



Fatal Crash Review Team

Report for May 20, 2025

Indianapolis, Indiana

Meeting Minutes

Jill Palmer (DPW)	Present
Captain Frederick Ilnicki (IMPD)	Absent
Logan Lane (DMD)	Present
Theodore S Grain (Citizen Member)	Present
Damon Richards (Citizen Member)	Present
Jason Bowers (Public)	Present
Dave Allender (Public)	Present
Mark St. John (Public)	Present
Benjamin Morrical (Legal Counsel)	Present
LeAndre Level (Public)	Present
Alexandria Palmer (Public)	Present
Taylor Cash (Public)	Present
Jeff Sobczyk (Public)	Present
Nick Gordon (Public)	Present

On Tuesday, May 20, 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 March 25th, 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 Damon Richards. The Minutes and Report for March 25th, 2025, were adopted with all members voting “Yes.”

Jill Palmer then called down the completed Road Safety Audit (RSA) at 71st Street and Georgetown Road. It was asked of team members if there was any further discussion. Seeing none, Jill Palmer moved to adopt the 71st Street and Georgetown RSA; this was seconded by Damon Richards. The 71st Street and Georgetown RSA was adopted with all members voting “Yes.”

A revision of the Minutes and Report for March 5th, 2024, Fatal Crash Review Team meeting (review of September – October 2023 fatalities) were presented to the Team Members. It was discovered that these minutes were incomplete and consequently revised. The revised minutes were adopted with all members voting “Yes.”



The fatal crashes to be reviewed for the period of January and February of 2025 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 W 86th Street at the entrance to Traders Point retail area; an unnamed road that is signalized. That RSA will take place in June 2025, including a field check scheduled for Tuesday, June 17th, 2025, and the report will be incorporated into the meeting notes to be adopted at the July 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 Ted Grain, seconded by Logan Lane, and passed by all present members.

Signed,

Jason Bowers

Jason Bowers
 Transportation Safety Engineer
 Secretary – Fatal Crash Review Team

(1)– Master Record Number: 904646839

Date	January 3, 2025
Time	6:05 PM
Location/Nearest Intersection	NORTH GERMAN CHURCH ROAD, 300' SOUTH OF E 21 ST STREET
Vulnerable Road User?	Yes – Pedestrian (wheelchair)
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = None.
Circumstances	On Friday, January 3, 2025, at 18:05, IMPD Officers responded to a crash on N German Church Rd 300' S of the intersection with E 21st St and the road surface was dry. V1, red Honda Cr-V, going straight. Pedestrian 1, in a wheelchair, going straight. Investigation shows Pedestrian 1 in a wheelchair was SB on N German Church Rd in the SB lanes. D1 stated she was EB on E 21st St and turned right on N German Church Rd to go SB. She stated it was dark and suddenly Pedestrian 1 appeared out of nowhere and struck it. From where the first parts located it appears Pedestrian 1 in the wheelchair had to go further out into the SB lane to go around a large pothole with water. V1 struck Pedestrian 1 and the wheelchair with its



	front passenger side bumper. Pedestrian 1 went up and struck the windshield. Pedestrian 1 came off the windshield and came to rest next to the fog line on the W side of the street. The wheelchair and all the Pedestrian 1's property went further off the road on the W side. V1 stopped a little further down the road. Pedestrian 1 was transported to Methodist Hospital in critical condition. However, despite medical intervention Pedestrian 1's injuries were determined to be grave, and she was pronounced deceased. Supplement done on 4/10/2025 to add Tox for D1 (JAG). Supplement done on 5/5/2025 to add Coroner results for Fatal Pedestrian (JAG)
Recommendation	Construct sidewalk along both sides of the south leg of German Church Rd. south of 21 st St. Lighting is also desirable but must be requested through the Mayor's Action Center (MAC).

(2) – Master Record Number: 904655727

Date	January 18, 2025
Time	2:38 AM
Location/Nearest Intersection	TODD ROAD, 335' EAST OF SHERMAN DRIVE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (5); Failure to use seatbelt (3)
Circumstances	Investigations showed the Kia was traveling WB on Todd Rd, for unknown reasons the Kia left off the roadway into the yard of 3820 Todd Road and struck a tree. See report under Case# IP250004917. Supplement done on 5/5/2025 to add Coroner results for Fatal D1 (JAG)
Recommendation	A request has been submitted to DPW Forestry for inspection. If the tree is determined to be unhealthy it will be removed. Otherwise, the tree will be delineated with object markers due to its close proximity to the road.

(3) - Master Record Number: 904657157

Date	January 18, 2025
Time	7:20 PM
Location/Nearest Intersection	6300 W 10 TH STREET, 500' WEST OF GLEN ARM ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes



Does motorist have prior serious driving offenses?	D1 = Driving while suspended (4); Speeding (7); Failure to use seatbelt. D2 = Speeding; Failure to use seatbelt (2)
Circumstances	<p>On Saturday, January 18, 2025, at 19:20, IMPD officer responded to a crash on 6400 W. 10th St 500' at the intersection of Glen Arm Rd and the road surface was dry. V1, black Lexus LS, changing lanes. V2, black Lincoln MKS, going straight. V1 and V2 were both traveling WB on 10th St. As both V1 and V2 were between I-465 and Glen Arm Rd, V1 made contact with V2. V2 lost control and crossed two lanes of traffic and a shoulder, struck the curb, and went into the grassy area on the N side of the street. That grassy area was snow covered and V2 appears to have rolled and came to rest on its top. D1 was ejected from the vehicle and the car came to rest on top of him. He was removed from under the car, taken to Eskenazi Hospital and was declared deceased shortly after arrival. V1 came to a stop down the road and D1 stayed on scene and cooperated with the investigation. D1 was taken to Eskenazi Hospital where a blood draw was performed. Witness 1 stated that he was facing N, towards 10th St, and that V2 went by him and what appeared to be a high rate of speed. He said that V2 continued W on 10th St., and he was unsure where each occurred, but he said that V2 went through a green and red light. He said that V2 then appeared to make a sharp right turn. As witness 2 got closer he noticed that V2 was off the roadway and was inverted. Witness 1 called the police but did not exit his vehicle. Witness 2 stated that she was in a vehicle stopped at 10th St facing S as she came from 465 S. She stated that the vehicle she was in was stopped at the red light behind another car. V1 came up on the left-hand side of the vehicle that witness 2 was in, which was also a right-turn only lane. V1 then went through the red light turning right on to 10th St from the ramp. V1 then struck V2 as V2 was traveling W on 10th St. Witness 2 called 911 and then went to V2, which was inverted, and assisted with trying to remove D2 from under the vehicle. There is a "No Turn on Red" sign at that location for turning west on 10th St. Witness 3 stated that he was on the 465 exit ramp to 10th St when he saw V1 turn right at the red light. He said that V1 made the turn wide and ended up striking V2. He then ran to V2 and had his passenger call 911. Photographs and measurements of the scene were taken. Both V1 and V2 were towed to 1300 Mickley by Zores Towing. Supplement done on 4/10/2025 to add Tox for D1 (JAG) Supplement done on 5/5/2025 to add Coroner results for Fatal D2 (JAG)</p>
Recommendation	None.

(4) – Master Record Number: 904667044

Date	February 7, 2025
Time	6:08 PM
Location/Nearest Intersection	E 42 ND STREET, 101' EAST OF FLAMINGO W DRIVE





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 Friday, February 7, 2025, at 18:08, IMPD officer responded to a crash on E 42 nd St, 101' E of the intersection with Flamingo W Dr and the road surface was dry. V1, blue GMC Terrain, going straight. Investigation showed a blue GMC Terrain was traveling WB on E 42 nd St when for an unknown reason the vehicle went off the roadway to the S striking a tree head-on causing the vehicle to spin striking the corner of the house located at 4147 Flamingo W Dr. Both D1 and passenger were pronounced at the scene. Measurements and pictures were taken of the scene. The vehicle was towed by Zores to their lot. Also see case IP250011133. Supplement done on 5/5/2025 to add Coroner results for Fatal D1 (JAG)
Recommendation	None.

(5) – Master Record Number: 904667383

Date	February 9, 2025
Time	1:47 AM
Location/Nearest Intersection	E 10 TH STREET & HARBISON AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Failure to use seatbelt; Driving while suspended (2); No valid license; Speeding (2); D1 was charged in this crash for causing Death or Catastrophic Injury when operating a vehicle while intoxicated (Felony).
Circumstances	EB driver of the Chevy stated he was traveling EB E 10 th St, he stated he swerved to miss a pothole in the road causing his vehicle to run off the roadway and flip. Investigation showed the Chevy was traveling EB E 10 th St when it left the roadway on the S side of the road. The right tires of the Chevy were off the roadway for several hundred feet before it struck the culvert at N Routiers Ave causing the Chevy to rotate to the left or counterclockwise. The Chevy struck a utility pole # 409-521 on the SE corner of 10 th St and Routiers Ave on its passenger side. The Chevy rolled onto its side ejecting the front seat passenger. The passenger was transported to Eskenazi Hospital by Medic 42 where she was pronounced deceased. The driver was transported to Eskenazi Hospital by Medic 44. AES was notified of the damaged utility pole. NOTE: see report under Case # IP250011498.



Recommendation	A request has been submitted to DPW Stormwater regarding the drainage structure with headwall in the SW quad of 10 th St. and Routiers Ave. The headwall should be delineated with an object marker. Per DPW Stormwater this structure is on the list for future repair.
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(6) – Master Record Number: 904667320

Date	February 10, 2025
Time	1:20 AM
Location/Nearest Intersection	SOUTHEASTERN AVENUE & MIMOSA LANE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	D1 = Unconfirmed (no middle initial). Speeding (4); OWI.
Circumstances	On Monday, February 10, 2025, at 01:20, IMPD officer responded to a crash on Southeastern Ave at the intersection of Mimosa Ln and the road surface was dry. V1, silver\aluminum Jeep Wrangler Jk, going straight. V1 was EB on Southeastern Ave when it left the roadway and struck a guardrail. V1 continued over a ditch before rolling over on the E side of the ditch. D1, who was unbelted, was pronounced deceased at the scene. The Marion County Coroner's office took possession of D1's remains. V1 was towed to Zores towing by Zore's towing. Supplement done on 5/5/2025 to add Coroner results for Fatal Driver (JAG)
Recommendation	A work order has been submitted to DPW Operations for installation of Chevrons (W1-8) in both directions to delineate through the curve.

(7) – Master Record Number: 904670456

Date	February 13, 2025
Time	7:05 AM
Location/Nearest Intersection	I-65 EXIT 109 RAMP C & RAYMOND STREET
Vulnerable Road User?	Yes – Pedalcyclist
Hit & Run?	No
SUV/Truck?	Yes – Pickup Truck
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Disregard sign / signal (2); Speeding (4); Unsafe lane movement; Driving while suspended; Failure to use seatbelt (2). D1 was charged in this crash for causing Death or Catastrophic Injury when operating a vehicle under a controlled substance (Felony).
Circumstances	On Thursday, February 13, 2025, at 07:05, IMPD Officers responded to a crash on I465 109 Ramp C at the intersection with E Raymond St and the



	<p>road surface was dry. V1, blue Ford F-350, SB, slowing or stopped in traffic. Pedalcyclist 1 (Bicyclist), EB. Investigation shows V1 was SB on the off ramp (109 Ramp C) from I65 SB. Pedalcyclist 1 was EB in the cross walk on the N side of E Raymond St. D1 provided a statement to the officer. He stated that he was on his way to work, which was located just around the corner from the location of the crash. D1 said that he came down the exit ramp, stopped and looked to his left and started to go forward and felt a bump. D1 also said that he had the red light. After proceeding forward, D1 then pulled into the parking lot of the White Castle where he flagged down an IPS Officer. D1 said that he never saw the victim. Witness 1 stated that he was going W on Raymond St and that the truck involved was coming down the interstate exit. He said that the truck clipped the bicyclist as the bicyclist was going east. Witness 1 said that he believes the bicyclist was on the white stripes of the crosswalk but wasn't out in the intersection all the way. Pedalcyclist 1 was pronounce deceased at the scene. Supplement done on 4/10/2025 to add Tox for D1 (JAG). Supplement done on 5/5/2025 to add Coroner results for Fatal Pedalcyclist (JAG) IMPD Case Number IP250012745. The supplement was to correct the location. ERS 02/18/2025</p>
<p>Recommendation</p>	<p>None. INDOT jurisdiction. INDOT4U was contacted requesting improvements such as refreshed pavement markings for Ramp C. INDOT responded with the following: The right turn "Yield" condition will be removed, and the ramp restriped so that the right turn lane is brought into the traffic signal at a more perpendicular angle. This also means, per federal requirements, INDOT is required to install an additional traffic signal head for the approach. Lastly, INDOT will replace the "Yield" sign with a 'Turning Vehicles Yield to Pedestrians' sign. Due to the scale of this work, INDOT plans this work will be completed no later than fall of 2025, accounting for scheduling, weather, and resource availability.</p>

(8) – Master Record Number: 904676789

Date	February 18, 2025
Time	7:53 AM
Location/Nearest Intersection	W MICHIGAN STREET & N ILLINOIS STREET
Vulnerable Road User?	Yes - Pedestrian
Hit & Run?	Yes
SUV/Truck?	Yes – Pickup Truck
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (4); Failure to use seatbelt (2). D1 was charged in this crash for Leaving the Scene of an Accident Resulting in Death or Catastrophic Injury (Felony).
Circumstances	On Tuesday, February 18, 2025, at 07:53, IMPD Officers responded to a crash on N Illinois St at the intersection with W Michigan St and the road



	<p>surface was dry. V1, gray Ford F-150, going straight. Pedestrian 1, walking EB. Investigation shows Pedestrian 1 was walking EB in the crosswalk on the N side of W Michigan St. V1 was NB on N Illinois St. While Pedestrian 1 was crossing N Illinois St, the light changed to green for N Illinois St. V1 was in the far E lane. The vehicles in the other lanes had started moving but were waiting on the pedestrian to cross, V1 passed the other vehicles, who were going slow because the pedestrian. Once V1 got through the intersection, it struck Pedestrian 1 with its driver side front corner. Pedestrian 1 was thrown in a NW direction and came to rest in the lane to the W of the lane that V1 was in, then got ran over by V1. V1 fled the scene going N then turned right on W North St. Pedestrian 1 was pronounced deceased at the scene. IMPD case IP250014079 was assigned to this crash. During the investigation, V1 was located, and D1 was identified. Supplement done on 5/5/2025 to add Coroner results for Fatal Pedestrian (JAG) The supplement was done to correct couple of mistakes sex and city for Pedestrian 1.ERS</p>
Recommendation	<p>Following this crash, DPW modified the placement of the pedestrian signal head to the opposite side of the pole for more visibility.</p>

(9) – Master Record Number: 904677363

Date	February 22, 2025
Time	3:24 AM
Location/Nearest Intersection	MADISON AVENUE & E Mc CARTY STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Speeding. D1 was charged in this crash for causing Death or Catastrophic Injury when operating a vehicle while intoxicated (Felony).
Circumstances	<p>On Saturday, February 22, 2025, at 03:24, IMPD Officers responded to a crash at the intersection of Madison Ave and E McCarty St and the road surface was dry. V1, going straight, Nissan Altima V2, going straight, Kia Optima V3, stopped at the light, International HV613 Investigation shows V1 was going SB Madison Ave in the right lane. V2 was EB on E McCarty St in the left lane. V3 was going N and stopped for a right light in the left turn lane on the off Ramp from I70 (079 Ramp) and E McCarty St. V1 ran the red light and struck V2 in the driver's side door. After striking V2, V1 rear end started to rotate to the right and rotated about 180 degrees and backed into a concrete barrier on the south side of the intersection that was next to V3. V1 came to rest facing north. V2, after being struck by V1, spun to the right in a SE direction and struck V3 front passenger bumper with its driver's side rear bumper. After striking V3, V2 bounced off V3 in an E direction and ran off the road on the SE of the intersection. V2 came to rest</p>



	<p>facing E. V3 was stopped and being struck by V2, V3 rolled forward. D2 was pronounced deceased at the scene. Passenger 1 of V2 was transported to Eskenazi Hospital in critical condition. Passenger 2 of V2 were transported to Riley Hospital for treatment. Passenger 1 of V1 was transported to Methodist Hospital for treatment. Witnesses 1, and 2, and D3 stated the light was red for Madison Ave and the Off Ramp from I70 and the light was green for E McCarty St. V1 ran the red light. Witness 1 stated V1 was going at high rate of speed in the right lane. Passenger 1 of V2 stated V2 was an Uber driver and just picked them up. IMPD officer applied for and was granted a search warrant for the Airbag Control Module (ACM) in V1 (2015 Nissan Altima). The ACM collects and stores up to five seconds of pre-crash vehicle data, which includes vehicle speed, engine R.P.M., accelerator pedal position and brake pedal switch activation. On February 22, 2025, IMPD officer served the search warrant and downloaded the ACM from V1 (Nissan Altima) and the data showed V1 was traveling 48 mph 5 seconds before the crash, was traveling 60 mph 2.5 seconds before the crash, was traveling 66 mph at impact, and was traveling 61 mph at impact. The posted speed limit for Madison Ave where the collision occurred is 25 mph. The supplement was done to correct the narrative. ERS 03/12/2025 The supplement was done to add the BAC and Toxicology test results. ERS 04/30/2025. Supplement done on 5/5/2025 to add Coroner results for Fatal D2 (JAG)</p>
Recommendation	None.

(10) – Master Record Number: 904675282

Date	February 22, 2025
Time	5:10 PM
Location/Nearest Intersection	E 65 TH STREET & SHADELAND AVENUE
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 = None.
Circumstances	<p>On Saturday, February 22, 2025, at 05:10, IMPD officer responded to a crash on E 65th St at the intersection of Shadeland Ave and the road surface was dry. V1, white Toyota Rav4, going straight. On February 22, 2025, at approx. 5:30 am, IMPD officer was dispatched to assist on a fatal accident where a Pedestrian was struck at the 6500 block of Shadeland Ave. I was informed that the D1 was NB on Shadeland Ave when she saw a Pedestrian walking in the right lane. D1 attempted to avoid striking the Pedestrian who was in dark clothing in a very dark stretch of Shadeland Ave by locking up her brakes and veering left. The Pedestrian was struck by the front</p>



	passenger side of V1 and pronounced deceased at the scene. D1 remained on scene and was taken to Eskenazi for a blood draw. IMPD Officer to complete the fatal investigation. Coroner 20 on scene to take custody of the deceased male. Male was in dark clothing and area was dark at time of incident. Corrected spelling of Pedestrian 1's last name. 2-26-25 aw. Supplement done on 4/10/2025 to add Tox for D1 (JAG). Supplement done on 5/5/2025 to add Coroner results for Fatal Pedestrian (JAG)
Recommendation	Construct sidewalk / multi-use trail along Shadeland Ave.

SUMMARY

Total Number of Crashes Reviewed: 10

Total Cases with Recommendations or Follow-Up Action: 7 (70%)

Proportion of Crashes due to Disregarding Regulatory Condition: 3 (30%)

Proportion of Crashes Involving Vulnerable Road User: 4 (40%)

Proportion of Crashes Identified as Hit & Run: 1 (10%)

Proportion of Crashes Involving SUV or Truck: 7 (70%)

Proportion of Crashes Identified as High Rate of Speed: 3 (30%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 7 (70%)

Bicyclist Fatalities: 1 (10%)

Pedestrian Fatalities: 3 (30%)

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

ATTACHMENT A

**W 71st Street and Georgetown Road
RSA**

ROAD SAFETY AUDIT

Date:	5/16/2025
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 November-December 2024 have been analyzed and the intersection of W 71st 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 71st Street	District:	Greenfield	City:	Indianapolis	County:	Marion
RP Start:		RP End:		Lat & Long:	39.882009 -86.244198	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 71st Street at Georgetown Road

The intersection is located in northwestern Marion County. See attached Site Location Map, Page 3.

Existing Conditions:

Within the study area, Georgetown Road within the study area, is a Minor Arterial and the north leg is 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). W 71st Street is a Minor Arterial and a Tier 4 Freight Corridor (IMPO). The roadway is not part of the National Highway System (NHS) and is not on the National Truck Network (NTN). At this signalized intersection, Georgetown Road forms the north and south legs, while W 71st Street forms the west and east legs. The existing intersection is skewed approximately 10 degrees.

The NB and SB approaches of Georgetown Road include one dedicated left-turn only lane, one through lane, and one shared through / right-turn lane. The WB approach of W 71st Street includes one dedicated left-turn only lane, one through lane, and one shared through / right-turn lane. The EB approach of W 71st Street includes one dedicated left-turn only lane, one through lane, and one dedicated right-turn only lane (there are 2 EB receiving lanes east of the intersection for EB.) The outside lane for both WB and EB is marked as a shared bike lane. The posted speed limit along Georgetown Road is 40 mph. The posted speed limit along W 71st Street west of Georgetown Rd. is 40 mph and the posted speed limit along W 71st Street east of Georgetown Rd. is 35 mph. Georgetown Road has uncontrolled access, while W 71st Street has uncontrolled access. During the field check on 4/17/2025, the following issues were identified:

Notes from the Field Check

- Officer Jones inquired about the use of flashing yellow left-turn arrows (FYAs) at this intersection.
- The existing traffic signals at this intersection do not meet current design standards.
- The existing traffic signals for this intersection have protected/permissive 5-section (doghouse) signals for left turns in all directions. Per FHWA guidance more than 26 left-turn related crashes at an intersection in a 3-year period warrants conversion from protected/permissive to protected only signals. Further crash data analysis of 71st Street & Georgetown Road shows 33 left-turn related crashes occurred at this intersection in 3 years (2022 – 2024). Therefore, this requirement is met.
- 68 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (43%). 73 crashes (46%) were due to failure to yield the right-of-way.
- Existing ADA ramps have been in place since at least 2017 (Nearmap). All existing ADA ramps should be surveyed to verify current ADA design standards are met.
- Multiple access drives exist along all 4 legs of the intersection. Left turn movements combined with heavy traffic volumes have resulted in crashes at these driveways. In particular, the existing left turn lane along the north leg for the businesses located in the NW quadrant provides approximately 35' of storage (enough room for 2 vehicles). Crash data indicates multiple crashes related to this driveway have occurred.
- Left-turn drivers were observed trying to rush through the intersection before the end of the protected arrow. This action can result in Failure to Yield (FTY) crashes.
- Councilor Perkins stated that this is a high use intersection for school buses given three schools in the area. The group also noted heavy truck traffic at this intersection. Note: this intersection is located at the southeast corner of Park 100 industrial warehouse district.
- Noticeable pedestrian and bicycle usage of this intersection were observed during the field check.
- For the pedestrian crossings that exist, 14 seconds of walk time is currently provided for all four directions.
- The walk/wait signal for the pedestrian push button in the southeast corner is working sporadically.
- In the southwest corner the pedestrian push button is a "finger eater" and needs to be replaced.
- Sidewalks do not exist in the northeast quadrant, nor along the east side of Georgetown Rd. north of 71st St., nor along the north side of 71st St. east of Georgetown Rd. Also, there is a gap of approximately 175' in the sidewalk on the south side of 71st St. east of Georgetown Rd.
- IndyGo Route 37 bus stops exist on the east and west side of Georgetown Rd. south of 71st St. Pedestrians were observed crossing at the bus stop location (midblock, not a crosswalk) despite the traffic signal at 71st St. and Georgetown Rd. having marked pedestrian crossings with pedestrian hardware and two HAWK signals at bus stops located farther south.
- During the field check, drivers were observed using their cell phones.
- Existing longitudinal and transverse markings are in good condition as of April 2025. All markings for this intersection need to be refreshed periodically in the future.

- Existing overhead lane assignment signs are in place and sufficient.
- The existing Share the Road (W16-1) / Bicycle sign (W11-1) is laying on ground on the southeast corner.
- The Pedestrian Signal Information sign (R10-3b) for the pedestrian crossing on the northeast corner for pedestrians crossing eastbound is damaged.
- A posted speed limit sign is not currently present on SB Georgetown Rd .
- A signal span wire is laying on ground on the southeast corner.
- There is evidence of trailer over tracking on the NE corner. Given that Park 100 industrial warehouse district is located north of this intersection, the radii for the north leg may be inadequate and should be checked with turning templates.
- Approach pavement is rutting, particularly on Georgetown Rd. The existing pavement has evidence of recently patched potholes, especially on 71st St.
- Pike Fire Station is located at 4881 W. 71st St. (east of the intersection).

Traffic Operations:

a) Mobility/Congestion Performance: According to available traffic count data from Replica, the 2022 AADT along Georgetown Road in the study area was approx. 12,412. The 2022 AADT along W 71st Street in the study area was approx. 11,755.

b) Safety Performance / Crash Analysis: According to available crash data, there were 160 crashes associated with the study area from Jan-1 2022 to Dec-31 2024 (3 full years), of which 1 crash resulted in a fatality, 14 crashes resulted in incapacitating injuries, 17 crashes resulted in non-incapacitating injury or possible, and there were 128 PDOs. See attached Crash Summary, Pages 5-6. Output from HAT 4.1:

Jan-1 2022 to Dec-31 2024 Crash Data - Georgetown Rd at W 71st St (analyzed as a Minor Arterial Intersection) $I_{CF} = 8.17$, $I_{CC} = 4.68$

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)

- Replace the existing Share the Road (W16-1) / Bicycle sign (W11-1) on the southeast corner.
- Replace the Pedestrian Signal Information sign (R10-3b) for the pedestrian crossing on the northeast corner for pedestrians crossing eastbound.
- Repair the signal span wire that is laying on ground on the southeast corner.
- Install a 40 mph Speed Limit sign (R2-1) on SB Georgetown Rd.
- Convert the existing protected/permitted left-turn 5-section doghouse signals to protected only for all directions to reduce left-turn / failure to yield crashes and improve safety at this intersection.
- Consider providing a Leading Pedestrian Interval (LPI) to protect pedestrians and bicyclists from drivers that may not see or be expecting them.
- Increase police presence to encourage drivers to avoid using cell phones while driving i.e. enforce the law that prohibits cell phone use while driving.

Note: A work order has been submitted to address Near-Term items 1-4 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.
- 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.
- Construct raised concrete median on all 4 legs for access control. On the north leg, extend the raised concrete median for at least 300'.
 - ◊ This allows for additional southbound left turn storage to be provided.
 - ◊ Note: In particular, the commercial drive entrance approximately 225' north of the intersection will become a right in / right out, reducing the number of crashes that have occurred at this location as identified in the crash data analysis.
 - ◊ Additional driveways on other legs will also become right in / right out which will reduce crashes and improve overall safety at this intersection.
- 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 existing pedestrian signals should be modernized to meet the most current design standards including Accessible Pedestrian Signals (APS) push buttons.
- Construct new sidewalk in the northeast quadrant connecting to the ADA ramp. Additional new sidewalk along the east side of Georgetown Rd. north of 71st St., and along the north side of 71st St. east of Georgetown Rd. should be considered.
- Construct new sidewalk on the south side of 71st St. east of Georgetown Rd to fill the gap of approximately 175' that currently exists.

Investigate the radii for the north leg (NW and NE quads) to determine if they are adequate using turning templates. Note there are large trucks navigating this intersection due to the presence of Park 100 industrial warehouse district to the northwest.

Mill and overlay the existing pavement within the project limits (or approximately 400' in all directions) to eliminate pavement rutting.

Future Option

This intersection is a candidate for alternative intersection design in the future. A conceptual roundabout with planning level cost estimate was developed as part of this RSA. A conceptual schematic of a roundabout at this intersection can be found in Attachment C. Should alternative intersection design be considered in the future, the INDOT Intersection Decision Guide should be referenced, along with other applicable documentation.

Costs Estimate(s) for Proposed Safety Improvement Project

NEAR-TERM Improvements listed under Near-Term will be completed by Ops.	LONG-TERM (Planning Level)		FUTURE OPTION (Planning Level)	
	Preliminary Engineering Cost =	\$70,000	Preliminary Engineering Cost =	\$397,000
	Construction Cost =	\$581,000	Construction Cost =	\$3,305,000
	Construction Engineering =	\$58,100	Construction Engineering =	\$330,500
	Right-of-Way Cost =	\$0	Right-of-Way Cost =	\$75,000
	Total Cost =	\$709,100	Total Cost =	\$4,107,500

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

Project Score: (for INDOT use)

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	0	
	0	
	0	
	0	
	0	

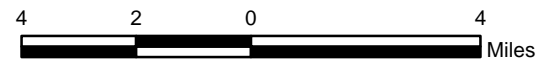
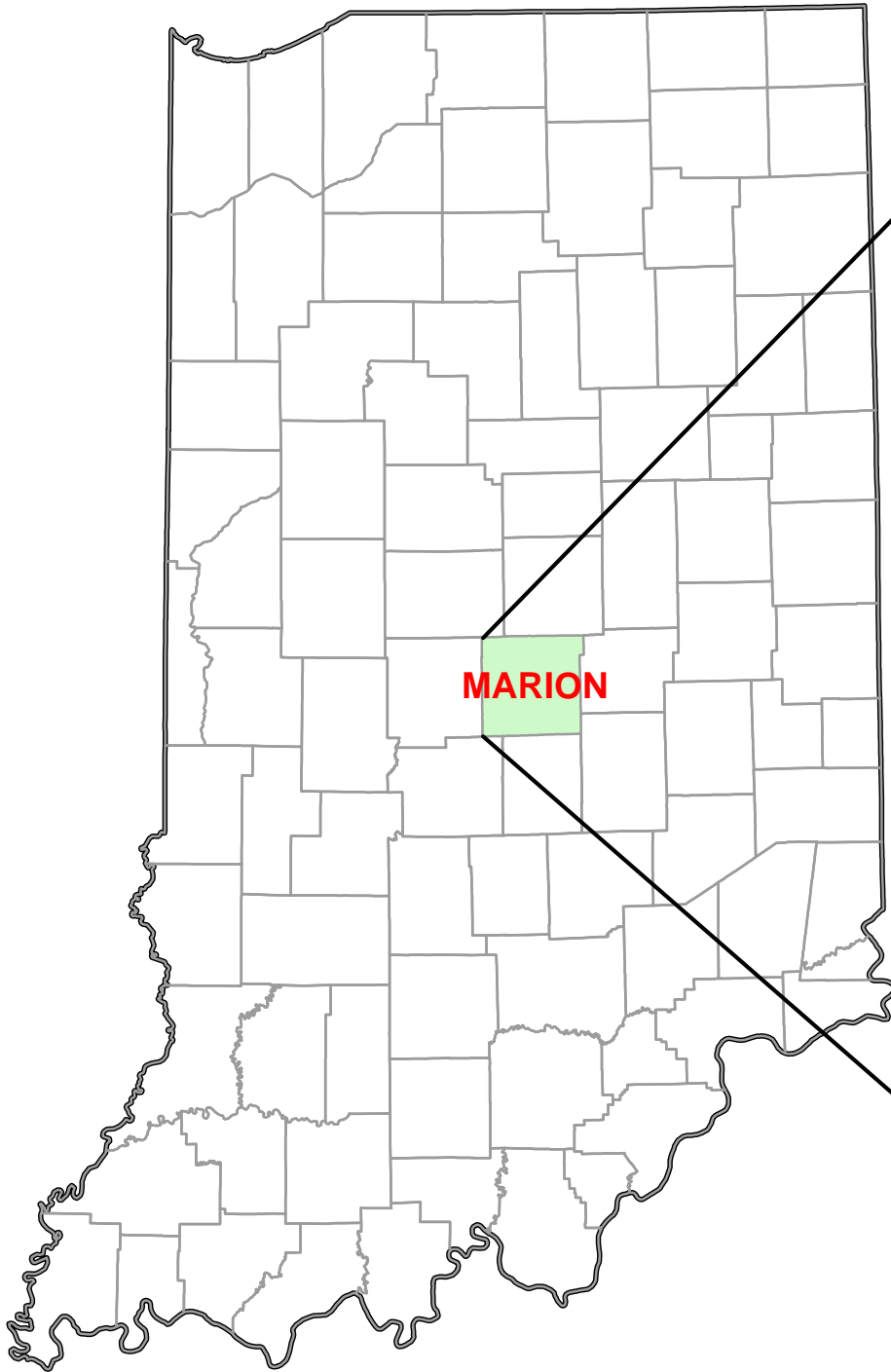
Miscellaneous Notes:

A site visit was held on Thursday, April 17, 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: Councilor Carlos Perkins, Adam Jones (IMPD), Damon Richards (FCRT Member), Dave Allender (CJI), Jill Palmer and Greg Crausare (Indy DPW).

Attachments:

Site Location Map, Page 4	Attachment A - Deep Dive Crash Data Analysis
Collision Diagrams, Pages 5-8	Attachment B - Meeting Minutes
Crash Summary, Pages 9-10	Attachment C - Concept Drawing of Future Option
Photographs, Pages 11-15	
Detailed Cost Estimate, Page 16	

W 71st St. & Georgetown Rd.

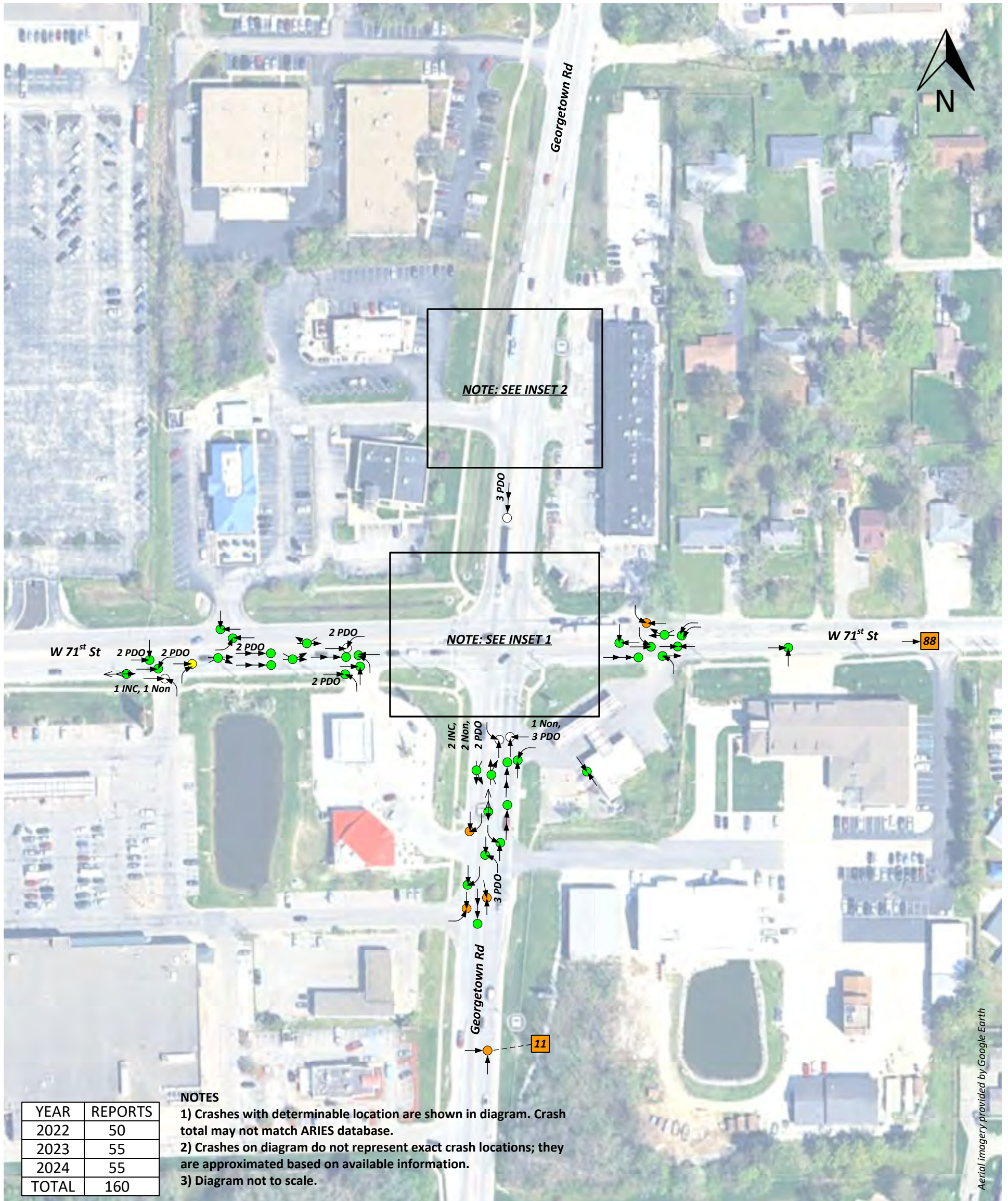


SITE LOCATION MAP

DIAGRAM OF COLLISION REPORTS

W 71st St. & Georgetown Rd.

Study Period 1/1/2022 to 12/31/2024 Location: 7
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 4/2/25



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	50
2023	55
2024	55
TOTAL	160

Aerial imagery provided by Google Earth

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

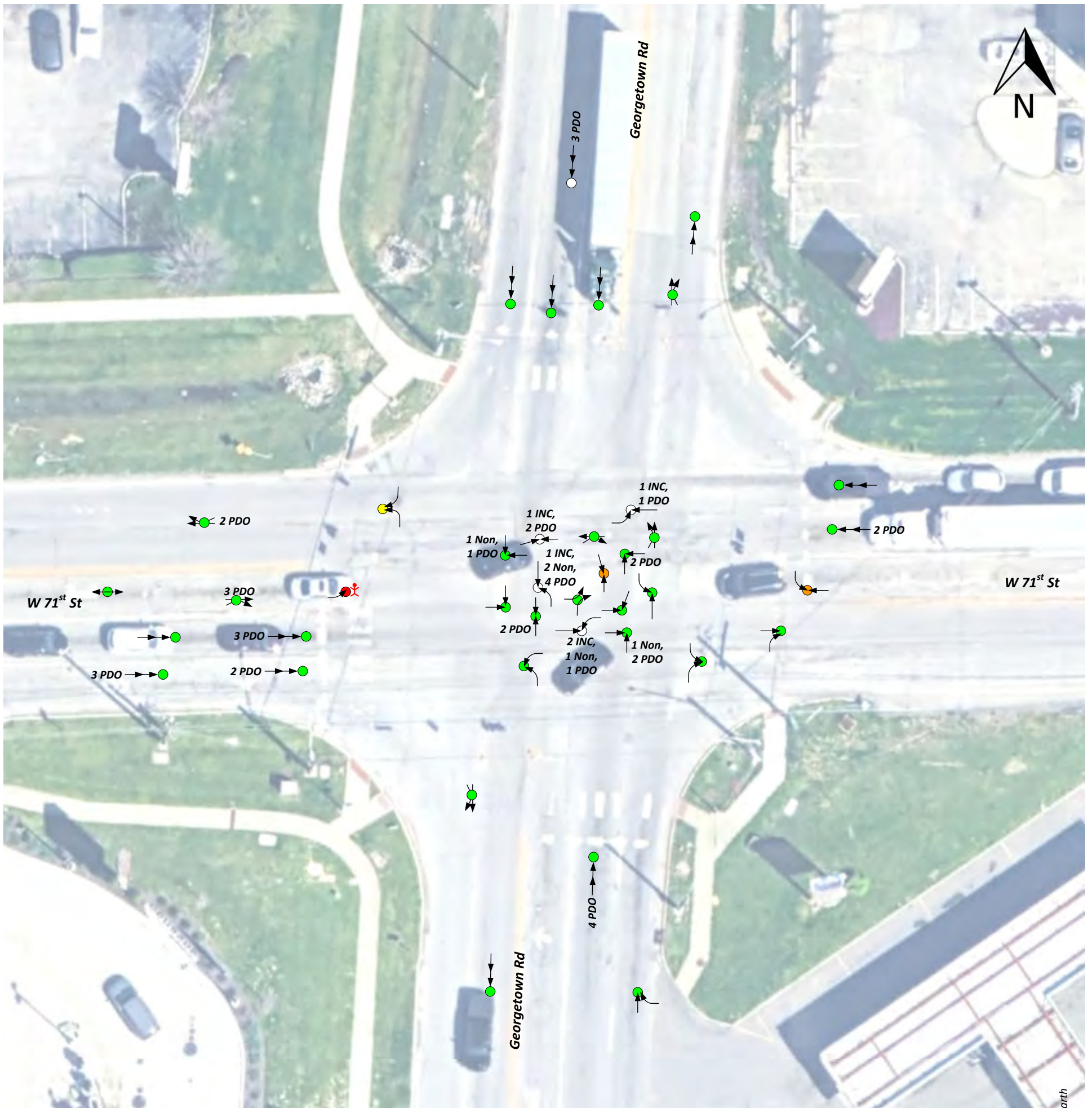
Fixed Object Codes

- 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 – CONTRUCTION BARRIER
- 13 – CRASH ATTENUATOR
- 88 – OTHER
- 99 - UNKNOWN

DIAGRAM OF COLLISION REPORTS

W 71st St. & Georgetown Rd. (Inset 1)

Study Period 1/1/2022 to 12/31/2024 Location: 7
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 4/2/25



Aerial imagery provided by Google Earth

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	50
2023	55
2024	55
TOTAL	160

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

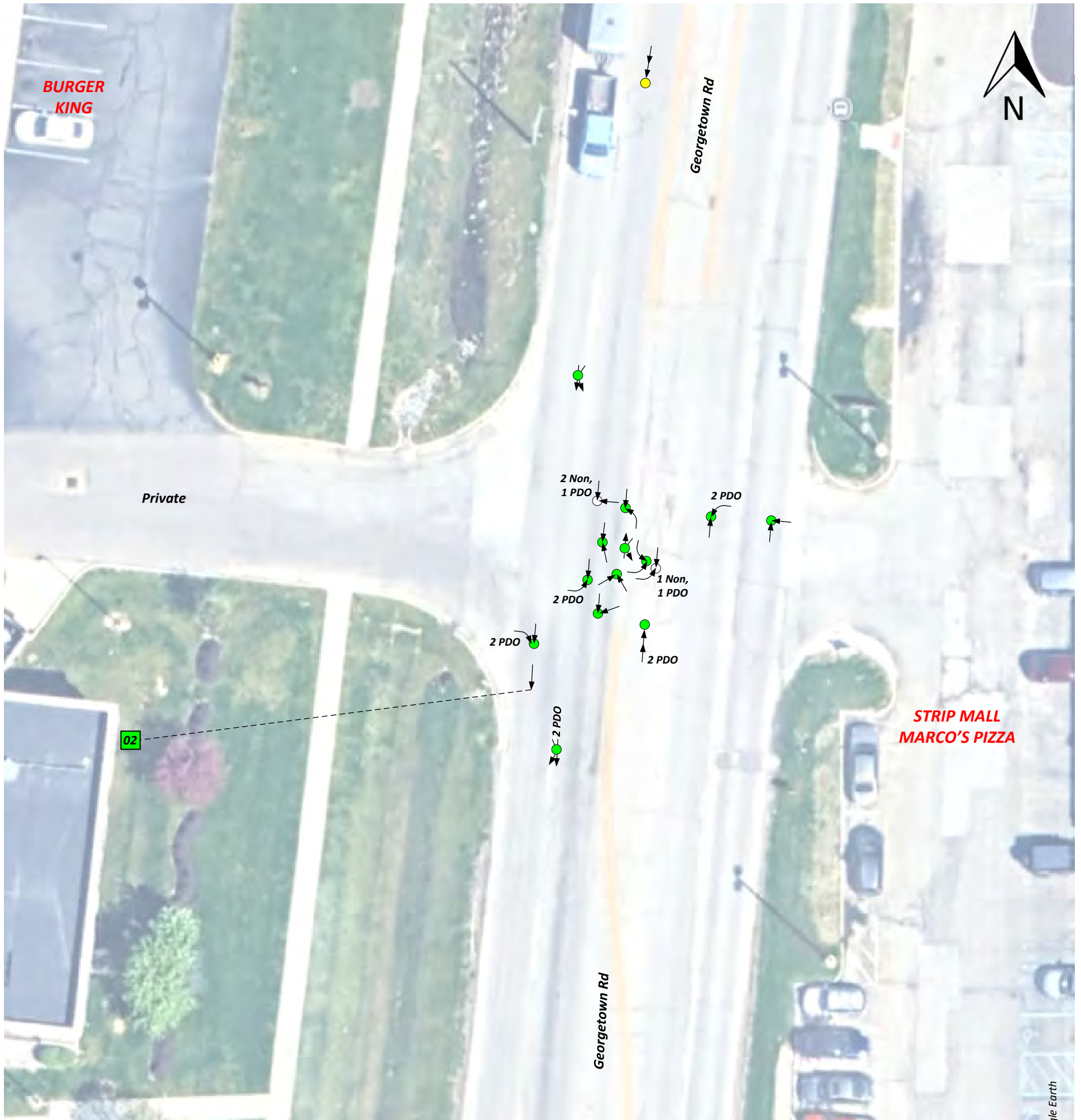
Fixed Object Codes

- 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

DIAGRAM OF COLLISION REPORTS

W 71st St. & Georgetown Rd. (Inset 2)

Study Period 1/1/2022 to 12/31/2024 Location: 7
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 4/2/25



Aerial imagery provided by Google Earth

YEAR	REPORTS
2022	50
2023	55
2024	55
TOTAL	160

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.

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 71st St & Georgetown Rd

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

Total # of Crashes

160

INJURY STATUS	
FATAL	1
INCAPACITATING	14
NON-INCAPACITATING / POSSIBLE / REFUSED	17
PDO	128

80%

PERSON TYPE	
DRIVER	156
OTHER – EXPLAIN IN NARRATIVE	2
PEDESTRIAN	2

LIGHT CONDITION	
DARK (LIGHTED)	29
DARK (NOT LIGHTED)	4
DAWN/DUSK	14
DAYLIGHT	113

18%

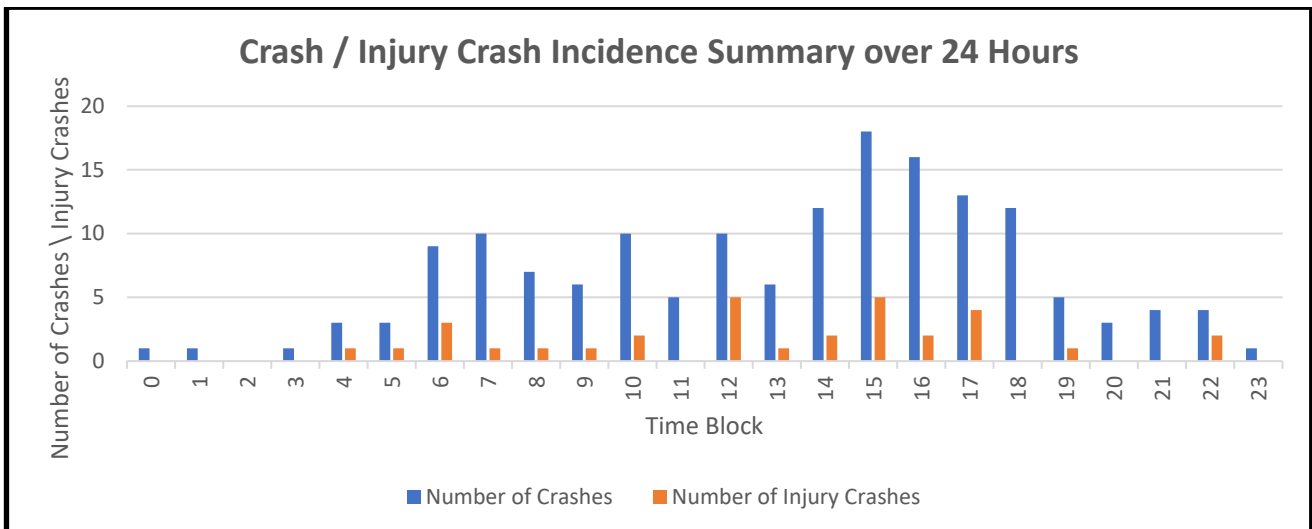
71%

WEATHER CONDITION	
CLEAR	117
CLOUDY	20
FOG/SMOKE/SMOG	1
RAIN	18
SNOW	4

73%

SURFACE CONDITION	
DRY	133
SNOW/SLUSH	3
WET	24

83%



PRIMARY FACTOR		
ACCELERATOR FAILURE OR DEFECTIVE	1	
BRAKE FAILURE OR DEFECTIVE	1	
DISREGARD SIGNAL/REG SIGN	4	
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	2	
DRIVER ILLNESS	1	
FAILURE TO MAINTAIN LANE	1	
FAILURE TO YIELD RIGHT OF WAY	73	46%
FOLLOWING TOO CLOSELY	32	
HOLES/RUTS IN SURFACE	1	
IMPROPER LANE USAGE	8	
IMPROPER PASSING	2	
IMPROPER TURNING	7	
LEFT OF CENTER	1	
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	2	
OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	1	
OTHER (VEHICLE) - EXPLAIN IN NARRATIVE	1	
PEDESTRIAN ACTION	1	
ROADWAY SURFACE CONDITION	2	
UNSAFE BACKING	2	
UNSAFE LANE MOVEMENT	13	
UNSAFE SPEED	4	

MANNER OF COLLISION		
BACKING CRASH	2	
COLLISION WITH OBJECT IN ROAD	1	
HEAD ON BETWEEN TWO MOTOR VEHICLES	10	
LEFT TURN	43	27%
LEFT/RIGHT TURN	10	
OPPOSITE DIRECTION SIDESWIPE	3	
OTHER - EXPLAIN IN NARRATIVE	1	
RAN OFF ROAD	1	
REAR END	38	23%
REAR TO REAR	1	
RIGHT ANGLE	27	
RIGHT TURN	7	
SAME DIRECTION SIDESWIPE	16	
LEFT TURN + RIGHT ANGLE	70	44%



Looking south from NE quadrant



Looking south from NE quadrant



Looking west from NE quadrant



Looking west from NE quadrant



Looking north from SW quadrant



Looking east from NW quadrant



Looking south from NW quadrant



Looking south from NW quadrant



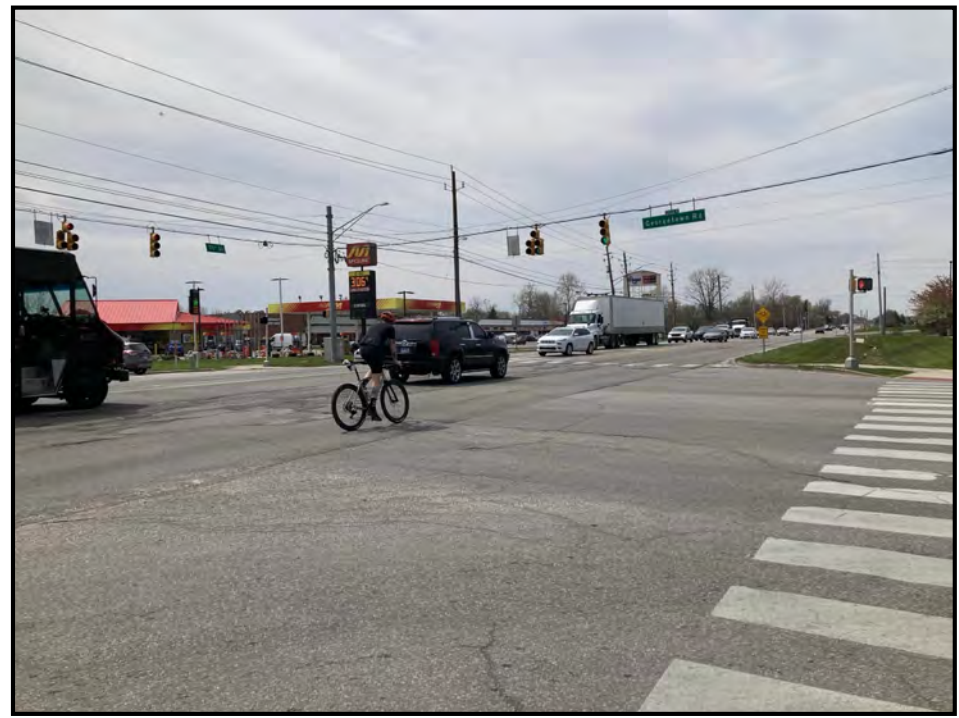
SW quadrant



SE quadrant



Looking S from NW Quad (Bicyclist)



Looking W from NE (Bicyclist)



Looking SW (Bicyclist)



Looking SW (Bike Activity)



Looking S along W side of Georgetown from S of 71st St.



Pedestrian crossing sign (R10-3b) in NE Quad (Replace)



SE Quad Bicycle_Share the Road Knock Down



SW Quad Signal Cabinet

Engineers Estimate - DPW - 71st and Georgetown Long Term Improvements

Contract Item No.	Item	Estimated Quantity	Unit	Unit Cost	Total Price
1	Construction Engineering	1	LS	\$8,000.00	\$8,000.00
2	Mobilization and Demobilization	1	LS	\$43,000.00	\$43,000.00
3	Clearing Right of Way	1	LS	\$18,000.00	\$18,000.00
4	Curb and Gutter, Remove	250	LFT	\$60.00	\$15,000.00
5	Sidewalk Concrete, Remove	409	SYS	\$20.00	\$8,177.78
6	Storm Water Quality Management Budget	5000	DOL	\$1.00	\$5,000.00
7	Compacted Aggregate, No. 53	178	TON	\$100.00	\$17,760.00
8	Milling, Asphalt, 1.5"	2133	SYS	\$6.00	\$12,800.00
9	HMA Surface	176	TON	\$120.00	\$21,120.00
10	Curb Ramp, Concrete	89	SYS	\$250.00	\$22,222.22
11	Sidewalk, Concrete	320	SYS	\$100.00	\$32,000.00
12	Detectable Warning Surfaces	18	SYS	\$350.00	\$6,222.22
13	Center Curb, Type B	533	SYS	\$180.00	\$96,000.00
14	Curb and Gutter, Concrete	250	LFT	\$60.00	\$15,000.00
15	Maintaining Traffic	1	LS	\$15,000.00	\$15,000.00
16	Pedestrian Signal Head, Countdown, 18 IN.	8	EA	\$1,400.00	\$11,200.00
17	Pedestrian Push Button, APS	8	EA	\$1,900.00	\$15,200.00
18	Modern ATMS	1	LS	\$15,000.00	\$15,000.00
19	Video Detection	1	LS	\$35,000.00	\$35,000.00
20	Controller Cabinet	1	EA	\$10,000.00	\$10,000.00
21	Controller Cabinet Foundation	1	EA	\$5,000.00	\$5,000.00
22	Striping and Signage	1	LS	\$5,000.00	\$5,000.00
23	Traffic Signal Head, Retrofit	8	EA	\$900.00	\$7,200.00

<i>SUBTOTAL</i>	\$438,902.22
<i>15% CONTINGENCY</i>	\$65,835.33
<i>CONSTRUCTION TOTAL</i>	\$504,737.56
<i>INFLATION (4.75% FOR 3 YEARS)</i>	\$75,395.64
<i>FORECASTED CONSTRUCTION TOTAL</i>	\$580,133.19
<i>PRELIMINARY ENGINEERING</i>	\$69,615.98
<i>CONSTRUCTION INSPECTION</i>	\$58,013.32

FY 2028 PROJECT COSTS	
P/E	\$ 70,000.00
CONSTRUCTION	\$ 581,000.00
CONSTRUCTION ENG.	\$ 58,100.00
R/W	\$ -
REIMB. UTILITIES	\$ -
TOTAL	\$ 709,100.00

Attachments

Crash Narratives – Fatal (Total = 1)

904543697 – 6/1/2024 at 12:30 PM

DAYLIGHT RAIN WET PEDESTRIAN ACTION LEFT TURN

FATAL – Semi-tractor (V1) was traveling E on W. 71st St. in the left turn lane and had stopped for a red traffic signal at Georgetown Rd. Pedestrian (P1) was walking N across W. 71st St. in the crosswalk on the W side of Georgetown Rd. **Before P1 was able to cross W. 71st St., the traffic signal cycled and the left turn arrow for V1 illuminated.** At the time the left turn arrow illuminated, P1 was directly in front of the V1, which towered over P1. **When V1 started forward on the green arrow, it struck P1 who fell to the roadway and was ran over by the right rear wheels of V1.** V1 continued with the left turn N onto Georgetown Rd. without stopping. P1 suffered grave injuries from the collision and was pronounced deceased at St. Vincent Hospital. Attempts to meet with registered owner of V1 to obtain a statement were unsuccessful. Supplement to mark investigation complete - aw 09-09-24. Supplement done 2/27/2025 to add Toxicology results for Fatal P1. (JAG)

Crash Narratives – Incapacitating (Total = 14)

904039823 – 5/23/22 at 3:04 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On May 23, 2022, at 3:04 pm IMPD Officers were dispatched to investigate a PI Accident located at 71st St. and Georgetown Rd. involving two vehicles. Officer 1 arrived on scene with fully functional body worn camera and fully marked police vehicle. Officer 1 spoke with D1 and asked her what happened. **D1 stated that she was heading EB on 71st St. and was in the middle of the intersection when the light turned red. While in the middle of the intersection, V1 was struck by V2 while attempting to turn SB on Georgetown Rd.** Officer 1 was also advised that D1 had her 1-month-old baby inside the vehicle. Both D1 and her baby were transported to St. Vincent Hospital by Medic 64 for a checkout. Officer 1 spoke with two other witnesses who stated that V1 was heading EB and was struck by V2 while in the middle of the intersection. Officer 1 spoke with D2 and asked what happened. **D2 stated that she and the passenger of her vehicle were traveling WB on 71st St. and was attempting to turn SB onto Georgetown Rd. and struck V1.** Both the driver and passenger of V2 were transported to St. Vincent Hospital for complaint of chest pain by Pike Medic 63 and Pike Medic 61. Both V1 and V2 were towed to Auto Return, and both were handed Crash Report Numbers. All events occurred in Indianapolis, Marion County, Indiana. The supplement was done to correct the direction V2 was going and add a witness. ERS

904052615 – 6/2/22 at 12:30 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – D1 stated he was turning SB into the Kroger parking lot, when a vehicle let him turn in front and did not see V2. D2 stated he was traveling EB on W 71st St. when he was struck by V1 on the driver's side.

904057363 – 6/17/22 at 8:30 AM

DAWN/DUSK CLEAR DRY FAILURE TO YIELD RIGHT OF WAY HEAD ON BETWEEN TWO MOTOR VEHICLES

INC – V2 was traveling WB on 71st St. going straight. V1 was going EB on 71st St. turning N onto Georgetown Rd. **The front passenger bumper of V1 hit V2's front driver's side bumper.** D2 was transported to St. Vincent's hospital by Pike Township Medic 61.

904156392 – 11/15/22 at 6:59 AM

DARK (LIGHTED) CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – D1 stated she was traveling SB on Georgetown Rd., and she had a green light turning EB onto 71st St. D1 stated that V2 was turning WB onto 71st St. and that V2 struck the passenger side front bumper. V2 stated he was traveling NB on Georgetown Rd. and had a green light turning WB onto 71st St. **D2 stated while he was approaching the intersection and turning, V1 sped up and was turning EB onto 71st St. and struck the passenger side front bumper.** D1 was injured and was transported to the hospital by Pike Fire Medic 61. V1 was towed. V2 was drivable and was able to leave the scene safely. Both drivers received CAD Cards.

904285527 – 5/29/23 at 10:00 PM

DARK (NOT LIGHTED) CLEAR DRY HOLES/RUTS IN SURFACE RIGHT ANGLE

INC – D1 stated she was driving SB on Georgetown Rd. when someone hit her from behind causing her to fishtail. D1 stated the fishtailing caused her to hit V2. Officers on scene observed no damage to the rear end of V1. **D2 stated she was driving NB on Georgetown Rd. when she saw V1 spinning. D2 stated she attempted to stop her vehicle, but V1 slid into V2.** An unknown citizen that lives close by stated there is a huge pothole near her house that vehicles hit all the time. This citizen told officers she heard what sounded like someone hit the pothole followed by a crashing noise. The citizen stated she then came outside to see the accident. V2 had an 11 yr. old passenger that was transported to the hospital. The back seat passenger in V2 stated she was injured and her whole body hurt but refused medical attention on scene. D1 was transported to the hospital as well. Both vehicles were towed to Auto Return.

904297354 – 6/20/23 at 5:11 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – ON JUNE 20TH, 2023 AT 5:11 PM IMPD OFFICERS WERE DISPATCHED TO A PERSONAL INJURY ACCIDENT LOCATED AT 71ST ST. AND GEORGETOWN RD. INVOLVING TWO VEHICLES. OFFICER 1 ARRIVED ON SCENE WITH FULLY FUNCTIONAL BODY WORN CAMERA AND FULLY MARKED POLICE VEHICLE. OFFICER 1 WAS UNABLE TO SPEAK WITH D1 DUE TO HER BEING TRANSPORTED TO THE HOSPITAL BY PIKE MEDIC 61 FOR POSSIBLE NECK INJURY. **HER COUSIN ARRIVED AND STATED THAT SHE WAS COMING OUT OF THE GAS STATION AND WAS STRUCK BY V2.** OFFICER 1 SPOKE WITH D2 AND ASKED WHAT HAPPENED. **D2 STATED THAT SHE WAS TRAVELLING NB ON GEORGETOWN RD. AND WAS IN THE TURN LANE TO TURN AND HEAD WB. AS SHE WAS APPROACHING THE GREEN LIGHT, D1 PULLED OUT OF THE GAS STATION AND STRUCK HER VEHICLE.** D2 STATED THAT SHE WAS TRAVELLING ABOUT 25 MPH AT THE TIME OF THE ACCIDENT. OFFICER 1 HANDED D2 A CRASH REPORT NUMBER AND D1'S COUSIN A CRASH REPORT NUMBER WITHOUT INCIDENT. BOTH VEHICLES WERE TOWED TO AUTO RETURN BY HADLEY TOWING SERVICE.

904306174 - 7/5/23 at 1:30 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY HEAD ON BETWEEN TWO MOTOR VEHICLES

INC – On Wednesday, July 5, 2023, at 14:30, IMPD Officer 1 responded to a crash on Georgetown Rd. at intersection of W 71st St. At the time of the crash, the weather was clear, and the road surface was dry. V1 was traveling SB on Georgetown Rd., in the left turn lane waiting to turn EB onto W 71st St. V2 was traveling NB on Georgetown Rd., approaching W 71st St. intersection. D1 stated that the light turned yellow when he was waiting in the intersection to turn EB, so he proceeded to turn left. D1 stated that V2 was coming NB on Georgetown Rd. and struck his vehicle while he was trying to turn. **D2 stated she was traveling through the intersection with a yellow light when V1 turned in front of her.** V2 had steering wheel airbag deployment. V1 was parked in a private parking lot for the owner to pick up later. V2 was off the roadway and will be towed via private tow. D1 was transported to St. Vincent hospital for complaint of pain to his back via Pike medic 61, EMS 1344. D2 stated she had wrist pain but was not treated/transported by medics.

904305894 – 7/5/23 at 2:40 PM

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

INC – D1 COULD NOT PROVIDE INSURANCE. D1 STATED V2 TURNED IN FRONT OF HIM COMING OUT OF THE JIFFY LUBE PARKING LOT MAKING A LEFT TURN TO GO NB ON GEORGETOWN RD. V1 WAS DRIVING SB ON GEORGETOWN RD. D2 STATED TO OFFICER HE WAS COMMING OUT OF JIFFY LUBE PARKING LOT, TURNING LEFT (NB ON GEORGETOWN RD.) WHEN ANOTHER VEHICLE STRUCK HIM.

904471255 – 3/14/24 at 10:50 AM

DAYLIGHT CLOUDY DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On Thursday, March 14, 2024, at 10:50 am, Officer 1 responded to a crash on west 71st St. at the intersection of Georgetown Rd. and the road surface was dry. V1, green Toyota Highlander, turning left. V2, gray Acura MDX, going straight. D1 stated she was facing EB on W 71st St. when she had a green arrow that was possibly changing colors at the time she was turning. D1 stated as he began to turn V2 came across Georgetown Rd. as she was turning and both vehicles ran into each other. V2's passenger stated they were WB on W 71st St. when their traffic signal was green, and the driver continued to travel WB. V2's passenger stated as they crossed Georgetown Rd., V1 turned in front of them causing the accident. **Witness 1 was behind V1 who stated the green arrow was gone at the time V1 began to turn and V2's light was green.** Witness 2 was facing SB on Georgetown Rd. just north. Both driver and passenger of V2 were transported to St. Vincent. The passenger of V1 had a complaint of pain to his chest. Both vehicles were towed due to damage.

904482014 – 4/4/24 at 3:00 PM

DAYLIGHT CLOUDY WET FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On Thursday, April 4, 2024, at 15:00, IMPD Officer responded to a crash on 71st St. at the intersection of Georgetown Rd. and the road surface was wet. V1, white Nissan Murano, turning left. Pedestrian 2, crossing the roadway. D1 stated that she was pulling out of the Marathon gas station to go S onto Georgetown Rd. D1 stated that she did not see the Pedestrian in the road trying to cross when she struck him with the front driver's side bumper. Pedestrian stated that he was attempting to cross the road S of the intersection when a vehicle struck him in the middle of the road. The Pedestrian stated he never saw the vehicle. Witness stated that she was pulling out of the Kroger just S from where the accident occurred. **The witness stated that she watched D1 pull out of the Marathon gas station and then strike the Pedestrian in the middle of the road.**

904533593 – 7/3/24 at 9:30 AM

DAYLIGHT CLEAR DRY OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR LEFT TURN

INC – On Wednesday, July 3, 2024, at 09:30, BIGGERS, ANDRE responded to a crash on w 71st St. at the intersection of Georgetown Rd and the road surface was dry. V1, white Kalmar Industries LLC Ottawa T2, turning left. V2, copper Toyota Rav4, slowing or stopped in traffic. D1 advised they were on Georgetown Rd. in the turn lane to turn east on 71st St. D1 advised V2 was stopped at a red light on 71st St. facing WB. **D1 advised they made the turn but there was not enough space causing V2 to get caught under the trailer by the rear tires.**

904555298 – 8/8/24 at 10:15 AM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT TURN

INC – On Thursday, August 8, 2024, at 10:15, IMPD Officer responded to a crash on 71st St. 60 ft at the intersection of Georgetown Rd. and the road surface was dry. V1, white Freightliner Cascadia, turning right. V2, white Mitsubishi Outlander Sport, going straight. D1 advised they were SB on Georgetown Rd. D1

advised they were in the left lane with their right turn signal on to turn into the gas station on the right side. D1 advised they were in the left lane because they needed to make a wide turn because of the size of the semi. **D1 advised they did not see V2 causing V1 to collide into V2.** D2 advised they were SB in the right lane of Georgetown Rd. D2 advised they didn't see the turn signal of V1. D2 advised V1 collided into V2.

904624699 – 11/30/24 at 3:30 PM

DAYLIGHT CLEAR DRY DRIVER ILLNESS HEAD ON BETWEEN TWO MOTOR VEHICLES

INC – This incident was recorded on BWCO on 11/30/2024 IMPD Officer responded to 7012 N Georgetown Rd for an incomplete 911 call which was later turned into an accident with injury. Officer 1 arrived in full police uniform and in a fully marked police vehicle. Officer 1 arrived on scene and witnessed people pulling an unconscious male out of a black Hyundai bearing plate (TK883OJD). The male was later identified as the driver (D1) of the Hyundai plate TK883OJD. Officer 1 began doing chest compressions to D1 due to him not breathing and beginning to turn blue in the face. Officer 1 along with passenger of the Hyundai (P1), began chest compressions until Pike Medic 63 arrived on scene and took over. D1 was transported by Pike Medic 63 to St Vincent. Officer 1 then set up incident command and requested a phone call from a certified AI. Officer 1 spoke with P1 who stated that D1 was her uber driver. P1 states D1 was awake and speaking to her but then D1 stopped speaking and began shifting east while in the SB lane on Georgetown Rd. **P1 stated she believes D1 was having a seizure when he crashed into V2 head on.** Officer 1 then spoke with D2 who was driving a Mazda YAA927 going NB on Georgetown when D1 crashed head on into her. D2 stated she was going NB on Georgetown Rd. in the left lane when a black Hyundai swerved into her lane. D2 stated that she visually saw D1 when he crashed into her, and it appeared that he was having a seizure or unconscious. Officer 1 then spoke with the front passenger (P2) in V2. P2 confirmed that he too saw D1 who appeared to be having a seizure or unconscious when he crashed head on with D2. D2 and P2 were both transported to St Vincent by Medic 21 for complaints of body pain that were non-life threatening. Officer 1 was updated on the condition of D1 who was awake and breathing but in critical condition. Officer 1 spoke with a certified AI who advised that since all witness on scene stated that D1 had a seizure while driving that it was caused by health-related issues that a AI would not be coming out and that it would be an accident with injury and not a serious bodily injury accident. Officer 1 requested an evidence technician to take photos of the crash. Both vehicles were towed to auto return. Air bags deployed in all vehicles and witnesses stated D1 was wearing his seat belt when the accident occurred. Reference case number IP240113121

904646252 – 12/24/24 at 5:47 PM

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

INC – On Tuesday, December 24, 2024, at 17:47, IMPD Officer responded to a crash on W 71st St. at the intersection of Georgetown Rd. and the road surface was dry. V1, white Ford F250, going straight. V2, blue Ford Fusion, turning left. Investigation shows V1 was travelling EB on W 71st St. approaching the intersection with Georgetown Rd. The traffic light for EB turned red as V1 went around the slowing and stopped traffic, travelling in the right turn only lane. V1 then swerved back into the EB travel lane, barely missing a vehicle in the right turn lane. **V1 entered the intersection on the red light, striking V2 causing it to spin.** V1 continued EB, coming to a rest at the entrance to the gas station on the SE corner. V2 was heading WB on W 71st St., making a turn south onto Georgetown Rd. V2 was in the intersection, waiting for traffic to clear, as the light changed to red. V2 saw traffic in the EB lane stop, and proceeded to make his left turn, when V1 struck him. D2 was transported to St Vincent in critical condition. D1 was transported to Eskenazi for further investigation and was not injured. Both vehicles were towed by Affordable towing to Auto Return. Added North indicator and Not to Scale to diagram. Corrected D2 name.

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 1/2	
Settings: Indiana local settings		Version: Version 4.1			
Location		W 71st St & Georgetown Rd			
GIS					
Post					
Analyst		JB			
Date		3/28/2025			
INPUT					
Road Facility Type		City Arterial Intersection			
Busiest Road AADT (veh/day)		12412			
Crossing Road AADT (veh/day)		11755			
First Year with Crash Data (yyyy)		2022			
Last Year with Crash Data (yyyy)		2024			
Number of Crashes (crash/period)					
Fatal and Incapacitating Injury Crashes		15			
Non-Incapacitating and Possible Injury Crashes		17			
Property Damage Only Crashes		128			
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		0.282			
Non-Incapacitating and Possible Injury Crashes		0.72			
Property Damage Only Crashes		3.95			
All Crashes		4.95			
Index of Crash Frequency		8.17			
Index of Crash Cost		4.68			

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 2/2	
Settings: Indiana local settings		Version: Version 4.1			
Location		W 71st St & Georgetown Rd			
GIS					
Post					
Analyst		JB			
Date		3/28/2025			
Comments:					

Meeting Minutes

W. 71st 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 November-December 2024, as reported to ARIES, the intersection of W. 71st Street at Georgetown Road is identified as a high crash location. A site visit was held on Thursday, April 17, 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:

Councilor Carlos Perkins
Adam Jones (IMPD)
Damon Richards (FCRT Member)
Dave Allender (Criminal Justice Institute)
Jill Palmer (Indy DPW)
Greg Crausare (Indy DPW)

Intersection Basics

This 4-leg intersection consists of one dedicated left-turn only lane, one through lane, and one shared through / right-turn lane for NB and SB Georgetown Road. The WB approach of W 71st Street includes one dedicated left-turn only lane, one through lane, and one shared through / right-turn lane. The EB approach of W 71st Street includes one dedicated left-turn only lane, one through lane, and one dedicated right-turn only lane (there are 2 EB receiving lanes east of the intersection for EB.) The outside lane for both WB and EB are marked as a shared bike lane. The intersection is signalized, with 5-section signal heads for protected / permissive left-turn movements on all 4 legs. All existing traffic signal heads are yellow and appear to have LED bulbs.

Existing drainage is a mixture of closed curb and gutter, along with open ditches to capture stormwater runoff. Sidewalk exists on both sides of the west and south legs and on the west side of the north leg. Sidewalk does not exist along the east side of Georgetown Road, nor along the east leg of W 71st Street. ADA ramps exist in all 4 quadrants, along with pedestrian signal heads and push buttons. Overhead utilities exist primarily along the south side of W 71st Street. 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. 71st Street. is 40 mph west of the intersection (WB) and 35 mph east of the intersection (EB). The posted speed limit on Georgetown Road. is 40 mph.

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

- 160 crashes/3 years
- 1 Fatal
- 14 Incapacitating Injury
- 17 Non-Incapacitating Injury / Possible
- 128 Property Damage Only (PDO)

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

- $I_{cf} = 8.17$
- $I_{cc} = 4.68$

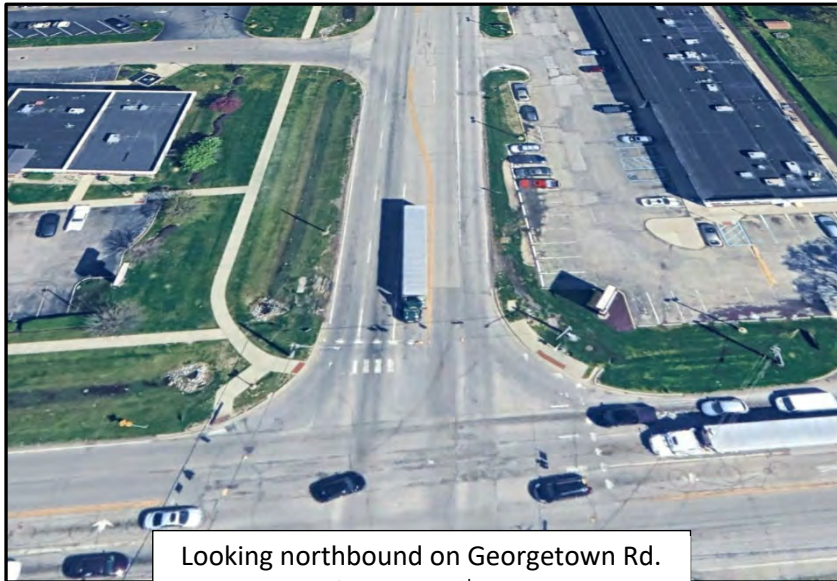
Observations and Preliminary Identified Problems

1. Officer Jones inquired about the use of flashing yellow left-turn arrows (FYAs) at this intersection.
2. The existing traffic signals at this intersection do not meet current design standards.
3. The existing traffic signals for this intersection have protected/permmissive 5-section (doghouse) signals for left turns in all directions. Per FHWA guidance more than 26 left-turn related crashes at an intersection in a 3-year period warrants conversion from protected/permmissive to protected only signals. Further crash data analysis of 71st Street & Georgetown Road shows 33 left-turn related crashes occurred at this intersection in 3 years (2022 – 2024). Therefore, this requirement is met.
4. 68 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (43%). 73 crashes (46%) were due to failure to yield the right-of-way.
5. Existing ADA ramps have been in place since at least 2017 (Nearmap). All existing ADA ramps should be surveyed to verify current ADA design standards are met.
6. Multiple access drives exist along all 4 legs of the intersection. Left turn movements combined with heavy traffic volumes have resulted in crashes at these driveways. In particular, the existing left turn lane along the north leg for the businesses located in the NW quadrant provides approximately 35' of storage (enough room for 2 vehicles). Crash data indicates multiple crashes related to this driveway have occurred.
7. Left-turn drivers were observed trying to rush through the intersection before the end of the protected arrow. This action can result in Failure to Yield (FTY) crashes.

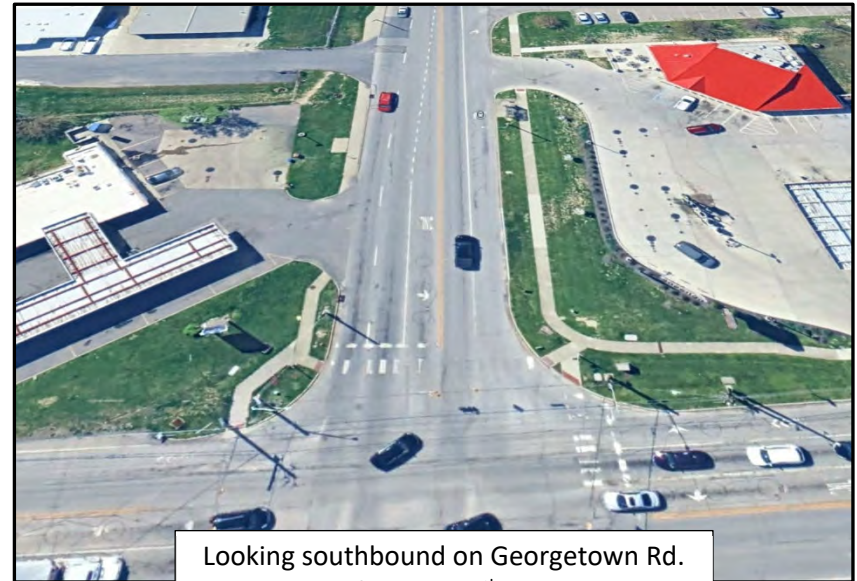
8. Councilor Perkins stated that this is a high use intersection for school buses given three schools in the area. The group also noted heavy truck traffic at this intersection. Note: this intersection is located at the southeast corner of Park 100 industrial warehouse district.
9. Noticeable pedestrian and bicycle usage of this intersection were observed during the field check.
10. For the pedestrian crossings that exist, 14 seconds of walk time is currently provided for all four directions.
11. The walk/wait signal for the pedestrian push button in the southeast corner is working sporadically.
12. In the southwest corner the pedestrian push button is a “finger eater” and needs to be replaced.
13. Sidewalks do not exist in the northeast quadrant, nor along the east side of Georgetown Rd. north of 71st St., nor along the north side of 71st St. east of Georgetown Rd. Also, there is a gap of approximately 175’ in the sidewalk on the south side of 71st St. east of Georgetown Rd.
14. IndyGo Route 37 bus stops exist on the east and west side of Georgetown Rd. south of 71st St. Pedestrians were observed crossing at the bus stop location (midblock, not a crosswalk) despite the traffic signal at 71st St. and Georgetown Rd. having marked pedestrian crossings with pedestrian hardware and two HAWK signals at bus stops located farther south.
15. During the field check, drivers were observed using their cell phones.
16. Existing longitudinal and transverse markings are in good condition as of April 2025. All markings for this intersection need to be refreshed periodically in the future.
17. Existing overhead lane assignment signs are in place and sufficient.
18. The existing Share the Road (W16-1) / Bicycle sign (W11-1) is laying on ground on the southeast corner.
19. The Pedestrian Signal Information sign (R10-3b) for the pedestrian crossing on the northeast corner for pedestrians crossing eastbound is damaged.
20. A signal span wire is laying on ground on the southeast corner.

May 9, 2025

21. There is evidence of trailer over tracking on the NE corner. Given that Park 100 industrial warehouse district is located north of this intersection, the radii for the north leg may be inadequate and should be checked with turning templates.
22. Approach pavement is rutting, particularly on Georgetown Rd. The existing pavement has evidence of recently patched potholes, especially on 71st St.
23. Pike Fire Station is located at 4881 W. 71st St. (east of the intersection).



Looking northbound on Georgetown Rd.
from W 71st St.



Looking southbound on Georgetown Rd.
from W 71st St.



Looking eastbound on W 71st St. from
Georgetown Rd.



Looking westbound on W 71st St. from
Georgetown Rd.

Preliminary Recommendations

Near-Term

- Replace the existing Share the Road (W16-1) / Bicycle sign (W11-1) on the southeast corner.
- Replace the Pedestrian Signal Information sign (R10-3b) for the pedestrian crossing on the northeast corner for pedestrians crossing eastbound.
- Repair the signal span wire that is laying on ground on the southeast corner.
- Convert the existing protected/permitted left-turn 5-section doghouse signals to protected only for all directions to reduce left-turn / failure to yield crashes and improve safety at this intersection.
- Consider providing a Leading Pedestrian Interval (LPI) to protect pedestrians and bicyclists from drivers that may not see or be expecting them.
- Increase police presence to encourage drivers to avoid using cell phones while driving i.e. enforce the law that prohibits cell phone use while driving.

Note: A work order has been submitted to address Near-Term items 1-3 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.
- Construct raised concrete median on all 4 legs for access control. On the north leg, extend the raised concrete median for at least 300'.
 - This allows for additional southbound left turn storage to be provided.
 - Note: In particular, the commercial drive entrance approximately 225' north of the intersection will become a right in / right out, reducing the number of crashes that have occurred at this location as identified in the crash data analysis.
 - Additional driveways on other legs will also become right in / right out which will reduce crashes and improve overall safety at this intersection.
- 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 existing pedestrian signals should be modernized to meet the most current design standards including Accessible Pedestrian Signals (APS) push buttons.
- Construct new sidewalk in the northeast quadrant connecting to the ADA ramp. Additional new sidewalk along the east side of Georgetown Rd. north of 71st St., and along the north side of 71st St. east of Georgetown Rd. should be considered.
- Construct new sidewalk on the south side of 71st St. east of Georgetown Rd to fill the gap of approximately 175' that currently exists.

May 9, 2025

- Investigate the radii for the north leg (NW and NE quads) to determine if they are adequate using turning templates. Note there are large trucks navigating this intersection due to the presence of Park 100 industrial warehouse district to the northwest.
- Mill and overlay the existing pavement within the project limits (or approximately 400' in all directions) to eliminate pavement rutting.

Longer Term – Innovative Intersection design TBD.

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

Sincerely,

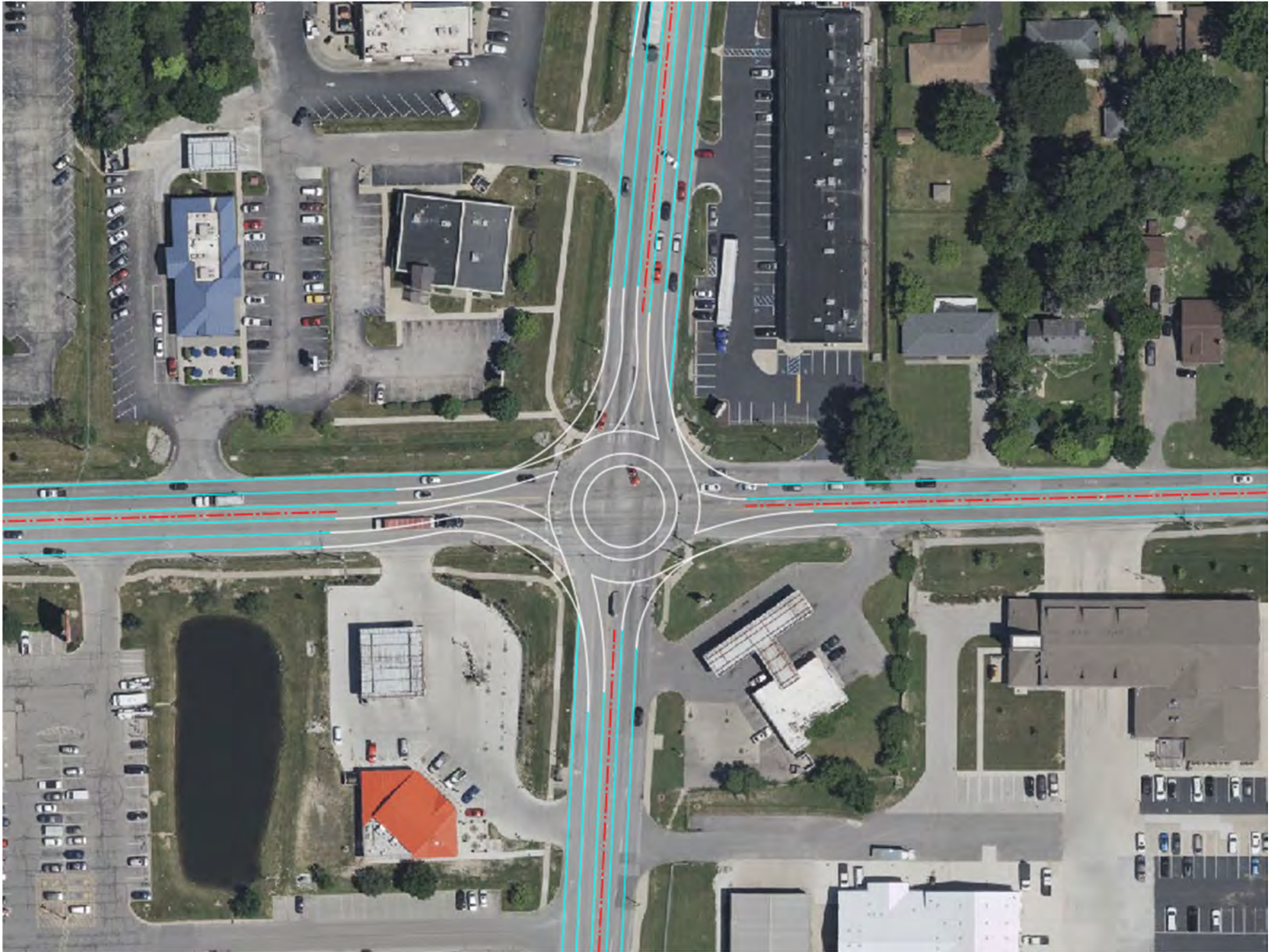


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cc: File



Attachment C