

# USDOT Pedestrian and Bicycle Safety Assessment Gary, Indiana April 16, 2015



- Secretary Foxx charged USDOT representative to conduct a pedestrian and bicycle assessment in each State by late spring 2015.
- The purpose of the assessment was:
- To have USDOT go out in the field and experience the transportation system from the perspective of those who use it walking and/or biking;

## **USDOT Pedestrian and Bicycle Safety Assessment**

- To have USDOT facilitate and encourage relationship-building between stakeholders that share responsibility for creating safer streets;
- To engage practitioners who are not typically focused on pedestrian and bicycle safety. (Need to get the design engineer, planner, traffic and safety engineer together to plan for nonmotorized modes); and
- To find locations that have non-motorized safety challenges and begin to address those safety challenges in the transportation planning process.

## **USDOT Pedestrian and Bicycle Safety Assessment**

- This initiative is aimed at reversing recent rise in deaths and injuries among the growing number of Americans who walk or bike to work, to reach public transportation and to other important destinations. In past 20 years, pedestrian fatalities have increased 14%.

## **USDOT Pedestrian and Bicycle Safety Assessment**

- Gary was selected
- Multi-modal transportation opportunities,
- Close proximity to the USDOT modal partners, and
- Opportunities to leverage upon plans to improve the Gary community with the following initiatives:
  - the EPA/HUD/DOT Partnership for Sustainable Communities
  - Strong Cities, Strong Communities Initiative – White House Initiative
  - Livable Broadway – FTA/IDNR funded study

## **USDOT Pedestrian and Bicycle Safety Assessment**

- December 16, 2014 FHWA held meeting with FTA, FRA, NHTSA, and FMCSA.
- January 15, 2015 FHWA met with Gary's Mayor
- February 2015 held meeting with Stakeholders in Gary at City Hall
- April 16, 2015 conducted pedestrian/bike assessment
- May 15, 2015 submitted report

## **USDOT Pedestrian and Bicycle Safety Assessment**

- Locations were selected by the Mayor of Gary, Karen Freeman-Wilson.
- Gary Northside Revitalization Project
  - Downtown Center along 4th & 5th Avenues (US 12/20)
  - Lakefront corridors along US 20 and Lake Street.

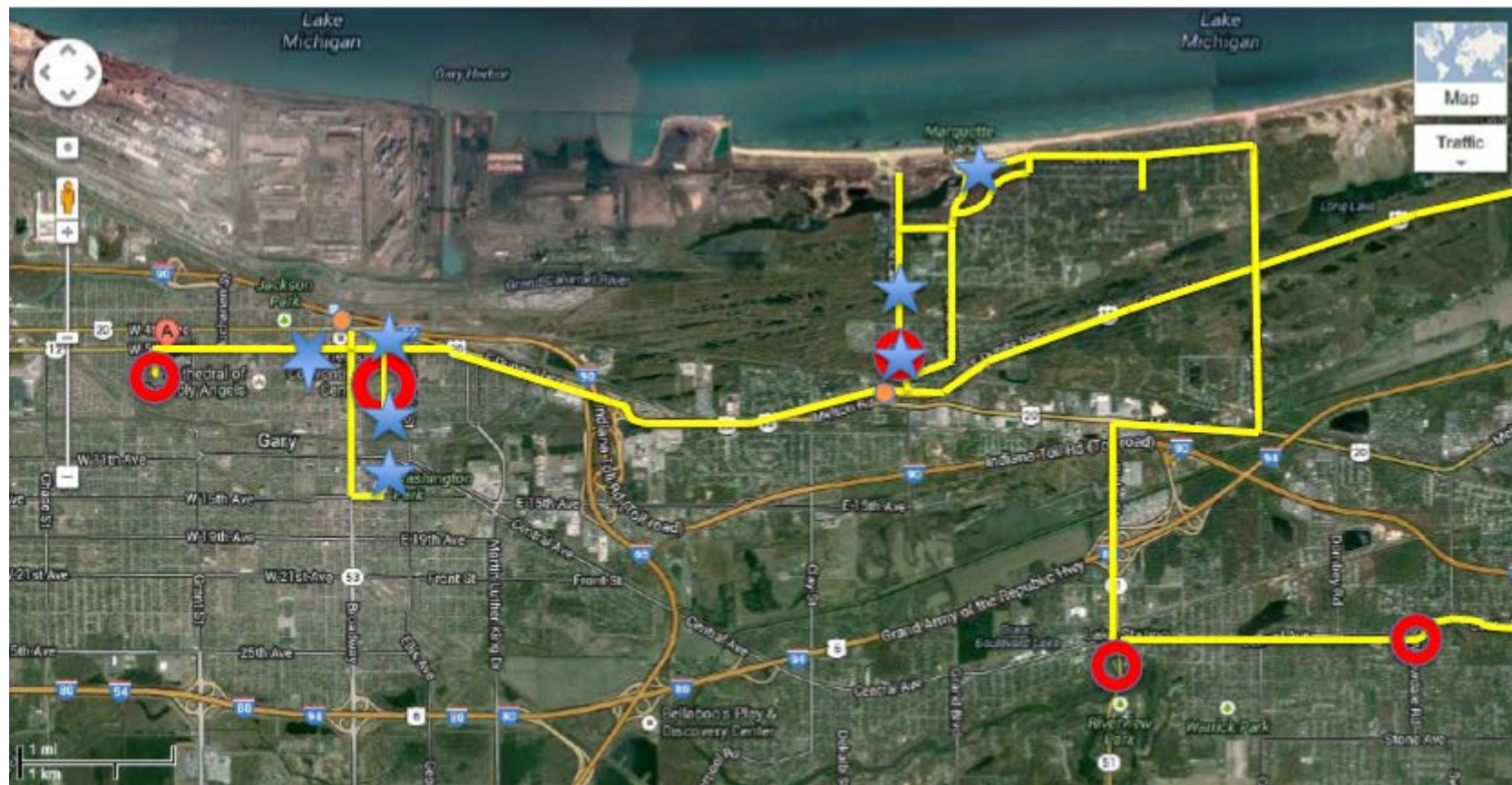
## **USDOT Pedestrian and Bicycle Safety Assessment**

## ◦ Livable Broadway Plan

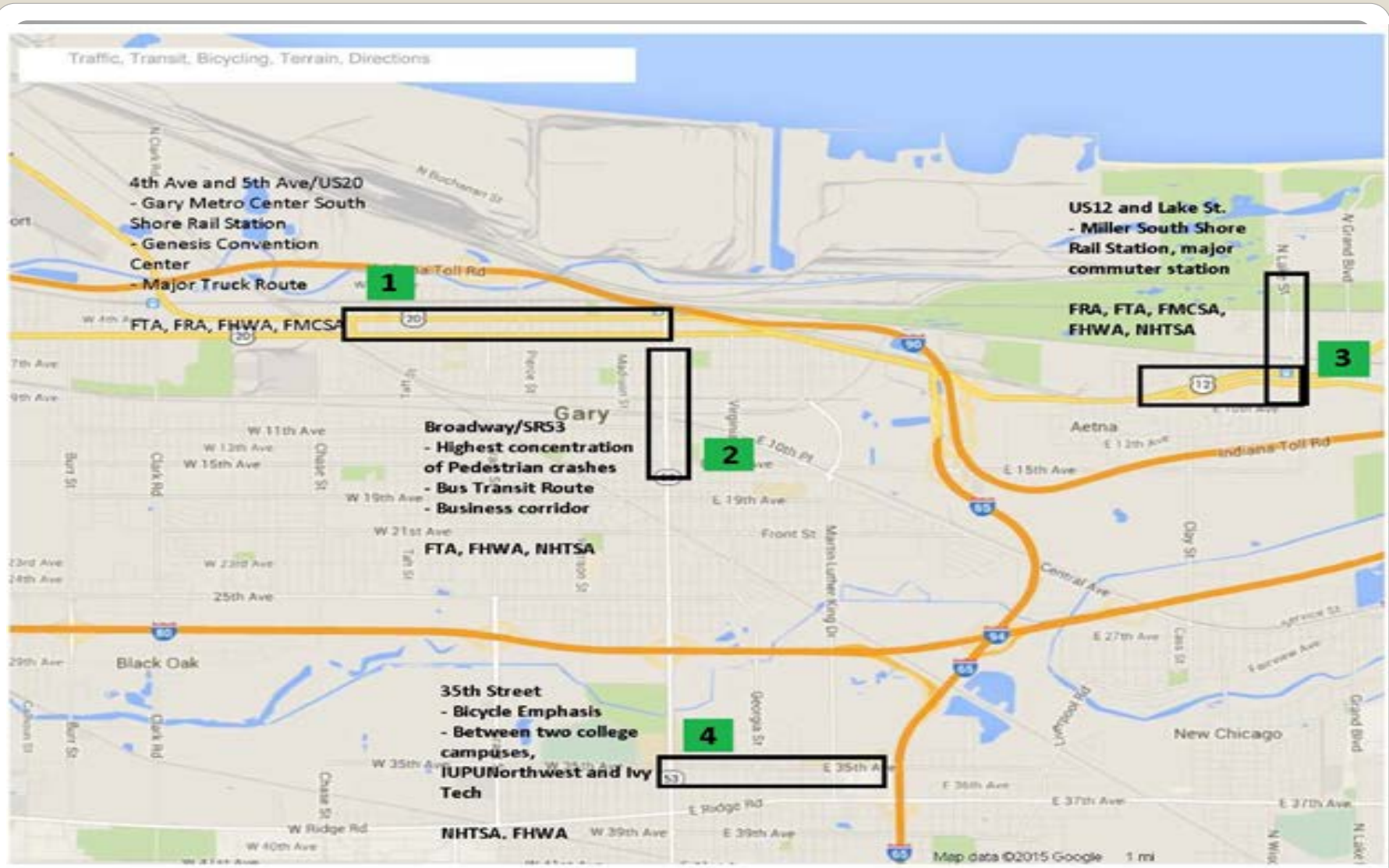
- Gary Public Transportation Corporation (the transit operator), seeks to make Broadway Ave (also know as SR 53) a more livable corridor.
- Broadway Ave/SR 53 is programmed in the Statewide Transportation Improvement Program by INDOT as a partial 3R pavement project and is scheduled for construction in 2017.

# USDOT Pedestrian and Bicycle Safety Assessment





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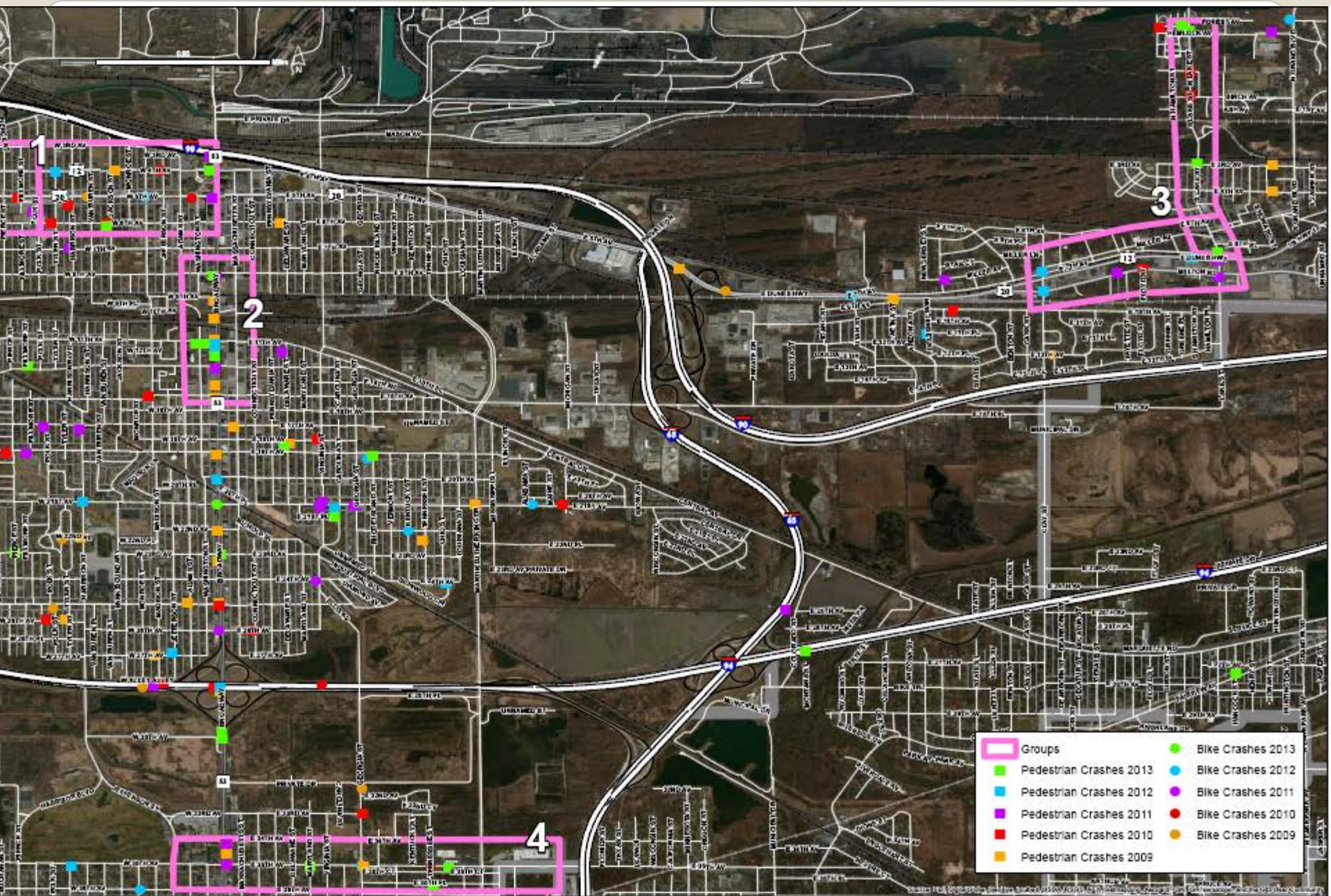


# USDOT Pedestrian and Bicycle Safety Assessment

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- Group 1 (pedestrian) – 4 zones
  - 4th Street East – Broadway to Madison
  - 5th Street East - Broadway to Madison
  - 5<sup>th</sup> Street Central - Monroe to Buchanan
  - 5<sup>th</sup> Street West - Lincoln to Taft
- Group 2 (pedestrian) – 2 Zones
  - Broadway (SR 53) North - 8<sup>th</sup> Street to 11<sup>th</sup> Street
  - Broadway (SR 53) South – 11<sup>th</sup> to 15<sup>th</sup>
- Group 3 (pedestrian)- 3 Zones
  - US 20, from Clay Street to Lake Street
  - Lake Street, from US 20 to 3<sup>rd</sup> Ave.
  - Lake Street, Birch to Juniper
- Group 4 (bicycle) – 1 group
  - 35<sup>th</sup> Street between Indiana University North and Ivy Tech Community College

## USDOT Pedestrian and Bicycle Safety Assessment



Over 60 persons attended the April 16, 2015 Gary Assessment from the following agencies and organizations:

- Federal Highway Administration – Indiana
- Federal Transit Administration Region 5
- National Highway Traffic Safety Administration Region 5
- Federal Motor Carrier Safety Administration – Region 4
- Federal Railroad Administration - Region 4
- Federal Motor Carrier Safety Administration - Indiana
- Federal Highway Administration - Resource Center
- City of Gary – Mayor
- City of Gary - Departments of Police, Planning, Economic Development, Public Works, Communications, Redevelopment
- US Environmental Protection Agency
- Indiana State Department of Health
- Health By Design
- Northwestern Indiana Regional Planning Commission
- Indiana Department of Transportation – Central Office and District Office
- US Department of Housing and Urban Development
- Everybody Counts
- Indiana Criminal Justice Institute (Governor’s Highway Safety Office)
- Lawson-Fisher Associates (INDOT’s consultant for the Broadway/SR 53 project)

## **USDOT Pedestrian and Bicycle Safety Assessment**

- The one day event was held April 16th and was organized into 3 parts:
- Opening/introductory meeting with background information on pedestrian/bike assessment tool and assignment to 10 groups
- An organized and facilitated walking and/or bicycling safety assessment tour along with pre-determined route ensued
- Debriefing session

## **USDOT Pedestrian and Bicycle Safety Assessment**

# Pedestrian Road Safety Audit Guidelines and Prompt Lists



FHWA-SA-07-007  
July 2007



U.S. Department of Transportation  
Federal Highway Administration

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Location: 4<sup>th</sup> Street

Group 1, 4<sup>th</sup> St., Broadway to Madison

Recorder's Name: \_\_\_\_\_

Day of week: Thursday Time observation began: \_\_\_\_\_ am/pm

Date: April 16, 2016 Time observation ended: \_\_\_\_\_ am/pm

A. Streets



Master Prompt	Detailed Prompt		
A.1 Presence, Design, and Placement	A.1.1	Are sidewalks provided along the street?	
	A.1.2	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	
	A.1.3	If no sidewalk is present, is there evidence of pedestrian usage?	
	A.1.4	Is the sidewalk width adequate for pedestrian volumes at peak periods?	
	A.1.5	Is there separation distance between vehicular traffic and pedestrians?	
	A.1.6	Are sidewalk/street boundaries discernable to people with visual impairments, such as raised curb tactile?	
A.2 Quality, Conditions, and Obstructions	A.2.1	Is the path clear from both temporary and permanent obstructions? (Temporary - Newspaper stands, portable signs. Fixed - utility poles, street furniture)	
	A.2.2	Is the walking surface too steep?	
	A.2.3	Is the walking surface adequate and well-maintained?	

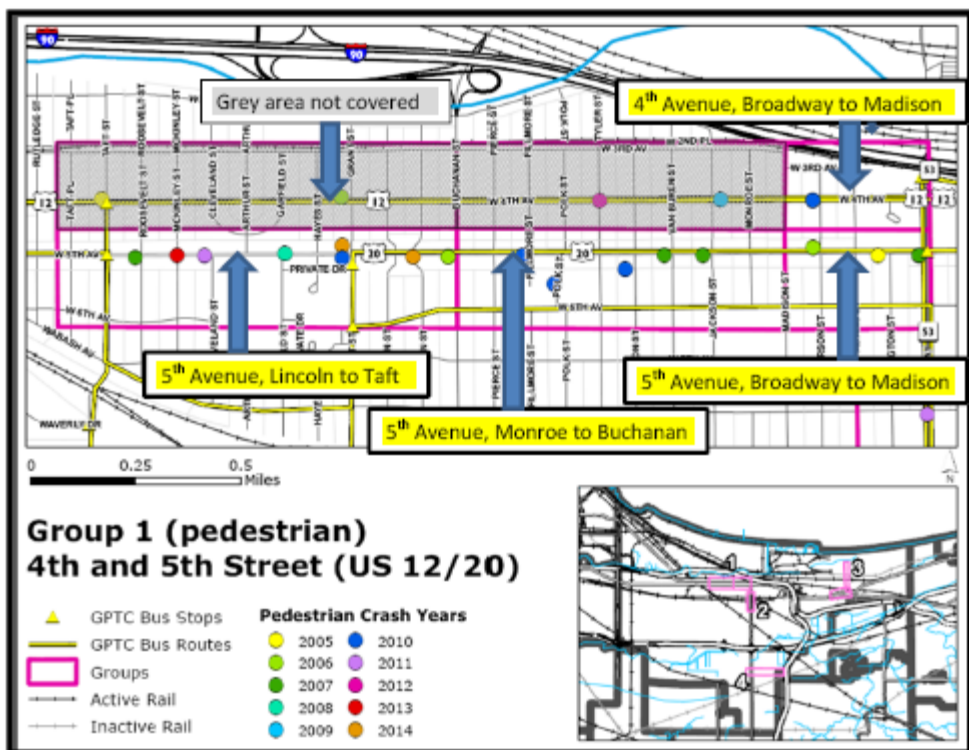
# USDOT Pedestrian and Bicycle Safety Assessment



- 10 groups comprised of the agencies and stakeholders were assigned to review four focus corridors in the City of Gary.
- Each corridor was in a different development stage (planning, design/pre-construction, and post-construction).
- The ten groups assessed each corridor for bicycle and pedestrian accessibility and accommodations.
- The ten groups then captured their information and observations using road safety assessments.

## **USDOT Pedestrian and Bicycle Safety Assessment**

**Group 1 - 4<sup>th</sup> & 5<sup>th</sup> Avenue (US 12/20)**



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## 4<sup>th</sup> & 5<sup>th</sup> Avenues (US 12/20)

- A post-construction pedestrian assessment was conducted on the 4<sup>th</sup> & 5<sup>th</sup> Avenues (US 12/20) corridor. In 2012, INDOT had reconstructed the one-way pairs which are designated heavy truck route. The South Shore commuter train station, GPTC Metro station, the Genesis Convention Center, Gary's City Hall and other government buildings are located within this area. Safety data from 2005 to 2014 indicated there were pedestrian crashes.
- It was observed that the sidewalks on 4<sup>th</sup> & 5<sup>th</sup> Avenues contained fairly new infrastructure elements and were generally in good order. Ramps had detectable warnings and mostly in good condition with the exception of a couple of spots.

- [Go to PDF file](#)

## **USDOT Pedestrian and Bicycle Safety Assessment**

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## **Broadway Street (SR 53)**

- A pre-construction pedestrian assessment was conducted along Broadway Street which serves as the main spine of GPTC's north-south fixed route bus service which provides almost half of GPTC's ridership activity. It includes several transit stops along this heavy commercial area. The CSX railroad line crosses Broadway Street with 4 trains per day. The 2005-2014 Safety data indicated it had the highest concentration of pedestrian crashes.

## **US 12/20 & Lake Street Corridors**

- A pre-construction pedestrian assessment was conducted along US 12/20 and Lake Street Corridors. The South Shore commuter rail station in this area called Miller Beach which is located along US 12/20 designated heavy truck route. It is a major commuter station with a large parking lot for commuters across US 12 from the rail station. The CSX or Canadian line also crosses Lake Street in this corridor. FRA considers this location as one of its highest pedestrian trespass crash locations in Northwest Indiana and 2005-2014 safety data depicted there were several pedestrian crashes. There is a vibrant commercial district in Miller Beach.

**USDOT Pedestrian and Bicycle Safety Assessment**

## **35<sup>th</sup> Avenue**

- A bicycle assessment was conducted on this corridor that connects two major schools, Indiana University North and Indiana Vocational Technical Community College.

**USDOT Pedestrian and Bicycle Safety Assessment**

## **4<sup>th</sup> & 5<sup>th</sup> Avenue (US 12/20)**

- Given the width of the one-way pair thoroughfares, the teams recommend a road diet might provide a number of benefits to the area and all users and slow traffic down in the heart of Gary's downtown. Gary has vision for this as part of its Northside Revitalization project. Maintenance improvements such as striping improvements at street crossings could be done in the near future, as well as adjusting signal timing to allow for more crossing time for pedestrians.



## **Broadway Street(SR 53)**

- INDOT's project manager for the 3R partial pavement project and the designer participated in this corridor. They observed the ADA participant in their group encountered the deteriorating sidewalks and pavement conditions. INDOT will be installing traffic signal back plates and countdown signals. INDOT will include bus bypass lanes and striping for stops.

## **US 12/20 and Lake Street**

- Along the US 12/20 corridors, the pedestrian assessment found no sidewalks along this corridor. There is a crosswalk from the parking lot for the Miller's South Shore commuter rail station, but it is underused by the transit users. This information will be included in Gary's application for a TIGER grant for the redevelopment of the US 12/20 corridor into a transit oriented development.

**USDOT Pedestrian and Bicycle Safety Assessment**

## 35th Street

- It was the consensus of the bike group that 35th Street is wide enough to accommodate bike lanes. HUD recently awarded a Choice Neighborhood grant and this recommendation will be carried into it.

# Questions?

Joyce Newland  
Planning & Environmental Specialist  
FHWA Indiana Division  
575 N Pennsylvania St., Room 254  
Indianapolis, IN 46204  
317-226-5353  
[joyce.newland@dot.gov](mailto:joyce.newland@dot.gov)

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