



## Fatal Crash Review Team

### Report for July 10, 2023

*Indianapolis, Indiana*

---

#### Meeting Minutes

On Tuesday, July 10<sup>th</sup> at 2:00 PM, the bi-monthly meeting on the Fatal Crash Review Team was called to order. The meeting took place in Room 2030 of the Indianapolis-Marion County City-County Building on the 20<sup>th</sup> Floor. One member of the Fatal Crash Review Team was absent, Tedd Grain. The following members were in attendance:

- Austin Gible – Chair of the Team, Department of Metropolitan Development
- Jill Palmer – Multi-Modal Program Manager
- Damon Richards – Health by Design
- Captain Frederick Ilnicki – Indianapolis Metropolitan Police Department, Traffic Operations

The Chair of the Team, Austin Gible, called to order any old business from the previous meeting. Seeing none, the floor was opened to new business.

Jill Palmer introduced a motion for the Fatal Crash Review Team to express its support for the implementation of No Turn on Red within the Downtown area boundaries of 12<sup>th</sup> Street (north), White River Parkway (west), I-70 (south), and I-70/65 (east). Discussion on the matter was brief and focused on the legislative necessity for No Turn on Red to be implemented in this fashion, as State legislation had made the prior method of evaluation impossible. Captain Frederick Ilnicki stated that he would be voting against the measure due to his support of a more in-depth methodology but understood why this measure needed to happen.

It was formally moved and seconded that the Fatal Crash Review Team support the resolution to establish a No Turn on Red zone within the Downtown area. The vote was passed 3-1, with 1 member not in attendance.

Following the No Turn on Red vote, other new business was called. The meeting minutes and report from the Fatal Crash Review Team were introduced and the floor was opened for comment. Seeing none, it was moved and seconded that the Minutes and Report from the May 10<sup>th</sup>, 2023 meeting be adopted. The vote was passed 4-0, with one member absent.

At this point, crashes for the period of March and April of 2023 were introduced. Additionally, one crash from the period of January to February of 2023 was introduced, as they were under investigation at the time of the May 10<sup>th</sup> meeting and could not be appropriately reviewed (Master Record Number 904220711). The results of deliberations and recommendations of these crashes can be found in the tables below.



Signed,

*Austin Gibble*

Austin Gibble

Administrator of Long-Range Transportation Planning

Chair – Fatal Crash Review Team

DRAFT



Prior Period Crashes with Completed Investigations

Master Record Number: 904220711

Date	January 16, 2023
Time	10:22 PM
Location/Nearest Intersection	Knollton Road & W 44 <sup>th</sup> Street (422 feet south of intersection)
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	Yes
Does motorist have prior serious driving offenses?	No
Circumstances	At the time of the crash, the outside conditions were dark and wet. The investigation determined that the motorist was traveling at a high rate of speed when they left the roadway, went through a ditch, became airborne, and struck several trees before the vehicle rolled. The operator of the vehicle was pronounced dead at the scene of the crash.
Recommendation	This section of Knollton Road is already designed to be a low-speed, low-volume street. The cross-section is relatively narrow and traffic calming elements, such as street trees, signage, and a dead-end with pedestrian access to Knollton farther south with an esplanade, are already in place. Unfortunately, the Team could not find an engineering or design solution that would have prevented this crash and determined that the motorist in question was intent on acting with reckless abandon.

Crashes for the Period of March and April of 2023

Master Record Number: 904236107

Date	March 3, 2023
Time	12:00 PM
Location/Nearest Intersection	10 <sup>th</sup> Street & Ridgeview Avenue
Vulnerable Road User	Yes
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	No
Circumstances	The operator of Unit 1 stated that they saw the pedestrian on the opposite side of the road from them, but believed that the pedestrian was “about to dart” and run across their lane. The motorist slammed on



	<p>their brakes so hard that they skidded into the lane opposite the direction of travel, sending their vehicle into the pedestrian and striking them. At the time of the collision, the weather conditions were daylight but rainy. The motorist was not cooperative with investigating officers and refused a blood draw to determine if the operator was under the influence; the motorist was cited for failing to adhere to the test.</p>
Recommendation	<p>It is believed that the pedestrian may have been waiting to cross the street northbound from the bus stop at E. 10<sup>th</sup> Street &amp; Ridgeview. Currently, the nearest marked crosswalk is at 10<sup>th</sup> &amp; Arlington, approximately 1/3<sup>rd</sup> of a mile away. IndyGo has been contacted to determine when transit stop improvements may be made to this location and if the addition of a marked crosswalk may be incorporated. In the future, when 10<sup>th</sup> Street is due for a structural rehabilitation, sidewalks or a multi-use path should be incorporated into East 10<sup>th</sup> Street.</p>

Master Record Number: 904245514

Date	March 18, 2023
Time	2:07 AM
Location/Nearest Intersection	Crawfordsville Road & Waterfront Parkway Drive (370-feet east of intersection)
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	Yes
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	Yes – The operator of the motor vehicle had a history of operating vehicles without a license (2x), operating a vehicle recklessly/endangering persons, and operating a vehicle while intoxicated.
Circumstances	Operator of Unit 1 was traveling eastbound on Crawfordsville Road in the westbound lanes. Unit 2 was traveling legally in the westbound lanes when Unit 1 collided head-on with Unit 2. The operator of Unit 1 was killed.
Recommendation	Upon much deliberation, the Team members could not find an engineering solution to this incident. The Team believes this is a case of a habitual traffic offender who placed the public at-risk.

Master Record Number: 904252048

Date	March 27, 2023
Time	3:00 PM
Location/Nearest Intersection	US 40 & E. Mitthoefer Road (797-feet east of intersection)
Vulnerable Road User	Yes



Hit & Run	No
SUV/Truck	Yes
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	Yes – The operator of the motor vehicle had a lengthy history of driving on suspended licenses, violating driving conditions, operating a motor vehicle after license forfeiture, operating a vehicle as a habitual traffic offender, and operating a vehicle while intoxicated (2x). However, there is no evidence to suggest that the operator of the vehicle was under the influence or driving illegally at the time of the crash.
Circumstances	A pedestrian in a wheelchair was at an unsignalized intersection and was crossing the street repeatedly in an odd manner. The intersection in question is not signalized, but a signalized crossing is available nearby.
Recommendation	This incident occurred on a State-controlled roadway, and the Team therefore has no recommendation. However, the Blue Line BRT will be critical for this corridor, as it will add signalized pedestrian crossings at strategic intersections to improve safety for vulnerable road users.

Master Record Number: 904251762

Date	April 2, 2023
Time	7:30 PM
Location/Nearest Intersection	E. 10 <sup>th</sup> Street & Arlington Street
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	Yes
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	Yes – The operator of Unit 1 has a history of operating a vehicle while intoxicated, driving on a suspended license, driving the wrong way on a road, running red lights, and other serious offenses. They have been most recently charged with causing death in a motor vehicle while intoxicated (this incident). The operator of Unit 2 had no priors.
Circumstances	Witnesses stated that the operator of Unit 1 was traveling eastbound on East 10 <sup>th</sup> Street through the intersection with Arlington Avenue and ran a red light, striking Unit 2 and causing Unit 2 to strike a curb. The operator and front seat passenger of Unit 2 were killed in the crash; the back seat passenger was transported to the hospital. The operator of Unit 1 survived the crash and has been charged on Felony and Misdemeanor counts.
Recommendation	At the time of review, a tactical urbanism project had just begun to evaluate East 10 <sup>th</sup> Street in an attempt to slow traffic and prevent people from using the continuous left-turn lane illegally as a passing lane. While it is unclear if this configuration would have prevented the crash, the



	<p>results of the tactical urbanism project will be evaluated carefully. Additionally, the Team notes that this was a case of a habitual traffic offender who was able to purchase a vehicle and operate it legally, despite demonstrating their inability to do so responsibly.</p>
--	--

**Master Record Number: 904252852**

Date	April 2, 2023
Time	8:00 PM
Location/Nearest Intersection	6350 E. 56 <sup>th</sup> Street
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	No
Circumstances	The motorist stated that they were traveling eastbound on East 56 <sup>th</sup> Street when they lost control of their vehicle and struck a tree. The front seat passenger was declared deceased at the hospital. At the time of the crash, it was dusk and dry.
Recommendation	This stretch of roadway has a history of high-speed and dangerous driving. In the long-range plan, East 56 <sup>th</sup> is slated for a “multi-modal expansion” (the addition of a multi-use path). When the project is ready to be scoped, other traffic calming elements and safety measures should be incorporated into the design to discourage speeding and provide room for error. However, funding for this project has not yet been identified.

**Master Record Number: 904251767**

Date	April 2, 2023
Time	9:50 PM
Location/Nearest Intersection	E. 34 <sup>th</sup> Street & Baltimore Avenue
Vulnerable Road User	Yes
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	Yes – The operator of the vehicle has a history of reckless driving at unreasonable speed to endanger safety and allowing unlicensed operators to drive their personal vehicle on the highway.
Circumstances	At the time of the crash, the weather conditions in the area were rainy and the sun had set. The driver stated that they were in the inside lane to



	<p>avoid ponding water. The reporting officer noted that they found the operator of the vehicle with their vehicle and in distress. Motorist stated they did not see the pedestrian walking in the inner lane of East 34<sup>th</sup> Street (there is a sidewalk, but it is in poor condition and is only located on the north side of the street).</p>
Recommendation	<p>It is unclear why the pedestrian was walking where they were. The pedestrian's place of residence is on the south side of East 34<sup>th</sup> Street and was likely aligning themselves to reach that destination. There are houses and businesses on the south side of E. 34<sup>th</sup> Street but sidewalks only exist on the north side.</p> <p>It is possible that the pedestrian, like the motorist, was attempting to avoid ponding water on the south side of East 34<sup>th</sup> Street and the poor conditions of the sidewalk on the north side of East 34<sup>th</sup> Street. Discussions regarding the cross-section of East 34<sup>th</sup> Street have already taken place, particularly pertaining to available right-of-way, how many vehicle lanes are needed, and the need for additional sidewalks.</p> <p>This stretch of E. 34<sup>th</sup> Street is in Pedestrian Crash Focus Area 18A and was submitted for funding through INDOT's Highway Safety Improvement Program (HSIP). Unfortunately, the project was not selected for award in 2023 and the City will re-submit for award in 2024.</p>

Master Record Number: 904253627

Date	April 3, 2023
Time	5:50 AM
Location/Nearest Intersection	South Meridian Street & Yoke Street (60-feet north of intersection)
Vulnerable Road User	Yes
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	No
Circumstances	<p>Report noted that the pedestrian was crossing outside of a marked crosswalk but did appear to cross at the intersection. There is lighting along S. Meridian Street and the incident occurred during dark hours, but the positioning of the existing light poles likely would not have had any effect. It is unclear why the pedestrian began to cross the street when there were no visibility issues and there was an oncoming motorist in an area outside of a marked crosswalk.</p>
Recommendation	<p>Unfortunately, there is not enough information to draw an effective conclusion or make a recommendation.</p>



Master Record Number: 904255361

Date	April 3, 2023
Time	2:30 PM
Location/Nearest Intersection	Dr. MLK Jr. Drive & Ransom Street
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	Unknown
Does motorist have prior serious driving offenses?	Yes – Speeding 15 mph over the speed limit.
Circumstances	It is believed this was a medical emergency that occurred behind the wheel.
Recommendation	None.

Master Record Number: 904254081

Date	April 5, 2023
Time	12:21 AM
Location/Nearest Intersection	6011 E. Hanna Avenue
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	No
Circumstances	The motorist in question appeared to have been lost or confused, driving around the building several times in the parking lot before backing into a second vehicle, backing into a ditch, and the vehicle catching fire.
Recommendation	None; private property incident.

Master Record Number: 904256346

Date	April 8, 2023
Time	1:05 PM
Location/Nearest Intersection	Kevin Way & 38 <sup>th</sup> Street (250-feet north of intersection)
Vulnerable Road User	Yes
Hit & Run	No
SUV/Truck	Yes



High Rate of Speed?	Possibly – Witnesses described operator of SUV as “driving pretty fast.”
Does motorist have prior serious driving offenses?	No
Circumstances	The operator of a Jeep was traveling southbound on Kevin Way when they struck a bicyclist. The operator of the motor vehicle stated that the bicyclist was swerving from side to side when they attempted to pass the bicyclist on the left over a double-yellow line. The motorist “could not get over any farther due to oncoming traffic.”
Recommendation	Based on witness statements and the statements made by the motorist, they motorist made an inappropriate and illegal passing maneuver within 250-feet of a signalized intersection over a double-yellow line. It’s believed that the bicyclist may have been swerving to avoid obstacles within the roadway. The motorist should not have attempted to pass the bicyclist due to obstacles in the roadway, pavement markings, proximity to a traffic signal, oncoming traffic, lack of space to properly give a 3-foot minimum when passing a bicyclist and passing a person who had unpredictable movements. While the Team has no engineering recommendation, we do wish to make it known that there may be a need for an educational campaign surrounding how to safely pass vulnerable road users.

Master Record Number: 904258348

Date	April 12, 2023
Time	5:48 AM
Location/Nearest Intersection	46 <sup>th</sup> Street & Brown Road (204-feet east of intersection)
Vulnerable Road User	Yes
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	Yes – The operator of the vehicle, in 2021, was convicted of driving without a valid license and speeding within a work zone. They were caught speeding again more recently in March of 2023. The operator of the vehicle had no valid insurance at the time of the crash.
Circumstances	Investigation shows that the motorist had been traveling eastbound on East 46 <sup>th</sup> Street in the right-hand lane. It is believed that the pedestrian was walking in the bike lane, as there is no sidewalk available, when the pedestrian was struck by the motorist. No further information is available.
Recommendation	Sidewalks: Naturally, as this is a primary arterial with surrounding land uses such as houses and businesses, there is a general need for sidewalks



	in this area. However, funding has not yet been identified for sidewalks at this site.
--	--

**Master Record Number: 904261960**

Date	April 16, 2023
Time	4:00 AM
Location/Nearest Intersection	N. Post Road & E. 42 <sup>nd</sup> Street (400-feet north of intersection)
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	No
High Rate of Speed?	No
Does motorist have prior serious driving offenses?	Yes – Operator of Unit 1 (motorcycle) has a lengthy history of driving on suspended license, driving at unreasonably high speeds, operating a vehicle on a scheduled substance, and using a vehicle to commit an offense (theft). Operator of motorcycle had no insurance. Operator of the sedan has a history of driving on suspended license (recent; March 2023) (7x), disregarding signals, operating a vehicle with expired plates, driving with open containers of alcohol in the vehicle, operating a vehicle while intoxicated (2x), and speeding in work zones.
Circumstances	Unit 1 (motorcycle) was northbound on N. Post Road, as was Unit 2 (sedan). The operator of the motorcycle lost control due to unknown reasons and was ejected from the motorcycle. The operator of the sedan then ran over the motorcyclist. The motorcyclist was later pronounced dead.
Recommendation	While this crash didn't necessarily result from poor driving habits, the number of convictions and history of reckless driving among the two persons involved in the crash is alarming. This section of Post is being slimmed down and having a BRT station added. Future development at the Oaktree Apartments site could add additional safety elements.

**Master Record Number: 904260206**

Date	April 17, 2023
Time	4:26 PM
Location/Nearest Intersection	Stop 11 Road & McFarland Lane
Vulnerable Road User	No
Hit & Run	No
SUV/Truck	Yes
High Rate of Speed?	No



Does motorist have prior serious driving offenses?	No
Circumstances	The operator of Unit 1 was attempting to make a NB turn from Stop 11 Road to MacFarland Lane when the operator of Unit 2 struck them on the passenger-side. The operator of Unit 2 stated that Unit 1 made their turn too soon, causing the collision. The passenger of Unit 2 was later pronounced deceased.
Recommendation	This signal is going to go from a protected/permitted left to only a protected left to prohibit permissive lefts and give left-turners a dedicated signal phase that won't put them in the path of oncoming traffic.

Total Number of Crashes Reviewed: 14

Total Cases with Recommendations or Follow-Up Action: 4

Proportion of Crashes Involving Vulnerable Road User: 42.85%

Proportion of Crashes Identified as Hit & Run: 0%

Proportion of Crashes Involving SUV or Truck: 25.7%

Proportion of Crashes Involving Prior Serious Traffic Offender: 50%

Bicyclist Fatalities: 1

Pedestrian Fatalities: 5

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