Indiana Crash Facts 2020

A publication of the Indiana University Public Policy Institute
in partnership with the Indiana Criminal Justice Institute

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INTRODUCTION AND ACKNOWLEDGEMENTS

Designing and implementing effective traffic safety policies requires data-driven analysis of traffic collisions. To help in the policy-making process, the Indiana University Public Policy Institute (PPI) collaborates with the Indiana Criminal Justice Institute (ICJI) to analyze crash data from the Automated Reporting Information Exchange System (ARIES) database maintained by the Indiana State Police. Research findings are summarized in a series of annual publications on various aspects of traffic collisions, including alcohol-impaired crashes, children, motorcycles, dangerous driving, occupant protection, non-motorists, commercial vehicles, and work zones. Portions of the content of those reports and in this 2020 Indiana Crash Fact Book are based on guidelines provided by the U.S. National Highway Traffic Safety Administration (NHTSA).

The Indiana Officer's Standard Crash Report, completed by all local and state law enforcement officers, contains more than 200 data items for each collision reported. These include the date, time and location of the collision, the types of vehicle(s) involved, a description of the events prior to the collision, conditions at the time of the collision, as well as information on drivers, passengers, pedestrians, pedalcyclists, and animal-drawn vehicle occupants involved in the collision. These statistics are used to inform the public, as well as state and national policymakers, on matters of road safety and serve as the analytical foundation of traffic safety program planning and design in Indiana.

PPI would like to thank ICJI, NHTSA, the Federal Highway Administration (FHWA), the Indiana State Police, and LexisNexis Coplogic Solutions for their continued support and guidance throughout the process of creating these reports. PPI also appreciates the assistance of the Indiana Bureau of Motor Vehicles in providing data on Indiana registered vehicles and licensed drivers and to the Indiana Department of Transportation for the vehicle miles traveled data.

NOTES:
Data discrepancies may exist between the 2020 Indiana traffic safetyreports and previous traffic safety publications due to updates to theIndiana State Police ARIES data that have occurred since the original publication dates.

The pandemic and traffic safety in 2020

The COVID-19 pandemic affected a traffic safety in 2020. Preliminary analyses of traffic safety fatalities by the National Highway Traffic Safety Administration (NHTSA)— using data from the Fatality Analysis Reporting System (FARS)—estimates that while vehicle miles travelled were down nationally in 2020 from 2019, the number of fatalities and the fatality rate per 100 million VMT were higher (NCSA, 2021a). Fatalities among passenger vehicle occupants, motorists, and pedalcyclists are estimated to be up 5%, 9%, and 5%, respectively (NCSA, 2021b). NHTSA's analysis also suggests risky traffic behaviors increased in 2020 (OBSR, 2021). For example, national fatality counts for unrestrained occupants of passenger vehicles are estimated to be up 15% and deaths from occupant ejections up 20%.

The 2020 Indiana traffic safety data and analysis should be considered carefully in light of the potentially anomalous effects of the pandemic. Further analysis may be needed to evaluate whether the challenges in Indiana were similar to those identified nationally, whether those challenges continue, and whether the addition or adjustment of countermeasures is warranted.

Sources:

National Center for Statistics and Analysis. (2021a, (revised)). Early estimates of motor vehicle traffic fatalities and fatality rate by sub-categories in 2020 (Crash•Stats Brief Statistical Summary. Report No. DOT HS 813 118). National Highway Traffic Safety Administration.

National Center for Statistics and Analysis. (2021b). Early estimate of motor vehicle traffic fatalities in 2020 (Crash•Stats Brief Statistical Summary. Report No. DOT HS 813 115). National Highway Traffic Safety Administration.

Office of Behavioral Safety Research. (2021, June). Update to special reports on traffic safety during the COVID-19 public health emergency: Fourth quarter data (Report No. DOT HS 813 135). National Highway Traffic Safety Administration.

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PROBLEM IDENTIFICATION, 2020

Each year, 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 its Highway Safety Plan (HSP). These benchmarks correspond to priority program areas established by the National Highway Traffic Safety Administration (NHTSA) and target fatal and injury collisions as they relate to overall injuries, impaired driving, seat belt use, young drivers, motorcycle safety, dangerous driving, child passenger safety, and non-motorist injuries in collisions. Within each area, ICJI establishes specific annual goals and performance measures that relate to collisions and their impact on Indiana. ICJI also works closely with the Indiana Department of Transportation (INDOT) to ensure there is consistency in goal setting between the HSP—which approaches traffic safety from a policy and law enforcement perspective—and INDOT's Strategic Highway Safety Plan, which approaches traffic safety from an engineering and transportation planning perspective.

Goal setting by the Indiana Criminal Justice Institute

ICJI develops a set of specific short- and long-term goals every year to be included in the HSP that are consistent with NHTSA's priority program areas and that address each of Indiana's traffic safety problem areas. This section presents a set of baseline measures utilizing the most recent Indiana crash data—as well as historical data—maintained by the Indiana State Police in the Automated Reporting and Information Exchange System (ARIES).

Note: Subsequent sections include a general discussion of goals identified in the FY 2022 Indiana Highway Safety Plan. The Indiana University Public Policy Institute uses ARIES crash data to produce a series of eight traffic safety fact sheets. These publications, along with this Crash Fact Book and the 2020 Indiana County Profile Book, were produced using the collision database current as of March 29, 2021. Discrepancies between figures presented in previous-year publications are due to updates to the ARIES collision database since the original publication date. For more details on specific goals, please refer to the ICJI FY 2022 Indiana Highway Safety Plan.

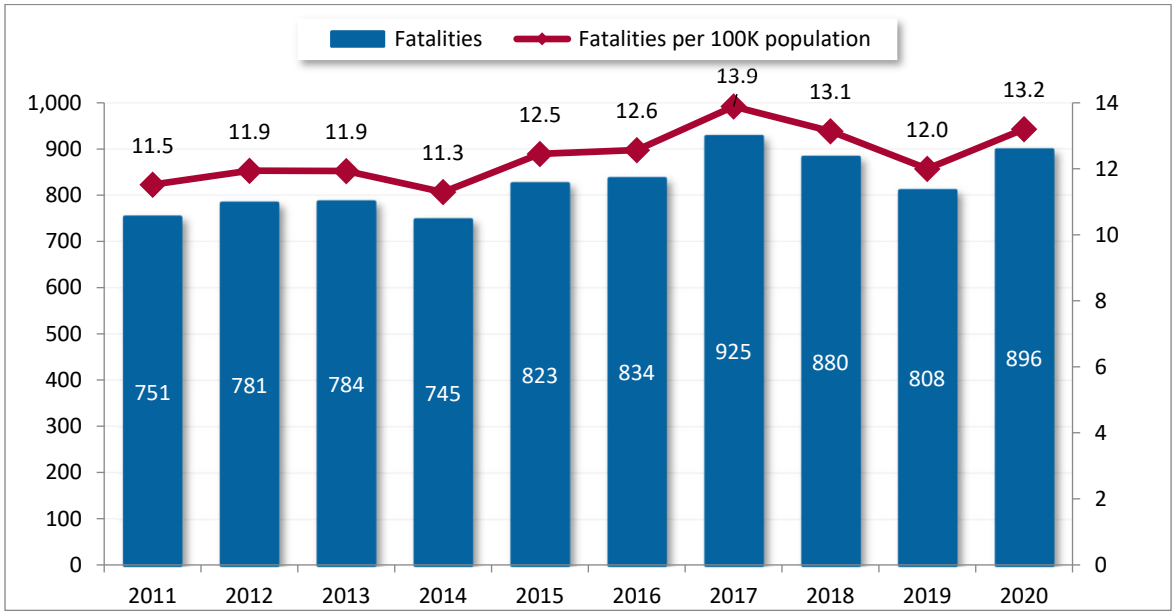
GOAL: Reducing fatalities and serious bodily injuries

The severity of a traffic collision is influenced by many factors, including seat belt use, the speed at which vehicles are traveling, objects with which the vehicles collide, driver impairment and other dangerous driving behaviors, and emergency response times. Crashes in rural areas are more likely to result in fatalities largely due to these circumstances. For example, rural collisions are more likely to occur at higher speeds, with fixed objects that increase the force of impact, and involve greater distance and longer travel times for emergency responders.

In Indiana, traffic fatality rates have risen in recent years, after reaching a low of 11 per 100,000 of the state's population in 2014 (Figure 1.1). The 2020 Indiana fatality rate per 100,000 was 13, after reaching a 10-year high of nearly 14 per 100,000in 2017. There were 896 traffic deaths in 2020, up from 808 the previous year.

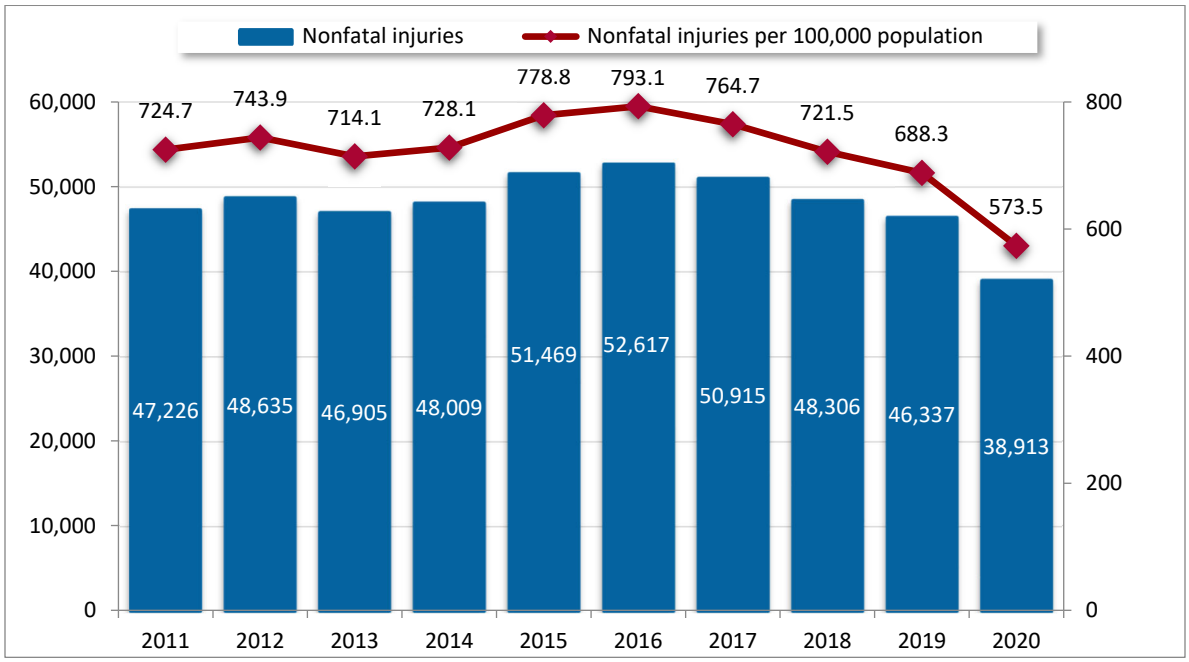
The number of nonfatal injuries in collisions fell from 46,337 in 2019 to 38,913 in 2020, reaching a ten-year low (Figure 1.2). The rate of nonfatal traffic injuries per 100,000 population also decreased to a ten-year low of 574 per 100,000 in 2020.

Figure 1.1. Individuals killed in Indiana collisions, 2011–20



Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021; U.S. Census Bureau, extracted from STATS Indiana, Indiana Business Research Center, August 25, 2021

Figure 1.2. Individuals suffering nonfatal injuries in Indiana collisions, 2011–20

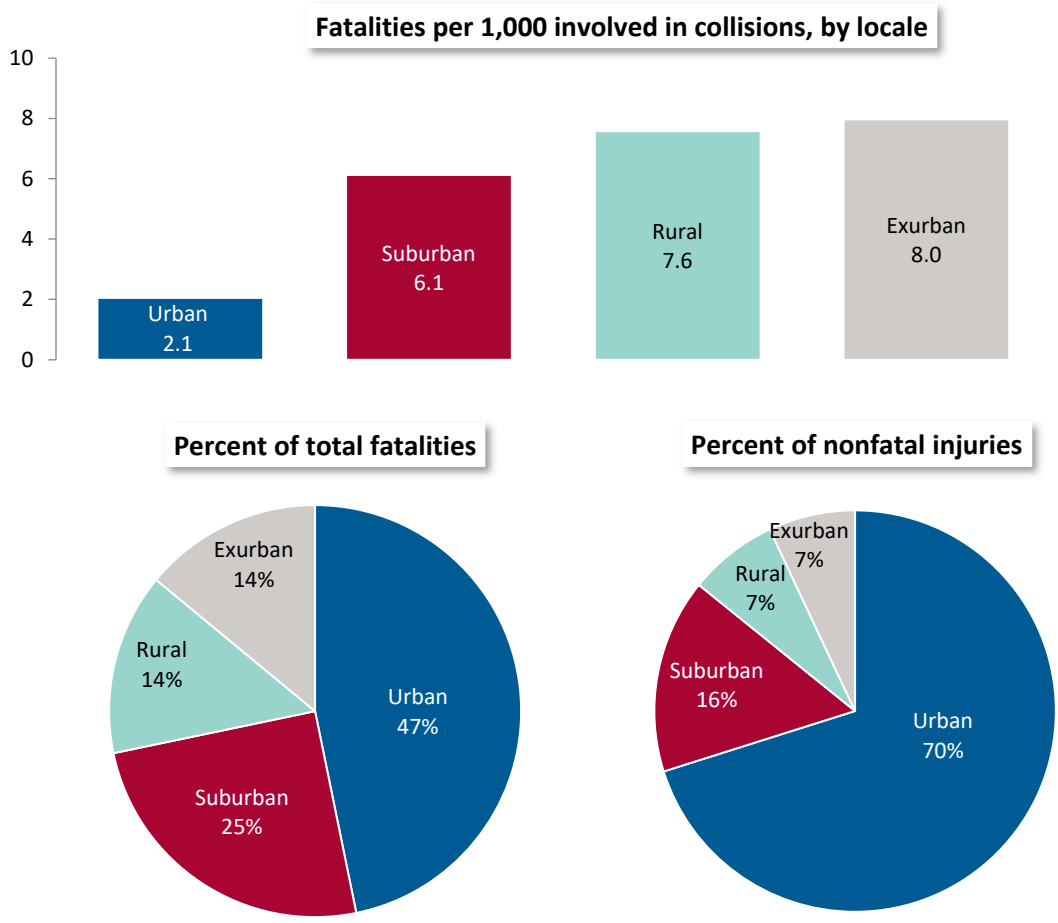


Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021; U.S. Census Bureau, extracted from STATS Indiana, Indiana Business Research Center, August 25, 2021

Note: Nonfatal injuries include those reported as incapacitating, non-incapacitating, possible, and refused (treatment).

Fatalities are more likely than less severe traffic injuries to happen in nonurban areas. In 2020, about 28% of all traffic fatalities occurred in exurban and rural areas, compared to 14% of nonfatal injuries (Figure 1.3). The rural and exurban rates of fatalities per 1,000 people involved in collisions were 7.6 and 8.0 per 1,000, respectively, compared to 2.1 per 1,000 in urban areas.

Figure 1.3. Fatality rates and geographic distribution of fatalities and nonfatal injuries in Indiana collisions, by Census locale, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

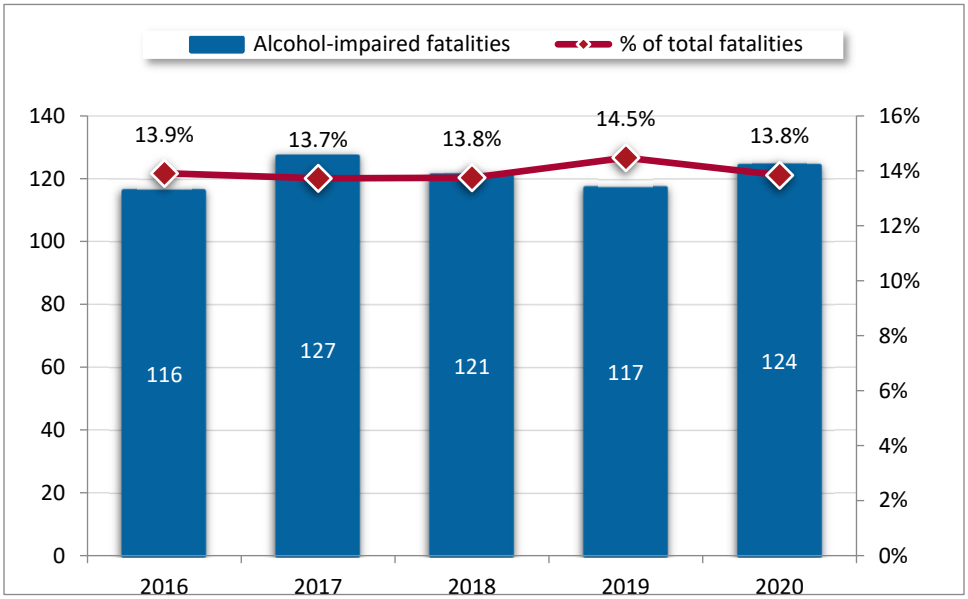
1) Nonfatal injuries include those reported as incapacitating, non-incapacitating, possible, not reported, and unknown.
2) Excludes fatalities and injuries where locale could not be determined.

GOAL: Reducing impaired driving

According to available blood alcohol content (BAC) test results reported in ARIES, 124 people died in alcohol-impaired driving crashes in 2020. The percentage of Indiana traffic fatalities that involved an impaired driver (14%) dropped from nearly 15% in 2018 (Figure 1.4). According to the most recent data available from the NHTSA's Fatality Analysis Reporting System, 29 percent of all 2019 Indiana traffic fatalities involved an alcohol-impaired driver (NHTSA, 2021; DOT HS 813 120).

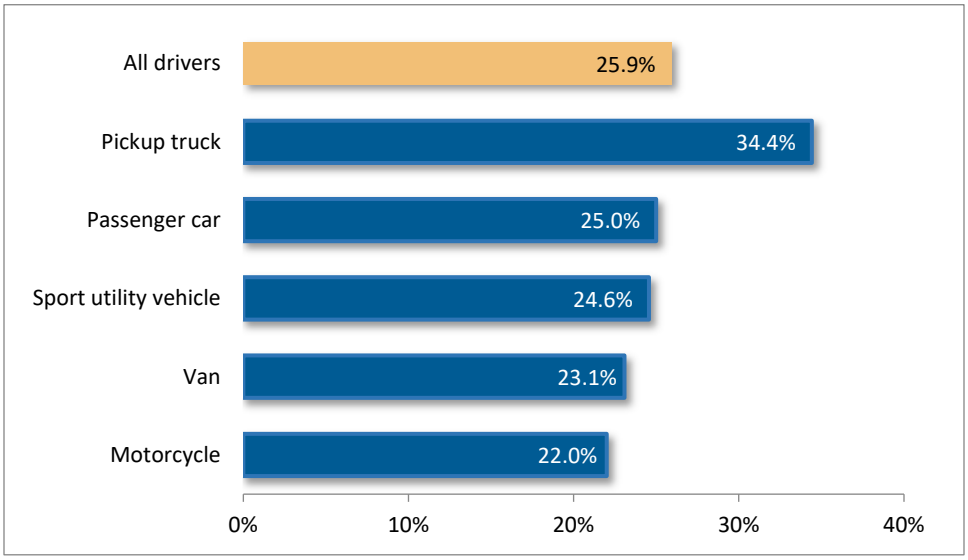
Rates of driver alcohol impairment vary by vehicle type. Among drivers in 2020 fatal crashes who had BAC test results reported in ARIES, pickup truck (34%) and passenger car drivers (25%) had the highest percentages of impaired driving across all vehicle types (Figure 1.5). Twenty-six percent of all drivers in fatal collisions in Indiana were legally impaired.

Figure 1.4. Alcohol-impaired traffic fatalities as a percent of total traffic fatalities, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Figure 1.5. Percentage of drivers involved in fatal collisions with reported BAC results who were legally impaired, by vehicle type, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

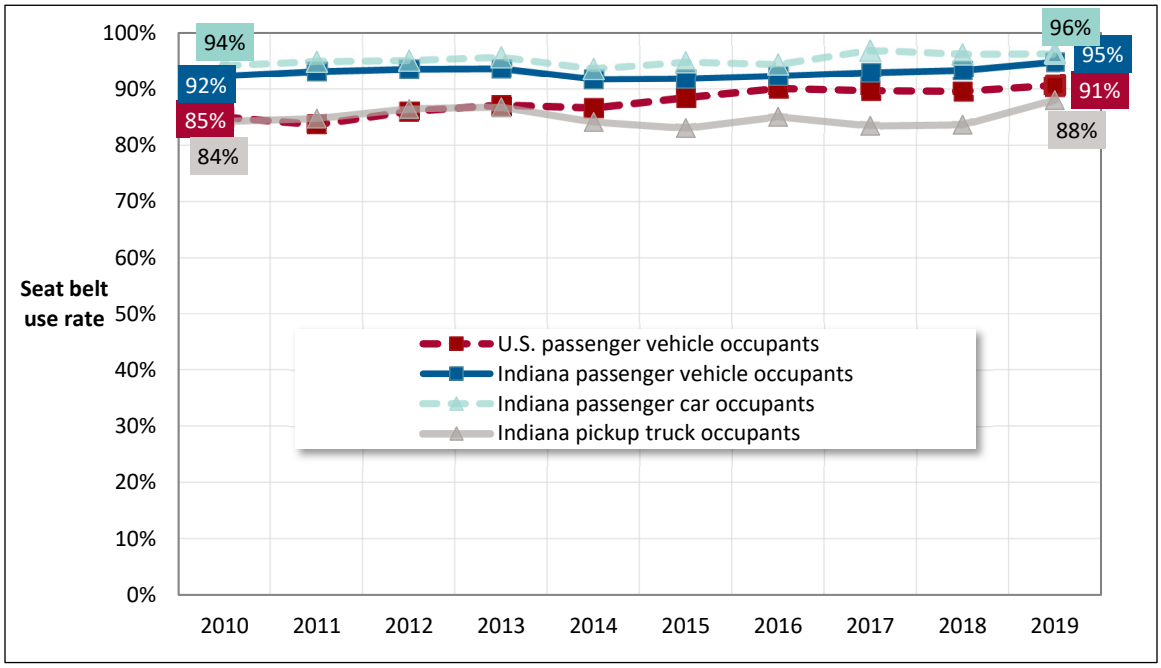
1) Includes only passenger vehicles (passenger cars, pickup trucks, sport utility vehicles, and vans) and motorcycles. Non-motorists and other vehicle types are excluded.
2) Motorcycles include motorcycles, Class A and Class B motor driven cycles, mopeds, and motorized bicycles
3) Excludes drivers in fatal collisions who were not tested or for whom no reported BAC results appeared in ARIES.

GOAL: Increasing seat belt use

Indiana observational studies of seat belt use, conducted annually by the Indiana Criminal Justice Institute (ICJI) and the Purdue University Center for Road Safety, show that Indiana's overall seat belt use rates have exceeded national rates since 2009. An Indiana observational seat belt use survey was not conducting in 2020. Between 2010 and 2019, Indiana's observational rate of seat belt use among passenger vehicle occupants remained consistent at 93% on average, a rate that was 2 percentage points higher than the most recently reported national rate (Figure 1.6). According to observational surveys in Indiana, seat belt use rates in pickup trucks continually lag behind rates for passenger cars. However, these have increased during the past decade from 84% to 88% between 2010 and 2019.

Seat belt use among people involved in collisions varies by injury severity and census locale. Overall, occupants involved in collisions in 2020 in densely populated suburban (90%), exurban (88%), and urban areas (87%) were more likely to be buckled up compared to people in rural areas (87%) (Figure 1.7). Restraint use also is consistently much lower among those killed in collisions across all locales. Among passenger vehicle occupants, 52% of people killed in suburban areas were wearing seat belts compared to 42% in urban areas, 41% in exurban locales, and 39% in rural areas.

Figure 1.6. Comparison of observed safety equipment usage rates in Indiana by vehicle type, 2010–19

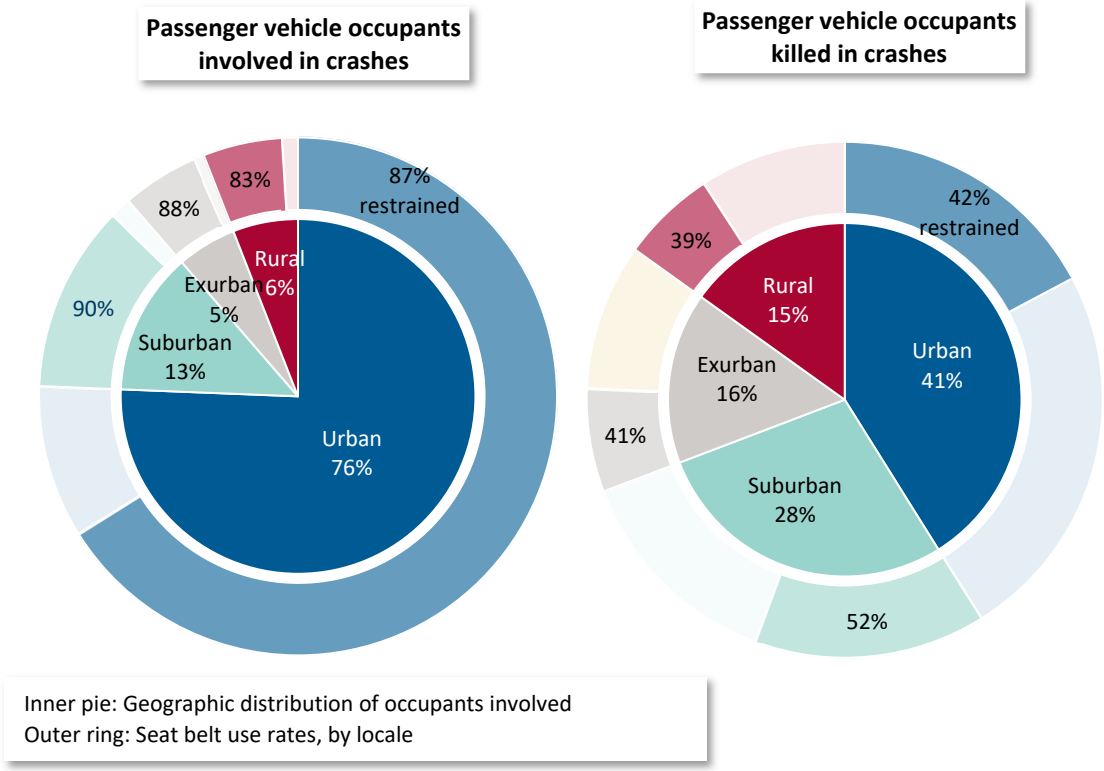


Sources: Indiana—Center for Road Safety. 2019. Indiana roadside observational survey of safety belt and motorcycle helmet use. Purdue University; U.S.—NHTSA. 2019. Seat best use in 2019—Overall results (DOT HS 812 875). U.S. Department of Transportation.

Notes:

1) Car and pickup truck restraint usage rates are specific to Indiana only.
2) The annual observational seat belt survey was not conducted for Indiana in 2020

Figure 1.7. Seat belt use among passenger vehicle occupants in Indiana collisions, by injury status and Census locale, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

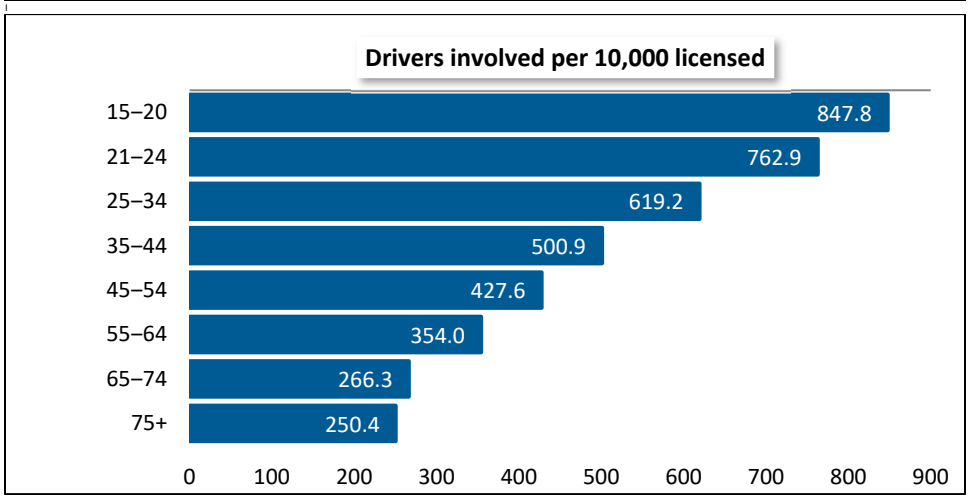
1) Passenger vehicles include vehicles reported as a passenger car, pickup truck, van, or sport utility vehicle.
2) Excludes cases for which locale could not be determined.

GOAL: Reducing young driver involvement in fatal crashes

In 2020 and consistent with previous years, collision involvement rates were higher among young drivers— ages 15 to 20—than any other age group (Figure 1.8). Crash rates are lowest among drivers 75 years and older (250 per 10,000 licensed drivers) but are more than three times higher for young drivers (848per 10,000 licensed). Research shows part of this dramatic difference is due to aggressive driving and a lack of experience among young drivers.

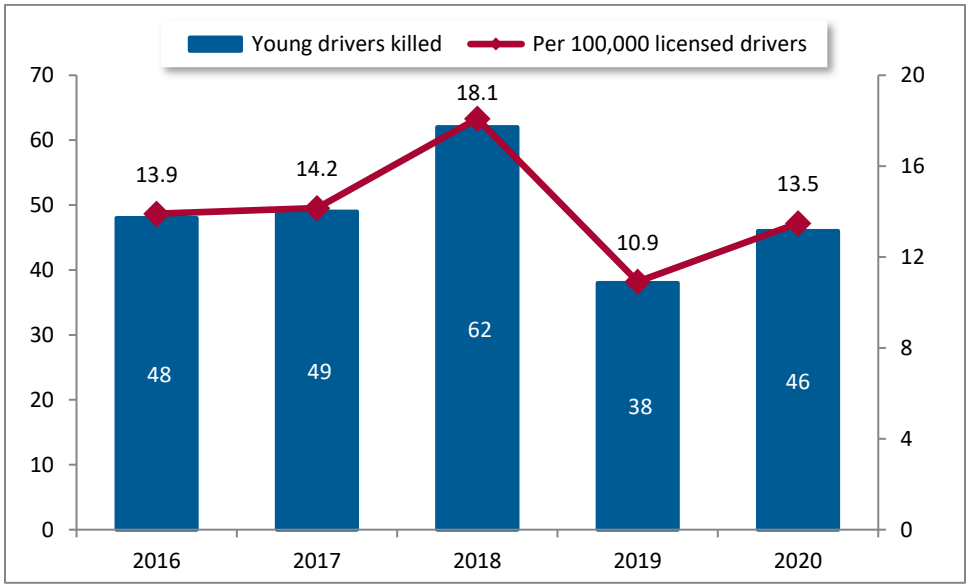
The overall number of young drivers involved in collisions dropped between 2019 and 2020, from 41,824 to 28,918, respectively. During this same time, the number of young drivers killed in collisions increased from 38 in 2019 to 46 in 2020 (Figure 1.9).

Figure 1.8. Drivers in Indiana crashes per 10,000 licensed, by age group, 2020



Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021; Indiana Bureau of Motor Vehicles, downloaded April 3, 2020
Note: Drivers with unknown or invalid age are excluded.

Figure 1.9. Young drivers killed in Indiana collisions, 2016–20



Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021; Indiana Bureau of Motor Vehicles, downloaded May 14, 2021
Notes:

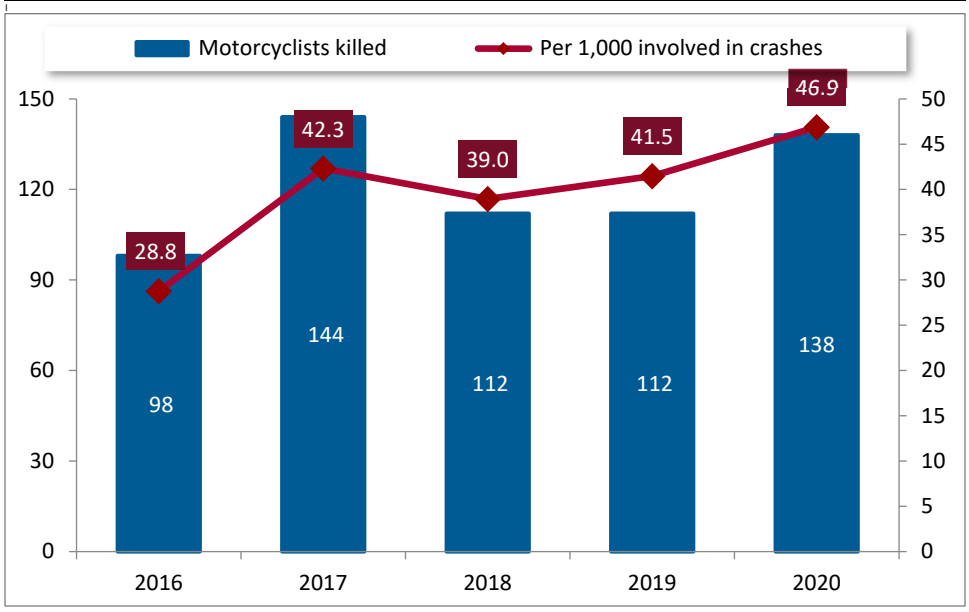
1) Young drivers include drivers ages 15 to 20 years old.
2) Non-motorist vehicle types are excluded.

GOAL: Reducing motorcyclist fatalities and unhelmeted fatalities

The number of motorcyclist fatalities in Indiana rose from 112 in 2019 to 138 in 2020 (Figure 1.10). The rate of motorcyclists involved in crashes also increased to 47 per 1,000 in 2020 after falling to 39 per 1,000 in 2018.

In Indiana, only operators and passengers younger than 18 and operators with a motorcycle learner's permit are required to wear a helmet. In 2020, 32% of motorcyclists involved in collisions were wearing helmets (not shown). Among motorcyclists killed in crashes in 2020, 22% were helmeted (Figure 1.11).

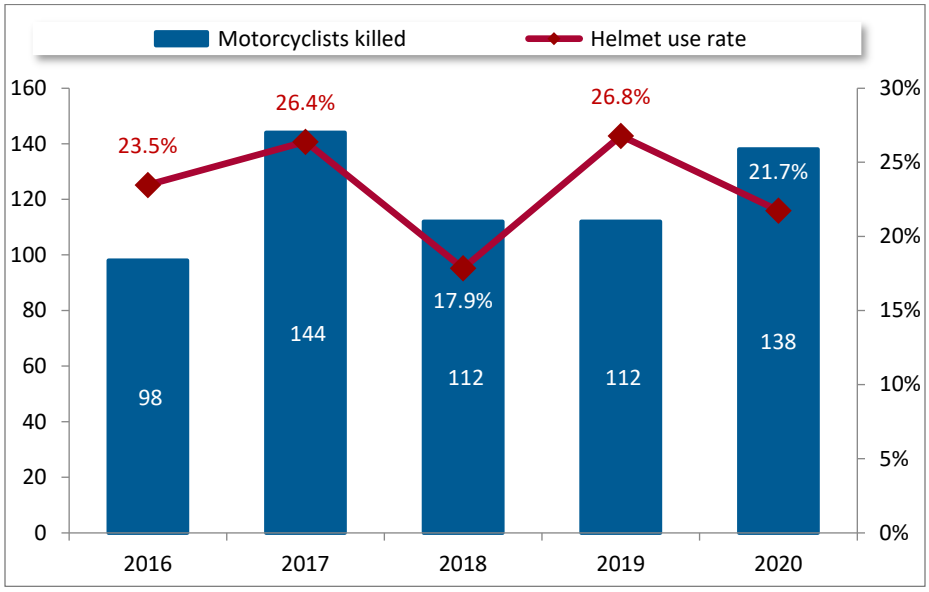
Figure 1.10. Motorcyclists killed in Indiana collisions, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

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

Figure 1.11. Helmet use by motorcyclists killed in Indiana collisions, 2016–20

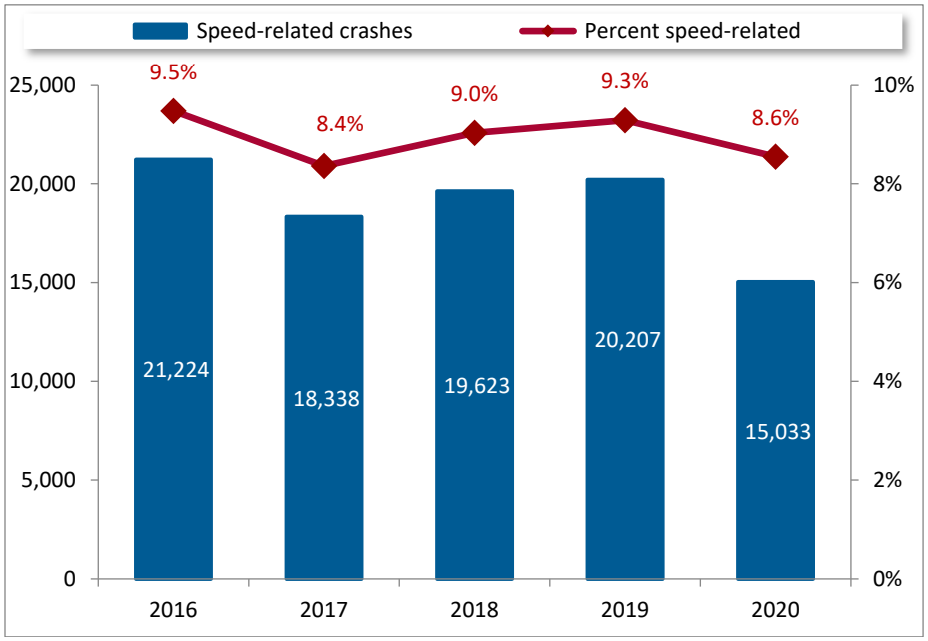


Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Motorcyclists include operators and passengers of motorcycles, motor-driven cycles—Class A, mopeds, motorized bicycles, and motor-driven cycles—Class B.

GOAL: Reducing drivers speeding in crashes

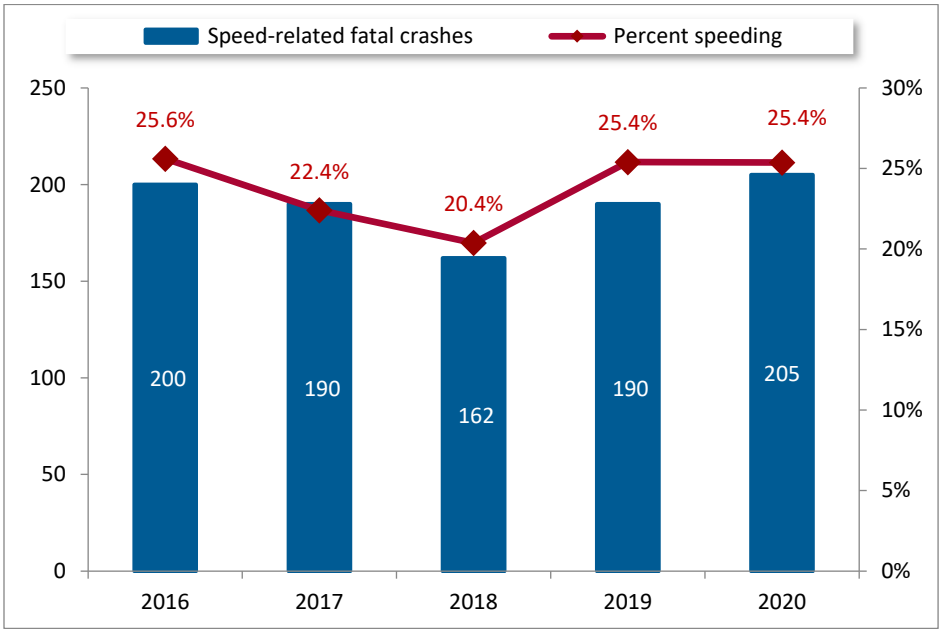
In 2020, the number of Indiana collisions that involved a speeding driver declined from 20,207 in 2019 to 15,033 (Figure 1.12). Among fatal collisions, the number that involved a speeding driver increased from 190 in 2019 to 205 in 2020—marking a five-year high. Meanwhile, 9% of the state's collisions in 2020 involved a speeding driver compared to 25% of the state's fatal collisions (Figures 1.12 and 1.13).

Figure 1.12. Indiana collisions that involved a speeding driver, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Figure 1.13. Indiana fatal collisions that involved a speeding driver, 2016–20

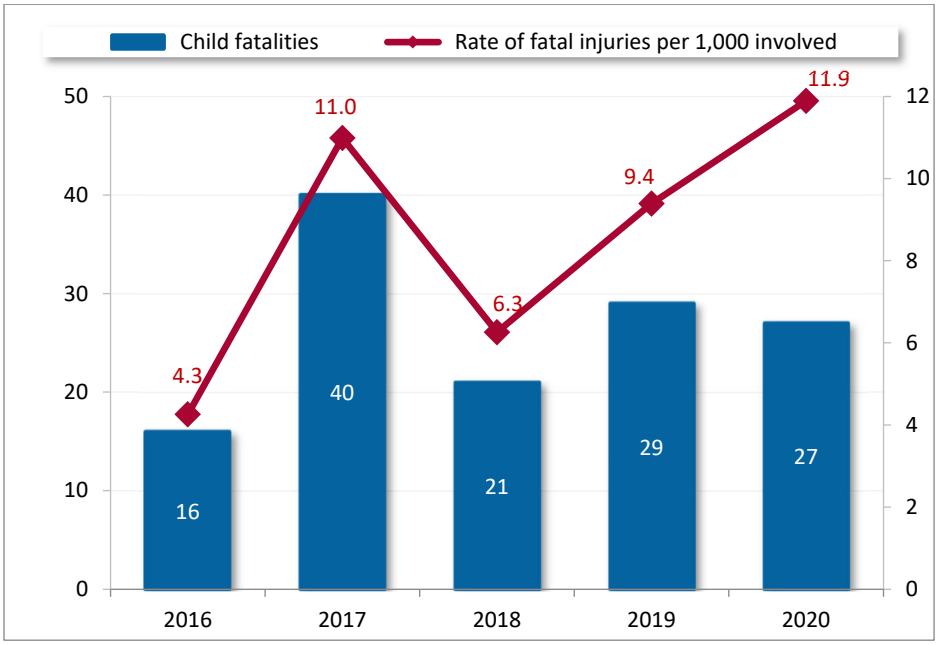


Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

GOAL: Reducing fatalities and serious injuries among children

The total number of children killed in crashes decreased from 29 in 2019 to 27 in 2020. (Figure 1.14). However, the rate of fatal injuries increased between 2019 and 2020, from 9 to 12 per 1,000 children involved in crashes.

Figure 1.14. Child fatalities and fatal injury rates in Indiana collisions, per 1,000 children involved, 2016–20

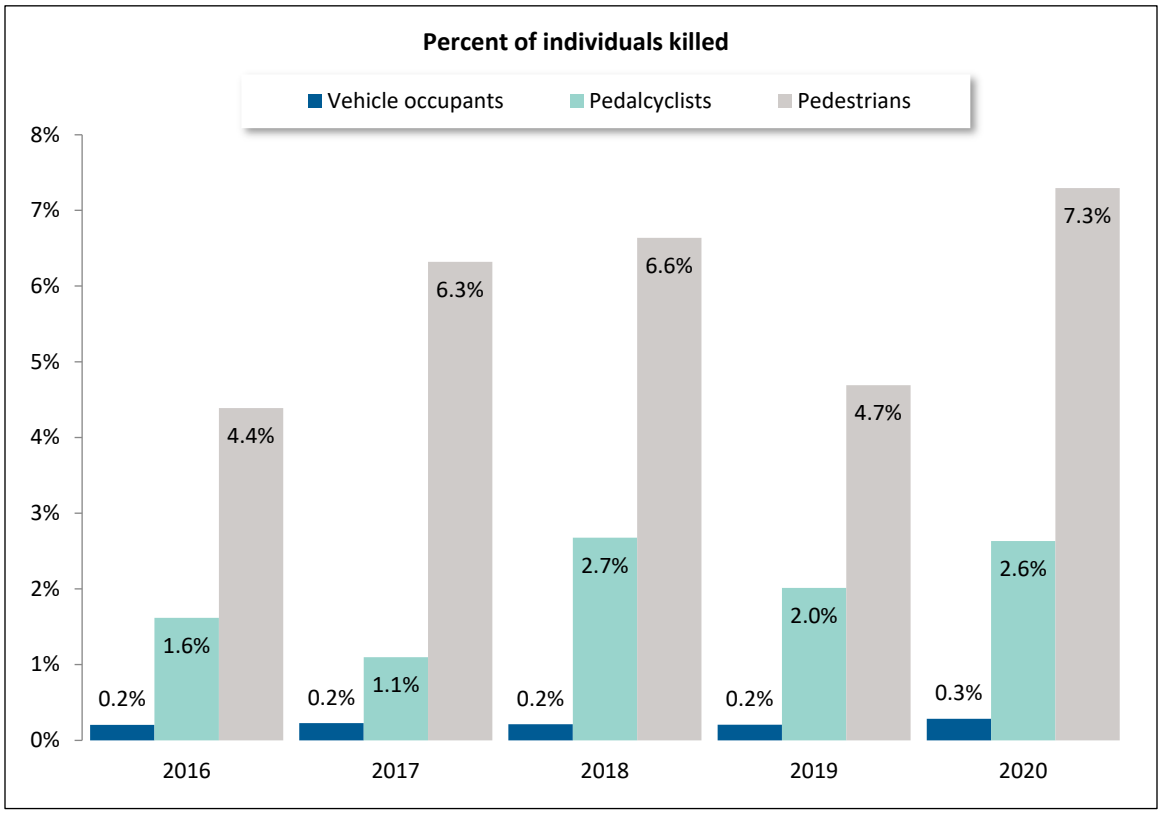


Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

GOAL: Reducing fatalities among non-motorists

In 2020, non-motorists—pedestrians and pedalcyclists—represented less than 1% of people involved in traffic collisions. However, they made up 14 % of Indiana's total traffic fatalities (not shown). The percentage of pedestrians killed in Indiana crashes increased from 5% in 2019 to 7% in 2020 (Figure 1.15). The percentage of pedalcyclists who died in crashes also rose from 2% to 3% in that same time period.

Figure 1.15. Fatalities in Indiana collisions as a percent of all involved, by person type, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

COUNTY COMPARISONS BY SUBJECT AREA, 2020

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 a given area, including the size and makeup of the population, the number of registered vehicles and licensed drivers, the number of vehicle miles traveled (VMT), and, perhaps most importantly, human behaviors and social norms that may contribute to the likelihood of particular types of crashes occurring in regions throughout the state. The following tables and choropleth maps show various collision and injury rates in Indiana counties in 2020.

Note: Choropleth maps show counties grouped by quartiles.

Collision severity and injuries

In 2020, 175,816 collisions occurred in Indiana, 808 of which were fatal. Counties averaged 1,911 collisions that same year, with an average of 9 fatal crashes (Table 2.1). Marion County ranked highest in the total number of collisions (28, 701), and Tipton County ranked highest in the percentage of all collisions that were fatal (2.0). The mean county rate of collisions per 100 million VMT was 191, and the median rate was 184 (Map 2.1). Ohio (369), Brown (327), Tippecanoe (305), and Elkhart (286) counties had the highest rates of collisions per 100M VMT.

The total number of individuals involved in 2020 Indiana collisions was 275,667. Across all counties, there was an average of 2,996 people in crashes (Table 2.2). Marion County had the largest number of individuals involved (48,489) and the largest number of traffic fatalities (148). The median county traffic fatality rate per 100,000 people was 14 (Map 2.2), with Warren County having the highest rate per 100,000 (49) and Martin County had the lowest (0).

Speed-related collisions

Speed-related collisions accounted for 9% of all Indiana collisions in 2020, and 25% of all fatal collisions (Table 2.3). The average number of speed-related collisions per county was 163. Jay County (1.2%) had the lowest percentage of speed-related collisions, and Pike (18.1%) and Lake (14.3%) counties had the highest percentages of collisions that were speed-related. The median county percent of speed-related collisions was 7.6, and many counties with the highest percentages of speed-related collisions were clustered in the northern third of the state (Map 2.3).

Alcohol collisions

Indiana collisions that involved an alcohol-impaired driver accounted for 2% of all Indiana collisions in 2020, and 13% of all fatal collisions (Table 2.4). The average number of alcohol-impaired collisions per county was 42, and the average number of fatal alcohol-impaired collisions per county was 1. The mean rate of alcohol-impaired drivers in county collisions per 10,000 licensed drivers was 8. Parke (18 per 10,000) and LaPorte (17 per 10,000) and Steuben (16 per 10,000) counties had the highest rates of alcohol-impaired drivers in collisions. Benton (3 per 10,000) and Randolph (4 per 10,000) counties had the lowest rates of alcohol-impaired drivers in collisions (Map 2.4).

Deer collisions

Nearly 15,000 Indiana collisions in 2020 involved deer. Counties with the highest percentage of deer-involved collisions were clustered in areas outside of central Indiana in predominantly rural areas (Map 2.5). The mean percentage of deer-related collisions was 18%. Pulaski County (50) and Warren County (48%) had the highest percentages of deer-involved collisions, while the urban counties of Marion (0.5%) and Lake (2%) had the lowest percentages of collisions that involved deer.

Restraint use

Fifty-six percent of all passenger vehicle (passenger cars, pickup trucks, sport utility vehicles, and vans) occupants killed in Indiana collisions were unrestrained in 2020, while 11% of individuals suffering non-incapacitating injuries were unrestrained (Table 2.5). The median county percent of unrestrained passenger vehicle occupants injured in collisions was 18 (Map 2.6). Clay (52) and Orange (48) counties had the highest rates of unrestrained occupants injured in collisions. More generally, urban and suburban counties in central and northern Indiana had lower percentages of unrestrained injuries.

Young drivers

In 2020, 28,918 young drivers (ages 15 to 20) were involved in collisions (11% of all drivers involved). That same year, 46 young drivers were involved in 2020 fatal collisions (Table 2.6). Pike County (25%) had the highest percentage of young drivers in collisions. The mean county rate of young driver involvement in collisions was 77 per 1,000 licensed young drivers, and the median county rate was 76. Counties that are the locations of large universities (Delaware, Monroe, Vanderburgh, Tippecanoe, Vigo, and Marion) were among the highest 12 rates of young driver involvement in collisions (Map 2.7), continuing a pattern observed year to year over the past decade.

Motorcyclists involved in collisions

In 2020, 2,943 motorcyclists were involved in collisions, and 138 motorcyclists were killed in collisions (Table 2.7). The highest rates of motorcyclists involved in collisions occurred in the southern Indiana counties of Brown (68 per 1,000), Switzerland (51 per 1,000), and Pike (35 per 1,000) counties (Map 2.8).

Hit-and-run collisions

Drivers in collisions resulting in injury or death are expected to remain or immediately return to the scene to provide proper identification (IC 9-26- 1-1); otherwise, the crash is considered a hit-and-run. Hit-and-run collisions accounted for 14% or 24,892 of the 175,816 collisions in Indiana in 2020. The average county percent of hit-and-run collisions was 8, and the median county percent was 7 (Map 2.9). The urban counties of Allen (23.2%), St. Joseph (23.0%), Marion (20.7%), Vigo (20.1%), and Lake (19.6%) counties had the highest hit-and-run collision rates in 2020.

County ranks

Table 2.8 shows Indiana counties ranked by six collision metrics:

- Fatalities per 100K population
- Percentage of speed-related collisions
- Percentage of alcohol-impaired collisions
- Motorcyclists per 1,000 individuals involved in collisions

- Percentage of unrestrained passenger vehicle injuries in collisions
- Young drivers in collisions per 1,000 licensed drivers.

An average score of these six metrics was also calculated to provide an indication of a county's overall traffic safety environment. However, a number of factors not accounted for here—such as different population compositions, road types, driving conditions, crash reporting practices, etc.—may influence collision rankings, so readers should be mindful of these differences when viewing county ranks.

Table 2.1. Indiana collisions, by severity and county, 2020

	Total collisions		Fatal			Nonfatal		Property damage only	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
All counties	**175,816**	**N/A**	**808**	**0.5**	**N/A**	**26,303**	**15.0**	**148,705**	**84.6**
Mean	1,911	N/A	9	0.7	N/A	286	14.1	1,616	85.2
Median	831	N/A	6	0.5	N/A	119	14	723	86
Minimum	82	N/A	0	0.0	N/A	14	8.6	67	71.9
Maximum	28,701	N/A	135	2.0	N/A	4,997	27.3	23,569	90.7
Adams	604	59	5	0.8	23	77	12.7	522	86.4
Allen	11,156	3	33	0.3	78	1,749	15.7	9,374	84.0
Bartholomew	1,631	25	11	0.7	28	420	25.8	1,200	73.6
Benton	113	91	2	1.8	4	16	14.2	95	84.1
Blackford	227	85	3	1.3	12	22	9.7	202	89.0
Boone	1,886	23	6	0.3	75	226	12.0	1,654	87.7
Brown	438	71	2	0.5	53	60	13.7	376	85.8
Carroll	496	69	3	0.6	37	60	12.1	433	87.3
Cass	1,109	36	6	0.5	43	153	13.8	950	85.7
Clark	3,616	11	13	0.4	71	453	12.5	3,150	87.1
Clay	564	62	4	0.7	27	79	14.0	481	85.3
Clinton	932	44	4	0.4	64	131	14.1	797	85.5
Crawford	315	81	1	0.3	76	33	10.5	281	89.2
Daviess	242	84	2	0.8	24	66	27.3	174	71.9
Dearborn	1,462	28	9	0.6	36	151	10.3	1,302	89.1
Decatur	674	55	3	0.4	60	91	13.5	580	86.1
DeKalb	1,112	34	10	0.9	21	130	11.7	972	87.4
Delaware	3,277	13	16	0.5	48	531	16.2	2,730	83.3
Dubois	1,211	32	4	0.3	73	125	10.3	1,082	89.3
Elkhart	6,026	6	31	0.5	46	803	13.3	5,192	86.2
Fayette	512	68	1	0.2	88	75	14.6	436	85.2
Floyd	2,231	19	5	0.2	87	339	15.2	1,887	84.6
Fountain	373	76	5	1.3	10	33	8.8	335	89.8
Franklin	613	58	4	0.7	32	73	11.9	536	87.4
Fulton	539	65	6	1.1	14	53	9.8	480	89.1
Gibson	888	45	4	0.5	58	131	14.8	753	84.8
Grant	1,936	22	7	0.4	70	212	11.0	1,717	88.7
Greene	766	51	2	0.3	82	101	13.2	663	86.6
Hamilton	6,196	5	23	0.4	69	733	11.8	5,440	87.8
Hancock	1,610	26	9	0.6	41	283	17.6	1,318	81.9
Harrison	1,069	40	7	0.7	31	158	14.8	904	84.6
Hendricks	4,181	8	11	0.3	81	574	13.7	3,596	86.0

Table 2.1. Indiana collisions, by severity and county, 2020 (continued)

	Total collisions		Fatal			Nonfatal		Property damage only	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
Henry	955	42	9	0.9	18	160	16.8	786	82.3
Howard	1,987	21	9	0.5	57	270	13.6	1,708	86.0
Huntington	996	41	4	0.4	67	133	13.4	859	86.2
Jackson	1,711	24	8	0.5	51	171	10.0	1,532	89.5
Jasper	1,073	39	7	0.7	33	159	14.8	907	84.5
Jay	538	66	5	0.9	19	62	11.5	471	87.5
Jefferson	810	48	12	1.5	8	104	12.8	694	85.7
Jennings	549	64	3	0.5	42	73	13.3	473	86.2
Johnson	3,249	14	6	0.2	89	501	15.4	2,742	84.4
Knox	1,080	38	8	0.7	26	133	12.3	939	86.9
Kosciusko	2,241	18	10	0.4	59	343	15.3	1,888	84.2
LaGrange	809	49	4	0.5	47	77	9.5	728	90.0
Lake	15,178	2	53	0.3	72	2,214	14.6	12,911	85.1
LaPorte	3,183	15	15	0.5	49	495	15.6	2,673	84.0
Lawrence	1,174	33	3	0.3	84	142	12.1	1,029	87.6
Madison	3,400	12	15	0.4	61	447	13.1	2,938	86.4
Marion	28,701	1	135	0.5	50	4,997	17.4	23,569	82.1
Marshall	1,368	30	8	0.6	38	179	13.1	1,181	86.3
Martin	125	90	0	0.0	92	25	20.0	100	80.0
Miami	948	43	5	0.5	45	126	13.3	817	86.2
Monroe	2,748	17	8	0.3	80	509	18.5	2,231	81.2
Montgomery	836	46	8	1.0	17	127	15.2	701	83.9
Morgan	1,491	27	10	0.7	29	235	15.8	1,246	83.6
Newton	357	77	5	1.4	9	54	15.1	298	83.5
Noble	1,102	37	5	0.5	56	170	15.4	927	84.1
Ohio	158	87	1	0.6	34	14	8.9	143	90.5
Orange	418	73	1	0.2	86	68	16.3	349	83.5
Owen	438	71	2	0.5	53	78	17.8	358	81.7
Parke	389	75	1	0.3	83	35	9.0	353	90.7
Perry	353	78	2	0.6	40	42	11.9	309	87.5
Pike	127	89	2	1.6	7	31	24.4	94	74.0
Porter	4,161	9	19	0.5	53	648	15.6	3,494	84.0
Posey	556	63	3	0.5	44	80	14.4	473	85.1
Pulaski	346	79	6	1.7	5	37	10.7	303	87.6
Putnam	825	47	9	1.1	15	99	12.0	717	86.9
Randolph	479	70	4	0.8	22	51	10.6	424	88.5

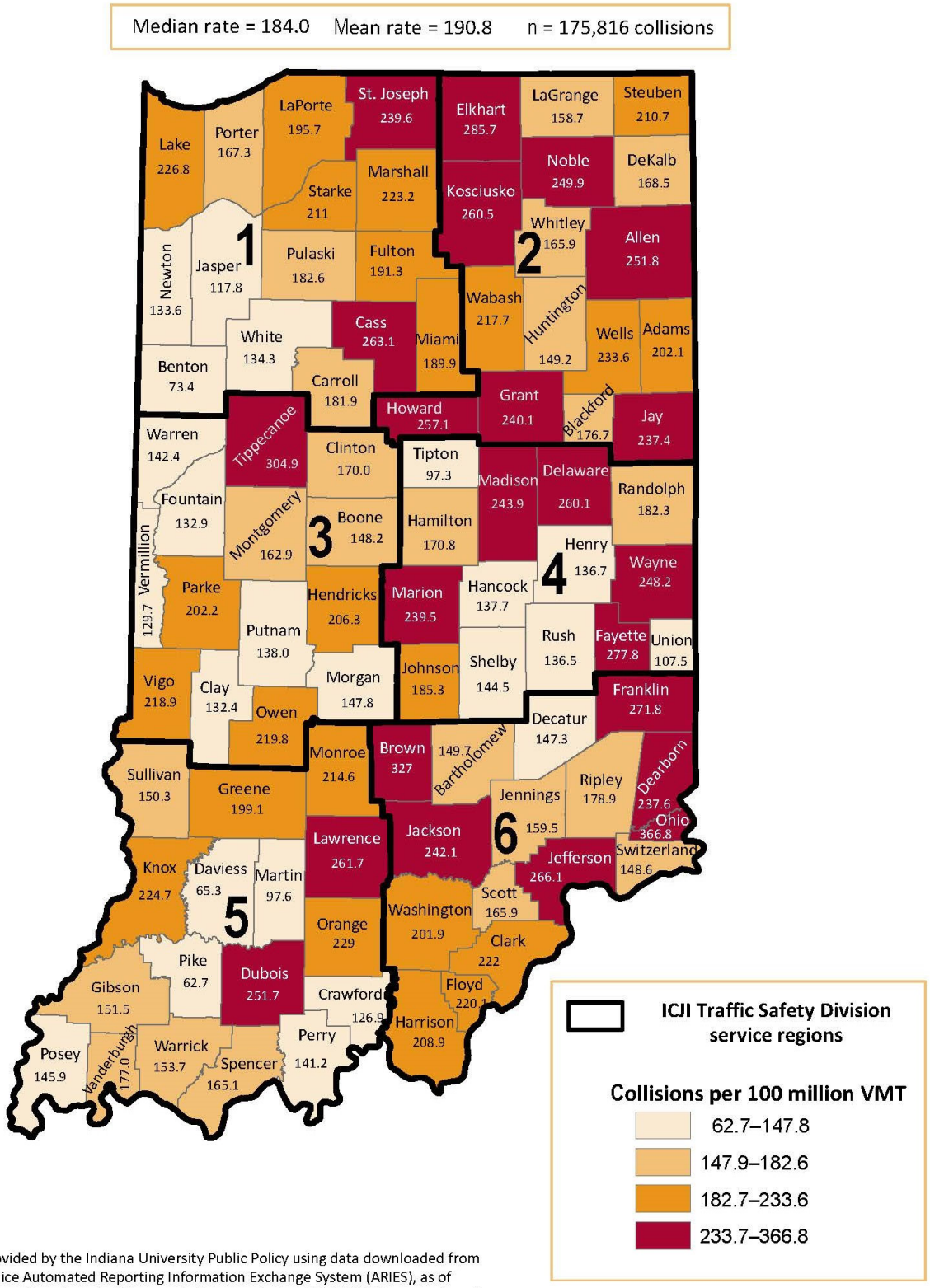
Table 2.1. Indiana collisions, by severity and county, 2020 (continued)

	Total collisions		Fatal			Nonfatal		Property damage only	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
Ripley	649	56	3	0.5	52	81	12.5	565	87.1
Rush	311	82	1	0.3	74	49	15.8	261	83.9
St. Joseph	7,142	4	29	0.4	66	1,063	14.9	6,050	84.7
Scott	597	60	8	1.3	11	93	15.6	496	83.1
Shelby	1,110	35	7	0.6	35	170	15.3	933	84.1
Spencer	617	57	1	0.2	90	89	14.4	527	85.4
Starke	523	67	9	1.7	6	45	8.6	469	89.7
Steuben	1,384	29	6	0.4	63	130	9.4	1,248	90.2
Sullivan	411	74	1	0.2	85	70	17.0	340	82.7
Switzerland	147	88	3	2.0	1	25	17.0	119	81.0
Tippecanoe	5,356	7	8	0.1	91	745	13.9	4,603	85.9
Tipton	299	83	6	2.0	2	57	19.1	236	78.9
Union	82	92	1	1.2	13	14	17.1	67	81.7
Vanderburgh	4,066	10	12	0.3	79	990	24.3	3,064	75.4
Vermillion	329	80	3	0.9	20	42	12.8	284	86.3
Vigo	2,820	16	12	0.4	65	447	15.9	2,361	83.7
Wabash	747	53	3	0.4	67	98	13.1	646	86.5
Warren	223	86	4	1.8	3	28	12.6	191	85.7
Warrick	1,297	31	4	0.3	77	196	15.1	1,097	84.6
Washington	569	61	6	1.1	16	93	16.3	470	82.6
Wayne	2,049	20	9	0.4	62	286	14.0	1,754	85.6
Wells	701	54	4	0.6	39	75	10.7	622	88.7
White	751	52	5	0.7	30	74	9.9	672	89.5
Whitley	772	50	6	0.8	25	113	14.6	653	84.6
Unknown	5	N/A	0	N/A	N/A	0	N/A	5	N/A

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Note: Nonfatal injury collisions include collisions with incapacitating, non-incapacitating and possible injuries.

Map 2.1. Traffic collisions per 100M vehicle miles traveled, by county and ICJI Traffic Safety Division service region, 2020



Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021 Indiana Department of Transportation, county-level VMT (2019), current as of May 14, 2021

Table 2.2. Individuals involved in Indiana collisions, by injury status and county, 2020

	Total individuals involved		Fatal			Incapacitating		Non-incapacitating		No injury	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total	Count	As % county total
All counties	**275,667**	**N/A**	**896**	**0.3**	**N/A**	**17,188**	**6.2**	**21,725**	**7.9**	**235,858**	**85.6**
Mean	2,996	N/A	10	0.5	N/A	187	7.3	236	7.2	2,564	85.0
Median	1,246	N/A	6	0.4	N/A	83	6.8	80	7.0	1,069	85.6
Minimum	132	N/A	1	0.0	N/A	13	0.9	8	3.1	105	70.9
Maximum	48,489	N/A	148	3.0	N/A	2,929	17.4	4,342	14.2	41,070	90.4
Adams	842	59	5	0.6	27	62	7.4	54	6.4	721	85.6
Allen	17,189	3	36	0.2	79	976	5.7	1,627	9.5	14,550	84.6
Bartholomew	2,822	23	11	0.4	46	282	10.0	340	12.0	2,189	77.6
Benton	147	91	2	1.4	6	13	8.8	8	5.4	124	84.4
Blackford	298	85	4	1.3	7	25	8.4	15	5.0	254	85.2
Boone	2,910	22	8	0.3	69	172	5.9	159	5.5	2,571	88.4
Brown	586	72	2	0.3	50	39	6.7	43	7.3	502	85.7
Carroll	628	70	3	0.5	36	44	7.0	36	5.7	545	86.8
Cass	1,637	34	10	0.6	25	111	6.8	117	7.1	1,399	85.5
Clark	5,809	11	13	0.2	76	347	6.0	342	5.9	5,107	87.9
Clay	829	60	4	0.5	35	64	7.7	33	4.0	728	87.8
Clinton	1,347	44	4	0.3	63	105	7.8	104	7.7	1,134	84.2
Crawford	385	83	1	0.3	71	35	9.1	12	3.1	337	87.5
Daviess	379	84	2	0.5	33	66	17.4	34	9.0	277	73.1
Dearborn	2,169	28	9	0.4	40	136	6.3	96	4.4	1,928	88.9
Decatur	1,019	53	3	0.3	65	82	8.0	61	6.0	873	85.7
DeKalb	1,622	35	13	0.8	17	87	5.4	107	6.6	1,415	87.2
Delaware	5,199	13	16	0.3	59	290	5.6	525	10.1	4,368	84.0
Dubois	1,739	32	4	0.2	74	84	4.8	93	5.3	1,558	89.6
Elkhart	9,538	6	33	0.3	49	615	6.4	606	6.4	8,284	86.9
Fayette	789	64	1	0.1	88	41	5.2	58	7.4	689	87.3
Floyd	3,705	18	7	0.2	82	210	5.7	309	8.3	3,179	85.8
Fountain	479	76	5	1.0	12	29	6.1	34	7.1	411	85.8
Franklin	811	62	9	1.1	10	77	9.5	33	4.1	692	85.3
Fulton	711	67	6	0.8	16	46	6.5	41	5.8	618	86.9
Gibson	1,350	43	4	0.3	64	101	7.5	101	7.5	1,144	84.7
Grant	2,799	24	8	0.3	67	147	5.3	179	6.4	2,465	88.1
Greene	1,007	54	2	0.2	80	87	8.6	55	5.5	863	85.7
Hamilton	10,383	5	26	0.3	72	483	4.7	751	7.2	9,123	87.9
Hancock	2,703	25	10	0.4	47	263	9.7	151	5.6	2,279	84.3
Harrison	1,530	39	10	0.7	23	126	8.2	119	7.8	1,275	83.3
Hendricks	7,046	9	12	0.2	87	386	5.5	415	5.9	6,233	88.5

Table 2.2. Individuals involved in Indiana collisions, by injury status and county, 2020 (continued)

	Total individuals involved		Fatal			Incapacitating		Non-incapacitating		No injury	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total	Count	As % county total
Henry	1,493	41	10	0.7	22	118	7.9	116	7.8	1,249	83.7
Howard	3,344	19	9	0.3	70	200	6.0	236	7.1	2,899	86.7
Huntington	1,387	42	4	0.3	66	96	6.9	97	7.0	1,190	85.8
Jackson	2,554	26	8	0.3	56	108	4.2	128	5.0	2,310	90.4
Jasper	1,504	40	9	0.6	26	92	6.1	162	10.8	1,241	82.5
Jay	732	66	5	0.7	21	47	6.4	41	5.6	639	87.3
Jefferson	1,284	46	13	1.0	13	108	8.4	55	4.3	1,108	86.3
Jennings	865	58	3	0.3	48	65	7.5	63	7.3	734	84.9
Johnson	5,645	12	6	0.1	91	385	6.8	327	5.8	4,927	87.3
Knox	1,540	38	9	0.6	28	112	7.3	85	5.5	1,334	86.6
Kosciusko	3,215	20	13	0.4	43	29	0.9	458	14.2	2,715	84.4
LaGrange	1,152	48	5	0.4	38	60	5.2	63	5.5	1,024	88.9
Lake	24,615	2	59	0.2	73	1,610	6.5	1,627	6.6	21,319	86.6
LaPorte	4,766	15	16	0.3	51	321	6.7	427	9.0	4,002	84.0
Lawrence	1,698	33	3	0.2	84	105	6.2	109	6.4	1,481	87.2
Madison	5,149	14	16	0.3	57	393	7.6	299	5.8	4,441	86.2
Marion	48,489	1	148	0.3	60	2,929	6.0	4,342	9.0	41,070	84.7
Marshall	1,939	30	8	0.4	41	130	6.7	138	7.1	1,663	85.8
Martin	190	87		0.0	92	17	8.9	21	11.1	152	80.0
Miami	1,322	45	7	0.5	31	88	6.7	95	7.2	1,132	85.6
Monroe	4,306	17	8	0.2	83	202	4.7	534	12.4	3,562	82.7
Montgomery	1,208	47	9	0.7	19	97	8.0	73	6.0	1,029	85.2
Morgan	2,394	27	10	0.4	39	200	8.4	163	6.8	2,021	84.4
Newton	474	77	5	1.1	11	56	11.8	32	6.8	381	80.4
Noble	1,552	37	5	0.3	54	133	8.6	124	8.0	1,290	83.1
Ohio	189	88	1	0.5	32	16	8.5	8	4.2	164	86.8
Orange	572	74	1	0.2	85	54	9.4	48	8.4	469	82.0
Owen	645	69	2	0.3	58	54	8.4	62	9.6	527	81.7
Parke	474	77	1	0.2	78	31	6.5	16	3.4	426	89.9
Perry	511	75	2	0.4	45	29	5.7	29	5.7	451	88.3
Pike	172	90	2	1.2	9	26	15.1	22	12.8	122	70.9
Porter	6,654	10	21	0.3	55	405	6.1	512	7.7	5,716	85.9
Posey	769	65	4	0.5	34	62	8.1	63	8.2	640	83.2
Pulaski	427	81	7	1.6	3	36	8.4	33	7.7	351	82.2
Putnam	1,149	49	9	0.8	18	76	6.6	59	5.1	1,005	87.5
Randolph	627	71	4	0.6	24	43	6.9	22	3.5	558	89.0
Ripley	912	57	3	0.3	53	59	6.5	63	6.9	787	86.3
Rush	449	80	1	0.2	77	44	9.8	29	6.5	375	83.5
St. Joseph	11,215	4	34	0.3	61	731	6.5	854	7.6	9,596	85.6
Scott	937	56	9	1.0	14	63	6.7	88	9.4	777	82.9
Shelby	1,584	36	7	0.4	37	138	8.7	93	5.9	1,346	85.0
Spencer	812	61	1	0.1	89	81	10.0	62	7.6	668	82.3

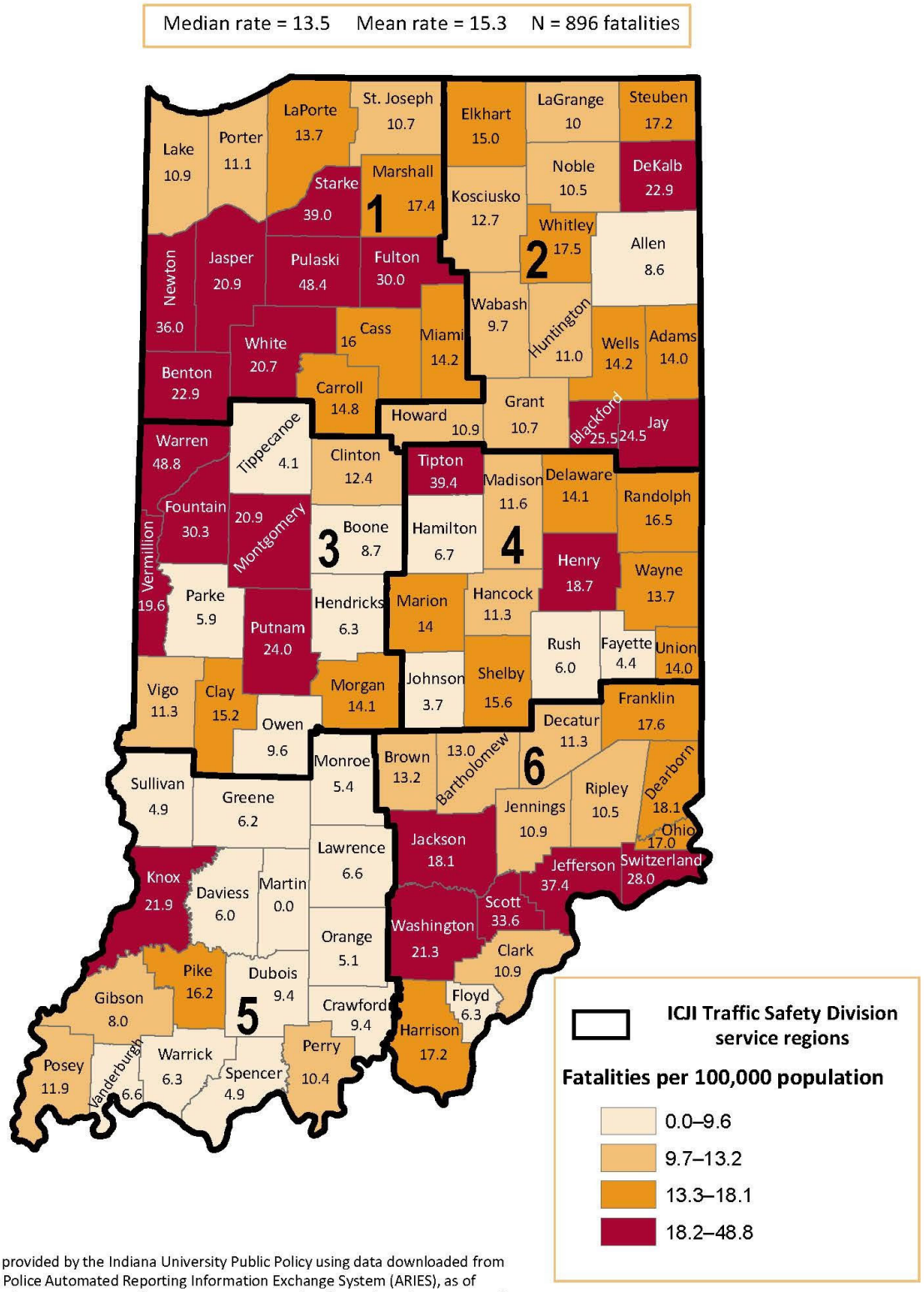
Table 2.2. Individuals involved in Indiana collisions, by injury status and county, 2020 (continued)

	Total individuals involved		Fatal			Incapacitating		Non-incapacitating		No injury	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total	Count	As % county total
Starke	699	68	9	1.3	8	40	5.7	45	6.4	605	86.6
Steuben	1,808	31	6	0.3	52	77	4.3	97	5.4	1,628	90.0
Sullivan	576	73	1	0.2	86	54	9.4	54	9.4	467	81.1
Switzerland	177	89	3	1.7	2	22	12.4	13	7.3	139	78.5
Tippecanoe	8,225	7	9	0.1	90	82	1.0	912	11.1	7,222	87.8
Tipton	422	82	6	1.4	5	49	11.6	37	8.8	330	78.2
Union	132	92	4	3.0	1	13	9.8	10	7.6	105	79.5
Vanderburgh	7,144	8	16	0.2	75	642	9.0	831	11.6	5,655	79.2
Vermillion	457	79	4	0.9	15	52	11.4	20	4.4	381	83.4
Vigo	4,342	16	13	0.3	62	324	7.5	325	7.5	3,680	84.8
Wabash	1,061	51	3	0.3	68	90	8.5	54	5.1	914	86.1
Warren	269	86	4	1.5	4	17	6.3	20	7.4	228	84.8
Warrick	2,014	29	4	0.2	80	24	1.2	252	12.5	1,734	86.1
Washington	809	63	6	0.7	20	72	8.9	67	8.3	664	82.1
Wayne	3,053	21	12	0.4	44	144	4.7	265	8.7	2,632	86.2
Wells	986	55	4	0.4	42	59	6.0	62	6.3	861	87.3
White	1,044	52	6	0.6	29	62	5.9	50	4.8	926	88.7
Whitley	1,127	50	6	0.5	30	85	7.5	75	6.7	961	85.3
Unknown	4	N/A	0	N/A	N/A	0	N/A	0	N/A	4	N/A

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Note: Non-incapacitating injuries include those reported as non-incapacitating, possible, not reported, refused, and unknown injuries.

Map 2.2. Traffic fatalities per 100k population, by county and ICJI Traffic Safety Division service region, 2020



Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021 Indiana Department of Transportation, county-level VMT (2019), current as of May 14, 2021

Table 2.3. Indiana speed-related collisions, by severity and county, 2020

	All collisions			Fatal		Nonfatal		Property damage only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total nonfatal injury collisions	Count	Speed-related as % of total property damage collisions
All counties	**15,032**	**8.5**	**N/A**	**201**	**24.9**	**3,303**	**12.6**	**11,524**	**7.7**
Mean	163	7.7	N/A	2	22.4	36	12.8	125	6.8
Median	66	7.6	N/A	1	20.0	15	12	48	6.3
Minimum	1	1.2	N/A	0	0.0	1	0.0	1	1.5
Maximum	2,651	18.1	N/A	32	100.0	661	25.8	1,958	16.0
Adams	58	9.6	23	1	20.0	15	19.5	42	8.0
Allen	1,023	9.2	27	12	36.4	227	13.0	784	8.4
Bartholomew	139	8.5	31	3	27.3	47	11.2	89	7.4
Benton	6	5.3	75	1	50.0	3	18.8	2	2.1
Blackford	11	4.8	79	0	0.0	1	4.5	10	5.0
Boone	149	7.9	41	1	16.7	28	12.4	120	7.3
Brown	29	6.6	58	0	0.0	7	11.7	22	5.9
Carroll	42	8.5	32	2	66.7	10	16.7	30	6.9
Cass	67	6.0	65	0	0.0	17	11.1	50	5.3
Clark	225	6.2	64	7	53.8	61	13.5	157	5.0
Clay	38	6.7	54	0	0.0	8	10.1	30	6.2
Clinton	109	11.7	7	2	50.0	29	22.1	78	9.8
Crawford	28	8.9	29	0	0.0	4	12.1	24	8.5
Daviess	20	8.3	35	1	50.0	5	7.6	14	8.0
Dearborn	94	6.4	60	1	11.1	20	13.2	73	5.6
Decatur	75	11.1	11	1	33.3	16	17.6	58	10.0
DeKalb	147	13.2	4	5	50.0	28	21.5	114	11.7
Delaware	221	6.7	53	4	25.0	54	10.2	163	6.0
Dubois	70	5.8	71	0	0.0	24	19.2	46	4.3
Elkhart	575	9.5	24	8	25.8	94	11.7	473	9.1
Fayette	24	4.7	80	0	0.0	4	5.3	20	4.6
Floyd	140	6.3	62	1	20.0	37	10.9	102	5.4
Fountain	19	5.1	77	1	20.0	7	21.2	11	3.3
Franklin	61	10.0	20	1	25.0	16	21.9	44	8.2
Fulton	45	8.3	34	1	16.7	10	18.9	34	7.1
Gibson	67	7.5	47	1	25.0	24	18.3	42	5.6
Grant	183	9.5	25	2	28.6	19	9.0	162	9.4
Greene	31	4.0	86		0.0	10	9.9	21	3.2
Hamilton	330	5.3	74	0	0.0	45	6.1	281	5.2
Hancock	101	6.3	63	1	11.1	18	6.4	82	6.2

Table 2.3. Indiana speed-related collisions, by severity and county, 2020 (continued)

	All collisions			Fatal		Nonfatal		Property damage only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total nonfatal injury collisions	Count	Speed-related as % of total property damage collisions
Harrison	85	8.0	39	3	42.9	16	10.1	66	7.3
Hendricks	252	6.0	66	1	9.1	60	10.5	191	5.3
Henry	96	10.1	19	3	33.3	26	16.3	67	8.5
Howard	91	4.6	82	1	11.1	21	7.8	69	4.0
Huntington	66	6.6	57	1	25.0	10	7.5	55	6.4
Jackson	65	3.8	87	3	37.5	14	8.2	48	3.1
Jasper	108	10.1	18	4	57.1	24	15.1	80	8.8
Jay	14	2.6	91	0	0.0	4	6.5	10	2.1
Jefferson	55	6.8	52	4	33.3	16	15.4	35	5.0
Jennings	28	5.1	76	1	33.3	8	11.0	19	4.0
Johnson	190	5.8	69	0	0.0	33	6.6	157	5.7
Knox	50	4.6	81	1	12.5	14	10.5	35	3.7
Kosciusko	113	5.0	78	0	0.0	30	8.7	83	4.4
LaGrange	89	11.0	12	2	50.0	9	11.7	78	10.7
Lake	2,171	14.3	2	23	43.4	455	20.6	1,693	13.1
LaPorte	358	11.2	10	3	20.0	64	12.9	291	10.9
Lawrence	66	5.6	72	0	0.0	18	12.7	48	4.7
Madison	182	5.4	73	5	33.3	46	10.3	131	4.5
Marion	2,651	9.2	26	32	23.7	661	13.2	1,958	8.3
Marshall	104	7.6	44	1	12.5	17	9.5	86	7.3
Martin	10	8.0	38	0	0.0	2	8.0	8	8.0
Miami	86	9.1	28	1	20.0	11	8.7	74	9.1
Monroe	289	10.5	15	1	12.5	70	13.8	218	9.8
Montgomery	61	7.3	49	2	25.0	12	9.4	47	6.7
Morgan	116	7.8	42	3	30.0	27	11.5	86	6.9
Newton	41	11.5	9	1	20.0	7	13.0	33	11.1
Noble	127	11.5	8	2	40.0	42	24.7	83	9.0
Ohio	14	8.9	30	0	0.0	3	21.4	11	7.7
Orange	28	6.7	56	1	100.0	6	8.8	21	6.0
Owen	20	4.6	83	1	50.0	9	11.5	10	2.8
Parke	38	9.8	21	1	0.0	7	20.0	30	8.5
Perry	34	9.6	22	1	50.0	10	23.8	23	7.4
Pike	23	18.1	1	0	0.0	8	25.8	15	16.0
Porter	425	10.2	16	5	26.3	86	13.3	334	9.6

Table 2.3. Indiana speed-related collisions, by severity and county, 2020 (continued)

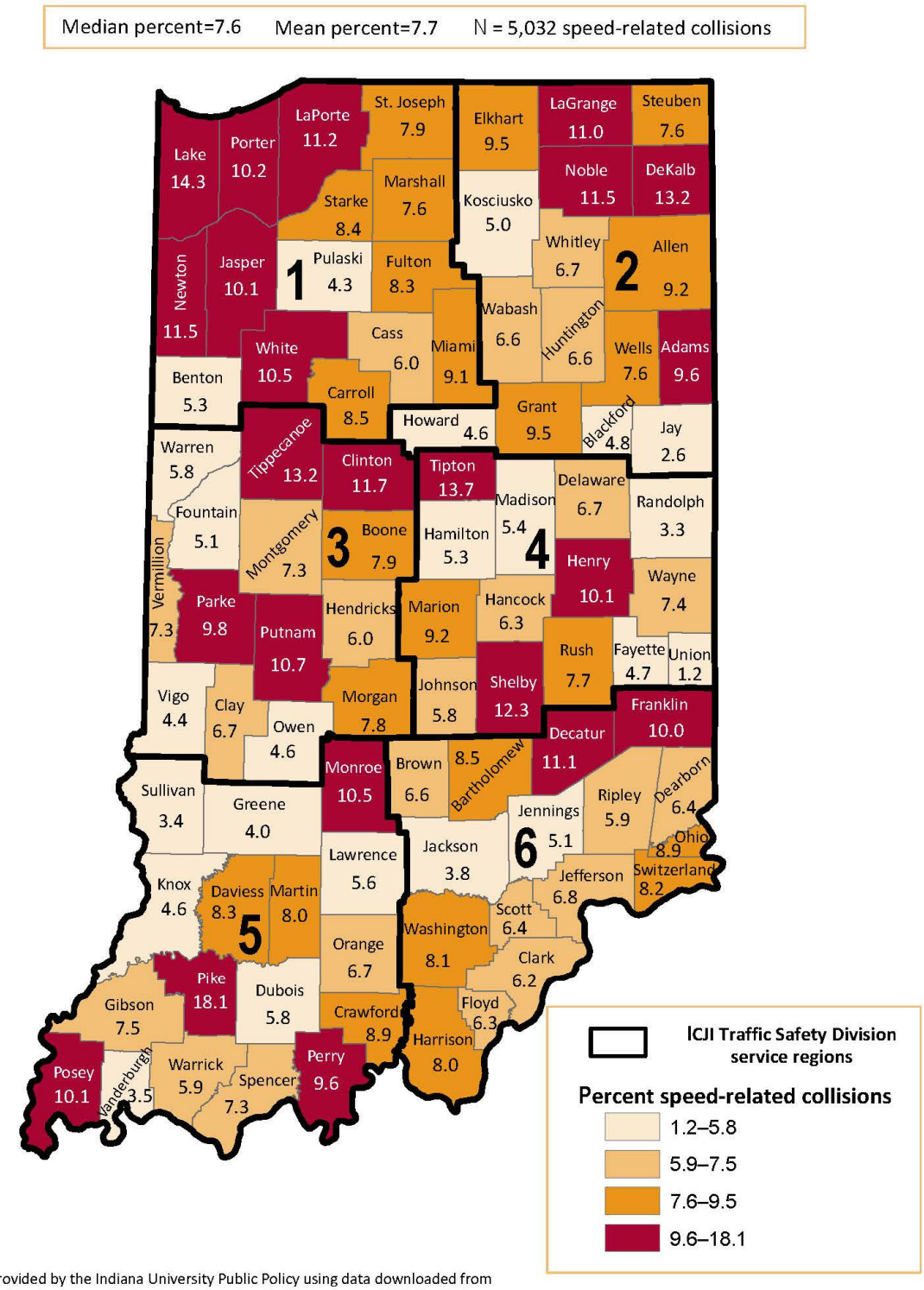
	All collisions			Fatal		Nonfatal		Property damage only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total nonfatal injury collisions	Count	Speed-related as % of total property damage collisions
Posey	56	10.1	17	3	100.0	15	18.8	38	8.0
Pulaski	15	4.3	85	1	0.0	4	10.8	10	3.3
Putnam	88	10.7	13	3	33.3	15	15.2	70	9.8
Randolph	16	3.3	90	0	0.0	4	7.8	12	2.8
Ripley	38	5.9	68	1	33.3	6	7.4	31	5.5
Rush	24	7.7	43	1	100.0	4	8.2	19	7.3
St. Joseph	566	7.9	40	8	27.6	93	8.7	465	7.7
Scott	38	6.4	61	3	37.5	9	9.7	26	5.2
Shelby	136	12.3	6	2	28.6	27	15.9	107	11.5
Spencer	45	7.3	51	0	0.0	15	16.9	30	5.7
Starke	44	8.4	33	2	22.2	6	13.3	36	7.7
Steuben	105	7.6	45	1	16.7	26	20.0	78	6.3
Sullivan	14	3.4	89	0	0.0	5	7.1	9	2.6
Switzerland	12	8.2	36	1	33.3	5	20.0	6	5.0
Tippecanoe	708	13.2	5	3	37.5	117	15.7	588	12.8
Tipton	41	13.7	3	0	0.0	9	15.8	32	13.6
Union	1	1.2	92	0	0.0		0.0	1	1.5
Vanderburgh	144	3.5	88	2	16.7	44	4.4	98	3.2
Vermillion	24	7.3	50	0	0.0	7	16.7	17	6.0
Vigo	125	4.4	84	2	16.7	33	7.4	90	3.8
Wabash	49	6.6	59	0	0.0	11	11.2	38	5.9
Warren	13	5.8	70	1	0.0	2	7.1	10	5.2
Warrick	76	5.9	67	0	0.0	26	13.3	50	4.6
Washington	46	8.1	37	0	0.0	15	16.1	31	6.6
Wayne	151	7.4	48	1	11.1	41	14.3	109	6.2
Wells	53	7.6	46	0	0.0	8	10.7	45	7.2
White	79	10.5	14	0	0.0	11	14.9	68	10.1
Whitley	52	6.7	55	2	33.3	11	9.7	39	6.0
Unknown	1	N/A	N/A	0	N/A	0	N/A	1	N/A

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Percent calculations represent the percent of total county collisions (presented in Table 2.1) in each injury category that are speed-related.
2) Nonfatal injury collisions include collisions with incapacitating, non-incapacitating, and possible injuries.
3) 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 the primary or contributing factor of the collision; (2) a vehicle driver is issued a speeding citation.

Map 2.3. Percentage of Indiana county collisions that involved a speeding driver, by ICJI Traffic Safety Division service region, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 2.4. Indiana collisions involving an alcohol-impaired driver, by severity and county, 2020

	Total		Fatal		Nonfatal		Property damage	
County	Count	Alcohol-impaired as % of total collisions	Count	Alcohol-impaired as % of total fatal collisions	Count	Alcohol-impaired as % of total personal injury collisions	Count	Alcohol-impaired as % of total property damage collisions
All counties	**3,820**	**2.2**	**106**	**13.1**	**970**	**3.7**	**2,744**	**1.8**
Mean	42	2.6	1	10.8	11	4.7	30	2.2
Median	21	2.4	1	0.0	6	4.4	15	2.0
Minimum	2	1.1	0	0.0	0	0.0	2	0.7
Maximum	389	9.5	25	100.0	124	14.3	257	8.6
Adams	20	3.3	1	20.0	9	11.7	10	1.9
Allen	389	3.5	8	24.2	124	7.1	257	2.7
Bartholomew	44	2.7	2	18.2	14	3.3	28	2.3
Benton	2	1.8	0	0.0	0	0.0	2	2.1
Blackford	11	4.8	1	N/A	1	4.5	9	4.5
Boone	36	1.9	0	0.0	5	2.2	31	1.9
Brown	9	2.1	0	0.0	3	5.0	6	1.6
Carroll	10	2.0	1	33.3	6	10.0	3	0.7
Cass	37	3.3	1	16.7	9	5.9	27	2.8
Clark	60	1.7	0	0.0	19	4.2	41	1.3
Clay	11	2.0	0	0.0	5	6.3	6	1.2
Clinton	20	2.1	1	25.0	8	6.1	11	1.4
Crawford	8	2.5	0	0.0	3	9.1	5	1.8
Daviess	23	9.5	0	0.0	8	12.1	15	8.6
Dearborn	31	2.1	0	0.0	5	3.3	26	2.0
Decatur	13	1.9	0	0.0	4	4.4	9	1.6
DeKalb	32	2.9	2	20.0	10	7.7	20	2.1
Delaware	61	1.9	3	18.8	20	3.8	38	1.4
Dubois	33	2.7	0	0.0	7	5.6	26	2.4
Elkhart	116	1.9	3	9.7	29	3.6	84	1.6
Fayette	17	3.3	0	0.0	3	4.0	14	3.2
Floyd	61	2.7	0	0.0	16	4.7	45	2.4
Fountain	10	2.7	1	20.0	2	6.1	7	2.1
Franklin	16	2.6	1	25.0	5	6.8	10	1.9
Fulton	6	1.1	0	0.0	0	0.0	6	1.3
Gibson	24	2.7	0	0.0	7	5.3	17	2.3
Grant	30	1.5	1	14.3	6	2.8	23	1.3
Greene	13	1.7	1	50.0	5	5.0	7	1.1
Hamilton	142	2.3	5	21.7	34	4.6	103	1.9
Hancock	26	1.6	1	11.1	8	2.8	17	1.3
Harrison	18	1.7	0	0.0	6	3.8	12	1.3
Hendricks	71	1.7	1	9.1	13	2.3	57	1.6
Henry	23	2.4	0	0.0	6	3.8	17	2.2
Howard	50	2.5	1	11.1	15	5.6	34	2.0
Huntington	28	2.8	1	25.0	8	6.0	19	2.2
Jackson	46	2.7	0	0.0	5	2.9	41	2.7

Table 2.4. Indiana collisions involving an alcohol-impaired driver, by severity and county, 2020 (continued)

	Total		Fatal		Nonfatal		Property damage	
County	Count	Alcohol-impaired as % of total collisions	Count	Alcohol-impaired as % of total fatal collisions	Count	Alcohol-impaired as % of total personal injury collisions	Count	Alcohol-impaired as % of total property damage collisions
Jasper	32	3.0	0	0.0	9	5.7	23	2.5
Jay	7	1.3	0	0.0	1	1.6	6	1.3
Jefferson	21	2.6	0	0.0	2	1.9	19	2.7
Jennings	9	1.6	1	33.3	1	1.4	7	1.5
Johnson	73	2.2	1	16.7	15	3.0	57	2.1
Knox	25	2.3	1	12.5	9	6.8	15	1.6
Kosciusko	56	2.5	1	10.0	15	4.4	40	2.1
LaGrange	21	2.6	0	0.0	5	6.5	16	2.2
Lake	314	2.1	9	17.0	68	3.1	237	1.8
LaPorte	136	4.3	3	20.0	43	8.7	90	3.4
Lawrence	21	1.8	0	0.0	8	5.6	13	1.3
Madison	68	2.0	2	13.3	15	3.4	51	1.7
Marion	341	1.2	25	18.5	80	1.6	236	1.0
Marshall	36	2.6	1	12.5	11	6.1	24	2.0
Martin	4	3.2	0	0.0	1	4.0	3	3.0
Miami	26	2.7	1	20.0	6	4.8	19	2.3
Monroe	46	1.7	0	0.0	10	2.0	36	1.6
Montgomery	14	1.7	0	0.0	1	0.8	13	1.9
Morgan	27	1.8	1	10.0	6	2.6	20	1.6
Newton	17	4.8	2	40.0	6	11.1	9	3.0
Noble	23	2.1	0	0.0	5	2.9	18	1.9
Ohio	2	1.3	0	0.0	0	0.0	2	1.4
Orange	9	2.2	1	100.0	3	4.4	5	1.4
Owen	9	2.1	1	50.0	1	1.3	7	2.0
Parke	20	5.1	0	0.0	5	14.3	15	4.2
Perry	13	3.7	0	0.0	2	4.8	11	3.6
Pike	7	5.5	0	0.0	2	6.5	5	5.3
Porter	131	3.1	1	5.3	39	6.0	91	2.6
Posey	18	3.2	0	0.0	3	3.8	15	3.2
Pulaski	9	2.6	0	0.0	3	8.1	6	2.0
Putnam	17	2.1	0	0.0	5	5.1	12	1.7
Randolph	7	1.5	0	0.0	1	2.0	6	1.4
Ripley	9	1.4	0	0.0	4	4.9	5	0.9
Rush	10	3.2	0	0.0	3	6.1	7	2.7
St. Joseph	95	1.3	6	20.7	12	1.1	77	1.3
Scott	12	2.0	1	12.5	1	1.1	10	2.0
Shelby	28	2.5	1	14.3	7	4.1	20	2.1
Spencer	15	2.4	0	0.0	3	3.4	12	2.3
Starke	15	2.9	1	11.1	3	6.7	11	2.3
Steuben	41	3.0	1	16.7	6	4.6	34	2.7

Table 2.4. Indiana collisions involving an alcohol-impaired driver, by severity and county, 2020 (continued)

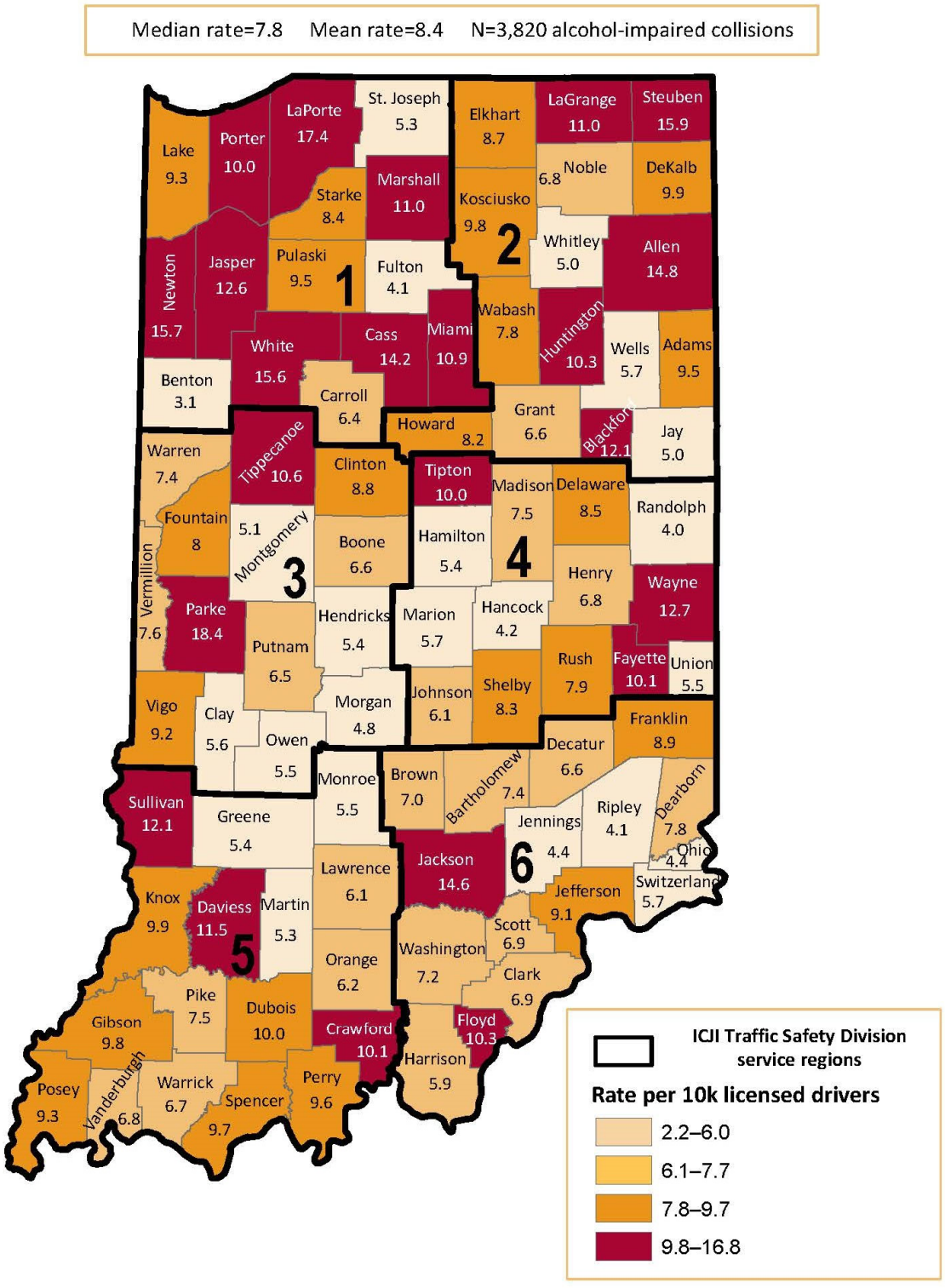
	Total		Fatal		Nonfatal		Property damage	
County	Count	Alcohol-impaired as % of total collisions	Count	Alcohol-impaired as % of total fatal collisions	Count	Alcohol-impaired as % of total personal injury collisions	Count	Alcohol-impaired as % of total property damage collisions
Sullivan	17	4.1	0	0.0	10	14.3	7	2.1
Switzerland	4	2.7	1	33.3	1	4.0	2	1.7
Tippecanoe	117	2.2	1	12.5	26	3.5	90	2.0
Tipton	12	4.0	0	0.0	3	5.3	9	3.8
Union	3	3.7	0	0.0	1	7.1	2	3.0
Vanderburgh	83	2.0	0	0.0	23	2.3	60	2.0
Vermillion	9	2.7	0	0.0	1	2.4	8	2.8
Vigo	62	2.2	3	25.0	13	2.9	46	1.9
Wabash	18	2.4	1	33.3	3	3.1	14	2.2
Warren	5	2.2	0	0.0	0	0.0	5	2.6
Warrick	33	2.5	0	0.0	12	6.1	21	1.9
Washington	15	2.6	1	16.7	5	5.4	9	1.9
Wayne	57	2.8	1	11.1	16	5.6	40	2.3
Wells	12	1.7	1	25.0	2	2.7	9	1.4
White	29	3.9	0	0.0	1	1.4	28	4.2
Whitley	13	1.7	0	0.0	5	4.4	8	1.2
Unknown	0	N/A	0	N/A	0	N/A	0	N/A

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

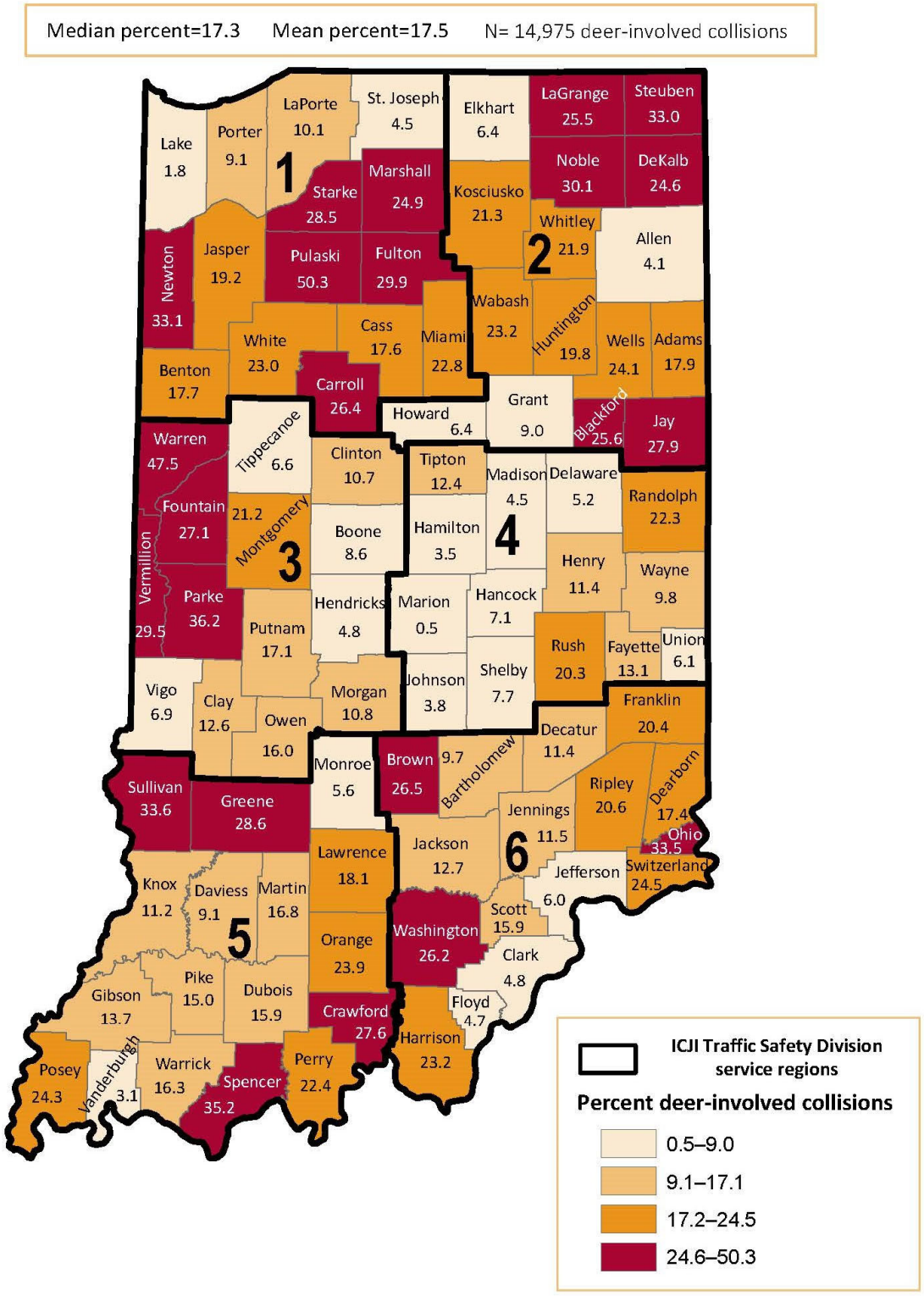
1) Percent calculations represent the percent of total county collisions (presented in Table 2.1) in each injury category that are alcohol-impaired.
2) Includes collisions where at least one alcohol-impaired driver was involved.
3) Nonfatal injury includes incapacitating, non-incapacitating, and possible injury collisions.
4) A collision is considered alcohol-impaired when any vehicle driver involved has a BAC test result at or above 0.08 g/dL.

Map 2.4. Indiana alcohol-impaired collisions per 10,000 licensed drivers, by county, and ICJI Traffic Safety Division service region, 2020



Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Indiana Department of Transportation, county-level VMT (2019), current as of May 14, 2021

Map 2.5. Percentage of county collisions that involved deer, by ICJI Traffic Safety Division service region, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 2.5. Passenger vehicle occupants injured in Indiana collisions, by injury status, restraint use, and county, 2020

	Fatal			Incapacitating			Non-incapacitating		
	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained
All counties	**597**	**334**	**55.9**	**14,429**	**2,653**	**18.4**	**19,692**	**2,076**	**10.5**
Mean	6	4	56.1	157	29	22.2	214	23	14.0
Median	4	2	58.4	67	14	20	74	10	12
Minimum	0	0	0.0	10	1	0.0	4	1	0.0
Maximum	71	53	100.0	2,551	644	75.0	4,031	629	50.0
Adams	3	2	66.7	49	13	26.5	47	5	10.6
Allen	29	16	55.2	810	133	16.4	1,502	113	7.5
Bartholomew	4	3	75.0	235	36	15.3	300	38	12.7
Benton	0	0	N/A	11	2	18.2	4	1	25.0
Blackford	3	1	N/A	24	2	8.3	11	2	18.2
Boone	6	0	0.0	143	28	19.6	151	20	13.2
Brown	1	1	100.0	19	5	26.3	28	7	25.0
Carroll	2	2	100.0	37	6	16.2	34	5	14.7
Cass	10	6	60.0	94	17	18.1	105	12	11.4
Clark	10	7	70.0	294	38	12.9	320	40	12.5
Clay	3	1	33.3	58	33	56.9	26	11	42.3
Clinton	3	1	33.3	81	14	17.3	86	8	9.3
Crawford	0	0	N/A	31	11	35.5	10	4	40.0
Daviess	1	1	100.0	54	18	33.3	30	9	30.0
Dearborn	5	4	80.0	122	27	22.1	92	15	16.3
Decatur	2	2	100.0	67	14	20.9	53	6	11.3
DeKalb	9	1	11.1	67	9	13.4	91	5	5.5
Delaware	10	5	50.0	243	26	10.7	469	26	5.5
Dubois	1	1	100.0	66	14	21.2	83	7	8.4
Elkhart	16	9	56.3	507	50	9.9	528	22	4.2
Fayette	1	1	100.0	34	6	17.6	54	26	48.1
Floyd	6	4	66.7	180	20	11.1	266	16	6.0
Fountain	4	1	0.0	21	7	33.3	29	14	48.3
Franklin	7	7	100.0	64	13	20.3	32	3	9.4
Fulton	4	1	25.0	36	13	36.1	32	7	21.9
Gibson	2	2	100.0	90	17	18.9	98	12	12.2
Grant	5	3	60.0	108	30	27.8	163	30	18.4
Greene	2	2	100.0	73	21	28.8	52	9	17.3
Hamilton	20	10	50.0	407	40	9.8	694	14	2.0
Hancock	8	4	50.0	239	44	18.4	143	7	4.9
Harrison	8	4	50.0	113	18	15.9	113	20	17.7
Hendricks	8	3	37.5	339	82	24.2	380	59	15.5
Henry	6	4	66.7	98	18	18.4	99	7	7.1
Howard	7	5	71.4	168	39	23.2	218	49	22.5

Table 2.5. Passenger vehicle occupants injured in Indiana collisions, by injury status, restraint use, and county, 2020 (continued)

	Fatal			Incapacitating			Non-incapacitating		
	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained
Huntington	2	2	100.0	72	14	19.4	94	14	14.9
Jackson	6	1	16.7	83	26	31.3	112	19	17.0
Jasper	9	4	44.4	79	26	32.9	146	13	8.9
Jay	2	0	0.0	39	11	28.2	33	2	6.1
Jefferson	10	7	70.0	89	23	25.8	50	5	10.0
Jennings	3	3	100.0	52	10	19.2	54	9	16.7
Johnson	3	1	33.3	319	47	14.7	304	21	6.9
Knox	8	5	62.5	93	24	25.8	78	14	17.9
Kosciusko	11	3	27.3	19	6	31.6	403	54	13.4
LaGrange	5	3	60.0	41	3	7.3	47	9	19.1
Lake	37	21	56.8	1,397	213	15.2	1,466	98	6.7
LaPorte	15	5	33.3	269	34	12.6	386	22	5.7
Lawrence	2	0	0.0	84	14	16.7	84	11	13.1
Madison	11	3	27.3	331	59	17.8	281	26	9.3
Marion	71	53	74.6	2,551	644	25.2	4,031	629	15.6
Marshall	7	3	42.9	114	29	25.4	129	21	16.3
Martin	0	0	0.0	12	9	75.0	20		0.0
Miami	7	3	42.9	71	16	22.5	85	16	18.8
Monroe	5	3	60.0	155	36	23.2	468	46	9.8
Montgomery	7	6	85.7	71	13	18.3	69	7	10.1
Morgan	8	6	75.0	170	31	18.2	154	11	7.1
Newton	5	3	60.0	48	12	25.0	28	2	7.1
Noble	2	2	100.0	99	16	16.2	113	19	16.8
Ohio	1	1	N/A	14	3	0.0	6		0.0
Orange	0	0	N/A	48	27	56.3	41	16	39.0
Owen	2	2	N/A	44	11	25.0	57	11	19.3
Parke	1	1	0.0	22	6	27.3	15	2	13.3
Perry	1	1	100.0	18	6	33.3	26	5	19.2
Pike	1	1	N/A	19	2	10.5	18	2	11.1
Porter	11	5	45.5	345	29	8.4	465	16	3.4
Posey	1	1	100.0	55	10	18.2	54	7	13.0
Pulaski	4	3	75.0	30	6	20.0	28	6	21.4
Putnam	6	4	66.7	64	18	28.1	56	7	12.5
Randolph	4	2	50.0	34	5	14.7	19	1	5.3
Ripley	2	0	0.0	45	13	28.9	52	8	15.4
Rush	1	1	100.0	43	19	44.2	25	1	4.0
St. Joseph	20	10	50.0	605	68	11.2	776	61	7.9
Scott	8	7	87.5	53	14	26.4	78	13	16.7

Table 2.5. Passenger vehicle occupants injured in Indiana collisions, by injury status, restraint use, and county, 2020 (continued)

	Fatal			Incapacitating			Non-incapacitating		
	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained
Shelby	6	2	33.3	117	26	22.2	87	7	8.0
Spencer	1	1	100.0	74	15	20.3	57	8	14.0
Starke	7	5	0.0	33	11	33.3	43	4	9.3
Steuben	1	1	100.0	53	11	20.8	87	10	11.5
Sullivan	1	1	100.0	39	12	30.8	49	8	16.3
Switzerland	1	1	0.0	16	5	31.3	10	5	50.0
Tippecanoe	5	3	60.0	56	12	21.4	799	73	9.1
Tipton	4	3	75.0	41	8	19.5	34	2	5.9
Union	4	0	0.0	10	1	10.0	8		0.0
Vanderburgh	16	7	43.8	558	25	4.5	774	32	4.1
Vermillion	3	0	0.0	41	8	19.5	15	3	20.0
Vigo	12	6	50.0	267	24	9.0	293	14	4.8
Wabash	1	1	100.0	72	11	15.3	46	6	13.0
Warren	1	1	N/A	10	5	50.0	13	4	30.8
Warrick	4	2	50.0	18	3	16.7	229	18	7.9
Washington	6	2	33.3	55	16	29.1	59	5	8.5
Wayne	10	4	40.0	122	17	13.9	226	13	5.8
Wells	3	1	33.3	51	7	13.7	52	4	7.7
White	2	0	0.0	48	11	22.9	47	5	10.6
Whitley	4	3	75.0	69	8	11.6	70	2	2.9

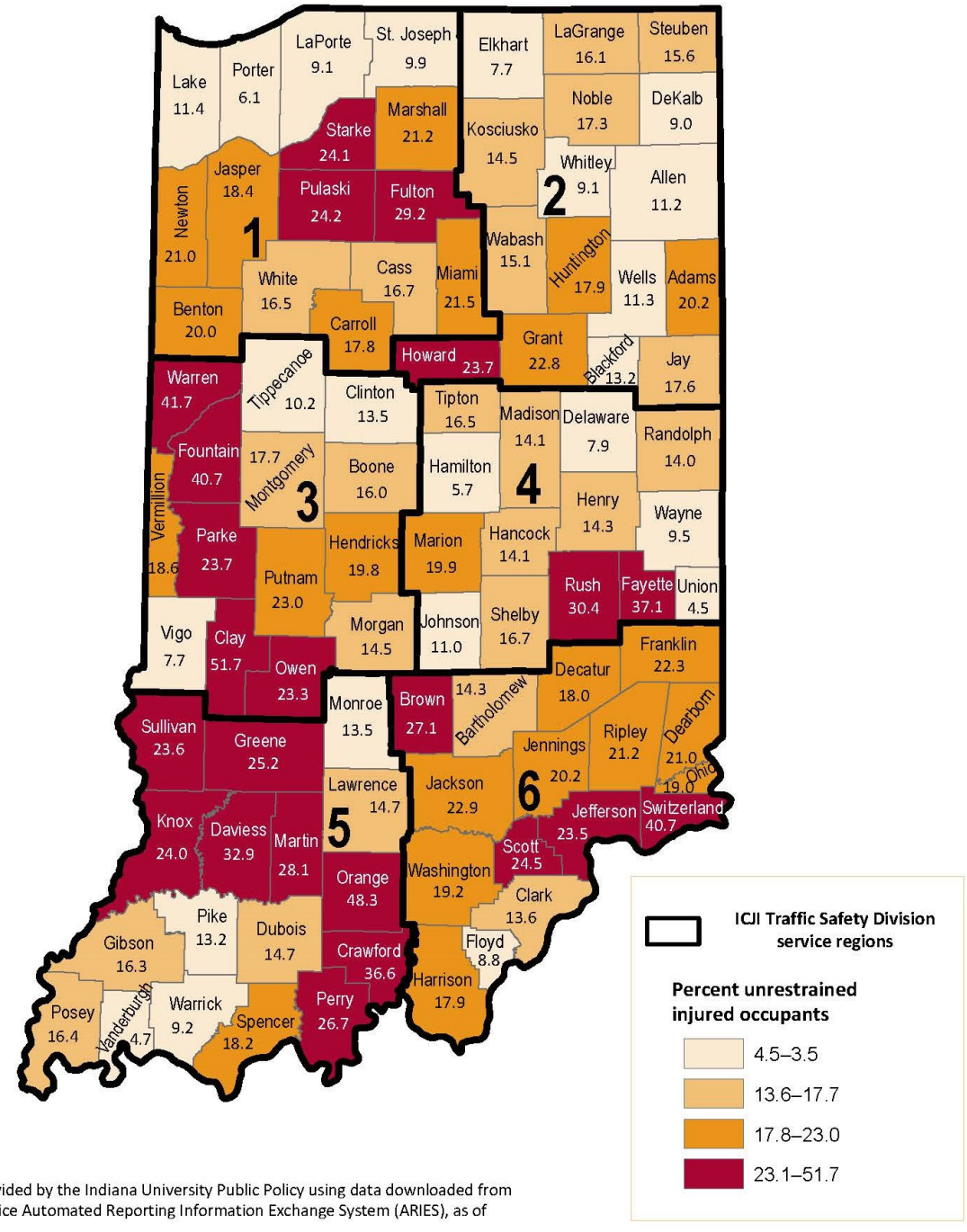
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Non-incapacitating injuries include those reported as non-incapacitating, possible, not reported, refused, and unknown injuries.
2) Includes only vehicle occupants (drivers and passengers). Pedestrians, pedalcyclists, and animal-drawn vehicle operators are excluded.
3) Total counts include vehicle occupants identified as restrained, unrestrained, and unknown restraint usage.

Map 2.6. Percentage of unrestrained injured passenger vehicle occupants in Indiana collisions, by county and ICJI Traffic Safety Division service region, 2020

Median percent unrestrained = 17.7	Mean percent unrestrained = 19.0	N = 34,718 passenger vehicle occupants injured in collisions



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 2.6. Young drivers (ages 15–20) involved in Indiana collisions, by injury status and county, 2020

	All drivers in collisions	Young drivers in collisions									
		Total		Fatal		Incapacitating		Non-incapacitating		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
All counties	**264,540**	**28,918**	**10.9**	**46**	**0.2**	**1,155**	**4.0**	**1,975**	**6.8**	**25,742**	**89.0**
Mean	2,875	314	12.3	1	0.2	13	5.3	21	6.4	280	88.0
Median	1,194	157	12.2	0	0.0	8	4.6	9	5.9	137	88.6
Minimum	123	8	4.4	0	0.0	0	0.0	0	0.0	8	74.3
Maximum	46,489	3,607	22.3	4	2.9	162	20.0	272	15.9	3,169	100.0
Adams	801	91	11.4	0	0.0	3	3.3	8	8.8	80	87.9
Allen	16,418	2,032	12.4	2	0.1	57	2.8	177	8.7	1,796	88.4
Bartholomew	2,593	281	10.8	0	0.0	18	6.4	31	11.0	232	82.6
Benton	142	30	21.1	0	0.0	1	3.3	3	10.0	26	86.7
Blackford	287	34	11.8	0	0.0	3	8.8	0	0.0	31	91.2
Boone	2,822	311	11.0	0	0.0	11	3.5	29	9.3	271	87.1
Brown	568	76	13.4	0	0.0	1	1.3	5	6.6	70	92.1
Carroll	613	87	14.2	0	0.0	7	8.0	3	3.4	77	88.5
Cass	1,566	177	11.3	1	0.6	5	2.8	16	9.0	155	87.6
Clark	5,589	607	10.9	2	0.3	23	3.8	29	4.8	553	91.1
Clay	810	100	12.3	0	0.0	7	7.0	4	4.0	89	89.0
Clinton	1,292	161	12.5	2	1.2	8	5.0	13	8.1	138	85.7
Crawford	372	45	12.1	0	0.0	2	4.4	0	0.0	43	95.6
Daviess	358	48	13.4	0	0.0	4	8.3	6	12.5	38	79.2
Dearborn	2,114	220	10.4	1	0.5	10	4.5	12	5.5	197	89.5
Decatur	974	131	13.4	1	0.8	9	6.9	8	6.1	113	86.3
DeKalb	1,555	215	13.8	0	0.0	12	5.6	10	4.7	193	89.8
Delaware	4,946	611	12.4	0	0.0	24	3.9	41	6.7	546	89.4
Dubois	1,708	177	10.4	0	0.0	13	7.3	7	4.0	157	88.7
Elkhart	9,134	1,174	12.9	3	0.3	41	3.5	63	5.4	1,067	90.9
Fayette	763	111	14.5	0	0.0	3	2.7	5	4.5	103	92.8
Floyd	3,541	392	11.1	1	0.3	11	2.8	25	6.4	355	90.6

Table 2.6. Young drivers (ages 15–20) involved in Indiana collisions, by injury status and county, 2020 (continued)

	All drivers in collisions	Young drivers in collisions									
		Total		Fatal		Incapacitating		Non-incapacitating		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
Fountain	461	69	15.0	2	2.9	2	2.9	4	5.8	61	88.4
Franklin	770	103	13.4	1	1.0	7	6.8	4	3.9	91	88.3
Fulton	682	82	12.0	0	0.0	0	0.0	6	7.3	76	92.7
Gibson	1,306	156	11.9	2	1.3	1	0.6	7	4.5	146	93.6
Grant	2,707	307	11.3	1	0.3	14	4.6	16	5.2	276	89.9
Greene	968	144	14.9	0	0.0	8	5.6	5	3.5	131	91.0
Hamilton	10,098	1,391	13.8	0	0.0	30	2.2	87	6.3	1,274	91.6
Hancock	2,612	292	11.2	1	0.3	19	6.5	17	5.8	255	87.3
Harrison	1,464	176	12.0	1	0.6	12	6.8	10	5.7	153	86.9
Hendricks	6,844	718	10.5	0	0.0	17	2.4	38	5.3	663	92.3
Henry	1,443	158	10.9	0	0.0	7	4.4	13	8.2	138	87.3
Howard	3,237	416	12.9	0	0.0	11	2.6	23	5.5	382	91.8
Huntington	1,327	158	11.9	0	0.0	6	3.8	16	10.1	136	86.1
Jackson	2,507	253	10.1	0	0.0	7	2.8	6	2.4	240	94.9
Jasper	1,437	180	12.5	1	0.6	14	7.8	27	15.0	138	76.7
Jay	695	88	12.7	0	0.0	3	3.4	4	4.5	81	92.0
Jefferson	1,227	161	13.1	0	0.0	9	5.6	9	5.6	143	88.8
Jennings	816	109	13.4	0	0.0	9	8.3	6	5.5	94	86.2
Johnson	5,455	529	9.7	0	0.0	20	3.8	20	3.8	489	92.4
Knox	1,476	160	10.8	2	1.3	12	7.5	6	3.8	140	87.5
Kosciusko	3,072	428	13.9	1	0.2	5	1.2	54	12.6	368	86.0
LaGrange	1,079	134	12.4		0.0	3	2.2	8	6.0	123	91.8
Lake	23,663	2,171	9.2	1	0.0	88	4.1	113	5.2	1,969	90.7
LaPorte	4,528	459	10.1	0	0.0	15	3.3	40	8.7	404	88.0
Lawrence	1,627	199	12.2	0	0.0	10	5.0	9	4.5	180	90.5
Madison	4,973	509	10.2	2	0.4	31	6.1	28	5.5	448	88.0
Marion	46,489	3,607	7.8	4	0.1	162	4.5	272	7.5	3,169	87.9
Marshall	1,865	216	11.6	0	0.0	6	2.8	21	9.7	189	87.5

Table 2.6. Young drivers (ages 15–20) involved in Indiana collisions, by injury status and county, 2020 (continued)

	All drivers in collisions	Young drivers in collisions									
		Total		Fatal		Incapacitating		Non-incapacitating		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
Martin	180	8	4.4	0	0.0	0	0.0	0	0.0	8	100.0
Miami	1,264	134	10.6	0	0.0	8	6.0	7	5.2	119	88.8
Monroe	4,066	477	11.7	1	0.2	14	2.9	37	7.8	425	89.1
Montgomery	1,160	157	13.5	1	0.6	8	5.1	10	6.4	138	87.9
Morgan	2,312	273	11.8	0	0.0	15	5.5	17	6.2	241	88.3
Newton	446	46	10.3	0	0.0	5	10.9	3	6.5	38	82.6
Noble	1,470	192	13.1	0	0.0	11	5.7	13	6.8	168	87.5
Ohio	183	25	13.7	0	0.0	1	4.0	1	4.0	23	92.0
Orange	543	68	12.5	0	0.0	3	4.4	2	2.9	63	92.6
Owen	616	53	8.6	0	0.0	3	5.7	3	5.7	47	88.7
Parke	461	67	14.5	0	0.0	4	6.0	0	0.0	63	94.0
Perry	494	64	13.0	0	0.0	4	6.3	3	4.7	57	89.1
Pike	157	35	22.3	0	0.0	4	11.4	5	14.3	26	74.3
Porter	6,424	685	10.7	0	0.0	25	3.6	43	6.3	617	90.1
Posey	727	95	13.1	0	0.0	12	12.6	7	7.4	76	80.0
Pulaski	412	44	10.7	1	2.3	2	4.5	3	6.8	38	86.4
Putnam	1,126	158	14.0	1	0.6	8	5.1	11	7.0	138	87.3
Randolph	615	84	13.7	0	0.0	7	8.3	1	1.2	76	90.5
Ripley	884	125	14.1	0	0.0	4	3.2	10	8.0	111	88.8
Rush	424	65	15.3	0	0.0	8	12.3	1	1.5	56	86.2
St. Joseph	10,634	1,064	10.0	2	0.2	29	2.7	60	5.6	973	91.4
Scott	881	99	11.2	0	0.0	3	3.0	5	5.1	91	91.9
Shelby	1,525	223	14.6	0	0.0	25	11.2	21	9.4	177	79.4
Spencer	776	81	10.4	0	0.0	7	8.6	10	12.3	64	79.0
Starke	666	79	11.9	1	1.3	3	3.8	5	6.3	70	88.6
Steuben	1,761	166	9.4	0	0.0	7	4.2	7	4.2	152	91.6
Sullivan	544	63	11.6	1	1.6	5	7.9	10	15.9	47	74.6
Switzerland	174	30	17.2	0	0.0	5	16.7	2	6.7	23	76.7

Table 2.6. Young drivers (ages 15–20) involved in Indiana collisions, by injury status and county, 2020 (continued)

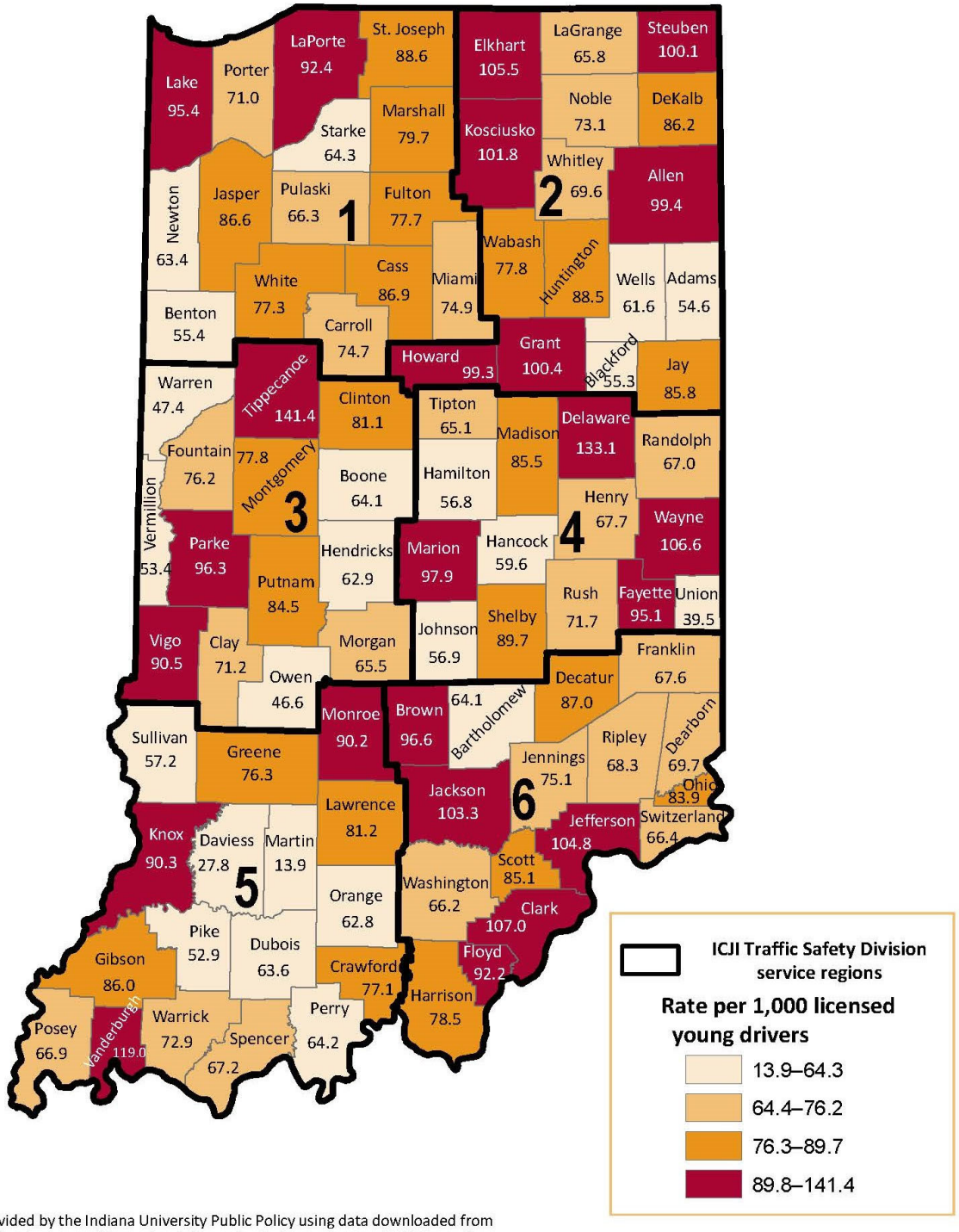
	All drivers in collisions	Young drivers in collisions									
		Total		Fatal		Incapacitating		Non-incapacitating		No injury	
		Count	As % of total drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions	Count	As % of all young drivers in collisions
Tippecanoe	7,964	1,104	13.9	1	0.1	2	0.2	90	8.2	1,011	91.6
Tipton	406	56	13.8	0	0.0	4	7.1	6	10.7	46	82.1
Union	123	17	13.8	0	0.0	2	11.8	1	5.9	14	82.4
Vanderburgh	6,784	935	13.8	2	0.2	43	4.6	90	9.6	800	85.6
Vermillion	432	45	10.4	0	0.0	9	20.0	1	2.2	35	77.8
Vigo	4,140	404	9.8	1	0.2	17	4.2	33	8.2	353	87.4
Wabash	1,016	130	12.8	1	0.8	10	7.7	7	5.4	112	86.2
Warren	262	24	9.2	0	0.0	0	0.0	1	4.2	23	95.8
Warrick	1,943	304	15.6	0	0.0	2	0.7	31	10.2	271	89.1
Washington	776	102	13.1	0	0.0	5	4.9	13	12.7	84	82.4
Wayne	2,918	303	10.4	0	0.0	5	1.7	23	7.6	275	90.8
Wells	953	106	11.1	0	0.0	9	8.5	3	2.8	94	88.7
White	1,018	107	10.5	0	0.0	7	6.5	3	2.8	97	90.7
Whitley	1,086	137	12.6	1	0.7	9	6.6	12	8.8	115	83.9
Unknown	4	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Note: Young drivers are defined as drivers in collisions between the ages of 15 and 20 years old.

Map 2.7. Young drivers (ages 15–20) involved in collisions per 1,000 licensed young drivers, by county and ICJI Traffic Safety Division service region, 2020

Median rate = 76.3 Mean rate = 77.3 N = 28,918 young drivers



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 2.7. Motorcyclists involved in Indiana collisions, by injury status and county, 2020

	Total individuals involved		Fatal		Incapacitating		Non-incapacitating		No injury	
	Count	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
All counties	**2,943**	**N/A**	**138**	**4.7**	**1,349**	**45.8**	**620**	**21.1**	**836**	**28.4**
Mean	32	N/A	2	5.4	15	53.6	7	19.0	9	28.0
Median	18	N/A	1	2.8	7	47.6	3	16.9	5	27.3
Minimum	0	N/A	0	0.0	0	0.0	0	0.0	0	0.0
Maximum	390	N/A	24	44.4	154	677.8	92	73.0	120	58.3
Adams	8	69	1	12.5	4	50.0	3	37.5	0	0.0
Allen	160	2	6	3.8	78	48.8	28	17.5	48	30.0
Bartholomew	42	27	1	2.4	23	54.8	9	21.4	9	21.4
Benton	3	88	0	0.0	2	66.7	0	0.0	1	33.3
Blackford	3	91	0	0.0	0	0.0	2	66.7	1	33.3
Boone	21	24	0	0.0	11	52.4	2	9.5	8	38.1
Brown	40	28	1	2.5	20	50.0	11	27.5	8	20.0
Carroll	12	82	0	0.0	5	41.7	0	0.0	7	58.3
Cass	13	53	0	0.0	7	53.8	4	30.8	2	15.4
Clark	41	15	3	7.3	19	46.3	4	9.8	15	36.6
Clay	5	48	0	0.0	4	80.0	0	0.0	1	20.0
Clinton	20	30	0	0.0	10	50.0	5	25.0	5	25.0
Crawford	9	66	1	11.1	3	33.3	2	22.2	3	33.3
Daviess	7	72	1	14.3	5	71.4	0	0.0	1	14.3
Dearborn	16	24	3	18.8	7	43.8	2	12.5	4	25.0
Decatur	13	57	0	0.0	5	38.5	1	7.7	7	53.8
DeKalb	21	47	1	4.8	10	47.6	5	23.8	5	23.8
Delaware	52	20	5	9.6	19	36.5	20	38.5	8	15.4
Dubois	22	36	1	4.5	10	45.5	3	13.6	8	36.4
Elkhart	119	6	9	7.6	62	52.1	16	13.4	32	26.9
Fayette	12	48	0	0.0	5	41.7	3	25.0	4	33.3
Floyd	28	26	1	3.6	11	39.3	9	32.1	7	25.0
Fountain	10	91	0	0.0	6	60.0	4	40.0		0.0
Franklin	13	39	2	15.4	7	53.8	0	0.0	4	30.8

Table 2.7. Motorcyclists involved in Indiana collisions, by injury status and county, 2020 (continued)

	Total individuals involved		Fatal		Incapacitating		Non-incapacitating		No injury	
	Count	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Fulton	17	66	2	11.8	6	35.3	1	5.9	8	47.1
Gibson	13	45	1	7.7	5	38.5	1	7.7	6	46.2
Grant	43	18	2	4.7	22	51.2	8	18.6	11	25.6
Greene	7	66	0	0.0	4	57.1	1	14.3	2	28.6
Hamilton	77	9	3	3.9	35	45.5	17	22.1	22	28.6
Hancock	20	23	2	10.0	11	55.0	3	15.0	4	20.0
Harrison	18	43	2	11.1	8	44.4	2	11.1	6	33.3
Hendricks	48	14	0	0.0	24	50.0	5	10.4	19	39.6
Henry	25	53	4	16.0	7	28.0	6	24.0	8	32.0
Howard	46	12	1	2.2	17	37.0	11	23.9	17	37.0
Huntington	18	41	1	5.6	10	55.6	2	11.1	5	27.8
Jackson	36	32	1	2.8	14	38.9	7	19.4	14	38.9
Jasper	18	72	0	0.0	8	44.4	3	16.7	7	38.9
Jay	13	64	1	7.7	4	30.8	5	38.5	3	23.1
Jefferson	20	48	1	5.0	11	55.0	3	15.0	5	25.0
Jennings	11	57	0	0.0	5	45.5	4	36.4	2	18.2
Johnson	67	12	1	1.5	43	64.2	7	10.4	16	23.9
Knox	19	45	0	0.0	12	63.2	2	10.5	5	26.3
Kosciusko	37	20	1	2.7	4	10.8	27	73.0	5	13.5
LaGrange	20	60	0	0.0	6	30.0	5	25.0	9	45.0
Lake	177	3	10	5.6	82	46.3	37	20.9	48	27.1
LaPorte	50	18	1	2.0	23	46.0	14	28.0	12	24.0
Lawrence	40	36	0	0.0	15	37.5	16	40.0	9	22.5
Madison	66	7	2	3.0	37	56.1	7	10.6	20	30.3
Marion	390	1	24	6.2	154	39.5	92	23.6	120	30.8
Marshall	19	29	1	5.3	6	31.6	4	21.1	8	42.1
Martin	4	86	0	0.0	3	75.0	0	0.0	1	25.0
Miami	18	60	0	0.0	10	55.6	5	27.8	3	16.7
Monroe	41	11	0	0.0	17	41.5	9	22.0	15	36.6
Montgomery	22	38	0	0.0	15	68.2	0	0.0	7	31.8

Table 2.7. Motorcyclists involved in Indiana collisions, by injury status and county, 2020 (continued)

	Total individuals involved		Fatal		Incapacitating		Non-incapacitating		No injury	
	Count	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Morgan	37	22	2	5.4	22	59.5	2	5.4	11	29.7
Newton	5	60	0	0.0	3	60.0	0	0.0	2	40.0
Noble	39	30	2	5.1	21	53.8	5	12.8	11	28.2
Ohio	3	86	0	0.0	2	66.7	0	0.0	1	33.3
Orange	10	69	0	0.0	4	40.0	3	30.0	3	30.0
Owen	11	64	0	0.0	9	81.8	2	18.2		0.0
Parke	8	60	0	0.0	6	75.0	0	0.0	2	25.0
Perry	13	57	1	7.7	8	61.5	2	15.4	2	15.4
Pike	6	82	1	0.0	3	0.0	0	0.0	2	0.0
Porter	72	10	5	6.9	38	52.8	13	18.1	16	22.2
Posey	11	78	1	9.1	5	45.5	2	18.2	3	27.3
Pulaski	9	72	3	33.3	4	44.4	0	0.0	2	22.2
Putnam	12	48	2	16.7	7	58.3	0	0.0	3	25.0
Randolph	7	53		0.0	3	42.9	0	0.0	4	57.1
Ripley	11	48	1	9.1	5	45.5	2	18.2	3	27.3
Rush	4	82	0	0.0	0	0.0	2	50.0	2	50.0
St. Joseph	124	4	0	0.0	7	5.6	21	16.9	38	30.6
Scott	15	41	1	6.7	10	66.7	3	20.0	5	33.3
Shelby	24	34	0	0.0	2	8.3	3	12.5	10	41.7
Spencer	9	78	4	44.4	61	677.8	3	33.3	4	44.4
Starke	15	72	1	6.7	6	40.0	0	0.0	8	53.3
Steuben	31	39	3	9.7	16	51.6	5	16.1	7	22.6
Sullivan	6	78	0	0.0	5	83.3	0	0.0	1	16.7
Switzerland	9	72	2	22.2	5	55.6	2	22.2	0	0.0
Tippecanoe	81	7	2	2.5	14	17.3	42	51.9	23	28.4
Tipton	4	82	0	0.0	3	75.0	0	0.0	1	25.0
Union	0	88	0	N/A	0	N/A	0	N/A	0	N/A
Vanderburgh	89	5	0	0.0	51	57.3	22	24.7	16	18.0
Vermillion	9	72	0	0.0	3	33.3	4	44.4	2	22.2
Vigo	49	16	1	2.0	24	49.0	7	14.3	17	34.7

Table 2.7. Motorcyclists involved in Indiana collisions, by injury status and county, 2020 (continued)

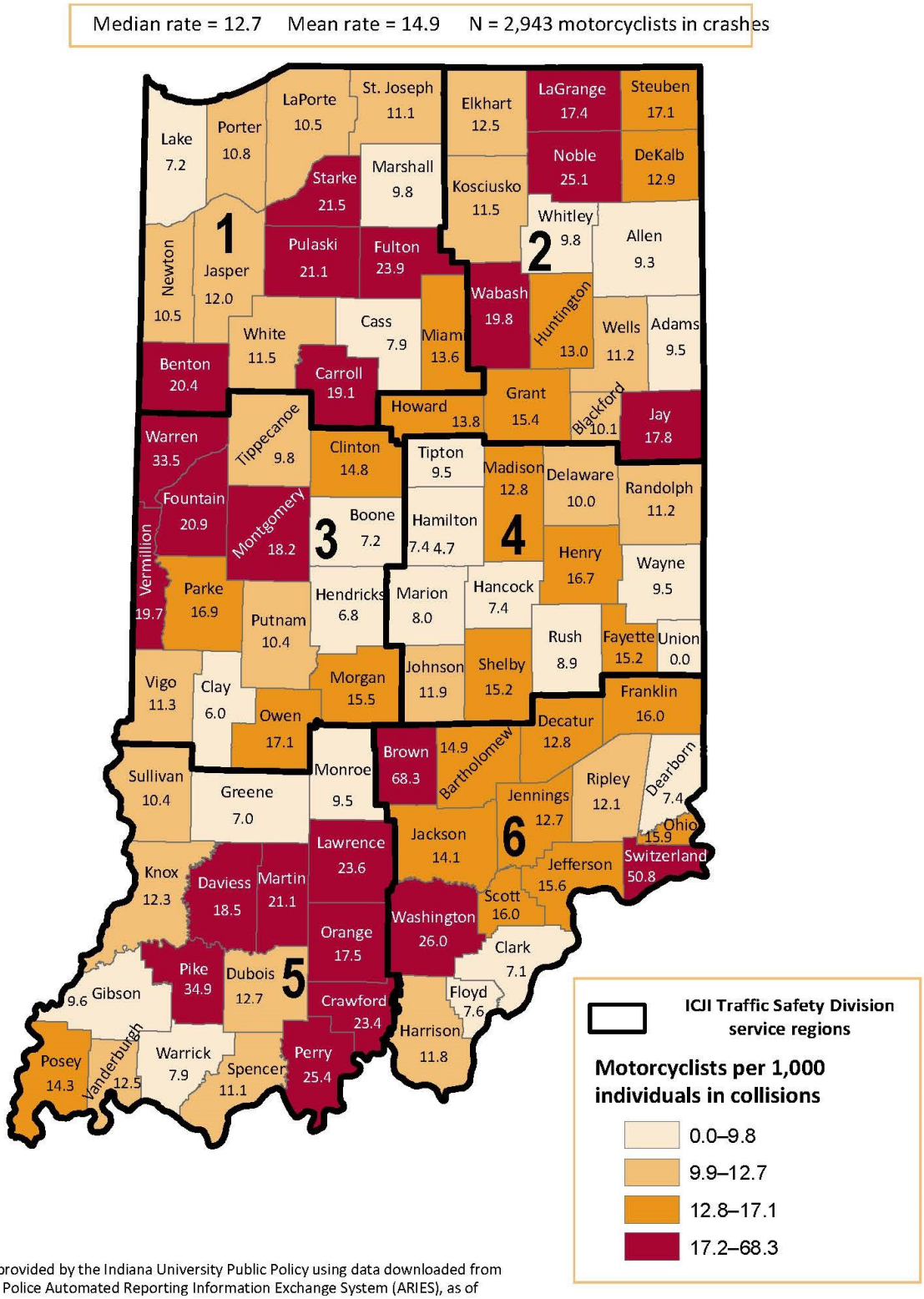
	Total individuals involved		Fatal		Incapacitating		Non- incapacitating		No injury	
	Count	County rank	Count	As % county total	Count	As % county total	Count	As % county total	Count	As % county total
Wabash	21	32	1	4.8	12	57.1	3	14.3	5	23.8
Warren	9	88	3	33.3	5	55.6	0	0.0	1	11.1
Warrick	16	53	0	0.0	4	25.0	6	37.5	6	37.5
Washington	21	34	0	0.0	7	33.3	7	33.3	7	33.3
Wayne	29	17	2	6.9	8	27.6	14	48.3	5	17.2
Wells	11	69	1	9.1	4	36.4	5	45.5	1	9.1
White	12	78	1	8.3	3	25.0	2	16.7	6	50.0
Whitley	11	43	1	9.1	8	72.7	1	9.1	1	9.1
Unknown	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

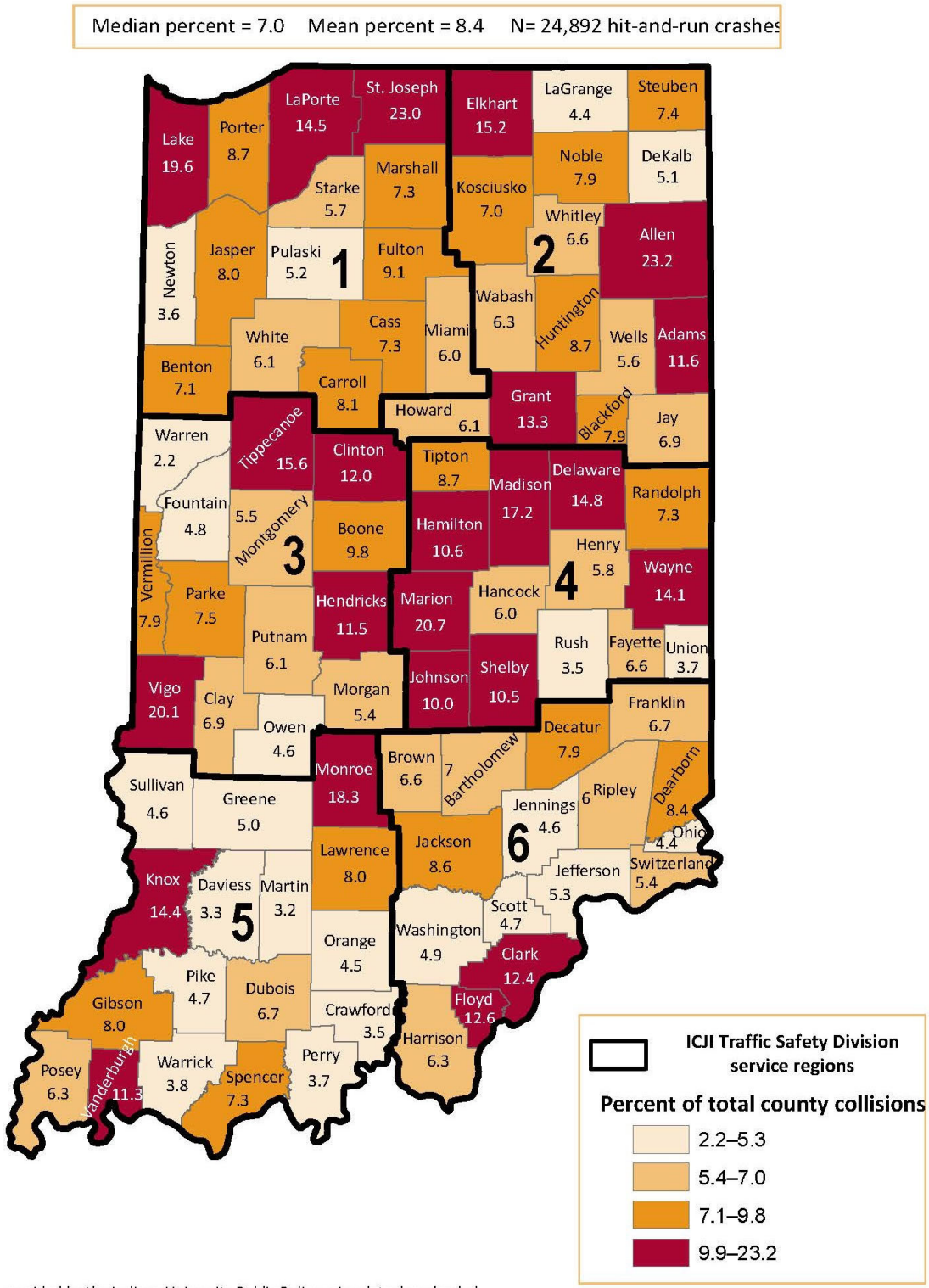
1) Non-incapacitating injuries include those reported as non-incapacitating, possible, not reported, refused, and unknown injuries
2) Motorcyclists include operators and passengers on motorcycles, Class A and Class B motor-driven cycles, mopeds, and motorized bicycles.

Map 2.8. Motorcyclists in Indiana collisions per 1,000 individuals involved in collisions, by county and ICJI Traffic Safety Division service region, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Map 2.9. Percentage of county collisions that involved a hit-and-run driver, by ICJI Traffic Safety Division service region, 2020



Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 2.8. County ranks by collision metric, 2020

Low < > High

County	Collision metric						Average rank of 6 metrics
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers in collisions per 1,000 licensed drivers	
Adams	44	23	15	74	33	85	46
Allen	74	27	12	77	76	12	46
Bartholomew	48	31	32	36	64	72	47
Benton	15	75	74	15	35	83	50
Blackford	11	79	4	67	72	84	53
Boone	73	41	70	86	57	73	67
Brown	47	58	61	1	12	15	32
Carroll	37	32	64	18	46	50	41
Cass	33	65	13	81	50	28	45
Clark	60	64	82	88	69	4	61
Clay	35	54	67	91	1	54	50
Clinton	50	7	56	37	71	38	43
Crawford	71	29	42	10	7	45	34
Daviess	83	35	1	19	8	91	40
Dearborn	24	60	57	85	31	56	52
Decatur	55	11	68	45	43	27	42
DeKalb	14	4	22	43	84	30	33
Delaware	41	53	71	68	86	2	54
Dubois	72	71	29	47	61	74	59

Table 2.8. County ranks by collision metric, 2020 (continued)

County	Collision metric						Average rank of 6 metrics
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers in collisions per 1,000 licensed drivers	
Elkhart	36	24	69	48	87	6	45
Fayette	89	80	14	34	6	18	40
Floyd	79	62	28	82	85	20	59
Fountain	8	77	34	14	4	47	31
Franklin	25	20	37	28	27	60	33
Fulton	9	34	92	8	10	43	33
Gibson	52	47	31	72	55	31	48
Grant	63	25	85	33	26	10	40
Greene	81	86	77	89	14	46	66
Hamilton	75	74	50	83	90	82	76
Hancock	54	63	84	84	67	79	72
Harrison	29	39	79	54	44	40	48
Hendricks	78	66	76	90	37	76	71
Henry	22	19	48	27	64	59	40
Howard	61	82	44	40	20	13	43
Huntington	58	57	24	42	45	26	42
Jackson	23	87	33	39	25	8	36
Jasper	18	18	20	52	41	29	30
Jay	12	91	89	21	48	32	49
Jefferson	5	52	40	31	22	7	26
Jennings	59	76	83	46	34	48	58
Johnson	91	69	51	53	77	81	70
Knox	16	81	49	50	18	22	39

Table 2.8. County ranks by collision metric, 2020 (continued)

County	Collision metric						Average rank of 6 metrics
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers in collisions per 1,000 licensed drivers	
Kosciusko	49	78	45	55	62	9	50
LaGrange	68	12	39	23	56	67	44
Lake	62	2	59	87	74	17	50
LaPorte	46	10	6	64	82	19	38
Lawrence	76	72	73	9	60	37	55
Madison	53	73	66	44	66	33	56
Marion	43	26	91	79	36	14	48
Marshall	27	44	36	70	30	39	41
Martin	92	38	18	13	11	92	44
Miami	39	28	26	41	28	49	35
Monroe	85	15	81	73	70	23	58
Montgomery	19	49	80	20	47	42	43
Morgan	40	42	72	32	63	68	53
Newton	6	9	5	63	32	75	32
Noble	66	8	58	7	49	51	40
Ohio	30	30	90	30	39	36	43
Orange	86	56	55	22	2	77	50
Owen	70	83	61	25	23	89	59
Parke	84	21	3	26	19	16	28
Perry	67	22	10	6	13	71	32
Pike	32	1	2	3	72	87	33
Porter	57	16	19	62	89	55	50
Posey	51	17	16	38	54	63	40

Table 2.8. County ranks by collision metric, 2020 (continued)

County	Collision metric						Average rank of 6 metrics
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers in collisions per 1,000 licensed drivers	
Pulaski	2	85	38	12	16	65	36
Putnam	13	13	60	65	24	35	35
Randolph	31	90	86	58	68	62	66
Ripley	65	68	87	51	29	58	60
Rush	82	43	17	78	9	53	47
St. Joseph	64	40	88	61	79	25	60
Scott	7	61	65	29	15	34	35
Shelby	34	6	43	35	51	24	32
Spencer	87	51	46	60	42	61	58
Starke	4	33	23	11	17	70	26
Steuben	28	45	21	24	58	11	31
Sullivan	88	89	7	66	21	80	59
Switzerland	10	36	30	2	4	64	24
Tippecanoe	90	5	54	69	78	1	50
Tipton	3	3	8	76	53	69	35
Union	42	92	11	92	92	90	70
Vanderburgh	77	88	63	49	91	3	62
Vermillion	21	50	27	17	40	86	40
Vigo	56	84	53	57	88	21	60
Wabash	69	59	47	16	59	41	49
Warren	1	70	52	4	3	88	36
Warrick	80	67	41	80	81	52	67
Washington	17	37	35	5	38	66	33

Table 2.8. County ranks by collision metric, 2020 (continued)

County	Collision metric						Average rank of 6 metrics
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcyclists per 1,000 individuals in collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers in collisions per 1,000 licensed drivers	
Wayne	45	48	25	75	80	5	46
Wells	38	46	75	59	75	78	62
White	20	14	9	56	52	44	33
Whitley	26	55	78	71	83	57	62

Sources: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021; Indiana Bureau of Motor Vehicles, as of May 4, 2021; U.S. Census Bureau, extracted from STATS Indiana, Indiana Business Research Center, May 6, 2021

Notes:

1) A collision is identified as speed-related if any one of the following conditions is met: (a) unsafe speed or speed too fast for weather conditions is listed as the primary or contributing factor of the collision; (b) 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.
3) Motorcyclists include operators and passengers on motorcycles, Class A and Class B motor-driven cycles, mopeds, and motorized bicycles.
4) Young drivers are drivers ages 15 to 20.
5) Ties received the same rank.
6) Color scale depicts rankings from high (1) to low (92) for each individual collision metric.

COLLISIONS, 2020

In 2020, 175,821 traffic crashes occurred in Indiana. Collisions were down 19.2% from 2019 (Table 3.1). Nonfatal collisions also decreased 16%, from 31,213 in 2019 to 26,303 in 2020. However, fatal collisions increased 8%, from 748 to 808.

Over the five-year study period, all collisions and nonfatal collisions declined consistently each year, reaching five-year lows in 2020. All collisions decreased 6% annually over the period, and nonfatal collisions decreased 7%. The five-year low for fatal collisions was in 2016 (Figure 3.1). Fatal collisions increased from 2016 to 2017, declined from 2017 to 2019, and increased again from 2019 to 2020. The rate of fatal collisions per 1,000 collisions reached a five-year high of 4.6 per 1,000 in 2020. The five-year low was in 2019 (3.4 per 1,000).

Non-motorists

The numbers of crashes involving pedestrians and pedalcyclists were at five-year lows in 2020 (Figure 3.2). The rate of pedestrian collisions per 1,000 collisions was 7.6 per 1,000 in 2020. This is similar to the rate in 2018, but less than the highest rate in 2016 (8.0 per 1,000). A similar pattern exists for pedalcyclist collisions. The rate of pedalcyclist collisions per 1,000 collisions was 3.9 per 1,000 in 2020. This was similar to the rate in 2018 (3.8 per 1,000) but less than the rate in 2016 (4.1 per 1,000).

Month, day, and time

The most collisions per month in 2020 occurred in the late fall and winter—October, November, and February (Table 3.2). However, the most fatal collisions per month occurred in summer and fall—June and October followed by July and September. There were substantial differences between 2019 and 2020 for particular months. Substantially fewer fatal collisions occurred in February and April in 2020 than in 2019. Also, substantially more fatal collisions occurred in June and October in 2020 than in 2019.

In 2020, collisions were most common on Fridays and Wednesdays. By day and hour, weekdays from 3–5:59 p.m., with the highest number of collisions occurring during this time period on Wednesdays and Fridays (Table 3.3). The highest proportion of fatal collisions occurred on Sundays from midnight–5:59 a.m.

Monthly counts of daytime collisions were consistently higher than nighttime collisions for each month in 2020. There were 8,942 daytime crashes on average each month compared to 4,622 nighttime crashes (Figure 3.3). The monthly average for fatal crashes was higher at night (30) than during the day (25) (Figure 3.4). However, the pattern across months was not as consistent as for crashes generally. Nighttime fatal collisions were higher than daytime collisions for January to March, May to July, and November. The highest number of fatal collisions during daytime hours were in June and October. The highest number of fatal collisions during nighttime hours occurred in June and July. The lowest number of fatal crashes during the day occurred in February, and the lowest number of crashes at night occurred in April.

Similar to 2019, the most prevalent collision type in 2020 was hit-and-runs, making up 14% of all crashes (Table 3.4). Speed-related crashes were next most prevalent, making up 9% of all crashes, followed by distracted driving, any type (5%) and aggressive driving (3%). Speed-related collisions had the largest differences by season. These collisions made up 15% and 13% of crashes in February and December, respectively. However, for each month between June and November, these collisions only made up about 7% of all collisions. In 2020,

speed-related collisions made up 25% of fatal crashes while alcohol-impaired crashes made up 13% of fatal collisions (not shown in table).

With regard to time of day, the highest proportion of hit-and-run and alcohol-impaired collisions occurred midnight to 5:59 a.m. across all days of the week, particularly on Saturdays and Sundays (Table 3.5). Distracted collisions of any kind were highest during the afternoon period from noon–5.59 p.m. across all days of the week.

Primary factor

In 2020, driver-related factors were identified as the primary factor in 85% of all collisions and 96% of fatal collisions (calculated from Table 3.6). Unsafe driver actions accounted for 63% of all collisions. Within this category, failure to yield the right of way and following too closely were listed most often as the primary factor in the collision.

The following driver factors had fatal collision rates per 1,000 collisions that were greater than the average rate for all collisions (5 per 1,000):

- Influenced by pedestrian action: 118
- Wrong way on a one-way road: 39
- Left of center: 27
- Unsafe speed: 17
- Driver illness: 14
- Ran off road: 12
- Overcorrection or oversteering: 12
- Disregarding signal or sign: 7
- Improper passing: 6

The overall rate of fatal injury collisions per 1,000 collisions was higher among primary factors attributed to driver actions (5 per 1,000) than those attributed primarily to vehicle factors (1 per 1,000) or environmental factors (1 per 1,000).

Although unsafe driver actions were identified as the primary factor in most collisions and almost half of fatal collisions, they were more likely to be the primary factor in nonfatal collisions (6% nonfatal and 50% fatal). Similarly, vehicle (1% nonfatal and % fatal) and environmental (3% nonfatal and 2% fatal) factors were slightly more likely to be identified as the primary factor in nonfatal collisions. In contrast, driver loss of control (27% fatal and 15% nonfatal) and miscellaneous driver factors (16% fatal and 7% nonfatal) were more likely to be identified as the primary factor in fatal collisions (Figure 3.5).

Census locale and road class

In 2020, fatal collisions were more likely to happen in nonurban areas. Collisions in suburban, exurban, and rural areas accounted for 28% of all collisions, but 53% of fatal collisions (Figure 3.6). In rural areas, 10 out of 1,000 collisions involved a fatality, a rate that was more than three times higher than in urban areas (3 per 1,000). While more than half of collisions occurred on local/city roads, the rate of fatal collisions per 1,000 collisions was lowest there (3 per 1,000) (Figure 3.7). Rates of fatal injury collisions were highest on county roads (9 per 1,000) and state highways (8 per 1,000).

Road parameters and manner of collisions

In 2020, most collisions (67%) and fatal collisions (71%) did not occur at an intersection (calculated from Table 3.7). Collisions at a railroad crossing, however, had the highest fatal collision rate per 1,000 collisions among all road parameters (20 per 1,000). Collisions on curved roads (9 per 1,000) had a higher fatal collision rate than collisions on straight roads (4 per 1,000). Asphalt roads has a higher fatal collision rate (5 per 1,000) than concrete (4 per 1,000) or gravel roads (3 per 1,000).

Rear-end crashes again accounted for the largest proportion (21%) of all crashes in 2020 (Table 3.8). Manners of collision that resulted in a higher than average fatal collision rate per 1,000 crashes (5 per 1,000), included head-on collisions (24 per 1,000), running off the road (11 per 1,000), collisions with objects in the road (11 per 1,000), non-collisions (8 per 1,000) and right angle collisions (6 per 1,000).

Traffic control type and environmental conditions

Slightly less than half (48%) of all collisions involved the presence of some type of traffic control measure, such as a stop sign or no passing zone (Table 3.9). The following traffic controls had fatal collision rates what were higher than the average rate of 5 fatal collisions per 1,000 collisions:

- No passing zone: 14
- Flashing overhead beacon: 12
- Railroad crossing: 11
- Person directing traffic: 7
- Lane control: 6

Sixty-three percent of collisions in 2020 occurred during daylight hours, while crashes on roads that were dark and unlit had the highest rate of fatal collisions per 1,000 collisions (9 per 1,000) (Table 3.10). Similarly, most collisions occurred during clear weather and on dry pavement, collisions in fog/smoke/smog conditions 6 per 1,000), on roads with loose materials (10 per 1,000), and on muddy roads (10 per 1,000) had the highest rates of fatal collisions per 1,000 collisions.

Work zone collisions

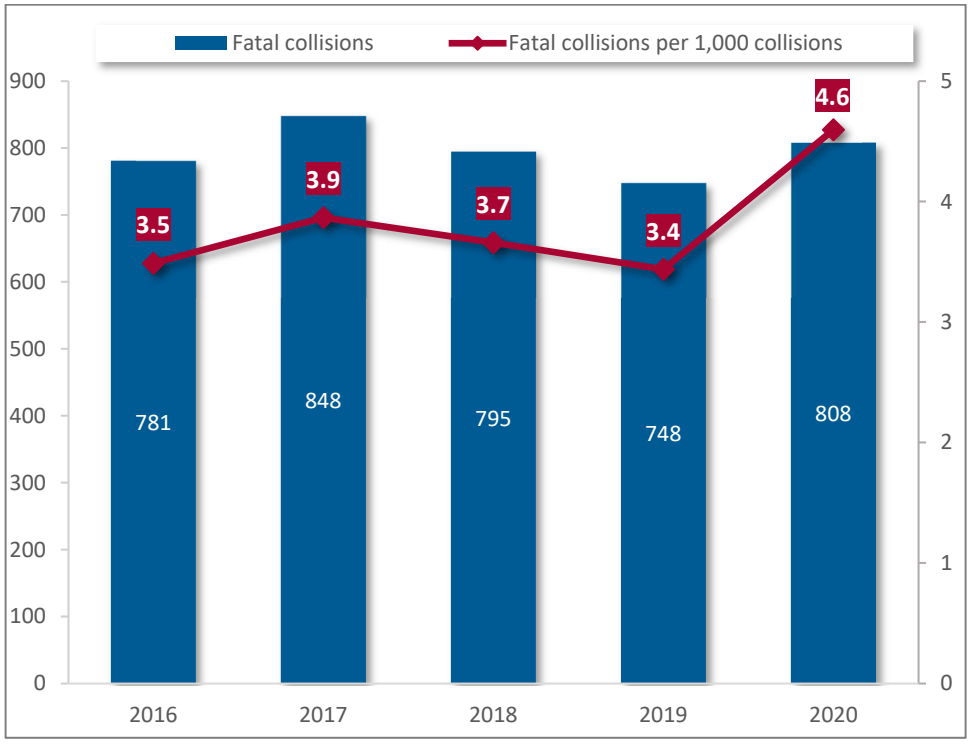
The number of work zone collisions decreased from 5,461 in 2019 to 3,877 in 2020 (Figure 3.8). The fatal collision rate per 1,000 work zones collisions (4.9 per 1,000) was slightly higher in 2020 than the rate of fatal collisions for non-work zone collisions (4.6 per 1,000).

Table 3.1. Indiana traffic collisions by collision severity, 2016–20

	2016	2017	2018	2019	2020	Annual rate of change 2019–20	Annual rate of change 2016–20
All collisions	**223,961**	**219,317**	**217,276**	**217,578**	**175,821**	**-19.2%**	**-5.9%**
Fatal	781	848	795	748	808	8.0%	0.9%
Nonfatal	35,337	34,226	32,412	31,213	26,303	-15.7%	-7.1%
Property damage only	187,843	184,243	184,069	185,617	148,710	-19.9%	-5.7%

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Figure 3.1. Indiana fatal traffic collisions, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

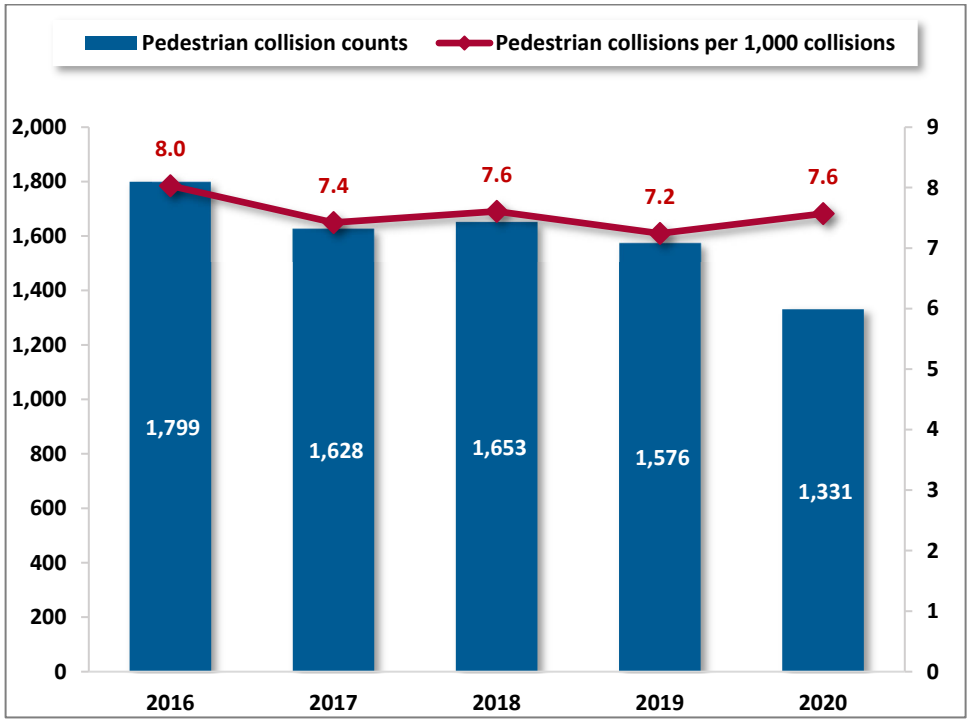
Table 3.2. Indiana traffic collisions by month, 2019–20

	Total collisions			Fatal collisions			% change (2019–20)	
Month	**2019**	**2020**	**Change**	**2019**	**2020**	**Change**	**Total**	**Fatal**
Jan	19,458	15,786	-3,672	45	51	6	-18.9%	13.3%
Feb	16,981	16,848	-133	64	36	-28	-0.8%	-43.8%
Mar	15,966	11,814	-4,152	45	52	7	-26.0%	15.6%
Apr	16,389	8,012	-8,377	52	38	-14	-51.1%	-26.9%
May	18,327	12,247	-6,080	63	73	10	-33.2%	15.9%
Jun	17,684	14,572	-3,112	63	98	35	-17.6%	55.6%
Jul	17,653	15,447	-2,206	77	82	5	-12.5%	6.5%
Aug	18,093	15,418	-2,675	71	70	-1	-14.8%	-1.4%
Sep	17,525	15,190	-2,335	75	81	6	-13.3%	8.0%
Oct	20,153	17,673	-2,480	72	97	25	-12.3%	34.7%
Nov	20,539	16,875	-3,664	60	62	2	-17.8%	3.3%
Dec	18,810	15,939	-2,871	61	68	7	-15.3%	11.5%
Total	**217,578**	**175,821**	**-41,757**	**748**	**808**	**60**	**-19.2%**	**8.0%**

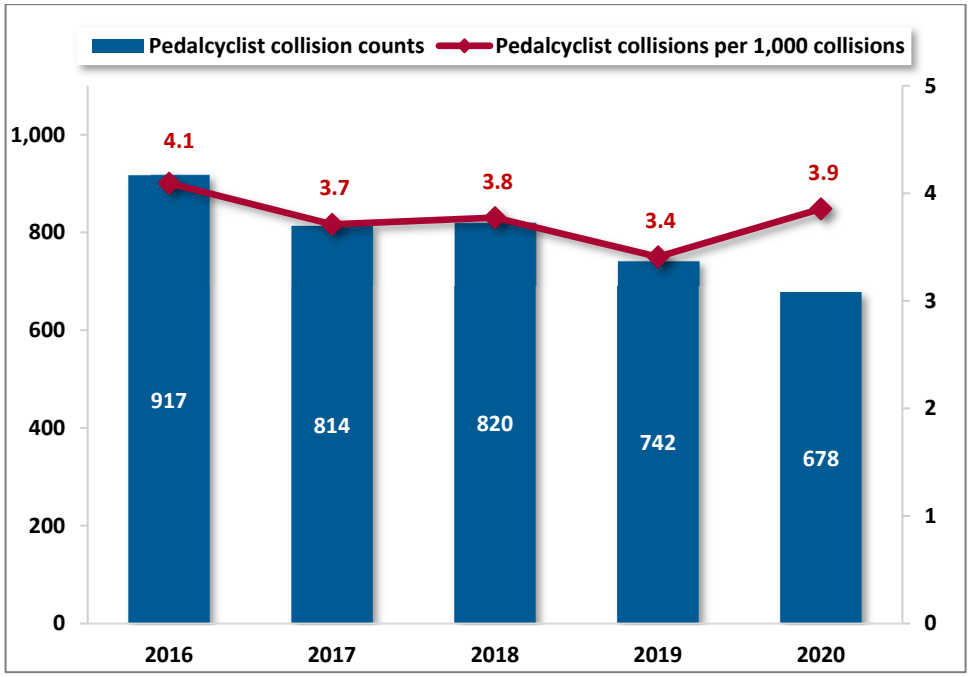
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Figure 3.2. Indiana collisions involving pedestrians and pedalcyclists, 2016–20

Pedestrians



Pedalcyclists



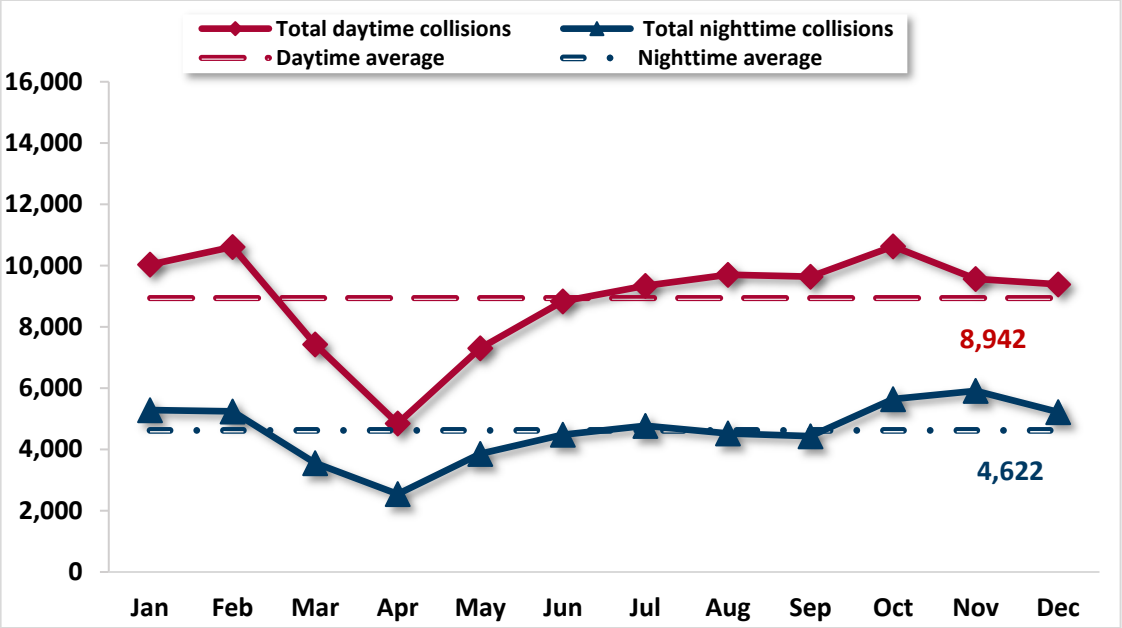
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 3.3. Indiana traffic collisions, by day of the week and time of day, 2020

Day of week	Time of day: 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.	All hours
Total collisions	**7,657**	**8,016**	**17,968**	**20,280**	**30,651**	**38,405**	**25,766**	**14,020**	**162,763**
Sunday	1,762	1,214	1,036	1,879	3,296	3,334	2,974	1,772	17,267
Monday	808	1,114	2,960	2,915	4,348	5,651	3,381	1,715	22,892
Tuesday	839	1,071	3,073	2,901	4,474	5,973	3,492	1,696	23,519
Wednesday	867	1,194	3,451	3,101	4,478	6,424	4,055	1,903	25,473
Thursday	892	1,160	3,130	3,126	4,653	6,191	3,785	1,862	24,799
Friday	953	1,062	2,929	3,442	5,109	6,691	4,237	2,516	26,939
Saturday	1,536	1,201	1,389	2,916	4,293	4,141	3,842	2,556	21,874
Fatal collisions	**72**	**58**	**65**	**55**	**96**	**89**	**120**	**111**	**666**
Sunday	26	15	5	6	15	12	17	21	117
Monday	3	6	12	7	10	17	19	12	86
Tuesday	6	3	13	8	11	17	11	12	81
Wednesday	8	3	3	7	13	13	12	18	77
Thursday	4	6	9	11	12	12	17	6	77
Friday	9	11	15	5	20	8	19	17	104
Saturday	16	14	8	11	15	10	25	25	124
% Fatal	**0.9%**	**0.7%**	**0.4%**	**0.3%**	**0.3%**	**0.2%**	**0.5%**	**0.8%**	**0.4%**
Sunday	1.48%	1.24%	0.48%	0.32%	0.46%	0.36%	0.57%	1.19%	0.68%
Monday	0.37%	0.54%	0.41%	0.24%	0.23%	0.30%	0.56%	0.70%	0.38%
Tuesday	0.72%	0.28%	0.42%	0.28%	0.25%	0.28%	0.32%	0.71%	0.34%
Wednesday	0.92%	0.25%	0.09%	0.23%	0.29%	0.20%	0.30%	0.95%	0.30%
Thursday	0.45%	0.52%	0.29%	0.35%	0.26%	0.19%	0.45%	0.32%	0.31%
Friday	0.94%	1.04%	0.51%	0.15%	0.39%	0.12%	0.45%	0.68%	0.39%
Saturday	1.04%	1.17%	0.58%	0.38%	0.35%	0.24%	0.65%	0.98%	0.57%

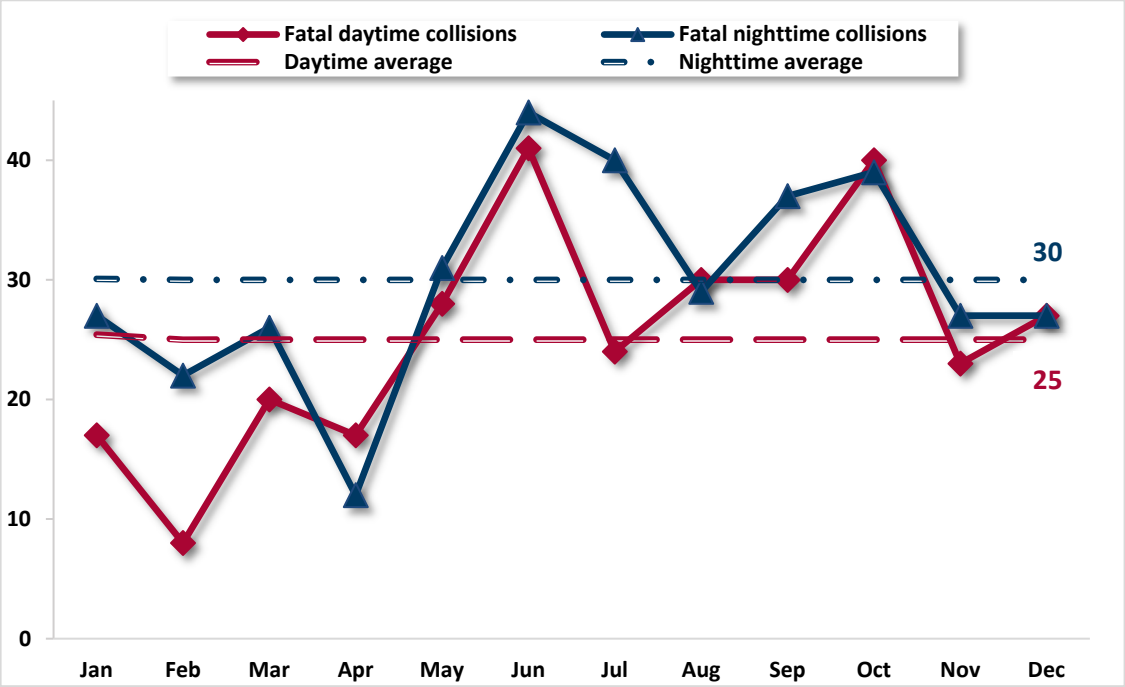
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Data limited to collisions where day and time were reported.

Figure 3.3. Indiana traffic collisions by month and day/night, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Day is defined as 6 a.m.–5:59 p.m. Night is defined as 6 p.m.–5:59 a.m.

Figure 3.4. Indiana fatal collisions by month and day/night, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Day is defined as 6 a.m.–5:59 p.m. Night is defined as 6 p.m.–5:59 a.m.

Table 3.4. Collisions by month and collision circumstances, 2020

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	15,786	332	2.1	457	2.9	1,529	9.7	304	1.9	2,102	13.3	760	4.8	83	0.5
Feb	16,848	305	1.8	625	3.7	2,569	15.2	285	1.7	2,084	12.4	719	4.3	84	0.5
Mar	11,814	247	2.1	374	3.2	818	6.9	277	2.3	1,745	14.8	583	4.9	82	0.7
Apr	8,012	192	2.4	263	3.3	684	8.5	213	2.7	1,210	15.1	484	6.0	84	1.0
May	12,247	293	2.4	392	3.2	973	7.9	278	2.3	1,821	14.9	647	5.3	94	0.8
Jun	14,572	288	2.0	465	3.2	970	6.7	304	2.1	2,142	14.7	802	5.5	114	0.8
Jul	15,447	336	2.2	514	3.3	1,056	6.8	314	2.0	2,344	15.2	835	5.4	84	0.5
Aug	15,418	393	2.5	551	3.6	1,015	6.6	380	2.5	2,355	15.3	905	5.9	103	0.7
Sep	15,190	341	2.2	527	3.5	983	6.5	328	2.2	2,220	14.6	869	5.7	111	0.7
Oct	17,673	371	2.1	582	3.3	1,281	7.2	298	1.7	2,446	13.8	876	5.0	99	0.6
Nov	16,875	373	2.2	484	2.9	1,243	7.4	334	2.0	2,209	13.1	683	4.0	83	0.5
Dec	15,939	349	2.2	599	3.8	1,912	12.0	312	2.0	2,219	13.9	674	4.2	83	0.5
Total	**175,821**	**3,820**	**2.2**	**5,833**	**3.3**	**15,033**	**8.6**	**3,627**	**2.1**	**24,897**	**14.2**	**8,837**	**5.0**	**1,104**	**0.6**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Color comparisons are applied within collision-type categories.
2) Counts of different collision circumstances will not sum to the total number of collisions.
3) Counts of different collision circumstances will not sum to the total number of collisions.

Table 3.5. Collisions, by day, hour, and collision circumstances, 2020

Day	Time	All collisions	Alcohol-impaired		Aggressive driving		Speed-related		Disregard signal		Hit-and-run		Distracted, any type		Distracted, cell phone	
		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.	2,976	363	12.2	86	2.9	371	12.5	39	1.3	942	31.7	123	4.1	33	1.1
	6–11:59 a.m.	2,915	53	1.8	74	2.5	275	9.4	101	3.5	514	17.6	132	4.5	25	0.9
	Noon–5:59 p.m.	6,630	101	1.5	229	3.5	490	7.4	182	2.7	1,076	16.2	379	5.7	45	0.7
	6–11:59 p.m.	4,746	223	4.7	153	3.2	414	8.7	96	2.0	985	20.8	249	5.2	42	0.9
Mon	Midnight–5:59 a.m.	1,922	75	3.9	48	2.5	239	12.4	28	1.5	423	22.0	75	3.9	12	0.6
	6–11:59 a.m.	5,875	22	0.4	168	2.9	358	6.1	176	3.0	692	11.8	262	4.5	24	0.4
	Noon–5:59 p.m.	9,999	72	0.7	344	3.4	589	5.9	242	2.4	1,303	13.0	605	6.1	50	0.5
	6 p.m.–11:59 p.m.	5,096	176	3.5	160	3.1	438	8.6	121	2.4	964	18.9	272	5.3	49	1.0
Tue	Midnight–5:59 a.m.	1,910	82	4.3	58	3.0	186	9.7	21	1.1	407	21.3	82	4.3	18	0.9
	6–11:59 a.m.	5,974	30	0.5	159	2.7	284	4.8	152	2.5	601	10.1	285	4.8	34	0.6
	Noon–5:59 p.m.	10,447	64	0.6	375	3.6	589	5.6	229	2.2	1,281	12.3	646	6.2	63	0.6
	6–11:59 p.m.	5,188	178	3.4	175	3.4	415	8.0	112	2.2	967	18.6	250	4.8	39	0.8
Wed	Midnight–5:59 a.m.	2,061	94	4.6	63	3.1	261	12.7	29	1.4	409	19.8	72	3.5	9	0.4
	6–11:59 a.m.	6,552	20	0.3	229	3.5	701	10.7	136	2.1	717	10.9	306	4.7	24	0.4
	Noon–5:59 p.m.	10,902	79	0.7	373	3.4	781	7.2	258	2.4	1,310	12.0	616	5.7	63	0.6
	6–11:59 p.m.	5,958	166	2.8	206	3.5	828	13.9	101	1.7	949	15.9	254	4.3	38	0.6
Thu	Midnight–5:59 a.m.	2,052	93	4.5	72	3.5	321	15.6	22	1.1	447	21.8	68	3.3	9	0.4
	6–11:59 a.m.	6,256	30	0.5	182	2.9	501	8.0	155	2.5	740	11.8	279	4.5	22	0.4
	Noon–5:59 p.m.	10,844	79	0.7	383	3.5	663	6.1	227	2.1	1,357	12.5	599	5.5	60	0.6
	6–11:59 p.m.	5,647	204	3.6	196	3.5	447	7.9	132	2.3	1,014	18.0	263	4.7	52	0.9
Fri	Midnight–5:59 a.m.	2,015	125	6.2	70	3.5	211	10.5	36	1.8	446	22.1	68	3.4	15	0.7
	6–11:59 a.m.	6,371	41	0.6	190	3.0	403	6.3	174	2.7	703	11.0	312	4.9	38	0.6
	Noon–5:59 p.m.	11,800	71	0.6	393	3.3	577	4.9	267	2.3	1,483	12.6	711	6.0	70	0.6
	6–11:59 p.m.	6,753	276	4.1	245	3.6	516	7.6	143	2.1	1,255	18.6	349	5.2	58	0.9
Sat	Midnight–5:59 a.m.	2,737	309	11.3	92	3.4	348	12.7	40	1.5	837	30.6	109	4.0	22	0.8
	6–11:59 a.m.	4,305	51	1.2	141	3.3	331	7.7	111	2.6	566	13.1	215	5.0	25	0.6
	Noon–5:59 p.m.	8,434	127	1.5	258	3.1	544	6.5	180	2.1	1,225	14.5	480	5.7	49	0.6
	6–11:59 p.m.	6,398	320	5.0	215	3.4	593	9.3	117	1.8	1,284	20.1	295	4.6	56	0.9
Sun	Total	17,267	740	4.3	542	3.1	1,550	9.0	418	2.4	3,517	20.4	883	5.1	145	0.8
Mon	Total	22,892	345	1.5	720	3.1	1,624	7.1	567	2.5	3,382	14.8	1,214	5.3	135	0.6
Tue	Total	23,519	354	1.5	767	3.3	1,474	6.3	514	2.2	3,256	13.8	1,263	5.4	154	0.7
Wed	Total	25,473	359	1.4	871	3.4	2,571	10.1	524	2.1	3,385	13.3	1,248	4.9	134	0.5
Thu	Total	24,799	406	1.6	833	3.4	1,932	7.8	536	2.2	3,558	14.3	1,209	4.9	143	0.6
Fri	Total	26,939	513	1.9	898	3.3	1,707	6.3	620	2.3	3,887	14.4	1,440	5.3	181	0.7
Sat	Total	21,874	807	3.7	706	3.2	1,816	8.3	448	2.0	3,912	17.9	1,099	5.0	152	0.7
		162,763	**3,524**	**2.2**	**5,337**	**3.3**	**12,674**	**7.8**	**3,627**	**2.2**	**24,897**	**15.3**	**8,356**	**5.1**	**1,044**	**0.6**

Low < < > > High

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Total daily counts exclude collisions with invalid time reported.
2) Color comparisons are applied within collision-type categories.
3) Counts of different collisions circumstances will not sum to the total number of collisions.
4) See glossary for definitions of alcohol-impaired, aggressive driving, speed-related, disregard signal, hit-and-run, distracted (any type), and distracted, cell phone collisions.

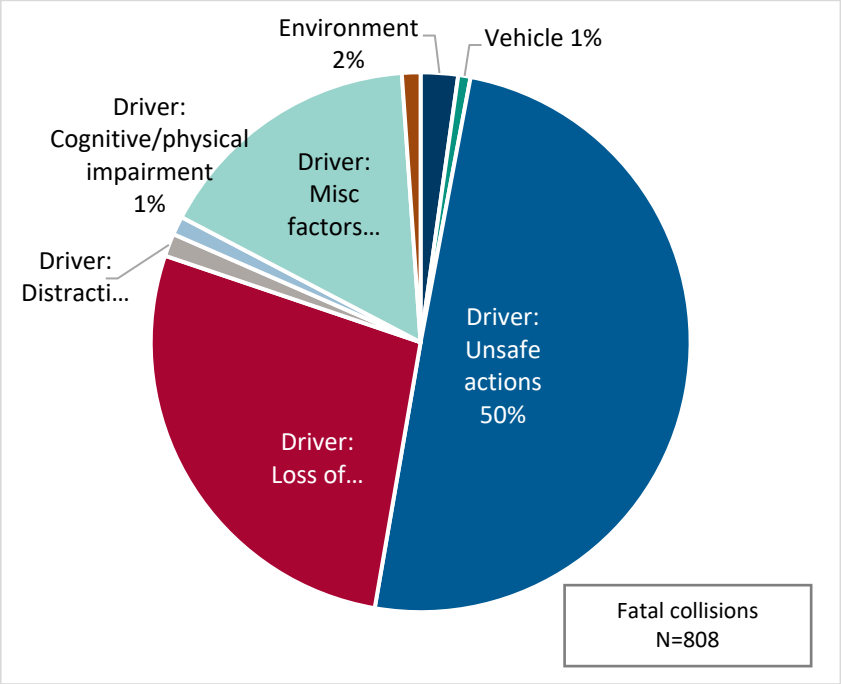
Table 3.6. Indiana collisions by primary factor and collision severity, 2020

Primary factor	Collisions, by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Nonfatal	Property damage	
Driver: Unsafe actions	**110,164**	**402**	**17,388**	**92,374**	**3.6**
Failure to yield right of way	27,418	111	6,423	20,884	4.0
Following too closely	25,771	17	3,705	22,049	0.7
Unsafe backing	15,196	0	209	14,987	0.0
Unsafe lane movement	9,588	30	982	8,576	3.1
Disregard signal/regulatory sign	7,045	48	2,390	4,607	6.8
Improper turning	6,394	2	437	5,955	0.3
Speed too fast for weather conditions	4,858	11	720	4,127	2.3
Improper lane usage	4,464	9	374	4,081	2.0
Unsafe speed	4,346	73	1,076	3,197	16.8
Left of center	3,023	81	809	2,133	26.8
Improper passing	1,832	11	210	1,611	6.0
Wrong way on one way	229	9	53	167	39.3
Driver: Loss of control	**18,287**	**222**	**3,960**	**14,105**	**12.1**
Ran off road	15,784	192	3,506	12,086	12.2
Overcorrecting/oversteering	2,503	30	454	2,019	12.0
Driver: Distractions	**5,614**	**11**	**863**	**4,740**	**2.0**
Unspecified distraction	5,201	10	803	4,388	1.9
Cell phone/other electronic device	413	1	60	352	2.4
Driver: Cognitive/physical impairment	**1,896**	**9**	**628**	**1,259**	**4.7**
Driver asleep or fatigued	1,266	0	318	948	0.0
Driver illness	630	9	310	311	14.3
Driver: Miscellaneous factors	**13,321**	**131**	**1,961**	**11,229**	**9.8**
Other (unspecified)	12,771	66	1,589	11,116	5.2
Influenced by pedestrian action	550	65	372	113	118.2
Driver factors (all)	**149,282**	**775**	**24,800**	**123,707**	**5.2**
Environmental factors	**20,699**	**18**	**919**	**19,762**	**0.9**
Vehicle factors	**4,524**	**6**	**465**	**4,053**	**1.3**
Unknown	**1,316**	**9**	**119**	**1,188**	**6.8**
All collisions	**175,821**	**808**	**26,303**	**148,710**	**4.6**

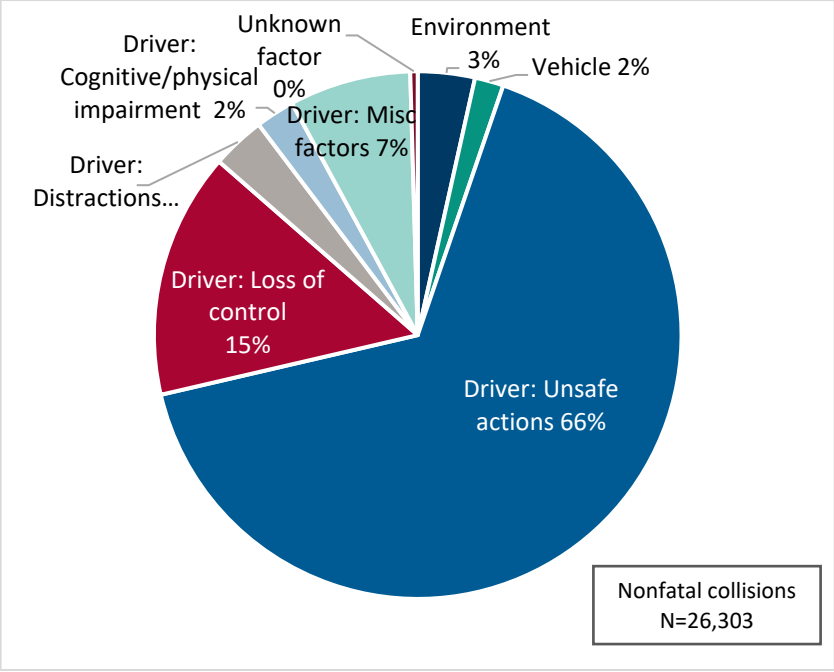
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Figure 3.5. Indiana traffic collisions by primary factor and severity, 2020

Fatal collisions



Nonfatal collisions

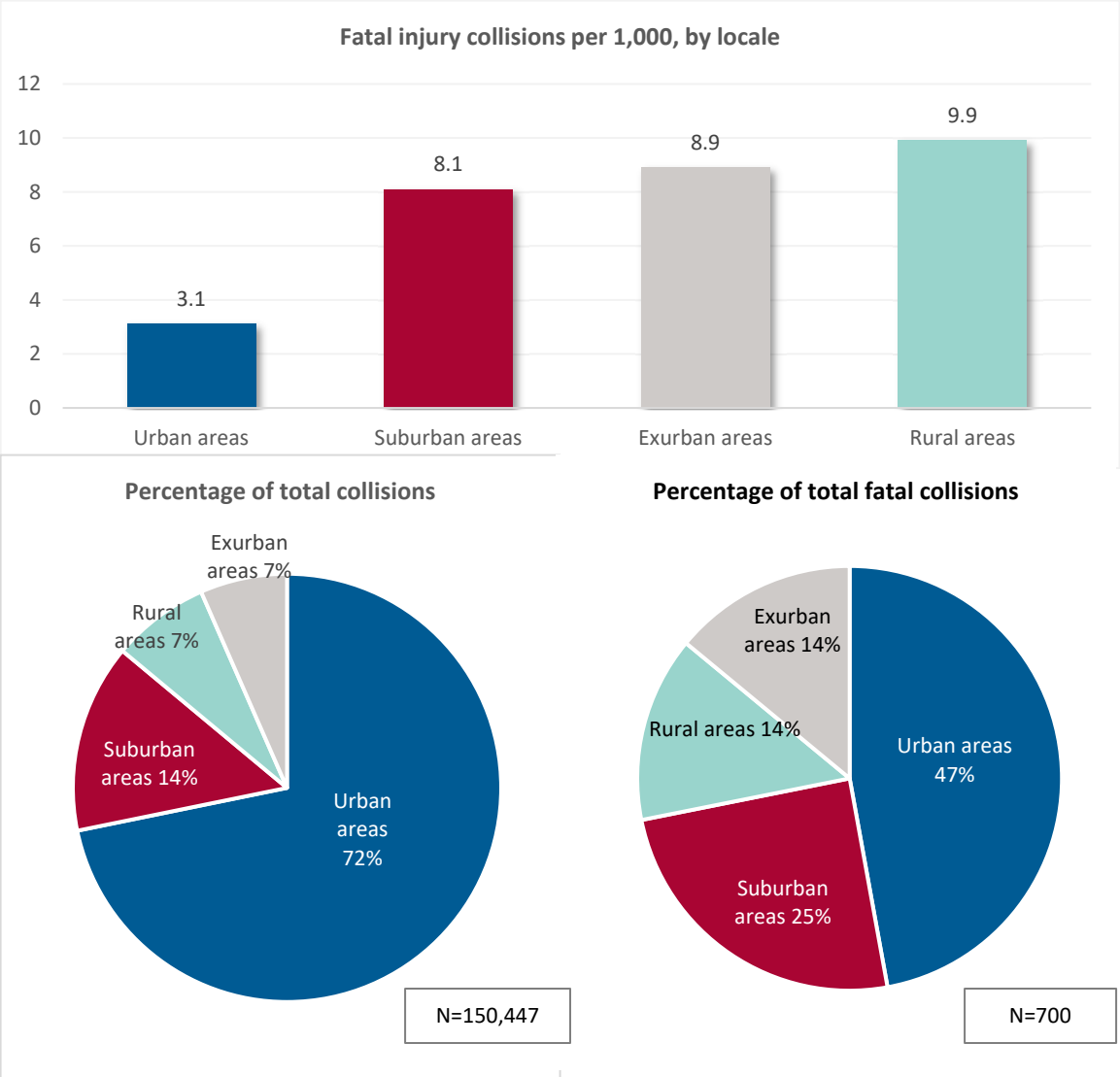


Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) See Table 6 for definitions of factor categories related to driver actions.
2) Nonfatal collisions include collisions classified as nonfatal and property damage for collisions severity.
3) Limited to collisions for which the primary factor is known.

Figure 3.6. Fatal injury collision rates and distribution of collisions, by census locale, 2020

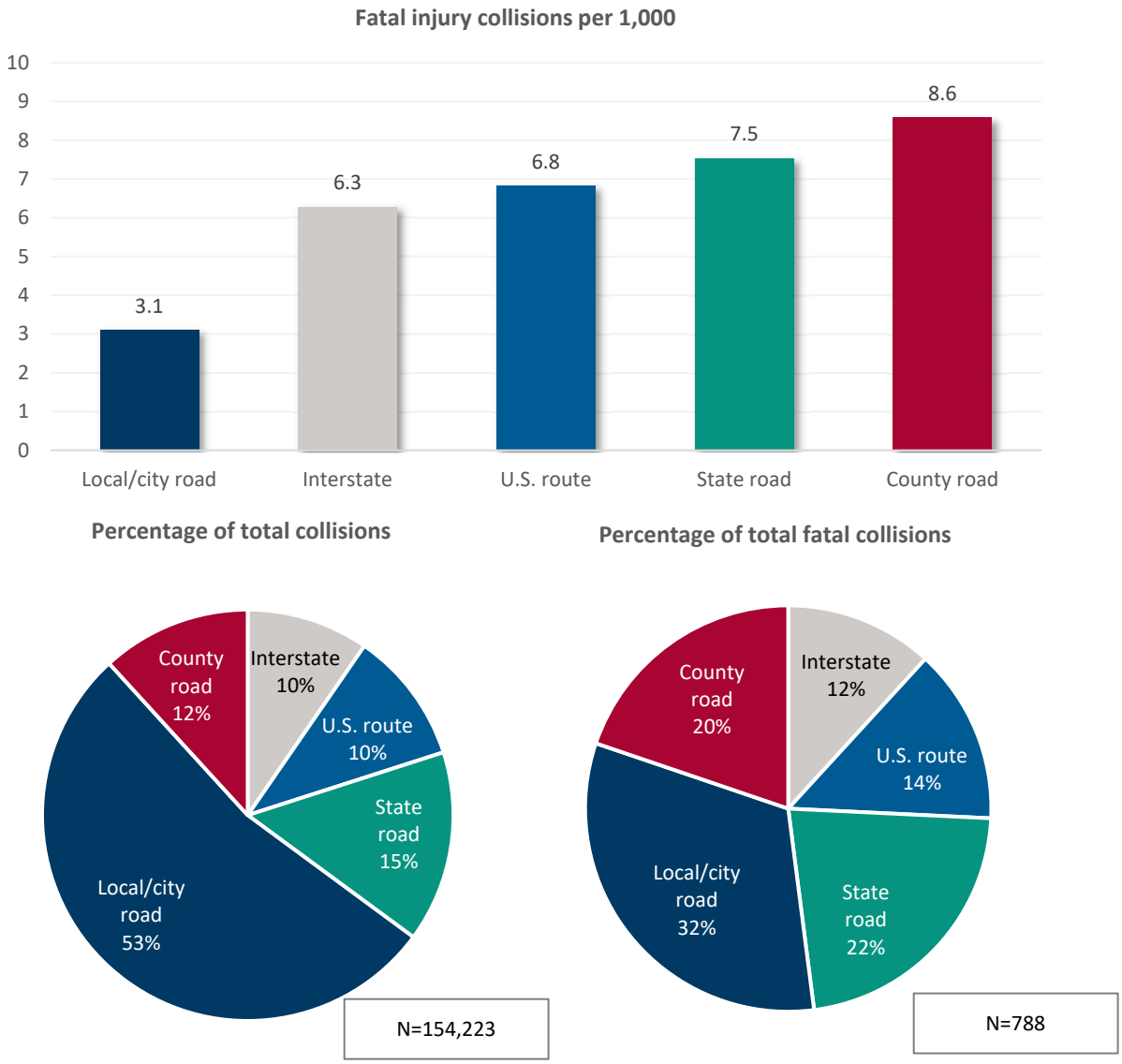


Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Includes only collisions where valid locale was identified
2) Fatal injury collision rate is calculated per 1,000 total collisions in each locale.
3) See glossary for census locale definitions

Figure 3.7. Fatal injury collision rates and distribution of collisions, by road class, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Excludes unknown road class

Table 3.7. Indiana traffic collisions by severity and road parameters, 2020

	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Nonfatal	Property damage	
Total collisions	**175,821**	**808**	**26,303**	**148,710**	**4.6**
By junction type					
No junction involved	117,782	573	15,177	102,032	4.9
Four-way intersection	33,834	140	7,382	26,312	4.1
T-intersection	16,920	67	2,743	14,110	4.0
Ramp	2,953	12	399	2,542	4.1
Traffic circle/roundabout	1,710	1	114	1,595	0.6
Interchange	1,312	4	217	1,091	3.0
Y-intersection	566	4	128	434	7.1
Five point or more	349	0	75	274	0.0
Railroad crossings	345	7	55	283	20.3
Trail crossings	27	0	13	14	0.0
Unknown	23	0	0	23	0.0
By road character					
Straight	**142,885**	**526**	**21,717**	**120,642**	**3.7**
Level	122,819	438	18,581	103,800	3.6
Graded	15,754	68	2,385	13,301	4.3
Hillcrest	4,312	20	751	3,541	4.6
Curve	**14,945**	**131**	**2,729**	**12,085**	**8.8**
Level	9,866	88	1,776	8,002	8.9
Graded	4,124	38	786	3,300	9.2
Hillcrest	955	5	167	783	5.2
Non-roadway crash	**4,710**	**7**	**179**	**4,524**	**1.5**
Unknown	13,281	144	1,678	11,459	10.8
Roadway surface type					
Asphalt	154,460	729	23,466	130,265	4.7
Concrete	18,268	67	2,536	15,665	3.7
Gravel	2,212	7	204	2,001	3.2
Other	685	5	93	587	7.3
Unknown	196	0	4	192	0.0

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Fatal collision rate is calculated per 1,000 total collisions in each roadway surface type category

Table 3.8. Indiana traffic collisions by severity and manner of collision, 2020

Manner of collision	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Nonfatal	Property damage	
Total collisions	**175,821**	**808**	**26,303**	**148,710**	**4.6**
Rear end	37,584	79	5,808	31,697	2.1
Ran off road	26,810	286	5,713	20,811	10.7
Right angle	22,417	136	6,285	15,996	6.1
Same direction sideswipe	17,859	17	1,107	16,735	1.0
Backing	15,395	3	219	15,173	0.2
Collision with deer	13,824	2	238	13,584	0.1
Left turn	9,097	28	1,878	7,191	3.1
Opposite direction sideswipe	3,943	10	427	3,506	2.5
Head on	3,663	87	1,290	2,286	23.8
Collision with object in road	2,698	29	297	2,372	10.7
Right turn	2,385	3	264	2,118	1.3
Left/right turn	1,927	3	223	1,701	1.6
Collision with animal other	1,318	2	59	1,257	1.5
Non-collision	1,174	9	302	863	7.7
Rear to rear	291	0	24	267	0.0
Other (explained in narrative)	13,289	97	1,944	11,248	7.3
Unknown	2,147	17	225	1,905	7.9

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Fatal collision rate is calculated per 1,000 total collisions by each manner of collision.

Table 3.9. Indiana collisions, by severity and traffic control type, 2020

Traffic control type	Collisions, by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Nonfatal	Property damage	
Total collisions	**175,821**	**808**	**26,303**	**148,710**	**4.6**
Traffic control signal	31,108	77	6,284	24,747	2.5
Lane control	30,330	168	5,043	25,119	5.5
Stop sign	17,261	76	3,619	13,566	4.4
Yield sign	1,452	4	186	1,262	2.8
No passing zone	1,080	15	201	864	13.9
Roundabout intersection	596	1	41	554	1.7
Other regulatory sign/marking	573	2	125	446	3.5
Flashing overhead beacon	260	3	42	215	11.5
Railroad crossing	182	2	18	162	11.0
Person directing traffic	153	1	42	110	6.5
Flashing signal	2	0	0	2	0.0
Other	487	1	61	425	2.1
None	78,903	314	8,955	69,634	4.0
Unknown	13,434	144	1,686	11,604	10.7

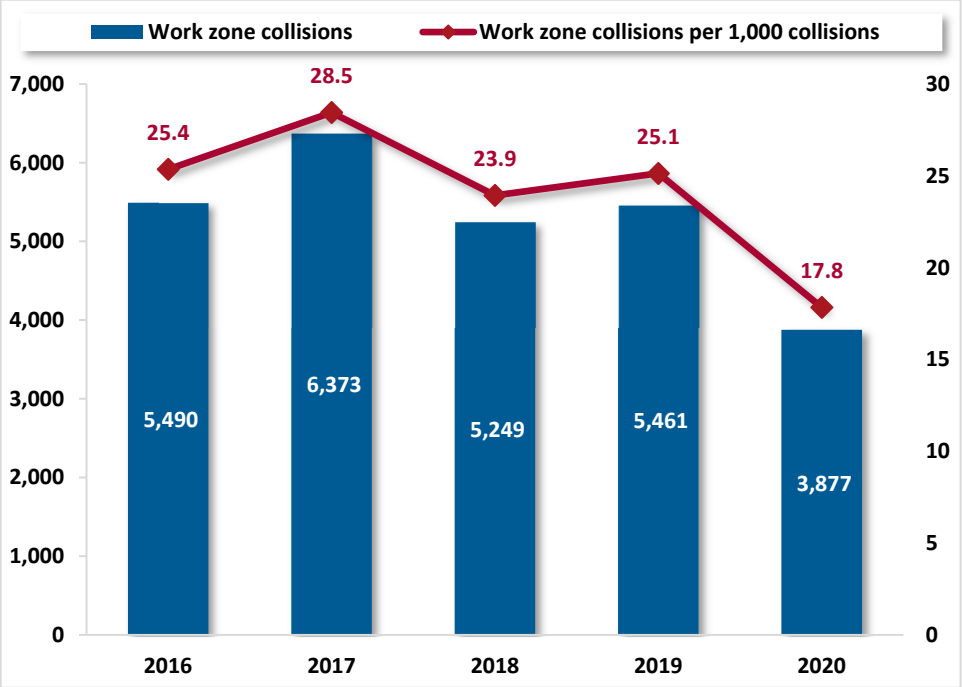
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Fatal collision rate is calculated per 1,000 total collisions in each traffic control type.

Table 3.10. Indiana traffic collisions by severity and environmental conditions, 2020

	Collisions by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Nonfatal	Property damage	
All collisions	**175,821**	**808**	**26,303**	**148,710**	**4.6**
By light conditions					
Daylight	111,427	379	17,447	93,601	3.4
Dark (lighted)	27,652	254	3,647	23,751	9.2
Dark (not lighted)	26,803	126	4,028	22,649	4.7
Dawn/dusk	8,628	42	1,161	7,425	4.9
Unknown	1,311	7	20	1,284	5.3
By weather conditions					
Clear	118,060	584	17,954	99,522	4.9
Cloudy	30,753	142	4,558	26,053	4.6
Rain	17,550	61	2,669	14,820	3.5
Snow	5,411	10	630	4,771	1.8
Sleet/hail/freezing rain	1,313	3	182	1,128	2.3
Blowing Sand/soil/snow	1,204	3	139	1,062	2.5
Fog/smoke/smog	904	5	140	759	5.5
Severe cross wind	245	0	30	215	0.0
Unknown	381	0	1	380	0.0
By road surface conditions					
Dry	138,949	692	21,110	117,147	5.0
Wet	27,782	94	4,134	23,554	3.4
Snow/slush	4,523	7	472	4,044	1.5
Ice	2,976	6	384	2,586	2.0
Water (standing or moving)	673	4	99	570	5.9
Loose material on road	407	4	88	315	9.8
Muddy	105	1	10	94	9.5
Unknown	406	0	6	400	0.0

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Fatal collision rate is calculated per 1,000 total collisions in each environmental condition category.

Figure 3.8. Indiana work zone collisions, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

MOTORCYCLES, 2020

The number of motorcycle-involved collisions increased from 2,582 in 2019 to 2,785 in 2020 after a steady decline in the number of collisions over the four previous years (Figure 4.1). In each of the last five years (2016–20), there were more multi-vehicle (MV) collisions than single-vehicle (SV) collisions. The number and proportion of fatal single-vehicle collisions increased from 1,077 and 4% in 2019 to 1,197 and 5% in 2020. While fatal multi-vehicle collisions increased from 1,505 in 2019 to 1,588 in 2020, the proportion of fatal to all collisions was the same at almost 5%.

Similar to collisions, the number of motorcyclists involved in collisions increased 9% from 2,701 in 2019 to 2,943 in 2020 after having seen a steady decline over the previous four years (Table 4.1). Among motorcyclists, there were 138 fatalities and 1,969 individuals with nonfatal injuries in 2020. Fatalities increased 23% and nonfatal injuries increased 8% from 2019. Almost 72% of motorcycle riders involved in collisions were either injured (67%) or killed (5%). Motorcycle collisions accounted for 15% of all traffic fatalities in 2020 (Figure 4.2)

Time, day of week, and month

In 2020, the counts of motorcycle collisions were highest between the 3 p.m. and 6 p.m. hours, peaking during the 5 p.m. hour. The proportion of motorcycle collisions that resulted in fatal and incapacitating injuries was highest in early morning hours (the 1 a.m. to 3 a.m., 5 a.m., and 6 a.m. hours), peaking during the 1 a.m. hour (Figure 4.3). Generally, motorcycle collisions made up the biggest proportion of all collisions during evening hours (5 p.m. to 10 p.m.). and declined during morning hours (4 a.m. to 9 a.m.) (Table 4.2). The proportion of motorcycle collisions to all collisions was highest on Saturdays and Sundays, although the number of motorcycle collisions was highest on Fridays and Saturdays (not shown).

Between 2016 and 2020, total collisions were most frequent during the late fall and winter months, October to January. In contrast, motorcycle collisions during this period were highest in the spring and summer months, May to September (Table 4.3). Motorcycle collisions in 2020 followed this general trend, with the highest number of collisions in June and August. While the number of collisions with fatal or incapacitating injuries were highest in August and July, the highest rates of fatal and incapacitating motorcycle collisions occurred in April (64%), December (50%), and May (49%) (Figure 4.4).

Vehicle type

Seventy-four percent of motorcycle operators or passengers involved in collisions were on motorcycles, with the remainder being on other two-or-three-wheeled vehicles (calculated from Table 4.4). The number of motorcyclists in collisions involving motorcycles, motor-driven cycles—Class A, and motorized bicycles increased from 2019 to 2020. The number of motorcyclists in collisions involving motor-driven cycles—Class B was similar both years. Fatalities on motorcycles increased from 93 in 2019 to 112 in 2020.

Alcohol impairment

In 2020, passenger vehicle drivers involved in crashes were more likely than motorcycle operators to be impaired than passenger vehicle drivers (Table 4.5). In 2019, motorcycle operators were more likely to be impaired. For crashes with reported blood alcohol content (BAC) results, 51% of motorcycle operators in single-vehicle crashes and 25% of operators in multi-vehicle crashes were impaired (BAC of 0.08 g/dL or more).

Helmet use

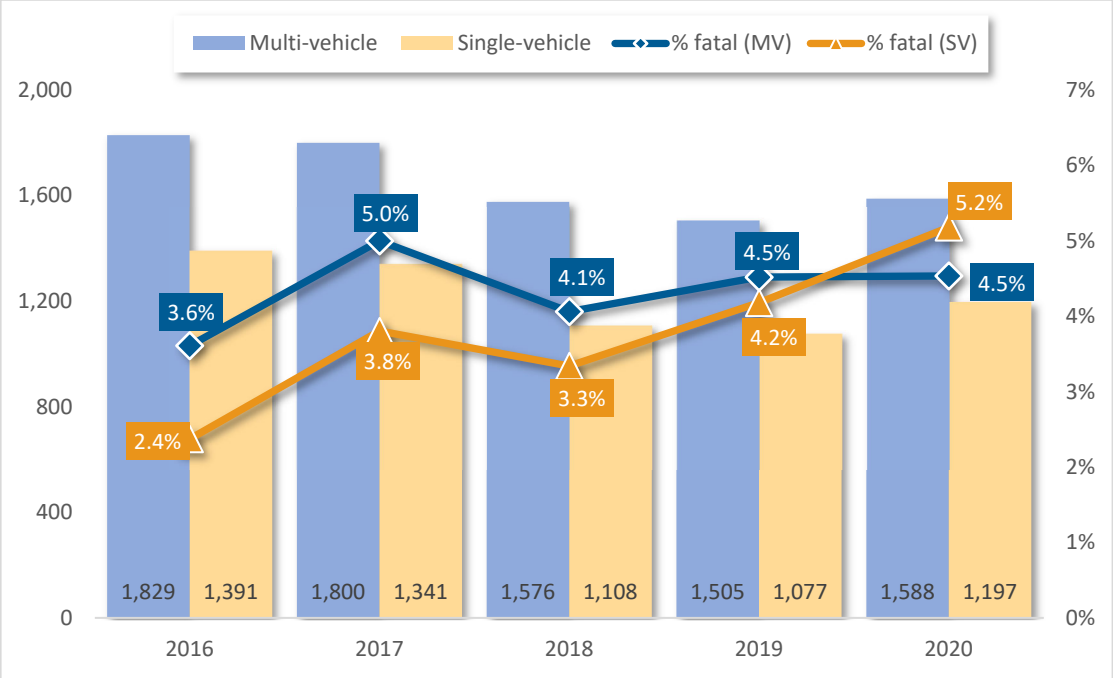
Helmet use is associated with lower fatality and injury rates among motorcyclists in collisions (Figure 4.5). In 2020, 32% of motorcyclists in crashes were wearing helmets, with operators (32%) being more likely to wear helmets than passengers (26%). Among motorcyclists in collisions, 59% who were not wearing helmets experienced fatal or incapacitating injuries. In 2020, female motorcyclists (33%) had higher rates of helmet use than their male counterparts (31%) (Table 4.6). In the four previous years, male motorcyclists had higher rates of helmet use. In 2020, 28% of males who sustained fatal or incapacitating injuries were wearing helmets. Male motorcyclists in the 45–54 age group had the lowest rate of helmet use in all collisions (24%) and among those who sustained fatal or incapacitating injuries (17%).

In 2020, motorcyclists involved in collisions in suburban (35%) and urban (34%) areas were more likely to be wearing a helmet than motorcyclists in exurban (32%) or urban (31%) areas (Figure 4.6). Helmet use was consistently lower in all locales among those killed in collisions. Motorcycles who were killed in suburban collisions were more likely to be wearing a helmet (28%) than those killed in exurban areas (25%), urban areas (22%) or rural areas (21%).

Collision characteristics

Motorcycle collision injury rates vary depending on light, weather, and road conditions present at the time of a crash (Table 4.7 and Figure 4.7). Motorcycle collisions occurred predominantly during daylight hours, in clear weather, on straight roads, and at locations that were not intersections. The probability of a fatal motorcycle collisions was greatest in dark unlit conditions (9%), in clear weather (5%), and on road curves (5%). County roads, U.S. highways, and state roads accounted for a greater proportion of fatal motorcycle collisions than total motorcycle collisions (Figure 4.8).

Figure 4.1. Motorcycle-involved collisions in Indiana, by single vehicle (SV) and multi-vehicle (MV) involvement, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 4.1. Motorcyclists involved in Indiana collisions by injury status, 2016–20

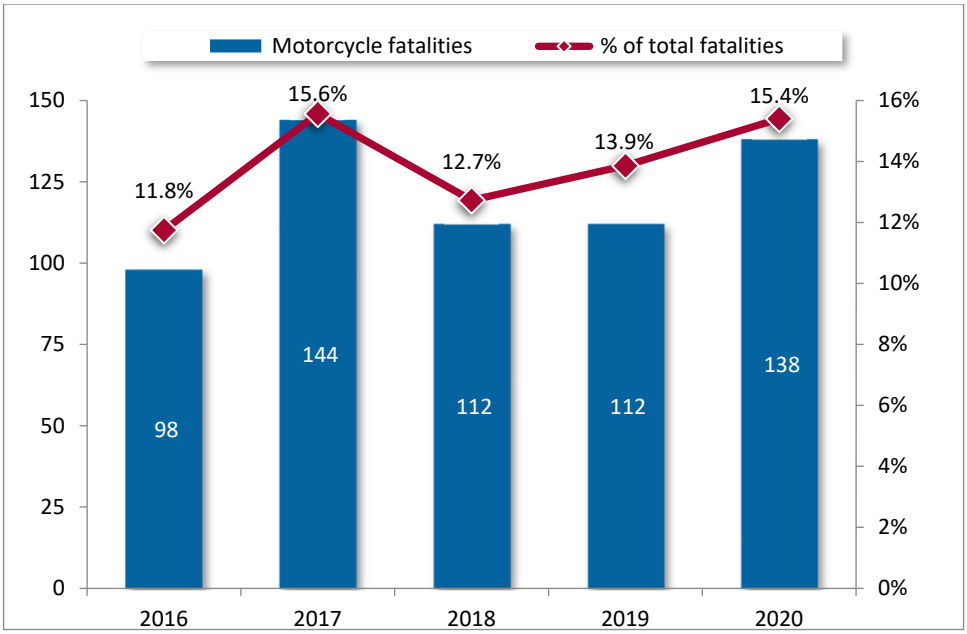
All motorcyclists	2016	2017	2018	2019	2020	Annual rate of change 2019–20	Annual rate of change 2016–20
All motorcyclists	**3,407**	**3,403**	**2,875**	**2,701**	**2,943**	**9.0%**	**-3.6%**
Fatal	98	144	112	112	138	23.2%	8.9%
Nonfatal injuries	2,326	2,288	1,932	1,819	1,969	8.2%	-4.1%
Not injured	983	971	831	770	836	8.6%	-4.0%
Fatality and injury rates							
% fatal	2.9%	4.2%	3.9%	4.1%	4.7%		
% nonfatal injuries	68.3%	67.2%	67.2%	67.3%	66.9%		

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

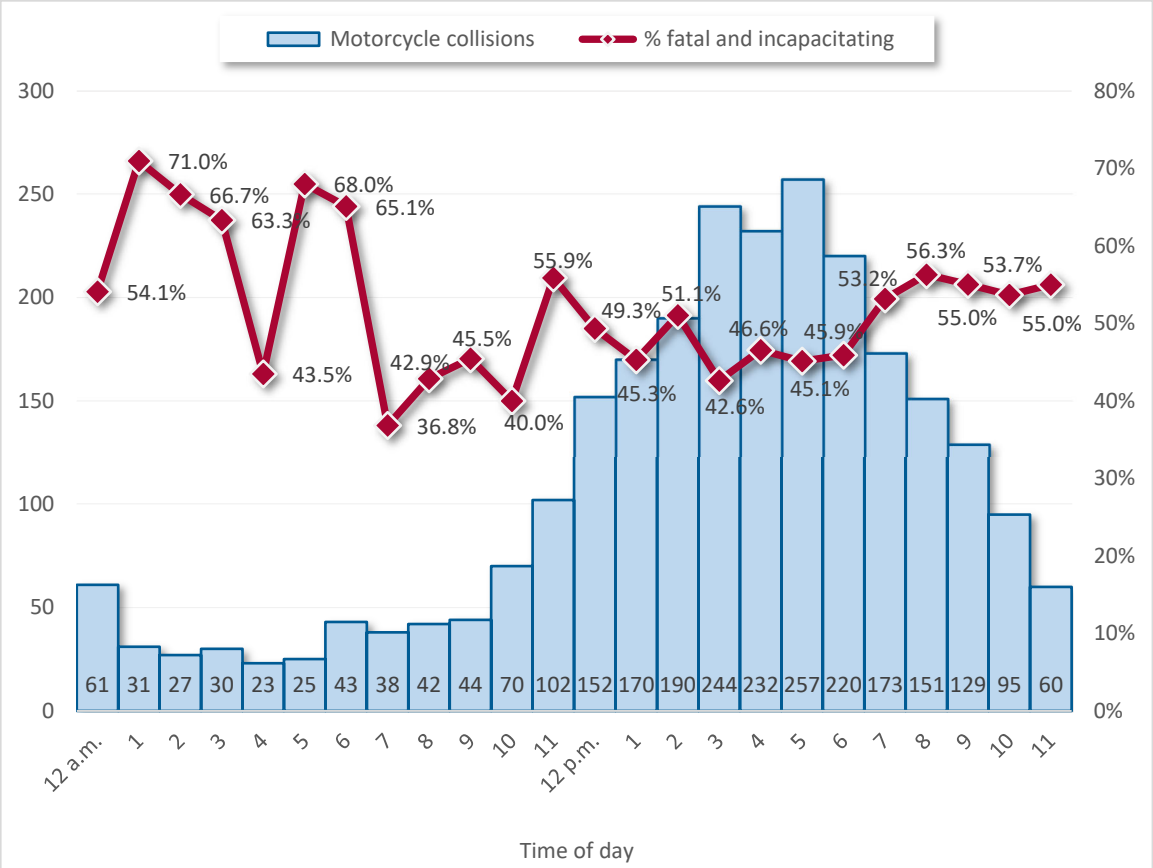
1) Motorcyclists include operators and passengers on motorcycles, Class A and Class B motor-driven cycles, mopeds, and motorized bicycles.
2) Nonfatal injuries include individuals with at least one incapacitating, non-incapacitating, or other injury.
3) Not injured includes all individuals involved in collisions reported as null values in the injury status code field. Reporting officers are instructed to include all drivers in ARIES but to include passengers in the crash report only if an injury occurs. Therefore, not injured counts of passengers should be interpreted with caution.

Figure 4.2. Motorcycle fatalities as a percent of total traffic fatalities, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Figure 4.3. Motorcycle collisions in Indiana by hour of the day, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Excludes collisions where hour or injury status was unknown or not reported.

Table 4.2. Motorcycle collisions as a percent of all Indiana collisions by time of day and day of week, 2020

Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	% motorcycle by hour
12a.m.	2.1%	1.1%	1.8%	1.4%	1.6%	1.5%	2.8%	1.9%
1a.m.	1.2%	0.8%	0.0%	1.1%	1.0%	2.3%	1.9%	1.3%
2a.m.	1.5%	2.7%	1.0%	0.4%	1.0%	1.2%	1.7%	1.4%
3a.m.	1.5%	0.4%	1.4%	2.4%	1.3%	0.4%	2.2%	1.4%
4a.m.	0.8%	0.6%	1.0%	0.9%	1.5%	1.9%	0.3%	1.0%
5a.m.	0.3%	0.9%	0.9%	0.3%	0.5%	1.4%	0.5%	0.7%
6a.m.	1.4%	0.4%	0.6%	0.5%	1.4%	1.1%	0.9%	0.8%
7a.m.	1.2%	0.4%	0.3%	0.6%	0.2%	0.8%	1.2%	0.5%
8a.m.	0.9%	1.3%	0.3%	0.6%	0.7%	0.5%	0.9%	0.7%
9a.m.	1.5%	0.2%	0.4%	0.8%	0.8%	0.6%	1.8%	0.8%
10a.m.	1.5%	0.8%	1.3%	0.6%	1.2%	0.9%	1.3%	1.1%
11a.m.	1.3%	1.1%	1.1%	0.6%	1.0%	1.4%	2.2%	1.2%
12p.m.	2.5%	0.8%	0.9%	1.1%	1.6%	1.5%	2.8%	1.6%
1p.m.	2.5%	1.8%	1.3%	1.0%	1.1%	1.1%	3.6%	1.7%
2p.m.	3.5%	1.6%	1.1%	1.2%	1.6%	1.3%	2.3%	1.7%
3p.m.	2.9%	1.5%	1.4%	1.6%	1.5%	1.6%	4.0%	1.9%
4p.m.	2.9%	1.1%	1.0%	1.1%	1.7%	1.9%	4.2%	1.8%
5p.m.	3.5%	1.8%	1.5%	1.6%	1.7%	1.9%	3.3%	2.0%
6p.m.	3.0%	1.8%	1.5%	1.4%	2.3%	1.8%	2.9%	2.0%
7p.m.	2.3%	2.2%	1.8%	1.3%	1.9%	2.5%	2.7%	2.1%
8p.m.	2.9%	1.6%	1.6%	2.0%	2.5%	2.1%	3.0%	2.3%
9p.m.	2.1%	1.7%	1.6%	2.1%	1.8%	2.7%	3.0%	2.2%
10p.m.	1.7%	0.8%	2.8%	1.6%	3.6%	1.7%	2.4%	2.1%
11p.m.	2.5%	0.9%	1.4%	1.3%	1.7%	1.9%	1.7%	1.6%
% motorcycle by day	**2.3%**	**1.3%**	**1.2%**	**1.2%**	**1.5%**	**1.6%**	**2.6%**	**1.6%**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Includes collisions where valid time was reported.
2) Color scale applies to all days/times.

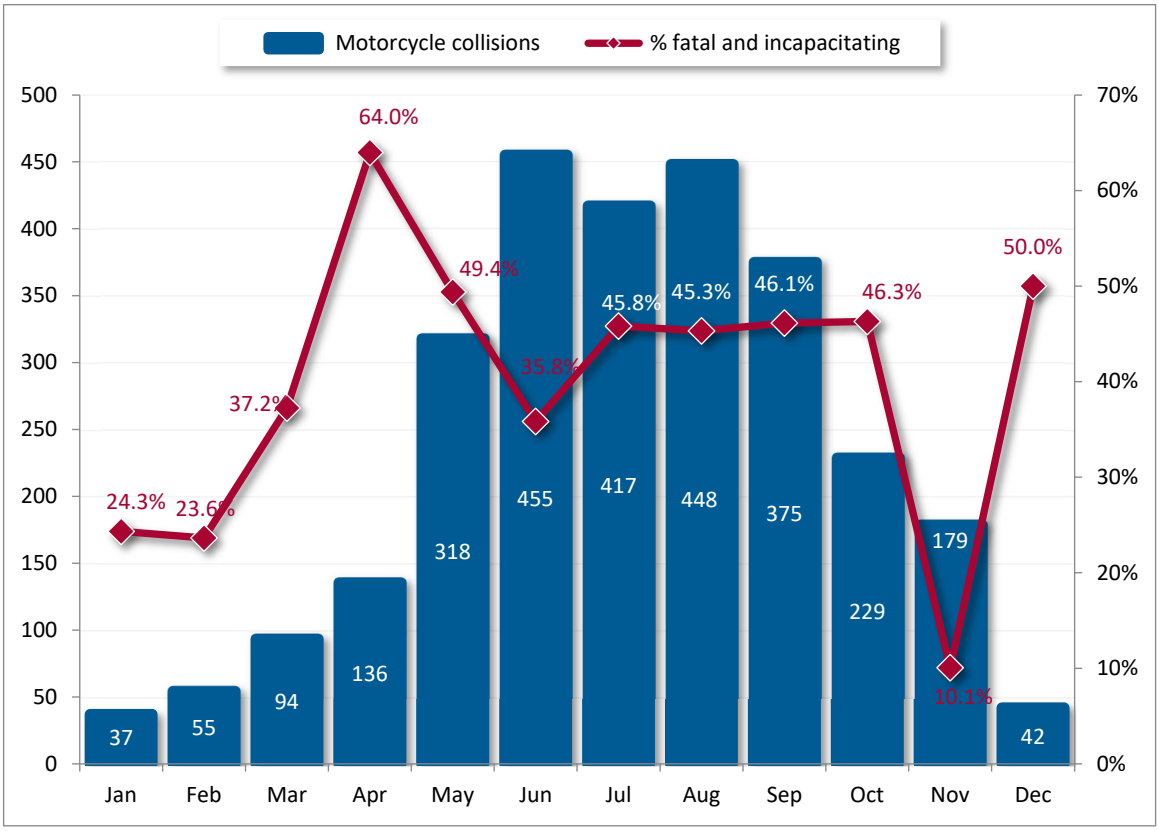
Table 4.3. Total and motorcycle collisions, by month, 2016–20

Month	Total collisions					Motorcycle collisions				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Jan	19,376	17,277	20,788	19,458	15,786	55	48	27	34	37
Feb	17,785	14,574	16,180	16,981	16,848	80	115	49	28	55
Mar	16,387	16,970	16,980	15,966	11,814	149	115	74	85	94
Apr	17,534	17,028	15,776	16,389	8,012	298	299	172	197	136
May	18,057	19,457	18,422	18,327	12,247	363	364	442	322	318
Jun	17,889	19,009	17,288	17,684	14,572	417	506	391	387	455
Jul	17,692	17,157	17,270	17,653	15,447	466	462	432	406	417
Aug	19,340	17,726	17,860	18,093	15,418	437	421	397	426	448
Sep	18,639	17,961	17,750	17,525	15,190	442	414	368	370	375
Oct	19,487	19,999	20,311	20,153	17,673	318	265	218	218	229
Nov	20,528	20,081	20,156	20,539	16,875	159	82	73	55	179
Dec	21,247	22,078	18,495	18,810	15,939	36	50	41	54	42
Total	**223,961**	**219,317**	**217,276**	**217,578**	**175,821**	**3,220**	**3,141**	**2,684**	**2,582**	**2,785**
High	**Dec**	**Dec**	**Jan**	**Nov**	**Oct**	**Jul**	**Jun**	**May**	**Aug**	**Jun**
Low	**Mar**	**Feb**	**Apr**	**Mar**	**Apr**	**Dec**	**Jan**	**Jan**	**Feb**	**Jan**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Note: Color scales are illustrated to show months from low to high for the entire 5-year period, 2016–20.

Figure 4.4. Motorcycle collisions in Indiana by month, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Table 4.4. Motorcyclists involved in collisions by type of motorized vehicle, 2019–20

	Count of individuals		Percent change	2020 injury rate, by unit type
	2019	2020	2019–20	
All motorcyclists	**2,701**	**2,943**	**9.0%**	
Motorcycle	**2,031**	**2,189**	**7.8%**	**100%**
Fatal	93	112	20.4%	5.1%
Injury	1,350	1,466	8.6%	67.0%
Not injured	588	611	3.9%	27.9%
Motor-driven cycle—Class B	**352**	**353**	**0.3%**	**100%**
Fatal	9	11	22.2%	3.1%
Injury	255	253	-0.8%	71.7%
Not injured	88	89	1.1%	25.2%
Motor-driven cycle—Class A	**257**	**324**	**26.1%**	**100%**
Fatal	9	14	55.6%	4.3%
Injury	176	205	16.5%	63.3%
Not injured	72	105	45.8%	32.4%
Motorized bicycle	**56**	**75**	**33.9%**	**100%**
Fatal	0	0	N/A	0.0%
Injury	34	44	29.4%	58.7%
Not injured	22	31	40.9%	41.3%
Moped	**5**	**2**	**-60.0%**	**100%**
Fatal	1	1	100.0%	50.0%
Injury	4	1	-75.0%	50.0%
Not injured	0	0	N/A	0.0%

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Motorcyclists include operators and passengers of motorcycles, Class A and Class B motor-driven cycles, motorized bicycles, and mopeds.
2) See glossary for unit type definitions. ARIES includes motorized bicycle and moped as unit types.
3) Injury includes incapacitating, non-incapacitating, possible, unknown, not reported, and refused.

Table 4.5. Blood alcohol content (BAC) of vehicle operators involved in Indiana fatal and incapacitating collisions, by type of collision and vehicle type, 2020

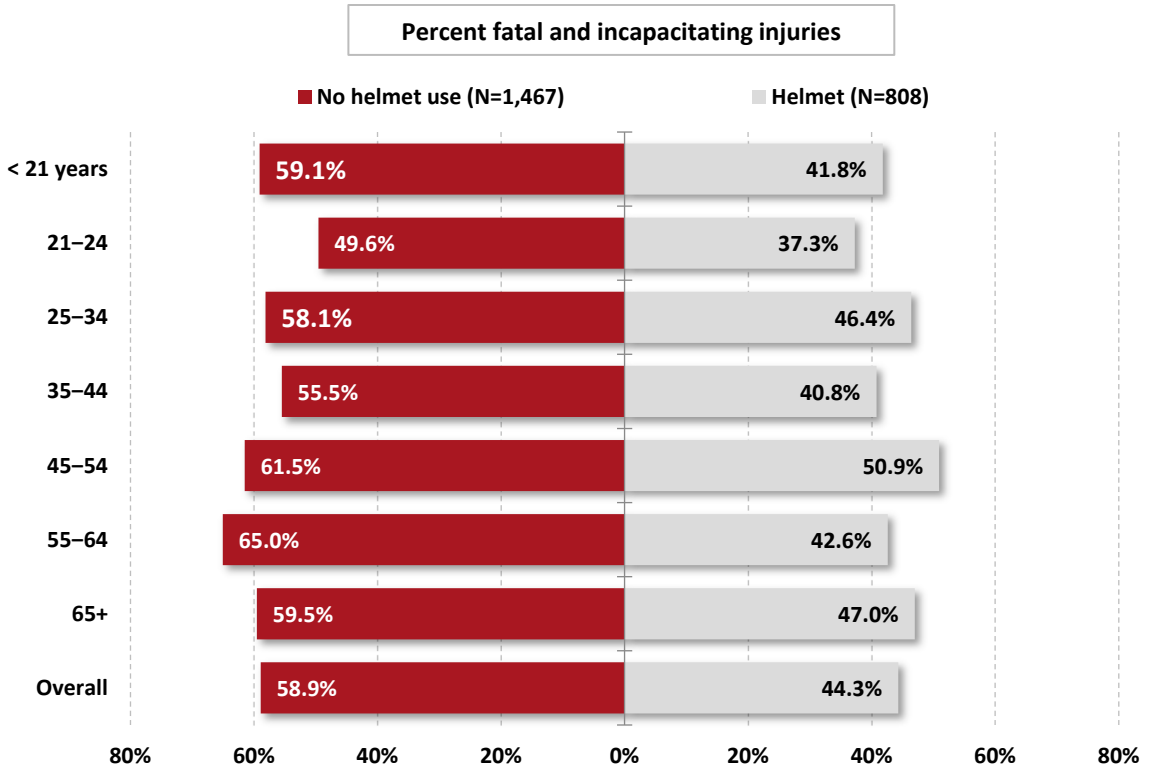
Collision type	Vehicles involved	BAC range	Fatal	Incapacitating	All operators	All operators, impaired as a percent of	
						Reported results	All
Single-vehicle	Motorcycles	**Total operators**	**62**	**612**	**674**		
		0 g/dL	6	11	17	**50.9%**	**4.2%**
		0.01-0.07	3	7	10		
		0.08-0.14	1	5	6		
		0.15 & above	8	14	22		
		Not reported	44	575	619		
	Passenger vehicles	**Total operators**	**314**	**4,049**	**4,362**		
		0 g/dL	68	169	237	**55.1%**	**8.1%**
		0.01-0.07	3	49	52		
		0.08-0.14	17	90	107		
		0.15 & above	40	207	247		
		Not reported	186	3,534	3,719		
Multi-vehicle	Motorcycles	**Total operators**	**76**	**655**	**731**		
		0 g/dL	25	10	35	**25.0%**	**1.9%**
		0.01-0.07	5	2	7		
		0.08-0.14	2	3	5		
		0.15 & above	1	8	9		
		Not reported	43	632	675		
	Passenger vehicles	**Total operators**	**624**	**15,856**	**16,480**		
		0 g/dL	179	298	477	**31.3%**	**1.5%**
		0.01-0.07	13	35	48		
		0.08-0.14	12	53	65		
		0.15 & above	24	150	174		
		Not reported	396	15,320	15,716		

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) BAC range in grams per deciliter (g/dL). 0.08 or greater is legally impaired.
2) Includes only the operators of motorcycles and passenger vehicles (passenger car, pickup truck, sport utility vehicle, van).
3) Reported results include only those records in ARIES that have a valid BAC result (i.e., excludes null values). Excludes cases with BAC more than 0.59 g/dL.

Figure 4.5. Fatal and incapacitating injuries as percent of total motorcyclists involved in Indiana collisions, by helmet use and age group, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Excludes cases with unknown age or helmet use.

Table 4.6. Helmet usage among motorcyclists involved in Indiana collisions, by age group and gender, 2016–20

All motorcyclists

Age group	2016		2017		2018		2019		2020	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	50.0%	24.2%	52.8%	36.4%	53.6%	32.6%	60.6%	30.0%	47.9%	29.6%
21–24	48.0%	24.3%	47.2%	23.5%	54.3%	25.0%	51.4%	19.2%	39.1%	32.0%
25–34	30.9%	21.9%	34.0%	27.8%	33.1%	22.9%	38.0%	28.8%	31.7%	41.5%
35–44	25.8%	27.0%	27.9%	22.7%	26.0%	18.1%	25.0%	28.6%	25.2%	26.6%
45–54	21.0%	22.9%	22.8%	18.5%	19.9%	20.9%	28.8%	30.0%	23.5%	27.3%
55–64	32.1%	38.7%	29.7%	46.4%	27.1%	30.8%	26.4%	43.2%	27.5%	42.0%
65+	44.1%	43.3%	51.3%	60.0%	39.3%	40.0%	42.0%	50.0%	40.9%	30.0%
All ages	**32.3%**	**28.0%**	**33.3%**	**29.0%**	**31.8%**	**24.8%**	**35.0%**	**31.0%**	**30.6%**	**33.2%**

Motorcyclists experiencing fatal or incapacitating injuries

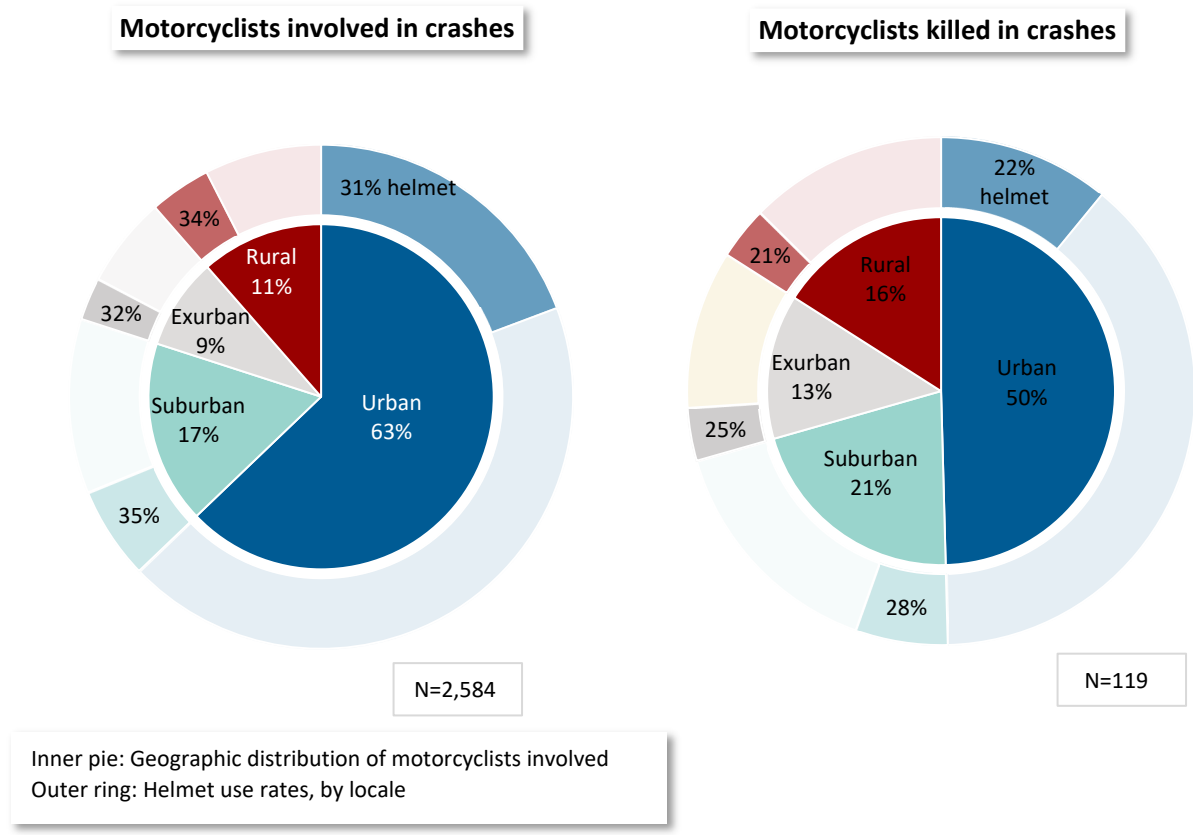
Age group	2016		2017		2018		2019		2020	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
15–20	52.7%	23.5%	49.4%	38.5%	45.8%	27.8%	59.7%	40.0%	46.6%	33.3%
21–24	51.5%	20.8%	44.6%	20.0%	44.4%	25.0%	44.0%	21.4%	36.6%	35.3%
25–34	27.4%	27.3%	37.1%	30.6%	31.7%	21.4%	37.1%	33.3%	27.1%	37.3%
35–44	24.7%	20.4%	24.7%	17.2%	18.2%	17.6%	20.6%	21.6%	25.5%	28.9%
45–54	20.1%	18.0%	22.2%	19.1%	16.3%	14.0%	29.9%	26.3%	17.2%	29.5%
55–64	30.5%	34.9%	28.4%	48.6%	23.2%	43.5%	24.3%	34.8%	23.7%	41.9%
65+	40.2%	35.0%	46.5%	66.7%	36.0%	30.8%	42.7%	37.5%	42.4%	60.0%
All ages	**30.5%**	**24.9%**	**31.9%**	**28.9%**	**26.8%**	**22.5%**	**32.7%**	**28.9%**	**27.6%**	**34.4%**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

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

Figure 4.6. Helmet usage among motorcyclists in Indiana collisions, by injury status and census locale, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Excludes cases where locale could not be determined.

Table 4.7. Characteristics of Indiana motorcycle collisions, by severity of collision, 2020

Characteristics	Count of collisions				Probability of collision severity	
	Fatal	Nonfatal	Property damage	Total	Fatal	Nonfatal
Light conditions	134	1,757	883	2,774		
Daylight	81	1,247	641	1,969	4.1%	63.3%
Dark (lighted)	17	209	122	348	4.9%	60.1%
Dark (not lighted)	30	212	83	325	9.2%	65.2%
Dawn/dusk	6	89	37	132	4.5%	67.4%
Weather conditions	134	1,758	889	2,781		
Clear	121	1,498	738	2,357	5.1%	63.6%
Cloudy or poor visibility	11	212	111	334	3.3%	63.5%
Extreme weather	2	48	40	90	2.2%	53.3%
Road junctions	134	1,758	893	2,785		
No junction involved	84	1,122	557	1,763	4.8%	63.6%
Intersections	47	601	309	957	4.9%	62.8%
Interchange/ramp	3	35	27	65	4.6%	53.8%
Road character	116	1,652	841	2,609		
Straight (level)	74	1,091	609	1,774	4.2%	61.5%
Curves	27	360	121	508	5.3%	70.9%
Straight (non-level)	15	193	101	309	4.9%	62.5%
Non-roadway	0	8	10	18	0.0%	44.4%
Road class	131	1,700	805	2,636		
Interstate	6	74	35	115	5.2%	64.3%
U.S. route	19	176	73	268	7.1%	65.7%
State road	28	299	129	456	6.1%	65.6%
Local/city	46	903	455	1,404	3.3%	64.3%
County road	32	248	113	393	8.1%	63.1%

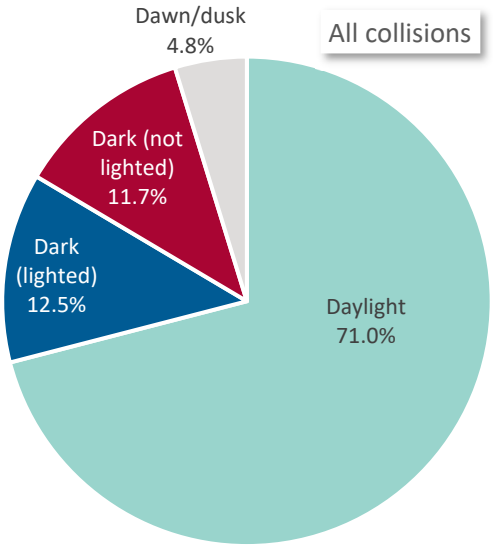
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

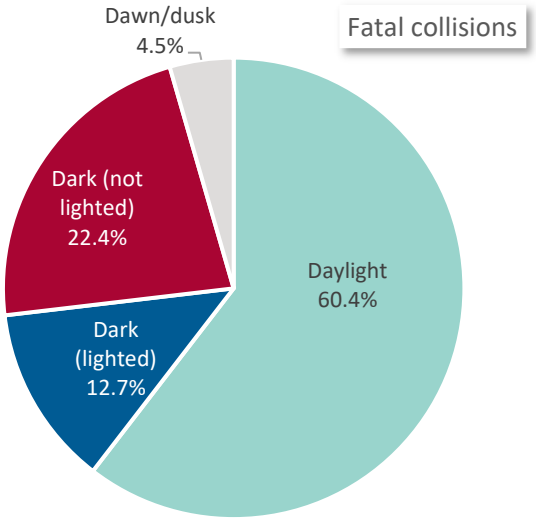
Notes:

1) Excludes collisions where characteristic was unknown or not reported.
2) Selected characteristics are re-grouped 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 cross wind, sleet/hail/freezing rain, and snow.
   b) Road junctions:
      Intersections includes five point or more, four-way intersection, T-intersection, traffic circle/roundabout, trail crossing, railroad crossing, and Y-intersection.
      Interchange/ramp includes interchange and ramp.
   c) Road character:
      Curves includes curve/grade, curve/hillcrest, and curve/level.
      Straight (non-level) includes straight/grade and straight/hillcrest.

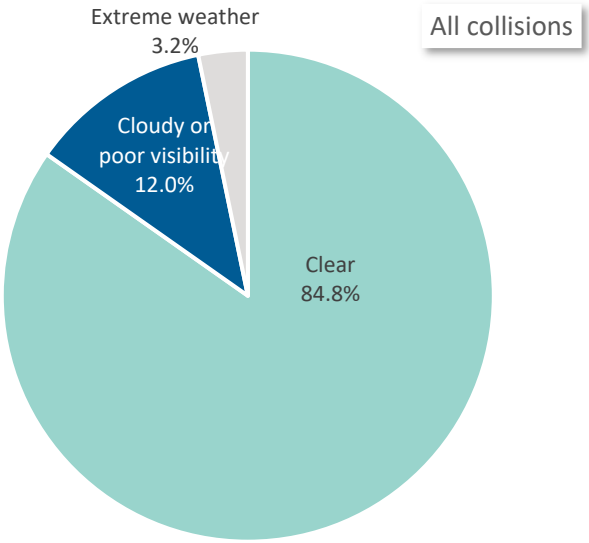
Figure 4.7. Characteristics of Indiana motorcycle collisions, by light and weather conditions, 2020

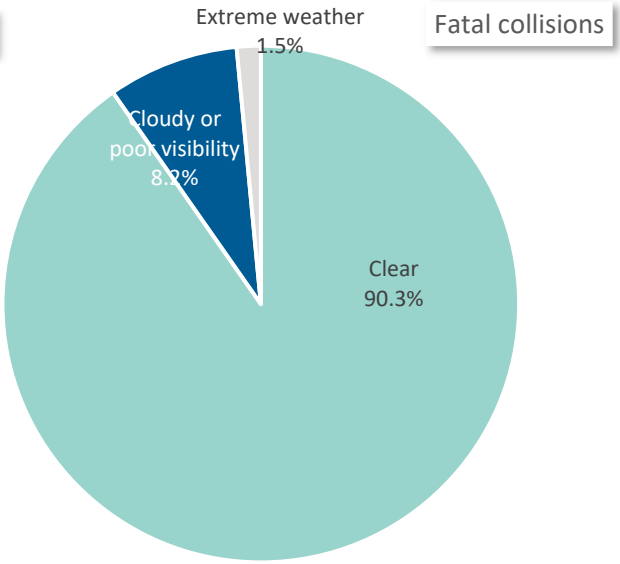
Light conditions





Weather conditions

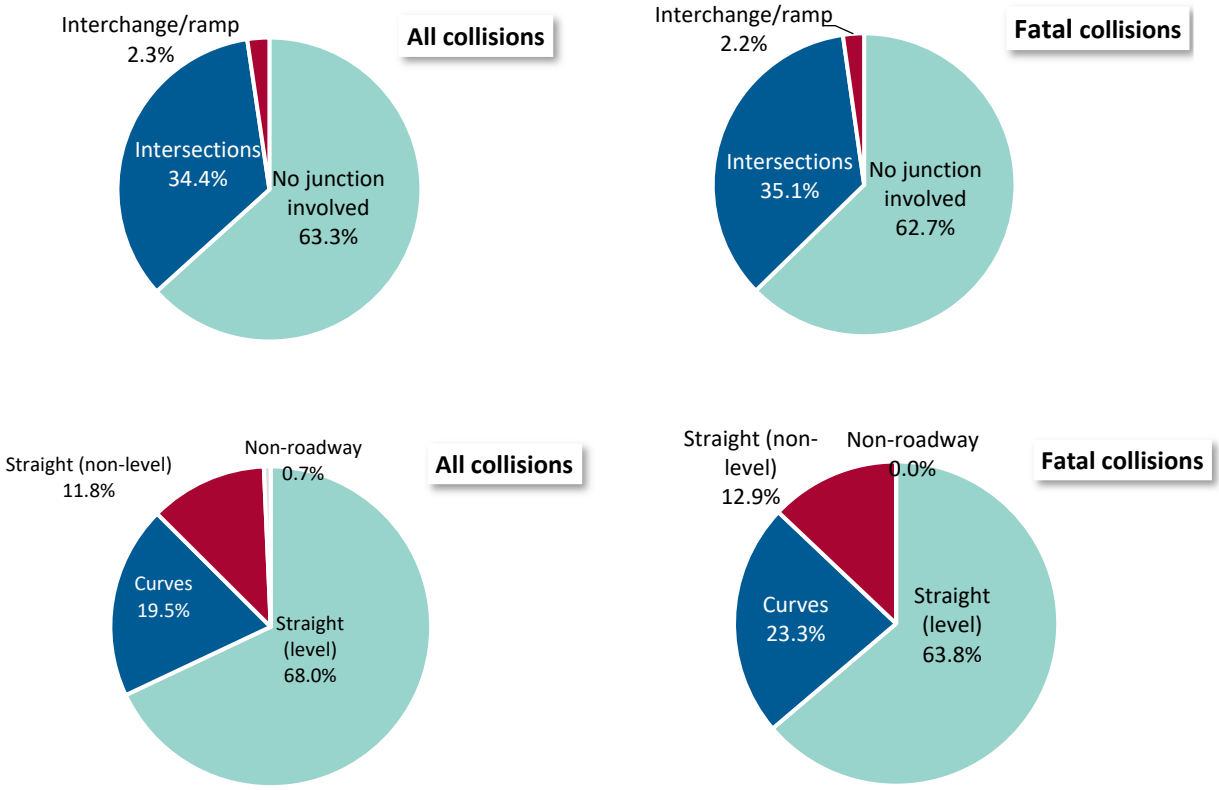




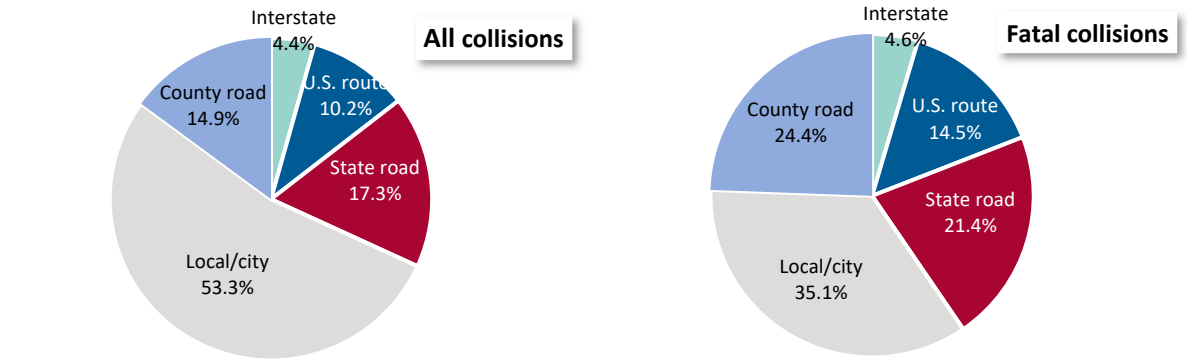
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Refer to notes in Table 4.7 for definitions.

Figure 4.8. Characteristics of Indiana motorcycle collisions, by road parameters, 2020

Road junctions



Road character



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Refer to notes in Table 4.7 for definitions.

IMPAIRED DRIVING, 2020

In 2020, 124 people died in collisions that involved one or more drivers who were legally impaired by alcohol (i.e., BAC at or above 0.08 g/dL) (Figure 5.1). Of the 3,820 alcohol-impaired collisions that year, 106 claimed at least one life (Table 5.1). From 2016 to 2020, the number of people killed in crashes with impaired drivers dropped 6% annually. The number of fatal collisions involving an alcohol-impaired driver rose nearly 2% annually. Three out of every four people killed in alcohol-impaired collisions in 2020 were male (Figure 5.2).

Blood alcohol and drug testing rates

Indiana law requires police officers offer a portable breath or chemical test to anyone they believe was driving a vehicle involved in an accident that caused a fatality or serious bodily injury. About 59% of drivers involved in fatal collisions in 2020 were tested for alcohol and/or drugs, compared to only 11% of drivers in crashes that involved incapacitating injuries (Table 5.2). Testing rates were generally higher for drivers ages 54 and younger. Of drivers involved in fatal collisions, those between 15 and 20 years old had the highest rate of testing (66%), while drivers 75 years and older had the lowest rate (35%). Among all drivers tested, 62% had BAC results in the ARIES database (calculated from Table 5.3).

Testing rates for driver alcohol-impairment also varied by the severity of driver injuries. From 2016 to 2020, test rates varied significantly by whether the driver survived the crash or died (Table 5.3). Generally, surviving drivers were tested more often than those who suffered a fatal injury. In 2020, 72% of surviving drivers were tested, compared to 46% of those who died. The data shows a substantial difference in test results between these two groups, as well. Among drivers with reported BAC results, those who survived had far lower impairment rates (12%) than those who were killed (40%). Rates of positive drug test results were higher than alcohol impairment for both drivers in a crash who survived and those who were killed.

Driver impairment by age and gender

The number of all drivers involved in fatal collisions in 2020 dropped about 14% from 2019. The number of impaired drivers in fatal collisions also decreased by 14% during that time (Table 5.4). Representation of impaired drivers was disproportionately high in some age groups. In 2020, the largest proportion of impaired drivers in fatal collisions was the 25-to 34-year-old age group (28%), and this same group made up 21%of all drivers in fatal collisions.

Male drivers are far more likely than female drivers to have been involved in fatal collisions, accounting for three out of every four drivers in fatal crashes in 2020 (Figure 5.3). Among drivers in fatal collisions, 15% of male drivers and 11% of female drivers were impaired.

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

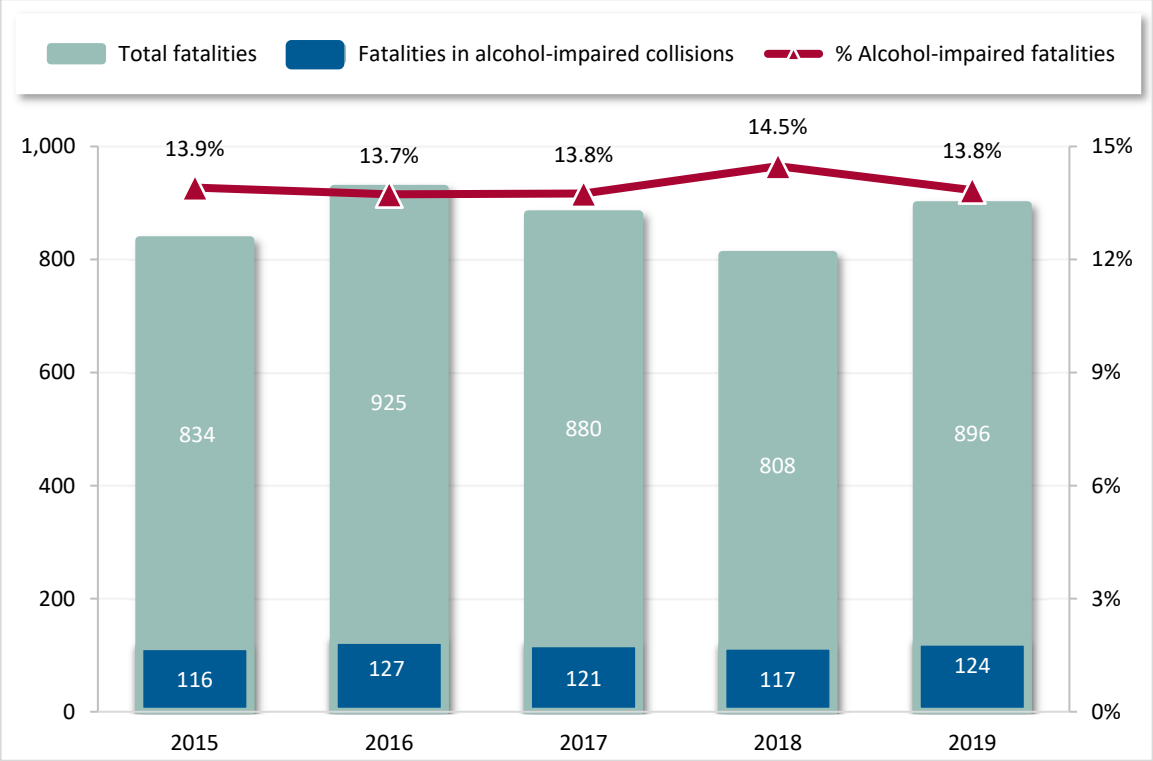
Trends emerge when looking at how alcohol-impaired fatalities and injuries in Indiana vary by month, day of week, and time of day. Between 2016 and 2020, the months of May, June, July, and September had the highest counts of fatalities from alcohol-impaired collisions (Figure 5.4). The highest percentage of monthly drunk driving fatalities was in June. The highest percentage of nonfatal injuries in alcohol-involved crashes occurred in March.

In 2020, hourly rates of crashes involving serious injuries and impaired driving followed similar patterns (Figure 5.5). In 2020, the highest percentage of hourly fatal and incapacitating injuries happened most often between the hours of midnight and 4 a.m. The highest hourly rates of alcohol-impaired crashes as well as fatal and incapacitating injuries Saturdays and Sundays between 2–4 a.m.

Impaired driving by locale and road type

The distribution of fatal collisions varies by census locale (Figure 5.6). In 2020, there was a higher proportion of fatal crashes in nonurban areas than in urban areas. However, the highest rate of fatal crashes involving an alcohol-impaired driver was in urban areas, with 16% linked to impairment. In 2020, the highest proportions of fatal collisions (30%) and fatal collisions that involved an impaired driver (19%) were on local/city roads (Figure 5.7).

Figure 5.1. Indiana traffic fatalities, by alcohol impairment, 2016–20



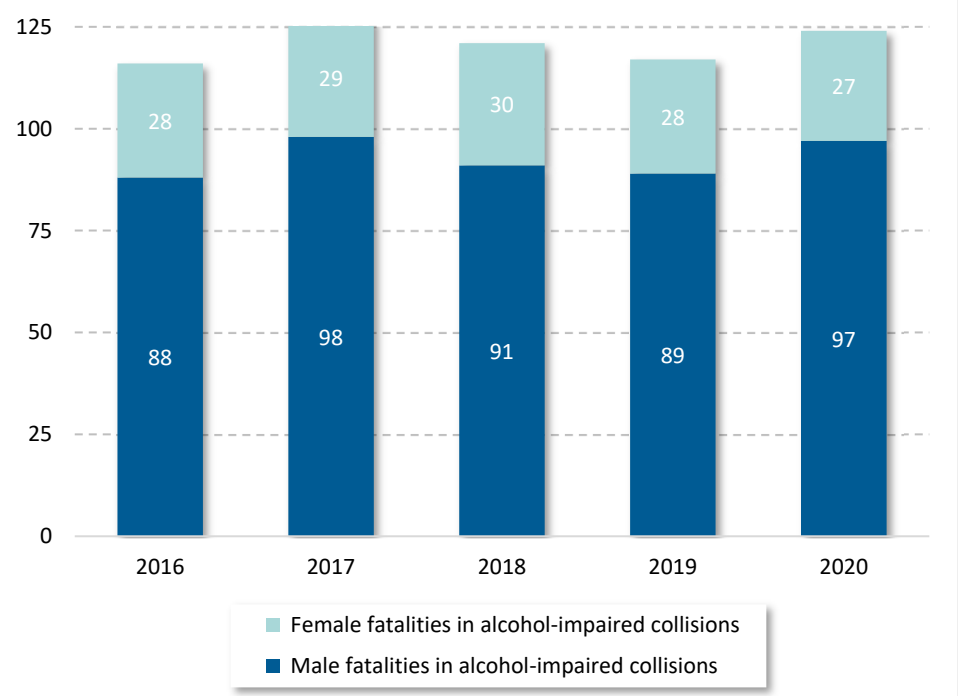
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Alcohol-impaired fatalities occurred in collisions that involved at least one driver or non-motorist with a BAC of 0.08 g/dL or greater.

Table 5.1. Indiana collisions and injuries involving alcohol-impaired drivers, 2016–20

	2016	2017	2018	2019	2020	Annual rate of change	
						2019–20	2016–20
Collisions involving an alcohol-impaired driver							
Total collisions	**4,847**	**4,573**	**4,060**	**3,947**	**3,820**	**-3.2%**	**-5.8%**
Fatal	100	113	98	115	106	-7.8%	1.5%
Injury	1,416	1,268	1,072	1,020	970	-4.9%	-9.0%
Property damage	3,331	3,192	2,890	2,812	2,744	-2.4%	-4.7%
Individuals in collisions involving an alcohol-impaired driver							
Total individuals	**7,238**	**6,681**	**5,888**	**5,724**	**5,435**	**-5.0%**	**-6.9%**
Fatal	116	127	121	117	124	6.0%	1.7%
Injured	2,171	1,857	1,602	1,521	1,410	-7.3%	-10.2%
Not injured	4,951	4,697	4,165	4,086	3,901	-4.5%	-5.8%

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Individuals injured includes incapacitating, non-incapacitating, possible, refused, and unknown injury status categories.

Figure 5.2. Indiana fatalities in collisions involving an alcohol-impaired driver, by gender, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Alcohol-impaired fatalities occurred in collisions that involved at least one driver or non-motorist with a BAC of 0.08 g/dL or greater.

Table 5.2. Drivers in Indiana collisions who were tested for alcohol or other substances, by age and collision severity, 2020

	Count of drivers					
	Fatal collisions			Incapacitating collisions		
Driver age	Tested	Total	Tested as % total	Tested	Total	Tested as % total
15–20	67	101	66.3%	206	2,308	8.9%
21–24	50	82	61.0%	264	1,986	13.3%
25–34	130	202	64.4%	613	4,383	14.0%
35–44	92	152	60.5%	399	3,252	12.3%
45–54	94	154	61.0%	292	2,735	10.7%
55–64	71	131	54.2%	229	2,523	9.1%
65–74	41	85	48.2%	96	1,483	6.5%
75+	18	51	35.3%	31	877	3.5%
All ages	**563**	**958**	**58.8%**	**2,130**	**19,547**	**10.9%**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Tested includes drivers for which ARIES indicates an alcohol, drug, or alcohol/drug test was given.
2) Excludes ages under 15 and over 109 years and cases with unknown or non-reported age.

Table 5.3. Drivers involved in Indiana fatal collisions, by substance test given and reported results, 2016–20

	Surviving					Killed				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Drivers in fatal collisions	**626**	**665**	**665**	**621**	**645**	**575**	**632**	**571**	**559**	**596**
By test type given										
Alcohol and/or drug	439	493	452	449	467	271	338	287	284	276
None	0	3	5	18	37	6	5	9	17	55
Refused	2	1	2	0	5	0	0	0	0	0
Not reported	185	168	206	154	136	298	289	275	258	265
Tested, as % all	**70.1%**	**74.1%**	**68.0%**	**72.3%**	**72.4%**	**47.1%**	**53.5%**	**50.3%**	**50.8%**	**46.3%**
By BAC test result										
Alcohol-impaired	34	32	30	32	34	68	83	70	85	73
Not impaired	308	297	308	311	243	111	122	135	123	109
No result reported	284	336	327	277	367	396	427	366	351	414
By drug test result										
Positive	67	54	75	76	72	85	107	98	123	96
Negative	182	167	198	237	194	97	97	113	121	97
Pending	21	26	9	7	22	15	22	8	2	5
No result reported	356	418	383	301	357	378	406	352	313	398
Alcohol-impaired, as % tested	**7.7%**	**6.5%**	**6.6%**	**7.1%**	**7.3%**	**25.1%**	**24.6%**	**24.4%**	**29.9%**	**26.4%**
Drug-positive, as % tested	**15.3%**	**11.0%**	**16.6%**	**16.9%**	**15.4%**	**31.4%**	**31.7%**	**34.1%**	**43.3%**	**34.8%**
Alcohol-impaired, as % of drivers with reported results	**9.9%**	**9.7%**	**8.9%**	**9.3%**	**12.3%**	**38.0%**	**40.5%**	**34.1%**	**40.9%**	**40.1%**
Drug-positive, as % drivers with reported results	**26.9%**	**24.4%**	**27.5%**	**24.3%**	**27.1%**	**46.7%**	**52.5%**	**46.4%**	**50.4%**	**49.7%**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Alcohol-impaired: BAC of 0.08 g/dL or higher.
2) Drug-positive: Reported as positive under drug test results in ARIES. ARIES does not currently specify drug type(s).
3) Alcohol-impaired and drug-positive are not mutually exclusive (i.e., drivers can be one or the other or both).

Table 5.4. Drivers in Indiana fatal collisions by alcohol impairment and driver age, 2016–20

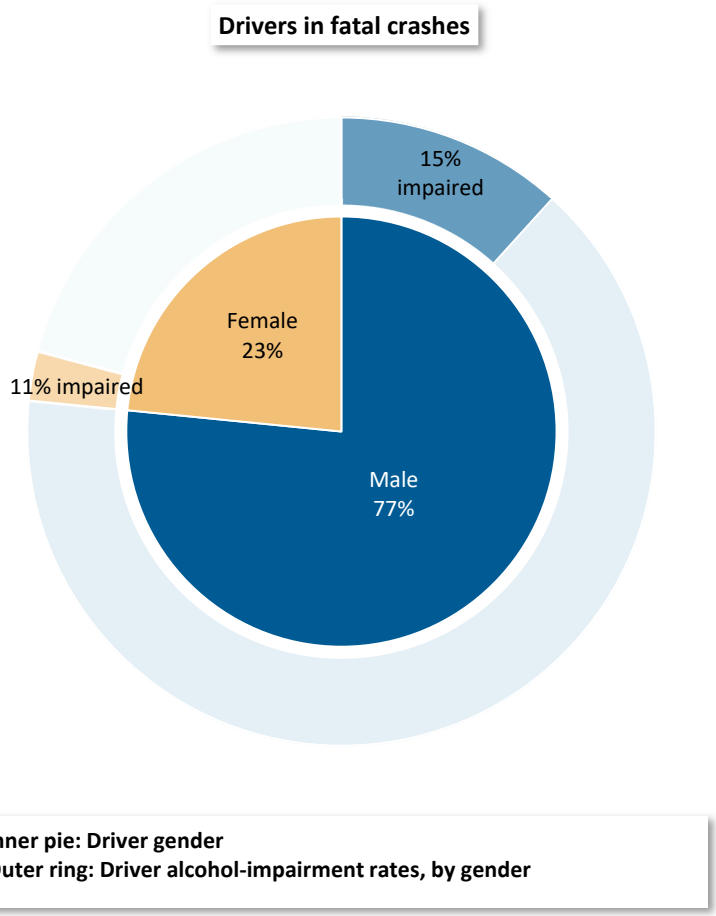
	Count of drivers involved					Annual rate of change		% of total
Driver age	**2016**	**2017**	**2018**	**2019**	**2020**	**2019–20**	**2016–20**	**2020**
All drivers	**1,200**	**1,292**	**1,233**	**1,118**	**958**	**-14.3%**	**-5.5%**	**100%**
15–20	110	123	126	89	101	13.5%	-2.1%	10.5%
21–24	135	109	91	95	82	-13.7%	-11.7%	8.6%
25–34	232	241	239	231	202	-12.6%	-3.4%	21.1%
35–44	188	212	204	188	152	-19.1%	-5.2%	15.9%
45–54	187	243	204	179	154	-14.0%	-4.7%	16.1%
55–64	181	186	184	165	131	-20.6%	-7.8%	13.7%
65–74	91	101	117	97	85	-12.4%	-1.7%	8.9%
75+	76	77	68	74	51	-31.1%	-9.5%	5.3%
Impaired drivers	**102**	**115**	**100**	**113**	**97**	**-14.2%**	**-1.2%**	**100%**
15–20	8	3	5	3	5	66.7%	-11.1%	5.2%
21–24	27	18	8	18	11	-38.9%	-20.1%	11.3%
25–34	23	37	38	26	27	3.8%	4.1%	27.8%
35–44	18	27	20	23	17	-26.1%	-1.4%	17.5%
45–54	15	17	17	24	20	-16.7%	7.5%	20.6%
55–64	10	9	9	11	13	18.2%	6.8%	13.4%
65–74	1	4	1	8	3	-62.5%	31.6%	3.1%
75+	0	0	2	0	1	N/A	N/A	1.0%

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Impaired drivers are those with BAC of 0.08 g/dL or greater reported in ARIES.
2) Excludes ages under 15 and over 109 years and cases with unknown or non-reported age.

Figure 5.3. Alcohol impairment among drivers in Indiana fatal collisions, by gender, 2020

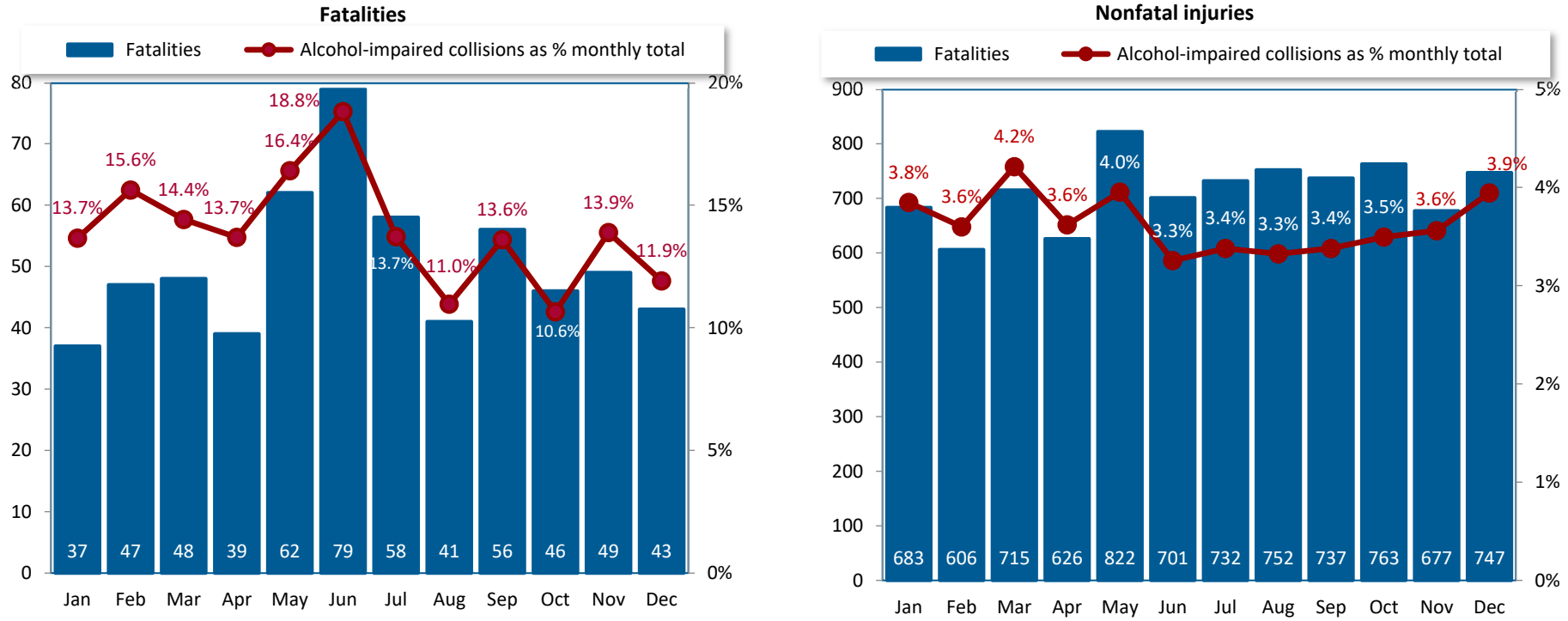


Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Alcohol-impaired includes drivers with a reported BAC of 0.08 g/dL or higher.
2) Limited to drivers tested for blood alcohol content with valid BAC results reported.

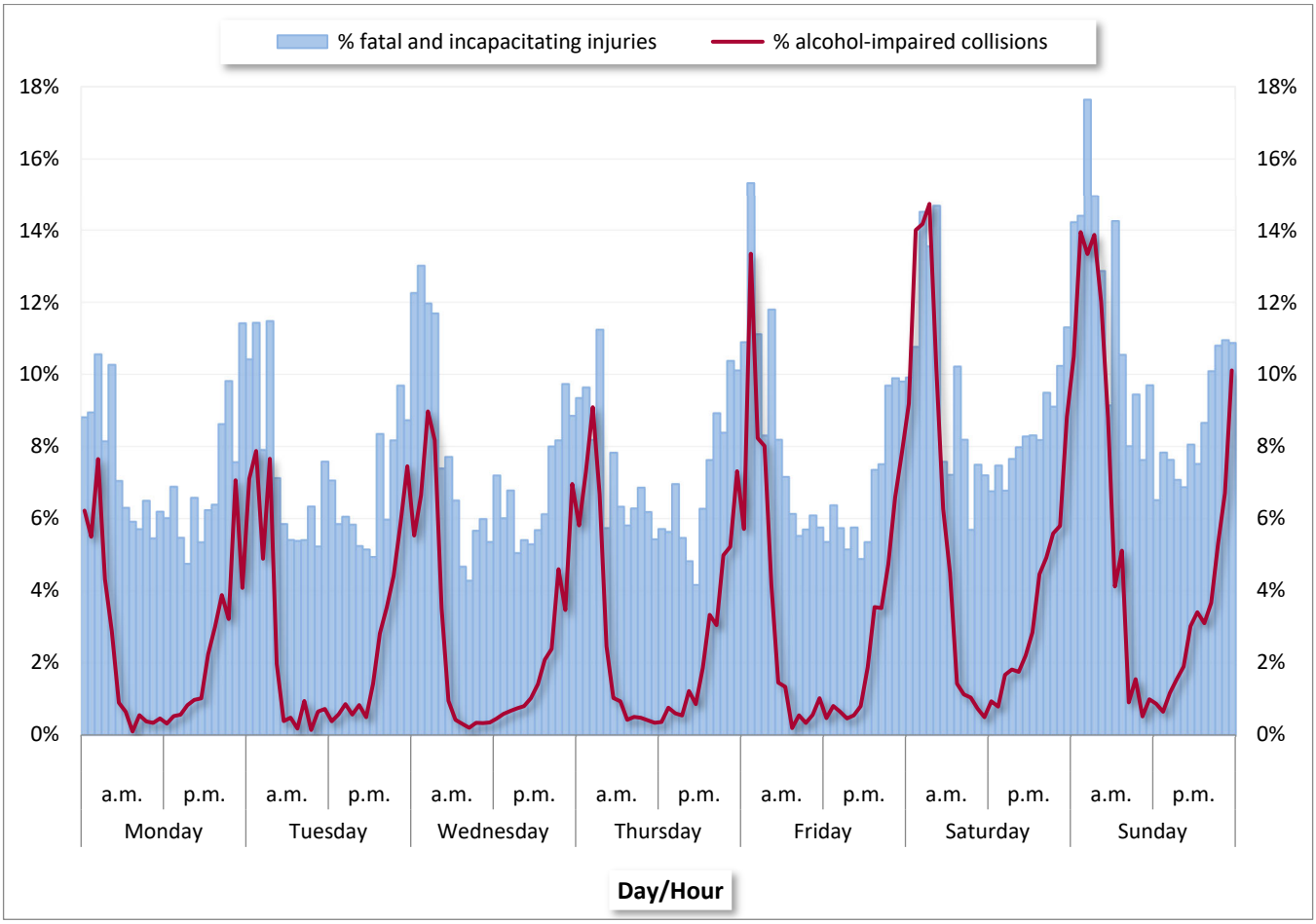
Figure 5.4. Fatalities and injuries in Indiana collisions involving an alcohol-impaired driver, by month, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Note: Nonfatal injuries include incapacitating, non-incapacitating, possible, refused treatment, and unknown injury status categories.

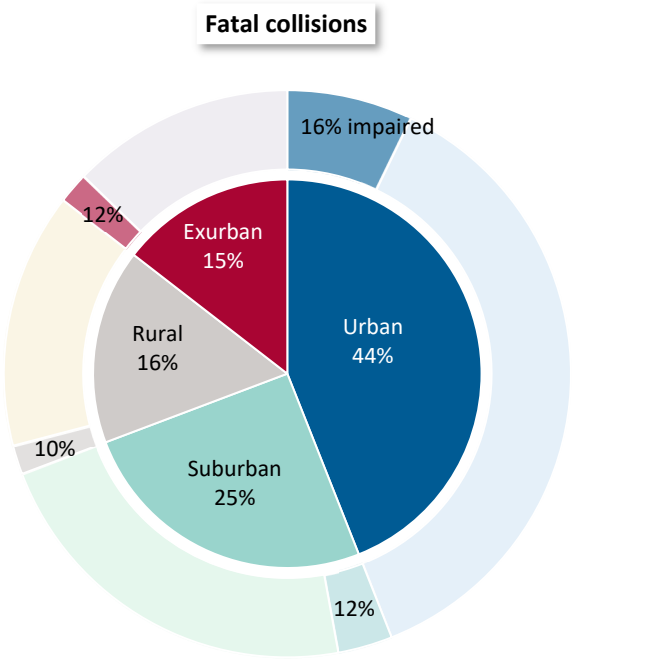
Figure 5.5. Fatal and incapacitating injuries in collisions in Indiana, by alcohol-involvement, hour and day of week, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting
Information Exchange System (ARIES), as of March 29, 2021
Notes:

1) Fatal/incapacitating injury rate is the percentage of all hourly injuries in collisions reported as fatal or incapacitating.
2) Alcohol-impaired collision rate is the percentage of all hourly collisions that involved one or more alcohol-impaired drivers.

Figure 5.6. Indiana fatal collisions and percent alcohol-impaired, by census locale, 2016–20



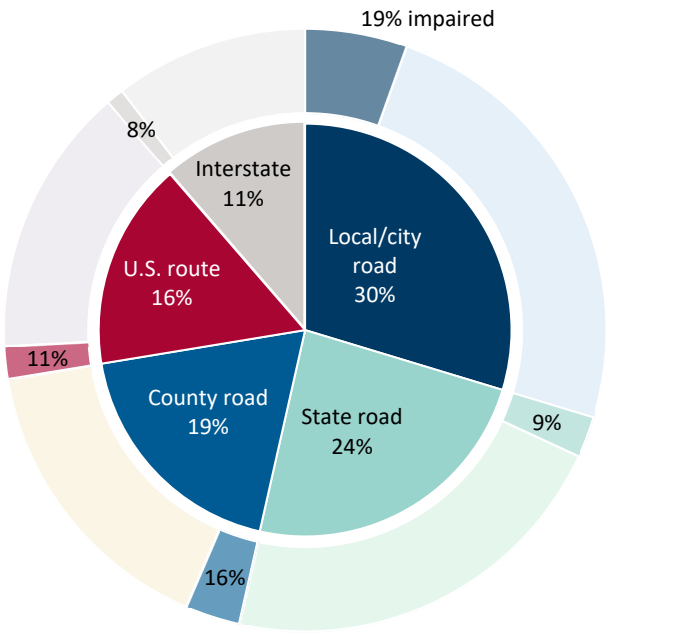
Inner pie: Geographic distribution of fatal collisions
Outer ring: Alcohol impairement rates, by census locale

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) See glossary for census locale definitions.
2) Excludes cases where locale could not be determined.

Figure 5.7. Indiana fatal collisions and percent alcohol-impaired, by road type, 2016–20



Inner pie: Geographic distribution of fatal collisions
Outer ring: Alcohol impairment rates, by road type

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Includes collisions where valid road class was reported.

SPEED, 2020

A collision is defined as speed-related in the Indiana ARIES database 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. In 2020, 15,033 speed-related collisions occurred in Indiana, a 26% drop from 2019 and a five-year low (Figure 6.1).

In 2020, 9% of all collisions and 25% of fatal collisions were speed-related (Table 6.1). Speed-related fatal collisions increased 8% between 2019 and 2020, from 190 to 205. More than half (53%) of speed-related collisions had "unsafe speed" listed as the primary factor or as a contributing factor. Forty-six percent of speed-related collisions had "speed too fast for weather conditions" listed as a factor. Only 8% of these collisions were associated with the issuance of a speed-related citation. Fatal collisions associated with "speed too fast for weather conditions" and a speed-related citation were at five-year lows. Conversely, fatal collisions associated with "unsafe speed" were at a five-year high.

There were 22,754 persons involved in speed-related collisions in 2020, representing 8% of individuals involved in all collisions (Table 6.2). Of these individuals, 231 were killed, representing an 8% increase from 2019. Twenty-six percent of all fatalities in Indiana collisions occurred in speed-related crashes. The rate of fatal injuries per 1,000 persons involved in speed-related collisions increased to a five-year high of 10 per 1,000 in 2020 (Figure 6.2).

Vehicle type

In 2020, 14% of vehicles involved in collisions were listed as speeding—a higher rate than in 2019 and 2018 (Figure 6.3). Motorcycle operators remained the most likely to have been speeding at the time of collisions, representing 11% of all motorcycle crashes. Among vehicle types, occupants involved in speed-related collisions had a higher injury rate per 1,000 occupants (178) than occupants in non-speed-related collisions (98 per 1,000) (Figure 6.4). Occupants of motorcycles had the highest rates of injury per 1,000 occupants while speeding (801 per 1,000) when compared to other vehicle types. Occupants in large trucks were almost 5 times as likely to be injured when speeding (222 per 1,000) compared the same vehicle type not speeding (42 per 1,000).

Age and gender

Between 2016 and 2019, the relative proportion of speed-related crashes to all crashes decreased as driver age increased (Table 6.3). Among all drivers, young males were most likely to be speeding. In 2020, 12% of male drivers and 7% of female drivers ages 15 to 20 were speeding at the time of the collision, the highest rates for all age groups. In contrast, only 2% of both male and female drivers ages 75 and over were speeding in collisions.

Alcohol-impaired

The number of legally impaired drivers (with blood alcohol content of 0.08 g/dL or higher) involved in speed-related collisions fell consistently between 2016 and 2020 to a five-year low in 2020 (696) (Figure 6.5). The proportion of drivers who were alcohol impaired and speeding relative to all drivers speeding increased to a five-year high of 5%. This proportion had declined slightly between 2017 and 2019 from 4.4% to 3.7%. Drivers who were speeding in a collision were four times as likely to be alcohol impaired

(5.4%) as those who were not impaired (1.3%) (Table 6.4). Seven percent of drivers ages 25 to 34 and ages 35 to 44 who were in speed-related crashes were also impaired, representing the highest rate of impairment among all age groups.

Restraint use

Between 2016 and 2020, the occupants of passenger vehicles injured in speed-related collisions consistently had lower rates of restraint use than occupants involved in collisions that did not involve speeding (Figure 6.6). Additionally, the rate of restraint use among occupants involved in speeding-related collisions decreased as the severity of injury increased. In 2020, vehicle occupants who were killed in speed-related collisions were almost half as likely to be restrained than those who sustained nonfatal injuries (47% versus 87% restraint use).

Month and time of day

Between 2016 and 2020, the highest incidence of speed-related collisions occurred during the winter months, December through February (Table 6.5). In 2020, when considering the likelihood of speed involvement in collisions by hour, crashes generally peaked during the early morning hours between 1 a.m. and 3:59 a.m., declined steadily until the noon hour, and then increased steadily until the end of the day (Table 6.6). The rates for the first and last hour of the day were similar. The patterns by hour and day of the week, however, were not as smooth.

By day of the week, Wednesdays (10%), Sundays (9%), and Saturdays (8%) had the highest overall likelihood of speed-related collisions. Wednesdays and Sundays also stand out as having elevated likelihoods of speed-related collisions throughout more of the hours of the day. For example, on Wednesdays, the proportion of speed-related collisions was higher than the other days for the hours between 7 a.m. and 10:59 a.m. and between 5 p.m. and midnight.

Locale and road class

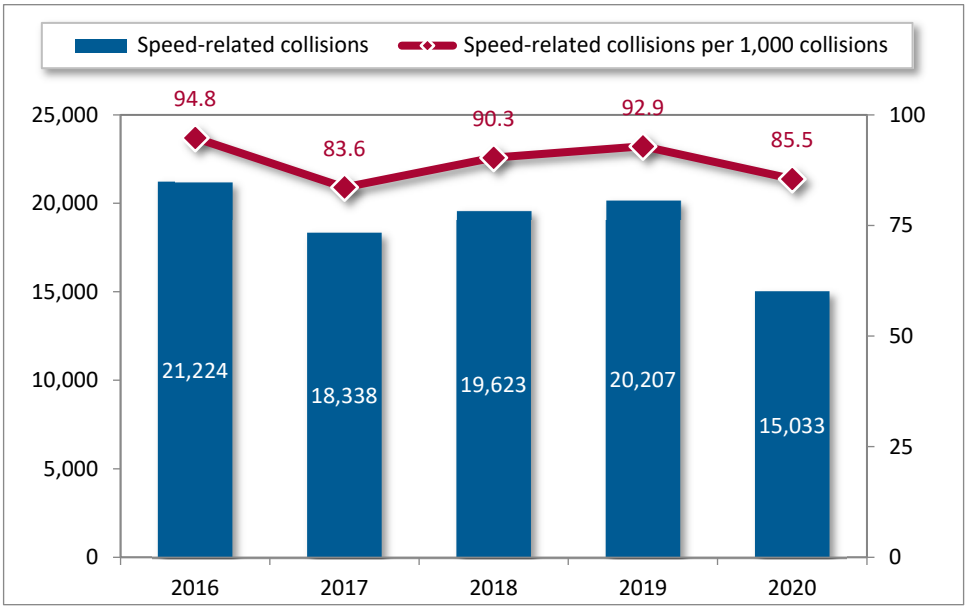
The proportion of speed-related collisions to all collisions varied by census locale in 2020 (Figure 6.7). A higher proportion of collisions were speed-related in nonurban areas (suburban and exurban, 11%; rural 9%) than in urban areas (8%). In 2019, the highest proportion of fatal speed-related collisions was in urban areas. In 2020, the proportions for fatal collisions were similar for rural (28%), exurban (28%), and urban areas (26%). The share of speed-related fatal collisions on interstates, county roads, and U.S. highways were higher than the share of fatal collisions on those types of roads (Figure 6.8). The highest proportion of speed-related collisions (18%) and fatal collisions (31%) occurred on interstate highways.

Table 6.1. Indiana collisions, by speed involvement, speed-related criteria, and collision severity, 2016–20

	Count of collisions					Annual rate of change	
	2016	2017	2018	2019	2020	2019–20	2016–20
Total collisions	**223,961**	**219,317**	**217,276**	**217,578**	**175,821**	**-19.2%**	**-5.9%**
Fatal	781	848	795	748	808	8.0%	0.9%
Nonfatal	35,337	34,226	32,412	31,213	26,303	-15.7%	-7.1%
Property damage	187,843	184,243	184,069	185,617	148,710	-19.9%	-5.7%
All speed-related collisions	**21,224**	**18,338**	**19,623**	**20,207**	**15,033**	**-25.6%**	**-8.3%**
Fatal	200	190	162	190	205	7.9%	0.6%
Nonfatal	4,595	4,237	4,186	4,085	3,303	-19.1%	-7.9%
Property damage	16,429	13,911	15,275	15,932	11,525	-27.7%	-8.5%
Speed-related as % of total	***9.5%***	***8.4%***	***9.0%***	***9.3%***	***8.6%***	**-7.9%**	**-2.5%**
Fatal	25.6%	22.4%	20.4%	25.4%	25.4%	-0.1%	-0.2%
Nonfatal	13.0%	12.4%	12.9%	13.1%	12.6%	-4.0%	-0.9%
Property damage	8.7%	7.6%	8.3%	8.6%	7.7%	-9.7%	-3.0%
Speed too fast for weather conditions	**12,344**	**9,820**	**11,477**	**12,081**	**6,946**	**-42.5%**	**-13.4%**
Fatal	45	31	34	29	25	-13.8%	-13.7%
Nonfatal	1,953	1,669	1,865	1,792	1,098	-38.7%	-13.4%
Property damage	10,346	8,120	9,578	10,260	5,823	-43.2%	-13.4%
Unsafe speed	**8,753**	**8,377**	**8,048**	**7,813**	**7,959**	**1.9%**	**-2.3%**
Fatal	152	162	130	162	182	12.3%	4.6%
Nonfatal	2,602	2,493	2,252	2,222	2,168	-2.4%	-4.5%
Property damage	5,999	5,722	5,666	5,429	5,609	3.3%	-1.7%
Speed-related citation	**1,998**	**1,750**	**1,781**	**2,043**	**1,221**	**-40.2%**	**-11.6%**
Fatal	14	10	12	11	5	-54.5%	-22.7%
Nonfatal	627	592	560	512	352	-31.3%	-13.4%
Property damage	1,998	1,750	1,781	2,043	1,221	-40.2%	-11.6%

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Speed-related criteria categories are not mutually exclusive. All speed-related collisions may not equal total of individual categories.

Figure 6.1. Indiana speed-related collisions, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

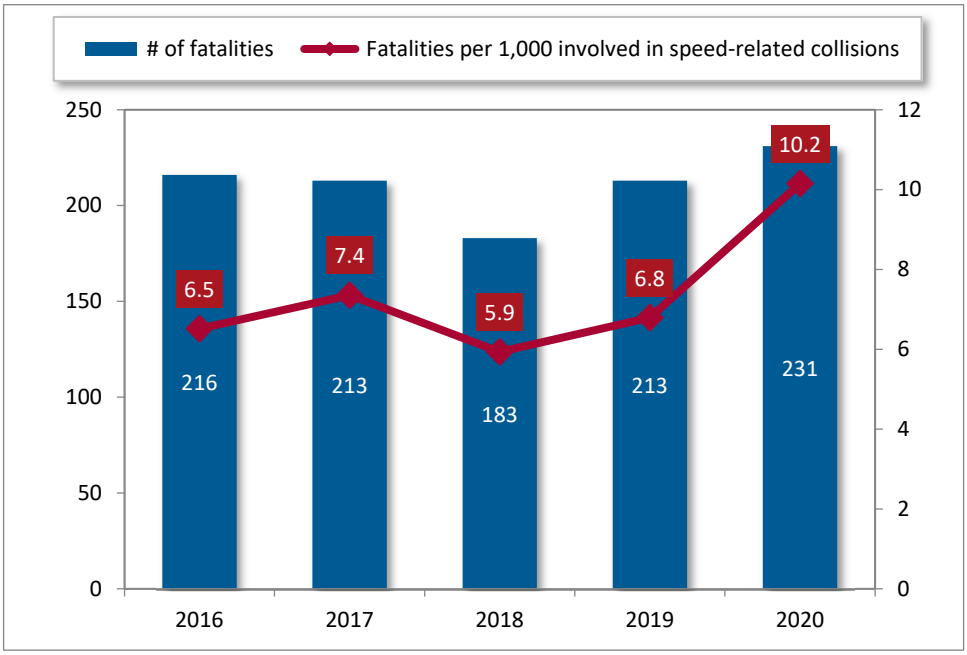
Table 6.2. Individuals involved in Indiana collisions, by speed involvement and injury status, 2016–20

	Count of individuals						Annual rate of change	
	2016	2017	2018	2019	2020	% 2020 total	2019–20	2016–20
All individuals	**364,358**	**358,134**	**352,419**	**350,900**	**275,671**	**100.0%**	**-21.4%**	**-6.7%**
Speed-related	**33,144**	**28,961**	**30,831**	**31,362**	**22,754**	**100.0%**	**-27.4%**	**-9.0%**
Fatal	216	213	183	213	231	1.0%	8.5%	1.7%
Nonfatal injury	6,987	6,432	6,458	6,122	4,945	21.7%	-19.2%	-8.3%
Not injured	25,941	22,316	24,190	25,027	17,578	77.3%	-29.8%	-9.3%
Not speed-related	**331,214**	**329,173**	**321,588**	**319,538**	**252,917**	**100.0%**	**-20.8%**	**-6.5%**
Fatal	618	712	697	595	665	0.3%	11.8%	1.8%
No-fatal injury	45,630	44,483	41,848	40,215	33,968	13.4%	-15.5%	-7.1%
Not injured	284,966	283,978	279,043	278,728	218,284	86.3%	-21.7%	-6.4%
% Speed-related	**9.1%**	**8.1%**	**8.7%**	**8.9%**	**8.3%**	**-**	**-7.6%**	**-2.4%**
Fatal	25.9%	23.0%	20.8%	26.4%	25.8%	-	-2.2%	-0.1%
Nonfatal injury	13.3%	12.6%	13.4%	13.2%	12.7%	-	-3.8%	-1.1%
Not injured	8.3%	7.3%	8.0%	8.2%	7.5%	-	-9.5%	-2.8%

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

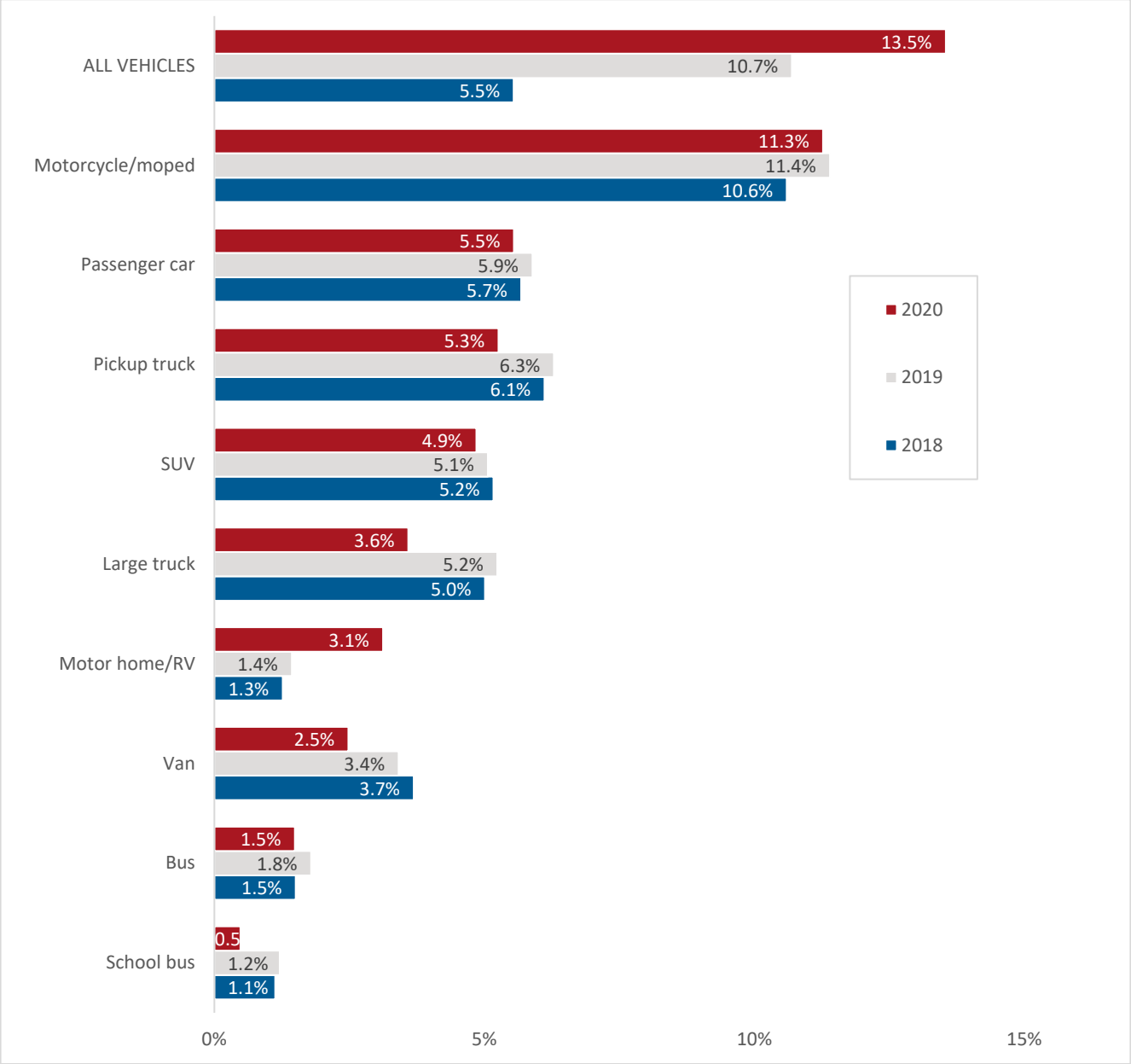
Note: Not injured status includes individuals involved in collisions reported as null values in the injury status code field. While reporting officers are instructed to enter all drivers in ARIES, passengers are only to be entered in the crash report if an injury occurs; therefore, not injured counts should be interpreted with caution.

Figure 6.2. Indiana traffic fatalities in speed-related collisions, 2016–20



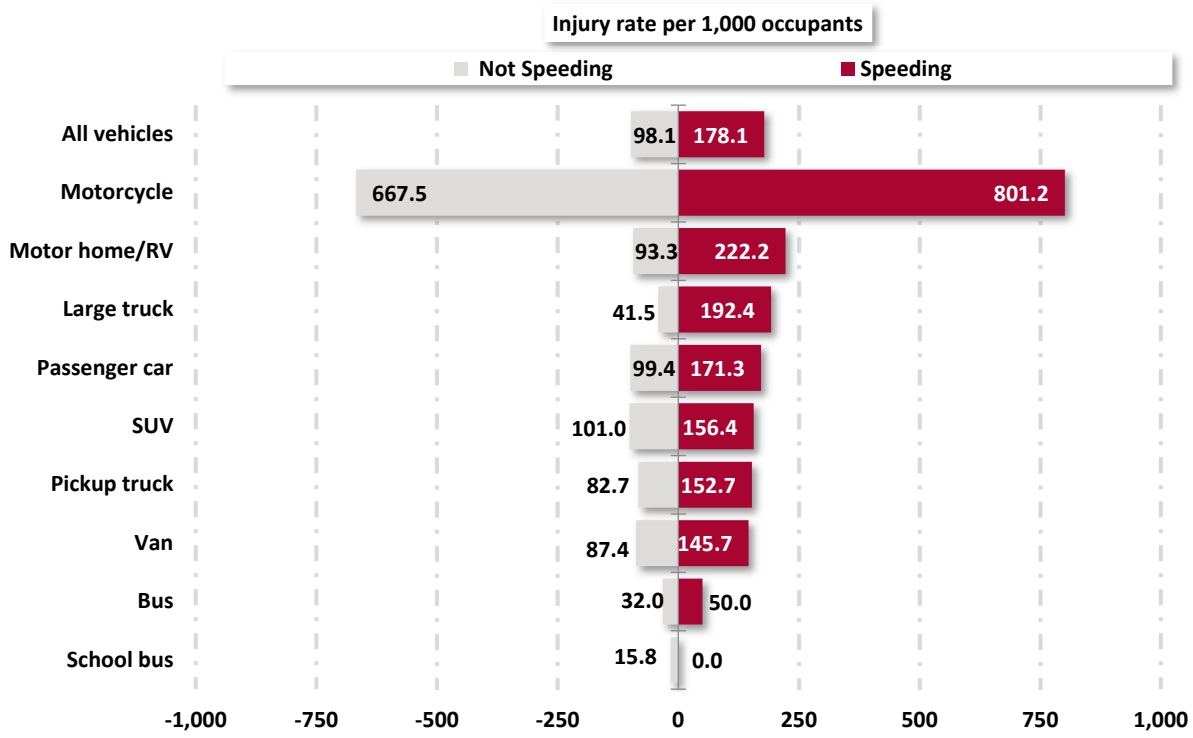
Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Figure 6.3. Vehicles speeding as a percent of all vehicles involved in Indiana collisions, by vehicle type, 2018–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Excludes vehicle types of animal-drawn vehicle (non-motor vehicle), farm vehicle, combination vehicle, pedestrian, bicycle, and unknown type.

Figure 6.4. Injury rates per 1,000 occupants involved in Indiana collisions, by vehicle unit type and speed involvement, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Injury includes fatal, incapacitating, non-incapacitating, possible, and other injury types.
2) Excludes vehicle types of animal-drawn vehicle (non-motor vehicle), farm vehicle, combination vehicle, pedestrian, bicycle, and unknown.
3) In 2020, no school buses were speeding in collisions.

Table 6.3. Drivers speeding as a percent of all drivers involved in Indiana collisions, by age group and gender, 2016–20

	2016		2017		2018		2019		2020	
Age group	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
15–20	8.5%	12.3%	7.5%	11.1%	8.0%	11.2%	7.9%	11.9%	6.8%	11.5%
21–24	6.9%	10.3%	6.3%	9.2%	6.9%	9.8%	7.1%	10.1%	6.0%	9.2%
25–34	5.3%	8.1%	4.6%	6.8%	5.4%	8.1%	5.2%	8.1%	4.8%	7.3%
35–44	4.0%	5.9%	3.7%	5.1%	3.8%	6.1%	4.1%	6.1%	3.6%	5.5%
45–54	3.1%	4.4%	2.7%	3.8%	3.0%	4.4%	2.9%	4.6%	2.7%	4.0%
55–64	2.3%	3.4%	2.1%	3.1%	2.3%	3.4%	2.5%	3.8%	2.0%	3.1%
65–74	1.9%	2.6%	1.7%	2.5%	1.7%	2.5%	2.0%	3.1%	1.6%	2.1%
75 +	1.6%	2.5%	1.7%	2.2%	1.5%	2.2%	1.5%	2.4%	1.5%	2.0%
All ages	**4.7%**	**6.7%**	**4.1%**	**5.8%**	**4.5%**	**6.4%**	**4.5%**	**6.6%**	**4.0%**	**6.1%**

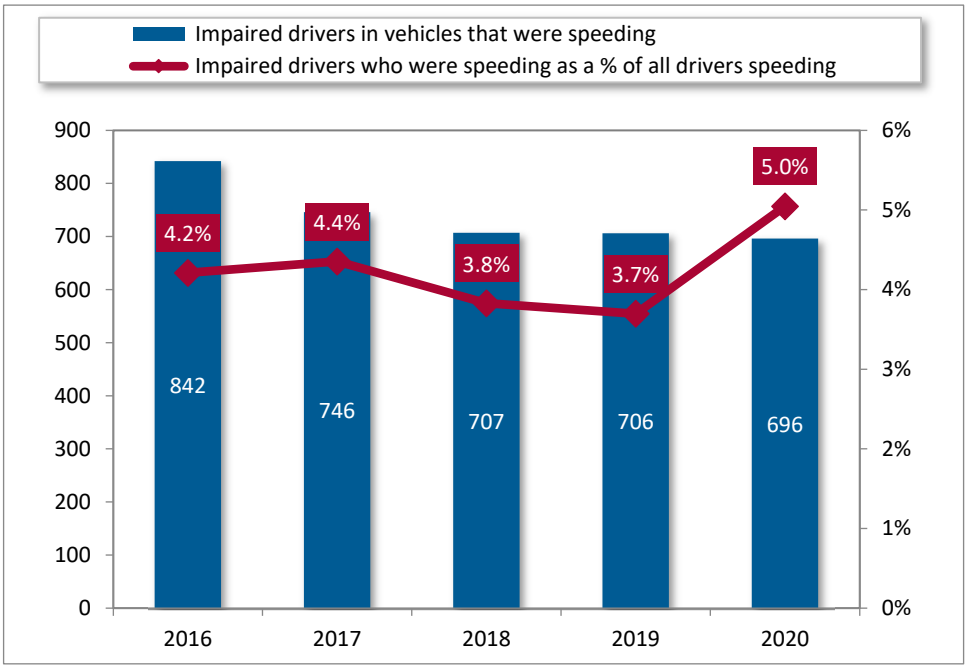
Low < > High

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

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

Figure 6.5. Drivers in vehicles that were speeding in Indiana collisions, by alcohol impairment, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Alcohol-impaired includes drivers with blood alcohol count (BAC) of 0.08 g/dL or higher.

Table 6.4. Drivers involved in Indiana collisions, by age, speed involvement, and alcohol impairment, 2020

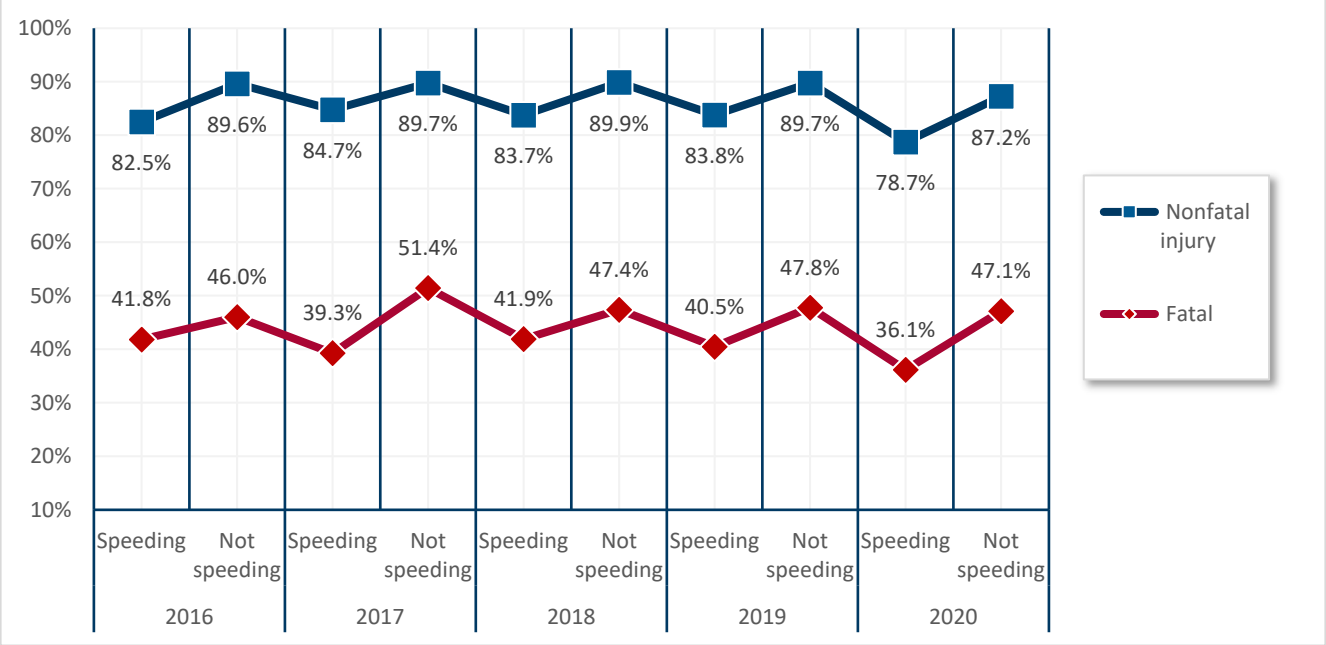
Age group	Not speeding			Speeding		
	Non-impaired	Impaired	% Impaired	Non-impaired	Impaired	% Impaired
15–20	26,047	164	0.6%	2,649	58	2.1%
21–24	20,783	418	2.0%	1,681	102	5.7%
25–34	44,275	867	1.9%	2,781	221	7.4%
35–44	35,241	554	1.5%	1,625	127	7.2%
45–54	30,096	416	1.4%	1,035	64	5.8%
55–64	27,383	320	1.2%	712	45	5.9%
65–74	16,185	97	0.6%	307	6	1.9%
75+	8,625	19	0.2%	159	2	1.2%
Total	**208,635**	**2,855**	**1.3%**	**10,949**	**625**	**5.4%**

Low **<** **>** **High**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Notes:

1) Excludes drivers with unknown age or age under 15 years.
2) Alcohol-impaired includes drivers with blood alcohol count (BAC) of 0.08 g/dL or higher.

Figure 6.6. Restraint use rates among passenger vehicle occupants involved in Indiana collisions, by speed involvement and injury status, 2016–20



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Data limited to drivers and injured vehicle occupants in vehicles where driver was reported to be speeding.

Table 6.5. Total and speed-related traffic collisions in Indiana, by month, 2016–20

Month	Total collisions					Speed-related collisions				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Jan	19,376	17,277	20,788	19,458	15,786	3,609	2,478	4,350	4,418	1,529
Feb	17,785	14,574	16,180	16,981	16,848	2,908	1,109	2,366	3,198	2,569
Mar	16,387	16,970	16,980	15,966	11,814	1,402	1,682	1,864	1,208	818
Apr	17,534	17,028	15,776	16,389	8,012	1,541	1,127	995	1,086	684
May	18,057	19,457	18,422	18,327	12,247	1,102	1,215	1,055	1,066	973
Jun	17,889	19,009	17,288	17,684	14,572	1,031	1,125	977	1,098	970
Jul	17,692	17,157	17,270	17,653	15,447	1,153	1,020	1,042	974	1,056
Aug	19,340	17,726	17,860	18,093	15,418	1,303	1,001	1,061	1,007	1,015
Sep	18,639	17,961	17,750	17,525	15,190	1,155	1,041	1,056	938	983
Oct	19,487	19,999	20,311	20,153	17,673	1,135	1,373	1,225	1,317	1,281
Nov	20,528	20,081	20,156	20,539	16,875	1,225	1,193	1,944	1,945	1,243
Dec	21,247	22,078	18,495	18,810	15,939	3,660	3,974	1,688	1,952	1,912
Total	**223,961**	**219,317**	**217,276**	**217,578**	**175,821**	**21,224**	**18,338**	**19,623**	**20,207**	**15,033**
High	**Dec**	**Dec**	**Jan**	**Nov**	**Oct**	**Dec**	**Dec**	**Jan**	**Jan**	**Feb**
Low	**Mar**	**Feb**	**Apr**	**Mar**	**Apr**	**Jun**	**Aug**	**Jun**	**Sep**	**Apr**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Note: Colors scales are illustrated to show months from low to high for the entire 5-year period, 2016–20.

Table 6.6. Speed-related collisions as a percent of all Indiana collisions, by time of day and day of week, 2020

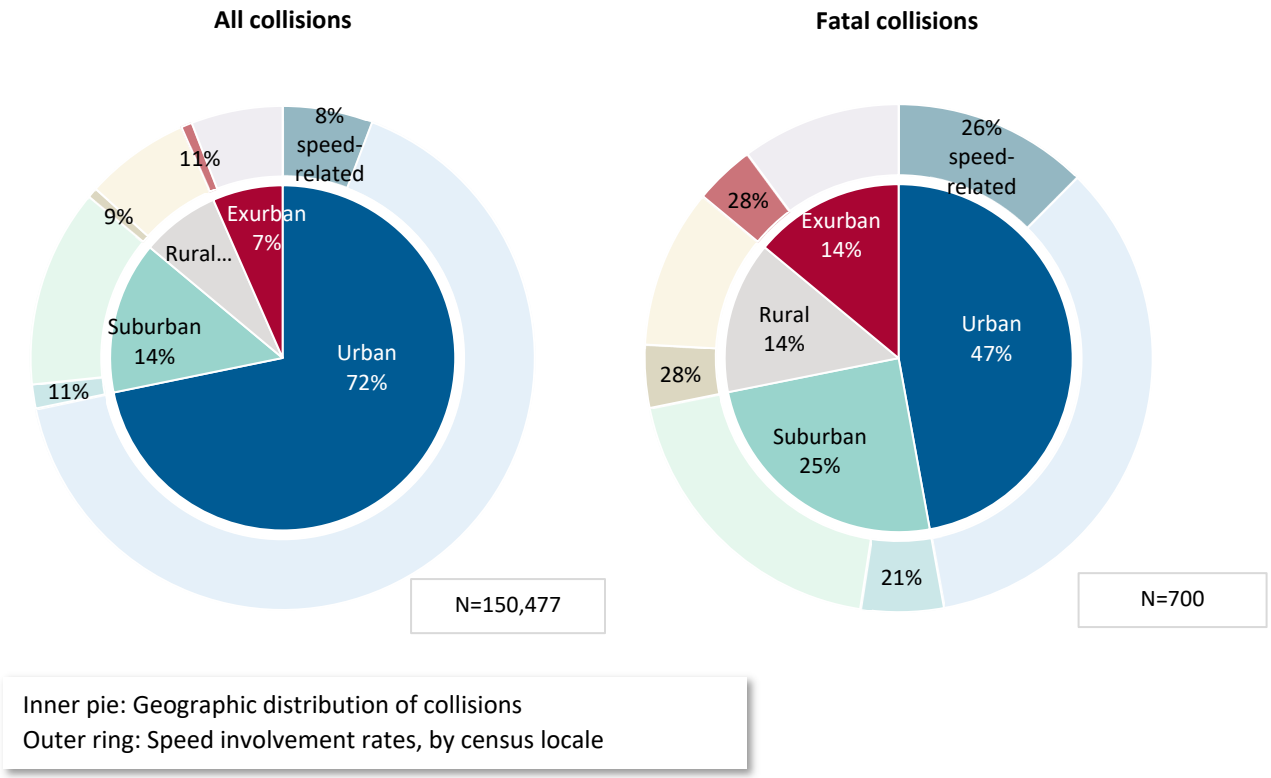
Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	% speed-related by hour
12 a.m.	12.0%	15.4%	10.5%	8.8%	16.1%	9.9%	12.5%	12.2%
1 a.m.	13.8%	14.9%	12.2%	12.5%	18.4%	16.6%	14.0%	14.6%
2 a.m.	12.7%	9.8%	14.1%	15.4%	18.2%	11.1%	13.2%	13.4%
3 a.m.	12.4%	11.2%	13.1%	14.4%	15.8%	13.4%	15.5%	13.6%
4 a.m.	12.3%	15.9%	7.2%	12.9%	15.6%	9.6%	15.2%	12.7%
5 a.m.	11.2%	8.8%	6.4%	13.2%	13.0%	5.7%	6.5%	9.5%
6 a.m.	11.5%	7.3%	5.2%	11.3%	9.8%	7.1%	9.0%	8.5%
7 a.m.	9.3%	5.8%	4.4%	12.4%	8.6%	6.5%	9.6%	7.9%
8 a.m.	10.7%	6.7%	5.6%	13.6%	9.3%	7.5%	9.8%	8.9%
9 a.m.	9.2%	6.4%	4.6%	11.5%	10.0%	7.6%	7.2%	8.1%
10 a.m.	8.5%	6.1%	4.8%	8.9%	6.0%	5.0%	6.4%	6.4%
11 a.m.	8.9%	4.9%	4.1%	6.5%	5.4%	5.1%	7.0%	5.8%
12 p.m.	6.2%	4.5%	4.5%	5.4%	5.3%	4.1%	6.7%	5.2%
1 p.m.	8.4%	5.5%	5.0%	6.2%	5.4%	5.7%	6.2%	6.0%
2 p.m.	8.8%	5.8%	5.9%	6.0%	5.2%	4.6%	6.1%	5.9%
3 p.m.	8.1%	6.3%	5.7%	6.4%	6.3%	5.0%	5.7%	6.1%
4 p.m.	6.1%	6.0%	5.7%	7.3%	7.3%	4.8%	6.6%	6.3%
5 p.m.	6.6%	6.7%	6.6%	10.4%	6.5%	5.1%	7.4%	7.1%
6 p.m.	8.1%	6.1%	6.1%	13.9%	5.4%	4.8%	7.5%	7.5%
7 p.m.	5.8%	7.7%	7.4%	14.5%	7.2%	6.6%	9.1%	8.4%
8 p.m.	8.4%	9.4%	7.5%	12.8%	9.0%	8.4%	9.8%	9.4%
9 p.m.	10.2%	10.9%	8.5%	13.5%	7.8%	7.7%	8.5%	9.5%
10 p.m.	10.8%	9.9%	10.4%	14.9%	11.9%	11.1%	10.6%	11.4%
11 p.m.	12.4%	12.0%	13.5%	13.9%	11.4%	11.4%	11.7%	12.2%
% speed-related by day	**9.0%**	**7.1%**	**6.3%**	**10.1%**	**7.8%**	**6.3%**	**8.3%**	**7.8%**

Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) Includes collisions where valid time was reported.
2) Color scale applies to all days/times.

Figure 6.7. Distribution of total and fatal crashes and rates of speed involvement in Indiana collisions, by census locale, 2020

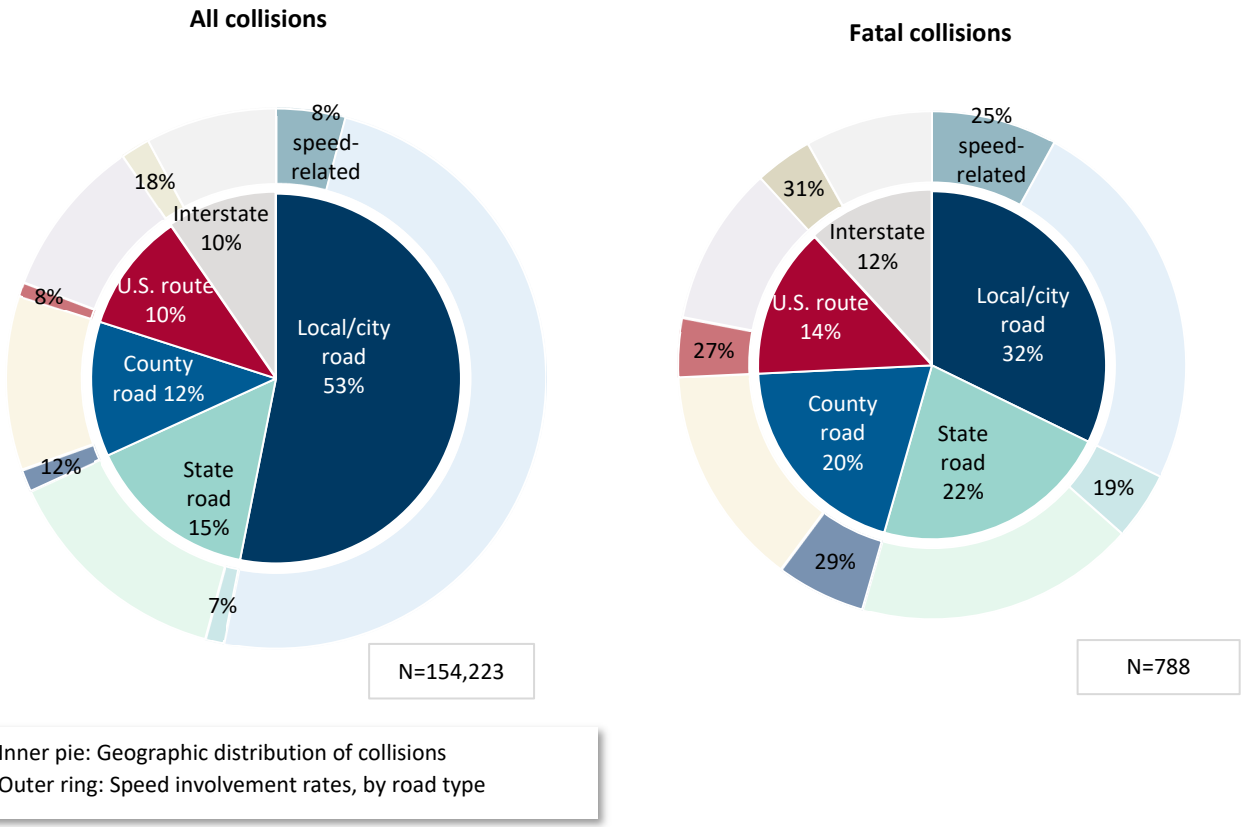


Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021

Notes:

1) See glossary for census locale definitions.
2) Excludes cases where locale could not be determined.

Figure 6.8. Distribution of total and fatal crashes and rates of speed involvement in Indiana collisions, by road type, 2020



Source: Analysis provided by the Indiana University Public Policy using data downloaded from the Indiana State Police Automated Reporting Information Exchange System (ARIES), as of March 29, 2021
Note: Includes collisions where valid road class was reported.

DATA SOURCES

Data in this publication come from the following sources:

Indiana State Police. Automated Reporting Information Exchange System (ARIES), current as of March 29, 2021

Indiana Bureau of Motor Vehicles, current as of May 4, 2021

Indiana Department of Transportation, county-level VMT (2019), current as of May 14, 2021

U.S. Census Bureau, Annual Estimates of the Resident Population by Single-Year of Age and Sex for the United States and States (2019), provided by the Indiana Business Research Center, Indiana University

U.S. Census Bureau, Population Estimates for Indiana Counties, 2016–2020, provided by the Indiana Business Research Center, Indiana University

REFERENCES

Center for Road Safety. (2019). *Indiana roadside observational survey of safety belt and motorcycle helmet use*. Purdue University.

National Center for Statistics and Analysis. (2021). Seat belt use in 2020–Overall results (DOT HS 813 120). National Highway Traffic Safety Administration

National Center for Statistics and Analysis. (2021, July). Alcohol-impaired driving, 2019 data (DOT HS 813 072). National Highway Traffic Safety Administration

GLOSSARY

Aggressive Driving
A collision is defined as involving aggressive driving when the driver 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 fatalities that happen in a crash that meets that criterion is deemed an alcohol-impaired fatality (NHTSA DOT HS 812 864, 2019, p. 1). By law, drivers in Indiana who have a BAC of at least 0.08 g/dL should receive—at minimum—a Class C misdemeanor (IC9-30-5-1). Indiana Code also says that drivers with BAC of at least 0.15 g/dL should receive a Class A misdemeanor (IC9-30-5-1). If the driver had a passenger under the age of 18 in the vehicle, they could face a Class D felony. This fact sheet does not explicitly consider these cases but does include them in summary statistics.

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 collisions.

Blood Alcohol Concentration
The 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 that alcohol was consumed by the person tested; a BAC level of 0.08 g/dL or more indicates that the person was legally impaired.

Bus
Large motor vehicles used to carry nine or more passengers, including school buses, inter-city buses, and transit buses.

Census-based Locale
Urban is defined as Census 2010 Urban Areas, *suburban* as areas within 2.5 miles of urban boundaries, *exurban* as areas within 2.5 miles of suburban boundaries, and *rural* as areas beyond exurban boundaries (i.e., everything else).

Cited/Citation

When a person involved in a collision is charged with a violation (traffic or criminal) relating to the motor vehicle crash. The document produced is a citation.

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) over 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 the driver, apparent environmental conditions, or apparentvehicle conditions that contributed to the collision.

Collision/Crash
An event that produces injury and/or property damage, involves a motorvehicle in transport, and occurs on a trafficway or while the vehicle is stillin motion after running off the trafficway.

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 30days 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 a least one person was reported to have: (1) an incapacitating injury; (2) a non-incapacitating injury; or (3) a possible, not visible injury.
3. *Property Damage Only Crash:* A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved inthe crash suffered any injuries. Indiana statute states the estimated property damage must be $1,000 or more.

Dark (Lighted)
The time between dusk and dawn, and where there are lights designedand installed to illuminate the roadway. This does not include lightingfrom storefronts, houses, etc.

Dark (Not lighted)
The time between dusk and dawn, and where there are no lights designedor installed to illuminate the roadway.

Day
From 6:00a to 5:59pm.

Disregarding Traffic Signal
A collision where one or more drivers disregarded a traffic signal orflashing signal at a road intersection (excludes interstates).

Driver
An occupant of a vehicle who is in physical control of a motor vehicle in transport, or for an out-of-control vehicle, an occupant who was in controluntil control was lost.

Ejection
Refers to occupants being totally or partially thrown from the vehicle as aresult of an impact or rollover.

Fatal Injury
Any injury that results in death within a 30-day period after the crash occurred.

Fixed Object
Stationary structures or substantial vegetation attached to the terrain. Examples include guardrail, bridge railing or abutments, trees, utility poles, ditches, culverts, and buildings.

Hazardous Materials
Any substance or material which has been determined by the U.S. Department of Transportation, or other authorizing entity, 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.

ICJI
Indiana Criminal Justice Institute

Incapacitating Injury
A nonfatal injury that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred. Hospitalization is usually required. Examples are severe lacerations, broken limbs, skull fracture, crushed chest, internal injuries, etc. The most recent ARIES upgrade added a clarification to reporting officers on the definition of incapacitating injuries criteria to include *transported from scene for treatment.*

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 area of the roadway 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 intersection;
4) Interchange; 5) Five points or more; 6) Ramp; and 7) Traffic circle/roundabout.

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 lanes of travel.

Large Trucks
Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

Licensed Drivers
The annual count of licensed drivers in a given location (e.g., county, state, nation).

Light Trucks
Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and sport utility vehicles.

Motorcycle
The category *motorcycle* includes the following:

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; and (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 horse-power; and (5) is registered as a Motor-driven Cycle - Class A. 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 Motor-driven Cycle —Class B. The term does not include an electric personal assistive mobility device.
4. ARIES includes two other *unit type* categories not defined by Indiana law (*motorized bicycle* and *moped*) that are also included in *motorcycles*.

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
From 6:00p to 5:59am

Non-incapacitating Injury
An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment, although hospitalization is usually not required. Examples are abrasions, minor bleeding, and lacerations.

Non-motorist
Any person who is not an occupant of a motor vehicle in transport and includes the following: (1) pedestrians, (2) pedalcyclists, and (3) persons riding in animal-drawn vehicles.

Not Injured
Not injured status includes individuals involved in collisions reported as null values in the injury status code field. While reporting officers are instructed to enter all drivers in ARIES, passengers are only to be entered in the crash report if an injury occurs; therefore, not injured counts should be interpreted with caution.

Occupant
Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

Odds
Odds are calculated as the ratio of the count of an incident occurring to the count of the incident not occurring. For example, in 100 crashes, if there are 24 involving serious bodily injury, the odds of a serious bodily injury (SBI) collision = 24/76 = .32).

Odds ratio
The ratio of the odds of an event occurring in one group to the odds of it occurring in another group. For example, if the odds of SBI for motorcycle riders and passenger car occupants is .21 and .01, respectively, the OR of motorcyclists compared to car occupants = .21/.01 = 19.2 (i.e., motorcyclists are 19.2 times more likely to experience an SBI than are car occupants).

Passenger
Any occupant of a motor vehicle who is not a driver.

Passenger Car
Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

Passenger Vehicles
Passenger vehicles are defined as passenger cars, pickup trucks, SUVs, and vans.

Pedalcyclist
A person on a bicycle or vehicle that is powered solely by pedals.

Pedestrian
Any person walking or not in or upon a motor vehicle or other vehicle.

Pickup Truck
A motor vehicle designed to carry ten or fewer people, with an exposed bed.

Possible Injury
Any injury reported or claimed which is not visible. Example: the complaint of back or neck pain (normally included in non-incapacitating injury category).

Primary Factor

The single factor which the investigating officer believes to be the main or primary factor which contributed to the collision's occurrence. Each collision may have only one primary factor.

Driver: Unsafe actions include primary factors of following too closely, failure to yield right of way, unsafe backing, disregard signal/reg 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.

Driver: Loss of control include primary factors of ran off road right, ran off road left and overcorrecting/oversteering.

Driver: Distraction include primary factors of driver distracted (explained in narrative), cell phone usage, other telematics in use and passenger distraction.

Driver: Cognitive impairment includes primary factors of driver asleep or fatigued, driver illness, alcoholic beverages, prescription drugs, and illegal drugs.

Environmental includes primary factors of animal on roadway, roadway surface condition, view obstructed, other (explained in narrative)-environment, obstruction not marked, severe crosswinds, traffic control problem, holes/ruts in surface, glare, lane marking obscured, road under construction and shoulder defective.

Vehicle-related includes primary factors of brake failure or defective, other (explained in narrative)-vehicle, 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.

All other include primary factors of other (explained in narrative)-driver, pedestrian action, not a factor-driver, not a factor-vehicle, violation of license restriction and not a factor-environment.

Unknown include primary factors of *unknown* and invalid.

Property Damage 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.

Registered Vehicles

The annual count of registered vehicles in a given location (e.g., county, state, nation).

Relative Risk

A measure of the risk of injury determined by comparing the likelihood of an injury in collisions involving certain circumstances with the likelihood of an injury in collisions not involving those circumstances (e.g., the likelihood of a fatal injury when a collision involves speeding versus when it does not). If 2 percent of collisions involving speeding result in a fatality and one percent of collisions not involving speeding result in a fatality, the relative risk of a fatality when speed is involved equals two (2 percent/1 percent); that is, collisions that involve speeding are two times more likely to result in a fatality than those that do not. Relative risk is often used to measure the risk of a fatal injury but can be used to measure the risk of any type of injury.

Restraint Use
The occupant's use of available vehicle restraints including lap belt, shoulder belt, or automatic belt.

Roadway
That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

Rollover
Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

Seating Position
The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

Semi-trailer
A trailer, other than a pole trailer, designed for carrying property and so constructed that part of its weight rest 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. (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 the primary or contributing factor of the collision; (2) a vehicle driver is issued a speeding citation.

Sport utility vehicle (SUV)
A multi-purpose motor vehicle designed for carrying fewer than ten persons, which is constructed on a truck chassis or with special features for occasional off-road operation, other than a pickup truck. These vehicles are generally four-wheel-drive (4x4) and have increased ground clearance, and a gross vehicle weight rating (GVWR) of 10,000 pounds or less.

Tractor (Semi)
A motor vehicle consisting of a single power unit device designed primarily for pulling semi-trailers.

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/green/yellow signal and/or a flashing signal.

Unit
Denotes a motor vehicle, pedestrian, pedalcyclist, or other entity involved in the collision.

Unknown Injury
Injuries reported on the *Indiana Crash Report* as 1) *refused* (treatment), 2) *unknown*, 3) *not reported*, and 4) invalid codes.

Unsafe Backing
Backing increases the risk for crash because it is much more difficult to see obstacles behind you 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" that is identifiable by its 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
The annual vehicle distance traveled in miles (VMT).

Weekday
From 6:00 a.m. Monday to 5:59 p.m. Friday.

Weekend
From 6:00 p.m. Friday to 5:59 a.m. Monday.

Work Zone
An area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs, and arrowboards mounted on the 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 for that work activity.

Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

Young Driver
A driver of a motor vehicle whose age is between the ages of 15 and 20.

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

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:

	Agency	ID Number
Investigative Officer		
Reviewing Officer		
Assisting Officer		
Assisting Officer		

Narrative

The following was written by Roth, Craig

Indiana Officer's Standard Crash Report

	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

Indiana Officer's Standard Crash Report

Trailers

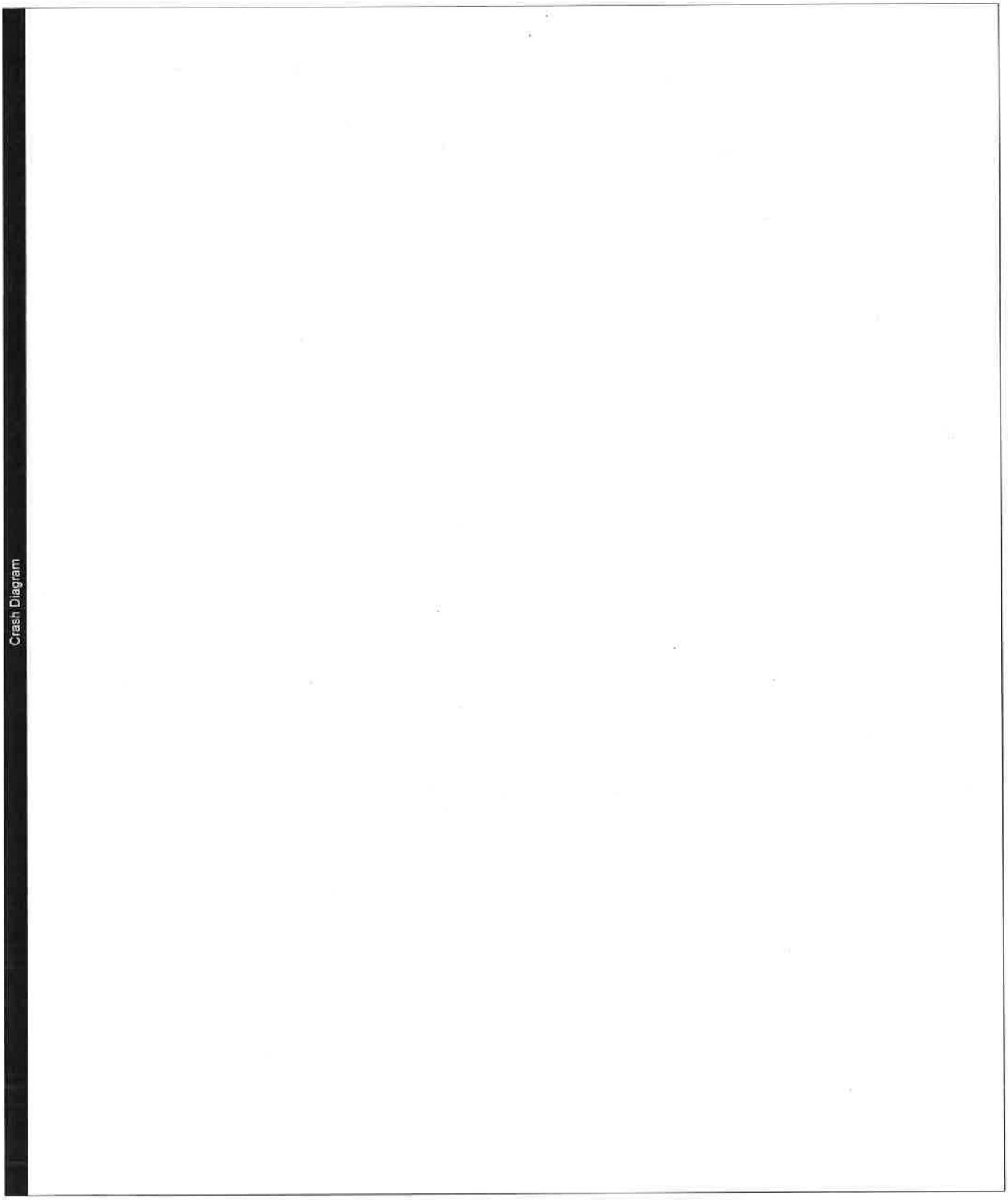
Vehicle #	Trailer Owner's Name	Address (Street/City, State Zip)	Lic State	Lic Year	License Number	Year	Make

Property Damage

State Property	Description	Owner's Name and Address

Indiana Officer's Standard Crash Report

Crash Diagram



End of Report