Drivers and passengers in other vehicles	**27,731**	**30,578**	**31,910**	**32,953**	**33,867**	**2.8%**	**5.1%**
Fatal	56	38	37	39	37	-5.1%	-9.8%
Suspected-serious	233	294	307	318	297	-6.6%	6.3%
Suspected-minor	658	639	695	631	636	0.8%	-0.8%
Possible	2,486	2,545	2,733	2,870	2,899	1.0%	3.9%
Not injured	24,298	27,062	28,138	29,095	29,998	3.1%	5.4%
Non-motorists	**319**	**306**	**364**	**392**	**406**	**3.6%**	**6.2%**
Fatal	13	11	11	9	12	33.3%	-2.0%
Suspected-serious	45	42	60	65	74	13.8%	13.2%
Suspected-minor	89	81	102	117	109	-6.8%	5.2%
Possible	100	119	146	156	160	2.6%	12.5%
Not injured	72	53	45	45	51	13.3%	-8.3%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Seat belt use is calculated based on individuals identified as older drivers (aged 65–109).

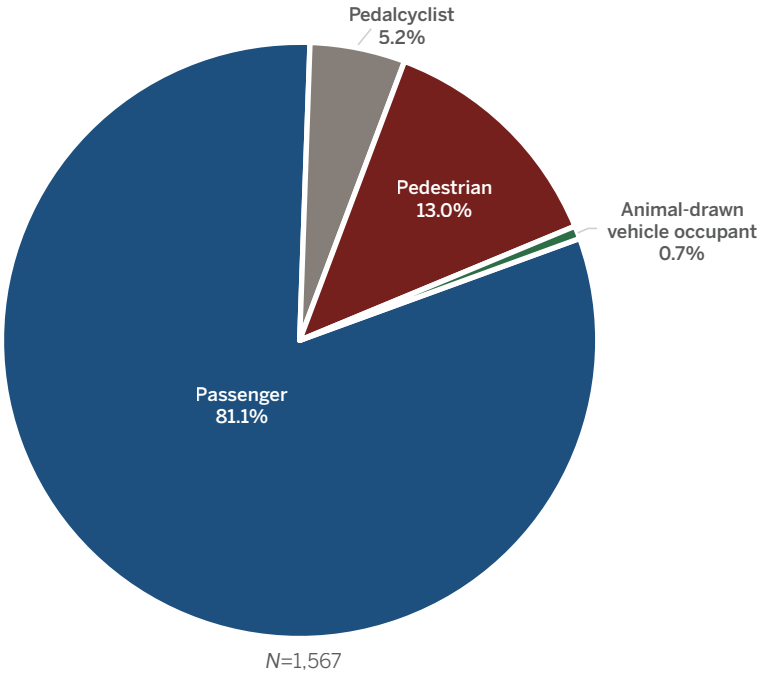
2) Restraint use is calculated using only individuals with known restraint use.

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

Older passengers and non-motorists in collisions

Among the 1,567 older individuals involved in collisions in 2025 who were not drivers, most were motor vehicle passengers (81.1%). Thirteen percent were pedestrians, 5.2% were pedalcyclists, and 0.7% were animal-drawn vehicle occupants (Figure 9.3).

Figure 9.3. Non-driver Individuals aged 65 and over in collisions in Indiana by person type, 2025



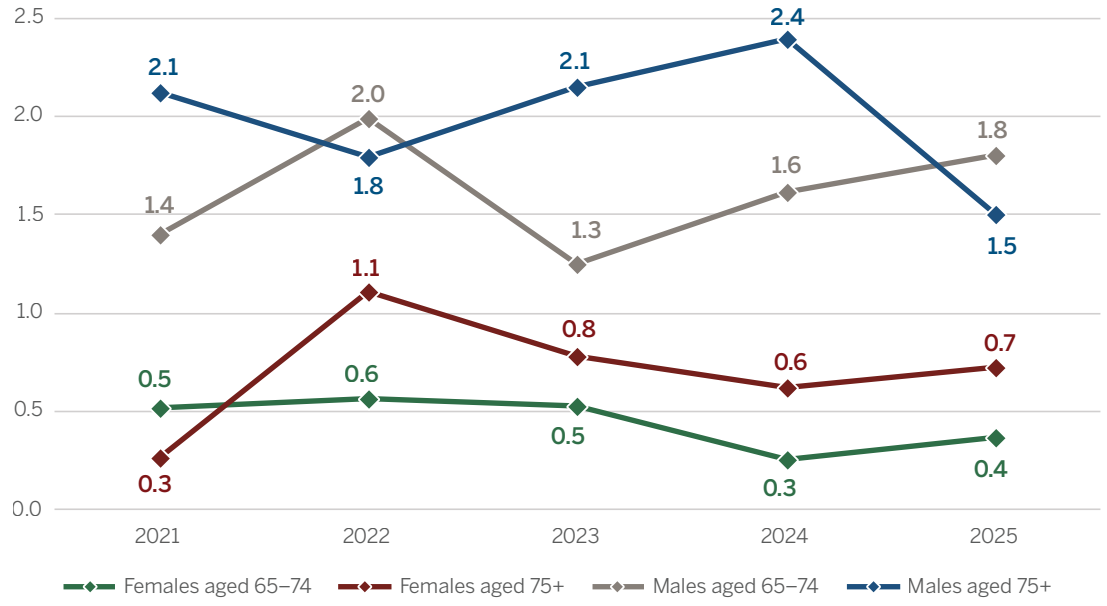
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Includes individuals aged 65–109 identified as injured passengers, pedestrians, pedalcyclists, and animal-drawn vehicle occupants.

Older drivers in collisions by age and gender

In 2025, as in previous years, two cohorts of older drivers—aged 65–74 and aged 75 and older—had the lowest driver involvement rates in collisions per 10,000 licensed drivers among all age groups, at 381.8 and 350.0 (Figure 8.3 in the Young Drivers chapter). From 2021 to 2025, older female drivers in collisions in both age groups had lower a fatality rate per 10,000 licensed drivers than their male counterparts (Table 8.2. in the Young Drivers chapter and Figure 9.4).

Figure 9.4. Older drivers killed in collisions per 10,000 licensed drivers in Indiana by gender and age group, 2021–25



Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, downloaded March 24, 2026.

Notes:

1) Older drivers are defined as drivers aged 65–109. Ages recorded as greater than 109 are excluded as invalid.
2) Data limited to drivers with valid ages reported.

Older-driver restraint use in collisions

Seat belt use among older drivers in passenger-vehicle collisions declined steadily from 98.1% in 2021 to 93.5% in 2024, before increasing slightly in 2025. (Table 9.2). In 2025, 65.5% of older drivers who died in collisions were restrained compared to 87.3% who sustained non-fatal injuries. Seat belt use among male and female drivers aged 65–74 and aged 75 and older consistently declined between 2021 and 2024. Seat belt use among older male drivers aged 65–74 in collisions continued to decline in 2025. Seatbelt use among older male and female drivers in the remaining three cohorts improved from 2024 to 2025 (Figure 9.5).

Table 9.2. Seat belt use among older drivers in passenger-vehicle collisions in Indiana by injury status, 2021–25

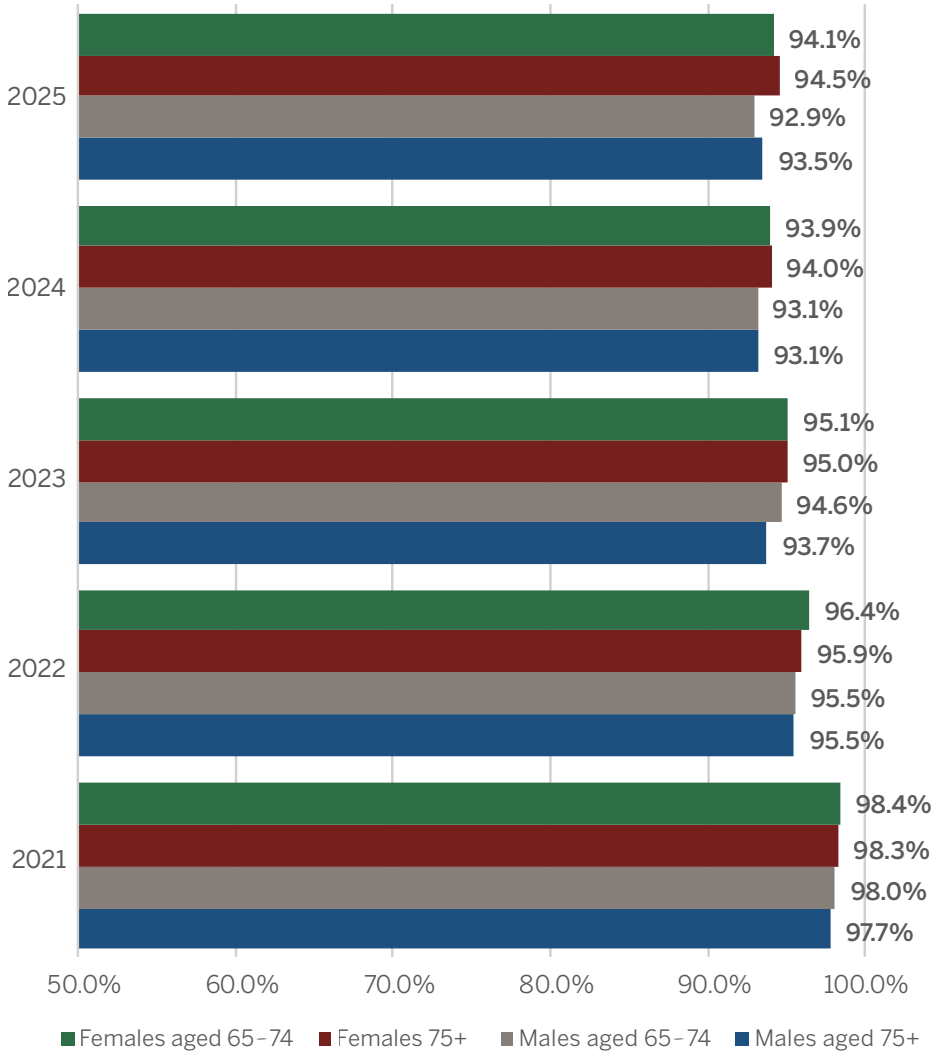
	2021	2022	2023	2024	2025	Annual rate of change	
						2024–25	2021–25
All older drivers	**30,831**	**31,178**	**31,525**	**31,029**	**31,155**	**0.4%**	**0.3%**
Restrained	30,248	29,870	29,840	29,018	29,181	0.6%	-0.9%
% restrained	98.1%	95.8%	94.7%	93.5%	93.7%	0.2%	-1.2%
Fatal	**72**	**105**	**83**	**87**	**87**	**0.0%**	**4.8%**
Restrained	54	70	52	57	57	0.0%	1.4%
% restrained	75.0%	66.7%	62.7%	65.5%	65.5%	0.0%	-3.3%
Suspected-serious	**248**	**276**	**314**	**338**	**334**	**-1.2%**	**7.7%**
Restrained	218	226	248	270	255	-5.6%	4.0%
% restrained	87.9%	81.9%	79.0%	79.9%	76.3%	-4.4%	-3.5%
Suspected-minor	**756**	**766**	**832**	**828**	**831**	**0.4%**	**2.4%**
Restrained	692	668	717	681	704	3.4%	0.4%
% restrained	91.5%	87.2%	86.2%	82.2%	84.7%	3.0%	-1.9%
Possible	**2,303**	**2,392**	**2,541**	**2,595**	**2,658**	**2.4%**	**3.6%**
Restrained	2,223	2,216	2,292	2,297	2,379	3.6%	1.7%
% restrained	96.5%	92.6%	90.2%	88.5%	89.5%	1.1%	-1.9%
Not injured	**27,452**	**27,639**	**27,755**	**27,181**	**27,245**	**0.2%**	**-0.2%**
Restrained	27,061	26,690	26,531	25,713	25,786	0.3%	-1.2%
% restrained	98.6%	96.6%	95.6%	94.6%	94.6%	0.0%	-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 March 12, 2026.

Notes:

1) Seat belt use is calculated based on individuals identified as older drivers (aged 65–109).
2) Restraint use is calculated using only individuals with known restraint use.
3) Seat belt use is limited to older drivers in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans.

Figure 9.5. Older driver seat belt use in passenger-vehicle collisions in Indiana by gender and age, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Data limited to drivers with a valid age reported.
2) Restraint use is calculated using only individuals with known restraint use.
3) Seat belt use is limited to older drivers in passenger vehicles—passenger cars, pickup trucks, sport utility vehicles, and vans.

Older-driver motorcycle collisions

In 2025, 220 older motorcycle operators were in collisions. These operators had 9 passengers. Among these individuals, 14 operators were killed, and 143 received non-fatal injuries. The same year, among motorcycle passengers on a motorcycle with an older operator, there were no fatalities and seven non-fatal injuries. Seven passengers received non-fatal injuries (Table 9.3). Among older motorcycle operator fatalities, 10 were killed on motorcycles, one on a Class A motor-driven cycle, and three on mopeds. Most non-fatal injuries (81.8%) to older operators occurred on motorcycles.

Helmet use varied substantially in the 2021–25 five-year period among older male and female motorcyclists in all collisions and in collisions in which they sustained fatal or suspected-serious injuries. In the same year, helmet use (37.4%) was higher among older male motorcyclists than for older female motorcyclists (28.6%). In the same year, 40.0% of older female motorcyclists with fatal or suspected serious injuries wore helmets, compared with 38.3% of older male motorcyclists with similar injuries (Table 4.8 in the Motorcycles chapter and Figure 9.6).

Table 9.3. Older motorcycle operators and their passengers in collisions in Indiana by type of motorized vehicle, 2024–25

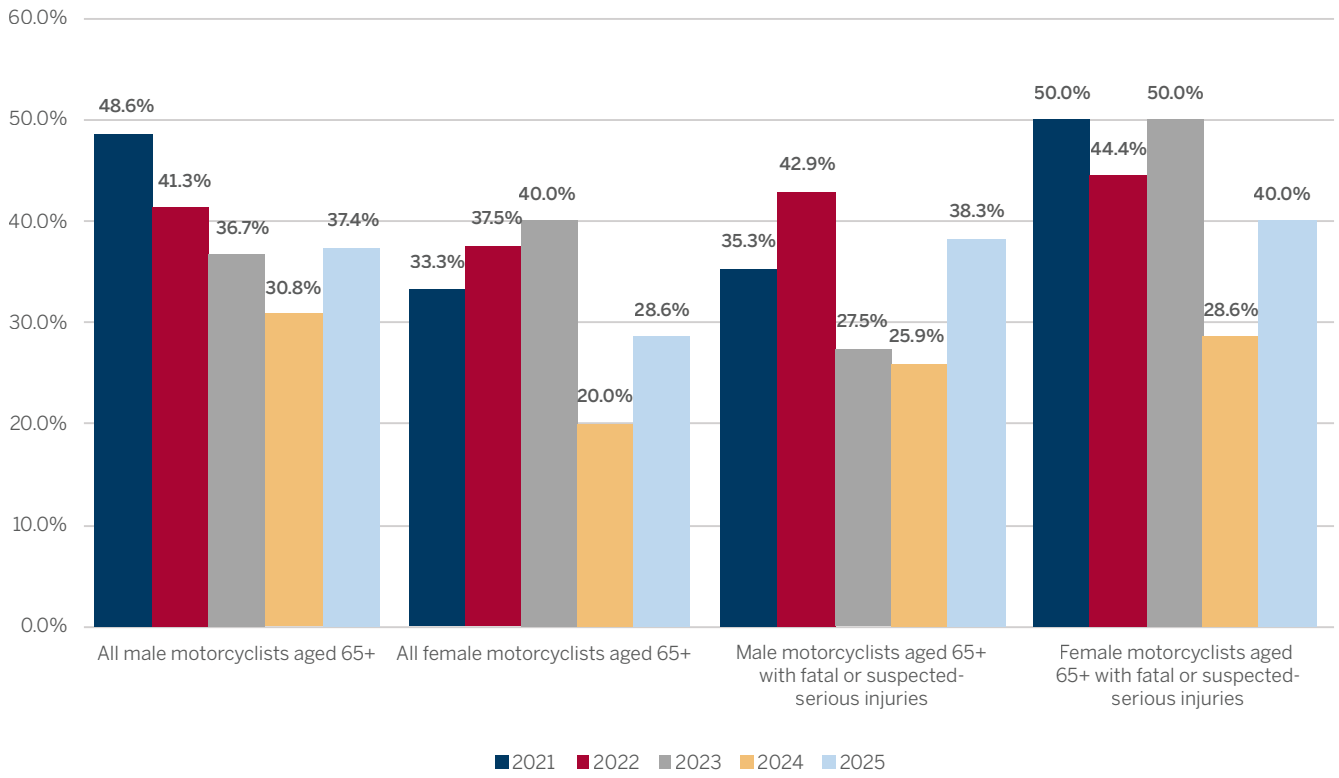
	Count of operators		Count of passengers	
	2024	2025	2024	2025
All older operators and their passengers	**196**	**220**	**15**	**9**
Fatal	17	14	2	0
Non-fatal Injury	130	143	13	7
Not injured	49	63	0	2
Motorcycle	**161**	**181**	**15**	**9**
Fatal	13	10	2	0
Non-fatal Injury	107	117	13	7
Not injured	41	54	0	2
Class A motor-driven cycle	**10**	**9**	**0**	**0**
Fatal	2	1	0	0
Non-fatal Injury	4	4	0	0
Not injured	4	4	0	0
Class B motor-driven cycle	**5**	**6**	**0**	**0**
Fatal	0	0	0	0
Non-fatal Injury	3	3	0	0
Not injured	2	3	0	0
Moped	**19**	**22**	**0**	**0**
Fatal	2	3	0	0
Non-fatal Injury	15	17	0	0
Not injured	2	2	0	0
Motorized bicycle	**1**	**2**	**0**	**0**
Fatal	0	0	0	0
Non-fatal Injury	1	2	0	0
Not injured	0	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 March 12, 2026.

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) Older motorcycle operators in this analysis are aged 65–109. Motorcycle passengers are not limited by age.
3) Non-fatal Injuries include those defined as suspected-serious, suspected minor, and possible.

Figure 9.6. Older motorcyclist helmet use in collisions in Indiana by gender and injury status, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

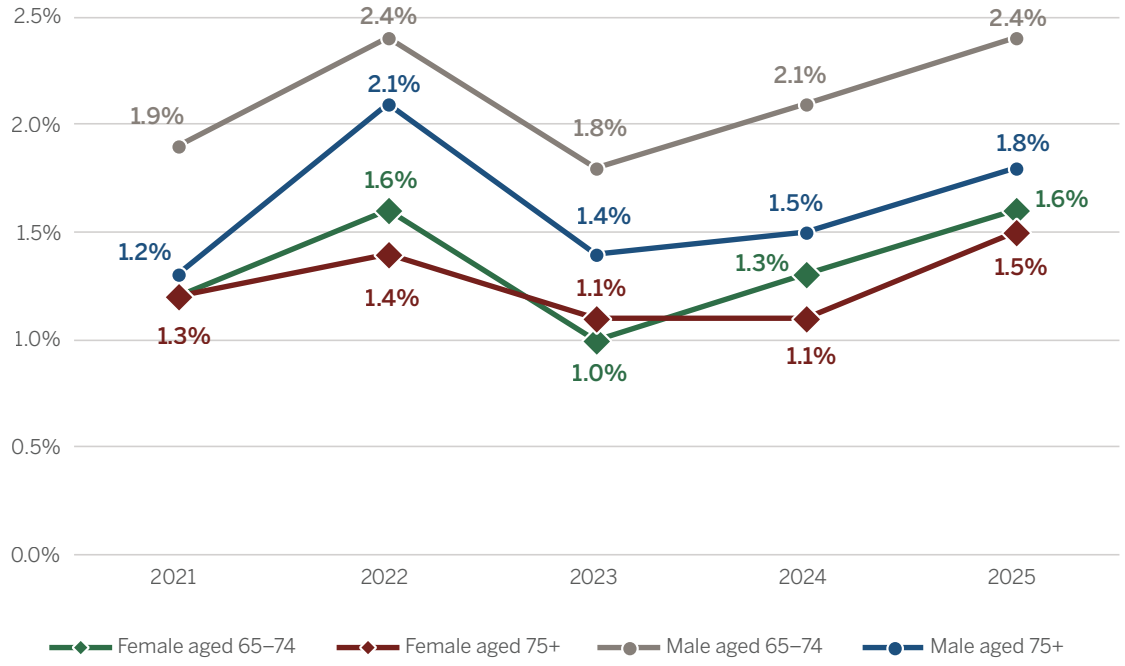
Notes:

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) Older motorcyclists include operators and passengers in this analysis are aged 65–109. Ages older than 109 are treated as invalid.

Older-driver speed-related collisions

From 2021 to 2025, a consistently higher share of male older drivers aged 65–74 and 75 and older in collisions were speeding than female drivers in the same age groups. (Table 6.6 in the Speed chapter and Figure 9.7). In 2025, 2.4% of male drivers aged 65–74 and 1.8% of those aged 75 and older were identified as speeding in collisions. For the same year, 1.6% and 1.5% of female drivers in the same age groups were identified as speeding in collisions.

Figure 9.7. Percent of older drivers speeding in collisions in Indiana by age and gender, 2021–25



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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) Older drivers are defined as drivers aged 65–109. Ages recorded as greater than 109 are excluded as invalid.
3) Data on speeding drivers for all age groups are shown in Table 6.6 in the Speed chapter.

Alcohol-impaired older driver in collisions

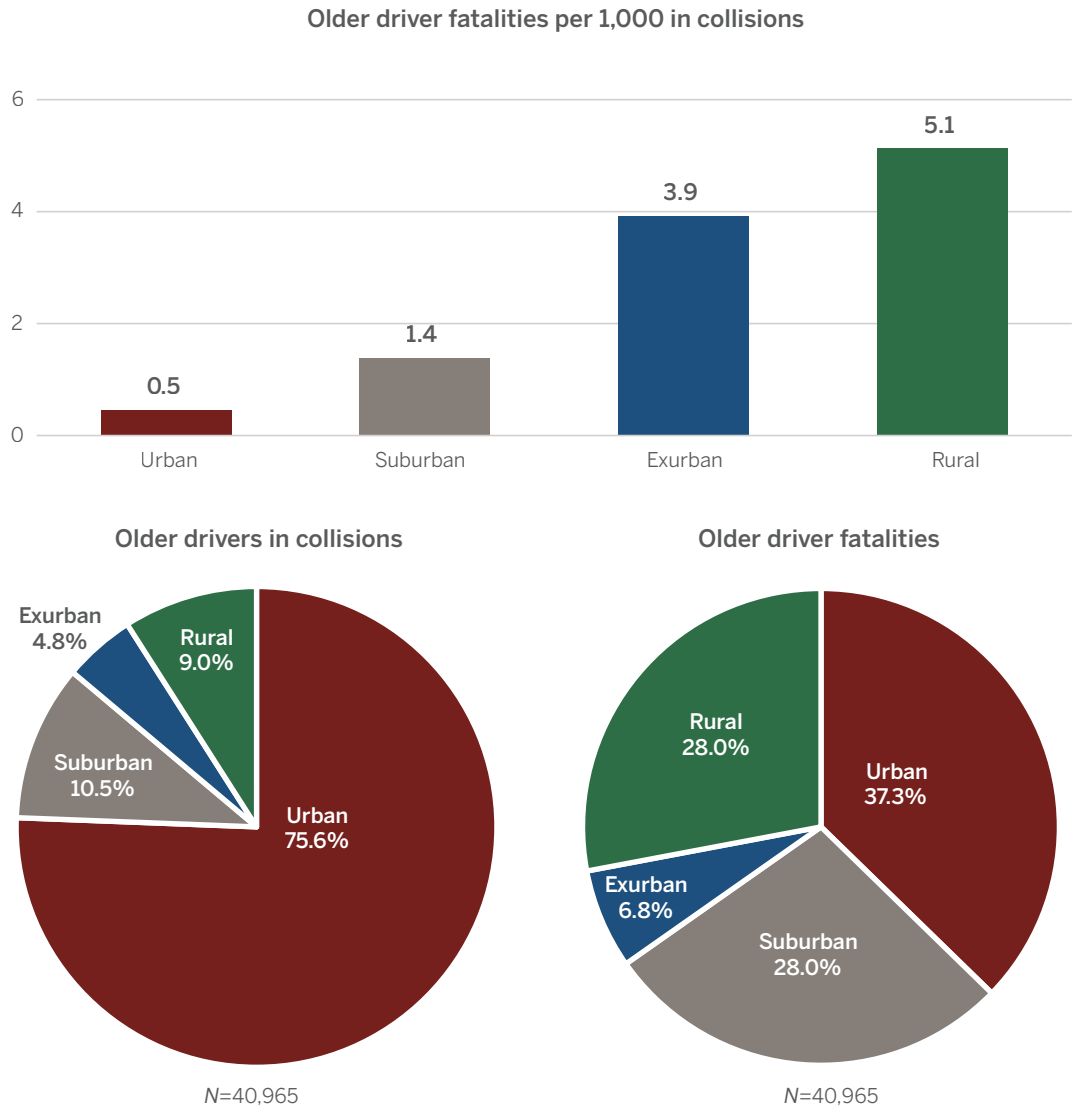
In 2025, drivers aged 65–74 had an alcohol-impairment rate of 2.1 per 10,000 licensed drivers, compared with 0.8 per 10,000 among drivers aged 75 and older (Figure 8.8 in the Young Drivers chapter). These are the lowest rates among all age groups.

Older drivers in collisions by locale type and road class

In 2025, the distribution of older drivers in collisions was concentrated in urban areas (75.6%) (Figure 9.8). However, the distribution of older drivers killed in collisions was more evenly spread across locale types, with 37.3% in urban areas, 28.0% in rural areas, 28.8% in suburban areas, and 6.8% in exurban areas. The same year, the fatal injury rates per 1,000 older drivers involved in collisions were highest in rural areas (1.1) and exurban areas (3.9) (Figure 7.12). The rates in urban (0.5) and suburban areas (1.4) were lower.

In 2025, the distribution of older drivers in collisions was concentrated on local/city roads (56.8%) (Figure 9.9). However, the distribution of older drivers killed in collisions was more evenly spread across road classes, with 36.0% on state roads, 20.7% on local/city roads, 19.8% on U.S. routes, 18.0% on county roads, and 5.4% on interstates. The same year, the fatal injury rates per 1,000 older drivers involved in collisions were highest on state roads (8.3), county roads (7.1), and U.S. routes (6.8). The rates on local/city roads (1.3) and interstates (2.4) were lower.

Figure 9.8. Older drivers in collisions in Indiana by locale type, 2025

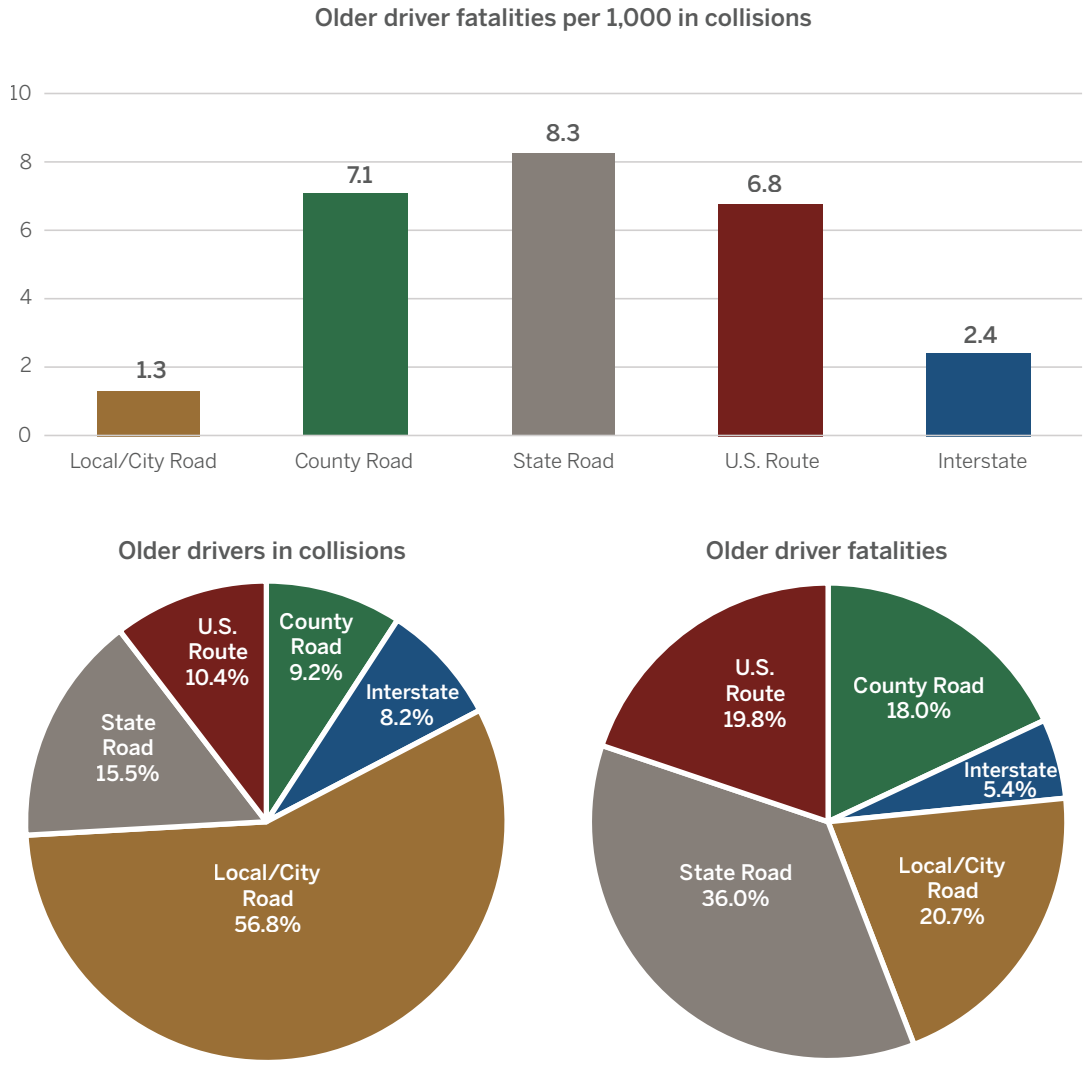


Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, AutomatedReporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

Notes:

1) Older drivers are defined as drivers aged 65–109. Ages recorded as greater than 109 are excluded 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 older drivers in collisions where the locale type cannot be determined.

Figure 9.9. Older drivers in collisions in Indiana by roadway class, 2025



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

Notes:

1) Older drivers are defined as drivers aged 65–109. Ages recorded as greater than 109 are excluded as invalid.
2) Excludes collisions on private drives and with no valid road class reported.



INDIANA TRAFFIC SAFETY FACTS

COUNTY COMPARISONS

COUNTY COMPARISONS, 2025

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 human behaviors and social norms that may contribute to the occurrence of particular types of crashes.

The following tables and color-scale maps show various collision and injury rates in Indiana counties. All the data shown in the tables and maps here is for 2025. The color-scale maps are grouped using natural breaks.[21] Totals for collisions and injuries reported in this chapter include only those records for which a county location was identified. Data for collisions with unknown county locations is provided at the bottom of each table, but this data is not included in the summary data.

Collision severity and injuries by county

In 2025, 203,449 collisions were reported in Indiana counties averaging 2,211 collisions per county (Table 10.1). Marion County (36,835) and Lake County (15,240) had the highest numbers of collisions, and Benton County (101) and Union County (95) had the lowest. The average county rate of collisions per 100 million vehicle miles traveled (VMT) was 203 (Map 10.1). Tippecanoe (373), Noble (346), and Kosciusko (337) counties had the highest collision rates per 100 million VMT.

There were 741 fatal collisions reported, with an average of 8 fatal crashes per county in 2025 (Table 10.1). Marion County (98) and Lake County (47) also had the highest numbers of fatal collisions. Ohio (2.3%) and Martin (1.9%) counties had the highest proportions of fatal collisions.

The same year, 373,534 individuals were involved in collisions in Indiana counties, with an average of 4,060 individuals per county (Table 10.2). Marion (74,899) and Lake (29,914) counties had the largest numbers of individuals involved. Union (147), Benton (152), and Ohio (179) counties had the lowest numbers of individuals involved in collisions.

In 2025, 798 fatalities were reported in Indiana counties. Marion (100), Lake (52), and Allen (41) counties had the highest number of fatalities (Table 10.2). The average county traffic fatality rate per 100,000 people was 16.1 (Map 10.2). Warren (59.0), Ohio (50.1), and Franklin (38.6) counties had the highest fatality rates per 100,000 population. Two counties—Pike and Switzerland—had no fatalities.

[21] 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 10.1. Collisions in Indiana by severity and county, 2025

	Total collisions		Fatal			Non-fatal		Property-damage- only	
	Count	County rank	Count	As % county total	County rank	Count	As % county total	Count	As % county total
Total	203,590	N/A	741	0.4%	N/A	32,153	15.8%	170,696	83.8%
All counties	203,449	N/A	741	0.4%	N/A	32,139	15.8%	170,569	83.8%
Mean	2,211	N/A	8	0.6%	N/A	349	15.2%	1,854	84.2%
Median	922	N/A	5	0.4%	N/A	141	14.7%	771	84.5%
Minimum	95	N/A	0	0.0%	N/A	12	8.0%	82	67.1%
Maximum	36,835	N/A	98	2.3%	N/A	5,937	32.6%	30,800	91.6%
Adams	678	58	2	0.3%	70	106	15.6%	570	84.1%
Allen	13,115	3	40	0.3%	69	2,151	16.4%	10,924	83.3%
Bartholomew	1,443	31	5	0.3%	61	470	32.6%	968	67.1%
Benton	101	91	1	1.0%	14	16	15.8%	84	83.2%
Blackford	285	85	1	0.4%	60	34	11.9%	250	87.7%
Boone	2,435	18	13	0.5%	40	343	14.1%	2,079	85.4%
Brown	482	74	4	0.8%	25	85	17.6%	393	81.5%
Carroll	574	66	6	1.0%	12	72	12.5%	496	86.4%
Cass	1,023	42	8	0.8%	27	194	19.0%	821	80.3%
Clark	4,212	11	7	0.2%	86	674	16.0%	3,531	83.8%
Clay	598	64	5	0.8%	24	80	13.4%	513	85.8%
Clinton	912	48	4	0.4%	45	139	15.2%	769	84.3%
Crawford	261	86	2	0.8%	28	43	16.5%	216	82.8%
Daviess	522	70	6	1.1%	8	86	16.5%	430	82.4%
Dearborn	1,412	32	5	0.4%	58	208	14.7%	1,199	84.9%
Decatur	793	53	3	0.4%	54	110	13.9%	680	85.8%
DeKalb	1,092	39	4	0.4%	56	168	15.4%	920	84.2%
Delaware	3,759	14	13	0.3%	62	584	15.5%	3,162	84.1%
Dubois	1,362	33	4	0.3%	71	206	15.1%	1,152	84.6%
Elkhart	6,515	6	26	0.4%	51	865	13.3%	5,624	86.3%
Fayette	416	76	2	0.5%	43	55	13.2%	359	86.3%
Floyd	2,356	20	5	0.2%	82	335	14.2%	2,016	85.6%
Fountain	361	77	1	0.3%	74	47	13.0%	313	86.7%
Franklin	625	62	8	1.3%	7	88	14.1%	529	84.6%
Fulton	666	60	4	0.6%	34	61	9.2%	601	90.2%
Gibson	945	45	2	0.2%	83	149	15.8%	794	84.0%
Grant	2,237	22	5	0.2%	79	278	12.4%	1,954	87.3%
Greene	882	50	6	0.7%	30	142	16.1%	734	83.2%
Hamilton	8,780	4	19	0.2%	81	1,071	12.2%	7,690	87.6%
Hancock	2,086	24	6	0.3%	72	352	16.9%	1,728	82.8%
Harrison	1,052	41	1	0.1%	90	162	15.4%	889	84.5%
Hendricks	5,041	9	11	0.2%	80	674	13.4%	4,356	86.4%
Henry	973	44	3	0.3%	68	197	20.2%	773	79.4%

Table 10.1. Collisions in Indiana by severity and county, 2025 (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	2,361	19	8	0.3%	63	440	18.6%	1,913	81.0%
Huntington	1,309	34	7	0.5%	39	188	14.4%	1,114	85.1%
Jackson	1,636	27	7	0.4%	48	191	11.7%	1,438	87.9%
Jasper	1,235	37	9	0.7%	29	184	14.9%	1,042	84.4%
Jay	544	68	5	0.9%	20	73	13.4%	466	85.7%
Jefferson	773	54	1	0.1%	89	108	14.0%	664	85.9%
Jennings	618	63	6	1.0%	17	86	13.9%	526	85.1%
Johnson	4,064	12	8	0.2%	84	655	16.1%	3,401	83.7%
Knox	1,263	36	2	0.2%	87	150	11.9%	1,111	88.0%
Kosciusko	2,297	21	12	0.5%	41	348	15.2%	1,937	84.3%
LaGrange	996	43	10	1.0%	13	120	12.0%	866	86.9%
Lake	15,240	2	47	0.3%	67	2,571	16.9%	12,622	82.8%
La Porte	3,258	16	14	0.4%	46	595	18.3%	2,649	81.3%
Lawrence	1,277	35	5	0.4%	53	193	15.1%	1,079	84.5%
Madison	3,789	13	16	0.4%	49	586	15.5%	3,187	84.1%
Marion	36,835	1	98	0.3%	77	5,937	16.1%	30,800	83.6%
Marshall	1,701	25	11	0.6%	32	226	13.3%	1,464	86.1%
Martin	156	89	3	1.9%	2	23	14.7%	130	83.3%
Miami	1,091	40	4	0.4%	55	178	16.3%	909	83.3%
Monroe	3,664	15	12	0.3%	64	619	16.9%	3,033	82.8%
Montgomery	885	49	6	0.7%	31	126	14.2%	753	85.1%
Morgan	1,530	29	6	0.4%	52	260	17.0%	1,264	82.6%
Newton	352	78	5	1.4%	6	46	13.1%	301	85.5%
Noble	1,235	37	6	0.5%	42	176	14.3%	1,053	85.3%
Ohio	133	90	3	2.3%	1	14	10.5%	116	87.2%
Orange	573	67	6	1.0%	11	78	13.6%	489	85.3%
Owen	503	73	3	0.6%	35	70	13.9%	430	85.5%
Parke	451	75	2	0.4%	44	45	10.0%	404	89.6%
Perry	307	83	3	1.0%	15	45	14.7%	259	84.4%
Pike	290	84	0	0.0%	91	40	13.8%	250	86.2%
Porter	4,225	10	12	0.3%	73	779	18.4%	3,434	81.3%
Posey	507	72	4	0.8%	26	72	14.2%	431	85.0%
Pulaski	531	69	1	0.2%	85	66	12.4%	464	87.4%
Putnam	916	47	3	0.3%	64	131	14.3%	782	85.4%
Randolph	512	71	5	1.0%	16	75	14.6%	432	84.4%
Ripley	645	61	4	0.6%	33	111	17.2%	530	82.2%
Rush	347	79	5	1.4%	5	73	21.0%	269	77.5%
St. Joseph	7,832	5	21	0.3%	76	1,394	17.8%	6,417	81.9%
Scott	579	65	5	0.9%	23	145	25.0%	429	74.1%

Table 10.1. Collisions in Indiana by severity and county, 2025 (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	1,482	30	2	0.1%	88	249	16.8%	1,231	83.1%
Spencer	699	57	3	0.4%	47	91	13.0%	605	86.6%
Starke	719	56	8	1.1%	9	81	11.3%	630	87.6%
Steuben	1,655	26	6	0.4%	57	133	8.0%	1,516	91.6%
Sullivan	322	82	5	1.6%	4	45	14.0%	272	84.5%
Switzerland	219	88	0	0.0%	91	28	12.8%	191	87.2%
Tippecanoe	6,336	7	17	0.3%	75	958	15.1%	5,361	84.6%
Tipton	336	80	3	0.9%	22	71	21.1%	262	78.0%
Union	95	92	1	1.1%	10	12	12.6%	82	86.3%
Vanderburgh	5,684	8	14	0.2%	78	1,140	20.1%	4,530	79.7%
Vermillion	334	81	3	0.9%	21	51	15.3%	280	83.8%
Vigo	3,127	17	17	0.5%	37	596	19.1%	2,514	80.4%
Wabash	854	52	3	0.4%	59	132	15.5%	719	84.2%
Warren	247	87	4	1.6%	3	35	14.2%	208	84.2%
Warrick	1,540	28	5	0.3%	66	238	15.5%	1,297	84.2%
Washington	678	58	4	0.6%	36	99	14.6%	575	84.8%
Wayne	2,142	23	9	0.4%	50	348	16.2%	1,785	83.3%
Wells	742	55	7	0.9%	18	105	14.2%	630	84.9%
White	856	51	8	0.9%	19	109	12.7%	739	86.3%
Whitley	928	46	5	0.5%	38	156	16.8%	767	82.7%
Unknown	141	N/A	0	0.0%	N/A	14	9.9%	127	90.1%

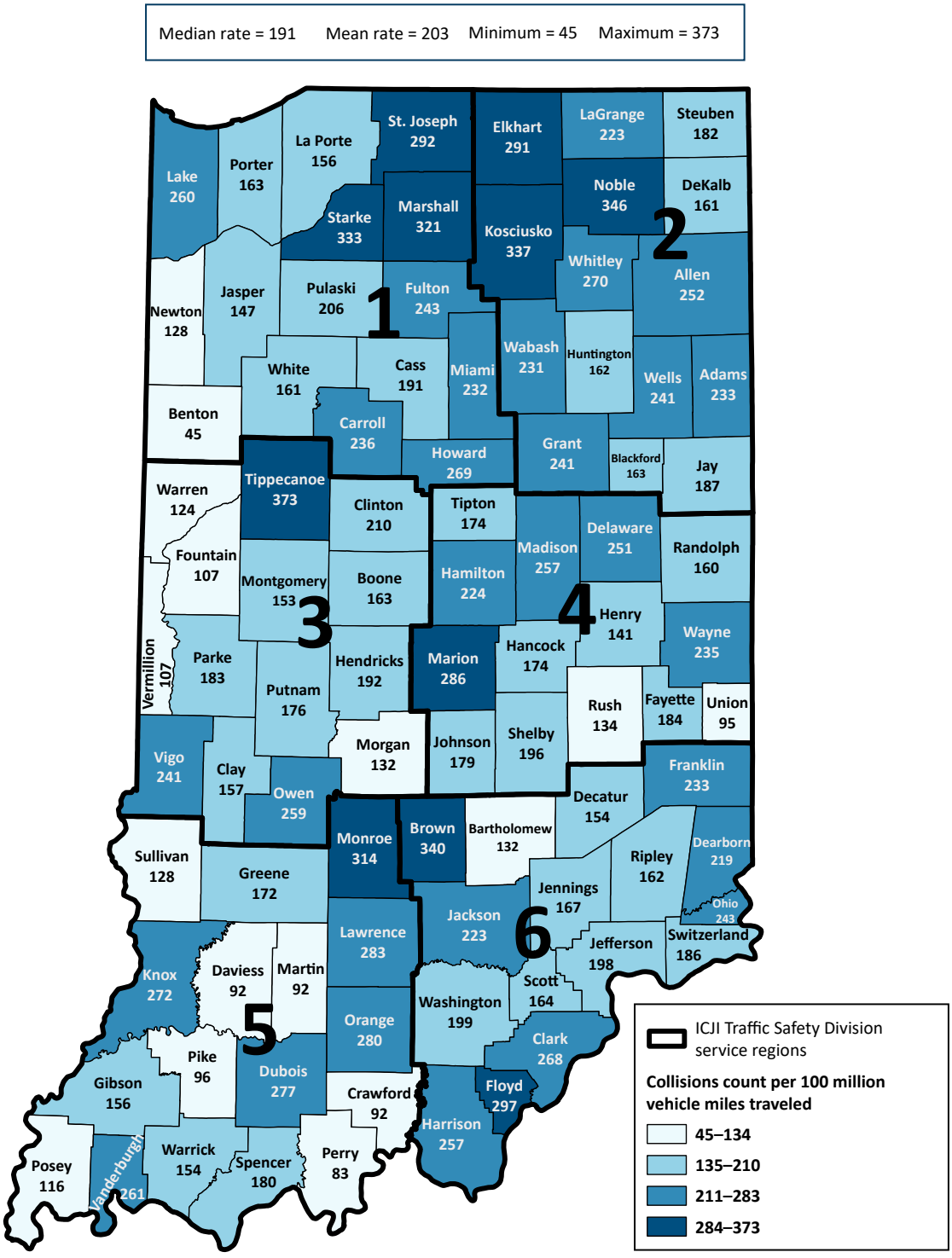
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Non-fatal includes collisions with injuries defined as suspected-serious injury, suspected-minor injury, and possible.

2) Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table.

Map 10.1. Collisions per 100 million vehicle miles traveled by county and ICJI Traffic Safety Division service region, 2025



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Department of Transportation, 2024 county-level VMT downloaded April 15, 2026.

Table 10.2. Individuals in collisions in Indiana by injury status and county, 2025

	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	373,799	N/A	798	0.2%	N/A	4,486	1.2%	8,939	2.4%	29,873	8.0%	329,703	88.2%
All counties	373,534	N/A	798	0.2%	N/A	4,486	1.2%	8,937	2.4%	29,855	8.0%	329,458	88.2%
Mean	4,060	N/A	9	0.4%	N/A	49	1.7%	97	3.1%	325	7.7%	3,581	87.0%
Median	1,523	N/A	5	0.3%	N/A	26	1.6%	46	3.0%	112	7.6%	1,323	87.4%
Minimum	147	N/A	0	0.0%	N/A	2	0.7%	4	1.4%	6	3.4%	128	75.1%
Maximum	74,899	N/A	100	1.7%	N/A	689	3.6%	1,251	6.6%	6,120	16.5%	66,739	92.4%
Adams	1,108	56	3	0.3%	49	19	1.7%	33	3.0%	100	9.0%	953	86.0%
Allen	24,833	3	41	0.2%	73	218	0.9%	570	2.3%	2,105	8.5%	21,899	88.2%
Bartholomew	2,660	26	5	0.2%	67	58	2.2%	161	6.1%	438	16.5%	1,998	75.1%
Benton	152	91	1	0.7%	18	2	1.3%	7	4.6%	14	9.2%	128	84.2%
Blackford	416	84	1	0.2%	55	4	1.0%	11	2.6%	25	6.0%	375	90.1%
Boone	4,396	20	18	0.4%	35	47	1.1%	93	2.1%	325	7.4%	3,913	89.0%
Brown	700	73	4	0.6%	25	20	2.9%	35	5.0%	58	8.3%	583	83.3%
Carroll	782	69	6	0.8%	11	21	2.7%	27	3.5%	54	6.9%	674	86.2%
Cass	1,787	39	10	0.6%	26	33	1.8%	63	3.5%	174	9.7%	1,507	84.3%
Clark	7,975	10	7	0.1%	87	98	1.2%	168	2.1%	644	8.1%	7,058	88.5%
Clay	988	62	5	0.5%	29	12	1.2%	30	3.0%	56	5.7%	885	89.6%
Clinton	1,520	47	4	0.3%	51	20	1.3%	44	2.9%	114	7.5%	1,338	88.0%
Crawford	366	86	3	0.8%	9	6	1.6%	24	6.6%	30	8.2%	303	82.8%
Daviess	963	63	6	0.6%	21	17	1.8%	32	3.3%	82	8.5%	826	85.8%
Dearborn	2,455	30	5	0.2%	63	40	1.6%	74	3.0%	175	7.1%	2,161	88.0%
Decatur	1,282	54	3	0.2%	58	31	2.4%	52	4.1%	69	5.4%	1,127	87.9%
DeKalb	1,695	40	4	0.2%	56	16	0.9%	65	3.8%	135	8.0%	1,475	87.0%
Delaware	6,893	14	13	0.2%	66	112	1.6%	167	2.4%	538	7.8%	6,063	88.0%
Dubois	2,299	33	4	0.2%	70	25	1.1%	63	2.7%	185	8.0%	2,022	88.0%
Elkhart	11,917	7	28	0.2%	57	136	1.1%	237	2.0%	796	6.7%	10,720	90.0%
Fayette	691	75	2	0.3%	46	11	1.6%	20	2.9%	43	6.2%	615	89.0%
Floyd	4,493	18	5	0.1%	85	35	0.8%	85	1.9%	336	7.5%	4,032	89.7%
Fountain	509	81	1	0.2%	65	7	1.4%	14	2.8%	41	8.1%	446	87.6%
Franklin	906	66	9	1.0%	6	19	2.1%	24	2.6%	69	7.6%	785	86.6%
Fulton	938	65	5	0.5%	27	16	1.7%	17	1.8%	49	5.2%	851	90.7%
Gibson	1,532	45	2	0.1%	80	27	1.8%	44	2.9%	117	7.6%	1,342	87.6%
Grant	3,861	21	5	0.1%	81	51	1.3%	113	2.9%	206	5.3%	3,486	90.3%
Greene	1,284	53	6	0.5%	32	26	2.0%	49	3.8%	106	8.3%	1,097	85.4%
Hamilton	16,922	4	19	0.1%	84	125	0.7%	317	1.9%	965	5.7%	15,496	91.6%
Hancock	3,837	23	6	0.2%	75	52	1.4%	84	2.2%	341	8.9%	3,354	87.4%
Harrison	1,684	42	1	0.1%	90	26	1.5%	45	2.7%	137	8.1%	1,475	87.6%
Hendricks	9,489	9	12	0.1%	82	83	0.9%	162	1.7%	633	6.7%	8,599	90.6%
Henry	1,635	43	3	0.2%	68	35	2.1%	60	3.7%	173	10.6%	1,364	83.4%
Howard	4,401	19	8	0.2%	69	65	1.5%	137	3.1%	406	9.2%	3,785	86.0%

Table 10.2. Individuals in collisions in Indiana by injury status and county, 2025 (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	2,073	36	7	0.3%	40	19	0.9%	63	3.0%	172	8.3%	1,812	87.4%
Jackson	2,778	25	7	0.3%	53	32	1.2%	59	2.1%	159	5.7%	2,521	90.7%
Jasper	1,965	37	9	0.5%	33	34	1.7%	59	3.0%	165	8.4%	1,698	86.4%
Jay	780	70	5	0.6%	19	16	2.1%	27	3.5%	62	7.9%	670	85.9%
Jefferson	1,358	51	1	0.1%	89	21	1.5%	31	2.3%	91	6.7%	1,214	89.4%
Jennings	1,013	59	6	0.6%	22	27	2.7%	21	2.1%	66	6.5%	893	88.2%
Johnson	7,883	11	9	0.1%	83	84	1.1%	182	2.3%	608	7.7%	7,000	88.8%
Knox	2,112	35	2	0.1%	86	25	1.2%	30	1.4%	130	6.2%	1,925	91.1%
Kosciusko	3,847	22	13	0.3%	39	59	1.5%	95	2.5%	324	8.4%	3,356	87.2%
LaGrange	1,525	46	13	0.9%	8	29	1.9%	31	2.0%	108	7.1%	1,344	88.1%
Lake	29,914	2	52	0.2%	71	325	1.1%	572	1.9%	2,484	8.3%	26,481	88.5%
La Porte	5,784	17	16	0.3%	48	84	1.5%	202	3.5%	550	9.5%	4,932	85.3%
Lawrence	2,151	34	6	0.3%	47	38	1.8%	67	3.1%	146	6.8%	1,894	88.1%
Madison	6,971	13	18	0.3%	52	119	1.7%	166	2.4%	534	7.7%	6,134	88.0%
Marion	74,899	1	100	0.1%	78	689	0.9%	1,251	1.7%	6,120	8.2%	66,739	89.1%
Marshall	2,582	28	15	0.6%	23	43	1.7%	71	2.7%	197	7.6%	2,256	87.4%
Martin	244	89	3	1.2%	3	3	1.2%	15	6.1%	14	5.7%	209	85.7%
Miami	1,688	41	5	0.3%	45	25	1.5%	70	4.1%	127	7.5%	1,461	86.6%
Monroe	6,877	15	14	0.2%	64	81	1.2%	208	3.0%	507	7.4%	6,067	88.2%
Montgomery	1,385	49	7	0.5%	30	31	2.2%	44	3.2%	90	6.5%	1,213	87.6%
Morgan	2,575	29	6	0.2%	59	48	1.9%	88	3.4%	236	9.2%	2,197	85.3%
Newton	494	83	5	1.0%	5	9	1.8%	14	2.8%	33	6.7%	433	87.7%
Noble	1,858	38	6	0.3%	43	28	1.5%	49	2.6%	166	8.9%	1,609	86.6%
Ohio	179	90	3	1.7%	1	5	2.8%	9	5.0%	6	3.4%	156	87.2%
Orange	850	67	6	0.7%	14	19	2.2%	39	4.6%	51	6.0%	735	86.5%
Owen	719	72	3	0.4%	34	11	1.5%	30	4.2%	51	7.1%	624	86.8%
Parke	609	76	2	0.3%	42	11	1.8%	14	2.3%	28	4.6%	554	91.0%
Perry	523	80	3	0.6%	24	10	1.9%	18	3.4%	40	7.6%	452	86.4%
Pike	386	85	0	0.0%	91	11	2.8%	13	3.4%	29	7.5%	333	86.3%
Porter	7,685	12	13	0.2%	72	93	1.2%	274	3.6%	678	8.8%	6,627	86.2%
Posey	776	71	4	0.5%	28	8	1.0%	44	5.7%	46	5.9%	674	86.9%
Pulaski	696	74	1	0.1%	77	13	1.9%	21	3.0%	53	7.6%	608	87.4%
Putnam	1,385	49	3	0.2%	61	20	1.4%	46	3.3%	93	6.7%	1,223	88.3%
Randolph	796	68	5	0.6%	20	24	3.0%	30	3.8%	51	6.4%	686	86.2%
Ripley	1,035	57	4	0.4%	38	27	2.6%	44	4.3%	87	8.4%	873	84.3%
Rush	534	78	5	0.9%	7	19	3.6%	22	4.1%	61	11.4%	427	80.0%
St. Joseph	14,984	5	22	0.1%	76	137	0.9%	340	2.3%	1,351	9.0%	13,134	87.7%
Scott	1,005	61	5	0.5%	31	21	2.1%	38	3.8%	134	13.3%	807	80.3%
Shelby	2,402	32	2	0.1%	88	40	1.7%	90	3.7%	196	8.2%	2,074	86.3%
Spencer	963	63	3	0.3%	44	18	1.9%	40	4.2%	55	5.7%	847	88.0%

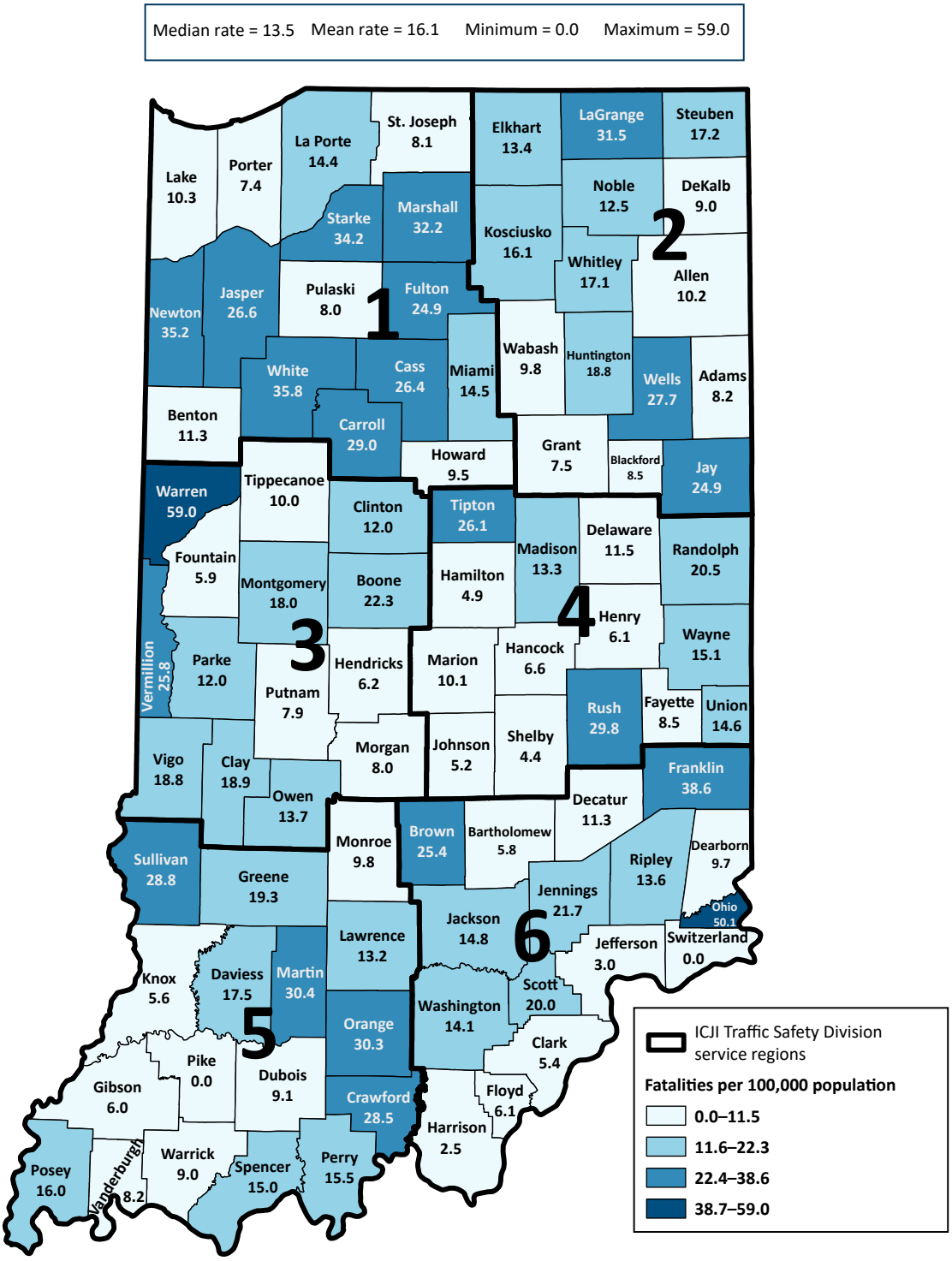
Table 10.2. Individuals in collisions in Indiana by injury status and county, 2025 (continued)

	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	1,012	60	8	0.8%	10	23	2.3%	30	3.0%	58	5.7%	893	88.2%
Steuben	2,453	31	6	0.2%	54	19	0.8%	51	2.1%	110	4.5%	2,267	92.4%
Sullivan	507	82	6	1.2%	4	12	2.4%	13	2.6%	37	7.3%	439	86.6%
Switzerland	285	88	0	0.0%	91	5	1.8%	8	2.8%	20	7.0%	252	88.4%
Tippecanoe	11,937	6	19	0.2%	74	106	0.9%	272	2.3%	902	7.6%	10,638	89.1%
Tipton	537	77	4	0.7%	13	11	2.0%	30	5.6%	55	10.2%	437	81.4%
Union	147	92	1	0.7%	16	4	2.7%	4	2.7%	10	6.8%	128	87.1%
Vanderburgh	11,289	8	15	0.1%	79	99	0.9%	267	2.4%	1,185	10.5%	9,723	86.1%
Vermillion	531	79	4	0.8%	12	13	2.4%	17	3.2%	57	10.7%	440	82.9%
Vigo	5,996	16	20	0.3%	41	107	1.8%	178	3.0%	546	9.1%	5,145	85.8%
Wabash	1,386	48	3	0.2%	62	35	2.5%	46	3.3%	97	7.0%	1,205	86.9%
Warren	326	87	5	1.5%	2	11	3.4%	9	2.8%	35	10.7%	266	81.6%
Warrick	2,638	27	6	0.2%	60	34	1.3%	75	2.8%	205	7.8%	2,318	87.9%
Washington	1,026	58	4	0.4%	36	24	2.3%	36	3.5%	75	7.3%	887	86.5%
Wayne	3,794	24	10	0.3%	50	45	1.2%	129	3.4%	295	7.8%	3,315	87.4%
Wells	1,141	55	8	0.7%	15	16	1.4%	32	2.8%	90	7.9%	995	87.2%
White	1,338	52	9	0.7%	17	21	1.6%	40	3.0%	93	7.0%	1,175	87.8%
Whitley	1,539	44	6	0.4%	36	32	2.1%	46	3.0%	147	9.6%	1,308	85.0%
Unknown	265	N/A	0	0.0%	N/A	0	0.0%	2	0.8%	18	6.8%	245	92.5%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Note: Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table.

Map 10.2. Traffic fatalities in Indiana per 100,000 population by county and ICJI Traffic Safety Division service region, 2025



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2025 county population estimates downloaded March 6, 2026.

Motorcyclists in collisions by county

In 2025, there were 2,923 motorcyclists in collisions in Indiana counties (Table 10.3). Marion (328), Allen (198), and Lake (166) counties had the highest numbers of motorcyclists involved in collisions. The average rate of motorcyclists involved in collisions per 1,000 individuals in all collisions was 11.1. The highest county rates occurred in Brown (35.7 per 1,000) and Ohio (22.3 per 1,000) counties (Map 10.3).

The same year, 136 motorcyclists were killed in these collisions, and 710 suffered suspected-serious injuries (Table 10.3). Marion County had the greatest number of motorcyclists who were killed (12). Warren (40%), Blackford (25%), and Newton (25%) counties had the highest percentages of motorcyclists who were killed. Marion (71) and Lake (52) had the greatest numbers of motorcyclists who suffered suspected-serious injuries. Pike and Sullivan counties had the highest percentages of motorcyclists who suffered suspected-serious injuries, both at 66.7%. These counties, however, each had only a very small number of motorcyclists involved in collisions.

Table 10.3. Motorcyclists involved in collisions in Indiana by injury status and county, 2025

	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	2,923	N/A	136	4.7%	710	24.3%	647	22.1%	595	20.4%	835	28.6%
All counties	2,923	N/A	136	4.7%	710	24.3%	647	22.1%	595	20.4%	835	28.6%
Mean	32	N/A	1	6.5%	8	24.5%	7	23.3%	6	19.4%	9	26.2%
Median	16	N/A	1	5.0%	4	23.1%	4	22.2%	4	18.6%	5	28.0%
Minimum	1	N/A	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Maximum	328	N/A	12	40.0%	71	66.7%	57	100.0%	84	60.0%	104	100.0%
Adams	12	56	0	0.0%	1	8.3%	2	16.7%	5	41.7%	4	33.3%
Allen	198	2	5	2.5%	42	21.2%	49	24.7%	43	21.7%	59	29.8%
Bartholomew	39	21	1	2.6%	12	30.8%	10	25.6%	7	17.9%	9	23.1%
Benton	1	90	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%
Blackford	4	85	1	25.0%	2	50.0%	1	25.0%	0	0.0%	0	0.0%
Boone	19	42	2	10.5%	2	10.5%	8	42.1%	1	5.3%	6	31.6%
Brown	25	35	3	12.0%	7	28.0%	6	24.0%	4	16.0%	5	20.0%
Carroll	6	77	1	16.7%	2	33.3%	2	33.3%	1	16.7%	0	0.0%
Cass	27	32	2	7.4%	5	18.5%	6	22.2%	6	22.2%	8	29.6%
Clark	42	19	1	2.4%	18	42.9%	6	14.3%	6	14.3%	11	26.2%
Clay	11	62	1	9.1%	1	9.1%	3	27.3%	2	18.2%	4	36.4%
Clinton	10	65	1	10.0%	1	10.0%	1	10.0%	6	60.0%	1	10.0%
Crawford	8	73	1	12.5%	2	25.0%	1	12.5%	1	12.5%	3	37.5%
Daviess	13	53	1	7.7%	3	23.1%	2	15.4%	4	30.8%	3	23.1%
Dearborn	36	24	1	2.8%	13	36.1%	7	19.4%	4	11.1%	11	30.6%
Decatur	15	50	0	0.0%	6	40.0%	2	13.3%	3	20.0%	4	26.7%
DeKalb	20	40	1	5.0%	0	0.0%	6	30.0%	4	20.0%	9	45.0%
Delaware	47	16	3	6.4%	16	34.0%	6	12.8%	7	14.9%	15	31.9%
Dubois	15	50	1	6.7%	7	46.7%	4	26.7%	2	13.3%	1	6.7%
Elkhart	108	6	10	9.3%	26	24.1%	16	14.8%	17	15.7%	39	36.1%
Fayette	9	71	1	11.1%	0	0.0%	3	33.3%	2	22.2%	3	33.3%
Floyd	31	29	1	3.2%	4	12.9%	11	35.5%	5	16.1%	10	32.3%
Fountain	6	77	1	16.7%	0	0.0%	1	16.7%	2	33.3%	2	33.3%
Franklin	16	46	2	12.5%	5	31.3%	1	6.3%	5	31.3%	3	18.8%
Fulton	12	56	0	0.0%	2	16.7%	2	16.7%	3	25.0%	5	41.7%
Gibson	19	42	0	0.0%	6	31.6%	6	31.6%	1	5.3%	6	31.6%
Grant	39	21	2	5.1%	8	20.5%	16	41.0%	5	12.8%	8	20.5%
Greene	16	46	0	0.0%	4	25.0%	4	25.0%	6	37.5%	2	12.5%
Hamilton	66	9	2	3.0%	12	18.2%	13	19.7%	18	27.3%	21	31.8%
Hancock	27	32	2	7.4%	8	29.6%	6	22.2%	5	18.5%	6	22.2%
Harrison	21	39	0	0.0%	6	28.6%	7	33.3%	3	14.3%	5	23.8%
Hendricks	53	15	2	3.8%	16	30.2%	11	20.8%	8	15.1%	16	30.2%
Henry	18	45	1	5.6%	5	27.8%	6	33.3%	2	11.1%	4	22.2%
Howard	44	17	0	0.0%	16	36.4%	9	20.5%	9	20.5%	10	22.7%

Table 10.3. Motorcyclists involved in collisions in Indiana by injury status and county, 2025 (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
Huntington	19	42	1	5.3%	3	15.8%	6	31.6%	3	15.8%	6	31.6%
Jackson	37	23	2	5.4%	9	24.3%	8	21.6%	4	10.8%	14	37.8%
Jasper	16	46	2	12.5%	3	18.8%	3	18.8%	6	37.5%	2	12.5%
Jay	5	79	0	0.0%	1	20.0%	1	20.0%	1	20.0%	2	40.0%
Jefferson	12	56	0	0.0%	4	33.3%	1	8.3%	5	41.7%	2	16.7%
Jennings	10	65	1	10.0%	5	50.0%	1	10.0%	1	10.0%	2	20.0%
Johnson	57	14	1	1.8%	9	15.8%	19	33.3%	16	28.1%	12	21.1%
Knox	16	46	0	0.0%	2	12.5%	4	25.0%	4	25.0%	6	37.5%
Kosciusko	42	19	4	9.5%	13	31.0%	7	16.7%	8	19.0%	10	23.8%
LaGrange	11	62	2	18.2%	2	18.2%	1	9.1%	4	36.4%	2	18.2%
Lake	166	3	4	2.4%	52	31.3%	32	19.3%	32	19.3%	46	27.7%
La Porte	61	11	4	6.6%	7	11.5%	20	32.8%	14	23.0%	16	26.2%
Lawrence	24	36	0	0.0%	5	20.8%	4	16.7%	5	20.8%	10	41.7%
Madison	59	13	2	3.4%	19	32.2%	11	18.6%	9	15.3%	18	30.5%
Marion	328	1	12	3.7%	71	21.6%	57	17.4%	84	25.6%	104	31.7%
Marshall	32	26	1	3.1%	9	28.1%	9	28.1%	6	18.8%	7	21.9%
Martin	1	90	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%
Miami	29	30	1	3.4%	6	20.7%	10	34.5%	5	17.2%	7	24.1%
Monroe	61	11	3	4.9%	9	14.8%	18	29.5%	15	24.6%	16	26.2%
Montgomery	20	40	2	10.0%	6	30.0%	3	15.0%	5	25.0%	4	20.0%
Morgan	43	18	2	4.7%	11	25.6%	12	27.9%	8	18.6%	10	23.3%
Newton	4	85	1	25.0%	2	50.0%	1	25.0%	0	0.0%	0	0.0%
Noble	28	31	1	3.6%	5	17.9%	9	32.1%	4	14.3%	9	32.1%
Ohio	4	85	0	0.0%	2	50.0%	0	0.0%	0	0.0%	2	50.0%
Orange	12	56	1	8.3%	1	8.3%	4	33.3%	1	8.3%	5	41.7%
Owen	12	56	1	8.3%	2	16.7%	4	33.3%	1	8.3%	4	33.3%
Parke	10	65	0	0.0%	3	30.0%	3	30.0%	1	10.0%	3	30.0%
Perry	7	75	1	14.3%	3	42.9%	0	0.0%	1	14.3%	2	28.6%
Pike	3	88	0	0.0%	2	66.7%	0	0.0%	1	33.3%	0	0.0%
Porter	71	8	2	2.8%	17	23.9%	16	22.5%	13	18.3%	23	32.4%
Posey	10	65	1	10.0%	0	0.0%	1	10.0%	3	30.0%	5	50.0%
Pulaski	5	79	0	0.0%	2	40.0%	2	40.0%	1	20.0%	0	0.0%
Putnam	14	52	0	0.0%	4	28.6%	5	35.7%	2	14.3%	3	21.4%
Randolph	9	71	1	11.1%	1	11.1%	3	33.3%	3	33.3%	1	11.1%
Ripley	8	73	1	12.5%	4	50.0%	0	0.0%	1	12.5%	2	25.0%
Rush	11	62	1	9.1%	2	18.2%	2	18.2%	3	27.3%	3	27.3%
St. Joseph	117	4	5	4.3%	31	26.5%	21	17.9%	27	23.1%	33	28.2%
Scott	13	53	0	0.0%	1	7.7%	3	23.1%	7	53.8%	2	15.4%
Shelby	32	26	0	0.0%	5	15.6%	12	37.5%	7	21.9%	8	25.0%
Spencer	5	79	0	0.0%	2	40.0%	1	20.0%	1	20.0%	1	20.0%
Starke	13	53	2	15.4%	2	15.4%	3	23.1%	5	38.5%	1	7.7%

	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
Steuben	35	25	3	8.6%	8	22.9%	7	20.0%	6	17.1%	11	31.4%
Sullivan	3	88	0	0.0%	2	66.7%	0	0.0%	0	0.0%	1	33.3%
Switzerland	5	79	0	0.0%	1	20.0%	1	20.0%	1	20.0%	2	40.0%
Tippecanoe	82	7	1	1.2%	19	23.2%	23	28.0%	10	12.2%	29	35.4%
Tipton	5	79	1	20.0%	1	20.0%	2	40.0%	1	20.0%	0	0.0%
Union	1	90	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
Vanderburgh	113	5	3	2.7%	34	30.1%	19	16.8%	25	22.1%	32	28.3%
Vermillion	10	65	2	20.0%	1	10.0%	1	10.0%	3	30.0%	3	30.0%
Vigo	62	10	4	6.5%	16	25.8%	14	22.6%	12	19.4%	16	25.8%
Wabash	22	37	0	0.0%	8	36.4%	5	22.7%	2	9.1%	7	31.8%
Warren	5	79	2	40.0%	3	60.0%	0	0.0%	0	0.0%	0	0.0%
Warrick	27	32	2	7.4%	6	22.2%	3	11.1%	5	18.5%	11	40.7%
Washington	22	37	1	4.5%	7	31.8%	3	13.6%	4	18.2%	7	31.8%
Wayne	32	26	2	6.3%	5	15.6%	9	28.1%	5	15.6%	11	34.4%
Wells	12	56	1	8.3%	2	16.7%	1	8.3%	3	25.0%	5	41.7%
White	7	75	1	14.3%	0	0.0%	2	28.6%	1	14.3%	3	42.9%
Whitley	10	65	1	10.0%	2	20.0%	4	40.0%	3	30.0%	0	0.0%
Unknown	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A

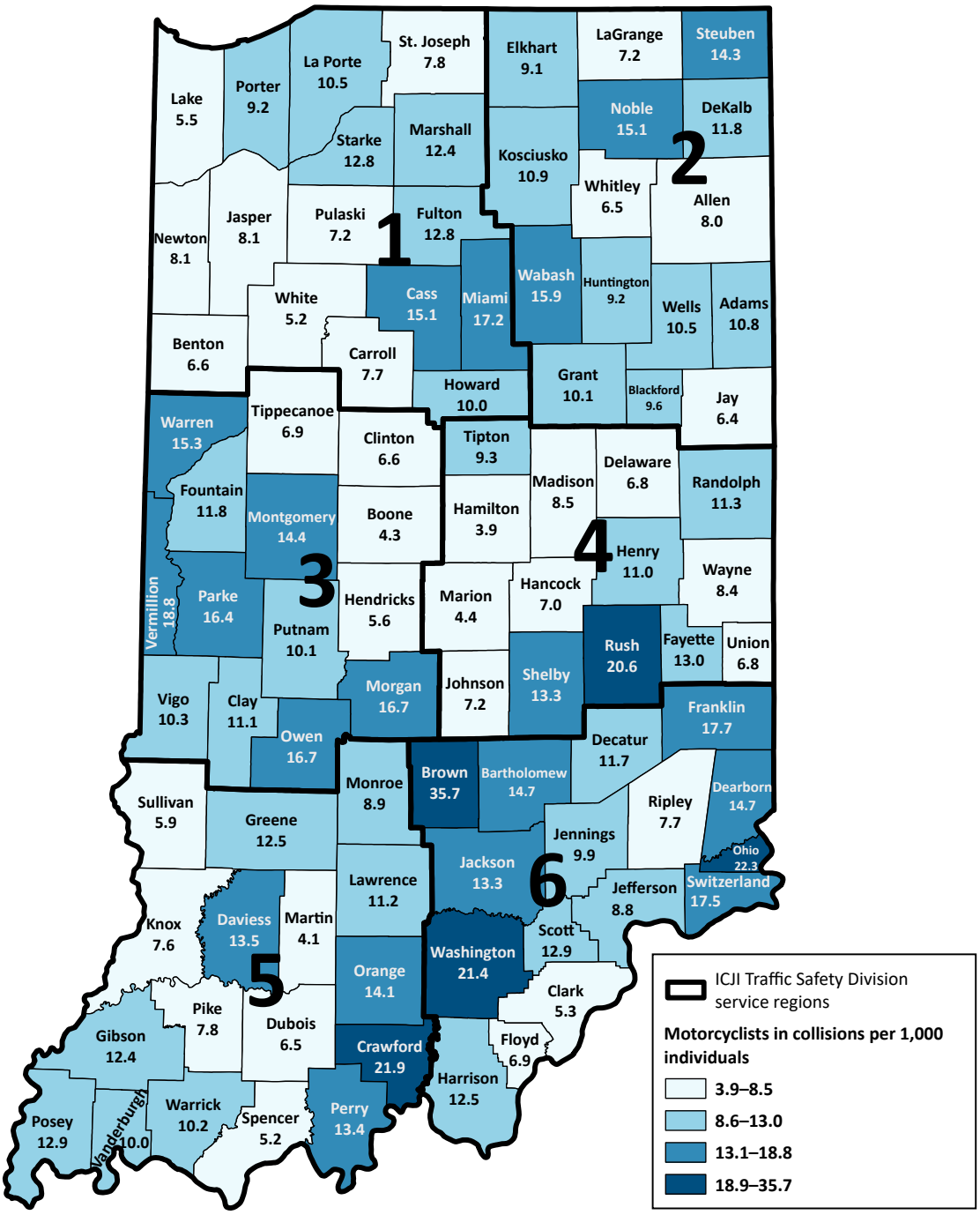
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Motorcyclists include operators and passengers on motorcycles, motor-driven cycles—Class A and Class B, mopeds, and motorized bicycles. See glossary for unit type definitions.
2) Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table.

Map 10.3. Motorcyclists in collisions in Indiana per 1,000 individuals involved in collisions by county and ICJI Traffic Safety Division service region, 2025

Median rate = 10.3 Mean rate = 11.1 Minimum = 3.9 Maximum = 35.7



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.

Alcohol-impaired collisions by county

In 2025, there were 3,366 alcohol-impaired collisions in Indiana counties (Table 10.4). The same year, alcohol-impaired collisions accounted for 1.7% of all collisions and 9.4% of fatal collisions. The average number of alcohol-impaired collisions per county was 37, and the average number of fatal alcohol-impaired collisions per county was 1. The average rate of alcohol-impaired collisions per 10,000 licensed drivers per county was 6.1 (Map 10.4). LaGrange (15.7 per 10,000), Allen (11.5 per 10,000), and La Porte (11.5 per 10,000) counties had the highest rates of alcohol-impaired collisions. Three counties—Benton, Pike, and Switzerland—had no alcohol-impaired collisions.

Table 10.4. Alcohol-impaired collisions in Indiana by severity and county, 2025

County	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	**3,368**	**1.7%**	**70**	**9.4%**	**955**	**3.0%**	**2,343**	**1.4%**
All counties	**3,366**	**1.7%**	**70**	**9.4%**	**955**	**3.0%**	**2,341**	**1.4%**
Mean	**37**	**1.7%**	**1**	**7.2%**	**10**	**3.1%**	**25**	**1.4%**
Median	**17**	**1.6%**	**0**	**0.0%**	**5**	**2.8%**	**13**	**1.3%**
Minimum	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Maximum	**495**	**3.9%**	**14**	**40.0%**	**146**	**9.3%**	**335**	**3.9%**
Adams	7	1.0%	0	0.0%	2	1.9%	5	0.9%
Allen	325	2.5%	8	20.0%	93	4.3%	224	2.1%
Bartholomew	38	2.6%	0	0.0%	13	2.8%	25	2.6%
Benton	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Blackford	2	0.7%	0	0.0%	0	0.0%	2	0.8%
Boone	25	1.0%	0	0.0%	5	1.5%	20	1.0%
Brown	7	1.5%	0	0.0%	2	2.4%	5	1.3%
Carroll	8	1.4%	0	0.0%	2	2.8%	6	1.2%
Cass	23	2.2%	1	12.5%	7	3.6%	15	1.8%
Clark	57	1.4%	1	14.3%	17	2.5%	39	1.1%
Clay	12	2.0%	1	20.0%	2	2.5%	9	1.8%
Clinton	17	1.9%	1	25.0%	1	0.7%	15	2.0%
Crawford	4	1.5%	0	0.0%	1	2.3%	3	1.4%
Daviess	16	3.1%	1	16.7%	6	7.0%	9	2.1%
Dearborn	22	1.6%	0	0.0%	6	2.9%	16	1.3%
Decatur	18	2.3%	0	0.0%	4	3.6%	14	2.1%
DeKalb	22	2.0%	1	25.0%	8	4.8%	13	1.4%
Delaware	51	1.4%	1	7.7%	15	2.6%	35	1.1%
Dubois	23	1.7%	1	25.0%	13	6.3%	9	0.8%
Elkhart	155	2.4%	3	11.5%	44	5.1%	108	1.9%
Fayette	2	0.5%	0	0.0%	0	0.0%	2	0.6%
Floyd	30	1.3%	0	0.0%	7	2.1%	23	1.1%
Fountain	2	0.6%	0	0.0%	1	2.1%	1	0.3%
Franklin	11	1.8%	0	0.0%	2	2.3%	9	1.7%

Table 10.4. Alcohol-impaired collisions in Indiana by severity and county, 2025 (continued)

County	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
Fulton	14	2.1%	0	0.0%	2	3.3%	12	2.0%
Gibson	20	2.1%	0	0.0%	7	4.7%	13	1.6%
Grant	31	1.4%	0	0.0%	8	2.9%	23	1.2%
Greene	16	1.8%	0	0.0%	4	2.8%	12	1.6%
Hamilton	147	1.7%	1	5.3%	31	2.9%	115	1.5%
Hancock	29	1.4%	2	33.3%	5	1.4%	22	1.3%
Harrison	11	1.0%	0	0.0%	2	1.2%	9	1.0%
Hendricks	73	1.4%	3	27.3%	15	2.2%	55	1.3%
Henry	22	2.3%	0	0.0%	8	4.1%	14	1.8%
Howard	30	1.3%	1	12.5%	9	2.0%	20	1.0%
Huntington	21	1.6%	1	14.3%	5	2.7%	15	1.3%
Jackson	26	1.6%	0	0.0%	5	2.6%	21	1.5%
Jasper	23	1.9%	0	0.0%	9	4.9%	14	1.3%
Jay	6	1.1%	0	0.0%	2	2.7%	4	0.9%
Jefferson	16	2.1%	0	0.0%	5	4.6%	11	1.7%
Jennings	13	2.1%	0	0.0%	6	7.0%	7	1.3%
Johnson	49	1.2%	1	12.5%	12	1.8%	36	1.1%
Knox	16	1.3%	0	0.0%	2	1.3%	14	1.3%
Kosciusko	40	1.7%	0	0.0%	9	2.6%	31	1.6%
LaGrange	30	3.0%	1	10.0%	4	3.3%	25	2.9%
Lake	247	1.6%	7	14.9%	74	2.9%	166	1.3%
La Porte	92	2.8%	3	21.4%	38	6.4%	51	1.9%
Lawrence	22	1.7%	1	20.0%	8	4.1%	13	1.2%
Madison	57	1.5%	0	0.0%	15	2.6%	42	1.3%
Marion	495	1.3%	14	14.3%	146	2.5%	335	1.1%
Marshall	33	1.9%	0	0.0%	9	4.0%	24	1.6%
Martin	2	1.3%	1	33.3%	1	4.3%	0	0.0%
Miami	19	1.7%	0	0.0%	5	2.8%	14	1.5%
Monroe	54	1.5%	0	0.0%	19	3.1%	35	1.2%
Montgomery	18	2.0%	1	16.7%	5	4.0%	12	1.6%
Morgan	33	2.2%	0	0.0%	10	3.8%	23	1.8%
Newton	7	2.0%	1	20.0%	1	2.2%	5	1.7%
Noble	15	1.2%	0	0.0%	5	2.8%	10	0.9%
Ohio	3	2.3%	0	0.0%	0	0.0%	3	2.6%
Orange	8	1.4%	0	0.0%	2	2.6%	6	1.2%
Owen	8	1.6%	1	33.3%	3	4.3%	4	0.9%
Parke	10	2.2%	0	0.0%	2	4.4%	8	2.0%
Perry	12	3.9%	0	0.0%	2	4.4%	10	3.9%

Table 10.4. Alcohol-impaired collisions in Indiana by severity and county, 2025 (continued)

County	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
Pike	0	0.0%	0	N/A	0	0.0%	0	0.0%
Porter	98	2.3%	0	0.0%	23	3.0%	75	2.2%
Posey	15	3.0%	0	0.0%	2	2.8%	13	3.0%
Pulaski	5	0.9%	0	0.0%	1	1.5%	4	0.9%
Putnam	12	1.3%	0	0.0%	5	3.8%	7	0.9%
Randolph	19	3.7%	0	0.0%	7	9.3%	12	2.8%
Ripley	11	1.7%	0	0.0%	6	5.4%	5	0.9%
Rush	7	2.0%	0	0.0%	3	4.1%	4	1.5%
St. Joseph	118	1.5%	4	19.0%	37	2.7%	77	1.2%
Scott	11	1.9%	2	40.0%	3	2.1%	6	1.4%
Shelby	22	1.5%	0	0.0%	5	2.0%	17	1.4%
Spencer	6	0.9%	0	0.0%	2	2.2%	4	0.7%
Starke	11	1.5%	1	12.5%	3	3.7%	7	1.1%
Steuben	17	1.0%	1	16.7%	5	3.8%	11	0.7%
Sullivan	2	0.6%	0	0.0%	1	2.2%	1	0.4%
Switzerland	0	0.0%	0	N/A	0	0.0%	0	0.0%
Tippecanoe	78	1.2%	0	0.0%	20	2.1%	58	1.1%
Tipton	6	1.8%	0	0.0%	3	4.2%	3	1.1%
Union	3	3.2%	0	0.0%	0	0.0%	3	3.7%
Vanderburgh	68	1.2%	0	0.0%	22	1.9%	46	1.0%
Vermillion	5	1.5%	1	33.3%	2	3.9%	2	0.7%
Vigo	49	1.6%	1	5.9%	12	2.0%	36	1.4%
Wabash	18	2.1%	0	0.0%	9	6.8%	9	1.3%
Warren	2	0.8%	1	25.0%	1	2.9%	0	0.0%
Warrick	27	1.8%	0	0.0%	5	2.1%	22	1.7%
Washington	16	2.4%	1	25.0%	9	9.1%	6	1.0%
Wayne	44	2.1%	0	0.0%	11	3.2%	33	1.8%
Wells	17	2.3%	0	0.0%	7	6.7%	10	1.6%
White	17	2.0%	0	0.0%	2	1.8%	15	2.0%
Whitley	17	1.8%	0	0.0%	3	1.9%	14	1.8%
Unknown	2	N/A	0	N/A	0	N/A	2	N/A

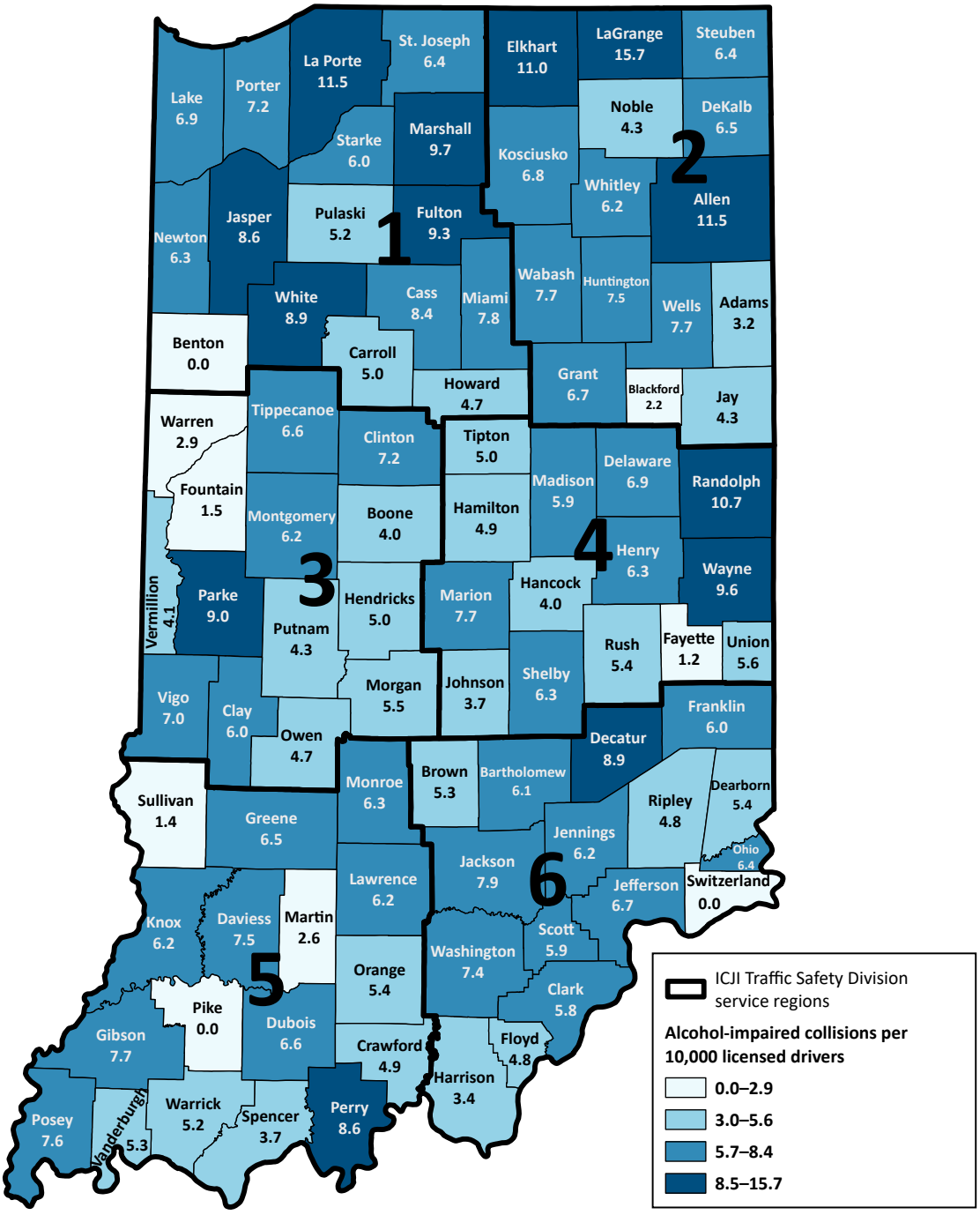
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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. BAC results greater than 0.59 g/dL are treated as invalid. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.
2) Non-fatal includes collisions with injuries defined as suspected-serious injury, suspected-minor injury, and possible.
3) Percent calculations represent the percent of total county collisions in each injury category (presented in Table 8.1) that are alcohol impaired.
4) Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table.

Map 10.4. Alcohol-impaired collisions in Indiana per 10,000 licensed drivers by county and ICJI Traffic Safety Division service region, 2025

Median rate = 6.2 Mean rate = 6.1 Minimum = 0.0 Maximum = 15.7



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, downloaded March 24, 2026.

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. BAC results greater than 0.59 g/dL are treated as invalid. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.

Speed-related collisions by county

Speed-related collisions accounted for 8.8% of all collisions in counties in 2025 and 25.8% of all fatal collisions that year (Table 10.5). The average number of speed-related collisions per county was 196. The average percentage of speed-related collisions was 8.3% (Map 10.5). Decatur (20.6%), LaGrange (15.5%), Newton (13.9%), and Shelby (13.1%) counties had the highest percentages of speed-related collisions. Posey and Knox counties (both 3.6%) had the lowest percentages of speed-related collisions.

Table 10.5. Speed-related collisions in Indiana by severity and county, 2025

	All collisions			Fatal		Non-fatal		Property-damage-only	
	Speed-related collisions	Speed-related as % of total collisions	County rank	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	18,005	8.8%	N/A	191	25.8%	4,004	12.5%	13,810	8.1%
All counties	17,998	8.8%	N/A	191	25.8%	4,003	12.5%	13,804	8.1%
Mean	196	8.3%	N/A	2	24.8%	44	12.9%	150	7.4%
Median	81	7.5%	N/A	1	21.8%	21	13.0%	56	6.9%
Minimum	4	3.6%	N/A	0	0.0%	1	4.3%	2	2.4%
Maximum	3,070	20.6%	N/A	26	100.0%	698	25.5%	2,346	19.9%
Adams	42	6.2%	67	1	50.0%	7	6.6%	34	6.0%
Allen	1,600	12.2%	8	17	42.5%	329	15.3%	1,254	11.5%
Bartholomew	161	11.2%	17	1	20.0%	44	9.4%	116	12.0%
Benton	9	8.9%	37	1	100.0%	2	12.5%	6	7.1%
Blackford	14	4.9%	83	0	0.0%	2	5.9%	12	4.8%
Boone	238	9.8%	27	5	38.5%	52	15.2%	181	8.7%
Brown	37	7.7%	45	0	0.0%	13	15.3%	24	6.1%
Carroll	38	6.6%	59	1	16.7%	10	13.9%	27	5.4%
Cass	108	10.6%	22	0	0.0%	27	13.9%	81	9.9%
Clark	274	6.5%	60	1	14.3%	73	10.8%	200	5.7%
Clay	50	8.4%	41	1	20.0%	11	13.8%	38	7.4%
Clinton	107	11.7%	10	2	50.0%	25	18.0%	80	10.4%
Crawford	18	6.9%	57	0	0.0%	6	14.0%	12	5.6%
Daviess	22	4.2%	87	0	0.0%	10	11.6%	12	2.8%
Dearborn	98	6.9%	56	0	0.0%	23	11.1%	75	6.3%
Decatur	163	20.6%	1	0	0.0%	28	25.5%	135	19.9%
DeKalb	110	10.1%	25	1	25.0%	31	18.5%	78	8.5%
Delaware	282	7.5%	47	4	30.8%	74	12.7%	204	6.5%
Dubois	99	7.3%	53	1	25.0%	32	15.5%	66	5.7%
Elkhart	666	10.2%	24	11	42.3%	109	12.6%	546	9.7%
Fayette	26	6.3%	65	1	50.0%	5	9.1%	20	5.6%
Floyd	143	6.1%	69	3	60.0%	28	8.4%	112	5.6%
Fountain	28	7.8%	43	1	100.0%	5	10.6%	22	7.0%
Franklin	73	11.7%	11	2	25.0%	18	20.5%	53	10.0%
Fulton	49	7.4%	51	1	25.0%	7	11.5%	41	6.8%
Gibson	87	9.2%	34	0	0.0%	29	19.5%	58	7.3%

Table 10.5. Speed-related collisions in Indiana by severity and county, 2025 (continued)

	All collisions			Fatal		Non-fatal		Property-damage-only	
	Speed-related collisions	Speed-related as % of total collisions	County rank	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
Grant	281	12.6%	5	2	40.0%	40	14.4%	239	12.2%
Greene	47	5.3%	80	1	16.7%	19	13.4%	27	3.7%
Hamilton	541	6.2%	68	6	31.6%	108	10.1%	427	5.6%
Hancock	157	7.5%	46	1	16.7%	26	7.4%	130	7.5%
Harrison	66	6.3%	64	0	0.0%	16	9.9%	50	5.6%
Hendricks	345	6.8%	58	4	36.4%	57	8.5%	284	6.5%
Henry	86	8.8%	39	1	33.3%	18	9.1%	67	8.7%
Howard	114	4.8%	84	2	25.0%	26	5.9%	86	4.5%
Huntington	125	9.5%	29	4	57.1%	24	12.8%	97	8.7%
Jackson	88	5.4%	78	1	14.3%	27	14.1%	60	4.2%
Jasper	117	9.5%	31	3	33.3%	26	14.1%	88	8.4%
Jay	29	5.3%	79	1	20.0%	10	13.7%	18	3.9%
Jefferson	40	5.2%	81	0	0.0%	11	10.2%	29	4.4%
Jennings	39	6.3%	63	2	33.3%	16	18.6%	21	4.0%
Johnson	288	7.1%	55	2	25.0%	64	9.8%	222	6.5%
Knox	46	3.6%	91	0	0.0%	9	6.0%	37	3.3%
Kosciusko	274	11.9%	9	0	0.0%	56	16.1%	218	11.3%
LaGrange	154	15.5%	2	5	50.0%	22	18.3%	127	14.7%
Lake	1,604	10.5%	23	13	27.7%	375	14.6%	1,216	9.6%
La Porte	399	12.2%	7	3	21.4%	92	15.5%	304	11.5%
Lawrence	75	5.9%	74	2	40.0%	27	14.0%	46	4.3%
Madison	367	9.7%	28	4	25.0%	66	11.3%	297	9.3%
Marion	3,070	8.3%	42	26	26.5%	698	11.8%	2,346	7.6%
Marshall	126	7.4%	50	3	27.3%	32	14.2%	91	6.2%
Martin	8	5.1%	82	1	33.3%	1	4.3%	6	4.6%
Miami	119	10.9%	20	1	25.0%	33	18.5%	85	9.4%
Monroe	322	8.8%	40	3	25.0%	98	15.8%	221	7.3%
Montgomery	55	6.2%	66	1	16.7%	15	11.9%	39	5.2%
Morgan	169	11.0%	19	0	0.0%	43	16.5%	126	10.0%
Newton	49	13.9%	3	1	20.0%	10	21.7%	38	12.6%
Noble	143	11.6%	14	1	16.7%	36	20.5%	106	10.1%
Ohio	8	6.0%	72	0	0.0%	3	21.4%	5	4.3%
Orange	27	4.7%	85	1	16.7%	9	11.5%	17	3.5%
Owen	29	5.8%	76	0	0.0%	9	12.9%	20	4.7%
Parke	42	9.3%	32	1	50.0%	8	17.8%	33	8.2%
Perry	33	10.7%	21	0	0.0%	6	13.3%	27	10.4%
Pike	17	5.9%	75	0	N/A	6	15.0%	11	4.4%
Porter	424	10.0%	26	2	16.7%	97	12.5%	325	9.5%

Table 10.5. Speed-related collisions in Indiana by severity and county, 2025 (continued)

	All collisions			Fatal		Non-fatal		Property-damage-only	
	Speed-related collisions	Speed-related as % of total collisions	County rank	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
Posey	18	3.6%	92	0	0.0%	5	6.9%	13	3.0%
Pulaski	22	4.1%	89	0	0.0%	4	6.1%	18	3.9%
Putnam	71	7.8%	44	1	33.3%	21	16.0%	49	6.3%
Randolph	38	7.4%	48	2	40.0%	9	12.0%	27	6.3%
Ripley	58	9.0%	35	1	25.0%	14	12.6%	43	8.1%
Rush	33	9.5%	30	1	20.0%	10	13.7%	22	8.2%
St. Joseph	907	11.6%	13	5	23.8%	182	13.1%	720	11.2%
Scott	35	6.0%	71	2	40.0%	15	10.3%	18	4.2%
Shelby	194	13.1%	4	1	50.0%	34	13.7%	159	12.9%
Spencer	39	5.6%	77	2	66.7%	5	5.5%	32	5.3%
Starke	64	8.9%	38	3	37.5%	15	18.5%	46	7.3%
Steuben	105	6.3%	61	0	0.0%	22	16.5%	83	5.5%
Sullivan	19	5.9%	73	3	60.0%	2	4.4%	14	5.1%
Switzerland	16	7.3%	52	0	N/A	2	7.1%	14	7.3%
Tippecanoe	780	12.3%	6	3	17.6%	154	16.1%	623	11.6%
Tipton	39	11.6%	12	0	0.0%	9	12.7%	30	11.5%
Union	4	4.2%	88	1	100.0%	1	8.3%	2	2.4%
Vanderburgh	222	3.9%	90	3	21.4%	59	5.2%	160	3.5%
Vermillion	30	9.0%	36	0	0.0%	10	19.6%	20	7.1%
Vigo	198	6.3%	62	3	17.6%	46	7.7%	149	5.9%
Wabash	96	11.2%	16	0	0.0%	21	15.9%	75	10.4%
Warren	23	9.3%	33	0	0.0%	6	17.1%	17	8.2%
Warrick	72	4.7%	86	1	20.0%	26	10.9%	45	3.5%
Washington	41	6.0%	70	2	50.0%	10	10.1%	29	5.0%
Wayne	154	7.2%	54	2	22.2%	28	8.0%	124	6.9%
Wells	55	7.4%	49	0	0.0%	13	12.4%	42	6.7%
White	97	11.3%	15	1	12.5%	19	17.4%	77	10.4%
Whitley	103	11.1%	18	1	20.0%	22	14.1%	80	10.4%
Unknown	7	5.0%	N/A	0	N/A	1	7.1%	6	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 March 12, 2026.

Notes:

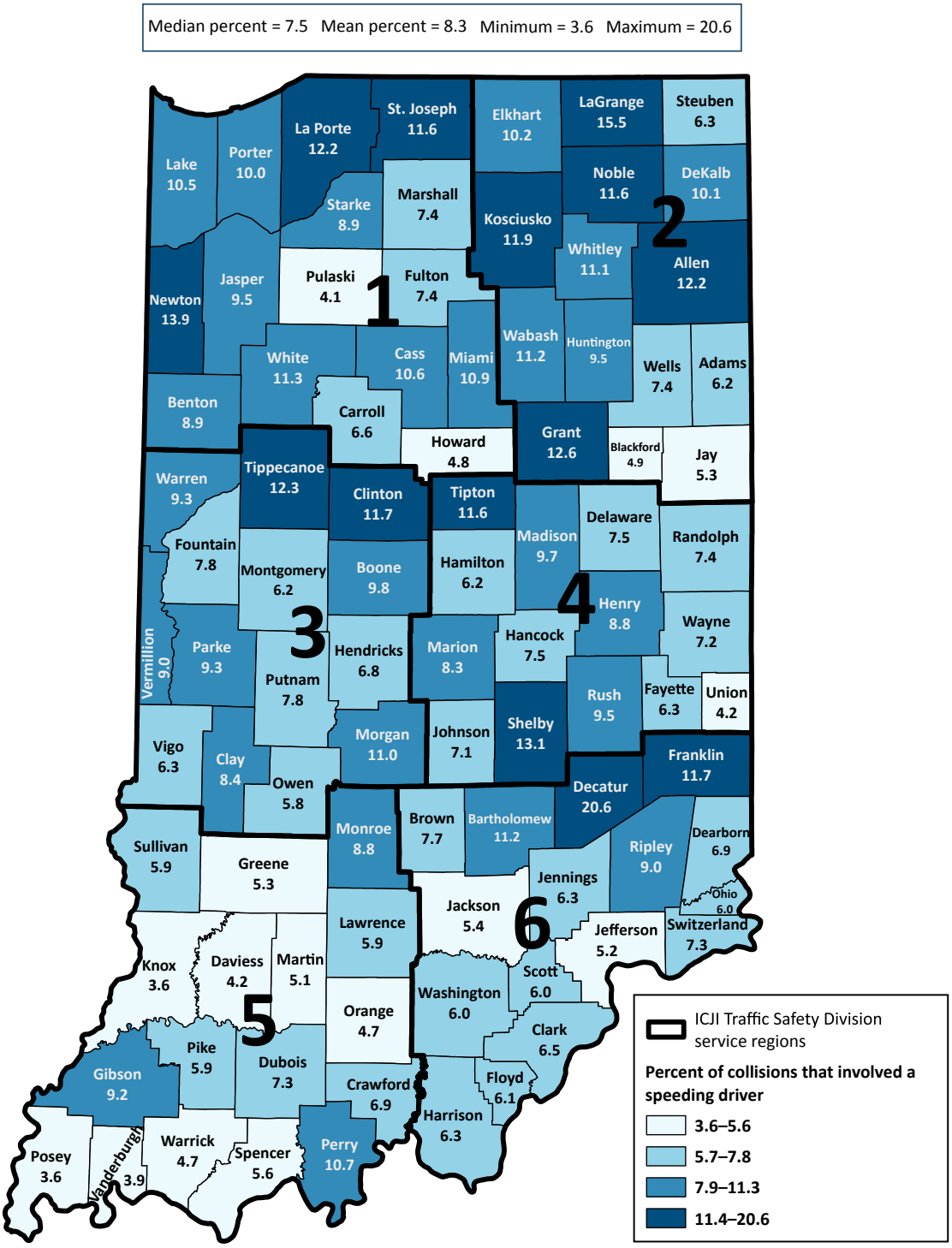
1) A collision is identified as speed-related if the crash report lists unsafe speed or speed too fast for weather conditions either as the primary or contributing factor of the collision, or if a vehicle driver is issued a speeding citation.

2) Percent calculations represent the percent of total county collisions in each injury category (presented in Table 10.1) that is speed-related.

3) Non-fatal includes collisions with injuries defined as suspected-serious injury, suspected-minor injury, and possible.

4) Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table.

Map 10.5. Percent of collisions in Indiana that were speed-related by county and ICJI Traffic Safety Division service region, 2025



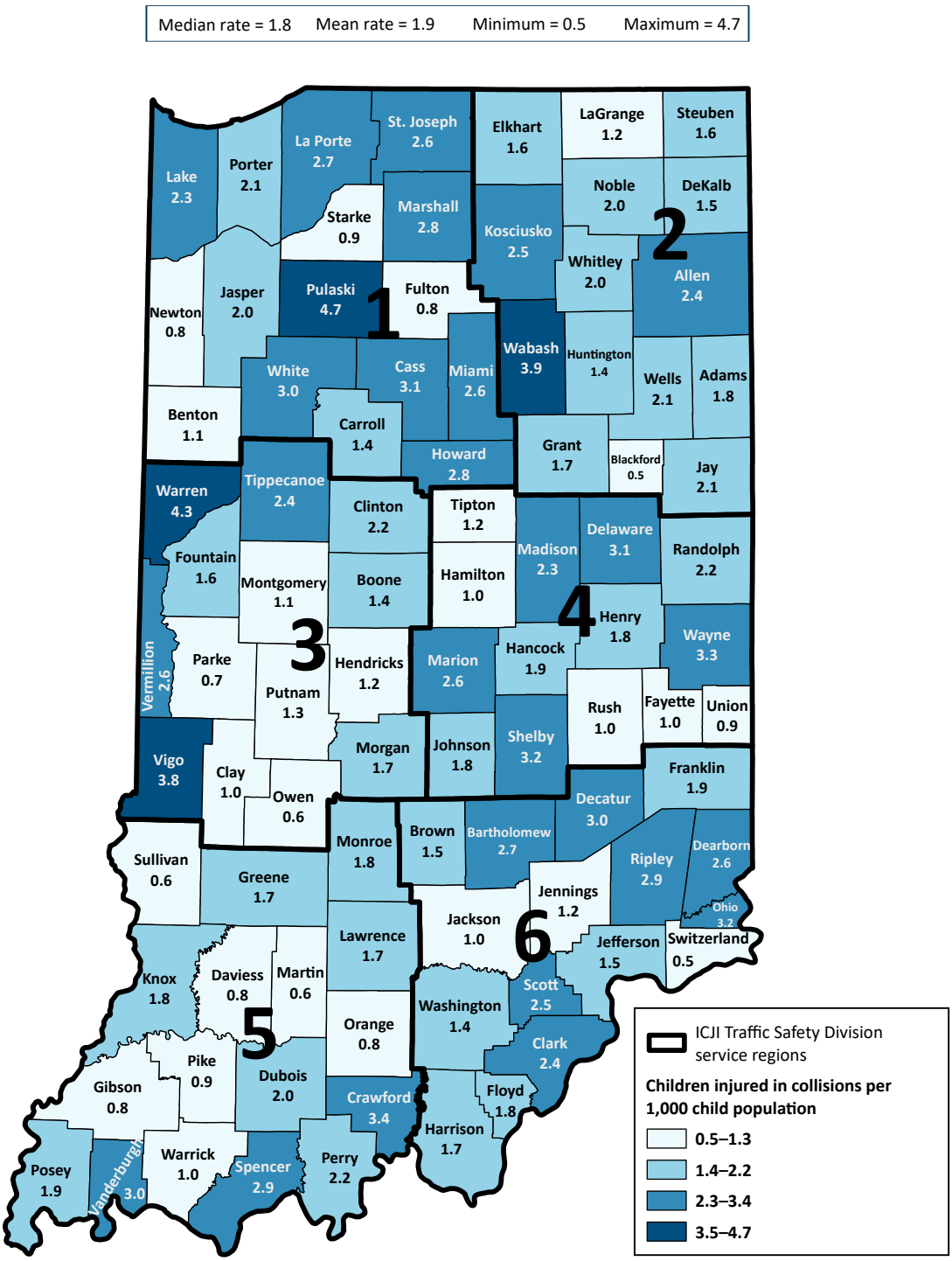
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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.

Children in collisions

In 2025, 2,758 children (ages 0–14) were injured in crashes in Indiana counties. The average rate of child injury in collisions per 1,000 child population was 1.9. Pulaski (4.7 per 1,000), Warren (4.3), Wabash (3.9), and Vigo (3.8) counties had the highest child injury rates (Map 10.6).

Map 10.6. Child injuries in collisions in Indiana per 1,000 child population by county and ICJI Traffic Safety Division service region, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and U.S. Census Bureau, 2024 age-specific county population estimates, downloaded March 6, 2026.

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

Young drivers in collisions by county

In 2025, 39,436 young drivers (aged 15–20) were involved in collisions in counties, accounting for 11.0% of drivers involved in collisions (Table 10.6). Marion (5,786), Allen (2,811), and Lake (2,432) counties had the highest numbers of young drivers involved in collisions. Ohio (18.7%) and Martin (17.7%) had the highest percentages of young drivers involved in collisions. The average county rate of young driver involvement in collisions was 93.3 per 1,000 licensed young drivers (Map 10.7). Counties with large university presence—Monroe (175.4), Tippecanoe (162.2), Delaware (175.1), and Vigo (138.5) counties—were among those with the highest rates of young driver involvement in collisions, continuing a pattern observed year to year during the past decade. The remaining counties with similarly high rates of young driver involvement were Vanderburgh (152.0), Marion (138.8), and Steuben (138.4).

Forty-six young drivers were killed in 2025, and 326 suffered suspected-serious injuries (Table 10.6). The greatest number of fatalities among young drivers were in Marion (4), Allen (3), Elkhart (3), and Hamilton (3) counties. Union (5.9%), Starke (2.7%), and Martin (2.4%) counties had the highest percentages of young drivers who were killed. Union and Martin counties recorded only one young driver fatality each, while Starke County recorded three.

Marion (36), St. Joseph (16), Allen (15), and Hamilton (14) counties had the highest numbers of young drivers who suffered suspected-serious injuries. Pike (5.8%) and Wabash (4.4%) counties had the highest percentages of young drivers who suffered these severe injuries.

Table 10.6. Young drivers in Indiana collisions by injury status and county, 2025

	All drivers in collisions	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	**360,137**	**39,469**	**11.0%**	**46**	**0.1%**	**326**	**0.8%**	**945**	**2.4%**	**2,225**	**5.6%**	**35,927**	**91.0%**
All counties	**359,884**	**39,436**	**11.0%**	**46**	**0.1%**	**326**	**0.8%**	**944**	**2.4%**	**2,224**	**5.6%**	**35,896**	**91.0%**
Mean	3,912	429	12.5%	1	0.3%	4	1.3%	10	3.3%	24	5.8%	390	89.3%
Median	1,443	182	12.3%	0	0.0%	2	1.1%	6	2.7%	11	5.7%	158	89.8%
Minimum	142	15	8.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	14	80.0%
Maximum	72,202	5,786	18.7%	4	5.9%	36	5.8%	84	11.4%	353	12.2%	5,309	97.3%
Adams	1,039	130	12.5%	1	0.8%	1	0.8%	2	1.5%	13	10.0%	113	86.9%
Allen	23,941	2,811	11.7%	3	0.1%	15	0.5%	59	2.1%	145	5.2%	2,589	92.1%
Bartholomew	2,465	344	14.0%	1	0.3%	6	1.7%	17	4.9%	41	11.9%	279	81.1%
Benton	146	15	10.3%	0	0.0%	0	0.0%	0	0.0%	1	6.7%	14	93.3%
Blackford	403	47	11.7%	0	0.0%	1	2.1%	2	4.3%	1	2.1%	43	91.5%
Boone	4,280	493	11.5%	0	0.0%	3	0.6%	10	2.0%	30	6.1%	450	91.3%
Brown	673	99	14.7%	0	0.0%	1	1.0%	8	8.1%	10	10.1%	80	80.8%
Carroll	760	97	12.8%	1	1.0%	2	2.1%	4	4.1%	9	9.3%	81	83.5%
Cass	1,705	202	11.8%	0	0.0%	3	1.5%	8	4.0%	21	10.4%	170	84.2%
Clark	7,705	757	9.8%	0	0.0%	7	0.9%	17	2.2%	42	5.5%	691	91.3%
Clay	958	84	8.8%	0	0.0%	1	1.2%	2	2.4%	4	4.8%	77	91.7%
Clinton	1,468	207	14.1%	0	0.0%	3	1.4%	8	3.9%	17	8.2%	179	86.5%
Crawford	348	35	10.1%	0	0.0%	1	2.9%	4	11.4%	2	5.7%	28	80.0%
Daviess	910	113	12.4%	1	0.9%	0	0.0%	5	4.4%	4	3.5%	103	91.2%
Dearborn	2,370	324	13.7%	1	0.3%	7	2.2%	9	2.8%	13	4.0%	294	90.7%
Decatur	1,235	145	11.7%	0	0.0%	3	2.1%	6	4.1%	3	2.1%	133	91.7%
DeKalb	1,631	190	11.6%	0	0.0%	0	0.0%	7	3.7%	16	8.4%	167	87.9%
Delaware	6,611	864	13.1%	1	0.1%	4	0.5%	22	2.5%	39	4.5%	798	92.4%
Dubois	2,235	305	13.6%	0	0.0%	1	0.3%	5	1.6%	21	6.9%	278	91.1%
Elkhart	11,529	1,385	12.0%	3	0.2%	9	0.6%	23	1.7%	61	4.4%	1,289	93.1%
Fayette	668	77	11.5%	0	0.0%	1	1.3%	2	2.6%	2	2.6%	72	93.5%
Floyd	4,365	556	12.7%	1	0.2%	3	0.5%	9	1.6%	22	4.0%	521	93.7%
Fountain	489	74	15.1%	1	1.4%	2	2.7%	1	1.4%	4	5.4%	66	89.2%
Franklin	882	137	15.5%	2	1.5%	2	1.5%	4	2.9%	8	5.8%	121	88.3%
Fulton	914	105	11.5%	1	1.0%	3	2.9%	1	1.0%	6	5.7%	94	89.5%
Gibson	1,488	195	13.1%	0	0.0%	0	0.0%	5	2.6%	14	7.2%	176	90.3%
Grant	3,759	392	10.4%	0	0.0%	1	0.3%	19	4.8%	15	3.8%	357	91.1%
Greene	1,235	172	13.9%	0	0.0%	0	0.0%	7	4.1%	14	8.1%	151	87.8%
Hamilton	16,507	2,096	12.7%	3	0.1%	14	0.7%	38	1.8%	76	3.6%	1,965	93.8%
Hancock	3,701	495	13.4%	1	0.2%	3	0.6%	7	1.4%	33	6.7%	451	91.1%
Harrison	1,631	219	13.4%	0	0.0%	6	2.7%	4	1.8%	10	4.6%	199	90.9%
Hendricks	9,286	1,220	13.1%	0	0.0%	5	0.4%	19	1.6%	48	3.9%	1,148	94.1%
Henry	1,557	181	11.6%	1	0.6%	2	1.1%	11	6.1%	22	12.2%	145	80.1%

Table 10.6. Young drivers in Indiana collisions by injury status and county, 20255 (continued)

	All drivers in collisions	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
Howard	4,194	487	11.6%	0	0.0%	3	0.6%	15	3.1%	38	7.8%	431	88.5%
Huntington	2,009	208	10.4%	0	0.0%	2	1.0%	5	2.4%	18	8.7%	183	88.0%
Jackson	2,699	318	11.8%	0	0.0%	2	0.6%	3	0.9%	18	5.7%	295	92.8%
Jasper	1,900	200	10.5%	1	0.5%	2	1.0%	4	2.0%	10	5.0%	183	91.5%
Jay	734	82	11.2%	0	0.0%	1	1.2%	3	3.7%	5	6.1%	73	89.0%
Jefferson	1,309	146	11.2%	0	0.0%	2	1.4%	11	7.5%	3	2.1%	130	89.0%
Jennings	980	149	15.2%	1	0.7%	3	2.0%	5	3.4%	9	6.0%	131	87.9%
Johnson	7,607	1,017	13.4%	2	0.2%	7	0.7%	24	2.4%	57	5.6%	927	91.2%
Knox	2,061	259	12.6%	0	0.0%	3	1.2%	5	1.9%	11	4.2%	240	92.7%
Kosciusko	3,668	452	12.3%	1	0.2%	8	1.8%	12	2.7%	22	4.9%	409	90.5%
LaGrange	1,422	182	12.8%	1	0.5%	2	1.1%	2	1.1%	9	4.9%	168	92.3%
Lake	28,852	2,432	8.4%	2	0.1%	9	0.4%	31	1.3%	133	5.5%	2,257	92.8%
La Porte	5,515	541	9.8%	0	0.0%	3	0.6%	23	4.3%	35	6.5%	480	88.7%
Lawrence	2,063	228	11.1%	0	0.0%	1	0.4%	5	2.2%	11	4.8%	211	92.5%
Madison	6,689	714	10.7%	0	0.0%	10	1.4%	14	2.0%	50	7.0%	640	89.6%
Marion	72,202	5,786	8.0%	4	0.1%	36	0.6%	84	1.5%	353	6.1%	5,309	91.8%
Marshall	2,485	312	12.6%	0	0.0%	9	2.9%	8	2.6%	19	6.1%	276	88.5%
Martin	237	42	17.7%	1	2.4%	0	0.0%	2	4.8%	4	9.5%	35	83.3%
Miami	1,616	184	11.4%	0	0.0%	3	1.6%	11	6.0%	15	8.2%	155	84.2%
Monroe	6,606	950	14.4%	0	0.0%	4	0.4%	31	3.3%	55	5.8%	860	90.5%
Montgomery	1,331	128	9.6%	0	0.0%	0	0.0%	4	3.1%	6	4.7%	118	92.2%
Morgan	2,471	365	14.8%	0	0.0%	3	0.8%	17	4.7%	25	6.8%	320	87.7%
Newton	480	60	12.5%	0	0.0%	2	3.3%	3	5.0%	5	8.3%	50	83.3%
Noble	1,782	204	11.4%	0	0.0%	5	2.5%	10	4.9%	8	3.9%	181	88.7%
Ohio	171	32	18.7%	0	0.0%	1	3.1%	1	3.1%	1	3.1%	29	90.6%
Orange	813	133	16.4%	0	0.0%	4	3.0%	13	9.8%	4	3.0%	112	84.2%
Owen	699	84	12.0%	0	0.0%	1	1.2%	5	6.0%	5	6.0%	73	86.9%
Parke	589	73	12.4%	0	0.0%	0	0.0%	1	1.4%	1	1.4%	71	97.3%
Perry	496	60	12.1%	0	0.0%	0	0.0%	1	1.7%	2	3.3%	57	95.0%
Pike	371	52	14.0%	0	0.0%	3	5.8%	1	1.9%	2	3.8%	46	88.5%
Porter	7,399	800	10.8%	0	0.0%	4	0.5%	27	3.4%	49	6.1%	720	90.0%
Posey	749	93	12.4%	1	1.1%	0	0.0%	5	5.4%	3	3.2%	84	90.3%
Pulaski	672	72	10.7%	0	0.0%	1	1.4%	0	0.0%	3	4.2%	68	94.4%
Putnam	1,344	149	11.1%	0	0.0%	0	0.0%	7	4.7%	9	6.0%	133	89.3%
Randolph	764	126	16.5%	0	0.0%	4	3.2%	6	4.8%	4	3.2%	112	88.9%
Ripley	980	135	13.8%	0	0.0%	2	1.5%	8	5.9%	11	8.1%	114	84.4%
Rush	502	62	12.4%	0	0.0%	0	0.0%	3	4.8%	4	6.5%	55	88.7%
St. Joseph	14,372	1,467	10.2%	2	0.1%	16	1.1%	27	1.8%	77	5.2%	1,345	91.7%
Scott	943	119	12.6%	0	0.0%	2	1.7%	7	5.9%	7	5.9%	103	86.6%

Table 10.6. Young drivers in Indiana collisions by injury status and county, 2025 (continued)

	All drivers in collisions	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
Shelby	2,292	270	11.8%	0	0.0%	4	1.5%	12	4.4%	16	5.9%	238	88.1%
Spencer	937	133	14.2%	1	0.8%	2	1.5%	9	6.8%	7	5.3%	114	85.7%
Starke	986	110	11.2%	3	2.7%	3	2.7%	1	0.9%	4	3.6%	99	90.0%
Steuben	2,399	241	10.0%	0	0.0%	1	0.4%	5	2.1%	12	5.0%	223	92.5%
Sullivan	491	80	16.3%	0	0.0%	0	0.0%	1	1.3%	5	6.3%	74	92.5%
Switzerland	279	46	16.5%	0	0.0%	1	2.2%	1	2.2%	2	4.3%	42	91.3%
Tippecanoe	11,516	1,468	12.7%	0	0.0%	8	0.5%	33	2.2%	67	4.6%	1,360	92.6%
Tipton	514	59	11.5%	0	0.0%	2	3.4%	2	3.4%	4	6.8%	51	86.4%
Union	142	17	12.0%	1	5.9%	0	0.0%	1	5.9%	0	0.0%	15	88.2%
Vanderburgh	10,834	1,292	11.9%	1	0.1%	1	0.1%	22	1.7%	91	7.0%	1,177	91.1%
Vermillion	497	63	12.7%	1	1.6%	2	3.2%	0	0.0%	6	9.5%	54	85.7%
Vigo	5,673	650	11.5%	1	0.2%	8	1.2%	15	2.3%	33	5.1%	593	91.2%
Wabash	1,330	182	13.7%	0	0.0%	8	4.4%	5	2.7%	8	4.4%	161	88.5%
Warren	308	45	14.6%	0	0.0%	1	2.2%	1	2.2%	4	8.9%	39	86.7%
Warrick	2,550	371	14.5%	0	0.0%	7	1.9%	9	2.4%	24	6.5%	331	89.2%
Washington	979	126	12.9%	0	0.0%	1	0.8%	4	3.2%	7	5.6%	114	90.5%
Wayne	3,647	320	8.8%	0	0.0%	2	0.6%	14	4.4%	33	10.3%	271	84.7%
Wells	1,102	136	12.3%	0	0.0%	2	1.5%	10	7.4%	7	5.1%	117	86.0%
White	1,275	150	11.8%	0	0.0%	3	2.0%	4	2.7%	12	8.0%	131	87.3%
Whitley	1,463	208	14.2%	0	0.0%	2	1.0%	6	2.9%	14	6.7%	186	89.4%
Unknown	253	33	13.0%	0	0.0%	0	0.0%	1	3.0%	1	3.0%	31	93.9%

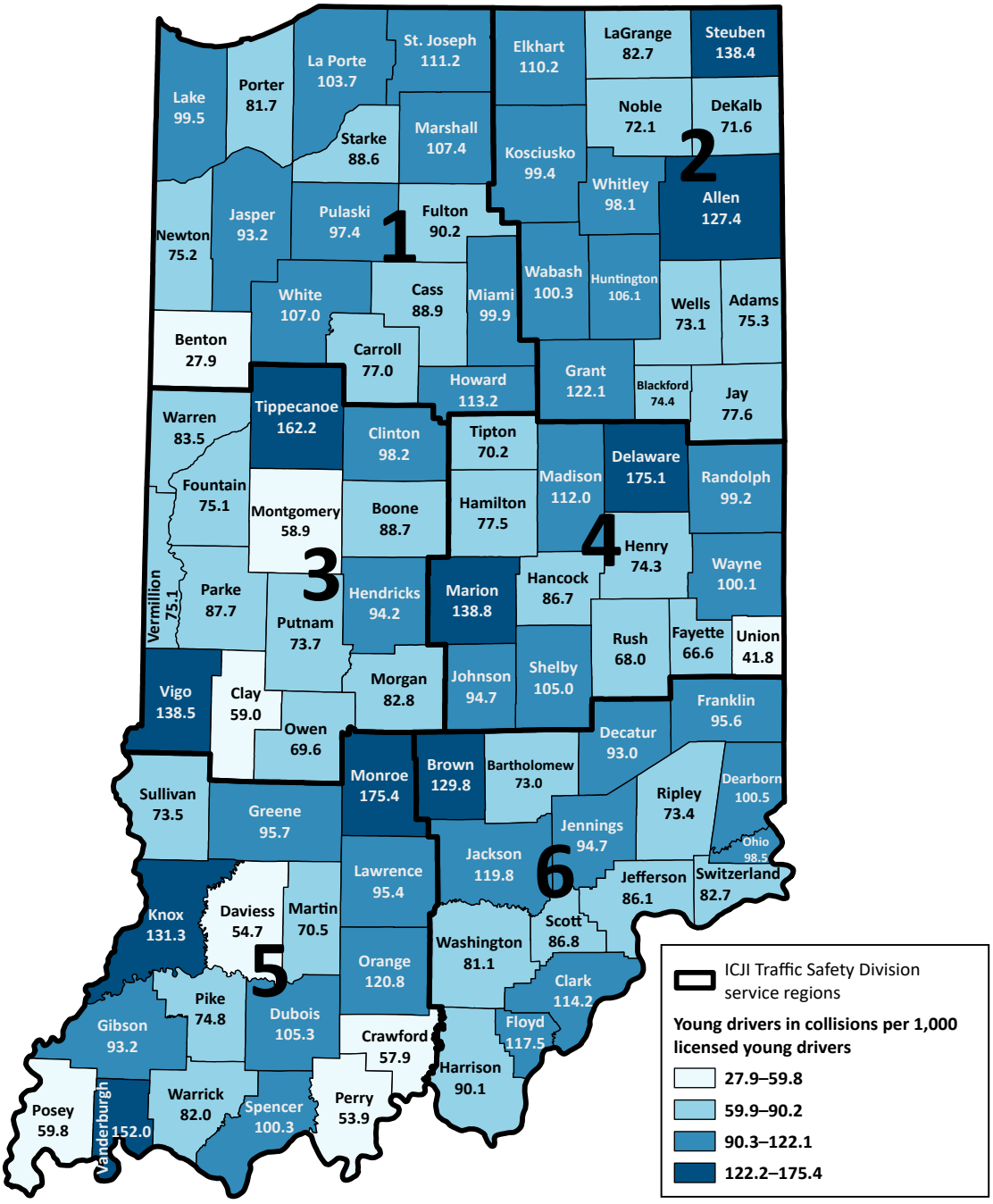
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

1) Young drivers are drivers aged 15–20.
2) The count of total drivers includes records with unknown or invalid ages.
3) Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table.

Map 10.7. Young drivers involved in collisions in Indiana per 1,000 licensed young drivers by county and ICJI Traffic Safety Division service region, 2025

Median rate = 91.6 Mean rate = 93.3 Minimum = 27.9 Maximum = 175.4



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, Licensed drivers, downloaded March 24, 2026.

Note: Young drivers are drivers aged 15–20.

Older drivers in collisions by county

In 2025, 41,142 older drivers (ages 65+) were involved in collisions in Indiana counties, accounting for 11.4% of all drivers involved in collisions (Table 10.7). Marion (5,468), Lake (3,339), and Allen (2,472) counties had the highest numbers of older drivers in collisions. Jefferson (19.6%) and Fayette (18.9%) counties had the highest percentages of older drivers involved in collisions. The average county rate of older driver involvement in collisions was 30.7 per 1,000 licensed older drivers (Map 10.8). Knox (50.1), Marion (47.8), and Vanderburgh (47.3) counties had the highest rates.

One hundred and eighteen older drivers in Indiana counties were killed in 2025, and 444 suffered suspected-serious injuries (Table 10.7). Lake and Vigo counties had the highest number of older driver fatalities, with 7 deaths each. Marion County recorded 6 deaths. Ohio (4.5%) and Rush (4.3%) counties had the highest percentages of older drivers who were killed.

Table 10.7. Older drivers in Indiana collisions by injury status and county, 2025

	All drivers in collisions	Older 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	**360,137**	**41,169**	**11.4%**	**118**	**0.3%**	**444**	**1.1%**	**1,010**	**2.5%**	**3,041**	**7.4%**	**36,556**	**88.8%**
All counties	**359,884**	**41,142**	**11.4%**	**118**	**0.3%**	**444**	**1.1%**	**1,010**	**2.5%**	**3,038**	**7.4%**	**36,532**	**88.8%**
Mean	3,912	447	13.4%	1	0.7%	5	1.4%	11	3.1%	33	7.3%	397	87.5%
Median	1,443	200	13.2%	1	0.3%	3	1.2%	6	2.7%	14	7.2%	176	88.4%
Minimum	142	20	7.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	16	71.4%
Maximum	72,202	5,468	19.6%	7	4.5%	50	5.7%	99	14.3%	430	16.2%	4,883	94.9%
Adams	1,039	183	17.6%	1	0.5%	1	0.5%	7	3.8%	10	5.5%	164	89.6%
Allen	23,941	2,472	10.3%	4	0.2%	24	1.0%	63	2.5%	195	7.9%	2,186	88.4%
Bartholomew	2,465	296	12.0%	0	0.0%	7	2.4%	15	5.1%	48	16.2%	226	76.4%
Benton	146	20	13.7%	0	0.0%	1	5.0%	1	5.0%	2	10.0%	16	80.0%
Blackford	403	54	13.4%	0	0.0%	0	0.0%	2	3.7%	5	9.3%	47	87.0%
Boone	4,280	371	8.7%	1	0.3%	3	0.8%	12	3.2%	28	7.5%	327	88.1%
Brown	673	106	15.8%	1	0.9%	2	1.9%	6	5.7%	5	4.7%	92	86.8%
Carroll	760	100	13.2%	1	1.0%	0	0.0%	4	4.0%	6	6.0%	89	89.0%
Cass	1,705	211	12.4%	2	0.9%	4	1.9%	5	2.4%	19	9.0%	181	85.8%
Clark	7,705	951	12.3%	1	0.1%	8	0.8%	21	2.2%	71	7.5%	850	89.4%
Clay	958	137	14.3%	1	0.7%	1	0.7%	5	3.6%	6	4.4%	124	90.5%
Clinton	1,468	153	10.4%	1	0.7%	2	1.3%	2	1.3%	3	2.0%	145	94.8%
Crawford	348	42	12.1%	1	2.4%	1	2.4%	6	14.3%	4	9.5%	30	71.4%
Daviess	910	133	14.6%	1	0.8%	1	0.8%	2	1.5%	6	4.5%	123	92.5%
Dearborn	2,370	348	14.7%	2	0.6%	3	0.9%	8	2.3%	24	6.9%	311	89.4%
Decatur	1,235	157	12.7%	0	0.0%	1	0.6%	6	3.8%	7	4.5%	143	91.1%
DeKalb	1,631	232	14.2%	1	0.4%	2	0.9%	7	3.0%	12	5.2%	210	90.5%
Delaware	6,611	843	12.8%	1	0.1%	11	1.3%	16	1.9%	63	7.5%	752	89.2%
Dubois	2,235	346	15.5%	0	0.0%	5	1.4%	16	4.6%	24	6.9%	301	87.0%
Elkhart	11,529	1,323	11.5%	5	0.4%	16	1.2%	23	1.7%	76	5.7%	1,203	90.9%
Fayette	668	126	18.9%	0	0.0%	0	0.0%	3	2.4%	6	4.8%	117	92.9%
Floyd	4,365	602	13.8%	0	0.0%	2	0.3%	15	2.5%	43	7.1%	542	90.0%
Fountain	489	64	13.1%	0	0.0%	0	0.0%	0	0.0%	5	7.8%	59	92.2%
Franklin	882	127	14.4%	3	2.4%	5	3.9%	5	3.9%	12	9.4%	102	80.3%
Fulton	914	136	14.9%	0	0.0%	2	1.5%	2	1.5%	3	2.2%	129	94.9%
Gibson	1,488	177	11.9%	0	0.0%	1	0.6%	8	4.5%	18	10.2%	150	84.7%
Grant	3,759	534	14.2%	1	0.2%	9	1.7%	11	2.1%	26	4.9%	487	91.2%
Greene	1,235	191	15.5%	1	0.5%	2	1.0%	9	4.7%	20	10.5%	159	83.2%
Hamilton	16,507	1,951	11.8%	3	0.2%	13	0.7%	37	1.9%	112	5.7%	1,786	91.5%
Hancock	3,701	400	10.8%	1	0.3%	5	1.3%	7	1.8%	37	9.3%	350	87.5%
Harrison	1,631	254	15.6%	0	0.0%	5	2.0%	7	2.8%	15	5.9%	227	89.4%
Hendricks	9,286	1,080	11.6%	1	0.1%	16	1.5%	20	1.9%	66	6.1%	977	90.5%
Henry	1,557	233	15.0%	0	0.0%	3	1.3%	9	3.9%	22	9.4%	199	85.4%

Table 10.7. Older drivers in Indiana collisions by injury status and county, 2025 (continued)

	All drivers in collisions	Older 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
Howard	4,194	703	16.8%	0	0.0%	6	0.9%	15	2.1%	48	6.8%	634	90.2%
Huntington	2,009	304	15.1%	1	0.3%	0	0.0%	11	3.6%	23	7.6%	269	88.5%
Jackson	2,699	343	12.7%	1	0.3%	8	2.3%	10	2.9%	21	6.1%	303	88.3%
Jasper	1,900	205	10.8%	2	1.0%	5	2.4%	6	2.9%	11	5.4%	181	88.3%
Jay	734	92	12.5%	1	1.1%	2	2.2%	2	2.2%	6	6.5%	81	88.0%
Jefferson	1,309	256	19.6%	0	0.0%	5	2.0%	2	0.8%	7	2.7%	242	94.5%
Jennings	980	124	12.7%	0	0.0%	1	0.8%	4	3.2%	9	7.3%	110	88.7%
Johnson	7,607	865	11.4%	1	0.1%	10	1.2%	23	2.7%	59	6.8%	772	89.2%
Knox	2,061	330	16.0%	0	0.0%	3	0.9%	5	1.5%	26	7.9%	296	89.7%
Kosciusko	3,668	481	13.1%	4	0.8%	3	0.6%	10	2.1%	43	8.9%	421	87.5%
LaGrange	1,422	218	15.3%	3	1.4%	2	0.9%	2	0.9%	14	6.4%	197	90.4%
Lake	28,852	3,339	11.6%	7	0.2%	32	1.0%	55	1.6%	270	8.1%	2,975	89.1%
La Porte	5,515	726	13.2%	0	0.0%	8	1.1%	25	3.4%	52	7.2%	641	88.3%
Lawrence	2,063	371	18.0%	1	0.3%	5	1.3%	8	2.2%	19	5.1%	338	91.1%
Madison	6,689	952	14.2%	1	0.1%	16	1.7%	30	3.2%	67	7.0%	838	88.0%
Marion	72,202	5,468	7.6%	6	0.1%	50	0.9%	99	1.8%	430	7.9%	4,883	89.3%
Marshall	2,485	317	12.8%	4	1.3%	2	0.6%	10	3.2%	27	8.5%	274	86.4%
Martin	237	43	18.1%	1	2.3%	1	2.3%	2	4.7%	1	2.3%	38	88.4%
Miami	1,616	194	12.0%	0	0.0%	3	1.5%	10	5.2%	14	7.2%	167	86.1%
Monroe	6,606	678	10.3%	1	0.1%	9	1.3%	18	2.7%	34	5.0%	616	90.9%
Montgomery	1,331	192	14.4%	2	1.0%	3	1.6%	5	2.6%	12	6.3%	170	88.5%
Morgan	2,471	353	14.3%	1	0.3%	7	2.0%	8	2.3%	26	7.4%	311	88.1%
Newton	480	41	8.5%	1	2.4%	0	0.0%	2	4.9%	5	12.2%	33	80.5%
Noble	1,782	208	11.7%	2	1.0%	3	1.4%	5	2.4%	20	9.6%	178	85.6%
Ohio	171	22	12.9%	1	4.5%	0	0.0%	1	4.5%	0	0.0%	20	90.9%
Orange	813	119	14.6%	2	1.7%	2	1.7%	5	4.2%	4	3.4%	106	89.1%
Owen	699	93	13.3%	2	2.2%	0	0.0%	6	6.5%	5	5.4%	80	86.0%
Parke	589	88	14.9%	1	1.1%	2	2.3%	3	3.4%	2	2.3%	80	90.9%
Perry	496	79	15.9%	0	0.0%	1	1.3%	3	3.8%	8	10.1%	67	84.8%
Pike	371	40	10.8%	0	0.0%	1	2.5%	0	0.0%	5	12.5%	34	85.0%
Porter	7,399	1,023	13.8%	3	0.3%	10	1.0%	35	3.4%	96	9.4%	879	85.9%
Posey	749	94	12.6%	1	1.1%	2	2.1%	9	9.6%	9	9.6%	73	77.7%
Pulaski	672	79	11.8%	1	1.3%	0	0.0%	4	5.1%	5	6.3%	69	87.3%
Putnam	1,344	158	11.8%	0	0.0%	2	1.3%	0	0.0%	16	10.1%	140	88.6%
Randolph	764	85	11.1%	0	0.0%	2	2.4%	1	1.2%	5	5.9%	77	90.6%
Ripley	980	137	14.0%	2	1.5%	3	2.2%	5	3.6%	11	8.0%	116	84.7%
Rush	502	69	13.7%	3	4.3%	2	2.9%	1	1.4%	10	14.5%	53	76.8%
St. Joseph	14,372	1,583	11.0%	4	0.3%	13	0.8%	41	2.6%	129	8.1%	1,396	88.2%
Scott	943	121	12.8%	0	0.0%	1	0.8%	6	5.0%	16	13.2%	98	81.0%

Table 10.7. Older drivers in Indiana collisions by injury status and county, 2025 (continued)

	All drivers in collisions	Older 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
Shelby	2,292	289	12.6%	0	0.0%	2	0.7%	13	4.5%	21	7.3%	253	87.5%
Spencer	937	95	10.1%	0	0.0%	0	0.0%	2	2.1%	3	3.2%	90	94.7%
Starke	986	125	12.7%	0	0.0%	5	4.0%	6	4.8%	9	7.2%	105	84.0%
Steuben	2,399	326	13.6%	1	0.3%	1	0.3%	7	2.1%	12	3.7%	305	93.6%
Sullivan	491	67	13.6%	2	3.0%	3	4.5%	2	3.0%	6	9.0%	54	80.6%
Switzerland	279	37	13.3%	0	0.0%	0	0.0%	0	0.0%	4	10.8%	33	89.2%
Tippecanoe	11,516	1,066	9.3%	2	0.2%	10	0.9%	24	2.3%	79	7.4%	951	89.2%
Tipton	514	62	12.1%	2	3.2%	0	0.0%	1	1.6%	6	9.7%	53	85.5%
Union	142	21	14.8%	0	0.0%	1	4.8%	1	4.8%	2	9.5%	17	81.0%
Vanderburgh	10,834	1,455	13.4%	2	0.1%	7	0.5%	36	2.5%	125	8.6%	1,285	88.3%
Vermillion	497	76	15.3%	0	0.0%	3	3.9%	5	6.6%	4	5.3%	64	84.2%
Vigo	5,673	730	12.9%	7	1.0%	12	1.6%	14	1.9%	69	9.5%	628	86.0%
Wabash	1,330	229	17.2%	0	0.0%	3	1.3%	8	3.5%	10	4.4%	208	90.8%
Warren	308	35	11.4%	1	2.9%	2	5.7%	2	5.7%	3	8.6%	27	77.1%
Warrick	2,550	397	15.6%	1	0.3%	2	0.5%	12	3.0%	22	5.5%	360	90.7%
Washington	979	140	14.3%	1	0.7%	3	2.1%	2	1.4%	9	6.4%	125	89.3%
Wayne	3,647	470	12.9%	0	0.0%	3	0.6%	15	3.2%	43	9.1%	409	87.0%
Wells	1,102	172	15.6%	4	2.3%	0	0.0%	4	2.3%	17	9.9%	147	85.5%
White	1,275	192	15.1%	1	0.5%	2	1.0%	4	2.1%	12	6.3%	173	90.1%
Whitley	1,463	212	14.5%	0	0.0%	4	1.9%	5	2.4%	18	8.5%	185	87.3%
Unknown	253	27	10.7%	0	0.0%	0	0.0%	0	0.0%	3	11.1%	24	88.9%

Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Notes:

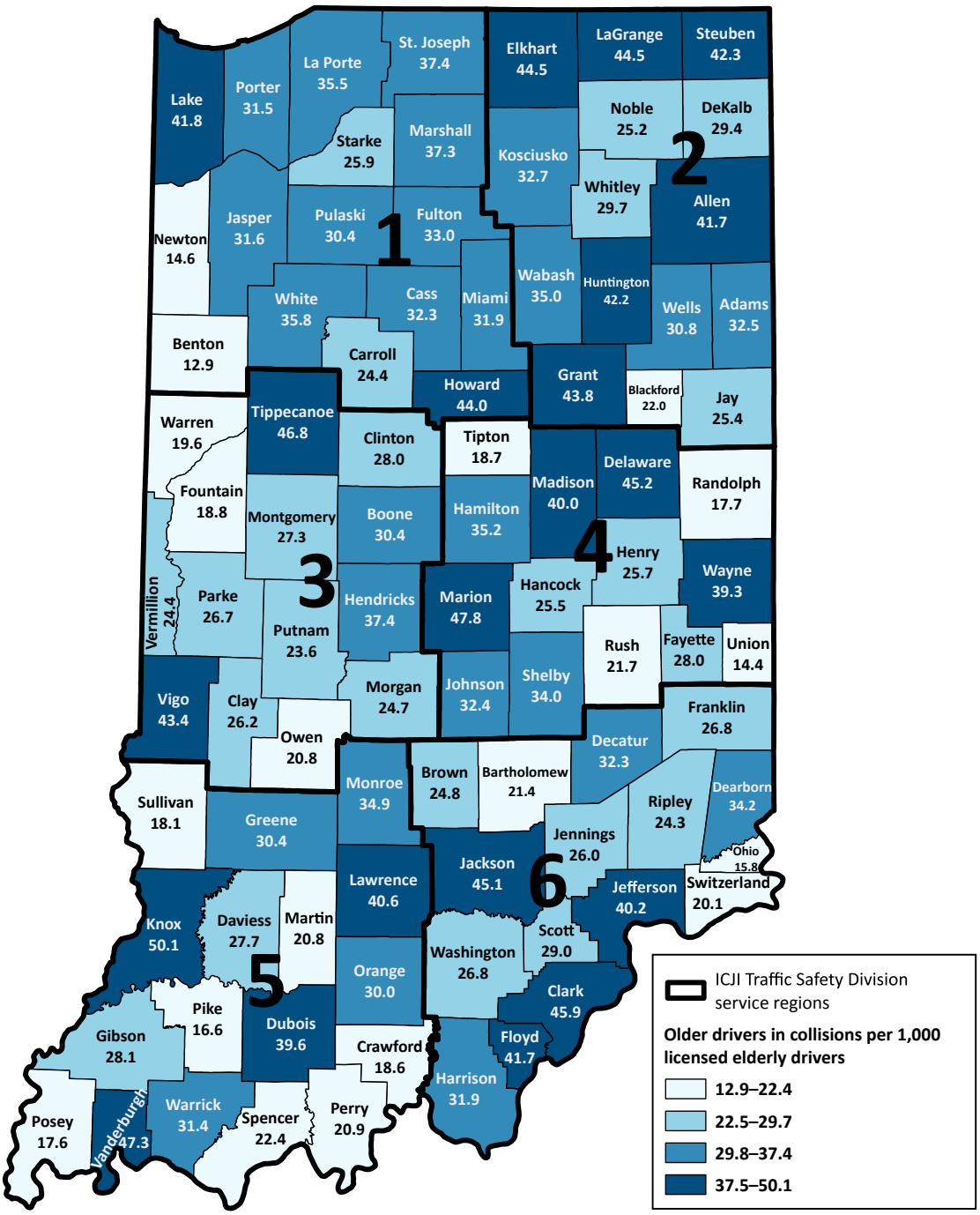
1) Older drivers are drivers aged 65–109. Drivers with ages greater than 109 are treated as invalid.

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

3) Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table

Map 10.8. Older drivers involved in collisions in Indiana per 1,000 licensed older drivers by county and ICJI Traffic Safety Division service region, 2025

Median rate = 30.4 Mean rate = 30.7 Minimum = 12.9 Maximum = 50.1



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026, and Indiana Bureau of Motor Vehicles, Licensed drivers, downloaded March 24, 2026.

Note: Older drivers are drivers aged 65–109.

Restraint use in collisions by county

In 2025, 8.2% of passenger-vehicle occupants in collisions in Indiana counties were unrestrained. The average among counties was 9.9% unrestrained. Over half (54.5%) of passenger-vehicle occupants who were killed in collisions were unrestrained. About one third (32.4%) of individuals who suffered suspected-serious injuries were unrestrained (Table 10.8). The average county percentage of unrestrained injured passenger-vehicle occupants per 1,000 licensed older drivers in collisions was 20.2% (Map 10.9). Ohio (64.7%), Warren (44.1%), Daviess (43.8%), and Clay (43.5%) counties had the highest percentages of unrestrained injured occupants.

Table 10.8. Passenger-vehicle drivers and passengers in collisions in Indiana by injury status, known restraint use, and county, 2025

	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	**247,685**	**20,315**	**8.2%**	**433**	**236**	**54.5%**	**2,774**	**900**	**32.4%**	**6,542**	**1,310**	**20.0%**	**24,339**	**3,296**	**13.5%**
All counties	**247,529**	**20,302**	**8.2%**	**433**	**236**	**54.5%**	**2,774**	**900**	**32.4%**	**6,540**	**1,310**	**20.0%**	**24,322**	**3,293**	**13.5%**
Mean	2,691	221	9.9%	5	3	54.0%	30	10	35.1%	71	14	21.5%	264	36	16.1%
Median	965	83	8.7%	3	2	50.0%	17	5	33.3%	34	7	18.1%	88	13	12.6%
Minimum	87	13	3.0%	0	0	0.0%	0	0	0.0%	4	0	0.0%	6	1	4.9%
Maximum	42,221	6,655	29.4%	46	32	100.0%	413	175	100.0%	856	284	58.3%	4,487	1,091	50.0%
Adams	749	53	7.1%	3	0	0.0%	12	3	25.0%	28	9	32.1%	76	12	15.8%
Allen	16,469	1,151	7.0%	22	14	63.6%	144	59	41.0%	417	89	21.3%	1,751	201	11.5%
Bartholomew	2,082	179	8.6%	4	3	75.0%	38	14	36.8%	122	22	18.0%	398	40	10.1%
Benton	87	19	21.8%	1	1	100.0%	1	0	0.0%	5	0	0.0%	14	2	14.3%
Blackford	297	15	5.1%	0	0	N/A	0	0	N/A	9	1	11.1%	23	2	8.7%
Boone	2,565	292	11.4%	7	6	85.7%	37	18	48.6%	72	21	29.2%	262	37	14.1%
Brown	437	42	9.6%	1	0	0.0%	13	6	46.2%	24	2	8.3%	49	7	14.3%
Carroll	568	54	9.5%	3	0	0.0%	11	3	27.3%	22	4	18.2%	51	3	5.9%
Cass	1,108	137	12.4%	6	2	33.3%	24	13	54.2%	50	16	32.0%	141	32	22.7%
Clark	5,390	273	5.1%	4	3	75.0%	62	18	29.0%	130	23	17.7%	537	35	6.5%
Clay	509	93	18.3%	2	2	100.0%	8	3	37.5%	19	8	42.1%	33	14	42.4%
Clinton	970	80	8.2%	3	3	100.0%	17	3	17.6%	35	6	17.1%	86	9	10.5%
Crawford	189	41	21.7%	2	0	0.0%	1	1	100.0%	17	5	29.4%	26	8	30.8%
Daviess	377	111	29.4%	3	3	100.0%	12	11	91.7%	26	9	34.6%	55	19	34.5%
Dearborn	1,483	115	7.8%	3	1	33.3%	23	10	43.5%	50	12	24.0%	147	18	12.2%
Decatur	883	43	4.9%	2	1	50.0%	23	5	21.7%	40	5	12.5%	62	5	8.1%
DeKalb	1,252	98	7.8%	3	2	66.7%	13	4	30.8%	54	10	18.5%	114	9	7.9%
Delaware	5,016	301	6.0%	6	5	83.3%	71	18	25.4%	136	20	14.7%	462	47	10.2%
Dubois	1,652	79	4.8%	2	2	100.0%	13	1	7.7%	52	6	11.5%	167	20	12.0%
Elkhart	8,500	438	5.2%	13	5	38.5%	81	22	27.2%	174	25	14.4%	675	61	9.0%
Fayette	396	75	18.9%	1	0	0.0%	5	1	20.0%	10	1	10.0%	31	12	38.7%
Floyd	3,424	132	3.9%	3	1	33.3%	24	3	12.5%	65	10	15.4%	305	21	6.9%
Fountain	284	42	14.8%	0	0	N/A	6	3	50.0%	6	2	33.3%	34	7	20.6%
Franklin	603	55	9.1%	6	5	83.3%	7	3	42.9%	19	4	21.1%	55	7	12.7%
Fulton	452	63	13.9%	5	1	20.0%	13	5	38.5%	12	7	58.3%	31	3	9.7%
Gibson	1,006	77	7.7%	2	2	100.0%	12	5	41.7%	32	5	15.6%	92	18	19.6%
Grant	2,192	334	15.2%	3	2	66.7%	36	13	36.1%	79	28	35.4%	155	42	27.1%
Greene	726	110	15.2%	3	2	66.7%	18	8	44.4%	37	9	24.3%	74	17	23.0%
Hamilton	13,003	601	4.6%	12	7	58.3%	81	20	24.7%	244	36	14.8%	838	67	8.0%
Hancock	2,635	184	7.0%	3	1	33.3%	35	6	17.1%	57	13	22.8%	292	32	11.0%
Harrison	859	126	14.7%	1	1	100.0%	11	5	45.5%	31	14	45.2%	95	30	31.6%
Hendricks	4,888	576	11.8%	7	3	42.9%	50	19	38.0%	113	18	15.9%	454	86	18.9%
Henry	1,090	120	11.0%	1	1	100.0%	24	10	41.7%	46	13	28.3%	143	22	15.4%
Howard	1,797	407	22.6%	3	1	33.3%	30	11	36.7%	83	27	32.5%	263	67	25.5%
Huntington	1,451	65	4.5%	4	3	75.0%	12	6	50.0%	49	7	14.3%	150	10	6.7%

Table 10.8. Passenger-vehicle drivers and passengers in collisions in Indiana by injury status, known restraint use, and county, 2025 (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
Jackson	1,401	118	8.4%	2	2	100.0%	18	10	55.6%	44	15	34.1%	120	12	10.0%
Jasper	1,285	81	6.3%	4	1	25.0%	22	9	40.9%	45	7	15.6%	136	14	10.3%
Jay	599	50	8.3%	5	4	80.0%	12	4	33.3%	20	3	15.0%	56	9	16.1%
Jefferson	842	107	12.7%	1	0	0.0%	16	3	18.8%	26	3	11.5%	71	8	11.3%
Jennings	603	120	19.9%	4	2	50.0%	20	9	45.0%	17	8	47.1%	46	13	28.3%
Johnson	4,841	453	9.4%	8	3	37.5%	52	16	30.8%	126	30	23.8%	444	79	17.8%
Knox	1,318	197	14.9%	0	0	N/A	14	4	28.6%	23	6	26.1%	105	25	23.8%
Kosciusko	2,969	96	3.2%	6	2	33.3%	37	7	18.9%	79	6	7.6%	284	16	5.6%
LaGrange	1,131	51	4.5%	4	2	50.0%	15	4	26.7%	18	2	11.1%	92	9	9.8%
Lake	21,422	1,067	5.0%	28	15	53.6%	202	51	25.2%	416	57	13.7%	2,168	215	9.9%
La Porte	4,510	165	3.7%	7	2	28.6%	63	12	19.0%	154	20	13.0%	487	34	7.0%
Lawrence	1,443	110	7.6%	4	1	25.0%	23	10	43.5%	44	10	22.7%	113	12	10.6%
Madison	5,105	326	6.4%	8	3	37.5%	71	25	35.2%	126	23	18.3%	466	48	10.3%
Marion	42,221	6,655	15.8%	46	32	69.6%	413	175	42.4%	856	284	33.2%	4,487	1,091	24.3%
Marshall	1,500	153	10.2%	7	2	28.6%	23	7	30.4%	43	15	34.9%	152	28	18.4%
Martin	120	13	10.8%	2	0	0.0%	3	1	33.3%	11	2	18.2%	11	1	9.1%
Miami	857	85	9.9%	4	1	25.0%	14	5	35.7%	45	7	15.6%	84	14	16.7%
Monroe	4,616	245	5.3%	10	5	50.0%	51	10	19.6%	142	25	17.6%	413	45	10.9%
Montgomery	960	93	9.7%	4	0	0.0%	17	4	23.5%	33	3	9.1%	74	11	14.9%
Morgan	1,762	161	9.1%	4	1	25.0%	28	8	28.6%	68	19	27.9%	186	31	16.7%
Newton	310	30	9.7%	4	4	100.0%	6	2	33.3%	8	2	25.0%	30	4	13.3%
Noble	1,331	75	5.6%	5	2	40.0%	20	8	40.0%	33	2	6.1%	138	15	10.9%
Ohio	129	20	15.5%	3	3	100.0%	1	1	100.0%	7	4	57.1%	6	3	50.0%
Orange	448	58	12.9%	2	2	100.0%	7	4	57.1%	21	3	14.3%	39	6	15.4%
Owen	509	45	8.8%	2	0	0.0%	7	0	0.0%	19	7	36.8%	43	6	14.0%
Parke	382	41	10.7%	2	2	100.0%	5	3	60.0%	7	1	14.3%	23	9	39.1%
Perry	378	23	6.1%	2	2	100.0%	5	2	40.0%	14	0	0.0%	34	3	8.8%
Pike	225	26	11.6%	0	0	N/A	6	2	33.3%	6	3	50.0%	21	7	33.3%
Porter	5,900	209	3.5%	7	2	28.6%	61	19	31.1%	227	19	8.4%	602	35	5.8%
Posey	492	47	9.6%	3	3	100.0%	6	1	16.7%	35	4	11.4%	33	3	9.1%
Pulaski	522	44	8.4%	1	0	0.0%	6	5	83.3%	16	4	25.0%	49	9	18.4%
Putnam	851	119	14.0%	2	2	100.0%	10	2	20.0%	33	8	24.2%	79	19	24.1%
Randolph	562	86	15.3%	3	2	66.7%	18	10	55.6%	25	8	32.0%	39	5	12.8%
Ripley	660	49	7.4%	3	2	66.7%	17	2	11.8%	36	2	5.6%	72	9	12.5%
Rush	366	60	16.4%	3	3	100.0%	14	5	35.7%	17	5	29.4%	54	13	24.1%
St. Joseph	11,187	465	4.2%	12	6	50.0%	74	12	16.2%	255	31	12.2%	1,171	93	7.9%
Scott	644	50	7.8%	4	2	50.0%	14	4	28.6%	28	5	17.9%	95	14	14.7%
Shelby	1,748	107	6.1%	1	0	0.0%	24	7	29.2%	60	15	25.0%	160	15	9.4%
Spencer	693	56	8.1%	1	1	100.0%	11	2	18.2%	32	9	28.1%	50	4	8.0%
Starke	801	33	4.1%	4	4	100.0%	17	7	41.2%	20	1	5.0%	42	4	9.5%
Steuben	1,530	65	4.2%	1	0	0.0%	8	3	37.5%	37	6	16.2%	90	13	14.4%

Table 10.8. Passenger-vehicle drivers and passengers in collisions in Indiana by injury status, known restraint use, and county, 2025 (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
Sullivan	328	69	21.0%	2	1	50.0%	8	3	37.5%	9	3	33.3%	32	12	37.5%
Switzerland	143	18	12.6%	0	0	N/A	1	1	100.0%	4	1	25.0%	16	6	37.5%
Tippecanoe	8,679	386	4.4%	11	7	63.6%	67	21	31.3%	200	31	15.5%	770	38	4.9%
Tipton	413	36	8.7%	3	0	0.0%	10	2	20.0%	28	6	21.4%	51	5	9.8%
Union	100	17	17.0%	1	1	100.0%	4	1	25.0%	4	0	0.0%	10	2	20.0%
Vanderburgh	9,497	287	3.0%	8	4	50.0%	47	7	14.9%	218	25	11.5%	1,070	57	5.3%
Vermillion	316	48	15.2%	1	1	100.0%	8	1	12.5%	12	3	25.0%	46	10	21.7%
Vigo	4,004	241	6.0%	13	7	53.8%	63	18	28.6%	120	17	14.2%	429	47	11.0%
Wabash	977	47	4.8%	3	1	33.3%	22	1	4.5%	35	3	8.6%	80	6	7.5%
Warren	184	30	16.3%	1	0	0.0%	5	2	40.0%	6	3	50.0%	22	10	45.5%
Warrick	2,100	84	4.0%	2	0	0.0%	20	8	40.0%	60	10	16.7%	190	15	7.9%
Washington	590	60	10.2%	3	2	66.7%	13	7	53.8%	26	10	38.5%	52	10	19.2%
Wayne	2,647	148	5.6%	6	4	66.7%	33	10	30.3%	98	15	15.3%	260	19	7.3%
Wells	873	66	7.6%	6	2	33.3%	12	3	25.0%	25	4	16.0%	81	7	8.6%
White	912	81	8.9%	5	2	40.0%	15	6	40.0%	25	7	28.0%	76	12	15.8%
Whitley	1,204	49	4.1%	1	1	100.0%	27	4	14.8%	33	1	3.0%	131	11	8.4%
Unknown	156	13	8.3%	0	0	N/A	0	0	N/A	2	0	0.0%	17	3	17.6%

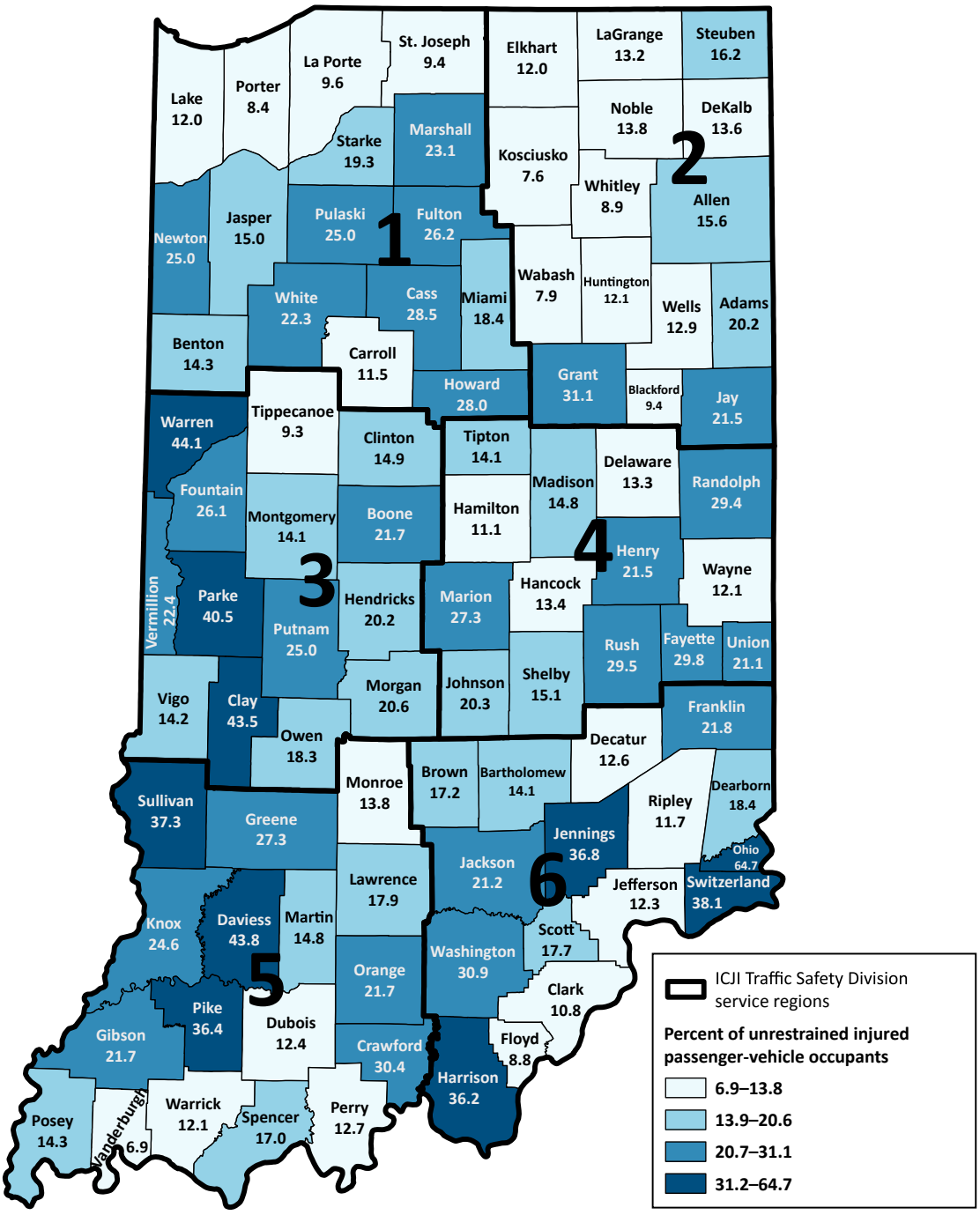
Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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) The "all occupants" column includes occupants in collisions for which fatalities, suspected-serious injuries, suspected-minor injuries, possible injuries, or no injuries were reported. 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) Total includes all collisions including those for which county data was missing. All counties includes only collisions with a known county location. Mean, median, minimum, and maximum are calculated using only counties with a known location. Collisions with unknown county location are documented separately in the last row of the table.

Map 10.9. Percent of unrestrained injured passenger-vehicle occupants in collisions in Indiana by county and ICJI Traffic Safety Division service region, 2025

Median percent = 17.8 Mean percent = 20.2 Minimum = 6.9 Maximum = 64.7



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

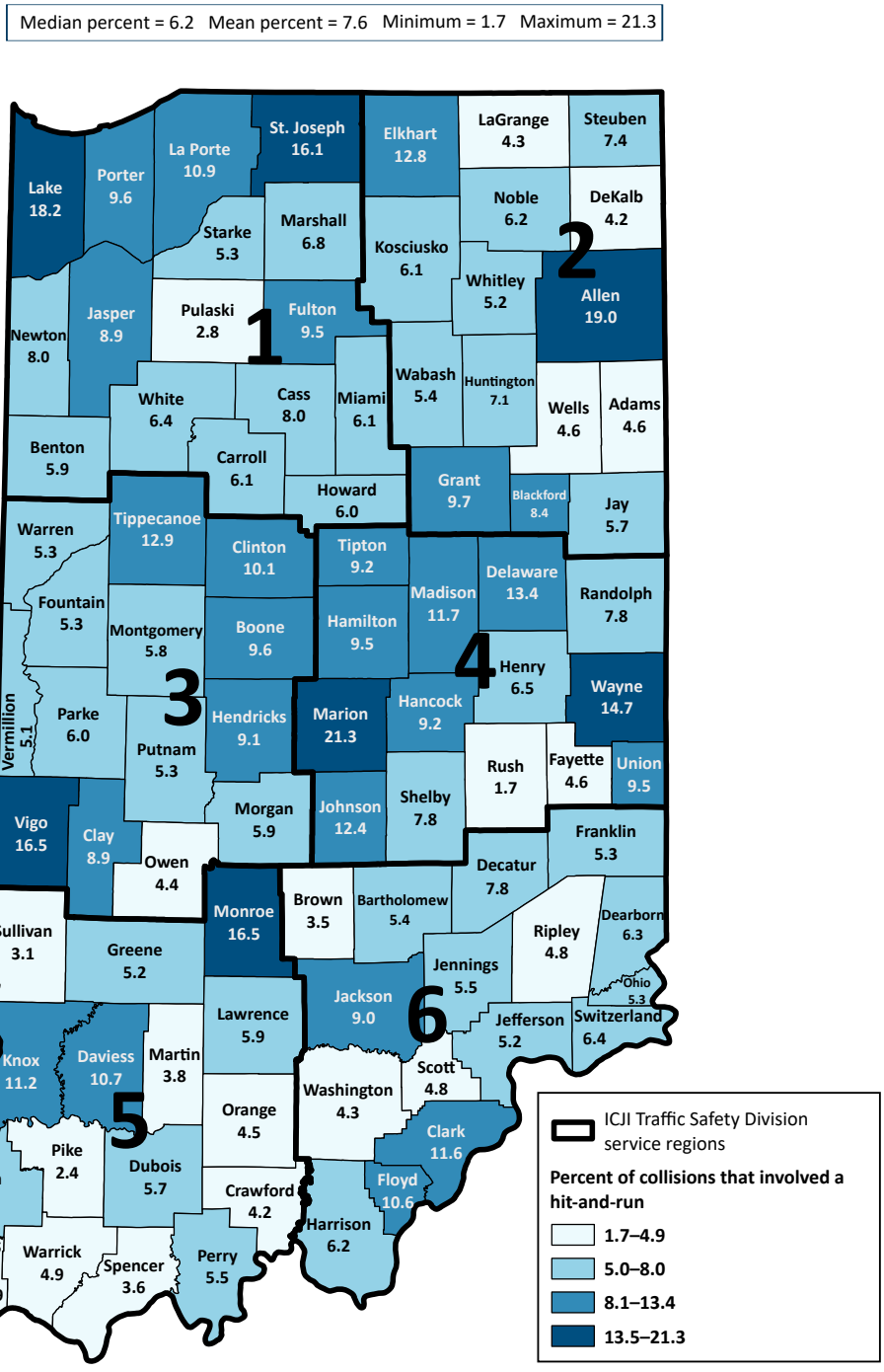
Notes:

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.

Hit-and-run collisions by county

When drivers in collisions resulting in injury or death do not remain or immediately return to the scene to provide proper identification, the crash is considered a hit-and-run (IC 9-26-1-1). In 2025, there were 26,200 hit-and-run collisions, accounting for 12.9% of collisions in Indiana counties. The mean county percentage of hit-and-run collisions was 7.6% (Map 10.10). The highest county rates for hit-and-run collisions were in Marion (21.3%), Allen (19.0%), and Lake (18.2%) counties. The lowest was in Rush County (1.7%).

Map 10.10. Percent of collisions in Indiana that involved a hit-and-run driver by county and ICJI Traffic Safety Division service region, 2025

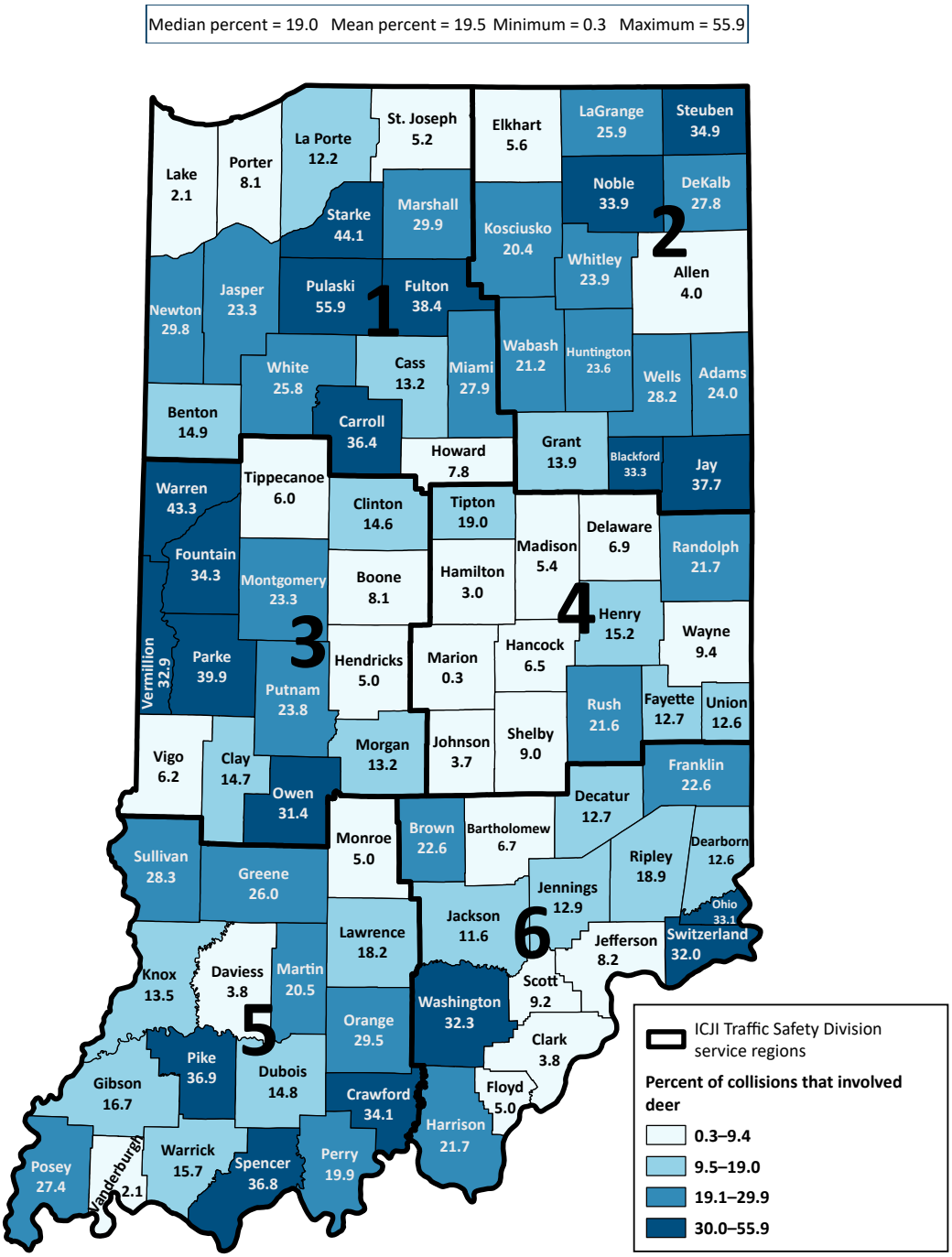


Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Deer collisions by county

In 2025, 17,848 collisions involved deer. Counties with the highest percentage of deer-involved collisions were in predominantly rural counties located outside Central Indiana (Map 10.11). The average county percentage of deer-related collisions was 19.5%. Pulaski County had the highest rate at 55.9%, followed by Starke County at 44.1%. In contrast, two urban counties—Lake (2.1%) and Marion (0.3%)—had the lowest rates.

Map 10.11. Percent of county collisions in Indiana that involved deer by county and ICJI Traffic Safety Division service region, 2025

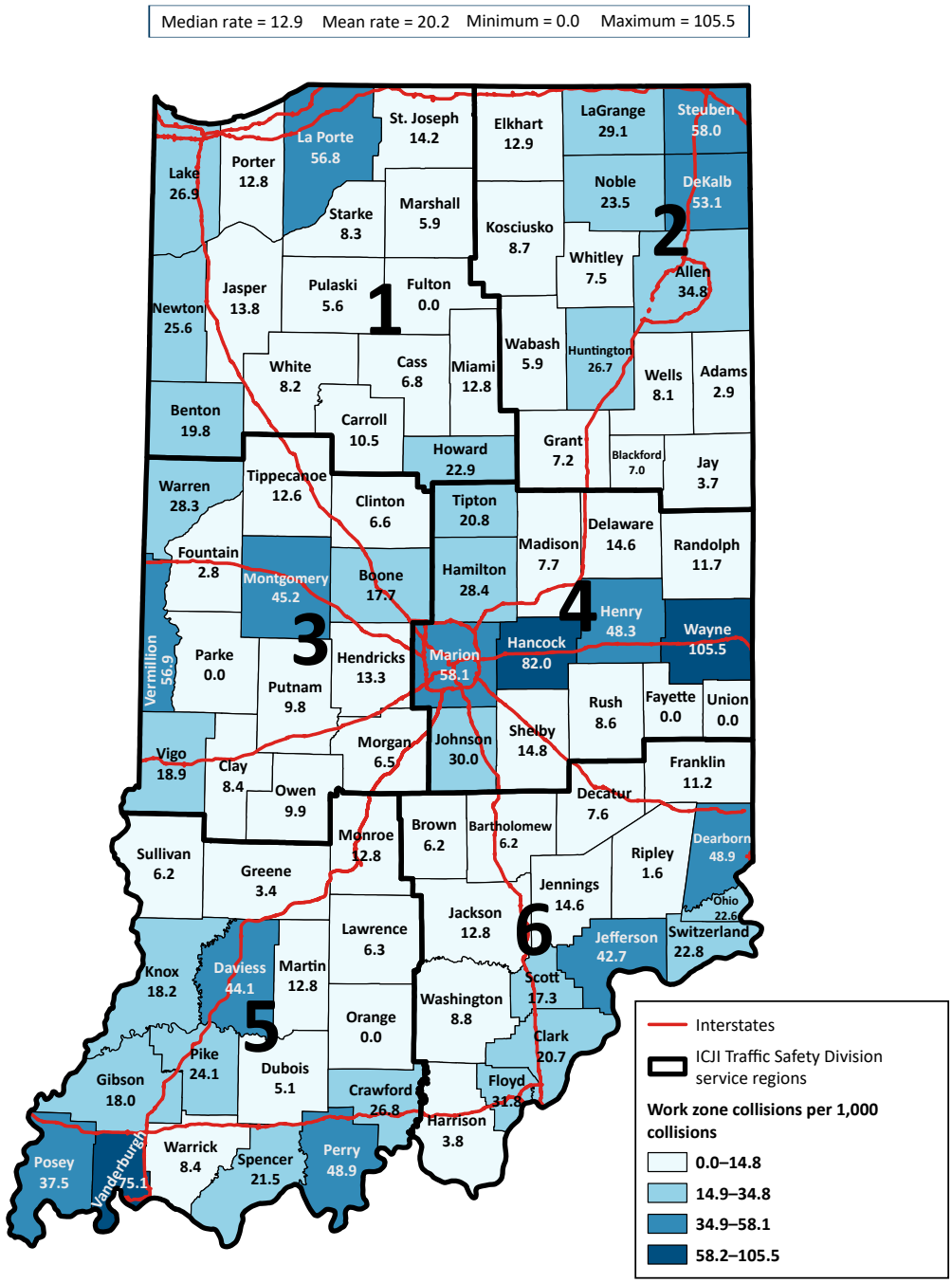


Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

Work zone collisions by county

There were 6,153 work zone collisions in Indiana counties in 2025. The average county rate of work zone collisions per 1,000 total collisions was 20.2. 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 (Map 10.12). Wayne (105.5 add per 1,000), Hancock (82.0), and Vanderburgh (75.1) counties had the highest rates of work zone collisions.

Map 10.12. Work zone collisions in Indiana per 1,000 total county collisions by county and ICJI Traffic Safety Division service region, 2025



Source: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026.

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 10.9 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 10.9. County ranks by collision metric, 2025

County	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	70	67	80	43	41	66	61
Allen	57	8	9	64	51	10	33
Bartholomew	83	17	8	18	62	77	44
Benton	55	37	90	78	57	92	68
Blackford	67	83	86	53	85	71	74
Boone	23	27	82	90	33	50	51
Brown	20	45	60	1	48	9	31
Carroll	12	59	63	68	80	65	58
Cass	17	22	17	15	17	49	23
Clark	85	60	67	86	82	15	66
Clay	28	41	29	40	4	86	38
Clinton	52	10	34	78	54	35	44
Crawford	14	57	53	3	13	88	38
Daviess	32	87	4	22	3	89	40
Dearborn	62	56	52	17	43	26	43
Decatur	54	1	14	37	71	46	37
DeKalb	65	25	28	35	65	79	50
Delaware	53	47	66	76	67	2	52
Dubois	64	53	45	80	72	23	56
Elkhart	47	24	10	57	78	19	39
Fayette	68	65	89	26	14	84	58
Floyd	80	69	71	74	88	14	66
Fountain	82	43	88	36	22	69	57
Franklin	3	11	39	7	30	39	22
Fulton	21	51	23	30	21	47	32
Gibson	81	34	20	33	31	44	41
Grant	75	5	65	49	11	11	36
Greene	27	80	37	32	19	38	39
Hamilton	87	68	46	92	81	64	73
Hancock	77	46	64	73	66	54	63
Harrison	90	64	79	31	10	48	54

Table 10.9. County ranks by collision metric, 2025 (continued)

County	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
Hendricks	78	58	61	84	40	43	61
Henry	79	39	15	41	35	72	47
Howard	63	84	72	51	18	16	51
Huntington	29	29	48	56	75	22	43
Jackson	40	78	50	25	36	13	40
Jasper	16	31	35	62	53	45	40
Jay	22	79	78	82	34	63	60
Jefferson	89	81	24	59	73	55	64
Jennings	24	63	22	52	8	42	35
Johnson	86	55	76	70	39	41	61
Knox	84	91	73	69	26	8	59
Kosciusko	35	9	42	42	91	32	42
LaGrange	8	2	5	71	68	59	36
Lake	56	23	47	85	77	31	53
La Porte	43	7	7	44	83	25	35
Lawrence	49	74	43	39	46	40	49
Madison	48	28	56	60	56	17	44
Marion	58	42	68	89	20	5	47
Marshall	7	50	32	34	27	20	28
Martin	9	82	70	91	55	80	65
Miami	42	20	41	9	44	30	31
Monroe	61	40	59	58	63	1	47
Montgomery	31	66	26	19	61	87	48
Morgan	73	19	19	10	38	57	36
Newton	5	3	30	63	23	67	32
Noble	50	14	75	16	64	78	50
Ohio	2	72	16	2	1	34	21
Orange	10	85	62	21	31	12	37
Owen	45	76	49	11	45	82	51
Parke	51	32	18	12	5	52	28
Perry	37	21	1	23	70	90	40
Pike	91	75	90	66	9	70	67
Porter	76	26	12	55	89	61	53
Posey	36	92	6	28	57	85	51
Pulaski	72	89	83	72	23	37	63
Putnam	74	44	69	48	23	73	55
Randolph	25	48	2	38	16	33	27
Ripley	46	35	44	67	79	75	58

Table 10.9. County ranks by collision metric, 2025 (continued)

County	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
Rush	11	30	27	5	15	83	29
St. Joseph	71	13	55	65	84	18	51
Scott	26	71	33	27	47	53	43
Shelby	88	4	58	24	52	24	42
Spencer	39	77	84	88	49	27	61
Starke	6	38	54	29	42	51	37
Steuben	33	61	81	20	50	7	42
Sullivan	13	73	87	83	7	74	56
Switzerland	91	52	90	8	6	58	51
Tippecanoe	59	6	74	75	86	3	51
Tipton	18	12	38	54	60	81	44
Union	41	88	3	77	37	91	56
Vanderburgh	69	90	77	50	92	4	64
Vermillion	19	36	57	6	28	68	36
Vigo	30	62	51	46	59	6	42
Wabash	60	16	21	13	90	28	38
Warren	1	33	85	14	2	56	32
Warrick	66	86	40	47	74	60	62
Washington	44	70	11	4	12	62	34
Wayne	38	54	25	61	76	29	47
Wells	15	49	13	45	69	76	45
White	4	15	31	87	29	21	31
Whitley	34	18	36	81	87	36	49

Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026; Indiana Bureau of Motor Vehicles, Licensed drivers, downloaded March 24, 2026; and U.S. Census Bureau, 2025 county population estimates, downloaded March 6, 2026.

Notes:

1) A collision is identified as speed-related if the crash report lists unsafe speed or speed too fast for weather conditions eithe r 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. BAC results greater than 0.59 g/dL are treated as invalid. This terminology does not indicate that the collision was caused by alcohol impairment, only that an alcohol-impaired driver was involved.
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 15–20.
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.
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.



DATA SOURCES AND OTHER REFERENCES

DATA SOURCES AND OTHER REFERENCES

Association of Transportation Safety Information Professionals and the American National Standards Institute. (2025). *Manual on classification of motor vehicle traffic crashes* (9th ed., ANSI D16.1-2025).

Center for Road Safety. (2025). *Indiana roadside observational survey of safety belt use.* Purdue University.

Indiana Bureau of Motor Vehicles. (2026). *Learner's permit and driver's licenses overview.* Accessed on July 22, 2026, at https://www.in.gov/bmv/licenses-permits-ids/learners-permits-and-drivers-licenses-overview/

Indiana Bureau of Motor Vehicles. (2025). *2025 licensed drivers and vehicle registrations* [data set]. Downloaded on March 24, 2026.

Indiana Criminal Justice Institute. (2024). *Indiana triennial highway safety plan—FY2024–FY2026.* https://www.in.gov/cji/traffic-safety/files/FY24-INDIANA-HSP.pdf

Indiana Department of Natural Resources. (n.d.). *Deer-vehicle collisions and you.* https://www.in.gov/dnr/fish-and-wildlife/files/fw-deer_collisions_and_you.pdf

Indiana Department of Transportation. (n.d.). Historic VMT by county (1992–2024) [data set]. Retrieved on April 15, 2026, at https://www.in.gov/indot/resources/traffic-data/

Indiana Department of Transportation. (2022). *Indiana strategic highway safety plan—2022–2026.* https://www.in.gov/indot/files/SHSP2022.pdf

IndianaMap. (2024, February 7). *Incorporated areas of Indiana current (updated March 4, 2026)* [Data set]. Indiana Map Geographic Information Officer. Retrieved from https://www.indianamap.org/datasets/INMap::incorporated-areas-of-indiana-current/explore?location=39.817783%2C-86.374248%2C7&showTable=true

Indiana State Police. (2026). *Automated Reporting Information Exchange System (ARIES)—2021–2025* [Data set]. Downloaded on March 12, 2026.

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). *Countermeasures that work: A highway safety countermeasure guide for State Highway Safety Offices,* (11th ed.; DOT HS 813 490). National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2026a). *Traffic safety facts: 2024 data—Young drivers* (DOT HS 813 814). National Highway Traffic Safety Administration, U.S. Department of Transportation. https://crashstats.nhtsa.dot.gov/Api/Public/Publication/813814

National Center for Statistics and Analysis. (2026b). *Traffic safety facts: 2024 data—State alcohol-impaired driving estimates* (DOT HS 813 813). National Highway Traffic Safety Administration, U.S. Department of Transportation. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813813

National Center for Statistics and Analysis. (2026c). *Traffic safety facts research note: Seat belt use in 2025—Overall results* (DOT HS 813 799). National Highway Traffic Safety Administration, U.S. Department of Transportation. https://doi.org/10.21949/bvcq-zn60

National Highway Traffic Safety Administration (2025). *MMUCC guideline: Model minimum uniform crash criteria* (6th ed. rev.; DOT HS 813 525a). U.S. Department of Transportation. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813525

National Highway Traffic Safety Administration (n.d. (a)). *Risky driving—Drug-impaired driving.* Retrieved on August 12, 2026, https://www.nhtsa.gov/risky-driving/drug-impaired-driving

National Highway Traffic Safety Administration (n.d. (b)). *Risky driving—Speeding.* Retrieved on August 12, 2026, https://www.nhtsa.gov/risky-driving/speeding

National Highway Traffic Safety Administration (n.d. (c)). *Road safety—Bicycle safety.* Retrieved on August 12, 2026, from https://www.nhtsa.gov/road-safety/bicycle-safety

National Highway Traffic Safety Administration (n.d. (d)). *Road safety—Pedestrian safety.* Retrieved on August 12, 2026, from https://www.nhtsa.gov/road-safety/pedestrian-safety

National Vital Statistics System. (2026a). Fatal injury data. Centers for Disease Control and Prevention, National Center for Health Statistics. Retrieved July 27, 2026, from Web-based Injury Statistics Query and Reporting System (WISQARS): https://wisqars.cdc.gov/lcd/?o=LCD&y1=2024&y2=2024&ct=10&cc=ALL&g=00&s=0&r=0&ry=2&e=0&ar=lcd1age&at=groups&ag=lcd1age&a1=0&a2=199

National Vital Statistics System. (2026b). *Mortality 2018-2024.* Centers for Disease Control and Prevention, National Center for Health Statistics. Retrieved July 22, 2016, from CDC WONDER Online Database: http://wonder.cdc.gov/ucd-icd10-expanded.html

U.S. Census Bureau. (2026, January). State population estimates—2020–2025 [data set] U.S. Department of Commerce. Retrieved from https://www.stats.indiana.edu/population/PopTotals/2025_stateest.asp

U.S. Census Bureau. (2026, March 6). Population estimates for Indiana counties—2020–25 [data set]. U.S. Department of Commerce. Retrieved from https://www.stats.indiana.edu/Population/PopTotals/2025_cntyest.asp

U.S. Census Bureau. (2025, June). *Annual estimates of the resident population by single-year of age and sex—Indiana: April 1, 2020–July 1, 2024* (SC-EST2023-SYASEX) [Data set]. U.S. Department of Commerce. https://www.census.gov/data/tables/time-series/demo/popest/2020s-state-detail.html

U.S. Census Bureau. (2024, November). *Intercensal state population estimates—2010–2020* [Data set]. U.S. Department of Commerce. https://www.census.gov/programs-surveys/popest/technical-documentation/research/intercensal-estimates.html

U.S. Census Bureau. (2023, November 22). *2023 TIGER/line shapefile—Roads* [Data set]. U.S. Department of Commerce. https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-line-file.html

U.S. Census Bureau. (2023, January 6). *2020 TIGER/line shapefile—Urban areas* [Data set]. U.S. Department of Commerce. https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-line-file.html



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 ☐

Printed on 6/28/2019 9:27:37 AM

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 a regulatory 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." Similarly, for this analysis, any collision involving one or more alcohol-impaired drivers is classified as an alcohol-impaired collision.

Animal-drawn vehicle

A non-motorized vehicle pulled by one or more animals for the purpose of transporting passengers or operating a farm or other business. The most common of these vehicles encountered on roadways are buggies, particularly in communities with Amish populations. IC 9-21-9 et seq. classifies buggies as slow-moving vehicles requiring certain markings. Buggies do not require any state-issued licenses or registrations. However, several county governments require the registration of these vehicles.

Animal-drawn vehicle occupants

Vehicle drivers and passengers in an animal-drawn vehicle. Non-motorists, including animal-drawn vehicle occupants, are identified by using a combination of ARIES variables for person and vehicle types.

ARIES

Automated Reporting Information Exchange System

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, including school 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 ages 0–14 identified as injured occupants, pedestrians, pedalcyclists, and animal-drawn vehicle occupants as well as drivers ages 6–14. Drivers coded as aged 0 to 5 are excluded from analyses regarding children because unknown driver age or birthdate often results in the assignment of one these ages 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 the years included, with the exception of collisions identified by the Fatality Analysis Reporting System (FARS) analysts as not occurring in a trafficway. The collisions reported here also include several that occurred in locations that were not trafficways (e.g., a non-trafficway area of a parking lot, in a residential driveway, or an off-road area). The research team is still looking for a reliable method for excluding these crashes.

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.

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 particular municipality when the associated latitude and longitudinal coordinates fall within the corporate limits of a city or town. Collisions are classified as being in unincorporated areas when the associated latitude and longitudinal coordinates fall outside the corporate limits of any city or town. Collisions classified as unknown include incidents identified as occurring within a county but with no available coordinates. The IndianaMap was the source of geospatial municipal boundary data used for this analysis. Previous reports utilized officer classification of incorporated and unincorporated location.

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 designed and 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 designed or installed to illuminate the roadway.

Day or daytime
The period is 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. Drivers of motorcycles are referred to as operators.

Ejection
Refers to occupants being completely or partially thrown from the vehicle as a result of an impact or rollover.

FARS
Fatality Analysis Record System

Fatal injury
Any injury that results in 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 of posing an unreasonable risk to health, safety, and property when transported in commerce. Any motor vehicle transporting quantities of hazardous materials in 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, or other 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.

INDOT
Indiana Department of Transportation

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, (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 less than 33 feet from the apex of two roadways at the curb or boundary line. Types of intersections noted on the Indiana Crash Report are (1) T-intersections; (2) Y-intersections; (3) four-way intersections; (4) interchanges; (5) five points or more; 6) ramps; and 7) traffic circles/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, locale types 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 motor-driven 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.

Motorcyclist
An operator (driver) or passenger on a motorcycle.

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 is from 6 p.m. to 5:59 a.m.

Non-fatal injury
Injuries identified as suspected-serious injuries, serious-minor injuries, and possible injuries. See those entries for the updated injury definitions.

NHTSA
National Highway Traffic Safety Administration

Non-incapacitating injury
See suspected-minor injury.

Non-motorist
Any person who is not an occupant of a motor vehicle in transport, including (1) pedestrians, (2) pedalcyclists, and (3) individuals riding in animal-drawn vehicles. Non-motorists are identified by using a combination of ARIES variables for person and vehicle types.

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 the ARIES crash report, they are instructed to enter passengers only when an injury occurs. Therefore, the number of individuals identified as not injured should be 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.

Older driver
An older driver is a motor vehicle operator aged 65 and older.

Passenger
Any occupant of a motor vehicle who is not a driver. Reporting officers are instructed to enter passengers into the ARIES crash report only when an injury occurs. Therefore, the number of passengers recorded in ARIES undercounts the total number of passengers in collisions.

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. Non-motorists, including pedalcyclists, are identified by using a combination of ARIES variables for person and vehicle types.

Pedestrian
Any person walking or not in or upon a motor vehicle or other vehicle. For this analysis, pedestrians are identified using vehicle type. Non-motorists, including pedestrians, are identified by using a combination of ARIES variables for person and vehicle types

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 person and vehicle types.

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 factor that 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 off road 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 about any 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-tractor
A motor vehicle consisting of a single power unit device designed primarily for pulling semi-trailers.

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.

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 conditions is listed as either the primary or contributing factor of the collision; or (2) a vehicle driver is issued 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)
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 suspected-serious injury, who have no injury nature coded, and who have an injury status coded as incapacitating or non-incapacitating.

Suspected-serious injury (SSI)
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 of roads where vehicles must travel around a circle to continue on the same road or to connect to an intersecting road.

Traffic control signal
Includes the red, yellow, and green signal and/or a flashing signal.

Trafficway
Any landway open to the public as a matter of right or custom for the purpose of moving persons or property from one place to another.

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 cumulative annual vehicle distance traveled in miles.

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 arrow boards 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 lights to 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
A young driver is a motor vehicle operator aged 15–20.



PUBLIC POLICY INSTITUTE

O'NEILL SCHOOL OF PUBLIC AND ENVIRONMENTAL AFFAIRS

The Indiana University Public Policy Institute produces unbiased, high-quality research, analyses and policy guidance to promote positive change and improve the quality of life in communities across Indiana and the nation. Our clients use our research to enhance their programs and services, to develop strategies and policies, to evaluate the impact of their decisions—and ultimately to help the people they serve. Established in 1992, PPI is part of the IU O'Neill School of Public and Environmental Affairs.


719 Indiana Avenue, Suite 302
Indianapolis, IN 46202


(317) 278-1305


iuppi@iu.edu


policyinstitute.iu.edu


@IUPublicPolicy


@iu-public-policy-institute