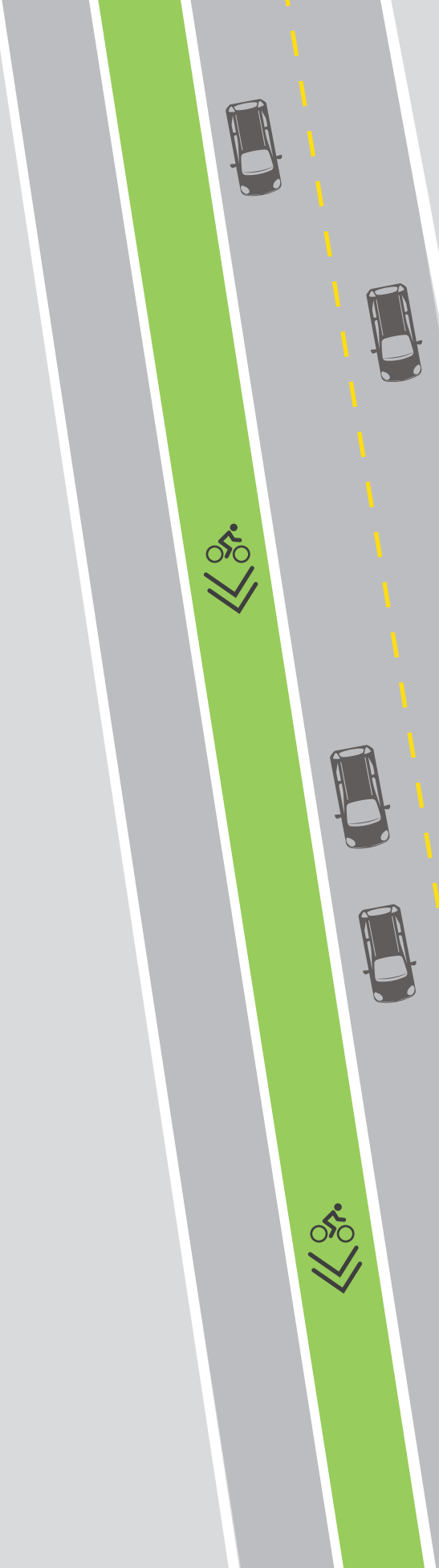
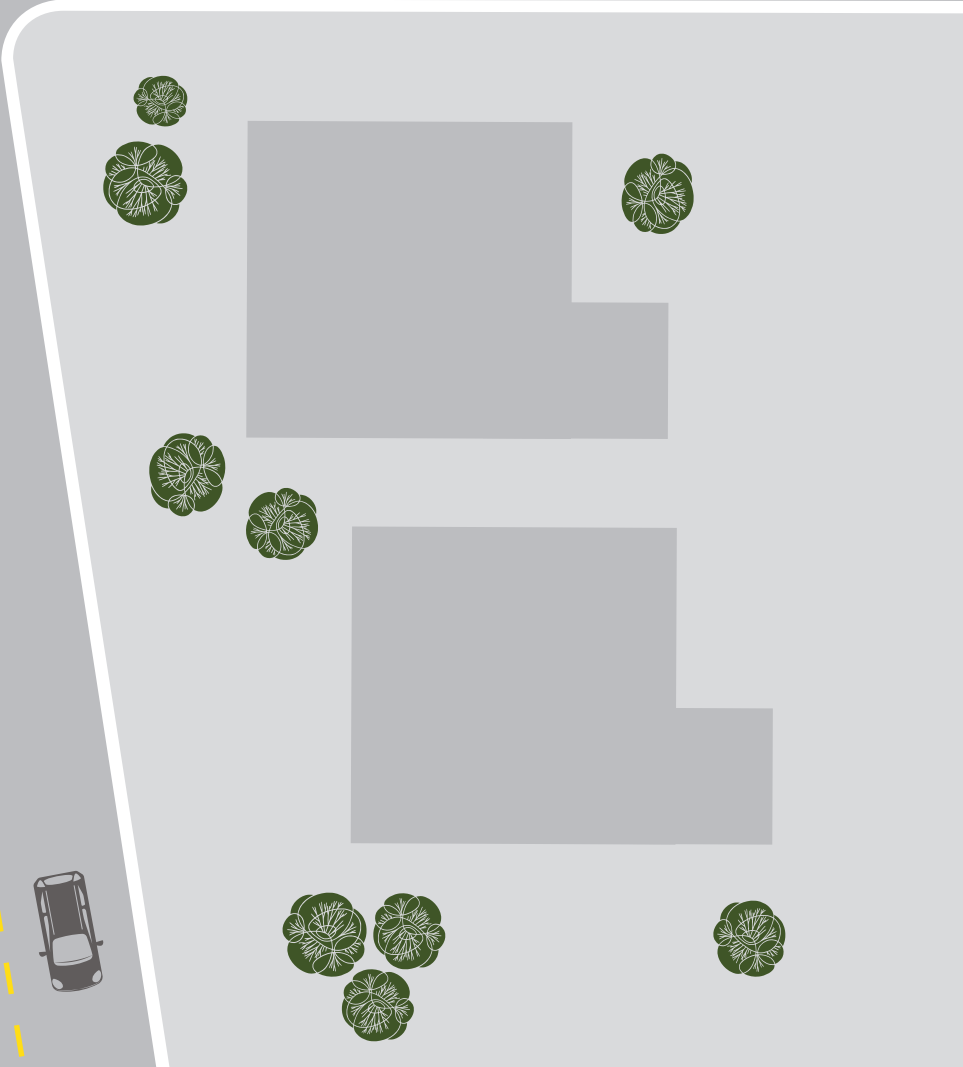


TOWN OF
FERDINAND
COMPREHENSIVE
SAFETY ACTION PLAN



RESOLUTION NO. 05

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FERDINAND,
INDIANA, ADOPTING THE SAFE STREETS AND ROADS FOR ALL
COMPREHENSIVE SAFETY ACTION PLAN**

WHEREAS, the life and health of all persons living and traveling within the Town of Ferdinand (the “Town”) are our utmost priority,

WHEREAS, tragically, between 2019 and 2024, there were 180 crashes along public roadways within the Town of Ferdinand. Of these, 24 resulted in fatalities or injuries; and

WHEREAS, the Town of Ferdinand recognizes that traffic-related fatalities and serious injuries are preventable and not inevitable, and commits to working to reduce the number of fatalities and serious injuries by 50% by 2035, striving toward a goal of zero by 2045; and

WHEREAS, the Town applied for and was awarded a Safe Streets and Roads for All (“SS4A”) Planning grant by the Federal Highway Administration; and

WHEREAS, the Town engaged HWC Engineering (“Contractor”) to develop a Safe Streets and Roads for All Comprehensive Safety Action Plan (“SS4A Action Plan”) that, among other things, identifies evidence-based projects and programs that reduce the potential for serious traffic-related injuries and fatalities in our community, implements systematic safety improvements, and prioritizes projects with a high impact on safety within the Town; and

WHEREAS, the Contractor completed the SS4A Action Plan to the satisfaction of the Safety Committee, Town staff, and the FHWA. The SS4A Action Plan is attached to this Resolution as Exhibit A; and

WHEREAS, the Town Council of the Town of Ferdinand desires to adopt the SS4A Action Plan.

THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF FERDINAND, INDIANA, THAT:

SECTION 1. The above recitals are true, corrected, and adopted hereby as findings, purpose, and intent of the Town Council.

SECTION 2. The Town Council adopts the SS4A Action Plan, attached as Exhibit A, as a holistic, well-defined, and evidence-based strategy to prevent roadway fatalities and serious injuries in the Town of Ferdinand.

SECTION 3. The provisions of this Resolution and the SS4A Action Plan are severable. If any part is found by a court of competent jurisdiction to be unconstitutional, invalid, or unenforceable, that determination will not affect the validity of the remaining parts. The court shall, to the extent permitted by law, substitute a valid and enforceable provision that most closely reflects the intent of the original.


SECTION 4. This Resolution shall be in full force and effect from and after the date of its adoption.

DULY ADOPTED BY THE TOWN COUNCIL OF THE TOWN OF FERDINAND, INDIANA,
THIS 16th DAY OF June, 2026.

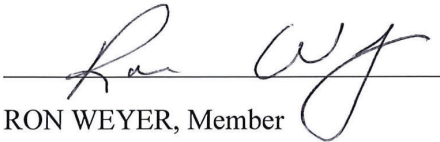
TOWN COUNCIL OF THE TOWN OF FERDINAND, INDIANA



KENNETH J. SICARD, President

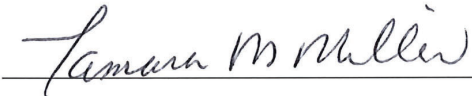


DEBRA JOHNSON, Vice President



RON WEYER, Member

ATTEST:



TAMARA M. MILLER, Clerk-Treasurer

ACKNOWLEDGMENTS

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HWC
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CHAPTER

1

EXECUTIVE SUMMARY



A SAFER, BETTER CONNECTED FERDINAND

RETHINKING THE ROADWAY NETWORK

PLAN PURPOSE

The Town of Ferdinand Comprehensive Safety Action Plan (CSAP) represents a proactive, community-driven commitment to making Ferdinand's streets safer for everyone, whether traveling by car, walking, biking, or rolling. While Ferdinand is a small town with a strong sense of community and local pride, traffic safety challenges have become increasingly apparent, particularly along SR 162, which functions as both a regional route and a local main street. Through this Plan, Ferdinand joins communities across the country in taking a data-informed, people-centered approach to reducing traffic-related injuries and fatalities.

Ferdinand pursued a Comprehensive Safety Action Plan in response to several converging factors. Nationally, traffic fatalities, especially pedestrian fatalities, have increased in recent years, prompting new funding opportunities focused on safe streets for all users. Locally, crash data revealed that a small number of corridors and intersections in Ferdinand account for a disproportionate share of crashes and serious injuries, particularly along State Road 162 and connecting routes. At the same time, residents consistently expressed a desire for safer sidewalks, better crossings, and improved connections between neighborhoods, schools, parks, and downtown destinations.

With support from the Safe Streets and Roads for All (SS4A) program, Ferdinand used this planning process to take a comprehensive look at its transportation system, examining crash trends, user behavior, and infrastructure gaps while meaningfully engaging the community.

COMMUNITY-LED, DATA-DRIVEN PROCESS

Development of the Comprehensive Safety Action Plan occurred through a multi-phase process guided by a diverse Safety Committee, Town leadership, staff, and hundreds of community members. Public input was gathered through surveys, focus groups, and a public workshop. This engagement ensured that the Plan reflects lived experience: where residents feel unsafe, where they want to walk or bike, and what improvements they believe will make the greatest difference in Ferdinand.

Technical analysis complemented community feedback. Crash data from 2019–2024 was analyzed to identify high-injury locations, common crash types, and contributing factors such as speed, turning movements, and access management. A town-wide sidewalk inventory evaluated connectivity, condition, and ADA compliance, helping identify gaps that limit walkability, specially for children, seniors, and people with disabilities.

Together, engagement and analysis revealed clear themes:

- + Strong community support for Vision Zero, the goal of eliminating traffic fatalities and serious injuries in Ferdinand.
- + A critical need for safer pedestrian infrastructure, especially along SR 162 and routes connecting schools, parks, and shopping areas.
- + Demand for trails and recreational connections, particularly to Old Town Lake.
- + A desire to improve conditions for youth, families, and older adults who want alternatives to driving for short trips.

VISION ZERO AND THE SAFE SYSTEM APPROACH

At the core of the Plan is Ferdinand’s commitment to Vision Zero: a 50 percent reduction in fatal and serious-injury crashes by 2035 and zero by 2045. Rather than relying solely on individual behavior, the CSAP adopts a Safe System Approach, recognizing that people make mistakes and that the transportation system should be designed to minimize the severity of those mistakes.

The Plan organizes its recommendations using the Five Es of Transportation Safety:

- † **Engineering** – Designing streets and intersections to reduce conflicts.
- † **Education** – Building awareness of safe behaviors for all roadway users.
- † **Encouragement** – Promoting walking and biking through supportive programs and amenities.
- † **Enforcement** – Targeting unsafe behaviors such as speeding and illegal passing.
- † **Evaluation** – Tracking progress and adapting strategies over time.

ACTIONABLE RECOMMENDATIONS

The Comprehensive Safety Action Plan translates community vision into actionable recommendations. Emerging strategies include:

- † Intersection safety improvements at high-crash locations, particularly along SR 162.
- † Traffic calming and speed management.
- † Improved pedestrian crossings.
- † New sidewalk and trail connections linking neighborhoods to downtown, schools, commercial areas, and Old Town Lake.
- † Policy updates to require sidewalks in new subdivisions and set clear expectations for street design.
- † Programs that support youth safety, promote walking and biking, and build a culture of shared responsibility.

BENEFITS FOR FERDINAND

Implementation of the Comprehensive Safety Action Plan will deliver tangible benefits well beyond crash reduction. Safer streets support healthier lifestyles, expanded mobility options for residents of all ages, improved access to local businesses, and a stronger sense of place downtown. Reducing speeds and improving crossings will make Ferdinand more welcoming for residents and visitors alike, while reinforcing the town’s small-town character and walkability.

Equally important, the Plan establishes a framework for accountability and transparency. By tracking progress, publishing annual updates, and revisiting priorities as conditions change, Ferdinand ensures that safety remains an ongoing commitment—not a one-time effort.

MOVING FORWARD

The Comprehensive Safety Action Plan is a living document and a shared roadmap for change. Its success depends on continued collaboration among Town leaders, agencies, community partners, and residents. Through thoughtful implementation, strategic investment, and sustained public engagement, Ferdinand can move confidently toward a future where everyone can travel safely, comfortably, and with confidence.

★ TOP 3 RECOMMENDED ROADWAY IMPROVEMENTS

PROJECT 1: SR 162 & SR 264 (23RD STREET)

- + **Primary Issue:** Illegal passing, failure to yield, and high speeds at a major gateway intersection.
- + **Proposed Improvements:** Evaluate the need for traffic signalization; slow vehicles entering town; clarify right-of-way through potential intersection reconfiguration.
- + **Purpose:** Reduce severe crashes at one of Ferdinand's most hazardous intersections.

PROJECT 2: SR 162 & INDUSTRIAL PARK ROAD NORTH

- + **Primary Issue:** Turning crashes caused by high speeds and insufficient advance warning.
- + **Proposed Improvements:** Shift speed limit signage; add advanced intersection warning signs.
- + **Purpose:** Reduce approach speeds and improve driver awareness before entering the intersection.

PROJECT 3: SR 162 & INDUSTRIAL PARK ROAD SOUTH

- + **Primary Issue:** Turning and rear-end crashes, truck conflicts, and pedestrian safety gaps.
- + **Proposed Improvements:** Adjust lane markings and signal phasing, manage access points, add sidewalks and crosswalks; consider a roundabout as an alternative.
- + **Purpose:** Address Ferdinand's most significant crash hotspot and improve safety for all modes.

★ TOP 3 RECOMMENDED PEDESTRIAN CONNECTIONS

PROJECT 1: EAST 14TH STREET TO OLD TOWN LAKE

- + **Primary Issue:** No safe pedestrian access to a major recreational destination.
- + **Proposed Improvements:** Construct sidewalk and trail connection, including a segment through the Monastery Immaculate Conception property via easement.
- + **Purpose:** Provide a safe, all-ages connection to Old Town Lake and support recreation and tourism.

PROJECT 2: SR 264 (23RD STREET) TO 18TH STREET

- + **Primary Issue:** Pedestrians walking along the highway shoulder to access businesses.
- + **Proposed Improvements:** Construct sidewalk along SR 162 to connect commercial destinations to existing sidewalk network.
- + **Purpose:** Improve safety and access along the town's busiest corridor.

PROJECT 3: MICHIGAN STREET FROM ELEMENTARY SCHOOL TO HIGH SCHOOL

- + **Primary Issue:** Children and families walking in the roadway between schools.
- + **Proposed Improvements:** Install sidewalk along Michigan Street connecting the two schools.
- + **Purpose:** Provide safe routes to school and reduce school-related traffic conflicts.

CHAPTER

2

CALL TO ACTION



PLAN OVERVIEW

A SYSTEMIC RESPONSE TO SAFETY

UNDERSTANDING THE NEED

Roadway fatalities in the United States declined consistently for thirty years due to successful interventions, including the widespread use of seat belts and air bags in motor vehicles, legislation to reduce impaired driving, and consistent improvements to roadway design and traffic operation. That said, progress has stalled in the last decade, and roadway fatalities have increased. According to the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), 42,939 lives were lost on US roads in 2021—the largest number of fatalities since 2005. That year, pedestrians made up 1 in 6, or 7,388 of the lives lost.

Fatalities among all users increased through 2021, but fatalities among pedestrians increased even faster. From 2010 to 2021, the United States saw a 30% increase in total fatalities, but a 72% increase in pedestrian fatalities. In 2022, although total traffic fatalities decreased, pedestrian fatalities increased once again. Pedestrian safety is a complex issue, and action is required at all levels to make streets safer for all users.

This roadway safety crisis has prompted a systematic response. In 2022, the U.S. Department of Transportation released their National Roadway Safety Strategy, which outlines the department's comprehensive approach to reducing serious injuries and deaths on the nation's highways, roads, and streets. Under the guidance of the U.S. Department of Transportation, communities across the country are encouraged, and given financial support, to adopt a Safe System Approach.

The widespread adoption of the Safe System Approach has already made a tangible impact on communities across the country. Although the NHTSA has yet to release final reports for national roadway fatalities after 2022, preliminary estimates indicate that fatalities have declined each year since 2021. In 2025, the National Safety Council estimates that there were 37,810 motor vehicle fatalities in the United States, a 12% decrease from the previous year's estimates. If accurate, this marks the lowest number of fatalities since the beginning of the decade.



USDOT Safe System Approach Graphic

Safe Systems Approach

The Safe System Approach is a holistic approach to making places safer for people. It focuses on both human mistakes and vulnerabilities and designs a system with many redundancies in place to protect all users. The approach incorporates five key objectives, including:

- + **Safer People:** Encourage safe, responsible driving and behavior by people who use roads and create conditions that prioritize their ability to reach their destination unharmed.
- + **Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users.
- + **Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- + **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- + **Post-crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Through planning and infrastructure grants, communities like Ferdinand can identify and implement projects, programs, and policies to enhance roadway safety and boost pedestrian connectivity.

SAFE STREETS AND ROADS FOR ALL

Established as part of the Infrastructure Investment and Jobs Act (IIJA), Safe Streets and Roads for All (SS4A) is a competitive grant program with \$5 billion in appropriated funds over 5 years, from 2022 to 2026. The SS4A program offers two types of grants: Planning and Demonstration Grants and Implementation Grants. Through these grants, the program

provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent roadway fatalities and serious injuries. Notably, the program focuses on safety for all roadway users, including pedestrians, bicyclists, public transportation users and operators, micromobility users (e-bikes/e-scooters), motorists, and commercial vehicle operators.

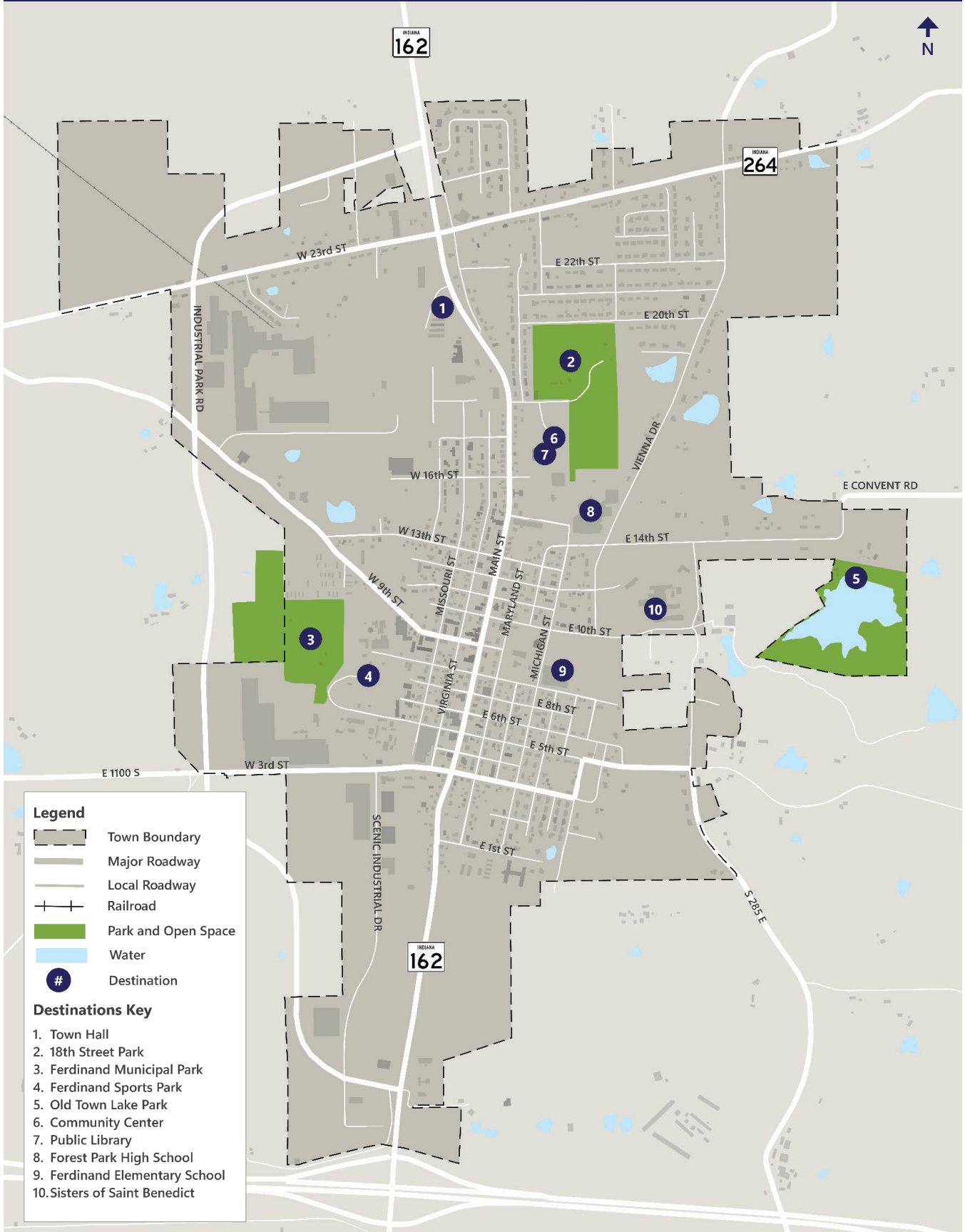
Through the SS4A program, the Town of Ferdinand received funding to develop a Comprehensive Safety Action Plan. This Plan outlines the Town's commitment to eliminating roadway fatalities, identifies the community's most significant roadway safety concerns, and prioritizes projects and strategies to address roadway safety issues. The Plan also provides a foundation to pursue safety improvement implementation grants.

ABOUT FERDINAND

Nestled in the rolling hills of Dubois County in southern Indiana, Ferdinand is a small town with a population of 2,351 residents (2024 ACS 5-Year Estimates). The town is located directly off exit 63 along Interstate 64. There are two primary corridors providing connectivity and mobility for commuters. State Road (SR) 162 is a north/south corridor connecting the town to Jasper to the north and Santa Claus to the south. This route generates a significant amount of traffic during the summer months as visitors travel to and from Holiday World. SR 264 runs east to west and connects commuters to the rural areas surrounding Ferdinand.

Deeply rooted in German-Catholic heritage, the town is known for its stunning Romanesque-style Monastery Immaculate Conception, which offers guided tours and beautiful gardens for visitors to explore and reflect. The town is also home to pristine local parks, including Old Town Lake and 18th Street Park, as well as the nearby Ferdinand State Forest, which support a unique blend of active and passive recreation. Thanks to the hard work of stakeholders, from the Town Council to engaged civic groups, residents enjoy the community's blend of local charm, modern conveniences, and cultural offerings.

Town of Ferdinand Context Map



VISION AND GOALS OVERVIEW

OUR COMMITMENT TO SAFETY

VISION ZERO AND SUPPORTING GOALS

The Town of Ferdinand is committed to eliminating traffic fatalities and serious injuries. As part of this commitment, the Town seeks to provide a transportation system that allows all users to arrive at their destination safely and comfortably.

Between 2019 and 2024, there were 178 crashes along public roadways within town limits, of which 25 resulted in fatalities or severe injuries.

The Town of Ferdinand is actively working to reduce the number of fatalities and serious injuries by 50% by 2035, working toward of goal of zero by 2045. The Town's next steps will be guided by the Comprehensive Safety Action Plan, which outlines evidence-based strategies to enhance safety across all transportation modes.

Achieving Vision Zero will require a multi-faceted approach to address key areas and improve safety for all users. The following have been identified as targeted interventions:

Engineering

Invest in the design and construction of physical improvements to the transportation network to make Ferdinand's roads safer and more functional.

Supporting Goals:

1. Reduce conflicts at intersections to ensure safety and functionality for all users.
2. Expand the bicycle and pedestrian network to support active lifestyles, reduce reliance on personal vehicles for in-town trips, and mitigate traffic congestion at peak times.
3. Enhance bicycle and pedestrian access to downtown Ferdinand by improving lighting, signage, and crossings along SR 162.

Education

Teach roadway users about safety rules and best practices for navigating the transportation network in Ferdinand.

Supporting Goals:

1. Educate youth about relevant transportation safety concerns based on age.
2. Launch a Share the Road campaign to remind motorists, bicyclists, and pedestrians of best practices for navigating multi-use roadways.

Encouragement

Promote active transportation, such as walking and biking, as an alternative to short trips by car.

Supporting Goals:

1. Leverage community events and programs to encourage walking and biking.
2. Make walking and biking the preferred choice for daily tasks within Ferdinand.

Enforcement

Support the Ferdinand Police Department as they continue to enforce traffic laws and address unsafe behaviors.

Supporting Goals:

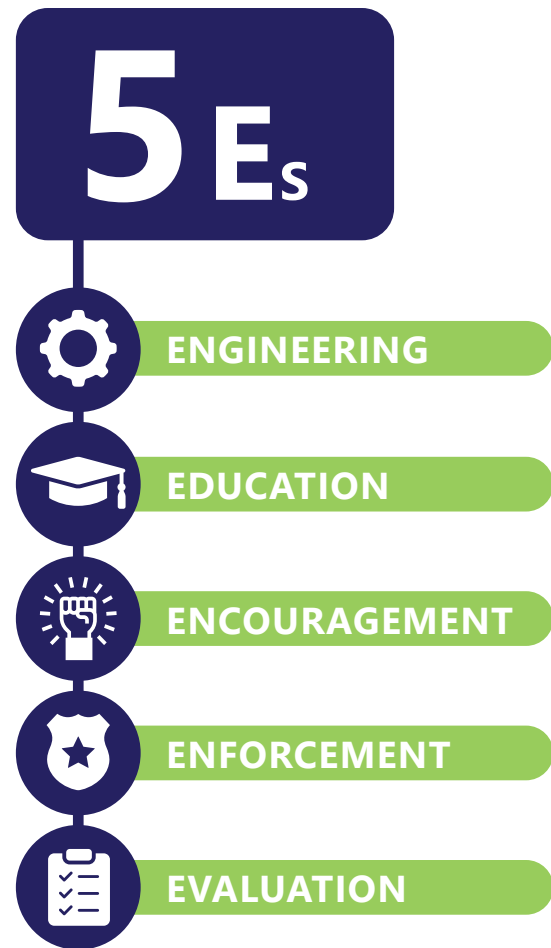
1. Maintain a safe environment for all roadway users by targeting speeding and illegal passing on State Road 162 and other major corridors.
2. Reduce conflicts between personal vehicles and semi-trucks in Ferdinand.

Evaluation

Revisit the Comprehensive Safety Action Plan annually to review implementation progress and reevaluate priorities.

Supporting Goals:

1. Ensure accountability by measuring effectiveness and progress.
2. Maintain the Plan as a living document by reviewing it often and updating it as needed.



5 Es of Transportation Planning

PLANNING PROCESS

From August 2025 to June 2026, the project team facilitated a nine-phase planning process to develop the Comprehensive Safety Action Plan. Each phase is summarized below.

Phase 1 – Planning Structure and Project Initiation

During the first phase, the project team hosted a virtual meeting with Town staff to identify appropriate stakeholders for the Safety Committee, discuss the project schedule, and identify initial issues and opportunities. Before hosting the first Safety Committee meeting, the project team reviewed all applicable engineering studies and planning documents that had previously been completed for Ferdinand.

Phase 2 – Leadership Commitment and Goal Setting

In the second phase, the project team helped Town leaders develop a resolution outlining Ferdinand’s official public commitment to eliminate all roadway fatalities and serious injuries within the next twenty years.

Phase 3 – Safety Analysis

The third phase involved analyzing crash data and providing a summary of the results by crash type, severity, and other contributing factors. Findings were presented during Safety Committee Meeting #2. The project team also conducted a sidewalk inventory during this phase to identify non-compliant sidewalks/curb ramps and gaps in sidewalk connectivity.

Phase 4 – Equity and Engagement

The fourth phase focused on engaging community members, including residents, business owners, local organizations, schools, and religious institutions, to solicit feedback on roadway safety challenges and preferred solutions. Engagement opportunities included an online survey, interactive mapping tool, public workshop, focus group meetings, and several community pop-up events. These engagement opportunities are described in further detail in Chapter Two: Engaging the Community.

Phase 5 – Policy and Process Changes

In this phase, the project team reviewed Ferdinand’s current policies and standards to ensure that all processes in place prioritize safety for roadway users. Where appropriate, the project team recommended new or revised policies to enhance the safety and connectivity of the transportation network.

Phase 6 – Recommendations and Project Selections

The project team developed a set of recommendations to address Ferdinand’s safety needs, as identified through public input and analysis. These recommendations included a series of goals with supporting strategies, along with a list of actionable projects. Recommendations were presented to stakeholders at Safety Committee Meeting #3 in order of priority.



Planning Process Graphic

Phase 7 – Road Safety Audits

The project team conducted Road Safety Audits (RSA) at the four most critical locations identified by the Comprehensive Safety Action Plan and agreed upon by the Safety Committee: SR 162 at SR 264/23rd Street, SR 162 at 18th Street, Vienna Drive at 14th Street, and SR 162 at Industrial Park Road South. Each RSA followed best practices and was developed with insight from engineering and planning professionals. A summary of the findings was shared with the Town. The completion of Road Safety Audits ensures the Town is prepared to pursue safety funding.

Phase 8 – Progress and Transparency

To measure progress in reducing fatalities and serious injury crashes, the project team developed a step-by-step process for Ferdinand to track safety projects and update crash statistics, mapping, and trends as safety improvements are constructed.

Phase 9 – Comprehensive Safety Plan Report

In the final phase, the project team prepared an initial draft of the Comprehensive Safety Action Plan. The Plan was reviewed at Safety Committee Meeting #4 to gather feedback from the Safety Committee and Town staff, which was incorporated in a final draft. The project team presented the final draft of the Plan to the Town Council for adoption on June 16, 2026.

PLAN ORGANIZATION

The Comprehensive Safety Action Plan is divided into five chapters. Each chapter is summarized below.

Chapter One: Call to Action

The first chapter provides context for the nation’s roadway safety crisis, explaining the National Roadway Safety Strategy, Safe Streets and Roads for All (SS4A) grant program, and Safe System Approach. The chapter also provides an overview of the planning process, along with the community’s vision for zero roadway fatalities and serious injuries.

Chapter Two: Engaging the Community

The second chapter outlines the public engagement process for the Comprehensive Safety Action Plan, which consisted of a dedicated Safety Committee, online survey, interactive mapping tool, public workshop, and focus group meetings. Emerging themes are identified.

Chapter Three: Safety Analysis

The third chapter summarizes findings from crash data analysis, describing the types and location of crashes in Ferdinand. The chapter also provides an inventory of pedestrian infrastructure, evaluating ADA compliance and identifying gaps in connectivity. A section at the end of the chapter reviews existing plans and policies, laying a foundation for recommended changes.

Chapter Four: Action Plan

The Action Plan outlines recommendations for the Town of Ferdinand to enhance the safety of its transportation network. Organized around the five Es of transportation planning, the Action Plan identifies a series of goals and strategies to pursue. A core part of this chapter is the project list, where priority intersections are called out and paired with proposed solutions.

Chapter Five: Progress and Transparency

The final chapter identifies best practices to implement the Plan and track progress toward achieving desired outcomes. This chapter is designed to create accountability and promote transparency, ensuring that Ferdinand reaches its goal of zero roadway fatalities and serious injuries by 2045.

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3

ENGAGING THE COMMUNITY



ENGAGEMENT OVERVIEW

GATHERING PUBLIC FEEDBACK

The planning process involved robust engagement with the public, including business owners, emergency service providers, school administrators, and representatives from community organizations, such as the Tri-County YMCA and Indiana 15 Regional Planning Commission. With the help of a designated Safety Committee, the project team heard from over 170 different people throughout the community. Public feedback was collected in person through pop-up events, focus group meetings, and a public workshop. Community members were also invited to share their thoughts via an online survey and interactive mapping tool.

SAFETY COMMITTEE

A multi-disciplinary Safety Committee was established to oversee the development of the Comprehensive Safety Action Plan (CSAP). This diverse group of volunteers helped guide the planning process by attending work sessions, reviewing draft materials, and increasing public awareness of the Action Plan.

Throughout the planning process, Safety Committee meetings were held periodically to provide critical input to the project team. A summary of each meeting is provided below with more extensive notes compiled in the Appendix.

Safety Committee Meeting #1

The project kick-off meeting was held on September 24, 2025, to provide the Safety Committee with an overview of the planning process. The project team discussed key phases for the development of the CSAP, including strategies for safety analysis, equity analysis, public engagement, identification and prioritization of projects, and implementation.

Safety Committee Meeting #2

On November 5, 2025, the project team presented safety analysis findings with the Safety Committee. Participants were encouraged to share their thoughts on high crash locations identified and other areas of concern. The project team also asked the Safety Committee about realistic planning horizons, metrics, and accountability for Vision Zero. After some deliberation, the Safety Committee settled on a planning horizon of 20 years but needed more time to decide how best to track progress.

Safety Committee Meeting #3

The project team shared recommended safety countermeasures, a project list, and preliminary prioritization of projects for review on February 25, 2026. The Safety Committee reacted positively to these draft materials and adjustments were made based on their feedback.

Safety Committee Meeting #4

At the final Safety Committee meeting on May 6, 2026, the project team shared a complete draft of the Plan. After the meeting, the Plan was carefully refined based on comments from Committee members and Town staff.

FOCUS GROUPS WITH STAKEHOLDERS

The project team conducted focus group meetings with stakeholders on January 22, 2026. Focus groups were organized into themes, and stakeholders were divided based on their affiliation. Focus group themes included: Youth and Young Professionals, Infrastructure and Public Safety, Local Business and Industry, and Local Organizations. A total of 14 participants attended the focus group meetings.

Key Takeaways

- + If you build it, they will come. Bicycle and pedestrian infrastructure are needed to support a culture of walking and cycling.
- + Route management around Ferdinand Elementary School is a priority to reduce congestion during pick-up/drop-off times.
- + Sidewalk connections are needed:
 - Between Ferdinand Elementary School and Forest Park Jr./Sr. High School.
 - Along SR 162 to enable pedestrians and bicyclists to reach businesses such as Dollar General, Holiday Foods, and Casey's.
 - Along Vienna Drive to reduce the risk of vehicular conflicts with pedestrians and cyclists who use the corridor regularly.
- + Drivers do not yield to pedestrians on SR 162. To increase visibility of crossings, there is an opportunity to consolidate and signalize select crosswalks.
- + There is widespread interest in a trail to Old Town Lake to safely connect residents and visitors to this popular recreation amenity.
- + Local ordinances should be updated to require the installation of sidewalks in new residential subdivisions.

PUBLIC WORKSHOP

The project team facilitated an in-person workshop on January 22, 2026, at the Ferdinand American Legion Post 124. The Town of Ferdinand provided pizza to incentivize participation and successfully attracted 15 attendees. Participants were encouraged to leave feedback on interactive boards stationed around the room, which solicited input on preliminary safety enhancements.

Key Takeaways

- + There is a need to reduce truck traffic through downtown Ferdinand to minimize conflicts with other vehicles and pedestrians. The Town should redirect truck traffic to the Industrial Park Road bypass.
- + Sidewalks are needed throughout the community to connect key destinations, including parks, schools, and businesses.
- + A bike lane along Industrial Park Road would serve as a recreational amenity for local cyclists and an alternative transportation option for employees.
- + Participants overwhelmingly approved of preliminary safety enhancements, except for proposed roundabouts. If roundabouts are deemed necessary, community members should be educated about best practices for safe, successful navigation.

ONLINE SURVEY AND INTERACTIVE MAPPING TOOL

The project team leveraged two online tools to solicit feedback from community members: an online survey and an interactive mapping tool. These engagement opportunities were available from September 25, 2025, to January 30, 2026. During this four-month period, 135 people responded to the survey and 5 people commented on the mapping tool. Although only a few people used the mapping tool, participants left 59 comments providing high-quality, specific feedback on the community's transportation network.

The survey gathered insights into participants' preferred mode of transportation, perception of safety, and receptiveness towards proposed safety enhancements. Meanwhile, the interactive mapping tool enabled participants to identify key destinations, problematic intersections, hazardous roadway conditions, pedestrian safety concerns, and desired routes for trails, sidewalks, and bike lanes.

Key Takeaways

Online Survey

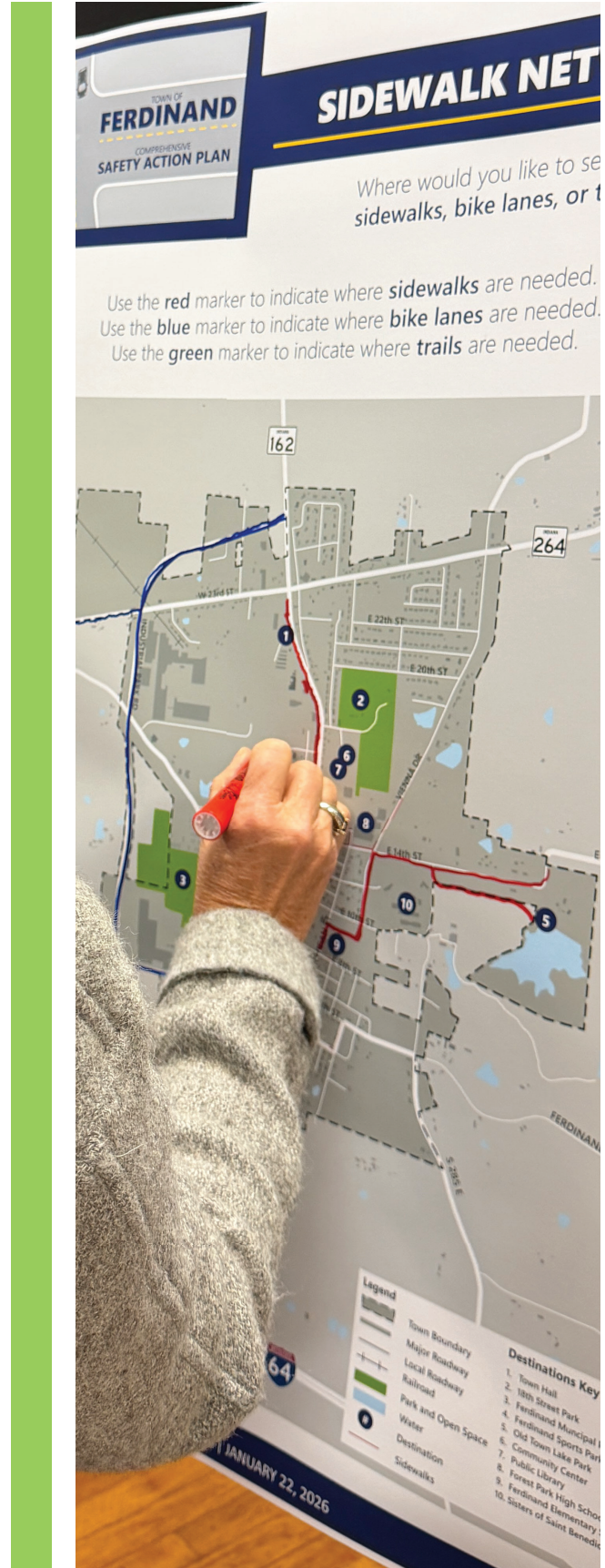
- + Most survey respondents (60.7%) commute to work in under 20 minutes, and their primary mode of transportation is a personal vehicle (77.8%). Fewer than 4% of respondents walk or bike to work.
- + Over 98% of respondents rely on a personal vehicle to get around Ferdinand.
- + Most respondents (86.6%) feel safe driving a personal vehicle in Ferdinand, but fewer feel safe when walking (52.7%) and biking (31%).

- + Approximately 34% of respondents report that they "hardly ever" walk as a mode of transportation. Respondents suggest that they would walk more if there were more sidewalks (selected by 70.3% of participants), more paved trails or shared-use paths (36.9%), and/or more signalized crosswalks (30.6%).
- + Approximately 50% of respondents report that they "never" bike as a mode of transportation, and 22% report that they "hardly ever" bike. Respondents suggest that they would bike more if there was a well-connected bike route network (selected by 45.3% of participants), paved trails or shared-use paths (40.6%), and/or dedicated bike lanes (31.1%).
- + Roughly 46.8% of respondents indicated that there are places they would like to walk or bike to but do not because of safety concerns. Frequently mentioned places include Old Town Lake, commercial areas on the north side of town (Casey's, Holiday Foods, and Dollar General), and commercial areas on the south side of town (CVS, McDonald's, and Taco Bell).
- + The majority (93.8%) of residents surveyed support the goal of eliminating traffic fatalities and serious injuries on roads in Ferdinand. Approximately 78.2% believe it is possible to achieve this goal through improved road design, public education, and enforcement strategies.

Key Takeaways

Interactive Mapping Tool

- ✦ Contributors identified the following as key destinations in the community: parks, schools, the YMCA, the library, Town Hall, restaurants, and convenience stores.
- ✦ Contributors were concerned about safety along SR 162, especially at the following intersections: SR 264 (23rd Street), 18th Street, 16th Street, and Industrial Park Road.
- ✦ Contributors called for a sidewalk and/or trail connection to Old Town Lake, which is a popular recreation spot for residents. There was also interest in a pedestrian pathway along SR 162 to connect downtown Ferdinand to the commercial area at the intersection of Industrial Park Road.



EMERGING THEMES

WHAT THE FEEDBACK REVEALED



Strong Community Support for Vision Zero

There is overwhelming community support for the goal of eliminating traffic fatalities and serious injuries. Roughly 94% of survey respondents support Vision Zero. Residents are ready for a proactive, data-driven approach to safe streets in Ferdinand.



Demand for Safe, Connected Pedestrian Infrastructure

Throughout the public engagement process, the most consistent message from community members was the need for more sidewalks and safer crossings. Residents want to walk to local parks, schools, grocery stores, and restaurants, but feel limited by existing infrastructure. According to the online survey, roughly 47% of respondents avoid walking or biking due to safety concerns.



Strong Interest in Trails and Recreational Connectivity

A trail connection to Old Town Lake was repeatedly mentioned in focus groups and survey responses. To access the park, residents must walk along 14th Street, a narrow road with limited visibility. By installing a sidewalk or trail connection, residents of all ages could access the park without worrying about their safety.



Youth Safety as a Priority

There is an opportunity to encourage safe walking and biking to school in Ferdinand. Not only would this promote active lifestyles, but it would relieve traffic congestion and reduce the financial burden of providing transportation (via bus or personal vehicle) to students living within walking distance. To ensure safe routes to school, there is a need to manage circulation during pick-up and drop-off at Ferdinand Elementary School, and to address missing sidewalk connections around schools.



Safety Concerns Along SR 162

SR 162 emerged as a corridor of concern. Specific issues include hazardous intersections (such as SR 162 at SR 264, 16th Street, and Industrial Park Road) and the failure of drivers to yield to pedestrians, even when crosswalks are present. Ferdinand will need to balance the function of the route as a state highway with its role as a pedestrian-friendly main street.

4

SAFETY ANALYSIS



CRASH ANALYSIS

UNDERSTANDING THE SAFETY STORY

Crash data from 2019 to 2024 reveals that traffic safety challenges in the Town of Ferdinand are largely concentrated along high-traffic corridors, such as SR 162 and SR 264. While local streets generally experience lower crash volumes, a small number of intersections account for a disproportionate share of all crashes. More than just traffic volumes, these patterns suggest that roadway design characteristics and user behavior are primary contributors to crash risk and represent priority areas for targeted safety improvements.

The following information is sourced from the Ferdinand Police Department, which receives its data from the Automated Reporting Information Exchange System (ARIES) database. Crash data analyzed in this chapter includes all public crashes, local roadway crashes, state route crashes, fatal crashes, injury crashes, rear-end crashes, and right-angle/turning crashes.



CRASH TYPES

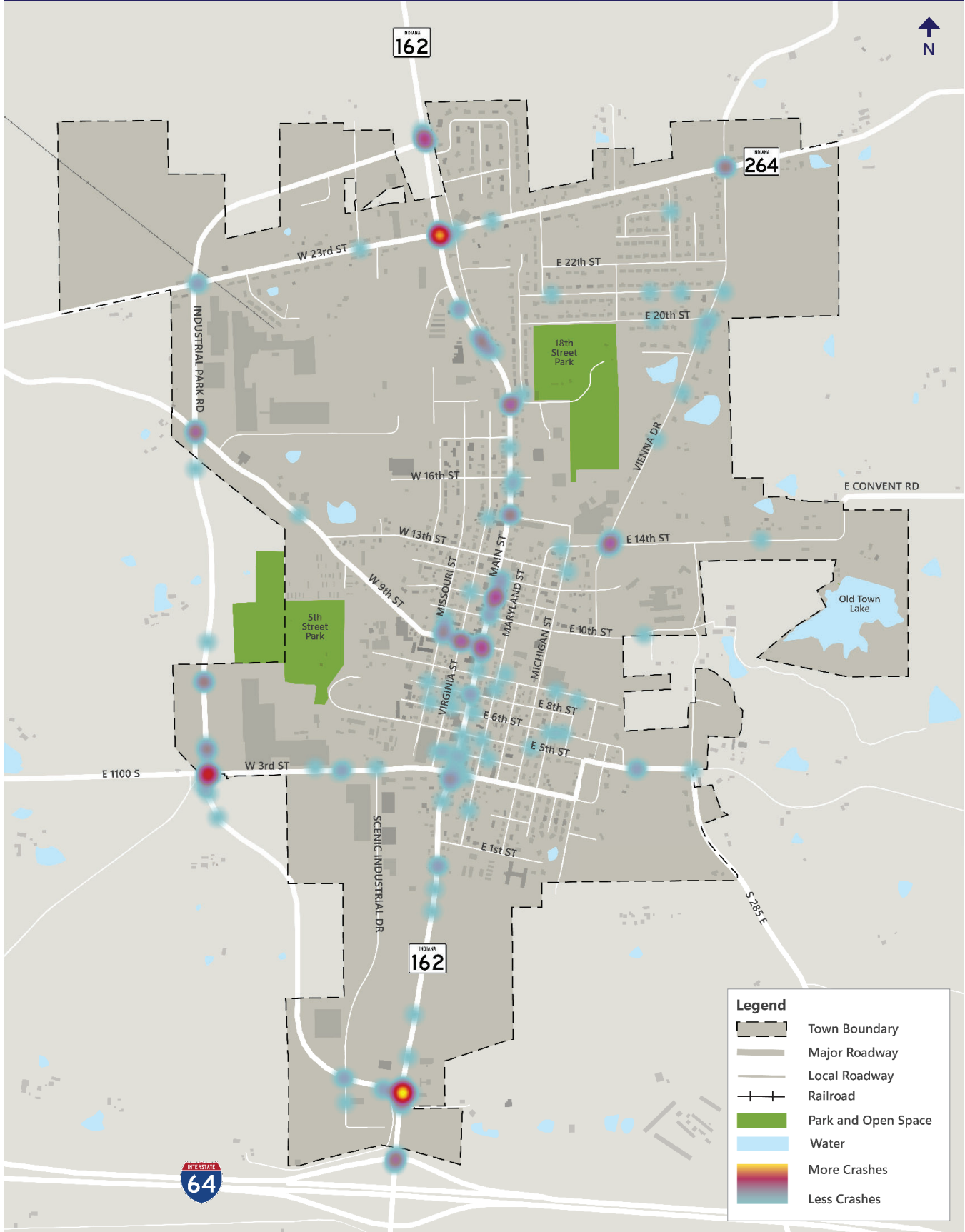
All Public Crashes

Public crashes encapsulate all incidents on publicly maintained roads. Analysis of data from 2019 to 2024 indicates that most crashes occur at intersections on high-speed state roads, including SR 162 and SR 264.

SR 162 experienced the highest number of crashes in town, with over 75 recorded incidents during this period. In contrast, local streets recorded significantly fewer crashes, with most streets reporting fewer than five incidents. The intersection with the highest crash frequency was SR 162 at Industrial Park Road South, which accounted for 17 crashes. Other intersections with elevated crash rates include SR 162 at SR 264 (11 crashes) and Industrial Park Road at 3rd Street (8 crashes).

Nearly all high-frequency crash sites centered around non-signalized intersections (except for SR 162 at Industrial Park Road South). Many of these sites shared common design characteristics, including wide lane widths, high travel speeds, and long pedestrian crossing distances.

All Public Crashes



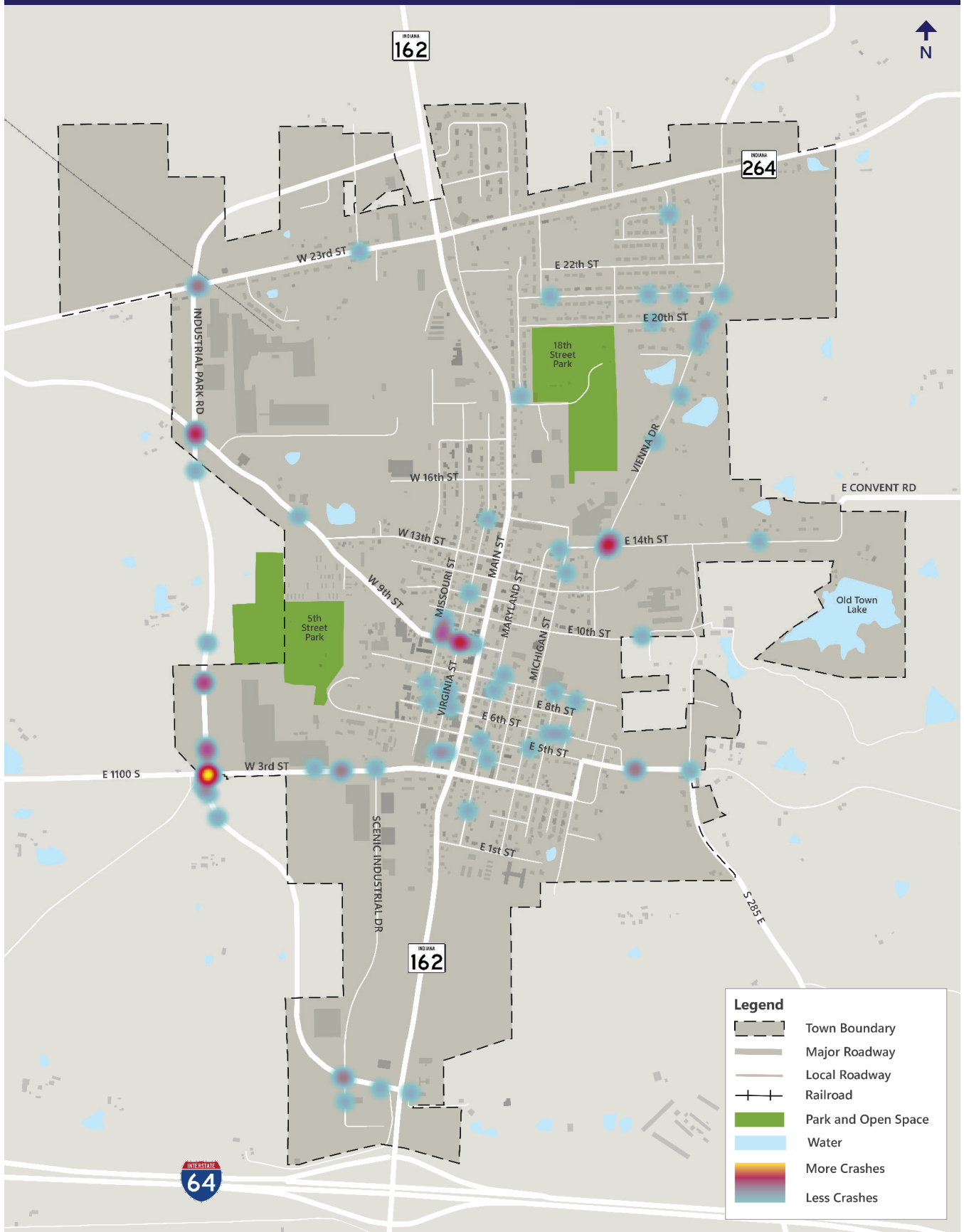
Local Roadway Crashes

Local roadway crashes only account for incidents on roads owned and maintained by the Town of Ferdinand. State and county roads are excluded from this category.

Data shows that local roads are often the safest roads to travel on. Local roadway crashes are evenly distributed throughout the town, with most local intersections experiencing between zero and two crashes during the analysis period. There are a few notable exceptions where crash volumes are higher. As noted previously, the intersection of Industrial Park Road and Third Street has the highest number of crashes on a local roadway with 8 recorded crashes. Other local intersections with elevated crash frequencies include Vienna Drive at 14th Street (five crashes) and Virginia Street at 9th Street (four crashes).

In July 2025, the four-way stop at the intersection of Virginia Street and 9th Street was moved down a block to the intersection of Missouri Street and 9th Street. According to reports from the Ferdinand Police Department, this application has been met with great success, significantly reducing crashes. A four-way stop could be installed at Industrial Park Road at 3rd Street or Vienna Drive at 14th Street to reduce vehicle conflicts and make these intersections safer for all users.

Local Roadway Crashes



Legend

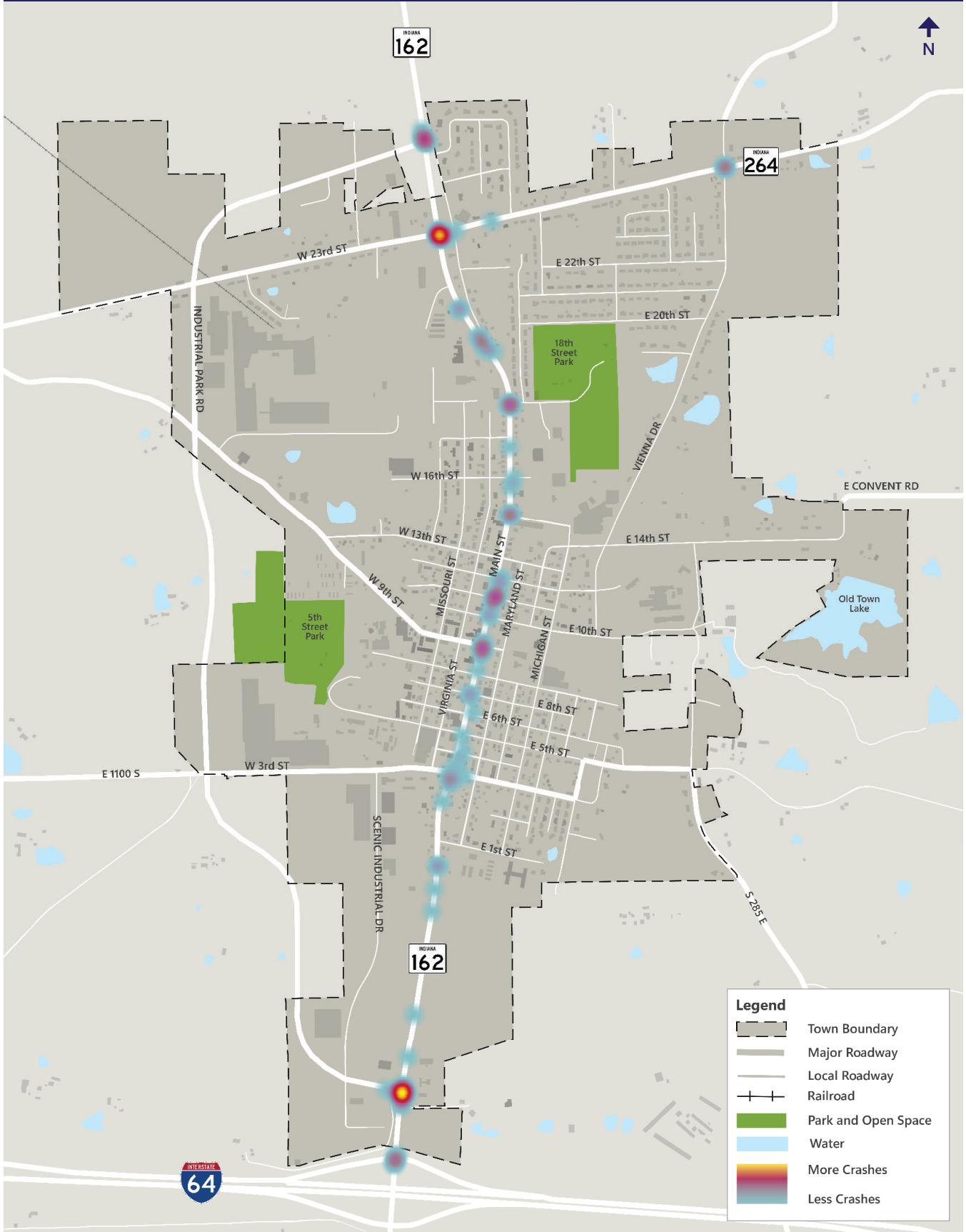
- Town Boundary
- Major Roadway
- Local Roadway
- Railroad
- Park and Open Space
- Water
- More Crashes
- Less Crashes

State Route Crashes

State route crashes are those that occur on state-owned and state-maintained highways within town, specifically along SR 162 and SR 264. State routes account for a substantially higher proportion of crashes compared to locally maintained roads, reflecting their higher traffic volumes and travel speeds. Nearly half of the intersections along SR 162 reported at least one crash between 2019 and 2024. Crashes along SR 162 are concentrated in the core of the town, particularly in heavily trafficked commercial areas, and at gateway intersections where the traffic flow changes abruptly. The intersections with the highest state route crash frequencies are SR 162 at Industrial Park Road South (17 crashes) and SR 162 at SR 264/23rd Street (11 crashes).

Reducing crashes along state routes will require coordination with the Indiana Department of Transportation (INDOT). Although the community can voice its concern and help identify preferred solutions to recurring traffic challenges, INDOT has final approval for decisions concerning state-owned roadways. Furthermore, even if INDOT approves a roadway application or reconfiguration of an intersection, it is not guaranteed that the state will provide funding to support the Town's efforts.

State Route Crashes



Fatal Crashes

From 2019 to 2024, only one fatal crash was recorded in Ferdinand. This crash was caused by the driver's illness, which resulted in a loss of consciousness and vehicular control. The crash was not indicative of a problem with roadway design.

Although Ferdinand is fortunate to have largely avoided fatal crashes, there is always the possibility that a fatality could occur if roadway hazards are not addressed. Given the right conditions, a crash that may have resulted in injury could lead to a fatality. Consequently, injury crashes should be carefully analyzed and steps should be taken to mitigate risk.

Injury Crashes

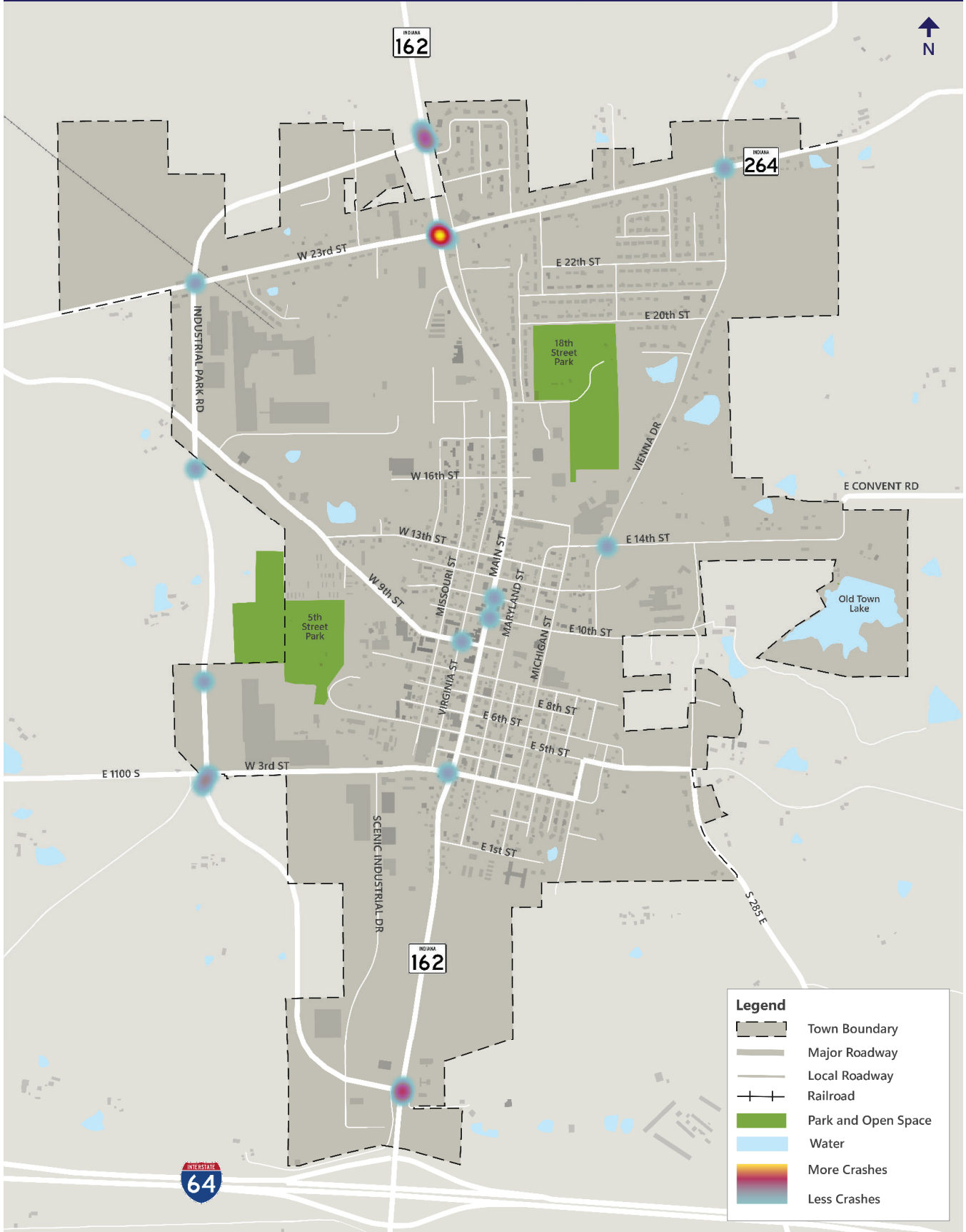
Injury crashes encompass a broad range of physical and psychological harm, from minor cuts and bruises to serious injuries such as fractures, and may result from vehicle impact, whiplash, airbag deployment, or contact with vehicle components. Fortunately, injury crashes are relatively uncommon in Ferdinand with just 24 recorded incidents between 2019 and 2024.

The intersection with the highest number of injury crashes is SR 162 and SR 264, which accounted for six incidents during the study period. The second-highest concentration of injury crashes occurred at the northern and southern intersections of SR 162 and Industrial Park Road. Nearly all remaining injury crashes occurred as isolated incidents at individual intersections, most often along higher-volume corridors such as Industrial Park Road, SR 162, and SR 264.

Injury crashes are more likely to occur when large vehicles are traveling at high speeds and suddenly encounter a new traffic pattern. This may explain the frequency of injuries at the convergence of state routes and along Industrial Park Road, which serves as the town's truck bypass. Injuries could be mitigated by reducing speeds and installing signage to warn drivers as they approach hazardous intersections.

Speed reduction is particularly important for crashes involving pedestrians. According to the U.S. Department of Transportation, if a vehicle collides with a pedestrian at 20 miles per hour, the likelihood of pedestrian fatality is just 5%. At an impact speed of 40 miles per hour, the likelihood of pedestrian fatality jumps to 85%. While traveling at lower speeds may temporarily inconvenience drivers, it can be a matter of life or death in a crash.

Injury Crashes

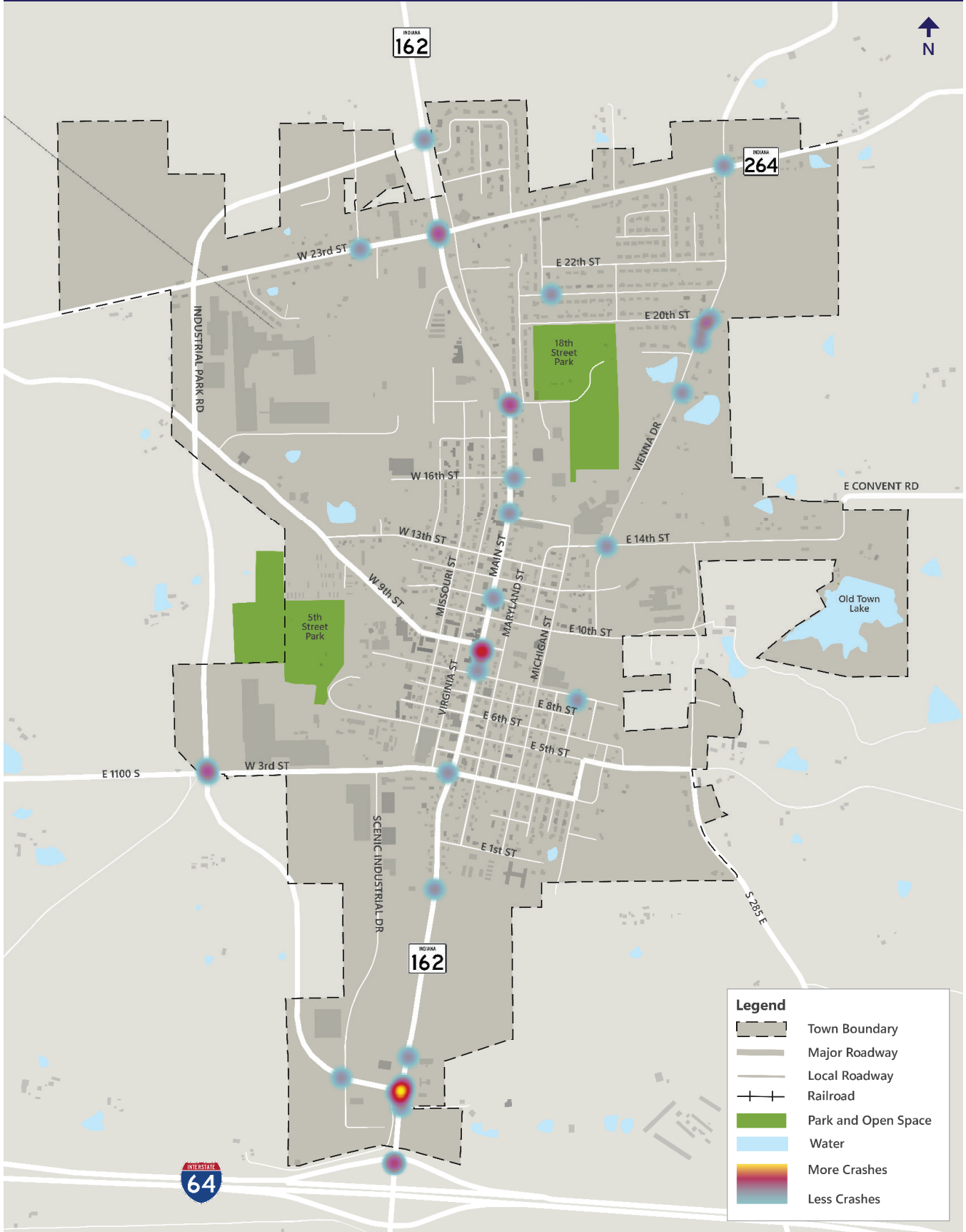


Rear-end Crashes

A rear-end crash occurs when one vehicle strikes the back of another, typically due to driver distraction, excessive speed, or insufficient following distance. Rear-end crashes were the second-most common crash type in Ferdinand between 2019 and 2024, representing approximately 20% of all crashes on public roadways.

The majority of rear-end crashes (71%) occurred along SR 162. SR 162 at Industrial Park Road South (seven crashes) and SR 162 at 9th Street (four crashes) were identified as particularly hazardous intersections. Vienna Drive also recorded a significant number of rear-end crashes, with six crashes occurring either along the corridor or at its intersections. Based on insight from community members, these crashes often occur when vehicles attempt to turn into subdivisions during morning and afternoon rush hour. Outside of these identified locations, rear-end crashes were infrequent on local streets, particularly within residential neighborhoods.

Rear-end Crashes



CRASH HOT SPOTS

Right-angle/turning Crashes

Right-angle and turning crashes occur at intersections or drives, and can be more severe than other crash types. These crashes are usually the result of a failure to yield while making a right or left turn. They may also occur when a motorist fails to yield right-of-way at an intersection, crossing through traffic traveling perpendicular to the vehicle. Misjudgement of available gaps in traffic, turning too fast, or turning too slow are other common causes. Between 2019 and 2024, approximately 33% of all crashes on public roadways were right-angle/turning crashes, making it the most common crash type.

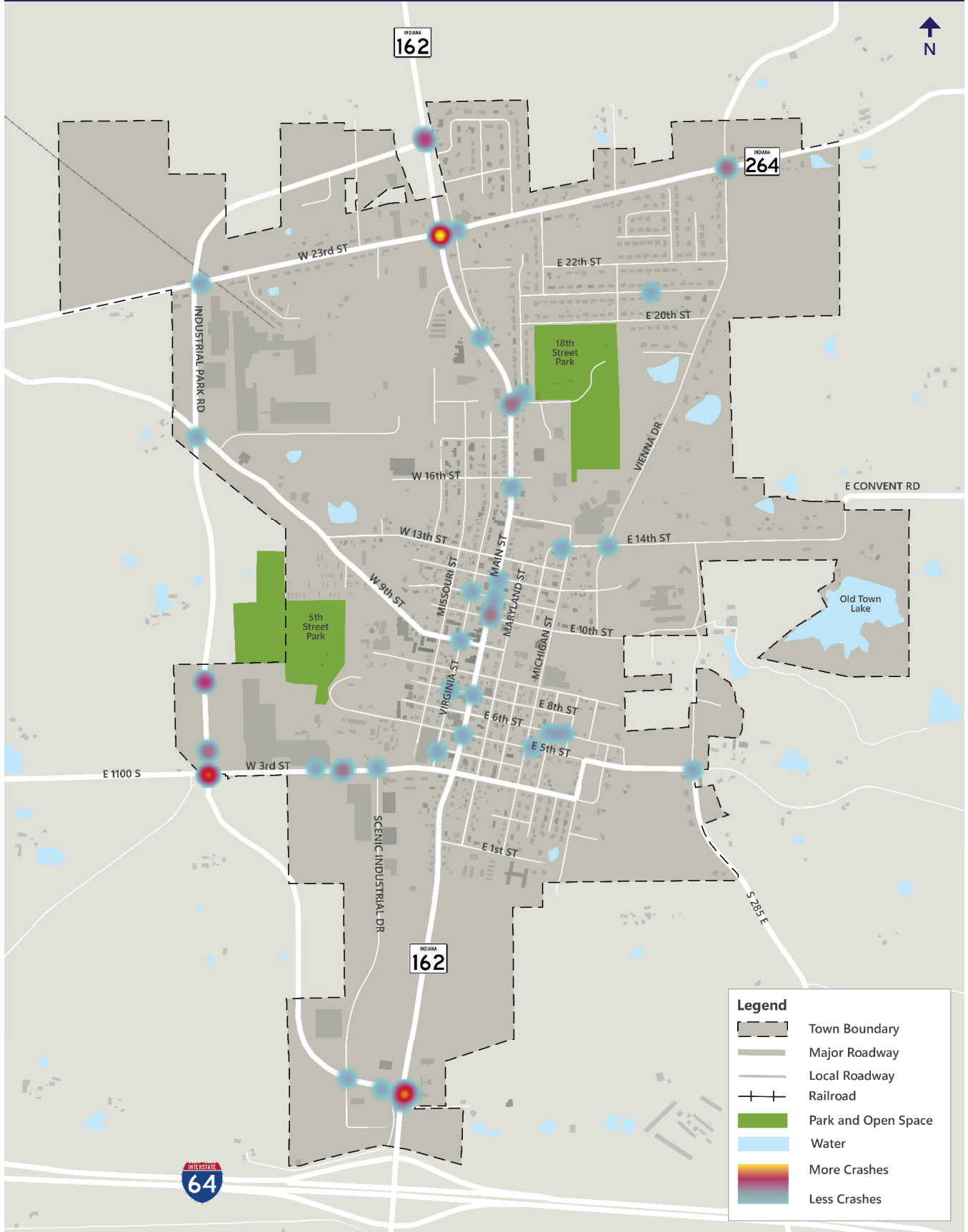
Most right-angle/turning crashes occurred along state routes and other high-traffic corridors, many of which have been identified previously as high-crash locations. The intersections with the highest crash frequencies include SR 162 at SR 264/23rd Street (seven crashes), SR 162 at Industrial Park Road South (six crashes), Industrial Park Road at 3rd Street (five crashes), and 3rd Street at the Aristokraft Warehouse truck access drive (four crashes).

Given that right-angle/turning crashes are frequent in Ferdinand compared to other crash types, there is a need for tailored safety improvements. While solutions will differ for each intersection, strategies may include improving visibility, installing overhead flashing beacons and signage, or even exploring alternative intersection types, such as roundabouts and reduced conflict intersections (RCIs).

In conclusion, analysis of crash and injury data reveals a high-injury network in Ferdinand that is largely concentrated along the state highway system, particularly SR 162 and SR 264. These corridors account for a disproportionate share of total crashes, injury crashes, rear-end crashes, and right-angle/turning crashes, reflecting higher traffic volumes, higher operating speeds, and more complex turning movements.

Within this high-injury network, several hot spot intersections consistently appear across multiple crash types and analyses. The intersection of SR 162 and Industrial Park Road South represents the most prominent hot spot, ranking highest or near highest for total crashes, injury crashes, rear-end crashes, and right-angle turning crashes. Other notable hot spots include SR 162 at SR 264/23rd Street, Industrial Park Road at 3rd Street, SR 162 at 11th Street, and SR 162 at 3rd Street. While local streets generally experience low crash volumes, a small number of local intersections, particularly those connected to high-traffic corridors, exhibit elevated crash frequencies. These recurring patterns indicate that targeted safety improvements at a limited number of key intersections within the state route network could yield substantial reductions in both crash frequency and injury severity.

Right-angle Turning Crashes



Legend

- Town Boundary
- Major Roadway
- Local Roadway
- Railroad
- Park and Open Space
- Water
- More Crashes
- Less Crashes

SIDEWALK INVENTORY AND ANALYSIS

UNDERSTANDING WALKABILITY

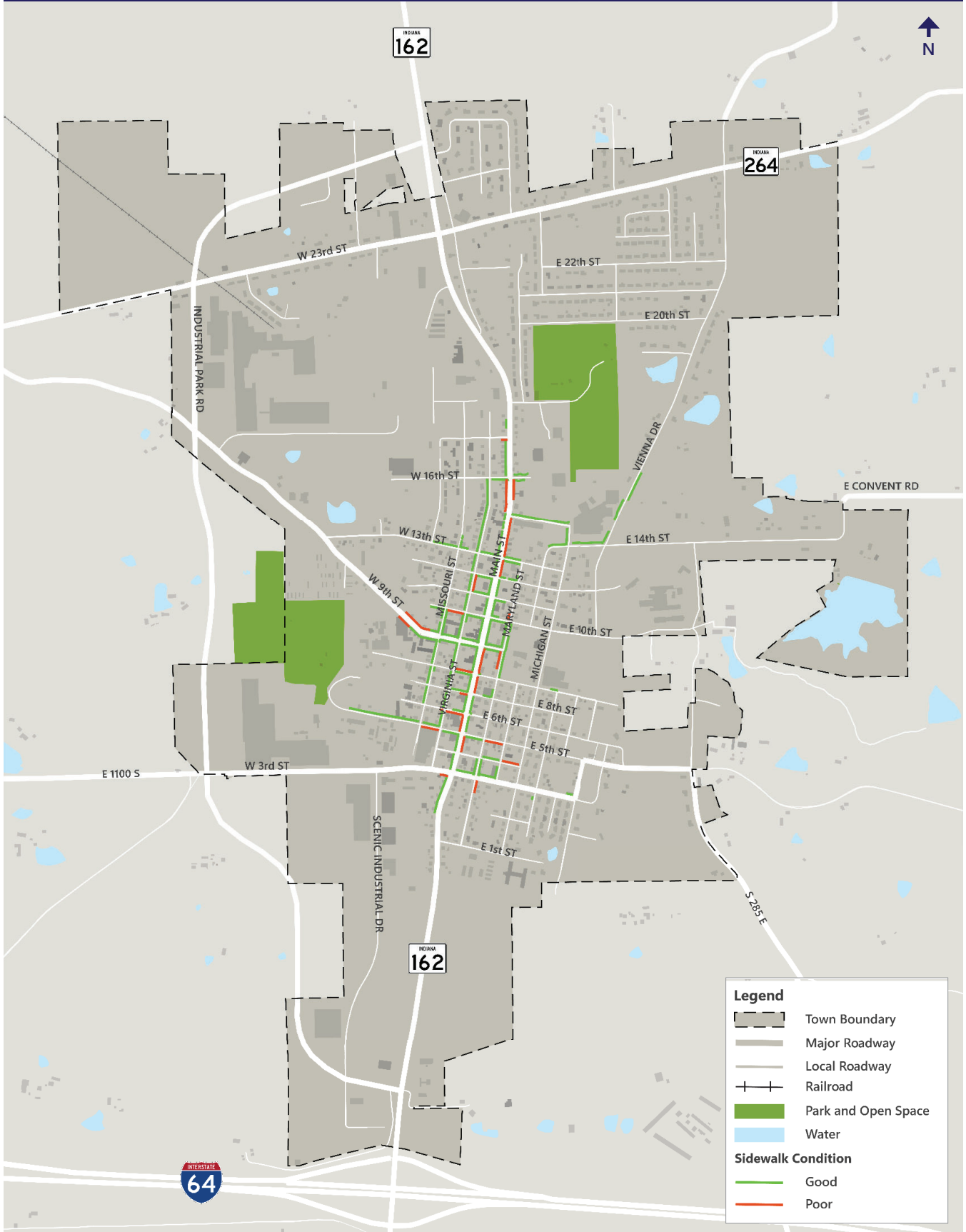
The sidewalk network in Ferdinand is limited, spanning just under five miles. As part of the planning process, the project team documented where infrastructure existed and evaluated its condition and its level of compliance with Americans with Disabilities Act (ADA) requirements.

SIDEWALK CONDITION

Sidewalk condition was evaluated to assess the overall quality and functionality of the town's existing pedestrian infrastructure, with segments classified as 'good' or 'poor.' It is important to note that a significant portion of the town's roadway network does not include sidewalks. Where sidewalks are present, the majority (80.7% of the total mileage) are in good condition. Notable examples include most segments along SR 162, Virginia Street, and surrounding Forest Park High School and the Ferdinand Sports Park. Less than a mile (19.3%) of Ferdinand's sidewalk network is in poor condition. These sidewalk segments are concentrated along SR 162 between 13th Street and 16th Street, as well as select segments between 7th Street and 9th Street. No sidewalks within the town were identified as being in failed condition, indicating that, while targeted improvements are needed, there are no locations requiring immediate reconstruction.



Sidewalk Condition



Legend

- Town Boundary
- Major Roadway
- Local Roadway
- Railroad
- Park and Open Space
- Water

Sidewalk Condition

- Good
- Poor

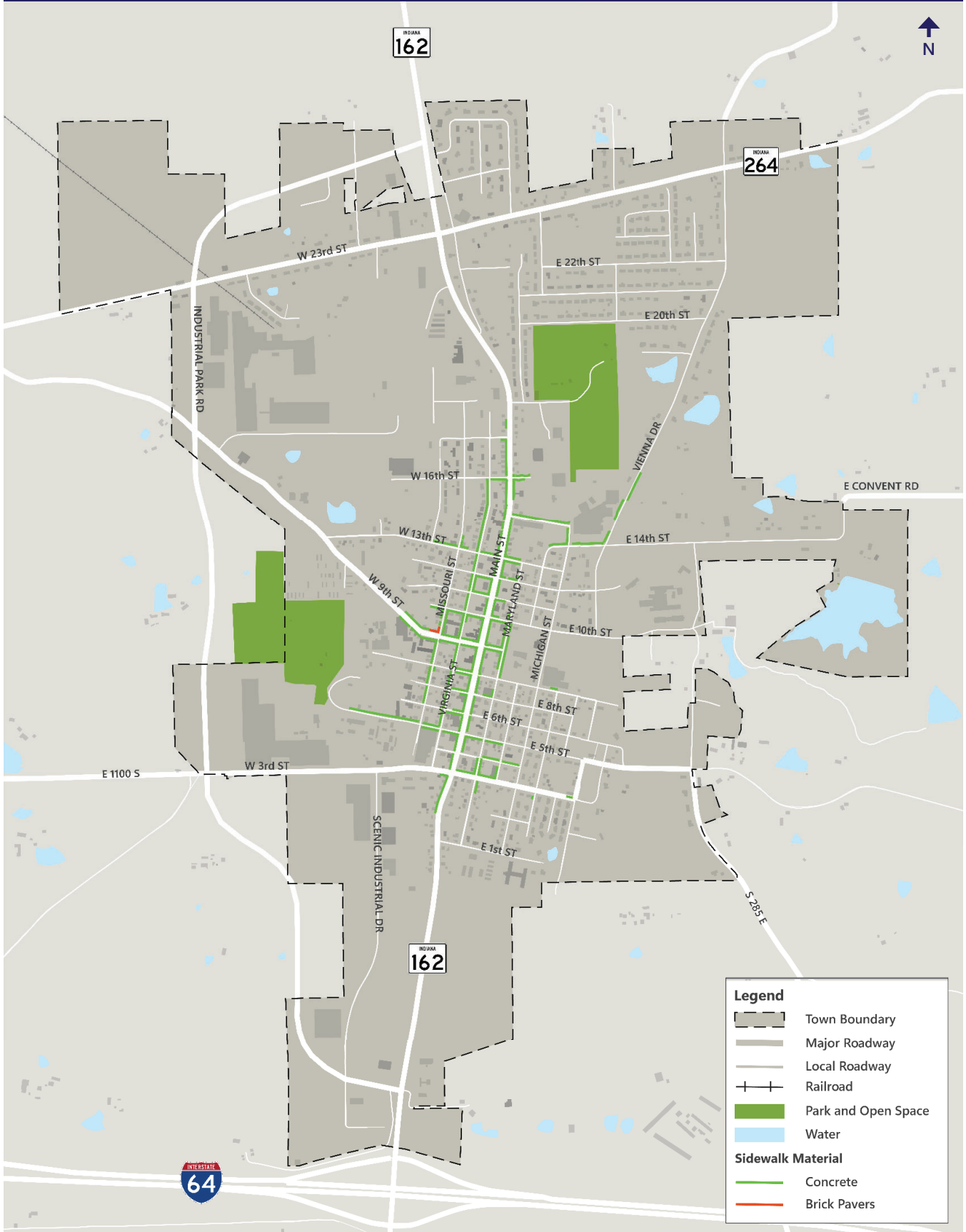
SIDEWALK MATERIAL

Sidewalk material was evaluated to further understand how the town's pedestrian network has been constructed over time. Of the existing sidewalks, more than 95% are made of concrete, reflecting its widespread use as the standard sidewalk material. The remaining sidewalks are composed of brick pavers, which are limited to a single location at the northwest corner of 9th Street and Missouri Street. This concentration highlights the town's general reliance on concrete with brick pavers used selectively as a design or placemaking feature.

Concrete sidewalks offer several advantages, including durability, low maintenance requirements, and cost-effective installation over large areas. They provide a smooth, consistent walking surface that meets accessibility standards and performs well under regular pedestrian use and freeze-thaw cycles. However, concrete can crack over time and repairs often require full panel replacement, which can be visually noticeable and disruptive.

Brick paver sidewalks, by contrast, offer aesthetic appeal and can enhance the character of key areas such as a downtown or other key gateways. On the downside, brick pavers typically have higher initial installation costs, require more ongoing maintenance to prevent settling or uneven surfaces, and may pose accessibility challenges if not properly installed and maintained. As a result, brick pavers are often best suited for limited, high-visibility areas, while concrete remains the most practical choice for broader sidewalk networks.

Sidewalk Material



SIDEWALK ADA COMPLIANCE

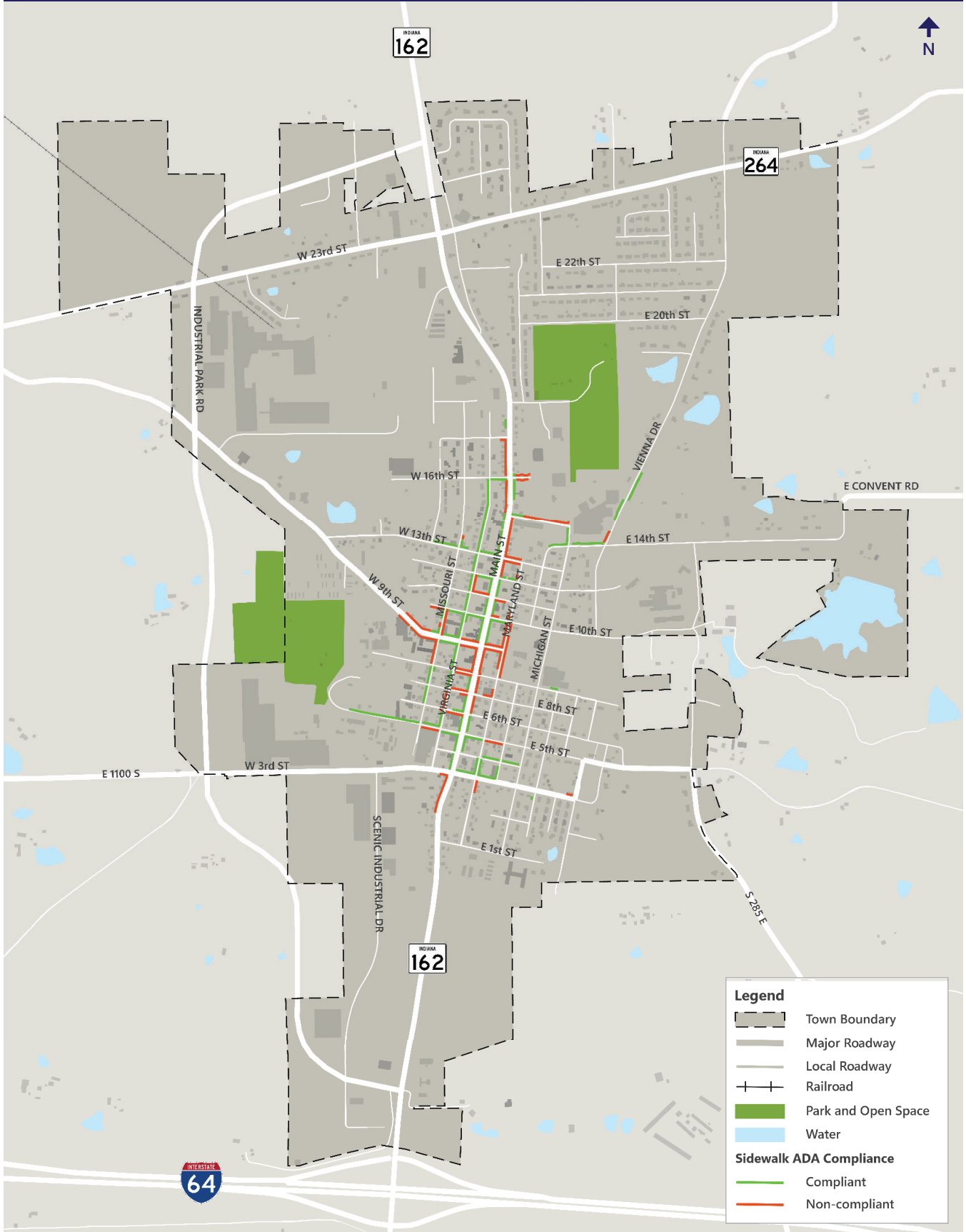
ADA sidewalk requirements are intended to ensure safe and equal access for all users, including individuals with disabilities. These standards require a minimum width of 36 inches with an optimal width of 48 to 60 inches to allow for passing. Standards also call for the following:

- + firm, stable, and slip-resistant walking surfaces,
- + gentle slopes with longitudinal grades under 5% and cross-slopes under 2%,
- + and the use of detectable warning surfaces at curb ramps.

Approximately half of the town's existing sidewalks meet current ADA standards. Most ADA-compliant sidewalks are in the heart of the community along SR 162 and connecting streets. A particularly notable cluster of ADA-compliant sidewalks can be found from 9th Street to 16th Street. Non-ADA-compliant sidewalks, on the other hand, are concentrated along SR 162 between 6th Street and 9th Street, as well as portions of Maryland Street. These areas represent priority locations for future sidewalk upgrades.

The sidewalk segments identified as non-compliant do not meet one or more of the criterion identified above. Since the condition of sidewalks varies, Ferdinand will have to evaluate each segment separately as the Town strive towards a fully accessible network. In many cases, the width and/or slope of the sidewalk may not align with established standards, making pathways challenging for some individuals to navigate. Ferdinand's topography changes significantly throughout the community, from flat farmland to steep slopes. While the Town may not be able to improve the slope in all areas, Ferdinand could create and promote alternative routes to enhance connectivity.

Sidewalk ADA Compliance



RAMP ADA COMPLIANCE

ADA compliance for curb ramps requires adherence to established design standards related to slope, width, surface conditions, and supporting features to ensure safe and convenient access for all individuals, especially those with mobility aids. According to these standards, curb ramps at street crossings should have the following:

- + a maximum running slope of 8.33% (1:12),
- + a minimum clear width of 36 inches,
- + firm and stable surfaces,
- + and level landings to support safe maneuvering.

The project team assessed curb ramps in Ferdinand, determining whether ramps were present at intersections throughout the community and whether they appeared to meet ADA standards. Nearly all intersections along SR 162 featured compliant ramps, with some exceptions on the east side of the street. Most intersections along Missouri Street and Virginia Street had curb ramps, although many failed to meet ADA standards. The further an intersection was from SR 162, the less likely it was to have curb ramps. The lack of ADA-compliant ramps outside of the community's main corridor is a significant barrier to connectivity, especially for seniors, individuals with disabilities, and families with young children. These stakeholders, often relying on a cane, walker, wheelchair, scooter, or stroller, may need gently sloping ramps to cross local streets.

Ramp ADA Compliance



EXISTING PLANS, PROGRAMS, AND POLICIES

BUILDING ON RECENT SUCCESS

The following section, which looks at past plans, programs, and policies related to transportation in Ferdinand, reveals a commitment to a safe, multimodal system. There is clear interest in cultivating a culture of walking and biking, and an opportunity to build on recent success.

EXISTING PLANS

Flourishing Ferdinand Comprehensive Plan (2025)

The Town's Comprehensive Plan establishes a commitment to fostering active transportation, which refers to modes of transportation powered by human movement, such as walking and biking. The Plan highlights the benefits associated with active transportation, including improvements to mental and physical health, access to outdoor recreation, reduction in car crashes, and greater safety for all walkers, bikers, and drivers. To encourage active transportation, the Plan acknowledges the need for a well-connected sidewalk network, highly visible crosswalks, bike lanes that are separated from vehicle-travel lanes, and off-road walking and biking paths.

Pertinent recommendations from the Plan include the following:

- + Adopt a new Transportation Asset Management Plan.
- + Expand the internal trails and sidewalks system by linking to neighborhoods and commercial areas along key corridors.
- + Connect Ferdinand to the regional trail system by implementing connections identified in the Dubois County Bike and Pedestrian Master Plan.
- + Enable safe walking and biking to in-town schools through infrastructure improvements and programming in partnership with Southeast Dubois County School Corporation.

ADA Transition Plan (2024)

To ensure accessibility within Ferdinand, the Town developed an ADA Transition Plan. This Plan designates an ADA Coordinator, outlines the community's grievance procedure, and evaluates the condition of curb ramps and sidewalks. Each year, the Town Council commits at least \$29,000 toward its Sidewalk/Curb Replacement Program, specifically to address ADA remediation. At the current pace, the Town Council anticipates that sidewalk remediation will be completed by 2030.

Town of Ferdinand Walk Audit (2018)

In coordination with Purdue Extension, community members conducted a walk audit that originated at the Tri-County YMCA. Participants split into four groups and recorded their observations. Through this process, community members identified priority pedestrian connectivity and safety improvements. Major concerns were noted along SR 162 from 23rd Street to 16th Street. Sidewalks in this area are either nonexistent or in need of repair, making it difficult to access businesses, such as Dollar General, Holiday Foods, and Casey's. Residents have already worn a "desire path" in the grass in front of Dollar General, indicating the need for more permanent infrastructure. Connectivity between community facilities, including the schools and YMCA, is also lacking. There is a need for sidewalks along Vienna Drive and Michigan Street, safe crossings, and wayfinding signage to connect bicyclists and pedestrians to these amenities.

DuBois County Bike & Pedestrian Master Plan (2021)

Rooted in a commitment to improve the health of residents, the Bike and Pedestrian Master Plan is intended to increase accessibility and usership of the county's bike and pedestrian networks. The planning process involved an assessment of existing infrastructure and perceptions toward walking and cycling, followed by the development of routes, connections, and destinations for DuBois County.

During public engagement, most participants rated walking conditions in the county as "poor" or "fair," while biking conditions were generally considered "good" or "fair." Residents expressed strong interest in expanding multi-use trails and sidewalks.

Key recommendations include developing shared-use paths across the county. Most notably, the Plan outlines a proposed rail-to-trail connection between Ferdinand and Huntingburg. Alternatively, a more cost-effective option would involve installing on-street bike and pedestrian infrastructure along South Ferdinand Road NW and W 700 S to connect the two communities. The Plan also proposes a shared-use path linking Ferdinand to the Ferdinand State Forest.

EXISTING PROGRAMS

Sidewalk/Curb Replacement Program

As part of its commitment to accessibility, the Town of Ferdinand allocates at least \$29,000 annually to its Sidewalk/Curb Replacement Program, specifically to address ADA remediation. Projects are completed in order of priority per the ADA Transition Plan. In addition to ensuring ADA compliance, the Sidewalk/Curb Replacement Program is leveraged to replace non-priority, aging sidewalks throughout the community. As part of a 50/50 match requirement, property owners are asked to contribute half of the cost toward a new sidewalk with the Town covering the remaining half. The demolition cost for the old sidewalk is covered by the Town.

School Programs

Ferdinand Elementary School is taking steps to foster active lifestyles among students and families. During the warmer months, the school hosts a Walk to School Program on first Wednesdays. Departing from the YMCA, students and families are escorted to the elementary school with police protection. Each month, about 100 children participate.

Community Events

The Town of Ferdinand and its community organizations host events throughout the year that encourage residents to walk, run, and bike. These lively events bring neighbors together, supporting community-wide physical and mental health. Events are listed below:

- + Color Fun Run
- + Ferdinand Heimatfest 5K Run/Walk
- + Ferdinand Walktoberfest
- + Tri-County YMCA Monster Dash 5K Run/Walk

EXISTING STANDARDS AND REGULATIONS

Street Design Standards

The Town of Ferdinand's Street Design Standards regulate the design and construction of streets, including their arrangement, character, extent, width, grade, and material. There is no mention of sidewalks within these standards, which presents an opportunity to outline expectations for their inclusion, ensuring connectivity and consistency in design.

Subdivision Control Ordinance

The Subdivision Control Ordinance, part of Ferdinand's Zoning Ordinance, regulates the subdivision of land. An important function of subdivision control is to ensure that streets within subdivisions coordinate with other existing or planned streets. Although sidewalks are not mentioned within these regulations, there is an opportunity to require the development of sidewalks in new residential subdivisions. This practice has become commonplace for communities across Indiana.



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CHAPTER

5

ACTION PLAN



A FRAMEWORK FOR VISION ZERO

RECOMMENDATIONS FOR FERDINAND

The Action Plan is the heart of this document, and home to the Plan's recommendations. Organized within a five Es framework, this chapter outlines goals and strategies for the Town of Ferdinand, each of which takes the form of a project, program, or policy. A comprehensive list of projects, in order of priority, rounds out the chapter, along with a summary of policy and program changes.

THE FIVE ES

The five Es—Engineering, Education, Encouragement, Enforcement, and Evaluation—represent a comprehensive, multi-disciplinary framework for transportation planning. This long-revered approach provides the organizational structure for the Plan's targeted interventions. The purpose and intent of each of the five Es is briefly described to the right.



ENGINEERING

Purpose and Intent

Invest in the design and construction of physical improvements to the transportation network to make Ferdinand's roads safer and more functional.



EDUCATION

Purpose and Intent

Teach roadway users about safety rules and best practices for navigating the transportation network in Ferdinand.



ENCOURAGEMENT

Purpose and Intent

Promote active transportation, such as walking and biking, as an alternative to short trips by car.



ENFORCEMENT

Purpose and Intent

Support the Ferdinand Police Department as they continue to enforce traffic laws and address unsafe behaviors.



EVALUATION

Purpose and Intent

Revisit the Comprehensive Safety Action Plan annually to review implementation progress and reevaluate priorities.

GOALS AND STRATEGIES

OUR COMMITMENT TO SAFETY



ENGINEERING

GOAL #1: Reduce conflicts at intersections to ensure safety and functionality for all users.

Most crashes in Ferdinand occur at intersections and access points, where the pathways of motorists, pedestrians, and cyclists cross. Reducing conflicts at these critical sites is fundamental to eliminating roadway fatalities and injuries in the community. Supporting strategies to reduce collisions focus on improving visibility at intersections, consolidating and reconfiguring access points, and further analyzing traffic counts and intersection capacity to make informed, data-driven decisions. In coordination with the Indiana Department of Transportation (INDOT), the Town should also explore context-sensitive traffic calming measures to help restore SR 162 to its historic, pedestrian-friendly character, balancing mobility with safety and community livability.

RECOMMENDED STRATEGIES

#	Strategy	Type
1.1	Improve visibility at key intersections by managing vegetation and resolving parking issues. For example, see the Vienna Drive and 14th Street project on page 69.	Project
1.2	Coordinate with the Indiana Department of Transportation (INDOT) and property owners to reconfigure and combine access points along SR 162. For example, see the SR 162 and Commercial Access project on page 72.	Project
1.3	Obtain updated traffic counts along SR 162 and analyze data to better understand the types (cars vs. trucks), distribution, and quantity of traffic passing through Ferdinand.	Program
1.4	Coordinate with INDOT to identify appropriate traffic calming projects for SR 162 to restore the corridor to its historic, pedestrian-friendly state. For example, see the SR 162 & Downtown Crosswalks project on page 71.	Project
1.5	Evaluate the feasibility of reconfiguring travel lanes on SR 162 at 9th Street to incorporate a center turn lane, weighing the safety benefits of a road diet against the potential impact on downtown parking.	Project

ENGINEERING CONTINUED

GOAL #2: Expand the bicycle and pedestrian network to support active lifestyles, reduce reliance on personal vehicles for in-town trips, and mitigate traffic congestion at peak times.

When asked what was needed to encourage a culture of walking and biking in Ferdinand, community members stressed the need for infrastructure improvements. “If you build it, they will come,” replied a stakeholder during one of the Plan’s focus group discussions. By investing in the bicycle and pedestrian network, Ferdinand can promote active lifestyles, reduce in-town trips by car, and ease congestion during peak travel times. Supporting strategies emphasize both maintenance and strategic expansion of infrastructure, including continued investment through the local sidewalk program and the development of a path to Old Town Lake. The Town should also enhance preferred routes to school, prioritizing safety improvements that make walking and biking more accessible for students and families. Finally, by updating the Town’s Street Design Standards and Subdivision Control Ordinance, the Town can set expectations for the incorporation of sidewalks within new development, ensuring that future growth contributes to a more connected, walkable community.

RECOMMENDED STRATEGIES		
#	Strategy	Type
2.1	Leverage the local sidewalk program to fund the maintenance and extension of the sidewalk network, while ensuring compliance with Americans with Disabilities Act (ADA) requirements. For example, see the Michigan Street project on page 77.	Project
2.2	Identify preferred routes to school in Ferdinand and invest in safety improvements to make these routes more accessible for pedestrians and bicyclists.	Project
2.3	Develop a multi-use trail along East 14th Street to connect downtown Ferdinand and surrounding neighborhoods to Old Town Lake. See project details on page 75.	Project
2.4	Update Ferdinand’s Street Design Standards to outline expectations for sidewalks, such as appropriate location, connection to the existing bicycle and pedestrian network, and design.	Policy
2.5	Update Ferdinand’s Subdivision Control Ordinance to require sidewalks in new residential neighborhoods.	Policy

ENGINEERING CONTINUED

GOAL #3: Enhance bicycle and pedestrian access to downtown Ferdinand by improving lighting, signage, and crossings along SR 162.

As the heart of the community, it is critical to ensure pedestrian and cyclist access to downtown Ferdinand. Since SR 162 serves as both a primary vehicular route and Ferdinand’s Main Street, it can be a challenge to balance mobility with pedestrian safety. Supporting strategies prioritize measures that calm traffic and create safer crossing opportunities. Updating southbound signage will encourage gradual speed reduction as drivers enter town, reinforcing Ferdinand’s pedestrian-oriented character. Consolidating and upgrading crossings to signalized crosswalks will reduce conflicts between vehicles and pedestrians by providing clearer, more predictable crossing points. In addition, identifying poorly lit segments of SR 162 and installing new streetlights will provide nighttime visibility, enhancing comfort and safety for all users.

RECOMMENDED STRATEGIES		
#	Strategy	Type
3.1	Update signage along SR 162 southbound to encourage a gradual speed reduction for vehicles entering the community. See project details on page 67.	Project
3.2	Consolidate crossings along SR 162, replacing centralized crossings with signalized crosswalks to enhance pedestrian access and reduce conflicts with vehicles. See project details on page 71.	Project
3.3	Identify areas along SR 162 where lighting is poor at night and install streetlights to enhance visibility.	Project



EDUCATION

GOAL #1: Educate youth about relevant transportation safety concerns based on age.

Ferdinand has an opportunity to prepare its youth to safely navigate the transportation system by providing education on age-specific risks. Supporting strategies focus on proactive, hands-on learning, including school safety assemblies with topics tailored to each grade level—from pedestrian and cyclist safety for younger students to distracted and impaired driving awareness for teens. The development of a regional “Safety Town” would provide an interactive environment where children can practice real-world traffic scenarios in a controlled setting. In addition, evaluating the need for driver education within the high school curriculum would help ensure young drivers are equipped with the knowledge and skills needed to make responsible decisions behind the wheel.

RECOMMENDED STRATEGIES

#	Strategy	Type
1.1	Host annual safety assemblies at schools with topics tailored to each grade level.	Program
1.2	Consider developing a Safety Town program to serve Ferdinand and the broader region.	Program
1.3	Consider the need to offer driver education as part of the high school curriculum.	Program

EDUCATION CONTINUED

GOAL #2: Launch a Share the Road campaign to remind motorists, bicyclists, and pedestrians of best practices for navigating multi-use roadways.

To foster mutual awareness, respect, and accountability among motorists, bicyclists, and pedestrians using Ferdinand’s roadways, there is a need for a “Share the Road” campaign. Supporting strategies focus on assembling a task force to champion the campaign, as well as clearly defining and promoting safe practices for each user group. For motorists, this includes encouraging drivers to maintain appropriate passing distances, yield to crosswalks, and remain alert to non-motorized users. Meanwhile, pedestrians and cyclists should be reminded to use designated crossings, use hand signaling, wear light colors to maximize visibility at night, and obey all road signs and traffic lights. By developing coordinated marketing materials, including press releases, social media content, mailers, and flyers, the Town can reinforce consistent safety messaging and build a shared understanding of roadway expectations.

RECOMMENDED STRATEGIES		
#	Strategy	Type
2.1	Assemble a task force to champion a local Share the Road campaign.	Program
2.2	Identify safe practices for motorists, bicyclists, and pedestrians, and promote these practices through the creation and distribution of marketing materials, such as press releases for the local newspaper, social media posts, mailers, and flyers.	Program



ENCOURAGEMENT

GOAL #1: Leverage community events and programs to encourage walking and biking.

Building on the success of events like the Ferdinand Walktoberfest and Heimatfest 5K Run/Walk, there is an opportunity to further leverage community programming to promote walking and biking as safe, accessible, and enjoyable forms of transportation. Supporting strategies emphasize both encouragement and practical support. For example, with the help of a sponsor, the Town of Ferdinand could host a giveaway of children’s bikes and helmets during Walktoberfest, celebrating active transportation while assisting families in need. At other events and festivals, Ferdinand could offer volunteer-monitored bike parking, making biking a more convenient and secure option. Additionally, launching a family-friendly walking club would encourage regular physical activity and strengthen social connections, reinforcing a culture that values active lifestyles and multimodal mobility.

RECOMMENDED STRATEGIES		
#	Strategy	Type
1.1	Recruit a sponsor to support the giveaway of children’s bikes and helmets as part of Walktoberfest to celebrate active transportation and support families in need.	Program
1.2	Offer volunteer-monitored bike parking to encourage residents to bike to community events and festivals.	Program
1.3	Launch a family-friendly walking club to encourage physical fitness and social connectivity.	Program

ENCOURAGEMENT CONTINUED

GOAL #2: Make walking and biking the preferred choice for daily tasks within Ferdinand.

Over 98% of residents surveyed rely on a personal vehicle to get around Ferdinand, even for short trips to the town’s parks, restaurants, retail stores, and community facilities. Only 22% report that they walk and only 5% bike as a daily mode of transportation. Similarly, when commuting to work or school, most residents rely on a personal vehicle. This goal seeks to challenge the status quo by making walking and biking the preferred option for daily tasks in Ferdinand.

Supporting strategies focus on ensuring that essential destinations are equipped with secure bike racks, making active transportation a practical choice. By partnering with local businesses to install bike racks, the Town can further expand this network of supportive amenities and signal that cyclists are welcome customers. Additionally, sharing the individual health, financial, and environmental benefits of active trips to school can help normalize walking and biking for families, encouraging children to travel safely and independently from a young age.

RECOMMENDED STRATEGIES		
#	Strategy	Type
2.1	Ensure bike racks are available at all community facilities, such as town hall, the library, post office, YMCA, and schools.	Project
2.2	Partner with local businesses to install bike racks as an amenity for customers.	Program
2.3	Share the individual and community benefits of active trips to school across media platforms to encourage families to walk, bike, or roll to school safely.	Program



ENFORCEMENT

GOAL #1: Maintain a safe environment for all roadway users by targeting speeding and illegal passing on SR 162 and other major corridors.

When asked what contributes to crashes in Ferdinand, approximately 33% of residents surveyed selected “excessive speeding” and 40% selected “violation of traffic laws.” During focus group discussions, it became clear that illegal passing is a common traffic violation, particularly on SR 162. To maintain a safe environment for all roadway users, Ferdinand’s Police Department should target these infractions.

Supporting strategies combine communication with enforcement to encourage voluntary compliance while reinforcing accountability. Alerting residents to speed limit changes before enforcement begins promotes transparency and awareness, helping drivers adjust their behavior. Continued enforcement will encourage speed reductions as vehicles enter and travel through town, ensuring a pedestrian-friendly environment. Additionally, focusing on illegal passing during periods of congestion will reduce risky maneuvers that endanger motorists, bicyclists, and pedestrians alike, contributing to safer and more predictable travel conditions.

RECOMMENDED STRATEGIES		
#	Strategy	Type
1.1	Alert residents to any changes in speed limits before enforcement begins.	Policy
1.2	Continue to target speeding, enforcing a gradual speed reduction when entering and passing through town.	Policy
1.3	Target illegal passing during periods of traffic congestion.	Policy

ENFORCEMENT CONTINUED

GOAL #2: Reduce conflicts between personal vehicles and semi-trucks in Ferdinand.

Throughout the public engagement process, community members expressed concerns with truck traffic through Ferdinand, particularly on SR 162. Although SR 162 is a major thoroughfare, it is also the heart of this small town. The presence of semi-trucks not only endangers other travelers, but it disrupts the quaint charm of downtown Ferdinand. To reduce conflicts with semi-trucks and preserve community character, supporting strategies focus on coordinating with INDOT and business owners to direct truck traffic to Industrial Park Road. Clear, large-format signage may also be installed before the turnoff for the bypass to divert traffic. These strategies work together to protect drivers, improve roadway safety, and support the efficient movement of freight.

RECOMMENDED STRATEGIES

#	Strategy	Type
2.1	Coordinate with INDOT to encourage use of Industrial Park Road as a truck route, exploring the possible restriction of through truck traffic on SR 162.	Program
2.2	Encourage local business owners to promote the designated truck route for deliveries and pick up.	Program
2.3	With INDOT approval, install signage to direct semi-trucks toward Industrial Park Road before the turnoff for the bypass.	Project



EVALUATION

GOAL #1: Ensure accountability by measuring effectiveness and progress.

To ensure accountability, the Town of Ferdinand should systematically measure progress toward Vision Zero. This can be accomplished by tracking the implementation of the strategies and projects outlined in this Plan, while also reviewing outputs and outcomes. Outputs are the tangible, direct results of the projects, programs, and policies that the community implements. Measurable outputs may include the number of students who attended a school safety assembly, the number of bikes parked at a local festival, or the miles of sidewalk connections constructed in the last year. Outcomes refer to the final impact or value added from the community's efforts. Measurable outcomes may include crash rates or the number of roadways fatalities and serious injuries. For full transparency, an annual progress report should be published to communicate results and guide future decision-making.

RECOMMENDED STRATEGIES		
#	Strategy	Type
1.1	Track implementation of the strategies and projects outlined in the Plan.	Program
1.2	Collect and analyze data to determine if implemented strategies and projects are achieving their intended effect.	Program
1.3	Issue a public input survey to determine whether attitudes and behaviors change as strategies and projects are implemented.	Program
1.4	Publish an annual progress report.	Program

EVALUATION CONTINUED

GOAL #2: Maintain the Plan as a living document by reviewing it often and updating it as needed.

The Comprehensive Safety Action Plan is a living document. Ferdinand can keep the Plan relevant by regularly reviewing and updating it to reflect changing community needs. This approach encourages flexibility in project priorities, the ability to seize funding opportunities as they arise, and the use of insights from the annual progress report to make timely updates or addendums. By implementing these strategies, the community ensures that the Plan remains effective and responsive over time.

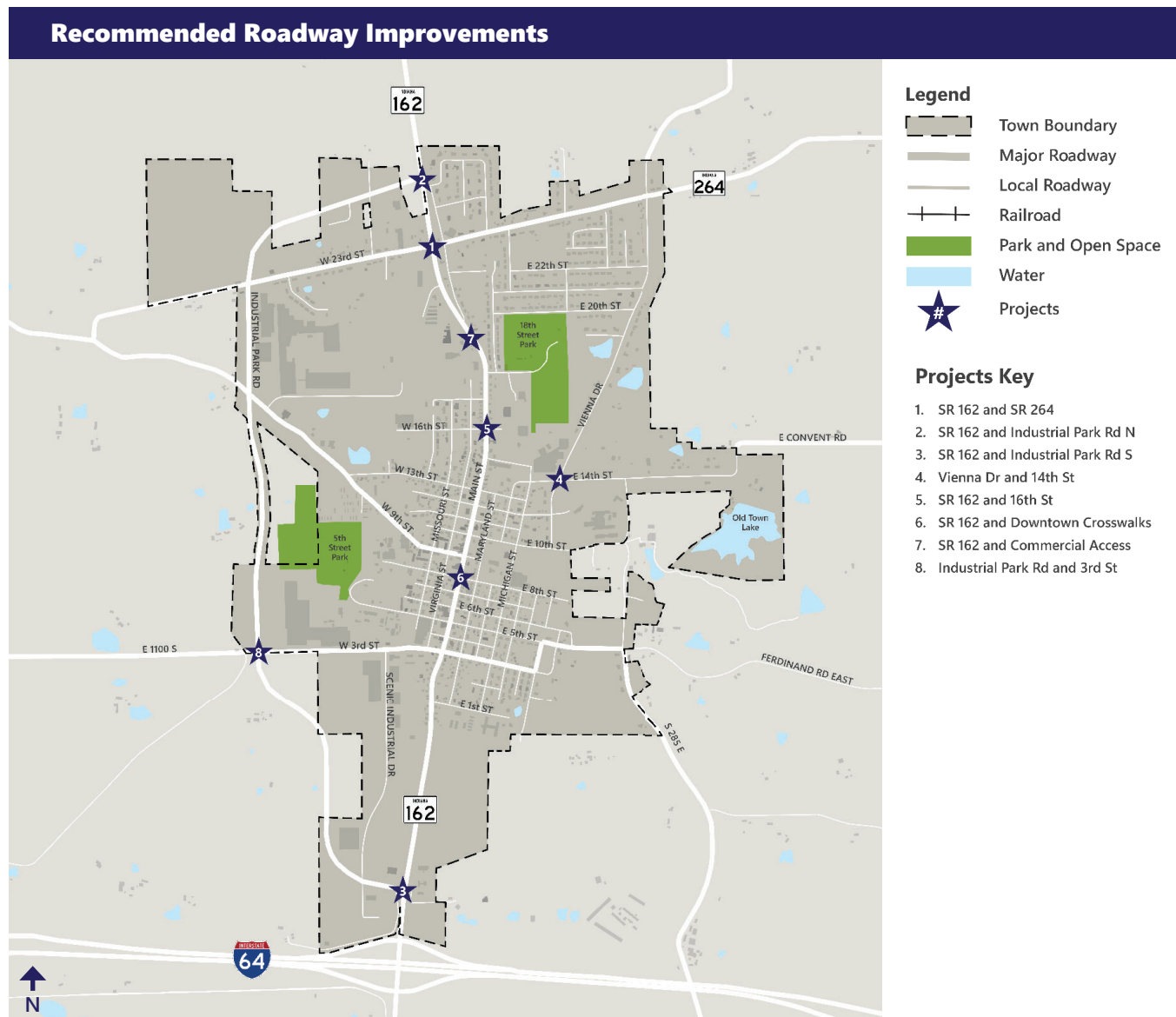
The following section outlines priority projects designed to propel the Town of Ferdinand toward zero roadway deaths and serious injuries by 2045. Projects are separated into two distinct categories: Recommended Roadway Improvements and Recommended Pedestrian Connections. The former captures enhancements to traffic lanes, intersections, crossings, and signage to make roadways safer for all users. The later outlines proposed sidewalk and trail connections geared toward pedestrians and cyclists. Within each category, projects are listed in order of priority, as determined by the Safety Committee and Town staff. The implementation of roadway improvements and pedestrian connections is essential to developing a comprehensive, interconnected transportation system.

RECOMMENDED STRATEGIES		
#	Strategy	Type
2.1	Accept that project priorities may shift over time as community needs change.	Program
2.2	Remain flexible and leverage funding opportunities as they arise.	Program
2.3	Based on the findings of the annual progress report, consider the need for updates or addendums to strengthen the Comprehensive Safety Action Plan.	Policy

PRIORITY PROJECTS

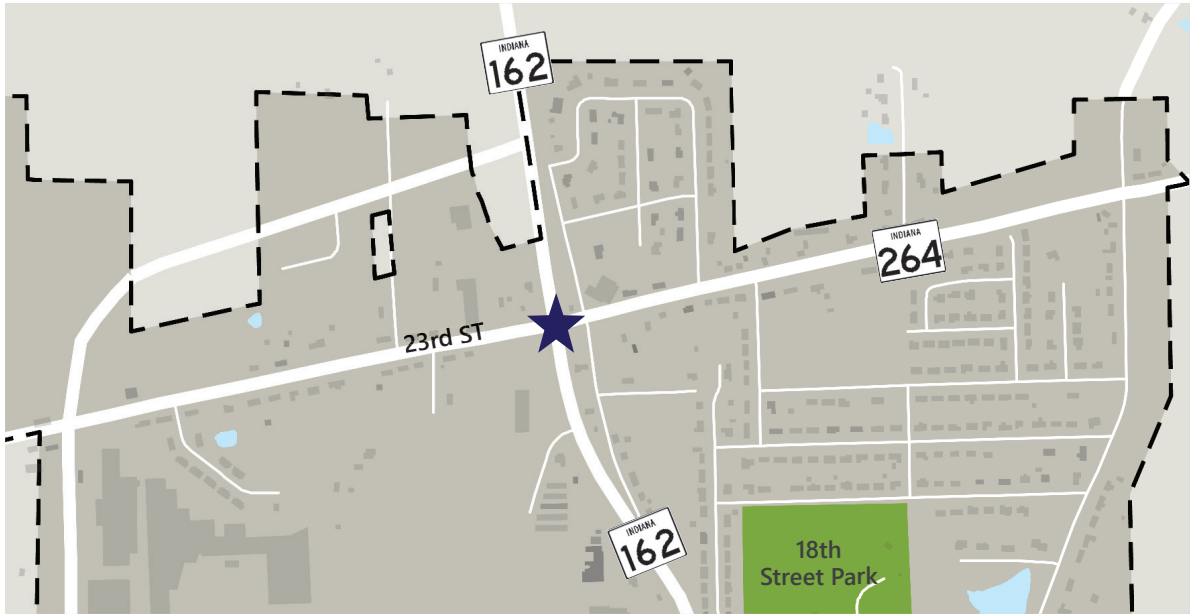
ROADWAY IMPROVEMENTS

The following section outlines priority projects designed to propel the Town of Ferdinand toward zero roadway deaths and serious injuries by 2045. Projects are separated into two distinct categories: Recommended Roadway Improvements and Recommended Pedestrian Connections. The former captures enhancements to traffic lanes, intersections, crossings, and signage to make roadways safer for all users. The latter outlines proposed sidewalk and trail connections geared toward pedestrians and cyclists. Within each category, projects are listed in order of priority, as determined by the Safety Committee and Town staff. The implementation of roadway improvements and pedestrian connections is essential to developing a comprehensive, interconnected transportation system.



PROJECT 1 SR 162 AND SR 264 (23RD STREET)

Project Map



Project Need

Hazards at this intersection include illegal passing and failure to yield right-of-way. Illegal passing occurs when southbound traffic on SR 162 uses the right-turn lane to pass left-turning vehicles waiting in the through/left-turn lane. Due to the intersection's wide geometry and excessive delay for vehicles on SR 264/23rd Street, failure to yield occurs when turning vehicles from SR 264 proceed without yielding to free-flowing traffic on SR 162 and to traffic on the opposing leg of 23rd Street.

Project Description

Coordinate with INDOT to determine whether a traffic control signal is needed to clearly delineate who has right-of-way, slow traffic coming into town, and reduce the severity of crashes.

Next Steps

- + Collect traffic counts at the intersection, gathering data on the number, speed, and type of vehicles or pedestrians using the intersection.
- + Conduct signal warrant and capacity analyses at the intersection to determine whether suggested improvements are warranted and ensure that traffic mobility is not decreased to unsatisfactory levels.

A **Road Safety Audit** was conducted for this intersection. Field notes can be found on page 113 of the Appendix.

PROJECT 2 SR 162 AND INDUSTRIAL PARK ROAD NORTH

Project Map



Project Need

Turning crashes are common at this intersection. Vehicles attempting to turn left from Industrial Park Road may struggle to find a gap in the high-speed, high-volume traffic, leading to crashes.

Project Description

Coordinate with INDOT to shift speed limit signs north and add an advanced intersection warning sign on southbound SR 162 to slow vehicles entering Ferdinand.

Next Steps

- + Collect traffic data from INDOT's radar speed sign.
- + Collect traffic counts at the intersection and areas along SR 162 to better understand the speeds at which vehicles travel.
- + Coordinate with INDOT to adjust speed limit signs and install an advanced intersection warning sign along the SR 162 corridor.

PROJECT 3 SR 162 AND INDUSTRIAL PARK ROAD SOUTH

Project Map



Project Need

Turning crashes and rear-end crashes are common at this intersection. Vehicles attempting to turn left often fail to turn safely, instead entering opposing turn lanes. Rear-end crashes occur when vehicles fail to stop in time at red lights and collide with the vehicle in front of them.

Project Description

Coordinate with INDOT on improvements to this intersection. To make the intersection safer for motorists, adjust pavement markings to allow for safer turning movements and manage the access points along the western approach to the intersection. To make the intersection safer for bicyclists and pedestrians, install sidewalks and crosswalks, allowing pedestrians to safely cross to and from businesses on both sides of SR 162. To reduce the risk of turning crashes involving pedestrians, adjust signal phasing to accommodate protected left turns on the east and west approaches to the intersection.

In lieu of these enhancements, the Town and INDOT may also consider the need for a roundabout at this intersection to eliminate severe turning crashes and slow northbound vehicles entering town.

Next Steps

- + Collect traffic counts at the intersection, gathering data on the number, speed, and type of vehicles or pedestrians using the intersection.
- + Conduct a truck turning analysis to determine appropriate stop bar placement.
- + Conduct capacity analysis at the intersection to determine whether suggested improvements are warranted and ensure that traffic mobility is not decreased to unsatisfactory levels.
- + Coordinate with businesses in the area to consolidate and/or relocate existing access points.

A **Road Safety Audit** was conducted for this intersection. Field notes can be found on page 144 of the Appendix.

PROJECT 4

VIENNA DRIVE AND 14TH STREET**Project Map****Project Need**

Hazards at this intersection include backing crashes and failure to yield right-of-way. Backing crashes occur frequently due to the presence of parking spots directly off Vienna Drive and 14th Street. As motorists back out of these spaces, they may collide with vehicles approaching or passing through the intersection. Additionally, motorists on Vienna Drive often fail to yield to vehicles on 14th Street due to two-way stop control and the angle of the roadway.

Project Description

The Town of Ferdinand should implement all-way stop control, if warranted, to clear up right-of-way confusion. On-street parking along the north side of 14th Street and along Vienna Drive north of 14th Street should be removed to mitigate backing crashes. Ferdinand should plan for, and install, sidewalks and crossings at this intersection to enhance pedestrian safety.

Next Steps

- + Collect traffic counts at the intersection, gathering data on the number, speed, and type of vehicles or pedestrians using the intersection.
- + Conduct all-way stop analysis and capacity analysis at the intersection to determine whether all-way stop control is warranted and ensure traffic mobility is not decreased to unsatisfactory levels.
- + When redesigning the intersection, incorporate sidewalk connections and crossings to make the intersection more pedestrian-friendly.
- + When redesigning the intersection, reduce the amount of pavement, add stop bars, and incorporate other pavement markings to improve navigability for motorists.
- + Coordinate with Forest Park Junior-Senior High School to redesign parking areas, creating more parking spaces in lots, if needed, rather than on the street.

A **Road Safety Audit** was conducted for this intersection. Field notes can be found on page 133 of the Appendix.

RECOMMENDED ROADWAY IMPROVEMENTS

PROJECT 5
SR 162 AND 16TH STREET

Project Map



Project Need

This intersection is dangerous for pedestrians. Due to the proximity to the Tri-County YMCA and Ferdinand branch of the Jasper-Dubois County Public Library, this intersection is frequented by pedestrians of all ages, many of whom report that motorists fail to yield at the designated crosswalk.

Project Description

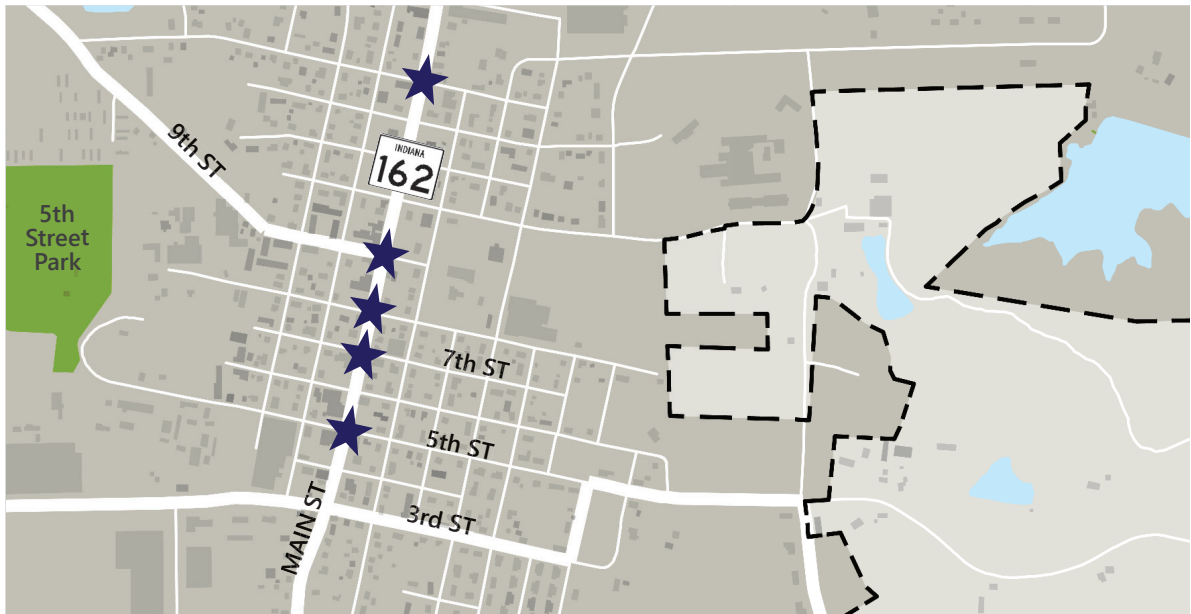
Coordinate with INDOT to install a Pedestrian Hybrid Beacon (PHB) to stop free-flowing traffic on SR 162 and allow pedestrians to cross. If a PHB is not warranted, coordinate with INDOT to install pedestrian-activated Rectangular Rapid Flashing Beacons (RRFBs).

Next Steps

- + Collect pedestrian counts at the intersection to better understand frequency of use.
- + Conduct a Pedestrian Hybrid Beacon (PHB) analysis to determine whether a PHB is warranted.

PROJECT 6 SR 162 AND DOWNTOWN CROSSWALKS

Project Map



Project Need

Along SR 162, from 16th Street to 3rd Street, there are nine crosswalks through downtown Ferdinand. With so many crosswalks within a span of less than a mile, motorists tend to ignore them, failing to yield to pedestrians.

Project Description

Coordinate with INDOT to consolidate crosswalks to the intersections with the most pedestrian traffic. Add pedestrian-activated Rectangular Rapid Flashing Beacons (RRFBs) at these crosswalks. Consider coordinating with INDOT to add curb bump-outs at crosswalk locations to increase visibility and shorten crossing distances for pedestrians.

Next Steps

- ✦ Collect pedestrian counts at downtown crosswalks to determine which crossings are used most frequently throughout downtown Ferdinand.
- ✦ Coordinate with INDOT to enhance select crosswalks with Rectangular Rapid Flashing Beacons (RRFBs) and remove unnecessary crosswalks.

PROJECT 7 SR 162 AND COMMERCIAL ACCESS

Project Map



Project Need

This area is hazardous because vehicles exiting the parking lot at the Country Plaza shopping center fail to yield right-of-way to free-flowing traffic on SR 162, resulting in collisions.

Project Description

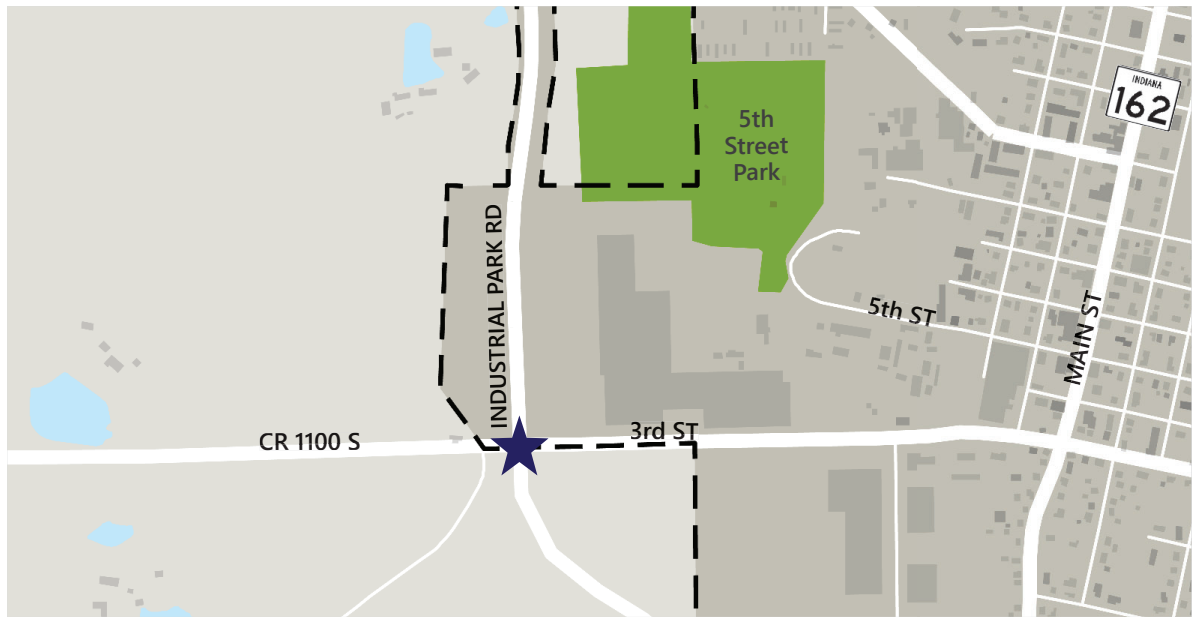
Coordinate with INDOT and the property owners at the Country Plaza shopping center to consolidate parking lot entrances to a single, centralized entrance.

Next Steps

- + Identify property owners at the Country Plaza shopping center.
- + Facilitate a meeting with property owners to discuss the need to consolidate entrances to the commercial parking lot.
- + Coordinate with INDOT to consolidate entrances if/when property owners apply for a driveway permit as part of the redevelopment process.

PROJECT 8 INDUSTRIAL PARK ROAD AND 3RD STREET

Project Map



Project Need

The primary hazard at this intersection is the failure to yield right-of-way. Motorists on 3rd Street fail to yield to free-flowing traffic on Industrial Park Road, resulting in crashes.

Project Description

Following the recent installation of flashing stop signs, the Town of Ferdinand should monitor crashes at this intersection. If the crash rate does not improve, Ferdinand should install stop signs on the north and south approaches of Industrial Park Road for all-way stop control, if warranted. Advanced “Stop Ahead” signs should also be installed on Industrial Park Road to alert drivers. A potential alternative to all-way stop control is the installation of a traffic control signal at the intersection, if warranted.

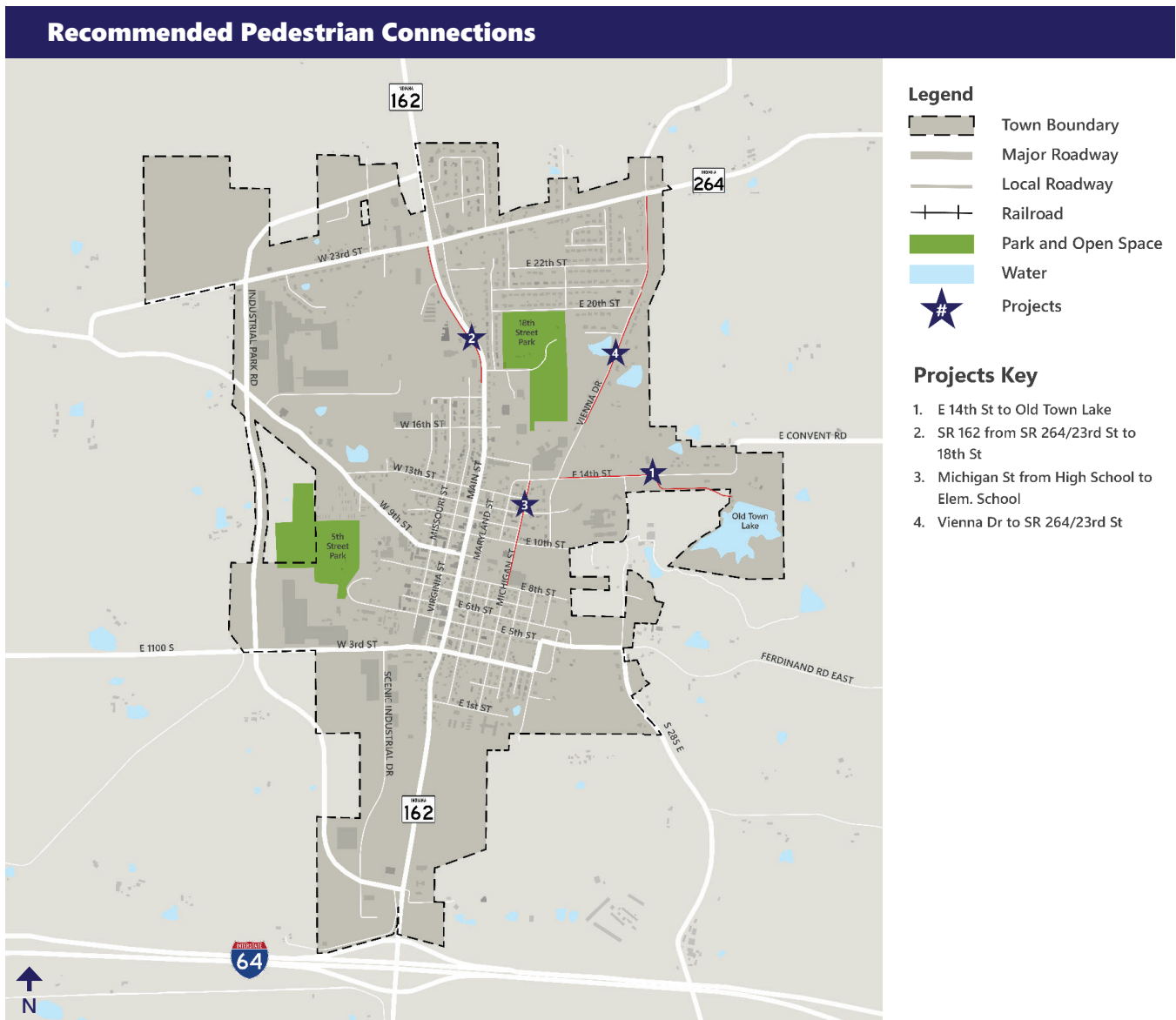
Next Steps

- + Monitor crashes at this intersection to determine whether the hazard has been properly mitigated by the installation of flashing stop signs.
- + If further intervention is needed, begin by collecting traffic counts at the intersection, gathering data on the number, speed, and type of vehicles or pedestrians using the intersection.
- + Conduct capacity analysis to determine whether suggested improvements are warranted and ensure that traffic mobility is not decreased to unsatisfactory levels.

PRIORITY PROJECTS

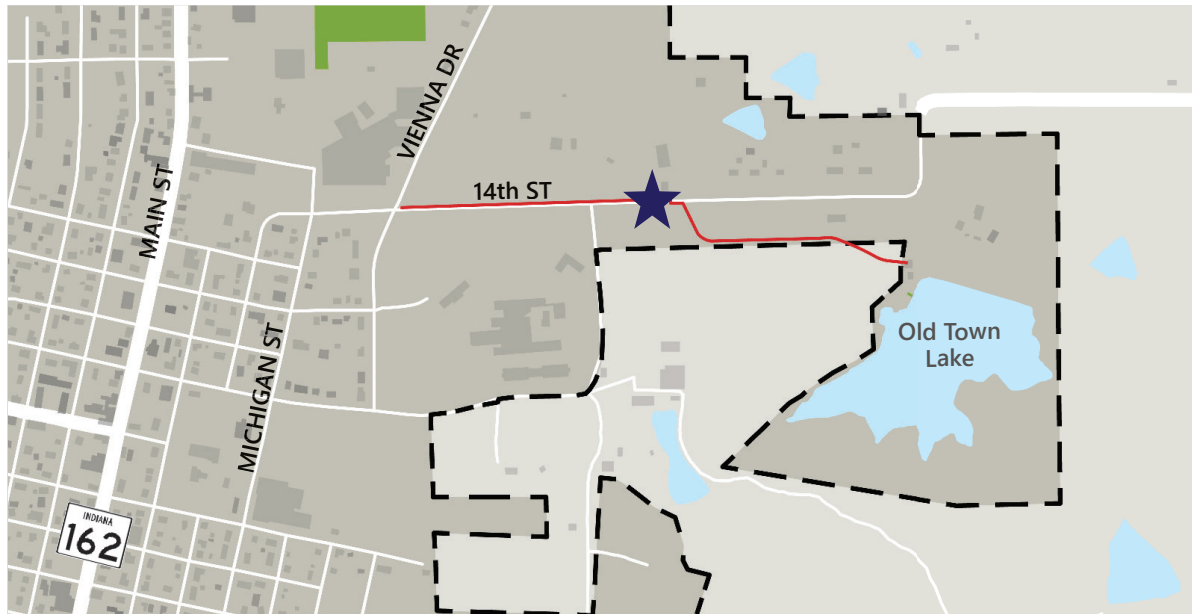
PEDESTRIAN CONNECTIONS

The following projects are considered the highest priority pedestrian connections in Ferdinand; however, this is not a comprehensive list. A map showing the complete proposed network can be found within the appendix on page 83. The Proposed Sidewalk Network Map is intended to be the long-term vision for pedestrian connectivity. The map highlights high, moderate, and low priority segments. Priority is informed by the existing volume of pedestrian traffic along the specified roadway, the popularity of destinations served, and the perceived cost of the proposed connection. The following section provides additional details for the segment identified as high priorities.



PEDESTRIAN PROJECT 1 EAST 14TH STREET TO OLD TOWN LAKE

Project Map



Project Need

Old Town Lake is a popular recreation destination on the east side of Ferdinand. Although a paved trail wraps around the lake, there are no sidewalk connections from the town to the park. Consequently, residents often walk directly along East 14th Street to Old Town Lake. The area's hilly topography, although scenic, leads to poor visibility, putting pedestrians and cyclists at risk of vehicle strikes.

Project Description

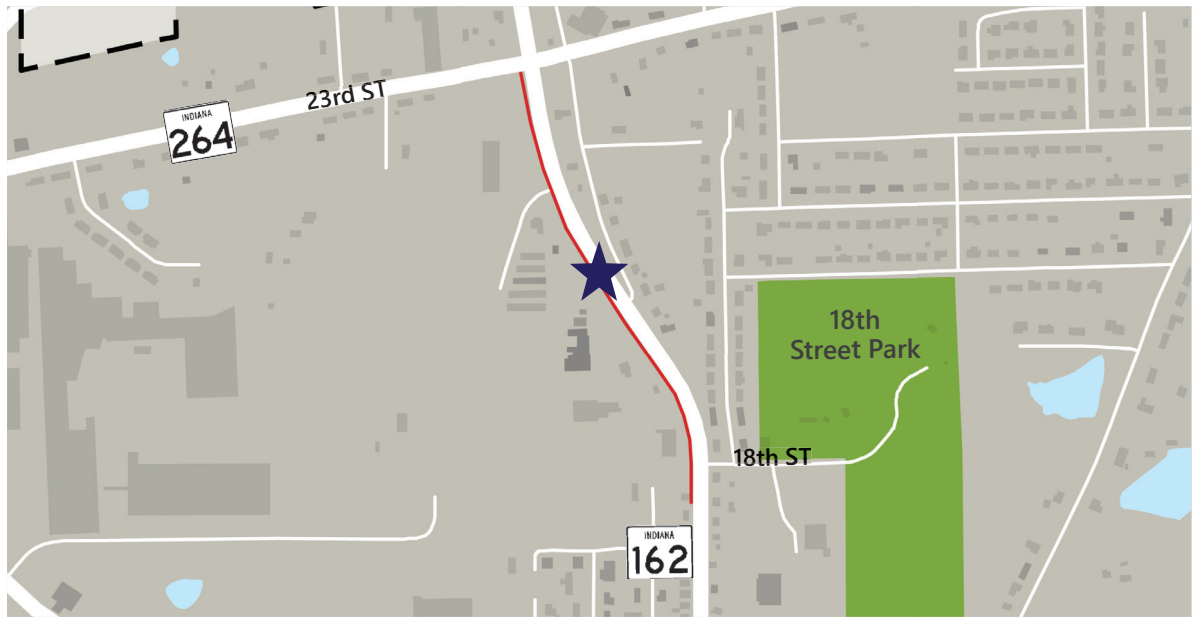
The Town of Ferdinand has already begun planning for a pedestrian connection along East 14th Street to Old Town Lake. Universal Design Associates has supplied the Town with a cost estimate and preliminary design for the proposed connection, which will likely include a sidewalk along East 14th Street, past the Southeast Dubois County School Corporation's baseball field, to the Monastery Immaculate Conception. With an easement from the Sisters of St. Benedict, the Town plans to construct a trail on the Monastery campus to Old Town Lake. Depending on funding, the trail will either be paved or gravel.

Next Steps

- + Obtain an easement from the Sisters of St. Benedict to permit the development of a public trail at the Monastery Immaculate Conception.
- + Apply for grants to help fund the proposed pedestrian connection.
- + Hire a qualified firm to design and construct the proposed pedestrian connection, following any procurement requirements stipulated by the grant.

PEDESTRIAN PROJECT 2 SR 162 FROM SR 264/23RD STREET TO 18TH STREET

Project Map



Project Need

Residents frequently walk along the west side of SR 162 from SR 264/23rd Street to 18th Street to access commercial businesses in the area, including a general store, grocery, hardware store, and restaurants. There is no pedestrian infrastructure to safely accommodate non-vehicular travel, creating an uncomfortable and unsafe environment.

Project Description

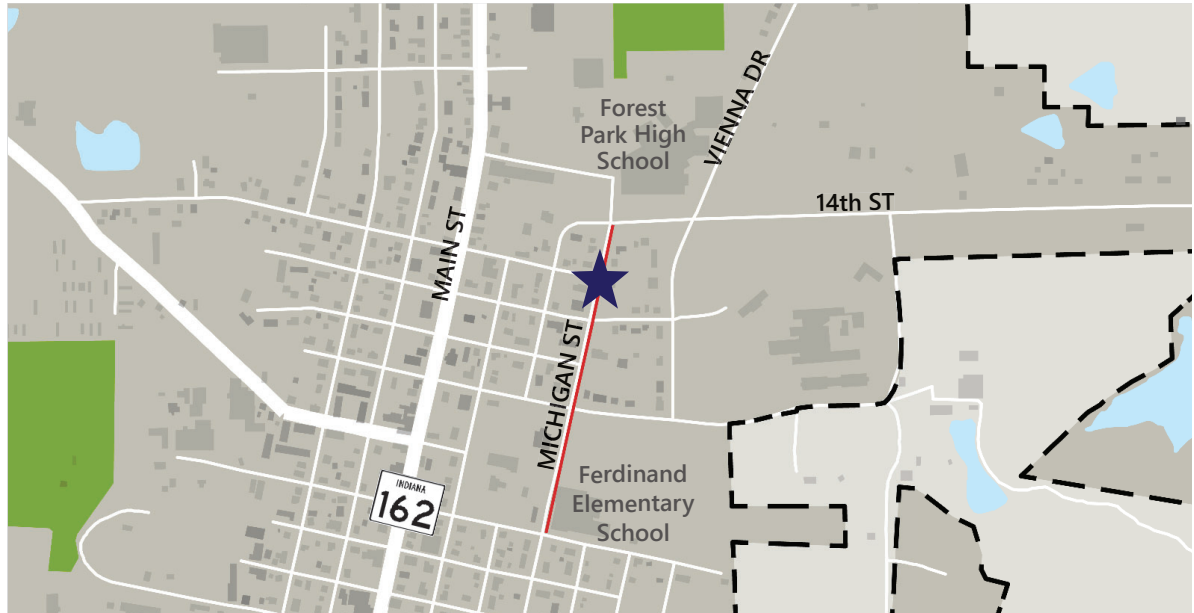
The Town of Ferdinand has already begun planning for a pedestrian connection along this portion of SR 162. With the help of Universal Design Associates, the Town has obtained a cost estimate and preliminary design for the sidewalk, which will span from SR 264/23rd Street to the existing sidewalk just south of 18th Street.

Next Steps

- ✦ Facilitate a meeting with property owners in the area to discuss the proposed pedestrian connection.
- ✦ Coordinate with INDOT to obtain their support for the project and inquire about the availability of state funding to assist with cost-sharing.
- ✦ Apply for grants to help fund the proposed pedestrian connection.
- ✦ Hire a qualified firm to design and construct the proposed pedestrian connection, following any procurement requirements stipulated by the grant.

Road Safety Audits were conducted for the intersections of SR 162 at SR 264 and SR 162 at 18th Street. Field notes can be found on page 113 and page 122 of the Appendix, respectively.

PEDESTRIAN PROJECT 3

MICHIGAN STREET FROM ELEMENTARY SCHOOL TO HIGH SCHOOL**Project Map****Project Need**

Families with school-aged children frequently travel between Ferdinand Elementary School and Forest Park Junior-Senior High School for pick-up/drop-off, extracurricular activities, and school events. Currently, families travel directly on the roadway since no sidewalk connection is available. This puts pedestrians and cyclists, including young children, at risk of conflict with vehicles.

Project Description

Develop a sidewalk along the east side of Michigan Street from Forest Park Junior-Senior High School to Ferdinand Elementary School, enabling families to safely travel between area schools on foot or by bike.

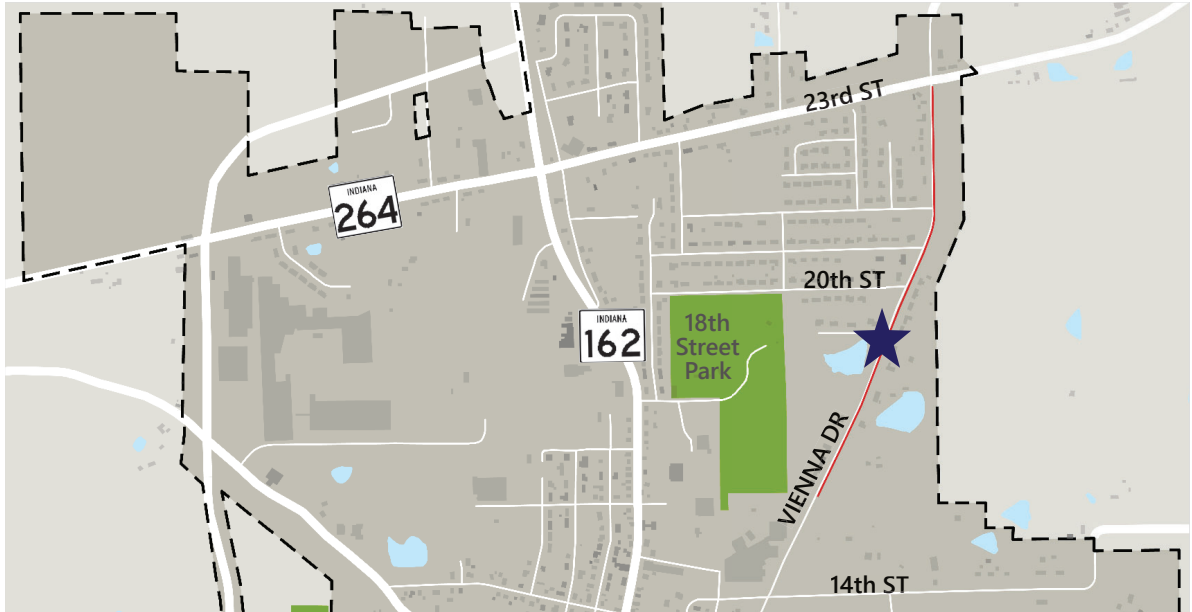
Next Steps

- ✦ Facilitate a meeting with property owners in the area to discuss the proposed pedestrian connection.
- ✦ Hire a qualified firm to develop a plan for the proposed sidewalk, including an estimated cost for the project.
- ✦ Apply for grants to help fund the proposed pedestrian connection.

RECOMMENDED PEDESTRIAN CONNECTIONS

PEDESTRIAN PROJECT 4
VIENNA DRIVE FROM FOREST PARK HIGH SCHOOL TO SR 264/23RD STREET

Project Map



Project Need

Vienna Drive is a popular route for walkers, joggers, and cyclists. Its scenic nature makes it a desirable recreational route while its connection to Forest Park Junior-Senior High School makes it a preferred route for students. Notably, Vienna Drive is also the primary thoroughfare connecting Ferdinand’s northeast subdivisions to the rest of the community. Currently, the sidewalks on Vienna Drive only extend to the edge of the school district’s property. Beyond this point, pedestrians and cyclists travel directly on the roadway or along its shoulder. This brings pedestrians and cyclists in conflict with motorists, especially during peak travel times.

Project Description

Extend the sidewalk on the east side of Vienna Drive to SR 264/23rd Street to safely accommodate pedestrians and cyclists.

Next Steps

- + Facilitate a meeting with property owners in the area to discuss the proposed pedestrian connection.
- + Hire a qualified firm to develop a plan for the proposed sidewalk, including an estimated cost for the project.
- + Apply for grants to help fund the proposed pedestrian connection.

POLICY AND PROCESS CHANGES

FOSTERING AN ACCESSIBLE NETWORK

To foster a safer, more accessible transportation network for all users, the Town of Ferdinand will need to implement the following changes to local policies and processes.

STREET DESIGN STANDARDS

Ferdinand should update local Street Design Standards to set expectations for the development of sidewalks. Through this process, the Town can determine when sidewalks are needed, whether they should connect to the existing bicycle and pedestrian network, and what design standards they should abide by. This policy change will ensure connectivity and consistency in the town's transportation network. When updating or constructing new roadways, the process will be guided by these standards.

SUBDIVISION CONTROL ORDINANCE

By updating the Town's Subdivision Control Ordinance, Ferdinand can require the development of sidewalks in new residential neighborhoods. In the past decade, residents have come to expect a certain degree of bicycle and pedestrian connectivity, and sidewalks are increasingly seen as an essential amenity. This policy change is essential to shift some of the burden of sidewalk development from local government to private developers. During the development review process, Town staff and the Plan Commission will review plans submitted by developers to ensure the installation of sidewalks, in accordance with standards set by the community.

TRAFFIC RULES AND REGULATIONS

Ferdinand's Police Department should continue to target speeding and illegal passing. As speed limits are updated, drivers should be made aware of these changes, ensuring full transparency and enabling compliance.

Restricting truck traffic on SR 162 is more complex. Since Ferdinand only has jurisdiction over local roads, the Town will need to collaborate with INDOT to restrict truck traffic on the state highway. The most feasible option will likely be to promote Industrial Park Road as a bypass, installing signage to direct trucks toward this route.

6

PROGRESS AND TRANSPARENCY



IMPLEMENTING THE PLAN

BEST PRACTICES FOR AN ETHICAL PROCESS

The Comprehensive Safety Action Plan (CSAP) serves as a detailed guide to achieving Vision Zero, the elimination of roadway fatalities and serious injuries in Ferdinand by 2045. While this goal is within reach, it will take considerable effort to implement the Plan's recommendations and cultivate a culture of walking and biking.

Many of the strategies outlined in the Plan can be implemented within a short timeframe, though others may require longer-term or ongoing efforts. To sustain momentum, it is essential to monitor implementation, evaluate the Plan's effectiveness, and update the Plan periodically. Progress will be incremental but, step by step, Ferdinand can enhance the safety, efficiency, and accessibility of its transportation network.

PROGRESS MEASURES

The CSAP is designed to evolve over time. As community needs change, the Plan should be reviewed and updated. This ensures that the Plan remains dynamic and relevant, helping inform capital investment and other decisions.

To guide these updates or addendums, Ferdinand should publish an annual report tracking the Plan's implementation, analyzing crash statistics, and making recommendations for official action. This report should feature the following:

- + Updated status of recommended projects
- + Updated crash statistics focusing on fatal and serious injury incidents, as well as bicycle and pedestrian-related crashes
- + Graphical representation of crash trends over the past five years
- + Recommendation(s) on whether to update or add to the CSAP

TRANSPARENCY

The Town of Ferdinand developed the CSAP with transparency in mind. As part of the engagement process, the Town assembled a diverse Safety Committee, conducted an online survey, hosted discussions with multiple stakeholders, and facilitated a public workshop. This extensive engagement process allowed as many voices as possible to contribute to the development of the Plan. For the convenience of community members, developers, Town staff, and local leaders, the CSAP will be posted on the Town's website. Interim documents like the annual report will also be posted online. As projects are implemented, it is critical to remain transparent and continue offering public engagement opportunities for the community to provide input, ask questions, and share their concerns.

CHAPTER

7

APPENDIX



PROPOSED SIDEWALK NETWORK



SAFETY COMMITTEE MEETING SUMMARY #1



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Meeting Agenda

Ferdinand Comprehensive Safety Plan – Safety Committee Meeting 1
September 24th, 2025

1. Attendance

HWC Project Team

- **Hailey Roark, AICP – Project Manager**
hroark@hwcengineering.com
- **Kevin Miller, PE – Traffic Engineering Manager**
kmiller@hwcengineering.com
- **Genevieve Ravenwood, AICP – Planner**
gravenwood@hwcengineering.com
- **Rachel Steckler – Community Liaison**
rsteckler@hwcengineering.com

Participants

- Jessica Condra
- Brian Fleck
- Karl Hinson
- Rachael Hinson
- Bethany Hopf
- Debbie Johnson
- Albert Kluemper
- Pam Kluemper
- Tom Lueken
- Tammy Miller
- Jamie Pund
- Rob Randle
- John Schipp
- Sherri Schipp
- Mike Steffe

2. Project Overview

- Safety Committee Comments
 - Chief Randle has been in touch with INDOT about the need for improvements on state roads; INDOT pushes back every time
 - High rates of speeding in town (e.g., 57 MPH in a 35 MPH zone is common); speed limit drops so fast that drivers don't react fast enough
 - State Road 162 (from Holiday Lake Road to Pine Drive) is "accident alley;" police chief receives frequent phone calls from residents asking for something to be done to improve safety; INDOT has not been receptive

3. Input Session

Strengths: What does the Town of Ferdinand already do to promote safety for roadway users?

- Comp Plan establishes need for transportation improvements
- Great community advocates for improvements
- Special events
 - Ex. Walk-to-school day; 5K
 - Traffic/pedestrian conflicts are a risk at community events



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- Recently added water barriers to protect pedestrians
- Streets in good condition
- Crosswalks on State Road 162
 - Mixed consensus on effectiveness, but do get considerable use
 - Improvements should include signalization
 - Added by INDOT for ADA compliance, not necessarily pedestrian safety
- New sidewalk along Virginia Street
 - Connects to Ferdinand Branch Library and Tri-County YMCA
- Wide streets
 - Walkability potential
 - Leverage right-of-way for sidewalks or trails

Challenges: What challenges does the community face regarding roadway safety?

- Disconnect with INDOT
 - Not listening to the town's concerns
- Narrow side streets
 - Older homes don't have off-street parking
 - Parking on both sides of the street makes it difficult to navigate
- Sidewalk network
 - Network isn't fully ADA compliant
 - Connection between 17th Street and public amenities across State Road 162 needed
 - Connection along Vienna Drive needed – dream project, connect schools, scenic route is popular with runners
- State Road 162
 - Poor visibility (at SR 162 and 12th Street)
 - Traffic flow, especially during school pick-up/drop-off
 - Hazardous intersection (at SR 162 and 17th Street)
 - Dangerous parking
- School-related traffic congestion and accidents
 - Parents line up an hour early for pick-up
 - Congestion leads to illegal passing
 - INDOT won't install flashing lights for school access on Main Street
 - Crosswalk from gymnasium to parking lot is dangerous
 - Pedestrian connectivity won't help with drop-off/pick-up; families prefer pick-up (started during the pandemic and never stopped); preschool requires pick-up
- Semis not using bypass
 - Follow GPS instead of signage
- Funding
 - Current focus is on maintenance
 - May want to consider lower-cost improvements to the best roads, rather than always prioritizing improvements to the worst roads in town
 - Rounds of grants reduced; more competitive





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Engagement: Which events should be used to promote the project and/or collect feedback from residents?

- 2018 Walkability Study with Purdue Extension
 - Citizens help identify issues on the ground
 - Split town into quadrants to make it more manageable
- Share information at community events
 - Ex. Walktoberfest, Christkindlmarkt, Monster Dash
 - Team will provide the following physical materials: project overview poster, postcard handouts (including digital file)
- Promote engagement opportunities in school newsletter

4. Next Steps

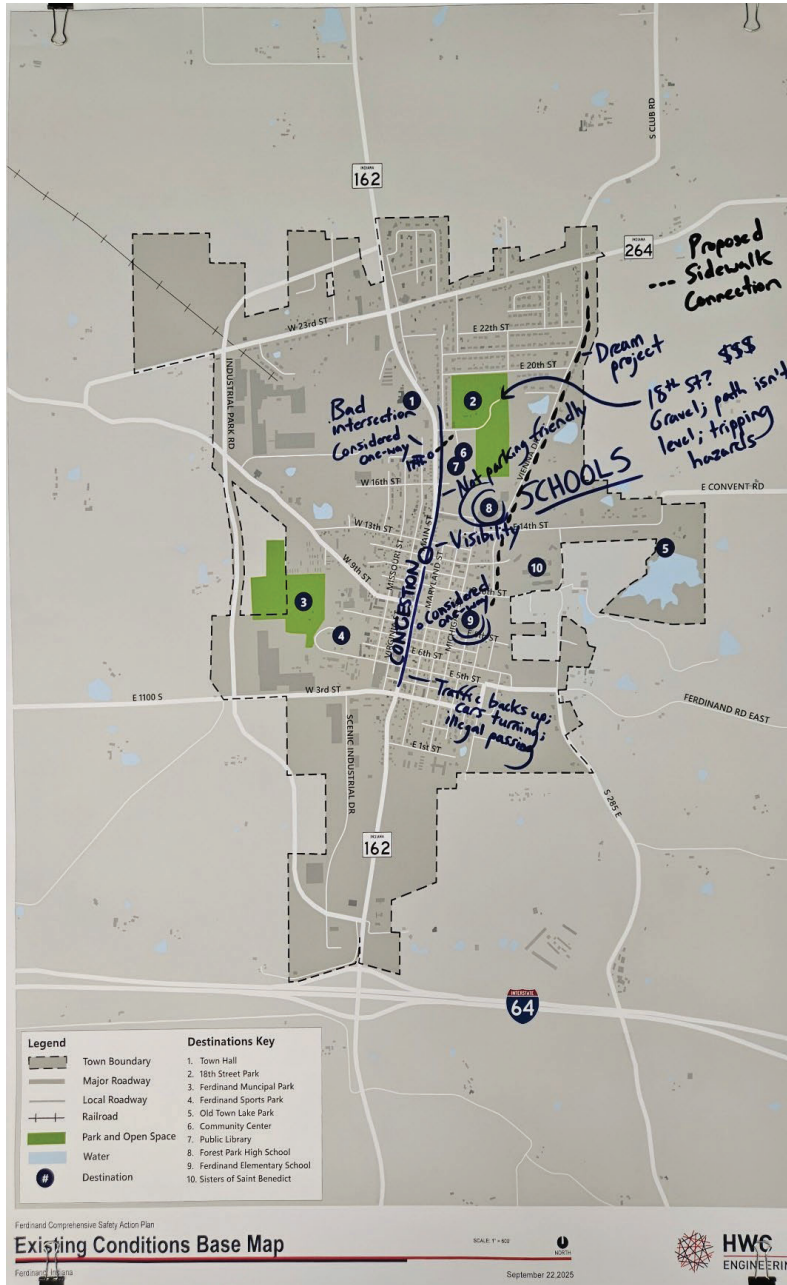
- **Leadership Commitment and Goal Setting**
- **Data Analysis**
- **Sidewalk Inventory**
- **Safety Committee Meeting #2**
 - Week of November 3rd





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SAFETY COMMITTEE MEETING SUMMARY #2



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Meeting Agenda

Ferdinand Comprehensive Safety Plan – Safety Committee Meeting 2
November 5th, 2025

1. Attendance

HWC Project Team

- **Hailey Roark, AICP – Project Manager**
hroark@hwcengineering.com
- **Kevin Miller, PE – Traffic Engineering Manager**
kmiller@hwcengineering.com
- **Hannah Plough, EI – Project Engineer**
hplough@hwcengineering.com
- **Genevieve Ravenwood, AICP – Planner**
gravenwood@hwcengineering.com
- **Rachel Steckler – Community Liaison**
rsteckler@hwcengineering.com

Participants

- | | |
|-------------------|-----------------|
| • Jessica Condra | • Rob Randle |
| • Debbie Johnson | • John Schipp |
| • Albert Kluemper | • Sherri Schipp |
| • Pam Kluemper | • Mike Steffe |

2. Engagement Snapshot

- Safety Committee Comments
 - Town promoted the plan (and engagement opportunities) at Walktoberfest
 - Engagement opportunities promoted at the schools, YMCA, and police department
 - Need to organize focus groups and set a time/place for the public workshop

3. Crash Data Analysis

- Safety Committee Comments
 - Industrial Park Road and 3rd Street
 - Town wants to reroute semi-truck traffic out of town
 - Industrial Park Rd was supposed to act as a bypass for truck traffic, but drivers choose to turn down 3rd St
 - Recent serious accident at Industrial Park Rd/3rd St; not included in shared data
 - Stop signs at Industrial Park Rd/3rd St intersection
 - Crashes are caused by human error, not by the environment
 - Speed limit on Industrial Park Rd should consistently be 35 mph; mixed ownership (local and county) has resulted in speed limit changes at different road segments
 - Businesses on 3rd St are very cooperative; put up metal guard rail around parking lot to direct drivers towards designated access points, prevent turning accidents
 - SR 162 and SR 264





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- HWC Team almost got in a crash at this intersection
- Speed limits coming into town drop too quickly
- Drivers just go with the flow of traffic, rather than looking out for signage
- INDOT came out in 2024 or early 2025 to study traffic on SR 162; concluded there wasn't anything they could do about it; 5-car pile-up on Industrial Park Dr same day
- SR 162 and Country Plaza
 - Too many access points, needs to be consolidated
- SR 162 and 11th Street
 - Too many access points
 - Difficult to tell where cars are going
 - Drivers don't use their turn signals
- Virginia Street and 9th Street
 - Stop sign removed at Virginia St/9th St
 - New stop sign installed at Missouri St/9th St with blinking lights
 - No accidents since improvements were made
 - Should be under control now
- Vienna Drive and 14th Street
 - After-school events
 - Nighttime crashes
 - Wide intersection with skew
 - Multi-way (4-way) stop analysis may be warranted, but may show that traffic is only during a short duration
 - Police chief believes 4-way stop is warranted
 - Both sides of street congested with cars during large events; police are trying to enforce rule which prohibits parking on southside of 14th Street
- Vienna Drive and 20th Street
 - Turning into subdivision; cars behind aren't paying attention
 - Hot spot for rear-end accidents
- Public Awareness
 - Don't hear about car accidents in the news anymore
 - If people don't know, they don't care
- Bicycle and Pedestrian Connectivity
 - Interest in trail to reroute bicyclists and pedestrians off 14th Street
 - Connect Old Town Lake, schools, and YMCA via walking path
 - Bike lane possible south of 23rd St on SR 162, but would require traffic calming to reduce hazards to bicyclists
 - Bike lane would be challenging from 18th St to 23rd St on SR 162 due to the curving nature of the roadway
 - Difficult to get your bike from someplace in town to somewhere safe outside of town
 - Risky to bike on SR 162 and Vienna Dr
 - Drivers conditioned to ignore pedestrian crossings without flashers
 - Most popular crossings (already marked) include 16th St, 9th St, 8th St, and 5th St
 - 18th St is a popular crossing, but does not have a crosswalk
- School Congestion





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- Elementary school pick-up/drop-off is well-organized; issues arise once drivers leave school property (i.e., reach SR 162)
- High school students disperse via Michigan St, 14th St, and Vienna Dr
- Stoplight on 9th St is hard to get to from the high school
- If stoplight was at 10th St, students would funnel out to that intersection
- Driver Behavior
 - Worried about breaks in traffic
 - Drivers get impatient, which leads to illegal passing and accidents
 - No breaks in traffic with roundabouts
 - Signals help with some accidents, but increase likelihood of rear-end accidents
- On-Street Parking
 - On-street parking is legal where signed; if curbed, cars must face right direction
 - No parking signs may not always be clear to drivers
 - Double-sided parking happens where it shouldn't
 - Adding a bike lane on SR 162 wouldn't be advisable if it meant taking away downtown parking for local businesses

4. Sidewalk Inventory

- Safety Committee Comments
 - Proposed sidewalk connection from 17th Street to 23rd Street
 - Sidewalk needed on both sides, but westside preferred
 - Plans have been made, but project is cost prohibitive
 - Safety plan will help prioritize projects that the town has identified
 - Proposed sidewalk connection from E 1st St to McDonald's
 - People walking everywhere during Holiday World's peak season
 - Trail should connect downtown and shopping center at Industrial Park Rd

5. Leadership Commitment and Goal Setting

- Safety Committee Comments
 - Vision Zero
 - Any commitment less than 20 years from now doesn't give the town enough time to secure funding and implement projects
 - Looking at a 20-year planning horizon
 - Town isn't sure where to start with percentage reduction of crashes
 - Reporting helps acquire funding, directs local funding allocation
 - Supporting Goals
 - What have other communities done?
 - "5 E's of Traffic Safety" provides a way to organize recommendations
 - Local priorities include pedestrian connectivity, wayfinding signage

6. Next Steps

- Focus Groups and Workshop
 - Wednesday, December 3rd
- Safety Committee Meeting #3
 - Week of February 2nd



SAFETY COMMITTEE MEETING SUMMARY #3



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Meeting Agenda

Ferdinand Comprehensive Safety Plan – Safety Committee Meeting 2

February 25th, 2026

1. Attendance

HWC Project Team

- **Hailey Roark, AICP – Project Manager**
hroark@hwcengineering.com
- **Kevin Miller, PE – Traffic Engineering Manager**
kmiller@hwcengineering.com
- **Hannah Plough, EI – Project Engineer**
hplough@hwcengineering.com
- **Genevieve Ravenwood, AICP – Planner**
gravenwood@hwcengineering.com
- **Rachel Steckler – Community Liaison**
rsteckler@hwcengineering.com

Participants

- | | |
|-------------------|-----------------|
| • Jessica Condra | • Eric Rahman |
| • Brian Fleck | • Tammy Miller |
| • Bethany Hopf | • Jamie Pund |
| • Debbie Johnson | • John Schipp |
| • Albert Kluemper | • Sherri Schipp |
| • Pam Kluemper | • Mike Steffe |

2. Engagement Snapshot

- There were no comments or questions from the Safety Committee.

3. Goal Framework

- The Safety Committee was satisfied with 5 E's framework along with the proposed goals.
- Safety Committee comments:
 - Engineering – Route truck traffic to bypass. Better signage needed.
 - Education – Get people to cross at crosswalk.
 - Encouragement – Logistically the shopping center is not convenient or easy to walk or bike to. Maybe instead of 162, look at [installing a path] behind (west) of stores.
 - Enforcement – Encourage or mandate truck/farm traffic to use bypass. Improve bypass by raising speed limit.
 - Evaluation – Evaluation is key to help plan future projects.

4. Recommended Roadway Improvements

SR 162 & SR 264/23rd St

- Next Steps



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- Speed counts and traffic counts needed
- Counts allow engineers to conduct signal warrant analysis and capacity analysis
- Completing analysis will give INDOT a push in the right direction; encourage installation of a stoplight (or roundabout)

- Safety Committee Comments:
 - Consider adjusting priority level; lower priority suggested (x2)
 - Maintain priority level (x1)

SR 162 & Industrial Park Rd N

- Next Steps
 - Radar speed sign in place already; obtain data from INDOT
 - Speed counts needed at other points along corridor
 - Data will help tell the story; appeal to INDOT for improvements

- Safety Committee Comments:
 - Consider adjusting priority level; lower priority suggested (x1)

SR 162 & Industrial Park Rd S

- Next Steps
 - Ask INDOT to reevaluate stop bars to allow for safe turning
 - Manage access points on Industrial Park Road

- Safety Committee Comments:
 - Speed limits on the south side of the Industrial Park Road bypass are too high
 - Entering the bypass near CVS, speed limit is set to 45 mph
 - Speed limit on Industrial Park Rd decreases to 35mph at 3rd St
 - Ensure consistency and limit speeds to prevent crashes
 - Consider adjusting priority level; lower priority suggested (x2)

Vienna Dr & 14th St

- Next Steps
 - Traffic counts needed for all-way stop analysis
 - Coordinate with school to address parking issues

- Safety Committee Comments:
 - Sidewalks and crossings needed at this intersection
 - Highway Safety Improvement Program (HSIP) grant could help fund crossing infrastructure
 - Coordinate with INDOT before applying to get their buy-in
 - Consider adjusting priority level; higher priority suggested (x1), lower priority suggested (x1)





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Industrial Park Rd & 3rd St

- Next Steps
 - Flashing LED stop signs installed at this location
 - Monitor effectiveness and determine if other safety interventions (like an all-way stop) are needed; unlikely to be warranted, would slow down traffic
- Safety Committee Comments:
 - Consider adjusting priority level; lower priority suggested (x3)

SR 162 & 16th St

- Next Steps
 - Pedestrian count will determine if pedestrian hybrid beacon (PHB) is needed
 - Rectangular rapid flashing beacons (RRFBs) are a more affordable alternative
- Safety Committee Comments:
 - Consider adjusting priority level; higher priority suggested (x4)

SR 162 Downtown Crossings

- Next Steps
 - Vehicular counts and pedestrian counts needed to determine which crossings to keep
 - Educational component needed; encourage pedestrians to walk a block or two to cross at the crosswalk with RRFBs
 - Systems are only as good as the pedestrians that use them
 - Coordinate with INDOT on any resulting changes to the sidewalk network (curb ramps)
- Safety Committee Comments:
 - Too many crosswalks along some sections of Main Street, should eliminate some
 - Drivers are legally required to yield to pedestrians entering crosswalks across SR 162; average driver is probably unaware of requirement
 - Highway Safety Improvement Program (HSIP) could help fund crossing infrastructure
 - Should passive activation be installed? Sometimes pedestrians do not hit the button to activate RRFBs. Consider including sensors in design and/or educating community members about how the systems work.
 - Consider adjusting the priority level; higher priority suggested (x3)

SR 162 & Commercial Access

- Next Steps
 - Best time to do it is when businesses are redeveloped
 - First step, whether entrances can be consolidated, is to get speeds under control
- Safety Committee Comments:





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- How is access to SR 162 controlled? Whenever a property owner wants to make improvements to a site along a state highway, they need to obtain a driveway permit. The permitting process gives INDOT leverage to close an entrance.
- Property owners may be reluctant to agree to the safety improvement, unless mandated
- Slowing down speeds will at least help reduce crashes
- Will the addition of pedestrian connections along SR 162 make the entrances to Country Plaza more dangerous? Transportation planning requires balancing risks with benefits. If people are going to walk to these businesses anyway, a sidewalk can only help.
- Consider adjusting the priority level; higher priority suggested (x2)

5. Recommended Pedestrian Connections

14th St to Old Town Lake

- Safety Committee Comments:
 - Universal Design Associates (UDA) has initial cost estimate and designs for trail
 - Keep this trail in the plan as a high priority, even if underway, for funding purposes
 - Consider adjusting the priority level; lower priority suggested (x2)

SR 162 from Casey's to Dollar General

- Safety Committee Comments:
 - Universal Design Associates (UDA) has initial cost estimate and designs for sidewalk
 - Would this be better on the backside of businesses? UDA recommends keeping the connection along SR 162. The connection isn't as bad as people may assume from the topography. Sidewalks along SR 162 will create a pedestrian-friendly mindset.
 - Crossing may be needed at SR 162/18th St
 - Difficulty turning out of the Dollar General lot at 18th St; near misses may not have been captured in crash data
 - Consider adjusting priority level; higher priority suggested (x2), lower priority suggested (x1)
 - "I do think ped connection on 162 from Casey's to Dollar General needs to come before some of the others even though others thought it isn't. It is a higher speed, higher traveled road making it a high priority pathway."

Michigan St from the High School to Elementary School

- Safety Committee Comments
 - Best time to do it is when businesses are redeveloped
 - First step, whether entrances can be consolidated, is to get speeds under control

Vienna Dr from the High School to SR 264/23rd St

- Safety Committee Comments
 - Best time to do it is when businesses are redeveloped
 - First step, whether entrances can be consolidated, is to get speeds under control

Other Pedestrian Connections

- Safety Committee Comments
 - Connecting the dots in town is important for walkability





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- Transportation Alternatives Grant may help fund sidewalk connections
- Use striping to delineate a pedestrian lane on Alabama Street instead of creating a sidewalk; although more cost effective, may not be popular
- Does the town have a cost-sharing program for sidewalk improvements? Yes, program allows the town to split cost of sidewalk replacement 50/50 with property owners. May be an opportunity to market this better.

6. Next Steps

- Road Safety audits – Late March
- Preliminary Draft – Late April
- Committee Meeting #4 – Early May
 - Tentatively May 6th



SAFETY COMMITTEE MEETING SUMMARY #4



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Meeting Agenda

Ferdinand Comprehensive Safety Plan – Safety Committee Meeting 4
May 6th, 2026

1. Attendance

HWC Project Team

- **Hailey Roark, AICP – Project Manager**
hroark@hwcengineering.com
- **Genevieve Ravenwood, AICP – Planner**
gravenwood@hwcengineering.com
- **Rachel Steckler – Community Liaison**
rsteckler@hwcengineering.com

Participants

- Jessica Condra
- Bethany Hopf
- Debbie Johnson
- Albert Kluemper
- Pam Kluemper
- Eric Rahman
- Jamie Pund
- John Schipp
- Sherri Schipp
- Mike Steffe

2. Road Safety Audits

- The Safety Committee agreed that the road safety audits (RSAs) were very successful.
- By looking at the intersection through the lens of a pedestrian, participants noticed issues they may not have otherwise.
- Participants enjoyed working with HWC's transportation engineers (Kevin Miller and Hannah Plough), both of which offered a breadth of knowledge on safe roadway design.

3. Draft Plan Discussion

- Debbie Johnson shared comments from the Town Attorney:
 - When we started this process, there was a 4-way stop at 9th and Virginia; but, later, in Ord. 2025-10, 7/15/25, that sign was moved down a block. It is now at 9th and Missouri.
 - Page 12 – Rephrase since Ferdinand Forest is nearby, but not one of the Town's parks
 - Page 13 – Shouldn't '5' be green as it is one of the Town's parks
 - Page 17 – Wondering if having Parks Department review final draft would be beneficial
 - Page 24 – Says trail connecting downtown to commercial areas – should that be a sidewalk?
 - Page 48 – Instead of sidewalk requirements, could it say sidewalk remedians?
- Safety Committee was very satisfied with the draft plan.
 - "Great job putting it together"
- Requested a shortened version for grant applications
 - After adoption, project team will send Executive Summary as a separate document for inclusion in grant submittals
 - If one-pager is needed for a specific project, Town can reach out to HWC for assistance



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- Formal adoption process will conclude with electronic version of plan being uploaded to Town website for public access
- Didn't have a chance to audit the intersection of Industrial Park Road and 3rd Street, but it was listed as a priority project in the plan
- State road projects may be more important to address (i.e., more hazardous), but will be harder to address, since collaboration with INDOT is required
 - Town can use Safety Action Plan and RSAs as leverage; demonstrate that the Town has taken steps to document an ongoing transportation issue
- Vienna Drive and 14th St is a more dangerous intersection than people often assume
 - Some residents drive the corridor without realizing there is a problem
 - Busiest during school pick-up and drop-off
 - Town is already working on restricting parking on 14th Street
 - School is reducing parking spots at intersection as part of renovation process
- Plan is intended to be flexible
 - Safety Action Plan allows community to make progress towards Vision Zero; as projects are implemented, roads become safer
 - Town will change and grow; priorities will shift and new issues will arise
 - Safety Action Plan can be updated to reflect changing traffic patterns
- Can the town implement a center turn lane along Main Street?
 - May impact parking along the corridor; unfavorable to businesses
 - Ask Kevin and Hannah for their opinions

4. Next Steps

- Town Council Adoption – June 16 at 6:30pm
 - Brief presentation from project team
 - Adoption resolution will be provided



FOCUS GROUP NOTES

TOWN OF FERDINAND
COMPREHENSIVE SAFETY ACTION PLAN
Focus Group Notes
January 22, 2026

Youth and Young Professionals

HWC Team

- Hailey Roark, AICP – Project Manager
- Genevieve Ravenwood, AICP – Planner
- Rachel Steckler – Community Liaison

Participants

- Ryan Haus – Forest Park Junior High School, Principal
- Debbie Johnson – Town Council, Vice President
- Heather Powell – Dubois County Herald, Reporter
- Jamie Pund – Southeast Dubois County School Corporation, Superintendent
- Kerry Winkler – Ferdinand Elementary School, Principal

Notes

- What is the general perception of pedestrian safety in Ferdinand?
 - Pedestrian safety is off to a good start, but there's room for improvement
 - Typical for residents to walk on roadways, often there are no sidewalks
 - Connections are needed...
 - North-south across the community
 - Between schools (elementary, junior high / high school)
 - 18th Street to Old Town
- What efforts are needed to build a better culture around walking and biking in Ferdinand?
 - Fear factor is a difficult barrier to overcome
 - Already implementing some great programming
 - Walk to School program at Ferdinand Elementary School
 - First Wednesdays during warmer months
 - Parents drop off kids at YMCA, kids escorted to school with police protection
 - Sometimes grandparents, parents, younger siblings, and pets will join in
 - About 100 kids participate each month
 - Run-walk events, such as the Turkey Trot on the Tuesday before Thanksgiving
 - If you build it, they will come – need infrastructure to support the culture
- Are there roadways or intersections in Ferdinand that feel more dangerous than others?
 - Route management needed around elementary school
 - Chaos during pick-up/drop-off on the southside of town (i.e., 8th Street southwards)
 - Parents trying to get to Alabama (single lane) to drop kids off
 - School newsletter indicates safe vs. unsafe routes – streamline?
 - Pedestrian safety improvements needed around high school
 - 14th Street and Vienna Drive intersection is dangerous – odd angle with limited visibility
 - 13th Street is another popular route



TOWN OF FERDINAND

COMPREHENSIVE SAFETY ACTION PLAN

Focus Group Notes

January 22, 2026

- Are there areas where signage or crosswalks need to be more visible or obvious?
 - Ensure safe crossings on Main Street, especially around YMCA
 - Drivers don't yield to pedestrians – education and outreach?
 - Increase public awareness of pedestrian right of way
 - Signalize select crosswalks to increase visibility
- Do you recall any curriculum, all-school convocations, or field trips aimed at teaching students about roadway hazards, and how to safely navigate the transportation network?
 - School resource officer teaches elementary students safe practices for getting on/off the bus
 - Safety town program – regional collaboration?
 - Drivers' education program offered through third party
- If the town received \$10 million, what project should they prioritize to improve roadway safety?
 - Connectivity – 18th Street Park, Old Town Lake, schools, "after hours" recreation
 - Town council has preliminary design to connect 18th Street Park to Old Town Lake via a sidewalk on 14th Street and a multi-use path on the monastery campus
 - Most students live in northeast quadrant of town, consider need to expand sidewalk connections and add bike lanes along Vienna Drive
 - Traffic patterns will change around Forest Park Junior High and High School in next couple of years as renovations are made to the building
 - Entrance to the school will shift to southside of building
 - Ensure continued viability of pedestrian connections
 - Set minimum requirements for sidewalks in new residential subdivisions
- Is there a need for events, programs, or clubs to encourage walking and biking in Ferdinand?
 - YMCA could serve as a central hub or meeting place for a walking club

Infrastructure and Public Safety**HWC Team**

- Hailey Roark, AICP – Project Manager
- Genevieve Ravenwood, AICP – Planner

Participants

- Dan Collignon – German American Bank, Executive Vice President
- Josh Gunselman – Town of Jasper, Director of Community Development and Planning
- Debbie Johnson – Town Council, Vice President
- Jill Schipp – Universal Design Associates, Director of Finance and Business Operations
- Ken Sicard – Town Council, President

Notes

- What is the general perception of pedestrian safety in Ferdinand?
 - Pretty safe; only one pedestrian hit, late at night coming out of a bar
 - Safe, but room to improve sidewalk infrastructure
 - Sporadic, sidewalk network starts and stops



TOWN OF FERDINAND

COMPREHENSIVE SAFETY ACTION PLAN

Focus Group Notes

January 22, 2026

- Are there any roadways, bridges, or intersections that are particularly dangerous?
 - SR 162 (Main Street) / 16th Street – access to library and YMCA
 - Intersection gets congested, cars aren't looking for pedestrians
 - SR 162 (Main Street) / 18th Street – access to Dollar General, 18th Street Park
 - Vienna Drive / SR 264 (23rd Street)
 - Two-way stop; some people don't know how it works
 - Access to Country Plaza Shopping Center on SR 162 (Main Street)
- Where are sidewalks most needed to protect pedestrians?
 - Along Vienna Drive
 - Along 14th Street to Old Town Lake
 - Sidewalk planned along 14th Street to the monastery campus
 - Monastery will grant easements for a trail to Old Town Lake
 - Applying for a grant from YMCA to support project
 - Connecting all three parks and schools in the community
 - Include playground in front of elementary school
- Are crosswalks effective? Is there anywhere else where crosswalks are needed?
 - Elementary school pick-up/drop-off poses hazards; parents speed, ignoring crosswalks
 - Crosswalks needed at Country Plaza Shopping Center
- Are there any roadways, bridges, or intersections in the community that pose a safety risk due to age or deterioration?
 - INDOT took care of ADA accessibility (curb ramps) along Main Street, but only where the sidewalk network was already established
 - Town has a sidewalk program that residents can take advantage of
 - 50/50 split between town and property owners to install new sidewalk
 - Town will remove crumbling, old sidewalks at no expense
 - Opportunity to develop a multimodal plan for the community
 - What are the major corridors that the community should focus on?
 - What neighborhoods need to be connected to the rest of the community?
 - Residents are looking for an alternative to car-central lifestyle
 - Sidewalks and trails were once considered a luxury, now an expectation
 - Trails catalyze growth and development (e.g., Monon Trail)
 - Be mindful, have a plan of attack
 - More grant opportunities for multi-use paths than sidewalks
- What barriers are there to developing pedestrian infrastructure?
 - Waterline upgrades needed along Vienna Drive before sidewalk installation
 - ADA compliance required for all new construction
 - Grants come with set of requirements
- Are there parts of Industrial Park Road that need attention?
 - Speed limits are too high to safely accommodate bicyclists
 - County needs to lower speed limit before infrastructure can be developed
 - Industrial Park Road / SR 162 (Main Street) is a dangerous intersection



TOWN OF FERDINAND

COMPREHENSIVE SAFETY ACTION PLAN

Focus Group Notes

January 22, 2026

- Are there any issues with semi-truck traffic?
 - SR 162 (Main Street) / 9th Street shouldn't have truck traffic
 - GPS is the biggest challenge; directs semi-trucks through downtown
 - Signage could be installed to direct semi-trucks towards Industrial Park Road
 - Wayfinding study needed; cohesive branding throughout community to direct visitors to key destinations, including off-street businesses
- How can this planning effort improve the town's coordination and relationship with INDOT?
 - Town doesn't have a bad relationship with INDOT, just not big enough to demand attention
 - Jasper has a similar relationship; squeaky wheel gets the oil
 - INDOT allowed Jasper to install sidewalks along a state road, but didn't provide funding
 - INDOT came out to look at SR 162 (Main Street), didn't feel that previous traffic counts justified a speed limit reduction
 - Town installed a stoplight on southside of town, thought this would create some goodwill between Ferdinand and INDOT
- Are there access management concerns in the community?
 - Country Plaza Shopping Center – access points create confusion
 - Reconfigure to feature one entrance, one exit
 - SR 162 (Main Street) / 16th Street – congestion
 - Pine Drive
- If you had \$50 million, what is the dream project you'd like to see come out of this planning process?
 - Roadways are in pretty good shape due to Community Crossings Matching Grant
 - Widen older town roads
 - Connect parks, schools, shopping center to sidewalk network
 - Sidewalk or bike path along 3rd Street and Industrial Park Road
 - Multi-use path along SR 162 from 1st Street to fast food and hotels at Industrial Park Road
- Should developers be required to install sidewalks?
 - Yes, update ordinances to require sidewalks within new subdivision development
 - Add to roadway standards (reference Jasper's standards)

Local Business and Industry

HWC Team

- Hailey Roark, AICP – Project Manager
- Genevieve Ravenwood, AICP – Planner
- Rachel Steckler – Community Liaison

Participants

- Josh LaGrange – True Vine Baptist Church, Pastor
- Erin Thewes – Ferdinand Farmers Insurance Group, Manager

Notes

- What is the general perception of pedestrian safety in Ferdinand?



TOWN OF FERDINAND

COMPREHENSIVE SAFETY ACTION PLAN

Focus Group Notes

January 22, 2026

- Generally safe with an opportunity to improve pedestrian connectivity
- What efforts are needed to build a better culture around walking and biking in Ferdinand?
 - Strong culture could be encouraged with better infrastructure
- Are there roadways or intersections that feel more dangerous than others?
 - Vienna Drive from high school; athletes run along roadway
 - Some cracks/condition issues along existing sidewalks
- What concerns are there along Industrial Park Road?
 - Personally, wouldn't walk Industrial Park Road but people from nearby apartments walk their dogs there, even though there are no sidewalks
 - Town lowering speed limit is seen as a step in the right direction
 - Sidewalk along Industrial Park Road to 23rd Street
- Thoughts on preliminary solutions to hazardous intersections...
 - SR 162 (Main Street) / 23rd Street – Most dangerous intersection in town, needs a light or roundabout; currently no crosswalk or other pedestrian amenities
 - SR 162 (Industrial Park Road South) – Favor incremental approach; several smaller projects rather than installing a roundabout
 - Repaint pavement markings
- Is there anything else we should know?
 - Weeds get high at Vienna Drive and SR 264
 - Coordinate with INDOT representative on maintenance issues within state right-of-way
 - Love idea of a trail to Old Town Lake

Local Organizations

HWC Team

- Hailey Roark, AICP – Project Manager
- Genevieve Ravenwood, AICP – Planner
- Rachel Steckler – Community Liaison

Participants

- Peggy A. Huff – Retired, Active Volunteer
- Lori Klem – Active Volunteer
- Jessica Lindauer – Dubois County Tourism Commission
- Lee Uebelhor – Uebelhor & Sons, Company Controller

Notes

- What is the general perception of pedestrian safety in Ferdinand?
 - Side streets don't feel unsafe, even if there aren't sidewalks
 - Major thoroughfares, such as Vienna Drive and 5th Street, feel more dangerous
 - "I don't feel like I'm gonna get mowed down, so long as you're aware."
 - Improvements have been made to sidewalk network, more signage needed



TOWN OF FERDINAND

COMPREHENSIVE SAFETY ACTION PLAN

Focus Group Notes

January 22, 2026

- More dangerous in the morning or evening, when it's dark
- More dangerous around schools; chaos during pick-up / drop-off
- Where is signage needed?
 - Consider need to centralize pedestrian crossings along Main Street
 - Drivers don't pay attention since there's so many
 - Less, but more noticeable (blinking) signage
 - Wayfinding signage may be beneficial
 - May help visitors navigate to key destinations in Ferdinand
 - Direct semi-trucks to businesses for deliveries
 - Not geared towards pedestrian traffic
- What efforts are needed to build a better culture around walking and biking?
 - Previously held a library program about bike safety
 - Learn how to check bikes for a safe ride, helmet giveaway
 - Currently host a Story Walk at 18th Street Park
 - Managed by the library
 - Read a book as you walk along the trail
 - Change books out every couple of months
 - Consider a walking challenge with a set timeframe
 - Town or merchants sponsor program
 - If you log 50 miles, you get a gift card
 - Team-oriented; assemble a group to walk together
 - Consider identifying safe routes in the community along with distances
- Are there roadways or intersections in Ferdinand that feel more dangerous?
 - SR 162 (Main Street) / SR 264 (23rd Street) – access to Casey's
 - SR 162 (Main Street) / 18th Street – access to Dollar General
 - Camper parked on street blocks line of sight
 - SR 162 (Main Street) / 16th Street – access to YMCA
 - SR 162 (Main Street) / 5th Street – access to Tin Lizzy's
 - Truck parked on street blocks roadway
 - High school pick-up in the evening
 - Assigned School Resource Officer to direct traffic
 - Separate motorist and pedestrian routes to enhance safety
 - Maryland Street between 10th Street and 8th Street
 - Cars parking on both sides of street
 - Recreational vehicles and boats parked on the street



TOWN OF FERDINAND

COMPREHENSIVE SAFETY ACTION PLAN

Focus Group Notes

January 22, 2026

- Difficult for cars and school buses to pass through
- SR 162 (Main Street)
 - Visitors from out of town assume it's a two-way street, which causes accidents
- What is needed to resolve some of these concerns?
 - Adopt ordinances to limit non-automobile parking on public streets
 - "If you own something, you ought to have a place to put it."
 - Signage and pavement markings along SR 162 to clarify that it's a one-lane street
- Where are sidewalks and trail connections most needed?
 - Connect 18th Street Park to Old Town Lake
 - Connect retail corridor for pedestrians
 - Dollar General, Casey's, Holiday Foods
 - Walking path around Ferdinand Sports Park on 5th Street
 - Connect to soccer and football fields further west
 - Sidewalk on 3rd Street to MasterBrand Cabinets
 - Enable employees to walk to work or take a lunch break
- What seems to be causing accidents in the community?
 - Congestion, especially at SR 162 / SR 264 (23rd Street) intersection
 - Impatience, illegal passing
 - Residents are out of the loop, accidents are no longer reported in news
 - Roundabout installation in Bretzville may increase traffic speeds in Ferdinand
 - Install signage to direct trucks to bypass
 - Trucks are avoiding bypass after town lowered speed limit
 - MasterBrand truck drivers still use the bypass
 - Truck traffic increased on Main Street, but not to the level of congestion the town experienced before bypass development
 - Difficult not to speed on Industrial Park Road
 - Repeated stops by police discourage drivers from using route
- Has your organization partnered with the Town of Ferdinand to improve roadway safety? Are there opportunities to collaborate in the future?
 - Key Club had a bicycle safety program at the library, awhile back
 - Always opportunities for collaboration
- If the town received \$10 million, what project should they prioritize to improve roadway safety?
 - Stoplight at SR 162 / SR 264 (23rd Street) intersection
 - Trail to connect Old Town Lake
 - Sidewalk along SR 162 (Main Street) commercial corridor



TOWN OF FERDINAND

COMPREHENSIVE SAFETY ACTION PLAN

Focus Group Notes

January 22, 2026

- Partial Sidewalk on SR 264
 - Busy road, is there an alternative to a sidewalk?
- Crossing from Sunward Drive to Maple Drive
 - Lots of people walk on SR 264 (23rd Street), coming from Rose Heights (northernmost subdivision in town, north of SR 264)
 - Crosswalk with sidewalks needed along SR 264
 - Direct pedestrians from Roos Heights through Krampe neighborhood for access to Vienna Drive
- Sidewalk development will need to be very tactical, many older homes are built right up to street frontage
- Markers to direct pedestrians from trail at 18th Street Park to sidewalk network
 - Opportunity to designate a town walking loop
 - Utilized for recreation and pedestrian access for local events
 - Incorporate branding effort along with physical signage or markings
- What community events or programs could the town facilitate to encourage safe driving, walking, and biking behaviors?
 - Existing events include Monster Dash, Color Run, 5K
 - Consider adding a booth to promote pedestrian safety at the Ferdinand Folk Fest



PUBLIC WORKSHOP BOARDS



WELCOME!

Instructions:

Step 1: Sign-in at the welcome station and say hello to the project team members.

Step 2: Visit each station, in any order, at your own pace. Please share your thoughts with us by completing the exercise at each station.

Step 3: If you have questions, please ask a project team member!

WHAT IS SAFE STREETS AND ROADS FOR ALL (SS4A)?

Safe Streets and Roads for All (SS4A) is a **federal grant program** which provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets. SS4A is focused on **safety for all roadway users**.

WHAT IS A COMPREHENSIVE SAFETY ACTION PLAN?

The Town of Ferdinand received a Planning and Demonstration Grant through the SS4A program. Leveraging this grant, local leadership hired HWC Engineering to develop a **comprehensive safety action plan**. This plan will identify the most significant roadway safety concerns in Ferdinand, and prioritize strategies to address these issues.

WHY PLAN?

The comprehensive safety action plan will...

- Establish a foundation for future funding opportunities;
- Propel Ferdinand towards a future with no traffic fatalities or serious injuries;
- Serve as a roadmap by outlining specific, data-driven strategies and projects;
- Allow Ferdinand to address local safety challenges and goals;
- Enable proactive safety interventions, preventing serious accidents from happening in the first place.

MEETING THE TEAM!



Hailey Roark, AICP
Project Manager



Genevieve Ravenwood, AICP
Planner



Kevin Miller, PE
Traffic Engineering Manager



Hannah Plough, EI
Project Engineer



Rachel Steckler
Client Liaison



VISION ZERO

The Town of Ferdinand is actively working to reduce the number of fatalities and serious injuries by 50% by 2035, working toward a goal of zero by 2045.



What is one thing you would do to prevent roadway fatalities and injuries in Ferdinand?

Truck Traffic

- Try to get more big truck traffic to use the bypass
- Get trucks to use bypass

Other Comments

- Get more sidewalks
- Stop light at 264 + 162 intersection

PUBLIC WORKSHOP | JANUARY 22, 2026



GUIDING PRINCIPLES



Engineering: Invest in the design and construction of physical improvements to the transportation network to make Ferdinand's roads safer and more functional.



Education: Teach roadway users about safety rules and best practices for navigating the transportation network in Ferdinand.



Encouragement: Promote active transportation, such as walking and biking, as an alternative to short trips by car.



Enforcement: Support the Ferdinand Police Department as they continue to enforce traffic laws and address unsafe behaviors.



Evaluation: Revisit the Comprehensive Safety Action Plan annually to review implementation progress and reevaluate priorities.



Do these guiding principles provide a strong framework for the comprehensive plan?

Vote with a **sticky dot**.

YES

6

NO

What strategies (projects, programs, policies) are needed to support these principles?

Share your thoughts on a **post-it note**.

- Stoplight at north end of town keep thru trucks out of downtown
- More connectivity with sidewalks between parks, schools, and businesses

PUBLIC WORKSHOP | JANUARY 22ND, 2026





PRIORITY INTERSECTIONS

Along State Roads

Based on crash data, the following were identified as the **most hazardous intersections along state roads**. What other intersections should be considered for safety improvements?

Use a **sticky dot** to identify other hazardous intersections along state roads.



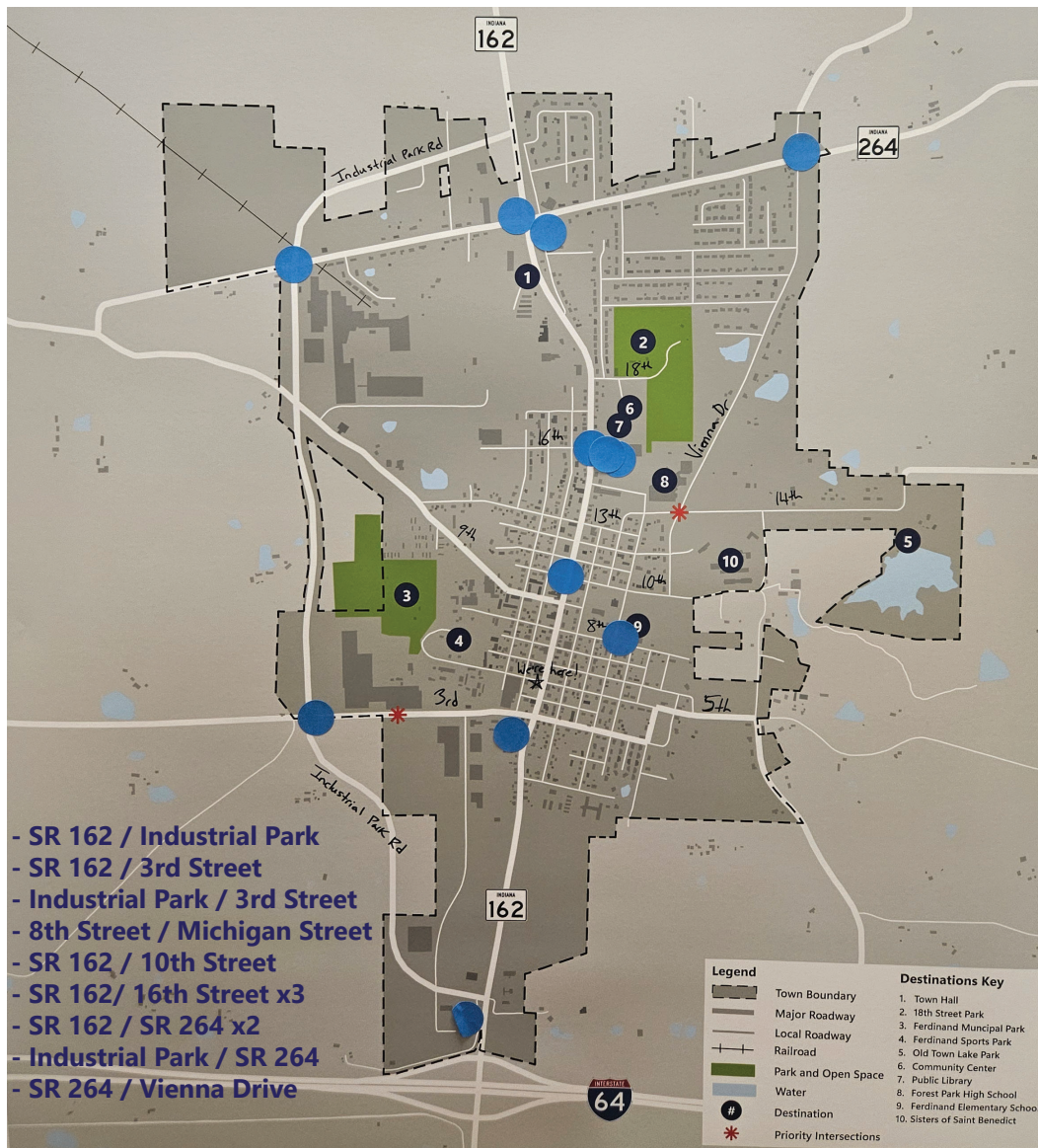


PRIORITY INTERSECTIONS

Along Local Roads

Based on crash data, the following were identified as the **most hazardous intersections along local roads**. What other intersections should be considered for safety improvements?

Use a **sticky dot** to identify other hazardous intersections along local roads.





SIDEWALK NETWORK

Where would you like to see new sidewalks, bike lanes, or trails?

Use the **red** marker to indicate where **sidewalks** are needed.
 Use the **blue** marker to indicate where **bike lanes** are needed.
 Use the **green** marker to indicate where **trails** are needed.





PRELIMINARY SOLUTIONS

Do you **agree** with the preliminary solutions proposed for each intersection?
Vote with a **sticky dot**. Use a **post-it note** to explain your thoughts.

Note: Preliminary solutions will require further analysis to prove that they are warranted before implementation, and anything along a state route will need to be coordinated with INDOT.

SR 162 & INDUSTRIAL PARK ROAD NORTH



- Shift speed limit signs north to slow traffic

5

AGREE | DISAGREE

- Need signal or create turn lane to allow flow of traffic
- Add signal
- Signal here

SR 162 & SR 264/23RD STREET



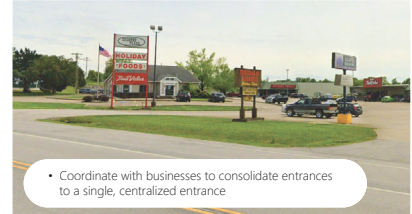
- Potential for signalized intersection (or roundabout)

4

AGREE | DISAGREE

- I like the idea of a signal, but no roundabout
- No roundabout
- Signal yes, roundabout no

SR 162 & COMMERCIAL ACCESS



- Coordinate with businesses to consolidate entrances to a single, centralized entrance

2 | 4

AGREE | DISAGREE

PUBLIC WORKSHOP | JANUARY 22, 2026



PRELIMINARY SOLUTIONS

Do you **agree** with the preliminary solutions proposed for each intersection?
Vote with a **sticky dot**. Use a **post-it note** to explain your thoughts.

Note: Preliminary solutions will require further analysis to prove that they are warranted before implementation, and anything along a state route will need to be coordinated with INDOT.

SR 162 & 16TH STREET



- Install Pedestrian Hybrid Beacons (or Rectangular Rapid Flashing Beacons) to enable safer crossings

8

AGREE | DISAGREE

VIENNA DRIVE & 14TH STREET

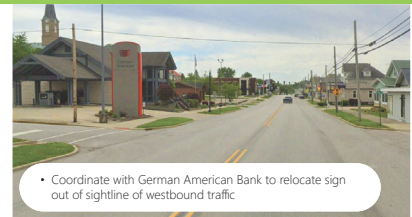


- Install stop signs for all-way stop control
- Remove on-street parking to reduce backing crashes

4

AGREE | DISAGREE

SR 162 & 11TH STREET



- Coordinate with German American Bank to relocate sign out of sightline of westbound traffic

5

AGREE | DISAGREE

PUBLIC WORKSHOP | JANUARY 22, 2026





PRELIMINARY SOLUTIONS

Do you **agree** with the preliminary solutions proposed for each intersection? Vote with a **sticky dot**. Use a **post-it note** to explain your thoughts.

Note: Preliminary solutions will require further analysis to prove that they are warranted before implementation, and anything along a state route will need to be coordinated with INDOT.

SR 162 DOWNTOWN CROSSWALKS INDUSTRIAL PARK ROAD & 3RD STREET SR 162 & INDUSTRIAL PARK ROAD SOUTH



5

AGREE DISAGREE

- Don't have crosswalks every block



3 **2**

AGREE DISAGREE

- Keep the truck traffic flowing. If you place stop signs the big trucks won't use the bypass.
- Keep the bypass flowing



4

AGREE DISAGREE

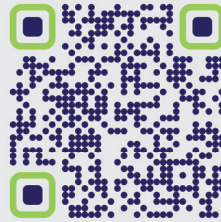
- No roundabout x3

PUBLIC WORKSHOP | JANUARY 22, 2026

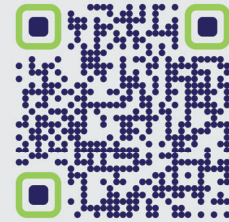


THANK YOU!

How else can I support the plan?



Take our online survey!
Tell us how you get around Ferdinand, which safety issues to prioritize, and how roadway safety impacts your daily life.



Add to our online map!
Help us identify roadway safety concerns.



PUBLIC WORKSHOP | JANUARY 22ND, 2026



ROAD SAFETY AUDIT FIELD NOTES

SR 162 AND SR 264 (23RD STREET)



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & SR 264
Date of Road Safety Audit: 04/21/2026
Team Member Name: Jessica Condra
Title: Grant Administrator
E-Mail Address: jcondra@ind15rpc.org
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: some lights Road conditions seem ok
On-Street Parking and Nearby Drive Concerns: No on street parking. Busy intersection
Intersection Control, Sight Distance, and Lighting: 2-way stop some lights visibility is ok



ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
<p>Signing and Pavement Marking Conditions/Concerns:</p> <p>Pavement markings are cracking Drivers go past the stop bar. Need center turning lane</p>
<p>Pedestrian and Bicycle Facility Presence, Condition and Connectivity:</p> <p>No ped nor bicycle connection.</p>
<p>Obstructions, Hazards and Other Concerns:</p> <p>Speed</p>
<p>Overall Intersection Comments:</p> <p>Very Busy Intersection, Lots of speeding, difficult to make left turns</p>





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & SR 264
Date of Road Safety Audit: 04/21/2026
Team Member Name: Debbie Johnson
Title: Town Council
E-Mail Address: djohnson@ferdinandindiana.org
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <p>Extremely wide - No left turn lane Lots of Accidents - Anticipated increase in traffic flow when Round About is complete at Bretzville. Speed 45 then w/in 1 mi 35 MPH</p>
<p>On-Street Parking and Nearby Drive Concerns:</p> <p>NO PARKING ALLOWED</p>
<p>Intersection Control, Sight Distance, and Lighting:</p> <p>No PEDESTRIAN Access AT ALL FOR SAFE CROSSING</p>



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & SR 264
Date of Road Safety Audit: 04/21/2026
Team Member Name: <i>Kevin Miller</i>
Title: <i>HWC Traffic Services Manager</i>
E-Mail Address: <i>kmiller@hwcengineering.com</i>
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <ul style="list-style-type: none"> - Roll curb on west approach - Southbound speed decreases to 35 mph just north of 23rd street with another sign south of 23rd. - 45 mph on Industrial Park Rd. North - 50 mph for NB traffic just north of SR 264,
<p>On-Street Parking and Nearby Drive Concerns:</p> <ul style="list-style-type: none"> - Drives on SR 264 immediately east of SR 162
<p>Intersection Control, Sight Distance, and Lighting:</p> <ul style="list-style-type: none"> - Acorn style street lighting northwest corner - Two-way stop experiences peak hour delay





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
<p>Signing and Pavement Marking Conditions/Concerns:</p> <p>- No cross traffic does not stop sign</p>
<p>Pedestrian and Bicycle Facility Presence, Condition and Connectivity:</p> <p>- No ped facilities present. Runner seen on west side of SR 162 to westbound 23rd street.</p>
<p>Obstructions, Hazards and Other Concerns:</p>
<p>Overall Intersection Comments:</p> <p>- SB traffic weaves around SB left-turning vehicles ↳ check SB left-turn lane warrants.</p> <p>- Does signal help peak hour going on 23rd/SR 264? ↳ check signal warrant ↳ EB approach traffic becomes impatient and shoots gaps and runs stop sign during PM peak hour.</p>



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & SR 264
Date of Road Safety Audit: 04/21/2026
Team Member Name: Hannah Plough
Title: Traffic Engineer
E-Mail Address: hplough@hwcengineering.com
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <ul style="list-style-type: none"> · high speeds entering and exiting town on SR 162 · Speeding southbound traffic passes left-turners illegally using right-turn lane
<p>On-Street Parking and Nearby Drive Concerns:</p> <ul style="list-style-type: none"> · drives close to intersection on east and west approaches · no on-street parking
<p>Intersection Control, Sight Distance, and Lighting:</p> <ul style="list-style-type: none"> · two-way stop control · no sight distance restrictions · lighting in northwest corner · side street traffic has excessive delay waiting to turn left onto SR 162 · rolling stops present on side street due to insufficient gaps on SR 162





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES

Signing and Pavement Marking Conditions/Concerns:

- markings and pavement in adequate shape
- no sign on stop signs indicating two-way stop or cross traffic does not stop

Pedestrian and Bicycle Facility Presence, Condition and Connectivity:

- no pedestrian or bicycle facilities present
- runner observed crossing free flow traffic on SR 162 running on SR 264 to W. 23rd St.

Obstructions, Hazards and Other Concerns:

- stop sign and SR 264 sign in pavement gore area on west leg
- lighting pole close to roadway on northwest corner

Overall Intersection Comments:

- two-way stop control appears to be failing during PM peak causing excessive delay and less gap acceptance for side street traffic



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & SR 264
Date of Road Safety Audit: 04/21/2026
Team Member Name: Eric Rahman
Title: Street
E-Mail Address:
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: Some speeding
On-Street Parking and Nearby Drive Concerns: OK
Intersection Control, Sight Distance, and Lighting: Sight good





ROAD SAFETY AUDIT FIELD NOTES

<i>FIELD NOTES</i>
Signing and Pavement Marking Conditions/Concerns: Good Condition
Pedestrian and Bicycle Facility Presence, Condition and Connectivity:
Obstructions, Hazards and Other Concerns: Turning lanes with traffic Stop light possible
Overall Intersection Comments: High traffic hours really bad. lower speeds?



SR 162 AND 18TH STREET



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & 18th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Jessica Condra
Title: Grant Administrator
E-Mail Address: jcondra@ind15rpc.org
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: Blind Curve ^{curve} Lots of cross traffic movement. Constant traffic flow Cars are speedy.
On-Street Parking and Nearby Drive Concerns: No on street parking but no yellow curbs stopping parking.
Intersection Control, Sight Distance, and Lighting: None Left turns are difficult Good amount of light posts





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
<p>Signing and Pavement Marking Conditions/Concerns:</p> <p>Some new paint, some fading</p>
<p>Pedestrian and Bicycle Facility Presence, Condition and Connectivity:</p> <p>only non-vehicle ability is in the grass, not safe for bikes /pedestrians</p>
<p>Obstructions, Hazards and Other Concerns:</p> <p>Blind curve Blind curve curve</p>
<p>Overall Intersection Comments:</p> <p>Overall, this is a difficult & dangerous intersection. Lots of traffic, blind curve ^{curve}, speeding. There's a park across the street, but no safe way to walk there.</p>





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & 18th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Debbie Johnson
Title:
E-Mail Address:
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds: Blind curve, high traffic, crosswalk to 18th St Park NO on street PARKING BUT NO MARKING Lots of Pedestrian crossing traffic. Ditch along roadway prevents pedestrian ability to stay off of SR162 on Curve.</p>
<p>On-Street Parking and Nearby Drive Concerns: NO PARKING ALLOWED- NOT MARKED THOUGH NO PEDESTRIAN CROSSING @ 18th & Dollar General Crossing.</p>
<p>Intersection Control, Sight Distance, and Lighting: Sign for blind entrance - SB</p>





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & 18th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Kevin Miller
Title: HWC Traffic Services Manager
E-Mail Address: Kmiller@hwcengineering.com
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: <ul style="list-style-type: none"> - Mainline pavement in good condition - Horizontal curve to north limits sight distance - East approach is residential w/vertical incline and no stop bar - Pavement/shoulder failure at roadway edge near paved side ditch.
On-Street Parking and Nearby Drive Concerns: <ul style="list-style-type: none"> - No on-street parking or nearby drives.
Intersection Control, Sight Distance, and Lighting: <ul style="list-style-type: none"> - Two-way stop - Acorn lighting - Embankment/curve on northwest quadrant limits sight distance.



ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
Signing and Pavement Marking Conditions/Concerns: <ul style="list-style-type: none">- 35 mph posted speed limit. No intersection ahead warning signs- No striped crosswalk from residential area to Dollar General- Dollar General approach has two stop bars and faded markings.- No stop bar or markings on east approach.
Pedestrian and Bicycle Facility Presence, Condition and Connectivity: <ul style="list-style-type: none">- No ped facilities are present. Peds seen walking north from intersection on east side of SR 162.
Obstructions, Hazards and Other Concerns:
Overall Intersection Comments: <ul style="list-style-type: none">- Future ped facilities along SR 162 would connect the residential area to Dollar General and nearby commercial uses.





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & 18th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Hannah Plough
Title: Traffic Engineer
E-Mail Address: hplough@hwcengineering.com
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <p>relatively high speeds coming around curve</p> <p>curve along downhill section</p>
<p>On-Street Parking and Nearby Drive Concerns:</p> <p>Not applicable</p>
<p>Intersection Control, Sight Distance, and Lighting:</p> <p>combination of hill, curve, and roadside berm make sight distance limited looking north from Dollar General</p>



ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES

Signing and Pavement Marking Conditions/Concerns:

multiple stop bars on west approach, pavement markings not on SR 162 are worn

no stop bar or pavement markings on east approach

Pedestrian and Bicycle Facility Presence, Condition and Connectivity:

No bicycle or pedestrian facilities

Cyclist observed using southbound shoulder to go northbound on SR 162 with low visibility around curve and downhill

Pedestrians observed walking along grass roadside going north

Obstructions, Hazards and Other Concerns:

Pavement on western side of SR 162 north of intersection is beginning to fail near the paved roadside ditch

Overall Intersection Comments:

Sight distance with hill and curve along with speeds on SR 162 seem to be biggest issues, especially with bicycle and pedestrian presence



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & 18th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Eric Rahman
Title: Street Superintendent
E-Mail Address:
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: Curb painting at entrance would help
On-Street Parking and Nearby Drive Concerns: Cars must pull out past stop bar to see traffic from north
Intersection Control, Sight Distance, and Lighting: Sight problem, traffic from north





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
Signing and Pavement Marking Conditions/Concerns: No turn lane signs Dollar star Marking must be freshen up
Pedestrian and Bicycle Facility Presence, Condition and Connectivity:
Obstructions, Hazards and Other Concerns: Line of sight
Overall Intersection Comments: fair, need stop bar on E 18th st





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & 18th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: BRIAN SEFFERNICK
Title: ASST. CHIEF
E-Mail Address:
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: BLIND CURVE HEAVY TRAFFIC NO CROSS WALK
On-Street Parking and Nearby Drive Concerns: CURBS NOT PAINTED TO REFLECT NO PARKING
Intersection Control, Sight Distance, and Lighting:





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
Signing and Pavement Marking Conditions/Concerns:
Pedestrian and Bicycle Facility Presence, Condition and Connectivity: NO CROSS WALK HEAVY PEDESTRIAN TRAFFIC
Obstructions, Hazards and Other Concerns:
Overall Intersection Comments: HARD TO EXIT DUE TO BEND CURVE



VIENNA DRIVE AND 14TH STREET



ROAD SAFETY AUDIT FIELD NOTES

Intersection: Vienna Drive & 14th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Jessica Cendra
Title: Grant Administrator
E-Mail Address: jcendra@ind15rpc.org
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <p>Roadways are not aligned It is a nice wide intersection.</p>
<p>On-Street Parking and Nearby Drive Concerns:</p> <p>To much parking for traffic volume</p>
<p>Intersection Control, Sight Distance, and Lighting:</p> <p>Only a 2-way stop visibility is not horrible Some AS lighting, probably need more for school zone.</p>



ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
<p>Signing and Pavement Marking Conditions/Concerns:</p> <p>signage seems ok No school zone sign south on Vienna</p>
<p>Pedestrian and Bicycle Facility Presence, Condition and Connectivity:</p> <p>No marked areas. School, need safer ways to cross to student parking.</p>
<p>Obstructions, Hazards and Other Concerns:</p> <p>Shallow parking spots, large vehicles hang out in road.</p>
<p>Overall Intersection Comments:</p> <p>Busy Kids cross everywhere</p>



ROAD SAFETY AUDIT FIELD NOTES EPHS

Intersection: Vienna Drive & 14th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Debbie Johnson
Title: Town Council
E-Mail Address: djohnson@ferdinandindiana.org
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds: LARGE (WIDE) Intersection - PARKING blocks view when SB looking west. NO CROSSWALKS -</p>
<p>On-Street Parking and Nearby Drive Concerns: PARENT Child PICKUP on E. Side - Must back out w/ no intersection control other than stop sign HIGH PEDESTRIAN TRAFFIC with students before & after school.</p>
<p>Intersection Control, Sight Distance, and Lighting: No CROSSWALKS (yet) stop signs only on N+S - E/W is through w/ speeds 20 MPH DURING school - After 30 MPH Need Rapid Flashers Need Ramp w/ warning SURFACES</p>



ROAD SAFETY AUDIT FIELD NOTES

Intersection: Vienna Drive & 14th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: <i>Kevin Miller</i>
Title: <i>HWC Traffic Services Manager</i>
E-Mail Address: <i>Kmiller@hwcengineering.com</i>
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: <ul style="list-style-type: none"> - <i>Mainline Pavement good condition</i> - <i>Horizontal Curve to north limits sight distance</i> - <i>East approach is residential w/vertical incline and no stop bar</i> - <i>Pavement/shoulder failure near turnout for paved side ditch.</i>
On-Street Parking and Nearby Drive Concerns: <ul style="list-style-type: none"> - <i>No on-street parking or nearby drives</i>
Intersection Control, Sight Distance, and Lighting: <ul style="list-style-type: none"> - <i>Two-way stop</i> - <i>Acorn style street lighting</i> - <i>Embankment/curve on northwest quadrant limits sight distance</i>





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
<p>Signing and Pavement Marking Conditions/Concerns:</p> <ul style="list-style-type: none"> - No stop bars on Vienna - School crossing sign at intersection (no ahead plaque or reflectivity) - No school zone sign south of 14th on Vienna. - No centerline striping on 14th.
<p>Pedestrian and Bicycle Facility Presence, Condition and Connectivity:</p> <ul style="list-style-type: none"> - No crosswalks at intersection - Sidewalk on NW corner by school has no ramp at roadway - 2 free-flow ped crossings north of intersection w/ non-compliant ramps. (install RRFBS?)
<p>Obstructions, Hazards and Other Concerns:</p> <ul style="list-style-type: none"> - ADA parking space north of intersection w/ no ramp to sidewalk - free-flow marked crosswalks should have ada compliant ramps - North entrance to student parking has no crosswalk but a sidewalk transition is present.
<p>Overall Intersection Comments:</p> <ul style="list-style-type: none"> - Speeding observed on 14th street. - School students / teams seen running on east on 14th in roadway with oncoming traffic due to no sidewalk / trail. - Potential to consolidate free-flow crosswalks and enhance w/ RRFBS. - Limit on-street parking near intersection for improved sight distance



ROAD SAFETY AUDIT FIELD NOTES

Intersection: Vienna Drive & 14th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Hannah Plough
Title: Traffic Engineer
E-Mail Address: hplough@hwcengineering.com
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <ul style="list-style-type: none"> • skewed intersection • higher vehicular speeds along 14th St. as school lets out - especially going downhill • cracking on roadway through intersection and along on-street parking
<p>On-Street Parking and Nearby Drive Concerns:</p> <ul style="list-style-type: none"> • on-street parking on the west leg and north leg is perpendicular to roadway, causing cars to have to back into or out of spots in travel lane with free flow traffic • private drive very close to intersection on southwest corner with long frontage along south leg
<p>Intersection Control, Sight Distance, and Lighting:</p> <ul style="list-style-type: none"> • two-way stop control • parking along west leg blocks sight line for southbound vehicles • sight distance looking east is limited due to hills



ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES	
Signing and Pavement Marking Conditions/Concerns:	
<ul style="list-style-type: none"> no stop bars on north and south approaches no signage indicating intersection is two-way stop or that cross traffic does not stop no pavement markings on 14th St. or signage indicating intersection ahead - vehicles observed driving down center of roadway 	
Pedestrian and Bicycle Facility Presence, Condition and Connectivity:	
<ul style="list-style-type: none"> no bicycle facilities present sidewalk only present on northwest quadrant of intersection with no curb ramps or any marked crossings on any leg of intersection no ADA accessible route on north leg from school to ^{on-street} parking lot across Vienna Dr. no curb ramp on west side of Vienna and no detectable warning surface on east side 	<ul style="list-style-type: none"> cross country team observed running in road on 14th school employee directs traffic at dismissal to let kids cross
Obstructions, Hazards and Other Concerns:	
<ul style="list-style-type: none"> aggregate shoulder sunk on southwest corner grass worn on southeast corner from tire tracks, "Public Access Site" sign very close to roadway 	
Overall Intersection Comments:	
<ul style="list-style-type: none"> Wide, skewed intersection causes some confusion between whether it is a two-way stop or all-way stop Pedestrian connectivity between school and parking across the street needs improvement. 	



ROAD SAFETY AUDIT FIELD NOTES

Intersection: Vienna Drive & 14th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: Eric Rahman
Title: Street S.
E-Mail Address:
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: Signs are good expect school sign north bound on Vienna
On-Street Parking and Nearby Drive Concerns: E 14th Parking by school
Intersection Control, Sight Distance, and Lighting: Sight Distance problem west of intersection



ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
Signing and Pavement Marking Conditions/Concerns: Need stop bars
Pedestrian and Bicycle Facility Presence, Condition and Connectivity:
Obstructions, Hazards and Other Concerns: Mostly traffic from west
Overall Intersection Comments: 4 way stop would be more safe. new stop bars 4 parking spots eliminate would help sight on west end



ROAD SAFETY AUDIT FIELD NOTES

Intersection: Vienna Drive & 14th Street
Date of Road Safety Audit: 04/21/2026
Team Member Name: BRIAN SEFFENICK
Title: ASST CHIEF
E-Mail Address:
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: YOU HAVE TO BE IN THE INTERSECTION TO SEE TO THE WEST HEAVY TRAFFIC
On-Street Parking and Nearby Drive Concerns: CARS PARKED BESIDE SCHOOL BLOCK UTEW
Intersection Control, Sight Distance, and Lighting: SHOULD BE 4WAY STOP





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
Signing and Pavement Marking Conditions/Concerns:
Pedestrian and Bicycle Facility Presence, Condition and Connectivity: HEAVY PEDESTRIAN TRAFFIC
Obstructions, Hazards and Other Concerns: PARKED CARS
Overall Intersection Comments:

SR 162 AND INDUSTRIAL PARK ROAD SOUTH



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & Industrial Park Road South
Date of Road Safety Audit: 04/21/2026
Team Member Name: Jessica Condra
Title: Grant Administrator
E-Mail Address: jcondra@ind15rpc.org
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: Potholes, faded lines, cracks, Fast cars coming off interstate, very busy. Lots of access points
On-Street Parking and Nearby Drive Concerns: None on roadway. Parking at restaurants, gas station, CVS.
Intersection Control, Sight Distance, and Lighting: Stop light





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
Signing and Pavement Marking Conditions/Concerns: <i>Faded pavement markings</i>
Pedestrian and Bicycle Facility Presence, Condition and Connectivity: <i>None</i> <i>Need crosswalk</i>
Obstructions, Hazards and Other Concerns: <i>no pedestrian</i>
Overall Intersection Comments:





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & Industrial Park Road South
Date of Road Safety Audit: 04/21/2026
Team Member Name: <i>Eric Johnson</i>
Title:
E-Mail Address:
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <p><i>Access Road on E Side - stop sign needed @ old Wendy's exit</i></p>
<p>On-Street Parking and Nearby Drive Concerns:</p> <p><i>Very Busy Intersection. Has stop light But MARKINGS NEED IMPROVED</i></p>
<p>Intersection Control, Sight Distance, and Lighting:</p> <p><i>No Access / CROSSING for Pedestrians Speed - 45 now on INDUSTRIAL RD SB TO NB - Reduce 35 MPH</i></p>





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & Industrial Park Road South
Date of Road Safety Audit: 04/21/2026
Team Member Name: <i>Kevin Miller</i>
Title: <i>HWC Traffic Services Manager</i>
E-Mail Address: <i>kmiller@hwcengineering.com</i>
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: <ul style="list-style-type: none"> - <i>Surface raveling on east/west approaches</i> - <i>45 mph on SR 162 and Industrial Park Road South</i> - <i>Deteriorated NB right-turn lane</i>
On-Street Parking and Nearby Drive Concerns: <ul style="list-style-type: none"> - <i>Closely spaced drives on west approach</i> - <i>Unlimited access at east approach between Wendys and gas station.</i> <ul style="list-style-type: none"> ↳ <i>Raised median on west approach would be beneficial to improve safety.</i>
Intersection Control, Sight Distance, and Lighting: <ul style="list-style-type: none"> - <i>Damaged signal head for WB approach</i> - <i>Ornamental acorn lighting on west approach</i>



ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
<p>Signing and Pavement Marking Conditions/Concerns:</p> <ul style="list-style-type: none">- Markings are deteriorated- Eastbound stop bar too close to intersection for safe movements.
<p>Pedestrian and Bicycle Facility Presence, Condition and Connectivity:</p> <ul style="list-style-type: none">- None present. Needed across SR 102 for connectivity of commercial area (north approach and west approach).
<p>Obstructions, Hazards and Other Concerns:</p>
<p>Overall Intersection Comments:</p> <ul style="list-style-type: none">- Access management issues on west approach (median?)- Improvements to private drives/configurations needed on east approach.- Review speed limit on Industrial park Rd. (45 mph / 35 mph?)





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & Industrial Park Road South
Date of Road Safety Audit: 04/21/2026
Team Member Name: Hannah Plough
Title: Traffic Engineer
E-Mail Address: hplough@hwcengineering.com
FIELD NOTES
<p>Roadway Conditions, Alignment and Vehicular Speeds:</p> <ul style="list-style-type: none"> • High vehicular speeds approaching signal on north, south, and west legs • cracking and pot holes present on east and west approaches - graveling on west • deteriorated shoulder on southeast corner
<p>On-Street Parking and Nearby Drive Concerns:</p> <ul style="list-style-type: none"> • no on-street parking • Several drives just east of intersection along private drive east leg of intersection • Southview Dr. very close to intersection on west leg, multiple commercial drives close together just west of intersection • left turns allowed on all drives on west leg
<p>Intersection Control, Sight Distance, and Lighting:</p> <ul style="list-style-type: none"> • visor missing on westbound signal head





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES

Signing and Pavement Marking Conditions/Concerns:

- pavement markings deteriorated on east and west approaches
- stop bar on west approach too close to intersection, doesn't allow for northbound left-turn movement - marking worn completely away on eastbound left stop bar

Pedestrian and Bicycle Facility Presence, Condition and Connectivity:

No pedestrian facilities or connectivity

Obstructions, Hazards and Other Concerns:

- steep side slopes with deep ditches

Overall Intersection Comments:

- very large intersection, hard to cross as a pedestrian
- access management needed on both east and west legs



ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & Industrial Park Road South
Date of Road Safety Audit: 04/21/2026
Team Member Name: Eric Rahman
Title: Street
E-Mail Address:
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: Road on east of intersection needs attention
On-Street Parking and Nearby Drive Concerns: By Wendy's building, hotel, gas station
Intersection Control, Sight Distance, and Lighting: Sight good, need paint markings on road improved





ROAD SAFETY AUDIT FIELD NOTES

FIELD NOTES
Signing and Pavement Marking Conditions/Concerns: Markings poor on east side
Pedestrian and Bicycle Facility Presence, Condition and Connectivity:
Obstructions, Hazards and Other Concerns: No crosswalks across SR 162
Overall Intersection Comments: Lower 45 speed to 30 till Scenic Hills Dr.





ROAD SAFETY AUDIT FIELD NOTES

Intersection: SR 162 & Industrial Park Road South
Date of Road Safety Audit: 04/21/2026
Team Member Name: BREAN SEFFERNECK
Title: ASST. CHIEF
E-Mail Address:
FIELD NOTES
Roadway Conditions, Alignment and Vehicular Speeds: NEED CROSSWALK LOWER SPEED LIMIT TO 35 HEAVY TRAFFIC FADED MARKINGS
On-Street Parking and Nearby Drive Concerns:
Intersection Control, Sight Distance, and Lighting:





ROAD SAFETY AUDIT FIELD NOTES

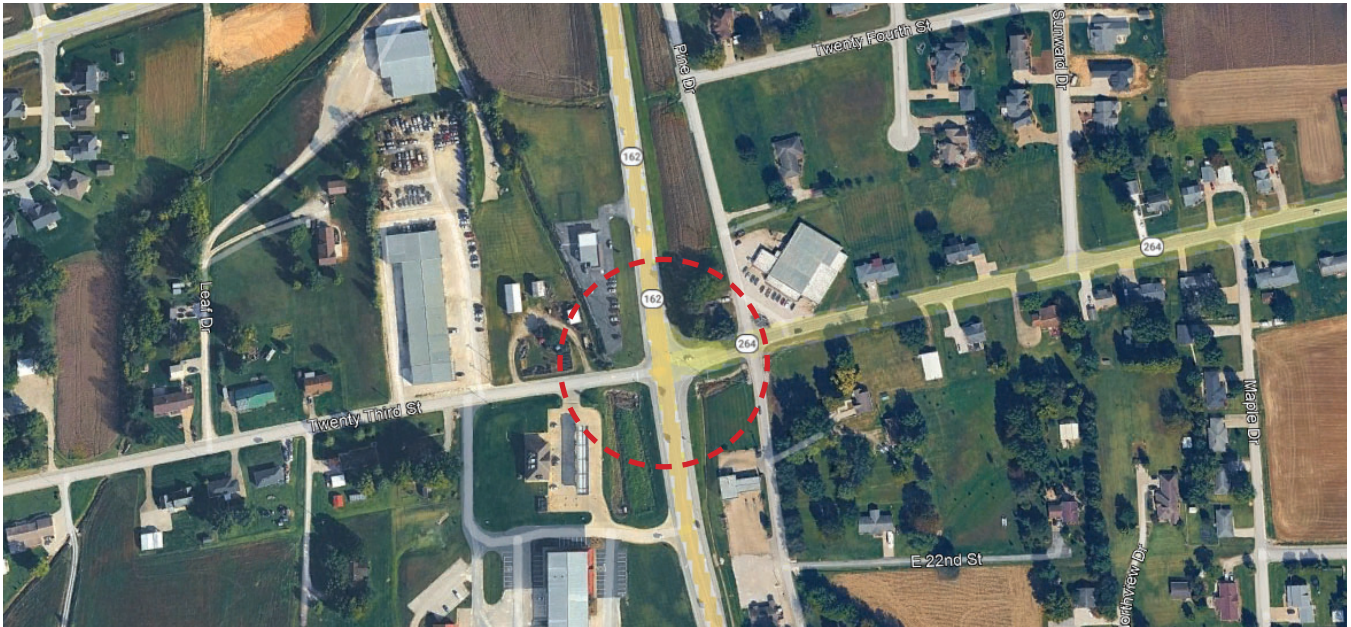
FIELD NOTES
Signing and Pavement Marking Conditions/Concerns:
Pedestrian and Bicycle Facility Presence, Condition and Connectivity: NO CROSSWALK
Obstructions, Hazards and Other Concerns:
Overall Intersection Comments:



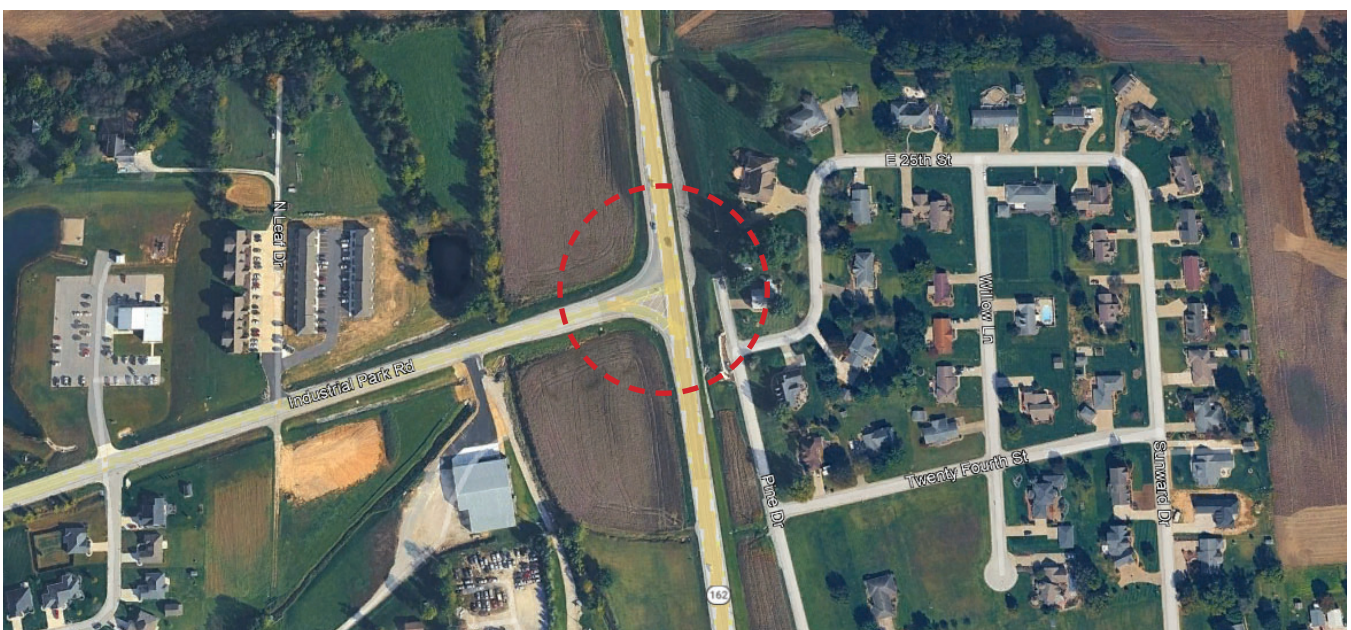
EXISTING CONTEXT IMAGERY

RECOMMENDED ROADWAY IMPROVEMENTS

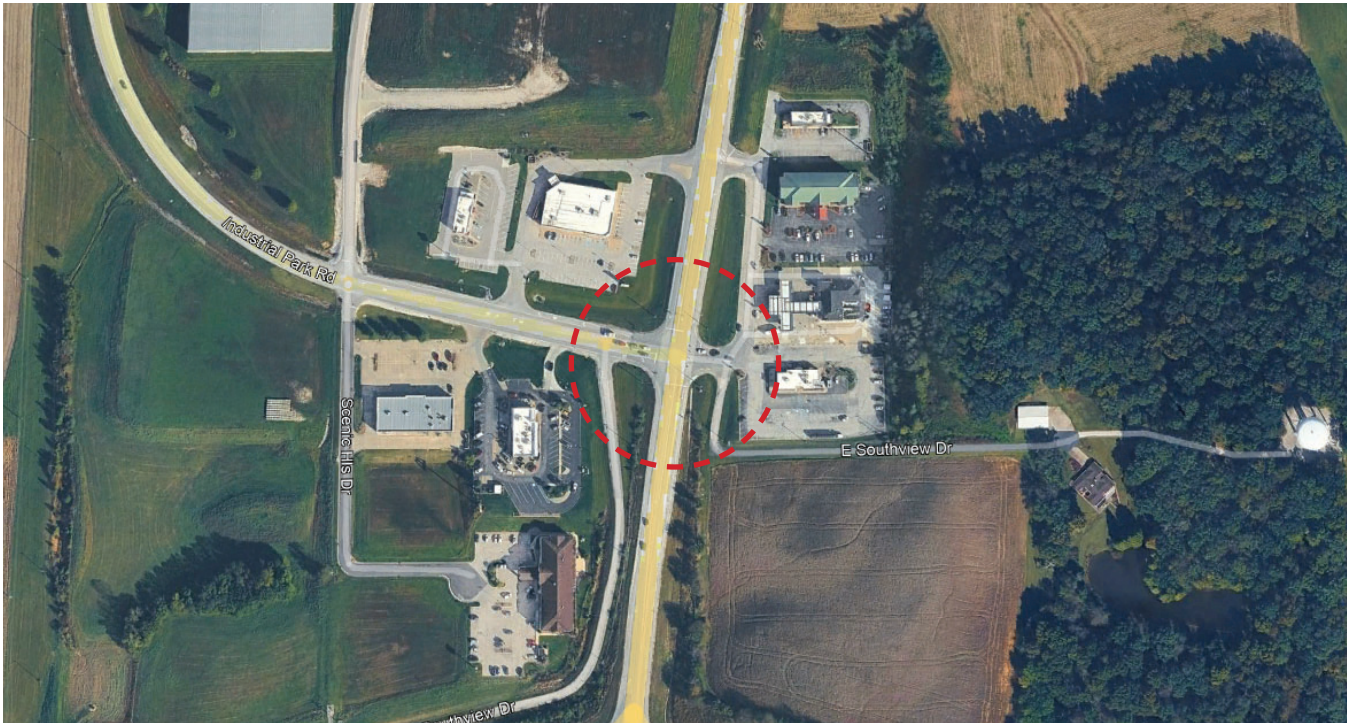
PROJECT 1 SR 162 AND SR 264 (23RD STREET)



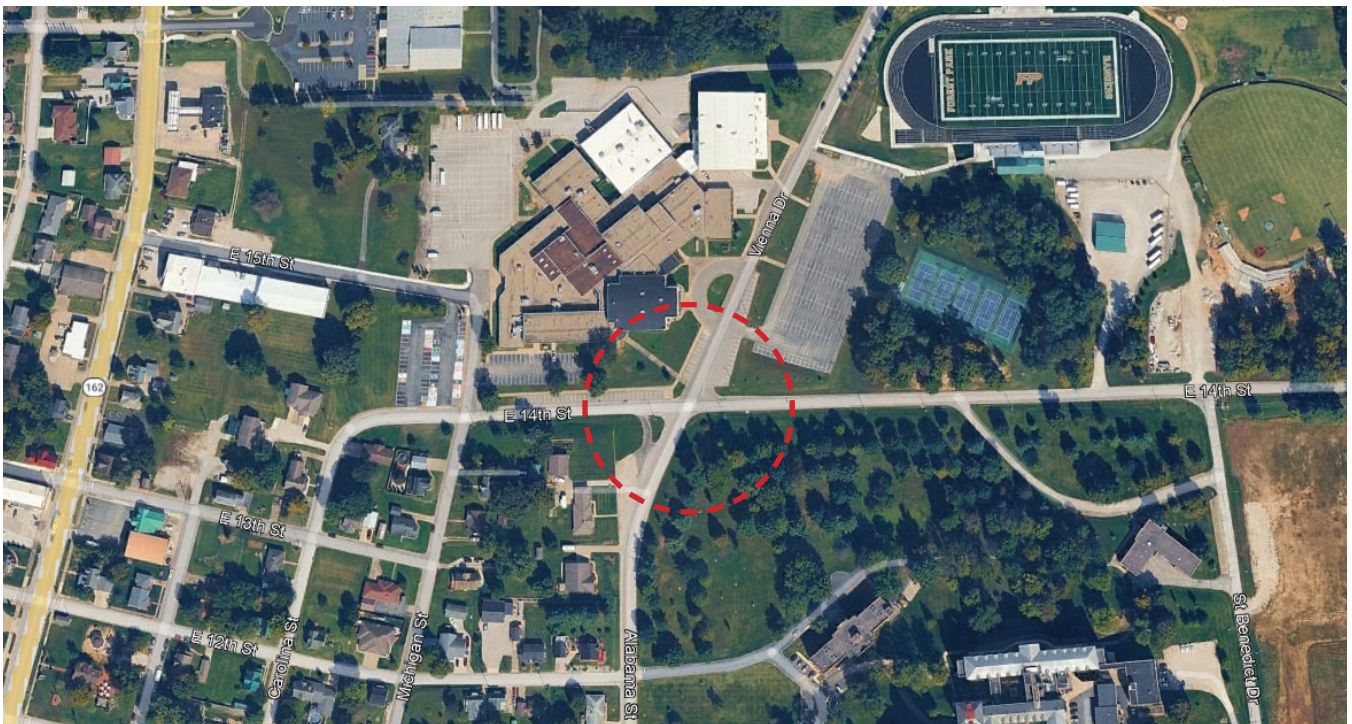
PROJECT 2 SR 162 AND INDUSTRIAL PARK ROAD NORTH



PROJECT 3
SR 162 AND INDUSTRIAL PARK ROAD SOUTH



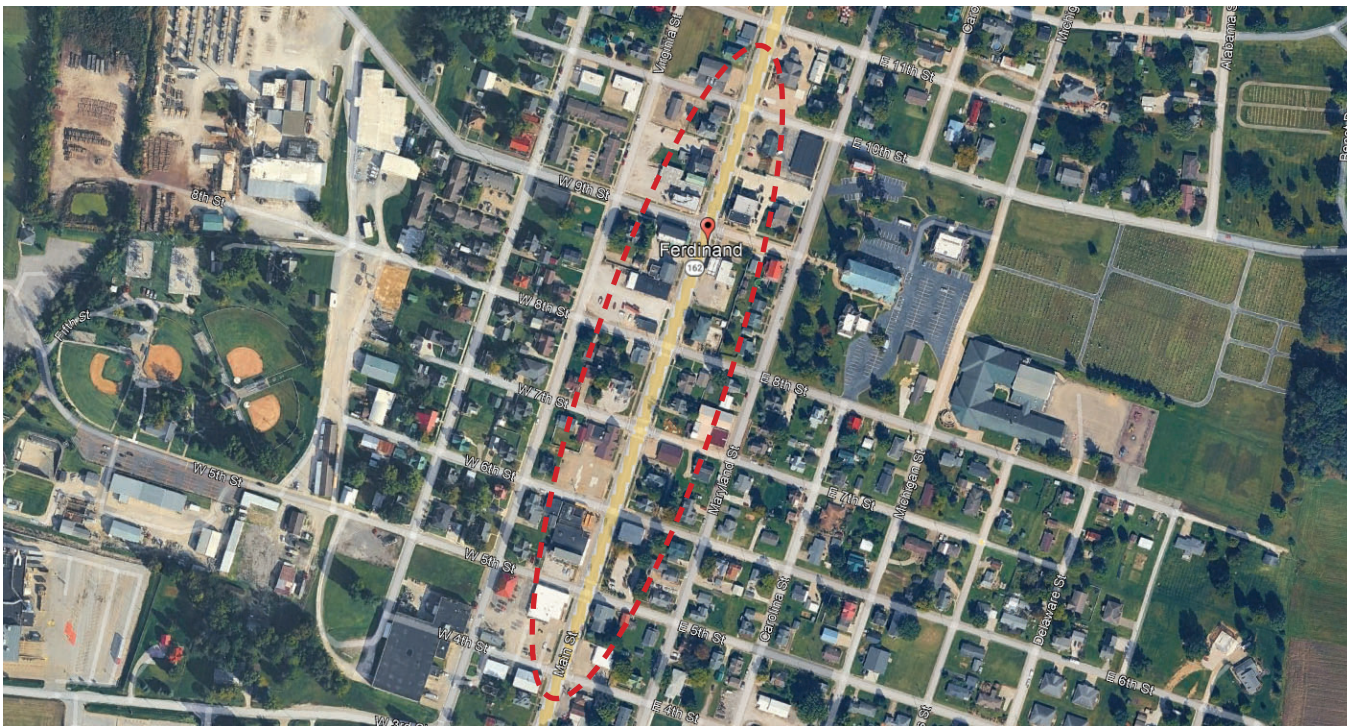
PROJECT 4
VIENNA DRIVE AND 14TH STREET



PROJECT 5
SR 162 AND 16TH STREET



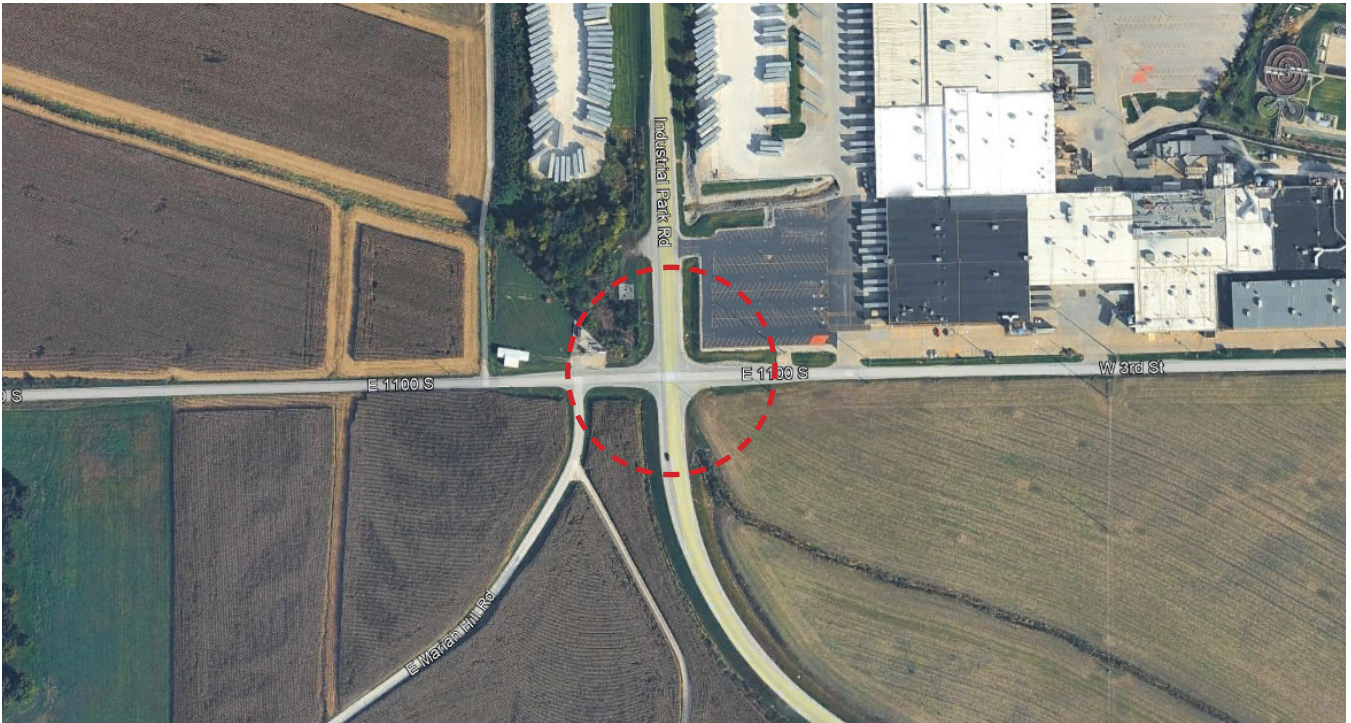
PROJECT 6
SR 162 AND DOWNTOWN CROSSWALKS



PROJECT 7
SR 162 AND COMMERCIAL ACCESS



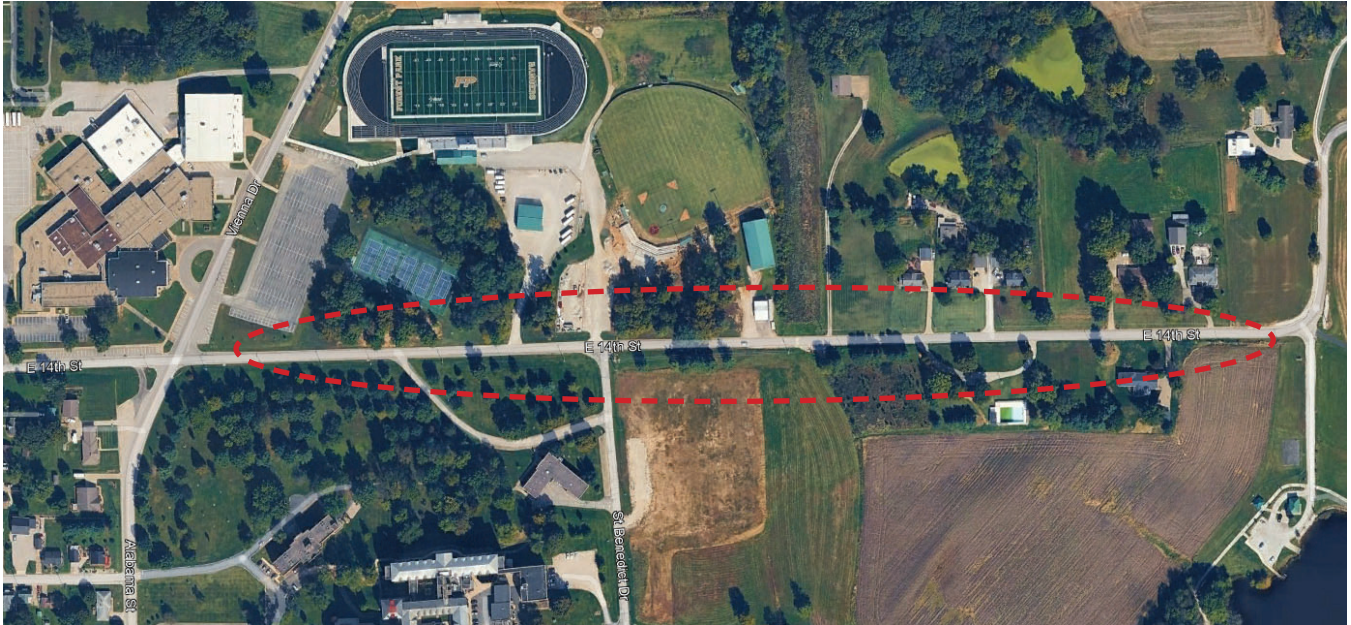
PROJECT 8
INDUSTRIAL PARK ROAD AND 3RD STREET



EXISTING CONTEXT IMAGERY

RECOMMENDED SIDEWALK CONNECTIONS

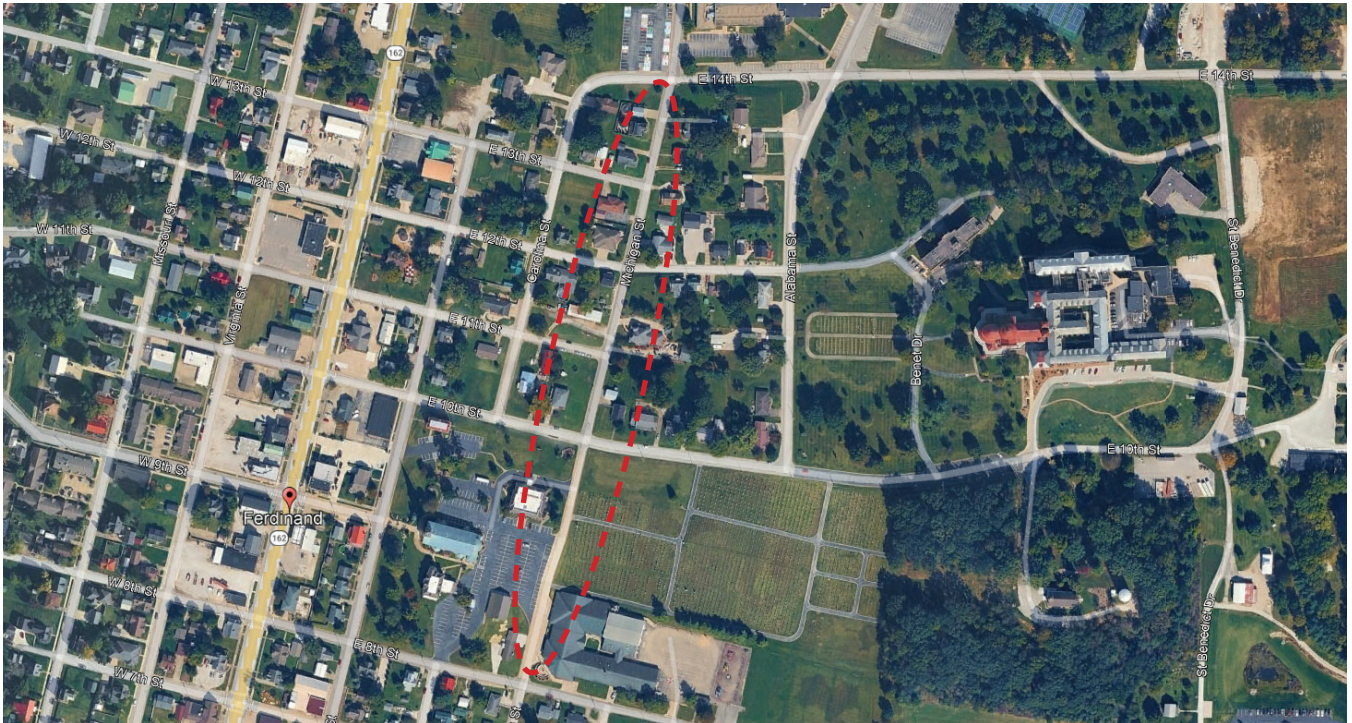
PEDESTRIAN PROJECT 1 EAST 14TH STREET TO OLD TOWN LAKE



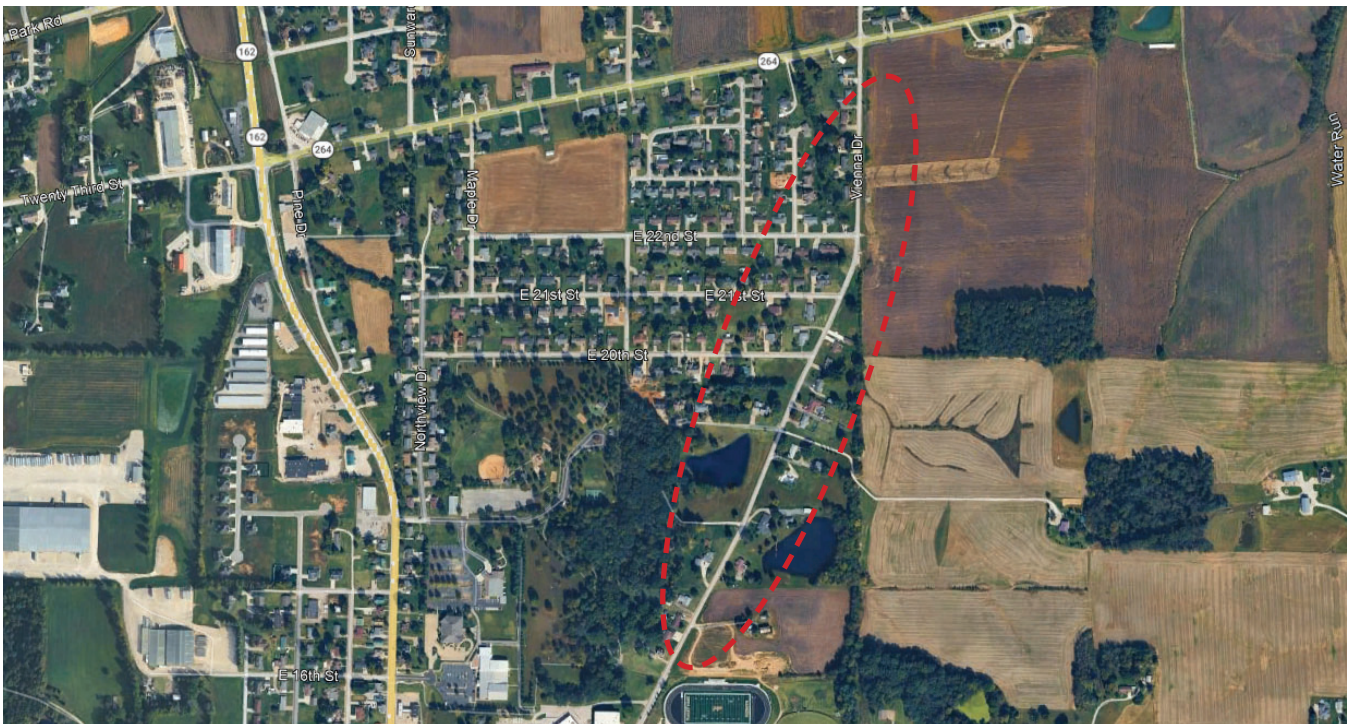
PEDESTRIAN PROJECT 2 SR 162 FROM SR 264/23RD STREET TO 18TH STREET



PEDESTRIAN PROJECT 3
MICHIGAN STREET FROM ELEMENTARY SCHOOL TO HIGH SCHOOL



PEDESTRIAN PROJECT 4
VIENNA DRIVE FROM FOREST PARK HIGH SCHOOL TO SR 264/23RD STREET



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**TOWN OF FERDINAND
2026 COMPREHENSIVE SAFETY ACTION PLAN**



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