INDIANA TRAFFIC SAFETY FACTS

An Indiana Traffic Safety Facts publication

INDIANA CRASH FACTS 2017

COMMERCIAL VEHICLES

BICYCLISTS

SEATBELT USE

MOTORCYCLES

YOUNG DRIVERS

PEDESTRIANS

CHILD PASSENGER SAFETY

ALCOHOL-IMPAIRED

SPEEDING

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 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 fact sheets on various aspects of traffic collisions, including alcohol-impaired crashes, children, motorcycles, dangerous driving, occupant protection, non-motorists, commercial vehicles, and young drivers. Portions of the content of those reports and in this 2017 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 Risk 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.

Funding for these publications is provided by ICJI and NHTSA. An electronic copy of the fact sheets and this document can be accessed via the PPI traffic safety website (https://trafficsafety.iupui.edu/), the ICJI traffic safety website (https://www.in.gov/cji/), or you may contact the IU Public Policy Institute at 317-261-3000. This publication may be reproduced free of charge.

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NOTES:
Data discrepancies may exist between the 2017 Indiana traffic safety reports and previous traffic safety publications due to updates to the Indiana State Police ARIES data that have occurred since the original publication dates. 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"; therefore, recent increases in *incapacitating* injuries should be interpreted with caution. Additionally, when considering reported decreases in 2017 *alcohol-impaired* crashes and fatalities, it is important to note that these numbers are likely to increase once blood alcohol content (BAC) results reported after the April 6, 2018 extract are submitted and analyzed.

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PROBLEM IDENTIFICATION

PROBLEM IDENTIFICATION, 2017

The Traffic Safety Division of the Indiana Criminal Justice Institute (ICJI), in conjunction with the Indiana Governor's Council on Impaired and Dangerous Driving, annually develops a set of benchmarks as part of the Highway Safety Plan (HSP) to assess the state of traffic safety in Indiana. These benchmarks correspond to priority program areas established by the National Highway Traffic Safety Administration (NHTSA), targeting the occurrence of fatal and injury collisions as they relate to injuries overall, impaired driving, seat belt usage, 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 the occurrence of collisions and their impact on Indiana. ICJI also works closely with the Indiana

Department of Transportation (INDOT) to ensure consistency in goal setting exists between the ICJI HSP, which approaches traffic safety from a policy and law enforcement perspective, and INDOT's Strategic Highway Safety Plan, a document that approaches traffic safety from an engineering and transportation planning perspective.

Goal Setting by the Indiana Criminal Justice Institute

Each year, ICJI develops a set of specific short-term and long-term goals to be included in the HSP for each Indiana traffic safety problem area, and consistent with NHTSA's priority program 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 2019 Indiana Highway Safety Plan. This document, produced annually by ICJI, uses ARIES crash data summarized in the 2017 traffic safety fact sheets produced by the Indiana University Public Policy Institute (PPI). These publications, along with this 2017 Indiana Crash Fact Book and the 2017 Indiana County Profile Book, were produced using the collision database current as of April 6, 2018. 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 2019 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 usage, the speed at which vehicles are traveling, objects collided with, 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, as crashes are more likely to occur at higher speeds, with fixed objects that increase the force of impact, and because of greater distance and longer travel times to and from the crash site by emergency care providers.

In Indiana, traffic fatality rates have risen in recent years, after reaching an historic low of 10.8 per 100,000 of the population since 2014 (Figure 1.1). The Indiana fatality rate per 100,000 was 13.7 in 2017. There were 911 traffic deaths in 2017, an 11 percent increase from 821 fatalities in 2016.

The number of non-fatal injuries occurring in Indiana traffic collisions decreased slightly from 51,730 in 2016 to 50,042 in 2017 (Figure 1.2). The rate of non-fatal traffic injuries per 100,000 population also decreased to 750.6 in 2017.

Figure 1.1. Individuals killed in Indiana collisions, 2008-2017
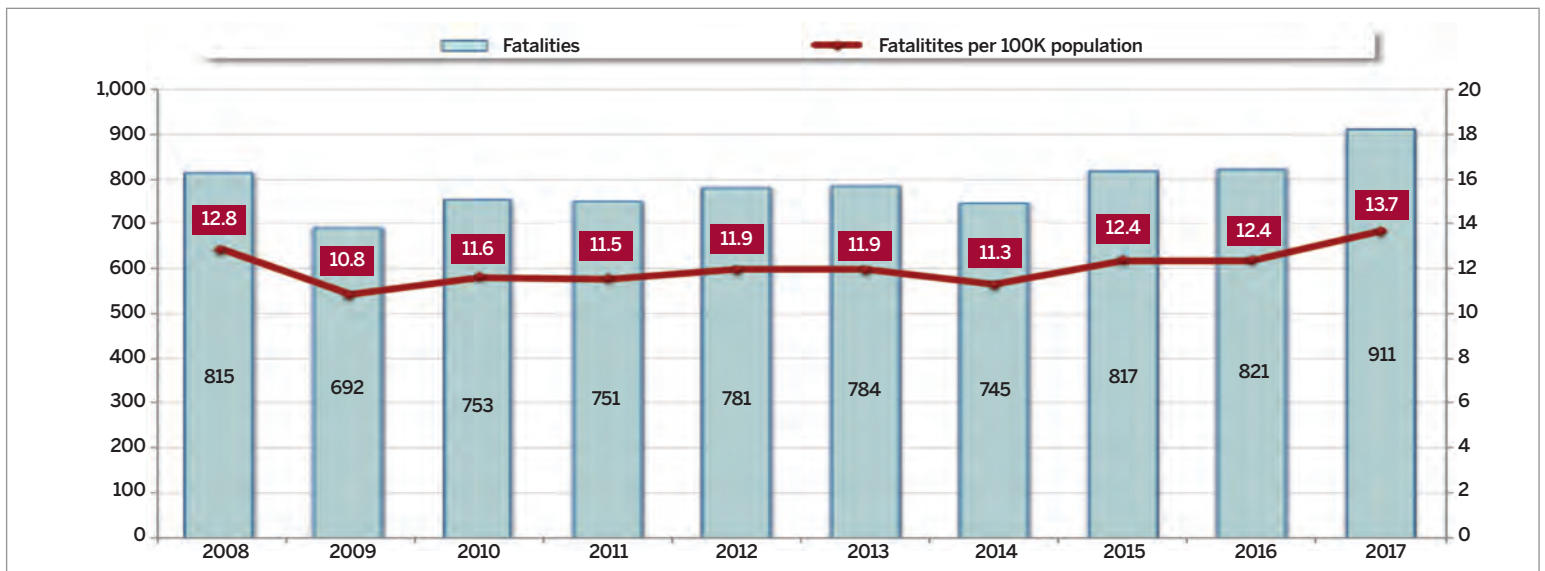
Sources: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018; U.S. Census Bureau, extracted from STATS Indiana, Indiana Business Research Center, July 28, 2018

Figure 1.2. Individuals suffering non-fatal injuries in Indiana collisions, 2008-2017
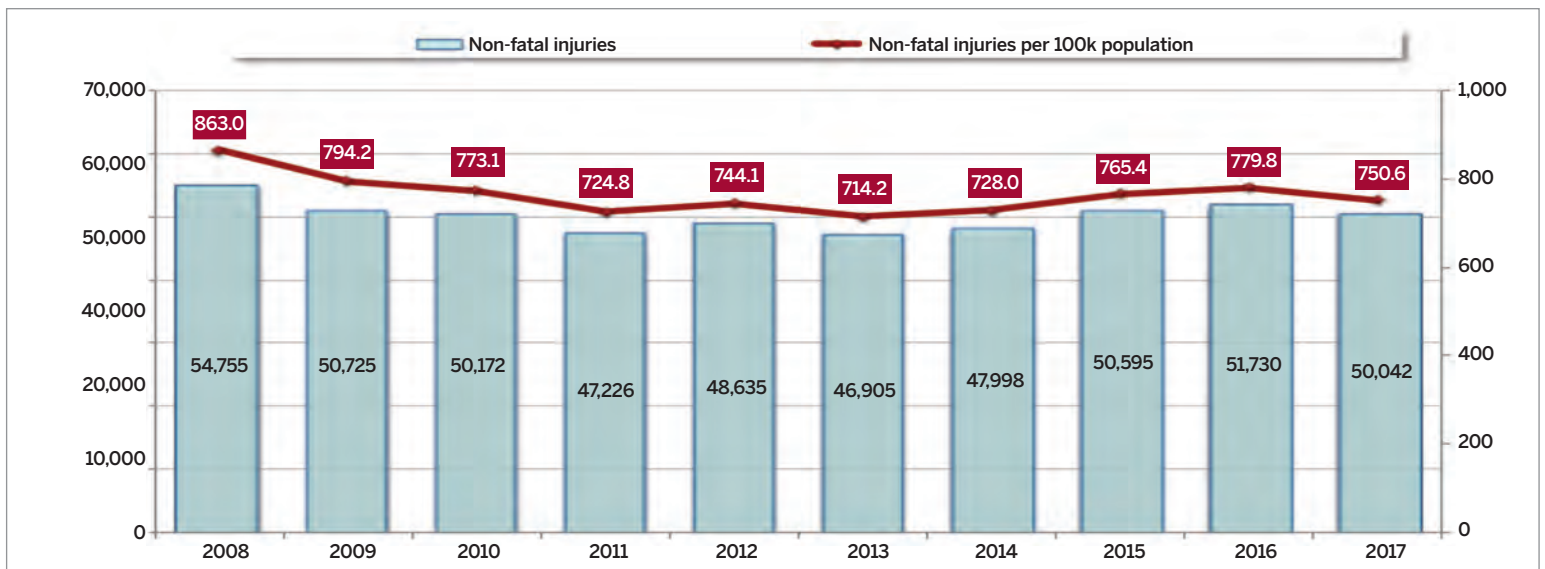
Sources: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018; U.S. Census Bureau, extracted from STATS Indiana, Indiana Business Research Center, July 28, 2018

Note: Non-fatal injuries include those reported as *incapacitating, non-incapacitating, possible, not reported,* and *refused (treatment).*

Fatalities are more likely to occur in non-urban areas than less severe traffic injuries. In 2017, about 31 percent of all traffic fatalities occurred in *exurban* and *rural* areas, compared to 12 percent of non-fatal injuries (Figure 1.3). The *exurban* and *rural* rates of fatalities per 1,000 involved in collisions were 8.5 and 6.3, respectively, compared to 1.4 per 1,000 in *urban* areas.

Figure 1.3. Fatality rates and geographic distribution of fatalities and non-fatal injuries in Indiana collisions, by Census locale, 2017
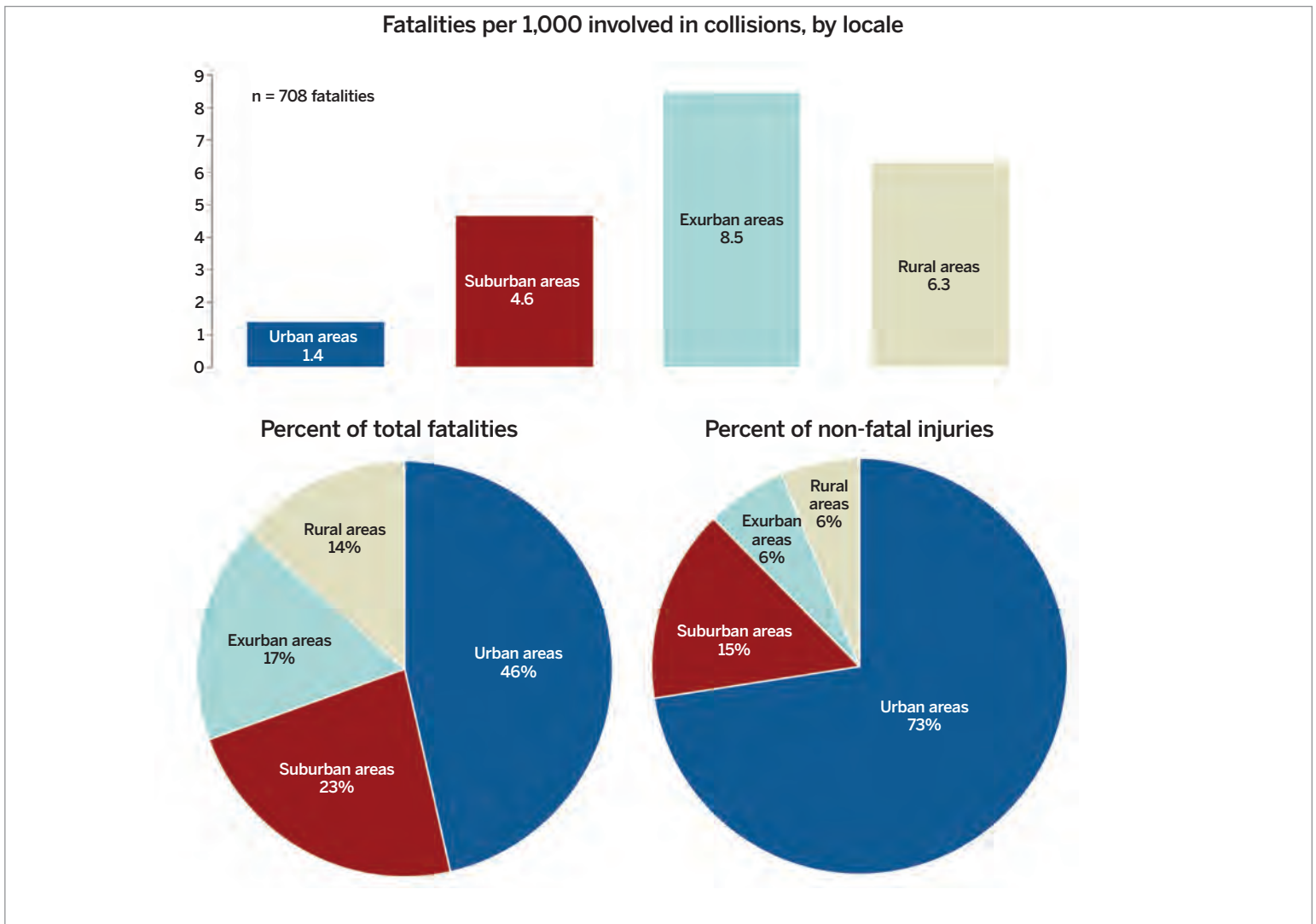
Fatalities per 1,000 involved in collisions, by locale

n = 708 fatalities

Urban areas 1.4
Suburban areas 4.6
Exurban areas 8.5
Rural areas 6.3

Percent of total fatalities

Rural areas 14%
Exurban areas 17%
Urban areas 46%
Suburban areas 23%

Percent of non-fatal injuries

Rural areas 6%
Exurban areas 6%
Suburban areas 15%
Urban areas 73%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Non-fatal* injuries include those reported as *incapacitating, non-incapacitating, possible, not reported,* and r*efused (treatment).*
2) Excludes 110 fatalities and 5,574 non-fatal injuries where locale could not be determined. .

GOAL: Reducing impaired driving

According to available blood alcohol content (BAC) test results reported in ARIES, 99 individuals were killed in 2017 alcohol-impaired driving crashes. The percentage of Indiana traffic fatalities that involved an impaired driver (11 percent) reached a 5-year low in 2017 (Figure 1.4). These numbers are likely to increase, however, once BAC results reported after the April 6, 2018, extract are analyzed. According to the most recent data available from the NHTSA's Fatality Analysis Reporting System (FARS), 26 percent of all 2016 Indiana traffic fatalities occurred in crashes involving an alcohol-impaired driver, compared to 13 percent in 2016 as reported in ARIES (DOT HS 812 450).

Rates of driver alcohol impairment vary by vehicle type. Figure 1.5 shows that, among drivers in 2017 fatal crashes with BAC test results reported in ARIES, motorcycle operators (53 percent) and passenger car drivers (25 percent) had the highest percentage of impaired driving across all vehicle types. Twenty-five percentage of all drivers in fatal Indiana collisions were driving legally impaired.

Figure 1.4. Indiana alcohol-impaired traffic fatalities as a percentage of total traffic fatalities, 2013-2017
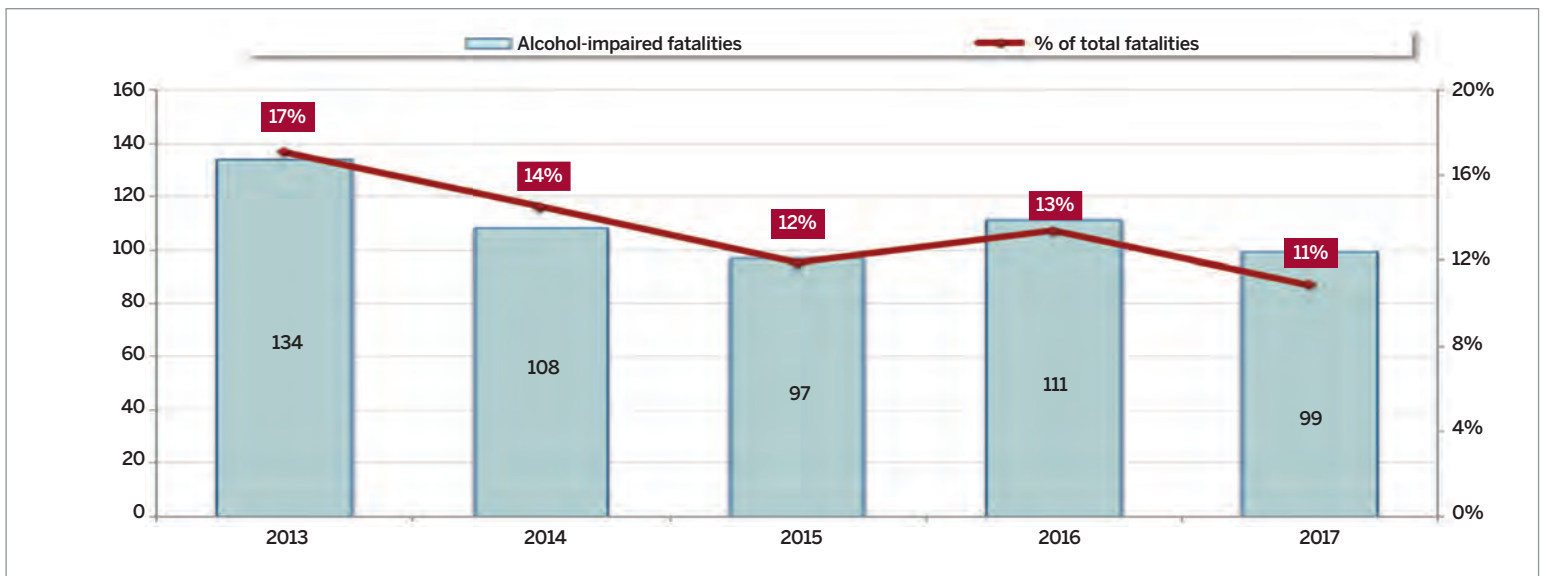
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: When considering the reported decreases in 2017 alcohol-impaired crashes and fatalities, it is important to note that these numbers are likely to increase once BAC results reported after the March 16, 2017, extract are analyzed.

Figure 1.5. Percentage of drivers involved in fatal collisions with reported BAC results who were legally impaired, by vehicle type, 2017
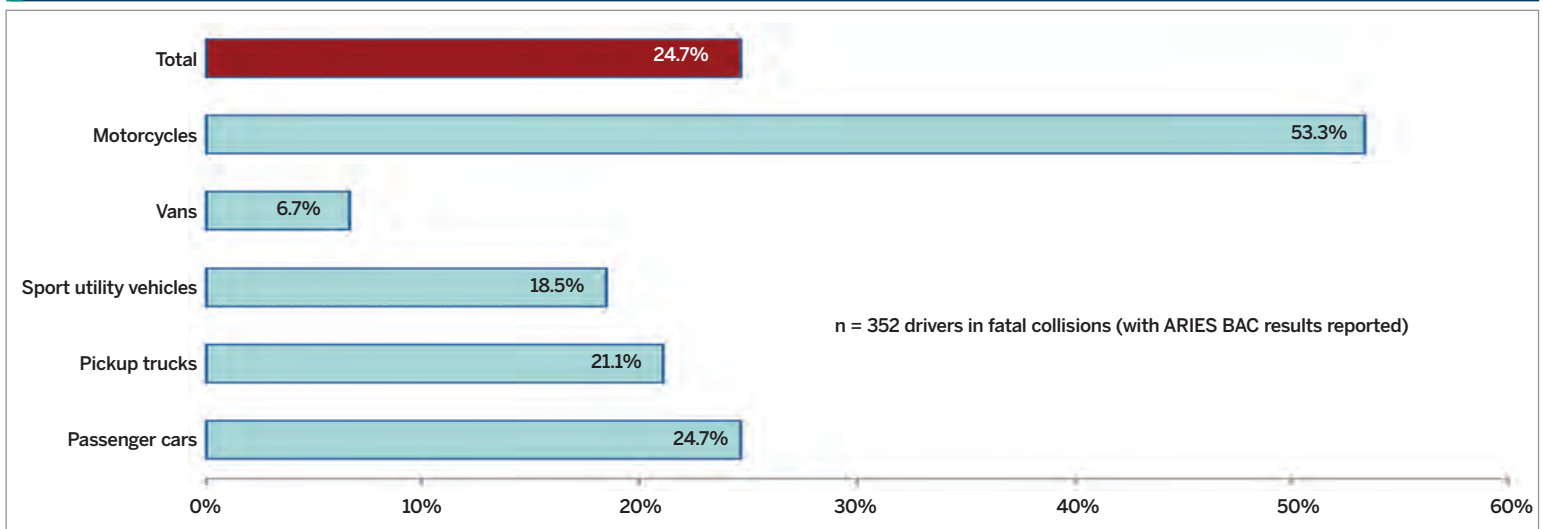
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

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, motor driven cycles Class A, mopeds, motorized bicycles,* and *motor driven cycles Class B.*
3) *Drivers in fatal collisions with no reported BAC results are excluded.*

GOAL: Increasing seat belt usage

Between 2008 and 2017, Indiana's observational rate of seat belt use among passenger vehicle occupants increased slightly from 91 percent to 93 percent, 3 percentage points higher than the most recently reported national rate (Figure 1.6). According to observational surveys conducted in Indiana, pickup truck seat belt use rates, while continually lagging behind rates for passenger cars, have increased dramatically over the past decade, from a rate of 79 percent in 2008 to 84 percent in 2017.

Seat belt use among people in collisions varies by injury severity and Census locale. Overall, seat belt use among passenger vehicle occupants **involved** in 2017 collisions was higher in more densely populated *urban* (91 percent) and *suburban* areas (92 percent) compared to 85 percent in *rural* areas (Figure 1.7). Seat belt usage rates are consistently far lower among passenger vehicle occupants killed in collisions across all locales. Among passenger vehicle occupants killed in collisions, 45 percent were wearing seat belts in *urban* areas, 51 percent in *suburban* areas, 54 percent in *exurban* areas, and 53 percent in *rural* areas.

Figure 1.6. Comparison of observed seat belt usage rates, by vehicle type, 2008-2017
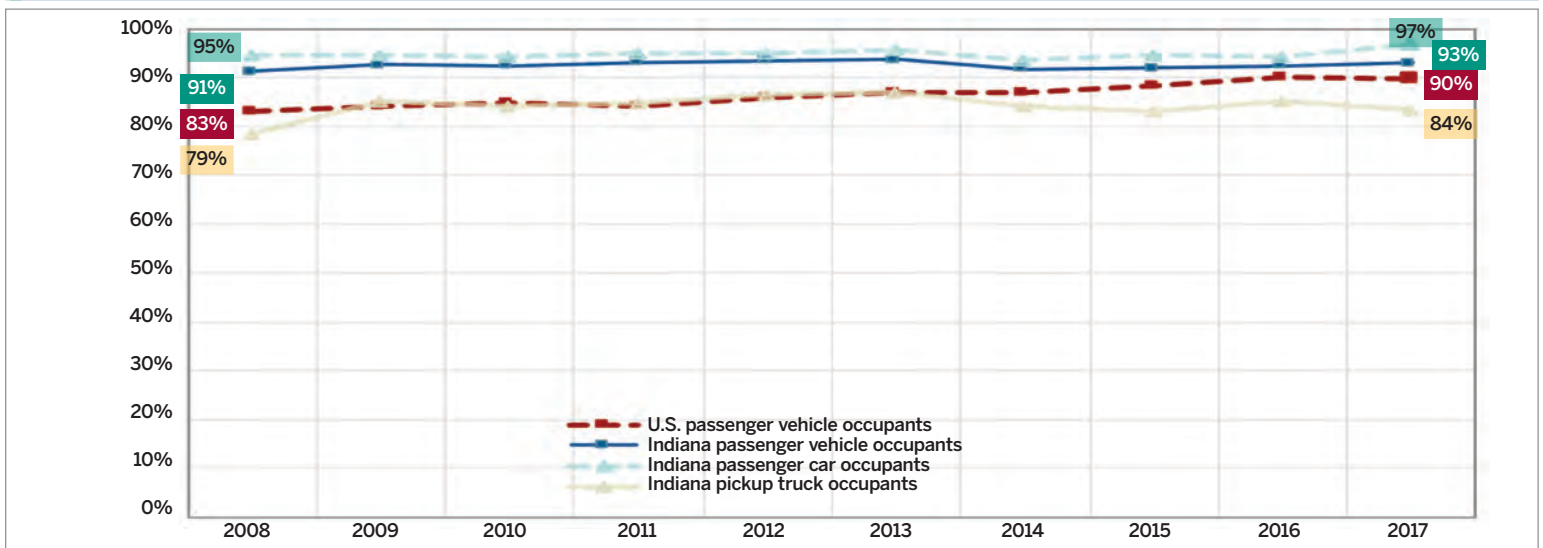
Sources: National Center for Statistics and Analysis, National Highway Traffic Safety Administration, Seat Belt Use in 2017–Overall Results, DOT HS 812 465, April 2018.
Indiana - Indiana Roadside Observational Survey of Safety Belt and Motorcycle Helmet Use, Center for Road Safety, Purdue University, 2017.

Figure 1.7. Seat belt usage among passenger vehicle occupants in Indiana collisions, by injury status and Census locale, 2017
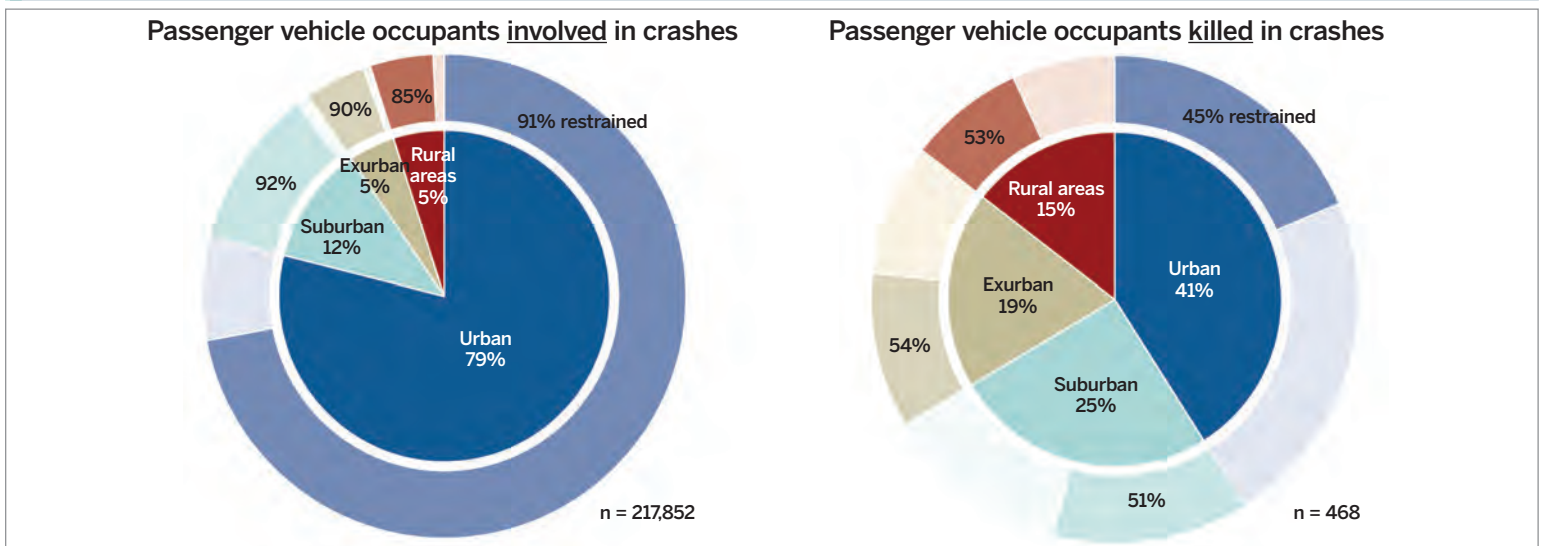
Passenger vehicle occupants <u>involved</u> in crashes

Passenger vehicle occupants <u>killed</u> in crashes

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

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

GOAL: Reducing young driver involvement in fatal crashes

In 2017, collision involvement rates were higher among young drivers than any other age group (Figure 1.8). Crash rates are lowest among drivers 75 years and older (459 per 10,000 licensed). Drivers, ages 15 to 20 years, had the highest rate of crash involvement (1,302 per 10,000 licensed). Research shows that young drivers are more likely than older drivers to be involved in collisions due to aggressive driving behavior and a lack of experience.

The overall number of young drivers involved in collisions decreased between 2016 and 2017, from 46,424 to 44,633, respectively (not shown). During this same time period, the number of young drivers **killed** in collisions remained steady at 47 in 2017 (Figure 1.9).

Figure 1.8. Drivers in Indiana crashes per 10,000 licensed, by age group, 2017
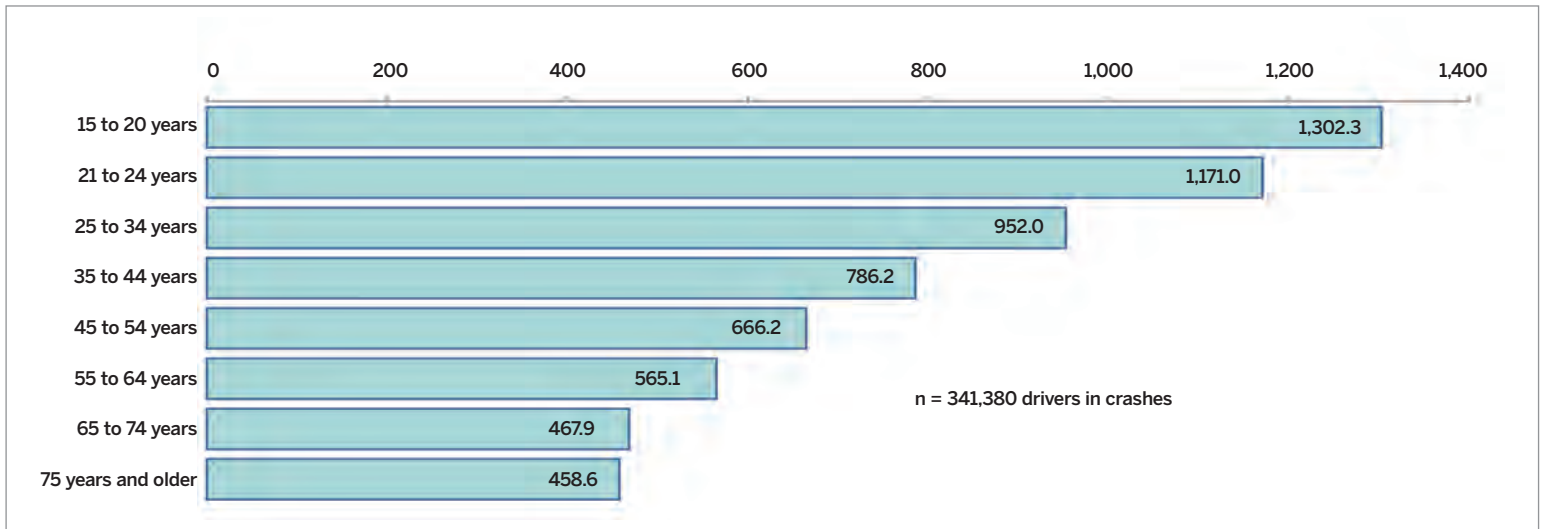
Age group	Crashes per 10,000 licensed
15 to 20 years	1,302.3
21 to 24 years	1,171.0
25 to 34 years	952.0
35 to 44 years	786.2
45 to 54 years	666.2
55 to 64 years	565.1
65 to 74 years	467.9
75 years and older	458.6

n = 341,380 drivers in crashes

Sources: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018; Indiana Bureau of Motor Vehicles, as of April 13, 2018

Note: Drivers with unknown or invalid age are excluded.

Figure 1.9. Young drivers killed in Indiana collisions, 2013-2017
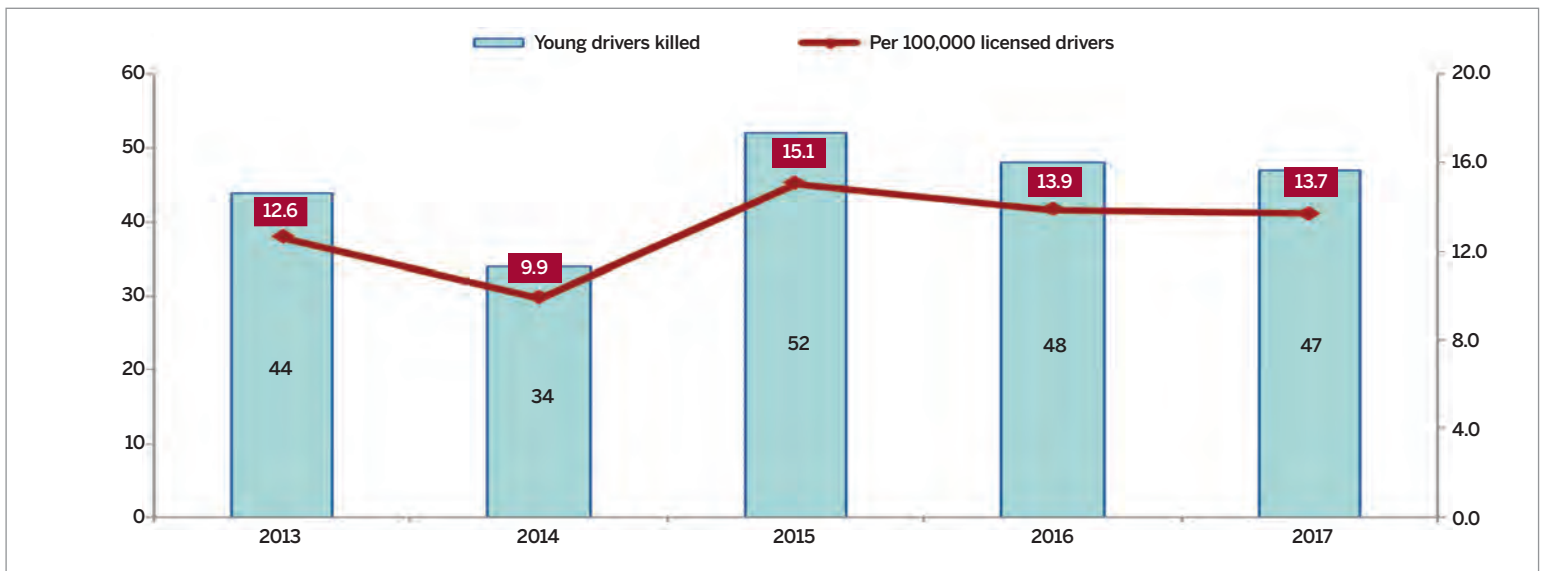
Legend: Young drivers killed; Per 100,000 licensed drivers

Year	Young drivers killed	Per 100,000 licensed drivers
2013	44	12.6
2014	34	9.9
2015	52	15.1
2016	48	13.9
2017	47	13.7

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Young drivers* include drivers ages 15 to 20 years old.
2) *Non-motorists* are excluded.

GOAL: Reducing motorcyclist fatalities

The number of Indiana motorcyclist fatalities reached a five-year high of 147 in 2017 (Figure 1.10). The rate per 1,000 motorcyclists involved in crashes increased from 31 per 1,000 in 2013 to 43 per 1,000 in 2017.

Figure 1.10. Motorcyclists killed in Indiana collisions, 2013-2017

Legend: Motorcyclists killed ■ — Per 1,000 involved in crashes ●

Year	Motorcyclists killed	Per 1,000 involved in crashes
2013	119	31.3
2014	124	33.6
2015	107	30.6
2016	100	29.4
2017	147	43.4

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

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

The number of Indiana collisions that involved a speeding driver decreased for the third consecutive year to 18,319 in 2017 (Figure 1.11). The number of fatal collisions that involved a speeding driver also decreased from 199 in 2016 to 184 fatalities in 2017. Eight percent of all 2017 Indiana collisions involved a speeding driver, while 22 percent of fatal collisions involved a driver who was speeding (Figure 1.12).

Figure 1.11. Indiana collisions that involved a speeding driver, 2013-2017
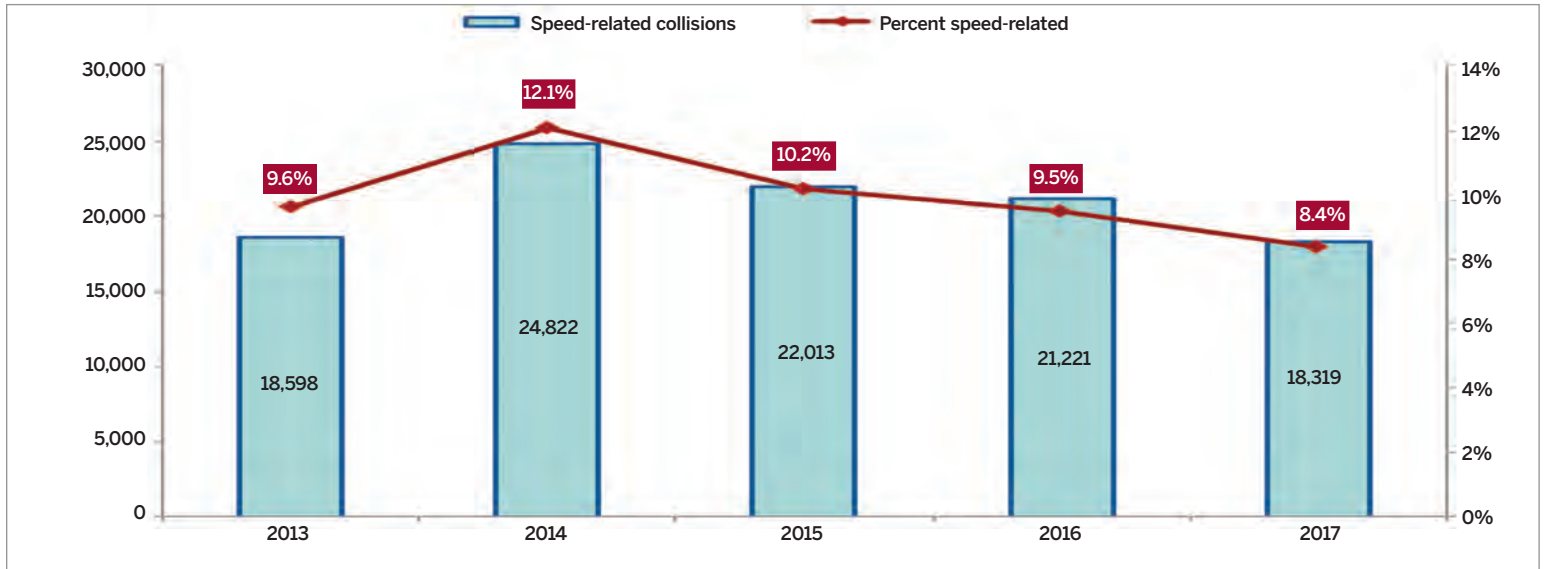
Legend: Speed-related collisions | Percent speed-related

Year	Speed-related collisions	Percent speed-related
2013	18,598	9.6%
2014	24,822	12.1%
2015	22,013	10.2%
2016	21,221	9.5%
2017	18,319	8.4%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Figure 1.12. Indiana fatal collisions that involved a speeding driver, 2013-2017
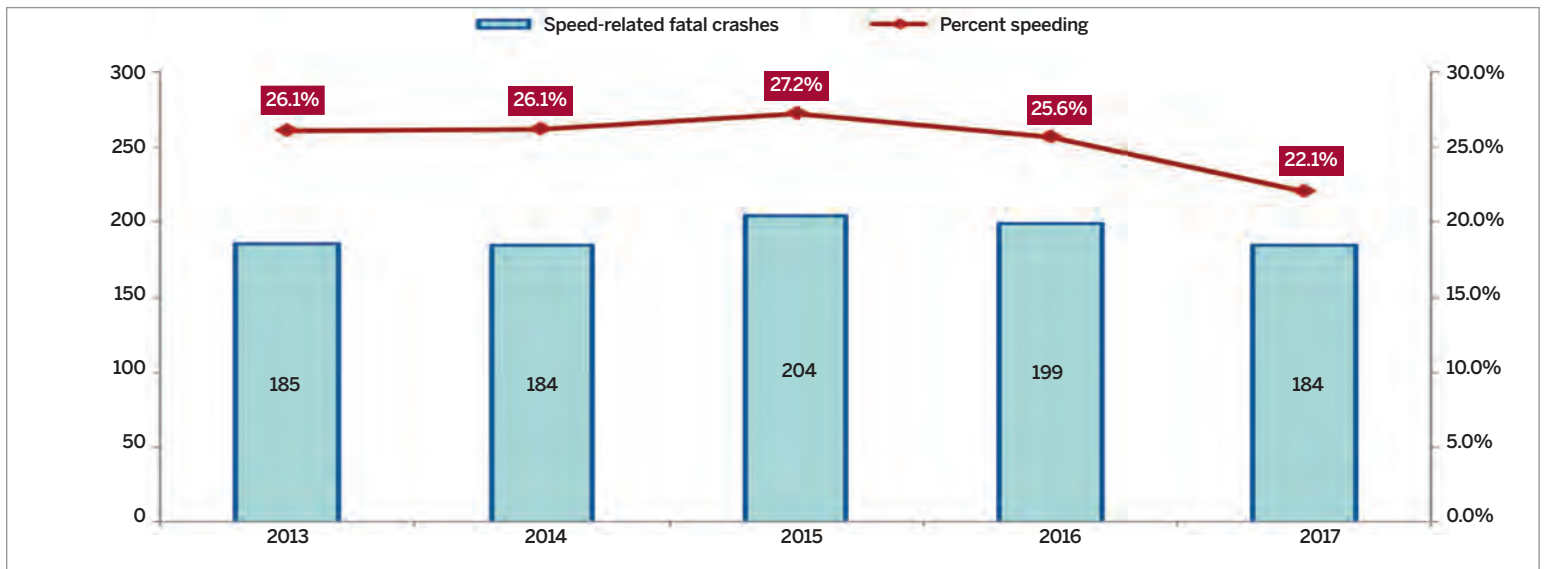
Legend: Speed-related fatal crashes | Percent speeding

Year	Speed-related fatal crashes	Percent speeding
2013	185	26.1%
2014	184	26.1%
2015	204	27.2%
2016	199	25.6%
2017	184	22.1%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

GOAL: Reducing fatalities and serious injuries among children

Between 2013 and 2017, Indiana child traffic fatalities reach a five-year high (Figure 1.13). The number of children killed in Indiana traffic collisions increased significantly from 14 in 2016 to 40 in 2017.

GOAL: Reducing fatalities among non-motorists

In 2017, non-motorists (pedestrians and pedalcyclists) represented less than 1 percent of all individuals in traffic collisions, but 13 percent of total Indiana traffic fatalities (not shown). The percentage of all pedestrians in Indiana crashes that were killed increased from 4.3 percent in 2016 to 6.1 percent in 2017 (Figure 1.14). The percentage of pedalcyclists killed in collisions decreased slightly from 1.6 percent in 2016 to 1.2 percent in 2017.

Figure 1.13. Children ages 14 and under killed in Indiana collisions, 2013-2017
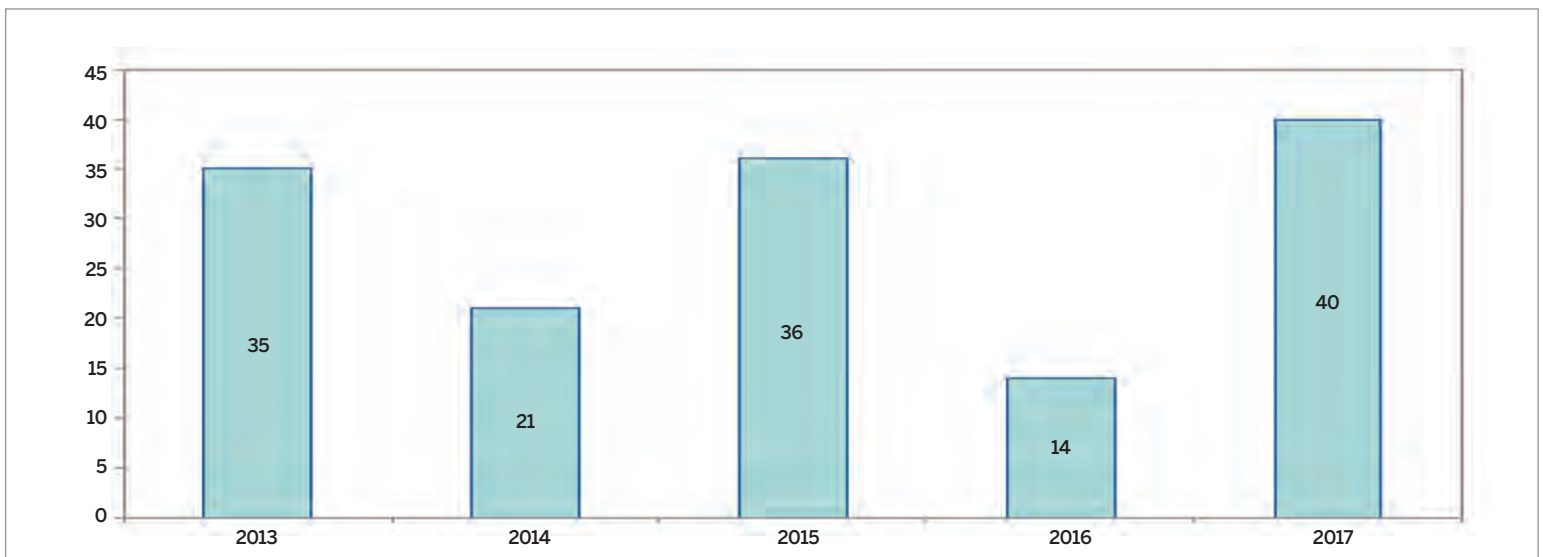
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: *Children* include individuals ages 14 and under in collisions.

Figure 1.14. Fatalities in Indiana collisions as a percentage of all involved, by person type, 2013-2017
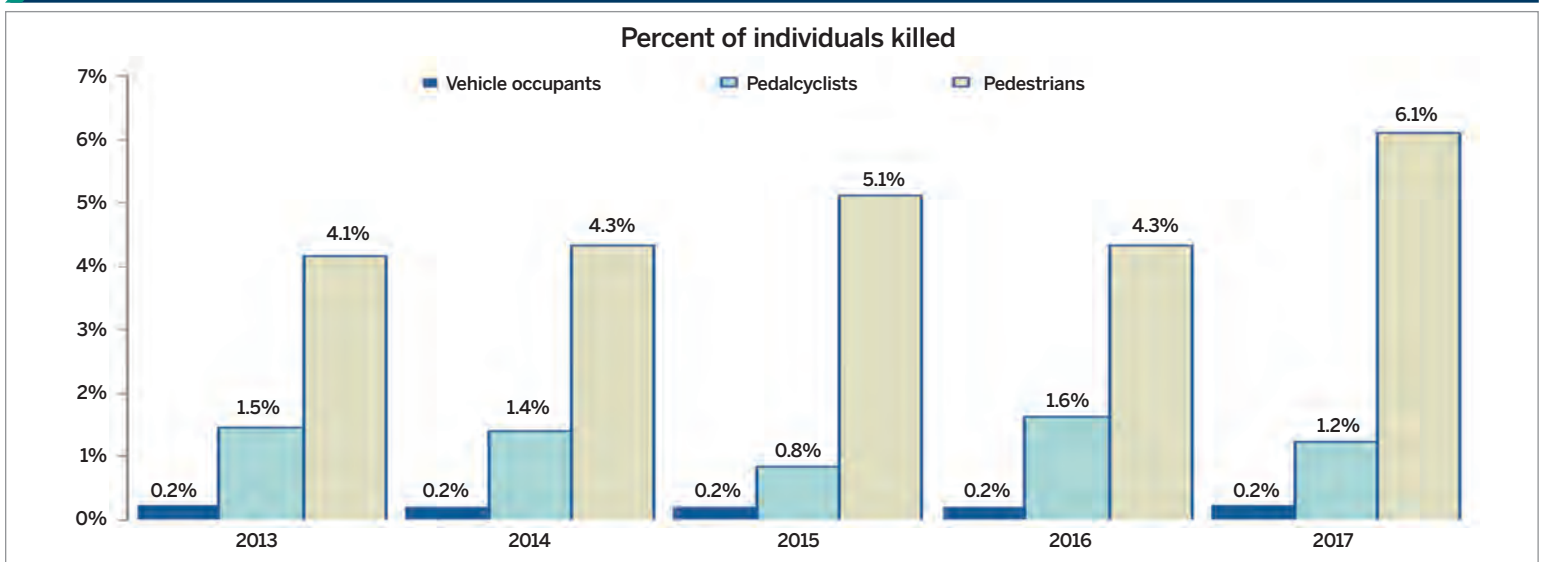
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: *Animal-drawn vehicle occupants* are excluded.

INDIANA
TRAFFIC
SAFETY
FACTS

COUNTY COMPARISONS

COUNTY COMPARISONS, 2017

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 2017.

Note: Choropleth maps use differences in shading, coloring, or symbols within predefined areas to depict a measure of a property or quantity in those areas. Maps in this section show counties grouped by quartiles above and below the median.

Collision severity and injuries
In 2017, 219,105 collisions occurred in Indiana, 834 of which were fatal. The mean number of collisions per county was 2,382, and the mean number of fatal collisions per county was 9 (Table 2.1). Marion County ranked highest in the total number of collisions (36,963), and Union County ranked highest in the percentage of all collisions that were fatal (2.3 percent). The mean county rate of collisions per 100 million (100M) VMT was 234.1, and the median rate was 228.8 (Map 2.1). Brown (443.1), Tippecanoe (435.3), and Monroe (400.6) counties had the highest rates of collisions per 100M VMT.

The total number of individuals involved in 2017 Indiana collisions was 357,837, and the mean number of individuals involved in collisions per county was 3,890 (Table 2.2). Marion County had the largest number of individuals involved (65,317) and the largest number of traffic fatalities (102). The median county traffic fatality rate per 100,000 population was 15.6 (Map 2.2), with Gibson County having the highest rate per 100,000 (56.6) and Rush County having the lowest (0.0).

Speed-related collisions
Speed-related collisions accounted for 8.4 percent of all Indiana collisions in 2017, and 22 percent of all fatal collisions (Table 2.3). The mean number of speed-related collisions per county was 199. Union (2.3 percent) and Vanderburgh (2.9 percent) counties had the lowest percentages of speed-related collisions, and Martin (18.5 percent) and Tipton (17.2 percent) had the highest percentages of collisions that were speed-related. The median county percent of speed-related collision was 7.9, 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
Note: Please note that these numbers were current as of the April 6, 2018 Indiana State Police Automated Reporting Information Exchange System

(ARIES) data extract and are likely to change as pending BAC test results are finalized and reported into the ARIES crash database. For example, in 2017, about 61 percent of drivers involved in Indiana fatal collisions were reported in ARIES to have been tested, while only 404 of the 1,288 drivers involved in fatal collisions (31 percent) had BAC results reported in ARIES as of April 6, 2018.

Indiana collisions that involved an alcohol-impaired driver accounted for 2 percent of all Indiana collisions in 2017, and 10.6 percent of all fatal collisions (Table 2.4). The mean number of alcohol-impaired collisions per county was 48, and the mean 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 9.7, and median rate was 9.4. LaGrange (18.7 per 10,000) and LaPorte (18.3 per 10,000) counties had the highest rates of alcohol-impaired drivers in collisions, and Martin (2.7 per 10,000), Switzerland 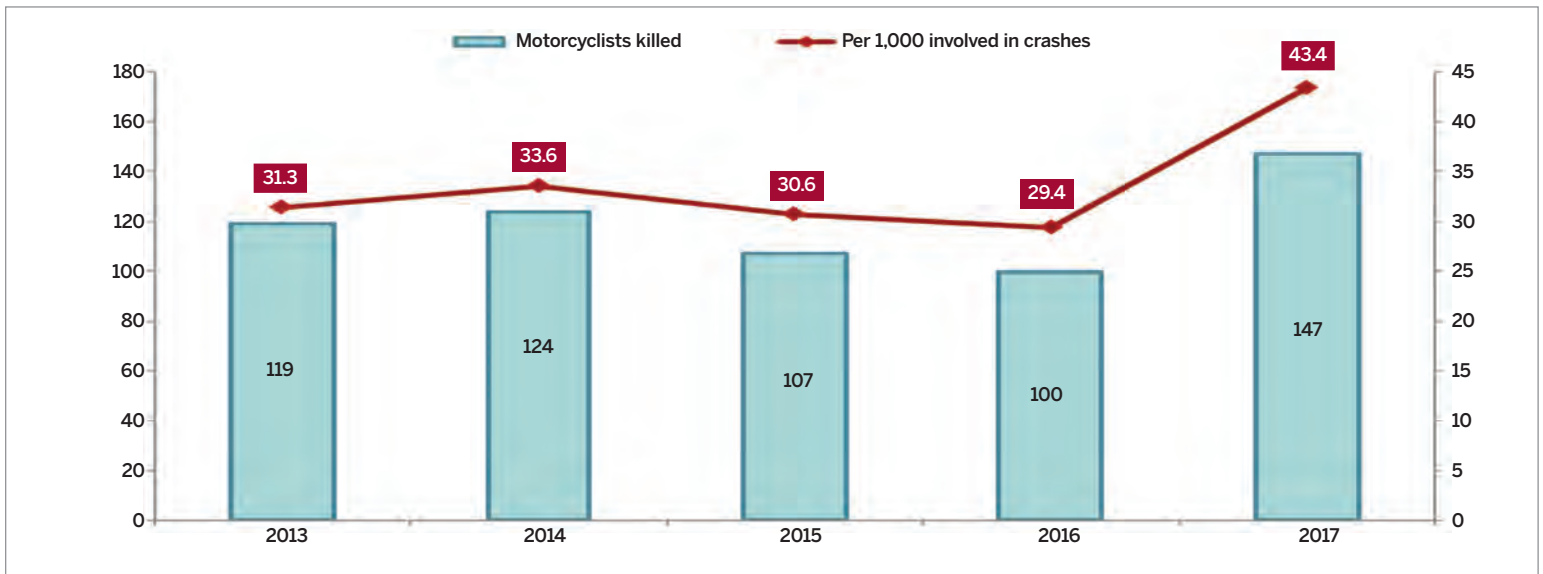(2.9 per 10,000), and Pulaski (3.2 per 10,000) counties had the lowest rates of alcohol-impaired drivers in collisions (Map 2.4).

Deer collisions
Nearly 16,000 Indiana collisions in 2017 involved deer. Counties with the highest percentages 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 15.4 percent. Pulaski County (47.5 percent) and Warren County (37.8 percent) had the highest percentages of deer-involved collisions, while the urban counties of Marion (0.4 percent) and Lake (1.4 percent) had the lowest percentages of collisions that involved deer.

Work zone collisions
There were 7,056 work zone collisions in Indiana in 2017 (Map 2.6). The mean county rate of work zone collisions per 1,000 total collisions was 19.9, and the median rate was 13.1. Given that work zone locations are constantly changing throughout the state, counties with the highest work zone collision rates tend to vary from year to year. In 2017, Lake (94.7) and Porter (77.8) counties, located in northwestern Indiana, and Clark County (77.4), located in southeastern Indiana, had the highest rates of work zone collisions per 1,000 collisions.

Restraint use
Fifty-one percent of all passenger vehicle (passenger cars, pickup trucks, sport utility vehicles, and vans) occupants killed in Indiana collisions were unrestrained in 2017, while only 8.3 percent of individuals suffering non-incapacitating injuries were unrestrained (Table 2.5). The median county percent of unrestrained passenger vehicle occupants injured in collisions was 16.0 (Map 2.7). Warren (47.1), Vermillion (35.8), and Sullivan (35.1) counties, located in the western portion of Indiana, had the highest rates of unrestrained passenger vehicle occupants injured in collisions. More generally, urban and suburban counties in central and northern Indiana had lower percentages of unrestrained injuries.

Young drivers

In 2017, 44,633 young drivers (ages 15 to 20) were involved in collisions (13 percent of all drivers involved). Forty-seven young drivers were killed in 2017 collisions (Table 2.6). Pike (18.9 percent), Franklin (18.4 percent), and Ripley (18.1 percent) counties had the highest percentages of young drivers in collisions. The mean county rate of young driver involvement in collisions was 109.9 per 1,000 licensed young drivers, and the median county rate was 108.5. Counties that are home to large universities (Delaware, Tippecanoe, Vanderburgh, Monroe, Marion, and Vigo) were among the highest rates of young driver involvement in collisions (Map 2.8), continuing a pattern observed year to year over the past decade.

Motorcycle collisions

Of the 219,105 collisions occurring in Indiana in 2017, 3,131 (1.4 percent) involved motorcycles, 144 of which were fatal, representing 13.8 percent of all fatal collisions (Table 2.7). On average, 2 percent of collisions in Indiana counties involved a motorcycle. The highest percentages of collisions involving motorcycles occurred in the southern Indiana counties of Switzerland (5.6 percent), Brown (5.2 percent) and Union (4.7 percent) (Map 2.9).

Hit-and-run collisions

Drivers involved 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 13 percent or 28,485 of the 219,105 collisions in Indiana in 2017. The mean county percent of hit-and-run collisions was 8.1 percent, and the median county percent was 7.3 percent (Map 2.10). Vigo (19.8 percent), St. Joseph (19.6 percent), Monroe (19.5 percent), Allen (19.3 percent), Marion (19.1 percent), and Lake (18.5 percent) counties had the highest hit-and-run collision rates in the state in 2017.

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, percentage of motorcycle collisions, percentage of unrestrained passenger vehicle injuries in collisions, and percentage of young drivers in collisions. A composite index consisting of the average of the six ranks 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.

Based on the composite index (Map 2.11), many counties with relatively dangerous traffic safety environments were clustered in the western and southern areas of Indiana in 2017. By this index, Newton County (1), Franklin County (2), LaGrange County (3), and Vermillion County (4) were the most dangerous counties in 2017, while Hamilton (92), Clark (91), Vanderburgh (90), and Marion (89) counties were the safest. Most of the top ten counties with the most dangerous traffic safety environments in 2017 (Newton, Franklin, LaGrange, Vermillion, Brown, Martin, Warren, Carroll, Switzerland, and Knox) were primarily rural counties.

Table 2.1. Indiana collisions, by severity and county, 2017

	Total collisions		Fatal			Non-fatal injury		Property damage only	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
All counties	219,105	N/A	834	0.4	N/A	34,219	15.6	184,052	84.0
Mean	2,382	N/A	9	0.6	N/A	372	15.1	2,001	84.3
Median	1,036	N/A	7	0.5	N/A	146	14	883	85
Minimum	86	N/A	0	0.0	N/A	15	8.6	69	72.3
Maximum	36,963	N/A	98	2.3	N/A	6,307	26.9	30,558	91.1
Adams	741	58	8	1.1	14	98	13.2	635	85.7
Allen	14,123	3	40	0.3	77	2,452	17.4	11,631	82.4
Bartholomew	2,054	24	15	0.7	29	553	26.9	1,486	72.3
Benton	159	88	1	0.6	34	19	11.9	139	87.4
Blackford	296	85	1	0.3	66	31	10.5	264	89.2
Boone	2,058	23	7	0.3	65	258	12.5	1,793	87.1
Brown	597	66	7	1.2	13	87	14.6	503	84.3
Carroll	527	70	2	0.4	59	75	14.2	450	85.4
Cass	1,293	38	7	0.5	42	180	13.9	1,106	85.5
Clark	4,496	11	14	0.3	73	662	14.7	3,820	85.0
Clay	696	59	4	0.6	37	125	18.0	567	81.5
Clinton	1,164	41	11	0.9	18	145	12.5	1,008	86.6
Crawford	373	81	2	0.5	43	44	11.8	327	87.7
Daviess	320	84	6	1.9	2	82	25.6	232	72.5
Dearborn	1,824	27	7	0.4	58	221	12.1	1,596	87.5
Decatur	874	53	1	0.1	90	120	13.7	753	86.2
DeKalb	1,385	35	4	0.3	76	202	14.6	1,179	85.1
Delaware	4,102	14	8	0.2	86	629	15.3	3,465	84.5
Dubois	1,553	31	5	0.3	70	211	13.6	1,337	86.1
Elkhart	7,509	6	24	0.3	71	976	13.0	6,509	86.7
Fayette	506	73	4	0.8	23	65	12.8	437	86.4
Floyd	2,839	18	10	0.4	62	360	12.7	2,469	87.0
Fountain	443	78	1	0.2	83	58	13.1	384	86.7
Franklin	513	72	4	0.8	24	79	15.4	430	83.8
Fulton	631	61	3	0.5	53	64	10.1	564	89.4
Gibson	1,084	43	16	1.5	8	179	16.5	889	82.0
Grant	2,331	21	8	0.3	63	294	12.6	2,029	87.0
Greene	925	51	11	1.2	12	128	13.8	786	85.0
Hamilton	8,812	5	10	0.1	91	1,105	12.5	7,697	87.3
Hancock	1,850	26	15	0.8	21	328	17.7	1,507	81.5
Harrison	1,316	36	9	0.7	32	220	16.7	1,087	82.6
Hendricks	4,573	10	8	0.2	88	593	13.0	3,972	86.9
Henry	1,037	46	4	0.4	57	222	21.4	811	78.2
Howard	2,654	20	11	0.4	56	427	16.1	2,216	83.5
Huntington	1,190	40	4	0.3	67	177	14.9	1,009	84.8
Jackson	1,715	28	10	0.6	36	214	12.5	1,491	86.9
Jasper	1,221	39	7	0.6	38	178	14.6	1,036	84.8
Jay	577	68	3	0.5	46	86	14.9	488	84.6
Jefferson	1,049	45	8	0.8	27	155	14.8	886	84.5
Jennings	774	56	10	1.3	10	103	13.3	661	85.4
Johnson	3,650	17	12	0.3	68	584	16.0	3,054	83.7
Knox	930	50	7	0.8	28	173	18.6	750	80.6
Kosciusko	2,750	19	14	0.5	48	416	15.1	2,320	84.4
LaGrange	1,027	48	9	0.9	20	133	13.0	885	86.2
Lake	17,419	2	49	0.3	78	2,858	16.4	14,512	83.3
LaPorte	3,814	15	21	0.6	40	625	16.4	3,168	83.1
Lawrence	1,553	31	12	0.8	26	250	16.1	1,291	83.1
Madison	4,189	13	13	0.3	74	600	14.3	3,576	85.4

Table 2.1. *(continued)*

	Total collisions		Fatal			Non-fatal injury		Property damage only	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total
Marion	36,963	1	98	0.3	81	6,307	17.1	30,558	82.7
Marshall	1,588	29	6	0.4	60	204	12.8	1,378	86.8
Martin	119	91	2	1.7	3	28	23.5	89	74.8
Miami	1,076	44	7	0.7	33	142	13.2	927	86.2
Monroe	4,297	12	8	0.2	87	749	17.4	3,540	82.4
Montgomery	1,123	42	4	0.4	61	166	14.8	953	84.9
Morgan	1,943	25	4	0.2	84	305	15.7	1,634	84.1
Newton	383	79	6	1.6	6	71	18.5	306	79.9
Noble	1,393	34	7	0.5	49	196	14.1	1,190	85.4
Ohio	183	87	1	0.5	41	29	15.8	153	83.6
Orange	610	64	3	0.5	50	86	14.1	521	85.4
Owen	603	65	6	1.0	17	84	13.9	513	85.1
Parke	461	75	2	0.4	55	58	12.6	401	87.0
Perry	500	74	1	0.2	85	70	14.0	429	85.8
Pike	137	89	1	0.7	30	34	24.8	102	74.5
Porter	5,143	9	25	0.5	51	928	18.0	4,190	81.5
Posey	585	67	3	0.5	47	61	10.4	521	89.1
Pulaski	446	77	4	0.9	19	52	11.7	390	87.4
Putnam	1,035	47	8	0.8	25	146	14.1	881	85.1
Randolph	520	71	7	1.3	9	75	14.4	438	84.2
Ripley	822	55	5	0.6	35	105	12.8	712	86.6
Rush	347	82	0	0.0	92	54	15.6	293	84.4
St. Joseph	9,041	4	24	0.3	80	1,447	16.0	7,570	83.7
Scott	628	62	5	0.8	22	130	20.7	493	78.5
Shelby	1,307	37	7	0.5	44	248	19.0	1,052	80.5
Spencer	565	69	6	1.1	15	102	18.1	457	80.9
Starke	622	63	3	0.5	52	81	13.0	538	86.5
Steuben	1,526	33	5	0.3	69	131	8.6	1,390	91.1
Sullivan	451	76	2	0.4	54	70	15.5	379	84.0
Switzerland	124	90	2	1.6	5	19	15.3	103	83.1
Tippecanoe	7,275	7	19	0.3	82	1,032	14.2	6,224	85.6
Tipton	383	79	4	1.0	16	86	22.5	293	76.5
Union	86	92	2	2.3	1	15	17.4	69	80.2
Vanderburgh	6,834	8	19	0.3	79	1,320	19.3	5,495	80.4
Vermillion	336	83	5	1.5	7	35	10.4	296	88.1
Vigo	3,799	16	13	0.3	64	575	15.1	3,211	84.5
Wabash	871	54	1	0.1	89	123	14.1	747	85.8
Warren	233	86	3	1.3	11	25	10.7	205	88.0
Warrick	1,575	30	5	0.3	72	214	13.6	1,356	86.1
Washington	671	60	11	1.6	4	102	15.2	558	83.2
Wayne	2,314	22	7	0.3	75	286	12.4	2,021	87.3
Wells	752	57	4	0.5	45	105	14.0	643	85.5
White	900	52	5	0.6	39	133	14.8	762	84.7
Whitley	1,019	49	7	0.7	31	146	14.3	866	85.0
Unknown	7	N/A	0	N/A	N/A	0	N/A	7	N/A

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: *Non-fatal* injury collisions include collisions with *incapacitating, non-incapacitating* and *possible* injuries.

Map 2.1. Traffic collisions per 100M vehicle miles traveled, by county, 2017

| Median rate = 228.8 | Mean rate = 234.1 | n = 219,105 collisions |

ISP Districts

Collisions per 100 million VMT

	71.4 - 170.2
	170.3 - 228.7
	228.8 - 287.9
	288.0 - 443.1

County values shown on map:

Lake 247.6, Porter 204.8, LaPorte 222.4, St. Joseph 307.2, Elkhart 373.6, LaGrange 204.2, Steuben 228.9, Newton 155.3, Jasper 147.2, Starke 256.1, Marshall 250.2, Kosciusko 330.0, Noble 320.4, DeKalb 203.4, Whitley 216.7, Allen 327.8, Pulaski 233.3, Fulton 250.8, Wabash 251.3, Huntington 188.9, Wells 262.2, Adams 255.6, White 167.0, Cass 312.0, Miami 228.6, Benton 101.1, Carroll 208.4, Howard 361.1, Grant 287.9, Blackford 235.3, Jay 249.5, Warren 148.2, Tippecanoe 435.3, Clinton 223.7, Tipton 137.7, Delaware 315.5, Randolph 193.0, Fountain 166.3, Montgomery 228.4, Boone 165.7, Hamilton 254.2, Madison 296.6, Henry 151.2, Wayne 282.7, Vermillion 131.8, Parke 231.0, Hendricks 246.6, Marion 318.2, Hancock 170.1, Rush 158.5, Fayette 272.8, Union 114.5, Putnam 177.0, Johnson 223.9, Shelby 170.2, Franklin 215.4, Vigo 302.7, Clay 169.5, Owen 301.4, Morgan 205.7, Brown 443.1, Bartholomew 183.7, Decatur 184.8, Dearborn 292.0, Sullivan 155.9, Greene 255.6, Monroe 400.6, Jennings 245.7, Ripley 219.9, Ohio 385.4, Lawrence 353.9, Jackson 244.4, Jefferson 326.7, Switzerland 118.7, Knox 184.8, Daviess 91.9, Martin 91.4, Scott 185.9, Washington 237.7, Clark 274.4, Orange 322.5, Pike 71.4, Dubois 320.9, Crawford 168.0, Floyd 301.0, Gibson 175.3, Harrison 285.2, Perry 196.4, Posey 155.7, Vanderburgh 314.8, Warrick 191.6, Spencer 157.9

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Table 2.2. Individuals involved in Indiana collisions, by injury status and county, 2017

	Total individuals involved		Fatal			Incapacitating		Non-incapacitating		Other/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	357,837	N/A	911	0.3	N/A	20,244	5.7	26,825	7.5	309,857	86.6
Mean	3,890	N/A	10	0.5	N/A	220	8.0	292	6.0	3,368	85.6
Median	1,535	N/A	7	0.4	N/A	117	8.0	82	5.5	1,312	86.4
Minimum	139	N/A	0	0.0	N/A	15	0.9	7	2.1	112	75.8
Maximum	65,317	N/A	102	1.8	N/A	2,089	17.0	7,098	13.4	56,583	90.2
Adams	1,070	59	8	0.7	15	61	5.7	80	7.5	921	86.1
Allen	23,171	3	43	0.2	77	1,207	5.2	2,157	9.3	19,764	85.3
Bartholomew	3,612	21	16	0.4	41	361	10.0	426	11.8	2,809	77.8
Benton	200	88	1	0.5	31	19	9.5	12	6.0	168	84.0
Blackford	406	85	1	0.2	65	33	8.1	12	3.0	360	88.7
Boone	3,156	26	7	0.2	70	214	6.8	137	4.3	2,798	88.7
Brown	795	69	7	0.9	12	67	8.4	56	7.0	665	83.6
Carroll	686	73	2	0.3	57	69	10.1	26	3.8	589	85.9
Cass	1,934	37	8	0.4	44	116	6.0	123	6.4	1,687	87.2
Clark	7,504	11	15	0.2	74	452	6.0	467	6.2	6,570	87.6
Clay	1,089	58	5	0.5	37	133	12.2	43	3.9	908	83.4
Clinton	1,702	42	12	0.7	16	146	8.6	69	4.1	1,475	86.7
Crawford	452	84	2	0.4	42	27	6.0	25	5.5	398	88.1
Daviess	500	82	7	1.4	4	75	15.0	39	7.8	379	75.8
Dearborn	2,760	27	7	0.3	63	248	9.0	78	2.8	2,427	87.9
Decatur	1,288	52	1	0.1	90	85	6.6	62	4.8	1,140	88.5
DeKalb	2,096	33	4	0.2	76	135	6.4	115	5.5	1,842	87.9
Delaware	6,635	14	8	0.1	87	464	7.0	463	7.0	5,700	85.9
Dubois	2,295	31	6	0.3	60	117	5.1	151	6.6	2,021	88.1
Elkhart	12,561	7	26	0.2	71	807	6.4	601	4.8	11,127	88.6
Fayette	824	65	4	0.5	34	47	5.7	61	7.4	712	86.4
Floyd	4,825	18	11	0.2	69	244	5.1	242	5.0	4,328	89.7
Fountain	606	76	1	0.2	82	52	8.6	29	4.8	524	86.5
Franklin	685	74	4	0.6	24	85	12.4	22	3.2	574	83.8
Fulton	845	64	3	0.4	50	66	7.8	26	3.1	750	88.8
Gibson	1,712	41	19	1.1	8	157	9.2	95	5.5	1,441	84.2
Grant	3,462	22	9	0.3	62	209	6.0	173	5.0	3,071	88.7
Greene	1,261	54	11	0.9	13	113	9.0	64	5.1	1,073	85.1
Hamilton	15,731	4	10	0.1	91	706	4.5	823	5.2	14,192	90.2
Hancock	3,241	24	16	0.5	33	330	10.2	164	5.1	2,731	84.3
Harrison	1,902	38	10	0.5	27	203	10.7	94	4.9	1,595	83.9
Hendricks	7,717	10	8	0.1	88	449	5.8	350	4.5	6,910	89.5
Henry	1,617	45	4	0.2	64	190	11.8	118	7.3	1,305	80.7
Howard	4,613	19	12	0.3	61	348	7.5	272	5.9	3,981	86.3
Huntington	1,716	40	4	0.2	68	114	6.6	121	7.1	1,477	86.1
Jackson	2,501	28	11	0.4	43	171	6.8	136	5.4	2,183	87.3
Jasper	1,739	39	7	0.4	45	159	9.1	86	4.9	1,487	85.5
Jay	813	67	3	0.4	48	41	5.0	84	10.3	685	84.3
Jefferson	1,668	44	9	0.5	26	134	8.0	85	5.1	1,440	86.3
Jennings	1,171	56	11	0.9	11	85	7.3	57	4.9	1,018	86.9
Johnson	6,555	15	12	0.2	79	479	7.3	321	4.9	5,743	87.6
Knox	1,431	50	9	0.6	21	151	10.6	90	6.3	1,181	82.5
Kosciusko	4,269	20	15	0.4	53	49	1.1	510	11.9	3,695	86.6
LaGrange	1,472	48	10	0.7	19	38	2.6	147	10.0	1,277	86.8
Lake	29,768	2	51	0.2	80	2,089	7.0	1,835	6.2	25,793	86.6
LaPorte	5,794	17	27	0.5	36	428	7.4	417	7.2	4,922	84.9
Lawrence	2,318	30	13	0.6	25	205	8.8	140	6.0	1,960	84.6
Madison	6,733	13	16	0.2	67	559	8.3	262	3.9	5,896	87.6

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Table 2.2. *(continued)*

	Total individuals involved		Fatal			Incapacitating		Non-incapacitating		Other/no injury	
	Count	County rank	Count	As % county total	County rank (on %)	Count	As % county total	Count	As % county total	Count	As % county total
Marion	65,317	1	102	0.2	83	1,534	2.3	7,098	10.9	56,583	86.6
Marshall	2,280	32	6	0.3	59	124	5.4	160	7.0	1,990	87.3
Martin	165	91	3	1.8	1	22	13.3	13	7.9	127	77.0
Miami	1,539	46	9	0.6	23	145	9.4	67	4.4	1,318	85.6
Monroe	6,767	12	10	0.1	84	472	7.0	524	7.7	5,761	85.1
Montgomery	1,681	43	5	0.3	56	132	7.9	89	5.3	1,455	86.6
Morgan	3,201	25	4	0.1	86	260	8.1	159	5.0	2,778	86.8
Newton	522	80	8	1.5	2	74	14.2	25	4.8	415	79.5
Noble	1,989	35	7	0.4	52	140	7.0	146	7.3	1,696	85.3
Ohio	223	87	1	0.4	39	17	7.6	18	8.1	187	83.9
Orange	808	68	3	0.4	47	61	7.5	48	5.9	696	86.1
Owen	888	63	6	0.7	20	66	7.4	65	7.3	751	84.6
Parke	583	77	3	0.5	29	60	10.3	18	3.1	502	86.1
Perry	727	72	1	0.1	85	58	8.0	40	5.5	628	86.4
Pike	200	88	1	0.5	31	34	17.0	11	5.5	154	77.0
Porter	8,669	9	28	0.3	54	596	6.9	680	7.8	7,365	85.0
Posey	794	70	3	0.4	46	48	6.0	30	3.8	713	89.8
Pulaski	572	79	4	0.7	17	50	8.7	19	3.3	499	87.2
Putnam	1,463	49	9	0.6	22	129	8.8	61	4.2	1,264	86.4
Randolph	733	71	8	1.1	9	62	8.5	43	5.9	620	84.6
Ripley	1,183	55	6	0.5	30	102	8.6	46	3.9	1,029	87.0
Rush	507	81	0	0.0	92	38	7.5	29	5.7	440	86.8
St. Joseph	14,640	5	27	0.2	78	904	6.2	1,047	7.2	12,662	86.5
Scott	1,070	59	5	0.5	35	121	11.3	80	7.5	864	80.7
Shelby	1,965	36	7	0.4	49	177	9.0	134	6.8	1,647	83.8
Spencer	823	66	7	0.9	14	94	11.4	53	6.4	669	81.3
Starke	900	62	4	0.4	40	125	13.9	19	2.1	752	83.6
Steuben	2,040	34	5	0.2	66	106	5.2	89	4.4	1,840	90.2
Sullivan	640	75	2	0.3	55	60	9.4	33	5.2	545	85.2
Switzerland	167	90	2	1.2	7	21	12.6	7	4.2	137	82.0
Tippecanoe	11,577	8	23	0.2	75	144	1.2	1,259	10.9	10,151	87.7
Tipton	574	78	4	0.7	18	70	12.2	49	8.5	451	78.6
Union	139	92	2	1.4	3	15	10.8	10	7.2	112	80.6
Vanderburgh	12,565	6	21	0.2	81	111	0.9	1,683	13.4	10,750	85.6
Vermillion	465	83	6	1.3	6	39	8.4	16	3.4	404	86.9
Vigo	6,069	16	16	0.3	58	495	8.2	264	4.3	5,294	87.2
Wabash	1,279	53	1	0.1	89	107	8.4	70	5.5	1,101	86.1
Warren	283	86	3	1.1	10	25	8.8	7	2.5	248	87.6
Warrick	2,500	29	5	0.2	73	49	2.0	245	9.8	2,201	88.0
Washington	990	61	13	1.3	5	95	9.6	47	4.7	835	84.3
Wayne	3,446	23	7	0.2	72	199	5.8	173	5.0	3,067	89.0
Wells	1,130	57	4	0.4	51	79	7.0	65	5.8	982	86.9
White	1,332	51	6	0.5	38	113	8.5	57	4.3	1,156	86.8
Whitley	1,531	47	8	0.5	28	134	8.8	63	4.1	1,326	86.6
Unknown	6	N/A	0	N/A	N/A	0	N/A	0	N/A	6	N/A

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Non-incapacitating* injuries include those reported as *non-incapacitating* and *possible* injuries.
2) *Other/no injury* counts include injury type values identified as *not reported, refused, unknown,* invalid and missing codes.

Map 2.2. Traffic fatalities per 100k population, by county, 2017

| Median rate = 15.6 | Mean rate = 18.7 | n = 911 fatalities |

Lake 10.5
Porter 16.6
LaPorte 24.5
St. Joseph 10.0
Elkhart 12.7
LaGrange 25.4
Steuben 14.5
Newton 56.6
Jasper 20.9
Starke 17.5
Pulaski 31.9
Marshall 12.9
Kosciusko 18.9
Noble 14.8
DeKalb 9.3
Fulton 15.0
Whitley 23.7
Allen 11.5
White 24.8
Cass 21.1
Miami 25.1
Wabash 3.2
Huntington 11.0
Wells 14.3
Adams 22.5
Benton 11.6
Carroll 10.0
Howard 14.6
Grant 13.5
Blackford 8.4
Jay 14.3
Warren 36.6
Tippecanoe 12.1
Clinton 37.1
Tipton 26.4
Madison 12.4
Delaware 6.9
Randolph 32.1
Fountain 6.1
Montgomery 13.0
Boone 10.6
Hamilton 3.1
Henry 8.3
Wayne 10.6
Vermillion 38.7
Parke 17.8
Putnam 23.9
Hendricks 4.9
Marion 10.7
Hancock 21.3
Rush 0.0
Fayette 17.2
Union 27.8
Vigo 14.9
Clay 19.1
Owen 28.8
Morgan 5.7
Johnson 7.8
Shelby 15.8
Franklin 17.7
Decatur 3.7
Sullivan 9.6
Greene 34.2
Monroe 6.8
Brown 46.6
Bartholomew 19.5
Jennings 39.8
Ripley 21.1
Dearborn 14.1
Ohio 17.2
Lawrence 28.5
Jackson 25.1
Jefferson 28.0
Switzerland 18.7
Knox 24.0
Daviess 21.1
Martin 29.4
Washington 46.7
Scott 20.9
Clark 12.8
Orange 15.4
Pike 8.1
Dubois 14.1
Crawford 18.9
Floyd 14.3
Harrison 25.1
Gibson 56.6
Vanderburgh 11.6
Warrick 8.0
Spencer 34.3
Perry 5.2
Posey 11.7

ISP Districts

Fatalities per 100K population
- 0.0 - 10.7
- 10.8 - 15.5
- 15.6 - 24.5
- 24.6 - 56.6

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Table 2.3. Indiana speed-related collisions, by severity and county, 2017

	All collisions			Fatal		Non-fatal injury		Property damage only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total non-fatal injury collisions	Count	Speed-related as % of total property damage collisions
All counties	18,318	8.4	N/A	184	22.1	4,239	12.4	13,895	7.5
Mean	199	8.2	N/A	2	22.2	46	13.5	151	7.2
Median	90	7.9	N/A	1	17.4	22	13	66	6.7
Minimum	2	2.3	N/A	0	0.0	0	0.0	1	1.4
Maximum	2,762	18.5	N/A	18	100.0	689	32.8	2,055	19.1
Adams	51	6.9	57	1	12.5	6	6.1	44	6.9
Allen	1,256	8.9	36	13	32.5	266	10.8	977	8.4
Bartholomew	138	6.7	60	1	6.7	48	8.7	89	6.0
Benton	7	4.4	85	0	0.0	1	5.3	6	4.3
Blackford	22	7.4	54	0	0.0	1	3.2	21	8.0
Boone	132	6.4	62	2	28.6	23	8.9	107	6.0
Brown	56	9.4	32	1	14.3	18	20.7	37	7.4
Carroll	66	12.5	8	0	0.0	14	18.7	52	11.6
Cass	84	6.5	61	1	14.3	15	8.3	68	6.1
Clark	207	4.6	84	5	35.7	75	11.3	127	3.3
Clay	55	7.9	46	2	50.0	19	15.2	34	6.0
Clinton	120	10.3	23	2	18.2	25	17.2	93	9.2
Crawford	22	5.9	73	0	0.0	5	11.4	17	5.2
Daviess	32	10.0	26	1	16.7	10	12.2	21	9.1
Dearborn	147	8.1	43	1	14.3	39	17.6	107	6.7
Decatur	116	13.3	5	0	0.0	25	20.8	91	12.1
DeKalb	161	11.6	12	2	50.0	31	15.3	128	10.9
Delaware	322	7.8	47	3	37.5	85	13.5	234	6.8
Dubois	98	6.3	63	1	20.0	31	14.7	66	4.9
Elkhart	880	11.7	11	8	33.3	154	15.8	718	11.0
Fayette	17	3.4	90	0	0.0	3	4.6	14	3.2
Floyd	139	4.9	81	2	20.0	45	12.5	92	3.7
Fountain	44	9.9	28	0	0.0	14	24.1	30	7.8
Franklin	59	11.5	13	0	0.0	8	10.1	51	11.9
Fulton	49	7.8	49	0	0.0	12	18.8	37	6.6
Gibson	97	8.9	35	4	25.0	41	22.9	52	5.8
Grant	266	11.4	15	1	12.5	41	13.9	224	11.0
Greene	70	7.6	51	3	27.3	17	13.3	50	6.4
Hamilton	406	4.6	83	2	20.0	78	7.1	326	4.2
Hancock	115	6.2	66	3	20.0	30	9.1	82	5.4
Harrison	79	6.0	71	1	11.1	28	12.7	50	4.6
Hendricks	308	6.7	59	0	0.0	59	9.9	249	6.3
Henry	89	8.6	39	2	50.0	35	15.8	52	6.4
Howard	114	4.3	86	0	0.0	21	4.9	93	4.2
Huntington	136	11.4	14	3	75.0	27	15.3	106	10.5
Jackson	126	7.3	55	4	40.0	24	11.2	98	6.6
Jasper	104	8.5	40	1	14.3	28	15.7	75	7.2
Jay	21	3.6	88	0	0.0	7	8.1	14	2.9
Jefferson	56	5.3	76	3	37.5	14	9.0	39	4.4
Jennings	58	7.5	52	3	30.0	17	16.5	38	5.7
Johnson	211	5.8	74	1	8.3	53	9.1	157	5.1
Knox	75	8.1	42	2	28.6	25	14.5	48	6.4
Kosciusko	167	6.1	69	1	7.1	36	8.7	130	5.6
LaGrange	123	12.0	10	3	33.3	20	15.0	100	11.3
Lake	2,276	13.1	7	15	30.6	557	19.5	1,704	11.7
LaPorte	457	12.0	9	4	19.0	98	15.7	355	11.2
Lawrence	97	6.2	65	1	8.3	30	12.0	66	5.1
Madison	222	5.3	77	3	23.1	41	6.8	178	5.0

Table 2.3. *(continued)*

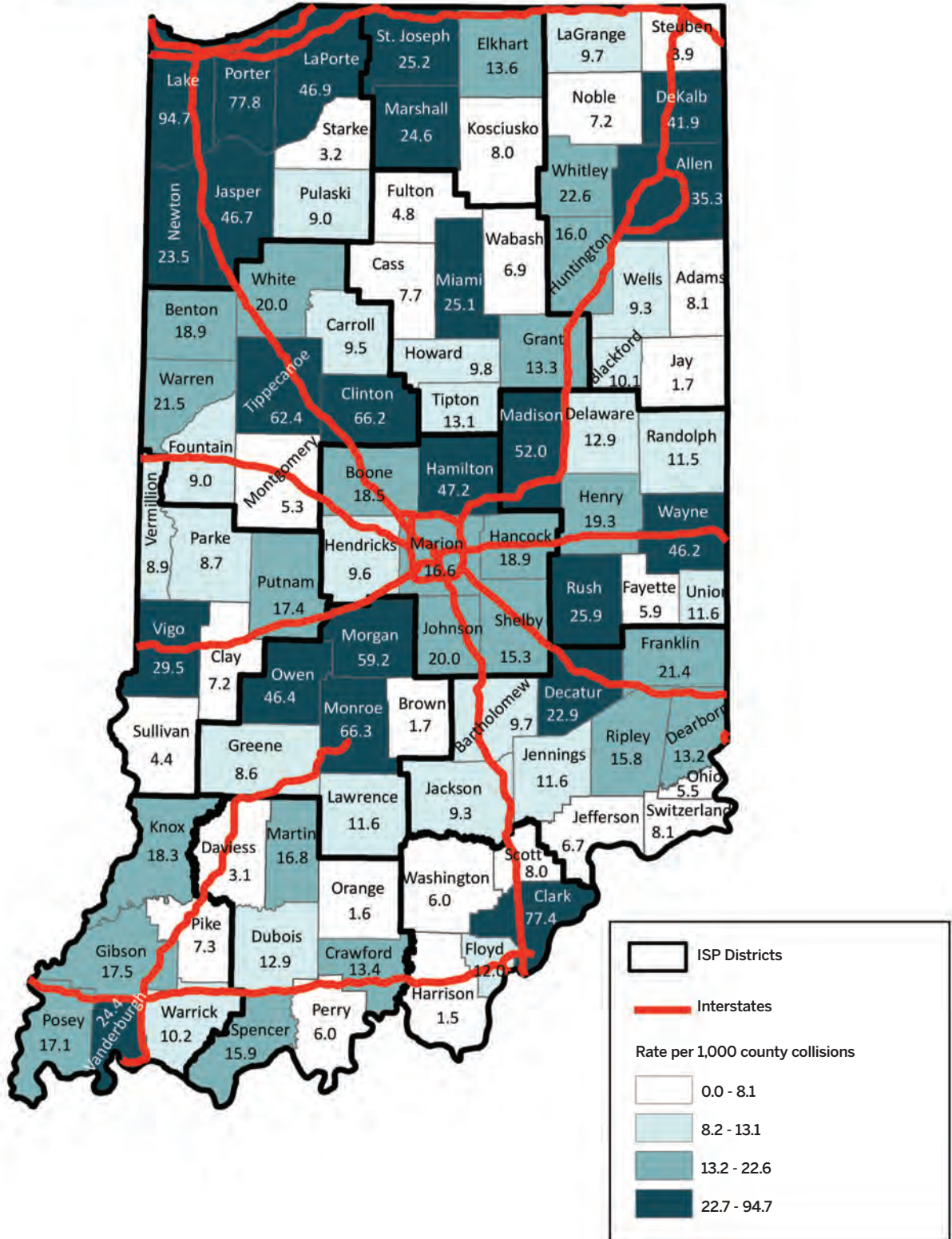|	All collisions			Fatal		Non-fatal injury		Property damage only	
	Speed-related collisions	Speed-related as % of total collisions	County rank (on %)	Count	Speed-related as % of total fatal collisions	Count	Speed-related as % of total non-fatal injury collisions	Count	Speed-related as % of total property damage collisions
Marion	2,762	7.5	53	18	18.4	689	10.9	2,055	6.7
Marshall	141	8.9	37	0	0.0	30	14.7	111	8.1
Martin	22	18.5	1	0	0.0	5	17.9	17	19.1
Miami	106	9.9	29	0	0.0	20	14.1	86	9.3
Monroe	399	9.3	33	1	12.5	107	14.3	291	8.2
Montgomery	77	6.9	58	1	25.0	15	9.0	61	6.4
Morgan	191	9.8	30	2	50.0	50	16.4	139	8.5
Newton	34	8.9	38	2	33.3	7	9.9	25	8.2
Noble	146	10.5	22	0	0.0	25	12.8	121	10.2
Ohio	11	6.0	70	1	100.0	4	13.8	6	3.9
Orange	30	4.9	80	0	0.0	8	9.3	22	4.2
Owen	37	6.1	67	0	0.0	11	13.1	26	5.1
Parke	35	7.6	50	1	50.0	6	10.3	28	7.0
Perry	45	9.0	34	0	0.0	15	21.4	30	7.0
Pike	11	8.0	45	1	100.0	4	11.8	6	5.9
Porter	546	10.6	21	2	8.0	123	13.3	421	10.0
Posey	66	11.3	18	0	0.0	20	32.8	46	8.8
Pulaski	28	6.3	64	0	0.0	10	19.2	18	4.6
Putnam	139	13.4	3	4	50.0	38	26.0	97	11.0
Randolph	20	3.8	87	1	14.3	7	9.3	12	2.7
Ripley	49	6.0	72	1	20.0	16	15.2	32	4.5
Rush	27	7.8	48	0	0.0	7	13.0	20	6.8
St. Joseph	862	9.5	31	11	45.8	154	10.6	697	9.2
Scott	33	5.3	78	0	0.0	12	9.2	21	4.3
Shelby	134	10.3	25	1	14.3	39	15.7	94	8.9
Spencer	28	5.0	79	1	16.7	5	4.9	22	4.8
Starke	51	8.2	41	1	33.3	12	14.8	38	7.1
Steuben	157	10.3	24	2	40.0	23	17.6	132	9.5
Sullivan	16	3.5	89	2	100.0	3	4.3	11	2.9
Switzerland	14	11.3	17	0	0.0	3	15.8	11	10.7
Tippecanoe	961	13.2	6	5	26.3	191	18.5	765	12.3
Tipton	66	17.2	2	2	50.0	25	29.1	39	13.3
Union	2	2.3	92	1	50.0	0	0.0	1	1.4
Vanderburgh	195	2.9	91	3	15.8	53	4.0	139	2.5
Vermillion	38	11.3	16	2	40.0	9	25.7	27	9.1
Vigo	217	5.7	75	1	7.7	42	7.3	174	5.4
Wabash	70	8.0	44	0	0.0	18	14.6	52	7.0
Warren	31	13.3	4	1	33.3	7	28.0	23	11.2
Warrick	112	7.1	56	3	60.0	22	10.3	87	6.4
Washington	32	4.8	82	2	18.2	10	9.8	20	3.6
Wayne	141	6.1	68	2	28.6	23	8.0	116	5.7
Wells	82	10.9	19	0	0.0	17	16.2	65	10.1
White	90	10.0	26	2	40.0	21	15.8	67	8.8
Whitley	111	10.9	20	1	14.3	33	22.6	77	8.9
Unknown	1	N/A	N/A	0	N/A	0	N/A	1	N/A

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

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) *Non-fatal* 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, 2017

Median percent = 7.9	Mean percent = 8.2	n = 18,318 speed-related collisions

Lake 13.1
Porter 10.6
LaPorte 12.0
St. Joseph 9.5
Elkhart 11.7
LaGrange 12.0
Steuben 10.3
Marshall 8.9
Kosciusko 6.1
Noble 10.5
DeKalb 11.6
Starke 8.2
Whitley 10.9
Allen 8.9
Newton 8.9
Jasper 8.5
Pulaski 6.3
Fulton 7.8
Wabash 8.0
Huntington 11.4
Wells 10.9
Adams 6.9
White 10.0
Cass 6.5
Miami 9.9
Benton 4.4
Carroll 12.5
Howard 4.3
Grant 11.4
Blackford 7.4
Jay 3.6
Warren 13.3
Tippecanoe 13.2
Clinton 10.4
Tipton 17.2
Madison 5.3
Delaware 7.9
Randolph 3.8
Fountain 9.9
Montgomery 6.9
Boone 6.4
Hamilton 4.6
Henry 8.6
Wayne 6.1
Vermillion
Parke 7.6
Hendricks 6.7
Marion 7.5
Hancock 6.2
Rush 7.8
Fayette 3.4
Union 2.3
11.3
Putnam 13.4
Johnson 5.8
Shelby 10.3
Franklin 11.5
Vigo 5.7
Clay 7.9
Owen 6.1
Morgan 9.8
Decatur 13.3
Sullivan 3.5
Greene 7.6
Monroe 9.3
Brown 9.4
Bartholomew 6.7
Jennings 7.5
Ripley 6.0
Dearborn 8.1
Lawrence 6.2
Jackson 7.3
Ohio 6.1
Jefferson 5.3
Switzerland 11.3
Knox 8.1
Daviess 10.0
Martin 18.5
Washington 4.8
Scott 5.3
Clark 4.6
Orange 4.9
Pike 8.0
Dubois 6.3
Crawford 5.9
Floyd 4.9
Harrison 6.1
Gibson 8.9
Posey 11.3
Vanderburgh 2.9
Warrick 7.1
Spencer 5.0
Perry 9.0

ISP Districts

Percent speed-related collisions
0.0 - 6.0
6.1 - 7.8
7.9 - 10.3
10.4 - 18.5

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Table 2.4. Indiana collisions involving an alcohol-impaired driver, by severity and county, 2017

County	Total Count	Total Alcohol-impaired as % of total collisions	Fatal Count	Fatal Alcohol-impaired as % of total fatal collisions	Non-fatal injury Count	Non-fatal injury Alcohol-impaired as % of total non-fatal injury collisions	Property damage Count	Property damage Alcohol-impaired as % of total property damage collisions
All counties	4,449	2.0	88	10.6	1,231	3.6	3,130	1.7
Mean	48	2.5	1	10.8	13	4.3	34	2.1
Median	25	2.2	0	0.0	7	3.8	18	1.9
Minimum	2	0.7	0	0.0	0	0.0	1	0.3
Maximum	513	9.5	11	100.0	152	14.7	355	7.8
Adams	18	2.4	1	12.5	0	0.0	17	2.7
Allen	391	2.8	11	27.5	118	4.8	262	2.3
Bartholomew	41	2.0	1	6.7	12	2.2	28	1.9
Benton	5	3.1	0	0.0	0	0.0	5	3.6
Blackford	7	2.4	0	0.0	0	0.0	7	2.7
Boone	42	2.0	0	0.0	8	3.1	34	1.9
Brown	18	3.0	0	0.0	3	3.4	15	3.0
Carroll	16	3.0	0	0.0	4	5.3	12	2.7
Cass	25	1.9	0	0.0	3	1.7	22	2.0
Clark	71	1.6	0	0.0	15	2.3	56	1.5
Clay	20	2.9	0	0.0	7	5.6	13	2.3
Clinton	27	2.3	1	9.1	6	4.1	20	2.0
Crawford	6	1.6	1	50.0	0	0.0	5	1.5
Daviess	14	4.4	2	33.3	5	6.1	7	3.0
Dearborn	33	1.8	1	14.3	6	2.7	26	1.6
Decatur	24	2.7	0	0.0	6	5.0	18	2.4
DeKalb	39	2.8	1	25.0	12	5.9	26	2.2
Delaware	77	1.9	0	0.0	19	3.0	58	1.7
Dubois	44	2.8	0	0.0	12	5.7	32	2.4
Elkhart	133	1.8	3	12.5	23	2.4	107	1.6
Fayette	9	1.8	0	0.0	2	3.1	7	1.6
Floyd	60	2.1	4	40.0	11	3.1	45	1.8
Fountain	13	2.9	0	0.0	0	0.0	13	3.4
Franklin	17	3.3	1	25.0	2	2.5	14	3.3
Fulton	11	1.7	1	33.3	0	0.0	10	1.8
Gibson	27	2.5	1	6.3	8	4.5	18	2.0
Grant	41	1.8	1	12.5	13	4.4	27	1.3
Greene	14	1.5	1	9.1	4	3.1	9	1.1
Hamilton	160	1.8	3	30.0	44	4.0	113	1.5
Hancock	32	1.7	3	20.0	11	3.4	18	1.2
Harrison	26	2.0	0	0.0	4	1.8	22	2.0
Hendricks	88	1.9	0	0.0	20	3.4	68	1.7
Henry	31	3.0	0	0.0	9	4.1	22	2.7
Howard	51	1.9	3	27.3	18	4.2	30	1.4
Huntington	23	1.9	1	25.0	10	5.6	12	1.2
Jackson	32	1.9	1	10.0	7	3.3	24	1.6
Jasper	34	2.8	0	0.0	11	6.2	23	2.2
Jay	13	2.3	0	0.0	4	4.7	9	1.8
Jefferson	14	1.3	1	12.5	2	1.3	11	1.2
Jennings	14	1.8	0	0.0	3	2.9	11	1.7
Johnson	68	1.9	0	0.0	21	3.6	47	1.5
Knox	25	2.7	2	28.6	10	5.8	13	1.7
Kosciusko	53	1.9	0	0.0	18	4.3	35	1.5
LaGrange	34	3.3	0	0.0	10	7.5	24	2.7
Lake	360	2.1	8	16.3	113	4.0	239	1.6
LaPorte	140	3.7	3	14.3	52	8.3	85	2.7
Lawrence	19	1.2	0	0.0	2	0.8	17	1.3
Madison	96	2.3	3	23.1	23	3.8	70	2.0

continued on next page

Table 2.4. *(continued)*

County	Total		Fatal		Non-fatal injury		Property damage	
	Count	Alcohol-impaired as % of total collisions	Count	Alcohol-impaired as % of total fatal collisions	Count	Alcohol-impaired as % of total non-fatal injury collisions	Count	Alcohol-impaired as % of total property damage collisions
Marion	513	1.4	6	6.1	152	2.4	355	1.2
Marshall	35	2.2	0	0.0	11	5.4	24	1.7
Martin	2	1.7	0	0.0	1	3.6	1	1.1
Miami	29	2.7	0	0.0	8	5.6	21	2.3
Monroe	75	1.7	0	0.0	20	2.7	55	1.6
Montgomery	17	1.5	0	0.0	7	4.2	10	1.0
Morgan	44	2.3	0	0.0	19	6.2	25	1.5
Newton	17	4.4	2	33.3	6	8.5	9	2.9
Noble	37	2.7	0	0.0	13	6.6	24	2.0
Ohio	4	2.2	1	100.0	1	3.4	2	1.3
Orange	16	2.6	0	0.0	7	8.1	9	1.7
Owen	13	2.2	0	0.0	3	3.6	10	1.9
Parke	11	2.4	1	50.0	3	5.2	7	1.7
Perry	16	3.2	0	0.0	2	2.9	14	3.3
Pike	13	9.5	0	0.0	5	14.7	8	7.8
Porter	159	3.1	0	0.0	54	5.8	105	2.5
Posey	18	3.1	0	0.0	3	4.9	15	2.9
Pulaski	3	0.7	0	0.0	2	3.8	1	0.3
Putnam	25	2.4	1	12.5	10	6.8	14	1.6
Randolph	15	2.9	0	0.0	6	8.0	9	2.1
Ripley	18	2.2	0	0.0	3	2.9	15	2.1
Rush	11	3.2	0	0.0	0	0.0	11	3.8
St. Joseph	141	1.6	3	12.5	24	1.7	114	1.5
Scott	14	2.2	1	20.0	3	2.3	10	2.0
Shelby	36	2.8	0	0.0	7	2.8	29	2.8
Spencer	21	3.7	1	16.7	9	8.8	11	2.4
Starke	12	1.9	0	0.0	5	6.2	7	1.3
Steuben	29	1.9	0	0.0	6	4.6	23	1.7
Sullivan	13	2.9	2	100.0	2	2.9	9	2.4
Switzerland	2	1.6	0	0.0	1	5.3	1	1.0
Tippecanoe	136	1.9	3	15.8	31	3.0	102	1.6
Tipton	17	4.4	2	50.0	5	5.8	10	3.4
Union	5	5.8	0	0.0	2	13.3	3	4.3
Vanderburgh	98	1.4	1	5.3	30	2.3	67	1.2
Vermillion	11	3.3	0	0.0	3	8.6	8	2.7
Vigo	73	1.9	3	23.1	20	3.5	50	1.6
Wabash	34	3.9	0	0.0	14	11.4	20	2.7
Warren	3	1.3	0	0.0	0	0.0	3	1.5
Warrick	30	1.9	0	0.0	11	5.1	19	1.4
Washington	26	3.9	1	9.1	7	6.9	18	3.2
Wayne	48	2.1	0	0.0	10	3.5	38	1.9
Wells	15	2.0	0	0.0	7	6.7	8	1.2
White	18	2.0	0	0.0	2	1.5	16	2.1
Whitley	20	2.0	1	14.3	5	3.4	14	1.6
Unknown	1	N/A	0	N/A	0	N/A	1	N/A

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

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) *Non-fatal* 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.

County	Rate
LaPorte	18.3
St. Joseph	8.2
Elkhart	10.6
LaGrange	18.7
Steuben	11.8
Lake	11.3
Porter	12.7
Marshall	10.9
Kosciusko	9.6
Noble	11.4
DeKalb	12.5
Starke	6.9
Whitley	8.0
Allen	15.7
Newton	15.9
Jasper	13.9
Pulaski	3.2
Fulton	7.5
Wabash	14.8
Huntington	8.6
Wells	7.3
Adams	8.3
White	10.0
Cass	9.8
Miami	12.2
Benton	8.1
Carroll	10.6
Howard	8.7
Grant	9.1
Blackford	7.7
Jay	9.2
Warren	4.6
Tippecanoe	12.8
Clinton	12.3
Tipton	14.4
Madison	10.8
Delaware	10.8
Randolph	8.3
Fountain	10.5
Montgomery	6.4
Boone	8.4
Hamilton	6.8
Henry	9.3
Wayne	10.7
Parke	10.2
Vermillion	9.5
Hendricks	7.5
Marion	9.0
Hancock	5.5
Rush	8.9
Fayette	5.4
Union	9.1
Putnam	10.0
Vigo	10.9
Clay	10.5
Owen	8.2
Morgan	8.3
Johnson	6.1
Shelby	11.1
Franklin	9.6
Decatur	12.7
Sullivan	9.4
Greene	6.0
Monroe	9.3
Brown	14.3
Bartholomew	7.2
Ripley	8.4
Dearborn	8.6
Jennings	6.9
Ohio	9.0
Knox	10.1
Daviess	7.4
Martin	2.7
Lawrence	5.7
Jackson	10.5
Jefferson	6.2
Switzerland	2.9
Scott	8.4
Orange	11.3
Washington	12.9
Clark	8.8
Pike	14.2
Dubois	13.7
Crawford	7.7
Floyd	10.8
Gibson	11.3
Harrison	8.9
Posey	9.4
Vanderburgh	8.2
Warrick	6.5
Spencer	13.9
Perry	12.2

Median rate = 9.4

Mean rate = 9.7

n = 4,457 alcohol-impaired drivers

Rate per 10,000 licensed drivers

	0.0 - 8.0
	8.1 - 9.3
	9.4 - 11.1
	11.2 - 18.7

Map 2.5. Percentage of county collisions that involved deer, 2017

Median percent = 15.6   Mean percent = 15.4   n = 15,626 deer-involved collisions

County	Value
LaPorte	8.5
St. Joseph	3.6
Elkhart	5.0
LaGrange	21.2
Steuben	28.1
Lake	1.4
Porter	6.8
Marshall	20.2
Kosciusko	15.2
Noble	23.8
DeKalb	19.6
Starke	30.9
Whitley	20.1
Allen	3.2
Newton	24.0
Jasper	17.0
Pulaski	47.5
Fulton	24.4
Wabash	20.2
White	16.6
Cass	17.2
Miami	17.7
Huntington	17.6
Wells	12.9
Adams	14.3
Benton	16.4
Carroll	23.9
Howard	4.6
Grant	7.9
Blackford	14.5
Jay	22.4
Warren	37.8
Tippecanoe	4.4
Clinton	10.0
Tipton	10.7
Madison	3.7
Delaware	4.6
Randolph	14.8
Fountain	20.5
Montgomery	16.8
Boone	5.3
Hamilton	2.4
Henry	9.5
Wayne	8.3
Vermillion	20.5
Parke	33.6
Putnam	18.1
Hendricks	4.0
Marion	0.4
Hancock	5.7
Rush	17.9
Fayette	9.3
Union	5.8
Vigo	6.2
Clay	15.4
Owen	19.9
Morgan	9.0
Johnson	3.7
Shelby	8.7
Decatur	10.6
Franklin	19.1
Sullivan	21.3
Greene	32.3
Monroe	4.6
Brown	19.1
Bartholomew	8.8
Jennings	13.0
Ripley	22.3
Dearborn	16.2
Ohio	27.3
Lawrence	12.4
Jackson	15.0
Jefferson	9.2
Switzerland	16.9
Knox	15.2
Daviess	13.8
Martin	19.3
Scott	15.1
Washington	26.2
Clark	5.4
Orange	29.7
Pike	11.7
Dubois	15.1
Crawford	34.3
Floyd	5.5
Gibson	12.5
Harrison	24.5
Posey	20.0
Vanderburgh	2.8
Warrick	17.0
Spencer	25.8
Perry	22.2

ISP Districts

Percent deer-involved collisions
- 0.0 - 8.3
- 8.4 - 15.2
- 15.3 - 20.2
- 20.3 - 47.5

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Map 2.6. Work zone collisions per 1,000 total county collisions, 2017

| Median rate = 13.1 | Mean rate = 19.9 | n = 7,056 work zone collisions |

Lake 94.7
Porter 77.8
LaPorte 46.9
St. Joseph 25.2
Elkhart 13.6
LaGrange 9.7
Steuben 3.9
Newton 23.5
Jasper 46.7
Starke 3.2
Marshall 24.6
Kosciusko 8.0
Noble 7.2
DeKalb 41.9
Pulaski 9.0
Fulton 4.8
Whitley 22.6
Allen 35.3
Benton 18.9
White 20.0
Cass 7.7
Wabash 6.9
Huntington 16.0
Wells 9.3
Adams 8.1
Warren 21.5
Tippecanoe 62.4
Carroll 9.5
Miami 25.1
Howard 9.8
Grant 13.3
Blackford 10.1
Jay 1.7
Fountain 9.0
Montgomery 5.3
Clinton 66.2
Tipton 13.1
Madison 52.0
Delaware 12.9
Randolph 11.5
Vermillion
Parke 8.7
Boone 18.5
Hamilton 47.2
Henry 19.3
Wayne 46.2
Vermillion 8.9
Putnam 17.4
Hendricks 9.6
Marion 16.6
Hancock 18.9
Rush 25.9
Fayette 5.9
Union 11.6
Vigo 29.5
Clay 7.2
Owen 46.4
Morgan 59.2
Johnson 20.0
Shelby 15.3
Franklin 21.4
Sullivan 4.4
Greene 8.6
Monroe 66.3
Brown 1.7
Bartholomew 9.7
Decatur 22.9
Ripley 15.8
Dearborn 13.2
Knox 18.3
Daviess 3.1
Martin 16.8
Lawrence 11.6
Jackson 9.3
Jennings 11.6
Ohio 5.5
Jefferson 6.7
Switzerland 8.1
Orange 1.6
Washington 6.0
Scott 8.0
Clark 77.4
Gibson 17.5
Pike 7.3
Dubois 12.9
Crawford 13.4
Floyd 12.0
Harrison 1.5
Posey 17.1
Vanderburgh 24.4
Warrick 10.2
Spencer 15.9
Perry 6.0

Legend

ISP Districts

Interstates

Rate per 1,000 county collisions

	0.0 - 8.1
	8.2 - 13.1
	13.2 - 22.6
	22.7 - 94.7

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Table 2.5. Passenger vehicle occupants injured in Indiana collisions, by injury status, restraint use, and county, 2017

	Fatal			Incapacitating			Non-incapacitating		
	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained
All counties	607	310	51.1	17,250	2,564	14.9	24,340	2,018	8.3
Mean	7	3	46.6	188	28	19.6	265	22	13.4
Median	5	2	50.0	102	19	18	76	8	10
Minimum	0	0	0.0	11	0	0.0	6	0	0.0
Maximum	59	39	100.0	1,841	247	60.9	6,495	665	83.3
Adams	4	2	50.0	40	6	15.0	72	7	9.7
Allen	21	13	61.9	986	131	13.3	1,991	171	8.6
Bartholomew	10	7	70.0	308	36	11.7	390	40	10.3
Benton	1	1	100.0	19	3	15.8	12	3	25.0
Blackford	0	0	0.0	30	9	30.0	10	2	20.0
Boone	5	2	40.0	190	30	15.8	120	12	10.0
Brown	4	0	0.0	42	13	31.0	49	4	8.2
Carroll	2	1	50.0	57	13	22.8	26	6	23.1
Cass	8	4	50.0	92	10	10.9	104	20	19.2
Clark	14	9	64.3	401	47	11.7	439	29	6.6
Clay	3	1	33.3	114	35	30.7	38	6	15.8
Clinton	10	6	60.0	120	20	16.7	64	5	7.8
Crawford	1	1	100.0	22	9	40.9	21	3	14.3
Daviess	5	1	20.0	56	18	32.1	31	11	35.5
Dearborn	6	6	100.0	221	46	20.8	73	7	9.6
Decatur	0	0	0.0	74	27	36.5	57	7	12.3
DeKalb	3	2	66.7	113	16	14.2	98	5	5.1
Delaware	4	3	75.0	404	36	8.9	425	21	4.9
Dubois	2	1	50.0	102	19	18.6	142	9	6.3
Elkhart	16	7	43.8	665	56	8.4	509	15	2.9
Fayette	4	3	75.0	39	8	20.5	39	1	2.6
Floyd	9	6	66.7	212	18	8.5	218	8	3.7
Fountain	0	0	0.0	41	16	39.0	26	3	11.5
Franklin	3	0	0.0	64	13	20.3	17	3	17.6
Fulton	2	1	50.0	53	10	18.9	24	4	16.7
Gibson	14	6	42.9	140	25	17.9	83	12	14.5
Grant	5	2	40.0	167	48	28.7	157	28	17.8
Greene	9	5	55.6	97	24	24.7	56	15	26.8
Hamilton	7	1	14.3	614	47	7.7	774	18	2.3
Hancock	13	5	38.5	289	30	10.4	155	13	8.4
Harrison	6	2	33.3	180	31	17.2	82	6	7.3
Hendricks	5	2	40.0	408	70	17.2	320	40	12.5
Henry	3	2	66.7	172	24	14.0	107	3	2.8
Howard	7	3	42.9	298	46	15.4	244	21	8.6
Huntington	2	2	100.0	101	13	12.9	107	9	8.4
Jackson	8	3	37.5	143	33	23.1	122	24	19.7
Jasper	6	3	50.0	133	29	21.8	80	5	6.3
Jay	2	1	50.0	34	13	38.2	79	7	8.9
Jefferson	8	6	75.0	115	28	24.3	80	23	28.8
Jennings	8	4	50.0	72	17	23.6	49	8	16.3
Johnson	10	3	30.0	442	51	11.5	305	13	4.3
Knox	7	6	85.7	121	18	14.9	84	9	10.7
Kosciusko	13	7	53.8	35	6	17.1	460	29	6.3
LaGrange	5	3	60.0	23	14	60.9	114	18	15.8
Lake	35	22	62.9	1,841	189	10.3	1,685	82	4.9
LaPorte	22	9	40.9	372	41	11.0	375	21	5.6
Lawrence	8	2	25.0	174	35	20.1	131	11	8.4
Madison	10	2	20.0	485	50	10.3	243	12	4.9

Table 2.5. *(continued)*

	Fatal			Incapacitating			Non-incapacitating		
	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained	Total	Unrestrained	% Unrestrained
Marion	59	39	66.1	1,269	247	19.5	6,495	665	10.2
Marshall	2	1	50.0	102	23	22.5	140	18	12.9
Martin	2	0	0.0	17	7	41.2	12	0	0.0
Miami	7	2	28.6	125	26	20.8	61	8	13.1
Monroe	5	2	40.0	389	84	21.6	450	65	14.4
Montgomery	5	2	40.0	110	27	24.5	80	5	6.3
Morgan	3	2	66.7	238	40	16.8	149	8	5.4
Newton	6	3	50.0	55	19	34.5	22	4	18.2
Noble	7	5	71.4	120	29	24.2	137	23	16.8
Ohio	1	1	100.0	14	5	0.0	16	0	0.0
Orange	1	1	100.0	47	15	31.9	42	8	19.0
Owen	4	2	50.0	43	13	30.2	58	14	24.1
Parke	3	1	33.3	49	6	12.2	18	6	33.3
Perry	1	0	0.0	49	16	32.7	34	6	17.6
Pike	0	0	0.0	29	5	17.2	10	2	20.0
Porter	17	5	29.4	519	41	7.9	619	27	4.4
Posey	1	0	0.0	38	10	26.3	26	10	38.5
Pulaski	4	1	25.0	43	18	41.9	19	2	10.5
Putnam	7	3	42.9	114	21	18.4	52	13	25.0
Randolph	7	2	28.6	56	11	19.6	35	2	5.7
Ripley	6	2	33.3	93	20	21.5	44	4	9.1
Rush	0	0	0.0	35	4	11.4	24	7	29.2
St. Joseph	17	10	58.8	778	71	9.1	950	61	6.4
Scott	3	2	66.7	112	18	16.1	71	5	7.0
Shelby	3	1	33.3	159	25	15.7	113	11	9.7
Spencer	5	1	20.0	81	25	30.9	49	7	14.3
Starke	2	2	100.0	103	19	18.4	17	2	11.8
Steuben	4	0	0.0	87	6	6.9	80	10	12.5
Sullivan	2	2	100.0	51	19	37.3	27	8	29.6
Switzerland	0	0	0.0	14	3	21.4	7	2	28.6
Tippecanoe	14	9	64.3	113	9	8.0	1,081	43	4.0
Tipton	3	1	33.3	61	7	11.5	46	1	2.2
Union	2	2	100.0	11	0	0.0	10	2	20.0
Vanderburgh	12	2	16.7	80	10	12.5	1,543	63	4.1
Vermillion	5	4	80.0	35	8	22.9	16	8	50.0
Vigo	8	7	87.5	423	45	10.6	241	17	7.1
Wabash	0	0	0.0	95	10	10.5	63	12	19.0
Warren	3	2	66.7	21	7	33.3	6	5	83.3
Warrick	4	2	50.0	42	5	11.9	232	16	6.9
Washington	9	7	77.8	81	20	24.7	42	1	2.4
Wayne	2	0	0.0	163	19	11.7	147	5	3.4
Wells	2	2	100.0	59	5	8.5	60	7	11.7
White	4	0	0.0	94	14	14.9	52	6	11.5
Whitley	5	2	40.0	112	5	4.5	57	0	0.0

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Non-incapacitating* injuries include those reported as *non-incapacitating* and *possible.*
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 2.7. Percentage of unrestrained injured passenger vehicle occupants in Indiana collisions by county, 2017

Lake 8.0
Porter 6.1
LaPorte 8.8
St. Joseph 7.8
Elkhart 6.2
LaGrange 23.8
Steuben 10.0
Newton 29.5
Jasper 16.2
Starke 19.0
Marshall 16.5
Kosciusko 8.2
Noble 20.1
DeKalb 10.5
Pulaski 32.9
Fulton 18.6
Whitley 3.9
Allen 10.5
Benton 20.6
White 13.4
Cass 15.9
Miami 17.7
Wabash 13.1
Huntington 11.2
Wells 10.7
Adams 12.0
Warren 47.1
Tippecanoe 5.0
Carroll 23.3
Howard 12.8
Grant 22.8
Blackford 27.9
Jay 18.6
Fountain 28.0
Montgomery 16.0
Clinton 14.6
Tipton 7.6
Madison 8.0
Delaware 6.9
Randolph 14.3
Vermillion 35.8
Parke 17.6
Putnam 21.0
Boone 14.2
Hamilton 4.0
Henry 9.5
Wayne 7.3
Hendricks 15.1
Marion 12.0
Hancock 10.2
Vigo 10.0
Clay 27.1
Owen 28.0
Morgan 13.1
Johnson 8.5
Shelby 14.6
Rush 17.2
Fayette 13.0
Union 16.0
Franklin 18.1
Sullivan 35.1
Greene 27.2
Monroe 17.8
Brown 18.2
Bartholomew 11.3
Decatur 23.3
Ripley 17.9
Dearborn 18.9
Jennings 21.5
Ohio 21.9
Knox 14.8
Daviess 32.0
Martin 21.9
Lawrence 15.4
Jackson 22.2
Jefferson 27.9
Switzerland 21.7
Scott 14.0
Orange 25.8
Washington 19.1
Clark 10.0
Pike 16.7
Dubois 11.2
Crawford 28.9
Floyd 6.9
Gibson 16.7
Posey 29.9
Vanderburgh 4.2
Warrick 8.3
Spencer 23.5
Perry 28.4
Harrison 14.3

Percent unrestrained injured occupants

	3.9 - 10.4
	10.5 - 16.0
	16.1 - 21.9
	22.0 - 47.1

Median percent unrestrained = 16.0

Mean percent unrestrained = 17.0

n = 44,891 passenger vehicle occupants injured in collisions

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Table 2.6. Young drivers (ages 15-20) involved in Indiana collisions, by injury status and county, 2017

County	All drivers in collisions	Young drivers in collisions									
		Total		Fatal		Incapacitating		Non-incapacitating		Other/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	**341,914**	**44,633**	**13.1**	**47**	**0.1**	**1,637**	**3.7**	**2,467**	**5.5**	**40,482**	**90.7**
Mean	3,716	485	14.4	1	0.2	18	5.7	27	5.4	440	88.6
Median	1,471	210	14.3	0	0.0	11	4.8	11	4.6	189	90.2
Minimum	130	20	10.2	0	0.0	1	0.0	0	0.0	15	62.5
Maximum	62,565	6,382	18.9	4	5.0	110	20.0	515	25.0	5,766	96.3
Adams	1,012	145	14.3	1	0.7	5	3.4	11	7.6	128	88.3
Allen	22,005	3,244	14.7	1	0.0	92	2.8	197	6.1	2,954	91.1
Bartholomew	3,343	454	13.6	0	0.0	32	7.0	45	9.9	377	83.0
Benton	190	30	15.8	0	0.0	6	20.0	3	10.0	21	70.0
Blackford	390	54	13.8	0	0.0	6	11.1	0	0.0	48	88.9
Boone	3,031	387	12.8	1	0.3	19	4.9	17	4.4	350	90.4
Brown	757	105	13.9	1	1.0	5	4.8	12	11.4	87	82.9
Carroll	665	103	15.5	0	0.0	12	11.7	9	8.7	82	79.6
Cass	1,843	232	12.6	1	0.4	12	5.2	13	5.6	206	88.8
Clark	7,188	859	12.0	0	0.0	27	3.1	50	5.8	782	91.0
Clay	1,029	141	13.7	0	0.0	10	7.1	3	2.1	128	90.8
Clinton	1,604	248	15.5	0	0.0	17	6.9	6	2.4	225	90.7
Crawford	436	48	11.0	1	2.1	4	8.3	3	6.3	40	83.3
Daviess	453	65	14.3	0	0.0	6	9.2	5	7.7	54	83.1
Dearborn	2,652	421	15.9	1	0.2	41	9.7	9	2.1	370	87.9
Decatur	1,231	193	15.7	0	0.0	10	5.2	11	5.7	172	89.1
DeKalb	2,026	288	14.2	0	0.0	12	4.2	18	6.3	258	89.6
Delaware	6,282	985	15.7	0	0.0	56	5.7	43	4.4	886	89.9
Dubois	2,230	363	16.3	1	0.3	13	3.6	31	8.5	318	87.6
Elkhart	11,987	1,581	13.2	3	0.2	72	4.6	38	2.4	1,468	92.9
Fayette	764	97	12.7	1	1.0	4	4.1	3	3.1	89	91.8
Floyd	4,673	647	13.8	0	0.0	18	2.8	21	3.2	608	94.0
Fountain	577	85	14.7	0	0.0	3	3.5	3	3.5	79	92.9
Franklin	653	120	18.4	0	0.0	11	9.2	4	3.3	105	87.5
Fulton	803	121	15.1	0	0.0	4	3.3	6	5.0	111	91.7
Gibson	1,630	234	14.4	1	0.4	15	6.4	18	7.7	200	85.5
Grant	3,330	437	13.1	0	0.0	17	3.9	14	3.2	406	92.9
Greene	1,196	156	13.0	0	0.0	11	7.1	11	7.1	134	85.9
Hamilton	15,303	2,172	14.2	0	0.0	62	2.9	81	3.7	2,029	93.4
Hancock	3,083	499	16.2	0	0.0	23	4.6	18	3.6	458	91.8
Harrison	1,822	266	14.6	0	0.0	21	7.9	15	5.6	230	86.5
Hendricks	7,516	1,209	16.1	0	0.0	46	3.8	46	3.8	1,117	92.4
Henry	1,516	199	13.1	0	0.0	17	8.5	10	5.0	172	86.4
Howard	4,388	598	13.6	1	0.2	30	5.0	28	4.7	539	90.1
Huntington	1,642	235	14.3	0	0.0	10	4.3	12	5.1	213	90.6
Jackson	2,395	322	13.4	0	0.0	15	4.7	16	5.0	291	90.4
Jasper	1,652	230	13.9	0	0.0	9	3.9	9	3.9	212	92.2
Jay	774	94	12.1	1	1.1	3	3.2	15	16.0	75	79.8
Jefferson	1,591	239	15.0	0	0.0	9	3.8	14	5.9	216	90.4
Jennings	1,121	161	14.4	1	0.6	7	4.3	5	3.1	148	91.9
Johnson	6,297	918	14.6	0	0.0	40	4.4	24	2.6	854	93.0
Knox	1,340	225	16.8	0	0.0	15	6.7	15	6.7	195	86.7
Kosciusko	4,110	588	14.3	2	0.3	5	0.9	49	8.3	532	90.5
LaGrange	1,357	201	14.8	2	1.0	2	1.0	15	7.5	182	90.5
Lake	28,411	3,010	10.6	1	0.0	110	3.7	130	4.3	2,769	92.0
LaPorte	5,484	664	12.1	1	0.2	30	4.5	40	6.0	593	89.3
Lawrence	2,210	343	15.5	0	0.0	25	7.3	27	7.9	291	84.8
Madison	6,467	786	12.2	2	0.3	34	4.3	21	2.7	729	92.7

Table 2.6. (continued)

County	All drivers in collisions	Young drivers in collisions									
		Total		Fatal		Incapacitating		Non-incapacitating		Other/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
Marion	62,565	6,382	10.2	4	0.1	97	1.5	515	8.1	5,766	90.3
Marshall	2,193	311	14.2	1	0.3	16	5.1	15	4.8	279	89.7
Martin	155	24	15.5	0	0.0	3	12.5	6	25.0	15	62.5
Miami	1,466	190	13.0	1	0.5	9	4.7	8	4.2	172	90.5
Monroe	6,411	1,098	17.1	0	0.0	27	2.5	50	4.6	1,021	93.0
Montgomery	1,607	264	16.4	0	0.0	14	5.3	9	3.4	241	91.3
Morgan	3,062	517	16.9	1	0.2	29	5.6	19	3.7	468	90.5
Newton	482	78	16.2	0	0.0	9	11.5	5	6.4	64	82.1
Noble	1,883	270	14.3	2	0.7	10	3.7	11	4.1	247	91.5
Ohio	212	33	15.6	0	0.0	6	18.2	3	9.1	24	72.7
Orange	777	105	13.5	0	0.0	4	3.8	4	3.8	97	92.4
Owen	840	117	13.9	0	0.0	4	3.4	7	6.0	106	90.6
Parke	543	80	14.7	0	0.0	8	10.0	3	3.8	69	86.3
Perry	691	107	15.5	0	0.0	6	5.6	9	8.4	92	86.0
Pike	185	35	18.9	0	0.0	5	14.3	0	0.0	30	85.7
Porter	8,280	1,046	12.6	2	0.2	47	4.5	67	6.4	930	88.9
Posey	772	114	14.8	0	0.0	5	4.4	4	3.5	105	92.1
Pulaski	546	69	12.6	0	0.0	6	8.7	3	4.3	60	87.0
Putnam	1,403	217	15.5	2	0.9	12	5.5	6	2.8	197	90.8
Randolph	701	109	15.5	2	1.8	6	5.5	6	5.5	95	87.2
Ripley	1,124	204	18.1	1	0.5	14	6.9	8	3.9	181	88.7
Rush	471	75	15.9	0	0.0	2	2.7	2	2.7	71	94.7
St. Joseph	13,968	1,679	12.0	1	0.1	36	2.1	68	4.1	1,574	93.7
Scott	973	149	15.3	0	0.0	9	6.0	4	2.7	136	91.3
Shelby	1,849	230	12.4	0	0.0	17	7.4	17	7.4	196	85.2
Spencer	776	114	14.7	0	0.0	8	7.0	4	3.5	102	89.5
Starke	841	98	11.7	0	0.0	7	7.1	2	2.0	89	90.8
Steuben	1,958	216	11.0	0	0.0	4	1.9	9	4.2	203	94.0
Sullivan	609	103	16.9	0	0.0	3	2.9	4	3.9	96	93.2
Switzerland	155	27	17.4	0	0.0		0.0	1	3.7	26	96.3
Tippecanoe	11,087	1,584	14.3	2	0.1	12	0.8	125	7.9	1,445	91.2
Tipton	545	72	13.2	0	0.0	7	9.7	6	8.3	59	81.9
Union	130	20	15.4	1	5.0		0.0	1	5.0	18	90.0
Vanderburgh	12,015	1,560	13.0	1	0.1	7	0.4	145	9.3	1,407	90.2
Vermillion	438	64	14.6	0	0.0	9	14.1	0	0.0	55	85.9
Vigo	5,750	812	14.1	0	0.0	44	5.4	29	3.6	739	91.0
Wabash	1,213	166	13.7	1	0.6	11	6.6	5	3.0	149	89.8
Warren	272	42	15.4	0	0.0	2	4.8	1	2.4	39	92.9
Warrick	2,413	360	14.9	0	0.0	1	0.3	38	10.6	321	89.2
Washington	927	127	13.7	0	0.0	8	6.3	7	5.5	112	88.2
Wayne	3,324	411	12.4	0	0.0	15	3.6	10	2.4	386	93.9
Wells	1,084	184	17.0	0	0.0	11	6.0	17	9.2	156	84.8
White	1,284	183	14.3	1	0.5	18	9.8	8	4.4	156	85.2
Whitley	1,475	185	12.5	0	0.0	16	8.6	12	6.5	157	84.9

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

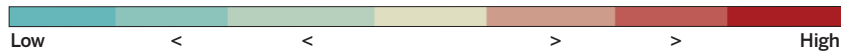Notes:
1) *Non-incapacitating* injuries include those reported as *non-incapacitating* and *possible* injuries.
2) *Other/no injury* counts include injury type values identified as *not reported, refused, unknown,* invalid and missing codes.

Median rate = 108.5   Mean rate = 109.9   n = 41,364 young drivers

Rate per 1,000 licensed young drivers	
☐ ISP Districts	
(white)	0 - 85.6
(light)	85.7 - 108.1
(medium)	108.2 - 129.4
(dark)	129.5 - 198.9

County rates shown on map:

LaPorte 122.4, St. Joseph 132.5, Elkhart 147.8, LaGrange 102.3, Steuben 129.3, Lake 130.9, Porter 108.1, Marshall 114.6, Kosciusko 135.8, Noble 96.6, DeKalb 111.7, Starke 82.1, Whitley 95.7, Allen 159.2, Newton 93.9, Jasper 112.3, Pulaski 94.8, Fulton 110.4, Wabash 96.1, Huntington 124.4, Wells 112.3, Adams 85.0, White 133.2, Cass 110.2, Miami 102.5, Benton 61.0, Carroll 88.3, Howard 136.4, Grant 141.7, Blackford 81.9, Jay 83.9, Warren 81.4, Tippecanoe 197.2, Clinton 127.9, Tipton 75.6, Madison 127.4, Delaware 198.9, Randolph 80.4, Fountain 87.6, Montgomery 130.3, Boone 85.6, Hamilton 98.5, Henry 78.0, Wayne 135.6, Vermillion 75.7, Parke 108.8, Hendricks 111.6, Marion 172.8, Hancock 103.2, Rush 78.5, Fayette 79.8, Union 44.6, Putnam 112.4, Vigo 171.2, Clay 99.7, Owen 100.6, Morgan 121.0, Johnson 100.7, Shelby 96.2, Franklin 77.8, Decatur 129.4, Monroe 193.1, Brown 132.6, Bartholomew 105.1, Ripley 107.3, Dearborn 130.0, Sullivan 87.9, Greene 85.2, Jennings 100.8, Ohio 111.9, Lawrence 134.5, Jackson 133.0, Jefferson 137.2, Switzerland 55.7, Knox 122.1, Daviess 40.2, Martin 39.5, Scott 122.5, Orange 93.3, Washington 82.6, Clark 149.4, Pike 52.2, Dubois 127.3, Crawford 83.6, Floyd 146.4, Harrison 119.2, Gibson 123.5, Warrick 92.2, Perry 116.7, Posey 77.4, Vanderburgh 196.0, Spencer 89.6

Table 2.7. Indiana collisions involving motorcycles, by severity and county, 2017

County	Total		Fatal		Non-fatal injury		Property damage only	
	Count	Motorcycle collisions as % of total collisions	Count	Motorcycle collisions as % of total fatal collisions	Count	Motorcycle collisions as % of total non-fatal injury collisions	Count	Motorcycle collisions as % of total property damage collisions
All counties	**3,131**	**1.4**	**144**	**13.8**	**1,998**	**5.8**	**989**	**0.5**
Mean	34	1.8	2	17.3	22	7.8	11	0.7
Median	18	1.6	1	14.3	12	7.0	5	0.5
Minimum	0	0.0	0	0.0	0	0.0	0	0.0
Maximum	374	5.6	13	100.0	251	26.3	111	2.9
Adams	11	1.5	3	37.5	6	6.1	2	0.3
Allen	208	1.5	13	32.5	143	5.8	52	0.4
Bartholomew	45	2.2	2	13.3	36	6.5	7	0.5
Benton	0	0.0	0	0.0	0	0.0	0	0.0
Blackford	7	2.4	1	100.0	3	9.7	3	1.1
Boone	25	1.2	2	28.6	14	5.4	9	0.5
Brown	31	5.2	2	28.6	18	20.7	11	2.2
Carroll	13	2.5	0	0.0	10	13.3	3	0.7
Cass	23	1.8	0	0.0	20	11.1	3	0.3
Clark	46	1.0	1	7.1	29	4.4	16	0.4
Clay	17	2.4	0	0.0	14	11.2	3	0.5
Clinton	17	1.5	0	0.0	11	7.6	6	0.6
Crawford	5	1.3	0	0.0	3	6.8	2	0.6
Daviess	2	0.6	0	0.0	2	2.4	0	0.0
Dearborn	22	1.2	0	0.0	15	6.8	7	0.4
Decatur	13	1.5	0	0.0	8	6.7	5	0.7
DeKalb	24	1.7	1	25.0	16	7.9	7	0.6
Delaware	53	1.3	2	25.0	38	6.0	13	0.4
Dubois	27	1.7	2	40.0	17	8.1	8	0.6
Elkhart	128	1.7	5	20.8	69	7.1	54	0.8
Fayette	6	1.2	0	0.0	3	4.6	3	0.7
Floyd	38	1.3	2	20.0	21	5.8	15	0.6
Fountain	6	1.4	0	0.0	6	10.3	0	0.0
Franklin	20	3.9	1	25.0	13	16.5	6	1.4
Fulton	12	1.9	1	33.3	6	9.4	5	0.9
Gibson	16	1.5	3	18.8	6	3.4	7	0.8
Grant	55	2.4	2	25.0	34	11.6	19	0.9
Greene	14	1.5	1	9.1	9	7.0	4	0.5
Hamilton	89	1.0	3	30.0	49	4.4	37	0.5
Hancock	21	1.1	1	6.7	15	4.6	5	0.3
Harrison	28	2.1	4	44.4	19	8.6	5	0.5
Hendricks	48	1.0	1	12.5	27	4.6	20	0.5
Henry	15	1.4	0	0.0	9	4.1	6	0.7
Howard	51	1.9	3	27.3	30	7.0	18	0.8
Huntington	18	1.5	1	25.0	14	7.9	3	0.3
Jackson	29	1.7	1	10.0	17	7.9	11	0.7
Jasper	16	1.3	1	14.3	11	6.2	4	0.4
Jay	8	1.4	0	0.0	4	4.7	4	0.8
Jefferson	27	2.6	1	12.5	14	9.0	12	1.4
Jennings	8	1.0	0	0.0	5	4.9	3	0.5
Johnson	35	1.0	0	0.0	19	3.3	16	0.5
Knox	20	2.2	1	14.3	17	9.8	2	0.3
Kosciusko	43	1.6	2	14.3	28	6.7	13	0.6
LaGrange	21	2.0	2	22.2	12	9.0	7	0.8
Lake	173	1.0	3	6.1	100	3.5	70	0.5
LaPorte	46	1.2	1	4.8	32	5.1	13	0.4
Lawrence	39	2.5	2	16.7	25	10.0	12	0.9
Madison	65	1.6	3	23.1	44	7.3	18	0.5

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Table 2.7. *(continued)*

County	Total		Fatal		Non-fatal injury		Property damage only	
	Count	Motorcycle collisions as % of total collisions	Count	Motorcycle collisions as % of total fatal collisions	Count	Motorcycle collisions as % of total non-fatal injury collisions	Count	Motorcycle collisions as % of total property damage collisions
Marion	374	1.0	12	12.2	251	4.0	111	0.4
Marshall	19	1.2	2	33.3	14	6.9	3	0.2
Martin	3	2.5	0	0.0	3	10.7	0	0.0
Miami	26	2.4	2	28.6	12	8.5	12	1.3
Monroe	67	1.6	4	50.0	48	6.4	15	0.4
Montgomery	18	1.6	0	0.0	14	8.4	4	0.4
Morgan	29	1.5	1	25.0	16	5.2	12	0.7
Newton	7	1.8	1	16.7	5	7.0	1	0.3
Noble	20	1.4	0	0.0	15	7.7	5	0.4
Ohio	5	2.7	0	0.0	3	10.3	2	1.3
Orange	15	2.5	0	0.0	8	9.3	7	1.3
Owen	17	2.8	0	0.0	12	14.3	5	1.0
Parke	14	3.0	0	0.0	9	15.5	5	1.2
Perry	9	1.8	0	0.0	8	11.4	1	0.2
Pike	2	1.5	0	0.0	2	5.9	0	0.0
Porter	91	1.8	6	24.0	64	6.9	21	0.5
Posey	9	1.5	1	33.3	6	9.8	2	0.4
Pulaski	2	0.4	0	0.0	0	0.0	2	0.5
Putnam	15	1.4	0	0.0	11	7.5	4	0.5
Randolph	9	1.7	1	14.3	6	8.0	2	0.5
Ripley	12	1.5	0	0.0	4	3.8	8	1.1
Rush	5	1.4	0	0.0	2	3.7	3	1.0
St. Joseph	130	1.4	7	29.2	84	5.8	39	0.5
Scott	13	2.1	0	0.0	9	6.9	4	0.8
Shelby	21	1.6	1	14.3	14	5.6	6	0.6
Spencer	10	1.8	1	16.7	7	6.9	2	0.4
Starke	14	2.3	2	66.7	7	8.6	5	0.9
Steuben	20	1.3	0	0.0	13	9.9	7	0.5
Sullivan	9	2.0	0	0.0	4	5.7	5	1.3
Switzerland	7	5.6	2	100.0	5	26.3	0	0.0
Tippecanoe	107	1.5	5	26.3	71	6.9	31	0.5
Tipton	8	2.1	1	25.0	4	4.7	3	1.0
Union	4	4.7	0	0.0	2	13.3	2	2.9
Vanderburgh	108	1.6	7	36.8	75	5.7	26	0.5
Vermillion	5	1.5	0	0.0	3	8.6	2	0.7
Vigo	66	1.7	4	30.8	33	5.7	29	0.9
Wabash	10	1.1	1	100.0	6	4.9	3	0.4
Warren	5	2.1	0	0.0	4	16.0	1	0.5
Warrick	13	0.8	0	0.0	9	4.2	4	0.3
Washington	20	3.0	2	18.2	12	11.8	6	1.1
Wayne	58	2.5	3	42.9	27	9.4	28	1.4
Wells	16	2.1	1	25.0	12	11.4	3	0.5
White	16	1.8	1	20.0	11	8.3	4	0.5
Whitley	19	1.9	2	28.6	12	8.2	5	0.6

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Percent calculations represent the percent of total county collisions (presented in Table 2.1) in each injury category that involved a *motorcycle* or *moped*.
2) *Non-fatal* injury collisions include collisions with *incapacitating, non-incapacitating* and *possible* injuries.
3) Motorcycles are defined as vehicles reported as *motorcycle, moped, class A* and *B motor driven cycles,* and *motorized bicycle* riders.

Map 2.9. Percentage of county collisions that involved a motorcycle, 2017

| Median percent = 1.6 | Mean percent = 1.8 | n = 3,131 motorcycle-involved crashes |

ISP Districts

Percent of total county collisions

	0.0 - 1.3
	1.4 - 1.6
	1.7 - 2.1
	2.2 - 5.6

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Map 2.10. Percentage of county collisions that involved a hit-and-run driver, 2017
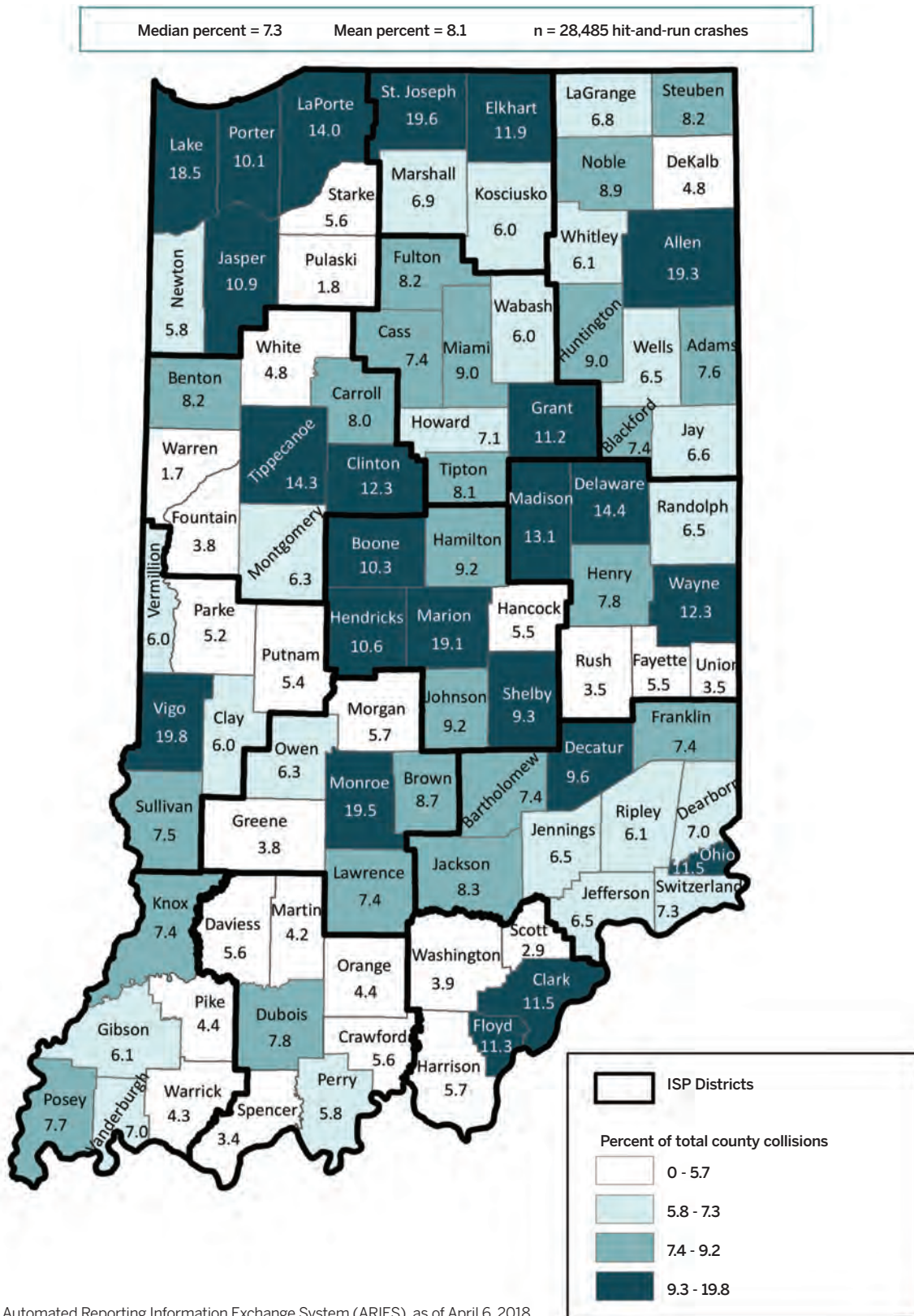
Median percent = 7.3   Mean percent = 8.1   n = 28,485 hit-and-run crashes

ISP Districts

Percent of total county collisions

- 0 - 5.7
- 5.8 - 7.3
- 7.4 - 9.2
- 9.3 - 19.8

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Table 2.8. County ranks by collision metric, 2017

Low ▮▮▮▮▮ High

County	Collision metric						County rank composite
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcycle collisions as % of total collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers as % of total drivers in collisions	
Adams	86	68	91	64	37	6	74
Allen	73	49	26	70	31	43	60
Bartholomew	40	64	31	61	20	67	54
Benton	20	80	65	92	1	12	44
Blackford	16	89	84	80	78	7	76
Boone	83	58	46	78	54	58	86
Brown	85	26	10	1	78	11	19
Carroll	14	29	59	62	37	5	16
Cass	19	22	54	15	37	10	3
Clark	77	83	69	74	28	86	90
Clay	34	75	12	58	61	28	42
Clinton	58	40	24	22	32	23	12
Crawford	36	21	62	3	1	81	15
Daviess	47	43	1	24	73	15	13
Dearborn	69	54	44	41	1	26	30
Decatur	1	23	75	35	78	60	46
DeKalb	42	17	41	44	21	73	31
Delaware	76	37	78	69	16	14	59
Dubois	84	62	23	50	37	30	55
Elkhart	81	8	85	56	49	76	79
Fayette	55	88	42	82	16	69	74
Floyd	66	79	52	77	21	63	80
Fountain	59	45	39	36	78	36	61
Franklin	52	3	35	7	78	4	5
Fulton	70	51	87	37	37	83	82
Gibson	11	52	13	51	50	49	25
Grant	41	34	68	23	54	77	65
Greene	21	39	64	85	35	35	50
Hamilton	88	73	60	86	77	64	92
Hancock	71	61	53	66	59	29	70
Harrison	8	76	73	39	61	32	57
Hendricks	65	56	79	79	54	21	76
Henry	26	24	11	8	21	66	2
Howard	27	71	33	19	50	56	36
Huntington	51	19	77	38	1	44	26
Jackson	74	47	47	54	60	72	76
Jasper	25	50	51	52	37	53	42
Jay	50	92	89	55	37	84	89
Jefferson	45	82	80	6	16	52	51
Jennings	12	77	40	83	37	16	38
Johnson	89	72	57	40	67	41	83
Knox	80	41	18	42	13	2	11
Kosciusko	24	46	70	72	36	25	47
LaGrange	46	2	49	60	32	34	23
Lake	68	12	63	88	30	90	73
LaPorte	39	28	19	53	53	89	51
Lawrence	53	65	83	11	71	61	72
Madison	72	66	36	47	73	74	84

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Table 2.8. *(continued)*

| | Low | High | | | | | |

County	Collision metric						County rank composite
	Fatalities per 100K population	Speed-related collisions as % of total collisions	Alcohol-impaired collisions as % of total collisions	Motorcycle collisions as % of total collisions	Unrestrained passenger vehicle injuries as % total injuries	Young drivers as % of total drivers in collisions	
Marion	64	55	71	81	27	92	88
Marshall	31	33	15	84	37	70	44
Martin	30	6	14	2	78	85	21
Miami	61	10	25	10	69	57	28
Monroe	62	42	66	34	54	8	39
Montgomery	44	53	50	75	54	13	57
Morgan	28	59	55	13	21	33	18
Newton	23	32	8	48	37	55	13
Noble	78	13	30	30	19	22	10
Ohio	7	35	5	71	1	24	1
Orange	67	70	67	87	1	48	71
Owen	18	87	21	25	37	78	39
Parke	3	20	32	9	61	59	7
Perry	87	57	16	18	78	37	61
Pike	2	5	9	59	78	9	4
Porter	60	25	27	43	68	71	64
Posey	82	4	6	57	78	50	49
Pulaski	43	36	90	32	71	87	81
Putnam	91	9	58	20	50	39	41
Randolph	9	91	4	29	69	51	34
Ripley	6	63	48	14	61	42	29
Rush	37	60	92	89	78	27	87
St. Joseph	79	31	74	68	34	88	85
Scott	4	78	43	26	21	40	20
Shelby	15	16	29	16	61	54	9
Spencer	49	81	17	91	73	3	67
Starke	22	44	45	12	1	82	16
Steuben	5	14	76	67	78	80	69
Sullivan	32	74	28	27	1	68	26
Switzerland	35	85	3	4	78	17	22
Tippecanoe	90	7	61	65	28	31	53
Tipton	29	1	82	33	61	18	24
Union	92	69	20	5	1	1	8
Vanderburgh	75	90	81	63	76	62	91
Vermillion	33	11	2	28	14	91	5
Vigo	54	84	72	45	12	47	67
Wabash	10	30	38	21	78	79	36
Warren	17	15	88	90	21	45	48
Warrick	56	67	34	73	37	19	55
Washington	63	86	7	49	15	20	32
Wayne	48	38	37	17	78	75	61
Wells	13	48	86	46	1	46	32
White	57	18	56	31	78	65	66
Whitley	38	27	22	76	54	38	35

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) 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.
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) *Motorcycle* collisions defined as collisions with at least one *motorcycle, moped, class A and B motor driven cycles*, or *motorized bicycle* is involved.
4) Young drivers are drivers ages 15 to 20.
5) Ties received the same rank.
6) County rank composite is the rank of the average county rankings across the six collision metrics presented in previous tables.
7) Color scale depicts rankings from high (1) to low (92) for each individual collision metric.

Map 2.11. County rank, composite (average, six metrics), 2017

ISP Districts

Rank quartile

	70 - 92 (best)
	47 - 69
	24 - 46
	1 - 23 (worst)

Sources: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: Duplicate ranks indicate tie values in composite ranking calculations.

COLLISIONS

COLLISIONS, 2017

This section summaries single-year (2016 to 2017) and five-year (2013-2017) collision trends in Indiana. In 2017, 219,112 traffic collisions occurred in Indiana, a 2.1 percent decrease from 2016. Fatal collisions increased 7.5 percent from 776 in 2016 to 834 in 2017. From 2013 to 2017, total collisions rose 3.2 percent annually (Table 3.1). The rate of fatal collisions increased slightly from 3.5 per 1,000 collisions in 2016 to 3.8 per 1,000 in 2017 (Figure 3.1).

Non-motorists

In 2017, collisions involving pedestrians fell 9.7 percent from 2016. The rate of pedestrian collisions per 1,000 collisions decreased slightly. Collisions involving pedalcyclists decreased by 11.2 percent from a five-year high of 1,021 in 2016 to 814 in 2017. The rate of collisions involving pedalcyclists also decreased from 4.1 per 1,000 collisions to 3.7 per 1,000 between 2016 and 2017 (Figure 3.2).

Month, Day, and Time

The largest number of collisions per month in 2017 occurred in the late fall and early winter (October, November, and December). In 2017, December accounted for the largest monthly total collisions. June and July accounted for the highest monthly fatal collisions (Table 3.2).

Collisions were most common on weekdays from 3pm - 5:59pm. In 2017, the highest proportion of fatal collisions occurred on Thursdays, Fridays, and Saturdays between the hours of 3am and 5:59am, and on Saturdays between 9pm and 11:59pm (Table 3.3).

On average, monthly counts of daytime collisions are higher than counts of nighttime collisions. Average monthly daytime collisions in 2017 were 12,621 compared to 5,638 nighttime collisions (Figure 3.3). Both daytime and nighttime counts exceeded monthly averages in late fall and early winter months of October, November, December, and January (Figure 3.3). Monthly average fatal collisions are slightly higher during the day (36) than at night (34). The lowest number of daytime and nighttime fatal collisions occurred in February and January, respectively (Figure 3.4).

In 2017, *alcohol-impaired* collisions represented 2.0 percent of all collisions (Table 3.4). Collisions that involved speeding accounted for 8.4 percent of total collisions, and *hit-and-run* collisions accounted for 13.0 percent of total collisions. *Speed-related* collisions were proportionally most likely to occur in 2017 during January and December. The highest proportion of *alcohol-impaired* collisions occurred in January, February, and March. In 2017, *speed-related* collisions represented 22.1 percent (184 of 834) of fatal collisions; *alcohol-impaired* collisions accounted for 10.6 percent (88 of 834) of fatal collisions (not shown in table).

With regard to time of day, the highest proportion of *hit-and-run, alcohol-impaired*, and *speed-related* collisions occurred from 12am – 5:59am across all days of the week, in particular on Saturday and Sunday (Table 3.5). *Distracted, any type* collisions were highest during the afternoon period (noon to 5:59pm) most days of the week.

Primary Factor

In 2017, driver-related factors accounted for 87 percent of collisions and 96 percent of fatal collisions (calculated from Table 3.6). *Driver unsafe*

actions represented the largest number of collisions in 2017. Within the *driver unsafe actions* category, primary factors classified as f*ollowing too closely* and *failure to yield right of way* accounted for the most collisions. Proportional to all fatal collisions, *ran off road* was the most common primary factor within the *driver loss of control* category. Rates of fatal injury collisions were higher among primary factors attributed to driver actions (4.2) than those with primary factors attributed to vehicles or the environment. In 2017, 10.7 of 1,000 collisions where the driver was identified with a *loss of control* were fatal injury collisions (Table 3.6).

Fatal collisions were less likely than non-fatal collisions to have been attributed to *driver unsafe actions. Driver loss of control* accounted for 27 percent of all fatal collisions, but only 10 percent of non-fatal collisions. Environmental factors (10 percent) were more likely to have been the primary factor in non-fatal collisions than in fatal collisions (Figure 3.5).

Census Locale and Road Class

Fatal injury collisions are more likely to occur in non-urban areas. In 2017, 36 percent of all fatal collisions occurred in *exurban* and *rural* areas, compared to 13 percent of total collisions (Figure 3.6). The *exurban* and *rural* rates of fatal collisions per 1,000 were 10.3 and 7.8, respectively, compared to 2.2 per 1,000 in *urban* areas. Accordingly, fatal injury collisions are less likely to occur on local/city roads than other road class types, and rates of fatal injury collisions were higher on *US routes, county roads,* and *state roads* than on other road types (Figure 3.7).

Road Parameters and Manner of Collisions

When observing collisions by junction type, 71 percent of fatal collisions occurred at road segments with *no junction* (calculated from table). Collisions that occurred on a curved road had a higher rate of fatal injury per 1,000 collisions (8.3 in 2017) than those on a *straight* road (3.4) (Table 3.7). *Rear end* as the manner of collision accounted for 25 percent of all collisions. *Ran off road* crashes accounted for 36 percent of fatal collisions (calculated from table), and had a fatal injury per 1,000 collision rate of 9.7 in 2017 (Table 3.8).

Traffic Control Type and Environmental Conditions

Collisions that involved traffic control type identified as *no passing zone* had the highest rate of fatal injury collisions per 1,000 collisions (15.8) (Table 3.9). Fifty-four percent of fatal collisions occurred on *daylight* roads. Collisions on roads that were *dark (not lighted)* had the highest rate of fatal injury collisions (7.7 per 1,000 collisions). *Severe cross wind* (9.3) had the highest rate of fatal injury collisions per 1,000 collisions (Table 3.10).

Work Zone Collisions

From 2013 to 2017, the number of collisions occurring in work zones rose from 2,878 to a five-year high of 6,370 in 2017. The work zone collision rate was 29.1 per 1,000 collisions in 2017, up from 24.5 in 2016 (Figure 3.8). In 2017, the fatal injury collision rate for work zones (3.6) was only slightly lower than for non-work zone collisions (3.8). More than half of all work zone collisions occur within *lane closure* areas. Work zone collisions occurring in the construction type of *cross over/lane shift* had the highest rate of fatal injury collisions, followed by lane closure (Table 3.11).

In 2017, work zone collision rates per 1,000 total collisions were highest in *suburban* (37.5) areas. Fatal injury collision rates were also higher in *suburban* (9.2 per 1,000 work zone collisions) areas than other locales (Figure 3.9). Work zone collision rates were highest on *interstates* (167.5) and lowest on *county roads* (5.0). In 2017, rates of fatal injury collisions were highest on *county roads* (9.2 per 1,000 work zone collisions) (Figure 3.10).

While the majority of 2017 work zone collisions (73 percent, calculated from table) occurred during *daylight*, fatal injury work zone collision rates

were highest at *dark (not lighted)* (7.0). The weather condition with the highest rate of fatal injury in work zone collisions was clear (4.1 per 1,000 collisions) (Table 3.12). *Lane control* collisions (3,831) represented the largest number of work zone collisions that occurred under traffic control type, but the highest rate of fatal injury in work zone collision rates occurred under *flashing signal/overhead beacon* (90.9 per 1,000 collisions) (Table 3.13).

Table 3.1. Indiana traffic collisions, by collision severity, 2013-2017

| | 2013 | 2014 | 2015 | 2016 | 2017 | Annual rate of change | |
						2016-17	2013-17
All collisions	193,236	205,769	216,492	223,905	219,112	-2.1%	3.2%
Fatal	710	704	751	776	834	7.5%	4.1%
Non-fatal	32,852	33,860	34,468	35,336	34,219	-3.2%	1.0%
Property damage only	159,674	171,205	181,273	187,793	184,059	-2.0%	3.6%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Figure 3.1. Indiana fatal traffic collisions, 2013-2017
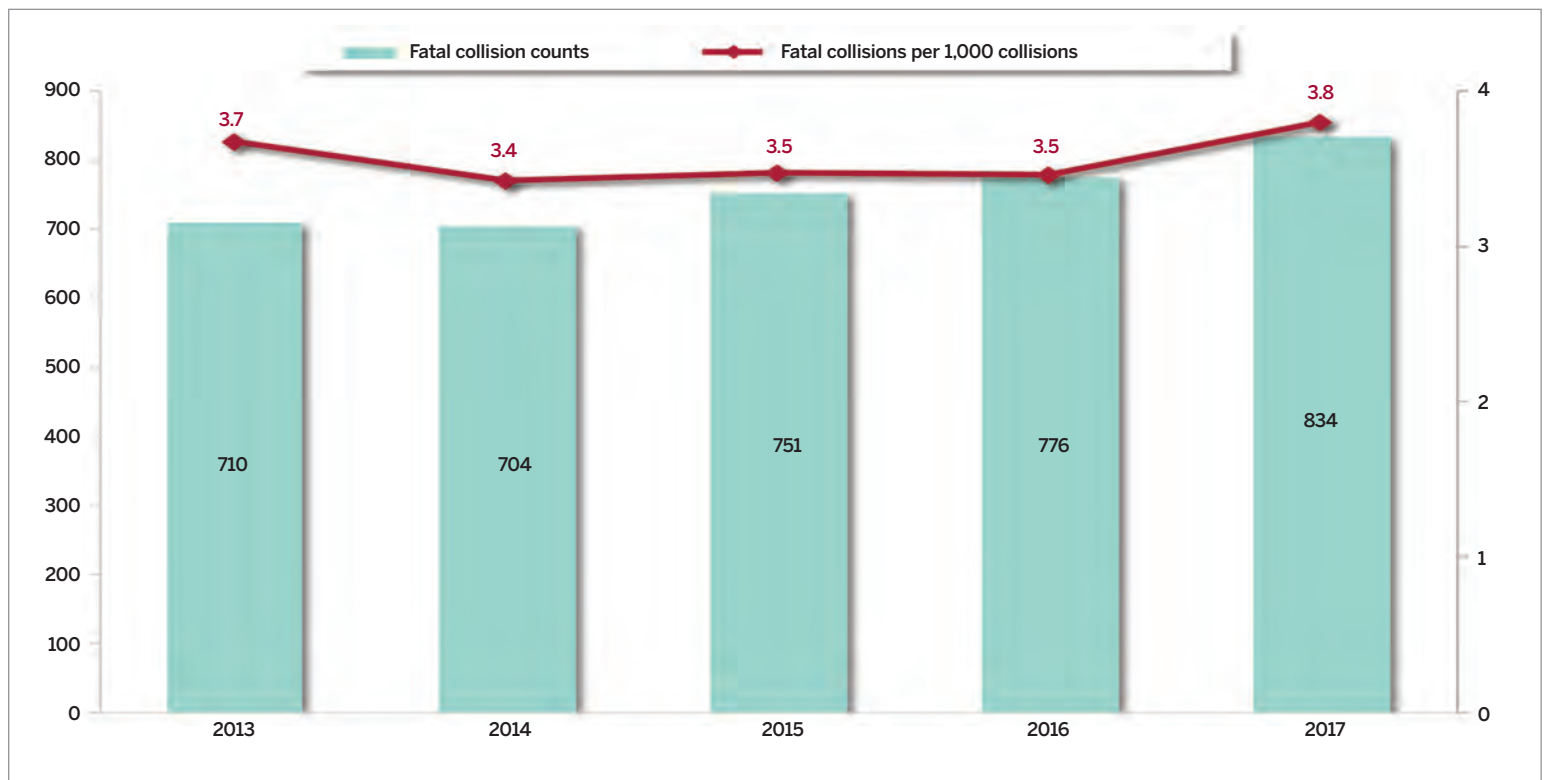
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Figure 3.2. Indiana collisions involving pedestrians and pedalcyclists, 2013-2017
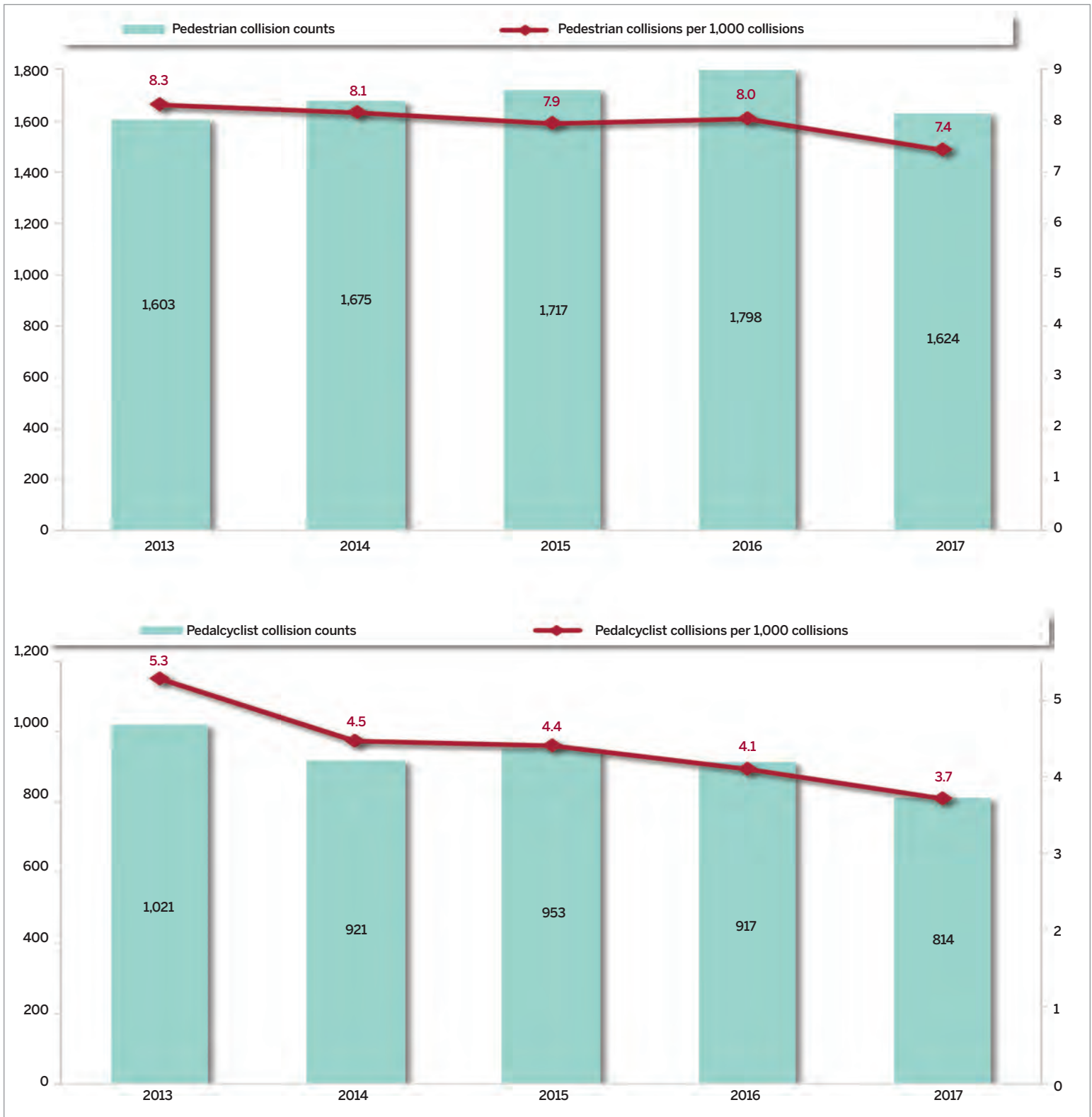
Pedestrian collision counts ● **Pedestrian collisions per 1,000 collisions**

Year	Pedestrian collision counts	Pedestrian collisions per 1,000 collisions
2013	1,603	8.3
2014	1,675	8.1
2015	1,717	7.9
2016	1,798	8.0
2017	1,624	7.4

Pedalcyclist collision counts ● **Pedalcyclist collisions per 1,000 collisions**

Year	Pedalcyclist collision counts	Pedalcyclist collisions per 1,000 collisions
2013	1,021	5.3
2014	921	4.5
2015	953	4.4
2016	917	4.1
2017	814	3.7

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Table 3.2. Indiana traffic collisions, by month, 2016-2017

Month	Fatal collisions			Total collisions			% Change (2016-17)	
	2016	2017	Change	2016	2017	Change	Fatal	Total
Jan	51	50	-1	19,370	17,268	-2,102	-2.0%	-10.9%
Feb	53	50	-3	17,782	14,564	-3,218	-5.7%	-18.1%
Mar	65	75	10	16,382	16,962	580	15.4%	3.5%
Apr	56	59	3	17,532	17,023	-509	5.4%	-2.9%
May	63	76	13	18,052	19,441	1,389	20.6%	7.7%
Jun	66	96	30	17,883	18,993	1,110	45.5%	6.2%
Jul	69	94	25	17,688	17,143	-545	36.2%	-3.1%
Aug	60	68	8	19,335	17,711	-1,624	13.3%	-8.4%
Sep	70	75	5	18,637	17,938	-699	7.1%	-3.8%
Oct	72	72	0	19,484	19,968	484	0.0%	2.5%
Nov	78	58	-20	20,521	20,060	-461	-25.6%	-2.2%
Dec	73	61	-12	21,239	22,041	802	-16.4%	3.8%
Total	776	834	58	223,905	219,112	-4,793	7.5%	-2.1%

Low < < > > High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Table 3.3. Indiana traffic collisions, by day of the week, and time of day, 2017

Day of the week	Time of day								All hours
	12am - 2:59am	3am - 5:59am	6am - 8:59am	9am - 11:59am	12pm - 2:59pm	3pm - 5:59pm	6pm - 8:59pm	9pm - 11:59pm	
Total collisions	8,988	9,794	28,704	28,681	39,869	54,203	31,300	17,573	219,112
Sunday	2,091	1,495	1,452	2,888	4,778	4,721	4,024	2,127	23,576
Monday	966	1,337	4,808	3,965	5,468	7,921	4,174	2,099	30,738
Tuesday	994	1,300	5,176	4,137	5,528	8,374	4,248	2,087	31,844
Wednesday	953	1,336	5,079	4,241	5,713	8,896	4,600	2,258	33,076
Thursday	958	1,356	5,327	4,250	5,715	8,674	4,456	2,339	33,075
Friday	1,167	1,426	4,816	4,691	6,840	10,300	5,433	3,351	38,024
Saturday	1,859	1,544	2,046	4,509	5,827	5,317	4,365	3,312	28,779
Fatal collisions	64	85	73	95	131	131	135	120	834
Sunday	13	11	4	11	17	17	25	19	117
Monday	8	10	10	11	14	17	22	10	102
Tuesday	6	9	8	14	19	19	17	10	102
Wednesday	5	7	13	18	18	14	17	14	106
Thursday	9	15	18	13	19	18	16	11	119
Friday	7	16	12	12	21	25	18	20	131
Saturday	16	17	8	16	23	21	20	36	157
% Fatal	0.71%	0.87%	0.25%	0.33%	0.33%	0.24%	0.43%	0.68%	0.38%
Sunday	0.62%	0.74%	0.28%	0.38%	0.36%	0.36%	0.62%	0.89%	0.50%
Monday	0.83%	0.75%	0.21%	0.28%	0.26%	0.21%	0.53%	0.48%	0.33%
Tuesday	0.60%	0.69%	0.15%	0.34%	0.34%	0.23%	0.40%	0.48%	0.32%
Wednesday	0.52%	0.52%	0.26%	0.42%	0.32%	0.16%	0.37%	0.62%	0.32%
Thursday	0.94%	1.11%	0.34%	0.31%	0.33%	0.21%	0.36%	0.47%	0.36%
Friday	0.60%	1.12%	0.25%	0.26%	0.31%	0.24%	0.33%	0.60%	0.34%
Saturday	0.86%	1.10%	0.39%	0.35%	0.39%	0.39%	0.46%	1.09%	0.55%

Low High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Data limited to collisions where day and time were reported

Figure 3.3. Indiana traffic collisions, by month and day/night, 2017
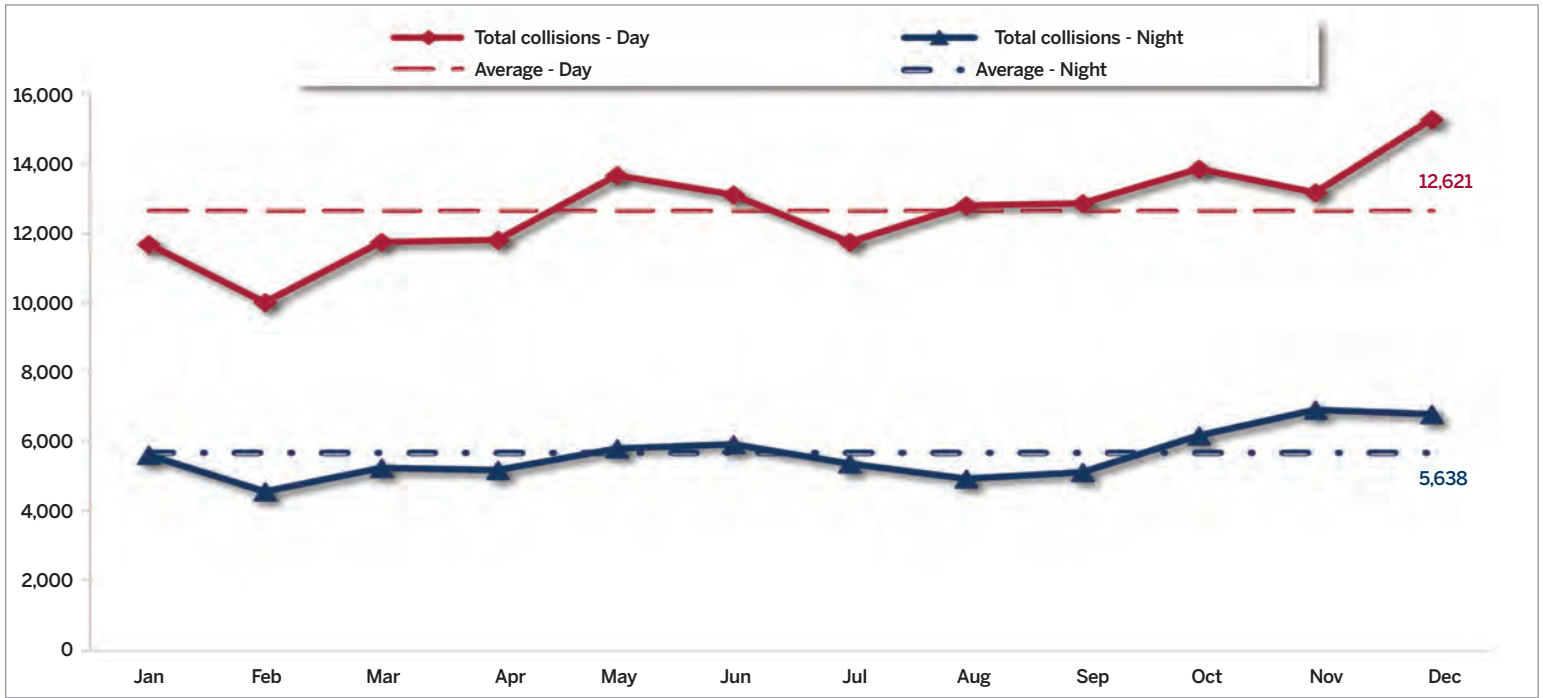
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Day is defined as 6am - 5:59pm. Night is defined as 6pm - 5:59am.

Figure 3.4. Indiana fatal collisions, by month and day/night, 2017
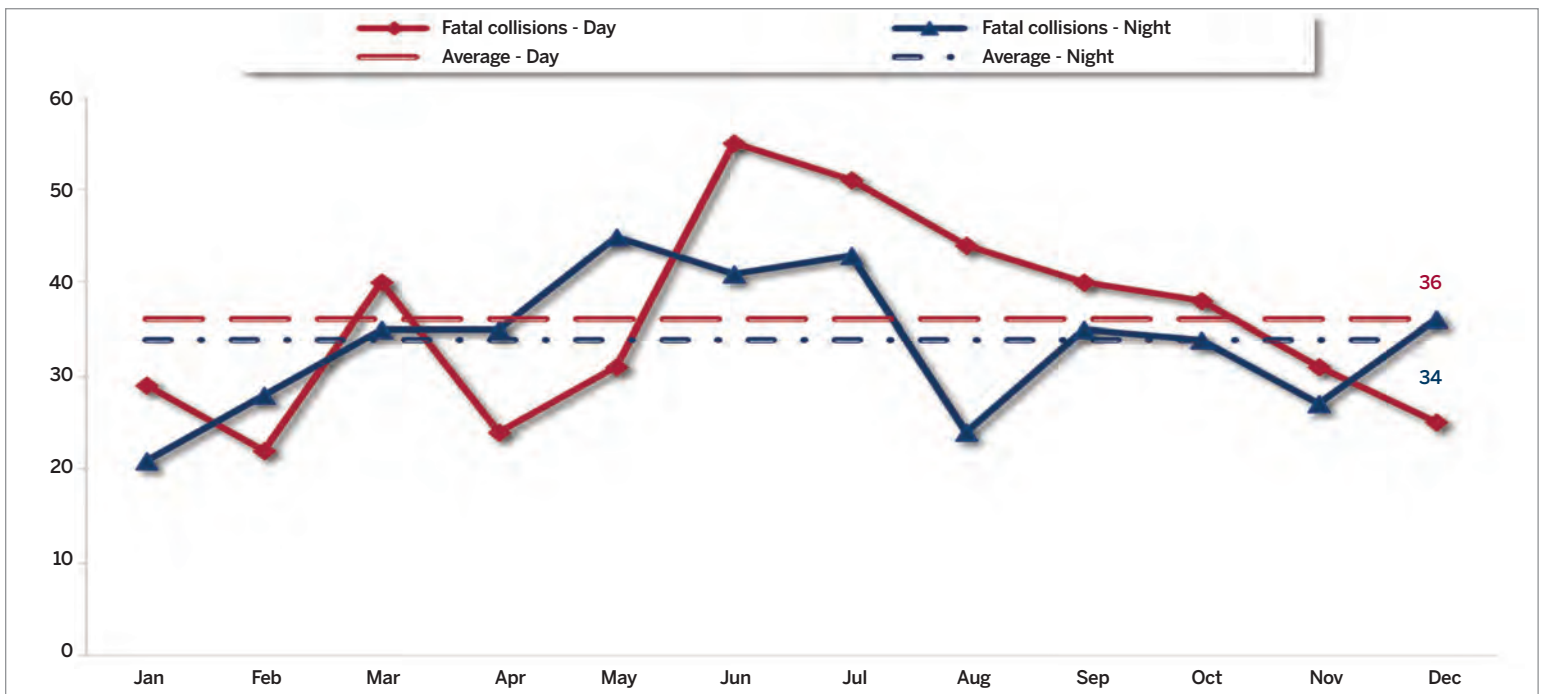
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Day is defined as 6am - 5:59pm. Night is defined as 6pm - 5:59am.

Table 3.4. Collisions by month and collision circumstances, 2017

Month	Total	Alcohol-impaired		Aggressive driving		Speed-related		Disregard signal		Hit-and-run		Distracted, any type		Distracted, cell phone	
		Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total	Count	As % month total
Jan	17,268	397	2.3	549	3.2	2,478	14.4	351	2.0	2,356	13.6	688	4.0	91	0.5
Feb	14,564	369	2.5	440	3.0	1,106	7.6	297	2.0	1,937	13.3	763	5.2	97	0.7
Mar	16,962	415	2.4	563	3.3	1,681	9.9	371	2.2	2,291	13.5	818	4.8	109	0.6
Apr	17,023	354	2.1	419	2.5	1,127	6.6	337	2.0	2,412	14.2	919	5.4	117	0.7
May	19,441	378	1.9	562	2.9	1,215	6.2	371	1.9	2,529	13.0	993	5.1	111	0.6
Jun	18,993	367	1.9	534	2.8	1,125	5.9	396	2.1	2,501	13.2	1,016	5.3	105	0.6
Jul	17,143	356	2.1	488	2.8	1,020	5.9	336	2.0	2,386	13.9	883	5.2	99	0.6
Aug	17,711	368	2.1	496	2.8	1,000	5.6	331	1.9	2,360	13.3	1,035	5.8	116	0.7
Sep	17,938	345	1.9	523	2.9	1,039	5.8	386	2.2	2,285	12.7	989	5.5	120	0.7
Oct	19,968	347	1.7	614	3.1	1,368	6.9	390	2.0	2,429	12.2	928	4.6	114	0.6
Nov	20,060	369	1.8	538	2.7	1,190	5.9	337	1.7	2,326	11.6	911	4.5	104	0.5
Dec	22,041	385	1.7	726	3.3	3,970	18.0	373	1.7	2,680	12.2	795	3.6	89	0.4
Total	219,112	4,450	2.0	6,452	2.9	18,319	8.4	4,276	2.0	28,492	13.0	10,738	4.9	1,272	0.6

Low < < > > High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Color comparisons are applied within collision-type categories.
2) Counts of different collisions circumstances will not sum to the total number of collisions.
3) See glossary for definitions of *alcohol-impaired, aggressive driving, speed-related, disregard signal, hit-and-run,* and *distracted, cell phone* collisions.

Table 3.5. Indiana traffic collisions, by day, hour, and collision circumstances, 2017

Day	Time	All collisions Total	Alcohol-impaired Count	As % of day/time total	Aggressive driving Count	As % of day/time total	Speed-related Count	As % of day/time total	Disregard signal Count	As % of day/time total	Hit-and-run Count	As % of day/time total	Distracted, any type Count	As % of day/time total	Distracted, cell phone Count	As % of day/time total
Mon	12am - 5:59am	2,303	117	5.1	58	2.5	286	12.4	26	1.1	405	17.6	96	4.2	27	1.2
	6am - 11:59am	8,773	18	0.2	251	2.9	709	8.1	213	2.4	880	10.0	434	4.9	42	0.5
	12pm - 5:59pm	13,389	99	0.7	398	3.0	801	6.0	251	1.9	1,419	10.6	775	5.8	94	0.7
	6pm - 11:59pm	6,273	211	3.4	212	3.4	535	8.5	147	2.3	973	15.5	296	4.7	43	0.7
Tue	12am - 5:59am	2,294	87	3.8	59	2.6	270	11.8	39	1.7	420	18.3	84	3.7	18	0.8
	6am - 11:59am	9,313	31	0.3	265	2.8	708	7.6	222	2.4	918	9.9	445	4.8	33	0.4
	12pm - 5:59pm	13,902	106	0.8	434	3.1	805	5.8	260	1.9	1,511	10.9	761	5.5	84	0.6
	6pm - 11:59pm	6,335	177	2.8	191	3.0	419	6.6	143	2.3	970	15.3	308	4.9	53	0.8
Wed	12am - 5:59am	2,289	128	5.6	64	2.8	223	9.7	29	1.3	403	17.6	75	3.3	18	0.8
	6am - 11:59am	9,320	35	0.4	233	2.5	631	6.8	180	1.9	876	9.4	502	5.4	45	0.5
	12pm - 5:59pm	14,609	95	0.7	430	2.9	889	6.1	239	1.6	1,599	10.9	752	5.1	77	0.5
	6pm - 11:59pm	6,858	181	2.6	197	2.9	636	9.3	127	1.9	1,075	15.7	302	4.4	42	0.6
Thu	12am - 5:59am	2,314	119	5.1	67	2.9	294	12.7	33	1.4	448	19.4	81	3.5	11	0.5
	6am - 11:59am	9,577	21	0.2	277	2.9	1,064	11.1	212	2.2	912	9.5	411	4.3	27	0.3
	12pm - 5:59pm	14,389	84	0.6	390	2.7	936	6.5	255	1.8	1,577	11.0	813	5.7	85	0.6
	6pm - 11:59pm	6,795	230	3.4	221	3.3	550	8.1	154	2.3	1,039	15.3	317	4.7	44	0.6
Fri	12am - 5:59am	2,593	162	6.2	72	2.8	319	12.3	41	1.6	502	19.4	96	3.7	19	0.7
	6am - 11:59am	9,507	41	0.4	241	2.5	875	9.2	220	2.3	911	9.6	436	4.6	39	0.4
	12pm - 5:59pm	17,140	136	0.8	512	3.0	1,094	6.4	281	1.6	1,886	11.0	971	5.7	97	0.6
	6pm - 11:59pm	8,784	374	4.3	281	3.2	743	8.5	157	1.8	1,357	15.4	401	4.6	62	0.7
Sat	12am - 5:59am	3,403	403	11.8	116	3.4	412	12.1	48	1.4	890	26.2	150	4.4	26	0.8
	6am - 11:59am	6,555	67	1.0	179	2.7	746	11.4	169	2.6	800	12.2	291	4.4	33	0.5
	12pm - 5:59pm	11,144	144	1.3	336	3.0	998	9.0	203	1.8	1,414	12.7	592	5.3	54	0.5
	6pm - 11:59pm	7,677	417	5.4	239	3.1	649	8.5	150	2.0	1,395	18.2	306	4.0	49	0.6
Sun	12am - 5:59am	3,586	505	14.1	100	2.8	424	11.8	55	1.5	1,031	28.8	162	4.5	49	1.4
	6am - 11:59am	4,340	83	1.9	133	3.1	588	13.5	114	2.6	622	14.3	203	4.7	26	0.6
	12pm - 5:59pm	9,499	137	1.4	307	3.2	992	10.4	189	2.0	1,263	13.3	433	4.6	41	0.4
	6pm - 11:59pm	6,151	242	3.9	189	3.1	723	11.8	119	1.9	996	16.2	245	4.0	34	0.6
Mon	(Total)	30,738	445	1.4	919	3.0	2,331	7.6	637	2.1	3,677	12.0	1,601	5.2	206	0.7
Tue	(Total)	31,844	401	1.3	949	3.0	2,202	6.9	664	2.1	3,819	12.0	1,598	5.0	188	0.6
Wed	(Total)	33,076	439	1.3	924	2.8	2,379	7.2	575	1.7	3,953	12.0	1,631	4.9	182	0.6
Thu	(Total)	33,075	454	1.4	955	2.9	2,844	8.6	654	2.0	3,976	12.0	1,622	4.9	167	0.5
Fri	(Total)	38,024	713	1.9	1,106	2.9	3,031	8.0	699	1.8	4,656	12.2	1,904	5.0	217	0.6
Sat	(Total)	28,779	1,031	3.6	870	3.0	2,805	9.7	570	2.0	4,499	15.6	1,339	4.7	162	0.6
Sun	(Total)	23,576	967	4.1	729	3.1	2,727	11.6	477	2.0	3,912	16.6	1,043	4.4	150	0.6
		219,112	4,450	2.0	6,452	2.9	18,319	8.4	4,276	2.0	28,492	13.0	10,738	4.9	1,272	0.6

Low < < > > High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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,* and *distracted, cell phone* collisions.

Table 3.6. Indiana collisions, by primary factor and collision severity, 2017

Primary factor	Collisions, by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property damage	
Driver: Unsafe actions	**143,753**	**424**	**23,009**	**120,320**	**2.9**
Following too closely	39,569	24	6,011	33,534	0.6
Failure to yield right of way	35,752	118	8,277	27,357	3.3
Unsafe backing	20,029	1	317	19,711	0.0
Unsafe lane movement	10,213	15	908	9,290	1.5
Disregard signal/Reg sign	7,716	60	2,723	4,933	7.8
Improper turning	7,420	2	498	6,920	0.3
Speed too fast for weather conditions	7,173	13	1,156	6,004	1.8
Improper lane usage	5,134	11	423	4,700	2.1
Unsafe speed	4,878	72	1,398	3,408	14.8
Left of center	3,632	92	1,029	2,511	25.3
Improper passing	2,014	8	210	1,796	4.0
Wrong way on one way	223	8	59	156	35.9
Driver: Loss of control	**21,363**	**228**	**5,060**	**16,075**	**10.7**
Ran off road	18,411	211	4,456	13,744	11.5
Overcorrecting/oversteering	2,952	17	604	2,331	5.8
Driver: Distractions	**6,530**	**11**	**1,146**	**5,373**	**1.7**
Unspecified distraction	6,035	11	1,040	4,984	1.8
Cell phone/other electronic device	495	0	106	389	0.0
Driver: Cognitive/Physical impairment	**2,409**	**21**	**777**	**1,611**	**8.7**
Driver asleep or fatigued	1,572	4	381	1,187	2.5
Driver illness	837	17	396	424	20.3
Driver: Miscellaneous factors	**15,555**	**116**	**2,316**	**13,123**	**7.5**
Other (unspecified)	14,809	41	1,792	12,976	2.8
Influenced by pedestrian action	746	75	524	147	100.5
Driver factors (all)	**189,610**	**800**	**32,308**	**156,502**	**4.2**
Environmental factors	**22,816**	**22**	**1,175**	**21,619**	**1.0**
Vehicle factors	**5,284**	**11**	**686**	**4,587**	**2.1**
Unknown	**1,402**	**1**	**50**	**1,351**	**0.7**
All collisions	**219,112**	**834**	**34,219**	**184,059**	**3.8**

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Figure 3.5. Indiana traffic collisions, by primary factor and severity, 2017
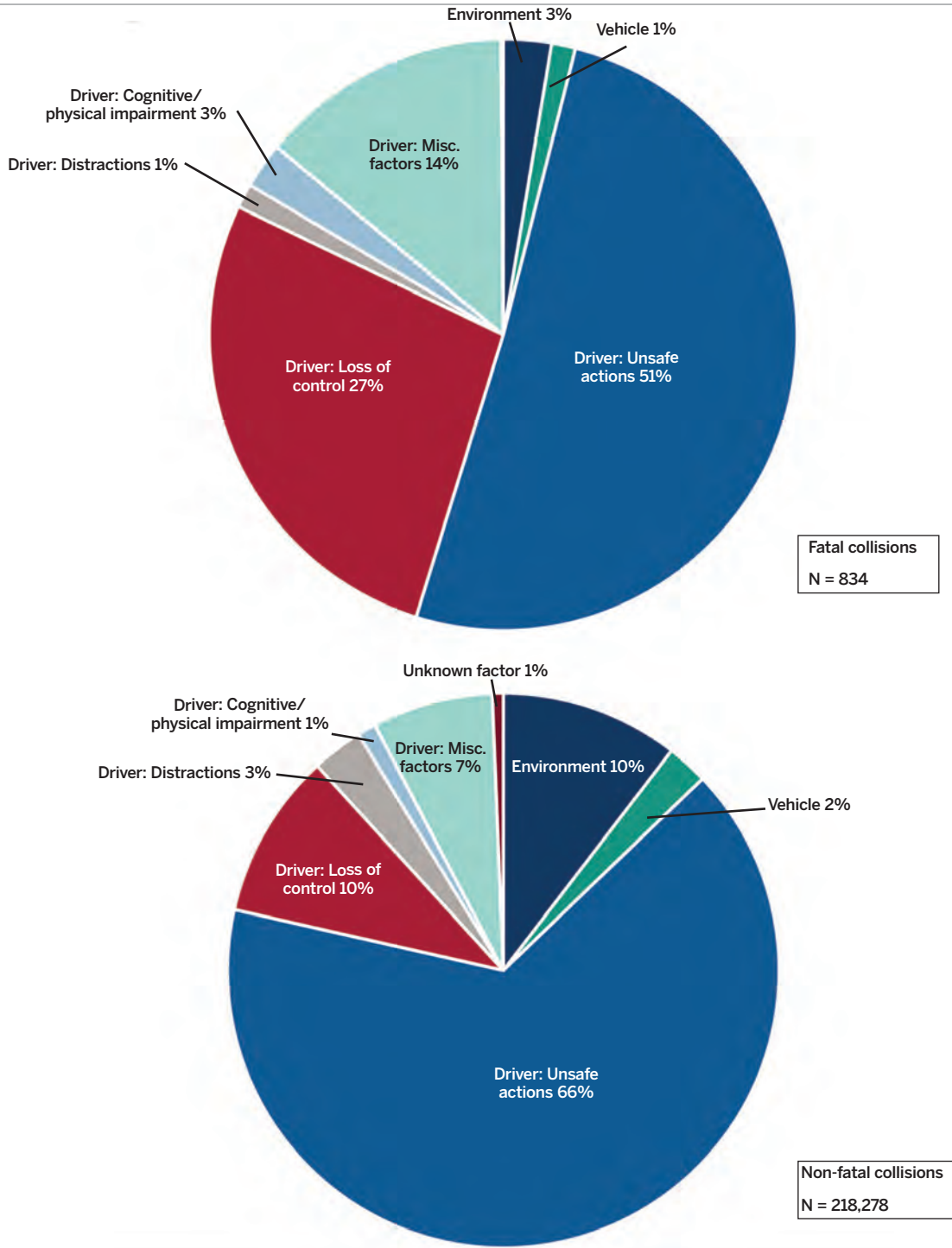
Fatal collisions
N = 834

- Environment 3%
- Vehicle 1%
- Driver: Cognitive/physical impairment 3%
- Driver: Distractions 1%
- Driver: Misc. factors 14%
- Driver: Loss of control 27%
- Driver: Unsafe actions 51%

Non-fatal collisions
N = 218,278

- Unknown factor 1%
- Driver: Cognitive/physical impairment 1%
- Driver: Distractions 3%
- Driver: Misc. factors 7%
- Environment 10%
- Vehicle 2%
- Driver: Loss of control 10%
- Driver: Unsafe actions 66%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) See Table 6 for definitions of factor categories related to driver actions.
2) Limited to collisions for which the primary factor is known.

Fatal injury collisions per 1,000, by locale

Locale	Rate
Urban areas	2.2
Suburban areas	6.4
Rural areas	7.8
Exurban areas	10.3

Percent of total collisions

- Urban areas 80%
- Suburban areas 13%
- Rural areas 7%
- Exurban areas 6%

N = 171,675

Percent of total fatal collisions

- Urban areas 56%
- Suburban areas 27%
- Rural areas 17%
- Exurban areas 19%

N = 544

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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, 2017
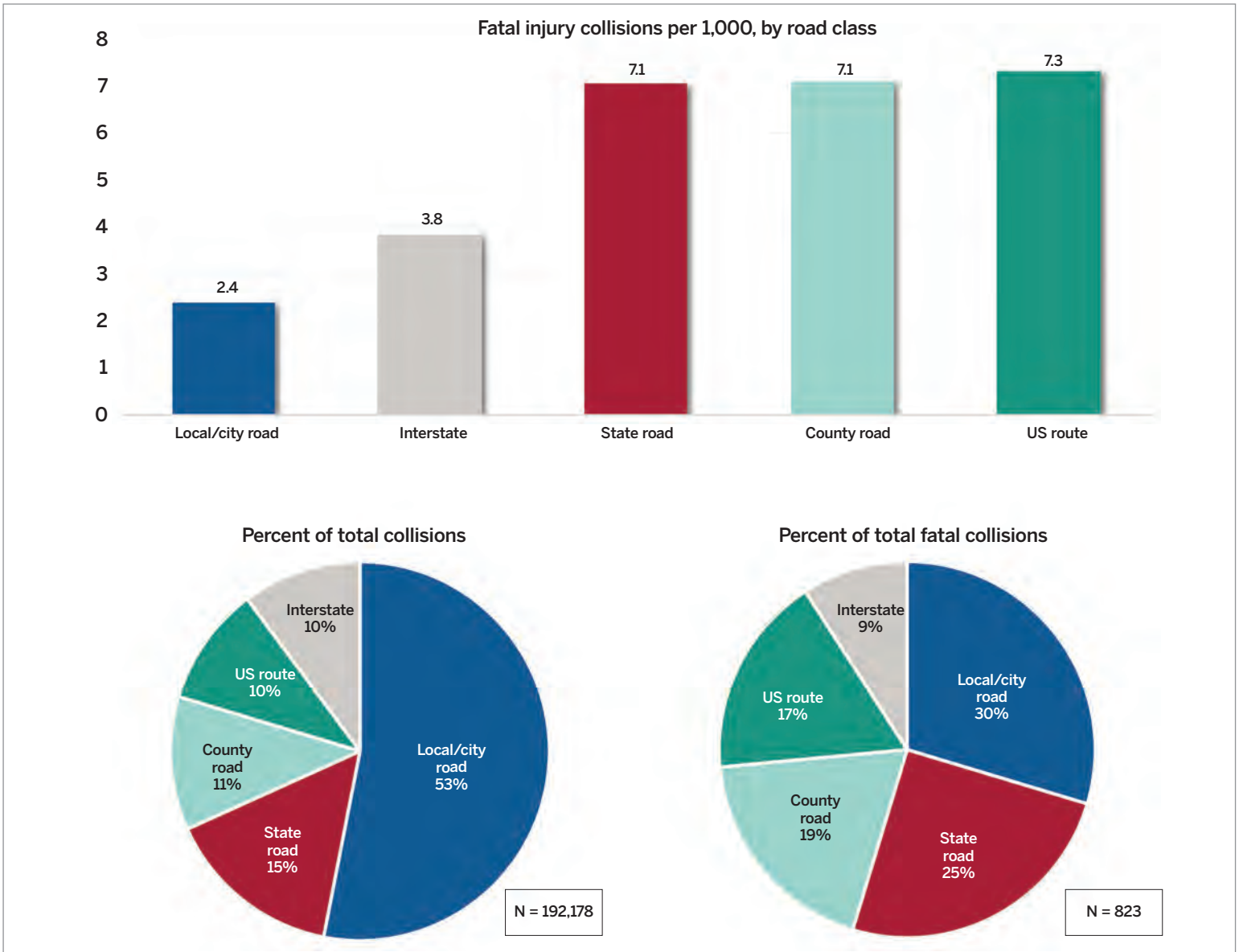
Fatal injury collisions per 1,000, by road class

Local/city road	Interstate	State road	County road	US route
2.4	3.8	7.1	7.1	7.3

Percent of total collisions

Interstate 10%
US route 10%
County road 11%
Local/city road 53%
State road 15%

N = 192,178

Percent of total fatal collisions

Interstate 9%
US route 17%
Local/city road 30%
County road 19%
State road 25%

N = 823

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Excludes unknown road class.

Table 3.7. Indiana traffic collisions, by severity and road parameters, 2017

	Collisions, by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property damage	
Total collisions	**219,112**	**834**	**34,219**	**184,059**	**3.8**
By junction type					
No junction involved	145,201	588	19,751	124,862	4.0
Four-way intersection	43,516	136	9,409	33,971	3.1
T-intersection	21,839	73	3,825	17,941	3.3
Ramp	3,557	8	509	3,040	2.2
Traffic circle/roundabout	1,918	2	149	1,767	1.0
Interchange	1,468	6	269	1,193	4.1
Y-intersection	723	10	126	587	13.8
Five point or more	455	4	95	356	8.8
Railroad crossings	363	7	74	282	19.3
Trail crossings	32	0	11	21	0.0
Unknown	40	0	1	39	0.0
By road character					
Straight	**191,921**	**660**	**30,135**	**161,126**	**3.4**
Level	163,505	521	25,559	137,425	3.2
Graded	22,573	99	3,571	18,903	4.4
Hillcrest	5,843	40	1,005	4,798	6.8
Curve	**20,848**	**172**	**3,846**	**16,830**	**8.3**
Level	13,426	122	2,389	10,915	9.1
Graded	6,192	43	1,217	4,932	6.9
Hillcrest	1,230	7	240	983	5.7
Non-roadway crash	**6,040**	**2**	**233**	**5,805**	**0.3**
Unknown	303	0	5	298	0.0
Roadway surface type					
Asphalt	193,762	761	30,789	162,212	3.9
Concrete	21,492	60	3,073	18,359	2.8
Gravel	2,731	9	260	2,462	3.3
Other	835	4	93	738	4.8
Unknown	292	0	4	288	0.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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, 2017

Manner of collisions	Collisions, by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property damage	
Total collisions	**219,112**	**834**	**34,219**	**184,059**	**3.8**
Rear end	55,584	69	9,164	46,351	1.2
Ran off road	30,916	299	7,090	23,527	9.7
Right angle	28,359	165	7,830	20,364	5.8
Same direction sideswipe	21,978	13	1,323	20,642	0.6
Backing	20,354	2	344	20,008	0.1
Collision with deer	13,983	4	245	13,734	0.3
Left turn	10,957	31	2,357	8,569	2.8
Head on	5,491	101	1,892	3,498	18.4
Opposite direction sideswipe	4,688	14	540	4,134	3.0
Right turn	2,946	1	293	2,652	0.3
Collision with object in road	2,801	33	276	2,492	11.8
Left/right turn	2,357	1	293	2,063	0.4
Non-collision	1,497	12	436	1,049	8.0
Collision with animal other	1,400	3	50	1,347	2.1
Rear to rear	383	0	32	351	0.0
Other collisions manner	13,732	81	1,983	11,668	5.9
Unknown	1,686	5	71	1,610	3.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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, 2017

Traffic control type	Collisions, by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property damage	
Total collisions	**219,112**	**834**	**34,219**	**184,059**	**3.8**
Lane control	54,700	310	8,820	45,570	5.7
Traffic control signal	40,122	78	8,090	31,954	1.9
Stop sign	21,124	99	4,487	16,538	4.7
No passing zone	1,962	31	395	1,536	15.8
Yield sign	1,921	3	256	1,662	1.6
Other regulatory sign/marking	800	6	161	633	7.5
Roundabout intersection	541	0	54	487	0.0
Flashing signal	452	1	110	341	2.2
Railroad crossing	200	1	23	176	5.0
Person directing traffic	169	1	29	139	5.9
Other	628	2	78	548	3.2
None	96,009	302	11,698	84,009	3.1
Unknown	484	0	18	466	0.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: *Fatal* collision rate is calculated per 1,000 total collisions by each traffic control type.

Table 3.10. Indiana traffic collisions by severity and environmental conditions, 2017

	Collisions, by severity				Fatal collisions per 1,000 collisions
	Total	Fatal	Non-fatal	Property damage	
All collisions	**219,112**	**834**	**34,219**	**184,059**	**3.8**
By light conditions					
Daylight	146,277	448	23,527	122,302	3.1
Dark (not lighted)	30,475	235	4,230	26,010	7.7
Dark (lighted)	30,249	119	4,892	25,238	3.9
Dawn/dusk	10,598	30	1,543	9,025	2.8
Unknown	1,513	2	27	1,484	1.3
By weather conditions					
Clear	142,730	597	22,732	119,401	4.2
Cloudy	42,390	153	6,402	35,835	3.6
Rain	22,645	57	3,673	18,915	2.5
Snow	7,099	14	882	6,203	2.0
Blowing sand/soil/snow	1,802	3	206	1,593	1.7
Fog/smoke/smog	966	5	172	789	5.2
Sleet/hail/freezing rain	647	2	97	548	3.1
Severe cross wind	321	3	52	266	9.3
Unknown	512	0	3	509	0.0
By road surface conditions					
Dry	169,485	698	26,833	141,954	4.1
Wet	35,321	105	5,635	29,581	3.0
Snow/slush	7,055	16	728	6,311	2.3
Ice	5,056	10	693	4,353	2.0
Water (standing or moving)	959	1	175	783	1.0
Loose material on road	610	4	138	468	6.6
Muddy	114	0	10	104	0.0
Unknown	512	0	7	505	0.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: *Fatal* collision rate is calculated per 1,000 total collisions in each environmental condition category.

Figure 3.8. Indiana work zone collisions, 2013-2017
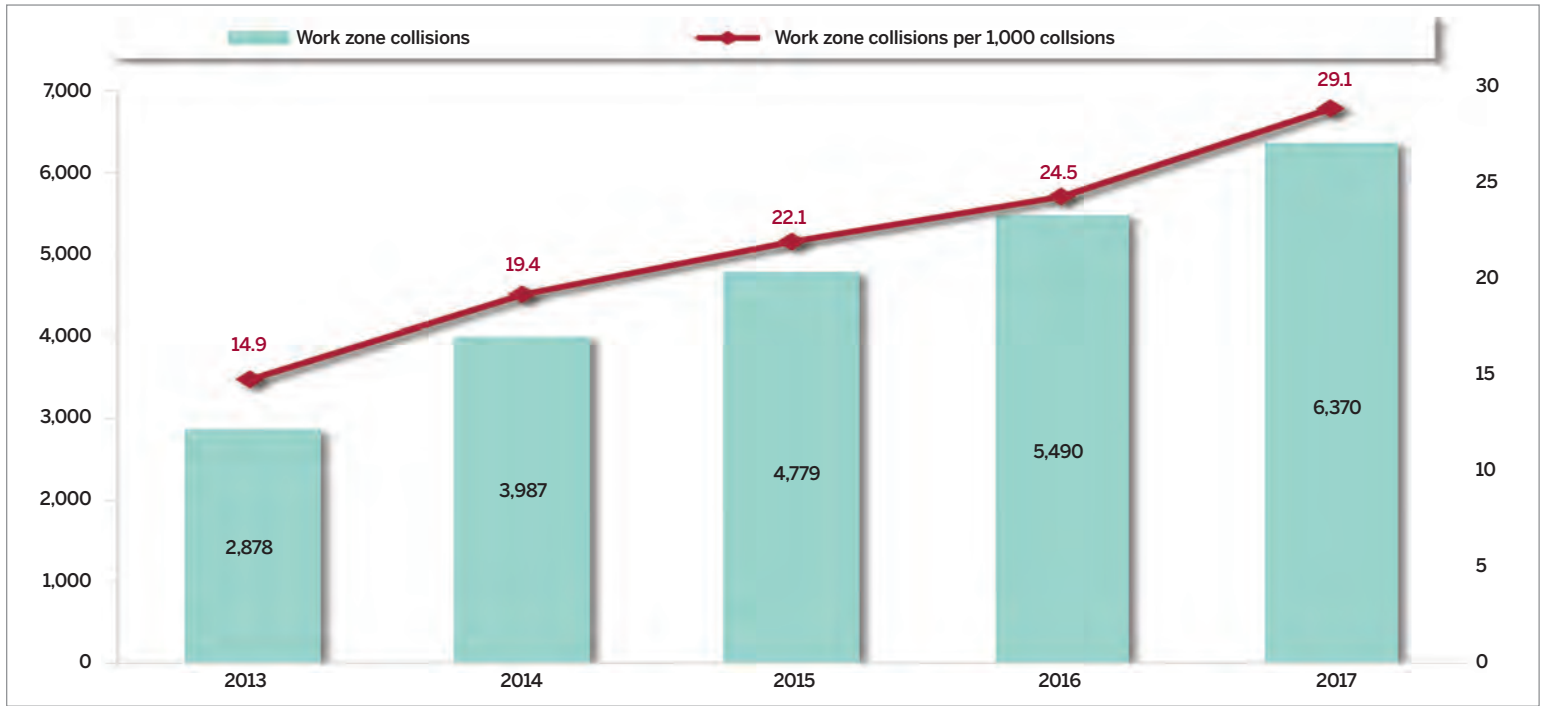
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

## Table 3.11. Indiana collisions in work zones, by severity and construction type, 2017

	Collisions, by severity				Fatal collisions per 1,000 work zone collisions
	Total	Fatal	Non-fatal	Property damage	
All collisions	**219,112**	**834**	**34,219**	**184,059**	**3.8**
All construction types	6,370	23	925	5,422	3.6
Not in construction zone	212,742	811	33,294	178,637	3.8
Construction zone type					
Lane closure	3,648	13	530	3,105	3.6
Work on shoulder	1,092	2	157	933	1.8
Crossover/lane shift	935	6	130	799	6.4
Intermittent or moving work	677	2	107	568	3.0
Unknown	18	0	1	17	0.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: *Fatal* collision rate is calculated per 1,000 total collisions in each construction zone type.

Figure 3.9. Indiana work zone collisions, by locale, 2017
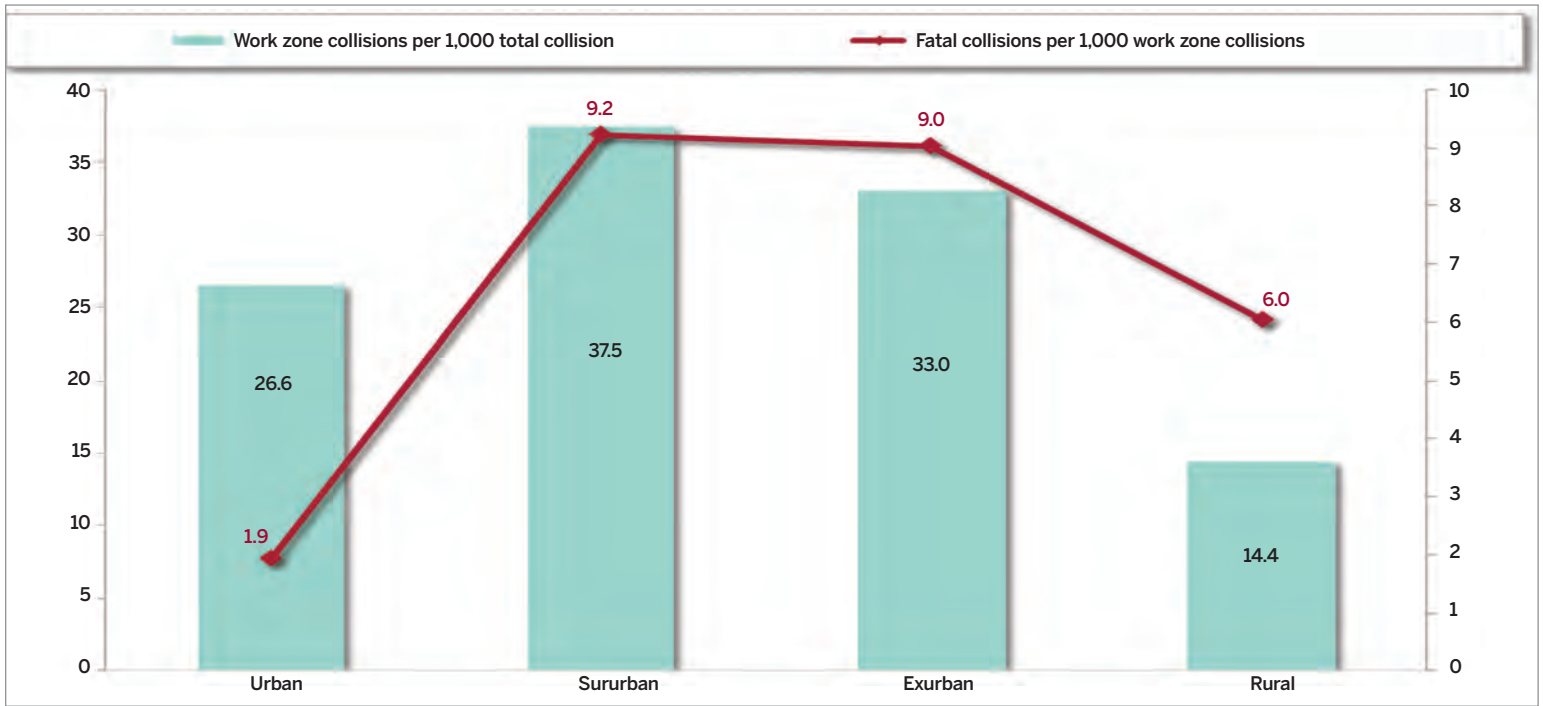
Legend:
- Work zone collisions per 1,000 total collision
- Fatal collisions per 1,000 work zone collisions

Bar values (Work zone collisions per 1,000 total collision):
- Urban: 26.6
- Sururban: 37.5
- Exurban: 33.0
- Rural: 14.4

Line values (Fatal collisions per 1,000 work zone collisions):
- Urban: 1.9
- Sururban: 9.2
- Exurban: 9.0
- Rural: 6.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Includes only collisions with valid locale reported
2) See glossary for Census locale definitions

Figure 3.10. Indiana work zone collisions, by road class, 2017
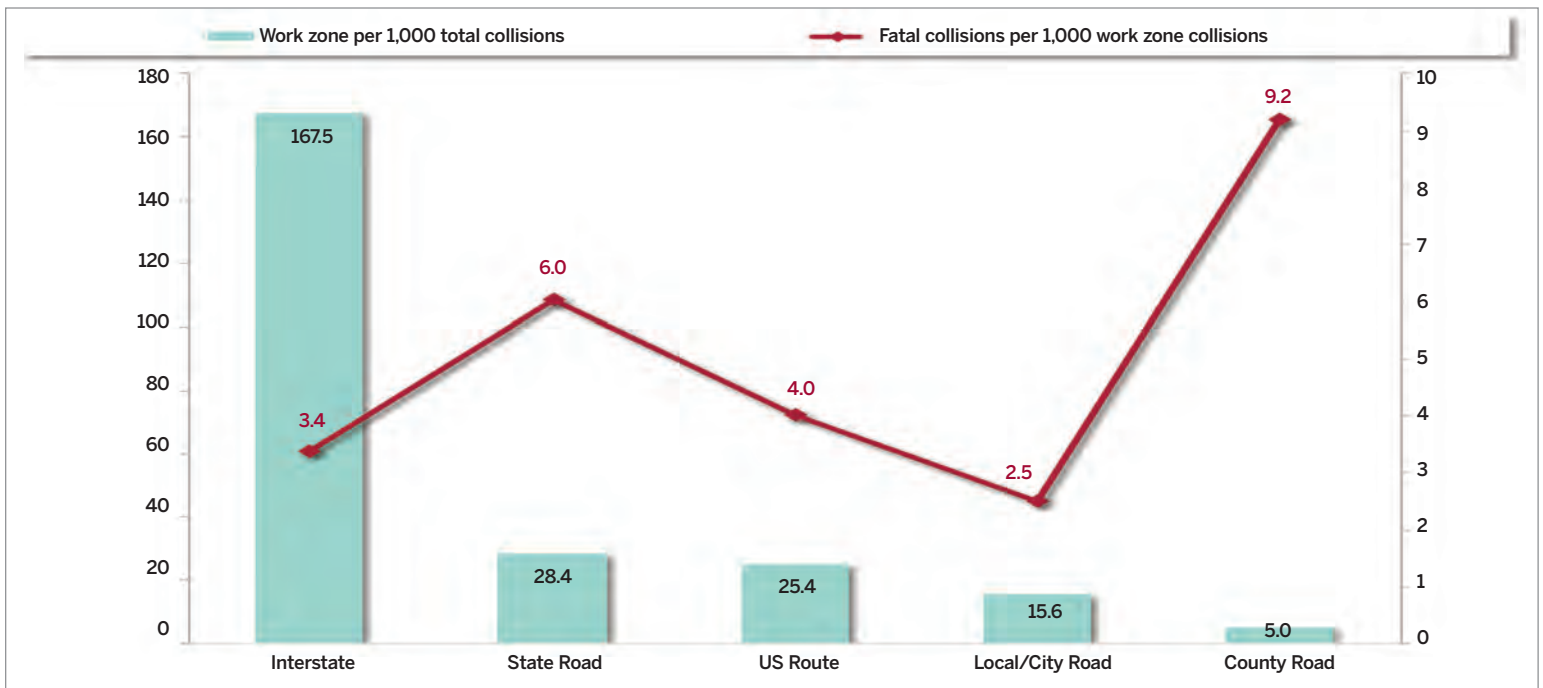
Legend:
- Work zone per 1,000 total collisions
- Fatal collisions per 1,000 work zone collisions

Bar values (Work zone per 1,000 total collisions):
- Interstate: 167.5
- State Road: 28.4
- US Route: 25.4
- Local/City Road: 15.6
- County Road: 5.0

Line values (Fatal collisions per 1,000 work zone collisions):
- Interstate: 3.4
- State Road: 6.0
- US Route: 4.0
- Local/City Road: 2.5
- County Road: 9.2

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Includes only collisions with valid road class reported

Table 3.12. Indiana work zone collisions, by severity and environmental conditions, 2017

	Work zone collisions, by severity				Fatal collisions per 1,000 work zone collisions
	Total	Fatal	Non-fatal	Property damage	
All work zone collisions	**6,370**	**23**	**925**	**5,422**	**3.6**
By light conditions					
Daylight	4,675	16	651	4,008	3.4
Dark (lighted)	741	2	124	615	2.7
Dark (not lighted)	719	5	113	601	7.0
Dawn/dusk	224	0	37	187	0.0
Unknown	11	0	0	11	0.0
By weather conditions					
Clear	4,611	19	698	3,894	4.1
Cloudy	1,122	3	143	976	2.7
Rain	534	1	73	460	1.9
Snow	56	0	7	49	0.0
Blowing Sand/Soil/Snow	15	0	2	13	0.0
Sleet/Hail/Freezing Rain	15	0	1	14	0.0
Fog/Smoke/Smog	13	0	1	12	0.0
Severe Cross Wind	1	0	0	1	0.0
Unknown	3	0	0	3	0.0
By road surface conditions					
Dry	5,500	20	811	4,669	3.6
Wet	723	3	92	628	4.1
Loose Material on Road	45	0	8	37	0.0
Snow/Slush	40	0	4	36	0.0
Ice	29	0	5	24	0.0
Water (Standing or Moving)	26	0	5	21	0.0
Muddy	3	0	0	3	0.0
Unknown	4	0	0	4	0.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: *Fatal* collision rate is calculated per 1,000 total work zone collisions in each environmental condition category.

Table 3.13. Indiana work zone collisions by severity and traffic control type, 2017

	Work zone collisions, by severity				Fatal collisions per 1,000 work zone collisions
	Total	Fatal	Non-fatal	Property damage	
All work zone collisions	**6,370**	**23**	**925**	**5,422**	**3.6**
Traffic control type					
Lane control	3,831	18	511	3,302	4.7
Traffic control signal	851	0	148	703	0.0
Stop sign	192	0	36	156	0.0
Other regulatory sign/marking	98	1	20	77	10.2
Yield sign	82	0	12	70	0.0
Person directing traffic	59	1	12	46	16.9
No passing zone	29	0	5	24	0.0
Flashing signal/overhead beacon	11	1	2	8	90.9
Railroad crossing	5	0	1	4	0.0
Roundabout intersection	0	0	0	0	N/A
Other	81	0	8	73	0.0
None	1,124	2	169	953	1.8
Unknown	7	0	1	6	0.0

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: *Fatal* collision rate is calculated per 1,000 total work zone collisions in each traffic control type category.

VEHICLES

VEHICLES, 2017

This section summarizes ARIES data on motor vehicles involved in Indiana collisions in 2017. Special emphasis is given to *passenger vehicles (passenger cars, pickup trucks, sport utility vehicles,* and *vans*), *large trucks,* and *motorcycles*—which together account for 99 percent of all vehicles in crashes). Additional detail on motorcycles is provided in the Motorcycles section of this publication. Vehicle data are presented by collision severity, month, day of week, vehicle use, object collided with, collision primary factors, speeding, and alcohol involvement. Unless otherwise noted, the unit of analysis for exhibits is the number of vehicles involved.

In 2017, there were 382,690 motor vehicles involved in collisions in Indiana, a 2 percent decrease from 2016 (Table 4.1). Passenger vehicles represented 94 percent of vehicles in all Indiana collisions, but only 77 percent of vehicles in fatal collisions (Table 4.2). The proportions of both motorcycles and large trucks in fatal collisions was consistently disproportionately high: motorcycles and large trucks represented 1 percent and 4 percent of vehicles in all collisions, but 10 percent and 11 percent, respectively, in fatal collisions in 2017.

There were 18,591 commercial vehicles (CVs) involved in collisions in 2017, a negligible increase from 2016 (Table 4.3). Of these, 142 CVs were linked to fatal collisions (138 were large trucks). Large trucks are a subset of CVs, which in 2017 comprised about 5 percent of all collision-involved vehicles but nearly 11 percent of those in fatal collisions. Nearly all the CVs involved in fatal collisions are large trucks (97 percent). The number of large trucks involved in fatal collisions in 2017 increased 6 percent from 2016. School bus involvement in collisions declined 5 percent in 2017.

Considering all vehicles involved in collisions resulting in at least one fatality, there is variation among vehicle types (including non-motorists) in the ratio of total fatal injuries to total units involved in fatal collisions (Table 4.4). Unsurprisingly, motorcycles and non-motorists have the highest ratio of fatal injuries per unit; large trucks have the smallest ratio, and among passenger vehicles, passenger cars typically have higher fatal collision involvement ratios than pickups, SUVs, or vans.

Month and Day of Week

Between 2013 and 2017, winter months (including December, January, and November) consistently had the highest number of passenger vehicles involved in total collisions, while the months with highest number of passenger vehicles in *fatal* collisions varied across seasons (Table 4.5). In 2017, passenger vehicle involvement in fatal collisions was highest during the months of June and July (116 each) and lowest during the month of January (66). Large truck involvement in collisions is generally higher during winter months and lower during spring months (Table 4.6). In 2017, large truck involvement in fatal collisions was highest during the month of July (17).

When looking at 2013-2017 passenger vehicle involvement in all collisions, Friday is the busiest day of the week, and the weekend (Friday and Saturday) consistently had the highest passenger vehicle involvement in *fatal* collisions (Table 4.7). In 2017, passenger vehicle involvement in fatal collisions was highest on Saturdays (179) and lowest on Mondays (111). In contrast, large trucks follow a pattern of high involvement in both total collisions and fatal collisions during the work week and low involvement on the weekend (Table 4.8). For large trucks collision involvement, Tuesday through Thursday are the most dangerous days of the week.

Single- and Multi-vehicle Collisions

Overall, vehicles are much more likely to be involved in multi-vehicle than in single-vehicle collisions. However, when fatalities occur, single-vehicle collisions become a larger part of fatal collisions for all vehicle types except large trucks. For example, while 14 percent of vans involved in all collisions were in single-vehicle crashes, 35 percent of vans involved in fatal collisions were in single-vehicle crashes (Table 4.9). This relationship holds for all passenger vehicles, but not for large trucks. About 88 percent of large trucks involved in fatal collisions were in a multi-vehicle crash, compared to 81 percent in all collisions. Overall, vehicles are involved in fatal single- or multi-vehicle collisions at different rates. Single-vehicle collisions have a higher rate of vehicle involvement in fatal collisions than collisions involving more than one vehicle. Overall, pickup trucks have higher involvement in fatal collisions than other passenger vehicles. Large trucks stand out for their involvement in fatal multi-vehicle collisions, and are the vehicles least involved in fatal single-vehicle crashes.

The number of people killed per 1,000 vehicles involved in all collisions has ranged from 2.0 to 2.3 over the five-year period (Figure 4.1). This differs among four-wheeled vehicle types within a fairly narrow range, never exceeding 2.6. Motorcycles always have the highest number of persons killed per 1,000 involved. In 2017, this rate was 43, more than 20 times the rates for other passenger vehicles, buses, and large trucks.

Vehicle Use

Another view of the role of vehicle types in Indiana traffic collisions is the vehicle use variable assigned in ARIES—what type of activity did drivers report they were involved in when they crashed the vehicle? (Table 4.10). Most collision-involved vehicles were classified as engaged in personal use (91 percent); vehicles classified as engaged in commercial use were 4 percent of vehicles involved. The remaining vehicles were linked to public safety, governmental, utility, and other non-personal vehicle use. Commercial use vehicles (which include large trucks) comprised a larger proportion of vehicles involved in fatal collisions—approximately 10 percent in 2017. Overall, vehicles were involved in 3.7 fatal collisions per 1,000 collisions. Commercial use vehicles represented 10 percent of the vehicles involved in fatal collisions, but only 4 percent of vehicles involved in all collisions. Commercial use vehicles (which include large trucks) and buses (not including school) had the highest fatal involvement rates per 1,000 vehicles in all collisions at 8.2 and 7.4, respectively.

Object Collided With

Note: Investigating officers examining the full sequence of events occurring in collisions often determine that vehicles collide with more than one object in a single collision. This analysis is limited to the first object collided with as reported in ARIES.

Of the 379,399 motor vehicles involved in collisions, 84 percent were in multi-vehicle collisions, in which the object of impact was primarily *other motor vehicles* (97 percent) (Table 4.11). While single-vehicle collisions comprised 16 percent of all collision-involved vehicles, they comprise 31 percent of fatal collision involvement. Anytime the object of impact is a *non-motorist* the rates of fatal collision involvement are very high. Off-roadway crashes are also comparatively deadly, regardless how many vehicles are involved.

Speeding and Alcohol Involvement

In 2017, more than 11 percent of the 3,063 motorcycles and 5 percent of the 40,629 pickup trucks in all collisions were speeding (Figure 4.2). Motorcycles (22 percent), SUVs (15 percent), and passenger cars (14 percent) accounted for the highest proportions of speeding vehicles in fatal crashes (Figure 4.3). Three percent of motorcycles and two percent of pickup trucks in all collisions had a legally impaired driver (Figure 4.4). Motorcycles (11 percent) and pickup trucks (9 percent) had the highest proportions of vehicles in fatal crashes with an alcohol-impaired driver (Figure 4.5).

Primary Factor

The percent of vehicles attributable (i.e., vehicles with a contributing circumstance that matches the primary factor in the collision) in fatal collisions varies by primary factors and types of vehicle. Overall, 63 percent of 659 passenger cars in 2017 fatal crashes were attributable, and 69 percent of 145 motorcycles so involved were attributable. Passenger cars (59 percent) had the highest rate of attributability in fatal crashes with a primary contributing factor related to *unsafe driver actions.* Pickup trucks (56 percent) and SUVs (58 percent) had the highest rates of attributability in fatal crashes with a primary contributing factor of drivers reported to be *distracted or cognitively/physically impaired.*

Table 4.1. Vehicles involved in Indiana collisions, by vehicle type and collision severity, 2013-2017

Collision severity/vehicle type	Count of vehicles					Annual rate of change	
	2013	2014	2015	2016	2017	2016-17	2013-17
All collisions	**330,090**	**352,925**	**374,360**	**390,515**	**382,690**	**-2.0%**	**3.8%**
Passenger vehicle	310,636	329,935	352,284	367,586	359,798	-2.1%	3.7%
Passenger car	*206,528*	*221,672*	*242,121*	*257,005*	*251,890*	*-2.0%*	*5.1%*
Pickup truck	*40,905*	*42,872*	*43,154*	*42,819*	*40,793*	*-4.7%*	*-0.1%*
Sport utility vehicle	*44,765*	*48,499*	*49,027*	*50,521*	*50,744*	*0.4%*	*3.2%*
Van	*18,438*	*16,892*	*17,982*	*17,241*	*16,371*	*-5.0%*	*-2.9%*
Large truck	13,315	16,338	15,917	16,572	16,731	1.0%	5.9%
Motorcycle	3,596	3,483	3,341	3,312	3,208	-3.1%	-2.8%
Bus	1,691	2,085	1,956	2,079	1,983	-4.6%	4.1%
Other	852	1,084	862	966	970	0.4%	3.3%
Fatal	**1,133**	**1,155**	**1,164**	**1,224**	**1,313**	**7.3%**	**3.8%**
Passenger vehicle	883	858	902	973	1,016	4.4%	3.6%
Passenger car	*532*	*525*	*560*	*617*	*659*	*6.8%*	*5.5%*
Pickup truck	*169*	*163*	*158*	*163*	*164*	*0.6%*	*-0.7%*
Sport utility vehicle	*125*	*124*	*126*	*144*	*150*	*4.2%*	*4.7%*
Van	*57*	*46*	*58*	*49*	*43*	*-12.2%*	*-6.8%*
Large truck	123	158	149	130	137	5.4%	2.7%
Motorcycle	116	124	105	107	145	35.5%	5.7%
Bus	3	6	6	6	7	16.7%	23.6%
Other	8	9	2	8	8	0.0%	0.0%
Non-fatal injury	**57,793**	**59,911**	**61,708**	**63,910**	**62,135**	**-2.8%**	**1.8%**
Passenger vehicle	53,189	54,960	57,105	59,227	57,665	-2.6%	2.0%
Passenger car	*35,253*	*36,952*	*38,881*	*41,082*	*40,367*	*-1.7%*	*3.4%*
Pickup truck	*6,560*	*6,642*	*6,744*	*6,675*	*6,215*	*-6.9%*	*-1.3%*
Sport utility vehicle	*8,032*	*8,420*	*8,459*	*8,572*	*8,420*	*-1.8%*	*1.2%*
Van	*3,344*	*2,946*	*3,021*	*2,898*	*2,663*	*-8.1%*	*-5.5%*
Large truck	1,765	2,135	2,060	2,184	2,054	-6.0%	3.9%
Motorcycle	2,492	2,410	2,186	2,120	2,055	-3.1%	-4.7%
Bus	218	244	237	254	217	-14.6%	-0.1%
Other	129	162	120	125	144	15.2%	2.8%
Property damage	**271,164**	**291,859**	**311,488**	**325,381**	**319,242**	**-1.9%**	**4.2%**
Passenger vehicle	256,564	274,117	294,277	307,386	301,117	-2.0%	4.1%
Passenger car	*170,743*	*184,195*	*202,680*	*215,306*	*210,864*	*-2.1%*	*5.4%*
Pickup truck	*34,176*	*36,067*	*36,252*	*35,981*	*34,414*	*-4.4%*	*0.2%*
Sport utility vehicle	*36,608*	*39,955*	*40,442*	*41,805*	*42,174*	*0.9%*	*3.6%*
Van	*15,037*	*13,900*	*14,903*	*14,294*	*13,665*	*-4.4%*	*-2.4%*
Large truck	11,427	14,045	13,708	14,258	14,540	2.0%	6.2%
Motorcycle	988	949	1,050	1,085	1,008	-7.1%	0.5%
Bus	1,470	1,835	1,713	1,819	1,759	-3.3%	4.6%
Other	715	913	740	833	818	-1.8%	3.4%

Source: Indiana State Police Automated Reporting Information Exchange System, as of April 6, 2018

Notes:
1) Vehicle types reported as *non-motorists (animal-drawn vehicle, bicycle, and pedestrian), unknown,* or NULL values are excluded.
2) *Bus* includes *bus/seats 15+ persons with driver, bus/seats 9-15 persons with driver,* and *school bus.*
3) Other vehicles include those reported as *combination vehicle, farm vehicle,* and *motor home/recreational vehicle.*
4) Motorcycles include *motorcycles, class A and class B motor-driven cycles,* and *motorized bicycles.*
5) Large trucks are defined as vehicles reported as *single 2 axle, 6 tires; single 3 or more axles; truck/trailer — not semi; tractor — cab only, no trailer; tractor/one semi-trailer; tractor/double trailer;* and, *tractor/triple trailer.*

Table 4.2. Percentage of vehicles involved in Indiana collisions, by vehicle type and collision severity, 2013-2017

Collision severity/vehicle type	Count of vehicles					Annual rate of change	
	2013	2014	2015	2016	2017	2016-17	2013-17
All collisions	**330,090**	**352,925**	**374,360**	**390,515**	**382,690**	**-2.0%**	**3.8%**
Passenger vehicle	94.1%	93.5%	94.1%	94.1%	94.0%	-0.1%	0.0%
Passenger car	*62.6%*	*62.8%*	*64.7%*	*65.8%*	*65.8%*	*0.0%*	*1.3%*
Pickup truck	*12.4%*	*12.1%*	*11.5%*	*11.0%*	*10.7%*	*-2.8%*	*-3.7%*
Sport utility vehicle	*13.6%*	*13.7%*	*13.1%*	*12.9%*	*13.3%*	*2.5%*	*-0.6%*
Van	*5.6%*	*4.8%*	*4.8%*	*4.4%*	*4.3%*	*-3.1%*	*-6.5%*
Large truck	4.0%	4.6%	4.3%	4.2%	4.4%	3.0%	2.0%
Motorcycle	1.1%	1.0%	0.9%	0.8%	0.8%	-1.2%	-6.3%
Bus	0.5%	0.6%	0.5%	0.5%	0.5%	-2.7%	0.3%
Other	0.3%	0.3%	0.2%	0.2%	0.3%	2.5%	-0.5%
Fatal	**1,133**	**1,155**	**1,164**	**1,224**	**1,313**	**7.3%**	**3.8%**
Passenger vehicle	77.9%	74.3%	77.5%	79.5%	77.4%	-2.7%	-0.2%
Passenger car	*47.0%*	*45.5%*	*48.1%*	*50.4%*	*50.2%*	*-0.4%*	*1.7%*
Pickup truck	*14.9%*	*14.1%*	*13.6%*	*13.3%*	*12.5%*	*-6.2%*	*-4.3%*
Sport utility vehicle	*11.0%*	*10.7%*	*10.8%*	*11.8%*	*11.4%*	*-2.9%*	*0.9%*
Van	*5.0%*	*4.0%*	*5.0%*	*4.0%*	*3.3%*	*-18.2%*	*-10.2%*
Large truck	10.9%	13.7%	12.8%	10.6%	10.4%	-1.8%	-1.0%
Motorcycle	10.2%	10.7%	9.0%	8.7%	11.0%	26.3%	1.9%
Bus	0.3%	0.5%	0.5%	0.5%	0.5%	8.8%	19.1%
Other	0.7%	0.8%	0.2%	0.7%	0.6%	-6.8%	-3.6%
Non-fatal injury	**57,793**	**59,911**	**61,708**	**63,910**	**62,135**	**-2.8%**	**1.8%**
Passenger vehicle	92.0%	91.7%	92.5%	92.7%	92.8%	0.1%	0.2%
Passenger car	*61.0%*	*61.7%*	*63.0%*	*64.3%*	*65.0%*	*1.1%*	*1.6%*
Pickup truck	*11.4%*	*11.1%*	*10.9%*	*10.4%*	*10.0%*	*-4.2%*	*-3.1%*
Sport utility vehicle	*13.9%*	*14.1%*	*13.7%*	*13.4%*	*13.6%*	*1.0%*	*-0.6%*
Van	*5.8%*	*4.9%*	*4.9%*	*4.5%*	*4.3%*	*-5.5%*	*-7.2%*
Large truck	3.1%	3.6%	3.3%	3.4%	3.3%	-3.3%	2.0%
Motorcycle	4.3%	4.0%	3.5%	3.3%	3.3%	-0.3%	-6.4%
Bus	0.4%	0.4%	0.4%	0.4%	0.3%	-12.1%	-1.9%
Other	0.2%	0.3%	0.2%	0.2%	0.2%	18.5%	0.9%
Property damage	**271,164**	**291,859**	**311,488**	**325,381**	**319,242**	**-1.9%**	**4.2%**
Passenger vehicle	94.6%	93.9%	94.5%	94.5%	94.3%	-0.2%	-0.1%
Passenger car	*63.0%*	*63.1%*	*65.1%*	*66.2%*	*66.1%*	*-0.2%*	*1.2%*
Pickup truck	*12.6%*	*12.4%*	*11.6%*	*11.1%*	*10.8%*	*-2.5%*	*-3.8%*
Sport utility vehicle	*13.5%*	*13.7%*	*13.0%*	*12.8%*	*13.2%*	*2.8%*	*-0.5%*
Van	*5.5%*	*4.8%*	*4.8%*	*4.4%*	*4.3%*	*-2.6%*	*-6.3%*
Large truck	4.2%	4.8%	4.4%	4.4%	4.6%	3.9%	2.0%
Motorcycle	0.4%	0.3%	0.3%	0.3%	0.3%	-5.3%	-3.5%
Bus	0.5%	0.6%	0.5%	0.6%	0.6%	-1.4%	0.4%
Other	0.3%	0.3%	0.2%	0.3%	0.3%	0.1%	-0.7%

Source: Indiana State Police Automated Reporting Information Exchange System, as of April 6, 2018

Notes:
1) Vehicle types reported as *non-motorists (animal-drawn vehicle, bicycle,* and *pedestrian), unknown,* or NULL values are excluded.
2) *Bus* includes *bus/seats 15+ persons with driver, bus/seats 9-15 persons with driver,* and *school bus.*
3) Other vehicles include those reported as *combination vehicle, farm vehicle,* and *motor home/recreational vehicle.*
4) Motorcycles include *motorcycles, class A and class B motor-driven cycles,* and *motorized bicycles.*
5) Large trucks are defined as vehicles reported as *single 2 axle, 6 tires; single 3 or more axles; truck/trailer — not semi; tractor — cab only, no trailer; tractor/one semi-trailer; tractor/double trailer;* and, *tractor/triple trailer.*

Table 4.3. Commercial vehicles (CV) involved in Indiana collisions by vehicle type and collision severity, 2013-2017

| Vehicle type/collision severity	Count of vehicles					Annual rate of change	
	2013	2014	2015	2016	2017	2016-17	2013-17
All CV	**14,895**	**18,324**	**17,719**	**18,566**	**18,591**	**0.1%**	**5.7%**
Fatal	125	165	153	136	142	4.4%	3.2%
Injury	1,960	2,368	2,267	2,413	2,245	-7.0%	3.5%
Property damage	12,810	15,791	15,299	16,017	16,204	1.2%	6.1%
Large trucks	**13,318**	**16,343**	**15,924**	**16,590**	**16,748**	**1.0%**	**5.9%**
Fatal	123	158	149	130	138	6.2%	2.9%
Injury	1,765	2,136	2,061	2,188	2,058	-5.9%	3.9%
Property damage	11,430	14,049	13,714	14,272	14,552	2.0%	6.2%
Buses (15+ persons)	**646**	**813**	**883**	**977**	**912**	**-6.7%**	**9.0%**
Fatal	2	3	1	4	2	-50.0%	0.0%
Injury	103	115	122	123	103	-16.3%	0.0%
Property damage	541	695	760	850	807	-5.1%	10.5%
Buses (< 15 persons)	**325**	**374**	**348**	**355**	**358**	**0.8%**	**2.4%**
Fatal	1	0	2	1	3	200.0%	31.6%
Injury	38	38	44	44	46	4.5%	4.9%
Property damage	286	336	302	310	309	-0.3%	2.0%
School buses	**720**	**898**	**725**	**747**	**713**	**-4.6%**	**-0.2%**
Fatal	0	3	3	1	2	100.0%	--
Injury	77	91	71	87	68	-21.8%	-3.1%
Property damage	643	804	651	659	643	-2.4%	0.0%

Source: Indiana State Police Automated Reporting and Information Exchange System, as of April 6, 2018.

Notes:
1) Includes units in any collisions involving one or more commercial vehicles, one or more large trucks, or one or more buses, as designated by ARIES.
2) *Vehicle types* will not sum to *all CV* due to inclusion of *unknowns* and *other vehicles* in *all CV*.
3) *Injury* collisions include those with at least one incapacitating or non-incapacitating injury.

Table 4.4. Fatal injuries per vehicle involved in fatal Indiana collisions, 2013-2017

Traffic unit type	Fatal injuries per unit involved in fatal collisions				
	2013	2014	2015	2016	2017
All fatal collisions	**0.63**	**0.59**	**0.63**	**0.61**	**0.62**
Passenger car	0.68	0.61	0.68	0.65	0.66
Pickup truck	0.50	0.56	0.47	0.59	0.42
SUV	0.57	0.53	0.63	0.50	0.56
Van	0.54	0.52	0.55	0.37	0.51
Large truck	0.11	0.11	0.13	0.13	0.13
Motorcycle	1.03	1.00	1.02	0.93	1.01
Bus	1.00	0.17	0.50	0.17	0.43
Other motor vehicle	0.50	0.44	0.50	0.50	0.50
Non-motorist	0.92	0.95	0.89	0.94	0.92
Unknown/not reported	0.55	0.35	0.55	0.67	0.46

Low .... High

Source: Indiana State Police Automated Reporting Information Exchange System, as of April 6, 2018

Table 4.5. Passenger vehicles in total and fatal traffic collisions in Indiana, by month, 2013-2017

Month	Passenger vehicles in total collisions					Passenger vehicles in fatal collisions				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Jan	24,677	35,998	30,561	30,443	27,545	79	80	65	61	66
Feb	22,558	30,799	31,781	28,577	23,910	59	48	52	77	70
Mar	25,299	24,561	26,337	27,076	27,883	71	58	62	82	95
Apr	22,897	23,290	25,572	29,121	28,265	71	57	63	63	83
May	26,652	26,038	28,737	29,983	32,380	54	60	83	80	89
Jun	24,750	24,722	28,220	29,824	31,291	52	75	88	84	116
Jul	24,405	24,203	28,503	29,354	28,356	68	67	75	72	116
Aug	25,515	25,775	28,508	32,612	29,944	81	101	81	73	67
Sep	25,953	26,016	29,582	31,428	30,150	90	69	84	80	78
Oct	28,406	30,416	31,175	31,721	32,638	83	83	106	88	89
Nov	28,792	29,951	32,368	32,981	32,034	87	71	71	102	71
Dec	30,732	28,166	30,940	34,466	35,402	88	89	72	111	76
Total	310,636	329,935	352,284	367,586	359,798	883	858	902	973	1,016
High	Dec	Jan	Nov	Dec	Dec	Sep	Aug	Oct	Dec	Jun/Jul
Low	Feb	Apr	Apr	Mar	Feb	Jun	Feb	Feb	Jan	Jan
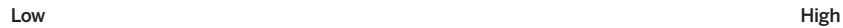
Low   High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Conditional formatting color-scales are illustrated to show months from low to high within each individual year.
2) Passenger vehicles are defined as *passenger cars, sport utility vehicles, pickup trucks,* and *vans*.

Table 4.6. Large trucks in total and fatal traffic collisions in Indiana, by month, 2013-2017

Month	Large trucks in total collisions					Large trucks in fatal collisions				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Jan	1,171	2,386	1,499	1,513	1,261	25	29	10	10	6
Feb	924	1,800	1,666	1,327	1,119	8	7	11	5	5
Mar	1,186	1,254	1,355	1,226	1,339	13	12	14	9	13
Apr	978	1,114	1,079	1,331	1,213	12	5	5	19	3
May	1,089	1,109	1,126	1,233	1,545	3	15	13	7	13
Jun	994	1,261	1,303	1,350	1,642	11	13	16	10	16
Jul	1,088	1,174	1,322	1,389	1,386	8	19	10	15	17
Aug	1,124	1,220	1,245	1,468	1,483	4	12	12	11	14
Sep	1,080	1,209	1,380	1,353	1,347	10	10	14	13	16
Oct	1,280	1,412	1,370	1,496	1,549	7	11	18	12	10
Nov	1,145	1,282	1,323	1,362	1,456	11	8	17	10	12
Dec	1,256	1,117	1,249	1,524	1,391	11	17	9	9	12
Total	13,315	16,338	15,917	16,572	16,731	123	158	149	130	137
High	Oct	Jan	Feb	Dec	Jun	Jan	Jan	Oct	Apr	Jul
Low	Feb	May	Apr	Mar	Feb	May	Apr	Apr	Feb	Apr

Low   High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Conditional formatting color-scales are illustrated to show months from low to high within each individual year.
2) Large trucks are defined as vehicles reported as *single 2 axle, 6 tires; single 3 or more axles; truck/trailer — not semi; tractor — cab only, no trailer; tractor/one semi-trailer; tractor/double trailer;* and, *tractor/triple trailer.*

Table 4.7. Passenger vehicles in total and fatal traffic collisions in Indiana, by day of week, 2013-2017

Day of week	Passenger vehicles in total collisions					Passenger vehicles in fatal collisions				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Sun	30,140	31,328	35,105	37,070	37,141	132	108	123	133	148
Mon	43,477	45,238	51,220	51,913	50,227	115	102	108	136	111
Tue	45,830	50,037	52,865	55,888	52,460	141	108	133	104	129
Wed	46,017	49,062	52,829	55,606	54,623	96	121	134	121	135
Thur	47,685	50,873	52,053	55,011	54,909	124	143	129	139	141
Fri	56,284	59,591	59,934	63,578	64,042	110	135	142	168	173
Sat	41,203	43,806	48,278	48,520	46,396	165	141	133	172	179
Total	310,636	329,935	352,284	367,586	359,798	883	858	902	973	1,016
High	Fri	Fri	Fri	Fri	Fri	Sat	Thur	Fri	Sat	Sat
Low	Sun	Sun	Sun	Sun	Sun	Wed	Mon	Mon	Tue	Mon

Low ___ High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Conditional formatting color-scales are illustrated to show days of the week from low to high for the entire five-year period.
2) Passenger vehicles are defined as *passenger cars, sport utility vehicles, pickup trucks,* and *vans*.

Table 4.8. Large trucks in total and fatal traffic collisions in Indiana, by day of week, 2013-2017

Day of week	Large trucks in total collisions					Large trucks in fatal collisions				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Sun	681	893	780	906	768	4	10	3	9	6
Mon	2,287	2,619	2,759	2,669	2,747	24	25	18	25	18
Tue	2,438	2,997	3,000	3,232	3,158	22	20	40	17	28
Wed	2,293	2,988	2,904	3,034	3,159	14	24	24	24	26
Thur	2,379	2,929	2,762	2,889	2,946	32	41	25	19	21
Fri	2,258	2,653	2,533	2,577	2,782	18	26	27	29	22
Sat	979	1,259	1,179	1,265	1,171	9	12	12	7	16
Total	13,315	16,338	15,917	16,572	16,731	123	158	149	130	137
High	Tue	Tue	Tue	Tue	Wed	Thur	Thur	Tue	Fri	Tue
Low	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sat	Sun

Low ___ High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Conditional formatting color-scales are illustrated to show days of the week from low to high within each individual year.
2) Large trucks are defined as vehicles reported as *single 2 axle, 6 tires; single 3 or more axles; truck/trailer — not semi; tractor — cab only, no trailer; tractor/one semi-trailer; tractor/double trailer;* and, *tractor/triple trailer.*

Table 4.9. Vehicles involved in Indiana fatal and non-fatal collisions, by vehicle type and number of vehicles involved, 2017

Collision severity/vehicles involved	Passenger car		Pickup truck		SUV		Van		Large truck	
	Count	%	Count	%	Count	%	Count	%	Count	%
All collisions	251,890	100%	40,793	100%	50,744	100%	16,371	100%	16,731	100%
Multi-vehicle	213,290	84.7%	33,174	81.3%	43,520	85.8%	14,106	86.2%	13,532	80.9%
Single-vehicle	38,600	15.3%	7,619	18.7%	7,224	14.2%	2,265	13.8%	3,199	19.1%
Fatal	659	100%	164	100%	150	100%	43	100%	137	100%
Multi-vehicle	439	66.6%	112	68.3%	99	66.0%	28	65.1%	120	87.6%
Single-vehicle	220	33.4%	52	31.7%	51	34.0%	15	34.9%	17	12.4%
Fatal collision involvement per 1,000 involved (all)	2.62		4.02		2.96		2.63		8.19	
Multi-vehicle	2.1		3.4		2.3		2.0		8.9	
Single-vehicle	5.7		6.8		7.1		6.6		5.3	

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: *Non-fatal* collisions include *non-fatal injury* and *property damage only* collisions.

Figure 4.1. Persons killed per 1,000 involved in Indiana traffic collisions, by vehicle type, 2013-2017
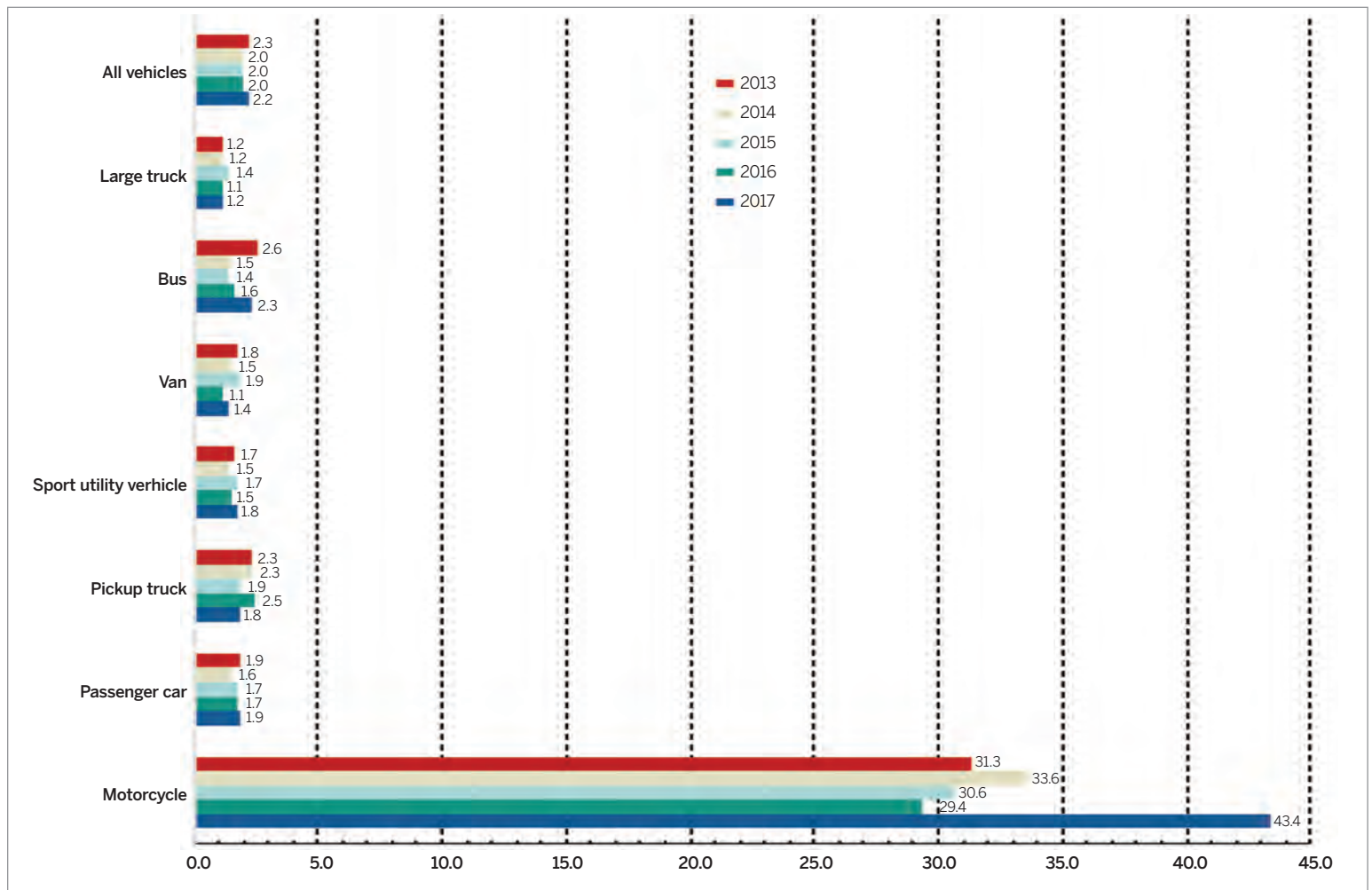
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Table 4.10. Vehicles involved in Indiana collisions, by vehicle use and collision severity, 2017

Vehicle use	Vehicles involved						Vehicles in fatal collisions per 1,000 in all collisions
	All collisions		Fatal		Injury		
	Count	% involved in all collisions	Count	% involved in fatal collisions	Count	% involved in injury collisions	
All involved vehicles	**393,506**	**100.0%**	**1,468**	**100.0%**	**64,678**	**100.0%**	**3.7**
Personal (farm, company)	**357,923**	**91.0%**	**1,171**	**79.8%**	**59,194**	**91.5%**	**3.3**
Commercial uses	**16,679**	**4.2%**	**137**	**9.3%**	**2,088**	**3.2%**	**8.2**
Commercial	15,104	3.8%	129	8.8%	1,912	3.0%	8.5
Rental, not leased	1,575	0.4%	8	0.5%	176	0.3%	5.1
Public safety-related	**3,316**	**0.8%**	**3**	**0.2%**	**400**	**0.6%**	**0.9**
Police	2,644	0.7%	2	0.1%	341	0.5%	0.8
Ambulance	385	0.1%	0	0.0%	46	0.1%	0.0
Fire	287	0.1%	1	0.1%	13	0.0%	3.5
School-related	**1,184**	**0.3%**	**3**	**0.2%**	**102**	**0.2%**	**2.5**
Bus school	1,069	0.3%	3	0.2%	95	0.1%	2.8
School (not a bus)	87	0.0%	0	0.0%	7	0.0%	0.0
School	28	0.0%	0	0.0%	0	0.0%	0.0
Other governmental use	**1,022**	**0.3%**	**0**	**0.0%**	**105**	**0.2%**	**0.0**
Other government (postal, etc.)	978	0.2%	0	0.0%	97	0.1%	0.0
Military	44	0.0%	0	0.0%	8	0.0%	0.0
Highway department/public utilities	**636**	**0.2%**	**1**	**0.1%**	**65**	**0.1%**	**1.6**
Highway department	353	0.1%	1	0.1%	42	0.1%	2.8
Public utilities (gas, electric, etc.)	283	0.1%	0	0.0%	23	0.0%	0.0
Bus transport	**404**	**0.1%**	**3**	**0.2%**	**57**	**0.1%**	**7.4**
Bus transit	150	0.0%	0	0.0%	34	0.1%	0.0
Bus other (shuttles)	94	0.0%	1	0.1%	8	0.0%	10.6
Bus charter	83	0.0%	2	0.1%	7	0.0%	24.1
Bus intercity	77	0.0%	0	0.0%	8	0.0%	0.0
Unknown use/not reported	**12,342**	**3.1%**	**150**	**10.2%**	**2,667**	**4.1%**	**12.2**

Low — High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: *Commercial* use includes buses, taxis, carriers, etc.

Table 4.11. Vehicles involved in Indiana collisions, by first object collided with and collision severity, 2017

Collision type/object of impact	Vehicles involved:				In fatal collisions per 1,000 in all collisions
	All collisions	% total all collisions	Fatal	% total fatal collisions	
Total vehicles	**379,399**	**100.0%**	**1,299**	**100.0%**	**3.4**
Multi-vehicle collision	**319,155**	**84.1%**	**896**	**69.0%**	**2.8**
Other motor vehicle	309,939	81.7%	818	63.0%	2.6
Other objects	4,733	1.2%	28	2.2%	5.9
Other actions leading to collision	1,472	0.4%	14	1.1%	9.5
Off the roadway	1,050	0.3%	13	1.0%	12.4
Non-motorists	653	0.2%	22	1.7%	33.7
Road/bridge infrastructure	552	0.1%	11	0.8%	19.9
Animals	493	0.1%	2	0.2%	4.1
Posts, signs, mailbox	263	0.1%	2	0.2%	7.6
Single-vehicle collision	**60,244**	**15.9%**	**403**	**31.0%**	**6.7**
Off the roadway	20,187	5.3%	223	17.2%	11.0
Animals	16,127	4.3%	7	0.5%	0.4
Other objects	7,228	1.9%	31	2.4%	4.3
Posts, signs, mailbox	5,418	1.4%	12	0.9%	2.2
Road/bridge infrastructure	5,035	1.3%	25	1.9%	5.0
Non-motorists	2,437	0.6%	88	6.8%	36.1
Other motor vehicle	1,986	0.5%	3	0.2%	1.5
Other actions leading to collision	1,826	0.5%	14	1.1%	7.7

Low

High

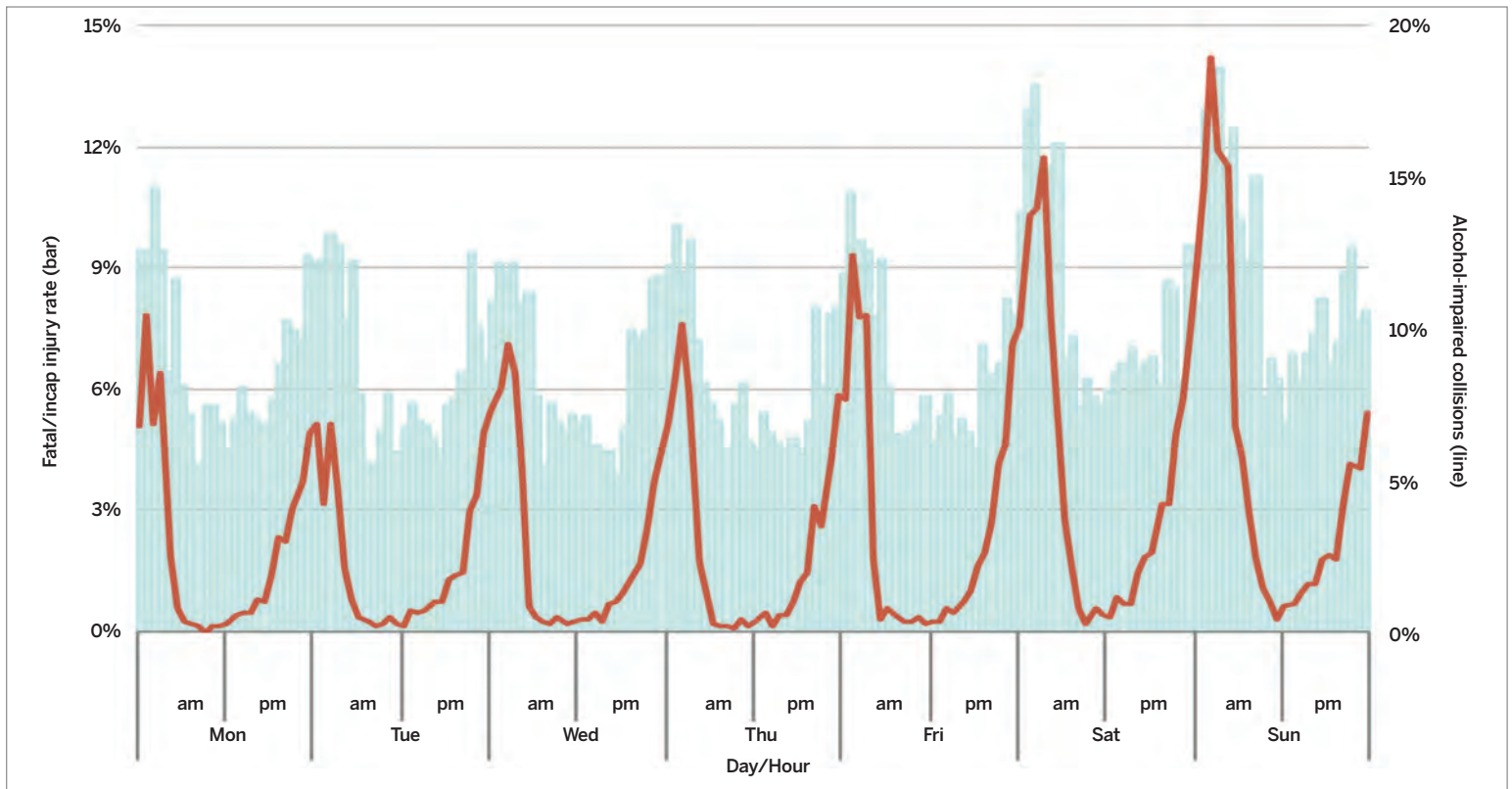Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Excludes non-motorists as a unit type, unknown unit types, and unknown object of impact.
2) First event/object collided with are categorized as follows:
   a) Other motor vehicle includes another motor vehicle and parked motor vehicle
   b) Off the roadway includes ran off roadway, ditch, embankment, culvert, and off roadway
   c) Animals includes deer and animal other than deer
   d) Other objects includes other, tree, wall/building/tunnel, fence, thrown or falling object, and work zone maintenance equipment
   e) Posts, signs, mailbox includes utility pole, other post/pole or support, mailbox, light/luminaire support, highway traffic sign post, and overhead sign post
   f) Road/bridge infrastructure includes curb, guardrail face, concrete traffic barrier, guardrail end, bridge rail, other traffic barrier, impact attenuator/crash cushion, bridge overhead structure, cable barrier, bridge pier or abutment, bridge parapet end, and median barrier
   g) Non-motorists are other traffic units that include pedestrian, bicycle, and animal-drawn vehicle
   h) Other actions leading to a collision includes crossing center line/median, equipment/mechanical failure, overturn/rollover, cargo/equipment shift or loss, separation of units, fire/explosion, jackknife, downhill runaway, and immersion

Figure 4.2. Percentage of vehicles speeding in Indiana non-fatal collisions, by vehicle type, 2017

Vehicle type	Percentage
Passenger car (n = 251,231)	4.9%
Pickup truck (n = 40,629)	5.2%
Sport utility vehicle (n = 50,594)	4.3%
Van (n = 16,328)	3.4%
Motorcycle (n = 3,063)	11.5%
Large truck (n = 16,594)	3.4%
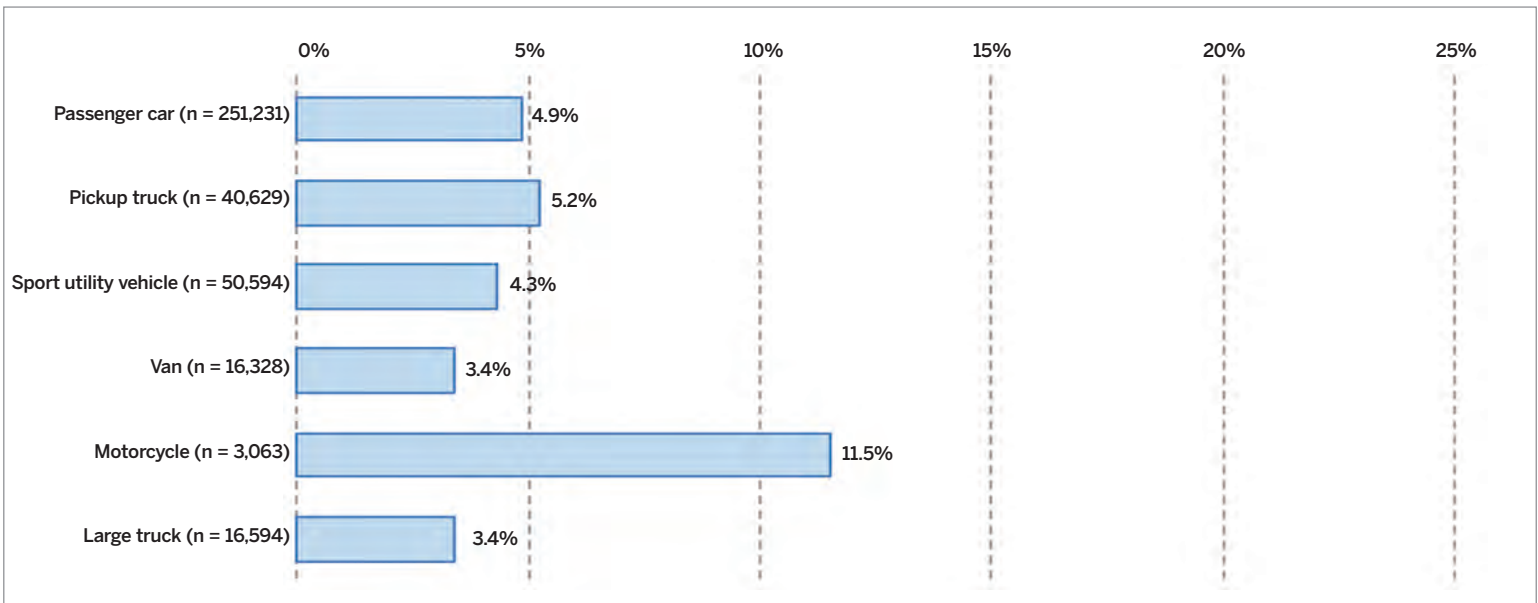
Figure 4.3. Percentage of vehicles speeding in Indiana <u>fatal</u> collisions, by vehicle type, 2017

Vehicle type	Percentage
Passenger car (n = 659)	14.3%
Pickup truck (n = 164)	12.2%
Sport utility vehicle (n = 150)	14.7%
Van (n = 43)	4.7%
Motorcycle (n = 145)	22.1%
Large truck (n = 137)	6.6%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Large trucks are defined as vehicles reported as *single 2 axle, 6 tires; single 3 or more axles; truck/trailer — not semi; tractor — cab only, no trailer; tractor/one semi-trailer; tractor/double trailer;* and, *tractor/triple trailer.*
2) Motorcycles include *motorcycles, class A and class B motor-driven cycles,* and *motorized bicycles.*
3) Vehicle types reported as non-motorists (*animal-drawn vehicle, bicycle,* and *pedestrian*), *bus/seats 15+ persons with driver, bus/seats 9-15 persons with driver, combination vehicle, farm vehicle, motor home/recreational vehicle, unknown,* or NULL values are exluded.
4) Passenger vehicles are defined as *passenger cars, sport utility vehicles, pickup trucks,* and *vans.*

Figure 4.4. Percentage of vehicles with an <u>alcohol-impaired</u> driver in Indiana collisions, by vehicle type, 2017

Vehicle type	Percentage
Passenger car (n = 251,231)	1.2%
Pickup truck (n = 40,629)	1.6%
Sport utility vehicle (n = 50,594)	1.0%
Van (n = 16,328)	0.7%
Motorcycle (n = 3,063)	3.0%
Large truck (n = 16,594)	0.1%
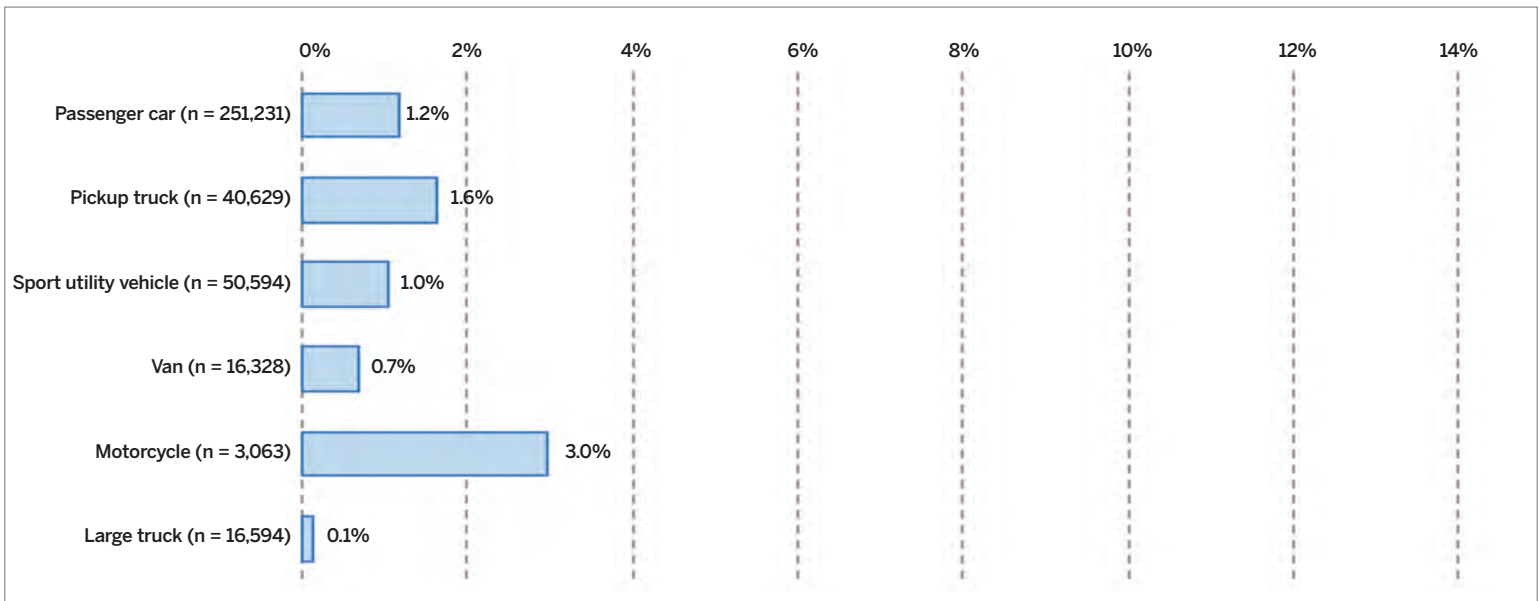
Figure 4.5. Percentage of vehicles with an <u>alcohol-impaired</u> driver in Indiana <u>fatal</u> collisions, by vehicle type, 2017

Vehicle type	Percentage
Passenger car (n = 659)	6.8%
Pickup truck (n = 164)	9.1%
Sport utility vehicle (n = 150)	6.7%
Van (n = 43)	2.3%
Motorcycle (n = 145)	11.0%
Large truck (n = 137)	0.0%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Large trucks are defined as vehicles reported as *single 2 axle, 6 tires; single 3 or more axles; truck/trailer — not semi; tractor — cab only, no trailer; tractor/one semi-trailer; tractor/double trailer;* and, *tractor/triple trailer.*
2) Motorcycles include *motorcycles, class A and class B motor-driven cycles,* and *motorized bicycles.*
3) Vehicle types reported as non-motorists (*animal-drawn vehicle, bicycle, and pedestrian*), bus/seats 15+ persons with driver, bus/seats 9-15 persons with driver, combination vehicle, farm vehicle, motor home/recreational vehicle, unknown, or NULL values are excluded.
4) An *alcohol-impaired* driver had an 0.08 g/dL or greater blood alcohol content (BAC) as reported in ARIES.
5) Alcohol-impairment rates should be interpreted with caution due to underreporting of BAC results in ARIES.

Figure 4.6. Percentage of vehicles classified as attributable in Indiana fatal collisions, by primary factor and vehicle type, 2017

All primary factors

Vehicle type	Percentage
Passenger car (n = 659)	63.4%
Pickup truck (n = 164)	54.3%
Sport utility vehicle (n = 150)	59.3%
Van (n = 43)	55.8%
Motorcycle (n = 145)	69.0%
Large truck (n = 137)	29.9%

Driver: Unsafe actions

Vehicle type	Percentage
Passenger car (n = 409)	58.7%
Pickup truck (n = 101)	45.5%
Sport utility vehicle (n = 85)	49.4%
Van (n = 27)	40.7%
Motorcycle (n = 92)	54.3%
Large truck (n = 95)	22.1%

Driver: Distracted/Cognitive/Impaired

Vehicle type	Percentage
Passenger car (n = 31)	45.2%
Pickup truck (n = 9)	55.6%
Sport utility vehicle (n = 12)	58.3%
Van (n = 1)	0.0%
Motorcycle (n = 0)	0.0%
Large truck (n = 13)	38.5%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) A vehicle is attributable to the occurrence of a collision when the officer marks a contributing circumstance for that vehicle that also matches the collision primary factor. In multi-vehicle collisions, more than one vehicle can be classified as attributable.
2) Large trucks are defined as *vehicles reported as single 2 axle, 6 tires; single 3 or more axles; truck/trailer — not semi; tractor — cab only, no trailer; tractor/one semi-trailer; tractor/ double trailer;* and, *tractor/triple trailer.*
3) Motorcycles include *motorcycles, class A* and *class B motor-driven cycles,* and *motorized bicycles.*
4) Vehicle types reported as non-motorists *(animal-drawn vehicle, bicycle, and pedestrian), bus/seats 15+ persons with driver, bus/seats 9-15 persons with driver, combination vehicle, farm vehicle, motor home/recreational vehicle, unknown,* or NULL values are excluded.
5) *Driver: Unsafe actions* includes primary factors reported as *disregard signal/signage, failure to yield right of way, following too closely, improper lane usage, improper passing, improper turning, left of center, speed too fast for weather conditions, unsafe backing, unsafe lane movement, unsafe speed,* and *wrong way on one way.*
6) *Driver: Distracted/cognitive/impaired* includes primary factors reported as *cell phone usage, driver distracted (explained in narrative), other (explained in narrative) – driver, other telematics in use, overcorrecting/oversteering, ran off road right, alcoholic beverages, driver asleep or fatigued, driver illness,* and *illegal drugs.*

MOTORCYCLES

MOTORCYCLES, 2017

Traffic collisions involving motorcycles have declined from 2013 to 2017 (Figure 5.1). In each of those years, there are more *multi-vehicle* (MV) than *single-vehicle* (SV) motorcycle collisions. At the end of this period, however, fatal collisions involving motorcycles increased substantially, from 34 to 51 fatal SV and from 67 to 93 fatal MV collisions in 2016 and 2017, respectively.

In 2017, the count of injury collisions involving motorcycles peaked at 4pm, while the proportion of all injury collisions that involved motorcycles peaked at 8pm (Figure 5.2). Counts of fatal and incapacitating collisions involving motorcycles were highest from June through September (Figure 5.3). Fatal and incapacitating collisions were highest on Saturdays and Sundays (Figure 5.4).

Injury rates in 2017 motorcycle collisions are associated with different collision characteristics. Multi-vehicle crashes result in fatalities more often than single-vehicle motorcycle collisions, but SV crashes are more likely than MV to produce a non-fatal injury (Table 5.1). Motorcycle collisions occurred predominately during clear weather conditions, on *straight/level* roads not involving *road junctions*, and on *local/city* roads.

The probability of fatal motorcycle collisions was greatest on *highways* (7 percent), at *intersections* (5 percent), and on *curves* (6 percent). Regarding fatal crashes, selected characteristics of motorcycle collisions differ in various ways from non-motorcycle collisions. For example, fatal motorcycle collisions are more likely than other vehicle collisions to occur at intersections (37 percent of fatal motorcycle collisions, compared to 26 percent of fatal non-motorcycle collisions). Fatal motorcycle collisions occur more often in multi-vehicle crashes than do non-motorcycle collisions. Forty percent of fatal motorcycle collisions are on *local/city* roads, compared to 28 percent of non-motorcycle fatal collisions.

In 2017, a total of 103 motor vehicles (excluding the involved motorcycles) were involved in fatal motorcycle collisions (Figure 5.5), while 1,709 vehicles (not counting motorcycles) were involved in non-fatal collisions (not shown in Figure 5.5) involving motorcycles.

The count of collision-involved motorcycles considered to be speeding declined during the 2013-2017 period (Table 5.2); however, from 2016 to 2017, the number of motorcycles speeding increased for both single- and multi-vehicle collisions. In 2017, the number of speeding motorcycles in MV collisions increased 31 percent. In MV collisions, motorcycles are considerably more likely to speed than other involved vehicles: motorcycles are about five times more likely than other involved vehicles to be categorized as *speeding*. Motorcycles in SV collisions were speeding about 19 percent of the time, but only about 8 percent of the time in MV collisions. The proportions of motorcycles considered to have been speeding in either single- or multi-vehicle collisions have remained roughly the same over the five-years.

Total motorcycle riders involved in collisions declined annually from 2013 to 2017 (Table 5.3). However, from 2016 to 2017, the number of motorcyclists killed increased steeply by 47 percent, from 100 to 147 motorcyclist fatalities. Meanwhile, the count of riders with incapacitating and non-incapacitating injuries declined about 2 percent, from 2,324 to

2,280. In 2017, more than 70 percent of collision-involved motorcycle riders were injured (67 percent) or killed (4 percent).

Since 2015, Indiana law has defined three different vehicle types on which motorcycle operators and passengers can ride at the time of a collision (see glossary for definitions). There are two additional categories of vehicles still reported by ARIES that are not officially defined in Indiana law: motorized bicycle and moped. In 2017, about 73 percent of riders injured or killed were on motorcycles, with the remainder on other two-/three-wheeled vehicles (calculated from Table 5.4). Fatalities on *motorcycles* increased 52 percent in 2017, and fatalities on *motor-driven cycle class B* increased by 217 percent, from 6 to 19.

In 2017 collisions involving motorcycles, the likelihood of alcohol impairment was generally higher for motorcycle operators than other involved drivers (Table 5.5 and 5.6). However, the low rates of motorcycle operator impairment in 2016 should be interpreted with caution, and are linked to non-reporting or late reporting of drug and alcohol tests in the April 6, 2018, version of ARIES. Nevertheless, in terms of *blood alcohol content (BAC)* results that were reported in 2017, 62 percent of motorcycle operators had a BAC of 0.08 g/dL or more.

Among motorcyclists involved in Indiana collisions, helmet use is associated with lower fatality and injury rates (Figure 5.6). About 38 percent of collision-involved riders were wearing helmets in 2017 (Table 5.7). Among motorcyclists killed in 2017, more than 70 percent were not wearing helmets. Among only motorcyclists for whom helmet use and age were known, those without helmets experienced higher fatal (6 percent) and injury rates (70 percent) than those wearing helmets (4 percent and 67 percent, respectively). Male motorcycle operators had more than twice the fatality rate of female operators.

Considering all injuries sustained by motorcyclists, injuries to helmeted and unhelmeted riders do not vary a large amount by *nature* (e.g., severe bleeding, broken bone), but do vary by injury *location* (Table 5.10). In 2017, *unhelmeted* riders experienced injuries to the *neck and above* 41 percent of the time, compared to 25 percent of the time for riders with helmets. Helmeted riders were reported with proportionately more injuries to the *entire body* (31 percent) and torso (14 percent) than were unhelmeted riders (12 percent and 10 percent, respectively).

Figure 5.1. Motorcycle-involved collisions in Indiana, by single vehicle (SV) and multi-vehicle (MV) involvement, 2013-2017
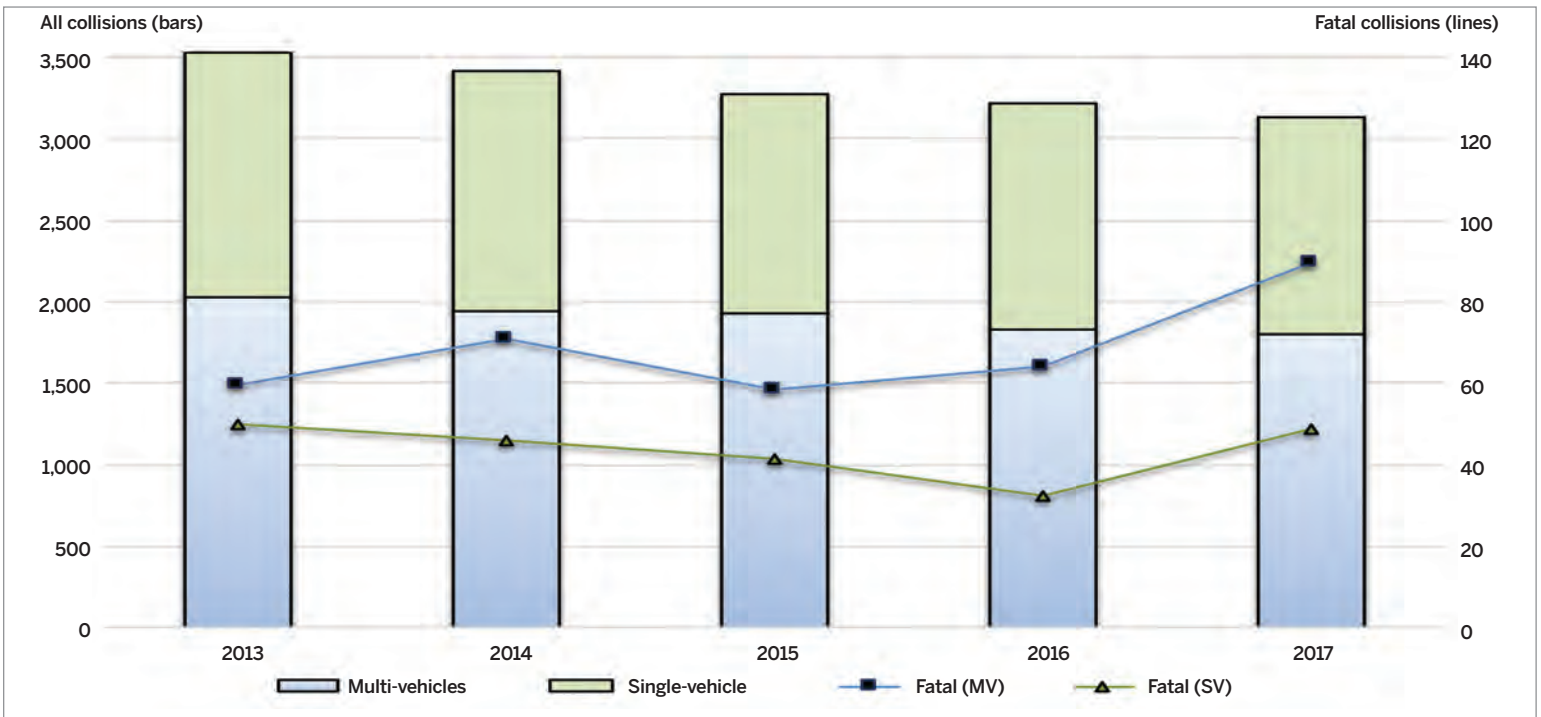
All collisions (bars)   Fatal collisions (lines)

Multi-vehicles   Single-vehicle   Fatal (MV)   Fatal (SV)

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Figure 5.2. Motorcycle-involved injury collisions in Indiana, by hour of the day, 2017
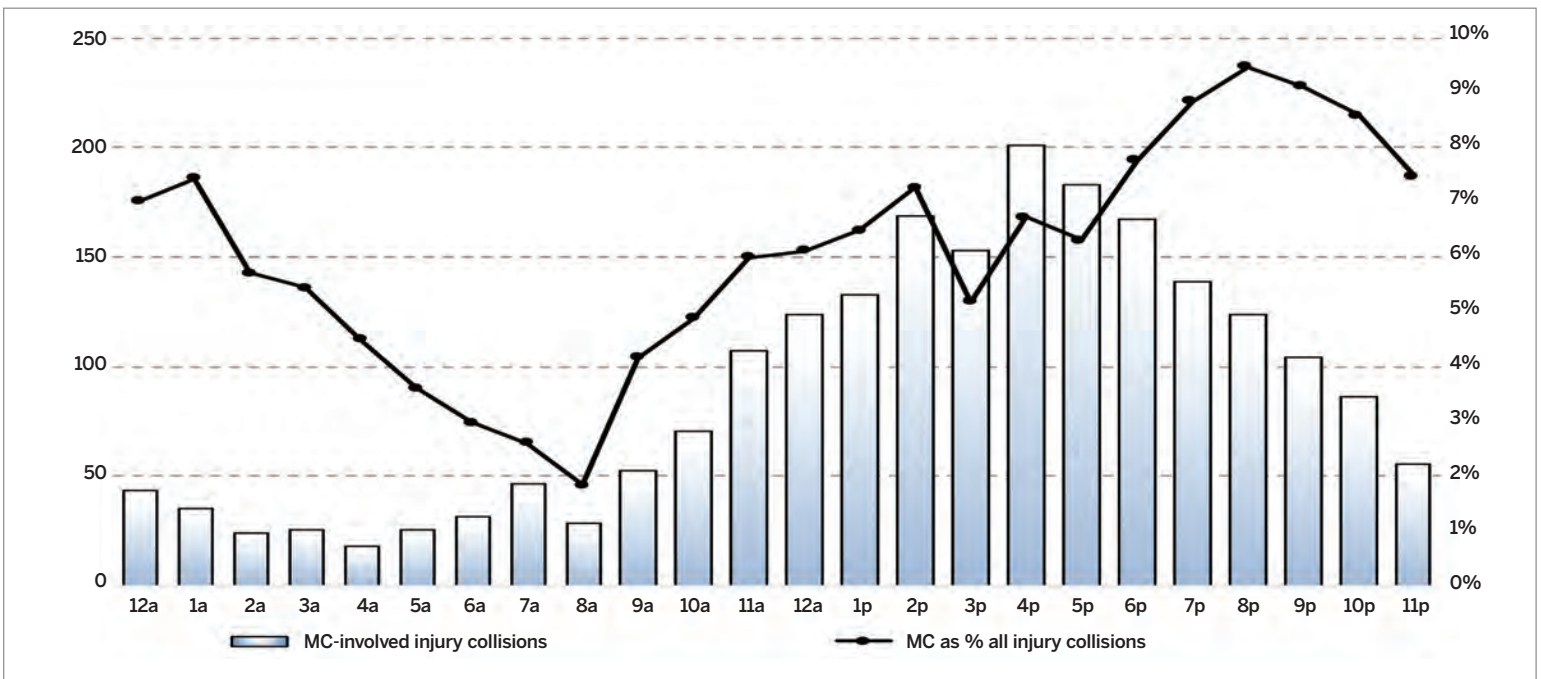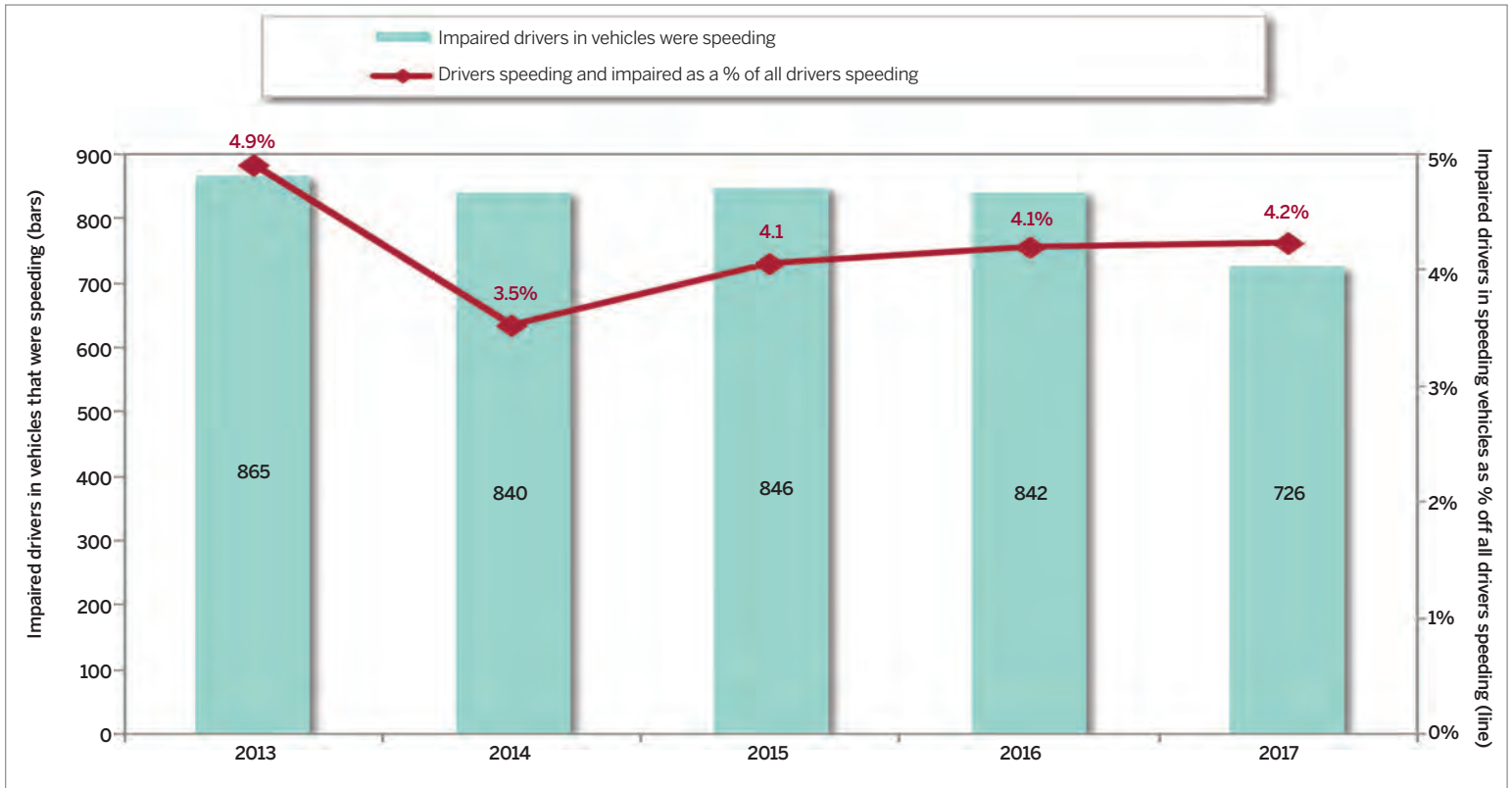

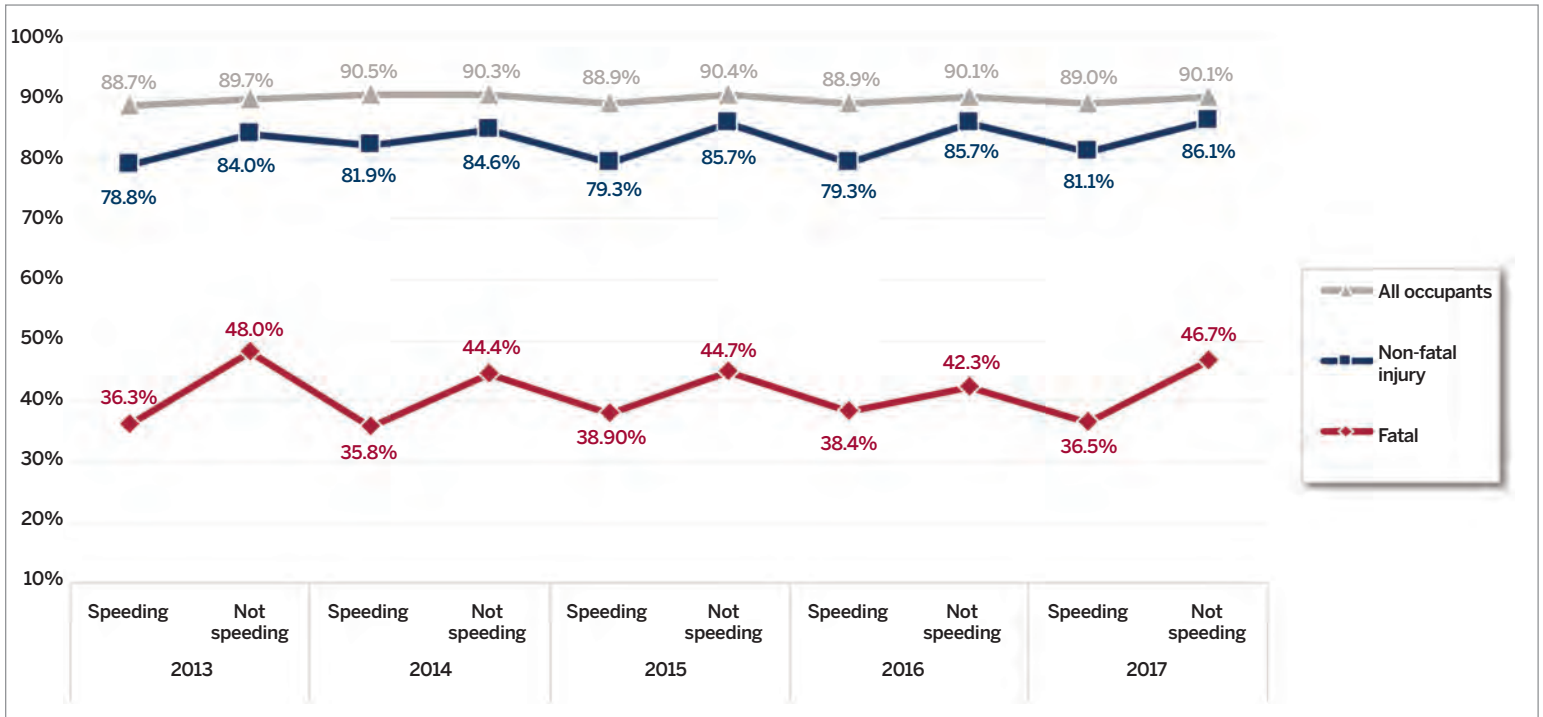
MC-involved injury collisions   MC as % all injury collisions

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Excludes collisions where *hour* or *injury status* was *unknown* or *not reported*.
2) *Injury* collisions include those with at least one *fatal, incapacitating,* or *non-incapacitating* injury.

Figure 5.3. Indiana fatal and injury collisions involving motorcycles, by month, 2017
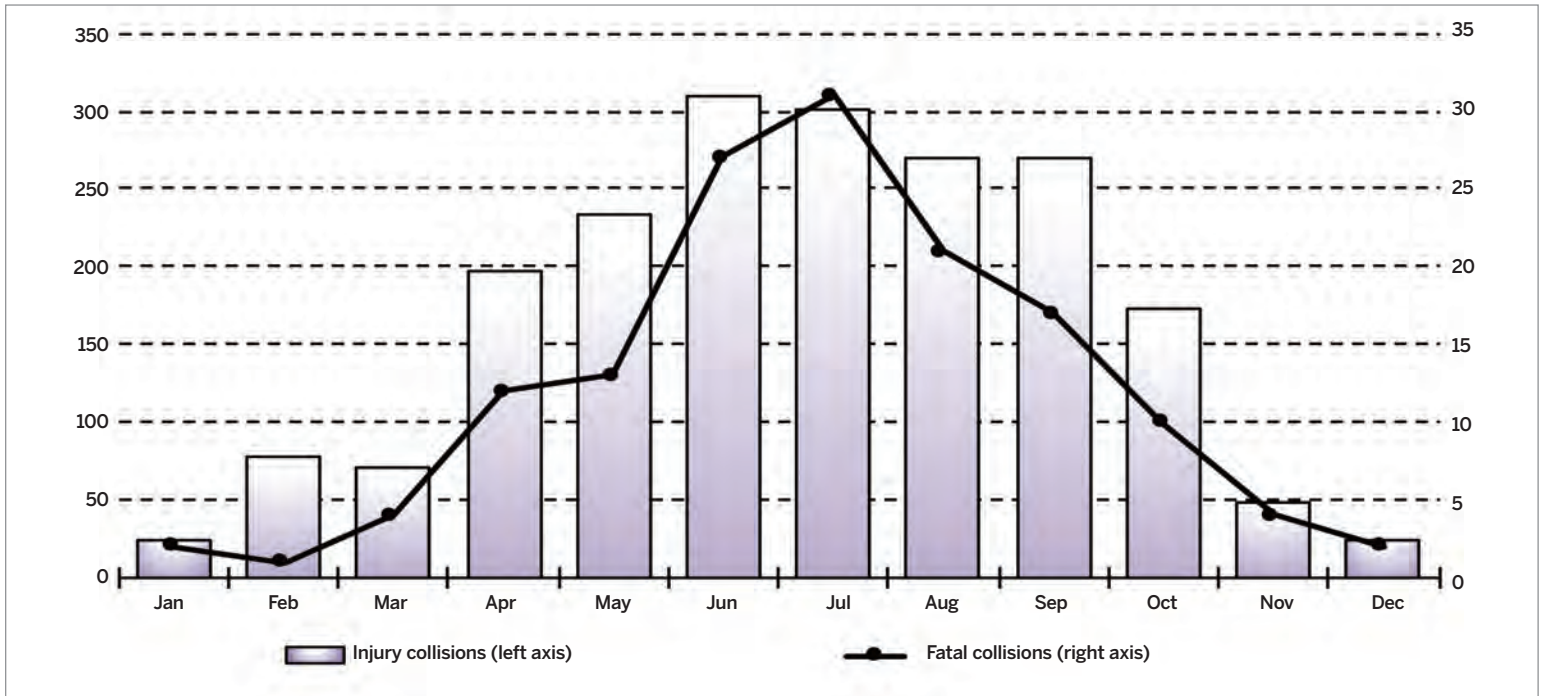
Injury collisions (left axis)   Fatal collisions (right axis)

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: *Injury collisions* include those with at least one *fatal, incapacitating,* or *non-incapacitating* injury.

Figure 5.4. Indiana fatal and incapacitating collisions involving motorcycles, by day of the week, 2017
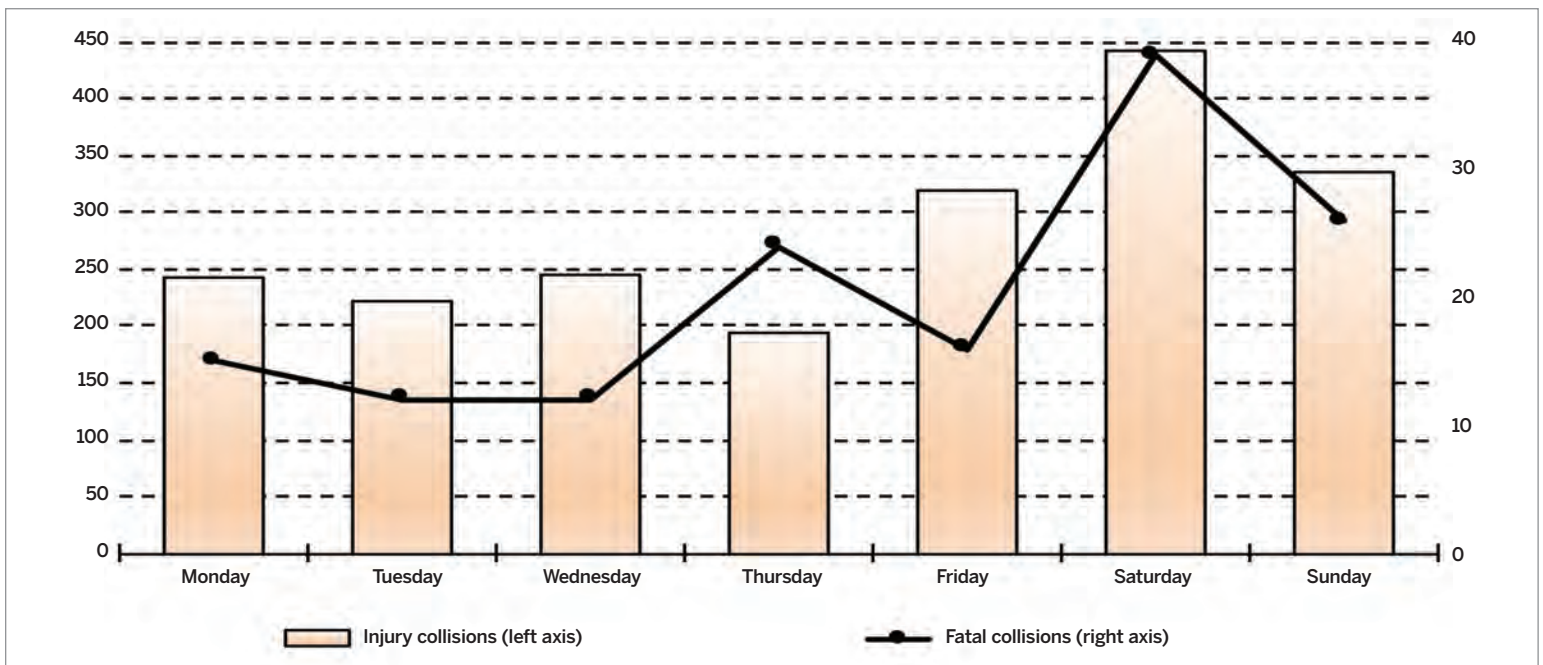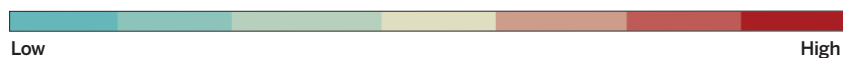

Injury collisions (left axis)   Fatal collisions (right axis)

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: *Injury collisions* include those with at least one *fatal, incapacitating,* or *non-incapacitating* injury.

Table 5.1. Characteristics of Indiana motorcycle collisions, by collision severity, 2017

| Characteristics	Count of collisions				Probability of collision severity		% total fatal collisions (by characteristic)	
	Fatal	Injury	Property damage	Total	Fatal	Injury	MC collisions	Non-MC collisions
All MC collisions	**144**	**1,998**	**989**	**3,131**	**4.6%**	**63.8%**		
Vehicles involved								
Single-vehicle	51	1,029	258	1,338	3.8%	76.9%	35.4%	53.8%
Multi-vehicle	93	969	731	1,793	5.2%	54.0%	64.6%	46.2%
Weather conditions								
Clear	123	1,703	831	2,657	4.6%	64.1%	85.4%	68.7%
Cloudy or poor visibility	19	213	115	347	5.5%	61.4%	13.2%	20.6%
Extreme weather	2	81	41	124	1.6%	65.3%	1.4%	10.7%
Road class								
Local/city	57	1,011	504	1,572	3.6%	64.3%	39.6%	27.5%
Highway	57	560	251	868	6.6%	64.5%	39.6%	43.0%
County	27	296	101	424	6.4%	69.8%	18.8%	18.9%
Interstate	3	93	38	134	2.2%	69.4%	2.1%	10.6%
Road character								
Straight (level)	91	1,305	707	2,103	4.3%	62.1%	63.2%	62.3%
Curves	39	431	138	608	6.4%	70.9%	27.1%	19.3%
Straight (non-level)	13	252	123	388	3.4%	64.9%	9.0%	18.3%
Non-roadway	1	9	21	31	3.2%	29.0%	0.7%	0.1%
Road junctions								
No junction involved	87	1,269	632	1,988	4.4%	63.8%	60.4%	72.6%
Intersections	53	675	334	1,062	5.0%	63.6%	36.8%	25.9%
Interchange/ramp	4	53	23	80	5.0%	66.3%	2.8%	1.4%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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
      Extreme weather includes *rain, severe cross wind, sleet/hail/freezing rain,* and *blowing sand/soil/snow.*
   b) *Road class:*
      Highway includes *state road* and *US route.*
   c) *Road character:*
      Curves includes *curve/grade, curve/hillcrest,* and *curve/level.*
      Straight/grade/hillcrest includes *straight/grade* and *straight/hillcrest.*
   d) *Road junctions:*
      Intersections includes *five point or more, four-way intersection, T-intersection, traffic circle/roundabout, RR crossing, trail crossing,* and *Y-intersection.*
      Interchange/ramp includes interchange and *ramp.*
3) Injury collisions include those with at least one *fatal, incapacitating,* or *non-incapacitating* injury.

Figure 5.5. Vehicles in Indiana multi-vehicle fatal collisions involving motorcycles (MC), 2017
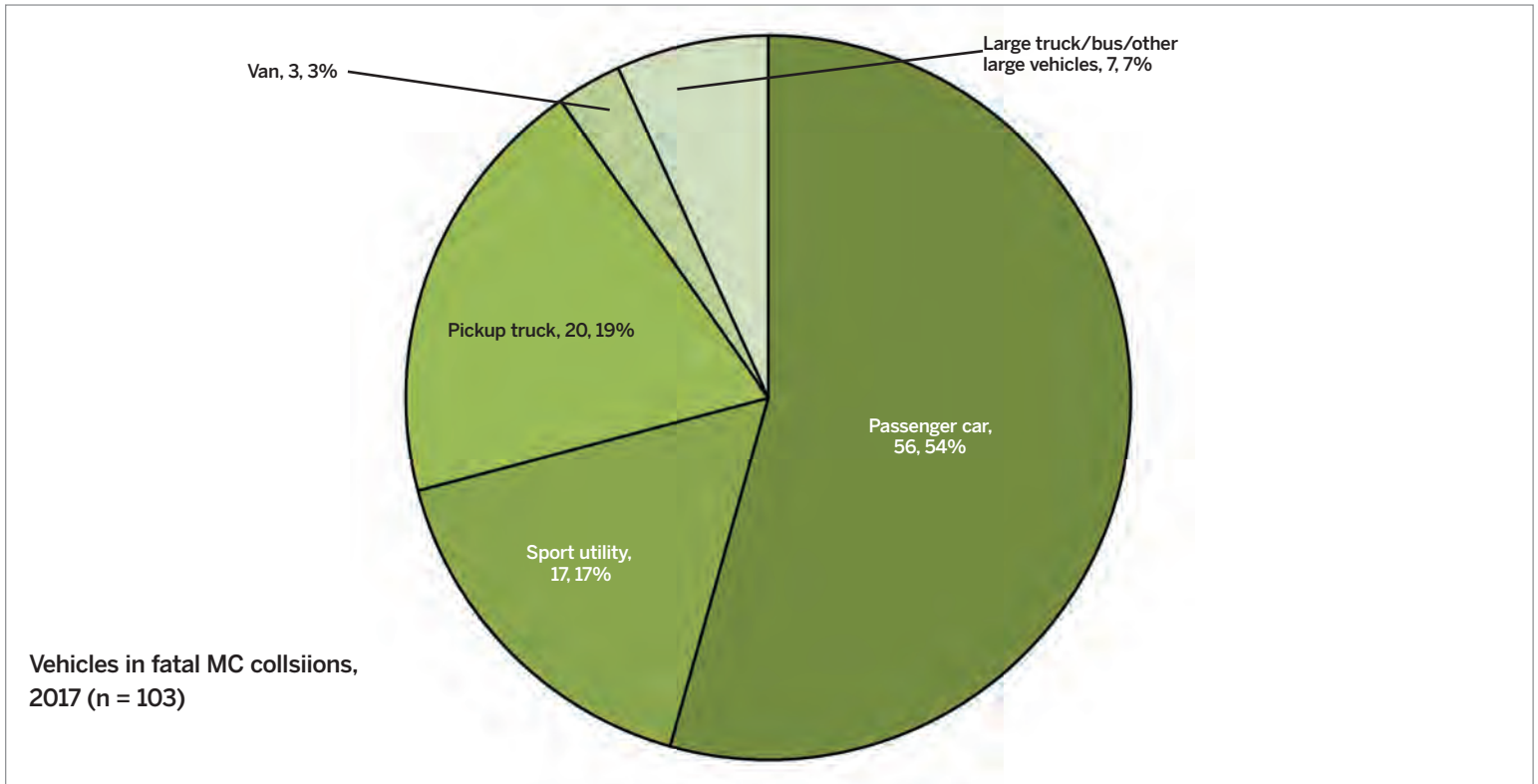
Large truck/bus/other large vehicles, 7, 7%

Van, 3, 3%

Pickup truck, 20, 19%

Passenger car, 56, 54%
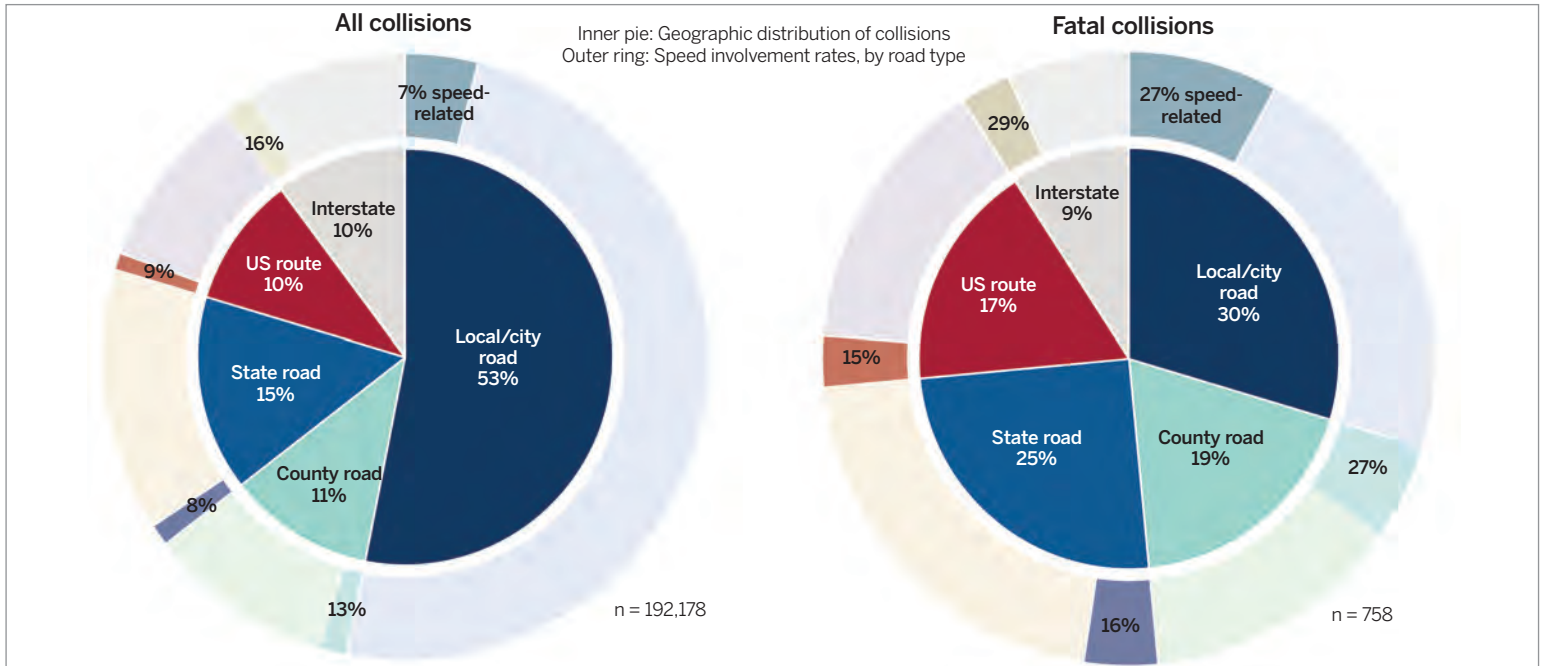
Sport utility, 17, 17%

Vehicles in fatal MC collsiions, 2017 (n = 103)

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Excludes *non-motorists* and *unknown* vehicles.
2) There were 94 motorcycles involved in the multi-vehicle fatal collisions (not shown in graph).

Table 5.2. Speeding status of vehicles involved in Indiana motorcycle collisions, 2013-2017

	Vehicles involved					Annual rate of change	
	2013	2014	2015	2016	2017	2016-17	2013-17
Single-vehicle (SV) collisions							
Motorcycles	**1,494**	**1,465**	**1,345**	**1,391**	**1,338**	**-3.8%**	**-2.7%**
Not speeding	1,224	1,210	1,089	1,157	1,089	-5.9%	-2.9%
Speeding	270	255	256	234	249	6.4%	-2.0%
Multi-vehicle (MV) collisions							
Motorcycles	**2,102**	**2,018**	**1,996**	**1,921**	**1,870**	**-2.7%**	**-2.9%**
Not speeding	1,997	1,912	1,874	1,817	1,734	-4.6%	-3.5%
Speeding	105	106	122	104	136	30.8%	6.7%
Other vehicles	**2,021**	**1,931**	**1,917**	**1,830**	**1,802**	**-1.5%**	**-2.8%**
Not speeding	1,992	1,901	1,891	1,804	1,771	-1.8%	-2.9%
Speeding	29	30	26	26	31	19.2%	1.7%
Percent speeding							
Motorcycles--SV	18.1%	17.4%	19.0%	16.8%	18.6%		
Motorcycles--MV	5.3%	5.5%	6.5%	5.7%	7.8%		
Other vehicles--MV	1.4%	1.6%	1.4%	1.4%	1.7%		

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Other* vehicles excludes *unknown* unit type, *pedestrians, bicycles,* and *animal-drawn vehicles.*
2) Excludes *unknown* speeding status.

Table 5.3. Motorcycle rider deaths and injuries in Indiana traffic collisions, 2013-2017

	Count of individuals					Annual rate of change	
Injury status	2013	2014	2015	2016	2017	2016-17	2013-17
Total	**3,796**	**3,690**	**3,496**	**3,406**	**3,390**	**-0.5%**	**-2.8%**
Fatal	119	124	107	100	147	47.0%	5.4%
Injury	2,757	2,676	2,414	2,324	2,280	-1.9%	-4.6%
Not injured	920	890	975	982	963	-1.9%	1.1%
% fatal	**3.1%**	**3.4%**	**3.1%**	**2.9%**	**4.3%**		
% injury	**72.6%**	**72.5%**	**69.1%**	**68.2%**	**67.3%**		

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Injury* includes *incapacitating, non-incapacitating, other, unknown, '+', not reported,* and *refused.*
2) *Motorcycle riders* include *operators* and *passengers* of *motorcycles, class A* and *B motor driven cycles, motorized bicycles,* and *mopeds.*

Table 5.4. Motorcyclists involved in Indiana collisions, by type of motorized vehicle, 2016-2017

	Count of individuals		Percent change	2017 injury rate, by unit type
Unit type/Injury group	2016	2017	2016-2017	
All motorcyclists	**3,406**	**3,390**	**-0.5%**	
Motorcycle	**2,480**	**2,530**	**2.0%**	**100%**
Fatal	77	117	51.9%	4.6%
Injury	1,697	1,708	0.6%	67.5%
Not injured	706	705	-0.1%	27.9%
Motor driven cycle class B	**457**	**433**	**-5.3%**	**100%**
Fatal	6	19	216.7%	4.4%
Injury	324	291	-10.2%	67.2%
Not injured	127	123	-3.1%	28.4%
Motor driven cycle class A	**242**	**263**	**8.7%**	**100%**
Fatal	10	8	-20.0%	3.0%
Injury	141	172	22.0%	65.4%
Not injured	91	83	-8.8%	31.6%
Motorized bicycle	**122**	**104**	**-14.8%**	**100%**
Fatal	5	2	-60.0%	1.9%
Injury	80	61	-23.8%	58.7%
Not injured	37	41	10.8%	39.4%
Moped	**105**	**60**	**-42.9%**	**100%**
Fatal	2	1	-50.0%	1.7%
Injury	82	48	-41.5%	80.0%
Not injured	21	11	-47.6%	18.3%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Motorcyclists* include *operators* and *passengers* of *motorcycles, class A* and *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, other, unknown, '+', not reported,* and *refused.*

Table 5.5. Individuals involved in Indiana motorcycle (MC) and non-motorcycle collisions by collision type, vehicle type, driver alcohol impairment, and injury status, 2017

Type of vehicle/alcohol status	Count of individuals, by injury status			Total
	Fatal	Injury	No injury	
Single-vehicle (SV) collisions				
Motorcycles	51	1,149	292	1,492
Alcohol-impaired unit	7	65	9	81
% alcohol-impaired	*13.7%*	*5.7%*	*3.1%*	*5.4%*
Multi-vehicle(MV) collisions				
Motorcycles	96	1,131	671	1,898
Alcohol-impaired unit	9	19	8	36
% alcohol-impaired	*9.4%*	*1.7%*	*1.2%*	*1.9%*
All other vehicles	0	162	1,457	1,619
Alcohol-impaired unit	--	0	21	21
% alcohol-impaired	*--*	*0.0%*	*1.4%*	*1.3%*
SV non-MC collisions	389	11,561	49,862	61,812
Alcohol-impaired unit	43	747	1,715	2,505
% alcohol-impaired	*11.1%*	*6.5%*	*3.4%*	*4.1%*
MV non-MC collisions	374	36,886	253,727	290,987
Alcohol-impaired unit	23	386	1,673	2,082
% alcohol-impaired	*6.1%*	*1.0%*	*0.7%*	*0.7%*

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of March 16, 2017

Notes:
1) See glossary for definition of alcohol-impaired.
2) *Injury* includes *incapacitating, non-incapacitating, other, unknown, '+', not reported,* and *refused*.
3) Excludes *non-motorists* and unknown *vehicle type*.
4) In 2017, more than 78 percent of drivers killed and 93 percent of surviving drivers in fatal and incapacitating collisions have no reported BAC results in ARIES, so % *alcohol-impaired* should be interpreted with extreme caution.

Table 5.6. Blood alcohol content (BAC) of vehicle operators involved in Indiana fatal and incapacitating collisions, by type of collision and vehicle type, 2017

Collision type	Vehicles involved	BAC range	Killed	Survived	All operators	All operators, impaired as percent of: Reported results	All
Single-vehicle	Motorcycles	Total operators	48	695	743	62.0%	5.9%
		0 g/dL	4	17	21		
		0.01-0.07	0	6	6		
		0.08-0.14	2	11	13		
		0.15-0.59	5	26	31		
		Not reported	37	635	672		
	Passenger vehicles	Total operators	214	4,844	5,058	54.5%	7.7%
		0 g/dL	13	258	271		
		0.01-0.07	6	49	55		
		0.08-0.14	7	122	129		
		0.15-0.59	25	237	262		
		Not reported	163	4,178	4,341		
Multi-vehicle	Motorcycles	Total operators	86	604	690	42.9%	2.6%
		0 g/dL	8	14	22		
		0.01-0.07	2		2		
		0.08-0.14	5	2	7		
		0.15-0.59	4	7	11		
		Not reported	67	581	648		
	Passenger vehicles	Total operators	241	18,913	19,154	32.1%	1.6%
		0 g/dL	38	554	592		
		0.01-0.07	3	51	54		
		0.08-0.14	3	89	92		
		0.15-0.59	11	202	213		
		Not reported	186	18,017	18,203		

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) BAC range in grams per deciliter (g/dL). A BAC of 0.08 or greater is legally impaired.
2) Includes only the operators of *motorcycles* and *passenger vehicles (car, pickup, van, SUV)*.
3) Reported *results* include only those records in ARIES that have a BAC result (i.e., excludes NULL values).

Figure 5.6. Fatal and incapacitating injuries as percent of total motorcyclists involved in Indiana collisions, by helmet use and age group, 2017
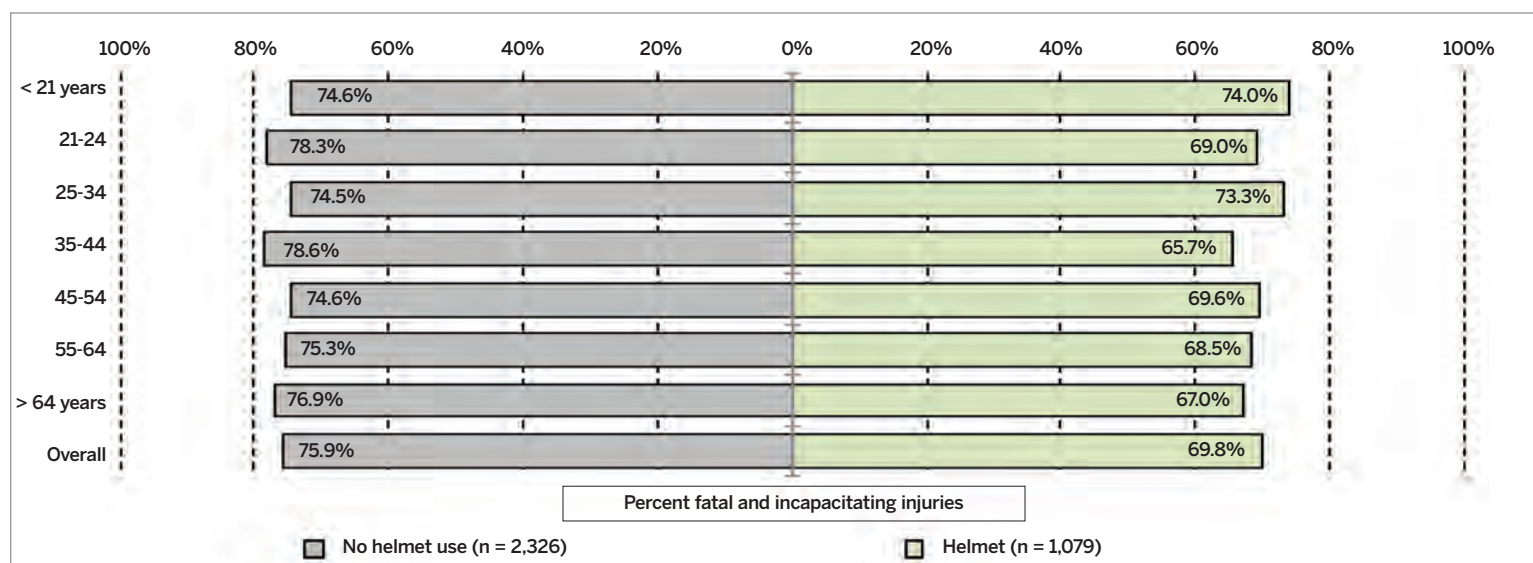
Age group	No helmet use	Helmet
< 21 years	74.6%	74.0%
21-24	78.3%	69.0%
25-34	74.5%	73.3%
35-44	78.6%	65.7%
45-54	74.6%	69.6%
55-64	75.3%	68.5%
> 64 years	76.9%	67.0%
Overall	75.9%	69.8%

Percent fatal and incapacitating injuries

No helmet use (n = 2,326) — Helmet (n = 1,079)

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Excludes cases with *unknown* age or *helmet use*.
2) *Injury* includes *incapacitating, non-incapacitating, other, unknown, '+', not reported,* and *refused*.

Table 5.7. Motorcyclists involved in Indiana traffic collisions, by rider characteristics and injury status, 2017

Characteristics	Count of individuals				Probability of injury status	
	Fatal	Injury	Not injured	Total	Fatal	Injury
Type of individual	**147**	**2,280**	**963**	**3,390**	**4.3%**	**67.3%**
Operator	134	1,961	952	3,047	4.4%	64.4%
Passenger	13	319	11	343	3.8%	93.0%
Helmet use/age group						
Helmet	**40**	**749**	**328**	**1,117**	**3.6%**	**67.1%**
Under 21	4	104	38	146	2.7%	71.2%
21-24	2	85	37	124	1.6%	68.5%
25-34	10	158	57	225	4.4%	70.2%
35-44	3	109	58	170	1.8%	64.1%
45-54	6	111	49	166	3.6%	66.9%
55-64	10	113	51	174	5.7%	64.9%
65 and older	5	69	38	112	4.5%	61.6%
No helmet	**98**	**1,263**	**433**	**1,794**	**5.5%**	**70.4%**
Under 21	4	81	29	114	3.5%	71.1%
21-24	5	89	26	120	4.2%	74.2%
25-34	20	234	87	341	5.9%	68.6%
35-44	15	272	78	365	4.1%	74.5%
45-54	26	329	121	476	5.5%	69.1%
55-64	24	202	74	300	8.0%	67.3%
65 and older	4	56	18	78	5.1%	71.8%
Gender						
Male	**132**	**1,890**	**880**	**2,902**	**4.5%**	**65.1%**
Operator	130	1,817	872	2,819	4.6%	64.5%
Passenger	2	73	8	83	2.4%	88.0%
Female	**15**	**390**	**75**	**480**	**3.1%**	**81.3%**
Operator	4	144	72	220	1.8%	65.5%
Passenger	11	246	3	260	4.2%	94.6%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Excludes cases in which *gender, helmet use*, or *age group* was unknown.
2) Counts of passengers *not injured* should be excluded in ARIES; counts shown are as reported in ARIES.
3) Totals within *gender, helmet use,* and *type of individual* categories may not match due to missing values in selected categories.
4) *Injury* includes *incapacitating, non-incapacitating, other, unknown, '+', not reported,* and *refused*.

Table 5.8. Nature and location of injuries to motorcycle operators and passengers in Indiana collisions, by reported helmet use, 2017

Nature of injury	Location of injury					Total	Percent injuries by nature
	Neck and above	Arms	Entire body	Legs	Torso		
Total	**671**	**407**	**285**	**524**	**239**	**2,126**	
Helmet	**116**	**193**	**122**	**240**	**109**	**780**	**100%**
Other injury	66	119	82	137	75	479	61.4%
Fracture/dislocation	7	39	14	77	18	155	19.9%
Minor bleeding	13	27	3	15	5	63	8.1%
Internal	19	1	16	2	9	47	6.0%
Severe bleeding	10	4	2	7	1	24	3.1%
Severed	0	1	2	1	0	4	0.5%
None visible	1	2	3	1	1	8	1.0%
Percent injuries by location	**24.7%**	**15.6%**	**30.8%**	**14.9%**	**14.0%**	**100%**	
No helmet indicated	**555**	**214**	**163**	**284**	**130**	**1,346**	**100%**
Other injury	205	116	77	162	95	655	48.7%
Minor bleeding	148	45	21	28	3	245	18.2%
Fracture/dislocation	32	51	28	80	18	209	15.5%
Internal	82	1	22	2	14	121	9.0%
Severe bleeding	84	1	15	6		106	7.9%
None visible	4	0	0	3	0	7	0.5%
Severed	0	0	0	2	0	2	0.1%
Burns	0	0	0	1	0	1	0.1%
Percent injuries by location	**41.2%**	**15.9%**	**12.1%**	**21.1%**	**9.7%**	**100%**	

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Other injuries include abrasion, complaint of pain, contusion/bruise, and other.
2) Burns includes minor burn and severe burn.
3) Location of injury:
   a) *Torso* includes *abdomen/pelvis, back,* and *chest*.
   b) *Arms* includes *elbow/lower arm* and *shoulder/upper arm*.
   c) *Neck* and *above* includes *eye, face, head,* and *neck*.
   d) *Legs* includes *hip/upper leg* and *knee/lower leg/foot*.
4) Excludes individuals with no reported injury, unknown nature of *injury, location of injury,* or *helmet use.*

PEOPLE

PEOPLE, 2017

This section documents individuals involved in Indiana collisions between 2013 and 2017. The tables and figures in this section detail individual involvement (i.e., *drivers, injured occupants, pedestrians, pedalcyclists,* and *animal-drawn vehicle operators*) in collisions by age, gender, type of injury, license type, restraint use, and non-motorist action.

Person type

From 2013 to 2017, the number of individuals involved in Indiana collisions increased 4 percent annually (Table 1). The total number of *driver* fatalities in Indiana traffic collisions rose 9 percent from 570 in 2016 to 620 in 2017. Fatalities among *injured occupants* increased by 9 percent during the same period. Overall, *pedalcyclist* involvement in collisions decreased 6 percent annually between 2013 and 2017. Between 2016 and 2017, the number of *pedalcyclist* fatalities fell from 15 to 10. The number of *pedestrians* experiencing fatal injuries increased 10 percent annually between 2013 (70) and 2017 (104). Fatalities among pedestrians rose from 83 in 2016 to 104 in 2017, a 25 percent increase.

Figure 1 shows the proportion of individuals killed in Indiana collisions by person type. *Drivers* accounted for at least two-thirds of all fatal injuries between 2013 and 2017. During the same five-year period, *injured occupants* represented roughly 20 percent of fatalities, followed by *pedestrians* (11 percent in 2017), and *pedalcyclists* (2 percent in 2016).

As Table 6.2 illustrates, between 2013 and 2017, the relative proportion of individuals involved in crashes was higher among males across all but one of the person type categories. In 2017, 55 percent of *drivers* involved in collisions and 80 percent of *pedalcyclists* in crashes were male. Only among *injured occupants* did females represent a larger proportion of individuals involved during the 2013-2017 period—between 60 and 62 percent.

Based on 2016 Indiana population estimates (Table 6.3), *25- to-34-year-olds* represent 13 percent of the state's population but accounted for 19 percent of injuries in 2017; and *15- to-20-year-olds* represent 8.4 percent of Indiana's population but comprised 14 percent of injuries. The *21- to-24-year-old* age group represented the highest injury rate (1,322 per 100,000 population) among the age groups displayed. The lowest injury rate (262 per 100,000 population) was among the *less than 15-year-old* age group.

The proportion of individuals involved in collisions by age group and gender is illustrated in Table 6.4. Between 2013 and 2017, males in the *25-to-34 year-old, 35- to-45-year-old,* and *45- to-54-year-old* age categories were more likely to be involved in crashes than females.

Drivers by license type and license status

The most common type of driver's license in both fatal and all collisions is a standard operator's license (Table 6.5). In terms of license status, 95 percent of drivers involved in Indiana collisions had a *valid* driver's license (calculated from Table 6.6). Approximately 12 percent of *drivers* killed had either *suspended* (55 drivers in 2017) or *habitual traffic violator* (9 in 2017) license status.

Restraint use and dangerous driving behaviors

Overall restraint use by individuals involved in Indiana collisions in passenger vehicles has remained constant at 91 percent during the 2013 through 2017 period. Restraint use rates decline as injury severity status becomes more serious. In 2017, only 49 percent of the 607 persons killed in passenger occupant vehicles were properly restrained (Table 6.7). As illustrated in Table 6.8, in 2017, approximately 11 percent of male drivers between the ages of 15 and 44 involved in collisions were *unrestrained*. Males were more likely than females to have been engaged in any form of dangerous driving behavior. Young male drivers were also more likely than female drivers to engage in *speeding, alcohol-impaired driving,* and *dangerous driving* behaviors.

Non-motorists

The most common action of pedestrians and pedalcyclists involved in 2017 collisions was *crossing at intersection* (Tables 6.9 and 6.10). Riding on *roadway* was also a common pedalcyclist behavior reported in collisions. *Crossing not at intersection* (27 percent) was the most common action of pedestrians resulting in traffic collisions in 2017 (calculated from Table 6.10). Pedalcyclist actions related to *crossing not at intersection* represented for 27 percent (183 of 685) of crashes involving pedalcyclists in 2017 (Table 6.9). Both pedalcyclists (85 percent) and pedestrians (74 percent) were more likely to be attributable in crashes with a non-motorist action of *crossing not at intersection.*

Table 6.1. Individuals involved in Indiana collisions, by person type and injury status, 2013-2017

Person type/injury status	Count of individuals					Annual rate of change	
	2013	2014	2015	2016	2017	2016-17	2013-17
All individuals	310,303	330,978	351,272	364,286	357,843	-1.8%	3.6%
Driver	295,249	315,825	334,643	347,449	341,920	-1.6%	3.7%
Fatal	530	517	536	570	620	8.8%	4.0%
Non-fatal injuries	33,428	34,345	36,191	37,137	36,306	-2.2%	2.1%
Not injured	261,291	280,963	297,916	309,742	304,994	-1.5%	3.9%
Occupant	12,225	12,335	13,762	13,904	13,271	-4.6%	2.1%
Fatal	167	138	179	161	176	9.3%	1.3%
Non-fatal injuries	11,827	11,987	13,053	13,234	12,609	-4.7%	1.6%
Not injured	231	210	530	509	486	-4.5%	20.4%
Pedalcyclist	1,032	928	964	927	820	-11.5%	-5.6%
Fatal	15	13	8	15	10	-33.3%	-9.6%
Non-fatal injuries	822	713	733	681	612	-10.1%	-7.1%
Not injured	195	202	223	231	198	-14.3%	0.4%
Pedestrian	1,688	1,778	1,797	1,913	1,705	-10.9%	0.3%
Fatal	70	77	92	83	104	25.3%	10.4%
Non-fatal injuries	1,429	1,486	1,453	1,536	1,340	-12.8%	-1.6%
Not injured	189	215	252	294	261	-11.2%	8.4%
Animal-drawn vehicle operator	109	112	106	93	127	36.6%	3.9%
Fatal	2	0	1	0	1	na	-15.9%
Non-fatal injuries	28	32	37	28	38	35.7%	7.9%
Not injured	79	80	68	65	88	35.4%	2.7%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Figure 6.1. Individuals killed in Indiana collisions, by person type, 2013-2017
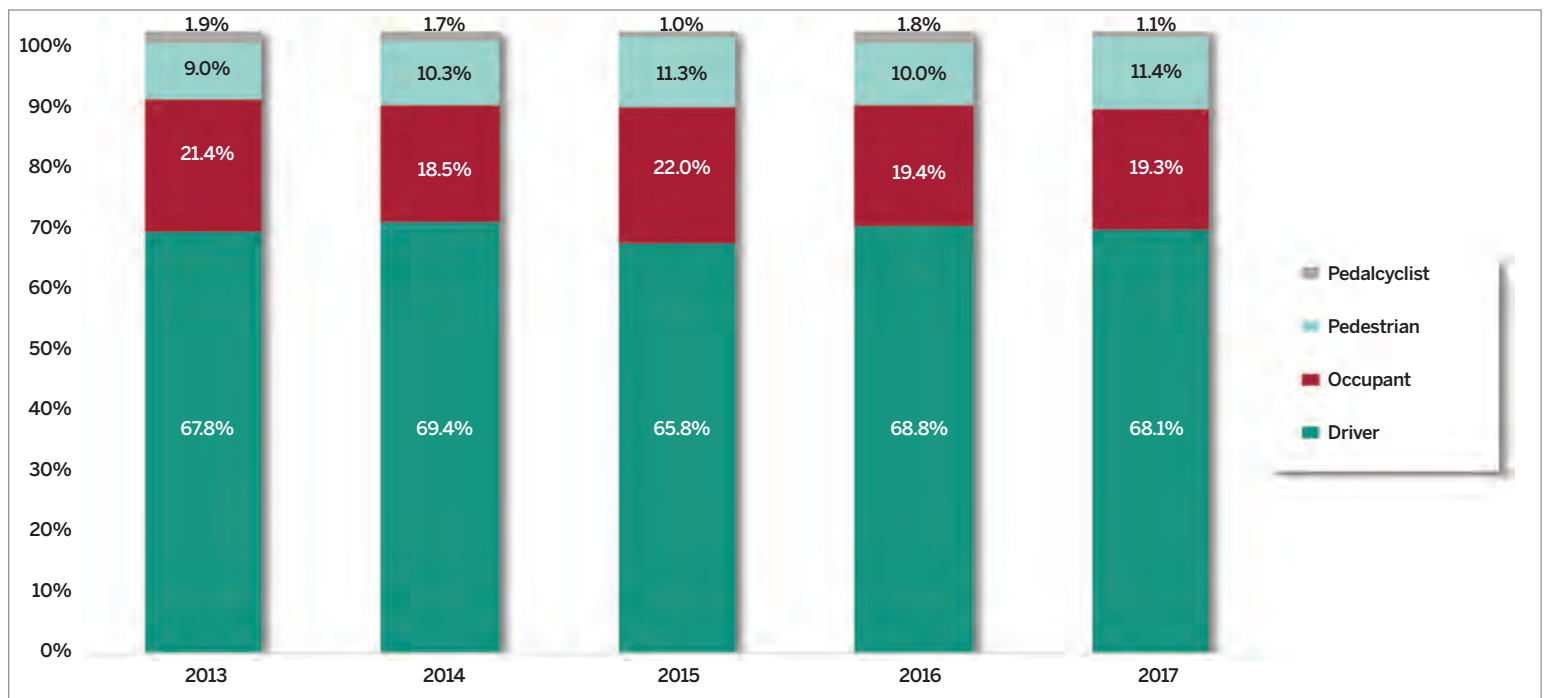
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Excludes animal-drawn vehicle operators.

Table 6.2. Individuals involved in Indiana collisions, by person type and gender, 2013-2017

Person type	2013		2014		2015		2016		2017		Annal rate of change, 2013-17	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
Driver	44.5%	55.5%	43.8%	56.2%	44.2%	55.8%	44.4%	55.6%	44.2%	55.8%	-0.2%	0.2%
Injured occupant	61.5%	38.5%	61.7%	38.3%	61.4%	38.6%	60.4%	39.6%	62.0%	38.0%	0.2%	-0.3%
Pedalcyclist	18.8%	81.2%	20.4%	79.6%	21.9%	78.1%	18.3%	81.7%	20.0%	80.0%	1.5%	-0.4%
Pedestrian	42.1%	57.9%	41.8%	58.2%	40.1%	59.9%	41.1%	58.9%	42.8%	57.2%	0.4%	-0.3%
Animal-drawn vehicle operator	23.1%	76.9%	30.4%	69.6%	33.7%	66.3%	23.9%	76.1%	25.2%	74.8%	2.1%	-0.7%
All	**45.1%**	**54.9%**	**44.4%**	**55.6%**	**44.8%**	**55.2%**	**44.9%**	**55.1%**	**44.8%**	**55.2%**	**-0.2%**	**0.1%**

Low   <   >   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Excludes unknown gender.

Table 6.3. Indiana population estimates (2016) and traffic injuries, 2017

Age group	Estimated IN population	Share of IN population	2017 total injuries	Share of IN injuries	2017 injury rate per 100K
<15	1,300,309	19.6%	3,408	6.6%	262.1
15-20	554,289	8.4%	7,246	14.0%	1307.3
21-24	382,108	5.8%	5,053	9.8%	1322.4
25-34	859,672	13.0%	9,699	18.7%	1128.2
35-44	814,899	12.3%	7,469	14.4%	916.6
45-54	865,746	13.1%	7,149	13.8%	825.8
55-64	864,467	13.0%	6,102	11.8%	705.9
65-74	576,378	8.7%	3,550	6.9%	615.9
75+	415,185	6.3%	2,110	4.1%	508.2
Total	**6,633,053**	**100.0%**	**51,786**	**100.0%**	**780.7**

Sources: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018; US Census Bureau

Notes:
1) Excludes unknown age group.
2) The less than 15 year old age group excludes data records coded as *driver* or *animal-drawn vehicle operator,* due to unavailable or invalid age reporting. Unknown age or birthdate often result in age assignment in the ARIES database that is not an accurate value of driver age.

Table 6.4. Individuals involved in Indiana collisions, by age group and gender, 2013-2017

Age group	2013		2014		2015		2016		2017		Annal rate of change, 2013-17	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
15-20	6.6%	7.4%	6.2%	7.0%	6.4%	7.1%	6.5%	7.2%	6.4%	7.0%	-0.9%	-1.3%
21-24	5.2%	6.0%	5.2%	5.9%	5.1%	5.9%	5.0%	5.9%	4.9%	5.6%	-1.9%	-2.0%
25-34	9.1%	10.8%	9.2%	11.2%	9.3%	11.2%	9.4%	11.4%	9.3%	11.4%	0.6%	1.4%
35-44	7.3%	9.1%	7.3%	9.3%	7.3%	9.1%	7.2%	9.0%	7.2%	9.1%	-0.4%	0.0%
45-54	6.9%	9.0%	6.6%	9.0%	6.5%	8.7%	6.4%	8.6%	6.4%	8.7%	-1.8%	-0.9%
55-64	5.3%	7.0%	5.3%	7.3%	5.4%	7.2%	5.4%	7.2%	5.5%	7.5%	1.1%	1.7%
65-74	2.8%	3.7%	2.9%	3.8%	3.0%	3.8%	3.1%	3.9%	3.3%	4.0%	3.8%	1.9%
75+	1.8%	2.0%	1.7%	2.1%	1.7%	2.0%	1.7%	2.0%	1.8%	2.1%	-0.3%	1.2%
All ages	**45.1%**	**54.9%**	**44.3%**	**55.7%**	**44.7%**	**55.3%**	**44.8%**	**55.2%**	**44.7%**	**55.3%**	**-0.2%**	**0.2%**

Low   <   >   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Excludes unknown gender and invalid age.

Table 6.5. Drivers involved in Indiana collisions, by license type and injury status, 2017

License type	Driver injury status			
	Fatal	Non-fatal injury	Not injured	Total
Operator	478	31,504	267,884	299,866
Motorcycle	73	1,330	5,067	6,470
Commercial Driver	32	1,338	6,093	7,463
No License	17	1,036	16,880	17,933
Learner's permit	10	402	4,167	4,579
Chauffeur	7	456	2,612	3,075
Probationary Operator License	0	13	99	112
Unknown	2	120	1,166	1,288
Total	**619**	**36,199**	**303,968**	**340,786**

Sources: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018;
Indiana Bureau of Motor Vehicles, as of April 23, 2018

Notes:
1) Includes drivers reported with ages ranging from 15 to 109. Excludes unknown and invalid ages.
2) *Chauffeur* license type includes *chauffeur* and *public passenger chauffeur license.*
3) *Motorcycle license* type includes *motorcycle, chauffeur with MC endorsement, operators with MC endorsement,* and *public passenger chauffer with MC endorsement.*
4) *Learner permit* license type includes *learner permit, drivers education learners permit*, and *learner motorcycle.*

Table 6.6. Drivers involved in Indiana collisions, by license status and driver injury status, 2017

License status	Driver injury status			
	Fatal	Non-fatal injury	Not injured	Total
Valid	464	29,431	252,174	282,069
Suspended	55	2,005	9,198	11,258
Unlicensed	11	369	1,746	2,126
Habitual traffic violator	9	143	273	425
Conditional	3	58	520	581
Canceled	1	63	406	470
Invalid - revoked	1	12	66	79
Fraudulent	0	0	5	5
Unknown	70	4,038	36,871	40,979
Total	**544**	**32,081**	**264,388**	**297,013**

Sources: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018;
Indiana Bureau of Motor Vehicles, as of April 23, 2018

Notes:
1) Includes drivers reported with ages ranging from 15 to 109. Excludes unknown and invalid ages.
2) *Suspended* license status includes suspended by *infraction, misdemeanor,* and *prior*.

Table 6.7. Restraint use and injury status among individuals involved in Indiana passenger vehicle collisions, 2013-2017

Passenger vehicle occupant injuries	2013	2014	2015	2016	2017	Annual rate of change	
						2016-17	2013-17
All occupants	287,781	304,632	325,838	338,177	332,002	-1.8%	3.6%
properly restrained	260,821	278,357	296,884	307,211	301,421	-1.9%	3.7%
% restrained	*90.6%*	*91.4%*	*91.1%*	*90.8%*	*90.8%*	*-0.1%*	*0.0%*
Fatalities	550	500	568	587	607	3.4%	2.5%
properly restrained	281	235	276	263	297	12.9%	1.4%
% restrained	*51.1%*	*47.0%*	*48.6%*	*44.8%*	*48.9%*	*9.2%*	*-1.1%*
Non-fatal injuries	41,082	42,021	45,158	46,321	45,053	-2.7%	2.3%
properly restrained	36,218	37,418	40,062	41,056	40,136	-2.2%	2.6%
% restrained	*88.2%*	*89.0%*	*88.7%*	*88.6%*	*89.1%*	*0.5%*	*0.3%*
Not injured	246,149	262,111	280,112	291,269	286,342	-1.7%	3.9%
properly restrained	224,322	240,704	256,546	265,892	260,988	-1.8%	3.9%
% restrained	*91.1%*	*91.8%*	*91.6%*	*91.3%*	*91.1%*	*-0.2%*	*0.0%*

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Restraint use rates are calculated based on individuals identified as i*njured occupant* or *driver* where restraint use was known.
2) *Unrestrained* and *unknown* restraint use codes are included in totals for restraint use rate calculations.
3) Restraint use rates are limited to those occurring in passenger vehicles (defined as *passenger cars, pickup trucks, sport utility vehicles,* and *vans*).
4) See glossary for defition of *not injured.*

Table 6.8. Proportion of drivers speeding, alcohol-impaired, unrestrained, and engaging in dangerous driving behaviors, by gender and age group, 2017

Age group	% speeding		% alcohol-impaired		% unrestrained		% engaged in dangerous driving	
	Female	Male	Female	Male	Female	Male	Female	Male
15-20	7.5%	11.1%	0.3%	0.8%	8.1%	10.2%	2.0%	2.8%
21-24	6.3%	9.2%	1.2%	2.8%	8.2%	10.9%	2.0%	2.7%
25-34	4.6%	6.8%	1.2%	2.5%	8.3%	11.3%	1.6%	2.2%
35-44	3.7%	5.1%	1.0%	1.8%	7.9%	10.7%	1.4%	1.8%
45-54	2.7%	3.8%	0.9%	1.6%	8.0%	10.3%	1.2%	1.5%
55-64	2.1%	3.1%	0.6%	1.3%	7.7%	10.1%	1.1%	1.3%
65-74	1.7%	2.5%	0.1%	0.9%	8.3%	9.4%	1.2%	1.3%
75+	1.7%	2.2%	0.0%	0.3%	8.0%	9.9%	1.5%	1.6%
All ages	**4.1%**	**5.8%**	**0.8%**	**1.7%**	**8.1%**	**10.5%**	**1.5%**	**1.9%**
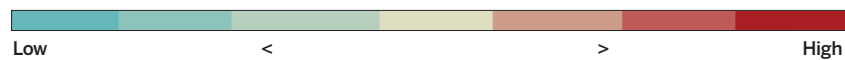
Low   <   >   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Excludes unknown gender and invalid age.
2) See glossary for definitions of *speeding, alcohol-impaired, restraint use,* and *dangerous driving.*

Table 6.9. Pedalcyclists involved in Indiana collisions, by pedalcyclist action and attributability, 2017

Pedalcyclist action	Total involved	Count attributable pedalcyclist	% attributable to pedalcyclist
Crossing at intersection	275	143	52.0%
On roadway	105	47	44.8%
Moving	81	25	30.9%
Crossing not at intersection	59	50	84.7%
With traffic	44	12	27.3%
Against traffic	34	28	82.4%
Not in roadway	27	13	48.1%
On designated non-motorist lane	26	7	26.9%
On shoulder	24	7	29.2%
Other	41	27	65.9%
Unknown	104	49	47.1%
Total	**675**	**332**	**49.2%**

Low   <   >   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: A vehicle or non-motorist is attributable to the occurrence of a collision when the officer marks a contributing circumstance for that vehicle that also matches the collision primary factor.

Table 6.10. Pedestrians involved in Indiana collisions, by pedestrian action and attributability, 2017

Pedestrian action	Total involved	Count attributable to pedestrian	% attributable to pedestrian
Crossing at intersection	361	120	33.2%
Crossing not at intersection	248	183	73.8%
On roadway	198	112	56.6%
Not in Roadway	146	21	14.4%
Moving	86	27	31.4%
Standing	77	14	18.2%
On shoulder	39	5	12.8%
On designated non-motorist lane	37	5	13.5%
With traffic	35	14	40.0%
Getting in or out of vehicle	33	12	36.4%
Against traffic	29	17	58.6%
Working	22	6	27.3%
Getting off or on school bus	1	-	-
Other	182	70	38.5%
Unknown	211	79	37.4%
Total	**1705**	**685**	**40.2%**

Low   <   >   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: A vehicle or non-motorist is attributable to the occurrence of a collision when the officer marks a contributing circumstance for that vehicle that also matches the collision primary factor.

ALCOHOL

ALCOHOL, 2017

NOTE: On average from 2013 to 2017, more than half of all drivers involved in fatal collisions have no blood alcohol content (BAC) results reported in ARIES. In 2017, 78 percent of drivers killed and 95 percent of drivers injured in crashes have no BAC results reported in ARIES. It is very likely impairment rates are underestimated due to non-reporting of BAC results in ARIES, and should be interpreted with caution.

In 2017, there were 88 fatal crashes and 99 fatalities involving a vehicle driver legally impaired by alcohol (i.e., BAC at or above 0.08 g/dL) (Table 7.1). From 2013 to 2017, the numbers of persons killed in crashes involving alcohol-impaired drivers decreased 7 percent annually, and fatal collisions involving an alcohol-impaired driver decreased nearly 8 percent annually. Three-fourths (73) of persons killed in 2017 alcohol-impaired collisions were male (Figure 7.1).

About 62 percent of all drivers involved in fatal crashes in Indiana were tested for alcohol and/or drugs in 2017, compared to only 10 percent of all drivers tested in incapacitating injury collisions (Table 7.2). Testing rates were generally higher for younger drivers. The group with the highest rate of testing included drivers between 35 and 44 who were in fatal collisions (72 percent), while the lowest rate (44 percent) in fatal collisions was for drivers 75 years and older.

The count of alcohol-impaired drivers in 2017 collisions decreased about 8 percent from 2016, while the number of impaired drivers in fatal collisions decreased 10 percent during this same time period (Table 7.3). In 2017, the largest proportion of impaired drivers (31 percent) in all collisions were in the 25 to 34 year-old age group. About 37 percent of impaired drivers in fatal collisions were also ages 25 to 34 years old.

Among surviving drivers with reported results in 2017 fatal collisions, 10 percent of drivers with reported results were legally impaired; among drivers killed with reported BAC results, about 46 percent were legally impaired (Table 7.4). In 2017, among drivers killed and for whom BAC results were reported, the drivers most likely to be impaired by alcohol were those aged 25 to 34 (63 percent).

Male drivers are more likely than female drivers to have been alcohol-impaired in Indiana collisions (Table 7.5). For example in fatal collisions, nearly 15 percent of male drivers aged 25 to 34 in fatal crashes were impaired compared to about 10 percent of female drivers in the same age range. Impairment rates in non-fatal collisions are likewise higher for males than females across all age ranges, and impairment rates tend to decline with age for both genders.

Comparing road classes, fatalities in crashes involving an impaired driver were most common on *local/city roads* and county roads. In 2017, 12 percent of all fatalities on *local/city roads* involved an impaired driver (Table 7.6), while about 16 percent of fatalities on *county roads* involved impaired drivers. Injuries linked to alcohol-impaired drivers were proportionally largest on *county roads* (6 percent). In addition, alcohol-impaired fatalities were most common in *urban* areas (51 percent, or 40 of 79 persons killed in alcohol-impaired collisions, where locale was known), followed by *suburban* areas (27 percent of persons killed) (Table 7.7).

Alcohol-impaired fatalities and injuries in Indiana vary by month (Figure 7.2). In 2017, the month of June had the highest count of fatalities from collisions involving alcohol-impaired drivers. The highest rate of fatalities from alcohol-impaired fatal collisions was in April. The highest rate of non-fatal injuries from collisions involving alcohol-impaired drivers (5 percent) occurred in January and February.

In 2017, the highest percentage of hourly fatal and incapacitating injuries occurred during overnight hours (between 12am and 4am), particularly over the weekend (Figure 7.3). The highest hourly rates of alcohol-impaired crashes occurred during this same time period. The highest percentage of hourly fatal and incapacitating injuries in 2017 occurred on Saturdays between 2am and 3am (14 percent). The highest hourly rate of alcohol-impaired crashes occurred on Sundays between 2am and 3am (19 percent).

Impairment rates vary by vehicle type (Table 7.8). Pickup truck drivers and motorcycle operators had the highest rates of alcohol-impaired driving across all vehicle types examined. In 2017, the highest impairment rates were among drivers killed in pickup trucks (12 percent) and motorcycles (12 percent).

The Indiana BMV license status of collision-involved vehicle drivers differs somewhat for non-impaired drivers versus impaired drivers. Among drivers reported to be impaired in 2017 collisions, approximately 82 percent had valid driver's licenses, as opposed to nearly 95 percent of non-impaired drivers (Figure 7.2). More than 14 percent of impaired drivers in collisions were driving with a suspended license, while 2 percent of impaired drivers were classified as habitual traffic violators.

Table 7.1. Indiana collisions and injuries involving alcohol-impaired drivers, 2013-2017

| | 2013 | 2014 | 2015 | 2016 | 2017 | Annual rate of change | |
						2016-17	2013-17
Collisions involving an alcohol-impaired driver							
Total collisions	**4,738**	**4,543**	**4,790**	**4,844**	**4,450**	**-8.1%**	**-1.6%**
Fatal	122	101	90	98	88	-10.2%	-7.8%
Injury	1,392	1,283	1,319	1,416	1,231	-13.1%	-3.0%
Property damage	3,224	3,159	3,381	3,330	3,131	-6.0%	-0.7%
Individuals in collisions involving an alcohol-impaired driver							
Total individuals	**6,856**	**6,517**	**7,015**	**7,229**	**6,470**	**-10.5%**	**-1.4%**
Fatal	134	108	97	111	99	-10.8%	-7.3%
Injured	2,063	1,872	1,971	2,168	1,788	-17.5%	-3.5%
Not injured	4,659	4,537	4,947	4,950	4,583	-7.4%	-0.4%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: *Individuals* injured includes i*ncapacitating, non-incapacitating, possible, +, not reported, refused*, and *unknown* injury status categories.

Figure 7.1. Indiana fatalities in collisions involving an alcohol-impaired driver, by gender, 2013-2017
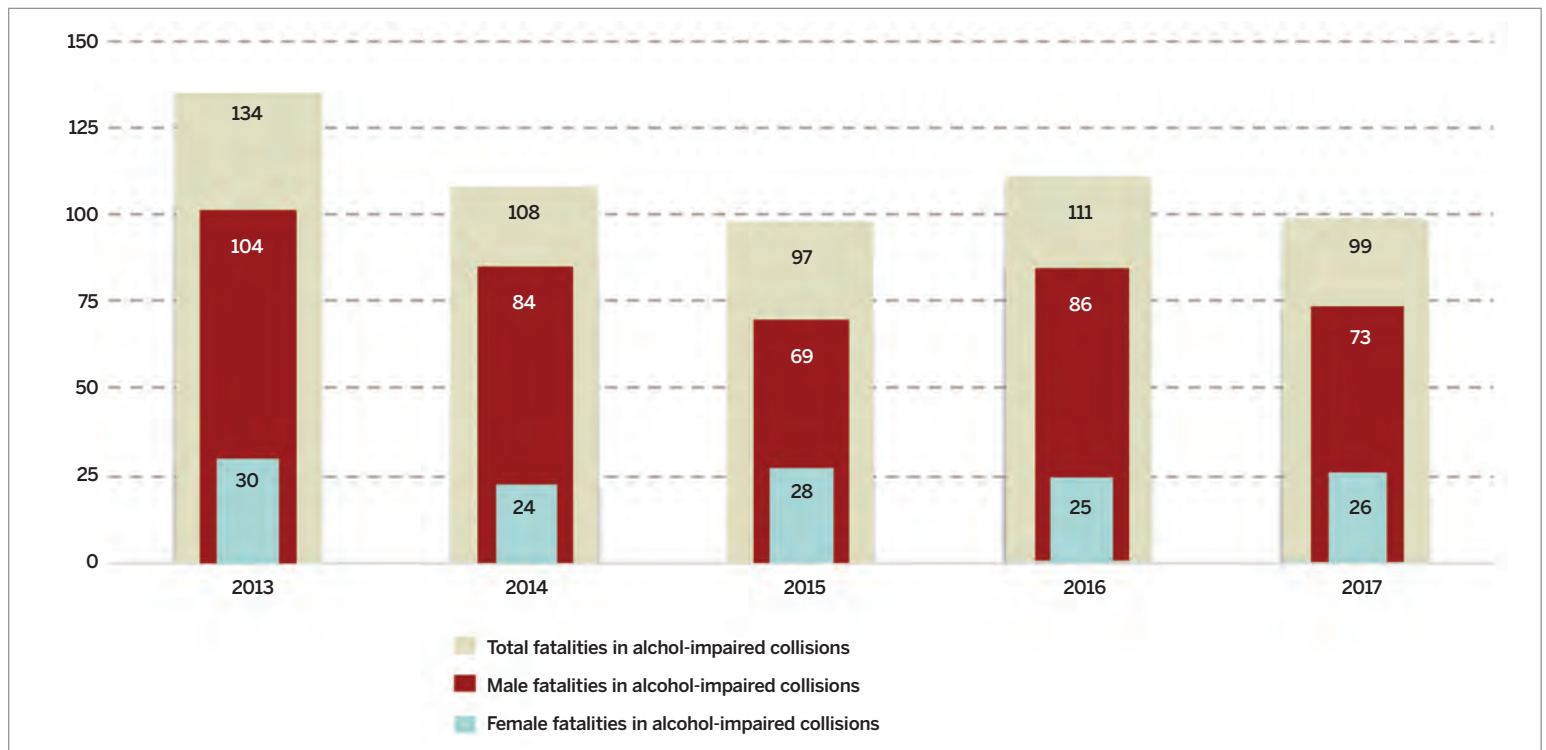
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

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 7.2. Drivers in Indiana collisions who were tested for alcohol or other substances, by age and collision severity, 2017

	Count of drivers					
	Fatal collisions			Incapacitating collisions		
Driver age	Tested	Total	Tested as % total	Tested	Total	Tested as % total
15 to 20	79	120	65.8%	272	3,156	8.6%
21 to 24	71	112	63.4%	351	2,546	13.8%
25 to 34	158	239	66.1%	728	5,453	13.4%
35 to 44	148	207	71.5%	475	4,236	11.2%
45 to 54	146	242	60.3%	431	4,047	10.6%
55 to 64	108	184	58.7%	265	3,441	7.7%
65 to 74	53	102	52.0%	114	1,955	5.8%
75 and older	34	77	44.2%	38	1,101	3.5%
All ages	797	1,283	62.1%	2,674	25,935	10.3%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Tested* includes drivers for which ARIES reports 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 7.3. Alcohol-impaired drivers in Indiana traffic collisions, by driver age, 2013-2017

	Count of drivers involved					Annual rate of change		Percent total
Driver age	2013	2014	2015	2016	2017	2016-17	2013-17	2017
All collisions	4,736	4,548	4,795	4,864	4,456	-8.4%	-1.5%	100%
15 to 20	339	310	268	269	255	-5.2%	-6.9%	5.7%
21 to 24	888	861	910	852	730	-14.3%	-4.8%	16.4%
25 to 34	1,392	1,340	1,369	1,431	1,364	-4.7%	-0.5%	30.6%
35 to 44	914	864	893	967	815	-15.7%	-2.8%	18.3%
45 to 54	748	704	805	750	683	-8.9%	-2.2%	15.3%
55 to 64	351	351	413	461	457	-0.9%	6.8%	10.3%
65 to 74	84	100	115	118	129	9.3%	11.3%	2.9%
75 and older	20	18	22	16	23	43.8%	3.6%	0.5%
Fatal collisions	123	102	91	100	90	-10.0%	-7.5%	100%
15 to 20	6	4	4	7	3	-57.1%	-15.9%	3.3%
21 to 24	27	11	14	25	14	-44.0%	-15.1%	15.6%
25 to 34	37	32	27	23	33	43.5%	-2.8%	36.7%
35 to 44	27	21	19	19	19	0.0%	-8.4%	21.1%
45 to 54	13	22	13	15	10	-33.3%	-6.3%	11.1%
55 to 64	9	9	11	10	6	-40.0%	-9.6%	6.7%
65 to 74	3	3	1	1	4	300.0%	7.5%	4.4%
75 and older	1	0	2	0	1	100%	0%	1.1%

Low   <   <   >   >   High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) On average, more than half of all drivers involved in fatal collisions have no reported BAC results, 2013-2017.
2) Two-thirds of drivers involved in fatal collisions have no reported BAC results in 2017.
3) *Impaired drivers* are those with BAC of 0.08 g/dL or greater reported in ARIES.
4) Excludes ages under 15 and over 109 years and cases with unknown or non-reported age.

Table 7.4. Blood alcohol content (BAC) results for drivers involved in Indiana fatal collisions, 2017

Driver age	Count by BAC result (g/dL)					Reported	Reported as % total	0.08 or more as % of	
	0	0.01 < 0.08	0.08 or more	Not reported	Total			Reported	Total
Surviving	229	8	26	401	664	263	39.6%	9.9%	3.9%
15 to 20	25	1	1	46	73	27	37.0%	3.7%	1.4%
21 to 24	21	1	4	38	64	26	40.6%	15.4%	6.3%
25 to 34	39	3	9	76	127	51	40.2%	17.6%	7.1%
35 to 44	42	1	6	73	122	49	40.2%	12.2%	4.9%
45 to 54	40	1	5	83	129	46	35.7%	10.9%	3.9%
55 to 64	34	0	0	51	85	34	40.0%	0.0%	0.0%
65 to 74	20	1	1	24	46	22	47.8%	4.5%	2.2%
75 and older	8	0	0	10	18	8	44.4%	0.0%	0.0%
Killed	64	11	64	480	619	139	22.5%	46.0%	10.3%
15 to 20	7	1	2	37	47	10	21.3%	20.0%	4.3%
21 to 24	7	1	10	30	48	18	37.5%	55.6%	20.8%
25 to 34	13	1	24	74	112	38	33.9%	63.2%	21.4%
35 to 44	10	3	13	59	85	26	30.6%	50.0%	15.3%
45 to 54	9	2	5	97	113	16	14.2%	31.3%	4.4%
55 to 64	8	1	6	84	99	15	15.2%	40.0%	6.1%
65 to 74	3	2	3	48	56	8	14.3%	37.5%	5.4%
75 and older	7	0	1	51	59	8	13.6%	12.5%	1.7%

Low < < > > High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Note: Excludes ages under 15 and over 109 years and cases with unknown or non-reported age.

Table 7.5. Drivers in Indiana collisions, by age, gender, and alcohol impairment, 2017

Driver age	Males			Females			All drivers		
	Alcohol-impaired	Total involved	% impaired	Alcohol-impaired	Total involved	% impaired	Alcohol-impaired	Total involved	% impaired
In fatal collisions	75	952	7.9%	15	331	4.5%	90	1,283	7.0%
15 to 20	3	79	3.8%	0	41	0.0%	3	120	2.5%
21 to 24	14	83	16.9%	0	29	0.0%	14	112	12.5%
25 to 34	26	172	15.1%	7	67	10.4%	33	239	13.8%
35 to 44	13	160	8.1%	6	47	12.8%	19	207	9.2%
45 to 54	9	184	4.9%	1	58	1.7%	10	242	4.1%
55 to 64	6	145	4.1%	0	39	0.0%	6	184	3.3%
65 to 74	4	72	5.6%	0	30	0.0%	4	102	3.9%
75 and older	0	57	0.0%	1	20	5.0%	1	77	1.3%
In non-fatal collisions	3,172	189,165	1.7%	1,194	150,317	0.8%	4,366	339,482	1.3%
15 to 20	183	23,372	0.8%	69	20,885	0.3%	252	44,257	0.6%
21 to 24	520	18,947	2.7%	196	16,366	1.2%	716	35,313	2.0%
25 to 34	948	39,065	2.4%	383	31,585	1.2%	1,331	70,650	1.9%
35 to 44	561	31,257	1.8%	235	24,425	1.0%	796	55,682	1.4%
45 to 54	480	29,827	1.6%	193	21,604	0.9%	673	51,431	1.3%
55 to 64	340	25,711	1.3%	111	18,645	0.6%	451	44,356	1.0%
65 to 74	118	13,680	0.9%	7	10,932	0.1%	125	24,612	0.5%
75 and older	22	7,306	0.3%	0	5,875	0.0%	22	13,181	0.2%

Low < < > > High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Excludes ages under 15 and over 109 years and cases with unknown or non-reported age.
2) *All drivers* excludes cases where gender information was not reported.
3) Two-thirds of drivers involved in fatal collisions have no reported BAC results in 2017.
4) Conditional formatting color coding has been assigned by *male drivers, female drivers,* and *all drivers* in crashes.

Table 7.6. Indiana collisions and individual injuries in collisions involving an alcohol-impaired driver, by road class, 2017

Road class	Collisions			Individual injuries					
				Fatal			Injury		
	Total	Impaired	Impaired as % collisions in road class	Total	In impaired collisions	Impaired as % fatalities in road class	Total	In impaired collisions	Impaired as % injuries in road class
Local/city	102,012	2,060	2.0%	260	32	12.3%	25,010	777	3.1%
County	21,899	787	3.6%	166	26	15.7%	5,329	337	6.3%
State	29,155	559	1.9%	230	19	8.3%	9,001	307	3.4%
US routes	19,581	349	1.8%	159	19	11.9%	6,396	182	2.8%
Interstates	19,531	364	1.9%	85	3	3.5%	3,768	145	3.8%
Unknown	26,934	331	1.2%	11	0	0.0%	1,401	40	2.9%
All roads	**219,112**	**4,450**	**2.0%**	**911**	**99**	**10.9%**	**50,905**	**1,788**	**3.5%**

Low   <   <   >   >   High

ource: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Individual injury* includes *incapacitating, non-incapacitating, possible, +, not reported, refused,* and *unknown* injury status categories.
2) *Unknown* includes *not reported* (Null).
3) Impairment rates are underestimated due to non-reporting of BAC results in ARIES.

Table 7.7. Fatalities and fatality rates in Indiana collisions involving an alcohol-impaired driver, by locale, 2017

Locality type	All individuals in collisions		All fatalities		Persons killed in impaired collisions		Fatality impairment rate (by locality)
	Count	% total	Count	% total	Count	% total	
Urban	232,309	78.2%	329	46.5%	40	50.6%	12.2%
Suburban	35,079	11.8%	163	23.0%	21	26.6%	12.9%
Exurban	14,197	4.8%	120	16.9%	6	7.6%	5.0%
Rural	15,321	5.2%	96	13.6%	12	15.2%	12.5%
Total	**296,906**	**100%**	**708**	**100%**	**79**	**100%**	**11.2%**

Low   <   <   >   >   High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) See glossary for definition of locale.
2) Impairment rates are underestimated due to non-reporting of BAC results in ARIES.
3) Excludes records with unknown locale.

Figure 7.2. Fatalities and injuries in Indiana collisions involving an alcohol-impaired driver, by month, 2017
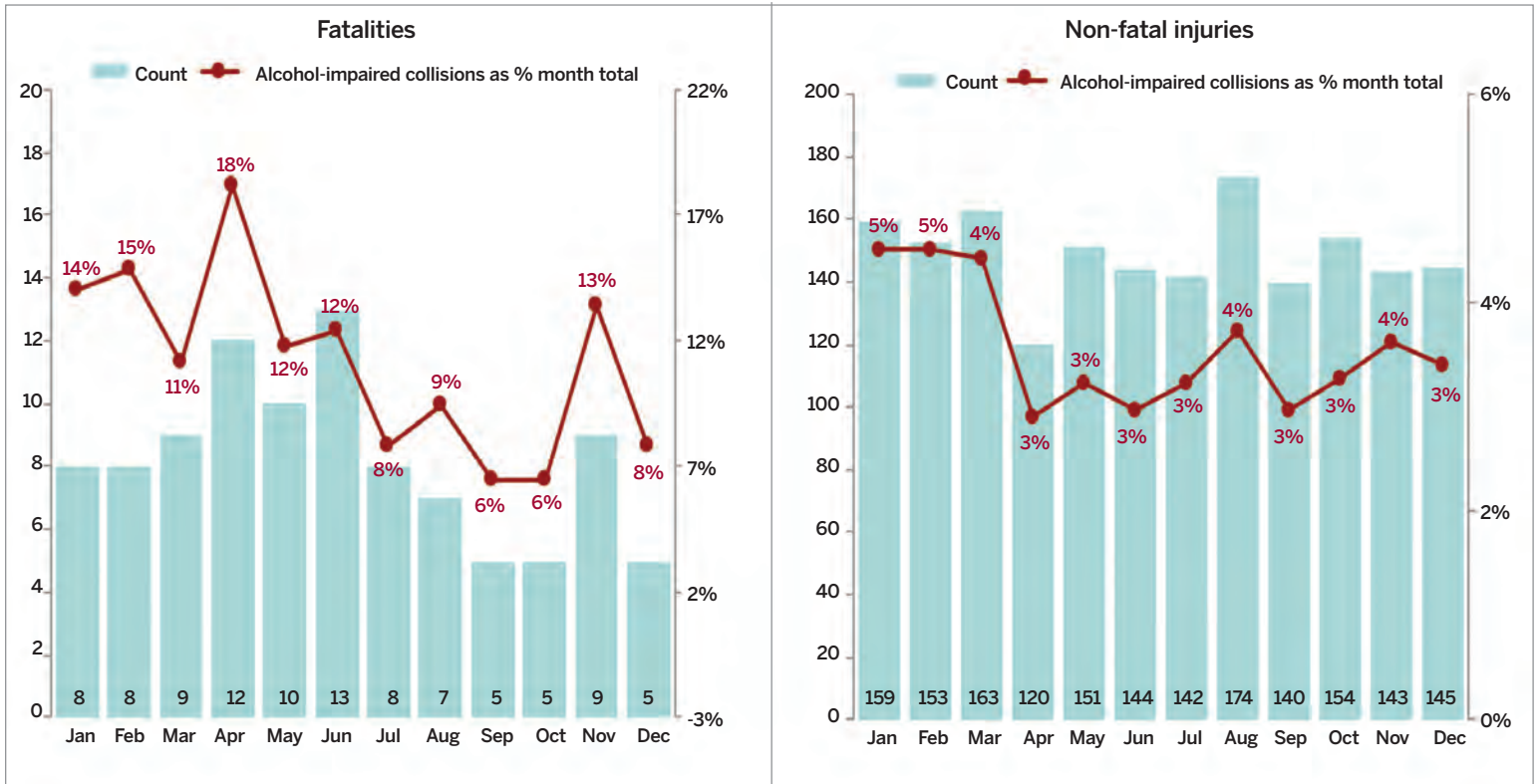
Fatalities

Count — Alcohol-impaired collisions as % month total

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
8	8	9	12	10	13	8	7	5	5	9	5

Percentages: 14%, 15%, 11%, 18%, 12%, 12%, 8%, 9%, 6%, 6%, 13%, 8%

Non-fatal injuries

Count — Alcohol-impaired collisions as % month total

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
159	153	163	120	151	144	142	174	140	154	143	145

Percentages: 5%, 5%, 4%, 3%, 3%, 3%, 3%, 4%, 3%, 3%, 4%, 3%

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Non-fatal injuries* include *incapacitating, non-incapacitating, possible, +, not reported, refused treatment,* and *unknown* injury status categories.
2) Impairment rates are underestimated due to non-reporting of BAC results in ARIES.

Figure 7.3. Indiana fatal and incapacitating injuries in collisions, by alcohol-involvement, hour and day of week, 2017

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

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

Table 7.8. Drivers involved in Indiana crashes, by vehicle type, injury severity, and alcohol impairment, 2017

Vehicle type	Fatal			Injured			Not injured			All drivers		
	Alcohol-impaired	Total involved	% impaired	Alcohol-impaired	Total involved	% impaired	Alcohol-impaired	Total involved	% impaired	Alcohol-impaired	Total involved	% impaired
Passenger car	32	321	10.0%	589	23,980	2.5%	2,355	198,695	1.2%	2,976	222,996	1.3%
Pickup truck	7	57	12.3%	154	3,155	4.9%	518	33,143	1.6%	679	36,355	1.9%
Sport utility vehicle	6	60	10.0%	121	4,770	2.5%	411	41,012	1.0%	538	45,842	1.2%
Van	1	17	5.9%	23	1,442	1.6%	90	13,072	0.7%	114	14,531	0.8%
Motorcycles	16	134	11.9%	74	1,961	3.8%	17	952	1.8%	107	3,047	3.5%
Total	62	589	10.5%	961	35,308	2.7%	3,391	286,874	1.2%	4,414	322,771	1.4%

Low < < > > High

Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) Includes drivers of passenger vehicles and motorcycle operators. All other vehicle types and non-motorists are excluded.
2) Injured includes i*ncapacitating, non-incapacitating possible, +, not reported, refused,* and *unknown* injury status categories.
3) *Alcohol-impaired* includes drivers with BAC of 0.08 g/dL or higher.
4) Seventy-eight percent of drivers killed and 95 percent of drivers injured have no BAC results reported in ARIES in 2017; impairment rates are thus underestimated.

Non-impaired drivers

1%

0%

4%

95%

■ Valid/conditional

■ Suspended/invalid/revoked

□ Unlicensed/cancelled/fraudulent

□ Habitual traffic violator

Impaired drivers

2%

2%

14%

82%

■ Valid/conditional

■ Suspended/invalid/revoked

□ Unlicensed/cancelled/fraudulent

□ Habitual traffic violator
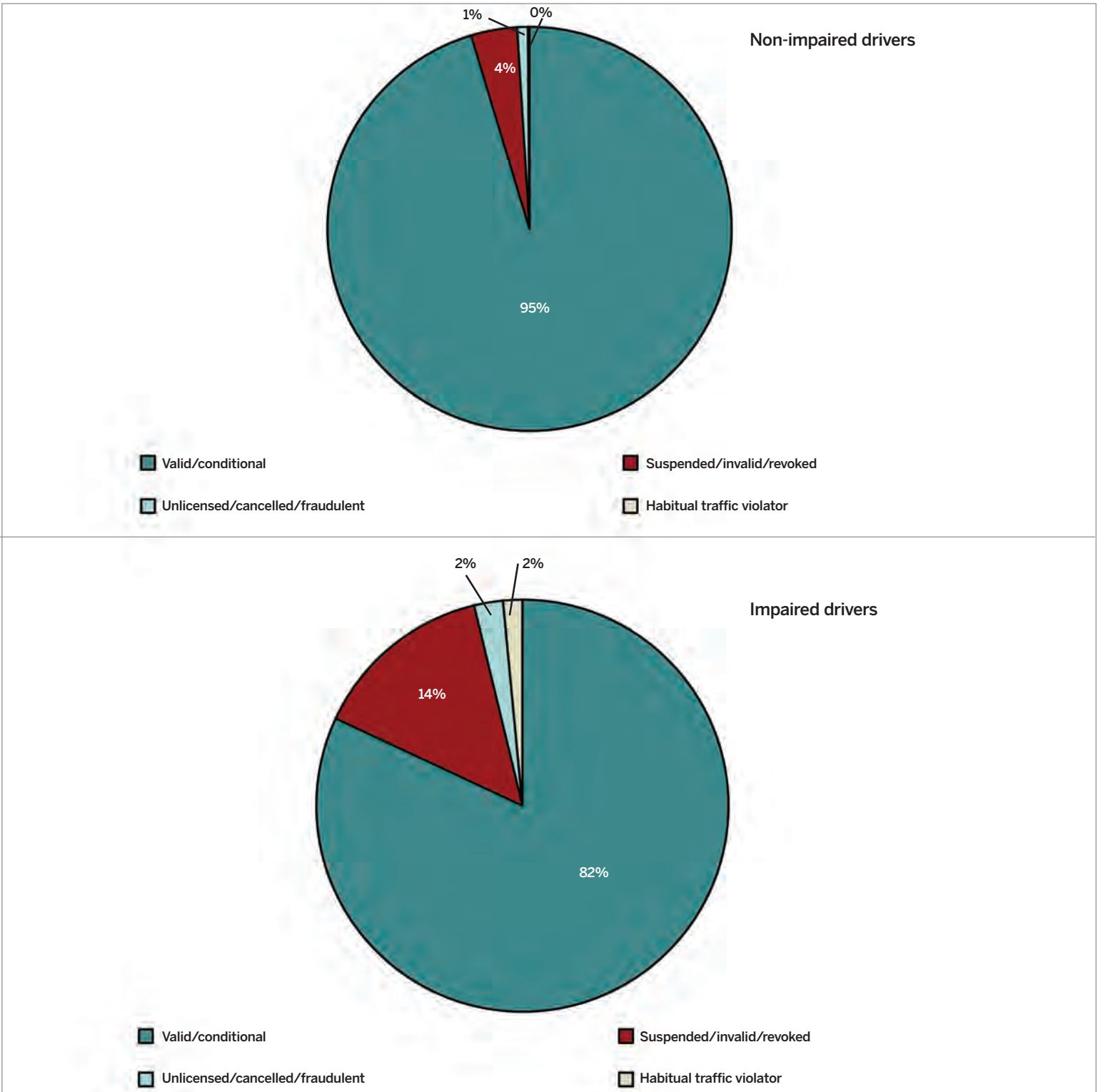
Source: Indiana State Police Automated Reporting Information Exchange System (ARIES), as of April 6, 2018

Notes:
1)   Excludes drivers of commercial vehicles.
2)   Includes only drivers in ARIES who were matched to Indiana BMV licensing data (e.g., out-of-state drivers or persons without a driver's license would be excluded).

SPEED

SPEED, 2017

A collision is defined as speed-related in Indiana ARIES data if any of the following conditions is met: *Unsafe speed* or *speed too fast for weather conditions* is listed as the primary or a contributing factor of the collision; or a vehicle driver is issued a speeding citation. In 2017, 18,319 speed-related collisions occurred in Indiana, 14 percent less than in 2016 (Figure 8.1).

From 2013 to 2017, speed-related collisions declined 0.4 percent annually (Table 8.1). Speed-related fatal collisions decreased slightly, by 0.1 percent annually during the same period. In 2017, 22 percent of all fatal collisions involved speeding. Eight percent of all 2017 collisions were speed-related. Considering the conditions used to define speed involvement, 4 percent (9,810) of all 2017 collisions involved *speeding too fast for weather conditions* and 4 percent (8,369) involved unsafe speed. One percent (1,748) of collisions in 2017 were linked to a *speed-related citation*.

There were 28,929 persons involved in speed-related collisions in 207—8 percent of all individuals in collisions (Table 8.2). Of these, 2017 were killed (23 percent of all fatalities) and 6,428 suffer non-fatal injuries (13 percent of all non-fatal injuries). The rate of fatal injuries per 1,000 involved in speed-related collisions declined to a five-year low of 5.2 in 2014 and rose to 7.2 in 2017 (Figure 8.2).

In 2017, 10.5 percent of vehicles in collisions were speeding—a rate lower than the 2016 rate (Figure 8.3). Among vehicle types, motorcycles remained the most likely to have been speeding at the time of collision (13 percent in 2017). In 2017, 173 of every 1,000 occupants riding in speeding vehicles in collisions suffered an injury, compared to 98 of every 1,000 in vehicles not speeding (Figure 8.4).

As Table 8.3 illustrates, between 2013 and 2017, the relative proportion of speed-related crashes to all crashes decreases with increasing driver age. Among drivers involved in collisions, young males are the most likely to be speeding. In 2017, 11 percent of male drivers and 8 percent of female drivers in the 15- to 20-year old age group were speeding at the time of the collision. Only 2 percent of male drivers and 1 percent of female drivers in the 75 and over age group were reported to be speeding in collisions in 2017.

Since 2013, in Indiana, the number of legally impaired drivers (i.e., blood alcohol content of 0.08 g/dL or higher) involved in speed-related collisions fell from 865 in 2013 to a five-year low of 726 in 2017 (Figure 8.5). The proportion of drivers involved in speed-related collisions that were also impaired at the time of collision declined from 4.9 in 2013 to a five-year low of 3.5 in 2014, and increased to 4.2 in 2016 and 2017. Four percent of speeding drivers in the 35- to 44-year old age group were impaired in 2017. In contrast, only 2 percent of non-speeding drivers in the same age group were impaired (Table 8.4).

Between 2013 and 2017, as shown in Figure 8.6, restraint use rates among vehicle occupants involved in speed-related collisions were consistently lower than among individuals in collisions that were not speed-related. The rate of restraint use among those who sustained non-fatal injuries in speed-related collisions was roughly 80 percent over the five-year period. During the same time period, the average rate of restraint use among occupants who sustained non-fatal injuries in collisions that were not speed related was 85 percent. The rate of restraint use among individuals involved in speed-related collisions decreases as the severity of injury increases. Between 2013 and 2017, on average 37 percent of individuals killed in speed-related collisions were restrained, compared with an average rate of 45 percent restraint use among vehicle occupants killed in collisions that were not speed-related.

Between 2013 and 2017, the winter months of December, January, and February had the highest incidence of speed-related collisions (Table 8.6). In 2017, with regard to time of day, the likelihood of speed involvement in collisions peaked during early morning (1am-3am) hours, declined during late morning and afternoon hours, and then steadily increased from evening (around 7pm) into early morning (Table 8.7). Weekends (Saturday and Sunday) carried a higher probability of speed involvement.

The distribution of speed-related collisions varies by U.S. census locale (Figure 8.7). While the majority (75 percent) of total collisions in 2017 occurred in *urban* areas, fatal speed-related crashes were common in *rural* (22 percent) and *exurban* (21 percent) areas. Considering road classes, *county roads, state roads,* and *US routes* account for a disproportionate share of fatal collisions—relative to their share of total collisions (Figure 8.8). In 2017, 53 percent of total collisions occurred on *local/city roads* and 11 percent occurred on *county roads*. However, 30 percent of fatal collisions happened on *local/city roads* (27 percent were speed-related), compared to 19 percent on *county roads* (27 percent speed-related).

Figure 8.1. Indiana speed-related collisions, 2013-2017
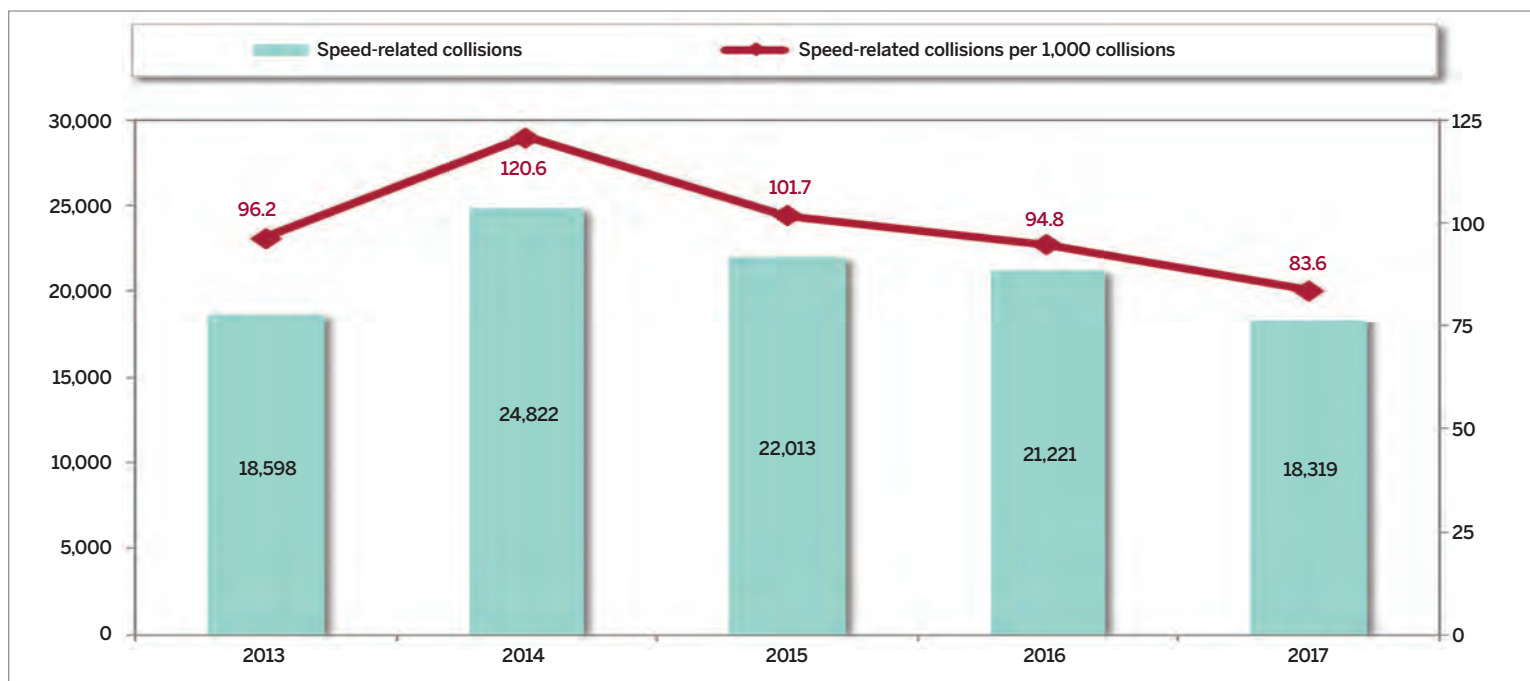
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Table 8.1. Indiana collisions, by speed involvement, speed-related criteria, and collision severity, 2013-2017

Speed involvement criteria / Collision severity	Count of collisions					Annual rate of change	
	2013	2014	2015	2016	2017	2016-17	2013-17
Total collisions	**193,236**	**205,769**	**216,492**	**223,905**	**219,112**	**-2.1%**	**3.2%**
Fatal	710	704	751	776	834	7.5%	4.1%
Non-fatal	32,852	33,860	34,468	35,336	34,219	-3.2%	1.0%
Property damage	159,674	171,205	181,273	187,793	184,059	-2.0%	3.6%
All speed-related collisions	**18,598**	**24,822**	**22,013**	**21,221**	**18,319**	**-13.7%**	**-0.4%**
Fatal	185	184	204	199	184	-7.5%	-0.1%
Non-fatal	4,263	5,126	4,710	4,594	4,239	-7.7%	-0.1%
Property damage	14,150	19,512	17,099	16,428	13,896	-15.4%	-0.5%
Speed-related as % of total	**9.6%**	**12.1%**	**10.2%**	**9.5%**	**8.4%**	**-11.8%**	**-3.5%**
Fatal	26.1%	26.1%	27.2%	25.6%	22.1%	-14.0%	-4.1%
Non-fatal	13.0%	15.1%	13.7%	13.0%	12.4%	-4.7%	-1.2%
Property damage	8.9%	11.4%	9.4%	8.7%	7.5%	-13.7%	-3.9%
Speed too fast for weather conditions	**11,419**	**17,370**	**13,715**	**12,343**	**9,810**	**-20.5%**	**-3.7%**
Fatal	38	40	51	44	31	-29.5%	-5.0%
Non-fatal	1,917	2,773	2,227	1,953	1,668	-14.6%	-3.4%
Property damage	9,464	14,557	11,437	10,346	8,111	-21.6%	-3.8%
Unsafe speed	**6,848**	**7,443**	**8,168**	**8,752**	**8,369**	**-4.4%**	**5.1%**
Fatal	153	148	156	153	156	2.0%	0.5%
Non-fatal	2,210	2,305	2,425	2,601	2,497	-4.0%	3.1%
Property damage	4,485	4,990	5,587	5,998	5,716	-4.7%	6.3%
Speed-related citation	**2,448**	**2,557**	**2,370**	**1,997**	**1,748**	**-12.5%**	**-8.1%**
Fatal	11	9	13	14	10	-28.6%	-2.4%
Non-fatal	778	717	679	626	590	-5.8%	-6.7%
Property damage	1,659	1,831	1,678	1,357	1,148	-15.4%	-8.8%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Speed-related criteria categories are not mutually exclusive. All speed-related collisions may not equal total of individual categories.

Table 8.2. Individuals involved in Indiana collisions, by speed involvement and injury status, 2013-2017

Speed involvement / injury status	Count of individuals					% 2017 total	Annual rate of change	
	2013	2014	2015	2016	2017		2016-17	2013-17
All individuals	310,303	330,978	351,272	364,286	357,843	100.0%	-1.8%	3.6%
Speed-related	28,207	38,604	34,356	33,139	28,929	100.0%	-12.7%	0.6%
Fatal	216	201	228	215	207	0.7%	-3.7%	-1.1%
Non-fatal injury	6,289	7,507	7,262	6,984	6,428	22.2%	-8.0%	0.5%
Not injured	21,702	30,896	26,866	25,940	22,294	77.1%	-14.1%	0.7%
Not speed-related	282,096	292,374	316,916	331,147	328,914	100.0%	-0.7%	3.9%
Fatal	568	544	588	614	704	0.2%	14.7%	5.5%
Non-fatal injury	41,245	41,056	44,205	45,632	44,477	13.5%	-2.5%	1.9%
Not injured	240,283	250,774	272,123	284,901	283,733	86.3%	-0.4%	4.2%
% Speed-related	9.1%	11.7%	9.8%	9.1%	8.1%	-	-11.1%	-2.9%
Fatal	27.6%	27.0%	27.9%	25.9%	22.7%	-	-12.4%	-4.7%
Non-fatal injury	13.2%	15.5%	14.1%	13.3%	12.6%	-	-4.9%	-1.2%
Not injured	8.3%	11.0%	9.0%	8.3%	7.3%	-	-12.7%	-3.2%

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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 8.2. Indiana traffic fatalities in speed-related collisions, 2013-2017
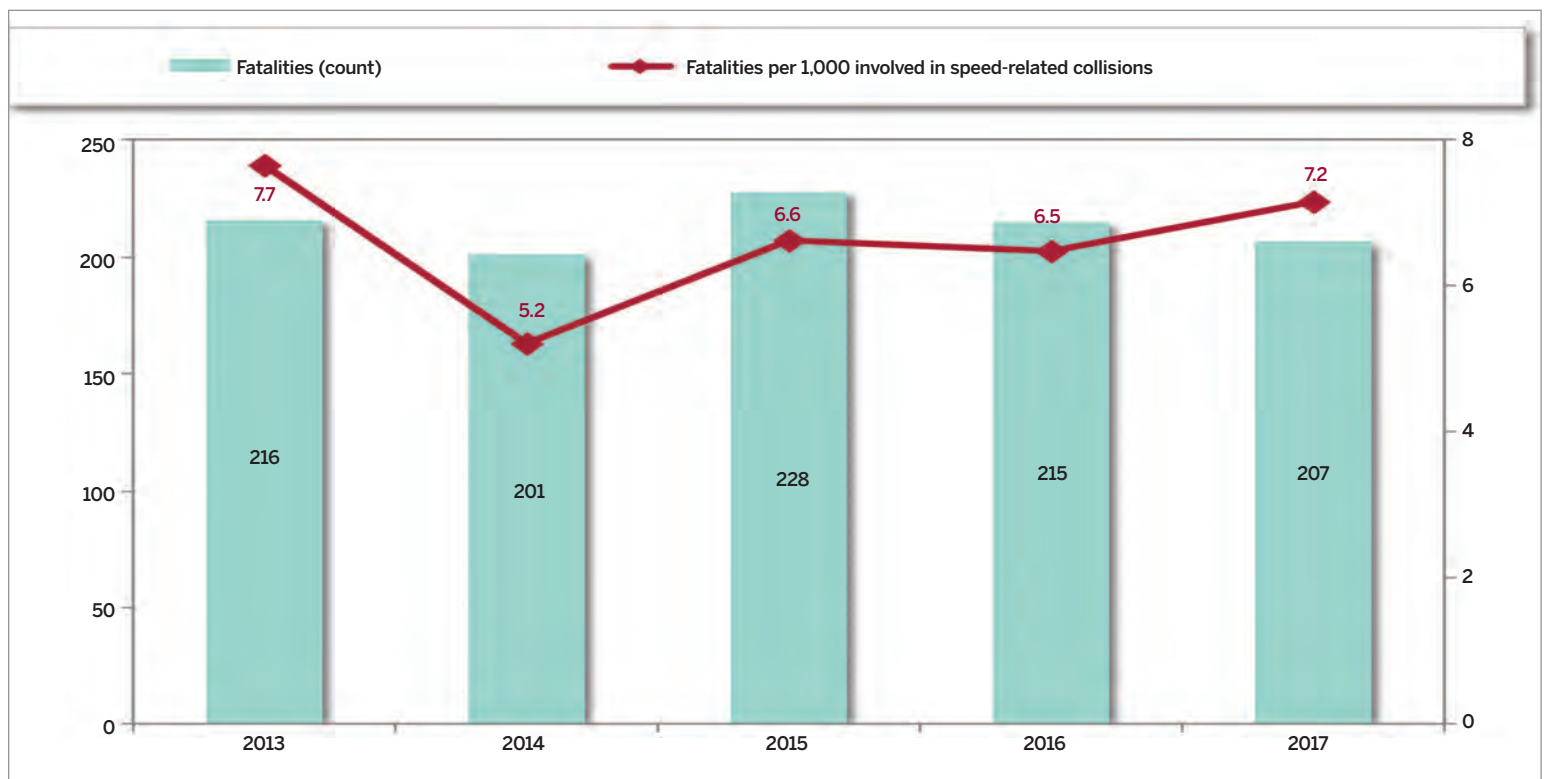
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Figure 8.3. Vehicles speeding as a percentage of all vehicles involved in Indiana collisions, by vehicle type, 2015-2017
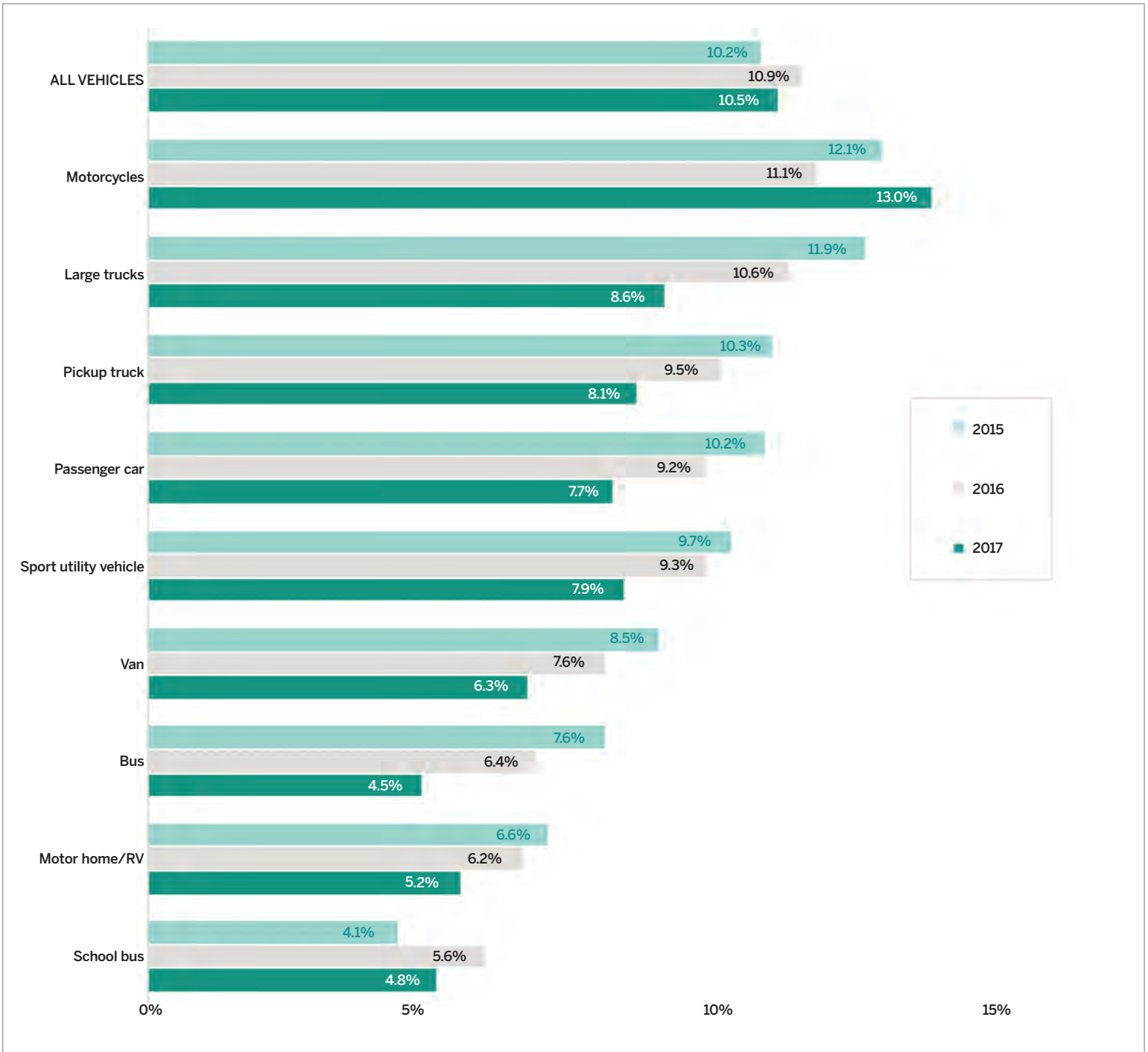
Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Excludes vehicle types of *animal-drawn vehicle (non-motor vehicle), farm vehicle, combination vehicle, pedestrian, bicycle,* and *unknown* type.

Figure 8.4. Injury rates per 1,000 occupants involved in Indiana collisions, by vehicle type and speed involvement, 2017
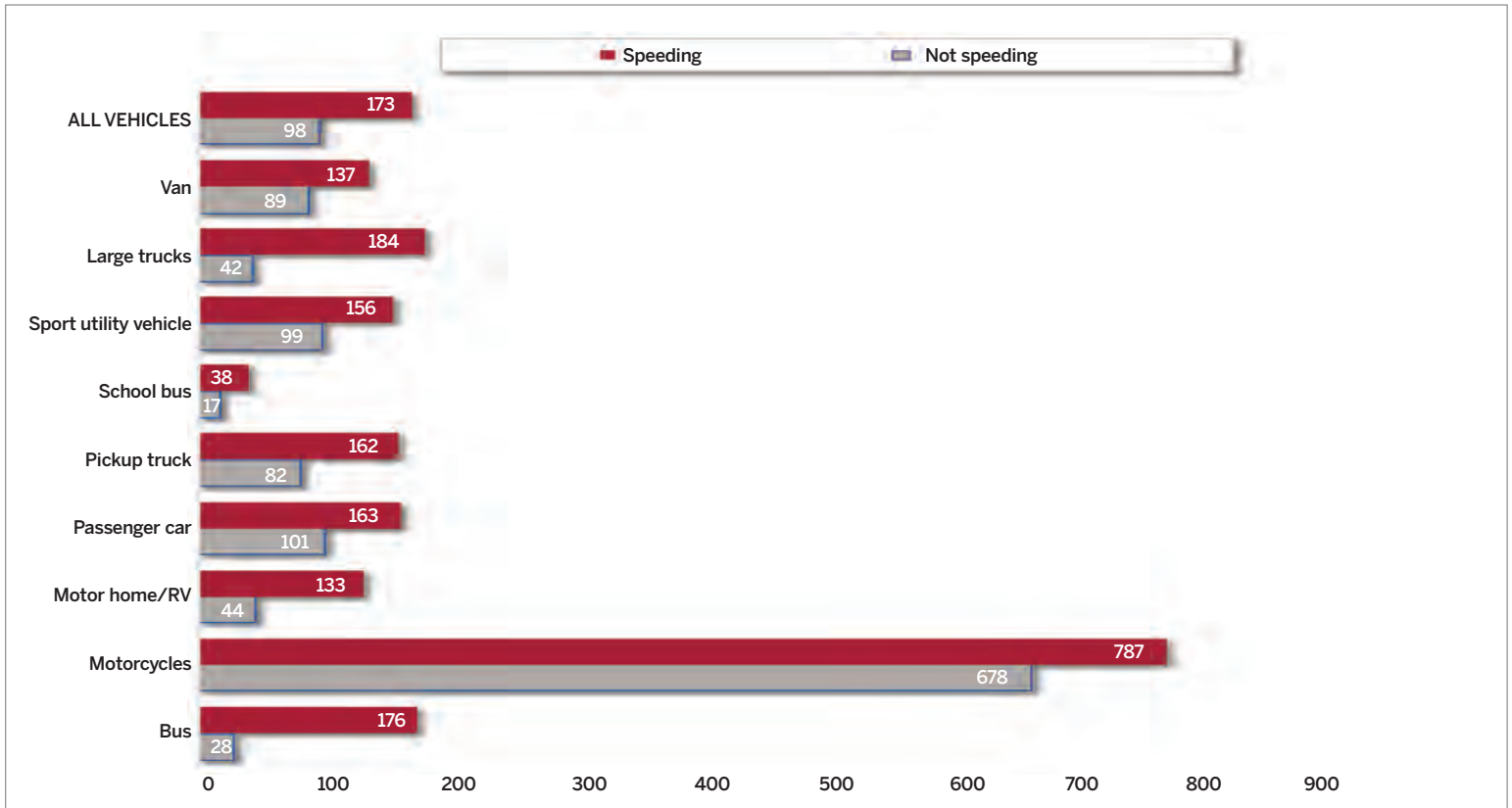
Legend: Speeding | Not speeding

Vehicle type	Speeding	Not speeding
ALL VEHICLES	173	98
Van	137	89
Large trucks	184	42
Sport utility vehicle	156	99
School bus	38	17
Pickup truck	162	82
Passenger car	163	101
Motor home/RV	133	44
Motorcycles	787	678
Bus	176	28

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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*.

Table 8.3. Drivers speeding as a percentage of all drivers involved in Indiana collisions, by age group and gender, 2013-2017

Age group	2013		2014		2015		2016		2017		Annual rate of change, 2013-17	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
15-20	8.9%	12.4%	9.8%	14.0%	8.6%	13.0%	8.5%	12.3%	7.5%	11.1%	-4.2%	-2.7%
21-24	7.6%	10.4%	9.5%	12.7%	7.5%	11.2%	6.9%	10.3%	6.3%	9.2%	-4.8%	-2.9%
25-34	5.5%	8.5%	7.5%	10.7%	5.9%	8.7%	5.3%	8.1%	4.6%	6.8%	-4.1%	-5.3%
35-44	4.5%	5.7%	5.7%	7.6%	4.3%	6.2%	4.0%	5.9%	3.7%	5.1%	-5.0%	-2.9%
45-54	3.3%	4.5%	4.9%	6.2%	3.7%	5.1%	3.1%	4.4%	2.7%	3.8%	-5.3%	-4.0%
55-64	2.6%	3.7%	3.7%	5.2%	2.8%	4.0%	2.3%	3.4%	2.1%	3.1%	-4.7%	-4.7%
65-74	2.1%	2.8%	2.4%	3.8%	1.9%	3.3%	1.9%	2.6%	1.7%	2.5%	-6.2%	-2.3%
75 +	1.6%	2.2%	2.0%	3.1%	1.7%	2.5%	1.6%	2.5%	1.7%	2.2%	0.7%	-0.4%
All ages	5.0%	6.9%	6.4%	8.6%	5.1%	7.3%	4.7%	6.7%	4.1%	5.8%	-4.8%	-4.0%

Low < > High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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

Figure 8.5. Drivers in vehicles that were speeding in Indiana collisions, by alcohol impairment, 2013-2017

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Notes:
1) *Alcohol-impaired* includes drivers with blood alcohol count (BAC) of 0.08 g/dL or higher.
2) When considering the reported decreases in 2017 *alcohol-impaired* drivers, it is important to note that these numbers are likely to increase once BAC results reported after the April 6, 2018, extract are analyzed.

Table 8.4. Drivers involved in Indiana collisions, by age, speed involvement, and alcohol impairment, 2017

Age group	Not speeding			Speeding		
	Non-impaired	Impaired	% impaired	Non-impaired	Impaired	% impaired
15-20	39,528	206	0.5%	4,850	49	1.0%
21-24	31,302	592	1.9%	3,407	138	3.9%
25-34	63,788	1,104	1.7%	5,897	260	4.2%
35-44	50,959	672	1.3%	4,164	143	3.3%
45-54	47,549	603	1.3%	3,460	80	2.3%
55-64	41,472	399	1.0%	2,630	58	2.2%
65-74	23,396	120	0.5%	1,240	9	0.7%
75 +	12,776	22	0.2%	506	1	0.2%
Total	310,770	3,718	1.2%	26,154	738	2.7%

Low   <   >   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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 8.6. Restraint use rates among occupants involved in Indiana collisions, by injury status and speed involvement, 2013-2017

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Data limited to drivers and injured vehicle occupants in vehicles where driver was reported to be speeding.

Table 8.5. Total and speed-related traffic collisions, by month, 2013-2017

Month	Total collisions					Speed-related collisions				
	2013	2014	2015	2016	2017	2013	2014	2015	2016	2017
Jan	15,489	23,536	19,691	19,370	17,268	2,233	7,683	4,707	3,609	2,478
Feb	14,259	19,373	19,785	17,782	14,564	2,295	4,324	4,723	2,908	1,106
Mar	15,950	15,516	16,435	16,382	16,962	2,410	2,165	1,925	1,401	1,681
Apr	14,039	14,202	15,364	17,532	17,023	891	927	865	1,541	1,127
May	16,330	15,908	17,362	18,052	19,441	936	872	1,074	1,103	1,215
Jun	15,269	15,377	17,146	17,883	18,993	918	931	1,273	1,031	1,125
Jul	15,019	14,931	17,308	17,688	17,143	883	825	1,038	1,153	1,020
Aug	15,504	15,657	17,104	19,335	17,711	822	1,034	1,013	1,303	1,000
Sep	15,767	15,741	17,704	18,637	17,938	890	889	1,124	1,155	1,039
Oct	17,649	18,845	19,235	19,484	19,968	1,203	1,312	1,171	1,132	1,368
Nov	18,451	19,391	20,478	20,521	20,060	1,422	2,236	1,552	1,225	1,190
Dec	19,510	17,292	18,880	21,239	22,041	3,695	1,624	1,548	3,660	3,970
Total	193,236	205,769	216,492	223,905	219,112	18,598	24,822	22,013	21,221	18,319
High	Dec	Jan	Nov	Dec	Dec	Dec	Jan	Feb	Dec	Dec
Low	Apr	Apr	Apr	Apr	Mar	Nov	Aug	Jul	Apr	Jun

Low   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Color-scales are illustrated to show months from low to high for the entire five-year period, 2013-2017.

Table 8.6. Speed-related collisions as a percentage of all Indiana collisions, by time of day and day of week, 2017

Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	% Speed-related by hour
12am-	14.5%	13.7%	12.4%	13.3%	11.8%	11.9%	13.2%	13.1%
1am-	15.7%	15.6%	14.8%	13.3%	13.5%	14.2%	15.0%	14.8%
2am-	15.9%	14.2%	15.8%	14.1%	15.9%	15.2%	16.2%	15.5%
3am-	14.7%	13.6%	13.9%	14.3%	15.5%	15.6%	18.3%	15.5%
4am-	13.8%	14.3%	13.9%	14.1%	15.2%	13.5%	16.6%	14.5%
5am-	12.8%	14.2%	13.9%	13.5%	13.3%	12.8%	15.3%	13.7%
6am-	14.5%	12.2%	12.0%	11.4%	12.0%	12.2%	15.0%	12.4%
7am-	15.6%	11.2%	11.9%	10.4%	10.9%	11.1%	18.6%	11.7%
8am-	18.1%	12.3%	12.1%	11.3%	13.4%	12.0%	18.9%	13.2%
9am-	16.7%	13.3%	13.6%	13.7%	14.7%	11.0%	16.0%	13.9%
10am-	14.8%	10.9%	11.0%	10.9%	12.3%	8.5%	12.0%	11.3%
11am-	12.9%	9.6%	8.6%	8.3%	9.7%	7.3%	10.1%	9.3%
12pm-	10.9%	8.3%	6.8%	7.1%	7.5%	6.0%	8.9%	7.8%
1pm-	10.4%	7.6%	6.9%	7.3%	7.6%	6.2%	9.3%	7.8%
2pm-	11.1%	7.6%	7.4%	8.0%	7.4%	6.8%	9.4%	8.0%
3pm-	12.0%	7.3%	7.6%	7.8%	7.0%	6.8%	9.8%	7.9%
4pm-	12.5%	7.3%	7.3%	7.6%	6.7%	6.8%	9.3%	7.8%
5pm-	13.2%	7.2%	7.1%	7.7%	6.9%	6.5%	9.2%	7.8%
6pm-	12.1%	7.5%	7.5%	8.0%	7.4%	6.7%	8.2%	8.0%
7pm-	11.9%	8.2%	8.6%	8.6%	9.0%	7.8%	8.5%	8.9%
8pm-	12.5%	9.5%	8.6%	9.4%	9.7%	8.4%	10.7%	9.8%
9pm-	12.8%	10.0%	9.2%	10.5%	10.8%	9.6%	10.3%	10.4%
10pm-	13.9%	11.2%	11.1%	12.3%	11.8%	10.2%	12.0%	11.7%
11pm-	15.7%	13.4%	12.4%	12.8%	12.7%	14.0%	12.7%	13.4%
% Speed-related by day	13.1%	9.5%	9.3%	9.4%	9.5%	8.5%	11.4%	9.9%
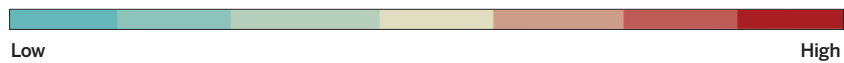
Low   High

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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

Figure 8.7. Distribution of total and fatal crashes and rates of speed involvement, by Census locale, 2017
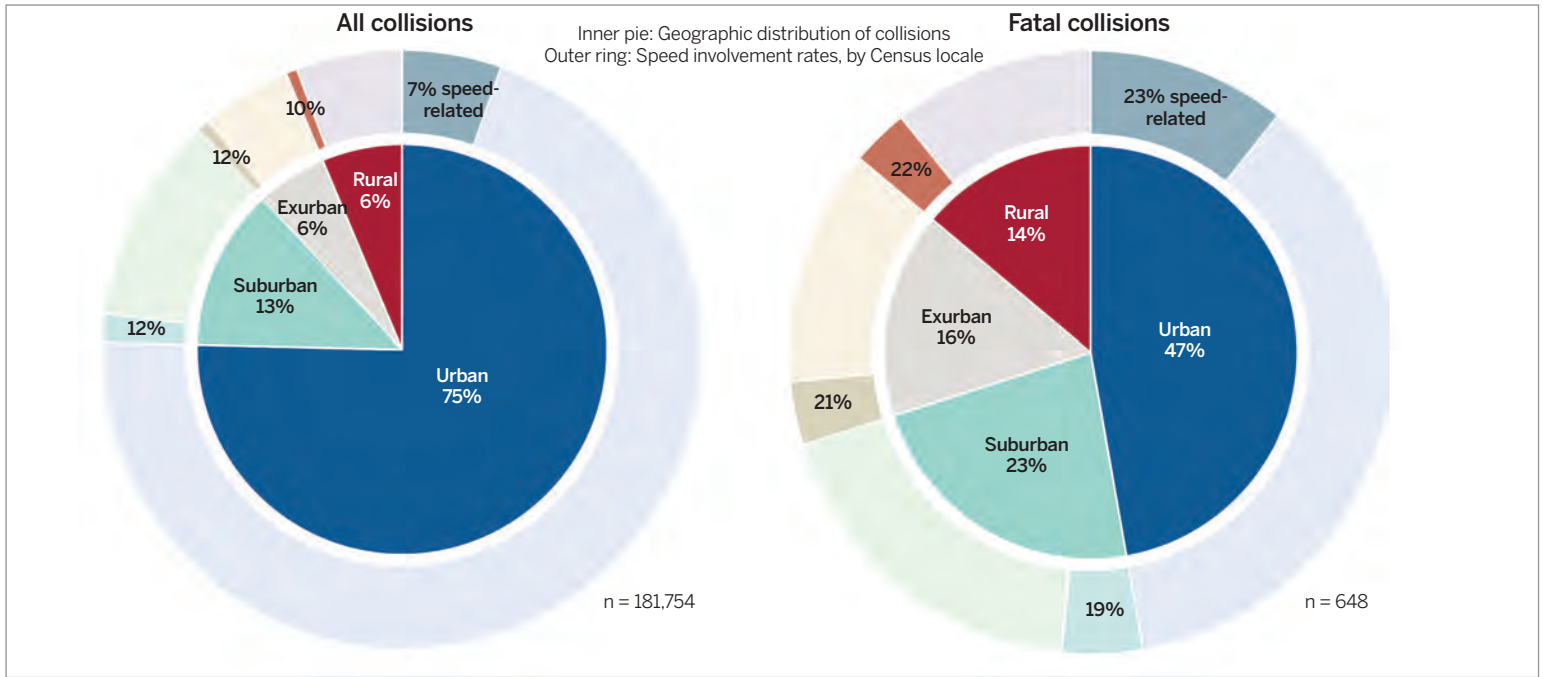
Inner pie: Geographic distribution of collisions
Outer ring: Speed involvement rates, by Census locale

All collisions

7% speed-related

10%
12%
Rural 6%
Exurban 6%
Suburban 13%
12%
Urban 75%

n = 181,754

Fatal collisions

23% speed-related

22%
Rural 14%
Exurban 16%
21%
Urban 47%
Suburban 23%
19%

n = 648

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

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

Figure 8.8. Distribution of total and fatal crashes and rates of speed involvement, by road type, 2017

Inner pie: Geographic distribution of collisions
Outer ring: Speed involvement rates, by road type

All collisions

7% speed-related

16%
Interstate 10%
US route 10%
9%
State road 15%
County road 11%
8%
Local/city road 53%
13%

n = 192,178

Fatal collisions

27% speed-related

29%
Interstate 9%
US route 17%
15%
State road 25%
County road 19%
27%
Local/city road 30%
16%

n = 758

Source: Indiana State Police Automated Reporting and Information Exchange System (ARIES), as of April 6, 2018

Note: Includes collisions where valid road class was reported.

DATA SOURCES AND REFERENCES

DATA SOURCES

Data in this publication come from the following sources:

- Indiana State Police Automated Reporting Information Exchange System (ARIES), current as of April 6, 2018

- Indiana Bureau of Motor Vehicles, current as of April 23, 2018

- Indiana Department of Transportation, county level VMT (2016), current as of March 12, 2018

- U.S. Census Bureau, Annual Estimates of the Resident Population by Single-Year of Age and Sex for the United States and States (2017), provided by the Indiana Business Research Center, Indiana University

- U.S. Census Bureau, Population Estimates for Indiana Counties, 2013-2017, provided by the Indiana Business Research Center, Indiana University, current as of July 25, 2018, accessed at www.stats.indiana.edu/population/popTotals/2017_cntyest.asp

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INDIANA TRAFFIC SAFETY FACTS

INDIANA STANDARD CRASH REPORT AND GLOSSARY

INDIANA OFFICER'S STANDARD CRASH REPORT

INDIANA OFFICER'S STANDARD CRASH REPORT
Electronic Version

Page	of

Local ID

Date of Crash	Day of Week	Actual Local Time	County	Township	# Motor Vehicles	# Injured	# Dead	# Commercial Vehicles	# Deer

Road Crash Occured On	Nearest/Intersecting Road/MileMarker/Interchange	If not an intersection, number of feet from	Direction	Road Classification

Inside Corporate Limits?	City/Town or Nearest City/Town	Property?	Crash Latitude	Crash Longitude

Driver #1	Driver #2	Driver #3	Driver #4

Driver Contributing Circumstances
(Primary Cause, Vehicle 1, Vehicle 2, Vehicle 3, Vehicle 4)

- Alcoholic Beverages
- Illegal Drugs
- Prescription Drugs
- Driver Asleep or Fatigued
- Driver Illness
- Unsafe Speed
- Failure to Yield
- Disregard Signal
- Left of Center
- Improper Passing
- Improper Turning
- Improper Lane Usage
- Following Too Closely
- Unsafe Backing
- Overcorrecting
- Ran off Road
- Wrong Way on One Way
- Pedestrian's Action
- Passenger Distraction
- Restriction Violation
- Jackknifing
- Cell Phone Usage
- Other Telematics
- Driver Distracted
- Speed/Weather Conditions
- Other
- None

Vehicle Contributing Circumstances
(Primary Cause, Vehicle 1, Vehicle 2, Vehicle 3, Vehicle 4)

- Engine Failure or Defective
- Accelerator Failure or Defective
- Brake Failure or Defective
- Tire Failure or Defective
- Headlight(s) Defective or Not On
- Other Lights Defective
- Steering Failure
- Window/Windshield Defective
- Oversize/Overweight Load
- Insecure/Leaky Load
- Tow Hitch Failure
- Other
- None

Environment Contributing Circumstances

- Glare
- Roadway Surface
- Holes/Ruts in Surface
- Shoulder Defective
- Road Under Construction
- Severe Crosswinds
- Obstruction Not Marked
- Lane Marking Obscured
- View Obstructed
- Animal/Object in Roadway
- Traffic Ctl Inop/Missing/Obscure
- Utility Work
- Other
- None

Area Information

- Hit and Run
- School Zone
- Rumble Strips
- Locality
- Light Condition
- Weather Conditions
- Surface Condition
- Type of Median
- Type of Roadway Junction
- Road Character
- Roadway Surface
- Construction | If Yes, Construction Type
- Traffic Control Devices
- Traffic Control Device Operational?
- Was this crash the result of aggressive driving?

Total Estimate of all damage in the Crash:

Other Property Damage (1)	State Property	Owner's Name and Address

Other Property Damage (2)	State Property	Owner's Name and Address

Witness/Other Participant

- Witness / Other Participant | # | Name
- Address etc.
- Phone # | Location at Time of Crash
- Witness / Other Participant | # | Name
- Address etc.
- Phone # | Location at Time of Crash

Non-Motorist

- (Last Name, First Name, MI)
- Non-Motorist Type | Non-Motorist Action
- Apparent Physical Condition
- Cited? | Direction
- Street/Highway
- Traffic Control? | If yes, was traffic control operational?

Local ID

Type of Crash					
Time Notified	Time Arrived	Other Location of Investigation			
Assisting Officer		ID No.	Agency	Investigation Complete?	Photos Taken?
Assisting Officer		ID No.	Agency	Date of Report	
Investigating Officer		ID No.	Agency	Reviewing Officer	

Narrative

UNIT INFORMATION

Local ID

Page _____ of _____

Driver's Name (Last, First, MI)	Safety Equipment Used

Address (Street, City, State Zip)

Safety Equipment Effective?

Ejection/Trapped

Date of Birth	Age	Gender	EMS No.	Immed Attn	Driver Injury Status

Driver's License #	Lic Type	CDL Class	Lic State	Nature of Most Severe Injury

Location of Most Severe Injury

Apparent Physical Status
- [ ] Normal
- [ ] Had Been Drinking
- [ ] Handicapped
- [ ] Ill
- [ ] Asleep/Fatigued
- [ ] Drugs/Medication
- [ ] Unknown

Restrictions
- [ ] Glasses/Contact Lenses
- [ ] Outside Rearview Mirror
- [ ] Daylight Driving
- [ ] Automatic Transmission
- [ ] Special Controls
- [ ] Employment Only
- [ ] Motorcycle Only
- [ ] To/From Employment
- [ ] Employer's Vehicle Only
- [ ] State-Owned Vehicles
- [ ] PP Chauffeurs Taxi Only
- [ ] Power Steering
- [ ] Special Restrictions
- [ ] Probation DWI
- [ ] Probation HTO
- [ ] None

If Cited? IC Codes
- [ ] Infraction
- [ ] Misdemeanor
- [ ] Felony

Test Given NONE
Type Given
- [ ] Blood
- [ ] Urine
- [ ] Breath
- [ ] SFST
- [ ] PBT

Alcohol Results PBT
Certified Test
- [ ] Pending

Drug Results

Veh#	Color	Vehicle Year	Make	Model	Style

# Occupants	Lic Year	License #	License State

# Axles	Speed Limit	Insured By	Phone Number

Initial Impact Area
- [ ] Undercarriage
- [ ] Trailer
- [ ] None
- [ ] Unknown

Front [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] Rear

Vehicle Identification#

Registered Owner's Name (Last, First, MI) [ ] Same as Driver

Address (Street, City, State, Zip)

Areas Damaged (Multiples)
- [ ] Undercarriage
- [ ] Trailer
- [ ] None
- [ ] Unknown

Front [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] Rear

Vehicle Use

Towed?	To	Reason
	By	

Emergency Run? **Fire?** NO

Lic State	Lic Year	Registered Owner's Name (Last, First, MI)	[ ] Same as Driver

License#	Address (Street, City, State, Zip)

Vehicle Type

Veh Year	Make

Pre Crash Vehicle Action

Lic State	Lic Year	Registered Owner's Name (Last, First, MI)	[ ] Same as Driver

Direction of Travel

License#	Address (Street, City, State, Zip)

Veh Year	Make

Type of Primary/Secondary Roadway

One Way Traffic
- [ ] One Lane
- [ ] Two Lanes
- [ ] Multi-Lanes (3 or more)

Two Way Traffic
- [ ] Two Lanes
- [ ] Multi-Lane Divided (3 or more)
- [ ] Multi-Lane Undivided 2 way left turn
- [ ] Multi-Lane Undivided (3 or more)

- [ ] Private Drive
- [ ] Alley

Commercial Vehicle: Carrier's Name and Address

HAZMAT Proper Shipping Name	State DOT#

Event Collision With

US DOT#	ICC#	CMV Inspection	If Yes

Gross Vehicle Weight Rating	Cargo Body Type

HAZMAT Placard	HAZMAT Release of Cargo	HAZMAT 4-Digit ID#	Hazzard Class #

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 Involvement/Alcohol-related
The terms "alcohol-related" or "alcohol-involved" do not indicate that a crash or fatality was caused by the presence of alcohol.

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a Blood Alcohol Concentration (BAC) of 0.01 gram per deciliter (g/dL) or higher. NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present. The code does not necessarily mean that a driver or nonoccupant was tested for alcohol.

Indiana defines a crash as alcohol-related or alcohol-involved if any of the following are true: (1) *alcoholic beverages* is listed as the primary factor of the collision; (2) *alcoholic beverages* is listed as a contributing circumstance in the collision; (3) any vehicle driver or non-motorist (pedestrian, pedalcyclist) involved in the collision had a BAC test result greater than zero; (4) the collision report lists the apparent physical condition of any vehicle driver or non-motorist involved as had been drinking; or (5) a vehicle driver is issued an Operating While Intoxicated (OWI) citation.

Alcohol-impaired
A collision in which any vehicle driver involved has a BAC test result at or above 0.08 g/dL.

Attributable/Attributablity
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 apparent vehicle conditions that contributed to the collision.

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

Collision/Crash Severity
1. *Fatal Crash:* A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.

2. *Injury Crash:* A police-reported crash involving a motor vehicle in transport on a trafficway in which no one died but 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 in the 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 designed and installed to illuminate the roadway. This does not include lighting from storefronts, houses, etc.

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

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

Disregarding Traffic Signal
A collision where one or more drivers disregarded a traffic signal or flashing 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 control until control was lost.

Ejection
Refers to occupants being totally or partially thrown from the vehicle as a result 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.

Gross Combination Weight Rating (GCWR)
The value specified by the manufacturer as the loaded weight of a combination (articulated) motor vehicle. In absence of a value specified by the manufacturer, GCWR will be determined by adding the GVWR of the power unit and the total weight of the towed unit and any load thereon.

Gross Vehicle Weight Rating (GVWR)
The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

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 non-fatal 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.*

Inspection Level 1 - North American Standard Inspection
An inspection that includes examination of driver's license, medical examiner's certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and hazardous materials (HM) requirements, as applicable.
www.fmcsa.dot.gov/safety-security/safety-initiatives/mcsap/insplevels.htm

Inspection Level 3 - Driver-only inspection
A roadside examination of the driver's license, medical certification and waiver, if applicable, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, and HM requirements, as applicable.
http://www.fmcsa.dot.gov/safety-security/safety-initiatives/mcsap/insplevels.htm

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

Jackknife
Jackknife can occur at any time during the crash sequence. Jackknifing is generally restricted to truck tractors pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

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 5:59a.

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.

Trapped
Persons who are restrained in the vehicle by damaged vehicle components as a result of a crash, and who have to be freed from the vehicle.

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 6:00a Monday to 5:59p Friday.

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

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

INDIANA CRASH FACTS 2017

An Indiana Traffic Safety Facts publication

An electronic copy of this document can be accessed via the PPI website (https://trafficsafety.iupui.edu), the ICJI traffic safety website www.in.gov/cji/), or by contacting the Indiana University Public Policy Institute at 317-261-3000.

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