



Fatal Crash Review Team Report for March 25, 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
Benjamin Morrical (Legal Counsel)	Present

On Tuesday, March 25, 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 January 21st, 2025, 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, Jill Palmer moved to adopt these Minutes and Report; this was seconded by Captain Ilnicki. The Minutes and Report for January 21st, 2025, were adopted with all in attendance voting "Yes."

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

The fatal crashes to be reviewed for the period of November and December 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 71st Street and Georgetown Road. That RSA will take place in April 2025, including a field check scheduled for Thursday, April 17th, 2025, and the report will be incorporated into the meeting notes to be adopted at the May 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 Damon Richards, and passed by all present members.

Signed,

Jason Bowers

Jason Bowers
 Transportation Safety Engineer
 Secretary – Fatal Crash Review Team

(1) – Master Record Number: 904607247

Date	November 3, 2024
Time	12:31 PM
Location/Nearest Intersection	5106 MICHIGAN ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Speeding (5) including one excessive (89 mph) and one speeding in a work zone; Leaving the scene; Disregard signal.
Circumstances	It was determined that V1 was travelling SE on Michigan Rd. at a high rate of speed. V2 was travelling NW on Michigan Rd. V2 began turning W into 5106 Michigan Rd (gas station) and was struck by V1. Officer 1 spoke with witnesses. Officer 2 oversaw the administrative blood draw of D1. #IP240104849 Officer 3 applied for and was granted a search warrant for the Airbag Control Module (ACM) in V1. The ACM collects and stores up to five seconds of pre-crash vehicle data, which includes vehicle speed, engine RPM, accelerator pedal position and brake pedal switch activation. On November 4, 2024, Officer 3 served the search warrant and obtained the data from the ACM of V1. Officer 3 downloaded the ACM from V1, and the data showed V1 was traveling 99 MPH 5.0 seconds before the crash, was traveling 94 MPH 3.0 seconds before the crash, and was traveling 92 MPH 2 second before the crash. The posted speed limit for Michigan Road where the collision occurred is 45 MPH. The supplement was done to add information to the narrative. ERS 11/26/2024 Supplement done 2/13/2024 to add Toxicology for Driver 1 (JAG)
Recommendation	Under the next capital improvement project at this location, construct a raised concrete center median on the north leg of Michigan Road to control access. This will result in the gas station drive becoming a right in / right out only.



(2) – Master Record Number: 904614732

Date	November 16, 2024
Time	4:10 PM
Location/Nearest Intersection	DR. MARTIN LUTHER KING JR. STREET & 25 TH STREET
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 Friday, November 15, 2024, at 16:10, Officer 1 responded to a crash on 25 th St. at the intersection of Dr. Martin Luther King Jr. St. and the road surface was dry. V1, red Toyota Prius, turning left. D1 stated that she was sitting at the red light facing west on 25 th St. waiting for the light to turn green. D1 stated that the light turned green, and she was turning left to go south on Dr. Martin Luther King Jr. Street. D1 stated that she did not see the man crossing the street when she struck him with her vehicle. The male pedestrian was not able to make a statement at this time due to injuries and being treated by medics on scene. Male pedestrian was transported to local hospital to be treated for his injuries. Supplemental added on November 16th, 2024. The Pedestrian was pronounced deceased at 2:46 PM on November 16th, 2024, due to injuries sustained during this accident. See related IMPD Traffic Investigation report under IP240108981. No Testing was done on either participant in this crash. (JAG)
Recommendation	Paint new continental (piano key) crosswalks over the existing DuraTherm decorative crosswalks which are worn/faded.

(3) - Master Record Number: 904616747

Date	November 17, 2024
Time	7:50 AM
Location/Nearest Intersection	LAFAYETTE ROAD & KESSLER BOULEVARD NORTH DRIVE
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	Yes
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = OWI (2020); OWI (2024); Driving while suspended; Distracted driving / no license. D1 was charged in this crash for Leaving the Scene of an Accident Resulting in Death or Catastrophic Injury (Felony).
Circumstances	Investigation showed the pedestrian was walking SB on N Kessler Blvd W Drive on the NB shoulder. V1 was traveling NB on N Kessler Blvd W Dr. For unknown reasons the right side of V1 drifted across the white fog line and



	struck the pedestrian. V1 continued NB on N Kessler Blvd W Dr. Pedestrian was transported to Eskenazi Hospital by Medic 1 where he was pronounced deceased at about 3:00 pm. See report under Case # IP20109136. Supplement done 2/16/2025 to add Toxicology results for Fatal Pedestrian (JAG) Further investigation revealed the driver and vehicle at time of crash, supplement created to add information 02/26/2025 (TSA)
Recommendation	Construct sidewalk along the east side of Kessler Blvd. and along the north side of Lafayette Road.

(4) – Master Record Number: 904616635

Date	November 17, 2024
Time	2:54 PM
Location/Nearest Intersection	EMERSON AVENUE & HEATHWOOD DRIVE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D2 = Speeding (2)
Circumstances	D2 said he was SB on S Emerson Ave. He stated he did not see the motorcycle NB on S Emerson Ave. He stated he started to turn left onto Heathwood Dr. and was struck by the motorcycle. D1 (motorcycle) was transported to Eskenazi Hospital by Medic 26, where he was pronounced deceased by Dr. Kyle Carpenter at 3:43 pm. See report under Case# IP240109243. Supplement done 2/14/2025 to add Toxicology results (JAG)
Recommendation	None.

(5) – Master Record Number: 904627194

Date	November 28, 2024
Time	10:56 PM
Location/Nearest Intersection	ROBERTA DRIVE & LAFAYETTE ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = No seatbelt; Driving while suspended (6); No valid license (6); Speeding (3);
Circumstances	Investigations showed the V1 was traveling SE on Lafayette Rd. at a high rate of speed, struck the median in the center turn lane, continued SE Lafayette Rd. sliding off the roadway into the parking lot of 2440 Lafayette



	Rd. where it struck a large concrete block and the AES utility pole # 263460-A, before coming to rest on its top in the parking lot. See report under Case # IP240112749. Supplement done on 2/27/2025 to add Toxicology results to Fatal Driver (JAG) Note added: D1 was not wearing a seatbelt and was ejected.
Recommendation	None.

(6) – Master Record Number: 904633223

Date	December 6, 2024
Time	2:15 PM
Location/Nearest Intersection	WASHINGTON STREET & BOUNDARY STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Truck
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D2 = None.
Circumstances	<p>On Friday, December 6, 2024, at about 2:15 pm, Southwest District officers responded to the 8800 block of W. Washington St. on a report of a personal injury crash involving four vehicles. Upon arrival, officers learned a black 2020 Hyundai (V2) driven by D2, had been traveling WB on W. Washington St. in the right lane and attempted to quickly switch to the left lane. During the lane change, D2 drove into the path of a yellow 2012 Ford F-650 wrecker (V1), which was traveling in the left lane and was driven by D1. On the rollback of the wrecker was a black pickup and it was also towing a white sedan. The left rear of the V2 came into contact with the right front of the V1, which caused V2 to slide out of control S into the E travel lanes. During the slide, V2 slammed into the front of a black 2017 Kia (V3) driven by D3, which was traveling EB on W. Washington Street. The violent impact caused V2 to rotate the opposite direction, and during the spin, V2 collided with a 2025 Freightliner bus (V4), which was traveling EB on W. Washington St. and was driven by D4. As a result of the crash, D2 suffered serious internal injuries and was transported by ambulance to Eskenazi Hospital in critical condition. D3 was trapped in her vehicle and had to be extricated by firefighters. She suffered serious injuries to her lower legs and once she was removed from V3, she was transported by ambulance to Eskenazi Hospital in critical condition. D1 stopped V1 west of the crash site and after Officer 1 interviewed him, D1 was given a PBT. The results were .000 and there were no signs of impairment. D4 stopped the bus and after Officer 2 interviewed her, she was given a PBT. The results were .000 and there were no signs of impairment. The scene was photographed, and measurements were taken by Officers 1 & 2. On December 11, 2024, D2</p>



	was pronounced deceased from injuries suffered in the collision (TSA, 12/17/2024) No Coroner Testing done on Fatal Driver. (JAG)
Recommendation	None. INDOT jurisdiction.

(7)– Master Record Number: 904630534

Date	December 6, 2024
Time	11:25 PM
Location/Nearest Intersection	MICHIGAN ROAD & NORTHGATE STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Truck
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Unconfirmed (no middle initial). D1 was charged in this crash for causing Death or Catastrophic Injury when operating a vehicle while intoxicated (Felony).
Circumstances	Investigations showed V2 was traveling NB on N Michigan Rd. in the left lane, V1 was traveling SB on N Michigan Rd. V1 crossed the centerline running head on into V2. D2 was transported to Eskenazi Hospital by Medic 12. Passenger of V2 was transported to Methodist Hospital by Medic 64. See report under Case# IP240115082. Supplement done 2/16/2025 to add Toxicology results (JAG)
Recommendation	None.

(8)– Master Record Number: 904630535

Date	December 8, 2024
Time	3:21 AM
Location/Nearest Intersection	10 TH STREET & ILLINOIS STREET
Vulnerable Road User?	Yes - Pedestrian
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Unconfirmed (no middle initial). However, mycase indicates that D1 has potentially been cited multiple times for speeding and other moving violations over the course of many years (failure to yield, suspended license, no seatbelt).
Circumstances	D1 stated he was traveling NB on N Illinois St. approaching W 10th St. D1 stated a pedestrian in the bike lane walked out in front of him. D1 stated he did not have time to react and struck the pedestrian. The pedestrian was transported to Methodist Hospital by Medic 31, where he was pronounced deceased. Updated toxicology for driver - 03-03-25 aw
Recommendation	None.



(9) – Master Record Number: 904631322

Date	December 8, 2024
Time	11:09 PM
Location/Nearest Intersection	2800 W 86 TH 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 = None.
Circumstances	On Sunday, December 8, 2024, at 11:09 PM, Officer 1 responded to a crash on 2800 W 86th St. and the road surface was wet. V1, white Honda CRV, going straight. V2, white Dodge Grand Caravan, going straight. V1 was WB in the EB lanes of W 86th St. when it crashed into V2 which was EB in the EB lanes. D1 was transported to St. Vincent's hospital but succumbed to injuries and was pronounced deceased at 11:34 PM. D2 was transported to Eskenazi Hospital where a blood draw was performed by Officer 2. Both vehicles were towed to Zores towing by Zore's Towing. Supplement done 2/16/2025 to add Toxicology results for Drivers (JAG)
Recommendation	None.

(10) – Master Record Number: 904651145

Date	December 15, 2024
Time	8:18 PM
Location/Nearest Intersection	E 16 TH STREET, 554' WEST OF POST ROAD
Vulnerable Road User?	No
Hit & Run?	Yes
SUV/Truck?	Yes – Van
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (2); D1 was charged in this crash for Leaving the Scene of an Accident Resulting in Death or Catastrophic Injury (Felony).
Circumstances	On Sunday, December 15, 2024, at 8:18 PM, Officer 1 responded to a crash on E 16 th St. 554 ft W of the intersection with Post Rd. and the road surface was wet. V1, white Chevrolet Express, going straight. V2, blue Harley Davidson Street Glide, going straight. Investigation showed V1 was traveling WB in the EB lanes of E 16th St when it struck V2 head on. V2 was traveling EB on E 16th St. V1 continued WB after the collision. The collision caused D2 to be ejected. D2 was transferred to Eskenazi hospital in critical condition where he later was pronounced deceased. V2 was towed to Zores. V1 and D1 were located the next day and V1 was towed to Zore's.



	Also see case IP240117718. Supplement done 2/16/2025 to add Toxicology results for Fatal Driver and no testing done on Hit and Run Driver (JAG)
Recommendation	None.

(11) – Master Record Number: 904647269

Date	December 19, 2024
Time	6:48 PM
Location/Nearest Intersection	ROCKVILLE ROAD, 656' WEST OF CORONADO ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = None.
Circumstances	On Thursday, December 19, 2024, at 6:48 PM, Officer 1 responded to a crash on Rockville Rd. 656 ft W of the intersection with Coronado Rd and the road surface was dry. V1, black Kawasaki Ninja Zx4rr, going straight. V2, silver\aluminum Toyota Camry, turning left. D2 stated she was traveling EB on Rockville Rd. attempting to turn left into the business complex. D2 stated she did not see anything coming so she started turning left when struck. D1 was unable to give a statement. Witness stated she was EB on Rockville Rd. in the right straight lane. Witness stated she seen the Toyota in the left turn lane with her blinker on. Witness stated the Toyota had a blinking yellow light and EB had a solid green light. Witness stated she heard a loud bang and turned around and went back and seen a motorcycle had struck the Toyota. Witness stated she never seen the motorcycle driving WB. D1 was pronounced on scene. The scene was documented with pictures and measurements. Also see case IP240119067 Supplement done 2/16/2025 to add Toxicology results for Drivers (JAG)
Recommendation	None. INDOT jurisdiction.

(12) – Master Record Number: 904647256

Date	December 19, 2024
Time	10:07 PM
Location/Nearest Intersection	MERIDIAN STREET, 853' SOUTH OF WEST 79 TH STREET
Vulnerable Road User?	No
Hit & Run?	Yes
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes



Does motorist have prior serious driving offenses?	D1 = Speeding (2).
Circumstances	On Thursday, December 19, 2024, at 10:07 PM, Officer 1 responded to a crash on Meridian St. 853 ft S of the intersection with W 79 th St. and the road surface was dry. V1, gray Jeep Grand Cherokee, changing lanes. V2, fled the scene. V3, white Hino, going straight. Investigation showed V1 was traveling NB on N Meridian St. very fast in the left lane. V1 swerved right striking V2 NB that was traveling in the right lane. This collision caused V1 to go left across all lanes of traffic then swerve back right striking V3 head-on in the left SB lane, The collision caused both vehicles to go into the center lane. The collision also caused V1 to catch fire. D1 was trapped inside the vehicle and pronounced on scene. V3 was traveling SB in the right lane when he seen V1 cross all lanes of travel. D3 stated he moved over into the left lane in an attempt to avoid V1, but V1 then suddenly swerved right causing a head-on collision. V2 was described by witnesses as a dark colored sedan. The scene was documented with photos, measurements, and drone footage. Supplement done 2/16/2025 to add Toxicology results for Fatal Driver (JAG) There was Carbon Monoxide less than 10% in her system.
Recommendation	None.

(13) – Master Record Number: 904640576

Date	December 20, 2024
Time	10:22 PM
Location/Nearest Intersection	6200 W WASHINGTON STREET, 200' WEST OF HIGH SCHOOL 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 = No license (2021) as well as this crash.
Circumstances	On Friday, December 20, 2024, at 10:22 PM, Officer 1 responded to a crash on 6200 W. Washington Street 200 ft W of the intersection with High School Road and the road surface was dry. V1, white Mitsubishi Outlander, going straight. V1 was traveling W on Washington St. when Pedestrian 1 came off of the raised median and out in front of her. V1 and D1 stopped and remained on scene. D1 was taken to Eskenazi hospital where a blood draw was performed. Pedestrian 1 was taken to Eskenazi Hospital where he was pronounced deceased shortly after arrival. Witness 1 and 2 were in the same vehicle traveling east on Washington St. They both said that they saw Pedestrian 1 running into the roadway and even said to themselves that he would get hit. Shortly after passing Pedestrian 1, they heard a noise and realized that Pedestrian 1 had been hit by V1. Photographs and



	measurements of the scene were taken. V1 was towed to 1300 Mickley by Zore's. Supplement done 2/16/2025 to add Toxicology results for Fatal Pedestrian and Driver (JAG)
Recommendation	None. INDOT jurisdiction.

(14) – Master Record Number: 904647277

Date	December 21, 2024
Time	8:24 PM
Location/Nearest Intersection	34 TH STREET, 484' EAST OF LESLEY AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Unconfirmed (no middle initial). However, mycase indicates that D1 has potentially been cited for Speeding (2); No license / Suspended license (6); Failure to yield.
Circumstances	On Saturday, December 21, 2024, at 8:24 PM, Officer 1 responded to a crash on E 34 th St. 484 ft E of the intersection with N Lesley Ave. and the road surface was dry. V1, white Audi A5, driving left of center. Investigation showed V1 was traveling EB on E 34 th St. V1 approached the railroad tracks the lights were flashing, the gates were down. A train traveling SW on track 1 had 1 locomotive, 199 cars, and was sounding the horn when V1 drove left of center around the railroad gate EB. As V1 crossed the tracks it was struck by the locomotive. The locomotive traveled 2,452.3' before it came to stop after the crash. V1 was flipped and landed on the SE corner off the roadway into some trees and brush. D1 was pronounced at the scene. Also see case IP240119628. Supplement done 2/16/2025 to add Toxicology results for Fatal Driver (JAG)
Recommendation	None.

SUMMARY

Total Number of Crashes Reviewed: 14

Total Cases with Recommendations or Follow-Up Action: 3 (21%)

Proportion of Crashes due to Disregarding Regulatory Condition: 7 (50%)

Proportion of Crashes Involving Vulnerable Road User: 4 (29%)

Proportion of Crashes Identified as Hit & Run: 3 (21%)

Proportion of Crashes Involving SUV or Truck: 7 (50%)





Proportion of Crashes Identified as High Rate of Speed: 4 (29%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 5 (36%)

Bicyclist Fatalities: 0

Pedestrian Fatalities: 4 (29%)

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

ATTACHMENT A

**W 38th Street and Georgetown Road
RSA**

ROAD SAFETY AUDIT

Date:	3/24/2025
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 September-October 2024 have been analyzed and the intersection of W 38th St. & Georgetown 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:	39.823964 -86.240112	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 Georgetown Road
 The intersection is located in west 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). Georgetown Road within the study area, is a Minor Arterial. 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 Georgetown 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 only lane, three through lanes, and one dedicated right-turn only lane. The NB and SB approaches of Georgetown Road include one dedicated left-turn only lane, two through lanes, and dedicated right-turn only lane. The posted speed limit along W 38th Street is 40 mph, and the posted speed limit along Georgetown Road is 35 mph. W 38th Street has partially controlled access, while Georgetown Road has uncontrolled access. During the field check on 2/13/2025, the following issues were identified:

Notes from the Field Check

- The existing traffic signals at this intersection do not meet current design standards.
- Existing ADA ramps have been in place since at least 2014 (Nearmap). All existing ADA ramps should be surveyed to verify current ADA design standards are met.
- Existing transverse markings are worn, particularly the continental crosswalks, stop bars, and directional arrows of the turn lanes.
- 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 Georgetown 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 only 4 crashes occurred at this intersection involving a NB or SB left turning vehicle and therefore this requirement is not met.
- 45 of the total crashes at this intersection in the past 3-year study period were rear ends (46%).
- Access control at this intersection is sufficient. Center raised median exists on all 4 legs and existing drive entrances are positioned away from the intersection to prevent conflicts.
- During the field check, it was discovered that the walk signal for the existing pedestrian push button in the NW quadrant for the NB crosswalk does not activate. All pedestrian hardware for this intersection should be investigated and any hardware determined to be faulty should be replaced. Under a full signal modification all pedestrian signals should be modernized to current design standards.
- Left Turn Only (R3-5L) or Right Turn Only (R3-5R) overhead lane assignment signs are missing and should be replaced. Noted in the field, the missing signs are NB left, EB right, and WB right.
- There is a bridge spanning beneath the intersection which is oriented NW to SE. The bridge headwall in the NW quad is damaged with a large section missing. Also, guardrail that used to overlap the end of this headwall is damaged. This combination results in the potential for additional damage to the headwall and potentially compromises safety due to infrastructure vulnerabilities.
- A Concrete Street Rehabilitation, Pavement Replacement project is currently being designed for Georgetown Rd. from 38th St. to Lafayette Rd. This project will reduce the existing roadway pavement width and accommodate the construction a new multi-use trail (commonly referred to as a "Road Diet"). Coordination with the design of the rehabilitation project will occur as this RSA is being developed.

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. 27,857. The 2023 AADT along Georgetown Road in the study area was approx. 9,704.

b) Safety Performance / Crash Analysis: According to available crash data, there were 98 crashes associated with the study area from Jan-1 2022 to Dec-31 2024 (3 full years), of which 1 crashes resulted in a fatality, 11 crashes resulted in incapacitating injuries, 6 crashes resulted in non-incapacitating injury or possible, and there were 80 PDOs. See attached Crash Summary, Pages 5-6. Output from HAT 4.1:

Jan-1 2022 to Dec-31 2024 Crash Data - W 38th St at Georgetown Rd (analyzed as a Principal Arterial Intersection) $I_{CF} = 3.17$, $I_{CC} = 3.03$

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.
- Refresh all transverse pavement markings and all painted arrow markings for this intersection. Highly reflective, durable markings should be used.
- Install a Left Turn Only (R3-5L) for the NB left-turn lane of Georgetown Rd. Also install Right Turn Only (R3-5R) overhead lane assignment signs for both the EB and WB right turn lanes of 38th St. Whenever possible, use symbol versions of signs instead of text.

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

RECOMMENDED COUNTERMEASURES (Long-Term)

- Install advance video detection and modern ATMS with a new cabinet and controller for the 38th Street corridor to reduce rear end crashes.
- 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.
- 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.
- Install new pedestrian signal head(s) in the NW quadrant. Modernize all existing pedestrian signals to meet the most current design standards including Accessible Pedestrian Signals (APS) push button(s).
- Repair the damaged bridge headwall in the NW quadrant. Also, repair the guardrail to protect the headwall and to protect against potential safety vulnerabilities.

Costs Estimate(s) for Proposed Safety Improvement Project

NEAR-TERM	LONG-TERM (Planning Level)	
Near-term countermeasures are low cost, and will be completed by the Indy DPW Operations team.	Construction Cost =	\$243,040
	Construction Engineering =	\$4,000
	Right-of-Way =	\$0
	Contingency =	\$37,055
	Total Cost =	\$284,085

It should be noted that possible environmental documentation costs are not included in this cost estimate.

Project Score: (for INDOT use)

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

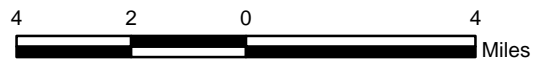
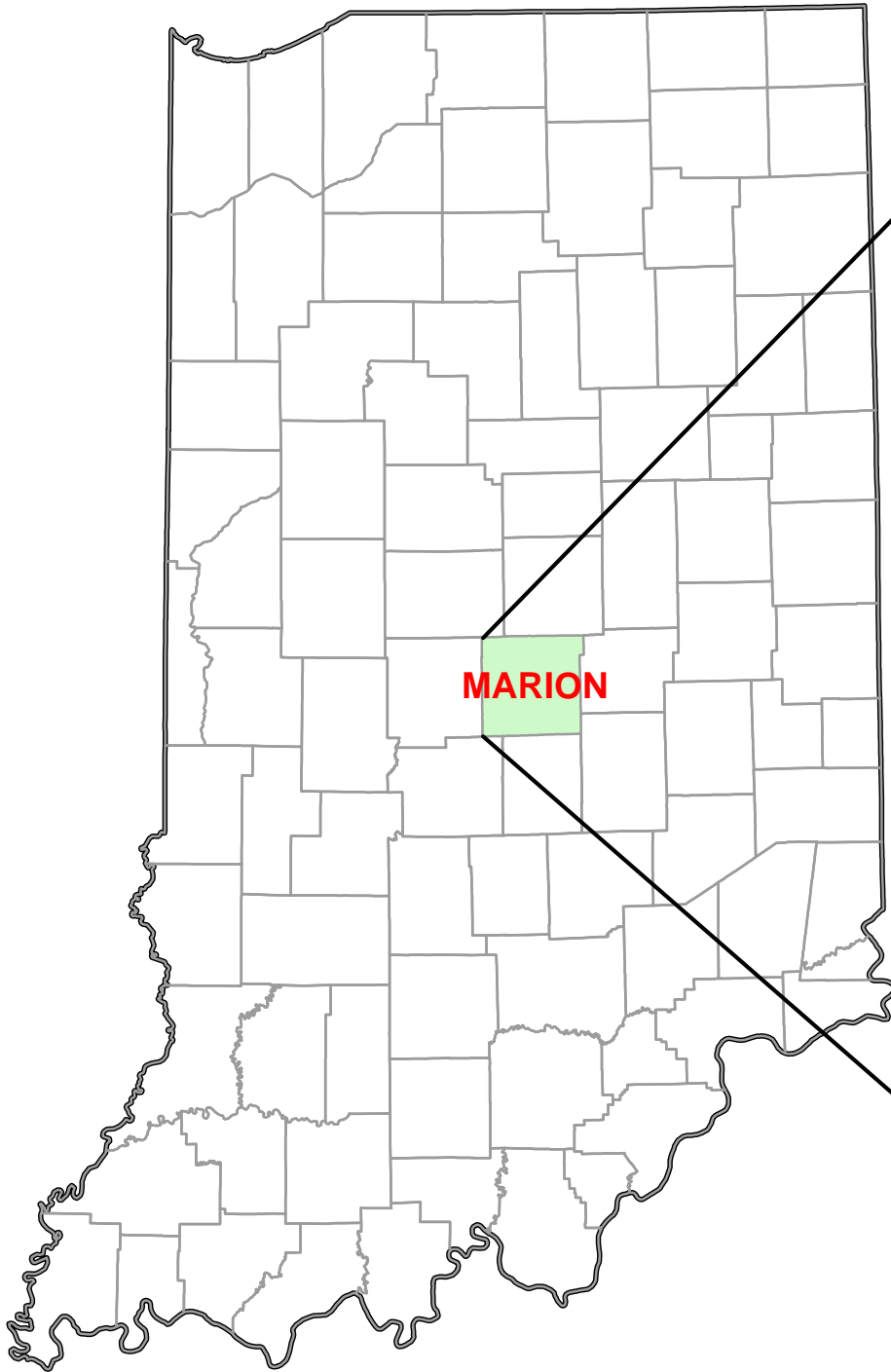
Miscellaneous Notes:

A site visit was held on Thursday, February 13, 2025, 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: Theodore Grain (Eskenazi Health), Dave Allender (CJI), Jill Palmer and Jason Bowers (Indy DPW).

Attachments:

Site Location Map, Page 3	Attachment A - Deep Dive Crash Data Analysis
Collision Diagrams, Pages 4-5	Attachment B - Meeting Minutes
Crash Summary, Pages 6-7	
Photographs, Page 8-11	

W 38th St. & Georgetown Rd.

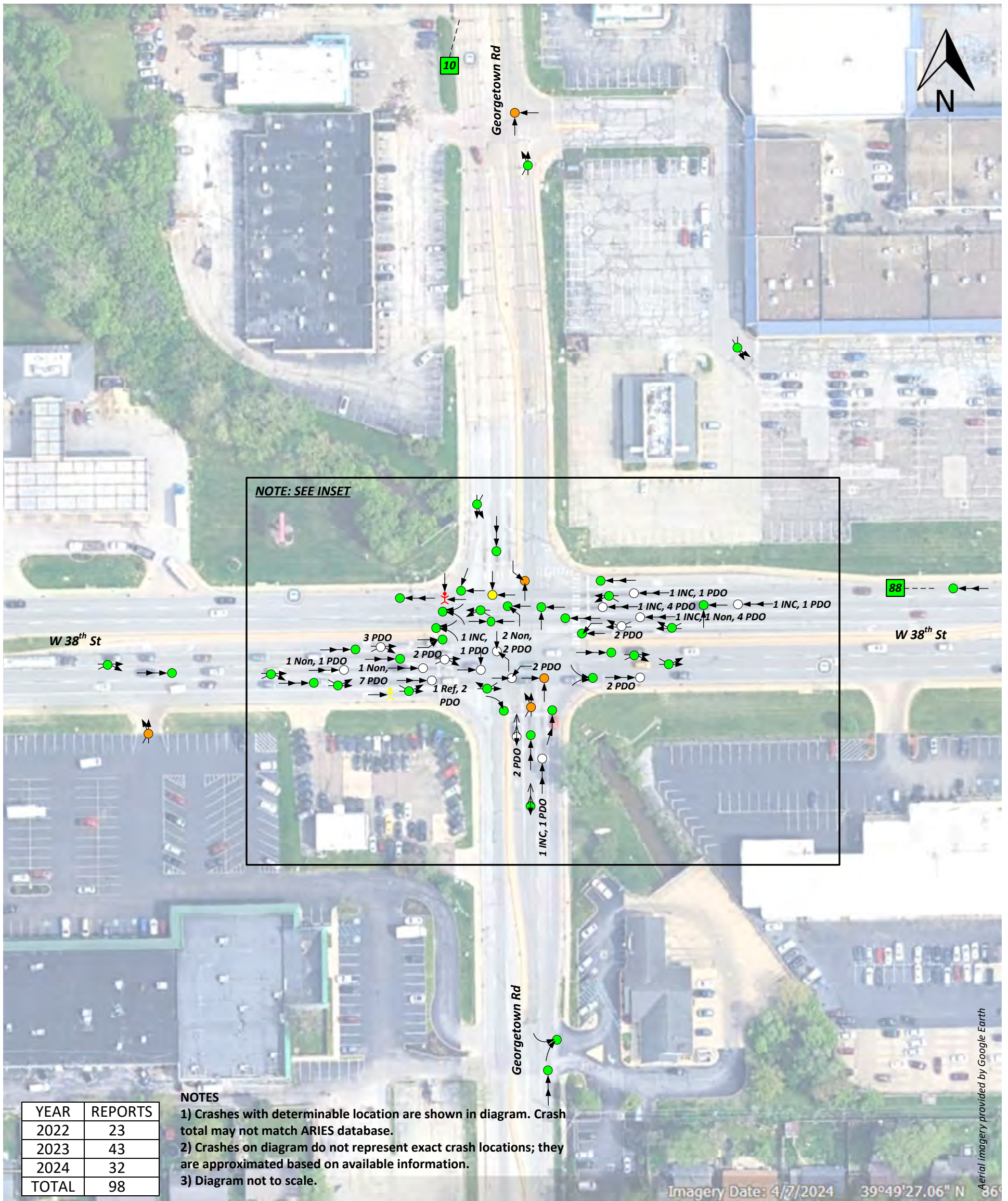


SITE LOCATION MAP

DIAGRAM OF COLLISION REPORTS

W 38th St. & Georgetown Rd.

Study Period 1/1/2022 to 12/31/2024 Location: 6
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 1/23/25



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

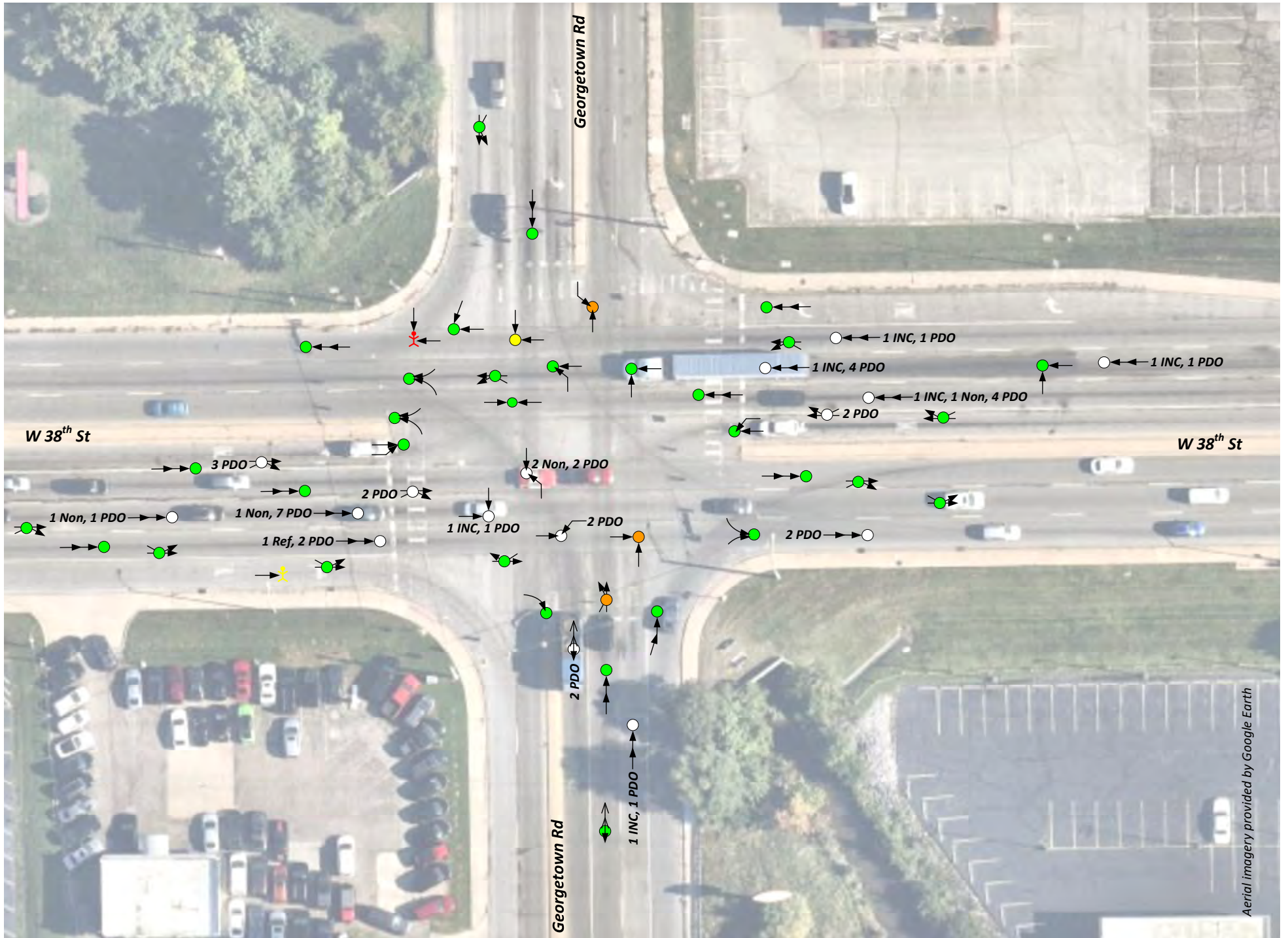
Fixed Object Codes

- 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

DIAGRAM OF COLLISION REPORTS

W 38th St. & Georgetown Rd. (Inset)

Study Period 1/1/2022 to 12/31/2024 Location: 6
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 1/23/25



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.

YEAR	REPORTS
2022	23
2023	43
2024	32
TOTAL	98

Object Symbols

	MOVING VEHICLE		FATAL CRASH		SIGNALIZED INTERSECTION
	TURNING VEHICLE		INJURY CRASH – INCAPACITATING		FIXED OBJECT (See table for # codes)
	BACKING VEHICLE		INJURY CRASH – NON-INCAPACITATING		
	OUT OF CONTROL		PDO CRASH		
	PARKED VEHICLE		MULTIPLE		
	PEDESTRIAN				
	BICYCLE				
	ANIMAL				
	DEBRIS IN ROADWAY				
	DRIVEWAY CRASH				

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

ARIES Summary

W 38th St & Georgetown Rd

Jan-1, 2022 to Dec-31, 2024 (3 Years)

Total # of Crashes **98**

INJURY STATUS	
FATAL	1
INCAPACITATING	11
NON-INCAPACITATING / POSSIBLE	6
PDO	80
	82%

PERSON TYPE	
DRIVER	95
OTHER – EXPLAIN IN NARRATIVE	1
PEDESTRIAN	2

LIGHT CONDITION	
DARK (LIGHTED)	37
DARK (NOT LIGHTED)	2
DAWN/DUSK	2
DAYLIGHT	57
	58%

WEATHER CONDITION	
CLEAR	74
CLOUDY	14
RAIN	8
SLEET/HAIL/FREEZING RAIN	2
	76%

SURFACE CONDITION	
DRY	80
ICE	1
SNOW/SLUSH	1
WET	16
	82%

PRIMARY FACTOR	
BRAKE FAILURE OR DEFECTIVE	3
CELL PHONE USAGE	1
DISREGARD SIGNAL/REG SIGN	14
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	2
FAILURE TO MAINTAIN LANE	1
FAILURE TO YIELD RIGHT OF WAY	13
FOLLOWING TOO CLOSELY	29
IMPROPER LANE USAGE	2
IMPROPER PASSING	1
IMPROPER TURNING	5
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	6
PEDESTRIAN ACTION	2
ROADWAY SURFACE CONDITION	1
SPEED TOO FAST FOR WEATHER CONDITIONS	2
TIRE FAILURE OR DEFECTIVE	1
UNSAFE LANE MOVEMENT	11
UNSAFE SPEED	4

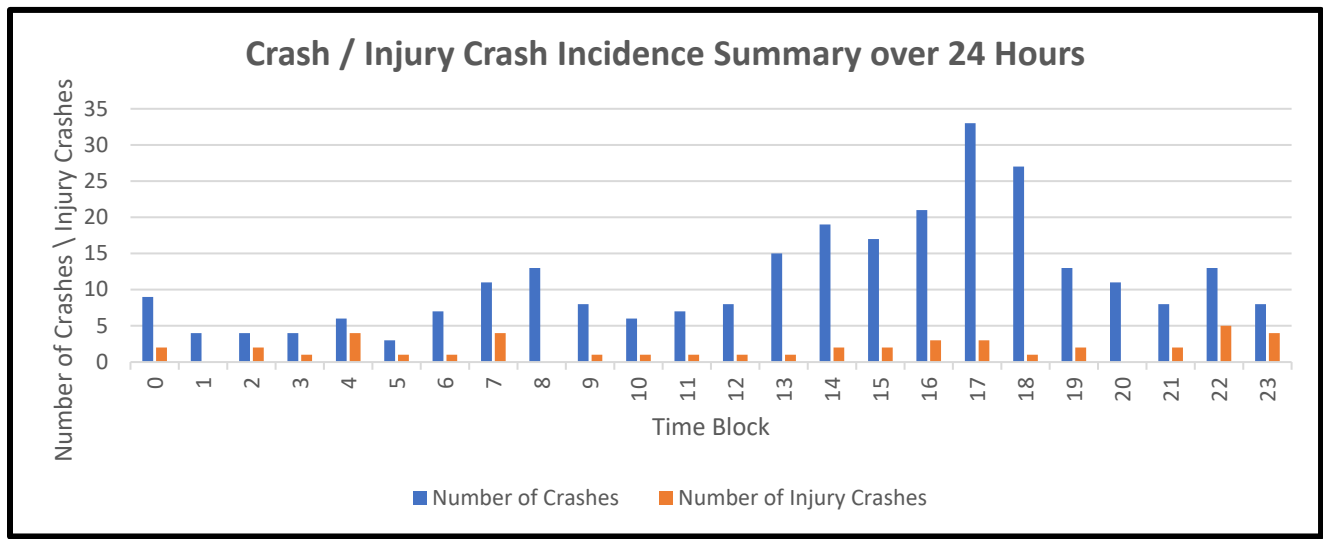
30%

MANNER OF COLLISION	
BACKING CRASH	3
COLLISION WITH OBJECT IN ROAD	2
HEAD ON BETWEEN TWO MOTOR VEHICLES	1
LEFT TURN	5
LEFT/RIGHT TURN	6
OPPOSITE DIRECTION SIDESWIPE	1
RAN OFF ROAD	1
REAR END	45
RIGHT ANGLE	12
RIGHT TURN	1
SAME DIRECTION SIDESWIPE	21
TURNING + RIGHT ANGLE	24

46%

21%

25%





Looking north at Georgetown Rd. from south of 38th St.



Looking south at Georgetown Rd. from north of 38th St.



Looking east at 38th St. from west of Georgetown Rd.



Looking west at 38th St. from east of Georgetown Rd.



Northeast Quadrant



Northwest Quadrant



Southeast Quadrant



Southwest Quadrant



South leg of Georgetown Rd. looking west



West leg of High School Rd. looking south



Pedestrian signal in northwest quadrant



Looking north from bridge in northwest quadrant



Damaged bridge headwall & guardrail in northwest quadrant



North side of bridge looking south



South side of bridge looking north



Bridge headwall in southeast quadrant

Engineers Estimate - DPW - 38th St and Georgetown Intersection Long Term Improvements

Contract Item No.	Item	Estimated Quantity	Unit	Unit Cost	Total Price
1	Construction Engineering	1	LS	\$4,000.00	\$4,000.00
2	Mobilization and Demobilization	1	LS	\$24,000.00	\$24,000.00
3	Clearing Right of Way	1	LS	\$10,000.00	\$10,000.00
4	Curb and Gutter, Remove	140	LFT	\$60.00	\$8,400.00
5	Gaurdrail End Treatment, Remove	1	EA	\$500.00	\$500.00
6	Sidewalk Concrete, Remove	94	SYD	\$20.00	\$1,880.00
7	Storm Water Quality Management Budget	3730	DOL	\$1.00	\$3,730.00
8	Compacted Aggregate, No. 53	16	CYS	\$100.00	\$1,600.00
9	Gaurdrail, Steel Curved Terminal End Section	1	EA	\$200.00	\$200.00
10	Curb Ramp, Concrete	62	SYS	\$250.00	\$15,500.00
11	Sidewalk, Concrete	32	SYS	\$100.00	\$3,200.00
12	Detectable Warning Surfaces	10	SYS	\$350.00	\$3,500.00
13	Curb and Gutter, Concrete	48	LFT	\$60.00	\$2,880.00
14	Curb, Concrete, Depressed	44	LFT	\$60.00	\$2,640.00
15	Headwall, Reconstruct	1	LS	\$10,000.00	\$10,000.00
16	Maintaining Traffic	1	LS	\$15,000.00	\$15,000.00
17	Pedestrian Signal Head, Countdown, 18 IN.	8	EA	\$1,400.00	\$11,200.00
18	Pedestrian Push Button, APS	8	EA	\$1,900.00	\$15,200.00
19	Modern ATMS	1	LS	\$15,000.00	\$15,000.00
20	Video Detection	1	LS	\$35,000.00	\$35,000.00
21	Controller Cabinet	1	EA	\$10,000.00	\$10,000.00
22	Controller Cabinet Foundation	1	EA	\$5,000.00	\$5,000.00
23	Traffic Signal Head, Retrofit	54	EA	\$900.00	\$48,600.00

Subtotal \$247,030.00
15% Contingency \$37,054.50
Total \$284,084.50

Attachments

Crash Narratives – Fatal (Total = 1)

904328401 – 8/12/2023 at 5:57 AM

DARK (NOT LIGHTED) CLEAR DRY PEDESTRIAN ACTION RIGHT ANGLE

FATAL – On Saturday, August 12, 2023, at 05:57, IMPD officer responded to a crash on W 38th St at Georgetown Rd. At the time of the crash, the weather was clear and the road surface was dry. V1, bronze Buick Encore, WB on 38th St. **V2 (Pedestrian), Amiga personal mobility device SB entering travel lane.** D1 reported being WB in the right of three WB lanes dropping her mother off at work. D1 reported that while WB she had seen V2 last minute and had swerved to avoid a crash. D1 reported hitting V2 with front right damage, two occupants and no injuries. Owner of V1 was passenger and reported no insurance on vehicle. D2 was transported from scene prior to arrival. ~~Pedestrian suffered critical injuries from the crash and was transported by ambulance to Eskenazi Hospital for treatment. However, despite medical intervention, Pedestrian's injuries were determined to be grave, and he was pronounced deceased January 12th, 2022.~~ No witnesses interviewed at scene. V1 seen with right frontal impact damage along A post of V1 consistent with a high center of gravity strike upon the windshield and post by a pedestrian. Amiga scooter seen with redirection damage and a gauge in the right of three lanes consistent with statement obtained from D1. Further on scene officers reported interacting with D2 yesterday via a 911 call of service regarding D2 being in roadway operating device. **Officers reported informing D2 yesterday (08/11/23) to not be in roadway with device.** 911 call of service is recorded under CAD # IP23081100000922. D2 suffered critical injuries from the crash and was transported by ambulance to Eskenazi Hospital for treatment. However, despite medical intervention, D2's injuries were determined to be grave, and he was pronounced deceased September 18, 2023. Changed D2 to Pedestrian. The supplement was done to correct the narrative. ERSTerence Drain was not taken to the Marion County Coroner (JAG)

Crash Narratives – Incapacitating (Total = 11)

903976927 – 2/9/2022 at 11:55 AM

DAYLIGHT CLOUDY WET BRAKE FAILURE OR DEFECTIVE REAR END

INC – D1 stated she was WB in the 4700 block of W 38th St in the left lane, approaching Georgetown Rd. **D1 stated traffic was stopped in front of her and as she prepared to stop, the brakes on her vehicle failed.** D1 stated due to her brake failure, she struck D2 from behind and that pushed D2 into D3. D2 stated he was stopped in traffic in the 4700 block of W 38th St, just before Georgetown Rd, in the left lane. D2 stated that while he was stopped, he was suddenly struck from behind by D1. D2 stated the impact pushed him into D3. D3 stated she was stopped at the light at the intersection of W 38th St and Georgetown Rd. D3 stated she was in the left lane when she was suddenly struck from behind by D2. D2 was transported to the hospital via Medic 12 EMS 0593.

903991170 – 3/2/2022 at 12:52 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY SAME DIRECTION SIDESWIPE

INC – D1 primarily spoke the Arabic language. D1 was complaining of pain to his leg due to the accident he was unable to translate what occurred through a translator. D1 was transported to the hospital by IEMS medic 30. V1 was left in the private parking lot for owner to have towed at his own expense. V1 had heavy front end damage. D2 advised she was traveling EB on 38th St just W of the 38th St intersection. **D2 said she observed V1 pulling out of the parking lot. D2 said she attempted to avoid V1 when she struck V1. D2 said V1 then drove off the roadway into the parking lot.** D2 advised she and her passengers were not injured during the incident. V2 was able to be driven away from the scene. V2 had minor damage to the front passenger's side of the vehicle. D3 advised his vehicle was parked. D3 did not see the accident occur. V3 was left in a private parking lot. V3 front end damage. D4 advised the vehicle was parked in the parking lot. V4 was left in the private parking lot. V4 had minor damage on the rear driver's side of the vehicle.

904048151 – 6/3/2022 at 8:15 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – D1 STATED HE WAS FACING W IN THE EAST-SIDE PARKING LOT PLAZA IN THE 3900 BLOCK OF GEORGETOWN RD. HE TURNED ON GEORGETOWN RD TO TURN LEFT (SB). **WHEN D1 PULLED OUT, V2, GOING NB ON GEORGETOWN RD, STRUCK HIM. D2 STATED HE WAS NB ON GEORGETOWN RD, WHEN V1 PULLED OUT OF THE EAST PLAZA IN FRONT OF HIM, CAUSING THE ACCIDENT.** IMPD OFFICER PROVIDED THE CRASH NUMBER TO BOTH PARTIES. D2 WAS TRANSPORTED TO THE HOSPITAL DUE TO INJURIES. V2 MOTORCYCLE WAS TOWED DUE TO DISABLING. D1 WAS FOUND TO BE SUSPENDED ON A REGULAR ID CARD. BOTH PARTIES STATED THEY HAD VEHICLE INSURANCE, BUT THE INFORMATION WAS AT HOME.

904229109 – 2/19/2023 at 1:10 AM

DARK (LIGHTED) CLEAR DRY DISREGARD SIGNAL/REG SIGN REAR END

INC – V2 was stopped at the red light WB on 38th St at the Georgetown Rd intersection. **V1 was traveling WB and failed to stop for the light striking V2 in the back of the vehicle.** D2 had no injuries. D1 had complaint of pain from the airbag deployment and was transported by medic 89 to Eskenazi Hospital.

904260636 – 4/15/2023 at 7:30 PM

DAYLIGHT CLEAR DRY FOLLOWING TOO CLOSELY REAR END

INC – V1 was going WB on W 38th St. when it struck V2 from behind. **V2 was going WB on W 38th St. when it was struck from behind by V1. V2 continued forward and struck V3.** V3 was stopped facing WB on w 38th St. when it was struck by V2.

904283553 – 5/25/2023 at 4:15 PM

DAYLIGHT CLEAR DRY DRIVER DISTRACTED - EXPLAIN IN NARRATIVE REAR END

INC – D1 advised he was traveling WB on W 38th St near Georgetown Rd. As traffic slowed for the red light, **D1 explained he lit a cigarette and could not stop in time striking D2 in the rear. D2, who was stopped at the red light was then pushed into V3 and V4 causing a 4-vehicle collision.** D2 was unable to provide a statement and was transported to local hospital for treatment. D3 advised he was stopped at the stop light when he was struck in the rear by V2 and pushed into V4. D4 felt V3 strike the rear of her vehicle causing damage.

904308239 – 6/22/2023 at 11:40 PM

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

INC – V1 (black Dodge Charger) was trying to evade police while traveling EB on 38th St and Georgetown Rd at a very high rate of speed. V1 went through a red light on 38th St and Georgetown Rd and hit V2 (white Jeep Patriot). V2 had a green light and was going SB through the intersection on Georgetown Rd and 38th St. V2 sustained damage to the front end. V1 sustained damage to the rear end. D1 stated that he didn't hit anyone and that he lost control from hitting a curb. D1 then changed his statement and stated V2 had hit him. D1 was arrested. **D2 stated that she was traveling SB on Georgetown Rd and 38th St when V1 ran the red traffic light going EB on 38th St causing V2 to crash into the rear of V1.** D2 was transported to Eskenazi Hospital for complaint of neck and back injuries by EMS 4490. Based on the facts from this investigation, it is this investigating officer's opinion that **the primary cause of this crash is disregarding a traffic-controlled device and speeding.** This was determined based on (damage done to both vehicles and D2 statement.) (TJ)

904316967 – 7/25/2023 at 8:52 PM

DAWN/DUSK CLEAR DRY DISREGARD SIGNAL/REG SIGN RIGHT ANGLE

INC – On Tuesday, July 25, 2023, at 20:52, IMPD officer responded to a crash on Georgetown Rd at W 38th St and the road surface was dry. V1, red Can-Am Spyder, changing lanes. V2, white Jeep Patriot, going

straight. V3, silver aluminum Hyundai Sonata, going straight. On Tuesday, July 25, 2023, at approximately 9:00 PM, Marion County Emergency Dispatch received multiple 911 calls for a personal injury accident at the intersection of W 38th St and Georgetown Rd, on the SE side. The accident involved three separate vehicles, one being a motorcycle. Officers arrived on-scene to locate a crushed tricycle, a 2009 Can-Am Spy with expired Indiana T852BD (VIN: 2BXJAHA1X9V000704), an inverted white 2012 Jeep Patriot with Indiana TAO800 (VIN: 1C4NJRFB2CD651093) and a third damaged 2015 silver Hyundai Sonata with Indiana 976CCI (VIN: KMHEC4A45FA135625). On the ground near the tricycle (V1) was the primary at fault driver (D1) and main injured driver, D1 had a large laceration on his lower leg, smaller ones across his body, and facial injuries consistent with road rash and a major complaint of pain. D1 was in and out of consciousness, having not worn a helmet, and was transported to Eskenazi Hospital by IEMS Medic 89 #0476 with IMPD officer following. D1 only has an Indiana Learners Permit, and the motorcycle is not registered in his name. The driver of the white Jeep Patriot, D2, had minor complaints of pain and no major injuries. She had both a seatbelt on and full airbag deployment, which likely avoided most of her possible injuries from the rollover and initial collision. D2 was transported by Pike Medic 63 #0477 to Eskenazi Hospital for a checkup. D2 was unable to provide a full statement, however she was able to advise that the motorcycle came out of nowhere at a high rate of speed, NB on Georgetown Rd while she was traveling EB on W 38th St on a green light. The driver of the Hyundai Sonata, D3, had his vehicle struck by the Jeep Patriot (V2) while it was inverted, his vehicle sustained rear driver's side damage. D3 had continued down the road to pull off into a parking lot before he saw the severity of the accident behind him, conducting a U-Turn and moving back towards to assist and call 911. D3 was traveling EB on W 38th St behind V2. He advised his vehicle was struck by the V2 and did not initially notice the impact of the tricycle. IMPD officer spoke with Speedway officer who was in the NB lanes of Georgetown Rd, S side of the intersection, at the red light. Officer advised V1 was traveling at what appeared to be a high rate of speed, NB Georgetown Rd, attempting to beat the red light. Officer advised that when the light turned red, V1 attempted to steer away and brake, however it struck the southeastern corner of the intersections curb, rebounded back N and into traffic. Officer advised this is when V1 struck V2 directly in the passenger front. Multiple witnesses on scene, listed above, gave certified written statements on the accident that were uploaded to the Accident Investigation office. All witness statements advised that V1 was traveling at a high rate of speed and entered the intersection on a red light where it struck the V2. The impact of V2 with the V3 is what caused V2 to flip according to Witness. IMPD officer conducted blood draws on all three drivers due to the possibility of fatal injuries to D1. See IMPD Crash Investigations report IP230072152.

904501217 – 5/8/2024 at 3:25 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On Wednesday, May 8, 2024, at 15:25, IMPD officer responded to a crash at 38th St and Georgetown Rd and the road surface was dry. V1, black Chevrolet Malibu, turning left. V2, white Mercedes-Benz C-Class, going straight. D1 stated she was SB on Georgetown Rd approaching 38th St, attempting to turn left (EB) on 38th St with a yellow light. D1 then stated when she turned left, she was struck by V2. D2 stated he was NB on Georgetown Rd approaching 38th St, D2 stated he had a green light that turned yellow, so he continued NB. D2 stated he was struck by V1. D1 was transported to the hospital by Pike Medic 30. D2 was transported to the hospital by IEMS Medic 30 EMS 4490. Both vehicles were towed due to disabling damage. Both parties were given IMPD CAD Cards reference this incident.

904586018 – 10/4/2024 at 5:54 AM

DARK (LIGHTED) CLEAR DRY UNSAFE SPEED SAME DIRECTION SIDESWIPE

INC – On Friday, October 4, 2024, at 05:54, Speedway officer responded to a crash on W 38th St at Georgetown Rd and the road surface was dry. V1, white Jeep Grand Cherokee. V2, black Honda Civic, slowing or stopped in traffic. V3, white Chevrolet Malibu, slowing or stopped in traffic. Speedway officer was

assisting IMPD in a vehicle pursuit of a robbery suspect. During the pursuit V1 was traveling at a high rate of speed and as a result stuck V2 and V3 in the intersection of W 38th St and Georgetown Rd.

904589507 – 10/10/2024 at 6:50 AM

DARK (LIGHTED) CLEAR DRY FOLLOWING TOO CLOSELY REAR END

INC – On Thursday, October 10, 2024, at 06:50, IMPD officer responded to a crash on W 38th St at the intersection of Georgetown Rd and the road surface was dry. V1, blue Honda Civic, going straight. V2, silver\aluminum Chevrolet Malibu, slowing or stopped in traffic. D1 advised he was stopped in traffic at the light and started to go and V2 in front of him stopped again and he was not able to stop in time, striking the rear of V2. D2 advised he was stopped in traffic and V1 struck the rear of his car. V2 only had visible paint scuff on the rear bumper and both vehicles were driven away. The rear left seat passenger from V2 was transported to Eskenazi for complaint of neck pain.

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 & Georgetown Rd		
GIS				
Post				
Analyst		JB		
Date		1/24/2025		
INPUT				
Road Facility Type		City Arterial Intersection		
Busiest Road AADT (veh/day)		27857		
Crossing Road AADT (veh/day)		9704		
First Year with Crash Data (yyyy)		2022		
Last Year with Crash Data (yyyy)		2024		
Number of Crashes (crash/period)				
Fatal and Incapacitating Injury Crashes		12		
Non-Incapacitating and Possible Injury Crashes		6		
Property Damage Only Crashes		80		
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		0.444		
Non-Incapacitating and Possible Injury Crashes		1.30		
Property Damage Only Crashes		6.59		
All Crashes		8.33		
Index of Crash Frequency		3.17		
Index of Crash Cost		3.03		

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 & Georgetown Rd		
GIS				
Post				
Analyst		JB		
Date		1/24/2025		
Comments:				

Meeting Minutes
W. 38th Street & Georgetown 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 September-October 2024, as reported to ARIES, the intersection of W. 38th Street at Georgetown Road is identified as a high crash location. A site visit was held on Thursday, February 13, 2025, 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:

Theodore Grain (Eskenazi Health)
Dave Allender (Criminal Justice Institute)
Jill Palmer (Indy DPW)
Jason Bowers (Indy DPW)

Intersection Basics

This 4-leg intersection consists of one dedicated left-turn only lane, three through lanes, and one dedicated right-turn only lane for EB and WB W. 38th Street. One dedicated left-turn only lane, two through lanes, and one dedicated right-turn only lane exist for NB and SB Georgetown Road. The intersection is signalized, with 3-section signal heads for protected only left-turn movements on the EB and WB legs of W. 38th Street and 5-section signal heads for protected/permissive left-turn movements on the NB and SB legs of Georgetown Road. 5-section signal heads with right-turn arrows exist for all four dedicated right-turn only lanes. All existing traffic signal heads are yellow and appear to have LED bulbs.

Existing drainage is closed, with curb and gutter on all four legs, which incorporates curb inlets to capture stormwater runoff. Sidewalk exists on all 4 legs of the intersection along both sides of the roadway. Raised concrete median exists on all 4 legs for access control. Overhead utilities exist at this intersection are not prevalent. An overhead streetlight is mounted to the top of each of the 4 traffic signal poles.

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 Georgetown Rd. is 35 mph.

Crash History (ARIES Jan 1, 2022 – Dec 31, 2024)

- 98 crashes/3 years
- 1 Fatal

- 11 Incapacitating Injury
- 6 Non-Incapacitating Injury / Possible
- 80 Property Damage Only (PDO)

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

- $I_{cf} = 3.17$
- $I_{cc} = 3.03$

Observations and Preliminary Identified Problems

1. The existing traffic signals at this intersection do not meet current design standards.
2. Existing ADA ramps have been in place since at least 2014 (Nearmap). All existing ADA ramps should be surveyed to verify current ADA design standards are met.
3. Existing transverse markings are worn, particularly the continental crosswalks, stop bars, and directional arrows of the turn lanes.
4. Check the yellow change intervals and red clearance intervals against the existing signal timings and adjust as needed.
5. 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 Georgetown 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 only 4 crashes occurred at this intersection involving a NB or SB left turning vehicle and therefore this requirement is not met.
6. 45 of the total crashes at this intersection in the past 3-year study period were rear ends (46%).
7. Access control at this intersection is sufficient. Center raised median exists on all 4 legs and existing drive entrances are positioned away from the intersection to prevent conflicts.
8. During the field check, it was discovered that the walk signal for the existing pedestrian push button in the NW quadrant for the NB crosswalk does not activate. All pedestrian hardware for this intersection should be investigated and any hardware determined to be faulty should be replaced. Under a full signal modification all pedestrian signals should be modernized to current design standards.

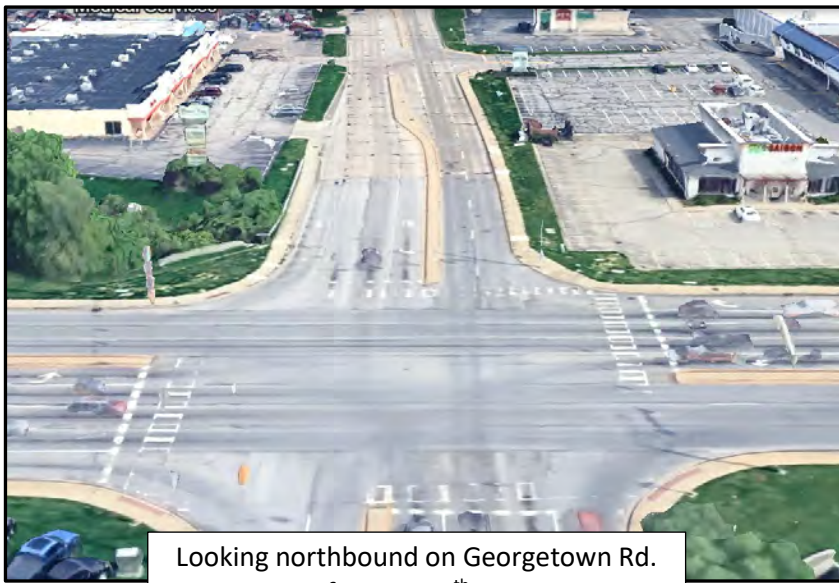
9. Left Turn Only (R3-5L) or Right Turn Only (R3-5R) overhead lane assignment signs are missing and should be replaced. Noted in the field, the missing signs are NB left, EB right, and WB right.
10. There is a bridge spanning beneath the intersection which is oriented NW to SE. The bridge headwall in the NW quad is damaged with a large section missing. Also, guardrail that used to overlap the end of this headwall is damaged. This combination results in the potential for additional damage to the headwall and potentially compromises safety due to infrastructure vulnerabilities.
11. A Concrete Street Rehabilitation, Pavement Replacement project is currently being designed for Georgetown Rd. from 38th St. to Lafayette Rd. This project will reduce the existing roadway pavement width and accommodate the construction a new multi-use trail (commonly referred to as a "Road Diet"). Coordination with the design of the rehabilitation project will occur as this RSA is being developed.



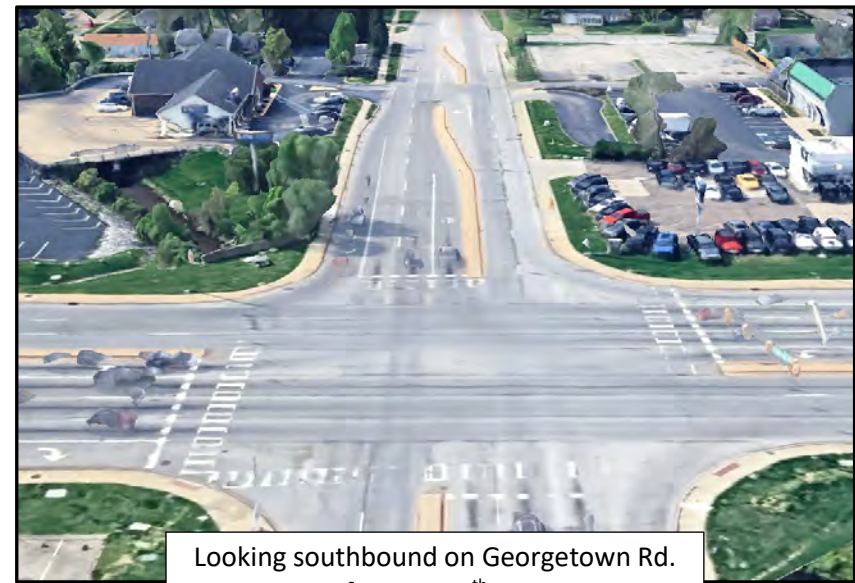
Looking eastbound on W 38th St. from Georgetown Rd.



Looking westbound on W 38th St. from Georgetown Rd.



Looking northbound on Georgetown Rd. from W 38th St.



Looking southbound on Georgetown Rd. from W 38th St.

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.
- Refresh all transverse pavement markings and all painted arrow markings for this intersection. Highly reflective, durable markings should be used.
- Install a Left Turn Only (R3-5L) for the NB left-turn lane of Georgetown Rd. Also install Right Turn Only (R3-5R) overhead lane assignment signs for both the EB and WB right turn lanes of 38th St. Whenever possible, use symbol versions of signs instead of text.

Note: A work order has been 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.
- 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.
- Install new pedestrian signal head(s) in the NW quadrant. Modernize all existing pedestrian signals to meet the most current design standards including Accessible Pedestrian Signals (APS) push button(s).
- Repair the damaged bridge headwall in the NW quadrant. Also, repair the guardrail to protect the headwall and to protect against potential safety vulnerabilities.

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

Sincerely,



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cc: File