



## Fatal Crash Review Commission

### Agenda

*Indianapolis, Indiana*

*January/February 2023*

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1. Opening and Introductions
  2. Old Business
  3. New Business
    - a. Adoption of Minutes and Report from January 10, 2023
    - b. Review of Collisions for November and December of 2022
      - i. Review and Recommendations
      - ii. Discussion
  4. Final Call for Business or Discussion
    - a. Transmittal to Council Office, Mayor's Office, DMD, and DPW
    - b. Annual Reporting
  5. Adjourn
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### Meeting Minutes

On Tuesday, March 28<sup>th</sup>, 2023 at 2:00 PM, the bi-monthly meeting of the Fatal Crash Review Commission was called to order. The meeting took place in Room 2030 of the Indianapolis-Marion County City-County Building on the 20<sup>th</sup> Floor. All members of the Fatal Crash Review Commission were present.

The Chair of the Fatal Crash Review Commission opened the meeting and called for the floor to be open to any old business. Seeing none, the floor was closed to old business. Following the closing of the floor for old business, the Chair called for the introduction of new business.

It was moved and seconded that the minutes and report for the meeting which took place on January 10, 2023 be adopted. This was passed unanimously. The minutes and report have since been distributed to City leadership, as defined by ordinance, and posted to the City's website for public consumption.

Following the passage of the minutes and report, the Fatal Crash Review Commission opened the floor up for new crashes. Discussion of each crash was held amongst all members; the results of which are in the tables below. Prior to moving on from each crash, the Commission came to majority agreement on a solution, if applicable.



Following the discussion of crashes for the period, a final call for new business was made. The Chair noted that, in June, the Commission will reach its one-year anniversary. It was noted that, following the crashes at the end of the one-year period, the annual report will be developed with shared responsibilities among Commission members.

It was then moved and seconded to adjourn the meeting, followed by unanimous approval, at approximately 5:00 PM.

This concludes the meeting minutes for the Fatal Crash Review Commission on March 28, 2023.

Signed,

Austin Gibble

Administrator of Long-Range Transportation Planning

Chair – Fatal Crash Review Commission



# Fatal Crash Review Commission Report

## Crashes for November and December of 2022

Master Record Number: 904148557

|  |   |
|--|---|
| Date   | November 2, 2022  |
| Time   | 8:57 PM   |
| Location/Nearest Intersection                      | Madison Avenue & E. Markwood Avenue   |
| Vulnerable Road User                               | Yes   |
| Hit & Run  | No  |
| SUV/Truck  | Yes   |
| High Rate of Speed?                                | No  |
| Does motorist have prior serious driving offenses? | Yes; driving on a suspended license (V1).   |
| Circumstances                                      | <p>Motorist (V1, Chevy Silverado) stated that they were southbound on Madison Avenue in the left-hand lane. V1 stated that they began to merge left into the center turning lane to turn onto Lawrence Avenue when they struck the pedestrian. Motorist stated that the pedestrian was “standing in the middle of the roadway,” likely waiting for a safe crossing opportunity. The pedestrian succumbed to injuries one day later.</p> <p>The area where the incident occurs does not have sufficient lighting and lacks sidewalks and crosswalks.</p> |
| Recommendation                                     | <p><b>Work Underway:</b> This area is proposed to get significant pedestrian and bicyclist improvements as part of the Interurban Trail project. DPW is currently in the scoping phase for the project, with the express goal of increasing crosswalk density in a strategic fashion, ensuring that major origins and destinations connected. The project is currently in the design and scoping phase. Construction funds have not yet been allocated, but the City is actively seeking funding opportunities.</p>                                     |



Master Record Number: 9041166758

|  |   |
|--|---|
| Date   | November 28, 2022   |
| Time   | 7:41 AM   |
| Location/Nearest Intersection                      | Washington Street & Kitley Avenue   |
| Vulnerable Road User                               | Yes   |
| Hit & Run  | No  |
| SUV/Truck  | No  |
| High Rate of Speed?                                | No  |
| Does motorist have prior serious driving offenses? | No  |
| Circumstances                                      | During statements, the motorist (V1) believed that they had the green light, turning yellow, and proceeded through the intersection. Two other witness statements were taken, which provided different perspectives of the incident. However, DashCam footage was available from one of the witnesses. Upon reviewing footage, it was clear that the motorist in question (V1) ran the red light and the pedestrian had stepped off the curb only a moment before the pedestrian signal came on, expecting the motorist to stop at the red light. |
| Recommendation                                     | This was technically a two-person-at-fault crash (motorist running the red light and pedestrian stepping out before pedestrian signal was on). This is a case that demonstrates the clear need for red light enforcement, automated or otherwise. <b>Work Underway:</b> This particular intersection will be redesigned as part of the Blue Line Bus Rapid Transit project, which will bring significant improvements for pedestrians and other vulnerable road users.  |



Master Record Number: 904169556

|  |  |
|--|--|
| Date   | December 5, 2022   |
| Time   | 5:54 AM  |
| Location/Nearest Intersection                          | Raymond Street & Churchman Avenue  |
| Vulnerable Road User                                   | Yes  |
| Hit & Run  | No   |
| SUV/Truck?   | No   |
| High Rate of Speed?                                    | Unknown  |
| Does the motorist have prior serious driving offenses? | No   |
| Circumstances  | Pedestrian was crossing Raymond Street, heading northbound, in a marked crosswalk. There were no witnesses and it is not definitively known if either unit was traveling through the intersection against the light.   |
| Recommendation   | Unfortunately, the lack of available information pertinent to the crash resulted in the Commission being unable to reach a conclusion.<br><br><b>NOTE:</b> The Signal Systems Engineer with the Department of Public Works has field-verified that the pedestrian signal heads at this intersection are workings and that pedestrian timings for crossing Raymond meet standard. |

Master Record Number: 940170241

|  |   |
|--|---|
| Date   | December 5, 2022  |
| Time   | 7:00 PM   |
| Location/Nearest Intersection                          | Heather Ridge Drive & W. 34 <sup>th</sup> Street  |
| Vulnerable Road User                                   | Yes   |
| Hit & Run  | No  |
| SUV/Truck?   | No  |
| High Rate of Speed?                                    | No  |
| Does the motorist have prior serious driving offenses? | No  |
| Circumstances  | Motorist (V1) was traveling eastbound on W. 34 <sup>th</sup> Street when they struck a pedestrian near Heather Ridge Drive. Witness statements were collected and noted that two pedestrians were attempting to cross the street after exiting an IndyGo bus. The first pedestrian made it across the street safely, while the second was struck by V1. One witness stated that they believed the motorist was traveling at a high rate of speed, but |



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|                | <p>investigation into damage to the vehicle and sustained injuries were consistent with a collision at the speed limit. The site has two bus stops, one in each direction. The eastbound stop is connected to a sidewalk with a boarding pad, while the westbound stop has not received any improvements as of yet (no sidewalk connection, no crosswalk). A passenger exiting the bus is not incentivized to cross behind the bus, since there is no available boarding pad or sidewalk.</p>  |
| Recommendation | <p>All IndyGo bus stops are being brought up to ADA-compliance, including boarding pads, shelters (where applicable), and sidewalk connections (where possible). It is recommended that, at this bus stop, the Department of Public Works coordinate with IndyGo to determine if a marked crosswalk with pedestrian warning signage would be appropriate for incorporation to this intersection to allow crossings between bus stops. This particular pair of transit stops has apartment complexes on both sides and is likely to see higher than average transit rider activity.</p> |

Master Record Number: 904180181

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| Date   | December 20, 2022  |
| Time   | 6:48 PM  |
| Location/Nearest Intersection                          | Madison Avenue & Greentree Street  |
| Vulnerable Road User                                   | Yes  |
| Hit & Run  | No   |
| SUV/Truck?   | No   |
| High Rate of Speed?                                    | No   |
| Does the motorist have prior serious driving offenses? | Yes – Failure to Yield and Drunk Driving   |
| Circumstances  | <p>Motorist was traveling northbound on Madison Avenue and the pedestrian was crossing Madison from east to west at Greentree Street. The motorist struck the pedestrian. No further information was provided in the report.</p>   |
| Recommendation   | <p>The lack of information around this collision makes it difficult to draw any kind of conclusion. Sidewalks in this area are up against the curb, providing for a poor and generally unsafe pedestrian experience. Crosswalks are lacking, with more than half a mile between signalized crosswalks in several instances.</p> <p><b>Work Underway:</b> This stretch of Madison Avenue is currently undergoing scoping for the design of the Interurban Trail. Crosswalks will be added strategically to maximize accessibility and safety.</p> |





Master Record Number: 904181043

|  |   |
|--|---|
| Date   | December 22, 2022   |
| Time   | 9:26 AM   |
| Location/Nearest Intersection                          | E. 30 <sup>th</sup> Street & E. Fall Creek Parkway N. Drive   |
| Vulnerable Road User                                   | Fatality was inside structure   |
| Hit & Run  | No  |
| SUV/Truck?   | Yes   |
| High Rate of Speed?                                    | Yes   |
| Does the motorist have prior serious driving offenses? | Yes – Motorist has a history of excessive speeding  |
| Circumstances  | The primary motorist causing the collision (V1) was driving a pickup truck hauling a trailer westbound on East 30 <sup>th</sup> Street when they ran the red signal, striking another motorist, who then struck another. The driver of the pickup truck lost control of their vehicle and left the roadway, striking a building that serves as senior apartments, gravely injuring a man sleeping in his bed. |
| Recommendation   | This is another case where red light running resulted in the death of a person and significant damage to property. Enforcement of reckless driving, red light running, and speeding is needed but resources are thin. Automated enforcement would serve this intersection well.   |

Master Record Number: 904189325

|  |   |
|--|---|
| Date   | December 26, 2022   |
| Time   | 6:28 PM   |
| Location/Nearest Intersection                          | E. Washington Street & Eaton Avenue   |
| Vulnerable Road User                                   | No  |
| Hit & Run  | No  |
| SUV/Truck?   | No  |
| High Rate of Speed?                                    | Yes – 100+ mph  |
| Does the motorist have prior serious driving offenses? | No  |
| Circumstances  | The motorist who caused the crash (V1) was traveling eastbound in the outside lane of E. Washington Street at an incredibly excessive speed; 100 miles per hour in a 35 mile per hour zone. A second motorist (V2) was turning into a nearby driveway when they were struck by V1 traveling at a high rate of speed, killing the 19-year-old driver of V2. Upon receipt of V1's data box, it was learned that the motorist was traveling at 92 mph at time of impact. |



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| Recommendation | This is another example of a motorist driving at an excessive speed with little to no regard for the safety of others. The future Blue Line may help by introducing new features in the street that discourage speeding, but it is not the end-solution without an enforcement component in place. Enhanced enforcement, preferably automated, is needed. |
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Master Record Number: 904190341

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| Date   | December 31, 2022  |
| Time   | 12:08 AM   |
| Location/Nearest Intersection                          | North Tibbs Avenue & Steeples Boulevard  |
| Vulnerable Road User                                   | No   |
| Hit & Run  | No   |
| SUV/Truck?   | No   |
| High Rate of Speed?                                    | Yes – 71 mph in a 35 mph zone  |
| Does the motorist have prior serious driving offenses? | Yes – Two incidents of driving without a valid license and one incident of excessive speeding (20+ mph over the speed limit)   |
| Circumstances  | Motorist (V1) was traveling southbound on Tibbs Ave. when they left the roadway at a curve and struck a guardrail, a utility pole, and a fence on the west side of Tibbs. The vehicle’s data recorder showed that the driver was going 71 miles per hour 5 seconds prior to the crash and 68 miles per hour 1 second prior to the crash. The speed limit on this roadway is 35 miles per hour.   |
| Recommendation   | While speeding in rainy, dark conditions was the primary factor causing this crash, it was noted by the Fatal Crash Review Commission that the dirt approach to the adjacent cemetery could create the illusion of a straight roadway under dark and rainy conditions. As a motorist approaches the drive from the north, the turning signage stays with the right-of-way line, creating the illusion that the turn is farther ahead than it is. The image below shows the existing driveway line (yellow) compared to the roadway edge (red). |



The second image below illustrates the driveway and signage from the motorists perspective, traveling southbound, in daylight and dry conditions.





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|  | <b>NOTE:</b> The details of this crash have been sent to the Roadside Safety Engineer for the purposes of evaluating the guardrail. |
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Master Record Number: 904190344

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| Date   | December 31, 2022  |
| Time   | 2:07 AM  |
| Location/Nearest Intersection                          | Westfield Blvd. & 82 <sup>nd</sup> St.   |
| Vulnerable Road User                                   | No   |
| Hit & Run  | No   |
| SUV/Truck?   | No   |
| High Rate of Speed?                                    | No   |
| Does the motorist have prior serious driving offenses? | No   |
| Circumstances  | Investigation found that motorist (V1) was traveling southbound on Westfield Blvd. when they left the roadway and entered a wooded area, impacting several trees. There were no signs that the motorist made any sudden movements.   |
| Recommendation   | Upon review of the site and the crash report, the Fatal Crash Review Commission noticed that the far right-hand lane going southbound is a right-turn only lane, but does not have signage or pavement markings to indicate so. It is recommended that signage and pavement markings indicating that the lane is right-turn-only be implemented.<br><br><b>NOTE:</b> A work-order for a right-hand only sign to be placed at this location has been issued as of April 23, 2023. |

Total Number of Crashes Reviewed: 9

Proportion of Crashes Involving Vulnerable Road User: ~67%

Proportion of Crashes Identified as Hit & Run: 0%

Proportion of Crashes Involving SUV or Truck: 22%

Bicyclist Fatalities: 0

Pedestrian Fatalities: 6

Other (ex. riders of micro-mobility devices): 0

Quantity of Crashes with Infrastructure Recommendation: 3