



Fatal Crash Review Team

Report for January 21, 2025

Indianapolis, Indiana

Meeting Minutes

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

On Tuesday, January 21, 2025, 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 November 19th, 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, Damon Richards moved to adopt these Minutes and Report; this was seconded by Captain Ilnicki. The Minutes and Report for November 19th, 2024, were adopted with all in attendance voting “Yes.”

Jill Palmer then called down the completed Road Safety Audit (RSA) at 38th Street and High School Road. It was asked of team members if there was any further discussion. Seeing none, Logan Lane moved to adopt the 38th Street and High School Road RSA; this was seconded by Damon Richards. The 38th Street and High School Road RSA was adopted with all in attendance voting “Yes.”

The fatal crashes to be reviewed for the period of September and October 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 Georgetown Road. That RSA will take place in February 2025, including a field check scheduled for Thursday, February 13th, 2025, and the report will be incorporated into the meeting notes to be adopted at the March 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 Logan Lane, 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: 904482322

Date	April 3, 2024
Time	5:00 AM
Location/Nearest Intersection	WEST 86 TH STREET 450' WEST OF ZIONSVILLE ROAD
Vulnerable Road User?	Yes - Pedestrian
Hit & Run?	Yes
SUV/Truck?	Unknown
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 = Unknown.
Circumstances	On Wednesday, April 3, 2024, at 05:00, IMPD Officers responded to a crash on W 86 th St. 450' from the intersection with Zionsville Rd. and the road surface was dry. Investigation shows V1 was WB on W 86 th St. Pedestrian 1 was walking from the S to N crossing W 86 th St. Pedestrian 1 was struck by V1 front end. Pedestrian 1 was thrown in a west direction and came to rest in the lane next to the right turn lane. V1 fled the scene WB on W 86 th St. The investigation is being done under IMPD case number IP240030100. Supplement done to add Toxicology results for Fatal Pedestrian by the Coroner's office. (JAG) Marked Invest complete - 01-14-25 aw
Recommendation	Refresh all longitudinal and transverse pavement markings for the W 86 th Street & Zionsville Road intersection, including crosswalk markings that have worn away completely. Any future capital improvement project should include ADA ramps to meet current design standards.

(2) – Master Record Number: 904528541

Date	May 27, 2024
Time	9:55 PM
Location/Nearest Intersection	EAST 16 TH STREET 225' EAST OF FENWICK AVENUE



Vulnerable Road User?	No
Hit & Run?	Yes
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D2 = Operating w/o license (2); Speeding (3); Driving while suspended (3); Disregard signal.
Circumstances	On Monday, May 27, 2024, at 21:55, IMPD officers responded to a crash on E 16 th St. 225' W of the intersection with Fenwick Ave. and the road surface was dry. V1, silver\aluminum Chevrolet Tahoe, going straight. V2, black Go Kart, going straight. Investigation shows V1 was WB on E 16 th St. V2 was also going WB on E 16 th St. V2 didn't have any lights or reflectors on it. The area of where the crash occurred had no light. V1 struck the rear end of V2 with its front driver side. It appears V1 didn't see V2 because there was no braking. After the collision, both vehicles went left of center then ran off the road on the S side of E 16 th St. V1 came back on the road and fled the scene. V2 continue W and came to rest facing S just E of the intersection of E 16 th St. and N Fenton Ave. on the S side of the street. Passenger 1 was pronounced deceased at the scene. D2 was transported to Eskenazi Hospital in critical condition. IMPD case number IP240048992 was assigned to this crash. During the investigation, V1 was located. D1 and V1 were located and D1 was arrested under IMPD Case Number IP240048992. ERS 01/14/2025
Recommendation	None.

(3)- Master Record Number: 904574247

Date	September 8, 2024
Time	9:50 AM
Location/Nearest Intersection	KESSLER BOULEVARD EAST DRIVE 150' WEST OF NORTH TUXEDO STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Van
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (1995) D2 = Distracted driving (2022)
Circumstances	On Sunday, September 8, 2024, at 09:50, IMPD Officers responded to a crash on Kessler Blvd E Dr. 150' W of the intersection with N Tuxedo St. and the road surface was dry. V1, white Kia Sedona, driving left of center. V2, silver\aluminum Toyota Corolla, going straight. Investigation shows V1 was WB on Kessler Blvd E Dr. in the inside lane. V2 was EB on Kessler Blvd E Dr. in the inside lane. V1 went left of center and struck V2 head on, on the front driver side. V1 rotated to the right and came to rest facing NE in the



	center of the street. After being struck, V2 rotated to the right and ran off the road. V2 came to rest facing S half-way off the street in the yard of 3307 Kessler Blvd E Dr. V2's hood struck an AES Utility Pole. D1 doesn't remember the accident. D2 was pronounced deceased at the scene. Witness 1 stated she was EB in the inside lane of Kessler Blvd E Dr. She was in front of V2. She said all the sudden, V1 veered into her lane. She swerved into the outside lane to avoid a collision, then she heard the crash. V2 must have been right behind her. Witness 2 stated she was behind V1. V1 veered into the EB lanes. The vehicle in front of V2 swerved out of the way but V2 couldn't see V1 coming and got struck head on. IMPD case number IP240085451. Supplement done on 10/23/2024 to add Coroner Tox results for Fatal D2 and other driver Tox (JAG)
Recommendation	DPW has already implemented a Road Diet incorporating this portion of Kessler Boulevard.

(4) – Master Record Number: 904572121

Date	September 8, 2024
Time	7:25 PM
Location/Nearest Intersection	WEST SOUTHPORT ROAD 150' WEST OF SOUTH TIBBS AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Pickup
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = No priors. D1 was charged in this crash for Causing Death When Operating a Motor Vehicle While Intoxicated (Felony) among other charges. D2 = No license (2022)
Circumstances	On Sunday, September 8, 2024, at 19:25, IMPD Officers responded to a crash on W Southport Rd. 150' W of the intersection with S Tibbs Ave. and the road surface was dry. V1, red GMC Sierra, driving left of center. V2, white Mercedes-Benz C-Class, going straight. Investigation shows V1 was WB on W Southport Rd. V2 was EB on W Southport Rd. V1 came through the S turn at Tibbs Ave. and went left of center. When V1 came out of the S turn, V1 struck V2 head on, on the driver side half. After the collision, V1 rotated 270 degrees to the right and came to rest facing S across the EB lane of W Southport Rd. V1 was pushed back and off the road on the S side of W Southport Rd. V1 came to rest facing E. D1 was transported to Eskenazi Hospital in critical condition. D2 couldn't remember anything about the crash. Witness 1 stated she was following her brother, D2, who was in V2. She stated she was back a little distance. She saw V1 crashed into something on her side of the road and thought it struck a pole, until she got to the site and found out it was V2 that V1 struck. Witness 1 got out, when a male was coming out of the passenger door of the truck. She



	asked him what the driver was doing before the crash. The male, Passenger 1, told her to shut the **** up then laid on the ground. Witness 1 stated she saw a female in the driver seat, who moved over to the passenger seat and got out of the truck. The female, D1, went over and sat on the ground under a tree. Witness 2 stated the red pickup was coming W on W Southport Road at high rate of speed. The driver side of V1 was coming over the double yellow line and he had to get over as much as possible to avoid a collision. Witness 2 said V1 veered back into its lane and with the amount of distance between him and V2 he didn't realize that V1 had struck V2. Witness said he turned around once he realized V2 was no longer behind him and when he got to the scene of the crash, he saw Passenger 1 walking from the passenger side of the vehicle, stumbling, and laying down in the grass nearby. Witness said he saw D1 in the driver seat of V1. However, despite medical intervention, D2's injuries were determined to be grave, and he was pronounced deceased September 10, 2024. Supplement done on 10/23/2024 to add Coroner Tox results for Driver 2 and Alcohol results for Driver 1 (JAG)
Recommendation	Increase signage for the intersection and in advance of the intersection. Refresh pavement markings.

(5) – Master Record Number: 904571732

Date	September 9, 2024
Time	11:45 PM
Location/Nearest Intersection	9200 NORTH MOLLENKOPF ROAD 125' SOUTH OF LEEWARD BOULEVARD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Disregard signal (2021)
Circumstances	On Monday, September 9, 2024, at 11:45 PM, IMPD officers responded to a crash on 9200 N Mollenkopf Rd. 125' S of Leeward Blvd. and the road surface was dry. V1, blue Hyundai Elantra, driving left of center. V1 was traveling N on Mollenkopf Rd. when it ran off the W side of the road. When V1 ran off the road it struck a utility pole on the driver's side. D1 was transported to Methodist Hospital in critical condition. Shortly after arrival D1 succumbed to his injuries and was pronounced deceased. Photographs and measurements of the scene were taken. V1 was towed to 1300 Mickley by Zore's Towing. Supplement done on 10/23/2024 to add Coroner Tox results for Fatal Driver (JAG)
Recommendation	None.



(6)– Master Record Number: 904575526

Date	September 14, 2024
Time	3:53 AM
Location/Nearest Intersection	EAST 34 TH STREET 850' EAST OF NORTH ARLINGTON AVENUE
Vulnerable Road User?	No
Hit & Run?	Yes
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = No seatbelt (4) / Driving suspended (3); No turn on red violation; Resisting / Possession / High speed (Felony). D1 was charged in this crash for Causing Death When Operating a Motor Vehicle While Intoxicated (Felony) among other charges.
Circumstances	Black Ford Taurus (V1) was traveling WB on E 34 th St. when it crossed the double yellow lines and crashed head-on into the yellow scooter (V2), which was EB on E 34 th St. D2 was ejected, suffering grave injuries; D2 was pronounced deceased at the scene by responding paramedics. D1 stated he was WB E 34 th St. he said there were loud motorcycles in his lane, he said he swerved over to the left to avoid getting hit by the motorcycles, he said he did not see V2 until it ran head-on into his vehicle. During follow up investigation, it was determined D1 walked from the crash scene without providing information or aid. He was apprehended before he was able to leave the area. Crash report amended to reflect the hit and run (TSA, 10/22/2024). See report under Case# IP240087537. Supplement done on 10/23/2024 to add Coroner Tox results for Fatal D2 and Tox for D1 (JAG)
Recommendation	None.

(7)– Master Record Number: 904579472

Date	September 15, 2024
Time	2:34 PM
Location/Nearest Intersection	MICHIGAN ROAD 600' NORTH OF DOUBLE TREE BOULEVARD
Vulnerable Road User?	Yes - Pedestrian
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = None
Circumstances	On Sunday, September 15, 2024, at about 2:34 pm, IMPD Officer was on duty and driving his marked Ford Interceptor police car W through a parking lot in the 8200 block of Michigan Rd. When the IMPD officer reached Michigan Rd, he stopped but when he started forward in an



	<p>attempt to turn S onto Michigan Rd. and struck Pedestrian 1, who was walking in the roadway. The impact threw Pedestrian 1 into the air, and he landed in the S travel lanes of Michigan Rd. The officer immediately stopped, radioed Control about the incident and rendered aid to Pedestrian 1, who was suffering a serious head injury. Paramedics arrived quickly and transported Pedestrian 1 to St. Vincent Hospital for medical treatment. Witness 1 to the crash, told IMPD Detective she was on the E side of Michigan Rd and Pedestrian 1 was on the W side of the street. She explained he was crossing Michigan Rd, walking toward her and when he reached the middle of the street, the police car turned and struck him. Witness 1 stated the police car was not speeding and it stopped before attempting to turn. There was no suspicion or observations of impairment of the IMPD officer. The police car was secured and towed to the Riverside garage. Pedestrian 1 did not recover from his injuries and was pronounced deceased on September 21, 2024. Added test results. - aw 10-02-24</p>
Recommendation	None.

(8) – Master Record Number: 904577215

Date	September 18, 2024
Time	9:38 PM
Location/Nearest Intersection	SOUTH LYNHURST DRIVE 50' SOUTH OF WEST KELLY STREET
Vulnerable Road User?	Yes - Pedestrian
Hit & Run?	Yes
SUV/Truck?	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 = No license; No license / Speeding; No seatbelt / Disregard signal; Speeding; Driving while suspended. D1 was charged in this crash for Leaving the Scene of an Accident Resulting in Death or Catastrophic Injury (Felony) among other charges.
Circumstances	During the investigation Officers learned Pedestrian 1 was a passenger in a pickup which stopped after a basket of personal items fell from the pickup. Pedestrian 1 was in the roadway picking up the items when a passenger car traveling NB S Lynhurst Dr. struck her. V1 did not stop, and continued NB S Lynhurst Dr. Pedestrian 1 suffered grave injuries and was transported to Eskenazi Hospital by Medic 81. After arriving at the hospital doctors pronounced her deceased. See report under Case# IP240089267. Toyota Camry was later found, and D1 identified. Information added to report (TSA, 10/20/2024)
Recommendation	None.



(9) – Master Record Number: 904579151

Date	September 21, 2024
Time	8:11 AM
Location/Nearest Intersection	5600 MICHIGAN ROAD
Vulnerable Road User?	No
Hit & Run?	Yes
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (2) D2 = None. D2 was charged in this crash for Leaving the Scene of an Accident Resulting in Death or Catastrophic Injury (Felony) among other charges.
Circumstances	On Saturday, September 21, 2024, at 8:11 am, IMPD officer responded to a crash on 5600 Michigan Rd. and the road surface was Dry. V1, black Suzuki Gsxr1000r, going straight. V2, gray Chevrolet Tracker, turning left. V1 was traveling N on Michigan Rd. and, in the 5600 block, collided with V2 as V2 was turning E. D1 was taken to St. Vincent Hospital where he was pronounced deceased shortly after arrival. V2 was traveling S on Michigan Rd. and was turning E when it was struck by V1. D2 fled the scene on foot. Witness 1 and 2 were stopped at the red light at the intersection. They both described V2 making the turn when it was struck by V1. They both stated that both vehicles had the yellow light at the time of the crash. Photographs and measurements were taken. Both vehicles were towed to 1300 Mickley by Zore’s Towing. Hit and run report completed under IMPD case number IP24009224
Recommendation	None.

(10) – Master Record Number: 904587847

Date	September 30, 2024
Time	6:05 AM
Location/Nearest Intersection	NORTH HIGH SCHOOL ROAD & COMMONS DRIVE
Vulnerable Road User?	Yes - Pedestrian
Hit & Run?	Yes
SUV/Truck?	Unknown
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 = Unknown.
Circumstances	Pedestrian 1 was seen on video of the Xpress Party at approximately 6:00 am. It is believed Pedestrian 1 was crossing N High School Rd heading W. It appears Pedestrian 1 was struck by multiple vehicles which fled the scene.



	#IP240093054* Supplement 13 Nov 2024 by 20075, Pedestrian 1 was listed as Pedalcyclist which was incorrect changed to Pedestrian.
Recommendation	This location is on DPW's unfunded list for the installation of a marked pedestrian crossing / sidewalk and ADA improvements.

(11) – Master Record Number: 904587286

Date	October 4, 2024
Time	10:18 AM
Location/Nearest Intersection	EAST WASHINGTON STREET 150' WEST OF NORTH COLORADO AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 (20 years old) = Public intoxication / Minor consuming alcohol; No seatbelt; Disorderly conduct / Minor consuming alcohol / Possession; Possession; No license; Disregard signal / No license. Based on this history, there is some potential that D1 was impaired when this crash occurred. Safety equipment unknown.
Circumstances	On Friday, October 4, 2024, at 10:18 am, IMPD officer responded to a crash on E Washington St 150' W of N Colorado Ave and the road surface was dry. V1, blue GMC Yukon, going straight. V1 was traveling E in the 4200 block of E Washington St when, for an unknown reason, V1 went off the N side road. V1 went over the curb and struck a tree in the front yard of 4224 E. Washington St. V1 caught fire. D1 was pronounced deceased on scene. There were no witnesses that saw the actual crash take place. Photographs of the scene were taken. V1 was towed to 1300 Mickley by Zore's Towing. Coroner 13 was able to ID the driver as D1 in this report. Case report completed under IMPD Case number IP240094631
Recommendation	None.

(12) – Master Record Number: 904588093

Date	October 6, 2024
Time	10:11 AM
Location/Nearest Intersection	6200 NORTH KEYSTONE AVENUE 350' NORTH OF 62 ND STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No



Does motorist have prior serious driving offenses?	D1 = Unconfirmed D2 = Speeding; Speeding in school zone; No seatbelt (2); Disregard signal.
Circumstances	On Sunday, October 6, 2024, at 10:11 am, IMPD officer responded to a crash on N Keystone Ave 350' N of the intersection with 62 nd St and the road surface was dry. V1, white Volvo C40, going straight. V2, silver\aluminum Toyota Avalon, entering traffic lane. V1 was traveling N on Keystone Ave in the 6200 block. V1 struck V2 in the driver's side door as V2 was leaving the Crew Car Wash exit on to Keystone Ave. V1 and V2 then crossed over the raised concrete median and came to rest facing N in the S lanes of Keystone Ave. V2 failed to yield the right of way to V1. D2 was taken to Methodist Hospital but was pronounced deceased shortly after arrival. D1 remained on scene and was taken to Eskenazi Hospital where a blood draw was performed. Photographs and measurements of the scene were taken. Both vehicles were towed to 1300 Mickley by Zore's Towing. IMPD Case number IP240095324
Recommendation	Reconstruct the segment of existing center raised concrete median at 6200 N Keystone Avenue to allow vehicles to turn left into the business, while restricting left turning vehicles exiting the business.

(13) – Master Record Number: 904589537

Date	October 8, 2024
Time	11:00 AM
Location/Nearest Intersection	LAFAYETTE ROAD 240' NORTH OF SHANGHAI ROAD
Vulnerable Road User?	Yes - Pedestrian
Hit & Run?	No
SUV/Truck?	Yes – Mini Van
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (4).
Circumstances	D1 stated she was SB Lafayette Rd. She stated Pedestrian 1 ran from E to W. She stated she swerved to attempt to avoid Pedestrian 1 but they continued running. Witness 1 stated to IMPD officer that they were NB Lafayette Rd and saw Pedestrian 1 running across Lafayette Rd. She stated she saw V1 coming SB, so she began honking her horn. She stated V1 struck Pedestrian 1. IMPD Officer oversaw the blood draw for D1. #IP240096015
Recommendation	None.



(14) – Master Record Number: 904595783

Date	October 10, 2024
Time	9:58 PM
Location/Nearest Intersection	CUMBERLAND ROAD 235' SOUTH OF JELICO BOULEVARD
Vulnerable Road User?	Yes – Pedalcyclist
Hit & Run?	Yes
SUV/Truck?	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	Failure to obey traffic signal (2); Speeding (18), Failure to signal; Disregard stop sign (2); Disregard signal (3); Wrong way on one-way street (3); Operating a Motorcycle without a valid license (2); Suspended license (6); No license. D1 was charged in this crash for Leaving the Scene of an Accident Resulting in Death or Catastrophic Injury (Felony).
Circumstances	Investigations showed Pedalcyclist 1 was riding SB on Cumberland Rd with no working lights, a black Chrysler (V1) was SB Cumberland Rd and struck Pedalcyclist 1. V1 did not stop and continued SB. The injured Pedalcyclist was transported to Riley Hospital by Medic 41 in critical condition. On October 14 at 9:13 pm he succumbed to the injuries he received in the crash. The V1 and D1 were later located, the vehicle was towed to Auto Return for further investigations. See report under Case# IP240096946.
Recommendation	“Sidewalks everywhere”.

(15) – Master Record Number: 904592307

Date	October 11, 2024
Time	5:07 AM
Location/Nearest Intersection	KEYSTONE AVENUE & 27 TH STREET
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	Yes
SUV/Truck?	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 = None (but Tennessee license). D1 was charged in this crash for Leaving the Scene of an Accident Resulting in Death or Catastrophic Injury (Felony).
Circumstances	On Friday, October 11, 2024, at 05:07, IMPD officer responded to a crash at 2600 N Keystone Ave and the road surface was dry. Hit and run fatal crash. Officers received 911 calls of a Pedestrian down in the roadway. Officers arrived and located a male in the roadway who was found to be struck by a vehicle and was pronounced deceased by IEMS. Investigation determined Pedestrian 1 was crossing Keystone Ave just S of 27 th St when he was struck by an unknown unit. The striking vehicle did not remain on



	scene to provide information or render aide. The investigation into this incident remains ongoing. Supplement created to update V1 and D1. T6788
Recommendation	Keystone Avenue needs corridor wide systemic safety improvements. No funding is available. Captain Inicki: "Keystone Avenue is a tragedy waiting to happen."

(16) – Master Record Number: 904597108

Date	October 17, 2024
Time	6:59 PM
Location/Nearest Intersection	FALL CREEK PARKWAY NORTH DRIVE & EAST 32 ND STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = None D2 = Unconfirmed (no middle initial)
Circumstances	D1 of the blue Chevy (V1) said she was NB Fall Creek Pkwy N Dr, D1 said she started turning left onto E 32 nd St when the motorcycle (V2) ran into the side of V1. Both witnesses stated the V2 traveling SB Fall Creek Pkwy N Dr appeared to be speeding and passed Witness 1 on the left in oncoming traffic lane. Witness 1 said that when V2 got back over in front of him V1 had started to make its turn and V2 tried to stop but ran into the side of V1. D1 was transported to Eskenazi Hospital by Medic 32. D2 was transported to Methodist Hospital by Medic 10 where he was pronounced deceased. See report under Case # IP240099251.
Recommendation	None.

(17) – Master Record Number: 904597130

Date	October 21, 2024
Time	2:45 AM
Location/Nearest Intersection	BINFORD BOULEVARD & DELMAR ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 = Speeding (2); Following too close; Disregard signal.



Circumstances	On Monday, October 21, 2024, at 2:45 am, IMPD officer responded to a crash on Binford Blvd at the intersection of Delmar Rd and the road surface was dry. V1, gold Chrysler 200, going straight. V1 was SB on Binford Blvd when it ran off the road. V1 drove through a tree line and crashed into a tree on the W side of the road. V1 was engulfed in flames when officers arrived on scene. D1 was pronounced deceased at the scene. The Marion County Coroner took possession of the deceased. V1 was towed to 1300 Mickley by Zore's Towing.
Recommendation	None.

(18) – Master Record Number: 904601596

Date	October 26, 2024
Time	3:10 AM
Location/Nearest Intersection	4200 COLLEGE AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = None
Circumstances	On Saturday, October 26, 2024, at 3:10 am, IMPD officer responded to a crash at 4200 College Ave and the road surface was dry. V1, silver\aluminum GMC Acadia, going straight. IMPD officer was inside 4200 College Ave, when he heard vehicle impact into IndyGo platform. Name of D1 was initially unknown; information added once obtained (TSA, 10/29/2024) Report amended 11/24/2024 to show D1 succumbed on 11/19/2024 to injuries sustained in the accident. DA
Recommendation	None.

SUMMARY

Total Number of Crashes Reviewed: 18

Total Cases with Recommendations or Follow-Up Action: 5 (28%)

Proportion of Crashes due to Disregarding Regulatory Condition 4: (22%)

Proportion of Crashes Involving Vulnerable Road User: 7 (39%)

Proportion of Crashes Identified as Hit & Run: 8 (44%)





Proportion of Crashes Involving SUV or Truck: 8 (44%)

Proportion of Crashes Identified as High Rate of Speed: 2 (11%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 3 (17%)

Bicyclist Fatalities: 1 (6%)

Pedestrian Fatalities: 6 (33%)

Other (ex. riders of micro-mobility devices): 1 (5%)

ATTACHMENT A

W 38th Street and High School Road

RSA

ROAD SAFETY AUDIT

Date:	1/17/2025
Des. No.:	n/a

Reviewer Information:		Agency/Firm Name:	Indy DPW - Engineering
Primary Author:	Jason Bowers	Agency:	Traffic Team
Phone Numbers:	(317) 327-4000	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 July-August 2024 have been analyzed and the intersection of W 38th St. & High School Rd. 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:	W 38th Street	District:	Greenfield	City:	Indianapolis	County:	Marion
RP Start:		RP End:		Lat & Long:	39.823521 -86.270274	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: W 38th Street at High School Road
 The intersection is located in east central Marion County. See attached Site Location Map, Page 3.

Existing Conditions:

Within the study area, W 38th Street 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). High School Road within the study area, is a Major Collector. The roadway is not part of the National Highway System (NHS) and is not on the National Truck Network (NTN). At this signalized intersection, W 38th Street forms the west and east legs, while High School Road forms the north and south legs. The existing intersection is not skewed.

The EB and WB approaches of W 38th Street include one dedicated left turn lane, three through lanes, and one dedicated right turn lane. The NB and SB approaches of High School Road include one dedicated left turn lane, two through lanes, and dedicated right turn lane. The posted speed limit along W 38th Street is 40 mph, and the posted speed limit along High School Road is 35 mph. W 38th Street has partially controlled access, while High School Road has uncontrolled access. During the field check on 12/12/2024, the following issues were identified:

Notes from the Field Check

- The existing traffic signals do not meet current design standards.
- Check the yellow change intervals and red clearance intervals against the existing signal timings and adjust as needed.
- The existing traffic signals for W. 38th St. have protected only left-turn arrows for the EB and WB left turn movements, while the existing traffic signals for High School Rd. have protected/permissive left turns for the NB and SB left turn movements. Indy DPW policy requires 13 left turn crashes to upgrade left turn signals to protected only. Further crash data analysis shows at least 14 crashes occurred at this intersection involving a left turning vehicle, exceeding this requirement.
- There was discussion in the field regarding a No Turn on Red (NTOR) for SB right turning vehicles. However, the group determined the WB through movement is too heavy for SB vehicles to find gaps to turn right on red. Therefore, a NTOR sign for SB right turns would not be helpful and is not recommended.
- The green arrow for EB left-turn movements is overlapping with the green arrow for SB right-turn movements. A check of the Indianapolis / Marion County ordinances website did not show an ordinance for no U-turns at this intersection. No U-Turn signs for the EB and WB protected only left turn lanes were considered. Upon further discussion with DPW's Traffic Signal Systems Engineer, this is not recommended.
- This intersection is adjacent to the W 38th Street interchange at I-465. Disregard signal crashes (and exceeding the posted speed limit), particularly WB, might be due to vehicles traveling WB toward the interchange trying to avoid stopping at "the last signal" before the interchange. Additional crash data revealed a total of 50 angle or turn crashes occurred in the intersection. 24 of these crashes were due to Disregarding the Signal / Sign, vs. 26 of these crashes were due to Failure to Yield.
- Several crashes have occurred at the Marathon Gas Station access drive, on 38th St. just east of High School Rd. (NE quadrant).
- There are multiple existing access drives on the south leg of High School Rd.
- There are multiple existing access drives on the north leg of High School Rd.
- The west and north legs of the intersection do not have striped crosswalks because there an ADA ramp does not currently exist in the NW quadrant.
- Existing ADA ramps in the NE, SE and SW quadrants were replaced in mid-2022. All existing ADA ramps should be surveyed to verify current ADA design standards are met.
- During the field check, it was discovered that the existing Accessible Pedestrian Signal (APS) button in the NE quadrant for the SB crosswalk is audible, but the walk signal does not activate. All pedestrian hardware for this intersection should be investigated.
- A pedestrian crossing with Rectangular Rapid Flashing Beacons (RRFBs) currently exists on the south leg of High School Rd. located approx. 375' south of the intersection.
- All existing longitudinal and transverse pavement markings at this intersection are worn. Note: Two crosswalks are missing (west and north legs) due to the missing ADA ramp in the NW quadrant.
- The EB and WB left turn lanes of 38th St. and the SB left turn lane of High School Rd. are missing Left Turn Only (R3-5L) overhead lane assignment signs.

Traffic Operations:

a) Mobility/Congestion Performance: According to available traffic count data from INDOT's Traffic Count Database System (TCDS), the 2023 AADT along W 38th Street in the study area was approx. 43,828. The 2023 AADT along High School Road in the study area was approx. 20,888.

b) Safety Performance / Crash Analysis: According to available crash data, there were 275 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, 20 crashes resulted in incapacitating injuries, 24 crashes resulted in non-incapacitating injury or possible, and there were 231 PDOs. See attached Crash Summary, Pages 5-6. Output from HAT 4.1:

Aug-1 2021 to Jul-31 2024 Crash Data - W 38th St at High School Rd (analyzed as a Principal Arterial Intersection) $I_{CF} = 4.78$, $I_{CC} = 4.22$

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)

- If necessary, based upon review findings, adjust the yellow change and red clearance intervals of the traffic signals for this intersection.
- Convert the NB and SB left turn signals from protected/permissive to protected only.
- Increase police presence to reduce the number of failure to yield and disregard signal crashes at this intersection, and to remind drivers to obey the traffic signal.
- Refresh the existing continental crosswalks on the east and south legs. Refresh all longitudinal and transverse pavement markings for this intersection. Refresh all painted arrow markings. Highly reflective, durable markings should be used.
- Install a Left Turn Only (R3-5L) overhead lane assignment sign on 38th St. for both the EB and WB left turn lanes, as well as on High School Rd. for the SB left turn lane.

Note: Work orders will be submitted to address the Near Term items listed above.

RECOMMENDED COUNTERMEASURES (Long-Term)

- Perform a traffic signal modernization to improve the traffic signals to current design standards. Include signal visibility improvements, such as black backplates with retroreflective strips and new LED signal bulbs.
- Close the Marathon Gas Station access drive, on 38th St. just east of High School Rd. (NE quadrant) to reduce crashes and to improve access control for this intersection.
- To reduce collisions associated with the multiple access drives on the south leg of High School Rd., extended the raised center concrete median for a minimum of 60' to the south. Final determination of the median extension will be at the discretion of the design engineer.
- To reduce collisions associated with the multiple access drives on the north leg of High School Rd., close the gap in the existing raised center concrete median (from approx. 275' to approx. 300' north of the intersection) by constructing approx. 75' of new raised center concrete median.
- Upgrade the existing midblock crossing on the south leg of High School Rd. to a high intensity activated crosswalk beacon (HAWK) with a median for pedestrian refuge.
- Install a new ADA ramp in the NW quadrant to meet current ADA standards, and paint new continental crosswalks on the west and north legs. Highly reflective, durable markings should be used.
 - Note: Sidewalk cost for the NW quad is TBD and will be investigated if/when funding is pursued.
- During the design phase, survey the existing ADA ramps for compliance with current ADA standards. Replace any outdated ADAs with new ramps that meet current ADA standards.
- Install new pedestrian signal head(s) and APS push button(s) in the NW quadrant. Modernize all existing pedestrian signals to meet the most current design standards. Assure that all APS buttons are functioning properly.
- When project funding becomes available, perform a traffic study to evaluate the capacity of the existing intersection. Determine if dual lefts, removal of right turn lane(s), or any other geometric changes are necessary.

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.
Construction Cost Subtotal =	\$36,520	Construction Cost =	\$200,647	
Contingency =	15%	Construction Engineering =	\$6,000	
		Right-of-Way =	\$0	
		Contingency =	\$30,997	
Total Cost =	\$42,000	Total Cost =	\$237,700*	*Sidewalk in NW quad TBD

Project Score: (for INDOT use)

	0	Safety Program Score = <input type="text" value="#REF!"/>
	0	
	0	
	0	
	0	
	0	

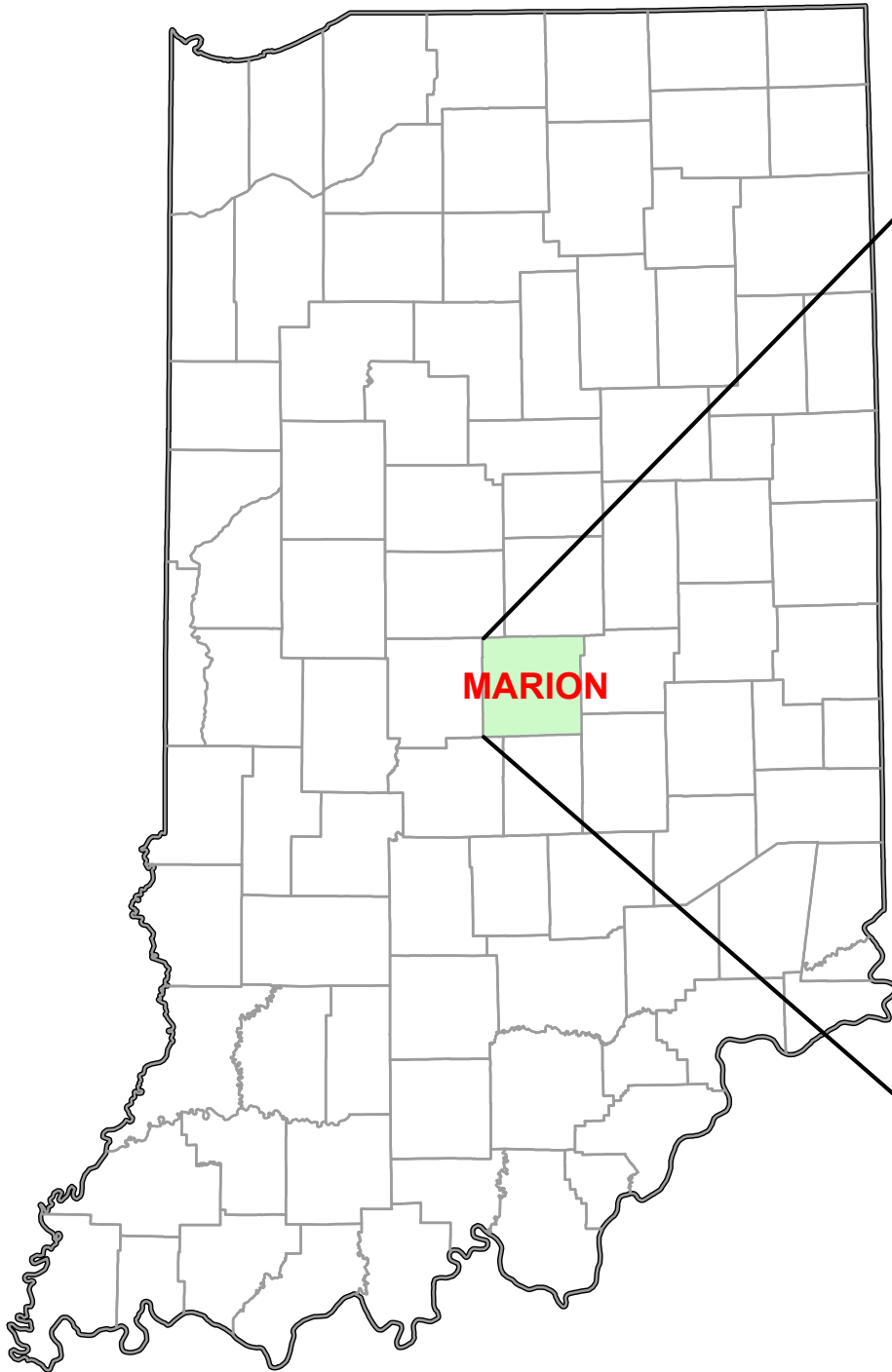
Miscellaneous Notes:

A site visit was held on Thursday, December 12, 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: Det. Jason Thalheimer (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 Diagrams, Pages 4-7	Attachment B - Meeting Minutes
Crash Summary, Pages 8-9	
Site Photographs, Pages 10-11	

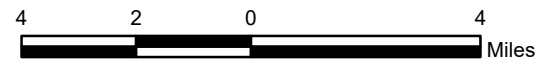
W 38th St. & High School Rd.



MARION



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

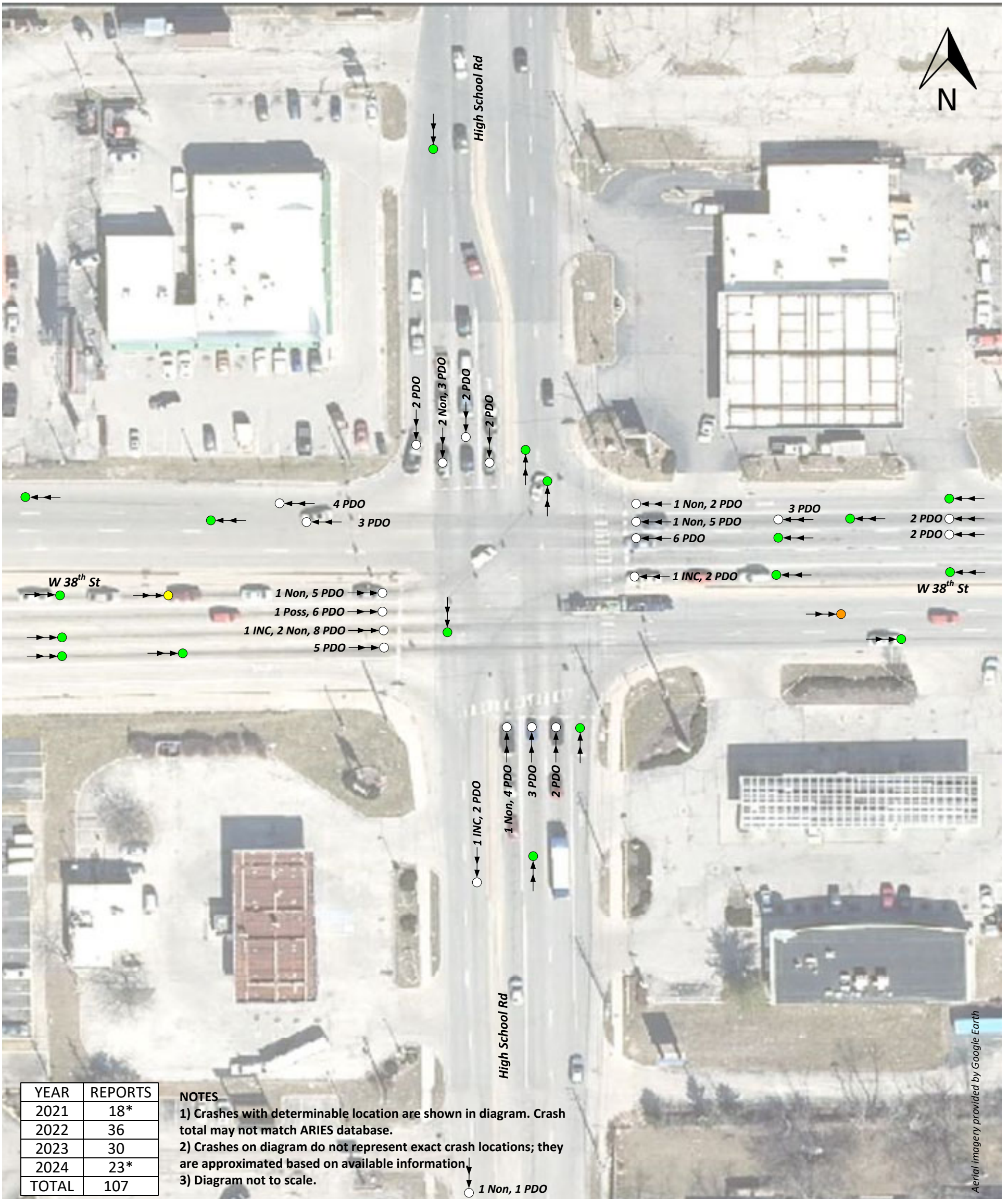


SITE LOCATION MAP

DIAGRAM OF COLLISION REPORTS

W 38th St. & High School Rd. (Rear End)

Study Period 8/1/2021 to 7/31/2024 Location: 5
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 12/10/24



YEAR	REPORTS
2021	18*
2022	36
2023	30
2024	23*
TOTAL	107

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 – NON-INCAPACITATING
- PDO CRASH
- MULTIPLE

- 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

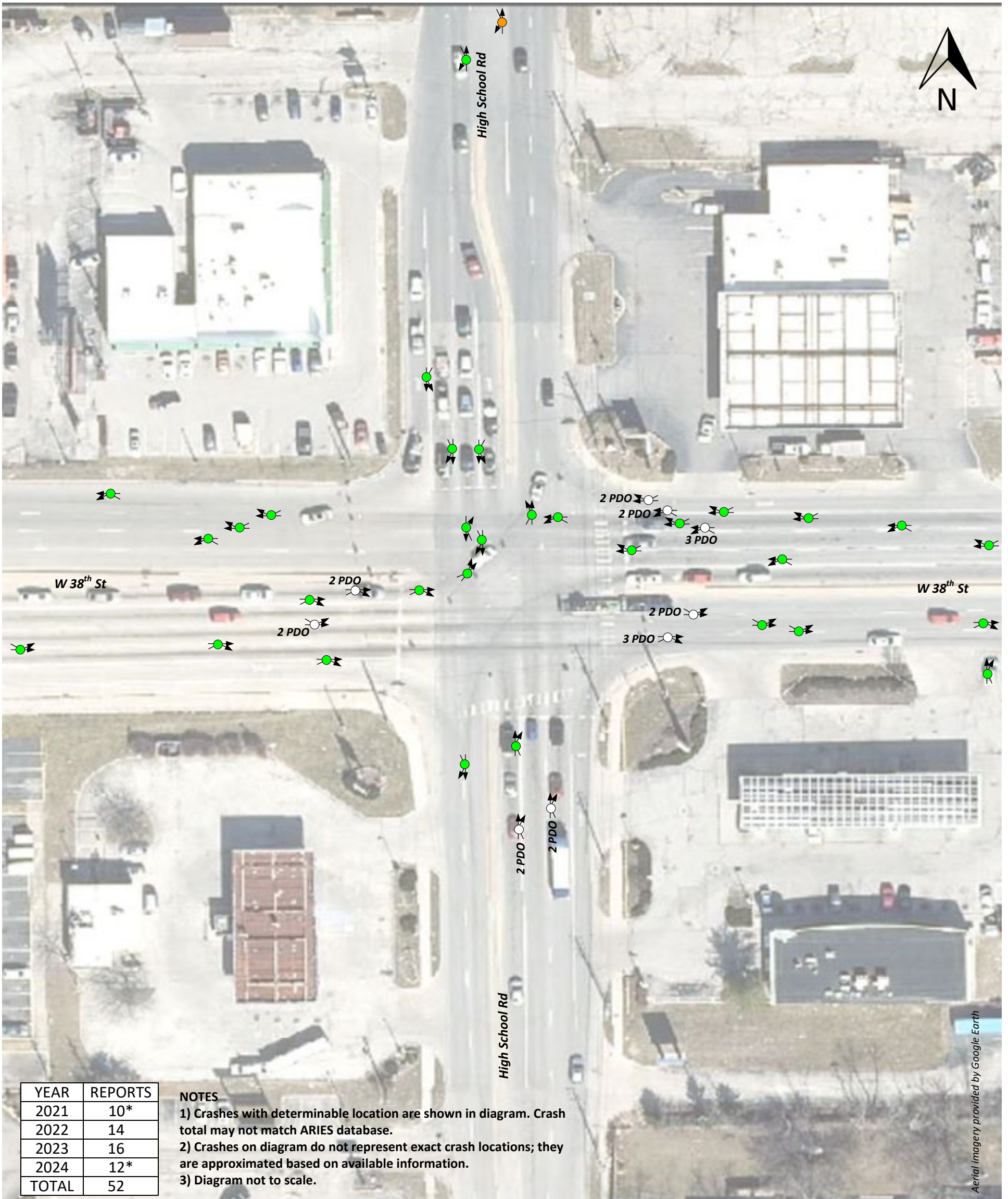
- 01 – BRIDGE or OVERPASS
- 02 – BUILDING
- 03 – CULVERT or DITCH
- 04 – CURB
- 05 – GUARDRAIL or BARRIER
- 06 – EMBANKMENT
- 07 – FENCE
- 08 – TRAFFIC POLE
- 09 – UTILITY POLE
- 10 – SIGN
- 11 – TREE / SHRUB
- 12 – CONSTRUCTION BARRIER
- 13 – CRASH ATTENUATOR
- 88 – OTHER
- 99 – UNKNOWN

Aerial imagery provided by Google Earth

DIAGRAM OF COLLISION REPORTS

W 38th St. & High School Rd. (Side Swipe)

Study Period 8/1/2021 to 7/31/2024 Location: 5
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 12/10/24



YEAR	REPORTS
2021	10*
2022	14
2023	16
2024	12*
TOTAL	52

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.

Aerial imagery provided by Google Earth

*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 – NON-INCAPACITATING
- PDO CRASH
- MULTIPLE

- 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

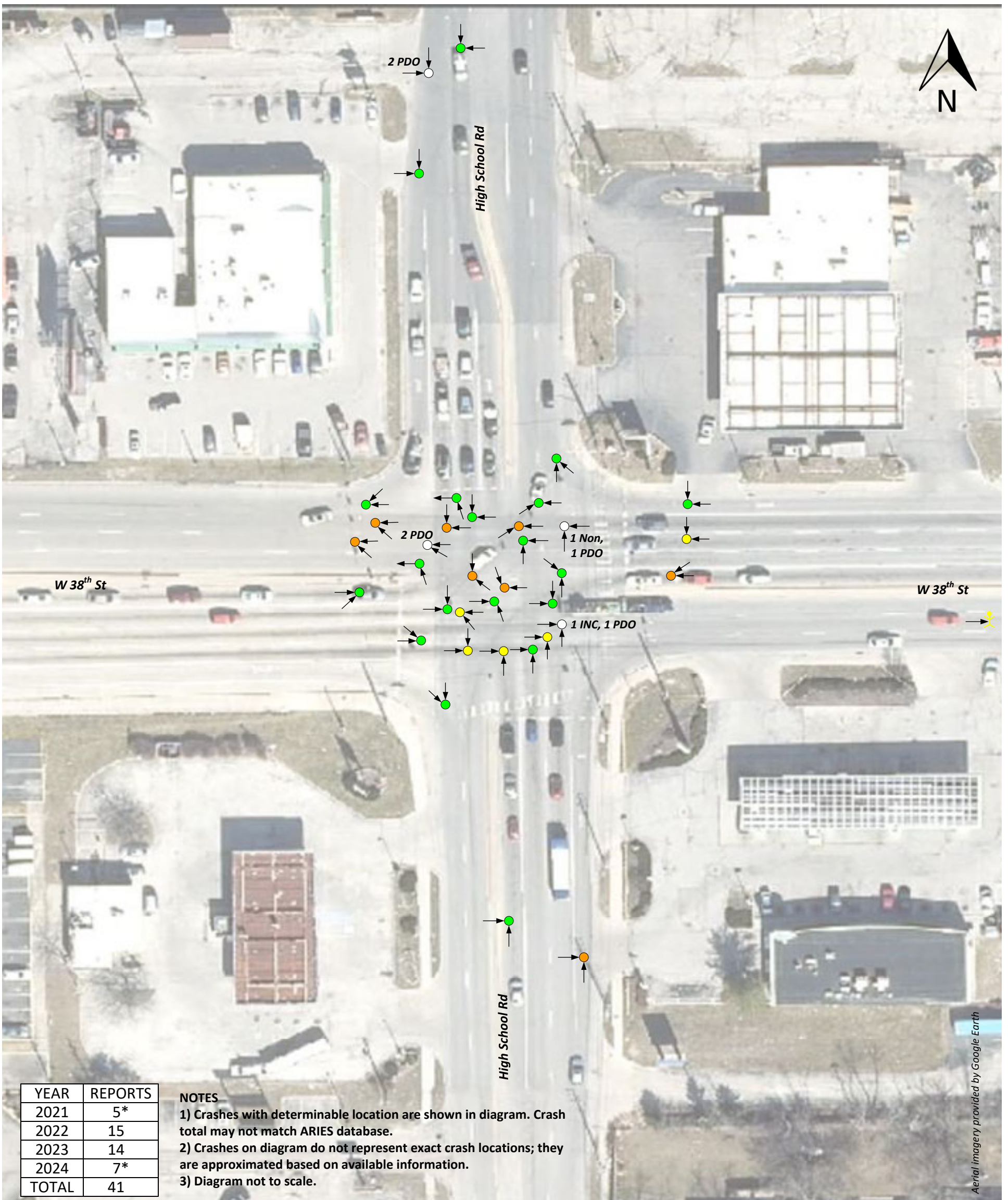
Fixed Object Codes

- 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

DIAGRAM OF COLLISION REPORTS

W 38th St. & High School Rd. (Right Angle)

Study Period 8/1/2021 to 7/31/2024 Location: 5
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 12/10/24



YEAR	REPORTS
2021	5*
2022	15
2023	14
2024	7*
TOTAL	41

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
- [A] ANIMAL
- [D] DEBRIS IN ROADWAY
- [DR] DRIVEWAY CRASH

- FATAL CRASH
- INJURY CRASH – INCAPACITATING
- INJURY CRASH – NON-INCAPACITATING
- PDO CRASH
- MULTIPLE

- 🚦 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

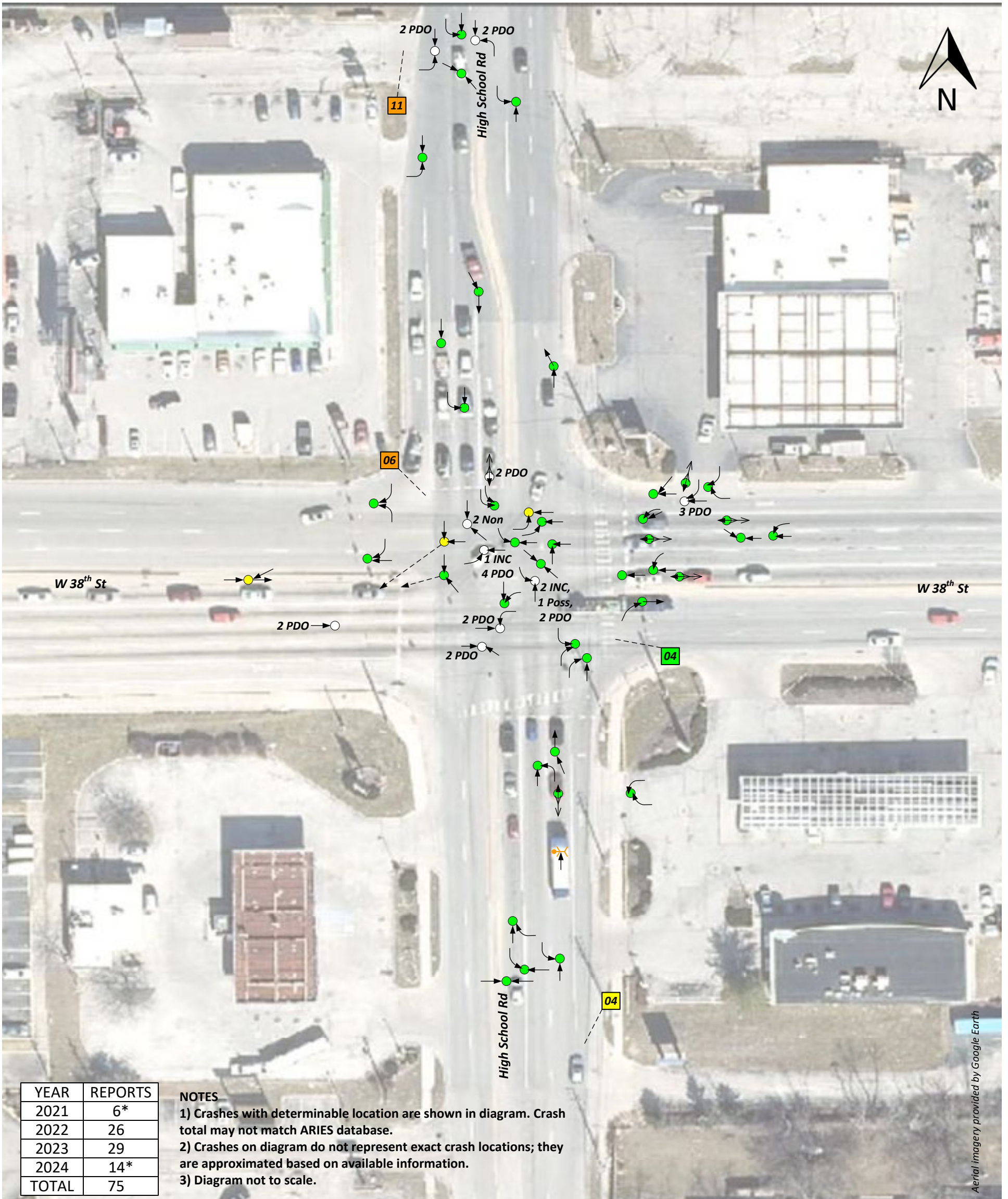
- 01 – BRIDGE or OVERPASS
- 02 – BUILDING
- 03 – CULVERT or DITCH
- 04 – CURB
- 05 – GUARDRAIL or BARRIER
- 06 – EMBANKMENT
- 07 – FENCE
- 08 – TRAFFIC POLE
- 09 – UTILITY POLE
- 10 – SIGN
- 11 – TREE / SHRUB
- 12 – CONSTRUCTION BARRIER
- 13 – CRASH ATTENUATOR
- 88 – OTHER
- 99 – UNKNOWN

Aerial imagery provided by Google Earth

DIAGRAM OF COLLISION REPORTS

W 38th St. & High School Rd. (MISC)

Study Period 8/1/2021 to 7/31/2024 Location: 5
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 12/10/24



YEAR	REPORTS
2021	6*
2022	26
2023	29
2024	14*
TOTAL	75

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 – NON-INCAPACITATING
- PDO CRASH
- MULTIPLE

- 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

W 38th St & High School Rd

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

Total # of Crashes **275**

INJURY STATUS	
FATAL	0
INCAPACITATING	20
NON-INCAPACITATING / POSSIBLE	24
PDO	231
	84%

PERSON TYPE	
DRIVER	269
INJURED	2
OTHER – EXPLAIN IN NARRATIVE	1
OWNER VEHICLE	1
PEDESTRIAN	2

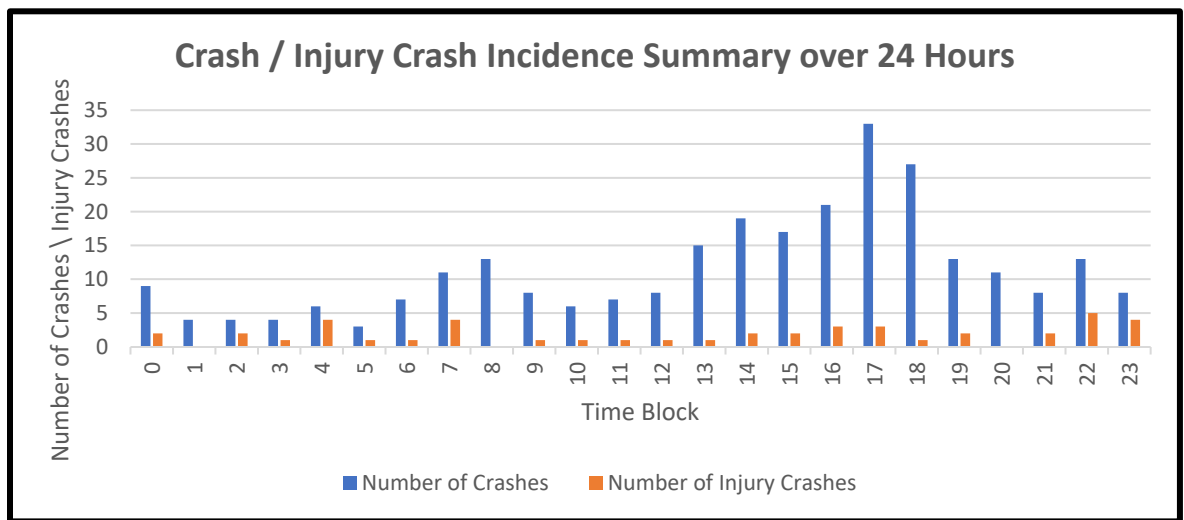
LIGHT CONDITION	
DARK (LIGHTED)	83
DARK (NOT LIGHTED)	9
DAWN/DUSK	10
DAYLIGHT	173
	63%

WEATHER CONDITION	
CLEAR	205
CLOUDY	34
RAIN	31
SNOW	5
	75%

SURFACE CONDITION	
DRY	225
ICE	2
SNOW/SLUSH	5
WET	43
	82%

PRIMARY FACTOR		
BRAKE FAILURE OR DEFECTIVE	3	
DISREGARD SIGNAL/REG SIGN	24	
DRIVER ASLEEP OR FATIGUED	1	
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	2	
DRIVER ILLNESS	1	
FAILURE TO MAINTAIN LANE	5	
FAILURE TO YIELD RIGHT OF WAY	65	24%
FOLLOWING TOO CLOSELY	92	34%
IMPROPER LANE USAGE	13	
IMPROPER TURNING	11	
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	9	
OVERCORRECTING/OVERSTEERING	1	
PEDESTRIAN ACTION	2	
SHOULDER DEFECTIVE	1	
SPEED TOO FAST FOR WEATHER CONDITIONS	2	
UNSAFE BACKING	6	
UNSAFE LANE MOVEMENT	32	12%
UNSAFE SPEED	5	

MANNER OF COLLISION		
BACKING CRASH	7	
COLLISION WITH OBJECT IN ROAD	1	
HEAD ON BETWEEN TWO MOTOR VEHICLES	7	
LEFT TURN	23	
LEFT/RIGHT TURN	6	
OPPOSITE DIRECTION SIDESWIPE	2	
OTHER - EXPLAIN IN NARRATIVE	16	
RAN OFF ROAD	4	
REAR END	107	39%
REAR TO REAR	1	
RIGHT ANGLE	41	
RIGHT TURN	10	
SAME DIRECTION SIDESWIPE	50	18%
LEFT TURN + RIGHT ANGLE	64	23%





Looking east at High School Rd. from the NW corner



Looking west on 38th St. from the SE corner



Looking west on 38th St. from the SW corner



Looking north on High School Rd. from the SW corner



Looking south at High School Rd. from the NW corner



Looking south on High School Rd. from the SW corner



Looking south on High School Rd. from the NE corner



APS Pedestrian Signal - NE Quad (Installed mid 2022)



Northwest Quadrant



Northeast Quadrant



Southeast Quadrant



Southwest Quadrant

Engineers Estimate - DPW - N High School Rd and 38th St Intersection Short Term Improvements

Contract Item No.	Item	Estimated Quantity	Unit	Unit Cost	Total Price
N High School Rd and 38th St Intersection Improvements					
1	Mobilization and Demobilization	1	LS	\$7,000.00	\$7,000.00
2	Maintaining Traffic	1	LS	\$3,000.00	\$3,000.00
3	Traffic Signal Head, 3 Section, 12"	4	EA	\$929.00	\$3,716.00
4	Signal Cable, 5c 14 ga	392	LFT	\$2.25	\$882.00
5	Line, Thermoplastic Broken White 4 in	898	LFT	\$2.00	\$1,796.00
6	Line, Thermoplastic Solid White 4 in	2753	LFT	\$2.00	\$5,506.00
7	Line, Thermoplastic Solid Yellow 4 in	2110	LFT	\$2.00	\$4,220.00
8	Transverse Marking, Thermoplastic, Stop Bar, 24"	239	LFT	\$10.00	\$2,390.00
9	Transverse Marking, Crosswalk White 6"	381	LFT	\$10.00	\$3,810.00
10	Pavement Message Marking, Thermoplastic, Lane Indication Arrow	12	EA	\$150.00	\$1,800.00
11	Pavement Message Marking, Thermoplastic, ONLY	12	EA	\$200.00	\$2,400.00

<i>SUBTOTAL</i>	\$36,520.00
<i>15% CONTINGENCY</i>	\$5,478.00
<i>CONSTRUCTION TOTAL</i>	\$42,000.00

Engineers Estimate - DPW - N High School Rd and 38th St Intersection Long Term Improvements

Contract Item No.	Item	Estimated Quantity	Unit	Unit Cost	Total Price
N High School Rd and 38th St Intersection Improvements					
1	Construction Engineering	1	LS	\$6,000.00	\$6,000.00
2	Mobilization and Demobilization	1	LS	\$13,000.00	\$13,000.00
3	Clearing Right of Way	1	LS	\$7,000.00	\$7,000.00
4	Center Curb, Concrete, Remove	73	SYS	\$60.00	\$4,380.00
5	Pavement, Removal	9	SYS	\$60.00	\$540.00
6	Curb and Gutter, Remove	107	LFT	\$15.00	\$1,605.00
7	Excavation, Common	50	CYS	\$50.00	\$2,500.00
8	Storm Water Quality Management Budget	220	DOL	\$1.00	\$220.00
9	Structure Backfill, Type 1	4	CYD	\$90.00	\$400.00
10	Compacted Aggregate, No. 53	13	CYS	\$80.00	\$1,040.00
11	QC/QA-HMA, 3, 58H, Surface, 9.5 mm	6	TON	\$102.00	\$612.00
12	PCCP, 6 IN.	73	SYS	\$90.00	\$6,570.00
13	PCCP, 7.5 IN.	9	SYS	\$100.00	\$900.00
14	Curb Ramp, Concrete	62	SYS	\$300.00	\$18,600.00
15	Sidewalk, Concrete	52	SYS	\$100.00	\$5,200.00
16	Detectable Warning Surfaces	10	SYS	\$350.00	\$3,500.00
17	Curb, Concrete	41	LFT	\$45.00	\$1,845.00
18	Curb and Gutter, Concrete	53	LFT	\$55.00	\$2,893.00
19	Center Curb, D Concrete	155	SYS	\$50.00	\$7,750.00
20	Water	3	kgal	\$1.00	\$3.00
21	Topsoil	23	CYD	\$40.00	\$920.00
22	Sodding, Nursery	67	SYS	\$10.00	\$670.00
23	Field Office, C	1	MOS	\$3,000.00	\$3,000.00
24	Pipe, Type 2, Circular, 12"	20	LFT	\$110.00	\$2,200.00
25	Inlet, Type J10	2	EA	\$4,000.00	\$8,000.00
26	Maintaining Traffic	1	LS	\$13,000.00	\$13,000.00
27	Pedestrian Signal Head, Countdown, 18 IN.	5	EA	\$1,400.00	\$7,000.00
28	Pedestal Foundation, A	2	EA	\$1,564.00	\$3,128.00
29	Pedestrian Hybrid Beacon	2	EA	\$25,000.00	\$50,000.00
30	Pedestrian Push Button, APS	6	EA	\$1,900.00	\$11,400.00
31	Signal Pole, Pedestal, Relocate	1	EA	\$500.00	\$500.00
32	Signal Pole, Pedestal, 9 ft.	1	EA	\$1,272.00	\$1,272.00
33	Signal Cable, 3c 14 ga	390	LFT	\$2.00	\$780.00
34	Signal Cable, 5c 14 ga	723	LFT	\$2.50	\$1,807.50
35	Conduit, Steel, Galvanized, 2 in.	126	LFT	\$30.00	\$3,780.00
36	Pavement Message Marking, Remove	8	EA	\$75.00	\$600.00
37	Line, Remove	559	LFT	\$3.00	\$1,677.00
38	Line, Thermoplastic Solid Yellow 4 in	392	LFT	\$2.00	\$784.00
39	Transverse Marking, Thermoplastic, Stop Bar, 24"	239	LFT	\$10.00	\$2,390.00
40	Transverse Marking, Crosswalk White 6 In	778	LFT	\$10.00	\$7,780.00
41	Pavement Message Marking, Thermoplastic, Lane Indication Arrow	4	EA	\$150.00	\$600.00
42	Pavement Message Marking, Thermoplastic, ONLY	4	EA	\$200.00	\$800.00

<i>SUBTOTAL</i>	\$206,646.50
<i>15% CONTINGENCY</i>	\$30,996.98
<i>CONSTRUCTION TOTAL</i>	\$237,700.00

Attachments

Crash Narratives – Incapacitating (Total = 20)

903944881 – 12/26/2021 at 4:05 AM

DARK (LIGHTED) CLEAR DRY FOLLOWING TOO CLOSELY REAR END

INC – D1 stated that he was EB on W 38th St. He did not know what happened in the collision. The passenger of V1 was transported to Methodist Hospital by Pike Medic 64 for abdominal pain. D2 stated that she was EB on W 38th St. in the middle of three lanes. She stated that V1 was apparently trying to pass on the left side of her vehicle but struck the left rear of her vehicle with the right front of his vehicle. D2 complained of back and neck pain and was transported to Eskenazi Hospital by IEMS Medic 30.

903961341 – 1/17/2022 at 1:45 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Monday January 17, 2022, at approximately 1:45 pm IMPD Officer was dispatched to a personal injury accident at the intersection of 38th St. and High School Rd. Upon arrival Officer spoke to the driver of V1. Due to a strong language barrier the only information Officer was able to obtain from V1 was she was turning left from NB High School Rd. to WB 38th St. V2 stated he was driving SB on High School Rd. and entered the intersection at 38th St. with a solid green light when Unit 1 turned left and struck the front driver's side of Unit 2. Officer Sheets observed damage to the front of Unit 1 and the front driver's side of Unit 2. Both Units were towed to Auto Return by Affordable towing. The passenger of Unit 2 was transported to the hospital with back pain.

903963192 – 1/21/2022 at 3:25 AM

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

INC – D2 advised he was traveling WB on W 38th St. going through the green light at N high School Rd. when V1 ran the light heading SB and struck his vehicle. D1 and a small child were transported to Eskanazi for medical and were unable to speak. D1 was taken for a blood draw for suspected DUI. V2 was towed by wheelers to Crew Carwash headquarters. V1 was towed to Autoreturn. The child was transported by Pike Medic 89 to Eskanazi. D1 was transported to Eskanazi by IEMS medic 89.

903963197 – 1/21/2022 at 7:09 AM

DARK (LIGHTED) CLOUDY WET FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – D1 said she was driving NB on N High School RD. approaching W 38th St. D1 said that V2 entered her path from the north & V1 struck it. D2 said he was making a left turn from SB N High School Rd. when V1 struck V2 in the side from the south, D2 said V1 was traveling at an excessive speed & didn't stop or slow down. Both drivers said the other driver failed to yield. D1 was transported to a hospital by EMS. D2 was treated by EMS at the scene. V1 had four children in it & they were treated at the scene. V2 had two children in it & they were treated at the scene. The children were taken from the scene before their names could be collected.

904001572 – 3/20/2022 at 7:10 PM

DAYLIGHT CLEAR DRY DISREGARD SIGNAL/REG SIGN RIGHT ANGLE

INC – On Sunday March 20, 2022, at approximately 7:10 pm IMPD Officer was dispatched to a personal injury accident at the intersection of 38th St. and High School Rd. D1 stated he was traveling SB on High School Rd. and went to turn left on EB 38th St. with a solid green light. D1 stated as he was turning, he was suddenly struck by V2 but was uncertain what direction V2 came from. D2 stated he was traveling EB on 38th St., approaching High School Rd. and attempted to stop when his brakes stopped working. D2 stated he entered the intersection and tried to swerve to avoid V1 but the driver's side rear of V2 and front of V1

collided. D3 stated she was sitting at the red light in the WB lanes of 38th St. when suddenly V1 and V2 collided, V2 inverted and slid into the driver's side of V3. D4 was uncertain how the crash occurred but stated he was behind V3 when V2 suddenly slid into the front of V4. Officer observed heavy front-end damage to V1, damage to all of V2, damage to the driver's side of V3 and minor damage to the front driver's side of V4. V1 and V2 were towed to Auto Return by Wheeler's towing. All of the belongings that fell out of V2 were put back in V2 before being towed. D2 was transported to the hospital.

904024192 – 4/28/2022 at 11:59 PM

DARK (LIGHTED) CLEAR DRY IMPROPER TURNING RAN OFF ROAD

INC – CAD number: IP22042800002405 This incident was recorded with a body worn camera. On April 29, 2022, at approximately 12:00 AM, IMPD Officer was on duty assigned to the Operations Division of Northwest District in full police uniform and in a fully marked police vehicle. Officer was dispatched to a disturbance which turned into a single vehicle, personal injury crash in the area of 3802 N High School Rd. in Indianapolis, IN. D1 advised that they were driving WB on W 38th St. in the area of N High School Rd. and were attempting to get onto I-465 when they failed to negotiate a turn and struck the embankment on the NW corner of the intersection. V1 carried up the embankment, struck a privately owned clothing donation dumpster, and came to rest in the parking lot of 3802 N High School Rd. Indianapolis, IN. D1 advised that their vehicle did not make contact with any of vehicle. Officer observed damages to V1 consistent with the events that the D1 advised. V1 sustained significant front-end damage with airbag deployment and Officer observed a trail of dirt from where the vehicle drove up the embankment. D1 was injured with complaint of hand pain and would seek medical attention on their own. Front seat passenger of V1 was injured and was transported to the hospital by IEMS 89 - Truck #0476 due to a visibly bleeding head wound and complaint of chest pain. V1 was towed from the scene due to disabling damage by Affordable Towing and was taken to Auto Return (2451 S Belmont Ave. Indianapolis, IN 46221).

904069883 – 7/10/2022 at 6:00 PM

DAYLIGHT CLEAR DRY DRIVER ILLNESS OPPOSITE DIRECTION SIDESWIPE

INC – V1 was suffering from an unknown medical emergency and was unable to speak and seemed delirious. V1 was transported to Eskenazi for a possible seizure. V2 stated she was traveling NB onto N High School Rd. just N of the 38th St. intersection. V2 stated V1 who was traveling SB on N High School Rd. suddenly drove over the center median and side swiped her vehicle. V2 refused EMS and both vehicles were towed to auto return by Hadley's Towing.

904127029 – 9/25/2022 at 4:55 AM

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

INC – D1 fled the scene prior to police arrival after having removed license plate from vehicle. D2 stated that he was NB on High School Rd. but did not know what had happened. D3 stated that she was WB on 38th St. and was stopping for the light at High School Rd. She stated that V1 went through the yellow light EB on 38th St. She stated that V2 apparently ran the light NB and D1 struck V2 and then spun into her vehicle.

904165369 – 11/21/2022 at 6:10 AM

DARK (LIGHTED) CLEAR DRY FAILURE TO MAINTAIN LANE RAN OFF ROAD

INC – On Monday, November 21, 2022, at 06:10, Officer responded to a crash on N High School Rd. 53' at intersection of W 38th St. At the time of the crash, the weather was clear, and the road surface was dry. V1, Black Ford Taurus, going straight. D1 advised he was traveling SB on High School Rd. just N of the 38th St. intersection. D1 advised he was traveling at excessive speeds. D1 advised he was attempting to pass a car when he ran off of the roadway going over an embankment, striking and breaking an Indy Go sign, striking

a tree, striking and breaking a sign belonging to Eagle Creek Chiropractic, landing in the parking lot before coming to a rest on the opposite side embankment. D1 complained of pain to his lower back. D1 was transported to the hospital by IEMS medic 30 EMS#4490. D1 was towed to Auto Return due to disabling damage. It should be noted that a body worn camera was activated for this incident. No further information.

904204842 – 1/15/2023 at 9:41 PM

DARK (NOT LIGHTED) CLEAR DRY FOLLOWING TOO CLOSELY REAR END

INC – D1 did not speak English and the smell of an alcoholic beverage was coming from his person. DUI Car SP135 arrived on scene and administered a BPT. D1 blew a .188 and was taken to the hospital for a blood draw. D2 was transported to the hospital for a checkout and his car was towed due to damage. D3 said that D1 slammed into the back of D2 which caused D2 to rear end D3's vehicle. D3 stated that he and D2 were stopped at a red light when D1 crashed into D2 at a high rate of speed making no attempt to slow down. See IMPD Case #IP230005217 and Speedway Case #SP230000108.

904272980 – 5/10/2023 at 12:30 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Wednesday, May 10, 2023, at 12:30, Officer responded to a crash on W 38th St. at the intersection of N High School Rd. At the time of the crash, the weather was clear, and the road surface was dry. V1, white Chrysler Pt Cruiser, turning right. V2, white Ford F75, going straight. V1 stated he was traveling WB on 38th St. east of the High School Rd. intersection. D1 advised he was in the middle lane attempting to change lanes into the turn lane when he did not see V2 in the lane he was going to change into. D1 advised as he began to change lanes V2 came out of nowhere and struck D1. D1 was towed to auto return due to disabling damage. D1 complained of chest pain while on scene and was transported to the hospital via IEMS medic 89 EMS 0476. D2 stated he was traveling WB on 38th St. east of the High School Rd. intersection. D2 advised traffic was backed up due to traffic lights and heavy traffic. D2 advised he was in the middle lane and his lane was moving freely. D2 advised as he was passing a semi V1 was pulling out of a parking lot into traffic in front of V2. D2 advised the vehicle collided. D2 did not complain of pain while on the scene. V2 was able to be driven away from the scene. No further information.

904283245 – 5/25/2023 at 10:18 PM

DARK (LIGHTED) CLEAR DRY FOLLOWING TOO CLOSELY REAR END

INC – On Thursday, May 25, 2023, at 22:18, IMPD Officer responded to a crash on W 38th St. at the intersection the of N High School Rd. The road surface was dry and of concrete. V2, red Dodge Durango, slowing or stopped in traffic. V1, white Chevrolet Impala, slowing or stopped in traffic. D1 advised he was approaching the N High School Rd. and W 38th St. intersection, traveling EB, when V2 came to a sudden stop in front of him. He advised he rear-ended V2 and did not have enough time to stop. D2 advised he was coming to a stop in the same direction at the same intersection when struck by V1. D2 was unsure of exact conditions and was almost lethargic when talked to by Officers. D2 was transported for complaint of pain.

904296443 – 6/11/2023 at 11:10 PM

DARK (LIGHTED) CLEAR DRY IMPROPER TURNING RIGHT ANGLE

INC – On June 11, 2023, V1 (occupied 2x) was traveling EB on W. 38th St. at N High School Rd. V2 attempted to make a U-turn from EB W 38th St. to WB according to witness that was driving behind V2. V1 struck V2 causing damage to the driver's side of V2 and damage to the front end of V1. V2 then struck V3 that was attempting to make a right hand turn on to W 38th St. from N High School Rd. causing damage to V3's front end. All vehicles ended in the WB lanes of traffic. D2 was transported to Eskenazi Hospital with a fractured

hip. D1 and D3 refused treatment from EMS. All vehicles were towed from the scene due to inoperable damage. All events occurred in Marion County, Indianapolis, Indiana.

904305478 – 7/5/2023 at 12:45 AM

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

INC – D1 AND D2 WERE UNABLE TO GIVE STATEMENT. PASSENGER FROM V2 STATED THEY WERE SB ON HIGH SCHOOL RD. ATTEMPTING TO TURN EAST ONTO W 38TH ST. WHEN THE ACCIDENT OCCURRED.

904366575 – 10/5/2023 at 7:17 AM

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

INC – On Thursday, October 5, 2023, at 07:17, Officer responded to a crash on High School Rd. at intersection the of 38th St. and the road surface was dry. V1, silver\aluminum Mitsubishi Eclipse Cross, turning left. V2, black Hyundai Santa Fe, going straight. D1 stated that she was turning left from SB High School Rd. to EB 38th St. She stated that she saw V2, which was NB on High School Rd. She believed that she had enough time to make her turn. She stated that she believed V2 may have sped up to make the light. She complained of abdominal and chest pain. She also stated that her juvenile said complained of right arm and abdominal pain. Both were transported to Methodist Hospital by Wayne Township Medic 82, EMS # 4696. D2 stated that he was NB on High School Rd. at W 38th St. He stated that V1 turned in front of him and he was unable to avoid striking the passenger side of the vehicle which then caused V1 to roll onto the driver's side of the vehicle.

904375163 – 10/19/2023 at 5:40 AM

DARK (LIGHTED) RAIN WET FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On Thursday, October 19, 2023, at 05:40, Officer responded to a crash on 38th St. at intersection the of High School Rd. and the road surface was wet. V1, red Hyundai Santa Fe, going straight. V2, tan Chevrolet Tahoe, turning left. D1 advised he was traveling WB on 38th St. just east of the High School Rd. intersection. D1 advised the traffic signal was green but turning yellow as he proceeded through the intersection. D1 advised V2 was west of the intersection on 38th St. attempting to turn north onto High School Rd. D1 advised V2 turned left in front of V1 and both vehicles collided. D1 complained of pain to his leg and was transported to the hospital via IEMS Medic 30. V1 was towed to auto return due to disabling damage. D2 advised he was traveling east on 38th St. just west of the High School Rd. D2 advised he was stopped in the left hand turn lane at the front of the line. D2 advised the light turned green and as he turned left. D2 advised V1 ran the traffic light on 38th St. going west through the intersection. D2 advised V1 struck V2 on the front end of the vehicle. D2 complained of pain due to his blood pressure but was not transported from the scene. V2 was left in the parking lot he was parked in until he is able to move vehicle. It should be noted that a body worn camera was activated during this incident. No further information.

904383215 – 10/31/2023 at 7:08 AM

DARK (NOT LIGHTED) CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Tuesday October 31st, 2023, at approximately 7:08 AM IMPD Officer was dispatched to the intersection of W 38th St./N High School Rd. on a report of a PI accident. Upon arrival, Officer spoke to the D1 who stated she was turning NB onto N High School Rd. from EB W 38th St. and she stated she "thought" she had a green arrow and proceeded to turn. While turning, she was struck on the right side by the right passenger door and rear right tire. D2 stated he had a green light and proceeded to go through the intersection traveling WB on W 38th St. when V1 pulled out in front of him. A witness remained on scene and told Officer that V2 had the green light and V1 ran the light, and it was all her fault. V1 is an Uber driver and had a passenger with her in the back seat. The passenger complained of neck pain and was transported

to Eskenazi by IEMS Medic 30. Both parties had insurance on scene. D2 did not have a valid driver's license. V1 was towed to AutoReturn by Affordable. V2 was towed to AutoReturn by Wheeler's along with the trailer attached. Both parties were given an IMPD Case Card, and a report was made. The entire incident was captured on Officer's Body-Worn Camera.

904536505 – 7/5/2024 at 4:05 PM (PEDESTRIAN)

DAYLIGHT CLEAR DRY PEDESTRIAN ACTION OTHER - EXPLAIN IN NARRATIVE

INC – On Friday, July 5, 2024, at 16:05, Officer responded to a crash on N High School Rd. at the intersection of W 38th St. and the road surface was Dry. V1, beige Toyota Corolla, going straight. V1 fled the scene and was later located and arrested for hit and run. V1 had damage to the driver's side rear view mirror and to the windshield. D2 had injuries to his head and shoulder and was transported to Riley Hospital by IEMS medic 89. D3 had injuries to his head and knee and was transported to Riley Hospital by IEMS medic 30. Witness 1 had video footage of the incident. Witness 2 said he saw V1 hit V2 and flee the scene. Witness 2 followed V1 and informed police of V1's location. Witness 3 is the stepfather of D2. Witness 3 said he and the children were crossing the road, not at the intersection, when a vehicle waved them forward to cross. Witness 3 said as they crossed another vehicle came NB striking V2 and then fleeing the scene. Witness 4 is the mother of D2 and was not on scene during the accident. The diagram was drawn based on driver and witness statements.

904545381 – 7/25/2024 at 11:16 PM

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

INC – On Thursday, July 25, 2024, at 23:16, Officer responded to a crash on W 38th St. at the intersection of N High School Rd. and the road surface was dry. V1, dark blue Chevrolet Impala, turning left. V2, dark blue Honda Element, going straight. D2 stated he was heading straight on 38th St. toward I-465 while D1 was coming from High School Rd. and D1 ran the light. D1 stated he was making a left turn on 38th St. toward High School Rd. and the light was yellow. D1 stated D2 hit his vehicle.

904546650 – 7/28/2024 at 10:56 PM

DARK (LIGHTED) RAIN WET FOLLOWING TOO CLOSELY REAR END

INC – On Sunday, July 28, 2024, at 22:56, Officer responded to a crash on N High School Rd. at the intersection of W 38th St. and the road surface was wet. V2, silver\aluminum Toyota Prius, turning left. V1, red, going straight. D2 stated that he was driving south on High School Rd. from 38th St. and was going to turn east into the BP Gas station parking lot. He stated that as he was about to turn left, he was rear ended by an unknown vehicle. He stated that the vehicle fled the scene south on High School Rd. D2 complained of back pain and was transported to Eskenazi Hospital by IEMS Medic 99. His vehicle was towed to Auto Return by Indy's Best.

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 1/2
Settings: Indiana local settings		Version: Version 4.1		
Location		W 38th St & High School Rd		
GIS				
Post				
Analyst		JB		
Date				
INPUT				
Road Facility Type		City Arterial Intersection		
Busiest Road AADT (veh/day)		32412		
Crossing Road AADT (veh/day)		9594		
First Year with Crash Data (yyyy)		2022		
Last Year with Crash Data (yyyy)		2024		
Number of Crashes (crash/period)				
Fatal and Incapacitating Injury Crashes		20		
Non-Incapacitating and Possible Injury Crashes		24		
Property Damage Only Crashes		231		
Route or Road Type		City Arterial Intersection		
Average Crash Costs (\$)				
Fatal and Incapacitating Injury Crashes		1840100		
Non-Incapacitating and Possible Injury Crashes		393200		
Property Damage Only Crashes		40200		
Crash Cost Year (yyyy)		2017		
OUTPUT				
Expected Crash Frequency (crash/year)				
Fatal and Incapacitating Injury Crashes		0.487		
Non-Incapacitating and Possible Injury Crashes		1.47		
Property Damage Only Crashes		7.34		
All Crashes		9.30		
Index of Crash Frequency		8.66		
Index of Crash Cost		5.30		

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 2/2
Settings: Indiana local settings		Version: Version 4.1		
Location		W 38th St & High School Rd		
GIS				
Post				
Analyst		JB		
Date				
Comments:				

Meeting Minutes
W. 38th Street & High School Road
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 July-August 2024, as reported to ARIES, the intersection of W. 38th Street at High School Road is identified as a high crash location. A site visit was held on Thursday, December 12, 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:

Det. Jason Thalheimer (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, with protected only 3-section heads for left-turn movements on the EB and WB legs of W. 38th Street and protected/permissive 5-section heads for left-turn movements on the NB and SB legs of High School Road. A single left-turn lane is provided on each leg. All existing traffic signal heads are yellow and appear to have LED bulbs. Existing land use at this intersection and vicinity is primarily commercial / retail. The posted speed limit on W. 38th St. is 40 mph. The posted speed limit on High School Rd. is 35 mph.

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

- 275 crashes/3 years
- 0 Fatal
- 20 Incapacitating Injury
- 24 Non-Incapacitating Injury / Possible
- 231 Property Damage Only (PDO)

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

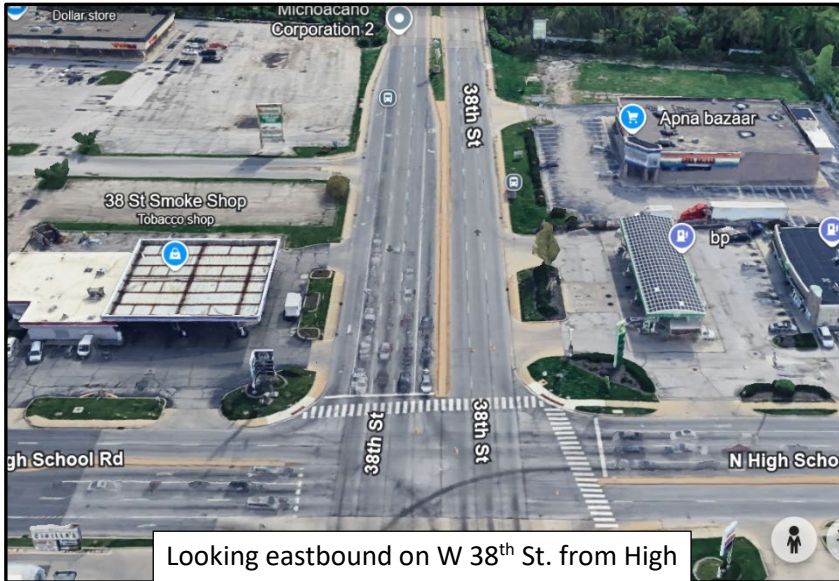
- $I_{cf} = 4.78$
- $I_{cc} = 4.22$

Observations and Preliminary Identified Problems

Note: This intersection is included in Pedestrian Focus Group 3A. Jill will find and send me the report.

1. The existing traffic signals do not meet current design standards.
2. Check the yellow change intervals and red clearance intervals against the existing signal timings and adjust as needed.
3. The existing traffic signals for W. 38th St. have protected only left-turn arrows for the EB and WB left turn movements, while the existing traffic signals for High School Rd. have protected/permissive left turns for the NB and SB left turn movements. Indy DPW policy requires 13 left turn crashes to upgrade left turn signals to protected only. Further crash data analysis shows at least 14 crashes occurred at this intersection involving a left turning vehicle, exceeding this requirement.
4. There was discussion in the field regarding a No Turn on Red (NTOR) for SB right turning vehicles. However, the group determined the WB through movement is too heavy for SB vehicles to find gaps to turn right on red. Therefore, a NTOR sign for SB right turns would not be helpful and is not recommended.
5. The green arrow for EB left-turn movements is overlapping with the green arrow for SB right-turn movements. A check of the Indianapolis / Marion County ordinances website did not show an ordinance for no U-turns at this intersection. No U-Turn signs for the EB and WB protected only left turn lanes were considered. Upon further discussion with DPW's Traffic Signal Systems Engineer, this is not recommended.
6. This intersection is adjacent to the W 38th Street interchange at I-465. Disregard signal crashes (and exceeding the posted speed limit), particularly WB, might be due to vehicles traveling WB toward the interchange trying to avoid stopping at "the last signal" before the interchange. Additional crash data revealed a total of 50 angle or turn crashes occurred in the intersection. 24 of these crashes were due to Disregarding the Signal / Sign, vs. 26 of these crashes were due to Failure to Yield.
7. Several crashes have occurred at the Marathon Gas Station access drive, on 38th St. just east of High School Rd. (NE quadrant).
8. There are multiple existing access drives on the south leg of High School Rd.
9. There are multiple existing access drives on the north leg of High School Rd.

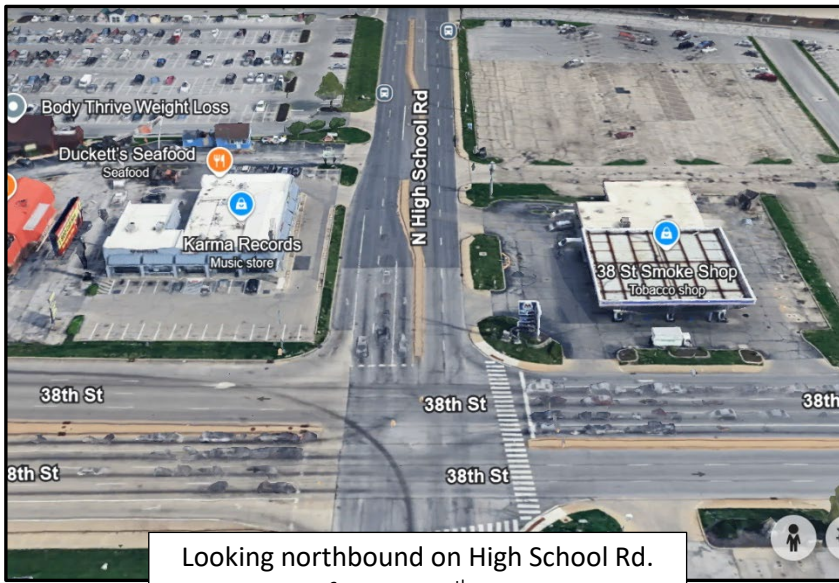
10. The west and north legs of the intersection do not have striped crosswalks because there is a missing ADA ramp in the NW quadrant.
11. Existing ADA ramps in the NE, SE and SW quadrants were replaced in mid-2022. All existing ADA ramps should be surveyed to verify current ADA design standards are met.
12. During the field check, it was discovered that the existing Accessible Pedestrian Signal (APS) button in the NE quadrant for the SB crosswalk is audible, but the walk signal does not activate. All pedestrian hardware for this intersection should be investigated.
13. A pedestrian crossing with Rectangular Rapid Flashing Beacons (RRFBs) currently exists on the south leg of High School Rd. located approx. 375' south of the intersection.
14. All existing longitudinal and transverse pavement markings at this intersection are worn. Note: Two crosswalks are missing (west and north legs) due to the missing ADA ramp in the NW quadrant.
15. The EB and WB left turn lanes of 38th St. and the SB left turn lane of High School Rd. are missing Left Turn Only (R3-5L) overhead lane assignment signs.



Looking eastbound on W 38th St. from High School Rd.



Looking westbound on W 38th St. from High School Rd.



Looking northbound on High School Rd. from W 38th St.



Looking southbound on High School Rd. from W 38th St.

Note: Photos via Google Earth 3D

Preliminary Recommendations

Near-Term

- If necessary, based upon review findings, adjust the yellow change and red clearance intervals of the traffic signals for this intersection.
- Convert the NB and SB left turn signals from protected/permissive to protected only.
- Increase police presence to reduce the number of failure to yield and disregard signal crashes at this intersection, and to remind drivers to obey the traffic signal.
- Refresh the existing continental crosswalks on the east and south legs. Refresh all longitudinal and transverse pavement markings for this intersection. Refresh all painted arrow markings. Highly reflective, durable markings should be used.
- Install a Left Turn Only (R3-5L) overhead lane assignment sign on 38th St. for both the EB and WB left turn lanes, as well as on High School Rd. for the SB left turn lane.

Note: A work will be submitted to address the Near-Term items listed above.

Long-Term

- Perform a traffic signal modernization to improve the traffic signals to current design standards. Include signal visibility improvements, such as black backplates with retroreflective strips and new LED signal bulbs.
- Evaluate the traffic capacity of the existing signal to determine a need for dual left turn lanes, removal of right turn lane(s), or if any other geometric changes are necessary.
- Close the Marathon Gas Station access drive, on 38th St. just east of High School Rd. (NE quadrant) to reduce crashes and to improve access control for this intersection.
- To reduce collisions associated with the multiple access drives on the south leg of High School Rd., extend the raised center concrete median for a minimum of 60' to the south. Final determination of the median extension will be at the discretion of the design engineer.
- To reduce collisions associated with the multiple access drives on the north leg of High School Rd., close the gap in the existing raised center concrete median (from approx. 275' to approx. 300' north of the intersection) by constructing approx. 75' of new raised center concrete median.
- Upgrade the existing midblock crossing on the south leg of High School Rd. to a high intensity activated crosswalk beacon (HAWK) with a median for pedestrian refuge.
- Install a new ADA ramp in the NW quadrant to meet current ADA standards, and paint new continental crosswalks on the west and north legs. Highly reflective, durable markings should be used.
- During the design phase, survey all existing ADA ramps for compliance with current ADA standards. Replace outdated ADAs with new ramps that meet current ADA standards.

January 15, 2025

- Install new pedestrian signal head(s) and APS push button(s) in the NW quadrant. Modernize all existing pedestrian signals to meet the most current design standards. Assure that all APS buttons are functioning properly.
- When project funding becomes available, perform a traffic study to evaluate the capacity of the existing intersection. Determine if dual lefts, removal of right turn lane(s), or any other geometric changes are necessary.

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

Sincerely,

A handwritten signature in blue ink that reads "Jason W Bowers".

Jason Bowers
Transportation Safety Engineer
Department of Public Works – Engineering
200 E. Washington St., Suite 1401
Indianapolis, IN 46225

P: (317) 327-4000

E: Jason.Bowers@Indy.gov

cc: File