



# CITY OF NEW HAVEN

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## AGENDA

### Common Council Regular Agenda

April 21, 2026, at 5:30 PM

City Hall Community Room  
815 Lincoln Highway E.

#### I. CALL TO ORDER

- A. Welcome - please silence cell phones and other electronic devices.
- B. Pledge of Allegiance
- C. Roll Call
- D. Title VI Statement
- E. Approval of Minutes from the previous meeting
  1. Approval of minutes from 04/07/2026 meeting.

#### II. STANDING COMMITTEE REPORTS

#### III. UNFINISHED BUSINESS

- A. Second reading of Ordinance G-26-4, an ordinance titled, Ordinance to withdraw from the Woodburn - New Haven Fire & EMS Protection Territory

#### IV. NEW BUSINESS

- A. Recognition of State 3A Runner-Up New Haven High School Basketball team
- B. Public hearing and introduction of a resolution titled, New Haven Council Confirmatory Resolution Application of SDI Larfarga. LLC. for the Designation of Economic Revitalization Area NO. NH-122
- C. Presentation by RQAW/DCCM on SS4A plan (Safe Streets for All)
- D. Introduction of a resolution titled, Resolution of the Common Council of the City of New Haven, Adopting the New Haven Safe Streets Plan
- E. Introduction of a resolution titled, A Resolution to Transfer City Funds Between Accounts for the Year 2026

F. Introduction and first reading of an ordinance titled, Ordinance Amending Section 33.66 of the New Haven City Code of Ordinances

**V. ANY OTHER BUSINESS THAT MAY PROPERLY COME BEFORE THE COUNCIL**

**VI. PUBLIC COMMENTS**

**VII. ADJOURNMENT**

MEMBER	TERM
Matt Newbauer, 1st District	1/1/24-12/31/27
Jeff Turner, 2nd District	1/1/24-12/31/27
Craig Dellinger, 3rd District	1/1/24-12/31/27
Mike Mowery, 4th District	1/1/24-12/31/27
Amelia Gascoigne, 5th District	1/1/24-12/31/27
Bob Byrd, Council-At-Large	1/1/24-12/31/27
Terry Werling, Council-At-Large	1/1/24-12/31/27

Meetings are archived and can be viewed live at <https://newhavenin.portal.civicclerk.com/>.

April 7, 2026

MINUTES OF A REGULAR MEETING OF THE COMMON COUNCIL  
OF THE CITY OF NEW HAVEN, INDIANA

The Common Council of the City of New Haven Indiana met in the City Hall Community Room on the April 7, 2026 at the hour of 5:30 PM in a Regular session in accordance with the rules of the Council.

**I. CALL TO ORDER**

A. Welcome - please silence cell phones and other electronic devices.

The meeting was called to order by Mayor Steve McMichael who presided.

B. Pledge of Allegiance

Mayor Steve McMichael asked everyone to stand and recite the Pledge of Allegiance.

C. Roll Call

On the call of the roll, the members of the Common Council were shown to be present or absent as follows:

Present: Terry Werling, Matt Newbauer, Craig Dellinger, Mike Mowery, Bob Byrd and Jeff Turner

Absent: Amelia Gascoigne

Also Present: Mayor Steve McMichael and Council Attorney Steve Harrants

D. Title VI Statement

E. Approval of Minutes from the previous meeting

1. Approval of minutes from previous meeting held on 03/25/2026

Terry Werling made a motion to approve the minutes from the previous meeting. Matt Newbauer seconded the motion, and the motion was approved by the following vote:

Ayes: Terry Werling, Matt Newbauer, Craig Dellinger, Mike Mowery, Bob Byrd and Jeff Turner

Nays: None

**II. STANDING COMMITTEE REPORTS**

**III. UNFINISHED BUSINESS**

**IV. NEW BUSINESS**

- A. Public hearing and introduction of a resolution titled, New Haven City Council Confirmatory Resolution Application of Cedar Farm East, LLC for the Designation of Economic Revitalization Area NO. NH-121

Under new business item A, was a public hearing and the introduction of a resolution titled, New Haven City Council Confirmatory Resolution Application of Cedar Farm East, LLC. for the Designation of Economic Revitalization Area NO. NH-121. Mayor Steve McMichael opened the public hearing for comments. The first call, with no comments, the second call, with no comments, and the third and final call, with no comments, Mayor Steve McMichael declared the public hearing closed. Jeff Turner made a motion to approve by title only, a resolution titled, New Haven City Council Confirmatory Resolution Application of Cedar Farm East, LLC. for the Designation of Economic Revitalization Area NO. NH-121. Matt Newbauer seconded the motion, and the motion was approved by the following vote:

Ayes: Terry Werling, Matt Newbauer, Craig Dellinger, Mike Mowery, Bob Byrd and Jeff Turner

Nays: None

Clerk Treasurer Angela Hamrick read by title only and numbered Resolution R-26-16 a resolution titled, New Haven City Council Confirmatory Resolution Application of Cedar Farm East, LLC. for the Designation of Economic Revitalization Area NO. NH-121.

- B. Introduction of a resolution titled, New Haven City Council Declaratory Resolution for the Designation of Economic Revitalization Area NO. NH-122 Application of SDI LaFarga, LLC.

Under new business item B, was the introduction of a resolution titled, New Haven City Council Declaratory Resolution for the Designation of Economic Revitalization Area NO. NH-122 Application of SDI LaFarga, LLC. Craig Dellinger made a motion to approve, by title only a resolution titled, New Haven City Council Declaratory Resolution for the Designation of Economic Revitalization Area NO. NH-122 Application of SDI LaFarga, LLC. Jeff Turner seconded the motion, and the motion was approved by the following vote:

Ayes: Terry Werling, Matt Newbauer, Craig Dellinger, Mike Mowery, Bob Byrd and Jeff Turner

Nays: None

Clerk Treasurer Angela Hamrick read by title only, and numbered Resolution R-26-17, a resolution titled, New Haven City Council Declaratory Resolution for the Designation of Economic Revitalization Area NO. NH-122 Application of SDI LaFarga, LLC

- C. Introduction and first reading of an Ordinance to withdraw from the Woodburn - New Haven Fire & EMS Protection Territory

Under new business item C, was the introduction and first reading of an ordinance titled, Ordinance to withdraw from the Woodburn-New Haven Fire & EMS Protection Territory. Terry Welng made a motion to approve by title only an ordinance titled, Ordinance to withdraw from

the Woodburn-New Haven Fire & EMS Protection Territory. Bob Byrd seconded the motion, and the motion was approved by the following vote:

Ayes: Terry Werling, Matt Newbauer, Craig Dellinger, Mike Mowery, Bob Byrd and Jeff Turner

Nays: None

Clerk Treasurer Angela Hamrick read by title only, and numbered Ordinance G-26-4 an ordinance titled, Ordinance to withdraw from the Woodburn-New Haven Fire & EMS Protection Territory.

**V. ANY OTHER BUSINESS THAT MAY PROPERLY COME BEFORE THE COUNCIL**

**VI. PUBLIC COMMENTS**

**VII. ADJOURNMENT**

Terry Werling made a motion to adjourn the meeting, Mike Mowery seconded the motion, and the meeting was adjourned.

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Steven McMichael  
Presiding Officer

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Angie Hamrick  
Clerk Treasurer

**CITY OF NEW HAVEN**  
**ORDINANCE NO. \_\_\_\_\_**  
**ORDINANCE TO WITHDRAW FROM THE WOODBURN – NEW HAVEN**  
**FIRE & EMS PROTECTION TERRITORY**

**WHEREAS**, the City of Woodburn, the City of New Haven, Maumee Township, Milan Township, Jefferson Township, and Adams Township entered into a Woodburn – New Haven Fire & EMS Protection Territory Agreement on March 1, 2021 wherein the cities and townships formed the Woodburn-New Haven Fire & EMS Protection Territory (the “**Territory**”);

**WHEREAS**, on March 30, 2026, the Northeast Allen County Fire Protection District (“**Northeast**”) resolved to join the Territory;

**WHEREAS**, on March 26, 2026, the Northwest Allen County Fire Protection District (“**Northwest**”) resolved to join the Territory;

**WHEREAS**, on March 26, 2026, the West Central Allen County Fire Protection District (“**West Central**”) resolved to join the Territory;

**WHEREAS**, on March 26, 2026, the Southwest Allen County Fire Protection District (“**Southwest**”) resolved to join the Territory;

**WHEREAS**, on March 30, 2026, Northeast, Northwest, West Central, Southwest, and all participating units of the Territory effectively entered into an Interlocal Cooperation Agreement wherein all parties agreed to join the Territory (the “**Interlocal Agreement**”);

**WHEREAS**, pursuant to Indiana Code § 36-8-19-6(b)(3), the City of New Haven is authorized to become a party to the Interlocal Cooperation Agreement between the City of Woodburn, the City of New Haven, Maumee Township, Milan Township, Jefferson Township, Adams Township, Northeast, Northwest, West Central, and Southwest;

**WHEREAS**, pursuant to Indiana Code § 36-8-19-13, a participating unit may elect to withdraw from a fire protection territory by adopting an ordinance or resolution providing for the withdrawal;

**WHEREAS**, on March 30, 2026, Northeast withdrew from the Territory, thus allowing any other participating unit thirty (30) days to also withdraw pursuant to Indiana Code § 36-8-19-13(a)(2); and

**WHEREAS**, pursuant to the Interlocal Agreement, the City of New Haven now desires to withdraw from the Territory.

**NOW, THEREFORE, IT IS HEREBY ORDAINED THAT:**

1. **Withdrawal.** Pursuant to Indiana Code § 36-8-19-13, the City of New Haven now elects to withdraw from the Territory, and has done so before the later of April 1, 2026 or the date occurring thirty (30) days after the date the first unit or fire protection district adopted the ordinance or resolution to withdraw from the Territory.

2. **Dissolution of Territory.** Pursuant to Indiana Code § 36-8-19-15, so long as all participating units of the Territory timely withdraw, the Territory will dissolve effective January 1, 2027. Upon dissolution, all assets transferred to the Territory by the City of New Haven, if any, shall not revert back to the City of New Haven as set forth in Indiana Code § 36-8-19-15(b), but shall become the assets of Northeast (as is anticipated will be then known as the Allen County Fire & EMS Protection District, or similar name) pursuant to the terms and conditions of the Interlocal Agreement and any other terms necessary to address existing debt of any such assets.

3. **Effective Date.** This Ordinance shall become effective January 1, 2027.

This Ordinance is hereby adopted at the duly noticed meeting of the City of New Haven held this \_\_\_\_\_ day of April, 2026.

\_\_\_\_\_  
Matt Newbauer, Councilman

\_\_\_\_\_  
Jeff Turner, Councilman

\_\_\_\_\_  
Craig Dellinger, Councilman

\_\_\_\_\_  
Michael Mowery, Councilman

\_\_\_\_\_  
Amelia Gascoigne, Councilwoman

\_\_\_\_\_  
Bob Byrd, Councilman

\_\_\_\_\_  
Terry Werling, Councilman

ATTEST:

\_\_\_\_\_  
Angela Hamrick, Clerk-Treasurer

APPROVED AND ADOPTED BY THE MAYOR OF THE CITY OF NEW HAVEN:

\_\_\_\_\_  
Steve McMichael, Mayor of the City of New Haven

**RESOLUTION NO. \_\_\_\_\_**

**NEW HAVEN CITY COUNCIL  
CONFIRMATORY RESOLUTION  
APPLICATION OF SDI LAFARGA, LLC FOR THE DESIGNATION OF  
ECONOMIC REVITALIZATION AREA NO. NH-122**

**WHEREAS**, the City of New Haven has been requested by the owners of record to find pursuant to I.C. 6-1.1-12.1 that the following described real estate is an Economic Revitalization Area:

See Exhibit A

**WHEREAS**, the property is located within the Bandalier Economic Development Area and Allocation Area (TIF District); and

**WHEREAS**, on August 17, 2015, the City of New Haven Redevelopment Commission approved a resolution transferring jurisdiction over a portion of incorporated New Haven to the Allen County Redevelopment commission; and

**WHEREAS**, the Allen County Redevelopment Commission administers the Bandalier Economic Development Area and Allocation Area; and

**WHEREAS**, I.C. 6-1.1-12.1-2(k) requires that if property located in an economic revitalization area is also located in an allocation area, a taxpayer's statement of benefits concerning that property may not be approved under this chapter unless a resolution approving the statement of benefits is adopted by the legislative body of the unit that approved the designation of the allocation area; and

**WHEREAS**, the Allen County Board of Commissioners is the legislative body of the unit that approved the designation of the allocation area; and

**WHEREAS**, on March 27, 2026 the Allen County Board of Commissioners approved Resolution 3-27-26-02 consenting to the approval of the Statement of Benefits for SDI LaFarga, LLC by the New Haven City Council; and

**WHEREAS**, on April 7, 2026, the New Haven City Council, Indiana, did adopt a Declaratory Resolution for the designation of the real estate described above as an Economic Revitalization Area pursuant to New Haven City Council Resolution No. G-20-01; and

**WHEREAS**, notice of the adoption of substance of said Declaratory Resolution was published in the Fort Wayne Journal-Gazette on April 10, 2026, pursuant to I.C. 6-1.1-1-2.5 and I.C. 5-3-1; and

**WHEREAS**, the Application for Designation, description of the affected area, a map of the affected area and all pertinent supporting data were available for public inspection in the

offices of the Allen County Assessor, New Haven City Hall and the Department of Planning Services; and

**WHEREAS**, the New Haven City Council, after conducting a public hearing on this matter, has given careful consideration to all comments and views expressed and written evidence presented regarding the designation of the subject real estate as an "Economic Revitalization Area".

**NOW, THEREFORE, BE IT RESOLVED**, the Council confirms certain findings made in the subject Declaratory Resolution for designation of the real estate described above as an "Economic Revitalization Area", those findings being to wit:

1. That said-described property is located within the jurisdiction of the New Haven City Council for purposes set forth in I.C. 6-1.1-12.1-2; and

2. That this Council has determined, based on the information provided by the applicant, that the real estate has become undesirable for, or impossible of, normal development and occupancy inasmuch as the proposed expansion consists of adding additional downstream processing capabilities which would allow increased internal use of our copper rod while increasing external sales of value-add products. As part of the expansion, two buildings will be erected, and production machinery will be purchased. Additionally, the real and personal property investment will, in the future, provide new employment opportunities for the City of New Haven and the surrounding area as well as provide long-term benefits to the tax base of Allen County; and

3. That the subject real estate complies with the general standards established by the New Haven City Council as set forth in I.C. 6-1.1-12.1-2 for determining "Economic Revitalization Areas" within the jurisdiction of said Council, as evidenced by the information provided in the application submitted by SDI LaFarga, LLC; and

4. That the capital investment at the real estate described herein and as further detailed in the petitioner's application would be of public utility and would be to the benefit and welfare of all citizens and taxpayers of New Haven and Allen County; and

5. That the subject real estate is zoned I3 according to the New Haven Zoning Map and that the Economic Revitalization Area designation is contingent on SDI LaFarga, LLC conforming to the restrictions of the I3 zoning district; and

6. That designation of the subject property as an "Economic Revitalization Area" will assist in the inducement of a project which will create twelve (12) and retain one hundred forty-eight (148) employment opportunities to residents of New Haven and Allen County and will provide long-term benefits to the tax base of New Haven and Allen County according to the application; and

**BE IT ALSO RESOLVED**, that based on the information provided in the application for Economic Revitalization Area designation, the Council authorizes a ten (10) year abatement on

real and personal property taxes in accordance with I.C. 6-1.1-12.1-3 and I.C. 6-1.1-12.1-4.5, respectively.

Schedule is as follows:

Real Property	Personal Property
100%	100%
95%	90%
80%	80%
65%	70%
50%	60%
40%	50%
30%	40%
20%	30%
10%	20%
5%	10%

**BE IT ALSO RESOLVED**, that the designation of the property described above as an "Economic Revitalization Area" shall be limited to a time period of two (2) years as the designation applies to a deduction from the increased assessed value of real and personal property. This limitation is established pursuant to I.C. 6-1.1-12.1-2(i)(1) and 6-1.1-12.1-2(i)(2).

**BE IT ALSO RESOLVED**, that the real estate described above should be known as "Allen County Economic Revitalization Area No. NH-122".

**BE IT ALSO RESOLVED**, that SDI LaFarga, LLC is responsible for filing the actual tax abatement forms with the Allen County Auditor, located at the Rousseau Center each year in order to receive its deduction on real and personal property.

**BE IT ALSO RESOLVED**, that SDI LaFarga, LLC must provide the Allen County Auditor and the New Haven City Council, at the time of filing the deduction, information showing the extent to which the company has been in compliance with the signed Statement of Benefits in accordance with I.C. 6-1.1-12.1-5.1.

**BE IT ALSO RESOLVED**, that SDI LaFarga, LLC is willing to voluntarily contribute 10% of its savings received from the tax abatement to assist in funding future economic development projects.

**BE IT ALSO RESOLVED**, that if any part, parts, clause or portion of this Resolution shall be adjudged invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of this Resolution as a whole or any other part, clause or portion of this Resolution.

**BE IT FINALLY RESOLVED**, that by adoption of this Resolution, the New Haven City Council does confirm its Declaratory Resolution approved on April 7, 2026 which designated the real estate described above as an "Economic Revitalization Area".

**ADOPTED**, this April 21, 2026, by the New Haven City Council, Indiana.

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Presiding Officer  
City of New Haven

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Angela Hamrick, Clerk-Treasurer  
New Haven, Indiana

**LEGAL DESCRIPTION FROM WARRANTY DEED DATED MAY 18, 2011, AND  
RECORDED ON MAY 19, 2011 AS DOCUMENT NO. 2011021766 AND RE-RECORDED  
ON JUNE 14, 2011 AS DOCUMENT NO. 2011025400:**

Document Number 91-038973

The South half of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, Allen County, Indiana, excepting therefrom the Railroad, also excepting the East 30.0 feet conveyed to the County of Allen, for Ryan Road by deed recorded as Document Number 71-18854, of the records in the Office of the Recorder of Allen County, Indiana.

**EXCEPTING THEREFROM:**

Document Number 92-009470

Part of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, Allen County, Indiana, being more particularly described as follows:

BEGINNING at a point on the East line of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, Allen County, Indiana, said point being 1317.5 feet South of the Northeast corner of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, Allen County, Indiana; thence South along the East line of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, a distance of 228.0 feet; thence West with a deflection angle to the right of 89 degrees 44 minutes, a distance of 330.0 feet; thence North with a deflection angle to the right of 90 degrees 16 minutes and parallel to the East line of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, a distance of 228.0 feet; thence East with a deflection angle to the right of 89 degrees 44 minutes, a distance of 330.0 feet to the point of beginning, containing 1.73 Acres.

**REDESCRIBED BY PERIMETER DESCRIPTION AS FOLLOWS:**

Part of the South Half of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, in Allen County, Indiana, more particularly described as follows, to-wit:

Commence on the West line of said Northeast Quarter at a #3 pin found at the Northwest corner of the South Half thereof as situated South 1 degree 45 minutes 19 seconds East, 1316.04 feet from the Northwest corner of said Northeast Quarter; thence North 87 degrees 57 minutes 48 seconds East along the North line of said South Half as established, a distance of 2313.42 feet to a point situated 330.00 feet West of a railroad spike found at the Northeast corner of said South Half, further situated on the West line of a 1.73 Acre parcel described in Document Number 92-009470; thence South 1 degree 43 minutes 26 seconds East along said West line and parallel with the East line of said South Half, a distance of 227.73 feet to the Southwest corner of said 1.73 Acres; thence North 88 degrees 00 minutes 34 seconds East along the South line of said 1.73 Acres, a distance of 300.00 feet to the West line of a 0.84 Acre parcel deeded to Allen County in Document Number 71-18854 as situated 30 feet normally distant West of the West line of said South Half; thence South 1 degree 43 minutes 26 seconds East, parallel with and 30

**EXHIBIT A**

feet normally distant West of the East line of said South Half along the West line of said 0.84 Acres, a distance of 964.36 feet to the North 33 foot right of way of the former New York, Chicago and St. Louis Railway as established 33 feet normally distant North of the single track centerline and described in Deed Record 86, page 404; thence South 89 degrees 49 minutes 54 seconds West along said North right of way, being parallel with and 33 feet North of said single track centerline, a distance of 2612.05 feet to the West line of said South Half; thence North 1 degree 50 minutes 34 seconds West along said West line, a distance of 1107.15 feet to the point of beginning, containing 67.3787 Acres of land, more or less.

TOGETHER WITH that part of the South Half of the Northeast Quarter of Section 8, Township 30 North, Range 14 East, Allen County, Indiana, lying South of the South right of way of the former New York, Chicago and St. Louis Railway, in particular described as follows, to-wit:

Commence at the Southwest corner of said Northeast Quarter; thence North 1 degree 50 minutes 34 seconds West along the West line of the South Half of said Northeast Quarter, a distance of 141.56 feet to the South right of way of said Railway as situated 33 feet normally distant South of the single track centerline and described in Deed Record 86, page 404; thence North 89 degrees 49 minutes 54 seconds East along said right of way, being parallel with and 33 feet normally distant South of said single track centerline, a distance of 2611.97 feet to the West line of a 0.84 Acre parcel deeded to Allen County in Document Number 71-18854 as situated 30 feet normally distant West of the West line of said South Half; thence South 1 degree 43 minutes 26 seconds East, parallel with and 30 feet normally distant West of the East line of said South Half along the West line of said 0.84 Acres, a distance of 60.45 feet to the South line of the South Half of said Northeast Quarter; thence South 88 degrees 03 minutes 08 seconds West along said South line, a distance of 2610.67 feet to the point of beginning, containing 6.0536 Acres of land, more or less.

**EXCEPTING THEREFROM LEGAL DESCRIPTION FROM LIMITED LIABILITY COMPANY QUITCLAIM DEED DATED JUNE 30, 2011, AND RECORDED ON JUNE 18, 2012 AS DOCUMENT NO. 2012003207:**

Part of the Northeast Quarter of Section 8, Township 30 North, Range 14 East of the Second Principal Meridian, Jefferson Township in Allen County, Indiana, more particularly described as follows:

Commencing at a Mag Nail at the Southeast corner of said Northeast Quarter; thence North 01 degrees 43 minutes 26 seconds West (reference survey bearing and basis of bearings to follow), a distance of 125.54 feet along the East line of said Northeast Quarter and within the right-of-way of Ryan Road to a Mag nail found on the North right-of-way of the New York, Chicago and St. Louis Railway; thence South 89 degrees 49 minutes 54 seconds West, a distance of 60.02 feet along said North right-of-way line to a 5/8" steel rebar with a "Miller Firm #0095" identification cap set on the West right-of-way line of Ryan Road as described in Document Number 2011026624 in the Office of the Recorder of Allen County, Indiana; thence South 89 degrees 49 minutes 54 seconds West, a distance of 1356.40 feet along said North right-of-way line to a 5/8" steel rebar with a "Miller Firm #0095" identification cap set at the POINT OF BEGINNING of the herein described tract; thence continuing South 89 degrees 49 minutes 54 seconds West, a

distance of 1225.64 feet along said North right-of-way line to a point on the West line of said Northeast Quarter, said point being referenced by a 5/8" steel rebar found 0.13 feet North; thence North 01 degrees 50 minutes 34 seconds West, a distance of 1107.15 feet along said West line and within the right-of-way of Bandelier Road to a 3/8" steel rebar found at the Northwest corner of the South Half of said Northeast Quarter; thence North 87 degrees 57 minutes 48 seconds East, a distance of 1261.52 feet along the North line of the South Half of said Northeast Quarter to a 5/8" steel rebar with a "Miller Firm #0095" identification cap set; thence South 00 degrees 01 minutes 32 seconds East, a distance of 1147.82 feet to the Point of Beginning. Containing 32.180 Acres, more or less. Subject to the right-of-way of Bandelier Road and subject to easements of record.

Together with:

Part of the Northeast Quarter of Section 8, Township 30 North, Range 14 East of the Second Principal Meridian, Jefferson Township in Allen County, Indiana, more particularly described as follows:

Commencing at a Mag Nail at the Southeast corner of said Northeast Quarter; thence South 88 degrees 03 minutes 08 seconds West (reference survey bearing and basis of bearings to follow), a distance of 60.00 feet along the South line of said Northeast Quarter and within the right-of-way of Dawkins Road to a point on the West right-of-way line of Ryan Road as described in Document Number 2011026624 in the Office of the Recorder of Allen County, Indiana, said point also being the POINT OF BEGINNING of the herein described tract; thence continuing South 88 degrees 03 minutes 08 seconds West a distance of 2580.67 feet along said South line and within said right-of-way to a Mag Nail with a "0025" identification ring found at the Southwest corner of said Northeast Quarter; thence North 01 degrees 50 minutes 34 seconds West, a distance of 141.56 feet along the West line of said Northeast Quarter and within right-of-way of Bandelier Road to a point on the South right-of-way of the New York, Chicago and St. Louis Railway, said point begin referenced by a 5/8" steel rebar with a "SCO" identification cap found 0.26 feet North; thence North 89 degrees 49 minutes 54 seconds East, a distance of 2581.90 feet along said South right-of-way line to the West line of said Document Number 2011026624; thence South 01 degrees 43 minutes 26 seconds East, a distance of 61.38 feet along said West line to the Point of Beginning. Containing 6.011 Acres, more or less. Subject to the right-of-way of Bandelier Road, Dawkins Road and subject to easements of record.

Containing a total of 38.191 Acres.



SRYAN RD

DAWKINS RD

BANDELIER RD

Although strict accuracy standards have been employed in the compilation of this map, the County of Allen does not warrant or guarantee the accuracy of the information contained herein and disclaims any and all liability resulting from any error or omission in this map.

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 North American Datum 1983  
 State Plane Coordinate System, Indiana East  
 Photos and Contours: Spring, 2009





# NEW HAVEN SAFE STREETS ACTION PLAN

## EXECUTIVE SUMMARY

MARCH 2026

## New Haven Safe Streets Action Plan

### City of New Haven

Steve McMichael, Mayor  
Matt Newbauer, Council District 1  
Jeff Turner, Council District 2  
Craig Dellinger, Council District 3  
Mike Mowery, Council District 4  
Amelia Gascoigne, Council District 5  
Bob Byrd, Council At Large  
Terry Werling, Council At Large  
Clerk - Treasurer Angie Hamrick  
Pone Vongphachanh, Economic Development Director  
Cassidy Throm, Corporate Engagement Specialist

### Technical Advisory Committee

Ivan Almodovar, City of New Haven Chief of Staff  
Dan Avery, Executive Director, NIRCC  
Kent Castleman, Executive Director, Fort Wayne Trails  
Justin Clupper, Director, Community Transportation Network  
Mandy Drakeford, Program Officer, Windswell Foundation  
Logan Gonya, County Engineer, Allen County Highway  
Nick Goranson, City of New Haven Parks Director  
Bill Hartman, Director, Allen County Highway  
Marilyn Hissong, Superintendent, East Allen County Schools  
Nathan Hooley, City of New Haven Planning Director  
Dave Jones, City of New Haven Public Works Superintendent  
James Krueger, City of New Haven Chief of Police  
Pat McCann, Chief Financial Officer, East Allen County Schools  
Brenda Niccum, Information and Referral Coordinator, The League  
Dana Plattner, Technical Services Director, INDOT  
Pam Schieber, Chief Operations Officer, Citilink  
Brian Sechler, Manager of Technical Services, Allen County Highway  
Tammy Taylor, President/CEO, New Haven Chamber  
Zach Washler, City of New Haven Community Development Director

**Our Commitment: Reduce fatal and incapacitating crashes by 25% every five years to achieve ZERO by 2045.**



*Disclaimer: Data in this document includes information on reported crashes from 2022-2024. The information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety enhancements and/or strategies of crash sites. This is pursuant to Section 148 of Title 23 of the United States Code and was implemented utilizing federal-aid highway funds. Therefore, the data is not subject to discovery nor may be admitted into evidence in a Federal or State court proceeding pursuant to 23 USC 407.*

Unless otherwise noted, photos are credited to DCCM.

Prepared by DCCM.

## Executive Summary

### What is the Safe Streets Action Plan?

The New Haven Safe Streets Plan is a comprehensive safety action plan that identifies the most significant roadway safety issues in the City and recommends projects and strategies to address them. By comprehensively and systematically taking actions to improve roadway safety, we aim to **eliminate** fatal and incapacitating crashes.

The Safe Streets Plan addresses roadway safety holistically, evaluating the contributing factors of crashes and potential countermeasures through institutional, behavioral, and engineering lenses. The plan is made possible through a planning grant from the Safe Streets and Roads for All (SS4A) program. Projects recommended in the plan are eligible for funding through SS4A implementation grants and other funding sources.

### The Reason Behind the Plan

From 2022 to 2024, there were 122,967 people in the United States that lost their lives in traffic crashes. Of these, 2,701 were in Indiana, and six were in New Haven. There were also 31 crashes in New Haven that resulted in incapacitating injuries. <sup>1</sup> **The only acceptable number is zero.** Fatalities and incapacitating injuries from crashes are preventable.

<sup>1</sup> NHTSA's National Center for Statistics and Analysis, *Fatality Analysis Reporting System (FARS)*, and *INDOT Crash Data*.

The plan is aligned with FHWA's Safe System Approach, INDOT's Strategic Highway Safety Plan (SHSP), and the Allen County Comprehensive Safety Action Plan by the Northeastern Indiana Regional Coordinating Council.<sup>2</sup>

### Plan Goals

Create safer streets for all roadway users through design and innovation.



Reduce speeds strategically to prioritize safety.

Enhance safety at critical locations using a data-driven approach.



Build a culture of safety by engaging community partners

<sup>2</sup> [INDOT SHSP](#); [FHWA Safe System Approach](#); [NIRCC Allen County Comprehensive Safety Action Plan](#)

# New Haven Safe Streets Action Plan

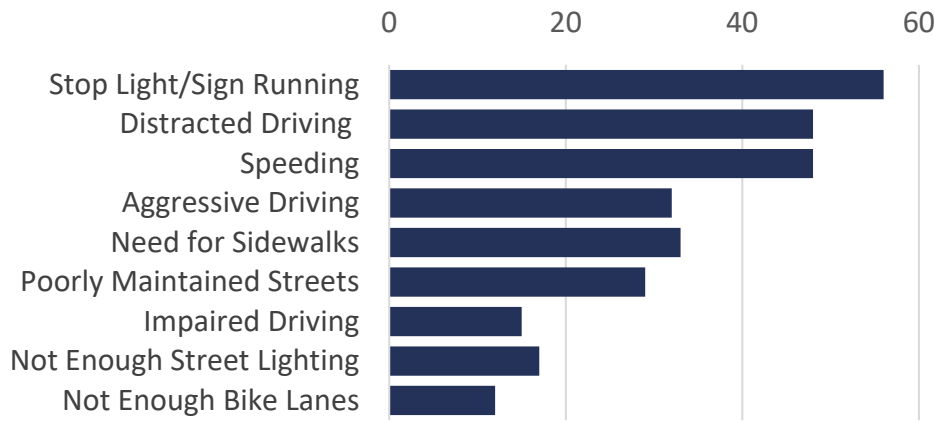
## Public Engagement

Throughout the development of the plan, community members and relevant stakeholders were encouraged to provide input on their transportation safety concerns, priorities, and ideas. Input from residents helped determine which roadway safety issues are the most important to the community. In total, members of the public and stakeholders submitted 216 comments on surveys and maps identifying transportation safety concerns.

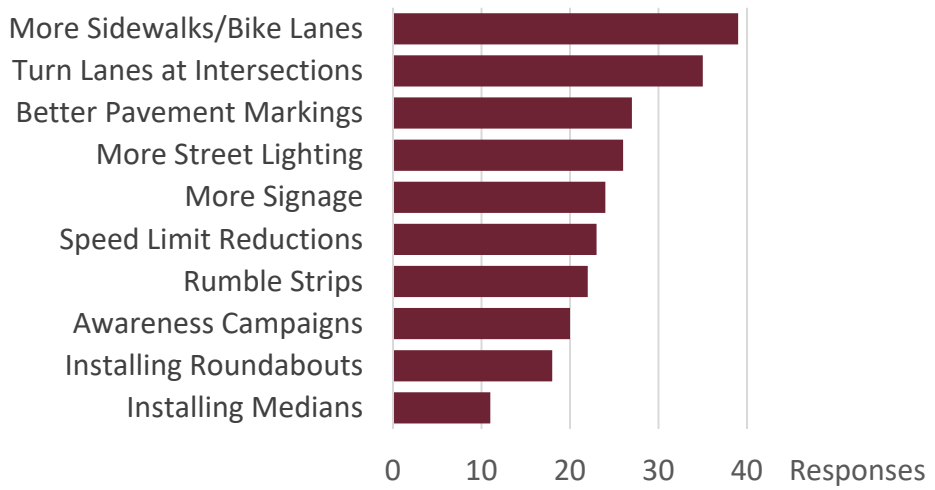
Around 70% of survey respondents agreed that improving transportation safety should be a top priority for New Haven. It is important to note that the top four safety concerns are all related to unsafe driving behaviors.



*What do you think are the greatest traffic safety issues?*



*Which safety strategies do you think would be most effective?*



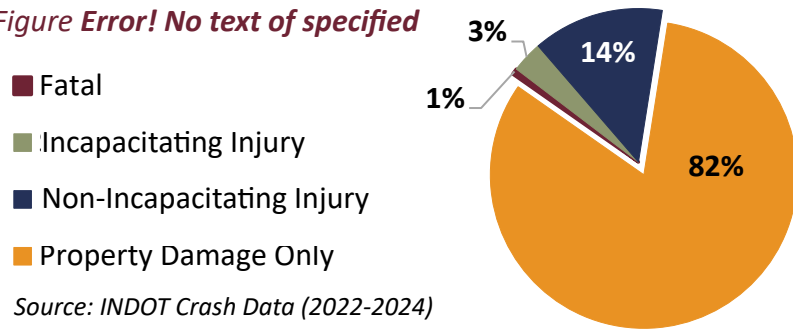
# Executive Summary

## Crash Analysis

The plan analyzes roadway safety trends and conditions in New Haven between 2022 and 2024 using crash data from INDOT. It examines crash locations, types, severity, and presents the High Injury Network (HIN), which illustrates the highest risk roadway segments and intersections.

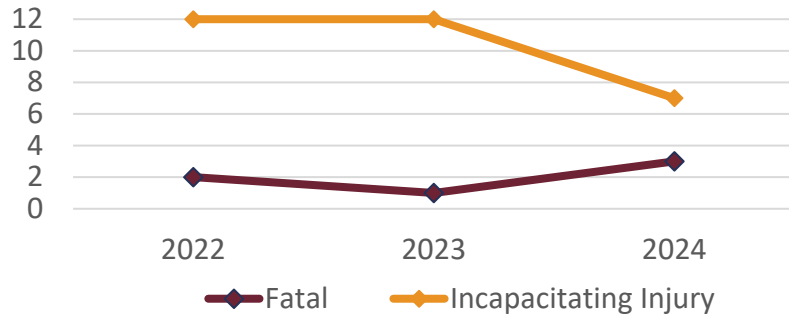
### All Crashes by Severity

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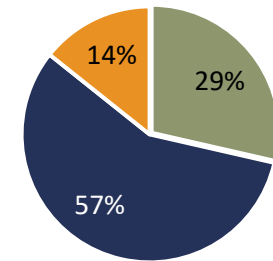
Source: INDOT Crash Data (2022-2024)

### Fatal and Incapacitating Crashes



The plan gives special attention to Vulnerable Road Users, or individuals that are at greater risk of injury if involved in a crash. Pedestrian- and motorcycle-involved crashes accounted for just 1.6% of all crashes, yet they were far more likely to result in an incapacitating injury.

### Pedestrian-Involved Crashes



- Incapacitating
- Non-Incapacitating
- Property Damage Only

The analysis also found excessive speeding issues on the following: **US-30** east of I-469, **Linden Road** from Rose Ave to Summit St, and **Lincoln Hwy** from Minnich Rd to Doyle Rd.

### Most Common Crash Types



Rear End



Sideswipes



Left/Right Turns

### Most Dangerous Crash Types



Right Angle

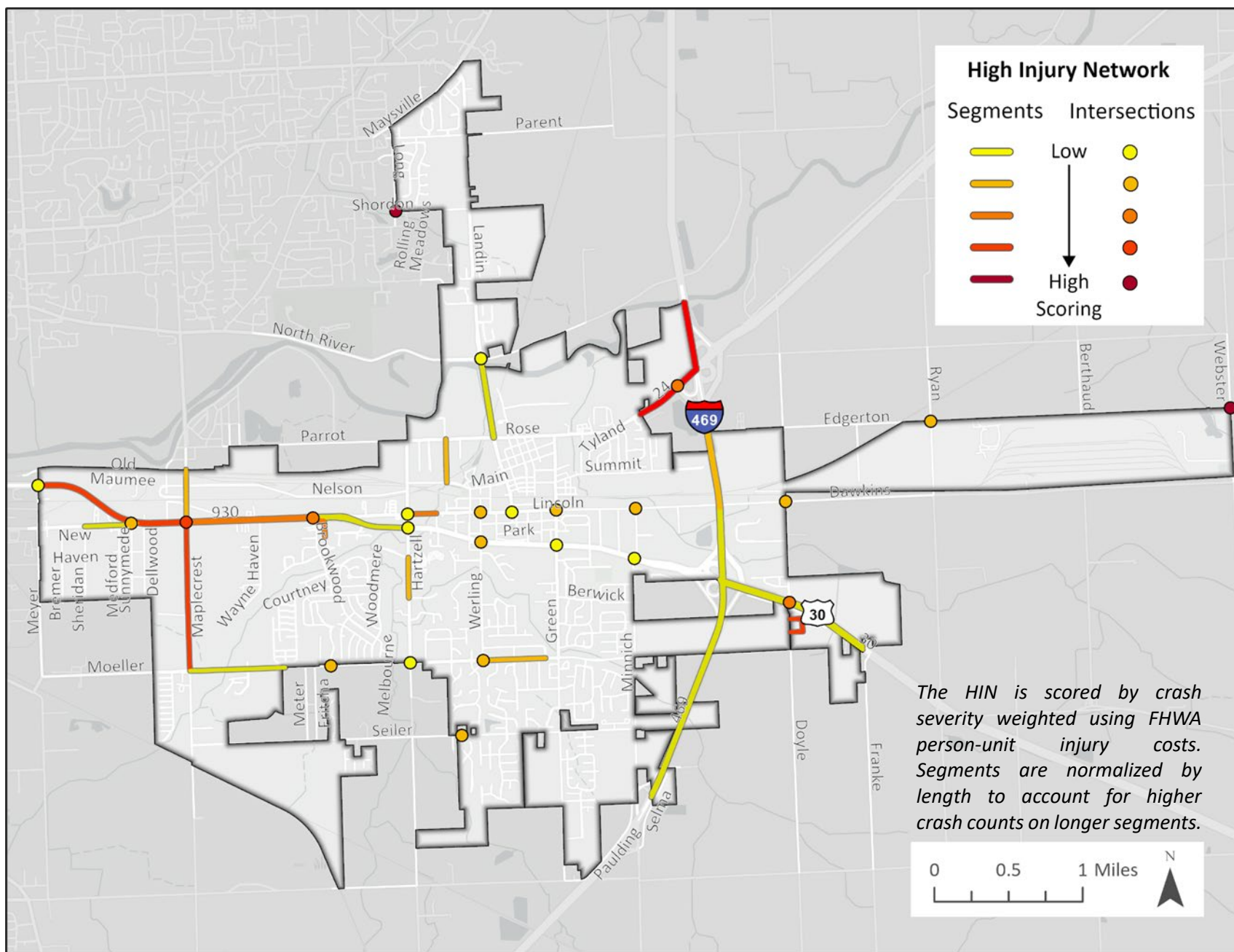


Run Off Road



Other

# New Haven Safe Streets Action Plan



## Executive Summary

### High Crash Segments

Roadway	From	To	Fatal	Incap.	All	HIN Rate
I-469	Maumee River	US 24 Interchange	1	0	8	358.8
US 24	Linden Rd	I-469 Interchange	1	0	8	316.1
SR 930	W. City Limits	Maplecrest Rd	1	1	40	186.7
Maplecrest Rd	SR 930	Moeller Rd	1	1	15	174.8
Flying J Travel Center lot			0	0	41	161.7
Lincoln Hwy	Hartzell Rd	Sturm St	0	1	9	99.2
Kroger/shopping center lot			0	1	3	96.1
SR 930	Maplecrest Rd	Brookwood Dr	0	1	55	76.2
Hartzell Rd	Heatherwood Ln	Old Orchard Trail	0	1	2	45.3
I-469	Edgerton Rd	~Lincoln Hwy	0	1	12	41.4
West St	Rose Ave	Main St	0	1	1	38.7
Maplecrest Rd	N. City Limits	SR 390	0	0	12	34.4
Moeller Rd	Werling Rd	Norland Ln	0	1	2	29.7
US 30	I-469	E. City Limits	0	0	25	23.4
Moeller Rd	S Maplecrest Rd	Woodland Dr	0	1	4	22.5
SR 930	Brookwood Dr	Hartzell Rd	0	0	14	21.9
I-469	~Lincoln Hwy	SR 930 Interchange	0	0	11	21
I-469	US 30	S. City Limits	0	1	11	14.1
New Haven Ave	Sheridan Rd	SR 930	0	0	4	11.4
Landin Rd	N River Rd	Rose Ave	0	0	6	11.1

### High Crash Intersections

Intersection	Fatal	Incap.	All	HIN Rate
Long Rd & Shordon Rd	1	0	1	150
Edgerton Rd & S Webster Rd	1	0	1	150
Maplecrest Rd & SR 930	0	1	49	59.3
SR 930 & Brookwood Dr	0	3	16	46.9
US 30 & Doyle Rd	0	2	17	37.6
Rose Ave & I-469	0	2	14	34.6
SR 930 & Werling Rd	0	1	10	20.3
Lincoln Hwy E & S Doyle Rd	0	1	6	16.3
Lincoln Hwy E & Green St	0	1	5	15.3
New Haven Ave & SR 930	0	0	13	13
Lincoln Hwy E & Minnich Rd	0	1	2	12.3
Moeller Rd & Brookwood Dr	0	1	1	11.3
Seiler Rd & Timber Creek Pkwy	0	1	1	11.3
Lincoln Hwy E & Mourey St	0	1	1	11.3
Werling Rd & Moeller Rd	0	1	1	11.3
Edgerton Rd & Ryan Rd	0	1	1	11.3
Landin Rd & N River Rd	0	0	10	10
Minnich Rd & SR 930	0	0	10	10
Meyer Rd & SR 930	0	0	9	9
Hartzell Rd & SR 930	0	0	8	8
Hartzell Rd & Lincoln Hwy	0	0	7	7
Hartzell Rd & Moeller Rd	0	0	7	7
Lincoln Hwy E & Broadway St	0	0	7	7
Green St & SR 930	0	0	7	7

# New Haven Safe Streets Action Plan

## Non-Infrastructure Safety Strategies

Non-infrastructure strategies are aimed at changing risky or dangerous behaviors, promoting safety awareness, and integrating safety into policies and programs. These are essential for a comprehensive approach to transportation safety. Non-infrastructure action items to complement the recommended infrastructure projects include:

Partnering with existing awareness and education campaign programs	Supporting railroad safety programs like TRAINFO and Operation Lifesaver
Providing technical training for policymakers & city staff	Utilizing additional speed feedback signs
Creating a fatal crash review board	Adding safety requirements to the Development Code
Reviewing and setting appropriate speed limits	Maintaining existing infrastructure
Reviewing signalized intersections for pedestrian safety and accessibility	Conducting targeted high visibility law enforcement activities
Partnering with the Indiana Criminal Justice Institute	Evaluating school zone guidelines and bus safety

## Infrastructure Projects

A total of 42 projects have been identified on the High Injury Network and scored for prioritization. The countermeasures for all projects were selected based on a review of crash data, observed safety issues, and public/stakeholder input.

## Infrastructure Project Development Process

### 1. Risk Identification

- Crash analysis
- Public input



### 2. Intervention Development

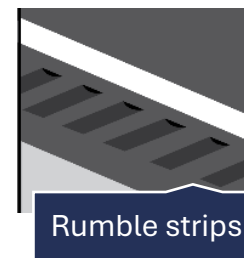
- Countermeasure selection & local preferences

### 3. Project Prioritization

- Safety Need: 3 points
- Safety Impact: 2 points
- Connectivity: 2 points
- Underserved Community: 1 point
- Engagement & Collaboration: 2 points



## Examples of Recommended Project Countermeasures:



See Chapter 5 and Plan Appendix for full project details.  
There are 5 High Priority Infrastructure Projects.





**Roadway safety for ALL requires action from YOU!**

Achieving the goal of zero traffic fatalities and incapacitating injuries requires commitments from individuals, organizations, and leaders to do the following:

**Be respectful and courteous:**

Follow all traffic laws no matter your mode of transportation. Do not drive aggressively.

**Slow down:**

Speeding is dangerous for everyone and not worth the risk. Yield to people walking.

**Remain alert and focused:**

Impaired and distracted driving of all kinds are not acceptable in our community. Put the phone down.

**Share your support:**

Let others know about projects and programs that improve roadway safety. Encourage your friends and family to be safe on the road.



# SAFE STREETS ACTION PLAN



March 2026

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF NEW HAVEN,  
ADOPTING THE NEW HAVEN SAFE STREETS PLAN**

WHEREAS, the Common Council (the “Council”) of the City of New Haven, Indiana (the “City”), recognizes that fatalities and incapacitating injuries from roadway crashes result in negative impacts on people and resources; and

WHEREAS, the preservation of human life is a priority, traffic deaths and incapacitating injuries are a preventable public health issue, and traffic deaths and injuries can be addressed through education, engineering, roadway design, and policy implementation; and

WHEREAS, Vision Zero and the Safe System Approach provides a comprehensive framework for reducing traffic deaths and incapacitating injuries; and

WHEREAS the New Haven Safe Streets Plan is a community centered plan that identifies and prioritizes projects and strategies to improve transportation safety, with the goal of reducing traffic fatalities and incapacitating injuries by 25% every five years until they are eliminated by 2045;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of New Haven, Indiana: that the New Haven Safe Streets Plan, a copy of which is attached hereto, be adopted.

\*\*\*\*\*

PASSED AND ADOPTED by the Common Council of the City of New Haven, Indiana,  
this \_\_\_\_ day of \_\_\_\_\_, 2026.

COMMON COUNCIL OF THE CITY OF  
NEW HAVEN, INDIANA

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk-Treasurer

Presented by me to the Mayor of the City of New Haven for his approval or veto pursuant to Indiana Code § 36-4-6-15 and -16, this \_\_\_\_ day of \_\_\_\_\_, 2026, at \_\_\_\_\_ o'clock a.m./p.m.

\_\_\_\_\_  
Clerk-Treasurer

This Resolution having been passed by the legislative body and presented to me is approved by me and duly adopted, pursuant to Indiana Code § 36-4-6-16 (a)(1), this \_\_\_\_ day of \_\_\_\_\_, 2026, at \_\_\_\_\_ o'clock a.m./p.m.

\_\_\_\_\_  
Mayor of the City of New Haven, Indiana

Attest:

\_\_\_\_\_  
Clerk-Treasurer

## ACKNOWLEDGMENTS

### City of New Haven

Steve McMichael, Mayor

Matt Newbauer, Council District 1

Jeff Turner, Council District 2

Craig Dellinger, Council District 3

Mike Mowery, Council District 4

Amelia Gascoigne, Council District 5

Bob Byrd, Council At Large

Terry Werling, Council At Large

Clerk - Treasurer Angie Hamrick

Pone Vongphachanh, Economic Development Director

Cassidy Throm, Corporate Engagement Specialist

Prepared By: **DCCM**



### Technical Advisory Committee

Ivan Almodovar, City of New Haven Chief of Staff

Dan Avery, Executive Director, NIRCC

Kent Castleman, Executive Director, Fort Wayne Trails

Justin Clupper, Director, Community Transportation Network

Mandy Drakeford, Program Officer, WindSwell Foundation

Logan Gonya, County Engineer, Allen County Highway

Nick Goranson, City of New Haven Parks Director

Bill Hartman, Director, Allen County Highway

Marilyn Hissong, Superintendent, East Allen County Schools

Nathan Hooley, City of New Haven Planning Director

Dave Jones, City of New Haven Public Works Superintendent

James Krueger, City of New Haven Chief of Police

Pat McCann, Chief Financial Officer, East Allen County Schools

Brenda Niccum, Information and Referral Coordinator, The League

Dana Plattner, Technical Services Director, INDOT

Pam Schieber, Chief Operations Officer, Citilink

Brian Sechler, Manager of Technical Services, Allen County Highway

Tammy Taylor, President/CEO, New Haven Chamber

Zach Washler, City of New Haven Community Development Director

*Disclaimer: Data in this document includes information on reported crashes from 2022-2024. The information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety enhancements and/or strategies of crash sites. This is pursuant to Section 148 of Title 23 of the United States Code and was implemented utilizing federal-aid highway funds. Therefore, the data is not subject to discovery nor may be admitted into evidence in a Federal or State court proceeding pursuant to 23 USC 407.*

*Unless otherwise noted, photos are credited to DCCM.*



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**We remember and honor those whose lives were lost or forever changed by crashes.**



# 1

# INTRODUCTION



## Overview

Roadway crashes that result in fatalities and incapacitating injuries are devastating to New Haven residents, their families and friends, and the community at large. These kinds of crashes are unacceptable and can be prevented through the application of both physical and programmatic safety countermeasures. The New Haven Safe Streets Plan is a comprehensive safety action plan that identifies the most significant roadway safety issues and recommends projects and strategies to address them. The City of New Haven is committed to improving safety for all users and all modes of transportation on its roadway network. By comprehensively and systematically taking actions to improve roadway safety, we aim to **eliminate** fatal and incapacitating crashes.

This plan was made possible by the Safe Streets and Roads for All (SS4A) grant program.<sup>1</sup> With the plan in place, the City can apply for federal and state funding to implement the projects and strategies outlined in Chapter 5, including SS4A Implementation or Planning and Demonstration Grants. The plan recognizes that New Haven has unique strengths and capacity to face transportation challenges directly, and it makes context specific recommendations for implementation.

---

<sup>1</sup> <https://www.transportation.gov/grants/SS4A>

<sup>2</sup> <https://www.transportation.gov/NRSS/Implementation>

<sup>3</sup> The terms “serious,” “severe,” and “incapacitating” are used on crash reports across the country to describe life-altering but nonfatal

## Context

Roadway safety is a priority at all levels of government. The U.S. Department of Transportation (USDOT) is dedicated to the long-term goal of reaching **zero** roadway fatalities through its National Roadway Safety Strategy.<sup>2</sup> At the state level, the Indiana Department of Transportation (INDOT) made a commitment to reduce fatalities and incapacitating injuries on state roadways by 25 percent by 2034.<sup>3,4</sup> In addition, the Northeastern Indiana Regional Coordinating Council (NIRCC) developed a Comprehensive Safety Action Plan in 2023 for the Fort Wayne metropolitan area that identifies hazardous locations, analyzes crash records, and develops solutions for the region. This New Haven Safe Streets Plan focuses on local priorities and challenges within the city limits.

### The Reason for Vision Zero:

From 2022 to 2024, there were 122,967 people in the United States that lost their lives in traffic crashes.  
2,701 of these were in Indiana.

Six were in New Haven.

**Even one is too many.**

Source: [NHTSA's National Center for Statistics and Analysis, Fatality Analysis Reporting System \(FARS\)](#), and [INDOT Crash Data](#)

*injuries. Indiana uses “incapacitating injury” for those in which hospitalization is usually required. See Indiana University Public Policy Institute’s [Indiana Crash Facts 2022](#).*

<sup>4</sup> <https://www.in.gov/indot/safety/>



## Plan Development and Framework

The New Haven Safe Streets Plan adheres to SS4A program requirements and best practices for transportation safety. The plan was developed through analysis of crash data from 2022-2024, review of past planning efforts, input from the public and stakeholders, and guidance from a Technical Advisory Committee (TAC).

## Planning Structure

A key component of the SS4A program is commitment by a high-ranking official or governing body to the goal of zero roadway fatalities and incapacitating injuries. The New Haven City Council is the leadership body for this plan and is committed to achieving the plan’s vision for roadway safety.

The City formed a Technical Advisory Committee (TAC), comprised of leadership from law enforcement, economic development, education, recreation, public works, transportation planners and providers, and other key City employees to assist in the development of the plan. Members of the TAC were chosen for their ability to provide well-rounded, specific insights into safety issues for all roadway users. The TAC met three times throughout the development of the plan, reviewing crash statistics, evaluating public engagement efforts, advising on plan progress, and providing feedback on proposed recommendations.

## Planning Process

The Safe Streets Plan addresses roadway safety holistically, evaluating the contributing factors of crashes and potential countermeasures through institutional, behavioral, and engineering lenses. In addition, the Plan is aligned with other recent planning efforts, including:

- 2023 New Haven Comprehensive Plan
- 2023 Allen County Comprehensive Safety Action Plan (NIRCC)
- 2023 Lincoln Highway Corridor Plan (City of New Haven)
- 2025 Bicycle & Pedestrian Transportation Plan (NIRCC)
- 2025 Northeast Indiana United Trails Plan

The figure below shows the inputs which contributed to final recommendations throughout the planning process.

Figure 1-1: Planning Process



## Vision

**The City of New Haven will reduce fatal and incapacitating crashes by 25% every five years to achieve ZERO by 2045.**

The vision statement is the foundation for all subsequent planning, goals, and recommendations in the Safe Streets Plan. It requires ongoing actions and commitments by government officials, organizations, and individuals, because the responsibility for transportation safety is shared. The vision reflects the Safe System Approach and our desire to ensure transportation safety for all.

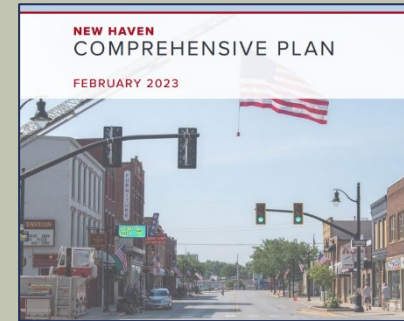
## Goals

The goals listed below were identified by the TAC and informed by public input. The goals demonstrate local desires, concerns, and priorities regarding roadway safety. Each goal is supported by actionable steps and measurable indicators to track progress and effectiveness presented in Chapter 5.

- Create safer streets for all roadway users through design and innovation.
- Reduce speeds strategically to prioritize safety.
- Enhance safety at critical locations using a data-driven approach.
- Build a culture of safety by engaging community partners.

## Alignment with the 2023 Comprehensive Plan

The New Haven Comprehensive Plan guides decision-making over 20 years. It outlines a vision for the future and includes focus areas, goals, objectives, and strategies to move the vision forward.



*Comprehensive Plan Vision: New Haven is a growing community known for its small-town feel, charm, and proximity to Fort Wayne amenities. The city will remember its heritage at the forefront of transportation innovations and focus on maintaining a strong downtown core while enhancing its identity, connectivity, and quality of life to attract diverse people and thriving businesses.*

Relevant goals include promoting efficient and safe modes of transportation, including biking, walking, vehicular travel, and public transit, ensuring connectivity throughout the city, enhancing corridor connections from north to south, and improving infrastructure. See Chapter 6 of the Comprehensive Plan for transportation objectives and strategies.

[https://www.newhaven.in.gov/DocumentCenter/View/1470/New-Haven-Comprehensive-Plan\\_FINAL\\_33\\_PRINT\\_Compressed](https://www.newhaven.in.gov/DocumentCenter/View/1470/New-Haven-Comprehensive-Plan_FINAL_33_PRINT_Compressed)





Source: USDOT

## Safe System Approach

This plan is guided by the Safe System Approach, a comprehensive framework that represents a shift away from the traditional safety approach. Before, crashes may have been seen as inevitable; instead, the Safe System Approach recognizes that serious crashes are preventable and unacceptable. It informs how to address and mitigate risks by building multiple layers of protection that both prevent crashes from happening in the first place, and to minimize the harm caused when crashes do occur.

Traditional Safety Approach	Safe System Approach
Problem to Target	
Crashes	Fatalities and Serious Injuries
Cause of the Problem	
Human behavior	A system of factors related to context and conditions
Responsible Party	
Individual road users	Policymakers, planners, engineers, and agencies
Intervention Approach	
Reactive and incremental	Proactive and systemic
Ultimate Goal	
An optimal number	Zero fatalities and serious injuries from crashes

Source: Vision Zero Network; Towards Zero Foundation

The Safe System Approach has six principles, which provide a foundation for creating safer people, vehicles, speeds, and roads, and providing post-crash care:

1. Death and serious injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility for safety is shared.
5. Safety is proactive.
6. Redundancy is crucial.



# 2



# PUBLIC ENGAGEMENT



## Public Engagement

Input from residents helps to determine which roadway safety issues are the most important to the community. In addition, public input plays a role in deciding how to address those issues. A variety of public engagement strategies were used in the development of this plan to make sure that recommended actions are aligned with local priorities. The goal of public engagement for this plan was to provide all community members with the opportunity to voice their opinions and ideas on safety. Project recommendations were revised and prioritized as a result of public engagement, as described more in Chapter 5.



<sup>4</sup> Demographic information comes from US Census Bureau (2023) American Community Survey 5-Year Estimates. See

## Demographics

The planning team first conducted a demographic analysis to detail the community’s transportation needs and refine outreach efforts and strategies.<sup>4</sup> It also informed project recommendations with vulnerable roadway users in mind.

### Age

New Haven has a marginally higher share of its population which are youth or elderly (43.6%) than the county and state (both at 40%). These age groups are more likely to be dependent on transit, walking, or biking.

### Income and Poverty

New Haven has a slightly lower median household income (\$67,121) than the county and state (\$68,839 and \$70,051, respectively). In urban areas, census tracts with poverty rates of 20% or higher for a sustained period are identified by the U.S. Census Bureau as Areas of Persistent Poverty. This indicates the need for a wider range of transportation options. Three of the nine census tracts in New Haven meet this classification. These are each located in the western half of the city.

<https://www.census.gov/programs-surveys/acs/data.html> for more information.



### Disability Status

Around 15% of New Haven residents have a disability. This share is slightly above Allen County's (12%) and Indiana's (14%). Adults with disabilities are less likely to own or have regular access to vehicles than those without disabilities.<sup>5</sup>

### Commute Mode

Most New Haven residents commute to work by driving alone. Only 0.4% of workers aged 16 and older utilize public transportation for their commute, and around 1% walk, bike, or use motorcycles or taxicabs. Around 4% of workers work from home, and 10% carpool.



#### Public Transportation

Citilink Route 10 runs Monday through Saturday between New Haven and Fort Wayne. Bus stops are located at Central Station, Lewis/Anthony (EB), New Haven/Coliseum (EB), Lincoln Plaza, Hartzell St/Green St, New Haven/Shadybrook, and Anthony/Alliger (NB). Portions of the route have been identified as part of New Haven's High Injury Network (Chapter 3) or as hazardous locations in the 2023 Allen County Safety Action Plan. Visit <https://fwcitilink.com/> to plan a trip.

Public transportation is a safe, convenient, and affordable option for getting around. As a mode of transportation, transit poses a lower crash risk than personal automobiles. Because each transit rider begins and ends their trip as a pedestrian, it is important that visibility enhancements, signage, and sidewalks complement the area of bus service.

### Outreach Methods

As described in Chapter 1, the Technical Advisory Committee met several times throughout the development of the New Haven Safe Streets Plan to identify areas with transportation safety issues and review the crash analysis and list of recommended action items. In addition, this group strategized public engagement opportunities and promoted participation from individuals and stakeholders in the community.

To provide a range of opportunities for people to give input and learn about the plan, New Haven created online materials and met with people in person. A website for the plan hosted a survey, interactive map, resources, and information. The website was promoted via social media posts, printed flyers, email, and through local news outlets.

---

<sup>5</sup> <https://www.bts.gov/travel-patterns-with-disabilities#Fig3>



# New Haven Safe Streets Plan

Figure 2-1: New Haven Safe Streets Plan Website



Members of the team also attended public events to meet people where they were and to discuss their safety concerns. Pop-up events were held at the Emergency! First Responder Event in August and the M3 Fall Market and Harvest Hootenanny in September.

Different individuals and groups have unique perspectives about safety concerns and solutions based on their own experiences. For this reason, school bus drivers, police officers, and the Mayor’s Youth Advisory Council (MYAC) were specifically invited to provide input on the development of plan. These stakeholders had the opportunity to mark up maps of the city with problem areas and discuss potential countermeasures to address roadway safety issues. Their input, along with the results of the survey and in-person activities, directly influenced the action items in Chapter 5.



Pop-up Event

Technical Advisory Committee Meeting



Public engagement map marked with safety concerns and suggestions



## Input Results

In total, members of the public and stakeholders submitted 216 comments on surveys and maps identifying transportation safety concerns.

When asked if they or someone they know had experienced the loss of a loved one or a life altering injury because of a crash, 35% responded yes.

Overall, 77% of respondents indicated that they feel *very safe* or *somewhat safe* when traveling by car in New Haven. In contrast, only 42% and 36% said that they feel this level of comfort when walking (or using a wheelchair) and riding a bike, respectively. 67% of respondents agreed that improving transportation safety should be a top priority for the city.

As shown in Figure 2-2, the most reported safety concern was drivers running red lights or stop signs, followed by distracted driving and excessive speeding. Other concerns included unsafe turning movements and erratic driving behaviors, as well as the volume and speed of freight vehicles.

When evaluating options for safety recommendations, survey respondents were most supportive of installing more infrastructure for biking and walking, followed by adding turn lanes, and visibility improvements. Respondents' preferences for safety countermeasures are shown in Figure 2-3. Other

respondents noted the need for more enforcement of speed limits and a crackdown on unsafe driving behaviors.

Figure 2-3: Survey Responses - Top Transportation Safety Concerns

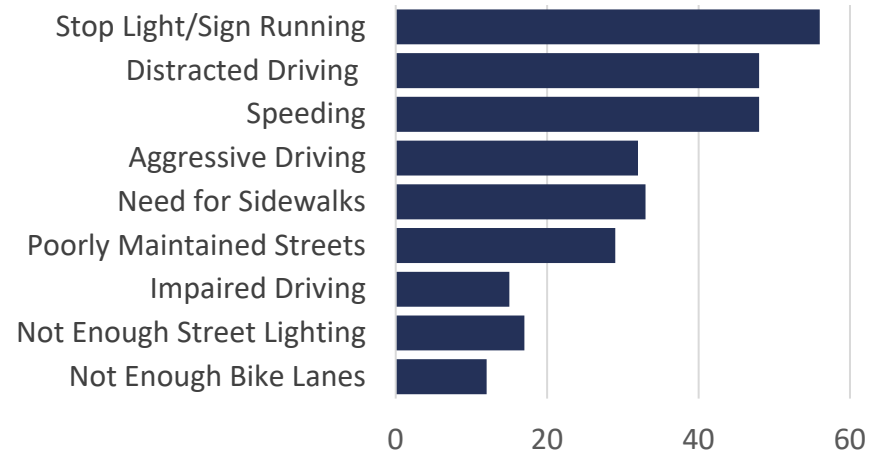
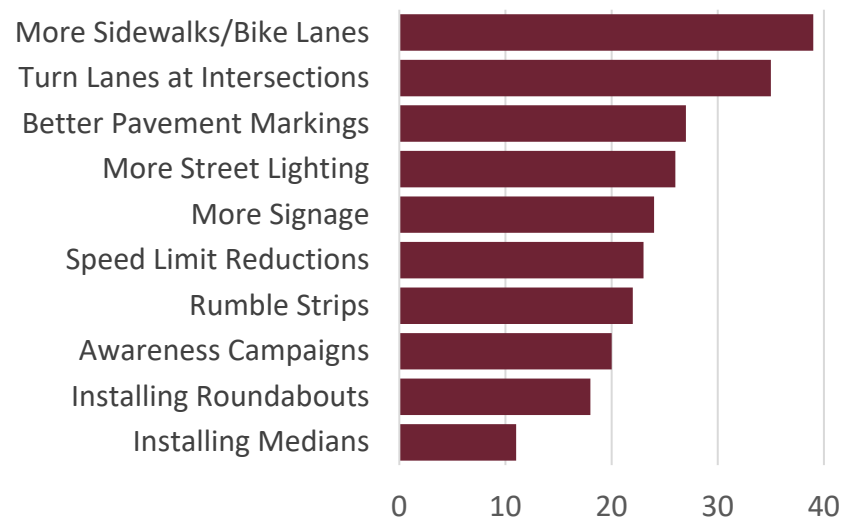


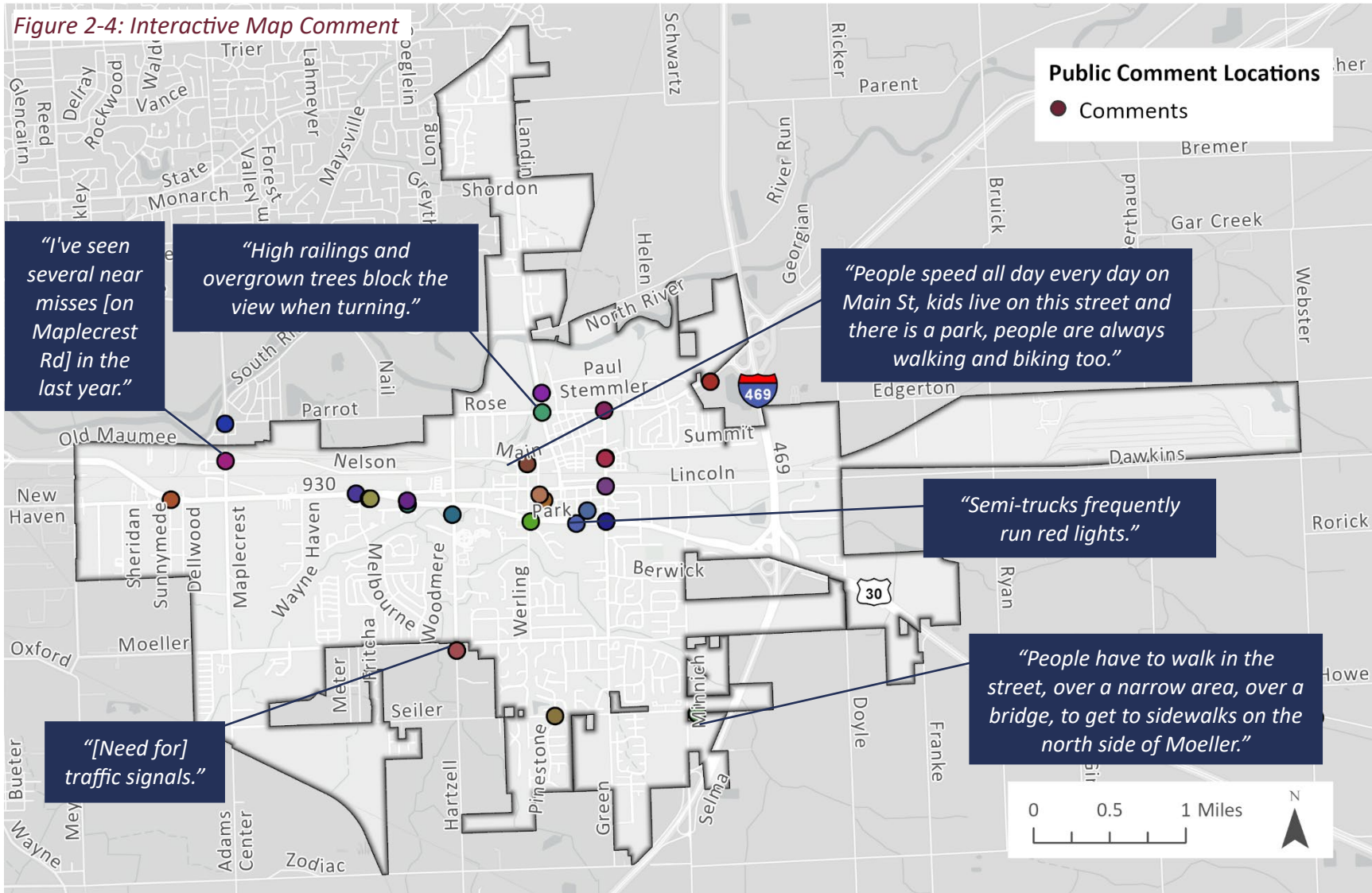
Figure 2-2: Survey Responses - Top Countermeasure Preferences



# New Haven Safe Streets Plan

Comments made using the online map tool highlighted locations where there are near misses, hazards for children and pedestrians, and a need for better infrastructure or traffic

controls. Figure 2-4 shows the locations of all comments submitted, along with a selection of those comments.



# 3 CRASH ANALYSIS



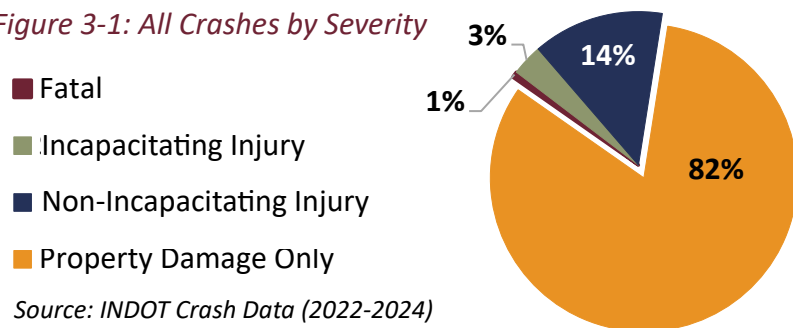
## Crash Analysis

This chapter analyzes roadway safety trends and conditions in New Haven between 2022 and 2024. It examines crash locations, types, severity, and other contributing factors to detect patterns in roadway safety. This chapter also presents the High Injury Network (HIN), which illustrates the highest risk roadway segments and intersections within city limits. The HIN and the findings from this analysis directly determine the recommendations detailed in Chapter 5, so that projects and strategies have the maximum impact on safety. Crash data used for the analysis was provided by INDOT.

## Crash Rate and Severity

A total of 940 crashes were reported in New Haven from 2022 to 2024, with six resulting in fatality and 31 resulting in incapacitating injury. This is a crash rate of 2,000 per 100,000 people, and an annual fatality rate of 13 per 100,000. When compared to the state and county, New Haven has a significantly lower annual crash rate, but the fatality rate is similar.

Figure 3-1: All Crashes by Severity



Source: INDOT Crash Data (2022-2024)

Of the **940** crashes that occurred from 2022-2024, **31** resulted in incapacitating injury, and **6** resulted in a fatality.

Source: INDOT Crash Data (2022-2024)

## Crashes over Time

Figure 3-2 shows a slight decrease in overall crashes from 2022 to 2024. Figure 3-3 shows the change in fatal and incapacitating injury crashes over the three-year period.

Figure 3-2: All Crashes

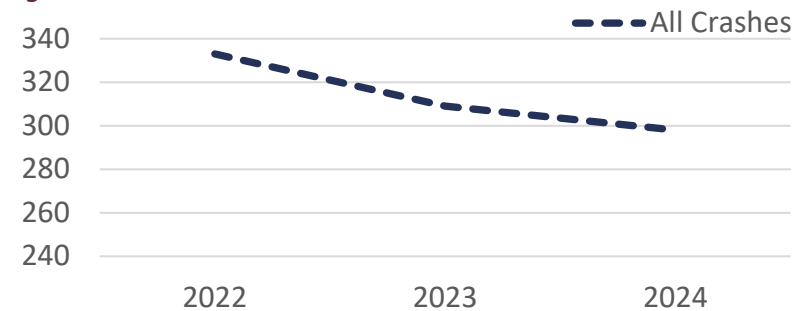
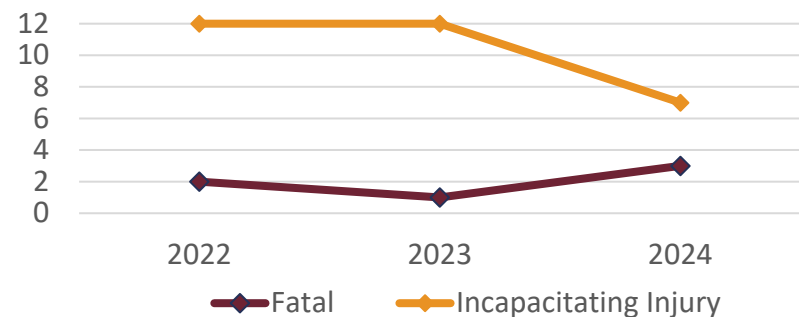


Figure 3-3: Fatal and Incapacitating Injury Crashes

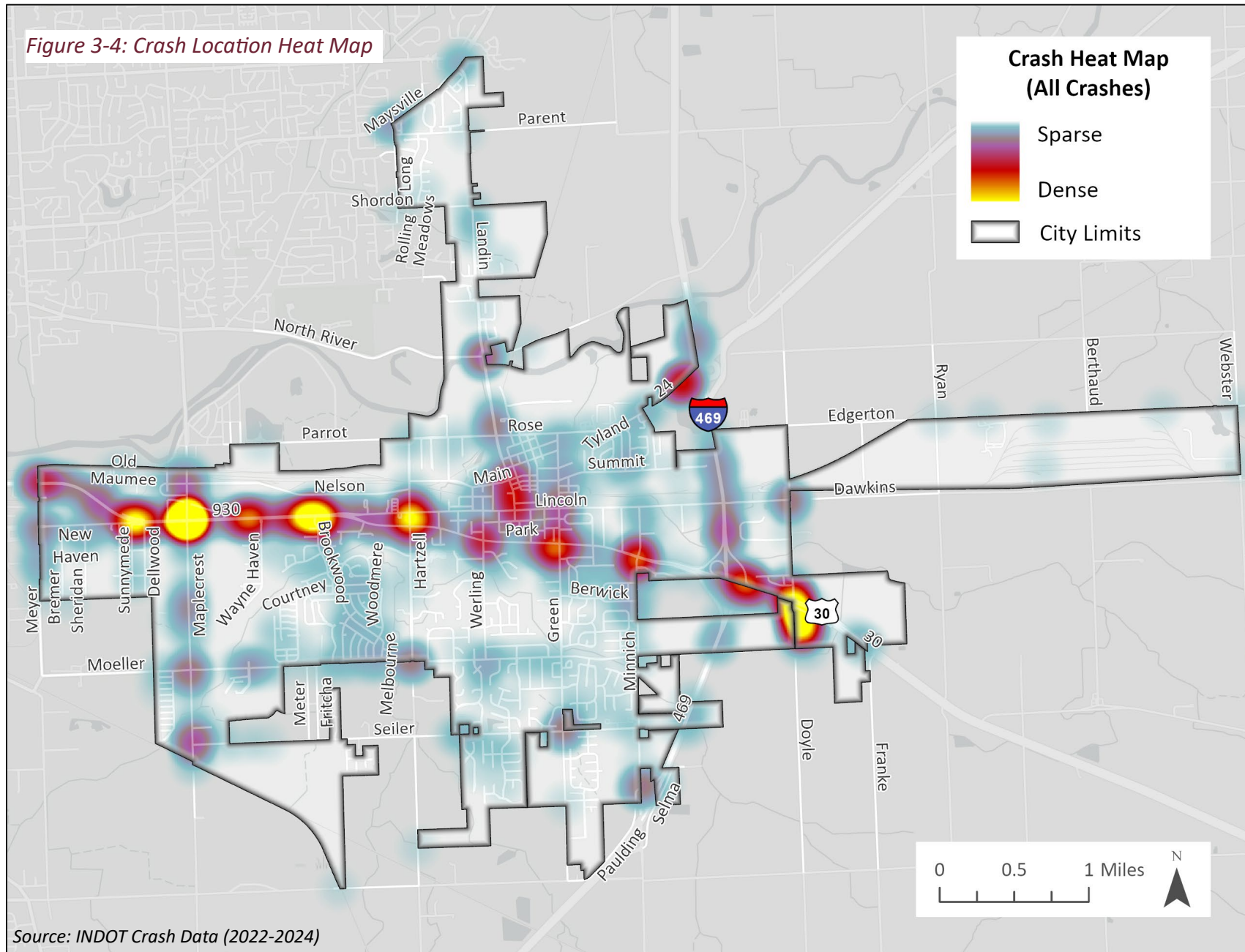


Source: INDOT Crash Data (2022-2024)



# New Haven Safe Streets Plan

Figure 3-4: Crash Location Heat Map



## Crash Manner of Collision

Figure 3-5 shows crashes in New Haven by manner of collision over the three-year period. The most common crash types are those which occurred most frequently, regardless of severity. The most dangerous crash types were those that resulted in the most fatal and incapacitating injuries. Rear-end crashes make up the largest share of all crashes, but right angle (or “T-bone”) crashes made up the largest category of fatal and incapacitating crashes.

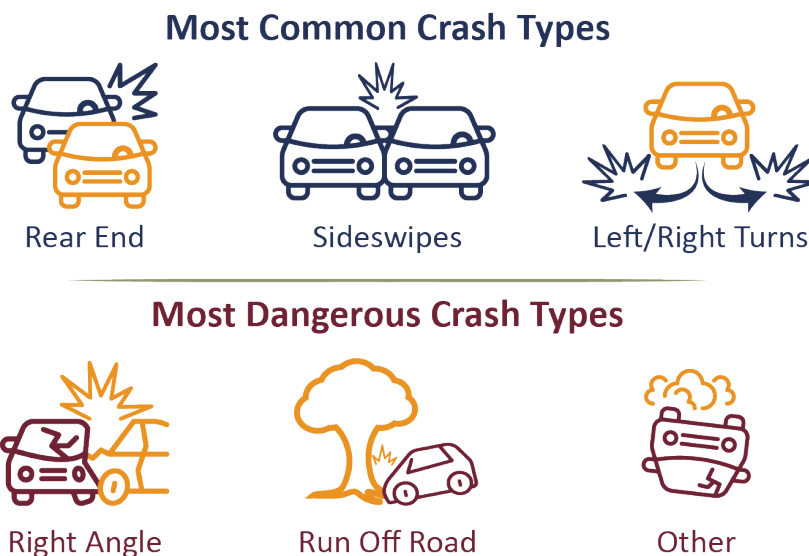
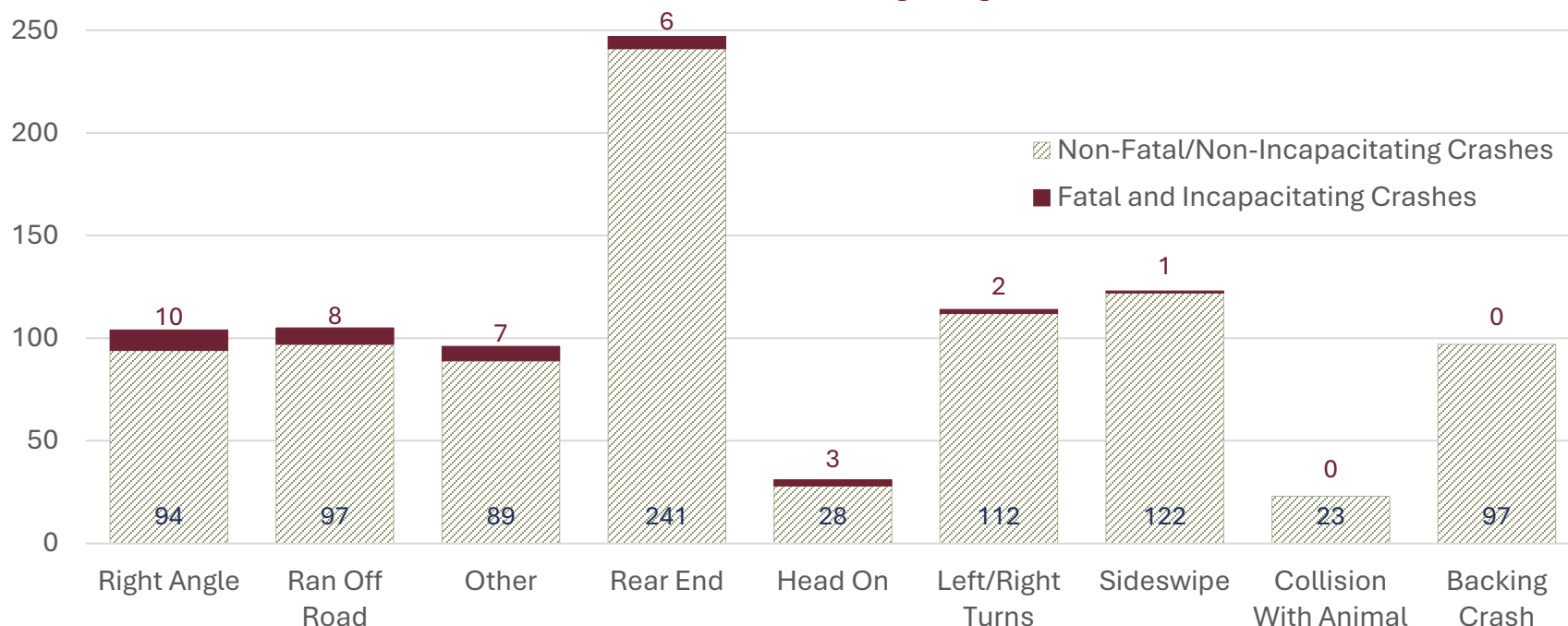


Figure 3-5: Crash Manner of Collision



Source: INDOT Crash Data (2022-2024)

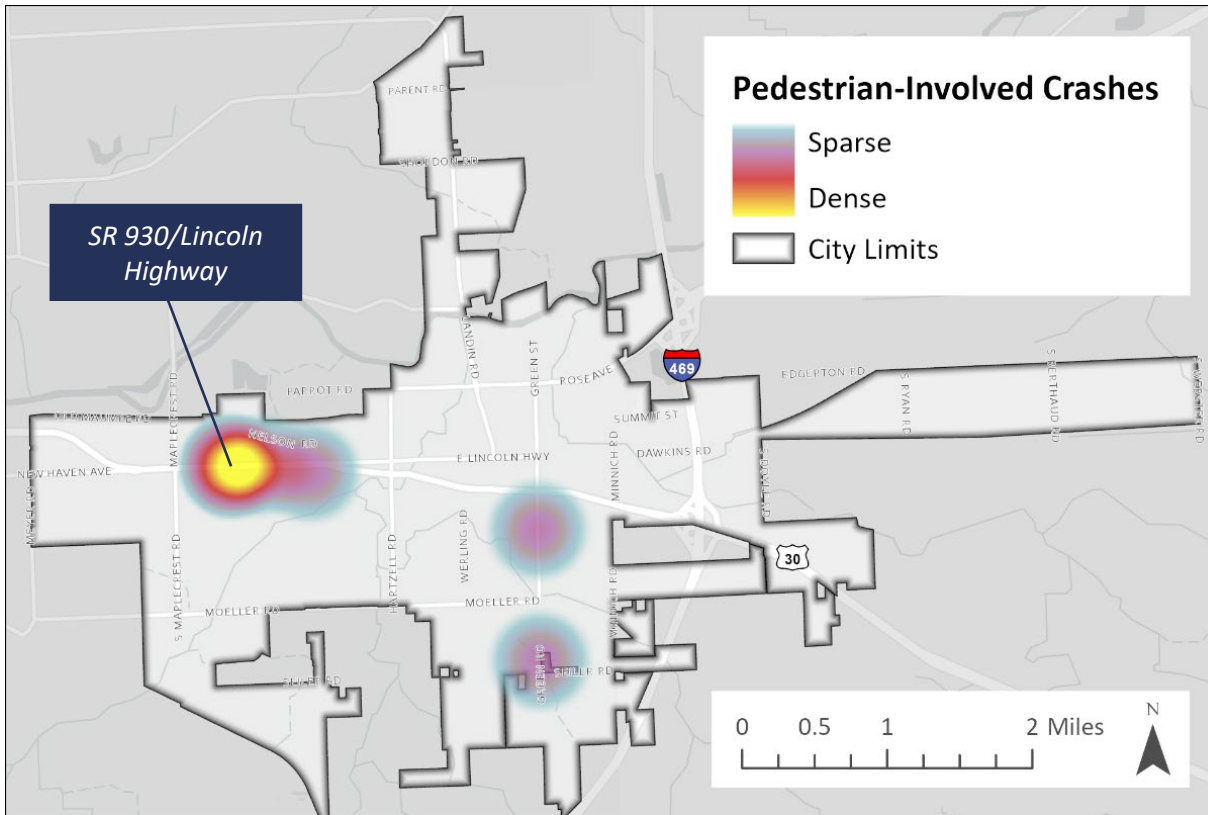


## Vulnerable Road Users

The term Vulnerable Road User (VRU) is used to describe pedestrians, bicyclists, motorcyclists, and others that are not inside of a motor vehicle. These individuals are at greater risk of bodily injury if involved in a crash with a motor vehicle because of dramatic differences in weight, speed, and protection.

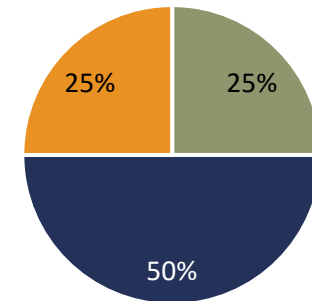
Between 2022 and 2024, there were seven crashes in New Haven that involved pedestrians. There were no bicycle-involved crashes, although there were eight that involved motorcycles. Pedestrian- and motorcycle-involved crashes accounted for just 1.6% of all crashes, yet they were far more likely to result in an incapacitating injury. Compare Figure 3-7 (below) with Figure 3-1 (page 3-2).

Figure 3-6: Pedestrian Crash Heat Map

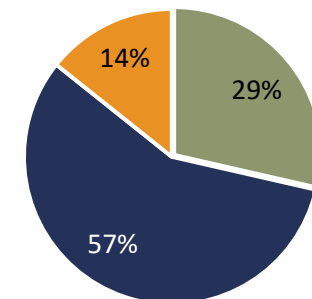


Source: INDOT Crash Data (2022-2024)

Figure 3-7: VRU Crash Severity  
Motorcycle-Involved Crashes



Pedestrian-Involved Crashes



- Incapacitating
- Non Incapacitating
- Property Damage Only



## Commercial Motor Vehicle Crashes

There were 91 crashes involving commercial motor vehicles (CMVs), with large vehicles such as semi-trucks and delivery accounting for 9.7% of all crashes. These crashes mostly occurred on the interstate or other major thoroughfares. Notably, 28 of the 91 CMV crashes occurred near the travel center on S Doyle Rd, with most resulting in property damage only.<sup>6</sup> Overall, CMV crashes included two fatalities and two incapacitating injuries, reflecting a severity rate similar to the overall crash profile.

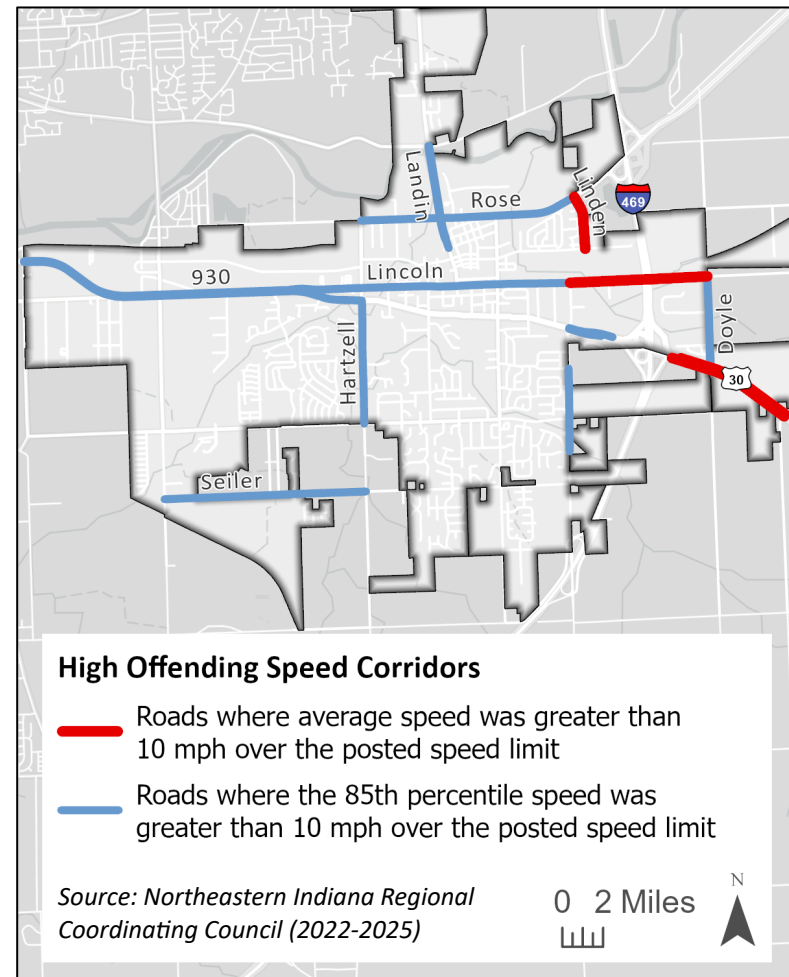
## Speed

There were 51 crashes with a primary factor reported as either “Speed Too Fast for Weather Conditions” or “Unsafe Speed”, equating to roughly 5.4% of all crashes. Of these, one was fatal and four resulted in incapacitating injuries, indicating a slightly higher severity rate than the overall crash profile. While these crashes occurred citywide, roadways with higher concentrations include I-469 and SR 930.

When observed speeds data from NIRCC (2022-2025) was compared to posted speed limits, several locations stood out for excessive speeding issues: **US-30** (east of I-469), **Linden Road** (from Rose Ave to Summit St), and **Lincoln Hwy** (from

Minnich Rd to Doyle Rd). These three roadway segments had an average speed that was greater than 10 mph over the posted speed limit.

Figure 3-8: HIN Segments with Observed Speeding History



<sup>6</sup> These crashes occurred on private property. While this location is included on the High Injury Network, the plan does not advance countermeasure recommendations here.



### High Injury Network

The High Injury Network (HIN) identifies high-risk intersections and roadway segments in the city. Targeting locations on the HIN for safety improvements will have the highest impact in achieving the goal of eliminating roadway fatalities and incapacitating injuries.

To identify a HIN of intersections and roadway segments, crash data was analyzed for total crashes, including those resulting in incapacitating injuries or fatalities. More severe crashes were weighted using FHWA's person-injury unit costs.<sup>7</sup> The methodology used ensures that the HIN includes segments with more than five crashes and the majority of incapacitating crashes: 100% of fatalities and 90% of incapacitating injury crashes occurred at segments or intersections included in the HIN.



*Edgerton Rd and Webster Rd intersection.  
Source: Google Earth*



*Hartzell Rd between Heatherwood and Old Orchard Trail.  
Source: Google Earth*

<sup>7</sup> [FHWA Crash Costs for Highway Safety](#)



# New Haven Safe Streets Plan

Table 3-1: High Injury Network Segments

Roadway	From	To	Fatal	Incap.	All	HIN Rate*
I-469	Maumee River	US 24 Interchange	1	0	8	358.8
US 24	Linden Rd	I-469 Interchange	1	0	8	316.1
SR 930	W. City Limits	Maplecrest Rd	1	1	40	186.7
Maplecrest Rd	SR 930	Moeller Rd	1	1	15	174.8
Flying J Travel Center lot			0	0	41	161.7
Lincoln Hwy	Hartzell Rd	Sturm St	0	1	9	99.2
Kroger/shopping center lot			0	1	3	96.1
SR 930	Maplecrest Rd	Brookwood Dr	0	1	55	76.2
Hartzell Rd	Heatherwood Ln	Old Orchard Trail	0	1	2	45.3
I-469	Edgerton Rd	~Lincoln Hwy	0	1	12	41.4
West St	Rose Ave	Main St	0	1	1	38.7
Maplecrest Rd	N. City Limits	SR 390	0	0	12	34.4
Moeller Rd	Werling Rd	Norland Ln	0	1	2	29.7
US 30	I-469	E. City Limits	0	0	25	23.4
Moeller Rd	S Maplecrest Rd	Woodland Dr	0	1	4	22.5
SR 930	Brookwood Dr	Hartzell Rd	0	0	14	21.9
I-469	~Lincoln Hwy	SR 930 Interchange	0	0	11	21
I-469	US 30	S. City Limits	0	1	11	14.1
New Haven Ave	Sheridan Rd	SR 930	0	0	4	11.4
Landin Rd	N River Rd	Rose Ave	0	0	6	11.1

Table 3-2: High Injury Network Intersections

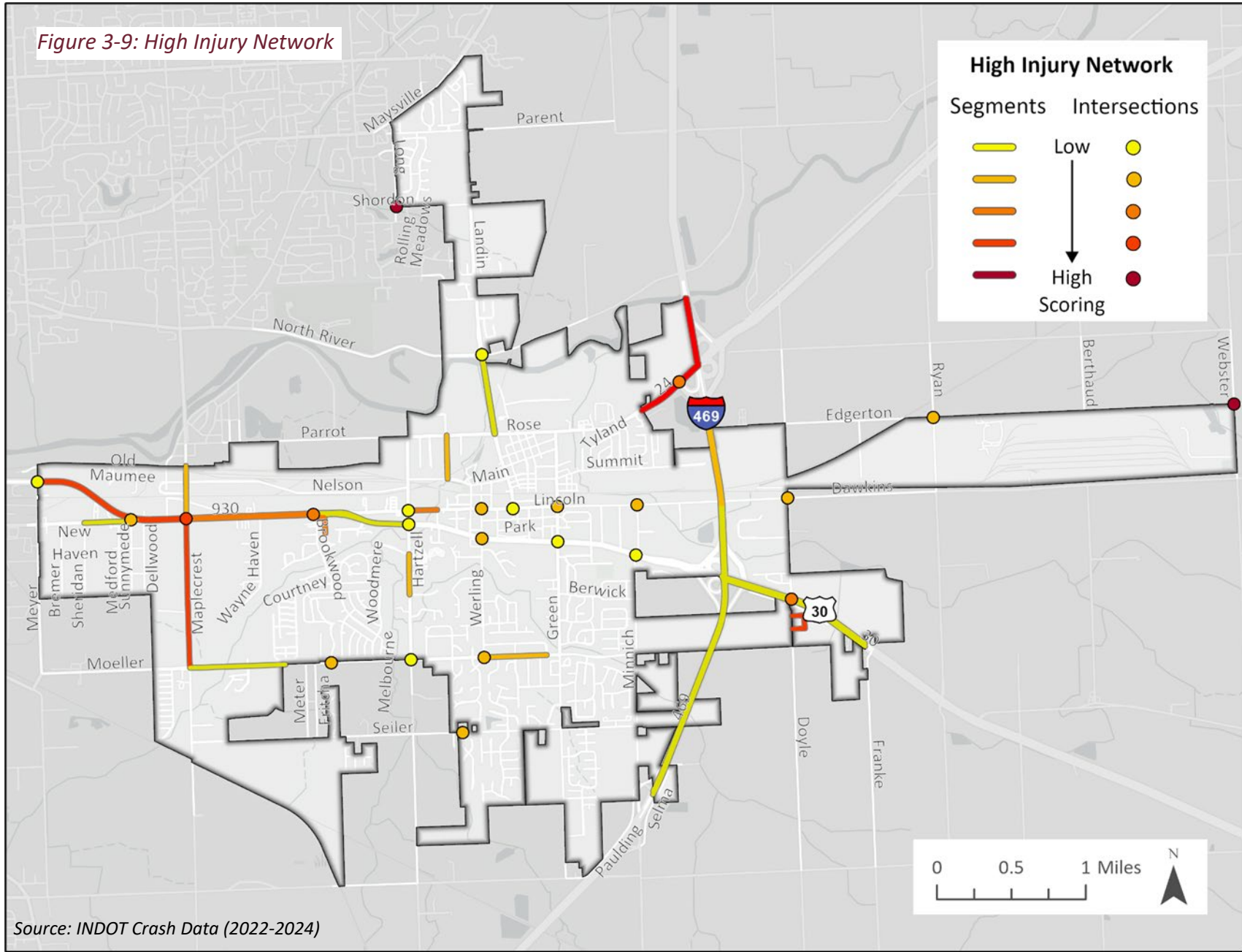
Intersection	Fatal	Incap.	All	HIN Rate*
Long Rd & Shordon Rd	1	0	1	150
Edgerton Rd & S Webster Rd	1	0	1	150
Maplecrest Rd & SR 930	0	1	49	59.3
SR 930 & Brookwood Dr	0	3	16	46.9
US 30 & Doyle Rd	0	2	17	37.6
Rose Ave & I-469	0	2	14	34.6
SR 930 & Werling Rd	0	1	10	20.3
Lincoln Hwy E & S Doyle Rd	0	1	6	16.3
Lincoln Hwy E & Green St	0	1	5	15.3
New Haven Ave & SR 930	0	0	13	13
Lincoln Hwy E & Minnich Rd	0	1	2	12.3
Moeller Rd & Brookwood Dr	0	1	1	11.3
Seiler Rd & Timber Creek Pkwy	0	1	1	11.3
Lincoln Hwy E & Mourey St	0	1	1	11.3
Werling Rd & Moeller Rd	0	1	1	11.3
Edgerton Rd & Ryan Rd	0	1	1	11.3
Landin Rd & N River Rd	0	0	10	10
Minnich Rd & SR 930	0	0	10	10
Meyer Rd & SR 930	0	0	9	9
Hartzell Rd & SR 930	0	0	8	8
Hartzell Rd & Lincoln Hwy	0	0	7	7
Hartzell Rd & Moeller Rd	0	0	7	7
Lincoln Hwy E & Broadway St	0	0	7	7
Green St & SR 930	0	0	7	7

\*The HIN Rate reflects crash severity weighted using FHWA person-unit injury costs to rank segments and intersections. Segment values are divided by length to account for higher crash counts on longer segments.



# New Haven Safe Streets Plan

Figure 3-9: High Injury Network



# 4 COUNTERMEASURES



### Safety Countermeasures

Crashes are a visible result of underlying problems related to infrastructure design and human behavior. This chapter outlines a range of countermeasures to address these issues and improve roadway safety. As previously described, the Safe System Approach leverages holistic, redundant, and proactive actions to improve safety. Physical changes to roadway design alone are not enough to address safety issues. These must be accompanied by non-infrastructure strategies to promote safe behaviors and establish policies that support the goal of eliminating fatal and incapacitating crashes. The sections below describe some of the best practices for both infrastructure and non-infrastructure countermeasures.

### Non-Infrastructure Strategies

Non-infrastructure strategies are aimed at changing risky or dangerous behaviors, promoting safety awareness, and integrating safety into policies and programs.

Examples of recent and ongoing efforts from the City of New Haven, INDOT, and other county and state agencies and organizations include the following:

- The 2023 New Haven Comprehensive Plan recommendation to **adopt a Complete Streets ordinance** and explore development incentives to encourage neighborhood connectivity

- The 2023 New Haven Comprehensive Plan recommendation that the Unified Development Ordinance has adequate **guidance for developers** to implement transportation infrastructure.
- The Indiana Criminal Justice Institute’s (ICJI’s) provision of **law enforcement training**, safety programs, and other resources for officers.
- INDOT’s piloting of the Indiana **Worksite Speed Control Program** to enhance safety of highway worksites.
- The Police Department, Sheriff’s Department, National Highway Traffic Safety Administration, and ICJI’s **targeted awareness programs and high visibility enforcement campaigns** such as “Drive Sober or Get Pulled Over.”

Countermeasures to improve safety can be grouped into the “Five E” framework: Education, Encouragement, Engineering, Enforcement, and Evaluation. Examples of non-infrastructure strategies for the “Five E’s” are listed below. It is important to note that the top four transportation safety concerns that were reported by survey participants are all behavioral in nature and *require* non-infrastructure strategies to be addressed: red light and stop sign running, distracted driving, speeding, and aggressive driving (see Chapter 3).



### ***Education and Encouragement***

- Promote local mobility events that bring the community together to enjoy walking, biking, transit use, or other uses of a street, such as a festival.
- Partner with existing awareness and education campaign programs targeting local safety priorities (for example, [Operation Lifesaver](#), [Buckle Up Phone Down](#), and [Impact Teen Drivers](#)).
- Combine awareness campaigns with the construction of physical roadway safety projects to inform people about the purpose and impact of projects.

- Provide Safe System Approach education to city staff and officials, engineers, emergency response personnel, and media representatives.

### ***Enforcement***

- Continue to partner with ICJI for enforcement programs and resources (for example, the Drug Evaluation and Classification training, the Roadside Oral Fluid Program, and the Child Passenger Safety Specialist Program).
- Conduct targeted high visibility enforcement campaigns.

### ***High Visibility Enforcement (HVE)***

High visibility enforcement involves law enforcement addressing a specific type of traffic safety violation, such as impaired driving, cell phone use, or speeding. It is designed to deter unlawful and dangerous driving behaviors and promote voluntary compliance. Locations can be chosen strategically, such as near school zones, to maximize impact. HVE is carried out through saturation patrols, checkpoints, or waves of increased enforcement. These efforts are publicized to provide community education, and the impact is shared with the public at the end of the event to further reinforce the importance of safe driving.

Many individuals that responded to the New Haven Safe Streets survey indicated that they see a great need for increased enforcement. People expressed a desire for increased police presence to reduce instances of speeding and running red lights or stop signs. Visit the [National Highway Traffic Safety Administration's Toolkit](#) for more information about HVE.



# New Haven Safe Streets Plan

## Engineering

- Acquire additional speed feedback signs and trailers to address excessive speeding and analyze speed data.
- Regularly maintain, replace, or provide additional signage and pavement markings for active transportation facilities.
- Review the timing of signals across the city to ensure that there is adequate time for pedestrian crossings, implement leading pedestrian intervals, and upgrade to Accessible Pedestrian Signals (APS) as necessary.
- Add pedestrian safety enhancement requirements to the Unified Development Code.

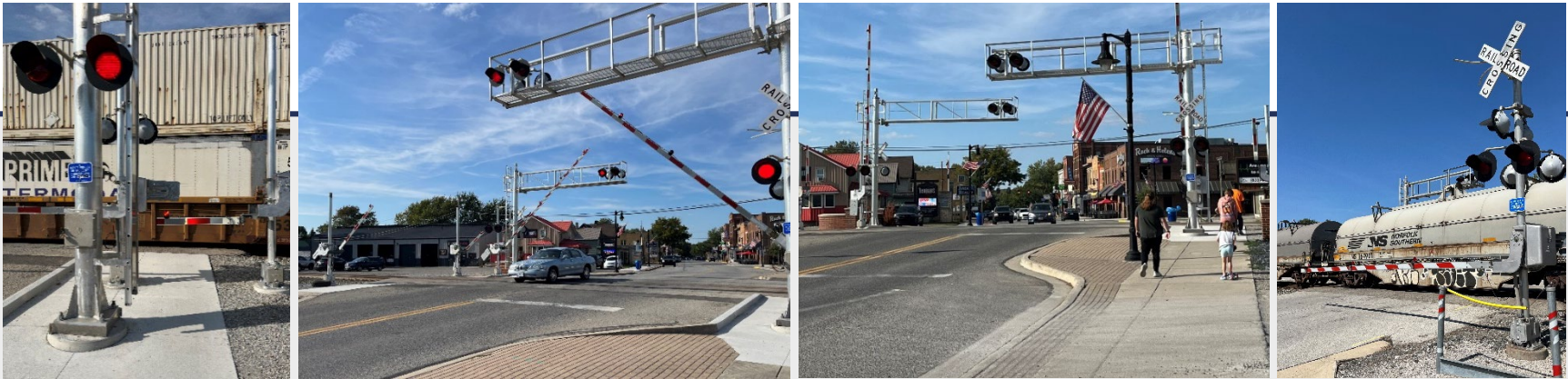
## Evaluation

- Create a crash review board of multidisciplinary officials to review the conditions of fatal and incapacitating injury crashes and take appropriate actions in response.
- Evaluate and update school zone guidelines to ensure that school zones across the city have appropriate and consistent speed limits, signage, and markings.
- Conduct a school bus stop study to evaluate bus stop safety, visibility, and walking environment.



Source: Adobe Stock





### Railroad Crossing Safety

Railroad crossings in New Haven frequently cause blockages and delays. While there were no fatal or incapacitating crashes related to railroad crossings in the period analyzed for the plan, these crossings remain a safety concern. At these locations, people may travel in unpredictable or unsafe ways to avoid significant delays. The three crashes that occurred at railroad crossings from 2022-2024 involved property damage not due to contact with trains, but because of vehicles bottoming out while crossing the tracks, fender benders while turning around, or rear-ends with other vehicles while waiting for trains. For this reason, awareness and education about safe travel near railroad tracks is an important and ongoing endeavor for the city.

**Operation Lifesaver, Inc.** is a national non-profit organization dedicated to public education programs on railroad track and crossing safety. Operation Lifesaver has presentations, materials, and state coordination to provide public information. In addition, it has targeted safety tips to help specific groups at railroad crossings, such as the media, children, and truck drivers.

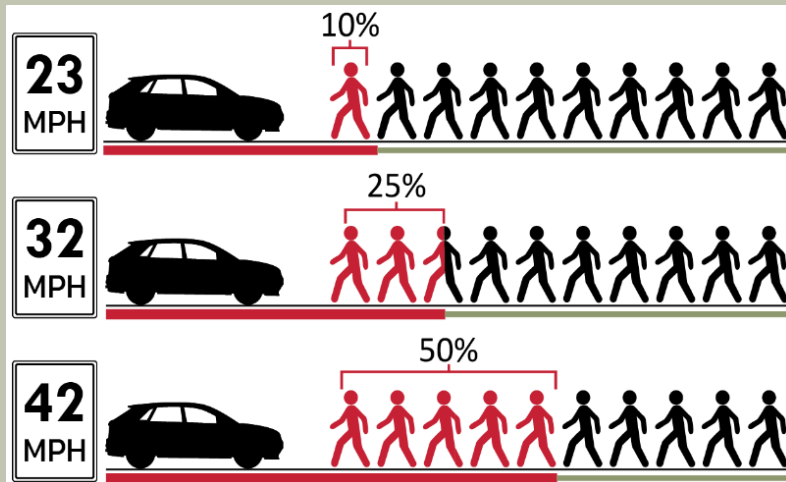
**TRAINFO** is a company that provides real-time train crossing information to the public, helping school bus drivers, emergency responders, and others to plan around incoming trains and mitigate the risk of collisions. New Haven has partnered with TRAINFO to provide information about rail crossings on Dynamic Message Signs (DMS) and directly to emergency responders. This effort was awarded a Program Innovation Award in 2024 from Accelerate Indiana Municipalities (Aim). New Haven strives to continue to work with Operation Lifesaver, TRAINFO, and other organizations to make railroad crossings safer for everyone.



## Why Speed Matters

Vehicle speed influences both crash likelihood and severity. Crashes are more likely at higher speeds because vehicles require longer stopping distances; drivers also have reduced reaction times and greater odds of losing control. Speeds also make crashes more severe, as faster speeds result in exponentially more kinetic energy transferred upon impact.<sup>8</sup>

Figure 4-1: Speed and Pedestrian Chance of Fatality<sup>9</sup>



### Did You Know?

An average car traveling at 42 mph has the same crash impact as if that car were to fall from the height of a six-story building and hit the ground.<sup>10</sup>

## Infrastructure Countermeasures

The U.S. Federal Highway Administration (FHWA) has a list of 28 Proven Safety Countermeasures that have been shown to be effective at reducing traffic fatalities and incapacitating injuries. The countermeasures are designed for all road users for all types of roads, and are grouped into the following categories:

- Speed Management
- Pedestrian and Bicyclist
- Roadway Departure
- Intersection Safety
- Crosscutting Strategies

The pages that follow describe each of the proven safety countermeasures, along with estimated impacts.<sup>11</sup> While some of the structural countermeasures require major investments and construction, several are low cost and can be easily implemented (e.g. lower speed limits, pavement markings, enhanced signage, and sightline improvements).

The Safe Streets Plan selected structural countermeasures for recommended projects according to safety issues identified by the safety analysis, the TAC, and the public. See Chapter 5 for information on structural countermeasure project selection, recommendation, and prioritization.

<sup>8</sup> Global Designing Cities Initiative Designing for Safe Speeds

<sup>9</sup> AAA Foundation for Traffic Safety - Impact Speed and a Pedestrian's Risk

<sup>10</sup> USDOT Public Roads - Summer 2025 Vol. 89, No. 2

<sup>11</sup> FHWA Proven Safety Countermeasures



## FHWA Proven Safety Countermeasures

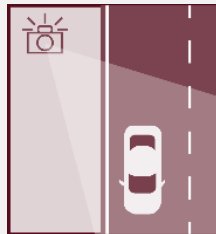
### Speed Management

### Pedestrian/Bicyclist



#### Appropriate Speed Limits

Setting appropriate speed limits is an especially effective strategy for reducing fatalities and incapacitating injuries, especially if a crash involves a pedestrian. Setting speed limits 5 mph below traffic engineering standards has proven to reduce fatalities, injuries, and property damage.



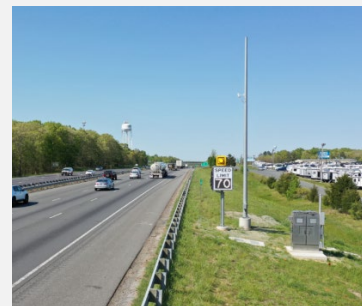
#### Speed Safety Cameras

Speed cameras are used to enforce speed limits by capturing evidence of drivers violating the posted speed limit. Fixed units can reduce total crashes on urban principal arterials by 54% and crashes with injury by 48%.



#### Variable Speed Limits

Variable speed limits are used to adjust the speed of traffic to account for changing roadway conditions. Variable speed limits have been proven to reduce crashes on freeways by up to 34% for total crashes, 65% for rear-end crashes, and 51% for fatal and injury crashes.



#### Bicycle Lanes

Dedicated bicycle lanes reduce conflicts between cyclists and vehicles. Bicycle lane additions can reduce crashes by up to 49% for total crashes on urban, 4-lane, undivided and local roads. Bicycle lanes can also reduce the total crashes on urban, 2-lane, undivided collectors and local roads by 30%.

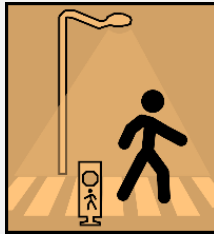


Photo Credits from left to right: DCCM, Adobe Stock, Adobe Stock, Adobe Stock, Adobe Stock



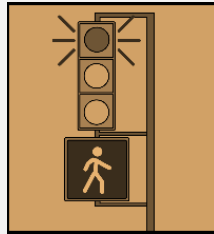
**FHWA Proven Safety Countermeasures (Continued)**

**Pedestrian/Bicyclist**



**Crosswalk Visibility Enhancements**

Crosswalk enhancements include lighting, signage, and markings. Using high visibility crosswalk markings can reduce pedestrian injury crashes by up to 40% and intersection lighting can reduce pedestrian crashes by up to 42%.



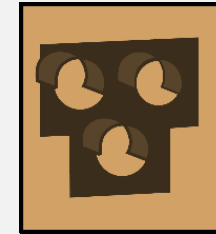
**Leading Pedestrian Interval**

Leading pedestrian intervals allow pedestrians to enter an intersection 3-7 seconds before vehicles are given a green light. This gives pedestrians the opportunity to be seen, and can reduce pedestrian – vehicle crashes by up to 13%. Note: these should be paired with Accessible Pedestrian Signals.



**Medians and Pedestrian Refuge Islands**

Medians can be defined by pavement markings, raised medians, or islands. A pedestrian refuge island is a median with an area for pedestrians to pause safely when crossing a road, which can reduce crashes with pedestrians by 56%



**Pedestrian Hybrid Beacon (PHB)**

PHBs are used at midblock crossings and uncontrolled intersections to help pedestrians safely cross higher speed and volume roads. This intervention can reduce pedestrian crashes by 55%, total crashes by 29%, and incapacitating crashes by 15%.



Photo Credits: DCCM



*FHWA Proven Safety Countermeasures (Continued)*

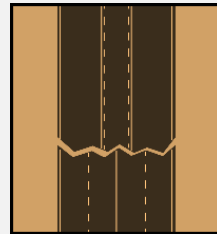
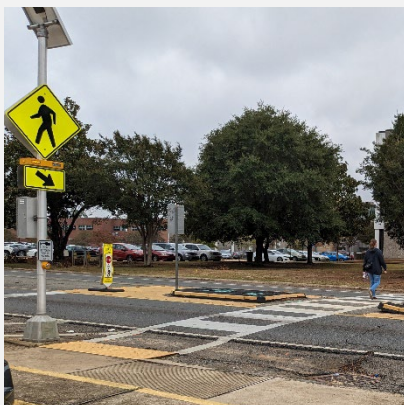
**Pedestrian/Bicyclist**

**Roadway Departure**



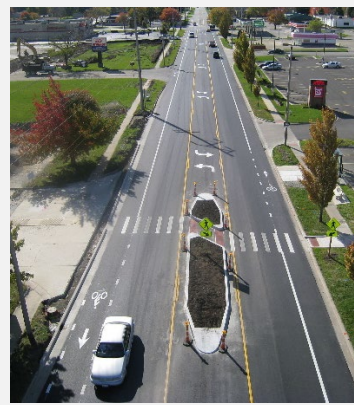
**Rectangular Rapid Flashing Beacons**

Rectangular Rapid Flashing Beacons (RRFBs) are LED lights used on pedestrian warning signs to alert drivers of pedestrians entering a crosswalk. RRFBs can reduce pedestrian crashes by up to 47%. They can also increase yielding rates by up to 98%.



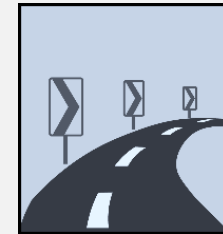
**Road Diets (Roadway Reconfiguration)**

A road diet reconfigures an existing road to improve safety, calm traffic, and provide better mobility and access for all users. It reallocates space by narrowing (“right-sizing”) or changing the number of travel lanes for vehicles.



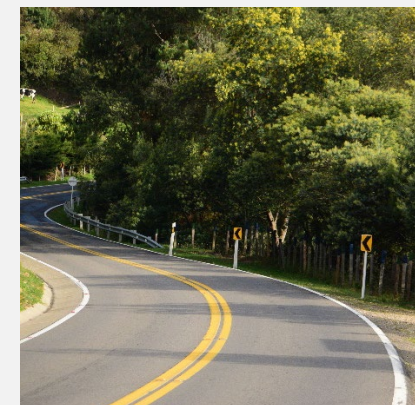
**Walkways**

Walkways are defined spaces for pedestrians. These include sidewalks, shared use paths, or roadway shoulders. Sidewalks can reduce crashes involving pedestrians by up to 89%. In rural settings, paved shoulders can reduce crashes with pedestrians along roadways by 71%.



**Enhanced Curve Delineation**

Enhanced delineation is a combination of strategies used to make horizontal curves safer and more visible. Potential strategies include: in-lane curve warning pavement markings, retroreflective strips on signposts, chevron signs, and delineators.

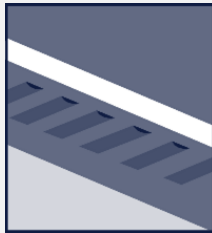


*Photo Credits from left to right: DCCM, Adobe Stock, DCCM, Adobe Stock*



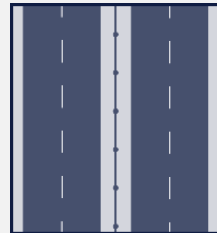
## FHWA Proven Safety Countermeasures (Continued)

### Roadway Departure



#### Rumble Strips

Longitudinal rumble strips are milled or raised elements that alert drivers through vibration and sound. Centerline rumble strips can reduce head on fatal and injury crashes by 44-64%. Shoulder rumble strips can reduce road departure fatal and incapacitating crashes by 13-51%.



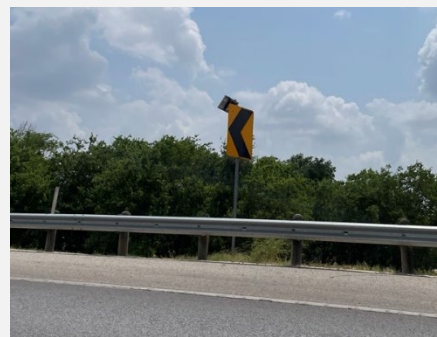
#### Median Barriers

Median barriers separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier and can reduce cross median crashes by 97% on rural four-lane freeways.



#### Roadside Curve Improvements

Roadside design improvements at curves are used to reduce the frequency and severity of single-vehicle roadway departure crashes. Improvements include: slope flattening, adding and widening shoulders, metal-beam guardrails, and creating unobstructed roadside areas. Flattening side slopes can reduce single vehicle crashes by 8-12%



#### SafetyEdge<sup>SM</sup>

A safety edge is used to eliminate vertical dropoffs on the sides of rural roads. A safety edge ensures the edge of the road will maintain a 30-degree angle. This can reduce fatal and injury crashes by up to 11%, reduce run-off road crashes by 21%, and reduce head on crashes by 19%.

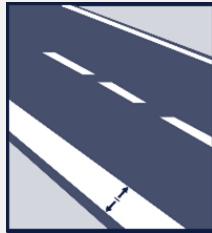


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## FHWA Proven Safety Countermeasures (Continued)

### Roadway Departure

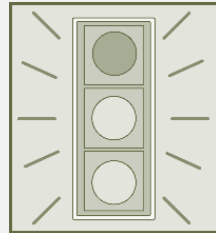


#### Wider Edge Lines

Increasing line widths from the minimum normal width of 4 inches to the maximum width of 6 inches can greatly enhance the visibility of travel lane boundaries. Wider edge lines can reduce non intersection, fatal and injury crashes on rural two-lane roads by 37% and rural freeways by 22%.

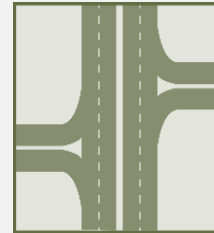


### Intersections



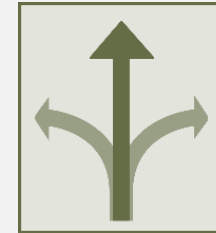
#### Retroreflective Backplates

Adding backplates with retroreflective borders to traffic signals can improve the visibility of traffic signals to drivers. Backplates can also alert drivers of an intersection if a power outage causes a signal to go dark. This can reduce total crashes by 15%.



#### Corridor Access Management

Corridor access management involves controlling entry and exit points along a roadway. Reducing driveway density can reduce the total crashes along 2-lane rural roads by 5 - 23%. Reducing driveway density can also reduce fatal and injury crashes along urban/suburban arterials by 25–31%.



#### Left and Right Turn Lanes

Dedicated turn lanes at intersections can provide separation between through traffic and turning traffic that is slowing or stopped. Dedicated left-turn lanes can reduce total crashes by 28–48%. Dedicated right-turn lanes can reduce total crashes by 14–26%.

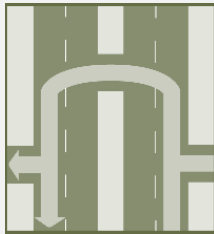


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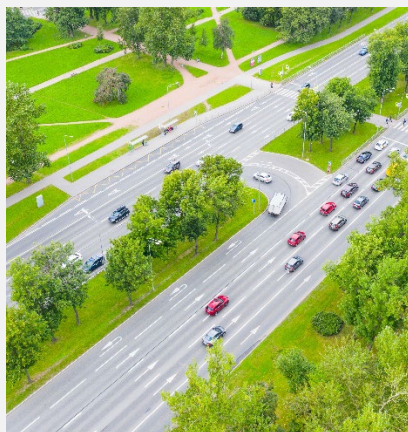
**FHWA Proven Safety Countermeasures (Continued)**

**Intersections**



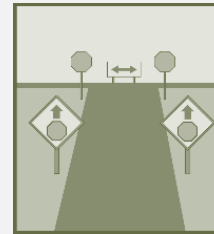
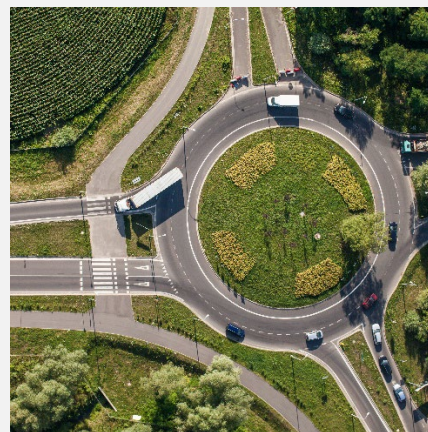
**Reduced Left-Turn Conflict Intersection**

Reduced left-turn conflict intersections minimize the potential for high severity crashes. Restricted crossing U-turns (RCUT) intersections can reduce fatal & injury crashes by 54%, and median U-turns (MUT) intersections can reduce injury crashes by 30%.



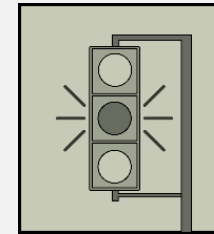
**Roundabouts**

The design of roundabouts encourages drivers to slow down when entering the intersection, minimizing fatal and injury crashes. They can reduce fatal and injury crashes by 82% when compared to a two-way stop-controlled intersection, and 78% when compared to a signalized one.



**Multiple Low-Cost Measures at Stop-Controlled Intersections**

Using a systematic combination of low-cost measures at stop controlled intersections, including signing and pavement markings, can increase driver awareness and recognition of potential conflicts. This can reduce fatal and injury crashes by 10% and reduce all night time crashes by 15%.



**Yellow Change Intervals**

Setting an appropriate time for yellow change intervals can cut down on drivers running red lights. Having an appropriate yellow change interval can reduce red light running by 36–50%, with total crashes dropping by 8–14% and injury crashes by 12%.



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## FHWA Proven Safety Countermeasures (Continued)

### Crosscutting Strategies



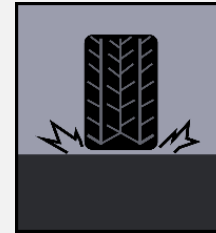
#### Lighting

Providing adequate lighting at intersections, crosswalks, and along roadways can help drivers identify and avoid obstacles in the road as they travel at faster speeds. This can reduce night time injury pedestrian crashes at intersections by 42%.



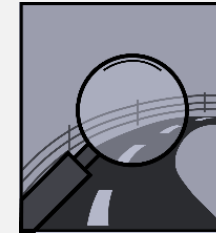
#### Local Road Safety Plans

A local road safety plan provides a structure for identifying, analyzing, and prioritizing roadway safety improvements on local roads.



#### Pavement Friction Management

Pavement friction treatments can help stabilize vehicles on the road. High friction surface treatment (HFST) can be used to enhance friction and skid resistance. HFST can reduce total crashes at intersections by 20%. This treatment can also reduce injury crashes at ramps by 63% and injury crashes at horizontal curves by 48%.



#### Road Safety Audit

Road safety audits are performed by a multidisciplinary team to consider all road users, account for human factors and road user capabilities to influence potential road projects.

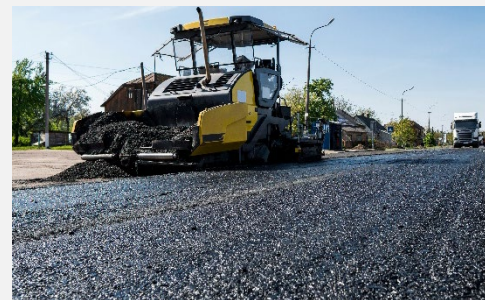


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# 5

## SAFETY ACTION PLAN



## Action Plan

This chapter details recommendations for the City of New Haven and its partners to pursue as it works toward the vision of eliminating fatalities and incapacitating injuries from traffic crashes. Action items are divided into infrastructure projects and non-infrastructure strategies. As described in chapter four, both types of countermeasures are necessary to have a lasting impact on the frequency and severity of crashes. This chapter also describes ways in which the city will monitor and share its progress implementing recommendations from the plan.

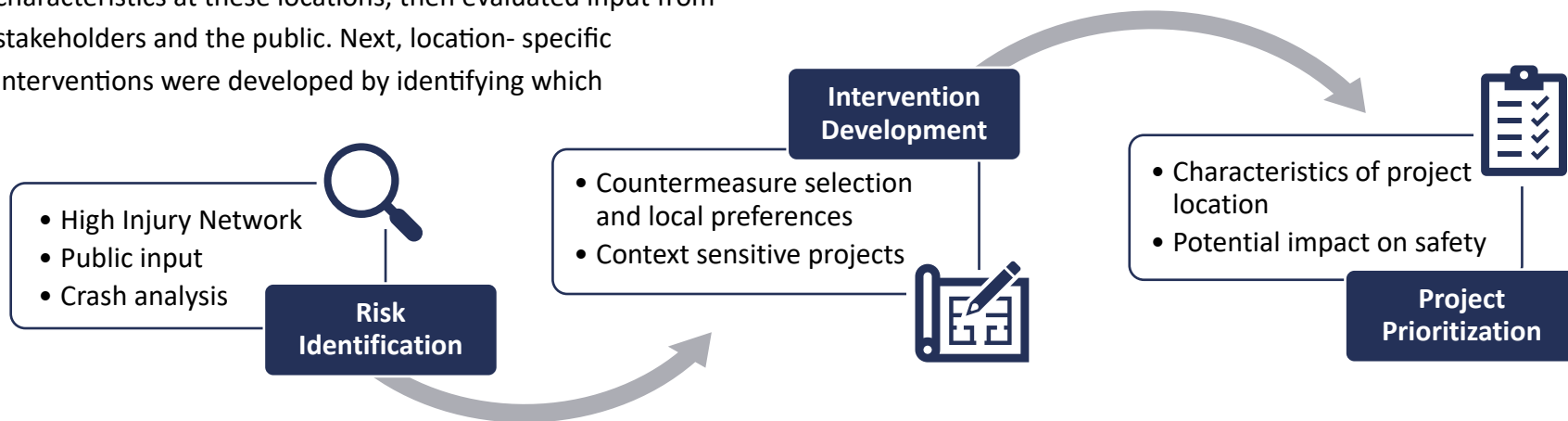
## Infrastructure Projects

Physical infrastructure projects recommended in this section are specific to roadway segments and intersections on the High Injury Network (HIN) identified in chapter three. The planning team conducted a close review of crash characteristics at these locations, then evaluated input from stakeholders and the public. Next, location-specific interventions were developed by identifying which

of FHWA’s Proven Safety Countermeasures best addressed each segment or intersection’s unique crash history.

Recommendations continued to evolve in response to public feedback and in alignment with past planning efforts. Lastly, the list of projects was prioritized based on community need, safety impact, feasibility, alignment with past plans, public and stakeholder input, and other location specific factors.

The infrastructure projects identified in this plan are specific to the HIN, but the City supports other efforts that are aligned to its vision. For example, East Allen County Schools is currently exploring ways to improve pedestrian safety on Green Road near the New Haven Jr/Sr High School, and both local law enforcement and the Mayor’s Youth Advisory Council expressed support for robust countermeasures. These should be considered in conjunction with those recommended by this plan for the intersection at Green and SR 930 (see intersection ID 18).



## Prioritization Framework

The prioritization process involves scoring projects based on a range of location-specific details and the project’s potential impact on transportation safety. This allows the city to create and maintain a list of projects to implement over time.

Table 5-1 shows the rubric used for prioritization scoring. Projects that scored 7 or above are considered high priority projects, with a suggested implementation timeframe of 0 to 5 years. Projects that scored 4-6 points are medium priority, with an implementation timeframe of 6 to 10 years. Lastly, projects with scores of 3 or below have a recommended implementation timeframe of greater than 10 years.

Figure 5-1 and Table 5-2 on the following pages illustrate the 18 recommended structural projects for roadway segments to improve transportation safety in New Haven. Figure 5-2 and Table 5-3 list the 24 recommended projects for intersections. Projects are listed by priority, and each project includes a description and cost estimate. Cost estimates are for planning purposes only, including high-level construction costs and 40% contingency.

It should be noted that there are two locations with a history of frequent crashes that are located on private property (i.e.

the Flying J Travel Center parking lot and the Kroger/shopping center parking lot). While the City has limited ability to implement safety countermeasures at these locations, it can coordinate with business owners to help evaluate options for safety improvements.

*Table 5-1: Prioritization Rubric*

Factor		Points
Safety Need	Project is on the HIN	1
	Project addresses a location with fatal or incapacitating crash history	2
Safety Impact	Project addresses safety problems for all roadway users (including vulnerable road users: pedestrians, bicyclists, and transit users)	2
Engagement and Collaboration	Project is aligned to past planning efforts (i.e. Lincoln Hwy Plan, regional trails plan, MPO plans)	1
	Project location is identified as a safety concern through the public engagement process	1
Underserved Community	Project falls in an Area of Persistent Poverty census tract <sup>12</sup>	1
Connectivity	Project is at a key location for local connectivity as identified by the Technical Advisory Committee	2

<sup>12</sup> Areas of Persistent Poverty (APP) are federally designated census tracts that have had a sustained poverty rate of at least 20% over a fixed period.

The SS4A program uses this designation when identifying “underserved communities” in implementation funding applications.





# New Haven Safe Streets Plan

Table 5-2: Roadway Segment Infrastructure Projects

ID	Road	To	From	Project Description	Cost Est.	Priority
1	US 30	I-469	East city limits	<p><b>Speed Management:</b> install Dynamic Speed Display/Feedback Signs, install Concrete Pavement Corrugation (Transverse Rumble Strips)</p> <p><b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers</p> <p><b>Crosscutting Strategies:</b> install High Friction Surface Treatment (HFST)</p> <p><b>Other:</b> improve drainage</p>	\$2,800,000	Low
2	US 24	Linden Rd	I-469 interchange	<p><b>Speed Management:</b> install Dynamic Speed Display/Feedback Signs</p> <p><b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers</p> <p><b>Crosscutting Strategies:</b> install High Friction Surface Treatment (HFST)</p> <p><b>Other:</b> improve drainage</p>	\$1,250,000	Medium
3	SR 930	West city limits	Maplecrest Rd	<p><b>Speed Management:</b> install Dynamic Speed Display/Feedback Signs</p> <p><b>Roadway Departure:</b> install/improve Raised Pavement Markers, Reflective Pavement Marking</p> <p><b>Crosscutting Strategies:</b> improve Pavement Condition and Friction, Adaptive Lighting, and improve lighting Illuminance and Uniformity</p> <p><b>Pedestrian and Bicyclist:</b> add Side Path on the south side</p> <p><b>Other:</b> improve drainage, and Construct Wildlife Fencing and Crossings</p>	\$5,750,000	High
4	Lincoln Hwy	Hartzell Rd	Sturm St	<p><b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers, and Sinusoidal Rumble Strips</p> <p><b>Crosscutting Strategies:</b> improve Pavement Condition and Friction, add Adaptive Lighting, and improve lighting Illuminance and Uniformity</p> <p><b>Pedestrian and Bicyclist:</b> add a Side Path on the north side</p>	\$670,000	Medium
5	SR 930	Brookwood Dr	Hartzell Rd	<p><b>Speed Management:</b> install Dynamic Speed Display/Feedback Signs</p> <p><b>Roadway Departure:</b> improve Pavement Condition and Friction, install Reflective Pavement Markings, install/improve Raised Pavement Markers</p> <p><b>Crosscutting Strategies:</b> add Adaptive Lighting, and improve lighting Illuminance and Uniformity</p> <p><b>Pedestrian and Bicyclist:</b> add a Side Path on the south side</p>	\$2,240,000	Medium
6	SR 930	Maplecrest Rd	Brookwood Dr	<p><b>Speed Management:</b> install Dynamic Speed Display/Feedback Signs</p> <p><b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers</p> <p><b>Crosscutting Strategies:</b> improve Pavement Condition and Friction, add Adaptive Lighting, and improve lighting Illuminance and Uniformity</p> <p><b>Pedestrian and Bicyclist:</b> add a Side Path on the south side</p>	\$3,180,000	High



## New Haven Safe Streets Plan

ID	Road	To	From	Project Description	Cost Est.	Priority
7	Maple-crest Rd	SR 930	Moeller Rd	<b>Local Project in Progress:</b> Widening to 3-Lane to include continuous center Two Way Left Turn Lane (TWTL). Includes drainage, lighting, pavement markings, and signage improvements	<i>Project in Progress</i>	
8	Hartzell Rd	Heather-wood Ln	Old Orchard Trl	<b>Speed Management:</b> install Dynamic Speed Display/Feedback Signs <b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers, and install Sinusoidal Rumble Strips <b>Crosscutting Strategies:</b> improve Pavement Condition and Friction, add Adaptive Lighting, and improve lighting Illuminance and Uniformity <b>Pedestrian and Bicyclist:</b> add a Side Path	\$1,800,000	High
9	I-469	~Lincoln Hwy	SR 930 interchange	<b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers <b>Crosscutting Strategies:</b> install High Friction Surface Treatment (HFST) <b>Other:</b> install Wildlife Fencing and Crossings	\$1,300,000	Low
10	New Haven Ave	Sheridan Rd	SR 930	<b>Roadway Departure:</b> install Shoulders, Reflective Pavement Markings, install/improve Raised Pavement Markers <b>Crosscutting Strategies:</b> add Adaptive Lighting, and improve lighting Illuminance and Uniformity <b>Pedestrian and Bicyclist:</b> add Side Path on the south side <b>Other:</b> install Wildlife Fencing and Crossings	\$1,360,000	Medium
11	I-469	Maumee River	US 24 interchange	<b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers <b>Crosscutting Strategies:</b> improve Pavement Condition and Friction <b>Other:</b> improve drainage	\$1,090,000	Low
12	Moeller Rd	Werling Rd	Norland Ln	<b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers <b>Crosscutting Strategies:</b> add Adaptive Lighting, and improve lighting Illuminance and Uniformity, manage vegetation for visibility <b>Pedestrian and Bicyclist:</b> add Side Path on the north side	\$1,380,000	Medium
13	Landin Rd	N River Rd	Rose Ave	<b>Speed Management:</b> install Dynamic Speed Display/Feedback Signs <b>Roadway Departure:</b> install/improve Raised Pavement Markers	\$20,000	Low
14	I-469	Edgerton Rd	~Lincoln Hwy	<b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers <b>Crosscutting Strategies:</b> install High Friction Surface Treatment (HFST) <b>Other:</b> improve drainage	\$1,340,000	Low
15	I-469	US 30	South city limits	<b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers	\$3,750,000	Low



## New Haven Safe Streets Plan

ID	Road	To	From	Project Description	Cost Est.	Priority
				<b>Crosscutting Strategies:</b> High Friction Surface Treatment (HFST) <b>Other:</b> improve drainage and Construct Wildlife Fencing and Crossings		
16	Maple-crest Rd	North city limits	SR 390	<b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers <b>Crosscutting Strategies:</b> install High Friction Surface Treatment (HFST)	\$790,000	Low
17	Moeller Rd	S Maple-crest Rd	Woodland Dr	<b>Roadway Departure:</b> install Reflective Pavement Markings, install/improve Raised Pavement Markers, and Sinusoidal Rumble Strips <b>Crosscutting Strategies:</b> improve Pavement Condition and Friction, add Adaptive Lighting, and improve lighting Illuminance and Uniformity <b>Pedestrian and Bicyclist:</b> add Side Path on the north side with a Pre-Fab Pedestrian Bridge	\$2,120,000	High
18	West St	Rose Ave	Main St	<b>Crosscutting Strategies:</b> install Pavement Markings and Signs	\$20,000	Low
19	Flying J Travel Center lot			Private Property	N/A	
20	Kroger/shopping center lot			Private Property	N/A	





# New Haven Safe Streets Plan

Table 5-3: Intersection Infrastructure Projects

ID	Intersection	Project Description	Cost Est.	Priority
1	Meyer Rd & SR 930	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing <b>Crosscutting Strategies:</b> improve lighting	\$80,000	Low
2	New Haven Ave & SR 930	<b>Adjacent INDOT Project:</b> Ongoing project coordination with INDOT impacts intersections with 930 at New Haven Ave and at Sunnymede Dr. Intersection redesign options to reduce conflict are supported, including the addition of a signal, though further study is needed.	<i>Pending Adjacent Project in Progress</i>	
4	Maplecrest Rd & SR 930	<b>INDOT Project in Progress:</b> Restrict left turns to new signalized Quadrant Roadway, construct medians, and widen portions of both roadways.	<i>Project in Progress</i>	
5	SR 930 & Brookwood Dr	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing <b>Pedestrian and Bicyclist:</b> improve Pedestrian Crossings	\$230,000	High
6	Moeller Rd & Brookwood Dr	<b>Intersection Safety:</b> install warning signs depicting Offset T-Intersection configuration, and enhanced signing and delineation	\$40,000	Medium
7	Long Rd & Shordon Rd	<b>Intersection Safety:</b> install warning signs depicting Offset T-Intersection configuration, and enhanced signing and delineation	\$40,000	Low
8	Hartzell Rd & Lincoln Hwy	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing, and implement Protected Left-Turn Phasing <b>Crosscutting Strategies:</b> improve lighting	\$80,000	Medium
9	Hartzell Rd & SR 930	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing, and implement Protected Left-Turn Phasing <b>Crosscutting Strategies:</b> improve lighting <b>Pedestrian and Bicyclist:</b> improve Pedestrian Crossings	\$260,000	Medium
10	Hartzell Rd & Moeller Rd	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing, and implement Protected Left-Turn Phasing <b>Crosscutting Strategies:</b> improve lighting	\$80,000	Low
11	Seiler Rd & Timber Creek Pkwy	<b>Intersection Safety:</b> install warning signs depicting Offset T-Intersection configuration and enhanced signing and delineation	\$50,000	Low
12	Landin Rd & N River Rd	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing, and implement Protected Left-Turn Phasing <b>Pedestrian and Bicyclist:</b> Rebuild southwest corner of intersection with new sidewalk connection, curb, curb ramp, and guardrail configuration	\$240,000	Low
13	Lincoln Hwy E & Mourey St	<b>Intersection Safety:</b> install larger stop signs, enhanced signing and delineation <b>Crosscutting Strategies:</b> improve lighting, and manage vegetation or other visibility obstructions	\$120,000	Medium
14	SR 930 & Werling Rd	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing, and implement Protected Left-Turn Phasing <b>Crosscutting Strategies:</b> improve lighting	\$80,000	Medium



## New Haven Safe Streets Plan

ID	Intersection	Project Description	Cost Est.	Priority
15	Werling Rd & Moeller Rd	<b>Intersection Safety:</b> install warning signs depicting Offset T-Intersection configuration, enhanced signing and delineation, add supplemental sign on the stopped approach that says "CROSS TRAFFIC DOES NOT STOP"	\$50,000	Low
16	Lincoln Hwy E & Broadway St	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing, and implement Protected Left-Turn Phasing	\$50,000	Low
17	Lincoln Hwy E & Green St	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing, and implement Protected Left-Turn Phasing <b>Crosscutting Strategies:</b> improve lighting	\$80,000	Medium
18	Green Rd & SR 930	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing <b>Crosscutting Strategies:</b> improve lighting <b>Local Planning in Progress:</b> a robust, permanent crossing across Green Rd south of this intersection and near the east entrance to New Haven Jr/Sr High School is needed. East Allen County Schools and the City should continue to partner on identifying the location and treatments best suited for local needs, including considering countermeasures such as a Pedestrian Hybrid Beacon (PHBs) or Raised Crosswalk with Rectangular Rapid Flashing Beacons (RRFBs).	\$80,000	Med
19	Minnich Rd & SR 930	<b>Intersection Safety:</b> install enhanced signing and delineation, review and optimize signal timing <b>Crosscutting Strategies:</b> improve lighting	\$80,000	Low
20	Lincoln Hwy E & Minnich Rd	<b>Intersection Safety:</b> install warning signs depicting Offset T-Intersection configuration, enhanced signing and delineation, and add supplemental sign on the stopped approach that says "CROSS TRAFFIC DOES NOT STOP"	\$50,000	Low
21	Rose Ave & I-469	<b>Recent INDOT Project Completed:</b> project changes the layout of the intersection; continue to monitor to determine if additional safety improvements are needed	<i>Recent Project Completed</i>	
22	Lincoln Hwy E & S Doyle Rd	<b>Intersection Safety:</b> install larger stop signs, enhanced signing and delineation, and add supplemental sign on the stopped approach that says "CROSS TRAFFIC DOES NOT STOP" <b>Crosscutting Strategies:</b> improve lighting	\$80,000	Low
23	US 30 & Doyle Rd	<b>Local traffic study in progress:</b> in preparation for nearby development; robust intersection redesign, including a potential Reduced Conflict Intersection, may be warranted pending results	<i>Pending Study Results</i>	
24	Edgerton Rd & Ryan Rd	<b>Local &amp; County Project in Progress:</b> Full depth reclamation of the roadway, roadway widening, and a new right turn lane into local business with significant truck traffic	<i>Project in Progress</i>	
25	Edgerton Rd & S Webster Rd	<b>Local &amp; County Project in Progress:</b> Full depth reclamation of the roadway, roadway widening, and a new right turn lane into local business with significant truck traffic	<i>Project in Progress</i>	



## Non-Infrastructure Action Items

This section identifies specific action items that do not involve constructing physical infrastructure. Non-infrastructure action items complement engineering and roadway design to promote safe behaviors. The recommendations listed in Table 5-4 were developed based on a review of best practices (see Chapter 4) and input from the Technical Advisory Committee. Like the structural countermeasure projects previously described, action items are prioritized for implementation.

*Table 5-4: Non-Infrastructure Action Items*

Action	Description	Priority
<b>Adopt Safety Action Plan and publish online</b>	City Council approves a resolution to adopt the Safe Streets Plan.	High
<b>Partner with existing awareness and education campaign programs</b>	Partner with and utilize existing safety programs or organizations, safety materials, social media tools, special events, in-school education, and other opportunities to bring awareness and education about roadway safety to the public. Identify and pursue grant funding to support providing programming for participants. <ul style="list-style-type: none"> <li>• Partner with existing programs and advocacy groups to improve safety awareness for motorcycles, bicyclists, and pedestrians.</li> <li>• Host in-school programs aimed at teen driving safety.</li> <li>• Promote the benefits of safety infrastructure projects and policy changes as they occur.</li> <li>• Conduct local events that are focused on mobility and roadway safety.</li> </ul>	High
<b>Partner with the Indiana Criminal Justice Institute</b>	Pursue funding opportunities, officer trainings, and other available resources.	High
<b>Conduct targeted high visibility enforcement</b>	Conduct publicized enforcement at key locations (saturation patrols, checkpoints, or waves of increased enforcement) to address speeding, distracted driving, or impaired driving.	High
<b>Acquire additional speed feedback signs</b>	Acquire additional speed feedback signs and trailers to discourage excessive speeding and collect speed data.	High



## New Haven Safe Streets Plan

Action	Description	Priority
<b>Provide long term support for railroad crossing safety programs and initiatives</b>	Continue to fund and support technologies which provide real time rail crossing information to the public, such as those currently being supplied by TRAINFO. Continue to promote rail safety education and outreach programs through Operation Lifesaver and others endorsed by the National Highway Traffic Safety Administration (NHTSA).	High
<b>Provide support for technical trainings</b>	Pursue roadway safety technical training opportunities for policymakers, engineers, planners, and other city professionals that influence roadway safety (e.g. the Indiana Road to Zero Academy or the National Center for Rural Road Safety's Road Safety Champion Program).	Medium
<b>Add safety requirements to the Unified Development Code</b>	Add pedestrian safety enhancement requirements to the Unified Development Code.	Medium
<b>Set appropriate speed limits</b>	Review speed limits on all city streets to support safe travel, especially on select streets and around schools, parks, and community centers.	Medium
<b>Maintain existing infrastructure</b>	Evaluate maintenance cycles, procedures, and equipment. Regularly maintain, replace, or provide additional signage and pavement markings for active transportation facilities, and acquire equipment for maintaining pedestrian and bicycle facilities.	Medium
<b>Evaluate school zone guidelines and bus stops</b>	Evaluate and create new school zone guidelines to ensure that school zones across the city have appropriate and consistent speed limits, signage, and markings. In addition, conduct a school bus stop study to assess bus stop visibility, walking environments, and waiting areas.	Medium
<b>Create a fatal and incapacitating injury crash review board</b>	Create a fatal and incapacitating injury crash review board of multidisciplinary officials to review and understand crash circumstances and take direct actions to address contributing factors where appropriate.	Medium
<b>Review signalized intersections for pedestrian safety</b>	Review the timing of signals across the city to ensure that there is adequate time for pedestrian crossings, implement leading pedestrian intervals, and upgrade to Accessible Pedestrian Signals (APS) as necessary.	Low



## Implementation

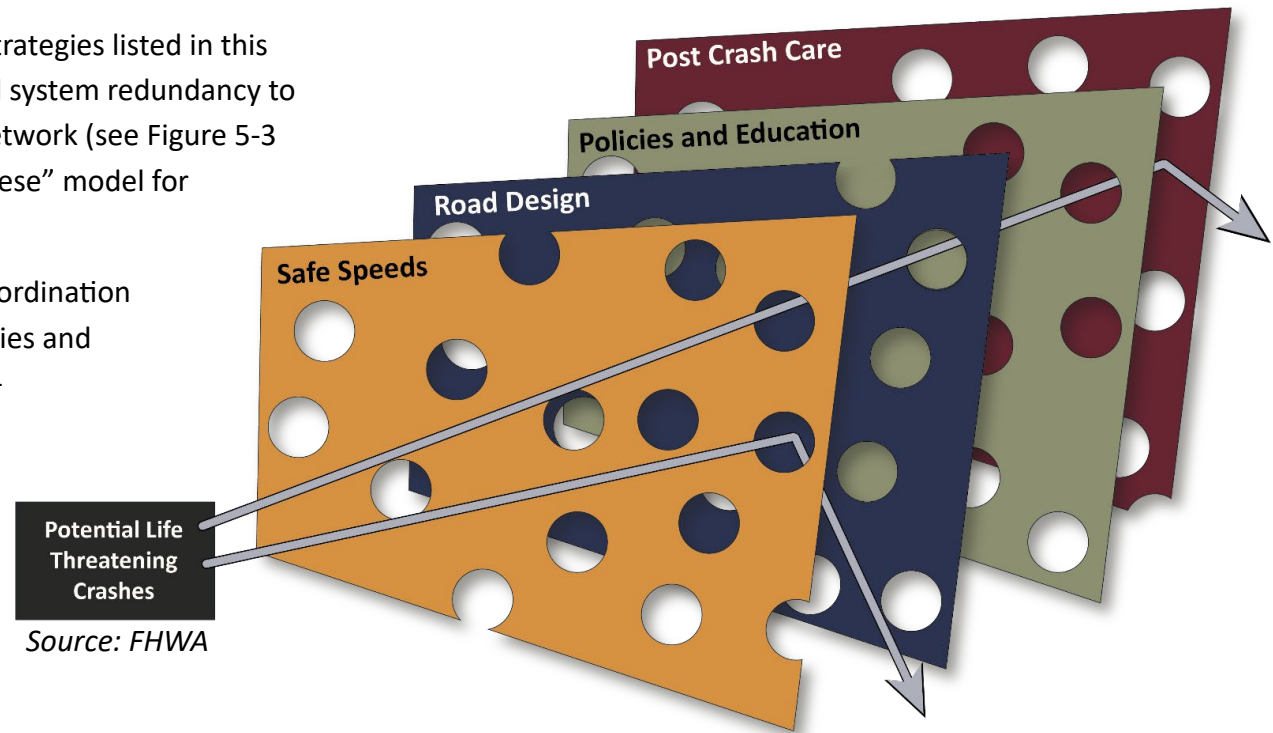
Implementation of the projects and strategies listed in this plan have a cumulative effect and add system redundancy to overall safety of the transportation network (see Figure 5-3 illustrating the Vision Zero “Swiss Cheese” model for redundancy).

It is critical to seek out or continue coordination between New Haven and other agencies and organizations to implement both non-infrastructure strategies and structural countermeasure projects. Local law enforcement, medical professionals, the Indiana Criminal Justice Institute, non-profit organizations, the Northeastern Indiana Regional Coordinating Council, and other regional government entities are examples of partners in safety.

## Funding

Funding for implementation is available through INDOT’s Highway Safety Improvement Program (HSIP). additional funding programs and grants are available in-state from the Indiana Criminal Justice Institute. Federal funds for roadway safety projects are distributed mostly through formula

Figure 5-3: Vision Zero “Swiss Cheese” Model for Redundancy



Source: FHWA

programs and are administered by each state; HSIP funding disbursed by INDOT is the largest such program for roadway safety projects and programs. However, the U.S. Department of Transportation also offers discretionary funding opportunities for programs which support safety for all roadway users. One example is the Safe Streets and Roads for All (SS4A) Implementation Grant Program, which awards funding to implement projects listed in a Safety Action Plan.



## Demonstration Projects

A demonstration project under the SS4A program involves temporary safety improvements to test and evaluate proposed strategies for future implementation. These activities use quick-build strategies and low-cost, temporary materials like planters, speed humps, and paint to experiment with roadway design changes. These projects do not involve permanent roadway reconstruction. Data collection and evaluation of pre- and post-demonstration results are essential to measure potential benefits and inform comprehensive safety action plans. Additionally, these projects should include involving adjacent community partners including schools, medical facilities, and adjacent neighborhood groups, as appropriate.

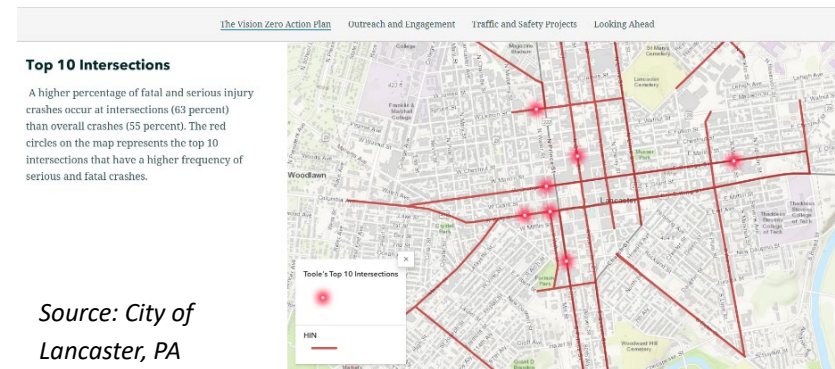


## Progress and Transparency

Action Plans funded through SS4A Grant Program are required to include a component for progress and transparency to share and evaluate safety outcomes over time. As the projects and strategies described above are implemented, it is important that residents and stakeholders are informed of

progress, and that the City remains accountable to the vision, goals, and priorities advanced by the plan. City of New Haven staff will oversee plan implementation and update the Safe Streets Plan as needed.

At a minimum, the City will publish this plan online, and it must also publish annual progress reports accessible to the public. To meet this requirement, the City will create and update an online dashboard using Esri's ArcGIS Experience Builder Platform or ArcGIS StoryMaps. Both allow the City to combine mapping, text, and visualizations to provide updates to the public on safety metrics and plan implementation. The City of Lancaster, PA is a municipality which has used StoryMaps to update the public on progress towards its Vision Zero goals, providing an example of straightforward, engaging communication.<sup>13</sup>



<sup>13</sup> [City of Lancaster 2021 Vision Zero Action Plan Progress Report](#)



## New Haven Safe Streets Plan

New Haven can also prepare and publish an annual “report card” to track and share progress toward each goal. These report cards list actions taken in alignment with safety performance measures. Columbus, Ohio offers an example of a clear, informative annual report card available to the public online.<sup>14</sup>

Table 5-5 shows metrics which can be used to track progress towards the plan’s goals and can be incorporated into either a dashboard or report card format.



Table 5-5: Metrics for Progress Monitoring

Goal	Strategy	Metric
<b>VISION ZERO: Eliminate fatal and incapacitating crashes on New Haven roadways by 2045.</b>		<ul style="list-style-type: none"> <li>Reduction in fatal and incapacitating crashes on HIN</li> <li>Reduction in fatal and severe crashes</li> </ul>
Reduce speeds strategically to prioritize safety.	Reduce speed limits and implement traffic calming measures.	<ul style="list-style-type: none"> <li>Number of traffic calming measures implemented</li> <li>Number of speed limit reductions</li> </ul>
Enhance safety at critical locations using a data-driven approach.	Prioritize safety projects on the HIN based on anticipated impact.	<ul style="list-style-type: none"> <li>Number of projects programmed on the HIN</li> <li>Number of projects completed on the HIN</li> </ul>
Create safer streets for all roadway users through design and innovation.	Construct separate bike and pedestrian facilities in tandem with traffic calming measures for segments on the HIN.	<ul style="list-style-type: none"> <li>Miles of bike and pedestrian facilities programmed</li> <li>Miles of bike and pedestrian facilities constructed</li> </ul>
Build a culture of safety by engaging community partners.	Conduct high-visibility enforcement of targeted behaviors, coordinated with education and awareness campaigns.	<ul style="list-style-type: none"> <li>Number of coordinated, high-visibility law enforcement activities</li> <li>Number of school-based education programs addressing targeted behaviors</li> </ul>

<sup>14</sup> [Vision Zero Columbus](#)



## Roadway safety for ALL requires action from YOU!

Achieving the goal of zero traffic fatalities and incapacitating injuries requires commitments from individuals, organizations, and leaders to do the following:

### Be respectful and courteous:

Follow all traffic laws no matter your mode of transportation. Do not drive aggressively.

### Slow down:

Speeding is dangerous for everyone and not worth the risk. Yield to people walking.

### Remain alert and focused:

Impaired and distracted driving of all kinds are not acceptable in our community. Put the phone down.

### Share your support:

Let others know about projects and programs that improve roadway safety. Encourage your friends and family to be safe on the road.





# Safe Streets

Segment and Intersection Project Details



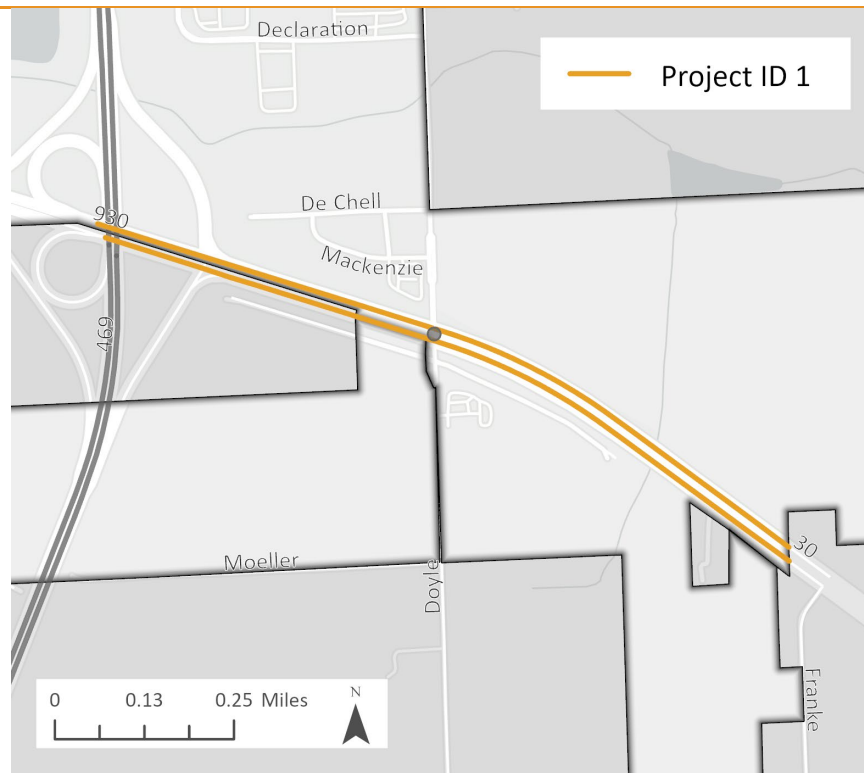
**Segment: US 30 from I-469 to East City Limits**

**ID: 1**                      **Priority: Low**                      **Cost Estimate: \$2,800,000**

**Countermeasures:** Install dynamic speed display signs, High Friction Surface Treatments (HFST), reflective pavement markings, raised pavement markers, concrete pavement corrugation (transverse rumble strips), and improve drainage.

**Prioritization:**

- Crash History (2022-2024): 25 non-incapacitating crashes
- Identified as an area of concern from public input



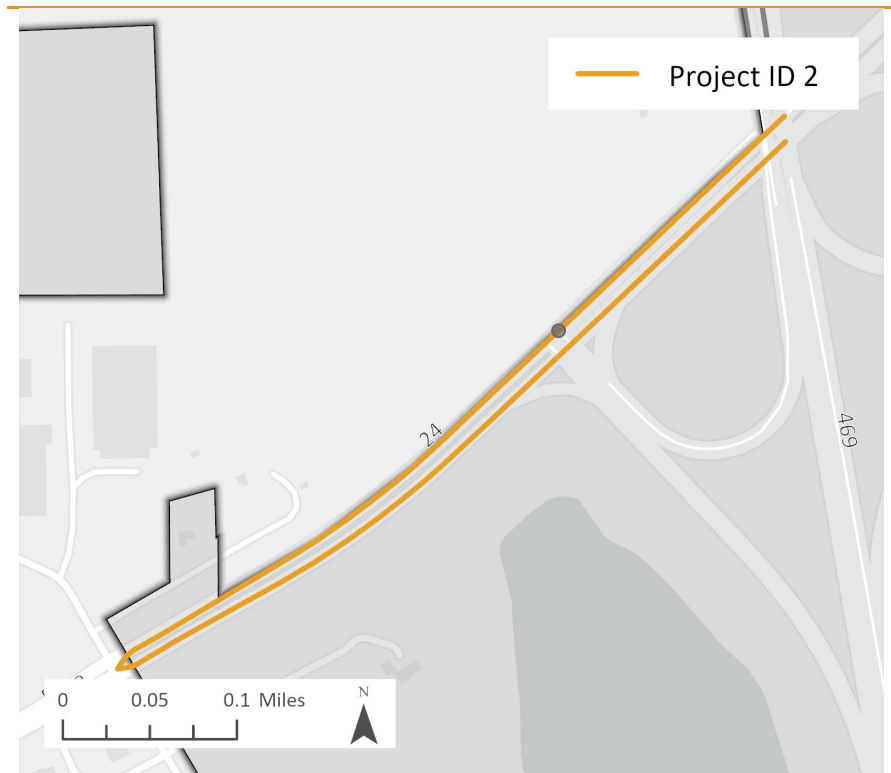
**Segment: US 24 from Linden Rd to I-469 Interchange**

**ID: 2**                      **Priority: Medium**                      **Cost Estimate: \$1,250,000**

**Countermeasures:** Install dynamic speed display signs, High Friction Surface Treatments (HFST), reflective pavement markings, raised pavement markers, and improve drainage.

**Prioritization:**

- Crash History (2022-2024): 1 fatal crash and 7 non-incapacitating crashes
- Identified as an area of concern from public input



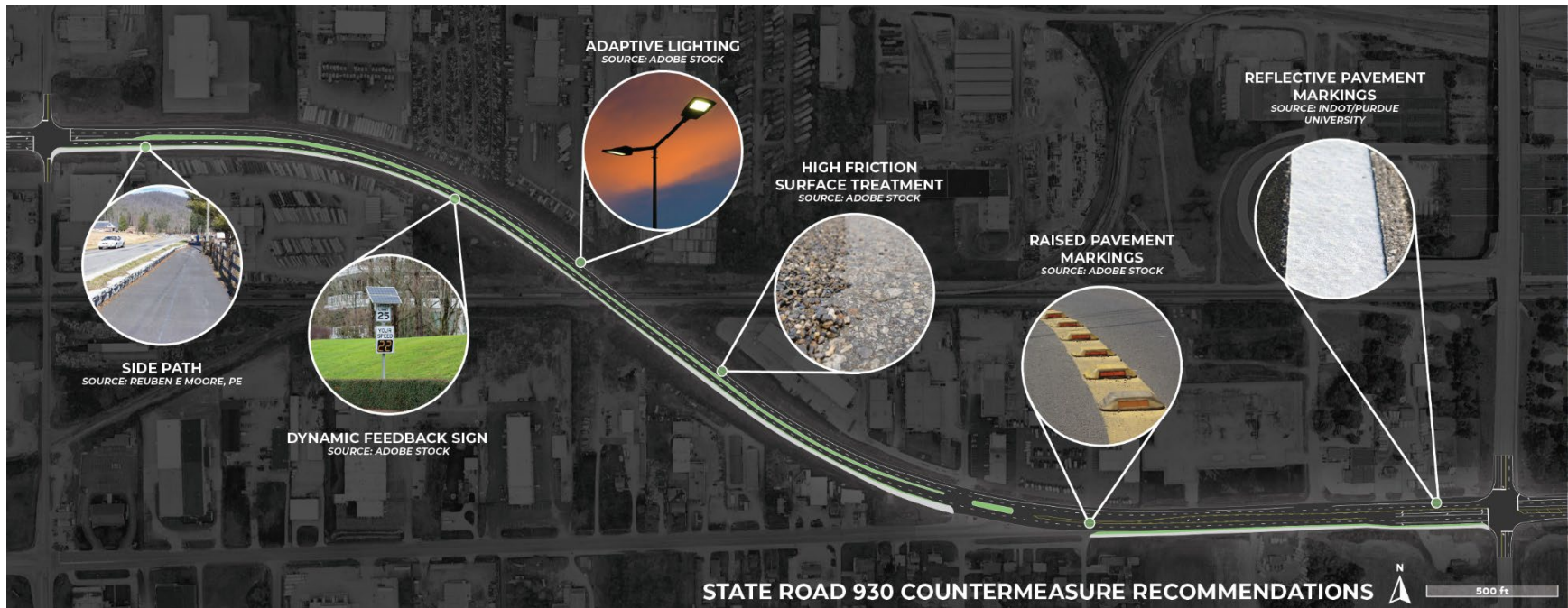
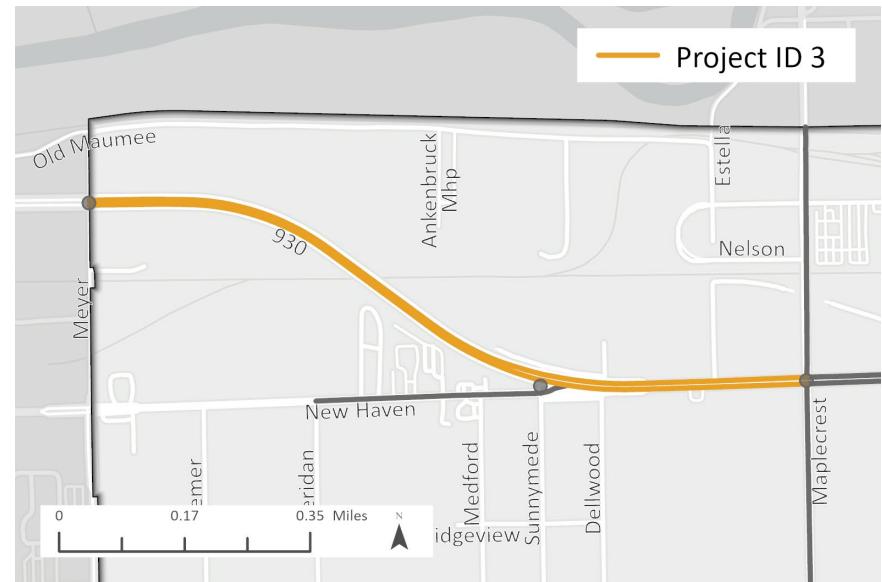
**Segment: SR 930 from west city limits to Maplecrest Rd**

**ID: 3      Priority: High      Cost Estimate: \$5,750,000**

**Countermeasures:** Install or improve dynamic speed display signs, reflective pavement markings, raised pavement markers, pavement condition and friction, adaptive lighting, lighting illuminance and uniformity, side path, drainage, and wildlife fencing and crossings.

**Prioritization:**

- Crash History (2022-2024): 1 fatal crash, 1 incapacitating injury crash, and 38 non-incapacitating crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



**Segment: Lincoln Hwy from Hartzell Rd to Sturm St**

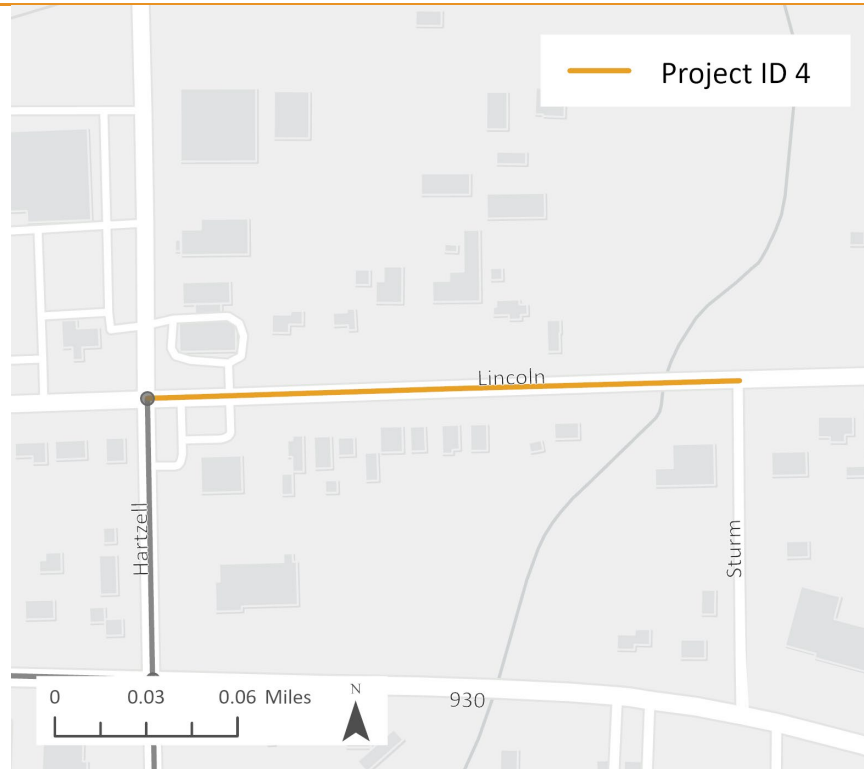
**ID: 4**      **Priority: Medium**      **Cost Estimate: \$670,000**

**Countermeasures:** Install or improve pavement condition & friction, reflective and raised pavement markings, rumble strips adaptive lighting, illuminance and uniformity, and a side path.

**Note:** Opportunity for robust pedestrian crossing near bus stops.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 8 non-incapacitating crashes
- Improves safety for vulnerable road users
- Aligned with past planning efforts



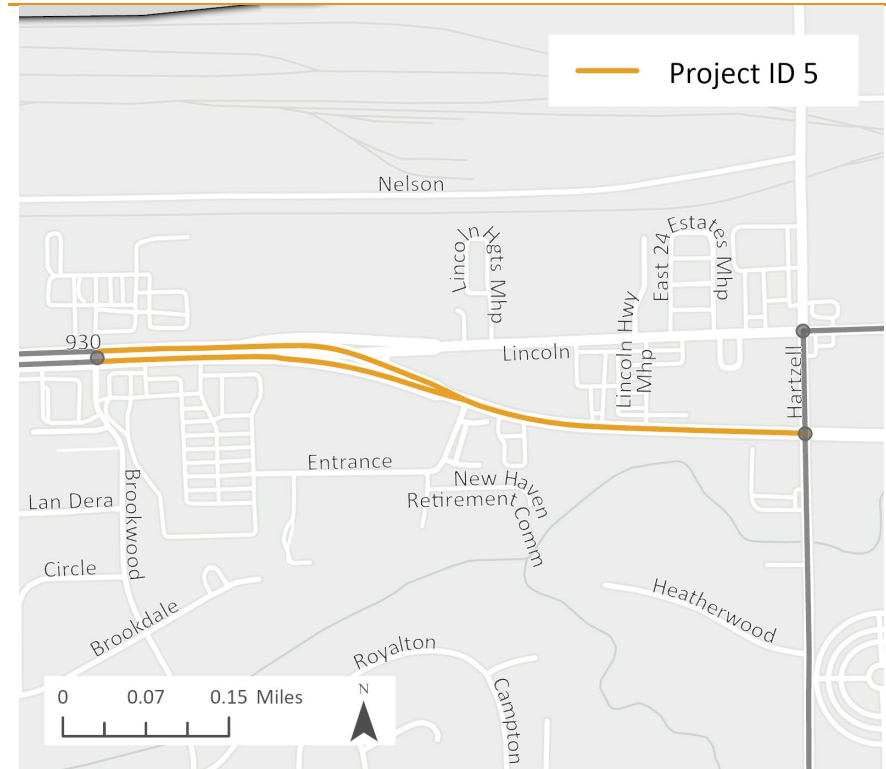
**Segment: SR 930 from Brookwood Dr to Hartzell Rd**

**ID: 5**      **Priority: Medium**      **Cost Estimate: \$2,240,000**

**Countermeasures:** Install or improve speed display signs, reflective and raised pavement markings, pavement condition and friction, adaptive lighting, illuminance & uniformity, and side path.

**Prioritization:**

- Crash History (2022-2024): 14 non-incapacitating crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



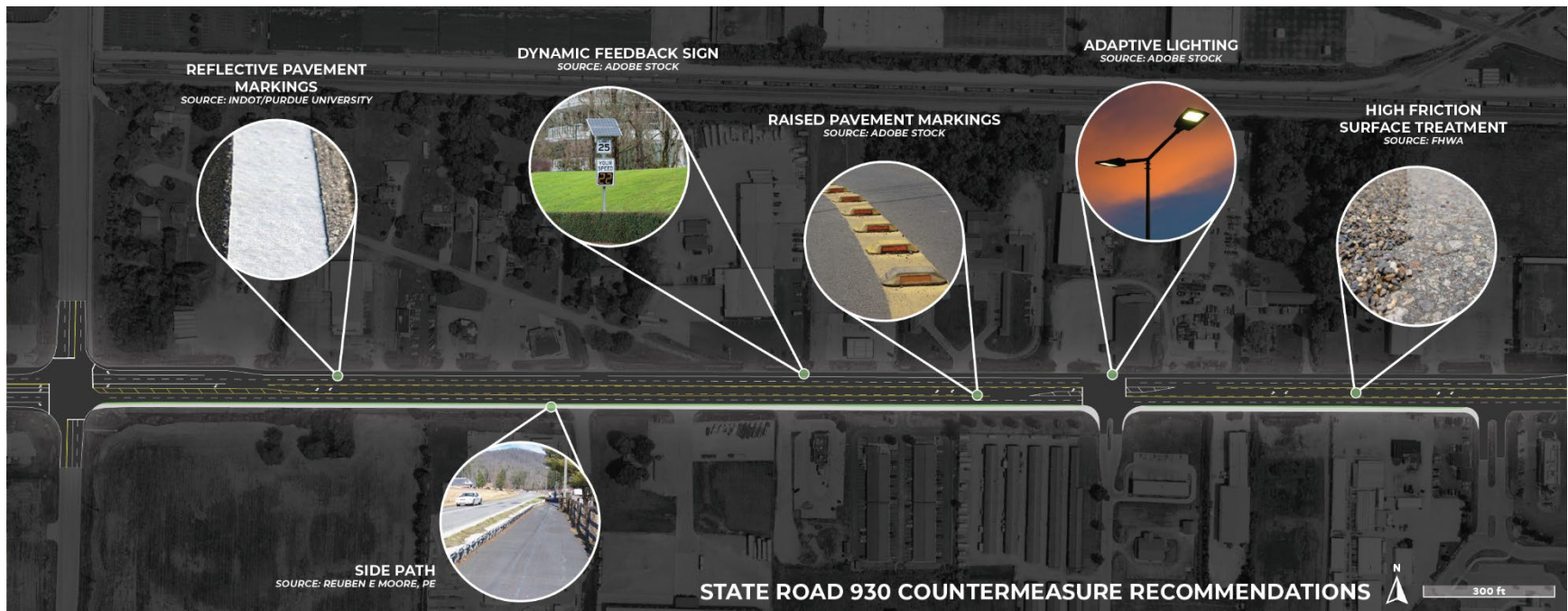
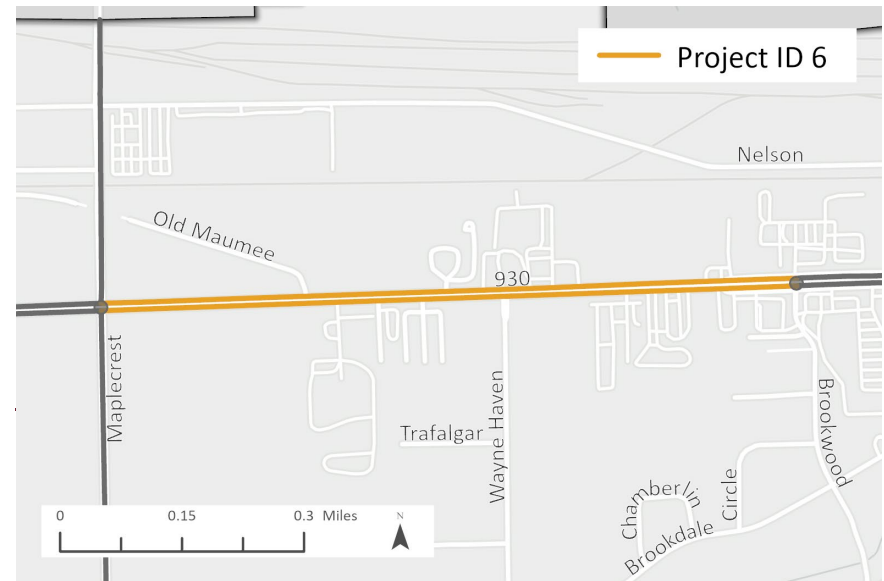
**Segment: SR 930 from Maplecrest Rd to Brookwood Dr**

**ID: 6**      **Priority: High**      **Cost Estimate: \$3,180,000**

**Countermeasures:** Install or improve dynamic speed display signs, reflective pavement markings and raised pavement markers, pavement condition and friction, adaptive lighting, illuminance and uniformity, and side path.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 54 non-incapacitating crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



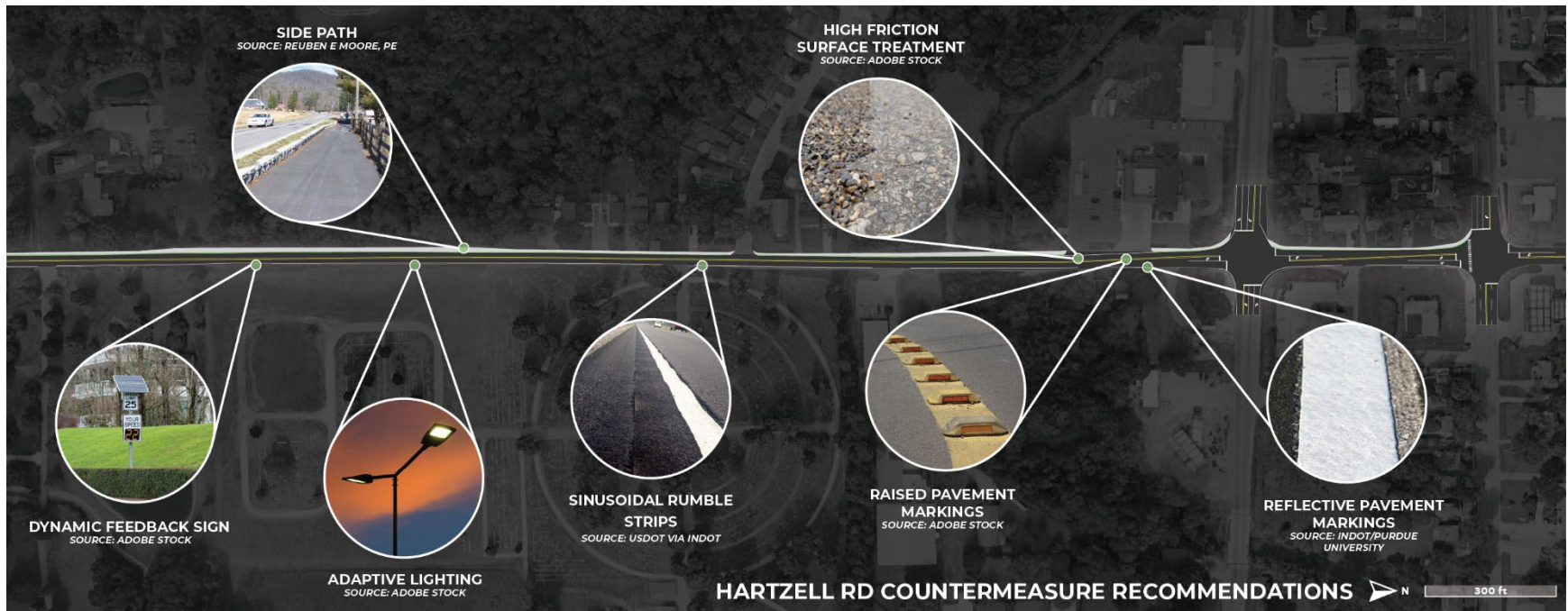
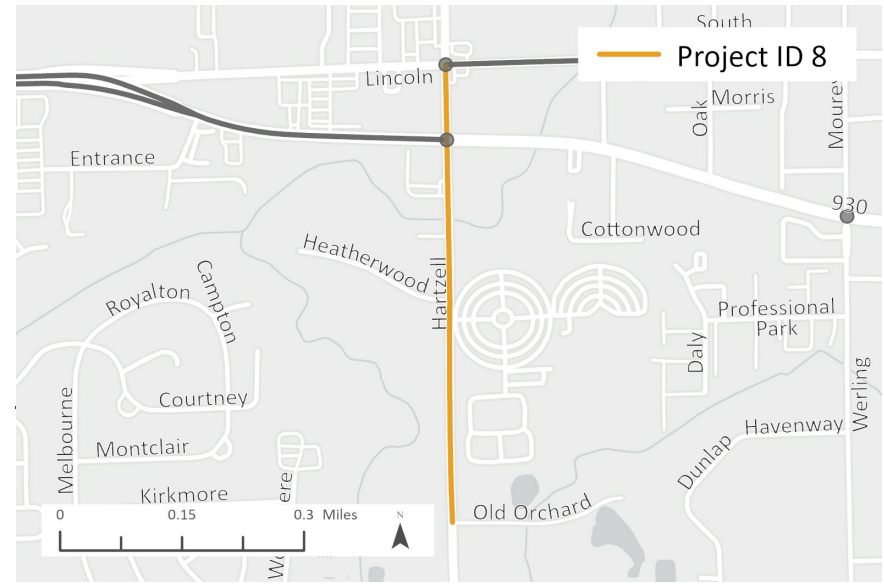
**Segment: Hartzell Rd from Heatherwood Ln to Old Orchard Trl**

**ID: 8      Priority: High      Cost Estimate: \$1,800,000**

**Countermeasures:** Install or improve dynamic speed display signs, reflective pavement markings, raised pavement markers, sinusoidal rumble strips, pavement condition and friction, adaptive lighting, lighting illuminance and uniformity, and side path.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 1 non-incapacitating crash
- Identified in the regional trails plan
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



**Segment: I-469 from Lincoln Hwy to SR 930 Interchange**

**ID: 9**      **Priority: Low**      **Cost Estimate: \$1,300,000**

**Countermeasures:** Install High Friction Surface Treatments (HFST), reflective pavement markings, raised pavement markers, and wildlife fencing and crossings.

**Prioritization:**

- Crash History (2022-2024): 11 non-incapacitating crashes

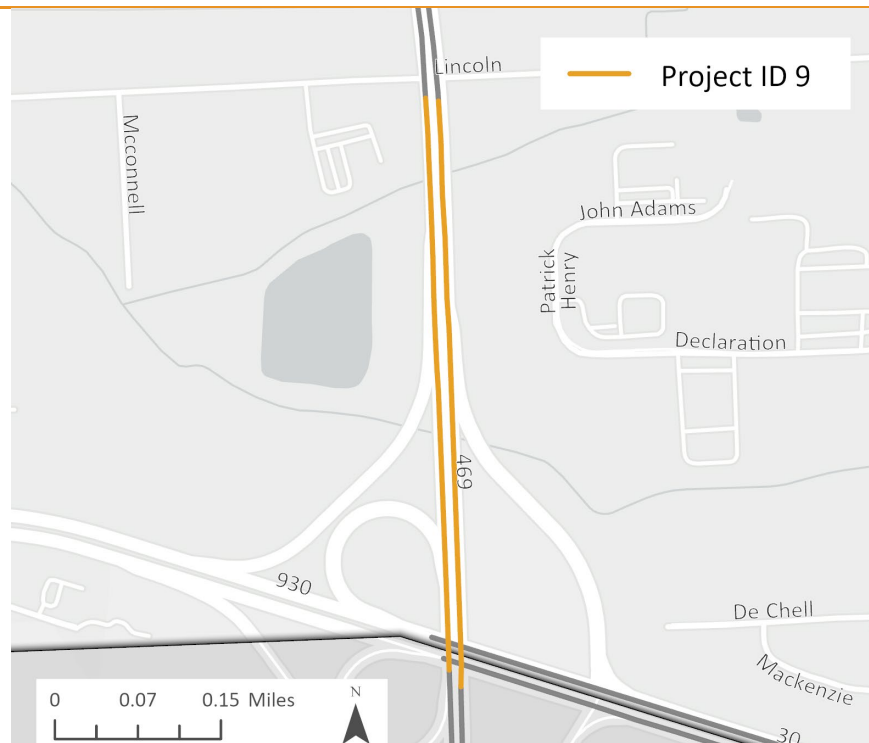
**Segment: New Haven Ave from Sheridan Rd to SR 930**

**ID: 10**      **Priority: Medium**      **Cost Estimate: \$1,360,000**

**Countermeasures:** Install or improve shoulders, reflective and raised pavement markings, adaptive lighting, illuminance and uniformity, side path, and wildlife fencing and crossings.

**Prioritization:**

- Crash History (2022-2024): 4 non-incapacitating crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



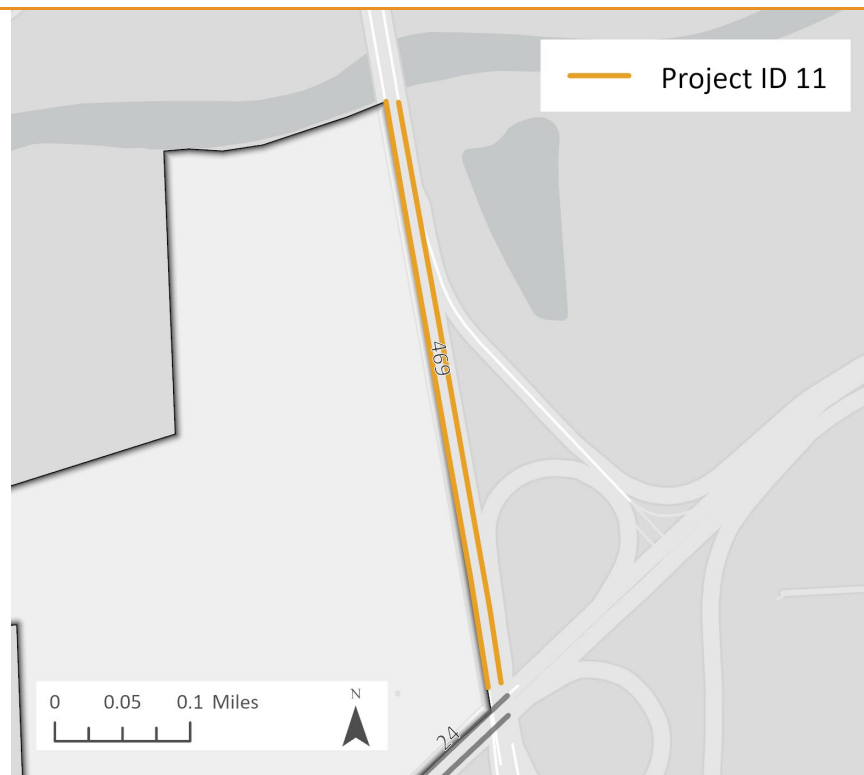
**Segment: I-469 from Maumee River to US 24 Interchange**

**ID: 11**      **Priority: Low**      **Cost Estimate: \$1,090,000**

**Countermeasures:** Improve pavement condition and friction, improve drainage, and install reflective pavement markings and raised pavement markers.

**Prioritization:**

- Crash History (2022-2024): 1 fatal crash and 7 non-incapacitating crashes



**Segment: Moeller Rd from Werling Rd to Norland Ln**

**ID: 12**      **Priority: Medium**      **Cost Estimate: \$1,380,000**

**Countermeasures:** Install sidepath, reflective pavement markings, raised pavement markers, and adaptive lighting, manage vegetation, and improve lighting illuminance and uniformity.

**Prioritization:**

- Crash History (2022-2024): 1 serious injury crash and 1 non-incapacitating crash
- Improves safety for vulnerable road users
- Aligned with past planning efforts



**Segment: Landin Rd from N River Rd to Rose Ave**

**ID: 13**                      **Priority: Low**                      **Cost Estimate: \$20,000**

**Countermeasures:** Install dynamic speed display signs and raised pavement markers.

**Prioritization:**

- Crash History (2022-2024): 6 non-incapacitating crashes
- Identified as an area of concern from public input
- Located in an Area of Persistent Poverty

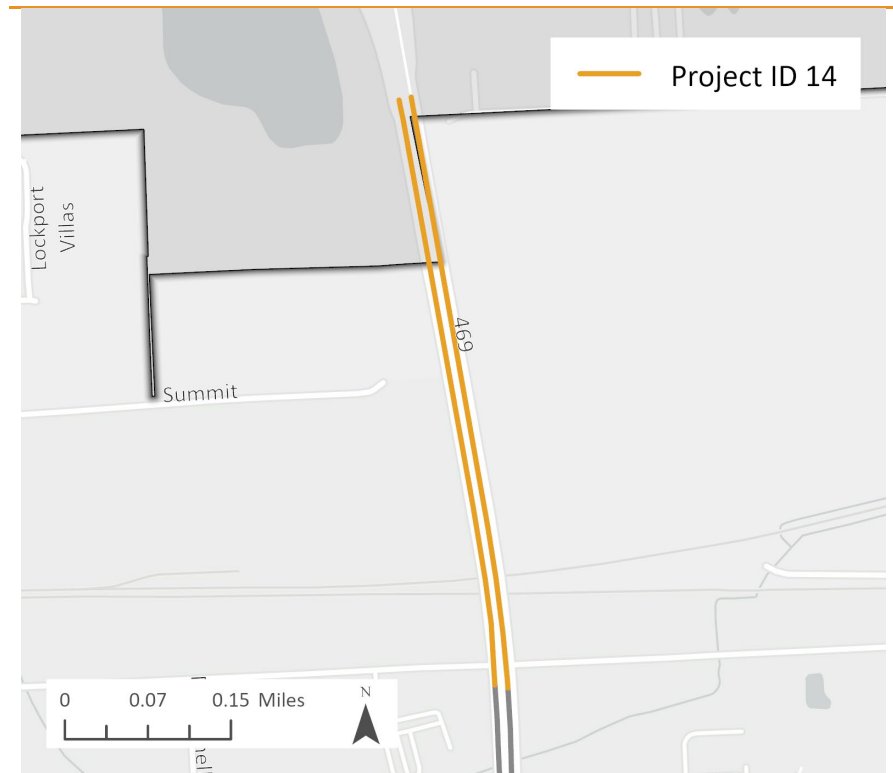
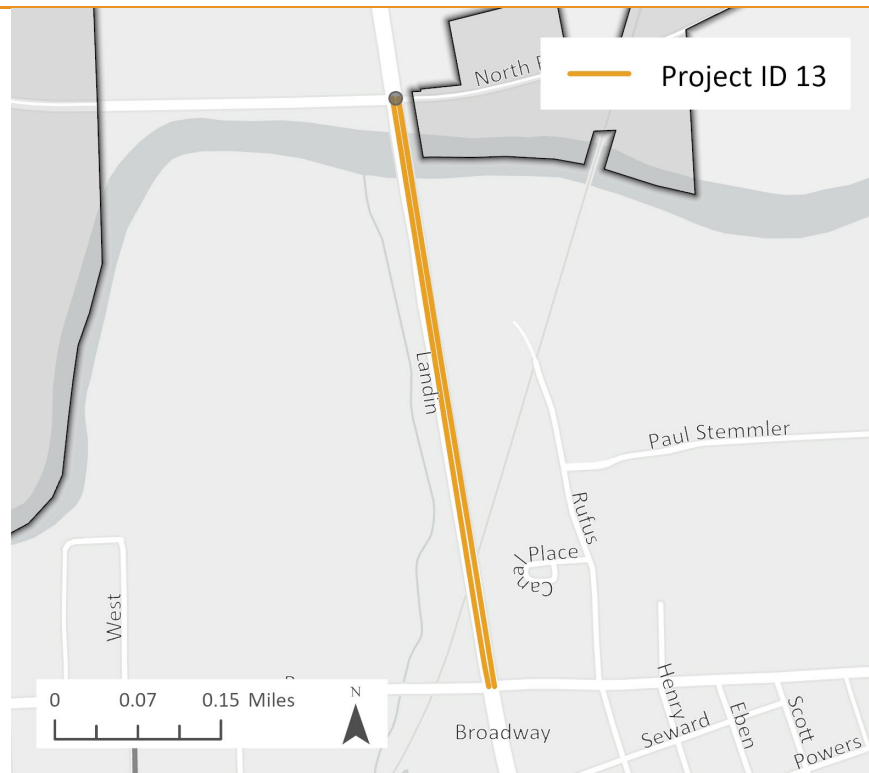
**Segment: I-469 from Edgerton Rd to Lincoln Hwy**

**ID: 14**                      **Priority: Low**                      **Cost Estimate: \$1,340,000**

**Countermeasures:** Improve drainage and install High Friction Surface Treatments (HFST), reflective pavement markings, and raised pavement markers.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 11 non-incapacitating crashes



**Segment: I-469 from US 30 to South City Limits**

**ID: 15**                      **Priority: Low**                      **Cost Estimate: \$3,750,000**

**Countermeasures:** Improve drainage and install High Friction Surface Treatments (HFST), reflective pavement markings, raised pavement markers, wildlife fencing and crossings.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 10 non-incapacitating crashes

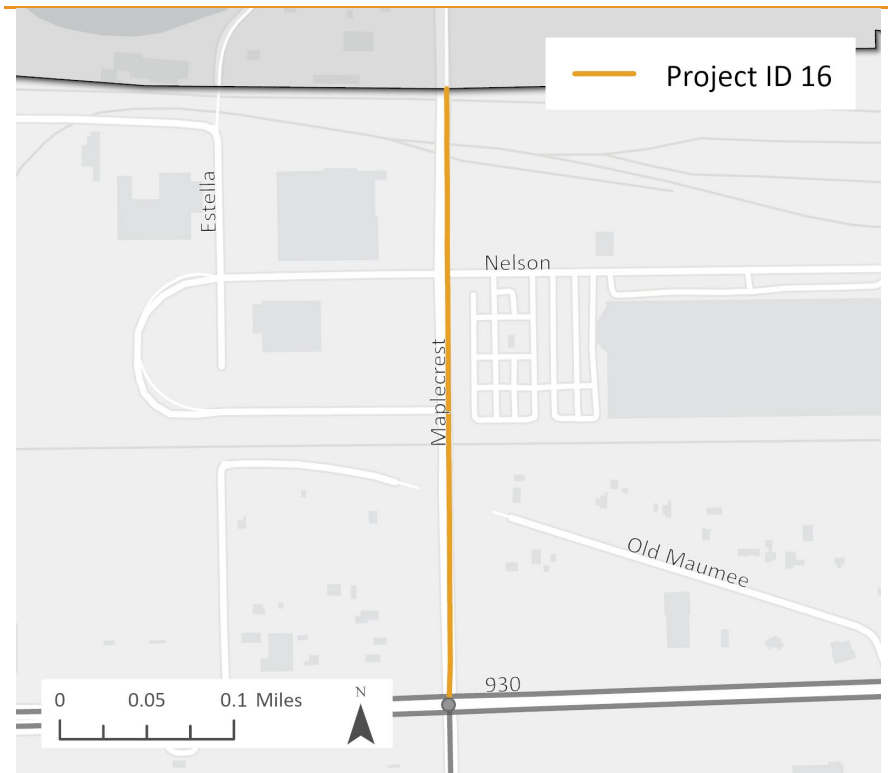
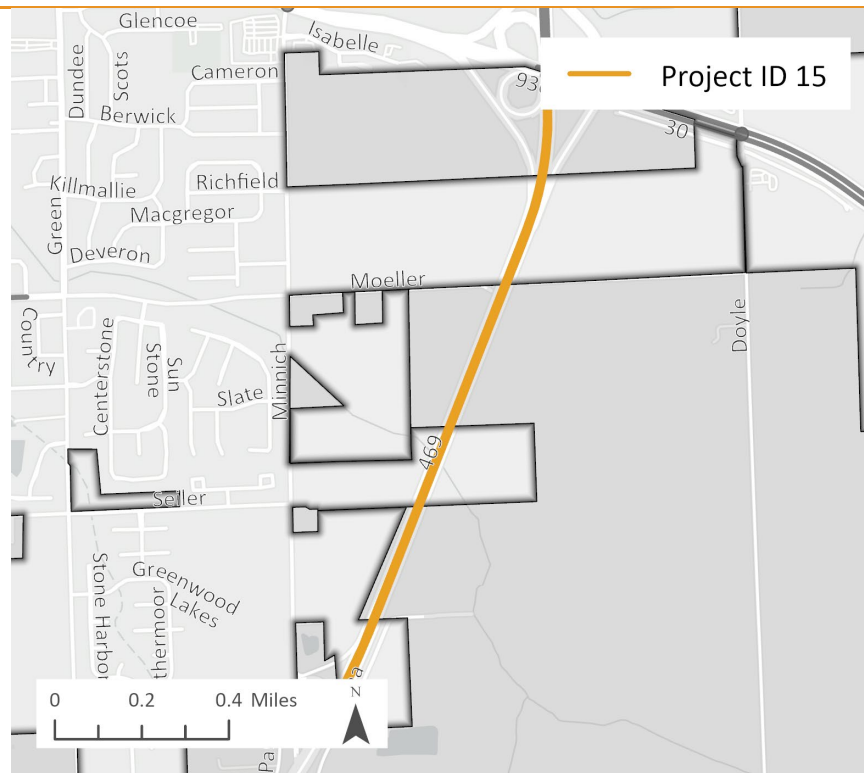
**Segment: Maplecrest Rd from North City Limits to SR 390**

**ID: 16**                      **Priority: Low**                      **Cost Estimate: \$790,000**

**Countermeasures:** Install High Friction Surface Treatments (HFST), reflective pavement markings, and raised pavement markers.

**Prioritization:**

- Crash History (2022-2024): 12 non-incapacitating crashes
- Identified as an area of concern from public input
- Located in an Area of Persistent Poverty



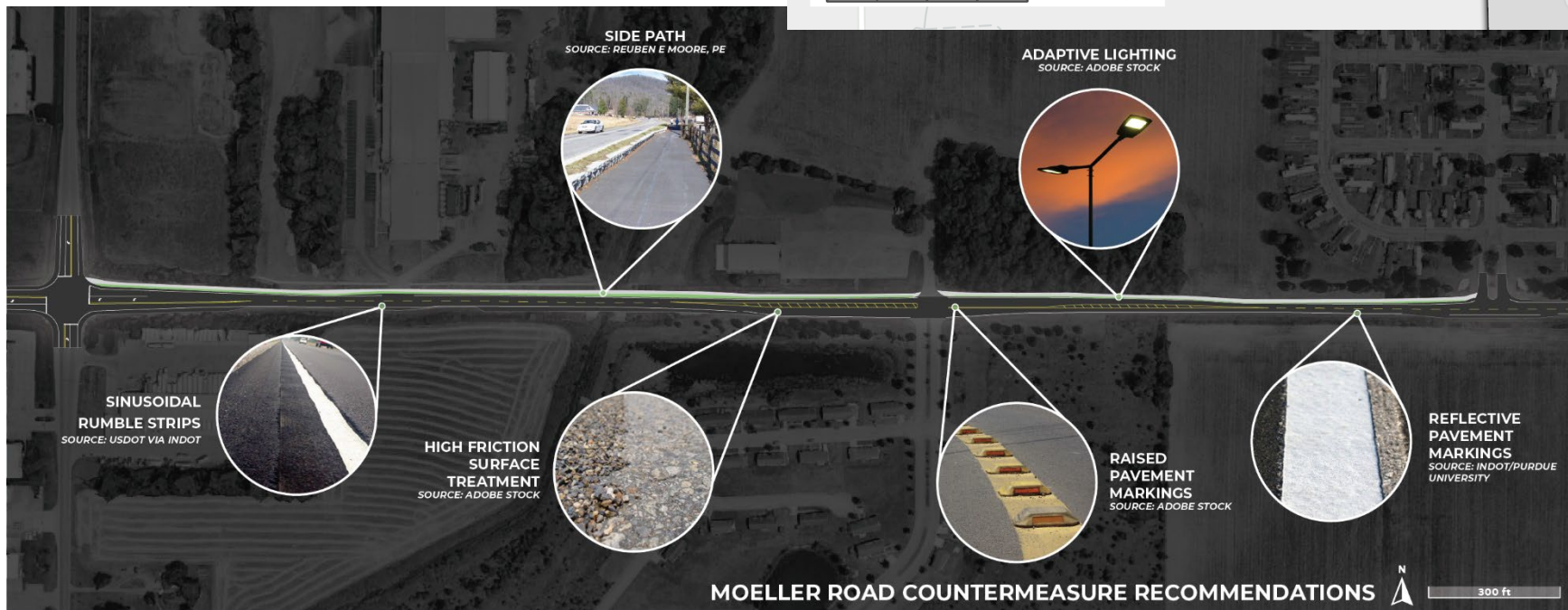
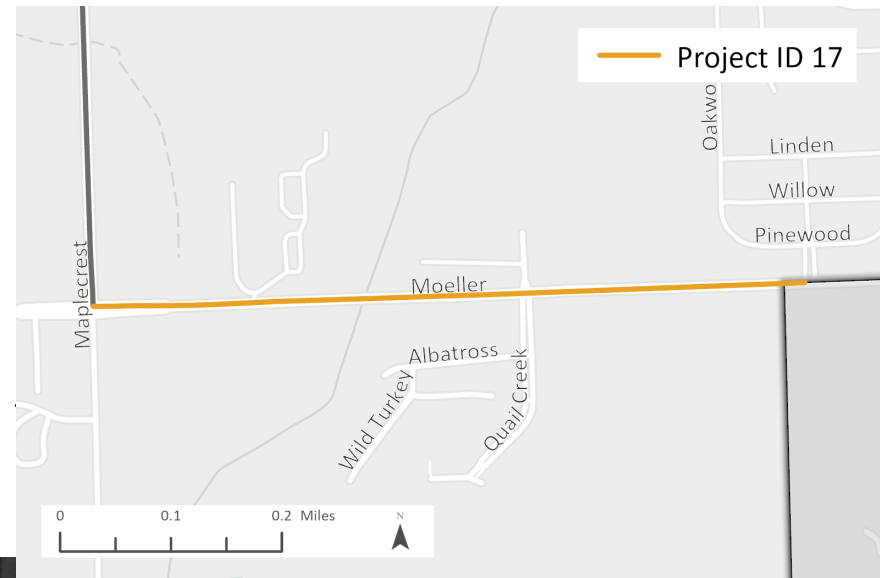
**Segment: Moeller Rd from S Maplecrest Rd to Woodland Dr**

**ID: 17      Priority: High      Cost Estimate: \$2,120,000**

**Countermeasures:** Improve pavement condition and friction; install reflective pavement markings, raised pavement markers, sinusoidal rumble strips, adaptive lighting, lighting illuminance and uniformity, and side path with pedestrian bridge.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 3 non-incapacitating crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



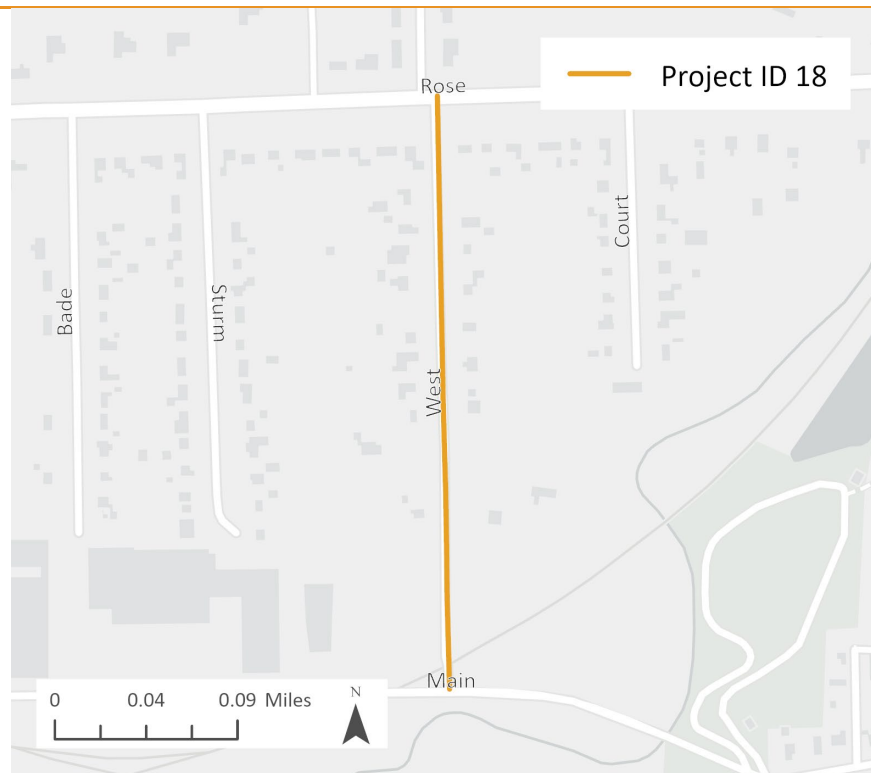
**Segment: West St from Rose Ave to Main St**

**ID: 18**                      **Priority: Low**                      **Cost Estimate: \$20,000**

**Countermeasures:** Install pavement markings and signs.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash



**Meyer Rd & SR 930 Intersection**

**ID: 1**      **Priority: Low**      **Cost Estimate: \$80,000**

**Countermeasures:** Add enhanced signing and delineation; improve lighting, and review/optimize signal timing.

**Prioritization:**

- Crash History (2022-2024): 9 non-incapacitating crashes
- Located in an Area of Persistent Poverty

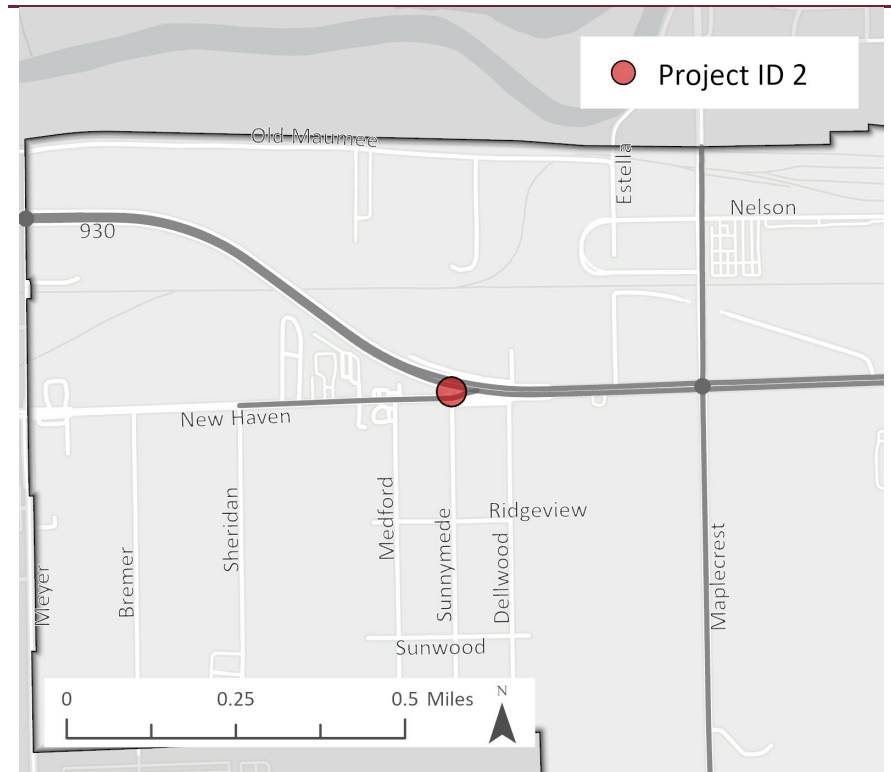
**New Haven Ave & SR 930 Intersection**

**ID: 2**      **Priority: Medium**      **Cost Estimate: TBD**

**Note:** Current project coordination with INDOT, with potential for intersection redesign to reduce conflicts. Further study is needed.

**Prioritization:**

- Crash History (2022-2024): 13 non-incapacitating crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



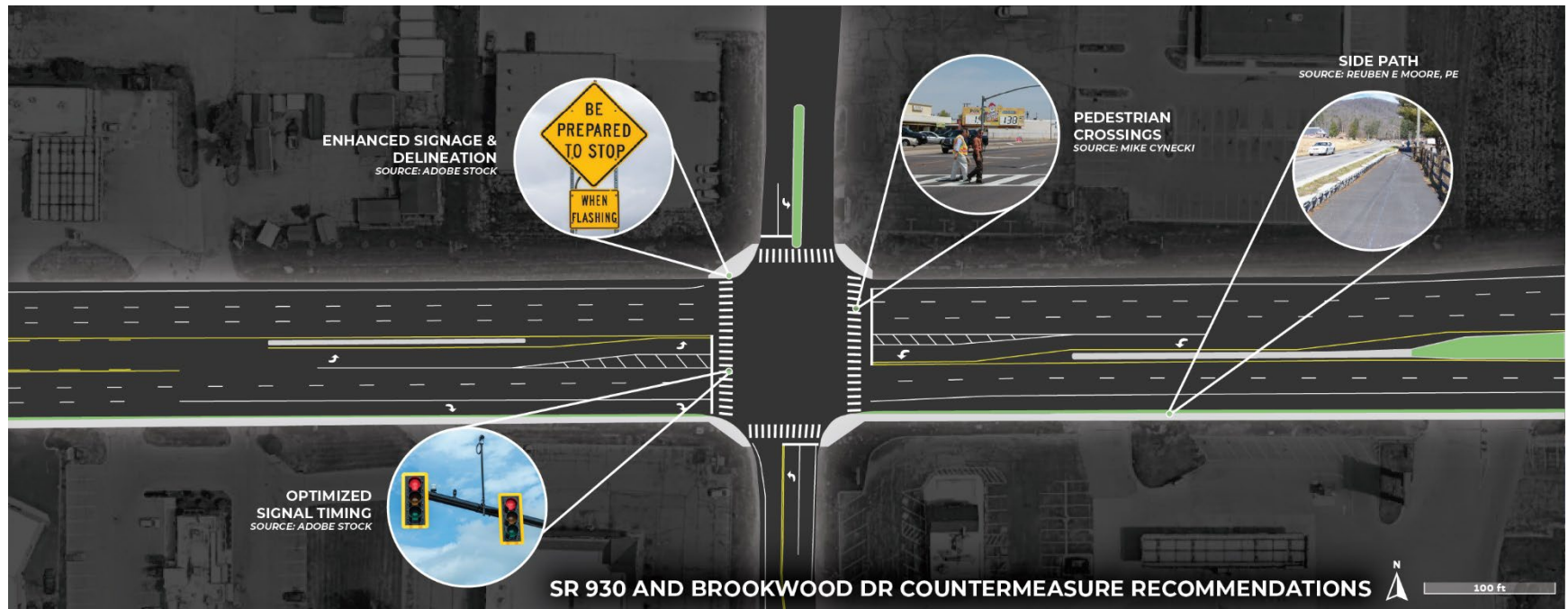
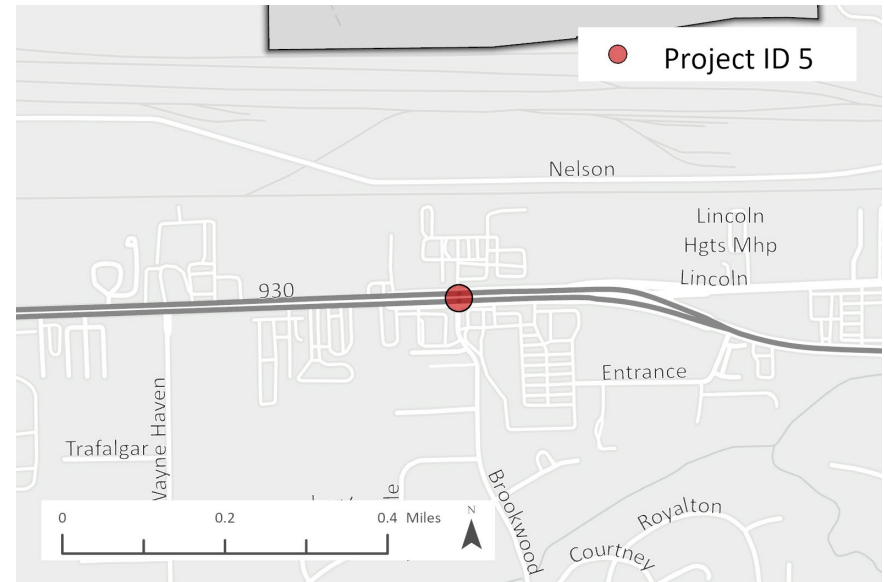
**SR 930 & Brookwood Dr Intersection**

**ID: 5**      **Priority: High**      **Cost Estimate: \$230,000**

**Countermeasures:** Add enhanced signing and delineation, review/optimize signal timing, and improve pedestrian crossings.

**Prioritization:**

- Crash History (2022-2024): 3 incapacitating injury crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input
- Aligned with past planning efforts
- Located in an Area of Persistent Poverty



**Moeller Rd & Brookwood Dr Intersection**

**ID: 6**      **Priority: Medium**      **Cost Estimate: \$40,000**

**Countermeasures:** Add warning signs depicting offset T-intersection configuration, enhanced signing, and delineation.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash
- Located in an Area of Persistent Poverty

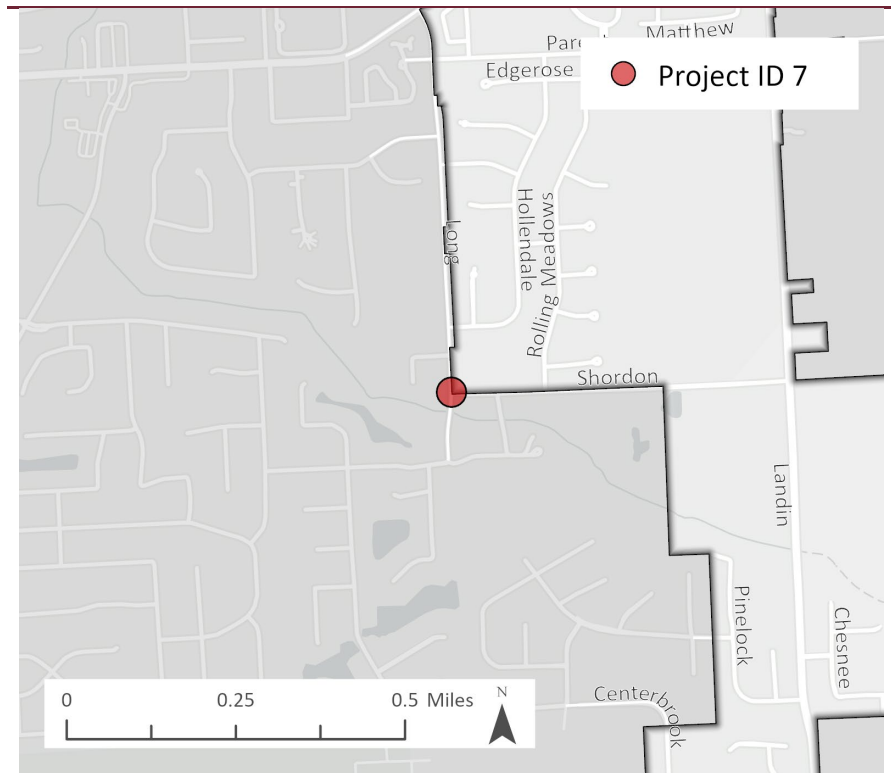
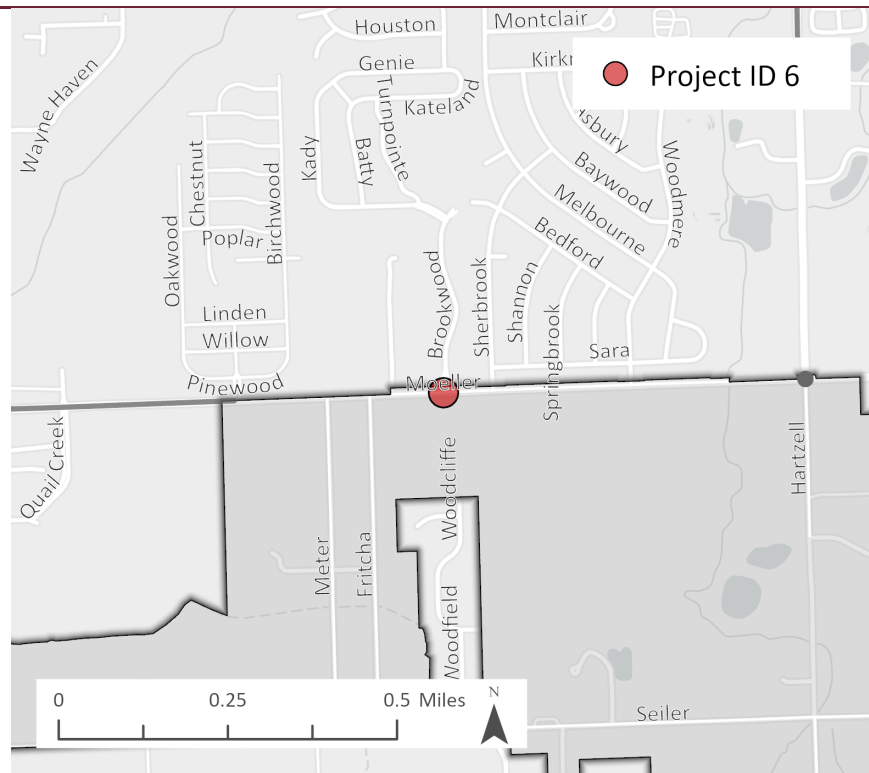
**Long Rd & Shordon Rd Intersection**

**ID: 7**      **Priority: Low**      **Cost Estimate: \$40,000**

**Countermeasures:** Add warning signs depicting offset T-intersection configuration, enhanced signing, and delineation.

**Prioritization:**

- Crash History (2022-2024): 1 fatal crash



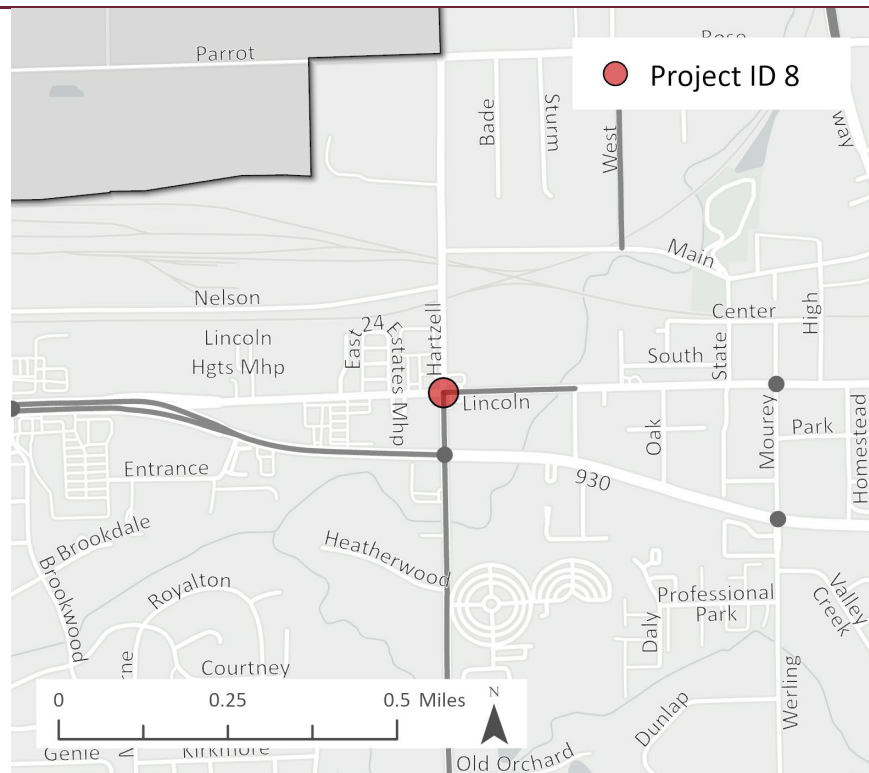
**Hartzell Rd & Lincoln Hwy Intersection**

**ID: 8**      **Priority: Medium**      **Cost Estimate: \$80,000**

**Countermeasures:** Add enhanced signing and delineation, improve lighting, review/optimize signal timing, and implement protected left-turn phasing.

**Prioritization:**

- Crash History (2022-2024): 7 non-incapacitating crashes
- Improves safety for vulnerable road users
- Located in an Area of Persistent Poverty



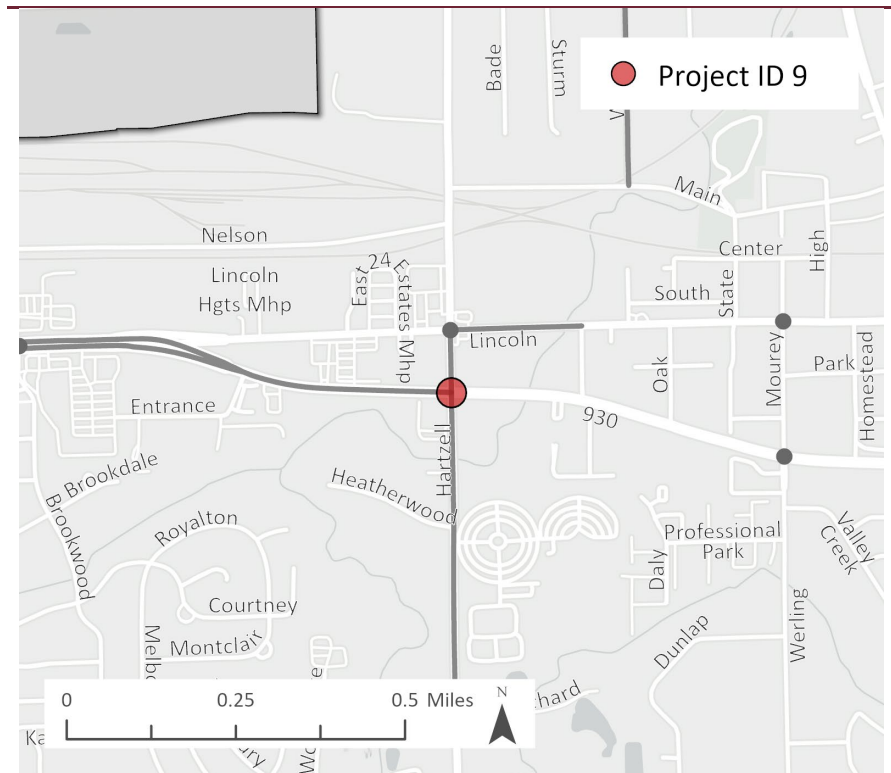
**Hartzell Rd & SR 930 Intersection**

**ID: 9**      **Priority: Medium**      **Cost Estimate: \$260,000**

**Countermeasures:** Add enhanced signing and delineation, improve lighting, review/optimize signal timing, implement protected left-turn phasing, and improve pedestrian crossings.

**Prioritization:**

- Crash History (2022-2024): 8 non-incapacitating crashes
- Improves safety for vulnerable road users
- Located in an Area of Persistent Poverty



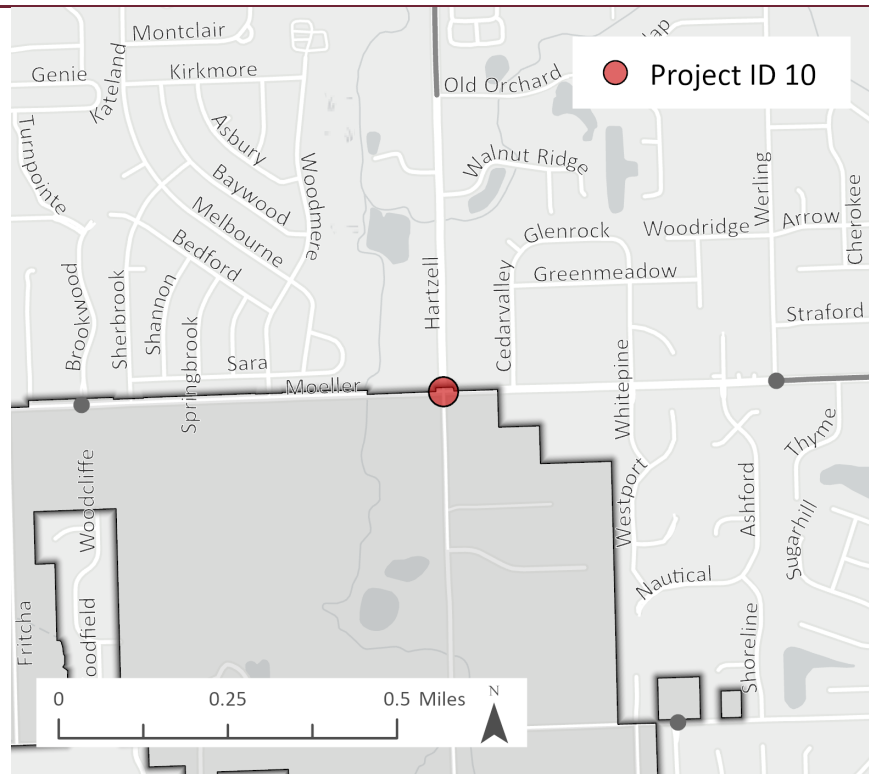
**Hartzell Rd & Moeller Rd Intersection**

**ID: 10**      **Priority: Low**      **Cost Estimate: \$80,000**

**Countermeasures:** Add enhanced signing and delineation, improve lighting, review/optimize signal timing, and implement protected left-turn phasing.

**Prioritization:**

- Crash History (2022-2024): 7 non-incapacitating crashes
- Identified as an area of concern from public input
- Located in an Area of Persistent Poverty



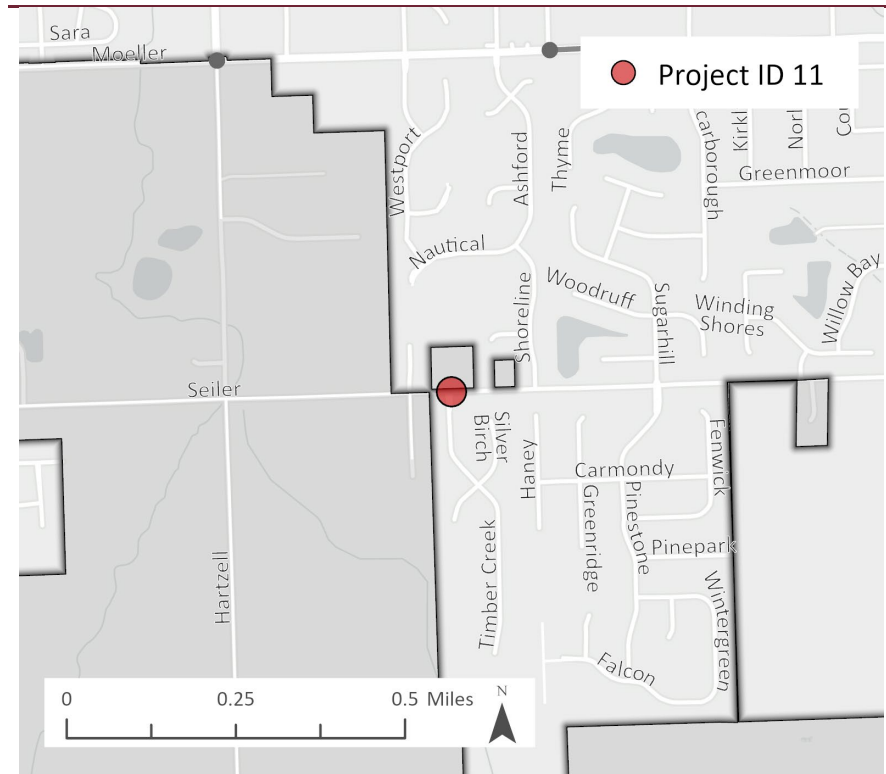
**Seiler Rd & Timber Creek Pkwy Intersection**

**ID: 11**      **Priority: Low**      **Cost Estimate: \$50,000**

**Countermeasures:** Add warning signs depicting offset T-intersection configuration, enhanced signing, and delineation.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash



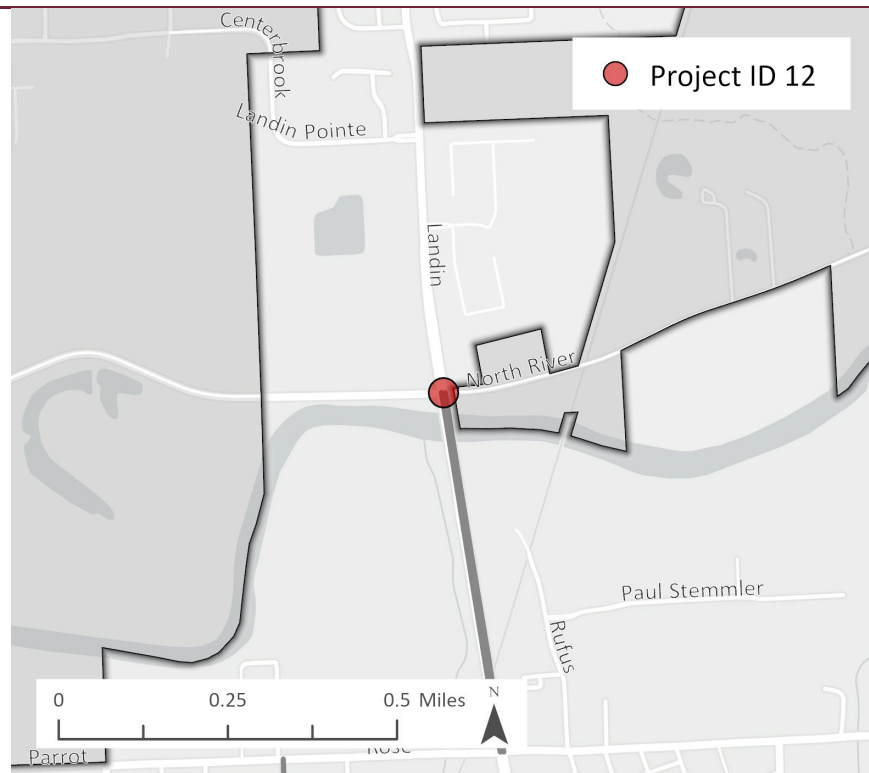
**Landin Rd & N River Rd Intersection**

**ID: 12**      **Priority: Low**      **Cost Estimate: \$240,000**

**Countermeasures:** Add enhanced signing and delineation, review/optimize signal timing, implement protected left-turn phasing, and rebuild southwest corner of intersection with new sidewalk connection, curb, curb ramp, and guardrail configuration.

**Prioritization:**

- Crash History (2022-2024): 10 non-incapacitating crashes
- Improves safety for vulnerable road users



**Lincoln Hwy E & Mourey St Intersection**

**ID: 13**      **Priority: Medium**      **Cost Estimate: \$120,000**

**Countermeasures:** Install larger stop signs, enhanced signing, and delineation, improve lighting, and remove vegetation, parking, and other obstructions.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash
- Improves safety for vulnerable road users



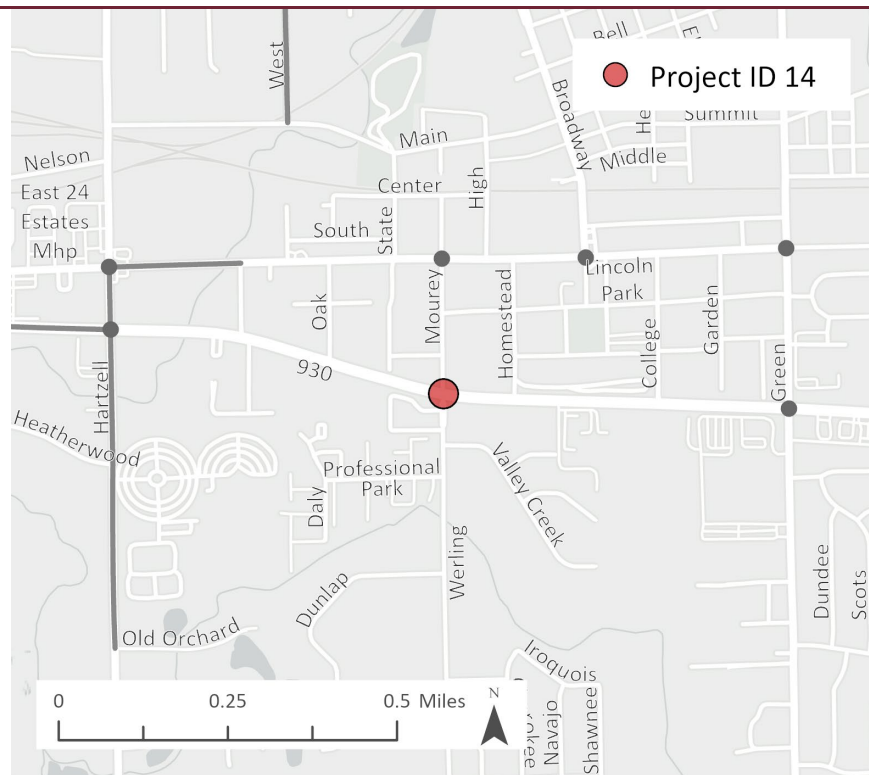
**SR 930 & Werling Rd Intersection**

**ID: 14**      **Priority: Medium**      **Cost Estimate: \$80,000**

**Countermeasures:** Add enhanced signing and delineation, improve lighting, review/optimize signal timing, and implement protected left-turn phasing.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 9 non-incapacitating crashes
- Identified as an area of concern from public input



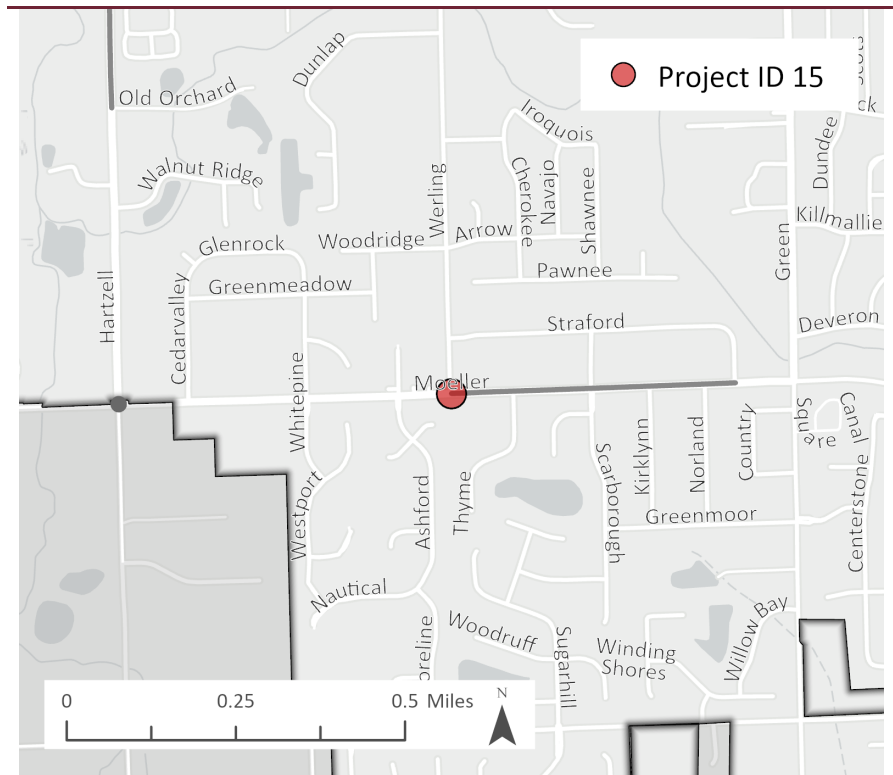
**Werling Rd & Moeller Rd Intersection**

**ID: 15**      **Priority: Low**      **Cost Estimate: \$50,000**

**Countermeasures:** Add warning signs depicting offset T-Intersection configuration, enhanced signing and delineation, and supplemental sign on the stopped approach that says "CROSS TRAFFIC DOES NOT STOP"

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash



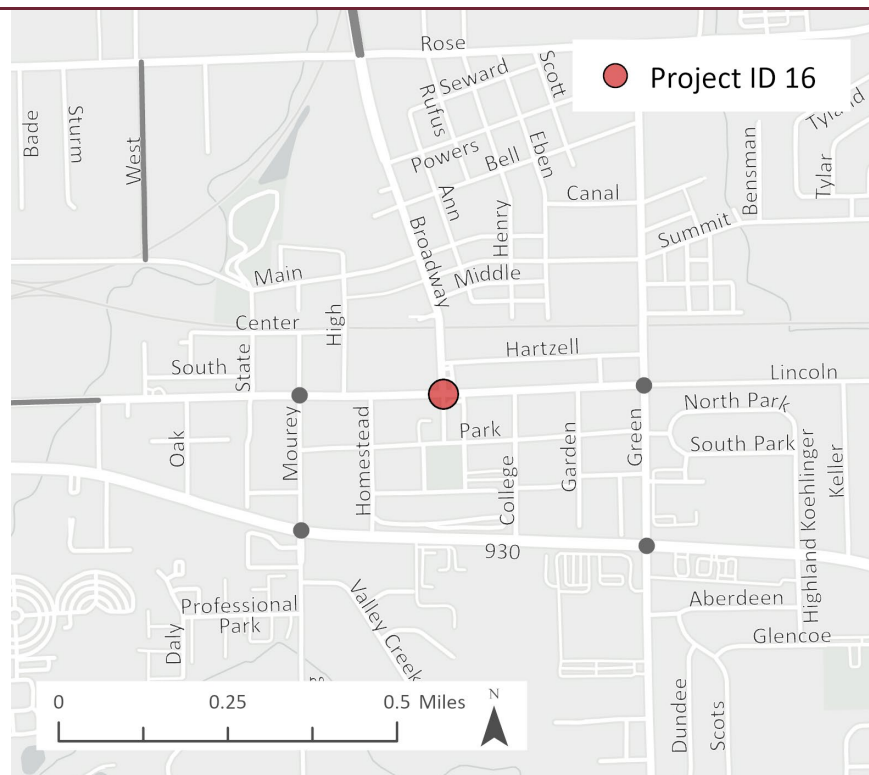
**Lincoln Hwy E & Broadway St Intersection**

**ID: 16**      **Priority: Low**      **Cost Estimate: \$50,000**

**Countermeasures:** Add enhanced signing and delineation, review/optimize signal timing, and implement protected left-turn phasing.

**Prioritization:**

- Crash History (2022-2024): 7 non-incapacitating crashes
- Improves safety for vulnerable road users



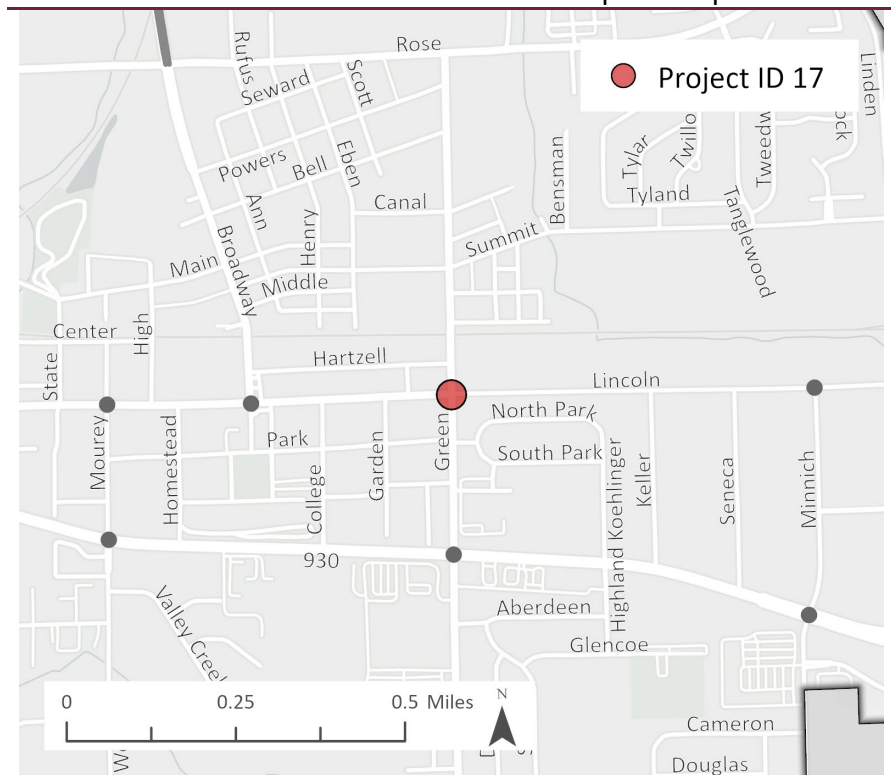
**Lincoln Hwy E & Green St Intersection**

**ID: 17**      **Priority: Medium**      **Cost Estimate: \$80,000**

**Countermeasures:** Add enhanced signing and delineation, review/optimize signal timing, implement protected left-turn phasing, and improve lighting. Evaluate crossing opportunities.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 4 non-incapacitating crashes
- Improves safety for vulnerable road users
- Identified as an area of concern from public input



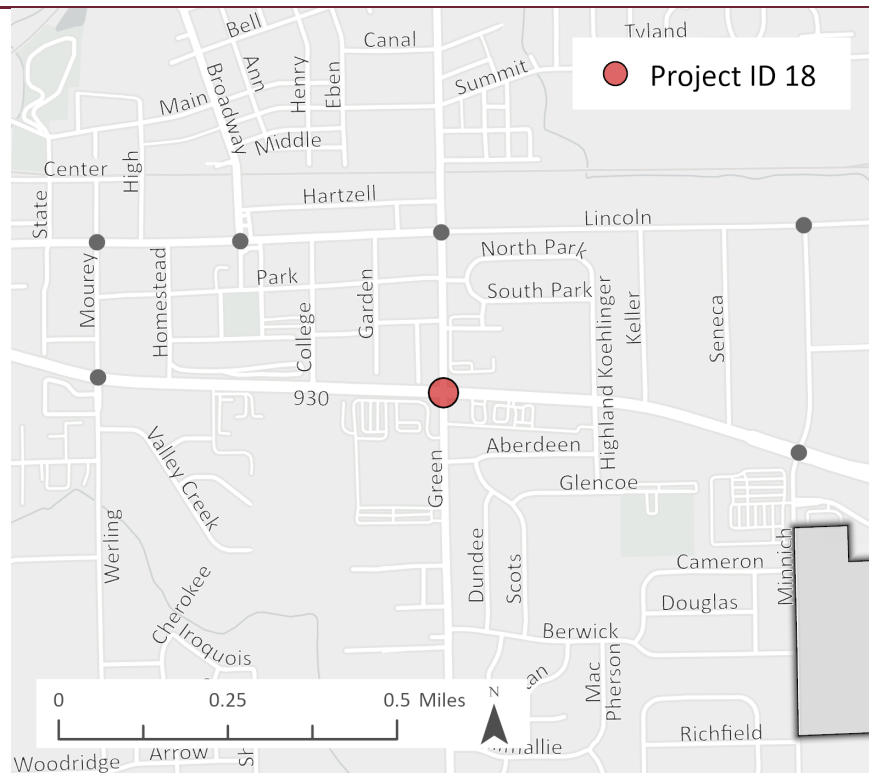
**Green St & SR 930 Intersection**

**ID: 18**      **Priority: Med**      **Cost Estimate: \$80,000**

**Countermeasures:** Add enhanced signing and delineation, improve lighting, and review and optimize signal timing. Develop in coordination with planning efforts for potential midblock crossing south of the intersection near the school entrance.

**Prioritization:**

- Crash History (2022-2024): 7 non-incapacitating crashes
- Identified as an area of concern from public input



**Minnich Rd & SR 930 Intersection**

**ID: 19**      **Priority: Low**      **Cost Estimate: \$80,000**

**Countermeasures:** Add enhanced signing and delineation, improve lighting, and review and optimize signal timing.

**Prioritization:**

- Crash History (2022-2024): 10 non-incapacitating crashes



**Lincoln Hwy E & Minnich Rd Intersection**

**ID: 20**                      **Priority: Low**                      **Cost Estimate: \$50,000**

**Countermeasures:** Add warning signs depicting offset T-Intersection configuration, enhanced signing, delineation, and supplemental sign on the stopped approach that says "CROSS TRAFFIC DOES NOT STOP."

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 1 non-incapacitating crash



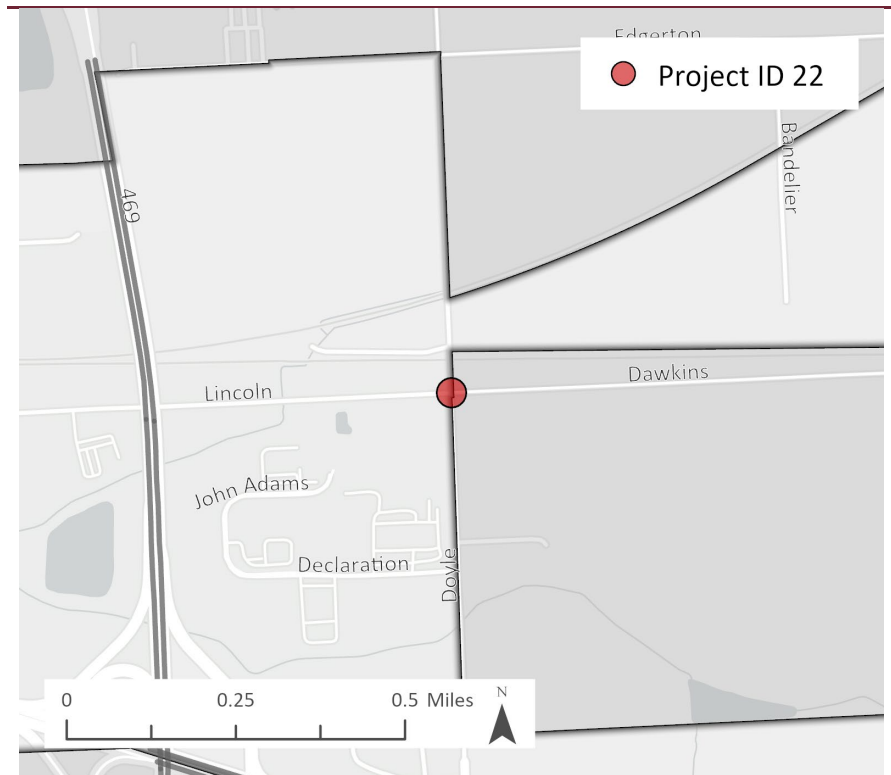
**Lincoln Hwy E & S Doyle Rd Intersection**

**ID: 22**                      **Priority: Low**                      **Cost Estimate: \$80,000**

**Countermeasures:** Install larger stop signs, enhanced signing, delineation, and supplemental sign on the stopped approach that says "CROSS TRAFFIC DOES NOT STOP," improve lighting.

**Prioritization:**

- Crash History (2022-2024): 1 incapacitating injury crash and 5 non-incapacitating crashes



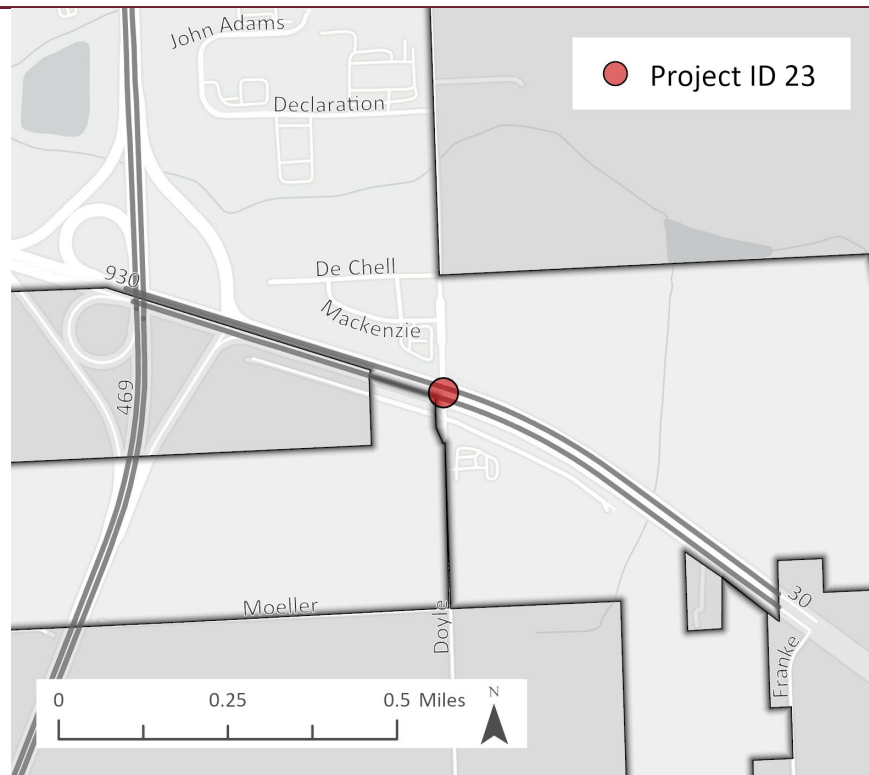
**US 30 & Doyle Rd Intersection**

**ID: 23**      **Priority: Medium**      **Cost Estimate: TBD**

**Note:** Traffic study in progress. Robust intersection redesign, including a potential Reduced Conflict Intersection, may be warranted pending study results.

**Prioritization:**

- Crash History (2022-2024): 2 incapacitating injury crashes and 15 non-incapacitating crashes
- Identified as an area of concern from public input



**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF NEW HAVEN,  
ADOPTING THE NEW HAVEN SAFE STREETS PLAN**

WHEREAS, the Common Council (the “Council”) of the City of New Haven, Indiana (the “City”), recognizes that fatalities and incapacitating injuries from roadway crashes result in negative impacts on people and resources; and

WHEREAS, the preservation of human life is a priority, traffic deaths and incapacitating injuries are a preventable public health issue, and traffic deaths and injuries can be addressed through education, engineering, roadway design, and policy implementation; and

WHEREAS, Vision Zero and the Safe System Approach provides a comprehensive framework for reducing traffic deaths and incapacitating injuries; and

WHEREAS the New Haven Safe Streets Plan is a community centered plan that identifies and prioritizes projects and strategies to improve transportation safety, with the goal of reducing traffic fatalities and incapacitating injuries by 25% every five years until they are eliminated by 2045;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of New Haven, Indiana: that the New Haven Safe Streets Plan, a copy of which is attached hereto, be adopted.

\*\*\*\*\*

PASSED AND ADOPTED by the Common Council of the City of New Haven, Indiana,  
this \_\_\_\_ day of \_\_\_\_\_, 2025.

COMMON COUNCIL OF THE CITY OF  
NEW HAVEN, INDIANA

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Clerk-Treasurer

Presented by me to the Mayor of the City of New Haven for his approval or veto pursuant to Indiana Code § 36-4-6-15 and -16, this \_\_\_\_ day of \_\_\_\_\_, 2026, at \_\_\_\_\_ o'clock a.m./p.m.

\_\_\_\_\_  
Clerk-Treasurer

This Resolution having been passed by the legislative body and presented to me is approved by me and duly adopted, pursuant to Indiana Code § 36-4-6-16 (a)(1), this \_\_\_\_ day of \_\_\_\_\_, 2026, at \_\_\_\_\_ o'clock a.m./p.m.

\_\_\_\_\_  
Mayor of the City of New Haven, Indiana

Attest:

\_\_\_\_\_  
Clerk-Treasurer

RESOLUTION NO R-26-\_\_

A RESOLUTION TO TRANSFER CITY FUNDS BETWEEN ACCOUNTS FOR THE YEAR 2026

WHEREAS, the New Haven Common Council has determined that as of April 21st, 2026, there are funds available in the following fund lines which will not be expended this fiscal year 2026, and

WHEREAS, in order to properly pay these obligations, it will be necessary to authorize the transfer of these funds between accounts within the same budget,

NOW THEREFORE, BE IT RESOLVED, by the Common Council of the City of New Haven, Indiana, the Clerk Treasurer is authorized to transfer the following funds between accounts within the same budget:

From	Amount	To
2204-0100-4223.00 Parks & Recreation Pool Supplies	\$2,800.00	2204-0100-4447.00 Parks & Recreation Pool Equipment

This Resolution shall be in full force and effect from and after its passage and signing by the Mayor and legal publication.

DATED this 21st day of April 2026 by the Common Council of New Haven, Indiana.

\_\_\_\_\_  
Presiding Officer

ATTEST:

\_\_\_\_\_  
Angela Hamrick  
Clerk Treasurer

**ORDINANCE NO. G-\_\_\_\_-\_\_\_\_\_**

**AN ORDINANCE AMENDING SECTION 33.66  
OF THE NEW HAVEN CITY CODE OF ORDINANCES**

**WHEREAS**, the Common Council of the City of New Haven, Indiana previously passed an ordinance authorizing payment of certain claims prior to Board allowance; and

**WHEREAS**, the City of New Haven uses unlimited circumstances lines of credit for purchasing with certain organizations; and

**WHEREAS**, the due to the way the billing for certain lines of credit are made circumstances arise within departments of the City of New Haven where those claims are sometimes being untimely paid as they come due before the Board allowance can be reviewed; and

**WHEREAS**, the City of New Haven wishes to expand the types of claims for which payment may be authorized prior to Board allowance to include lines of credit in limited circumstances; and

**WHEREAS**, I.C. §36-4-8-14 allows the City Council to adopt (or amend) an ordinance allowing the City fiscal officer to disperse money for lawful city purposes if the statute describes those types of expenses described in the ordinance.

**NOW, THEREFORE**, be it ordained by the Common Council of the City of New Haven, Indiana that Section 33.66 entitled “payment of the claims in advance of the Board allowance shall be amended as follows:

**SECTION 33.66 CITY PURCHASING.**

(A) The city’s Fiscal Officer may make claim payments in advance of board allowances for the following kinds of expenses:

- (1) Property or services purchased or leased from the United States Government, its agencies or its political subdivisions;
- (2) License or permit fees;
- (3) Insurance premiums;
- (4) Utility payments or utility connection charges;
- (5) General grant programs where advance funding is not prohibited and the contracting party posts sufficient security to cover the amount advanced;
- (6) Grants of state funds authorized by statute;
- (7) Maintenance or service agreements;
- (8) Leases or rental agreements;
- (9) Bond or coupon payments;
- (10) Payroll;
- (11) State, federal or county taxes;
- (12) Expenses that must be paid because of emergency circumstances;
- (13) Expenses described in an ordinance;
- (14) A product or service for which the city legislative body had accepted a bid;
- (15) Payment of credit card statements; and
- (16) Lines of credit.

(B) Each payment of expenses under this section must be supported by a fully itemized invoice or bill and certifications by the Fiscal Officer.

(C) The city board having jurisdiction over the allowance of the claim shall review and allow the claim at its next regular or special meeting following the pre-approved payment of the expense.

This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor and upon legal publication as may be required by law.

\_\_\_\_\_  
Presiding Officer

This Ordinance presented by me to the Mayor on the \_\_\_\_ day of \_\_\_\_\_, 2026, at the hour of \_\_\_\_ .m.

\_\_\_\_\_  
Angela Hamrick, Clerk-Treasurer

This Ordinance approved and executed by me on the \_\_\_\_ day of \_\_\_\_\_, 2026, at the hours of \_\_\_\_ .m.

\_\_\_\_\_  
Steven S. McMichael, Mayor

ATTEST:

\_\_\_\_\_  
Angela Hamrick, Clerk-Treasurer