



Fatal Crash Review Team Report for November 19, 2024

Indianapolis, Indiana

Meeting Minutes

Jill Palmer (DPW)	Present
Captain Frederick Ilnicki (IMPD)	Present
Logan Lane (DMD)	Present
Theodore S Grain (Citizen Member)	Present
Damon Richards (Citizen Member)	Present
Jason Bowers (Public)	Present
Dave Allender (Public)	Present
Benjamin Morrical (Legal Counsel)	Present

On Tuesday, November 19, 2024, at 2:00 PM, the meeting of the Indianapolis Fatal Crash Review Team was called to order.

Jill Palmer asked if there were any old business to attend to. Seeing none, Jill called down any new business. The Minutes and Report for the previous September 17th, 2024, Fatal Crash Review Team meeting were presented to the Team Members. It was asked of team members if there was any further discussion. Seeing none, Logan Lane moved to adopt these Minutes and Report; this was seconded by Theodore Grain. The Minutes and Report for September 17th, 2024, were adopted with all in attendance voting "Yes."

Jill Palmer then called down the completed Road Safety Audit (RSA) at Shadeland Avenue and E 21st Street. It was asked of team members if there was any further discussion. Seeing none, Damon Richards moved to adopt the Shadeland Avenue and E 21st Street RSA; this was seconded by Logan Lane. The Shadeland Avenue and E 21st Street RSA was adopted with all in attendance voting "Yes."

The fatal crashes to be reviewed for the period of July and August of 2024 were called down and presented to Team members. Each crash was discussed at length, the results of which are provided below.

Following the review of crashes, Jill Palmer asked for any further business from Team members. Jason Bowers informed the group that the intersection selected for the next Incapacitating Injury analysis will be 38th Street and High School Road. That RSA will take place in December 2024, including a field check scheduled for Thursday, December 12th, 2024, and the report will be incorporated into the meeting notes to be adopted at the January 2025 FCRT meeting.



Jill Palmer then asked for any further business from Team members. Seeing none, it was asked if there was a motion to adjourn. This motion was made by Cptn. Frederick Ilnicki, seconded by Jill Palmer, and passed by all present members.

Signed,

Jason Bowers

Jason Bowers
 Transportation Safety Engineer
 Secretary – Fatal Crash Review Team

(1)– Master Record Number: 904536360

Date	July 5, 2024
Time	6:00 AM
Location/Nearest Intersection	NORTH HARDING STREET & 18 TH STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – City Bus
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D2 = No license 2018; Expired plate 2024.
Circumstances	<p>On Friday, July 5, 2024, at 06:00, officer responded to a crash on N Harding St. at the intersection of 18th St. and the road surface was Dry. V1, maroon\burgundy (purple) Pontiac Vibe, going straight. V2, white Gillig Low Floor Bus Class 7 CMV > 15 Passenger Intercity Bus, going straight. {Driver Statements} D1 was incapacitated at time of investigation, no statement was taken. D2 reported that he had been SB on Harding St. at 18th St. when he had encountered a flash and was struck by V1. D2 reported two occupants in the bus with no reported injuries. {Witness Statements} No witnesses on scene reported seeing the collision. V2 is equipped with a camera system, review is ongoing. Supplement done on 10/24/2024 to add Coroner Toxicology for the Fatal D1 (JAG) {Conclusion} Preliminary Crash Investigation: Preliminary investigation suggests V1 was engaged in fleeing from another vehicle while EB on 18th St. at Harding St. (IP240062427). V1 encountered the four-way stop and attempted to swerve to the right prior to impact with the SB bus. Engagement between V1 and V2 redirected V1 into a utility pole on the SW corner. Redirection redirected V1 until final rest of V1 approximately 120-130 degrees from initial heading and approximately a half block E of area of impact. Other IMPD Investigations pending reference IP240062427, IP240062449, IP240062451. Reported Injuries: D1 was reported to have later suffered fatality injuries. This is unknown if from collision as preliminary reports suggests D1 sustained</p>



	<p>injuries from a shooting from later reports from the hospital. P1 was reported as front right occupant with unknown injuries. P2 was reported as rear left occupant with unknown injuries. D1 was interviewed on scene prior to transport and confirmed being shot at, P3 with complaint of abdomen pain. D2's PBT result / applicability of a CDL holder with an Intercity Bus: D2 after providing a statement was read and submitted to Indiana SBI/Fatal implied consent. D2 was provided a PBT sample as no evidence on scene was observed suggesting impairment of D2. D2 provided a breath sample which registered 0.006% BAC. D2 holds a valid Indiana CDL with a passenger endorsement which is required to legally operate V2 which is a Commercial Motor Vehicle due to the greater than 15 passenger designation of the vehicle. While V2 is operated by an intercity transportation operation and is subject to minimal federal regulation and many exemptions. However, regulation of licensing (CDL), and alcohol and drug testing of drivers is regulated by the Federal Motor Carrier Safety Administration (FMCSA). Federal Motor Carrier Safety Administration published guidance and believed that a 0.02 BAC is the lowest level which is scientifically accurate breath/blood alcohol concentration which is spelled out in their guidance of FMCSR §392.5. The administration further states this does not stop law enforcement from taking further action with a resultant lower than this threshold. However, due to the low and under threshold concentration and no signs of impairment, no further law enforcement action was taken. On scene management of IPTC was informed of this discovery. D2 submitted to further testing as required per his employer Indianapolis Public Transportation Corp DBA: INDYGO. Supplement #1 IMPD officer #31354 07/10/24: Amends' vehicles towed location (1 & 2) with both being towed to Zore's by Zore's and adds utility pole information also adds roadway closure information.</p>
Recommendation	None.

(2) – Master Record Number: 904536161

Date	July 6, 2024
Time	12:35 AM
Location/Nearest Intersection	REISNER STREET & LAMBERT STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = OWI (11/23/2022); Causing death when operating a Motor Vehicle while intoxicated with a BAC of .08 or more on (Charged in this crash – Felony).



Circumstances	<p>On Saturday, July 6, 2024, at 00:35, officer responded to a crash on Reisner St. at the intersection of Lambert St. and the road surface was Dry. V1, gold Chevrolet Suburban, going straight. V2, gray Mazda 6, turning left. V3, gray GMC Terrain, parked (unattended). V4, maroon\burgundy (purple) Ford E350, parked (unattended). V5, white Ford Fusion, parked (unattended). V6, silver\aluminum GMC Yukon, parked (unattended). V7, blue Toyota Corolla, parked (unattended). Witness 1 said she was standing by her car in the 1300 block of S Reisner St. when V1 drove by her at a high rate of speed. Witness 1 said her car shook when V1 passed her car. Witness 2 said she was standing near the street when she said an SUV traveling at "100 mph" passed and then hit several parked cars. Witness 2 said she saw V1 crash into V2. D1 said he was driving home, and his brother was hanging out of the passenger window when a silver car pulled out in front of him. Scene evidence showed that V2 was traveling E on Lambert St., and V1 was N on Reisner St. Evidence showed that as V1 drove through the intersection, V2 hit V1 on the rear passenger side, causing V1 to rotate and crash into V3 before crossing the street and crashing into V5 and V6. V3 was forced into the back of V4 as a result of its collision with V1. V6 was forced back into V7 as a result of its collision with V1. V2 rotated following its crash with V1 and was forced into V5 causing V5 to crash into V6. D2 and two ejected passengers from V2 were transported to local hospitals for treatment. One of the passengers from V2, a five-year-old child, was in critical condition with a head injury. It was determined the passenger from V1 was standing outside the vehicle on the passenger side running board before the collision occurred. He was ejected from the running board when the crash happened and pronounced deceased at the scene. V's 1, 2 and 3 were towed to 1300 N. Mickley Ave. by Zore's towing. Driver of V2 said she had stopped at the stop sign and when she started forward, V1 ran the stop sign north on Reisner St.</p>
Recommendation	None.

(3)- Master Record Number: 904536179

Date	July 7, 2024
Time	12:52 AM
Location/Nearest Intersection	MADISON AVENUE & BRILL ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	No



Circumstances	On Sunday, July 7, 2024, at 00:52, officers had been in pursuit when they located the suspect vehicle had crashed on Brill Rd. at the intersection of Madison Ave. and the road surface was Dry. V1, black Ford Fusion, going straight. V2, yellow GMC C7, parked (unattended). Investigation showed V1 was fleeing from the police SB on Madison Ave. Officers lost the vehicle at Pleasant Run. Officers continued SB when they saw smoke. Officers then realized that V1 had crashed. V1 went off the roadway at the point of Madison Ave./Brill Rd. continuing SB thru the grass bottoming out then striking a guardrail, going airborne striking the left rear of V2 which was parked next to the building. V1 continued SB striking a dumpster then a cement wall going airborne again before flipping and uprooting a tree. The rear passenger was ejected from the vehicle and landed 117' S of the vehicle in a parking lot. The right front passenger and the driver were both trapped in the vehicle. All three were transported in critical condition. Pictures, measurements were taken at the scene. Also, the drone was flown over the scene to document the scene. V1 was towed to Zore's towing. Also see case IP240063042.
Recommendation	None.

(4)– Master Record Number: 904543433

Date	July 12, 2024
Time	5:18 PM
Location/Nearest Intersection	KENTUCKY AVENUE & SOUTH LYNHURST DRIVE
Vulnerable Road User?	No
Hit & Run?	Yes
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Multiple prior charges (Ordinance Violations, Infractions, Misdemeanors) including no license, OWI, suspended license, seat belt, speeding in a work zone, along with Felony drug charges in 2015, 2017, and 2019. and was charged in this case including No License.
Circumstances	On Friday, July 12, 2024, at 17:18, officers responded to a crash on Kentucky Ave. at the intersection of S Lynhurst Dr. and the road surface was Dry. V1, white Dodge Durango, going straight. V2, green Honda CRV, going straight. V3, gray Chevrolet Malibu, slowing or stopped in traffic. Investigation showed V1 was traveling SW on Kentucky Ave. V2 was traveling NB on S Lynhurst Dr. V3 was traveling SB on S Lynhurst Dr. V1 disregarded the red light striking V2 knocking V2 into V3. V3 then backed up and fled the scene. V3 and the driver were located at another location. D2 was transported to Eskenazi hospital where he was pronounced. D1 stayed on scene and cooperated with the investigation. Both D1 and D3 submitted to a blood draw. All vehicles were towed to Zore's. Pictures and measurements were taken at the scene. Also see case IP240065139.



	Supplement done on 10/23/2024 to add Coroner Toxicology results for Fatal D2 and other Drivers (JAG)
Recommendation	Update the existing traffic signals to the most current design, including backplates, under a traffic signal visibility improvement or traffic signal modernization project.

(5) – Master Record Number: 904539091

Date	July 12, 2024
Time	7:56 PM
Location/Nearest Intersection	MASSACHUSETTS AVENUE & EAST 30 TH STREET
Vulnerable Road User?	No
Hit & Run?	Yes
SUV/Truck?	Unknown
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = No D2 = Unknown
Circumstances	Investigations showed V2 was traveling NE Massachusetts Ave. V1 was traveling NB on E 30 th St. and had stopped at Massachusetts Ave. V1 started to turn left onto Massachusetts Ave. and turned into the passenger side of V2, causing V2 to flip several times before coming to rest on the driver's side. V1 stopped for a minute and then fled the scene last seen going SW on Massachusetts Ave. Passenger 2 was transported to Methodist Hospital by Medic 31. See report under Case# IP240065203. Supplement done on 10/23/2024 to add Coroner Toxicology results for Fatal D2 (JAG) Supplement done on 10/23/2024 to change the name spelling of Fatal D2 and add OLN.
Recommendation	None.

(6) – Master Record Number: 904541584

Date	July 18, 2024
Time	8:49 PM
Location/Nearest Intersection	TIMBERLINE DRIVE & FALL CREEK ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes - SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Speeding 3X, most recently in March 2024.



	D2 = Leaving the Scene of a crash (2023); Domestic Battery / Disorderly Conduct (2023).
Circumstances	D1 was pronounced deceased at the scene by IFD Engine 28. D2 stated she was exiting the Upper Fall Creek Loop Trail Park, located at approximately 9500 Fall Creek Rd, and was turning left (S) onto Fall Creek Rd. D2 stated she looked both ways and saw no vehicles coming, so she started to go forward. D2 stated V1 struck her vehicle, causing it to spin around. Witness 1 stated she was on NB Fall Creek Rd. Witness 1 stated she saw V1 coming up behind her, also NB on Fall Creek Rd. Witness 1 stated V1 was passing northbound vehicles by going into the oncoming (SB) lane. Witness 1 stated they were all stopped at the traffic control signal with the Fall Creek Rd / E 71st St. intersection, and when the traffic control signal turned green, V1 sped off. Witness 1 stated V1 was out of sight within approximately 3 seconds. Witness 1 stated when she reached scene of the crash near 9500 Fall Creek Rd, she knew V1 must be involved. Witness 2 stated he was SB on Fall Creek Rd. Witness 2 stated he looked in his rear-view mirror and saw V1 NB on Fall Creek Rd strike V2. Witness 1 stated he saw D1 fly off V1. Both vehicles were towed by Zore's. Supplement done on 10/23/2024 to add Coroner Toxicology results for Fatal D1 and the other D2. (JAG)
Recommendation	None.

(7)– Master Record Number: 904548871

Date	July 30, 2024
Time	6:25 AM
Location/Nearest Intersection	SOUTH KITLEY AVENUE & BROOKVILLE ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Multiple prior charges (Infractions, Misdemeanors) including public intoxication, invasion of privacy, improper turning, driving while suspended, expired plates / no valid license, driving while suspended, speeding / driving while suspended, driving while suspended, driving while suspended / disregarding stop sign, theft, driving while suspended / expired plates, speeding / driving while suspended / failure to signal, driving while suspended, no valid license / unsafe lane movement / failure to dim headlights, driving while suspended / no valid license, resisting law enforcement / leaving the scene of a crash, and Criminal Trespass (Felony, 2010), Intimidation / Resisting Law Enforcement (Felony, 2013), Carrying a handgun / prior Felony (Felony, 2019).



Circumstances	<p>On Tuesday, July 30, 2024, at 06:25, IMPD Officers responded to a crash at the intersection of Brookville Rd. and S Kitley Ave. and the road surface was Dry. V1, blue Suzuki Gsx-R600, going straight. V2, white Toyota Yaris, going straight. Investigation shows V1 was SE on Brookville Rd. V2 was NB on S Kitley Ave. Witnesses stated V1 ran the red light and V2 had the green light. When V2 had entered the intersection, V1 also entered the intersection. D1 applied the brakes hard then laid V1 down on its side. V1 slid in a SE direction. V1 struck V2 in the front half of the driver side. D1 was thrown into the rear of V1. D2 stated when he entered the intersection, he heard V1 accelerate, when he saw V1, D2 swerved to the right then got struck by V1. V1 spun to the right then came to rest facing southwest and D1 came to rest just S of it. V2 stopped just N of V1. D1 was pronounced deceased at the scene. Witness 1 stated she was SE on Brookville Rd. V1 was behind her in the right lane then V1 passed her on the left at high rate of speed. V1 passed her by the stadium, which was the Speedrome. She said when V1 passed her, the light was already turned red. D1 kicked it up. It was doing 60 to 70 mph. D1 had full intention to run the red light. Once V1 entered into the intersection, D1 laid V1 down and it slid into the driver side of V2 which was going NB. D1 struck the rear quarter panel of V2. Witness 2 stated she was the second vehicle in the left and Witness 1 was in the right lane just N of vehicle in front of her. V1 flied up and passed them on the right then swerved into the left lane. The light was red for them. Witness 3 saw V2 going north through the intersection. She didn't see the crash but saw parts flying then saw the scene. Witness 3 stated V1 passed him and was driving reckless then he saw dust and debris which he was back a distance. IMPD case number IP240071174 was assigned to this crash. Report amended 10/5/24 to add tox for driver2 DA Supplement done on 10/23/2024 to add Coroner Toxicology results for Fatal Driver 1 (JAG)</p>
Recommendation	None.

(8) – Master Record Number: 904551785

Date	August 3, 2024
Time	11:18 AM
Location/Nearest Intersection	MASSACHUSETTS AVENUE & EAST 30 TH STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Semi
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Driving while suspended / no seat belt (2023).



Circumstances	On Saturday, August 3, 2024, at 11:18, officer responded to a crash on Massachusetts Ave 375' W of the intersection of E 30th St. and the road surface was Dry. V1, red Toyota Corolla, driving left of center. V2, blue Freightliner Cascadia, parked. Investigation showed V1 was traveling WB on Massachusetts Ave. D1 lost control crossing the center line spinning and going off the south side of the roadway striking V2 which was parked off the roadway. Occupant of V2 stated he had just dropped his load down the street and parked off the roadway when he was struck by V1. Also see case IP240072763. Pictures, measurements were taken off the scene. **supplement to correct local id and add tox results - 10/10/24 aw
Recommendation	Review existing roadway signage. If necessary, modernize existing signs and/or install additional signage for the intersection. On Massachusetts Avenue, west of the intersection, remove any existing guardrail that is not protecting a bridge pier / overhead structure.

(9) – Master Record Number: 904554553

Date	August 9, 2024
Time	10:50 PM
Location/Nearest Intersection	STOP 11 ROAD & MADISON AVENUE
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	Yes
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	No
Circumstances	On Friday, August 9, 2024, at 22:50, officer responded to a crash on Stop 11 Rd. & Madison Ave. and the road surface was Dry. V1, going straight. V2, {Describe Vehicle 2 Action.} STATEMENTS ONLY GATHERED FROM WITNESSES. OFFICERS WERE ADVISED MALE WAS ON THE N SIDE OF THE STREET AND CROSSED OVER STOP 11 RD. TO THE S SIDE OF THE ROAD. SHORTLY AFTER THE MALE BEGAN TO CROSS BACK TO THE N SIDE OF THE ROAD WHEN A LIGHT-COLORED SUV TRAVELING WB ON STOP 11 IN THE CURB LANE STRUCK HIM. THE SUV CONTINUED WEB AFTER THE COLLISION. THE MALE WAS LATER PRONOUNCED DECEASED BY INDIANAPOLIS EMS MEDIC 53. The striking vehicle was later located, and information added to report (TSA, 08/12/2024) Updated alcohol and tox results - aw, 11-13-24
Recommendation	There is a history of Pedestrian crashes in this vicinity of Stop 11 Rd. It is recommended to install a high-intensity activated crosswalk (HAWK) system on Stop 11 Rd. approximately 500' east of Madison Avenue to improve safety for future Pedestrian mid-block crossings.



(10) – Master Record Number: 904561594

Date	August 11, 2024
Time	2:40 AM
Location/Nearest Intersection	ORIENTAL STREET & EAST WASHINGTON STREET
Vulnerable Road User?	Yes – Pedalcyclist
Hit & Run?	Yes
SUV/Truck?	Unknown
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 = Unknown.
Circumstances	On Sunday, August 11, 2024, at 02:40, IMPD officers responded to a crash on E Washington St. 75' W of Oriental St. and the road surface was Dry. V1, gray sedan unknown Sedan, WB Pedalcyclist 1, EB. Investigation shows V1 was WB on E Washington St. in the outside Lane. Pedalcyclist 1 was EB on E Washington St. in the WB lanes. Pedalcyclist 1 was approaching Oriental St. when it crashed in the inside lane of E Washington St. WB lanes. V1 was approaching Pedalcyclist 1, when Pedalcyclist 1 tried to crawl out of but crawled in front of V1. V1 struck Pedalcyclist 1 and dragged him about 135'. Pedalcyclist 1 came to rest in WB lanes of E Washington St. V1 fled the scene going WB on E Washington St. Pedalcyclist 1 was pronounced deceased at the scene. IMPD case number Ip240075558 was signed to this crash. Supplement done on 10/23/2024 to add Coroner Toxicology results for Fatal Pedalcyclist (JAG)
Recommendation	None.

(11) – Master Record Number: 904556646

Date	August 13, 2024
Time	11:47 PM
Location/Nearest Intersection	ELMHURST DRIVE & EAST 30 TH STREET
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Seatbelt (2), Speeding (2); none since 2018.
Circumstances	D1 said she was WB E 30 th St. at Elmhurst Dr. D1 stated she hit something, she said she thought it was a deer, she said she pulled over down the street under a streetlight. D1 said a man stopped and said there was a body in the roadway. Pedestrian was transported to Eskenazi Hospital by Med44 in critical condition where she succumbed to her injuries sustained in the



	accident. See report under Case# IP240076577. Supplement done on 10/23/2024 to add Coroner Tox results for Fatal Pedestrian and other Driver (JAG)
Recommendation	None.

(12) – Master Record Number: 904558316

Date	August 14, 2024
Time	9:47 PM
Location/Nearest Intersection	WEST WASHINGTON STREET & HAMBLEN WEST DRIVE
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Learner’s Permit violation (2021); Speeding (2022).
Circumstances	D1 said he was EB W Washington St. in the left lane, he said he changed to the right lane when he heard a crashing sound and glass breaking, he said he did not see anything, he said he turned around and came back to the area where he heard the crash sound and saw the Pedestrian (P1) laying on the side of the street. Witness 1 (P2) said he and P1 were both at the gas station. Witness 1 (P2) said they were going to cross W Washington St. to get to the motel. Witness 1 (P2) said he started running across and looked back and saw P1 still on the side of the roadway. Witness 1 (P2) said he continued across Washington St. and heard a crashing sound, he said he looked back and saw P1 flying through the air. Witness 2 (P1) said he was driving EB W Washington St. in the left lane, he said he saw a Pedestrian running across W Washington St. and another Pedestrian standing on the side of the roadway. He started slowing down when V1 changed lanes and passed him and struck P1. Supplement done on 10/23/2024 to add Coroner Tox results for Fatal Pedestrian and other Driver (JAG)
Recommendation	This location is under INDOT jurisdiction. DPW is aware that there is a history of pedestrian crashes in this vicinity. Jill Palmer contacted INDOT Greenfield District in an effort to have a high-intensity activated crosswalk (HAWK) system installed near this intersection to improve safety for future Pedestrian mid-block crossings.

(13) – Master Record Number: 904557581

Date	August 16, 2024
Time	1:25 PM



Location/Nearest Intersection	NORTH MERIDIAN STREET & EAST 62 ND STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = No seatbelt (2014).
Circumstances	On Friday, August 16, 2024, at 13:25, officer responded to a crash on N Meridian St. at the intersection of E 62 nd St. and the road surface was Dry. V1, gray Nissan Altima, going straight. V2, silver\aluminum Honda Odyssey, going straight. Investigation showed V1 was traveling SB N Meridian St. V2 was traveling EB E 62 nd St. V2 had a stop sign. V2 pulled into the path of V1 causing V1 to T-bone V2. Both drivers were transported to St. Vincent's hospital. D1 was pronounced from injuries sustained in the accident. Pictures, Measurements were taken at the scene. Blood draw was conducted on D2. Both vehicles were towed to Auto Return. Tox result entered for D2 DA Coroner Tox results for Fatal D1 (JAG)
Recommendation	None.

(14) – Master Record Number: 904564112

Date	August 18, 2024
Time	8:15 PM
Location/Nearest Intersection	WEST 28 TH STREET & EAST RIVERSIDE DRIVE
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	Yes
SUV/Truck?	Yes - SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = No License (2018); Reckless Homicide – recklessly killing another human (using vehicle) / Fleeing the scene of crash resulting in death / Knowingly or intentionally operating a motor vehicle w/o ever receiving a license (Felony Charge 2024 – this crash).
Circumstances	On Sunday, August 18, 2024, at 20:15, IMPD officers responded to a crash on W 28 th St., 100' from the intersection of E Riverside Dr. and the road surface was Dry. V1, gray Dodge Charger, going straight. V2, turquoise (blue) Ford Escape, parked. Pedestrian 1, walking EB. Investigation shows V2 was parked on the N side of W 28 th St. on the sidewalk facing WB. P1 was standing next to the driver side window of V2 talking to D2. D2 stated they heard a vehicle going at a high rate of speed coming out of the park, P1 started to walk to the rear of her vehicle. When V1 came EB on W 28 th St. at a high rate of speed and lost control and struck V2 in the driver side



	front quarter panel, which pushed V2 backwards and a N direction. After striking V2, V1 continued striking V2 down the driver side, then it struck P1, which P1 was thrown in E direction and came to rest near the N curb. V2 was knocked completely onto the sidewalk. V1 came to rest facing NE with its front driver side tire on the sidewalk. D1 and passenger of V1 fled the scene going EB. Witness 1 and 2 both stated V1 was doing a burnout when it appeared to let off the brake and took off at a high rate and lost control. V1 then struck V2 and P1. P1 was pronounced deceased at the scene. During the investigation of IMPD case number IP240078208, D1 was identified.
Recommendation	None.

(15) – Master Record Number: 904559777

Date	August 19, 2024
Time	9:46 PM
Location/Nearest Intersection	SEBRING DRIVE & GEORGETOWN ROAD
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (2004 & 2012)
Circumstances	On Monday, August 19, 2024, at 21:46, officer responded to a crash on Georgetown Rd. at the intersection of Sebring Dr. and the road surface was Dry. V1, blue Kia Seltos, going straight. V2, {Describe Vehicle 2 Action.} Investigation showed V1 had just turned right from Sebring Dr. D1 was going NB on Georgetown Rd. when he stated a shadow went across in front of him and then he struck something. D1 pulled into the left lane and went back to help the Pedestrian. Also see case IP240078619. Fatal Pedestrian was not taken to Coroner and Tox was added for Driver 1 (JAG)
Recommendation	None.

SUMMARY

Total Number of Crashes Reviewed: 15

Total Cases with Recommendations or Follow-Up Action: 4 (27%)

Proportion of Crashes due to Disregarding Regulatory Condition 4: (27%)

Proportion of Crashes Involving Vulnerable Road User: 6 (40%)





Proportion of Crashes Identified as Hit & Run: 5 (33%)

Proportion of Crashes Involving SUV or Truck: 9 (60%) – 1 City Bus, 1 Semi Tractor

Proportion of Crashes Identified as High Rate of Speed: 5 (33%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 2 (13%)

Bicyclist Fatalities: 1 (7%)

Pedestrian Fatalities: 5 (33%)

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

ATTACHMENT A

**Shadeland Avenue and E 21st Street
RSA**

ROAD SAFETY AUDIT

Date:	11/14/2024
Des. No.:	n/a

Reviewer Information:		Agency/Firm Name:	Indy DPW - Engineering
Primary Author:	Jason Bowers	Agency:	Traffic Team
Phone Numbers:	(317) 590-4279	Email Address:	jason.bowers@indy.gov

Purpose of Review:

The Indianapolis City-County Council Ordinance PROP 24-022 requires the Fatal Crash Review Team (established under a prior ordinance) to review serious bodily injury crashes in addition to fatal crashes. For this purpose, an ongoing review of crash data for Marion County is being performed on a bi-monthly basis. Fatal and incapacitating injury crashes reported to ARIES during the period of May-June 2024 have been analyzed and the intersection of Shadeland Ave. & E 21st St. was identified as the highest crash location within this 2-month period. The team met to discuss current deficiencies at this existing intersection. A list of countermeasures has been developed to address the deficiencies that were identified. The results are included below.

Project Location:

Route:	Shadeland Avenue	District:	Greenfield	City:	Indianapolis	County:	Marion
RP Start:		RP End:		Lat & Long:	39.796445 -86.045547	Inside Urban Area Boundary:	<input checked="" type="radio"/> Yes or No (circle)
MPO:	Indianapolis Metropolitan Planning Organization (IMPO) Project Type: Road Safety Audit (RSA)						

Location: Shadeland Avenue at East 21st Street
 The intersection is located in east central Marion County. See attached Site Location Map, Page 3.

Existing Conditions:

Within the study area, Shadeland Avenue is a Principal Arterial and a Tier 3 Freight Corridor (IMPO). The roadway is not part of the National Highway System (NHS) and is not on the National Truck Network (NTN). East 21st Street within the study area, is a Minor Arterial and a Tier 4 Freight Corridor (IMPO) west of the intersection. The roadway is not part of the National Highway System (NHS) and is not on the National Truck Network (NTN). At this signalized intersection, Shadeland Avenue forms the north and south legs, while E 21st Street forms the east and west legs. The existing intersection is not skewed.

The NB approach of Shadeland Avenue includes two dedicated left turn lanes, three through lanes, and one shared through/right turn lane. The SB approach of Shadeland Avenue includes two dedicated left turn lanes, three through lanes, and one dedicated right turn lane. The EB approach of East 21st Street includes one dedicated left turn lane, one through lane, and one shared through/right turn lane. The WB approach of East 21st Street includes one dedicated left turn lane, two through lane, and one dedicated right turn lane. The posted speed limit along Shadeland Avenue is 45 mph, and the posted speed limit along East 21st Street is 35 mph. Both Shadeland Avenue and East 21st Street have uncontrolled access. During the field check on 10/15/2024, the following issues were identified:

Notes from the Field Check

- Crash data indicates 16 Incapacitating, 10 Non-Incapacitating and 1 Possible. A higher number of Incapacitating than Non-Incapacitating crashes at an intersection is atypical. IMPD noted that use of Incapacitating and Non-Incapacitating is inconsistent among officers.
- Raised concrete median exists for the north, south and east legs providing access control. The west leg of E 21st St. does not currently have raised median. Many more crashes have occurred on the west leg compared to the east leg. The west leg would benefit from a raised median for access control at the gas station drives.
- Vehicles at this intersection are encroaching into the area where crosswalk used to be. Transverse markings (stop bar, crosswalks, lane arrows) need to be refreshed.
- Existing NB / SB has dual left turn lanes, while EB / WB has single lefts.
- The existing traffic signal heads for this intersection are yellow and they have black back plates (no reflective strips). Several of the existing back plates are broken. Traffic signal heads should be replaced with new/current signal heads including backplates.
- Crash data indicates several disregarding traffic signal crashes. The clearance intervals will be checked and adjusted if necessary.
- Crash data indicates several left turn and right-angle crashes, despite protected only left turn lanes in all directions currently. This implies someone is running red signal (even though that wasn't cited in the report).
- A conflict was observed NB to WB protected left-turn movement with the SB right-turn movement. SB right turning vehicles are not stopping on red
- Flashing Yellow Arrows (FYA's) will not be investigated for this signalized intersection due to drivers' failure to yield as reflected in the crash data.
- ADA curb ramps exist for all 4 quadrants, but survey is needed to determine if the existing ramps meet current design standards. (Assume they need to be replaced.) Some ponding of stormwater was observed in at least one ADA ramp, as it was raining during the field check.
- Pedestrian signals with push buttons exist in all 4 quadrants. Ped buttons were tested and 7 of the 8 buttons work. The non-working button is in the NE quadrant for the east/west crossing direction. 6 of the existing buttons are old style, while 1 is a bullnose button. None of the existing Ped buttons meet current standards requiring Accessible Pedestrian Signals (APS)..
- There is a lot of pedestrian activity away from the intersection. Pedestrians could benefit from marked crossings 500-1000' away from the main intersection, particularly on the south and west legs and possibly the east leg. A marked crossing is not needed on the north leg.
- The south leg has 2 NB left turn lanes. Only one left turn lane is needed based on capacity. Therefore, one NB left turn lane can be eliminated to expand the median width. This would create a pedestrian refuge island for the south leg.
- There is a 180' gap in sidewalk on the west side of Shadeland Ave. south of the intersection. Due to IndyGo discontinuing bus route 30 on Shadeland Ave., sidewalk for this area will not be further studied under this RSA.
- Sidewalk does not exist on the north leg which leads to the I-70 interchange. A previous construction project chose not construct sidewalk on the west side of Shadeland Ave. due to the size/depth of the existing drainage ditch and associated cost that would have been required to build this sidewalk. Sidewalk on the north leg will not be studied further under this RSA.
- Existing drainage is closed within the study limits, conveyed by raised curb and gutter with drainage inlets.

Notes from the Field Check (Continued)

- Existing overhead utilities:
 - > Both sides of Shadeland north and south of the intersection.
 - > The north side of 21st St, west of the intersection.
 - > The south side of 21st St, east of the intersection.
- Overhead street lighting exists in all 4 quadrants of the intersection.
- The EB on/off ramp to I-70 is located 500' north of the intersection.
- Existing land use within the study area is built-up with commercial businesses in all 4 quads and along all 4 legs.
- There are a total of 5 Bus stops that exist within the vicinity of this intersection which are located:
 - > NB in the SE quad (just south of the intersection)
 - > SB on the west side of Shadeland ~240' S of the intersection
 - > EB on the south side of E 21st St 90' east of the intersection
 - > WB on the north side of E 21st St 450' east of the intersection
 - > WB on the north side of E 21st St 215' west of the intersection

Note: Jill has been informed that IndyGo will discontinue bus route 30 on Shadeland Ave. as of Sunday, October 20th, 2024.

Traffic Operations:

a) Mobility/Congestion Performance: According to available traffic count data from INDOT's Traffic Count Database System (TCDS), the 2023 AADT along Shadeland Avenue in the study area was approx. 32,818. The 2023 AADT along E 21st Street in the study area was approx. 14,681.

b) Safety Performance / Crash Analysis: According to available crash data, there were 117 crashes associated with the study area from Aug-1 2021 to Jul-31 2024 (3 full years), of which 0 crashes resulted in a fatality, 16 crashes resulted in incapacitating injuries, 11 crashes resulted in non-incapacitating injury or possible, and there were 90 PDOs. See attached Crash Summary, Pages 5-6. Output from HAT 4.1:

Aug-1 2021 to Jul-31 2024 Crash Data - Shadeland Ave at E 21st St (analyzed as a Principal Arterial Intersection) $I_{CF} = 2.64$, $I_{CC} = 3.44$

Alternatives and Recommendations

Based on the data summarized herein, and the current conditions at the study location, the following improvements are recommended:

RECOMMENDED COUNTERMEASURES (Near-Term)

- Refresh transverse markings (stop bar, crosswalks, lane arrows) on all 4 legs of this intersection with high-durability, high-reflective markings.
- Install a No Turn on Red (NTOR) sign (R10-11) for SB vehicles turning right SB to WB to eliminate the (potential) conflict between NB left turning and SB right turning vehicles.

RECOMMENDED COUNTERMEASURES (Long-Term)

- Construct a raised concrete median on the west leg of E 21st St. for access control. The raised median should be a minimum length of 150'.
- Replace all existing traffic signals with new/current signal heads including backplates.
- Survey the existing ADA curb ramps in all 4 quadrants and replace the ADAs that do not meet current standards. (For cost estimating assume all ramps will be replaced.)
- Modernize pedestrian hardware for this intersection including installation of Accessible Pedestrian Signals (APS).
- Install a high-intensity activated crosswalk (HAWK) 500-1000' away from the intersection on the south leg and the west leg. A third HAWK should be

Costs Estimate(s) for Proposed Safety Improvement Project

NEAR-TERM	LONG-TERM (Planning Level)	It should be noted that possible environmental documentation costs are not included in this cost estimate.
Preliminary Engineering Cost = \$5,000	Preliminary Engineering Cost = \$199,000	
Construction Cost = \$32,000	Construction Cost = \$1,322,000	
Construction Engineering = \$4,000	Construction Engineering = \$133,000	
Right-of-Way Cost = \$0	Right-of-Way Cost = \$0	
Total Cost = \$41,000	Total Cost = \$1,654,000	

Project Score: (for INDOT use)

	0	Safety Program Score = #REF!
	0	
	0	
	0	
	0	
	0	

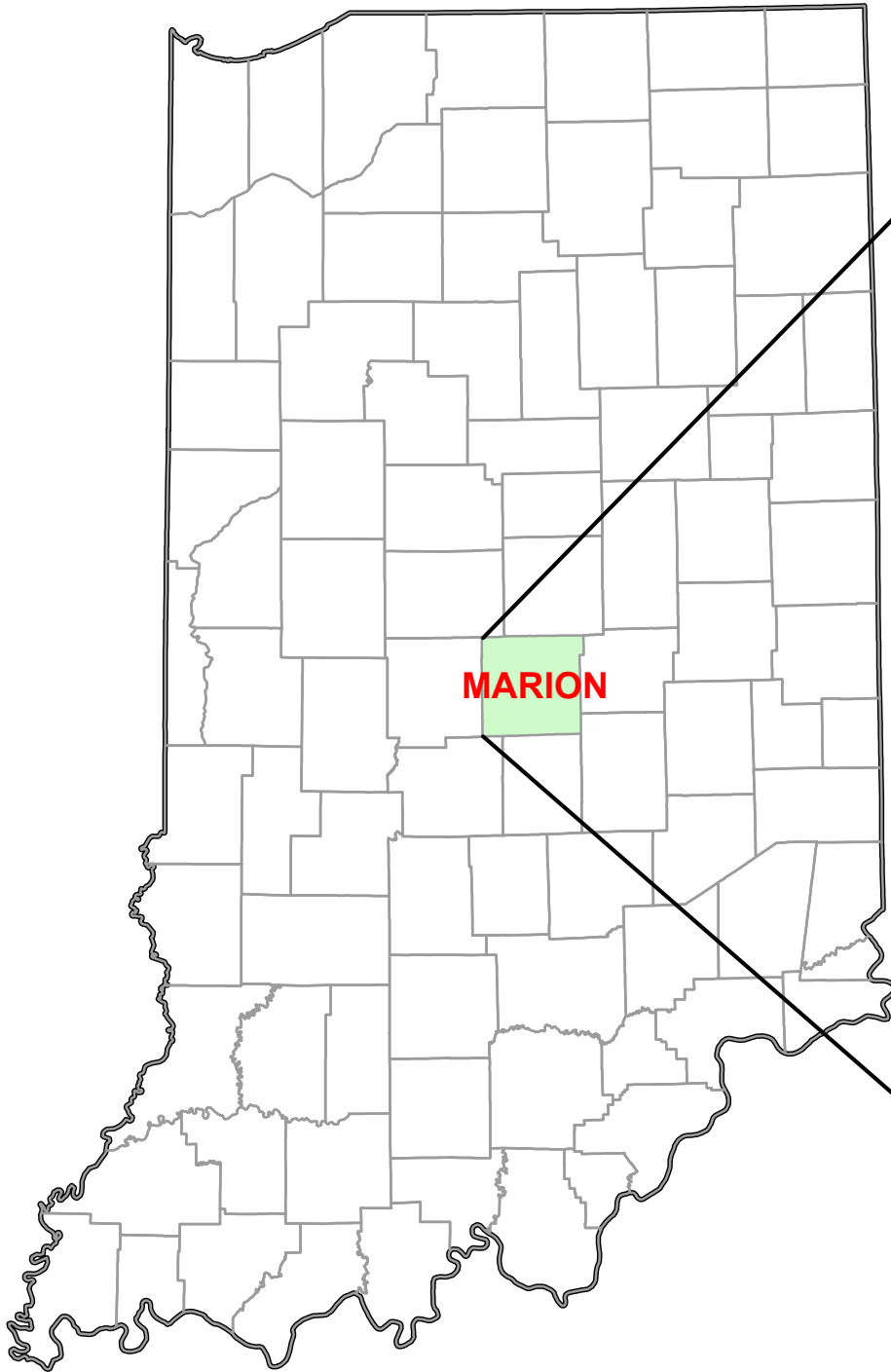
Miscellaneous Notes:

A site visit was held on Thursday, October 15, 2024, at 1:00 pm. The purpose of the site visit was to observe existing conditions, collect notes and photographs, and discuss proposed improvements with attendees. The following people were present: Sgt. Allan Whitesell (IMPD), Damon Richards (FCRT Member), Logan Lane (DMD), Jill Palmer and Jason Bowers (Indy DPW).

Attachments:

Site Location Map, Page 3	Attachment A - Deep Dive Crash Data Analysis
Collision Diagram, Page 4	Attachment B - Meeting Minutes
Crash Summary, Pages 5-6	
Photographs, Pages 7	

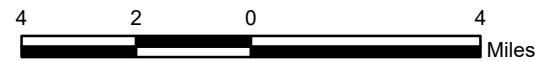
Shadeland Ave. & E 21st St.



MARION



National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

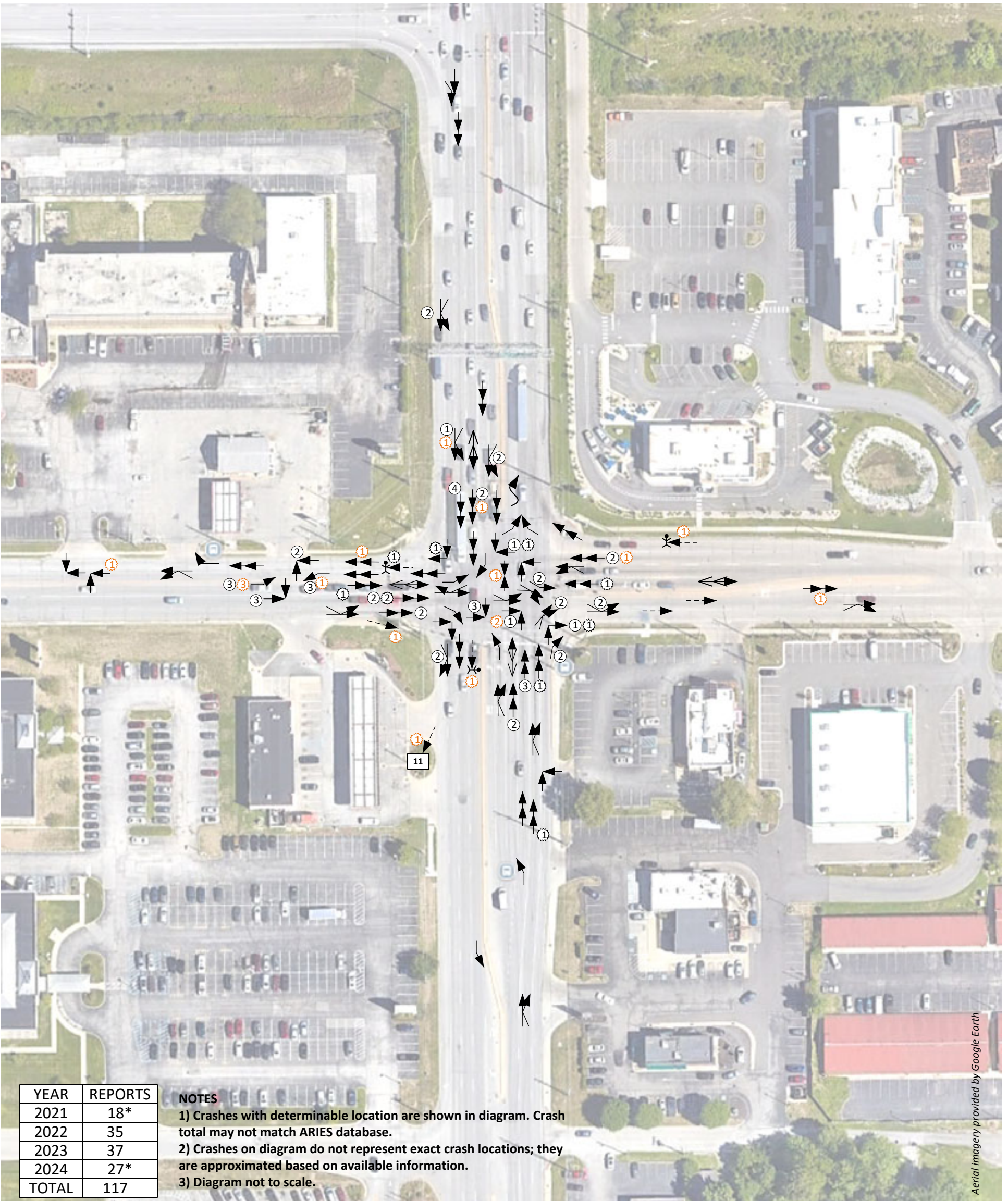


SITE LOCATION MAP

DIAGRAM OF COLLISION REPORTS

21st St. & Shadeland Ave.

Study Period 8/1/2021 to 7/31/2024 Location: 4
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 10/10/24



YEAR	REPORTS
2021	18*
2022	35
2023	37
2024	27*
TOTAL	117

NOTES
 1) Crashes with determinable location are shown in diagram. Crash total may not match ARIES database.
 2) Crashes on diagram do not represent exact crash locations; they are approximated based on available information.
 3) Diagram not to scale.

*August 1, 2021 to July 31, 2024

Object Symbols

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- OUT OF CONTROL
- PARKED VEHICLE
- PEDESTRIAN
- BICYCLE
- ANIMAL
- DEBRIS IN ROADWAY
- DRIVEWAY CRASH

- FATAL CRASH
- INJURY CRASH – INCAPACITATING
- INJURY CRASH – NONINCAPACITATING
- PDO CRASHES (IF > 1)

- SIGNALIZED INTERSECTION
- FIXED OBJECT (See table for # codes)

Collision Symbols

- REAR END
- HEAD ON
- OTHER
- SIDESWIPE – SAME
- SIDESWIPE – OPPOSITE
- RIGHT ANGLE
- LEFT/RIGHT TURN
- RAN OFF ROAD

Fixed Object Codes

- 01 – BRIDGE or OVERPASS
- 02 – BUILDING
- 03 – CULVERT or DITCH
- 04 – CURB
- 05 – GUARDRAIL or BARRIER
- 06 – EMBANKMENT
- 07 – FENCE
- 08 – TRAFFIC POLE
- 09 – UTILITY POLE
- 10 – SIGN
- 11 – TREE / SHRUB
- 12 – CONSTRUCTION BARRIER
- 13 – CRASH ATTENUATOR
- 88 – OTHER
- 99 – UNKNOWN

Aerial imagery provided by Google Earth

ARIES Summary
 21st St & Shadeland Ave

Aug-1, 2021 to Jul-31, 2024 (3 Years)

Total # of Crashes **117**

INJURY STATUS	
FATAL	0
INCAPACITATING	16
NON-INCAPACITATING / POSSIBLE	11
PDO	90
	77%

PERSON TYPE	
DRIVER	113
PEDALCYCLIST	1
PEDESTRIAN	3

LIGHT CONDITION	
DARK (LIGHTED)	25
DARK (NOT LIGHTED)	4
DAWN/DUSK	7
DAYLIGHT	81
	69%

WEATHER CONDITION	
BLOWING SAND/SOIL/SNOW	1
CLEAR	89
CLOUDY	12
RAIN	12
SEVERE CROSS WIND	1
SNOW	2
	76%

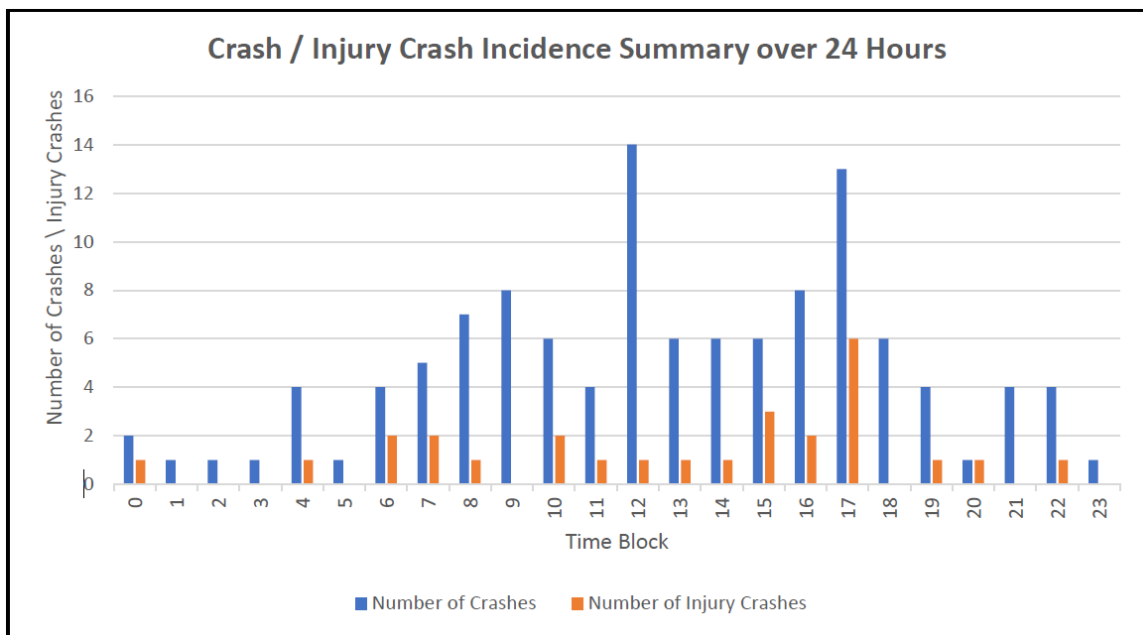
SURFACE CONDITION	
DRY	96
ICE	1
SNOW/SLUSH	2
WET	18
	82%

PRIMARY FACTOR	
CELL PHONE USAGE	1
DISREGARD SIGNAL/REG SIGN	10
FAILURE TO YIELD RIGHT OF WAY	30
FOLLOWING TOO CLOSELY	26
IMPROPER LANE USAGE	12
IMPROPER TURNING	8
LANE MARKING OBSCURED	1
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	8
PEDESTRIAN ACTION	3
RAN OFF ROAD RIGHT	1
ROADWAY SURFACE CONDITION	2
UNSAFE BACKING	3
UNSAFE LANE MOVEMENT	11
UNSAFE SPEED	1

26%
22%

MANNER OF COLLISION	
BACKING CRASH	4
COLLISION WITH OBJECT IN ROAD	2
HEAD ON BETWEEN TWO MOTOR VEHICLES	1
LEFT TURN	11
LEFT/RIGHT TURN	8
NON-COLLISION	2
OPPOSITE DIRECTION SIDESWIPE	2
OTHER - EXPLAIN IN NARRATIVE	3
RAN OFF ROAD	2
REAR END	36
RIGHT ANGLE	21
RIGHT TURN	4
SAME DIRECTION SIDESWIPE	21
LEFT TURN + RIGHT ANGLE	32

31%
27%





01 - Looking east on 21st St from the intersection



02 - Looking east on 21st St from the SE quad



03 - Looking north on Shadeland Ave from the SE quad



04 - Looking north on Shadeland Ave from the intersection



05 - Looking south on Shadeland Ave from the intersection



06 - Non-working pedestrian push button in NE quad

COST ESTIMATE

79th and Michigan Intersection Improvements - City of Indianapolis Short Term Improvements

Item No	Description	Quantity	Unit	Unit Price	Total Amount
1	Mobilization and Demobilization	1	LS	\$ 8,000.00	\$ 8,000.00
2	Maintaining Traffic	1	LS	\$ 2,000.00	\$ 2,000.00
3	Sign, Sheet, with Legend, 0.100 in.	5	SFT	\$ 24.00	\$ 120.00
4	Transverse Marking, Thermoplastic, Stop Bar, 24"	225	LFT	\$ 10.00	\$ 2,250.00
5	Transverse Marking, Crosswalk White 6"	910	LFT	\$ 10.00	\$ 9,100.00
6	Pavement Message Marking, Thermoplastic, Lane Indication Arrow	6	EA	\$ 150.00	\$ 900.00
7	Pavement Message Marking, Thermoplastic, ONLY	6	EA	\$ 200.00	\$ 1,200.00

<i>SUBTOTAL</i>	\$23,570.00
<i>15% CONTINGENCY</i>	\$3,535.50
<i>CONSTRUCTION TOTAL</i>	\$27,105.50
<i>INFLATION (5.25% FOR 3 YEARS)</i>	\$4,497.17
<i>FORECASTED CONSTRUCTION TOTAL</i>	\$31,602.67
<i>PRELIMINARY ENGINEERING</i>	\$4,740.40
<i>CONSTRUCTION INSPECTION</i>	\$3,160.27

FY 2028 PROJECT COSTS	
P/E	\$ 5,000.00
CONSTRUCTION	\$ 32,000.00
CONSTRUCTION ENG.	\$ 4,000.00
R/W	\$ -
REIMB. UTILITIES	\$ -
TOTAL	\$ 41,000.00

COST ESTIMATE

79th and Michigan Intersection Improvements - City of Indianapolis Long Term Improvements

Item No	Description	Quantity	Unit	Unit Price	Total Amount
1	Construction Engineering	1	LS	\$ 26,000.00	\$ 26,000.00
2	Mobilization and Demobilization	1	LS	\$ 70,000.00	\$ 70,000.00
3	Clearing Right of Way	1	LS	\$ 26,000.00	\$ 26,000.00
4	Center Curb, Concrete, Remove	148	SYS	\$ 60.00	\$ 8,880.00
5	Curb and Gutter, Remove	86	LFT	\$ 15.00	\$ 1,290.00
6	Excavation, Common	148	CYS	\$ 50.00	\$ 7,400.00
7	Borrow	79	CYS	\$ 50.00	\$ 3,950.00
8	Storm Water Quality Management Budget	880	DOL	\$ 1.00	\$ 880.00
9	Compacted Aggregate, No. 53	38	CYS	\$ 80.00	\$ 3,040.00
10	Curb Ramp, Concrete	185	SYS	\$ 300.00	\$ 55,500.00
11	Sidewalk, Concrete	155	SYS	\$ 100.00	\$ 15,500.00
12	Detectable Warning Surfaces	26	SYS	\$ 350.00	\$ 9,100.00
13	Curb, Concrete	634	LFT	\$ 45.00	\$ 28,530.00
14	Curb and Gutter, Concrete	86	LFT	\$ 55.00	\$ 4,724.50
15	Center Curb, D Concrete	219	SYS	\$ 50.00	\$ 10,950.00
16	Topsoil	157	CYD	\$ 40.00	\$ 6,280.00
17	Sodding, Nursery	469	SYS	\$ 10.00	\$ 4,690.00
18	Maintaining Traffic	1	LS	\$ 50,000.00	\$ 50,000.00
19	Pedestrian Signal Head, Countdown, 18 IN.	8	EA	\$ 1,400.00	\$ 11,200.00
20	Pedestrian Hybrid Beacon	6	EA	\$ 100,000.00	\$ 600,000.00
21	Pedestrian Push Button, APS	14	EA	\$ 1,900.00	\$ 26,600.00
22	Traffic Signal Head, 3 Section, 12"	13	EA	\$ 929.00	\$ 12,077.00
23	Traffic Signal Head, 5 Section, 12"	2	EA	\$ 1,600.00	\$ 3,200.00

<i>SUBTOTAL</i>	\$985,791.50
<i>15% CONTINGENCY</i>	\$147,868.73
<i>CONSTRUCTION TOTAL</i>	\$1,133,660.23
<i>INFLATION (5.25% FOR 3 YEARS)</i>	\$188,089.48
<i>FORECASTED CONSTRUCTION TOTAL</i>	\$1,321,749.71
<i>PRELIMINARY ENGINEERING</i>	\$198,262.46
<i>CONSTRUCTION INSPECTION</i>	\$132,174.97

FY 2028 PROJECT COSTS	
P/E	\$ 199,000.00
CONSTRUCTION	\$ 1,322,000.00
CONSTRUCTION ENG.	\$ 133,000.00
R/W	\$ -
REIMB. UTILITIES	\$ -
TOTAL	\$ 1,654,000.00

Attachments

Crash Narratives – Incapacitating (Total = 16)

903849647 – 8/5/2021 at 4:28 PM

DAYLIGHT CLEAR DRY IMPROPER LANE USAGE LEFT TURN

INC – V1 LEFT THE SCENE WITHOUT EXCHANGING INFORMATION. V2 STATED HE WAS DRIVING ON 21ST ST. WHEN HE WAS STRUCK BY V1 THEN HITTING V3 IN THE PROCESS. V2 STATED HE WASNT FEELING ANY PAIN IN THE MOMENT. V2 WAS ABLE TO TALK TO OFFICERS AND DID NOT LOOSE CONSIIOUSNESS. MEDIC 44, EMS 0313 ARRIVED ON SCENE AND TRANSPORTED D2 TO METHODIST. V3 STATED THEY WERE EXITING THE GAS STATION ON THE SOUTHWEST SIDE OF THE INTERSECTION OF 21ST ST. AND SHADELAND GOING NORTH TO THE GAS STATION ACCROSS THE STREET. V3 WAS FACING NORTH WAITING FOR WB TRAFFIC GOING ON 21ST ST. TO CLEAR TO CROSS THE REST OF THE ROAD WHEN THEY WITNESSED V1 STRIKE V2 CAUSING V2 TO CRASH INTO V3 AND THEN D2 FELL OFF OF V2. V1 THEN CONTINUED GOING WEST ON 21ST ST. WITHOUT STOPPING. WITNESS 1 STATED HE WAS GOING EAST ON 21ST ST. COMING TO THE INTERSECTION OF SHADELAND AVE. WHEN HE WITNESSED V1 IN THE NORTH LANE CUT INTO THE SOUTH LANE STRIKING V2 SENDING V2 AND THE DRIVER INTO V3 WHO WAS FACING NORTH TRYING TO CROSS TRAFFIC. WITNESS 1 STATED THAT V1 LEFT THE SCENE GOING WEST ON 21ST ST. V2 WAS TAKEN BY REQUEST OF V2'S DRIVER BY A FRIEND, HA TA.

903851788 – 8/6/2021 at 3:00 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT/RIGHT TURN

INC – D1 STATED HE WAS EXITING FROM EXXON GAS STATION, TURNING WB ON E 21ST ST. WHEN MADE COLLISION WITH V2. D2 STATED HE WAS DRIVING WB ON E 21ST ST. WHEN V1 MADE THE COLLISION. AFFORDABLE TOWING TOWED BOTH VEHICLES TO AUTO RETURN. P2 HAD COMPLAINT OF CHEST PAIN AND WAS TRANSPORTED TO COMMUNITY EAST HOSPITAL.

903882492 – 9/28/2021 at 5:22 PM

DAYLIGHT CLEAR DRY OTHER (DRIVER) - EXPLAIN IN NARRATIVE RAN OFF ROAD

INC – D1 was unable to speak due to having a seizure while driving. Witness 1 stated they witnessed V1 going south on Shadeland Ave. at the intersection with 21st St. when the vehicle went off the road and struck a tree. Witness 1 stated D1 was in the seat shaking have a seizure when they helped them out of the vehicle. D1 was transported to Community East Hospital by Medic 41 EMS 1383. Garners towing towed V1 and trailer to Garners towing lot.

903910731 – 11/6/2021 at 5:50 PM (PEDESTRIAN)

DAYLIGHT CLEAR DRY PEDESTRIAN ACTION OTHER - EXPLAIN IN NARRATIVE

INC – Pedestrian stated that they were crossing Shadeland Ave south of intersection of 21st St. and Shadeland Ave. when a black SUV struck them and ran over their left ankle. The black SUV then left the scene and traveled south on Shadeland Ave. Pedestrian complained of pain in left ankle. Medic 53R EMS 2505 arrived on scene and transported the pedestrian to Community East Hospital for further treatment. A criminal case report was completed under IP210115839. There were no witnesses on scene.

904109208 – 9/9/2022 at 2:55 PM

DAYLIGHT CLEAR DRY DISREGARD SIGNAL/REG SIGN RIGHT ANGLE

INC – D2 WAS NB SHADELAND WHEN V1 RAN RED LIGHT AND HIT HER CAUSING HER TO HIT V3. D1 WAS EB 21ST ST. AND SAID SHE HAD A PINK LIGHT AND WAS SHAKEN UP. SHE DROVE UP THE ROAD TO GET OUT OF THE INTERSECTION. WITNESS STATED V1 RAN THROUGH RED LIGHT AND HIT V2 AND ATTEMPTED TO LEAVE THE SCENE. THE PASSENGER IN V2 WAS TRANSPORTED TO COMMUNITY EAST BY MEDIC 1844.

904128596 – 10/5/2022 at 1:45 PM

DAYLIGHT CLEAR DRY IMPROPER LANE USAGE REAR END

INC – D2: States he was traveling WB on 21st St. just west of Shadeland Ave. He looked down at his phone and when he looked up, V1 what was in front of him in the far-right lane changed lanes. He then rear-ended V2. V2 then fled the scene.

904225445 – 2/15/2023 at 8:30 AM

DAYLIGHT SEVERE CROSS WIND DRY RAN OFF ROAD RIGHT RAN OFF ROAD

INC – D1 stated they were heading EB on 21st St. approaching Shadeland Ave. and does not remember crashing. D1 stated they only remember the vehicle rolling and her babies crying. Bystander on scene stated a gray pickup truck possibly cut D1 off but the bystander refused to give any information as a witness. D1 and child were transported to methodist hospital by IEMS medic 44. Another child was transported to Methodist hospital by IEMS medic 20. V1 was towed to auto return by Hix Towing. The guide wire to IPL pole 37477-B was struck but appears to be in good condition.

904247687 – 2/23/2023 at 11:30 AM

DAYLIGHT CLEAR DRY UNSAFE LANE MOVEMENT REAR END

INC – On 2/23/2023 V1 was traveling EB on 21st St. just through the intersection of Shadeland Ave. D1 stated that as he was traveling EB in the left turn lane to get around another vehicle that was in the left traveling lane when he did not notice V2 sitting in the turn lane, V1 hit V2 in the rear end. D2 stated that she was sitting waiting to turn left when V1 hit her from behind. Driver was transported to Community East with complaint of pain to her neck and head. Both vehicles were towed to Auto Return. Witness stated that she was in the left traveling lane going EB behind V1 when she observed V1 switch lanes into the left turn lane to go around a vehicle that was in front of V1 to possibly pass that vehicle when V1 struck V2 from behind.

904239892 – 3/13/2023 at 7:42 AM

DAWN/DUSK CLOUDY DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – Unit #1 driver stated they were traveling west on 21st St. and attempted to turn south into the Shell gas station located at 2080 N. Shadeland Ave. when they were struck by V2. D1 stated they hadn't seen V2. D2 stated they were traveling in the right lane heading east on 21st Street approaching Shadeland Ave. when they were suddenly struck by V1. D2 stated they weren't sure where they came from. D1 was complaining of head and shoulder pain. They were transported by IEMS 4491 to Community East Hospital. D2 was complaining of head pain. A bystander on scene stated D2 was initially unconscious when they walked up to check on them. D2 was alert and had no obvious signs of injury. They were transported by Lawrence medic 38 1342 to Community North Hospital. V1 had heavy damage to the front passenger side quarter panel as well as damage to the rear passenger side quarter panel. Passenger side air bags were deployed. It was not drivable. It was towed to Auto Return by Affordable towing. V2 had heavy damage to the front driver's side bumper area / quarter panel as well as damage to the driver's side doors. Driver's air bag was deployed. It was not drivable. It was towed to Auto Return by Ward's towing. Nothing further.

904365752 – 10/2/2023 at 12:47 AM

DARK (LIGHTED) CLEAR DRY DISREGARD SIGNAL/REG SIGN HEAD ON BTWN 2 VEHICLES

INC – On Monday, October 2, 2023, at 00:47, Snow, Michael responded to a crash on 21st St. at intersection the of Shadeland Ave. and the road surface was Dry. V1, Silver\Aluminum Kia Soul, Turning left. V2, Black GMC Terrain, Going straight. {Driver Statements} D2 stated he was unsure of he ran the light but remembers striking V1. D1 stated they were making a left turn on a green arrow when V2 ran the light and hit them head on. {Conclusion} Officer Snow observed video from a gas station located at the same intersection

showing V2 running a red light and strike V1. D2 appeared to be intoxicated and was taken in for a blood draw after blowing 0.170 on a PBT. The results of the blood test are still pending as of this report. D2 was booked for OVWI.

904365118 – 10/2/2023 at 6:34 AM

DARK (LIGHTED) CLEAR DRY DISREGARD SIGNAL/REG SIGN RIGHT ANGLE

INC – On Monday, October 2, 2023, at 06:34, HOUSE, SAMUEL responded to a crash on N. Shadeland Ave. at the intersection of E. 21st St. and the road surface was Dry. V1, White Acura TI, Going straight. V2, Light Green Kia Sportage, Going straight. D2 stated they were traveling north on Shadeland Ave. crossing E. 21st St. on a green light when they were suddenly struck by V1. D1 only spoke Spanish. The owner of the vehicle arrived on scene and helped a little with translating, but they did not provide much in the way of a statement. The owner of the vehicle seemed to indicate that the driver may have been confused. D2 was complaining of pain to the left side of their body. IEMS Medic 44 4491 responded to the scene. They transported the driver to Community East Hospital for further evaluation. No other injuries were reported. V1 had damage to the passenger side front quarter panel and front. V2 had damage to the driver's side front quarter panel and front. Neither was drivable. V1 was towed by Cook's towing to Auto Return. V2 was towed by Affordable towing to Auto Return. Both witnesses were in a vehicle next to V2. They stated as soon as the light turned green, they observed V1 traveling east on E. 21st St. across Shadeland Ave. and collided with V2 as they proceeded north on Shadeland Ave. Nothing further.

904388003 – 11/4/2023 at 4:45 PM

DAYLIGHT CLEAR DRY FOLLOWING TOO CLOSELY REAR END

INC – On 11/4/2023 Ofc. Otten was dispatched to the area of 21st St. and Shadeland Ave. in reference to a Crash with Injuries. This intersection is located in Indianapolis, Marion County, Indiana. D1 stated that she was driving straight (west) on 21st St. when V2 suddenly stopped in traffic causing her to rear-end of the vehicle. D1 complained of pain in her neck, back, and head at the time of this incident. P1 stated that V2 "brake checked" D1 which caused the crash. P1 did not complain of any pain or injuries at the time of this incident. P2 stated that V2 "brake checked" D1 which caused the crash. P2 complained of pain in her head and neck at the time of this incident. P3 stated that V2 made a sudden stop which caused D1 to rear-end V2. P3 complained of pain in his neck, back, and head at the time of this incident. D1 and P3 were transported to the hospital by Medic 41 for further evaluation. V1 had front-end damage and was towed to Auto Return by Affordable Towing. D2 stated that he was slowing down for a vehicle entering the roadway on 21st St. when he was rear-ended by V1. D2 did not complain of any pain or injuries at the time of this incident. V2 had minor damage to the rear bumper and tailgate. V2 was drivable and released to the owner at the scene.

904472502 – 3/17/2024 at 7:07 AM (PEDESTRIAN)

DARK (LIGHTED) CLEAR DRY PEDESTRIAN ACTION COLLISION WITH OBJECT IN ROAD

INC – On Sunday, March 17, 2024, at 07:07, Hubner, Mitchell responded to a crash on E 21st St. at the intersection of N Shadeland Ave. and the road surface was Dry. Street lights still on due to darkness. V1, Red Ford Escape, going straight WB on E 21st St. before the Shadeland Ave. intersection. Pedestrian 1 entered lane of travel not at cross walk. V1 struck Pedestrian. Damage to V1's driver side head light, hood, and Windshield. Pedestrian 1 had complaint of pain to his head and leg. Pedestrian 1 was transported to Methodist Hospital for Medical attention by Medic 41 EMS 0306. Both parties given CAD card.

904522964 – 6/1/2024 at 5:30 PM

DAYLIGHT RAIN WET FOLLOWING TOO CLOSELY REAR END

INC – On Saturday, June 1, 2024, at 17:30, BARRON, ARTURO responded to a crash on 21st St. at the intersection of Shadeland Ave. and the road surface was Wet. V1, Black Chevrolet Silverado Ltd, going straight. V2, Red Toyota Corolla, slowing or stopped in traffic. V1 stated V2 stopped suddenly, and he was unable to stop in time to avoid rear ending her. V2 stated she was stopped in traffic and V1 rear ended her.

904526503 – 6/13/2024 at 5:00 PM

DAYLIGHT CLEAR DRY UNSAFE LANE MOVEMENT SAME DIRECTION SIDESWIPE

INC – On Thursday, June 13, 2024, at 17:00, SKIRVIN II, JAMES responded to a crash on Shadeland Ave. in the 2000 block and the road surface was Dry. V1, White Ford F-650, going straight. V2, Maroon\Burgundy (purple) Mitsubishi Mirage G4, changing lanes. V1 was south on 2000 block of Shadeland Ave. in the center lane. V2 was also South on Shadeland Ave. however in the right lane and attempted to change to the center lane in front of V1. V1 could not stop in time and struck V2 in the driver side causing V2 to spin sideways at a right angle into the front bumper of V1.

904522957 – 6/14/2024 at 5:25 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On Friday, June 14, 2024, at 17:25, Officer Michael Sojka responded to a crash on E 21st St. just west of Shadeland Ave. V1, Dark Blue Jeep Grand Cherokee, turning left. V2, Dark Blue Mazda Cx-5, traveling east. Front seat passenger of V1 stated they were turning left into the gas station when V2 struck them. A statement for D1 could not be obtained due to medical transport. D2 stated they were traveling east when V1 turned in front of her vehicle. Video footage of the incident was captured on a city camera which Officer Sojka reviewed. In the EB lanes of E 21st St. there were vehicles stopped in traffic in the center lane when V1 approached traveling WB and stopped waiting to turn south into a gas station parking lot. As the cars in the center lane began to move forward there was an opening created between two cars and V1 proceeded with the left-hand turn. V2 was traveling in the right EB lane and had the right-of-way when V1 turned in its path and V2 struck V1 on the right side.

Meeting Minutes
E. 21st Street & Shadeland Avenue
Road Safety Audit (RSA)

PROP 24-022 of the City-County Ordinance requires the Fatal Crash Review Team (FCRT) to review serious bodily injury crashes in addition to fatal crashes. The FCRT review is performed on a bi-monthly basis. Based on the incidence of fatal and incapacitating injury crashes reported during the period of May-June 2024, as reported to ARIES, the intersection of E. 21st Street & Shadeland Avenue is identified as a high crash location. A site visit was held on Tuesday, October 15, 2024, at 1:00 pm. The purpose of the site visit was to observe existing conditions, collect notes and photographs, and discuss proposed improvements with attendees.

Attendees:

Sgt. Allan Whitesell (IMPD)
Damon Richards (FCRT Member)
Logan Lane (Indy DMD)
Jill Palmer (Indy DPW)
Jason Bowers (Indy DPW)

Intersection Basics

This 4-leg intersection is signalized, including protected only 3-section heads for left-turn movements on all four legs. Both NB and SB have dual left turn lanes. All existing traffic signal heads are yellow with black backplates (many of which are broken). Existing land use at this intersection and vicinity is primarily commercial / retail. The posted speed limit on E. 21st St. is 35 mph. The posted speed limit on Shadeland Ave. is 45 mph.

Crash History (ARIES Aug 1, 2021 – Jul 31, 2024)

- 117 crashes/3 years
- 0 Fatal
- 16 Incapacitating Injury
- 11 Non-Incapacitating Injury / Possible
- 90 Property Damage Only (PDO)

Output from HAT 4.1 (analyzed as City Arterial Intersection):

- $I_{cf} = 2.64$
- $I_{cc} = 3.44$

Observations and Preliminary Identified Problems

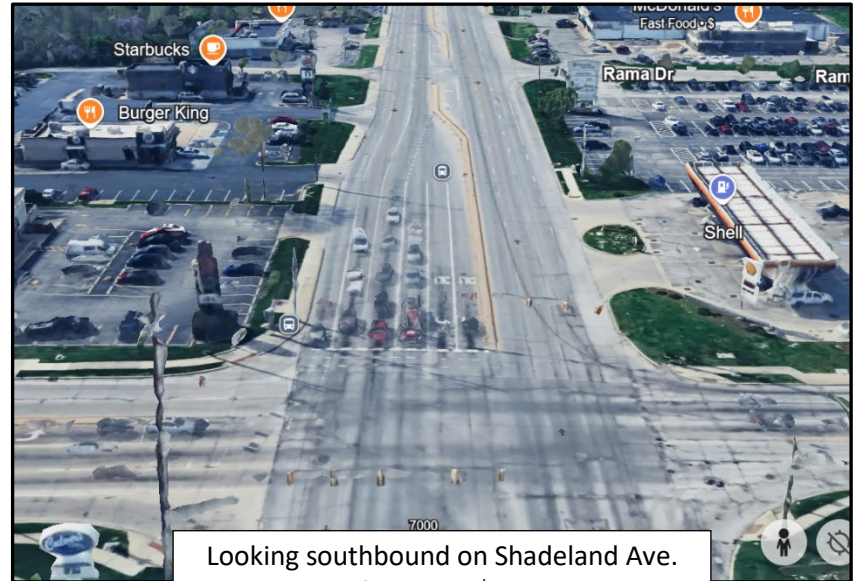
1. Crash data indicates 16 Incapacitating, 10 Non-Incapacitating and 1 Possible. A higher number of Incapacitating than Non-Incapacitating crashes at an intersection is atypical. IMPD noted that use of Incapacitating and Non-Incapacitating is inconsistent among officers.
2. Raised concrete median exists for the north, south and east legs providing access control. The west leg of E 21st St. does not currently have raised median. Many more crashes have occurred on the west leg compared to the east leg. The west leg would benefit from a raised median for access control at the gas station drives.
3. Vehicles at this intersection are encroaching into the area where crosswalk used to be. Transverse markings (stop bar, crosswalks, lane arrows) need to be refreshed.
4. Existing NB / SB has dual left turn lanes, while EB / WB has single lefts.
5. The existing traffic signal heads for this intersection are yellow and they have black back plates (no reflective strips). Several of the existing back plates are broken. Traffic signal heads should be replaced with new/current signal heads including backplates.
6. Crash data indicates several disregarding traffic signal crashes. The clearance intervals will be checked and adjusted if necessary.
7. Crash data indicates several left turn and right-angle crashes, despite protected only left turn lanes in all directions currently. This implies someone is running red signal (even though that wasn't cited in the report).
8. A conflict was observed NB to WB protected left-turn movement with the SB right-turn movement. SB right turning vehicles are not stopping on red.
9. Flashing Yellow Arrows (FYA's) will not be investigated for this signalized intersection due to drivers' failure to yield as reflected in the crash data.
10. ADA curb ramps exist for all 4 quadrants, but survey is needed to determine if the existing ramps meet current design standards. (Assume they need to be replaced.) Some ponding of stormwater was observed in at least one ADA ramp, as it was raining during the field check.
11. Pedestrian signals with push buttons exist in all 4 quadrants. Ped buttons were tested and 7 of the 8 buttons work. The non-working button is in the NE quadrant for the east/west crossing direction. 6 of the existing buttons are old style, while 1 is a bullnose button. None of the existing Ped buttons meet current standards requiring Accessible Pedestrian Signals (APS).

12. There is a lot of pedestrian activity away from the intersection. Pedestrians could benefit from marked crossings 500-1000' away from the main intersection, particularly on the south and west legs and possibly the east leg. A marked crossing is not needed on the north leg.
13. The south leg has 2 NB left turn lanes. Only one left turn lane is needed based on capacity. Therefore, one NB left turn lane can be eliminated to expand the median width. This would create a pedestrian refuge island for the south leg.
14. There is a 180' gap in sidewalk on the west side of Shadeland Ave. south of the intersection. Due to IndyGo discontinuing bus route 30 on Shadeland Ave., sidewalk for this area will not be further studied under this RSA.
15. Sidewalk does not exist on the north leg which leads to the I-70 interchange. A previous construction project chose not to construct sidewalk on the west side of Shadeland Ave. due to the size/depth of the existing drainage ditch and associated cost that would have been required to build this sidewalk. Sidewalk on the north leg will not be studied further under this RSA.
16. Existing drainage is closed within the study limits, conveyed by raised curb and gutter with drainage inlets.
17. Existing overhead utilities:
 - a. Both sides of Shadeland north and south of the intersection.
 - b. The north side of 21st St, west of the intersection.
 - c. The south side of 21st St, east of the intersection.
18. Overhead street lighting exists in all 4 quadrants of the intersection.
19. The EB on/off ramp to I-70 is located 500' north of the intersection.
20. Existing land use within the study area is built-up with commercial businesses in all 4 quads and along all 4 legs.
21. There are a total of 5 Bus stops that exist within the vicinity of this intersection which are located:
 - a. NB in the SE quad (just south of the intersection)
 - b. SB on the west side of Shadeland ~240' S of the intersection
 - c. EB on the south side of E 21st St 90' east of the intersection
 - d. WB on the north side of E 21st St 450' east of the intersection
 - e. WB on the north side of E 21st St 215' west of the intersection

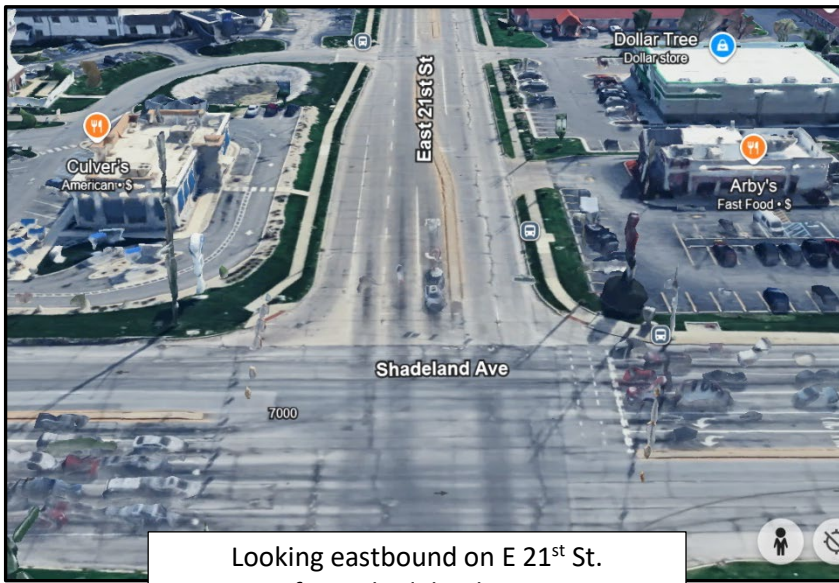
Note: Jill has been informed that IndyGo will discontinue bus route 30 on Shadeland Ave. as of Sunday, October 20th, 2024.



Looking northbound on Shadeland Ave.
from E 21st St.



Looking southbound on Shadeland Ave.
from E 21st St.



Looking eastbound on E 21st St.
from Shadeland Ave.



Looking westbound on E 21st St.
from Shadeland Ave.

Preliminary Recommendations

Near Term

- Refresh transverse markings (stop bar, crosswalks, lane arrows) on all 4 legs of this intersection with high-durability, high-reflective markings.
- Install a No Turn on Red (NTOR) sign (R10-11) for SB vehicles turning right SB to WB. This will eliminate the (potential) conflict between NB left turning and SB right turning vehicles.

Status Update: A work order has been submitted regarding item #1.

Long Term

- Construct a raised concrete median on the west leg of E 21st St. for access control. The raised median should be a minimum length of 150'.
- Replace all existing traffic signals with new/current signal heads including backplates.
- Survey the existing ADA curb ramps in all 4 quadrants and replace the ADAs that do not meet current standards. (For cost estimating assume all ramps will be replaced.)
- Modernize pedestrian hardware for this intersection including installation of Accessible Pedestrian Signals (APS).
- Install a high-intensity activated crosswalk (HAWK) 500-1000' away from the intersection on the south leg and the west leg. A third HAWK should be considered for the east leg. (For cost estimating assume 3 HAWK systems.)
- Eliminate one of the two NB left turn lanes on the south leg of Shadeland Ave. to create a pedestrian refuge island.

If you have any questions or require additional information, please contact me.

Sincerely,



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cc: File