

APPENDIX D: STEERING COMMITTEE MEETING MINUTES

Town of Highland SS4A Action Plan

Steering Committee Meeting #1

October 3, 2024



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Why are we here?



Traffic fatalities are a public health crisis *affecting all road users.*

1.3M

Lives lost globally each year from traffic crashes

Source: UN [Decade of Action for Road Safety 2021-2030](#)

40,990

Lives lost on US roads in 2023

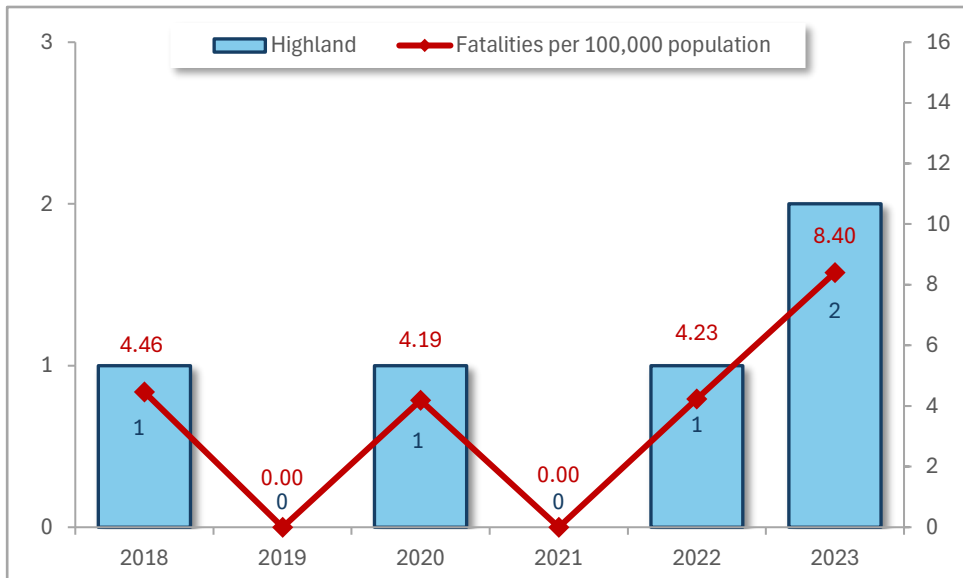
Source: [NHTSA Early Estimate of Motor Vehicle Traffic Fatalities in 2023](#)

↑7,500+

Pedestrians killed on roads in 2022. The most since 1981.

Source: GHSA [Pedestrian Traffic Fatalities by State: 2022 Preliminary Data](#)

Indiana and Highland Fatalities



Sources: Analysis provided by the Indiana University Public Policy Institute using data from Indiana State Police, Automated Reporting Information Exchange System (ARIES), downloaded January 25, 2023; and U.S. Census Bureau, 2022 county population estimates.

Safe Streets and Roads for All (SS4A) Program

A *Vision Zero* approach to safety

- Traffic deaths and serious injuries are unacceptable
- Commitment to move toward zero deaths
- Safe System Approach

Federal funding for safety projects

- Comprehensive Safety Action Plan (CSAP)
- Demonstration and Implementation Grants



What is a Safe System Approach?



[Safe System Approach](#)

USDOT

CSAP Components

Action Plan Component	Milestone
Leadership Commitment and Goal Setting	Vision Zero Resolution established by the city leadership
Planning Structure	Forming a Steering Committee
Safety Analysis	Geo-spatial identification of high-risk locations (High Injury Network and Hotspot Locations)
Engagement and Collaboration	Robust engagement with public and relevant stakeholders
Equity Considerations	Identify census tracts within the city that are underserved
Policy and Process Changes	Assess current policies, plans, guidelines and suggest some revisions , as appropriate
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies
Progress and Transparency	Creating a mechanism to measure progress after the action plan adoption; Vision Zero page on the City's website

[SS4A CSAP Components](#)

Leadership Commitment

Official Vision Zero Commitment from City Leadership

- Zero traffic deaths or serious injuries by the target date
 - OR -
- Ambitious % reduction in fatalities and serious injuries within X years, with the eventual goal of 100% reduction



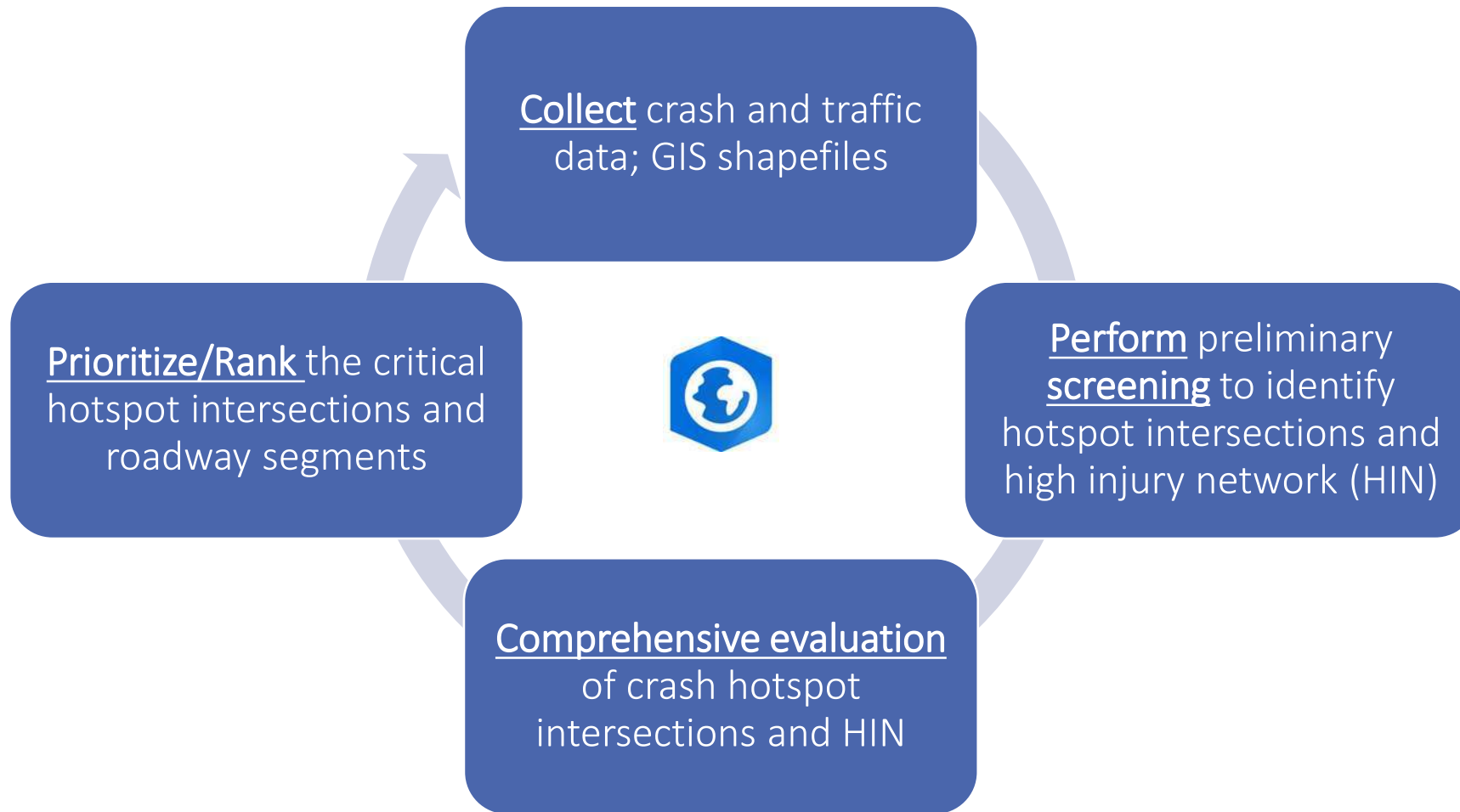
Planning Structure

Steering Committee responsibilities:

- **Oversight** of Action Plan development
- **Reviewing** Action Plan
- **Monitoring** progress and implementation



Safety Analysis



Engagement and Collaboration

Robust engagement with public and relevant stakeholders

- Online survey
- In-Person Events
- Document safety concerns and unsafe locations



Online Survey

Town of Highland Comprehensive Safety Action Plan (CSAP)

Welcome!

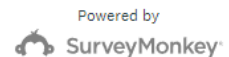
Thank you for participating in this survey!

Safety continues to be a concern for all travel modes in the Town of Highland. Through the Federal Highway Administration (FHWA) Safe Streets for All (SS4A) program, the Town of Highland secured funding to support the town in planning roadway infrastructure improvements that will prevent injuries and save lives.

Please help the study team identify areas of safety concern and understand the Town of Highland's preferences for effective safety improvement methods.

The survey should take around 5-10 minutes to complete. Thank you for sharing your time and thoughts.

Next



See how easy it is to [create surveys and forms](#).



Help Us Spread
the Word!

**TAKE THE SURVEY AND
ATTEND ONE OF THE
UPCOMING EVENTS!**

SHARE YOUR THOUGHTS ON
CURRENT ROADWAY AND
INTERSECTION SAFETY NEEDS.

UPCOMING EVENTS

BIG CRAWL EVENT
September 24 • 4 to 9 PM

**HIGHLAND PARKS CRAFT
AND VENDOR SHOW**
October 12 • 9 AM to 3 PM



Equity Considerations

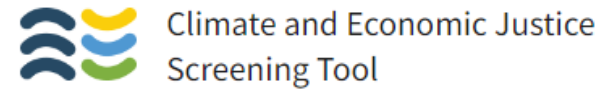
Underserved communities are in the most danger

- Identify underserved communities through analysis
- Economic and Environmental Justice



Environmental Justice Categories

- Climate Change
- Energy
- Health
- Housing
- Legacy Pollution
- Transportation
- Water and Wastewater
- Workforce Development



[Explore the map](#)

Explore the map

Census tracts that are overburdened and underserved are highlighted as being disadvantaged on the map. Federally Recognized Tribes, including Alaska Native Villages, are also considered disadvantaged communities.

<https://screeningtool.geoplatform.gov/en/#12.21/41.54671/-87.4568>

Policy and Process Changes

Assess current policies, plans, guidelines, and standards

- Identify opportunities to prioritize transportation safety
- Recommend new or revised policies to achieve safety goals



Strategy and Project Selection

Identify projects and strategies using data and stakeholder input

- **Projects**
 - **Systematic** improvements (select locations)
 - **Systemic** improvements based on high-level analysis
 - Rank projects to prioritize high-impact locations
- **Strategies**



Progress and Transparency

Measure progress over time after the Action Plan is developed

- Ensure ongoing transparency with stakeholders
- Annual public reporting on Vision Zero progress
- Make the Action Plan available online



Schedule

Milestone	Target Date (Tentative)
Contract Execution	7/1/2024
Safety Analysis	10/31/2024
Equity Considerations & Policy Review	11/15/2024
Stakeholder and Public Engagement	11/22/2024
Strategy and Project Selections	12/13/2024
Draft Action Plan	12/31/2024
Final Action Plan	2/15/2025

Questions?

Thank You!



Town of Highland SS4A Action Plan

Steering Committee Meeting #2
November 7, 2024



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A faded background image showing a group of people working together at a table. They are looking at a large map or document spread out on the table. One person is pointing at the map, while others are holding pens or pencils, suggesting a collaborative meeting or planning session. There are also some papers and a cup visible on the table.

Introductions - Steering Committee

CSAP Components & Project Status

Action Plan Component	Milestone	Status
Leadership Commitment and Goal Setting	Vision Zero Resolution established by the County leadership	November 25 (tentative)
Planning Structure	Set-up a Steering Committee	On-going
Safety Analysis	Geo-spatial identification of high-risk locations (High Injury Network and Hotspot Locations)	80% Complete
Engagement and Collaboration	Robust engagement with public and relevant stakeholders	75% Complete
Equity Considerations	Identify census tracts within the County that are underserved	Complete
Policy and Process Changes	Assess current policies, plans, guidelines and suggest some revisions , as appropriate	On-going
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies	On-going
Progress and Transparency	Method to measure progress over time after Action Plan is developed	Future



Public Engagement

Public Engagement



- DINNER CRAWL
- HIGHLAND PARKS CRAFT AND VENDOR SHOW



ADVERTISEMENT

- FACEBOOK
- TOWN WEBSITE
- NEWSLETTER



307 SURVEY RESPONSES

TAKE THE SURVEY AND ATTEND ONE OF THE UPCOMING EVENTS!

SHARE YOUR THOUGHTS ON CURRENT ROADWAY AND INTERSECTION SAFETY NEEDS.

TAKE THE SURVEY

UPCOMING EVENTS

BIG CRAWL EVENT
September 24 • 4 to 9 PM

HIGHLAND PARKS CRAFT AND VENDOR SHOW
October 12 • 9 AM to 3 PM



In-Person Participation

WE WANT TO HEAR FROM YOU!



TOWN OF HIGHLAND SAFE STREET FOR ALL ACTION PLAN

We are seeking community input to help identify unsafe roads and intersections for pedestrians, drivers, bicycle riders, etc. in your community. With your help, we can identify behaviors and attitudes that affect road safety, identify barriers to mobility throughout the community, and develop community-supported improvements to increase roadway safety for all users.

Please take some time to shape your thoughts on how to make the Town of Highland roads safer for pedestrians, bicyclists, transit users, and drivers.



SURVEY

Take 5-10 minutes to share your thoughts on road safety.



WHAT TYPE OF SAFETY IMPROVEMENTS DO YOU SUGGEST FOR THE TOWN OF HIGHLAND?

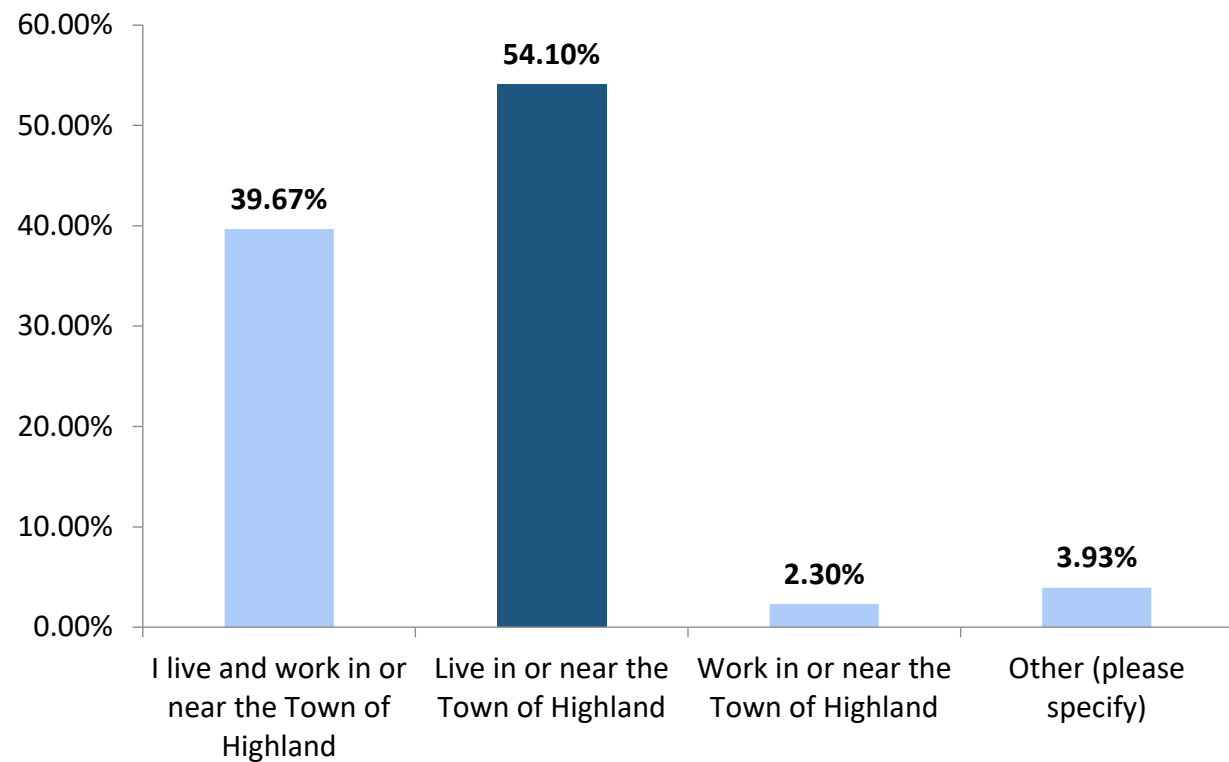


COMPREHENSIVE SAFETY ACTION PLAN COMPONENTS

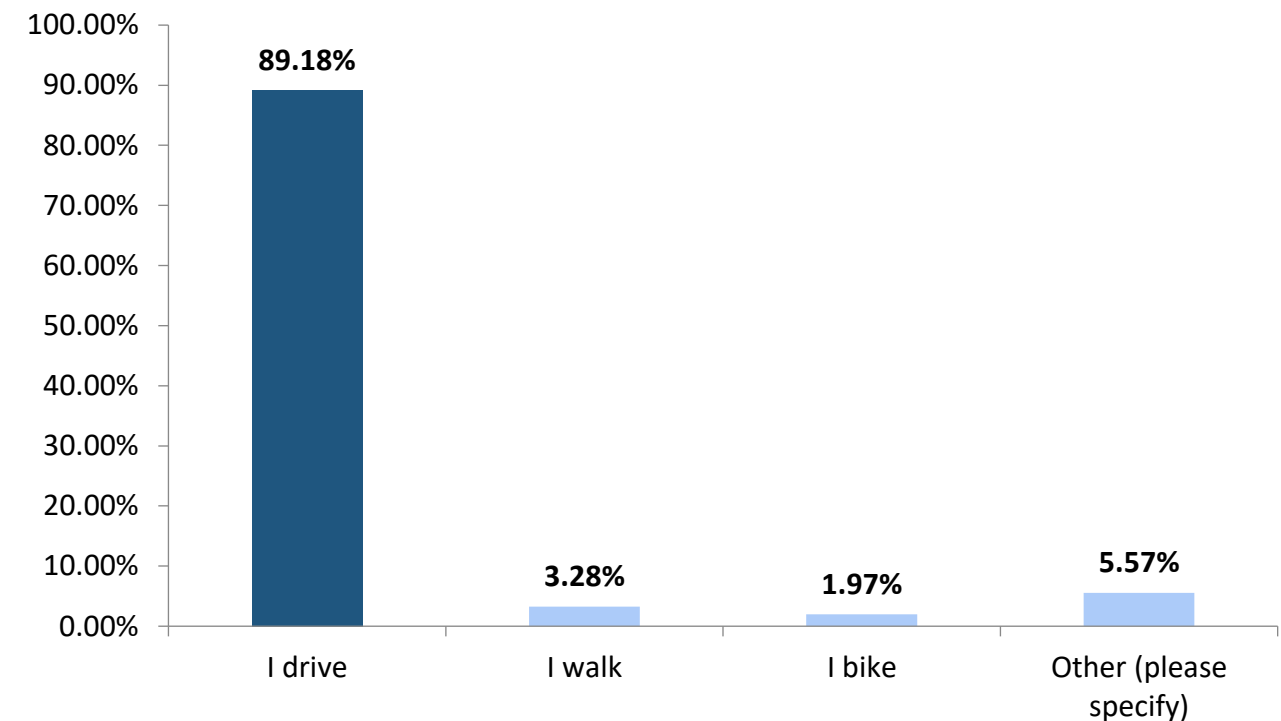


Survey

What is your connection with the Town of Highland?



In a typical week, how do you usually travel to or around the Town of Highland?



Unsafe Intersections Perceived by Motorists

Intersection	Mentions	Problem	Suggested Improvements
Ridge Rd - Indianapolis Blvd	9	Driver speed/Insufficient signage or traffic control devices/Confusing or unsafe road design	Improve lighting, a landscaped median/boulevard to create the illusion of a narrower road/Pedestrian crosswalk
Ridge Rd - Grace St	6	Driver speed	Traffic red light cameras/Improve lighting/
45th St - 5th St	4	Unsafe/aggressive drivers/Insufficient signage or traffic control devices/	Police presence more often/Add left and right turn arrows and make police more visible to maintain speed limit/
45th St - Kennedy Ave	4	Unsafe/aggressive drivers	Reduce speed limit/
Kennedy Ave - 41st St	4	Blocked/obscured vision/Confusing or unsafe road design	Install traffic signal/Install roundabout/Pedestrian crosswalk. Narrow Kennedy to 2 lanes, like Hohman Ave in Munster and Kennedy Ave in Hessville. Add a planted median and/or other traffic calming measures. Add isolated bike lanes.
Kennedy Ave - Main St	3	Confusing or unsafe road design	Improve lighting/Additional signage/Improved lane configurations, traffic signal timing/Police presence/
45th St - Spring St	2	Blocked/obscured vision,	Reduce speed limit, Keep tall foliage cut at Allen's,
45th St - Prairie Ave	2	Insufficient signage or traffic control devices	Additional signage
N Cline Ave - Wirth Rd	2	Driver speed/Unsafe drivers	Additional signage/Electronic speed signs, more of a police presence
Ridge Rd - Parrish Ave	2	Unsafe/aggressive drivers	Improve lighting/Install traffic signal/Pedestrian crosswalk/Additional signage
Wirth Rd - Kleinman Rd	2	Frequent crashes or near-misses	Install traffic signal/Additional signage/speed bumps/
45th St - Kleinman Rd	1	Blocked/obscured vision	Reduce speed limit, Keep tall foliage cut at Allen's,
Kennedy Ave - Hart Rd	1	Blocked/obscured vision	

A grayscale background image showing a group of people working together at a table. They are looking at a large map or document spread out on the table. One person's hand is pointing at a specific location on the map. Another person is holding a pen, ready to write. A calculator is also visible on the table. The overall scene suggests a collaborative work environment, possibly for urban planning or policy review.

Policy Review

Policies Reviewed

- Town of Highland Municipal Code
- Redevelopment Sub-District – Streetscape Design Standards
- Pavement Assessment Management Plan

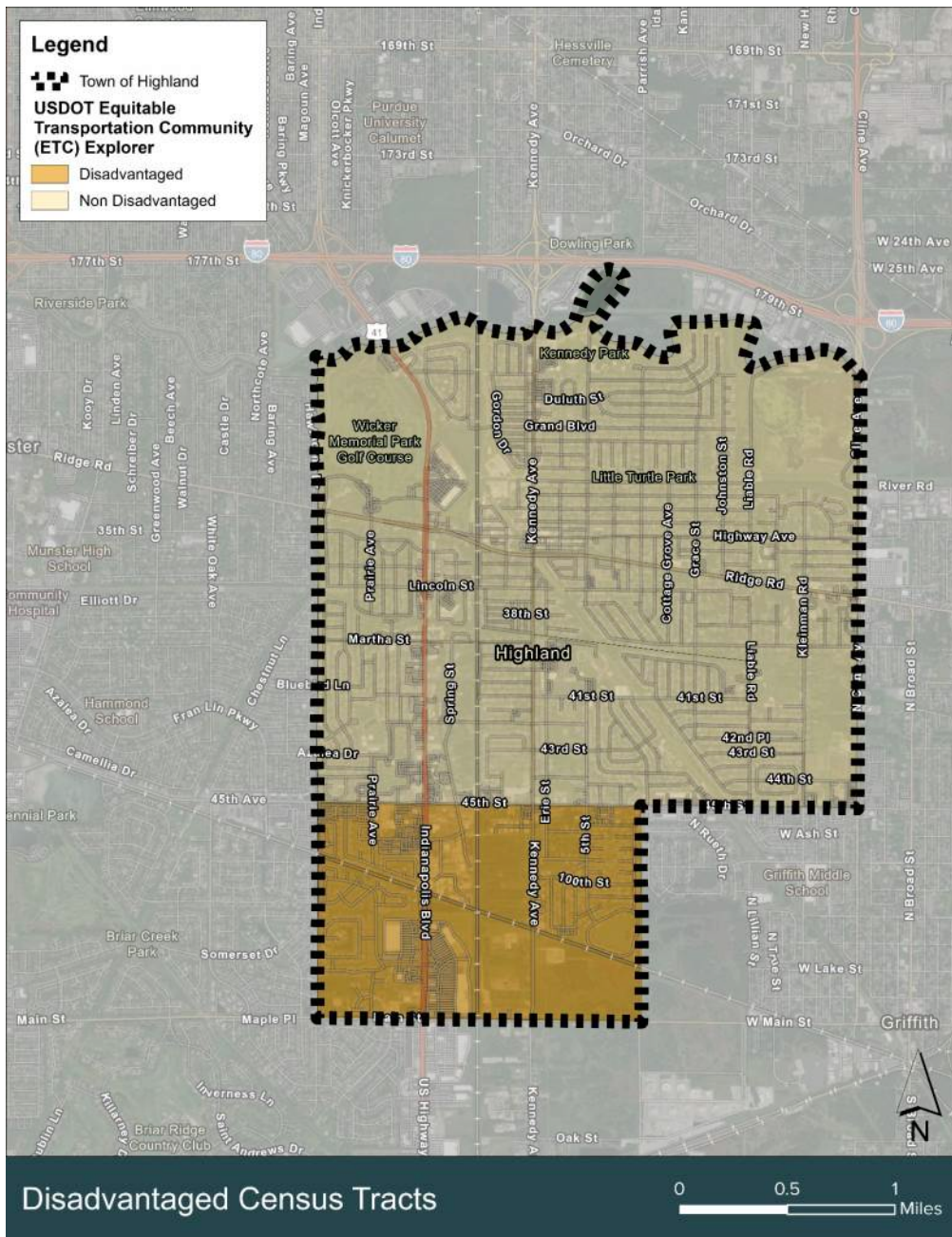


Opportunities for Improvement

- Incorporate safe pedestrian crossings.
- Continue curb extension implementation.
- Extend traffic calming measures.
- Consider roundabouts in areas with high accident data.
- Consider wider commercial and densely populated sidewalks to accommodate higher pedestrian volumes.
- Expand the prohibition of parking vehicles to sidewalks crossing driveways.
- Consider developing safety programs for example, Safe Routes to School or other educational campaigns focused on safe driving and shared roadways.

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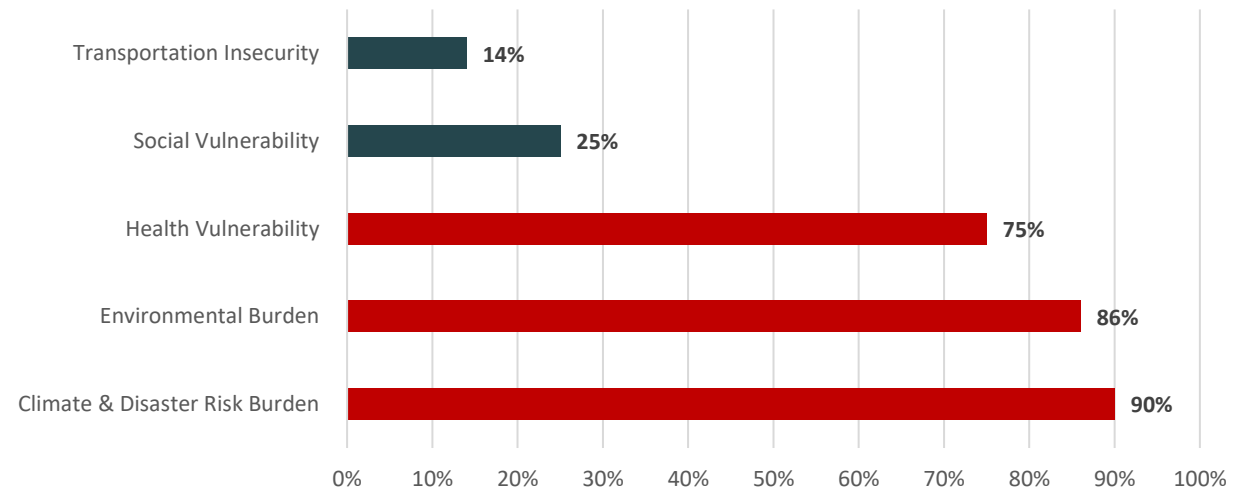
Equity Analysis



USDOT Equitable Transportation Community (ETC) Explorer.

Based on federal guidelines, Census tracts ranked at or above the 65th percentile are considered disadvantaged.

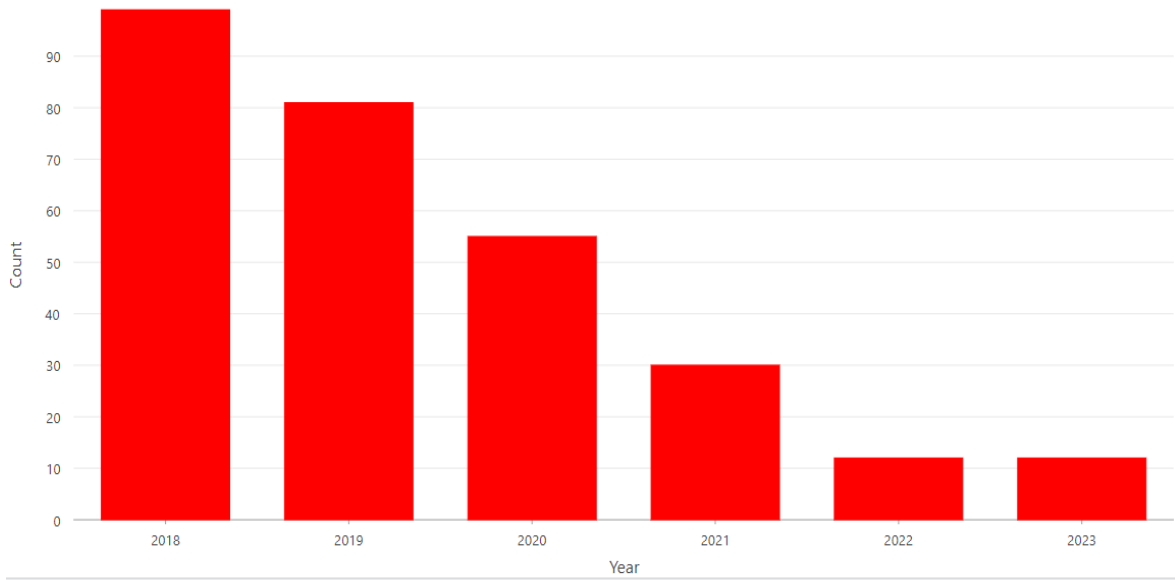
Overall Disadvantage Component Scores - Percentile Ranked



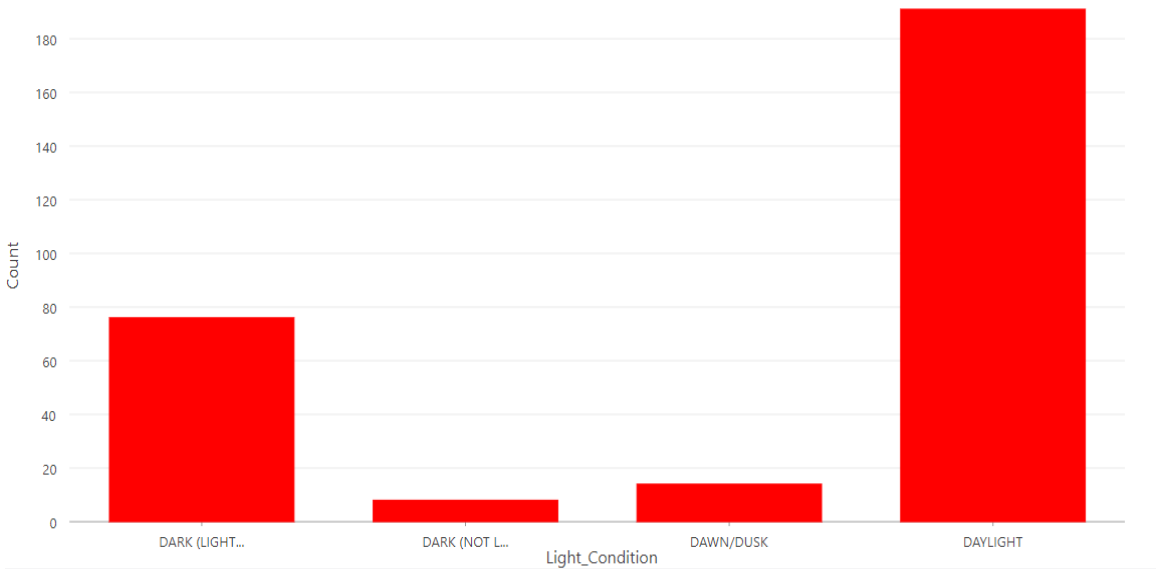
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Safety Analysis

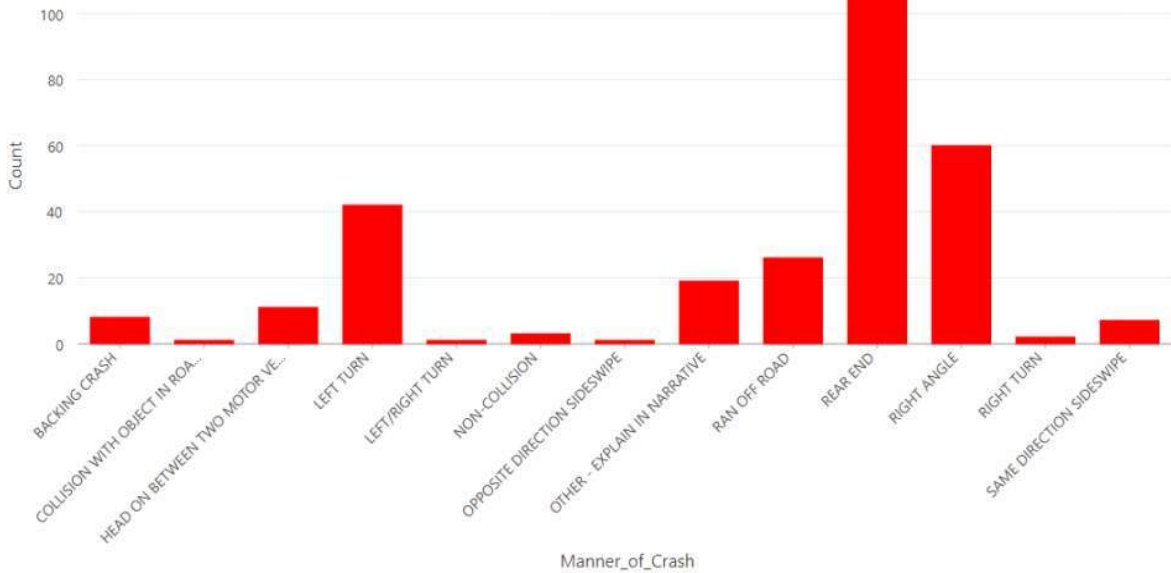
Severe Crashes by Year



Severe Crashes by Light Condition



Crash Types (Severe Crashes)



Safety Analysis Insights (2018-2023)

- [Rear End](#), [Right Angle](#), and [Left Turn](#) crashes were most common crash types in severe crashes
- 2/5 fatal crashes were [Right Angle](#) crashes
- 26 Severe pedestrian/bicycle crashes
- [High speed](#) and [red-light running](#) have been identified as typical safety concerns for both motorized and non-motorized users during public engagement surveys;
 - **Right angle crashes are associated with red light running and driver inattentiveness**
 - **Rear end crashes are associated with high vehicle speeds and driver inattentiveness**

Common Targets for Countermeasures:

Reducing Vehicle Speeds, Improving and Emphasizing Driver Awareness, Conflict Points and Access Management



High Injury Network & Hotspot Locations

HIN (All Modes)

Project Location	Roadway
1	Highway Ave - 1st St to 5th St
2	Ridge Road - Parkway Dr to Cline Ave (SR 912)
3	41st Street - Kennedy Ave to Ellen Dr
4	45th Street - Wildwood Ct to Cline Ave (SR 912)
5	Main Street - Kennedy Ave to W/O Prairie Ave
6	US 41 - Main St to Ridge Rd
7	US 41 - 81st St to City Limits
8	Kennedy Ave - Main St to 81st St
9	Grace Street - 41st St to Grand Blvd
10	Kleinman Road - 45th St to Highway Ave
11	Cline Ave (SR 912) - Wirth Rd to 179th St

Hotspot Intersections – 1 of 2

Project Location	Intersection
1	US 41 & 81st St
2	US 41 & 45th St
3	US 41 & Hart Rd
4	US 41 & Ramblewood Dr
5	US 41 & Ridgewood St
6	US 41 & Martha St
7	Kennedy Ave & 45th St
8	Kennedy Ave & Lincoln St
9	Kennedy Ave & 100th St
10	Kennedy Ave & Main St
11	Kennedy Ave & Grand Blvd

Hotspot Intersections – 2 of 2

Project Location	Intersection
12	Ridge Rd & Grace St
13	Ridge Rd & Parkway Dr
14	Cline Ave (SR 912) & Ridge Rd
15	Cline Ave & River Rd/179th St
16	Cline Ave & Wirth Rd
17	Cline Ave & Wicker Ave
18	41st St & Ellen Dr
19	45th & Wildwood Ct
20	45th St & Kleinman Rd
21	45th St & Forrest Dr
22	45th St & Farmer Dr
23	45 th St & Liable Rd

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Projects & Strategies

Project Selection and Prioritization



Criteria	Assigned Weightage
Total Crash Frequency (All crashes)	30%
Fatality and Injury (F&I) Crash Frequency	30%
Environmental Justice	20%
Public Engagement	20%



Strategies

No.	Strategy	Safe System Element Addressed
1	Launch a Comprehensive Safety Campaign	Safe Users, Safe Vehicles
2	Implement Measures to Reduce Speeding Citywide	Safe Users, Safe Vehicles, Safe Speeds
3	Foster a Culture of Shared Responsibility within the City	Safe Users, Safe Vehicles, Safe Speeds
4	Target High Injury Areas to Reduce Severe Crashes and Speeds	Safe Users, Safe Vehicles
5	Transform Residential Streets into Safe, Low-Speed, Low-Stress Environments	Safe Users, Safe Streets
6	Develop Commercial Streetscapes Promoting Safe Speeds and Crossings	Safe Users, Safe Streets
7	Implement Systemic Improvements at High-Risk Locations	Safe Users, Safe Vehicles, Safe Speeds
8	Establish Safe, Accessible Networks for Pedestrians, Cyclists, and Assistive Device Users	Safe Users, Safe Streets
9	Ensure Equity in Access to Safe Vehicles	Safe Users, Safe Vehicles
10	Rapid Response to Fatal Crashes	Safe Users, Safe Vehicles, Safe Speeds, Post-Crash Care
11	Utilize Data and Technology to Understand High-Risk Behaviors and Streets	Safe Users, Safe Vehicles, Safe Speeds, Safe Streets
12	Monitor Progress towards Safety Goals	Safe Users, Safe Vehicles, Safe Speeds, Safe Streets, Post-Crash Care

Schedule

Milestone	Target Date (Tentative)
Contract Execution	7/1/2024
Safety Analysis	10/31/2024
Equity Considerations & Policy Review	11/15/2024
Stakeholder and Public Engagement	11/22/2024
Strategy and Project Selections	12/13/2024
Draft Action Plan	12/31/2024
Final Action Plan	2/15/2025

Town of Highland SS4A Action Plan

Steering Committee Meeting #3
December 12, 2024



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CSAP Components & Project Status

Action Plan Component	Milestone	Status
Leadership Commitment and Goal Setting	Vision Zero Resolution established by the County leadership	Ongoing
Planning Structure	Set-up a Steering Committee	Complete
Safety Analysis	Geo-spatial identification of high-risk locations (High Injury Network and Hotspot Locations)	Complete
Engagement and Collaboration	Robust engagement with public and relevant stakeholders	Complete
Equity Considerations	Identify census tracts within the County that are underserved	Complete
Policy and Process Changes	Assess current policies, plans, guidelines and suggest some revisions , as appropriate	Complete
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies	Ongoing
Progress and Transparency	Method to measure progress over time after Action Plan is developed	Future

Survey

A grayscale background image showing a group of people gathered around a table. They are looking at a large map spread out on the table. One person's hand is pointing at a specific location on the map. Another person is holding a pen, ready to write. A calculator is also visible on the table. The overall scene suggests a collaborative planning or surveying activity.

Survey Summary



ADVERTISEMENT

- FACEBOOK
- TOWN WEBSITE
- NEWSLETTER



317 SURVEY RESPONSES

**TAKE THE SURVEY AND
ATTEND ONE OF THE
UPCOMING EVENTS!**

SHARE YOUR THOUGHTS ON
CURRENT ROADWAY AND
INTERSECTION SAFETY NEEDS.

TAKE THE SURVEY

UPCOMING EVENTS

BIG CRAWL EVENT

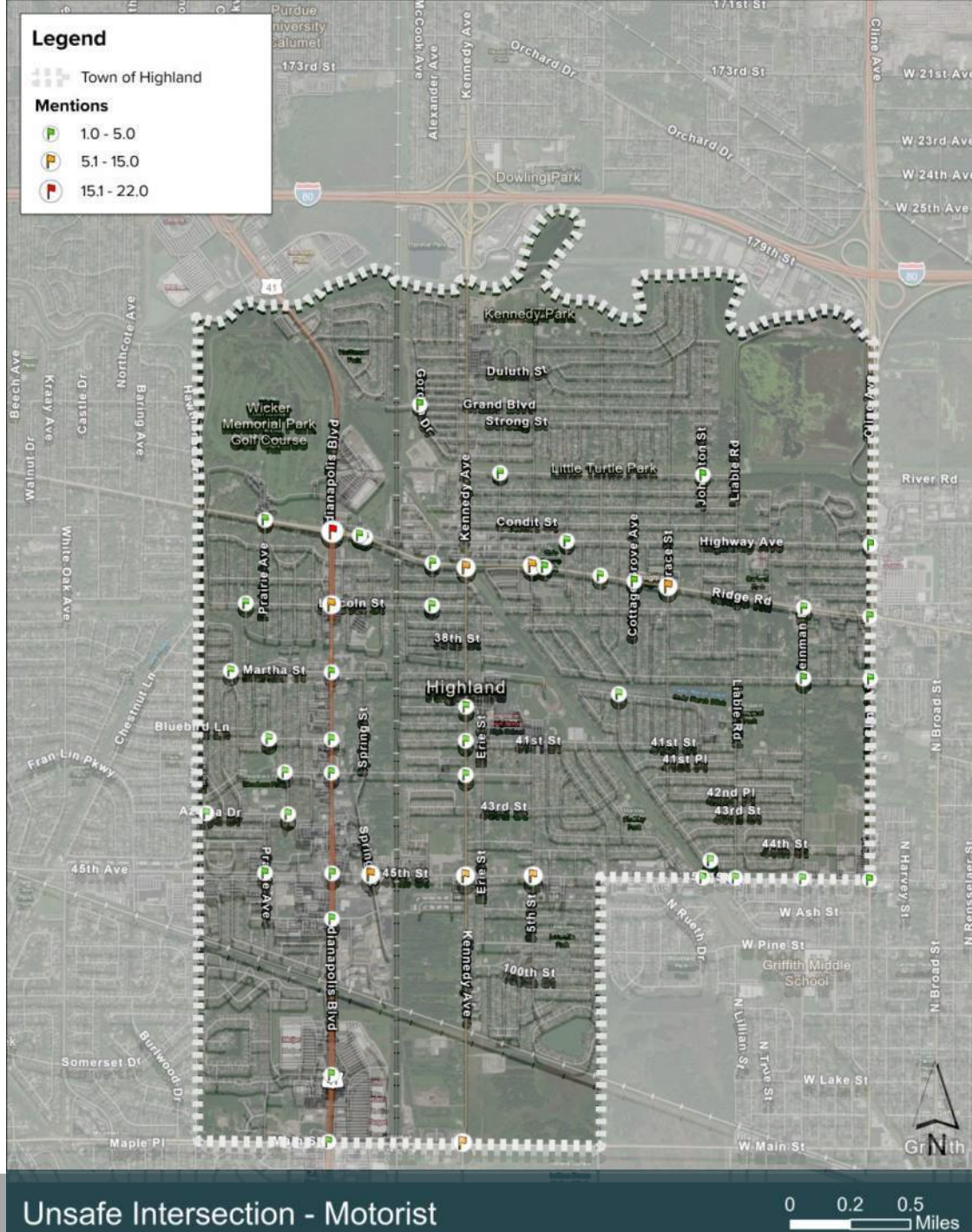
September 24 • 4 to 9 PM

HIGHLAND PARKS CRAFT AND VENDOR SHOW

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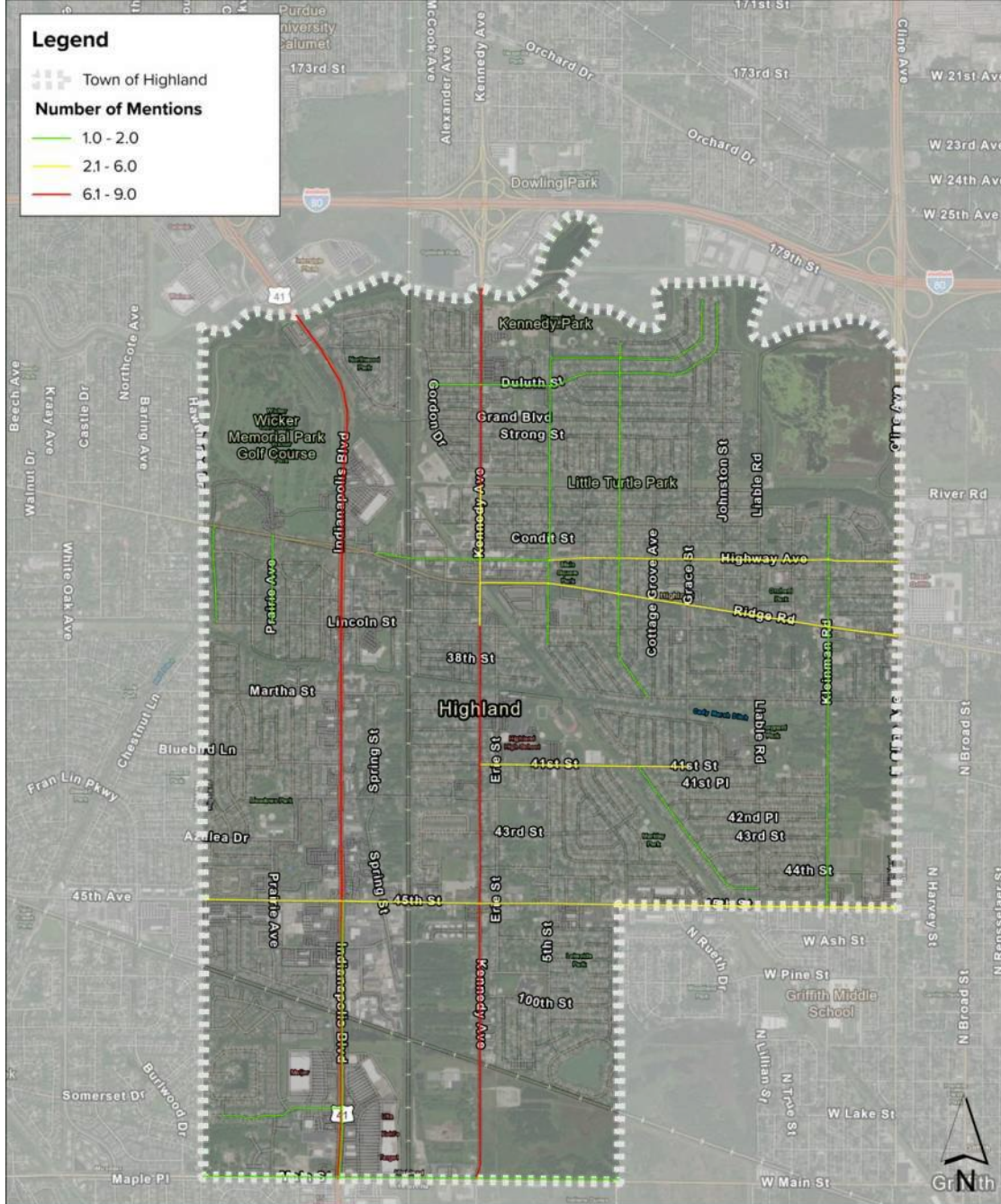


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Unsafe Intersections Perceived by Motorists

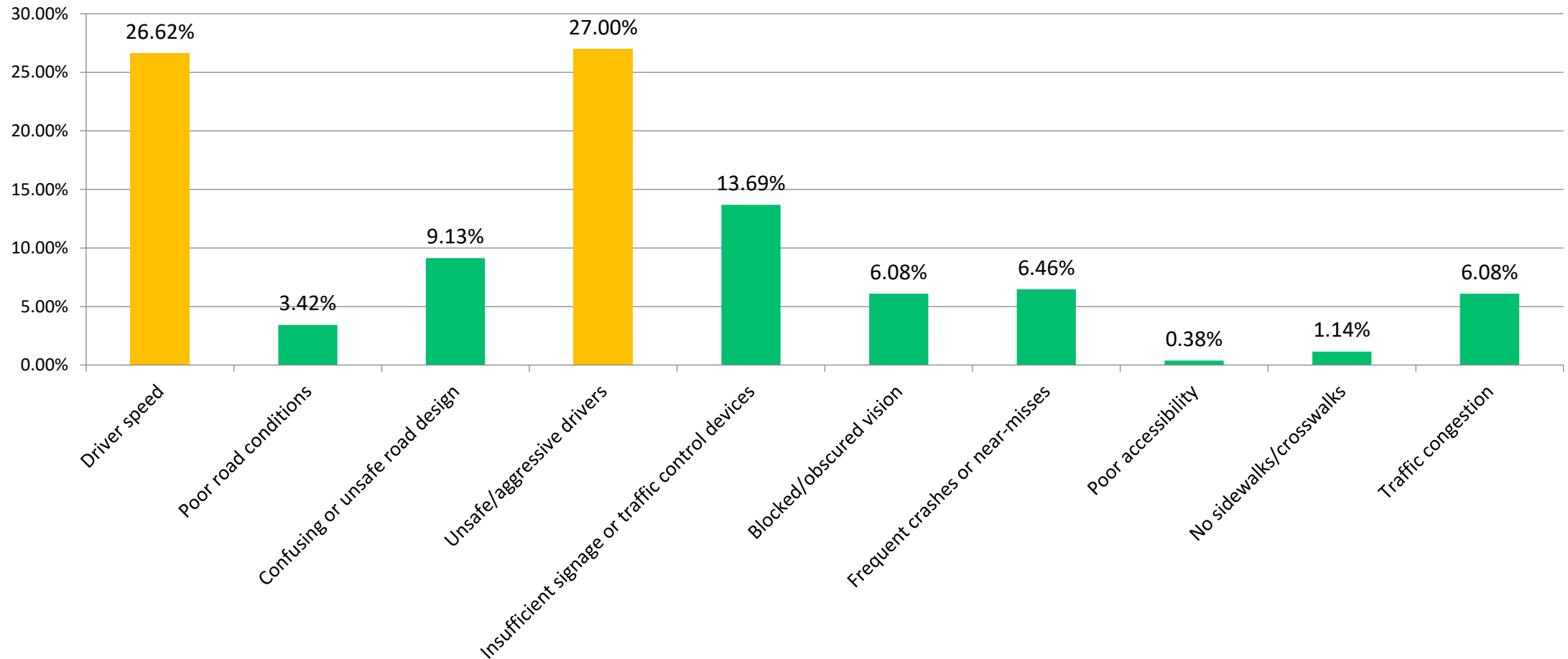
Intersections	Number of Mentions	Main Problem
Ridge Rd - Indianapolis Blvd	22	Driver speed/Insufficient signage or traffic control devices/Confusing or unsafe road design
Kennedy Ave - Jewett Ave	13	Blocked/obscured vision
Ridge Rd - Grace St	11	Driver speed/Unsafe/aggressive drivers
Kennedy Ave - Main St	11	Confusing or unsafe road design
Indianapolis Blvd - Lincoln St	11	Unsafe/aggressive drivers
45th St - Spring St	6	Blocked/obscured vision,
45th St - 5th St	6	Unsafe/aggressive drivers/Insufficient signage or traffic control devices/
45th St - Kennedy Ave	6	Unsafe/aggressive drivers
Ridge Rd - 5th St	6	Insufficient signage or traffic control devices
Kennedy Ave - 41st St	4	Blocked/obscured vision/Confusing or unsafe road design
Indianapolis Blvd - Main St	4	Traffic congestion
45th St - Indianapolis Blvd	4	Unsafe/aggressive drivers/
Trail Crossing - 45th St	4	Unsafe/aggressive drivers/Confusing or unsafe road design
Ridge Rd - Highland Christian School exit	4	Insufficient signage or traffic control devices
Ridge Rd - Prairie Ave	4	Blocked/obscured vision

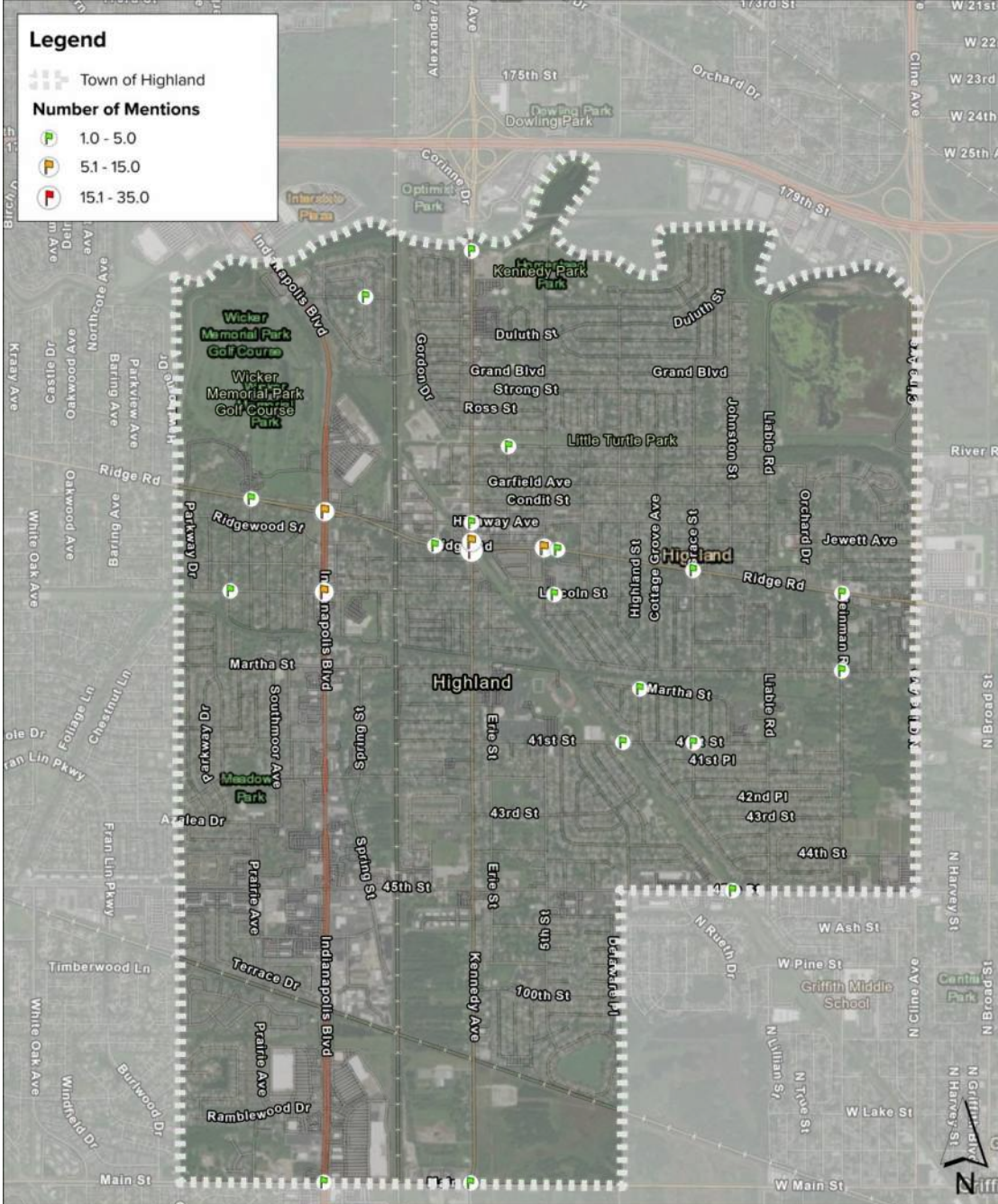


Unsafe Roadways Perceived by Motorists

Roadway	Limits	Number of Mentions	Main Problem
Kennedy Ave	N Town Boundary - Main St	9	Unsafe/aggressive drivers
Indianapolis Blvd	North Town Limits - South Town Limits	7	Poor road conditions, Improve lighting,
Ridge Rd	E Town Boundary - Parrish Ave	6	Driver speed
41st St	Grace St - Kennedy Ave	5	Driver speed
Kennedy Ave	Lincoln St - Highway Ave	5	Unsafe/aggressive drivers
Ridge Rd	Kennedy Ave - Parrish Ave	5	Driver speed
Highway Ave	Cline Ave - Ridge Rd	4	Unsafe/aggressive drivers
45th St	W Town Boundary - E Town Boundary	4	Insufficient signage or traffic control devices.
Kleinman Rd	Sandalwood Dr - 45th St	2	Driver speed
Ramblewood Dr	Indianapolis Blvd - Wildwood Ln	2	Insufficient signage or traffic control devices
Highway Ave	5th St - Ridge Rd	2	Blocked/obscured vision
Main St	W Town Boundary - E Town Boundary	2	Driver speed

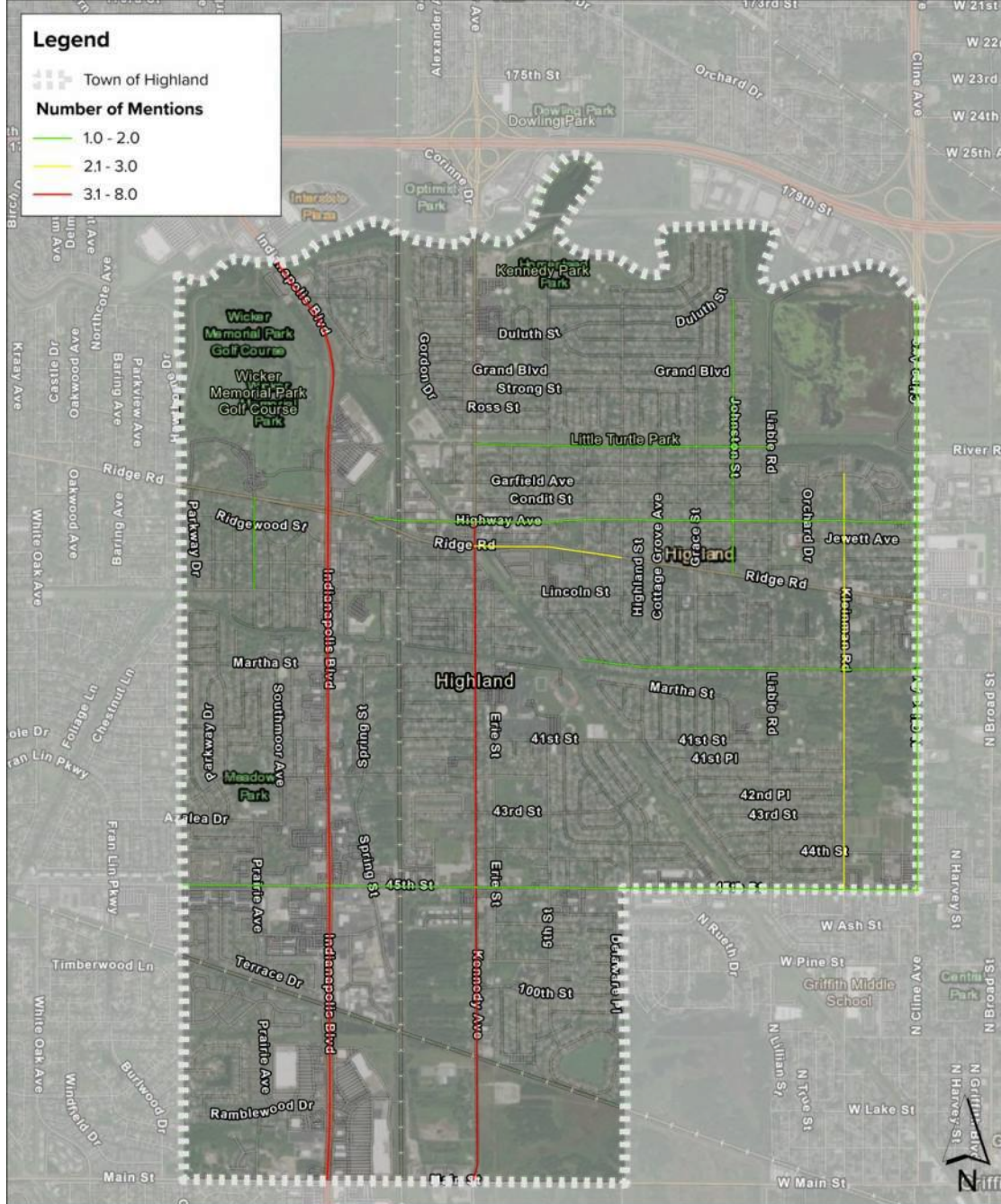
Safety Issue Types Perceived by Motorists





Unsafe Intersections Perceived by Non-Motorists

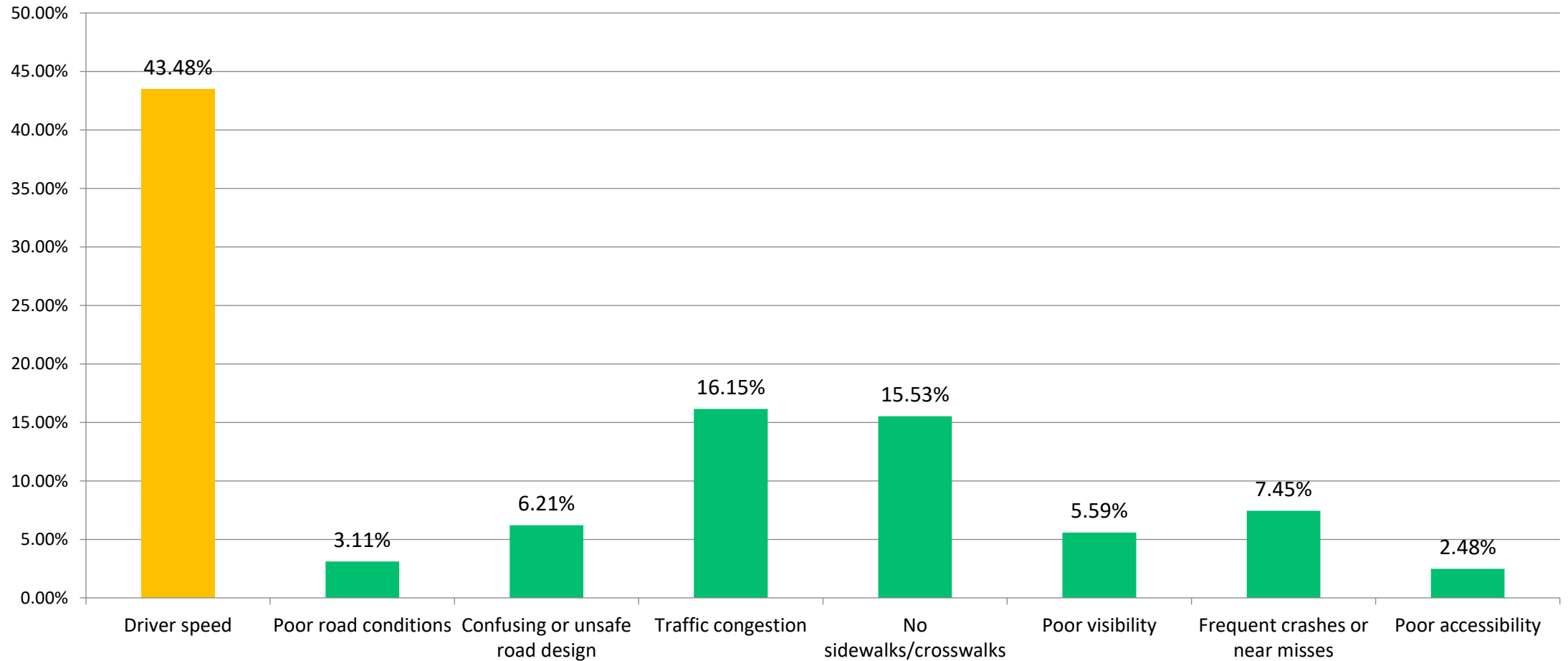
Intersections	Number of Mentions	Main Problem
Kennedy Ave - Trail Crossing	35	Driver speed/Traffic congestion
Ridge Rd - Indianapolis Blvd	11	Frequent crashes or near misses
Kennedy Ave- Jewett Ave	9	Poor visibility
Indianapolis Blvd - Lincoln St	8	Driver speed
Ridge Rd - 5th St	7	Driver speed
45th St - Trail Crossing	5	Driver speed
Ridge Rd - Prairie Ave	5	Driver speed
Kennedy Ave - Highway Ave	4	No sidewalks/crosswalks
Ridge Rd - Grace St	4	Driver speed
Ridge Rd - Highland Christian School exit	4	No sidewalks/crosswalks



Unsafe Roadways Perceived by Non-Motorists

Roadway	Limits	Number of Mentions	Main Problem
Kennedy Ave	Highway Ave - Main St	8	No sidewalks/crosswalks/Traffic congestion, driver speed/Poor visibility
Indianapolis Blvd	N Town Boundary - S Town Boundary	5	No sidewalks/crosswalks
Ridge Rd	Kennedy Ave - Parrish Ave	3	Driver speed
Kleinman Rd	Sandalwood Dr - 45th St	3	No sidewalks/crosswalks
45th St	W Town Boundary - E Town Boundary	2	Driver speed
Wirth Rd	E Town Boundary - O'Day Dr	2	No sidewalks/crosswalks
Laport St	Liable Rd - Kennedy Ave	2	Poor visibility

Safety Issue Types Perceived by Non-Motorists



A grayscale background image showing a group of people working together at a table. They are looking at a large map or blueprint spread out on the table. One person's hand is pointing at a specific location on the map. Another person is holding a pen, ready to write. A calculator is also visible on the table. The overall scene suggests a collaborative work environment, possibly for urban planning or engineering.

Safety Analysis

Safety Analysis Insights (2019-2023)

- [Rear End](#), [Right Angle](#), and [Left Turn](#) crashes were most common crash types among severe crashes
- 2/4 fatal crashes were [Right Angle](#) crashes
- [High speed](#) and [red-light running](#) have been identified as typical safety concerns for both motorized and non-motorized users during public engagement surveys;
 - **Right angle crashes are associated with red light running and driver inattentiveness**
 - **Rear end crashes are associated with high vehicle speeds and driver inattentiveness**
- 19 Severe pedestrian/bicycle crashes
 - [Lack of Sidewalk Connectivity, Visibility at Trail Crossings, RR Crossings](#) was identified by stakeholders

Common Targets for Countermeasures:

Reducing Vehicle Speeds, Improving and Emphasizing Driver Awareness and Improving Ped/Bike Visibility, Conflict Points and Access Management

Systemic Safety Countermeasures

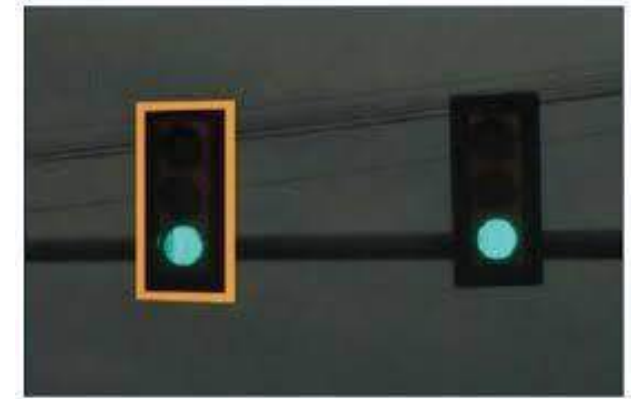
1. **Install Retroreflective Backplates on Signal Heads**
2. **Leading Pedestrian Interval**
3. **Appropriate Speed Limits for All Road Users**
4. **Improve Visibility at Trail Crossings**
5. **Crosswalk Visibility Enhancements**
6. **Improve RR Crossing Visibility**
7. **Yellow change interval and signal timing optimization**

<https://highways.dot.gov/safety/proven-safety-countermeasures>



Systemic Safety Improvement Treatments and Countermeasures

1. Install Retroreflective Backplates on Signal Heads



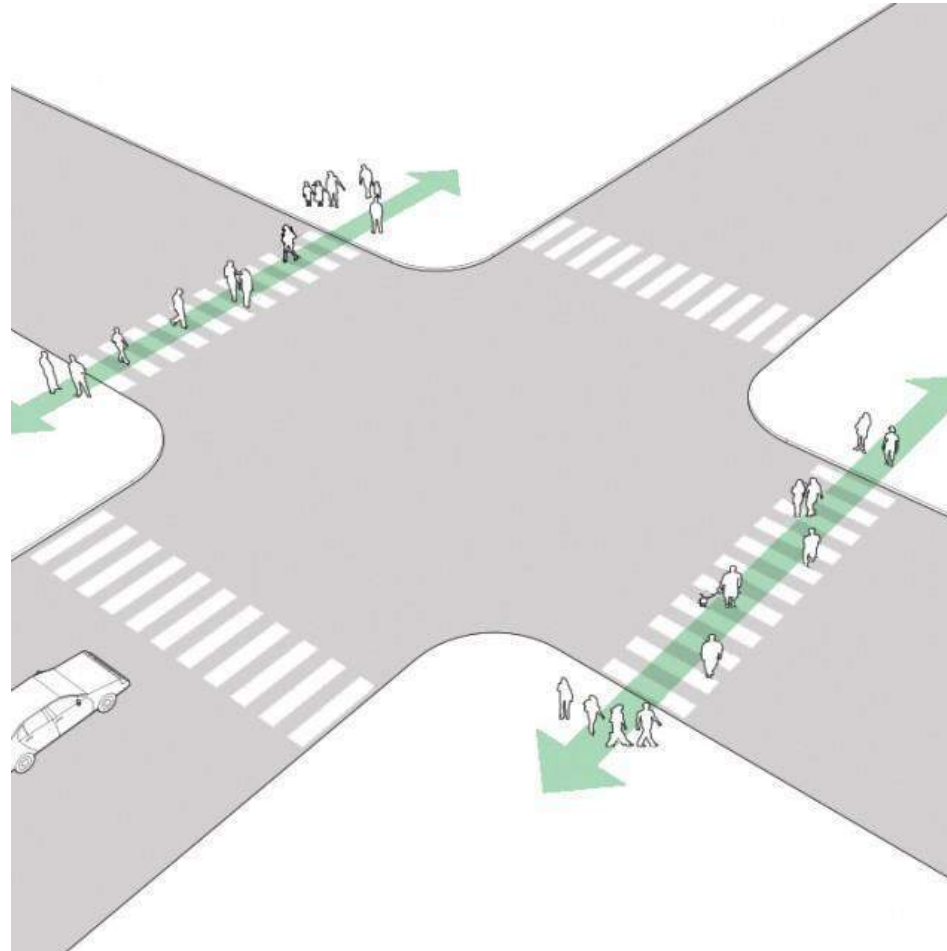
- Backplates: 15% reduction in total crashes

Systemic Safety Improvement Treatments and Countermeasures

2. Leading Pedestrian Interval

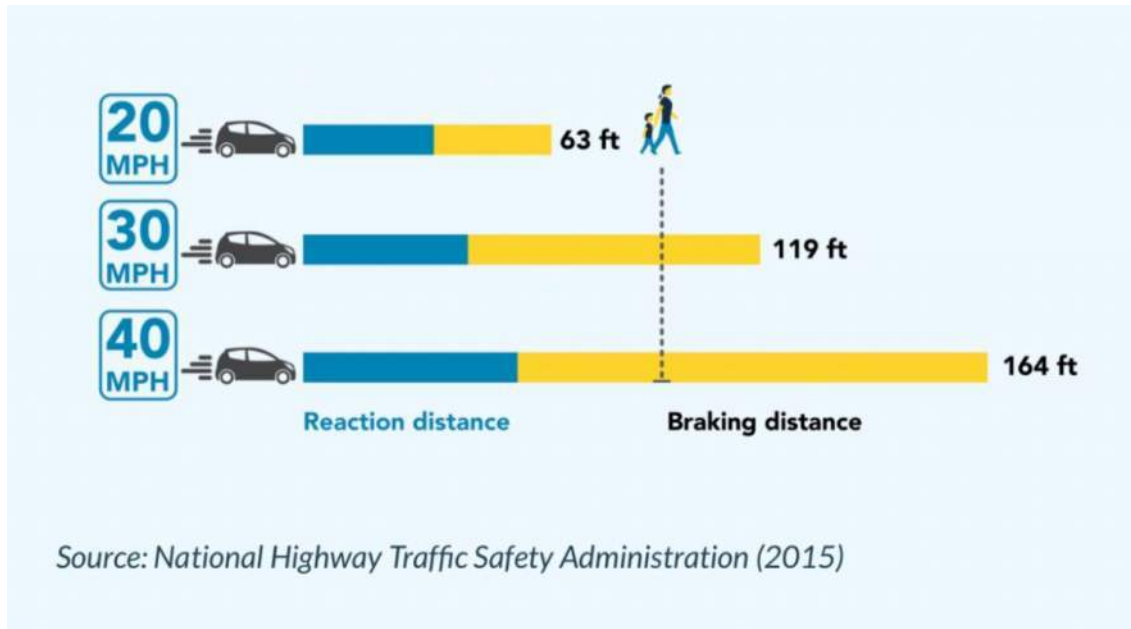


- 13% reduction in vehicle/pedestrian crashes at intersections.



Systemic Safety Improvement Treatments and Countermeasures

3. Appropriate Speed Limits for All Road Users



Speed Limit Pavement Legend



Contrast Border Speed Limit Sign



Speed Feedback Sign

Systemic Safety Improvement Treatments and Countermeasures

4. Improve Visibility at Trail Crossings



Trail Crossing Signs with RRFBs



High Visibility Pavement Markings



Overhead Signs and Flashing Beacons

Systemic Safety Treatments and Countermeasures



5. Crosswalk Visibility Enhancements



- 40% reduction in pedestrian injury crashes



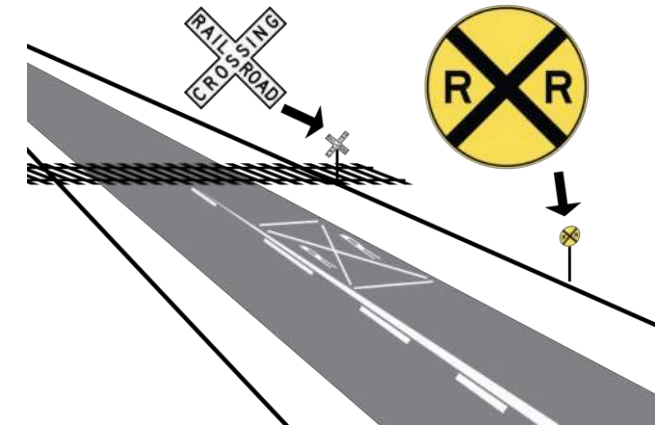
Option: Raised Crosswalk
(Reduces driver speeds)

Systemic Safety Treatments and Countermeasures

6. Improve RR Crossing Visibility



High Visibility Pavement Markings



Renew Advance Warning Signs



Option: Flashing Advance Warning Signs

Systemic Safety Treatments and Countermeasures



7. Yellow change interval and signal timing optimization



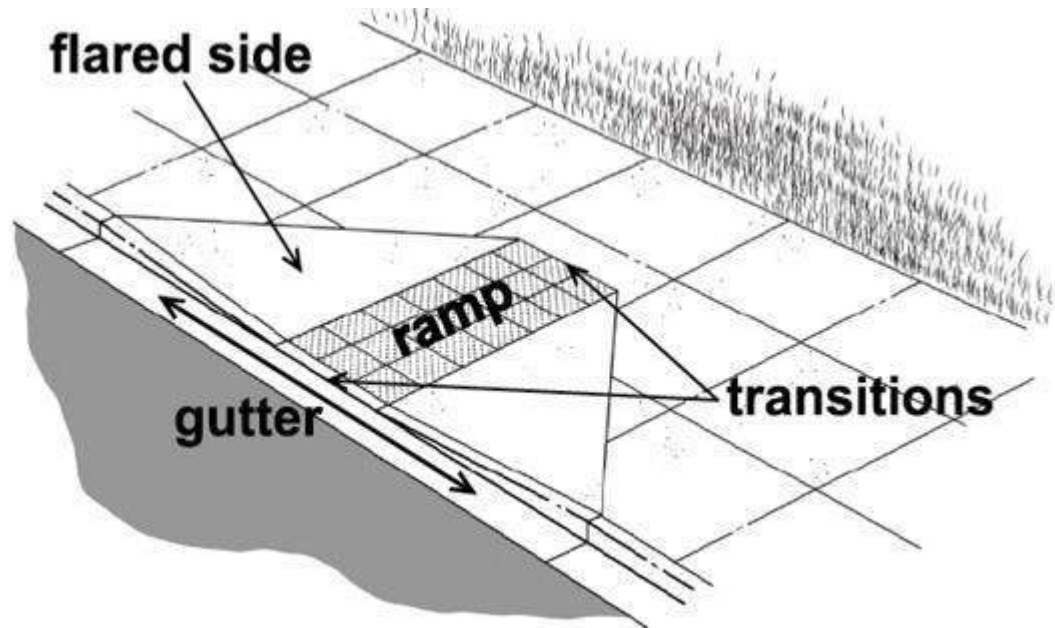
A grayscale background image showing a group of people working together at a table. They are looking at a large map or document spread out on the table. One person's hand is pointing at a specific location on the map. Another person is holding a pen, ready to write. A calculator is visible on the table. In the background, there is a cup and some papers. The overall scene suggests a collaborative planning or analysis session.

Short-Term Countermeasures (Low Cost)

Short-Term Safety Treatments and Countermeasures



1. ADA Compliance for Curb Ramps



Short-Term Safety Treatments and Countermeasures



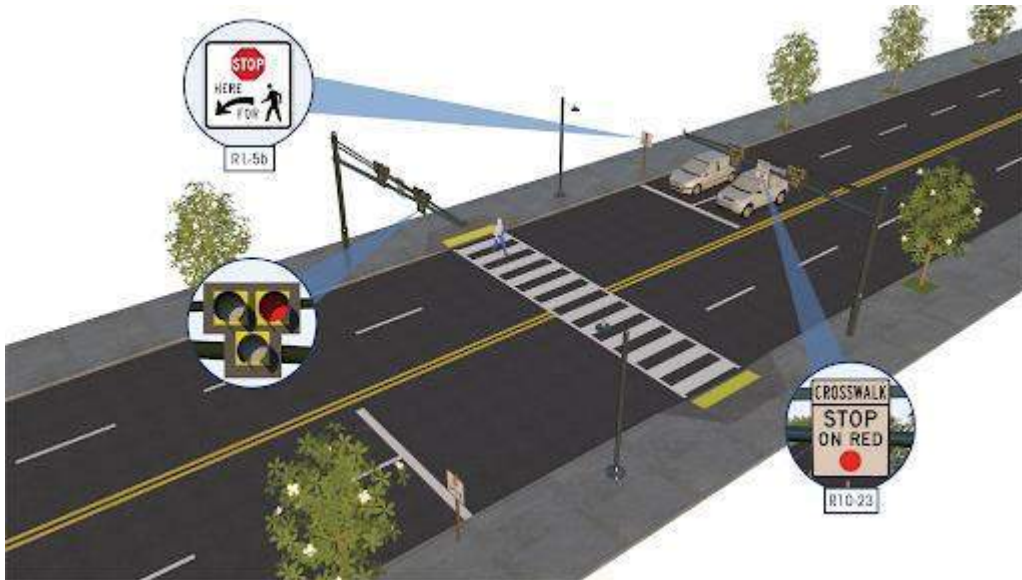
2. Speed Feedback Signs



Short-Term Safety Treatments and Countermeasures



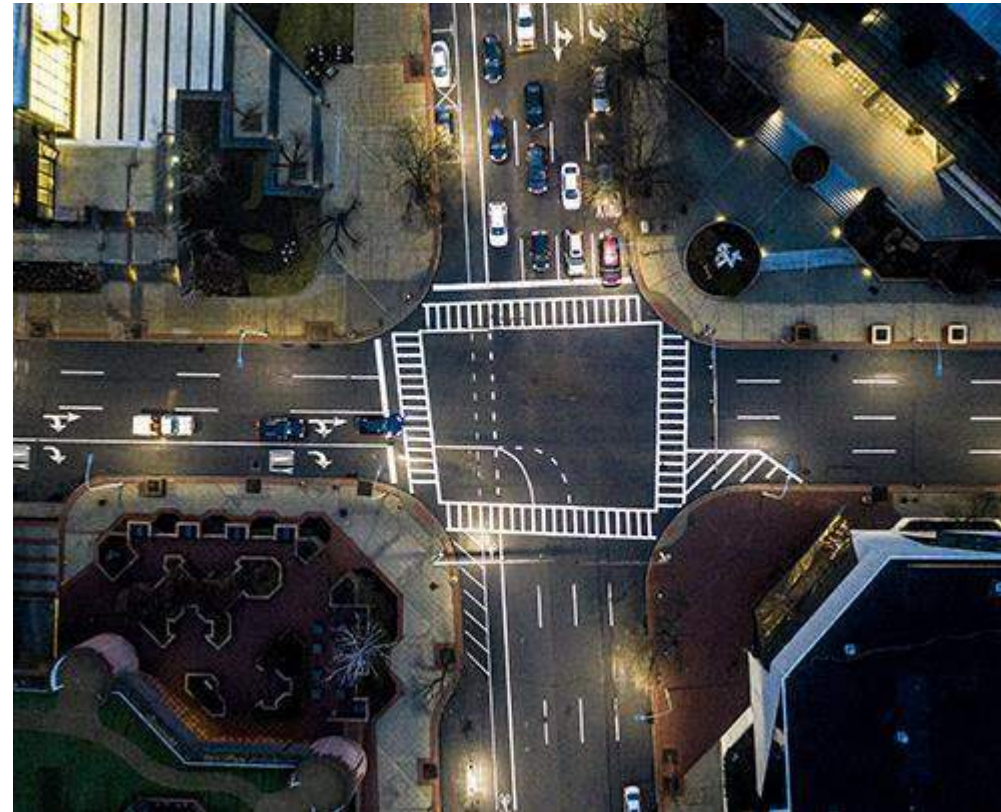
3. RRFB's and Pedestrian Hybrid Beacon (PHB / HAWK Signal)



Short-Term Safety Treatments and Countermeasures



4. Roadway Illumination/Lighting



- 42% reduction in pedestrian crashes, 28% reduction in night injury crashes

Short-Term Safety Treatments and Countermeasures



5. Install Median or Pedestrian Refuge Island

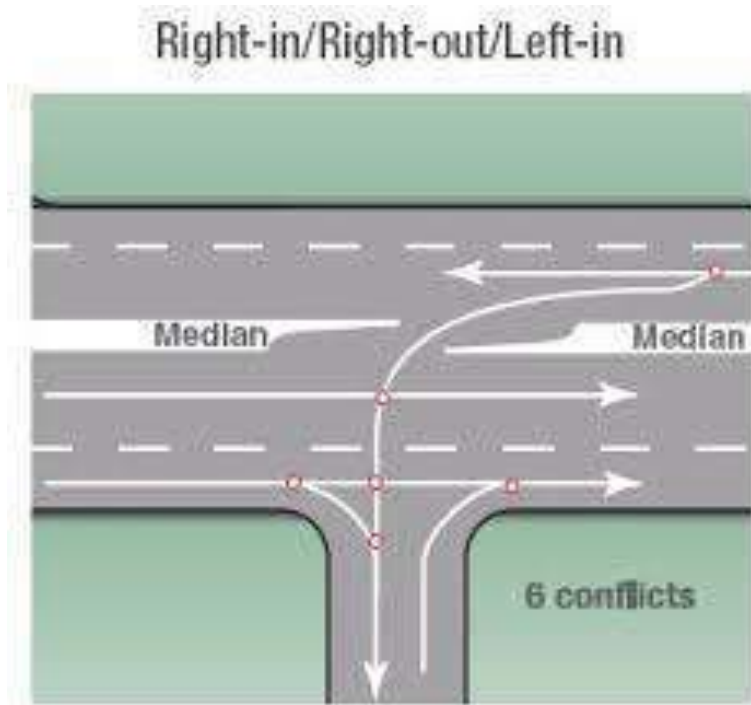


- Median with Marked Crosswalk: 46% reduction in pedestrian crashes
- Pedestrian Refuge Island: 56% reduction in pedestrian crashes

Short-Term Safety Treatments and Countermeasures



6. Access Management



- 25-31% reduction in Fatal / Severe Injury crashes on urban/suburban arterial

A grayscale background image showing a group of people working together at a table. They are looking at a large map or document spread out on the table. One person is pointing at the map, while another is holding a pen. A calculator and a cup are also visible on the table. The overall scene suggests a collaborative planning or analysis session.

Long-Term Countermeasures (Higher Cost)

Long-Term Safety Treatments and Countermeasures



1. Improve Sidewalk Connectivity



Long-Term Safety Treatments and Countermeasures



2. Protected Bicycle Lanes



Long-Term Safety Treatments and Countermeasures



3. Dedicated Turn Lanes at Intersections



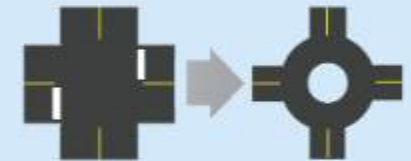
Long-Term Safety Treatments and Countermeasures

4. Modern Roundabouts



Safety Benefits:

Two-Way Stop-
Controlled
Intersection to a
Roundabout



82%

Reduction in fatal and injury
crashes¹

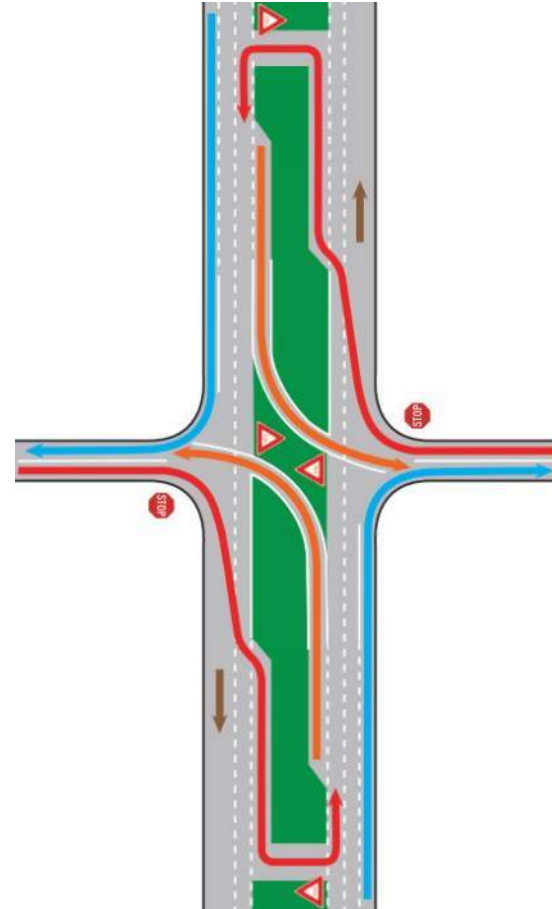
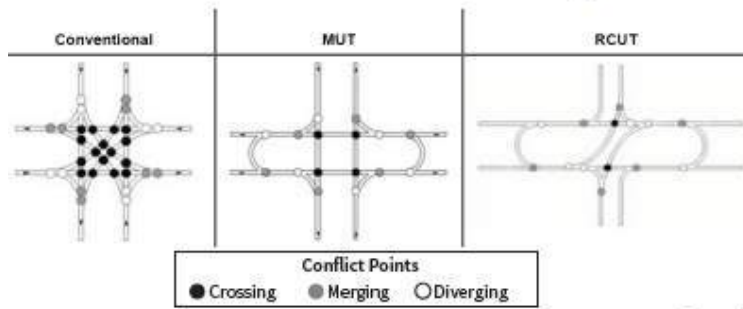
Long-Term Safety Treatments and Countermeasures



5. Reduced Conflict Left-Turn Intersections



MUT and RCUT Can Reduce Conflict Points by 50%



Long-Term Safety Treatments and Countermeasures



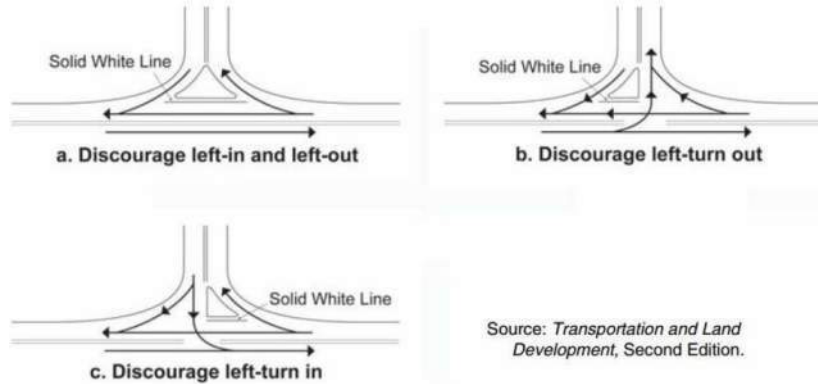
6. Complete Streets



Long-Term Safety Treatments and Countermeasures



7. Corridor Access Management





Ranked Project Lists (Draft)

Project Selection and Prioritization



Criteria	Assigned Weightage
Total Crash Frequency (All crashes)	30%
Fatality and Injury (F&I) Crash Frequency	30%
Environmental Justice	20%
Public Engagement	20%

High Injury Network Projects

Project Rank	Roadway Segment
1	41st St - Kennedy Ave to Ellen Dr
2	Highway Ave – 1 st St to 5 th St
3	Kleinman Road - 45th St to Highway Ave
4	Kennedy Ave - Main St to 81st St
5	45 th St – Wildwood Ct to SR 912 (Cline Ave)
6	US 41 (Indianapolis Blvd) – Hart Rd to S/O Industrial Dr
7	Main Street - Kennedy Ave to W/O Prairie Ave
8	Ridge Rd – 5 th St to Grace St
9	US 41 (Indianapolis Blvd) – Ridge Rd to Hart Rd
10	US 41 (Indianapolis Blvd) – 81 st St to City Limits
11	SR 912 (Cline Ave) – Ridge Rd to 179th St
12	Ridge Rd – Parkway Dr to Kennedy Ave

Intersection Projects (1 of 2)

Project Rank	Intersection
1	Kennedy Ave & 45 th St
2	Kennedy Ave & Main St
3	US 41 (Indianapolis Blvd) & 45 th St
4	Ridge Rd & Grace St
5	US 41 (Indianapolis Blvd) & Ridge Rd
6	SR 912 (Cline Ave) & Ridge Rd
7	SR 912 (Cline Ave) & 179 th St / River Rd
8	SR 912 (Cline Ave) & Wirth Rd
9	Kennedy Ave & Lincoln St
10	41 st St & Ellen Dr

Intersection Projects Cont'd (2 of 2)

Project Rank	Intersection
11	US 41 (Indianapolis Blvd) & Hart Rd
12	45 th St & Farmer Dr
13	US 41 (Indianapolis Blvd) & Lincoln St
14	Kennedy Ave & Trail Crossing
15	45 th St & Kleinman Rd
16	US 41 (Indianapolis Blvd) & Martha St
17	Ridge Rd & 5 th St
18	45 th St & Lillian St/Liable Rd
19	Kennedy Ave & Jewett Ave

Next Steps

- 1. Complete Draft Report by 12/31/2024**
- 2. Submit Draft Report to Steering Committee for feedback (~ 1-2 weeks)**
- 3. Address comments and submit Final Report**

Meeting Notes

- 1. Trail crossing lighting could be improved, though this could be difficult with ROW issues**
- 2. Request to create a separate project list for state vs local jurisdiction projects, remove intersections in Griffith jurisdiction from consideration**
- 3. Kennedy & Main, US 41 from Ridge to 81st, undergoing planned improvements already**

