



Fatal Crash Review Team Report for September 17, 2024

Indianapolis, Indiana

Meeting Minutes

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| Jill Palmer (DPW) | Present |
| Captain Frederick Ilnicki (IMPD) | Absent |
| Logan Lane (DMD) | Present |
| Theodore S Grain (Citizen Member) | Present |
| Damon Richards (Citizen Member) | Present |
| Jason Bowers (Public) | Present |
| Dave Allender (Public) | Present |
| Benjamin Morrical (Legal Counsel) | Present |

On Tuesday, September 17, 2024, at 2:00 PM, the meeting of the Indianapolis Fatal Crash Review Team was called to order.

Jill Palmer asked if there were any old business to attend to. Seeing none, Jill called down any new business. The Minutes and Report for the previous July 16th, 2024, 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 July 16th, 2024, were adopted with all in attendance voting “Yes.”

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

The fatal crashes to be reviewed for the period of May and June of 2024 were called down and presented to Team members. Each crash was discussed at length, the results of which are provided below.

Following the review of crashes, Jill Palmer asked for any further business from Team members. Jason Bowers informed the group that the next RSA location would be forthcoming and with a reminder that the next RSA field check (location TBD) will be held on Tuesday, October 15th, 2024. The selected location for the next RSA will have the highest combined total of severe injury and fatal crashes within the 2-month period May – June 2024.



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 Theodore Grain, and passed by all present members.

Signed,

Jason Bowers

Jason Bowers
 Transportation Safety Engineer
 Secretary – Fatal Crash Review Team

(1)- Master Record Number: 904531226

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| Date | May 2, 2024 |
| Time | 1:30 AM |
| Location/Nearest Intersection | EAST 38 th STREET & NORTH TEMPLE AVENUE |
| Vulnerable Road User? | Yes - Pedestrian |
| Hit & Run? | Yes |
| SUV/Truck? | Unknown |
| High Rate of Speed? | Unknown |
| Does motorist have prior serious driving offenses? | Unknown |
| Circumstances | On Thursday, May 2, 2024, at 01:30, King, Jon responded to a crash on E 38 th St. at the INT. of Temple Ave and the road surface was Dry. V1 {Describe V1 Action.} V2 {Describe V2 Action.} Officers were called to a report of a person down in the street in the 2500 block of E 38 th St. When Officers arrived, they found a man lying in the right EB travel lane. It appeared as if the man had been struck by an unknown vehicle. Supplement done to add Fatal Pedalcyclist. Toxicology results from Marion County Coroner. (JAG) Supplement to update victim to Pedestrian. 09-03-24 aw |
| | None. |

(2)- Master Record Number: 904506214

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| Date | May 2, 2024 |
| Time | 3:50 PM |
| Location/Nearest Intersection | SHADELAND AVENUE & BUSINESS ACCESS ROAD |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes - SUV |
| High Rate of Speed? | No |



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| Does motorist have prior serious driving offenses? | D1 = Multiple prior charges (Infractions) including no license and was charged in this case including No License. D2 = Speeding 2010; Felony 2013. |
| Circumstances | On Thursday, May 2, 2024, at 15:50, Anderson, D. responded to a crash on Shadeland Ave. at the INT. of Business Access Rd. and the road surface was Dry. V1, White Mazda Cx5, going straight. V2, Silver\Aluminum Honda Accord, turning left. Investigation showed V1 was traveling SB N Shadeland Ave. and attempted a left turn failing to yield to V2 who was traveling NB N Shadeland Ave. in the far-right lane. V1 struck V2 in the drivers rear corner causing V2 start to spin. V2 then started flipping NB N Shadeland Ave. D2 was ejected from the vehicle. D1 was transported to hospital with complaint of pain. D2 was transported to hospital and succumbed to injuries sustained in the crash on 5/15/24. Also see case IP240040107. No Coroner results could be added for Fatal D2 due to him not taken to the coroner's office. <i>Note: Crash data analysis shows 10 crashes have occurred at this intersection dating back to January of 2021. 3 crashes in 2021 - all PDO's; 2 crashes in 2022 - 1 PDO & 1 INC; 0 crashes in 2023; 5 crashes in 2024 (so far) - 3 PDO; 1 Non-INC; 1 Fatal (this subject crash).</i> |
| Recommendation | Protected left turns are needed, but there is no existing detection. This requires new loops in the left turn lanes or video detection and new signal heads to provide for the protected left turns. When this traffic signal is modernized signal visibility improvements would be included. Traffic Signal Ahead warning signs should be installed on Shadeland Ave. particularly for NB due to the interchange just to the south. |

(3) – Master Record Number: 904500050

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| Date | May 5, 2024 |
| Time | 8:30 PM |
| Location/Nearest Intersection | WEST 30 th STREET & 250' EAST OF FALCON DRIVE |
| Vulnerable Road User? | Yes - Pedestrian |
| Hit & Run? | Yes |
| SUV/Truck? | Yes – Van |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D1 = Unknown priors but was cited in this case including No License. |
| Circumstances | On Sunday, May 5, 2024, at 20:30, IMPD Officers responded to a crash on W 30 th St. 250 ft E of the INT. with Falcon Dr. and the road surface was dry. V1, Silver\Aluminum Nissan Quest, driving E on W 30 th St. Pedestrian 1, working on the southside of W 30 th St. Investigation shows V1 was EB on W 30 th St. Pedestrian 1 was doing some weed eating on the southside of W 30 th St. along edge of his property. V1 struck Pedestrian 1. Pedestrian 1 was |



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| | thrown in a SE direction and came to rest in the driveway of 4107 W 30 th St. V1 fled the scene EB W 30 th St. Under IMPD case number IP240041255, V1 was located and D1 was arrested. Supplement done to add Coroner Toxicology results for Fatal Pedestrian from the Coroner's office. (JAG) |
| Recommendation | None. |

(4) – Master Record Number: 904517696

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| Date | May 11, 2024 |
| Time | 9:40 PM |
| Location/Nearest Intersection | SOUTH 9 th AVENUE & RODERICK COURT (Beech Grove) |
| Vulnerable Road User? | Yes - Pedestrian |
| Hit & Run? | Yes |
| SUV/Truck? | Unknown |
| High Rate of Speed? | Unknown |
| Does motorist have prior serious driving offenses? | Unknown |
| Circumstances | On Saturday, May 11, 2024, at 21:40, King, Jon responded to a crash on 9 th Ave. at the INT. of Roderick Ct. and the road surface was Dry. V1 {Describe V1 Action.} V2, Black Volvo, {Describe V2 Action.} V1, a possible black Volvo 4-door was SB behind a witness. The witness said he saw Pedestrian 1 laying down in the SB travel lane. The witness said he swerved and successfully avoided Pedestrian 1, but V1 did not swerve and ran over Pedestrian 1 . The witness described the driver of the Volvo to officers. Pedestrian 1 was pronounced deceased after he was transported to Eskenazi Hospital. V1 fled the scene south on 9 th Ave. before turning E on Thompson Rd. Updated Local ID to correct number. aw 06-25-24 Supplement done to add Fatal Pedestrian Toxicology results from Marion County Coroner (JAG) |
| Recommendation | None. |

(5) – Master Record Number: 904506593

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| Date | May 12, 2024 |
| Time | 3:30 PM |
| Location/Nearest Intersection | 42 nd STREET & ARBORCREST DRIVE |
| Vulnerable Road User? | No |
| Hit & Run? | Yes |
| SUV/Truck? | No |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D1 = No priors, but was charged in this case (hit & run / No License) D2 = None |



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| Circumstances | V1 was traveling E on E. 42 nd St. approaching Arborcrest Dr. V2 was N on Arborcrest Dr., attempting to cross E. 42 nd St. and drove into the path of V1. V1 attempted to stop, however during a skid V1 struck V2. After the collision, V1 stopped, and the driver exited but left the scene without providing information. V1 and D1 were later located. Traffic for N and N Arborcrest Dr. is regulated by a stop sign, and E. 42 nd St. has no traffic control signals or signs. On Friday, May 24, 2024, Detective Abrams was contacted by the Marion County Coroner's Office who advised D2 was pronounced deceased from the blunt force trauma he suffered in the collision. No Coroner Tox results were available from the Marion County Coroner's office for Fatal Driver 2 (JAG) |
| Recommendation | None. |

(6) – Master Record Number: 904507971

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| Date | May 14, 2024 |
| Time | 4:42 PM |
| Location/Nearest Intersection | EAST 62 nd STREET & NORTH SHERMAN DRIVE |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes – SUV |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D1 = 1 Infraction (speeding) after this crash date. D2 = 1 prior (speeding). |
| Circumstances | On Tuesday, May 14, 2024, at 16:42, Thalheimer, Jason responded to a crash on 62 nd St. at the INT. of Sherman Dr. and the road surface was Wet. V1, Brown GMC Pickup, going straight. V2, Black Acura RDX, starting in traffic. V1 was traveling WB on 62 nd St. when it struck V2 as V2 pulled out on to 62 nd St. from Sherman Dr. V1 then continued WB and struck a tree. D1 was treated on scene and transported to Eskenazi Hospital where a blood draw was performed. V2 was stopped on Sherman Dr, facing S, and then began to pull on to 62 nd St. V2 was struck by V1 on the driver's side. V2 then went across the street and struck a tree, also on the driver's side. All three occupants in V2 were taken to Methodist hospital in critical condition. Both vehicles were towed to Auto Return by Affordable towing. The scene was photographed, and measurements were taken. Supplement created to update status of D2 and Passenger in V2 to fatal. Supplement done to add Toxicology results for Driver 1 and there were no results for Fatal Driver 2 (JAG) |
| Recommendation | None. |



(7)– Master Record Number: 904508588

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| Date | May 14, 2024 |
| Time | 7:03 PM |
| Location/Nearest Intersection | SR 37, 150' SOUTH OF SOUTH HARDING STREET (Currently INDOT jurisdiction relinquishing to DPW) |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes – Pick-up |
| High Rate of Speed? | Yes |
| Does motorist have prior serious driving offenses? | D1 = Multiple priors for speeding, intoxication, no license (Infractions, Misdemeanors, Ordinance Violations). No Felonies. |
| Circumstances | D2 said he was SB SR37 in the center lane, he said he saw V1 traveling NB in the SB lanes, he said he tried to get over but was struck by V1. D3 said he was SB SR37 in the left lane, he said he did not see V1 until it struck his vehicle. D4 said she was SB SR37 in the right lane, she said she saw V1 traveling NB in the SB lanes (wrong way driver), she said V1 struck V2, pushing V2 into her lane and struck her vehicle. D2 and P1 was transported to Eskenazi Hospital by Medic 26. D3 was transported to Eskenazi Hospital by Medic 23. Supplement done to add Toxicology results for Fatal D1, D2 and D3 (JAG) |
| Recommendation | None. |

(8)– Master Record Number: 904514167

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| Date | May 24, 2024 |
| Time | 6:05 AM |
| Location/Nearest Intersection | MICHIGAN ROAD, 650' NORTH OF DOUBLE TREE BLVD (Aldi) |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes – SUV |
| High Rate of Speed? | Yes |
| Does motorist have prior serious driving offenses? | Yes D1 = 1 Infraction (Speeding – Jan. 2024) D2 = Multiple priors since 2004: OWI, Speeding, Driving Suspended; Drugs |
| Circumstances | On Friday, May 24, 2024, at 06:05, Snow, Eric responded to a crash in 8300 block of Michigan Rd. and the road surface was wet. V1, Brown Kawasaki Ninja 650, going straight. V2, Black Nissan Rogue, turning left. Investigation shows V1 was SB on Michigan Rd. V2 was making a left turn from a parking lot to go N on Michigan Rd. V2 pulled out to make the left turn in front of V1. V1 struck V2 in the front quarter panel on the driver side. D1 was ejected in a south direction and came to rest in the roadway S of the crash on Michigan Rd. V2 came to rest facing east. D1 was transported to St Vincent Hospital upon arrival he was pronounce deceased. D2 stated she |



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| | <p>was exiting the Aldi on Michigan Rd. She observed V1 SB on Michigan Rd. in the right-hand lane. She then observed the turn signal active on V1 to turn off of Michigan Rd. She pulled out to turn left to go N on Michigan Rd. She observed V1 speed up very fast. She observed V1 hit the drivers front of her vehicle. Witness 1 stated she had just pulled out to go SB on Michigan Rd. She looked in her rearview mirror and saw V1 strike V2 and then saw D1 being ejected. She turned around and went back to the scene. People were assisting with D1. She saw D2 standing by her vehicle. She went over to her to see if she was ok. She stated that D2 told her, she didn't see V1. IMPD case number IP240047986 was assigned to this crash Supplement done to add Toxicology for both Drivers (JAG) The supplement was done to correct the Factors for V1.ERS</p> <p><i>Note: Crash data analysis shows 2 crashes have occurred at this INT. dating back to January of 2021. The analysis also shows that multiple crashes have occurred from the Double Tree Blvd. INT. to the N, and it appears this segment of Michigan Rd. is quite active.</i></p> |
| Recommendation | <p>A conversion of this drive entrance to a right in / right out was investigated, however crash data does not indicate a history to warrant this.</p> |

(9) – Master Record Number: 904511978

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| Date | May 27, 2024 |
| Time | 11:40 PM |
| Location/Nearest Intersection | SOUTHEASTERN AVENUE, 150' SOUTH OF MCGAUGHEY ROAD |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | No |
| High Rate of Speed? | Yes |
| Does motorist have prior serious driving offenses? | No |
| Circumstances | <p>On Monday, May 27, 2024, at 23:40, APPEGET, ERIC responded to a crash on SOUTHEASTERN AVE. 150 ft S of the INT. of MCGAUGHEY RD. and the road surface was Dry. V1, Blue Suzuki Gs500, going straight. V2, Blue Kia K5, making U-turn. On Tuesday, May 27, 2024, around 2340 hours, Southeast District Officers were dispatched to a P.I. crash in front of 8602 Southeastern Ave. Officers arrived on scene and updated the crash to a SBI crash and advised the involved vehicles were a motorcycle and a Kia sedan. D1 (motorcycle) was transported to Eskenazi Hospital by IEMS Medic 16 EMS 1873 in critical condition. D1 was pronounced deceased by Eskenazi Doctor Moore at 0012 hours. D2 stated that he was traveling on Southeastern Ave. in the southeast direction when he passed his turn for McGaughey Road. D2 then made a U-turn utilizing the parking lot of the Randy's Pizza (8602 Southeastern Ave). When he began to merge back</p> |



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| | <p>onto the NW lane of travel onto Southeastern Ave, a motorcycle struck the driver's side rear of his vehicle. There are no witnesses to this incident. The owner of the Randy's Pizza stated that they heard the motorcycle and advised it sounded as if he was traveling at a high rate of speed. Officer Appleget and Officer Coffin took several measurements on the scene to include debris fields, vehicle positions and possible tire marks. There were no skid marks that would indicate a sudden deceleration of the motorcycle on Southeastern Ave. D2 was transported to Eskenazi Hospital by IMPD Capitan Donald Weilhamer where ETOH and Toxicology chemical test samples were taken with consent from D2. IMPD Officer Elizabeth Saxon responded to the scene and took photos. Supplement done to add Toxicology results for both drivers. (JAG)</p> |
| Recommendation | <p>A work order was written to install a W2-2L Advance Intersection warning sign, with Street Name Plaque "MCGAUGHEY ROAD" on Southeastern Avenue, just north of McGaughey Road. This work order has been completed.</p> |

(10) – Master Record Number: 904514453

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| Date | May 28, 2024 |
| Time | 1:20 AM |
| Location/Nearest Intersection | WEST WASHINGTON STREET & SOUTH BANNER AVENUE (INDOT Jurisdiction) |
| Vulnerable Road User? | Yes - Pedestrian |
| Hit & Run? | Yes |
| SUV/Truck? | Yes – SUV |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | <p>D1 = Multiple prior Infractions (OWI, Possession, Suspended License, Speeding, Felony Theft). P1 = Multiple priors (Domestic Battery, Expired License, OWI, Speeding, Possession, Suspended License).</p> |
| Circumstances | <p>On Tuesday, May 28, 2024, at 01:20, IMPD officers responded to a crash on W Washington St. at the INT. of S Banner Ave. and the road surface was wet. V1, Silver\Aluminum Chevrolet Trax, going straight. Pedestrian 1, walking south. Investigation shows V1 was WB on W Washington St. Pedestrian 1 was walking WB in the inside lane of W Washington St. While Pedestrian 1 was walking in the inside lane of the WB lanes of W Washington St, Pedestrian 1 was struck by V1. Pedestrian 1 was thrown in a west direction and came to rest in the inside lanes of the WB lanes of W Washington St. V1 fled the scene. IMPD case number IP240049034 assigned to this hit and run crash. During the investigation, it revealed that Pedestrian 1 was ran over three times after being struck by V1. V1 and D1 were located. The supplement was done to correct the narrative. ERS Supplement was made to add Coroner Toxicology results for Fatal Pedestrian from the Marion County Coroner's office. (JAG) Supplement to</p> |



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| | correct pending test result to no. - aw 08-02-24 Supplement to mark investigation complete - aw 09-09-24 |
| Recommendation | None. |

(11) – Master Record Number: 904543697

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| Date | June 1, 2024 |
| Time | 12:30 PM |
| Location/Nearest Intersection | WEST 71 ST STREET & GEORGETOWN ROAD |
| Vulnerable Road User? | Yes - Pedestrian |
| Hit & Run? | Yes |
| SUV/Truck? | Yes – Semi Tractor |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | Unknown |
| Circumstances | Semi-tractor was traveling E on W. 71 st St. in the left turn lane and had stopped for a red traffic signal at Georgetown Rd. Pedestrian was walking north across W. 71 st St. in the crosswalk on the W side of Georgetown Rd. Before the Pedestrian was able to cross W. 71 st St, the traffic signal cycled and the left-turn arrow for the semi-tractor illuminated. At the time the left-turn arrow illuminated, the Pedestrian was directly in front of the semi-tractor, which towered over the Pedestrian. When the semi-tractor started forward on the green arrow, it struck the Pedestrian who fell to the roadway and was ran over by the right rear wheels of the vehicle. The semi-tractor continued with the left turn N onto Georgetown Rd. without the driver stopping. Pedestrian suffered grave injuries from the collision and was pronounced deceased at St. Vincent Hospital. Attempts to meet with registered owner of semi-tractor to obtain a statement were unsuccessful. supplement to mark investigation complete. - aw 09-09-24 |
| Recommendation | A work order was written to refresh transverse pavement markings at this intersection (all 4 legs), including stop bars, crosswalks, and arrow/onlys. This work order has been completed. |

(12) – Master Record Number: 904515586

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| Date | June 3, 2024 |
| Time | 3:30 PM |
| Location/Nearest Intersection | 82 ND STREET & ALLISONVILLE ROAD |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes – SUV |
| High Rate of Speed? | No |



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| Does motorist have prior serious driving offenses? | No |
| Circumstances | On Monday, June 3, 2024, at 15:30, RENNER, JEREMY responded to a crash on East 82 nd St. at the INT. of Allisonville Rd. and the road surface was Dry. V1, Red Nissan Rogue, going straight. V2, Tan Jeep Renegade, going straight. V3, Maroon\Burgundy (purple) Chevrolet Tahoe, slowing or stopped in traffic. V4, Red Jeep Grand Cherokee, slowing or stopped in traffic. D1 stated she was driving WB on E 82 nd St. through the INT. of Allisonville Rd. when she observed the light was red, and was already in the INT, and V1 struck V2. D2 stated she was driving NB on Allisonville Rd. through E 82 nd St. with a green traffic signal when V1 struck the passenger side of V2 causing V2 to strike V3 and V4. D3 stated he was facing SB on Allisonville Rd. at the INT. of E 82 nd St. when he observed V1 disregard a red traffic signal for E/WB traffic and V1 struck V2 causing V2 to come to a rest after striking V3 and slightly striking V4. D4 confirmed the statement given by D3 Report amended June 20 th , 2024, to correct the spelling of Passenger in V1, also to show Passenger of V1 succumbed to injuries sustained in the crash. DA |
| Recommendation | None. |

(13) – Master Record Number: 904522210

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| Date | June 3, 2024 |
| Time | 11:20 PM |
| Location/Nearest Intersection | MADISON 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 = multiple priors (Seatbelt violations, Speeding, Suspended License, Possession). |
| Circumstances | On Monday, June 3, 2024, at 23:20, APPEGET, ERIC responded to a crash on MADISON AVE. 1,000 ft and the road surface was Dry. V1, Red Mitsubishi Outlander Sport, going straight. V2, {Describe V2 Action.} V3, Silver\Aluminum Toyota Rav4, going straight. V4, Blue Dodge Dart, avoiding object in roadway. D1 WAS NOT ON SCENE WHEN OFFICERS ARRIVED. WHEN D1 ARRIVED, SHE REFUSED TO SPEAK TO POLICE. D3 ARRIVED ON SCENE AT A LATER TIME, STATED THAT HE WAS TRAVELING S ON MADISON AVE. AND STUCK AN OBJECT IN THE ROADWAY BUT WAS UNSURE WHAT THE OBJECT WAS. HE LATER CAME BACK TO THE SCENE AFTER SEEING POSSIBLE BLOOD ON HIS VEHICLE. D4 STATED THAT HE WAS SB ON MADISON AVE. AND OBSERVED AN OBJECT IN THE ROADWAY. HE ATTEMPTED TO AVOID THE OBJECT IN THE ROADWAY BY SWERVING BUT STILL STRUCK THE OBJECT WHICH WAS A PEDESTRIAN (UNIT 2) D3 AND D4 |



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| | WERE TAKEN TO ESKENAZI HOSPITAL WHERE A CHEMICAL TEST WOULD BE PERFORMED. RESULTS AT THIS TIME ARE PENDING. IT APPEARS AS IF UNIT 2 (PEDESTRIAN) JUMPED FROM V1 WHILE IN MOTION AND WAS THEN STRUCK BY V3 AND V4, SUPPLEMENT DONE TO ADD TOXICOLOGY RESULTS FOR ALL DRIVERS AND FATAL PEDESTRIAN, EXCEPT D1 (JAG) supplement to change pending test to NO - aw 8-6-24 |
| Recommendation | None. |

(14) – Master Record Number: 904526219

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| Date | June 13, 2024 |
| Time | 5:35 PM |
| Location/Nearest Intersection | 3201 NORTH KEYSTONE AVENUE |
| Vulnerable Road User? | Yes - Pedalcyclist |
| Hit & Run? | No |
| SUV/Truck? | Yes – Semi Truck |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D1 = Speeding, Seat Belt, Truck Overweight |
| Circumstances | <p>On Thursday, June 13, 2024, at 17:35, Snow, Eric responded to a crash on N Keystone Ave. and the road surface was Dry. V1, White Volvo Truck, going straight. Pedalcyclist 1, a three-wheel bicycle, turning right. Investigation shows V1 was NB on N. Keystone Ave. in the outside lane. Pedalcyclist 1 was WB in the driveway of 3201 N Keystone Ave, and he was making a right turn to go N on the sidewalk. When he was making the right turn, Pedalcyclist 1 lost his balance and fell off the three-wheel bicycle to the left and went into the roadway. V1 swerved to the left, but D1 stated he thinks the trailer passenger tires struck the Pedalcyclist 1. V1 came to stop north of the Pedalcyclist in the outside lane. Pedalcyclist 1 came to rest next to the curb just N of the driveway. Pedalcyclist 1 was pronounced deceased at the scene. D1 was transported to Eskenazi Hospital for a blood draw. Witness 1 stated that he was driving his own vehicle SB on N Keystone Ave. when he observed Pedalcyclist 1 riding his bicycle NB on the sidewalk on the E side of N Keystone Ave. Witness 1 stated that Pedalcyclist 1 fell off the bicycle and was run over by V1 driving NB on N Keystone Ave. Witness 2 stated that she was driving her own vehicle NB in the right curb lane on N Keystone Ave. behind V1. Witness 2 stated that she just saw some part of V2 strike Pedalcyclist 1 and could not tell further. Witness 3 stated she was SB in the left lane of N Keystone Ave. stopped in traffic when she saw Pedalcyclist 1 riding NB on the sidewalk on the E side of the street. Witness 3 stated that Pedalcyclist 1 fell off the bike and was struck by V1 driving NB in the curb lane on N Keystone Ave. Witness 4 stated that Pedalcyclist 1 is a friend of his and was over at his house. Witness 4 stated that they saw someone driving by who they knew, so Pedalcyclist 1 rode</p> |



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| | after him on his bicycle. Witness 4 stated that Pedalcyclist 1 exited the drive and turned NB on N Keystone Ave. but lost his balance and fell into the street. Witness 4 stated that it appeared as though Pedalcyclist 1 briefly attempted to get up before V1 in the curb lane ran over him. Supplement done to add Toxicology results for Driver and Fatal Pedalcyclist (JAG) |
| Recommendation | None. |

(15) – Master Record Number: 904522972

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| Date | June 13, 2024 |
| Time | 10:57 PM |
| Location/Nearest Intersection | MICHIGAN ROAD 60' SOUTH OF WEST 51 ST STREET (4800 NORTH MICHIGAN ROAD) |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | No |
| High Rate of Speed? | Yes |
| Does motorist have prior serious driving offenses? | No |
| Circumstances | Investigation showed V1 was traveling SB Michigan Rd, struck the curb on the W side of the street, continued SB against the curb, V1 ran up onto the sidewalk and into the lawn of 4800 Michigan Rd, V1 started flipping over damaging the lawn of 4800 Michigan Rd. coming to rest on top of a shrub next to the driveway. See Report under Case# IP240055128. Supplement done to add Toxicology results for Fatal D1 from the Marion County Coroner's office. (JAG) |
| Recommendation | A work order was written to PAINT SOLID WHITE EDGELINE for the curb lane of southbound Michigan Rd., from approximate stop bar location to a point approximately 120 feet south of 51st St. This work order has been completed. |

(16) – Master Record Number: 904525329

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| Date | June 17, 2024 |
| Time | 10:19 PM |
| Location/Nearest Intersection | MICHIGAN ROAD, 456' SOUTH OF DEPAUW BLVD. |
| Vulnerable Road User? | Yes - Pedestrian |
| Hit & Run? | No |
| SUV/Truck? | Yes – Pick-up |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D1 = OWI in 2011. |



| | |
|----------------|---|
| Circumstances | On Monday, June 17, 2024, at 22:19, officers responded to a crash on Michigan Rd, 456 ft S of the intersection of DePauw Blvd. and the road surface was Dry. V1, Black Nissan Titan, going straight. V2 {Describe V2 Action.} Investigation showed two Pedestrians were walking EB across Michigan Rd. from the Days Inn not in a cross walk. Pedestrian 1 made it safely across the street. Pedestrian 2 was a bit behind the first. Pedestrian 2 stepped into the path of V1 who was traveling NB on Michigan Rd. in the right lane. When Pedestrian 2 was struck it sent him into the weeds on the side of Michigan Rd. D1 and Pedestrian 1 looked for several minutes but could not locate Pedestrian 2. Pedestrian 2 was later located in the weeds and pronounced. Pictures and statements were taken at the scene. D1 was transported to Eskenazi hospital for a routine blood draw. Also see case IP240056435. Supplement done to add Toxicology results for D1 and Fatal Pedestrian. (JAG) |
| Recommendation | None. |

(17) – Master Record Number: 904525169

| | |
|--|---|
| Date | June 18, 2024 |
| Time | 9:50 AM |
| Location/Nearest Intersection | EAST FALL CREEK PKWY, 750' SOUTH OF EVANSTON AVENUE |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes – SUV |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D1 = OWI in 2007. |
| Circumstances | V1 was traveling SB on Fall Creek Parkway N. Dr. in the 3900 block. V2 was N on Fall Creek Parkway N. Dr. in the same block. For unknown reasons, V1 drifted into the N travel lanes, on a collision course with V2. D2 attempted to avoid a head-on collision, but the vehicles made contact on the passenger front side, spinning V2 almost 180 degrees. V1 was pushed to the E, drove over the curb, and came to a stop partially on the roadway. D1 was not restrained and suffered grave injuries from the collision; he was pronounced deceased at the scene by responding paramedics. D2 and a passenger in V2 suffered injuries and were transported by ambulance to I.U. Methodist Hospital. Supplement done to add Toxicology results for both drivers. (JAG) |
| Recommendation | None. |

(18) – Master Record Number: 904527246

| | |
|------|---------------|
| Date | June 21, 2024 |
| Time | 2:26 AM |





| | |
|--|---|
| Location/Nearest Intersection | WEST 56 th STREET & LAFAYETTE ROAD |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes – SUV |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D2 = Multiple priors (Resisting, Battery, Disorderly Conduct, multiple OWI, multiple Speeding. |
| Circumstances | D1 said he was EB W 56 th St, he said he had the green light to cross Lafayette Rd, he said he saw V2 NB Lafayette Rd. stopped at the red light at W 56 th St. D1 said as he entered the INT. V2 accelerated into the intersection in front of him, he said he could not stop in time and ran into the driver door. D1 declined any medical treatment at the time of this report. D2 was transported to Methodist Hospital by Medic 64. See report under Case # IP240057565. Supplement done to add Toxicology results for drivers. (JAG) |
| Recommendation | None. |

(19) – Master Record Number: 904530145

| | |
|--|---|
| Date | June 26, 2024 |
| Time | 6:25 AM |
| Location/Nearest Intersection | BROOKVILLE ROAD & SOUTH CARROLL ROAD (INDOT Jurisdiction) |
| 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 (2006). |
| Circumstances | On Wednesday, June 26, 2024, at 06:25, IMPD officers responded to a crash on Brookville Rd. at the INT. with S Carroll Rd. and the road surface was dry. V1, White Jeep Wrangler, going straight. V2, Gray Jeep Grand Cherokee, going straight. Investigation shows V1 was SB on S Carroll Rd. V2 was EB on Brookville Rd. Witnesses 1, 2 and 3 stated Brookville Rd. had the red light and V2 ran the red light. When V1 entered the intersection, V2 ran the red light. V1 struck V2 in the driver side. After being struck, V2 spun to the right, then the driver side went up in the air. V2 then struck a utility pole with the passenger side and a utility box with its rear on the SE corner of the INT. V1 spun to the right and ran off the road on the SE corner of the INT. V1 came to rest facing NW. D2 was pronounced deceased at the scene. D1 was transported to Methodist Hospital. IMPD case number IP24059317 Supplement done to add Toxicology results for Both drivers. (JAG) |
| Recommendation | None. |



(20) – Master Record Number: 904530549

| | |
|--|---|
| Date | June 27, 2024 |
| Time | 9:25 AM |
| Location/Nearest Intersection | MICHIGAN ROAD & WEST 61 ST STREET |
| Vulnerable Road User? | No |
| Hit & Run? | No |
| SUV/Truck? | Yes – Pick-up |
| High Rate of Speed? | No |
| Does motorist have prior serious driving offenses? | D1 = multiple priors (Speeding, Unsafe Lane Movement, No License, Suspended, Expired Plates, Failed to Register). D2 = Speeding (1993). |
| Circumstances | V1 was traveling SB Michigan Rd, V2 was traveling NB Michigan Rd. in the right lane. For an unknown reason V1 crossed the center line of the roadway striking V2. Officer Johnson oversaw the chemical test of D2. #IP240059735 8/27/24 Tox results entered in report. DA |
| Recommendation | None. |

SUMMARY

Total Number of Crashes Reviewed: 20

Total Cases with Recommendations or Follow-Up Action: 4 (20%)

Proportion of Crashes Involving Vulnerable Road User: 8 (40%)

Proportion of Crashes Identified as Hit & Run: 6 (30%)

Proportion of Crashes Involving SUV or Truck: 15 (75%)

Proportion of Crashes Involving Prior Serious Traffic Offender: 7 (35%)

Bicyclist Fatalities: 1 (5%)

Pedestrian Fatalities: 7 (35%)

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

ATTACHMENT A

Rockville Road and Lynhurst Drive

RSA

ROAD SAFETY AUDIT

| | |
|-----------|----------|
| Date: | 9/4/2024 |
| Des. No.: | n/a |

| | |
|-------------------------------|---|
| Reviewer Information: | Agency/Firm Name: Indy DPW - Engineering |
| Primary Author: Jason Bowers | Agency: Traffic Team |
| Phone Numbers: (317) 590-4279 | Email Address: jason.bowers@indy.gov |

Purpose of Review:

The Indianapolis City-County Council Ordinance PROP 24-022 requires the Fatal Crash Review Team (established under a prior ordinance) to review serious bodily injury crashes in addition to fatal crashes. For this purpose, an ongoing review of crash data for Marion County is being performed on a bi-monthly basis. Fatal and incapacitating injury crashes reported to ARIES during the period of January-February 2024 have been analyzed and the intersection of Binford Blvd. & Kessler Blvd. was identified as the highest crash location within this 2-month period. The team met to discuss current deficiencies at this existing intersection. A list of countermeasures has been developed to address the deficiencies that were identified. The results are included below.

Project Location:

| | | | |
|---|---------------------------------------|----------------------------------|---|
| Route: Rockville Road | District: Greenfield | City: Indianapolis | County: Marion |
| RP Start: | RP End: | Lat & Long: 39.858415 -86.093866 | Inside Urban Area Boundary: <input checked="" type="radio"/> Yes or No (circle) |
| MPO: Indianapolis Metropolitan Planning Organization (IMPO) | Project Type: Road Safety Audit (RSA) | | |

Location: Rockville Road at Lynhurst Drive
 The intersection is located in west central Marion County. See attached Site Location Map, Page 3.

Existing Conditions:

Within the study area, Rockville Road is a Primary Arterial and a Tier 4 Freight Corridor (IMPO). The roadway is not part of the National Highway System (NHS) and is not on the National Truck Network (NTN). Lynhurst Drive within the study area, is a Primary Arterial and a Tier 4 Freight Corridor (IMPO). The roadway is not part of the National Highway System (NHS) and is not on the National Truck Network (NTN). At this signalized intersection, Rockville Road forms the east and west legs, while Lynhurst Drive forms the north and south legs. The existing intersection is not skewed.

The EB approach of Rockville Road includes two dedicated left turn lanes, one through lane, and one shared through/right turn lane. The WB approach of Rockville Road includes one dedicated left turn lane, one through lane, and one shared through/right turn lane. The NB approach of Lynhurst Drive includes two dedicated left turn lanes, one through lane, and one shared through/right turn lane. The SB approach of Lynhurst Drive includes one dedicated left turn lane, one through lane, and one shared through/right turn lane. The posted speed limit along Rockville Road is 40 mph west, and 35 mph east of the intersection respectively, and the posted speed limit along Lynhurst Drive is 35 mph. Rockville Road has partially controlled access, while Lynhurst Drive has uncontrolled access. During the field check on 7/15/2024, the following issues were identified:

Notes from the Field Check

- Vehicle speeds were high, and traffic was aggressive. "Lane jockeying" was observed as the intersection is wider than the approach streets. Traffic is using the intersection area to pass before lanes are reduced farther away. Sideswipe crashes, as indicated by the crash data, seem to confirm this.
 - EB and SB have lane reductions beyond the intersection. "Snake that swallowed a rat" there are 6 lanes on the west approach, 5 on the north approach, 5 on the east approach, and 6 on the south approach. Can any of these thru and/or auxiliary lanes be eliminated with a road diet of the intersection?
- Using Google Street View, posted speed limit signs do not exist on any leg within the vicinity of the intersection. The City of Indianapolis GIS Streets layer was used to identify posted speed limits for each of the 4 legs.
- The existing traffic signal heads are yellow and include black backplates.
- Traffic signal ahead warning signs do not currently exist on any of the 4 legs of this intersection.
- Left turn movements are protected only in all directions – yet crash data indicates that left turn failure to yield crashes have occurred at this intersection.
- Rear ends are predominantly occurring on the EB approach – higher speeds coming from the wider section of Rockville Rd. near the interstate may be contributing. Rear end crashes make up 38% of the total manner of collision over the past 3 years of crash data. 22 of the 29 rear end crashes (76%) occurred "off-peak". Three of those 22 crashes were incapacitating.
- 21 of the 77 total crashes were same direction side swipes (27%), including the fatal crash that occurred on 3/28/24. The data does not reveal any specific trends, therefore a deeper dive into the crash date will be needed.
- Of the 7 Incapacitating crashes, 3 were Rear Ends (43%) and 3 were Left Turns or Right Angles (43%). Additionally, 4 of the 7 Incapacitating crashes were due to Failure to Yield ROW / Disregard Signal (57%).
- Most of the crashes are occurring during the daylight, when the weather is clear, and the pavement is dry. More crashes have occurred during the busiest hours of the day, which is to be expected.
- Closed drainage exists on all 4 legs of the intersection established by raised concrete curb and gutter with drainage inlets.
- ADA ramps exist in all 4 quadrants which need to be surveyed to determine if they are compliant with the most current standards.
- Pedestrian signal heads with push buttons also exist in all 4 quadrants of the intersection. However, none of the eight push buttons are currently working.
- Existing pavement markings are severely faded or absent on all approaches (especially stop bars, crosswalks, and lane arrows).
- Historical crash data was queried in ARIES to determine if any other fatal crashes have occurred at this intersection. None were found other than the 1 Fatal identified in the standard 3 full year crash data analysis for this RSA.
- Overhead street lighting exists in the northeast, northwest, and southwest quadrants of the intersection.
- Overhead utility lines exist along the north side of Rockville Rd. and along the west side of Lynhurst Dr. intersecting in the NE quadrant.

Traffic Operations:

a) Mobility/Congestion Performance: According to available traffic count data from INDOT's Traffic Count Database System (TCDS), the 2023 AADT along Rockville Road in the study area was approx. 19,800. The 2023 AADT along Lynhurst Drive in the study area was approx. 11,200.

b) Safety Performance / Crash Analysis: According to available crash data, there were 77 crashes associated with the study area from Jul-1 2021 to Jun-30 2024 (3 full years), of which 1 crash resulted in a fatality, 7 crashes resulted in incapacitating injuries, 5 crashes resulted in non-incapacitating injury or possible, and there were 64 PDOs. Note: The fatality occurred at this intersection on March 24, 2024. See attached Crash Summary, Pages 5-6. Output from HAT 4.1:

Jul-1, 2021 to Jun-30, 2024 Crash Data - Rockville Road at Lynhurst Drive (analyzed as a City Arterial Intersection) $I_{CF} = 2.90$, $I_{CC} = 2.42$

Alternatives and Recommendations

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

RECOMMENDED COUNTERMEASURES (Near-Term)

- Get traffic counts, conduct operations analysis, use that to evaluate lane configuration and signal phasing/timing.
- Update pavement markings with high reflective, durable markings. Note: the existing pavement is concrete.
- Repair all eight pedestrian push buttons to working order.

RECOMMENDED COUNTERMEASURES (Long-Term)

- Pending results of the additional analysis above, a longer term solution such as a "Road Diet" could be viable for this location. If a project is pursued in the future, the NEPA process will be followed, and intersection design alternatives will be considered to determine the preferred recommendation.

Costs Estimate(s) for Proposed Safety Improvement Project

NEAR-TERM
Near-term countermeasures are low cost, and will be completed by the Indy DPW Operations team.

LONG-TERM (Planning Level)
Total Cost = Approx. \$200,000

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

Project Score: (for INDOT use)

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

Miscellaneous Notes:

A site visit was held on Thursday, August 15, 2024, at 1:00 pm. The purpose of the site visit was to observe existing conditions, collect notes and photographs, and discuss proposed improvements with attendees. The following people were present: Zach Adamson, DPW Council Liaison, Jessica McCormick, District 15 Councilor, Damon Richards (Health by Design), Logan Lane (DMD), and Jill Palmer (Indy DPW).

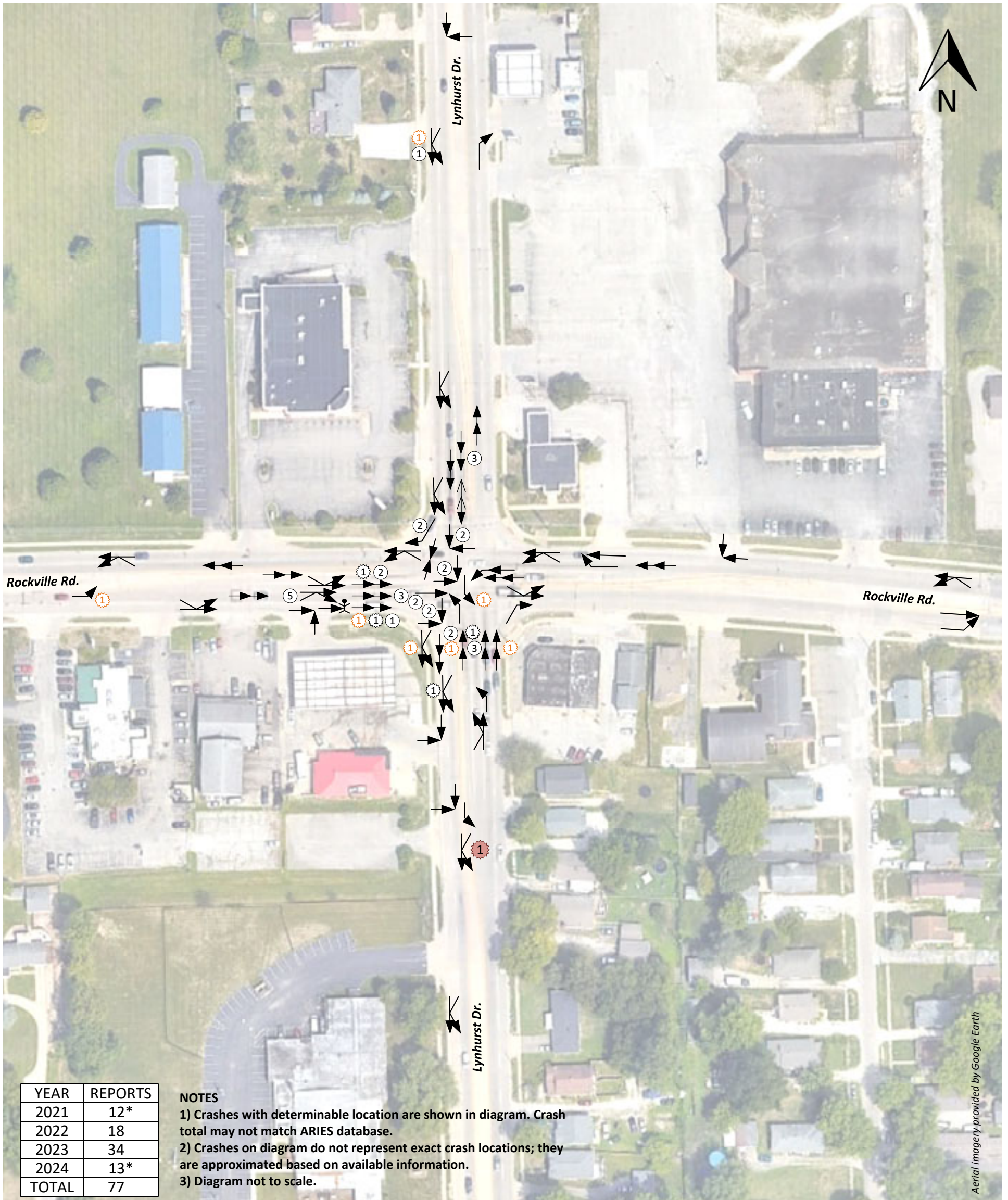
Attachments:

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

DIAGRAM OF COLLISION REPORTS

Rockville Rd. & Lynhurst Dr.

Study Period 7/1/2021 to 6/30/2024 Location: 3
 District: Greenfield County: Marion City/Town: Indianapolis
 Analyst: JB QC: JP Date: 7/25/24



| YEAR | REPORTS |
|-------|---------|
| 2021 | 12* |
| 2022 | 18 |
| 2023 | 34 |
| 2024 | 13* |
| TOTAL | 77 |

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.

*July 1, 2021 to June 30, 2024

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 – NONINCAPACITATING
- PDO CRASHES (IF > 1)

- 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

Aerial imagery provided by Google Earth

ARIES Summary
 Rockville Rd. & Lynhurst Dr.

Jul-1, 2021 to Jun-30, 2024 (3 Years)

Total # of Crashes **77**

| INJURY STATUS | |
|-------------------------------|----|
| FATAL | 1 |
| INCAPACITATING | 7 |
| NON-INCAPACITATING / POSSIBLE | 5 |
| PDO | 64 |

83%

| PERSON TYPE | |
|-------------|----|
| DRIVER | 76 |
| PEDESTRIAN | 1 |

| LIGHT CONDITION | |
|--------------------|----|
| DARK (LIGHTED) | 14 |
| DARK (NOT LIGHTED) | 1 |
| DAWN/DUSK | 3 |
| DAYLIGHT | 59 |

18%

77%

| WEATHER CONDITION | |
|-------------------|----|
| CLEAR | 55 |
| CLOUDY | 13 |
| RAIN | 8 |
| SNOW | 1 |

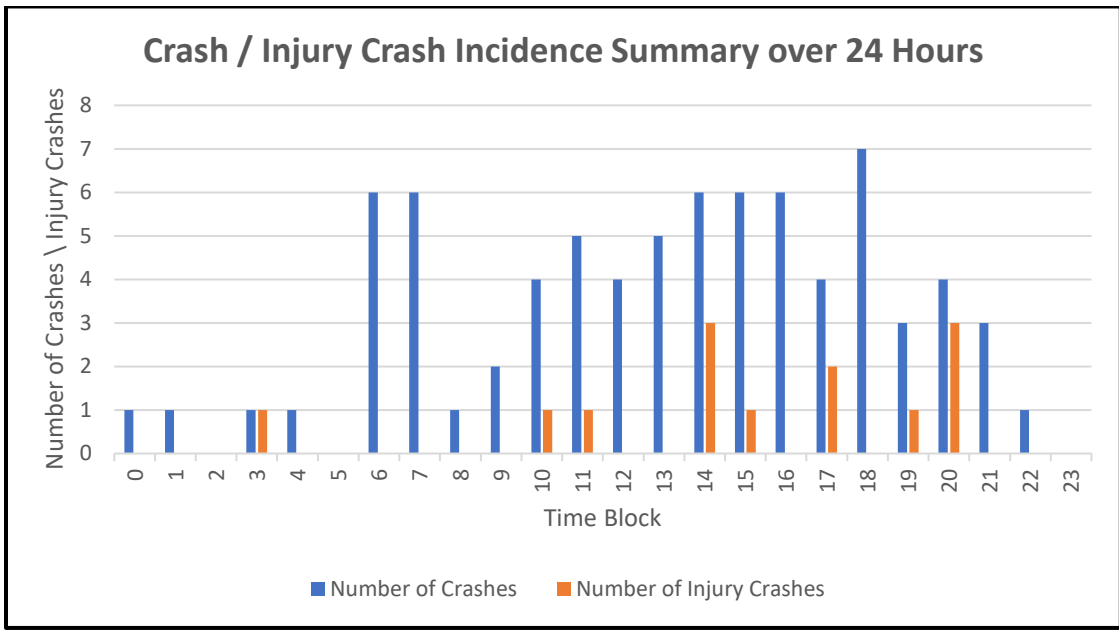
71%

| SURFACE CONDITION | |
|-------------------|----|
| DRY | 63 |
| ICE | 1 |
| SNOW/SLUSH | 1 |
| WET | 12 |

82%

| PRIMARY FACTOR | | |
|-------------------------------------|----|-----|
| BRAKE FAILURE OR DEFECTIVE | 2 | |
| DISREGARD SIGNAL/REG SIGN | 5 | |
| D DISTRACTED - EXPLAIN IN NARRATIVE | 1 | |
| FAILURE TO MAINTAIN LANE | 4 | |
| FAILURE TO YIELD RIGHT OF WAY | 21 | 27% |
| FOLLOWING TOO CLOSELY | 24 | 31% |
| IMPROPER LANE USAGE | 2 | |
| IMPROPER PASSING | 1 | |
| IMPROPER TURNING | 6 | |
| OTHER (D) - EXPLAIN IN NARRATIVE | 4 | |
| UNSAFE LANE MOVEMENT | 6 | |
| UNSAFE SPEED | 1 | |

| MANNER OF COLLISION | | |
|------------------------------------|----|-----|
| BACKING CRASH | 1 | |
| HEAD ON BETWEEN TWO MOTOR VEHICLES | 1 | |
| LEFT TURN | 4 | |
| LEFT/RIGHT TURN | 1 | |
| OTHER - EXPLAIN IN NARRATIVE | 4 | |
| REAR END | 29 | 38% |
| RIGHT ANGLE | 12 | |
| RIGHT TURN | 4 | |
| SAME DIRECTION SIDESWIPE | 21 | 27% |





01 - Looking west on Rockville Rd from the intersection



02 - Looking west on Rockville Rd from the intersection



03 - Looking west on Rockville Rd from the intersection



04 - Looking northwest from the southeast quadrant



05 - Northeast quadrant



06 - Looking east on Rockville Rd from the intersection



07 - Looking south on Lynhurst Dr from the intersection



08 - Looking south on Lynhurst Dr from the intersection



09 - Looking south on Lynhurst Dr from the intersection



10 - Looking south on Lynhurst Dr from the intersection



11 - Looking north on Lynhurst Dr from the intersection



12 - Looking north on Lynhurst Dr from the intersection

Attachments

Crash Narratives – Fatal & Incapacitating (Total =8)

904481935 – 3/28/2024 at 2:35 PM

DAYLIGHT CLEAR DRY IMPROPER TURNING SAME DIRECTION SIDESWIPE

FATAL – On Thursday, March 28, 2024, at 14:35, IMPD Officers responded to a crash on S Lynhurst Dr., 150 ft S of the intersection with Rockville Rd. and the road surface was dry. V1, Silver\Aluminum Chevrolet Silverado, making U-Turn. V2, Black Harley Davidson Heritage Softail Classic, going straight. Investigation shows V1 had just turned right out of the McClure Oil at 5301 Rockville Rd. to go SB on S Lynhurst Dr. V2 was SB on S Lynhurst Dr. D1 stated he had just pulled out of the McClure Oil to go south on Lynhurst then he was going to make U-Turn to go back north on Lynhurst. When V1 started to make the U-Turn, V1 changed lanes to the inside lane to make the left turn. V1 started the turn in front of V2. V2 struck V1 in the front quarter panel on the driver's side. D2 was ejected in the southeast direction and came to rest in the NB lanes of S Lynhurst Dr. After the collision, V2 went in an east direction and came to rest in the NB lanes. V1 continued SB and came to rest facing southeast in the NB lanes. D2 suffered critical injuries from the crash and was transported by ambulance to Methodist Hospital for treatment. However, despite medical intervention, D2's injuries were determined to be grave, and he was pronounced deceased. IMPD case number IP240028394 was assigned to the crash. Supplement was done to add Toxicology for D1 and No Coroner results for Fatal D2, D2 was not taken to Coroner.

904236542 – 3/5/2023 at 8:25 PM

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

INC – V2 stated they were stopped at the red light on N Lynhurst Dr. waiting to turn left onto Rockville Rd. when V1 hit the back of their vehicle. Witness 1 stated they were stopped to the left of V2 waiting on the light turn green when they observed V1 hit the back of V2, pushing them into the intersection and continuing around and hitting the power box on the northwest side of the intersection. Witness 1 stated V1 was unconscious behind the wheel. Witness 1 stated they broke the back window to gain access to D1 and clear out the smoke from the cabin. V1 was incapacitated at the time and was transported to Eskenazi Hospital by Wayne82 EMS 0452 with lacerations to the face, bruising to the left abdomen, and a scrap to the right hip. Airbags deployed in V1. V2 had bruising to the eye and complaint of pain but remained on scene. Airbags did not deploy for V2. V1 was towed to Auto return by Hadley Towing.

903846774 – 11/20/2023 at 8:00 PM

DARK (LIGHTED) CLEAR DRY D DISTRACTED - EXPLAIN IN NARR SAME DIRECT SIDESWIPE

INC – On Monday, November 20, 2023, at 20:00, Soto, Edgar responded to a crash on N Lynhurst Dr. at the intersection of Rockville Rd. and the road surface was Dry. V1, Blue Ford F150, Going straight. V2, Black Chevrolet Impala, Going straight. D1 states she was driving SB on Lynhurst Dr., sneezed three times, and lost control of her wheel hitting V2 was on the left lane. D2 states he was driving SB on Lynhurst Dr. the truck was on the right lane and then hit them out of nowhere. D2 and his passenger were transported to Methodist for their medical needs. Unable to get the insurance info of D2 due to his injuries. Both vehicles were towed by Ward's Towing to Auto return.

904487335 – 4/13/2024 at 5:30 PM

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

INC – On Saturday, April 13, 2024, at 17:30, Butler, Daniel responded to a crash on Rockville Rd. at the intersection of S Lynhurst Dr. and the road surface was Dry. V1, Black Ford Explorer, Going straight. V2, Tan Chevrolet Traverse, Going straight. D1 stated they were turning SB on S Lynhurst Dr. from the WB lane on Rockville Rd. D1 stated V2 failed to yield the right of way causing V1 to side swipe V2. V1 appeared to have

scratches and minor dents to the front driver's side end. D1 who is pregnant complained of pain to the stomach. D1 was checked out on scene by EMS but refused to be transported. D2 stated they were turning SB on Lynhurst Dr. from the EB lane on Rockville Rd. D2 stated V1 failed to yield the right of way causing V1 to side swipe V2. V2 appeared to have minor scratches and dents the driver's side wheel well area. The front right passenger in V2 complained of pain to the right shoulder, chest, and lower back. The passenger was transported to Methodist hospital by EMS. No other injuries reported. {Witness Statements} The Witness stated that he did observe a side swipe crash but unsure what was the actual cause of the crash.

904431337 – 1/12/2024 at 7:53 PM

DARK (NOT LIGHTED) CLOUDY WET FAILURE TO YIELD RIGHT OF WAY LEFT TURN

INC – On Friday, January 12, 2024, at 19:53, Officer Niewedde responded to a crash on Rockville Rd. at intersection the of S Lynhurst Dr. and the road surface was Wet. V1, White Chevrolet Cruse, turning left. V2, White Chevrolet Silverado, going straight. D1 stated she was driving SB on Lynhurst Dr. waiting to turn left to go EB on Rockville Rd. D1 said V2 had their high beams on and D1 could not see the traffic signal. D1 thought she had the green light and turned left. V2 was driving NB on Lynhurst Dr. when V1 turned in front of V2. V1 struck V2. D2 stated she was driving NB on Lynhurst Dr. when V1 turned in front of her. D2 stated she had the green light when V1 turned in front of her causing V1 to hit V2. D1 said she was approximately 6 weeks pregnant and had complaint of pain in the abdominal area. D1 was transported to a local hospital by medics. {Witness Statements} {Conclusion}

903854501 – 8/13/2021 at 11:30 AM

DAYLIGHT CLEAR DRY FOLLOWING TOO CLOSELY REAR END

INC – D1 STATED HE WAS TRAVELING EB 5300 ROCKVILLE RD. FOLLOWING A CAR FUNERAL PROCESSION. D1 SAID V2 STOPPED IN FRONT OF HIM SUDDENLY WITH OUT WARNING. D1 SAID HE HAD NO TIME TO AVOID V2 BEFORE HITTING IT IN THE D SIDE REAR BUMPER. D2 SAID SHE WAS TRAVELING EB 5300 ROCKVILLE RD. D2 SAID SHE OBSERVED A MOTORIZED VEHICLE WITH LIGHTS AND SIRENS LEADING A FUNERAL PROCESSION HEADING THE SAME DIRECTION. D2 SAID SHE PULLED TO THE RIGHT AND STOP. D2 SAID WHILE STOPIING HER CAR SHE WAS HIT IN THE DRIVER'S SIDE REAR BUMPER OF HER CAR. D2 COMPLAINED OF KNEES AND HEAD PAIN. D1 SAID HE WAS FINE. EMS MEDIC 0426 RESPONDED TO THE SCENE. D2 WAS TRANSPORTED TO METHODIST HOSPITAL FOR MEDICAL CHECK UP.

903969507 – 1/28/2022 at 5:07 PM

DAYLIGHT CLEAR ICE IMPROPER TURNING LEFT TURN

INC – D1 STATED SHE WAS TRAVELING WB ATTEMPTING TO TURN LEFT INTO GRINDSTONE CHARLEY'S SOUTH OF ROCKVILLE RD. SHE STATED AN INDYGO BUS STOPPED IN THE NORTH LANE EB ON ROCKVILLE RD. TO LET HER THROUGH TRAFFIC. D2 WAS TRAVELING IN THE SOUTH LANE EB AND DID NOT SEE D1 DUE TO THE INDY GO BUS. D1 WAS TRANSPORTED TO ESKENAZI HOSPITAL BY MD28-0452 WITH COMPLAINTS OF PAIN TO HER NECK.

903844857 – 7/28/2021 at 2:56 PM

DAYLIGHT CLEAR DRY UNSAFE SPEED REAR END

INC – D1 stated he was driving NB on Rockville/Lynhurst. D1 attempted to brake, and his brakes locked up. D2 stated he was stopped at the intersection waiting on the light. D2 then felt D1 rear end him. D2 was transported to Eskenazi Hospital for treatment. D3 stated he was rear ended by D2 due to D1 crashing into the rear of D2. D4 did not give a statement due to a language barrier. Officer observed the entire crash while on the way to another call. Officer observed D1 driving NB on Rockville/Lynhurst at a high rate of speed. D1 failed to slow down and rear-ended D2 causing a secondary crash with D3 & D4.

Meeting Minutes
Rockville Road & Lynhurst Drive
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 2024, as reported to ARIES, the intersection of Rockville Road & Lynhurst Drive is identified as a high crash location. A site visit was held on Thursday, August 15, 2024, 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:

Zach Adamson, DPW Council Liaison
Jessica McCormick, District 15 Councilor
Damon Richards (FCRT Member)
Jill Palmer (Indy DPW)
Logan Lane (Indy DMD)

Intersection Basics

This 4-leg intersection is signalized, including protected only 3-section heads for left-turn movements on all four legs. Both NB and EB have dual left turn lanes. All traffic signal heads are yellow with black backplates. Existing land use at the intersection is primarily commercial / retail, while land use just beyond the intersection is primarily residential. The posted speed limit on Rockville Rd. is 40 mph west, and 35 mph east of the intersection respectively. The posted speed limit on Lynhurst Dr. is 35 mph.

Crash History (ARIES Jul 1, 2021 – Jun 30, 2024)

- 77 crashes/3 years
- 1 Fatal
- 7 Incapacitating Injury
- 5 Non-Incapacitating Injury / Possible
- 64 Property Damage Only (PDO)

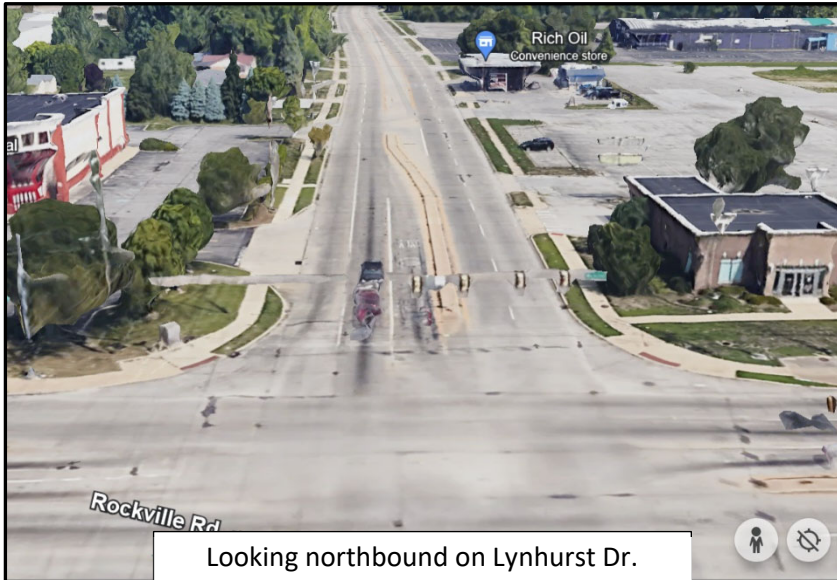
Output from HAT 4.1 (analyzed as City Arterial Intersection):

- $I_{cf} = 2.90$
- $I_{cc} = 2.42$

Observations and Preliminary Identified Problems

1. Vehicle speeds were high, and traffic was aggressive. “Lane jockeying” was observed as the intersection is wider than the approach streets. Traffic is using the intersection area to pass before lanes are reduced farther away. Sideswipe crashes, as indicated by the crash data, seem to confirm this.
 - EB and SB have lane reductions beyond the intersection. “Snake that swallowed a rat” there are 6 lanes on the west approach, 5 on the north approach, 5 on the east approach, and 6 on the south approach. Can any of these thru and/or auxiliary lanes be eliminated with a road diet of the intersection?
2. Using Google Street View, posted speed limit signs do not exist on any leg within the vicinity of the intersection. The City of Indianapolis GIS Streets layer was used to identify posted speed limits for each of the 4 legs.
3. The existing traffic signal heads are yellow and include black backplates.
4. Traffic signal ahead warning signs do not currently exist on any of the 4 legs of this intersection.
5. Left turn movements are protected only in all directions – yet crash data indicates that left turn failure to yield crashes have occurred at this intersection.
6. Rear ends are predominantly occurring on the EB approach – higher speeds coming from the wider section of Rockville Rd. near the interstate may be contributing. Rear end crashes make up 38% of the total manner of collision over the past 3 years of crash data. 22 of the 29 rear end crashes (76%) occurred “off-peak”. Three of those 22 crashes were incapacitating.
7. 21 of the 77 total crashes were same direction side swipes (27%), including the fatal crash that occurred on 3/28/24. The data does not reveal any specific trends, therefore a deeper dive into the crash data will be needed.
8. Of the 7 Incapacitating crashes, 3 were Rear Ends (43%) and 3 were Left Turns or Right Angles (43%). Additionally, 4 of the 7 Incapacitating crashes were due to Failure to Yield ROW / Disregard Signal (57%).
9. Most of the crashes are occurring during the daylight, when the weather is clear, and the pavement is dry. More crashes have occurred during the busiest hours of the day, which is to be expected.
10. Closed drainage exists on all 4 legs of the intersection established by raised concrete curb and gutter with drainage inlets.

11. ADA ramps exist in all 4 quadrants which need to be surveyed to determine if they are compliant with the most current standards.
12. Pedestrian signal heads with push buttons also exist in all 4 quadrants of the intersection. However, none of the eight push buttons are currently working.
13. Existing pavement markings are severely faded or absent on all approaches (especially stop bars, crosswalks, and lane arrows).
14. Historical crash data was queried in ARIES to determine if any other fatal crashes have occurred at this intersection. None were found other than the 1 Fatal identified in the standard 3 full year crash data analysis for this RSA.
15. Overhead street lighting exists in the northeast, northwest, and southwest quadrants of the intersection.
16. Overhead utility lines exist along the north side of Rockville Rd. and along the west side of Lynhurst Dr. intersecting in the NE quadrant.



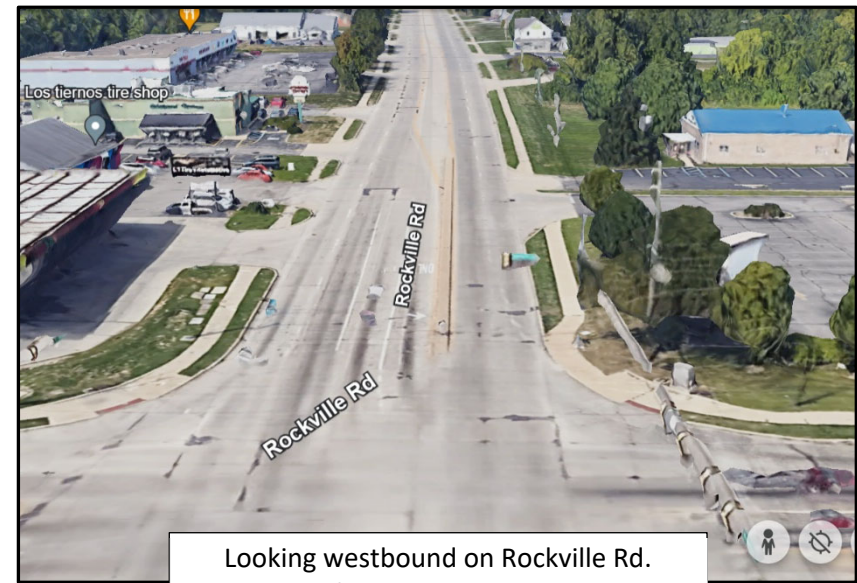
Looking northbound on Lynhurst Dr. from Rockville Rd.



Looking southbound on Lynhurst Dr. from Rockville Rd.



Looking eastbound on Rockville Rd. from Lynhurst Dr.



Looking westbound on Rockville Rd. from Lynhurst Dr.

Note: Photos via Google Earth 3D

August 22, 2024

Preliminary Recommendations

- Get traffic counts, conduct operations analysis, use that to evaluate lane configuration and signal phasing/timing. Any potential for a road diet at this intersection would come from the results of this analysis.
- Update pavement markings with high reflective, durable markings. Note: the existing pavement is concrete.
- Repair all eight pedestrian push buttons to working order.

Status Update: A work order has been submitted regarding item #2, and DPW Operations has been made aware of item #3.

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

Sincerely,



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cc: File