



Fatal Crash Review Team Report for September 16, 2025

Indianapolis, Indiana

Meeting Minutes

Jill Palmer (DPW)	Present
Captain Frederick Ilnicki (IMPD)	Present
Logan Lane (DMD)	Present
Theodore S Grain (Citizen Member)	Present
Damon Richards (Citizen Member)	Present
Benjamin Morrical (Legal Counsel)	Present
LeAndre Level (Public)	Present
Dave Allender (Public)	Present
Jeremy VanVleet (Vision Zero Consultant)	Present
Maria Cantrell (Vision Zero Consultant)	Present
Jason Bowers (Public)	Present

On Tuesday, September 16, 2025, at 2:00 PM, the meeting of the Indianapolis Fatal Crash Review Team was called to order.

Maria Cantrell and Jeremy VanVleet from Burgess & Niple were introduced to the group. Burgess & Niple was retained by DPW to create a Vision Zero Action Plan. Maria provided an overview of the Vision Zero Action Plan to the group. The strategy is being focused on a top 50 list of intersections based on fatal and incapacitating crash history. LeAndre Level encouraged the group to provide comments and feedback. Jill Palmer informed the group that the City-County Council allocated \$500,000 for infrastructure improvements as previously recommended by the Fatal Crash Review Team (FCRT).

Discussion by the group continued by focusing on the functionality of the FCRT. The Vision Zero Action Plan proposes increasing the number of RSAs from 6 to 10 per year. Ted Grain expressed that the Fatal Crash Review Team is operating in the shadows and would like to see more awareness of the FCRT by Indianapolis City County Councilors and the public. Damon Richards added that the FCRT is limited to discussing engineering solutions only. The Vision Zero Master Plan focuses more broadly on solutions beyond engineering. Under the Vision Zero Action Plan, the Fatal Crash Review Team could expand beyond engineering solutions, however the funding limitations will still need to be solved.

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 July 15th, 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 Logan Lane. The Minutes and Report for July 15th, 2025, were adopted with all members voting “Yes.”

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

The fatal crashes to be reviewed for the period of May and June 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 34th Street and Georgetown Road. That RSA will take place in October 2025, including a field check scheduled for Thursday, October 16th, 2025, and the report will be incorporated into the meeting notes to be adopted at the November 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 Jill Palmer, seconded by Frederick Ilnicki, and passed by all present members.

Signed,

Jason Bowers

Jason Bowers
Transportation Safety Engineer
Secretary – Fatal Crash Review Team

(1)– Master Record Number: 904720573

Date	May 7, 2025
Time	9:15 PM
Location/Nearest Intersection	SOUTH STATE AVENUE & EAST RAYMOND STREET
Vulnerable Road User?	Yes – Pedalcyclist
Hit & Run?	Yes
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Unknown.
Circumstances	Investigations showed the V1 was traveling EB on E Raymond St, ran the red light at S State Ave striking V2 that was traveling NB on S State Ave. V1



	continued EB and struck the bicyclist pulling the trailer that was in the crosswalk traveling NB. D1 fled the scene last seen SB on foot from the crash scene. D2 was ejected from the car and found in the EB lanes of Raymond St. She was transported to Eskenazi Hospital by Medic 42. Operator of the bicycle was ejected from the bike and was found in the WB lanes of Raymond St. He was transported to Eskenazi Hospital by Medic 56. Passenger of the bicycle riding in the pull behind trailer was ejected from the trailer and was found in the EB lanes of Raymond St. He was transported to Riley Hospital by Medic 52 where he succumbed to his injuries. No Test Given (JAG 8/26/2025). See report under Case# IP250039367.
Recommendation	None.

(2)- Master Record Number: 904719163

Date	May 9, 2025
Time	12:45 PM
Location/Nearest Intersection	WEST 64 TH STREET & MICHIGAN ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = None. D2 = Failure to yield/stop/obey stop or yield sign; No seatbelt (2); Speeding.
Circumstances	On Friday, May 9, 2025, at 12:45, IMPD Officers responded to a crash on Michigan Rd. at the intersection with W 64 th St. and the road surface was dry. V1, black Yamaha Yzf-R6, going straight. V2, gold Chevrolet Tahoe, turning left. Investigation shows V1 was going NW on Michigan Rd. at a high rate of speed in the outside lane. V2 was turning left to go SE on Michigan Rd. from W 64 th St. V2 stopped at the stop sign. V2 proceeded to make a left turn. When V2 was going through the outside lane of NB, V1 struck V2 in the driver's door. D1 was ejected into the driver's door at impact. After the impact, V1 caught on fire. V2 also caught on fire. V2 continued W at a slow rate of speed and ran off the road on the W side of Michigan Rd. V1 did put on his brakes to try and stop but couldn't stop in time. D2 stated he didn't see the motorcycle and thought it was clear to make his turn. D1 suffered grave injuries from the impact and fire and was pronounced deceased at the scene. IMPD case number IP250039871 was assigned to this crash. Report amended to include Alcohol and Tox results - aw 08-25-25. Report amended to include Alcohol and Tox results for Fatal Driver 1 (JAG) 8/26/2025.
Recommendation	Improve intersection sight distance by clearing brush within the right-of-way at 6407 N Michigan Rd. and at 6339 N. Michigan Rd.



(3)- Master Record Number: 904728936

Date	May 18, 2025
Time	6:24 PM
Location/Nearest Intersection	EAST 46 TH STREET, 545 FEET EAST OF ARLINGTON AVENUE
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = None.
Circumstances	On Sunday, May 18, 2025, at 18:24, officers responded to a crash on E 46 th St. 545 ft E of the intersection of Arlington Ave. and the road surface was dry. V1, black Chrysler 300, going straight. Investigation showed the pedestrian was indecisive on which way he wanted to go. He was crossing the street and was in the center of the road going NB and SB when struck by V1 traveling WB on E 46 th St. The pedestrian was transported to Methodist hospital in critical condition. D1 was transported to Eskenazi for a routine blood draw. Measurements and pictures were taken at the scene. On May 19, 2025, detectives went back to the area and were able to get video of the accident. I was contacted on May 21 st by the Coroner's officer stating that the pedestrian had passed on 5/20/25 at 22:09hrs. No tests given to Fatal Pedestrian (JAG) 8/26/2025. Report amended to add Alcohol and Tox. aw 08-25-25
Recommendation	Construct sidewalks on both sides of E 46 th St. (continue from Arlington Ave.) and install a mid-block pedestrian crossing approximately 500' east of Arlington Ave.

(4)- Master Record Number: 904741000

Date	May 28, 2025
Time	10:55 PM
Location/Nearest Intersection	I-65 SOUTHBOUND RAMP TO I-465 SOUTHBOUND RAMP 123C
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = None. D2 = None.
Circumstances	This investigation occurred on May 28, 2025. I-465 SB near the 19.6 mile marker is 3 lanes wide. I-65 SB to I-465 SB (Ramp 123C) is 2 lanes wide. The conditions were clear and dark, the roadway was dry, and traffic was light at time of the collision. V1 was traveling SB on I-465 near the 19.6 mile



	<p>marker in the center lane. Due to overcorrecting, V1 left the roadway and traveled through the grass gore point embankment separating I-465 mainline from ramp 123C. V2 was traveling SB on ramp 123C in the left lane. After leaving the roadway and traveling into the grass embankment, V1 went airborne and traveled back onto ramp 123C. V1 struck the front driver side of V2 with the bottom front end of V1. After the collision, both V1 and V2 left the roadway to the right and traveled into the wooded area off the right shoulder. V1 struck a pole and then traveled approximately 100 yards into the area and came to a rest facing WB. Once off the roadway, V1 traveled further SW into the embankment, striking a metal fence, and coming to a rest facing WB. V1 and V2 sustained extensive damage to the entirety of both vehicles. V1 sustained side airbag deployment and V2 sustained full airbag deployment. D2 was pronounced deceased at the scene. D1 was transported to area hospital with bleeding from the face. Passenger 1 was transported to area hospital due to being a juvenile. D1 stated he was traveling approximately 80 MPH in middle lane when a white Camaro cut him off. D1 stated V1 veered from the center lane to the right, taking the ramp. D1 stated he swerved to avoid the Camaro and spun out into the right ditch. D1 stated he remembered striking a red SUV at some point in the spin out. W1 stated he was traveling on the ramp from I-65 SB in the right lane of the ramp. W1 stated as he went to merge behind the red passenger car, which was approximately 4-6 car lengths in front of him, he observed a gray Jeep cross over from the grass median area and go airborne. W1 stated the gray Jeep t-boned the red car at the front driver's side, pushing the red vehicle clockwise. W1 stated as he drove through the debris from the crash, both vehicles left the roadway to the right and traveled into the brush area to the right of the roadway. W2 was on duty in his patrol car traveling SB on I-465 from 71st St. in the left lane. W2 stated as he went around the curve on the I-465 mainline, he observed debris flying everywhere, and a vehicle come to rest in the tree line. Physical evidence on scene as well as on both vehicles is consistent with collision resulting from overcorrecting. A reconstruction is being completed by the Indiana State Police CIRT TEAM case # 25ISPC009045. For further question on the reconstruction please contact Trp. Eric Patterson, (317) 899-8577.</p>
Recommendation	None. INDOT jurisdiction.

(5) – Master Record Number: 904746387

Date	June 4, 2025
Time	3:16 AM
Location/Nearest Intersection	EAST 38 TH STREET, 170 FEET EAST OF NORTH PARKER AVENUE
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	No





SUV/Truck?	Yes – Pickup
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = It appears D1 has multiple repeat offenses prior including Driving while suspended (x9); Failure to signal for turn or lane change (x3); Speeding (x2); Improper turn or no turn signal; Driving left of center; OWI.
Circumstances	<p>On Wednesday, June 4, 2025, at about 3:20 am, North District officers responded to the 3000 block of E. 38th St. on a report of person down in the street. Upon arrival, officers located a male unconscious but breathing while paramedics tended to him. He was transported by ambulance to I.U. Methodist Hospital in critical condition with a head injury. There were no witnesses to the event which led to the pedestrian ending up in the street and no car parts which would indicate he had been struck by a vehicle. The injuries to the pedestrian were determined to be grave, and he was pronounced deceased on June 7, 2025. An autopsy revealed he suffered multiple skull fractures and brain hemorrhages, along with abrasions and lacerations. The Coroner’s Office also learned the pedestrian had a long history of narcotic use. On June 9, 2025, IMPD officers recovered video from the Marion County Health and Hospital building located at the corner of E. 38th St. and N. Parker Ave. The footage showed the pedestrian walking E on the sidewalk on the S side of E. 38th St. and at one point, he stopped to light what appeared to be glass pipe. After smoking the contents of the glass pipe, the pedestrian continued walking E on the sidewalk, coming to a stop in front of a home in the 3000 block. The video showed the pedestrian standing still for a minute or so, and then he walked back W, but into the street. The pedestrian stood in the street and the video showed him lie down face first in the east travel lane, with his feet toward the sidewalk. The investigators watched as a vehicle driving EB swerved to miss him, however a sliver pickup (listed as V1) traveling EB about a minute later struck the pedestrian while attempting to miss him. After striking the pedestrian, the pickup continued EB on E. 38th St. for a short distance but turned around and came back to the scene. D1 was the first caller to report the incident and remained on scene to talk with officers. He told officers he drove past the pedestrian and turned around to check on the victim. Based on the video and statement provided by D1, it has been concluded he did not realize he struck the pedestrian, but he called for help and provided all of his information to officers. Toxicology results for the pedestrian showed his blood was positive for 1234 ng/mL of Benzoyllecgonine, which is an inactive metabolite of cocaine.</p>
Recommendation	None.



(6)– Master Record Number: 904739763

Date	June 8, 2025
Time	5:04 AM
Location/Nearest Intersection	I-65 SOUTHBOUND AT MILE MARKER 112.4
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = OWI; Seatbelt violation (x2); Speeding. D2 = Speeding (x3)
Circumstances	Location: On 06/08/2025 at approximately 5:04 AM, V1 had traveled NB in lane one and V2 had traveled SB in lane one on I-65 near the 112.4-mile marker. This portion of the interstate is a two-lane interstate with a concrete center median wall and shoulders on both sides. The roadway surface was wet, and the crash occurred in darkness with a light rainfall. Observation: V1 and V2 struck each other head-on. Based on the damage sustained and the driver's statements, it is believed that V1 had been traveling the wrong way on I-65 prior to impact. Damage Sustained: V1 sustained damage to the vehicle and was towed. V2 sustained damage to the vehicle and was towed. Statements: D1 statement is not available. D2 stated she was driving SB on I-65 at 45 MPH when she attempted to avoid V1 who "purposely" turned V1 into the path of her vehicle and that she could not avoid V1 a second time before they collided head-on. Other Remarks: Photos were taken and my law enforcement recording devices were active and recorded and all events occurred in Marion County, Indiana. Please see Indiana State Police Case Number 25ISPC009666 for advanced crash recon report that will be completed by the Indiana State Police Crash Reconstruction Team.
Recommendation	None. INDOT jurisdiction.

(7)– Master Record Number: 904742079

Date	June 14, 2025
Time	12:10 PM
Location/Nearest Intersection	MERIDIAN STREET, APPROX. 300 FEET SOUTH OF WEST 64 TH STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Driving suspended; (4); Speeding; Reckless driving causing bodily injury. D2 = Speeding (x2); Failure to obey No-Turn signal; Seatbelt violation.



Circumstances	On Saturday, June 14, 2025, at 12:10, IMPD officer responded to a crash on Meridian St. at the intersection of 64 th St. and the road surface was wet. V1, light blue Kia Sportage, going straight. V2, blue Honda Fit, going straight. V3, black Chevrolet Equinox, going straight. D1 was driving a stolen vehicle fleeing from Carmel police. D1 was speeding, ran through traffic signals and weaving in and out of traffic attempting to flee from Carmel PD. D1 was going SB at a high rate of speed when he went into the NB lanes while driving SB into oncoming traffic when he struck D2 head on. The impact caused both vehicles to spin and end up in the SB lane striking D3 in the SB lane. D2 suffered a head injury and could not recall where he was or what happened. Officers tried to get basic information like a phone number and insurance info, but he was unable comprehend what was being asked. He was transported to St. Vincent's for medical evaluation. D2's 12-year son was with him in the passenger side and was injured with side pain. His son was transported to Riley Hospital. Supplement - Notified by MCCO that D2 succumbed to his injuries and passed away on June 29,2025. aw 07-04-25 Supplement done on 8/26/2025 to add ALC and Tox results for Fatal D2 by Coroner (JAG)
Recommendation	None.

(8)– Master Record Number: 904743278

Date	June 14, 2025
Time	3:14 PM
Location/Nearest Intersection	PIXEL DRIVE, 150 FEET EAST OF LAFAYETTE 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 = None.
Circumstances	On Saturday, June 14, 2025, at 15:14, IMPD officer responded to a crash on Pixel Dr., 150 ft east of Lafayette Rd. and the road surface was dry. V1, maroon\burgundy (purple) Toyota Highlander, turning right. D1 stated that she was pulling into a parking space in front of 2769 Pixel Dr. when the next thing she remembers is that the car had struck the pedestrian and the building. Incident case number IP250051360. Supplement done on 8/26/2025 to add ALC and Tox for D1 and Fatal Pedestrian (JAG)
Recommendation	None. Private property.



(9) – Master Record Number: 904746915

Date	June 20, 2025
Time	3:13 AM
Location/Nearest Intersection	MANN ROAD, 175 FEET SOUTH OF SOUTHPORT ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Speeding (x3); Driving too fast for the roadway conditions; D1 was charged in this crash for causing death while operating a vehicle while intoxicated / reckless homicide (felony).
Circumstances	D1 was unable to give a statement at the time of this report. Investigations showed V1 was traveling NB on Mann Rd. at a high rate of speed, ran off the roadway S of Southport Rd. damaging the guy wire belonging to Comcast. V1 continued NB and struck the traffic signal pole causing V1 to spin across Southport Rd. and come to rest in the ditch on the N side of Southport Rd. D1 was transported to Eskenazi Hospital by Medic 71. Passenger was pronounced on scene. See Report under Case # IP250053107. Updated Alc results - aw 08-26-25
Recommendation	Install Chevrons (W1-8) on the outside of the curve to alert drivers of the change in horizontal alignment.

(10) – Master Record Number: 904757706

Date	June 29, 2025
Time	12:55 AM
Location/Nearest Intersection	I-465 AT MILE MARKER 34.2 EASTBOUND
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	I-465 EB at the 34.2-mile marker is a 4-lane highway with a concrete barrier median wall off of the left shoulder and a metal guardrail off of the right shoulder. At the time of the crash, the weather was clear, and the road surface was dry. D1 did not provide a statement. D2 stated she was traveling in lane 2. D2 stated she was moving in traffic when she was struck from the rear. D2 stated the impact felt like getting hit by a freight train. D2 stated she saw D1 go tumbling past her. V1 caught fire after the impact and sustained severe damage to the entire vehicle. V2 sustained heavy damage to the rear of the vehicle, consistent with an impact. D1 was



	<p>pronounced deceased by medics at the scene of the crash. D2 sustained no injuries. A semi-truck that was traveling behind the vehicles had dash camera footage of the incident. From the footage, V1 was traveling in lane 3, merged into lane 2, then struck the rear of V2. V2 was traveling in lane 1, merged into lane 2, then was struck from the rear by V1 a short time later. A reconstruction is being completed by the Indiana State Police CIRT Team. Case #25ISPC010875 For further questions on the reconstruction please contact Sgt. Elwood Henderson 317-450-8720</p>
<p>Recommendation</p>	<p>None. INDOT jurisdiction.</p>

SUMMARY

Total Number of Crashes Reviewed: 10

Total Cases with Recommendations or Follow-Up Action: 3 (30%)

Proportion of Crashes due to Disregarding Regulatory Condition: 6 (60%)

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: 5 (50%)

Proportion of Crashes Identified as High Rate of Speed: 5 (50%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 3 (30%)

Bicyclist Fatalities: 1 (10%)

Pedestrian Fatalities: 3 (30%)

Other (ex. riders of motorcycles, micro-mobility devices): 2



ROAD SAFETY AUDIT

Indianapolis Department of Public Works (DPW) - Engineering

RSA NUMBER: 2025 #9

STUDY LOCATION: Raymond Street & Shelby Street

DATE: 9/16/2025

REVIEWER

Name: Jason Bowers

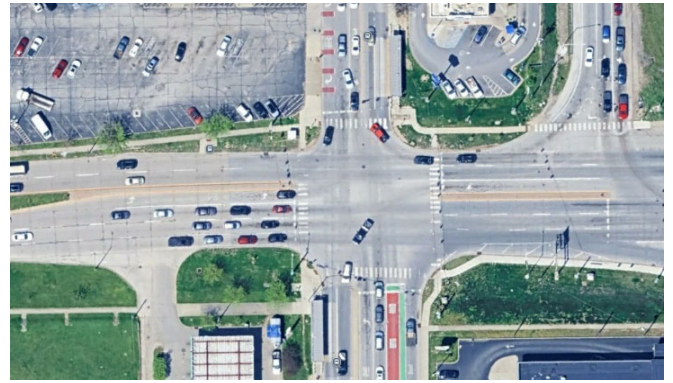
Phone: (317) 327-4000

Email: Jason.Bowers@indy.gov

Agency: Indy DPW - Traffic

LOCATION DESCRIPTION/STUDY OVERVIEW

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 bimonthly basis. Fatal and incapacitating injury crashes reported to ARIES during the period of March-April 2025 have been analyzed and the intersection of **Raymond St. & Shelby St.** was identified as the highest crash location within this 2-month period. The team met to discuss current deficiencies at this existing intersection. A list of countermeasures has been developed to address the deficiencies that were identified. The results are below.



Lat & Long: [39.737564, -86.139696](#)

This intersection is located in south central Marion County. See attached Site Location Map, Page 4.

PRELIMINARY COST ESTIMATE

Activity	NEAR-TERM	LONG-TERM	CAPITAL IMP. (Future)
P/E	\$ -	\$ 38,000.00	\$ 26,000.00
CONSTRUCTION	\$ -	\$ 250,000.00	\$ 169,000.00
CONSTRUCTION ENG.	\$ -	\$ 25,000.00	\$ 17,000.00
R/W	\$ -	\$ -	\$ -
REIMB. UTILITIES	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ 313,000.00	\$ 212,000.00

TRAFFIC OPERATIONS

Mobility/Congestion Performance:	AADT Year	Major Road	Minor Road	AADT Source
	2024	24,924	12,282	Replica & TCDS
Safety Performance / Crash Analysis:	Fatal	Incapacitating	Non-Inc / Possible	PDO
	0	10	10	82

RoadHAT 4D Results

$I_{CF} =$ **3.19**

$I_{CC} =$ **2.89**

TABLE OF CONTENTS

- 4 - Site Map
- 5, 6 - Collision Diagrams
- 7, 8 - Crash Summary
- 9 - 13 - Photographs
- 14 - Detailed Cost Estimate

ATTACHMENTS

- A - Deep Dive Crash Data Analysis
- B - Meeting Minutes
- C - Concept Drawing of Future Option

EXISTING CONDITIONS

Within the study area, Raymond Street is a Principal Arterial and a Tier 3 Regional Freight Corridor (IMPO). The roadway is not part of the National Highway System (NHS). Shelby Street within the study area, is a Minor Arterial and a Tier 4 Freight Corridor (IMPO). At this signalized intersection, Raymond Street forms the west and east legs, while Shelby Street forms the north and south legs. The existing intersection is not skewed.

The westbound approach of Raymond Street includes one dedicated left-turn lane, one through lane, and one shared through / right-turn lane. The eastbound approach of Raymond Street includes one dedicated left-turn lane, two through lanes, and one shared through / right-turn lane which also leads to the I-65 northbound and southbound on-ramps east of this intersection. The northbound approach of Shelby Street includes one dedicated left-turn lane, one through lane, one dedicated bus-only lane for IndyGo, and one dedicated right-turn lane. The southbound approach of Shelby Street includes one dedicated left-turn lane, one through lane, and one dedicated right-turn lane that is also a shared lane for IndyGo busses to continue straight. The posted speed limit along Raymond Street is 40 mph east of the intersection and 35 mph west of the intersection. The posted speed limit along Shelby Street is 30 mph. Raymond Street has partially controlled access, while Shelby Street has uncontrolled access.

NOTES FROM FIELD CHECK

A site visit was held on Thursday, August 14, 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 were present: Frank Mascari (City County Councilor – District 19), Adam Pinsker, Katherine Manners, Zach Adamson, LeAndre Level, Jill Palmer, and Jason Bowers (Indy DPW).

During the field check on 6/17/2025, the following observations were made:

- 42 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (41%). 45 crashes (44%) were due to failure to yield the right-of-way / disregard signal.
- The group witnessed non-compliant behavior at this intersection by all modes of travel including motor vehicles, pedestrians, and bicyclists.
 - Failure to yield the right-of-way / disregard signal is prevalent as indicated in the crash data analysis.
- There is evidence of over tracking by trucks and large vehicles at this intersection.
- Existing yellow change intervals and red clearance intervals will be checked against the existing signal timings. If yellow change interval or red clearance interval minimums are not met, adjustments are needed and Indy DPW Traffic Signal Systems Engineer Tucker Born will be notified.
- Existing traffic signals for this intersection allow protected/permissive left turns for all directions. Indy DPW policy requires 13 left turn crashes to upgrade left turn signals to protected only. Crash data analysis shows 22 crashes occurred at this intersection involving a WB vehicle turning left, exceeding this requirement.
- This signalized intersection is adjacent to the I-65 ramp junction immediately to the east, which is also signalized (INDOT jurisdiction). The two signalized intersections are separated by less than 200 ft.
- Near miss pedestrian and bicycle crashes were witnessed due to the lack of using the pedestrian push buttons. For the most part, pedestrians did cross in the crosswalks. In lieu of pushing the pedestrian buttons, the pedestrian signals can be put on recall. Doing so will have an adverse effect on the capacity of this intersection.
- The existing traffic signal has non-functioning Opticom preemption for emergency vehicles (EVP) for all directions. Indy DPW recommends the expansion of cloud-based EVP to this intersection. Note: the adjacent INDOT traffic signal does not have Opticom preemption in place.
- Posted speed limit signs are not present in the vicinity of this intersection for any direction.
- Except for southbound, overhead lane assignment signage only exists on the nearside span wire. Supplemental lane assignment signage should be added on the far side span wires to remind motorists of which lane they are in.
- Additional guide signs for eastbound approaching the I-65 ramp system would also help motorists with staging as they approach the interchange.
- Most of the existing longitudinal and transverse pavement markings, including lane directional arrows, are worn away. Yellow paint on the raised medians is also worn and needs to be refreshed.
- There is a missing button cover for the pedestrian push button in the southeast quadrant. This is a cosmetic issue, as the button is functioning properly.
- IndyGo Red Line travels NB and SB on Shelby St. A platform for NB is located north the intersection and a platform for SB is located south of the intersection.

RECOMMENDED COUNTERMEASURES (NEAR-TERM)

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

- Due to traffic signal visibility improvements already being implemented, request IMPD traffic division to increase enforcement of red light running and to reduce failure to yield the right-of-way / disregard signal crashes that are occurring.
- Adjust the red clearance intervals for EB & WB from existing 2.0 second to a minimum of 2.1 seconds per calculations.
- Convert the EB and WB left turn signals from protected/permissive to protected only.
- Refresh longitudinal and transverse markings on all approaches including stop bars, directional arrows, and continental crosswalks.
- Also refresh the yellow paint markings on all existing concrete center raised medians (west, south, and east legs).
 - In the future, refresh all longitudinal and transverse markings for this intersection.
- Install posted speed limit signs (R2-1) on each leg.
- Except for southbound, install supplemental Left-Turn Only (R3-5L) lane assignment signage on the far side span wires in each direction to remind motorists of which lane they are in.
- For the southbound right lane, install a Right Lane Must Turn Right (R3-7R) and a Bus Lane (R3-5gP) sign combination.
- A request will be submitted to INDOT4U requesting overhead lane assignment signs to be added to the span wires of the INDOT signal for eastbound to help motorists with staging as they approach the I-65 interchange.
- Consider placing the pedestrian signals on recall temporarily and monitor to determine if pedestrian and bicyclist near miss crashes are reduced. If this does not help, remove the pedestrian signals from recall to improve traffic signal capacity for vehicles.
- Repair the broken pedestrian push button in the southeast quadrant.

NOTE: Indy DPW work orders have been submitted for the Near-term countermeasures.

RECOMMENDED COUNTERMEASURES (LONG-TERM)

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

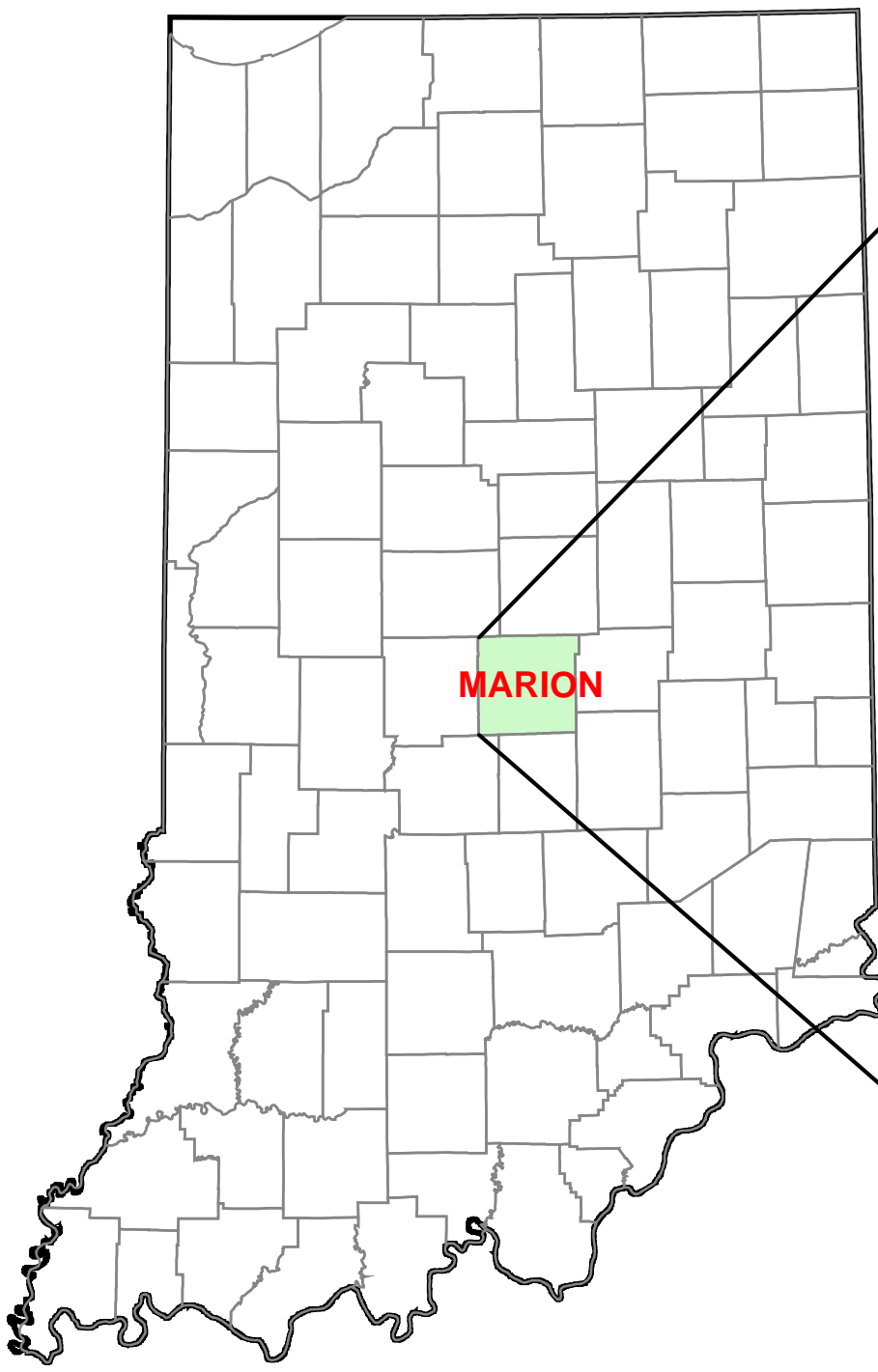
- Construct larger turning radii in each quadrant such that the radii are traversable by trucks, but not traversable by passenger vehicles.
- Optically programmable signals for the eastbound Raymond Street / I-65 traffic signal are recommended, which would help drivers traveling eastbound on Raymond Street focus on the correct signal. This modification needs to be requested through INDOT.
- Also consider converting the signal heads for westbound Raymond Street (Indy DPW jurisdiction) to optically programmable signal heads which would help westbound vehicles focus on the correct signal.
- In partnership with IFD, Indy DPW is deploying cloud-based EVP to three corridors in 2027. Recommend placing this intersection in the next round of expansion plans.
- During the design phase, survey existing ADA ramps for compliance with current ADA standards. Replace outdated ADAs with new ramps that meet current ADA standards. Assume full replacement of ADA's for cost estimating purposes.

FUTURE IMPROVEMENTS / STUDY

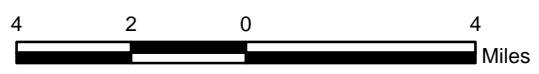
The below sketch proposes a conceptual reconfiguration of the intersection which will require additional study, as well as coordination with INDOT. A cost estimate will be provided in the RSA as a basis.



Raymond St. & Shelby St.



MARION

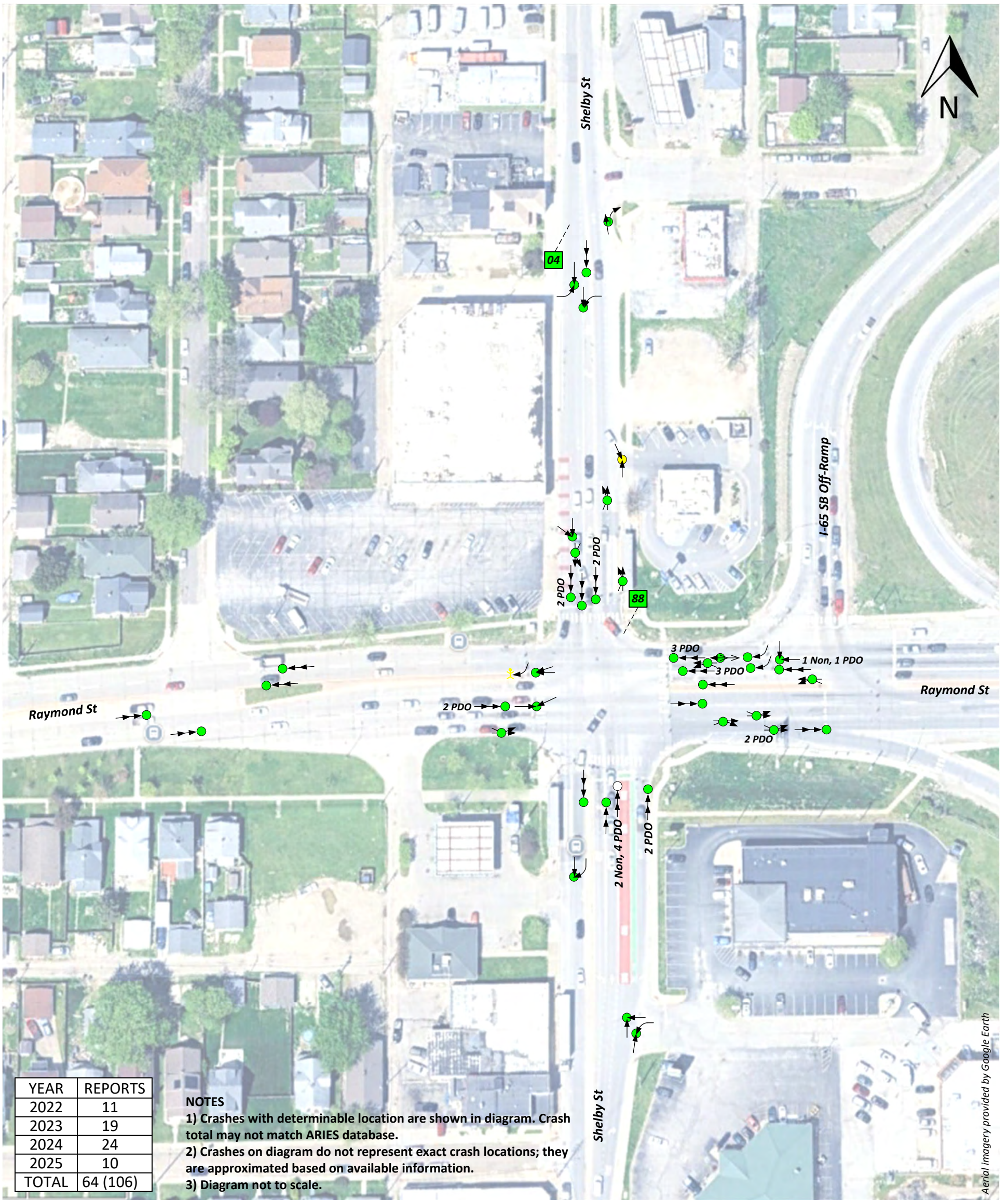


SITE LOCATION MAP

DIAGRAM OF COLLISION REPORTS

Raymond St. & Shelby St.

Study Period June 2022 – May 2025 Location: 9
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 8/11/25



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

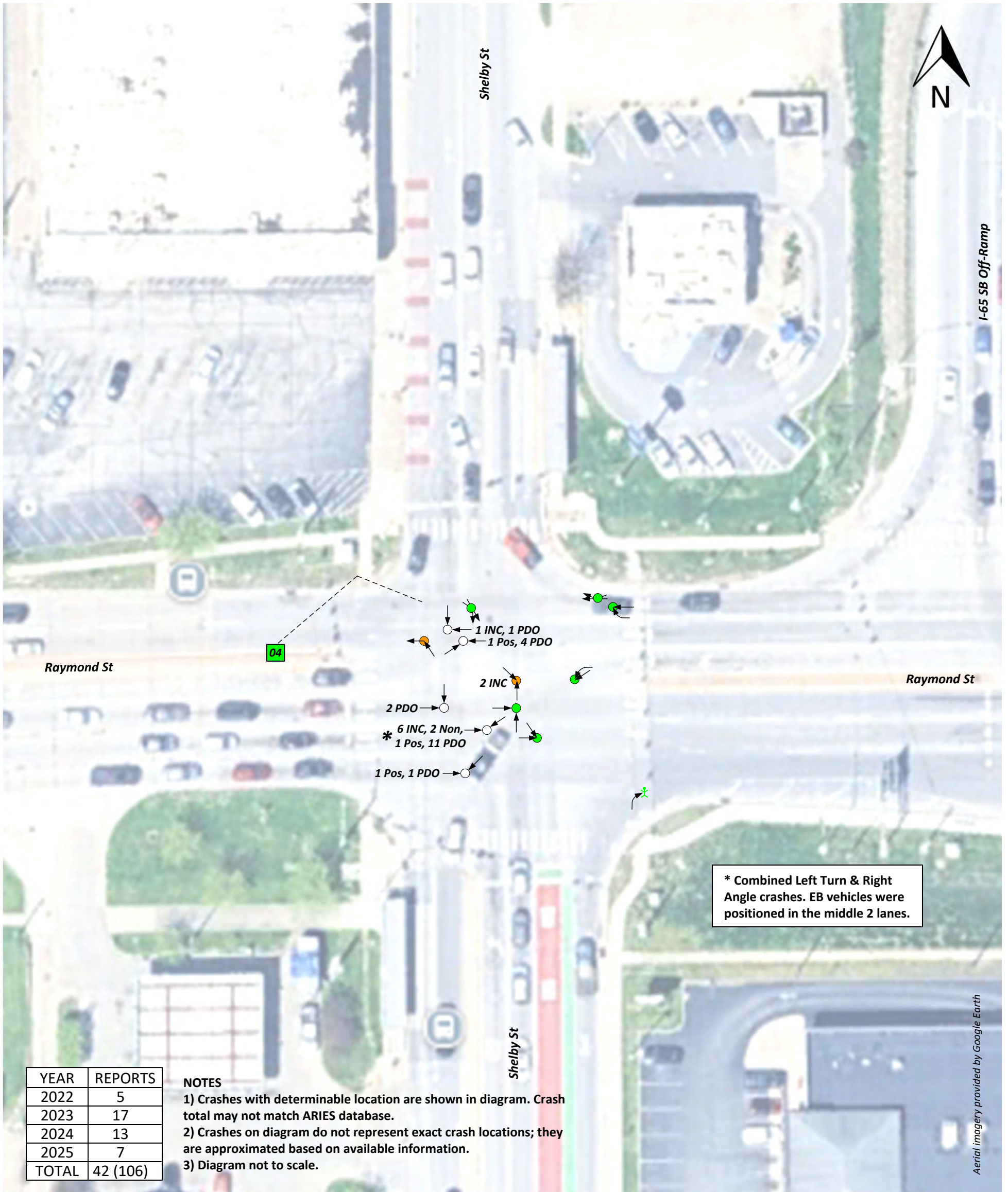
Fixed Object Codes

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

DIAGRAM OF COLLISION REPORTS

Raymond St. & Shelby St.

Study Period June 2022 – May 2025 Location: 9
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 8/11/25



YEAR	REPORTS
2022	5
2023	17
2024	13
2025	7
TOTAL	42 (106)

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
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- 09 – UTILITY POLE
- 10 – SIGN
- 11 – TREE / SHRUB
- 12 – CONSTRUCTION BARRIER
- 13 – CRASH ATTENUATOR
- 88 – OTHER
- 99 – UNKNOWN

ARIES Summary
 Raymond St & Shelby St

6/15/2022 thru 6/16/2025 (3 Full Years)

Total # of Crashes **102**

INJURY STATUS	
FATAL	0
INCAPACITATING	10
NON-INCAPACITATING / POSSIBLE / REFUSED	10
PDO	82

80%

PERSON TYPE	
DRIVER	95
INJURED	1
OTHER – EXPLAIN IN NARRATIVE	5
PEDESTRIAN	1

LIGHT CONDITION	
DARK (LIGHTED)	30
DARK (NOT LIGHTED)	3
DAWN/DUSK	6
DAYLIGHT	63

29%

62%

WEATHER CONDITION	
CLEAR	77
CLOUDY	13
RAIN	11
SNOW	1

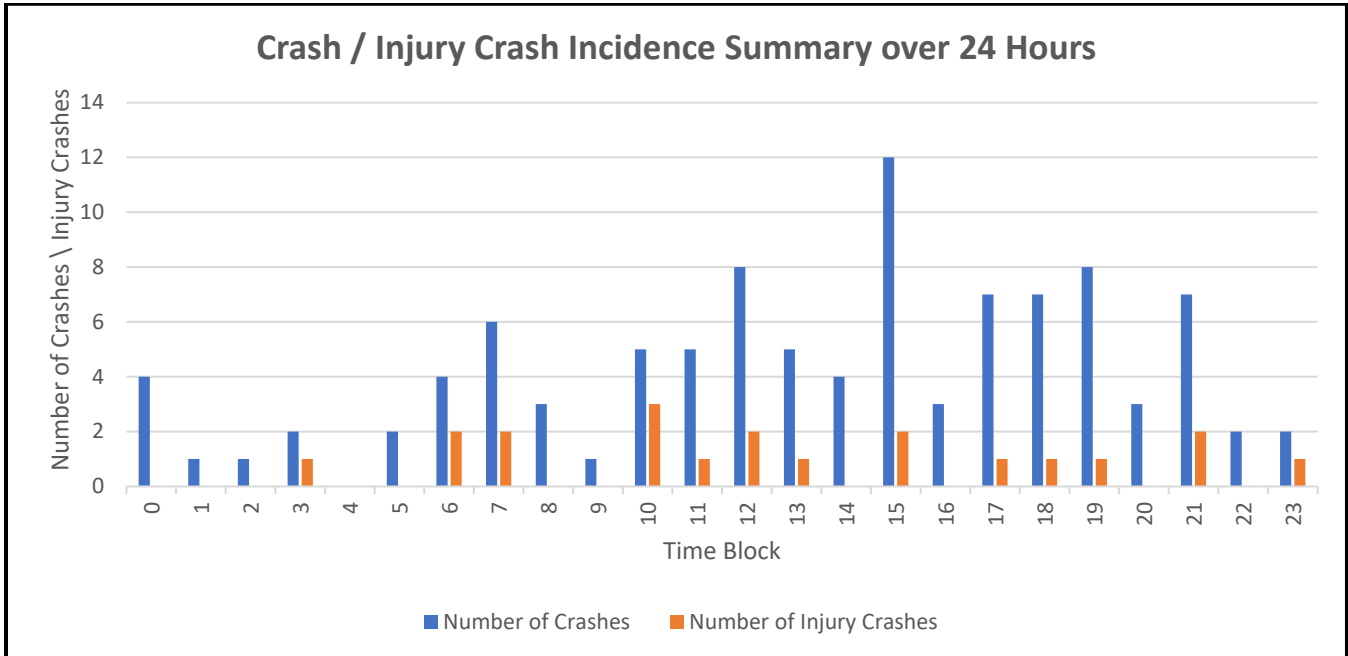
75%

SURFACE CONDITION	
DRY	85
ICE	1
SNOW/SLUSH	1
WATER (STANDING OR MOVING)	1
WET	14

83%

PRIMARY FACTOR		
BRAKE FAILIVE OR DEFECTIVE	1	
DISREGARD SIGNAL/REG SIGN	8	
DRIVER ASLEEP OR FATIGUED	1	
DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	1	
FAILURE TO MAINTAIN LANE	3	
FAILURE TO YIELD RIGHT OF WAY	37	36%
FOLLOWING TOO CLOSELY	27	26%
IMPROPER LANE USAGE	3	
IMPROPER TURNING	8	
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	5	
PEDESTRIAN ACTION	1	
UNDER STEERING/UNDER CORRECTING	1	
UNSAFE BACKING	1	
UNSAFE LANE MOVEMENT	5	

MANNER OF COLLISION		
BACKING CRASH	1	
COLLISION WITH OBJECT IN ROAD	1	
HEAD ON BETWEEN TWO MOTOR VEHICLES	4	
LEFT TURN	22	
LEFT/RIGHT TURN	1	
RAN OFF ROAD	3	
REAR END	32	31%
RIGHT ANGLE	20	
RIGHT TURN	6	
SAME DIRECTION SIDESWIPE	12	
LEFT TURN + RIGHT ANGLE	42	41%





Looking North from the Southwest Quadrant



Looking North from the Southeast Quadrant



Overtracking in Northwest Quadrant



Looking North from the Northwest Quadrant



Looking Northeast from the Southwest Quadrant



Vehicles Unable to Access I-65 Southbound Ramp due to Queuing



Looking East from the Northwest Quadrant



Looking Southeast from the Northwest Quadrant



Pedestrian Activity - Crossing West Leg from South to North



Pedestrian Activity - Crossing West Leg from North to South



Looking South from the Northeast Quadrant



Looking West from the Northeast Quadrant



Bicyclist Begins Crossing West Leg as Time is Expiring



Pedestrian Button in Southeast Quadrant is in Need of Repair



Looking Inside the Controller Cabinet Located in the Southeast Quadrant



Opticom Phase Notes (Not Currently Activated)



Westbound Driver Ignoring Stop Bar



Westbound Vehicles Blocking the Crosswalk



Westbound Semi Blocking the Crosswalk



Limited Storage Between Signals

Attachments

Crash Narratives – Fatal & Incapacitating (Total = 11)

904080964 – 7/29/22 at 10:42 AM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – D1 STATED HE WAS DRIVING EB ON E. RAYMOND ST. AT THE INTERSECTION WITH SHELBY ST. WHEN V1 STRUCK V2. D1 STATED HE HAD THE GREEN LIGHT AND AS HE CONTINUED THROUGH THE INTERSECTION OF SHELBY ST. AND E. RAYMOND ST., V2 TURNED SB ON SHELBY ST. FROM WB RAYMOND ST., CAUSING V1 TO STRIKE V2. D1 STATED HE ATTEMPTED TO STOP BEFORE STRIKING V2 BUT WAS NOT SUCCESSFUL. D1 COULD ONLY PROVIDE A MEXICAN CONSULANT CARD. D2 STATED SHE WAS TURNING SB ONTO SHELBY ST. FROM WB E. RAYMOND ST., WHEN V1 STRUCK V2. D2 STATED TWO OTHER VEHICLES HAD TURNED SB ON SHELBY ST. BEFORE HER. D2 STATED SHE BELIEVED SHE HAD CHECKED TO MAKE SURE IT WAS CLEAR TO TURN AS WELL BUT WAS UNSURE. D2 STATED SHE THEN HEARD A HORN AND V1 STRUCK V2. D2 ALSO STATED SHE HAD A GREEN LIGHT. WITNESS #1 STATED SHE WAS BEHIND V2 IN TRAFFIC. WITNESS #1 STATED BOTH UNITS HAD THE GREEN LIGHT, HOWEVER, THE TURN LANE WHICH V2 WAS IN TO TURN SB (LEFT) ONTO SHELBY ST. FROM WB RAYMOND STREET, NO LONGER HAD A GREEN ARROW TO TURN. WITNESS #1 STATED V2 TURNED IN FRONT OF V1 AS V1 PROCEEDED EB ON E. RAYMOND ST. WITH A GREEN LIGHT, CAUSING V1 TO STRIKE V2.

904087536 – 8/8/22 at 3:50 PM

DAWN/DUSK CLEAR DRY UNSAFE LANE MOVEMENT LEFT/RIGHT TURN

INC – D1 was shaken up from the crash and could not give her side of the story. D2 stated he was driving EB on Raymond St. when he was going through his green light D1 entered the lane to turn left from Shelby St. to turn EB and hit his back left tire. Witness 1 was sitting at the intersection facing EB on Raymond St and stated the semi-truck ran a red-light going EB. Witness 1 stated D1 had the green arrow to turn EB onto Raymond St. when the 2 vehicles collided. Witness 2 stated the same thing as witness 1 stated.

904220565 – 02/04/23 at 3:38 AM

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

INC – D2 stated that he was EB on E Raymond St. at the red light at Shelby St. He stated that the light turned green, and he accelerated into the intersection when V1, who was WB Raymond St. turning SB on Shelby St. ran the red light. V1 struck V2 in the driver's side b-pillar, causing damage to the driver's side of V2 and the front of V1. Passenger in V2 was transported to the hospital for a laceration to the head. V2 was towed to auto return via cook's towing. V1 was located a short time later by another officer. D1 was arrested for DUI. V1 was towed to auto return via a-towing.

904259847 – 4/15/23 at 10:50 AM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Saturday, April 15, 2023, at 10:50, IMPD officer responded to a crash on Shelby St at the intersection of E Raymond St. At the time of the crash, the weather was clear, and the road surface was dry. V1, orange Pontiac Grand Prix, turning left. V2, black Chevrolet Traverse, going straight. D1 STATED THAT SHE WAS W/B ON RAYMOND ST. WAITING TO TURN SB ONTO SHELBY ST. D1 STATED THAT THE LIGHT TURNED YELLOW AND SHE BEGAN HER TURN WHEN V2, DRIVING EB ON RAYMOND ST., SPED UP TO GET THROUGH THE YELLOW LIGHT CAUSING V1 TO STRIKE V2. D2 STATED THAT HE WAS DRIVING EB ON RAYMOND ST. WHEN V1, DRIVING WB ON RAYMOND ST., ATTEMPTED TO TURN SB ONTO SHELBY STREET CAUSING V1 TO STRIKE V2.

904281536 – 5/24/23 at 7:13 AM

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

INC – D1 STATED SHE WAS TRAVELING EB ON E. RAYMOND ST. AT THE INTERSECTION WITH SHELBY ST. WHEN V1 STRUCK V2. D1 STATED SHE HAD THE GREEN LIGHT AND V2 TURNED LEFT (SOUTH) IN FRONT OF THE PATH OF V1. D2 WAS TURNING LEFT (SOUTH) ON SHELBY ST FROM WESTBOUND ON E. RAYMOND ST. D2 STATED SHE HEARD SOMEONE HONK THEIR HORN AND SHE LOOKED AND THEN TURNED. D2 STATED SHE DID NOT SEE V1. D2 STATED AS SHE TURNED LEFT V1 STRUCK V2. D2 STATED SHE HAD A GREEN LIGHT BUT NOT A GREEN TURN ARROW. BOTH DRIVERS WERE TRANSPORTED FOR MEDICAL FURTHER EVALUTAION BY EMS. WITNESS #1 STATED HIS VEHICLE WAS EQUIPPED WITH A DASHCAM THAT WOULD HAVE CAPTURED THE ACCIDENT.

904292587 – 6/11/23 at 9:28 PM

DARK (LIGHTED) CLEAR DRY IMPROPER TURNING LEFT TURN

INC – V1 was turning SB on Shelby St. From Raymond St. V2 was traveling EB Raymond St. V1 was turning SB onto Shelby St. when V2 struck V1. D2 said he had a green light and V1 pulled out in front of him. Witness 1 said V1 was right behind her when she was turning SB onto Shelby Street. She said the light was green for vehicles turning left. Both vehicles were towed to AutoReturn by Cooks towing. Passenger of V1 was taken to the hospital.

904578465 – 8/28/24 at 10:25 AM

DAYLIGHT CLOUDY DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Wednesday, August 28, 2024, at 10:25, IMPD officer responded to a crash on Shelby St. at the intersection of Raymond St. and the road surface was dry. D1 stated that she was headed NB on Raymond St. and was at the intersection of Shelby St. She stated that she was traveling through the intersection on a green light, when all the sudden D2 made a left turn in front of her, and she collided with the side of V2. D2 stated that she was traveling SB on Shelby St. and was at the intersection of Raymond St. She stated that she was making a left turn onto Shelby St., when all the sudden D1 collided with the side of her vehicle.

904593443 – 10/14/24 at 12:00 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – V1 was driving EB on E. Raymond St. approaching Shelby St. V2 was traveling WB on E. Raymond St. and attempted to turn south (left) onto Shelby St. V3 was facing north, stopped on Shelby St. at E. Raymond St., waiting for traffic signal to turn green. V2 turned left into the path of V1, which slammed into the front end, spinning the pickup 180 degrees. During the spin, passenger of V2 was ejected from the back seat of the pickup, and he landed head-first on the roadway. After the initial collision, V1 veered to the SE and crashed into the stopped V3. D1 said as she was traveling EB on E. Raymond St., the traffic signal at Shelby St. turned yellow and she accelerated to drive through the intersection. She said as she was driving straight, V2 turned left in front of her. Supplement 2/27/2025 to add Toxicology results for D1 (JAG)

904700945 – 3/20/25 at 6:20 AM

DARK (NOT LIGHTED) RAIN WET FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Thursday, March 20, 2025, at 06:20, IMPD officer responded to a crash on Shelby St. at the intersection of Raymond St. and the road surface was wet. D1 stated that that he was traveling NB on Shelby St. and was approaching the intersection of Shelby St. He stated that when he got to the intersection, he had the green light to proceed through the intersection and did so. He stated that all the sudden D2 made a left turn in front of him, and he collided with V2. D2 stated that she was traveling SB on Shelby St. and was

making a left turn onto Raymond St. She stated that she didn't see anyone traveling NB and made her turn when all the sudden D1 collided with her vehicle. There is video of the accident that has been saved.

904707497 – 4/24/25 at 7:51 AM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Thursday, April 24, 2025, at 07:51, IMPD officer responded to a crash on Raymond St. at the intersection of Shelby St. and the road surface was dry. V1, black Saturn Aura, going straight. V2, red Jeep Cherokee, going straight. V1 was traveling SB on Shelby St. and proceeded forward when the light turned green. V2 was traveling WB on Raymond St. and had a red light. V2 proceeded through the red and struck V1 on the driver side causing damage. There was an Officer positioned behind V1 when the accident happened, and the Officer witnessed the event and relayed the information to the investigating Officer.

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 1/2
Settings: Indiana local settings		Version: Version 4.1		
Location		Raymond & Shelby		
GIS				
Post				
Analyst		JB		
Date		7/23/2025		
INPUT				
Road Facility Type		City Arterial Intersection		
Busiest Road AADT (veh/day)		24924		
Crossing Road AADT (veh/day)		12282		
First Year with Crash Data (yyyy)		2022		
Last Year with Crash Data (yyyy)		2024		
Number of Crashes (crash/period)				
Fatal and Incapacitating Injury Crashes		10		
Non-Incapacitating and Possible Injury Crashes		10		
Property Damage Only Crashes		82		
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		0.451		
Non-Incapacitating and Possible Injury Crashes		1.33		
Property Damage Only Crashes		6.84		
All Crashes		8.62		
Index of Crash Frequency		3.19		
Index of Crash Cost		2.89		

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 2/2
Settings: Indiana local settings		Version: Version 4.1		
Location		Raymond & Shelby		
GIS				
Post				
Analyst		JB		
Date		7/23/2025		
Comments:				

Meeting Minutes
Raymond Street & Shelby Street
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 March-April 2025, as reported to ARIES, the intersection of Raymond Street & Shelby Street is identified as a high crash location. A site visit was held on Thursday, August 14, 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:

Frank Mascari (City County Councilor – District 19)
Adam Pinsker (DPW)
Katherine Manners (DPW)
Zach Adamson (DPW)
LeAndre Level (DPW)
Jill Palmer (DPW)
Jason Bowers (DPW)

Intersection Basics

Raymond Street and Shelby Street form a signalized intersection on the near south side of Indianapolis. The westbound approach of Raymond Street includes one dedicated left-turn lane, one through lane, and one shared through / right-turn lane. The eastbound approach of Raymond Street includes one dedicated left-turn lane, two through lanes, and one shared through / right-turn lane which also leads to the I-65 northbound and southbound on-ramps east of this intersection. The northbound approach of Shelby Street includes one dedicated left-turn lane, one through lane, one dedicated bus-only lane for IndyGo, and one dedicated right-turn lane. The southbound approach of Shelby Street includes one dedicated left-turn lane, one through lane, and one dedicated right-turn lane that is also a shared lane for IndyGo busses to continue straight.

The dedicated left-turn lane in each direction is controlled by 5-section doghouse traffic signal allowing protected / permissive left turns at this intersection. A green arrow for protected left turns allows vehicles to turn left without any conflicting traffic. Permissive left turns (green ball), where drivers must wait for a gap in traffic to turn, increase the risk of crashes caused by drivers failing to yield to oncoming cars or pedestrians.

Loop detectors exist in the pavement of the northbound and southbound lanes, as well as the dedicated left-turn lanes eastbound and westbound. This intersection does not have signals exclusive to busses only. The dedicated right-turn only lane for southbound is shared with IndyGo

and serves as a through lane for busses.

A traffic signal modernization was performed in 2015. The modernization included visibility improvements with back plates and retroreflective strips. These improvements were implemented in association with the Red Line construction that was completed in 2019.

Existing drainage is closed with inlets in the curb and gutter. Sidewalks exist along both sides of each intersection leg without any gaps. ADA ramps exist in all four quadrants for all directions. Pedestrian hardware currently exists for all quadrants including push buttons and APA's, which was installed with the traffic signal modernization in 2015. Limited overhead utilities exist at this intersection. City owned streetlights are present, along with ambient lighting from parking lots and local businesses. Existing land use at this intersection is primarily commercial / retail with residential immediately northwest and southwest. The posted speed limit on Raymond Street is 35 mph west and 40 mph east of the intersection. The posted speed limit on Shelby Street is 30 mph.

Crash History (ARIES 6/15/2022 thru 6/16/2025) (3 Full Years)

- 102 crashes/3 years
- 0 Fatal
- 10 Incapacitating Injury
- 10 Non-Incapacitating Injury / Possible
- 82 Property Damage Only (PDO)

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

- $I_{cf} = 3.19$
- $I_{cc} = 2.89$

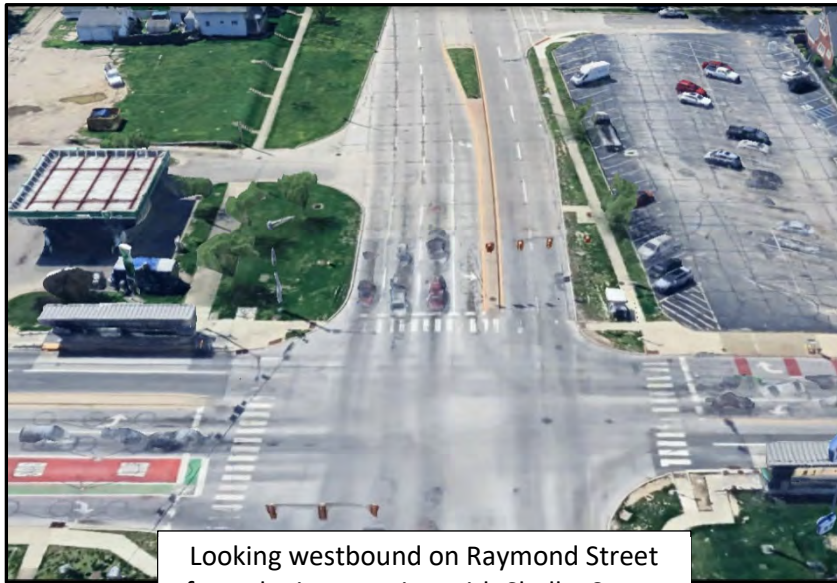
Observations and Preliminary Identified Problems

1. 42 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (41%). 45 crashes (44%) were due to failure to yield the right-of-way / disregard signal.
2. The group witnessed non-compliant behavior at this intersection by all modes of travel including motor vehicles, pedestrians, and bicyclists.
 - Failure to yield the right-of-way / disregard signal is prevalent as indicated in the crash data analysis.
3. There is evidence of over tracking by trucks and large vehicles at this intersection.
4. The yellow change intervals and red clearance intervals were checked against the existing signal timings. The current minimum yellow change intervals are met. The current red clearance intervals for EB & WB are met; however, the current red clearance intervals for

NB & SB are not met.

September 12, 2025

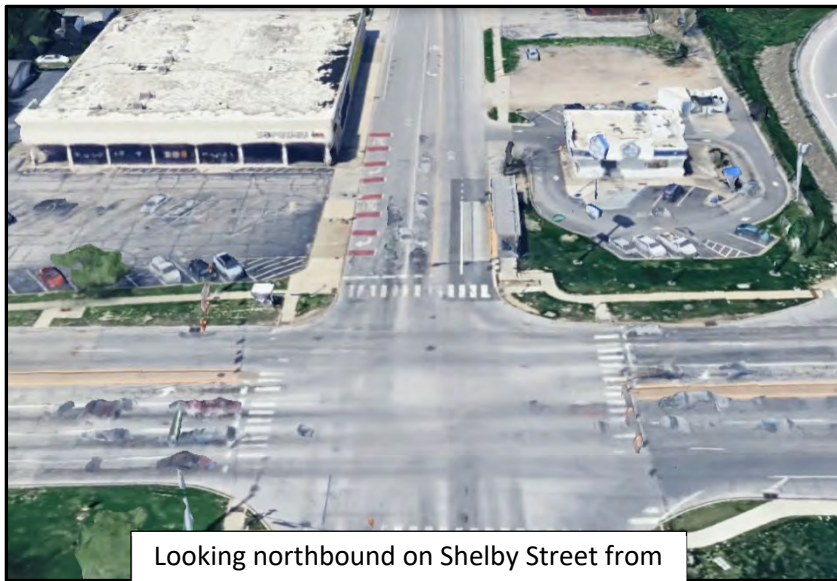
5. The existing traffic signals allow protected/permissive left turns for all directions. Indy DPW policy requires 13 left turn crashes to upgrade left turn signals to protected only. Further crash data analysis shows 22 crashes occurred at this intersection involving a westbound vehicle turning left, exceeding this requirement. Left turn crashes for NB / SB do not exceed the requirement.
6. This signalized intersection of Raymond Street & Shelby Street is adjacent to the I-65 ramp junction immediately to the east, which is also signalized (INDOT jurisdiction). These two signalized intersections are separated by less than 200 feet.
7. Near miss pedestrian and bicycle crashes were witnessed due to the lack of using the pedestrian push buttons. For the most part, pedestrians did cross in the crosswalks. In lieu of pushing the pedestrian buttons, the pedestrian signals can be put on recall. Doing so will have an adverse effect on the capacity of this intersection.
8. The existing traffic signal has non-functioning Opticom preemption for emergency vehicles (EVP) for all directions Indy DPW recommends the expansion of cloud-based EVP to this intersection. Note: the adjacent INDOT traffic signal does not have Opticom preemption in place.
9. Posted speed limit signs are not present in the vicinity of this intersection for any direction.
10. Except for southbound, overhead lane assignment signage only exists on the nearside span wire. Supplemental lane assignment signage should be added on the far side span wires to remind motorists of which lane they are in.
11. Additional guide signs for eastbound approaching the I-65 ramp system would also help motorists with staging as they approach the interchange.
12. Most of the existing longitudinal and transverse pavement markings, including lane directional arrows, are worn away. Yellow paint on the raised medians is also worn and needs to be refreshed.
13. There is a missing button cover for the pedestrian push button in the southeast quadrant. This is a cosmetic issue, as the button is functioning properly.
14. IndyGo Red Line travels NB and SB on Shelby St. A platform for NB is located north the intersection and a platform for SB is located south of the intersection.



Looking westbound on Raymond Street from the intersection with Shelby Street



Looking eastbound on Raymond Street from the intersection with Shelby Street



Looking northbound on Shelby Street from the intersection with Raymond Street



Looking southbound on Shelby Street from the intersection with Raymond Street

Preliminary Recommendations

Near-Term Countermeasures

- Due to traffic signal visibility improvements already being implemented, request IMPD traffic division to increase enforcement of red light running and to reduce failure to yield the right-of-way / disregard signal crashes that are occurring.
- Adjust the red clearance intervals for NB & SB from the existing 2.5 second to a minimum of 3.1 seconds per calculations.
- Convert the EB and WB left turn signals from protected/permmissive to protected only.
- Refresh longitudinal and transverse markings on all approaches including stop bars, directional arrows, and continental crosswalks.
- Also refresh the yellow paint markings on all existing concrete center raised medians (west, south, and east legs).
 - All longitudinal and transverse markings for this intersection need to be refreshed periodically in the future.
- Install posted speed limit signs (R2-1) on each leg.
- Except for southbound, install supplemental Left-Turn Only (R3-5L) lane assignment signage on the far side span wires in each direction to remind motorists of which lane they are in.
- For the southbound right lane, install a Right Lane Must Turn Right (R3-7R) and a Bus Lane (R3-5gP) sign combination.
- A request will be submitted to INDOT4U for overhead lane assignment signs to be added to the span wires of the INDOT signal for eastbound to help motorists with staging as they approach the I-65 interchange.
- Consider placing the pedestrian signals on recall temporarily and monitor to determine if pedestrian and bicyclist near miss crashes are reduced. If this does not help, remove the pedestrian signals from recall to improve traffic signal capacity for vehicles.
- Repair the broken pedestrian push button in the southeast quadrant.

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

Long-Term Countermeasures

- Construct larger turning radii in each quadrant such that the radii are traversable by trucks, but not traversable by passenger vehicles.
- Optically programmable signals for the eastbound Raymond Street / I-65 traffic signal are recommended, which would help drivers traveling eastbound on Raymond Street focus on the correct signal. This modification needs to be requested through INDOT.
- Also consider converting the signal heads for westbound Raymond Street (Indy DPW jurisdiction) to optically programmable signal heads which would help westbound vehicles focus on the correct signal.
- In partnership with IFD, Indy DPW is deploying cloud-based EVP to three corridors in 2027. Recommend placing this intersection in the next round of expansion plans.

September 12, 2025

- During the design phase, survey existing ADA ramps for compliance with current ADA standards. Replace outdated ADAs with new ramps that meet current ADA standards. Assume full replacement of ADA's for cost estimating purposes.

Future

- The below sketch proposes a conceptual reconfiguration of the intersection which will require additional study, as well as coordination with INDOT. A cost estimate will be provided in the RSA as a basis.



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

Sincerely,

Jason W Bowers

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

P: (317) 327-4000

E: Jason.Bowers@Indy.gov

cc: File

