



2026 WHITE COUNTY SAFETY ACTION PLAN

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SAFETY ACTION PLAN OVERVIEW



The White County Safety

Action Plan is a county-specific supplement to the KIRPC Comprehensive Safety Action Plan. It is designed to help translate regional safety goals into clear, locally relevant priorities that reflect White County's rural and urban roadway network and travel patterns.

Where should White County focus to **reduce fatal and severe injury crashes**?

White County's transportation system includes a mix of high-speed rural corridors, major regional routes, and small town street networks that serve as local activity centers. The presence of Interstate 65 and state and U.S. Highways such as US-24 and US-421 brings higher traffic volumes and regional through-travel, while communities like Monticello, Monon, and Wolcott concentrate pedestrian activity near intersections, schools, and town centers. These conditions contribute to a crash profile where both rural roadway departures and intersection-related crashes are common, and where crashes occurring at higher speeds are more likely to result in fatal or severe injuries.

This plan is intended to support county-level decision-making by identifying priority corridors, intersections, and community locations where safety investments can have the greatest impact in White County. It provides a framework for targeting strategies appropriate to both rural highway contexts and town-center environments, coordinating with state and local partners, and strengthening future funding applications focused on reducing fatal and severe injury crashes.

How to **USE THIS PLAN**

This plan is designed to be used, not archived. White County should reference it to:

- 1 Focus safety efforts where they matter most**
Use the High Injury Network and emphasis areas to identify roadway segments, intersections, and communities where safety improvements are most likely to reduce fatal and severe injury crashes.
- 2 Guide project planning and prioritization**
Apply the plan's findings when evaluating capital projects, maintenance activities, and operational improvements, especially when resources are limited.
- 3 Support coordination and funding**
Reference this plan when working with INDOT, KIRPC, municipalities, and emergency response partners, and when preparing state or federal grant applications.
- 4 Select context-appropriate solutions**
Use the emphasis areas and prioritization framework to match the scale of safety improvements to White County's rural roadway conditions and needs.



County at a Glance

White County is in the east central portion of the KIRPC region. The county seat is Monticello where Indiana University Health White Memorial Hospital is located. Major north-south thoroughfares include Interstate 65, US 231, US 421, and IN 43 a while major east-west roadway is US 24 (Figure 1).

On average, 206,000 daily trips occur on roadways in White County. Two-thirds of residents are employed outside of the county. And one in every five residents works in Lafayette or West Lafayette.



12

Number of Public Schools



1

Number of Hospitals

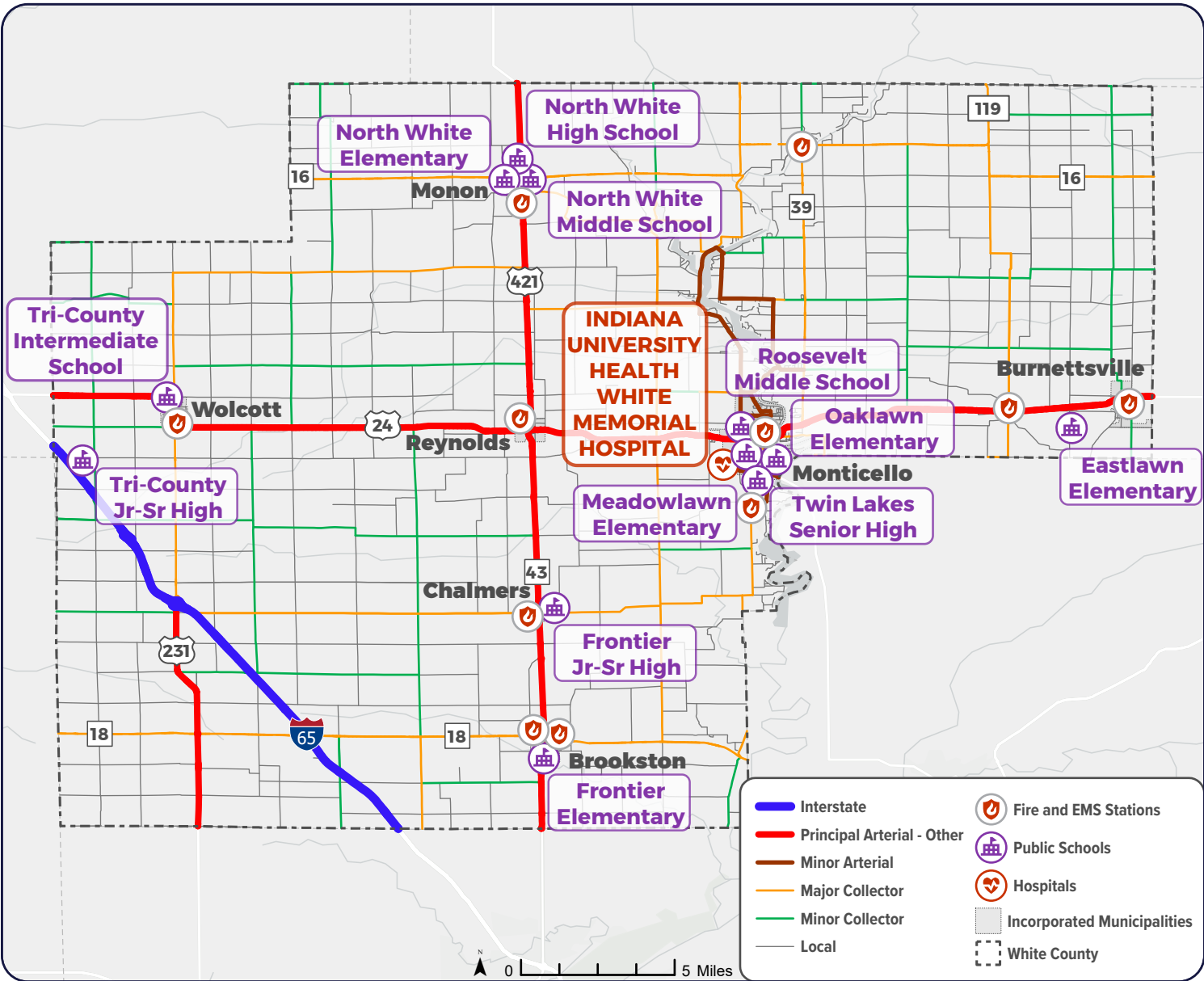


Figure 1. White County Plan Study Area

White County's travel patterns reflect its role as both a local service center and a regional connector, with daily travel occurring along corridors such as I-65, US 24, and US 421. These routes link communities including Monticello, Monon, Brookston, and Reynolds, supporting access to schools, healthcare, recreation, and employment.

In addition to strong internal commuting, many residents travel to jobs in Lafayette and Indianapolis, using these highways for longer-distance trips (**Figure 2**) (**Table 2**). These patterns highlight the importance of White County's roadway network in supporting daily mobility while connecting residents to regional economic centers.



County by the Numbers

White County **COMMUNITY PROFILE** In 2024



24,833

TOTAL POPULATION
(2024)¹



8,760

TOTAL JOBS
(2024)²



505

TOTAL AREA
(Square Miles)



Table 1. White County Municipalities

	White County Municipalities
1	Brookston
2	Chalmers
3	Burnettsville
4	Monon
5	Monticello
6	Remington
7	Reynolds

White County **ROADWAY NETWORK**



2,545

TOTAL ROADWAY
(Miles)



300.6

TOTAL URBAN ROADWAY
(Miles)



2,244.4

TOTAL RURAL ROADWAY
(Miles)

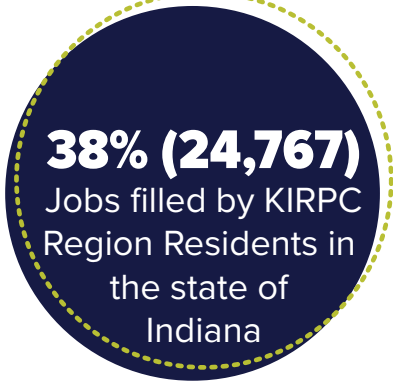
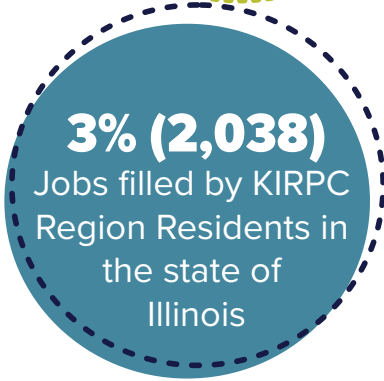
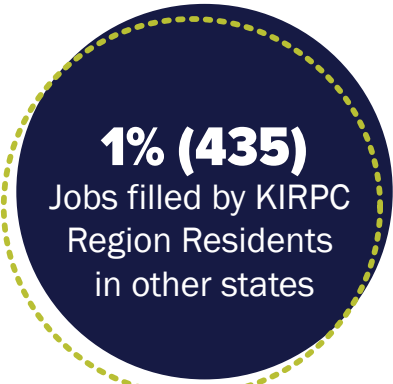
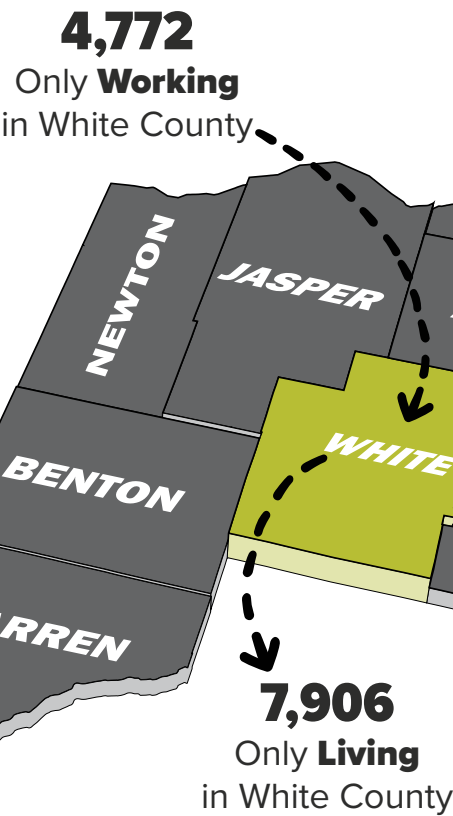
Source: ¹ U.S. Census Bureau, ACS 5-Year Estimates Subject Tables

² U.S. Census Bureau, ACS 5-Year Estimates Subject Tables

White County **COMMUTER TRENDS** In 2024 ¹

Table 2. Top 5 Commuting Destinations

Rank	Commuting Destinations	% Of County Workforce
1	Lafayette, IN	15.2%
2	Monticello, IN	14.7%
3	Indianapolis, IN	6.5%
4	West Lafayette, IN	5.0%
5	Monon, IN	3.4%
	All Other Locations	55.2%



CURRENT STATE OF SAFETY

Safety Overview

Crash safety analysis examined all crashes in White County that resulted in an injury or fatality from 2015 to 2023. Crashes occurring on I-65 were omitted. In that nine-year period, of all crashes 6% involved fatalities, 51% resulted in incapacitating injuries, 32% were non-incapacitating injuries, and 11% were classified as possible injuries **(Figure 3)**.

Rate of crash fatality measures the likelihood any crash that occurs results in a fatality. White County's rate is 2.8 fatalities per 10,000 crashes, higher than the state average (1.3) **(Table 4)**. This combined with a high percentage of incapacitating injury crashes emphasizes the urgency to address traffic safety.

An analysis of state crash data shows that 57% of all reported crashes that result in a person being injured or killed occur on just 12% of White County's roads. The High Injury Network (HIN) identifies roadway segments and intersection locations with the highest concentrations of severe crashes. The HIN should be prioritized when considering crash countermeasures.



Table 4. Crash Comparison

Jurisdiction	Crash Fatality Rate (Per 10k Crashes)
White County	2.8
KIRPC Region	2.5
Indiana	1.3

Understanding Crash Severity

For the purposes of this report, Crash severity can be identified as:

- K Fatal Injury** Any injury that results in death within a 30 day period after the crash occurred.
- A Incapacitating Injury** Any non-fatal injury that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Hospitalization is usually required.
- B Non Incapacitating Injury** Any injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment. Although, hospitalization is usually not required.
- C Possible Injury** Any injury reported or claimed which is not visible.

Crash Severity By the numbers

	Angle	Backing	Head On	Non Collision	Object/ Animal	Ran Off Road	Rear End	Side Swipe	Other
K	16	0	6	0	0	11	2	4	3
A	101	8	28	3	12	166	70	14	35
B	64	2	13	0	18	88	34	21	19
C	32	2	4	3	2	21	17	6	4

Table 3. Crash Type Totals by Severity

Crash Severity Heatmap

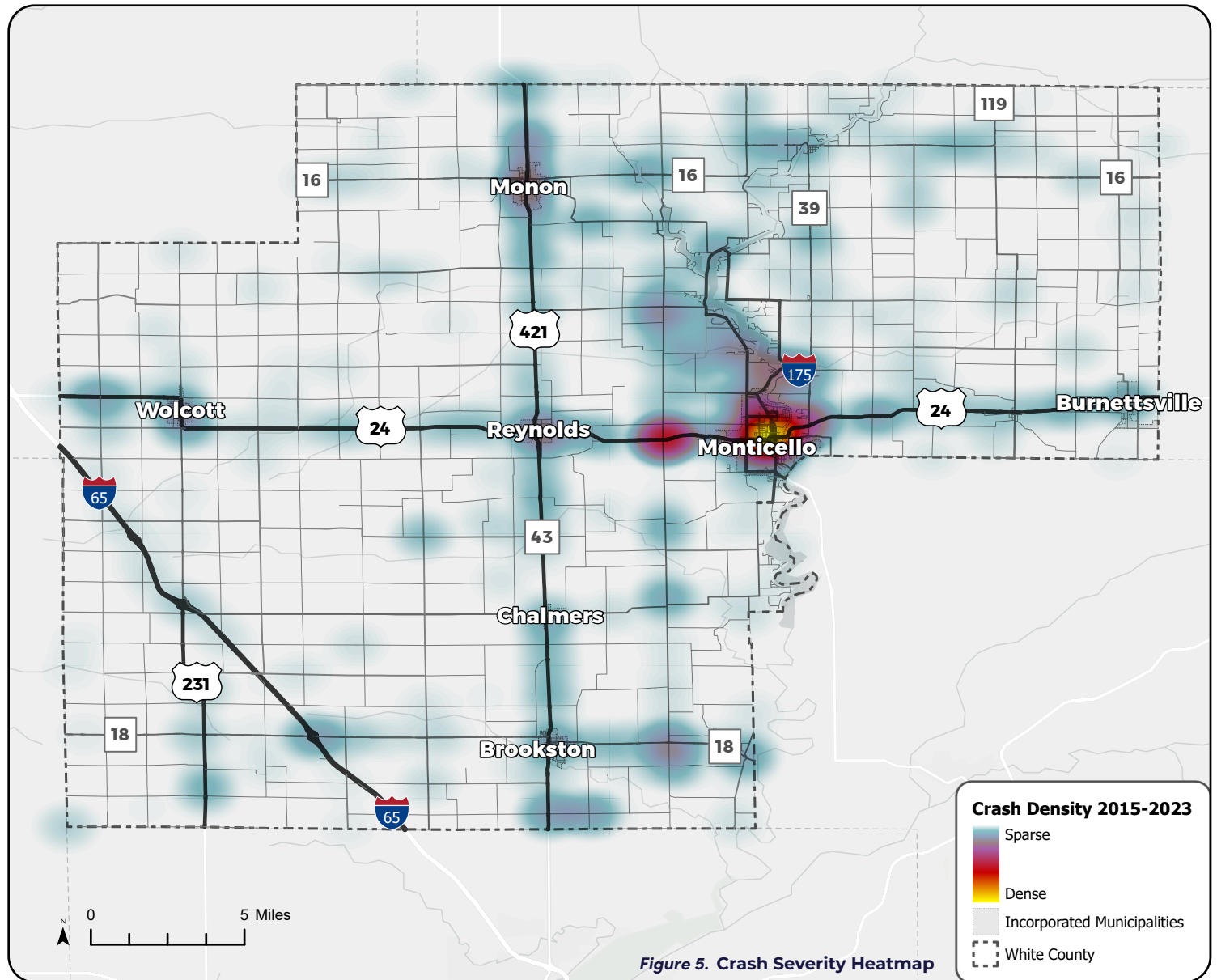


Figure 4. Crash Types Resulting in Death or Severe Injury (%)

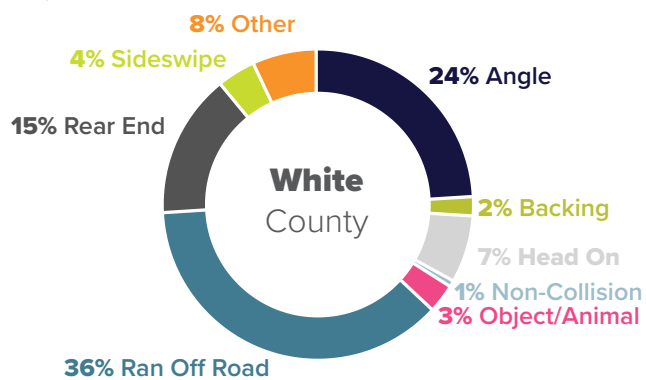
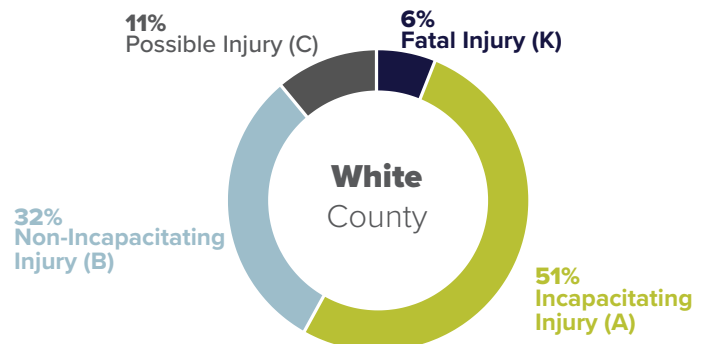


Figure 3. Crash Severity (%)



HIGH INJURY NETWORK

A High Injury Network is a selection of the roadways in an area with the highest incidences of fatal and severe injury crashes (**Figure 6**). To produce this high injury network, fatal and severe injury crashes from 2015 to 2023 were used. Intersection crashes were assigned to be half weight to identify the top 10 HIN Segments (**Table 5**) and Intersections (**Table 6**).

Crashes were averaged over a distance of 2,600 feet. Only corridors over a half mile were considered. HIN segments had a minimum length of 1,500 feet. Segments that were closer than 900 feet together were merged.

Each county has a different threshold of fatal and severe injury crashes, so that even if a county has fewer crashes, it still identify a robust set of priority corridors for targeted safety improvements.

Top 10 HIN Segments

Rank	Primary Roadway	Segment Start	Segment End
1	N. Main St	E. Broadway St	Rickey Rd
2	W. Broadway St	S. Main St	E. U.S. 24
3	N. Illinois St	W. Broadway St	Sunset Ln
4	CR 1250 (S)	S. Industrial Loop	S. CR 200 (E)
5	N. Sixth St	W. Broadway St	E. CR 100 (N)
6	N. West Shafer Dr	N. Sixth St	E. Lake Rd 13 (W)
7	S. Main St	E. Broadway St	Gordon Rd
8	W. Fisher St	N. Main St	N. Sixth St
9	S. Sixth St	W. Broadway St	W. South St
10	CR 300 (E)	E. CR 1000 (S)	E. CR 1100 (S)

See map on next page with all HIN segment locations.

Table 5. Top 10 High Crash Segments

Top 10 HIN Intersections

Rank	Primary Roadway	Secondary Roadway
1	CR 300 (E)	E. U.S. 24
2	CR 650 (E)	E. U.S. 24
3	CR 300 (E)	E. SR 18
4	CR 100 (E)	CR 1250 (S)
5	N. CR 1100 (W)	CR 1100 (W)
6	CR 175 (N)	N. SR 39
7	CR 1250 (S)	S. SR 43
8	CR 375 (N)	CR 300 (E)
9	I-65	Ramp
10	W. CR 1000 (S)	S. U.S. 421

See map on next page with corresponding numbers labeled.

Table 6. Top 10 High Crash Intersections

HIN Facts

12% OF ALL ROADS IN THE COUNTY ARE IN THE HIN



58% OF ALL CRASHES OCCUR ON HIN ROADWAYS



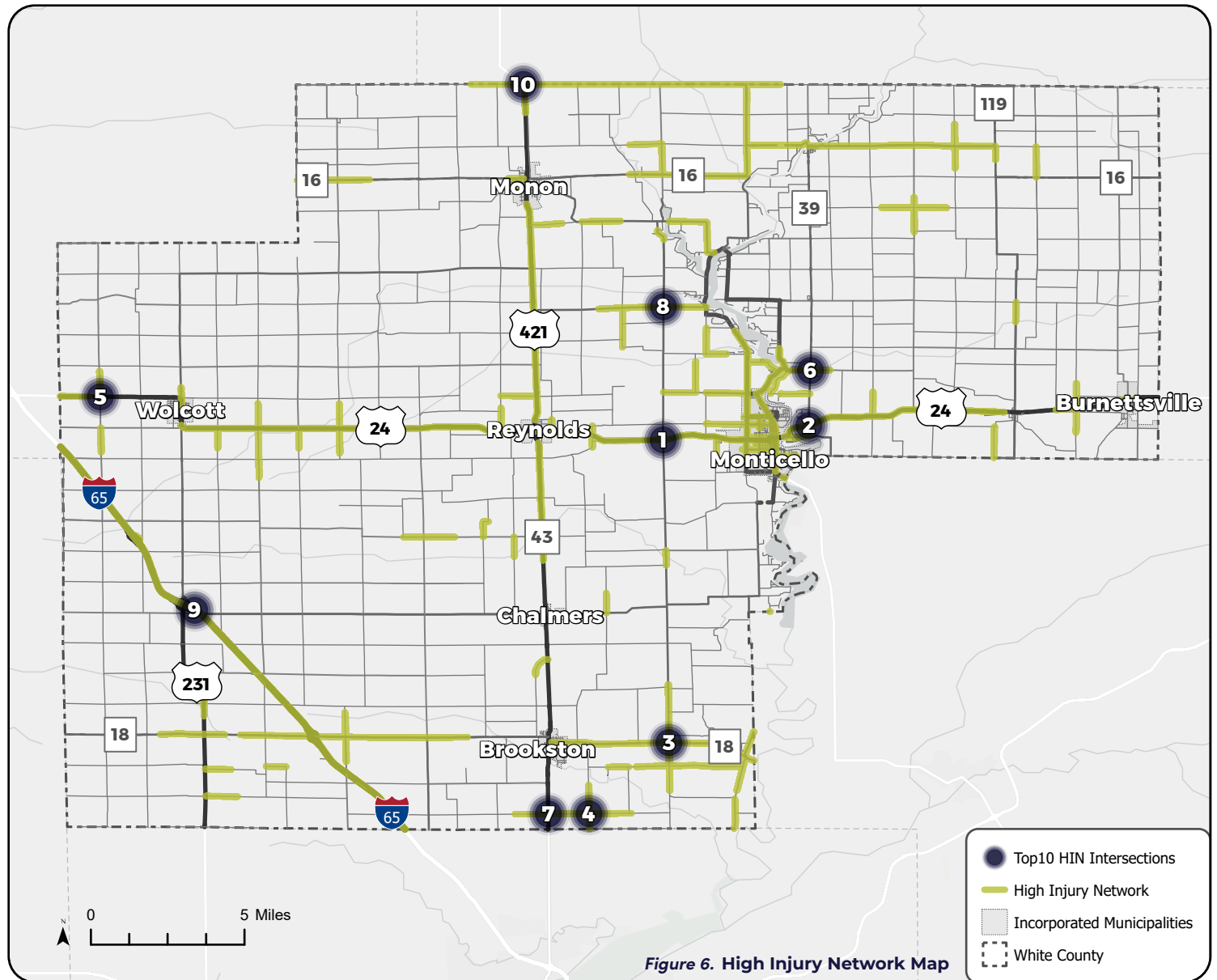
1,256.3
TOTAL COUNTY ROAD
(CENTERLINE MILES)

157
TOTAL HIN COUNTY ROADS
(CENTERLINE MILES)

267
TOTAL HIN INTERSECTIONS



High Injury Network Map



Check the **REGIONAL PLAN** to see the HIN for the rest of the **KIRPC REGION!**

ROAD SAFETY AUDIT

In Fall 2025, KIRPC launched a series of Road Safety Audits across the region, focusing attention at the highest priority location in each county. The following is a summary of the corridor selected for this county along with a set of short-term, mid-term, and long term recommendations for improving safety.



INTERSECTION OVERVIEW

CROSS STREETS

U.S. 421 + CR 300 E

CORRIDOR LENGTH:

Intersection

ADJACENT KIRPC COUNTIES:

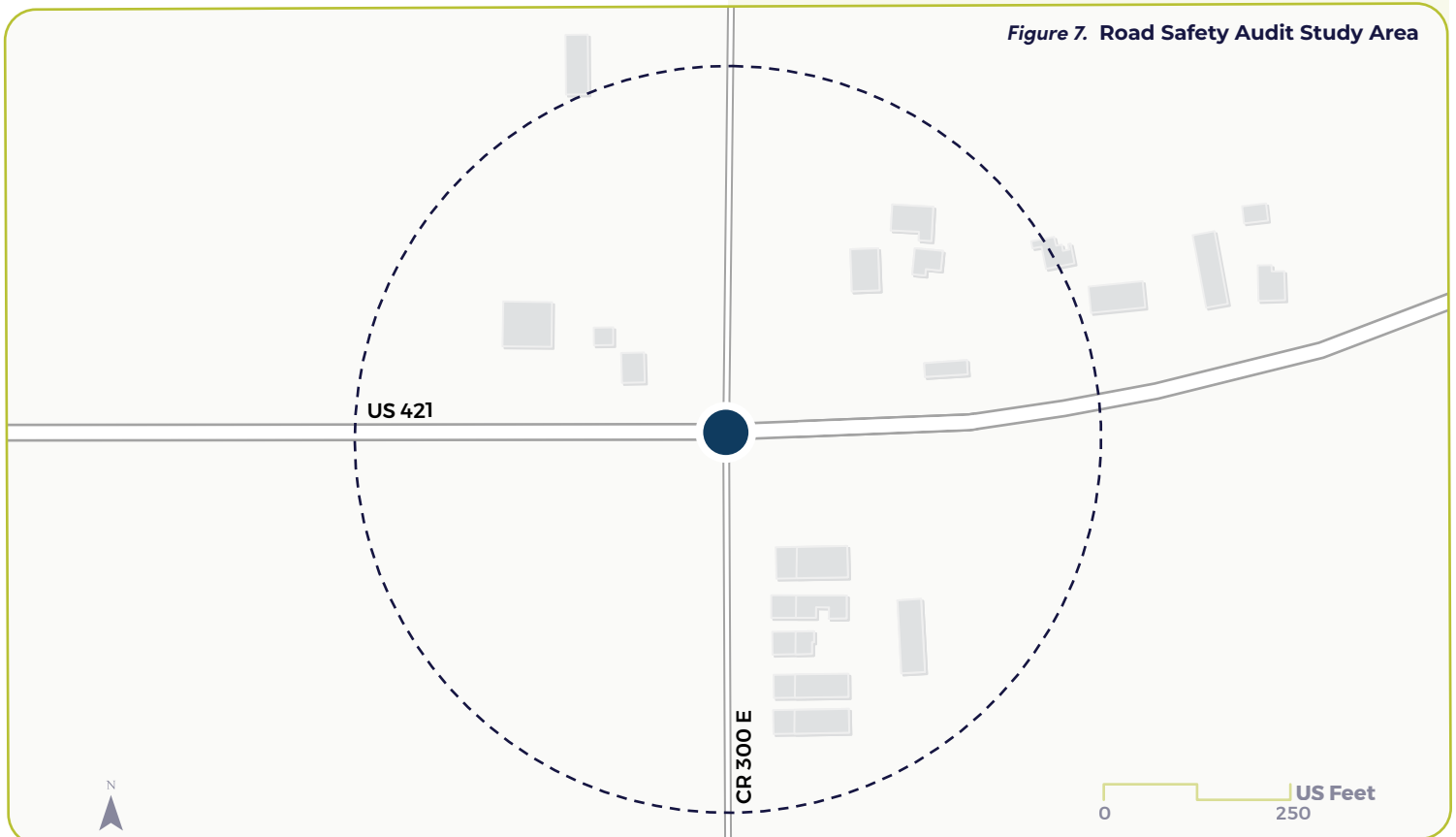
Benton Co., Carroll Co., Jasper Co., Pulaski Co.

U.S. Route 421 + County Road 300 E

LEGEND:

● Priority Intersection

○ Study Area



U.S. 421 / U.S. 24

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Principal Arterial (rural)

ROADWAY CHARACTERISTICS:

Ample shoulder, abrupt edge of pavement, rumble strips included further west

NUMBER OF LANES:

2-lane with dedicated left-turn lanes, plus a dedicated right-turn lane on WB approach

POSTED SPEED LIMIT:

55 mph

TRAFFIC VOLUME:

4,333 - 5,843 AADT (2024)



CR 300 E

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Minor Collector (rural)

ROADWAY CHARACTERISTICS:

Limited gravel shoulder, stop bars positioned far back from US-421

NUMBER OF LANES:

Two-lane, undivided, no dedicated turn lanes

POSTED SPEED LIMIT:

35 to 55 mph

TRAFFIC VOLUME:

2,264 - 2,663 AADT (2024)

COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS	
“Stop Ahead” (W3-1) & “Cross Traffic Does Not Stop” (W4-4P) signs	Addition of transverse, shoulder, and centerline rumble strips
Add signpost reflectors on “Stop” signs	Angled Stop Bars
Add LED border / mount flashing beacons on “Stop” signs	Increase the size of “Stop” signs
Install new lighting	Add ground-mounted lane-use signage
Conduct Speed Limits Analysis	Install overhead wayfinding signage
Install Intersection Conflict Warning System (ICWS)	Install speed feedback sign
Refresh pavement markings	Centerline Raised Pavement Markers (RPMs)
Short-Term Improvements Total Cost: \$180,000 – \$220,000	
MID-TERM IMPROVEMENTS	
Installation of traditional traffic signal	Addition of offset left-turn lanes
Addition of Safety Edge on both sides	
Mid-Term Improvements Total Cost: \$3,000,000 – \$3,200,000	
LONG-TERM IMPROVEMENTS	
Convert intersection to a roundabout	
Long-Term Improvements Total Cost: \$3,000,000 – \$3,500,000	

Table 7. Countermeasures Recommended

CRASHES BETWEEN 2015 AND 2023

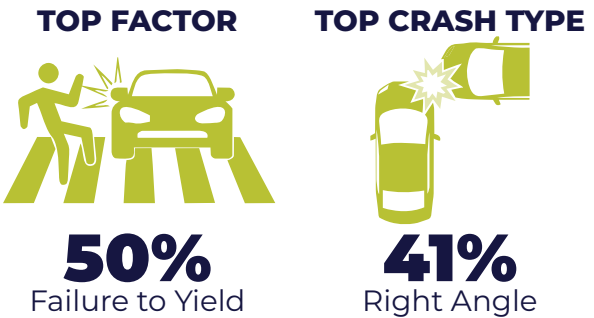


Figure 8. Crash Percent by Primary Factor

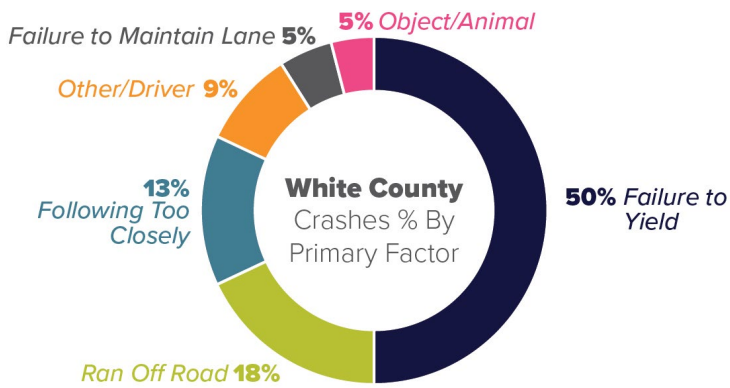
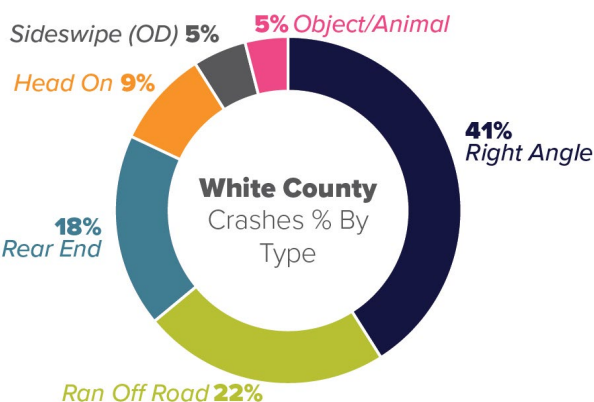


Figure 9. Crash Percent by Type



WHITE COUNTY EMPHASIS AREAS

EMPHASIS AREA OVERVIEW

As part of the KIRPC Comprehensive Safety Action Plan (CSAP), six emphasis areas were identified to address the most critical roadway safety challenges across the eight-county region: Benton, Carroll, Jasper, Newton, Pulaski, Starke, Warren, and White Counties.

These emphasis areas were selected through a comprehensive analysis of regional crash data and stakeholder input. These areas reflect the most pressing roadway safety concerns across the region and serve as the foundation for identifying appropriate countermeasures.

By examining the types and patterns of crashes associated with each emphasis area (**Figure 10**), the plan ensures that recommended interventions are both targeted and evidence-based. This approach supports the overarching goal of reducing severe injuries and fatalities.

Crashes By Emphasis Areas:



236 RUN-OFF-ROAD
Crashes



920 EMS RESPONSE
HOSPITALIZATION
Crashes



25 INTERSECTION
KSI RELATED
CRASHES



78 HIN SEGMENT
Crashes
Near Schools

WHITE COUNTY EMPHASIS AREAS



RURAL RUN- OFF-ROAD CRASHES

Run-off-road crashes involve a vehicle departing the roadway. Typically, a single vehicle collides with fixed objects or terrain beside the road. Of all crash types, run-off-road crashes are the most common in White County, accounting for 36 percent of all injury crash types. These crash types result in the most fatal and severe injury crashes at 57 percent of the time.

Majority of run-off-road crashes occur in rural areas. Roadways containing high concentration of rural run-off-road crashes include US Route 24, Indiana SR 16, and North County Road 300. Run-off-road crashes can be caused by unsafe roadway geometry, speed, distracted driving, vehicle defects, and swerving to avoid objects in the road.



EMERGENCY RESPONSE / POST-CRASH CARE

Post crash care is a component in the safe system approach, a holistic method for strategies to reduce traffic fatalities and injuries. Post crash care involves the handling of crashes after they have occurred. The effectiveness of fire, police, and EMS personnel at crash scenes to treat patients involved could make the difference between life and death in severe situations.

The county has IU Health White Memorial Hospital in Monticello, but the facility cannot handle major traumatic incidents. Areas in the southwest parts of the county are over five miles away from the nearest fire or EMS station. These areas had 139 crashes with injuries or fatalities from 2015-2023, many of them located on Interstate 65.



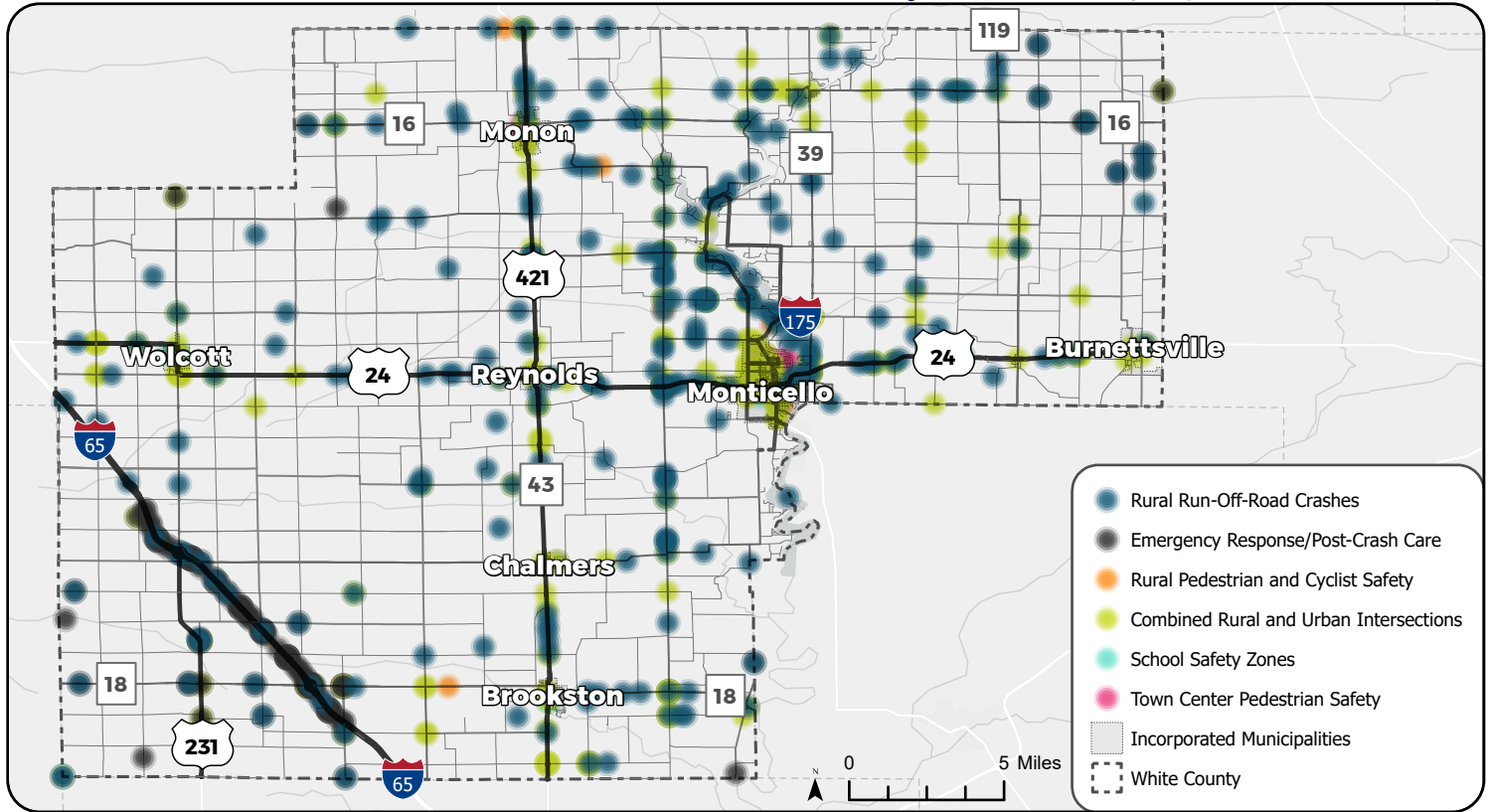
RURAL PEDESTRIAN AND CYCLIST SAFETY

In White County, there were five injury crashes involving a pedestrian or cyclist on rural roadways from 2015-2023. These crashes were mostly severe and three caused incapacitating injuries. The roads where these take place are often state and county roads with higher operating speeds, limited lighting, and no sidewalks or designated crossing facilities.

Common contributing factors included pedestrian actions, such as walking along or crossing high-speed roads, driver failure to yield, and distraction. Several crashes happened at night or in low-light conditions, where visibility was poor and roadway design offered little margin of safety for non-motorized users.

WHITE COUNTY EMPHASIS AREAS CRASH MAP

Figure 10. Carroll County Emphasis Areas Crash Map



COMBINED RURAL AND URBAN INTERSECTIONS

In White County, 290 total injury crashes occurred at intersections accounting for 30 percent of all injury crashes in the county. Intersections are a particular area of concern because of the high number of potential conflicts that can occur between vehicles.

Rural intersections often present unique risks, such as higher travel speeds, limited sight distances, and fewer traffic control devices, while urban intersections typically see greater pedestrian and cyclist activity alongside higher traffic volumes. Intersections are a smaller location compared to long road segments and can be targeted for specific interventions.



SCHOOL ZONE SAFETY

School zones have an elevated risk of crashes involving vulnerable road users (VRUs). From 2015-2023, there were 29 injury crashes within 1,000 feet from public school zones with 6 involving a pedestrian or cyclist. The most common street for crashes was Indiana SR 24 near Roosevelt Middle School.

Contributing factors for crashes in school zones include speeding, distracted driving, improper turning, and failure to yield right-of-way. Challenges include high-speed arterial roads near schools, low-density rural land use, insufficient pedestrian infrastructure, traffic congestion during drop-off/pick-up times, and inadequate lighting during early morning hours.



TOWN CENTER PEDESTRIAN SAFETY

Town centers in White County, such as Monticello, Monon, and Chalmers, serve as community hubs concentrating schools, shops, services, and civic spaces within walkable distances. From 2015-2023, 23 VRU crashes occurred in town centers, resulting in injuries or fatalities.

Contributing factors for pedestrian crashes is the failure of vehicles to yield to pedestrian right-of-way. Highlighting the need for stronger driver awareness and pedestrian-first infrastructure. Majority of crashes occurred in clear, dry, daylight conditions, indicating that environmental factors were not the primary cause and reinforcing the role of behavioral and design-related issues.

RECOMMENDATIONS

Emphasis Area Recommendations



Rural Run-Off-Road Crashes

- 1 Conduct RSAs at sites where multiple rural run-off-road crashes have occurred.
- 2 Consider adding edge lines or widening the shoulder where applicable.
- 3 Advocate to INDOT on behalf of KIRPC in support of safety improvements on rural roads under state control



Emergency Response / Post-Crash Care

- 1 Convene a safety steering committee that includes representatives from the EMS community.
- 2 Look for opportunities to increase agency funding for supplies and life saving equipment.



Rural Pedestrian and Cyclist Safety

- 1 Identify areas along White County's rural road network that may be considered higher pedestrian and cyclist activity areas and implement low cost countermeasures such as reducing speed, narrowing lanes, and adding bicycle lanes or sidewalks.



Combined Rural and Urban Intersections

- 1 Intersection improvements are context sensitive. Conduct informal RSAs at the 10 high crash intersections defined earlier in this plan.
- 2 Implement high impact countermeasures that are contextually appropriate (examples at right).
- 3 Advocate to INDOT on behalf of KIRPC in support of safety improvements on rural roads under state control



School Zone Safety

- 1 Support KIRPC in developing a regional Safe Routes to School Plan.
- 2 Implement low-cost safety countermeasures within "school zones" such as pedestrian gateway treatments, RRFBs, and reduced speed limits.



Town Center Pedestrian Safety

- 1 Crashes involving pedestrians should be investigated further for causation with the KIRPC leadership team.
- 2 Soon after an incident occurs, low-cost quick-build crash countermeasures such as lane narrowing, left-turn traffic calming, and restrict right on red should be deployed to address geometric deficiencies.



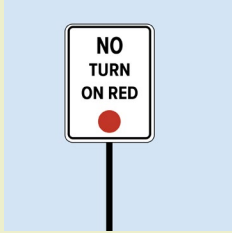
Countermeasure Recommendations

Low-Cost / Quick-Build

Restrict Right on Red

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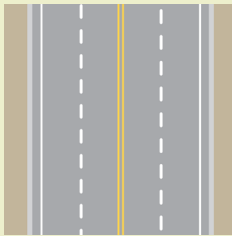
This tool could reduce crashes by **40%**



Edge Lines & Parking Lines

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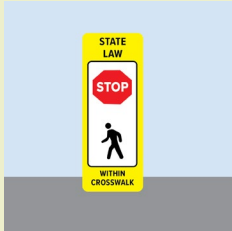
This tool could reduce crashes by **52%**



Pedestrian gateway treatment

\$\$\$\$

This tool results in yield rates up to **80%**



Slow zones / reduced speed

\$\$\$\$

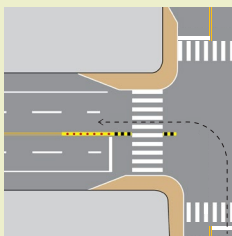
This tool could reduce crashes by **26%**



Left-turning traffic calming

\$\$\$\$

This tool could reduce crashes by **24%**

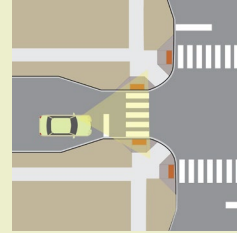


Higher-Cost

Intersection daylighting

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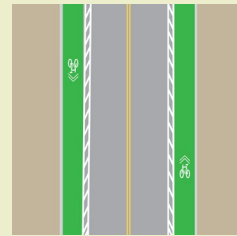
This tool could reduce crashes by **49%**



Protected bike lanes

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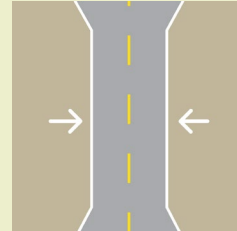
This tool could reduce crashes by **23%**



LANE NARROWING

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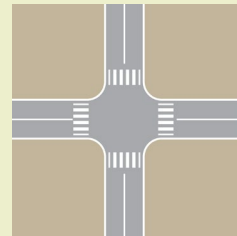
This tool could reduce crashes by **42%**



Intersection Realignment

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*Benefits vary based on degree of intersection Skew



Raised median / limited access control

\$\$\$\$

This tool could reduce crashes by **71%**

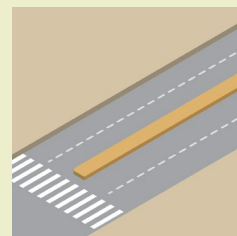


Figure 11. Countermeasure Recommendations

White County Capital Project Recommendations

WHITE COUNTY						
ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	N. Main St	E. Broadway St	Rickey Rd	Add stop signs to all intersection approaches with curb ramps (Marion Street). Stripe shoulders and parking lanes north of Foster Street. Make intersections 4-way stops to slow traffic.	Install raised pedestrian crossings. Refresh striping at Fisher Street intersection and add back plates to the signals.	Remove diagonal parking spaces to eliminate backing crashes.
2	W. Broadway St	S. Main St	E. U.S. 24	Stripe shoulders and parking lanes on Broadway Street (US 421). Add radar speed signs to alert drivers of their speed.	Install raised pedestrian crossings in the commercial center. Add RRFB at Broadway and Second St. For pedestrian crossing.	Remove diagonal parking spaces to eliminate backing crashes.
3	N. Illinois St	W. Broadway St	Sunset Ln	Stripe shoulders and parking lanes. Make intersections 4-way stops to reduce speed. Stripe Continental Crosswalks at Marion Street intersection and make the intersection a 4-way stop.	Add RRFB at Spencer Street intersection for pedestrian crossing.	Construct concrete bulb-outs for the parking lane and to calm traffic.
4	CR 1250 S*	S. Industrial Loop	S. CR 200 E	Sign on intersection (SR 43). Add stop signs, warning signs and stripe stop bars (CR 1250S). Stripe stop bars. Add transverse rumble stripes approaching the intersection on both roads.	Intersection Conflict Warning System for the CR 1250S and SR 43 intersection. Add flashing red LEDs around the stop signs at the CR 1250S and CR 100E intersection.	Construct roundabout at CR 1250S and CR 100E
5	N. Sixth St	W. Broadway St	E. CR 100 N	Add back plates to signals at CR 100N intersection. Add radar speed signs to alert drivers of their speed along 6th Street.	Resurface pavement and install raised pavement markers.	Convert the existing two-way left turn lane to a raised median with dedicated left turn lanes
6	N. West Shafer Dr	N Sixth St	E. Lake Rd 13 W	Install radar speed signs.	Extend the trail or add a sidewalk from Indiana Beach Road, north to E. Lake Road 13 West.	Convert the existing two-way left turn lane to a raised median with dedicated left turn lanes

* Non-Local Roads

Table 8. White County Capital Projects

WHITE COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
7	S. Main St	E. Broadway St	Gordon Rd	Install radar speed signs. Make Tioga Road intersection a 4-way stop, or add rectangular RRFB for the crosswalk. Stripe shoulder and parking lane from Tioga Road to Harrison Street.	Make the intersection (Harrison St) a 4-way stop, or install RRFB for pedestrians.	Convert existing intersections to mini-roundabouts
8	W. Fisher St	N. Main St	N. Sixth St	Add radar speed signs and stripe edge lines on Fisher Street. Add back panels to the traffic signals.	Construct passing lanes and turn lanes at intersections	Add transverse rumble strips to the approaches of the intersections.
9	S. Sixth St	W. Broadway St	W. South St	Make intersection a 4 way stop (Sixth and Ohio) and add stop bars. Refresh striping, crosswalks, and stop bars (US 421). Add signs on Sixth Street alerting drivers of a signalized intersection ahead.	Add radar speed signs on Sixth Street to alert drivers of their speed.	Add transverse rumble stripes to Sixth Street on the south approach to US 421 if rear-end collisions continue.
10	CR 300 E*	E. CR 1000 S	E. CR 1100 S	Add stripe stop bars (SR 18). Add warning signs that cross traffic does not stop. Move stop signs closer to SR 18. Add 4-way stop signs (CR 1100S). Add dual stop signs at each approach. Stripe stop bars at each approach.	Install intersection conflict warning system at the SR 18 intersection	Install intersection warning signs on SR 18. Install flashing beacons.
11	N. Francis St	Tioga Ravine	N. East Shafer Dr	Add signs to alert drivers to pedestrian traffic and hidden intersections. Add radar speed limit signs.	Install RRFB where pedestrian crossing occur.	Add sidewalks along N. Francis St.

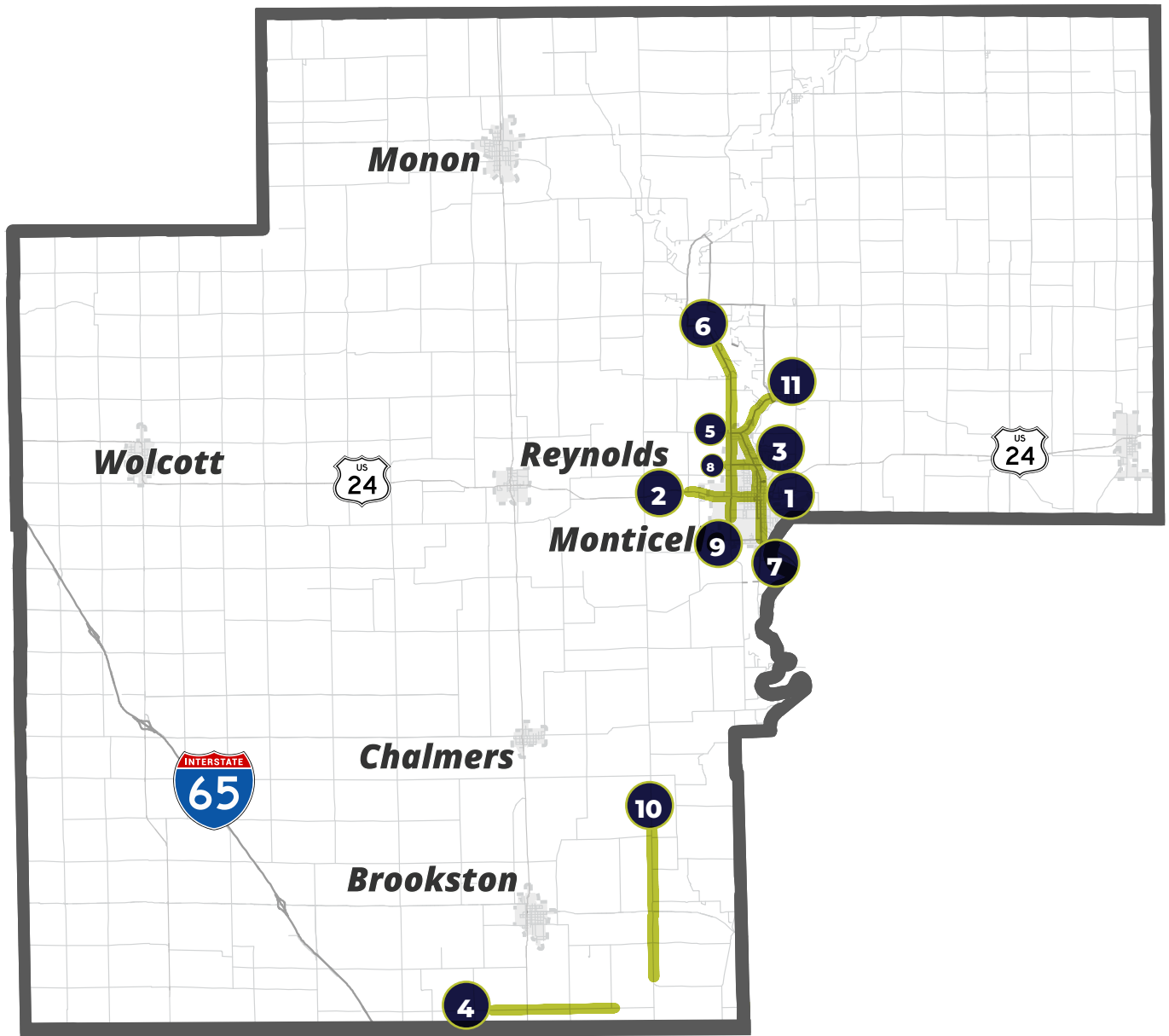


Figure 12. White County Capital Project Recommendations Map

