

# 2026 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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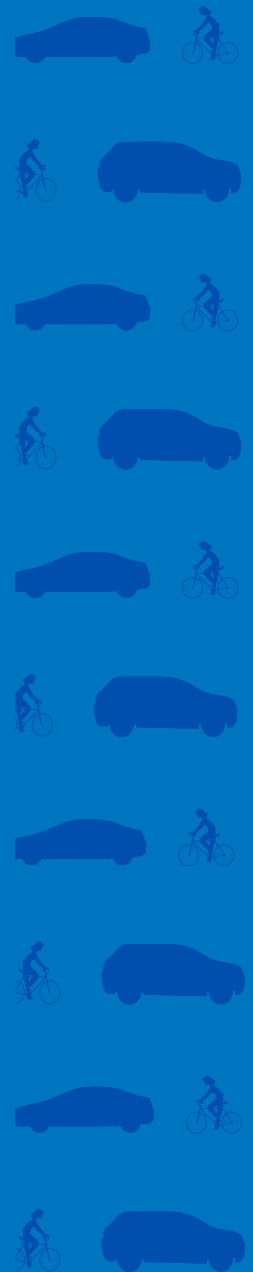
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# Overview and Purpose

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*

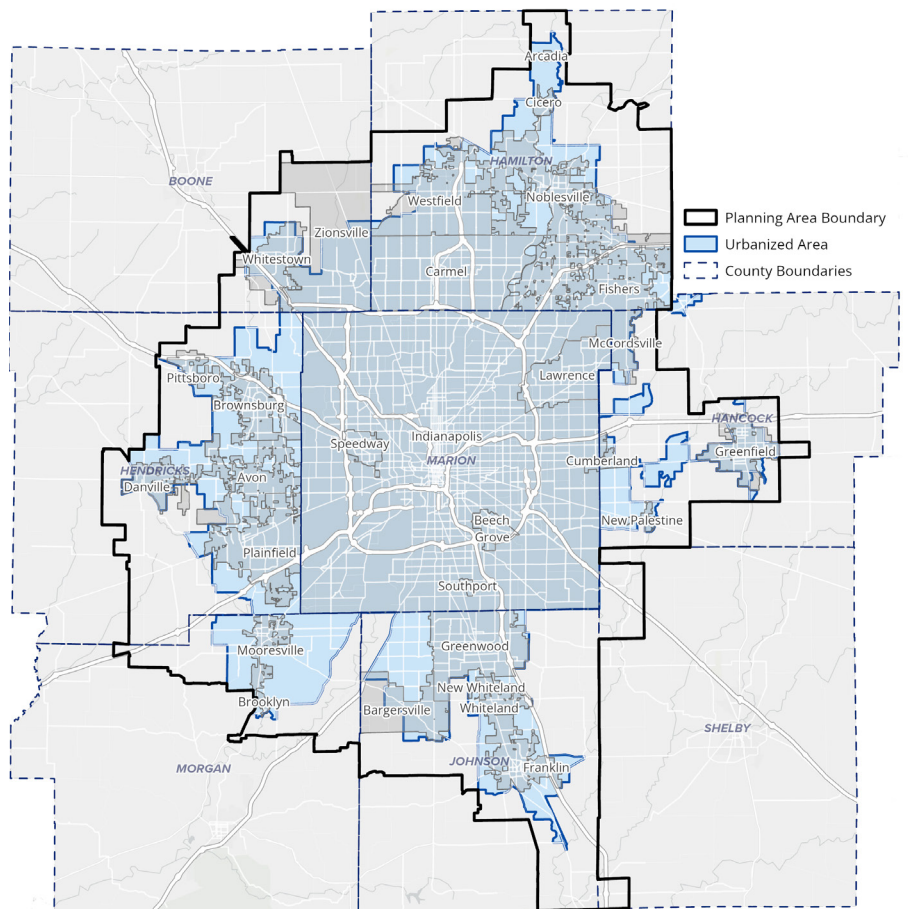
This update came as part of the planning process for Central Indiana's Safe Streets and Roads for All Safety Action Plan, and represents a new phase of the IMPO's commitment to improving traffic safety in its planning area. As part of this commitment the IMPO created this Annual Safety Report to provide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

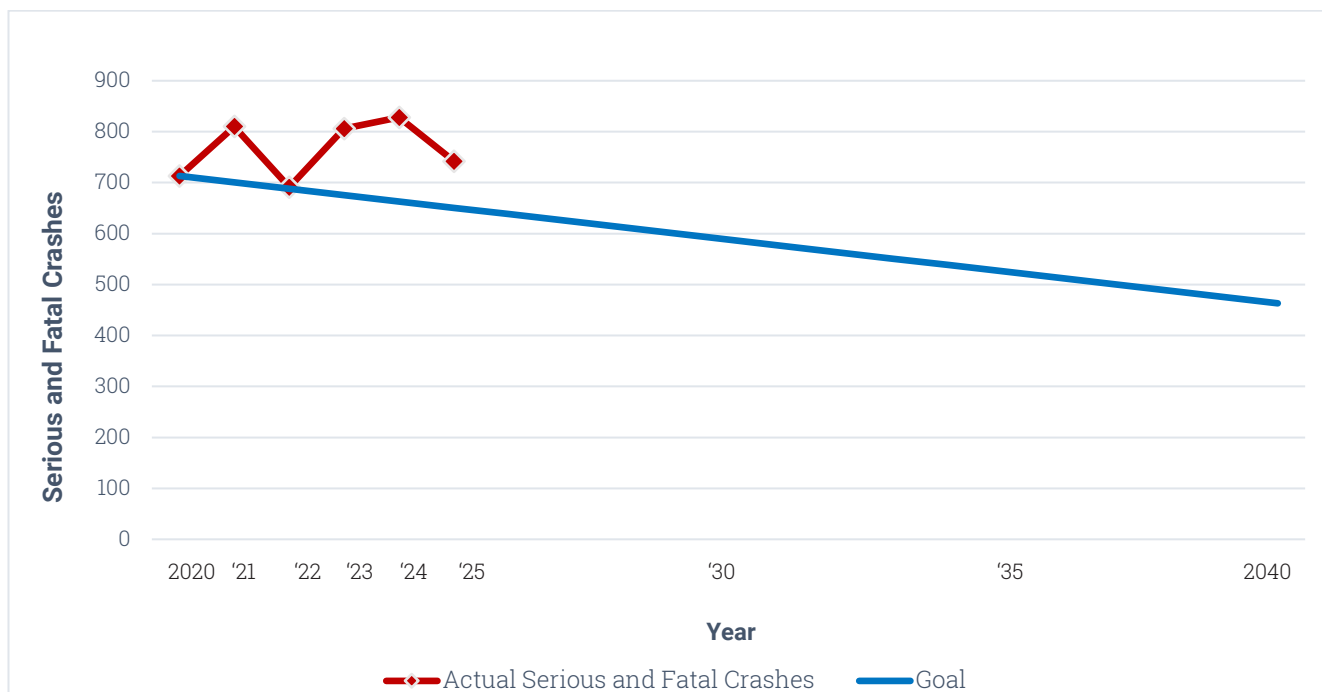
## Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2019	-	-	-
2020	21%	26%	22%
2021	14%	13%	14%
2022	-16%	-7%	-15%
2023	21%	0%	17%
2024	6%	-12%	3%
2025	-10%	-11%	-10%

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. In 2022 crashes declined, increased again in 2023 and 2024, and declined most recently in 2025.

**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. 2025 saw decreases in both serious and fatal crashes, however rises in previous years means the MPA is not currently meeting its goal.**

## Progress Towards Vision Zero Goal



# Fatal and Serious Crashes in the MPA

In 2025 there were 109 fatal crashes in the MPA. An additional 633 crashes resulted in people who were seriously injured. Fatal and serious crashes saw modest decreases in 2025, but remain high compared to pre-pandemic numbers.

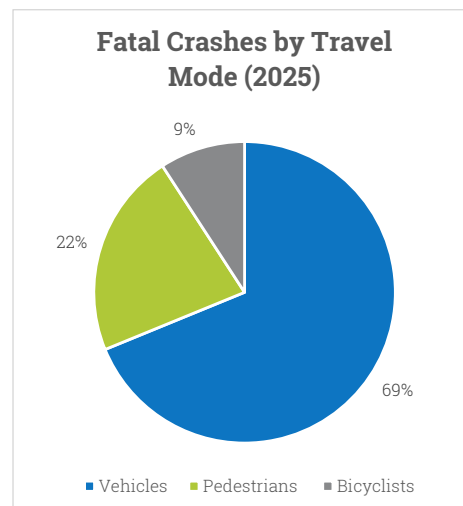
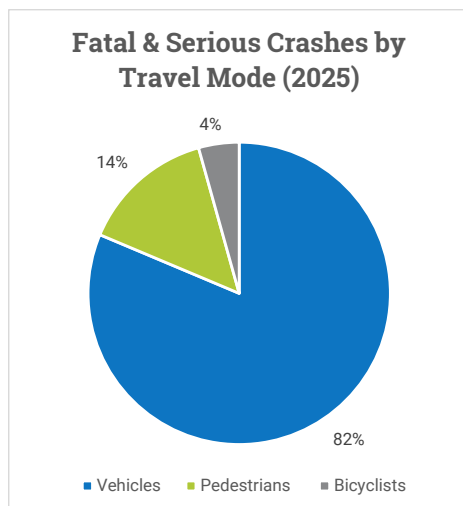
## All Fatal and Serious Crashes (Vehicles, Pedestrians, & Pedalcyclists)

Year	Number of Serious Crashes	Number of Fatal Crashes	Total Number of Serious and Fatality Crashes
2019	481	105	586
2020	581	132	713
2021	661	149	810
2022	552	139	691
2023	667	139	806
2024	706	122	828
2025	633	109	742
Total 2019 - 2025	4281	895	5176

*Behind each of these numbers is a real person - over a six year period from 2019 through 2025 895 fatal crashes occurred. When looking at individuals 935 people lost their lives on local roads in the Indianapolis MPA.*

## Crash Breakdown by Travel Mode

For all fatal and serious crashes 82% involved vehicles, 14% pedestrians, and 4% bicyclists. When filtering to look only at fatal crashes the percentage of crashes jumps to 22% for pedestrians and 9% for bicyclists, demonstrating the enhanced vulnerability of those outside of a vehicle.



# 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
2021	15%	2%	12%
2022	2%	11%	4%
2023	-7%	-5%	-8%
2024	14%	-6%	10%
2025	-5%	-5%	-5%

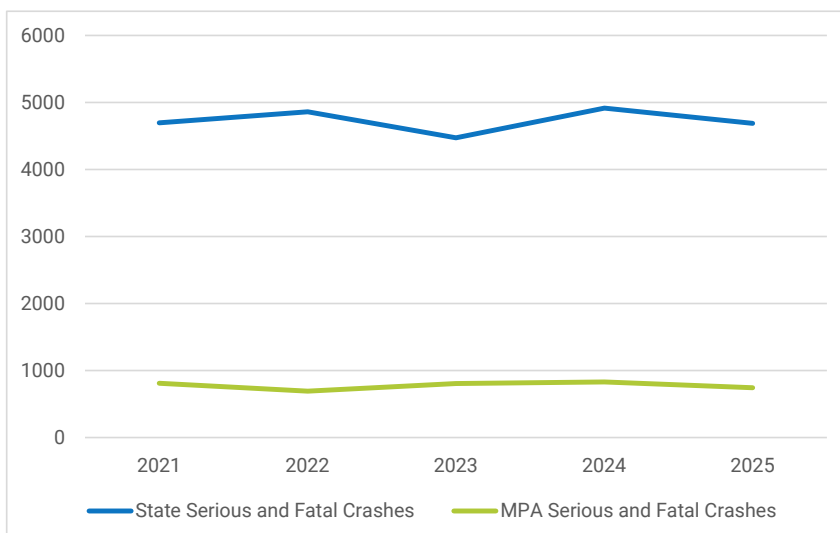
Since 2021 the state as a whole has seen individual years of both increases and decreases - no long standing trends appear.

### Changes in Crashes in the MPA

Year	Percentage Change in Serious Crashes	Percentage Change in Fatal Crashes	Percentage Change in Serious and Fatal Crashes
2021	13.8%	12.9%	14%
2022	-16.5%	-6.7%	-15%
2023	20.8%	0.0%	17%
2024	5.8%	-12.2%	3%
2025	-10%	-11%	-10%

The Indianapolis MPO's planning area has seen individual years of both increases and decreases - no long standing trends over the past five years emerge.

### 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 14% to 18% 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 2024-2025	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	909	96	663	342	877	128		173	180	51	11	7	108	36	182	90	184	116	20	8
Lane Departure	470	101	320	251	474	97	173		163	71	10	4	6	3	100	62	90	42	23	16	10
Speeding	340	44	208	176	320	64	180	163		44	9	4	7	2	120	63	33	53	7	1	8
Alcohol	106	19	37	88	108	17	51	71	44		7	0	9	2	36	9	6	10	1	1	7
Drugs	21	1	8	14	18	4	11	10	9	7		0	2	1	8	3	0	0	0	0	1
Large Vehicle	11	1	10	2	11	1	7	4	4	0	0		2	0	0	4	6	0	0	1	0
Pedestrian	231	13	96	148	203	41	108	6	7	9	2	2		0	8	18	0	4	0	6	
Bicycle	59	6	40	24	61	4	36	3	2	2	1	0	0		2	4	6	1	1	0	
Unrestrained Occupants	307	47	211	142	325	29	182	100	120	36	8	0	8	2		30	44	107	13	1	10
Young Drivers	155	22	100	77	150	27	90	62	63	9	3	4	8	4	30		20	15	2	2	2
Older Drivers	269	34	257	46	260	43	184	90	33	6	0	6	18	6	44	20		31	12	4	3
Motorcycles	189	24	134	78	201	12	116	42	53	10	0	0	0	1	107	15	31		2	2	2
Distracted Drivers	44	9	31	22	51	2	20	23	7	1	0	0	4	1	13	2	12	2		2	0
Drowsy	20	2	13	9	21	1	8	16	1	1	0	1	0	0	1	2	4	2	2		0
Work Zone	37	1	23	15	32	6	23	10	8	7	1	0	6	0	10	2	3	2	0	0	

Fatalities 2024 - 2025	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	96	8	54	50	90	14		14	30	5	1	2	21	4	26	8	16	18	3	0
Lane Departure	59	13	41	31	65	7	14		30	9	0	0	1	0	19	6	16	7	2	0	3
Speeding	54	8	31	31	57	5	30	30		6	0	0	1	0	19	6	4	11	1	0	1
Alcohol	11	1	3	9	11	1	5	9	6		0	0	0	0	4	0	2	2	0	0	0
Drugs	2	0	1	1	1	1	1	0	0	0		0	0	1	1	1	0	0	0	0	0
Large Vehicle	2	1	2	1	3	0	2	0	0	0	0		2	0	0	0	0	0	0	0	0
Pedestrian	56	3	13	46	53	6	21	1	1	0	0	2		0	0	2	3	0	1	0	2
Bicycle	14	1	7	8	15	0	4	0	0	0	1	0	0		1	0	0	1	0	0	0
Unrestrained Occupants	42	9	28	23	47	4	26	19	19	4	1	0	0	1		5	8	16	2	0	1
Young Drivers	16	1	6	11	14	3	8	6	6	0	1	0	2	0	5		0	2	0	0	1
Older Drivers	30	6	27	9	32	4	16	16	4	2	0	0	3	0	8	0		7	1	0	0
Motorcycles	29	4	21	12	31	2	18	7	11	2	0	0	0	1	16	2	7		1	0	0
Distracted Drivers	4	0	3	1	4	0	3	2	1	0	0	0	1	0	2	0	1	1		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	7	0	2	5	5	2	3	3	1	0	0	0	2	0	1	1	0	0	0	0	0

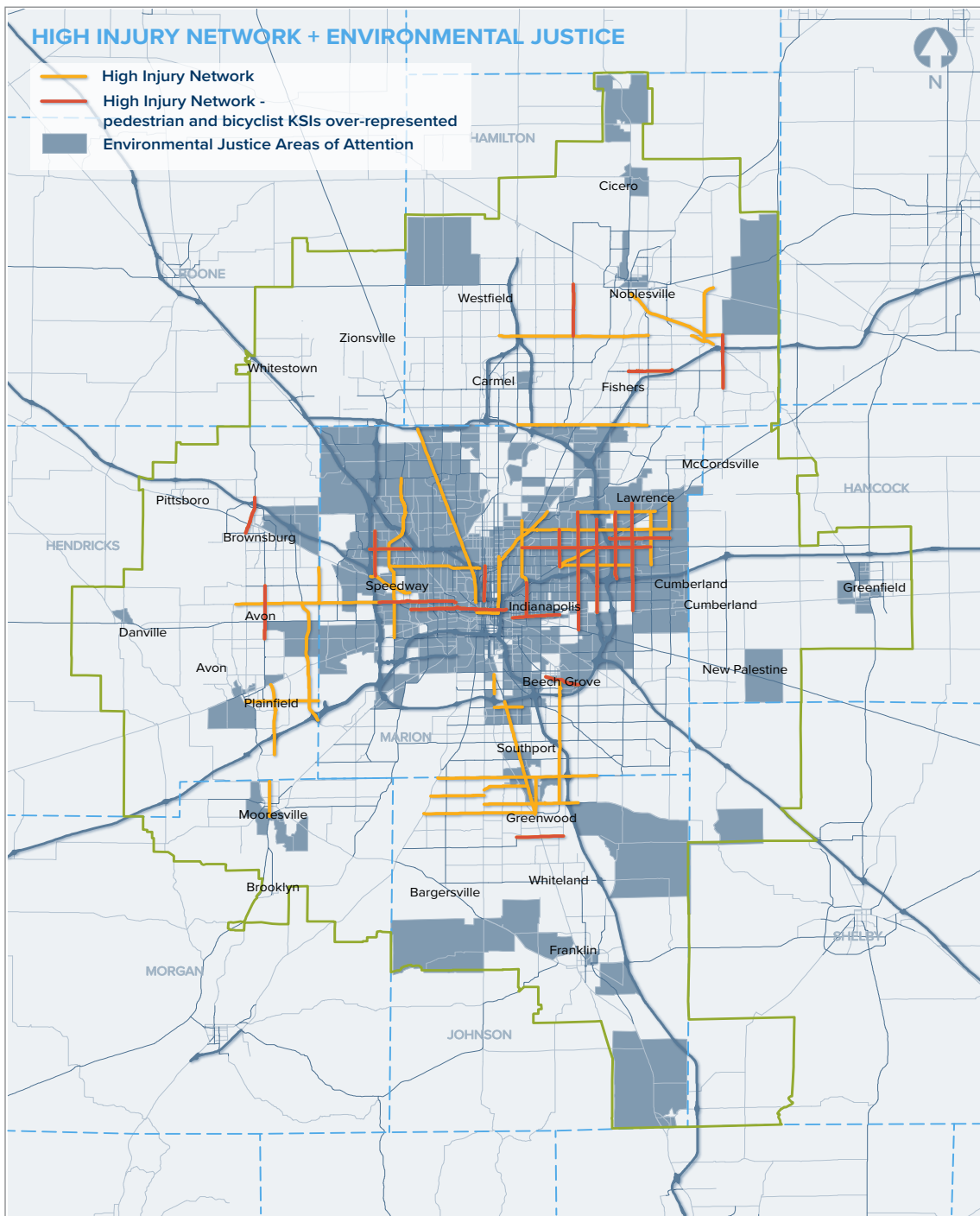
## Crash Factor Summary for 2024-2025

Factor	Percentage Fatal Crashes Alone	Factor	Percentage of Serious Injury and Fatal Crashes
Intersection	44%	Intersection	53%
Lane Departure	30%	Lane Departure	30%
Speeding	26%	Speeding	20%
Pedestrian	25%	Unrestrained occupants	19%
Unrestrained Occupants	21%	Older Drivers	16%

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 25% of fatal crashes alone, but are not in the top five factors for the combined crashes. Conversely older drivers are involved in 16% of combined crashes, but are not a top factor for fatal crashes.

# The High Injury Network

The High Injury Network (HIN) was identified in 2022 in the IMPO's [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 2025 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 2025 or shortly after.

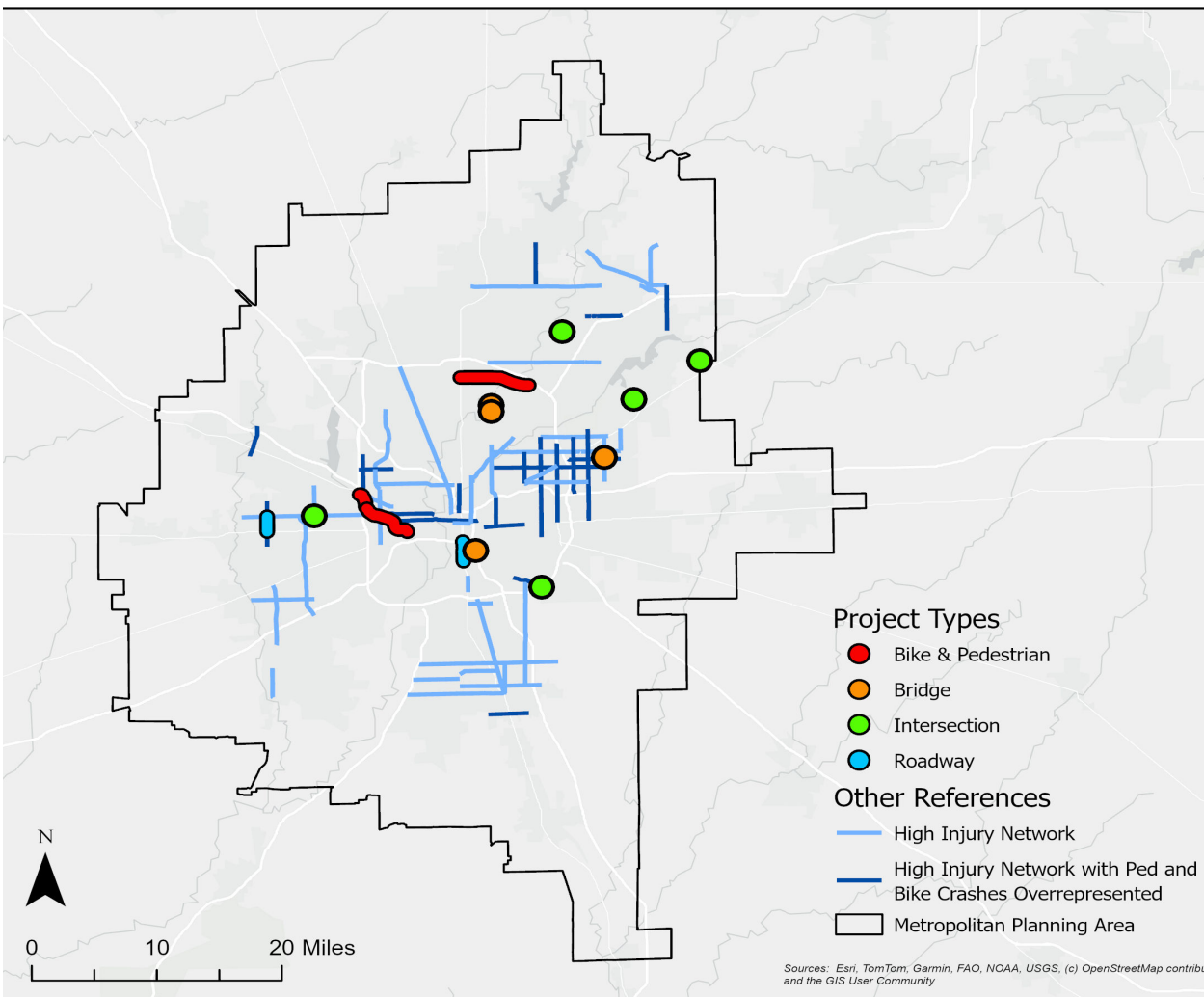
## 2025 Safety Projects with Distributed Funding

Member Agency	Project Title	Project Type	Total Cost
Avon	CR 100 N and Raceway Rd Roundabout	Intersection or Intersection Groups	\$5,087,871
Avon	Dan Jones Widening Phase 3 - US 36 to CR 100 N	Existing Roadway Widening	\$13,352,356
Beech Grove	Arlington, Elmwood, & Hanna Roundabout	Intersection or Intersection Groups	\$2,277,300
Fishers	116th St & Allisonville Rd Intersection Improvement	Intersection or Intersection Groups	\$4,027,208
Fishers	96th Street and Cyntheanne Road Roundabout	Intersection or Intersection Groups	\$3,489,000
Indianapolis	Keystone Avenue over Howland Ditch	Bridge Rehabilitation	\$1,263,000
Indianapolis	Keystone Avenue over Bailey Creek	Bridge Rehabilitation	\$1,328,500
Indianapolis	Madison Ave Road Diet from Pleasant Run Parkway North to Ray Street/Eli Lilly	Roadway Rehabilitation	\$15,664,630
Indianapolis	Mitthoefer Road over Bells Run Bridge Rehabilitation	Bridge Rehabilitation	\$1,863,785
Indianapolis	86th St Pedestrian Improvements from Meridian Street to Allisonville Road	Pedestrian Enhancement	\$2,666,000
Indianapolis	Eagle Creek Greenway - Phase 2B	Bicycle Enhancement	\$5,280,272
Indianapolis	Eagle Creek Greenway - Phase 2C	Bicycle Enhancement	\$11,815,710
Indianapolis	Shelby Street over Pleasant Run	Bridge Rehabilitation	\$3,612,822
Lawrence	Oaklandon Road and 75th Street Intersection Improvement	Intersection or Intersection Groups	\$2,257,000

**Total distributed funding for safety (2025): \$73,985,454**

## IMPO 2025 Safety Projects Overlaid with the High Injury Network (HIN)

The below map shows where the 2025 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](#).

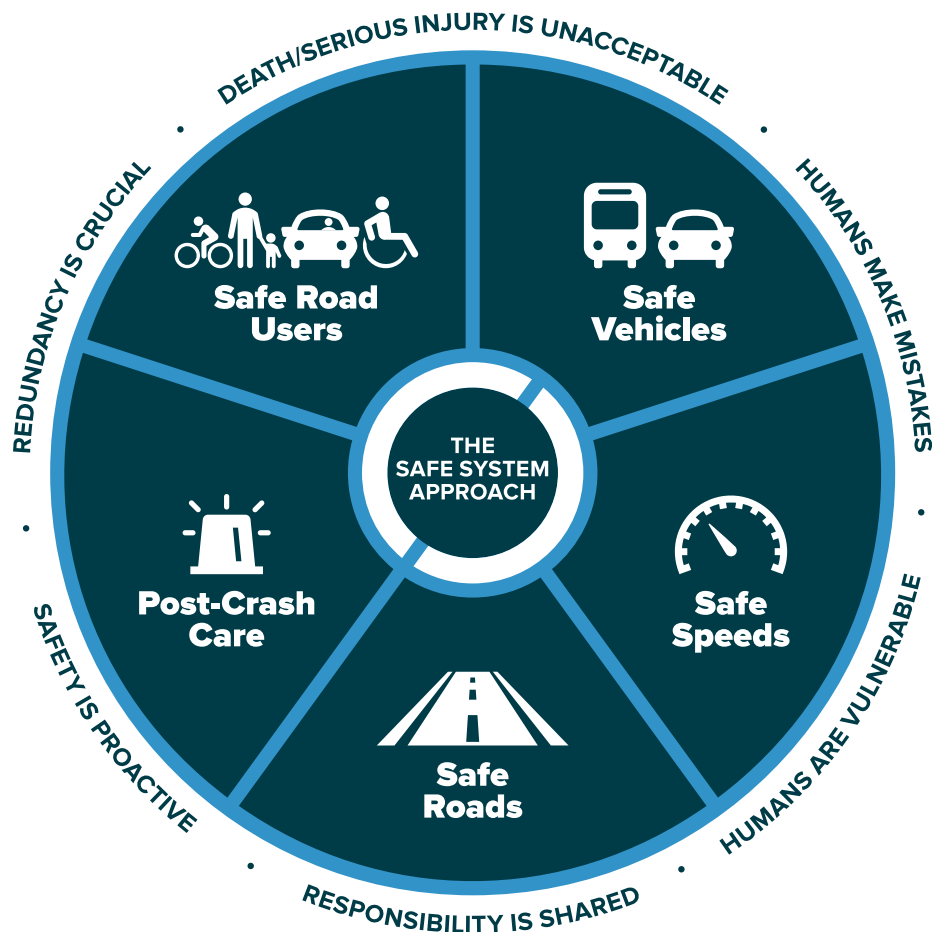


# Getting to Vision Zero

## 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, an additional 19 were completed in 2023, and 25 are currently being completed as part of the full update to the Safety Action Plan.
- 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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