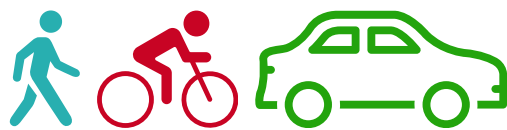
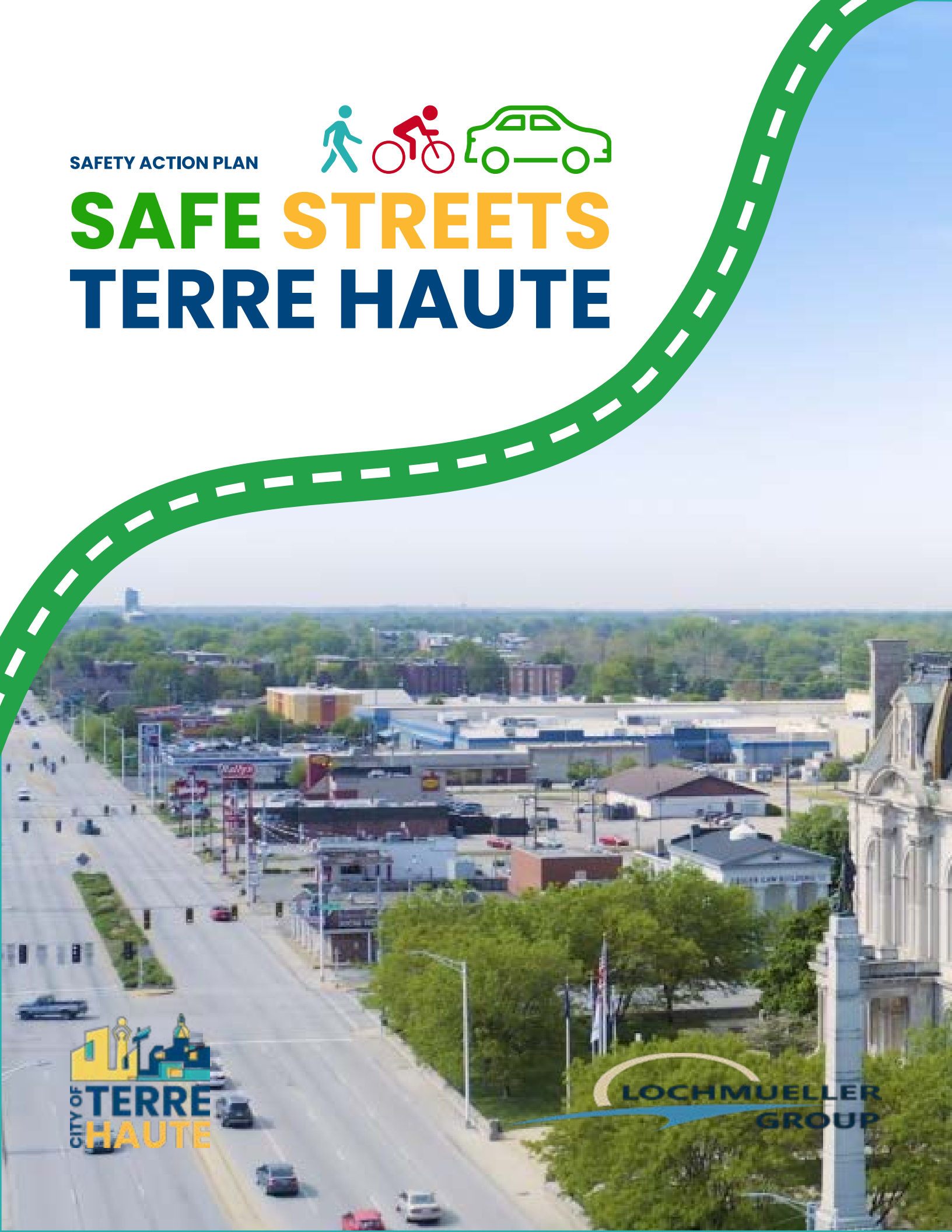


SAFETY ACTION PLAN



SAFE STREETS TERRE HAUTE



LOCHMUELLER
GROUP

ACKNOWLEDGEMENTS

The development of the Safe Streets Terre Haute Safety Action Plan reflects the dedicated leadership of Terre Haute Mayor Brandon Sakbun and the strategic direction provided by the project's Steering Committee. The Mayor's commitment to community well-being and public safety has been instrumental in providing momentum from the beginning of this initiative, and will continue into the future. The Steering Committee's collaborative efforts and thoughtful guidance successfully shaped the plan's vision, ensuring the development resulted a comprehensive and actionable plan that addresses the city's transportation safety priorities.

For more information, see the complimentary reports shown below.

Safety Toolkit

The Safe Streets Terre Haute Safety Toolkit provides a menu of proven safety countermeasures that can be implemented to enhance transportation safety for all road users.

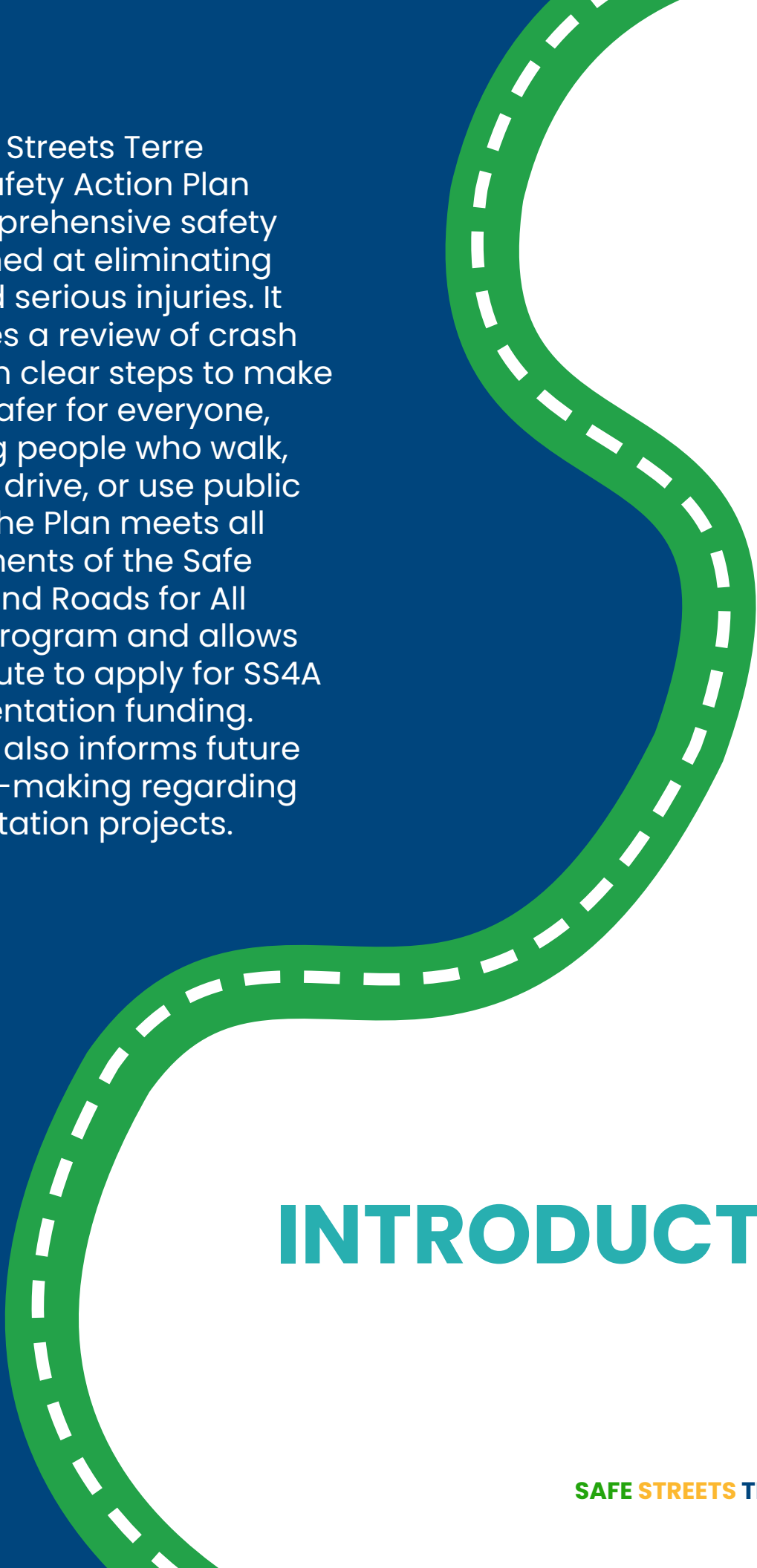
Appendix

The Safe Streets Terre Haute Safety Action Plan Appendix provides relevant background and technical details that support the findings and recommendations in the Safety Action Plan.



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The Safe Streets Terre Haute Safety Action Plan is a comprehensive safety plan aimed at eliminating fatal and serious injuries. It combines a review of crash data with clear steps to make streets safer for everyone, including people who walk, bike, roll, drive, or use public transit. The Plan meets all requirements of the Safe Streets and Roads for All (SS4A) program and allows Terre Haute to apply for SS4A implementation funding. The Plan also informs future decision-making regarding transportation projects.

INTRODUCTION

INTRODUCTION

The purpose of the Safe Streets Terre Haute Safety Action Plan (the Plan) is to define the extent of roadway safety problems in Terre Haute, gather meaningful input from residents and stakeholders, and propose solutions that will reduce fatal and serious injuries. The Plan emphasizes fairness and inclusion by ensuring that safety improvements benefit all parts of the City, including neighborhoods that have been historically underinvested or disproportionately affected by traffic injuries.

A steering committee made up of City staff, local leaders, and community representatives played an active role in shaping the Plan. This group will also help guide the implementation of its recommendations and monitor progress over time. The strategies outlined in the Plan follow a Safe System Approach, which recognizes that humans make mistakes and that streets should be designed in a way that prevents those mistakes from resulting in deadly outcomes.

Recommendations include both physical improvements and programmatic strategies. Infrastructure projects target the City's most dangerous corridors and intersections, while policies focus on driver education, public outreach, safer design standards, and performance monitoring. Together, these efforts will help make Terre Haute's streets safer and more predictable for all users.

Background & Context

The Background & Context element provides relevant information on key topics including Safe Streets and Roads for All.

The Vision

The Vision is the foundation of this Plan and outlines the long-term goals, ideals, and values.

Engagement

The Engagement element provides an overview of public and stakeholder engagement efforts.

Analysis

The Analysis element details crash trends and identifies the High Injury Network and underserved community target areas.

Safety Toolkit

The Safety Toolkit element provides a reference of proven safety countermeasures.

Action Plan

The Action Plan element offers strategies to achieve the goal of zero roadway fatalities and serious injuries.

BACKGROUND & PURPOSE

By 2050, the City of Terre Haute aims to eliminate traffic-related fatalities and serious injuries on its streets. Through the Safe Streets Terre Haute Safety Action Plan, the City and its partners are working to create a transportation system that is designed for people of all ages and abilities, connects every neighborhood with safe options, treats traffic safety as a preventable public health crisis, uses data to guide improvements, and reports progress transparently.

Traffic crashes are a leading cause of preventable death in the United States. In 2021, nearly 43,000 people were killed in traffic crashes, the highest number in 16 years according to the National Highway Traffic Safety Administration (NHTSA). Since 2020, notable increases include:

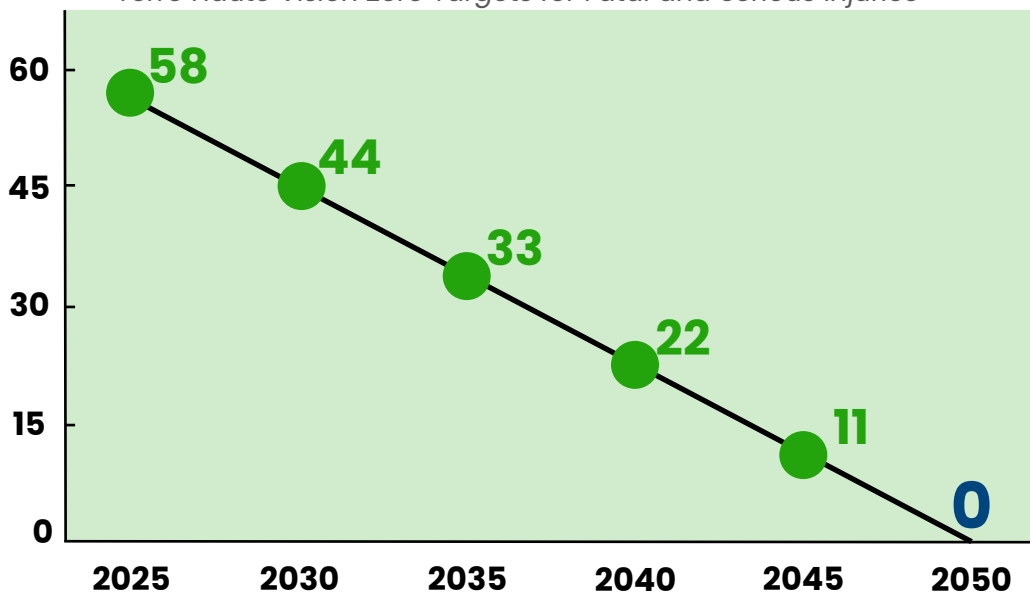
- Fatalities on urban roads up 16%
- Pedestrian fatalities up 13%
- Bicyclist fatalities up 5%
- Speeding related fatalities up 5%

In Terre Haute, traffic crashes result in an average of 5 deaths and about 380 injuries each year. These incidents have serious impacts on families, neighborhoods, and the community as a whole.

The Safe Streets Terre Haute Safety Action Plan is a coordinated effort to improve roadway safety by bringing together planners, engineers, law enforcement, first responders, and the public. Reaching the goal of zero traffic deaths and serious injuries will take sustained leadership, collaboration, and accountability.

This Plan includes a detailed analysis of crash patterns and provides clear, actionable strategies to make streets safer. It focuses on safety for everyone who uses the transportation system, including people who walk, bike, roll, drive, or take public transit.

Terre Haute Vision Zero Targets for Fatal and Serious Injuries



Plan Area

Terre Haute is a regional hub located in western Indiana along the Wabash River near the Illinois state line. As the county seat of Vigo County and home to Indiana State University, the City serves as an important economic, educational, and transportation center for west-central Indiana. Terre Haute is situated at the crossroads of several key transportation routes, including Interstate 70, which provides east-west access across the state and connects the City to Indianapolis and St. Louis. U.S. Routes 40, 41, and 150 also run through the City, along with a network of state highways that support both local and regional travel.

The City's roadway network includes a mix of high-speed corridors, older urban arterials, and neighborhood streets, many of which face challenges related to safety, accessibility, and multimodal connectivity. Key thoroughfares such as Wabash Avenue, Poplar Street, Lafayette Avenue, and Third Street (U.S. 41) play a vital role in supporting local mobility and regional freight movement. As Terre Haute continues to grow and evolve, addressing safety concerns on these corridors, as well as in residential areas and near schools, is essential to improving transportation outcomes for all users.

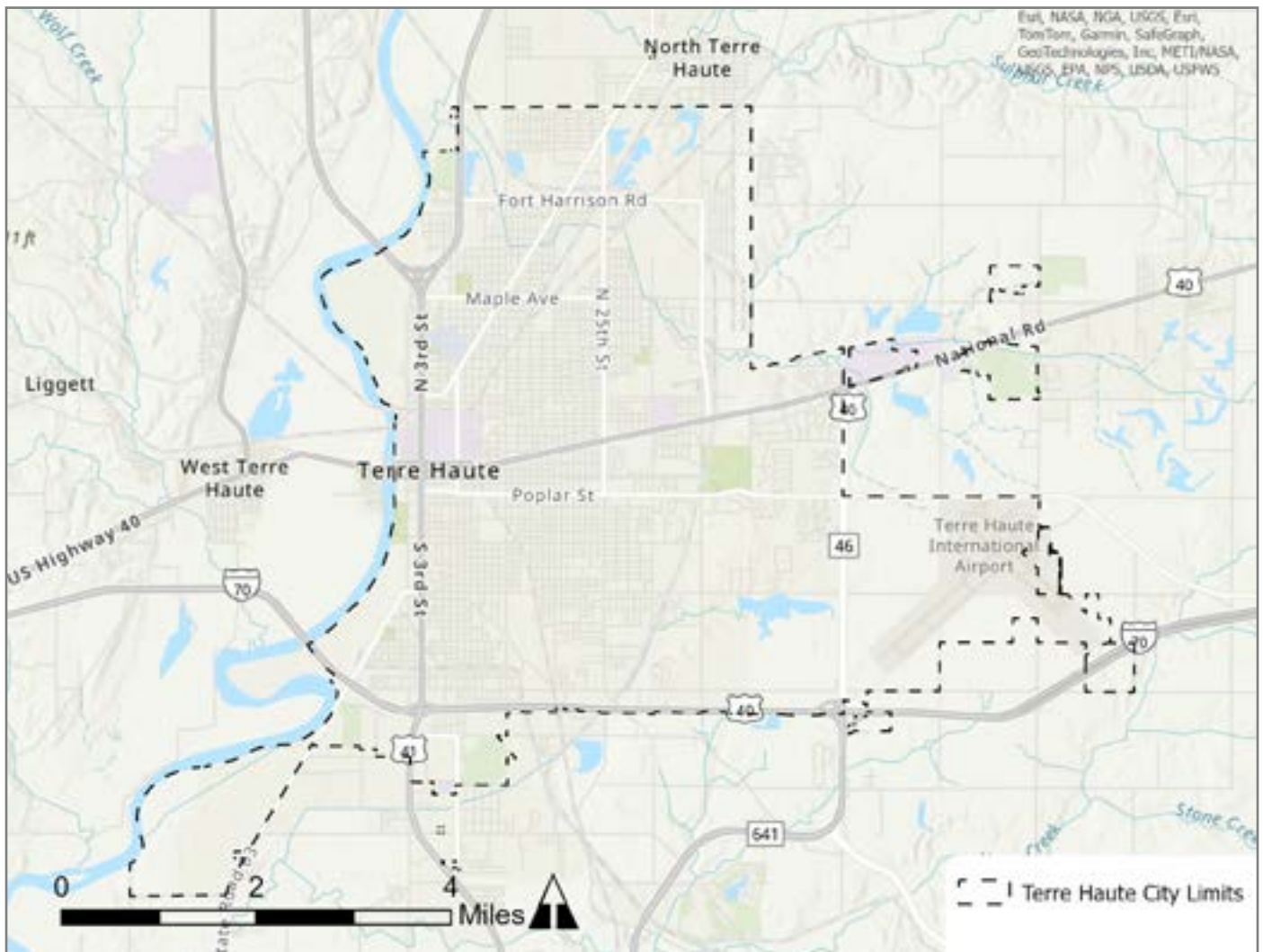


Figure 1: Terre Haute

Safe Streets & Roads for All (SS4A)

In response to the growing number of traffic-related deaths and serious injuries, the U.S. Department of Transportation (USDOT) released the National Roadway Safety Strategy (NRSS). This strategy outlines a national framework to address the crisis of roadway fatalities and promotes a goal of zero traffic deaths. The NRSS adopts the Safe System Approach, which focuses on designing a transportation system that anticipates human mistakes and reduces the likelihood and severity of crashes.

To support the NRSS, the Bipartisan Infrastructure Law (BIL) created the Safe Streets and Roads for All (SS4A) discretionary grant program. The SS4A program makes \$5 billion available over five years, from 2022 through 2026. Although collaboration with state departments of transportation is encouraged, SS4A grants are limited to local and regional entities. This structure gives cities, counties, and metropolitan planning organizations more direct access to federal safety funding and greater influence over how those funds are used.

The SS4A program funds two categories of grants:

- Planning and demonstration grants support the development or expansion of a safety action plan.
- Implementation grants fund projects and strategies that are already identified in a qualifying safety action plan.

A completed and eligible safety action plan is required to apply for an implementation grant.

SS4A Eligibility

To determine eligibility for SS4A implementation funding, applicants must complete the SS4A Self-Certification Eligibility Worksheet.¹ This worksheet outlines specific criteria that a safety action plan must meet. Each requirement is addressed in this Plan as outlined in Table 1, with page numbers provided to reference where each item is covered.

Table 1: Safety Action Plan Requirements Table

SS4A Safety Action Plan Requirements	Page
Public Commitment to Zero Fatalities and Serious Injuries	6
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¹ [SS4A-FY25-Self-Certification-Worksheet](#)



THE VISION

Process

In 2023, the City of Terre Haute received a Safe Streets and Roads for All (SS4A) grant to create a comprehensive safety action plan. The planning effort officially began in November 2024 and was led by the Terre Haute Planning Department in partnership with the Safe Streets Terre Haute Safety Action Plan steering committee.

With support from the Terre Haute Area Metropolitan Planning Organization (THAMPO) and City staff, crash data was collected, reviewed, and cleaned to ensure accuracy. This data informed a

detailed safety analysis that examined common crash types, contributing factors, the High Injury Network (HIN), and areas with concentrations of disadvantaged communities.

Public involvement was a key part of the process from the start. Residents, community groups, and stakeholders were invited to engage through an online survey, interactive mapping tools, open houses, small group interviews, and consistent outreach on social media. These efforts ensured that a wide range of voices helped shape the direction of the Plan.

THE SAFE SYSTEM APPROACH

The Safe System Approach is the guiding paradigm of the USDOT National Road Safety Strategy (NSRR) for addressing roadway safety.

A commitment to zero traffic deaths and serious injuries requires a shift in philosophy to address roadway safety. This shift is demonstrated by a Safe System Approach which focuses on both human mistakes and human vulnerability to design a transportation system with redundancies built in to protect all users. The Safe System Approach is a holistic and human centered approach to roadway safety. The principles of the Safe System Approach are:

› DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE.

The Safe System Approach is an ethical principle that no one should suffer death or serious injury while using the transportation system.

› HUMANS MAKE MISTAKES.

People will inevitably make mistakes but the transportation system can be designed to mitigate human mistakes to avoid death and serious injury.

› HUMANS ARE VULNERABLE.

Human bodies have physical limits for tolerating trauma, therefore, it is critical to design a transportation systems that accommodates physical human vulnerabilities.



› RESPONSIBILITY IS SHARED.

All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.

› SAFETY IS PROACTIVE.

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

› REDUNDANCY IS CRUCIAL.

Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

IMPLEMENTING THE SAFE SYSTEM APPROACH

Implementation of the Safe System Approach revolves around five objectives, each with its own relevant actions.

Safer People

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



Review of Related Plans

See You in Terre Haute 2025 Community Plan

This community vision plan emphasizes infrastructure, health, and quality of life—pillars that reinforce the Safety Action Plan’s goals to improve equitable access, enhance community wellness, and create safer travel options, especially for vulnerable road users. Its broad focus on livability supports safety improvements as part of overall community revitalization and population retention.



Indiana Strategic Highway Safety Plan (SHSP) (2022–2026)

As the statewide safety framework, the SHSP provides the foundation for Terre Haute’s Safety Action Plan by aligning with the Safe System Approach, defining key emphasis areas (like intersections and vulnerable road users), and reinforcing Indiana’s “Toward Zero Deaths” vision. Its data, strategies, and priorities directly inform local actions and ensure consistency with state and federal safety initiatives.

Terre Haute Parks and Recreation Master Plan (2025–2029)

This plan advances neighborhood connectivity and equitable access to parks through trails, sidewalks, and safe crossings—goals that overlap with the Safety Action Plan’s emphasis on active transportation safety. The focus on underserved areas and partnerships can help inform safe access routes to parks, especially for pedestrians and bicyclists.



Terre Haute 2050 Metropolitan Transportation Plan (MTP)

The 2050 MTP aligns closely with the Safety Action Plan through its Safe System Approach, performance-based prioritization, and targeted safety goals. It provides critical crash analysis, equity-focused project scoring, and long-range investment strategies that guide infrastructure improvements and ensure that safety remains a central consideration in future transportation decisions.

Key Concepts

This Plan does not live in a vacuum, but rather within a complex environment of interrelated concepts, programs, and terminology. The following descriptions are intended to clarify common concepts that relate to safety and safety action plans in general.



Vision Zero

Vision Zero is the global movement to end traffic-related fatalities and serious injuries by incorporating a Safe System Approach to roadway safety. Though sometimes used interchangeably, Vision Zero is the goal and a Safe System Approach is the way to achieve that goal.

Underserved or Disadvantaged Community

Underserved and disadvantaged communities are those that face systemic barriers to full economic, social, and civic participation and experience disproportionately high health, environmental, and economic impacts.²

Vulnerable Road Users (VRU)

Vulnerable Road User is a term that describes those who are most at risk in the event of a crash. The term is often applied to pedestrians and bicyclists but sometimes broadened to include motorcyclists or specified to the elderly or the disabled. The concept of a vulnerable road user is important because they account for a growing share of roadway fatalities in the U.S.³

² <https://eelp.law.harvard.edu/wp-content/uploads/2023/09/2023-update-to-the-DOT-Equity-Action-Plan-compressed.pdf>

³ https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf



Crashes, Not Accidents

The specific language used to describe events can significantly alter the meaning. Fatal and serious injuries have a real impact on crash victims and families who must face the realities of an unforgiving transportation system. The term 'accident' implies there is little that can be done to prevent an event where no fault is evident. However, crashes are preventable, and changing semantics can profoundly alter people's perception of the problem and empower communities to reduce traffic-related injuries and make safer streets.

Injury Classifications

Each record in the crash data represents one crash and includes an injury status for each crash. Different levels of injury severity carry distinct implications for public health, emergency response, and roadway improvements. Injury classifications are defined as follows:

Fatal Injury: Any injury that results in death within a 30 day period after the crash occurred.

Incapacitating (Serious) Injury: A non-fatal injury that prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury.

Incapacitating injuries are also referred to as serious injuries and together with fatal injuries are the target of this Plan.

Non-incapacitating Injury: An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment.

Possible Injury: Any injury reported or claimed which is not visible.

Property Damage Only (PDO): No apparent injuries.

To better summarize trends and patterns, injury classifications are grouped into three groups:

- **Killed or Seriously Injured (KSI) – Fatal Injury and Incapacitating Injury Crashes**
- **Minor Injury – Non-Incapacitating Injury Crashes and possible injuries**
- **Property Damage Only (PDO)**

SAFETY TOOLKIT

The Safe Streets Terre Haute Safety Action Plan Safety Toolkit serves as a core resource to help reduce traffic-related fatalities and serious injuries across the City. Grounded in the Safe System Approach, the toolkit recognizes that human error is inevitable, and therefore, the transportation system must be designed to prevent those errors from resulting in deadly or severe consequences.

Developed using national best practices and guidance from the Federal Highway Administration and the National Highway Traffic Safety Administration, the toolkit presents a range of proven, context-sensitive safety countermeasures. These strategies are designed to address the most common crash patterns, roadway configurations, and traffic behaviors observed throughout the region.

Each countermeasure is supported by detailed information about its expected safety benefits, the types of locations where it is most applicable, key design considerations, and estimated implementation costs. The toolkit places strong emphasis on protecting vulnerable road users, including pedestrians, bicyclists, and motorcyclists.

Through infrastructure improvements and targeted traffic management, these countermeasures aim to enhance safety and accessibility while addressing longstanding disparities in crash risk and access to safe transportation options.

Flexibility is central to the toolkit's design. It allows planners, engineers, and decision makers to select interventions that are both appropriate to specific crash conditions and feasible within local resource constraints. The toolkit supports both targeted, location-specific improvements as well as broader, systemic strategies that can be applied across corridors or communities.

Aligned with the analysis of the High Injury Network, the toolkit also includes measures focused on improving safety along priority corridors and intersections identified through local crash data. By offering a practical, data-driven framework, the Safety Toolkit empowers communities to make informed choices, prioritize safety investments, and move collectively toward a safer and more inclusive transportation system for all residents.

Bicycle Lanes

PURPOSE
The installation of bicycle lanes aligns with the Safe System Approach principle of recognizing human vulnerability and separating users in space.

DESCRIPTION
Bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, as well as create a network of safer roadways for bicycling.

APPLICABLE LOCATIONS
New roads, existing roads, and arterials. Bicycle facilities can be appropriate within various roadway contexts however, roadway context determines the appropriate facility type and design.

SAFETY BENEFITS
Installing a dedicated or a buffered bicycle lane to a high-volume bicycle lane with flexible delineation (pavement) can reduce crashes up to 50% for bicyclist/vehicle crashes.

Bicycle lane additions can reduce crashes up to 40% for total crashes on urban 4-lane undivided collectors and local roads.

Bicycle lanes can achieve a 30% reduction for total crashes on urban 2-lane undivided collectors and local roads.

SECONDARY BENEFITS
LAND USE & ECONOMIC DEVELOPMENT

- Support Property Values

TRANSIT IMPACT

- Expand Safe Access to Transit

\$\$\$

- Medium Implementation

DESIGN CONSIDERATIONS

In order to maximize a roadway's capacity for modes of all ages and abilities, bicycle lane design should vary according to roadway characteristics (width of travel, motor vehicle and truck volumes, speed, presence of transit), user needs (current and forecasted volumes, types of bicyclist and anticipated frequency of use), and the community's role within the roadway (separate travel lanes, shared travel lanes, bike lanes, and shared use of public space). Additionally, bicycle lane design should consider the needs of all users, including those with disabilities, and higher vehicle volumes and speeds, such as:

- City and state policies may require minimum bicycle lane width (minimum 10 feet) for safety and liability considerations.
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City and state policies may require minimum bicycle lane width (minimum 10 feet) for safety and liability considerations.

SAFETY ACTION PLAN

SAFE STREETS

TERRE HAUTE

SAFETY TOOLKIT

Strategies to reduce crashes and keep our communities safe

Sources: U.S. Department of Transportation, Federal Highway Administration, National Highway Traffic Safety Administration, FHWA



Public and stakeholder engagement is a critical component of any successful planning process and aims to increase transparency, build trust and credibility, and promote collaboration between members of the community, experts in the field, and agency decision makers. Public input was gathered continuously throughout the project and incorporated into the Plan and recommendations. For more detail about engagement throughout the planning process, see the Appendix.

ENGAGEMENT OVERVIEW

ENGAGEMENT OVERVIEW

Public Outreach

Public outreach efforts began in April 2025 and consisted of in-person events, engagement on social media, regular email updates, and online activities. Public outreach began early in the planning process, with a specific focus to reach underserved or disadvantaged groups and vulnerable road users. The goal of public outreach was to hear from residents about safety concerns, incorporate public input into the plan recommendations, and educate the public about the Safe System Approach and effective safety improvement strategies. See the Appendix for detailed engagement results.

Steering Committee

The Safe Streets Terre Haute Safety Action Plan Steering Committee was established to provide the City and project team with expert knowledge and connections to various groups and industries. The Steering Committee was tasked with assisting in the development, implementation, and monitoring of the Plan.

The Steering Committee is composed of various City departments including engineering, planning, police, fire, and the local schools. Steering Committee members committed to the following responsibilities:

- Sharing knowledge and ideas with the project team,
- Encouraging others to get involved,
- Assuming leadership roles to ensure the Plan is implemented, and
- Developing a program to monitor the Plan's success.

Stakeholder Outreach

With assistance from the Steering Committee, key transportation safety stakeholders were identified. Stakeholders participated in small group interviews to assess how different groups view issues of roadway safety and potential strategies to improve safety. The small group interviews provided a means of gathering detailed and valuable information, perspectives, and opinions. Stakeholders represented various local and regional agencies and organizations including:

- Indiana State University (ISU) Police
- INDOT
- Terre Haute Area MPO (THAMPO)
- Thrive
- Riverscape
- Terre Haute Human Relations
- Mayor's Office
- Chamber of Commerce

The small group settings allowed key stakeholders to describe in detail the issues impacting those they serve. The interviews also gave the project team the opportunity to have thorough, candid conversations to build a depth of understanding about issues impacting the community. Each small group was given the chance to discuss items most relevant to them and their service and provide input on potential strategies that could improve roadway safety for all users.

Public Input Survey

Between April 2 and May 15, 2025, the Plan survey collected 290 responses from residents, offering important insight into how people travel, the challenges they face, and the improvements they support. Nearly all respondents reported driving regularly, but nearly half also walk or run each week, and one in five bike. Despite this, residents feel much less safe walking or biking compared to driving. Almost half of respondents reported feeling unsafe while walking, and nearly three-quarters felt unsafe biking, underscoring the need for safer options for non-drivers.

Survey results highlight strong demand for infrastructure improvements. Respondents most frequently identified intersection design, pedestrian facilities, and roadway design as top priorities for the Plan. Distracted driving, aggressive driving, speeding, and red-light running were the most commonly reported safety concerns, alongside gaps in sidewalk and trail networks. Residents expressed broad support for pedestrian crossings, trail improvements, and bike lanes, and many emphasized the importance of addressing Americans with Disabilities Act (ADA) accessibility, traffic calming in neighborhoods, and better lighting at night.

The public input received from the survey was incorporated into the overall strategy of the Plan as well as specific safety improvements.

97% 

Percent of respondents say they drive single occupancy vehicles as their primary mode of transportation in a typical week.

29% 

Percent of respondents say they feel safe biking in Terre Haute.

63% 

Percent of respondents say that distracted driving is their main safety concern when traveling in Terre Haute.

86% 

Percent of respondents say they support sidewalk connectivity and ADA accessibility safety improvements.

Top 5 Safety Concerns



Distracted Driving



Aggressive Driving



Lack of Sidewalks



Speeding



Red Light Running

Online Mapping Tool

The Safe Streets Terre Haute Safety Action Plan development process included an interactive online mapping tool that complemented the public survey. The tool allowed residents to anonymously identify safety concerns or opportunities for improvement, view other submissions, and vote on issues they supported. In total, 157 points were submitted, with many receiving multiple votes of agreement.

The feedback revealed several consistent themes. Residents most often highlighted gaps in sidewalks, unsafe intersections, speeding in neighborhoods, and visibility issues caused by poor lighting or obstructed sightlines. Fruitridge Avenue was identified as a major hazard for pedestrians and bicyclists, while the intersection of Fruitridge Avenue and Margaret Avenue drew repeated concern and was often described as unsafe or avoided. Other priority areas included 9th Street and Grant Street, where residents suggested a four-way stop, and Brown Boulevard, where the lack of sidewalks was a recurring issue.

These mapping results were used to help identify priority corridors and intersections for potential safety improvements. The tool provided a clear, location-specific picture of where residents feel unsafe, ensuring that community experience directly shaped the Plan.

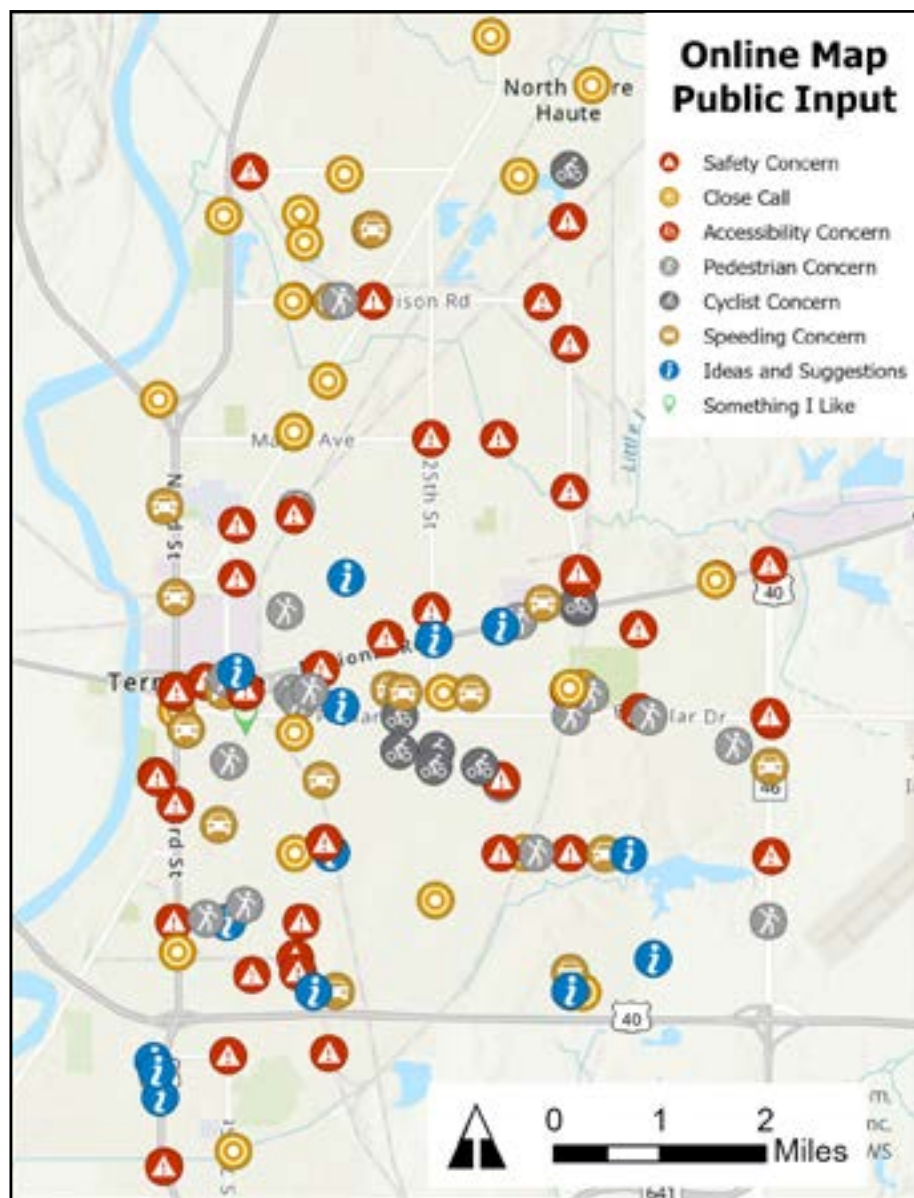


Figure 2: Online Map Results

ENGAGEMENT EVENTS

Legislative Crackerbarrel

As part of the public engagement process, two informal open house events were held to solicit public input and share findings and progress throughout the Plan development process. A combination of email and social media was used to publicize each event and encourage the public to attend.

The first event was held on April 12, 2025, at the Legislative Crackerbarrel. By aligning early efforts, the public was engaged early in the process and efforts were built on previous work instead of duplicated. The first open house introduced the concept of the Plan to the public, initiated the online survey and mapping tool, and provided an opportunity for participants to identify local problems and safety needs.

SAFETY ACTION PLAN

SAFE STREETS TERRE HAUTE

Your Voice Matters!
Take Our Survey!

Community input is essential in shaping a safer future. Stay engaged and help make Terre Haute's streets safer for everyone. **Scan the QR code below to take the survey!**

<https://www.surveymonkey.com/r/SafeStreetsTerreHaute>

What is the Plan?

The Safe Streets Terre Haute Safety Action Plan aims to eliminate fatal and serious injury crashes and make streets safer for everyone—drivers, bikers, walkers, and transit riders—through data-driven strategies and community input.

Why does it matter?

Safer streets mean a stronger, more connected community. Local feedback will help **identify** high-risk areas, **prioritize** safety projects, and **guide** the development of new policies that improve streets for everyone.

Results & Impacts

The plan will guide safety improvements across Terre Haute, from safer intersections to better pedestrian and bike infrastructure. It will also position the City to pursue federal funding through the **Safe Streets and Roads for All (SS4A)** program, for effective, low-cost safety solutions.

SAFETY ACTION PLAN

SAFE STREETS TERRE HAUTE

Safer streets start with you!

Join the conversation!

Stay engaged and help make Terre Haute's streets safer for everyone. **Scan the QR code to take the survey!**

<https://www.surveymonkey.com/r/SafeStreetsTerreHaute>

What is the Plan?

The Safe Streets Terre Haute Safety Action Plan is a community-driven effort to **eliminate fatal and serious injury crashes** and create safer streets for all—whether you **drive, bike, walk, roll, or take public transit**. By analyzing crash patterns and implementing data-driven strategies, this plan will improve transportation safety citywide.

Why does it matter?

Safer streets mean a stronger, more connected community. Local feedback will help **identify** high-risk areas, **prioritize** safety projects, and **guide** the development of new policies that improve streets for everyone. By sharing concerns and ideas, residents play a key role in shaping solutions that address real safety challenges and create a more accessible and connected transportation network.

Results & Impacts

The plan will guide targeted safety improvements across Terre Haute, from safer intersections to better pedestrian and bike infrastructure. It will also position the City to pursue federal funding through the **Safe Streets and Roads for All (SS4A)** program, helping to implement **high-impact, low-cost solutions** that make travel safer for everyone.

SAFE STREETS & ROADS FOR ALL (SS4A)

NATIONAL TRENDS

According to the National Highway Traffic Administration (NHTSA), nearly 43,000 traffic deaths occurred across the nation in 2021, a 16-year high and a 10.5% increase from the previous year. Almost 43,000 people were again killed in traffic crashes in 2022. Despite a declining trend in 2023 and 2024, traffic crashes are still a leading cause of preventable death in the U.S. Vulnerable road users, pedestrians and cyclists, have seen a disproportionate rise in fatalities.

Pedestrian Fatalities

↑ **68%** from 2011

Cyclist Fatalities

↑ **47%** from 2013

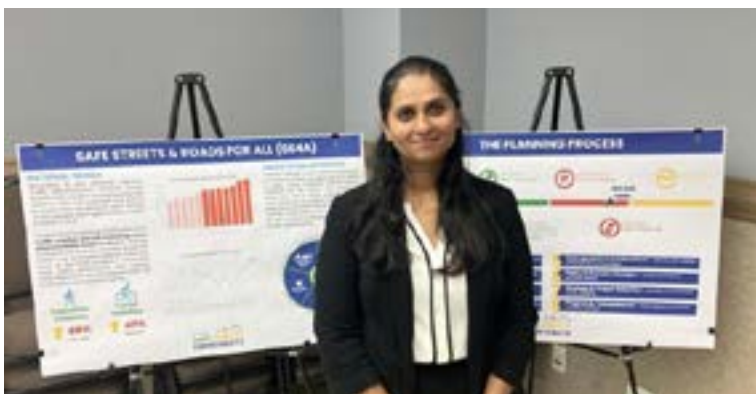
SAFE SYSTEM APPROACH

The Plan adopts a Safe System Approach to roadway safety, an approach to create a safer, more inclusive transportation network for all users. This approach shifts the focus from individual road user behavior to system-wide changes that focus on both human behavior and human vulnerability. To enhance safety for all, a system is designed with multiple layers of protection.

The rise in fatal and serious injury crashes across the nation have prompted federal initiatives, such as the SS4A program.

SAFE STREETS TERRE HAUTE





Photos courtesy of Terre Haute Tribune-Star

Open House

The second open house was held on October 9th, 2025 coinciding with the City Council regular meeting. The event allowed residents to discuss the project and introduce the plan's recommendations. A combination of email and social media was used to publicize each event and encourage the public to attend.

Following the open house event, the project team formally presented the Plan and its recommendations to City Council.



JOIN US FOR AN
OPEN HOUSE!

**Thursday, October 9th
5-6pm**

**Terre Haute Board of Public Works
and Safety Conference Room
(City Hall, 1st floor)**



The Safe Streets Terre Haute Safety Action Plan aims to eliminate fatal and serious injuries and make streets safer for everyone—drivers, bikers, walkers, and transit riders—through data-driven strategies and community input. Attend the open house to review the draft plan, ask questions, and share your input.

This is your opportunity to review the draft plan and provide comments before it is adopted!

Scan the QR code to visit the project website and review the draft plan.

If you are unable to attend the open house, the draft plan will be available online until October 24 for public review and comment!

Comments and questions may be provided to City Planner Maitri Desai at Maitri.Desai@TerreHaute.IN.Gov

The purpose of the Safe Streets Terre Haute Safety Action Plan is to comprehensively assess roadway safety challenges across the City and facilitate targeted interventions to enhance public safety.

SAFETY ANALYSIS

SAFETY ANALYSIS

The purpose of the Safe Streets Terre Haute Safety Action Plan is to identify and address roadway safety issues throughout the City through a collaborative and data-driven approach. This Plan brings together the City of Terre Haute, community organizations, and the public to prioritize actions aimed at eliminating traffic deaths and serious injuries by 2050. Every year, crashes affect countless lives and cost our communities millions, emphasizing the urgent need for effective safety measures.

City leadership is committed to fostering a safer transportation environment for all users, including vulnerable populations such as pedestrians and bicyclists. By setting clear safety goals and focusing on high-crash areas, the Plan aims to implement targeted safety improvements. City leadership is dedicated to creating a culture of safety that reflects community values and promotes access to safe transportation for everyone.

National Trends

According to the National Highway Traffic Safety Administration (NHTSA), nearly 43,000 traffic deaths occurred across the nation in 2021, a 16-year high and a 10.5% increase from the previous year. Almost 43,000 people were again killed in traffic crashes in 2022. Despite a declining trend in 2023 and 2024, traffic crashes are still a leading cause of preventable death in the U.S. Vulnerable road users, pedestrians and bicyclists, have seen a disproportionate rise in fatalities.

Since 2011 pedestrian fatalities have increased 68%

Since 2013 bicyclist fatalities have increased 47%

The rise in fatal and serious injury crashes across the nation has not only prompted federal initiatives, such as the SS4A program, but also highlighted important themes related to roadway safety.



LOCAL TRENDS

The City of Terre Haute’s transportation safety strategy is guided by a comprehensive analysis of crash data from 2018 to 2024. This analysis informs targeted investments aimed at reducing traffic fatalities and serious injuries by identifying local crash patterns, high-risk roadway features, and the challenges faced by underserved communities related to traffic safety. The findings outlined below help guide policy development, infrastructure planning, and safety programming across urban and rural contexts.

Crash Severity

Between 2018 and 2024, Terre Haute recorded a total of 15,185 crashes. Of these, 12,467 crashes, or 82.1 percent, resulted in property damage only. Another 1,679 crashes, or 11.0 percent, resulted in minor injuries. Serious injuries accounted for 1,004 crashes, or 6.6 percent of the total. Thirty-five crashes, or 0.3 percent, were fatal.

While fatality crashes were relatively rare, they trended upward in recent years, peaking at 7 in 2022. Serious injury crashes were most common in 2018 and 2019, with 231 and 232 incidents respectively, before declining in later years. Changes in injury reporting methodology beginning in 2022 may have contributed to a redistribution between serious and minor injury classifications in the last three years of the dataset.

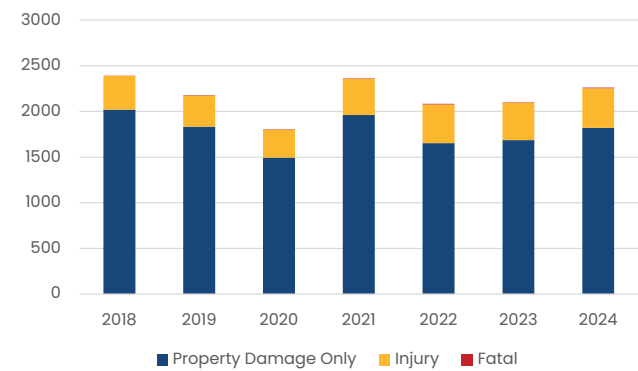


Figure 3: Crash Severity by Year (2018–2024)

Table 2: Crash Severity by Year

	2018	2019	2020	2021	2022	2023	2024	Total	
Property Damage	2,019	1,832	1,494	1,961	1,654	1,685	1,822	12,467	82.1%
Minor Injury	139	110	130	211	347*	361*	381*	1,679	11.0%
Serious Injury	231	232	176	186	76*	51*	52*	1,004	6.6%
Fatal	4	5	4	6	7	3	6	35	0.3%
Total	2,393	2,179	1,804	2,364	2,084	2,100	2,261	15,185	100.0%

*Note: Injury severity reporting methods changed in 2022, potentially influencing year-over-year comparisons.

Crash Location

While the majority of crashes occurred within Terre Haute’s urban core, the severity of crashes varied based on roadway ownership and functional classification. City-maintained streets accounted for 11,155 crashes, or 73.5 percent of the total. However, roads under state jurisdiction, including U.S. Routes and state highways, comprised just 11.7 percent of crashes but were often associated with more severe outcomes due to higher speeds and traffic volumes.

Crashes on the interstate made up only 3.4 percent of the total, but these types of corridors typically involve higher travel speeds and carry increased risk of fatal and serious injuries. Private drives, county roads, and other roadway types collectively accounted for the remaining 11.4 percent.

Table 3: Crashes by Road Ownership (2018-2024)

	Count	Percent
City Road	11,155	73.5%
US Route	1,014	6.7%
State Road	757	5.0%
Private Drive	589	3.9%
Other	1,037	6.8%
Interstate	523	3.4%
County Road	110	0.7%
Total	15,185	100%

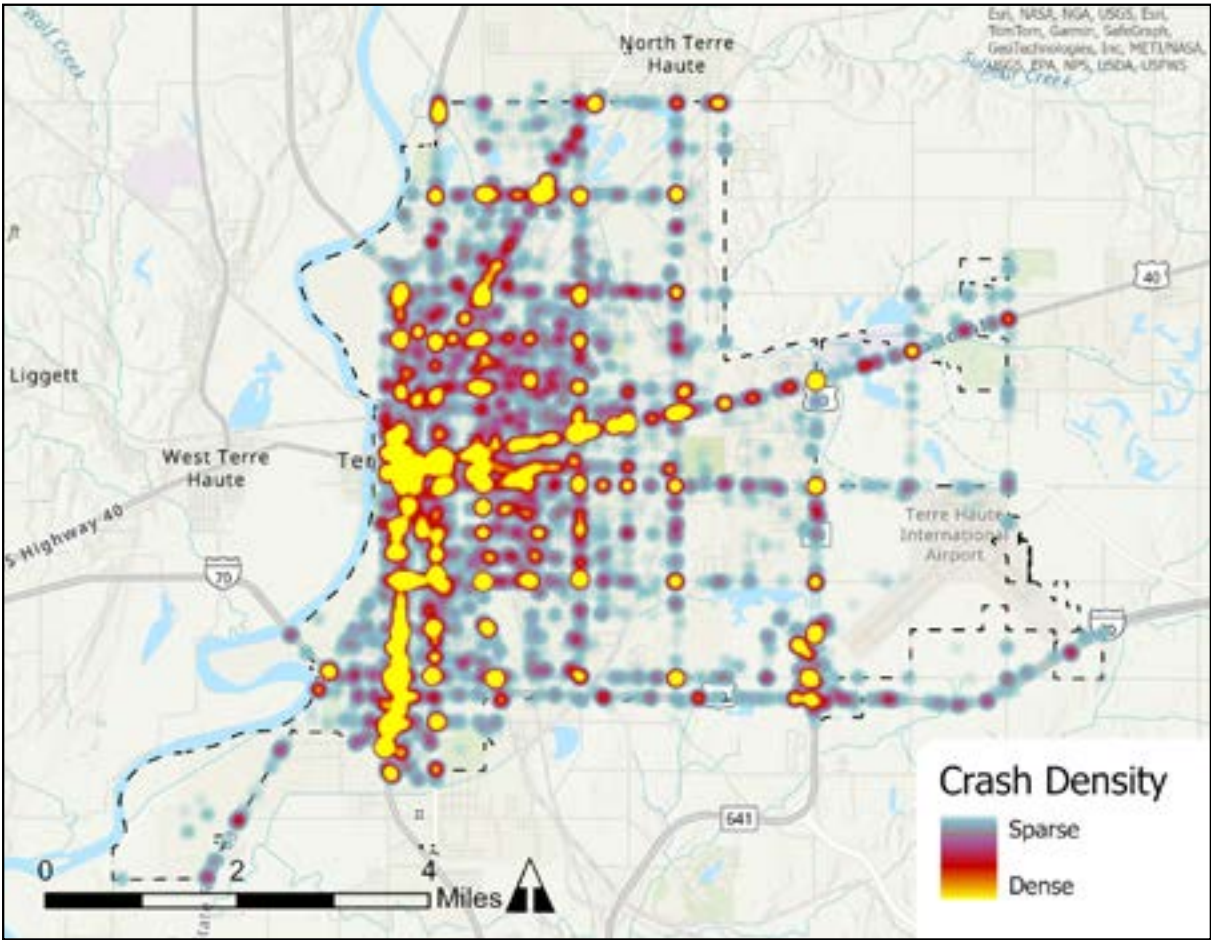


Figure 4: Crash Density

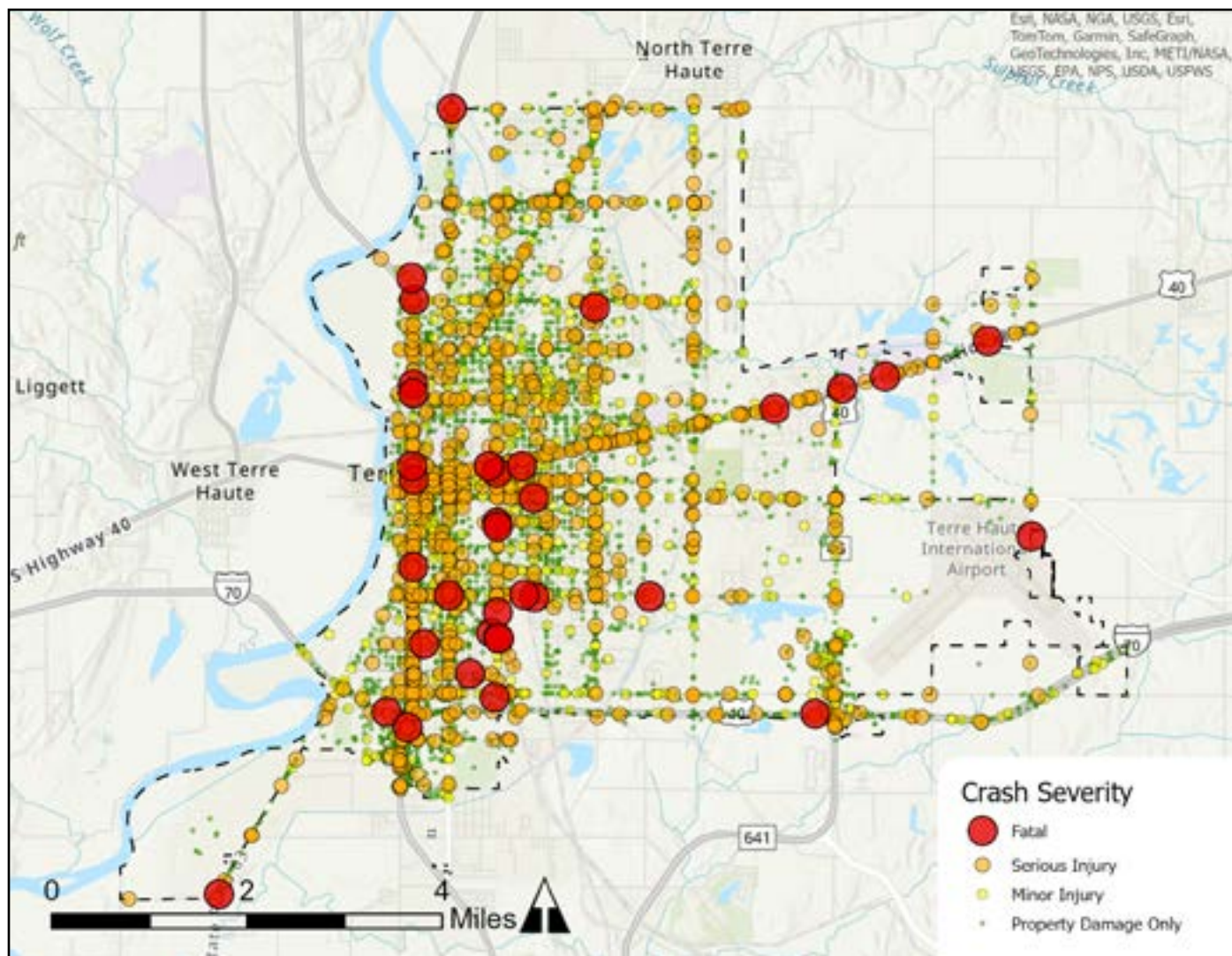


Figure 5: Crash Severity

Driver Behavior

Driver behavior was a major contributing factor in many crashes. The most common primary cause was failure to yield, which accounted for 3,411 crashes, or 22.5 percent of all crashes over the study period. Other significant factors included driver-related errors such as improper maneuvers (2,196 crashes), following too closely (2,031 crashes), and disregarding traffic signals or signage (840 crashes).

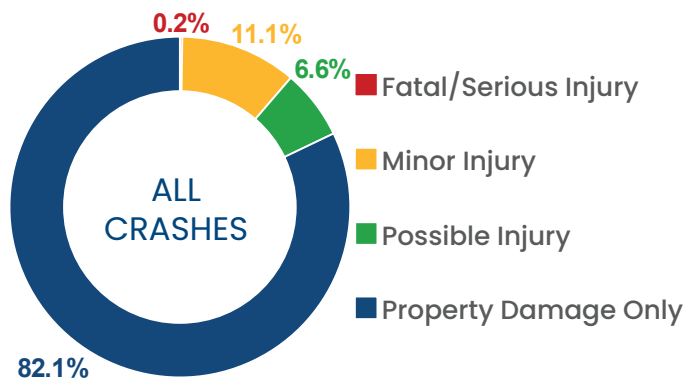
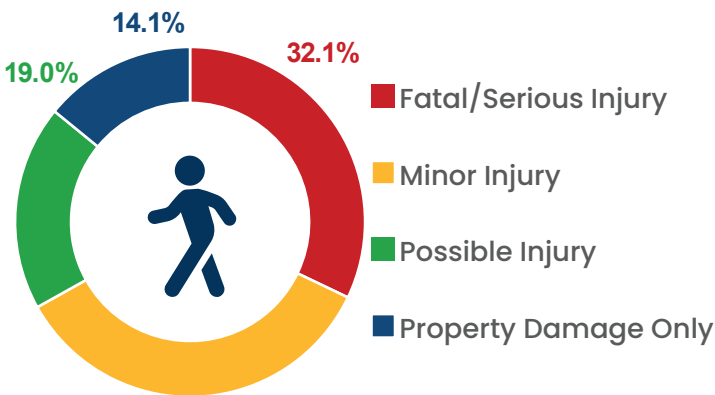
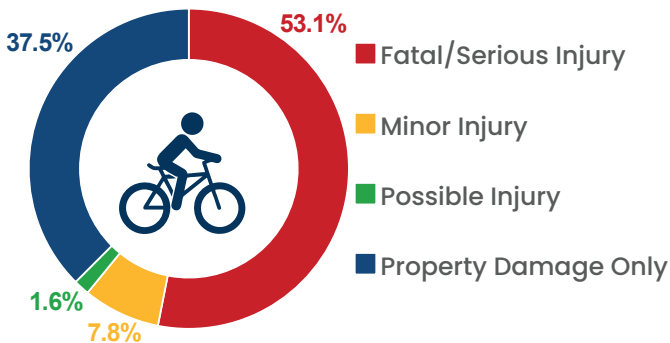
Distracted and fatigued driving accounted for 749 crashes, or 4.9 percent. Unsafe speeds were identified in 441 crashes, or 2.9 percent. Behavioral patterns such as running off the road, passing improperly, or failing to stay in lane were commonly linked to more severe crash outcomes, particularly on higher-speed corridors.

Vulnerable Road Users

Pedestrians and bicyclists face the greatest risks in Terre Haute’s transportation system. Although these users are involved in a relatively small share of total crashes, the outcomes are often devastating. For pedestrians, 93 of 290 crashes involved a fatality or serious injury. For bicyclists, 34 of 96 crashes resulted in fatal or serious injury. This means 32.1 percent of pedestrian crashes and 53.1 percent of bicycle crashes resulted in the most severe outcomes. These rates are significantly higher than the Citywide average of 6.6 percent and demonstrate the importance of targeted investments such as crosswalk enhancements, sidewalk improvements, protected bike facilities, and traffic calming measures.

Passenger vehicles were involved in the vast majority of reported crashes, but crashes involving pedestrians and bicyclists were far more likely to result in serious injuries or fatalities. The severity of these outcomes underscores the need for infrastructure improvements focused on safety and visibility, particularly in areas with high foot and bicycle traffic.

8 pedestrians were killed from 2018–2024.



High Injury Network

The High Injury Network (HIN) identifies roadway segments in Terre Haute with the highest concentration of fatal and serious injuries. The HIN was developed using a safety index that weights fatal and serious injuries more heavily than minor injuries or property damage. Roadway segments were evaluated based on crash type, frequency, and severity, and standardized using a min-max scaling method.

The highest 10 percent of safety index scores were designated as the HIN. The resulting HIN map reveals concentrated risk along major corridors, particularly Wabash Avenue, 3rd Street, 13th Street, and sections of U.S. 41. These corridors tend to have higher traffic volumes, more complex intersections, and greater interaction between vehicles and pedestrians.

Each segment and intersection received a safety index score, with higher scores indicating a greater observed history of fatal and incapacitating injury crashes. More information about the HIN methodology can be found in the Appendix.

I-70 was not included in the development of the HIN.

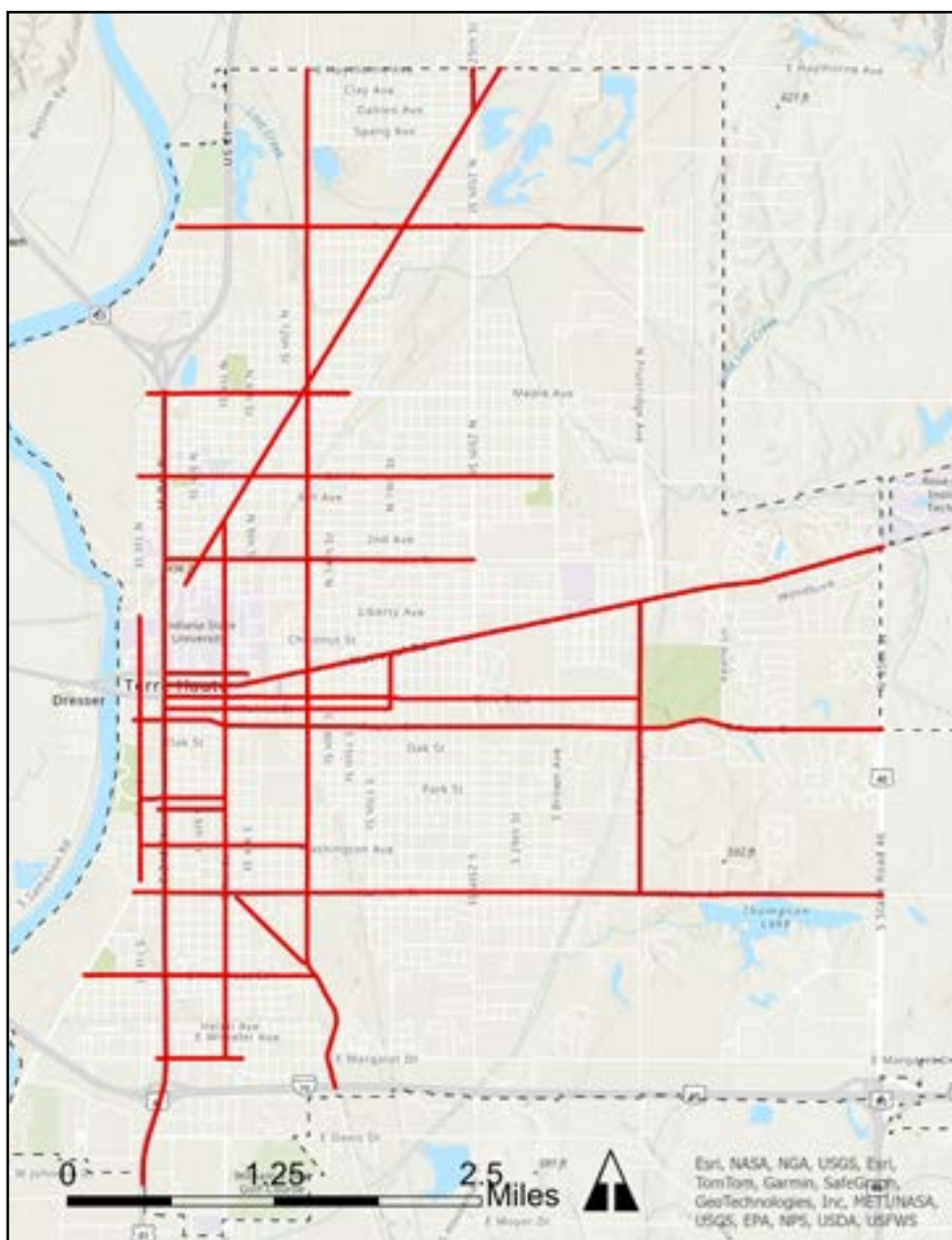


Figure 6: High Injury Network

By prioritizing improvements on the HIN, the City can achieve the greatest reductions in fatal and serious injuries.

Risk Analysis

The systemic risk analysis is a complementary piece of the overall safety strategy. A systemic risk analysis is a data-driven, multi-step process that includes identifying and evaluating risk factors and identifying locations with the greatest risk. Different from the development of the HIN that identifies roadways with a history of fatal and serious injuries, the systemic risk analysis identifies high-risk roadway features throughout the network to identify locations with the greatest risk for serious and fatal injury crashes. The range of risk index scores is 0-6. A higher risk index means more high-risk features and/or more significant high-risk features.

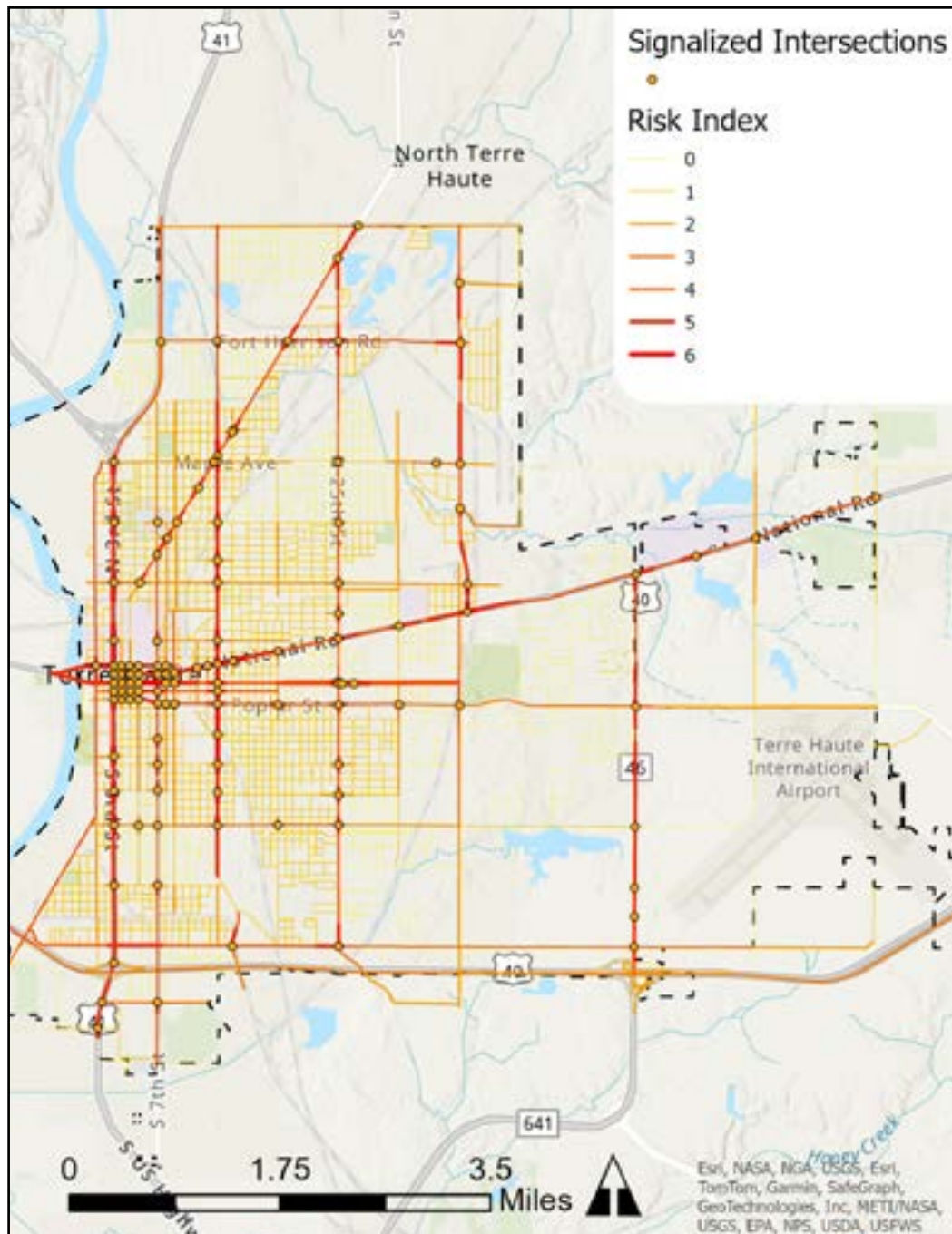


Figure 7: Risk Index

High-Risk Features

The systemic risk analysis is aimed at identifying and evaluating roadway characteristics with the greatest risk of fatal and serious injuries. Six (6) roadway characteristics were selected and included in the development of risk factors.

Risk factors are ratios between the share of fatal and serious injuries and the percentage of roadway with a given roadway characteristic. Risk factors greater than one have a higher-than-average risk and are considered a high-risk roadway feature. Table 4 shows the roadway characteristics included in the risk analysis along with high-risk features with each associated risk factor.

The risk factors were combined to create a risk index which helps illustrate roadways with the most significant combination of high-risk features based on the risk profile of fatal and serious injuries.

Table 4: High-Risk Features & Risk Factors

Characteristic	High-Risk Feature	Risk Factor	Score
Functional Classification	Principal Arterial	6.5	1
	Minor Arterial	2.5	
AADT	5k-10k	2.9	1
	10k-20k	4.2	
	20k or more	4.3	
Number of Lanes	2 Lanes	3.1	1
	3+ Lanes	12.1	
Lane Width	10ft - 11ft	1.9	1
	12ft or more	4.0	
Intersection Type	Signalized	7.6	1
Disadvantage	Disadvantaged Community	1.2	1
TOTAL POSSIBLE RISK INDEX SCORE			6

UNDERSERVED COMMUNITIES ANALYSIS

A safe and connected transportation system expands access to opportunity for all residents, particularly for those who may face barriers related to income, mobility, or access to reliable transportation. Historically underserved populations may rely on alternative modes of transportation such as walking, biking, and transit. These groups also experience higher rates of traffic-related injuries and deaths, prompting Federal initiatives to address these disparities by directing funding to underserved areas.

To confront and address decades of underinvestment, certain Federal programs encourage directing a significant portion of

benefits to communities with the greatest need. Terre Haute is committed to ensuring that safety improvements benefit residents across the community, with a focus on neighborhoods where challenges are greatest.

To identify where these challenges are concentrated in Terre Haute, three key demographic indicators were mapped at the Census block group level:

- Poverty – Households with incomes below the federal poverty threshold
- Vehicle Access – Households without access to a personal vehicle
- Age – Population under 18 and over 65 years old

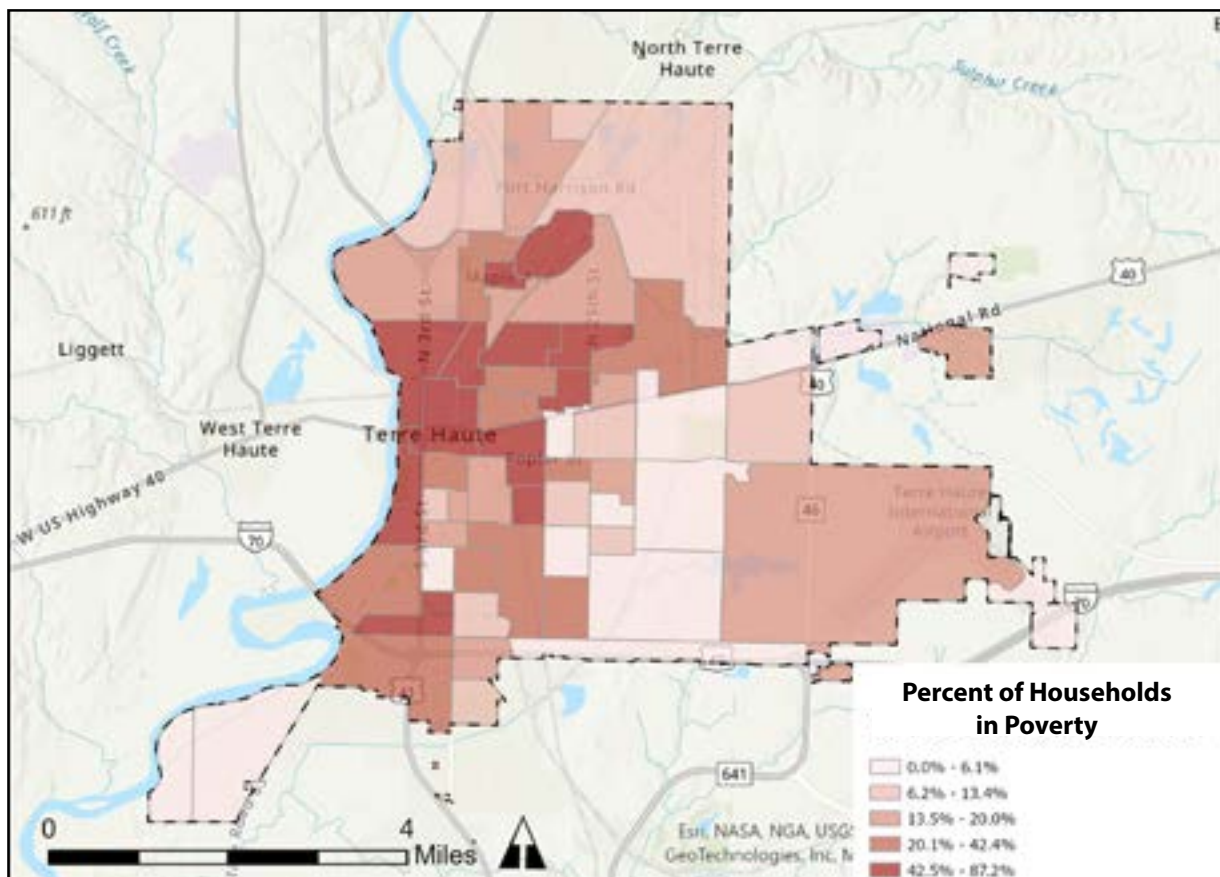


Figure 8: Households in Poverty

Poverty

Figure 8 shows the distribution of households in poverty. The highest concentrations are found in central Terre Haute and along corridors extending south toward I-70. These areas are more likely to depend on affordable and safe transportation options such as walking, biking, and transit.

Vehicle Access

Figure 9 highlights households without access to a vehicle. Similar to poverty patterns, the highest percentages are located in and around central Terre Haute. Residents in these areas are especially reliant on safe walking routes, reliable public transit, and well-connected bicycle facilities to access jobs, schools, and services.

Age

Figure 10 shows the share of residents under age 18 and over age 65. These groups are more likely to be vulnerable road users, either because they are not old enough to drive or may be reducing their driving due to age. Higher concentrations are spread across the City but are particularly notable in several neighborhoods east and south of the downtown core.

Priority Areas

These three maps together illustrate that certain neighborhoods face overlapping transportation challenges. Areas with higher rates of poverty, limited vehicle access, and larger shares of youth and older adults are likely to benefit the most from safety and accessibility improvements. Targeting investments in these areas will help ensure that the transportation system serves residents who depend most on safe, affordable, and reliable travel options.

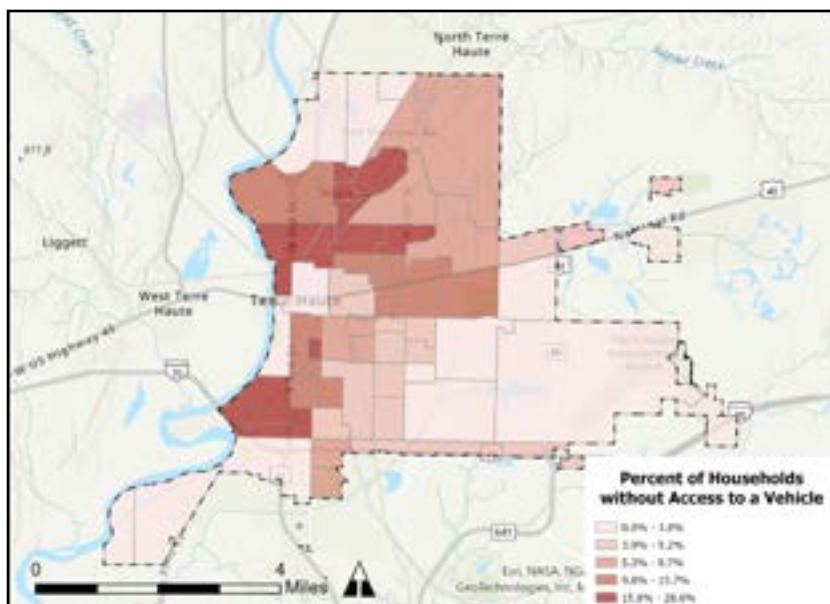


Figure 9: Households without Access to a Vehicle

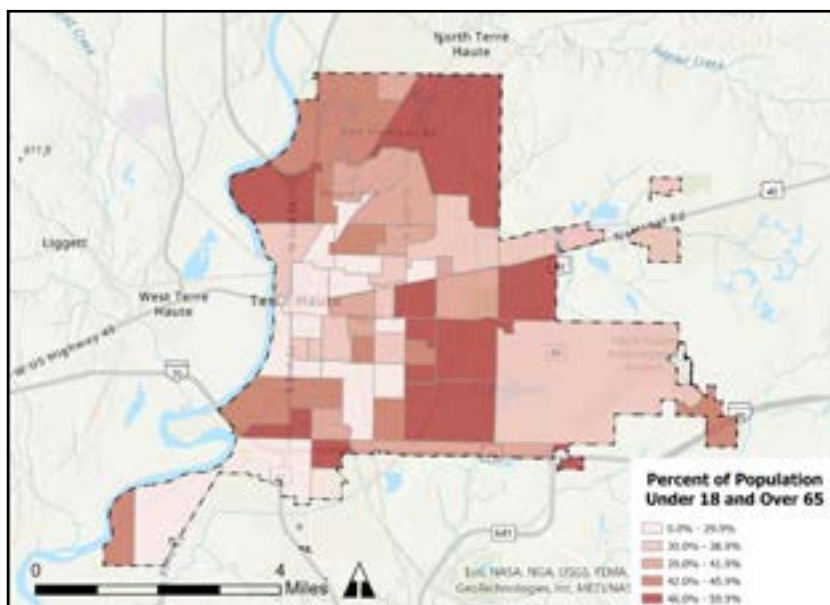


Figure 10: Population Under 18 and Over 65

POLICY & PROCESS ANALYSIS

The Plan is built on an evaluation of the City's current policies and procedures that influence roadway safety. This assessment identifies existing strengths as well as gaps where new or updated policies could significantly improve outcomes. The review focused on 15 key topic areas tied to protecting vulnerable road users (VRUs) and supporting a safer, more inclusive transportation system.

Assessment Approach

City staff and the project team completed a structured questionnaire during the April 17, 2025, monthly meeting. Each of the 15 policy areas was categorized as:

- **Yes** – A formal policy or process exists
- **Somewhat** – An informal or partial practice exists
- **No** – No formal policy or process is in place

The process provided a clear picture of the current policy landscape and highlighted where additional efforts can strengthen safety-related decision-making.

Key Findings

The assessment revealed several areas of strength, including the City's ADA Transition Plan, traffic operations standards established in City Code, a functioning performance management system, consistent school zone treatments, and speed limit regulations that follow state law. At the same time, notable gaps remain. These include the absence of a Complete Streets policy, outdated subdivision and development standards, the lack of a formal project selection process tied to safety outcomes, and no target educational policies in place.

Through stakeholder input, additional opportunities were identified, such as the need for modernized traffic signals with camera detection and emergency vehicle preemption, updated developer requirements to ensure consistent incorporation of safety elements, revised driveway access standards aligned with corridor access management practices, targeted enforcement of unsafe driver behavior such as passing vehicles waiting to turn left, and improvements to transit stop infrastructure following recent ridership growth.

By building on existing strengths while addressing gaps and seizing new opportunities, Terre Haute can establish a stronger policy foundation to reduce fatal and serious injuries and create safer streets for all users.

Table 5: Policy Topics

Emphasis Area	Topic	Description	Policy in Place?
Accessibility	ADA Transition Plan	Pedestrian improvements and ADA compliance	Yes
Complete Streets	Complete Streets	Roadway design for all users	No
	Land Development	Safety and multimodal access in development review	Somewhat
	Lane Widths	Standards for narrow lanes	No
	Roundabouts	Implementation and design standards	No
	Traffic Operations	Alternatives to Level of Service (LOS)	Yes
	Safe Routes to School	Programs supporting safe travel to schools	Somewhat
	School Zones	Standards for speed management and safety	Yes
Data-Driven Decision-Making	Underserved Communities	Funding dedication for underserved areas	No
	Funding	Dedicated safety funding	Somewhat
	Performance Management	Tracking crashes and project outcomes	Yes
	Project Selection	Prioritization of proven safety countermeasures	No
Traffic Calming	Speed Limits	Consistent speed-setting practices	Yes
	Speed Management	Resident requests for traffic calming	Somewhat
Public Education	Educational Campaigns	Safety outreach and education	No

Policy Emphasis Areas

These policy emphasis areas and recommendations are the result of evaluating Terre Haute's existing policies and procedures, analyzing responses from City staff, and working closely with the Steering Committee. Organized by emphasis area, the nine policy and process recommendations provide clear opportunities to strengthen safety practices and align local decisions with national best practices. The full assessment and resulting recommendations are included in the Appendix.

Topics by Emphasis Area

Fifteen key topics were assessed, covering issues such as accessibility, multimodal design, development standards, traffic operations, speed management, funding, performance monitoring, Safe Routes to School, and public education. These topics were grouped into five emphasis areas to better organize findings and identify opportunities for improvement. For each emphasis area, existing conditions, policy gaps, and recommended strategies are described below.



1 Accessibility

The Americans with Disabilities Act (ADA) prohibits discrimination against individuals with disabilities and guarantees equal access to public facilities, including sidewalks, curb ramps, and crossings that make up the transportation network. In August 2023, the U.S. Access Board finalized updated Public Right-of-Way Accessibility Guidelines (PROWAG), setting new standards for how communities must design and retrofit their systems to support accessibility. Terre Haute adopted its ADA Transition Plan in 2021, which serves as the City's tool for documenting accessibility barriers, prioritizing improvements,

and tracking compliance. While not required on a fixed schedule, updating this plan every three to five years will ensure alignment with current standards like PROWAG and help address emerging needs.

Stakeholder Collaboration

The City recognizes that keeping its ADA Transition Plan current is an important step in ensuring accessible facilities. The Federal Highway Administration (FHWA) offers evaluation tools, and examples such as Rancho Cordova's plan provide strong models for refinement. Future updates will require collaboration among City departments, advocacy groups, and residents to identify barriers and prioritize improvements.

2 Complete Streets

Concerns about pedestrian and bicyclist safety highlight the need for Terre Haute to adopt a more holistic approach to street design. A Complete Streets Policy would ensure that all roadway projects consistently account for pedestrians, bicyclists, motorists, transit riders, and freight users. While Terre Haute does not currently have such a policy, adopting one would establish a clear Citywide commitment and align local practices with national best standards.

In addition, the City's subdivision and land development standards remain outdated, though revisions are underway. These updates provide a chance to embed roadway safety and

multimodal requirements into development review, ensuring new projects deliver facilities such as sidewalks and crosswalks. Other design topics—including lane widths, roundabout design, and traffic operations—also need to be considered through a Complete Streets lens. Narrower lanes, for example, can calm traffic and make room for pedestrian and bicycle facilities, while roundabouts designed only with vehicles in mind can overlook the needs of vulnerable users. With only one roundabout in place and several more planned, the City has the opportunity to set standards that address pedestrians and bicyclists. Similarly, evaluating traffic operations through tools like Pedestrian Level of Service (PLOS) would help balance vehicle efficiency with walkability.

Transit use has increased significantly since the launch of fare-free service, further underscoring the need for transit stop design standards. Shelters, lighting, ADA access, and safe pedestrian connections should all be formalized to ensure that growing ridership is supported safely and comfortably.

Stakeholder Collaboration

The City and Steering Committee members identified the lack of a Complete Streets Policy and outdated development codes as top priorities. They also recognized the importance of updating driveway access and transit design standards, as well as ensuring that new roundabouts and lane designs better serve all modes.



3 Data-Based Decision-Making

Effective planning requires comprehensive, accurate, and transparent use of data. Terre Haute currently tracks safety outcomes through the KEEPER system, but no formal annual review or public reporting process is in place. Institutionalizing such a process would allow the City to set clear safety targets, monitor fatalities and serious injuries, and report progress through a public dashboard and oversight committee.

Underserved communities considerations are another important component of data-based decision-making. Historically underserved neighborhoods in Terre Haute face disproportionate safety risks, and tools such as the Victoria Transport Policy Institute's "Evaluating Transportation Equity" or the Greenlining Institute's "Mobility Equity Framework" can help integrate these factors into project evaluation. Funding also plays a role; federal programs under the

Infrastructure Investment and Jobs Act (IIJA) place a strong emphasis on directing resources to underserved areas, but local policy can go further by prioritizing investments that address disparities.

Finally, project selection in Terre Haute does not yet use formal safety-based criteria. References such as "Modern Project Prioritization for Transportation Investments" and the Vision Zero Network's equity-centered frameworks provide models that could help the City make its processes more transparent and objective.

Stakeholder Collaboration

Indiana's Community Crossings Matching Grant and other state programs are beginning to integrate equity into selection processes, offering opportunities that Terre Haute should actively pursue. Safe Streets Terre Haute's underserved community and crash analysis already provides a strong foundation, but formalizing these considerations in City policy will be key to long-term consistency.



4 Traffic Calming

Managing speeds is one of the most direct ways to improve roadway safety. Terre Haute currently follows state guidance for setting speed limits and allows residents to report speeding concerns through the 311 system. However, the City does not yet have a formal traffic calming program that standardizes how requests are evaluated or how treatments are applied. Developing such a program would ensure more consistent use of proven strategies, such as speed humps, road diets, curb extensions, and radar feedback signs.

Although speed and crash data are critical, public perceptions of unsafe speeds often highlight problem areas that data alone may not capture. Combining technical analysis with community reporting would create a more responsive approach to identifying and addressing speeding issues.

Stakeholder Collaboration

While speed-setting authority largely rests with the state, Terre Haute's 311 system provides residents with a voice in identifying unsafe locations. Stakeholders stressed that leveraging this system more actively, and linking it with crash data, could help establish a fairer, Citywide traffic calming program.



5 Public Educational Campaigns

Education and outreach are essential tools for building awareness and shaping safer behaviors. In Terre Haute, no formal transportation safety education program currently exists, but there is clear opportunity to address high-risk behaviors such as distracted driving, speeding, pedestrian awareness, and unsafe passing of left-turning vehicles. National resources from NHTSA and Federal Motor Carrier Safety Administration (FMCSA) offer pre-made campaign materials that could be adapted for local use across social media, schools, community events, and other channels.

Stakeholder Collaboration

The lack of a current education program has been recognized by City staff and stakeholders as a missed opportunity. Developing a communication strategy or incorporating education into ongoing safety efforts would improve community engagement, support enforcement initiatives, and reinforce safer travel behaviors.

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The Implementation Plan provides the framework for the City of Terre Haute and its partners to carry out strategies aimed at eliminating fatal and serious injuries on Terre Haute's streets, while tracking progress toward clearly defined safety targets.

IMPLEMENTATION & SAFETY TARGETS

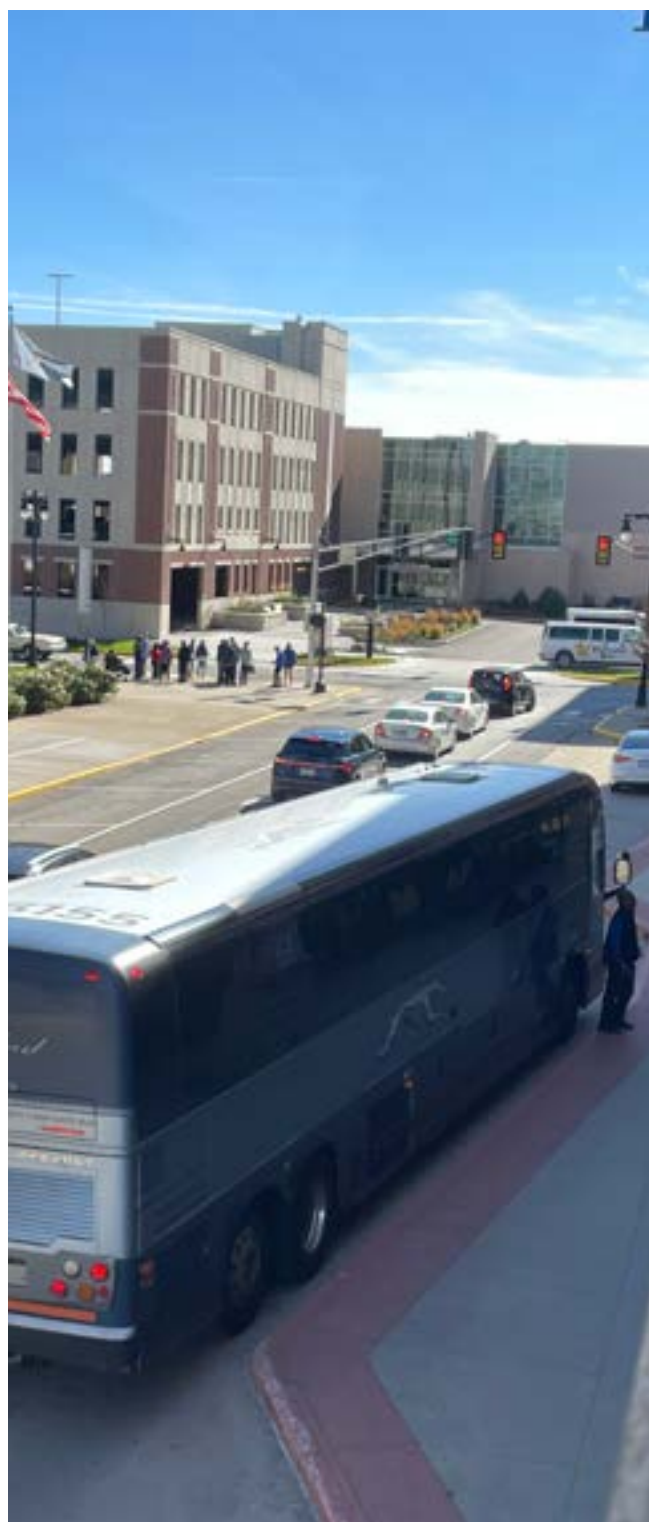
IMPLEMENTATION PLAN

The implementation plan is developed to guide the implementation of strategies and projects aimed at reducing and eliminating fatalities and serious injuries. The Plan incorporates data-informed decision-making, focused interventions, and proven safety countermeasures from national best practices, while leveraging input from local stakeholders and communities. This section outlines the selected strategies, recommended policy and process changes, and targeted actions for high priority high-injury network (HIN) locations.

The strategies and projects identified in the Plan are based on the findings from the technical safety analysis, a review of existing policies and processes, and input received from the public and stakeholders.

The comprehensive set of strategies is centered on the Safe System Approach, a framework that emphasizes designing roadways that account for human error, reducing crash forces to prevent fatalities and serious injuries, and promoting shared responsibility among all road users, designers, and policy makers.

In addition to the implementation framework, safety targets and a performance management plan are outlined to underscore the City's commitment to long-term progress, transparency, and accountability.

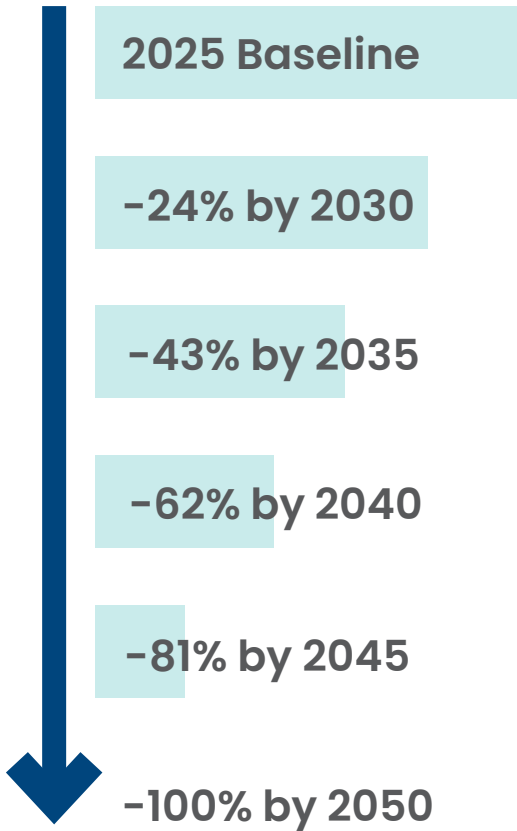


SAFETY TARGETS

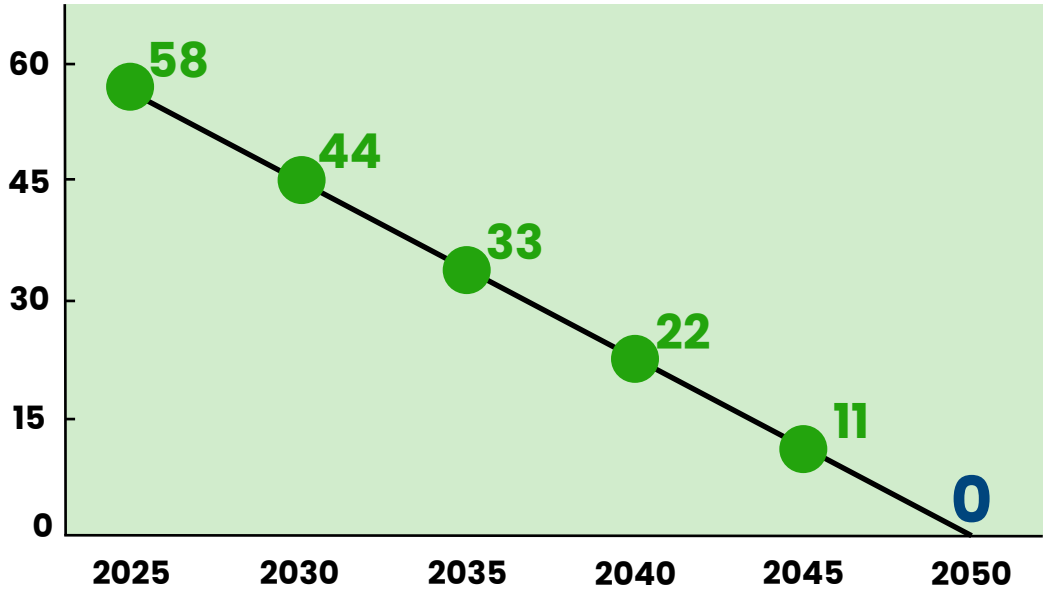
Grounded in community priorities and national best practices, the Plan sets clear and achievable safety targets. These safety targets will allow the City to capture and maintain momentum, ensure accountability, and foster a culture of safety that protects all road users, regardless of age, mode, or neighborhood. The accompanying timeline outlines the path to achieving zero fatalities and serious injuries by 2050.

While the City’s safety targets are structured over time, strategy implementation will not always follow a linear path. Some strategies will require significant funding and long-term capital investment commitments, while others can be implemented immediately with existing resources. This adaptive approach means progress may come in surges rather than steady increments, allowing the City to move quickly where possible while building toward larger changes that take more time to implement.

Fatal and Serious Injury Reduction Targets



Terre Haute Vision Zero Targets for Fatal and Serious Injuries



PERFORMANCE MANAGEMENT

As part of Safe Streets Terre Haute implementation framework, the City has established a performance management plan for measuring and reporting progress on safety performance targets. The goals of the performance management plan are to facilitate the implementation of the Plan, measure implementation progress by tracking performance measures, and report on progress and success.

The Safe Streets Terre Haute Steering Committee will continue its role and collectively gather data, assess progress, and prepare reporting documentation.

Crash data, policy change status, and infrastructure improvements will be summarized every five years beginning in 2030 in accordance with the first year safety target. Performance management cycle will continue every five years until 2050 or until Vision Zero becomes reality.

The collected information will be summarized in a reader-friendly Safe Street Terre Haute Performance Management Report that aims to document changes and/or improvements. The report is to be of minimal length, relying on the effective usage of tables, charts, and graphics to convey progress, rather than in-depth narrative descriptions.

The published report will be made publicly available on the City webpage in conjunction with the Plan.

Table 6: Performance Metrics

PERFORMANCE METRIC	MEASUREMENT
Crash Data	
Total crashes	Quantity
Crashes by severity	Quantity
Vulnerable road user crashes	Quantity
Individuals fatally injured (K*) and seriously injured (A*)	Quantity
Projects and Strategies	
Vision Zero Safety Target comparison	Calculated
Status of implementation Actions	Qualitative
Infrastructure	
New trails/bike lanes available	Length
New sidewalks constructed	Length
ADA ramp improvements	Quantity
<i>*Per the Indiana Crash Report injury classification, "K" is fatal injury, "A" is incapacitating injury</i>	

SYSTEMIC INTERVENTIONS

Systemic interventions follow a multi-step, data-driven process by which risks are identified, high-risk locations are prioritized, and appropriate low-cost safety countermeasures are implemented.

Systemic focus areas were developed based on the analysis of crash trends, the systemic risk analysis, public input, and City goals. Systemic focus areas include:

- Safer intersections
- Safe bicycle and pedestrian facilities
- Safer speeds

Priority considerations include:

- Corridor risk (risk index score)
- Roadway/intersection type
- Land use context (e.g. schools, parks, libraries, hospitals, downtown, etc.)

For each systemic focus area, a systemic application of low-cost, high impact countermeasures is recommended.

Safer Intersections

Nearly 54% of KSI crashes are either right angle crashes (38%) or rear end crashes (15%). Both of these crash types typically occur at intersections. Systemic countermeasures are recommended at both signalized intersections and stop-controlled intersections to reduce right angle and rear end crashes.

A right angle crash (also called a “T-bone” crash) occurs with vehicles traveling in perpendicular directions. They are common when one driver fails to yield (i.e. running a red light or stop sign).

A rear end crash occurs with one vehicle colliding with another from behind. They are common when one driver is following too closely, is distracted, or when sight distance is limited or obstructed.

Table 7: Systemic Interventions – Safer Intersections

INTERSECTION TYPE		SAFER INTERSECTIONS
Signalized Intersections		Intersection conflict warning system
		Retroflective backplates
		Dilemma zone detection
		Yellow change intervals
		Permissive to protected left-turn signal phase
		Lighting and signage (advanced warning)
Stop-Controlled Intersections		Lighting and signage (advanced warning, retroflective sign/ sign post)
		Enhanced pavement markings (stop bar, “Stop Ahead”, lane markings, etc.)
		Intersection conflict warning system

Safer Bicycle and Pedestrian Facilities

Over 10% of KSI crashes involve a pedestrian or bicyclist. Overall, these users are significantly more like to be fatally or seriously injured in a collision with a vehicle. A bicyclist is almost nine times as likely to be seriously injured or killed and a pedestrian is almost five times as likely to be seriously injured or killed. Systemic countermeasures are recommended to protect bicyclists and pedestrians and create safer streets for all users.

Safer Speeds

Safer speeds is a core element of the Safe System Approach and requires engineering solutions as well as appropriate enforcement and targeted outreach and education. Speeding, along with related issues such as distracted and aggressive driving, are the top safety concerns identified through public input. Speeding is a significant contributor to deaths and serious injuries. Systemic traffic calming countermeasures are recommended along various corridor types to lower vehicle speeds and reduce the risk of death.

Table 8: Systemic Interventions – Safer Bicycle and Pedestrian Facilities

SAFER BICYCLE AND PEDESTRIAN FACILITIES	
Crosswalk Enhancements (high-visibility paint, advanced warning, signage, raised)	
Sidewalk	
Shared Use Path	
Bicycle Lane (conventional, buffered, protected, separated)	
ADA Compliance (sidewalk width, adequate clear width, curb ramp, pedestrian signal)	



Table 9. Systemic Interventions – Safer Speeds

CORRIDOR TYPE	DESCRIPTION	TRAFFIC CALMING COUNTERMEASURES
Neighborhood street	Two lanes; residential uses; less than 5,000 vehicles per day; speed limit of 25mph or less	<ul style="list-style-type: none"> Crosswalk enhancement Curb extension Pinchpoint Chicane Minimize corner radii Neighborhood traffic circle (mini roundabout) Vertical deflection (speed bump/hump, speed table)
City collector	Two lanes; residential or commercial use; presence of through traffic; less than 10,000 vehicles per day; speed limit of 30mph or less	<ul style="list-style-type: none"> Crosswalk enhancement Curb extension Pinchpoint Chicane Minimize corner radii Neighborhood traffic circle (mini roundabout) Median/Pedestrian refuge island Midblock crossing with rectangular rapid flashing beacon (RRFB) Vertical deflection (raised crosswalk, raised intersection, speed table)
Urban arterial	Three or more lanes; commercial use; more than 10,000 vehicles per day; speed limit of 40mph	<ul style="list-style-type: none"> Crosswalk enhancement Curb extension Pinchpoint Median/Pedestrian refuge island Midblock crossing with rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon (PHB) Road diet (lane reduction)

POLICY & PROCESS

Policy and process changes are the result of the policy assessment and are meant to compliment engineering and design solutions to improve safety. Policy and process changes are important strategies to better incorporate safety in the project development process, provide more tools to City officials to encourage safety improvements, improve driver behaviors, and implement an effective approach to developing safe systems.

There are nine strategic policy goals, with descriptions and considerations along with supported elements of the safe system approach.

#1 Complete Street Policy

Adopt a formal Complete Streets Policy that requires all transportation projects to consider the safety and mobility of all users including pedestrians, bicyclists, transit riders, and motorists, regardless of age or ability. This policy would establish a Citywide commitment to designing roadways that serve all users safely and equitably. By adopting a Complete Streets Policy, Terre Haute will ensure that pedestrians, bicyclists, transit users, and motorists are all considered in the planning and execution of transportation projects.

Safe System Elements

- Safe Roads
- Safe Speeds



#2 City Code and Development Standards

Adopt an updated City Code and Development Standards to include current roadway safety principles and multimodal access requirements in all new development review processes. Require commercial developers to include pedestrian facilities, turn lanes, and ADA-compliant features in project designs. A standardized checklist maintained by Public Works should guide project review, and a Safety Impact Assessment should be required when physical improvements are waived. These updates will ensure that new developments proactively contribute to a safer, more accessible transportation network.

Safe System Elements

- Safe Roads
- Safe People

#3 Corridor Access Management

Revise driveway access design standards. Update driveway spacing, sight distance, and safety standards within the City Code. Consider a Corridor Access Management Overlay to reduce conflicts on major roads and require qualified traffic safety studies for exceptions.

Safe System Element

- Safe Roads

#4 Transit Stop Design Standards

Adopt transit stop design standards and improve access. Create minimum standards for shelters, lighting, seating, ADA access, and signage at all transit stops. Develop a Transit Access Plan to improve pedestrian access around transit hubs and launch a Route Optimization Study to enhance efficiency and connectivity.

Safe System Element

- Safe Roads

#5 Safe Routes to School

Develop a Citywide Safe Routes to School (SRTS) Plan in collaboration with local schools, parents, and public safety partners. The Plan should identify barriers to safe walking and biking, prioritize infrastructure improvements like sidewalks, crosswalks, and traffic calming, and support education and outreach efforts that also reinforce driver expectations around school zones and student travel.

Safe System Elements

- Safe Roads
- Safe People
- Safe Speeds

#6 School Zone Safety

Establish a Citywide school zone safety standard, defining consistent use of traffic calming measures (e.g., signage, flashing beacons, crossing guards) across all school zones. Creating a uniform School Zone Safety Standard will ensure that all schools in Terre Haute benefit from consistent safety infrastructure.

This includes signage, flashing beacons, and crossing guards, helping protect students and promote safe travel to and from school.

Safe System Elements

- Safe Roads
- Safe People
- Safe Speeds

#7 Safety Performance Review

Formalize a road safety performance review process, including a public dashboard and a local safety oversight committee to review fatal and serious injuries.

A formalized safety performance review process will enable the City to track progress, identify high-risk areas, and promote transparency. Establishing an oversight committee and public dashboard will institutionalize data-driven decision-making and foster community trust. To ensure alignment and continuity, the review should be conducted in conjunction with routine updates to the Road Safety Action Plan, allowing new findings to directly inform future strategies and investments.

Safe System Element

- Safe People



#8 Traffic Calming

Develop and implement a Citywide traffic calming program to reduce vehicle speeds and improve safety in residential areas, near schools, and along high-injury corridors. The program should include a clear process for neighborhood requests, standardized design treatments (e.g., speed humps, curb extensions), and criteria for prioritization based on crash data and community input. Integrating the program into capital planning and routine maintenance schedules will help ensure consistent, long-term implementation.

Safe System Element

- Safe Roads
- Safe Speeds



#9 Education & Messaging

Launch a Citywide road safety education initiative with a focus on high-risk behaviors, including left-turn safety.

Develop and implement a comprehensive citywide road safety education initiative that targets high-risk behaviors—such as speeding, distracted driving, and unsafe passing of left-turning vehicles—and raises awareness about the safety needs of vulnerable road users. Leverage existing educational materials from USDOT, including those from NHTSA and FMCSA, to support outreach through social media, newsletters, schools, and community partnerships.

This initiative should include targeted campaigns focused on specific issues like left-turn safety, supported by low-cost engineering countermeasures (e.g., buffered centerlines or turn bays) at conflict-prone locations. Partner with law enforcement to coordinate public education with increased enforcement in key areas. Building a culture of safety through education and strategic collaboration will help reduce risky behavior and protect all road users.

Safe System Element

- Safe People



Table 10: Recommended Policy and Process Changes

#	EMPHASIS AREA	RECOMMENDATION	SAFE SYSTEM ELEMENT
1	Complete Streets	Adopt a formal Complete Streets Policy that requires all transportation projects to consider the safety and mobility of all users including pedestrians, bicyclists, transit riders, freight, and motorists, regardless of age or ability.	Safe Roads
2	Complete Streets	Update and adopt City Code and Development Standards to include current roadway safety principles and multimodal access requirements in all new development review processes.	Safe Roads
3	Complete Streets	Revise driveway access design standards.	Safe Roads
4	Complete Streets	Adopt transit stop design standards and improve access.	Safe Roads
5	Complete Streets	Develop a comprehensive Safe Routes to School Plan.	Safe Roads, Safe People
6	Complete Streets	Establish a Citywide school zone safety standard, defining consistent use of traffic calming measures (e.g., signage, flashing beacons, crossing guards) across all school zones.	Safe Speeds, Safe Roads, Safe People
7	Data-based Decision-making	Formalize an annual road safety performance review policy, including a public dashboard and a local safety oversight committee to review fatal and serious injury crashes.	Safe People
8	Traffic Calming	Develop and implement a Citywide traffic calming program to reduce vehicle speeds and improve safety in residential areas, near schools, and along high-injury corridors.	Safe Speeds, Safe Roads
9	Public Educational Campaigns	Launch a Citywide road safety education initiative with a focus on high-risk behaviors, including left-turn safety.	Safe People

HIN INTERVENTIONS

HIN interventions are targeted along the most high-priority corridors throughout the City. The project prioritization process evaluated locations on the HIN based on priorities identified by the steering committee. Six prioritization criteria were used to evaluate and rank HIN locations. Each criterion used a unique methodology for assigning points with a maximum total score of 100.

Safety (40%)

Safety is the highest priority criteria and is based on the safety index score. Safety score percentiles were used to evaluate each HIN segment with segments with the highest safety index score receiving the most priority points. This method helps focus on the most dangerous areas to reduce crashes and save lives.

Vulnerable Road Users (20%)

SS4A projects, by definition, should not only target vehicle safety but also reduce crashes for vulnerable, non-motorized users, such as those biking, walking, or rolling. The multimodal/VRU criteria assessed the number of VRU crashes along each segment with segments experiencing the most VRU crashes receiving the most priority points. This method helps the City effectively address problematic locations for bicyclists and pedestrians.

Public Concerns (10%)

Over 150 entries were mapped by the public. HIN segments with more public concerns received more priority points. This method allows the public to have direct influence on project selection helps the City address locations proactively.

The project prioritization process evaluated the HIN based on priorities identified by the steering committee.

Land Use (10%)

Additional consideration was given to roadways surrounding schools and hospitals due to their high numbers of transportation users during peak periods. A 0.25-mile buffer zone was created around each point and segments that fall within this buffer area were given the full land use priority points.

Underserved Communities (10%)

Underserved communities are prioritized to address the impacts of road safety challenges in these communities. HIN segments within census tracts with poverty rates about fifty percent were given the full priority points.

Existing Plans (10%)

Projects already included in regional or local transportation plans received a score, with full credit for funded projects and partial credit for illustrative (unfunded) projects.

Project Prioritization



Table 11: HIN Priority Corridors

	CORRIDOR	EXTENT	SCORE
1	Wabash Avenue (A)	N 13 th St to 25 th St	85
2	Wabash Avenue (B)	25 th St to US 40	80
3	13 th Street (B)	Margaret Ave to Wabash Ave	80
4	13 th Street (A)	Plum St to Fort Harrison Rd	80
5	Lafayette Avenue	8 th Ave to Fort Harrison Rd	70
6	13 th Street (C)	Wabash Ave to 6 th Ave	70
7	19 th Street	Poplar St to Wabash Ave	70
8	Hulman Street	S 1 st St to S 9 th St	65
9	Ohio Street	3 rd St/US 41 to S 11 th St	60
10	Voorhees Street	Prairieton Rd to S 14 th St	60
11	Poplar Street	S 13 th St to S 25 th St	60
12	7 th Street	Voorhees St to Hulman Dr	60
13	Cherry Street	3 rd St/US 41 to 9 th St	55
14	Walnut Street	3 rd St/US 41 to S 19 th St	55
15	Fort Harrison Road	N 13 th St to Lafayette Ave	55
16	Locust Street	N 13 th St to N 25 th St	55
17	1 st Street	Hulman Dr to Cherry St	50
18	Fruitridge Avenue	Margaret Ave to Wabash Ave	45
19	Maple Avenue	N 1 st St to N 15 th St	45
20	13 th Street (D)	Fort Harrison Rd to Haythorne Ave	45

Although 3rd Street/US 41 had the highest safety index score among all corridors on the HIN, it was not included in the prioritization process because of an active INDOT planning study along the corridor. More information can be found at www.propelus41.com.

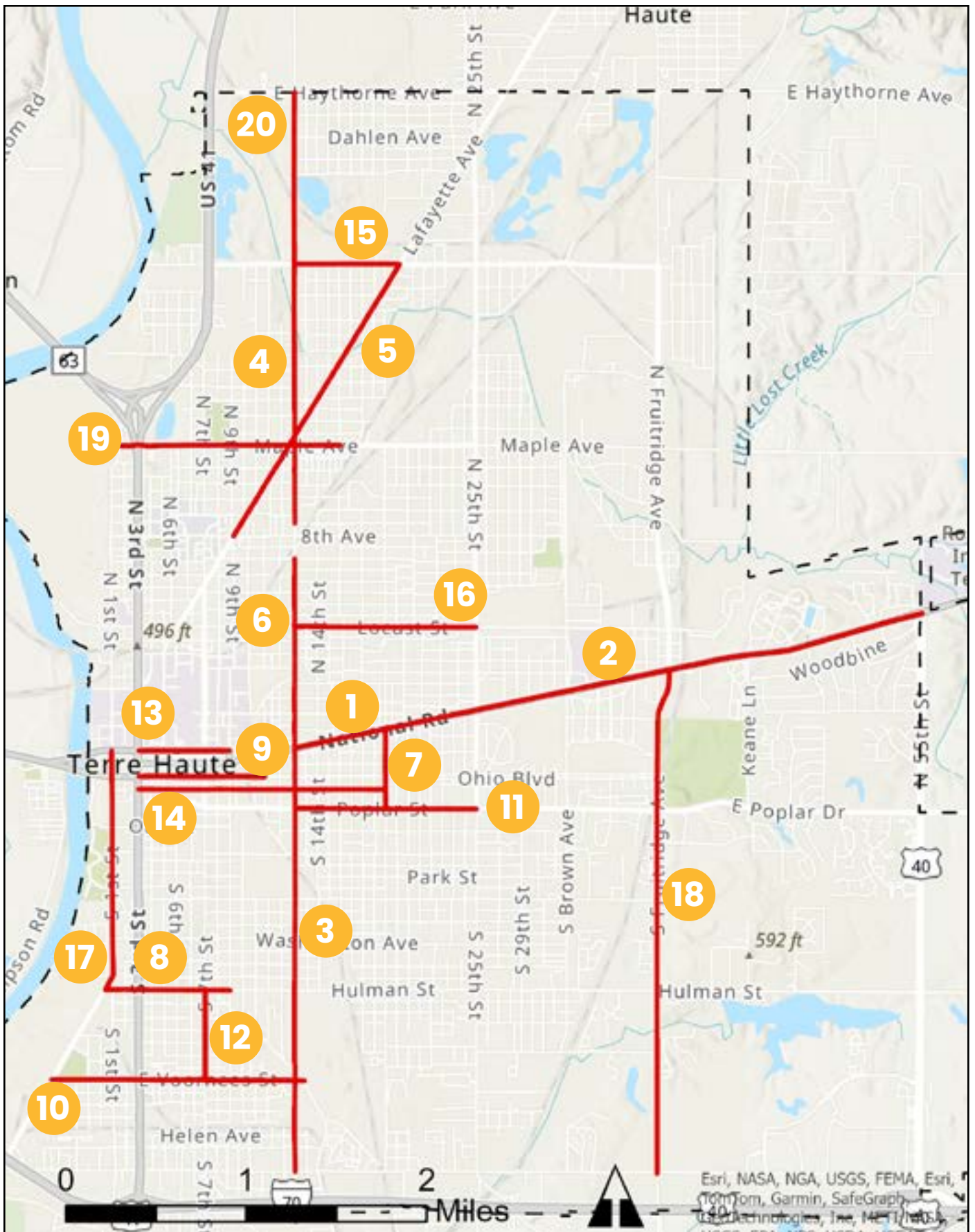


Figure 11: HIN Priority Corridors

Concepts

The following illustrations depict traffic safety improvement concepts on various corridor types. For each concept, applicable corridors and proven safety countermeasures are identified.

4 TO 3 LANE ROAD DIET

Applicable Corridors

- 13th Street (B)
- Wabash Avenue (B)
- Fort Harrison Road

Concept Elements



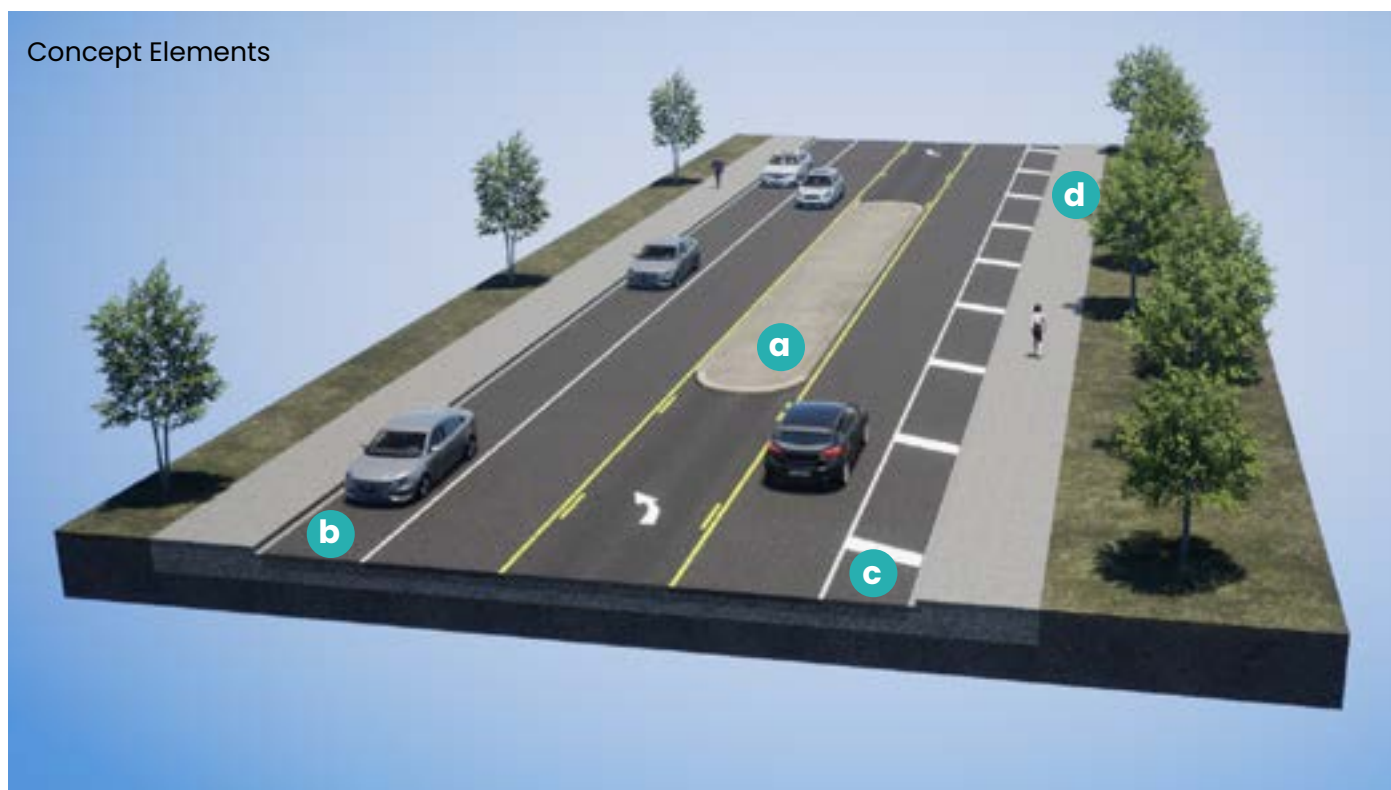
- | | |
|-----------------------------------|------------------------------|
| a Lane Reconfiguration | d Crosswalks |
| b Pedestrian Refuge Island | e Protected Bike Lane |
| c Pedestrian Hybrid Beacon | f Median Barrier |

MULTI-LANE ARTERIAL

Applicable Corridors

- Wabash Avenue (A)
- Wabash Avenue (B)

Concept Elements



- a** Median Barrier
- b** Parking Lane

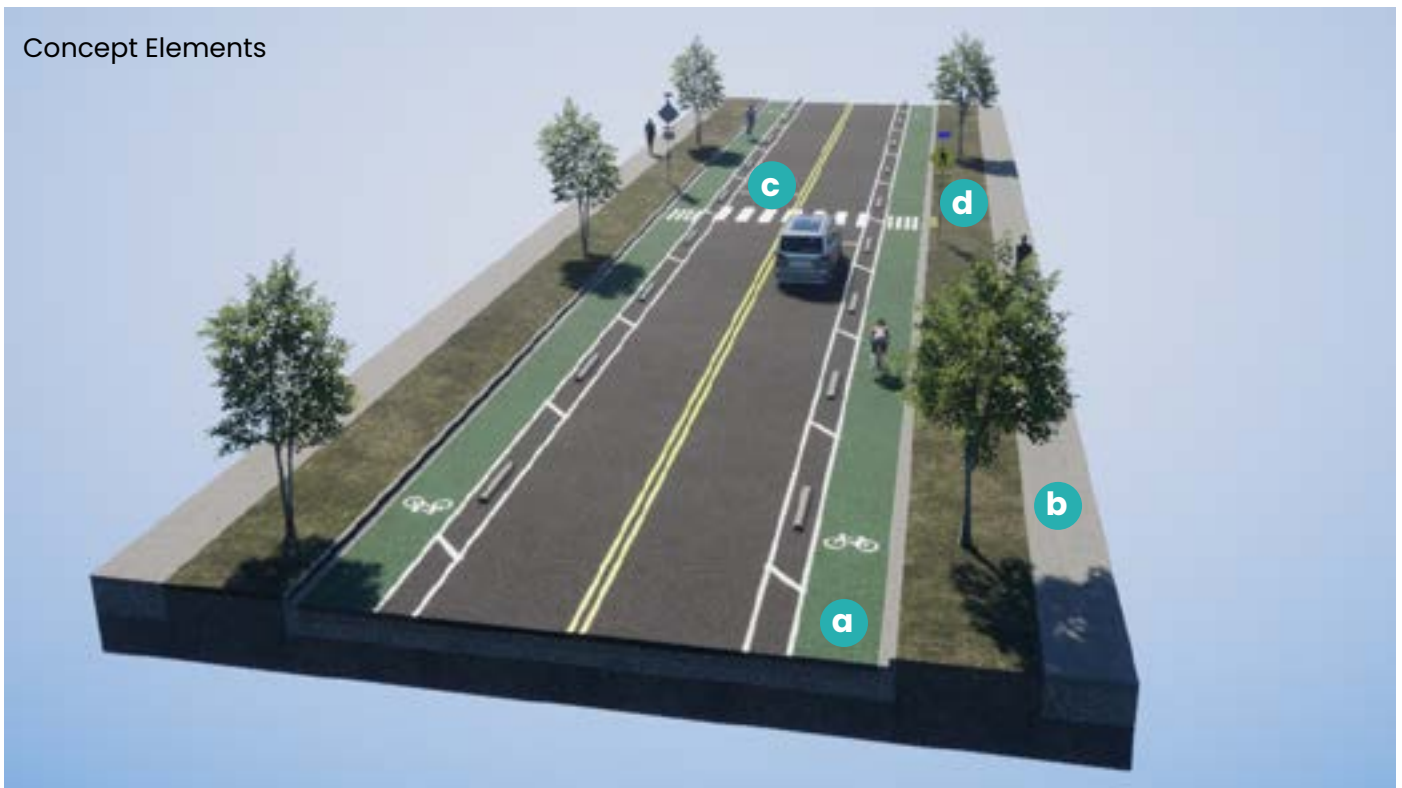
- c** Lane Narrowing
- d** Sidewalks

PROTECTED BIKE LANE

Applicable Corridors

- Ohio Street
- Walnut Street
- Voorhees Street

Concept Elements



- a** Protected Bike Lanes
- b** Sidewalks

- c** Crosswalks
- d** Rectangular Rapid Flashing Beacon (RRFB)

SHARED-USE PATH

Applicable Corridors

- 13th Street (A, B, D)
- Lafayette Avenue
- 1st Street
- Maple Avenue
- Fruitridge Avenue

Concept Elements



a Raised Crosswalk

b Parking Lane

c Shared Use Path

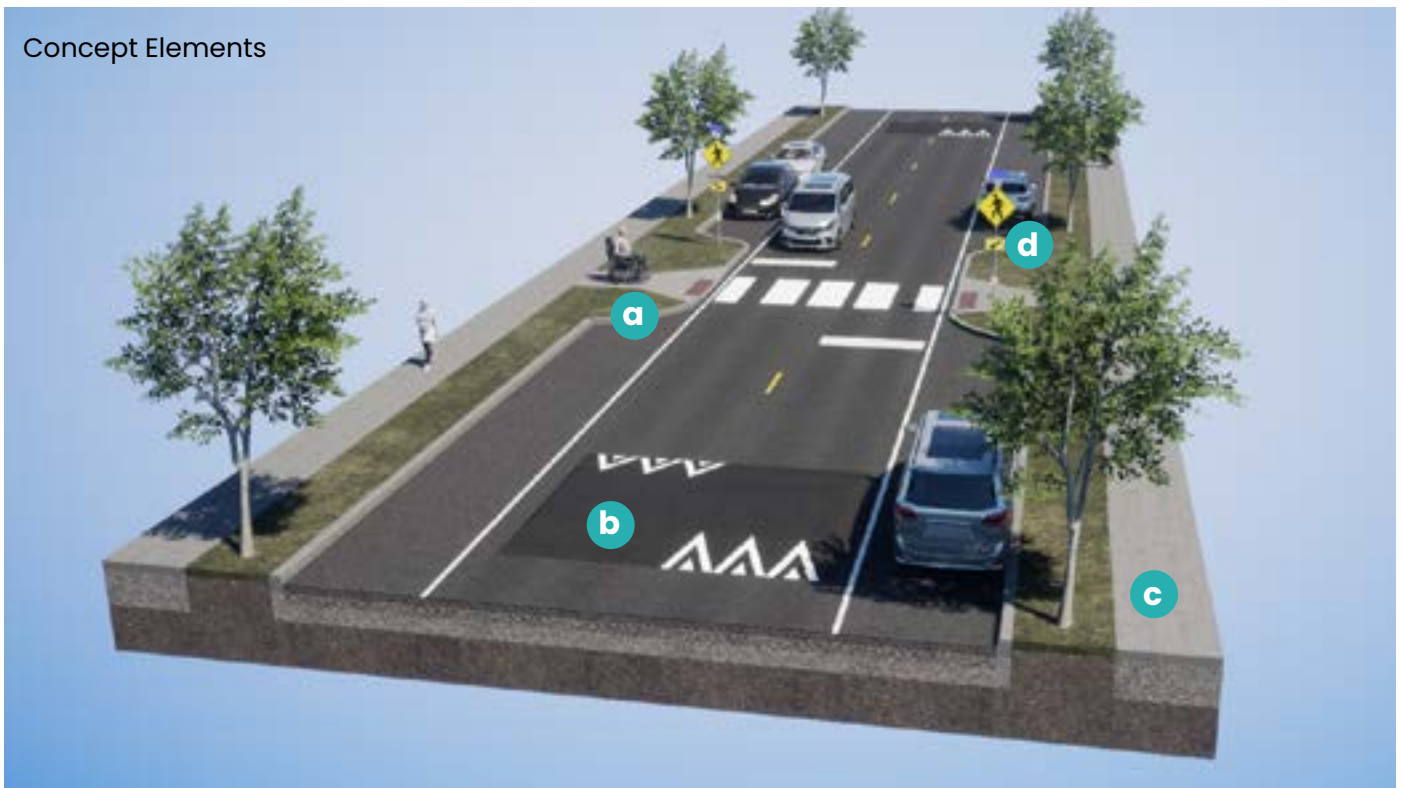
d Rectangular Rapid Flashing Beacon (RRFB)

CALM STREET

Applicable Corridors

- 19th Street
- Hulman Street
- Poplar Street
- 7th Street
- Locust Street

Concept Elements



- a** Curb Extensions
- b** Speed Humps

- c** Sidewalks
- d** Rectangular Rapid Flashing Beacon (RRFB)

#1: WABASH AVENUE (A)

Characteristics

The segment of Wabash Avenue, from N 13th St to 25th St is a 1.0 mile-long principal arterial with an AADT of approximately 9,900. The roadway features two lanes with a center turning lane. There is on-street parking in some locations. Meadows Elementary School is located on the eastern stretch of the segment. The intersection of Wabash Avenue and 13th St is identified in the THAMPO MTP for intersection improvements including signal upgrades and protected left turns as a cost-feasible project for 2025-2030.

KSI Crashes: 28

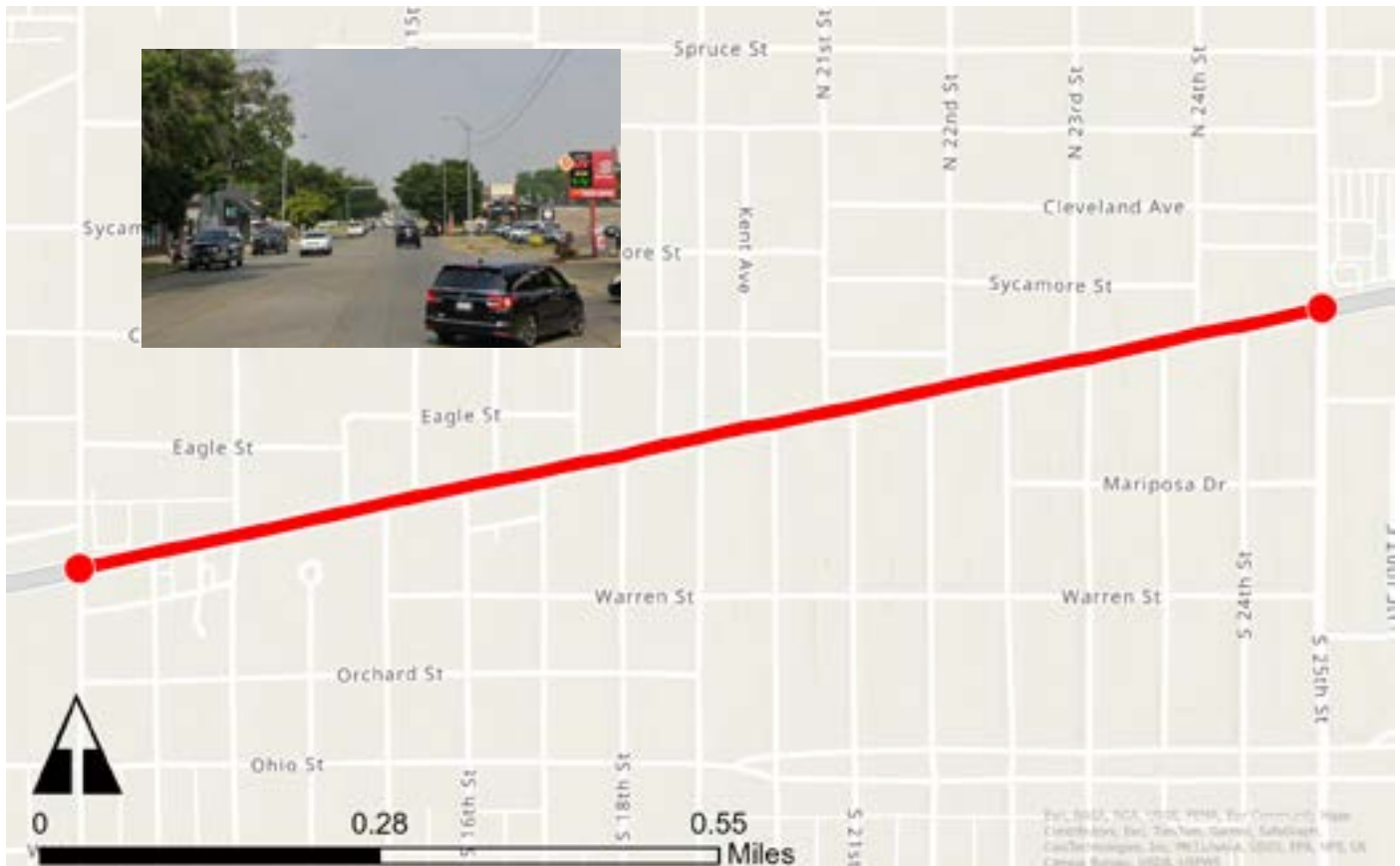
Non-motorized Crashes: 13

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	12	42.9%
Rear End	7	25.0%
Ran Off Road	3	10.7%
Head on Between Two Vehicles	2	7.1%
Left Turn	2	7.1%
Other	1	3.6%
Same Direction Sideswipe	1	3.6%

Prioritization Results

CRITERIA	SCORE
Safety	30
Vulnerable Road Users	15
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	85

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	9	32.1%
Following Too Closely	4	14.3%
Disregard Traffic Signal	3	10.7%
Improper Lane Usage	3	10.7%
Other	3	10.7%
Distracted Driver	2	7.1%
Fatigued Driver	1	3.6%
Improper Turning	1	3.6%
Pedestrian Action	1	3.6%
Ran Off Road Right	1	3.6%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Smart Signal Enhancements

- Dilemma Zone Detection
- Yellow Change Intervals (dynamic intervals)
- Permissive to Protected Left Turns
- Leading Pedestrian Intervals

Retroflective Signal Backplates

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings

Long-Term

Pedestrian Hybrid Beacons

Median Barriers

Corridor Access Management

#2: WABASH AVENUE (B)

Characteristics

The 2.5 mile extent of Wabash Avenue, from 25th St to US 40, is a four-lane principal arterial with an AADT of 17,304. The segment features very fragmented sidewalks with none towards its eastern extent. The Rose-Hulman Institute of technology is found at the north-east corner at the intersection of US 40. Wabash Avenue, from Fruidtridge Ave to US 40, is identified as a cost-feasible project for road reconstruction to improve safety and pavement condition between 2046 and 2050.

KSI Crashes: 42

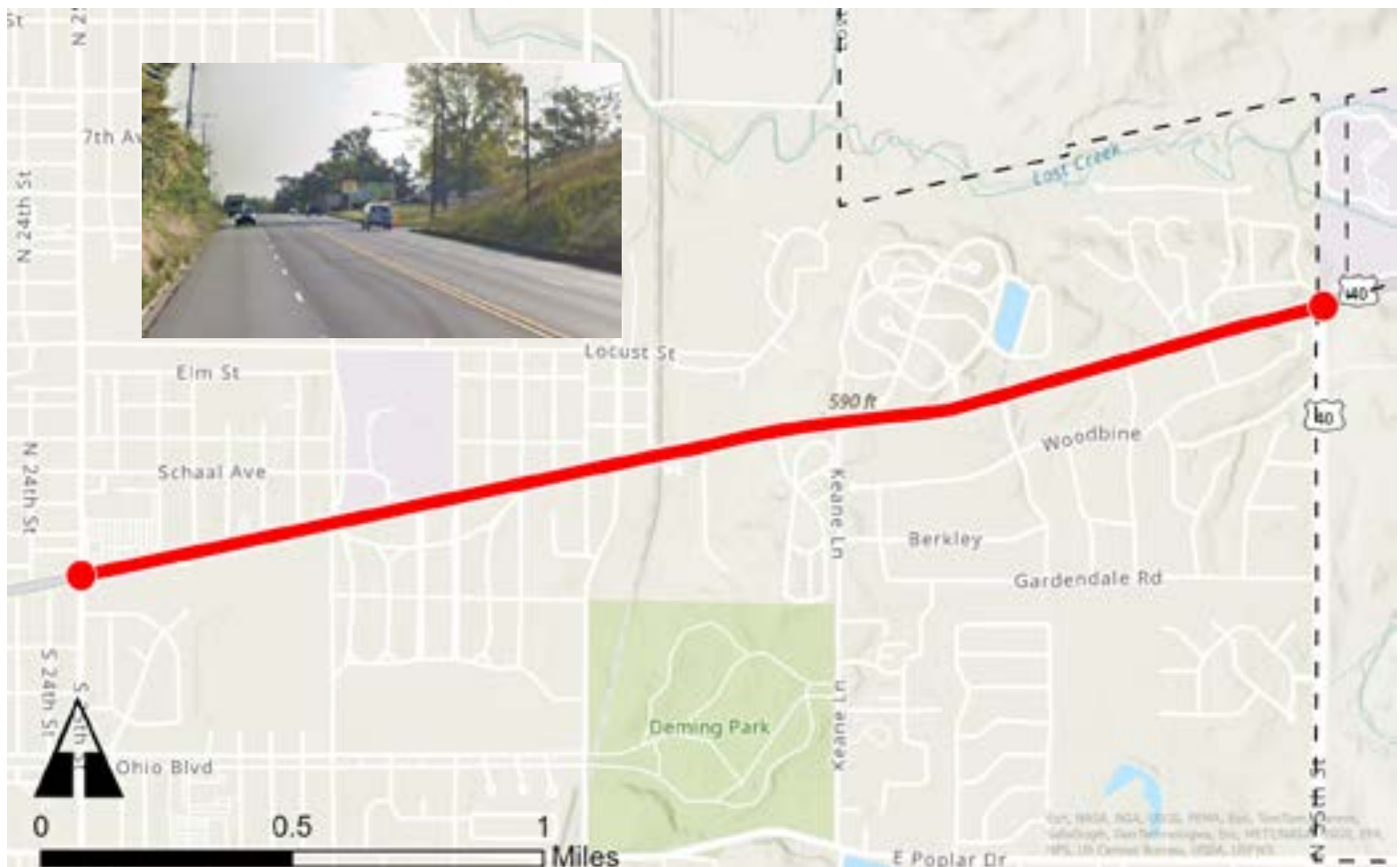
Non-motorized Crashes: 16

Prioritization Results

CRITERIA	SCORE
Safety	30
Vulnerable Road Users	20
Public Concerns	10
Land Use	10
Underserved Communities	0
Existing Plans	10
Total Score	80

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	13	31.0%
Left Turn	8	19.0%
Rear End	7	16.7%
Head On	4	9.5%
Ran Off Road	3	7.1%
Other	2	4.8%
Same Direction Sideswipe	2	4.8%
Backing Crash	1	2.4%
Non-Collision	1	2.4%
Opposite Sideswipe	1	2.4%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	20	47.6%
Following Too Closely	6	14.3%
Other	6	14.3%
Improper Lane Usage	3	7.1%
Disregard Traffic Signal	1	2.4%
Distracted Driver	1	2.4%
Left of Center	1	2.4%
Pedestrian Action	1	2.4%
Ran Off Road Right	1	2.4%
Unsafe Backing	1	2.4%
Unsafe Speed	1	2.4%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Sidewalks

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Pedestrian Hybrid Beacons (PHB)

Lighting and Signage Improvements

Long-Term

Dedicated Left- and Right- Turn Lanes

Road Diet

Median Barriers

Roundabout at US 40

#3: 13TH STREET (B)

Characteristics

13th Street (B) from Margaret Ave to Wabash Ave runs 2.3 miles. The segment is a minor arterial with two lanes from Wabash Ave to Poplar St, four lanes from Poplar St to Lockport Rd, and two lanes from Lockport Rd to Margaret Ave. The segment has an AADT of nearly 9,450 and features sidewalks on both sides for most of its extent. The section of this segment from Wabash Ave to Poplar St is included in an identified illustrative project for road reconstruction to improve mobility, safety, and pavement conditions.

KSI Crashes: 53

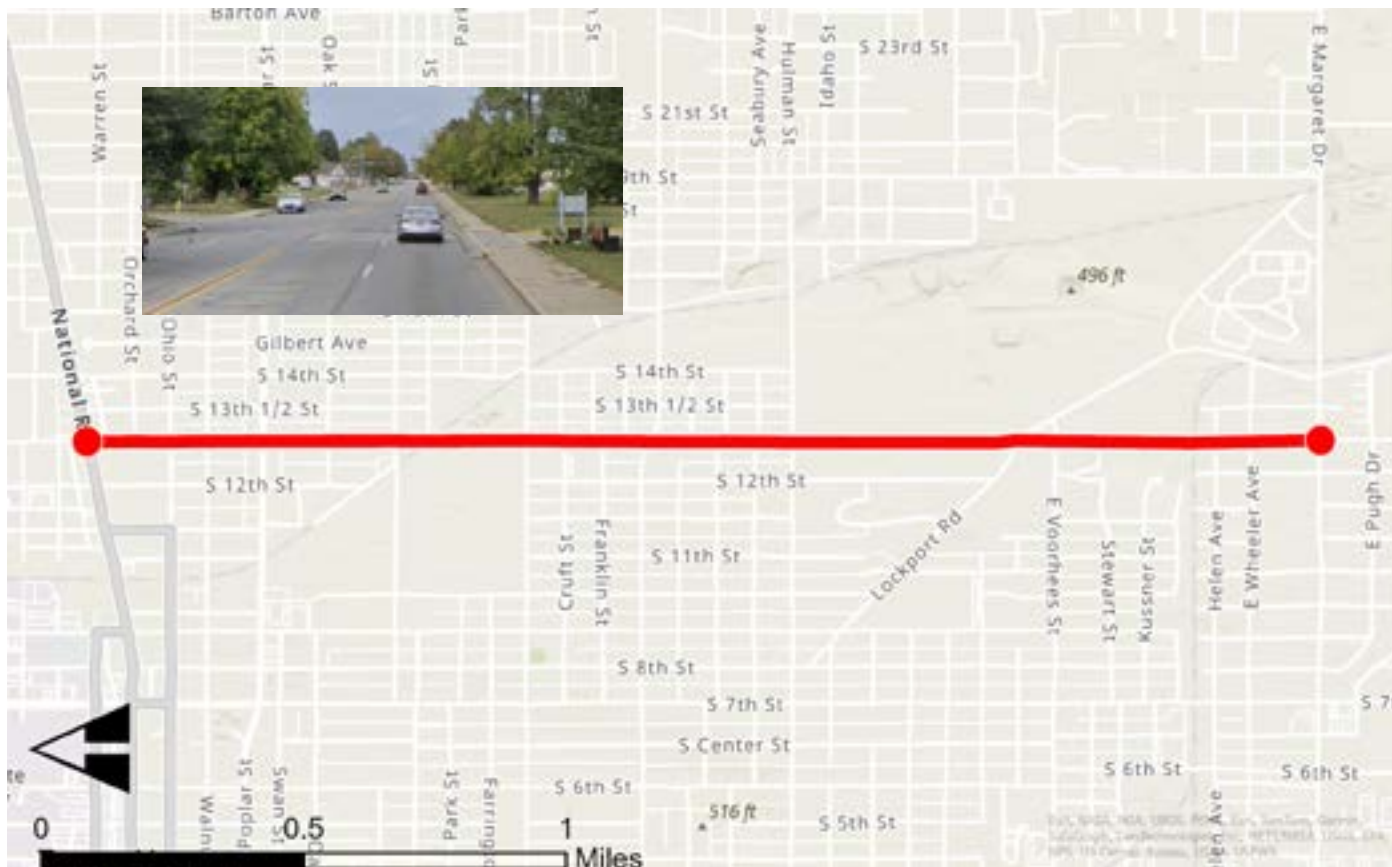
Non-motorized Crashes: 18

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	25	47.2%
Other	13	24.5%
Ran Off Road	5	9.4%
Rear End	4	7.5%
Left Turn	3	5.7%
Head On	1	1.9%
Left/Right Turn	1	1.9%
Right Turn	1	1.9%

Prioritization Results

CRITERIA	SCORE
Safety	30
Vulnerable Road Users	20
Public Concerns	10
Land Use	0
Underserved Communities	10
Existing Plans	10
Total Score	80

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	18	34.0%
Disregard Traffic Signal	11	20.8%
Other	8	15.1%
Unsafe Speed	4	7.5%
Following Too Closely	3	5.7%
Pedestrian Action	3	5.7%
Ran Off Road Right	2	3.8%
Failure to Maintain Lane	1	1.9%
Improper Lane Usage	1	1.9%
Improper Turning	1	1.9%
Roadway Surface Condition	1	1.9%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Smart Signal Enhancements

- Dilemma Zone Detection
- Yellow Change Intervals (dynamic intervals)
- Permissive to Protected Left Turns
- Leading Pedestrian Intervals

Retroflective Signal Backplates

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Pedestrian Hybrid Beacons

Lighting and Signage Improvements

Long-Term

Road Diet with Protected Bicycle Lane

#4: 13TH STREET (A)

Characteristics

13th Street (A) from Plum St to Fort Harrison Rd is a 1.4 mile two-way minor arterial with an AADT of 9,141. The segment has sidewalks on both sides of the road and is located within a quarter mile of John Paul II Catholic High School. From Locust St to Maple Ave, 13th Street is identified as a cost-feasible project for 2046-2050 which includes a road reconstruction to improve safety and pavement conditions. The segment of 13th Street, from Carl Ave to Sherburne Ave, is also identified as an illustrative project with a new sidewalk/multi-purpose path.

KSI Crashes: 20

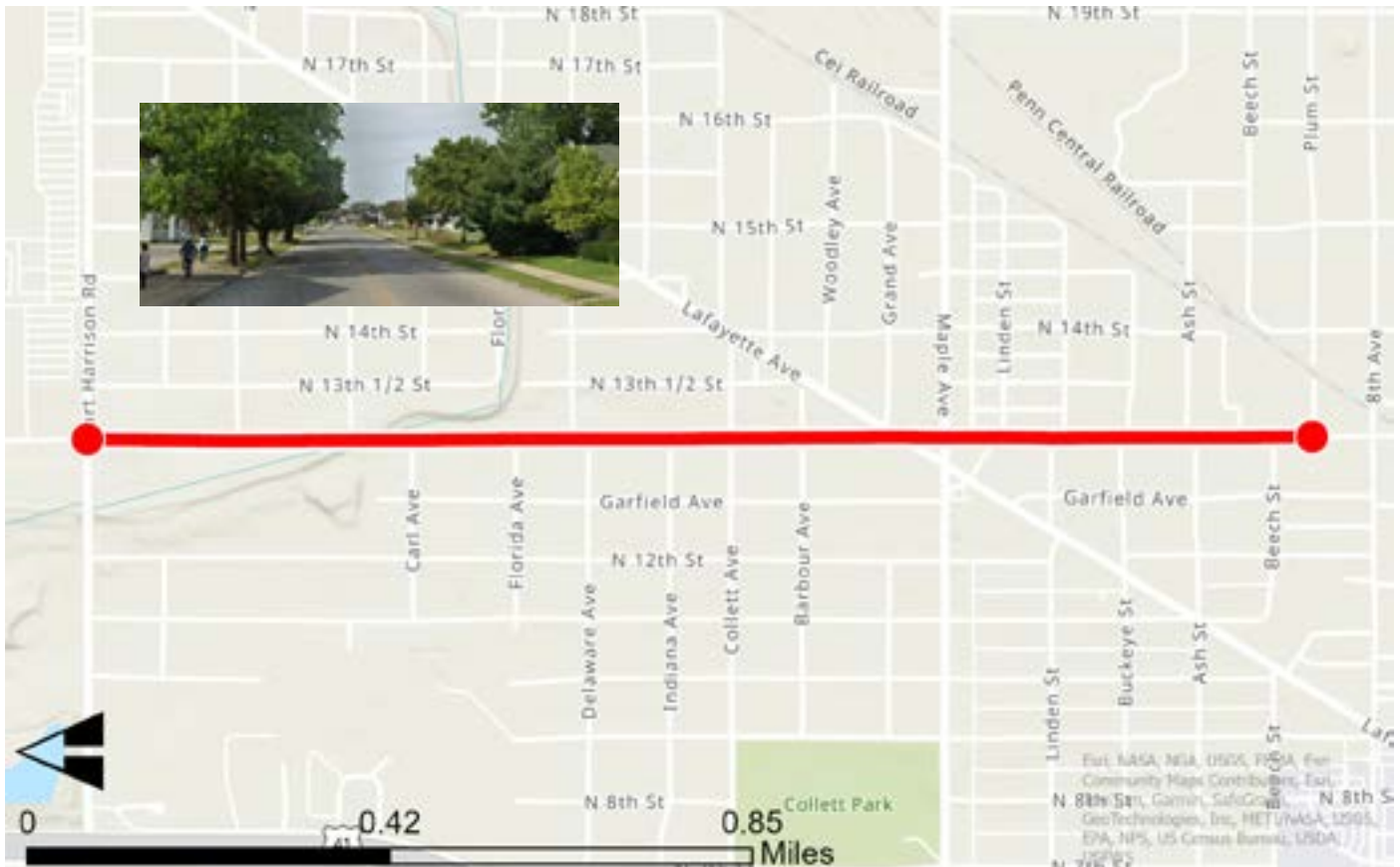
Non-motorized Crashes: 6

Prioritization Results

CRITERIA	SCORE
Safety	30
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	80

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	6	30%
Ran Off Road	4	20%
Other	4	20%
Rear End	2	10%
Head On	1	5%
Left Turn	1	5%
Left/Right Turn	1	5%
Non-Collision	1	5%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Other	5	25.0%
Driver Illness	4	20.0%
Failure to Yield ROW	3	15.0%
Roadway Surface Condition	3	15.0%
Cell Phone Usage	1	5.0%
Disregard Signal/Sign	1	5.0%
Driver Distracted	1	5.0%
Unsafe Lane Movement	1	5.0%
Unsafe Speed	1	5.0%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Retroflective Signal Backplates

Leading Pedestrian Intervals

Lighting and Signage Improvements

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Long-Term

Shared Use Path

#5: LAFAYETTE AVENUE

Characteristics

The 1.8 mile stretch of Lafayette Avenue from Fort Harrison Rd to 8th Ave is a two-lane principal arterial with an AADT of 14,186. Both the Mclean Education Center and John Paul II Catholic High School are found along this segment with Union Hospital within a quarter mile. This section of Lafayette Avenue is identified in an illustrative project for road reconstruction to improve safety and mobility, stretching from 7th St, south of the segment, up to its northern extent, Fort Harrison Rd.

KSI Crashes: 34

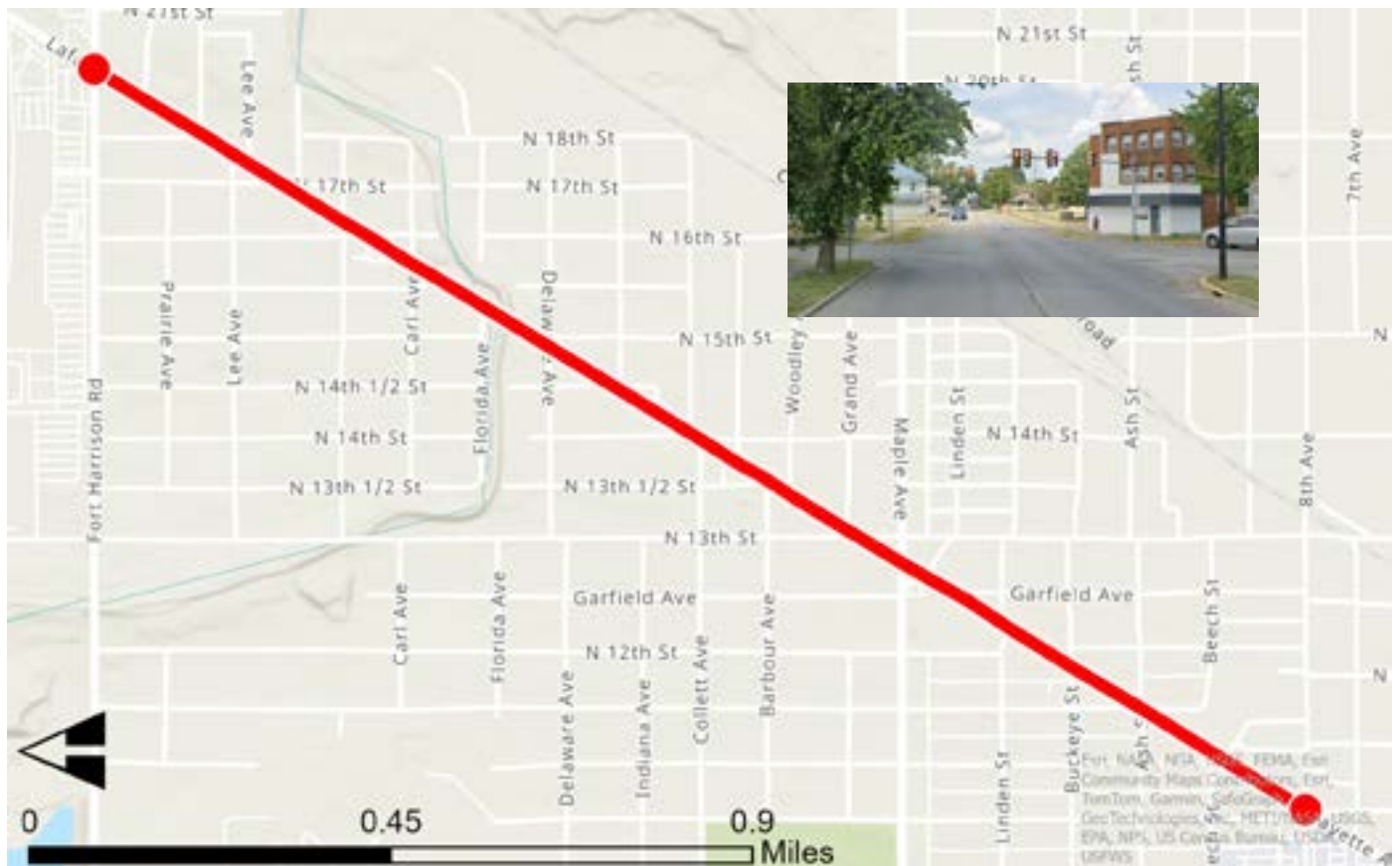
Non-motorized Crashes: 12

Prioritization Results

CRITERIA	SCORE
Safety	20
Vulnerable Road Users	15
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	5
Total Score	70

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	13	38.2%
Rear End	4	11.1%
Ran Off Road	6	16.6%
Left Turn	4	11.1%
Head On	2	5.5%
Same Direction Sideswipe	2	5.5%
Opposite Sideswipe	1	2.7%
Right Turn	1	2.7%
Other	1	2.7%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Other	12	35.3%
Failure to Yield ROW	10	29.4%
Disregard Signal/Sign	2	5.9%
Improper Passing	2	5.9%
Driver Distracted	1	2.9%
Driver Illness	1	2.9%
Improper Lane Usage	1	2.9%
Left of Center	1	2.9%
Pedestrian Action	1	2.9%
Ran Off Road Right	1	2.9%
Unsafe Speed	1	2.9%
View Obstructed	1	2.9%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Smart Signal Enhancements

- Dilemma Zone Detection
- Yellow Change Intervals (dynamic intervals)
- Permissive to Protected Left Turns
- Leading Pedestrian Intervals

Retroflective Signal Backplates

Lighting and Signage Improvements

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Rectangular Rapid Flashing Beacons (RRFB)

Long-Term

Roundabout at Fort Harrison Road

Shared Use Path

#6: 13TH STREET (C)

Characteristics

13th Street (C) is a 1 mile segment of from Wabash Ave to 6th Ave. The segment is a two-way minor arterial with an AADT of 9,600. The segment features sidewalks on both sides. Chauncey Rose Middle School is located on 3rd Ave at the intersecting corner with 13th St. This segment of 13th St is included in a cost-feasible project identified for 2046–2050 which includes a road reconstruction to improve safety and pavement conditions.

KSI Crashes: 20

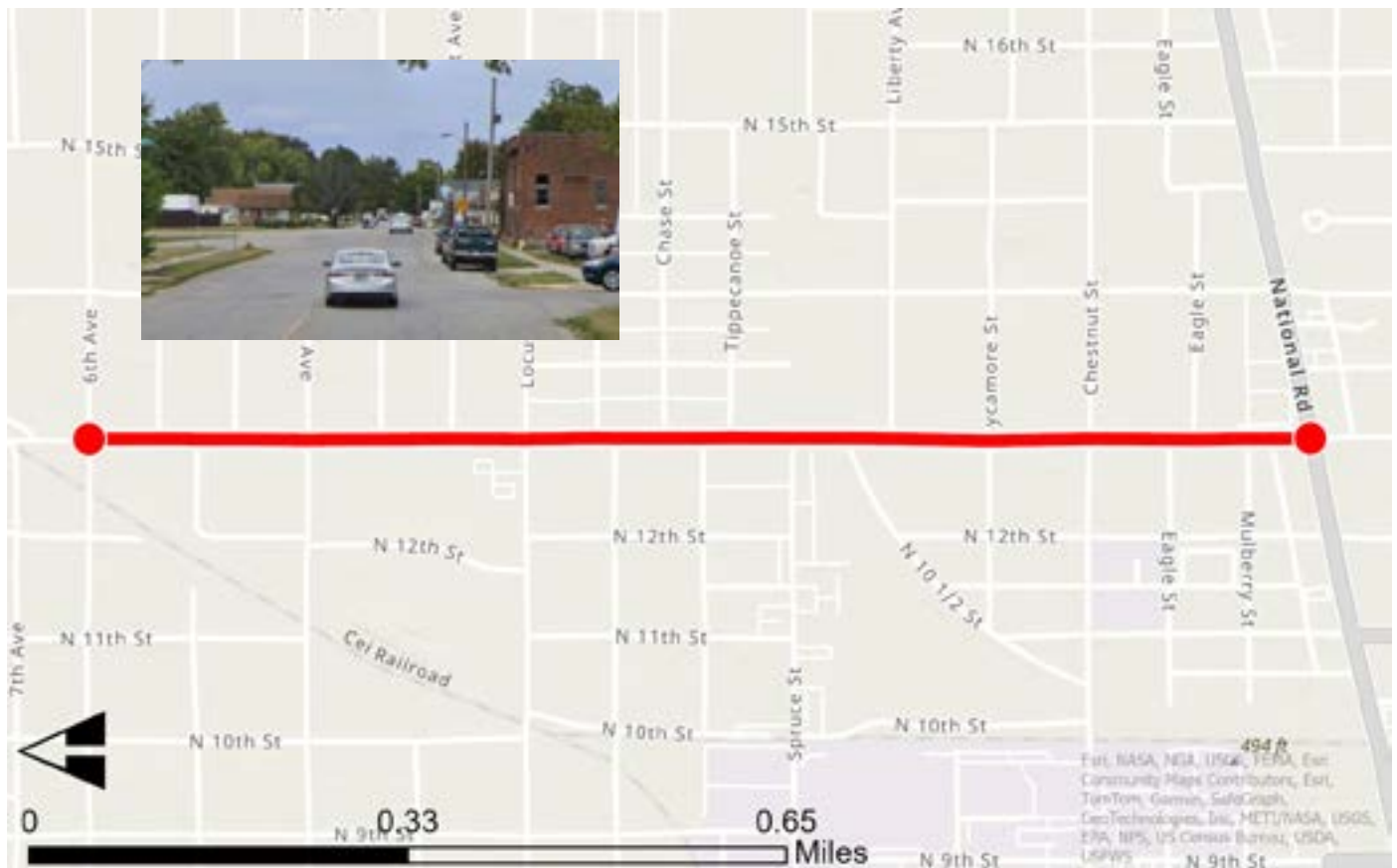
Non-motorized Crashes: 9

Prioritization Results

CRITERIA	SCORE
Safety	30
Vulnerable Road Users	10
Public Concerns	0
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	70

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	9	45%
Rear End	4	20%
Ran Off Road	2	10%
Left Turn	1	10%
Head On	1	10%
Opposite Direction Sideswipe	1	5%
Right Turn	1	5%
Other	1	5%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	7	35.0%
Disregard Signal/ Sign	4	20.0%
Following too Closely	3	15.0%
Improper Lane Usage	2	10.0%
Other	2	10.0%
Pedestrian Action	1	5.0%
Ran Off Road Right	1	5.0%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Retroflective Signal Backplates

Leading Pedestrian Intervals

Lighting and Signage Improvements

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Horizontal Deflections (Chicanes)
- Neighborhood Traffic Circles

Long-Term

Shared Use Path

#7: 19TH STREET

Characteristics

The 19th Street segment from Wabash Ave to Poplar St stretches for nearly a half a mile. This street is a two-lane major collector with an AADT of 3,264. Davis Park Elementary School straddles 18th and 19th Street. 19th Street, from Wabash Ave to Ohio Ave, is identified as an illustrative project for spot intersection improvements and pavement improvements.

KSI Crashes: 6

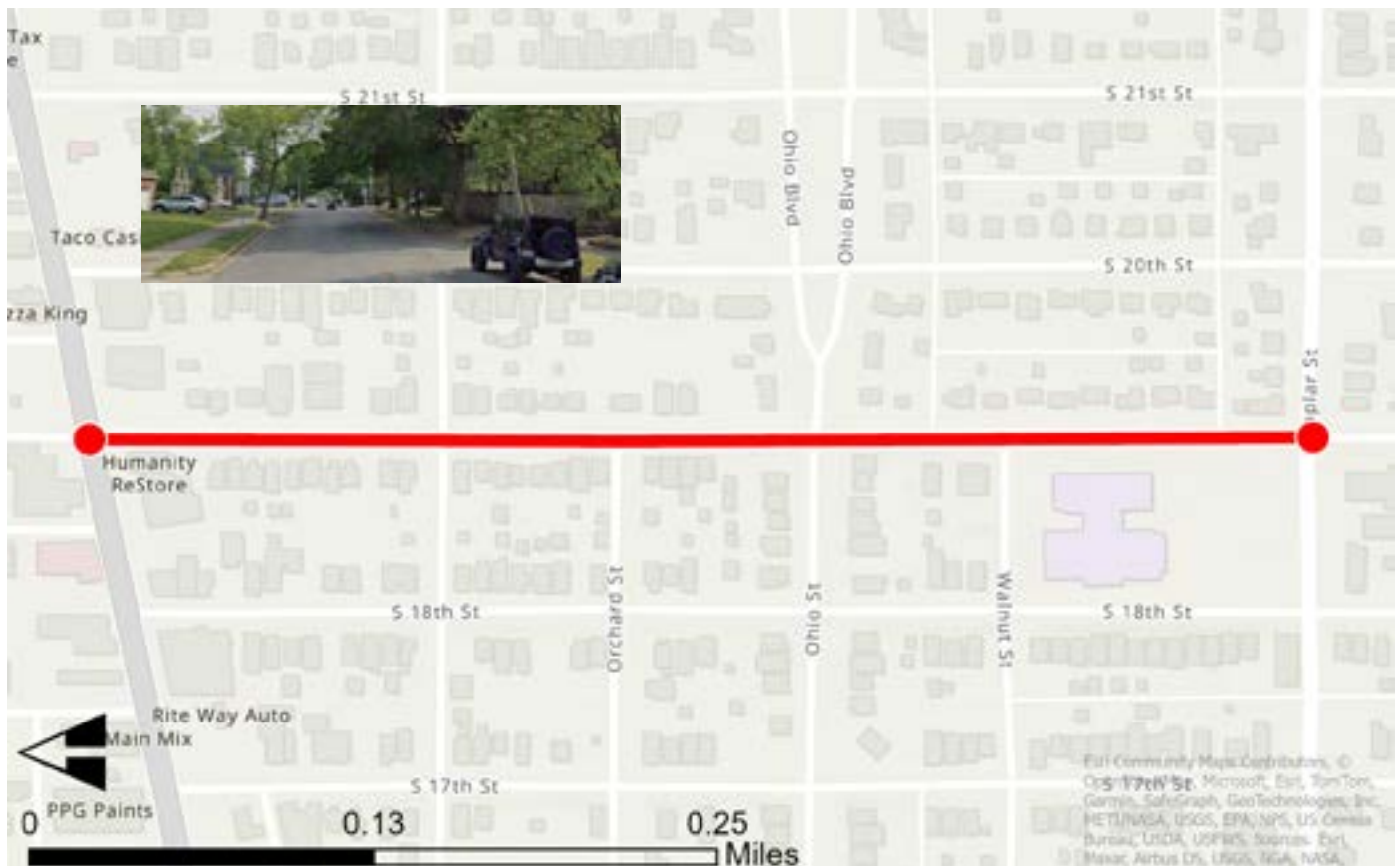
Non-motorized Crashes: 3

Prioritization Results

CRITERIA	SCORE
Safety	40
Vulnerable Road Users	5
Public Concerns	0
Land Use	10
Underserved Communities	10
Existing Plans	5
Total Score	70

CRASH TYPE	KSI COUNT	PERCENT
Rear End	2	33.3%
Other	2	33.3%
Ran Off Road	1	16.6%
Right Angle	1	16.6%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	2	33.3%
Driver Illness	1	16.7%
Following too Closely	1	16.7%
Improper Lane Usage	1	16.7%
Other	1	16.7%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Lighting and Signage Improvements

Dynamic Speed Feedback Signs

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

#8: HULMAN DRIVE

Characteristics

Hulman Drive from S 1st St to S 9th St stretches for 0.7 miles and is a two-lane minor arterial with an AADT of 5,121. There are sidewalks on both sides of the road. The segment is within a quarter mile of Farrington Grove Elementary School. Hulman Dr is identified as a cost-feasible project, from 6th St to 25th St, for road reconstruction to improve safety between 2041-2045.

KSI Crashes: 26

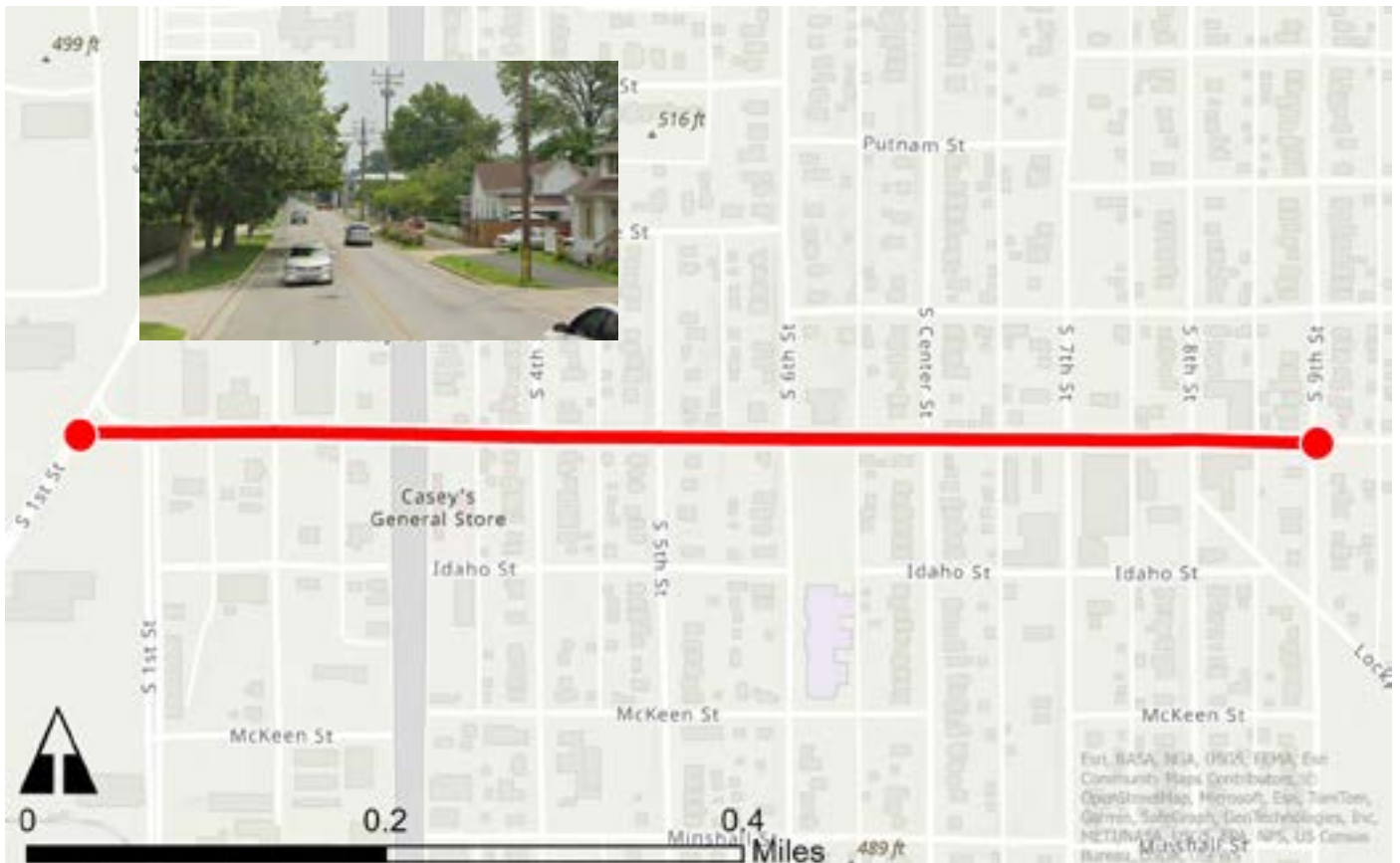
Non-motorized Crashes: 12

Prioritization Results

CRITERIA	SCORE
Safety	20
Vulnerable Road Users	15
Public Concerns	0
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	65

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	17	65.3%
Left Turn	3	11.5%
Other	3	11.5%
Ran Off Road	1	3.8%
Head On	1	3.8%
Same Direction Sideswipe	1	3.8%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Disregard Signal/Sign	10	38.5%
Failure to Yield ROW	7	26.9%
Other	4	15.4%
Pedestrian Action	2	7.7%
Brake Failure	1	3.8%
Ran Off Road Right	1	3.8%
View Obstructed	1	3.8%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Retroflective Signal Backplates

Leading Pedestrian Intervals

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Rectangular Rapid Flashing Beacons (RRFB)
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Lighting and Signage Improvements

#9: OHIO STREET

Characteristics

The 0.7 mile stretch of Ohio Street from 3rd St/US 41 to S 11th St is a three-lane one-way principal arterial with an AADT of approximately 6,650. Sidewalks can be found on both sides of the roadway, but no bicycle facilities are present. The segment is a quarter-mile from the Vigo County Public library. This section of Ohio Street is identified as a cost-feasible project between 2025-2030 as a road reconstruction to improve travel time reliability and safety.

KSI Crashes: 20

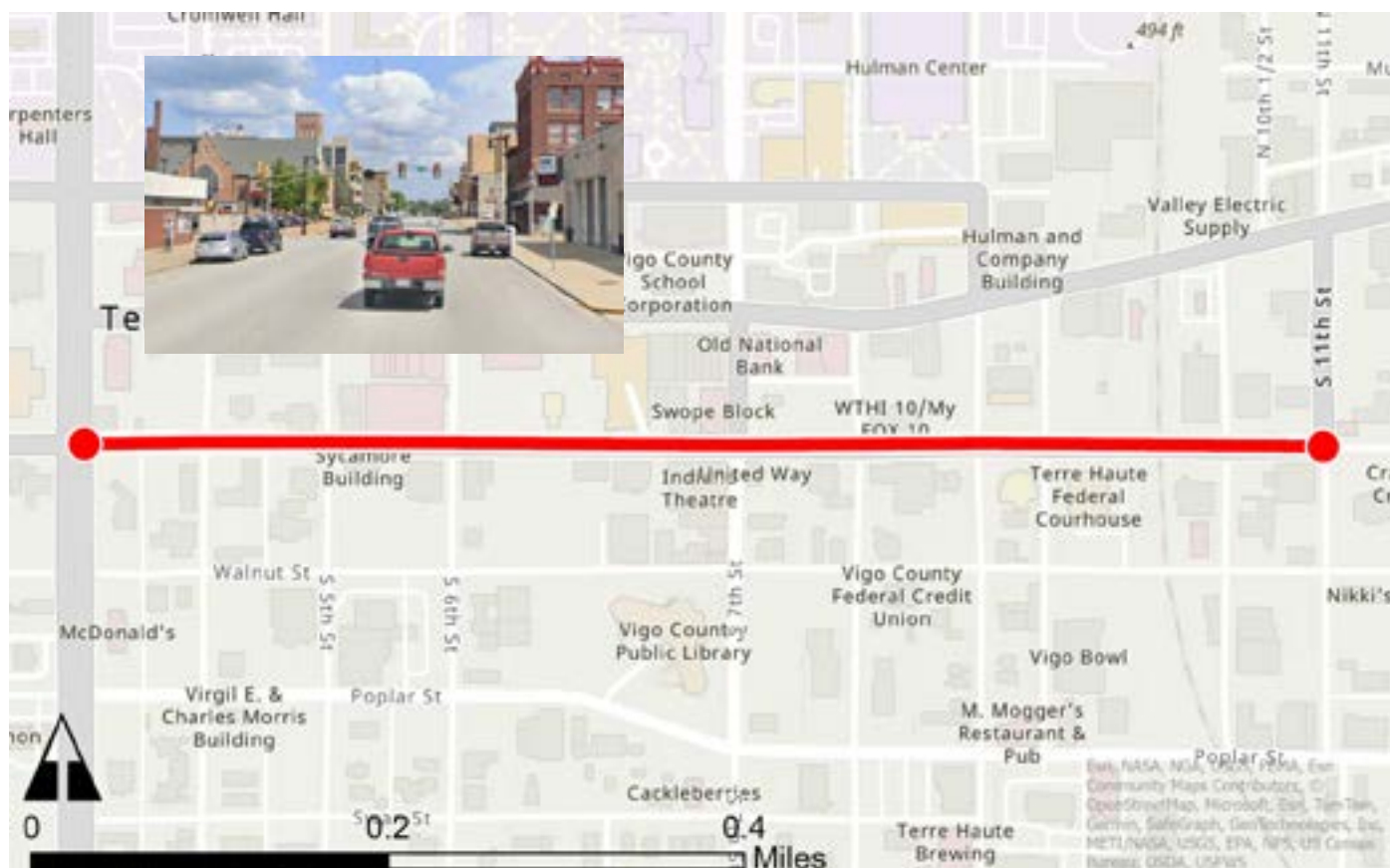
Non-motorized Crashes: 7

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	60

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	11	55%
Other	5	25%
Rear End	2	10%
Left Turn	1	5%
Ran Off Road	1	5%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Disregard Signal/ Sign	9	45.0%
Failure to Yield ROW	3	15.0%
Following too Closely	2	10.0%
Other	2	10.0%
Improper Turning	1	5.0%
Left of Center	1	5.0%
Pedestrian Action	1	5.0%
View Obstructed	1	5.0%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Smart Signal Enhancements

- Dilemma Zone Detection
- Yellow Change Intervals (dynamic intervals)
- Permissive to Protected Left Turns
- Leading Pedestrian Intervals

Retroflective Signal Backplates

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions

Long-Term

Road Diet with Protected Bike Lanes

#10: VOORHEES STREET

Characteristics

The 1.4 miles segment of Voorhees Street from Prairieton Rd to S 14th St is a two-lane major collector with an AADT of 4,880. The western portion of the roadway features sidewalks on both sides but not on the eastern portion closer to S 14th St. Voorhees Park is located along the western edge of the roadway and Sarah Scott Middle School is located within a quarter mile of the roadway towards its eastern end. From 1st to 13th St, Voorhees St is identified as a cost-feasible project for road reconstruction to improve safety and pavement conditions between 2041 and 2045.

Prioritization Results

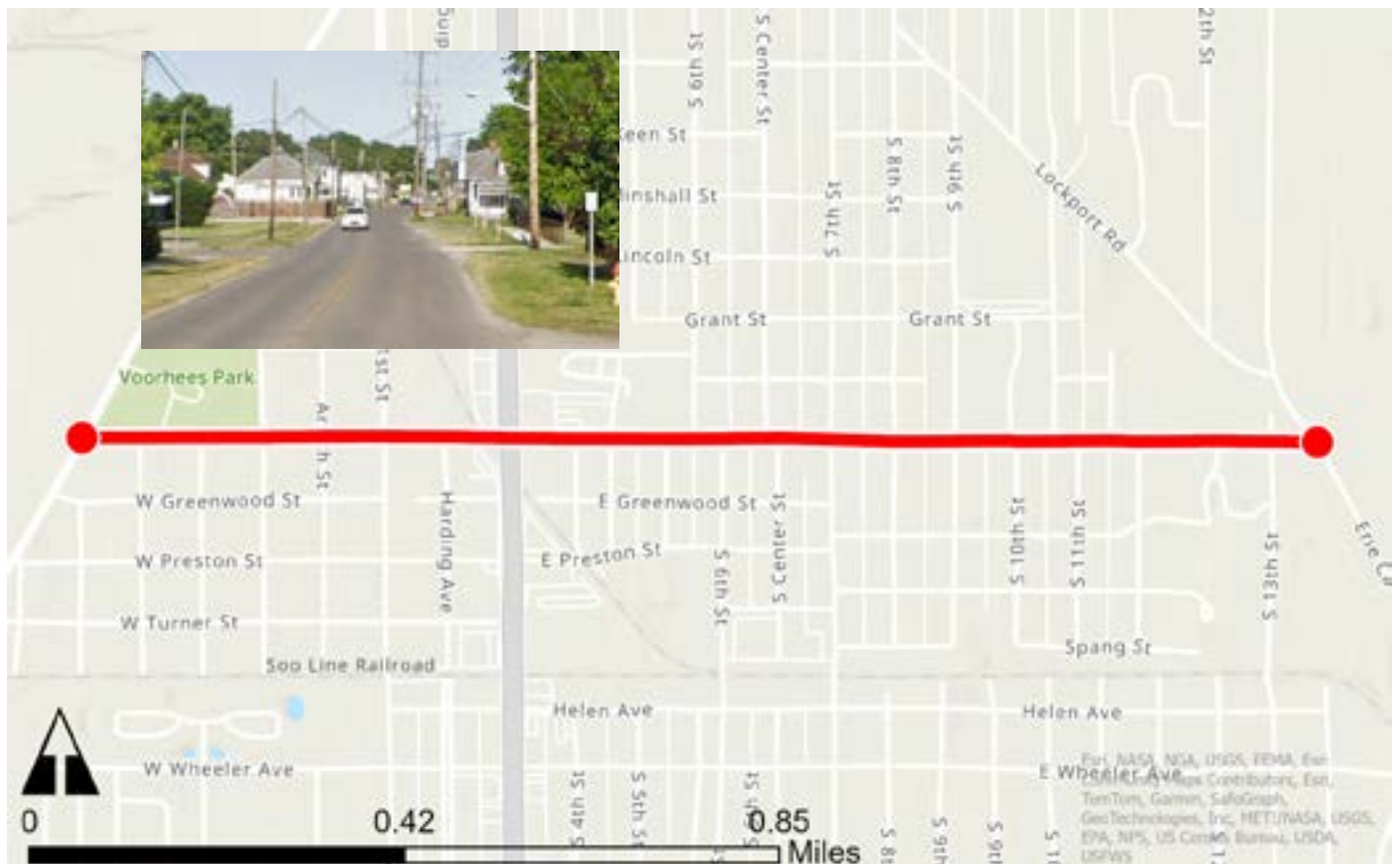
CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	60

KSI Crashes: 15

Non-motorized Crashes: 6

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	8	53.3%
Other	3	20%
Left Turn	1	6.6%
Left/Right Turn	1	6.6%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	6	40.0%
Disregard Signal/Sign	5	33.3%
Other	3	20.0%
Following too Closely	1	6.7%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Lighting and Signage Improvements

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Long-Term

Sidewalks

Protected Bicycle Lane

#11: POPLAR STREET

Characteristics

Poplar Street, from S 13th St to S 25 St, is a one-mile, two-lane principal arterial with an AADT of 7,377. Sidewalks are found along both sides of the roadway for the full extent of the segment. Woodrow Wilson Middleschool, Davis Park Elementary School, and St. Patrick Elementary School are all located within a quarter mile of this segment. Poplar Street, from 7th St to 29th St, is identified as a cost-feasible project for road reconstruction to improve safety, mobility, and pavement conditions between 2046 and 2050.

KSI Crashes: 19

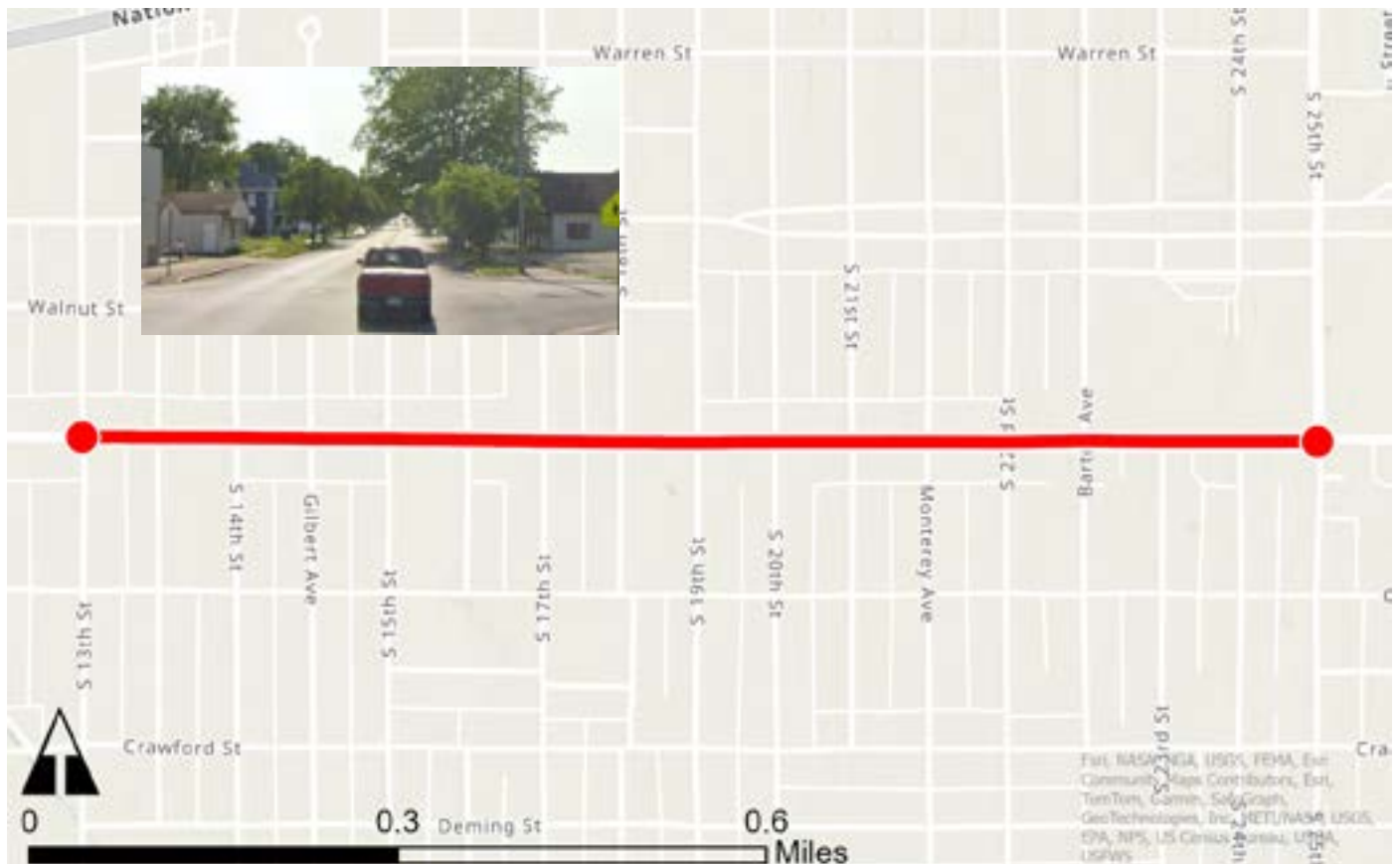
Non-motorized Crashes: 7

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	60

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	8	42.1%
Other	6	31.5%
Rear End	3	15.7%
Left Turn	1	5.2%
Non-Collision	1	5.2%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	8	42.1%
Other	6	31.6%
Disregard Signal/Sign	2	10.5%
Driver Illness	1	5.3%
Following too Closely	1	5.3%
Pedestrian Action	1	5.3%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Retroflective Signal Backplates

Leading Pedestrian Intervals

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Rectangular Rapid Flashing Beacons (RRFB)
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Lighting and Signage Improvements

#12: 7TH STREET

Characteristics

7th Street, from Hulman St to Voorhees Street is a two-lane minor arterial with an AADT of 10,586. The segment features sidewalks on both sides for its entire extent. Both Sarah Schoot Middle School and Farrington Grove Elementary School are within a quarter mile of the segment.

KSI Crashes: 9

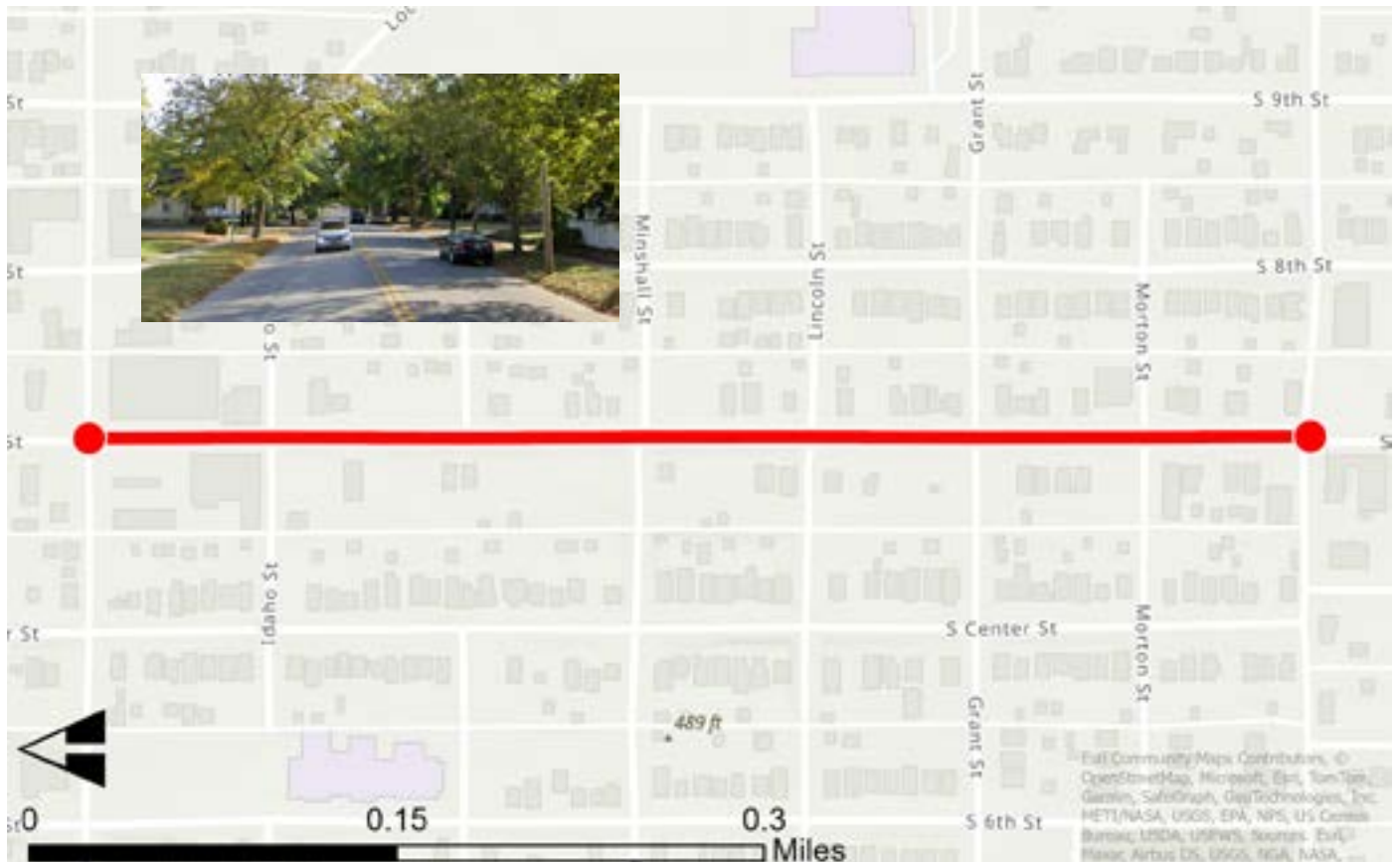
Non-motorized Crashes: 6

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	10
Total Score	60

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	4	44.4%
Ran Off Road	1	11.1%
Same Direction Sideswipe	1	11.1%
Left/Right Turn	1	11.1%
(N/A)	2	22.2%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Disregard Signal/Sign	3	33.3%
Failure to Yield ROW	2	22.2%
Pedestrian Action	1	11.1%
Ran Off Road Right	1	11.1%
Speed Too Fast for Conditions	1	11.1%
Other	1	11.1%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Horizontal Deflections (Chicanes)
- Rectangular Rapid Flashing Beacons (RRFB)

Dynamic Speed Monitoring Displays

Lighting and Signage Improvements

#13: CHERRY STREET

Characteristics

The segment of Cherry Street, from 3rd St/ US 41 to 9th St, is a half-mile-long principal arterial with an AADT of approximately 4,600. The roadway is a one-way with two lanes with intermittent on-street parking. Indiana State University is located on the northern side of Cherry Street. This segment of Cherry Street is identified as an illustrative project in the THAMPO MTP for a roadway reconstruction.

KSI Crashes: 17

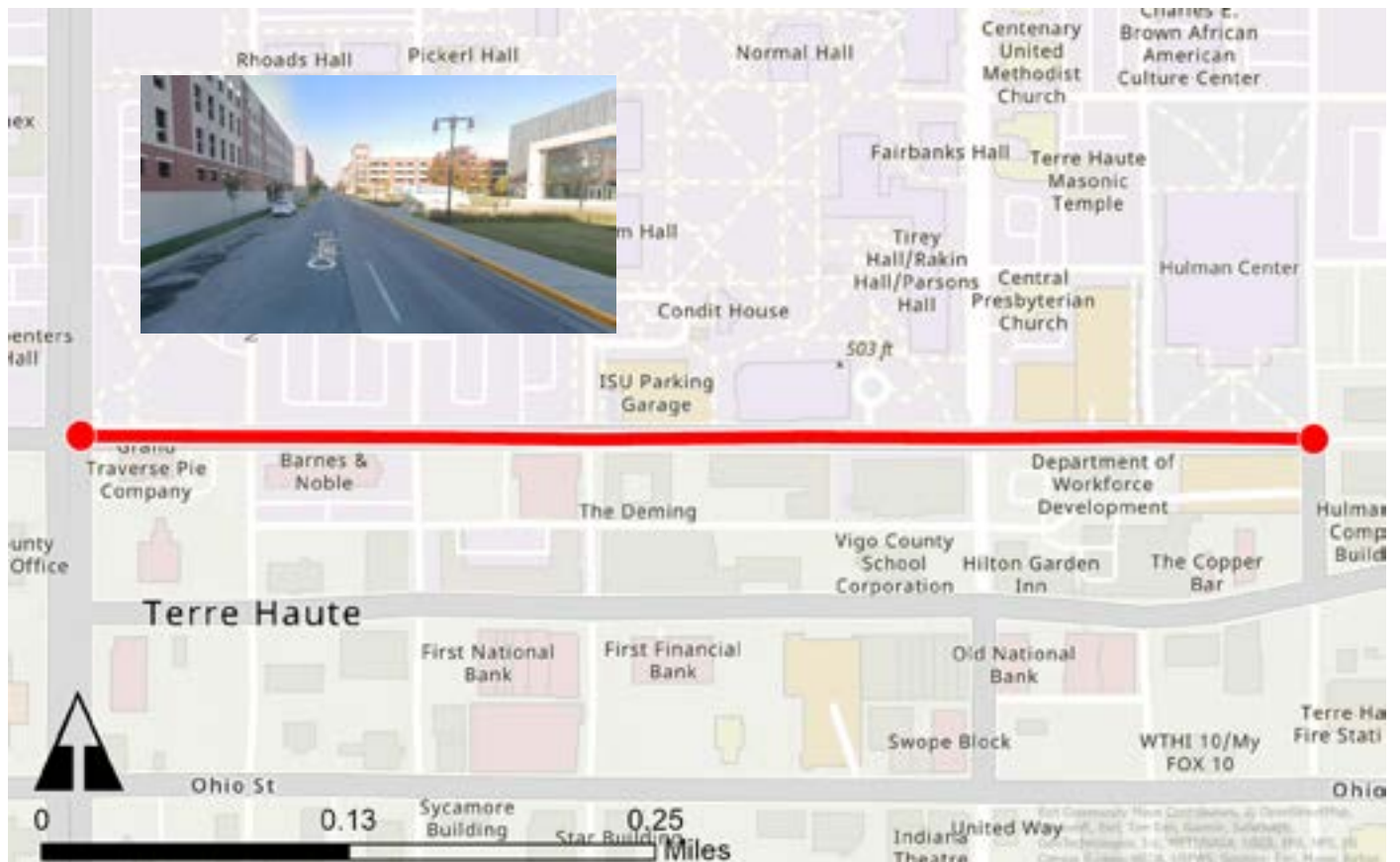
Non-motorized Crashes: 3

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	5
Total Score	55

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	11	64.7%
Other	2	11.8%
Rear End	2	11.8%
Ran Off Road	1	5.9%
Rear to Rear	1	5.9%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Disregard Traffic Signal	7	41.2%
Failure to Yield ROW	5	29.4%
Following Too Closely	3	17.6%
Ran Off Road Right	1	5.9%
Other	1	5.9%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Smart Signal Enhancements

- Dilemma Zone Detection
- Yellow Change Intervals (dynamic intervals)
- Permissive to Protected Left Turns
- Leading Pedestrian Intervals

Retroflective Signal Backplates

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions

Long-Term

One-Way to Two-Way Conversion

Road Diet with Protected Bike Lanes

#14: WALNUT STREET

Characteristics

Walnut Street from 3rd St/US 41 to S 19th St is a 1.4 mile one-way minor arterial with two lanes and an AADT of around 2,190. The Vigo County Public Library is located on the western portion of the segment and Davis Park Elementary School is located at the corner of Walnut Street and S 18th St. Walnut Street, from 6th St to 15th St, is identified as an illustrative project for road reconstruction in order to improve safety and pavement conditions.

KSI Crashes: 29

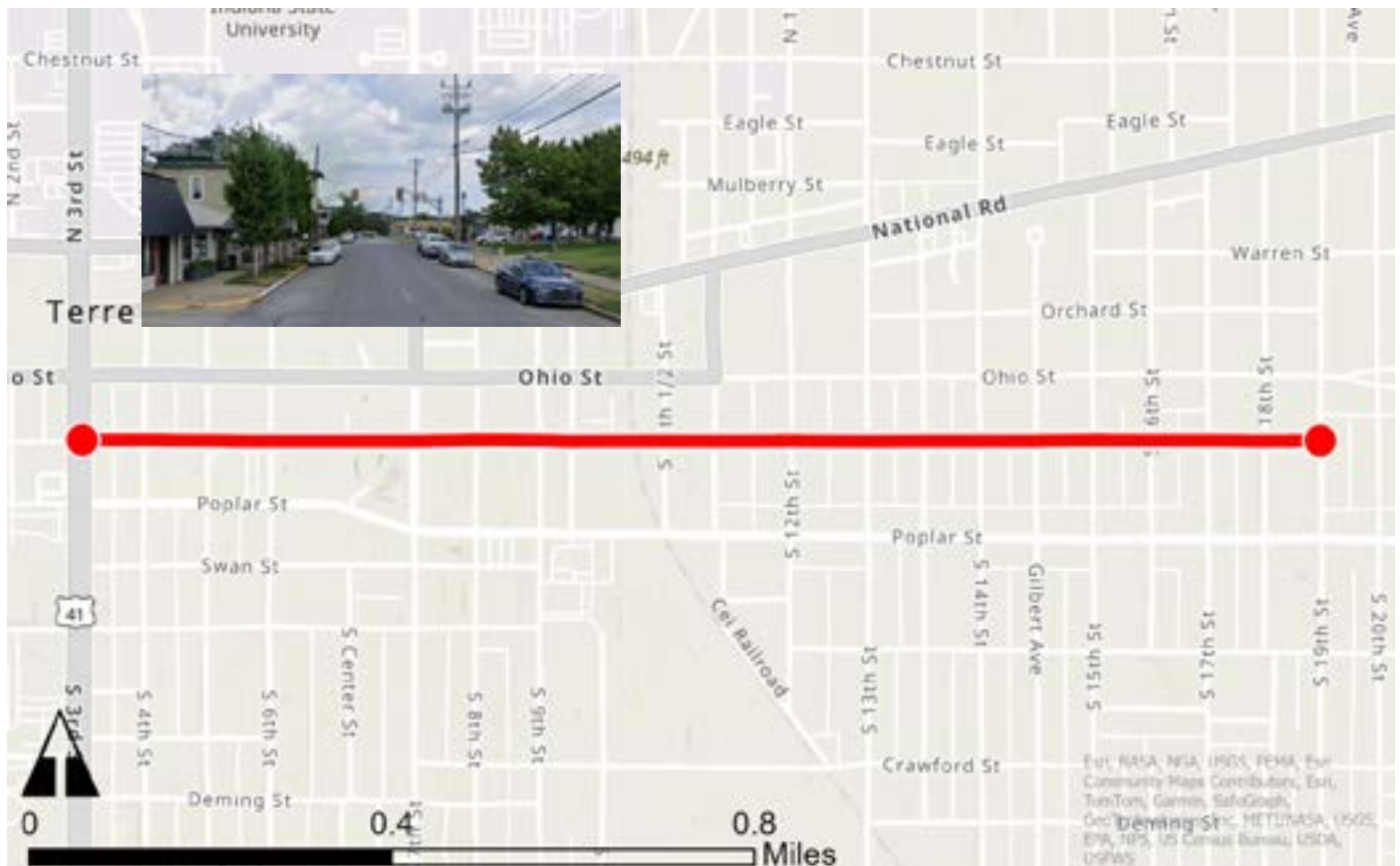
Non-motorized Crashes: 7

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	5
Total Score	55

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	21	72.4%
Rear End	3	10.3%
Other	2	6.8%
Right Turn	1	3.4%
Left/Right Turn	1	3.4%
Same Direction Sideswipe	1	3.4%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Disregard Signal/Sign	14	48.3%
Failure to Yield ROW	9	31.0%
Other	4	13.8%
Driver Distracted	1	3.4%
Following too Closely	1	3.4%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Smart Signal Enhancements

- Dilemma Zone Detection
- Yellow Change Intervals (dynamic intervals)
- Permissive to Protected Left Turns
- Leading Pedestrian Intervals

Retroflective Signal Backplates

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Rectangular Rapid Flashing Beacons (RRFB)

Long-Term

One-Way to Two-Way Conversion

Protected Bicycle Lane

#15: FORT HARRISON ROAD

Characteristics

Fort Harrison Road, from N 13th St to Lafayette Ave, is a 0.6 mile four-lane minor arterial. The segment sees an AADT of 9,195. There is very minimal sidewalk coverage. The segment features many commercial uses along both sides. Fort Harrison Road, from US 41 to Lafayette Ave, is identified as an illustrative project for road reconstruction to improve safety and pavement conditions.

KSI Crashes: 17

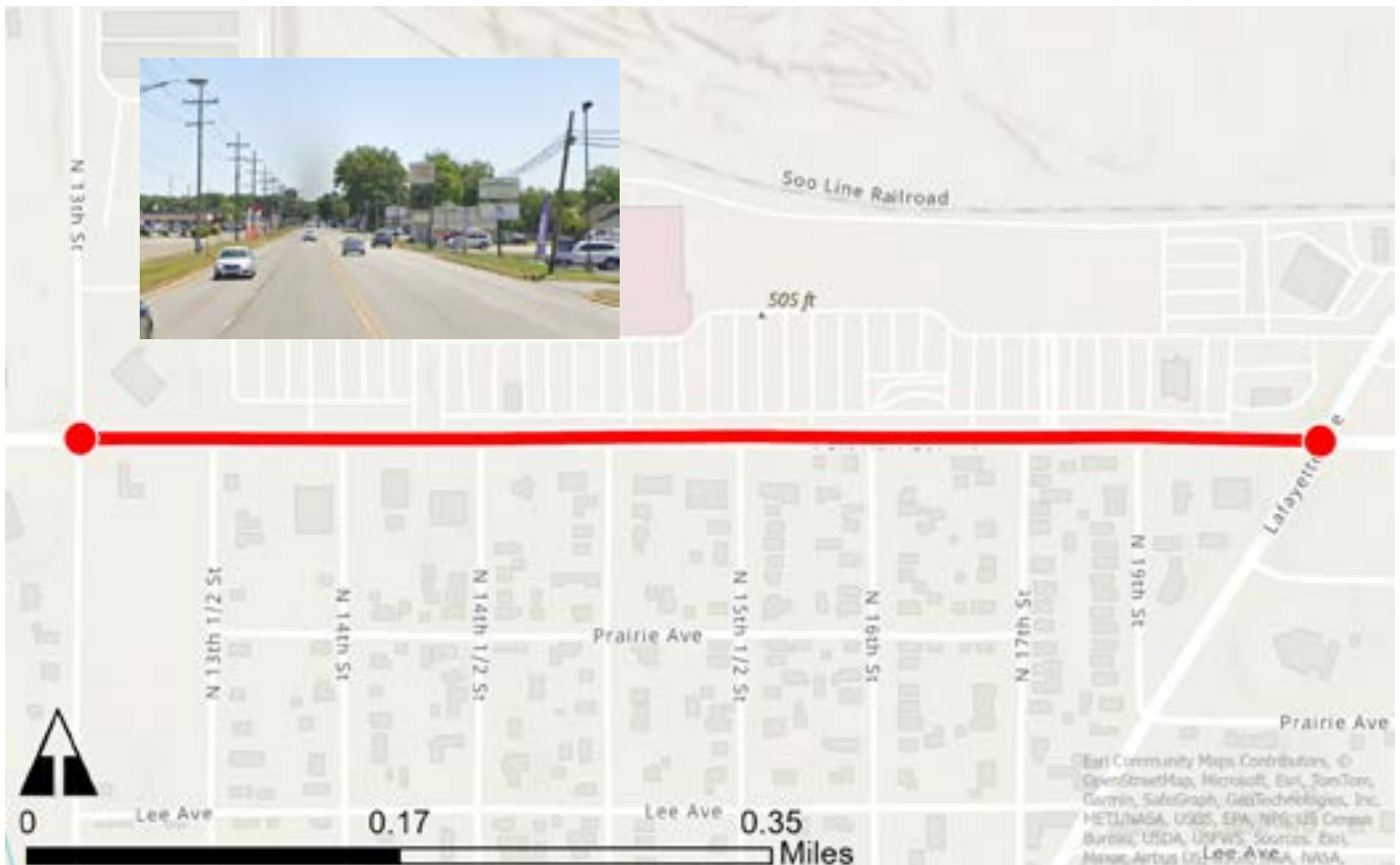
Non-motorized Crashes: 3

Prioritization Results

CRITERIA	SCORE
Safety	30
Vulnerable Road Users	10
Public Concerns	10
Land Use	0
Underserved Communities	0
Existing Plans	5
Total Score	55

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	7	41.1%
Rear End	4	23.5%
Left Turn	3	17.6%
Non-Collision	1	5.8%
Opposite Sideswipe	1	5.8%
Ran Off Road	1	5.8%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	6	35.3%
Disregard Signal/ Sign	3	17.6%
Driver Illness	2	11.8%
Other	2	11.8%
Cell Phone Usage	1	5.9%
Following too Closely	1	5.9%
Pedestrian Action	1	5.9%
Unsafe Backing	1	5.9%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Pedestrian Hybrid Beacons (PHB)

Lighting and Signage Improvements

Sidewalks

Long-Term

Road Diet with Shared Use Path or Protected Bicycle Lane

Roundabouts at 13th Street and Lafayette Avenue

#16: LOCUST STREET

Characteristics

The one-mile segment of Locust Street, from N 13th St to N 25th St, is a two-lane major collector with an AADT of 4,444. Sidewalks are present on both sides of the roadway for the entire extent. The segment is located within a quarter mile of Benjamin Franklin Elementary School and Chauncey Rose Middle School. Locust Street, from N 23rd St to N 36th St, is identified as an illustrative project for pavement improvements.

KSI Crashes: 12

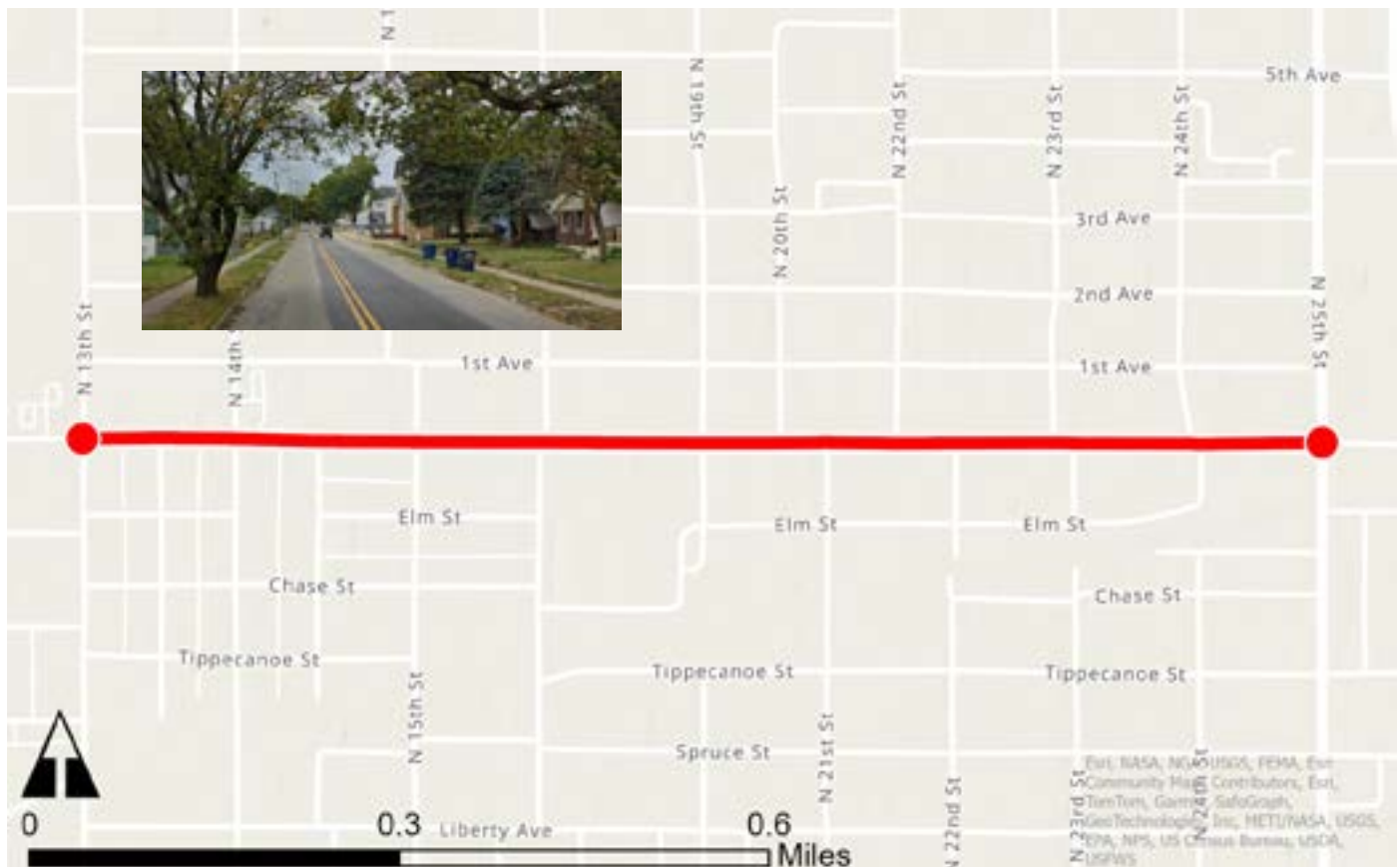
Non-motorized Crashes: 9

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	10
Existing Plans	5
Total Score	55

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	4	33.3%
Left Turn	3	25%
Rear End	2	16.6%
Ran Off Road	1	8.3%
Head on	1	8.3%
Other	1	8.3%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	4	33.3%
Disregard Signal/ Sign	2	16.7%
Other	2	16.7%
Driver Distracted	1	8.3%
Following too Closely	1	8.3%
Pedestrian Action	1	8.3%
Ran Off Road Right	1	8.3%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Lighting and Signage Improvements

#17: 1ST STREET

Characteristics

1st Street, from Hulman Ave to Cherry Ave, is a 1.3-mile segment with two lanes and a center median. The corridor is a minor arterial with an AADT of 5,306. The segment features intermittent sidewalk coverage despite the location of Fairbanks Park and its connection to Downtown Lafayette. 1st St, from Walnut St to Prairieon Rd, is identified as an illustrative project for spot intersection improvements and pavement improvements. This entire corridor is included in the Riverfront Terre Haute Master Plan.

KSI Crashes: 8

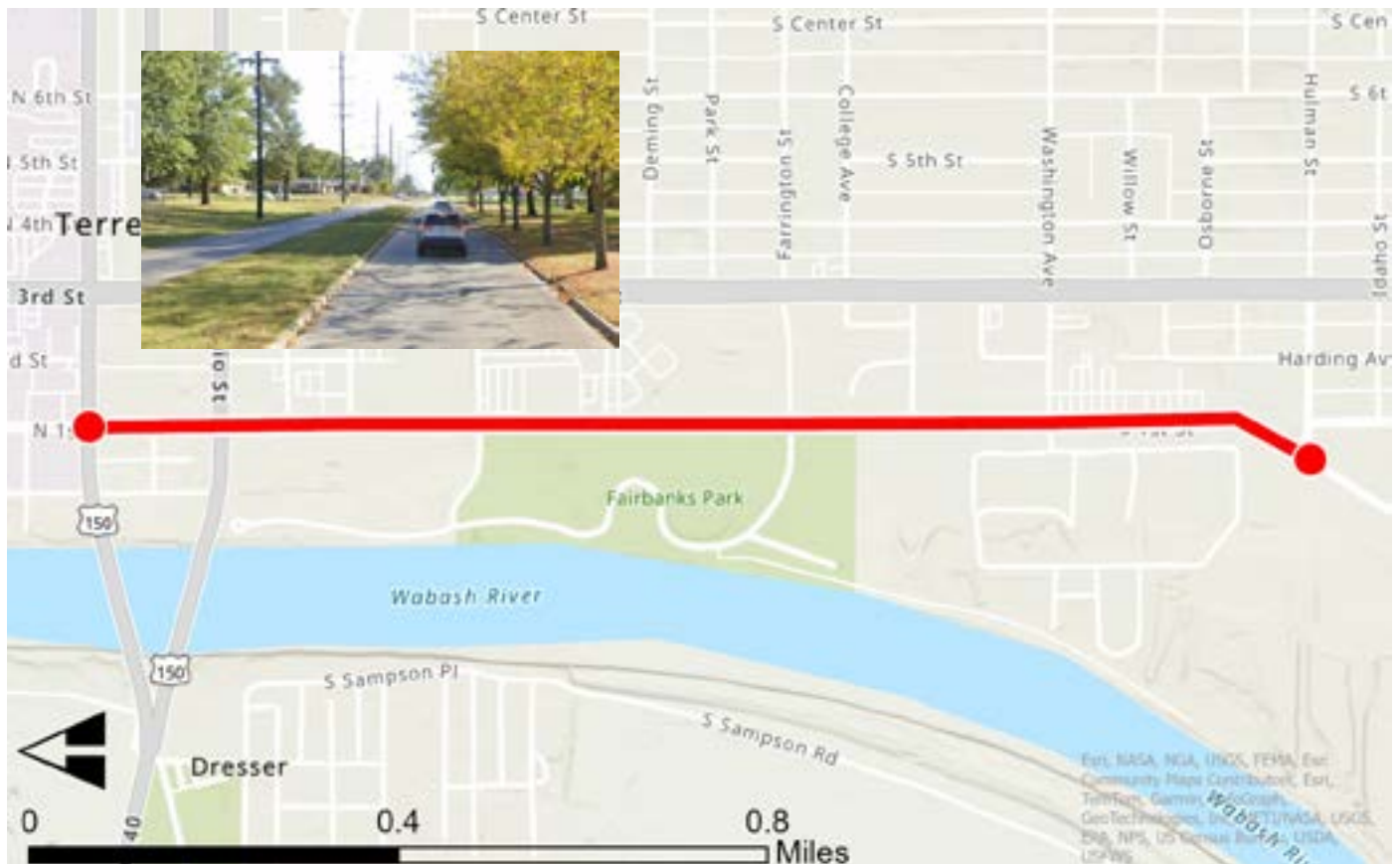
Non-motorized Crashes: 2

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	0
Existing Plans	10
Total Score	50

CRASH TYPE	KSI COUNT	PERCENT
Rear End	3	37.5%
Ran Off Road	2	25%
Right Angle	1	12.5%
Left/Right Turn	1	12.5%
Other	1	12.5%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Following too Closely	3	37.5%
Driver Asleep or Fatigued	1	12.5%
Driver Illness	1	12.5%
Failure to Yield ROW	1	12.5%
Ran Off Road Right	1	12.5%
Unsafe Speed	1	12.5%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Lighting and Signage Improvements

Long-Term

Shared Use Path

#18: FRUITRIDGE AVENUE

Characteristics

The 2.8-mile segment of Fruitridge Avenue, from Margaret Ave to Wabash Ave, is a two-lane minor arterial with an AADT of 7,163. There is minimal sidewalk coverage along the road despite being residential and having access to Deming Park. Just south of the intersection of Fruitridge Ave and Ohio Blvd is an at-grade rail crossing with flashing warning lights. Fruitridge Ave, from Ohio Blvd to Poplar St, is identified as an illustrative project for road reconstruction to improve safety and mobility.

KSI Crashes: 22

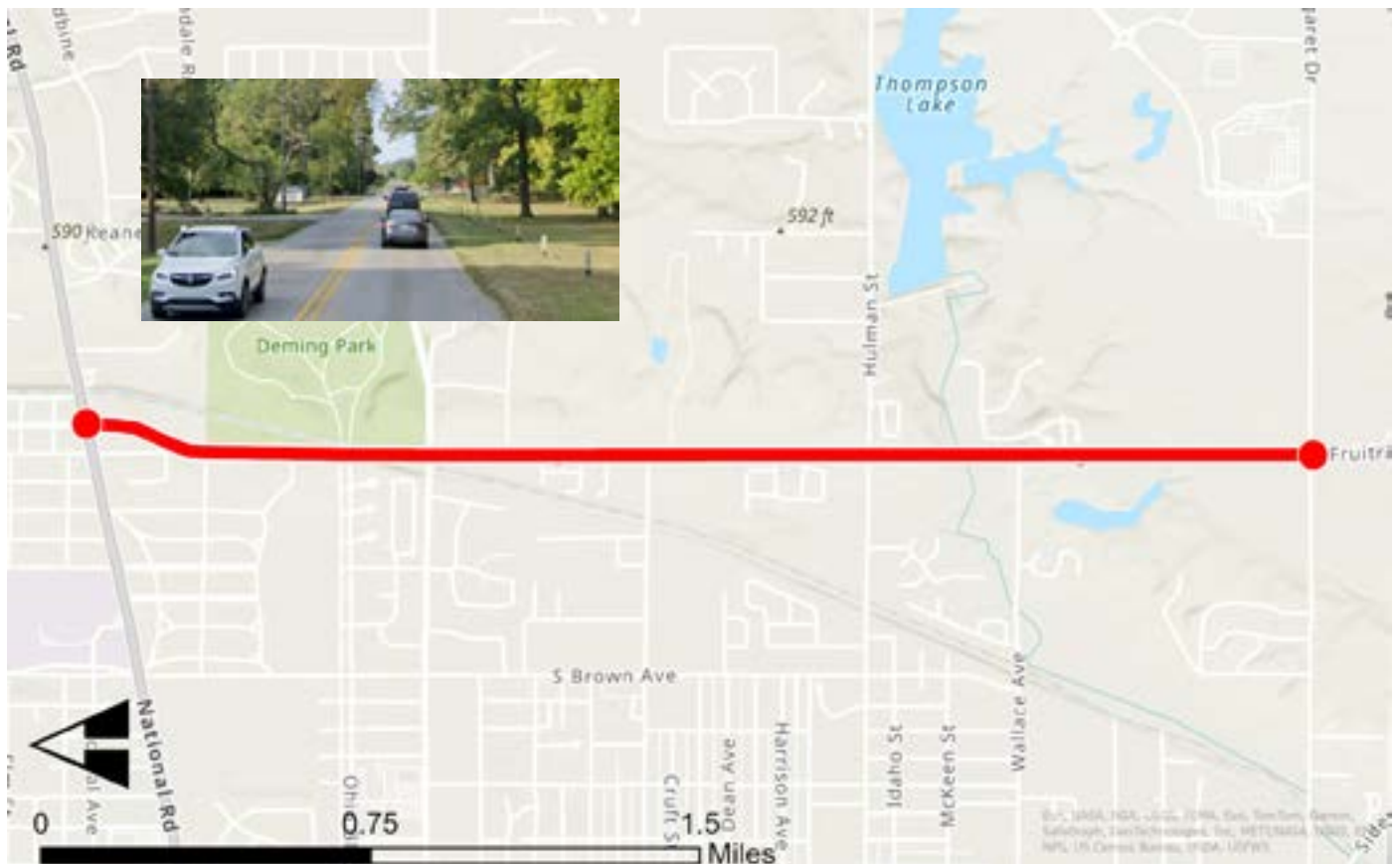
Non-motorized Crashes: 2

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	0
Existing Plans	5
Total Score	45

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	7	31.8%
Head On	3	13.6%
Other	3	13.6%
Rear End	3	13.6%
Collision With Object	1	4.5%
Left/Right Turn	1	4.5%
Ran Off Road	1	4.5%
Rear to Rear	1	4.5%
Right Turn	1	4.5%
Same Direction Sideswipe	1	4.5%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	7	31.8%
Disregard Traffic Signal	4	18.2%
Other	4	18.2%
Following Too Closely	2	9.1%
Improper Lane Usage	2	9.1%
Distracted Driver	1	4.5%
Improper Passing	1	4.5%
Improper Turning	1	4.5%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Rectangular Rapid Flashing Beacons
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Lighting and Signage Improvements

Long-Term

Sidewalks/Shared Use Path

Intersection Conflict Warning Systems

Roundabouts at Poplar Street and Hulman Drive

Intersection Improvements at Ohio Boulevard

- Crosswalk Enhancements
- Pedestrian Refuge Island
- Vertical Deflection (raised crosswalks or raised intersection)
- Minimize Corner Radii

#19: MAPLE AVENUE

Characteristics

Maple Avenue, from N 1st St to N 15th St, runs for 1.2 miles and is a two-lane minor arterial with an AADT of 4,551. Sidewalks are found along both sides of the road except for its most western extent. Towards its western extent, Ouabache Elementary School is located on the southside of the roadway at the corner of Maple Ave and N 6th St. John Paul II Catholic High School is also located within a quarter mile of the segment, located north of the roadway along Lafayette Ave. Maple Ave, from US 41 to 7th St, is identified as an illustrative project for pavement improvements.

KSI Crashes: 14

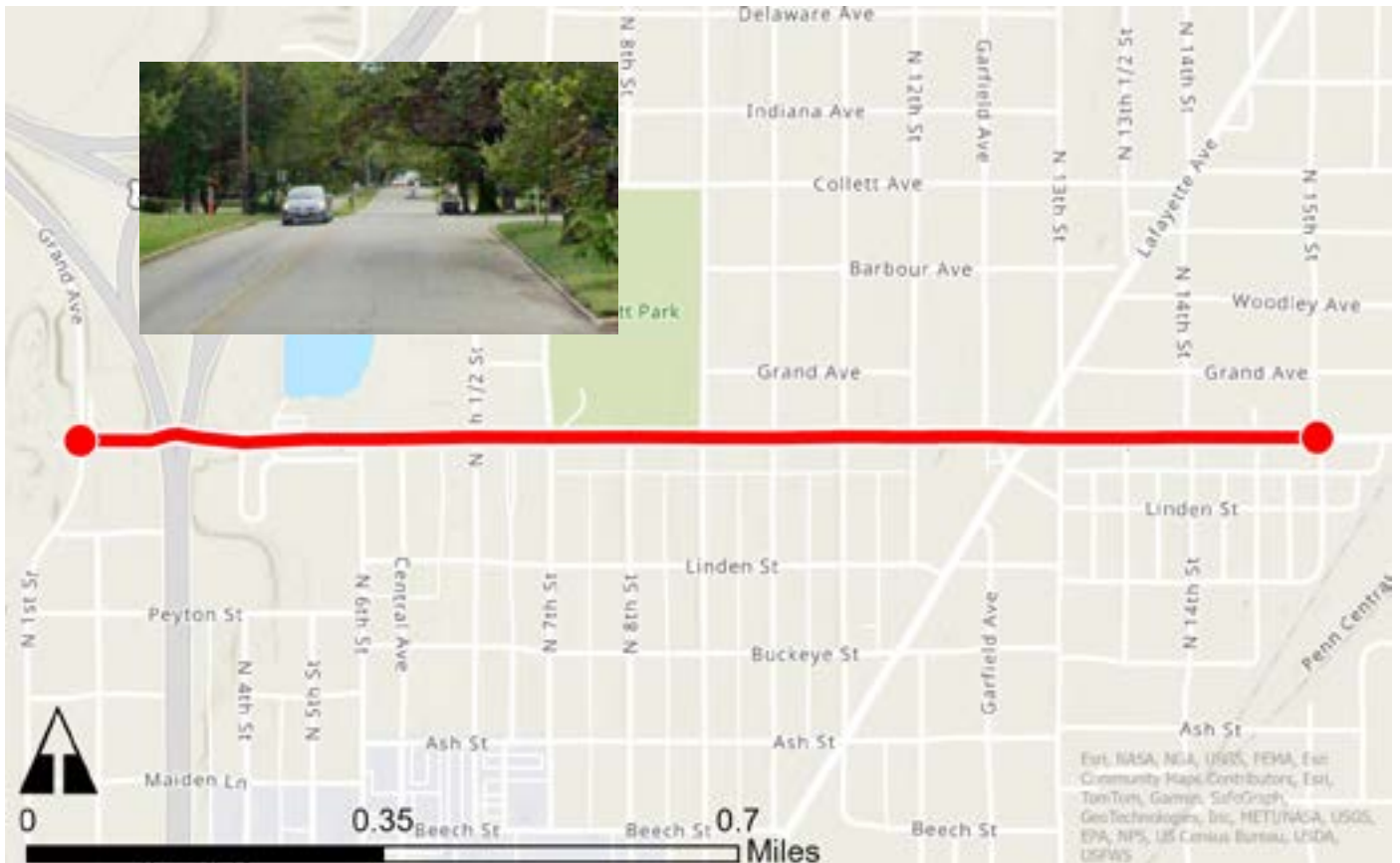
Non-motorized Crashes: 5

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	10
Underserved Communities	0
Existing Plans	5
Total Score	45

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	8	57.1%
Other	3	21.4%
Left Turn	1	7.1%
Rear End	1	7.1%
Same Direction Sideswipe	1	7.1%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Failure to Yield ROW	6	42.9%
Disregard Signal/ Sign	3	21.4%
Cell Phone Usage	1	7.1%
Driver Illness	1	7.1%
Following too Closely	1	7.1%
Other	1	7.1%
Pedestrian Action	1	7.1%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Rectangular Rapid Flashing Beacons (RRFB)
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Lighting and Signage Improvements

Long-Term

Sidewalks and/or Shared Use Path

#20: 13TH STREET (D)

Characteristics

13th Street, from Fort Harrison Rd to Haythorne Ave, is a nearly one-mile stretch of a two-lane minor arterial. It sees an AADT of 9,141. There are no sidewalks found along either side of the segment. 13th Street, from Carl Ave to Sherburne Ave, is identified as an illustrative project for a new sidewalk/multi-purpose path.

KSI Crashes: 5

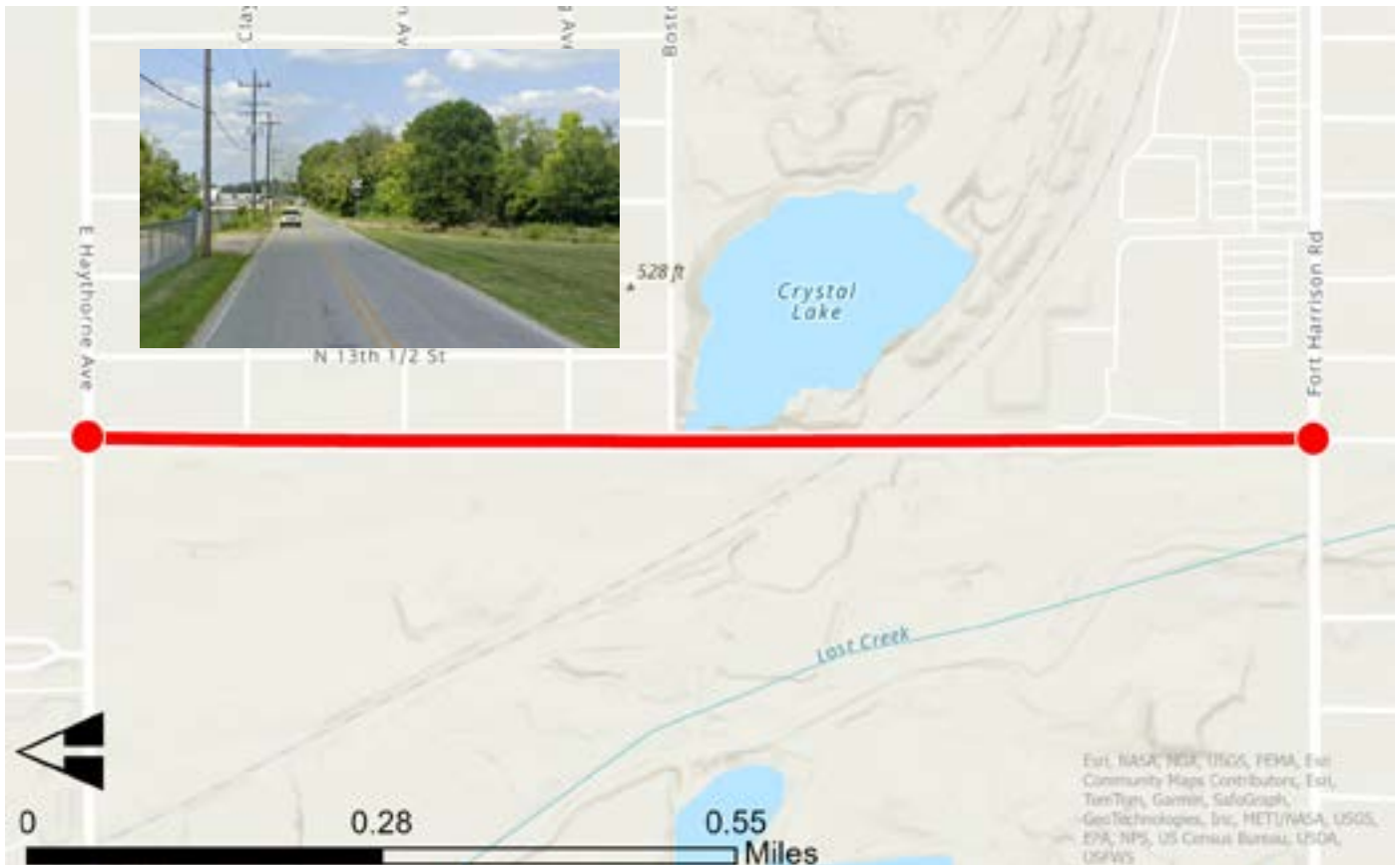
Non-motorized Crashes: 0

Prioritization Results

CRITERIA	SCORE
Safety	10
Vulnerable Road Users	10
Public Concerns	10
Land Use	0
Underserved Communities	10
Existing Plans	5
Total Score	45

CRASH TYPE	KSI COUNT	PERCENT
Right Angle	2	40%
Ran Off Road	2	40%
Non-Collision	1	10%

CONTRIBUTING FACTOR	KSI COUNT	PERCENT
Roadway Surface Condition	2	40.0%
Disregard Signal/Sign	1	20.0%
Failure to Yield ROW	1	20.0%
Other	1	20.0%



POTENTIAL SAFETY IMPROVEMENTS

Short-Term/Low-Cost

Lighting and Signage Improvements

Traffic Calming

- Crosswalk Enhancements
- Pedestrian Refuge Islands
- Curb Extensions
- Midblock Crossings
- Horizontal Deflections (Chicanes)
- Vertical Deflections
- Neighborhood Traffic Circles

Long-Term

Sidewalks and/or Shared Use Path

Roundabout at Fort Harrison Road

