



Indianapolis Fatal Crash Review Commission

Meeting Minutes and Report

Indianapolis, Indiana

Minutes – August 24, 2022

This was an organizational meeting held among members to determine any legal challenges, meeting structure, and organizational leadership. It was formally moved, seconded, and adopted that Austin Gibble of DMD serve as the Chair to the Fatal Crash Review Commission.

After discussion of organization and legal strategy, the meeting was adjourned.

Minutes – November 15, 2022

The Indianapolis Fatal Crash Review Team meeting was called to order on November 15, 2022 at 1:00 PM. In attendance were the following individuals...

- Austin Gibble, DMD - Chair
- Jill Palmer, DPW
- Damon Richards, Bike Indianapolis
- Tedd Grain, Eskenazi Health
- Captain Frederick Ilnicki, IMPD
- Robert Frye, Legal Counsel

The meeting opened with recognition of attendance. Prior meeting minutes were not formally adopted. Post-recognition of attendance, the Team began reviews of the crashes. The results of these reviews and recommendations are available within these minutes (see below).

Review of crashes among the Fatal Crash Review Team was done over a time period of approximately 90-minutes. At the conclusion of these crashes, the Team discussed next steps.

Among the discussion-topics was that of note-taking. At this time, the Fatal Crash Review Team does not have a dedicated note-taker that could formulate more effective meeting minutes. The search for a dedicated note-taker is ongoing, but has taken longer than anticipated due to staff availability.

It was determined that, for the time being, members will present their notes to the Chair and the Chair shall translate them into meeting minutes.

Following discussion, it was moved to adjourn at approximately 2:30 PM.



Fatal Crash Reviews and Recommendations

Crashes are organized chronologically and identified by State ID. Crash reports were obtained through the Automated Reporting and Information Exchange System, or ARIES. The crash reports were collected and distributed by the Indianapolis Metropolitan Police Department. Crashes included in these reports are **only** those which have had their investigations complete. Crashes with ongoing investigations will be held until investigations are complete.

State ID 904053124

Date	June 8, 2022
Time	7:38 PM
Location/Nearest Intersection	Montcalm & 21 st Street
Vulnerable Road User	No
Hit & Run	No
Circumstances	Investigation shows single-vehicle crash with one fatality; motorist lost control of their vehicle.
Recommendation	None

State ID 904066193

Date	June 16, 2022
Time	7:05 PM
Location/Nearest Intersection	30 th Street & Arlington Avenue
Vulnerable Road User	No
Hit & Run	No
Circumstances	Two-vehicle collision with one fatality in which at least one motorist failed to yield to oncoming traffic while making an unprotected left turn.
Recommendation	Installation of a protected left-turn phase at this signal will be investigated. ADDENDUM: As of November 29, 2022, it was decided by the Indianapolis Department of Public Works that dedicated left-turn signal phases will be installed at the location of 30th Street & Arlington Avenue. These dedicated left-turn signal phases will be implemented for both north-south and east-west directions of travel.

State ID 904063615

Date	June 24, 2022
Time	6:10 PM



Location/Nearest Intersection	500 Block, North Shadeland Avenue
Vulnerable Road User	No
Hit & Run	Yes
Circumstances	Two-vehicle crash, one fatality. Motorist 1 crossed the undivided median/left-turn lane before striking a second motorist traveling in the opposite direction.
Recommendation	Broader investigation of recurring safety issues along Shadeland Avenue. Some form of separating median or speed warning may be appropriate, as motorists are often traveling at highway speeds after leaving I-465 northbound. It is also recommended that a dedicated left-turn signal phase from Shadeland to the IMPD East Campus drive.

State ID 904073310

Date	July 7, 2022
Time	5:42 AM
Location/Nearest Intersection	E. Washington Street & Gale Street
Vulnerable Road User	Yes
Hit & Run	No
Circumstances	Investigation showed motorist traveling eastbound on E Washington Street when they fatally struck a pedestrian crossing at the intersection (a legal crossing).
Recommendation	Coordination with future Blue Line and Black Mountain site redevelopment to improve lighting, sidewalks, and direct pedestrians towards signalized crossings, the opportunities for which may increase with the introduction of the Blue Line.

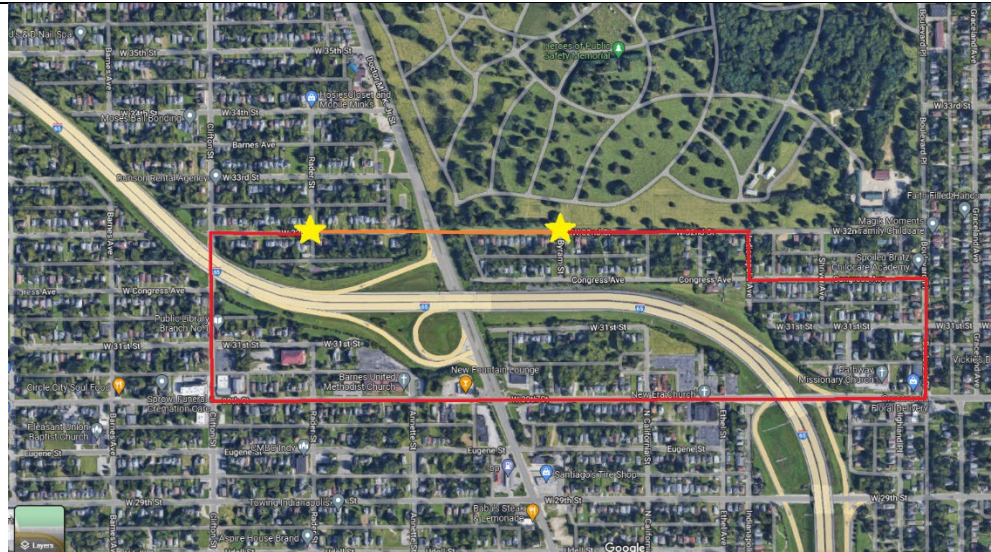
State ID 904073310

Date	July 8, 2022
Time	8:25 PM
Location/Nearest Intersection	33 rd Street & Dr. Martin Luther King Jr. Drive
Vulnerable Road User	Yes
Hit & Run	Yes
Circumstances	Investigation showed that Motorist 1 was northbound on Dr. MLK Jr. Drive when they fatally struck a pedestrian crossing at 33 rd Street.
Recommendation	This is a neighborhood that had local circulation and connectivity severely disrupted by the construction of interstate highways and lack of investment in pedestrian infrastructure. To cross beneath the interstate highway along Dr. MLK



Jr. Drive requires crossing at 33rd or 32nd Street at an unmarked crossing to reach a continuous sidewalk. It is recommended that the installation of a HAWK signal and formal crosswalk to provide a continuous, safe connection between sidewalks. Additionally, it is recommended that a pedestrian connection to Dr. MLK Jr. Drive be provided at 32nd Street. This would reconnect a street that has been severed since the late-1960s/early-1970s and would re-establish a connection between Riverside, Clifton, and Crown Hill (a short journey directly but requires circuitous navigation due to the severed street connections at 32nd Street and at Congress Avenue).





(Above): The disconnected street grid, a legacy of highway construction and road widening, has cut off Crown Hill from resources and businesses along Dr. MLK Jr. Drive. The map above shows the distance that would be required to walk from 32nd & Rader to 32nd & Byram; a distance of 1,600-feet (orange). However, if a pedestrian were to follow the sidewalk network to reach this location, the shortest distance would be 1.86 miles (red). This barrier along the path of least resistance presents a hazard to pedestrians and has dramatic implications to accessibility and safety for vulnerable citizens.

State ID 904074299

Date	July 10, 2022
Time	12:22 AM
Location/Nearest Intersection	11 th Street & Grant Ave
Vulnerable Road User	No
Hit & Run	No
Circumstances	Three-vehicle crash with two fatalities. Investigation showed Driver 1 was traveling northbound on N. Grant Avenue and ran the stop sign. Driver 2 was traveling through the intersection and had the right of way and was struck by Driver 1. There were three occupants, none wearing seatbelts, in the vehicle driver by Driver 1. Driver 1 and one of two passengers were killed. A third vehicle was parked legally on-street and sustained damage.
Recommendation	This is a case of reckless driving on a local street designed for slow speeds and low volumes; no recommendation.



State ID 904076755

Date	July 18, 2022
Time	7:40 PM
Location/Nearest Intersection	4619 E 83rd Street (Clearwater Shopping Center)
Vulnerable Road User	Yes
Hit & Run	Yes
Circumstances	Single-vehicle crash involving pedestrian. Investigation showed Pedestrian 1, a three-year old, walking northbound in the parking lot of the shopping center. Pedestrian 1 squatted down towards the ground for unknown reasons as Driver 1, in an SUV, entered the parking lot. The driver made a right turn into the parking lot, striking the pedestrian. Driver 1 continued but was later identified.
Recommendation	Private property; no recommendation.

State ID 904082734

Date	July 23, 2022
Time	1:03 AM
Location/Nearest Intersection	Ashurst St. & Brokenhurst Rd.
Vulnerable Road User	No
Hit & Run	No
Circumstances	Single-vehicle crash with one fatality. Investigation showed Driver 1 was operating a motorcycle with one passenger when they attempted to turn right onto Brokenhurst Road, locking the brakes and laying down the motorcycle. Driver 1 was ejected and later succumbed to their injuries. Passenger 1 was hospitalized.
Recommendation	None.

State ID 904083155

Date	July 24, 2022
Time	3:35 AM
Location/Nearest Intersection	56 th Street & Arlington Avenue
Vulnerable Road User	No
Hit & Run	No
Circumstances	Three-vehicle crash with one fatality. Investigation showed Drivers 1 and 3 were traveling at a high rate of speed along 56 th street; 120 miles per hour 4.8 seconds prior to the collision. Driver 2 was making a left turn from 56 th Street to Arlington Avenue. Driver 1 struck Driver 2, with Driver 3 following closely behind. Two passengers were not wearing a seatbelt



	and were ejected from Driver 2's vehicle; one of whom was killed. It is noted that Driver 2 had apparently been drinking at the time of the crash.
Recommendation	This was a case of extreme negligence and poor judgement due to street racing and the use of alcohol behind the wheel. There are no engineering or design solutions recommended for this case. However, this case is an example of the risky behavior being undertaken by motorists that have resulted in the increase to damage of property and loss of life and limb.

State ID 904084900

Date	July 29, 2022
Time	8:22 PM
Location/Nearest Intersection	W. Michigan Street & N. Concord Street
Vulnerable Road User	Yes
Hit & Run	Yes
Circumstances	Two-vehicle crash with one fatality. Investigation shows a bicyclist traveling westbound with traffic on West Michigan Street near the intersection of Concord Street when the bicyclist was struck from behind by a motorist, killing the cyclist. Driver 1 did not stop and attempted to flee. Their attempt to flee failed when the vehicle stalled near W. Michigan Street and Tibbs Avenue. The driver abandoned the vehicle but later returned.
Recommendation	There is an extension of the West Michigan Street protected bike lane from the B&O Trail west to the Eagle Creek Greenway. However, there is no funding currently tied to this project. It should also be noted that the driver of the vehicle had eighteen (18) prior offenses on their driving record.

Total Number of Crashes Reviewed: 11

Proportion of Crashes Involving Vulnerable Road User: 36.4%

Proportion of Crashes Identified as Hit & Run: 36.4%

Bicyclist Fatalities: 1

Pedestrian Fatalities: 3