



2026 JASPER COUNTY SAFETY ACTION PLAN

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SAFETY ACTION PLAN OVERVIEW



The Jasper 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 Jasper County's rural and urban roadway network and travel patterns.

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

Jasper County's transportation system includes some of the region's highest-volume corridors, including Interstate 65 and multiple state and U.S. routes that support regional travel and freight movement. These facilities contribute to higher overall crash exposure, particularly where high-speed roadways intersect with local streets and town centers in communities such as Rensselaer, DeMotte, Remington, and Wheatfield. In addition to rural roadway departure crashes, Jasper County experiences elevated concentrations of intersection-related and pedestrian-involved crashes within incorporated areas, reflecting the interaction of through-traffic, local access, and higher levels of walking activity.

This plan is intended to support county-level decision-making by identifying high-priority corridors, intersections, and community locations where safety investments can have the greatest impact in Jasper County. It provides a framework for targeting strategies that address both high-volume regional roadways and urban safety challenges, coordinating with state and regional partners, and supporting future funding applications aimed at reducing fatal and severe injury crashes across varied roadway contexts.

How to **USE THIS PLAN**

This plan is designed to be used, not archived. Jasper 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 Jasper County's rural roadway conditions and needs.

County at a Glance

Jasper County is located in the north central portion of the KIRPC region and the county seat is Rensselaer. There are 10 public schools and Franciscan Health in Rensselaer. Interstate 65 runs through the county in addition to US Route 231 and Indiana SR 14 (**Figure 1**).

On average, 250,000 daily trips occur in Jasper County, with many of them passing through on Interstate 65. Over 65 percent of residents have jobs located outside the county.



10

Number of Public Schools



1

Number of Hospitals

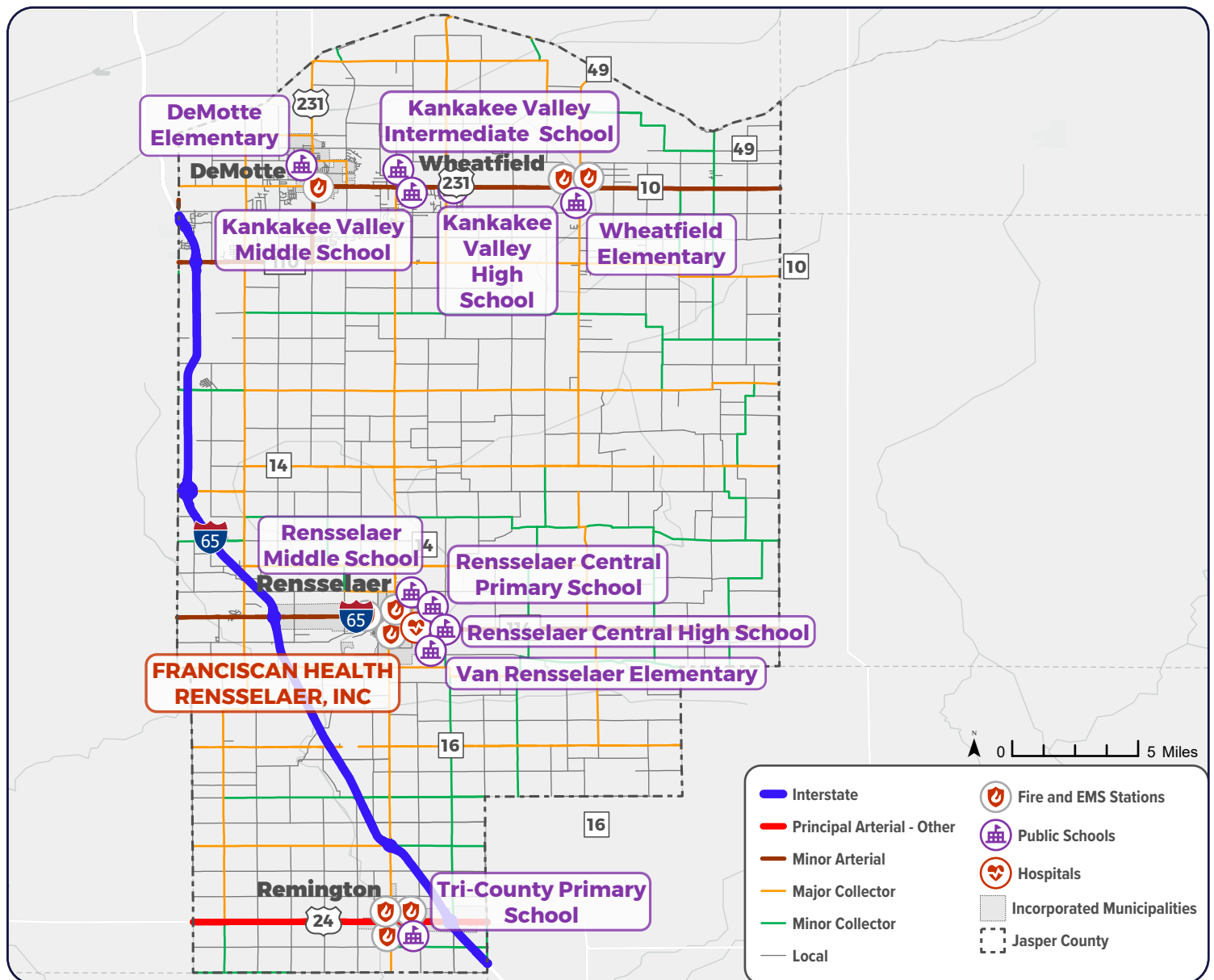


Figure 1. Jasper County Plan Study Area



Jasper County's travel patterns center on long rural corridors and major routes such as US 231 (Halleck Street), which connects homes, schools, and businesses in Rensselaer. Residents frequently drive between communities such as Demotte, Rensselaer, Remington, and Wheatfield, or commute to larger job centers outside the county.

Interstate 65, which runs through the western part of Jasper County, plays a critical role in regional mobility by providing direct access to destinations like Lafayette, Indianapolis, and the greater Chicago area (**Figure 2**) (**Table 2**). These routine trips across agricultural areas and small towns highlight the importance of Jasper County's roadway network in supporting daily mobility and regional connections.

County by the Numbers

Jasper County **COMMUNITY PROFILE** In 2024



33,387

TOTAL POPULATION
(2024)¹



10,803

TOTAL JOBS
(2024)²



559.7

TOTAL AREA
(Square Miles)



Table 1. Jasper County Municipalities

Jasper County Municipalities	
1	Demotte
2	Rensselaer
3	Wheatfield
4	Remington

Jasper County **ROADWAY NETWORK**



2,789

TOTAL ROADWAY
(Miles)



269.5

TOTAL URBAN ROADWAY
(Miles)



2,519.5

TOTAL RURAL ROADWAY
(Miles)

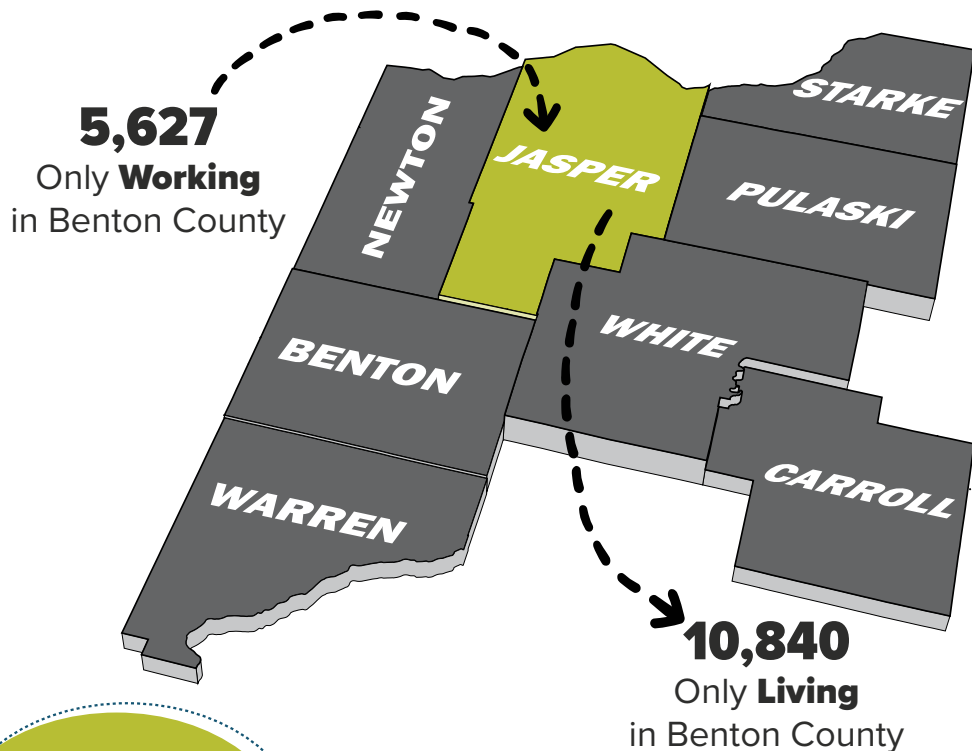
Source: ¹U.S. Census Bureau, ACS 5-Year Estimates Subject Tables

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

Jasper County **COMMUTER TRENDS** In 2024 ¹

Table 2. Top 5 Commuting Destinations

Rank	Commuting Destinations	% of County Workforce
1	Rensselaer, IN	11.3%
2	DeMotte, IN	6.3%
3	Valparaiso, IN	3.5%
4	Lafayette, IN	3.5%
5	Indianapolis, IN	3.2%
	All Other Locations	72.2%



5,176
Living and Working
in Benton County

1% (435)
Jobs filled by KIRPC
Region Residents
in other states

3% (2,038)
Jobs filled by KIRPC
Region Residents in
the state of
Illinois

38% (24,767)
Jobs filled by KIRPC
Region Residents in
the state of
Indiana

Figure 2. Jasper County Travel Patterns
Source: ¹ U.S. Census Bureau, ACS 5-Year Estimates Subject Tables

CURRENT STATE OF SAFETY

Safety Overview

Crash safety analysis examined all crashes in Jasper County that resulted in an injury or fatality from 2015 to 2023. Crashes on I-65 were omitted. In that nine-year period, of all crashes 4% involved fatalities, 43% resulted in incapacitating injuries, 35% were non-incapacitating injuries, and 18% were classified as possible injuries (**Figure 3**).

Rate of crash fatality measures the likelihood any crash that occurs results in a fatality. Jasper County's rate is 2.1 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 47% of all reported crashes that result in a person being injured or killed occur on just 13% of Jasper 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.



Image Source: Google Maps

Table 4. Crash Comparison

Jurisdiction	Crash Fatality Rate (Per 10k Crashes)
Jasper County	2.1
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	9	0	6	0	1	18	1	0	7
A	141	7	31	6	13	183	66	17	33
B	128	6	9	5	14	103	96	14	25
C	64	2	4	1	11	61	37	11	19

Table 3. Crash Type Totals by Severity

Crash Severity Heatmap

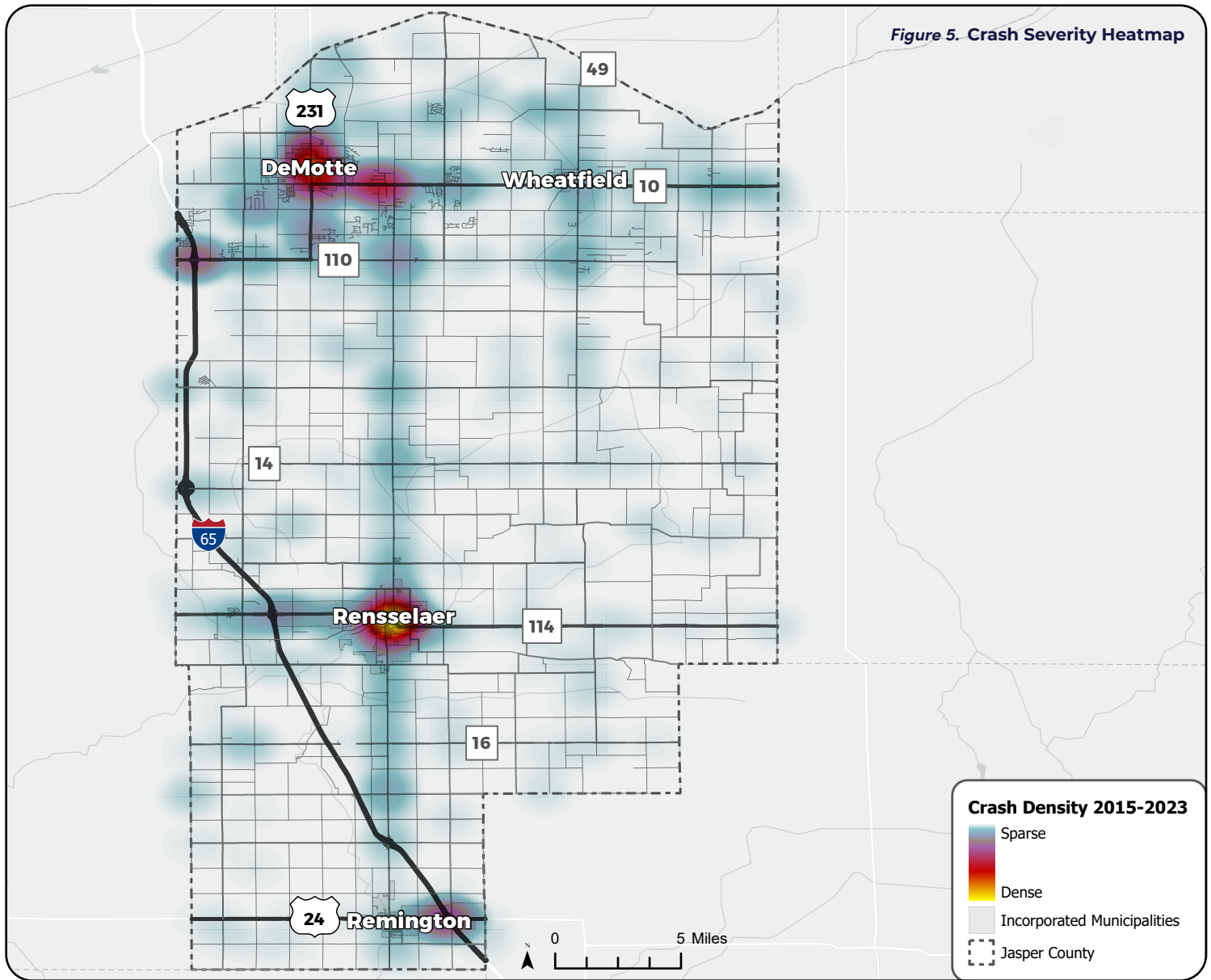


Figure 4. Crash Types Resulting in Death or Severe Injury (%)

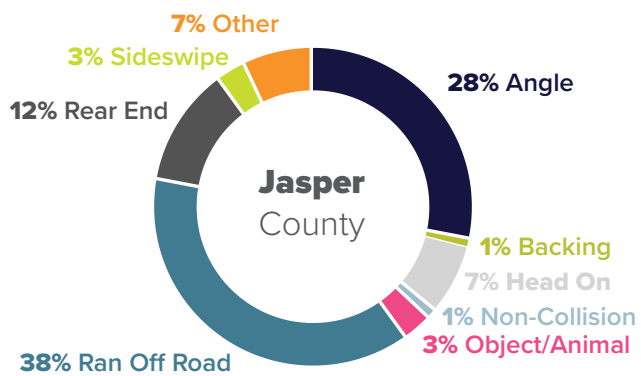
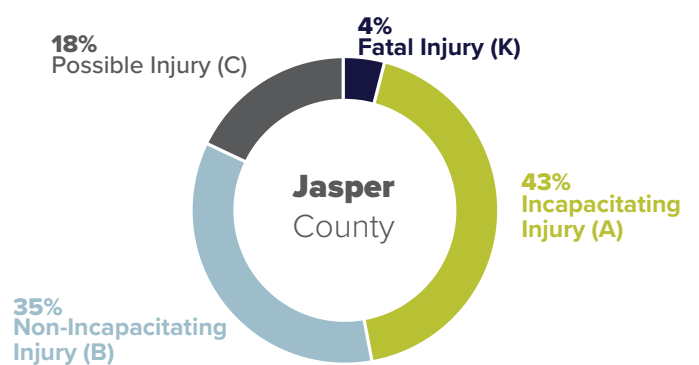


Figure 3. Crash Severity (%)



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	15th St	U.S. 231	SR 10
2	N. Halleck St	U.S. 231	CR 1400 (N)
3	S. College Ave	U.S. 231	U.S. 231
4	CR 1100 (N)	Woodside Dr	SR 10
5	E. Grace St	W. Grace St	SR 114
6	S. Melville St	CR 500 (W)	E. Washington St
7	W. Washington St	S. College Ave	Kanne Ln
8	CR 1000 (N)	U.S. 231	SR 10
9	N. Cullen St	SR 114	W. Merritt St
10	W. Clark St	SR 114	SR 114

See map on next page with all HIN segment locations.

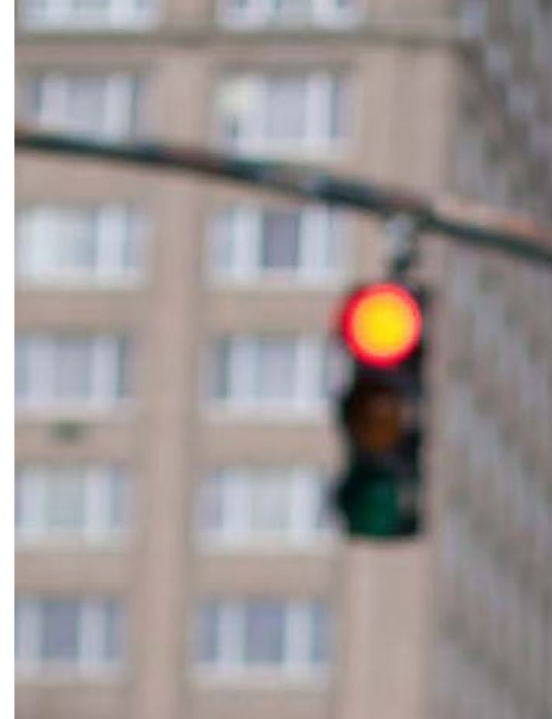
Table 5. Top 10 High Crash Segments

Top 10 HIN Intersections

Rank	Primary Roadway	Secondary Roadway
1	W. Washington St	N. College Ave
2	CR 700 (W)	Orchid St
3	3rd Ct (SE)	3rd St
4	N. CR 575 (E)	E. SR 10
5	15th St (SE)	S. Halleck St
6	N. CR 600 (E)	E. CR 500 (N)
7	E. Susan St	W. Susan St
8	CR 900 (N)	SR 110
9	S. CR 650 (E)	E. CR 1100 (S)
10	S. Mckinley Ave	N. Mckinley Ave

See map on next page with corresponding numbers labeled.

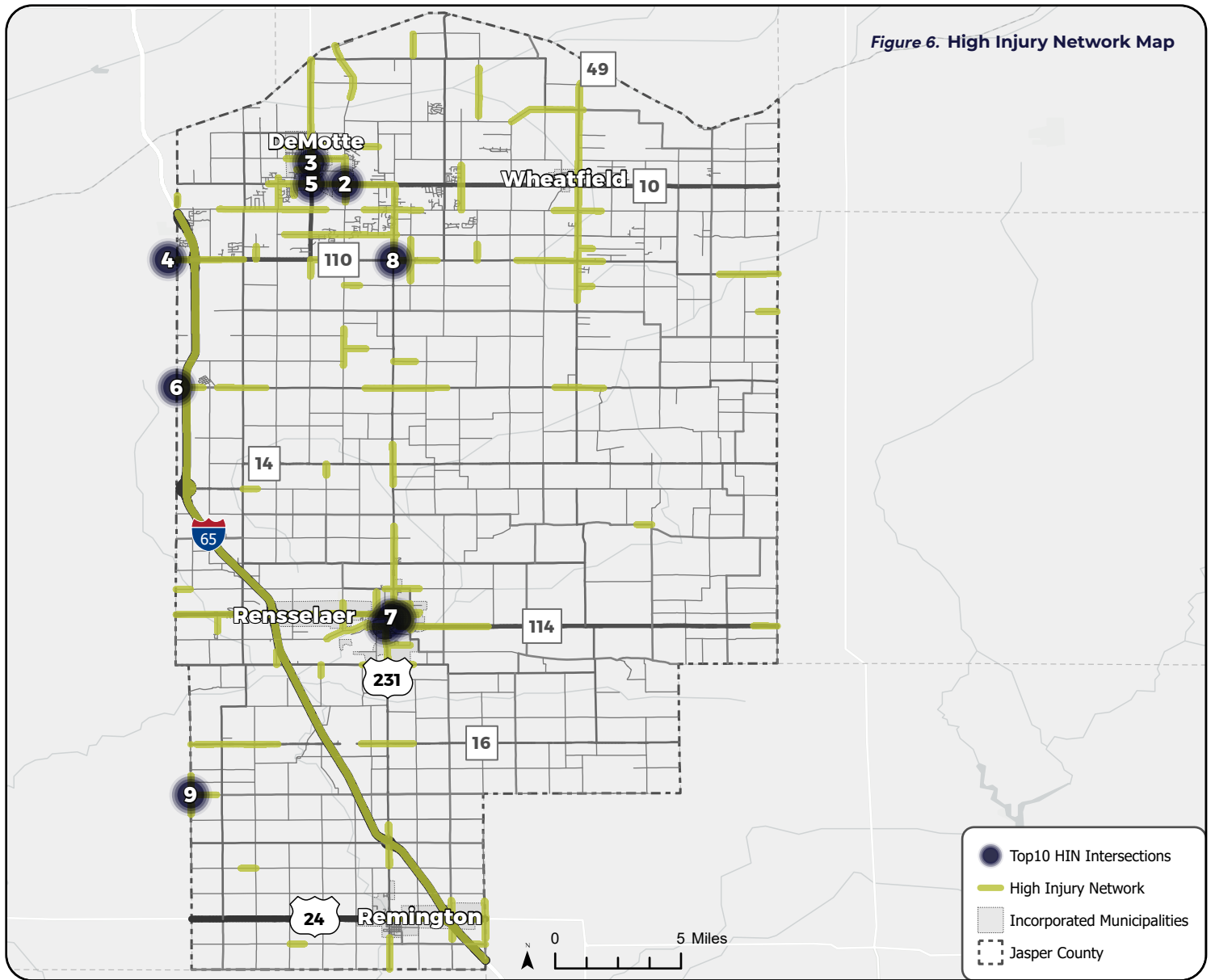
Table 6. Top 10 High Crash Intersections



HIN Facts



High Injury Network Map



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

ROAD SAFETY AUDIT



CORRIDOR OVERVIEW

HALLECK STREET:

Between 15th Street (CR 1200) to 8th Avenue (CR 1350)

CORRIDOR LENGTH:

1.5 Miles

ADJACENT KIRPC COUNTIES:

Benton Co., Newton Co., Pulaski Co., Starke Co., White Co.



ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Major Collector (urban)

ROADWAY CHARACTERISTICS:

Urban main street with wide lanes (12 ft.), curbs and continuous sidewalks (east side)

NUMBER OF LANES:

Two-lanes, with two-way left-turn lane north of 6th St

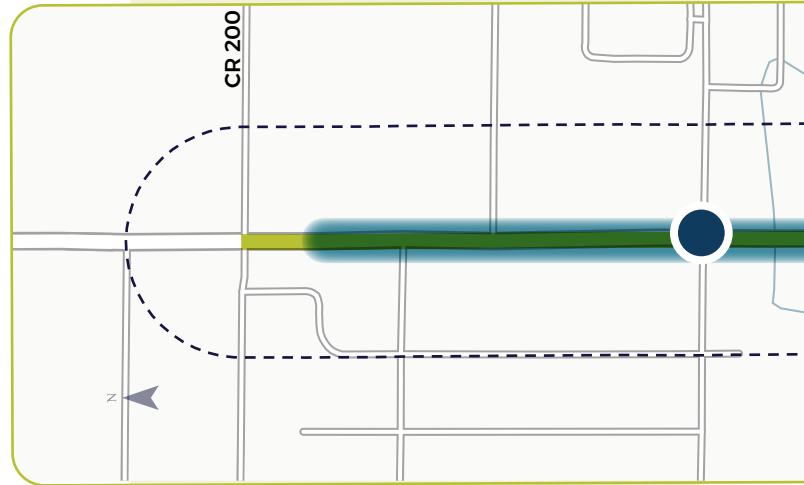
POSTED SPEED LIMIT:

Changes at 6th St - 25 mph south, 35 mph north

TRAFFIC VOLUME:

9,809 - 12,286 AADT (2024)

US-231 (HALLECK STREET)



LEGEND:

- Priority Intersections
- Priority Segments
- Corridor Segment
- Study Area



CRASHES BETWEEN 2015 AND 2023

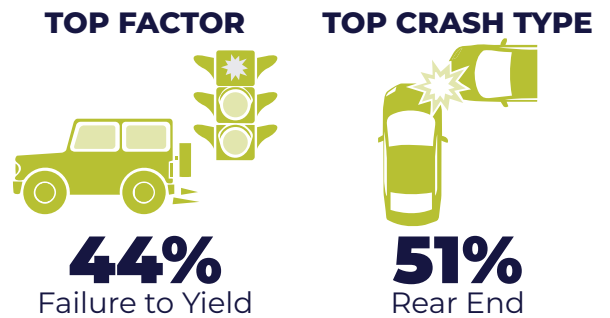
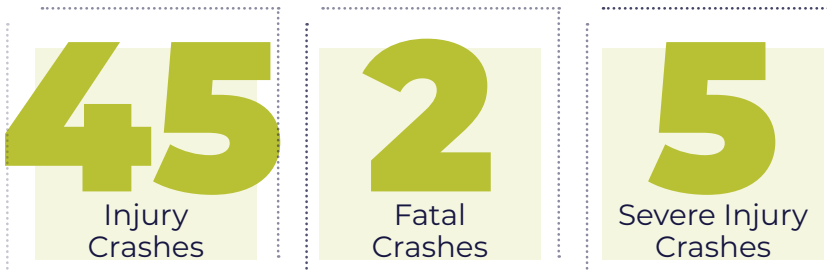


Figure 7. Crash Percent by Primary Factor

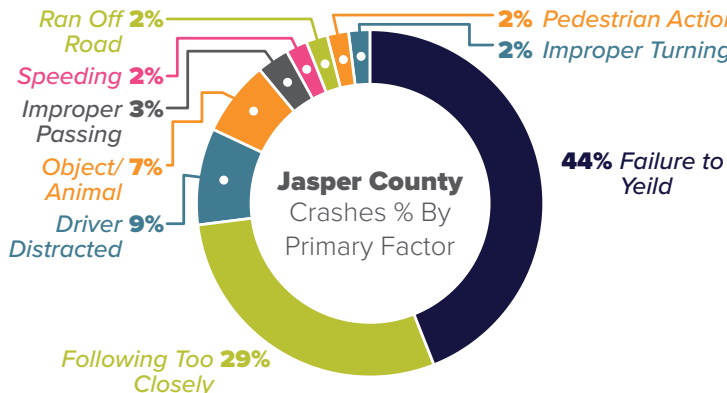
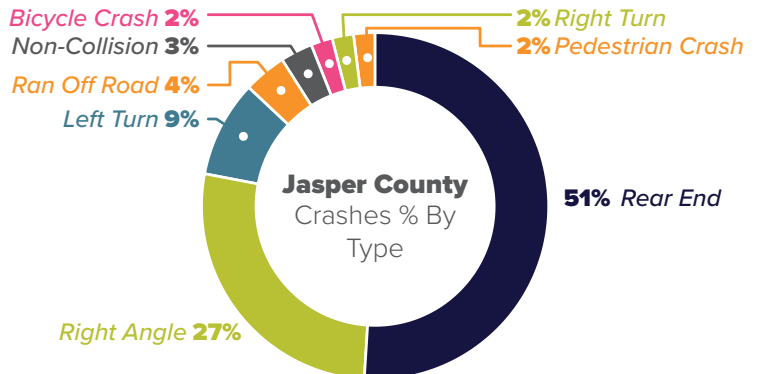


Figure 8. Crash Percent by Type



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.

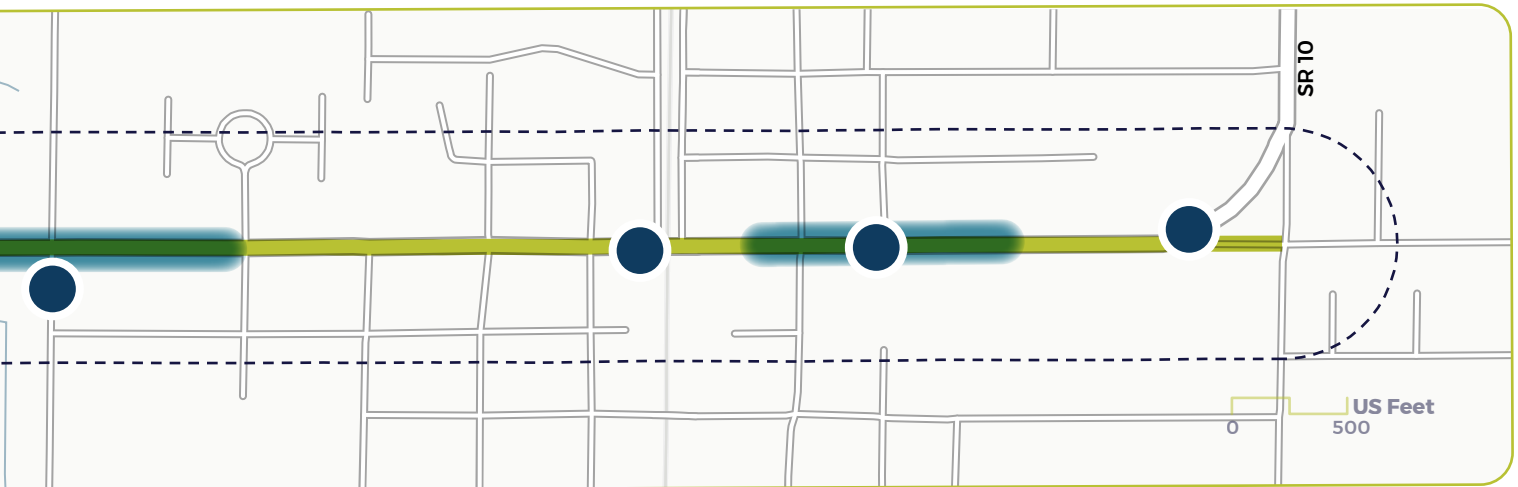


Figure 9. Road Safety Audit Study Area

COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

Conduct sidewalk assessment	Add centerline hardening device [Casey's]
Remove & replace "School Zone" beacon	Delineate exit to promote right turns [Casey's]
Relocate "Crosswalk Warning" (W11-2) sign	Refresh pavement markings [Division St]
Refresh/update pavement markings	Restrict access exits to one-lane
Clearly mark/sign "No Parking" near funeral home	Remove/stripe-out shoulder near funeral home

Short-Term Improvements Total Cost: \$35,000 - \$55,000

MID-TERM IMPROVEMENTS

Conduct intersection improvement study [15th St / US-231 Bypass Connection]	Update "Left-Turn" signal heads [Division St]
Update curb ramps to meet ADA standards	Add "Pedestrian Countdown" heads [Division St]
Add crossing to south leg [3rd Ave]	Install speed radar feedback sign
Improve existing sidewalk conditions	Reduce lane widths
Add RRFB to the crossing near school [10th St]	Consolidate driveways/access points

Mid-Term Improvements Total Cost: \$185,000 - \$285,000

LONG-TERM IMPROVEMENTS

Add sidewalk on the west side of Halleck St	Restrict access to/from various access points
Narrow road width near DeMotte Elementary	Add curb ramps & crosswalk to south leg [Division St]
Construct turn lanes or a roundabout [15th St / US-231]	Reconfigure / reroute connections [US-231 / Halleck St]
Redesign access into Casey's	

Long-Term Improvements Total Cost: \$4,000,000 - \$4,500,000

Table 7. Countermeasures Recommended

JASPER COUNTY EMPHASIS AREAS

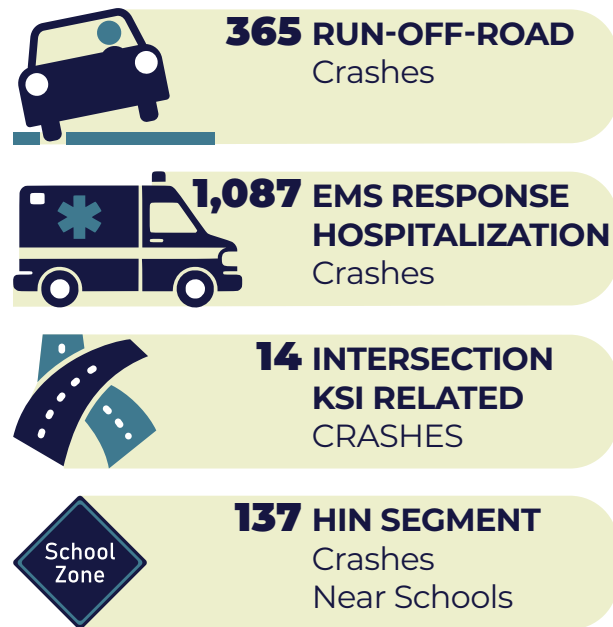
EMPHASIS AREA OVERVIEW

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:



JASPER 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 Jasper County, accounting for 38 percent of all injury crash types. These crash types result in the most fatal and severe injury crashes at 47 percent of the time.

Majority of run-off-road crashes occur in rural areas. Roadways containing the highest concentration of rural run-off-road crashes include US 231, IN SR 10, and W County Road 1450. 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.

Jasper County has Franciscan Health Hospital in Rensselaer, but the facility cannot handle major traumatic incidents. Many rural areas in the central part of the county are over five miles away from the nearest fire or EMS station. These areas had 317 crashes with injuries or fatalities from 2015-2023.

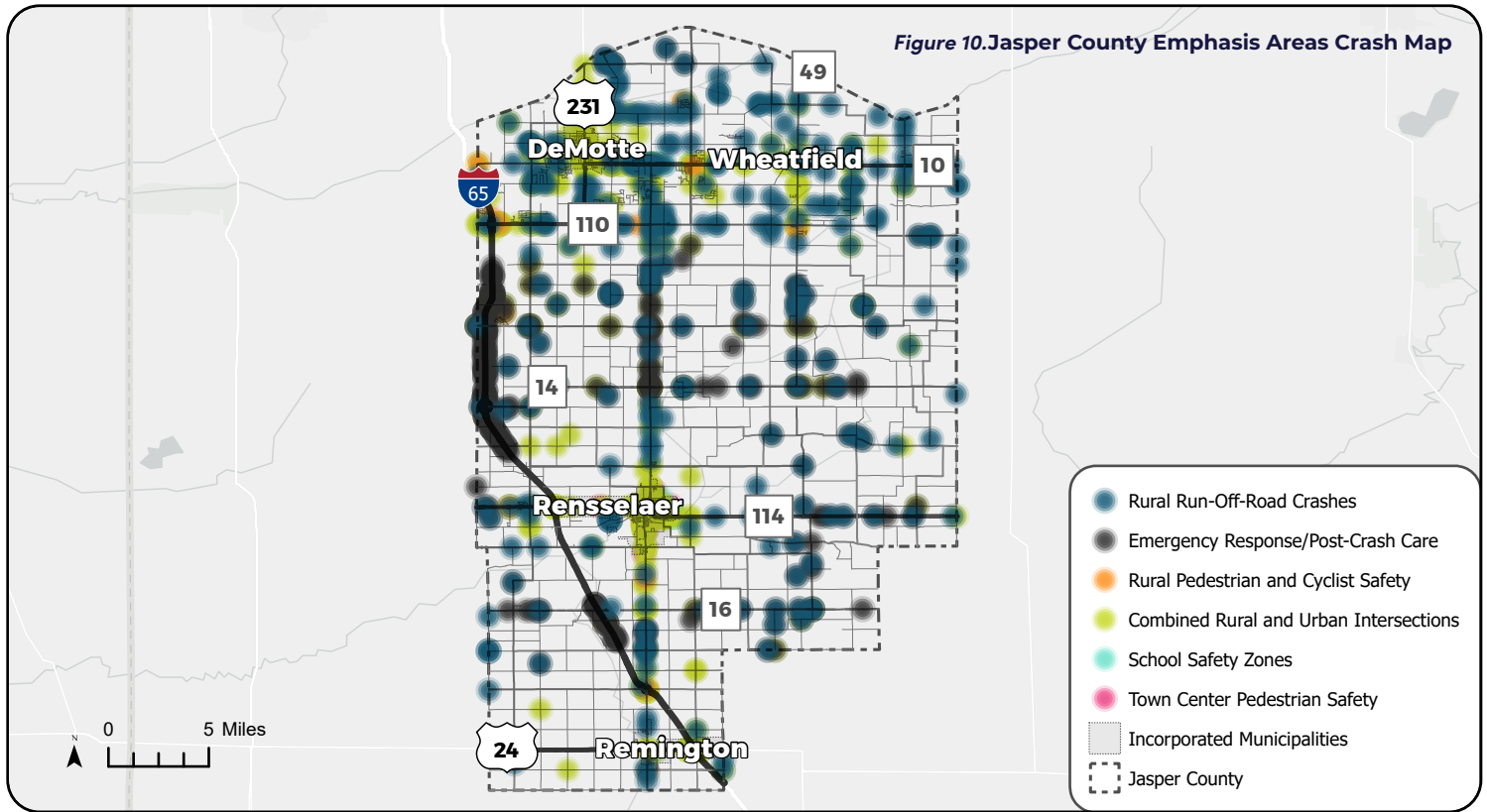


RURAL PEDESTRIAN AND CYCLIST SAFETY

In Jasper County, there were 18 injury crashes involving a pedestrian or cyclist on rural roadways from 2015-2023. These crashes were mostly severe and 12 caused a fatality or incapacitating injury. 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.

JASPER COUNTY EMPHASIS AREAS CRASH MAP



COMBINED RURAL AND URBAN INTERSECTIONS

In Jasper County, 461 injury crashes occurred at intersections accounting for 29 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), like children. From 2015–2023, there were 45 injury crashes within 1,000 feet from public school zones with 14 involving a pedestrian or cyclist. The most common street for crashes was 15th Street (State Road 10) in the northern part of the county where four public schools are located within five miles.

Contributing factors 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 Jasper County, such as Rensselaer and De Motte, serve as community hubs concentrating schools, shops, services, and civic spaces within walkable distances. From 2015–2023, 29 fatal or injury crashes involving a pedestrian or cyclist occurred in these 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 Jasper 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 Rensselaer and DeMotte are two of the largest "urban town centers" in the region. Assess the location of previous crashes that involved pedestrians here and pilot design improvements using low-cost / quick-build countermeasures as shown to the right.



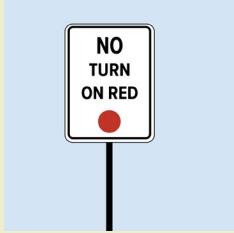
Countermeasure Recommendations

Low-Cost / Quick-Build

Restrict Right on Red

\$\$\$\$

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

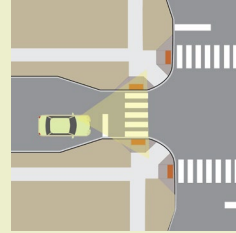


Higher-Cost

Intersection daylighting

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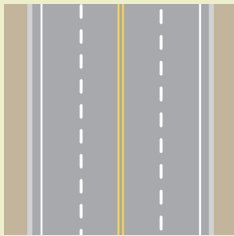
This tool could reduce crashes by **49%**



Edge Lines & Parking Lines

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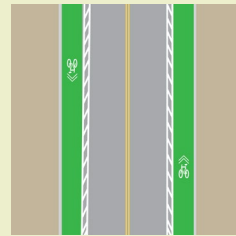
This tool could reduce crashes by **52%**



Protected bike lanes

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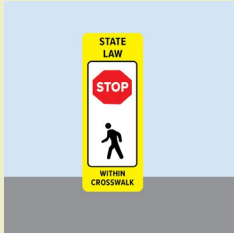
This tool could reduce crashes by **23%**



Pedestrian gateway treatment

\$\$\$\$

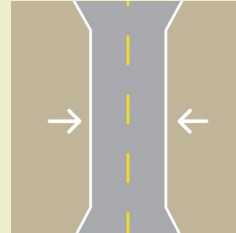
This tool results in yield rates up to **80%**



LANE NARROWING

\$\$\$\$

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



Slow zones / reduced speed

\$\$\$\$

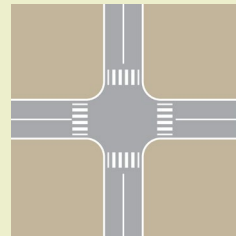
This tool could reduce crashes by **26%**



Intersection Realignment

\$\$\$\$

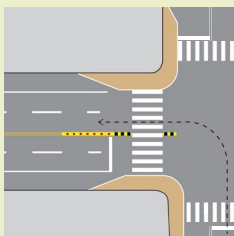
*Benefits vary based on degree of intersection Skew



Left-turning traffic calming

\$\$\$\$

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



Raised median / limited access control

\$\$\$\$

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

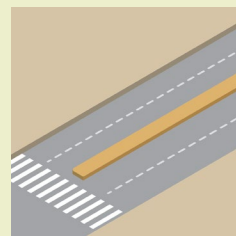


Figure 11. Countermeasure Recommendations

Jasper County Capital Project Recommendations

JASPER COUNTY						
ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	15th St SE	U.S. 231	SR 110	Install transverse rumble stripes at the intersection before the stop bars. Stop WB US 421 traffic as it approaches the intersection.	Intersection conflict warning system.	Realign intersection and eliminate free-flowing westbound traffic.
2	N. Halleck St	U.S. 231	CR 1400 N	Refresh pavement markings. Add radar speed signs to alert drivers of their speed.	Install raised crosswalks at intersections.	Convert TWLTL a to raised median with dedicated left turn lanes.
3	S. College Ave	U.S. 231	U.S. 231	Stripe shoulder as a dedicated right-turn lane. Refresh striping.	Warning signs approaching the intersections.	Signalize intersection if the conditions warrant.
4	CR 1100 N*	Woodside Dr	SR 10	Install edge line striping.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
5	E. Grace St	W. Grace St	SR 114	Add stop sign on left side of Grace St. Add warning signs that cross traffic does not stop.	Work with INDOT to add stop signs on SR 114 at Grace St. Intersection.	Intersection conflict warning system.
6	S. Melville St	CR 500 W	E. Washington St	Add stop signs (Left Side). Refresh pavement markings and stripe stop bars.	Install flashing LED edge lit stop signs. Remove trees in NW corner. Convert intersections to all-way stop.	Install rectangular rapid flashing beacons at crosswalks.
7	W. Washington St	S. College Ave	Kanne Ln	Sweep loose gravel from roadway surface.	Install chevrons and delineators at curves.	Install lights on utility poles near the wooded areas.
8	CR 1000 N*	U.S. 231	SR 10	Stripe edge line and center line.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
9	N. Cullen St	SR 114	W. Merritt St	Add additional stop sign on left side of Susan St. Add warning signs that cross traffic does not stop.	Work with INDOT to add stop signs on SR 114 at Grace St. Intersection.	Intersection conflict warning system.
10	W. Clark St	SR 114	SR 114	Install additional speed limit signs.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.

* Non-Local Roads

Table 8. Jasper County Capital Projects

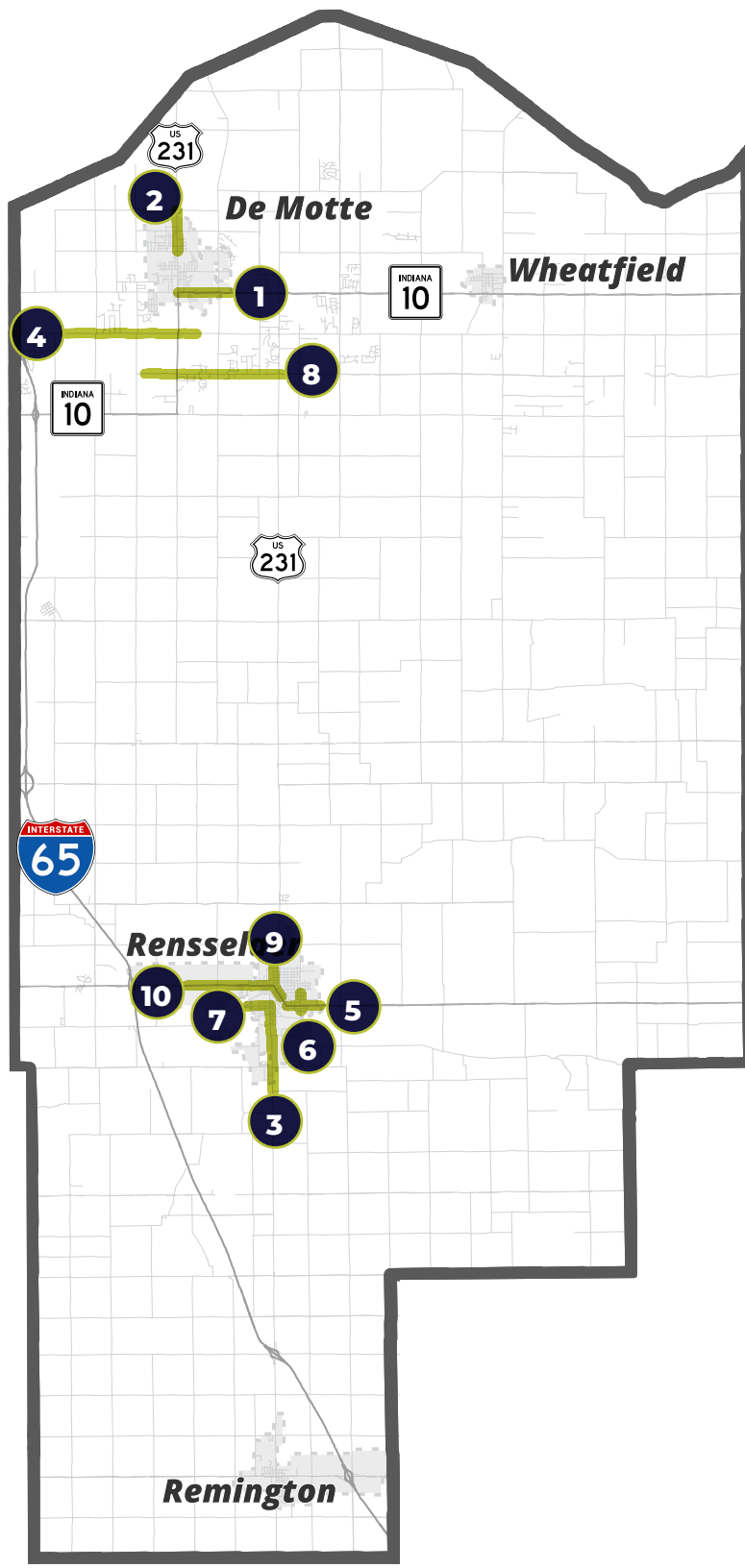


Figure 12. Jasper County Capital Project Recommendations Map