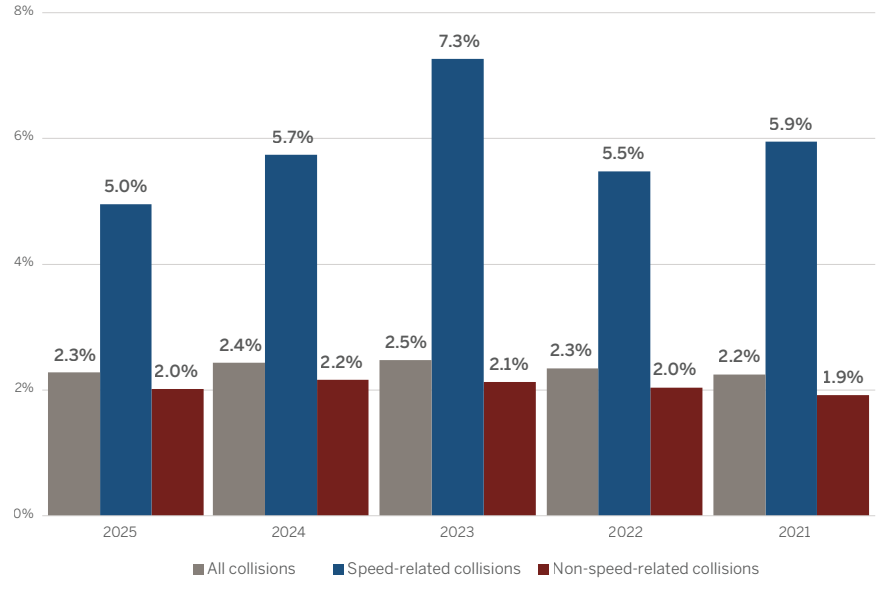
SPEED 2025[1]

Collisions are identified 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.[2] These driver actions contribute to increased fatalities and injuries and greater economic costs by increasing the risk of losing control of the vehicle, increasing the stopping distance required after applying the brakes, increasing the amount of energy dissipated in a crash, and reducing the effectiveness of personal safety equipment.[3]

The National Highway Safety Administration (NHTSA) reports that speeding has been a factor in approximately one-third of all U.S. motor vehicle fatalities during the last 20 years.[3] In Indiana, speed-related collisions are consistently overrepresented in fatal and suspected-serious-injury collisions.[4] In 2025, 5.8% of speed-related collisions involved fatal and suspected-serious injuries. The same year, 2.1% of non-speed-related collisions involved these injuries (Figure 1).

Figure 1. Percent of fatal and suspected-serious-injury collisions by speed involvement, 2021–25



1 The analysis throughout this brief uses data principally from the Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded March 12, 2026. Data for the analysis of locale type also uses U.S. Census Bureau, 2020 TIGER/line shapefile—Urban areas.

2 These factors also can be assigned to one or more vehicles (drivers) in a collision.

3 National Highway Traffic Safety Administration (n.d.). Risky driving—Speeding. Retrieved on August 12, 2026, https://www.nhtsa.gov/risky-driving/speeding

4 Collision severity is classified by the most serious injury that occurred in the crash.

2025 KEY FINDINGS

- Speeding contributed to 18,005 collisions (8.8% of all crashes).
- Speed-related collisions injured more than 5,000 people, including 213 fatalities and 833 suspected-serious injuries.
- Speed-related collisions peaked during commuting hours.
- Male drivers were more likely than female drivers to be in speed-related collisions across all age groups.
- Male drivers aged 15–20, 21–24 and 25–34 were most likely to be in speeding in collisions showed.
- 3.1% of speeding drivers in collisions were also alcohol impaired.
- Speed-related collisions made up the highest share of fatal collisions in rural areas and on county and city/local roads.

PUBLIC POLICY INSTITUTE
INDIANA UNIVERSITY

IN PARTNERSHIP WITH:

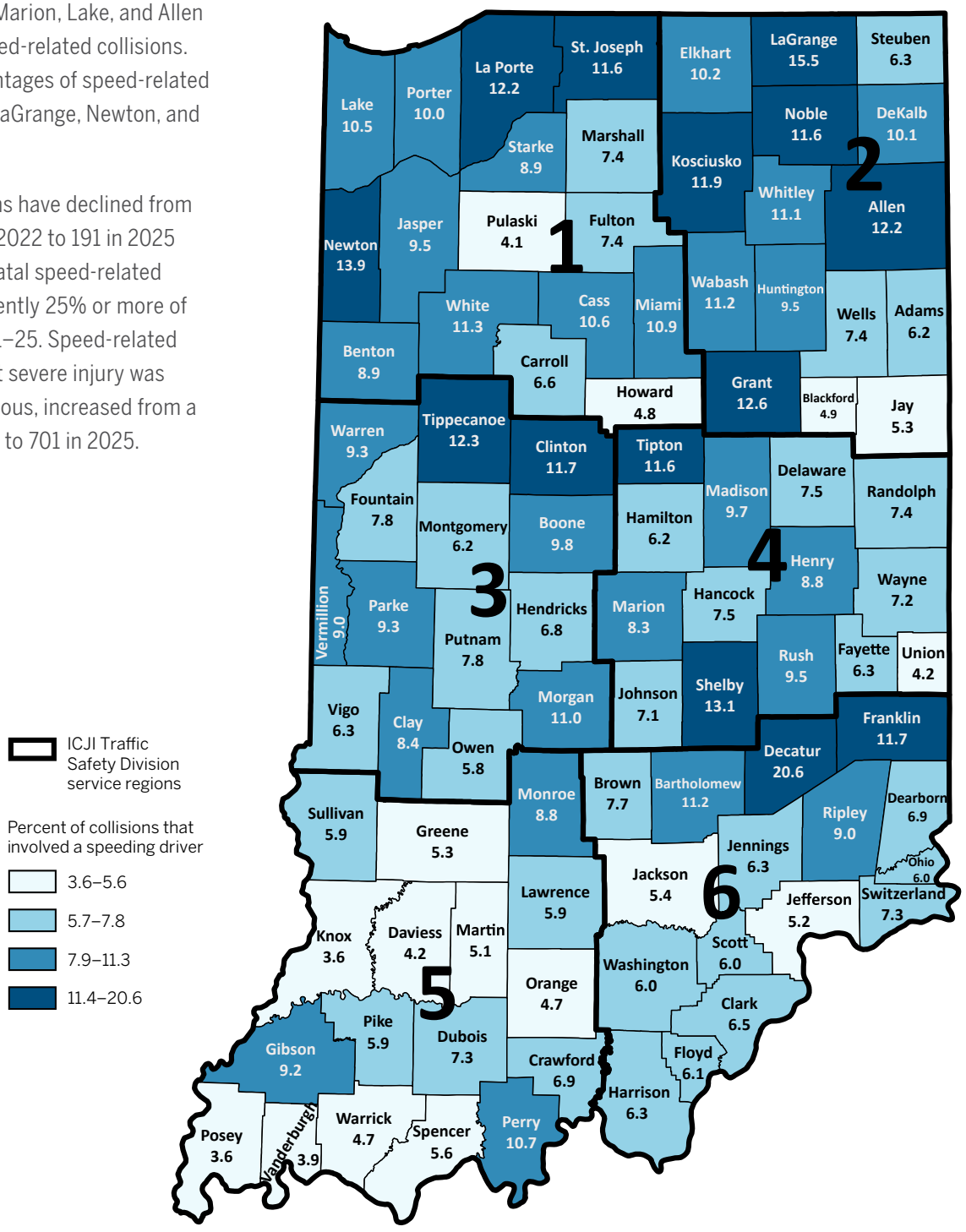
INDIANA CRIMINAL JUSTICE INSTITUTE

SPEED-RELATED COLLISIONS

In Indiana, speed-related collisions increased year-over-year from 13,585 and 6.8% of all collisions in 2023 to 18,005 and 8.8% of all collisions in 2025 (Table 1). Among counties, Marion, Lake, and Allen accounted for the most speed-related collisions. However, the highest percentages of speed-related collisions were in Decatur, LaGrange, Newton, and Shelby counties (Map 1).

Fatal speed-related collisions have declined from the five-year high of 263 in 2022 to 191 in 2025 (Table 1). However, annual fatal speed-related collisions remained consistently 25% or more of all fatal collisions from 2021–25. Speed-related collisions, in which the most severe injury was identified as suspected-serious, increased from a five-year low of 666 in 2024 to 701 in 2025.

Map 1. Percent of collisions in Indiana that were speed-related by county and ICJI Traffic Safety Division service region, 2025



Median percent = 7.5 Mean percent = 8.3 Minimum = 3.6 Maximum = 20.6

In 2025, most speed-related collisions were classified as speed too fast for weather conditions (10,921) (Table 1). Unsafe speed accounted for 7,679 collisions, and speed-related citations accounted for 996 collisions. Because these criteria are not mutually exclusive, a single collision could be classified under multiple criteria.

In 2025, 25.8% of all fatal collisions in Indiana were speed-related.

Table 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%

INJURIES IN SPEED-RELATED COLLISIONS

In 2025, fatal and suspected-serious injuries fell to a 2021-25 low of 5,284 in all collisions and 1,096 in speed-related collisions (Figure 2 and Table 2). In 2025, speed-related collisions produced 12.9% of all injuries in collisions, 26.7% of fatal injuries in collisions, and 19.7% of suspected-serious injuries in collisions.

In 2025, 26.7% of all traffic fatalities occurred in speed-related collisions.

Figure 2. Fatal and suspected-serious injuries in speed-related collisions in Indiana, 2021–25

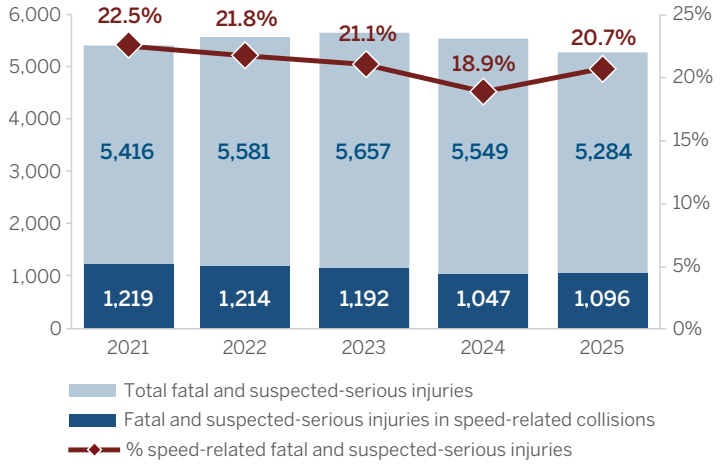


Table 2. Injuries in speed-related crashes in Indiana, 2021–25

Person type/injury status	Individuals					Annual rate of change	
	2021	2022	2023	2024	2025	2024–25	2021–25
Individuals injured in collisions	**43,783**	**43,425**	**44,688**	**44,867**	**44,096**	**-1.7%**	**0.2%**
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	28,886	28,663	29,489	30,122	29,873	-0.8%	0.8%
Individuals injured in speed-related collisions	**5,948**	**5,907**	**5,415**	**5,327**	**5,692**	**6.9%**	**-1.1%**
Fatal	256	285	244	210	213	1.4%	-4.5%
Suspected-serious	963	929	948	837	883	5.5%	-2.1%
Suspected-minor	1,312	1,315	1,244	1,159	1,251	7.9%	-1.2%
Possible	3,417	3,378	2,979	3,121	3,345	7.2%	-0.5%
Speed-related injuries as % of total	**13.6%**	**13.6%**	**12.1%**	**11.9%**	**12.9%**	**8.7%**	**-1.3%**
Fatal	27.7%	29.3%	27.1%	25.2%	26.7%	5.9%	-0.9%
Suspected-serious	21.4%	20.2%	19.9%	17.7%	19.7%	10.9%	-2.1%
Suspected-minor	13.8%	14.3%	13.0%	12.6%	14.0%	11.0%	0.3%
Possible	11.8%	11.8%	10.1%	10.4%	11.2%	8.1%	-1.4%

SPEEDING IN COLLISIONS BY DAY OF THE WEEK AND TIME OF DAY

In 2025, speed-related crashes were highest on Saturdays followed closely by Sundays and Mondays (Table 3). Speed-related collisions peaked generally during morning and afternoon commuting hours (7–9:59 a.m. and 3–5:59 p.m.), with the highest hourly totals occurring at 7 a.m. and 8 a.m. on Mondays and 3 p.m. on Fridays.

In 2025, speed-related collisions peaked on weekdays during commuting hours.

Table 3. Speed-related collisions in Indiana by time of day and day of week, 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



Notes:

1) Excludes collisions for which no valid time was reported.
2) Color scale applies across all days and times.

SPEEDING IN COLLISIONS BY DRIVER AGE AND GENDER

From 2021 to 2025, the proportion of drivers speeding in collisions declined consistently with age. Male drivers were more likely than female drivers to be involved in speed-related collisions across all age groups. Drivers aged 15–20 had the highest percentages of speeding among all age groups during each of the five years (Table 4). In 2025, speeding rates peaked among drivers aged 15 to 20, at 11.1% for males and 6.7% for females. Speeding rates were next highest among drivers aged 21 to 24, at 9.3% for males and 6.3% for females. Male drivers (1.8%) and female drivers (1.5%) aged 75 years and older had the lowest rates by age and gender.

In 2025, male drivers in the age groups between 15 and 34 consistently represent the highest proportions of drivers in speed-related crashes.

Table 4. 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%



Notes:

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

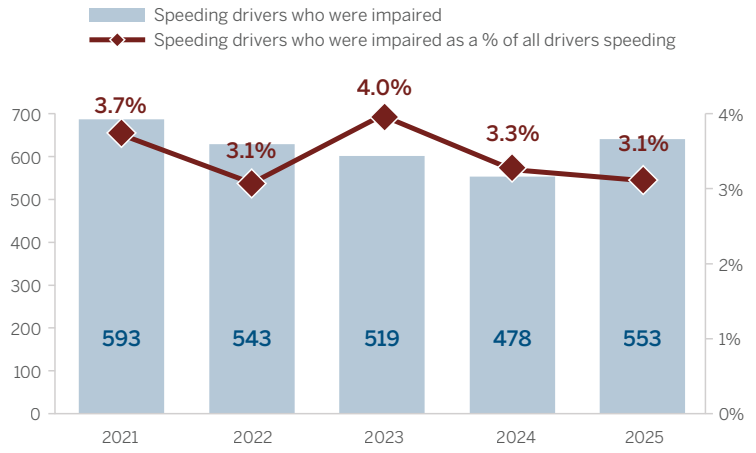
2) Color scales apply within each year across ages and genders.

SPEEDING AND ALCOHOL IMPAIRMENT IN COLLISIONS

In 2025, 3.1% of speeding drivers in collisions were alcohol impaired (Figure 3). 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.

Male drivers who were speeding in collisions were more likely to be alcohol-impaired than female drivers. Speeding drivers aged 21–24 and 25–34 had the highest rates of alcohol impairment across age groups at 5.1% and 4.3%, respectively (Figure 4). Among male drivers who were speeding in collisions, those aged 21–24, 35–44, and 55–64 had the highest rates of alcohol impairment. Among female drivers who were speeding, those aged 24–34 and 21–24 had the highest rates of alcohol impairment.

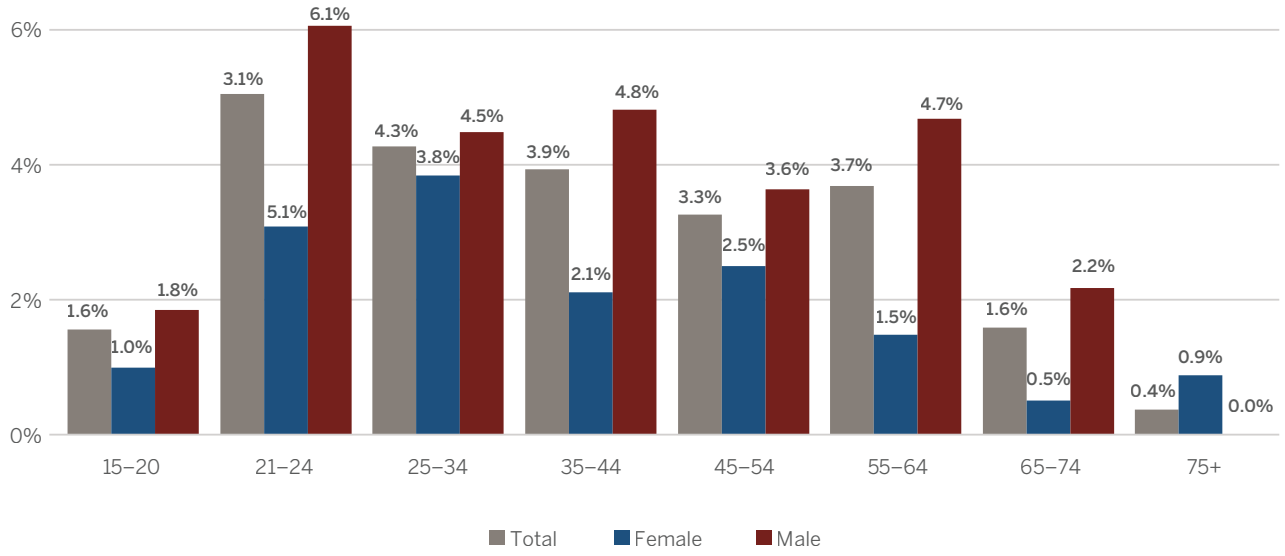
Figure 3. Speeding drivers in collisions in Indiana by alcohol impairment, 2021–25



Note: Alcohol-impaired drivers are those with blood alcohol count (BAC) of 0.08 g/dL or higher. Blood alcohol content (BAC) results greater than 0.59 g/dL are treated as invalid.

In 2025, 3.1% of speeding drivers in collisions were alcohol-impaired.

Figure 4. Percent of speeding drivers who were alcohol-impaired by gender, 2025

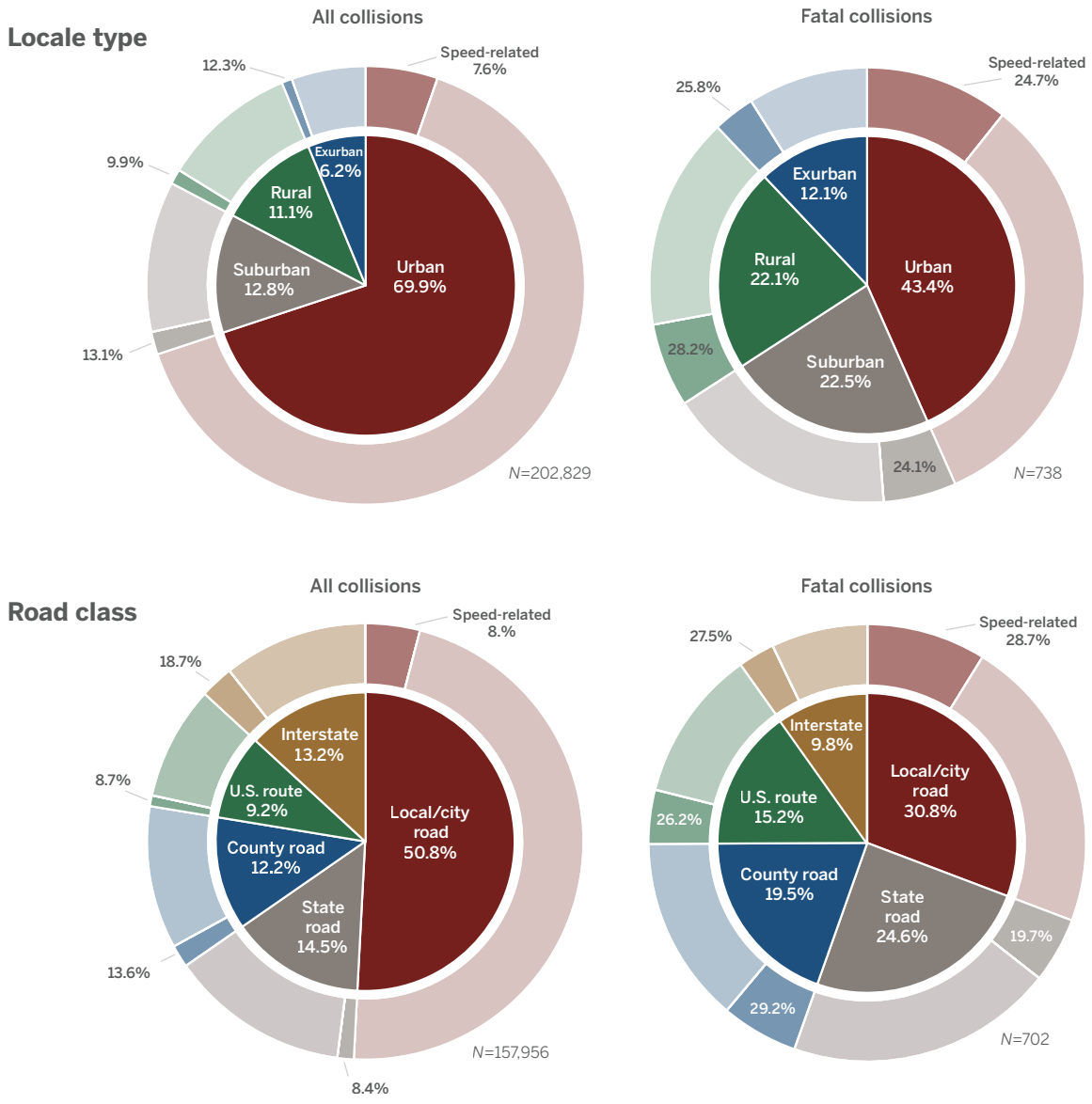


SPEED-RELATED COLLISIONS BY LOCALE TYPE AND ROAD CLASS

In 2025, suburban, exurban, and rural areas made up higher shares of speed-related crashes than in urban areas (Figure 6.7). However, the proportion of fatal speed-related collisions was more similar across locale types, ranging from 24% to 28%.

In 2025, interstate highways had the highest share of speed-related collisions, while state roads had the lowest share (Figure 5). County roads, local/city roads and interstate highways had the highest shares of fatal speed-related collisions; state roads had the lowest.

Figure 5. Total and fatal collisions in Indiana by speed involvement, locale type, and road class, 2025



Notes:

1) Locale types for traffic collisions are defined as urban, suburban, exurban, or rural. Urban areas are defined in the 2020 Census generally by density and size. The research team created the suburban, exurban, and rural areas based on the 2020 urban boundaries.
2) For locale type, excludes collisions where the type cannot be determined.
3) For road class, excludes collisions on private drives and those with no valid road class reported.

Indiana Traffic Safety Facts

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 from the Automated Reporting Information Exchange System (ARIES) maintained by the Indiana State Police. 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.

This publication—Speed, 2025—is one in a series of Indiana Traffic Safety Facts publications. The series also includes Indiana Crash Facts 2025, Indiana County Profiles 2025 and two additional topical issue briefs. Funding for these publications is provided by ICJI and the National Highway Traffic Safety Administration (NHTSA).

The Indiana Criminial Justice Institute

The Indiana Criminal Justice Institute (ICJI) serves as Indiana's central hub for public safety funding and research, managing more than $300 million in state and federal funds and administering grants to public and nonprofit partners engaged in the criminal and juvenile justice systems, traffic safety, and victim services.

The ICJI Traffic Safety Division leads statewide efforts to reduce injuries and fatalities on Indiana's roadways. The division oversees state and federal funds awarded to Indiana by the National Highway Traffic Safety Administration (NHTSA), the U.S. Department of Transportation, the Federal Highway Administration, and the Federal Motor Carrier Safety Administration. In this role, ICJI manages grants, coordinates targeted enforcement with state and local law enforcement agencies, develops and distributes educational materials, and executes campaigns aimed at improving public awareness and promoting safer driving behaviors.

Authors

Jamie Palmer
Senior Policy Analyst
Indiana University Public Policy Institute

Brendan Bow
Policy Analyst
Indiana University Public Policy Institute

Lee Ruess
Program Analyst
Indiana University Public Policy Institute

PUBLIC POLICY INSTITUTE
INDIANA UNIVERSITY

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