



Terre Haute City Council

Thursday, October 9, 2025

Project Overview

- US Department of Transportation (USDOT) grant, 2023
 - Safe Streets and Roads for All (SS4A) program
- Develop a Safety Action Plan
 - Align with USDOT's SS4A framework
 - Encompass 8 required SS4A elements
 - Aim to eliminate fatalities and serious injuries

December ('24)

- Project initiation

January ('25)

- Public Engagement Plan

February-March

- Data collection and review

April-May

- Public survey and outreach

June-July

- Data analysis and recommendations

August

- Draft Safety Action Plan

September

- Safety Action Plan public review

October

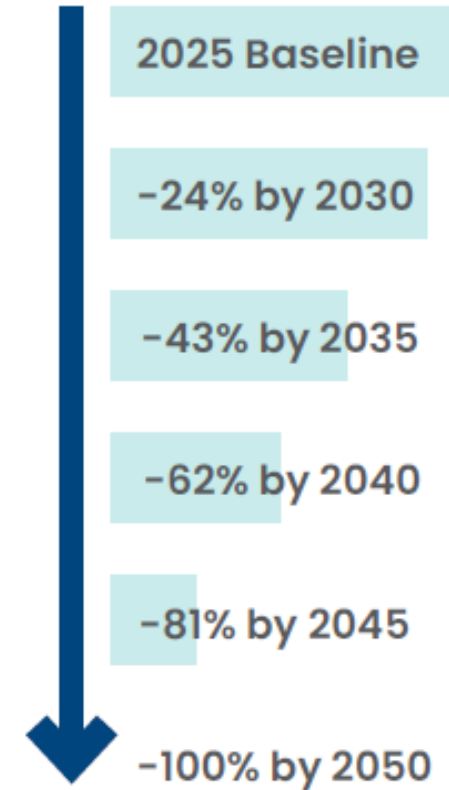
- Final Safety Action Plan

PUT THE PLAN
INTO ACTION

Requirement 1. Vision Zero

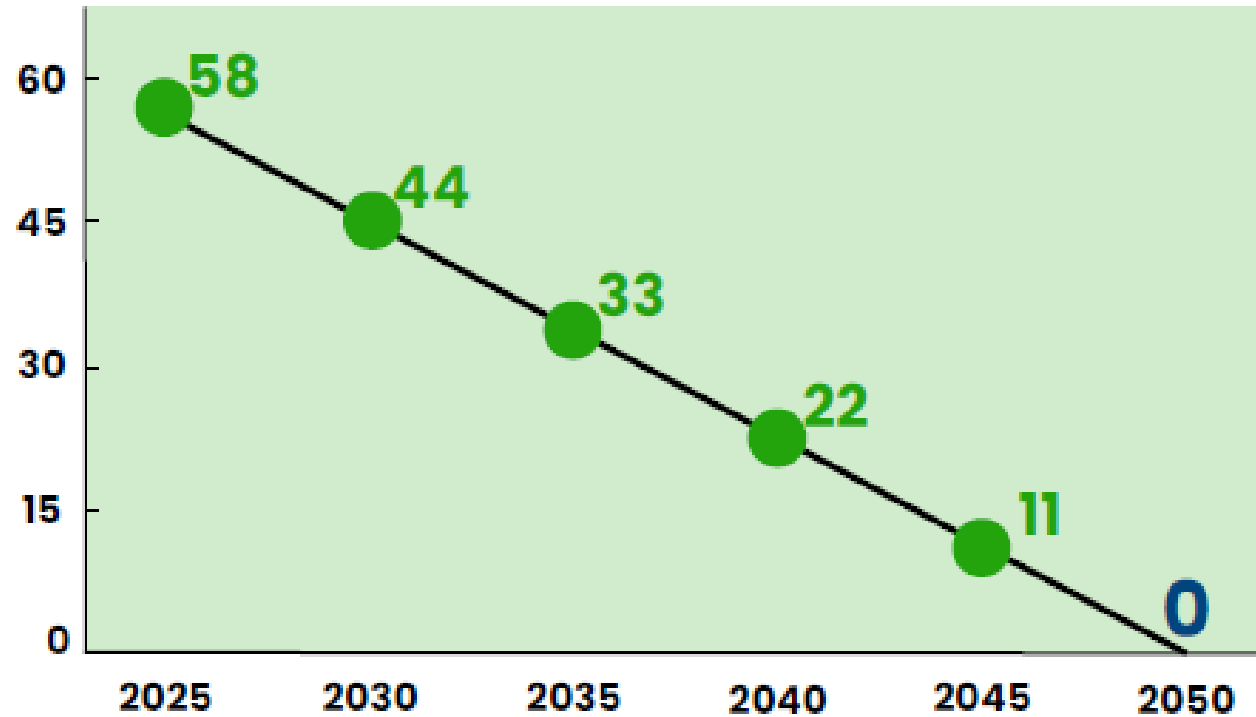
- Governing body commitment
- Zero traffic-related deaths and serious injuries by the year 2050

Fatal and Serious Injury Reduction Targets



Requirement 1. Vision Zero

Terre Haute Vision Zero Targets for Fatal and Serious Injuries



Requirement 2. Project Steering Committee

City of Terre Haute

- Board of Public Works
- Engineering Department
- Human Relations Commission
- Transit Utility
- Fire Department
- Police Department

Vigo County Schools

- Chief Operating Officer

Terre Haute Metropolitan Planning Organization

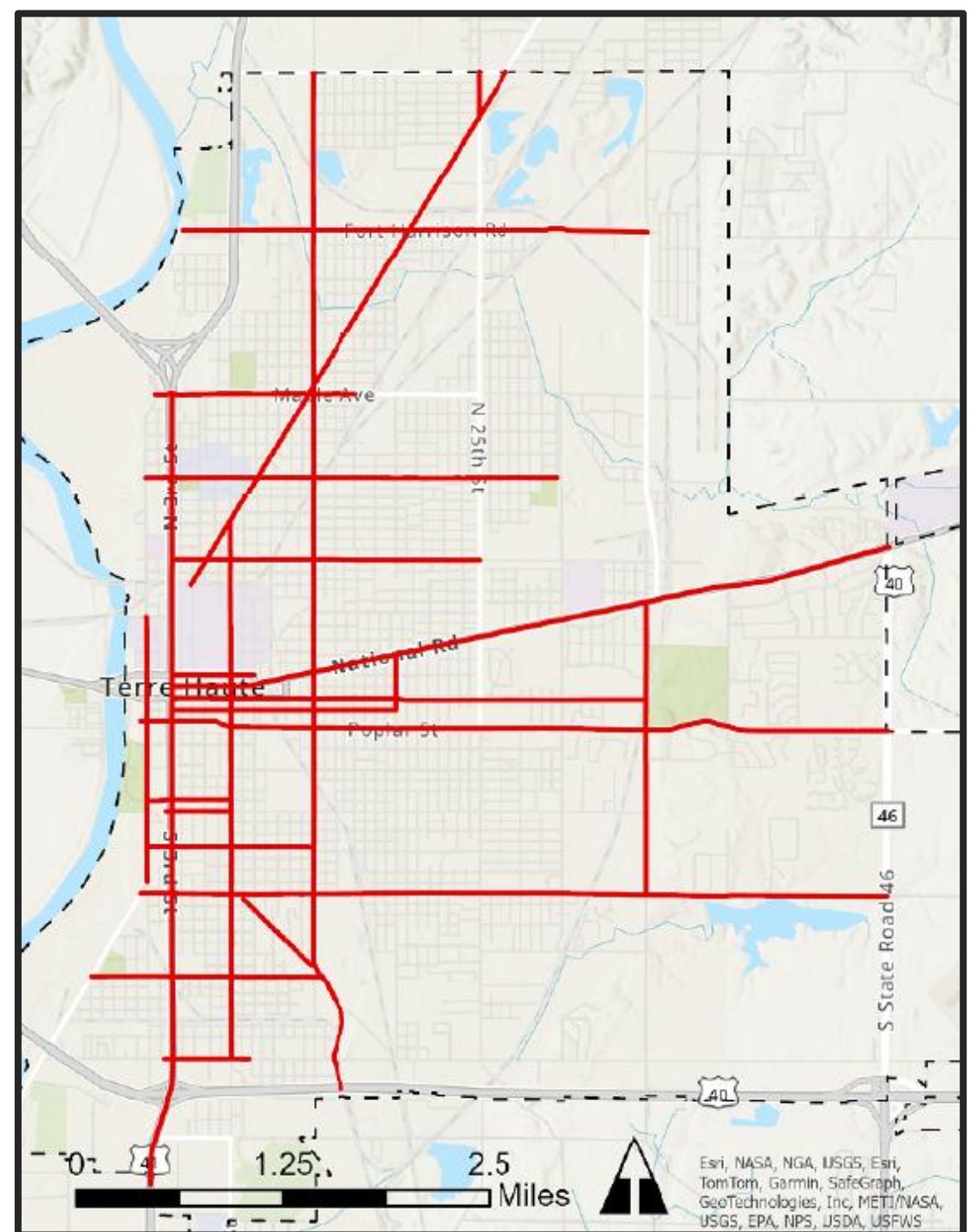
- Director

Requirement 3. Safety Analysis

- Evaluate existing conditions and data trends
 - Geographic (location)
 - Severity and crash type
 - Contributing factors
- Develop a “High Injury Network”
 - Visualization tool
 - Identifies locations of higher fatal and serious injury rates
 - Based on a calculated Safety Index Score

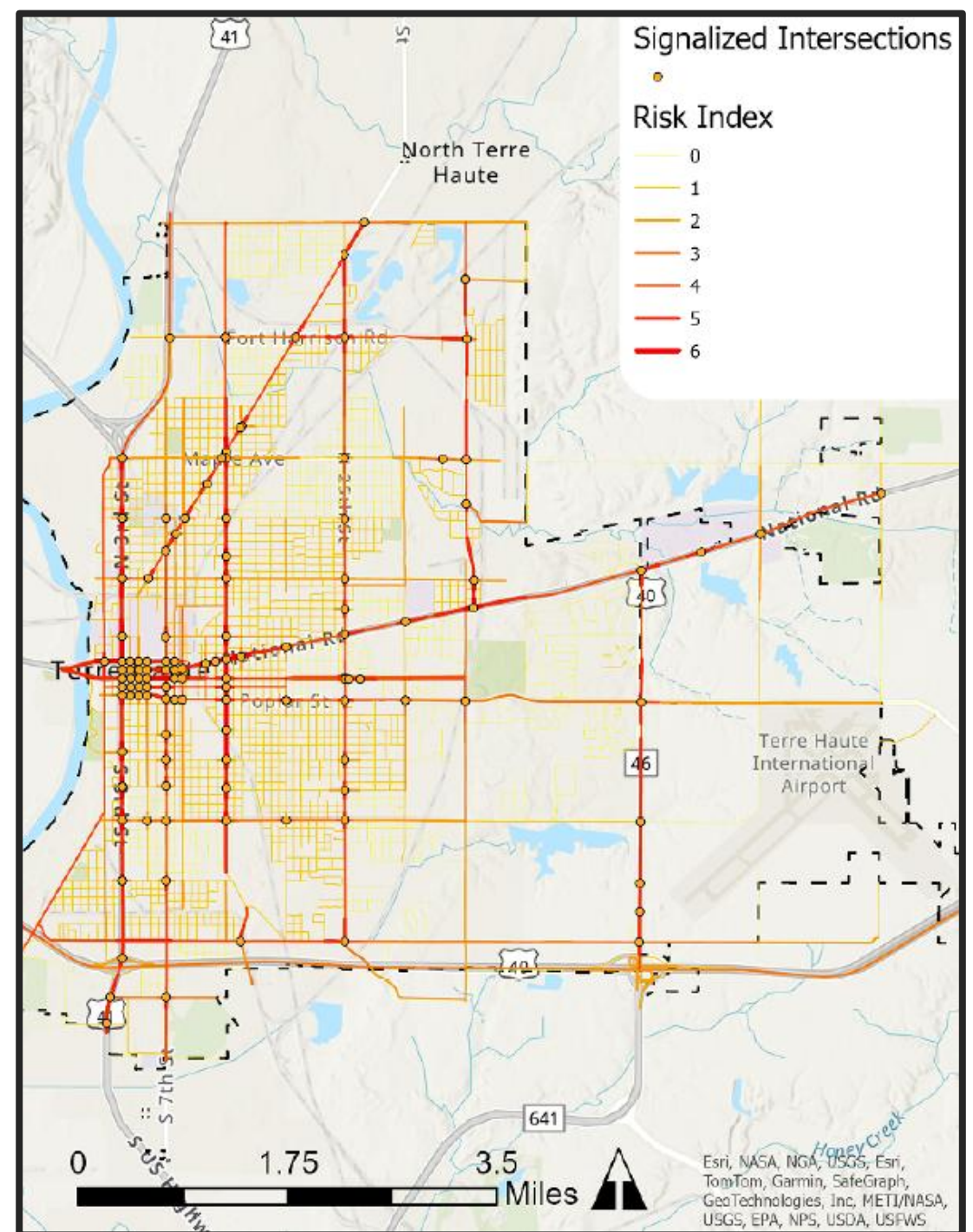
Requirement 3. Safety Analysis

- High Injury Network
 - Highest 10% (Safety Index Scores)
 - Excludes Interstate 70



Requirement 3. Safety Analysis

- Risk Assessment
 - Greatest risk locations
 - High-risk roadway features



Requirement 4. Engagement



97% 

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

63% 

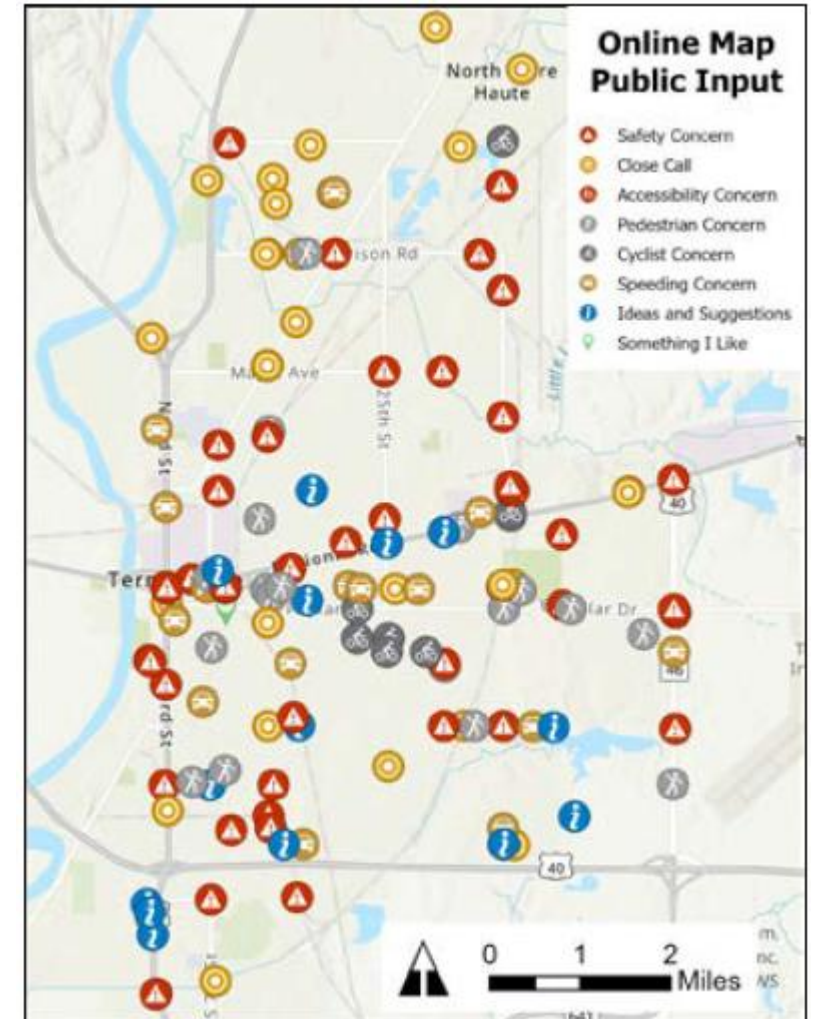
Percent of respondents say that distracted driving is their main safety concern when traveling in Terre Haute.

29% 

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

86% 

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



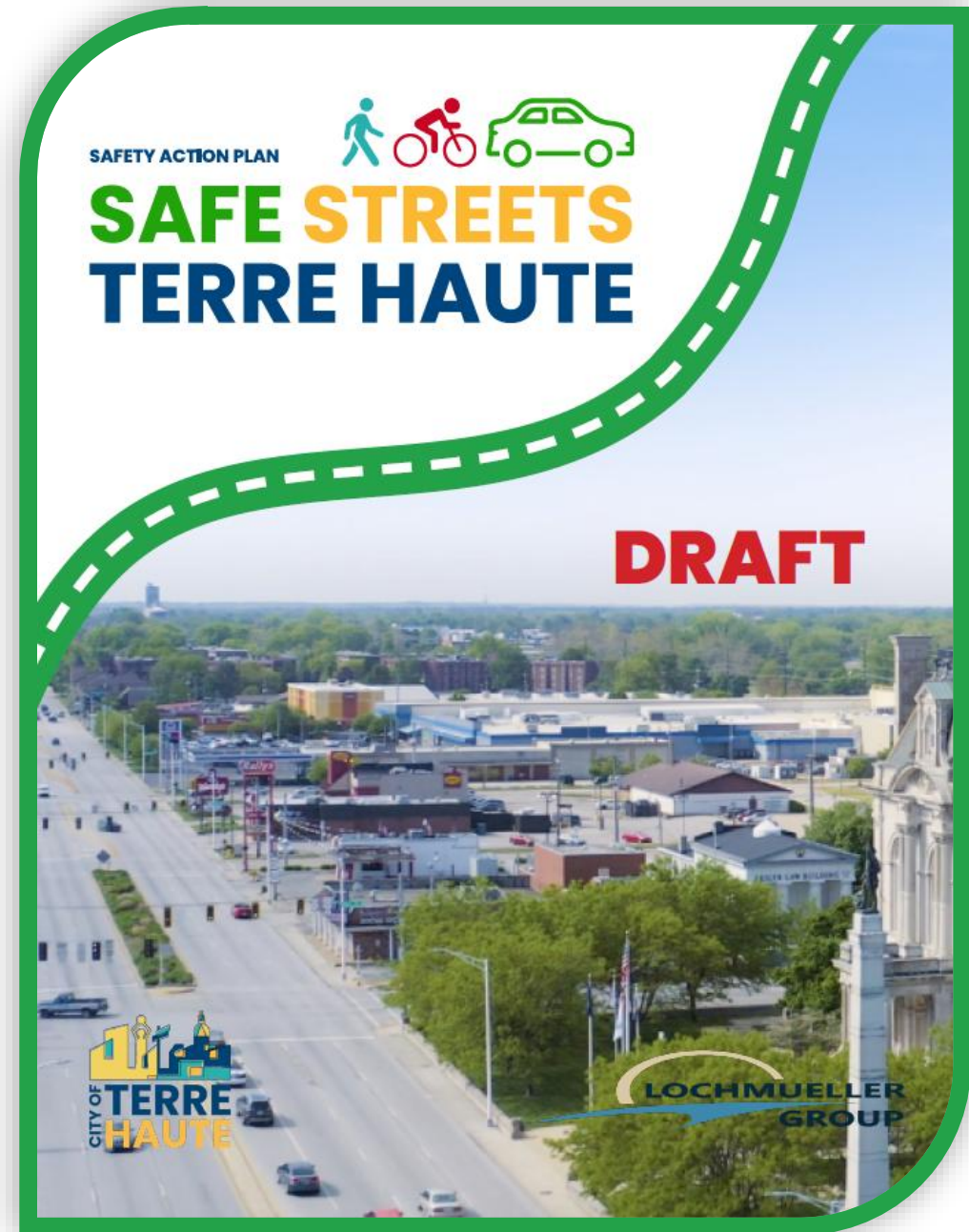
Requirement 4. Engagement



Requirement 4. Engagement



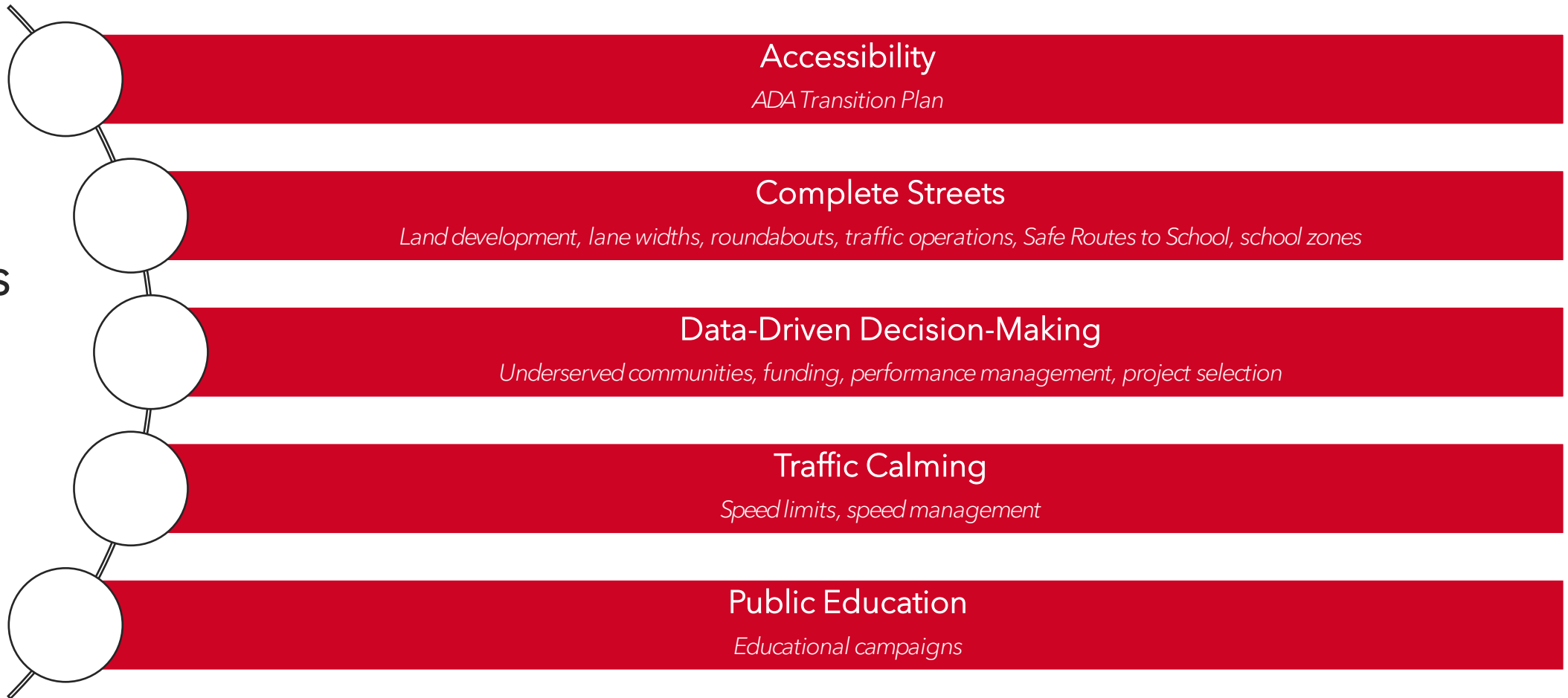
JOIN US FOR AN
OPEN HOUSE!



Requirement 5. Policy and Process Review

Assessment of local agency policies to identify opportunities for improvement

5
Emphasis
Areas



Requirement 6. Strategy and Project Selections

- Recommend a comprehensive set of strategies and projects

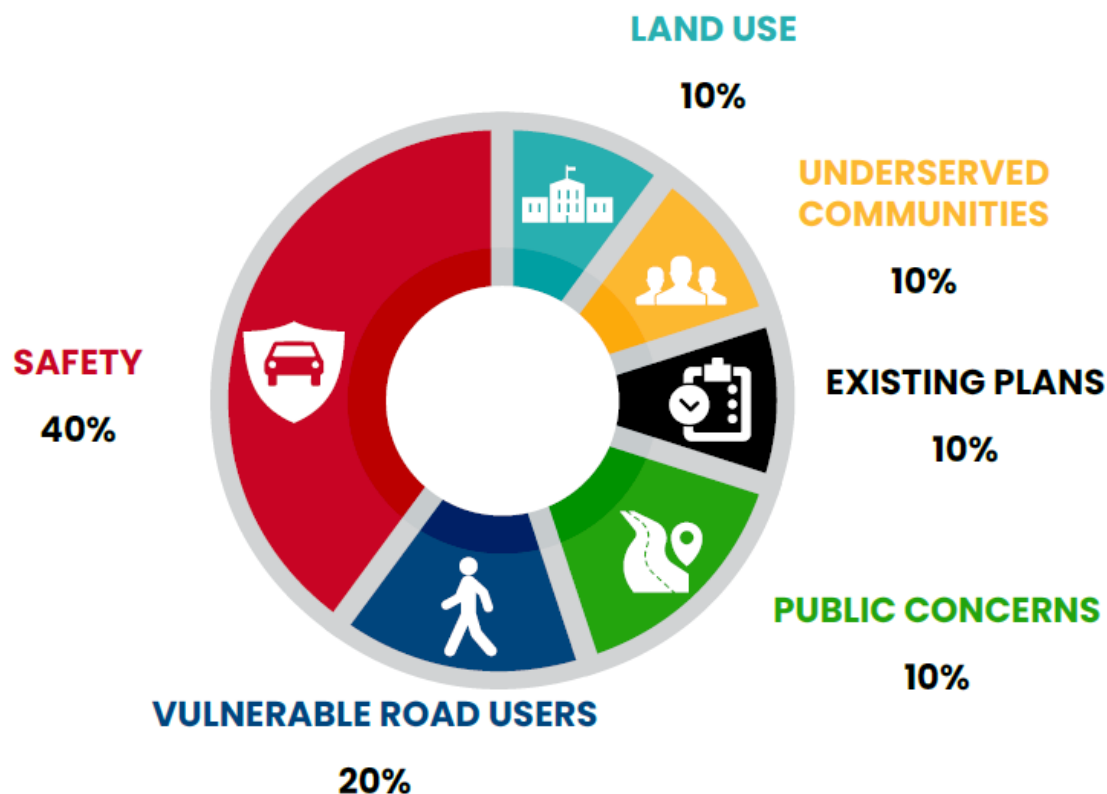


Requirement 6. Strategy and Project Selections

High Injury
Network Locations

Prioritization
Scoring

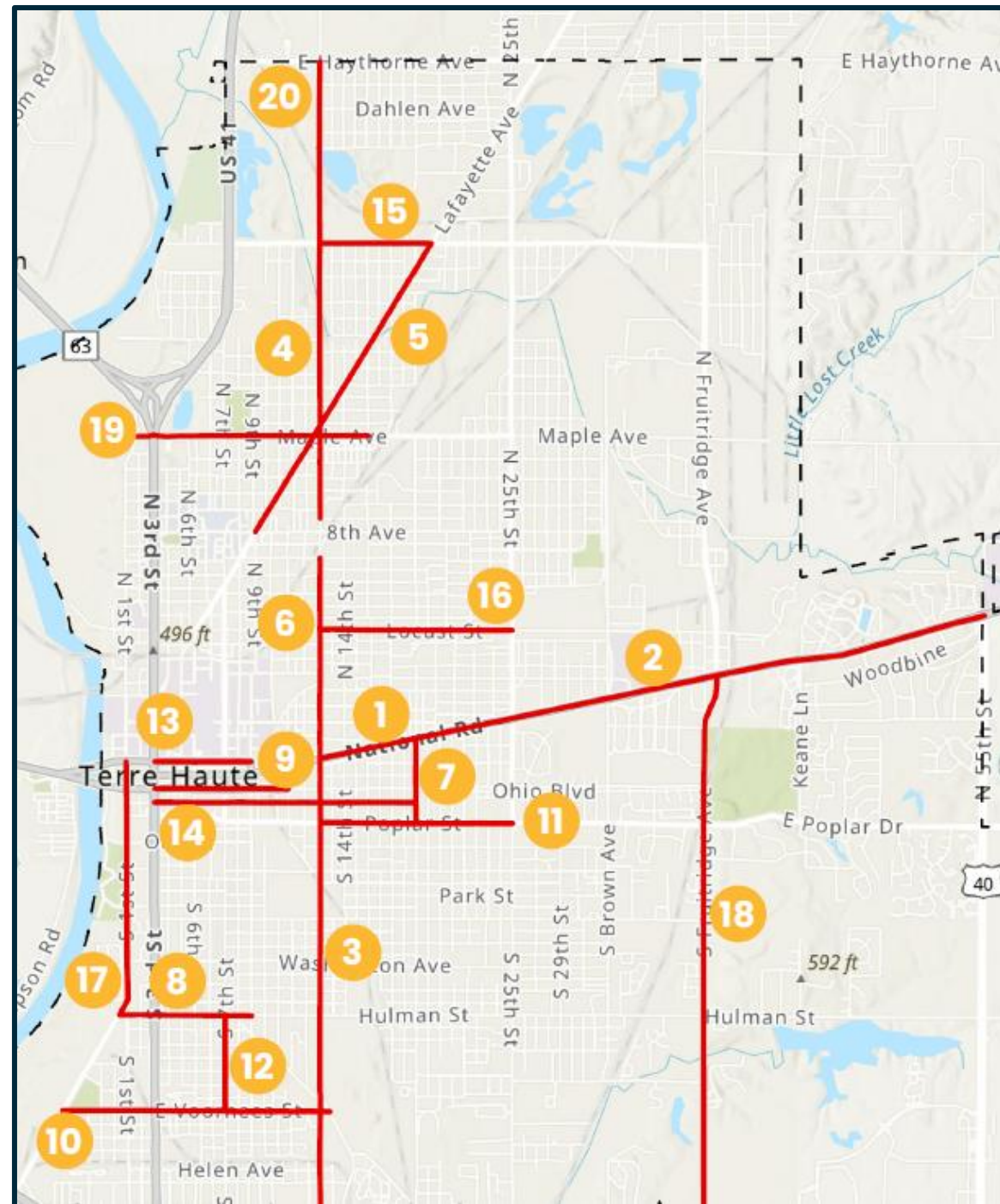
Prioritized Project
Location List



A

Requirement 6. Strategy and Project Selections

	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



Requirement 6. Strategy and Project Selections

SYSTEMIC
INTERVENTIONS
Focus Areas

Safer Intersections

Safer
Bicycle/pedestrian
Facilities

Safer Speeds

Requirement 6. Strategy and Project Selections



Requirement 7. Performance Measurement

- Goals
 - Facilitate plan implementation
- Measure progress
 - Every 5 years
- Report advancement and success

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

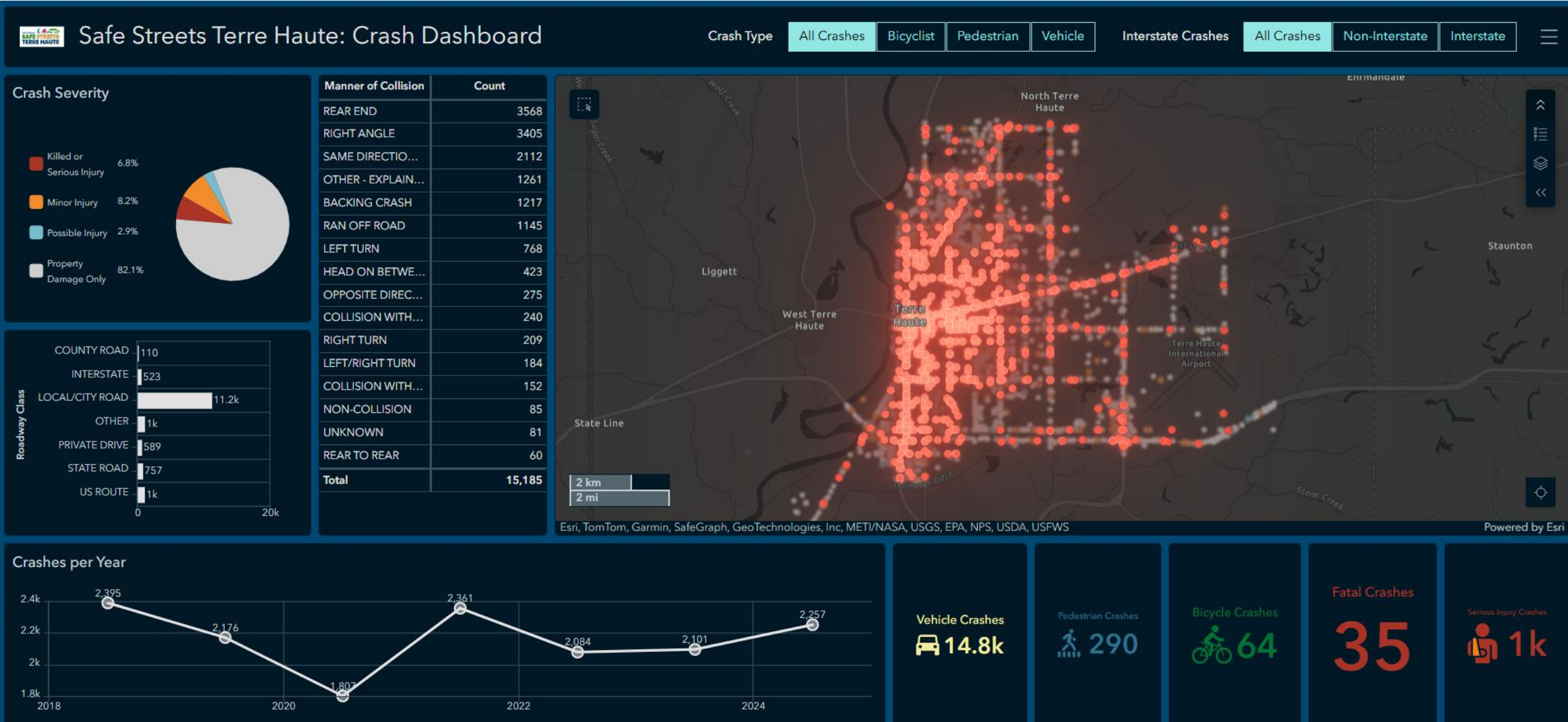
Requirement 8. Timing

- To maintain eligibility for FY26 SS4A Implementation funding, the Action Plan must be current



Anticipated deadline – finalized and/or updated within last 5 years

Additional Element - Online Crash Dashboard



Additional Element – Safety Toolkit

- Menu of evidence-based safety countermeasures for targeted implementation
 - Description
 - Applicability
 - Safety benefits
 - Secondary benefits
 - Cost estimates
 - Targeted users



Leading Pedestrian Intervals

PURPOSE
Leading pedestrian intervals (LPIs) allow pedestrians to better establish their presence in the crosswalk before vehicles have priority to turn right or left.

DESCRIPTION
An LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.

APPLICABLE LOCATIONS
Several cities across the U.S. have decided to install LPIs across systems of signalized intersections to improve pedestrian safety.

Agencies prioritize the intersections in places where there are high numbers of crashes, frequent pedestrians crossing, and vulnerable populations.

They may be especially useful at one-way streets or at T-intersections.

SAFETY BENEFITS
LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

Leading pedestrian intervals can create a 13% reduction in pedestrian-vehicle crashes at intersections.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhance Sense of Safety
- ☑ Support Commercial Activity

TRANSIT IMPACT

- ☑ Expand Safer Access to Transit

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[More information](#)

Additional Element – Concepts

- Illustrated concepts of proposed recommendations
 - 4-lane to 3-lane road diet
 - 3-lane arterial
 - Protected bike lane
 - Shared-use path
 - Calm Street



Safe Streets Terre Haute – Safety Action Plan

SAFE STREETS TERRE HAUTE
DRAFT

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 is working to create a transportation system that addresses the needs and abilities, connects every neighborhood, and reports progress transparently.

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.

Crash Density

Figure 4: Crash Density

Crash Density by Road Ownership (2018-2024)

Road Ownership	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%

Crash Density by Road Type

Road Type	Count	Percent
Failure to Yield	19	41.3%
Following too Closely	6	13.0%
Disregard Signal/Sign	6	13.0%
Improper Lane Usage	4	8.7%
Driver Distracted	3	6.5%
Pedestrian Action	2	4.3%
Driver Asleep or Fatigued	2	4.3%
Improper Turning	1	2.2%
Ran Off Road	1	2.2%
Unsafe Backing	1	2.2%

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Thank you for your time