US30 Safety Study | DRAFT PLAN

June 1, 2017

RATIO

BE&S

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01 Introduction


STAPLES
Walgreens
meijer
DISCOUNT TIRE CO.
carX
carX
Steak 'n Shake
MIDAS

US30 Safety Study

Introduction

Over the last 30 years, the intersection of Interstate 65 and U.S. 30 has developed into a shopping destination like many others in the United States. This regional shopping and employment center connects the Town of Merrillville and the City of Hobart. It is home to a regional mall, high-rise office towers, hotels, and a performing arts venue. The corridor is separated into single use districts, oriented to the personal automobile rather than to the pedestrian scale. The corridor is characterized a high volume, automobile oriented district that is difficult to navigate for many residents and visitors. NIRPC, in coordination with the City of Hobart and Town of Merrillville have commissioned this safety study in the interest in creating a safer, more accessible and multi-modal environment.

Project Area

U.S. 30 is a major regional arterial road that intersects with Interstate 65 and forms a direct link between Lake, Porter, and La Porte Counties, and extends to the State of Illinois to the west. The proposed project area is bounded on the north by 73rd Street in Hobart and south by 93rd and Harms Streets in Merrillville. Clay Street in Hobart forms the eastern boundary and Merrillville Road in Merrillville forms the western boundary. The project area population is about 5,000 people, which is considered low in comparison to the number of employees, which is about 19,392.

The corridor has significant economic importance to the region, and more specifically to the City of Hobart and the Town of Merrillville due to the regional shopping mall and major commercial uses occurring within it. The road has a street profile of 4-5 lanes in each direction with middle turning lanes. The daily traffic count on average is about 55,000.

Area Cultural History

The Good Roads Movement was a late 1800's movement that advocated for better connectivity for rural America through a network of roadways that conformed to a new set of standards. Bicyclists were the early advocates of the movement since the bicycle was a more common mode of transportation and would benefit the most from higher quality roads. Horatio Earle is known as the "Father of Good Roads." Quoting from Earle's 1929 autobiography: "I often hear now-a-days, the automobile instigated good roads; that the automobile is the parent of good roads. Well, the truth is, the bicycle is the father of the good roads movement in this country...The League fought for the privilege of building bicycle paths along the side of public highways...All these battles were won and the bicyclist was accorded equal rights with other users of highways and streets."

The Lincoln Highway was one of the earliest outcomes from the Good Roads Movement. It was the first transcontinental highway for automobiles across the United States. Conceived in 1912 by Indiana entrepreneur Carl G. Fisher, and formally dedicated October 31, 1913, the Lincoln Highway ran coast-to-coast from Times Square in New York City west to Lincoln Park in San Francisco, originally through 13 states: New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada, and California. While maps identify U.S. 30 as the Lincoln Highway, the northern edge of the Study Area was the original route of the Lincoln Highway in this area.

Champions for the roadway had a two-pronged approach to gain public support. First, they would name the highway after the Abraham Lincoln and place statues and images of his likeness along the highway to brand it. Their second strategy for gaining public support to fund the highway was to create "seedling miles", which were one-mile long stretches of the highway built in strategic locations. The public would then be so impressed, they would push for extensions of the sections until they would eventually connect to each other. When designing these seedling miles, experts from many fields were gathered to design the section of the roadway. They were forward thinking and designed it to handle traffic 20 years into the future with four lanes of traffic. Interestingly, there were no grade crossings. Advertising signs were banned and a footpath for pedestrians was included. Cyclists were also accommodated.

In 1922 an "Ideal Section" of the Lincoln Highway was built between Shererville and Dyer, just a few miles west of the Study Area. This section was recently rededicated and commemorated with a decorative plaque. The Ideal Section and Good Roads Movement had a lasting impact on roadway design and urban expansion. These movements had many great ideals that had been lost, but are resurfacing as best practices today. The close proximity to the Shererville Ideal sections suggest we promote the cultural significance of the Lincoln Highway and consider ways that it might influence the design and character of the corridor.

Previous Reports and Planning Context

There have been several plans and studies in the U.S. 30 corridor. Over the past 10 years, NIRPC and others have been engaged in a variety of planning processes. These plans are used to inform the policy and design recommendations in the U.S. 30 Safety Study as well as provide insight into the challenges and opportunities in the corridor. Applicable planning documents to this study include:

– NIRPC 2040 Comprehensive Regional Plan

– Town of Merrillville Comprehensive Plan

– City of Hobart Comprehensive Plan

– C&O Trail Design Document

– 2016 NIRPC Regional Corridors Study

– 2016 Greenways and Blueways 2020

– 2010 Ped and Pedal Plan

These plans will be consulted for their analysis data, policy recommendations and challenges to the corridor. The U.S. 30 Safety Study recommendations will be consistent with these documents and will focus on implementation. Transportation, streetscape and land use recommendations will be coordinated with success metrics identified in previous planning reports.

Public Engagement

In order for the U.S. 30 Safety Study to be effective, project stakeholders, staff, local agencies and elected officials must feel that the study will positively impact their community. This process has included thoughtful public engagement through a pop-up workshop and online survey. Additional workshops, key person interviews and input from regional stakeholders is planned for the project as well.

Steering Committee Meetings

There were five Steering Committee meetings since during the planning process. The first meeting was held on October 18. Participants were introduced to the planning process, project milestones and their responsibilities as Steering Committee members. Participants were engaged in a discussion around the greatest strengths, opportunities, weaknesses and threats in the corridor. The Steering Committee was asked by the consultant team to provide insight into their goals for the process.

Pop-Up Workshop

On November 5, the Consultant team solicited input on the project at the Southlake Mall. A survey was distributed to those in the mall and centered on their experience with the corridor. Over 50 surveys were completed. Most of the respondents felt that the corridor was easy to get around utilizing a vehicle, however, the greatest challenge in the corridor was traffic. Respondents overwhelmingly felt that the corridor was inhospitable to pedestrians and it was difficult to walk to important destinations safely. A majority of the respondents utilize the corridor for shopping, entertainment, dining and access to I-65. Desired roadway improvements included crosswalks, sidewalks, bus shelters and measures to slow traffic.

Online Survey

Concurrent with the pop-up workshop, an online survey was launched that has collected almost 100 responses. Responses to the online survey were consistent with the pop-up workshop responses. Respondents felt that sidewalks, additional crosswalks and bike lanes would improve the U.S. 30 corridor. Most respondents utilize the corridor for shopping or access to I-65 and visit a destination in the study area for leisure and work purposes. A

majority of respondents visit the study area on the weekends or for work between 8:00 am and 5:00 pm. Most respondents do not bike and feel that if improvements were made to enhance the safety of pedestrians and cyclists, they would not increase their bike activity in the study area.

Public Workshop

On February 25, the Consultant team facilitated a second workshop at the Southlake Mall. This workshop was structured to solicit input from participants on:

– Visual Preference. This station asked participants their preference for crossings, gateways, pedestrian and bicycle amenities and streetscape design. Most participants preferred buffered bike lanes, a pedestrian tunnel to cross under I-65, cultural/mounted gateway elements, and an enhanced streetscape design.

– Origin and Destination. This station asked participants to identify where they usually travel from to get to the area and where they go once they are in the area.

– Crossing and Alignment Location Preference. Participants were asked to identify their preferred sidewalk and bicycle path alignment adjacent to US30. Most participants preferred the alignment that was near the US30/I-65 interchange but did not cross directly beneath the interchange.

– Presentation. This station oriented participants to the planning process.

Business Leaders Workshop

The Consultant team will hold a workshop with local business leaders on May 31, 2017.

Assumptions

The goals of the recommendations for the study area include:

– Creating a sense of scale that is enhanced by additional plantings, streetscape design elements, lighting, and gateway elements

– Branding the area and adding wayfinding, identity, and directional signage to help visitors navigate the corridor

– Connecting to regional destinations such as the Erie Lackawanna Trail

Priorities for the study area align with the plan goals to create a multi-modal environment that has a strong local and regional identity.

How to Use this Document

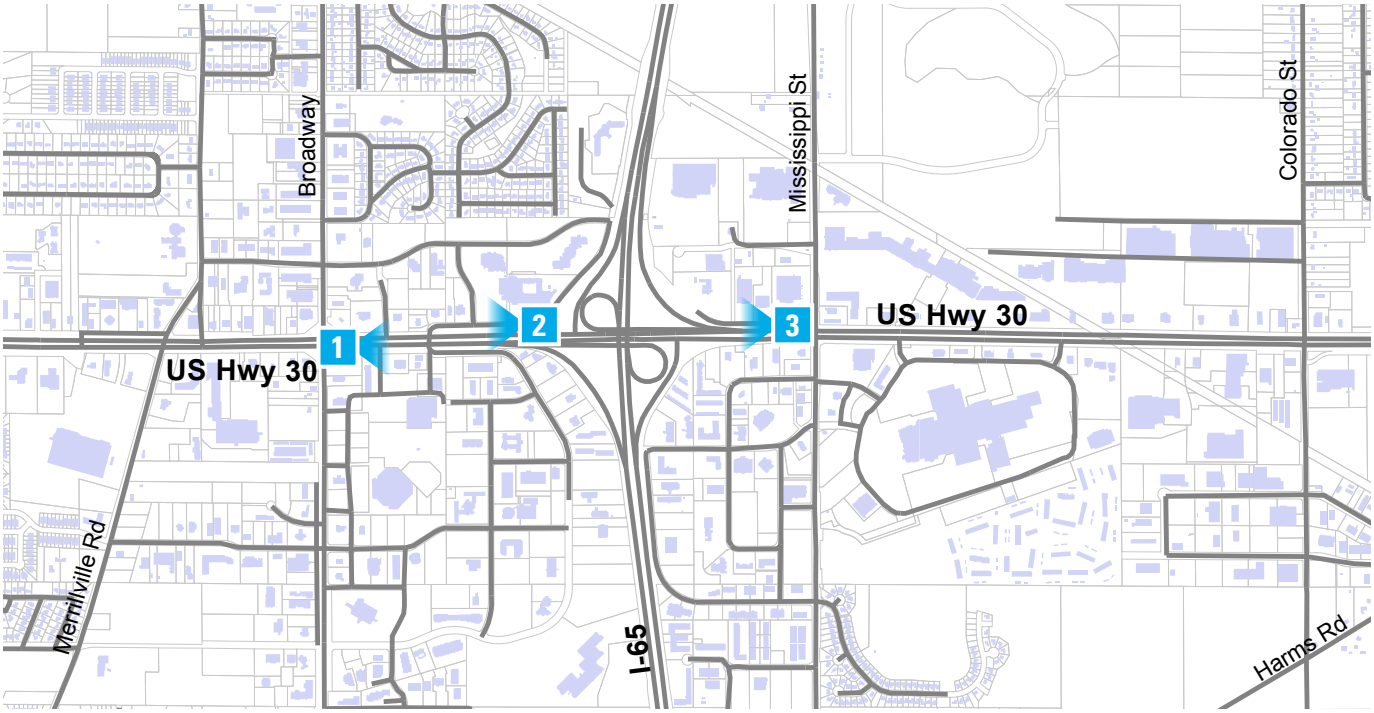
This plan will serve as a policy document for NIRPC and partner communities to guide land use and development in the US30 corridor. It should be used to inform decision making in and around the study area. This plan should be made available to local planning bodies, elected officials, boards, commissions and members of the Hobart and Merrillville communities.

The planning environment is dynamic and changing. It is essential for the U.S.30 Safety Study to serve a s living document and be regularly updated to reflect the Plan's incremental implementation. NIRPC could undertake an annual review to update the Plan, in addition to perform more reviews and updates to the Plan every three years.

Some recommendations in this Plan would require capital investment. As such, NIRPC with the partner municipalities could coordinate and align the Plan's recommendations with local Capital Improvement Programs (CIPs). Under this process, all projects are reviewed, priorities are assigned, cost estimates are produced and potential funding sources are identified. Yearly updates on the Plan could overlap with the preparation of the CIP. This allows the recommendations or changes related to capital investment or other programs can be considered as commitments in the following fiscal year.

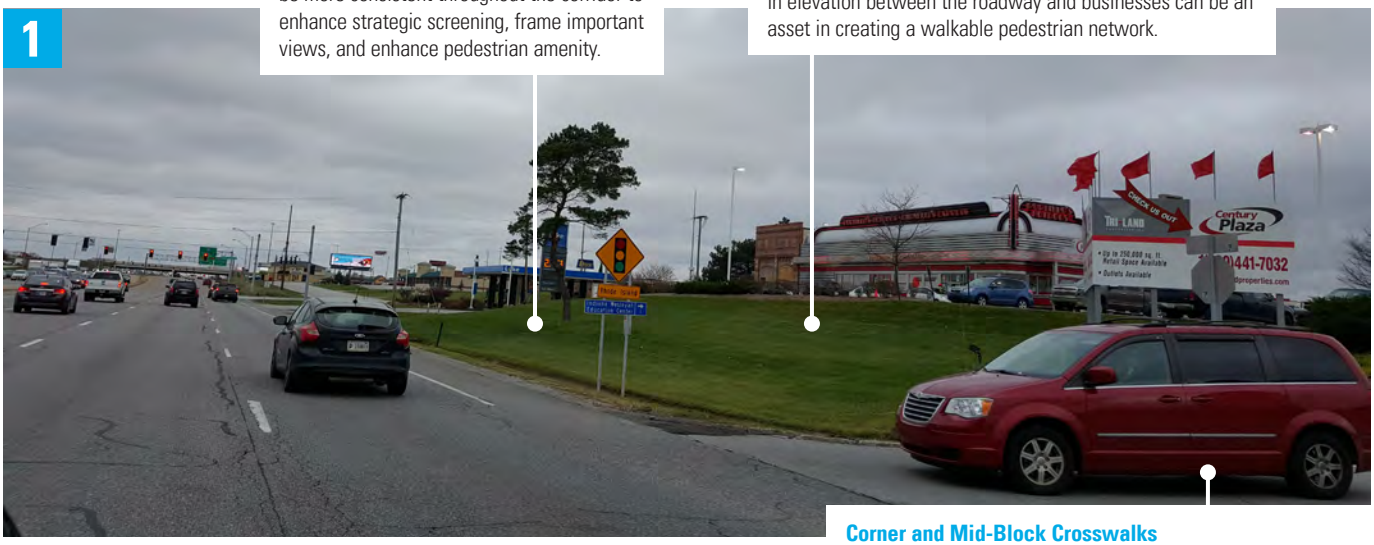
02 Existing Conditions

Study Area Initial Observations



Landscape Elements
The landscape and streetscape design can be more consistent throughout the corridor to enhance strategic screening, frame important views, and enhance pedestrian amenity.

Pedestrian Path
Landscaped buffers provide pedestrians with a greater sense of safety. A pedestrian path could enhance the corridor and encourage connectivity between uses. Changes in elevation between the roadway and businesses can be an asset in creating a walkable pedestrian network.



Corner and Mid-Block Crosswalks
Crosswalks allow for safe pedestrian crossings of side streets and entry drives. There is an opportunity for improved, well marked and connected sidewalks in the corridor.

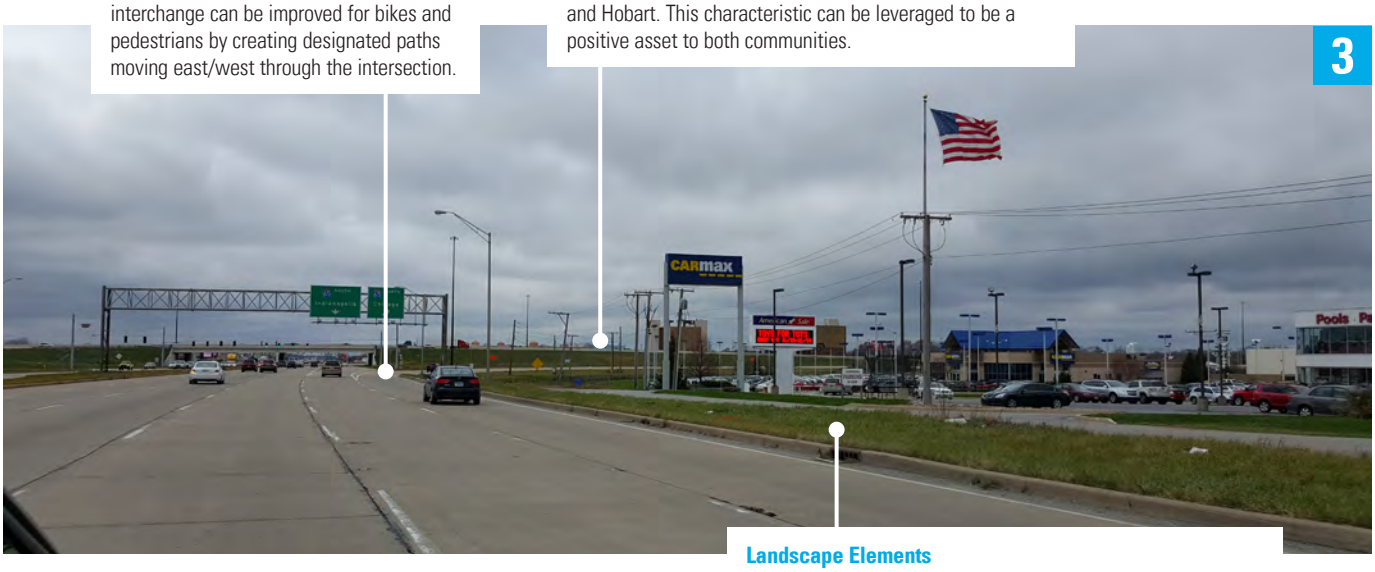
Scale of the Built Environment
The U.S. 30 corridor can be more navigable for pedestrians through integration of appropriately scaled elements. The lights and signage are currently scaled for fast moving traffic. There is an opportunity to include pedestrian amenities and buffers to increase pedestrian sense of comfort and safety.

Frontage Road Barrier
The frontage road acts as a buffer between commercial/retail businesses and the U.S. 30 corridor. The frontage road on the north side of the corridor can be designed to accommodate pedestrians and bicycles.

2

Corner and Mid-Block Crosswalks
Pedestrian navigation of the I-65 interchange can be improved for bikes and pedestrians by creating designated paths moving east/west through the intersection.

Physical Barriers
I-65 is important gateway to the communities of Merrillville and Hobart. This characteristic can be leveraged to be a positive asset to both communities.



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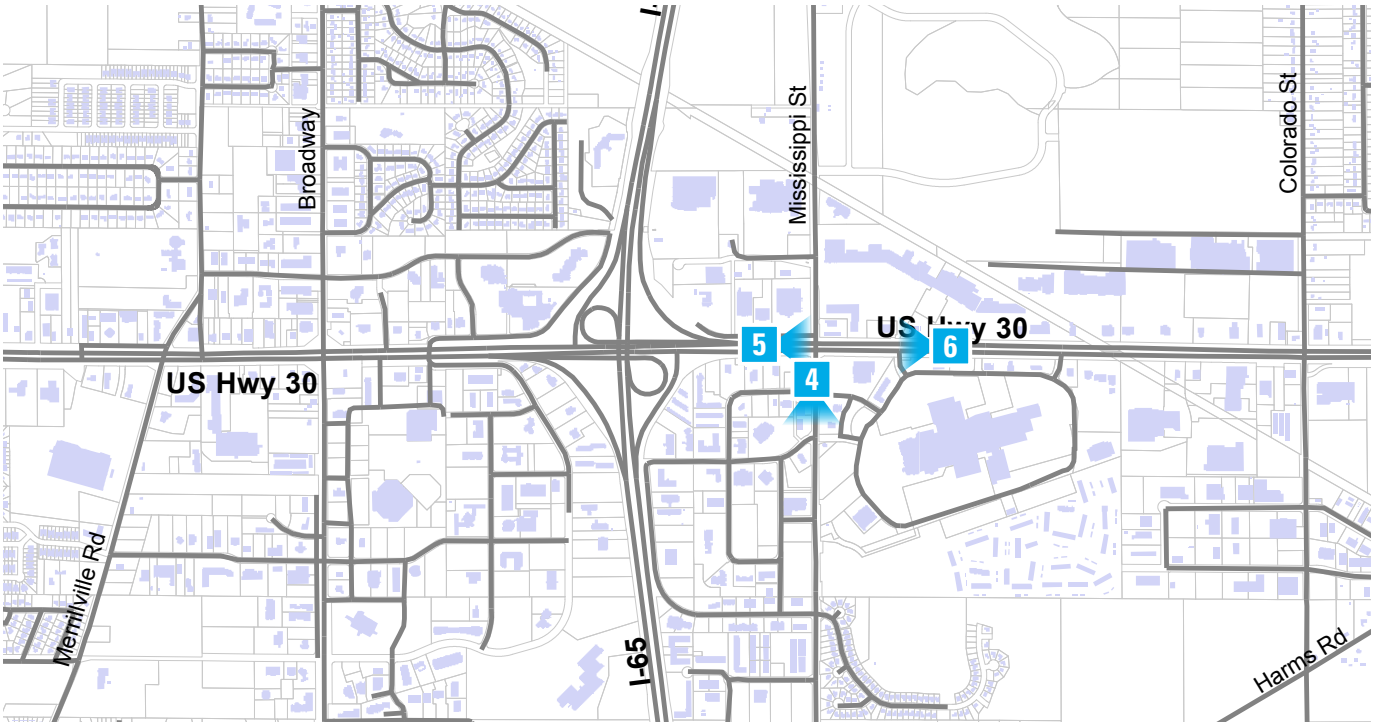
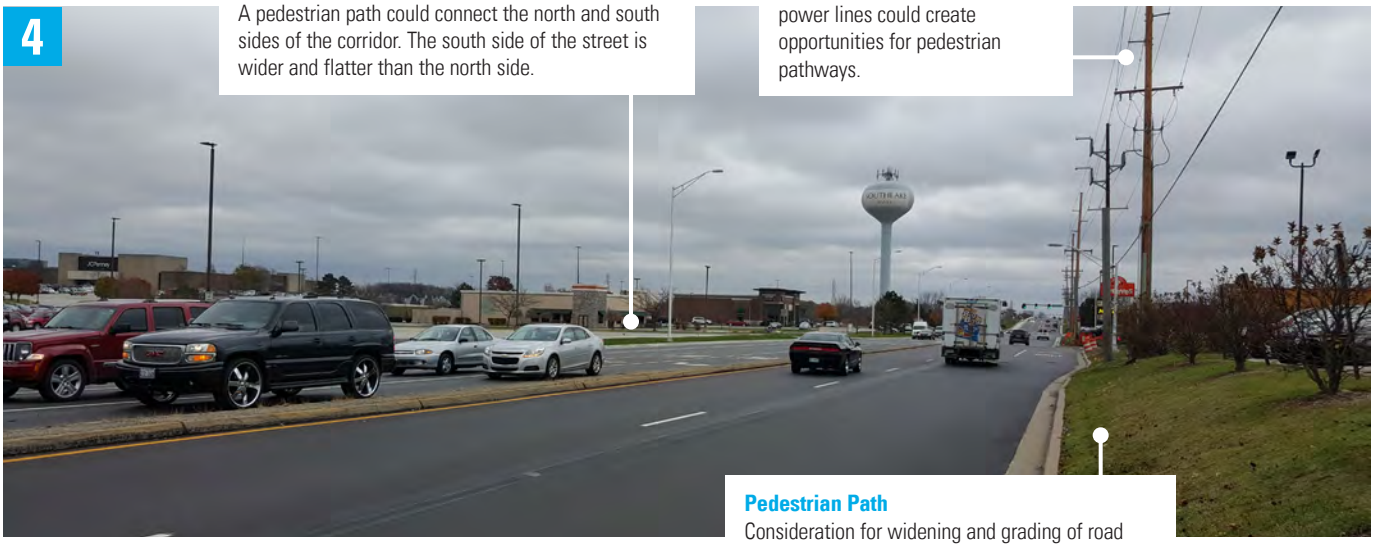
Landscape Elements
A low maintenance streetscape design that incorporates safety elements could enhance the visual identity of the corridor.

Study Area Initial Observations



Pedestrian Path
A pedestrian path could connect the north and south sides of the corridor. The south side of the street is wider and flatter than the north side.

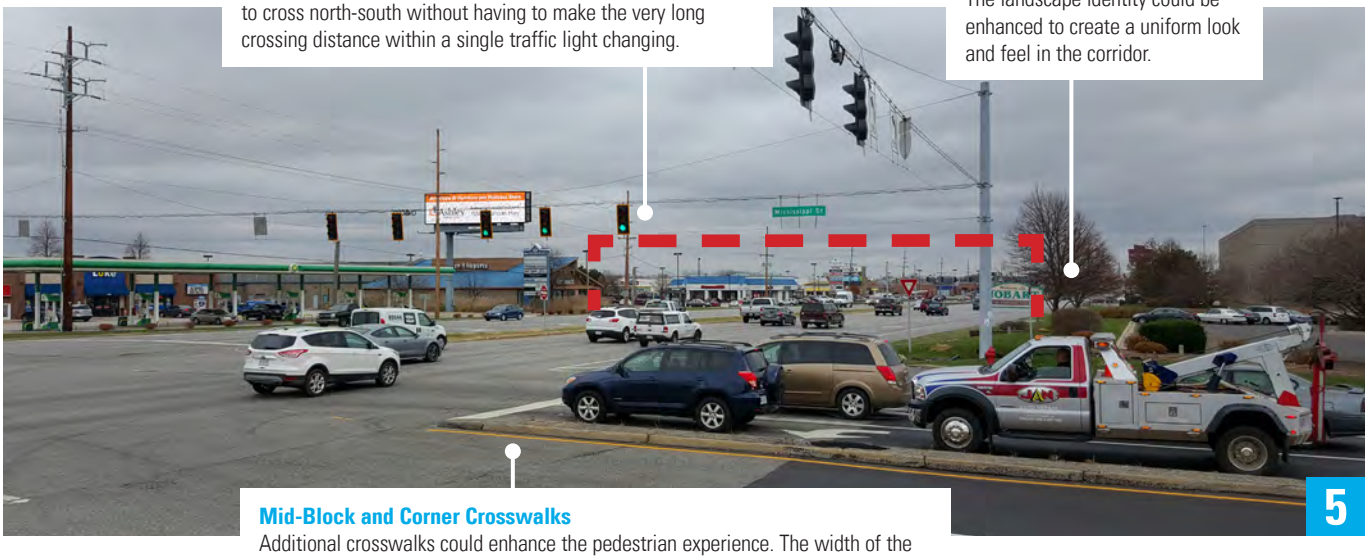
Overhead Utilities
Removal or relocation of overhead power lines could create opportunities for pedestrian pathways.



Pedestrian Path
Consideration for widening and grading of road right of ways should be considered to accommodate a pedestrian path.

North-South Connection
Connectivity between the north and south sides of U.S. 30 is important to creating sense of place and a pedestrian oriented design strategy. Consideration should be given to a safe route to cross north-south without having to make the very long crossing distance within a single traffic light changing.

Landscape Elements
The landscape identity could be enhanced to create a uniform look and feel in the corridor.



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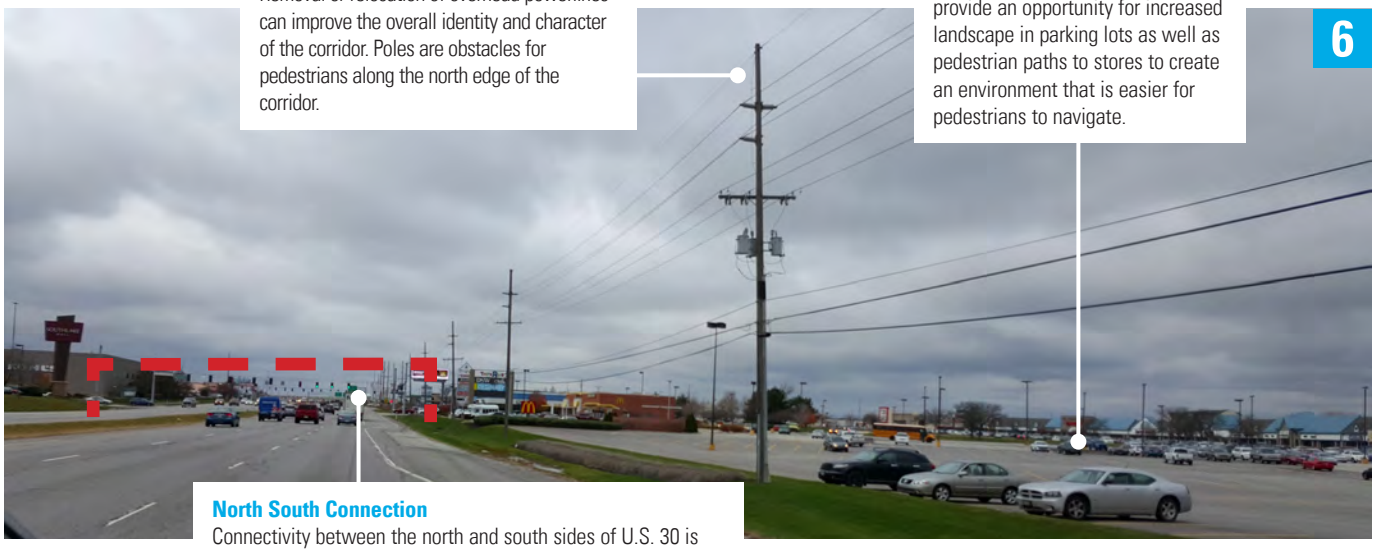
Mid-Block and Corner Crosswalks
Additional crosswalks could enhance the pedestrian experience. The width of the crosswalk should be considered to allow safe crossing. Timing and order of traffic lights will need to be explored to allow pedestrians enough time to cross.

Overhead Utilities
Removal or relocation of overhead powerlines can improve the overall identity and character of the corridor. Poles are obstacles for pedestrians along the north edge of the corridor.

Physical Barriers
Broad setbacks for retail buildings provide an opportunity for increased landscape in parking lots as well as pedestrian paths to stores to create an environment that is easier for pedestrians to navigate.



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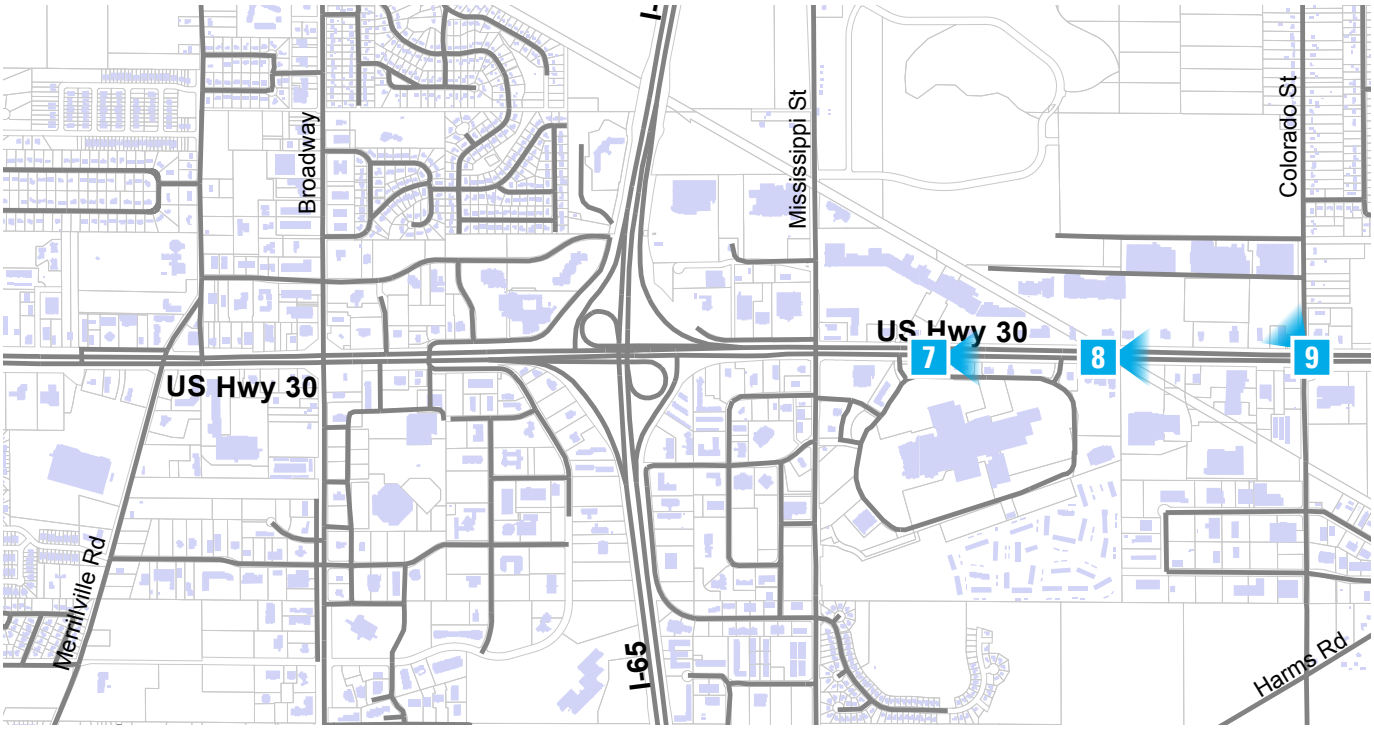
North South Connection
Connectivity between the north and south sides of U.S. 30 is important to creating sense of place and a pedestrian oriented design strategy. The wide right of way is a challenge for some pedestrian use groups. Consideration should be given to a safe route to cross north-south that accommodates a variety of age and ability levels.

Study Area Initial Observations



Landscape Elements
A landscape strategy could unify the corridor and provide appropriate screening for accessory uses.

Pedestrian Path
Landscaped buffers provide pedestrians with a greater sense of safety. A pedestrian path could enhance the corridor and encourage connectivity between uses. Changes in elevation between the roadway and businesses is an asset in creating a walkable pedestrian network.

Landscape Elements
The landscape identity could be enhanced to create a uniform look and feel in the corridor and support storm water management strategy.

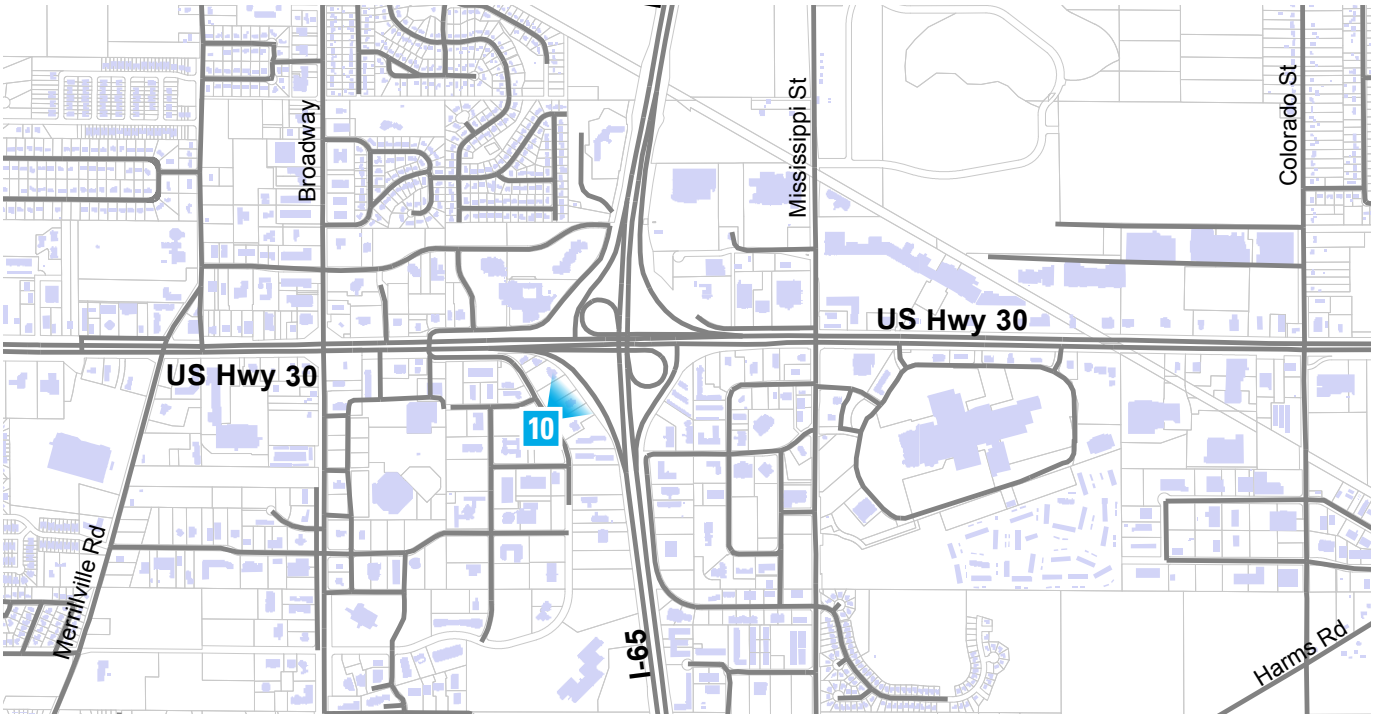
Pedestrian Path
A wide landscape area along the south side of the corridor could accommodate a new pedestrian and bike path and amenities.

Overhead Utilities
Relocation or removal of overhead power lines should be considered to enhance the overall identity and character of the corridor.

Pedestrian Path
A pedestrian path could connect U.S. 30 with Colorado St.

Corner and Mid-Block Crosswalks
The pedestrian network could be enhanced with the addition of elements that connect destinations in the study area.

Study Area Initial Observations



Pedestrian Path
A path would connect both sides of I-65 to the north end of the U.S. 30 corridor.

Pedestrian Path
A safe route for pedestrians through the I-65 intersection area would include a separate path that avoided contact with vehicles. Utilization of the existing grade and landscaped buffers could accommodate this path.

Pedestrian Path

A safe route for pedestrians through the I-65 intersection area would include a separate path that avoided contact with vehicles. Utilization of the existing grade and landscaped buffers could facilitate this path.

Bike & Pedestrian Analysis

The team documented the existing roadway geometry and traffic data within the study area. A spreadsheet of the data and drawings of the mid-block cross sections were created as part of the inventory process. These were then analyzed to see where opportunities might be available to gain space for bicycle facilities along roadways. The team looked at the existing lane widths to see if it would be appropriate to narrow them and how much space might be gained from that treatment. Opportunities and constraints were also noted for each mid-block section based upon apparent available right-of-way, existing utilities, drainage structures, curb type, and distance from street to building.

Measurements of the mid-block geometry of each route along with the average daily traffic, speed limit, and percent of commercial traffic, were inserted into a Bicycle Level of Service Calculator (BLOS). The BLOS is a nationally-used measure of on-road bicycle level of comfort based upon a roadway's geometry and traffic conditions.

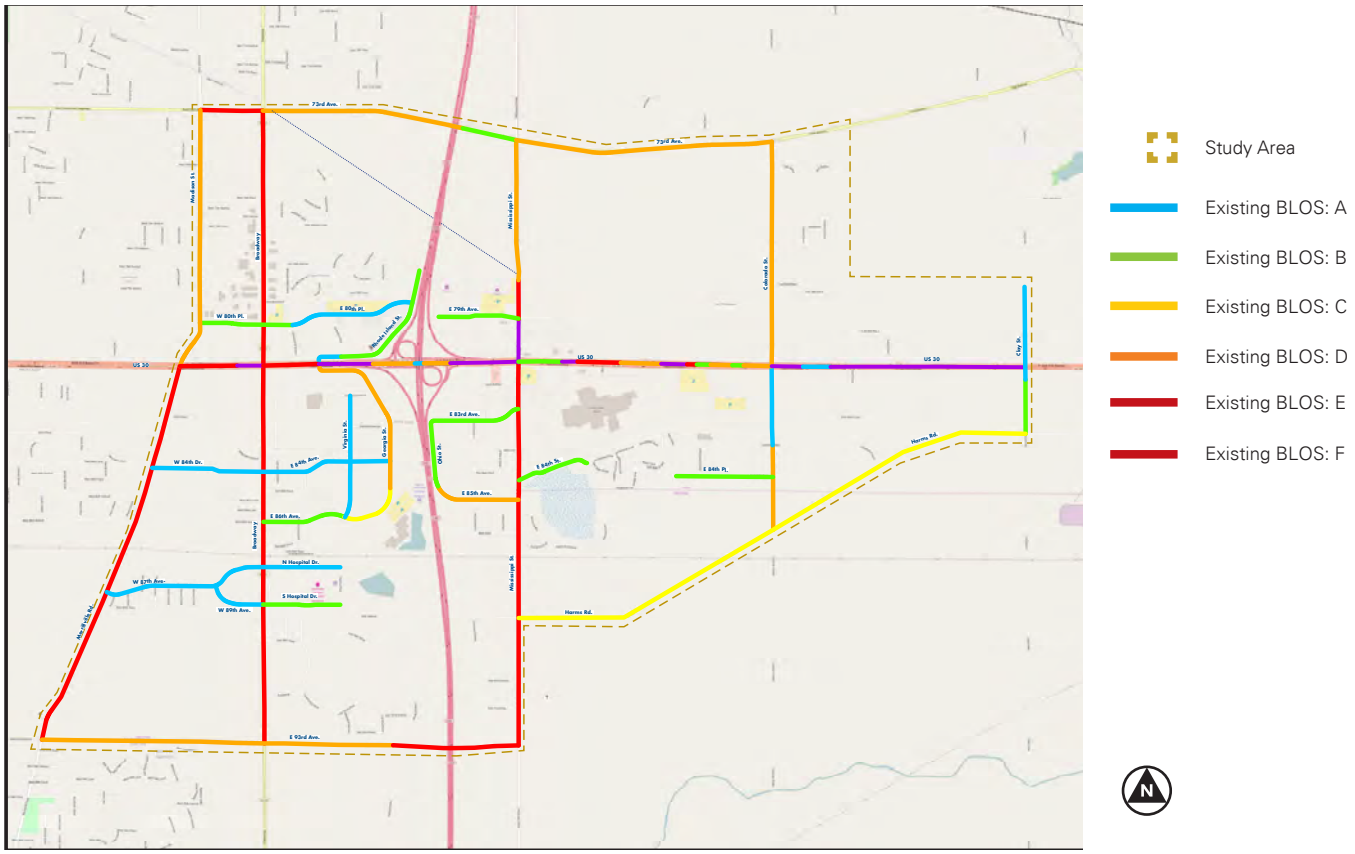
A map was created that summarizes the existing BLOS conditions by color coding those sections that are more suitable for casual riders and those that are currently more appropriate for expert riders.

The following map illustrates the existing BLOS for the routes studied. A grade of "A" through "B" indicates that the route is suitable for a casual rider. A grade that equals high "C" indicates that the route is borderline suitable for casual riders. A grade of "C" through "F" means that only expert riders would feel comfortable riding the route in its present conditions and that an improvement is needed.

Many of the streets in the study area have high traffic volumes and speed limits that are 40 M.P.H. or over. There are currently not many on-road opportunities within the study area for bike users to access destinations.

Interstate 65 and State Road 30 provide distinct barriers to connectivity. Interstate 65 cuts the area almost in half and separates the east side from the west side. State Road 30 further divides the area and cuts off the north half from the south side.

Existing Bicycle Level of Service Data



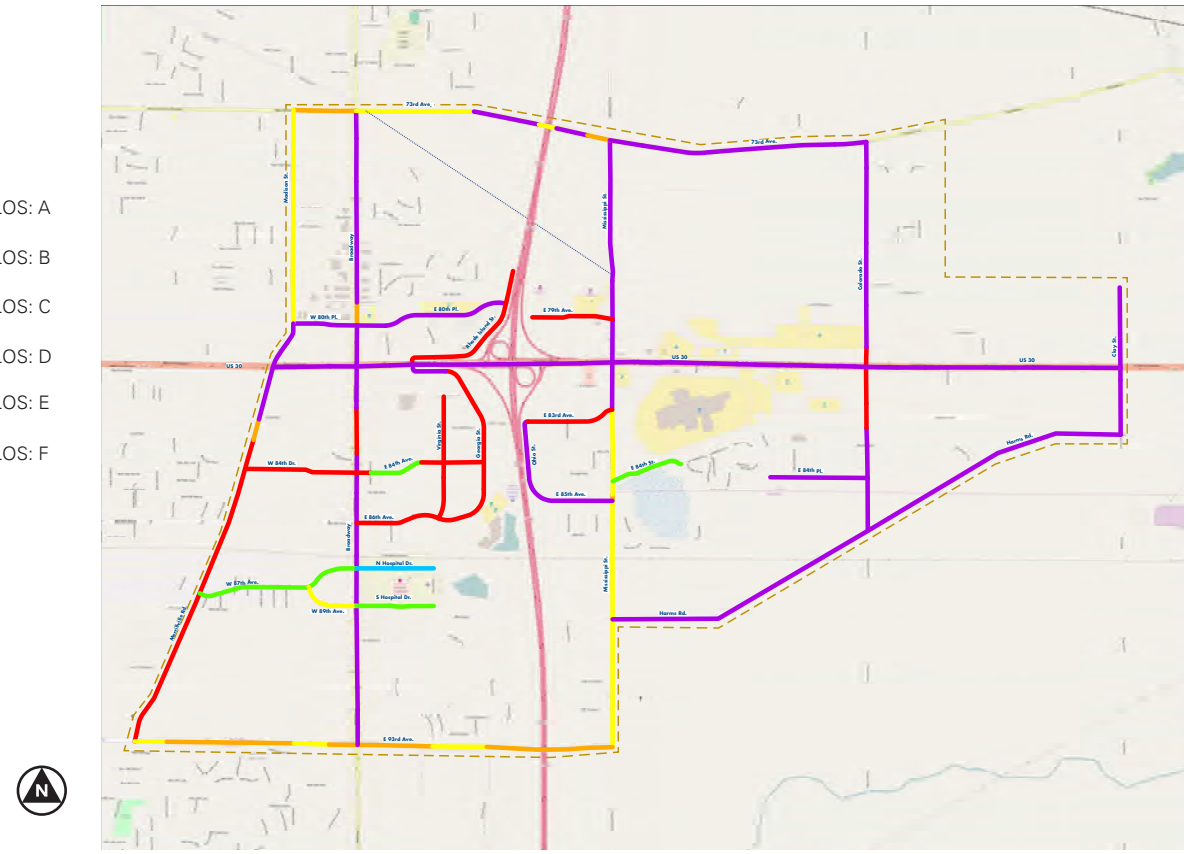
The team analyzed the same corridors for pedestrian level of service that were analyzed for bikeability conditions to see if the corridor would support both biking and walking. Corridors that currently had sidewalks on both side of the streets were deemed as highly walkable, corridors or sections of corridors with a sidewalk located only on one side were deemed borderline walkable, and sections that had sidewalks on neither side of the road were considered not walkable.

A map was then created that summarizes the existing Pedestrian Level of Service (PLOS) conditions by color coding those sections that are more suitable for walking and those that need improvement. Based upon the PLOS map it was determined that most of the residential areas fall into the A and B level and are considered on the high side of walkability. Sections that fell into the C level are considered borderline walkable, and D-F levels are considered less walkable or not walkable.

A map showing data locations and associated existing conditions sections can be found in the technical appendix.

Existing conditions lack safe routes for bike and pedestrian

Existing Pedestrian Level of Service Data



Currently there are not many sidewalks or pedestrian facilities within the study area to connect to destinations especially along major streets and corridors. Most of the existing pedestrian facilities are only located in residential areas. The exception to this is Mississippi Street which recently had sidewalk added to portions of the east side of the street and south of 30.

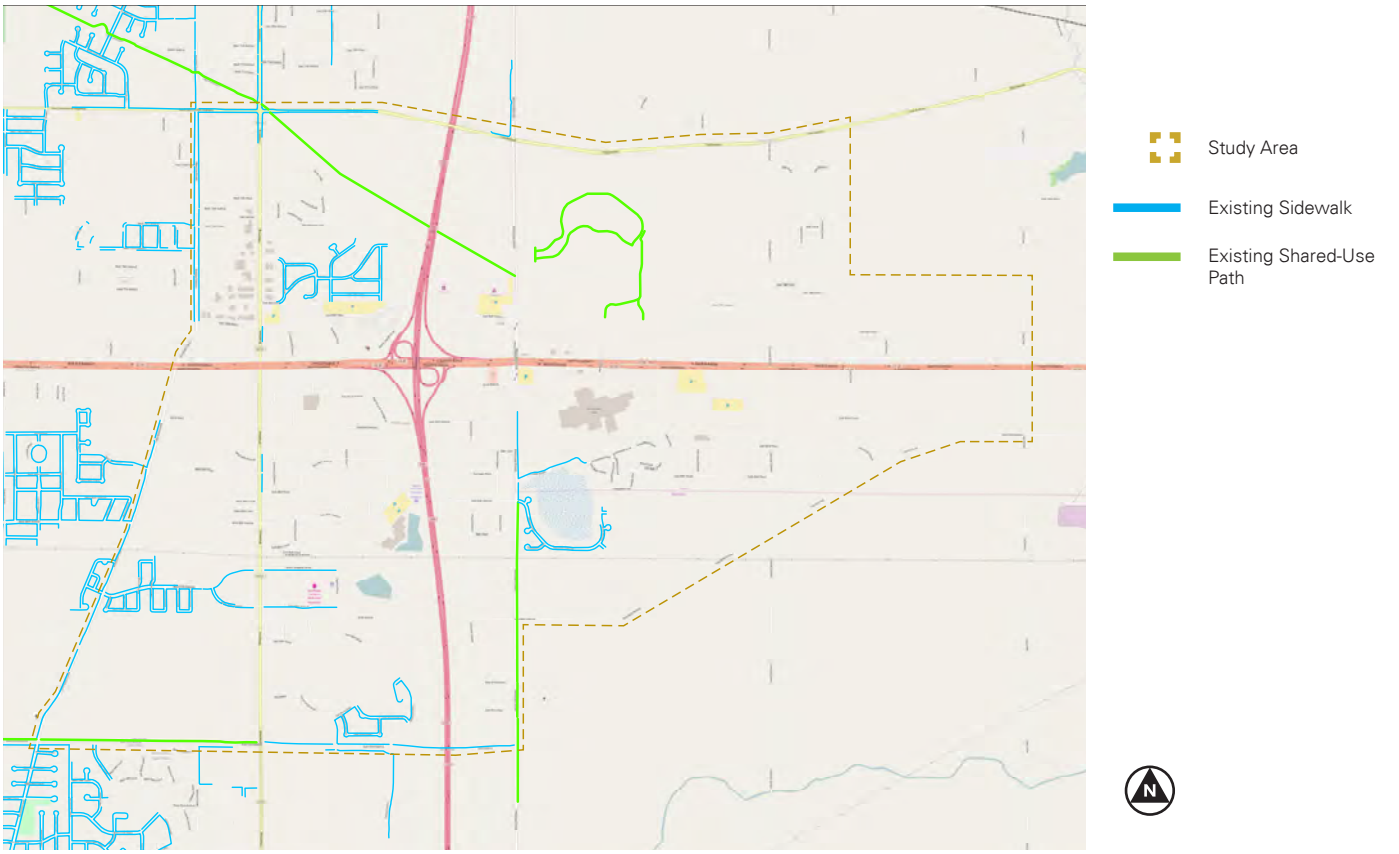
As mentioned previously in the Bikeability Conditions Section, Interstate 65 and State Road 30 provide distinct barriers to connectivity. Interstate 65 cuts the area almost in half and separates the east side from the west side. State Road 30 further divides the area and cuts off the north half from the south side.

Grade separated crossings are needed to cross interstate 65 and State Road 30 safely.

There is an opportunity to close the gap between the existing sidewalks along Mississippi Street and the C&O trail. This would make some great connections between residential and commercial in the area.

Typical Existing Conditions - Broadway & 80th

Existing Sidewalks and Paths



Crash Data

Crash data from all of Lake County was provided from ARIES for a four-year period beginning in July of 2012 and ending in June of 2016. This data was then sorted down to eighteen specific study intersections primarily based on road names, mile markers, GPS coordinates, and officer narratives. It was then further broken down into specific crash data. This included data on the total number of crashes, severity of crash, manner of collision, primary factor for collision, roadway conditions, weather conditions, whether the crash was a result of an emergency vehicle being present, or if a pedestrian or bicycle was involved in the crash. This specific data gives a detailed picture of what types of crashes happened at the study intersections, and gives insight into why crashes happen.

The intersection with the highest number of crashes was U.S. 30 and Broadway Avenue with 378 crashes. Of the 378 crashes, the manner of collision of 232 of them (61.4%) was rear end crashes and the severity of 310 of these crashes (82.0%) were property damage only (PDO) crashes. This indicates that there are a high number of "fender-bender" type crashes at times of high congestion.

This trend of the most crashes at an intersection being rear-end and PDO severity occurs at the top six intersections for total crashes.

This trend, combined with the fact that these are adjoining major intersections, could be improved by upgrades such as reworked signal timings and interconnected signals along this corridor (if they are not already.)

Another notable intersection is Mississippi Street and 83rd Avenue/ Ohio Street. This intersection had 65 crashes and a high percentage of same direction sideswipes (47.7%). These were mostly associated with turning movements, and the intersection had an unusual lane configuration. However, a reconstruction project underway appears to be adding turn lanes, which would improve upon the crash history.

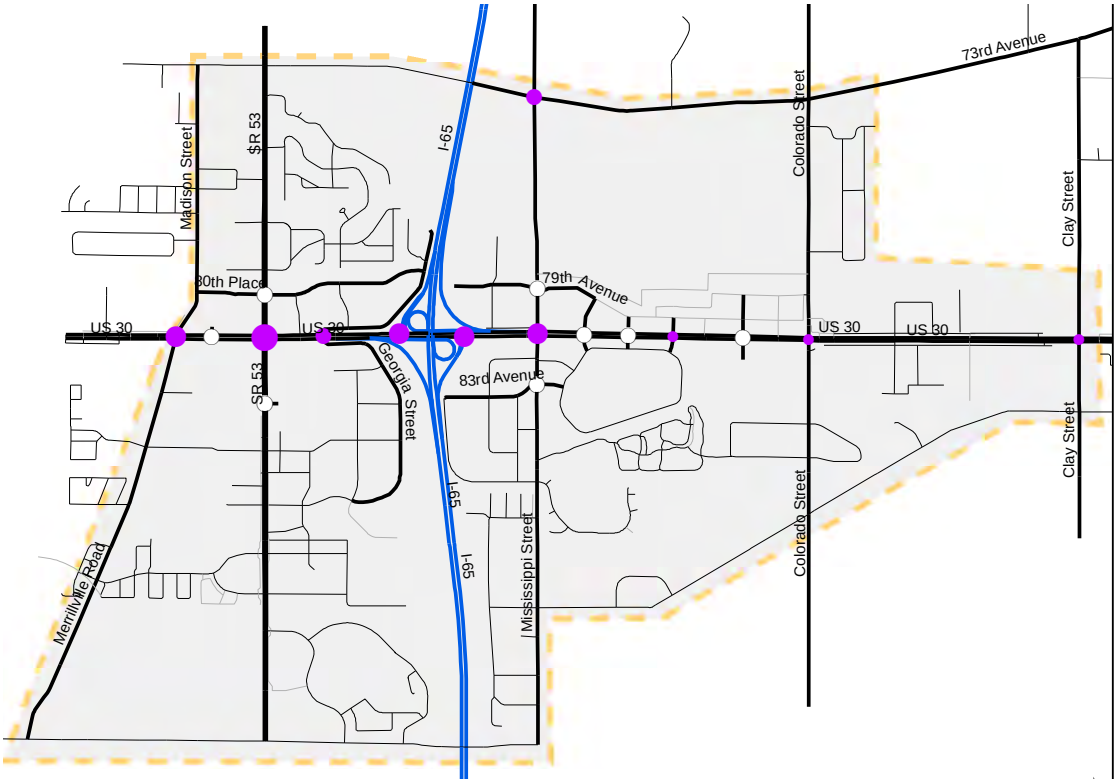
The data was also sorted to review pedestrian- and bicycle-involved crashes. In the four-year period of data there were 2036 total crashes at study intersections, with 14 (0.69%) involving a pedestrian or bicycle. The highest number of pedestrian and bicycle involved crashes at an intersection was 3, which occurred at the each of the following intersections: U.S. 30 and Mississippi Street, U.S. 30 and Mall Entrance B, and U.S. 30 and Colorado Street.

Finally, the data was reviewed to see if a crash occurred when an emergency vehicle was present within the intersection. These types of crashes can be reduced, particularly in high volume intersections, with the addition of an emergency vehicle preemption (EVP) system. Within the four-year period there were 26 crashes (1.3%) that occurred when an emergency vehicle was present. The highest number of these crashes occurred at U.S. 30 and Broadway Avenue (13 crashes), and at U.S. 30 and Merrillville Road (6 crashes). It is worth noting that the Merrillville Police Department as well as Merrillville Fire Station 71 are located north of U.S. 30 on Broadway Avenue. The full report can be found in the Technical Appendix.

Manner of Collision Breakdown by Intersection

Intersection	1: US30 & Merrillville	2: US30 & K-Mart	3: US30 & Broadway	4:Broadway & Century Plaza	5: US30 & I65 SB Off Ramp	6: US30 & I65 NB Off Ramp	7: US30 Mississippi	8: Mississippi & Mall Entrance B	9: US30 & Mall Entrance C	10: US30 & Mall Entrance D	11: US30 & Mall Entrance 5	12: US30 & Colorado	13: US30 & Clay	14: Mississippi & 73rd	15: Mississippi & 79th	16: Mississippi & 83rd	17: US30 & Georgia/Rhode Island	18: S.R. 53 and 80th PL	Total
Backing Crash	4	0	1	0	0	1	2	1	0	0	1	0	2	0	2	1	9	4	28
Collision With Deer	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Collision With Object In Road	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Head On	4	0	2	1	1	0	3	1	2	3	1	0	0	3	0	0	4	0	25
Head On Between Two Motor Vehicles	5	0	0	0	1	0	1	0	0	0	1	4	1	3	0	0	0	1	17
Left Turn	14	3	16	0	1	3	9	4	1	3	1	1	2	5	3	5	6	4	81
Left/Right Turn	2	0	2	0	0	0	4	0	0	2	1	2	0	0	3	5	2	0	23
Non-Collision	0	1	2	0	3	2	0	0	0	0	0	0	0	0	1	0	0	1	10
Opposite Direction Sideswipe	5	0	3	0	0	0	1	0	0	0	0	0	0	1	0	1	2	0	13
Other - Explain In Narrative	1	1	1	0	2	1	2	0	0	0	0	1	2	0	0	0	1	1	13
Ran Off Road	2	2	2	0	3	4	2	1	0	0	2	1	1	2	1	0	3	1	27
Rear End	147	41	232	12	232	207	157	29	18	15	11	35	18	9	13	18	74	14	1282
Rear To Rear	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	1	0	5
Right Angle	29	5	28	0	6	4	17	3	1	1	4	9	1	6	6	3	16	6	145
Right Turn	4	0	6	1	2	0	2	1	1	0	0	1	0	1	2	1	2	0	24
Same Direction Sideswipe	36	7	81	1	41	18	36	4	1	1	0	8	4	5	4	31	52	6	336
Unknown	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3

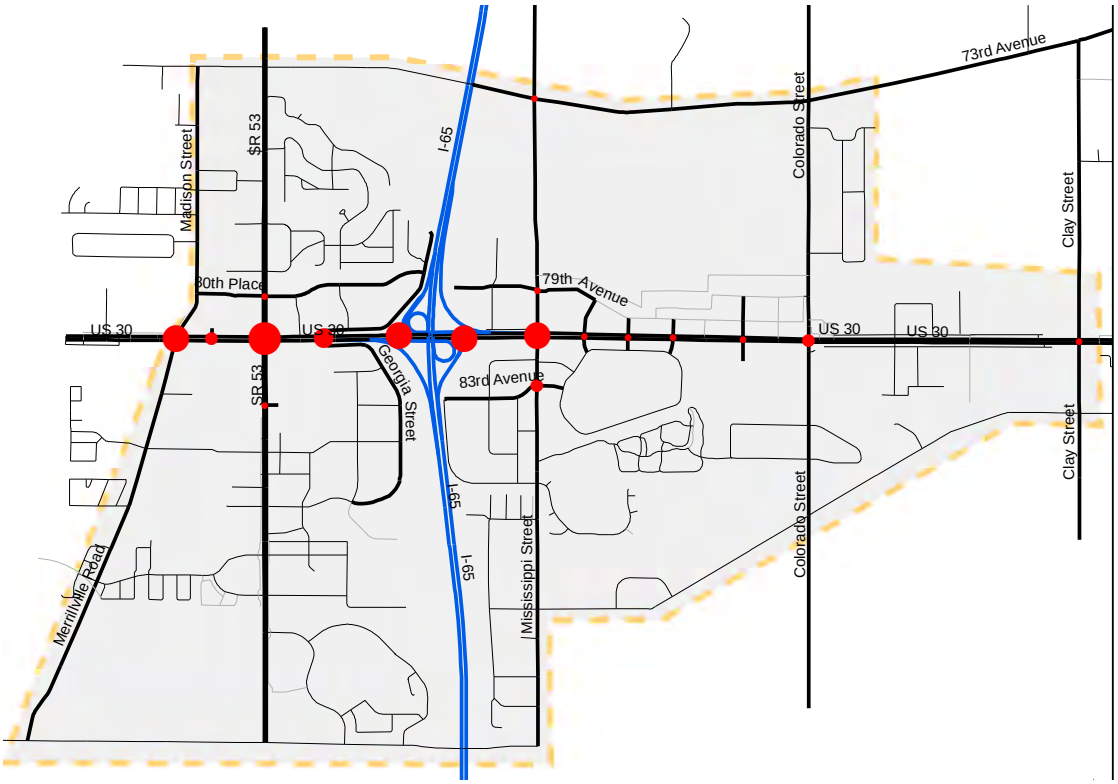
Crash Rates (per M.E.V.) - December 2012 - June 2016



Legend

- 0.00-1.00; 0.41
- 1.01-2.00
- 2.01-3.00
- 3.01+
- Unknown
- Study Road
- Interstate
- Local Roads
- Private Road
- Study Area

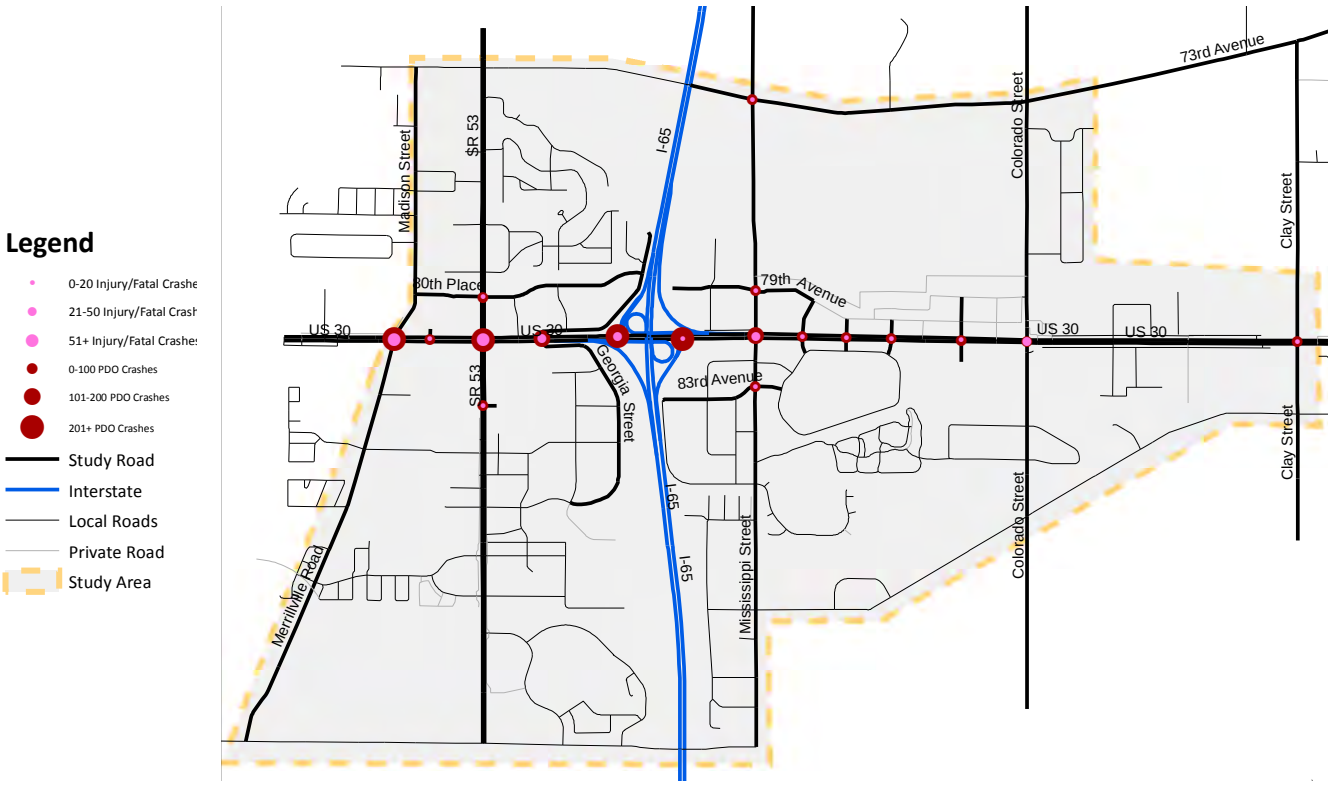
Crashes per Intersection - December 2012 - June 2016



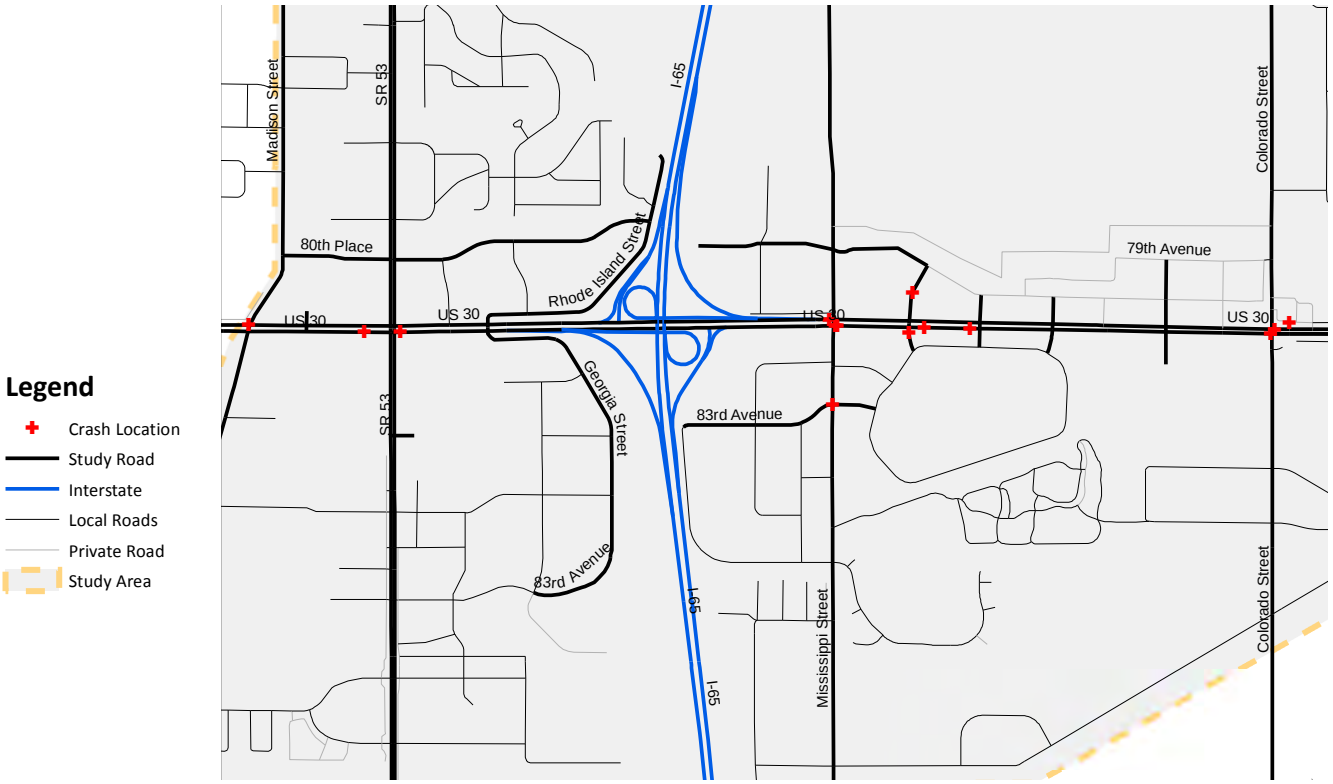
Legend

- 0-50 Crashes
- 51-100 Crashes
- 101-200 Crashes
- 201-300 Crashes
- 300+ Crashes
- Study Road
- Interstate
- Local Roads
- Private Road
- Study Area

Severity of Crash - December 2012 - June 2016



Pedestrian and Bicycle Crashes - December 2012 - June 2016



03 Policy Recommendations

Policy 1
Street Network & Transit

Key Recommendations:

– Alleviate roadway congestion by providing bypass routes for autos and bikes north and south of US30.

– Create safe crossings for pedestrian and bike traffic

– Create separate bike and pedestrian routes on roads with greater than 25,000 ADT.

Grade-Separated Pedestrian / Bicycle Crossings

There are several factors to consider when implementing a grade-separated crossing. These factors include:

– The roadway posted speed limit
– The roadway cross-sectional width (i.e. number of vehicle lanes)
– Vehicle average daily traffic (ADT) volumes
– Hourly pedestrian / bicycle crossing volumes

The higher (or larger) each of these factors are, the greater the benefit that the grade-separated crossings can provide with respect to traffic safety and capacity. The following resources were consulted to estimate rule-of-thumb threshold values for each of the contributing factors:

– Indiana Design Manual, Figure 51-7O
– Indiana Manual on Uniform Traffic Control Devices (Indiana MUTCD)
– Warrants for Pedestrian Over and Underpasses, FHWA 1984

A review of each of these resources indicates that a grade-separated crossing would provide significant benefit to traffic safety and capacity if the following thresholds are met:

– Posted speed limit of 40 MPH or more
– Roadway cross-section of four (4) or more vehicle lanes
– Vehicle ADT of 25,000 or more
– Hourly pedestrian / bicycle crossings of at least 100 for at least four (4) hours

It is anticipated that each of these thresholds would be met for each of the grade-separated crossings proposed along I-65 and US 30.

Street Network

The street network within the study area consists of several key roadways used for vehicle travel including U.S. 30, Broadway (S.R. 53), Mississippi Street, and Colorado Street. The following table provides a brief summary of these key roadways including roadway classification, general cross-section, and approximate existing vehicle average daily traffic (ADT).

Key Study Area Roadways

Roadway	Study Extents	Classification	Cross-Section	Vehicle ADT
US 30	Merrillville Rd to Clay St	Principle Arterial	6-lane divided to 8-lane divided	40,000 to 60,000
Broadway	93rd Ave to 73rd Ave	Minor Arterial to Principle Arterial	4-lane divided	18,000 to 25,000
Mississippi St	93rd Ave to 73rd Ave	Minor Arterial	4-lane undivided to 4-lane divided	16,000
Colorado St	73rd Ave to 84th St	Major Collector	2-lane undivided	5,000

Planned U.S. 30 Roadway Projects

Location	Improvements
Mississippi St from U.S. 30 through 93rd Ave	Widened Mississippi to a 4-lane divided roadway. Increased storage lengths for turn lanes along northbound approach of the U.S. 30 and Mississippi intersection.
U.S. 30 and Rhode Island intersection	Will add a right-turn lane along the southbound intersection approach and will increase the storage for southbound approach turn lanes. Will improve the turning radius for the northbound intersection approach and will increase the storage for northbound approach turn lanes.
U.S. 30 and Mississippi St	Adds a 2nd through lane along the southbound intersection approach and increases the storage for southbound approach turn lanes. Adds a 2nd left-turn lane along the westbound intersection approach.

Proposed Roadway Extensions

Roadway	Extension
Iowa St / 78th Place	Extend Iowa St north and connect to the Silverstone roadway. Extend 78th Place west and connect to the Iowa / Silverstone connection.
80th Place	Extend 80th Place (west of I-65) to 79th Ave (east of I-65).
83rd Ave	Extend 83rd Ave (west of I-65) to 83rd Ave (east of I-65)
89th Ave	Extend 89th Ave (west of I-65) to 89th Ave
93rd Ave	Extend 93rd Ave from Mississippi St to Colorado St

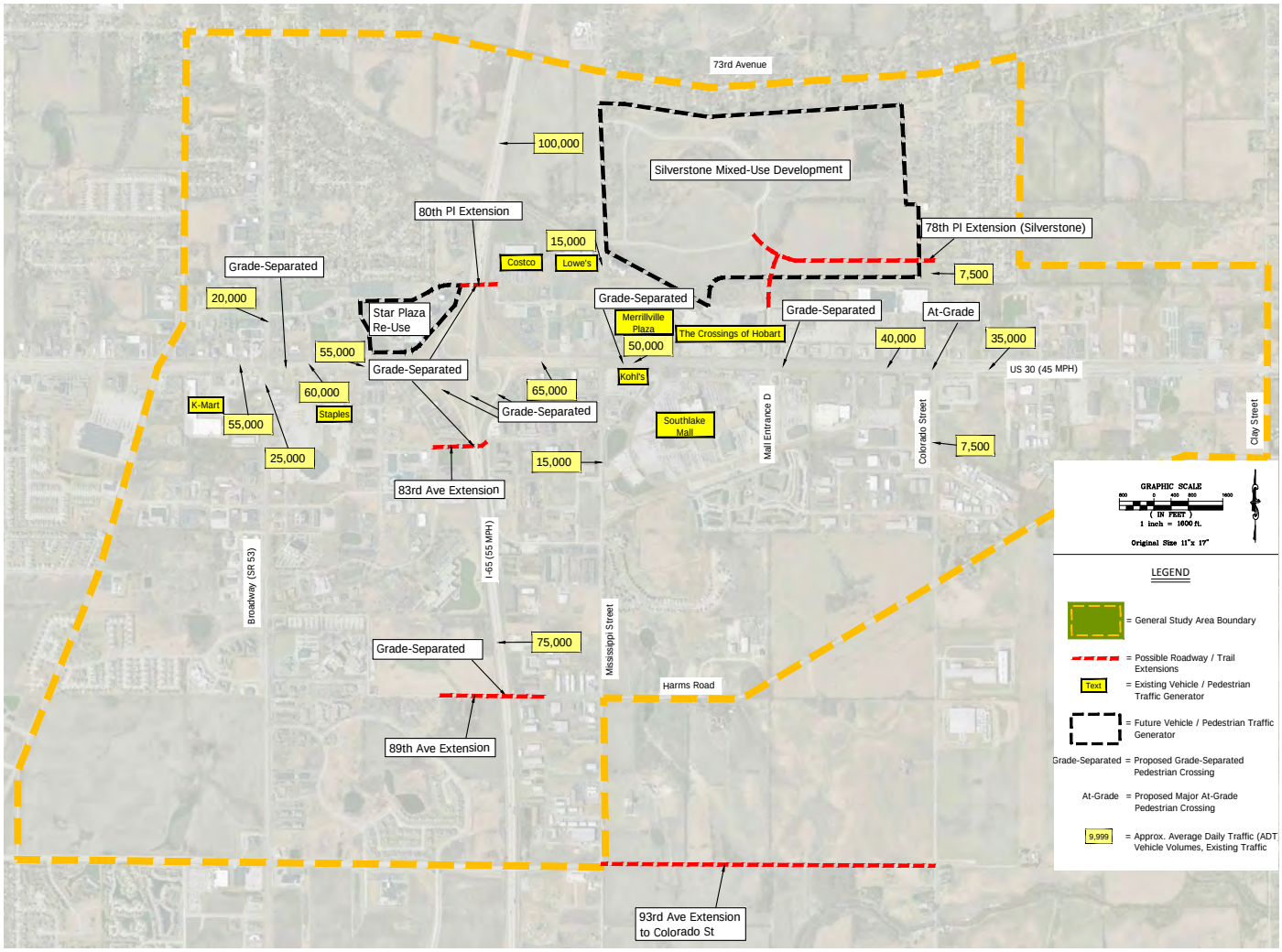
Past and current studies, as well as peak hour traffic observations, have shown that several intersections along U.S. 30 have experienced poor intersection vehicle capacity level-of-service, resulting in significant vehicle delay. Several roadway projects are currently planned to improve vehicle capacity along U.S. 30. The table on the previous page provides a brief summary of these planned and ongoing roadway projects including general location, project owner, general project improvements, and other project identifying information.

Discussions were made at stakeholder meetings concerning any possible roadway extensions to alleviate some of the vehicle traffic congestion at the U.S. 30 intersections. Several of these roadway extensions would provide a roadway connection across I-65. Each of these roadway extensions would also extend and connect the pedestrian and bicycle trail network. The table on the previous page provides a brief summary of these possible roadway extensions including a general description of the extension and resulting benefits for alleviating traffic congestion.

Possible 73rd Avenue Interchange

An assessment is currently underway for a potential I-65 interchange located at 73rd Avenue. The purpose of the potential interchange would be to alleviate traffic congestion at local intersections that are adjacent to the I-65 interchanges at U.S. 30 and at 61st Avenue. The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) have several policies in place to ensure that requests for future interchanges are consistent with the regional needs of the interstate system. The assessment for the potential 73rd Avenue interchange is being performed in phases in order to coincide with other planning efforts for the area. The current phase of the interchange assessment is to develop, analyze, and document feasible alternatives for improving the congested adjacent local intersections without the need for the additional interchange. If a feasible alternative to improving the local intersections cannot be found without the additional interchange, then the proceeding phase of the assessment would be to analyze alternatives with the potential 73rd Avenue interchange.

Proposed Roadway Improvements



Policy 2
Alternative Mobility

Key Recommendations:

- **Provide a shopping shuttle that allows visitors to the area to park once and utilize area public transit.**
- **Connect retail and commercial destinations by enhancing the pedestrian sidewalk network**
- **Centralize parking locations in partnership with local retail / commercial businesses**

Existing Bus Routes

There are two bus routes that currently operate in the study area. Both bus routes are operated by Gary Public Transportation Corporation (GPTC). Bus US 30 Route 20 operates weekdays from 7.13am to 10.31pm and on weekends from 8.41am to 10.28pm. There are four stops along the route including: Meijer, Century Plaza, Westfield Southlake Mall and Walmart. The second bus route is the Broadway Express Route 17. It operates weekdays and weekends from 5.09am to 10.50pm from the Lake County Government Center to Downtown Gary.

Enhanced Transportation Options

Participants in workshops and focus groups identified a desire for the adoption of a 'park once' strategy that allowed visitors to the area to leave their car in on location for the duration of their visit. Many of the participants were seniors who did not feel comfortable walking or driving between businesses. Behavioral modifications for this group included reduced time in the area, fewer shopping destinations and fewer trips to the area. In discussions with area stakeholders, the idea of a trolley was discussed.

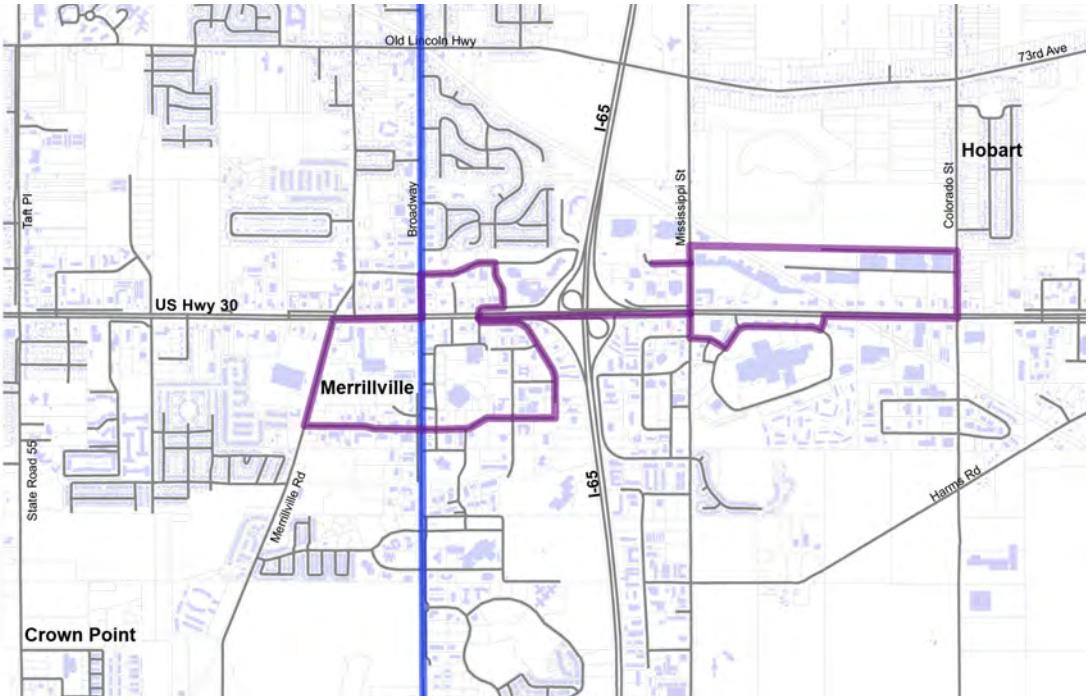
Trolley / Hop-On Hop-Off

A trolley would allow visitors to the area an option to park their cars and ride to specific destinations along a predetermined trolley route. The trolley would be operated by a private company and paid for by area businesses that elected to participate in the program. A trolley would remove the barriers for segments of the population that do not feel comfortable navigating US30 and would encourage participants to stay longer in the area. Longer stays could impact the overall economic environment by encouraging visitors to shop at a wider variety of stores in the area.

Bike Share

A long-term goal for the study area could be the implementation of a bike share system. This initiative could be considered when safety improvements are made and the perception of bikeability and walkability positively changes. A bike share system would increase mobility and decrease dependence on cars by providing an alternative for short trips. Bike share users would have access to new trails and bridges to safely ride to their destination. The bikes could also be used by those connecting to the C&O trail or other regional trail systems.

Existing Bus Routes



Enhanced Bus Station or Park & Ride Station

Trolley

Bike Share

Policy 3
Bikes & Pedestrian Mobility

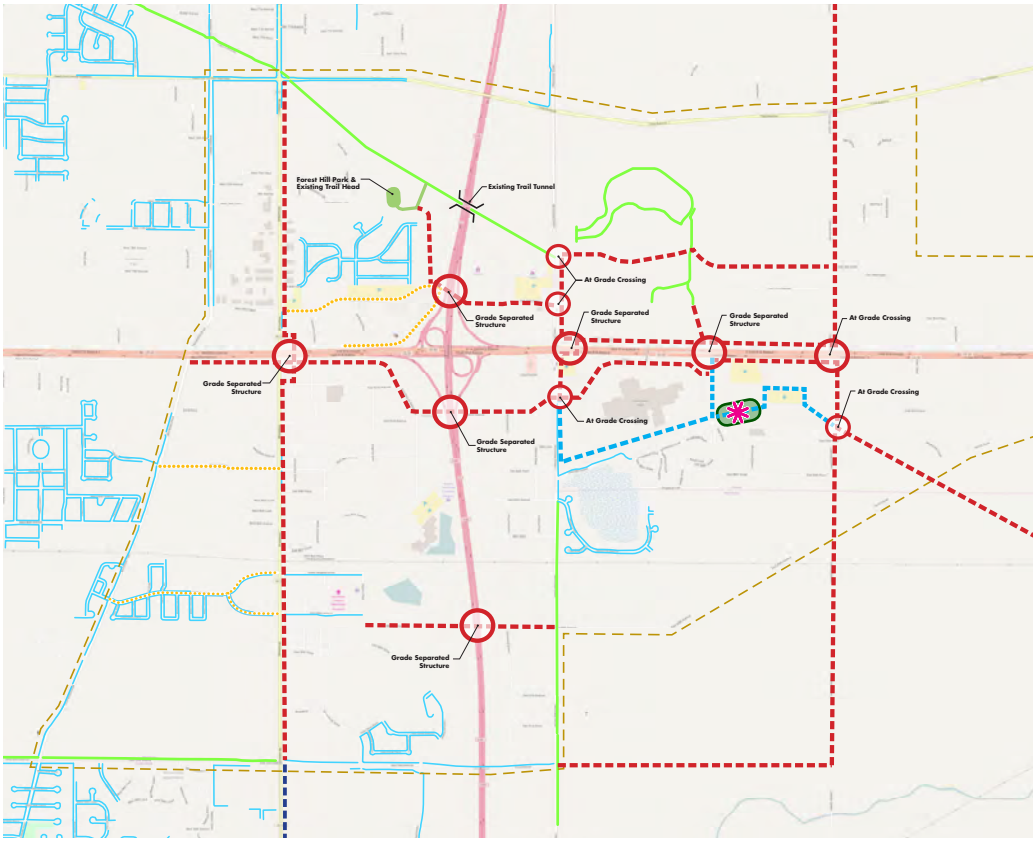
Key Recommendations:

- **Introduce grade separated structures at strategic locations near the US 30 and Interstate 65 interchange**
- **Increase connectivity between residential areas and key commercial destinations**
- **Introduce side paths along proposed US 30 bypass roadways**

The main objective for the bike and pedestrian plan is to create safe routes from home or work to destinations in and around the US30 corridor while connecting to a larger regional network. Bike lanes are not recommended for streets with high traffic volumes and speeds. Bicycle facilities that separate users from the traffic are recommended. However, low volume low speed access streets to several commercial areas and residential areas may be able to accommodate roadway markings and signage for bikes. Trails are proposed along the south side of US30 along the entirety of the corridor and will include a tunnel under I-65. There is an opportunity to work with mall management to develop a trail on the south side of US 30 at the rear of liner stores and the mall parking lot. A trail is proposed along the north side of US30 between Mississippi and Colorado. To further enhance east-west connectivity, a trail will be added along Merrillville Cross behind the big box stores from Mississippi to Colorado. A new trail connection from the Forest Hill Park trail head connects to shared roadways around the Star Plaza Theater and over to Broadway. A trail (dashed blue line on map below) uses a utility easement to connect from Mississippi to Colorado, south of the mall and would have a new green space trail head. A proposed extension of the regional C&O trail would continue to the southwest. North-South trails are proposed along Colorado, Mississippi and Broadway.

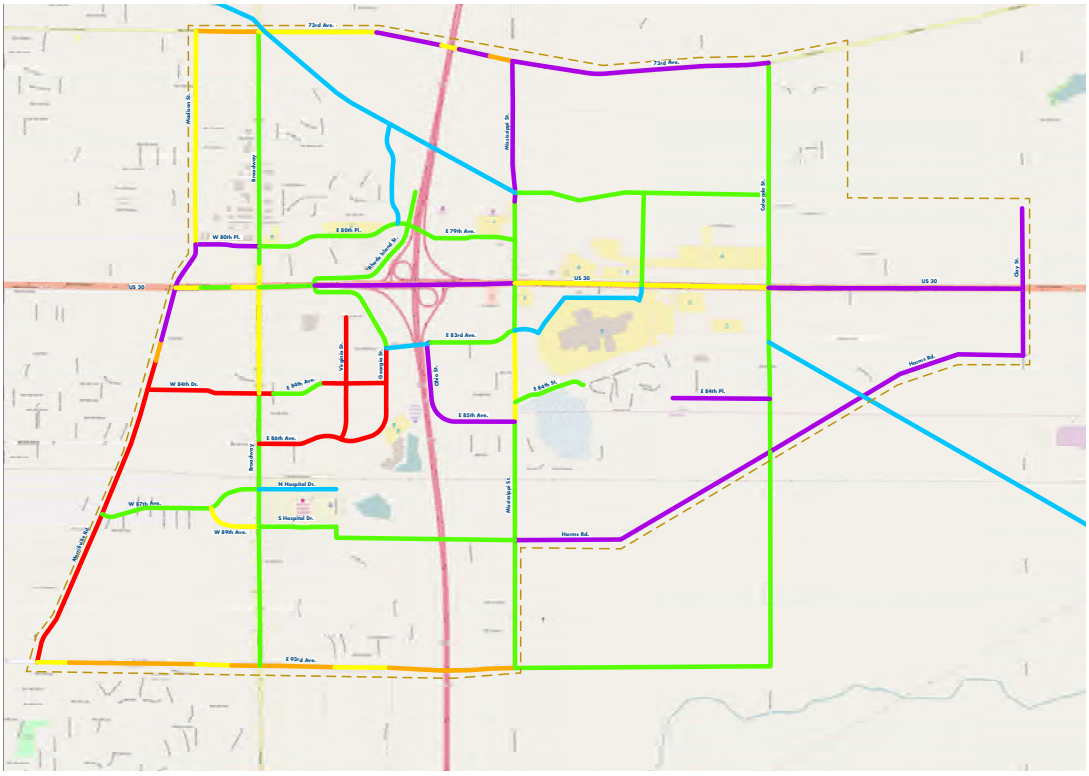
Pedestrian and bicycle level of service was analyzed with consideration for incorporation of the proposed improvements. The conditions of the corridor would support both biking and walking. The maps to the right summarize the proposed Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS) conditions. A score of A and B level are considered on the high side of walkability and bikeability. Sections that fell into the C level are considered borderline walkable and bikeable. Levels D-F are considered less walkable or not walkable.

Proposed Routes Plan



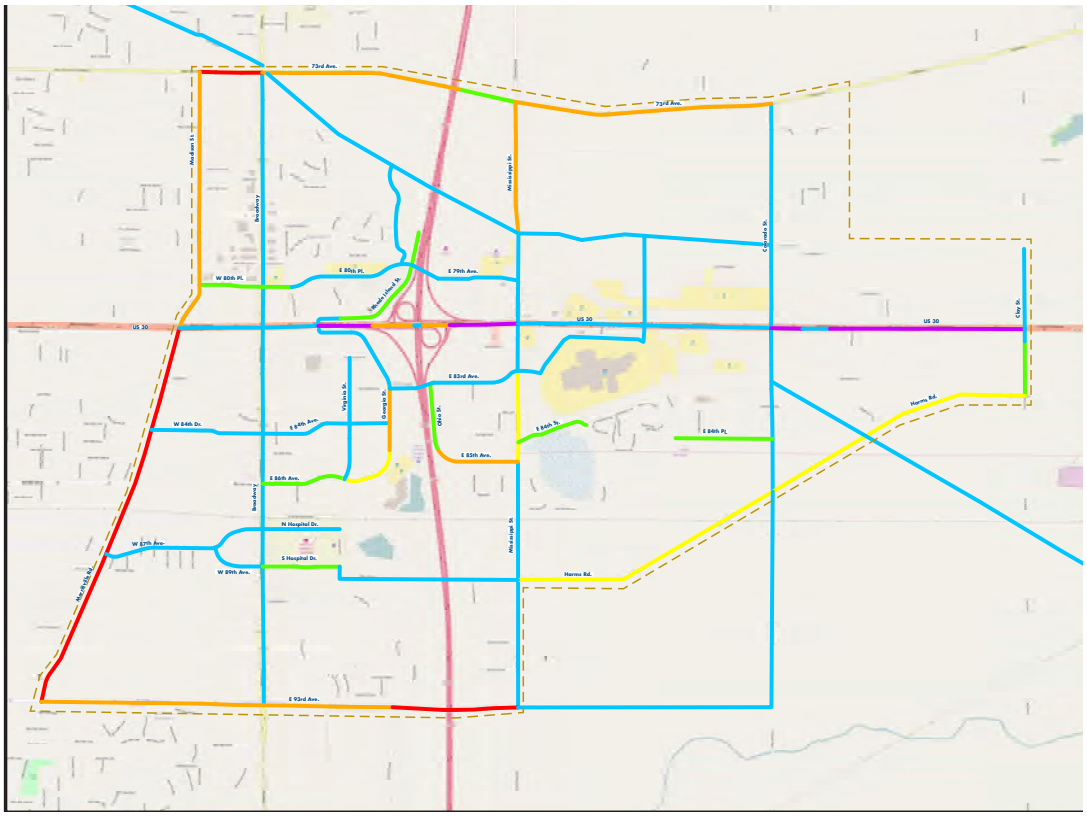
Proposed Pedestrian Level of Service Plan

Study Area
Proposed PLOS: A
Proposed PLOS: B
Proposed PLOS: C
Proposed PLOS: D
Proposed PLOS: E
Proposed PLOS: F



Proposed Bicycle Level of Service Plan

Study Area
Proposed BLOS: A
Proposed BLOS: B
Proposed BLOS: C
Proposed BLOS: D
Proposed BLOS: E
Proposed BLOS: F



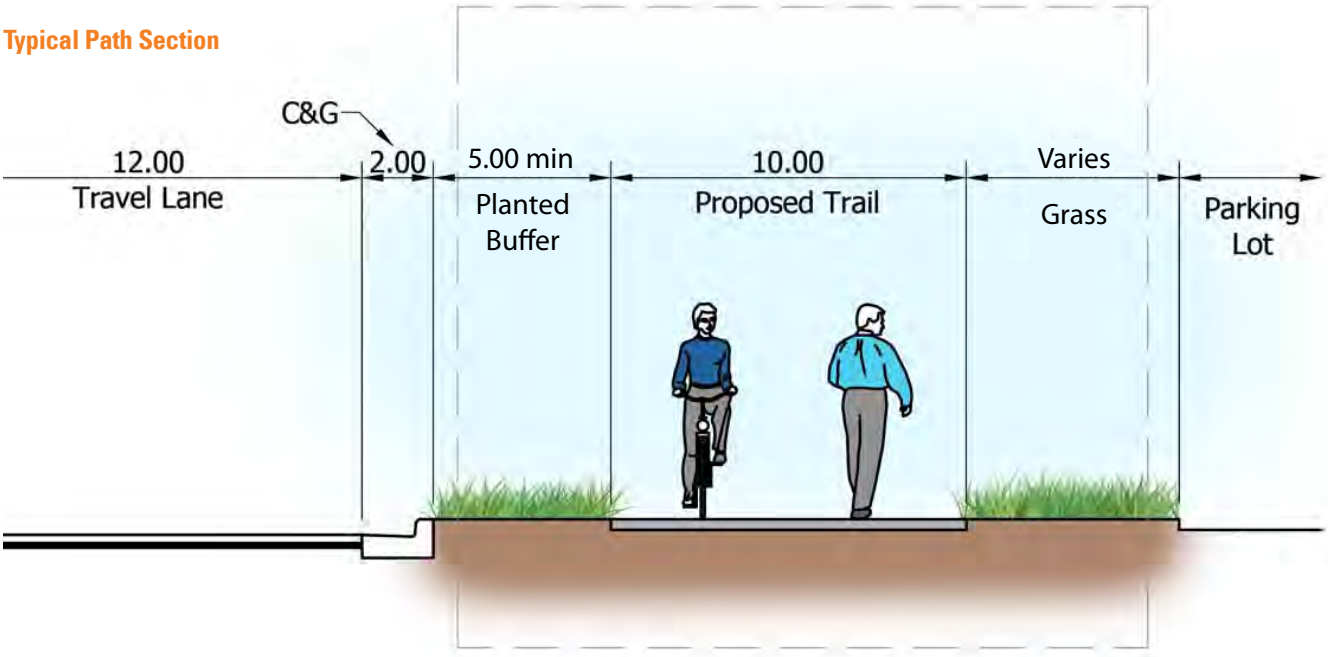
Typical Trail

A number of multi-use paths throughout the study area are proposed to support the study's objectives of increasing multi-modal mobilty and enhancing safety in the US30 corridor. The new trails will be 10' wide and asphalt paved. The path will be shared by cyclists and pedestrians and clearly marked for direction and use. A 5' minimum landscape buffer between the trail and roadway will create a safer experience for both drivers and pedestrians. Greater buffers should be considered where speed limits are higher. The landscape will also be a unifying element along the corridor and will help reinforce its character and identity. Amenities such as benches, trash receptacles and bike parking should be considered at strategic locations. Wayfinding signs and maps should also be used to facilitate ease of use and communicate major destinations and connections. The overall design of all of these elements will be unified throughout the corridor and should coordinate with Hobart and Merrillville standards and guidelines.

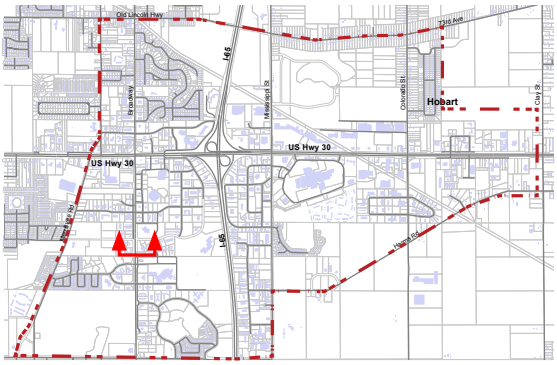
Typical Pavement Markings

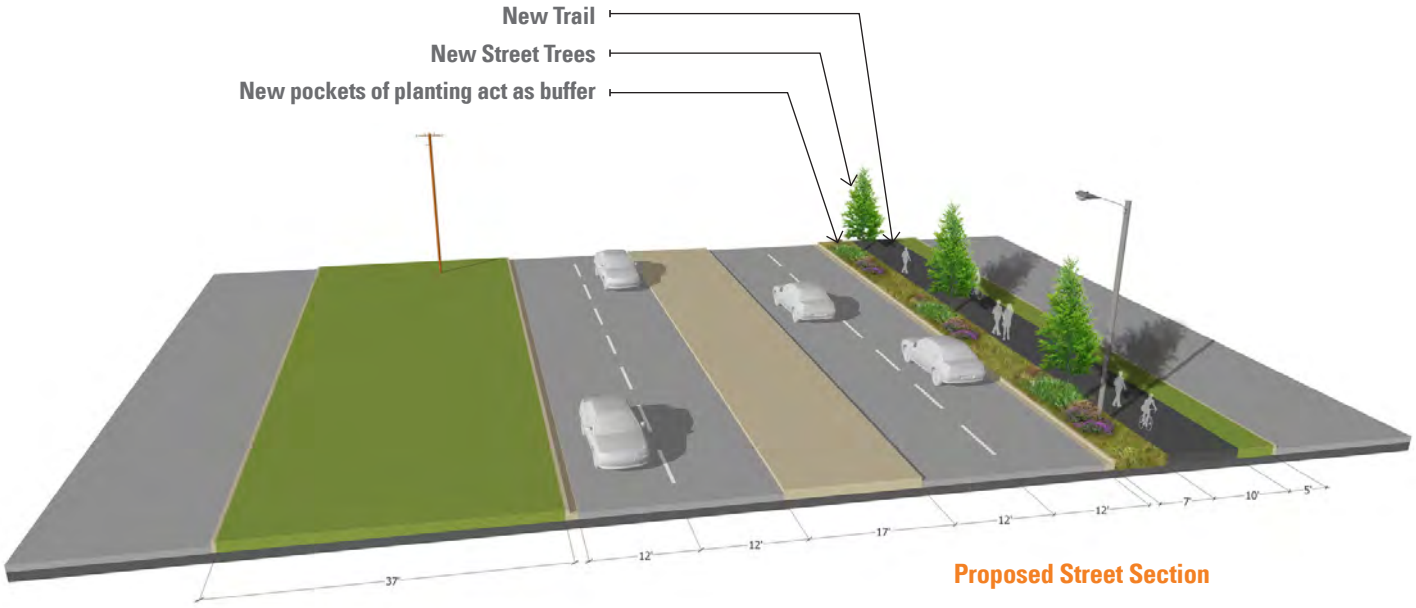
Typical Wayfinding Signage

Typical Path Section



Streetscape Design: Broadway

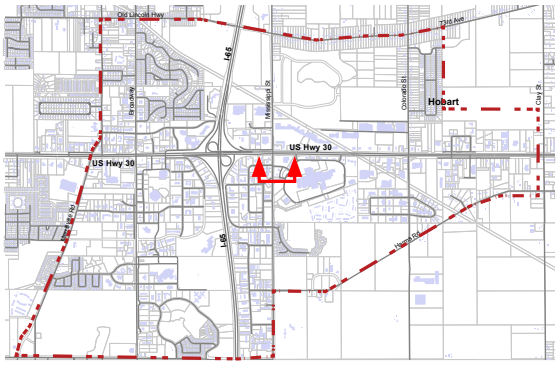


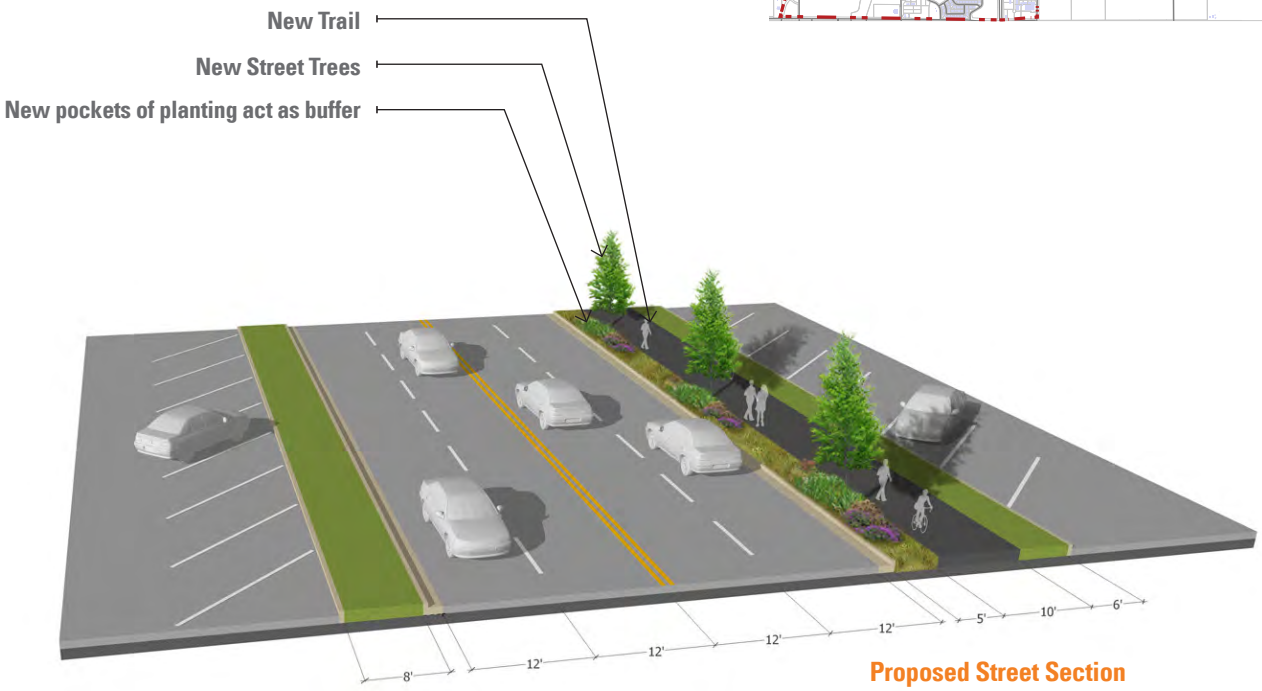


Proposed Street Section

Existing Street View

Streetscape Design: Mississippi Street

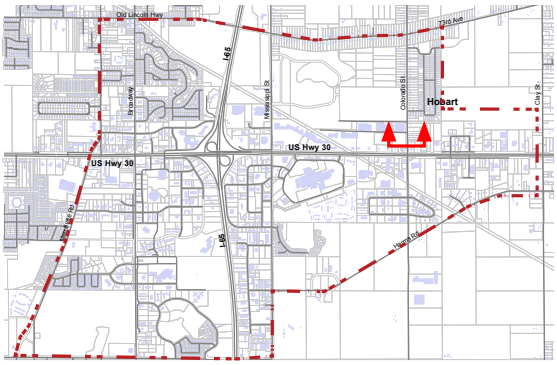




Proposed Street Section

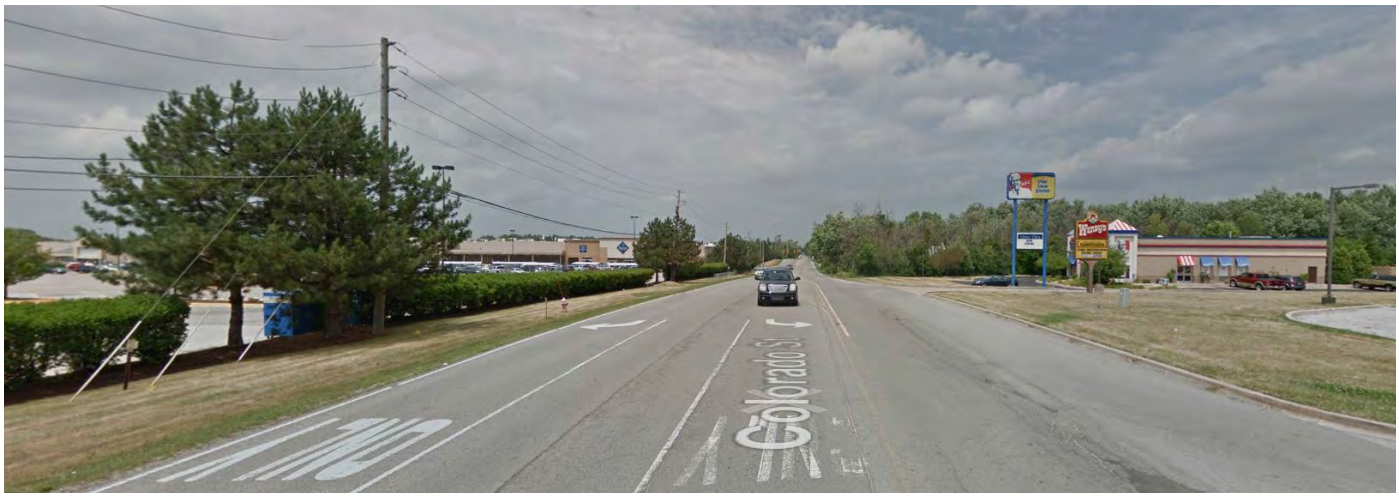
Existing Street View

Streetscape Design: Colorado Street

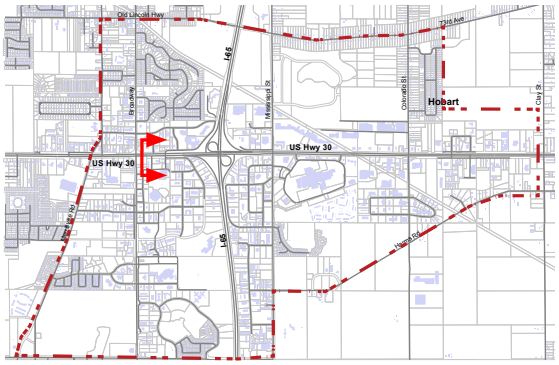


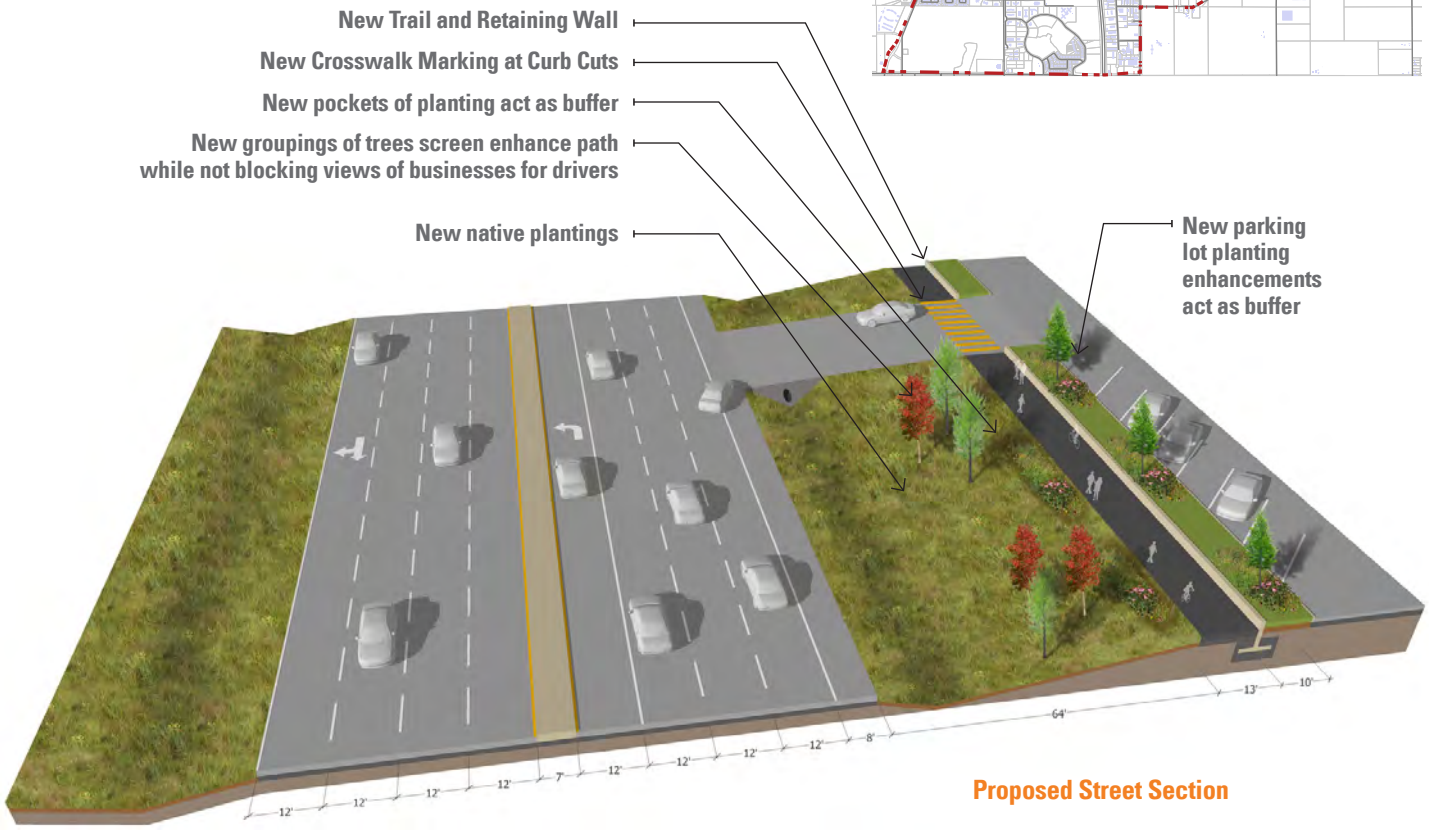
Proposed Street Section

Existing Street View



Streetscape Design:
US 30 Broadway to Rhode Island

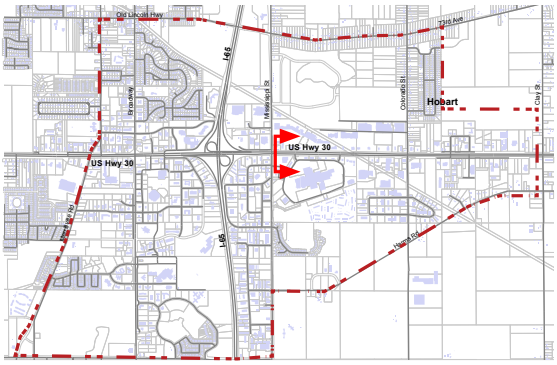


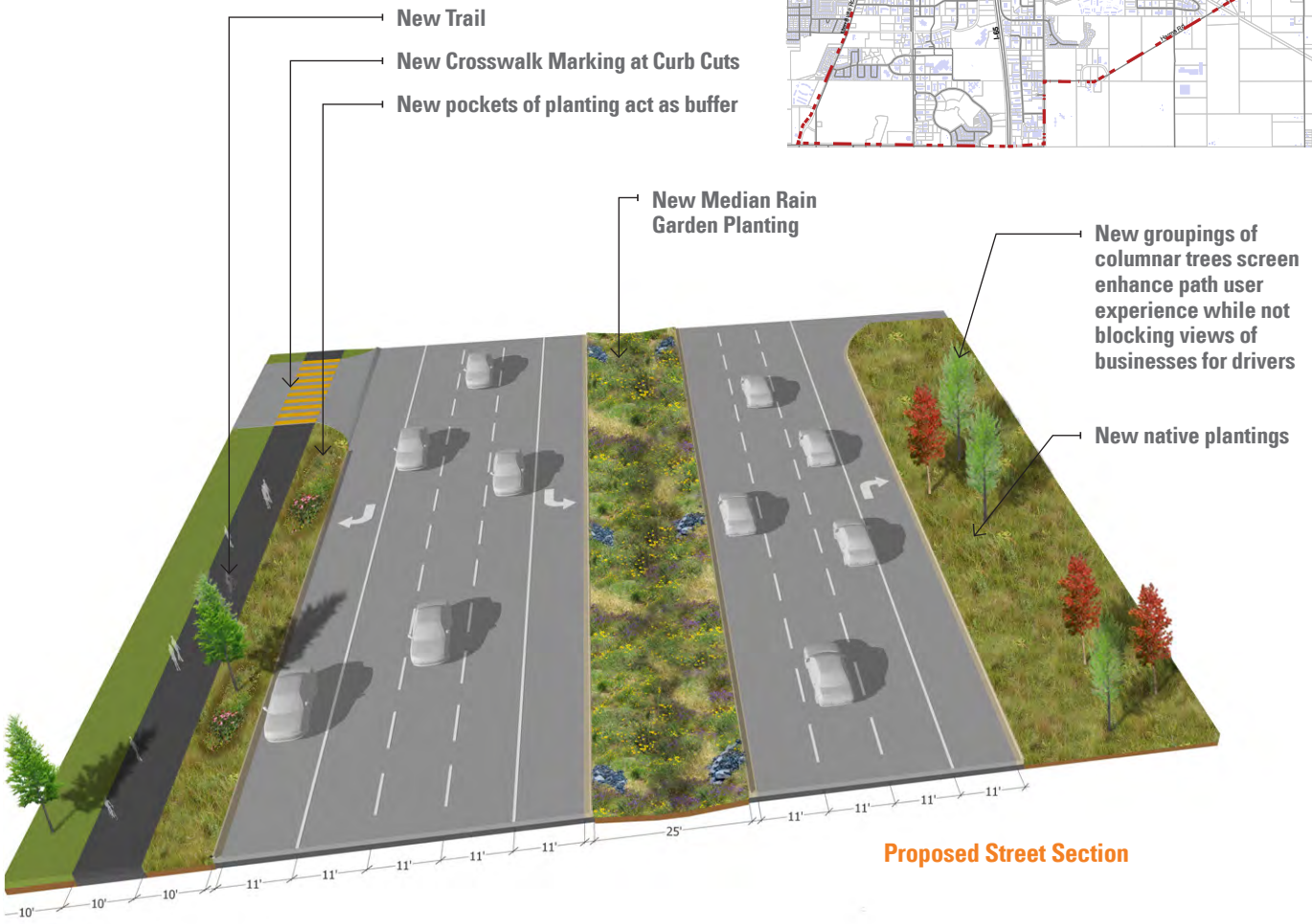


Proposed Street Section

Existing Street View

Streetscape Design:
US 30 Mississippi to Kohls





Proposed Street Section

Existing Street View

Policy 4
Intersections & Crossings

Key Recommendations:

– Create at grade pedestrian crossing at less congested intersections in the study area.

– Create a grade separated pedestrian crossing at strategic locations along US 30 where traffic volume is highest.

– Improve intersections along US30 and include high visibility markings at crosswalk, refuge medians and plantings.

There are multiple factors to consider when planning for pedestrian and bicycle crossings to ensure that they operate safely and efficiently with respect to both pedestrian and vehicle traffic. This results in multiple options that are available when implementing a pedestrian crossing. However, all of these options can be categorized into the following three (3) basic categories for purposes of the US30 Safety Study:

Category 1: Uncontrolled crossing (at grade)
Category 2:Controlled crossing (at grade)
Category 3:Grade separated crossing

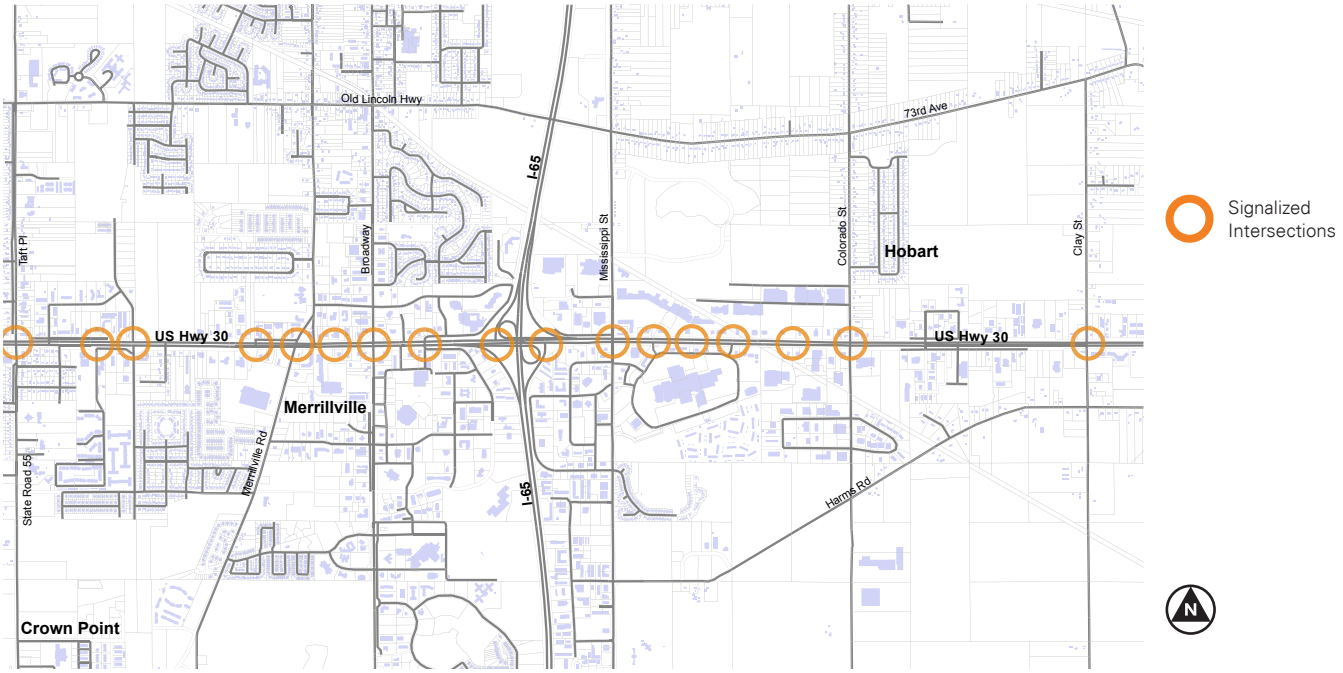
An uncontrolled crossing is a location where pedestrians must yield the right-of-way to vehicle traffic and should only cross when there are adequate gaps in the traffic stream. A controlled crossing is a location where the right-of-way alternates between pedestrians and vehicle traffic. The most common form of a controlled crossing is a traffic signal, either at an existing intersection or at a midblock location. A grade separate crossing is by definition a location where the travel paths of pedestrians and vehicles are completely separated by way of a separation in grade.

The safest crossing option for both pedestrians and vehicles is a grade separated crossing. This crossing also provides the most efficient capacity operations for vehicle traffic and, depending on the situation, can also provide the most efficient capacity operations for pedestrian crossing traffic. Several factors contribute to the decision for when to implement a grade separated crossing including:

– The roadway posted speed limit
– The roadway cross-sectional width (i.e. number of vehicle lanes)
– Vehicle average daily traffic (ADT) volumes
– Hourly pedestrian / bicycle crossing volumes

The higher (or larger) each of these factors are, the greater the benefit that the grade separated crossing can provide with respect to traffic safety and capacity. The following resources were consulted to estimate rule-of-thumb threshold values for each of the contributing factors:

– Indiana Design Manual, Figure 51-70
– Indiana Manual on Uniform Traffic Control Devices



(Indiana MUTCD)
– Warrants for Pedestrian Over and Underpasses, FHWA 1984

A review of each of these resources indicates that a grade separated crossing would provide significant benefit to traffic safety and capacity if the following thresholds are met:

– Posted speed limit of 45 MPH or more
– Roadway cross-section of four (4) or more vehicle lanes
– Vehicle ADT of 25,000 or more
– Hourly pedestrian / bicycle crossings of at least 100 for at least four (4) hours

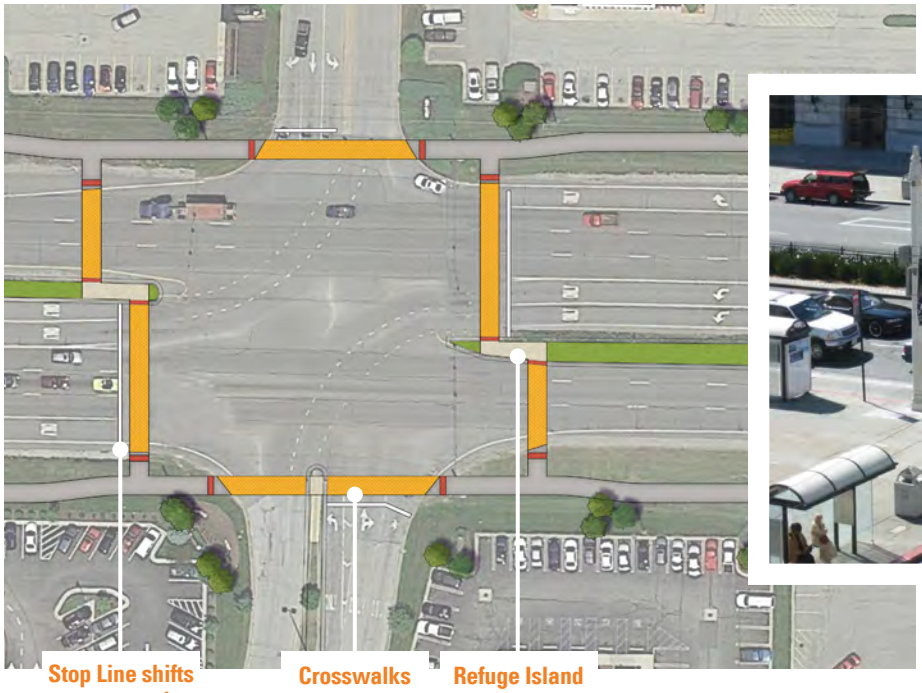
It is anticipated that each of these thresholds would be met for each of the grade separated crossings proposed along I-65 and along U.S. 30. If needed, additional factors may be considered at a later time when more detailed design information is available.

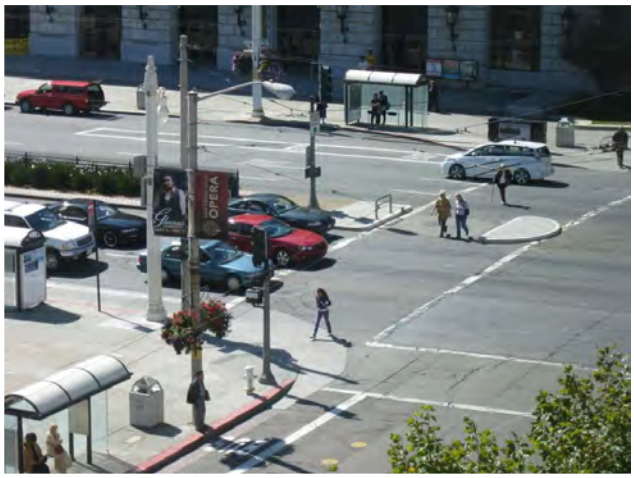
Several at grade, controlled pedestrian crossings by way of traffic signal at an existing intersection are proposed for the study area. A review of these conditions indicates that crossings at the intersections along Broadway, Mississippi Street, or Colorado Street will not significantly delay vehicles at the intersections. Some additional consideration was made to assess any potential controlled crossings at intersections along U.S. 30. The first consideration for the most heavily congested U.S. 30 intersections at Broadway, at Mississippi, and at Iowa Street (Mall Entrance D), is to provide a nearby grade separated crossing instead of an at grade, controlled crossing. It is anticipated that proposed at grade, controlled crossings for less congested intersections such as U.S. 30 and Colorado Street will not significantly degrade vehicle operations based on the following:

The pedestrian crossing times along the minor road approaches (i.e. the time it takes to cross Colorado Street) will be minimized as the crossing distance will be minimized. The crossing distance will be minimized through vehicle right-turn pedestrian refuge islands. Also, the existing traffic signal green times to serve the vehicle phases for U.S. 30 will provide for enough time for pedestrians to cross Colorado Street.

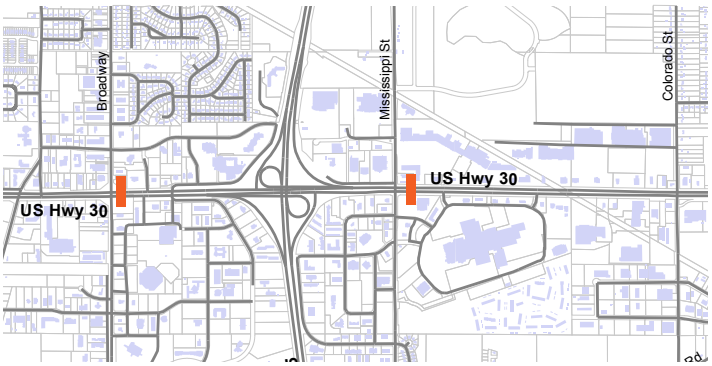
Pedestrian median refuge islands can be provided within the existing center median along U.S. 30. These center median refuge islands would also include additional pedestrian push buttons for the traffic signal. This would minimize the impact to vehicle operations by having pedestrians cross U.S. 30 halfway per cycle of the traffic signal during peak vehicle times (i.e. the "rush hours"). The crosswalk pavement markings would typically be offset on each half of the roadway which helps to indicate to pedestrians that they will need to pause at the center refuge island and press the push button in order to cross the other half of the roadway. Pedestrians could most likely cross U.S. 30 within one traffic signal cycle during non-peak vehicle times (i.e. during the middle of the day) as the impact to vehicle operations would be minimal. The countdown pedestrian signal heads would provide indication for pedestrians as to when there is enough time to cross all of U.S. 30 within one cycle or just halfway.

Proposed Intersection and Crosswalk Improvements





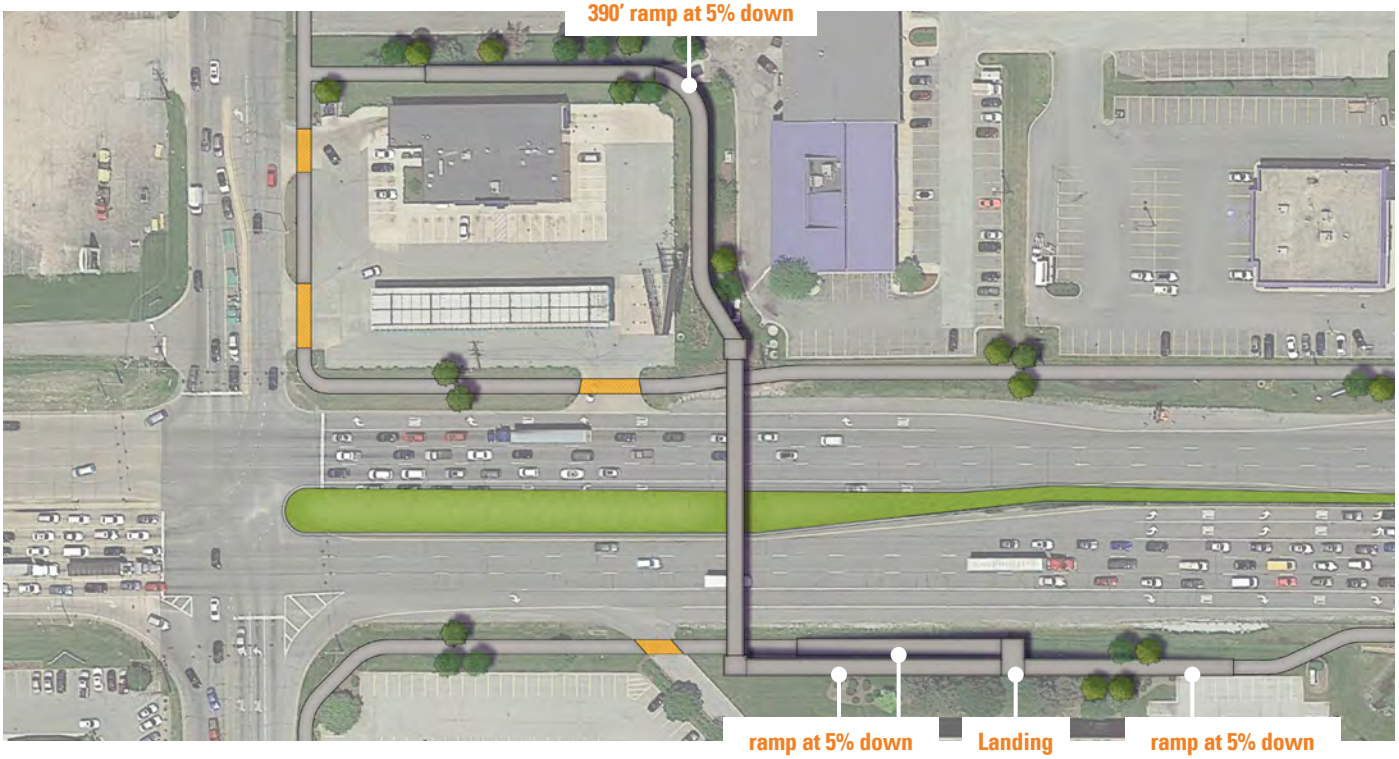
Above: Design Precedent

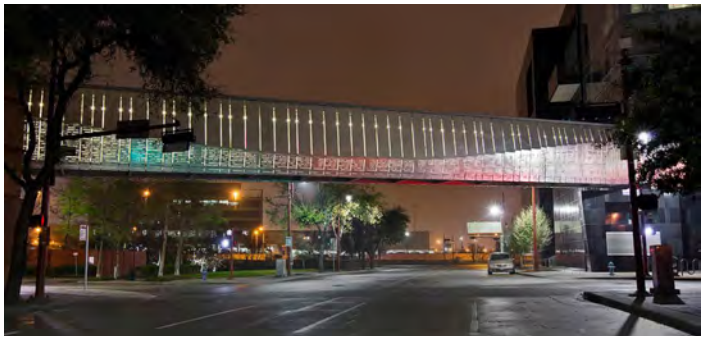


Pedestrian Bridge Design

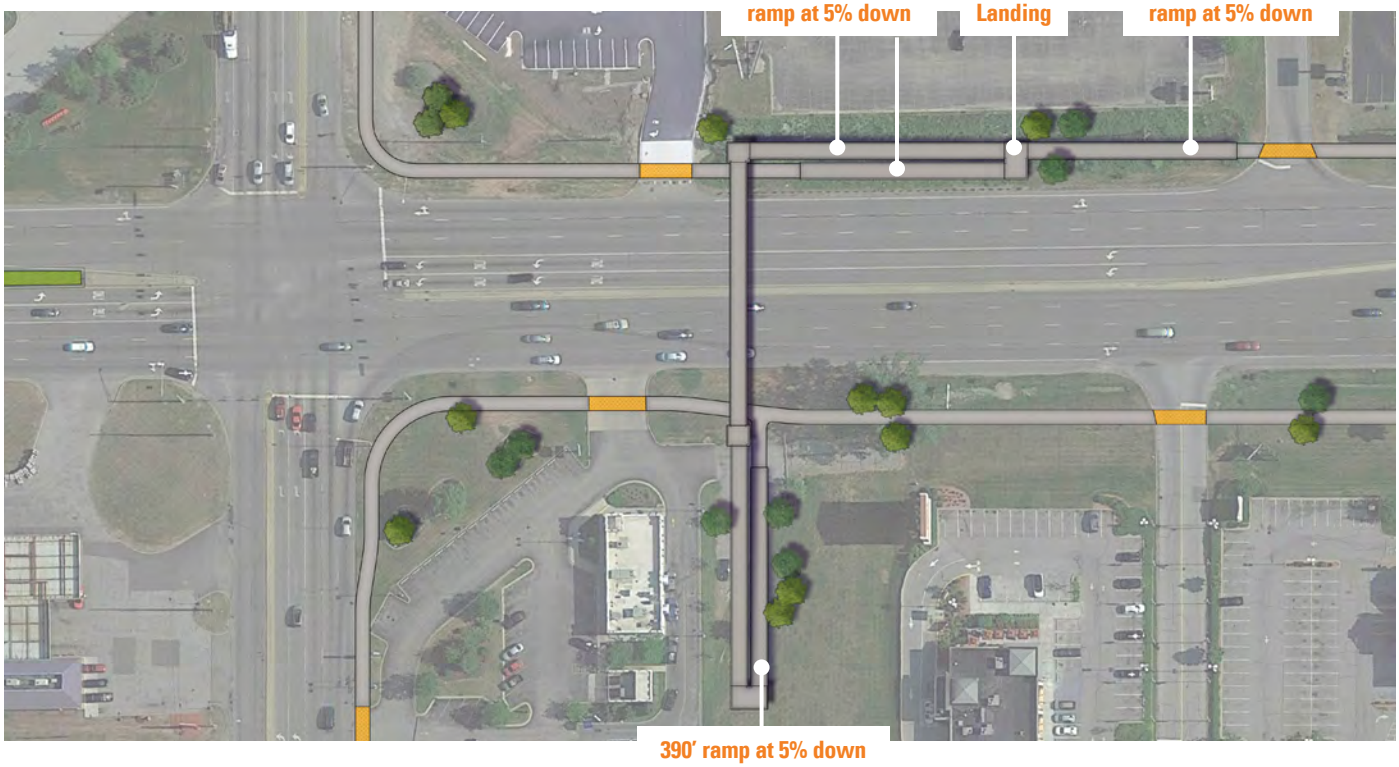
Pedestrian bridges are proposed over US30 east and west of the I-65 interchange. A bridge would provide a safe and accessible grade separated route for pedestrians and cyclists to cross US30. Comments received at public workshops supported introduction of pedestrian bridges to increase pedestrian safety and encourage greater pedestrian mobility in the study area. The bridges are proposed near Mississippi St. and Broadway St. These locations were selected because of the high volume of traffic that would be difficult for pedestrians to navigate and opportunities for connectivity to major destinations north and south of I-65. The pedestrian bridge design will provide an opportunity to enhance the character and experience of the US30 corridor through lighting, building materials and architectural form. The bridge can also accommodate gateway signage to communicate information to those visiting the area. All signage and design elements should be coordinated with existing standards and ordinances in both Hobart and Merrillville. The precedent images shown illustrate innovate bridge design and the ability of the design element to support the creation of sense of place.

Pedestrian Bridge Plan - Broadway



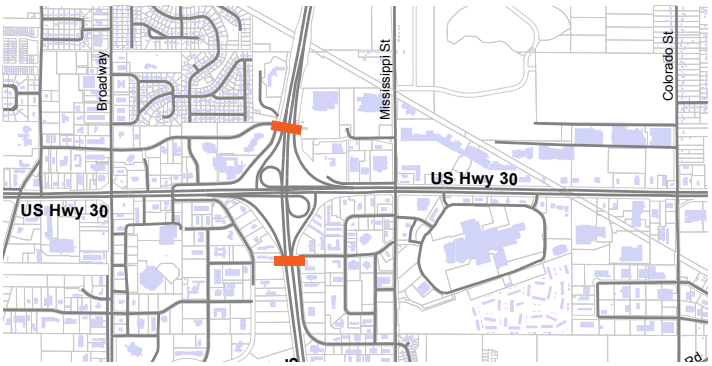


Pedestrian Bridge Plan - Mississippi

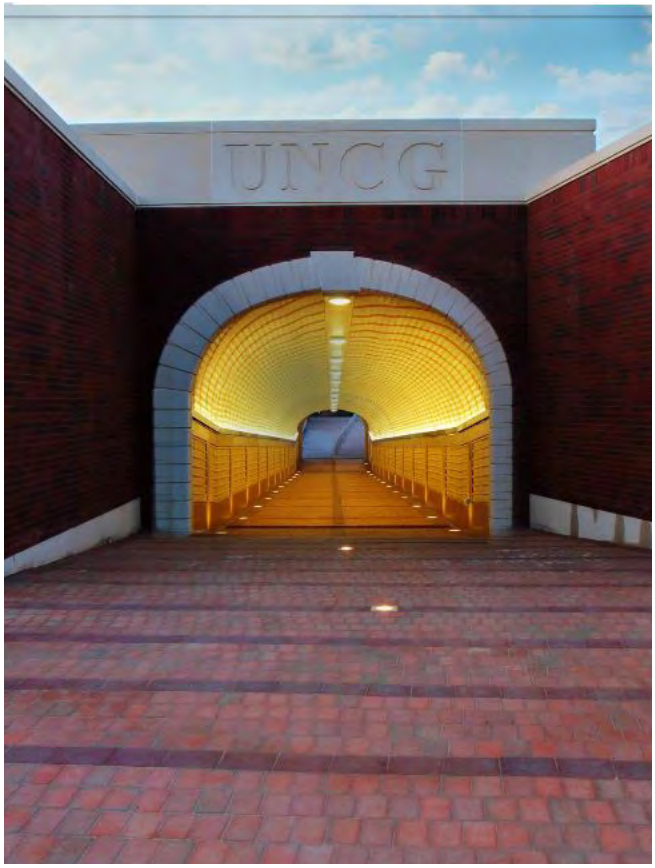


Pedestrian Tunnel Design

Pedestrian tunnels are recommended at two locations in the study area. Both tunnels are under I-65 at the interchange with US30 and provide convenient access to destinations east and west of the interchange. At both proposed locations, I-65 is elevated from adjacent grade. The overhead clearance for the tunnel would be 12' high and it would be 14' wide. The width of the tunnel to the south would accommodate both pedestrian and bike traffic while the tunnel to the north would be wide enough to accommodate automobile traffic as well. An existing pedestrian tunnel under I-65 north of US30 connects the C&O trail. The tunnel will afford pedestrians a clear and direct sight line into and through the tunnel, reducing safety concerns. The tunnel will be wider than standard tunnels to enhance the openness of the space. The integration of signage, lighting and art will improve the experience of the tunnel. Small plazas with landscaping and amenities at either end of the tunnel could further create safe and enjoyable destination. The following images display the characteristics desired for this element.



Pedestrian Tunnel Plan - North



Pedestrian Tunnel Plan - South

Policy 5
Land Use

Key Recommendations:

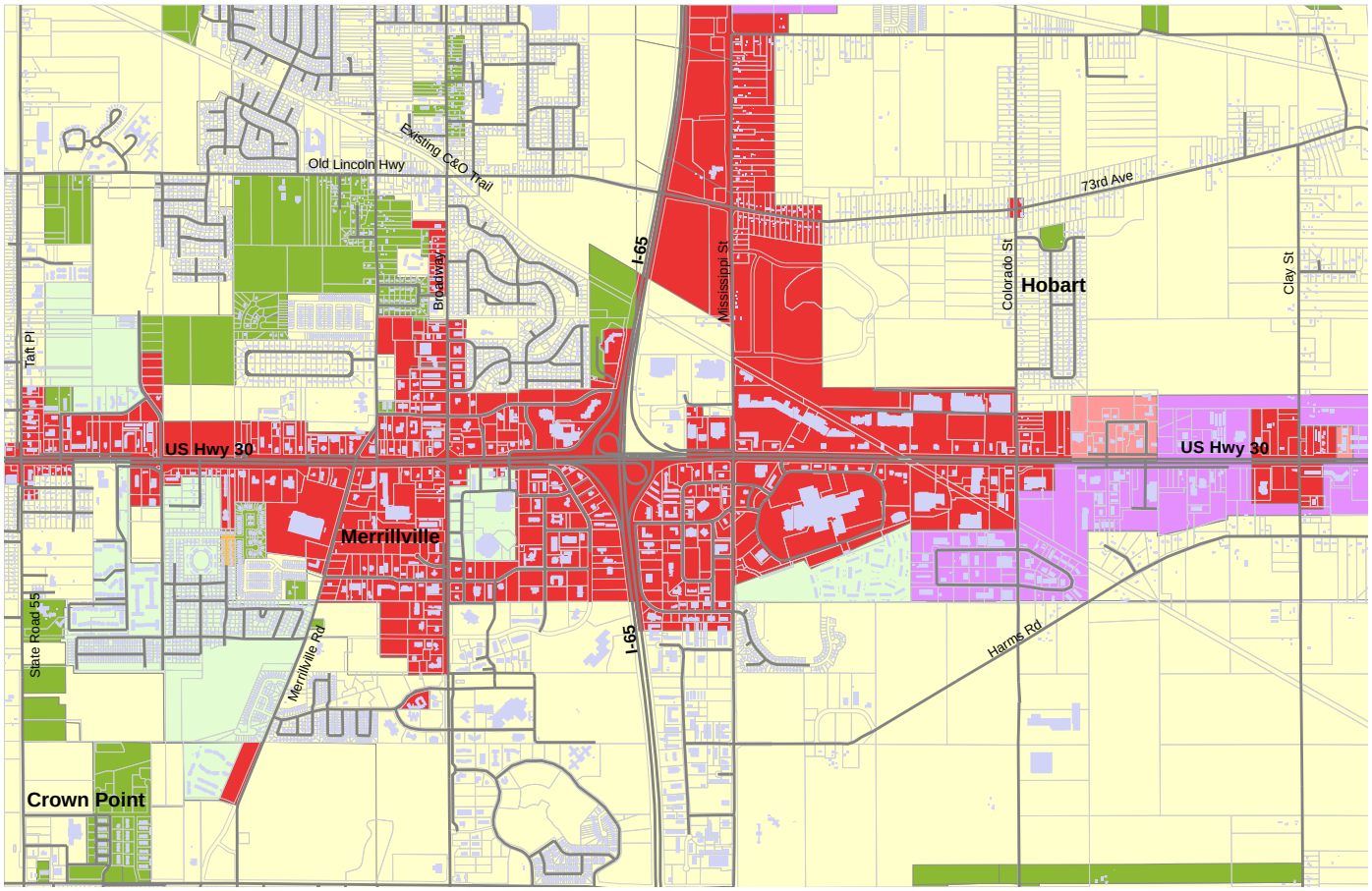
- **Maintain existing land uses along US30**
- **Increase open space along pedestrian paths, trails and bicycle routes**
- **Consider additional areas for mixed-use development to increase density in the study area**

The existing land use in and around the US30 Study Area is made up of primarily retail and commercial land uses. Our team utilized the Comprehensive Plans for Hobart and Merrillville to create a comprehensive land use plan for the study area. The future land use map illustrates additional mid-density residential and open space around the C&O trail. Retail/commercial develop is focused along US30 and north-south streets in the vicinity. The light industrial land use towards the east end of US30 would remain in the future land use map.

Increasing the density of the area would drive sales to the US30 corridor and with roadway improvements, would create a more legible pedestrian environment. Additional greenspace is recommended for the study area. This open space could be focused on being located in primarily residential areas.

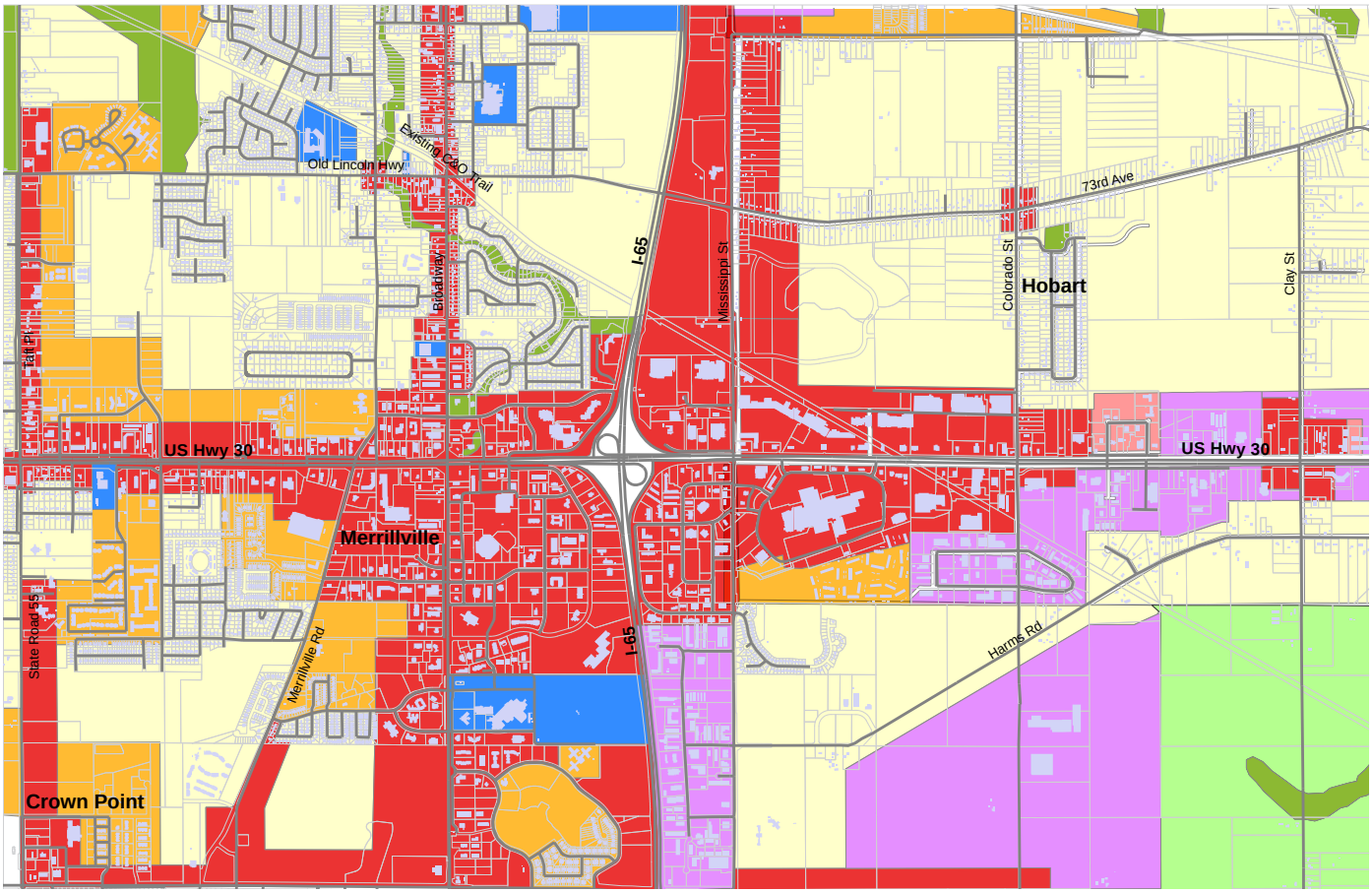
Medium density residential areas could be used as a transition between low density residential and retail/commercial and industrial uses. This transition could support increased residential areas near the US30 commercial corridor and would help support vibrancy in the study area. Consideration should be given to preserving open space in and around residential areas. Natural resources, green corridors, agrarian landscape and water features should be preserved whenever possible. These features play a large part in defining the character of this area and provide ecological and aesthetic benefit. Open space is a valuable amenity for nearby residents and businesses. Consideration should be given to changing the land use in the area around Silverstone Parkway between Mississippi Street and Colorado Street to medium density residential. This area is currently a proposed mixed-use area that would benefit from increased density.

Existing Land Use Map



- <all other values>
- Agriculture
- CBD
- Commercial
- Institutional
- Light Industrial
- Low Density Res
- Medium Density Res
- Office
- Park/Open Space/Recreation

Future Land Use Map



Policy 6
Public Realm

Key Recommendations:

- **Create a connected network of public spaces to facilitate safe movement throughout the corridor**
- **Create an identity and brand for this area to enhance its draw and create a sense of place through the implementation of planting and design elements**
- **Create a more ecologically and socially active and resilient destination**

Public Realm

Public realm improvements will take into consideration the entire study area. The focus on integrating the brand and identity of Merrillville and Hobart into a cohesive character for the region incorporates right of way improvements, sidewalks, landscape, streetscape, signage, gateways and wayfinding.

The existing roadway framework, parcelization and development strategies have prioritized maximization of land use and ease of access for automobiles. The existing road right-of-way utilizes frontage roads in lieu of sidewalks, jeopardizing pedestrian safety and compromising multi-modal circulation opportunities. Opportunities for utilization of open space, including parking lot design can supplement peripheral parks and trails in the area. The U.S. 30 corridor is heavily traveled and is a destination for residents in the adjacent communities and visitors alike. Design of the public realm can enhance the visitor experience and support a wider variety of activities than current programming. In conversations with stakeholders during the planning process, visitors to the area desired greater access to park space. Many of those who worked in the area engaged their cars for lack of a safe pedestrian environment to travel short distances. Employees discussed the desire for additional public space for repose as well as gathering. Area stakeholders desired to have spaces where they could interact with each other in a pleasant environment.

There are a number of areas where improvements can be made to provide desirable locations to meet and create a cohesive and legible public realm along the corridor. All public realm improvements could incorporate a similar streetscape improvement strategy to reinforce the identity design character of the corridor. All improvements should also meet all regulatory and design standards of Merrillville and Hobart.

Right-Of-Way

New trails and pedestrian paths will allow pedestrians and cyclists to move safely through the area. Connecting destinations will allow users to move from one shop or restaurant to another without having to engage their cars. This will encourage users to stay in the area longer and frequent more businesses.

Green Spaces and Plazas

There are opportunities to create nodes along the new trails that can where visitors and residents can gather. The proposed trail head for the extension of the C&O trail to the southeast is an example. In this location, there is currently a detention pond and green space that could be enhanced to include safe routes for pedestrians access.

Additional areas can be added throughout the corridor to provide additional spaces for gathering or other outdoor activity. Enhancing existing fragmented green corridors and connecting them to a larger network would enhance the corridor both socially and ecologically.

Parking Lots

Parking lots present an opportunity to have a positive environmental impact on the U.S. 30 corridor. There are a number of strategies to improve these areas, in collaboration with business owners. The least intensive use of parking lots that could activate the space would be a pop-up farmers market. People that work locally or are in the area shopping could stop by to pick up local produce. Food trucks could also create nodes within parking lots and attract many locals. The pop-up idea may include semi-permanent installations including a shipping container shop or restaurant. Parklets or raised planters could also be used seasonally to create an area of use that could be removed during winter when there is peak parking use around the holidays. This would require coordination with business owners and an agreement of ownership, maintenance, assembly, disassembly and storage of the elements through the winter. The most permanent option to transform parking lots would include green infrastructure such a solar panels, that could be added to support green energy and enhance the brand of being a district focused on sustainability.

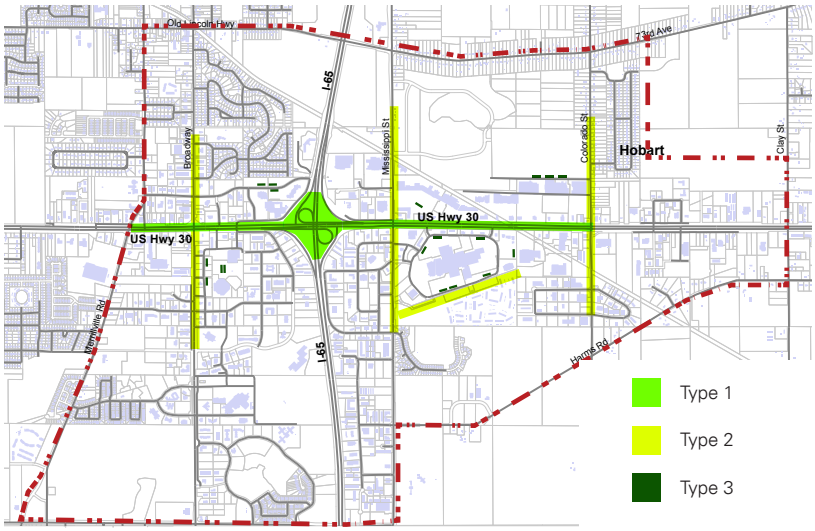
Landscape Strategies

The landscape within the study area is primarily large agrarian fields north and south of U.S. 30 and smaller areas between buildings and parking lots closer to U.S. 30. A larger cohesive planting design strategy is needed to unify the corridor and create a distinct identity. This strategy will be ecologically beneficial as well as visually impactful. A number of studies have shown that increased streetscape planting and the addition of street trees creates a better environment for all users including both drivers and pedestrians, and increases economic activity. We have created three landscape typologies that describe the characteristics of spaces along the corridor that will have landscape improvements. These strategies should be coordinated with Hobart and Merrillville's design standards and maintenance programs.

Type 1 - US30 and Interchange

The U.S. 30 corridor and I-65 interchange provides the greatest area to have an impact along the corridor. In coordination with INDOT standards and the Hoosier Roadside Heritage Program, a strategy to promote and incorporate selected native plants and wildflowers is proposed. This strategy will enhance the overall look of the area and will reduce maintenance with reduced mowing and herbicide applications. It is also ecologically beneficially because it reduces stormwater runoff, connects habitats, reduces erosion, and improves soil quality. Additionally, wildflowers provide a food source and habitat for bees, butterflies and other pollinators, which benefits the local agrarian ecology and economy.

Landscape improvements along the corridor will create cohesiveness east and west of the I-65 interchange. In addition, it will create a more visually appealing streetscape. Plant palettes can be created that have distinct colors and textures and can be arranged in bands along the highway to enhance the design, viewsheds and sense of movement within the corridor. It is commended that trees be placed in groups along US30. This will help to create scale and improve driver and pedestrian comfort while decreasing driving speeds and allowing for business signage to continue to be highly visible. The addition of street trees is shown to improve economic activity. The grouping of taller, smaller caliper trees will have a positive impact



Landscape Improvements Diagram

Figure ground diagram of "green" space in the study area

on safety and will minimizing the negative impacts to businesses of loosing visual access to their entries.

The addition of rain garden medians along U.S. 30 will enhance the visual impact along the corridor. The addition of native plantings and wildflowers will help to soften the edges of the roadway while helping to manage stormwater. These medians are discussed further in a later section.

Type 2 - Streetscape and Trail

The second typology is the landscape adjacent to the new trails and pathways. A 5' minimum landscape buffer to the street along new trails is recommended. This zone will incorporate lower growing native plants from the plant mixes used in Type 1 to maintain consistency throughout the area. Lower growing species, approximately 6-18" tall, are used to maintain clear sight lines between drivers and pedestrians to avoid conflicts at curb cuts and intersections. Smaller groupings of low shrubs and grasses along pathways can add interest along the length of the trail and provide ecological diversity. The groupings of these shrubs will also help create a buffer from the roadway. Street trees will also be added along these routes. As these zones are much narrower than the depth along U.S. 30, spacing of 30'-40' on center will be used. The slower speed of traffic on streets adjacent to U.S. 30 will allow drivers to see businesses and signs clearly. A columnar species of tree will be used along secondary routes, similar to U.S. 30.

Type 3 - Parking Lots

Parking lots are abundant in the study area and present an opportunity for green infrastructure, stormwater management, shade, reduction of the urban heat island, and improvement of the area's landscape design. Strategies that improve user experience but do minimize reduction of parking spaces are preferred. An example of this strategy is called "depaving". The pavement is sawcut and removed and replaced with 'grasspave' to create a combination hardscape/softscape. Sawcut areas could also be replaced with plantings or swales to better manage stormwater. Tree islands are recommended to be added throughout parking lots in the study area. Best practice design guidelines and standards for parking lot design include recommended widths for landscape buffers around lots, number of perimeter trees and number interior trees per total parking spaces provided. The implementation of these best practices is recommended.

Streetscape Strategies

Streetscape improvements will active the public way, maximize the potential for other public spaces and spur interest in movement throughout the study area – ultimately leading to, increased exposure of businesses within the corridor. Streetscape design will seek opportunities to create a cohesive public realm through pedestrian oriented improvements, integration of public art, seasonal expression and planting that will appropriately respond to changes in the intensity of intersections, crosswalk and streets character. There is an opportunity to use paving to help define spaces and direct users through changes in material and pattern. Crosswalks will be added to provide safe crossing locations. Thermoplastics can be used to create unique patterns and colors to enhance the larger identity of the area while drawing more attention to the pedestrian zone. Locations can be created for rest to improve the pedestrian and cyclist experience. Enhanced plantings like natives, green infrastructure and strategically placed street trees will define the edges, give pedestrians a better sense of scale, comfort and safety while creating a more visually pleasing experience for drivers. It is recommended that a family of street furniture is selected to be used throughout the entire corridor to further enhance the identity and brand, while being fully coordinated with Merrillville and Hobart's standards.

Example of designated pedestrian pathway

Example of planted median

Example of median raingarden

Gateways and Wayfinding

Gateways and wayfinding will further define the unique identity of the corridor. Monumental gateways communicate to visitors and residents that they have arrived at a destination. Through conversations with stakeholders in public workshops and with the Steering Committee, it was determined that the preferred type of gateway was referenced to the cultural history of the area and could be integrated into a pedestrian bridge or located vertically in medians or within the U.S. 30 right of way. Participants in a visual preference exercise overwhelmingly preferred gateways that were large enough to be seen by fast moving traffic and gave a sense of arrival to visitors to the area. The design of the gateway should consider existing signage systems in both Hobart and Merrillville. Critical to the design of the gateway element along US30 is creating a unique identity for the area that enhances its regional position.

Policy 7
Utilities & Infrastructure

Key Recommendations:

- **Relocate overhead utilities along US30 to the north to remove visual clutter and potential conflicts with new bike and pedestrian improvements**
- **Implement center median rain gardens along US 30**
- **Coordinate all improvements with Merrillville and Hobart's larger plans and capital budgets**

Utility Infrastructure

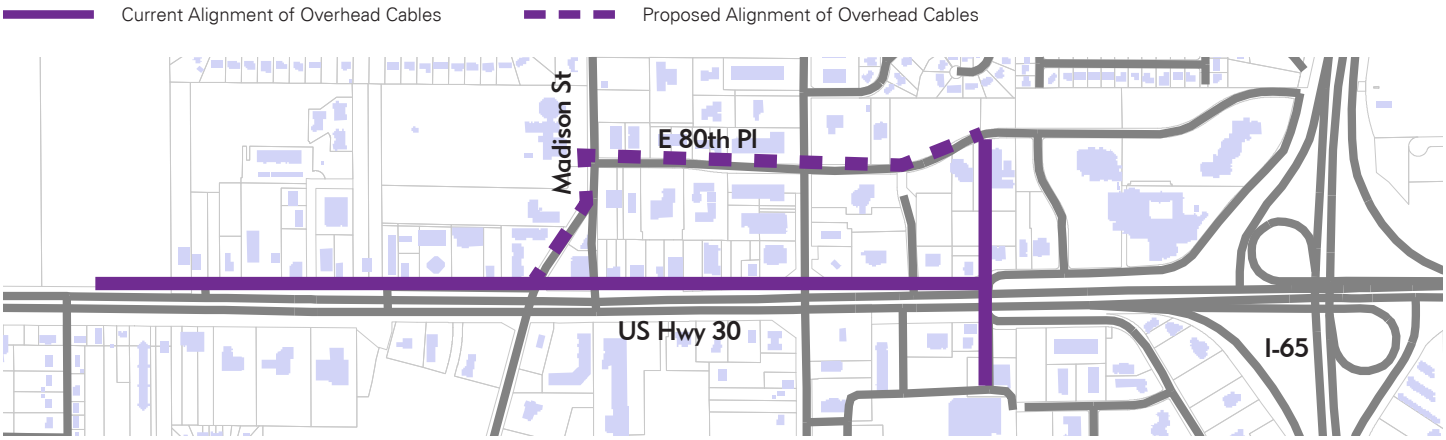
The US 30 corridor and Right-of-Way is not only used for public roadways, but also as a corridor for both public and private utilities to install facilities to serve their customers. Underground and overhead utilities can create significant challenges and potential increased costs and coordination issues to transportation projects. To address these challenges and mitigate project related costs to both tax payers and utility customers, utility coordination needs to occur early and continuously in projects.

When a utility is located within State Right-of-Way and is impacted by a project, Indiana Administrative Code 105 IAC 13 requires the utility to relocate its facilities accordingly. When a conflict is encountered between a proposed transportation project and a utility located within the Right-of-Way, the utility company is required to relocate their facility at their cost if the conflict cannot be resolved through the design process. Depending on the policies of the utility company, some choose to secure a reimbursable interest (utility easement, etc.) from property owners to locate their facilities within. In many instances, utility companies secure easements for their facilities that are major capital investments, allow a preferred routing or are critical to their system operations. Power transmission lines, petroleum product pipelines and backbone fiber optic cables are commonly located within a private easement secured by the utility company. When a conflict cannot be resolved between a proposed transportation project and existing utilities located within an easement in which that utility has reimbursable interests, the utility is entitled to reimbursement for relocation of their facilities.

NIPSCO - Electric

NIPSCO electric power transmission (69kV) and distribution (12.5kV) overhead lines are present at several locations along and crossing the US 30 corridor. On many of the power poles, telecommunication utilities are also located under the power lines. The poles and overhead cables for these utilities present potential conflicts for both proposed improvements and future users of US 30. These conflicts can require relocation of the utilities or compromises in the design of roadway, trails or stormwater system, as well as future reduction in safety for drivers, pedestrians and cyclists using the roadways and trails when accidents happen. Another byproduct of utility poles and overhead facilities is the visual clutter they create which detracts from the aesthetics of the corridor.

When utilities are requested to relocate their facilities for aesthetic reasons (beautification), which can be the case when an overhead line is requested to be buried, the utility is entitled to reimbursement. In an effort to reduce the visual clutter and reduce potential conflicts with power poles and overhead lines, we had a discussion with NIPSCO to explore the potential costs of relocating selected sections of overhead power lines either underground within the US 30 corridor, or to relocate to an overhead line in a location outside of the US 30 corridor. The estimated costs to relocate the overhead facilities represent a preliminary planning level effort to determine the estimated costs by NIPSCO. The level of detail of the estimate is low and actual costs could vary. If the planning level relocation costs are deemed feasible for additional consideration, we can follow up with NIPSCO to request a more detailed estimate be prepared that would take about a week's effort for any of the four options presented.
When considering the preliminary estimated relocation costs,



Relocation Extents	Approx. Length	Relocation Location	Preliminary Est. Cost
US 30 - East of I-65 to Colorado St	1.2 miles	Underground: along US 30	$2 million
US 30 - East of I-65 to Colorado St	1.2 miles	Overhead: behind businesses north of US 30	$1.2 million to $1.4 million
US 30 west of US 30 to Broadway Ave	0.25 mile	Underground – along US 30	$600,000
US 30 west of US 30 to Broadway Ave	0.25 mile	Overhead – along 80th Place	$600,000

burying utilities within the US 30 will create additional potential conflicts and design accommodations for the transportation projects. Accordingly, relocation to an overhead location outside of the US 30 will reduce the number of potential utility conflicts.

NIPSCO – Gas

NIPSCO gas has responded to the requests for information and has medium pressure distribution facilities located throughout the project area. There are no gas transmission or high pressure facilities within the project limits.

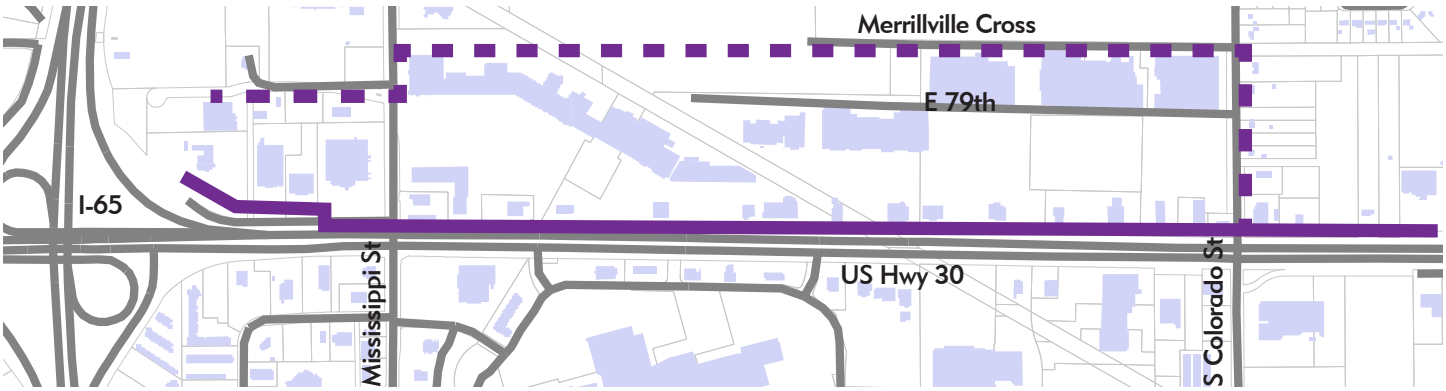
Telecommunications -Comcast, Frontier and AT&T

All of these utilities have responded to requests for information and stated that they have a combination of aerial and underground facilities within the study limits. AT&T stated that some of their facilities are located within utility easements.

Merrillville Conservancy District – Sanitary Sewer

The Merrillville Conservancy District (MCD) operates a sanitary sewer system in which territory covers both Merrillville and Hobart within the study limits. MCD facilities are located predominantly on the south side of the US 30 corridor, with a number of north-south sewers crossing US 30, from Broadway Avenue, through the I-65 interchange, and continuing east beyond Colorado Street.

A number of private sanitary sewers exist outside of the Right-of-Way along the corridor. Southlake Mall, Huntington Cove, Hobart Crossing, Star Plaza and Radisson operate private sewer systems according to MDC. Information on the private sewers was not readily available, but are believed to be outside of the Right-of-Way with connections to the MCD system.



Utility Poles

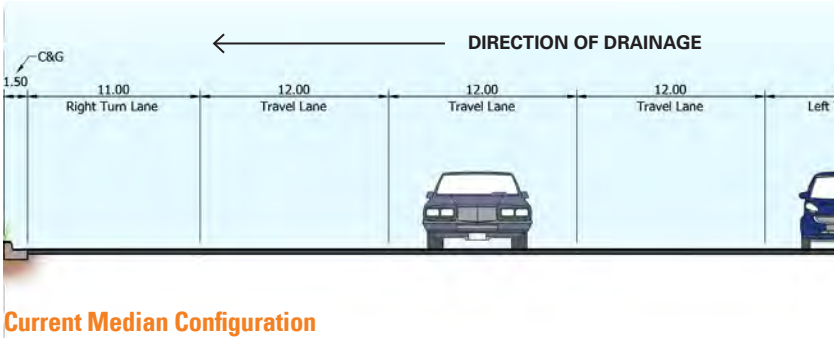
Currently, utility poles and other streetside elements are mismatched metals or paint colors. It is our recommendation that all street light, traffic signal, advertisement and all other utility poles be painted black. This will create a sense of cohesion along the corridor while drawing less attention to these elements. The images below demonstrate how this low cost option creates a more aesthetically pleasing palette of elements.

Black Street Poles

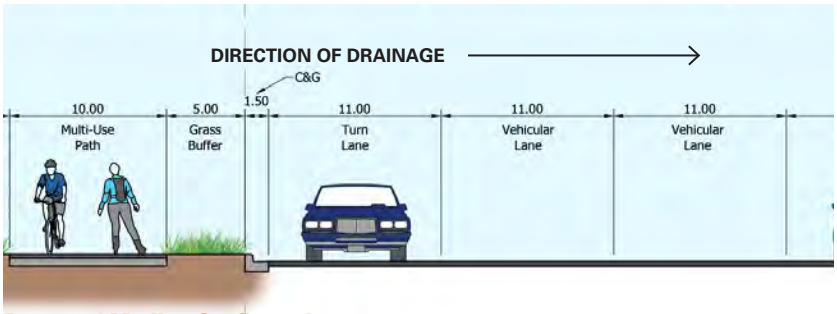
Stormwater Drainage

Existing stormwater drainage within the project limits is accomplished primarily through roadside ditches and some center median ditches and storm inlets. Several culverts exist along the project limits that convey runoff under US 30, and a storm sewer system with curb inlets is present at the US 30 and I-65 interchange. An offsite detention basin located on the south side of US 30 west of the Target entrance, that serves the Southlake Mall is adjacent to the roadside ditches.

With proposed improvements to the roadway network and trail system for the study area, there will be opportunities and challenges presented by the stormwater drainage system. To construct the proposed trails and roadways within the existing US 30 Right-of-Way, the roadside ditches could be enclosed with a storm sewer system to collect, detain and convey the stormwater for the projects. Opportunities to beautify the US 30 corridor, while also collecting, treating and detaining runoff can be accomplished through the use of bioretention areas (i.e. rain gardens) possibly within the center medians and outside of the roadways. The long term maintenance of rain gardens should be considered when rain gardens are implemented on a roadway. It should be determined what entity or department of a locality will be responsible for ongoing maintenance and operation of the rain gardens, to ensure proper function. Maintenance of the rain gardens will ensure proper drainage which contributes to good pavement condition, removes undesirable vegetation and debris.



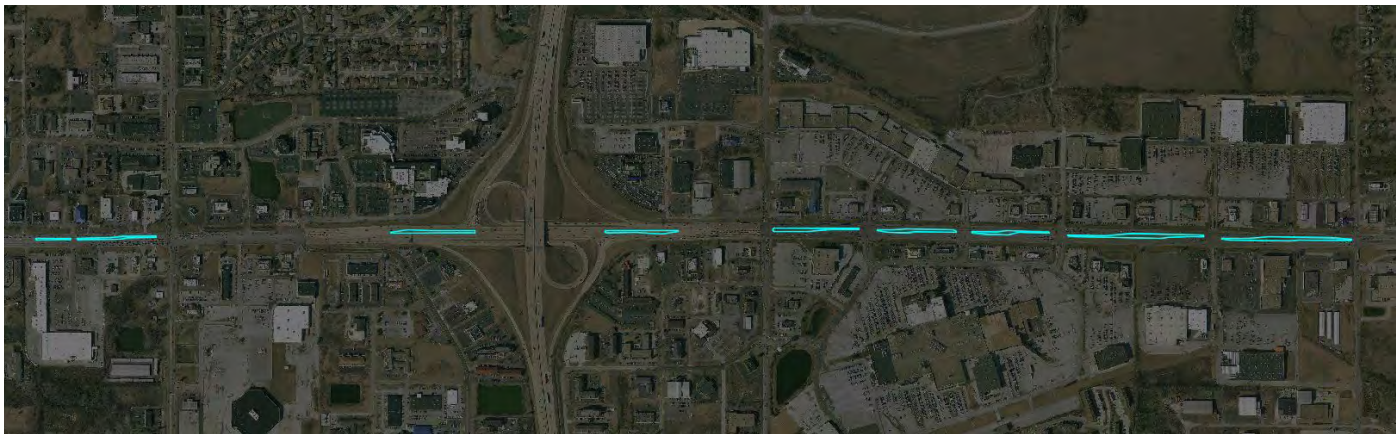
Current Median Configuration



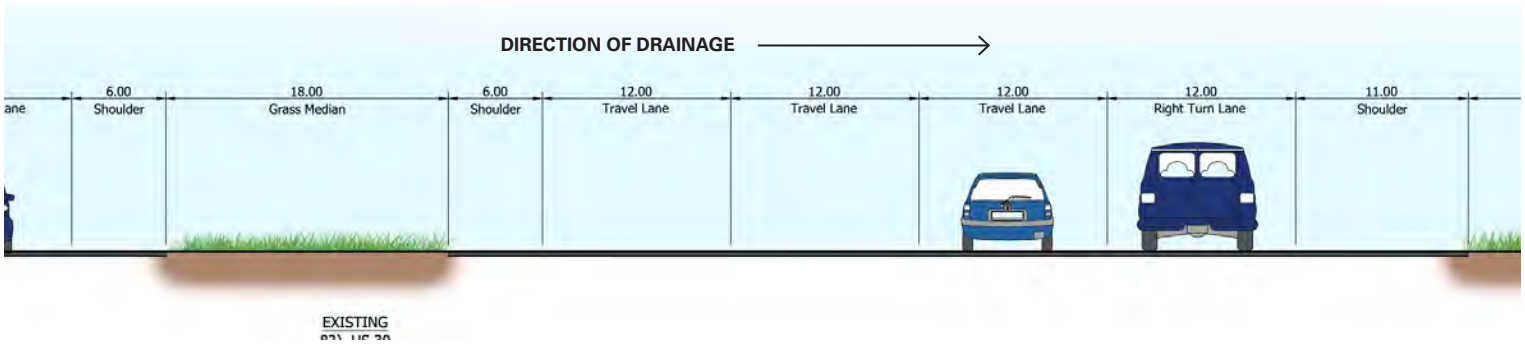
Proposed Median Configuration

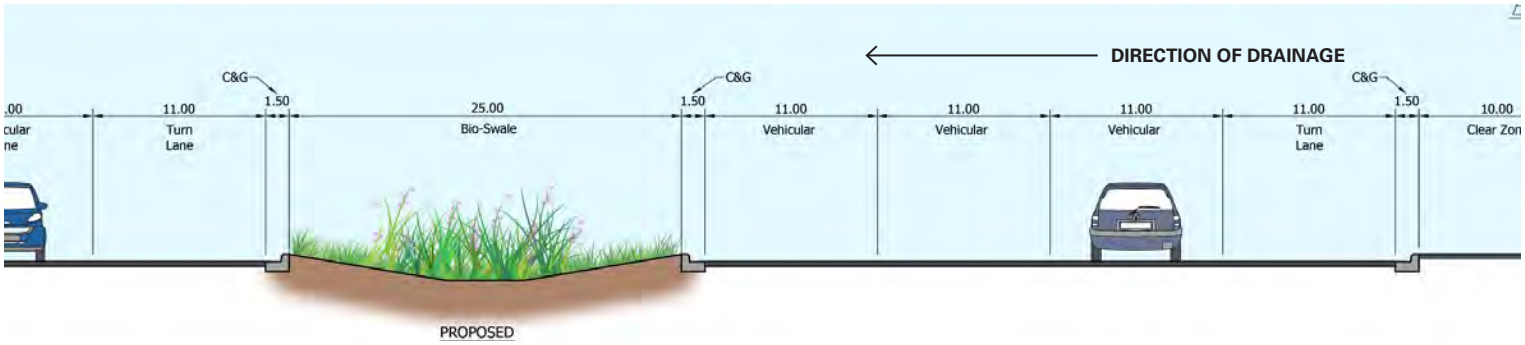
Center Median Rain Gardens

The implementation of rain gardens within the open areas of the center median could be considered to beautify the corridor, provide traffic calming and serve storm water runoff functions. A divided roadway section that has an inverted crown (both roadways draining toward the median) consolidates rain gardens to one location, larger underground detention cells can be created, typically encounters fewer utility conflicts in the center of the road, and can utilize existing storm sewer or culverts that may be existing within the median. With the addition of curb and gutter at the existing inside edge of the travel lane, there are several areas along the US 30 corridor that are currently grass medians, that could potentially accommodate a center median rain garden.



Median Locations





These images to the left portray the center median rain gardens. Features such as rip-rap at the location where water enters (image above) will help to collect any garbage and sediments to help reduce maintenance and increase plant survivability. A 12-18" maintenance zone of gravel could also be added around the perimeter to allow workers a safe area to stand out of the roadway while performing maintenance.

04. Implementation

Implementation Phasing

Phasing for implementation of planned pedestrian and safety improvements within the U.S. 30 corridor is likely to occur through a combination of projects dedicated to pedestrian safety improvements, as well as pedestrian safety improvements that can be implemented with other planned infrastructure improvement project such as drainage and pavement reconstruction projects. Private development projects can also influence and potentially construct some of the safety improvements throughout the US 30 corridor as they occur. Early and ongoing coordination between Merrillville, Hobart, INDOT and NIRPC of planned projects is essential for connectivity of the roadway and trail systems.

Two projects that could have potentially the greatest impact for all users are the grade separated crossings north and south of the I-65 and U.S. 30 interchange. These to connections would provide some congestion relief to U.S. 30 by providing vehicles an alternate route to local roads and destinations along with adding accommodations for bikes and peds on the local roads, the grade separated crossings would also create a safer choice for non-vehicular users to avoid conflicts with vehicles at the I-65 and U.S. 30 interchange.

The grade separated crossing north of the interchange would connect 80th Avenue on the west, to 79th Avenue on the east side of I-65. Due to the higher elevation of I-65, this crossing may be best suited to have I-65 carried over the proposed road of 80th/ 79th Avenue. An existing fueling station within the Costco parking lot located on the east side of I-65 and roadside drainage ditches would need to be addressed in the design of the grade separated crossing.

The grade separated structure south of the interchange would carry 83rd Avenue over I-65 since there is less elevation difference at this location. Design considerations to be addressed with future investigation are the impacts to access to adjacent properties on the east side of I-65 from the construction of approach ramps for the overpass. On the west side of I-65, the location of the approach ramp will need to be determined to avoid either the existing hotel or the existing retention pond to the south.

Phasing Priority Recommendations:

Phase 1: Continuing future phases of construction of the C&O Trail system from its current location at Mississippi Street

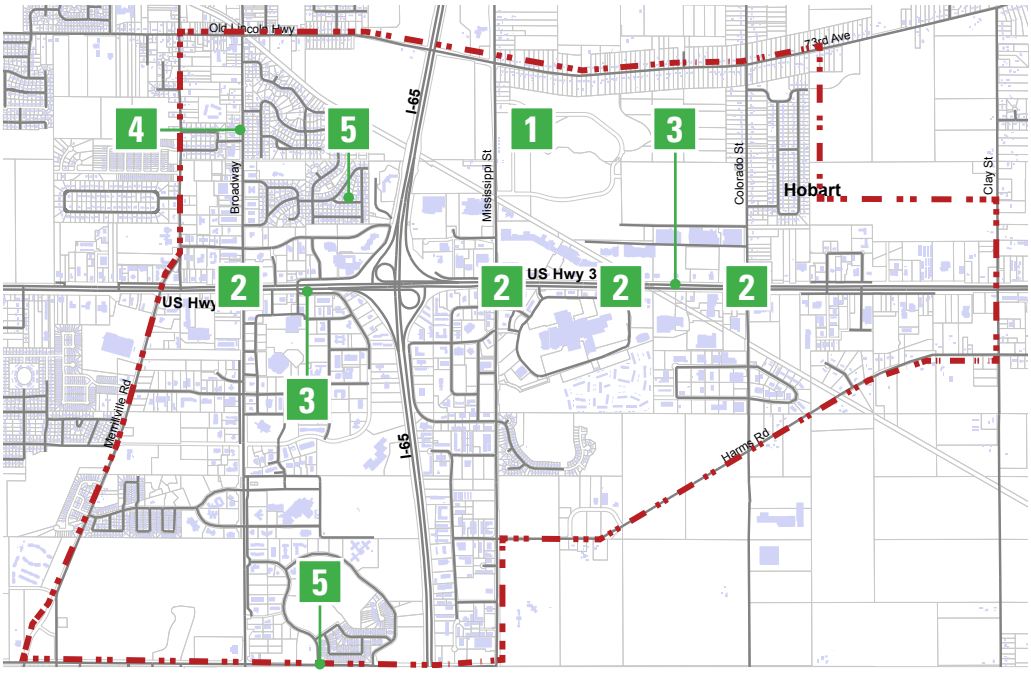
Phase 2: At grade crossing improvements at the major signalized intersections of U.S. 30:

- Broadway Avenue
- Mississippi Street
- Colorado Street
- Mall Entrance

Phase 3: Proposed trail segments along the U.S. 30 Corridor

Phase 4: Proposed trail segments along Broadway Avenue

Phase 5: New roadway alignment extensions of 78th Avenue and 93rd Avenue



Phasing Diagram

1 Continuing future phases of construction of the C&O Trail system

2 At grade crossing improvements

3 Proposed trail segments along US30

4 Proposed trail segments along Broadway Ave.

5 New roadway alignment extensions

Funding Sources

There are various sources of funding available for the design, development and construction of bicycle facilities and pedestrian projects. The following is a summary of some of the most often utilized sources.

There will need to be additional research done to understand funding cycles, grant requirements and any additional funding sources.

Funding Source	Project Partners	Qualified Projects	Dollar Amount	Timeline
Transportation Alternatives Program (TAP)	Federal Highway Administration (FHWA); INDOT; Northwestern Indiana Regional Planning Committee (NIRPC); Local Government	Preliminary engineering work (survey, design, and construction documents), right-of-way (engineering, management, and acquisition), construction, and construction supervision.	Varies (Federal contributes 80% while local agencies provide 20%)	2016-2020
Transportation Alternatives (TA)	FHWA; INDOT; NIRPC; Local Government	On- and off-road facilities for pedestrian and bicyclists; safe routes for non-drivers; convert abandoned railroad corridors to trails; historic preservation; rehabilitate historic transportation facilities.	Varies	2016-2020
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	USDOT; EPA; NIRPC; State of Indiana; Local Government	Transportation projects or programs that are likely to contribute to the attainment or maintenance of the EPA's minimum standard for air quality. The projects have to be included in NIRPC's current transportation plan and Transportation Improvement plan (TIP).	Varies	2016-2020 (FHWA appropriate a lump sum to the State, and the State divide the sum among apportioned programs)
Surface Transportation Program (STP)	State of Indiana; NIRPC; Local Government	Highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. Any pedestrian and bicycle projects that were previously funded by federal aid can use this funding to preserve and improve their performance.	Varies	2016-2020
Highway Safety Improvement Program (HSIP)	State of Indiana; NIRPC; Local Government	Pedestrian and bicycle facilities to improve overall safety but will require traffic and accident data to support the need for such projects.	Varies	2016-2020
Tax Increment Financing (TIF)	Local Government	Redevelopment, infrastructure, or other community improvement projects.	Varies	20-30 years
Private Foundations	Private foundation and trust funds	Planning and development of trails and greenways.	Varies	Varies
Corporate Sponsorship	Private corporations	Financially support the construction and/or maintenance of trails and trailheads.	Varies	Varies
Local Businesses & Organizations	Local Businesses & Organizations	Financially contribute to smaller trail projects or provide match money for larger trail projects.	Varies	Varies

Construction Cost Opinion

The construction cost opinions developed for the U.S. 30 Safety Study should be considered planning level estimates, based on past project cost averages. Detailed engineering design has not been performed to develop the construction cost opinions. The cost opinions assume typical construction methods and site conditions. A 25% contingency has been added to the costs to account for unknowns that may be encountered during actual construction. The construction cost opinions do not factor in associated potential costs for the projects could include preliminary engineering, reimbursable utility relocations, Right-of-Way acquisition, environmental mitigation or unforeseen site conditions.

Cost opinions and descriptions of significant items for the proposed safety and pedestrian improvements at the following locations include:

1. **U.S. 30 Intersections at Grade Crossings with Broadway, Mississippi, Mall Entrance and Colorado Streets – existing signalized intersections with 4 approaches**
   - Curb ramps
   - Center median refuge islands with curb ramps
   - Accessible pedestrian traffic pushbuttons and countdown signal heads on signal pedestal poles
   - Signal conduit and cable for pedestrian modifications
   - Roadway lighting at the intersection
   - Pavement markings and signage

2. **U.S. 30 Grade Separated Pedestrian Crossings east of Broadway Avenue and east of Mississippi Street**
   - Single span prefabricated pedestrian bridge
   - End bents
   - Approach ramps

3. **Mississippi Street and Silverstone South Drive at Grade Crossing – existing intersection with 3 approaches and traffic signal strain poles in place with no signal heads installed:**
   - Curb ramps
   - Accessible pedestrian traffic pushbuttons and countdown signal heads on signal pedestal poles
   - Traffic signal heads
   - Signal conduit and cable
   - Vehicle detection
   - Roadway lighting at the intersection
   - Pavement markings and signage

4. Colorado Street and future C&O Trail Crossing (south of U.S. 30) – no existing trail or crossing:

– Curb ramps

– Accessible pedestrian traffic pushbuttons and countdown signal heads on signal pedestal poles

– HAWK (High-Intensity Activated crossWalk) beacon, also known as a pedestrian hybrid beacon

– Roadway lighting at the intersection

– Pavement markings and signage

5. Multi-Use Trails

– 10' wide asphalt trail (no shoulders) on compacted aggregate Base and compacted subgrade

– Common excavation to accommodate pavement section

6. Median Rain Gardens

– Perennial plants, ornamental grasses and shrubs

– Hardwood mulch

– Temporary native seed mixture and straw mat erosion control blankets

– Irrigation

– Bio-engineered soil

– Perforated pipe, geotextiles and coarse aggregate for underground detention cells

– Common excavation

– Concrete curb and gutters between inside travel lanes and median rain gardens

7. Trailhead and greenspace located south of Target:

A wide range is given for the potential cost of the trailhead and greenspace, due to the existing site conditions and the broad variability of features, amenities and quantities that may be selected, such as:

– Parking lot and size

– Lighting

– Shelter structure and picnic tables

– Restroom facilities and structure

– Landscaping

– Signage

– Benches, trash receptacles, exercise and bicycle racks

8. New roadway alignment extensions of 78th Avenue and 93rd Avenue

– Three lane typical roadway section – one lane in each direction and a center turn lane

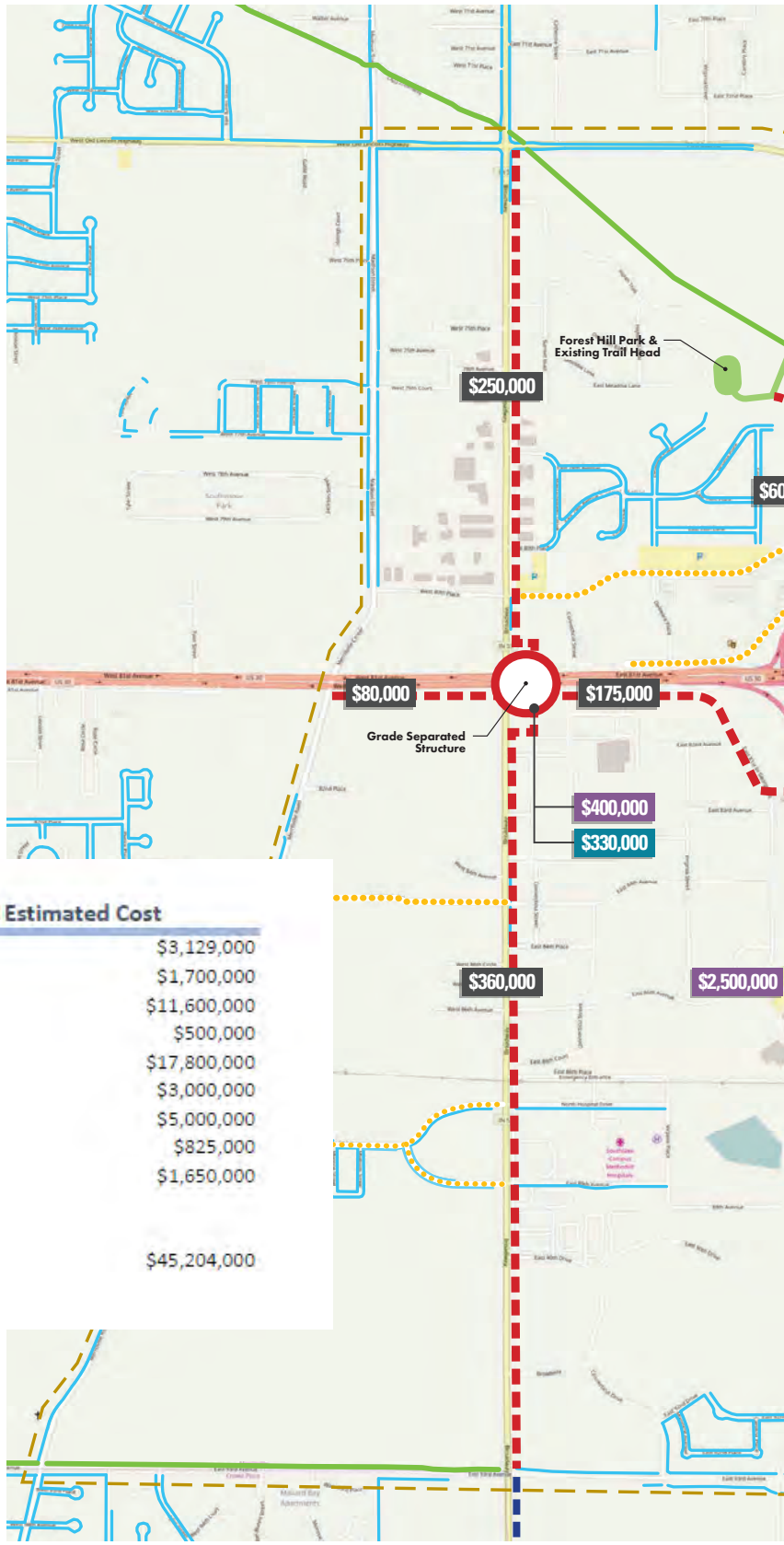
– Concrete curb and gutters

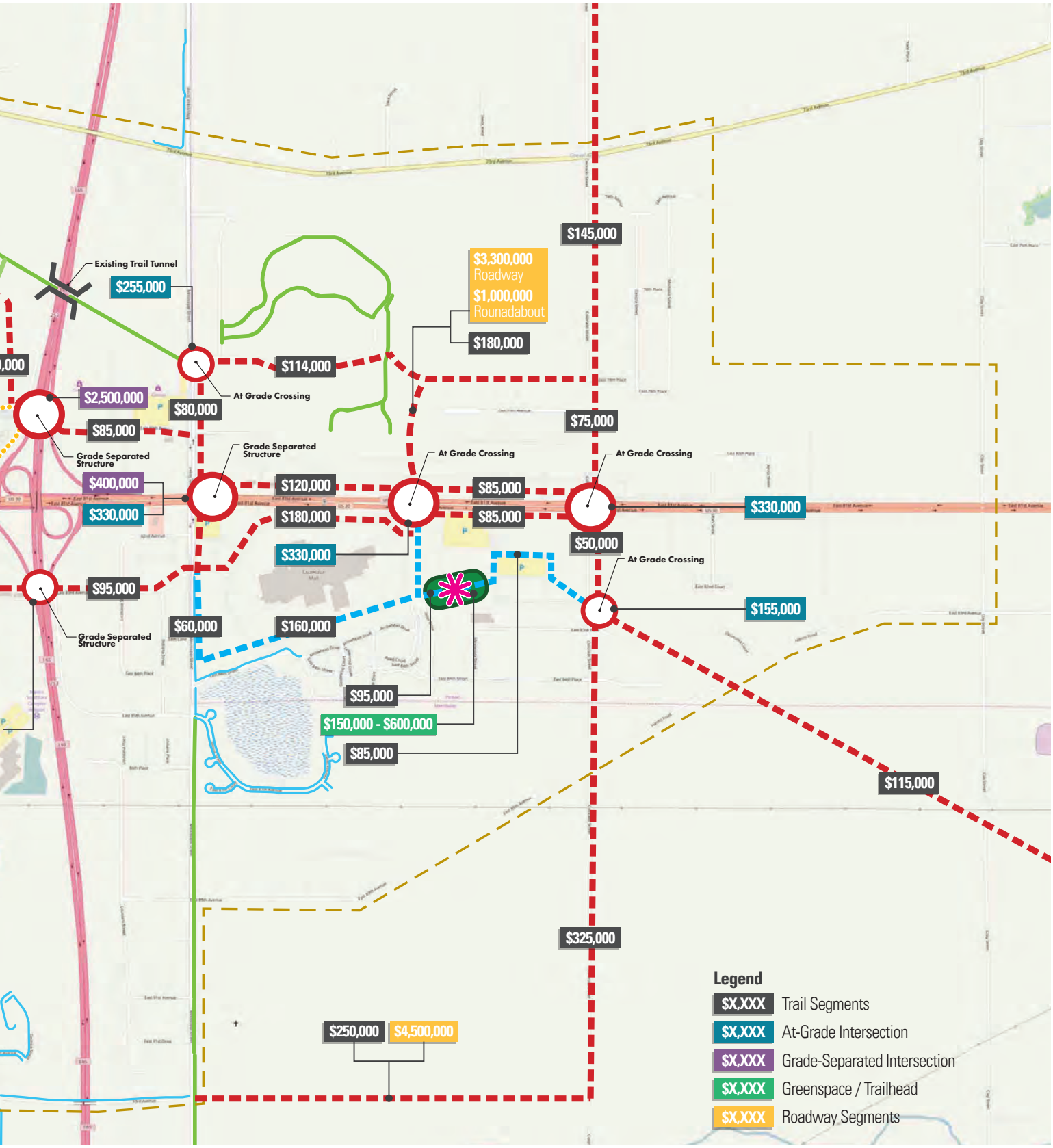
– 10' wide asphalt trail (no shoulders) on compacted aggregate base and compacted subgrade

– Enclosed storm sewer system to an outlet within the project limits

– Roundabout at Silverstone Drive and 78th Avenue new intersection

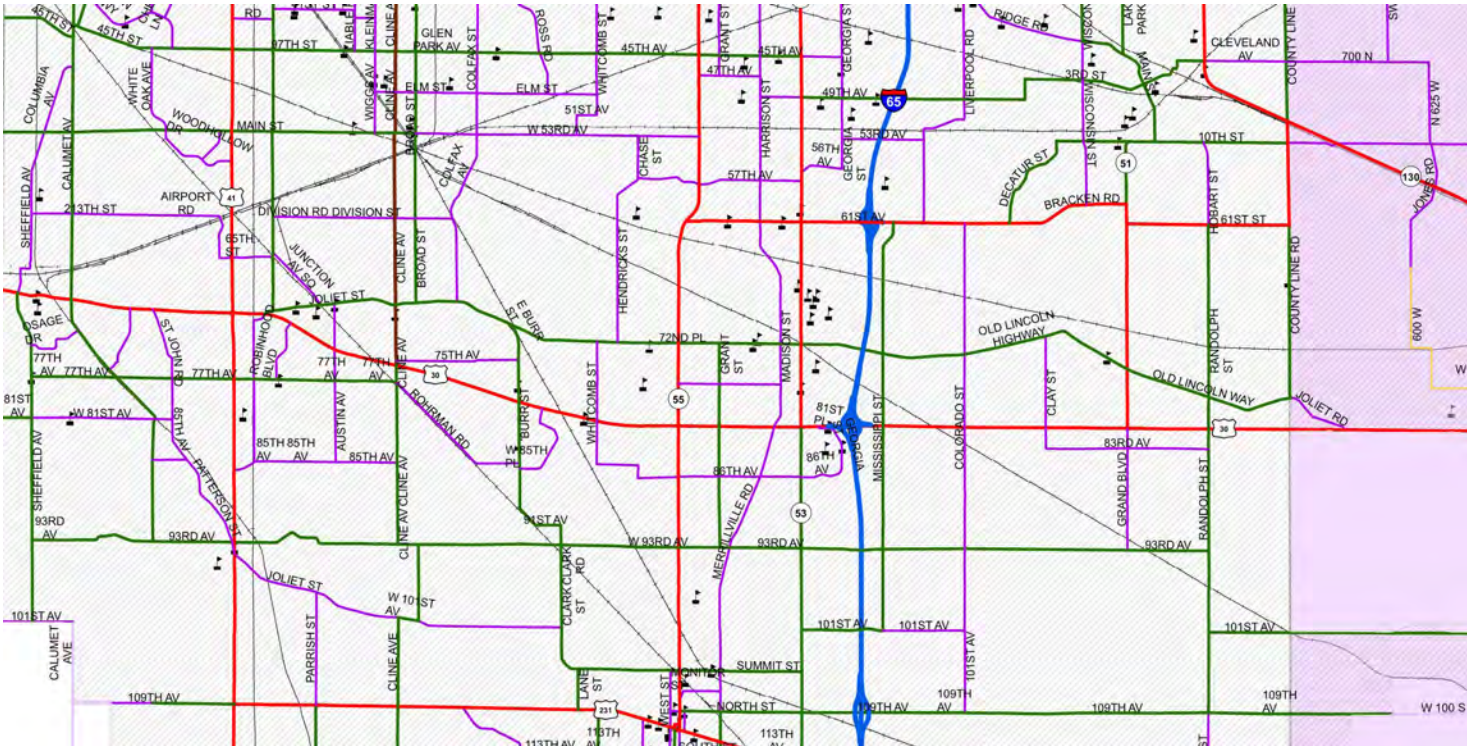
Project	Total Estimated Cost
New Trail	$3,129,000
At-Grade Intersection Crossings	$1,700,000
Grade-Separated Intersection Crossings	$11,600,000
Greenspace / Trailhead	$500,000
New Road Extentions	$17,800,000
Relocate Utilities	$3,000,000
Medians	$5,000,000
Native plantings along US 30	$825,000
Plantings along Trails	$1,650,000
TOTAL:	$45,204,000




Existing Trail Tunnel
$255,000
$145,000
$3,300,000
Roadway
$1,000,000
Rounadabout
$180,000
$114,000
At Grade Crossing
$80,000
$2,500,000
$85,000
Grade Separated Structure
$75,000
Grade Separated Structure
At Grade Crossing
At Grade Crossing
$400,000
$330,000
$120,000
$180,000
$330,000
$85,000
$85,000
$330,000
$50,000
At Grade Crossing
$95,000
$155,000
Grade Separated Structure
$60,000
$160,000
$95,000
$150,000 - $600,000
$85,000
$115,000
$325,000
$250,000
$4,500,000
Legend
$X,XXX Trail Segments
$X,XXX At-Grade Intersection
$X,XXX Grade-Separated Intersection
$X,XXX Greenspace / Trailhead
$X,XXX Roadway Segments

05. Technical Appendix

FUNCTIONAL CLASS MAP
NORTHWEST INDIANA UAB
LAKE AND PORTER COUNTIES, INDIANA



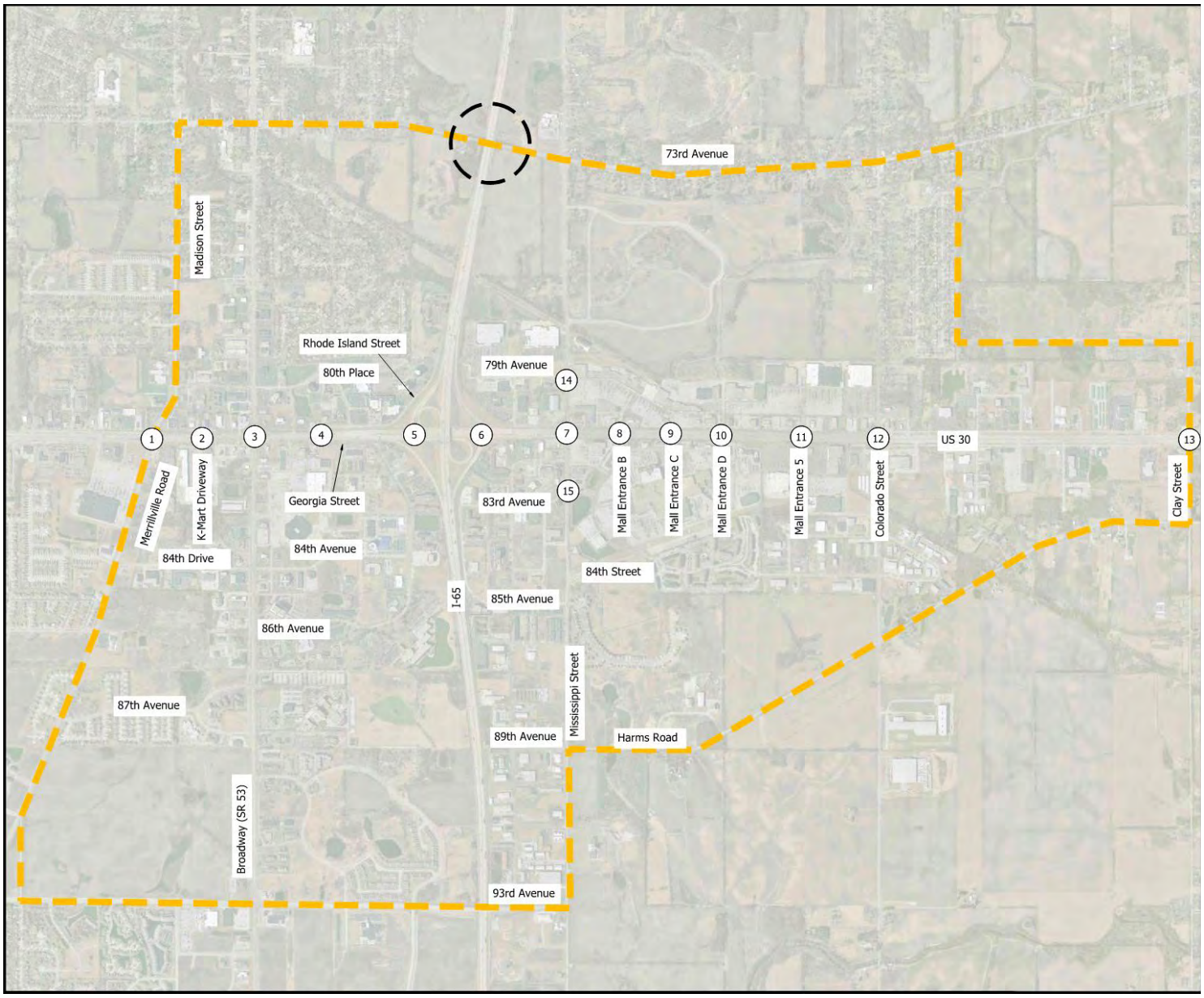
LEGEND

- INTERSTATE
- OTHER Frwy or Exprswy
- Other Principal Arterial
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- Rural INTERSTATE
- Rural OTHER Frwy or Exprswy
- Rural Other Principal Arterial
- Rural MINOR ARTERIAL
- Rural MAJOR COLLECTOR
- Rural MINOR COLLECTOR
- Urban Area Boundary

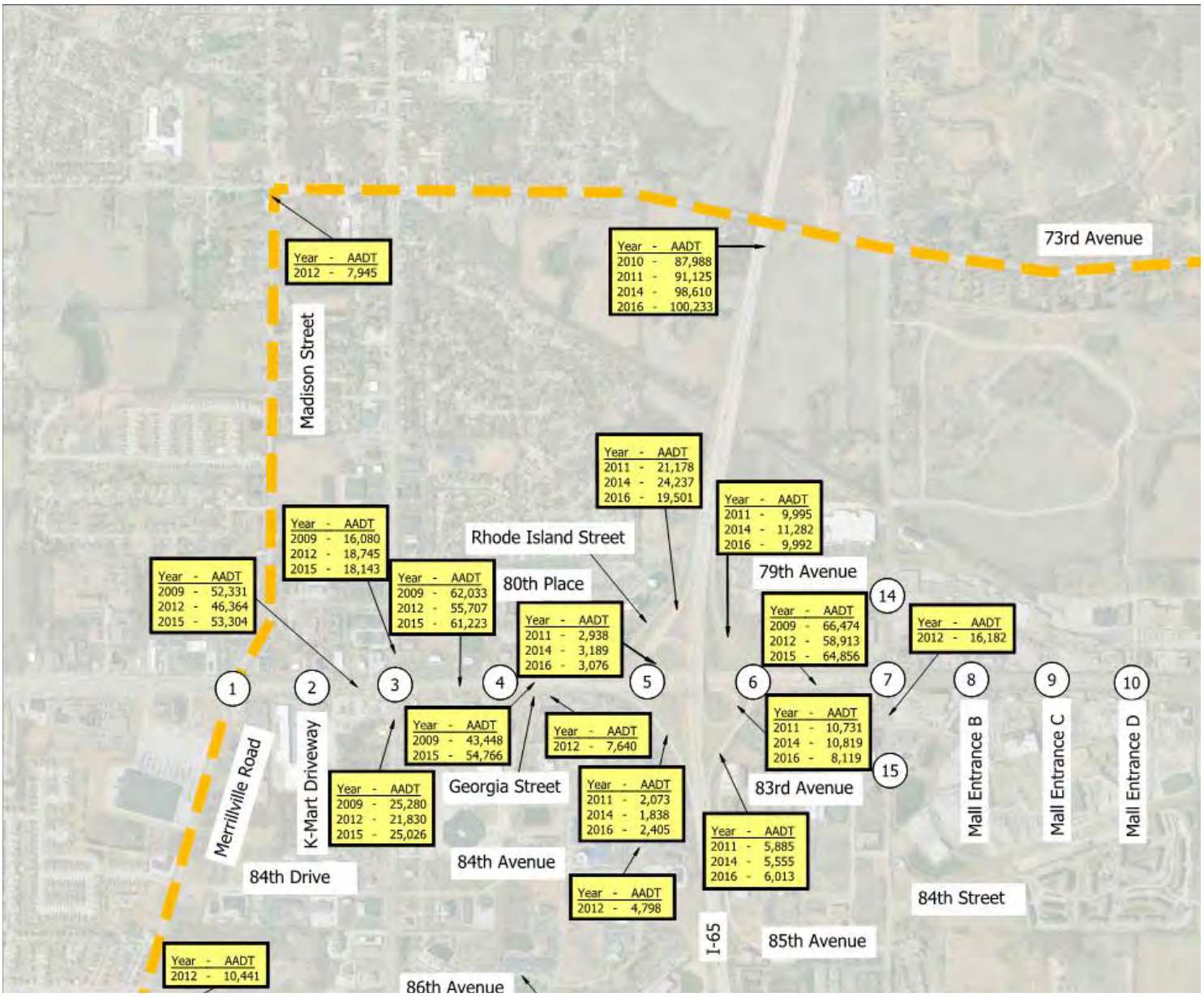
County Boundary

- Lake County
- Porter County
- Schools
- Railroads

TRAFFIC VOLUME - FIGURE 1
STUDY AREA MAP



TRAFFIC VOLUME - FIGURE 2
COLLECTED AADT'S



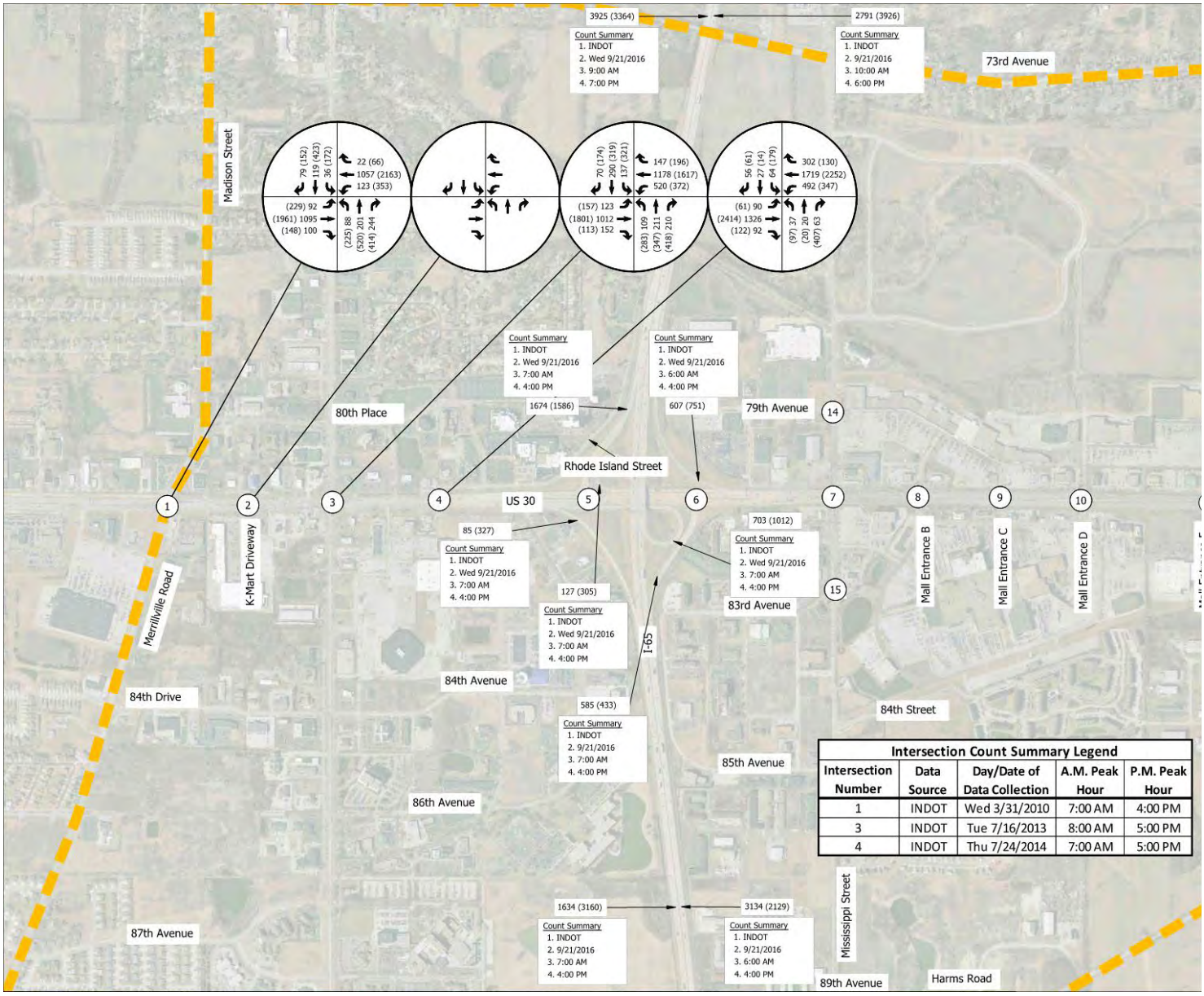
NOTE:
Annual Average Daily Traffic (AADT) vehicle volumes obtained from INDOT Traffic Count Database System (TCDS).

N

GENERAL STUDY AREA BOUNDARY

STUDY AREA INTERSECTION

TRAFFIC VOLUME - FIGURE 3A
COLLECTED INTERSECTION TMC'S AND INTERCHANGE VOLUMES FOR PEAK HOURS



ROADWAY SEGMENT COUNT SUMMARY LEGEND:

1. Data Source
2. Day/Date of Data Collection
3. A.M. Peak Hour
4. P.M. Peak Hour

999 = A.M. Peak Hourly Vehicle Traffic Volume For Typical Weekday

(999) = P.M. Peak Hourly Vehicle Traffic Volume For Typical Weekday

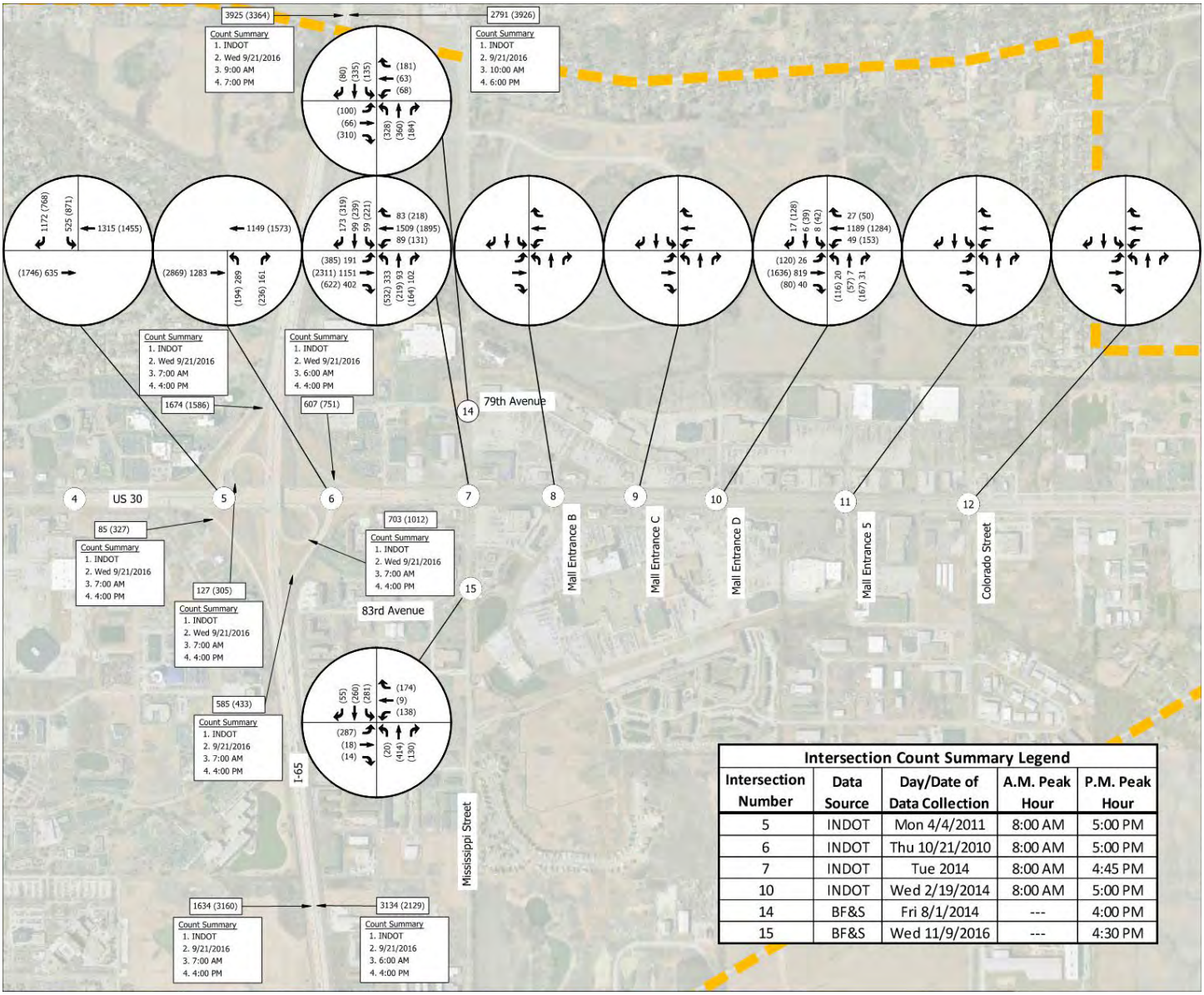
TMC = Turning Movement Count (Vehicles)

N

GENERAL STUDY AREA BOUNDARY

\# STUDY AREA INTERSECTION

TRAFFIC VOLUME - FIGURE 3B
COLLECTED INTERSECTION TMC'S AND INTERCHANGE VOLUMES FOR PEAK HOURS



Intersection Count Summary Legend

Intersection Number	Data Source	Day/Date of Data Collection	A.M. Peak Hour	P.M. Peak Hour
5	INDOT	Mon 4/4/2011	8:00 AM	5:00 PM
6	INDOT	Thu 10/21/2010	8:00 AM	5:00 PM
7	INDOT	Tue 2014	8:00 AM	4:45 PM
10	INDOT	Wed 2/19/2014	8:00 AM	5:00 PM
14	BF&S	Fri 8/1/2014	---	4:00 PM
15	BF&S	Wed 11/9/2016	---	4:30 PM

ROADWAY SEGMENT COUNT SUMMARY LEGEND:

1. Data Source
2. Day/Date of Data Collection
3. A.M. Peak Hour
4. P.M. Peak Hour

999 = A.M. Peak Hourly Vehicle Traffic Volume For Typical Weekday

(999) = P.M. Peak Hourly Vehicle Traffic Volume For Typical Weekday

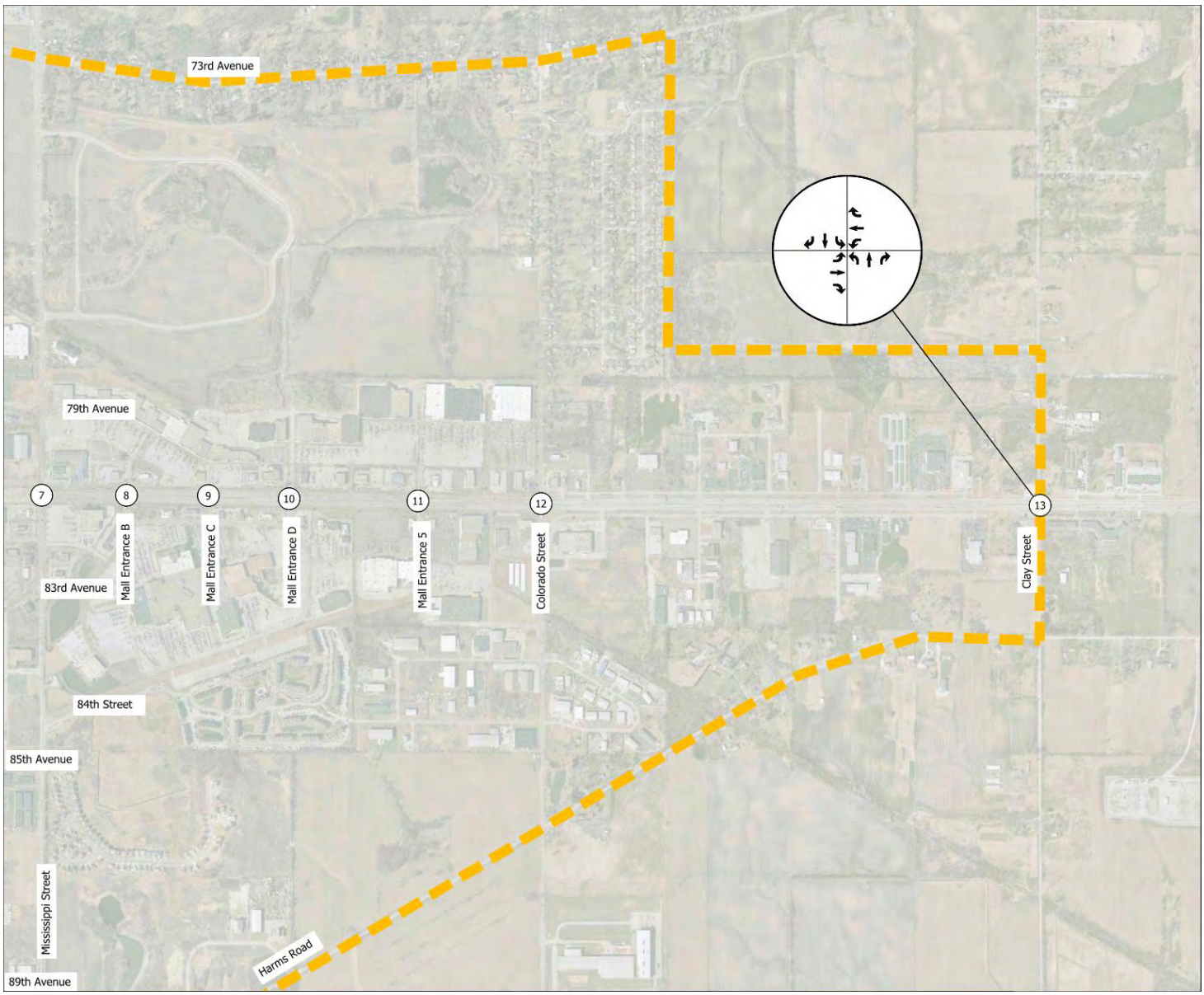
TMC = Turning Movement Count (Vehicles)

N

GENERAL STUDY AREA BOUNDARY

STUDY AREA INTERSECTION

TRAFFIC VOLUME - FIGURE 3C
COLLECTED INTERSECTION TMC'S AND INTERCHANGE VOLUMES FOR PEAK HOURS



ROADWAY SEGMENT COUNT SUMMARY LEGEND:

1. Data Source
2. Day/Date of Data Collection
3. A.M. Peak Hour
4. P.M. Peak Hour

999 = A.M. Peak Hourly Vehicle Traffic Volume For Typical Weekday

(999) = P.M. Peak Hourly Vehicle Traffic Volume For Typical Weekday

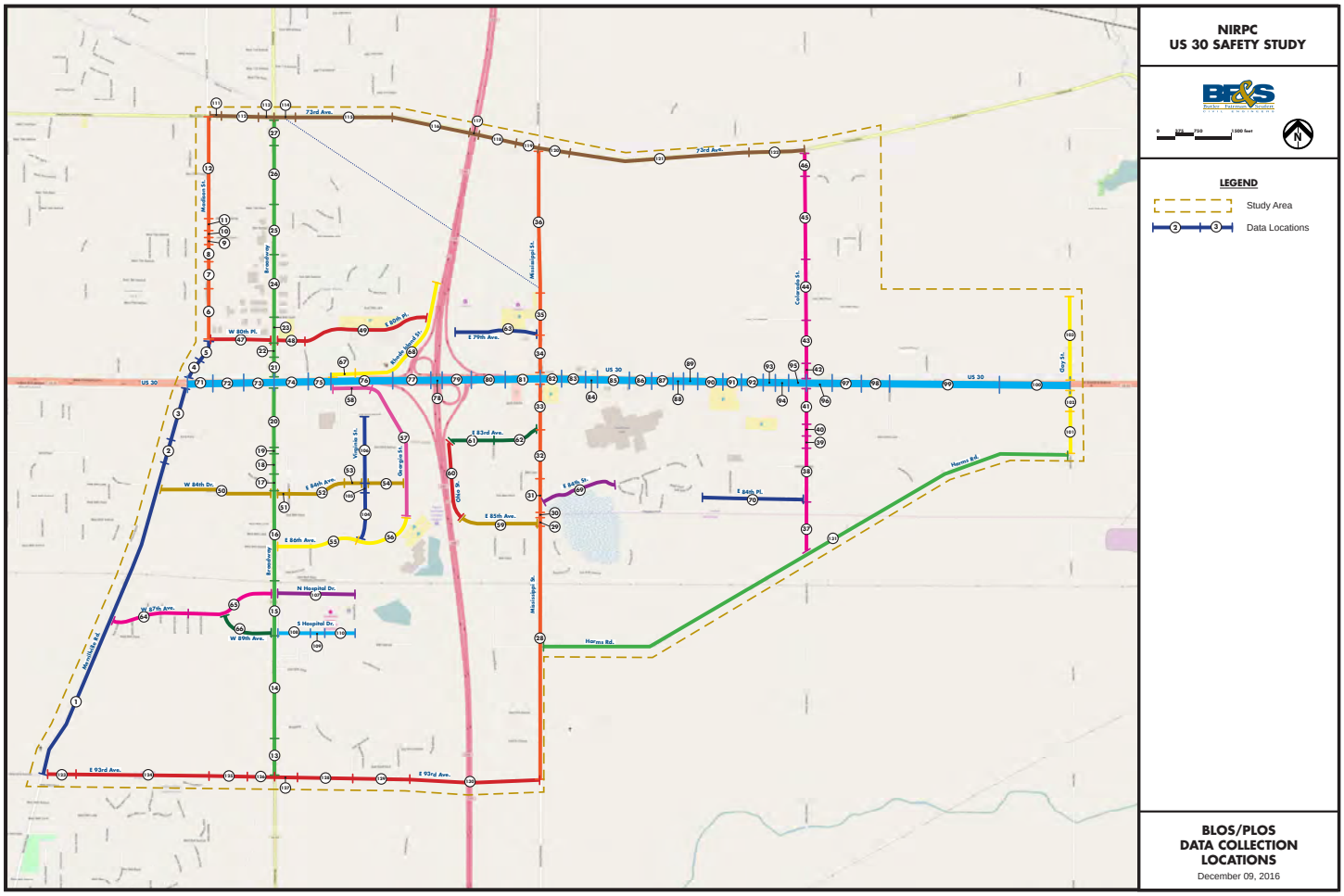
TMC = Turning Movement Count (Vehicles)

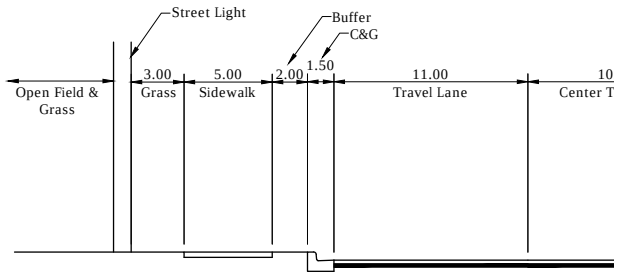
N

GENERAL STUDY AREA BOUNDARY

\# STUDY AREA INTERSECTION

BIKE AND PEDESTRIAN LOS

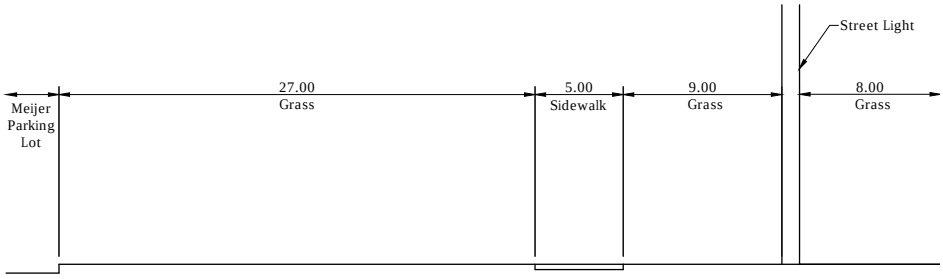




1). MERRIL

SCALE

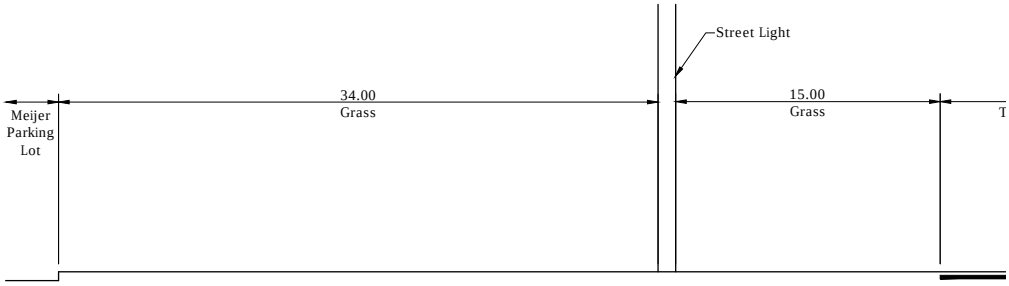
From 93rd Avenue to S



2). MERRIL

SCALE

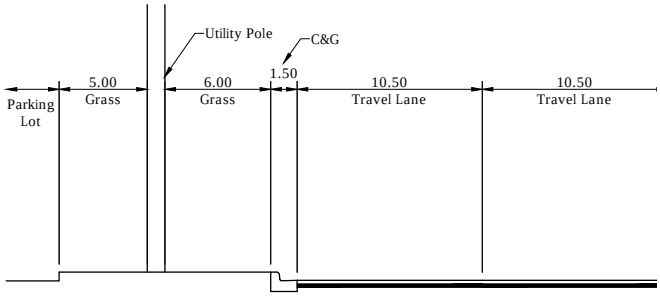
From Southern Entrance of M



3). MERRIL

SCALE

From Central Entra

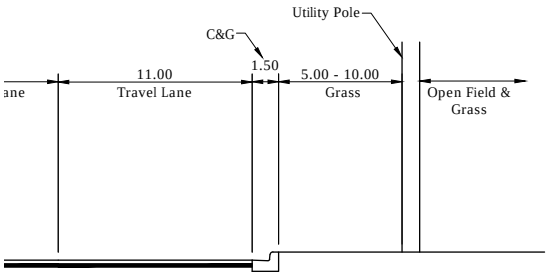


4). MERRIL

SCALE

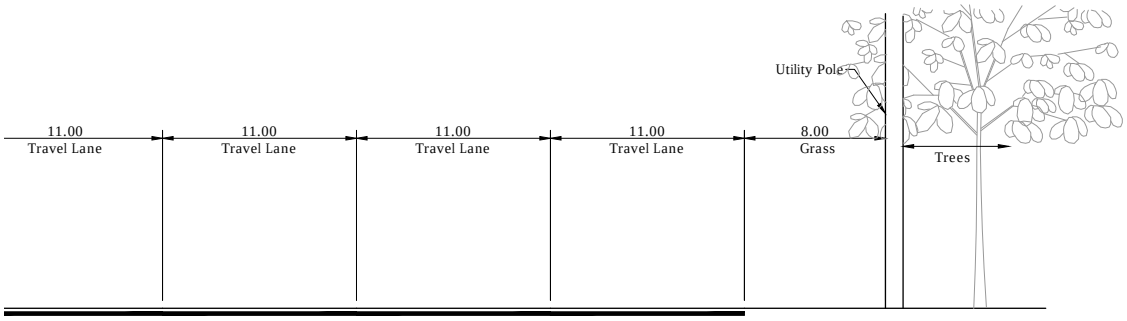
From US 30 to Entra

S SECTIONS



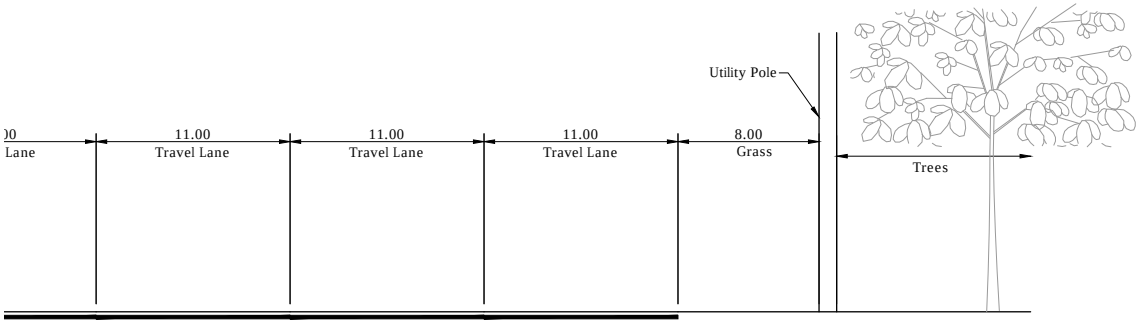
LE ROAD

: 10'
rn Entrance of Meijer



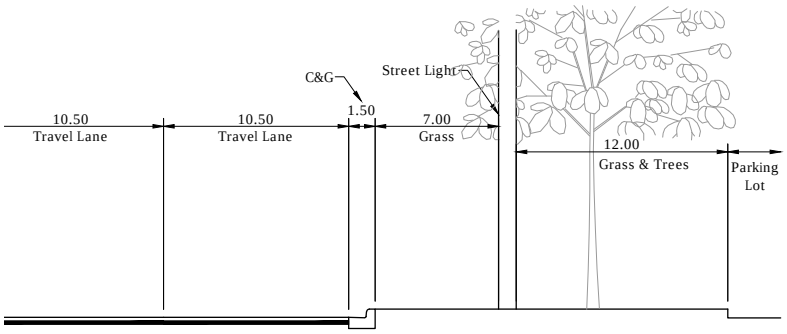
LE ROAD

: 10'
o Central Entrance of Meijer



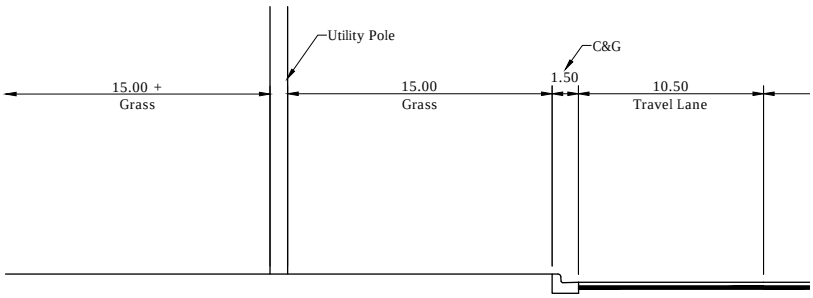
LE ROAD

: 10'
f Meijer to US 30



LE ROAD

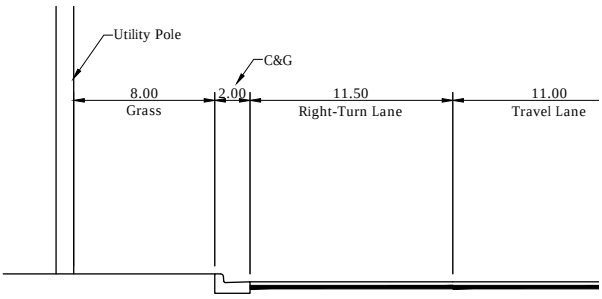
10'
f Ross Commons



5). MERRIL

SCALE

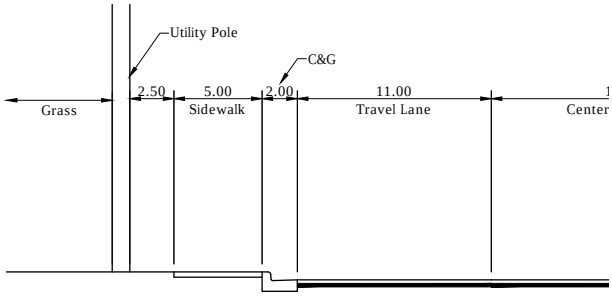
From Entrance of Ross



6). MADIS

SCALE

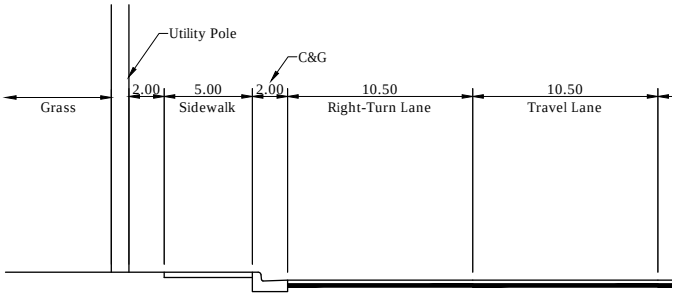
From W 80th Pla



7). MADIS

SCALE

From W 78th Ave

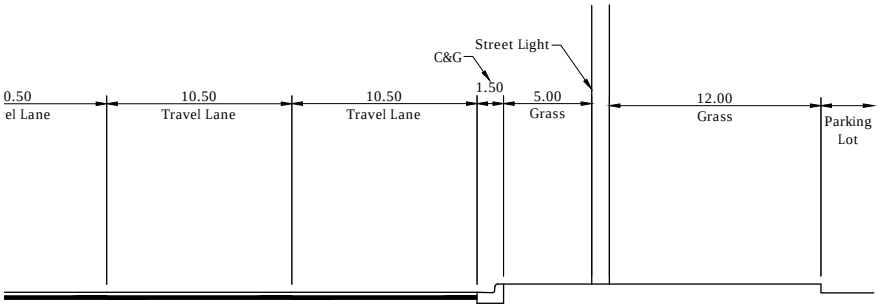


8). MADIS

SCALE

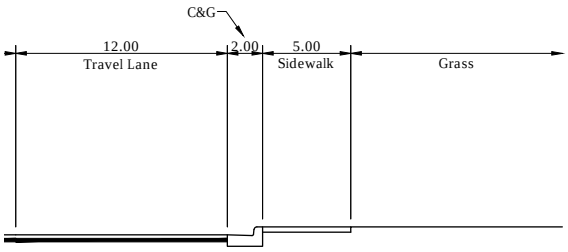
From W 77th Avenue

S SECTIONS



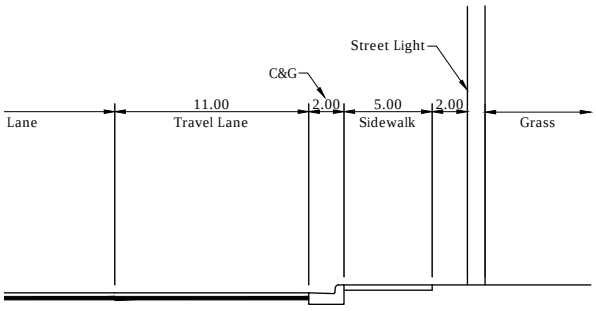
LE ROAD

: 10'
nons to W 80th Place



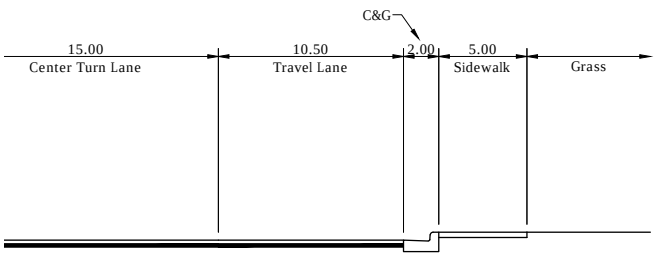
STREET

: 10'
W 78th Avenue



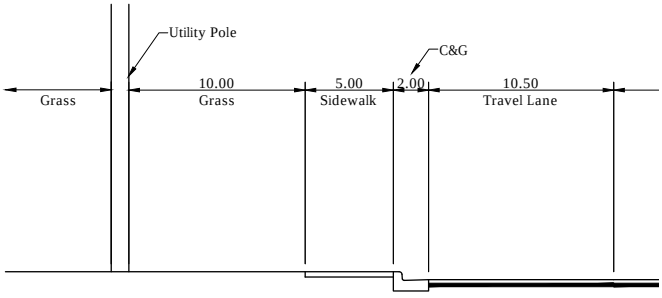
STREET

: 10'
W 77th Avenue



STREET

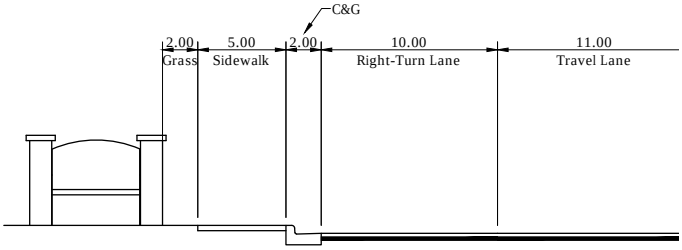
10'
uth of 76th Avenue



9). MADIS

SCALE

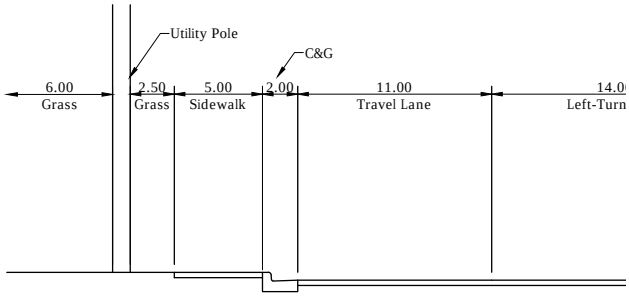
From South of 76th A



10.). MADI

SCALE

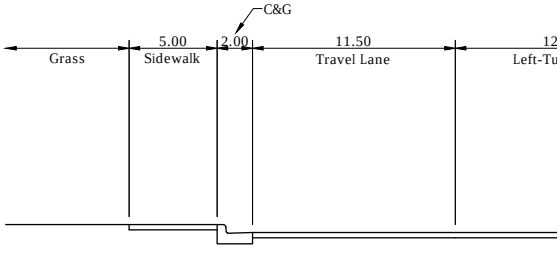
From W 76th Avenue



11). MADI

SCALE

From North of 76th

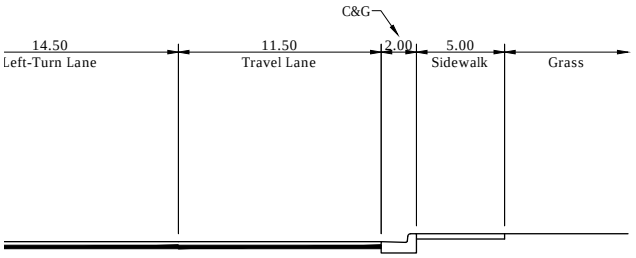


12). MADIS

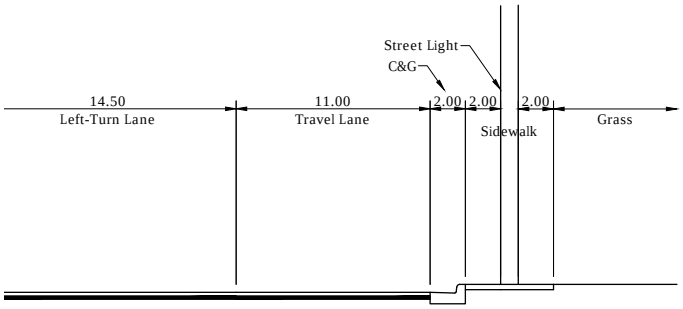
SCALE

From 75th Aven

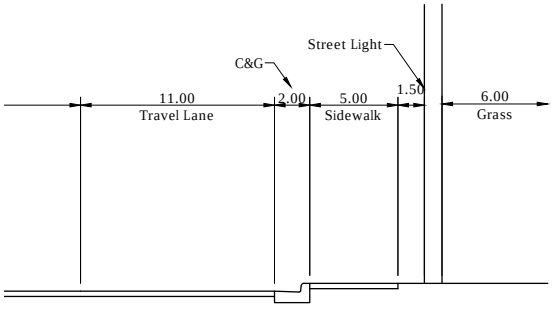
S SECTIONS



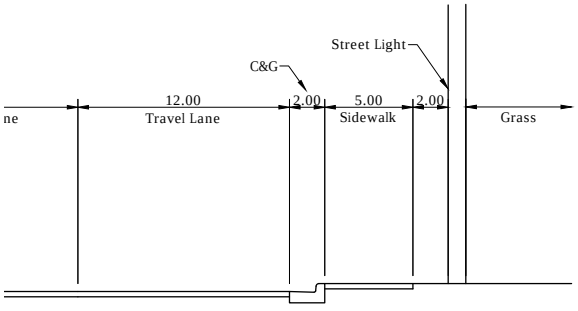
STREET
: 10'
e to W 76th Avenue



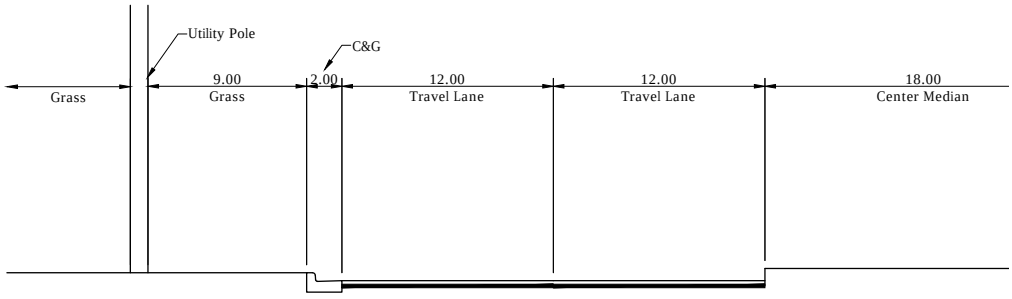
STREET
: 10'
rth of 76th Avenue



STREET
: 10'
ue to 75th Avenue



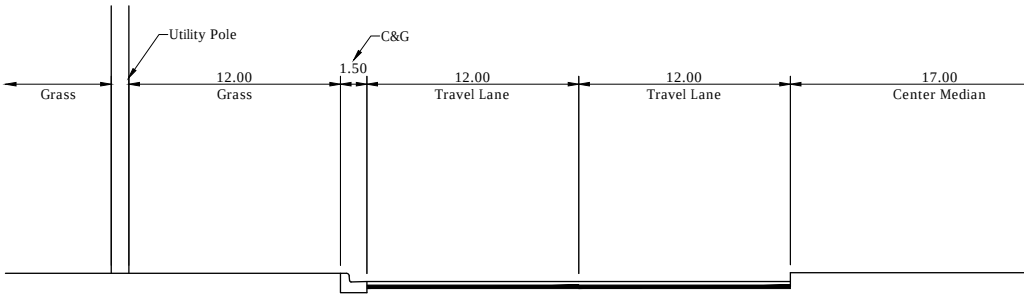
STREET
10'
73rd Avenue



13). BR

SCALE

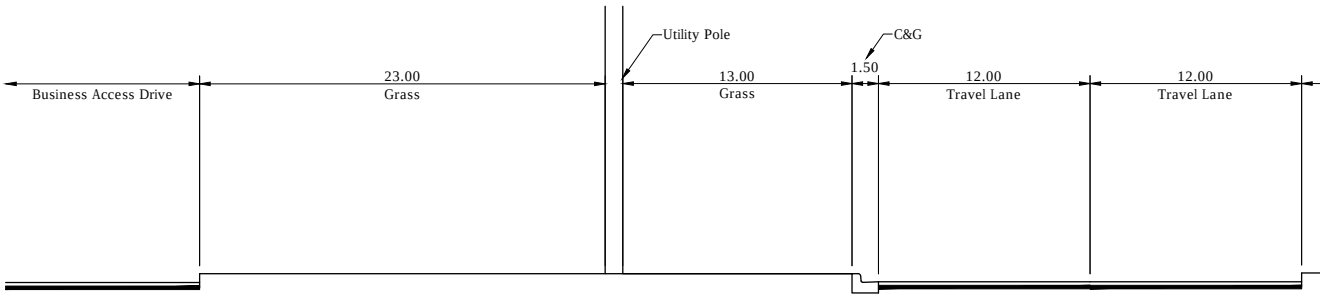
From 93rd Avenue to Entr



14). BR

SCALE

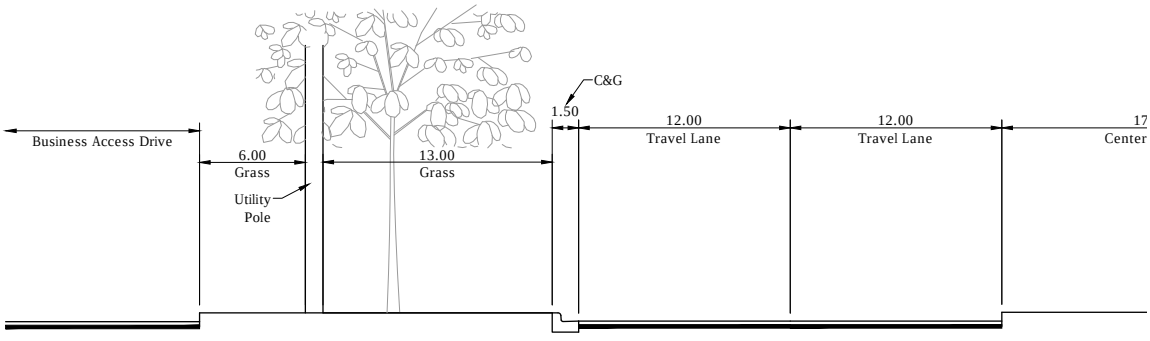
From Entrance of Cambridg



15). BR

SCALE

From W 89th Av

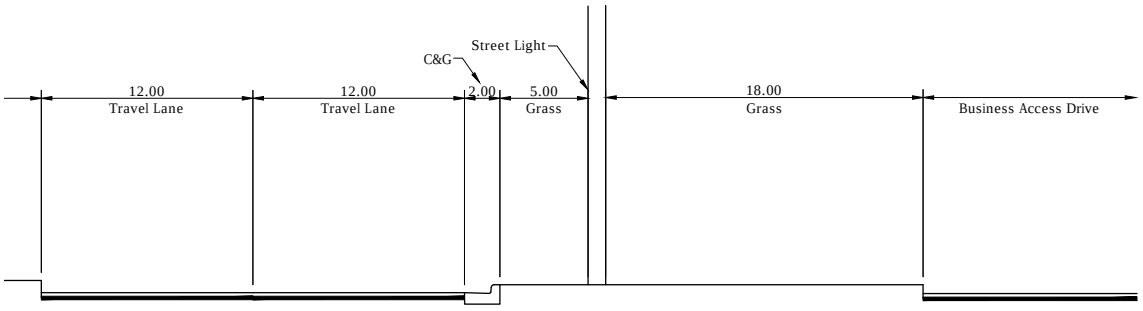


16). BR

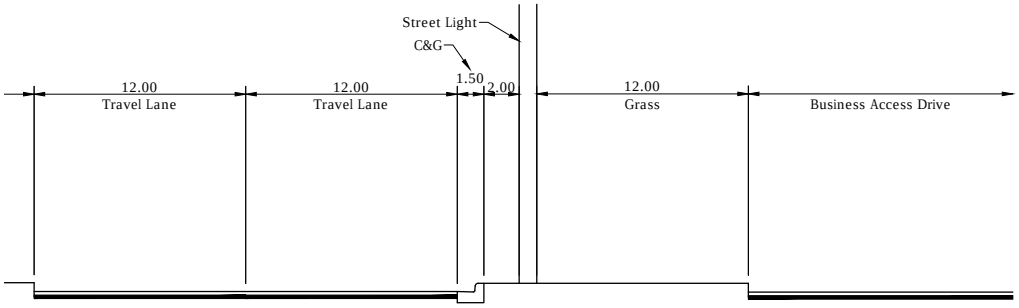
SCALE

From North Dri

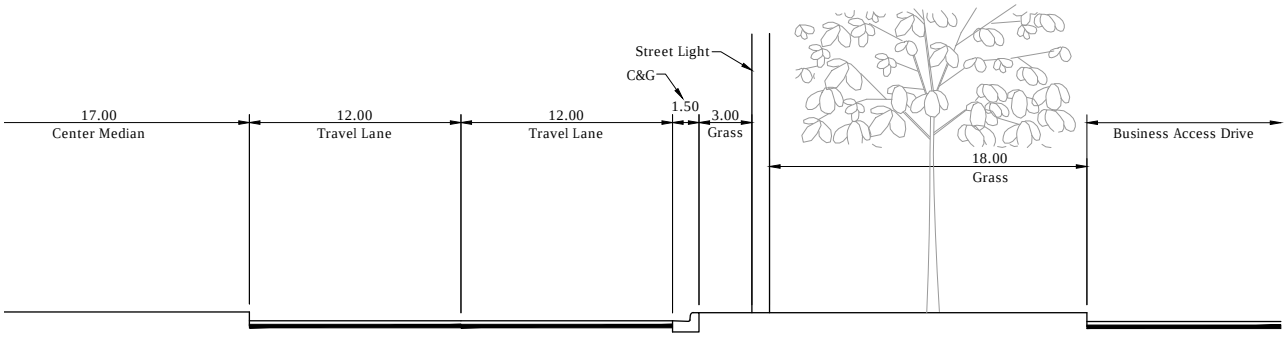
S SECTIONS



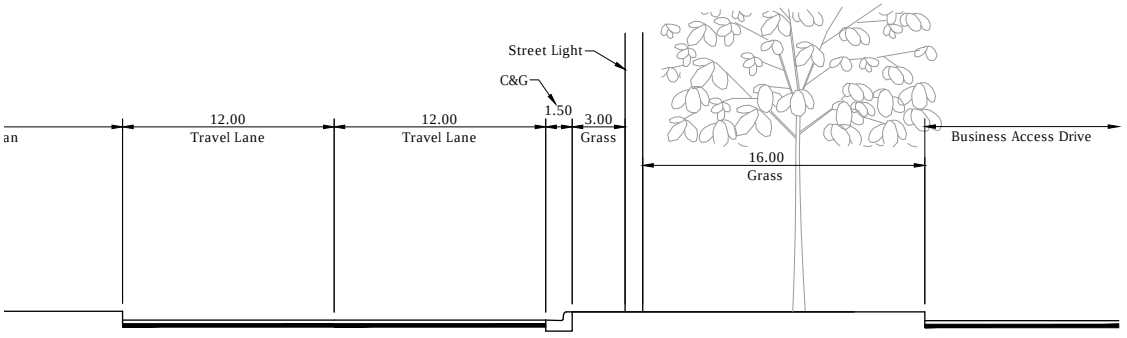
WAY
: 10'
of Cambridge Commons



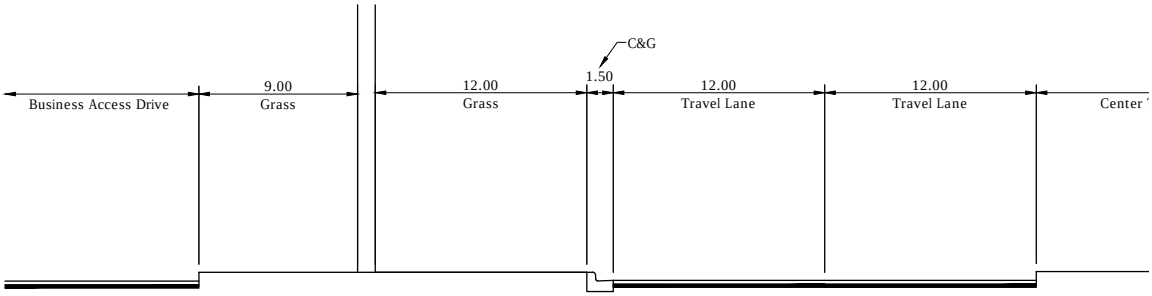
WAY
: 10'
nmons to W 89th Avenue



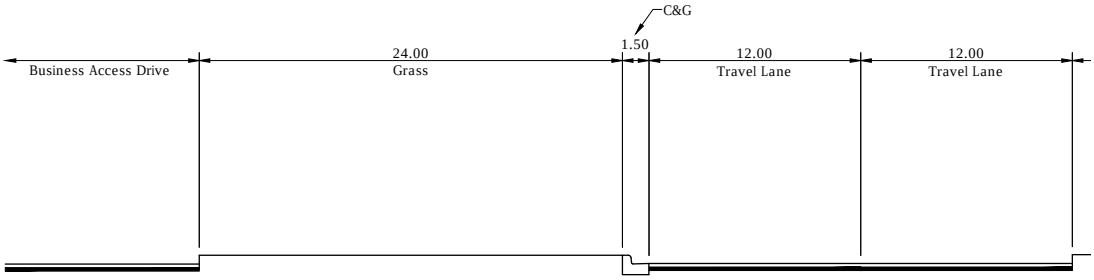
WAY
: 10'
to North Drive



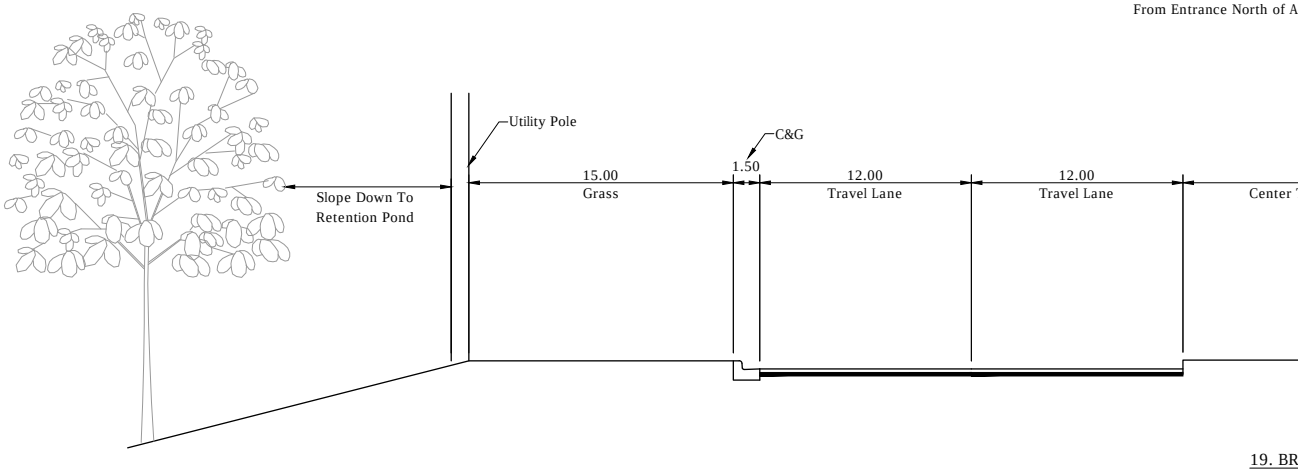
WAY
10'
E 84th Place



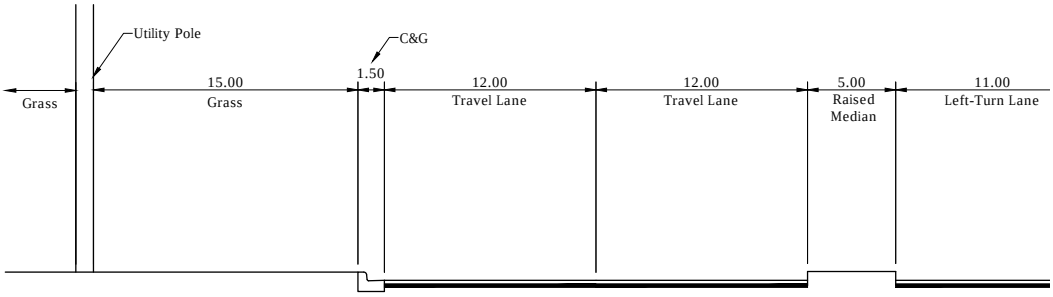
17). BR
SCALE
From E 84th Place to Er



18). BR
SCALE
From Entrance North of A

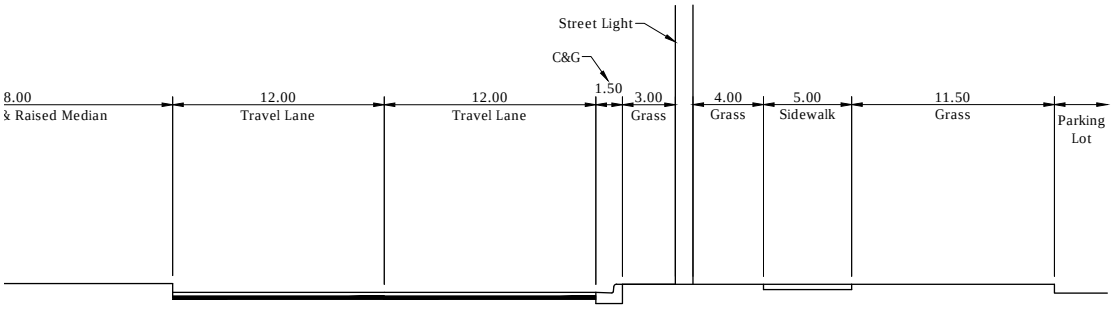


19. BR
SCALE
From South of Culv



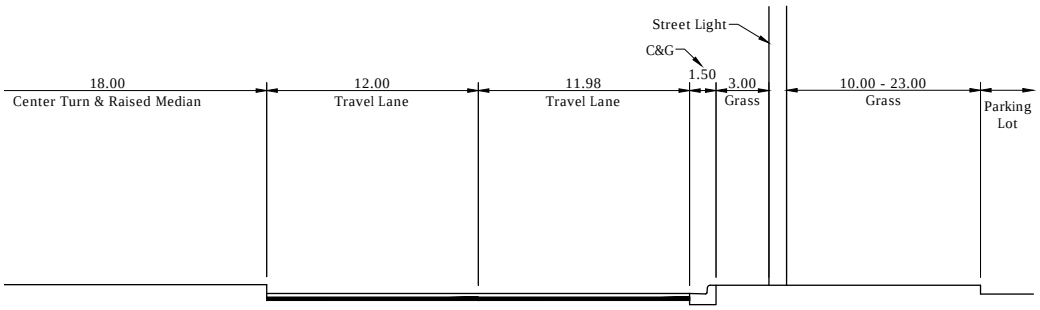
20). BR
SCALE
From North of

S SECTIONS



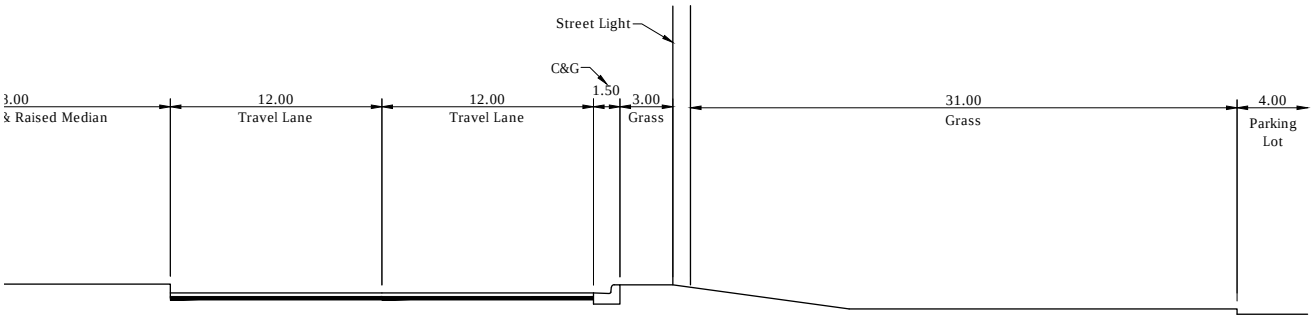
WAY

: 10'
e North of Applebee's



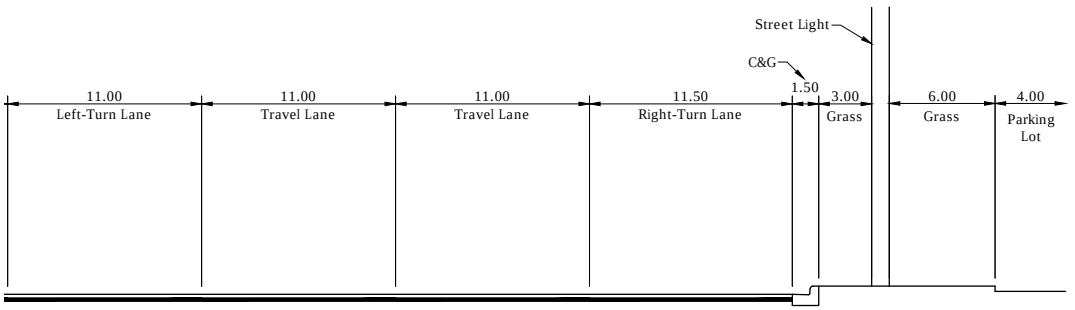
WAY

: 10'
ee's to South of Culvert



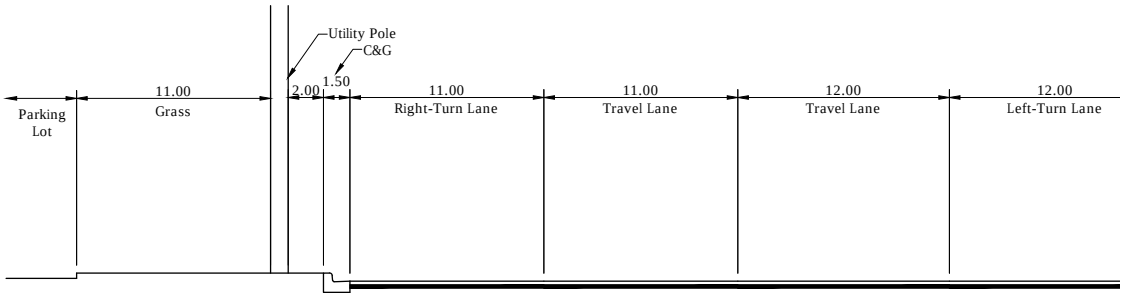
WAY

: 10'
North of Culvert



WAY

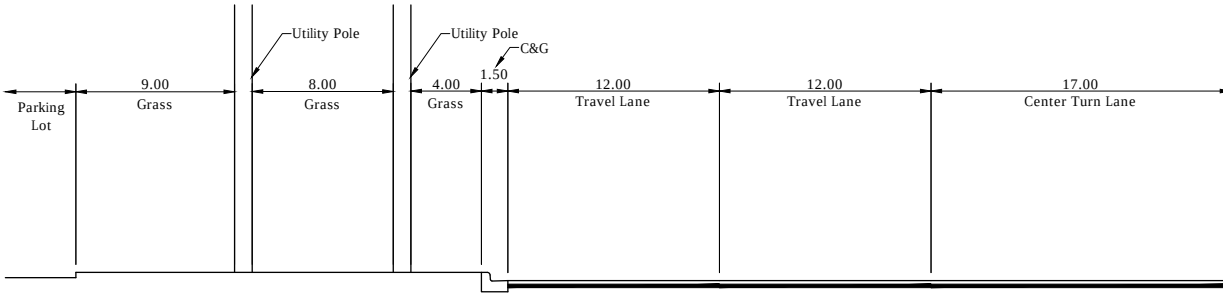
10'
rt to US 30



21). BR

SCALE

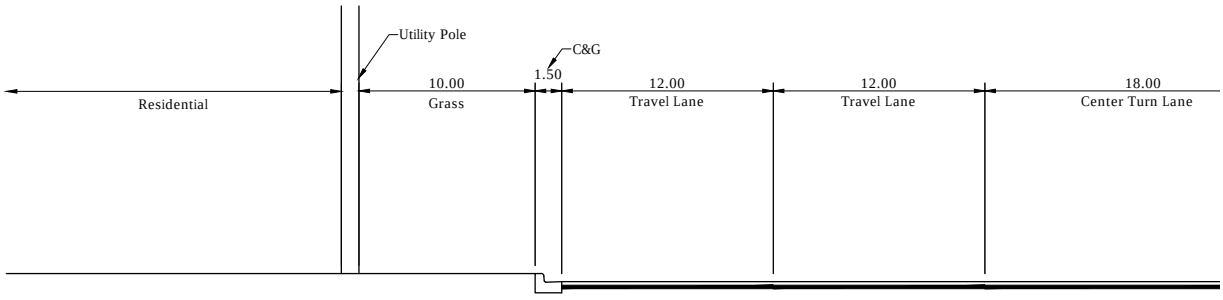
From US 30 to Entra



22). BR

SCALE

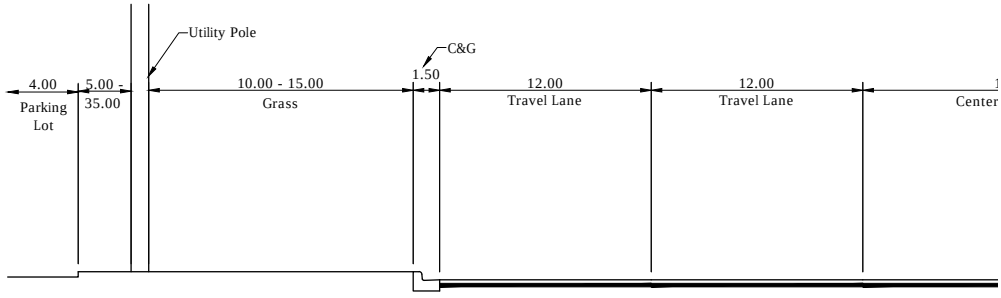
From Entrance of Pepe'



23. BR

SCALE

From 80th Pl

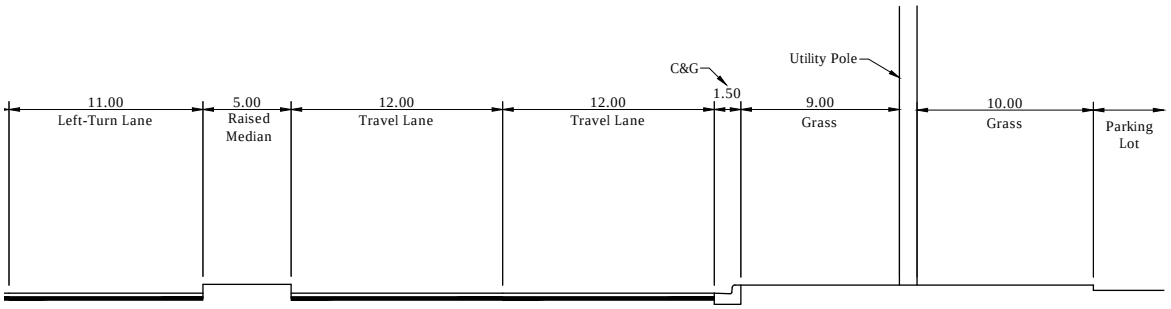


24). BR

SCALE

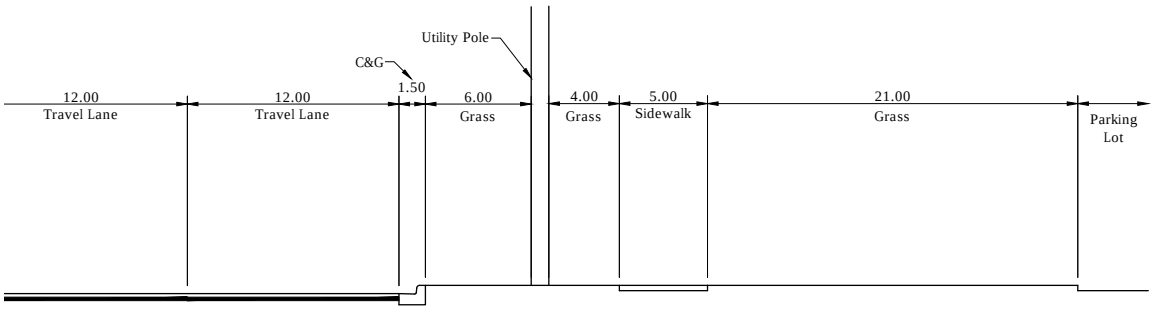
From 79th Place to

S SECTIONS



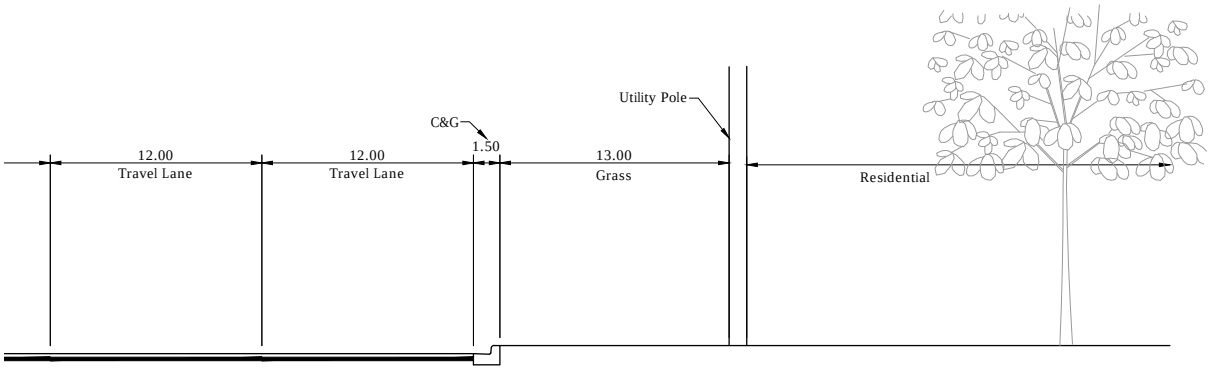
WAY

: 10'
' Pepe's Restaurant



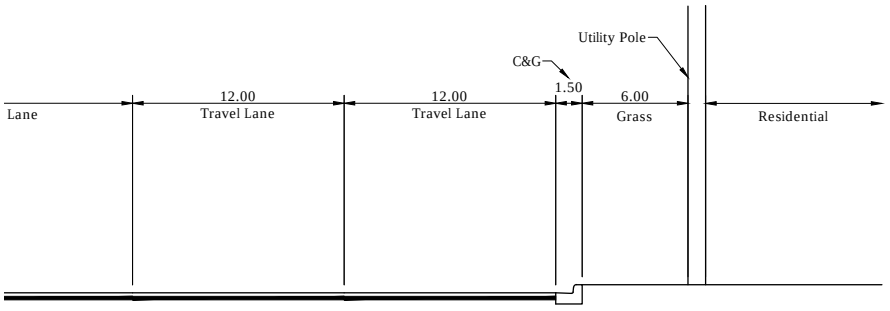
WAY

: 10'
taurant to 80th Place



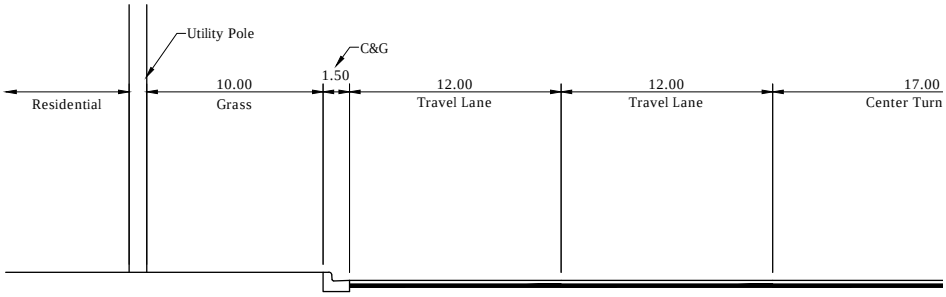
WAY

: 10'
, 79th Place



WAY

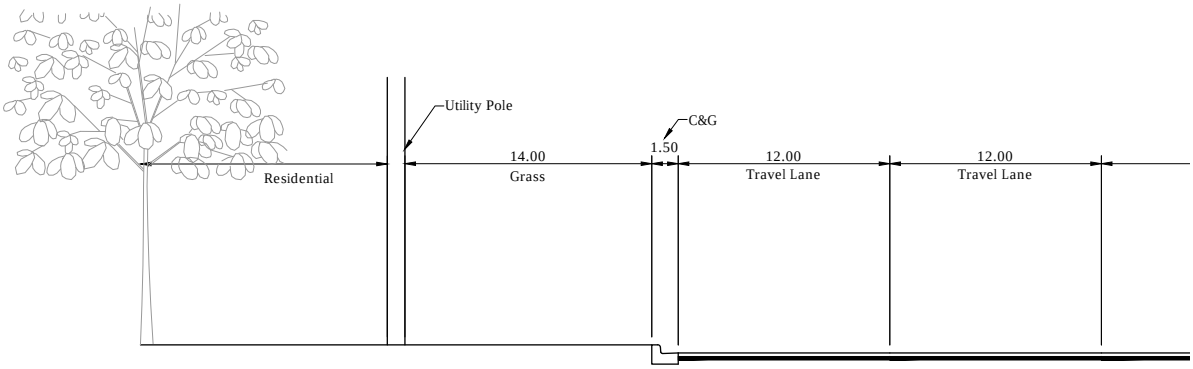
10'
nce of BMO Bank



25). BR

SCALE

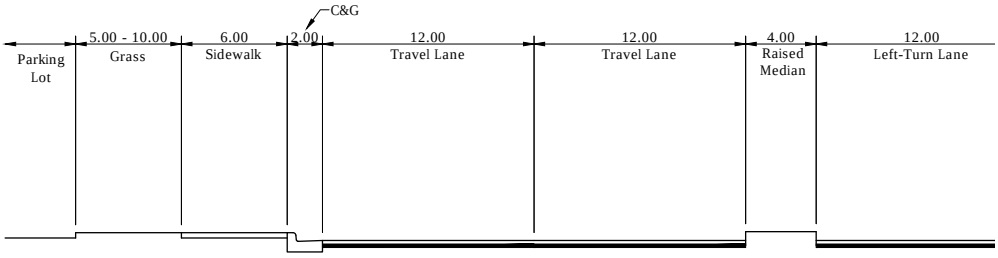
From Entrance of BMO Banl



26). BR

SCALE

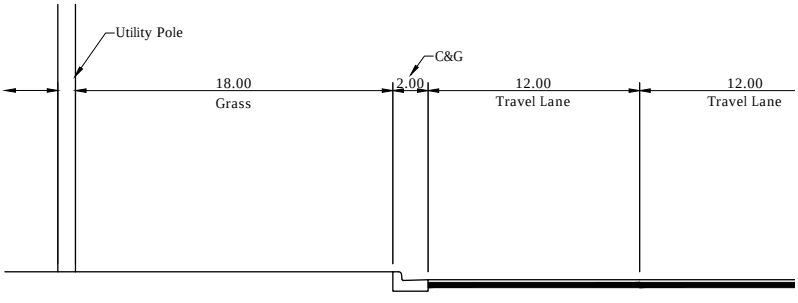
From 150' North of W



27). BR

SCALE

From Indian Tı

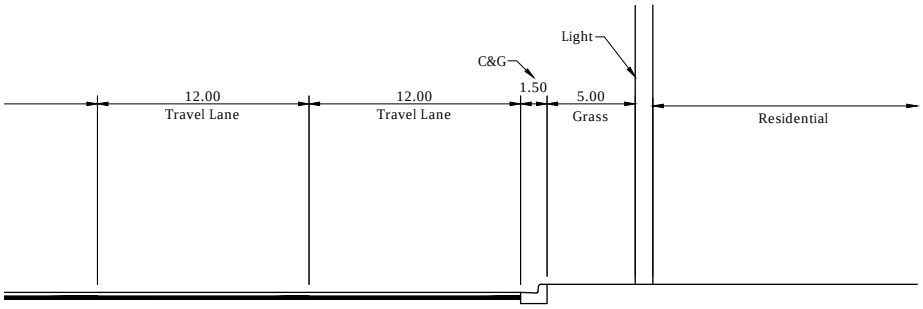


28). MISSIS

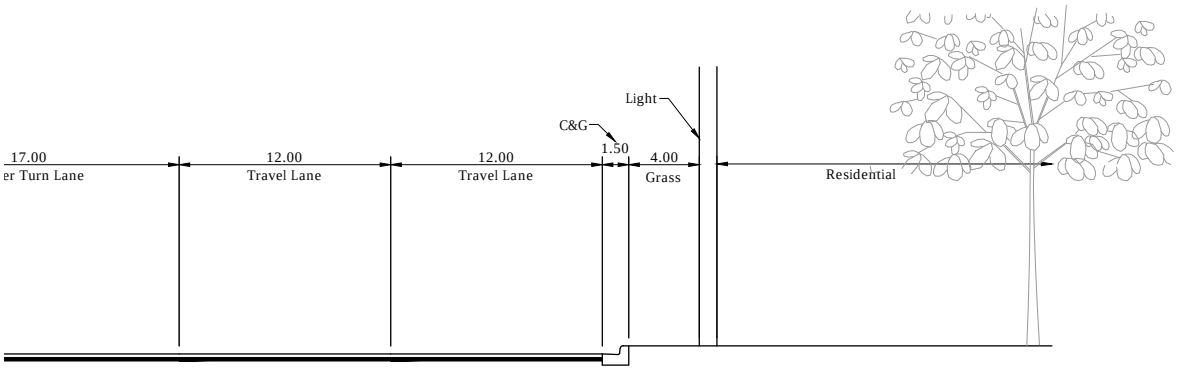
SCALE

From 93rd Avenu

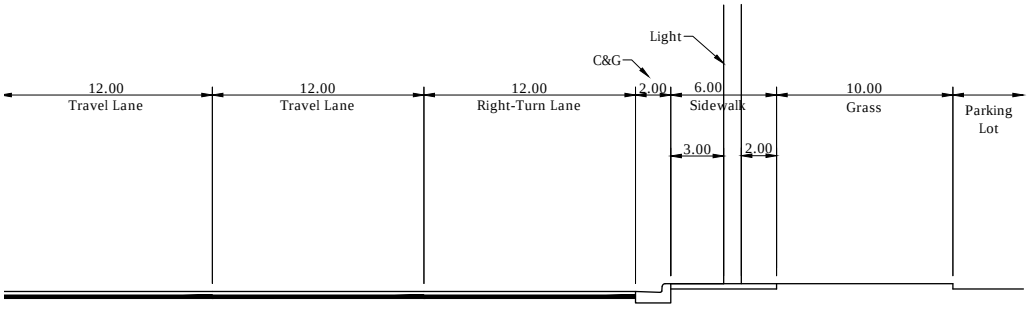
S SECTIONS



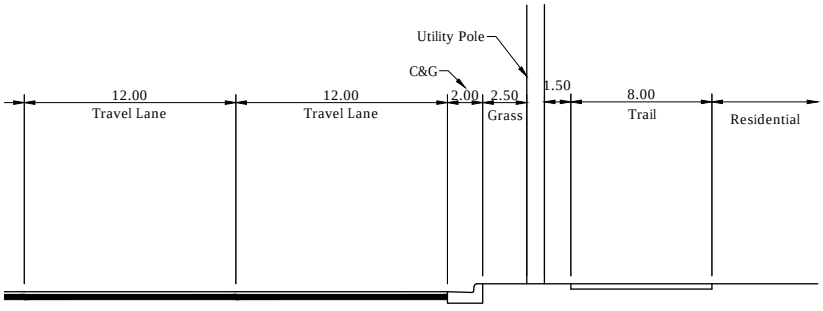
WAY
: 10'
50' North of W 75th Place



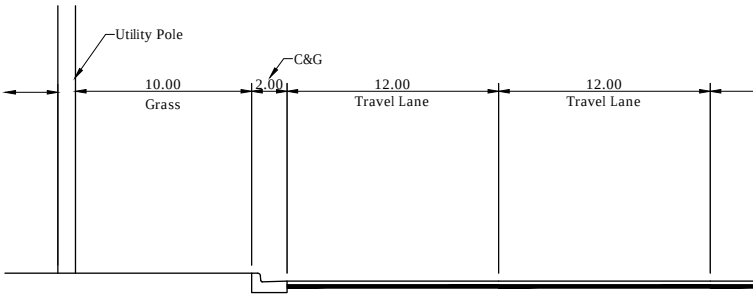
WAY
: 10'
Place to Indian Trail



WAY
: 10'
73rd Avenue



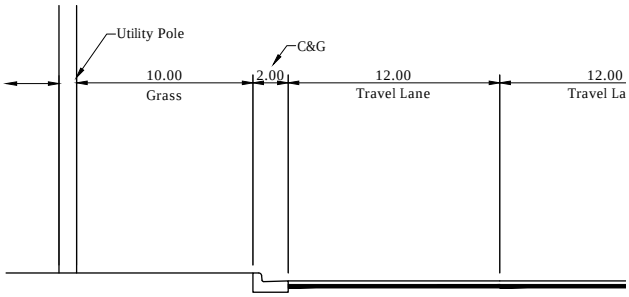
I STREET
10'
85th Avenue



29). MISSIS

SCALE

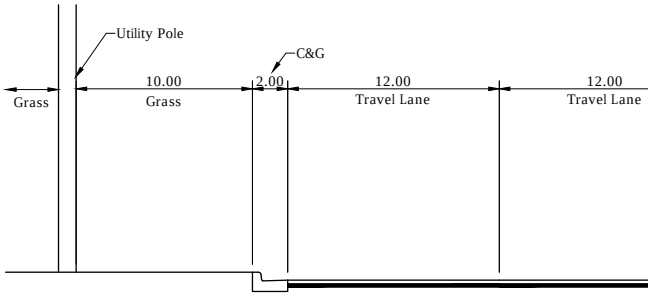
From E 85th Avenue



30). MISSIS

SCALE

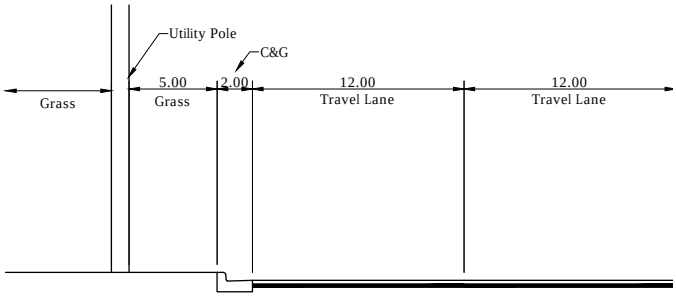
From South of Lift Stat



31). MISSIS

SCALE

From North of Lift Sta

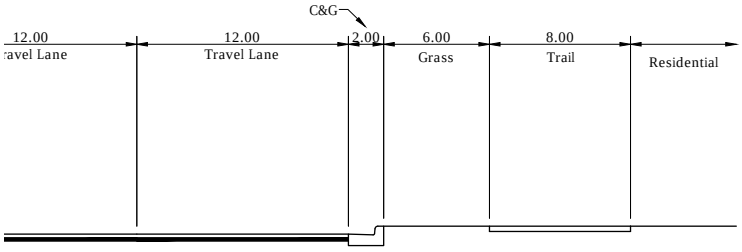


32). MISSIS

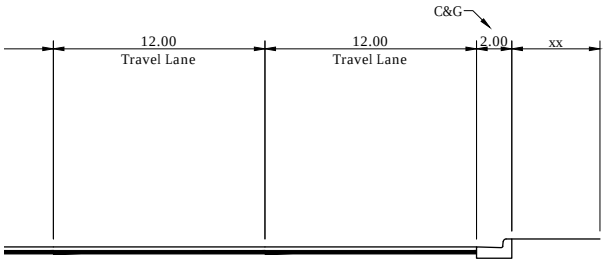
SCALE

From Electric Subst

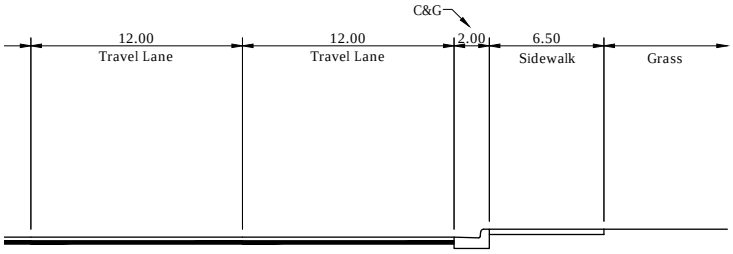
S SECTIONS



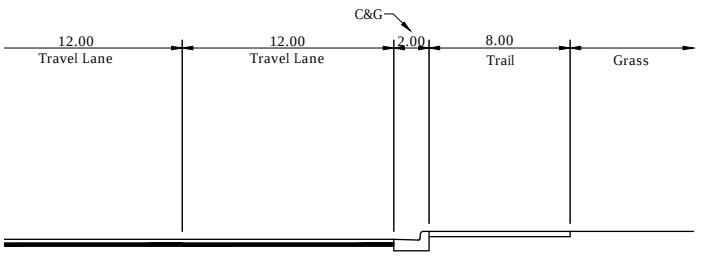
I STREET
: 10'
outh of Lift Station



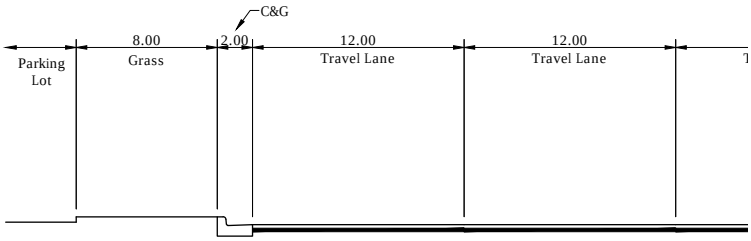
I STREET
: 10'
North of Lift Station



I STREET
: 10'
o Electric Substation

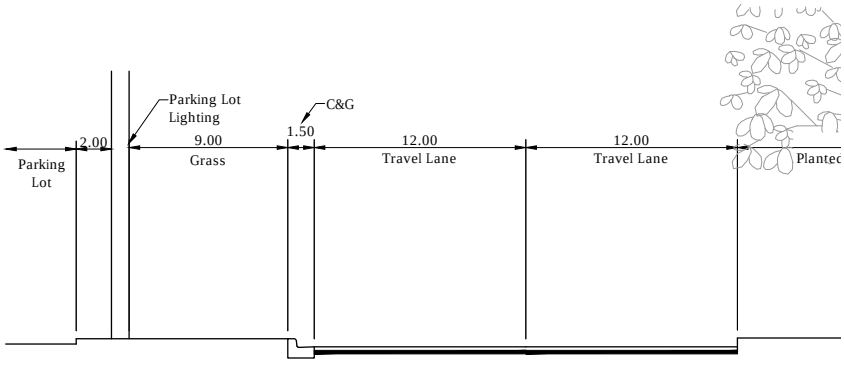


I STREET
10'
to 83rd Avenue



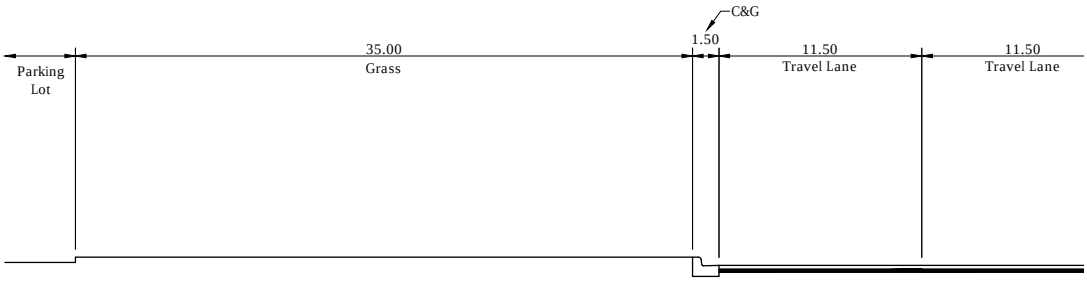
33). MISSIS

SCALE
From 83rd A



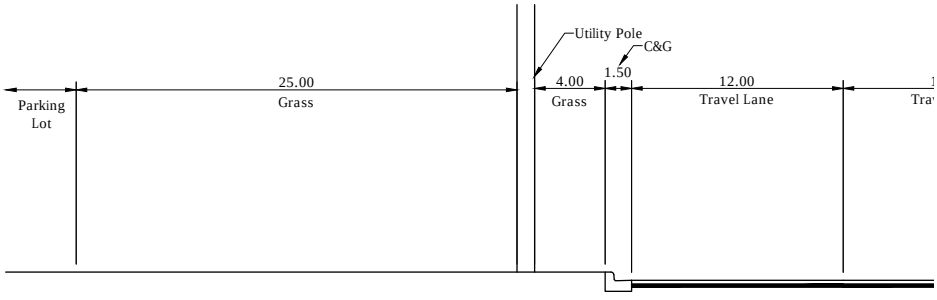
34). MISSIS

SCALE
From US 30 t



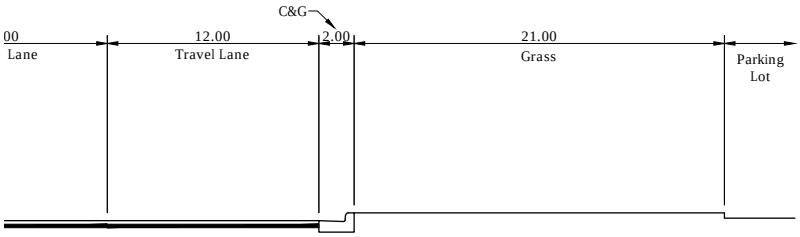
35). MISSIS

SCALE
From E 79th Avenue t

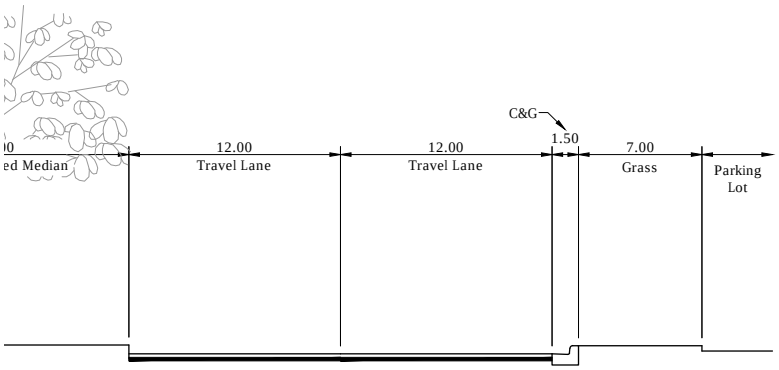


36). MISSIS

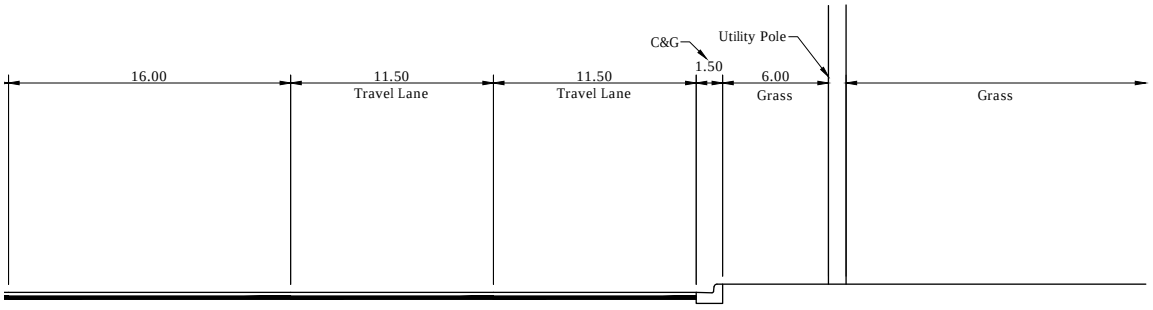
SCALE
From North Entrance



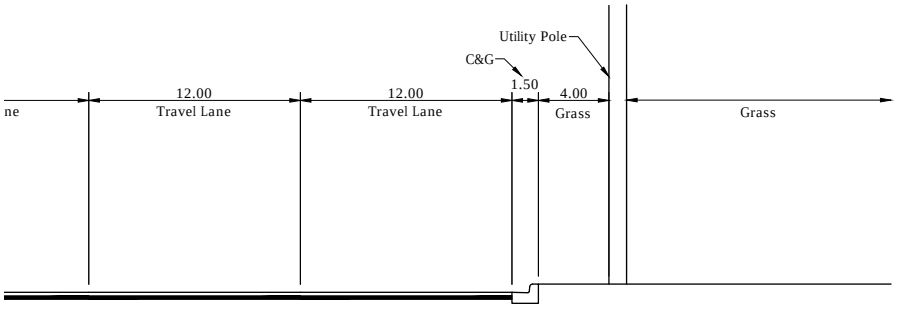
I STREET
: 10'
e to US 30



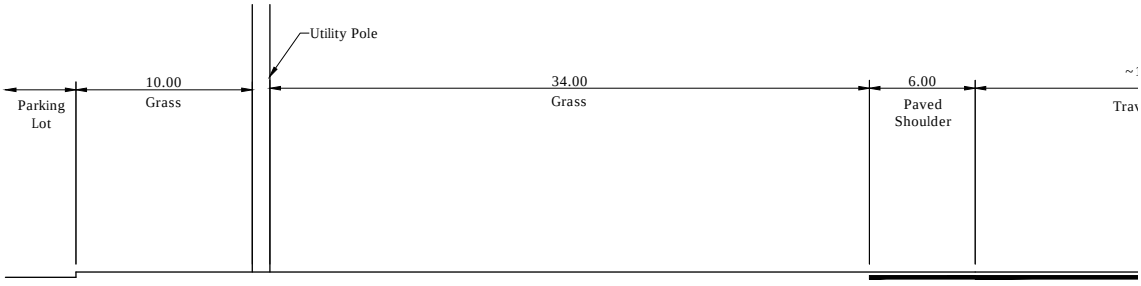
I STREET
: 10'
9th Avenue



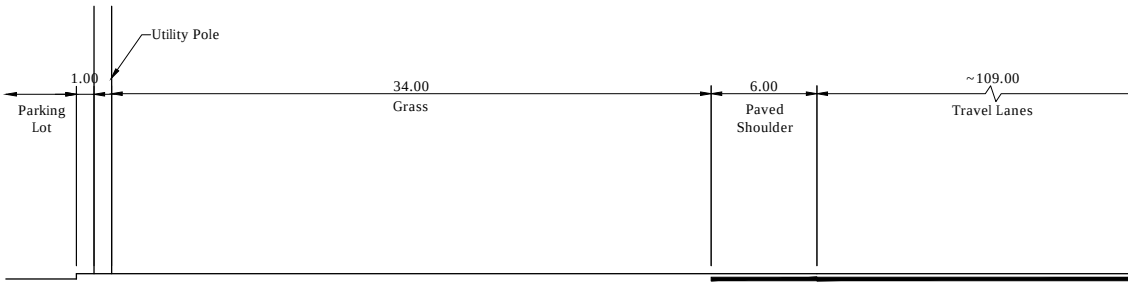
'I STREET
: 10'
h Entrance of Lowes



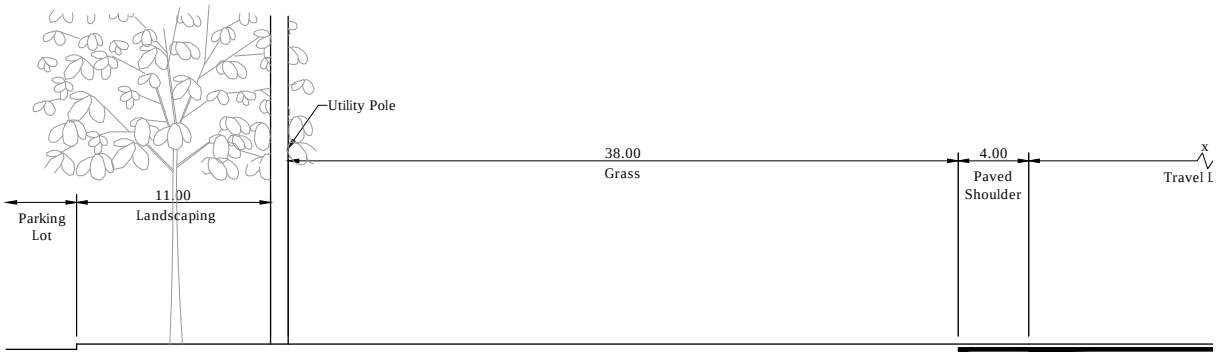
I STREET
10'
ves to 73rd Avenue



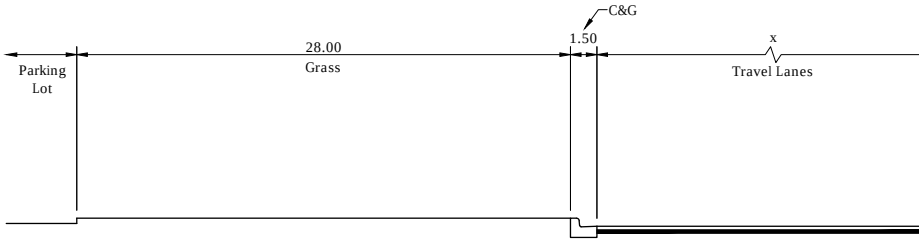
71).
SCALE
From Merrillville I



72).
SCALE
From Texas

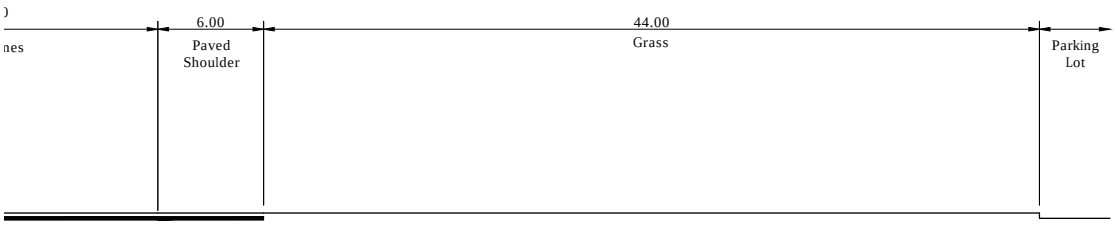


73).
SCALE
From Aldi

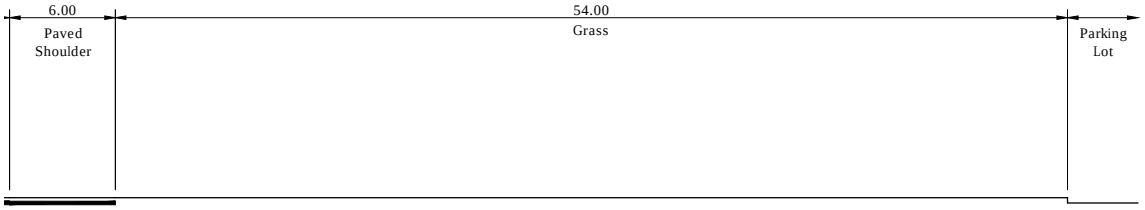


82).
SCALE
From Mississip

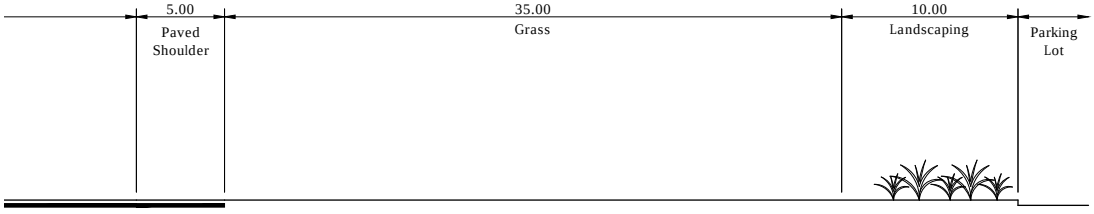
S SECTIONS



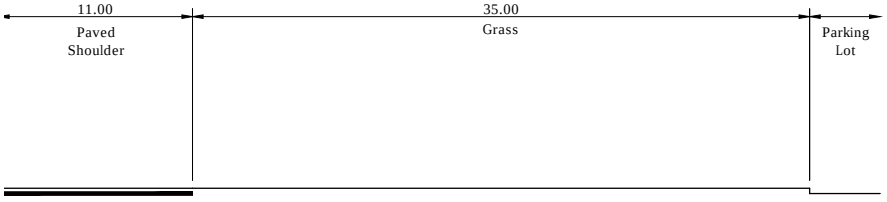
30
: 10'
to Texas Corral



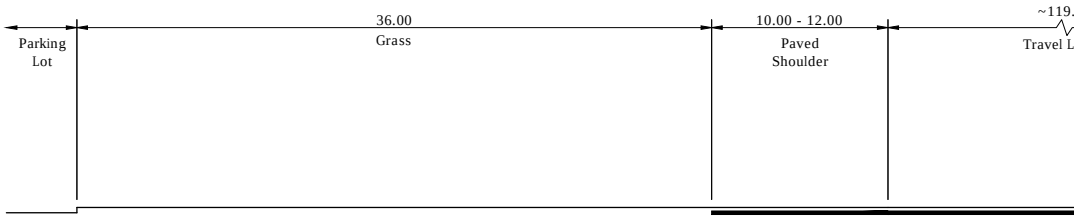
30
: 10'
al to Aldi



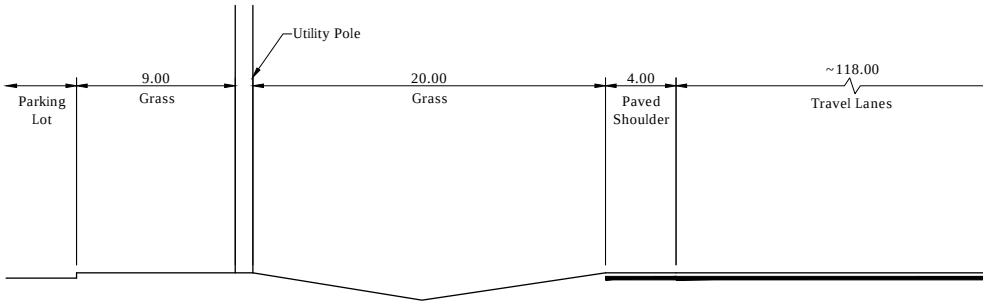
30
: 10'
oadway



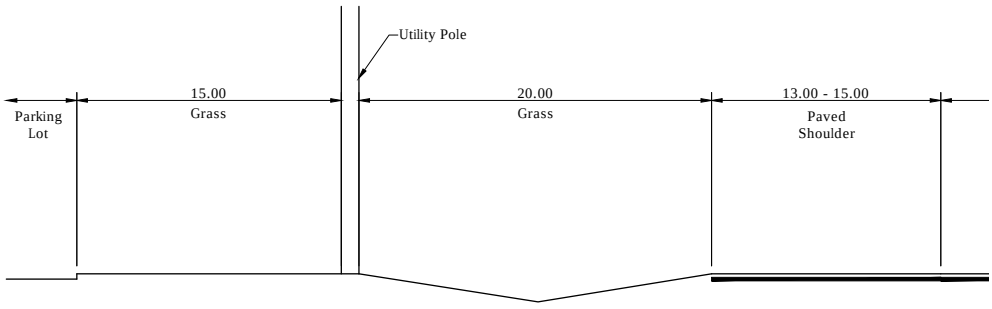
30
10'
eet to Pier 1



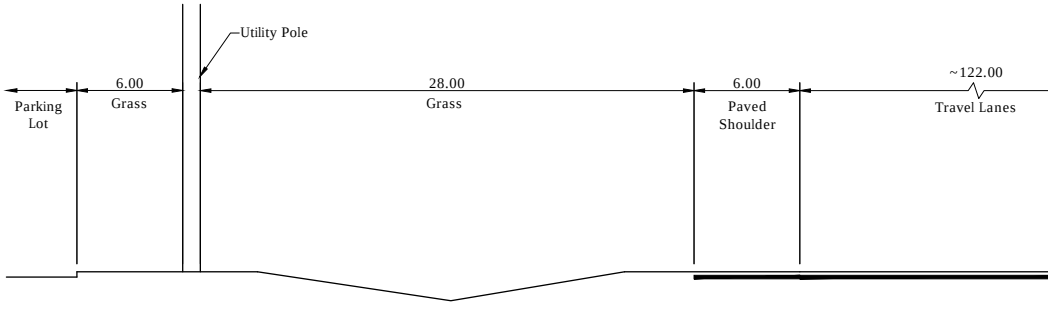
83).
SCALE
From Pier 1 Locati



84).
SCALE
From Mall Entran

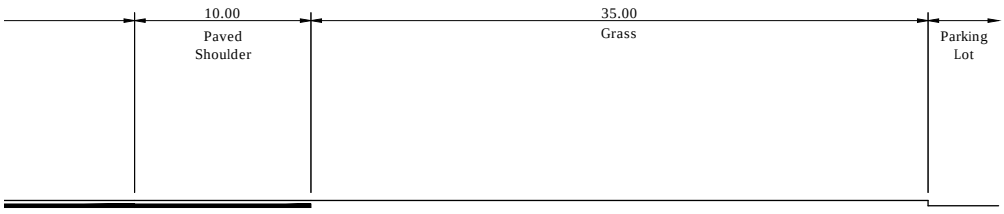


85).
SCALE
From McDonald'

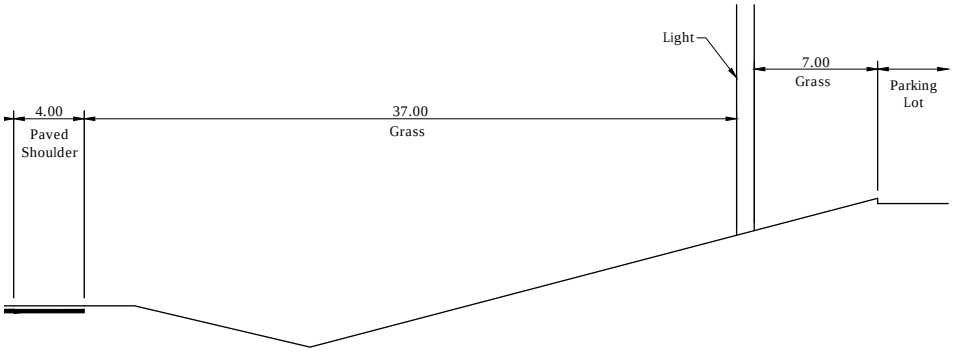


86).
SCALE
From Mall Entra

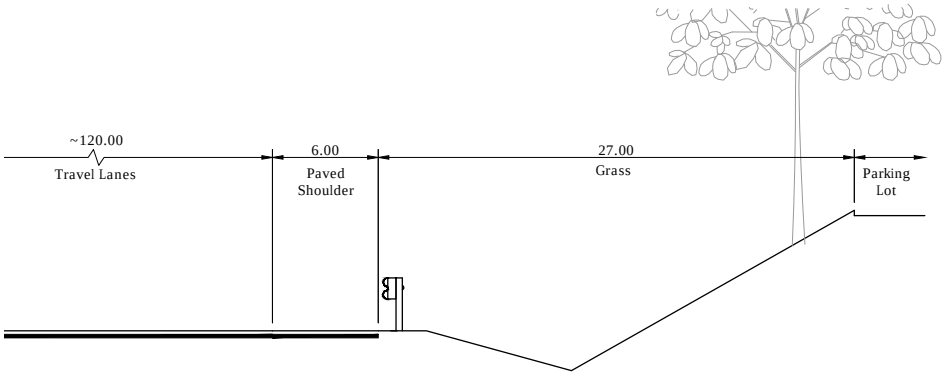
S SECTIONS



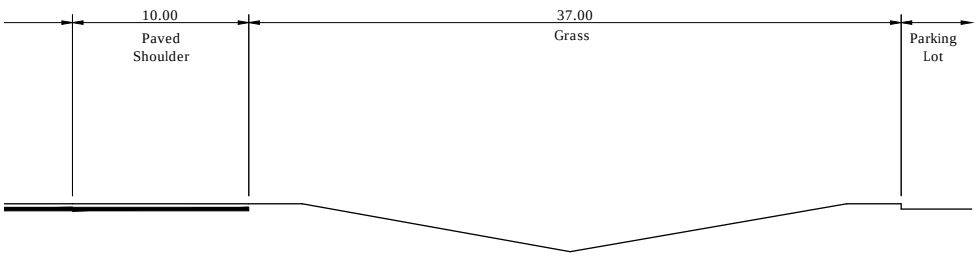
30
: 10'
Mall Entrance B



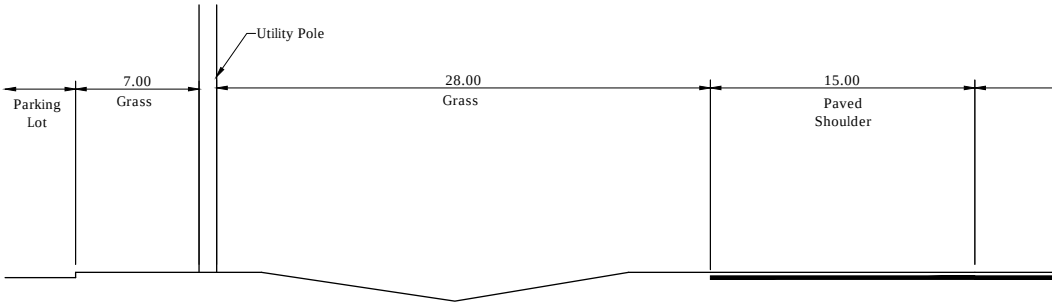
30
: 10'
to McDonald's



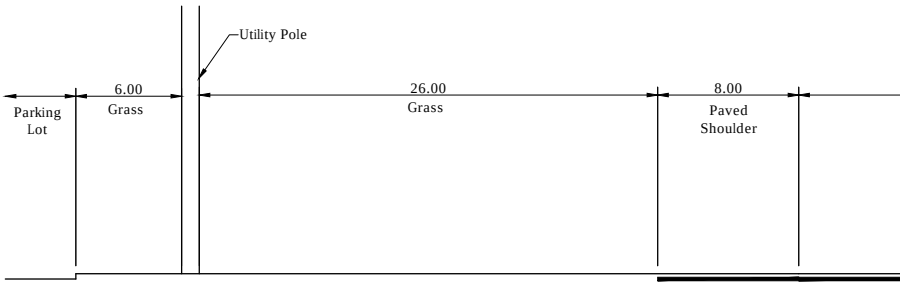
30
: 10'
Iall Entrance C



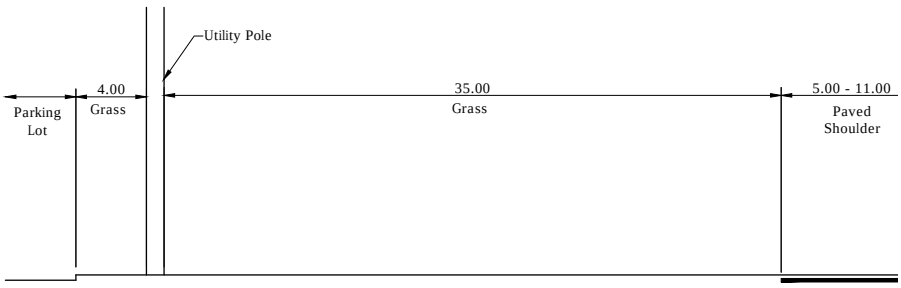
30
10'
: to 5/3 Bank



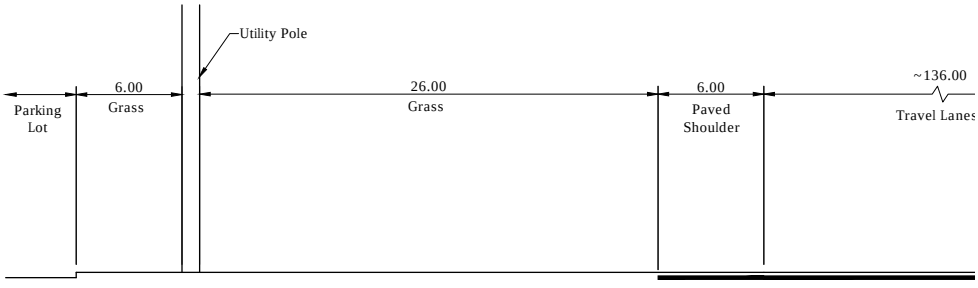
87).
SCALE
From 5/3 Bank



88).
SCALE
From Mall Entra

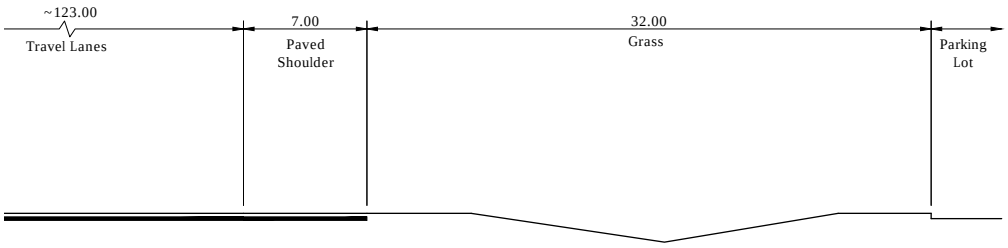


89).
SCALE
From Red Rc

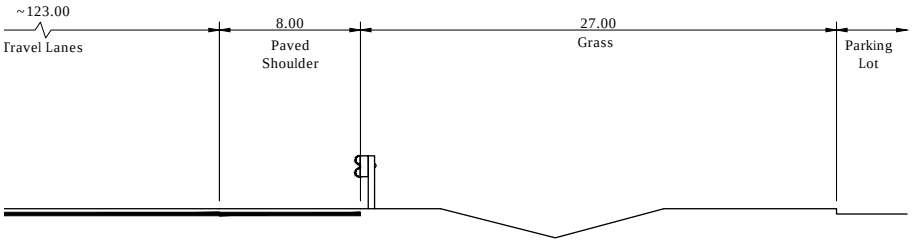


90).
SCALE
From Party City

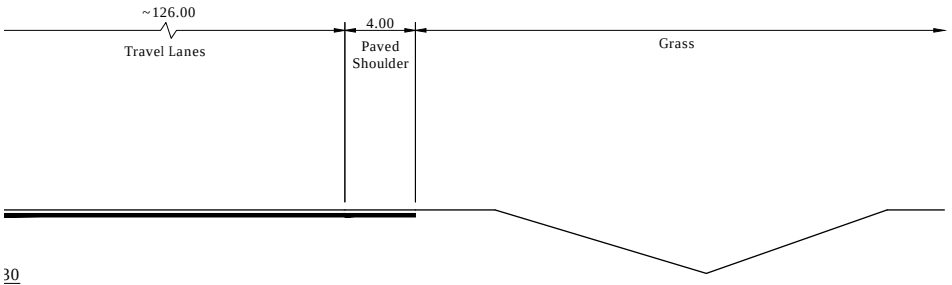
S SECTIONS



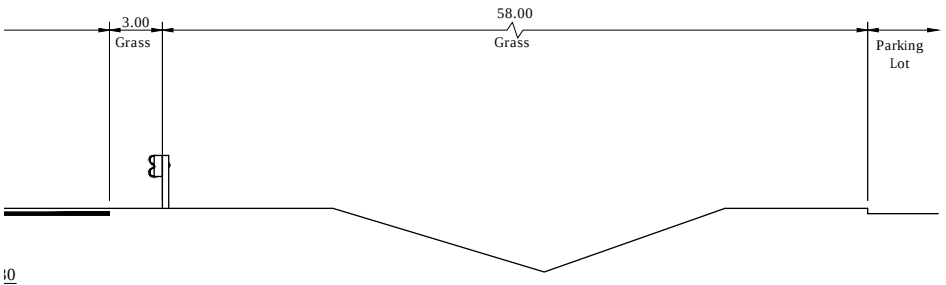
30
: 10'
ll Entrance D



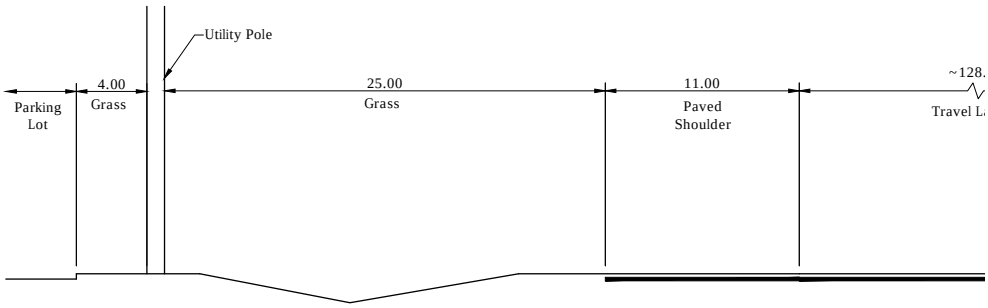
30
: 10'
to Red Robin



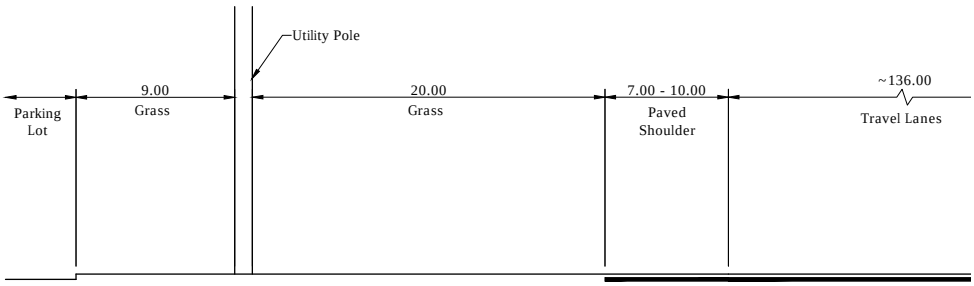
30
: 10'
Party City



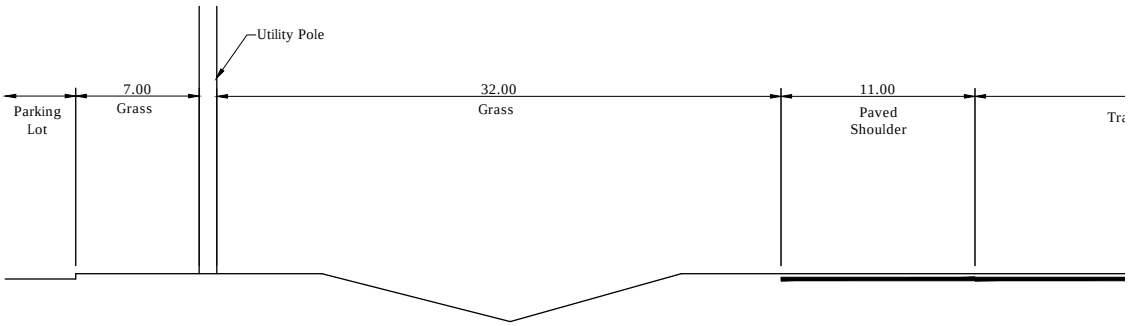
30
10'
rget Signage



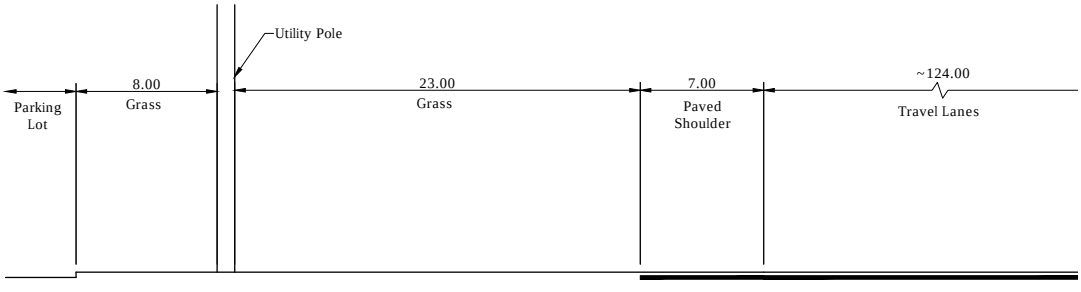
91).
SCALE
From Target Signa



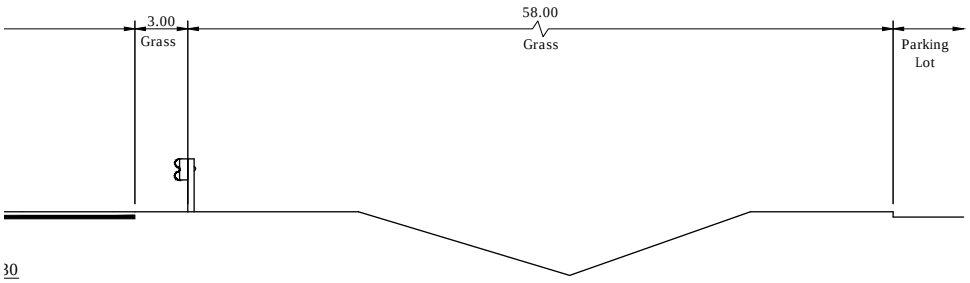
92).
SCALE
From Mall Entrance 5 to



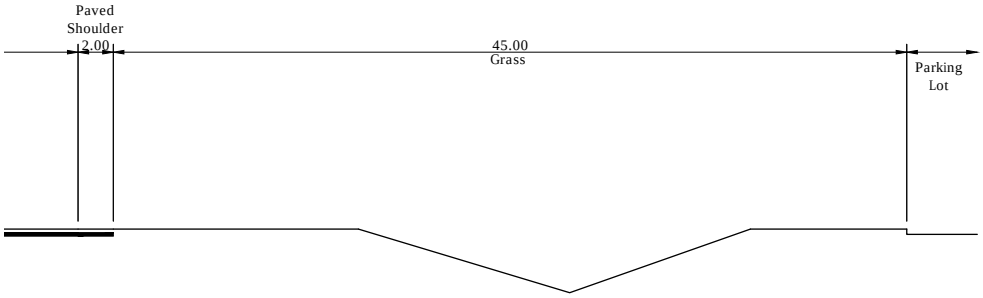
93).
SCALE
From West of Chuck E. Cheese's



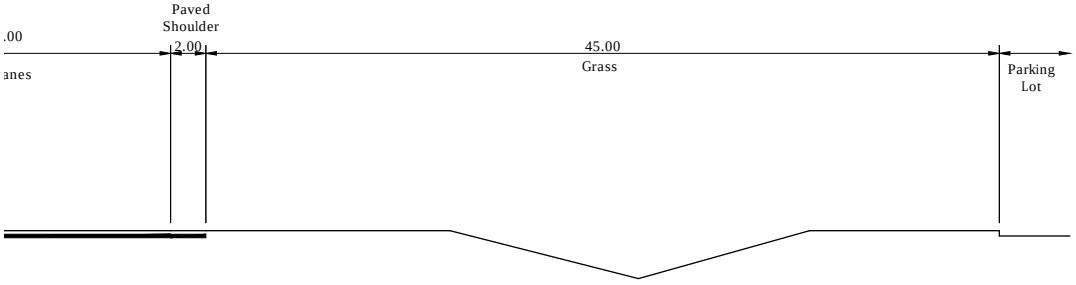
94).
SCALE
From Crossings of Hobart Eas



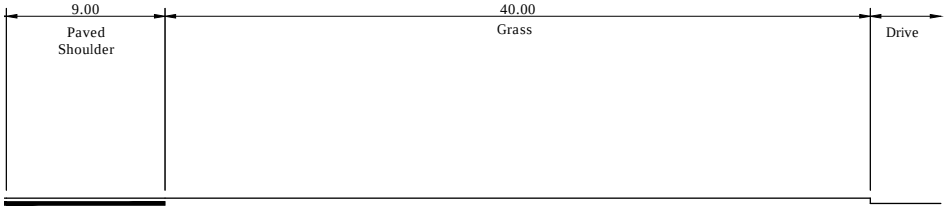
30
: 10'
Mall Entrance 5



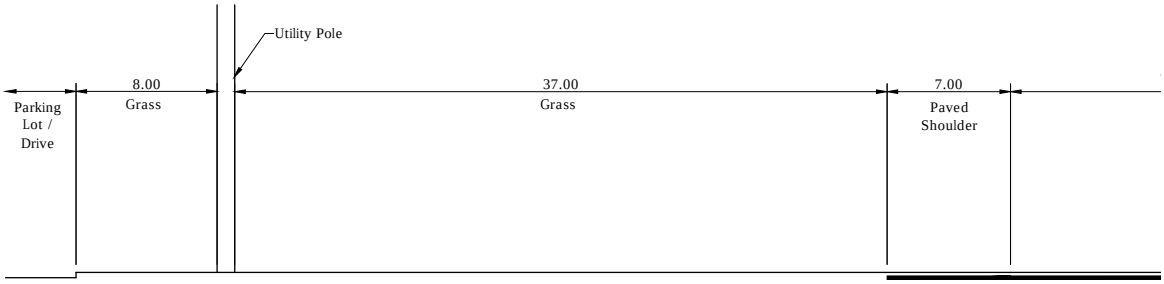
30
: 10'
of Chuck E. Cheese's



30
: 10'
ossings of Hobart East Entrance



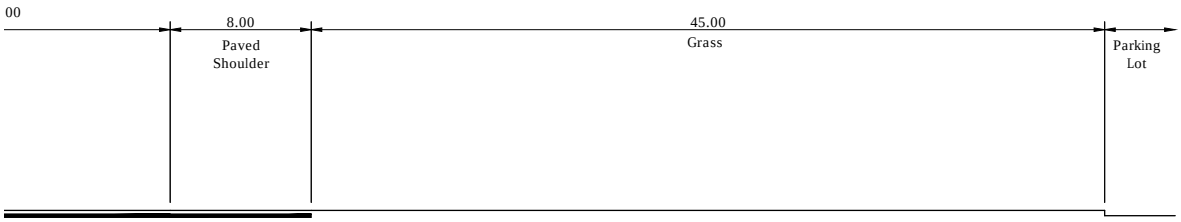
30
10'
ance to West of Auto Zone



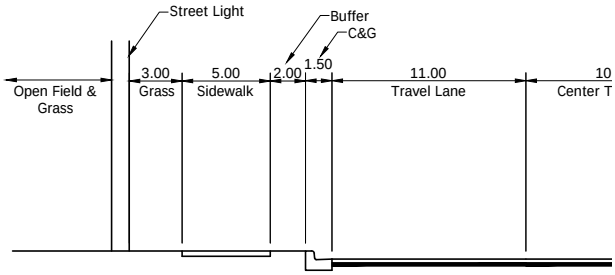
95).

SCALE
From West of Auto

S SECTIONS



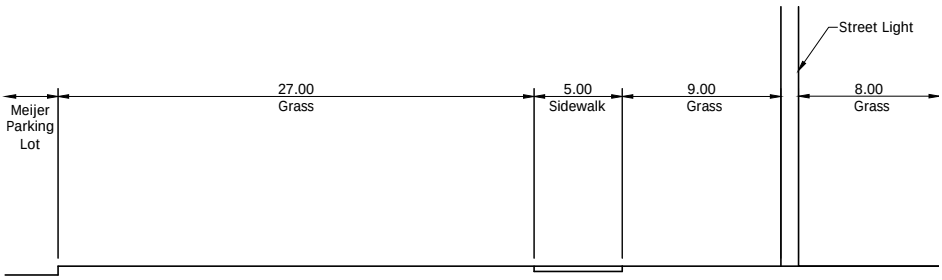
30
: 10'
:o Colorado Street



1). MERRIL

SCALE

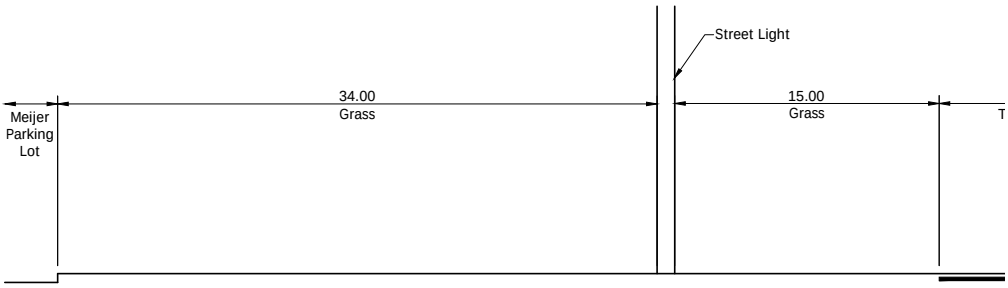
From 93rd Avenue to S



2). MERRIL

SCALE

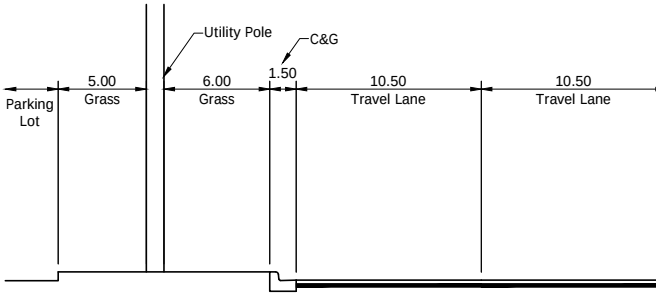
From Southern Entrance of Me



3). MERRIL

SCALE

From Central Entra

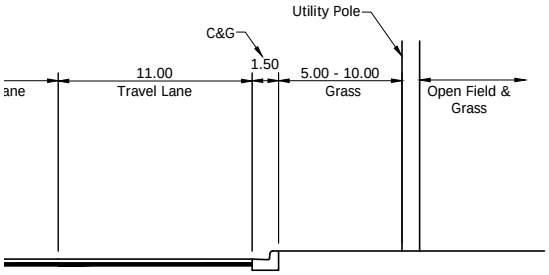


4). MERRIL

SCALE

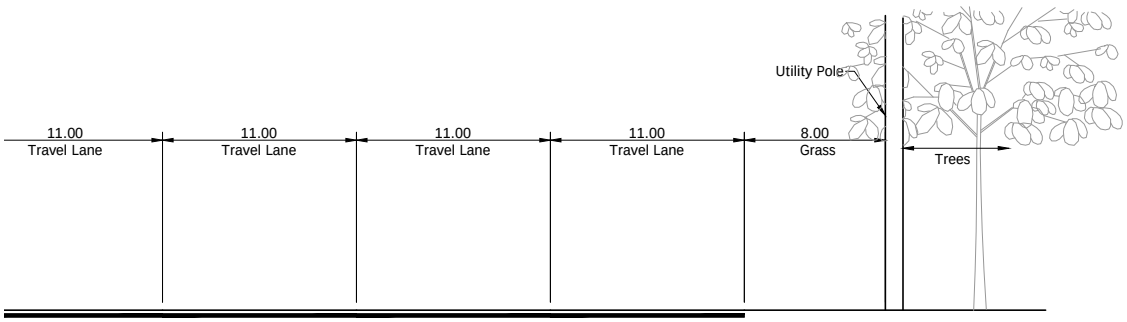
From US 30 to Entra

SS SECTIONS



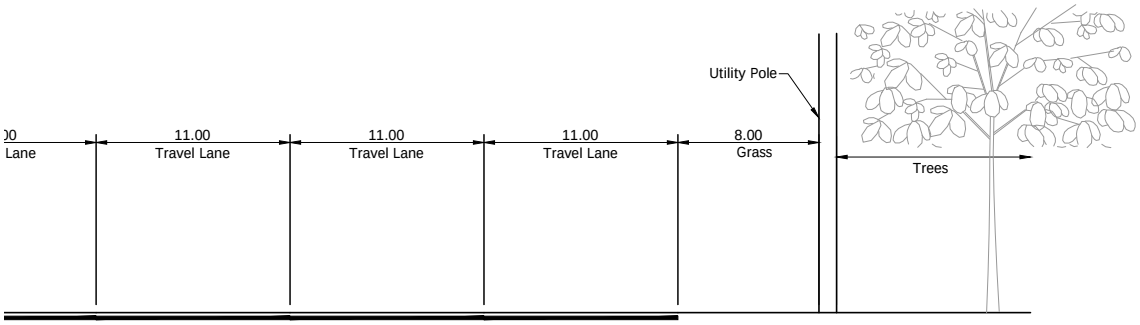
LE ROAD

: 10'
rn Entrance of Meijer



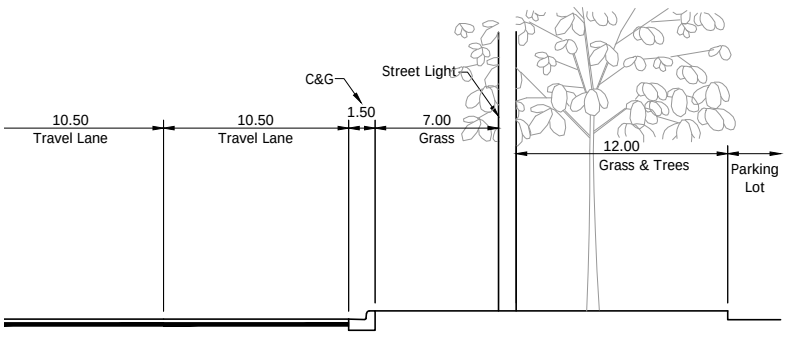
LE ROAD

: 10'
o Central Entrance of Meijer



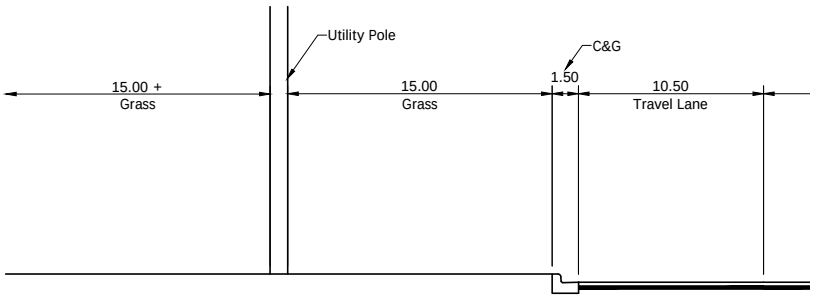
LE ROAD

: 10'
f Meijer to US 30



LE ROAD

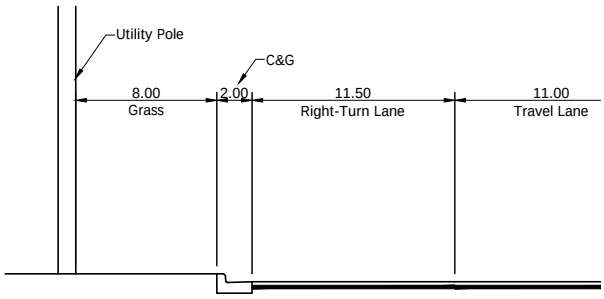
10'
f Ross Commons



5). MERRIL

SCALE

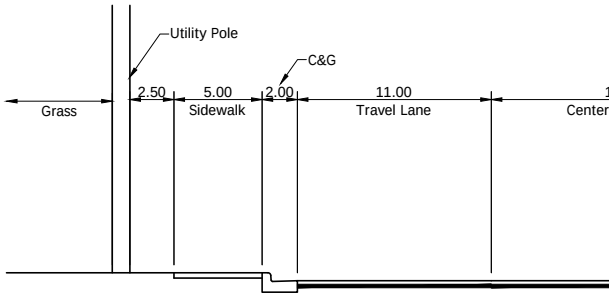
From Entrance of Ross



6). MADIS

SCALE

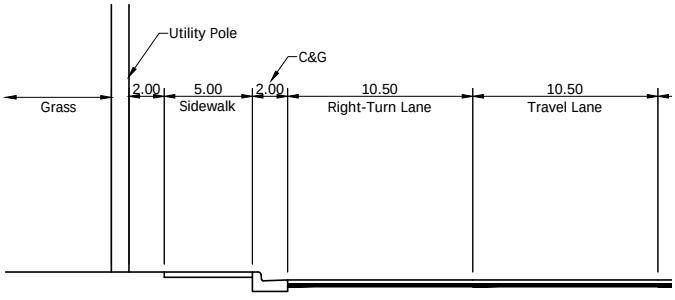
From W 80th Plac



7). MADIS

SCALE

From W 78th Aver

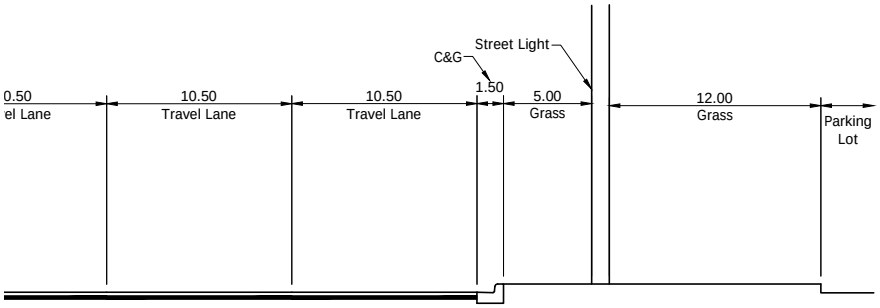


8). MADIS

SCALE

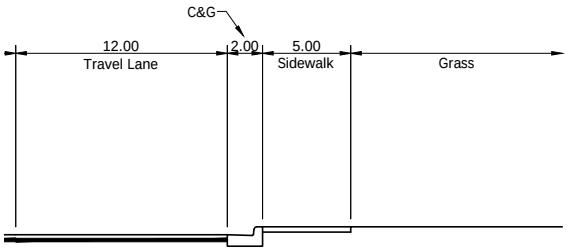
From W 77th Avenue

SS SECTIONS



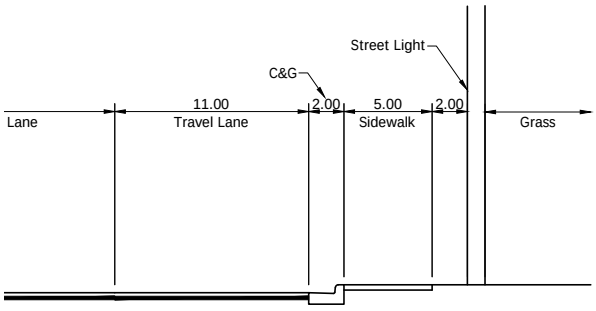
LE ROAD

: 10'
nons to W 80th Place



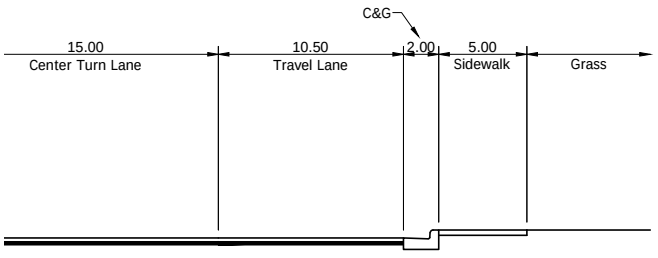
STREET

: 10'
N 78th Avenue



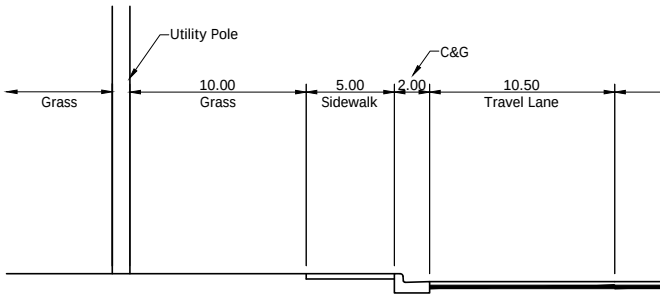
STREET

: 10'
W 77th Avenue



STREET

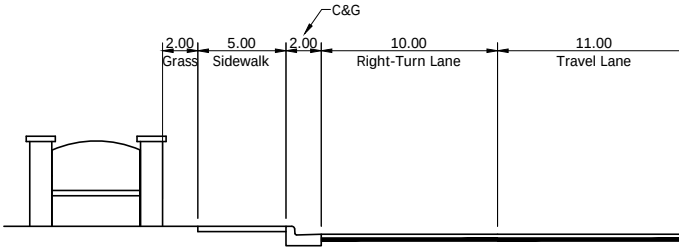
10'
uth of 76th Avenue



9). MADIS

SCALE

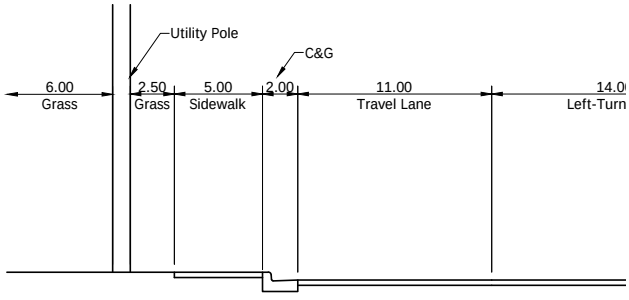
From South of 76th A



10.). MADI

SCALE

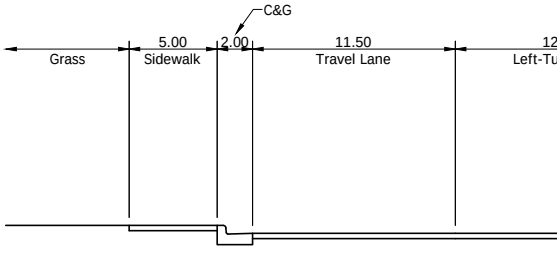
From W 76th Avenue



11). MADI

SCALE

From North of 76th

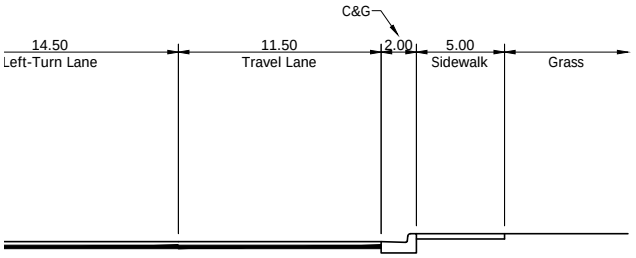


12). MADIS

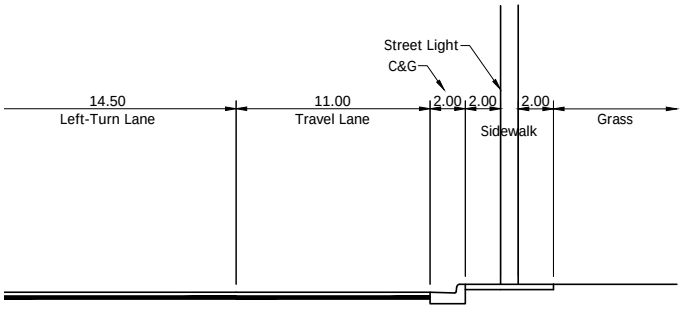
SCALE

From 75th Aven

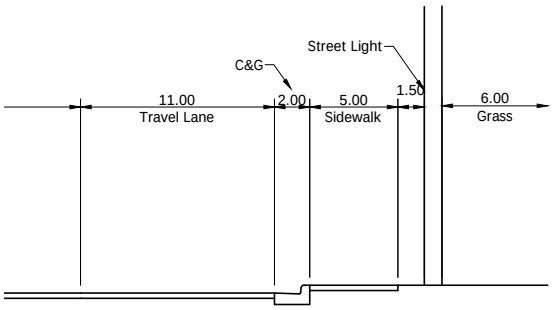
SS SECTIONS



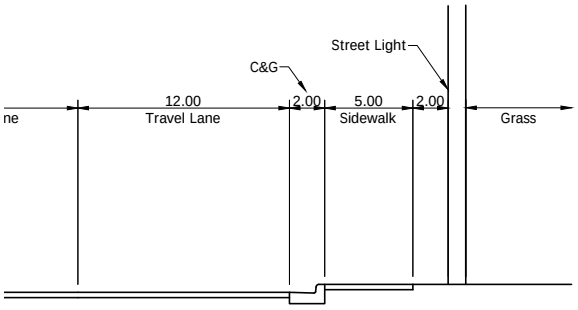
STREET
: 10'
e to W 76th Avenue



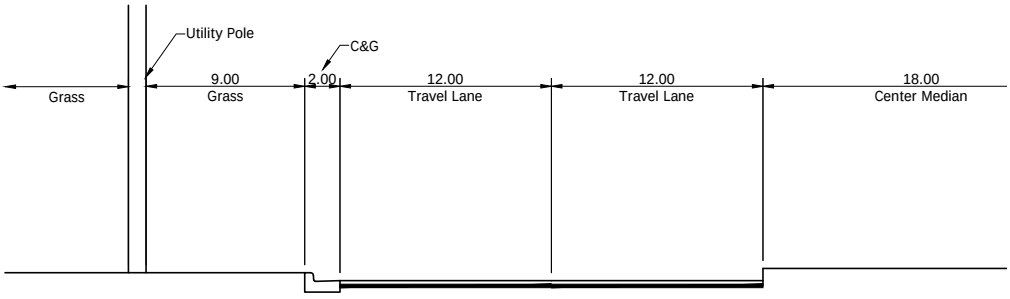
STREET
: 10'
rth of 76th Avenue



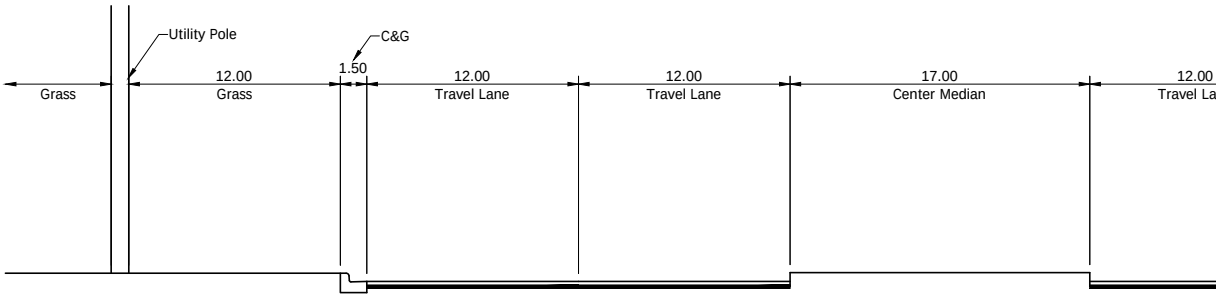
STREET
: 10'
ue to 75th Avenue



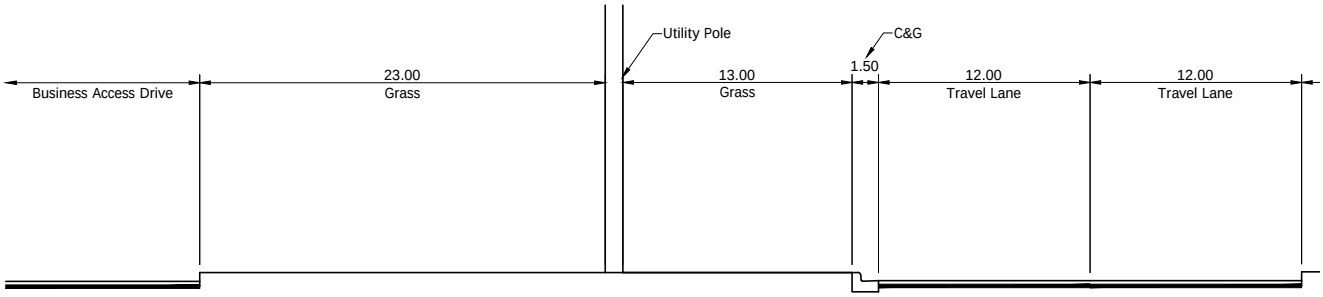
STREET
10'
73rd Avenue



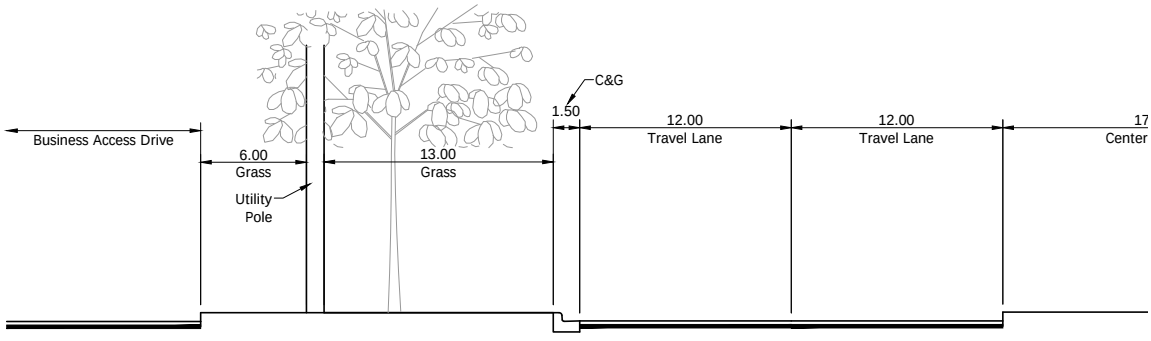
13). BR
SCALE
From 93rd Avenue to Entr



14). BR
SCALE
From Entrance of Cambridg

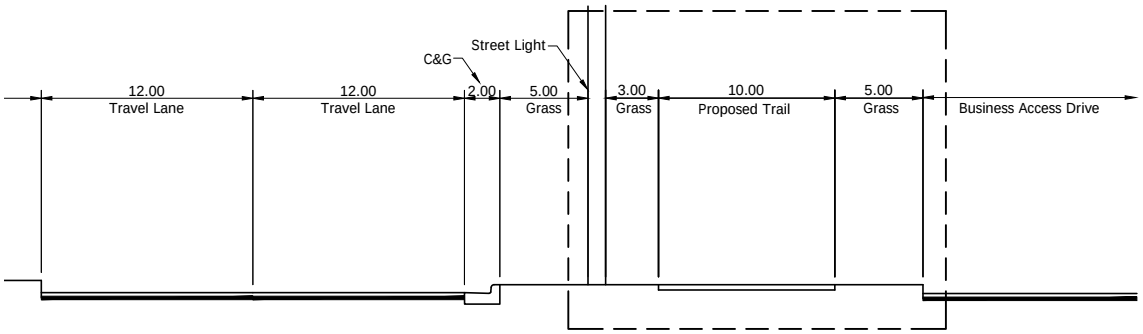


15). BR
SCALE
From W 89th Av



16). BR
SCALE
From North Dri

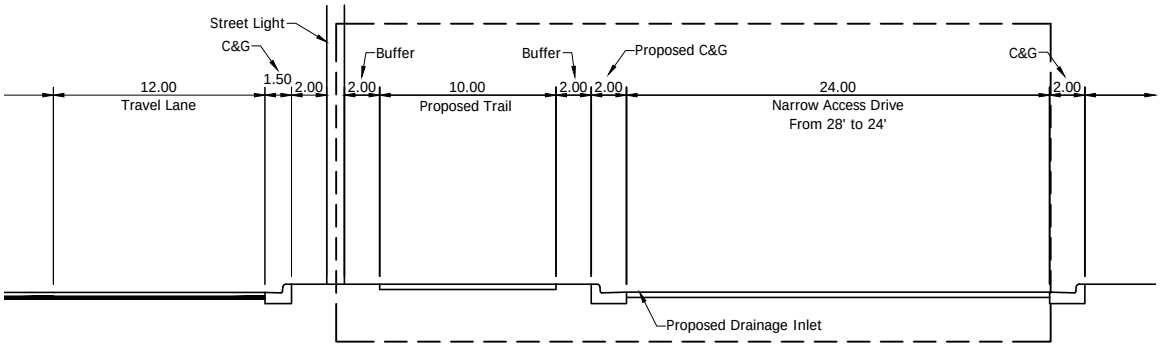
SS SECTIONS



Speed Limit
45 MPH

*Propose Reduced
Speed Limit

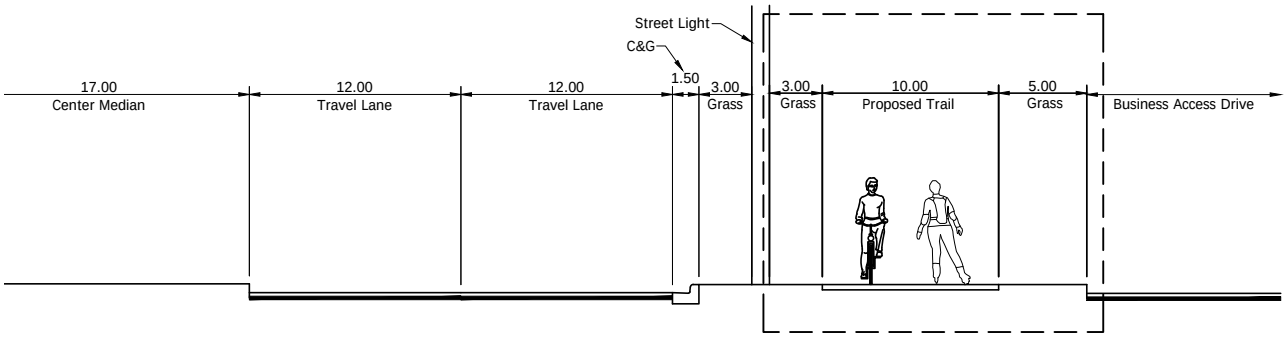
WAY
: 10'
of Cambridge Commons



Speed Limit
45 MPH

*Propose Reduced
Speed Limit

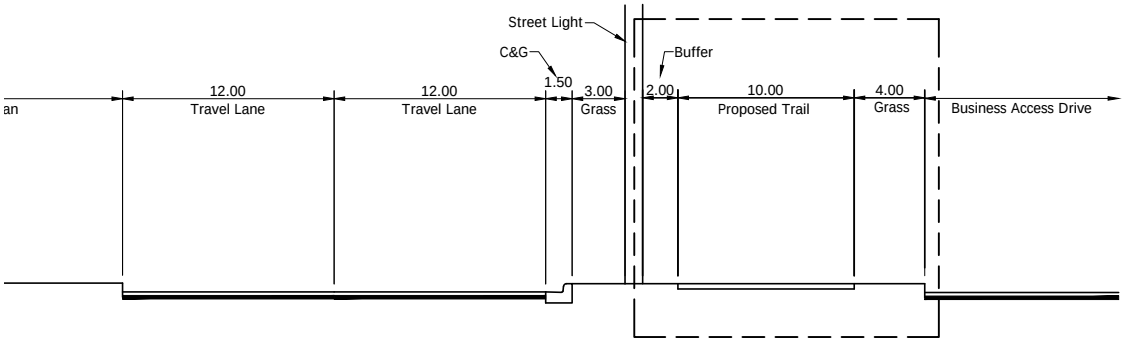
WAY
: 10'
nmons to W 89th Avenue



Speed Limit
45 MPH

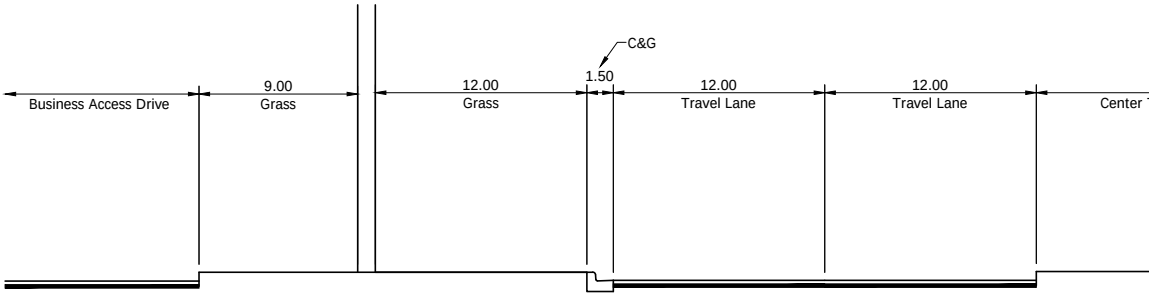
*Propose Reduced
Speed Limit

WAY
: 10'
to North Drive

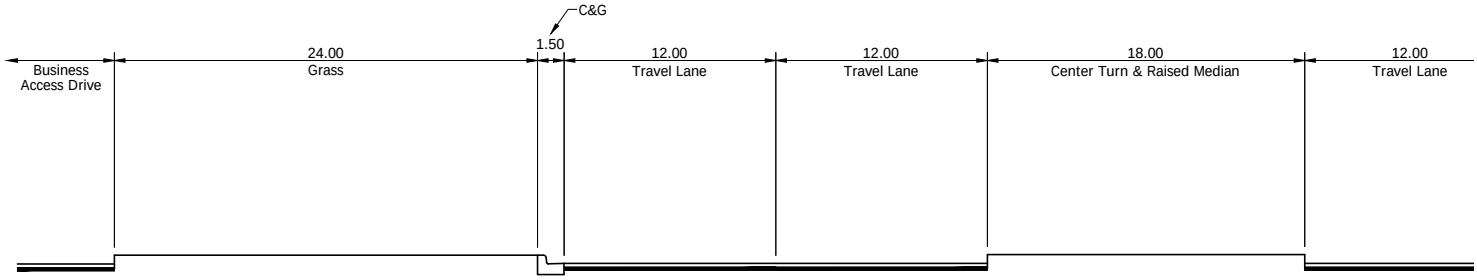


Speed Limit
35 MPH

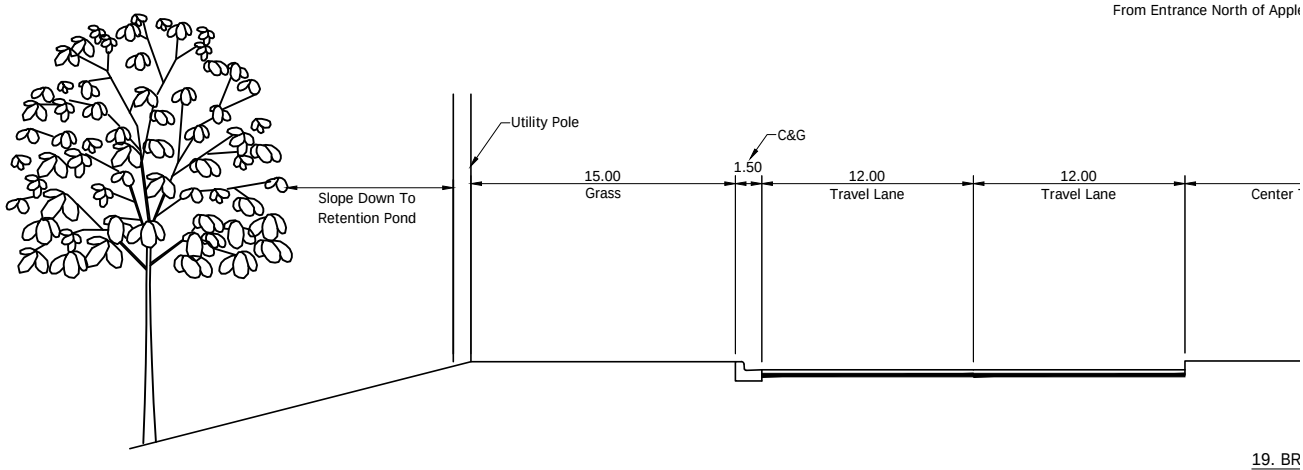
WAY
10'
E 84th Place



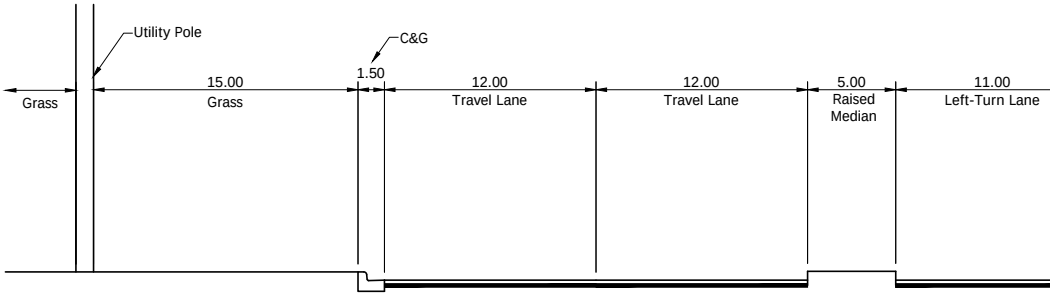
17). BR
SCALE
From E 84th Place to Er



18). BR
SCALE
From Entrance North of Appl

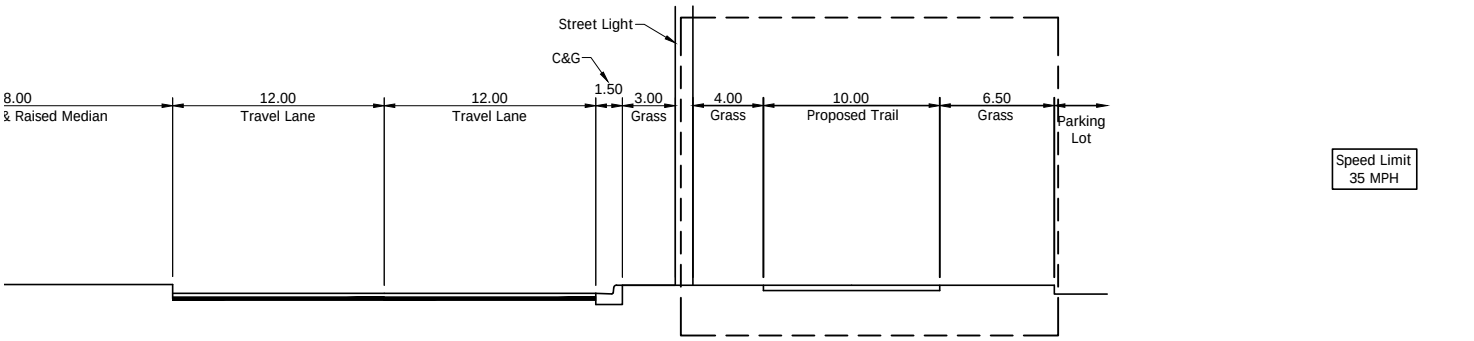


19. BR
SCALE
From Century Plaza Er

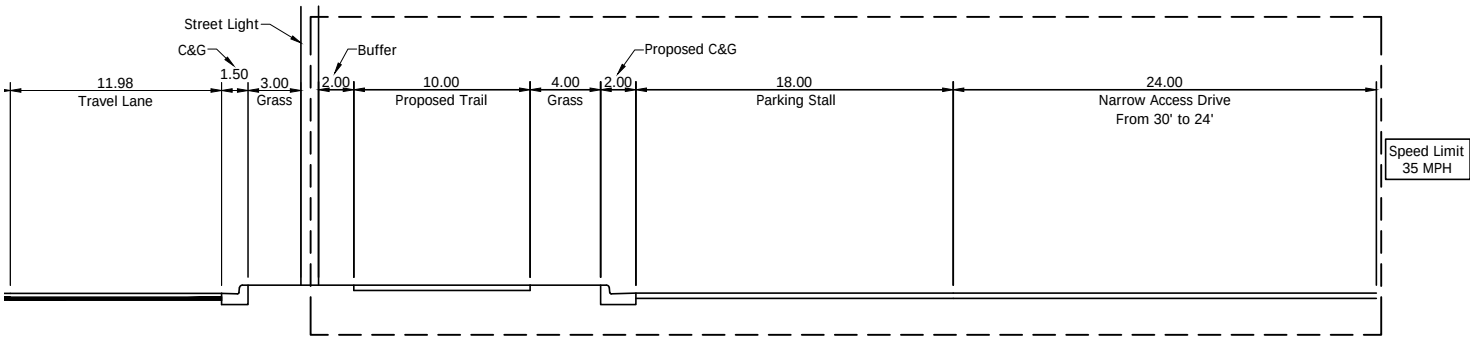


20). BR
SCALE
From North of

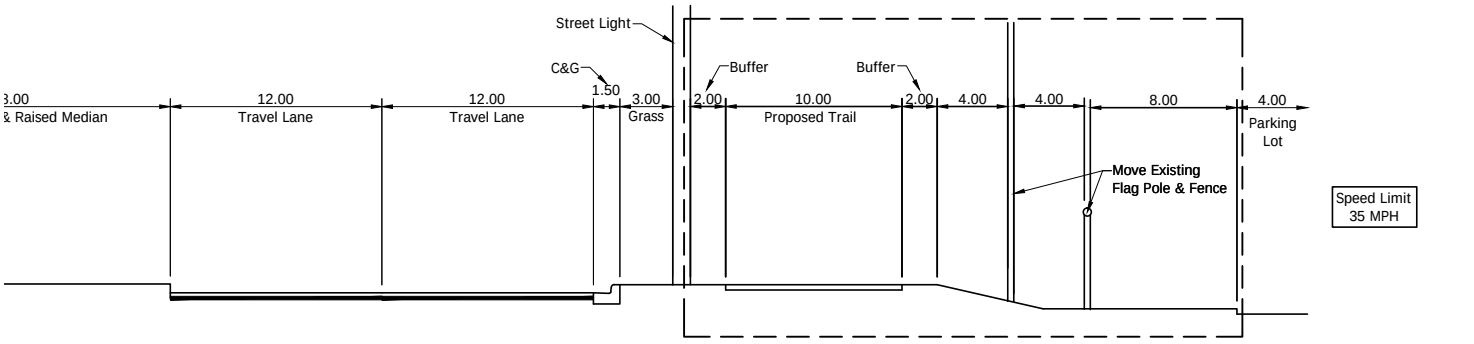
SS SECTIONS



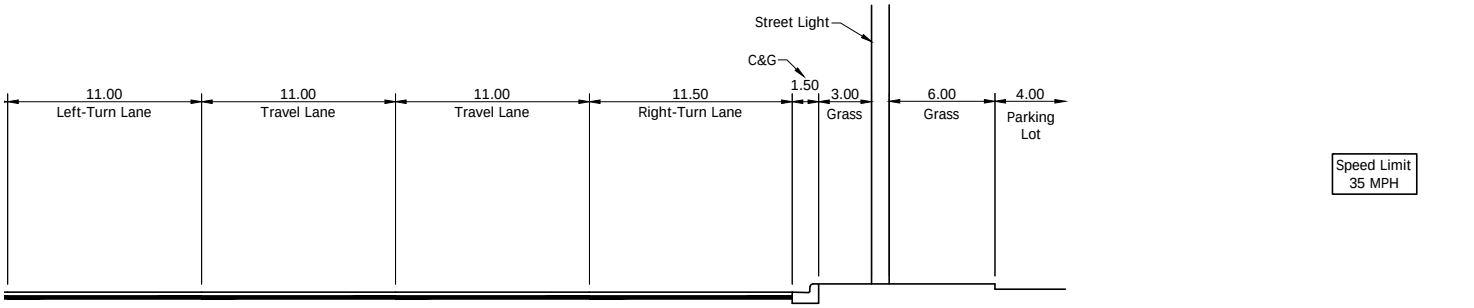
WAY
: 10'
e North of Applebee's



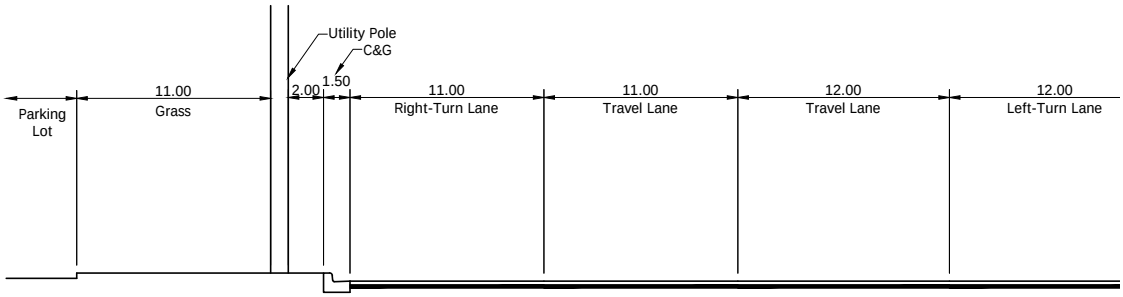
WAY
: 10'
; to Century Plaza Entrance



WAY
: 10'
e to North of Culvert



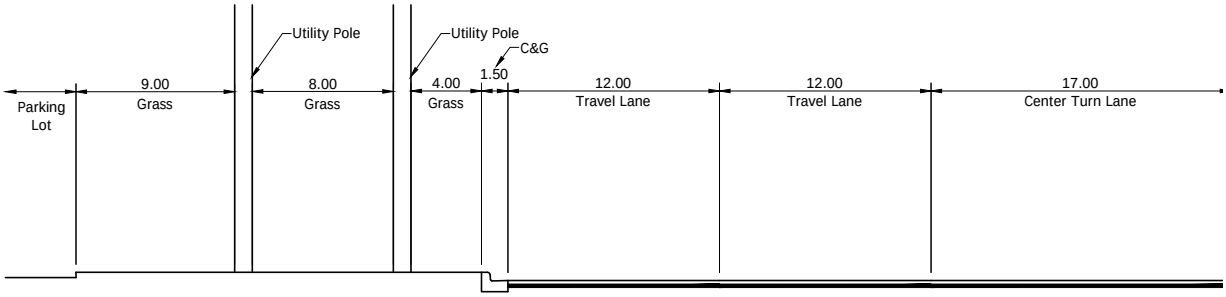
WAY
10'
ert to US 30



21). BR

SCALE

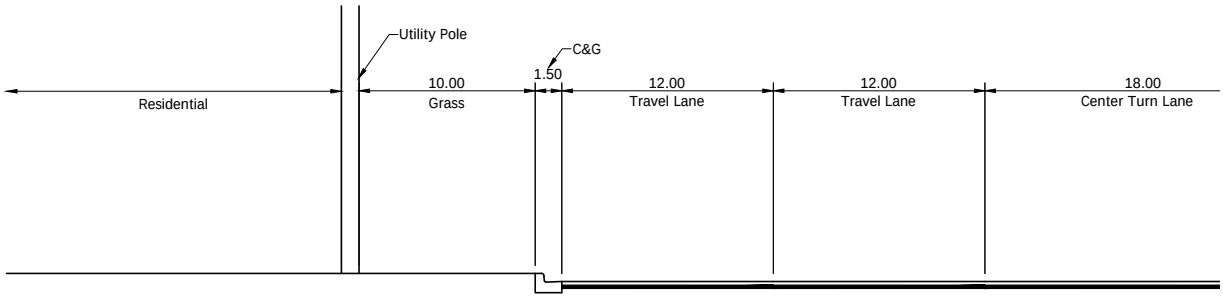
From US 30 to Entra



22). BR

SCALE

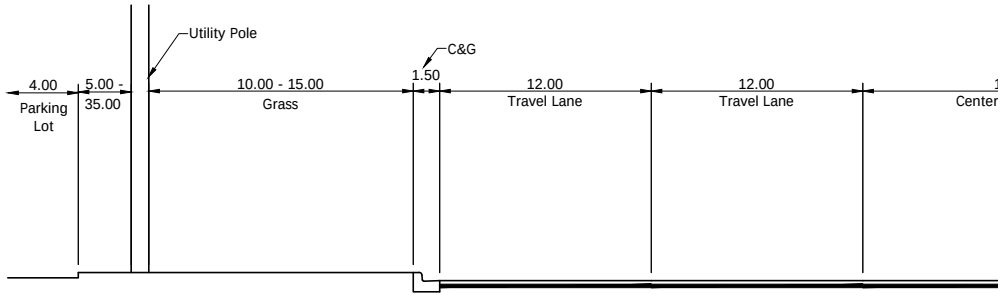
From Entrance of Pepe'



23. BR

SCALE

From 80th Pl

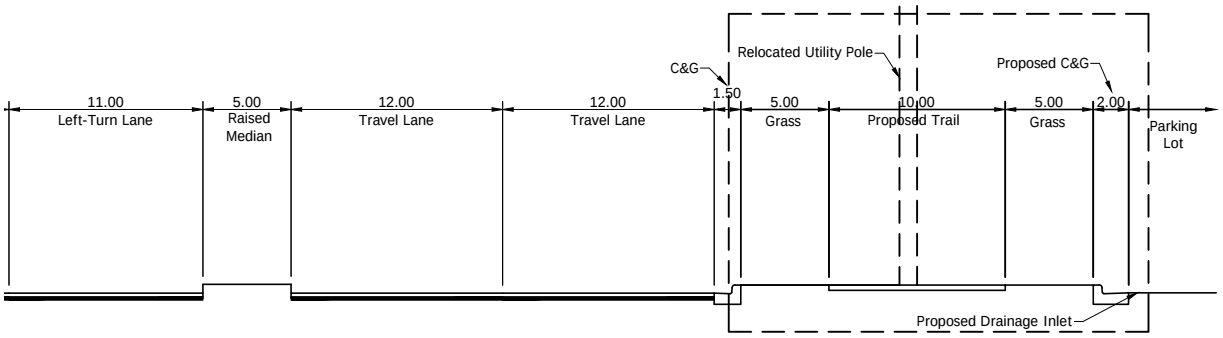


24). BR

SCALE

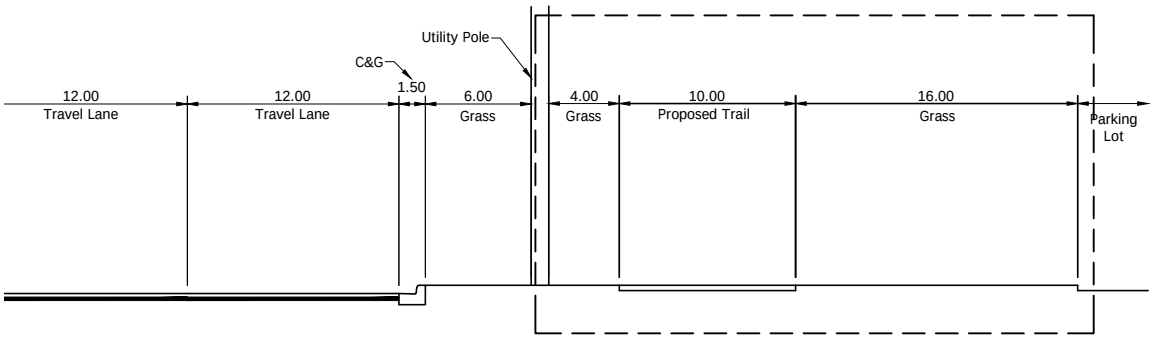
From 79th Place to

SS SECTIONS



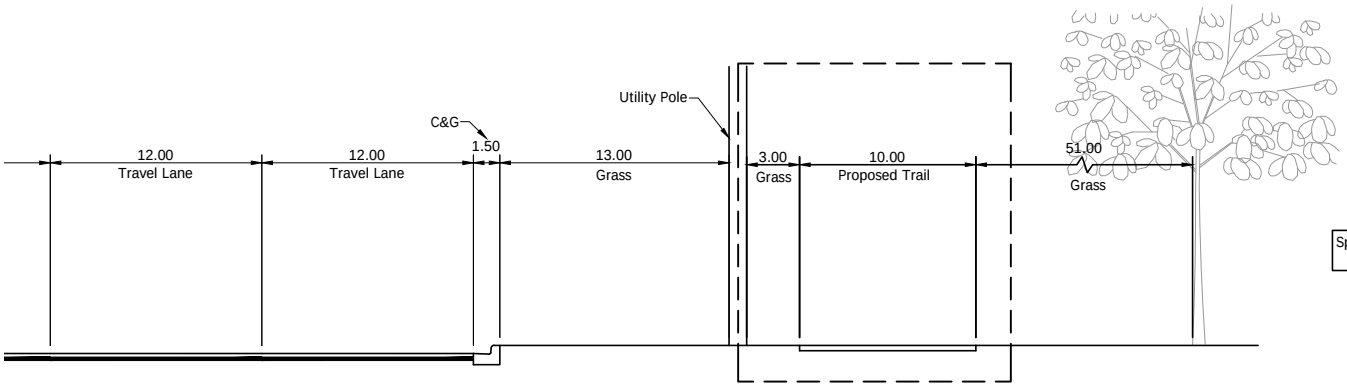
Speed Limit
35 MPH

WAY
: 10'
Pepe's Restaurant



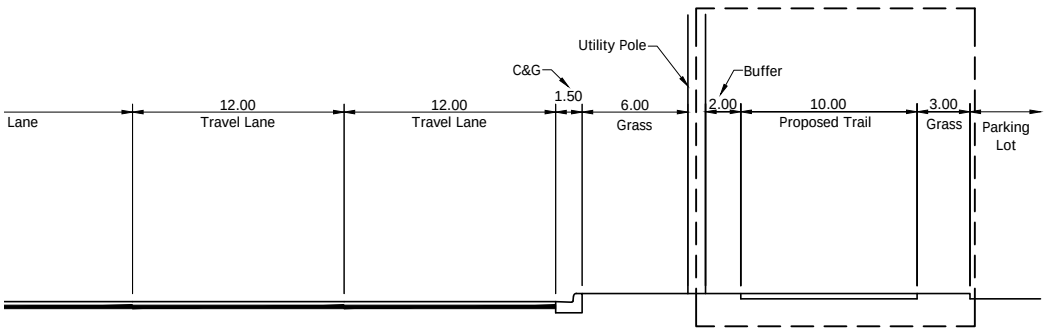
Speed Limit
35 MPH

WAY
: 10'
taurant to 80th Place



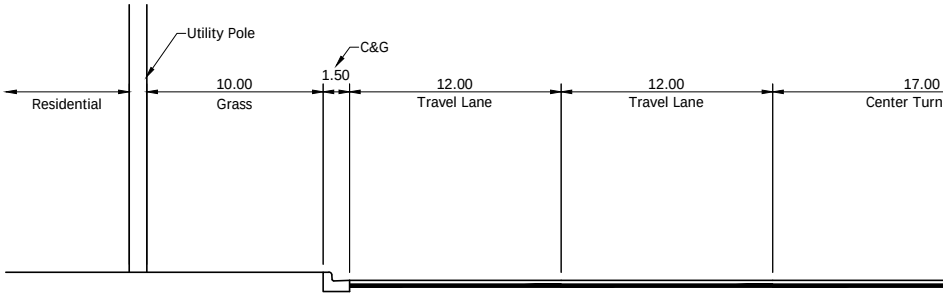
Speed Limit
35 MPH

WAY
: 10'
79th Place



Speed Limit
35 MPH

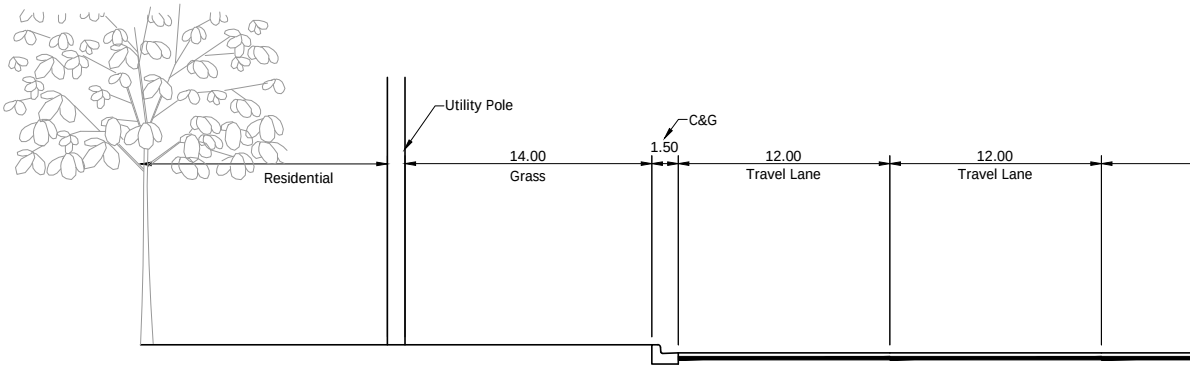
WAY
10'
nce of BMO Bank



25). BR

SCALE

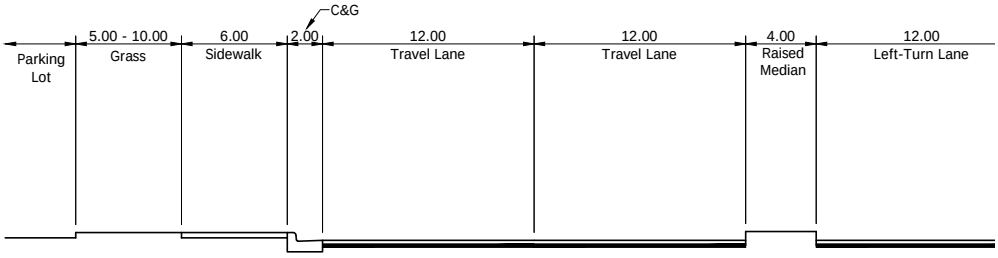
From Entrance of BMO Banl



26). BR

SCALE

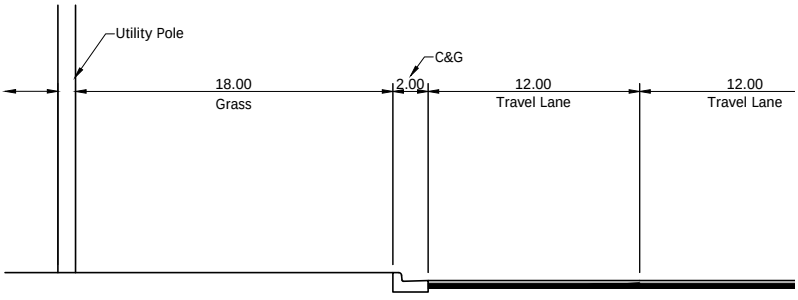
From 150' North of W



27). BR

SCALE

From Indian Tr

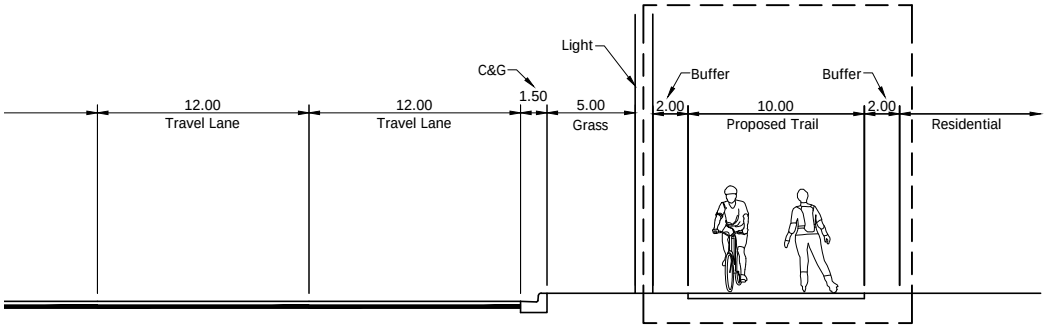


28). MISSIS

SCALE

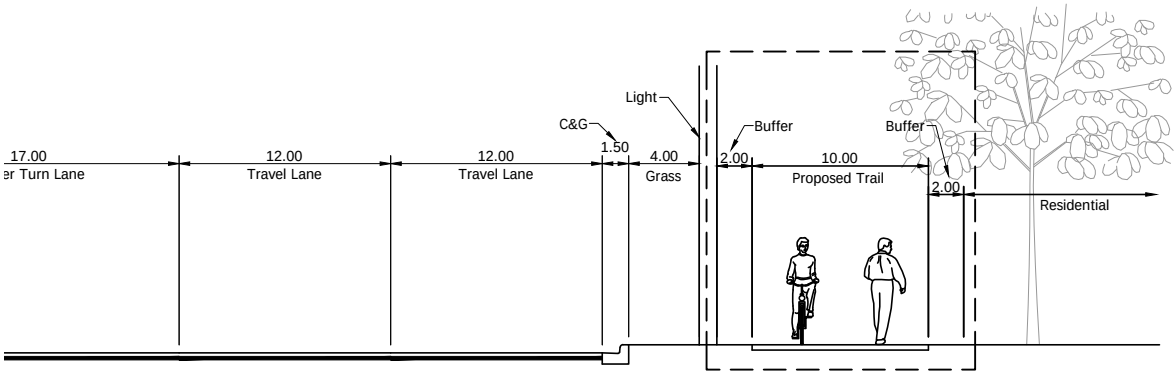
From 93rd Avenu

SS SECTIONS



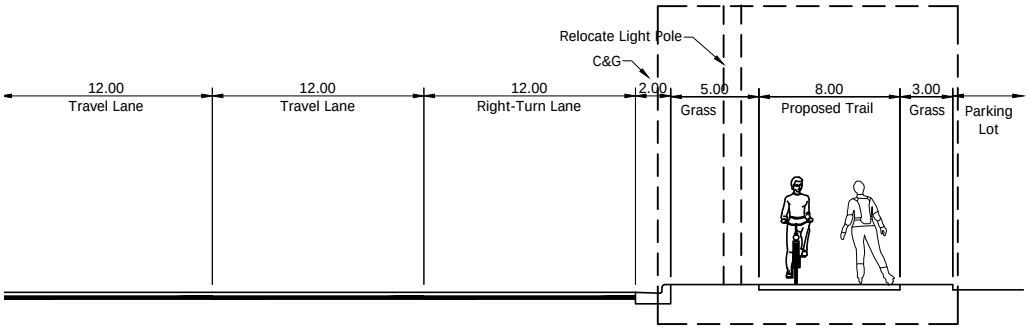
Speed Limit
35 MPH

WAY
: 10'
50' North of W 75th Place



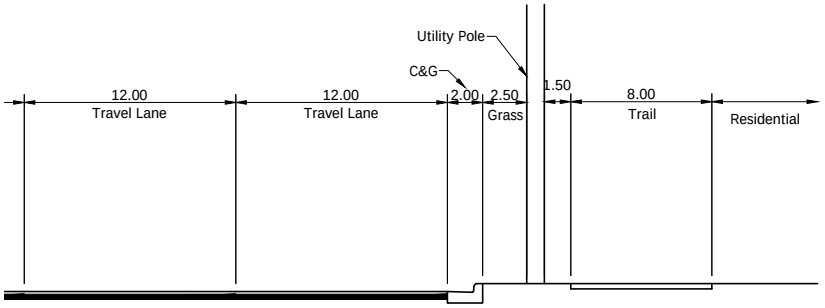
Speed Limit
35 MPH

WAY
: 10'
Place to Indian Trail

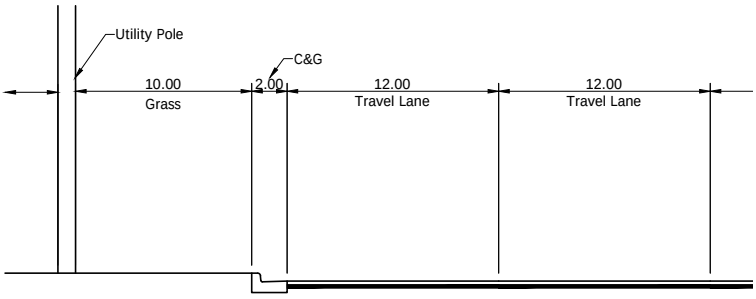


Speed Limit
35 MPH

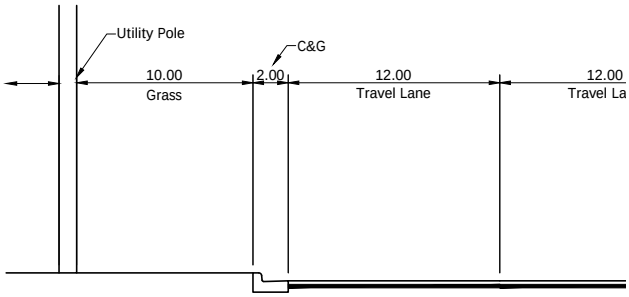
WAY
: 10'
73rd Avenue



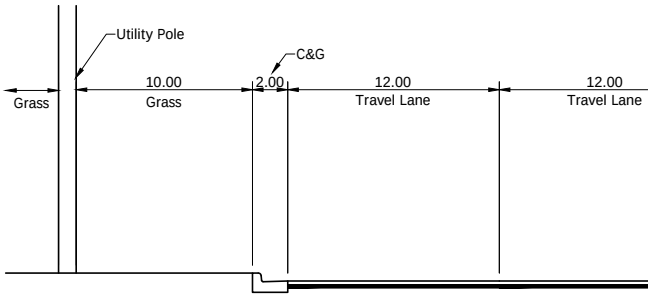
I STREET
10'
E 85th Avenue



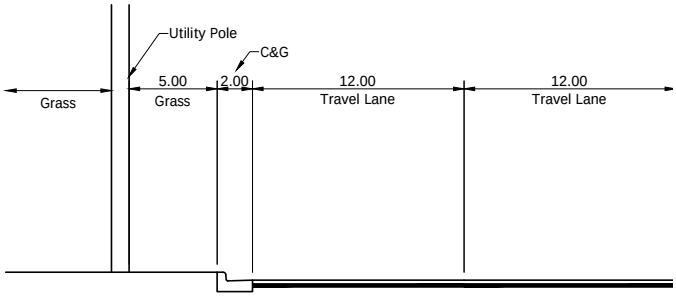
29). MISSIS
SCALE
From E 85th Avenue



30). MISSIS
SCALE
From South of Lift Stat

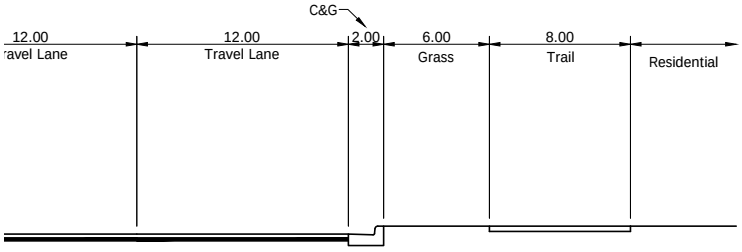


31). MISSIS
SCALE
From North of Lift Sta

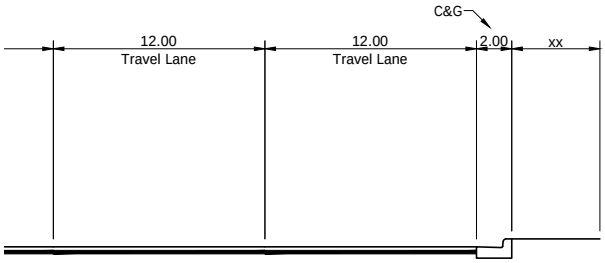


32). MISSIS
SCALE
From Electric Subs

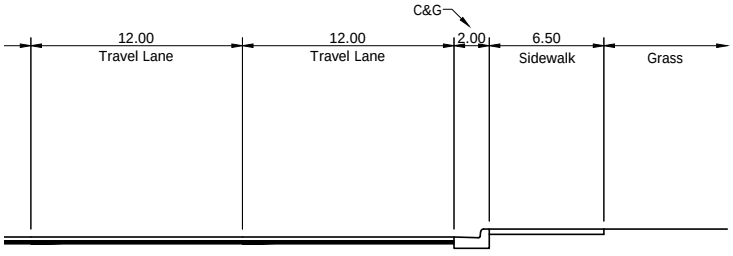
SS SECTIONS



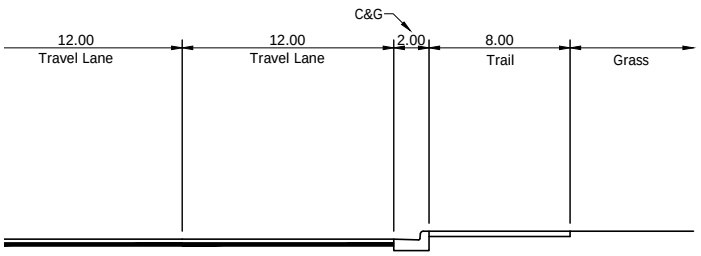
I STREET
: 10'
outh of Lift Station



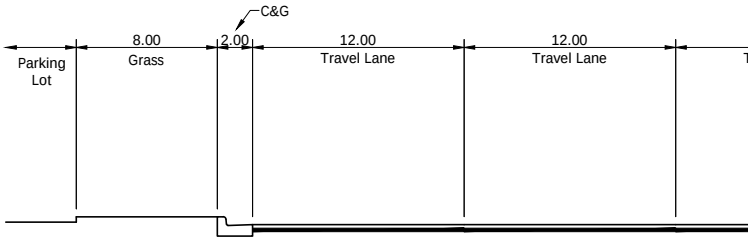
I STREET
: 10'
North of Lift Station



I STREET
: 10'
o Electric Substation



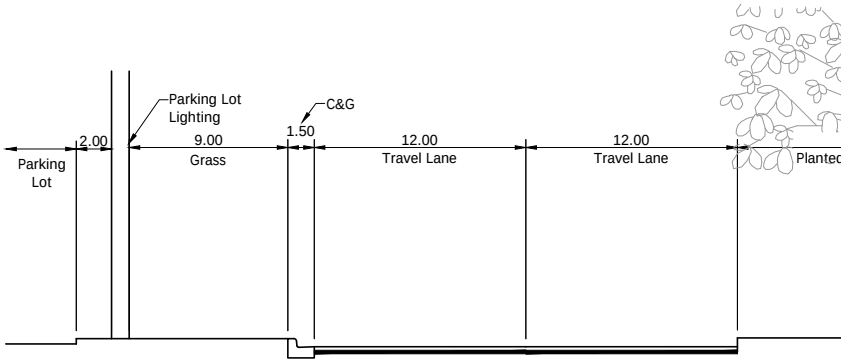
I STREET
10'
to 83rd Avenue



33). MISSIS

SCALE

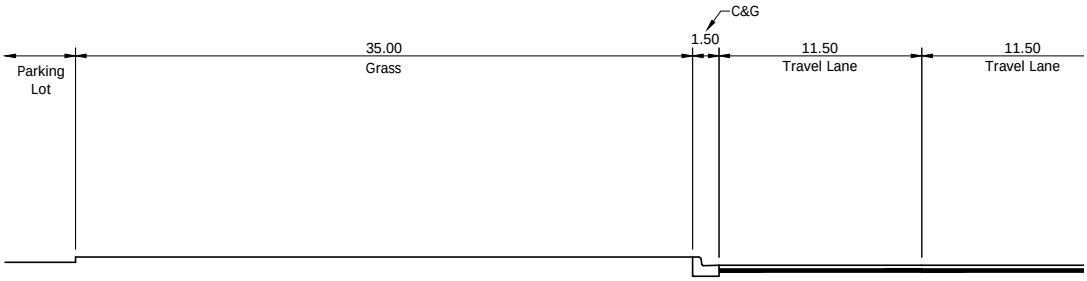
From 83rd A



34). MISSIS

SCALE

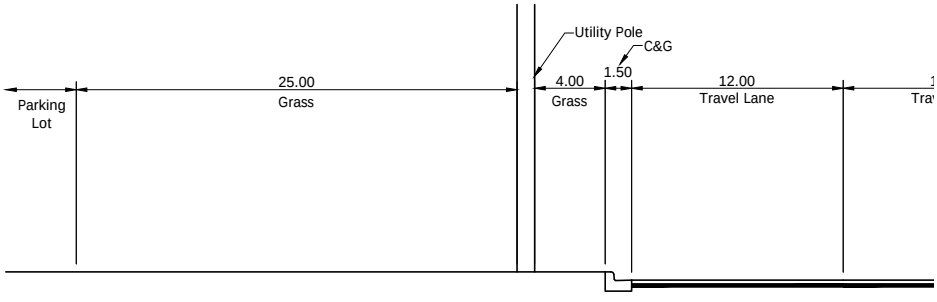
From US 30 t



35). MISSIS

SCALE

From E 79th Avenue t

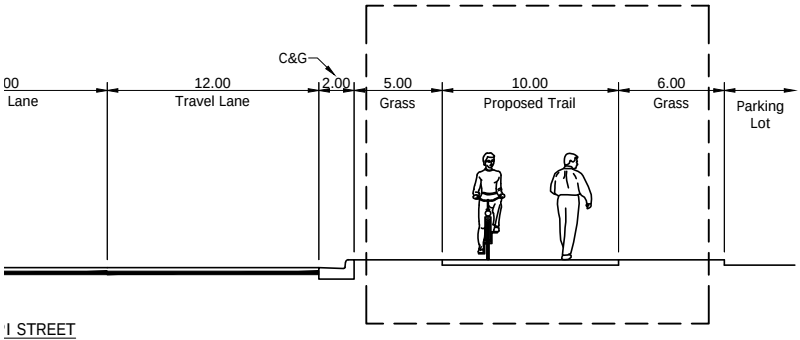


36). MISSIS

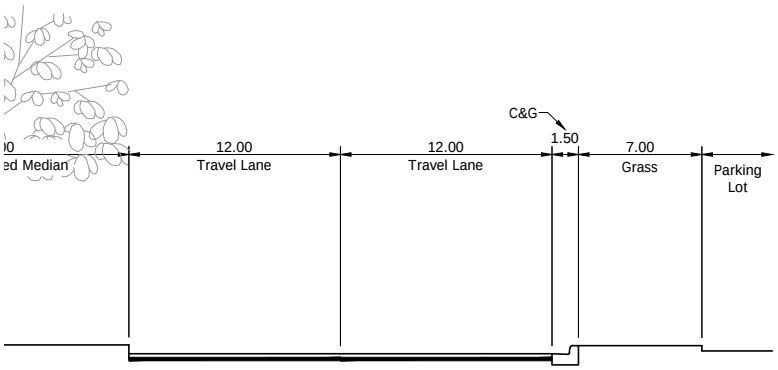
SCALE

From North Entrance

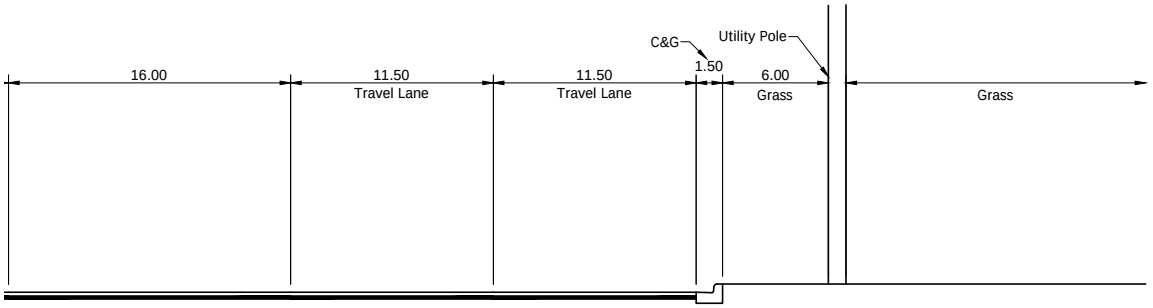
SS SECTIONS



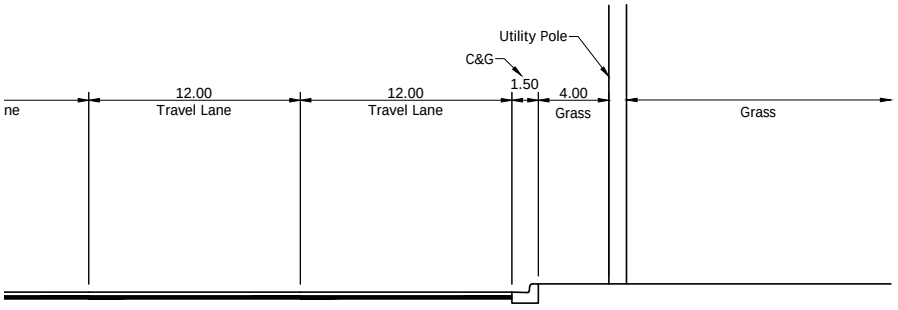
I STREET
: 10'
e to US 30



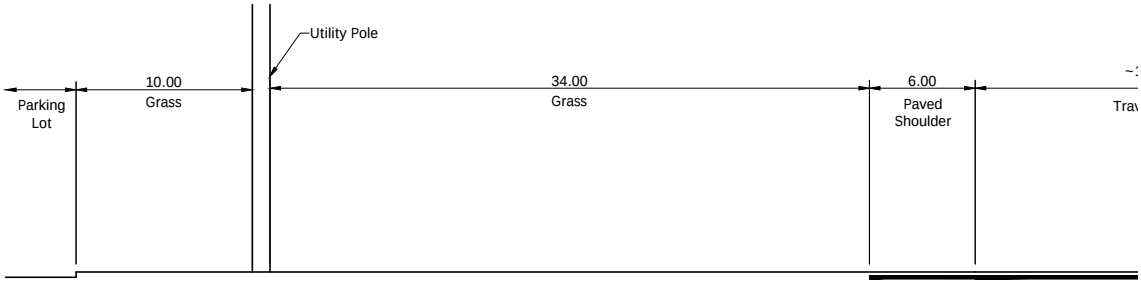
I STREET
: 10'
9th Avenue



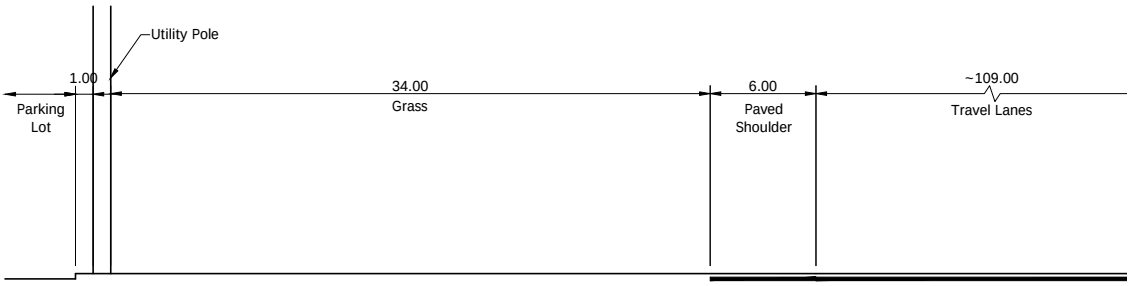
I STREET
: 10'
h Entrance of Lowes



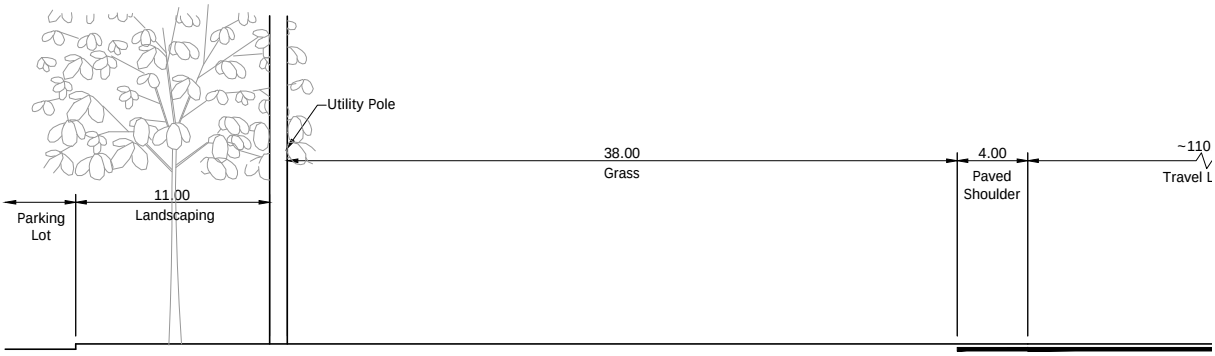
I STREET
10'
ves to 73rd Avenue



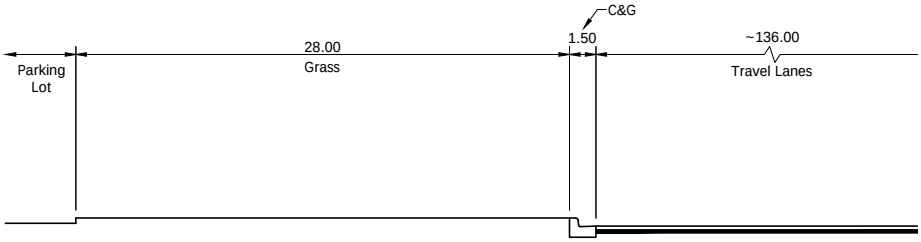
71).
SCALE
From Merrillville I



72).
SCALE
From Texas

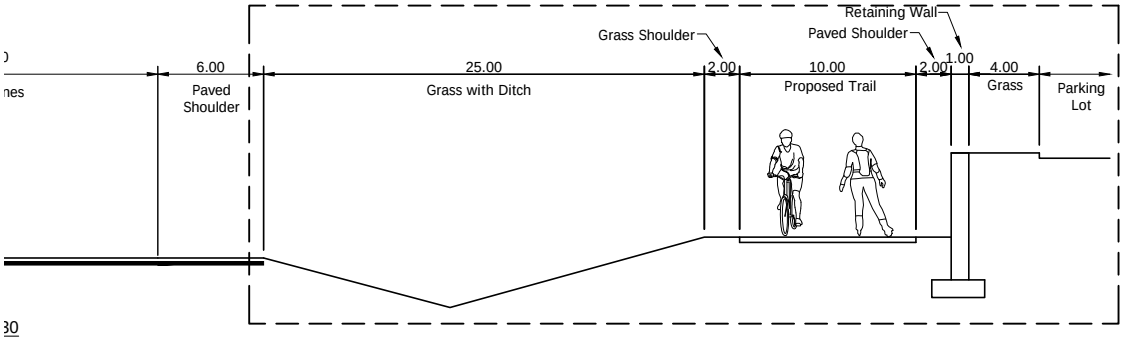


73).
SCALE
From Aldi

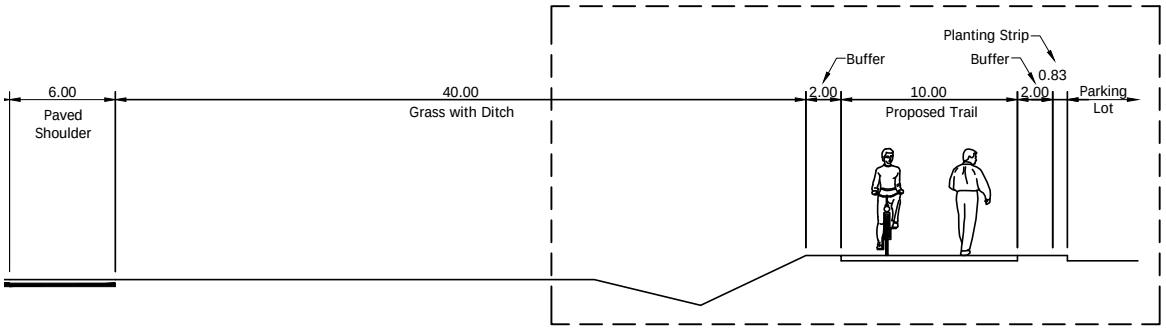


82).
SCALE
From Mississip

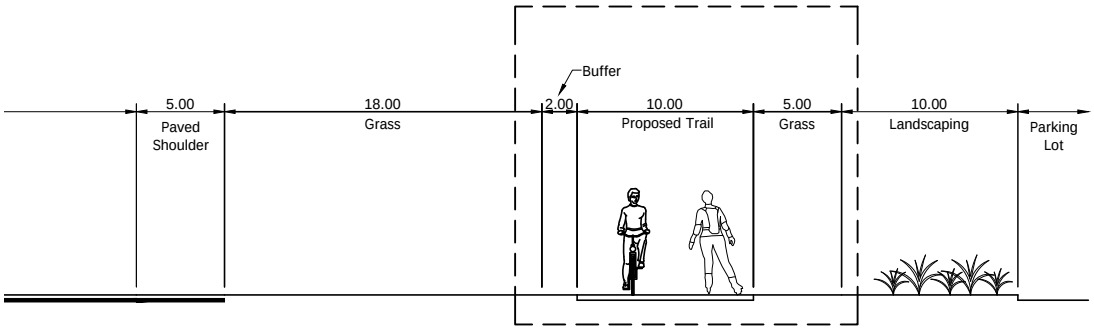
SS SECTIONS



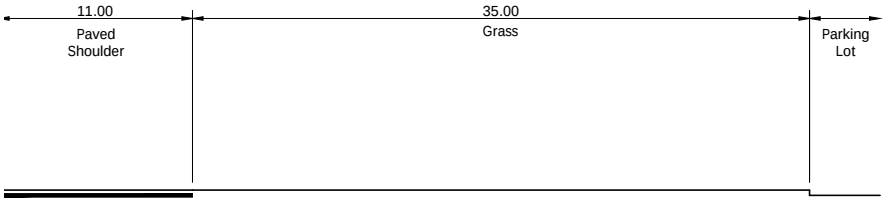
30
: 10'
to Texas Corral



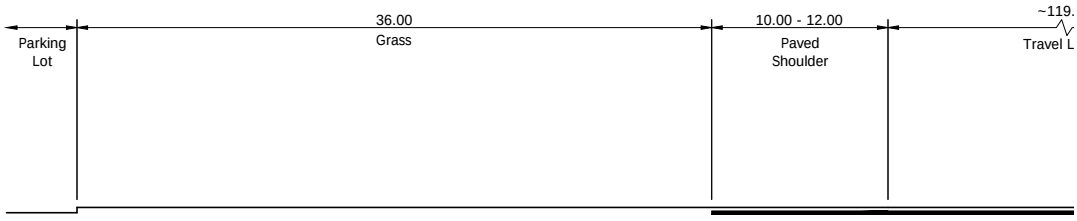
30
: 10'
al to Aldi



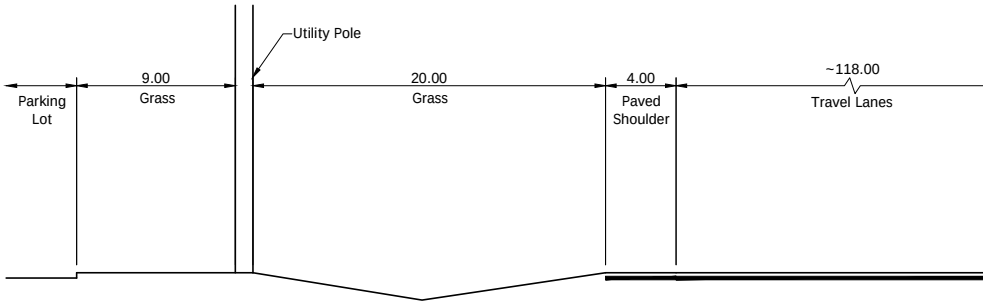
30
: 10'
oadway



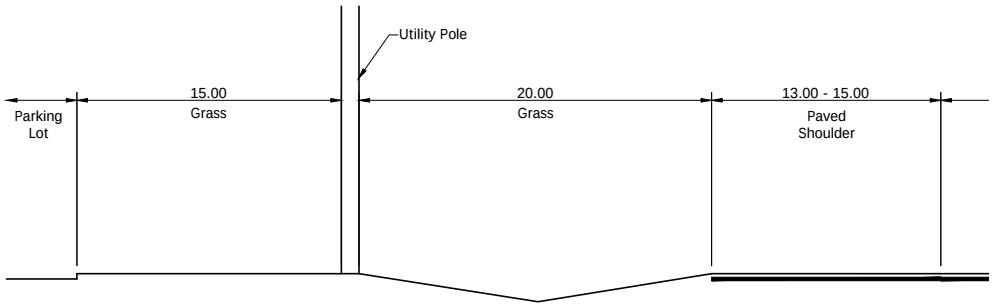
30
10'
eet to Pier 1



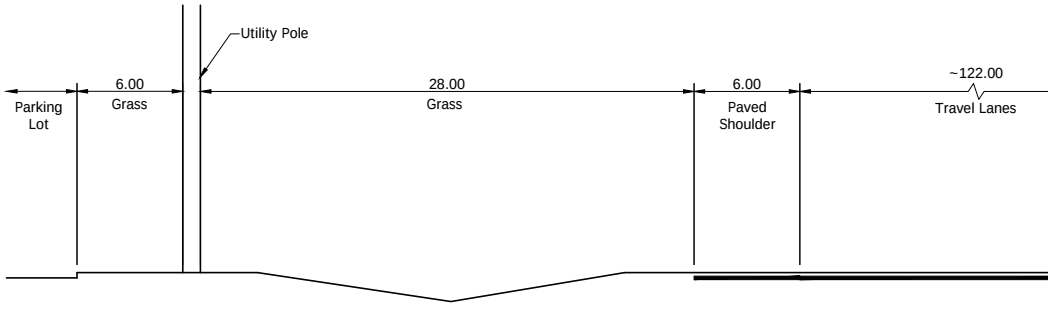
83).
SCALE
From Pier 1 Locati



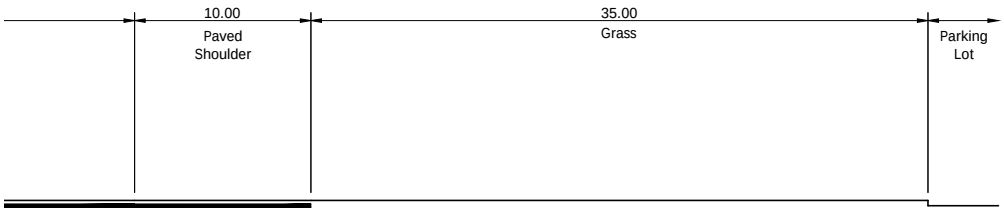
84).
SCALE
From Mall Entran



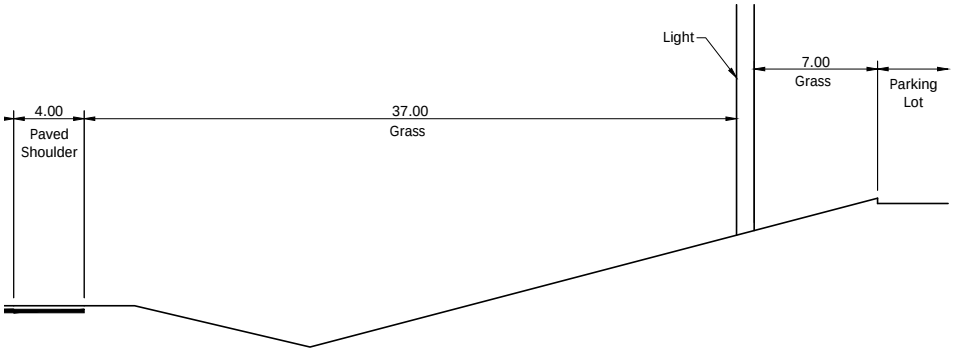
85).
SCALE
From McDonald'



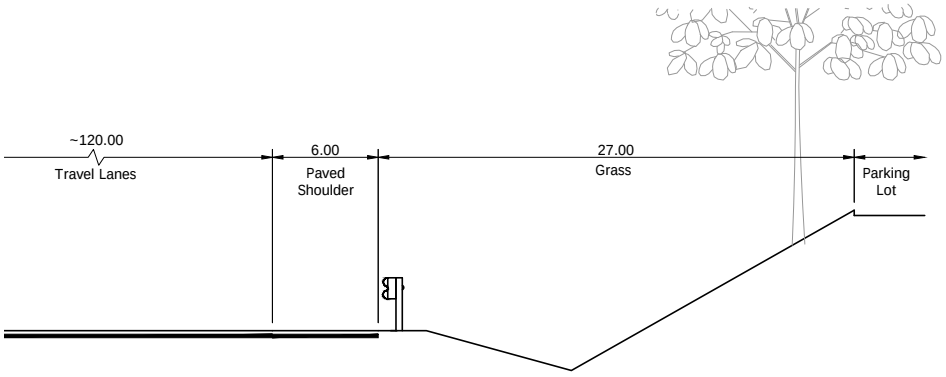
86).
SCALE
From Mall Entra



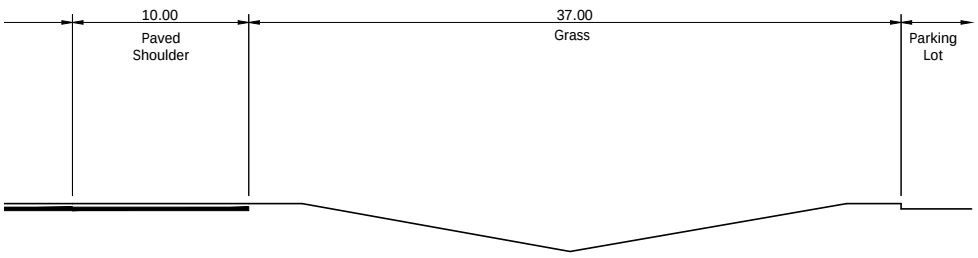
30
: 10'
Mall Entrance B



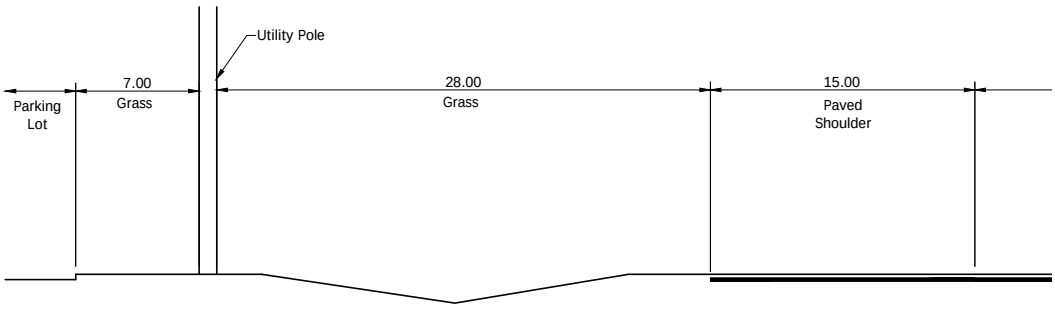
30
: 10'
to McDonald's



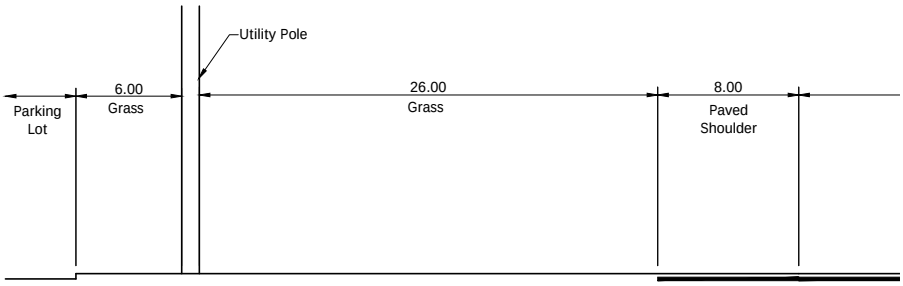
30
: 10'
Mall Entrance C



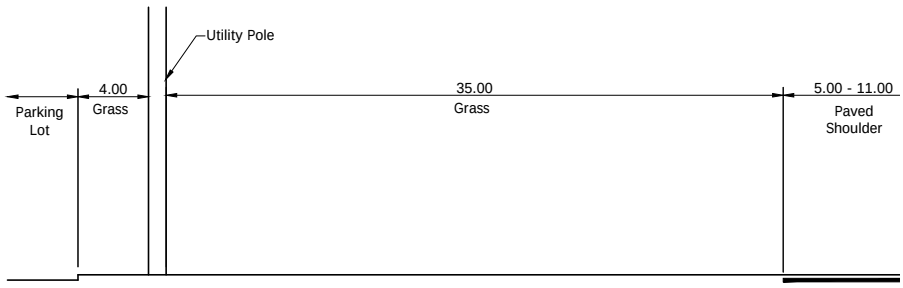
30
10'
: to 5/3 Bank



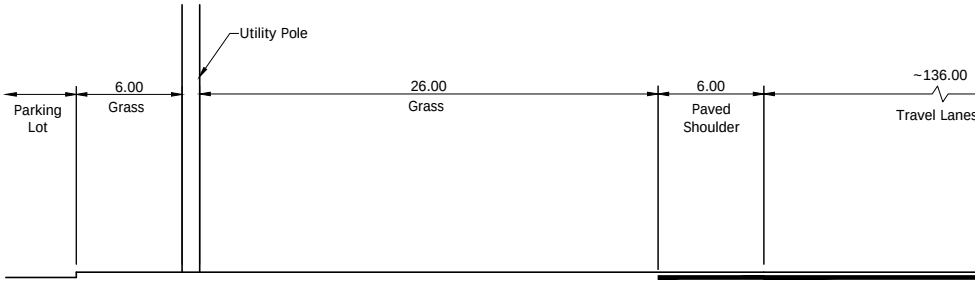
87).
SCALE
From 5/3 Bank



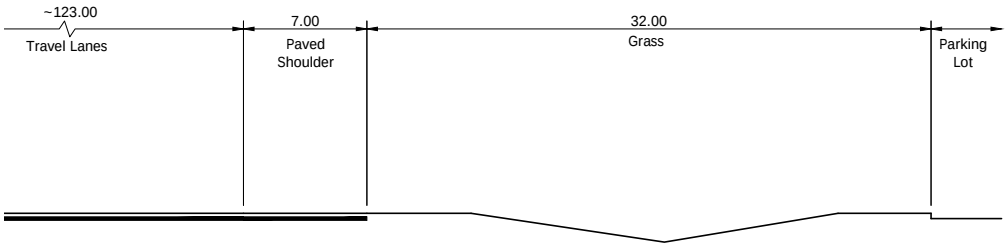
88).
SCALE
From Mall Entra



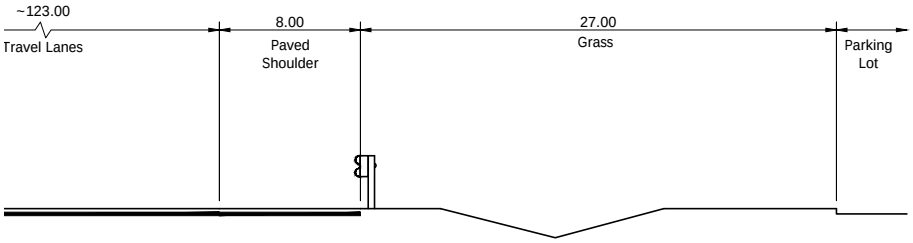
89).
SCALE
From Red Ro



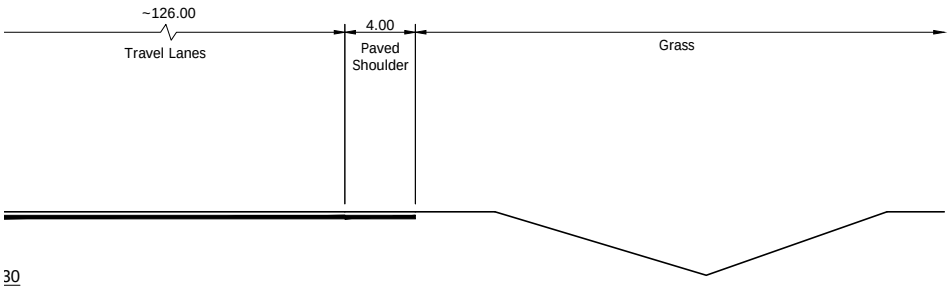
90).
SCALE
From Party City



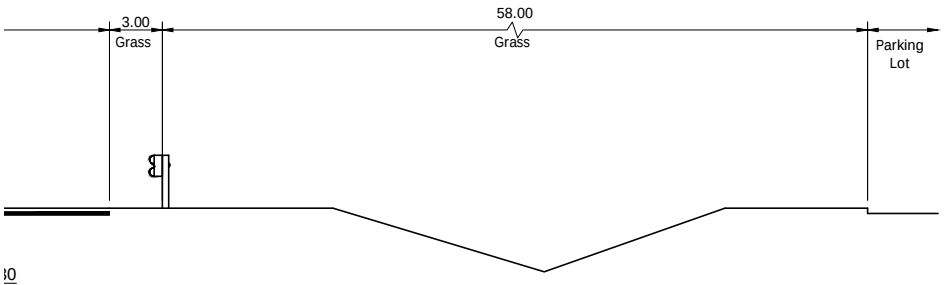
30
: 10'
ıll Entrance D



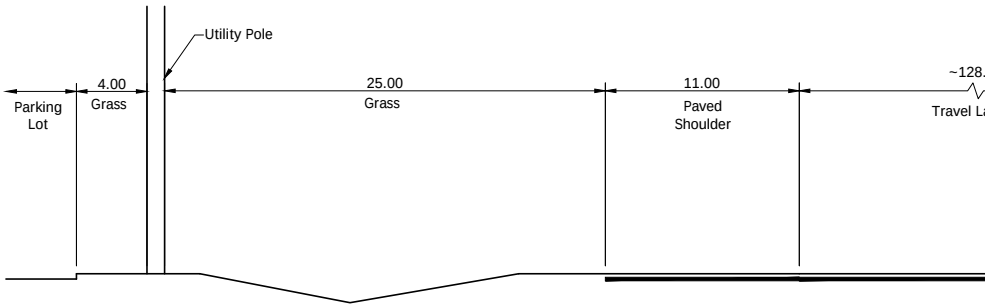
30
: 10'
to Red Robin



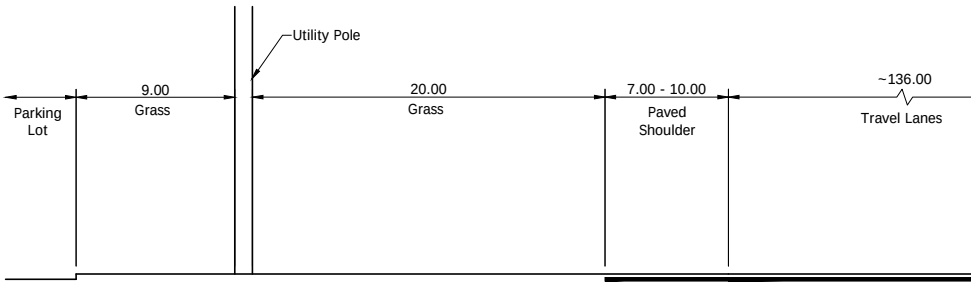
30
: 10'
› Party City



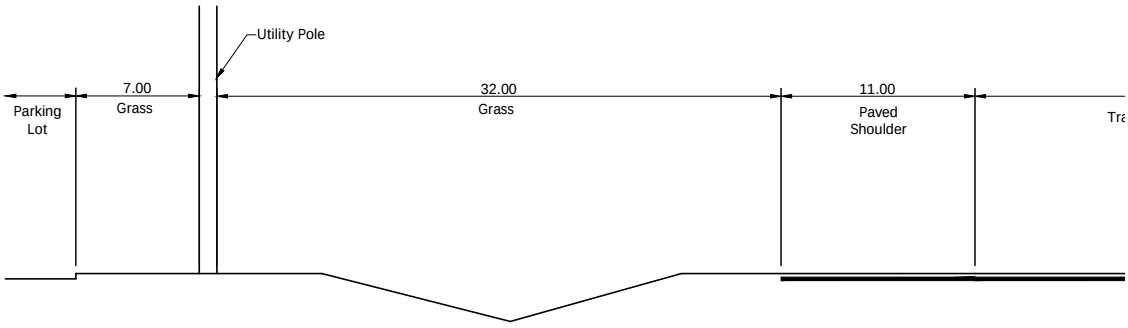
30
10'
rget Signage



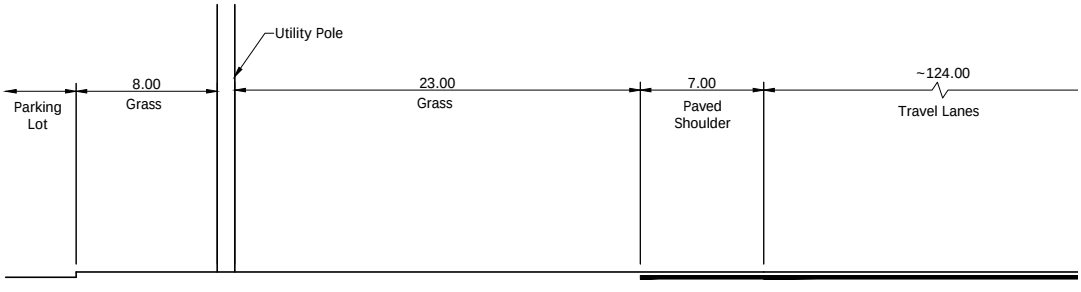
91).
SCALE
From Target Signa



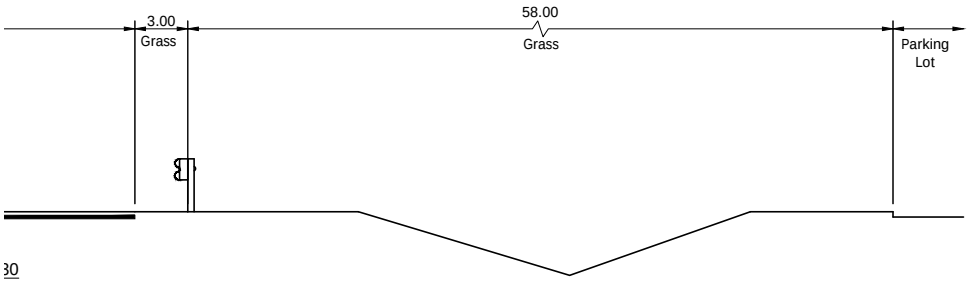
92).
SCALE
From Mall Entrance 5 to



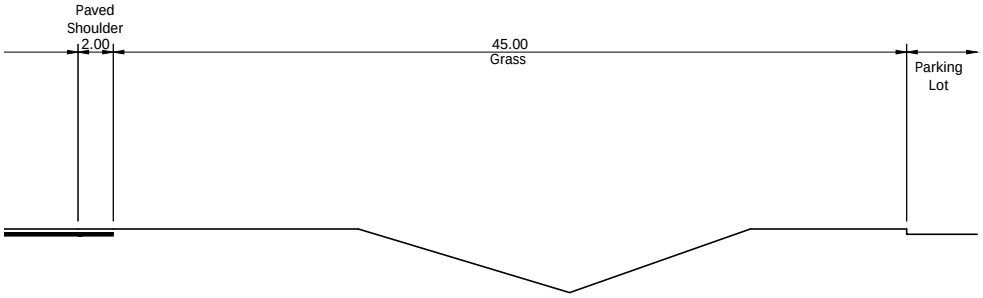
93).
SCALE
From West of Chuck E. Cheese's



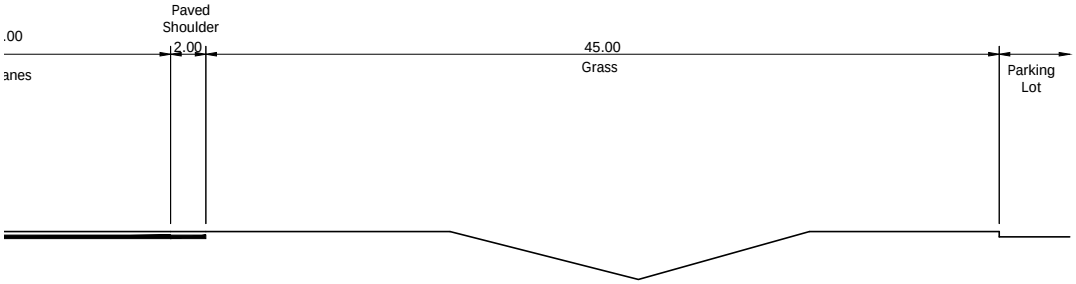
94).
SCALE
From Crossings of Hobart Eas



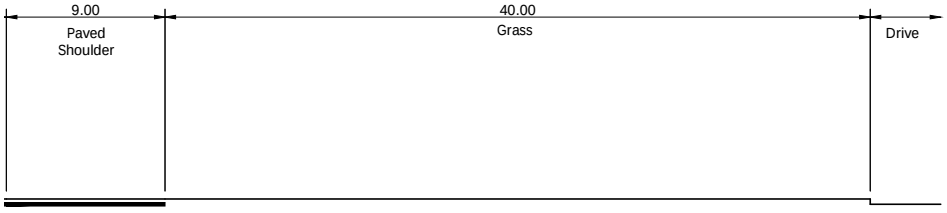
30
: 10'
Mall Entrance 5



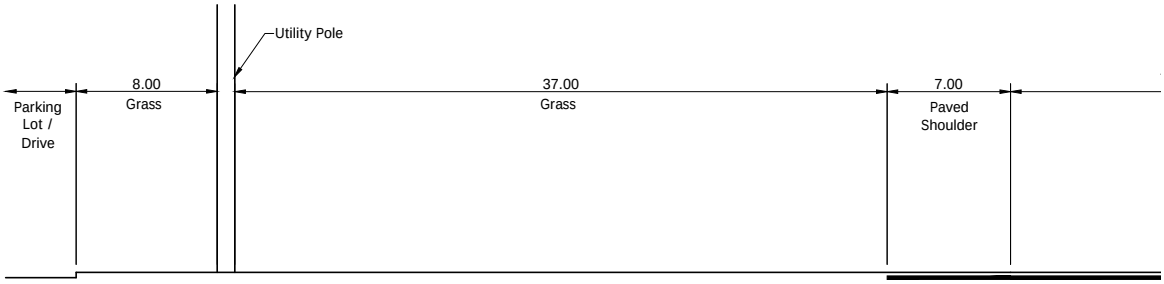
30
: 10'
of Chuck E. Cheese's



30
: 10'
ossings of Hobart East Entrance



30
10'
ance to West of Auto Zone

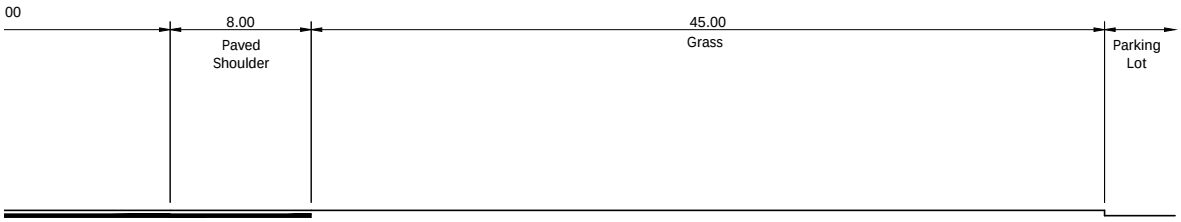


95).

SCALE

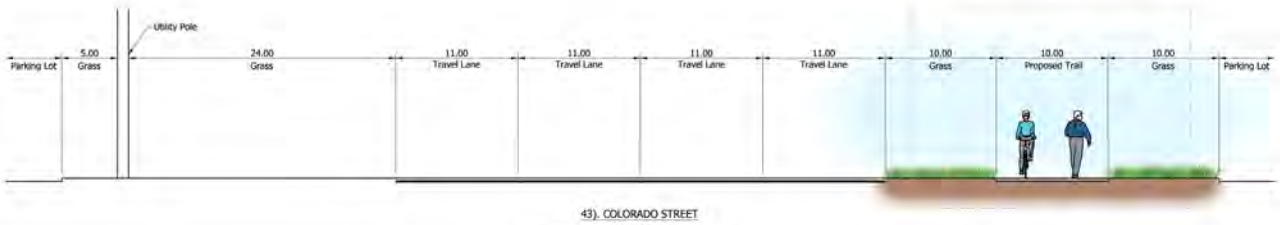
From West of Auto

SS SECTIONS

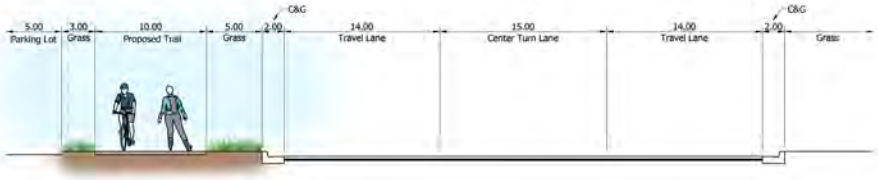


30
: 10'
to Colorado Street

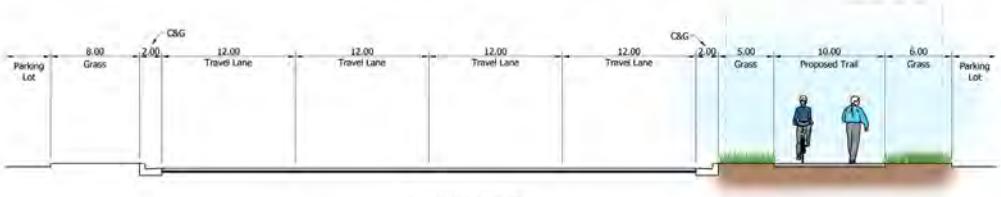
Proposed Cross Sections



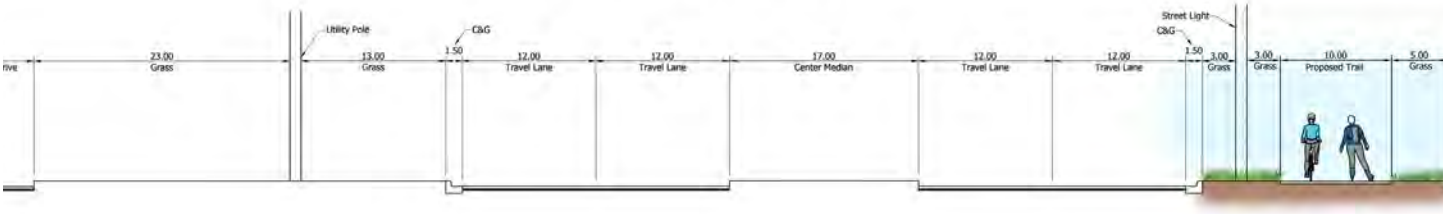
43). COLORADO STREET
SCALE: 1" = 10'
From Entrance of KFC to Service Road to Sam's Club



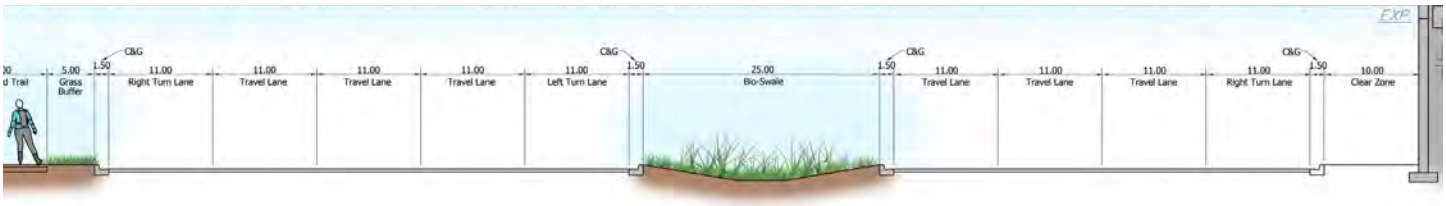
57). GEORGIA STREET
SCALE: 1" = 10'
From South Entrance of ITT to East Entrance of Methodist Hospital Cardiac Rehab



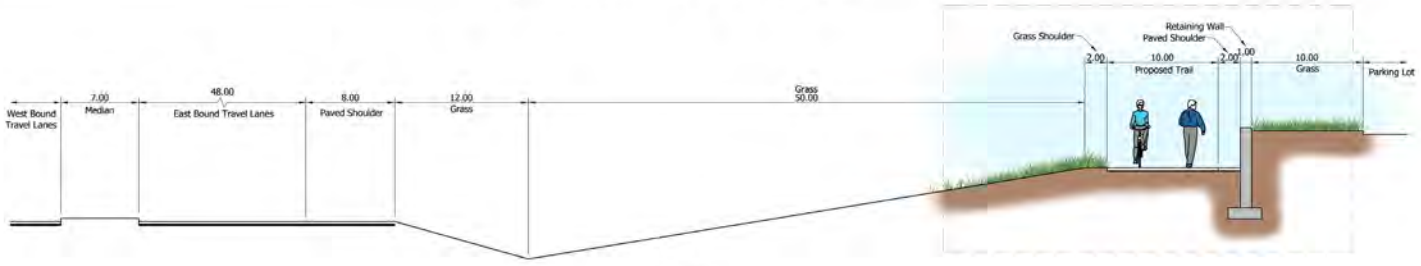
33). MISSISSIPPI STREET
SCALE: 1" = 10'
From 83rd Avenue to US 30



15). BROADWAY



82). US 30
SCALE: Not To Scale
From Mississippi Street to Pier 1



74 - 75). US 30
SCALE: 1" = 10'

NIRPC I-65 and U.S. 31 Safety Study

Crash Analysis Dates			
Year One	July 1, 2012	to	June 30, 2013
Year Two	July 1, 2013	to	June 30, 2014
Year Three	July 1, 2014	to	June 30, 2015
Year Four	July 1, 2015	to	June 30, 2016

All Study Intersections

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	508	511	519	498	2036
PDO Only	403	430	427	403	1663
Minor/Non-Incapacitating Injury	95	78	61	50	284
Major/Incapacitating Injury	**7**	**2**	**30**	**45**	**84**
Fatal Crashes	**1**	**0**	**0**	**0**	**1**

Pedestrian/Bicycle Involved Crashes by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	3	4	2	5	14
% of Total	0.59%	0.78%	0.39%	1.00%	0.69%

shrewsberry

Intersection 1: U.S. 30 and Merrillville Road

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	73	58	67	56	254
PDO Only	64	49	47	42	202
Minor/Non-Incapacitating Injury	8	8	12	5	33
Major/Incapacitating Injury	**1**	**1**	**8**	**9**	**19**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 2: U.S. 30 and K-Mart Entrance

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	18	19	11	12	60
PDO Only	15	16	7	7	45
Minor/Non-Incapacitating Injury	2	3	3	4	12
Major/Incapacitating Injury	**1**	**0**	**1**	**1**	**3**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 3: U.S. 30 and Broadway Avenue

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	86	97	93	102	378
PDO Only	68	78	81	83	310
Minor/Non-Incapacitating Injury	17	19	10	10	56
Major/Incapacitating Injury	**1**	**0**	**2**	**9**	**12**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 4: Broadway Avenue and Century Plaza

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	7	4	1	3	15
PDO Only	5	3	0	3	11
Minor/Non-Incapacitating Injury	0	0	0	0	0
Major/Incapacitating Injury	**0**	**0**	**0**	**0**	**0**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 5: U.S. 30 and I-65 SB Off Ramp

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	60	68	82	82	292
PDO Only	54	66	77	70	267
Minor/Non-Incapacitating Injury	6	2	4	7	19
Major/Incapacitating Injury	0	0	1	5	6
Fatal Crashes	0	0	0	0	0

Intersection 6: U.S. 30 and I-65 NB Off Ramp

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	56	53	72	61	242
PDO Only	48	53	67	55	223
Minor/Non-Incapacitating Injury	8	0	3	4	15
Major/Incapacitating Injury	**0**	**0**	**2**	**2**	**4**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 7: U.S. 30 and Mississippi Street

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	69	49	73	49	240
PDO Only	55	37	57	44	193
Minor/Non-Incapacitating Injury	13	12	10	3	38
Major/Incapacitating Injury	**1**	**0**	**6**	**2**	**9**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 8: Mississippi Street and Mall Entrance B

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	7	11	8	19	45
PDO Only	4	4	6	16	30
Minor/Non-Incapacitating Injury	2	7	2	0	11
Major/Incapacitating Injury	**0**	**0**	**0**	**3**	**3**
Fatal Crashes	**1**	**0**	**0**	**0**	**1**

Intersection 9: U.S. 30 and Mall Entrance C

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	5	8	3	8	24
PDO Only	2	5	1	8	16
Minor/Non-Incapacitating Injury	3	3	1	0	7
Major/Incapacitating Injury	0	0	1	0	1
Fatal Crashes	0	0	0	0	0

Intersection 10: U.S. 30 and Mall Entrance D

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	10	5	3	7	25
PDO Only	5	2	2	4	13
Minor/Non-Incapacitating Injury	3	3	0	2	8
Major/Incapacitating Injury	**2**	**0**	**1**	**1**	**4**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 11: U.S. 30 and Mall Entrance 5

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	8	5	2	7	22
PDO Only	3	4	2	3	12
Minor/Non-Incapacitating Injury	5	1	0	3	9
Major/Incapacitating Injury	**0**	**0**	**0**	**1**	**1**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 12: U.S. 30 and Colorado Street

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	9	21	16	16	62
PDO Only	4	15	14	7	40
Minor/Non-Incapacitating Injury	4	6	2	3	15
Major/Incapacitating Injury	**1**	**0**	**0**	**6**	**7**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 13: U.S. 30 and Clay Street

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	4	5	5	17	31
PDO Only	2	4	2	13	21
Minor/Non-Incapacitating Injury	2	1	2	2	7
Major/Incapacitating Injury	0	0	1	2	3
Fatal Crashes	0	0	0	0	0

Intersection 14: U.S. 30 and Mall Entrance D

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	6	11	14	4	35
PDO Only	4	9	5	4	22
Minor/Non-Incapacitating Injury	2	2	5	0	9
Major/Incapacitating Injury	**0**	**0**	**4**	**0**	**4**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 15: Mississippi Street and 73rd Avenue

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	16	12	3	5	36
PDO Only	10	10	1	3	24
Minor/Non-Incapacitating Injury	6	2	1	1	10
Major/Incapacitating Injury	**0**	**0**	**1**	**1**	**2**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 16: Mississippi Street and 83rd Avenue

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	17	22	15	11	65
PDO Only	16	22	13	9	60
Minor/Non-Incapacitating Injury	1	0	2	1	4
Major/Incapacitating Injury	**0**	**0**	**0**	**1**	**1**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 17: U.S. 30 and Georgia/Rhode Island Streets

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	48	53	43	28	172
PDO Only	36	43	37	26	142
Minor/Non-Incapacitating Injury	12	9	4	2	27
Major/Incapacitating Injury	**0**	**1**	**2**	**0**	**3**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Intersection 18: S.R. 53 and 80th Place

Crash Breakdown by Year					
Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Total Crashes	9	10	8	11	38
PDO Only	8	10	8	6	32
Minor/Non-Incapacitating Injury	1	0	0	3	4
Major/Incapacitating Injury	**0**	**0**	**0**	**2**	**2**
Fatal Crashes	**0**	**0**	**0**	**0**	**0**

Manner of Collision Breakdo

Intersection	1: US30 & Merrillville	2: US30 & K-Mart	3: US30 & Broadway	4:Broadway & Century Plaza	5: US30 & I65 SB Off Ramp	6: US30 & I65 NB Off Ramp	7: US30 Mississippi	8: Mississip
Backing Crash	4	0	1	0	0	1	2	1
Collision With Deer	0	0	0	0	0	0	1	0
Collision With Object In Road	0	0	0	0	0	0	2	0
Head On	4	0	2	1	1	0	3	1
Head On Between Two Motor Vehicles	5	0	0	0	1	0	1	0
Left Turn	14	3	16	0	1	3	9	4
Left/Right Turn	2	0	2	0	0	0	4	0
Non-Collision	0	1	2	0	3	2	0	0
Opposite Direction Sideswipe	5	0	3	0	0	0	1	0
Other - Explain In Narrative	1	1	1	0	2	1	2	0
Ran Off Road	2	2	2	0	3	4	2	1
Rear End	147	41	232	12	232	207	157	29
Rear To Rear	0	0	1	0	0	2	1	0
Right Angle	29	5	28	0	6	4	17	3
Right Turn	4	0	6	1	2	0	2	1
Same Direction Sideswipe	36	7	81	1	41	18	36	4
Unknown	1	0	1	0	0	0	0	1

n by Intersection

all Entrance B	10: US30 & Mall Entrance C	11: US30 & Mall Entrance D	12: US30 & Mall Entrance 5	13: US30 & Colorado	14: US30 & Clay	15: Mississippi & 73rd	16: Mississippi & 79th	17: Mississippi & 83rd	18: US30 & Georgia/Rhode Island	18: S.R. 53 and 80th PL	Total
0	1	0	2	0	2	1	9	4			28
0	0	0	0	0	1	0	0	0			2
0	0	0	0	0	0	0	0	0			2
3	1	0	0	3	0	0	4	0			25
0	1	4	1	3	0	0	0	1			17
3	1	1	2	5	3	5	6	4			81
2	1	2	0	0	3	5	2	0			23
0	0	0	0	0	1	0	0	1			10
0	0	0	0	1	0	1	2	0			13
0	0	1	2	0	0	0	1	1			13
0	2	1	1	2	1	0	3	1			27
15	11	35	18	9	13	18	74	14			1282
0	0	0	0	0	0	0	1	0			5
1	4	9	1	6	6	3	16	6			145
0	0	1	0	1	2	1	2	0			24
1	0	8	4	5	4	31	52	6			336
0	0	0	0	0	0	0	0	0			3

Manner of Collision Breakdown b

Intersection	1: US30 & Merrillville	2: US30 & K-Mart	3: US30 & Broadway	4:Broadway & Century Plaza	5: US30 & I65 SB Off Ramp	6: US30 & I65 NB Off Ramp	7: US30 Mississippi	8: Missis
Backing Crash	1.6%	0.0%	0.3%	0.0%	0.0%	0.4%	0.8%	2.2%
Collision With Deer	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%
Collision With Object In Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%
Head On	1.6%	0.0%	0.5%	6.7%	0.3%	0.0%	1.3%	2.2%
Head On Between Two Motor Vehicles	2.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.4%	0.0%
Left Turn	5.5%	5.0%	4.2%	0.0%	0.3%	1.2%	3.8%	8.9%
Left/Right Turn	0.8%	0.0%	0.5%	0.0%	0.0%	0.0%	1.7%	0.0%
Non-Collision	0.0%	1.7%	0.5%	0.0%	1.0%	0.8%	0.0%	0.0%
Opposite Direction Sideswipe	2.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.4%	0.0%
Other - Explain In Narrative	0.4%	1.7%	0.3%	0.0%	0.7%	0.4%	0.8%	0.0%
Ran Off Road	0.8%	3.3%	0.5%	0.0%	1.0%	1.7%	0.8%	2.2%
Rear End	**57.9%**	**68.3%**	**61.4%**	**80.0%**	**79.5%**	**85.5%**	**65.4%**	**64.4%**
Rear To Rear	0.0%	0.0%	0.3%	0.0%	0.0%	0.8%	0.4%	0.0%
Right Angle	**11.4%**	8.3%	7.4%	0.0%	2.1%	1.7%	7.1%	6.7%
Right Turn	1.6%	0.0%	1.6%	6.7%	0.7%	0.0%	0.8%	2.2%
Same Direction Sideswipe	**14.2%**	**11.7%**	**21.4%**	6.7%	**14.0%**	7.4%	**15.0%**	8.9%
Unknown	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	2.2%

10% - 20% of all crashes

20% + of all crashes at

ntersection (As a Percent)

& Mall Entrance B	10: US30 & Mall Entrance C	11: US30 & Mall Entrance D	12: US30 & Mall Entrance 5	13: US30 & Colorado	14: US30 & Clay	15: Mississippi & 73rd	16: Mississippi & 79th	17: Mississippi & 83rd	18: US30 & Georgia/Rhode Island	9: S.R. 53 and 80th PL
0%	0.0%	4.5%	0.0%	6.5%	0.0%	5.6%	1.5%	5.2%	10.5%	
0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	
0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
3%	12.0%	4.5%	0.0%	0.0%	8.6%	0.0%	0.0%	2.3%	0.0%	
0%	0.0%	4.5%	6.5%	3.2%	8.6%	0.0%	0.0%	0.0%	2.6%	
2%	12.0%	4.5%	1.6%	6.5%	14.3%	8.3%	7.7%	3.5%	10.5%	
0%	8.0%	4.5%	3.2%	0.0%	0.0%	8.3%	7.7%	1.2%	0.0%	
0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	2.6%	
0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	1.5%	1.2%	0.0%	
0%	0.0%	0.0%	1.6%	6.5%	0.0%	0.0%	0.0%	0.6%	2.6%	
0%	0.0%	9.1%	1.6%	3.2%	5.7%	2.8%	0.0%	1.7%	2.6%	
.0%	60.0%	50.0%	56.5%	58.1%	25.7%	36.1%	27.7%	43.0%	36.8%	
0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	
2%	4.0%	18.2%	14.5%	3.2%	17.1%	16.7%	4.6%	9.3%	15.8%	
2%	0.0%	0.0%	1.6%	0.0%	2.9%	5.6%	1.5%	1.2%	0.0%	
2%	4.0%	0.0%	12.9%	12.9%	14.3%	11.1%	47.7%	30.2%	15.8%	
0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

intersection
tersection

Primary Factor Break

Intersection	1: US30 & Merrillville	2: US30 & K-Mart	3: US30 & Broadway	4:Broadway & Century Plaza	5: US30 & I65 SB Off Ramp	6: US30 & I65 NB Off	7: US3
Accelerator Failure Or Defective	0	0	1	0	1	0	0
Animal/Object In Roadway	2	0	0	1	1	0	2
Brake Failure Or Defective	5	1	5	0	1	0	2
Cell Phone Usage	2	0	0	0	0	0	0
Disregard Signal/Reg Sign	12	3	25	0	3	1	14
Driver Asleep Or Fatigued	1	2	1	0	1	1	1
Driver Distracted - Explain In Narrative	6	1	13	1	10	7	12
Driver Illness	1	0	0	0	0	0	0
Failure To Yield Right Of Way	38	5	31	0	5	4	19
Following Too Closely	109	34	184	9	208	189	125
Improper Lane Usage	9	2	18	0	4	3	8
Improper Passing	1	0	3	0	0	1	1
Improper Turning	6	1	12	0	0	1	3
Insecure/Leaky Load	0	0	0	0	2	1	0
Left Of Center	3	1	1	0	0	0	1
Other (Driver) - Explain In Narrative	15	3	19	2	10	11	28
Other (Environmental) - Explain In Narr	0	0	0	0	0	0	0
Other (Vehicle) - Explain In Narrative	2	0	1	0	0	0	0
Pedestrian Action	1	0	2	0	0	0	2
Ran Off Road Right	2	0	1	0	0	1	0
Roadway Surface Condition	5	0	4	1	1	2	1
Speed Too Fast For Weather Conditions	9	1	11	0	15	5	2
Tire Failure Or Defective	0	0	0	0	1	0	0
Traffic Control Inoperative/Missing/Obsc	1	0	0	0	0	0	1
Unsafe Backing	2	1	1	0	0	1	2
Unsafe Lane Movement	16	4	44	1	22	9	15
Unsafe Speed	4	0	1	0	7	5	1
View Obstructed	1	1	0	0	0	0	0
Wrong Way On One Way	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0

own by Intersection

ssippi	8: Mississippi & Mall Entrance B	9: US30 & Mall Entrance C	10: US30 & Mall Entrance D	11: US30 & Mall Entrance 5	12: US30 & Colorado	13: US30 & Clay	14: Mississippi & 73rd	15: Mississippi & 79th	16: Mississippi & 83rd	17: US30 & Georgia/Rhode Island	18: S.R. 53 and 80th PL	Total
0	0	0	0	0	0	0	0	0	0	0	0	2
0	1	1	0	0	1	4	1	0	2	0	0	16
0	0	0	0	0	0	1	0	0	4	0	0	19
1	1	0	1	0	1	0	0	0	0	0	0	6
2	1	5	4	7	0	1	0	0	9	2	0	89
0	0	0	0	0	0	1	0	0	0	0	0	8
4	4	2	2	5	4	1	2	1	5	1	0	81
0	0	0	1	1	0	0	0	0	1	1	0	5
4	3	2	2	7	3	10	10	9	25	8	0	185
12	9	10	8	21	12	8	10	12	66	12	0	1048
1	0	0	0	1	1	2	1	21	9	1	0	81
0	0	0	0	2	0	0	2	1	0	0	0	11
1	0	1	0	1	0	0	1	8	6	3	0	44
0	0	0	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	1	0	0	0	1	0	8
4	3	2	0	5	2	1	3	4	6	3	0	121
0	0	0	0	0	1	0	0	0	1	0	0	2
0	0	1	0	0	0	0	0	0	0	0	0	4
1	0	0	0	2	0	0	0	0	0	0	0	8
1	0	0	1	0	0	3	0	0	2	0	0	11
0	0	0	1	3	0	0	0	0	0	0	0	18
0	1	1	1	2	1	0	1	1	6	0	0	57
0	0	0	0	0	0	0	2	0	0	1	0	4
0	0	0	0	0	0	0	0	0	1	0	0	3
1	0	0	1	0	2	0	2	0	8	3	0	24
2	1	0	0	3	2	2	1	6	20	2	0	150
1	0	0	0	1	1	0	0	2	1	0	0	24
0	0	0	0	0	0	0	0	0	0	0	0	2
0	0	0	0	1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	1

Primary Factor Breakdown by In

Intersection	1: US30 & Merrillville	2: US30 & K-Mart	3: US30 & Broadway	4:Broadway & Century Plaza	5: US30 & I65 SB Off Ramp	6: US30 & I65 NB Off Ramp	7: US30 Mississin	9
Accelerator Failure Or Defective	0.0%	0.0%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0
Animal/Object In Roadway	0.8%	0.0%	0.0%	6.7%	0.3%	0.0%	0.8%	0.0
Brake Failure Or Defective	2.0%	1.7%	1.3%	0.0%	0.3%	0.0%	0.8%	0.0
Cell Phone Usage	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2
Disregard Signal/Reg Sign	4.7%	5.0%	6.6%	0.0%	1.0%	0.4%	5.8%	4.4
Driver Asleep Or Fatigued	0.4%	3.3%	0.3%	0.0%	0.3%	0.4%	0.4%	0.0
Driver Distracted - Explain In Narrative	2.4%	1.7%	3.4%	6.7%	3.4%	2.9%	5.0%	8.9
Driver Illness	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0
Failure To Yield Right Of Way	15.0%	8.3%	8.2%	0.0%	1.7%	1.7%	7.9%	8.9
Following Too Closely	42.9%	56.7%	48.7%	60.0%	71.2%	78.1%	52.1%	48.9
Improper Lane Usage	3.5%	3.3%	4.8%	0.0%	1.4%	1.2%	3.3%	2.2
Improper Passing	0.4%	0.0%	0.8%	0.0%	0.0%	0.4%	0.4%	0.0
Improper Turning	2.4%	1.7%	3.2%	0.0%	0.0%	0.4%	1.3%	2.2
Insecure/Leaky Load	0.0%	0.0%	0.0%	0.0%	0.7%	0.4%	0.0%	0.0
Left Of Center	1.2%	1.7%	0.3%	0.0%	0.0%	0.0%	0.4%	0.0
Other (Driver) - Explain In Narrative	5.9%	5.0%	5.0%	13.3%	3.4%	4.5%	11.7%	8.9
Other (Environmental) - Explain In Narr	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0
Other (Vehicle) - Explain In Narrative	0.8%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0
Pedestrian Action	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.8%	2.2
Ran Off Road Right	0.8%	0.0%	0.3%	0.0%	0.0%	0.4%	0.0%	2.2
Roadway Surface Condition	2.0%	0.0%	1.1%	6.7%	0.3%	0.8%	0.4%	0.0
Speed Too Fast For Weather Conditions	3.5%	1.7%	2.9%	0.0%	5.1%	2.1%	0.8%	0.0
Tire Failure Or Defective	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0
Traffic Control Inoperative/Missing/Obsc	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0
Unsafe Backing	0.8%	1.7%	0.3%	0.0%	0.0%	0.4%	0.8%	2.2
Unsafe Lane Movement	6.3%	6.7%	11.6%	6.7%	7.5%	3.7%	6.3%	4.4
Unsafe Speed	1.6%	0.0%	0.3%	0.0%	2.4%	2.1%	0.4%	2.2
View Obstructed	0.4%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0
Wrong Way On One Way	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0
Unknown	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0

10% - 20% of all crash
20% + of all crashes

ersection (As a Percentage)

ssippi & Mall Entrance B	9: US30 & Mall Entrance C	10: US30 & Mall Entrance D	11: US30 & Mall Entrance 5	12: US30 & Colorado	13: US30 & Clay	14: Mississippi & 73rd	15: Mississippi & 79th	16: Mississippi & 83rd	17: US30 & Georgia/Rhode Island	18: S.R. 53 and 80th PL
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
4.2%	4.0%	0.0%	0.0%	3.2%	11.4%	2.8%	0.0%	1.2%	0.0%	
0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	2.3%	0.0%	
4.2%	0.0%	4.5%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
4.2%	20.0%	18.2%	11.3%	0.0%	2.9%	0.0%	0.0%	5.2%	5.3%	
0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	
16.7%	8.0%	9.1%	8.1%	12.9%	2.9%	5.6%	1.5%	2.9%	2.6%	
0.0%	0.0%	4.5%	1.6%	0.0%	0.0%	0.0%	0.0%	0.6%	2.6%	
12.5%	8.0%	9.1%	11.3%	9.7%	28.6%	27.8%	13.8%	14.5%	21.1%	
37.5%	40.0%	36.4%	33.9%	38.7%	22.9%	27.8%	18.5%	38.4%	31.6%	
0.0%	0.0%	0.0%	1.6%	3.2%	5.7%	2.8%	32.3%	5.2%	2.6%	
0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	5.6%	1.5%	0.0%	0.0%	
0.0%	4.0%	0.0%	1.6%	0.0%	0.0%	2.8%	12.3%	3.5%	7.9%	
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	2.6%	
12.5%	8.0%	0.0%	8.1%	6.5%	2.9%	8.3%	6.2%	3.5%	7.9%	
0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.6%	0.0%	
0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0.0%	0.0%	4.5%	0.0%	0.0%	8.6%	0.0%	0.0%	1.2%	0.0%	
0.0%	0.0%	4.5%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
4.2%	4.0%	4.5%	3.2%	3.2%	0.0%	2.8%	1.5%	3.5%	0.0%	
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	2.6%	
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	
0.0%	0.0%	4.5%	0.0%	6.5%	0.0%	5.6%	0.0%	4.7%	7.9%	
4.2%	0.0%	0.0%	4.8%	6.5%	5.7%	2.8%	9.2%	11.6%	5.3%	
0.0%	0.0%	0.0%	1.6%	3.2%	0.0%	0.0%	3.1%	0.6%	0.0%	
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

at intersection
intersection

Intersection 1: U.S. 30 and Merrillville Road

Crash Breakdown		
Total Crashes	254	-
PDO Only	202	79.5%
Minor/Non-Incapacitating Injury	33	13.0%
Major/Incapacitating Injury	**19**	**7.5%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	4	1.6%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	4	1.6%
Head On Between Two Motor Vehicles	5	2.0%
Left Turn	14	5.5%
Left/Right Turn	2	0.8%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	5	2.0%
Other - Explain In Narrative	1	0.4%
Ran Off Road	2	0.8%
Rear End	147	57.9%
Rear To Rear	0	0.0%
Right Angle	29	11.4%
Right Turn	4	1.6%
Same Direction Sideswipe	36	14.2%
Unknown (Left Blank)	1	0.4%

Surface Condition Breakdown		
Dry	194	76.4%
Ice	14	5.5%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	10	3.9%
Water (Standing Or Moving)	0	0.0%
Wet	36	14.2%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	4	1.6%
Clear	180	70.9%
Cloudy	44	17.3%
Fog/Smoke/Smog	0	0.0%
Rain	18	7.1%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	1	0.4%
Snow	7	2.8%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	2	0.8%
Brake Failure Or Defective	5	2.0%
Cell Phone Usage	2	0.8%
Disregard Signal/Reg Sign	12	4.7%
Driver Asleep Or Fatigued	1	0.4%
Driver Distracted - Explain In Narrative	6	2.4%
Driver Illness	1	0.4%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	38	15.0%
Following Too Closely	109	42.9%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	9	3.5%
Improper Passing	1	0.4%
Improper Turning	6	2.4%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	3	1.2%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	15	5.9%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	2	0.8%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	1	0.4%
Ran Off Road Right	2	0.8%
Roadway Surface Condition	5	2.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	9	3.5%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	1	0.4%
Unsafe Backing	2	0.8%
Unsafe Lane Movement	16	6.3%
Unsafe Speed	4	1.6%
View Obstructed	1	0.4%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	1	0.4%

Aggressive Driving?		
Yes	14	5.5%
No	240	94.5%

Intersection 1: U.S. 30 and Merrillville Road

Road Construction		
No Road Construction	254	100%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1001	13	5.1%
$1001 To $2500	51	20.1%
$2501 To $5000	91	35.8%
$5001 To $10000	58	22.8%
$10001 To $25000	36	14.2%
$25001 To $50000	4	1.6%
$50001 To $100000	1	0.4%
Over $100000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	45	17.7%
Dark (Not Lighted)	10	3.9%
Dawn/Dusk	8	3.1%
Daylight	190	74.8%
Unknown	1	0.4%

Crash at a Driveway?		
Yes	24	9.4%
No	230	90.6%

Pedestrian Involved?		
Yes	1	0.4%
No	253	99.6%

Emergency Vehicle in Intersection?		
Yes	6	2.4%
No	248	97.6%

Intersection 2: U.S. 30 and KMart Entrance

Crash Breakdown		
Total Crashes	60	-
PDO Only	45	75.0%
Minor/Non-Incapacitating Injury	12	20.0%
Major/Incapacitating Injury	**3**	**5.0%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	0	0.0%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	0	0.0%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	3	5.0%
Left/Right Turn	0	0.0%
Non-Collision	1	1.7%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	1	1.7%
Ran Off Road	2	3.3%
Rear End	41	68.3%
Rear To Rear	0	0.0%
Right Angle	5	8.3%
Right Turn	0	0.0%
Same Direction Sideswipe	7	11.7%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	50	83.3%
Ice	1	1.7%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	4	6.7%
Water (Standing Or Moving)	0	0.0%
Wet	5	8.3%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	44	73.3%
Cloudy	13	21.7%
Fog/Smoke/Smog	0	0.0%
Rain	2	3.3%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	1	1.7%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	1	1.7%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	3	5.0%
Driver Asleep Or Fatigued	2	3.3%
Driver Distracted - Explain In Narrative	1	1.7%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	5	8.3%
Following Too Closely	34	56.7%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	2	3.3%
Improper Passing	0	0.0%
Improper Turning	1	1.7%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	1	1.7%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	3	5.0%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	1	1.7%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	1	1.7%
Unsafe Lane Movement	4	6.7%
Unsafe Speed	0	0.0%
View Obstructed	1	1.7%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	0	0.0%

Aggressive Driving?		
Yes	4	6.7%
No	56	93.3%

Intersection 2: U.S. 30 and KMart Entrance

Road Construction		
No Road Construction	60	100%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1001	5	8.3%
$1001 To $2500	23	38.3%
$2501 To $5000	15	25.0%
$5001 To $10000	9	15.0%
$10001 To $25000	8	13.3%
$25001 To $50000	0	0.0%
$50001 To $100000	0	0.0%
Over $100000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	13	21.7%
Dark (Not Lighted)	0	0.0%
Dawn/Dusk	1	1.7%
Daylight	46	76.7%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	1	1.7%
No	59	98.3%

Pedestrian Involved?		
Yes	0	0.0%
No	60	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	60	100.0%

Intersection 3: Broadway and U.S. 30

Crash Breakdown		
Total Crashes	378	-
PDO Only	310	82.0%
Minor/Non-Incapacitating Injury	56	14.8%
Major/Incapacitating Injury	**12**	**3.2%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	1	0.3%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	2	0.5%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	16	4.2%
Left/Right Turn	2	0.5%
Non-Collision	2	0.5%
Opposite Direction Sideswipe	3	0.8%
Other - Explain In Narrative	1	0.3%
Ran Off Road	2	0.5%
Rear End	232	61.4%
Rear To Rear	1	0.3%
Right Angle	28	7.4%
Right Turn	6	1.6%
Same Direction Sideswipe	81	21.4%
Unknown (Left Blank)	1	0.3%

Surface Condition Breakdown		
Dry	295	78.0%
Ice	15	4.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	17	4.5%
Water (Standing Or Moving)	1	0.3%
Wet	50	13.2%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	6	1.6%
Clear	249	65.9%
Cloudy	85	22.5%
Fog/Smoke/Smog	1	0.3%
Rain	30	7.9%
Severe Cross Wind	1	0.3%
Sleet/Hail/Freezing Rain	2	0.5%
Snow	4	1.1%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	1	0.3%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	5	1.3%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	25	6.6%
Driver Asleep Or Fatigued	1	0.3%
Driver Distracted - Explain In Narrative	13	3.4%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	31	8.2%
Following Too Closely	184	48.7%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	18	4.8%
Improper Passing	3	0.8%
Improper Turning	12	3.2%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	1	0.3%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	19	5.0%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	1	0.3%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	2	0.5%
Ran Off Road Right	1	0.3%
Roadway Surface Condition	4	1.1%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	11	2.9%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	1	0.3%
Unsafe Lane Movement	44	11.6%
Unsafe Speed	1	0.3%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	0	0.0%

Aggressive Driving?		
Yes	14	3.7%
No	364	96.3%

Intersection 3: Broadway and U.S. 30

Road Construction		
No Road Construction	372	98.4%
Intermittent Or Moving Work	0	0.0%
Lane Closure	1	0.3%
Work On Shoulder	5	1.3%
X-Over/Lane Shift	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	64	16.9%
Dark (Not Lighted)	10	2.6%
Dawn/Dusk	12	3.2%
Daylight	292	77.2%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	16	4.2%
No	362	95.8%

Damage Estimate Breakdown		
Under $1001	25	6.6%
$1001 To $2500	138	36.5%
$2501 To $5000	108	28.6%
$5001 To $10000	74	19.6%
$10001 To $25000	25	6.6%
$25001 To $50000	5	1.3%
$50001 To $100000	3	0.8%
Over $100000	0	0.0%

Pedestrian Involved?		
Yes	2	0.5%
No	376	99.5%

Emergency Vehicle in Intersection?		
Yes	13	3.4%
No	365	96.6%

Intersection 4: U.S. 30 and Century Plaza Entrance

Crash Breakdown		
Total Crashes	15	-
PDO Only	11	73.3%
Minor/Non-Incapacitating Injury	0	0.0%
Major/Incapacitating Injury	4	**26.7%**
Fatal Crashes	0	**0.0%**

Manner of Collision Breakdown		
Backing Crash	0	0.0%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	1	6.7%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	0	0.0%
Left/Right Turn	0	0.0%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	0	0.0%
Ran Off Road	0	0.0%
Rear End	12	80.0%
Rear To Rear	0	0.0%
Right Angle	0	0.0%
Right Turn	1	6.7%
Same Direction Sideswipe	1	6.7%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	11	73.3%
Ice	0	0.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	1	6.7%
Water (Standing Or Moving)	0	0.0%
Wet	3	20.0%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	9	60.0%
Cloudy	4	26.7%
Fog/Smoke/Smog	0	0.0%
Rain	1	6.7%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	1	6.7%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	1	6.7%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	0	0.0%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	1	6.7%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	0	0.0%
Following Too Closely	9	60.0%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	0	0.0%
Improper Passing	0	0.0%
Improper Turning	0	0.0%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	2	13.3%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	1	6.7%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	0	0.0%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	0	0.0%
Unsafe Lane Movement	1	6.7%
Unsafe Speed	0	0.0%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	0	0.0%

Aggressive Driving?		
Yes	0	0.0%
No	15	100.0%

Intersection 4: U.S. 30 and Century Plaza Entrance

Road Construction		
No Road Construction	15	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1001	1	6.7%
$1001 To $2500	5	33.3%
$2501 To $5000	5	33.3%
$5001 To $10000	2	13.3%
$10001 To $25000	2	13.3%
$25001 To $50000	0	0.0%
$50001 To $100000	0	0.0%
Over $100000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	2	13.3%
Dark (Not Lighted)	0	0.0%
Dawn/Dusk	0	0.0%
Daylight	13	86.7%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	15	100.0%

Pedestrian Involved?		
Yes	0	0.0%
No	15	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	15	100.0%

Intersection 5: U.S. 30 I-65 SB Off Ramp

Crash Breakdown		
Total Crashes	292	-
PDO Only	267	91.4%
Minor/Non-Incapacitating Injury	19	6.5%
Major/Incapacitating Injury	6	**2.1%**
Fatal Crashes	0	**0.0%**

Manner of Collision Breakdown		
Backing Crash	0	0.0%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	1	0.3%
Head On Between Two Motor Vehicles	1	0.3%
Left Turn	1	0.3%
Left/Right Turn	0	0.0%
Non-Collision	3	1.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	2	0.7%
Ran Off Road	3	1.0%
Rear End	232	79.5%
Rear To Rear	0	0.0%
Right Angle	6	2.1%
Right Turn	2	0.7%
Same Direction Sideswipe	41	14.0%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	234	80.1%
Ice	8	2.7%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	16	5.5%
Water (Standing Or Moving)	0	0.0%
Wet	34	11.6%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	209	71.6%
Cloudy	51	17.5%
Fog/Smoke/Smog	0	0.0%
Rain	19	6.5%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	13	4.5%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	1	0.3%
Animal/Object In Roadway	1	0.3%
Brake Failure Or Defective	1	0.3%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	3	1.0%
Driver Asleep Or Fatigued	1	0.3%
Driver Distracted - Explain In Narrative	10	3.4%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	5	1.7%
Following Too Closely	208	71.2%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	4	1.4%
Improper Passing	0	0.0%
Improper Turning	0	0.0%
Insecure/Leaky Load	2	0.7%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	10	3.4%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	1	0.3%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	15	5.1%
Steering Failure	0	0.0%
Tire Failure Or Defective	1	0.3%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	0	0.0%
Unsafe Lane Movement	22	7.5%
Unsafe Speed	7	2.4%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	0	0.0%

Aggressive Driving?		
Yes	6	2.1%
No	286	97.9%

Intersection 5: U.S. 30 I-65 SB Off Ramp

Road Construction		
No Road Construction	289	99.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	3	1.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	30	10.3%
Dark (Not Lighted)	4	1.4%
Dawn/Dusk	9	3.1%
Daylight	249	85.3%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	292	100.0%

Damage Estimate Breakdown		
Under $1001	44	15.1%
$1001 To $2500	121	41.4%
$2501 To $5000	72	24.7%
$5001 To $10000	37	12.7%
$10001 To $25000	16	5.5%
$25001 To $50000	2	0.7%
$50001 To $100000	0	0.0%
Over $100000	0	0.0%

Pedestrian Involved?		
Yes	0	0.0%
No	292	100.0%

Emergency Vehicle in Intersection?		
Yes	1	0.3%
No	291	99.7%

Intersection 6: U.S. 30 I-65 NB Off Ramp

Crash Breakdown		
Total Crashes	242	-
PDO Only	223	92.1%
Minor/Non-Incapacitating Injury	15	6.2%
Major/Incapacitating Injury	4	**1.7%**
Fatal Crashes	0	**0.0%**

Manner of Collision Breakdown		
Backing Crash	1	0.4%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	0	0.0%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	3	1.2%
Left/Right Turn	0	0.0%
Non-Collision	2	0.8%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	1	0.4%
Ran Off Road	4	1.7%
Rear End	207	85.5%
Rear To Rear	2	0.8%
Right Angle	4	1.7%
Right Turn	0	0.0%
Same Direction Sideswipe	18	7.4%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	198	81.8%
Ice	6	2.5%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	15	6.2%
Water (Standing Or Moving)	0	0.0%
Wet	23	9.5%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	3	1.2%
Clear	174	71.9%
Cloudy	38	15.7%
Fog/Smoke/Smog	2	0.8%
Rain	13	5.4%
Severe Cross Wind	1	0.4%
Sleet/Hail/Freezing Rain	2	0.8%
Snow	9	3.7%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	1	0.4%
Driver Asleep Or Fatigued	1	0.4%
Driver Distracted - Explain In Narrative	7	2.9%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	4	1.7%
Following Too Closely	189	78.1%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	3	1.2%
Improper Passing	1	0.4%
Improper Turning	1	0.4%
Insecure/Leaky Load	1	0.4%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	11	4.5%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	1	0.4%
Roadway Surface Condition	2	0.8%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	5	2.1%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	1	0.4%
Unsafe Lane Movement	9	3.7%
Unsafe Speed	5	2.1%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	0	0.0%

Aggressive Driving?		
Yes	5	2.1%
No	237	97.9%

Intersection 6: U.S. 30 I-65 NB Off Ramp

Road Construction		
No Road Construction	241	99.6%
Intermittent Or Moving Work	0	0.0%
Lane Closure	1	0.4%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	32	13.2%
Dark (Not Lighted)	5	2.1%
Dawn/Dusk	12	5.0%
Daylight	193	79.8%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	242	100.0%

Damage Estimate Breakdown		
Under $1001	28	11.6%
$1001 To $2500	99	40.9%
$2501 To $5000	73	30.2%
$5001 To $10000	31	12.8%
$10001 To $25000	7	2.9%
$25001 To $50000	2	0.8%
$50001 To $100000	1	0.4%
Over $100000	1	0.4%

Pedestrian Involved?		
Yes	0	0.0%
No	242	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	242	100.0%

Intersection 7: U.S. 30 and Mississippi Street

Crash Breakdown		
Total Crashes	240	-
PDO Only	193	80.4%
Minor/Non-Incapacitating Injury	38	15.8%
Major/Incapacitating Injury	**9**	**3.8%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	2	0.8%
Collision With Animal Other	0	0.0%
Collision With Deer	1	0.4%
Collision With Object In Road	2	0.8%
Head On	3	1.3%
Head On Between Two Motor Vehicles	1	0.4%
Left Turn	9	3.8%
Left/Right Turn	4	1.7%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	1	0.4%
Other - Explain In Narrative	2	0.8%
Ran Off Road	2	0.8%
Rear End	157	65.4%
Rear To Rear	1	0.4%
Right Angle	17	7.1%
Right Turn	2	0.8%
Same Direction Sideswipe	36	15.0%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	198	82.5%
Ice	2	0.8%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	5	2.1%
Water (Standing Or Moving)	0	0.0%
Wet	35	14.6%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	1	0.4%
Clear	178	74.2%
Cloudy	36	15.0%
Fog/Smoke/Smog	1	0.4%
Rain	19	7.9%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	1	0.4%
Snow	3	1.3%
Unknown (Left Blank)	1	0.4%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	2	0.8%
Brake Failure Or Defective	2	0.8%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	14	5.8%
Driver Asleep Or Fatigued	1	0.4%
Driver Distracted - Explain In Narrative	12	5.0%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	19	7.9%
Following Too Closely	125	52.1%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	8	3.3%
Improper Passing	1	0.4%
Improper Turning	3	1.3%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	1	0.4%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	28	11.7%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	2	0.8%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	1	0.4%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	2	0.8%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	1	0.4%
Unsafe Backing	2	0.8%
Unsafe Lane Movement	15	6.3%
Unsafe Speed	1	0.4%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	13	5.4%
No	227	94.6%

Intersection 7: U.S. 30 and Mississippi Street

Road Construction		
No Road Construction	237	98.8%
Intermittent Or Moving Work	1	0.4%
Lane Closure	2	0.8%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	17	7.1%
$1,001 To $2,500	72	30.0%
$2,501 To $5,000	63	26.3%
$5,001 To $10,000	60	25.0%
$10,001 To $25,000	19	7.9%
$25,001 To $50,000	6	2.5%
$50,001 To $100,000	3	1.3%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	53	22.1%
Dark (Not Lighted)	1	0.4%
Dawn/Dusk	12	5.0%
Daylight	174	72.5%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	5	2.1%
No	235	97.9%

Pedestrian Involved?		
Yes	3	1.3%
No	237	98.8%

Emergency Vehicle in Intersection?		
Yes	2	0.8%
No	238	99.2%

Intersection 8: U.S. 30 and Mall Entrance B

Crash Breakdown		
Total Crashes	45	-
PDO Only	30	66.7%
Minor/Non-Incapacitating Injury	11	24.4%
Major/Incapacitating Injury	**3**	**6.7%**
Fatal Crashes	**1**	**2.2%**

Manner of Collision Breakdown		
Backing Crash	1	2.2%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	1	2.2%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	4	8.9%
Left/Right Turn	0	0.0%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	0	0.0%
Ran Off Road	1	2.2%
Rear End	29	64.4%
Rear To Rear	0	0.0%
Right Angle	3	6.7%
Right Turn	1	2.2%
Same Direction Sideswipe	4	8.9%
Unknown (Left Blank)	1	2.2%

Surface Condition Breakdown		
Dry	37	82.2%
Ice	1	2.2%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	0	0.0%
Water (Standing Or Moving)	0	0.0%
Wet	7	15.6%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	31	68.9%
Cloudy	11	24.4%
Fog/Smoke/Smog	0	0.0%
Rain	3	6.7%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	0	0.0%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	1	2.2%
Disregard Signal/Reg Sign	2	4.4%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	4	8.9%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	4	8.9%
Following Too Closely	22	48.9%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	1	2.2%
Improper Passing	0	0.0%
Improper Turning	1	2.2%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	4	8.9%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	1	2.2%
Ran Off Road Right	1	2.2%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	0	0.0%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	1	2.2%
Unsafe Lane Movement	2	4.4%
Unsafe Speed	1	2.2%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	2	4.4%
No	43	95.6%

Intersection 8: U.S. 30 and Mall Entrance B

Road Construction		
No Road Construction	45	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	3	6.7%
$1,001 To $2,500	0	0.0%
$2,501 To $5,000	16	35.6%
$5,001 To $10,000	17	37.8%
$10,001 To $25,000	6	13.3%
$25,001 To $50,000	3	6.7%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	15	33.3%
Dark (Not Lighted)	6	13.3%
Dawn/Dusk	2	4.4%
Daylight	22	48.9%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	45	100.0%

Pedestrian Involved?		
Yes	3	6.7%
No	42	93.3%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	45	100.0%

Intersection 9: U.S. 30 and Mall Entrance C

Crash Breakdown		
Total Crashes	24	-
PDO Only	16	66.7%
Minor/Non-Incapacitating Injury	7	29.2%
Major/Incapacitating Injury	**1**	**4.2%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	0	0.0%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	2	8.3%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	1	4.2%
Left/Right Turn	0	0.0%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	0	0.0%
Ran Off Road	0	0.0%
Rear End	18	75.0%
Rear To Rear	0	0.0%
Right Angle	1	4.2%
Right Turn	1	4.2%
Same Direction Sideswipe	1	4.2%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	19	79.2%
Ice	0	0.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	1	4.2%
Water (Standing Or Moving)	0	0.0%
Wet	4	16.7%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	1	4.2%
Clear	19	79.2%
Cloudy	2	8.3%
Fog/Smoke/Smog	0	0.0%
Rain	2	8.3%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	0	0.0%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	1	4.2%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	1	4.2%
Disregard Signal/Reg Sign	1	4.2%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	4	16.7%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	3	12.5%
Following Too Closely	9	37.5%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	0	0.0%
Improper Passing	0	0.0%
Improper Turning	0	0.0%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	3	12.5%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	1	4.2%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	0	0.0%
Unsafe Lane Movement	1	4.2%
Unsafe Speed	0	0.0%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	0	0.0%
No	24	100.0%

Intersection 9: U.S. 30 and Mall Entrance C

Road Construction		
No Road Construction	24	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	2	8.3%
$1,001 To $2,500	4	16.7%
$2,501 To $5,000	2	8.3%
$5,001 To $10,000	10	41.7%
$10,001 To $25,000	4	16.7%
$25,001 To $50,000	2	8.3%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	4	16.7%
Dark (Not Lighted)	2	8.3%
Dawn/Dusk	1	4.2%
Daylight	17	70.8%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	24	100.0%

Pedestrian Involved?		
Yes	1	4.2%
No	23	95.8%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	24	100.0%

Intersection 10: U.S. 30 and Mall Entrance D

Crash Breakdown		
Total Crashes	25	-
PDO Only	13	52.0%
Minor/Non-Incapacitating Injury	8	32.0%
Major/Incapacitating Injury	**4**	**16.0%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	0	0.0%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	3	12.0%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	3	12.0%
Left/Right Turn	2	8.0%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	0	0.0%
Ran Off Road	0	0.0%
Rear End	15	60.0%
Rear To Rear	0	0.0%
Right Angle	1	4.0%
Right Turn	0	0.0%
Same Direction Sideswipe	1	4.0%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	19	76.0%
Ice	2	8.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	0	0.0%
Water (Standing Or Moving)	0	0.0%
Wet	4	16.0%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	22	88.0%
Cloudy	2	8.0%
Fog/Smoke/Smog	0	0.0%
Rain	1	4.0%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	0	0.0%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	1	4.0%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	5	20.0%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	2	8.0%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	2	8.0%
Following Too Closely	10	40.0%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	0	0.0%
Improper Passing	0	0.0%
Improper Turning	1	4.0%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	2	8.0%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	1	4.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	1	4.0%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	0	0.0%
Unsafe Lane Movement	0	0.0%
Unsafe Speed	0	0.0%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	0	0.0%
No	25	100.0%

Intersection 10: U.S. 30 and Mall Entrance D

Road Construction		
No Road Construction	25	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	7	28.0%
Dark (Not Lighted)	1	4.0%
Dawn/Dusk	1	4.0%
Daylight	16	64.0%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	25	100.0%

Damage Estimate Breakdown		
Under $1,001	3	12.0%
$1,001 To $2,500	4	16.0%
$2,501 To $5,000	3	12.0%
$5,001 To $10,000	8	32.0%
$10,001 To $25,000	5	20.0%
$25,001 To $50,000	2	8.0%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Pedestrian Involved?		
Yes	0	0.0%
No	25	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	25	100.0%

Intersection 11: U.S. 30 and Mall Entrance 5

Crash Breakdown		
Total Crashes	22	-
PDO Only	12	54.5%
Minor/Non-Incapacitating Injury	9	40.9%
Major/Incapacitating Injury	**1**	**4.5%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	1	4.5%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	1	4.5%
Head On Between Two Motor Vehicles	1	4.5%
Left Turn	1	4.5%
Left/Right Turn	1	4.5%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	0	0.0%
Ran Off Road	2	9.1%
Rear End	11	50.0%
Rear To Rear	0	0.0%
Right Angle	4	18.2%
Right Turn	0	0.0%
Same Direction Sideswipe	0	0.0%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	15	68.2%
Ice	1	4.5%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	0	0.0%
Water (Standing Or Moving)	0	0.0%
Wet	6	27.3%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	10	45.5%
Cloudy	9	40.9%
Fog/Smoke/Smog	0	0.0%
Rain	3	13.6%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	0	0.0%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	1	4.5%
Disregard Signal/Reg Sign	4	18.2%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	2	9.1%
Driver Illness	1	4.5%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	2	9.1%
Following Too Closely	8	36.4%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	0	0.0%
Improper Passing	0	0.0%
Improper Turning	0	0.0%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	0	0.0%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	1	4.5%
Roadway Surface Condition	1	4.5%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	1	4.5%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	1	4.5%
Unsafe Lane Movement	0	0.0%
Unsafe Speed	0	0.0%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	0	0.0%
No	22	100.0%

Intersection 11: U.S. 30 and Mall Entrance 5

Road Construction		
No Road Construction	21	95.5%
Intermittent Or Moving Work	1	4.5%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	0	0.0%
$1,001 To $2,500	8	36.4%
$2,501 To $5,000	4	18.2%
$5,001 To $10,000	7	31.8%
$10,001 To $25,000	2	9.1%
$25,001 To $50,000	1	4.5%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	8	36.4%
Dark (Not Lighted)	1	4.5%
Dawn/Dusk	0	0.0%
Daylight	13	59.1%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	22	100.0%

Pedestrian Involved?		
Yes	0	0.0%
No	22	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	22	100.0%

Intersection 12: U.S. 30 and Colorado Street

Crash Breakdown		
Total Crashes	62	-
PDO Only	40	64.5%
Minor/Non-Incapacitating Injury	15	24.2%
Major/Incapacitating Injury	**7**	**11.3%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	0	0.0%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	0	0.0%
Head On Between Two Motor Vehicles	4	6.5%
Left Turn	1	1.6%
Left/Right Turn	2	3.2%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	1	1.6%
Ran Off Road	1	1.6%
Rear End	35	56.5%
Rear To Rear	0	0.0%
Right Angle	9	14.5%
Right Turn	1	1.6%
Same Direction Sideswipe	8	12.9%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	43	69.4%
Ice	2	3.2%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	4	6.5%
Water (Standing Or Moving)	1	1.6%
Wet	12	19.4%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	1	1.6%
Clear	39	62.9%
Cloudy	10	16.1%
Fog/Smoke/Smog	0	0.0%
Rain	8	12.9%
Severe Cross Wind	1	1.6%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	3	4.8%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	7	11.3%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	5	8.1%
Driver Illness	1	1.6%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	7	11.3%
Following Too Closely	21	33.9%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	1	1.6%
Improper Passing	2	3.2%
Improper Turning	1	1.6%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	5	8.1%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	2	3.2%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	3	4.8%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	2	3.2%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	0	0.0%
Unsafe Lane Movement	3	4.8%
Unsafe Speed	1	1.6%
View Obstructed	0	0.0%
Wrong Way On One Way	1	1.6%

Aggressive Driving?		
Yes	4	6.5%
No	58	93.5%

Intersection 12: U.S. 30 and Colorado Street

Road Construction		
No Road Construction	62	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	5	8.1%
$1,001 To $2,500	7	11.3%
$2,501 To $5,000	16	25.8%
$5,001 To $10,000	18	29.0%
$10,001 To $25,000	12	19.4%
$25,001 To $50,000	4	6.5%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	7	11.3%
Dark (Not Lighted)	4	6.5%
Dawn/Dusk	0	0.0%
Daylight	51	82.3%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	3	4.8%
No	59	95.2%

Pedestrian Involved?		
Yes	3	4.8%
No	59	95.2%

Emergency Vehicle in Intersection?		
Yes	3	4.8%
No	59	95.2%

Intersection 13: U.S. 30 and Clay Street

Crash Breakdown		
Total Crashes	31	-
PDO Only	21	67.7%
Minor/Non-Incapacitating Injury	7	22.6%
Major/Incapacitating Injury	**3**	**9.7%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	2	6.5%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	0	0.0%
Head On Between Two Motor Vehicles	1	3.2%
Left Turn	2	6.5%
Left/Right Turn	0	0.0%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	2	6.5%
Ran Off Road	1	3.2%
Rear End	18	58.1%
Rear To Rear	0	0.0%
Right Angle	1	3.2%
Right Turn	0	0.0%
Same Direction Sideswipe	4	12.9%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	23	74.2%
Ice	0	0.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	2	6.5%
Water (Standing Or Moving)	0	0.0%
Wet	6	19.4%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	1	3.2%
Clear	16	51.6%
Cloudy	8	25.8%
Fog/Smoke/Smog	0	0.0%
Rain	5	16.1%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	1	3.2%
Snow	0	0.0%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	1	3.2%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	1	3.2%
Disregard Signal/Reg Sign	0	0.0%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	4	12.9%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	3	9.7%
Following Too Closely	12	38.7%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	1	3.2%
Improper Passing	0	0.0%
Improper Turning	0	0.0%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	2	6.5%
Other (Environmental) - Explain In Narr	1	3.2%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	1	3.2%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	2	6.5%
Unsafe Lane Movement	2	6.5%
Unsafe Speed	1	3.2%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	1	3.2%
No	30	96.8%

Intersection 13: U.S. 30 and Clay Street

Road Construction		
No Road Construction	31	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	0	0.0%
$1,001 To $2,500	5	16.1%
$2,501 To $5,000	11	35.5%
$5,001 To $10,000	9	29.0%
$10,001 To $25,000	5	16.1%
$25,001 To $50,000	1	3.2%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	3	9.7%
Dark (Not Lighted)	3	9.7%
Dawn/Dusk	0	0.0%
Daylight	25	80.6%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	1	3.2%
No	30	96.8%

Pedestrian Involved?		
Yes	0	0.0%
No	31	100.0%

Emergency Vehicle in Intersection?		
Yes	1	3.2%
No	30	96.8%

Intersection 14: Mississippi Street and 73rd Avenue

Crash Breakdown		
Total Crashes	35	-
PDO Only	22	62.9%
Minor/Non-Incapacitating Injury	9	25.7%
Major/Incapacitating Injury	**4**	**11.4%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	0	0.0%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	3	8.6%
Head On Between Two Motor Vehicles	3	8.6%
Left Turn	5	14.3%
Left/Right Turn	0	0.0%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	1	2.9%
Other - Explain In Narrative	0	0.0%
Ran Off Road	2	5.7%
Rear End	9	25.7%
Rear To Rear	0	0.0%
Right Angle	6	17.1%
Right Turn	1	2.9%
Same Direction Sideswipe	5	14.3%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	25	71.4%
Ice	0	0.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	3	8.6%
Water (Standing Or Moving)	0	0.0%
Wet	7	20.0%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	1	2.9%
Clear	23	65.7%
Cloudy	6	17.1%
Fog/Smoke/Smog	0	0.0%
Rain	3	8.6%
Severe Cross Wind	1	2.9%
Sleet/Hail/Freezing Rain	1	2.9%
Snow	0	0.0%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	4	11.4%
Brake Failure Or Defective	1	2.9%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	1	2.9%
Driver Asleep Or Fatigued	1	2.9%
Driver Distracted - Explain In Narrative	1	2.9%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	10	28.6%
Following Too Closely	8	22.9%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	2	5.7%
Improper Passing	0	0.0%
Improper Turning	0	0.0%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	1	2.9%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	1	2.9%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	3	8.6%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	0	0.0%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	0	0.0%
Unsafe Lane Movement	2	5.7%
Unsafe Speed	0	0.0%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	2	5.7%
No	33	94.3%

Intersection 14: Mississippi Street and 73rd Avenue

Road Construction		
No Road Construction	35	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	2	5.7%
$1,001 To $2,500	7	20.0%
$2,501 To $5,000	9	25.7%
$5,001 To $10,000	8	22.9%
$10,001 To $25,000	8	22.9%
$25,001 To $50,000	1	2.9%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	7	20.0%
Dark (Not Lighted)	2	5.7%
Dawn/Dusk	3	8.6%
Daylight	23	65.7%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	35	100.0%

Pedestrian Involved?		
Yes	0	0.0%
No	35	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	35	100.0%

Intersection 15: Mississippi Street and 79th Avenue

Crash Breakdown		
Total Crashes	36	-
PDO Only	24	66.7%
Minor/Non-Incapacitating Injury	10	27.8%
Major/Incapacitating Injury	**2**	**5.6%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	2	5.6%
Collision With Animal Other	0	0.0%
Collision With Deer	1	2.8%
Collision With Object In Road	0	0.0%
Head On	0	0.0%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	3	8.3%
Left/Right Turn	3	8.3%
Non-Collision	1	2.8%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	0	0.0%
Ran Off Road	1	2.8%
Rear End	13	36.1%
Rear To Rear	0	0.0%
Right Angle	6	16.7%
Right Turn	2	5.6%
Same Direction Sideswipe	4	11.1%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	28	77.8%
Ice	0	0.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	2	5.6%
Water (Standing Or Moving)	0	0.0%
Wet	6	16.7%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	22	61.1%
Cloudy	8	22.2%
Fog/Smoke/Smog	0	0.0%
Rain	4	11.1%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	2	5.6%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	1	2.8%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	0	0.0%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	2	5.6%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	10	27.8%
Following Too Closely	10	27.8%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	1	2.8%
Improper Passing	2	5.6%
Improper Turning	1	2.8%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	3	8.3%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	1	2.8%
Steering Failure	0	0.0%
Tire Failure Or Defective	2	5.6%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	2	5.6%
Unsafe Lane Movement	1	2.8%
Unsafe Speed	0	0.0%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	0	0.0%
No	36	100.0%

Intersection 15: Mississippi Street and 79th Avenue

Road Construction		
No Road Construction	36	100.0%
Intermittent Or Moving Work	0	0.0%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Damage Estimate Breakdown		
Under $1,001	1	2.8%
$1,001 To $2,500	12	33.3%
$2,501 To $5,000	9	25.0%
$5,001 To $10,000	8	22.2%
$10,001 To $25,000	6	16.7%
$25,001 To $50,000	0	0.0%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	5	13.9%
Dark (Not Lighted)	0	0.0%
Dawn/Dusk	0	0.0%
Daylight	31	86.1%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	3	8.3%
No	33	91.7%

Pedestrian Involved?		
Yes	0	0.0%
No	36	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	36	100.0%

Intersection 16: Mississippi Street and Ohio Street

Crash Breakdown		
Total Crashes	65	-
PDO Only	60	92.3%
Minor/Non-Incapacitating Injury	4	6.2%
Major/Incapacitating Injury	**1**	**1.5%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	1	1.5%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	0	0.0%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	5	7.7%
Left/Right Turn	5	7.7%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	1	1.5%
Other - Explain In Narrative	0	0.0%
Ran Off Road	0	0.0%
Rear End	18	27.7%
Rear To Rear	0	0.0%
Right Angle	3	4.6%
Right Turn	1	1.5%
Same Direction Sideswipe	31	47.7%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	48	73.8%
Ice	1	1.5%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	6	9.2%
Water (Standing Or Moving)	1	1.5%
Wet	9	13.8%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	4	6.2%
Clear	42	64.6%
Cloudy	12	18.5%
Fog/Smoke/Smog	0	0.0%
Rain	6	9.2%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	1	1.5%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	0	0.0%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	1	1.5%
Driver Illness	0	0.0%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	9	13.8%
Following Too Closely	12	18.5%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	21	32.3%
Improper Passing	1	1.5%
Improper Turning	8	12.3%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	4	6.2%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	1	1.5%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	0	0.0%
Unsafe Lane Movement	6	9.2%
Unsafe Speed	2	3.1%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%

Aggressive Driving?		
Yes	2	3.1%
No	63	96.9%

Intersection 16: Mississippi Street and Ohio Street

Road Construction		
No Road Construction	55	84.6%
Intermittent Or Moving Work	1	1.5%
Lane Closure	5	7.7%
Work On Shoulder	3	4.6%
X-Over/Lane Shift	1	1.5%

Damage Estimate Breakdown		
Under $1,001	4	6.2%
$1,001 To $2,500	28	43.1%
$2,501 To $5,000	23	35.4%
$5,001 To $10,000	8	12.3%
$10,001 To $25,000	2	3.1%
$25,001 To $50,000	0	0.0%
$50,001 To $100,000	0	0.0%
Over $100,000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	7	10.8%
Dark (Not Lighted)	0	0.0%
Dawn/Dusk	1	1.5%
Daylight	57	87.7%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	0	0.0%
No	65	100.0%

Pedestrian Involved?		
Yes	1	1.5%
No	64	98.5%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	65	100.0%

Intersection 17: U.S. 30 and Rhode Island/Georgia Street

Crash Breakdown		
Total Crashes	172	-
PDO Only	142	82.6%
Minor/Non-Incapacitating Injury	27	15.7%
Major/Incapacitating Injury	**3**	**1.7%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	9	5.2%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	4	2.3%
Head On Between Two Motor Vehicles	0	0.0%
Left Turn	6	3.5%
Left/Right Turn	2	1.2%
Non-Collision	0	0.0%
Opposite Direction Sideswipe	2	1.2%
Other - Explain In Narrative	1	0.6%
Ran Off Road	3	1.7%
Rear End	74	43.0%
Rear To Rear	1	0.6%
Right Angle	16	9.3%
Right Turn	2	1.2%
Same Direction Sideswipe	52	30.2%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	133	77.3%
Ice	1	0.6%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	11	6.4%
Water (Standing Or Moving)	0	0.0%
Wet	27	15.7%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	2	1.2%
Clear	111	64.5%
Cloudy	37	21.5%
Fog/Smoke/Smog	0	0.0%
Rain	13	7.6%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	1	0.6%
Snow	8	4.7%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	2	1.2%
Brake Failure Or Defective	4	2.3%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	9	5.2%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	5	2.9%
Driver Illness	1	0.6%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	25	14.5%
Following Too Closely	66	38.4%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	9	5.2%
Improper Passing	0	0.0%
Improper Turning	6	3.5%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	0	0.0%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	6	3.5%
Other (Environmental) - Explain In Narr	1	0.6%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	2	1.2%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	6	3.5%
Steering Failure	0	0.0%
Tire Failure Or Defective	0	0.0%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	1	0.6%
Unsafe Backing	8	4.7%
Unsafe Lane Movement	20	11.6%
Unsafe Speed	1	0.6%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	0	0.0%

Aggressive Driving?		
Yes	13	7.6%
No	159	92.4%

Intersection 17: U.S. 30 and Rhode Island/Georgia Street

Road Construction		
No Road Construction	171	99.4%
Intermittent Or Moving Work	0	0.0%
Lane Closure	1	0.6%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	42	24.4%
Dark (Not Lighted)	5	2.9%
Dawn/Dusk	3	1.7%
Daylight	122	70.9%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	1	0.6%
No	171	99.4%

Damage Estimate Breakdown		
Under $1001	15	8.7%
$1001 To $2500	54	31.4%
$2501 To $5000	58	33.7%
$5001 To $10000	25	14.5%
$10001 To $25000	19	11.0%
$25001 To $50000	1	0.6%
$50001 To $100000	0	0.0%
Over $100000	0	0.0%

Pedestrian Involved?		
Yes	0	0.0%
No	172	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	172	100.0%

Intersection 18: Broadway and 80th Place

Crash Breakdown		
Total Crashes	38	-
PDO Only	32	84.2%
Minor/Non-Incapacitating Injury	4	10.5%
Major/Incapacitating Injury	**2**	**5.3%**
Fatal Crashes	**0**	**0.0%**

Manner of Collision Breakdown		
Backing Crash	4	10.5%
Collision With Animal Other	0	0.0%
Collision With Deer	0	0.0%
Collision With Object In Road	0	0.0%
Head On	0	0.0%
Head On Between Two Motor Vehicles	1	2.6%
Left Turn	4	10.5%
Left/Right Turn	0	0.0%
Non-Collision	1	2.6%
Opposite Direction Sideswipe	0	0.0%
Other - Explain In Narrative	1	2.6%
Ran Off Road	1	2.6%
Rear End	14	36.8%
Rear To Rear	0	0.0%
Right Angle	6	15.8%
Right Turn	0	0.0%
Same Direction Sideswipe	6	15.8%
Unknown (Left Blank)	0	0.0%

Surface Condition Breakdown		
Dry	29	76.3%
Ice	0	0.0%
Loose Material On Road	0	0.0%
Muddy	0	0.0%
Snow/Slush	0	0.0%
Water (Standing Or Moving)	0	0.0%
Wet	9	23.7%

Weather Condition Breakdown		
Blowing Sand/Soil/Snow	0	0.0%
Clear	21	55.3%
Cloudy	13	34.2%
Fog/Smoke/Smog	0	0.0%
Rain	4	10.5%
Severe Cross Wind	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Snow	0	0.0%
Unknown (Left Blank)	0	0.0%

Primary Crash Factor Breakdown		
Accelerator Failure Or Defective	0	0.0%
Animal/Object In Roadway	0	0.0%
Brake Failure Or Defective	0	0.0%
Cell Phone Usage	0	0.0%
Disregard Signal/Reg Sign	2	5.3%
Driver Asleep Or Fatigued	0	0.0%
Driver Distracted - Explain In Narrative	1	2.6%
Driver Illness	1	2.6%
Engine Failure Or Defective	0	0.0%
Failure To Yield Right Of Way	8	21.1%
Following Too Closely	12	31.6%
Headlight Defective Or Not On	0	0.0%
Holes/Ruts In Surface	0	0.0%
Improper Lane Usage	1	2.6%
Improper Passing	0	0.0%
Improper Turning	3	7.9%
Insecure/Leaky Load	0	0.0%
Lane Marking Obscured	0	0.0%
Left Of Center	1	2.6%
Obstruction Not Marked	0	0.0%
Other (Driver) - Explain In Narrative	3	7.9%
Other (Environmental) - Explain In Narr	0	0.0%
Other (Vehicle) - Explain In Narrative	0	0.0%
Other Lights Defective	0	0.0%
Overcorrecting/Oversteering	0	0.0%
Oversize/Overweight Load	0	0.0%
Pedestrian Action	0	0.0%
Ran Off Road Right	0	0.0%
Roadway Surface Condition	0	0.0%
Severe Crosswinds	0	0.0%
Speed Too Fast For Weather Conditions	0	0.0%
Steering Failure	0	0.0%
Tire Failure Or Defective	1	2.6%
Tow Hitch Failure	0	0.0%
Traffic Control Inoperative/Missing/Obsc	0	0.0%
Unsafe Backing	3	7.9%
Unsafe Lane Movement	2	5.3%
Unsafe Speed	0	0.0%
View Obstructed	0	0.0%
Wrong Way On One Way	0	0.0%
Unknown (Left Blank)	0	0.0%

Aggressive Driving?		
Yes	1	2.6%
No	37	97.4%

Intersection 18: Broadway and 80th Place

Road Construction		
No Road Construction	37	97.4%
Intermittent Or Moving Work	1	2.6%
Lane Closure	0	0.0%
Work On Shoulder	0	0.0%
X-Over/Lane Shift	0	0.0%

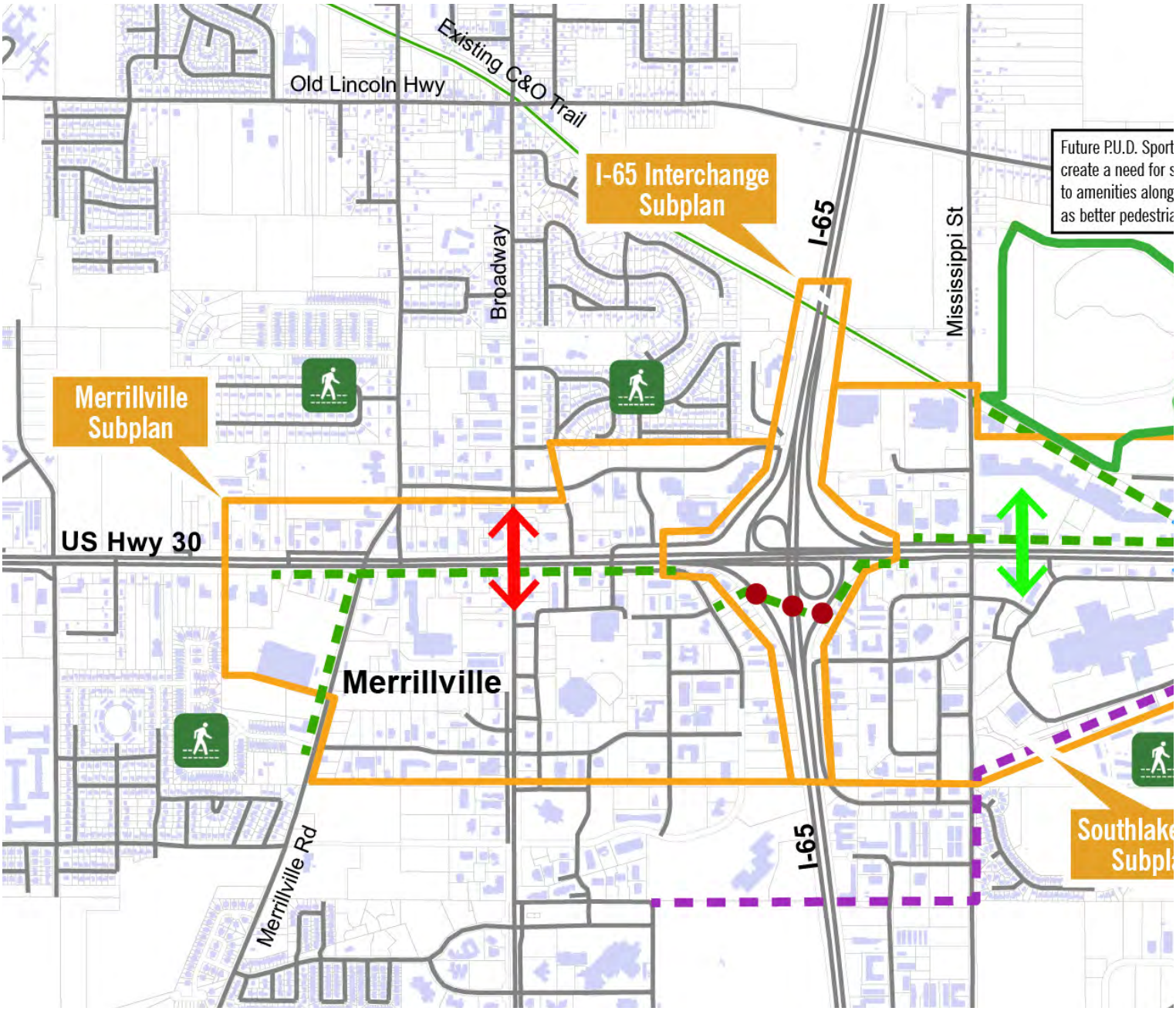
Damage Estimate Breakdown		
Under $1001	3	7.9%
$1001 To $2500	13	34.2%
$2501 To $5000	13	34.2%
$5001 To $10000	5	13.2%
$10001 To $25000	3	7.9%
$25001 To $50000	1	2.6%
$50001 To $100000	0	0.0%
Over $100000	0	0.0%

Light Condition Breakdown		
Dark (Lighted)	7	18.4%
Dark (Not Lighted)	1	2.6%
Dawn/Dusk	0	0.0%
Daylight	30	78.9%
Unknown	0	0.0%

Crash at a Driveway?		
Yes	4	10.5%
No	34	89.5%

Pedestrian Involved?		
Yes	0	0.0%
No	38	100.0%

Emergency Vehicle in Intersection?		
Yes	0	0.0%
No	38	100.0%

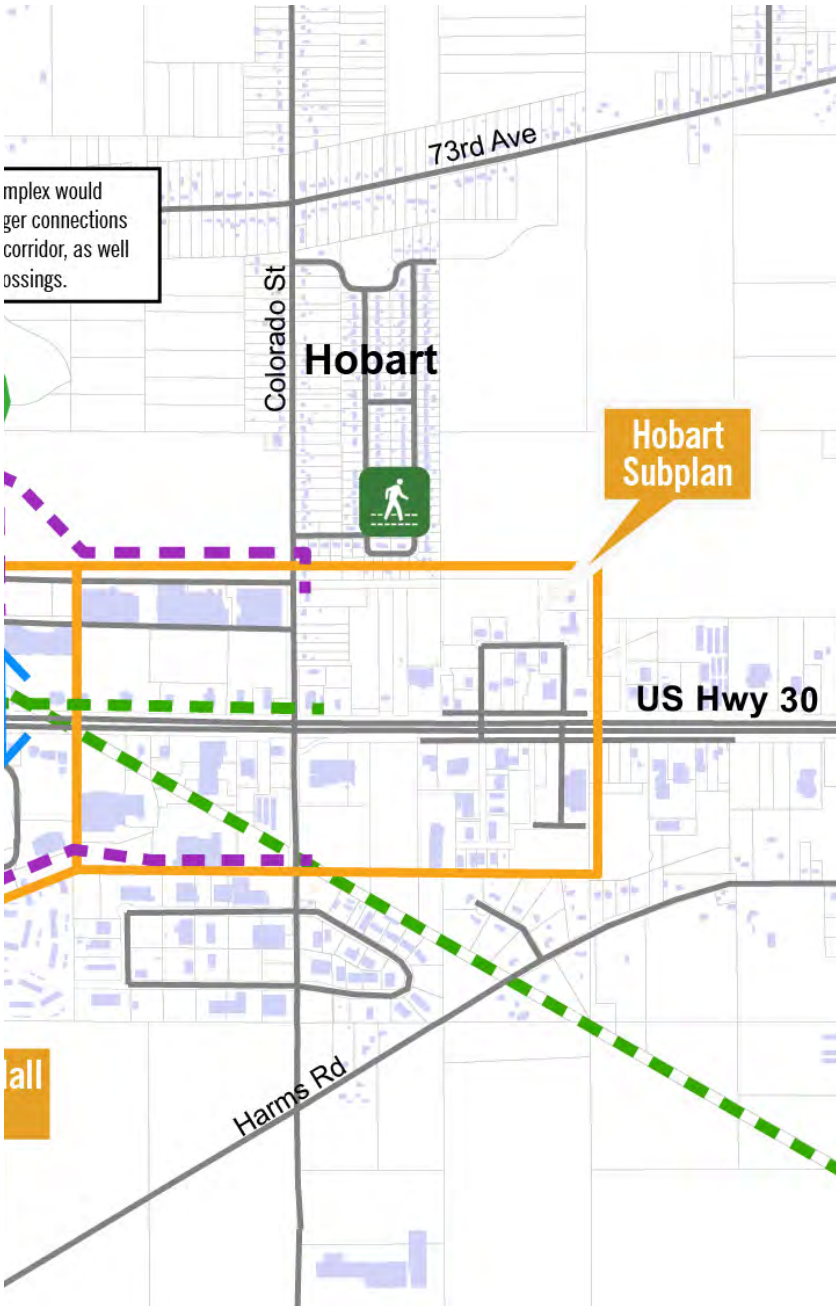


STRENGTHS

1. The corridor serves many thousands of people, so any changes will benefit many users.
2. The corridor appears financially successful and has lower than average vacancies. It is a destination and generates significant revenue for Merrilville and Hobart.
3. Merrillville and Hobart recognize the need for change within the corridor to enhance its functionality and appearanc. This suggests that it is likely that recommendations will be implemented.
4. Hobart and Merrillville have invested in trails on the edges of the study area. This means that changes made to the corridor can connect into a much wider regional network.

WEAKNESSES

1. The US30 corridor is does not have elements or features that suggest a pedestrian is valued or welcome.
2. The scale of the corridor is completely vehicular oriented.
3. Scale problems and the lack of facilities related to pedestrian safety make it difficult and unsafe for pedestrians and cyclists to cross US30.
4. The existing vehicular circulation system at the interchange is difficult to provide safe ways for pedestrians and bikes to cross above or below I-65.
5. The corridor lacks any distinguishing characteristics that would help to create a unique identity. The corridor could be anywhere.



SWOT ANALYSIS

LEGEND

- SUBPLAN BOUNDARY
- ENHANCE CONNECTIONS TO RESIDENTIAL AREA
- ENHANCED PEDESTRIAN CROSSING
- GRADE-SEPARATED PEDESTRIAN CROSSING: BRIDGE WITH GATEWAY SIGNAGE
- GRADE-SEPARATED PEDESTRIAN CROSSING: TUNNEL
- POTENTIAL FUTURE "COMPLETE STREET" CONNECTIONS
- POTENTIAL FUTURE PEDESTRIAN/ BIKE ROUTES OR TRAIL EXTENSIONS
- POTENTIAL PEDESTRIAN TUNNEL CONNECTIONS UNDER I-65

N

OPPORTUNITIES

1. There is enough width in the right of way on US 30 that pedestrian oriented facilities could be added.
2. Burial of overhead utilities on the north side of US 30 would contribute to an enhanced aesthetic.
3. A grade separated crossing east of Mississippi on US 30 could also serve as a significant gateway into Hobart.
4. A tunnel at US 30 and Merrillville Cross could connect to planned trail extensions and planned recreation fields north of the study area.
5. The elevated grade of I-65 presents an opportunity for a pedestrian tunnel connection.
6. Planned improvements to the Star Plaza Theatre site can be coordinated with the proposed changes to the corridor
7. The corridor is along the historic route of the Lincoln Highway. This presents a branding opportunity that could result in a unique identity for a place that could be anywhere.
8. The right of way of US 30 appears as though it could provide space for planting of large trees. Trees would significantly mitigate a great deal of the scale concern and create an enhanced perception of safety for pedestrians.

THREATS

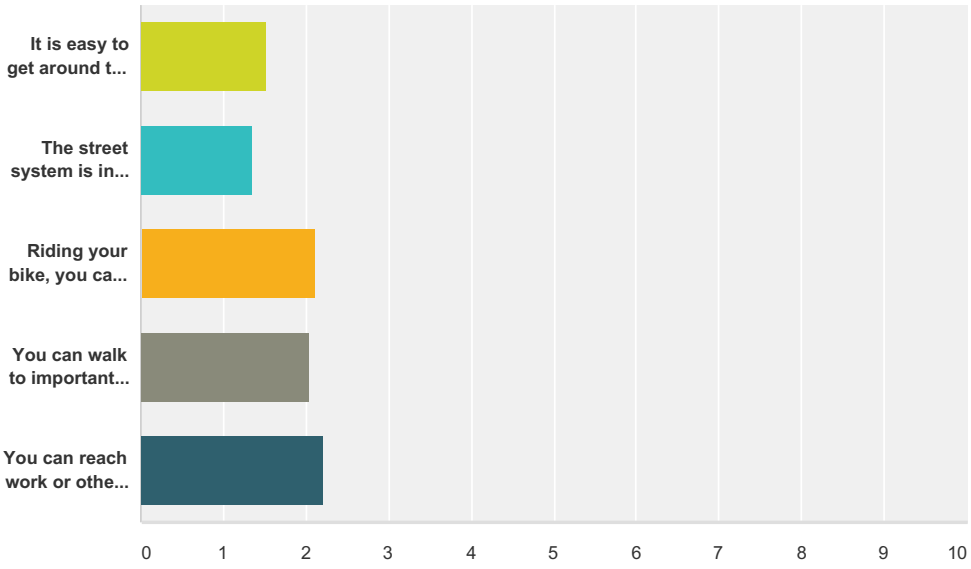
1. There are probably not going to be any easy fixes. Addressing the issues will be costly.
2. Multiple jurisdictional control of the corridor could make it difficult to achieve consensus. It will be important to have a clear enough plan and vision that it can be supported by all stakeholders.

ONLINE SURVEY RESULTS

US30/I-65 Safety Study

Q1 Rate the current conditions of the transportation system in the US30 Corridor around the I-65 interchange.

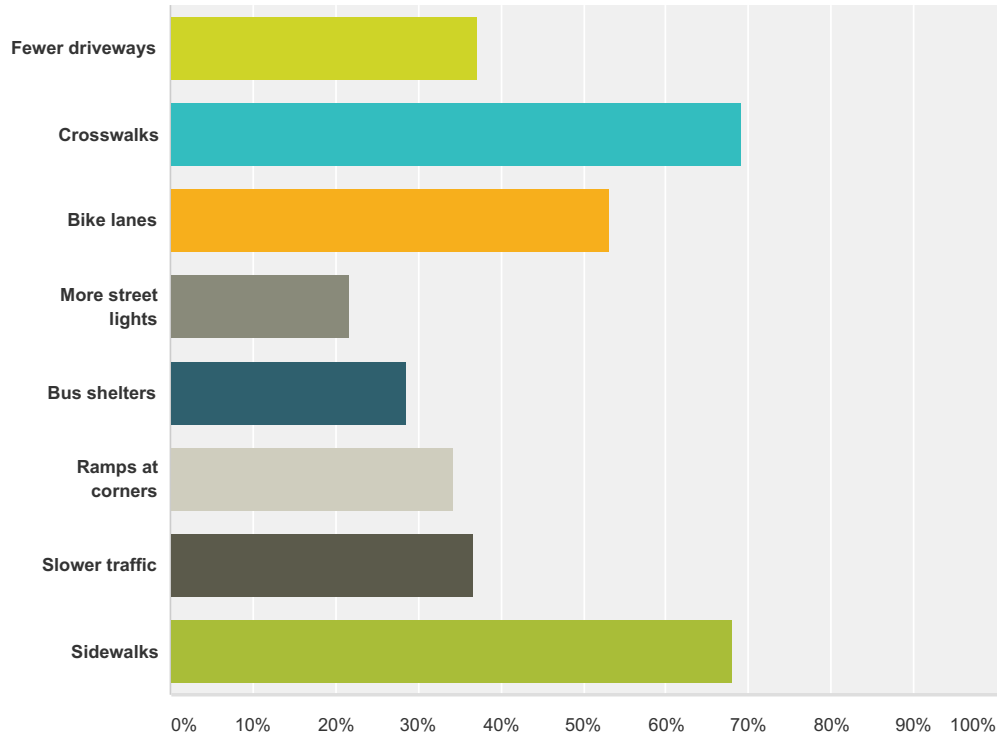
Answered: 221 Skipped: 0



	AGREE	DISAGREE	NO OPINION	Total	Weighted Average
It is easy to get around the intersection in your car.	**47.95%** 105	**50.68%** 111	**1.37%** 3	219	1.53
The street system is in good repair	**69.77%** 150	**24.19%** 52	**6.05%** 13	215	1.36
Riding your bike, you can get to work other important destinations safely.	**0.46%** 1	**87.67%** 192	**11.87%** 26	219	2.11
You can walk to important destinations safely.	**1.81%** 4	**92.76%** 205	**5.43%** 12	221	2.04
You can reach work or other destinations by bus.	**8.64%** 19	**60.45%** 133	**30.91%** 68	220	2.22

Q2 Which roadway improvements would you like to see along US30? (select all that apply)

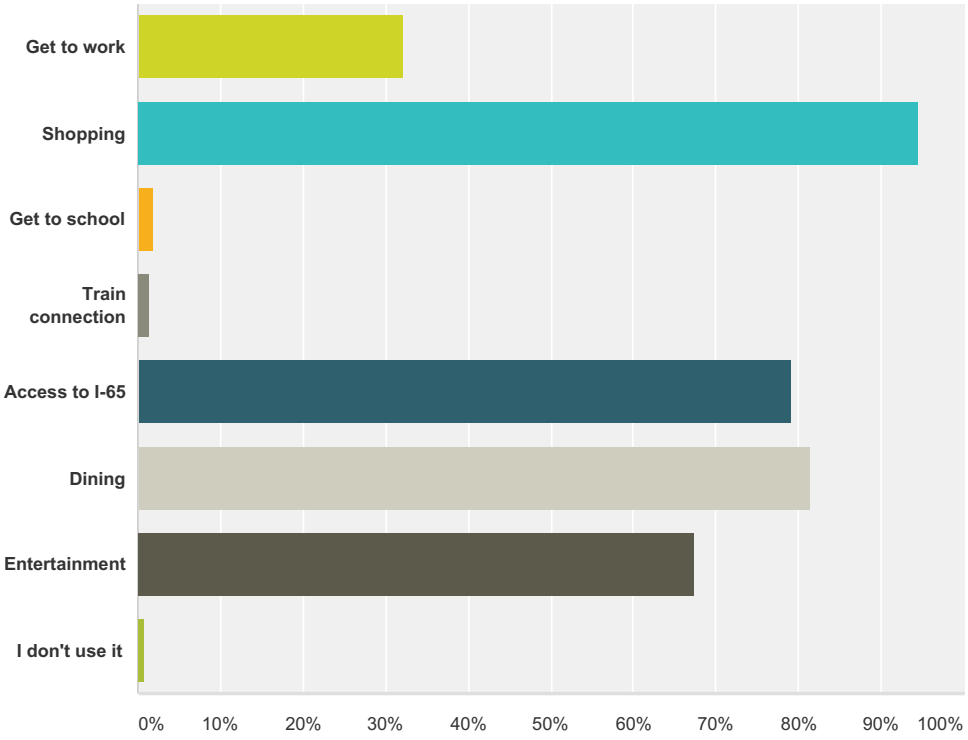
Answered: 207 Skipped: 14



Answer Choices	Responses	
Fewer driveways	**37.20%**	77
Crosswalks	**69.08%**	143
Bike lanes	**53.14%**	110
More street lights	**21.74%**	45
Bus shelters	**28.50%**	59
Ramps at corners	**34.30%**	71
Slower traffic	**36.71%**	76
Sidewalks	**68.12%**	141
Total Respondents: 207		

Q3 How do you use US30? (check all that apply)

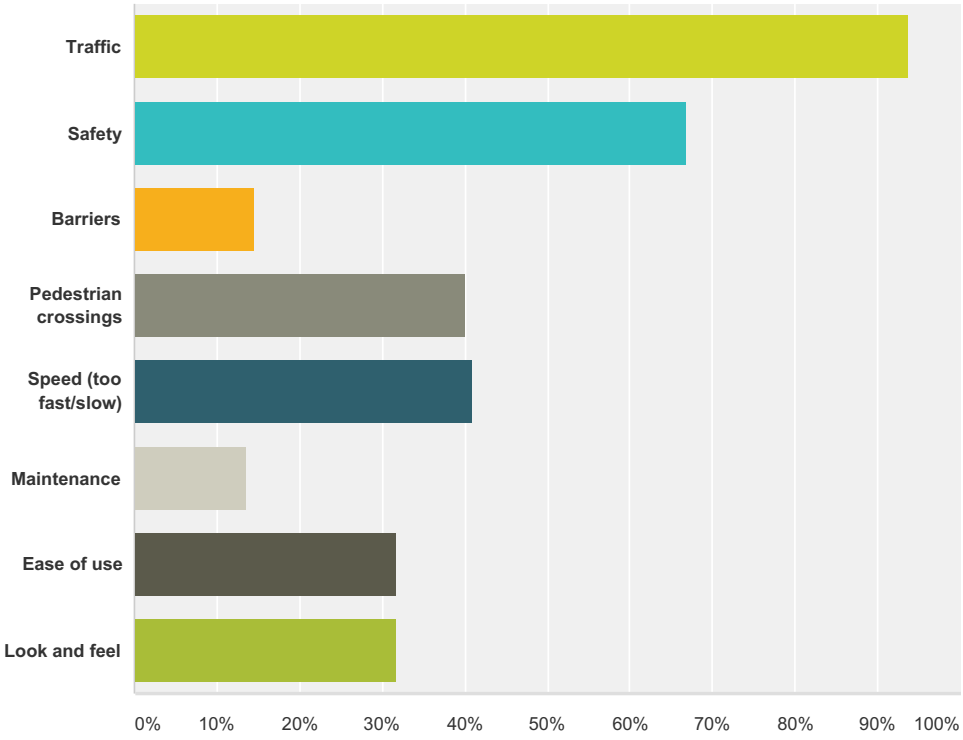
Answered: 221 Skipped: 0



Answer Choices	Responses	
Get to work	**32.13%**	71
Shopping	**94.57%**	209
Get to school	**1.81%**	4
Train connection	**1.36%**	3
Access to I-65	**79.19%**	175
Dining	**81.45%**	180
Entertainment	**67.42%**	149
I don't use it	**0.90%**	2
Total Respondents: 221		

Q4 What is the biggest challenge with US30? (check all that apply)

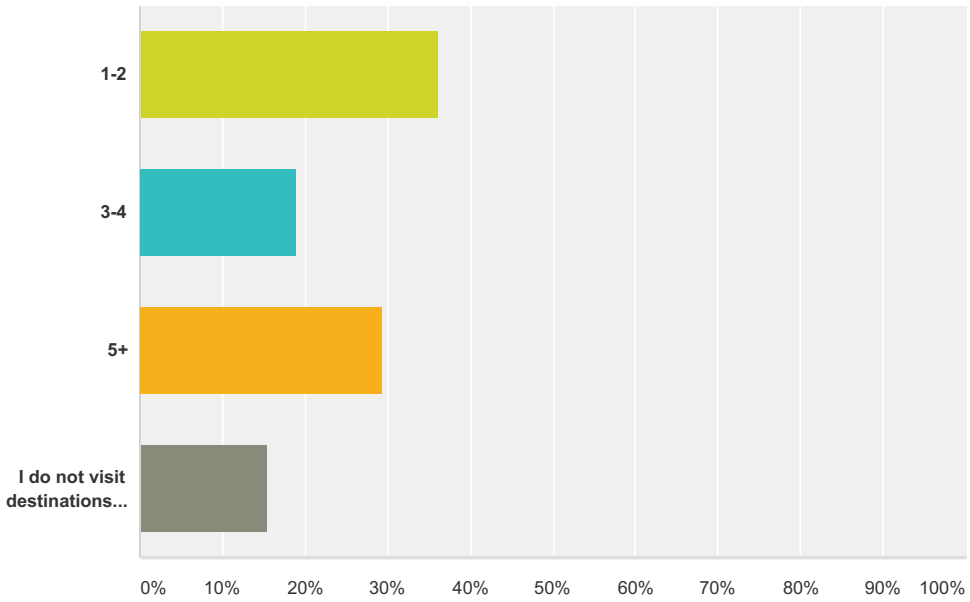
Answered: 220 Skipped: 1



Answer Choices	Responses	
Traffic	**93.64%**	206
Safety	**66.82%**	147
Barriers	**14.55%**	32
Pedestrian crossings	**40.00%**	88
Speed (too fast/slow)	**40.91%**	90
Maintenance	**13.64%**	30
Ease of use	**31.82%**	70
Look and feel	**31.82%**	70
Total Respondents: 220		

Q5 How many times per week do you visit a destination in the study area?

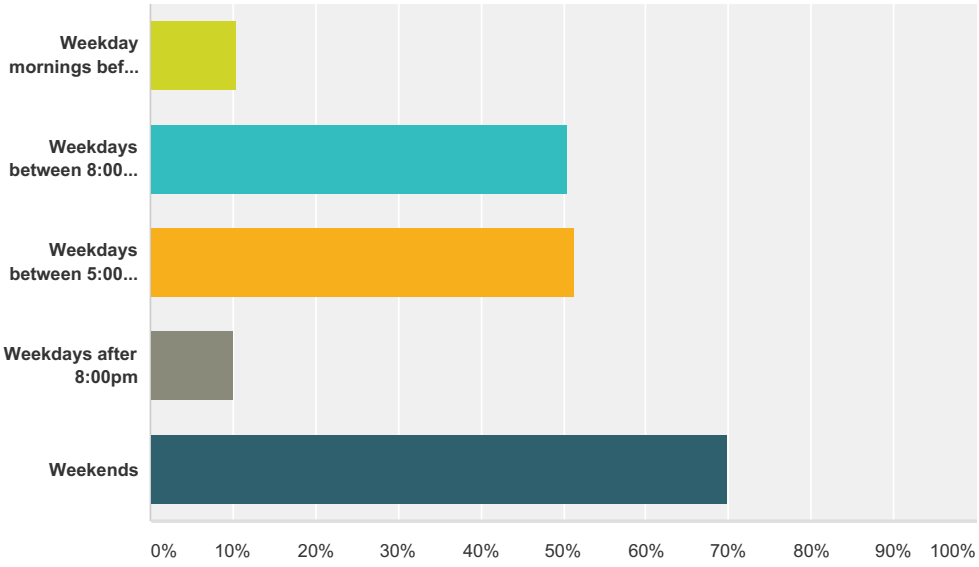
Answered: 221 Skipped: 0



Answer Choices	Responses	
1-2	**36.20%**	80
3-4	**19.00%**	42
5+	**29.41%**	65
I do not visit destinations within the area on a regular basis	**15.38%**	34
Total		**221**

Q6 During which days and hours are you most likely to visit the study area?

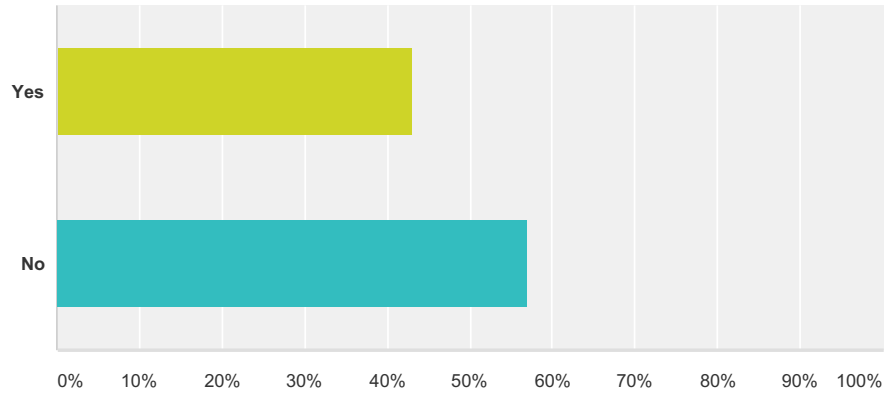
Answered: 220 Skipped: 1



Answer Choices	Responses	
Weekday mornings before 8.00am	**10.45%**	23
Weekdays between 8:00am and 5:00pm	**50.45%**	111
Weekdays between 5:00pm and 8:00pm	**51.36%**	113
Weekdays after 8:00pm	**10.00%**	22
Weekends	**70.00%**	154
Total Respondents: 220		

Q7 If improvements were made to enhance the safety of pedestrians and bicycles, would it cause you to increase your walking and biking to, or in, the study area?

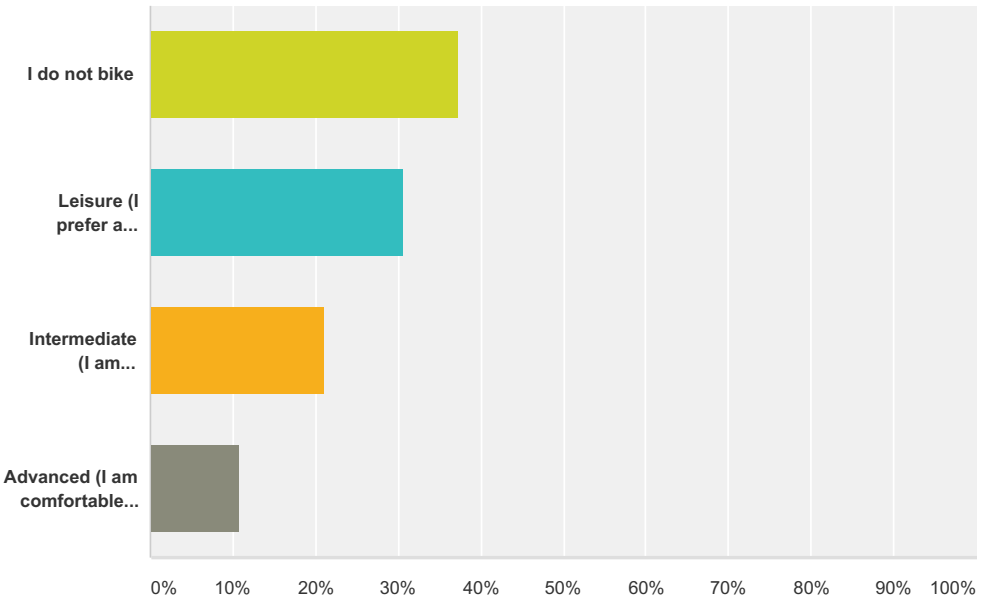
Answered: 221 Skipped: 0



Answer Choices	Responses	
Yes	**42.99%**	95
No	**57.01%**	126
Total		**221**

Q8 If you currently bike, which best describes your level of experience?

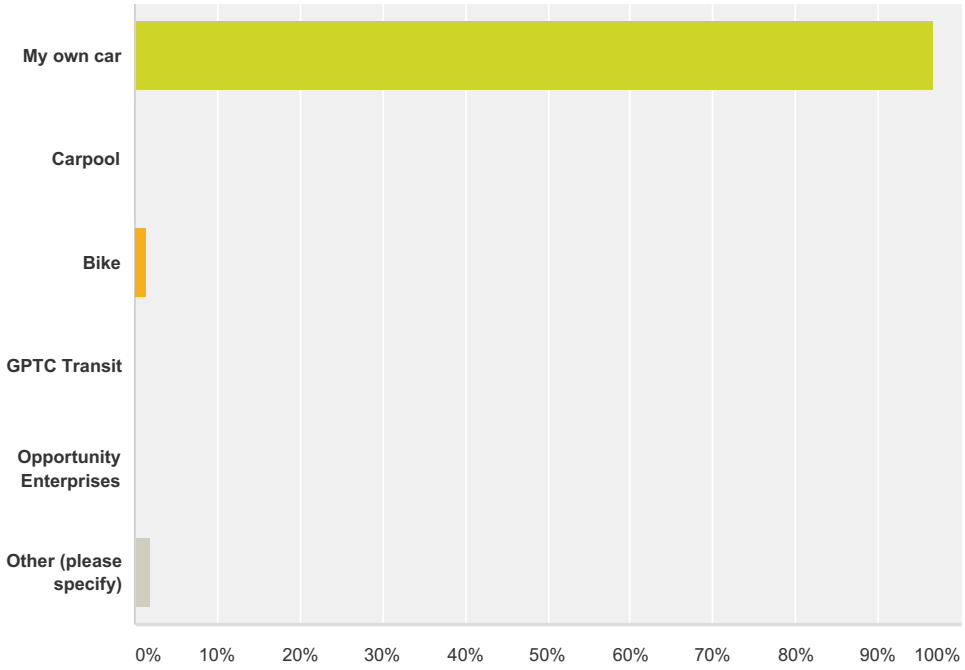
Answered: 219 Skipped: 2



Answer Choices	Responses	
I do not bike	**37.44%**	82
Leisure (I prefer a separated trail from automobile traffic)	**30.59%**	67
Intermediate (I am comfortable riding on neighborhood streets)	**21.00%**	46
Advanced (I am comfortable riding in most traffic situations)	**10.96%**	24
Total		**219**

Q9 What is your primary source of transportation?

Answered: 211 Skipped: 10



Answer Choices	Responses	
My own car	**96.68%**	204
Carpool	**0.00%**	0
Bike	**1.42%**	3
GPTC Transit	**0.00%**	0
Opportunity Enterprises	**0.00%**	0
Other (please specify)	**1.90%**	4
Total		**211**

Q10 Zip code

Answered: 210 Skipped: 11

#	Responses	Date
1	46342	12/21/2016 3:04 PM
2	46307	12/20/2016 9:22 AM
3	46360	12/19/2016 2:08 PM
4	46385	12/18/2016 8:12 PM
5	46385	12/16/2016 7:23 PM
6	46342	12/16/2016 3:33 PM
7	46402	12/16/2016 3:13 PM
8	46402	12/16/2016 12:59 PM
9	46342	12/16/2016 12:19 AM
10	46342	12/15/2016 8:53 PM
11	46304	12/15/2016 2:03 PM
12	46342	12/15/2016 12:35 PM
13	46410	12/15/2016 12:32 PM
14	46342	12/15/2016 9:04 AM
15	46342	12/15/2016 7:40 AM
16	46322	12/14/2016 9:12 PM
17	46306	12/14/2016 6:15 PM
18	46375	12/14/2016 4:32 PM
19	46383	12/14/2016 2:36 PM
20	46385	12/14/2016 2:24 PM
21	46342	12/14/2016 12:41 PM
22	46342	12/14/2016 12:12 PM
23	46342	12/14/2016 10:59 AM
24	46383	12/14/2016 10:43 AM
25	46304	12/14/2016 9:45 AM
26	46404	12/14/2016 9:33 AM
27	46307	12/14/2016 8:39 AM
28	46383	12/14/2016 6:41 AM
29	46410	12/13/2016 11:06 PM
30	46307	12/13/2016 9:46 PM
31	46342	12/13/2016 9:06 PM
32	46307	12/13/2016 9:04 PM
33	46342	12/13/2016 8:18 PM
34	46383	12/13/2016 7:51 PM
35	46342	12/13/2016 6:36 PM

36	46342	12/13/2016 6:19 PM
37	46410	12/13/2016 6:16 PM
38	46342	12/13/2016 6:11 PM
39	46342	12/13/2016 5:25 PM
40	46342	12/13/2016 5:01 PM
41	46342	12/13/2016 3:49 PM
42	46342	12/13/2016 3:44 PM
43	46310	12/13/2016 3:37 PM
44	46342	12/13/2016 3:34 PM
45	46342	12/13/2016 3:08 PM
46	46368	12/13/2016 2:54 PM
47	46342	12/13/2016 2:45 PM
48	46342	12/13/2016 2:38 PM
49	46342	12/13/2016 2:22 PM
50	46342	12/13/2016 2:10 PM
51	46324	12/13/2016 1:37 PM
52	46304	12/13/2016 1:01 PM
53	46342	12/13/2016 12:43 PM
54	46342	12/13/2016 12:30 PM
55	46324	12/13/2016 12:28 PM
56	46403	12/13/2016 12:17 PM
57	46403	12/13/2016 11:27 AM
58	46356	12/13/2016 11:22 AM
59	46385	12/13/2016 11:22 AM
60	46403	12/13/2016 10:54 AM
61	46342	12/13/2016 10:46 AM
62	46342	12/13/2016 10:43 AM
63	46342	12/13/2016 10:42 AM
64	46383	12/13/2016 10:40 AM
65	46341	12/13/2016 10:38 AM
66	46319	12/13/2016 10:18 AM
67	46307	12/13/2016 9:46 AM
68	46322	12/13/2016 9:42 AM
69	46342	12/13/2016 9:35 AM
70	46342	12/13/2016 9:33 AM
71	46403	12/13/2016 9:32 AM
72	46383	12/13/2016 9:12 AM
73	46342	12/13/2016 9:00 AM
74	46383	12/13/2016 8:53 AM
75	46342	12/13/2016 8:52 AM
76	46307	12/13/2016 8:43 AM

77	46923	12/13/2016 8:19 AM
78	46375	12/13/2016 8:15 AM
79	46324	12/13/2016 8:07 AM
80	46304	12/13/2016 7:56 AM
81	46410	12/13/2016 7:54 AM
82	46383	12/12/2016 11:57 PM
83	46322	12/12/2016 7:55 PM
84	46383	12/12/2016 7:38 PM
85	46301	12/12/2016 7:00 PM
86	46383	12/12/2016 6:32 PM
87	46403	12/12/2016 4:57 PM
88	46375	12/12/2016 4:50 PM
89	46304	12/12/2016 4:29 PM
90	46304	12/12/2016 4:22 PM
91	46032	12/12/2016 4:21 PM
92	46322	12/12/2016 3:59 PM
93	46375	12/12/2016 3:56 PM
94	46410	12/12/2016 3:45 PM
95	46391	12/12/2016 3:27 PM
96	46383	12/12/2016 3:24 PM
97	46342	12/12/2016 3:17 PM
98	46385	12/12/2016 2:54 PM
99	46373	12/12/2016 2:54 PM
100	46404	12/12/2016 2:51 PM
101	46375	12/12/2016 2:41 PM
102	46342	12/12/2016 2:37 PM
103	46321	12/12/2016 2:31 PM
104	46385	12/12/2016 2:08 PM
105	46311	12/12/2016 1:53 PM
106	46311	12/12/2016 1:38 PM
107	46307	12/12/2016 1:31 PM
108	46342	12/12/2016 1:27 PM
109	46356	12/12/2016 1:23 PM
110	46342	12/12/2016 1:16 PM
111	46321	12/12/2016 1:16 PM
112	46311	12/12/2016 1:16 PM
113	46368	12/12/2016 1:05 PM
114	46350	12/12/2016 1:04 PM
115	46383	12/12/2016 1:00 PM
116	46347	12/12/2016 12:58 PM
117	46304	12/12/2016 12:54 PM

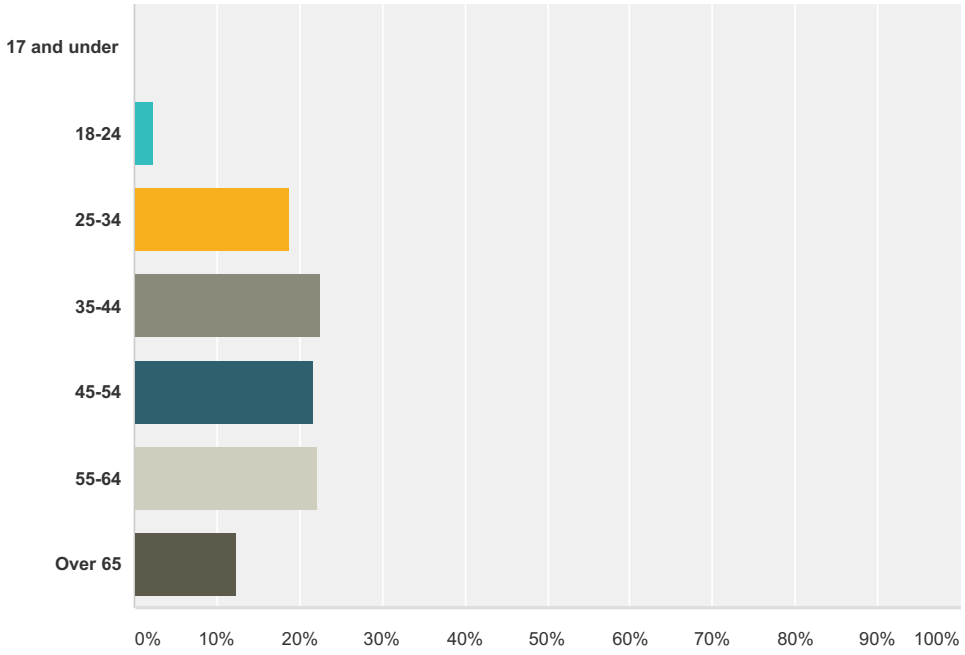
118	46321	12/12/2016 12:53 PM
119	46368	12/12/2016 12:46 PM
120	60513	12/1/2016 11:51 AM
121	46375	11/30/2016 2:18 PM
122	46110	11/29/2016 11:29 AM
123	46311	11/28/2016 3:17 PM
124	46321	11/27/2016 9:39 PM
125	46368	11/22/2016 10:42 PM
126	46410	11/22/2016 4:01 PM
127	46356	11/22/2016 1:15 PM
128	46350, hate bike lanes immediately adjacent to traffic and between parking stalls or turning lanes. Stupid design, asking for accidents. Newest trend, don't understand and I'm a urban planner a county planning director for 12 years in NWI . Only works in highly populated areas with traffic calming via narrow streets and a low mph. Please not on 30/65	11/21/2016 9:05 PM
129	46304	11/19/2016 8:14 AM
130	46383	11/18/2016 1:40 PM
131	46342	11/18/2016 10:51 AM
132	46383	11/18/2016 10:05 AM
133	46322	11/18/2016 9:28 AM
134	46307	11/18/2016 9:12 AM
135	46321	11/18/2016 8:46 AM
136	46307	11/18/2016 5:41 AM
137	46342	11/17/2016 2:04 PM
138	46324	11/17/2016 11:13 AM
139	46383	11/17/2016 9:14 AM
140	46342	11/16/2016 10:35 PM
141	46342	11/16/2016 10:18 PM
142	46307	11/16/2016 5:26 PM
143	46321	11/16/2016 4:38 PM
144	46385	11/16/2016 2:41 PM
145	46385	11/16/2016 1:22 PM
146	46310	11/16/2016 11:57 AM
147	46321	11/16/2016 11:27 AM
148	46342	11/16/2016 11:19 AM
149	46385	11/16/2016 11:14 AM
150	46307	11/16/2016 10:56 AM
151	46304	11/16/2016 10:01 AM
152	46408	11/16/2016 10:00 AM
153	46350	11/16/2016 9:56 AM
154	46307	11/16/2016 9:55 AM
155	46304	11/16/2016 9:54 AM
156	46342	11/16/2016 9:50 AM

157	46383	11/15/2016 7:46 PM
158	46342	11/15/2016 7:35 PM
159	46368	11/15/2016 6:43 PM
160	46321	11/15/2016 6:30 PM
161	46383	11/15/2016 5:33 PM
162	46410	11/15/2016 4:53 PM
163	46342	11/15/2016 4:29 PM
164	46385	11/15/2016 4:00 PM
165	46322	11/15/2016 3:43 PM
166	46375	11/15/2016 3:33 PM
167	46307	11/15/2016 2:16 PM
168	46307	11/15/2016 2:04 PM
169	46304	11/15/2016 2:01 PM
170	46394	11/15/2016 1:53 PM
171	46383	11/15/2016 1:28 PM
172	46360	11/15/2016 1:28 PM
173	46342	11/15/2016 1:22 PM
174	46373	11/15/2016 1:08 PM
175	46355	11/15/2016 1:05 PM
176	46311	11/15/2016 1:02 PM
177	46390	11/15/2016 12:57 PM
178	46340	11/15/2016 12:46 PM
179	46403	11/15/2016 12:34 PM
180	46307	11/15/2016 12:33 PM
181	46350	11/15/2016 12:01 PM
182	46321	11/15/2016 11:55 AM
183	46410	11/15/2016 11:51 AM
184	46375	11/15/2016 11:51 AM
185	46348	11/15/2016 11:51 AM
186	46368	11/15/2016 11:48 AM
187	46307	11/15/2016 11:47 AM
188	46410	11/15/2016 11:45 AM
189	46304	11/15/2016 11:43 AM
190	46307	11/15/2016 11:41 AM
191	46321	11/15/2016 11:41 AM
192	46307	11/15/2016 11:41 AM
193	46323	11/15/2016 11:40 AM
194	46307	11/15/2016 11:34 AM
195	46409	11/15/2016 11:34 AM
196	46383	11/15/2016 11:25 AM
197	60411	11/15/2016 11:25 AM

198	46410	11/15/2016 11:23 AM
199	46375	11/15/2016 11:21 AM
200	60430	11/10/2016 5:05 PM
201	46301	11/7/2016 1:59 PM
202	46368	11/7/2016 1:28 PM
203	46383	11/7/2016 1:17 PM
204	46385	11/7/2016 12:59 PM
205	46383	11/7/2016 12:33 PM
206	46368	11/7/2016 12:33 PM
207	46383	11/7/2016 12:22 PM
208	46368	11/7/2016 12:12 PM
209	46383	11/7/2016 12:12 PM
210	46385	11/7/2016 11:58 AM

Q11 Your age?

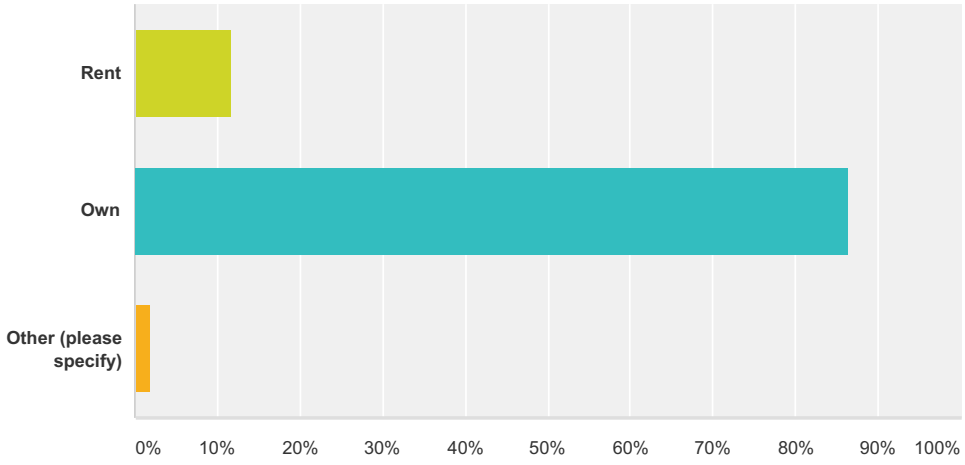
Answered: 212 Skipped: 9



Answer Choices	Responses	
17 and under	**0.00%**	0
18-24	**2.36%**	5
25-34	**18.87%**	40
35-44	**22.64%**	48
45-54	**21.70%**	46
55-64	**22.17%**	47
Over 65	**12.26%**	26
Total		**212**

Q12 Homeownership?

Answered: 207 Skipped: 14



Answer Choices	Responses	
Rent	**11.59%**	24
Own	**86.47%**	179
Other (please specify)	**1.93%**	4
Total		**207**

POP-UP WORKSHOP QUESTIONNAIRE RESULTS

1. Rate the current conditions of the transportation system in the US30 Corridor around the I-65 interchange.

	AGREE	DISAGREE	NO OPINION
A. It is easy to get around the intersection in your car.	30	18	2
B. The street system is in good repair.	23	22	4
C. Riding your bike, you can get to work or other important destinations safely.	3	33	13
D. You can walk to important destinations safely.	7	37	5
E. You can reach work or other destinations by bus.	10	20	19

2. Which roadway improvements would you like to see along US 30?

Fewer Driveways	7	More Street Lights	10
Crosswalks	26	Parkway Plantings	8
Bike Lanes	16	Bus Shelters	14
Sidewalks	27	ADA Ramps	8
		Traffic Calming	19

3. How do you use US30?

Get to Work	21	Trail Connection	3
Shopping	43	Access to I-65	27
Get to School	4	Dining	35
Entertainment	28	I don't use it	1

4. What is the biggest challenge with US30?

Traffic	40	Speed	10
Safety	16	Maintenance	12
Barriers	2	Ease of Use	8
Pedestrian Crossings	9	Aesthetics	7

Please tell us about you!

What is your primary source of transportation?

My own car	47	GPTC Transit	0
Carpool	1	Opportunity Enterprises	0
Bike	0		
Walk	1	Other **Ride**	

Zip code

46303 - 4	46410 - 6	46304 - 3
46341 - 1	46411 - 1	46403 - 1
46323 - 1	46405 - 3	46402 - 1
46342 - 2	46385 - 6	46409 - 1
46307 - 8	46322 -1	46319 - 1

Your age?

17 & under	4	45-54	6
18-24	10	55-64	4
25-34	17	Over 65	7
35-44	2		

Homeownership?

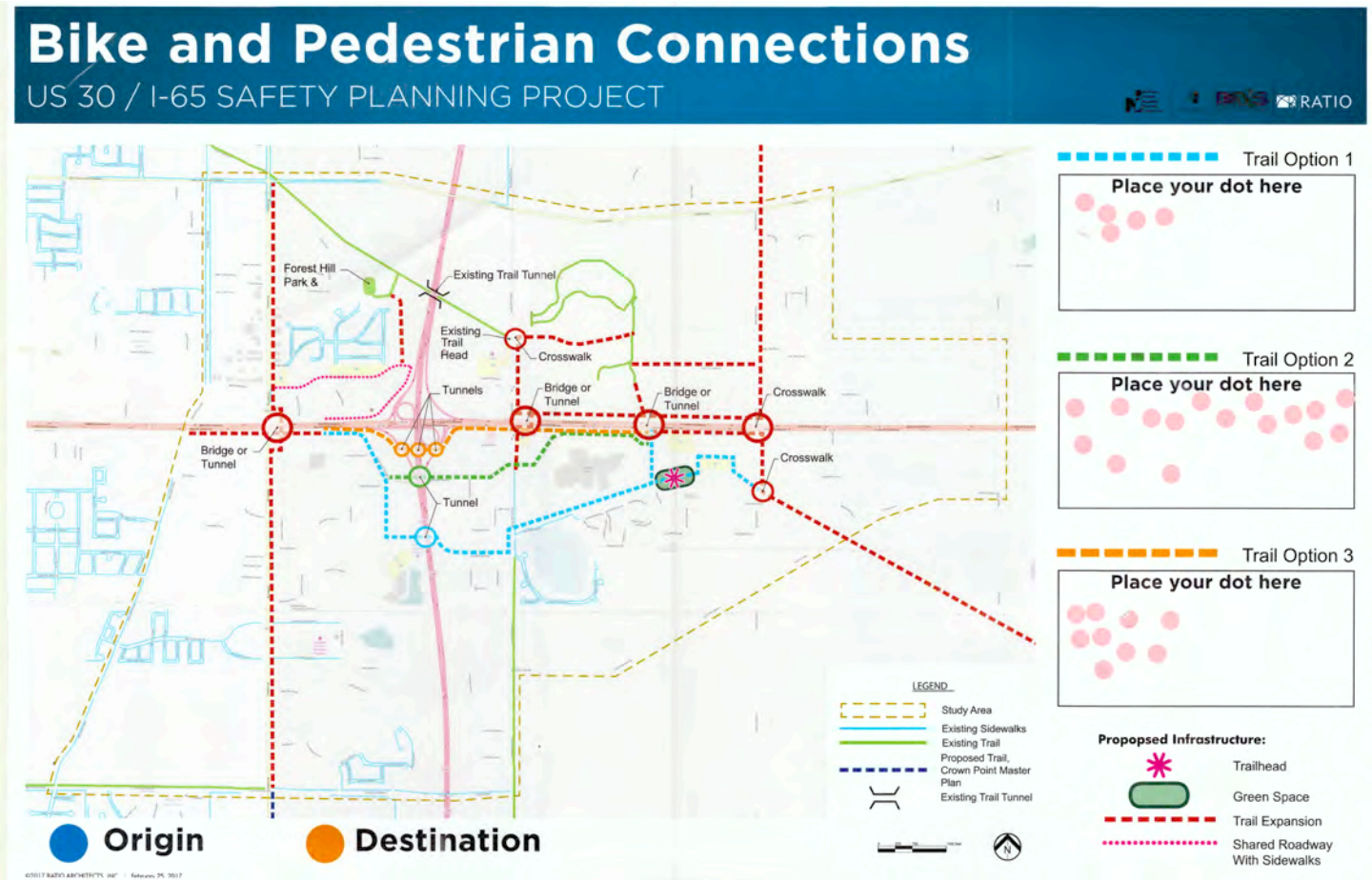
Rent	15	Own	28

POP-UP WORKSHOP DOT VOTING RESULTS

Dot Voting
The first board asked voters to vote for the preferred location of a crossing under I-65. Option 2 seemed to be the preferred option because it was removed enough from US30, but not too far out of the way.

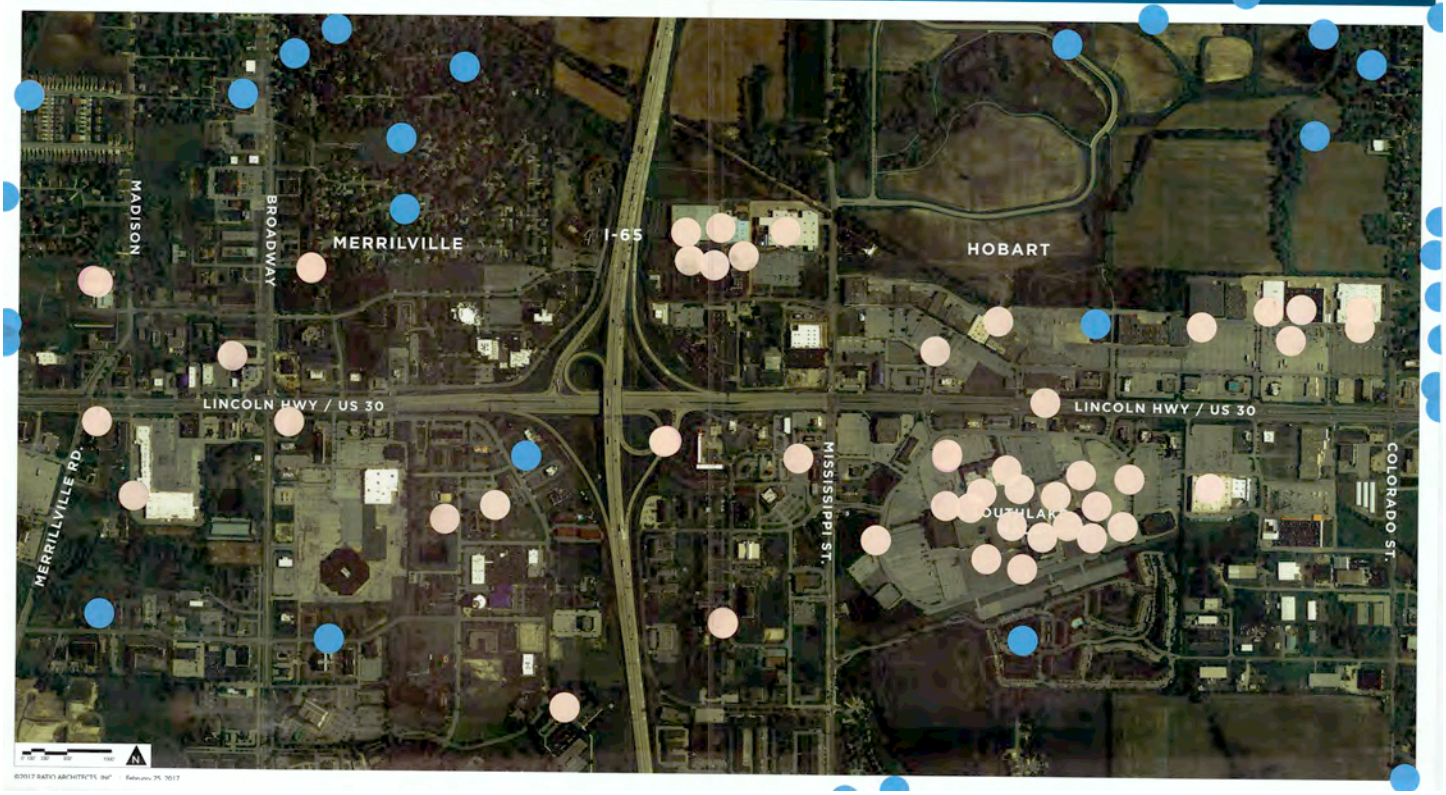
The next board asked voters to place a blue dot at their typical origin and an orange/pink dot at their destinations. We wanted to get a better understanding of how far and from where people are travelling.

The following boards asked participants to vote their preferences. A green dot means they like it, or would like to see it implemented in the area. A pink dot mean they did not like it or would not necessarily support the implementation of that element. They were able to place a dot for each element, so they could put all green dots for the three options, or all pink dots, or any combination.



Plan

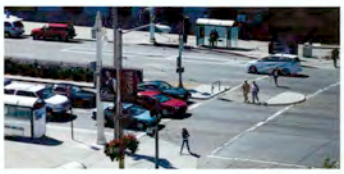
US 30 / I-65 SAFETY PLANNING PROJECT

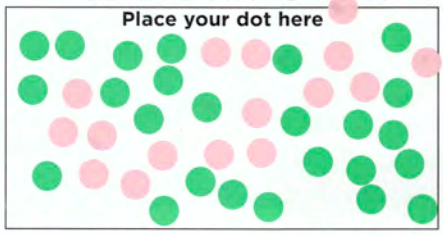


US 30 Crossing Options

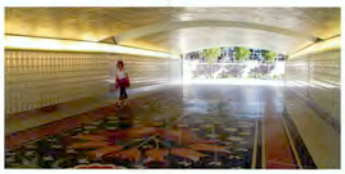
US 30 / I-65 SAFETY PLANNING PROJECT

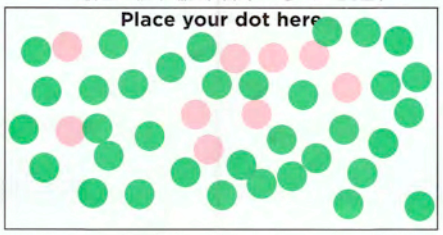
Refuge Island



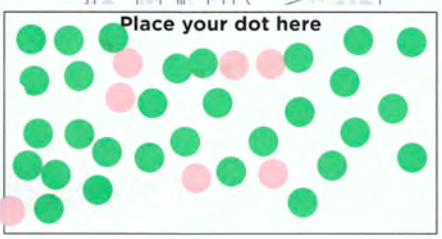


Tunnel





Bridge



Gateways

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RATIO

Contemporary

Place your dot here

Cultural

Place your dot here

Mounted

Place your dot here

Streetscape

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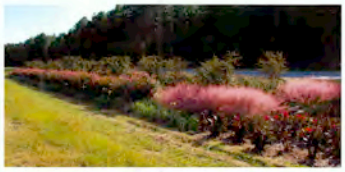
RATIO

Paving

Place your dot here

Medians/Parkways



Place your dot here

Green Infrastructure

Place your dot here

Bike and Pedestrian Amenities

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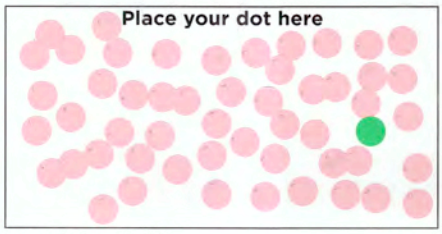
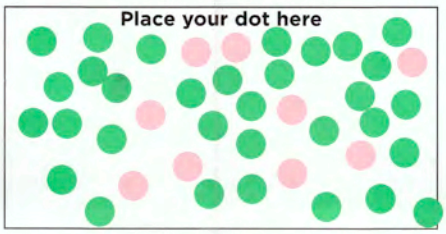
RATIO

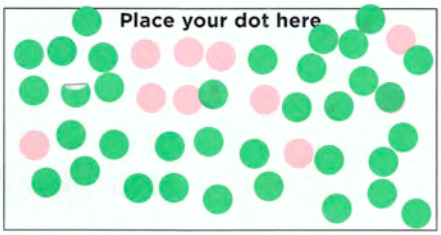
Striped Lanes



Buffered Lanes



Shared Use Path



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