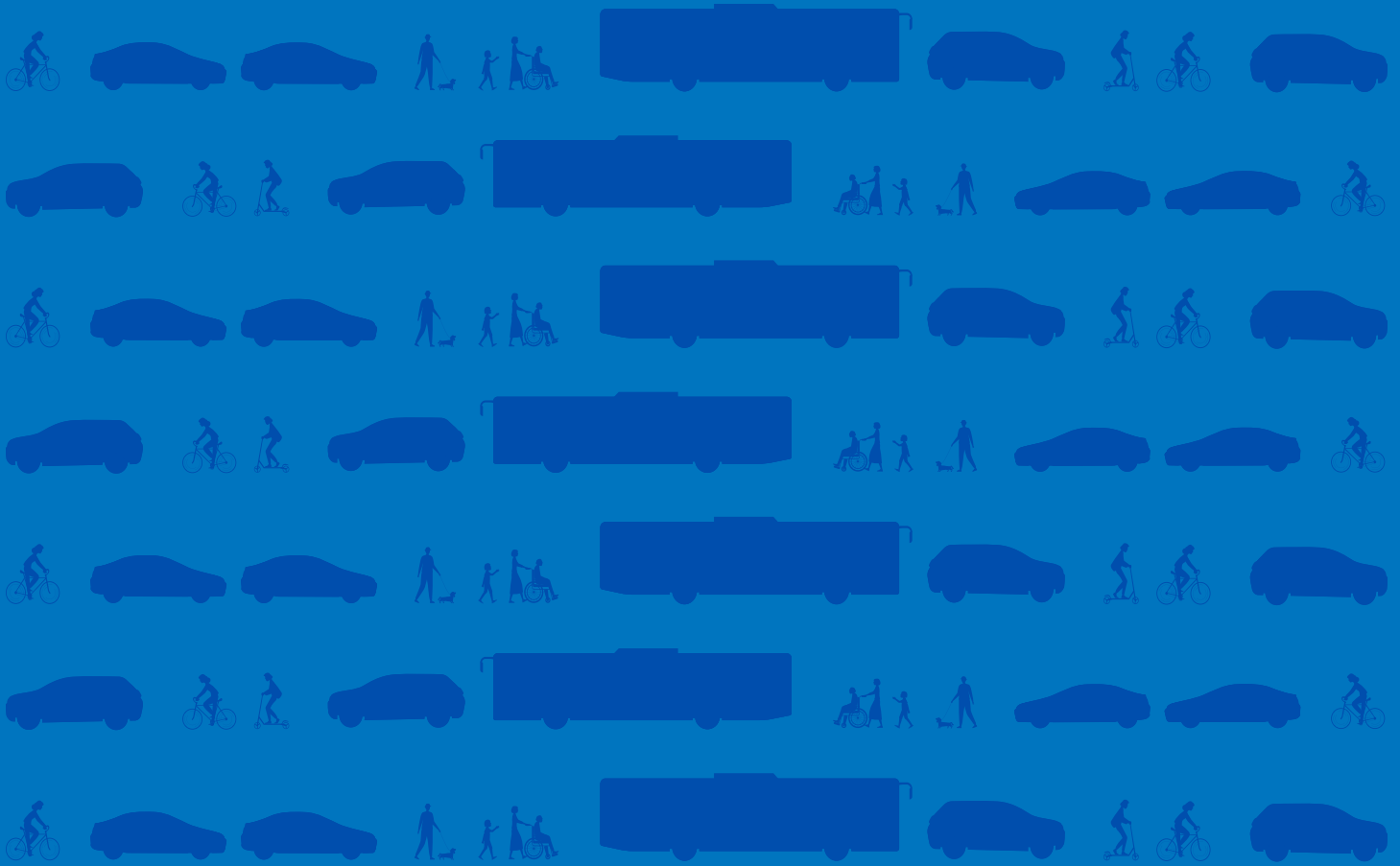


2025 IMPO Annual Safety Report

*Tracking progress
towards our
Vision Zero Goal*





A Note on Data Sources:

Crash Factor Matrix Tables: Previous years of the Crash Factor Matrix Table were provided by INDOT with IMPO staff clipping the data to the IMPO's MPA boundary using corrected latitude/longitude locations for fatal and incapacitating crashes. Beginning with data from 2020 tables have been generated by IMPO staff using the same methodology as INDOT, data generated from ARIES (Automated Reporting Information Exchange System) crash records, the official crash repository for the Indiana State Police.

MPA crash numbers: The MPA crash numbers came from the IMPO's corrected locations of the ARIES fatal and suspected serious injury (SSI) crashes. Additional information regarding recent data definition updates can be found under "Data Definitions and Changes" on page 5 of this report.

State crash numbers: INDOT Office of Traffic Safety.



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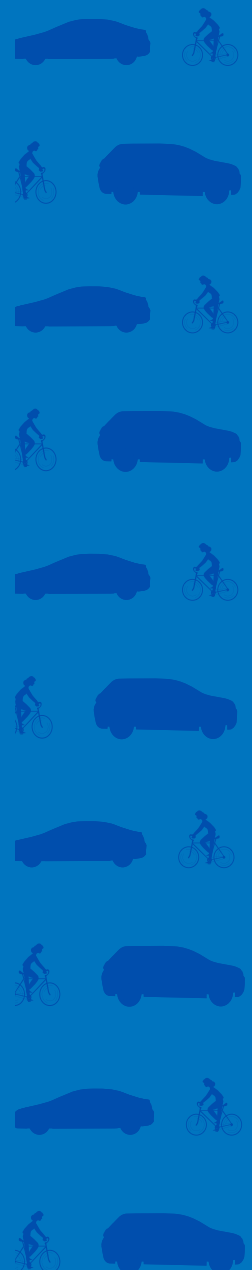
If information is needed in another language, contact 317-327-8601. Si se necesita información en otro idioma, comuníquese con 317-327-8601.

This plan was prepared in cooperation with the State of Indiana, the Indiana Department of Transportation, and the Federal Highway Administration. This financial assistance notwithstanding, the contents of this document do not necessarily reflect the official view or policies of the funding agencies.



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Overview and Purpose

Ensuring safe, accessible, and desirable transportation in Central Indiana is integral to the Indianapolis Metropolitan Planning Organization's (IMPO) mission. Each year hundreds of people are involved in serious and fatal crashes within the IMPO's planning area. Recognizing the need to address this issue the Indianapolis Transportation Policy Committee approved a new Vision Zero Resolution in 2022 that updated the 2018 Vision Zero Resolution to include goals and deadlines for reducing fatal and serious crashes.

“This Vision Zero Resolution sets forth a goal of reducing serious and fatal crashes by 35% by the year 2040.”

- 2022 Vision Zero Resolution

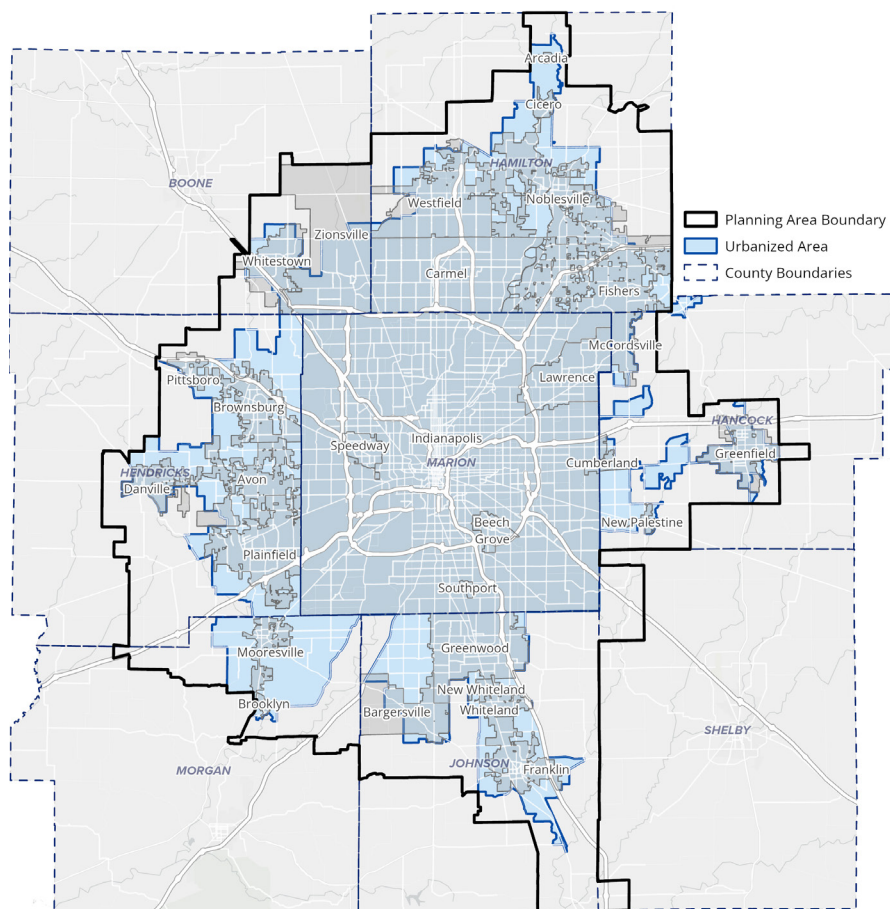
This update came as part of the planning process for Central Indiana's Safe Streets and Roads for All Safety Action Plan, and represents a new phase of the IMPO's commitment to improving traffic safety in its planning area. As part of this commitment the IMPO created this Annual Safety Report to provide additional transparency for tracking and addressing safety issues.

The IMPO's Planning Area

The IMPO plans and programs funding within a specific area known as the Metropolitan Planning Area (MPA). The MPA includes the urbanized area of Central Indiana (areas that are mostly developed, identified on the map by the Urbanized Area Boundary - UAB) plus the areas that are expected to urbanize over the next 20 years. The MPA is the area in which the IMPO will be working to achieve its Vision Zero goal, and for which all fatal and serious crash statistics will be derived from in this report unless otherwise specified. Crashes on INDOT-controlled facilities or other privately owned roads have been excluded from this report as they are not within the jurisdiction of IMPO members.

Data Definitions and Changes

Serious crashes within this report are derived from the "Suspected Serious Injury" or "SSI" category in Indiana's crash reporting system, ARIES (Automated Reporting Information Exchange System). The SSI definition consists of the following Injury Nature types in the ARIES data – Crush, Fracture/Dislocation, Internal, Paralysis, Severe Bleeding, Severe Burn, Severed, Unconscious. This marks a change from previous Annual Safety Reports which utilized "incapacitating injury" for serious crashes and is a result of the transition from ARIES 5 to ARIES 6. It is important to note that this transition has been occurring on a rolling basis from 2020 through 2023, resulting in different jurisdictions updating to ARIES 6 and its use of "SSI" at different times. As a result not only will serious crash numbers differ in this annual safety report from previous years but SSI numbers prior to 2023 will have some margin of error. This inconsistency comes as an unavoidable part of needed system updates to ARIES. As additional years of data become available in the future the IMPO will look towards 2023 as its new benchmark to ensure data definition consistency.



Tracking Progress Towards Our Vision Zero Goal

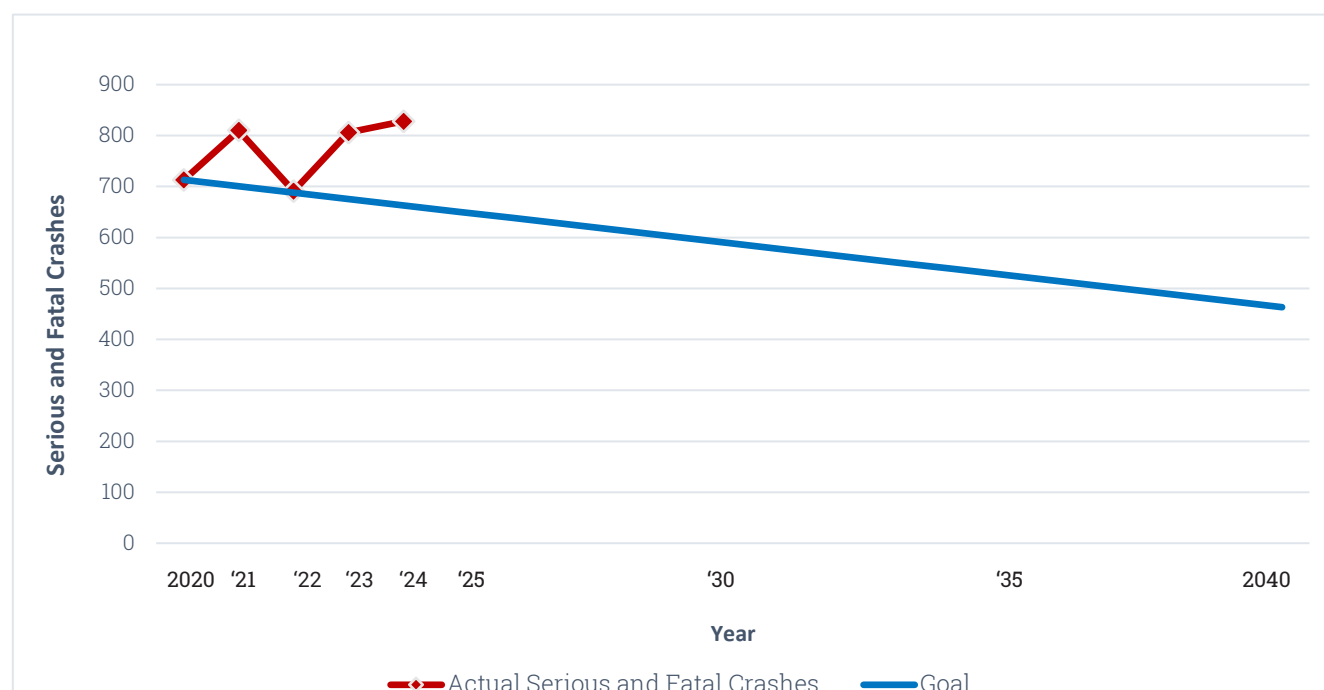
Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2018	-	-	-
2019	0.6%	-7.1%	-1%
2020	20.8%	25.7%	22%
2021	13.8%	12.9%	14%
2022	-16.5%	-6.7%	-15%
2023	20.8%	0.0%	17%
2024	5.8%	-12.2%	3%

Across the MPA no clear long standing trends emerge in either fatal or serious crashes. 2020 and 2021 saw dramatic increases in both fatal and serious crashes - something that was broadly experienced across the US and is widely attributed to changes in traffic patterns and behaviors during the pandemic. From 2022 through 2024 fatal crashes declined or held steady, however serious crashes rose 2023-24.

The Vision Zero Resolution of a 35% reduction in fatal and serious crashes by 2040 uses the year 2020 as a baseline. In order to achieve Vision Zero fatal and serious crashes need to decrease 1.75% from 2020 numbers annually. In 2022 the MPA saw a decrease in both fatal and serious crashes. 2023 and 2024 saw fatal crashes even out and then decline again. However, serious crashes rose in both those years leading to a combined percentage increase.

Progress Towards Vision Zero Goal



Fatal and Serious Crashes in the MPA

In 2024 there were 122 fatal crashes in the MPA. An additional 706 crashes resulted in people who were seriously injured. While fatal crashes have seen modest decreases from the peak seen in 2021 serious crashes have yet to see a similar downward trajectory.

All Fatal and Serious Crashes (Vehicles, Pedestrians, & Pedalcyclists)

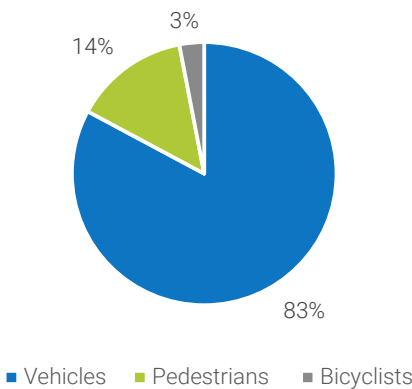
Year	Number of Serious Crashes	Number of Fatal Crashes	Total Number of Serious and Fatality Crashes
2018	478	113	591
2019	481	105	586
2020	581	132	713
2021	661	149	810
2022	552	139	691
2023	667	139	806
2024	706	122	828
Total 2018 - 2024	4,126	899	5,025

Behind each of these numbers is a real person - over a six year period from 2018 through 2024 899 fatal crashes occurred. When looking at individuals 945 people lost their lives on local roads in the Indianapolis MPA.

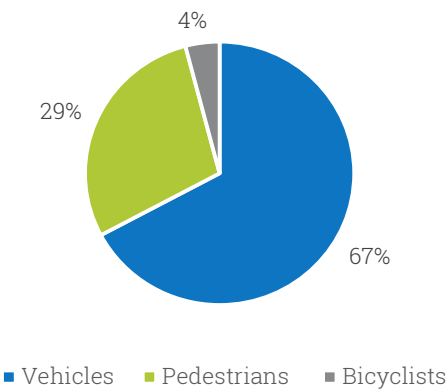
Crash Breakdown by Travel Mode

For all fatal and serious crashes 83% involved vehicles, 14% pedestrians, and 3% bicyclists. When filtering to look only at fatal crashes the percentage of crashes jumps to 29% for pedestrians and 4% for bicyclists, demonstrating the enhanced vulnerability of those outside of a vehicle.

Fatal & Serious Crashes by Travel Mode (2024)



Fatal Crashes by Travel Mode (2024)



Changes in Crashes in the MPA and at the State Level

Comparing the MPA with the State

Changes in Crashes in Indiana

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2020	9%	9%	9%
2021	15%	3%	12%
2022	3%	10%	4%
2023	44%	3%	36%
2024	-2%	-7%	-3%

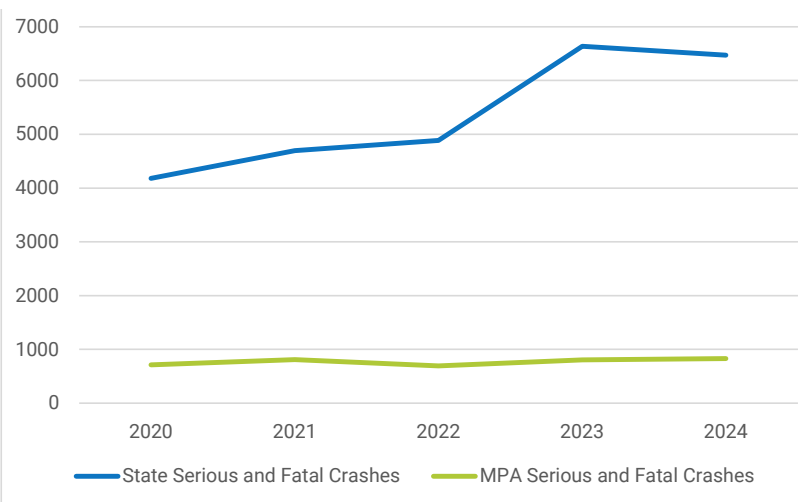
From 2020 through 2023 Indiana overall saw consistent increases in both serious and fatal crashes. 2024 however shows a decrease in both.

Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2020	20.8%	25.7%	22%
2021	13.8%	12.9%	14%
2022	-16.5%	-6.7%	-15%
2023	20.8%	0.0%	17%
2024	5.8%	-12.2%	3%

The Indianapolis MPO's planning area has generally seen increases in both serious and fatal crashes with a handful of exceptions: in 2022 both serious and fatal crashes decreased, and then again in 2024 fatal crashes decreased after holding steady in 2023.

State and MPA Comparison of Serious and Fatal Crashes



Change in crashes between the IMPO and broader state do not appear to be strongly correlated. Crashes in the MPA made up anywhere from 12% to 17% of all crashes in the state.

Moving Forward in Addressing Serious and Fatal Crashes

The trend on fatal and serious crashes is unlikely to reverse itself without intervention. The question of where to start, however, can be overwhelming for a community. The following section of this report provides supporting information intended to assist our local public agencies in designing interventions to reverse the trends. It also provides updates regarding the work the IMPO is doing to support traffic safety.



Crash Factors in the MPA

Crash factor matrices provide insight into the contributing factors, locations, and environmental conditions of fatal and serious crashes. For example, unrestrained occupants are a leading crash factor for both serious injuries and fatalities. Other instances show the multiplicative effects crash factors can have on each other - lane departures where the occupants are not wearing a seatbelt are more likely to result in serious injury or a fatality.

Serious Injuries and Fatalities 2023-2024	Urban	Rural	Light	Dark	Clear/Dry Road Conditions	Not Clear/Wet Road Conditions	Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone
Intersection	949	103	673	375	889	163		192	209	75	13	1	111	33	177	115	196	132	17	9	26
Lane Departure	515	129	356	285	509	136	192		172	66	10	0	12	2	114	67	89	52	28	18	13
Speeding	380	61	216	221	345	96	209	172		61	10	0	12	3	116	71	41	63	3	2	8
Alcohol	119	28	39	108	119	28	75	66	61		6	0	8	2	46	9	13	13	2	0	5
Drugs	18	3	10	11	19	2	13	10	10	6		0	2	2	5	1	0	2	0	0	1
Large Vehicle	4	0	4	0	4	0	1	0	0	0	0		1	1	1	0	0	1	0	0	0
Pedestrian	277	12	113	177	237	53	111	12	12	8	2	1		0	5	18	24	1	5	0	11
Bicycle	58	6	39	24	59	5	33	2	3	2	2	1	0		2	0	7	2	0	0	0
Unrestrained Occupants	314	52	238	127	329	37	177	114	116	46	5	1	5	2		23	58	131	6	2	13
Young Drivers	180	20	102	98	159	41	115	67	71	9	1	0	18	0	23		17	16	7	2	4
Older Drivers	293	41	275	59	293	41	196	89	41	13	0	0	24	7	58	17		37	13	3	6
Motorcycles	207	38	152	92	227	18	132	52	63	13	2	1	1	2	131	16	37		3	3	2
Distracted Drivers	49	8	35	22	53	4	17	28	3	2	0	0	5	0	6	7	13	3		1	0
Drowsy	23	2	12	13	21	4	9	18	2	0	0	0	0	0	2	2	3	3	1		1
Work Zone	45	4	28	21	39	10	26	13	8	5	1	0	11	0	13	4	6	2	0	1	

Fatalities 2023 - 2024	Urban	Rural	Light	Dark	Clear/Dry Road Conditions	Not Clear/Wet Road Conditions	Intersection	Lane Departure	Speeding	Alcohol	Drugs	Large Vehicle	Pedestrian	Bicycle	Unrestrained Occupants	Young Drivers	Older Drivers	Motorcycles	Distracted Drivers	Drowsy	Work Zone
Intersection	109	11	64	54	99	21		19	36	10	0	0	21	4	27	10	18	24	1	0	3
Lane Departure	58	22	39	39	62	18	19		31	8	0	0	2	0	19	8	11	6	2	0	4
Speeding	61	12	26	45	56	17	36	31		10	0	0	2	0	17	12	6	11	0	0	1
Alcohol	17	3	2	18	14	6	10	8	10		0	0	1	0	7	1	4	2	0	0	0
Drugs	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0
Large Vehicle	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0
Pedestrian	71	1	18	54	62	10	21	2	2	1	0	0		0	1	4	3	0	1	0	4
Bicycle	11	0	6	5	10	1	4	0	0	0	0	0	0		0	0	0	0	0	0	0
Unrestrained Occupants	45	9	29	25	45	9	27	19	17	7	0	0	1	0		0	10	19	0	0	2
Young Drivers	22	1	6	17	17	6	10	8	12	1	0	0	4	0	0		0	2	1	0	0
Older Drivers	31	5	26	10	30	6	18	11	6	4	0	0	3	0	10	0		8	1	0	0
Motorcycles	35	5	20	20	35	5	24	6	11	2	0	0	0	0	19	2	8		0	0	0
Distracted Drivers	3	0	1	2	2	1	1	2	0	0	0	0	1	0	0	1	1	0		0	0
Drowsy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Work Zone	8	1	3	6	6	3	3	4	1	0	0	0	4	0	2	0	0	0	0	0	

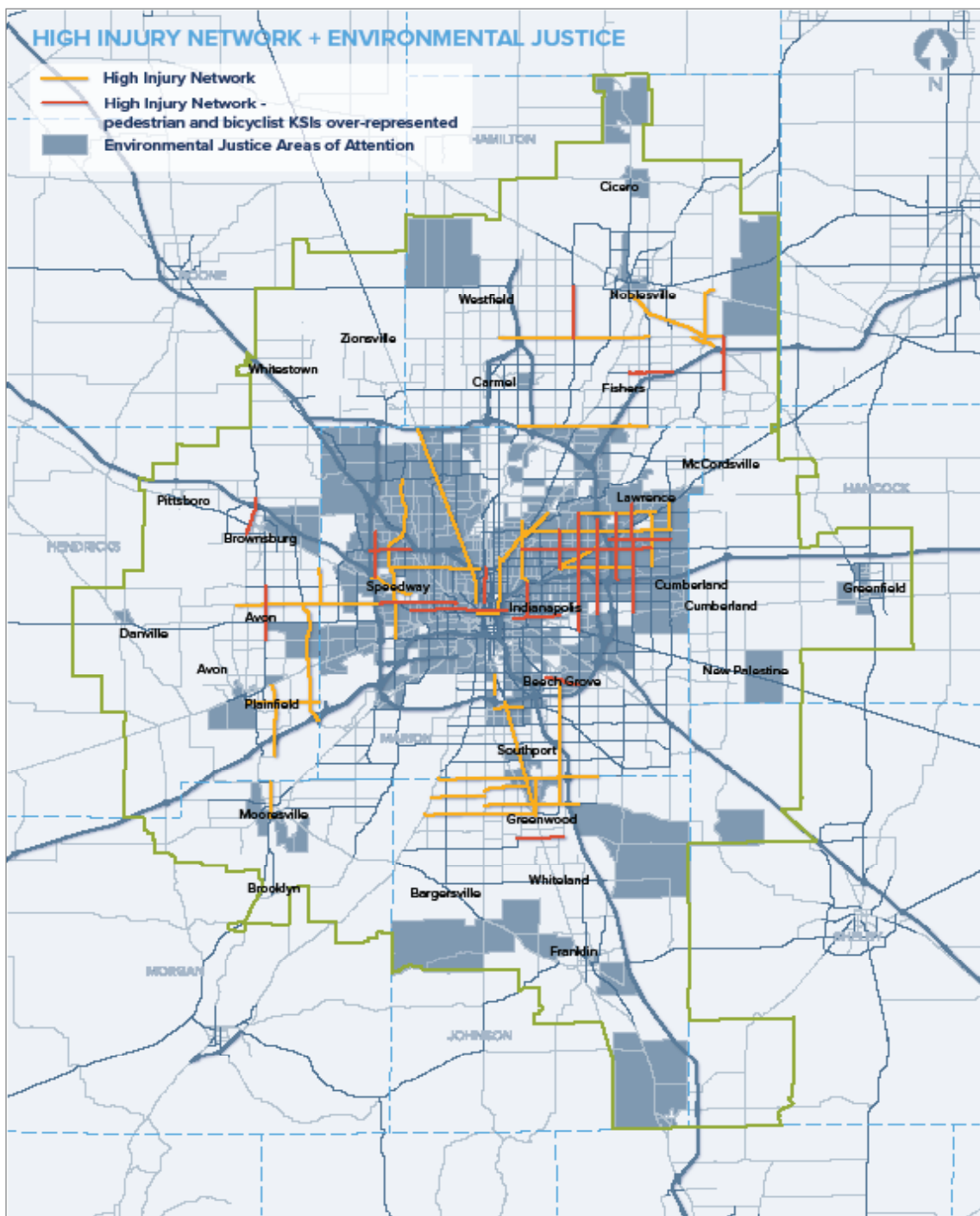
Crash Factor Summary for 2023-2024

Factor	Percentage Fatal Crashes Alone	Factor	Percentage of Serious Injury and Fatal Crashes
Intersection	45%	Intersection	64%
Lane Departure	30%	Lane Departure	39%
Pedestrian	28%	Speeding	27%
Speeding	27%	Unrestrained Occupants	22%
Unrestrained Occupants	21%	Older Drivers	20%

The Crash Factor Summary chart above shows the leading crash factors for fatal crashes alone, as well as combined serious injury and fatal crashes. Four of the five top factors are the same for both: intersections, lane departures, speeding, and unrestrained occupants. While percentages do vary the largest difference can be seen in the crash factors which are in only one column (pedestrians and older drivers). Pedestrians are involved in 28% of fatal crashes alone, but are not in the top five factors for the combined crashes. Conversely older drivers are involved in 20% of combined crashes, but are not a top factor for fatal crashes.

The High Injury Network

The High Injury Network (HIN) was identified during the IMPO's [2022 Safe Streets and Roads for All Safety Action Plan](#). The High Injury Network identifies the local corridors with the highest frequencies of crashes resulting in serious and fatal injuries within the MPA. It also identifies those where pedestrians and bicyclists are overrepresented. For a closer look at the HIN [visit the ArcGIS Map](#).



IMPO Funding Towards Safety

Each year local public agencies that are members of the IMPO go through a competitive process to determine which of their transportation projects are awarded the funding that the IMPO distributes. There are multiple funding programs that may be used for safety improvements. The Highway Safety Improvement Program (HSIP) program is exclusively used to improve safety, but certain projects funded under other categories often improve safety as well. For example, projects funded under the Transportation Alternatives Program (TAP) are intended to provide funding for alternative transportation projects but will often enhance safety by providing new or improved facilities for bicyclists and pedestrians. Projects are considered to have improved safety when the project includes any of the Proven Safety Countermeasures listed by the Federal Highway Administration. The following 2024 safety projects are those that were successfully sent to letting and received acceptable bids. Note that while the construction and right-of-way processes may take time, one can reasonably assume that these projects either began construction in 2024 or shortly after.

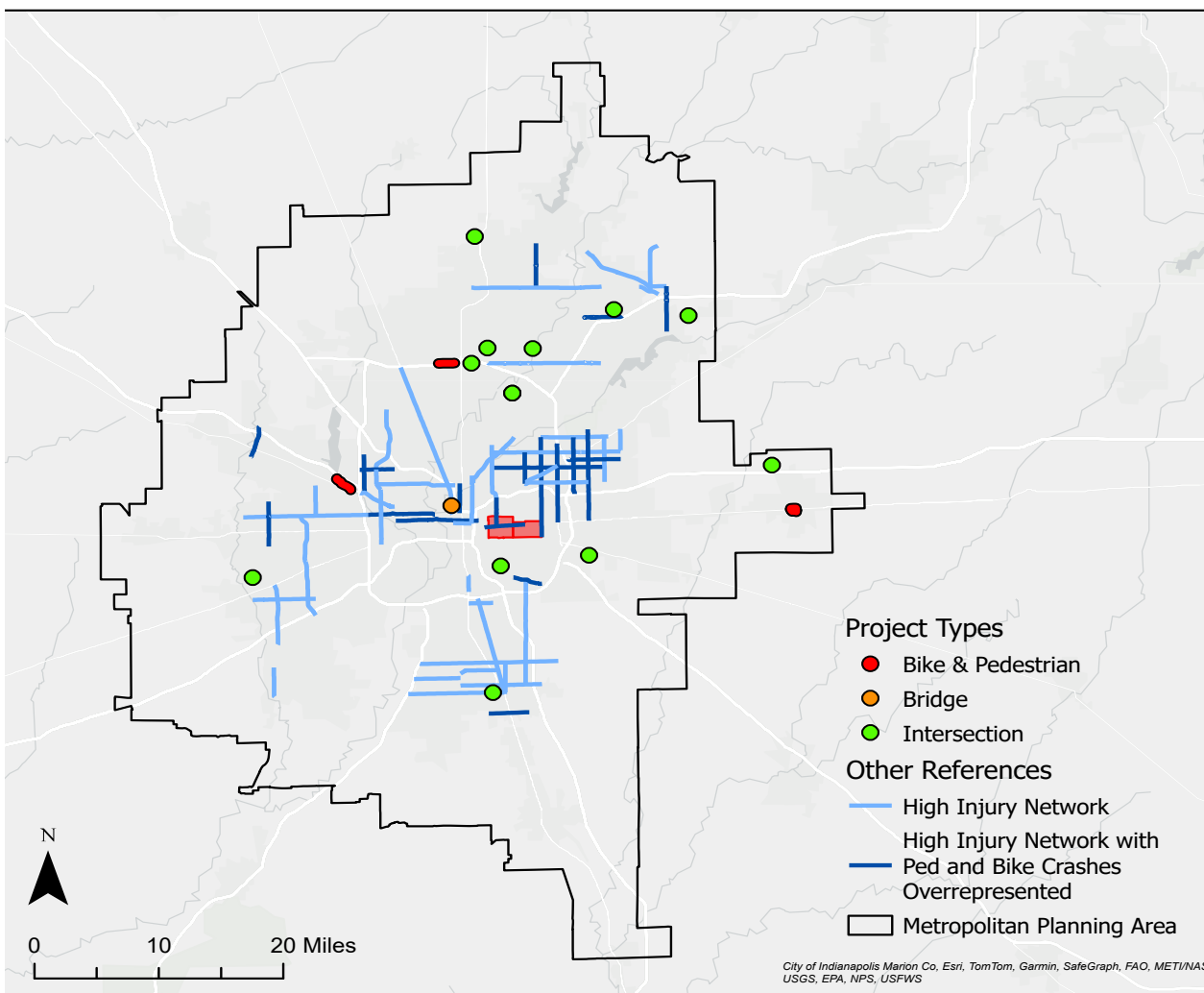
2024 Safety Projects with Distributed Funding

Member Agency	Project Title	Project Type	Total Cost
Carmel	96th St Path, Ditch Rd to Spring Mill	Bicycle Enhancement	\$5,574,654
Fishers	126th St & Southeastern Pkwy Roundabout	Intersection or Intersection Groups	\$5,200,934
Carmel	106th and Westfield Roundabout	Intersection or Intersection Groups	\$4,711,851
Greenfield	Riley Literary Trail	Bicycle Enhancement	\$4,558,713
Carmel	106th St and Hazel Dell Pkwy Roundabout	Intersection or Intersection Groups	\$3,806,886
Carmel	96th St & College Ave Roundabout	Intersection or Intersection Groups	\$3,502,538
Westfield	181st & Wheeler Rd Roundabout	Intersection or Intersection Groups	\$3,203,000
Fishers	131st & Howe Rd Intersection Improvement Project	Intersection or Intersection Groups	\$3,165,000
Greenwood	Smith Valley Rd & Averitt Rd Roundabout	Intersection or Intersection Groups	\$3,055,200
Indianapolis	Post Road & Raymond Street Roundabout	Intersection or Intersection Groups	\$2,926,875
Plainfield	Avon Ave. & CR 300 S Roundabout	Intersection or Intersection Groups	\$2,720,080
Beech Grove	Churchman/Perkins/Southern Ave Roundabout	Intersection or Intersection Groups	\$2,718,000
Indianapolis	Eagle Creek Greenway - Phase B1	Bicycle Enhancement	\$2,617,751
Indianapolis	79th St & Dean Rd Roundabout	Intersection or Intersection Groups	\$2,042,922
Indianapolis	Pedestrian Crash Focus Area 14B	Pedestrian Enhancement	\$1,716,745
Greenfield	Fortville Pike & CR 300 N Roundabout	Intersection or Intersection Groups	\$1,709,250
Indianapolis	Pedestrian Crash Focus Area 14A	Pedestrian Enhancement	\$1,431,731
Indianapolis	16th Street & Dr. Martin Luther King Jr. Street over the Canal	Bridge Rehabilitation	\$1,345,917

Total distributed funding for safety (2024): \$56,008,047

IMPO 2024 Safety Projects Overlaid with the High Injury Network (HIN)

The below map shows where the 2024 safety projects that received their funding were, as well as whether they were located on the High Injury Network (HIN). Note that that HIN wasn't outlined until 2022 in the IMPO's Safe Streets and Roads for All Safety Action Plan, and that projects are scheduled years in advance of when they receive funding. For a more interactive version of the map, [click here](#).

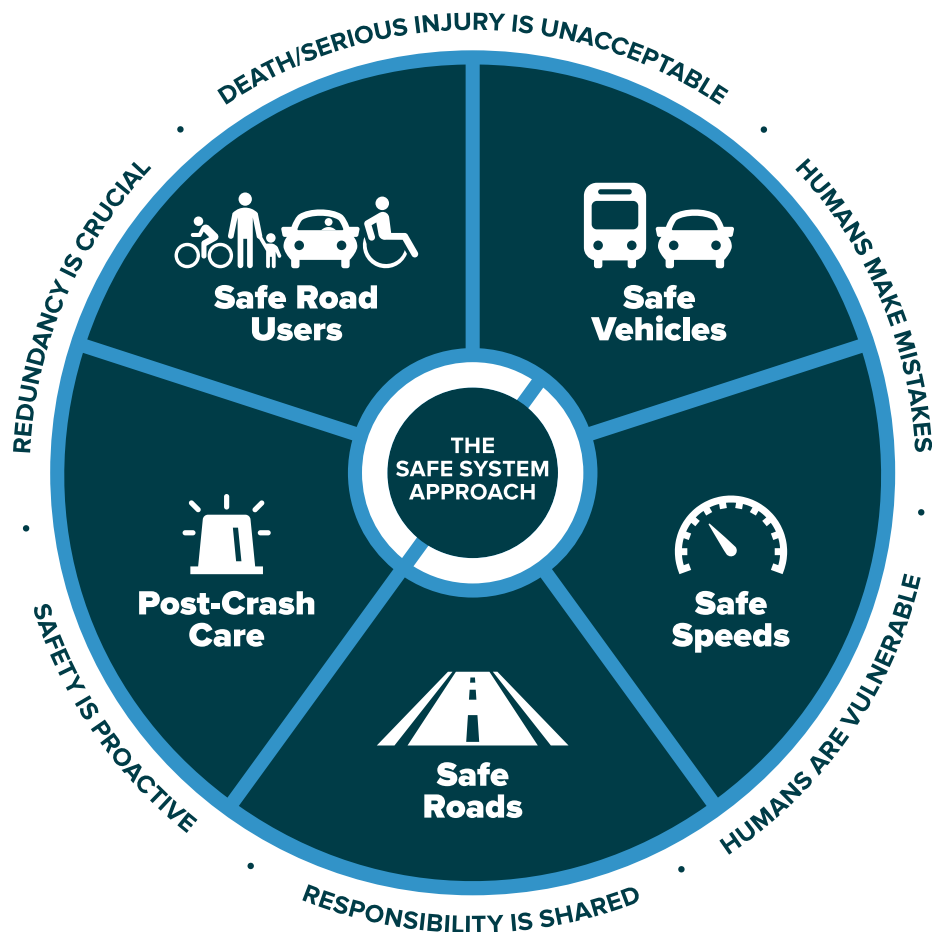


Getting to Vision Zero

Safe System Approach

The [Safe System Approach](#) was adopted by the U.S. Department of Transportation and is guiding future investments in roadway safety. The approach is human centered in that it acknowledges human mistakes as well as our physical vulnerability to crash forces. To better protect all users, the Safe System Approach implements redundancies to layer safeguards aimed at reducing serious injury and death on the road. The six principles of the Safe System Approach are:

- Death and serious injuries are unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.



IMPO Reports, Resources, and Policies

This Annual Safety Report is just one part of the IMPO's work to improve safety in the Indianapolis MPA. Additional items include:

- The [Safe Streets and Roads for All Safety Action Plan](#). This plan, originally completed in 2022, provides additional information regarding the safety of the network and is currently being updated to enhance its analysis of the network.
- The [IMPO Crash Dashboard](#) which provides data on serious and fatal crashes on an easy to view dashboard.
- [Intersection Safety Studies](#) which provide our communities with an in-depth analysis regarding the contributing factors behind crashes at high-crash intersections. 24 intersections were examined in 2019, and an additional 19 were completed in 2023.
- The [Vision Zero Toolkit](#) which provides a toolkit of resources for communities who want to kick-start a Vision Zero effort.
- Complete Streets are roadways designed to safely and comfortably accommodate all users, of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, and transit users. The [IMPO's Complete Streets Policy](#) requires projects using certain IMPO managed funds to implement complete streets where reasonable. These requirements include either a sidewalk, multi-use path, or bike lane.



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