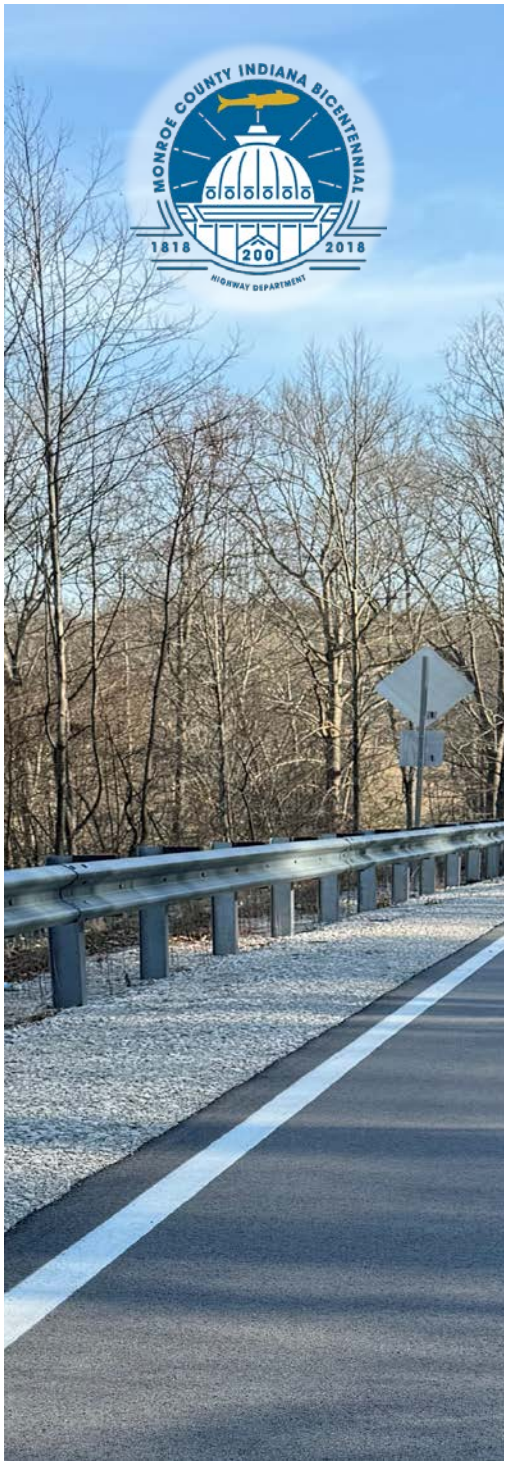

Motor Vehicle Traffic Crash Summary

January 2021 – December 2023

Prepared for:

MONROE COUNTY BOARD OF COMMISSIONERS

Julie Thomas – President, Penny Githens – Vice President, Lee Jones

MONROE COUNTY TRAFFIC COMMISSION

Joe Goss – Chair, Reed Adams, Laura Lane, Lisa Ridge, Michael Ruiz (Sheriff Proxy), Amanda Turnipseed, Toby Turner

Prepared by: Lynnette Tavernier

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Overview

The Monroe County Highway Department is proud to present the 2023 Monroe County Motor Vehicle Traffic Crash Summary. This document will present various crash statistics from 2021-2023 including primary causes, type of collision, and high-volume crash locations. Furthermore, data will be evaluated to identify locations with the highest Road Segment Crash Rate and Intersection Crash Rate.

The Monroe County Highway Department maintains over 700 miles of roadway within its jurisdiction. Improvements to existing roads and the construction of new roads occur each year, changing the maintenance responsibility of the department. Improvements made on such roads are intended to reduce hazards and increase safety of vehicular travel. Roads are categorized into various functional classifications, such as interstate, principle/minor arterial, major/minor collector, and local. Such categorizations were determined by a study of the Monroe County road system and formalized in the Thoroughfare Plan (1).

Motor-vehicle crashes that occur on roads maintained by the Monroe County Highway Department are investigated and reported by the Indiana State Police, Monroe County Sheriff's Department, and/or other local/municipal police departments. The information collected from the police crash reports is the source of the statistics presented in this report.

Crash data are used to improve signage and pavement markings on county roads in order to reduce future vehicle crashes. Areas where crashes appear to be disproportionately concentrated are inspected to identify potential room for improvement. If warranted, additional signs are installed or existing signs are modified. The location of any fatality on a county road is immediately inspected. Signs, pavement markings, and other interventions are documented and kept on file to assist with future claims which may arise.

Each year, the Indiana University Public Policy Institute publishes their annual "Indiana Crash Fact" report. In it, counties are compared directly on metrics such as fatalities, speed related collisions, alcohol impaired collisions, motorcycle collisions, unrestrained passenger vehicle injuries, and young driver collisions (2). The counties are given an average score and ranked low-to-high in terms of a county's overall safety environment. Counties with a high ranking have a lower overall average of the previously mentioned collisions/injuries. Monroe County ranked high when compared to Indiana's other 92 counties, up from their above average ranking in the 2020 report. Furthermore, Monroe County ranked 73rd (0.3% Monroe County, 0.4% all counties) for fatalities as a percent of total crashes in 2021. The percent of total crashes ranged from 0.1% - 1.4%. It should be noted that several important factors are not considered in the ranking, such as road type, driving conditions, reporting inconsistencies, etc.

Total Crashes Reported

There were 1,172 crash incidents reported from January 2021 through December 2023 within Monroe County (see Appendix Figure 9). The increase seen between 2021 and 2022 has been attributed to the diminishing effects of the COVID-19 pandemic on travel. However, the number of crashes in 2022 and 2023 is still less than pre-pandemic levels. Additionally, there is a 22.3% decrease in total crashes from the previous three-year period (2018-2020).

Property damage crashes accounted for 921 (78.6%) of the total crashes reported from 2021-2023, while personal injury crashes made up 242 (20.7%). There were 9 (0.7%) fatalities across the 3-year span (Table 1 & 2, Figure 1, see Appendix Figure 10 through 12).

Table 1. Crashes by Type

	Year			
Type of Crash	**2021**	**2022**	**2023**	**Average**
Property Damage	310	337	274	307
Personal Injury	71	87	84	81
Fatality	2	5	2	3
Total	**383**	**429**	**360**	**391**

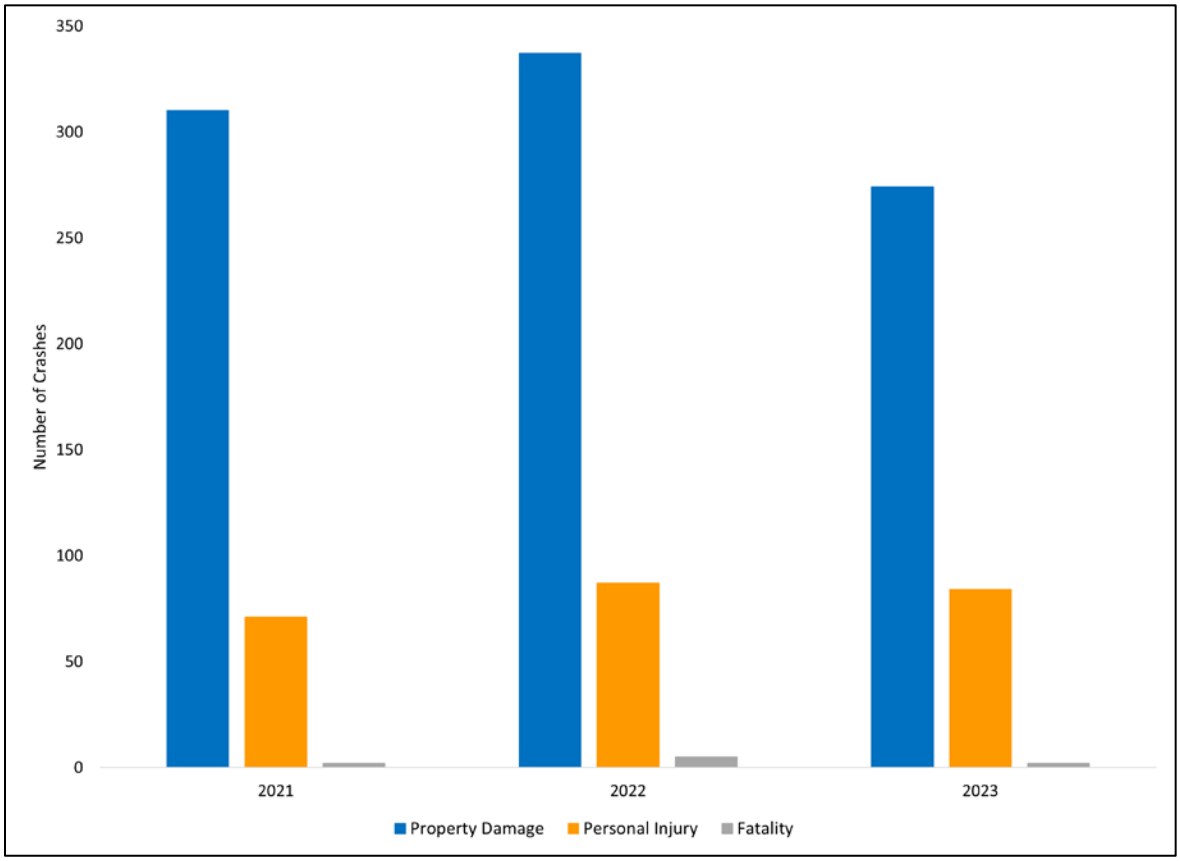

Figure 1. Number of crashes by type

Table 2. Fatality Locations and Primary Cause on County Roads (2021-2023)

Collision Date	Road	Primary Cause
3/3/2021	Rogers St	Left Of Center
4/18/2021	Dinsmore Rd	Ran Off Road Right
2/25/2022	Lost Mans Ln	Unsafe Speed
5/1/2022	Old SR 37 N	Driving While Intoxicated
6/10/2022	Airport Rd	Driving While Intoxicated*
9/20/2022	Ratliff Rd	Unsafe Speed
10/12/2022	Popcorn Rd	Speed Too Fast For Weather Conditions
9/19/2023	Brummetts Creek Rd	Driver Distracted - Left Roadway
9/26/2023	Curry Pike	Disregard Signal/Reg Sign

**Pedestrian Fatality*

Crashes by Township

Crashes are organized by township to gain further insight, not only to identify which regions of the county report the highest number, but also to see how crashes change within a township over time. The more urbanized townships, including Perry, Richland, Van Buren, and Bloomington consistently have the highest reported average, while the more rural Salt Creek and Polk have the lowest average (Table 3, Figure 2, see Appendix Figure 13 through 23).

Table 3. Crashes by Township

	Year			
Township	2021	2022	2023	Average
Perry	92	126	95	104
Richland	89	76	77	81
Van Buren	66	65	68	66
Bloomington	35	51	34	40
Clear Creek	32	44	35	37
Benton	16	14	18	16
Washington	12	23	13	16
Bean Blossom	15	16	11	14
Indian Creek	16	11	5	11
Salt Creek	8	3	2	4
Polk	2	0	2	1

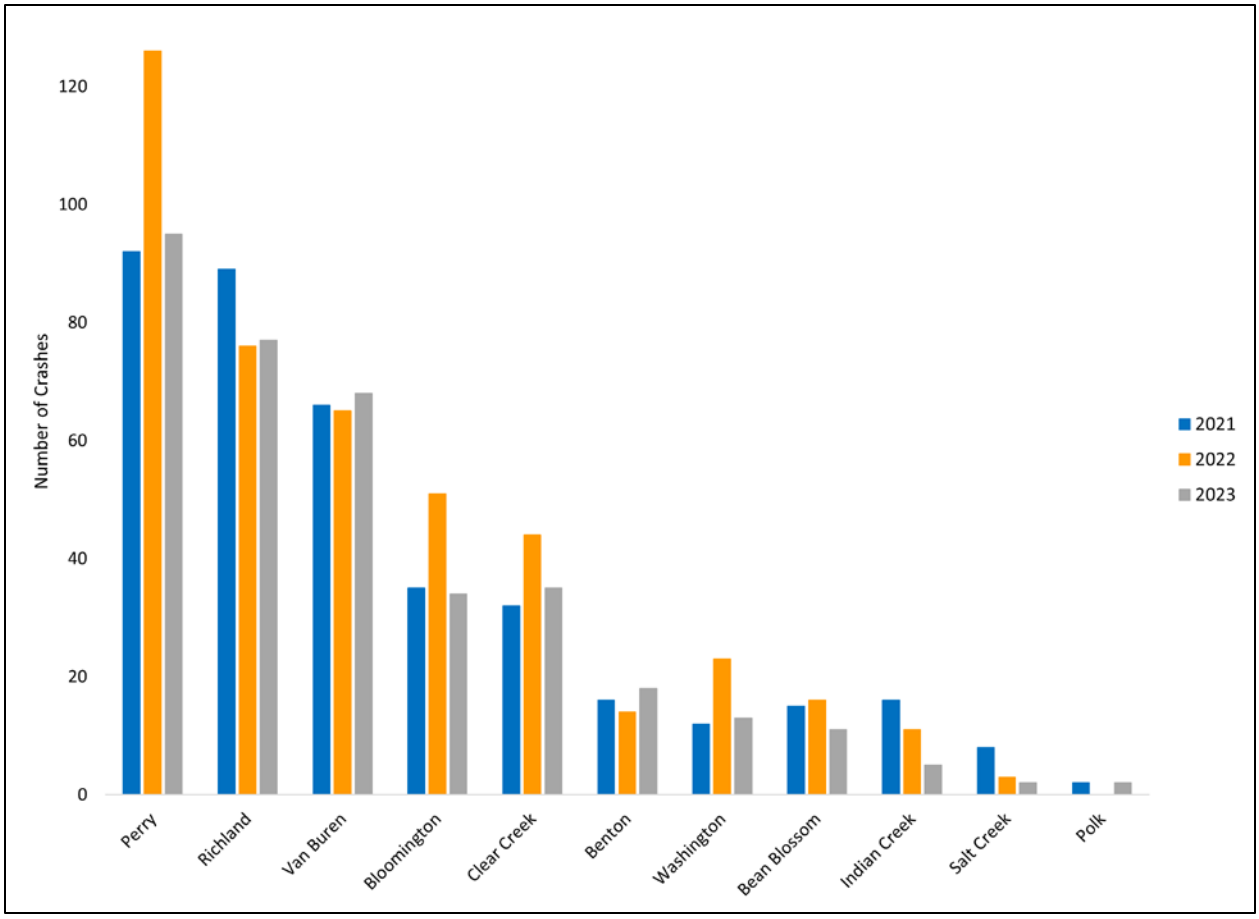

Figure 2. Crashes by township

Alcohol/Drug Related Crashes

There were 69 crash incidents from 2021 to 2023 that were alcohol and/or drug related (Table 4, see Appendix Figure 24). In 2022, 3 alcohol/drug related crash incidents included a fatality. Crashes where the reporting officer suspected or confirmed the influence of drugs or alcohol were included.

Table 4. Alcohol/Drug Related Crashes by Location

	Year			
Roadway	**2021**	**2022**	**2023**	**Average**
OLD SR 37 S	1	3	3	2.33
OLD SR 37 N	2	1	1	1.33
Rockport Rd	1	1	2	1.33
Fairfax Rd	1	2	0	1.00
Southshore Dr	0	0	3	1.00

Table 4. Alcohol/Drug Related Crashes by Location (cont.)

Roadway	Year			Average
	2021	2022	2023	
Bottom Rd	1	0	1	0.67
Breeden Rd	1	0	1	0.67
Business 37 N	1	0	1	0.67
Fullerton Pike	0	1	1	0.67
Handy Rd	0	1	1	0.67
Maple Grove Rd N	1	0	1	0.67
Airport Rd	0	1	0	0.33
Arlington Rd	0	0	1	0.33
Boltinghouse Rd	1	0	0	0.33
Brookwood Dr	0	1	0	0.33
Charlie Ave	0	0	1	0.33
Connaught Rd	0	1	0	0.33
Evans Rd	1	0	0	0.33
Fleener Rd	0	0	1	0.33
Gardner Rd	0	0	1	0.33
Garrison Chapel Rd	0	0	1	0.33
Hartstrait Rd	0	0	1	0.33
Liberty Dr	1	0	0	0.33
Lost Mans Ln	0	1	0	0.33
McGowan Rd	0	0	1	0.33
Miller Rd	0	1	0	0.33
Moffett Ln	0	0	1	0.33
Monroe Dam Rd	0	0	1	0.33
Park Square Dr	0	0	1	0.33
Profile Pkwy	0	0	1	0.33
Ratliff Rd	1	0	0	0.33
Rhorer Rd	0	1	0	0.33
Robinson Rd	1	0	0	0.33
Rogers St	0	1	0	0.33
Sample Rd	1	0	0	0.33
Schacht Rd	1	0	0	0.33
Simpson Chapel Rd	0	0	1	0.33
Smithville Rd	0	0	1	0.33
Snow Rd	1	0	0	0.33
Tailwater Dr	1	0	0	0.33
Tunnel Rd	0	0	1	0.33
Union Valley Rd	0	1	0	0.33
Vernal Pike	0	1	0	0.33
Victor Pike	1	0	0	0.33
Walnut St Pike	1	0	0	0.33
Will Sowders Rd	1	0	0	0.33
Woodyard Rd	0	0	1	0.33
Total	21	18	30	23

Crashes by Time of Day

Crash incidents displayed by time of day show higher averages during typical peak commute hours, 6:01 AM – 9:00 AM and 3:01 PM – 6:00 PM (Table 5, Figure 3). The pm frame from 3:01 PM – 6:00PM consistently has higher crash occurrences than the am commute time frame. The 6:01 PM – 9:00 PM time frame has the highest average of alcohol/drug related crash incidents.

Table 5. Number of Crashes by Time of Day (Number of Alcohol/Drug Related Crashes)

	Year			
Time	**2021**	**2022**	**2023**	**Average**
12:01 AM-3:00 AM	20 (1)	32 (2)	37 (7)	30 (3)
3:01 AM-6:00 AM	14 (2)	52 (3)	17 (2)	28 (2)
6:01 AM-9:00 AM	53 (5)	72 (0)	69 (0)	65 (2)
9:01 AM-12:00 PM	57 (1)	62 (0)	40 (0)	53 (0)
12:01 PM-3:00 PM	54 (0)	64 (3)	48 (1)	55 (1)
3:01 PM-6:00 PM	96 (3)	67 (3)	71 (3)	78 (3)
6:01 PM-9:00 PM	60 (6)	52 (6)	41 (8)	51 (7)
9:01 PM-12:00 AM	29 (3)	28 (1)	37 (9)	31 (4)

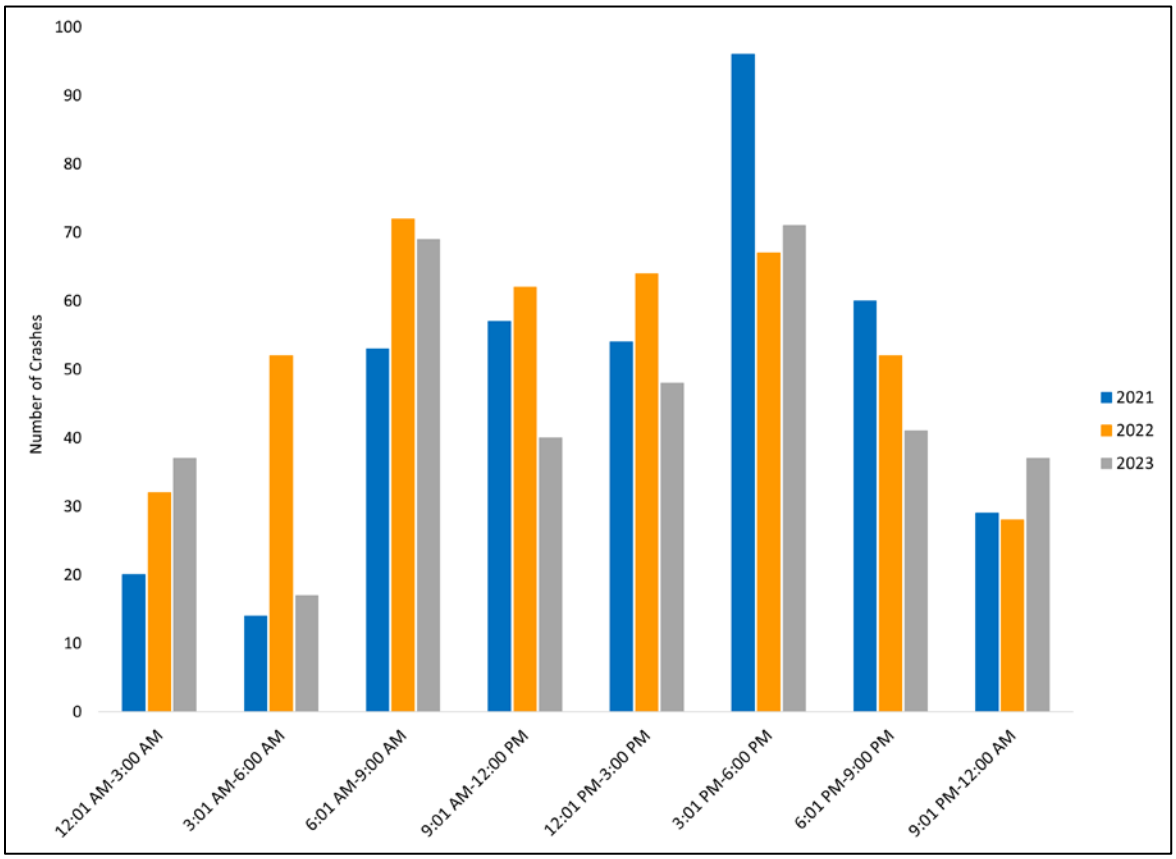

Figure 3. Crashes by Time of Day

Crashes by Primary Cause

The primary cause is defined as the overall contributing factor that led to the crash incident (Table 6). There can be other factors contributing to a single crash incident that are included in other sections of the crash report, but the primary cause is up to the discretion of the reporting officer(s). Primary causes that spanned the 3-year study period were averaged, while ones that didn't have data were excluded due to new categories being added/removed or methods for choosing a primary cause may have changed (Figure 4). For example, 'Driving While Intoxicated' had collection years in 2021 and 2022, but not in 2023. We know that there are some alcohol/drug related crash incidents in 2023, but the officers did not choose 'Driving While Intoxicated' as a primary cause.

Table 6. Number of Crashes by Primary Cause

	Year			
Primary Cause	**2021**	**2022**	**2023**	**Average**
Animal/Object in Roadway	44	73	48	55
Failure To Yield Right Of Way	37	59	46	47
Following Too Closely	34	34	36	35
Ran Off Road Right	87	4	-	-
Other (Driver)	14	24	31	23
Speed Too Fast For Weather Conditions	23	28	18	23
Unsafe Speed	16	27	18	20
Left Of Center	14	13	21	16
Unsafe Backing	15	19	14	16
Failure To Maintain Lane	-	20	26	-
Driver Distracted	7	21	16	15
Roadway Surface Condition	15	18	9	14
Driving While Intoxicated	21	17	-	-
Improper Turning	12	10	9	10
Unsafe Lane Movement	5	7	14	9
Overcorrecting/Oversteering	2	11	9	7
Improper Lane Usage	8	5	6	6
Disregard Signal/Reg Sign	7	7	3	6
Improper Passing	5	4	7	5
Driver Asleep Or Fatigued	3	7	5	5
Other (Environmental)	4	5	3	4
Driver Illness	3	3	5	4
Other (Vehicle)	2	6	1	3
Cell Phone Usage	1	1	5	2
Brake Failure Or Defective	-	1	3	-
Pedestrian Action	1	2	1	1
Oversize/Overweight Load	1	1	-	-

Table 6. Number of Crashes by Primary Cause (cont.)

Primary Cause	Year 2021	2022	2023	Average
Tire Failure Or Defective	1	1	-	-
View Obstructed	1	-	1	-
Accelerator Failure Or Defective	-	-	1	-
Headlight Defective Or Not On	-	-	1	-
Holes/Ruts in Surface	-	-	1	-
Steering Failure	-	-	1	-
Under Steering/Under Correcting	-	-	1	-

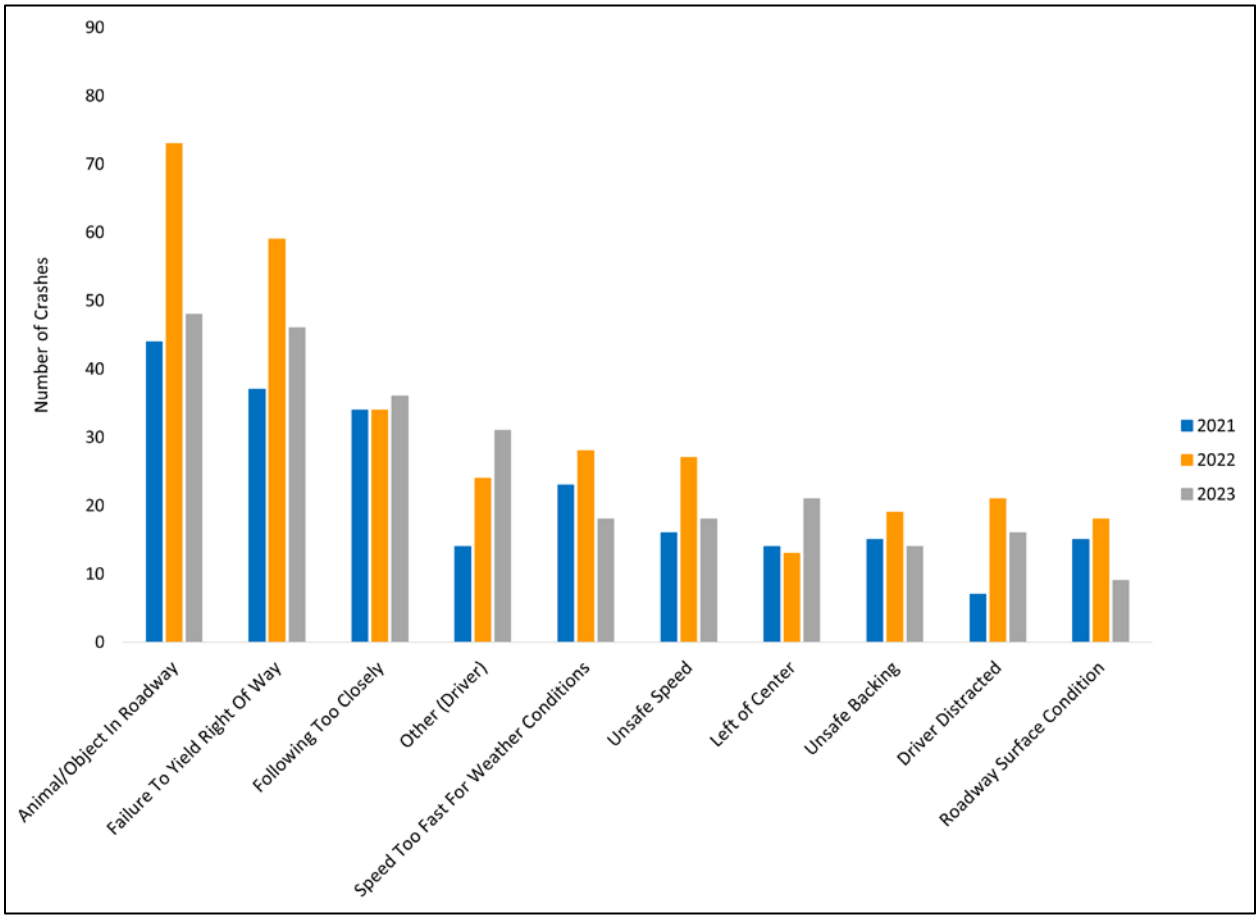

Figure 4. Crashes by primary cause

High Crash Roads by Number and Road Segment Crash Rate

There were 691 crash incidents on 28 roads, accounting for 58.9% of all crash incidents occurring between 2021 and 2023 (Table 7 & Figure 5). This crash total does not consider a road's average daily traffic volume or the length of roadway. However, these factors can be included when determining a road segment's crash rate to gauge how many crashes would occur for one hundred million vehicle-miles of travel on a given road.

$$Road\ Segment\ Crash\ Rate = \frac{100{,}000{,}000 * Crashes}{365 * Number\ of\ Years\ of\ Data * Road\ Length * ADT} \quad (3)$$

This metric can help to distinguish roadways that have an unusually large number of crashes as a percentage of traffic that uses the roadway. For this analysis, roads with 3 or more crash incidents during the 3-year period were studied. The three roads with the highest crash numbers were Old State Road 37 S, Curry Pike, and Fairfax Rd, while the three highest crash rate roads were Ison Road S, Garrison Chapel Road, and Matthews Drive (Table 8 & Figure 6).

Table 7. Highest Number of Crashes Per Road Segment

	Year				
Roadway	**2021**	**2022**	**2023**	**Average**	**Total**
Old SR 37 S	19	39	36	31	94
Curry Pike	25	24	32	27	81
Fairfax Rd	23	20	23	22	66
Rogers St	6	20	9	12	35
Rockport Rd	16	11	6	11	33
Vernal Pike	13	11	7	10	31
Old SR 37 N	8	13	7	9	28
Smith Pike	15	5	6	9	26
Hartstrait Rd	9	8	7	8	24
Woodyard Rd	7	5	11	8	23
Garrison Chapel Rd	10	3	6	6	19
Rhorer Rd	9	6	4	6	19
Bethel Ln	3	11	3	6	17
Arlington Rd	2	7	7	5	16
Harmony Rd	7	5	4	5	16
Strain Ridge Rd	2	8	6	5	16
Union Valley Rd	9	4	3	5	16
Liberty Rd	6	2	6	5	14
Victor Pike	6	7	1	5	14

Table 7. Highest Number of Crashes Per Road Segment (cont.)

	Year				
Roadway	**2021**	**2022**	**2023**	**Average**	**Total**
Business 37 N	3	7	4	5	14
Robinson Rd	6	6	1	4	13
Tapp Rd	2	8	3	4	13
Fullerton Pike	3	5	4	4	12
Walnut St Pike	11	0	1	4	12
Matthews Dr	7	4	0	4	11
Mt Tabor Rd	5	4	1	3	10
Smithville Rd	3	2	5	3	10
Monroe Dam Rd	2	2	4	3	8

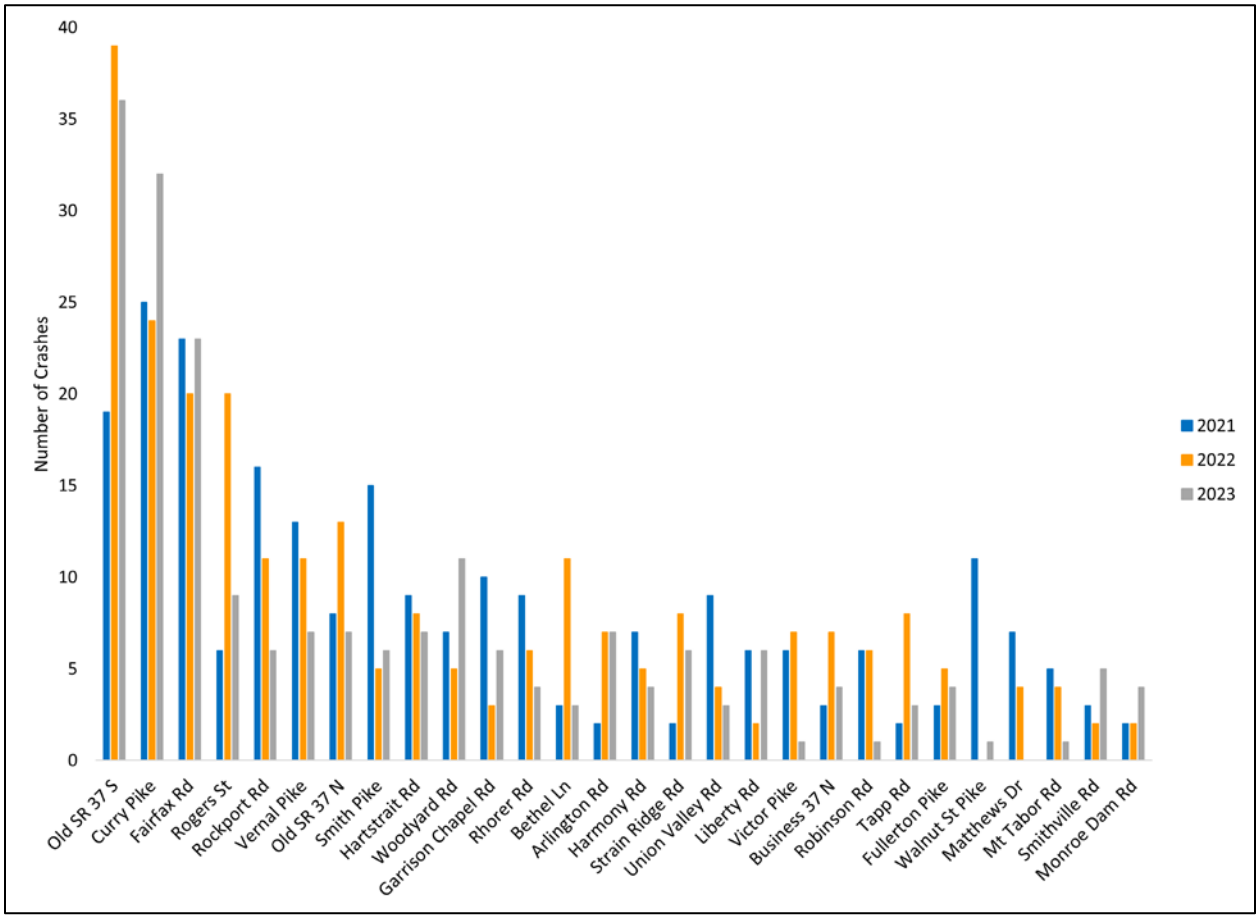

Figure 5. Highest number of crashes per road segment

Table 8. Highest Crash Rate Per Road Segment

	Year			
Roadway	**2021**	**2022**	**2023**	**Average**
Ison Rd S	187	185	1219	531
Garrison Chapel Rd	571	171	680	474
Matthews Dr	834	476	0	437
Belle Ave	242	967	0	403
Schacht Rd	67	268	819	385
Gardner Rd	0	213	859	357
Low Gap Rd	215	215	680	370
Southshore Dr	346	0	687	344
Woodyard Rd	185	132	714	344
Fullerton Pike	237	395	304	312
Snoddy Rd	628	126	122	292
Oard Rd	189	94	578	287
Leonard Springs Rd W	452	226	126	268
Boltinghouse Rd	311	0	399	237
Tapp Rd	73	292	330	232
That Rd	0	44	594	213
Moffett Ln	270	90	279	213
Robinson Rd	295	295	48	213
Smith Pike	343	114	174	210
Elwren Rd	271	0	357	209
Bethel Ln	97	354	129	193
Northshore Dr	295	98	167	187
Sample Rd	122	244	192	186
Bottom Rd	27	27	470	175
Smithville Rd	168	112	240	174
Dillman Rd	66	197	250	171
Harmony Rd	204	146	160	170
Church Ln	241	160	84	162
Strain Ridge Rd	55	222	195	157
Fairfax Rd	117	102	253	157

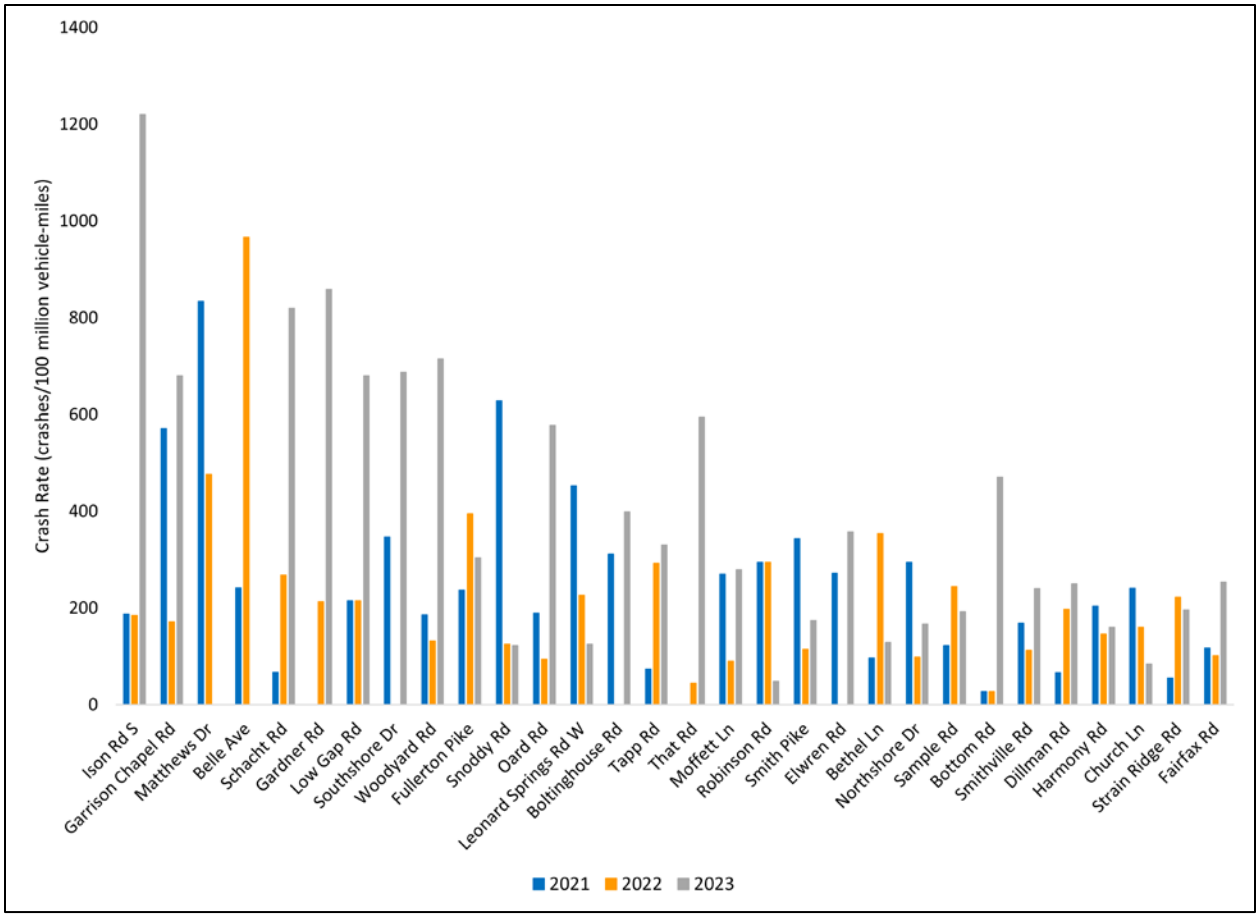

Figure 6. Highest crash rate per road segment

High Crash Intersections by Number and Intersection Crash Rate

The highest crash incidents from 2021-2023 at the intersection of two roads were summarized within 250 feet of an intersection (Figure 7). In the table, the primary road is listed first for each intersection and then the secondary road (Table 9). The primary crash location, whether it may have occurred on the primary road or secondary road, has been combined under one intersection location to avoid separating crash incidents at two different locations. Since the number of crashes by intersection does not consider traffic volumes, an Intersection Crash Rate is evaluated to determine if an intersection has a high percentage of crashes relative to the traffic that enters the intersection.

$$Intersection\ Crash\ Rate = \frac{1{,}000{,}000 * Crashes}{365 * Number\ of\ Years\ of\ Data * ADT} \quad (4)$$

The ADT, in the rate calculation, refers to the sum of each average daily traffic volume entering the intersection. Intersections with more than 2 years of crash data and 3 or more crash incidents during the 3-year period were studied. The three intersections with the highest crash numbers were Curry Pike & Vernal Pike, Curry Pike & Woodyard Road, and Fairfax Road &

Schacht Road, while the three highest crash rate intersections were Fairfax Road & Schacht Road, Bottom Road & Maple Grove Road W, and Garrison Chapel Road & Eller Road (Table 10, Figure 8).

Table 9. Highest Number of Crashes Per Intersection

	Year				
Roadway	**2021**	**2022**	**2023**	**Total**	**Average**
Curry Pike & Vernal Pike	3	7	7	17	6
Curry Pike & Woodyard Rd	4	6	7	17	6
Fairfax Rd & Schacht Rd	5	5	7	17	6
Old SR 37 S & Dillman Rd	6	6	3	15	5
Rhorer Rd & Walnut St Pike	9	1	1	11	4
Old SR 37 S & Empire Mill Rd	1	6	1	8	3
Curry Pike & Belle Ave	4	3	0	7	2
Curry Pike & Jonathan Dr	2	2	3	7	2
Fairfax Rd & Moffett Ln	3	1	3	7	2
Hartstrait Rd & Ratliff Rd	4	3	0	7	2
Old SR 37 S & Orchard Ln	1	3	3	7	2
Rogers St & That Rd	1	4	2	7	2
Woodyard Rd & Smith Pike	5	2	0	7	2
Curry Pike & Constitution Ave	1	1	4	6	2
Fairfax Rd & Marie Ln	2	2	2	6	2
Garrison Chapel Rd & Eller Rd	3	0	3	6	2
Old SR 37 S & Rogers St	0	5	1	6	2
Strain Ridge Rd & Monroe Dam Rd	0	3	3	6	2
Union Valley Rd & McNeely St	4	2	0	6	2
Fairfax Rd & Walnut St Pike	1	3	1	5	2
Gordon Pike & Rogers St	1	2	2	5	2
Maple Grove Rd W & Matthews Dr	2	3	0	5	2
Old SR 37 N & Bethel Ln	0	3	2	5	2
Old SR 37 N & Old Meyers Rd	1	2	2	5	2
Rogers Rd & Snoddy Rd	2	2	1	5	2
Rogers St & Church Ln	3	2	0	5	2
Vernal Pike & Oard Rd	3	1	1	5	2
Curry Pike & Grand Ave	1	0	3	4	1
Curry Pike & Sierra Dr	3	1	0	4	1
Fairfax Rd & Strain Ridge Rd	2	1	1	4	1

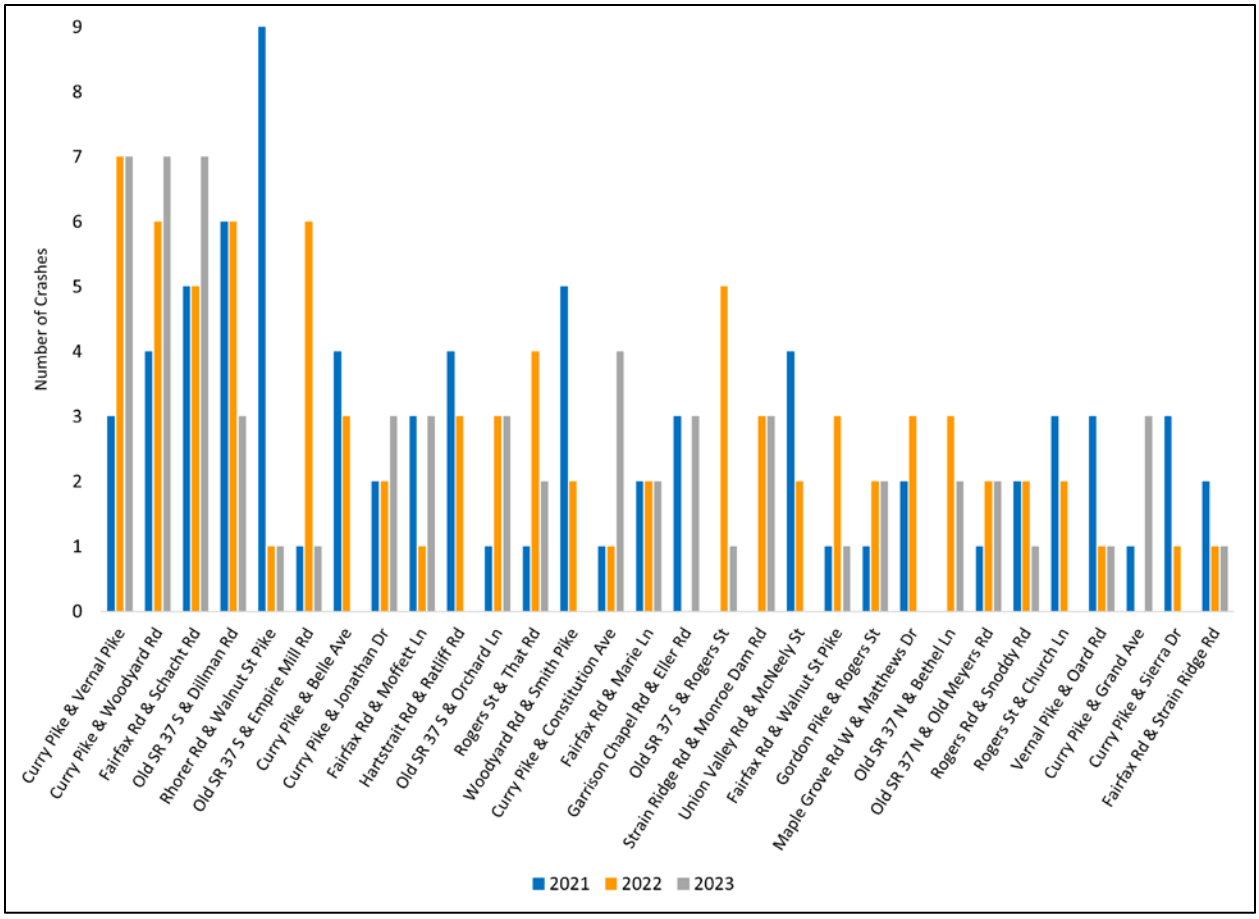

Figure 7. Highest number of crashes per intersection

Table 10. Intersections with Highest Intersection Crash Rates

	Year			
Roadway	**2021**	**2022**	**2023**	**Average**
Fairfax Rd & Schacht Rd	3.36	3.36	4.70	3.81
Bottom Rd & Maple Grove Rd W	3.54	3.54	3.54	3.54
Garrison Chapel Rd & Eller Rd	2.00	0.00	6.01	2.67
Victor Pike & Tramway Rd	1.93	3.85	0.00	1.93
Old SR 37 S & Dillman Rd	2.27	2.27	1.14	1.89
Harmony Rd & Mt Zion Rd	1.81	1.81	1.81	1.81
Robinson Rd & Miller Rd	3.56	1.78	0.00	1.78
Ison Rd S & Leonard Springs RD W	2.57	2.57	0.00	1.71
Strain Ridge Rd & Monroe Dam Rd	0.00	2.45	2.45	1.63
Old SR 37 N & Old Meyers Rd	0.96	1.91	1.91	1.59
Rockport Rd & Lodge Rd	2.95	1.47	0.00	1.47
Hartstrait Rd & Ratliff Rd	2.40	1.80	0.00	1.40
Fairfax Rd & Marie Ln	1.37	1.37	1.37	1.37

Table 10. Intersections with Highest Intersection Crash Rates (cont.)

Roadway	Year 2021	2022	2023	Average
Old SR 37 N & Bethel Ln	0.00	2.29	1.53	1.27
Fairfax Rd & Moffett Ln	1.61	0.54	1.61	1.25
Woodyard Rd & Smith Pike	2.67	1.07	0.00	1.25
Vernal Pike & Oard Rd	2.14	0.71	0.71	1.19
Rockport Rd & Hennessey St	2.21	0.00	1.11	1.11
Old SR 37 S & Empire Mill Rd	0.41	2.45	0.41	1.09
Smithville Rd & Society Ln	0.00	2.12	1.06	1.06
Maple Grove Rd W & Matthews Dr	1.21	1.81	0.00	1.00
Old SR 37 S & Orchard Ln	0.42	1.27	1.27	0.99
Curry Pike & Woodyard Rd	0.67	1.01	1.18	0.95
Rogers St & That Rd	0.40	1.59	0.79	0.93
Victor Pike & Church Ln	0.89	0.89	0.89	0.89
Curry Pike & Vernal Pike	0.44	1.03	1.03	0.84
Walnut St Pike & Rhorer Rd	1.90	0.21	0.21	0.77
Fairfax Rd & Strain Ridge Rd	1.11	0.55	0.55	0.74
Fullerton Pike & Rockport Rd	0.00	0.73	1.47	0.73
Fullerton Pike & Leonard Springs Rd W	0.73	0.00	1.47	0.73

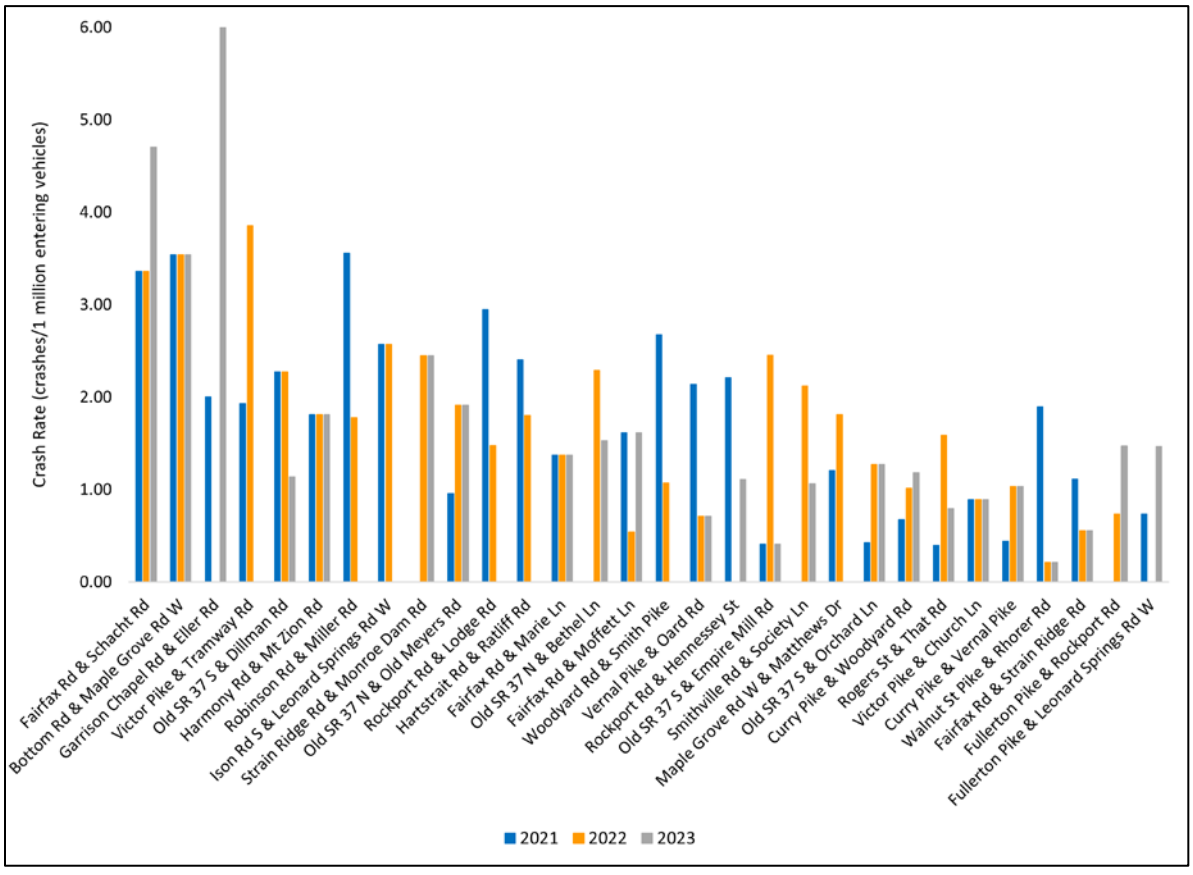

Figure 8. Intersections with highest intersection crash rates

Conclusion

This report is intended to improve awareness of roads and intersections that experience high numbers and high crash rates, as well as identify the contributing factors to these crash numbers. This report will be forwarded to the appropriate officials for use and review.

To promote this awareness, copies of this report will be made available online and be forwarded to:

- Monroe County Board of Commissioners
- Monroe County City Councils
- Monroe County Sheriff
- Monroe County Traffic Commission
- Monroe County Planning Department
- Town of Ellettsville Police Department
- City of Bloomington Police Department
- Bloomington/Monroe County Metropolitan Planning Organizations
- Indiana State Police

Sources

Data

Indiana State Police. Automated Reporting Information Exchange System (ARIES)

References

[1] Vandenberg, T & M Oyer. (2018) Monroe County, Indiana Thoroughfare Plan. *Monroe County Public Works Department*, https://www.co.monroe.in.us/egov/documents/1546445957_61036.pdf Accessed 05 December 2024.

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[4] National Highway Traffic Safety Administration. (2011) Roadway Safety Information Analysis: A Manual for Local Rural Road Owners. *US Department of Transportation Federal Highway Administration*, https://safety.fhwa.dot.gov/local_rural/training/fhwasa1210/s3.cfm. Accessed 04 December 2024.

Appendix

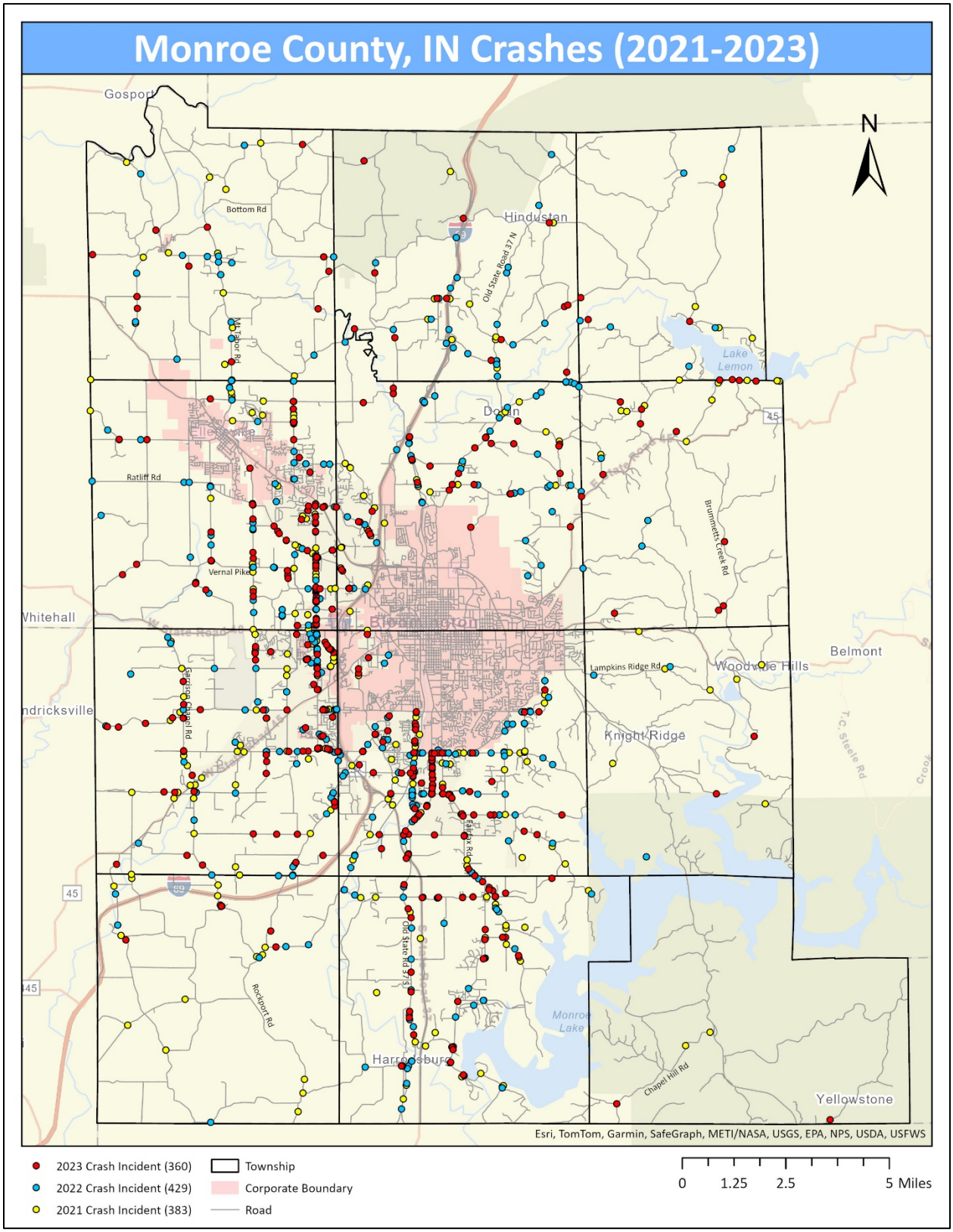

Figure 9. Crash incident locations in Monroe County, IN from 2021 - 2023

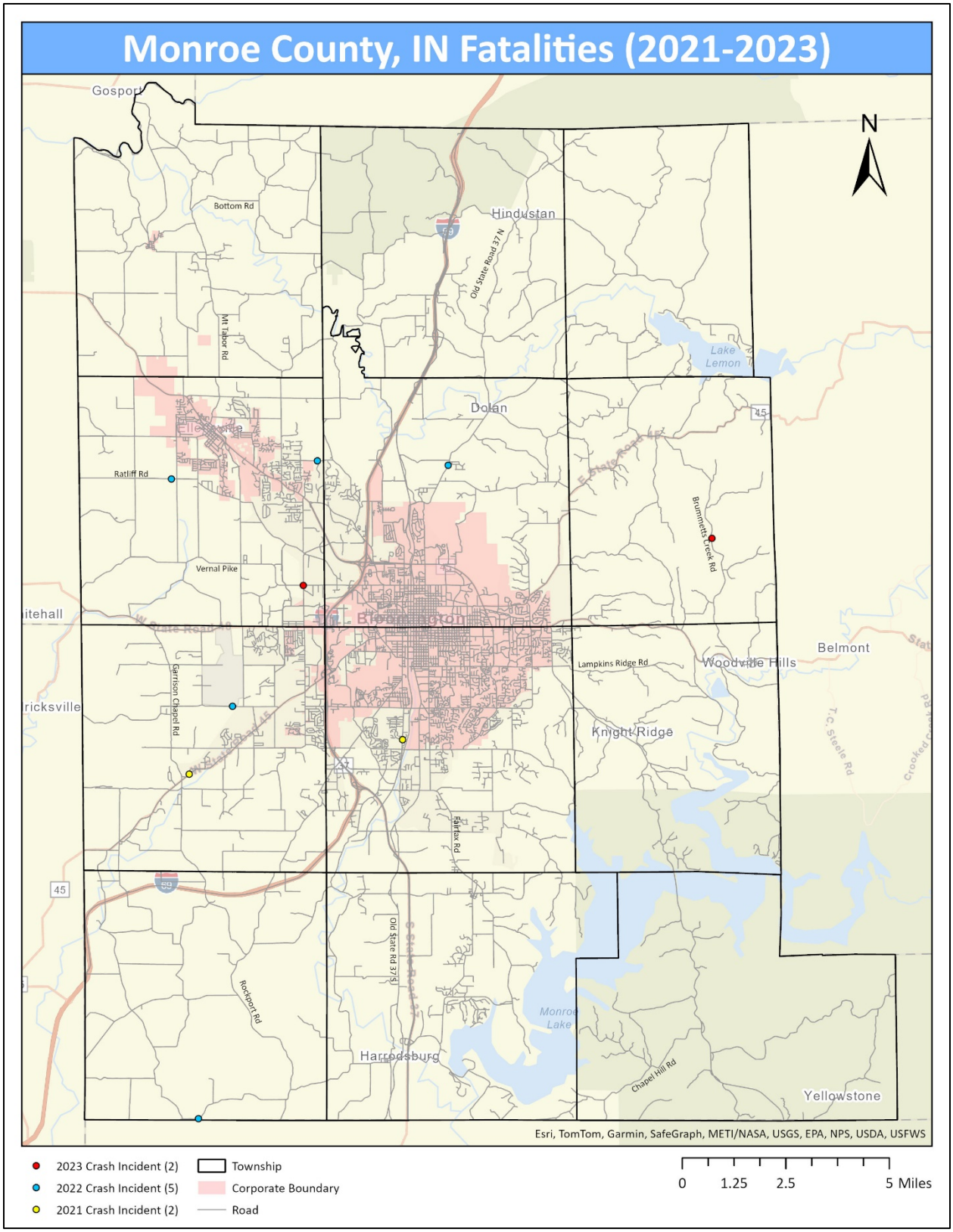

Figure 10. Fatality locations in Monroe County, IN from 2021 - 2023

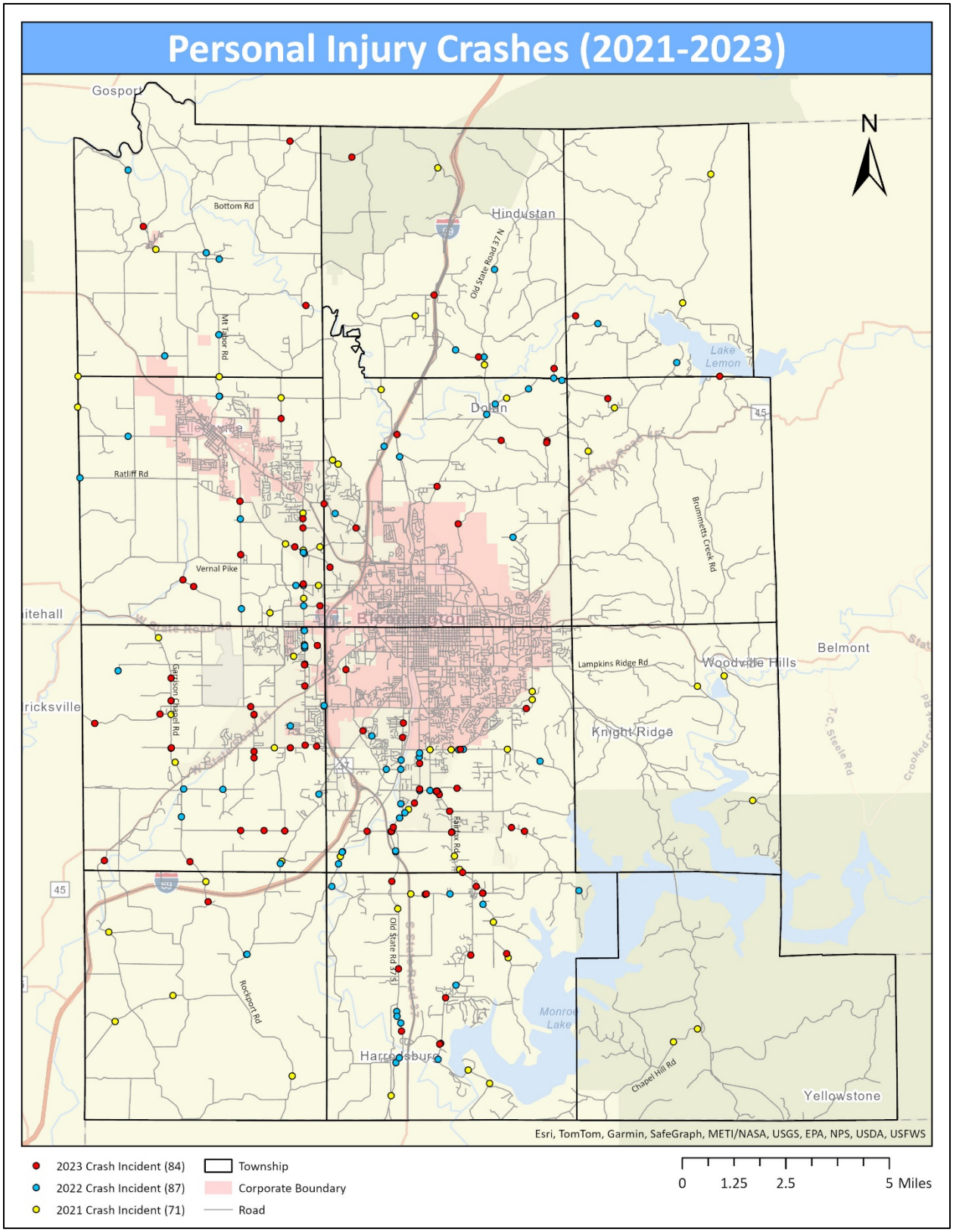

Figure 11. Personal injury crash incident locations in Monroe County, IN from 2021 - 2023

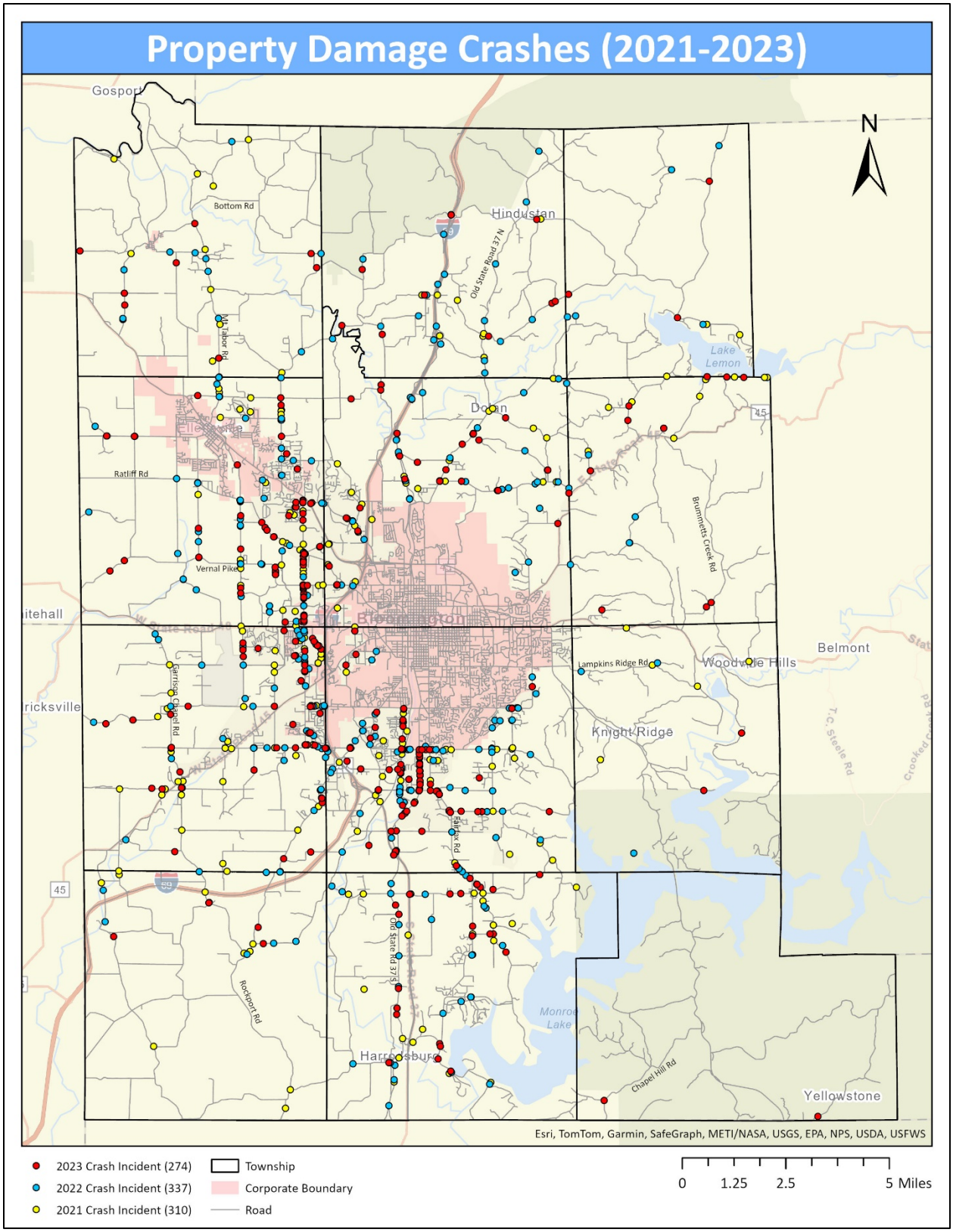

Figure 12. Property damage crash incident locations in Monroe County, IN from 2021 - 2023

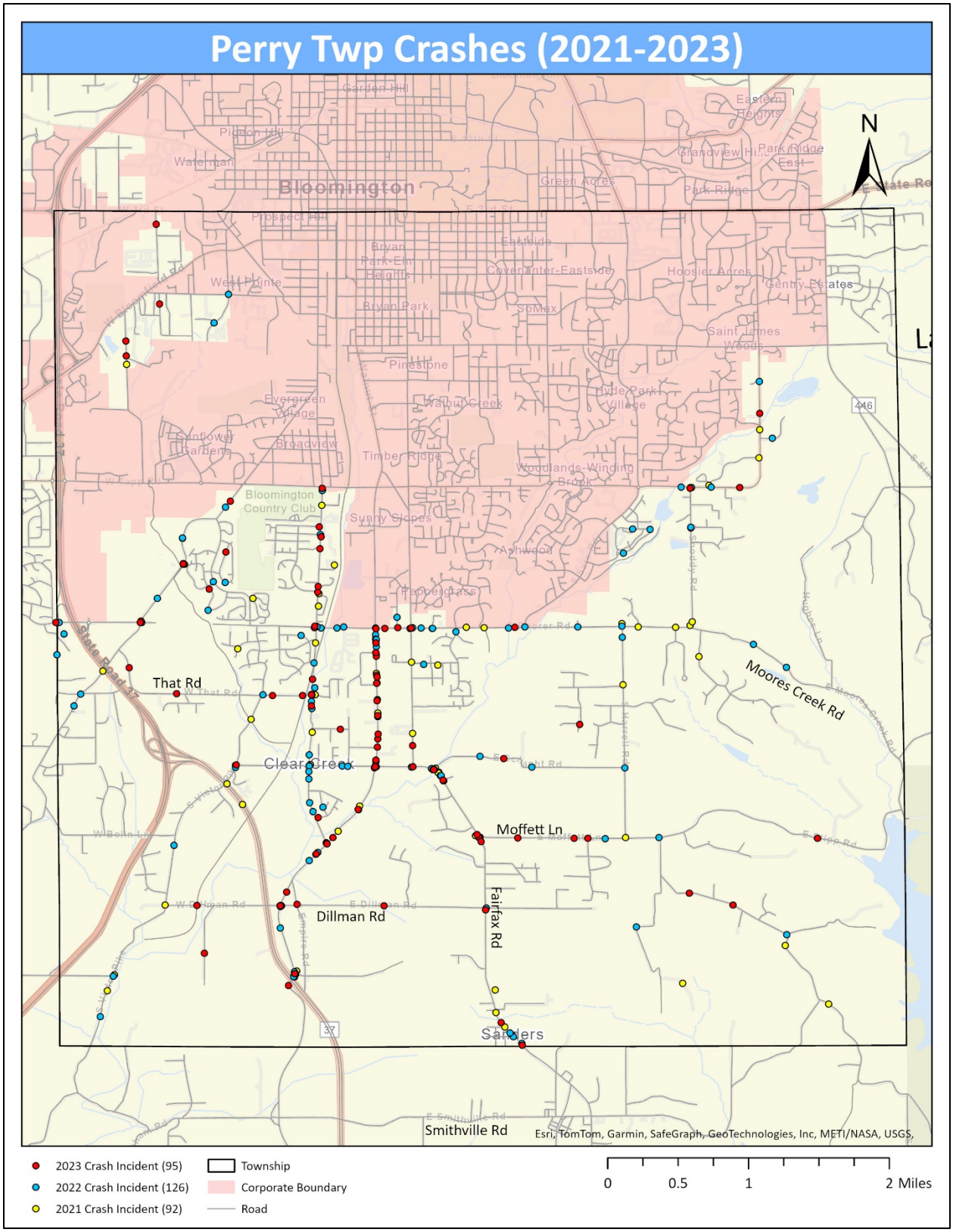

Figure 13. Perry Township crash incident locations in Monroe County, IN from 2021 - 2023

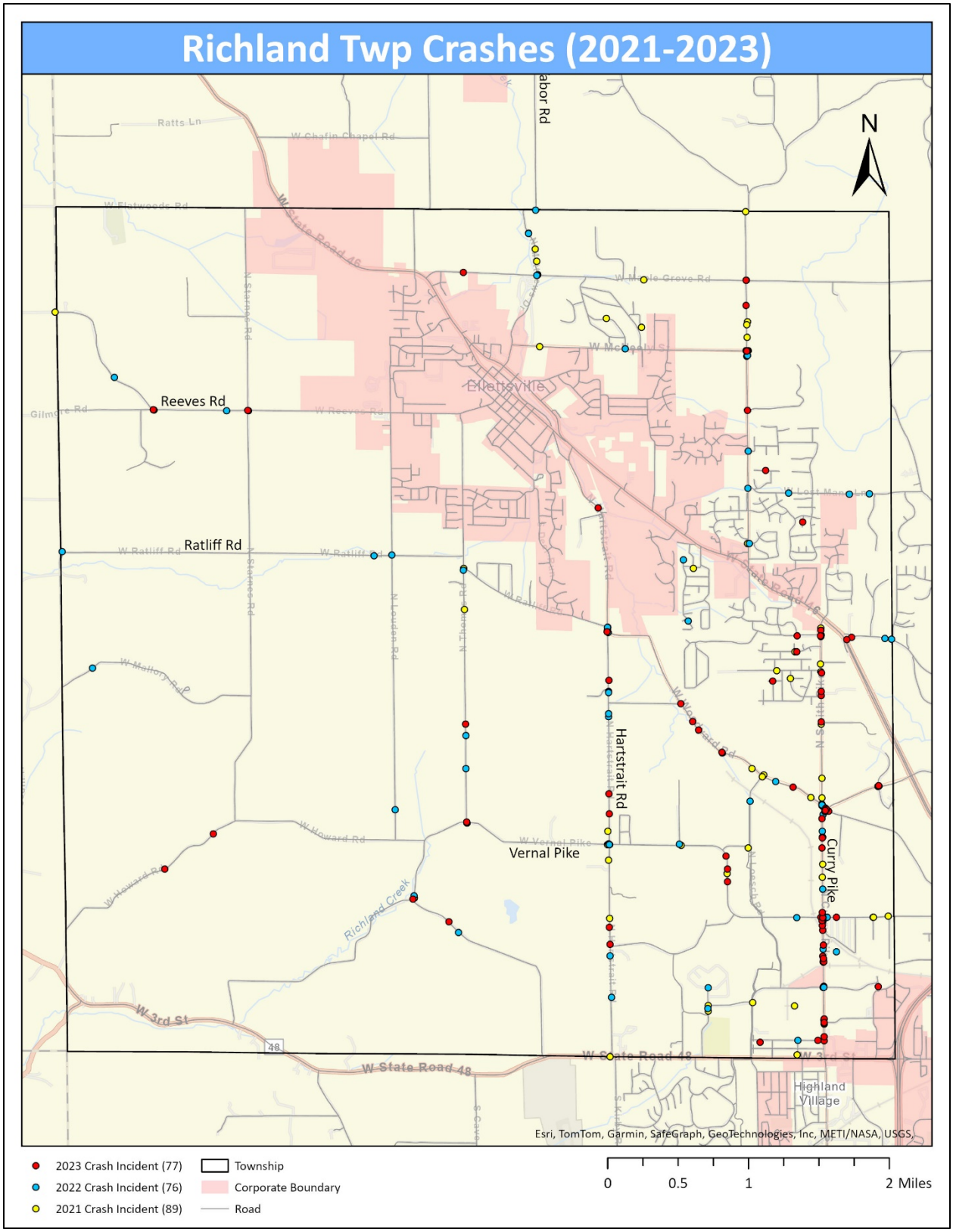

Figure 14. Richland Township crash incident locations in Monroe County, IN from 2021 - 2023

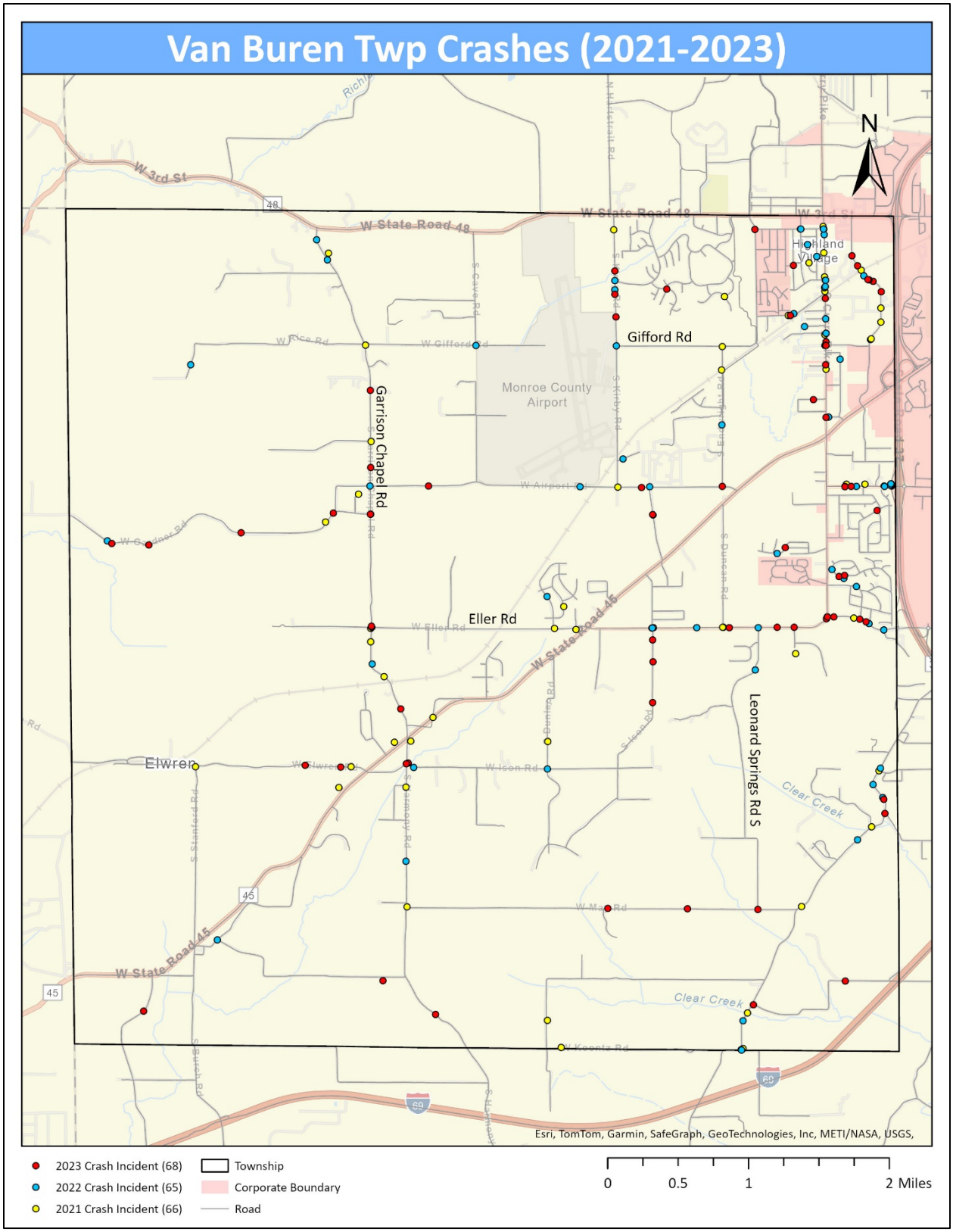

Figure 15. Van Buren Township crash incident locations in Monroe County, IN from 2021 - 2023

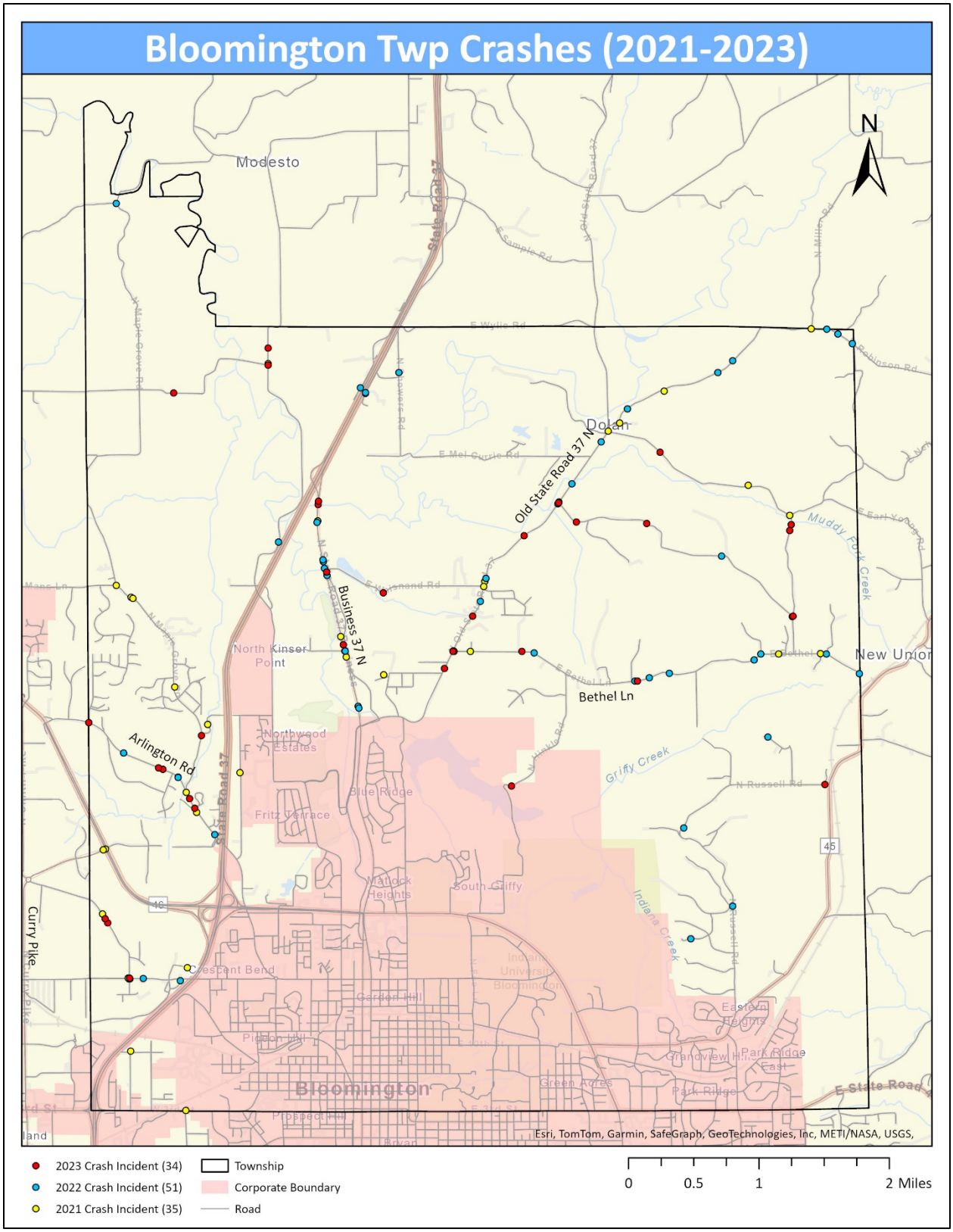

Figure 16. Bloomington Township crash incident locations in Monroe County, IN from 2021 - 2023

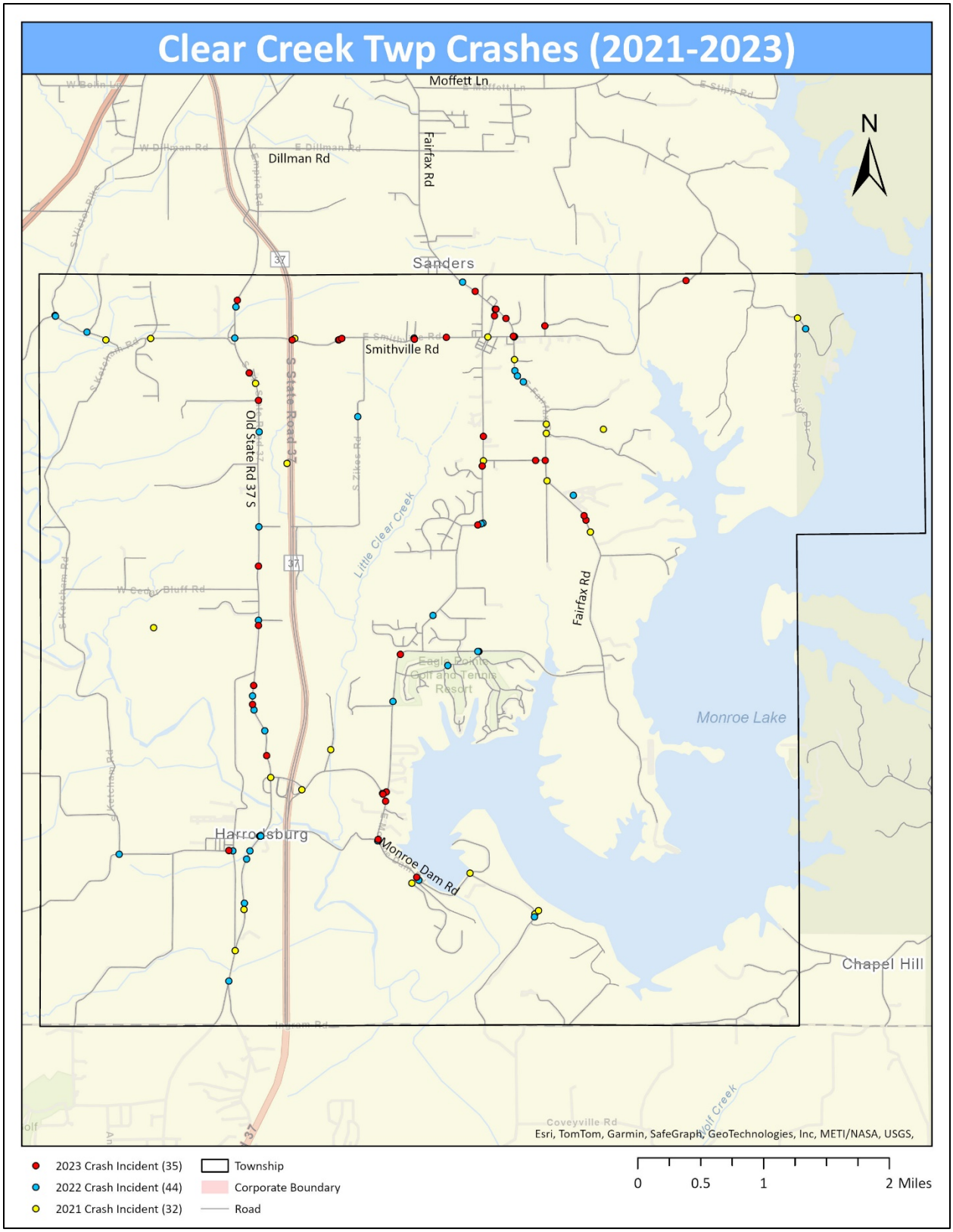

Figure 17. Clear Creek Township crash incident locations in Monroe County, IN from 2021 - 2023

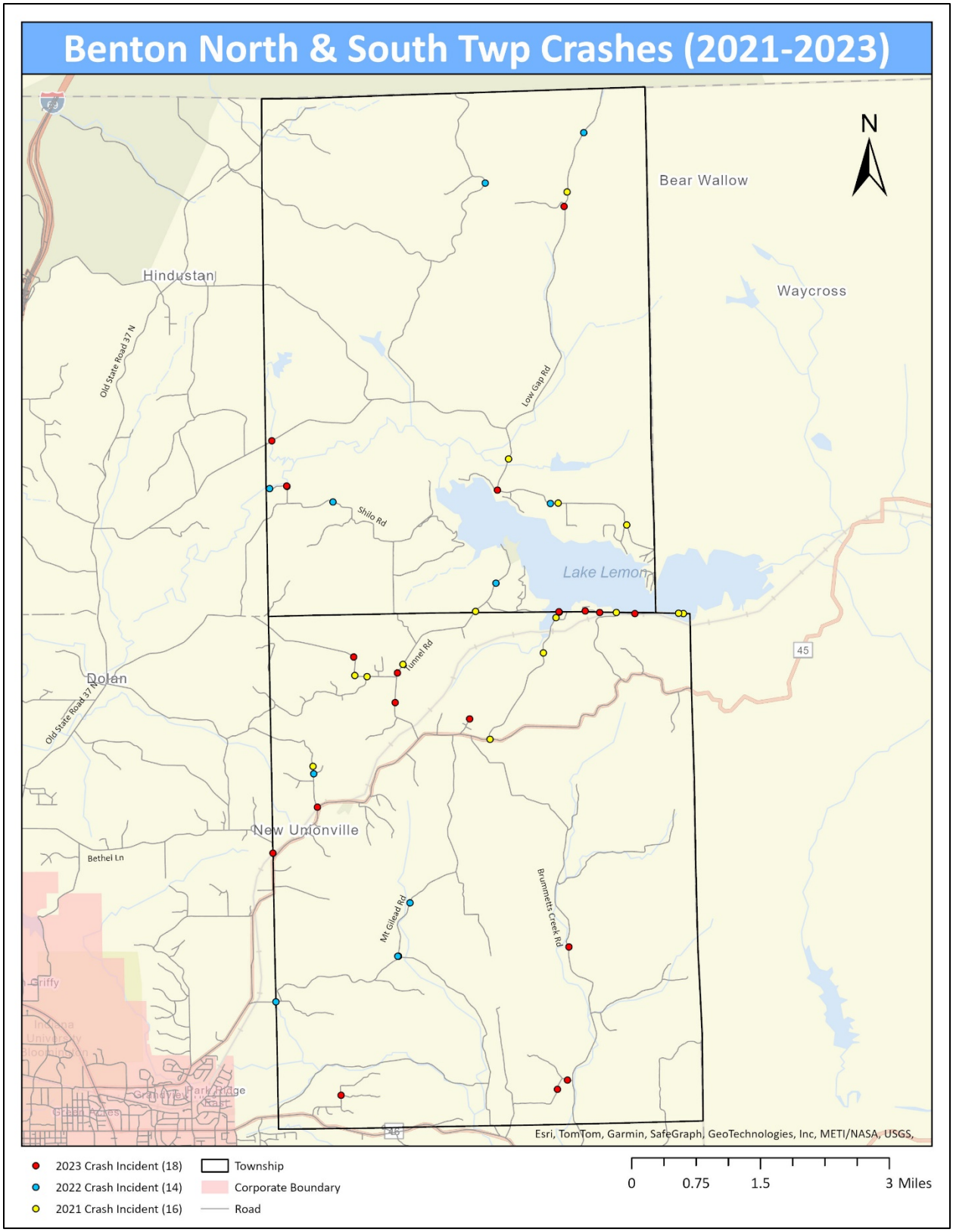

Figure 18. Benton Township crash incident locations in Monroe County, IN from 2021 - 2023

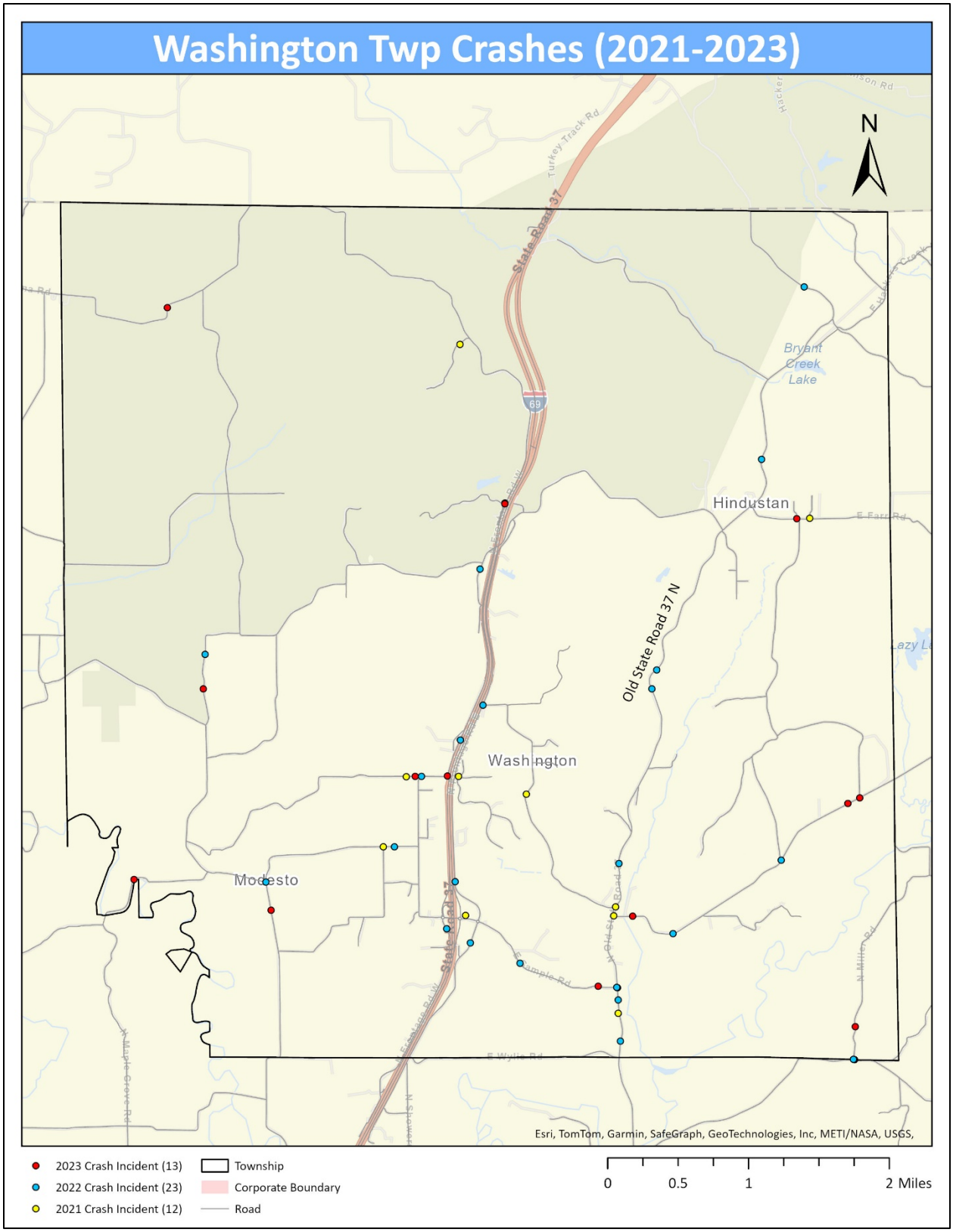

Figure 19. Washington Township crash incident locations in Monroe County, IN from 2021 - 2023

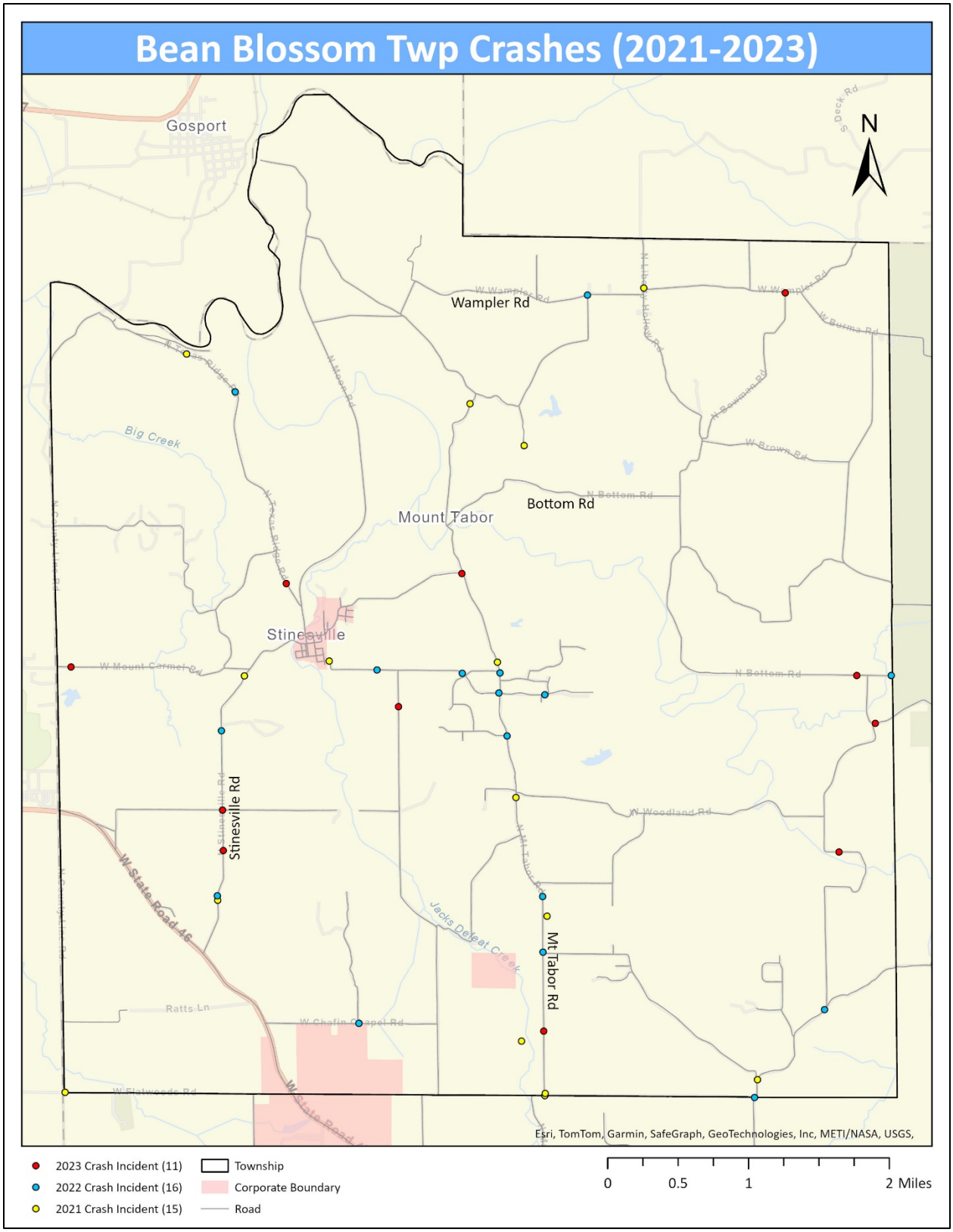

Figure 20. Bean Blossom Township crash incident locations in Monroe County, IN from 2021 - 2023

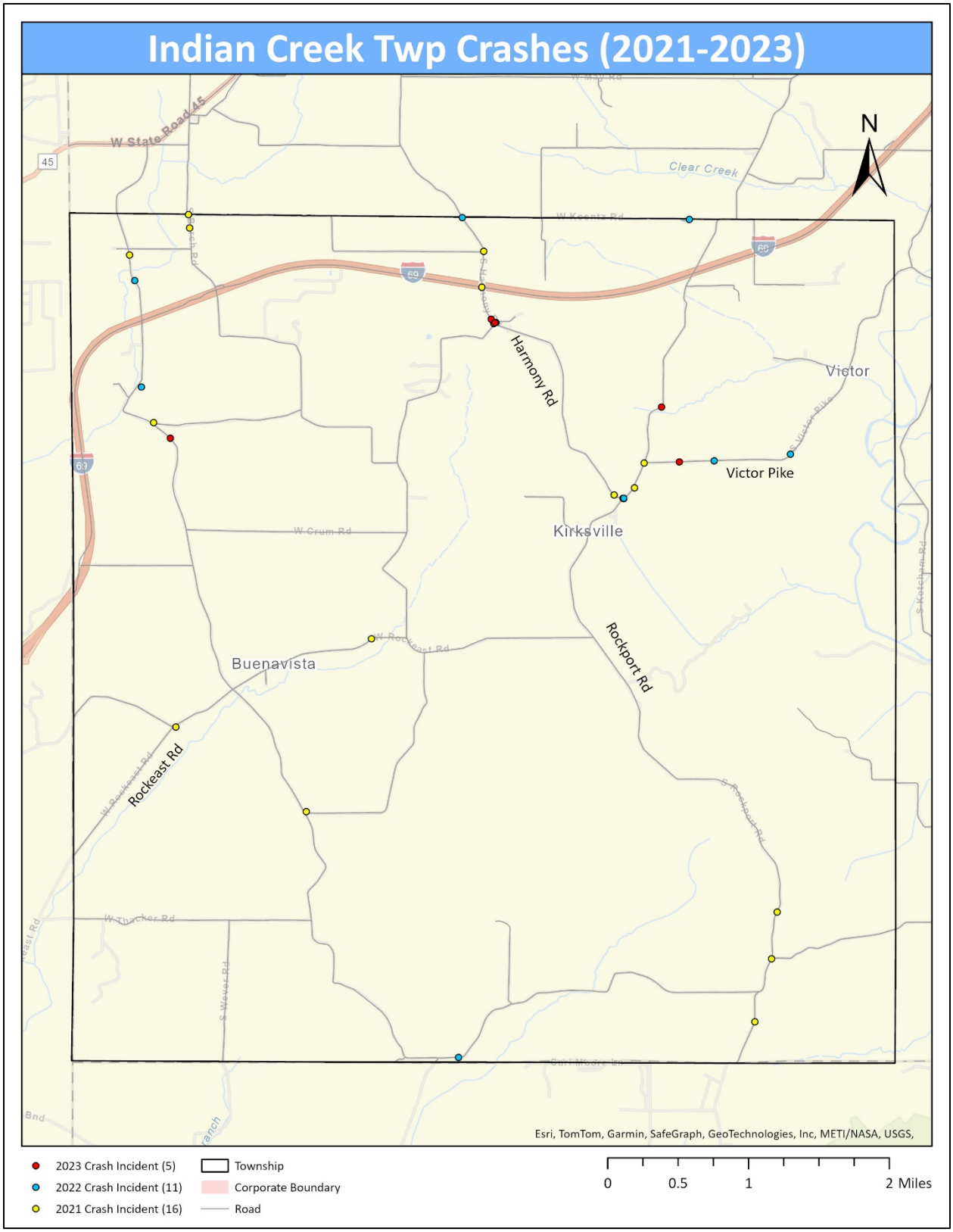

Figure 21. Indian Creek Township crash incident locations in Monroe County, IN from 2021 - 2023

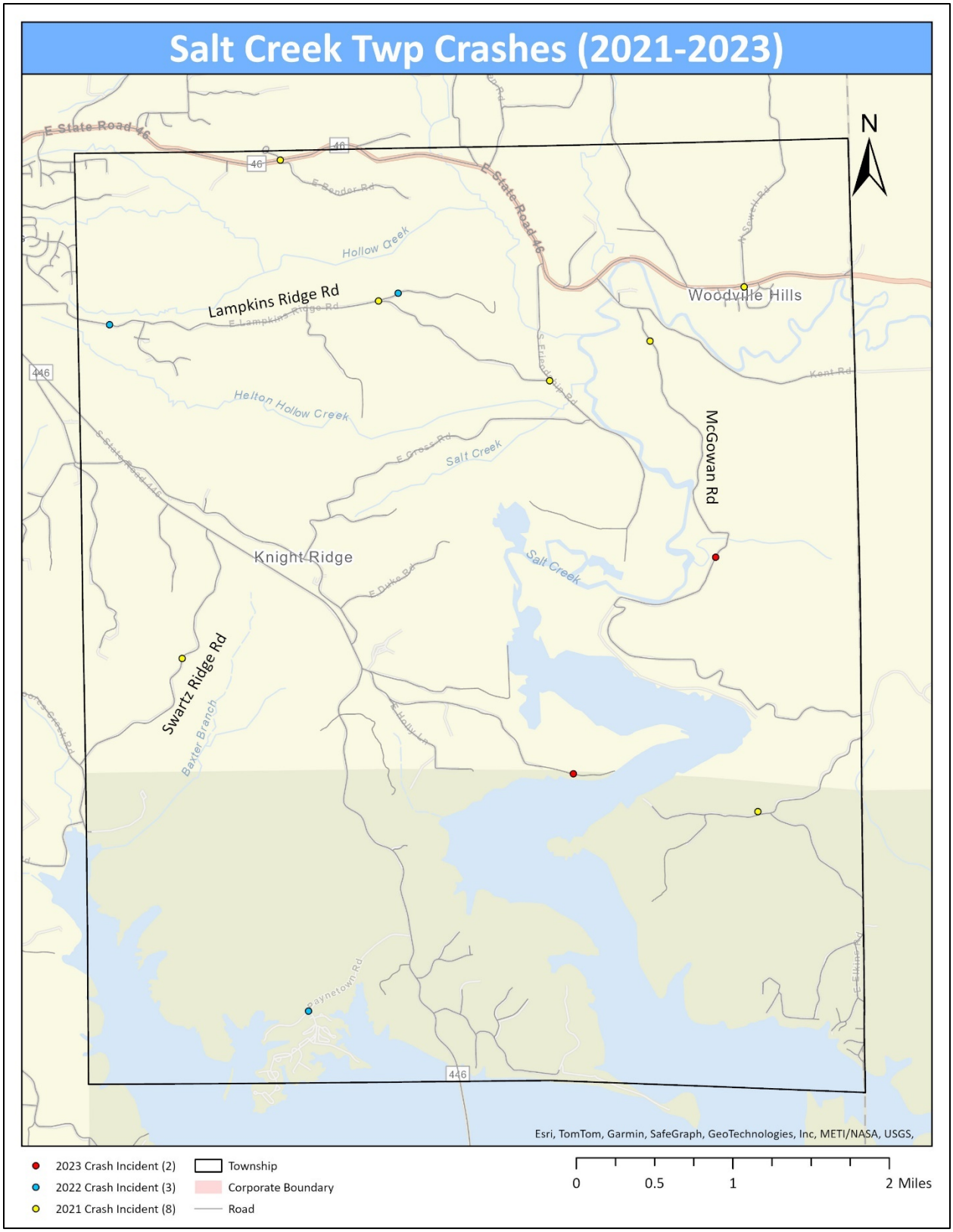

Figure 22. Salt Creek Township crash incident locations in Monroe County, IN from 2021 - 2023

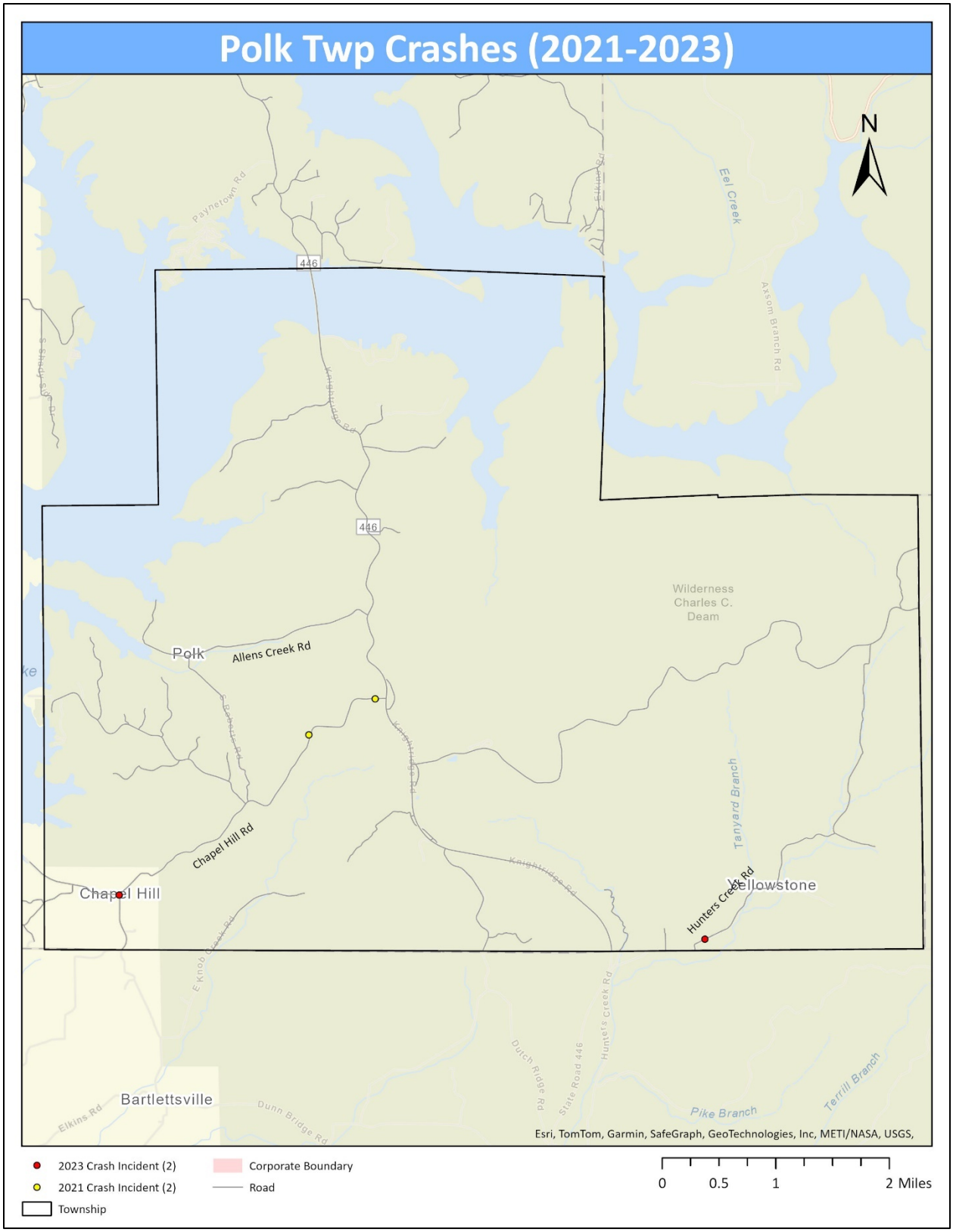

Figure 23. Polk Township crash incident locations in Monroe County, IN from 2021 - 2023

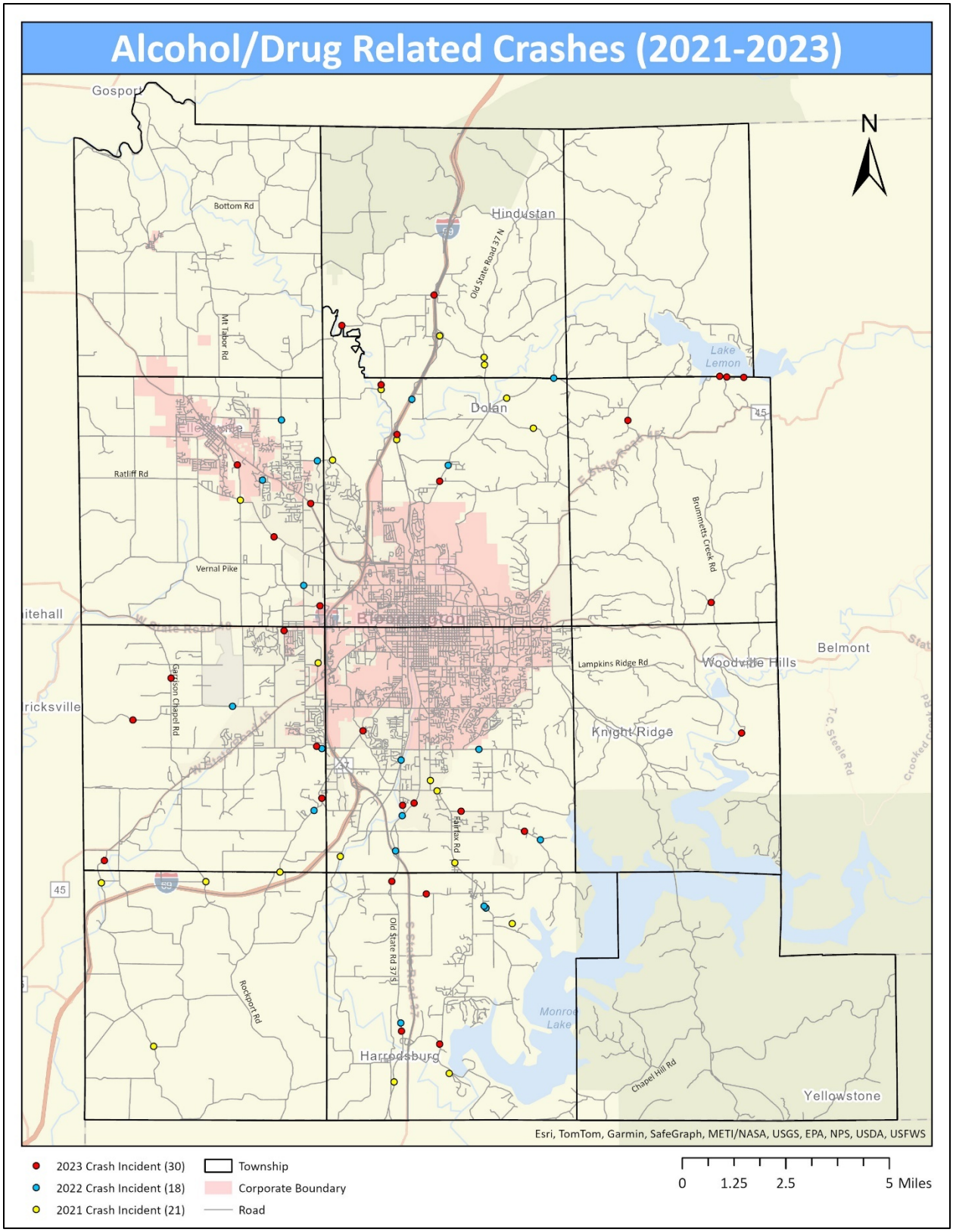

Figure 24. Alcohol/drug related crash incident locations in Monroe County, IN from 2021 - 2023