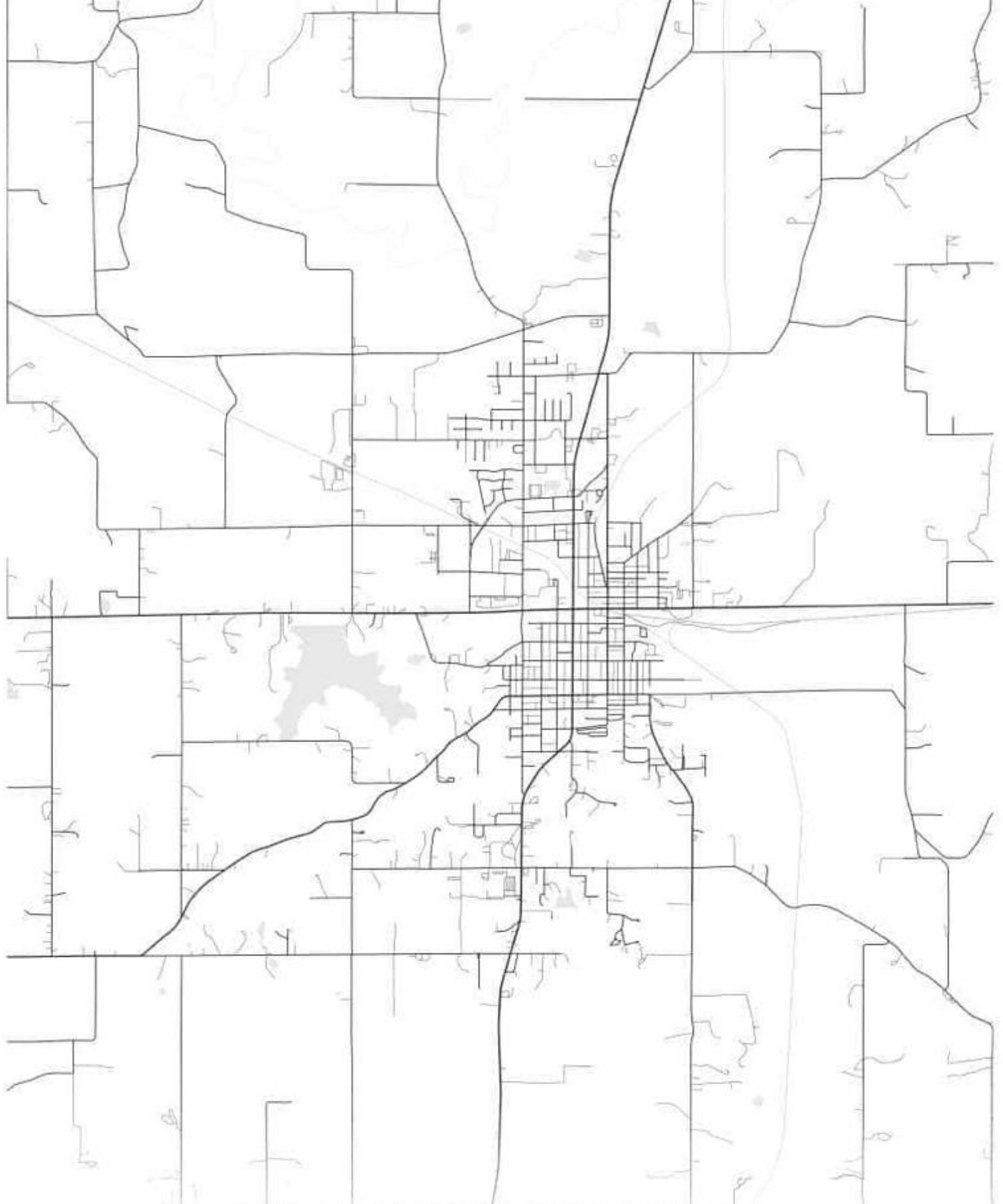


# Safe Streets for All

## Comprehensive Safety Action Plan



**HUNTINGBURG,**  
Indiana



# HUNTINGBURG

INDIANA | UNITED STATES

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# Table of Contents

Vision, Mission, and Goals	4
Official Commitment	6
Safety Partners	7
Engagement and Collaboration	9
Safety Analysis	11
Crash Maps, Pedestrian Activity Heat Map, & Survey Results	12
Emphasis Areas	17
Policy and Process	25
Prioritization Framework	28
Implementation Timeline	34
Progress and Evaluation	35

# Vision, Mission, and Goals

Safe roads. Safe people. Safe Huntingburg. *A City Like No Other.*

**Vision Statement:** To cultivate a city that is safely connected no matter the mode of transportation.

**Mission Statement:** To identify and implement safety measures that lead to a goal of zero traffic fatalities and greatly reduce the risk of serious injuries for all forms of travel.

The City of Huntingburg, Indiana, seeks to improve roadway safety, reduce serious injuries and fatalities, and ensure equitable access for all residents and visitors through the development of a Comprehensive Safety Action Plan (Action Plan). As one of only two incorporated cities in Dubois County, Huntingburg serves as a vital hub for commerce, commuting, and community life. Yet, roadway safety remains a pressing concern for our population, especially for vulnerable road users such as pedestrians, cyclists, and wheelchair users. Walkability must be improved for safe access to essential services and city amenities like Niehaus, Municipal, and Northside Parks.

Recent incidents—including crashes along US 231 and SR 64 and crashes resulting from the failure to yield right-of-way—underscore the need for proactive strategies that address systemic risks, improve intersection safety, and expand safe multimodal access. Additionally, it is anticipated INDOT will soon be relinquishing control of US 231 (also known as Main St.) to the City of Huntingburg as part of its larger Mid-States Corridor effort. The City included those portions of US 231 in its analysis because of these plans. Huntingburg also faces socioeconomic challenges, with nearly one in five residents living in poverty and a significant portion of households experiencing transportation insecurity. These realities heighten the importance of equitable safety improvements that benefit underserved populations.

This Action Plan is designed to align with the U.S. Department of Transportation's **Safe System Approach**, which is comprised of six core principles:

1. Death and serious injuries are unacceptable — Zero is the only acceptable goal.
2. Humans make mistakes — The system must accommodate human error.
3. Humans are vulnerable — Our bodies have limits; design must account for this.
4. Responsibility is shared — Government, industry, and road users all play a role.
5. Safety is proactive — Don't wait for crashes; identify and fix risks before they happen.
6. Redundancy is crucial — If one safety layer fails, others must still protect people.



Huntingburg's Safety Action Plan incorporates the following key elements:

- **Commitment to Safety** – A formal City Council resolution pledging to eliminate roadway fatalities and serious injuries.
- **Leadership and Partnerships** – A multidisciplinary team including the Street Department, Community Development, Police, Public Transportation, Planning, Economic Development Commission, and key community partners such as Destination Huntingburg and the Chamber of Commerce.
- **Data-Driven Safety Analysis** – Failure to yield right-of-way is the chief cause of crashes on Huntingburg roadways, and the majority of the crashes are happening at Main St intersections. Sight distance issues and concerns with two-way left turn lanes are contributing to these unsafe conditions. Other concerns include unsafe conditions for pedestrians that limit access to essential services and amenities like parks and shopping.
- **Public Engagement and Equity** – Robust stakeholder engagement through public meetings, surveys, and outreach to Huntingburg's diverse population, including its 31% Hispanic community. Engagement materials will be available in English and Spanish, with interpreters provided as needed.
- **Policy and Process Enhancements** – Adoption of policies such as Complete Streets and prioritization protocols to guide project selection.
- **Strategies and Projects** – Anticipated strategies may include intersection safety upgrades, pedestrian crosswalk improvements, bikeway networks, road diets, rumble strips, and technology-driven solutions such as connected intersections and Intelligent Speed Assistance.
- **Implementation Timeline** – A phased sequence of activities shall be carried out over the next 5 years, ensuring both near-term low-cost improvements and long-term transformative projects.
- **Progress and Evaluation** – Establishment of clear performance metrics and reporting mechanisms, including annual updates and a five-year reassessment cycle.

Through this Action Plan, Huntingburg commits to creating safer, more equitable, and more accessible streets for all users. The Plan will not only address current safety concerns but will also lay the groundwork for sustained, data-driven investments that support community well-being, economic vitality, and the City's long-term goal of achieving **zero roadway fatalities and serious injuries**.




# Official Commitment

On March 10, 2026 the City Council of Huntingburg, Indiana, adopted **Resolution No. [Insert Number]**, formally committing to the elimination of roadway fatalities and serious injuries within the City’s jurisdiction. This resolution establishes Huntingburg’s participation in the **Safe Streets for All (SS4A)** program and affirms the City’s dedication to advancing safety and equity for all roadway users. The **Huntingburg Street Department** is the **lead agency** under Streets Superintendent Jason Stamm, and will coordinate with the Community Development Department, Police Department, Planning Department, Public Transportation, and the Economic Development Commission to develop, adopt, and implement the Plan.

The City’s resolution also establishes a commitment to:

- **Vision Zero principles**, setting the goal of eliminating roadway fatalities and serious injuries.
- **Developing and adopting this Action Plan**, which includes a safety analysis, public engagement, equity-focused strategies, prioritization protocols, and an implementation framework.
- **Engaging the community**, including residents, businesses, schools, and stakeholders such as the Chamber of Commerce, Destination Huntingburg and ALASI.
- **Transparency and accountability**, through measurement, monitoring, and public reporting on progress, and updating the Action Plan at least every five years.

Our Commitment to Safe Streets for All	
<p><b>Commitment to Zero</b></p> <ul style="list-style-type: none"> <li>• City Council adopted Resolution No. [Insert #] on March 10, 2026.</li> <li>• Formal goal: Eliminate roadway fatalities and serious injuries.</li> </ul> 	<p><b>Lead Agency</b></p> <ul style="list-style-type: none"> <li>• Huntingburg Street Department is the lead agency.</li> <li>• Superintendent and staff will coordinate citywide safety efforts.</li> </ul> 
<p><b>Partnerships</b></p> <ul style="list-style-type: none"> <li>• Collaboration with City departments and community partners.</li> <li>• Engagement with residents, schools, businesses, nonprofits.</li> </ul> 	<p><b>Transparency &amp; Accountability</b></p> <ul style="list-style-type: none"> <li>• Progress will be measured and publicly reported.</li> <li>• Action Plan updated every five years or sooner.</li> </ul> 
<p>Huntingburg is committed to creating safer and more accessible streets for all roadway users.</p>	

# Safety Partners



The City of Huntingburg has established a strong leadership and partnership framework to oversee the Safe Streets for All (SS4A) Comprehensive Safety Action Plan. This structure ensures accountability at the highest level of city government, integrates expertise across departments, leverages consultant support, and coordinates with state and regional partners.

## Governance and Oversight

The **Mayor of Huntingburg** has formally designated the **Street Department** as the lead agency for the Action Plan. Under the direction of **Streets Superintendent Jason Stamm**, the Street Department has assumed responsibility for project management, consultant coordination, and oversight of plan development.

A **Safety Action Plan Steering Committee** has been formed to guide development and ensure collaboration across city departments and stakeholders. Moving forward, the Steering Committee will continue to meet regularly to oversee implementation and evaluation of Action Plan strategies.

## Steering Committee Members and Roles

- **Nathan Waggner, PE** – Consultant providing engineering oversight.
- **Neil Elkins, Mayor** – Executive oversight and City Council coordination.
- **Don Heim, Fire Chief** – Emergency response considerations.
- **Andy Hammack, School Resource Officer** – School safety.
- **Larry Fuesler, Transportation Director of Southwest Dubois County School Corporation** – School bus and transportation safety.
- **Tim Mullen, Police Lieutenant** – Crash data and enforcement perspective.
- **Jason Stamm, Streets Superintendent** – Lead agency for implementation.
- **Ethan Trusty, REM Bicycle and Fitness/Fire Department** – Business and outdoor recreation perspective.
- **Adam Gilbert, Tretter Physical Therapy/Cross-Country Coach** – Business owner and pedestrian perspective.



## Procured Consultant Partner

The City has procured **Cash Waggoner & Associates (CWA)** as its consultant partner for Action Plan development.

- **President and Engineer Nathan Waggoner, PE** provides oversight for technical components including crash data analysis, mapping, systemic risk assessment, and the prioritization framework.
- **Grant Programs Director Emma Hudelson** provides administrative coordination and grant management support.
- CWA staff will also attend public engagement meetings in a supporting role, while primary facilitation remains with the Street Department.

## External Partnerships

The City recognizes the importance of alignment with State and County government:

- **Indiana Department of Transportation (INDOT):** Ensures coordination on state-maintained corridors and consistency with statewide safety priorities.
- **Dubois County Government:** Strengthens regional collaboration and complements Dubois County's SS4A planning grant awarded in 2023.

## Sustaining Collaboration

The Steering Committee will continue to meet on at least an **annual basis** to review progress, align with state and regional partners, and recommend adjustments. The City will also commit to:



- **Annual coordination meetings** with INDOT and Dubois County to share data and align implementation.
- **Public reporting** of progress to the Mayor, City Council, and community.
- **Updating the Action Plan every five years** (or sooner if needed).







# Engagement and Collaboration

As part of developing this Action Plan, the City of Huntingburg conducted a comprehensive community engagement process to ensure roadway safety strategies reflect the lived experiences of residents — especially **older adults and people with disabilities**. Engagement activities were designed to be accessible and inclusive, with particular attention to mobility challenges faced by these groups.

## Engagement Activities

- The City conducted **7 steering committee meetings** with representatives from City leadership and Streets Department, Huntingburg Fire and Police Departments, the Southwest Dubois County School Corporation, and local business leaders.
- The City has been discussing the SS4A initiative at its regular Public Works meeting, held monthly at City Hall. Local media covered these conversations and shared details in news articles. Meetings are open to the public and advertised on the City’s webpage.
- Meetings were held in **ADA-compliant spaces** outside of regular working hours to encourage broad participation.
- In addition, the City conducted an anonymous public survey to gather resident input. The survey was advertised via local media as well as City social media. Questions included roadway and intersection safety, bus stop safety, non-vehicle roadway users, barriers to safe roadway use, and current strengths



Engagement and Summary		
Public Meetings	Stakeholder Survey	
		
<b>Needs Identified</b> <ul style="list-style-type: none"> <li>• Safer pedestrian, bicycle, and wheelchair access to essential services and City amenities;</li> <li>• School bus stop visibility and safety improvements;</li> <li>• Turn lane improvements;</li> <li>• Promote a culture of safety for all City roadway users</li> </ul>		
<b>Strengths Identified</b> <ul style="list-style-type: none"> <li>• New signage and pavement markings for train intersections;</li> <li>• Clear signage throughout town;</li> <li>• New railroad overpass and train warning signs.</li> </ul>		

## Key Themes

Feedback gathered through these activities highlighted several recurring themes related to **access and safety**:

- Concerns about pedestrian crossings near schools, grocery stores, medical care, and parks.
- Mobility barriers such as missing sidewalks, crosswalks, and curb ramps.
- Safety issues along Main St (US 231), CR 400W, and SR 64 including poor visibility at intersections, lack of safe pedestrian access, and speed concerns.
- Broad support for roadway improvements that improve safety and access for **all modes of travel**, not just vehicles.

## Integration into the Action Plan

Community input directly informed the **safety analysis** and the **prioritization of strategies and projects** identified in this Action Plan. The City incorporated this feedback into the identification of **High-Injury Network corridors, priority intersections, and systemic risks**, as well as into the selection of strategies that address the needs of older adults and residents with disabilities.

The City will continue to share progress publicly and provide opportunities for feedback as implementation advances, maintaining an ongoing dialogue with Huntingburg residents and partner organizations.



# Safety Analysis

The City of Huntingburg has undertaken a comprehensive safety analysis as part of this Action Plan to identify the most significant risks to roadway users and to establish a data-driven foundation for future safety investments. The analysis is designed to align with the U.S. Department of Transportation's **Safe System Approach** and the requirements of the **Safe Streets for All (SS4A)** program.

## Existing Efforts

Over the past decade, Huntingburg has advanced safety through town-wide sign replacements; a state railroad-safety grant to upgrade railroad signs and pavement markings in 2025; annual street-preservation work supported by state funding and twice-yearly roadway condition ratings; a new Vialytics system now being evaluated to enhance those ratings; two mobile radar speed displays; and the Progress Parkway railroad overpass with a flashing warning sign on the state highway north of 14th Street that directs southbound drivers to avoid being stuck during a blockage. The preservation program, ongoing condition assessments (transitioning to Vialytics), radar displays, the overpass, and the highway warning system will continue into the implementation portion of the SS4A initiative.

## Objectives of the Safety Analysis

- Identify and map locations of fatal and serious injury crashes.
- Assess crash patterns at intersections and along roadways.
- Examine roadway and systemic risk factors contributing to crashes over the past five years.
- Incorporate community input by mapping locations of reported safety concerns.
- Provide the technical basis for selecting strategies and projects in the Action Plan.

## Data Sources

The safety analysis relied on LTAP crash data, LTAP crash factor analysis, roadway user survey responses, and the National Fitness Campaign walking route heat map. These datasets were analyzed to identify both **site-specific crash clusters** and **systemic risk factors** across Huntingburg's roadway network. All graphs below come from 2020-2024 LTAP crash data.

## Analytical Approach

The City and its consultant partner, **Cash Waggoner & Associates**, employed both **historical crash analysis** and **systemic risk analysis**. Tools and methods included:

- Crash frequency and location analysis.
- Trend analysis by crash type and contributing factor.
- Systemic screening of roadway segments and intersections based on risk characteristics.

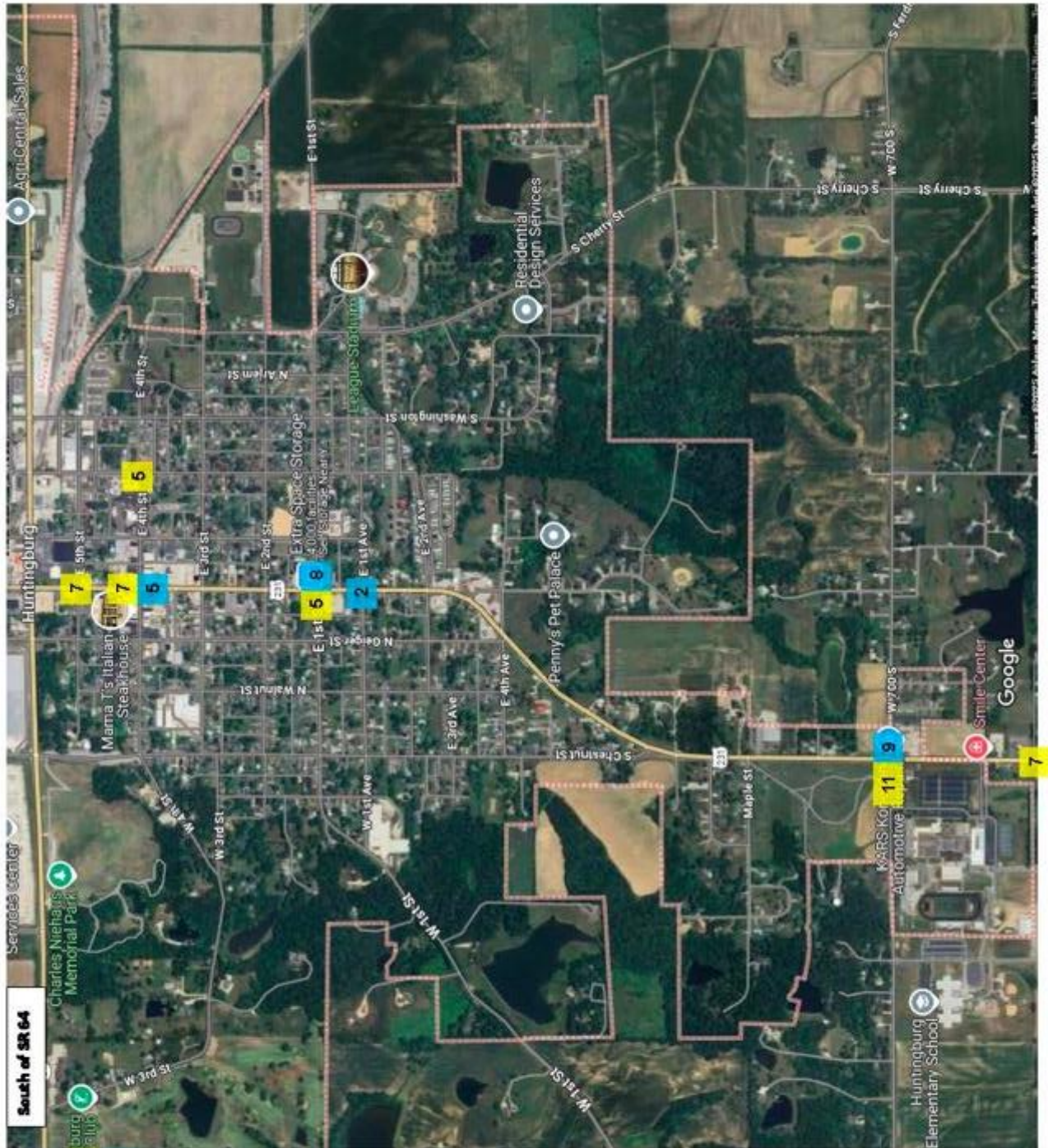
The following safety analyses offer details below:

- Graphs summarizing crash history by type, contributing factor, and location.
- Identification of systemic risks.
- Prioritization criteria for selecting strategies and projects.

# Crash Maps

Numbered labels indicate the frequency of LTAP recorded crashes and safety concerns identified by survey polls.



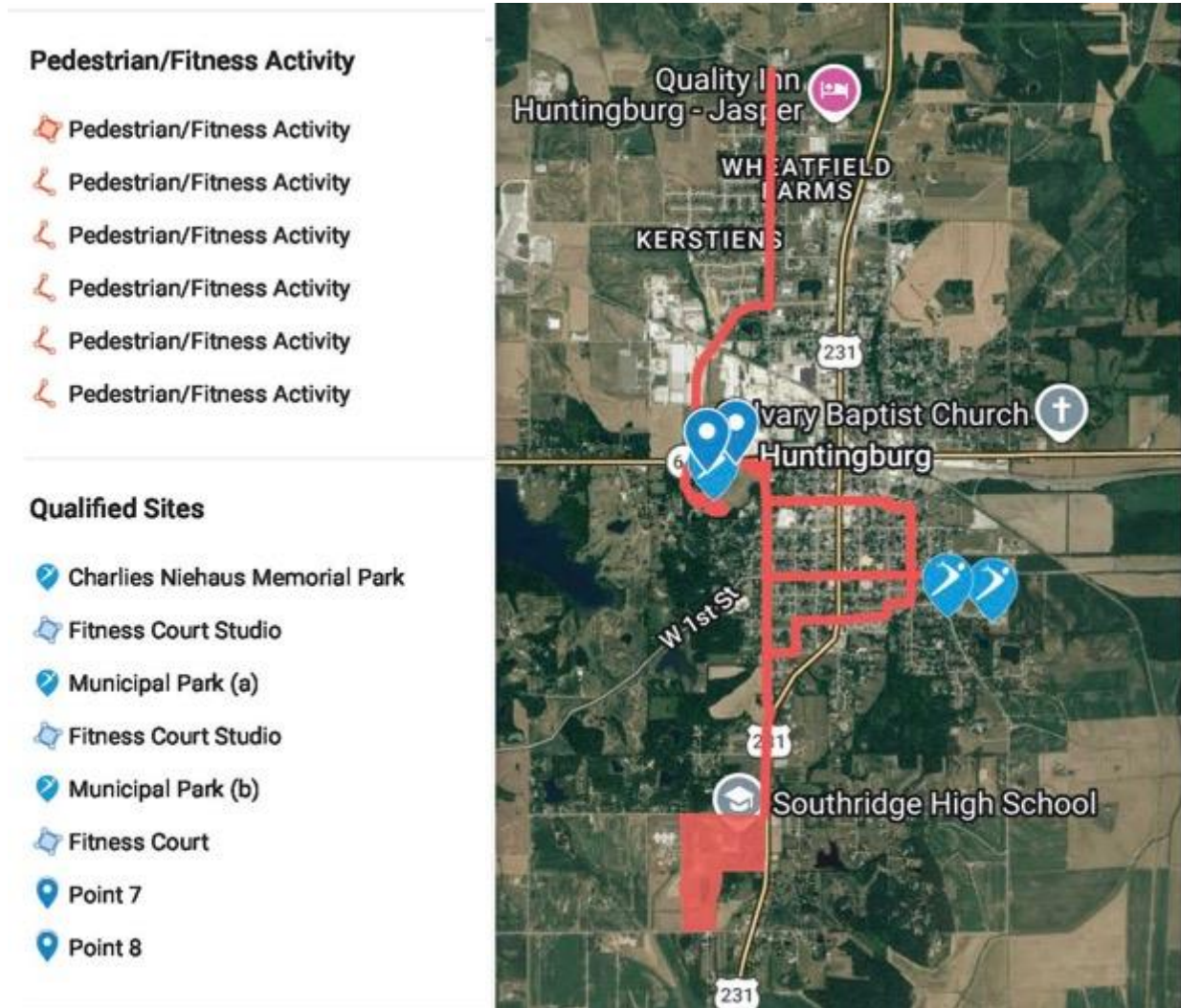


South of SR 64

LTAP  
Survey

# Pedestrian Activity Heat Map

Red lines and areas indicate regions of high pedestrian activity. Blue markers indicate sites frequently accessed by



# Survey Results

## Huntingburg Survey Summary by Intersection

Intersection	Total Times Mentioned as a Problem Area
US 231 and HWY 64	2
1st Ave and US 231/Main ST	2
Main ST and 6th ST	5
4th ST and Main ST/US 231	5
HWY 64/6th ST and Chestnut	6
14th ST/Progress Pkwy and Chestnut	7
1st ST and US 231/Main ST (More for Less and Dollar General intersection)	8
Main ST/US 231 and W 700 S/Sunset (Southridge ES, MS and HS intersection)	9
Main ST and 14 ST (Dairy Queen intersection)	11

## Huntingburg Survey by Problem Type

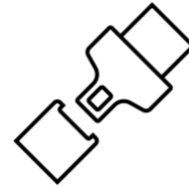
Safety or Traffic problems in Huntingburg	Survey Responses
Pedestrian crossings	3
Traffic flow near schools	3
On Street parking/roads too narrow	3
Bad intersections	4
Lack of sidewalks or poor condition	6
Lack of turn lanes	6
Speeding	9
Train traffic/bypass and lack of signal	10
Potholes or rough roads	12

## Respondent Age

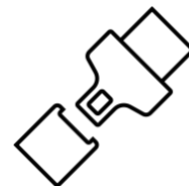
Age of Survey Takers	Totals
Prefer not to say	4
25-34	7
45-54	11
35-44	12
55+	32
<b>Total</b>	<b>66</b>

# EMPHASIS AREAS

Emphasis areas are the data-driven categories of risk that concentrate the most serious harm in Huntingburg (e.g., pedestrian/school access, intersection safety, speed management).



They translate crash and community evidence into clear buckets—aligned with Indiana’s SHSP and the Safe System Approach—that organize the work ahead: problem statements, measurable goals, priority locations, and evaluation metrics, plus a concise menu of countermeasures.

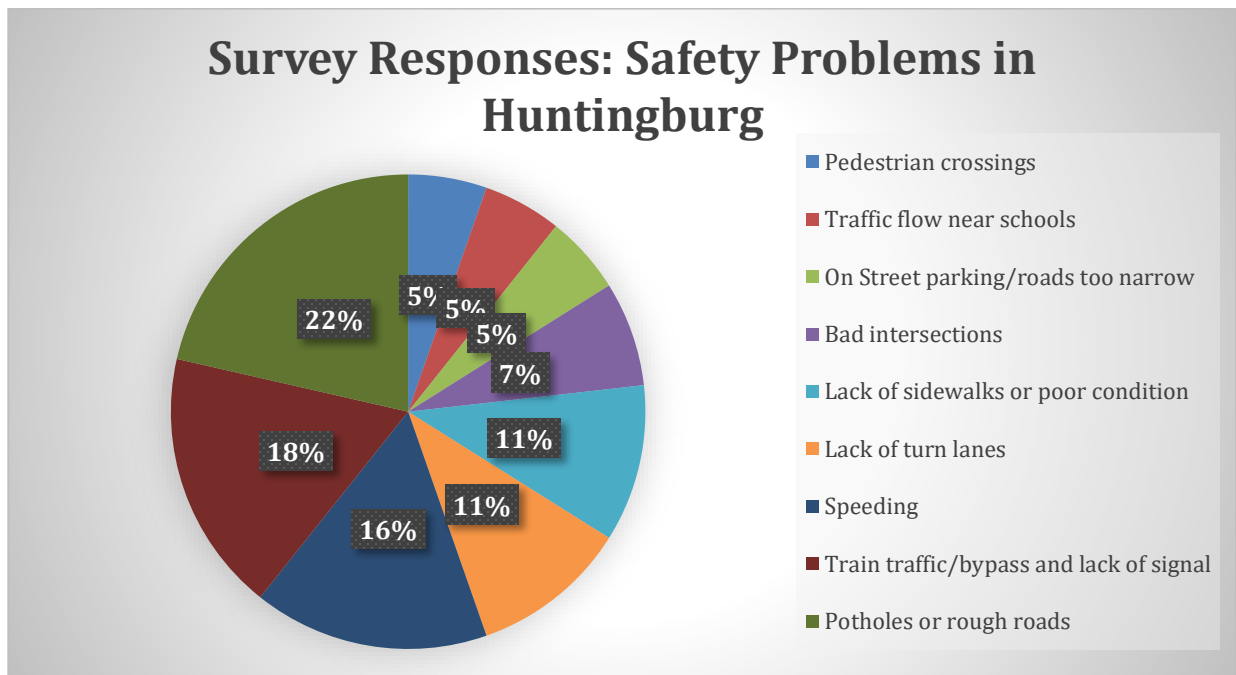


Each emphasis area also identifies leads and near-term actions so funding, design, and enforcement can be sequenced and tracked. Together, these emphasis areas provide the spine for prioritization and annual reporting, keeping the plan focused on reducing severe injuries and fatalities.

## Emphasis Area 1: Vulnerable Road Users

### Safe Road Users, Safe Roads

Huntingburg faces an increasing number of pedestrians, cyclists, and other vulnerable road users who face limited safe access to essential services like schools, grocery stores, and medical care, as well as to community amenities like parks. People walking or cycling to schools, groceries, pharmacies, and parks must cross wide, fast, or hilly state routes. These conditions raise the risk of severe outcomes even when total crashes are low. The City seeks to improve safe walking access to essential services and parks while reducing exposure at high-stress crossings, including SR 64 and Styline Dr, SR 64 and Chestnut, Progress Pkwy and N Chestnut, US 231 and 19<sup>th</sup>, 12<sup>th</sup>, and Sunset. The graph below shows what traffic and safety issues our survey respondents identified in their community.



#### **Goal for Emphasis Area 1:**

- Provide safe and convenient mobility to all road users including pedestrians, cyclists, and individuals utilizing assisted devices.

#### **Strategies for Emphasis Area 1:**

- Conduct Road Safety Audits
- Perform a systemic review of all city roads to ensure all special areas such as school zones and crosswalks are identified and properly addressed.
- Identify critical gaps in the existing pedestrian, bicycle and ADA routes and prioritize implementation of those gaps.
- Consider requiring sidewalks/trails in all new subdivisions.
- Add/improve sidewalks, trails, and intersection crossings withing roadway improvement project corridors.
- Improve lighting at pedestrian crossings.

- Consider crossing safety measures such as curb extensions, high-visibility crosswalk markings, additional signage, flashing signals or beacons, and refuge islands.
- Add sidewalk and trails throughout the City providing convenient access to essential services and recreational facilities.
- Consider road and intersection designs that encourage speed compliance, particularly in areas of vulnerable road users.
- Evaluate the effectiveness, efficiency uniformity and equity when designing improvements and evaluating enforcement.
- Ensure equity to users of micromobility devices and create policies for such devices ensuring their safety, but also prevent safety conflicts between such users and other users of the roadways.

## Emphasis Area 2: School Bus Safety

### Safe Road Users, Safe Roads

School bus issues include illegal pass-bys and close calls where hills and curves compress sight distance and where drivers misunderstand two-way left-turn-lanes. Some of our youngest road users are schoolchildren exiting school buses and walking home, and it's vital to protect them and make sure they can arrive home safely. The City wants to address conflicts approaching stops, limited stopping-sight distance on hills, and confusion over two-way left turn lanes. Issues have been noted along the US 231 corridor, including hotspots at 2<sup>nd</sup> Ave and 1<sup>st</sup> St, with sightline concerns at S Cherry and N Van Buren.

#### **Goal for Emphasis Area 2:**

- Increase awareness of school bus safety, regulations on passing school buses and implement safety improvements at high-volume “near-miss” locations.
- Focus on technology, education, and infrastructure using the Safe System Approach.

#### **Strategies for Emphasis Area 2:**

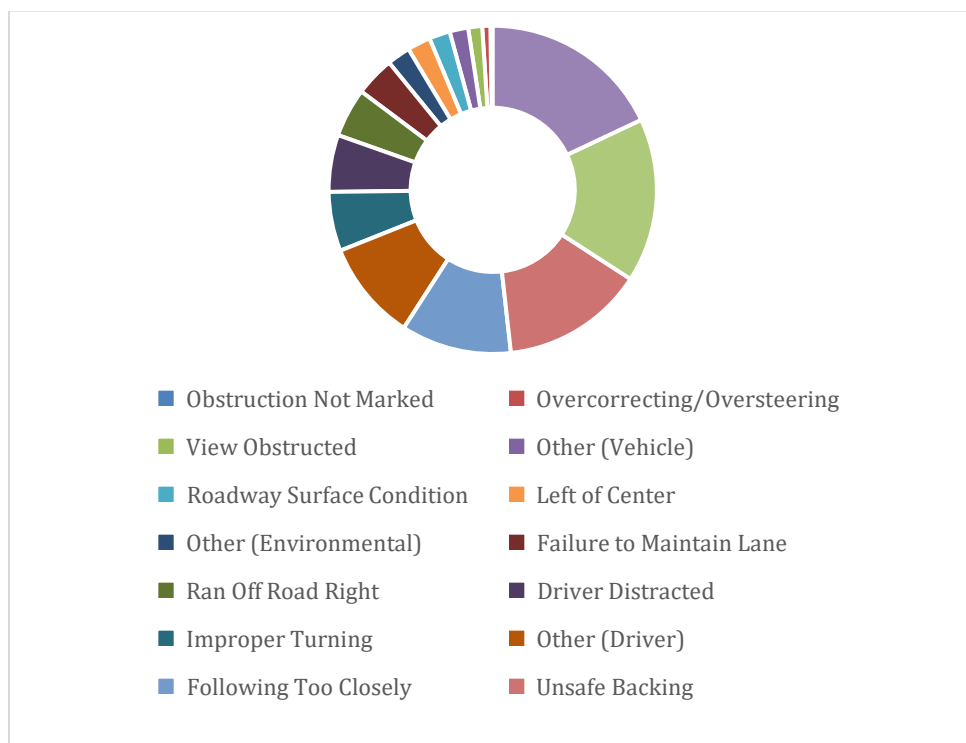
- Perform a systemic review of all county roads to ensure all special areas such as school zones and crosswalks are identified and properly addressed.
- Update/Install advisory and warning signs to notify competing traffic of bus stops in the vicinity and the requirements to stop in all directions.
- Evaluate frequent areas of violations/complaints and for site distance improvements.
- Evaluate higher visibility signage, including flashers.
- Evaluate projects like advanced driver alerts (V2X), red-light cameras in school zones, driver training simulators and community-based campaigns for distracted driving.
- Evaluate site distance and stopping site distance at high-volume, “near-miss” incident locations where vehicles frequently do not stop, or do not see stopped buses.
- Increase education awareness and enforcement in school zones and other bus routes, including the Main Street and SR 64 corridors where Two-Way Left Turn Lanes (TWLTL) appear to confuse drivers on the necessity to stop.
- Coordinate community events or include in utility mailers educational materials.



## Emphasis Area 3: Intersection Safety

### Safe Roads, Safe Road Users

Some Huntingburg intersections concentrate turning, angle, and crossing risk—especially where state routes meet local streets and pedestrian demand overlaps with higher approach speeds. Left-turn and right-angle crashes, pedestrian conflicts during permissive turns, poor yielding, access-related friction near signals, and approach visibility issues on hilly grades are all crash concerns that need to be addressed to keep City roadways safe for all road users. Priority nodes include SR 64 and Chestnut; US 231 and 1st, 12th, and 19th; Rail-Grade Crossings; and Progress Parkway and N Chestnut. There are also concerns with a lack of crosswalks and drivers using the shoulder as a bypass lane at US 231 and Sunset and sight distance issues with entering US 231 from Phoenix Dr. The graph below shows how much each crash factor contributed to the total number of crashes in Huntingburg from 2020-2024.



### Goal for Emphasis Area 3:

Systematically evaluate intersections to minimize conflict points, reduce speeds, improve visibility, provide refuge spaces for pedestrians/cyclists, and improve turning movements.

### Strategies for Emphasis Area 3:

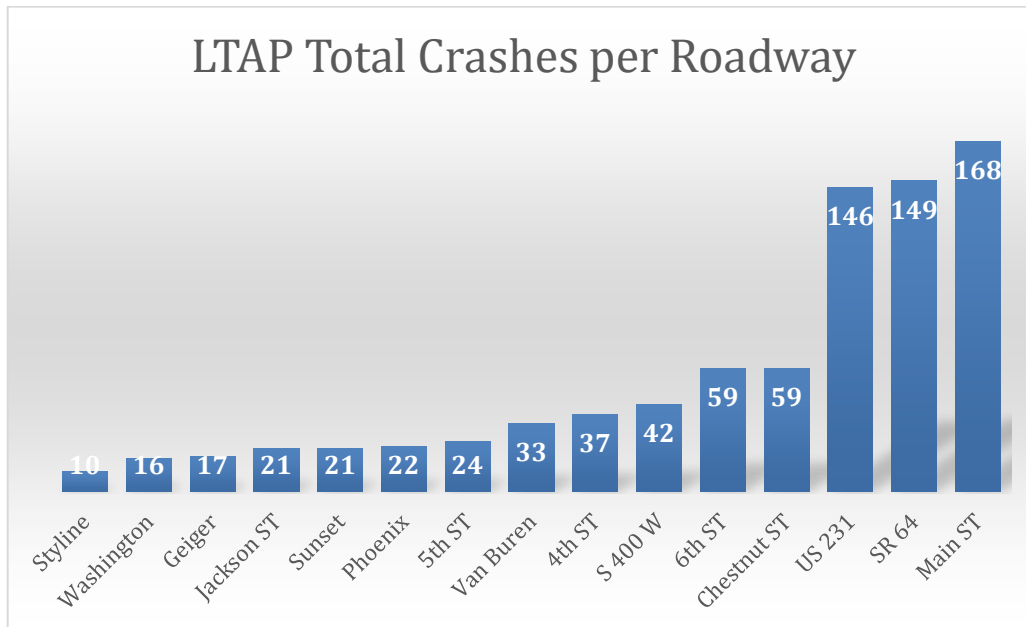
- Include efforts to create clear zones in conjunction with maintenance and reconstruction projects.
- Update ordinances, policies and procedures for clear zones prohibiting construction of fences, landscaping and other obstructions within a certain distance of roadway edges and sight triangles at intersections.
- Perform a systemic review of all county roads to ensure all special areas such as school zones and crosswalks are identified and properly addressed.

- Develop a regular monitoring schedule to ensure signage, markings, and visibility are adequate at all rail crossings.
- Continue to take sight distance into account when issuing driveway permits.
- Develop a systemic approach for the improvement of intersection sight triangles. Include the acquisition of easements to do so if necessary.
- Perform a systemic review of all intersections to determine which might be appropriate for consideration of lighting.
- Perform a systemic review of all intersections to determine those with marginal or insufficient sight distances.
- Improve safety at stop conditions through clearing intersection obstructions, installation of high visibility traffic control devices and site-specific engineering evaluations.
- Evaluate additional lighting at dark intersections, curves and high-crash locations.
- Evaluate high-visibility signage and flashers.

## Emphasis Area 4: Corridor Management

### Safe Speeds, Safe Roads

When operating speeds exceed context at City gateways and through segments, crash severity risk can increase exponentially. Controlling speed at these corridors will calm these risks and increase safety for all road users. Roadway departures in these corridors are also a concern. Specific areas of interest include US 231 at gateways and through downtown, and SR 64 at gateways and at the US 231/SR 64 node. The graph below shows the total number of crashes per roadway in Huntingburg from 2020-2024.



#### **Goal for Emphasis Area 4:**

- Change the mindset that severe crashes are unavoidable, but don't defer from prioritizing low-volume road safety. Address and implement safety issues equally across busy arterial and collector corridors as well as low-speed, low stress roadways.
- 

#### **Strategies for Emphasis Area 4:**

- Continue, expand the use of guardrails and end treatments.
- Continue, improve the use of established asset management principles in the maintenance and preservation of roadway infrastructure.
- Continue and improve snow removal and anti-icing operations.
- Continued close adherence to the Manual on Uniform Traffic Control Devices to ensure correct and effective use of traffic control devices.
- Continued use of radar equipped "Your Speed" signs through City owned and LTAP's equipment loan program.
- Expanded use of roadway striping including centerline striping.
- Expanded use of pavement markings.
- Expanded use of delineators, chevrons, and other devices to bring attention to horizontal curves.

- Expanded use of delineators and/or other markings to improve visibility of guardrail.
- Continued and expanded use of advisory speed plaques with horizontal curve warning signs.
- Evaluate the use of transverse rumble strips in appropriate situations such as stop ahead signs, school zones, and crosswalks.
- Continues maintenance of sign retroreflectivity through an existing sign inventory and management program.
- Address roadway departure crashes by improving shoulder conditions and/or adding edge striping.
- Improve roadway safety in growth areas by enforcing speeds and implementing roadway improvements in support of growth.
- Implement projects to address risk factors in priority corridors.
- Evaluate the effectiveness, efficiency uniformity, and equity when designing improvements and evaluating enforcement.
- Consider automated detection systems to aid in enforcement.
- Reduce animal related crashes with advisory signs and education awareness.
- Evaluate installing fence along right-of-ways to reduce animals entering the roadways.
- Identify opportunities to improve the function of emerging vehicle safety features (i.e. lane departure warnings) during road improvement projects and through regular roadway maintenance practices (such as enhanced pavement markings).
- Add “Train Present When Flashing – Use Alternate Route” warning signs at the south, east and west entryways into the City.
- Consider enhanced pavement markings, signage, speed tables and/or raised crosswalks to improve pedestrian crossing safety at ‘mid-block’ crossings for factory employees crossing from a parking lot to the place of business.
- Evaluate roadway departure areas for the need to improve shoulders, add pavement marking, implement no-passing zones, etc.

## Emphasis Area 5: Culture of Safety

### Safe Road Users

Increasing the general culture of safety around roadway use in Huntingburg can cut down on crashes caused by errors in human judgment. Sustained safety gains require behavioral changes and consistent, transparent use of crash data to target and evaluate interventions. Signage and safety campaigns around device use while riding bikes and e-bikes, addressing stop sign noncompliance and speeding, especially near schools, and regular Safety Plan updates will help shift the culture towards one of mutual respect and safety.

#### ***Goal for Emphasis Area 5:***

- City staff shall lead by example through their behaviors and interactions with other staff and the public which displays the City's safety goals.

#### ***Strategies for Emphasis Area 5:***

- Continued community outreach through social media and with schools to build and maintain conduits for the transfer of safety related educational material.
- Contact Southridge High School and offer to do a road safety presentation to students.
- Contact Southridge High School to gauge interest in having students produce safety related media.
- Coordinate with Sherriff's Dept and City Police to ensure accurate and consistent crash reporting.
- Address distracted driving through local education and enforcement strategies.
- Develop a traffic safety campaign addressing speeding and traffic signal violations, including school bus stop vulnerabilities.
- Develop a road user education campaign providing awareness high-crash locations and areas of dangerous driving behavior. The education should also address cyclist operating laws.
- Utilize social media to provide educational awareness and inform the public of changes to traffic regulations such as speed limit modifications and new traffic patterns.
- Educate City staff, law enforcement, contractors and partners on the Safe Streets program to raise awareness and work in synergy.
- Promote and raise awareness of the State's "Move Over / Slow Down" law and safe driving tips regarding behavior around crashes.
- Evaluate current procedures for improvements to traffic incident management.



# Policy and Process

## Completed Review

- City staff and consultant partners have evaluated current roadway design standards, roadway regulations, and planning processes.
- This evaluation confirmed that while safety considerations are often present in practice, Huntingburg needs a consistent policy framework to ensure roadway safety is prioritized across all projects and departments.

## Policy and Process Commitments

To address these gaps, Huntingburg will implement the following changes during the Action Plan's implementation phase:

1. **Adopt a Complete Streets Resolution**
  - The City Council has adopted a resolution formalizing a **Complete Streets policy**, ensuring that all roadway users — including pedestrians, bicyclists, transit riders, older adults, and residents with disabilities — are considered in every project.
2. **Formalize the Safe System Approach**
  - The City will incorporate Safe System principles into roadway planning and design, including emphasis on speed management, roadway departure prevention, and protecting vulnerable users.
3. **Update Roadway Design Standards**
  - The City will update its roadway standards to include modern safety design practices, such as traffic calming, narrower effective travel lanes, improved pedestrian crossings, and ADA-compliant features.
4. **Designate a Vision Zero Team**
  - A **Vision Zero Team** will be established to guide implementation of the Action Plan, coordinate across city departments, and collaborate with external partners such as INDOT and Dubois County.
5. **Commit to Annual Reporting**
  - The Vision Zero Team will prepare an **annual public report** to the Mayor and City Council detailing progress on implementation, project delivery, and crash trends.
6. **Formal City Council Adoption**
  - The policy and process changes above will be formally adopted by the **Huntingburg City Council**, ensuring that roadway safety becomes embedded in City governance.

As part of the Action Plan process, the City of Huntingburg reviewed its existing transportation policies, design standards, and decision-making procedures to identify opportunities to strengthen roadway safety. This review highlighted the need to embed a **Safe System Approach** into municipal governance and to ensure safety is a guiding principle for all future transportation investments.

## Candidate Project Summaries

- County Road 400W – widening and bike path



- CR 400 is an industrial thoroughfare which also acts a bypass around the City's NW quadrant. This road also serves the agricultural community, including access for Superior Ag's large agricultural sprayers & spreaders. Widening CR 400 with paved shoulders would enhance vehicular safety to aid in preventing lane departures, provide wider travelways for agricultural equipment, provide safe refuge for pedestrians crossing the roadway between local manufacturing plants and double as a bike path.

- Styleline Dr & SR 64 – Pedestrian crossing

- The grade elevation of SR 64 is considerably higher than the adjacent Charles Niehaus Park on the south side. Pedestrian access across this intersection has been desired ever since the park was conceived. However, the intersection characteristics provides main challenges. The "heat map" provides evidence the public is crossing this location. The City would like to consider underground and overhead type crossings among other alternatives.

- 19<sup>th</sup> St & US 231 (aka Main St) – Pedestrian Crossing

- Lack of a crossing exists for cross-access between shopping and the local urgent care clinic.
- This intersection used to be signalized but due to the lack of need, INDOT removed it.

- Sunset Dr & US 231 (aka Main St) – Improved intersection & Pedestrian access

- Add turn lanes for the busy school intersection
- Add pedestrian crossings from the east side of US 231 to the west where Southridge Jr-Sr High School and Huntingburg Elementary is located.



- Infrastructure to support potential new/relocatee fire station at intersection of SR 64 and 231 once Mid-States Corridor is complete

- Reduce response times to crashes and emergencies
- Centralize first responder location to increase access

- Roadway Rehab / Widening

- Increase shoulder widths / clear zones
- Incorporate bike lanes/trails
- Evaluate drainage issues during roadway improvements – consider 1) getting water off and away from the road; 2) drainage near ADA ramps; and 3) cross-slope improvements for positive drainage across roadway



- Road Diet

- Evaluate large/wide intersections to reduce radii and/or shorten the pedestrian crossing distances – 19<sup>th</sup>/US 231 and Chestnut/SR 64
- Add refuge islands where appropriate



- Intersection Improvements

- Improve/add pedestrian crossings, ADA accessibility & other mobility access
- Improve sight distance
- Add turn lanes on US 231 for turning movements onto E14th St
- Improve pedestrian crossing and evaluate safety improvements for vehicular traffic at US 231 & SR 64

- Sidewalk Gap Projects
  - Close gaps in high use areas to provide full connectivity to essential services and recreational locations.
- Pedestrian/Crosswalk Improvements Add crosswalks and ADA ramps were missing
  - Improve ramp grades and bring into compliance during road projects
  - Improve accessibility and awareness of crosswalks at Chestnut and 14<sup>th</sup> Street
- Railroad Crossings
  - Improve sidewalk/ADA crossings at railroad intersections
  - Improve roadway profile grades approaching railroads
  - Improve traffic backups when trains present with additional, connected warning signs
- Sight Distance
  - Phoenix & US 231 – Northbound US 231 traffic picking up speed heading out of town -vs- apparent sight distance limitations looking south from Phoenix due to curve in 231 and trees along the R/W.
  - Hill on the south side of SR 64, between Chestnut and Geiger presents sight distance challenges for northbound motorists



## Implementation and Prioritization

During the implementation phase, the City will:

- Develop a **prioritization framework** that considers crash reduction potential, cost effectiveness, access for older and disabled residents, and community support.
- Advance priority projects to design and construction using local, state, and federal funding sources, including the SS4A Implementation Grant.
- Track outcomes through annual reporting to the Mayor and City Council.



# Prioritization Framework

As part of this Action Plan, the City of Huntingburg developed a prioritization framework to guide decision-making during the implementation phase. This framework ensures that projects are advanced according to clear and objective criteria, rather than ad hoc decision-making. The process reflects the **Safe System Approach**, community input, and the City's commitment to improving access for vulnerable roadway users.

## Prioritization Process

1. **Identify Candidate Projects** – Derived from safety analysis, systemic risk review, and community engagement.
2. **Apply Scoring Criteria** – Each project is evaluated using the matrix below.
3. **Calculate Weighted Scores** – Criteria are weighted to reflect policy priorities.
4. **Rank Projects** – Projects are ordered by total score, producing a prioritized list.
5. **Advance to Implementation** – Top-ranked projects are packaged into funding applications and design efforts.

## Objectives of the Framework

- Ensure that the highest-priority safety projects are advanced first.
- Provide transparency for residents, City Council, and partner agencies.
- Align project selection with both technical analysis and community priorities.
- Support applications for federal and state funding, including SS4A Implementation Grants.



## Project Prioritization Matrix – Pedestrian Crossings

Criterion	Description	Scoring Scale	Weight	Project A	Project B	Project C
				Styline & SR64	19 <sup>th</sup> & US231	Sunset & US231
Safety Impact	Expected reduction in fatal and serious injury crashes, based on crash history or systemic risk.	1–5 (low to high) A) 5 B) 4 C) 3	[ 20%]	100	80	60
Vulnerable User Access	Improves safety and access for pedestrians, bicyclists, older adults, and residents with disabilities.	1–5 A) 5 B) 3 C) 4	[ 20%]	100	60	80
Cost Effectiveness	Anticipated safety benefit relative to estimated cost.	1–5 A) 2 B) 3 C) 5	[20%]	40	60	100
Community Support	Reflects input from public meetings, stakeholder interviews, or local organizations.	1–5 A) 5 B) 3 C) 4	[20%]	100	60	80
Feasibility/Readiness	Can be implemented quickly with available right-of-way, design readiness, or aligned funding.	1–5 A) 1 B) 2 C) 3	[ 20%]	20	40	60
<b>Total Score</b>	Weighted total of above criteria.		100%	360	300	380

## Project Prioritization Matrix – School Bus Safety

Criterion	Description	Scoring Scale	Weight	Project A US231 @ 2 <sup>nd</sup> Ave	Project B US 231 @ 1 <sup>st</sup> Street	Project C Van Buren @ 10 <sup>th</sup> – 12 <sup>th</sup> St	Project D Cherry @ E Cherry Ridge
Safety Impact	Expected reduction in fatal and serious injury crashes, based on crash history or systemic risk.	1–5 (low to high) A) 5 B) 5 C) 5 D) 5	[ 30%]	150	150	150	150
Vulnerable User Access	Improves safety and access for pedestrians, bicyclists, older adults, and residents with disabilities.	1–5 A) 1 B) 1 C) 1 D) 1	[ 10%]	10	10	10	10
Cost Effectiveness	Anticipated safety benefit relative to estimated cost.	1–5 A) 4 B) 4 C) 3 D) 3	[30%]	120	120	90	90
Community Support	Reflects input from public meetings, stakeholder interviews, or local organizations.	1–5 A) 5 B) 5 C) 4 D) 4	[10%]	50	50	40	40
Feasibility/Readiness	Can be implemented quickly with available right-of-way, design readiness, or aligned funding.	1–5 A) 3 B) 3 C) 5 D) 5	[ 20%]	60	60	100	100
Total Score	Weighted total of above criteria.		100%	390	390	390	390

## Project Prioritization Matrix – Intersection Improvements

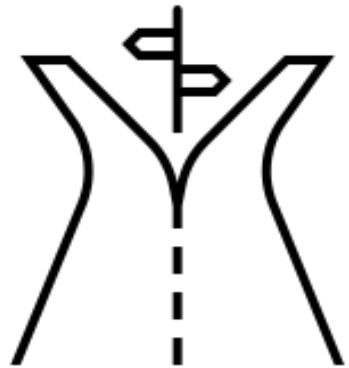
Criterion	Description	Scoring Scale	Weight	Project A	Project B	Project C Sunset & US231
Safety Impact	Expected reduction in fatal and serious injury crashes, based on crash history or systemic risk.	1–5 (low to high) A) 5 B) 4 C) 3	[ 20%]	100	80	60
Vulnerable User Access	Improves safety and access for pedestrians, bicyclists, older adults, and residents with disabilities.	1–5 A) 5 B) 3 C) 4	[ 20%]	100	60	80
Cost Effectiveness	Anticipated safety benefit relative to estimated cost.	1–5 A) 2 B) 3 C) 5	[20%]	40	60	100
Community Support	Reflects input from public meetings, stakeholder interviews, or local organizations.	1–5 A) 5 B) 3 C) 4	[20%]	100	60	80
Feasibility/Readiness	Can be implemented quickly with available right-of-way, design readiness, or aligned funding.	1–5 A) 1 B) 2 C) 3	[ 20%]	20	40	60
<b>Total Score</b>	Weighted total of above criteria.		100%	360	300	380

## Project Prioritization Matrix – Bicycle / Runner Trails / Pedestrian Gaps

Criterion	Description	Scoring Scale	Weight	Project A CR 400 & Phoenix	Project B 1 <sup>st</sup> St to City Park	Project C 4 <sup>th</sup> to 2 <sup>nd</sup> to Washington To E 1 <sup>st</sup> St
Safety Impact	Expected reduction in fatal and serious injury crashes, based on crash history or systemic risk.	1–5 (low to high) A) 2 B) 4 C) 3	[ 20%]	40	80	60
Vulnerable User Access	Improves safety and access for pedestrians, bicyclists, older adults, and residents with disabilities.	1–5 A) 5 B) 4 C) 3	[ 20%]	100	80	60
Cost Effectiveness	Anticipated safety benefit relative to estimated cost.	1–5 A) 5 B) 4 C) 3	[20%]	100	80	60
Community Support	Reflects input from public meetings, stakeholder interviews, or local organizations.	1–5 A) 5 B) 3 C) 2	[20%]	100	60	40
Feasibility/Readiness	Can be implemented quickly with available right-of-way, design readiness, or aligned funding.	1–5 A) 1 B) 4 C) 3	[ 20%]	20	80	60
Total Score	Weighted total of above criteria.		100%	360	380	280

## Use of the Framework

The Prioritization Framework will be applied consistently during the **implementation phase**. The City's **Vision Zero Team** will oversee scoring and ensure that the methodology remains transparent and accessible to the public. Annual reporting to the Mayor and City Council will include updates on project rankings and progress toward implementation.



# Implementation Timeline

The City of Huntingburg is prepared to move into implementation. With crash data analysis, systemic risk review, and community engagement complete, the City now has a clear framework for advancing strategies and projects that will reduce roadway fatalities and serious injuries.

## Governance and Oversight

Implementation will be led by the **Vision Zero Team**, a cross-departmental body responsible for overseeing policy adoption, project development, and annual reporting. The Team will coordinate with state and regional partners, including INDOT and Dubois County, to align local priorities with broader roadway safety initiatives.

The **Steering Committee** established during plan development will continue to serve in an advisory role, ensuring that implementation remains grounded in community priorities. This diverse representation ensures that Huntingburg’s implementation effort is **community-informed, cross-sector, and accountable**. While the Vision Zero Team will manage day-to-day implementation, the Steering Committee will provide periodic input and review.

## Ongoing Accountability

During the implementation phase, the Vision Zero Team will prepare **annual progress reports** for the Mayor and City Council, documenting completed projects, safety outcomes, and updated project rankings. The City will also commit to updating the Action Plan at least every five years to ensure that strategies remain responsive to community needs and evolving safety data.

## Implementation Timeline

The timeline below outlines the phased sequence of activities that will carry Huntingburg from policy adoption to project delivery and long-term safety improvements.

Activity	Short-Term (0–2 yrs)	Medium-Term (3–5 yrs)	Long-Term (5+ yrs)
Policy Adoption (Complete Streets, Safe System, Vision Zero Team)	✓		
Vision Zero Team Launch & Coordination	✓	✓ (annual meetings)	✓ (annual meetings)
Priority Project Development & Funding Applications	✓		
Quick-Build / Early Action Projects		✓	
Capital Project Design & Construction		✓	✓
Annual Reporting to Mayor & Council		✓	✓
Evaluation of Safety Outcomes		✓	✓
Action Plan Update			✓ (every 5 years)

# Progress and Evaluation

The City of Huntingburg has established a framework to measure progress and evaluate the effectiveness of this Action Plan. This framework ensures accountability, transparency, and continuous improvement as projects move from planning to implementation.

## Tracking Progress

- **Annual Reporting:** The Vision Zero Team will prepare annual reports to the Mayor and City Council summarizing projects completed, funds leveraged, and progress toward policy commitments. Reports will be shared publicly to maintain transparency.
- **Performance Dashboards:** Project tracking will be supported by [insert data tool or format – e.g., **Excel dashboards, GIS maps, or online reporting platform**], enabling City staff to monitor implementation milestones.
- **Funding Alignment:** Progress reports will also document applications to state and federal funding sources, including SS4A Implementation Grants, and their outcomes.



## Evaluation Measures

Evaluation will focus on both **outputs** (what was delivered) and **outcomes** (impact on roadway safety and access).

- **Outputs (Implementation Measures)**
  - Miles of roadway improved.
  - Number of intersections redesigned for safety.
  - Number of pedestrian crossings upgraded.
  - Number of ADA improvements completed (e.g., ramps, curb cuts, accessible signals).
  - Number of quick-build projects installed.
- **Outcomes (Safety and Access Measures)**
  - Reduction in fatal and serious injury crashes.
  - Reduction in crashes involving older adults and residents with disabilities.
  - Reduction in pedestrian and bicycle crashes.
  - Increased community satisfaction with roadway safety (measured through surveys).





## Continuous Improvement

- **Five-Year Plan Update:** The Action Plan will be updated at least every five years, incorporating new crash data, completed projects, and community input.
- **Adaptive Strategies:** The City will adjust project priorities and strategies based on observed results, emerging technologies, and evolving community needs.
- **Regional Coordination:** Evaluation will include ongoing coordination with INDOT and Dubois County to align progress with regional safety investments.

