

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

Indiana MPO Conference
October 14, 2015

- 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

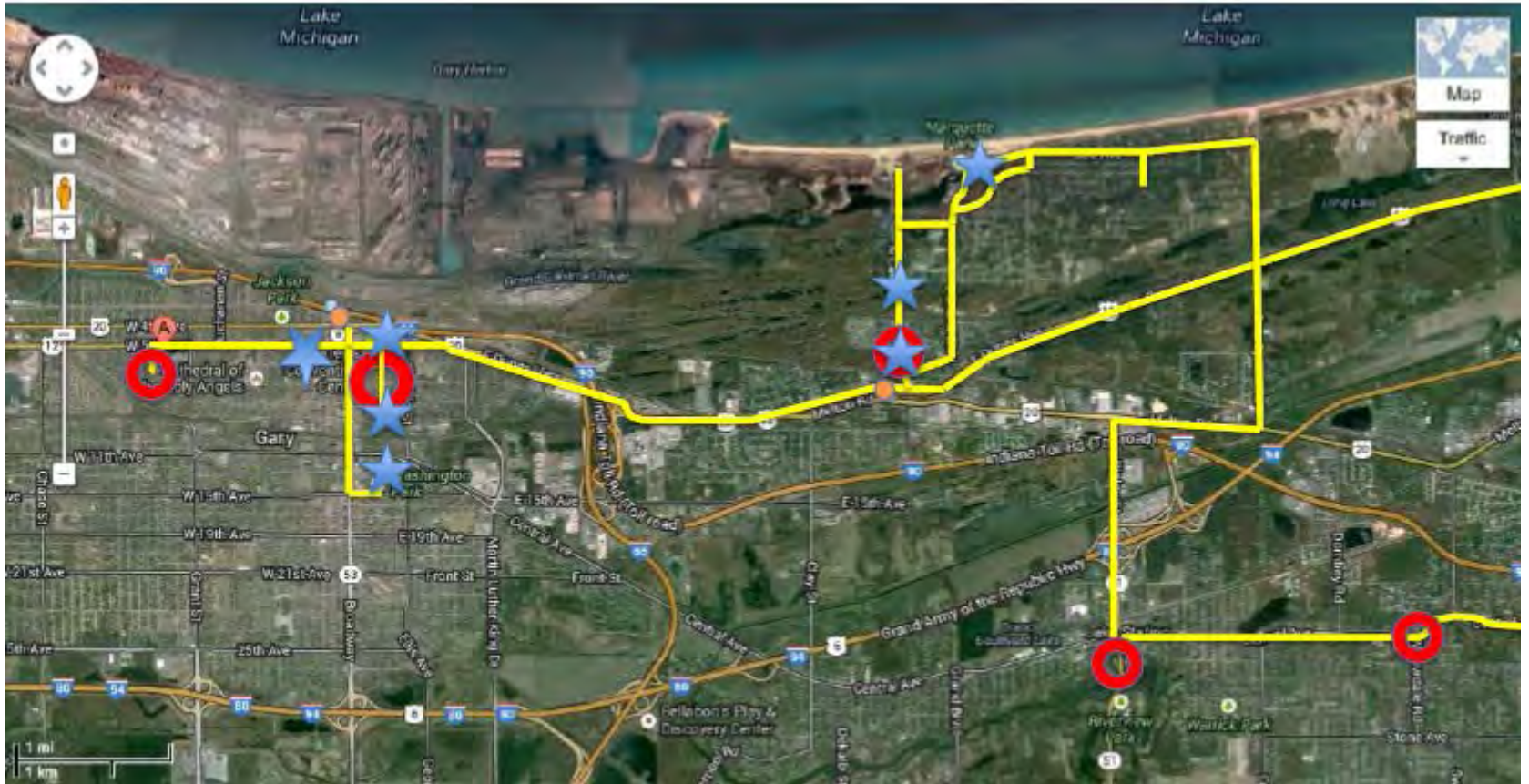
- Locations were selected by the Mayor of Gary, Karen Freeman-Wilson.
- Gary Northside Revitalization Project
 - Downtown Center along 4th & 5th Avenues (US 12/20)
 - Lakefront corridors along US 20 and Lake Street.

USDOT Pedestrian and Bicycle Safety Assessment

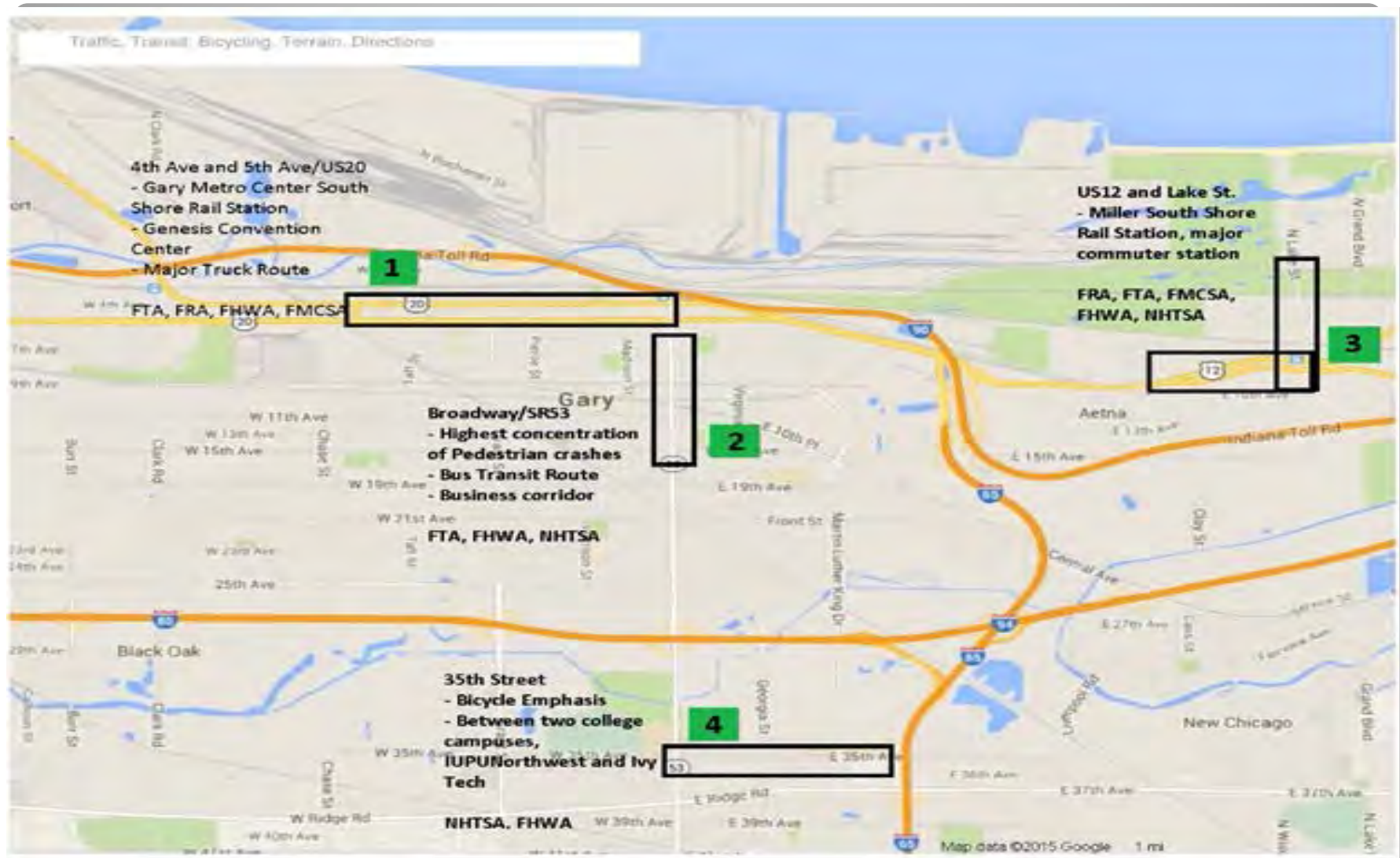
◦ Livable Broadway Plan

- 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



Indiana MPO Conference
October 14, 2015

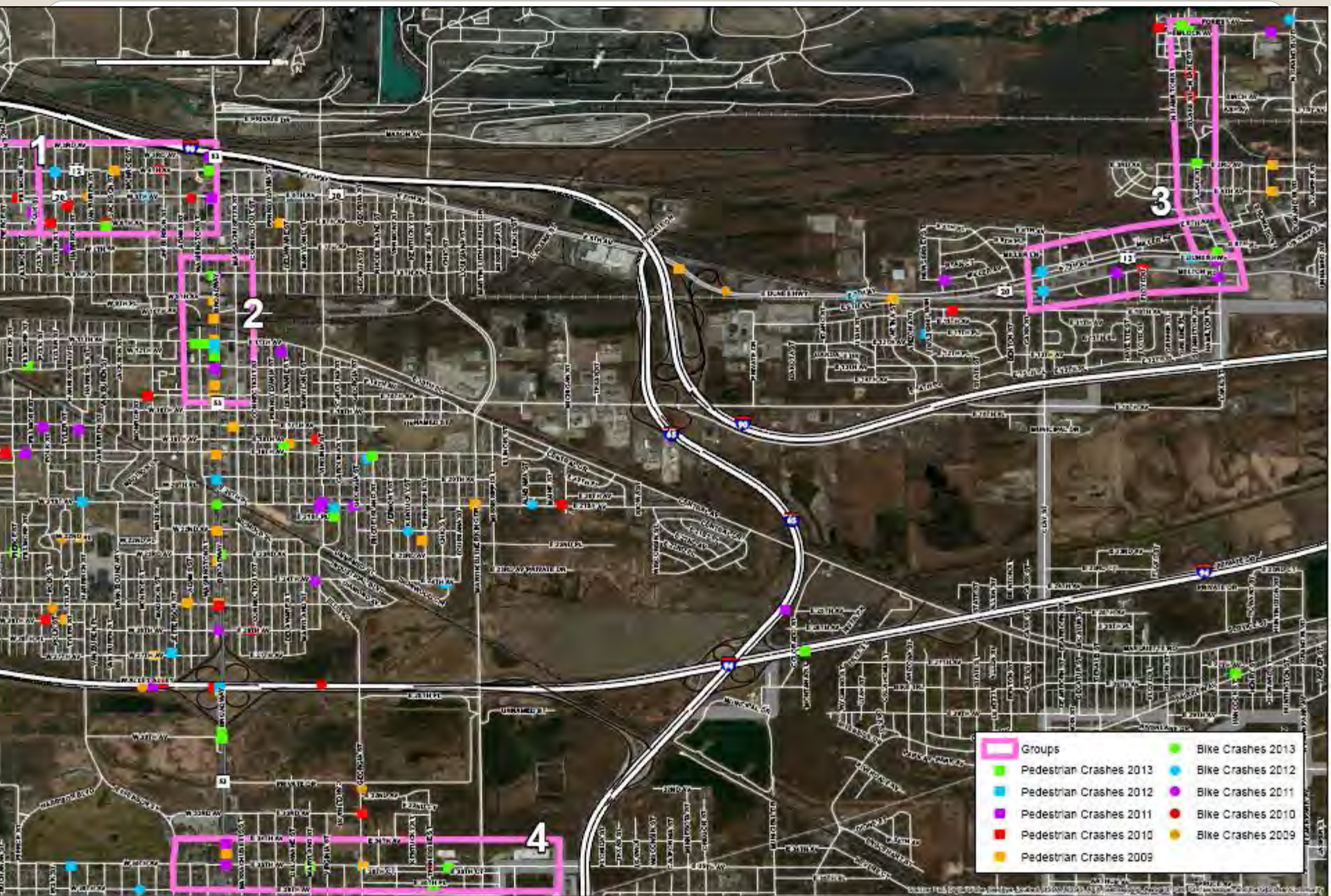


USDOT Pedestrian and Bicycle Safety Assessment

Indiana MPO Conference
October 14, 2015

- Group 1 (pedestrian) – 4 zones
 - 4th Street East – Broadway to Madison
 - 5th Street East - Broadway to Madison
 - 5th Street Central - Monroe to Buchanan
 - 5th Street West - Lincoln to Taft
- Group 2 (pedestrian) – 2 Zones
 - Broadway (SR 53) North - 8th Street to 11th Street
 - Broadway (SR 53) South – 11th to 15th
- Group 3 (pedestrian)- 3 Zones
 - US 20, from Clay Street to Lake Street
 - Lake Street, from US 20 to 3rd Ave.
 - Lake Street, Birch to Juniper
- Group 4 (bicycle) – 1 group
 - 35th 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

Indiana MPO Conference
October 14, 2015

Location: 4th Street

Group 1, 4th 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



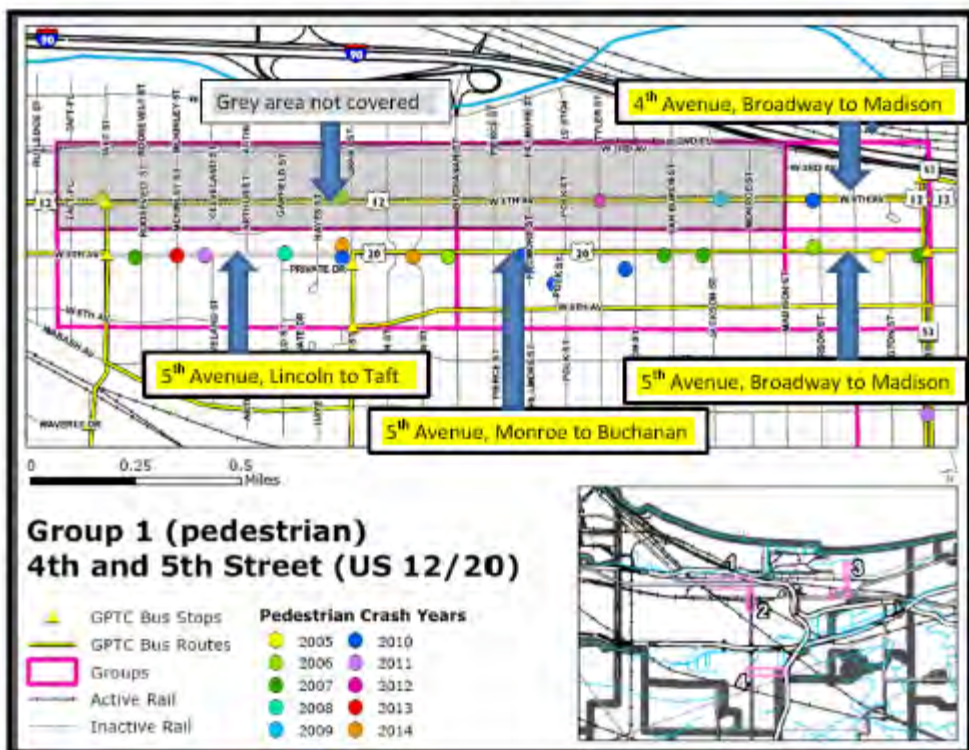
Master Prompt	Detailed Prompt		
A.1 Presence, Design, and Placement	A.1.1	Are sidewalks provided along the street?	
	A.1.2	If no sidewalk is present, is there a walkable shoulder (e.g. wide enough to accommodate cyclists/pedestrians) on the road or other pathway/trail nearby?	
	A.1.3	If no sidewalk is 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 - 4th & 5th Avenue (US 12/20)



USDOT Pedestrian and Bicycle Safety Assessment

Indiana MPO Conference
October 14, 2015

4th & 5th Avenues (US 12/20)

- A post-construction pedestrian assessment was conducted on the 4th & 5th 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 4th & 5th 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

Indiana MPO Conference
October 14, 2015

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

35th 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

4th & 5th 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.

USDOT Pedestrian and Bicycle Safety Assessment

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?

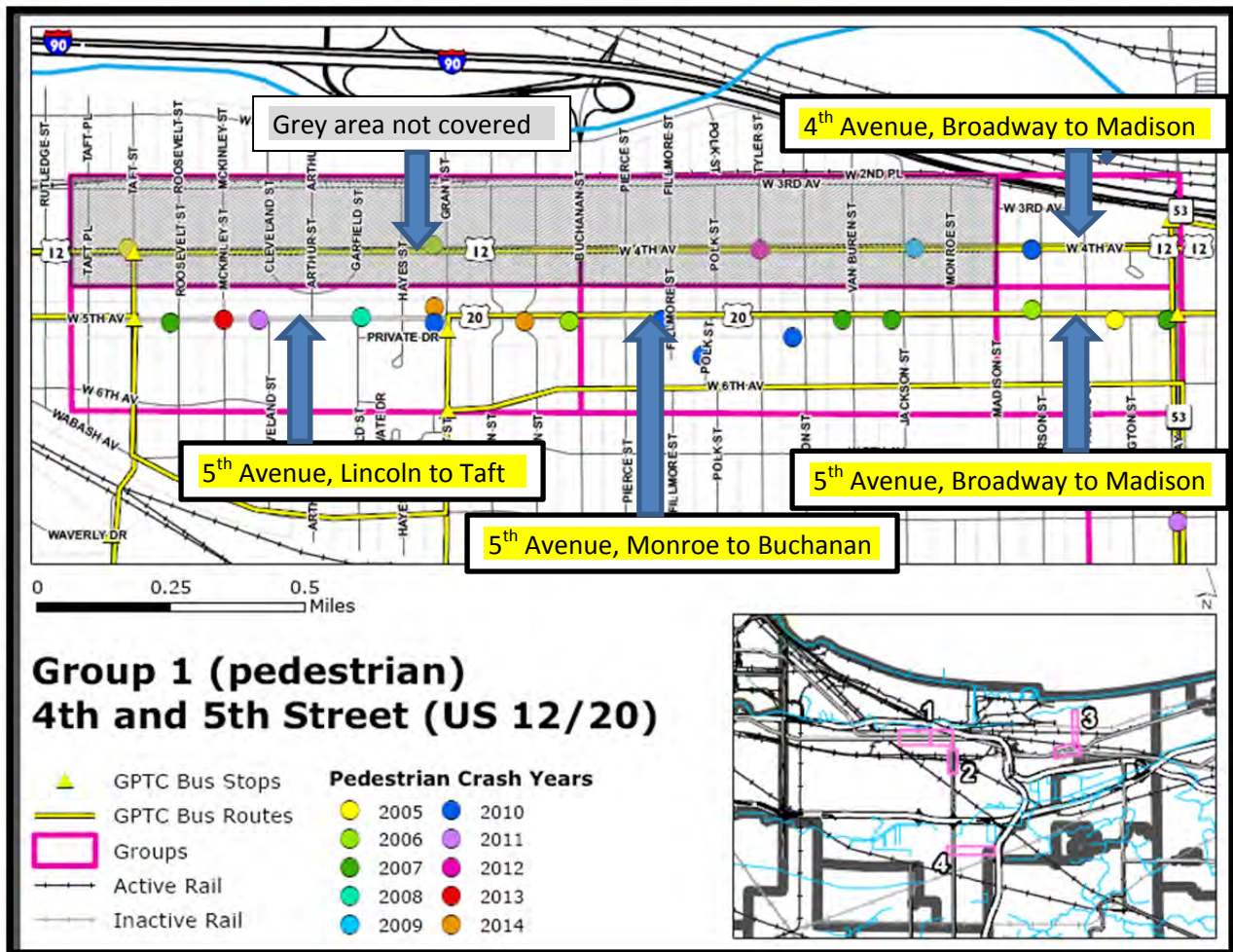
Joyce Newland
Planning & Environmental Specialist
FHWA Indiana Division
575 N Pennsylvania St., Room 254
Indianapolis, IN 46204
317-226-5353
joyce.newland@dot.gov

USDOT Pedestrian and Bicycle Safety Assessment

Indiana MPO Conference
October 14, 2015

Attachment 3

Group 1 - 4th & 5th Avenue (US 12/20)



Photos of 4th Avenue, Broadway to Madison



4th St (US 12/20) is wide, one-way thoroughfare with 35 mph posted speed



Pedestrian push buttons are recessed not domed along route. Road was reconstructed in 2012.



At Gary Metro/ NICTD Station there are no crosswalks or ramps to entrance



Good detectable warnings but no crosswalk markings and uneven pavement



Adjacent streets' sidewalks in poor condition

Photos of 5th Avenue, Broadway to Madison



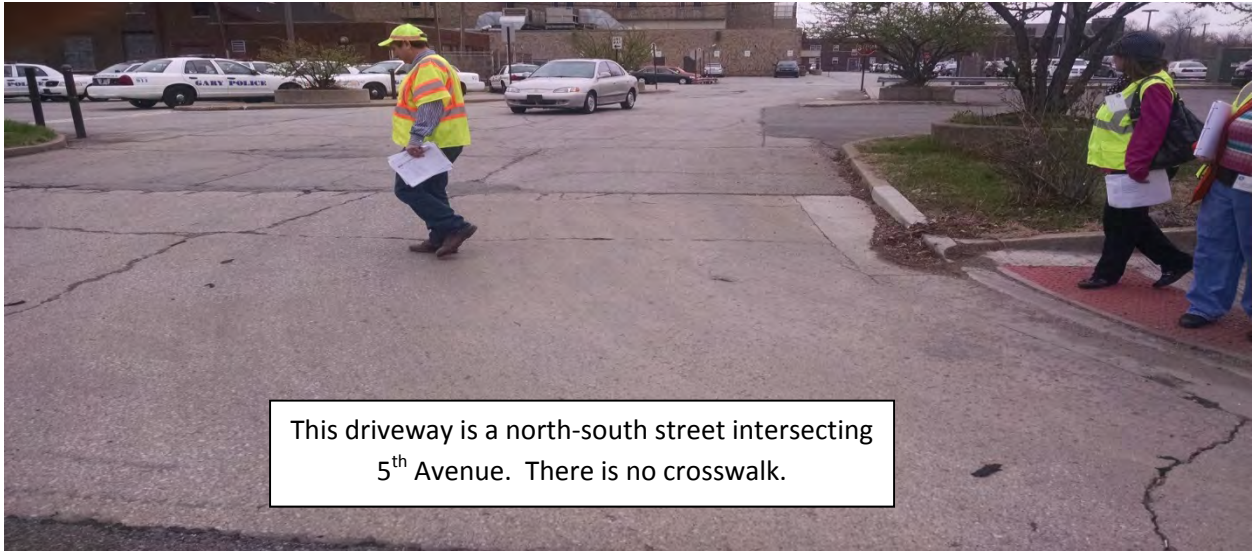


Crosswalk markings worn



Mayor Freeman-Wilson discusses Road Safety Assessment questions with Regional Administrator FMCSA Darin Jones and Regional Administrator John Balser NHTSA.

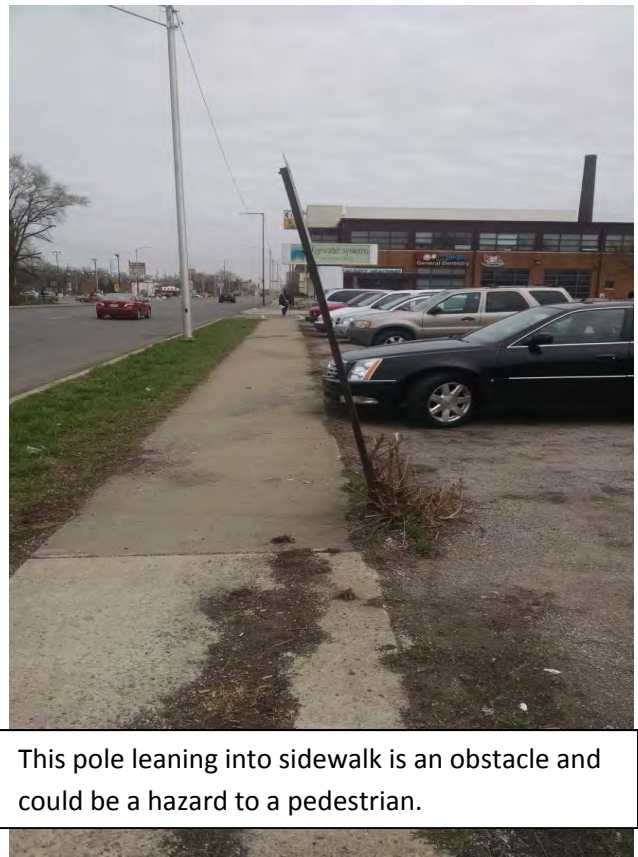
Photos of 5th Avenue, Monroe to Buchanan



This driveway is a north-south street intersecting 5th Avenue. There is no crosswalk.



There were long gaps between signalized intersections. In this case, the next signalized intersection was five blocks away and pedestrians were observed crossing mid-block to go to the Gary Health Department.



This pole leaning into sidewalk is an obstacle and could be a hazard to a pedestrian.



Bus stop has no signage, just a bench



Gas station's driveway has encroached on sidewalk



Crosswalk markings worn

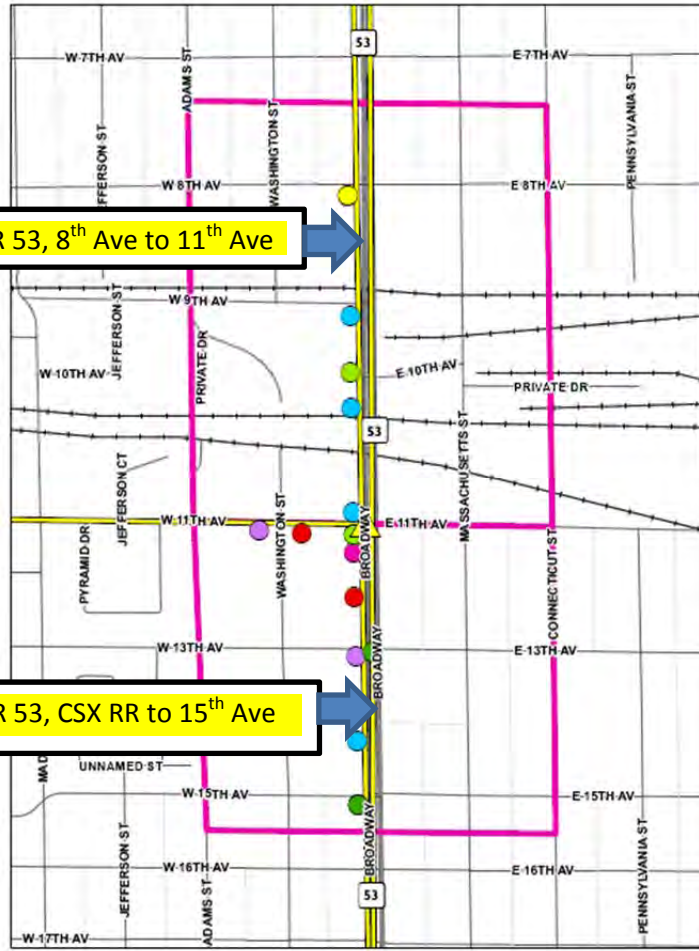
Photos of 5th Avenue, Lincoln to Taft



In this picture, ramp sidewalk seems ok.



But in this picture, the sidewalk has pole in middle and is raised 10"-12"



Broadway/SR 53, 8th Ave to 11th Ave

Broadway/SR 53, CSX RR to 15th Ave

- GPTC Bus Stops
- GPTC Bus Routes
- Groups
- Active Rail
- Inactive Rail

Pedestrian Crash Years

- 2005
- 2006
- 2007
- 2008
- 2009
- 2010
- 2011
- 2012
- 2013
- 2014

**Group 2 (pedestrian)
Broadway (SR 53)**



Photos of Broadway, 8th – 11th Ave



Pavement in poor condition



Light standards, utility box, and trash bin are obstructions along this portion of the sidewalk on the adjacent street



No curb ramp installation or crosswalks



No railroad crossing signs were found for pedestrians or vehicles as they approached the railroad crossing

Flashers should be repositioned more towards pedestrians



Railroad crossing not ADA compliant



New signals with back plates will be installed in this corridor

Photos of Broadway, 11th Ave to 15th Ave



No railroad crossing signs were found for pedestrians or vehicles as they approached the railroad crossing

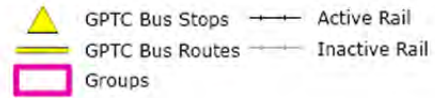




Flashers should be repositioned more towards pedestrians



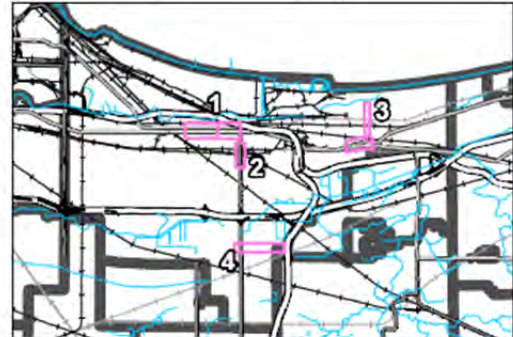
Bicycle lanes should be considered along the Broadway corridor; and parking limited near some intersections where lanes are striped to be less than 8-feet in width



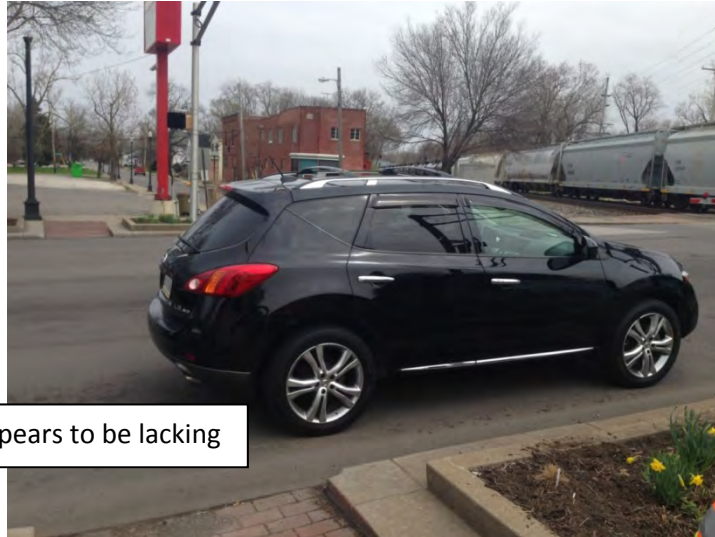
Pedestrian Crash Years



**Group 3 (pedestrian)
US 20/12 and
Lake Street**



Photos of Lake St, US 20 to 3rd





Signal coordination improvements needed with trains and pedestrians



No transit stop signs



Sidewalks are discontinuous at railroads crossing along Lake St

No crosswalk markings or railroad warning signs for pedestrians or vehicles

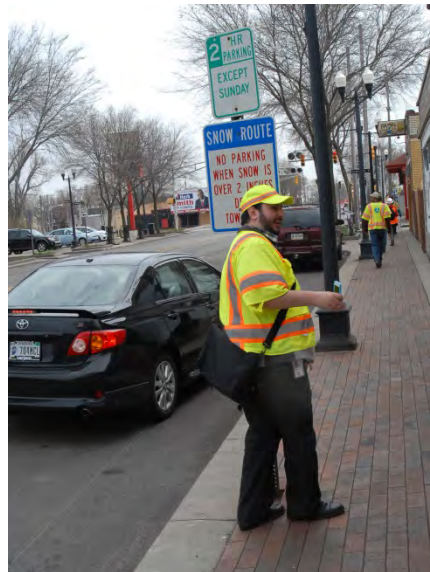


Crossing not adequate for ADA compliance



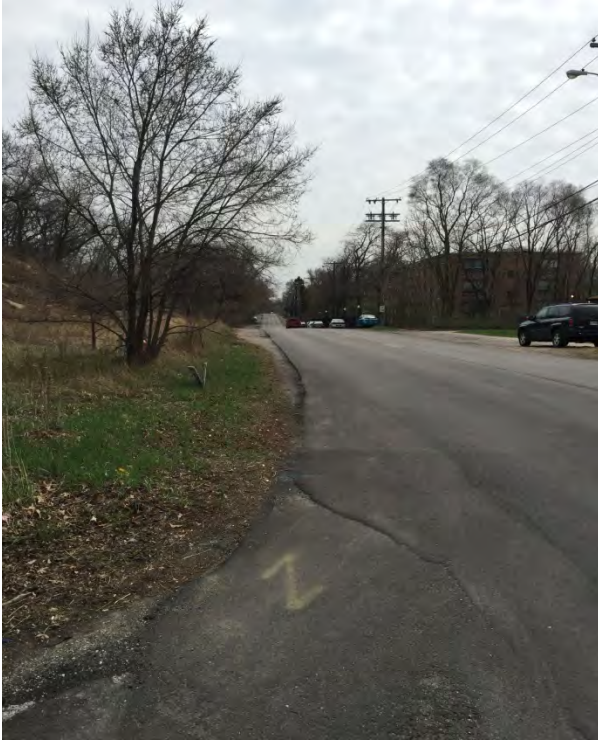


Drainage issues



Sign's height is an obstacle. Minimum height should be 7'. (Transportation Engineer is 5'9")

Photos of Lake St, Birch St to Juniper St



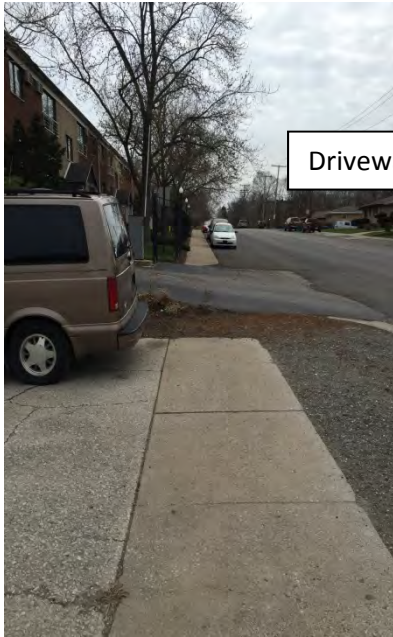
Lack of sidewalks or bike lanes/trails to Marquette Park



Corridor appears to be wide enough to accommodate cyclists/pedestrians



Crosswalks markings faded or missing



Driveways too steep



Sidewalk is not continuous on other side of driveway. No ramp transition to driveway.

Driveways are not flush and present discontinuity issues



Discontinuity to sidewalk from transit stops



Parking potentially obstructs pedestrians at bus stop



Bus sign missing and some shelter panels missing



Bus sign faded, but schedule still visible

Photos of US 20, from Clay St to Lake

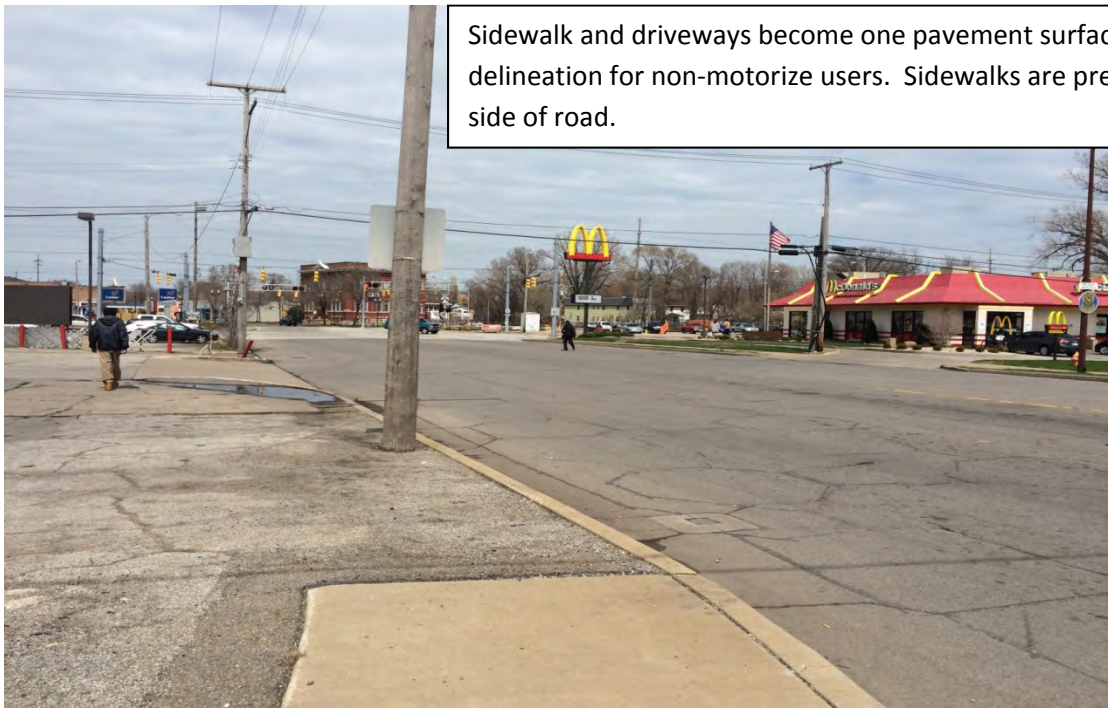
Signal button recessed, not domed, and it is beyond the reach range for the pedestrian or ADA requirements



No crosswalk markings are present at the US 20 & Lake St intersection wide 4-lane road

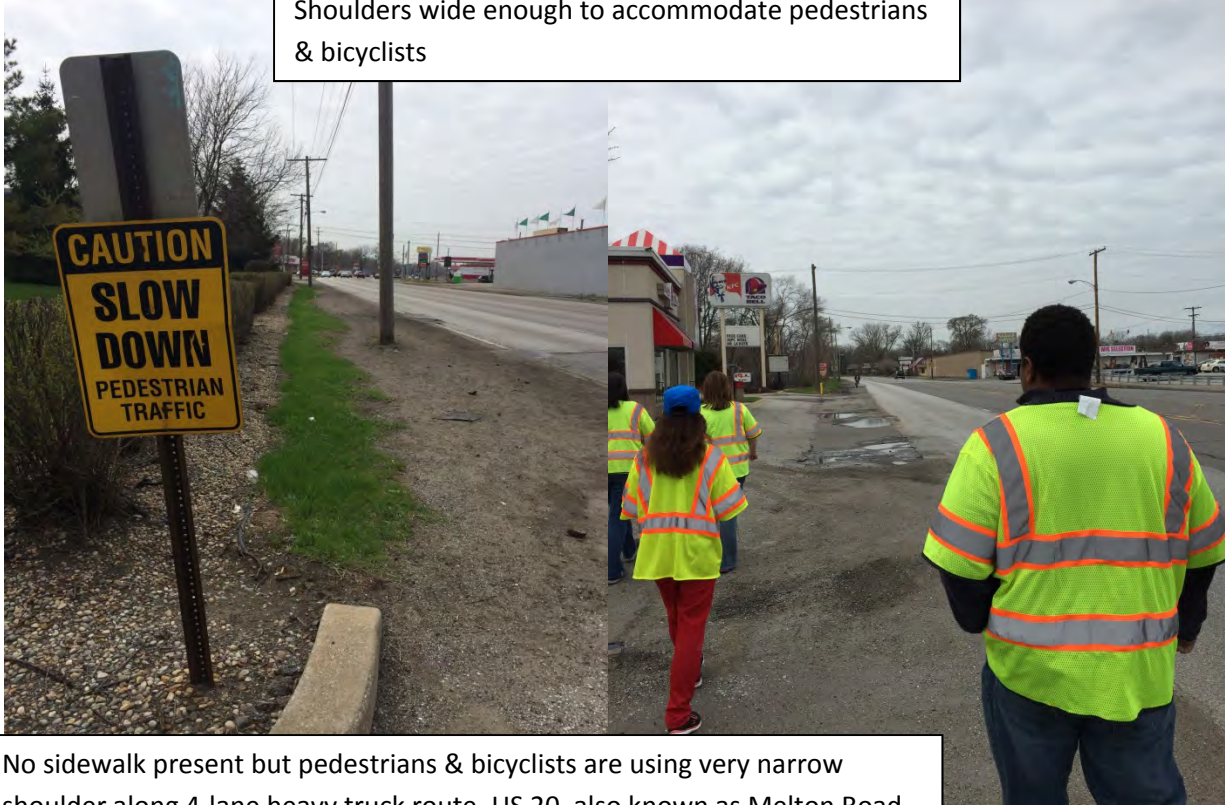


Signal button beyond the reach range
ADA requirements



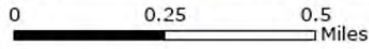
Sidewalk and driveways become one pavement surface with no delineation for non-motorize users. Sidewalks are present on other side of road.

Shoulders wide enough to accommodate pedestrians & bicyclists



No sidewalk present but pedestrians & bicyclists are using very narrow shoulder along 4-lane heavy truck route, US 20, also known as Melton Road





Group 4 (Bike and Pedestrian) 35th Ave

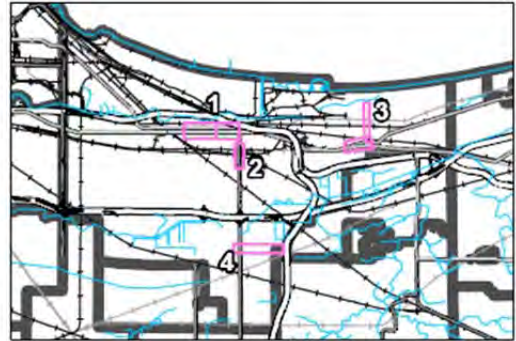
- GPTC Bus Stops
- GPTC Bus Routes
- Groups
- Active Rail
- Inactive Rail

Bike Crash Years

- 2005
- 2006
- 2007
- 2008
- 2009
- 2010
- 2011
- 2012
- 2013
- 2014

Pedestrian Crash Years

- 2005
- 2006
- 2007
- 2008
- 2009
- 2010
- 2011
- 2012
- 2013
- 2014



Photos of Group 4 Bike 35th Avenue



35th Avenue is a wide 2-lane road that could incorporate bike lanes and reduce 40 mph speed limit



Grates not designed for bicyclists



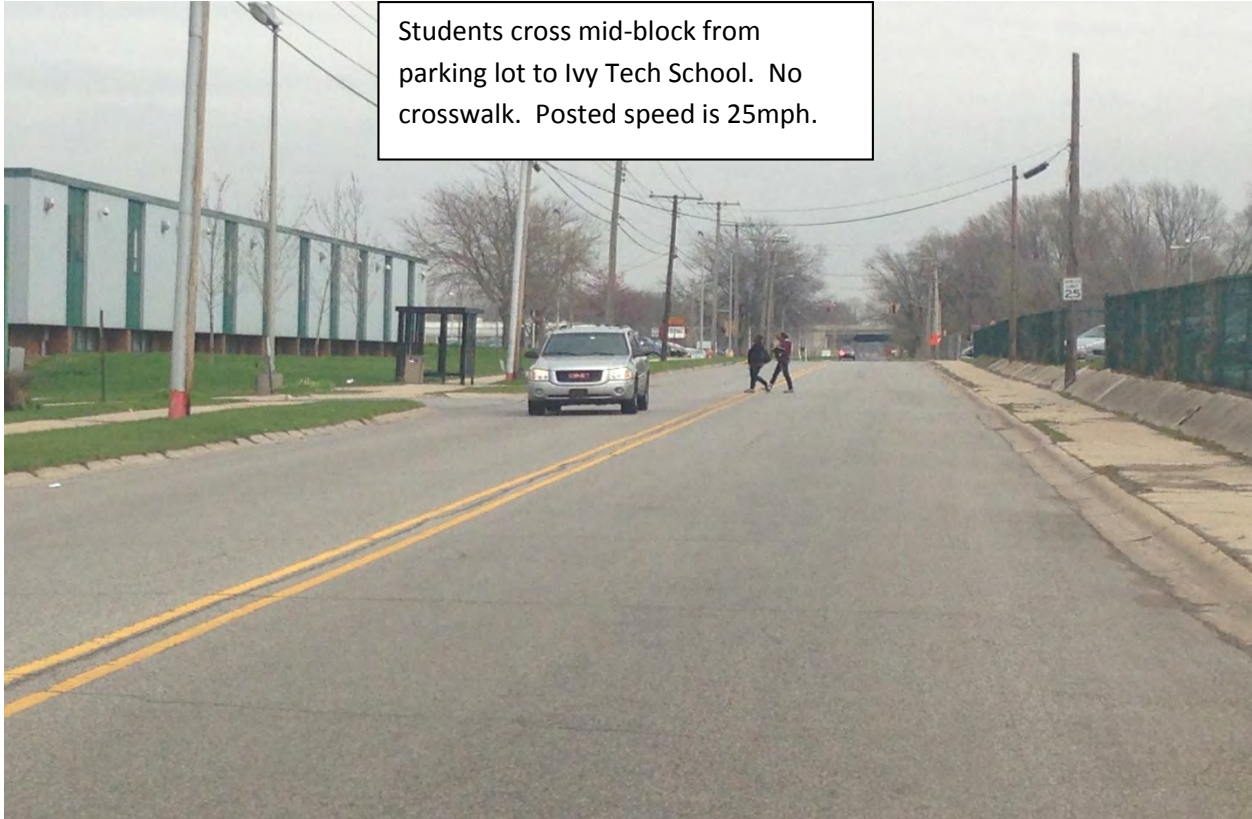
Sign's height is an obstacle. Other warning signs down.



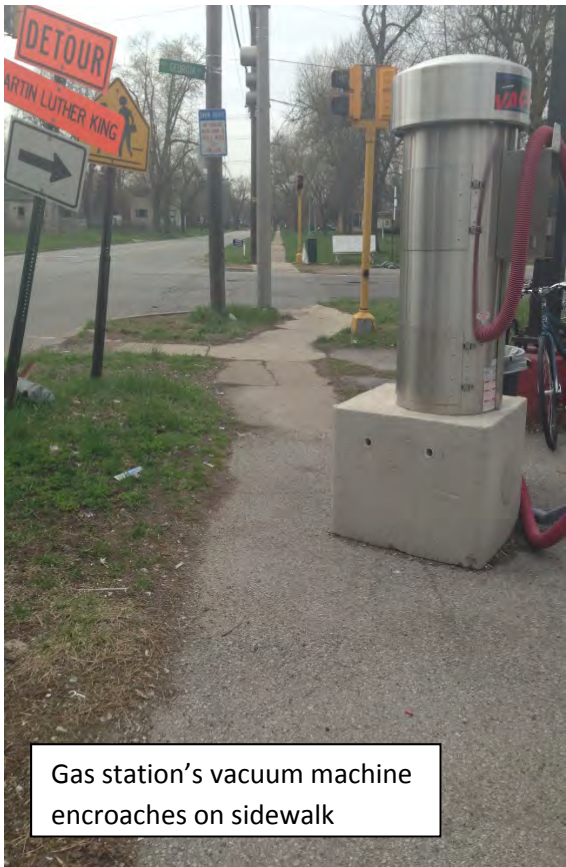
Sign in the ramp at a bus stop presents an obstacle



Bus stop sign has been on ground for a while



Students cross mid-block from parking lot to Ivy Tech School. No crosswalk. Posted speed is 25mph.



Gas station's vacuum machine encroaches on sidewalk



Pole impeding width of sidewalk



Crossing signal and signs are too short along the corridor



Street appears to be wide enough to accommodate bike lanes



Parking lot presents continuity issues by encroaching on sidewalk and the driveway is as wide as the parking lot.



Sidewalks are buffered by utility easements and this grate is bicycle friendly.