



Fatal Crash Review Team Report for November 18, 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
Benjamin Morrical (Legal Counsel)	Present
LeAndre Level (Public)	Present
Jason Bowers (Public)	Present

On Tuesday, November 18, 2025, at 2:00 PM, the meeting of the Indianapolis Fatal Crash Review Team was called to order.

Prior to today's meeting, Jill Palmer emailed the Fatal Crash Review Team to conduct a poll of the members. The question was: If you had \$1 million to spend on infrastructure improvements, based on your experiences on the FCRT, how would you spend it?

Members replied via email and the answers were as follows.

Logan Lane: Crosswalks!

Capt. Ilnicki: Expediting fixing what we have already dug up. Hole fixing and repaving of most of the city.

Ted Grain: I would invest in a matching speed cushion grant program. Speed cushions are designed to be like a speed hump but with space for wider base emergency vehicles to drive through without impact or slowing them down. They cost around \$10,000. I would create a program where neighbors could get half the costs of a speed cushion (\$5000) if they matched the other half. If a neighborhood is in an area of persistent poverty, the match is not required.

All neighborhoods would be required to get 25 signatures of neighbors in the area in support of the speed cushion, with a limit of two per year. This would mean 200 speed cushions installed. This is the most cost effective, democratic, and politically easy way to slow down traffic. Since Indianapolis has 100 neighborhoods, this would mean that each neighborhood has the potential to get 2 speed cushions. This would effectively define an area in the neighborhood as a slow drive zone.



Damon Richards: My challenge has been choosing based on FCRT activities. With that filter, I choose modernizing our traffic signal network. I'm not a fan of matching dollars because they exclude poorer neighborhoods who might have a greater need. Look at the INIP projects to see what I mean.

Jill Palmer: Pedestrian infrastructure (sidewalks, signals, and improved crosswalks) in locations of high demand (as evidenced by pedestrian generators and goat paths) and high need (as evidenced by crash history).

Jill Palmer asked if there were any old business to attend to. Seeing none, Jill called down any new business. The Minutes and Report for the previous September 16th, 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 September 16th, 2025, were adopted with all members voting "Yes."

Jill Palmer then called down the completed Road Safety Audit (RSA) at W 34th Street and Georgetown Road. It was asked of team members if there was any further discussion. Seeing none, Jill Palmer moved to adopt the W 34th Street and Georgetown Road RSA; this was seconded by Logan Lane. The W 34th Street and Georgetown Road RSA was adopted with all members voting "Yes."

The fatal crashes to be reviewed for the period of July and August 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 Tibbs Avenue and 17th / 18th Street. That RSA will take place in December 2025, including a field check scheduled for Tuesday, December 16th, 2025, and the report will be incorporated into the meeting notes to be adopted at the January 2026 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 Damon Richards, and passed by all present members.

Signed,

Jason Bowers

Jason Bowers
Transportation Safety Engineer
Secretary – Fatal Crash Review Team





(1)– Master Record Number: 904754211

Date	July 3, 2025
Time	4:28 PM
Location/Nearest Intersection	HILLSIDE AVENUE 150 FEET SOUTH of 24 TH STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Improper rear turn signal and Driving w/o a license; Driving while suspended (X3). Last cited in 2014.
Circumstances	On Thursday, July 3, 2025, at 16:28, IMPD officer responded to a crash on Hillside Ave. 150' S of 24th Street and the road surface was dry. V1, orange Honda Vt1100c2 (Shadow Ace), going straight. V1 was traveling NB on Hillside Ave. when he lost control, went off the east side of the roadway and was ejected. D1 was taken to Methodist Hospital in critical condition with a head injury. Witness 1 stated that she was facing south from 25 th St. and saw the motorcycle come around the corner, lose control and D1 went flying. Photographs and measurements of the scene were taken. V1 was towed to Auto Return by OTF Towing. D1 passed away from his injuries on 7-5-2025 @ 10:41PM.
Recommendation	A DPW work order has been submitted for installation of appropriate warning signs in the curve of Hillside Ave. south of 24th St.

(2)– Master Record Number: 904754472

Date	July 3, 2025
Time	12:12 PM
Location/Nearest Intersection	46 TH STREET at PAYTON AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Disregard stop sign & no valid operator's license; Driving while suspended. D2 = Speeding (2X); Occupant no seatbelt; Expired plates.
Circumstances	On Thursday, July 3, 2025, at 12:12, officer responded to a crash on 46 th St. at the intersection of Payton Ave. At the time of the crash, the weather was clear, and the road surface was dry. V1, green Chevrolet Malibu, turning left. V2, silver\aluminum Nissan Rogue, going straight. V1 advised while traveling north on Payton Ave. V1 attempted to complete a left turn to travel west on 46th St. when she was struck by V2. V2 advised while traveling east on 46th St. V1 pulled out in front of V2 leaving no time to



	stop to avoid colliding. Witness advised while stopped behind V1 on Payton Ave. V1 pulled out in front of V2 leaving V2 no time to stop.
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

(3)– Master Record Number: 904764084

Date	July 4, 2025
Time	10:22 AM
Location/Nearest Intersection	W MORRIS STREET at MORELAND AVENUE
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.
Circumstances	On Friday, July 4, 2025, at 10:22, officer responded to a crash on W Morris St. at the intersection of Moreland Ave. and the road surface was dry. Background: Officers were dispatched to a single vehicle collision with reported serious injuries sustained and the vehicle sustaining a rollover event. V1 1997 Ford Explorer SUV. Environmental Conditions (Weather Underground) = Sky conditions: Cloudy. Visibility: 10 miles. Wind speed: W @ 5mph. Temperature: 85°. Dew Point: 64°. Clear and dry conditions were observed. D1 transported prior to arrival no statement obtained. Analysis: The following is based upon the physical evidence and may or may not conform to driver and witness statements. Crash mechanics: V1 was proceeding WB on W Morris St. approaching S Tibbs Ave. V1 then departed its lane to the right and left the travel lanes and proceeded off the roadway until impact with a parking concrete block and curbing. V1 then redirected and traveled airborne during crossover and rotation and landed. After the airborne phase it is believed V1 had completed at least one overturn roll prior to post rest. Scene was photographed and measured including yaw mark prior to crossover, and distance and height of airborne event. Later calculations and review from video footage, yaw and airborne event was calculated and suggested V1 was traveling at 80mph in a marked 40mph zone. EMS and officers at the hospital also reported observing signs of alcohol impairment upon D1. Update #1 08/11/2025: Was updated from Marion County Coroner's Office that D1 passed away from injuries sustained from this collision. Update reflects statistic and adds witness information and assisting officer information.
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.



(4) – Master Record Number: 904756809

Date	July 6, 2025
Time	4:40 PM
Location/Nearest Intersection	POST ROAD at 30TH STREET
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding. D2 = OWI; Driving suspended; Failure to restrain child.
Circumstances	On Sunday, July 6, 2025, at 16:40, officer responded to a crash on Post Rd. at the intersection of 30 th St. and the road surface was dry. V1, black Dodge Charger, going straight. V2, brown Buick Lacrosse, turning left. V1 was traveling NB on Post Rd. V1, from D1 statement and video recovered, had the green light. As V1 was going through the intersection, V2 turned in front of V1. V1 then went off in a NE direction hitting the curb on the N side of 30 th St. and coming to rest partially in the grass and roadway. D1 had complaint of pain, remained on scene and was cooperative. D1 was transported to the hospital where a blood draw was performed. V2 was traveling SB on Post Rd. and was stopped in the intersection in the turn lane. V2 started to make a turn to go east on 30 th St. when it was struck by V1. V2, leaving gouge marks, ended up facing SW at the NE corner of the intersection. D1 and the passenger in V2 had to be removed from the vehicle. Both D1 and passenger in V2 were taken to Eskenazi Hospital. Both D2 and the passenger in V2 were pronounced deceased later at Eskenazi Hospital. Photographs and measurements of the scene were taken. Both V1 and V2 were towed to 1300 Mickley by Zores. Investigation is ongoing. IMPD Case # IP250058485. Supplement done to add ALC and Tox results for D1 and Fatal D2 was not taken to Coroner. (JAG) 8/26/2025 11-12-25 investigation marked complete - aw
Recommendation	Left turn crashes at this intersection were evaluated to determine if protected only left turn signals are warranted. To upgrade left turn signals to protected only, Indy DPW policy requires at least 13 left turn crashes for either EB/WB or for NB/SB; Or at least 26 left turn crashes for the entire intersection. Crash data indicates 18 left turn crashes involving EB/WB and 11 left turn crashes involving NB/SB and for a total of 29 left turn crashes that occurred at this intersection which warrants protected left-turn signals. DPW's Traffic Signal Systems Engineer has been notified of this needed improvement.



(5)– Master Record Number: 904756568

Date	July 8, 2025
Time	3:09 AM
Location/Nearest Intersection	KENTUCKY AVENUE at SOUTH TIBBS 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 = Speeding (X2); Fail to yield for emergency vehicle; No left-turn violation.
Circumstances	D1 stated he was traveling NE on Kentucky Ave. returning home from work and the Pedestrian appeared suddenly. It was determined that the Pedestrian was walking NE on Kentucky Ave. in the right lane and was struck from behind by vehicle 1. *NOTE* Blood draw was overseen by assisting officer. Incident number IP250058983. Supplement done on 8/26/2025 to add ALC and Tox results for D1 and Fatal Pedestrian (JAG)
Recommendation	Under the next capital improvement project for this section of Kentucky Ave. construct sidewalks on both sides of the roadway.

(6)– Master Record Number: 904761914

Date	July 14, 2025
Time	5:06 PM
Location/Nearest Intersection	WEST WASHINGTON STREET, 200 FEET WEST of SOUTH FULLER DRIVE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (X4); Occupant no seatbelt D2 = None.
Circumstances	D1 (motorcycle) was immediately transported to Eskenazi Hospital by IEMS Medic 81 EMS 4698 in critical condition for severe bleeding and trauma to his head. D1 was pronounced deceased two days later on 07/16/2025. D2 stated she was WB on W Washington St., waiting to turn S (left) into the Kroger parking lot at 5173 W Washington St. D2 stated she waited for a vehicle (Witness 1) coming EB on W Washington St. to turn right into the parking lot, and she turned in behind it. D2 stated she never saw the motorcycle prior to the collision. D2 stated she had a small cut on her thigh from the collision but declined immediate EMS treatment. Witness 1 stated she was driving EB on W Washington St. and was turning right (south) into the Kroger parking lot at 5173 W Washington St. Witness 1 stated V1 was travelling EB on W Washington St. behind her. Witness 1



	<p>stated V2 was coming WB on W Washington St. and was waiting to turn S (left) into the same parking lot. Witness 1 stated V2 turned left to get right behind her and struck V1. Witness 2 stated she was waiting to exit the parking lot at 5173 W Washington St. and was waiting to turn W (left) onto W Washington St. Witness 2 stated it looked light the traffic control signal for the EB / WB traffic was turning yellow. Witness 2 stated a vehicle (witness 1) was coming EB on W Washington St. and turning S (right) into the 5173 W Washington St. parking lot. Witness 2 stated V2 was turning S (left) into the parking lot and turned left to follow right behind Witness 1. Witness 2 stated V1 was coming EB on W Washington St. and struck the side of V2. Witness 2 stated D1 was ejected from the motorcycle, flew high in the air, and came back down and struck his head on the roof of V2 and then striking the asphalt on his head further E on W Washington St. Supplement done 9/25/2025 to add Toxicology results for D2 and No Coroner Tox due to Fatal driver not brought to the coroner's office JAG 11-12-25 investigation marked complete - aw</p>
<p>Recommendation</p>	<p>An improvement project that includes this signalized intersection is actively in design. Plans call for this traffic signal to be upgraded with flashing yellow left turn arrows (FYA) which can operate as if it has protected only left turn signals if desired.</p>

(7) – Master Record Number: 904766450

<p>Date</p>	<p>July 18, 2025</p>
<p>Time</p>	<p>12:12 PM</p>
<p>Location/Nearest Intersection</p>	<p>LYNHURST DRIVE, 150 FEET NORTH of MILLER STREET</p>
<p>Vulnerable Road User?</p>	<p>Yes – Bicyclist</p>
<p>Hit & Run?</p>	<p>No</p>
<p>SUV/Truck?</p>	<p>Yes – Truck</p>
<p>High Rate of Speed?</p>	<p>No</p>
<p>Does motorist have prior serious driving offenses?</p>	<p>D1 = OWI; Occupant no seatbelt (X5); Driver no seatbelt; Unsafe lane movement.</p>
<p>Circumstances</p>	<p>On Friday, July 18, 2025, at 12:12, officer responded to a crash on Lynhurst Dr. 150' N of Miller St. and the road surface was dry. V1, white Freightliner M2, going straight. V1 was traveling NB on Lynhurst Dr. As V1 traveled N, it slowed down as the bicyclist approached going S on the roadway. D1 stated that he slowed way down, and that the bicyclist made contact with his vehicle. He then got out and saw the victim in the roadway. Witness 1 was behind V1. He stated that they had slowed down and that the bicyclist was on the passenger side of the truck. He said that it appeared the bicyclist made contact with the truck and then the bicyclist fell off and was run over by the truck. State Police did an inspection of the truck, and it was released. D1 was taken to Eskenazi Hospital where a blood draw was</p>



	performed. Photographs and measurements were taken. IMPD Case number IP250062459. 11-10-25 updated tox results on driver - aw
Recommendation	The IndyMoves Comprehensive Plan indicates that a multi-use path is proposed along Lynhurst Dr. through this intersection which will improve safety for vulnerable road users.

(8) – Master Record Number: 904764869

Date	July 21, 2025
Time	8:53 AM
Location/Nearest Intersection	NORTH POST ROAD at I-70 EASTBOUND EXIT RAMP
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Pickup
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = No Valid Driver's License and Speeding; Driving While Suspended and Speeding. Charged with a Felony in this crash. D2 = Speeding.
Circumstances	On Monday, July 21, 2025, at about 8:55 am, IMPD officers responded to the 2200 block of N. Post Rd. on a report of a personal injury crash involving two vehicles. Upon arrival, officers learned a gray 2012 Ram pickup (V1) was traveling SB on N. Post Rd. over I-70. At the same time, a red 2006 Chrysler Sebring (V2) was traveling EB on the exit ramp from I-70 and attempted to turn N onto N. Post Rd. D2 drove into the path of V1, which crashed into the driver's door of V2, spinning the vehicle 90 degrees. D2 suffered grave injuries in the collision and was pronounced deceased at the scene by responding firefighters. Detective Abrams spoke with D1, who said he was driving into the intersection on a green traffic signal and V2 drove in front of him. He said he was unable to avoid a collision and hit V2. After providing a statement, D1 was transported to Eskenazi Hospital by an IMPD officer for a legal blood draw. There was no suspicion of impairment for D1. Photographs were taken by an IMPD officer. The scene was measured using a GNSS system. On the day of the crash, IMPD officer was told by two independent witnesses the traffic signal for NB and SB N. Post Rd. was green, and V2 started forward on a red traffic signal. However, while conducting follow up investigation IMPD officer recovered video from a nearby business which showed the traffic signal for the NB travel lanes of N. Post Road cycle from green to yellow to red, seconds before the crash. There were no vehicles in the left turn lane for vehicles traveling south on N. Post Rd. which could have activated the left turn arrow. Five seconds after the traffic signal on N. Post Rd. turned red, V2 started forward, along with a vehicle to the left. The vehicle to the left stopped but V2 continued into the intersection where it was struck. IMPD officer went back to the intersection and observed the traffic signal patten, noting



	when the lights turn red for north N. Post Rd., the traffic signal for vehicles on the exit ramp will cycle to green. Given this information, IMPD officer concluded the traffic signal for V2 was green and the traffic signal for N. Post Rd. was red. Supplement to add negative BAC & Tox results (TSA, 08/28/2025) Supplement to add negative BAC & Tox results for Fatal Driver 2 (JAG 9/25/2025)
Recommendation	The crash was related to the traffic signal which is INDOT's jurisdiction.

(9) – Master Record Number: 904770057

Date	July 26, 2025
Time	12:30 PM
Location/Nearest Intersection	EAST 91 ST STREET, 150 FEET EAST of NORTH MERIDIAN 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 (X3).
Circumstances	On Saturday, July 26, 2025, at 12:30, IMPD officers responded to a crash on E 91 st St. 150' from the intersection with N Meridian St. and the road surface was dry. V1, gray Toyota Camry, driving left of center. Investigation shows V1 was traveling EB on E. 91 st St. in the WB lanes at high rate of speed. V1 went through the intersection with N. Meridian St. and drove off the roadway on the NE corner of the intersection, across a grass area and slammed head-on into a tree on the N side of E. 91 st St. After striking the tree, V1 rotated to the left 90 degrees and came to rest facing S. D1 suffered grave injuries in the collision and was pronounced deceased at the scene. Passenger 1 was initially taken by ambulance to Peyton Manning Hospital but was transferred to Riley Hospital; she was last listed in critical condition. Witnesses 1 and 2 stated V1 was driving EB at high rate of speed in curb lane in the WB lanes prior to the crash. Video from a nearby business confirmed the driving behavior. V1 was involved in a property damage crash at E. 91 st St. and Spring Mill Rd. moments before the crash at N. Meridian St. and drove E from the collision without stopping. Supplement done to add negative BAC and Tox for Fatal driver (JAG 9/25/2025)
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.



(10) – Master Record Number: 904772051

Date	July 26, 2025
Time	10:00 PM
Location/Nearest Intersection	FAIRWOOD DRIVE, 150 FEET NORTH of SCARBOROUGH BOULEVARD EAST DRIVE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = OWI; Operating w/o a License (X2); OWI and Leaving the Scene; D1 was charged in this crash for causing death while operating a vehicle while intoxicated / reckless homicide (felony).
Circumstances	On Saturday, July 26, 2025, at 22:00, IMPD officers responded to a crash on Fairwood Dr. 150' S of the intersection with Scarborough Blvd. E Dr. and the road surface was dry. V1, white Mazda Mazda6, going straight. Investigation shows V1 was NB on Fairwood Dr. at a high rate of speed. V1 didn't make the curve in the street and ran off the road on the E side. V1 struck a mailbox (7267 Fairwood Dr) and continued NB off the road and sideswipe a tree, then slammed into another tree head on. After striking the tree, V1 rotated to the left and came to rest facing NE. D1 stated he was driving NB on Scarborough because he was being followed and shot at by another vehicle. D1 stated he did not know who was shooting at him and the attack was unprovoked. D1 stated he was swerving to avoid the path of bullets and ran into the tree. Officers didn't see any bullet holes in V1. Passenger 1 was transported to Methodist Hospital. Passenger 1 suffered grave injuries and was pronounced deceased at the hospital. Witnesses 1 and 2 stated they were involved in a hit and run accident with V1 SB on N Shadeland Ave. They followed V1 because they thought it would pull over to exchange info or get a picture of the license plate, but V1 sped off. They stated they followed V1 SB which it turned left on E 71 st St. then V1 went into the housing addition on Fairwood Dr. They didn't see the crash they came upon it after V1 already crashed. They didn't see any other vehicles. Witness 3 stated he saw V1, and another vehicle go by him at a high rate of speed. He followed and came upon the crash involving V1 and provided first aid. IMPD Case Number IP250065256 was assigned to this crash. The supplement was done to add charges, BAC, and drug results. ERS 06-27-2025
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.



(11) – Master Record Number: 904771141

Date	July 30, 2025
Time	5:30 AM
Location/Nearest Intersection	WEST 38 TH STREET, 80 FEET EAST of BOULEVARD PLACE
Vulnerable Road User?	Yes – Pedestrian
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (X2). Pedestrian = Previously cited for Public Intoxication and Endangering One's Own Life.
Circumstances	On Wednesday, July 30, 2025, at 05:30, IMPD officer responded to a crash on W 38 th St. 80' E of Boulevard Pl. and the road surface was dry. V1, white Nissan Rogue, going straight. Pedestrian 1, walking NB. Investigation shows V1 was WB in the center lane of W 38 th St. Pedestrian 1 was walking NB across W 38 th St. not at a crosswalk or intersection. V1 struck Pedestrian 1 with its front driver side quarter panel. Pedestrian 1 was thrown in a W direction and came to rest in the crosswalk on E side of the intersection of the WB lanes. After striking Pedestrian 1, V1 continued WB and ran off the road on the NW corner of the intersection of W 38 th St. and Boulevard Pl. V1 came to rest facing NW. D1 stated he was WB on W 38 th St. in the center lane behind another vehicle. When he was approaching Boulevard Pl, the vehicle in front of him swerved to the right to miss Pedestrian 1. D1 didn't have time to react and struck Pedestrian 1. Pedestrian 1 was transported to Methodist Hospital in critical condition. Pedestrian 1 suffered grave injuries and was pronounced deceased at the hospital. IMPD Case Number IP250066238 was assigned to this crash.
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

(12) – Master Record Number: 904779221

Date	August 8, 2025
Time	6:21 PM
Location/Nearest Intersection	EAST 10 TH STREET, 75 FEET EAST of SCHLIECHER AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = No Valid Driver's License; D1 was charged in this crash for Operating a Motor Vehicle Without Ever Receiving a License Resulting in Death or Catastrophic Injury. D2 = Improper Passing; Expired Plates; Speeding.



Circumstances	<p>D1 stated he was driving WB E 10th St. D1 stated he started having an asthma attack. D1 stated he was trying to get his inhaler out of his pocket. D1 stated he does not remember anything after that. Witness stated she was driving WB E 10th St., she stated she was slowing down for a car in front of her stopped waiting to turn left onto Delbrick Ln. Witness 1 stated she looked in her rearview mirror and saw V1 traveling WB E 10th St. not slowing down. Witness 1 stated she swerved off the roadway into the grass to avoid V1. Witness 1 stated she saw V1 cross the center line into the EB lane and ran head on into V2. Passenger in V1 was transported to Eskenazi Hospital by Medic 24. D1 was transported to Eskenazi Hospital by Medic 2 for his asthma attack. See report under Case # IP250069279.</p> <p><i>Supplemental Information (news report):</i></p> <ul style="list-style-type: none"> • Crash report indicated D1 was having an asthma attack, reached for an inhaler, and crossed the centerline. <ul style="list-style-type: none"> ○ D1 charged with level 5 felony for driving without a license, resulting in death. • Subsequent details include a witness indicating V1 was traveling at a high rate of speed prior to veering into oncoming traffic; black box shows V1 37 mph and V2 48 mph at impact, in a posted 35 mph zone; marijuana and open bottle of tequila found in the passenger seat of V1.
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

(13) – Master Record Number: 904779633

Date	August 8, 2025
Time	9:08 PM
Location/Nearest Intersection	WEST 34 TH STREET at AUBURN ROAD
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – SUV
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	
Circumstances	<p>D1 stated he was traveling WB W 34th St. with emergency lights and siren activated to assist with a pursuit of a gold Buick Lacrosse (V2). D1 stated he had the green light to cross Auburn Rd. when V2 traveling SB Auburn Rd. ran the red light at W 34th St. D1 stated he could not stop in time and ran into the driver’s side of V2. V2 was pushed into the fence of 3356 Auburn Rd. D1 was transported to Methodist Hospital by Am 01. D2 was transported to Eskenazi Hospital by Medic 89. Passenger in V2 was transported to Eskenazi Hospital by Medic 30, where he succumbed to his injuries on Sunday August 10, 2025, at 3:46PM. See report under Speedway</p>



	PD Case# SP250001105, and IMPD Case# IP250069325. 11-11-25 updated toxicology - aw 11-12-25 investigation marked complete - aw
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

(14) – Master Record Number: 904780475

Date	August 13, 2025
Time	9:40 PM
Location/Nearest Intersection	EMERSON AVENUE at EMERSON COURT NORTH DRIVE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes - Truck
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = No Seatbelt; Failure to Signal; Violation of No Turn on Red; Speeding (X4); Driving While Suspended; Unsafe Lane Movement. D2 = Resides out of state.
Circumstances	D2 said he was driving NB N Emerson Ave. with the green light at Emerson Ct. N Dr. D2 said he did not see any traffic going SB Emerson Ave. and started to make a U-turn when V1 struck his trailer. D1 was transported to Eskenazi Hospital by Medic 16 in critical condition., where he succumbed to his injuries on Thursday August 14, 2025, at 10:26 AM. See report under Case# IP250070933.
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

(15) – Master Record Number: 904783596

Date	August 17, 2025
Time	5:03 PM
Location/Nearest Intersection	SOUTH LYNHURST DRIVE at KENTUCKY AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Pickup Truck
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Cited in this crash for a Level 5 felony (driving without a license, resulting in death), a Level 5 felony for OWI with a prior conviction, and a citation for Schedule 1 or II substance. D2 = None.
Circumstances	On Sunday, August 17, 2025, at 17:03, IMPD officer responded to a crash on S. Lynhurst Dr. at the intersection of Kentucky Ave. and the road surface was dry. V1, black Chevrolet Silverado, going straight. V2, white Toyota Yaris, going straight. V1 was traveling in a NE direction on Kentucky Ave. when it approached the intersection with Lynhurst Dr. As V1 was traveling



	<p>through the intersection, V2 was traveling SB on Lynhurst Dr. and it traveled directly into the path of V1. V1 struck V2 and they both went off in a SE direction. V1 ended up facing the wrong way on Kentucky Ave. when it came to a stop. V2 ended up going off into the grass and then flipped on to its passenger side where it came to rest. D2 was pronounced deceased at the scene by IFD. D1 remained on scene and was taken to Eskenazi Hospital with a broken arm. A warrant was issued for the blood draw of D1, and officer transported the blood to the IMPD property room. Witness 1 stated that she was behind V2 as they traveled SB on Lynhurst Dr. She said that she could see the red light ahead and that she stopped at the railroad tracks because of the red light. She stated that V2 continued SB through the red light, and it was struck by V1. She believes that V1 was unable to avoid the collision. Both vehicles were towed to 1300 Mickley by Zores. The scene was measured using the Trimble equipment. Photographs of the scene were also taken. 11-10-25 updated toxicology – aw</p> <p><i>Supplemental Information (news report):</i></p> <ul style="list-style-type: none"> • Crash record indicated that V2 ran a red light and that D1 had no license. • Subsequent details indicate that D1 admitted to drinking and smoking weed the evening prior and had trouble keeping his eyes open, ultimately testing positive for THC. V1 was going 60 mph a half second before the crash (posted 50 mph). D1 was cited for level 5 felony for driving without a license, resulting in death, level 5 felony for OWI with a prior conviction, and a citation for Schedule 1 or II substance.
Recommendation	A DPW work order was submitted for Signal Ahead signs northbound and southbound on Lynhurst Dr. approaching Kentucky Ave. The signs have been installed. Long term: Modernize the traffic signal.

(16) – Master Record Number: 904783543

Date	August 19, 2025
Time	10:12 AM
Location/Nearest Intersection	PENDLETON PIKE at NORTH SHADELAND AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	Yes – Pickup Truck & SUV
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding; OWI; Driving while suspended.
Circumstances	It was determined V1 was traveling NE on Pendleton Pike and disregarded the traffic signal at N Shadeland Ave. V2 was SB N Shadeland Ave. and was struck by V1. V2 was then spun and struck V3 which was NB N Shadeland



	Ave. #IP250072667 On 8/22/25 report was amended to show the passenger of V2 succumbed to injuries sustained in this accident on 8/22/25 at 1844hrs. DA
Recommendation	Install backplates on the traffic signal heads.

(17) – Master Record Number: 904786236

Date	August 22, 2025
Time	2:44 PM
Location/Nearest Intersection	SOUTH SHERMAN DRIVE at ALODA STREET
Vulnerable Road User?	Yes - Bicyclist
Hit & Run?	No
SUV/Truck?	Yes - Pickup
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = Speeding (X2).
Circumstances	On Friday, August 22, 2025, at 14:44, IMPD officer responded to a crash on S Sherman St. at the intersection of Aloda St. and the road surface was dry. V1, red GMC Sierra, going straight. D1 advised he was SB on S Sherman St. D1 advised the male on the bicycle was also going SB with the flow of traffic. D1 explained the bicyclist did not look prior to trying to swerve across the street and D1 did not have time to stop to avoid the collision. D1 explained once the collision occurred, he stopped and called 911. Unable to attain a full story from the bicyclist due to Medic 53 taking him away. Bicyclist was stable and able to advise his name but just explained he was struck by the truck. Officers observed damage to the side view mirror on the passenger side of V1. Officers observed the bicycle to be damaged and in the middle of the road. All parties given IMPD case report numbers. Bicyclist was transported to Eskenazi Hospital via Medic 53. On 8/22/25 IMPD was contacted by the coroner stating that the bicyclist had succumbed to injuries sustained in the accident. The scene was later documented with Trimble. Also see case IP250073840 DA
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

(18) – Master Record Number: 904787926

Date	August 22, 2025
Time	4:22 PM
Location/Nearest Intersection	EAST 30 TH STREET at NORTH BOLTON AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No



High Rate of Speed?	No
Does motorist have prior serious driving offenses?	D1 = OWI (X2); Violation of no turn on red.
Circumstances	On Friday, August 22, 2025, at 16:22, officers responded to a crash on E 30 th St. at the intersection of N Bolton Ave. and the road surface was dry. V1, black Ford Fusion, going straight. Investigation showed V1 was traveling WB on E 30 th St., two houses E of N Bolton Ave. V1 struck the curb going off the roadway across N Bolton Ave. and striking a fence and tree. The driver was transported to Eskenazi Hospital in critical condition. Officers were later advised that the driver had succumbed to his injuries. Coroner office later advised that the driver had a heart attack. Also see case IP250073760.
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

(19) – Master Record Number: 904789190

Date	August 28, 2025
Time	1:21 AM
Location/Nearest Intersection	SOUTH EAST STREET at EAST HANNA AVENUE
Vulnerable Road User?	No
Hit & Run?	No
SUV/Truck?	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	D1 = Speeding (X6); Operating a motorcycle without endorsement; OWI.
Circumstances	Investigations showed V1 was traveling SB S East St. at a high rate of speed, after crossing E Hanna Ave. V1 struck the curbed center median causing D1 to be ejected onto the roadway. D1 was transported to Methodist Hospital by Medic 23. D1 suffered grave injuries and was pronounced deceased at the hospital. See report under Case # IP250075409.
Recommendation	Upon review, FCRT does not have any infrastructure recommendations.

SUMMARY

Total Number of Crashes Reviewed: 19

Total Cases with Recommendations or Follow-Up Action: 6 (32%)

Proportion of Crashes due to Disregarding Regulatory Condition: 8 (42%)

Proportion of Crashes Involving Vulnerable Road User: 4 (21%)

Proportion of Crashes Identified as Hit & Run: 0 (0%)





Proportion of Crashes Involving SUV or Truck: 12 (63%)

Proportion of Crashes Identified as High Rate of Speed: 6 (32%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 7 (37%)

Bicyclist Fatalities: 2 (11%)

Pedestrian Fatalities: 2 (11%)

Other (ex. riders of motorcycles, micro-mobility devices): 4 (21%)

Road Safety Audit (RSA)

34th Street & Georgetown Road



ROAD SAFETY AUDIT

Indianapolis Department of Public Works (DPW) - Engineering

RSA NUMBER: 2025 #10

STUDY LOCATION: West 34th Street & Georgetown Road

DATE: 11/14/2025

REVIEWER

Name: Jason Bowers

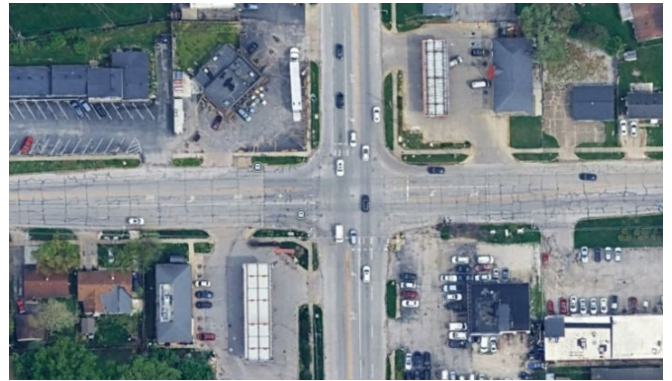
Phone: (317) 327-4000

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 May-June 2025 have been analyzed and the intersection of **W 34th 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 below.



Lat & Long: [39.816649, -86.239974](#)

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

PRELIMINARY COST ESTIMATE

Activity	NEAR-TERM	LONG-TERM	CAPITAL IMP. (Future)
P/E	\$ -	\$ 95,000.00	\$ 256,000.00
CONSTRUCTION	\$ -	\$ 791,000.00	\$ 2,129,000.00
CONSTRUCTION ENG.	\$ -	\$ 80,000.00	\$ 213,000.00
R/W	\$ -	\$ 50,000.00	\$ 200,000.00
REIMB. UTILITIES	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ 1,016,000.00	\$ 2,798,000.00

TRAFFIC OPERATIONS

Mobility/Congestion Performance:	AADT Year	Major Road	Minor Road	AADT Source
	2024	5,657	5,458	Replica
Safety Performance / Crash Analysis:	Fatal	Incapacitating	Non-Inc / Possible	PDO
	0	7	8	48

RoadHAT 4D Results

$I_{CF} =$ **4.84**

$I_{CC} =$ **2.94**

TABLE OF CONTENTS

- 4 - Site Map
- 5, 6 - Collision Diagrams
- 7, 8 - Crash Summary
- 9 - 11 - Photographs
- 12 - 13 - 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, W 34th Street is a Major Collector and is not an Indianapolis MPO Regional Freight Corridor. The roadway is not part of the National Highway System (NHS). Georgetown Road within the study area, is a Minor Arterial and is an IMPO Tier 4 Freight Corridor. At this signalized intersection, 34th Street forms the west and east legs, while Georgetown Road forms the north and south legs. The existing intersection is not skewed.

All four approaches of the W 34th Street and Georgetown Road intersection include one dedicated left-turn lane, one through lane, and one shared through / right-turn lane. IndyGo bus stops exist on the north and south sides of W 34th Street, immediately west of the intersection. The posted speed limit along 34th Street is 35 mph. The posted speed limit along Georgetown Road is 35 mph. Both 34th Street and Georgetown Road have uncontrolled access.

NOTES FROM FIELD CHECK

A site visit was held on Thursday, October 16, 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: Damon Richards (FCRT member), Dave Allender (ICJI), Jill Palmer, and Jason Bowers (Indy DPW).

During the field check on 10/16/2025, the following observations were made:

- The existing traffic signal is on a 70-second cycle split 50/50 for NB/SB and WB/EB. No detection is present (confirmed by looking inside the traffic signal controller cabinet).
- The existing traffic signal hardware for this intersection is outdated. The traffic signal was last maintained in 2019.
- 40 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (63%). 40 crashes (63%) were due to failure to yield the right-of-way / disregard signal.
- The existing 3-section traffic signal heads on all 4 legs provide permissive left turns (green ball) where drivers must wait for a gap in traffic to turn left, increasing the risk of crashes caused by drivers failing to yield to oncoming vehicles or pedestrians.
 - ◊ Indy DPW policy requires 13 left turn crashes to upgrade left turn signals to protected only. Further crash data analysis shows 14 crashes occurred at this intersection involving a westbound or eastbound vehicle turning left, exceeding this requirement. Left turn crashes for NB / SB (4 total) do not exceed the requirement.
- Pedestrian hardware does not currently exist at this signalized intersection.
- Existing ADA ramps appear to be outdated. Existing sidewalks appear to have been 5' wide originally, however the width is reduced by encroaching overgrowth. Parking curbs are encroaching in the southeast quadrant. Additionally, an approximately 330' gap exists east of the intersection on the south side of 34th Street.
- During the field check, pedestrians were observed crossing the roadway not at the crosswalks.
- Crash data indicates 37% of the crashes occurred during dark (lighted / not lighted) conditions. Also, 19% of crashes occurred when the pavement was wet. Compared to a standard intersection, these numbers are 33% and 16% respectively. The existing pavement does not appear to be polished.
- Multiple drive entrances exist on all 4 legs of this intersection, with the access drives in the southwest quadrant particularly close to the intersection. Crash data indicates that crashes related to the drive entrances have occurred on all 4 legs.
- A 25-mph school zone flasher exists on WB 34th Street just west of the intersection.
- The existing overhead lane assignment signage for the SB and WB left turn only lanes are very faded. The left turn only sign for NB is starting to wear.
- Most of the existing transverse pavement markings, including lane directional arrows, are worn away. The longitudinal pavement markings are faded. Based on Nearmap, the transverse markings have not been refreshed since at least 2014.
- For all 4 legs, a second (outside) lane develops on each approach. The lane then ends after the intersection. The second lane provides limited additional capacity, as most drivers are aware that the lane does not continue. The additional pavement from these outside lanes could be repurposed under a complete street's re-design.
- A roundabout could be a potential solution for this intersection; however, a benefit cost analysis is needed to determine if a roundabout is a viable alternative.
- On the east leg of 34th Street, there are two Right Lane Ends signs. Only one is needed.
- Overhead and underground utilities are present at this intersection. Overhead utilities exist along the south side of 34th Street both west and east of Georgetown Road and along the west side of Georgetown Road south of 34th Street. Multiple underground utility markers are visible in the quadrants.

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:

- Refresh longitudinal and transverse markings on all approaches including stop bars, directional arrows, and continental crosswalks.
 - ◊ All longitudinal and transverse markings for this intersection need to be refreshed periodically in the future.
- Replace the existing Left-Turn Only (R3-5L) lane assignment signage mounted on the span wires for all 4 directions.
- For all 4 approaches, install a Right Turn Only sign (R3-5R) for each outside lane, along with right-turn only pavement markings.
- Remove the lettered warning sign “Right Lane Ends” that currently exists on the east leg of 34th Street for EB. Retain the existing symbol sign “Right Lane Ends”.
- Provide protected only left turn signals for the WB and EB left turn movements.

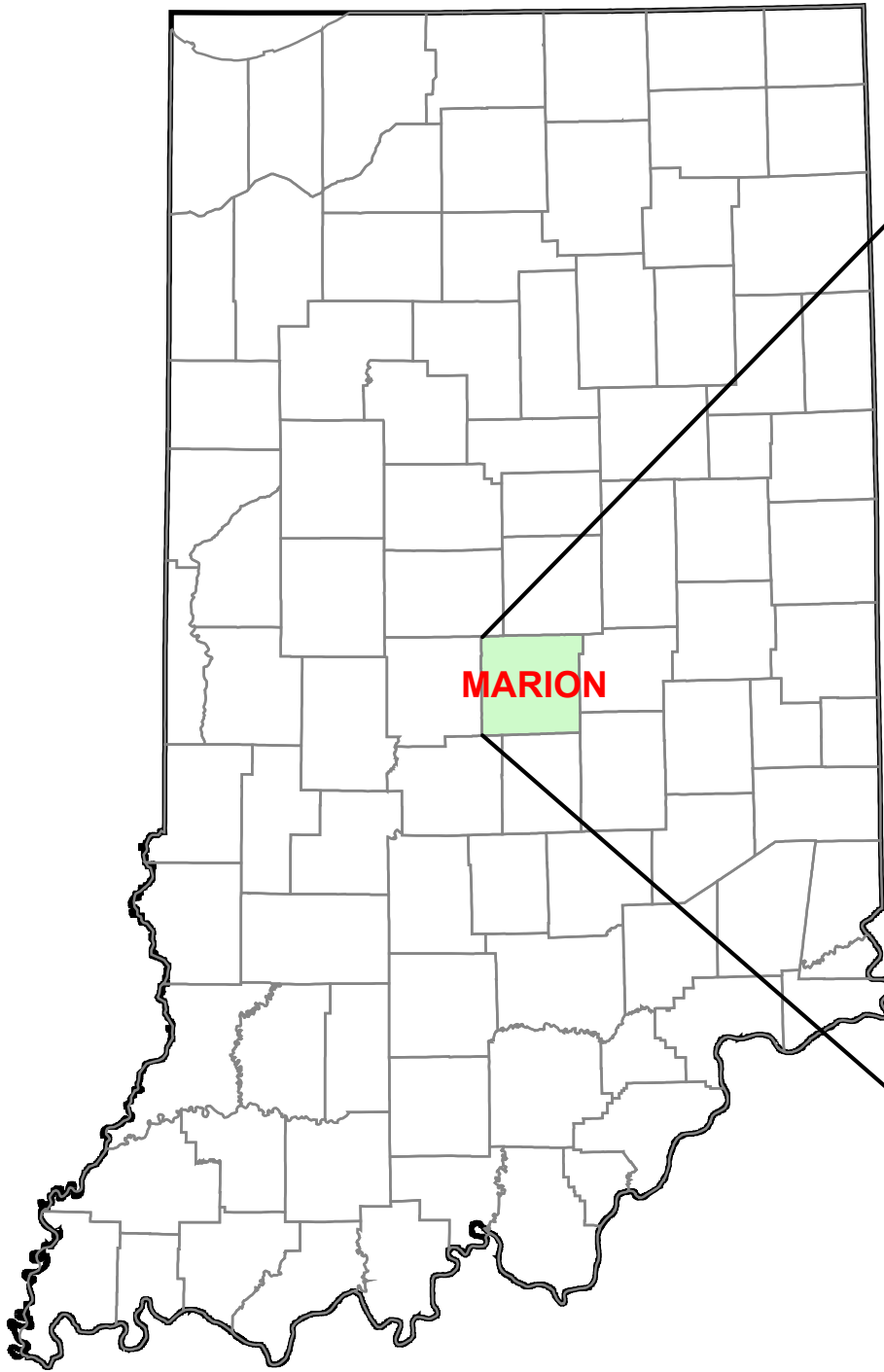
NOTE: Indy DPW work orders have been submitted for the Near-term countermeasures.

RECOMMENDED COUNTERMEASURES (LONG-TERM)

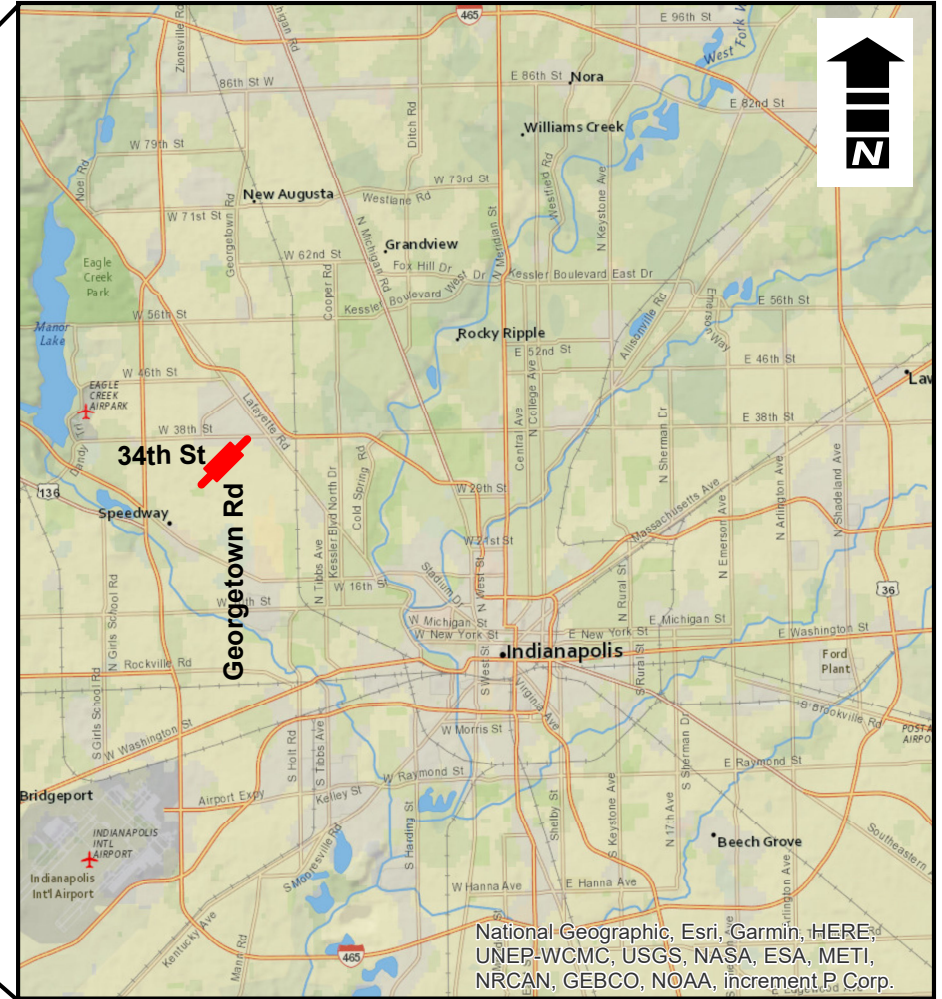
Based on the data summarized herein, and the current conditions at the study location, the following Long-Term improvements are recommended:

- Modernize the existing traffic signals and include traffic signal visibility enhancements to improve safety. Improvements should include:
 - ◊ All new hardware, including a new traffic signal controller cabinet and equipment.
 - ◊ Re-time the traffic signals and add detection.
 - ◊ Install back plates with retroreflective strips on the borders.
 - ◊ Based on crash data analysis, the EB and WB left turn only movements meet the requirements for protected only left turn signals which should be provided as part of the traffic signal modernization as well.
- Install pedestrian hardware for all quadrants of the intersection, including push buttons and APA’s.
- During the design phase, survey the existing ADA ramps for compliance with current ADA standards. Replace outdated ADAs with new ramps that meet current ADA standards. Assume full replacement of ADAs for cost estimating purposes.
- Construct approximately 330 feet of sidewalk on the south side of 34th Street east of the intersection to fill in the gap that currently exists.
- Provide mid-block crossings on both 34th Street and Georgetown Road to improve pedestrian safety.
- Construct concrete raised median in the center on all 4 legs to provide access control for this intersection and improve safety / reduce crashes. Raised median should be extended for at least 200 feet in each direction.
- Under the future capital improvements, consider a complete streets re-design to include multi-use facilities. The additional existing pavement width of the outside lanes can be utilized for the transformation.
- Consider installing additional overhead lighting for this intersection to reduce the number of crashes that have occurred in the dark.
- Perform a benefit / cost analysis (B/C) to determine if a roundabout is a viable alternative for this intersection. If a roundabout becomes the preferred recommended alternative, the long-term countermeasures recommended above would be replaced by recommending a roundabout for this intersection to replace the existing traffic signals.

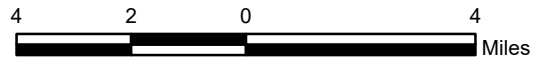
34th St. & Georgetown Rd.



MARION



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

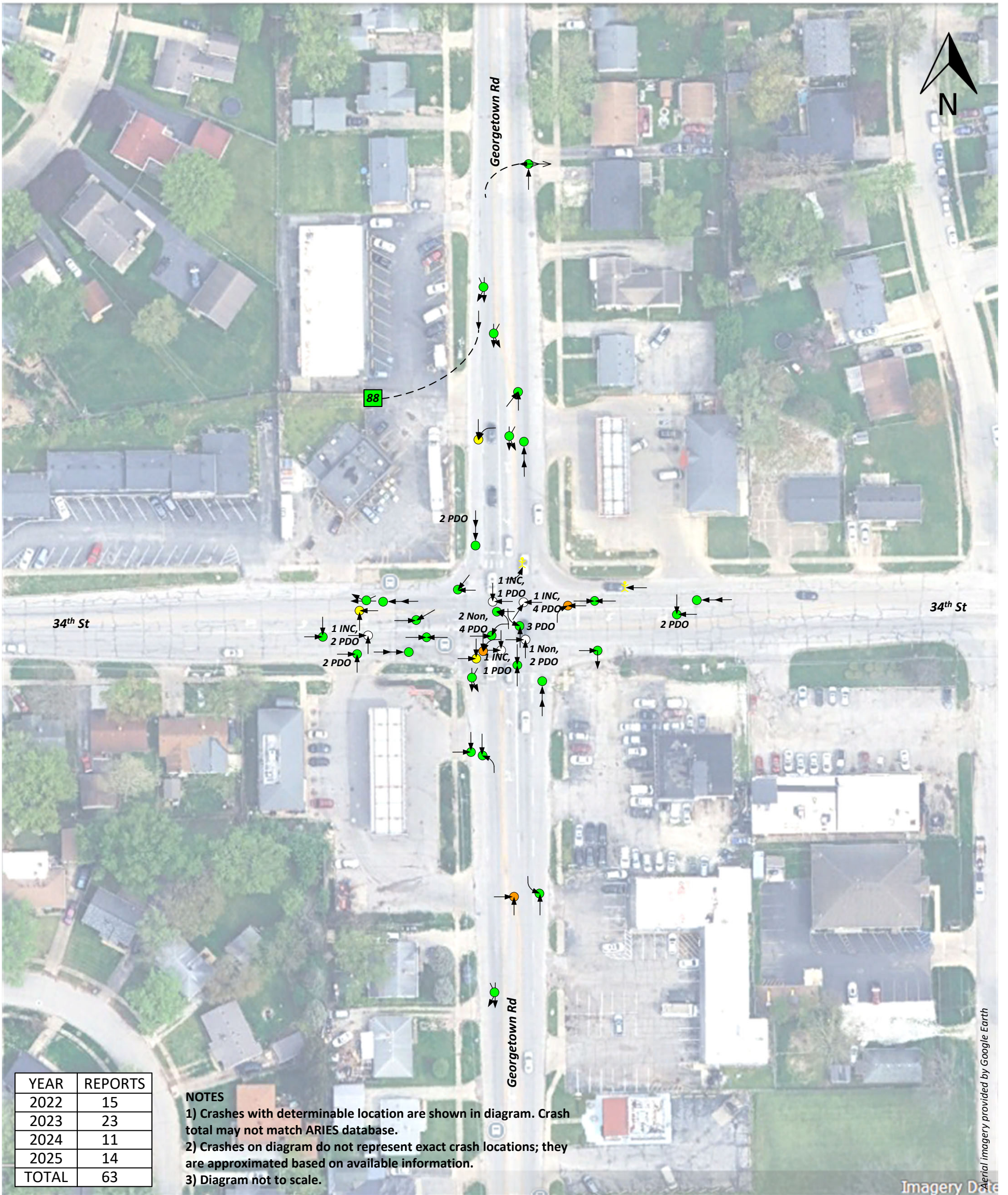


SITE LOCATION MAP

DIAGRAM OF COLLISION REPORTS

34th St. & Georgetown Rd.

Study Period June 2022 – June 2025 Location: 10
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 9/29/25



YEAR	REPORTS
2022	15
2023	23
2024	11
2025	14
TOTAL	63

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		Collision Symbols		Fixed Object Codes	
	MOVING VEHICLE		REAR END	01	BRIDGE or OVERPASS
	TURNING VEHICLE		HEAD ON	02	BUILDING
	BACKING VEHICLE		OTHER	03	CULVERT or DITCH
	OUT OF CONTROL		SIDESWIPE – SAME	04	CURB
	PARKED VEHICLE		SIDESWIPE – OPPOSITE	05	GUARDRAIL or BARRIER
	PEDESTRIAN		RIGHT ANGLE	06	EMBANKMENT
	BICYCLE		LEFT/RIGHT TURN	07	FENCE
	ANIMAL		RAN OFF ROAD	08	TRAFFIC POLE
	DEBRIS IN ROADWAY			09	UTILITY POLE
	DRIVEWAY CRASH			10	SIGN
	FATAL CRASH			11	TREE / SHRUB
	INJURY CRASH – INCAPACITATING			12	CONSTRUCTION BARRIER
	INJURY CRASH – NON-INCAPACITATING OR POSSIBLE			13	CRASH ATTENUATOR
	PDO CRASH			88	OTHER
	MULTIPLE			99	UNKNOWN
	SIGNALIZED INTERSECTION				
	FIXED OBJECT (See table for # codes)				

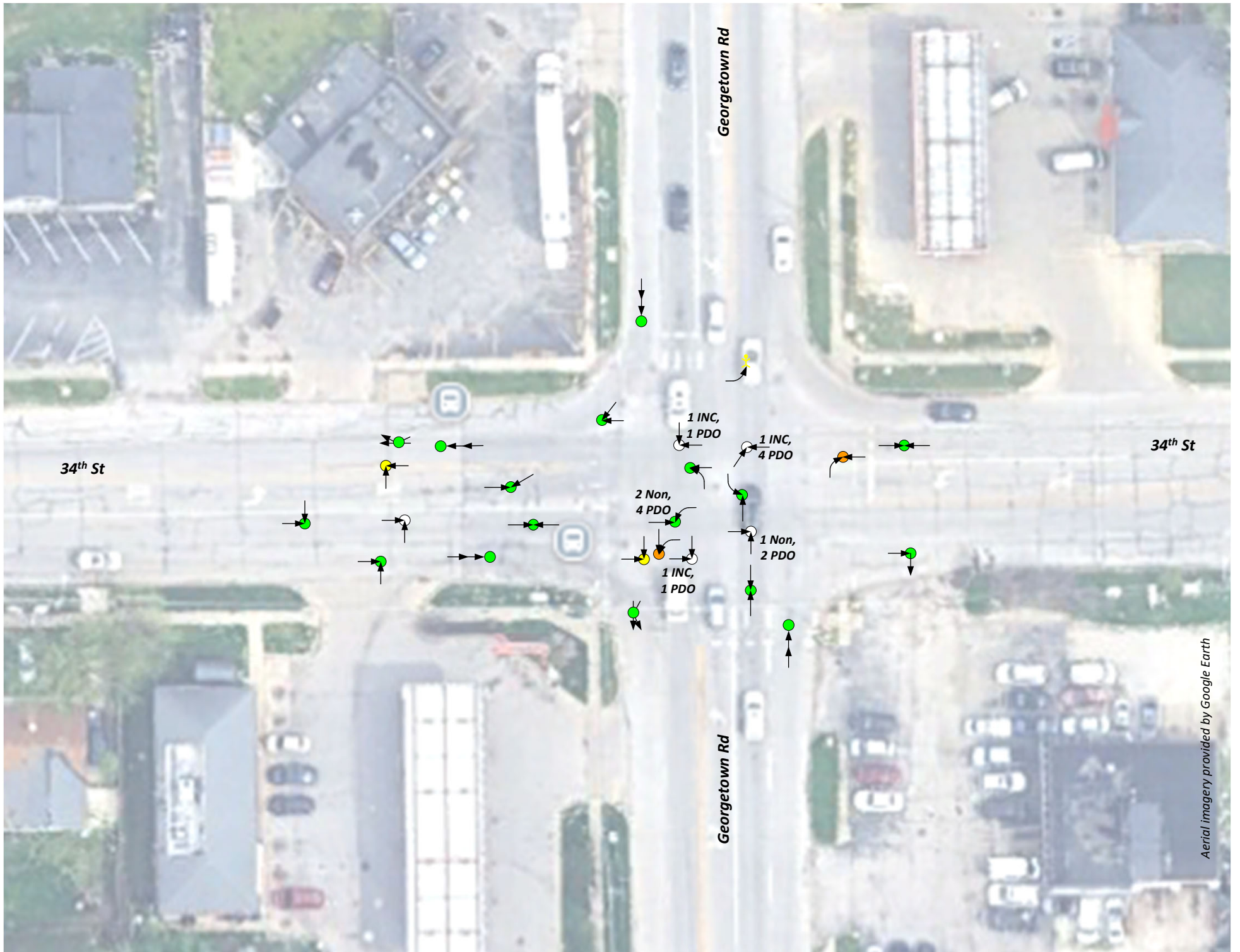
Aerial imagery provided by Google Earth

Imagery Date

DIAGRAM OF COLLISION REPORTS

34th St. & Georgetown Rd.

Study Period June 2022 – June 2025 Location: 10
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 9/29/25



Aerial imagery provided by Google Earth

NOTES

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- 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 OR POSSIBLE		
	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

6/20/2022 thru 6/19/2025 (3 Full Years)

Total # of Crashes

63

INJURY STATUS

FATAL	0	
INCAPACITATING	7	
NON-INCAPACITATING / POSSIBLE / REFUSED	8	
PDO	48	76%

PERSON TYPE

DRIVER	59
INJURED	2
PEDESTRIAN	2

LIGHT CONDITION

DARK (LIGHTED)	20	
DARK (NOT LIGHTED)	3	
DAWN/DUSK	4	
DAYLIGHT	36	57%
DARK (LIGHTED + NOT LIGHTED)	23	37%

WEATHER CONDITION

CLEAR	47	75%
CLOUDY	6	
RAIN	10	

SURFACE CONDITION

DRY	50	79%
SNOW/SLUSH	1	
WET	12	19%

PRIMARY FACTOR	
BRAKE FAILURE OR DEFECTIVE	1
DISREGARD SIGNAL/REG SIGN	5
DRIVER ASLEEP OR FATIGUED	1
FAILURE TO YIELD RIGHT OF WAY	35
FOLLOWING TOO CLOSELY	4
IMPROPER LANE USAGE	1
IMPROPER PASSING	3
IMPROPER TURNING	2
INSECURE/LEAKY LOAD	1
LEFT OF CENTER	1
OTHER (DRIVER) - EXPLAIN IN NARRATIVE	4
OVERCORRECTING/OVERSTEERING	1
PEDESTRIAN ACTION	1
SPEED TOO FAST FOR WEATHER CONDITIONS	1
UNSAFE LANE MOVEMENT	2
DISREGARD REG SIGN/FAILURE TO YIELD	40

56%

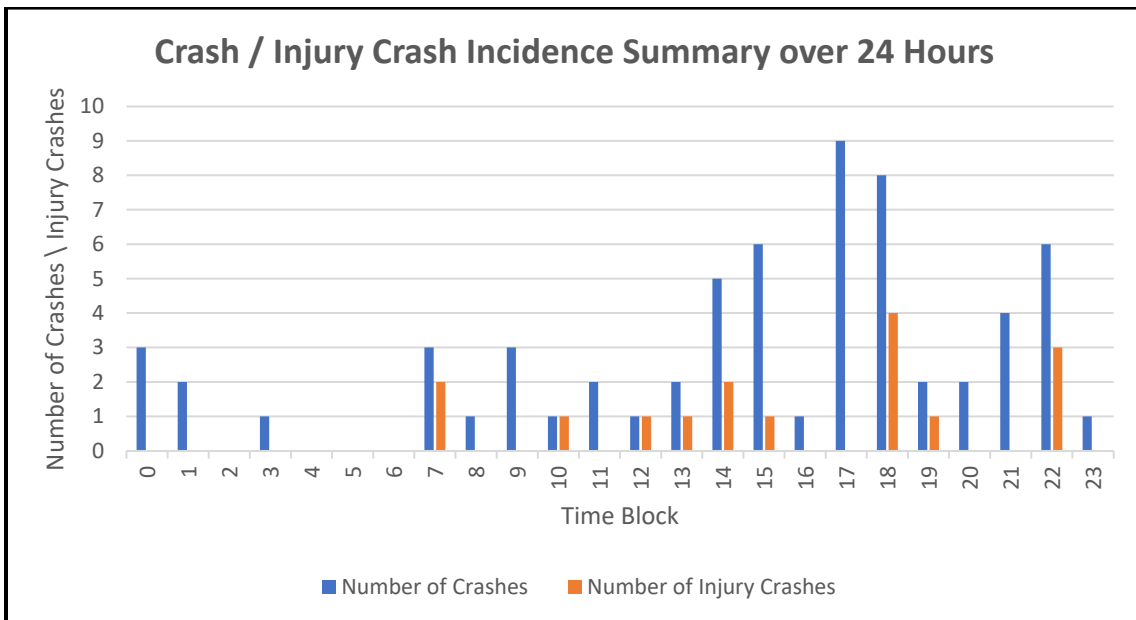
63%

MANNER OF COLLISION	
BACKING CRASH	1
HEAD ON BETWEEN TWO MOTOR VEHICLES	4
LEFT TURN	14
LEFT/RIGHT TURN	2
OTHER - EXPLAIN IN NARRATIVE	2
RAN OFF ROAD	1
REAR END	6
RIGHT ANGLE	26
RIGHT TURN	1
SAME DIRECTION SIDESWIPE	6
LEFT TURN + RIGHT ANGLE	40

22%

41%

63%





Northwest Quadrant



Northeast Quadrant



Southeast Quadrant



Southwest Quadrant



A Pedestrian Crossing the North Leg
(not at a Crosswalk)



Another Pedestrian Crossing the North Leg
(not at a Crosswalk)

Attachments

Crash Narratives – Incapacitating (Total = 7)

904058195 – 6/20/22 at 6:25 PM

DAYLIGHT CLEAR DRY FAILURE TO YIELD RIGHT OF WAY RIGHT ANGLE

INC – On Monday June 20, 2022, at 6:25 pm IMPD Officer was dispatched to a personal injury at 34th St. and Georgetown Rd. D1 stated she was pulling out of the gas station onto 34th St. D1 stated a person stopped in the furthest south lane waved V1 across and when V1 pulled out V2 was driving EB in the 2nd furthest south lane of 34th St. and V1 struck the front passenger side of V2. D2 stated she was traveling eastbound on 34th St. when V1 pulled out in front of her from the gas station and V1 struck the front passenger side of V2.

904132835 – 10/7/22 at 10:19 PM

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

INC – V2 was traveling west on 34th St. V1 was traveling east on 34th St. V1 turned in front of V2, disregarding V1's right of way. Both cars were towed due to disabling damage. D1 was arrested for OVWI. D2 was taken to the hospital after complaints of neck pain.

904163399 – 11/24/22 at 2:08 PM

DAYLIGHT CLEAR DRY DISREGARD SIGNAL/REG SIGN RIGHT ANGLE

INC – WITNESS ADVISED HE WAS STOPPED AT INTERSECTION ON RED LIGHT FACING EAST WHEN A BLACK SEDAN (WHICH HE POINTED TO V1 / NISSAN) DROVE EB ON 34TH ST. THROUGH THE RED LIGHT AT GEORGETOWN RD. STRIKING SUV (V2) DRIVING SB. WITNESS STATED THE SUV FLIPPED ON ITS SIDE UPON IMPACT, SLIDING INTO MOTORCYCLE (V3) WHICH THEN SLID UNDER/INTO V4. D1 STATED HE HAD THE GREEN, DROVE EAST ON 34TH ST. CROSSING GEORGETOWN RD. WHEN A SUV STRUCK HIM WHILE IT WAS DRIVING SOUTH THROUGH THE INTERSECTION. NO LICENCE, INSURANCE NOT OBTAINED ON SCENE DUE TO MEDCAL URGENCY. D1 WAS TRANSPORTED TO HOSPITAL FOR GENERAL COMPLAINT OF PAIN. V1 TOWED. D2 STATED HE WAS STRUCK BUT UNSURE HOW/WHAT OCCURRED. TRANSPORTED TO HOSPITAL FOR SHOULDER PAIN. VALID LICENSE OBTAINED. NO INSURANCE OBTAINED DUE TO MEDICAL URGENCY. V2 TOWED. D3 UNABLE OBTAIN STATEMENT OR INSURANCE DUE TO MEDICAL URGENCY. D4 WAS STOPPED IN LEFT TURN ONLY LANE WAITING TO TURN WEST ONTO 34TH ST. WHEN ACCIDENT OCCURRED IN FRONT OF HER. V4 UNKNOWN DAMAGE DUE TO MOTORCYCLE AND DRIVER STRIKING UNDERNEATH FRONT BUMPER. D4 HAD VALID LICENSE. INSURANCE UNABLE TO BE OBTAINED ON SCENE. ACCIDENT INVEST OFC NOTIFIED OF ACCIDENT AND INJURIES. EVIDENCE TECHNICIAN PHOTOGRAPHED SCENE.

904212875 – 1/23/23 at 12:35 PM

DAYLIGHT CLOUDY DRY DISREGARD SIGNAL/REG SIGN RIGHT TURN

INC – D2 stated that he was driving SB on Georgetown Rd. He stated that he had a green light at W. 34th St. When D1/V1 ran the light. D2 hit D1 at a right angle in the middle of the intersection. D1 stated that she had no idea what happened. She just remembered getting hit. She could not give a direction of travel. D3 was positioned EB at the intersection when V1 collided with his vehicle as a result of the crash. D1, the passenger of V2 and D3 were all transported to the hospital by ambulance. The witness advised that the "elderly" female ran the light but his recollection of the direction of travel was inconsistent with D2's statement.

904652104 – 12/31/24 at 3:38 PM

DAYLIGHT RAIN WET UNSAFE LANE MOVEMENT RIGHT ANGLE

INC – On Tuesday, December 31, 2024, at 15:38, IMPD officer responded to a crash on W 34th St. at the intersection of Georgetown Rd. and the road surface was wet. V1, gray Hyundai Venue, D1 stated was

driving of the Speedway gas station lot and struck V2 while entering traffic. V2, silver\aluminum Toyota Sienna, D2 was entering the left turn lane when she was t-boned by V1. D1 was transported to the hospital. Both drivers were given an IMPD case card.

904729385 – 5/25/25 at 10:50 PM

DARK (LIGHTED) CLEAR DRY IMPROPER TURNING RIGHT ANGLE

INC – On Sunday, May 25, 2025, at 22:50, IMPD officer responded to a crash on Georgetown Rd. at the intersection of 34th St. and the road surface was dry. V1, white Honda Gl1800, going straight. V2, gray Kia Optima, turning left. D1 refused to give a statement. D2 stated they had turned WB from Georgetown Rd. to 34th St. on a green light when a motorcyclist struck their vehicle. Witness stated he observed a motorcyclist crash into a vehicle attempting to make a turn onto 34th St.

904745321 – 6/19/25 at 10:00 AM

DAYLIGHT CLEAR DRY IMPROPER TURNING RIGHT TURN

INC – On Thursday, June 19, 2025, at 10:00, IMPD officer responded to a crash on W 34th St. at the intersection of Georgetown Rd. and the road surface was dry. V1, red Chevrolet Silverado, turning right. V2, white Land Rover Range Rover Velar, slowing or stopped in traffic. D1 fled the scene so no statement was taken. V1's owner' son arrived on scene and stated the vehicle was stolen prior to the accident occurring. It should be noted a dispatched run for the stolen vehicle was pending prior to the accident being dispatched. V1 was towed to auto return due to disabling damage. D2 advised she was traveling west on 34th St. just east of the Georgetown Rd. intersection. D2 advised V1 was traveling north on Georgetown Rd. when V1 turned and struck V2. D2 complained of knee pain. D2 was transported to the hospital via Medic 30 EMS 4490. V2 was towed to auto return due to disabling damage. No further information.

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 1/2
Settings: Indiana local settings		Version: Version 4.1		
Location		34th St & Georgetown Rd		
GIS				
Post				
Analyst		JB		
Date		9/16/2025		
INPUT				
Road Facility Type		City Arterial Intersection		
Busiest Road AADT (veh/day)		5657		
Crossing Road AADT (veh/day)		5458		
First Year with Crash Data (yyyy)		2021		
Last Year with Crash Data (yyyy)		2025		
Number of Crashes (crash/period)				
Fatal and Incapacitating Injury Crashes		7		
Non-Incapacitating and Possible Injury Crashes		8		
Property Damage Only Crashes		48		
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		0.128		
Non-Incapacitating and Possible Injury Crashes		0.24		
Property Damage Only Crashes		1.47		
All Crashes		1.84		
Index of Crash Frequency		4.84		
Index of Crash Cost		2.94		

RoadHAT 4D		Index of Crash Frequency and Cost - Form F1		Page 2/2
Settings: Indiana local settings		Version: Version 4.1		
Location		34th St & Georgetown Rd		
GIS				
Post				
Analyst		JB		
Date		9/16/2025		
Comments:				

Meeting Minutes
34th 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 May-June 2025, as reported to ARIES, the intersection of 34th Street & Georgetown Road is identified as a high crash location. A site visit was held on Thursday, October 16, 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:

Damon Richards (FCRT Member)
Dave Allender (ICJI)
Jill Palmer (DPW)
Jason Bowers (DPW)

Intersection Basics

34th Street & Georgetown Road form a signalized intersection on the near northwest side of Indianapolis. All four approaches of the W 34th Street and Georgetown Road intersection include one dedicated left-turn lane, one through lane, and one shared through / right-turn lane. IndyGo bus stops exists on both the north side (for WB) and south side (for EB) of W 34th Street, immediately west of the intersection.

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 does not currently exist for this intersection. Overhead utilities are prevalent at this intersection, particularly in the southwest quadrant. City owned streetlights are present in the southwest and southeast quadrants, along with ambient lighting from parking lots and local businesses. Existing land use at this intersection is primarily commercial / retail with residential parcels in all quadrants adjacent to the intersection. The posted speed limit on 34th Street is 35 mph. The posted speed limit on Georgetown Road is 35 mph.

Crash History (ARIES 6/20/2022 thru 6/19/2025) (3 Full Years)

- 63 crashes/3 years
- 0 Fatal
- 7 Incapacitating Injury
- 8 Non-Incapacitating Injury / Possible
- 48 Property Damage Only (PDO)

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

- $I_{cf} = 4.84$
- $I_{cc} = 2.94$

Observations and Preliminary Identified Concerns

1. The existing traffic signal is on a 70-second cycle split 50/50 for NB/SB and WB/EB. No detection is present (confirmed by looking inside the traffic signal controller cabinet).
2. The existing traffic signal hardware for this intersection is outdated. The traffic signal was last maintained in 2019.
3. 40 of the total crashes at this intersection in the past 3-year study period were left turns / right angles (63%). 40 crashes (63%) were due to failure to yield the right-of-way / disregard signal.
4. The existing 3-section traffic signal heads on all 4 legs provide permissive left turns (green ball) where drivers must wait for a gap in traffic to turn left, increasing the risk of crashes caused by drivers failing to yield to oncoming vehicles or pedestrians.
 - Indy DPW policy requires 13 left turn crashes to upgrade left turn signals to protected only. Further crash data analysis shows 14 crashes occurred at this intersection involving a westbound or eastbound vehicle turning left, exceeding this requirement. Left turn crashes for NB / SB (4 total) do not exceed the requirement.
5. Pedestrian hardware does not currently exist at this signalized intersection.
6. Existing ADA ramps appear to be outdated. Existing sidewalks appear to have been 5' wide originally, however the width is reduced by encroaching overgrowth. Parking curbs are encroaching in the southeast quadrant. Additionally, an approximately 330' gap exists east of the intersection on the south side of 34th Street.
7. During the field check, pedestrians were observed crossing the roadway not at the crosswalks.
8. Crash data indicates 37% of the crashes occurred during dark (lighted / not lighted) conditions. Also, 19% of crashes occurred when the pavement was wet. Compared to a standard intersection, these numbers are 33% and 16% respectively. The existing pavement does not appear to be polished.
9. Multiple drive entrances exist on all 4 legs of this intersection, with the access drives in the southwest quadrant particularly close to the intersection. Crash data indicates that crashes related to the drive entrances have occurred on all 4 legs.
10. A 25-mph school zone flasher exists on WB 34th Street just west of the intersection.
11. The existing overhead lane assignment signage for the SB and WB left turn only lanes are very faded. The left turn only sign for NB is starting to wear.

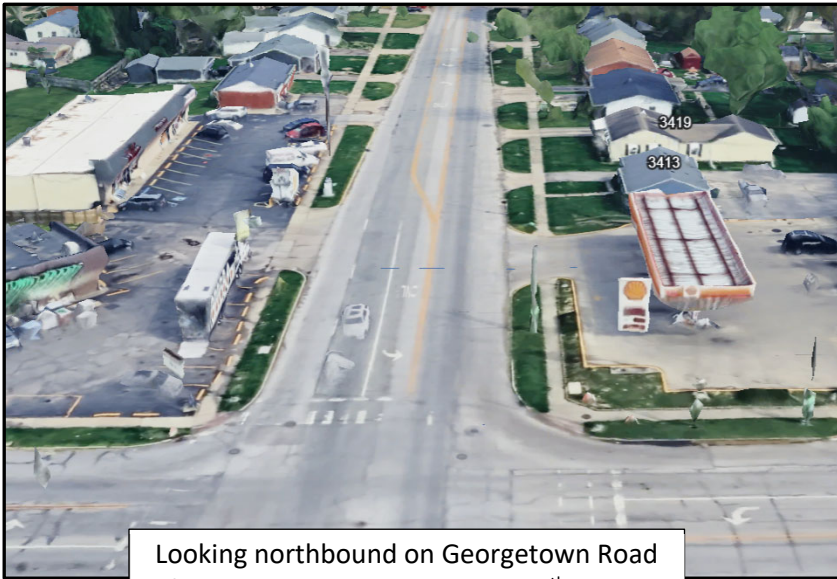
12. Most of the existing transverse pavement markings, including lane directional arrows, are worn away. The longitudinal pavement markings are faded. Based on Nearmap, the transverse markings have not been refreshed since at least 2014.
13. For all 4 legs, a second (outside) lane develops on each approach. The lane then ends after the intersection. The second lane provides limited additional capacity, as most drivers are aware that the lane does not continue. The additional pavement from these outside lanes could be repurposed under a complete street's re-design.
14. A roundabout could be a potential solution for this intersection; however, a benefit cost analysis is needed to determine if a roundabout is a viable alternative.
15. On the east leg of 34th Street, there are two Right Lane Ends signs. Only one is needed.
16. Overhead and underground utilities are present at this intersection. Overhead utilities exist along the south side of 34th Street both west and east of Georgetown Road and along the west side of Georgetown Road south of 34th Street. Multiple underground utility markers are visible in the quadrants.



Looking westbound on W 34th Street from the intersection with Georgetown Road



Looking eastbound on W 34th Street from the intersection with Georgetown Road



Looking northbound on Georgetown Road from the intersection with W 34th Street



Looking southbound on Georgetown Road from the intersection with W 34th Street

Preliminary Recommendations

Near-Term Countermeasures

- Refresh longitudinal and transverse markings on all approaches including stop bars, directional arrows, and continental crosswalks.
 - All longitudinal and transverse markings for this intersection need to be refreshed periodically in the future.
- Replace the existing Left-Turn Only (R3-5L) lane assignment signage mounted on the span wires for all 4 directions.
- For all 4 approaches, install a Right Turn Only sign (R3-5R) for each outside lane, along with right-turn only pavement markings.
- Remove the lettered warning sign “Right Lane Ends” that currently exists on the east leg of 34th Street for EB. Retain the existing symbol sign “Right Lane Ends”.
- Provide protected only left turn signals for the WB and EB left turn movements.

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

Long-Term Countermeasures

- Modernize the existing traffic signals and include traffic signal visibility enhancements to improve safety. Improvements should include:
 - All new hardware, including a new traffic signal controller cabinet and equipment.
 - Re-time the traffic signals and add detection.
 - Install back plates with retroreflective strips on the borders.
 - Based on crash data analysis, the EB and WB left turn only movements meet the requirements for protected only left turn signals which should be provided as part of the traffic signal modernization as well.
- Install pedestrian hardware for all quadrants of the intersection, including push buttons and APA’s.
- During the design phase, survey the existing ADA ramps for compliance with current ADA standards. Replace outdated ADAs with new ramps that meet current ADA standards. Assume full replacement of ADAs for cost estimating purposes.
- Construct approximately 330 feet of sidewalk on the south side of 34th Street east of the intersection to fill in the gap that currently exists.
- Provide mid-block crossings on both 34th Street and Georgetown Road to improve pedestrian safety.
- Construct concrete raised median in the center on all 4 legs to provide access control for this intersection and improve safety / reduce crashes. Raised median should be extended for at least 200 feet in each direction.
- Under the future capital improvements, consider a complete streets re-design to include multi-use facilities. The additional existing pavement width of the outside lanes can be utilized for the transformation.

November 14, 2025

- Consider installing additional overhead lighting for this intersection to reduce the number of crashes that have occurred in the dark.
- Perform a benefit / cost analysis (B/C) to determine if a roundabout is a viable alternative for this intersection. If a roundabout becomes the preferred recommended alternative, the long-term countermeasures recommended above would be replaced by recommending a roundabout for this intersection to replace the existing traffic signals.

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

Sincerely,

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

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

P: (317) 327-4000

E: Jason.Bowers@Indy.gov

cc: File



CITY OF INDIANAPOLIS ROUNABOUT AT 34th ST & GEORGETOWN RD