



2026

**KANKAKEE-IROQUOIS
REGIONAL PLANNING
COMMISSION (KIRPC)**

COMPREHENSIVE SAFETY ACTION PLAN

Table of Contents

Leadership Acknowledgment.....	4
Letter from KIRPC'S.....	5
Executive Director:	5
Executive Summary.....	6
What is the Safe System Approach?.....	10
Glossary of Terms.....	12
Establishing A Baseline	14
1.1 Past Plan Review Overview.....	16
1.2 Demographic Overview	20
1.3 Existing Demographic Conditions.....	21
Community Engagement.....	24
2.1 Community Engagement Overview	26
2.2 Who We Heard From?	28
2.3 What we Heard	30
Safety Analysis.....	32
3.1 Crash Statistics Overview.....	34
3.2 Crash Locations.....	35
3.3 Crash Types	36
3.4 Contributing Factors.....	37
3.5 High Injury Network	38
3.6 Risk Score	40
Implementation Plan	42
4.1 Policy + Design Recommendations.....	44
4.2 Prioritized Capital Projects	60
4.3 Project Briefs at RSA Locations	84
Appendix	102

LEADERSHIP ACKNOWLEDGMENT

PROJECT LEADERSHIP TEAM ACKNOWLEDGMENT:

The Project Leadership Team provided guidance and oversight throughout the development of this SS4A Action Plan.

KIRPC STEERING COMMITTEE: CONSULTANT SUPPORT:

- * Edwin Buswell
- * Emily Albaugh
- * Shawn Cain
- * USI Consultants
- * WSP USA
- * ARA

Project Stakeholders

Mike Budreau

BENTON COUNTY

Jason Fisher

BENTON COUNTY

Hunter Alderman

CARROLL COUNTY (HIGHWAY)

Ed Cain

JASPER COUNTY

Shannon Cothran

NEWTON COUNTY

Sharon Domonkos

NEWTON COUNTY

Gary Kruger

PULASKI COUNTY

Don Binkley

STARKE COUNTY

Rachel Oesterreich

STARKE COUNTY

Jessicca White

STARKE COUNTY

Ben Dispennett

WARREN COUNTY

Matt Herndon

WARREN COUNTY

Chris Alma

WHITE COUNTY

Chad Puterbaugh

WHITE COUNTY (FORMER)

Julia Leahy

CITY OF DELPHI

Frank Arthur

CITY OF MONTICELLO

Jeff Phillips

CITY OF RENSSELAER

John Bawcum

PANHANDLE PATHWAY

Kevin Whiteman

PANHANDLE PATHWAY



LETTER FROM KIRPC'S EXECUTIVE DIRECTOR:

We believe it is safe to say, we all have been impacted by roadway incidents- whether as a bystander or directly involved, as a victim or family to a victim. The trauma of the incident is felt through mental anguish, physical debilitation, or local aftereffects.

The data over the past 10+ years representing traffic incidents, specifically fatalities, was staggering for our KIRPC Region. When given the opportunity to dive into the data and the roadways impacting our communities we saw the necessity for a Safe Streets for All plan. We saw a means to be proactive and devise a plan to drastically reduce the fatalities and improve the transportation network across the region.

The project team could not have put together this plan without the input from many integral members of our communities including elected officials, first responders, 911 operators, emergency management personnel, county highway superintendents, city/town street superintendents, nonmotorized transportation advocates, school superintendents, private industry partners, and our residents. To say thank you for your input and guidance in this process is not enough. You challenged us to think outside the norm and helped us understand issues beyond just the numbers.

This plan has devised a course of action, you could say, a roadmap to success to implement strategies of all scales to reach Vision Zero, our ultimate goal. We strive to eliminate traffic fatalities and severe injuries to restore human lives as the highest priority in our transportation network.

We use this plan to further the conversation for data-driven decision making.

Together, we become safe road users.

Edwin Buswell, AICP
KIRPC EXECUTIVE DIRECTOR

EXECUTIVE SUMMARY

Transportation safety is an endemic issue that has resulted in the loss of more than **40,000 LIVES EACH YEAR** for the last four years nationwide; roughly 1.1 fatal crash per 10,000 persons annually. On roads across KIRPC's eight county region, the fatal crash rate is a staggering 2.3 fatal crashes per 10,000 people annually; **MORE THAN TWICE AS HIGH** as the national average. The fatal crash rate within the KIRPC region is also 60% higher than that of the City of Indianapolis and the State of Indiana (1.4 and 1.3 crashes per 10,000 persons annually, respectively).

SOMETHING MUST BE DONE TO MAKE OUR TRANSPORTATION NETWORK SAFER. THIS PLAN IS THAT SOMETHING

KIRPC has developed this Safety Action Plan in recognition that fatal crashes, as well as non-fatal crashes that result in serious injuries, can be avoided through the implementation of a holistic Safe System approach. The Safe System approach doesn't assign blame to any one individual but rather focusses on building a system that can accommodate human mistakes through safe road users, safe vehicles, safe speeds, safe roads, and post crash care.

An analysis of crashes occurring throughout the KIRPC region between 2015–2023 shows several interesting trends. First, while the rate of crashes resulting in serious injury have decreased (down 60% since 2015), the rate of crashes resulting in a fatality has increased (up 12% since 2015). Second, 36% of fatal and serious injury crashes occurred on roads under local or county jurisdiction and another 52% occurred on non-interstate state owned roads. Third, crashes are overwhelmingly occurring on rural roads where drivers are either failing to yield right-of-way or running off the road.

This plan should be used as a tool for state, regional, and local governments officials, as well as the general public, to make informed safety decisions. It contains an assessment of current plans and policies, information on crash trends and locations, key areas of emphasis, recommended safety strategies ready to implement, and priority projects that should receive funding and attention.

This plan is meant to be a living document that receives frequent updates. Results should be tracked and changes made to meet KIRPC's Vision Zero goal:

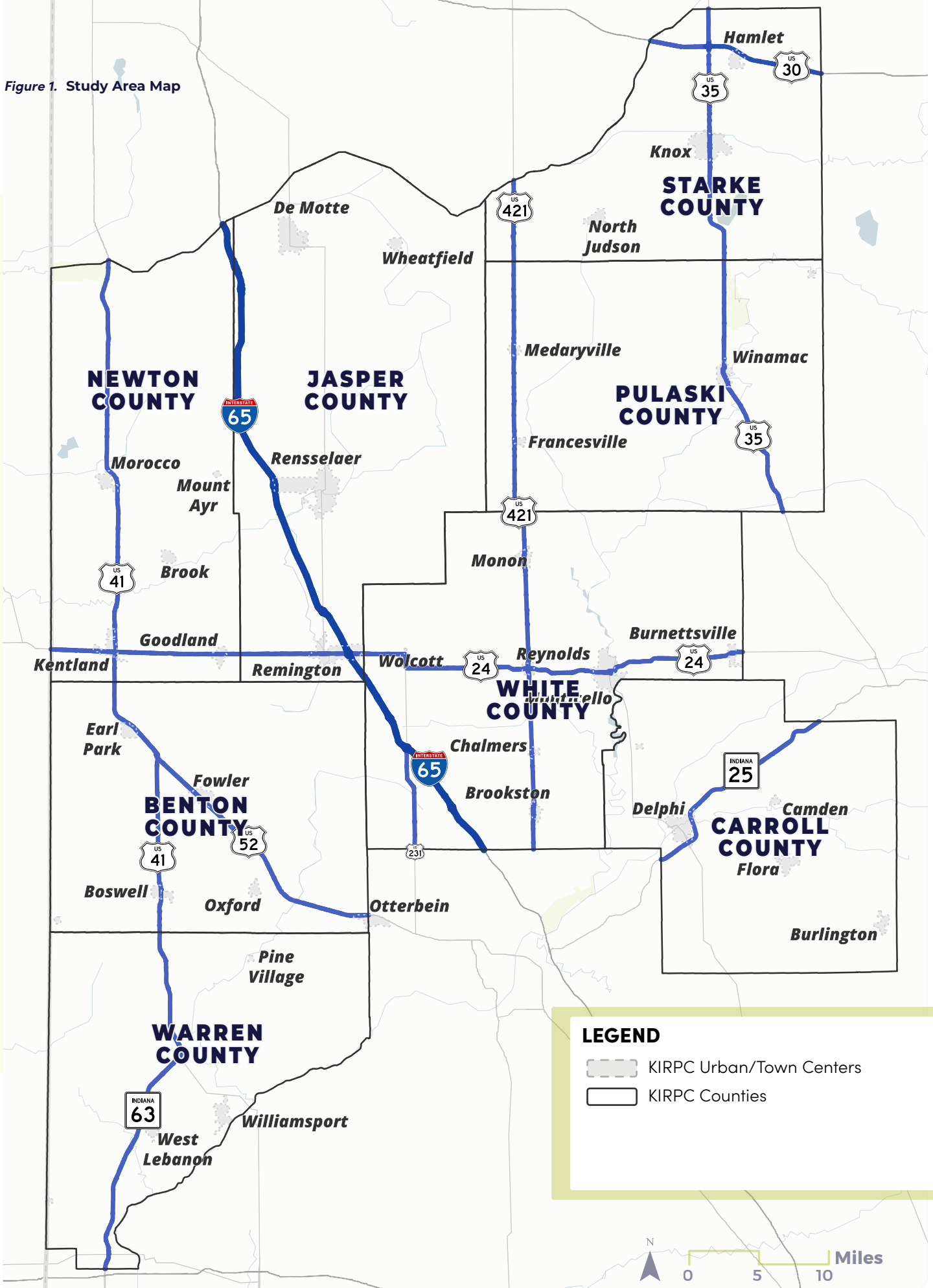
ELIMINATE ALL FATAL AND SERIOUS INJURY CRASHES ON NON-INTERSTATE ROADS WITHIN THE KIRPC REGION BY 2047.

What is KIRPC?

The Kankakee-Iroquois Regional Planning Commission (KIRPC) is a multi-county planning agency serving northwestern Indiana. Established in 1973 under Indiana state law, it functions as a voluntary partnership that helps local governments improve community and economic conditions by working together. KIRPC's jurisdiction covers eight rural counties; Benton, Carroll, Jasper, Newton, Pulaski, Starke, Warren, and White (**Figure 1**). It encompasses 38 small cities and towns. The commission is governed by a board of directors with representatives from each member county and municipality. KIRPC maintains a professional staff that provides services like grant writing and administration, comprehensive planning assistance (e.g. park plans, zoning ordinance updates, housing studies), GIS mapping, and related technical support for its communities. In essence, the commission serves as a regional forum and liaison by coordinating with state and federal agencies on behalf of its members to ensure that development efforts are aligned for the benefit of the entire region.

In the realm of transportation safety, KIRPC plays a key role in promoting safety on local roads. The commission recently secured a federal Safe Streets and Roads for All (SS4A) grant to develop a Comprehensive Safety Action Plan for all eight counties, with the goal of creating a holistic strategy to prevent roadway fatalities and serious injuries in the region. As part of this effort, KIRPC and its planning partners are analyzing crash data and targeting priority issues such as rural run-off-road crashes (which account for a disproportionate share of the region's serious and fatal accidents), improving high-risk intersections, and protecting pedestrians. These safety efforts align with national best practices, including a long-term Vision Zero goal of eliminating traffic deaths and the "Safe System" approach to road design, and will guide future investments and policies to make local streets safer for everyone.

Figure 1. Study Area Map





How to **USE THIS PLAN:**

- 1** Refer to Sections 1-3 for information about KIRPC, the planning process, and the current state of transportation safety in the region.
- 2** Use Section 4: Implementation Plan to understand what transportation safety decisions should be implemented after plan adoption and on what timeframe. The Section contains specific policy and design solutions, a list of priority projects, and eight project briefs that are ready to form the basis of persuasive grant applications.
- 3** Use this plan as the launching pad to continue the work of the SAP Steering Committee and continue moving towards a Vision Zero 2047 goal
- 4** Keep the plan updated with current crash data and track progress towards the Vision Zero 2047 goal!

WHAT IS THE SAFE SYSTEM APPROACH?

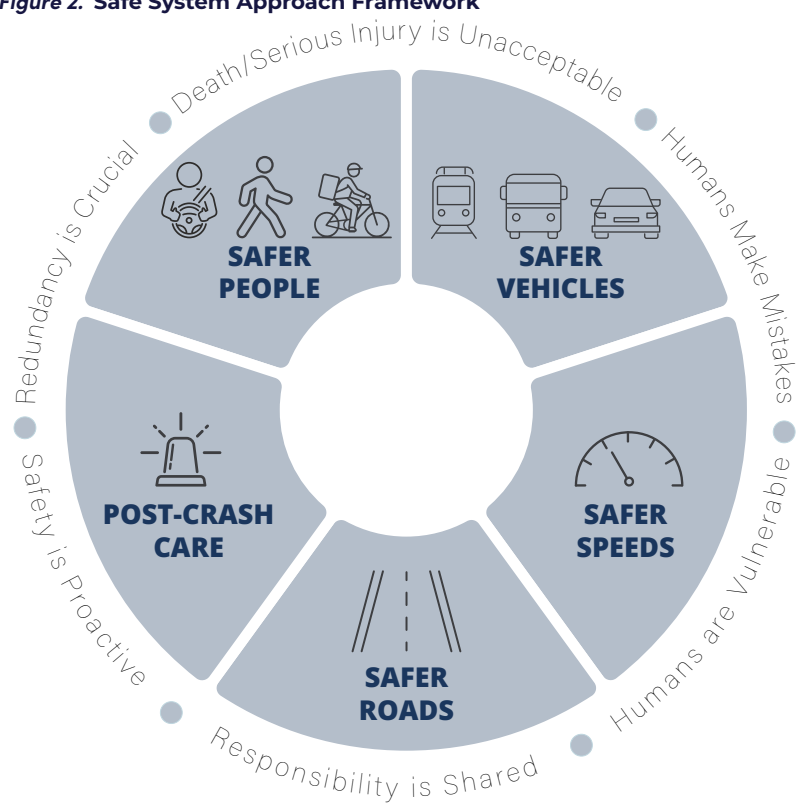
Overview

The Safe System Approach is a road safety framework that aims to eliminate fatal and serious injuries for all people. It represents a shift from the old approach of trying to prevent every crash, to minimizing how serious the outcomes are when crashes do happen. This means designing roads, vehicles, post-crash response systems, and policies that work together to protect everyone; drivers, passengers, pedestrians, and cyclists. At the core of the Safe System Approach are five interrelated elements (**Figure 2**).

The Safe System addresses **FIVE ELEMENTS:**

Figure 2. Safe System Approach Framework

- 1. SAFER PEOPLE**
Encourage responsible behavior and decision-making to prevent crashes.
- 2. SAFER VEHICLES**
Design vehicles with features to reduce crash severity and protect occupants.
- 3. SAFER SPEEDS**
Manage speed to reduce the likelihood and impact of collisions.
- 4. SAFER ROADS**
Build/maintain roadways with safety enhancing features and technologies.
- 5. POST-CRASH CARE**
Ensure rapid and effective emergency response to reduce injury severity.



Credit: FHWA

Each of these elements acts like a layer of protection. If one layer fails, the others help reduce harm. By using this approach, KIRPC aims to create a safer transportation system across its eight-county region, one where human mistakes don't lead to fatalities.





Vision Zero vs. the Traditional Approach to Traffic Safety

<p>Traditional Approach</p> <p>Traffic deaths are INEVITABLE</p> <p>PERFECT human behavior</p> <p>Prevent COLLISIONS</p> <p>INDIVIDUAL responsibility</p> <p>Saving lives is EXPENSIVE</p>	<div style="border: 2px solid white; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> VS </div>	<p>VISION ZERO APPROACH</p> <p>Traffic deaths are PREVENTABLE</p> <p>Integrate HUMAN FAILING in approach</p> <p>Prevent FATAL AND SERIOUS CRASHES</p> <p>SYSTEMS approach</p> <p>Saving lives is NOT EXPENSIVE</p>
--	--	--

Figure 3. Vision Zero vs. Traditional Traffic Safety Approaches

Credit: Vision Zero vs. the Traditional Approach to Traffic Safety

The Safe System is Built on **SIX PRINCIPLES**:

1.

DEATH AND SERIOUS INJURY ARE INEVITABLE

The transportation system should be designed with the fundamental belief that no loss of life or serious injury is acceptable, and every effort must be made to prevent them.
2.

HUMANS MAKE MISTAKES

People will inevitably make errors, the system must be forgiving and structured to prevent those mistakes from resulting in fatalities or serious injuries.
3.

HUMANS ARE VULNERABLE

Recognizing the physical limits of the human body, the system should be engineered to protect people from crash forces that exceed what the body can tolerate.
4.

RESPONSIBILITY IS SHARED

Everyone; policymakers, planners, engineers, vehicle manufacturers, and road users, shares responsibility for creating and maintaining a safe transportation system.
5.

SAFETY IS PROACTIVE

Rather than waiting for crashes to occur, the system should identify and address risks in advance through data, design, and policy.
6.

REDUNDANCY IS CRUCIAL

Multiple layers of protection should be built into the system so that if one safety measure fails, others will still help prevent serious outcomes.



ESTABLISHING A BASELINE





1.1 PAST PLAN REVIEW

OVERVIEW

The primary purpose of this Safety Action Plan is to identify the current state of traffic safety in our region and move towards identifying projects, policies, and other strategies that can address fatal and serious injuries on our roadways. This work, however, does not happen in a vacuum and must be inclusive of other ongoing planning efforts being undertaken by counties and municipalities across the region as well as by KIRPC staff.

This section summarizes the plans, policies, and procedures which reference or relate to transportation safety in our region. There are two primary categories of plans that the project team reviewed while developing this plan. They are: County Comprehensive Plans and County Transportation Plans.



COMPREHENSIVE PLANS

Each county in the region has adopted a Comprehensive Plan that identifies goals, objectives and policies related to future land use and transportation visions. These plans are developed through a community led process that concludes with the appropriate legislative body approving them as official county policy. Comprehensive Plans must be consulted when new plans, projects, or policies are being considered that may align or be at odds with these plans.

COUNTY TRANSPORTATION PLANS

Four of the counties in the KIRPC region have stand-alone transportation plans (Benton, Pulaski, Warren, and White). These plans are partially funded by INDOT and intended to guide the future of these counties' transportation systems for 10 years after the plan is adopted. Review of these plans primarily focus on road and trail infrastructure; however, these plans cover other modes of transportation like airports and railroads. The four counties without adopted transportation plans will likely get these plans written in the near future.

Plan Implementation Measures **BY COUNTY:**

	Benton	Carroll	Jasper	Newton	Pulaski	Starke	Warren	White
Maintain existing assets/ SOGR				X		X		
Reroute trucks from town centers	X			X	X	X	X	X
Require sidewalk installation new dev'ts	X			X	X		X	X
Restrict driveways on arterial roads	X	X				X	X	X
Expand trail network	X		X	X		X		X
Create 5-yr capital improvement plans	X	X		X		X	X	X
Create standards for road infrastructure	X	X	X	X	X	X	X	
Improve emergency vehicle access	X			X		X	X	X

Table 1. Plan Implementation Measures By County



Image Source: Google Maps

Top 13 **KEY THEMES:**

- 1** Consider opportunities to modify roadway geometry to improve safety.
- 2** Maintain existing assets (roads, bridges, trails, etc.) in a state of good repair.
- 3** Promote a safe and appropriate alternative transportation network.
- 4** Consider re-routing truck traffic away from town centers to preserve pedestrian access.
- 5** Require sidewalk installation within new residential subdivisions that connect to existing and future sidewalks and trails.
- 6** Improve and expand the existing multimodal transportation network including sidewalks, trails, and bikepaths.
- 7** All communities must plan for the safe and efficient flow of traffic.
- 8** Expand public transportation alternatives.
- 9** Partner with INDOT on key improvement projects.
- 10** Promote efficient movement of freight and goods throughout the County.
- 11** Develop and adopt standards for various transportation infrastructure.
- 12** Include specific provisions for non-motorized travel in the design of all new and existing transportation facilities, where feasible.
- 13** Improve efficiency of emergency vehicles and first responders.

Figure 4. Top 13 Key Themes:

Comprehensive Plans

For transportation planning, comprehensive plans help explain where growth is expected, what communities value, and how people want to move around in the future. Reviewing adopted comprehensive plans from Benton, Carroll, Jasper, Newton, Pulaski, Starke, Warren, and White Counties helps ensure that transportation recommendations are consistent with local goals and support community needs across the region.

Benton County

2018 Comprehensive Plan Update

Benton County's comprehensive plan includes a thoroughfare plan. The plan considers opportunities to modify roadway geometry to improve safety and emphasizes the importance of maintaining existing assets in a state of good repair. The county is interested in improving railroad crossing safety applicability of railroad crossing funding to improve crossing safety throughout the county. The plan also mentions the importance of safe road construction sites, particularly for allowing enough space for wide farm equipment to pass through safely. The plan points out an opportunity to hold wind farms accountable for state of good repair roadway improvements.

Carroll County

2008 Comprehensive Plan

Carroll County has a transportation chapter in their comprehensive plan with an objective for promoting a safe and appropriate alternative transportation network throughout Carroll County, in addition to an efficient vehicular network. The plan includes goals, including one that would require sidewalk installation within new residential subdivisions. The County has prioritized better multimodal connectivity both at the neighborhood level (local sidewalks) and regional level (trails). The county has plans to promote and support additional trail systems in the future along waterways, rail corridors, and utility corridors. The City of Delphi has a stated goal to reroute truck traffic around the city center to preserve downtown pedestrian access. The plan includes a goal to ensure that emergency services are not impeded by mobility issues.

Jasper County

2022 Comprehensive Plan Update

Jasper County's transportation chapter goals include improving transportation safety across the transportation network but specifically the multimodal transportation network. The Plan includes several transportation related goals, including periodically studying additional traffic safety measures and developing a five-year capital improvement plan. There are many transportation objectives for alternative modes including bicycle paths, and sidewalks installation for new developments.

Newton County

2006 Revised Comprehensive Plan

Newton County's plan includes a section for public infrastructure, including public ways. The plan prioritizes providing a suitable transportation network for all modes with improved access to the I-65 interstate. The plan prioritizes restricting driveway access along major roads, requiring developers to construct additional roads and access improvement at their own expense. It recommends adopting a thoroughfare plan by the planning commission.

Pulaski County

2009 Comprehensive Plan

The Pulaski County plan has transportation and circulation goals within their Physical Development chapter. The plan recommends that the County create and maintain a five-year capital improvement plan to ensure assets are kept in a state of good repair and new capital expenditures are planned for. There are several policy recommendations in the Plan, including maintaining the current snow removal policy, requiring accessibility in new developments for emergency vehicles, and limiting driveways connected to major roads. The plan calls for support of new sidewalks and trails incorporated in the thoroughfare plan.

Starke County

2019 Comprehensive Plan

The Starke County plan's transportation chapter includes four goals, one of which is to promote the development of sidewalks within suburban residential areas. This plan recommends meeting this goal by updating the county zoning ordinance and street standards to mandate sidewalk construction as a requirement of all new developments. Additional goals of relevance to transportation safety include maintaining access for US 30, prioritizing pavement of gravel roads throughout the county, and expanding public transportation options.

Warren County

2022 Comprehensive Plan

The natural resources, parks, and recreation features chapter of the Warren County plan emphasizes the need to improve trail connectivity. The Plan sets a goal to increase multi-use trails in the county. Most of the goals in the transportation chapter involve bringing the county's infrastructure to a state of good repair, rather than improving safety of the roads.

White County

2022 Comprehensive Plan

The White County plan includes a transportation and circulation chapter that prioritizes improving the transportation system for all travelers; including freight and non-motorized users. Objectives related to safety include: treating safety and preservation of the existing system as a high priority and developing a set of standards for various transportation infrastructure improvements. The Plan recommends specific provisions be made in the design of facilities for non-motorized travelers.



County Transportation Plans

Within the KIRPC region, county transportation plans play an important role in coordinating local priorities with state and regional transportation programs. They help translate community goals into actionable projects, support collaboration among counties and agencies, and provide a foundation for seeking funding and implementation. Reviewing these plans ensures that current planning efforts build on previous work while responding to changing conditions and community needs.

Benton County

2018 Transportation Plan

The Benton County transportation plan prioritizes improved coordination between different levels of government to support funding strategies that bring county transportation infrastructure to a state of good repair. In addition, the plan recognizes the heavy impact private wind farm companies, who ship freight along KIRPC's transportation network, have on the transportation network. The plan recommends these firms should be held accountable for improving the county's roads and bridges when they fall out of a state of good repair. All transportation projects the plan identifies are for maintenance rather than safety, economic development, or other reasons.

Pulaski County

2017 Transportation Plan

Pulaski County's transportation plan focuses on pursuing grants and funding opportunities to help fund priority projects with the most need, which can be accomplished by strong communication and coordination between all levels of government. The plan emphasizes non-motorized transportation, safety, and economic development. Improving sidewalks, ADA accessibility, and trail connections are cited as strategies for non-motorized travelers.

Other Plans

In addition to the foundational Comprehensive and Transportation Plans, counties across the KIRPC region are advancing a range of specialized planning initiatives that support broader regional goals. These Plans address critical areas such as safety, accessibility, and infrastructure modernization. These efforts complement the long-term visions outlined in Comprehensive and Transportation Plans by addressing immediate needs and reinforcing strategic priorities like non-motorized mobility, public safety, and equitable access.

Warren County

2018 Transportation Plan

In their Transportation Plan, Warren County established several goals related to a safe and efficient transportation system that supports economic development and builds on existing public transit. The Plan prioritizes several related safety policies and projects such as implementing school slow zones and addressing hazardous intersections. The Transportation Plan also focuses on vulnerable road users with objectives like raising awareness for transit options, rehabilitating sidewalks, planning for ADA improvements, and promoting trails. The County hopes to have strong funding and implementation strategies to identify priority projects collaboratively with stakeholders.

White County

2016 Transportation Plan

The White County Transportation Plan prioritizes funding for maintenance and preservation of the roadway and bridge system to support anticipated growth. The plan prioritizes improved mobility for non-motorized travelers. The Plan identifies connectivity issues caused by at-grade highways / railroad crossing. The plan specifically calls out safety and preservation of the transportation system as a high priority, particularly for vulnerable road users. There is a desire for strong communication with the public and with other government agencies involved.

1.2 DEMOGRAPHIC OVERVIEW

To improve safety within the KIRPC region, it's important to first consider Who lives in the KIRPC region? What modes of travel do they rely on? What sorts of impediments impact their ability to get around their community? What economic or ethnic factors exist regionally?

The project team relies upon answers to these questions to inform engagement efforts, and structure the specific project, policy, and strategy recommendations that are made in this plan. The maps included in this section are a visual representation of those answers.

Demographic analysis, socioeconomic and demographic information from the 2023 US Census Bureau American Community Survey (ACS) dataset was analyzed at the census tract level for all eight counties. Attribute information for each census tract was analyzed and mapped using GIS software.

Socioeconomic

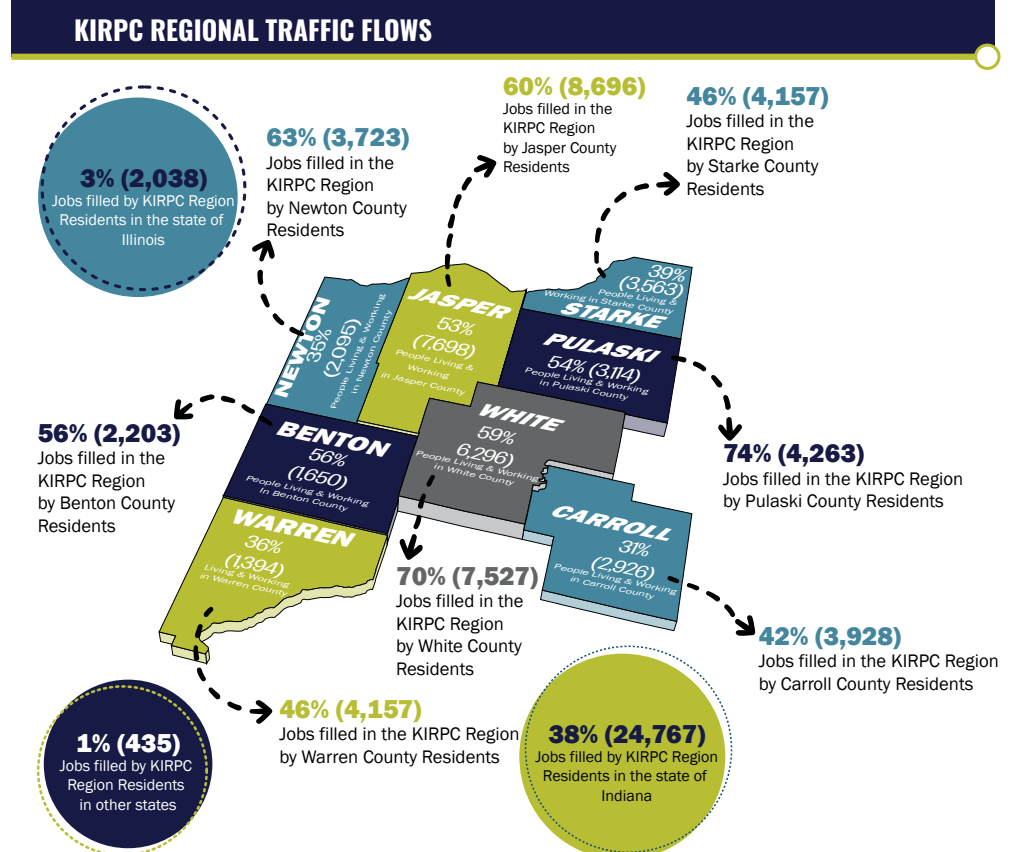
The KIRPC region is home to 145,000 persons living in 56,500 households spread across the eight-county region formed by Benton County, Carroll County, Jasper County, Newton County, Pulaski County, Starke County, Warren County, and White County. Nearly all KIRPC residents were U.S.-born (97%), with the majority primarily born in Indiana and commonly reported ethnic identities include; 'American', 'German', 'Irish', and 'English'. The remaining 3% of residents are foregin-born, with the largest share coming from Latin America (1.7% of total regional population).

The region's population has a relatively even age distribution with 25% of the population under the age of 19, 55% of the population between the ages of 19 and 64, and 20% of the population over the age of 65. Regionwide, 17% of people self-identify as having a disability.

Transportation Patterns

Approximately 65,000 persons within the region, over the age of 16, identify as being part of the workforce. Of these, nearly half work in the county they live in (47%); the rest work in an adjacent county in Indiana except for 3.5% of people who work outside the state. To get to work, 91% of people drive; most (80%) drive alone. Those who don't drive either work from home (5.5%) or are able to walk to work (1.5%). Commuters experience a wide range of travel times; with 20% arriving to work in under 10 minutes, most (52%) reaching their destination in under 24 minutes and 91% arriving in under an hour. (Figure 5)

Figure 5. Transportation Patterns Map



1.3 EXISTING DEMOGRAPHIC CONDITIONS

Demographic Index

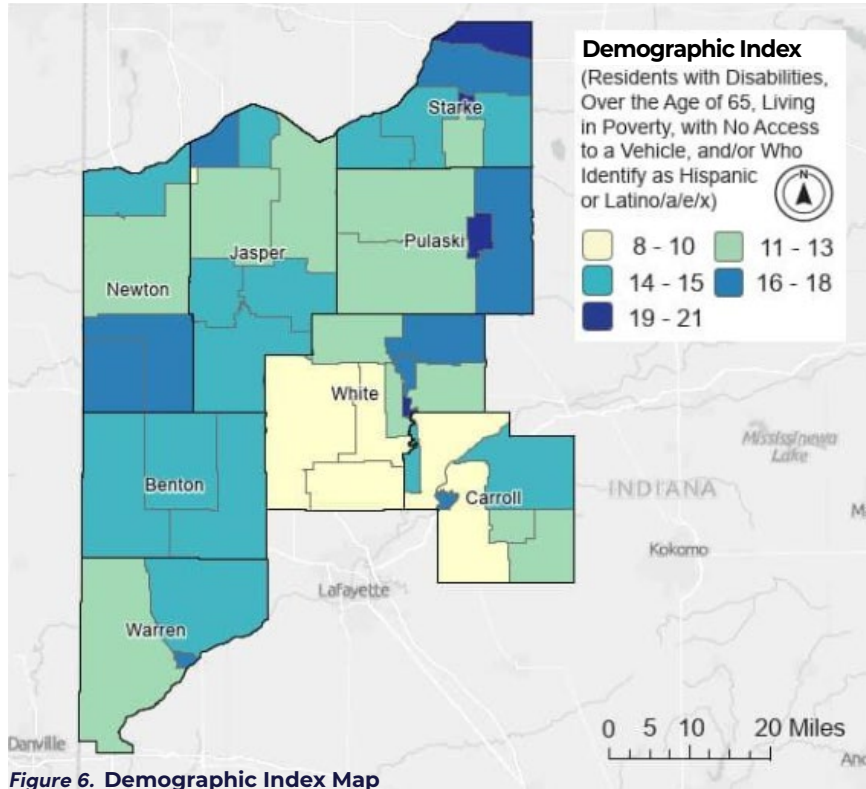


Figure 6. Demographic Index Map

The transportation need score between 5-25 represents those tracts throughout the region with the largest aggregated share of:

- Persons with disability
- Over the age of 65
- Living in poverty
- Identifying as LatinX
- Without access to a vehicle

For this purposes of this analysis, scores 16 and above should be considered “high transportation need” census tracts. **(Figure 6)**

Over the Age of 65

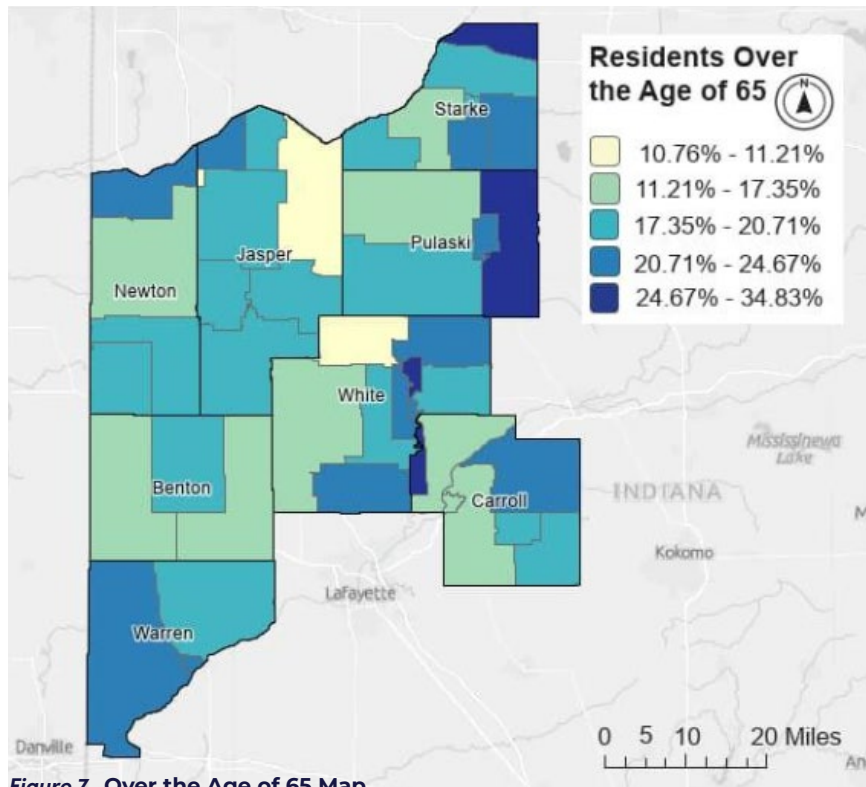


Figure 7. Over the Age of 65 Map

The region’s population has a relatively even age distribution with 25% of residents under the age of 19, 55% of the population between the ages of 19 and 64, and 20% of the population over the age of 65. The median age is 42 years old and the sex ratio (males per females) is nearly even. A few outlier census tracts across the region contain a higher than average distribution of residents over the age of 65. These outliers we found in the eastern most census tract in Pulaski county, northeast most census tract of Starke County, and western most census tract of Carroll county. **(Figure 7)**

Poverty Level

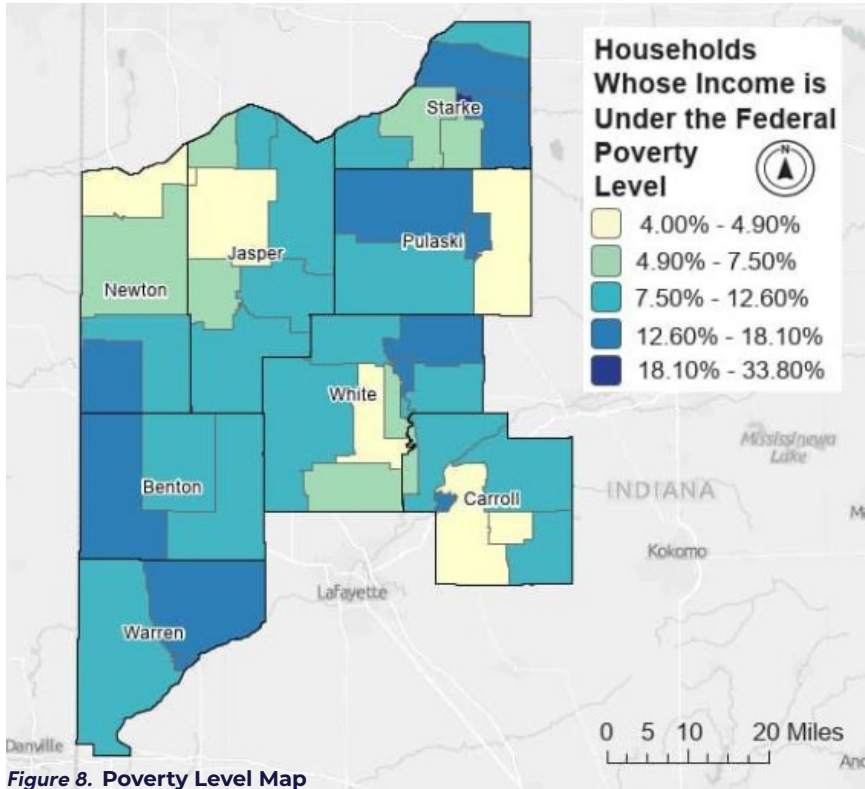


Figure 8. Poverty Level Map

The federal government has established a standardized level for which households earning less than are considered to be living in poverty. This standard is:

- \$15,650 for a household of one
- \$21,150 for a household of two
- \$26,650 for a household of three
- \$32,150 for a household of four

Throughout the KIRPC region, 11.3% of residents are living with a household income that is below the federal poverty level. Minorities tend to be over represented in this data with 27.0% of African Americans and 24.5% of American Indians self reporting as under the poverty level.

While most census tracts across the region are either at or below the poverty level, the highest level of poverty is found in central Starke County. **(Figure 8)**

Access to Vehicle

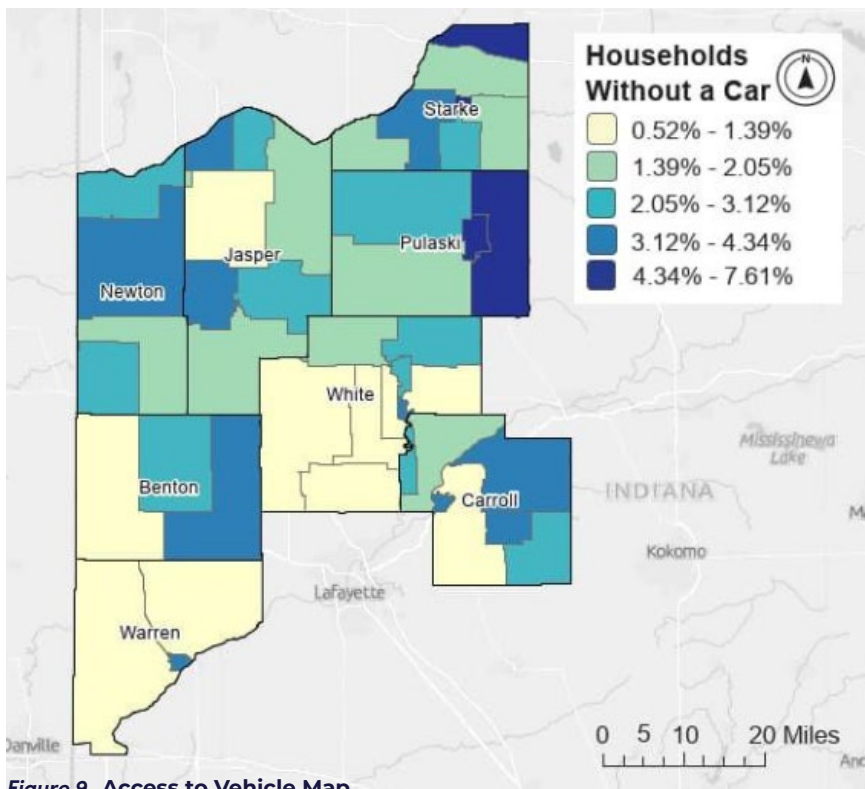


Figure 9. Access to Vehicle Map

The region's population lives in 56,500 housing units. Of these, the predominant housing type (86.1%) are single family detached homes. A distant second are the nearly 6% of persons live in manufactured homes. Although most people rely on personal vehicles to commute to work and otherwise reach their destinations, an average of 3.89% of the households in the region have no access to a vehicle. This key demographic indicator is most prevalent in Pulaski County where 6.7% of the households (327 in total) have no vehicle access. As can be seen in the map above, zero car households are found in the highest frequency in the eastern part of Pulaski County. Lack of access to vehicles can present significant mobility difficulties, especially in a region such as this where access to transit is lacking. **(Figure 9)**

Persons with Disability

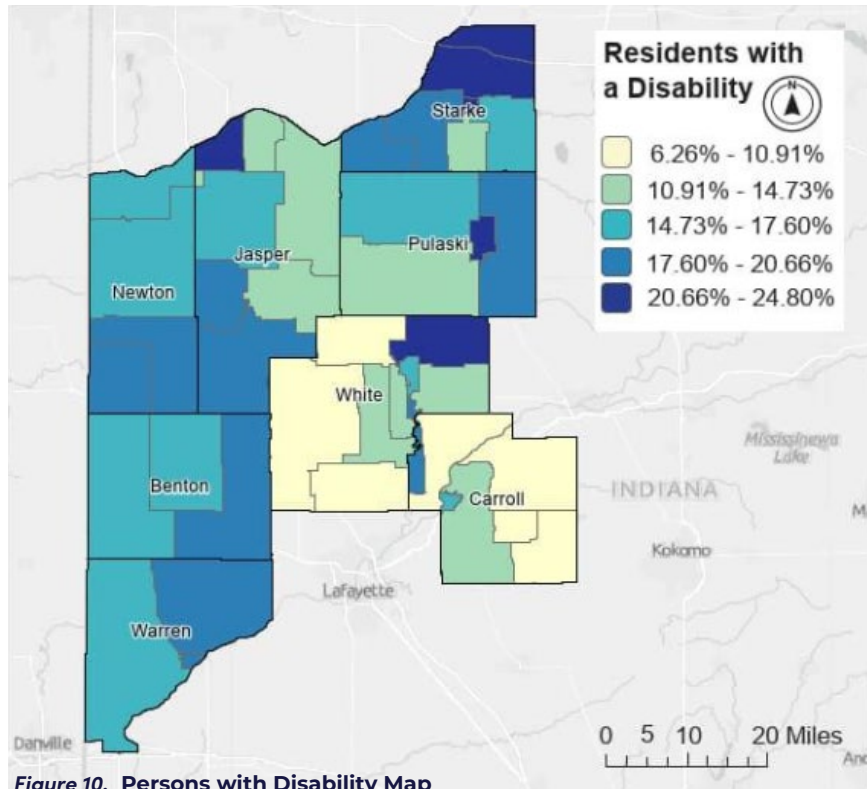


Figure 10. Persons with Disability Map

Across the region, 16.8% of residents identify as persons with disabilities. Along racial lines, disabilities are more prevalent in the Black or African American population in which 1-in-4 persons identify as persons with disabilities (25.1%). The majority of disabilities are found in members of the region’s aging and elderly population. Persons ages 65 and older account for 77.9% of all disabled persons throughout the region. Disabilities, especially physical disabilities, can present significant barriers to mobility. **(Figure 10)**

Residents who Identify as Hispanic or LatinX

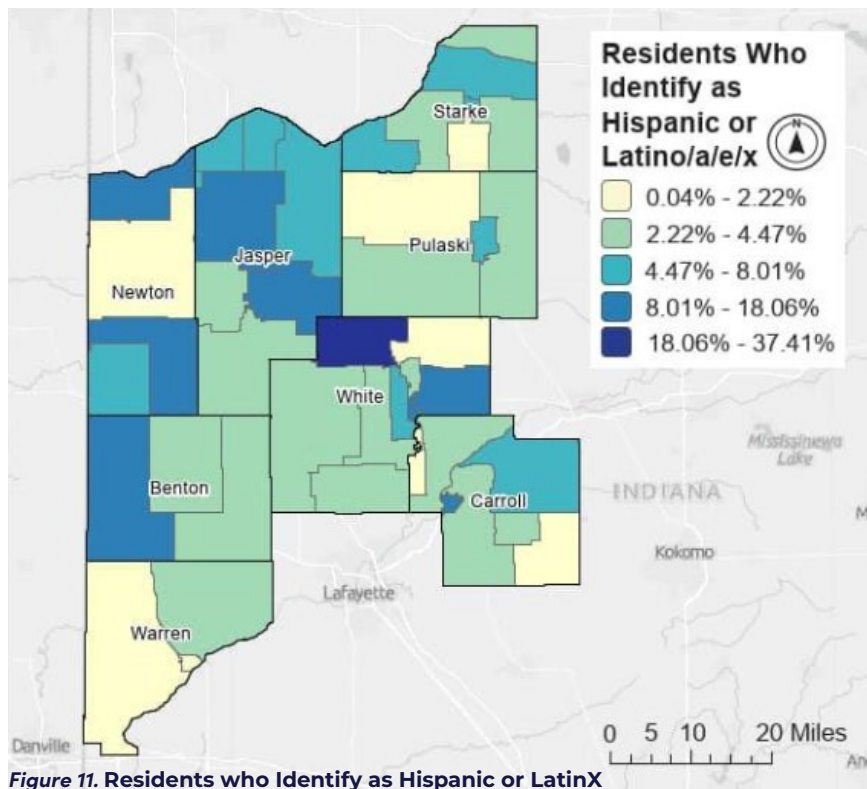


Figure 11. Residents who Identify as Hispanic or LatinX

Approximately 3% of the residents living within the KIRPC region (4,581 persons) identify as being born outside of the United States; of these, 65% arrived more than 15 years ago. The predominant region of birth for non-native residents of the KIRPC region is Latin America. Approximately 3% of the residents living within the KIRPC region identified Spanish as the primary language spoken at home. While some pockets of LatinX population exist throughout the region, the area with the highest density of residents who identify as Hispanic or LatinX is located centrally in northern White County. **(Figure 11)**

COMMUNITY ENGAGEMENT



Over the course of a year and a half, hundreds of interested community members and stakeholders interacted with the KIRPC Safety Action Plan through public meetings, breakout sessions, steering committee meetings, and the [plan's website](http://kirpcsafestreets.com) (kirpcsafestreets.com)

Engaging the community through the entire process has created momentum that will be carried forward into the plan's implementation.

The section that follows summarizes each point of engagement and includes a snapshot of the public survey results.



What to **EXPECT** in this chapter:

2.1

COMMUNITY ENGAGEMENT OVERVIEW

An overview of the engagement approach, activities, and goals used to inform the Safety Action Plan.

2.2

WHO WE HEARD FROM

A summary of who responded to the community survey and how input was collected across the region.

2.3

WHAT WE HEARD

Key themes and priorities that emerged from community survey responses related to transportation safety.

2.1 COMMUNITY ENGAGEMENT OVERVIEW

Community engagement was a central component of the KIRPC Regional Safety Action Plan and was designed to ensure that local knowledge informed every stage of plan development. Because KIRPC serves a largely rural, multi-county region with diverse roadway conditions and travel needs, engagement efforts focused on reaching residents where they live, work, and travel, and on capturing both place-based concerns and broader regional priorities.

Over the course of the planning process, KIRPC conducted a series of in-person and online engagement activities, including public meetings, a targeted focus group, steering committee meetings, and an online survey supported by an interactive project website. Together, these efforts created multiple opportunities for residents, stakeholders, and partner agencies to share concerns, identify problem locations, and help shape the direction of the Safety Action Plan.



PUBLIC MEETING 1 JUNE 5, 2025

KIRPC hosted the first Safety Action Plan Public Meeting on June 5th, 2025. The meeting occurred at the KIRPC offices in Monon, IN and was attended by 6 people. The purpose of the meeting was to introduce the fundamental ideas of Vision Zero and the Safe System Approach, provide some preliminary network analysis crash results, and encourage attendees to provide input using the available online survey and interactive map.



POST-CRASH CARE FOCUS GROUP JULY 2025 + AUGUST 2025

Two focus group meetings were held to better understand post-crash conditions and system performance, KIRPC convened a Post-Crash Care Focus Group with emergency response and public safety professionals. This discussion provided insight into challenges related to response time, coordination, communication, and access on rural roadways. While distinct from general public input, these perspectives added important context to the broader safety conversation and informed system-level considerations addressed later in the plan.

Engagement Approach

The engagement approach followed a deliberate progression, structured to:

- Reach residents across all eight counties
- Capture both general public and stakeholder perspectives
- Combine qualitative feedback with survey-based data
- Validate and refine priorities over multiple touchpoints

The engagement process emphasized accessibility, geographic coverage, and opportunities for participants to share location-specific safety concerns.





PUBLIC MEETING 2 NOVEMBER 6, 2025

The second public meeting, offered across two sessions, with a opportunity to share early findings and confirm whether themes reflected community experience. Participants largely affirmed the initial direction, with continued emphasis on roadway condition, intersection safety, and speeding. Discussion highlighted localized concerns that helped clarify how issues vary across neighborhoods. Overall, the two sessions refined priority areas and ensured alignment between public input and the evolving technical analysis.



PUBLIC MEETING 3 TBD

Following internal review from KIRPC staff and regional stakeholders, the plan will be released for a public review period before finalization. There will likely be one final round of public engagement before plan adoption.

In addition to public meetings and focus groups, the KIRPC team developed a website, held monthly stakeholder meetings, and launched a public survey and crowdsourced map tool.

STEERING COMMITTEE MEETINGS MONTHLY

Throughout the process, a Steering Committee made up of representatives from local governments, agencies, and partner organizations met regularly to provide guidance, review engagement findings, and ensure that community priorities were reflected in a realistic and implementable plan. The committee played a key role in connecting public input to regional policy and implementation considerations.

PROJECT WEBSITE + WEBMAP SEPTEMBER 2025

KIRPC launched the Regional Safety Action Plan website that includes information on the plan's timeline, a crowdsourced Areas of Concern Webmap, and a link to the final plan document. As of X, the webmap had received more than 215 visits.



2.2 WHO WE HEARD FROM?

Overview

Community engagement efforts reached residents and stakeholders across all eight counties in the KIRPC region. A total of 342 individuals participated in the online survey conducted between June 5th, 2025, through August, 2025. Respondents provided insight into their travel habits, perceptions of roadway safety, and priorities for reducing fatal and serious-injury crashes.

Hearing that 1-in-4 respondents felt the region's rural roads are somewhat or very unsafe influenced the project team to further analyze rural run-off-road crashes.

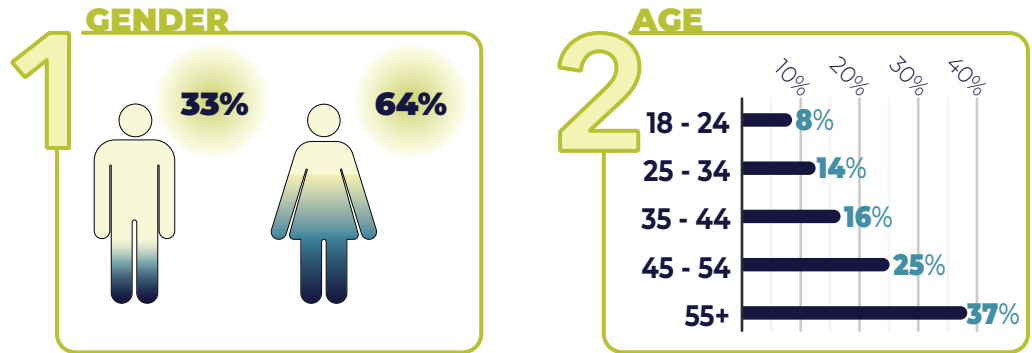


Demographic Snapshot

Survey respondents reflected a mix of ages and genders. A majority (62%) were age 46 or older, and 64 percent identified as female (Figure 12).

These demographics characteristics help illustrate the mix of people who contributed input to the Safety Action Plan.

Figure 12. Demographic by Gender and Age



Rural Road Use Frequency

Most survey participants use rural roads as part of their regular routine. Sixty-six percent reported driving rural roads every day, and more than 95 percent use them at least once per week (Figure 13). These patterns show that respondents interact with the rural roadway network frequently throughout the year.

Respondents also drive substantial daily distances. Forty-three percent travel up to 25 miles per day, 33 percent drive 26–50 miles, and nearly one in five travel over 51 miles each day (Figure 14). This regular and often long-distance travel means residents experience a wide range of road conditions across the KIRPC region, giving them meaningful insight into where safety improvements are most needed.

Figure 13. Rural Roadways Utilized by Frequency



Figure 14. Average Daily Distance Traveled

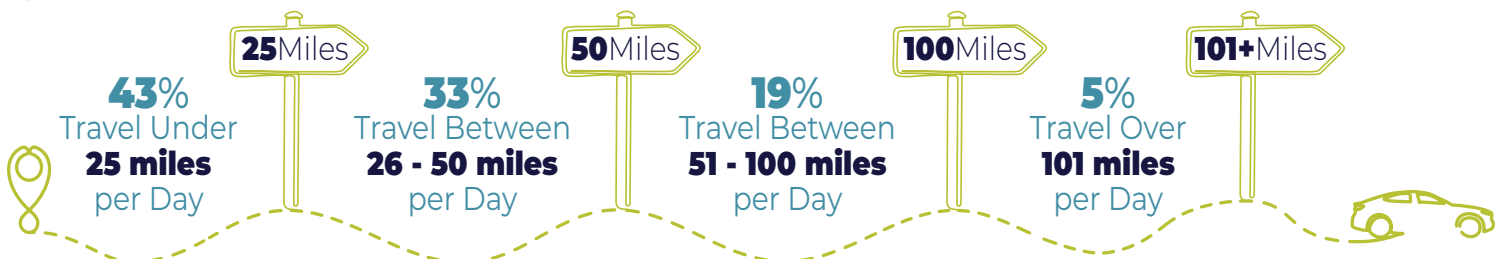
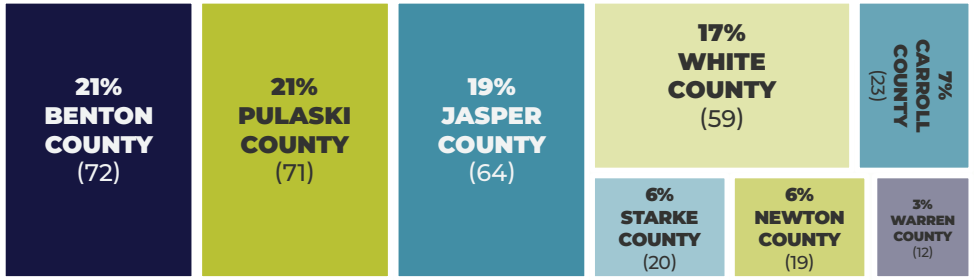


Figure 15. Most Frequently Traveled Counties in KIRPC



Geographic Representation

The map on the right shows higher response rates were concentrated in zip codes within Benton, Jasper, and Pulaski counties (Figure 16), counties where more people live, travel, and regularly interact with KIRPC's regional transportation network.

This distribution closely follows both population patterns and the most heavily traveled rural roadways (Figure 15), suggesting that feedback came from residents with direct, day-to-day experience navigating these corridors.

Taken together, the responses provide a well-rounded picture of regional travel behavior and highlight shared safety concerns across the KIRPC region.

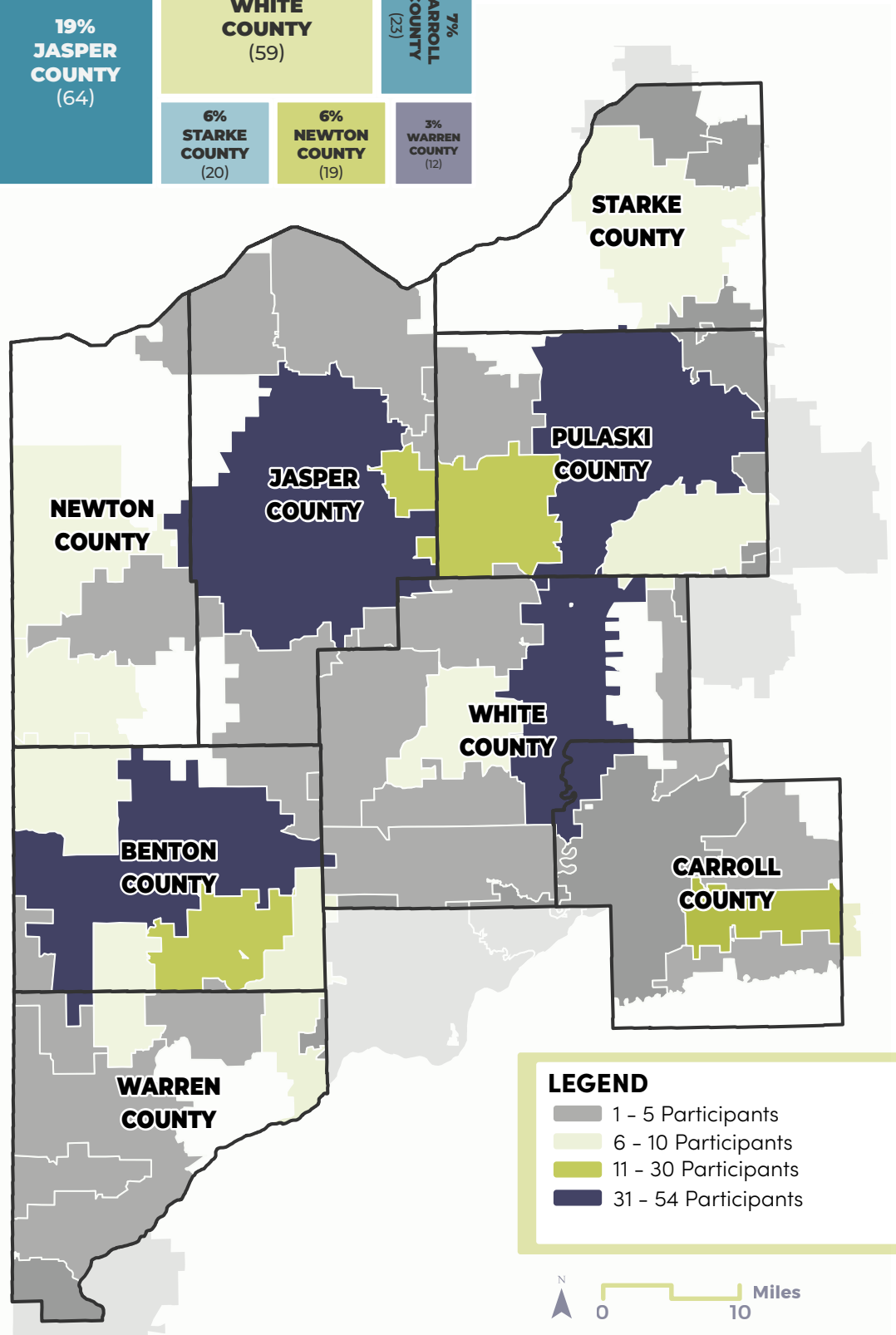


Figure 16. Survey Participation by Zip-Code

2.3 WHAT WE HEARD

Top Three ROAD SAFETY CONCERNS In KIRPC

When respondents identified their top safety concerns, three issues stood out across all counties with striking consistency:

- 1. ROAD CONDITIONS:** Issues like potholes, washouts, deteriorated pavement, and uneven surfaces were named by 66% of all respondents.
- 2. DANGEROUS INTERSECTIONS:** 55% of respondents selected intersections as a major concern. Comments frequently referenced obstructed views caused by crops, hills, or roadside vegetation, as well as a lack of adequate signage or need for 4-way stops.
- 3. SPEEDING AND RECKLESS DRIVING:** About 51% noted that speeding creates hazardous conditions. This concern came up across multiple counties and was often tied to roads where enforcement is challenging due to distance and visibility.

Figure 17. Top Three Safety Concerns



Top Five Community SAFETY PRIORITIES

On a scale from 1 (Highest Priority) to 5 (Lowest Priority), KIRPC safety priorities are primarily infrastructure-focused, led by road and intersection improvements, with public education as the least prioritized strategy.

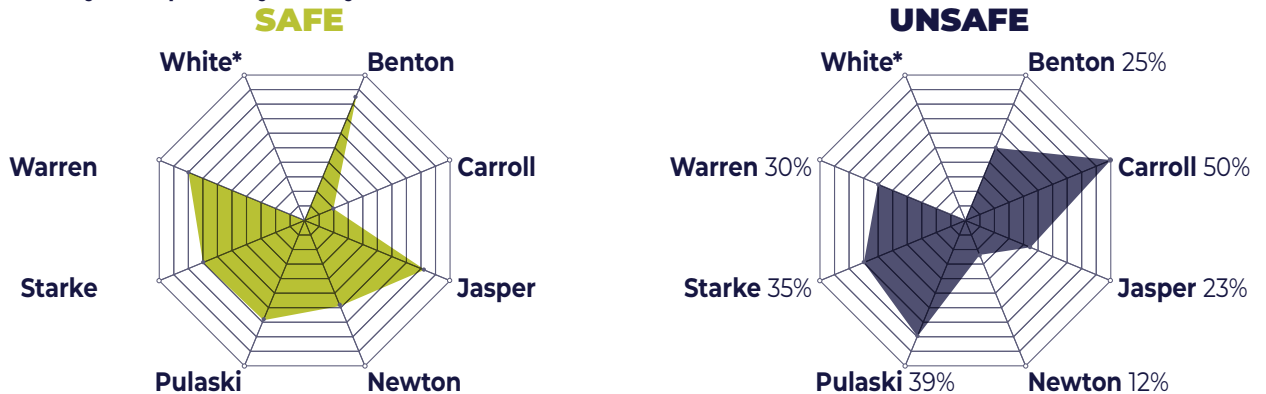
Figure 18. Top Five Safety Priorities



SAFETY PERCEPTIONS of Rural Roads Across KIRPC

Unsafe perceptions of rural roads are common across the region, with the highest levels reported in Carroll (50%), Pulaski (39%), and Starke (35%).

Figure 19. Safety Perceptions by County



* Data from White County missing from this survey question.



SAFETY ANALYSIS



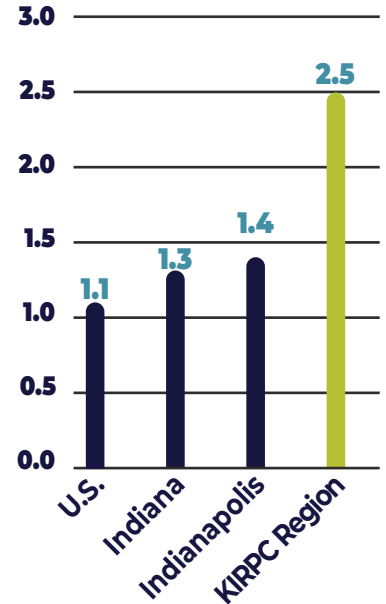
Between 2015 and 2023, a total of **39,567** crashes occurred within the 8-county Kankakee-Iroquois Regional Planning Commission jurisdiction.

Quick Statistics

- **268 Fatal (K) Crashes** (an average of 33.5 per year)
- **2,447 Serious (A/SI) Injury Crashes** (an average of 271 per year)
- **2,103 Injury Crashes** (an average of 233 per year)
- **77 fatal and serious injury crashes involving a pedestrian or cyclist** (an average of 8.5 per year)

On roads across the KIRPC region, the fatal crash rate is a staggering 2.3 fatal crashes per 10,000 people annually. In comparison, the rate within the City of Indianapolis is 1.4 crashes per 10,000 persons annually, the State of Indiana is 1.3 crashes per 10,000 persons annually, and the United States is 1.1 fatal crashes per 10,000 persons annually. **(Figure 20)** compares the region as a whole to local and national crash rates. This analysis explores crash trends to inform a roadway safety strategy for KIRPC.

Figure 20. Comparison of Fatal Crash Rates per 10,000 People in 2022





In this **SAFETY ANALYSIS** section, you will find:

The KIRPC Crash Analysis, which combines several analysis techniques to provide an overview of the state of traffic safety in the region.

1.

CRASH STATISTICS OVERVIEW SECTION

Provides a look at recent crash trends, locations, and contributing circumstances of crashes.

2.

HIGH INJURY NETWORK ANALYSIS SECTION

Highlights key corridors and intersections with a higher concentration of crashes.

3.

SYSTEMIC ANALYSIS SECTION

Explores roadway attributes that are associated with a higher relative crash risk or that should be prioritized for safety features.

The crash data used in this analysis comes from the Automated Reporting Information Exchange System ([AIRES](#)) database maintained by Indiana State Police. To ensure the analysis reflects the current state of crashes in the region, the most recent nine years of available crash-data was used (2015-2023). Only crashes within the study area are included in this analysis. Reported crashes on all road types, including privately owned, were analyzed. A variety of demographic and population data are provided by the United States Census Bureau.

3.1 CRASH STATISTICS OVERVIEW

Between 2015 and 2023, an average of 4,396 crashes occurred each year on state and local roads across the KIRPC region. Half of all crashes causing an injury are critical and result in a serious injury. These serious crashes have seen a major reduction in the 9-year timeframe, decreasing by 60 percent during that time (**Figure 21**).

Fatal crashes make up less than one percent of all crashes and 10 percent of all fatal and serious injury crashes. When just reviewing fatal crashes in the KIRPC region, total fatalities remain consistent year after year (**Figure 22**). Fatal crashes increased in 2020 by 27 percent despite overall crashes decreasing that year.

Fatal crashes remain low when compared to overall crashes. Fatal crashes in the KIRPC region are twice as common compared to the rate per 10,000 people in the United States (**Figure 23**).

Figure 21. Serious Injury Crashes by Year



Figure 22. Fatal Crashes by Year

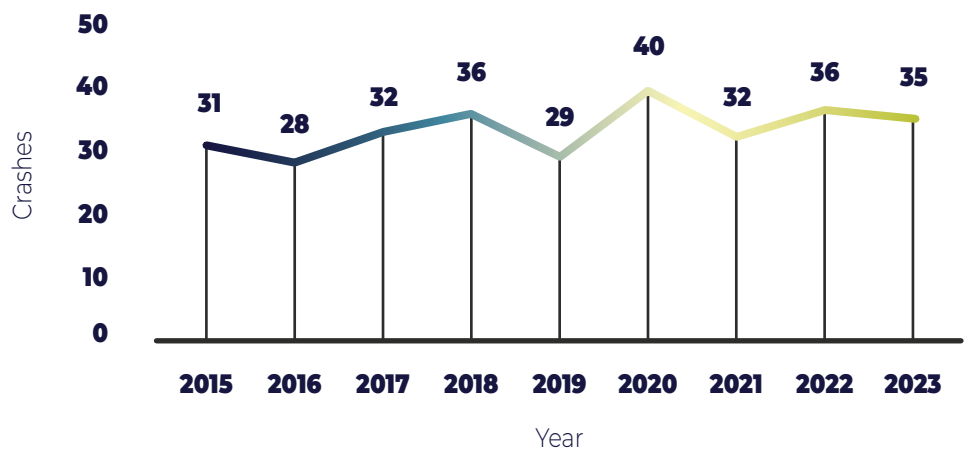
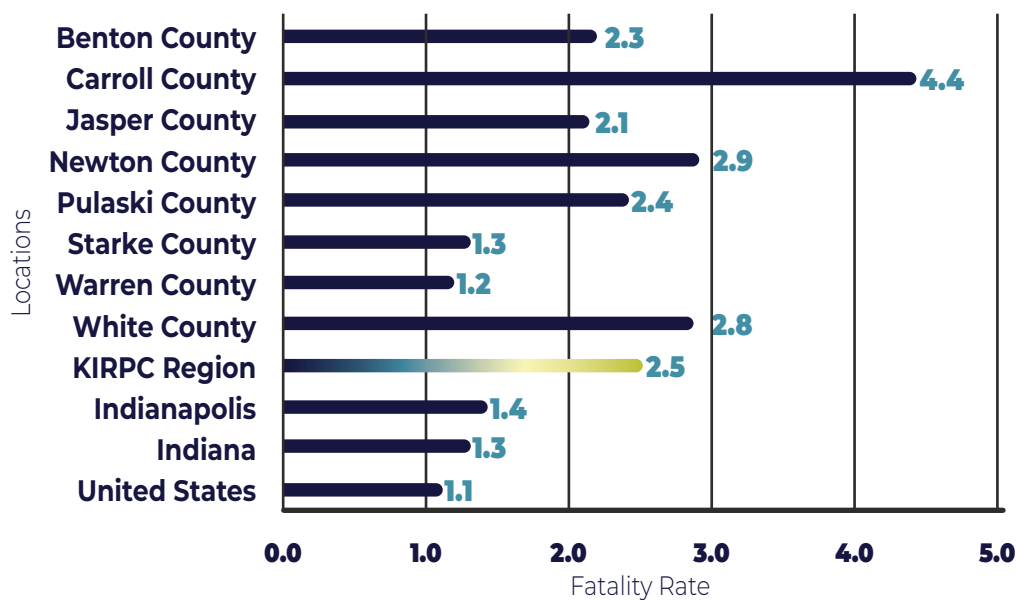


Figure 23. Fatal Crash Rate Per 10K Residents in 2022



FUNCTIONAL CLASSIFICATION

Refers to the general size and operational characteristics of a roadway.

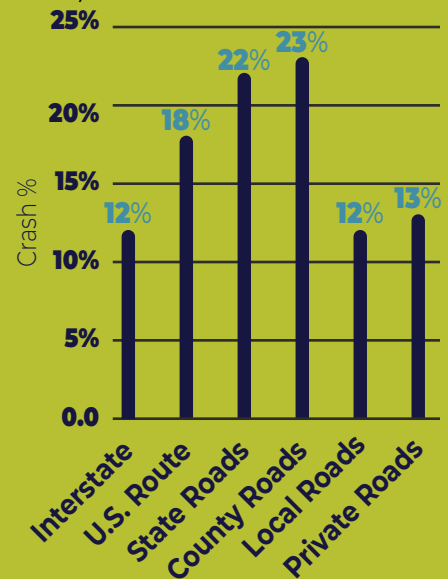


Figure 24. Crashes by Functional Classification

3.2 CRASH LOCATIONS

The analysis explored the location of crashes, including the functional class of the roadway where the crash occurred, whether the crash occurred at an intersection or segment location, and the specific area type.

CRASH LOCATION

Refers to whether a crash occurred at a specific intersection or between intersections, referred to as a segment.

75%
Segment
Crashes

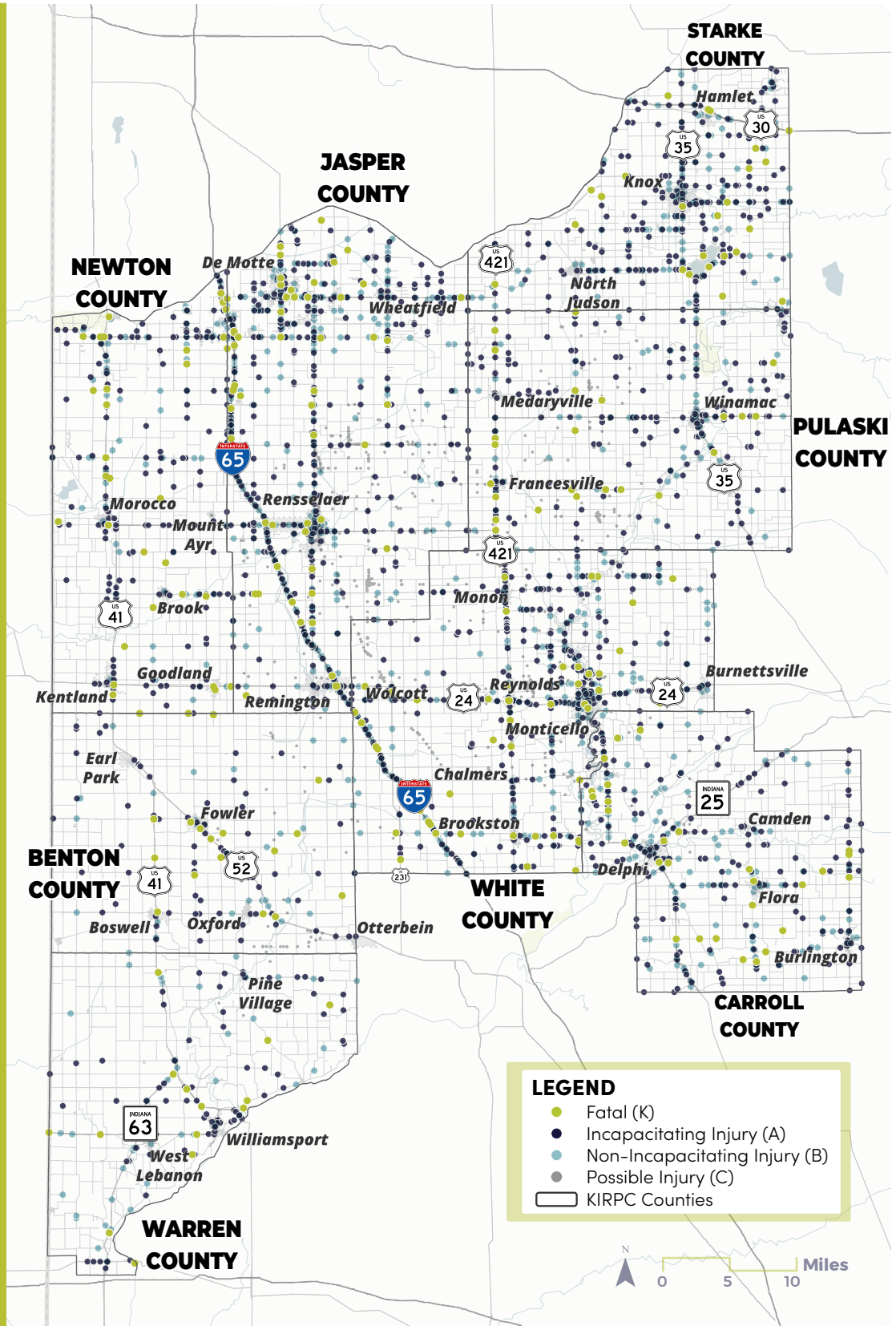
25%
Intersection
Crashes

AREA TYPE

Refers to whether a crash occurred in an incorporated (Urban) or unincorporated (Rural) area.

14%
Urban
Crashes

86%
Rural
Crashes



3.3 CRASH TYPES

Crash type refers to the specific users and movements of vehicles or people involved in crashes.

For the purposes of this report, all defined crash types were grouped into the following 9 categories:

- 1 Angle** includes Angle and Turning crashes.
- 2 Backing** includes Rear to Front, Rear to Side, and Backing crashes.
- 3 Bike/Ped** includes Pedestrian and Pedalcyclist crashes.
- 4 Head On** includes Front to Front and Head On crashes.
- 5 Object/Animal** includes Animal, Fixed Object, Other Object, and Parked Motor Vehicle crashes.
- 6 Other** includes Other Non-Collision and Train crashes.
- 7 Ran Off Road** includes vehicles leaving the roadway (clear zone or striking a fixed object).
- 8 Rear End** includes Front to Rear and Rear End Crashes.
- 9 Sideswipe** includes Sideswipe Same Direction and Sideswipe Opposition Direction crashes.



TOP THREE FATAL OR SERIOUS INJURY CRASH TYPES

Run off road crashes are the most likely to result in a fatal or serious injury, followed by an angle crash and a rear end crash.



Figure 25. Top Three Crash Types (Fatal or Serious Injury)

Crash Totals by CRASH TYPE AND SEVERITY:

	Fatal	Incapacitating Injury	Non-Incapacitating Injury	Injury Crashes	Fatal & Serious Injury Crashes	% Resulting in Fatal & Serious Crashes
Angle	64	515	311	455	579	56%
Backing	0	10	13	18	10	36%
Bike/Ped	12	65	32	45	77	63%
Head On	27	128	47	65	155	70%
Object/Animal	6	82	91	118	88	43%
Other	20	187	97	134	207	61%
Ran Off Road	110	1,032	544	761	1,142	60%
Rear End	21	325	264	377	346	48%
Sideswipe	8	103	80	130	111	46%

Table 2. Crash by Type + Severity

3.4 CONTRIBUTING FACTORS

Crash causes are determined as a part of an investigation following a crash. Most injury and fatal and serious injury crashes were the result of running off the road or failure to yield right of way. Following too closely and unspecified driver errors also appear in the top 5 for both categories (**Table 3**)(**Table 4**).

Table 3. Top 5 Causes of Injury Crashes

Crash Cause	Crash Total	% of Crashes
Ran Off Road Right	709	23%
Failure To Yield Right Of Way	619	20%
Other (Driver) - Explain In Narrative	185	6%
Following Too Closely	171	6%
Unsafe Speed	168	5%

Table 4. Top 5 Causes of Fatal & Serious Injury Crashes

Crash Cause	Crash Total	% of Crashes
Failure To Yield Right Of Way	434	21%
Ran Off Road Right	230	11%
Following Too Closely	177	8%
Animal/Object In Roadway	144	7%
Other (Driver) - Explain In Narrative	139	7%



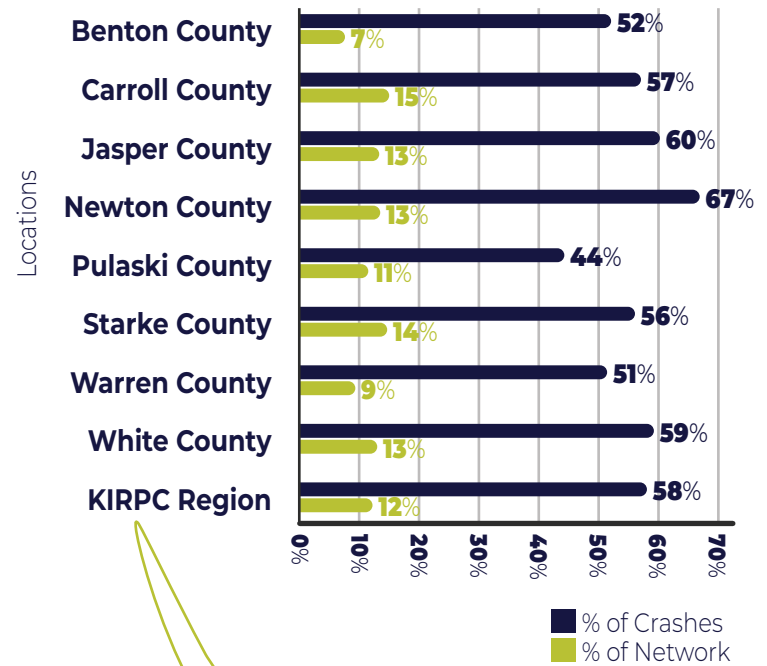
3.5 HIGH INJURY NETWORK

A High Injury Network is a selection of the roadways in an area with the highest incidences of fatal and serious injury crashes. To produce this high injury network, fatal and serious injury crashes from 2015 to 2023 were used. Intersection crashes were assigned to be half weight.

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. The HIN consists of 957 miles of roads with over 3,000 crashes.

The network spans the full region, the analysis was also completed individually for each county. Each county has a different threshold of fatal and serious injury crashes (**Figure 26**), so that even if a county has fewer crashes, it still identify a robust set of priority corridors for targeted safety improvements.

Figure 26. Share of Crashes vs. Share of HIN Network by County



HIN roads make up only **12%** of the roadways in the KIRPC region, while responsible for **58% of crashes**.

Top 10 High Injury Network Corridors

TOP HIN CORRIDORS FOR LOCAL ROADS			
Rank	County	Street	Crash Totals (Weighted)
1	Starke	Heaton St	134
2	Jasper	15th St SE	112
3	Newton	W. CR 100 N	101
4	White	N. Main St	82
5	White	W. Broadway St	69
6	White	N. Illinois St	68
7	White	CR 1250 S	67
8	Jasper	N. Halleck St	64
9	Jasper	S. College Ave	64
10	White	N. Sixth St	61

TOP HIN CORRIDORS FOR STATE-OWNED ROADS			
Rank	County	Street	Crash Totals (Weighted)
1	Jasper	I-65	1,513
2	White	I-65	462
3	Starke	U.S. 35	431
4	Jasper	U.S. 231	426
5	Jasper	SR 114	222
6	Jasper	U.S. 231	190
7	White	U.S. 24	148
8	Newton	SR 10	147
9	Newton	I-65	140
10	Warren	SR 28	139

Table 5. Top HIN Corridors for Local Roads

3.6 RISK SCORE

Risk score analysis for roadways is designed to be predictive of which roadways pose the highest risk for crashes. The comparative analysis factors in physical attributes of the roadway with crash frequency, weighted by severity. Data is compiled to assign each roadway a score based on the likelihood of crashes occurring there. (Figure 28) classifies each roadway in the region based on its combined risk score. Roadway physical characteristics analyzed to create the risk score were functional classification, traffic volume, speed limit, number of lanes, lane width.

During the evaluation process, each roadway safety-related attribute was analyzed and assigned a corresponding 'Risk Factor.' This numerical value represents the potential safety risk linked to that attribute. Once established, the Risk Factor served as the foundation for assigning a specific number of points to each attribute, indicating its relative significance and influence on roadway safety. The total points accumulated across all attributes for a given roadway segment resulted in what is referred to as a 'Risk Score'—a quantitative indicator of the overall safety risk for that segment. (Table 6) outlines the Risk Factors and their associated point values for all evaluated attributes.

The Risk Factors were scaled to ensure that attributes with higher potential risk had a greater impact on the total score. The scoring framework was capped at a maximum of 40 points. Segments that reached the full 40-point threshold were classified as having the highest possible risk level under the assessment criteria. After assigning points, Risk Scores were calculated for each individual roadway segment across the entire network.

Table 6. Risk Score Matrix

Attribute	Category	Risk Factor	Points	Total Points Possible
Functional Class	Local	0.56	0	4
	Minor Collector	0.66	0	
	Major Collector	1.41	2	
	Minor Arterial	3.25	3	
	Other Principal Arterial	3.04	3	
	Other Freeways and Expressways	2.63	4	
	Interstate	10.74	4	
AADT	0-500	0.54	0	5
	500-1,000	1.10	1	
	1,000-5,000	2.26	2	
	5,000-10,000	4.18	4	
	10,000-35,000	2.82	3	
	36,000	11.82	5	
Speed Limit	20-30 mph	0.79	0	4
	35-40 mph	0.22	0	
	45-50 mph	3.54	3	
	55-60 mph	1.21	3	
	70 mph	5.93	4	
Number of Lanes	0-1	4.19	4	4
	2	0.89	0	
	3-4	4.54	4	
Lane Width	< 9 ft	0.90	0	3
	9 ft	2.07	2	
	10 ft	1.07	2	
	11 ft	2.15	2	
	12+ ft	3.05	3	
Max Total Points				20



High Risk Network Map

The High Risk Network map highlights roadways across the KIRPC region whose physical and operational characteristics increase the likelihood of severe crashes, even in places where historical crash patterns are lower (Figure 28). Higher-risk segments appear along major regional corridors such as I-65, US-231, and US-35, where elevated speeds, traffic volumes, and lane configurations combine to raise severity potential.

Together, these patterns help identify locations where proactive safety improvements can reduce future risk, complementing the crash-based High Injury Network by revealing corridors that merit attention before severe crashes occur.

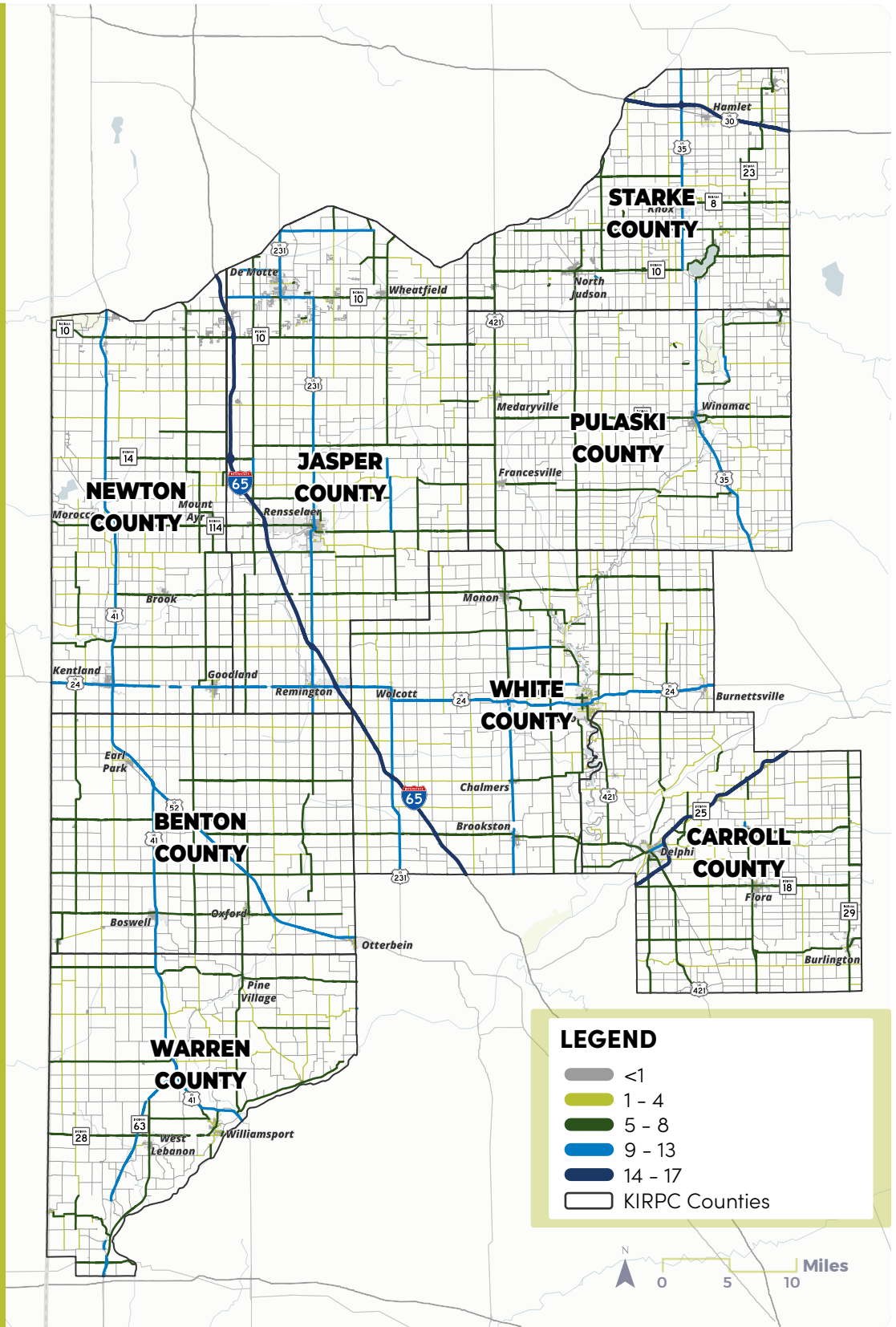


Figure 28. High Risk Network, 2015-2023

IMPLEMENTATION PLAN





In this **IMPLEMENTATION PLAN** section, you will find:

The Implementation Plan, is where ideas are put into practice. In this section, policy changes and project concepts are developed and recommendations are made. Readers will find content in this section divided into three subsections:

4.1

POLICY AND DESIGN RECOMMENDATIONS

These are actionable strategies that should be prioritized in order to reach KIRPC's Vision Zero goal.

4.2

PRIORITIZED CAPITAL PROJECTS

We've selected the top 10 high crash locations in each county and developed short, medium, and long-term project recommendations.

4.3

PROJECT BRIEFS AT ROAD SAFETY AUDIT LOCATIONS

Our team has begun the legwork with an in-depth review of 8 locations from across the region.



4.1 POLICY + DESIGN RECOMMENDATIONS

Policy and Design recommendations are divided into seven groups in alignment with the Safe System approach, KIRPC leadership responsibilities, and future accountability.

Recommendations are further categorized by the proposed timeline for which they should be accomplished and which key stakeholders (partners) should be involved.



RECOMMENDATION STRUCTURE:



1.0 LEADERSHIP AND COMMITMENT



2.0 SAFE SYSTEMS APPROACH

2.1 SAFER VEHICLES

2.2 SAFER SPEEDS

2.3 SAFER ROADS

2.4 POST-CRASH CARE

2.5 SAFER USERS



3.0 ACCOUNTABILITY + REPORTING



The recommendations in this chapter reflect KIRPC’s role as a regional convener and partner, working alongside counties, municipalities, state agencies, and other stakeholders to advance roadway safety across the eight-county region. Rather than serving as a checklist, this section is intended to help local decision-makers identify actions that can realistically be advanced, whether through policy updates, coordination efforts, grant applications, or planned capital improvements.

As you review the recommendations, consider how they align with ongoing projects, existing plans, and local priorities within your jurisdiction. Some actions may be immediately applicable, while others are intended to guide longer-term discussions, programming, and investment. Taken together, these recommendations provide a shared framework for KIRPC and its member communities to move forward in a coordinated way, measure progress, and adapt strategies over time as new data and conditions emerge.



PROJECT TIMELINES

- SHORT-TERM:** Within 6 months of plan adoption
- MID-TERM:** Between 1 to 3-years
- LONG-TERM:** Over 3-years



PARTNERS INVOLVED

- COUNTY ENGINEERS
- COUNTY LEADERSHIP
- CRASH REVIEW COMMISSION
- INDOT
- KIRPC
- KIRPC LEADERSHIP
- MUNICIPAL LEADERSHIP
- REGIONAL REPRESENTATIVES
- TRAFFIC SAFETY IMPLEMENTATION COMMITTEE

LEADERSHIP AND COMMITMENT

KIRPC plays a key role in improving safety through its role as leader, advocate, convener, and educator. Following the adoption of this plan, KIRPC will take on the major responsibility of implementing and updating the plan's goals and strategies.



1.1.1. ADOPT A VISION ZERO RESOLUTION

Adopt a Vision Zero Resolution that specifies 2047 as the year to reach zero traffic fatalities and serious injuries. Track progress towards that goal annually.

JUSTIFICATION:

Members of the public and stakeholders who have been involved with this plan's development feel a sense of urgency around eliminating fatal and serious injury crashes. Formally adopting this resolution will raise public awareness and support across the region.



Short-Term



KIRPC Leadership



1.1.2. CONVENE A TRAFFIC SAFETY IMPLEMENTATION COMMITTEE

Re-establish the purpose, goals, and vision for the KIRPC Safety Committee, including a schedule of meetings beyond plan adoption. Some responsibilities could include:

- (1) Regularly assembling municipal and county leadership, first responders and others to discuss safety priorities and progress
- (2) Hosting a regional safety summit to share best practices across the region
- (3) Standardizing safety performance measures across county LRTPs
- (4) Review fatal crashes within the region
- (5) Launch a safety marketing campaign

JUSTIFICATION:

By gathering regional influencers, implementers, and supporters, to share the responsibility, KIRPC has the best chance of achieving Vision Zero.



Short-Term



KIRPC Leadership, Regional Representatives



1.1.3. JOIN EXISTING NATIONAL SAFETY CAMPAIGNS

Several safety organizations such as NHTSA and Vision Zero Network host annual safety campaigns. Leverage collateral from these organizations to make regional stakeholders and the public aware of the importance of traffic safety. Use this content to create a KIRPC specific safety marketing campaign.

JUSTIFICATION:

Leveraging the resources of other organizations is a cost-effective way to get the word out about traffic safety.



Short-Term



KIRPC Leadership



1.1.4. HOST REGIONAL SAFETY SUMMIT AND URGE COUNTIES AND MUNICIPALITIES TO SIGN-ON TO THE KIRPC VISION ZERO GOAL

KIRPC should host a safety summit that includes representatives from each county and governing municipality within the region. The event should use this SAP as the central focus; providing information on crash trends, priority projects, and strategies needed to intervene. It is likely that new strategies will come out of this summit that should be implemented in a timely fashion.

JUSTIFICATION:

Because KIRPC doesn't own any of the roads in the region, it is important that they advocate for each county and governing municipality within the region to sign-on to the regional vision zero goal.



Short-Term



KIRPC Leadership, Regional Representatives



SAFER VEHICLES

The Safer Vehicles element of the Safe System Approach focuses on expanding the availability and use of vehicle technologies that help prevent crashes and reduce the severity of those that do occur. Local government has no authority to regulate automobiles but can ensure the vehicles they own are safe and advocate that others do the same.



2.1.1. TRANSITION COUNTY AND MUNICIPAL VEHICLE FLEETS TO UPDATED SAFETY STANDARDS

Encourage larger municipal and County leadership in the region to adopt updated safety standards for fleet and service vehicle procurements. Safety standards/ features to include: Side and rear guards (for heavy vehicles), blind spot mirrors, side and backup cameras, GPS technology to identify dangerous driving behaviors like speeding or sudden stopping events.

JUSTIFICATION:

Government has the responsibility to take the lead on vehicle safety by ensuring that government vehicles are equipped with the latest proven safety measures. This enhances the culture of safety for government employees by providing additional safety tools to encourage safe habits for vehicle operators.



Long-Term



Municipal Leadership, County Leadership



2.1.2. ENCOURAGE CONTRACTOR VEHICLE FLEET TO ADOPT UPDATED SAFETY STANDARDS

Large municipalities and County governments should encourage contractors to voluntarily adopt these new safety standards for their vehicle fleets used in service to the County or municipalities. Ensure contractors doing road-side field work have documented project safety plans that mandate the use of high visibility lighting and are, themselves, wearing sufficient personal protective equipment.

JUSTIFICATION:

Government agencies should encourage best safety practices, not just for themselves, but also for contractors.



Mid-Term



Municipal Leadership, County Leadership



2.1.3. ADVOCATE FOR SAFER VEHICLES AT STATE LEVEL

Advocate for the adoption of new standards and best practices for improved vehicle safety technology at the state level, including pedestrian crash standards, advanced safety systems, and vehicle body design standards that are safer for pedestrians, among other features.

JUSTIFICATION:

Don't underestimate the influence held by this region's municipal and county member communities. Make your voice heard to congressional representatives of the 8-county region.



Mid-Term



KIRPC, Municipal Leadership, County Leadership



SAFER SPEEDS

The severity of a crash has a direct relationship with the amount of kinetic energy exerted on both persons contained within a vehicle and whatever the vehicle comes in contact with; whether a person or fixed object. We should anticipate that crashes will continue to occur on our roads; however, by planning for safer speeds, we can lessen the severity of these crashes.



2.2.1. DYNAMIC SPEED DISPLAY / FEEDBACK SIGNS

Expand deployment of speed feedback signs (temporary/mobile or permanent) in locations determined through a data-driven process, targeting locations with high rates of speed-related crashes, a high rate of prevailing speeds, a high number of pedestrian and bicycle users, and based on public input.

JUSTIFICATION:

Speed feedback signs dynamically show the driver's speed alongside the posted speed limits and have been shown to slow overall speeds where deployed. They also can help to educate drivers on the importance of safe speeds.



Short-Term



All



2.2.2. AUTOMATED ENFORCEMENT ADVOCACY AND IMPLEMENTATION

KIRPC should advocate for the use of automated enforcement across the state and work with counties and municipalities across the region to implement it.

JUSTIFICATION:

Automated enforcement is currently not allowed in Indiana except for a small subset of use cases; however, these sensors are a valuable tool that can be used to slow drivers down on state routes and other primary thoroughfares.



Mid-Term



All



2.2.3. TRAFFIC CALMING POLICY

Implement and update a comprehensive Traffic Calming Policy every 10 years that effectively reduces vehicle speeds and promotes a safe environment for pedestrians and cyclists. The policy should emphasize a systematic approach to identify eligible locations and prioritize interventions based on factors like traffic volume and speed.

JUSTIFICATION:

Implementing traffic calming measures reduces vehicle speeds, decreases motor-vehicle collisions, and improves safety for all road users. These policies should incorporate a variety of physical measures, such as speed bumps, traffic circles, and raised crosswalks, thereby promoting safer environments for pedestrians and cyclists.



Mid-Term



All



SAFER ROADS

The Safer Roads component of the FHWA Safe System Approach focuses on designing, building, and operating roadways in ways that reduces crash frequency and severity. Intelligent and informed roadway design can have, perhaps, the most significant positive impact of all the Safe System elements.



2.3.1. IMPLEMENT SHORT-TERM COUNTERMEASURES AS INTERIM SOLUTIONS AT HIGH PRIORITY LOCATIONS

Reference the list of priority projects included later in this chapter work directly with roadway owners (whether local, county or state owned) to implement short-term countermeasures as quickly as possible.

JUSTIFICATION:

While long-term countermeasures may take several budgetary cycles to implement, short-term countermeasures at priority locations should be easier to fund within the first six months after plan completion.



Short-Term



KIRPC, County Engineers



2.3.2. DEVELOP A PHASED IMPLEMENTATION PLAN FOR LONG TERM TRAFFIC SAFETY COUNTERMEASURES AT PRIORITY PROJECT LOCATIONS

The SAP defines a set of priority projects in each county across the region. Consider the eight projects that received RSAs (one per county) as pilot project and take steps towards implementing them first. Building on those success, turn attention to the priority project list and take steps towards constructing the long-term countermeasures.

JUSTIFICATION:

This SAP recommends construction projects based on engineering best practices. Although some may require a longer-term plan, many have quick-build or low-cost interim solutions that can be constructed right away.



Mid-Term



KIRPC, County Engineers



2.3.3. EMBED SAFETY INTO COUNTY LONG RANGE TRANSPORTATION PLANS

While KIRPC may not own roads in any of the region's eight counties, it does play an important role in planning for each county's future by supporting the development of county Long Range Transportation Plans. Make safety THE priority as these plans get updated by focusing on crash rates, identifying systemic changes that should be made, and mandating traffic safety countermeasures as a required element of any new transportation project funding.

JUSTIFICATION:

Decisions are being made today that will have an impact on the transportation network of the future. Ensure those decisions are safety-focused by requiring each project contained within the LRTP to include proven safety countermeasures.



Short, Mid, Long-Term



KIRPC, County Engineers



POST CRASH CARE

Post-Crash Care focuses on improving the chances of survival and recovery after a crash by ensuring rapid, high-quality emergency response and creating a safe environment for first responders. Timely access to emergency medical services is a major factor in preventing crash injuries from becoming fatal, especially in rural areas.



2.4.1. CREATE A FATAL CRASH REVIEW COMMISSION

Create a Fatal Crash Review Commission that is responsible for reviewing the contributing factors of each fatal crash on roads throughout the region. This Commission will be tasked with reviewing, responding to, and publicly reporting on fatal and serious crashes on roadways within the eight-county region. This interdisciplinary group should include participants from KIRPC, each county, each large municipality, law enforcement, and interested residents and non-profit advocacy partners.

JUSTIFICATION:

Fatal automotive crashes, while tragic, are often seen as something inevitable and not easy to address. This is not true, and the role of the Fatal Crash Review Commission is the first step in addressing crashes soon after they occur. This group helps improve understanding of crashes and supplies the information and recommendations necessary to prevent future tragedies.



Short-Term



All



2.4.2. DEPLOY QUICK-BUILD SAFETY IMPROVEMENTS AT FATAL CRASH LOCATIONS

Design and implement safety improvements at fatal crash locations expeditiously, either based on staff recommendations and/or findings from the Fatal Crash Review Commission reports.

JUSTIFICATION:

While permanent solutions to preventing fatal crashes can be timely and expensive, there is a toolkit of strategies that can be implemented cheaply and quickly to improve safety on the roads under some circumstances. Fatalities on the roadway are serious and quick actions to improve safety where one has occurred should be a priority to reduce any potential immediate risks for future harm.



Short-Term



Crash Review Commission, Municipal Leadership, County Leadership, County Engineers, INDOT



2.4.3. INCLUDE MEDICAL PROFESSIONALS, HOSPITAL EXECUTIVES, AND FIRST RESPONDERS IN CONVERSATIONS AROUND SAFETY

Collaborate with medical professionals, hospital executives, and first responders to discuss shortfalls in the current system of post-crash care. Discuss ways to shorten response times, improve reporting, and influence the siting of new emergency response locations.

JUSTIFICATION:

First responders must be supported to ensure their success when responding to traffic crashes. Ensuring the concerns of emergency response agencies are heard will help bring improvement to post-crash care.



Short-Term



All



SAFER PEOPLE

The Safer Users component focuses on engraining responsible behavior among all users of the transportation network including; drivers, passengers, pedestrians, and cyclists. By sharing the “culture of safety” with network users, KIRPC can make users more aware of the shared responsibility they have in creating a safe system.



2.5.1. LAUNCH A SAFE ROUTES TO SCHOOL PROGRAM

The Safe Routes to School (SRTS) program was developed to improve the safety of children who walk or bicycle to school and to promote active transportation options throughout the community. KIRPC’s SRTS program should include in-class education programs for students and faculty, an informal RSA, and a set of countermeasure recommendations near schools.

JUSTIFICATION:

Some of our community’s most vulnerable roadway users are children. Let’s meet them where they are to share important information about transportation safety and what to be aware of when walking and rolling in their neighborhood. Let’s also be proactive by implementing safety countermeasures near schools before an incident occurs.



Mid-Term



All



2.5.2. INITIATE A ROAD SAFETY ADVERTISING CAMPAIGN

A digital safe users advertising campaign would use online platforms to deliver clear, memorable messages that encourage safer driving habits. The campaign would focus on simple, high-impact behaviors that reduce risk on roads. Common catchy phrases can help spread the message like “Click It or Ticket” and “Phone Down, Eyes Up,” Partnerships with local governments, news outlets, and community organizations can help spread the message.

JUSTIFICATION:

Digital advertising allows KIRPC to reach drivers frequently and cost-effectively. Content can be tailored to timely safety trends, such as winter weather driving in December or school zone safety in August.



Mid-Term



All



ACCOUNTABILITY AND REPORTING

The Accountability and Reporting component focuses on measuring progress toward KIRPC's Vision Zero goal and ensuring that safety efforts remain transparent and data-driven over time. Regular tracking and reporting help KIRPC and its partners evaluate outcomes, adjust strategies as needed, and maintain shared responsibility for reducing fatal and serious injury crashes across the region.



3.1.1. TRACK PROGRESS TOWARDS THE VISION ZERO GOAL WITH ANNUAL REPORTS

Implement a process to create an annual report of progress made toward the KIRPC SAP recommendations. This should include annual crash trend reports, policy and program successes, and lists of implemented projects. Present annual findings to the Traffic Safety Implementation Committee (strategy 1.2). Continue to evaluate when the SAP will need a more substantial update, based on availability of updated crash data, likely every 3 to 5 years.

JUSTIFICATION:

Annual reports are important for tracking progress towards the Vision Zero Goal and holding stakeholders accountable for their actions.



Mid-Term



Traffic Safety Implementation Committee



3.1.2. CREATE ONLINE FATAL CRASH DASHBOARD WITH INTERACTIVE MAP

Make regional fatal and serious injury crash statistics and crash location data available to the public and decision makers via an online dashboard with interactive map.

JUSTIFICATION:

It is important that safety data is accessible to the public and stakeholders to promote buy-in for vision zero initiatives. The dashboard allows the public to see crash data for themselves which will allow for a better understanding of road safety problems in the region and their own town. Communities in the region can use the tool to make safety improvements independently.



Mid-Term



KIRPC



3.1.3. CONDUCT POST INTERVENTION RSA WHERE SAFETY IMPROVEMENTS HAVE BEEN IMPLEMENTED

Consider conducting follow-up road safety audits (RSAs) on corridors or intersections where safety improvements have been implemented to document safety improvement results and compile data on the effectiveness of particular safety countermeasures included.

JUSTIFICATION:

Assessing the success of implemented crash safety countermeasures serves two primary purposes. First, if the countermeasures were successful, the crash rates will have dropped and the community should be made aware that their support was worthwhile. If the countermeasures were not successful (i.e. crash rates increased), knowing so will allow road owners to make changes and fix issues.



Mid-Term



KIRPC, Municipal Leadership, County Leadership

4.2 PRIORITIZED CAPITAL PROJECTS

A data driven project prioritization process was used to identify locally owned corridors and intersections along the regional High Injury Network where traffic safety countermeasures would have the greatest positive impact.

To identify the highest priority locations, the project team used a weighted score that combines frequency and severity. This analysis resulted in a list of the top 10 locally owned high crash intersections or roadway segments for each county. A selection of the region's top 10 state-owned high crash locations was then added to this list for a total of 90 priority projects. (Figure 29)

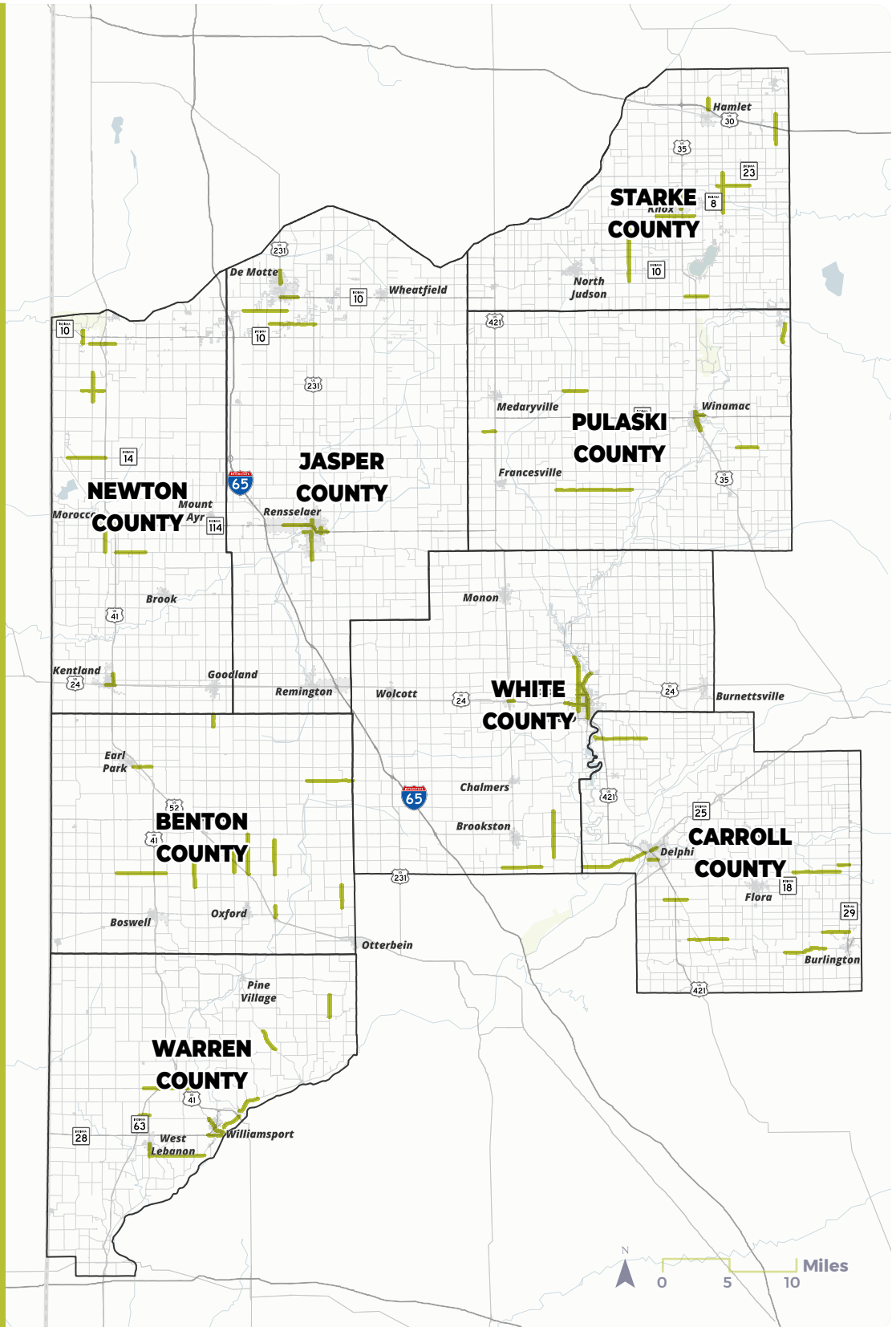


Figure 29. Prioritized Capital Project Locations

BENTON COUNTY CAPITAL PROJECTS

BENTON COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	S. Meridian Rd	W. CR 200 S	E. CR 400 S	Follow RSA recommendations.	N/A	N/A
2	W. CR 500 N*	N. CR 300 W	E. 1st St	Consider quick-built RIRO.	Advanced warning system along main route.	Convert intersection to R-Cut.
3	E. CR 400 N*	N. CR 900 E	N. CR 1200 E	Edge line, center line.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
4	W. CR 300 S*	S. CR 200 W	S. CR 600 W	Add new painted stop bars, consider quick-built RIRO.	Improve lighting, Advanced warning system along main route.	Convert intersection to R-Cut.
5	S. CR 600 E*	E. CR 600 S	E. U.S. 52	Paint stop bars, transverse rumble strips, consider quick-built RIRO.	Advanced warning system along main route.	Convert intersection to R-Cut.
6	S. CR 400 E*	E. SR 18	E. CR 300 S	Painted transverse rumble stripes at intersection with SR 18, stripe stop bar, add "crossing traffic doesn't stop sign", push back plantings.	N/A	Realign intersection from offset "t" to perpendicular.
7	N. CR 150 E*	E. CR 800 N	E. CR 900 N	Relocate stop sign, stripe stop bar, add "crossing traffic doesn't stop sign", push back plantings.	Widen shoulder with aggregate.	N/A
8	S. CR 1100 E*	E. CR 400 S	E. CR 550 S	Edge line, center line.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
9	S. CR 600 E*	E. CR 100 S	E. CR 300 S	Edge line, center line.	Stone shoulder, safety edge, centerline rumble stripes.	Pavement widening and asphalt shoulders.
10	S. CR 300 E*	E. CR 100 S	E. CR 300 S	N/A	Intersection lighting.	Excel/decel lanes, turn lanes off of US-52.

Table 7. Benton County Capital Projects
* Non-Local Roads

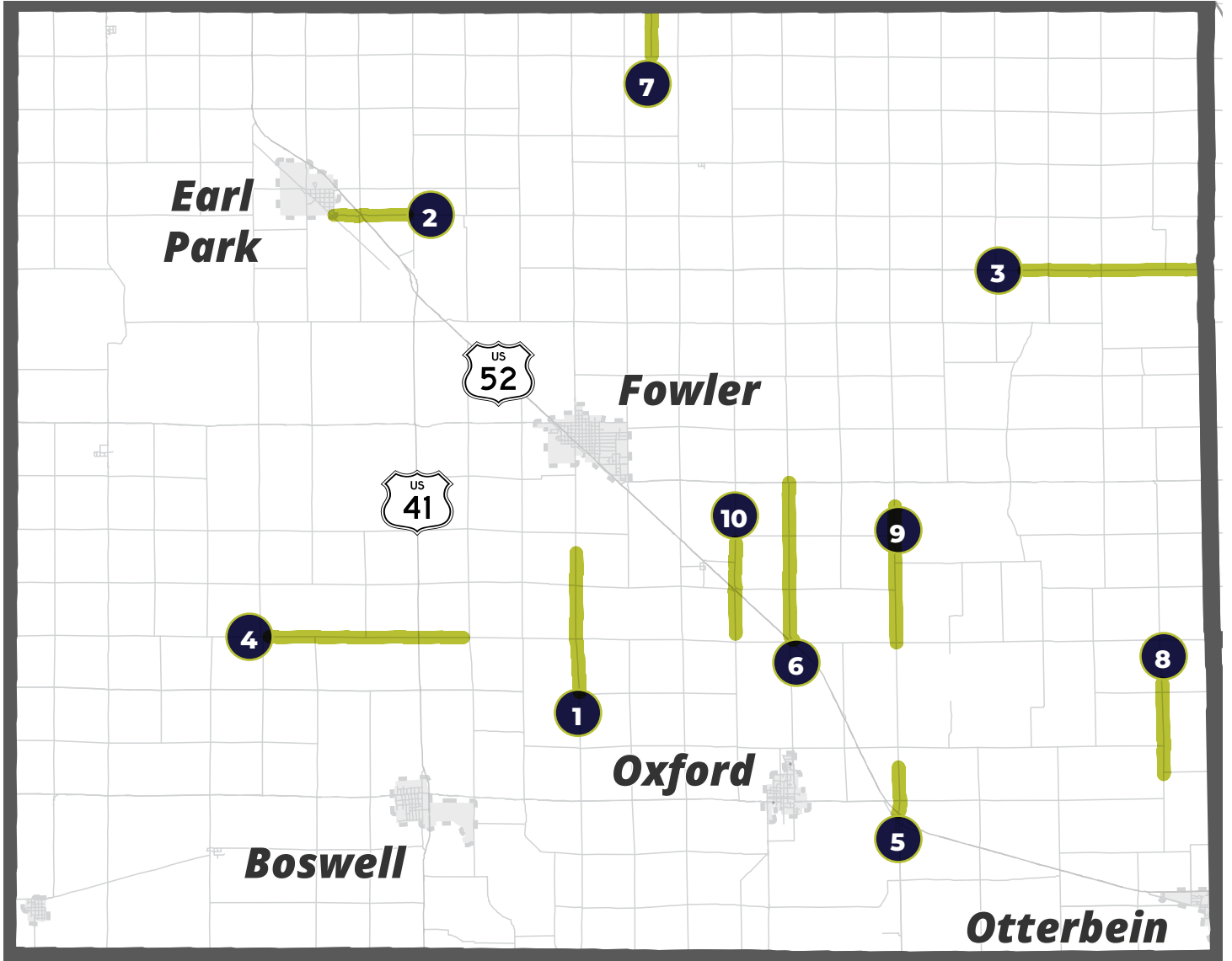


Figure 30. Benton County Capital Projects Map

CARROLL COUNTY CAPITAL PROJECTS

CARROLL COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	Armory Rd	N. CR 800 W	W. CR 200 N	Add stop signs to the approach to US 421. Relocate stop bars closer to the intersection.	Intersection conflict warning system. Add edge line striping to the county road.	Convert intersection from a flashing beacon to a signalized intersection.
2	E. CR 100 N*	N. CR 300 E	N. CR 600 E	Cut back landscaping in SW corner of CR 100N and CR 500E. Make intersection all-way stop. Add flashing LED lights to stop signs and add stop signs on the left side of the road at the approach. Stripe stop bar on CR 500E. Stripe edge lines on CR 100N. Sweep loose gravel from intersection surface.	Install stone shoulder, safety edge, and edge line rumble stripes.	Widen pavement and install asphalt shoulders.
3	E. Main St	S. Washington St	Mill Dr	Stripe shoulders and parking lanes on Main Street. Install Continental Crosswalks.	Add raised crosswalks and rectangular rapid flashing beacons for unsignalized crosswalks on Main Street.	Add lighting at intersections.
4	W. CR 1100 N*	N. Quiet Water Cir	N. CR 850 W	Add stop signs on CR 1100N at US 421. Stripe stop bars add signs alerting drivers that cross traffic does not stop. Stripe edge and centerlines on CR 1100N.	Stone shoulder, safety edge, edge line rumble stripes.	pavement widening and asphalt shoulders.
5	W. Bicycle Bridge Rd	E. Bicycle Bridger Rd	W. Franklin St	Add stop signs and stripe stop bars on CR 1200E. Make the intersection with Bicycle Bridge Rd a four-way stop. Crops at the intersection could impact sight distance. Stripe edge and centerlines on Bicycle Bridge Rd.	Advanced warning system along main route.	Convert intersection to R-Cut.

Table 8. Carroll County Capital Projects

* Non-Local Roads

CARROLL COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
6	W. CR 100 S*	S. CR 650 W	S. Prince William St	Crops at all 4 corners are affecting the sight distance from CR 100S to US 421. Stripe stop bars and add add signs explaining cross traffic does not stop on CR 100S at US 421 intersection.	Intersection conflict warning system.	Acquire R/W at NW and SW corners to remove obstructions and improve sight distance.
7	E. CR 150 N*	N. SR 29	N. SR 29	Stripe stop bar on CR 150N and add warning signs explaining that cross traffic doesn't stop.	Intersection conflict warning system.	Acquire R/W at NW and SW corners to remove obstructions and improve sight distance.
8	E. CR 350 S*	S. CR 500 E	S. SR 29	Sight line obstructions are present at CR 350S approach to SR 29. Move stop signs closer to SR 29 and stripe stop bars. Add signs explaining cross traffic does not stop. Stripe edge lines on CR 350S.	Add intersection ahead road signs on SR 29 approaching CR 350S. stone shoulder, safety edge, edge line rumble stripes on CR 350S.	Pavement widening and asphalt shoulders on CR 350S. Intersection conflict warning system.
9	E. CR 500 S*	S. CR 208 E	S. CR 500 E	Stripe edge lines and center lines. Install speed limit signs.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
10	W. CR 400 S*	S. CR 500 W	S. CR 250 W	Stripe stop bars, add transverse rumble strips, and additional stop signs at the intersection of Prince William Rd and CR 400S. Stripe edge lines on CR 400S.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.

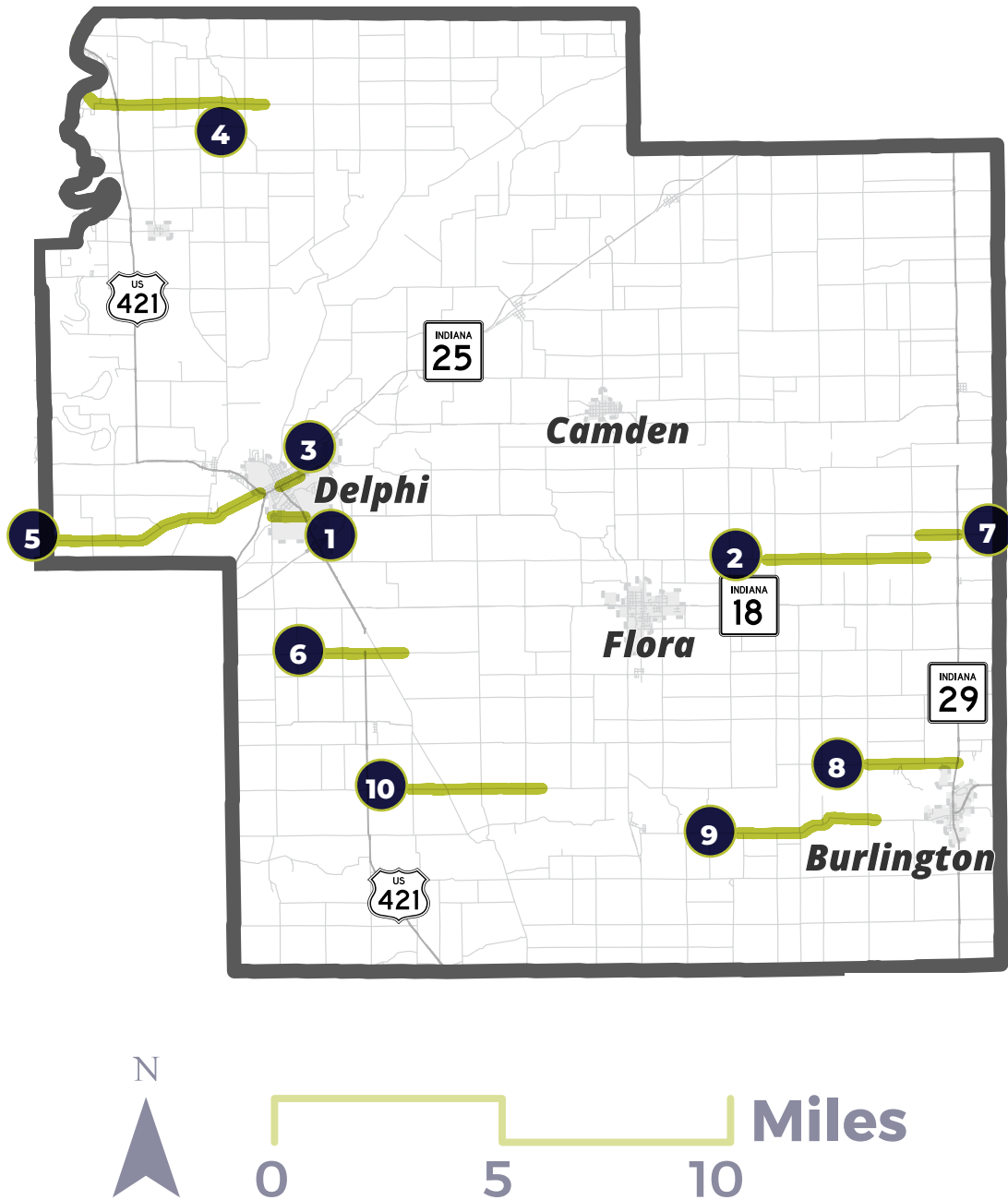


Figure 31. Carroll County Capital Projects Map

JASPER COUNTY CAPITAL PROJECTS

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.

Table 9. Jasper County Capital Projects

* Non-Local Roads

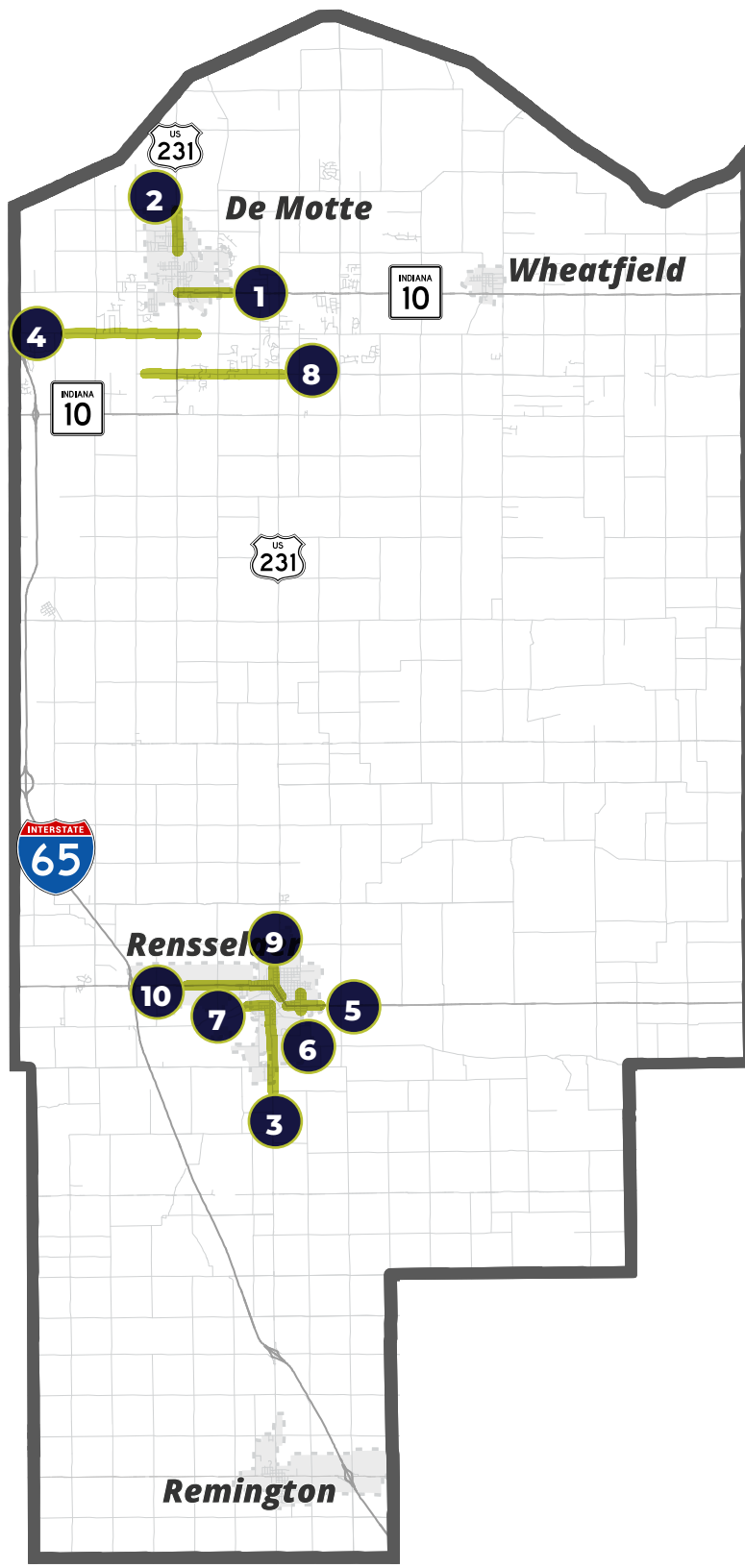


Figure 32. Jasper County Capital Projects Map

NEWTON COUNTY CAPITAL PROJECTS

NEWTON COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	W. CR 100 N*	SR 114	N. Old Chicago Rd	Intersection conflict warning system.	Close the median and make CR 100N/SR 14 right-in/right-out.	Reduced conflict u-turn intersection.
2	E. Michigan Ave	S. Main St	SR 114	Install edge line and center line striping.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
3	E. Seymour St	S. First St	W. U.S. 24	Add radar speed signs to alert drivers of their speed.	Add street lighting along the corridor.	Widen road with dedicated turn lanes and access control.
4	N. CR 400 W*	W. CR 600 N	W. CR 700 N	Edge line striping.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
5	N. CR 475 W*	W. CR 950 N	W. CR 1050 N	Add signage on CR 475N at the intersection explaining cross traffic does not stop. Stripe stop bars.	Intersection conflict warning system.	Realign intersection so CR 475N is perpendicular with SR 10.
6	N. Seventh St	E. Seymour St	W. CR 1500 S	Stripe transverse rumble strips on US 52. Add warning signs alerting traffic that a signal is ahead.	Close median crossing at CR 1550S and Dunlap Street intersections.	Reduced conflict u-turn intersection at US 24.
7	W. CR 600 N*	N. CR 400 W	N. CR 400 W	Add four-way stop signs to CR 600W. Add stop signs to the left side of the intersection. Stripe stop bars.	Add red flashing LEDs to the stop signs. Install transverse rumble stripes.	Convert intersection to a mini-roundabout.
8	W. CR 600 S*	S. Meridian Rd	S. U.S. 41	Install edge line striping.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
9	W. CR 950 N*	N. CR 290 W	N. CR 400 W	Intersection conflict warning system.	Close the median on CR 950N. Direct local traffic 1/2 mile north to SR 10/CR 1000 intersection that is signalized.	Reduced conflict u-turn intersection.
10	S. CR 300 W*	E. Michigan Ave	W. CR 600 S	Add stop signs to Old US 41 (NB). Add stop signs to both sides of the road. Add signs on CR 300 alerting drivers oncoming traffic does not stop.	Make all approaches to the intersection stop controlled. Add flashing red LEDs to the stop signs.	Realign Old US 41 with CR 300S to create a perpendicular intersection.

Table 10. Newton County Capital Projects

* Non-Local Roads

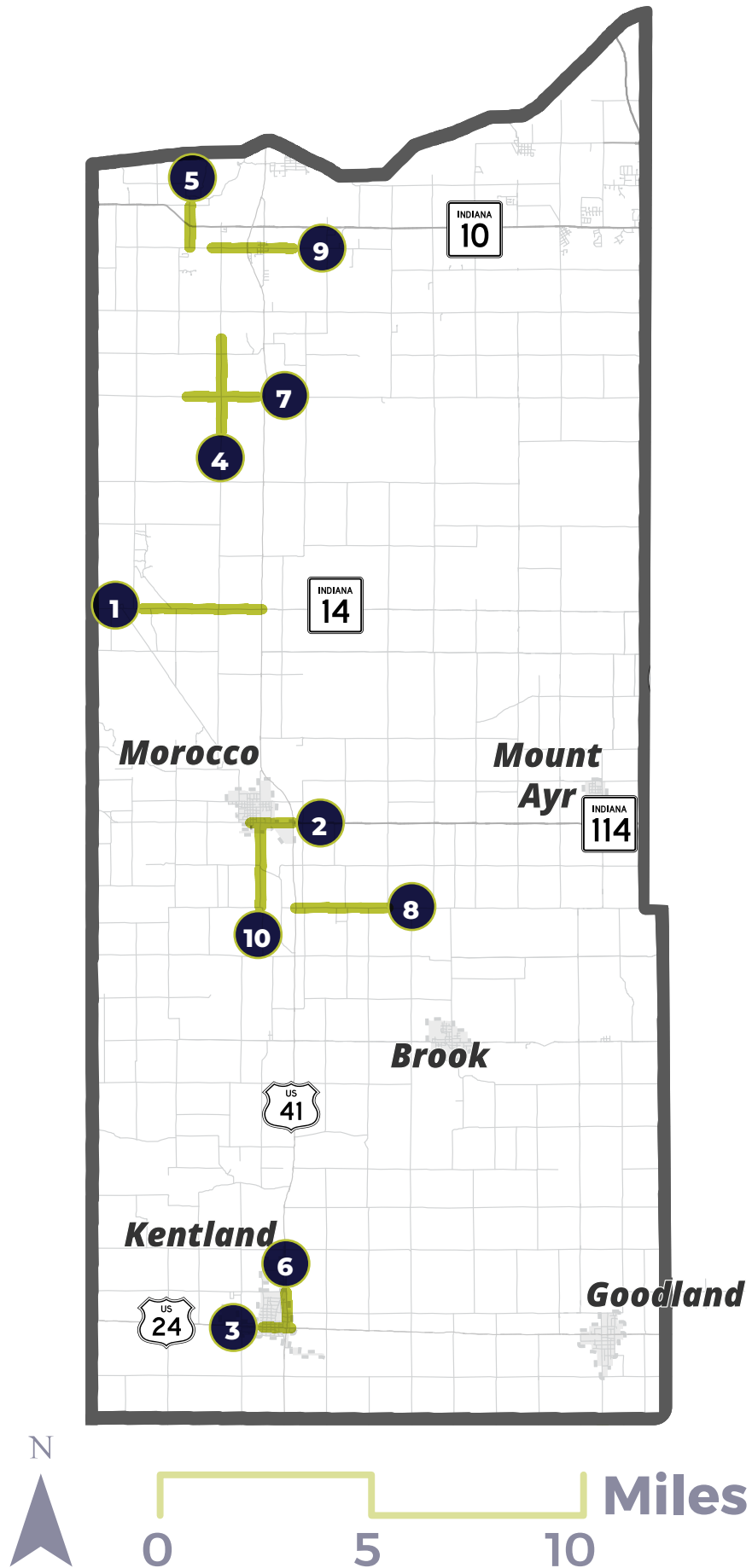


Figure 33. Newton County Capital Projects Map

PULASKI COUNTY CAPITAL PROJECTS

PULASKI COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	S. Monticello St	E. Main St	S. U.S 35	Add radar speed signs. Stripe edge lines.	Consider striping bike lanes to calm traffic.	Spot improvements along problem intersections.
2	W. CR 550 S*	S. CR 500 W	S. CR 1050 W	Stripe edge lines and center line.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
3	N. Monticello St	E. Main St	E. 16th St	Add radar speed signs. Stripe edge lines.	Consider striping bike lanes to calm traffic.	Spot improvements along problem intersections.
4	E. 13th St	N. Monticello St	E. SR 14	Convert SR 14 and Riverside Dr to an all-way stop. Add LED flashing stop signs.	Install RRFB at the crosswalk.	Convert intersection to mini-roundabout.
5	N. CR 640 E*	E. CR 600 N	E. Washington St	Install deer crossing signs. Add flashing LED lights to the stop signs at the intersection (Washington St).	Resurface road, construct safety edge and add stone shoulders. Stripe edge lines and add edge line rumble stripes.	Widen pavement and construct asphalt shoulders.
6	W. CR 200 N*	N. CR 800 W	N. CR 1000 W	Add stop signs and signs alerting drivers cross traffic does not stop. Stripe stop bars.	Intersection conflict warning system.	Realign intersection to eliminate the skew.
7	N. Riverside Dr	E. Main St	N. U.S. 35	Stripe centerline, edge lines, and parking areas.	Add radar speed signs on US 35 to alert drivers of their speed.	Add EB US 35 to SB Riverside Drive turn lane.
8	W. CR 100 S*	S. U.S. 421	S. U.S. 421	Pave (CR 100S) to add stop bars. Add stop sign (CR 100S). Add advanced intersection conflict warning signs (US 421).	Cut back crops and tall grass in SW. Install intersection conflict warning system.	Install an overhead flashing beacon at the intersection.
9	S. Market St	E. Main St	E. Ontario St	Add stop sign (Market St). Add warning signs. Prune trees to improve sight distance.	Add all-way stop at SR 119. Stripe Continental Crosswalks.	Install raised crosswalks and RRFB at the SR 19 intersection.
10	E. CR 225 S*	S. CR 325 E	S. CR 450 E	Stripe edge lines. Add transverse rumble stripes before approaching the "S-Curve". Add additional chevron signs.	Widen pavement and add edge line rumble stripes. Construct safety edge and widen shoulder.	Realign the county road to eliminate the "S-Curve".

Table 11. Pulaski County Capital Projects

* Non-Local Roads

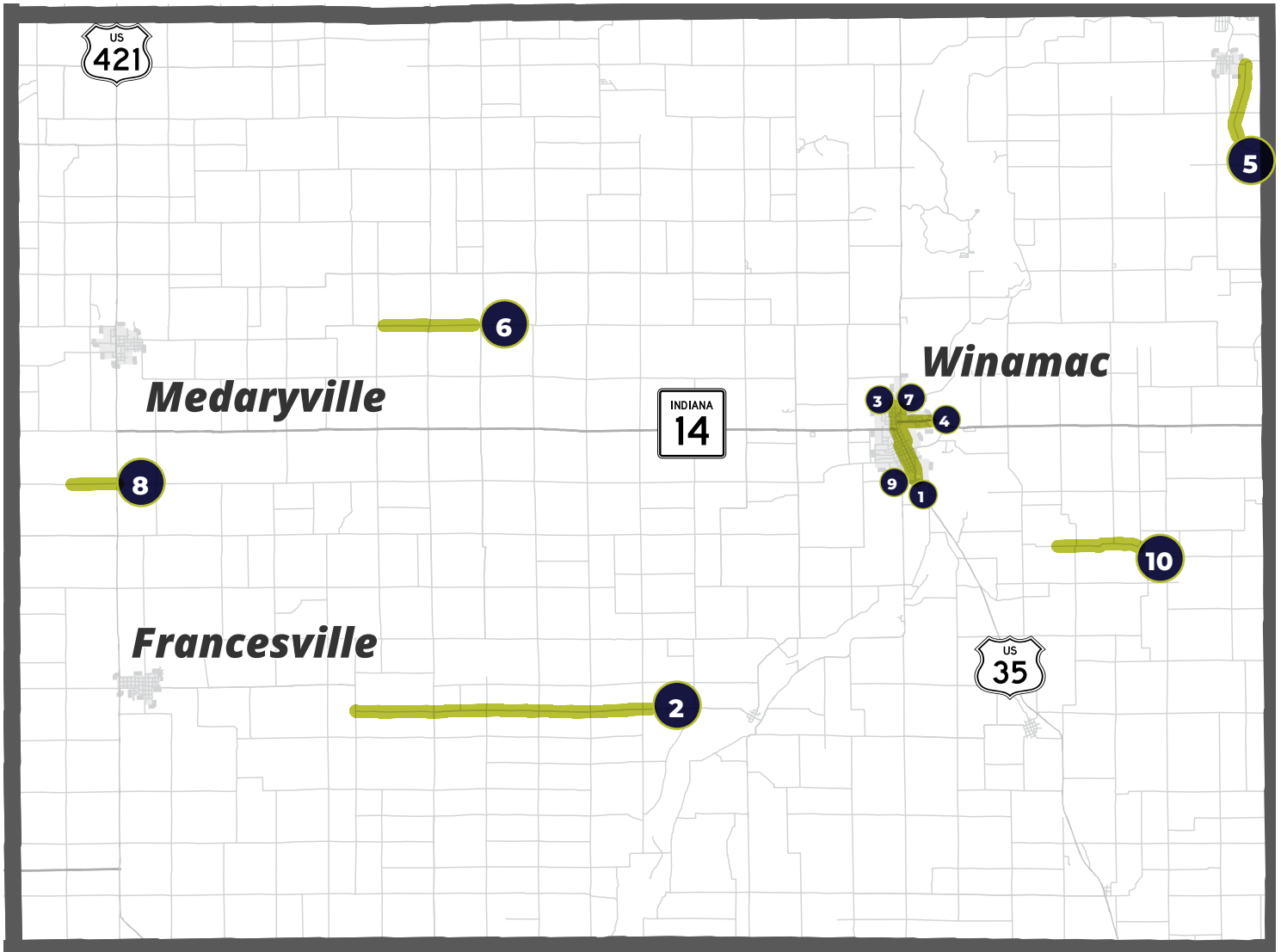


Figure 34. Pulaski County Capital Projects Map

STARKE COUNTY

STARKE COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	Heaton St	U.S. 35	Carlson Dr	Install radar speed signs to alert drivers of their speed	N/A	Reconfigure road into two through-lanes, a center left-turn lane, and bike lanes/shoulders.
2	CR 600 E	U.S. 30	Starke St	Intersection conflict warning system	Close the median and make CR 600E right-in/right-out	Reduced conflict u-turn intersection
3	Range Rd	CR 625 S	CR 250 S	Add stop signs to all intersection approaches. Paint stop bars. Cut back vegetation at intersections.	Intersection conflict warning system	roundabout intersection
4	CR 1100 E	U.S. 30	U.S. 30	Intersection conflict warning system	Close the median and make CR 1100 right-in/right-out	Reduced conflict u-turn intersection
5	Culver Rd	Kloeckner Dr	CR 500 E	Add radar speed signs to alert drivers of their speed. Stripe edge and centerlines. Paint stop bars.	Add rectangular rapid flashing beacons at the school crossing.	Convert intersections to all-way stop.
6	Main St	Water St	Veterans Pkwy	Stripe all pedestrian crosswalks and add stop signs or RRFBs at intersections with cross walks. Stripe shoulders and parking areas to narrow the travel way.	Add stop signs on Main Street at intersections with right-angle collisions.	Install traffic calming features to the corridor such as raised crosswalks and curb extensions into the parking lanes.
7	CR 700 E	SR 8	SR 8	Add additional stop signs on CR 700E to the left side of the road. Add signs alerting drivers that cross traffic does not stop.	Add stone shoulder to CR 700E, N. of SR 8. Cut back crops at CR 700E and SR 8 intersection.	Resurface CR 700E north of SR 8. Stripe center line and edge lines. Add edge line rumble stripes.

Table 12. Starke County Capital Projects

* Non-Local Roads

STARKE COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
8	CR 25 N	SR 23	SR 23	Stripe stop bar closer to the intersection and add warning signs explaining that cross traffic doesn't stop. Add stop sign at the intersection approach.	Install intersection warning signs and radar speed signs on SR 23.	Intersection conflict warning system
9	CR 800 S	U.S. 35	U.S. 35	Add stop signs to the left side of CR 800S at intersection. Stripe edge lines and center lines on CR 800S. Stripe stop bars.	Cut back crops at CR 700E and SR 8 intersection	Add signs on US 35 warning drivers of approaching intersection.
10	CR 200 S	W. Country Ln	U.S. 35	Install edge line striping	stone shoulder, safety edge, edge line rumble stripes	pavement widening and asphalt shoulders

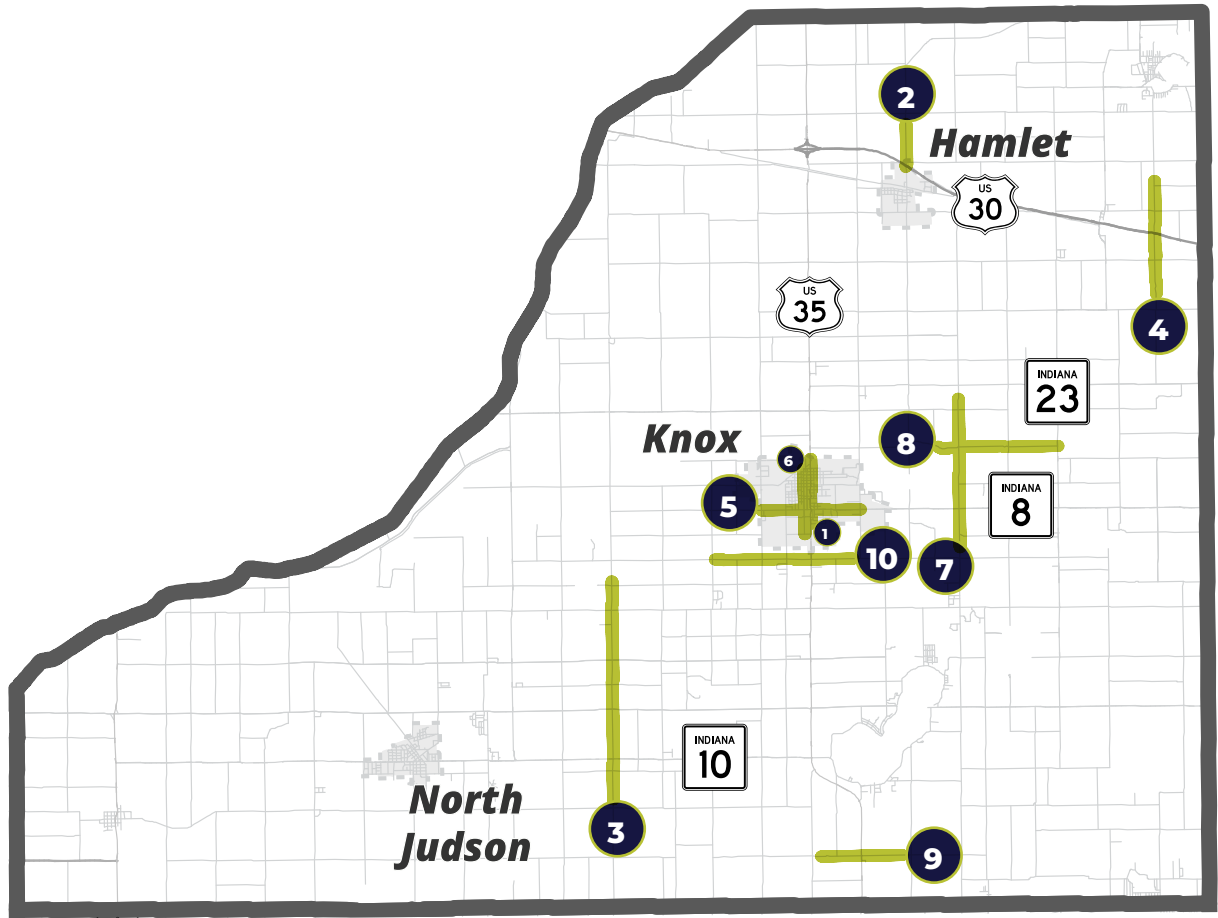


Figure 35. Starke County Capital Projects Map

WARREN COUNTY CAPITAL PROJECTS

WARREN COUNTY

ID	Street	Start	End	Short-Term	Mid-Term	Long-Term
1	River Rd	4th St	U.S 41	Install edge line striping.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
2	CR 100 N*	SR 63	Potholes Rd	Add stop bars and an additional stop sign on the CR 100 approach.	Install approaching intersection signage on US 41.	Realign CR 100 with US 41.
3	CR 400 S*	Main St	Grant St	Add binder to improve traction. Compact surface to reduce loose gravel.	Install chevrons and delineators at curves to provide a visual edge.	Upgrade pavement with widened shoulders and pavement markings.
4	Independence Rd	Kickapoo Rd	SR 55	Install edge line striping. Add chevron signs and advance warning signs for curves.	Stone shoulder, safety edge, edge line rumble stripes.	Pavement widening and asphalt shoulders.
5	Moreoe St	CR 125 S	Old 3rd St	Stripe edge lines and centerlines. Stripe shoulders and parking spaces.	Install radar speed limit signs to alert drivers to their speed.	Resurface Monroe Street and stripe for the appropriate traffic condition.
6	Washington St	Market St	SR 28	Stripe edge lines and center lines.	Stone shoulder, safety edge, edge line and center line rumble stripes.	Pavement widening and asphalt shoulders.
7	CR 100 S*	SR 263	SR 63	Close the median and make CR 100N right-in/right-out.	Intersection conflict warning system.	Reduced conflict u-turn intersection.
8	CR 1000 E*	Green Hill Rd	Green Hill Rd	Add stop bars on the approaches, and add stop signs. Add advanced warning signs alerting drivers of an intersection and stop ahead. Add speed limit signs on the county roads.	Pave the intersection so that stop bars can be striped at all of the approaches.	Roundabout intersection.
9	High St	SR 263	SR 263	Add signs to CR 400S stating that cross traffic doesn't stop. Add additional stop sign. Stripe stop bars.	Install radar speed signs to alert drivers of their speed.	Intersection conflict warning system.
10	Independence Pine Village Rd	CR 500 N	CR 400 N	Install edge line striping.	Resurface pavement, add stone shoulder, safety edge, and edge line rumble stripes.	Pavement widening and asphalt shoulders.

Table 13. Warren County Capital Projects

* Non-Local Roads

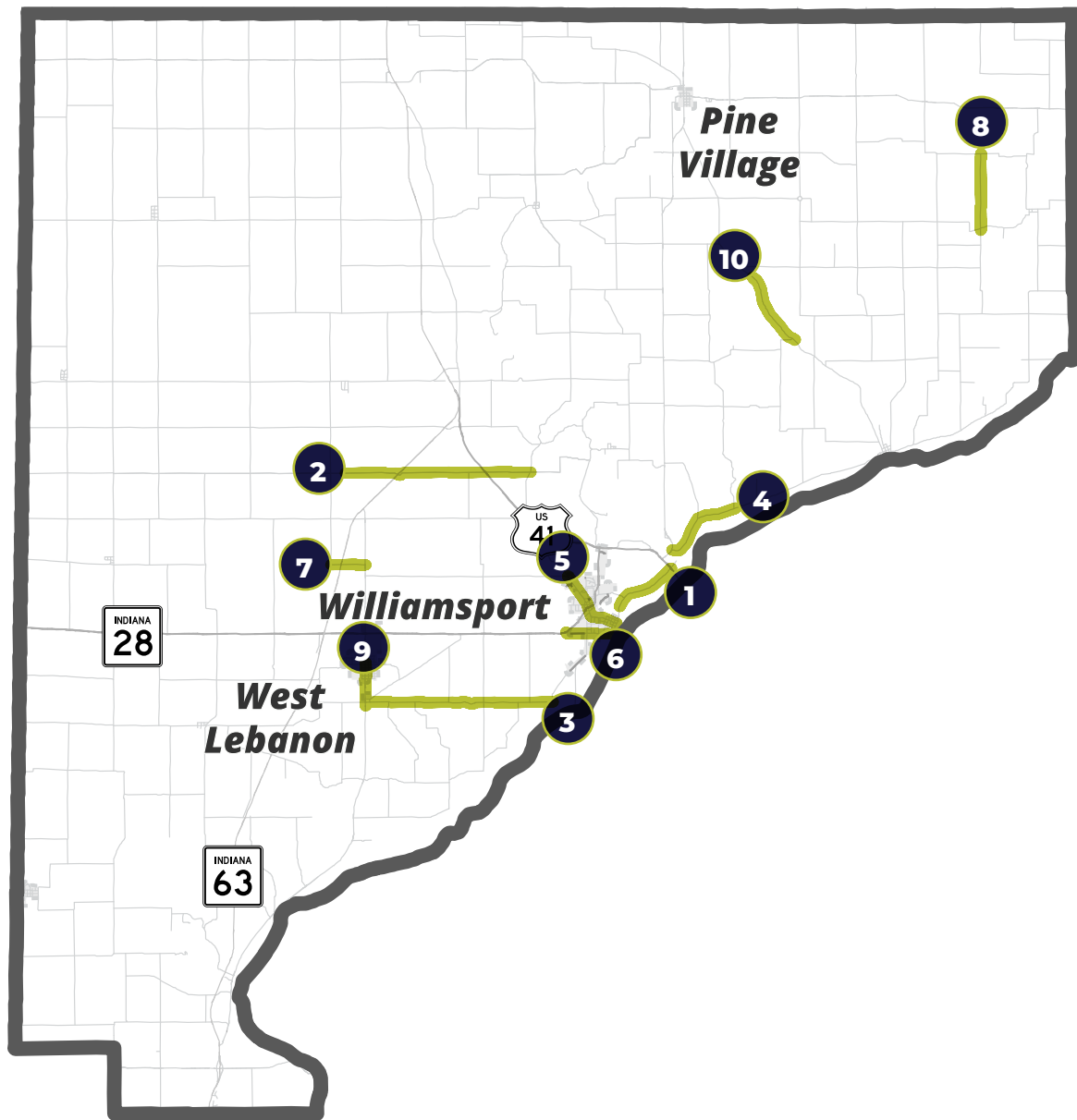


Figure 36. Warren County Capital Projects Map

WHITE COUNTY CAPITAL PROJECTS

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.	N/A	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

Table 14. White County Capital Projects

* Non-Local Roads

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-waystop 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	E. 2nd St	S. Kenton St	E. U.S 24	US 421 was recently repaved and restriped to add parking, shoulders, and turn lanes. Corridor to the west of the intersection has been upgraded in recent years to incorporate complete streets elements and recommendations have been incorporated into this location (intersection was also repaved and restriped, adding stop bars, crosswalks, and back panels to signals). No further actions or recommendations.		
12	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.

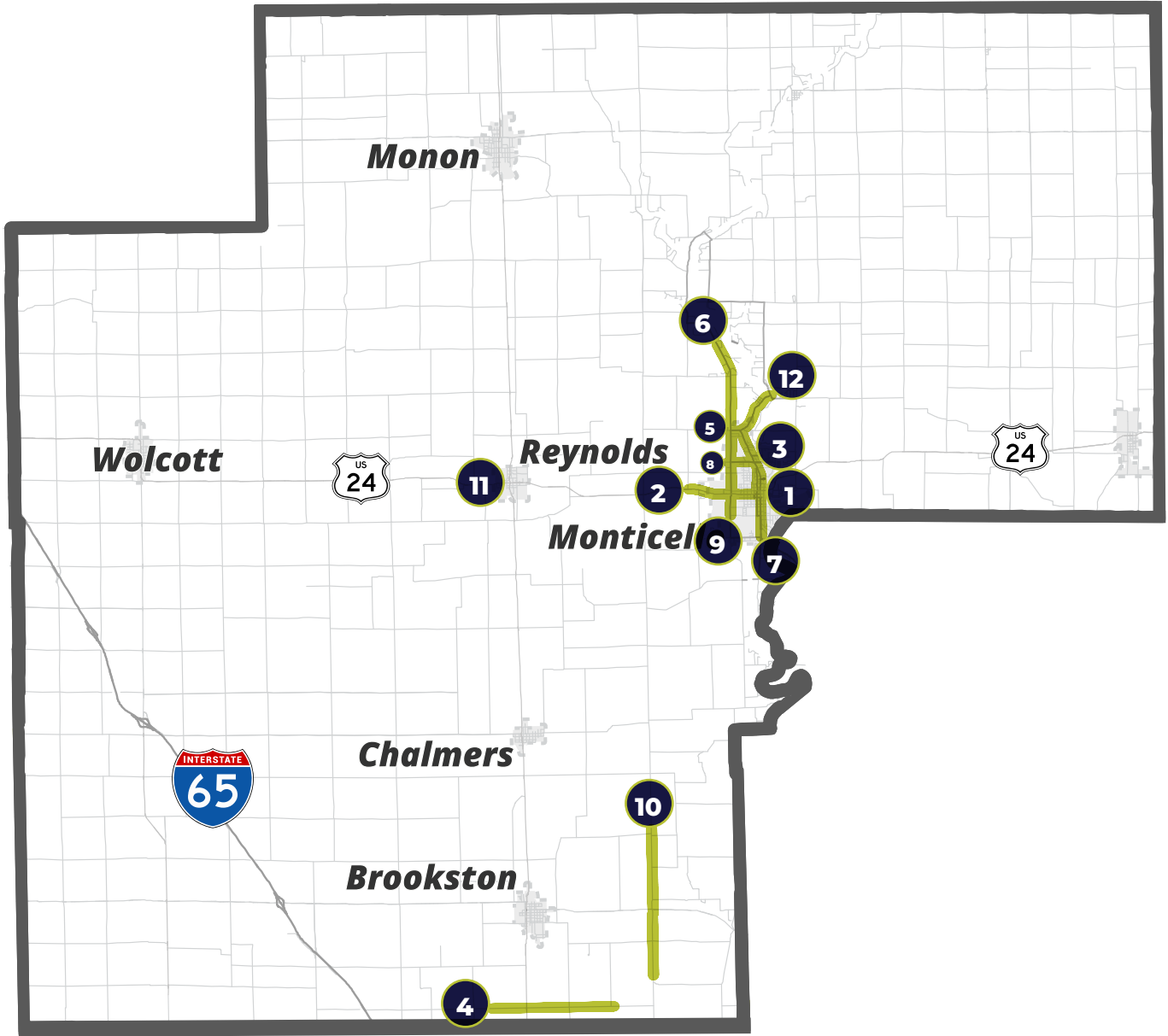


Figure 37. White County Capital Projects Map



4.3 PROJECT BRIEFS AT RSA LOCATIONS

Between October 2025 and February 2026 eight road safety audits (RSA) were completed at high crash locations across the region; one in each county. **(Figure 38)**

These RSA followed an established USDOT process that includes a pre-audit stakeholder meeting, field review, in-depth safety analysis, report, and a findings presentation to stakeholders.

KIRPC, acting as a regional convener and planning agency, advocates on behalf of its member communities for the implementation of recommended countermeasures.

The subsection that follows includes a brief project overview with key findings and takeaways. Full reports are available upon request.

ROAD SAFETY AUDIT LOCATIONS

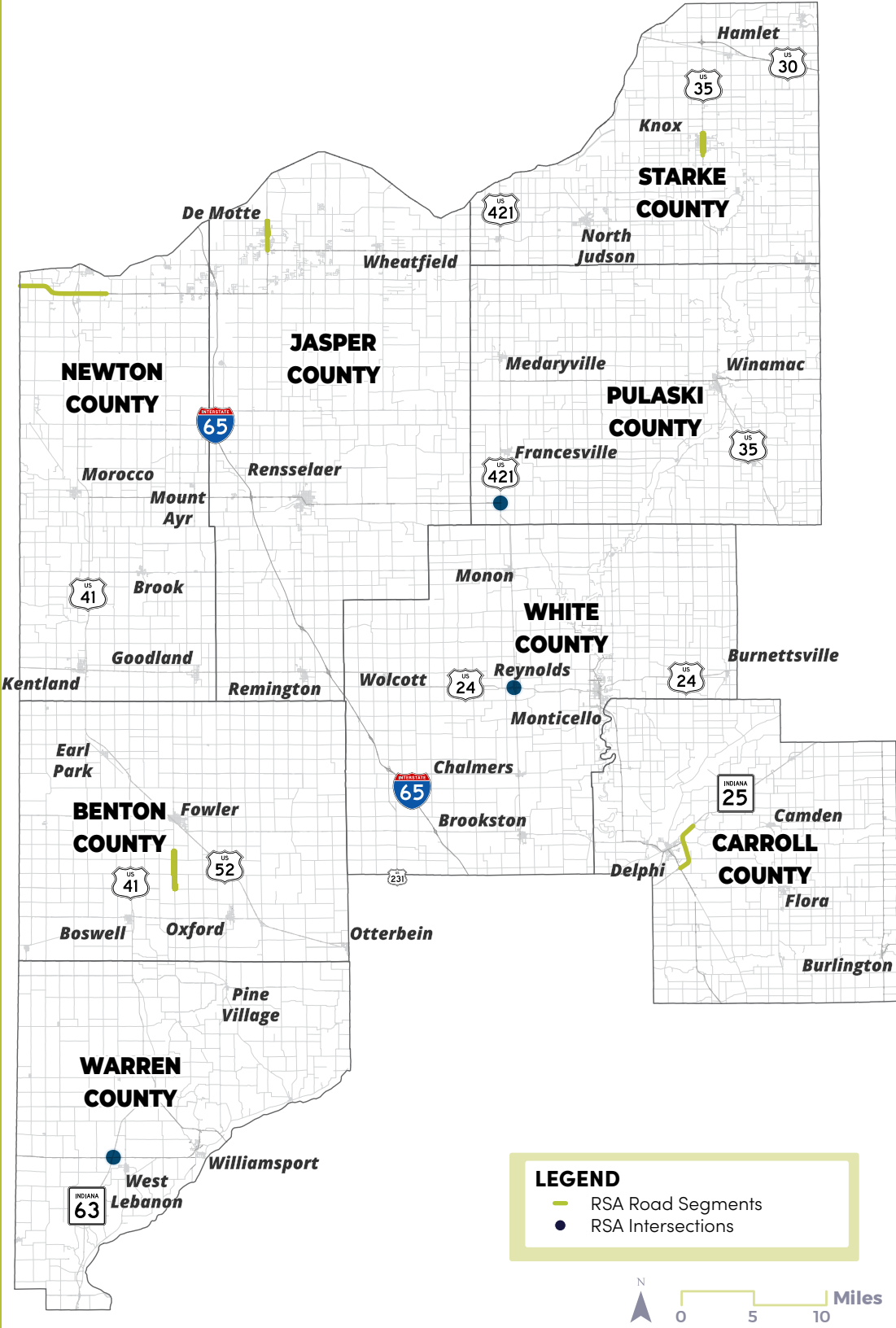


Figure 38. Road Safety Audit Locations Map

S. MERIDIAN ROAD

CORRIDOR OVERVIEW

S. MERIDIAN ROAD:

Between CR 200 S and CR 400 S

CORRIDOR LENGTH:

2.0 miles

ADJACENT KIRPC COUNTIES:

Jasper Co., Newton Co., Warren Co., White CO.

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Minor Collector (rural)

ROADWAY CHARACTERISTICS:

Narrow (22 ft.), no shoulders, no center or edge lines, with guard rail limited to stream crossings

NUMBER OF LANES:

Two-lane, undivided (no median)

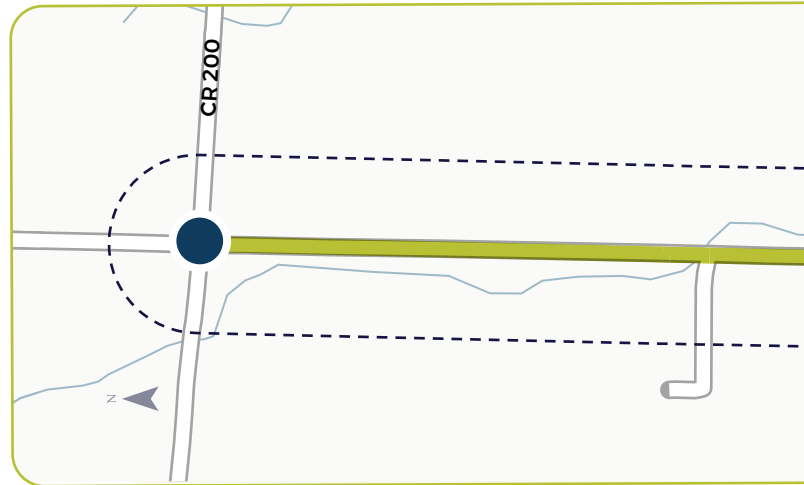
POSTED SPEED LIMIT:

55 mph




TRAFFIC VOLUME:

487 AADT (2025)

Figure 39. Benton County RSA Location



LEGEND:

-  Priority Intersections
-  Corridor Segment
-  Study Area

CRASHES BETWEEN 2015 AND 2023

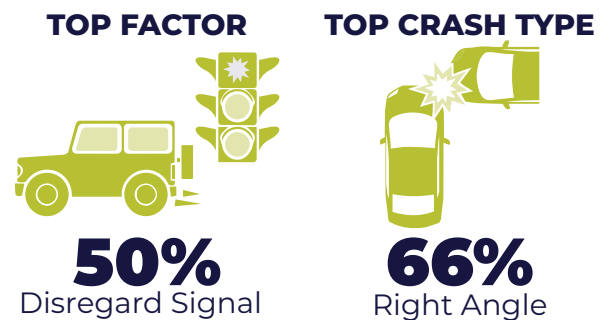
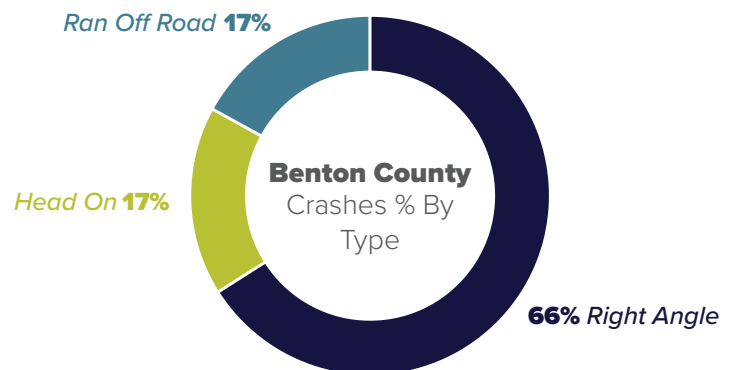
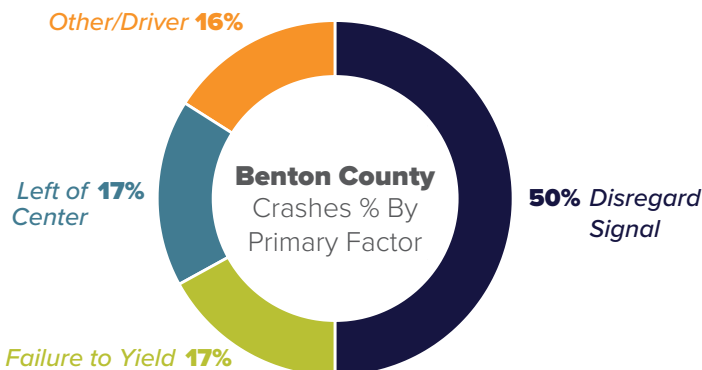
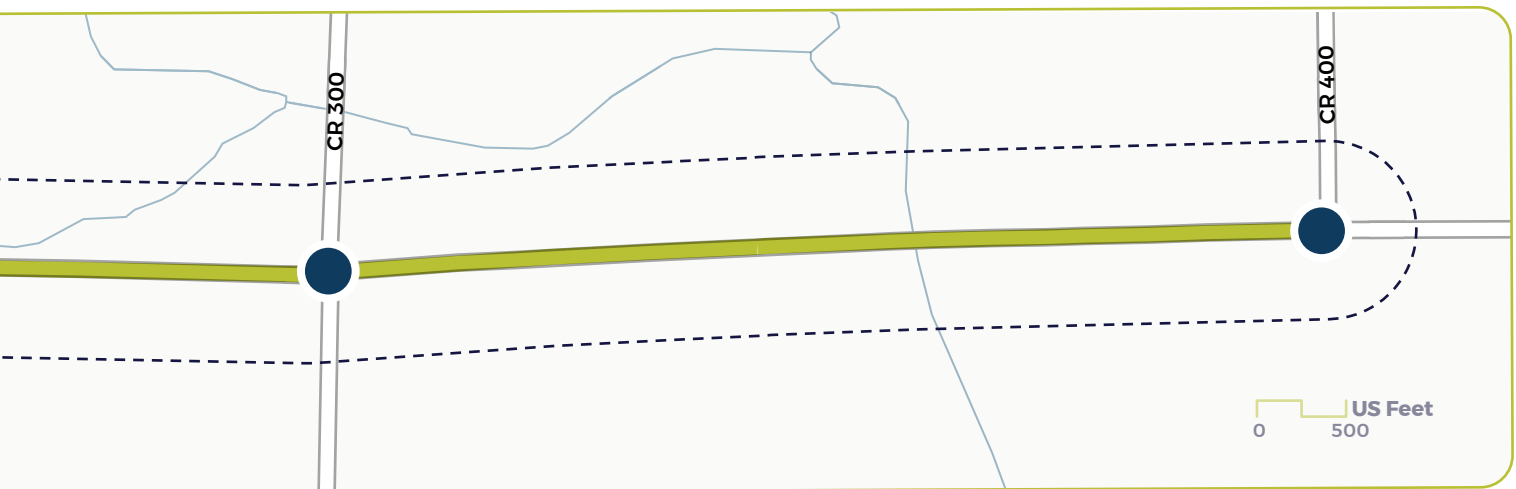


Figure 40. Benton County Crash Percent by Primary Factor

Figure 41. Crash Percent by Type





COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

Clear vegetation / trees	Add “Stop” sign on left-side of road
“Stop Ahead” (W3-1) & “Cross Traffic Does Not Stop” (W4-4P) Signs	Remove “Dangerous Intersection” sign & raise the height of sign
Signpost reflectors on stop signposts	Increase size of “Stop” signs to 36” / 48”
Install transverse rumble strips	Add an LED border/flashing beacons on stop signs
Short-Term Improvements Total Cost: \$35,000 - \$55,000	

MID-TERM IMPROVEMENTS

Complete pavement assessment	Upgrade guard rails
Stripe centerline and Edge Line	
Mid-Term Improvements Total Cost: \$300,000 – \$400,000	

LONG-TERM IMPROVEMENTS

Realign South Meridian Road to eliminate skew	
Long-Term Improvements Total Cost: \$2,500,000 – \$3,000,000	

Table 15. Benton County Countermeasure Recommendations

STATE ROUTE 25



CORRIDOR OVERVIEW

STATE ROUTE 25:

Between CR 218 to U.S. 421

CORRIDOR LENGTH:

3.5 miles

ADJACENT KIRPC COUNTIES:

White Co.



ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Principal Arterial Expressway (rural)

ROADWAY CHARACTERISTICS:

Wide shoulder, rumble strips and stripes, segments of guard rail

NUMBER OF LANES:

Four-lanes (two in each) separated by depressed grass median

POSTED SPEED LIMIT:

60 mph

TRAFFIC VOLUME:

8,358 - 10,834 AADT (2024)



CRASHES BETWEEN 2015 AND 2023



Figure 43. Carroll County Crash Percent by Primary Factor

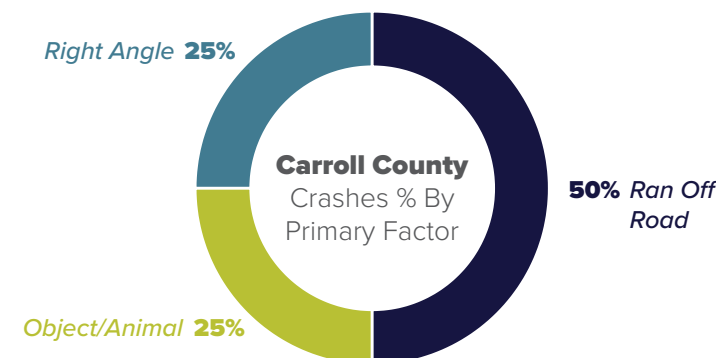
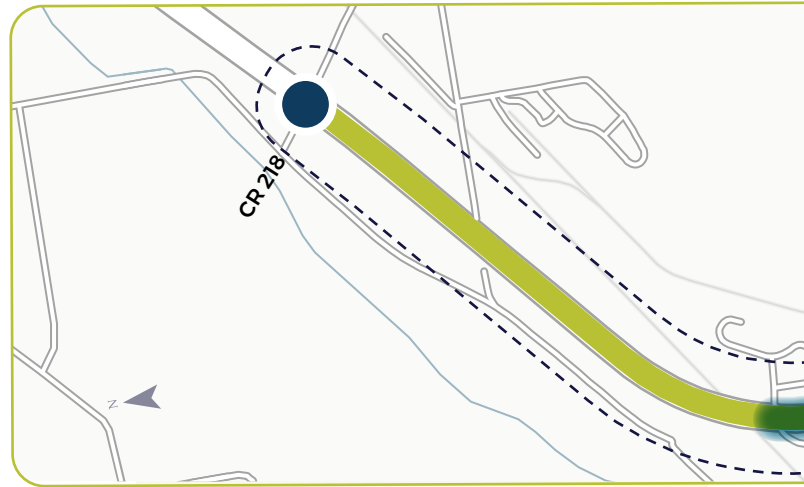


Figure 42. Carroll County RSA Location



LEGEND:

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

TOP FACTOR



75%

Failure to Yield (25%)
Maintain Lane (25%)
Object/Animal (25%)

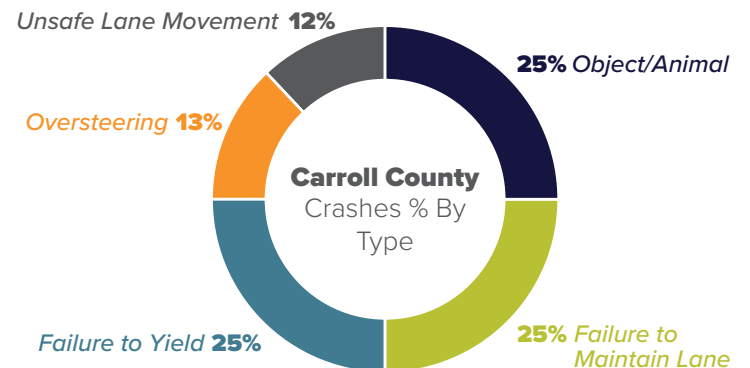
TOP CRASH TYPE



50%

Ran Off Road

Figure 44. Carroll County Crash Percent by Type





COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

Installation of additional signage	Refreshed stop bars/markings
Installation of larger signs	Addition of transverse rumble strips
Installation of LED flashing “Stop” signs	

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

MID-TERM IMPROVEMENTS

Installation of J-turns and restriction of median access [E. Main St.]	Relocating light poles outside of the clear zone [E. Main St.]
Addition of guardrail and chevrons along curves [CR 200N and CR 300N]	Addition of cable barrier in the median

Mid-Term Improvements Total Cost: \$1,550,000 – \$1,950,000

LONG-TERM IMPROVEMENTS

Convert intersection to a reduced left-turn conflict intersection (RLTCI) [CR 218]

Long-Term Improvements Total Cost: \$2,000,000 – \$2,500,000

Table 16. Carroll County Countermeasure Recommendations

US-231 (HALLECK STREET)



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

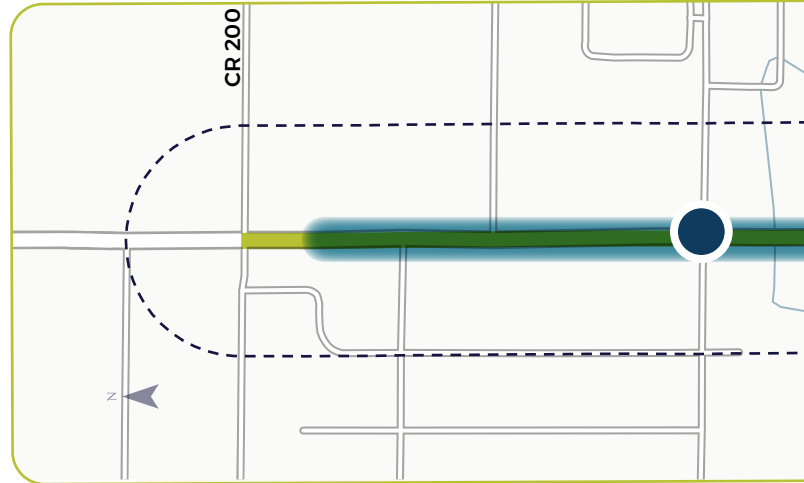
POSTED SPEED LIMIT:

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

TRAFFIC VOLUME:

9,809 - 12,286 AADT (2024)

Figure 45. Jasper County RSA Location



LEGEND:

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



CRASHES BETWEEN 2015 AND 2023

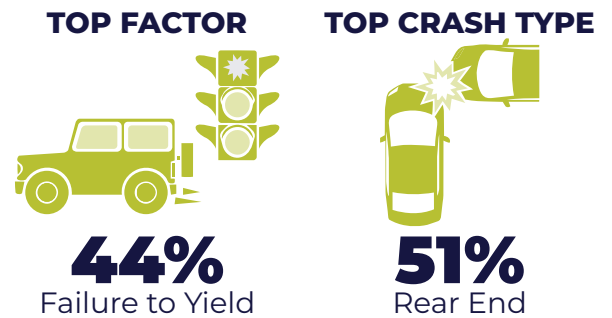
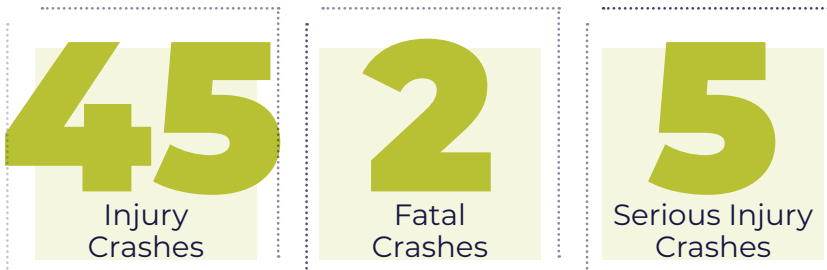


Figure 46. Jasper County Crash Percent by Primary Factor

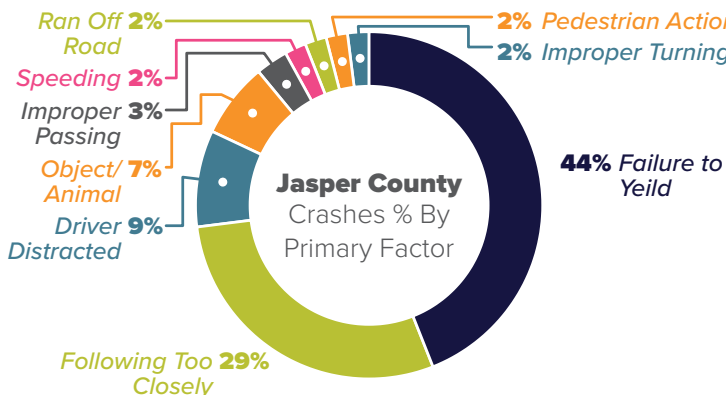
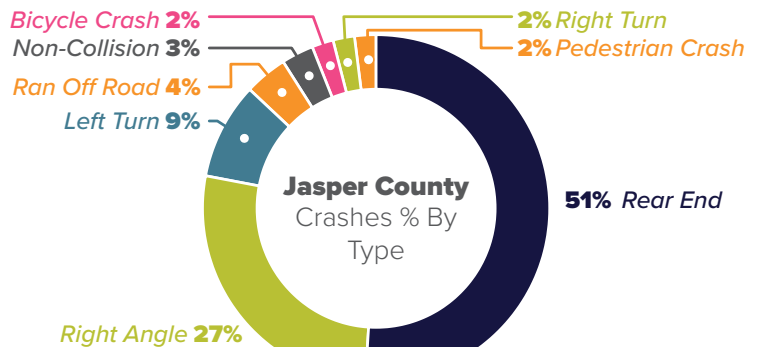


Figure 47. Jasper County Crash Percent by Type





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 17. Jasper County Countermeasure Recommendations

STATE ROUTE 10

CORRIDOR OVERVIEW

STATE ROUTE 10:
Between Illinois State Line to Stagecoach Dr

CORRIDOR LENGTH:
6 Miles

ADJACENT KIRPC COUNTIES:
Benton Co., Jasper Co.

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:
Minor Arterial (rural)

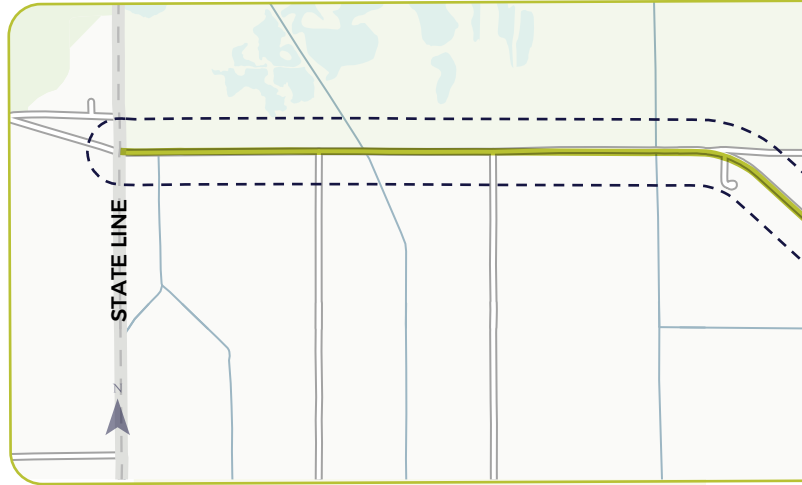
ROADWAY CHARACTERISTICS:
No shoulder, no rumble strips, some passing zones, reverse curve to west

NUMBER OF LANES:
2-lanes, no median, no dedicated turn lanes





POSTED SPEED LIMIT:
55 mph

TRAFFIC VOLUME:
4,903 AADT (2025)

Figure 48. Newton County RSA Location



LEGEND:

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

CRASHES BETWEEN 2015 AND 2023

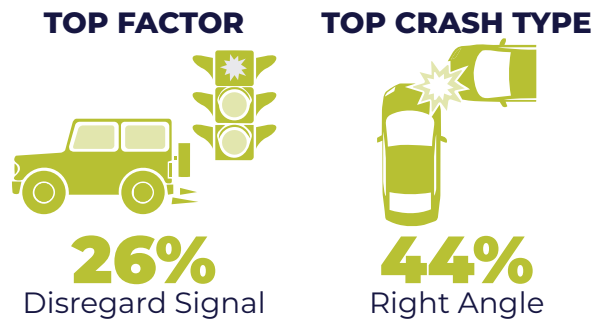


Figure 49. Newton County Crash Percent by Primary Factor

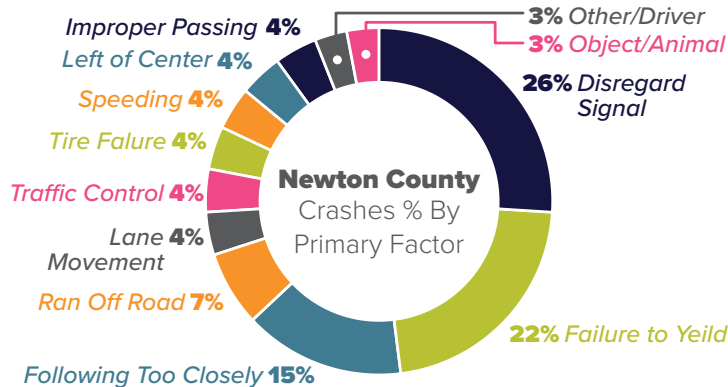
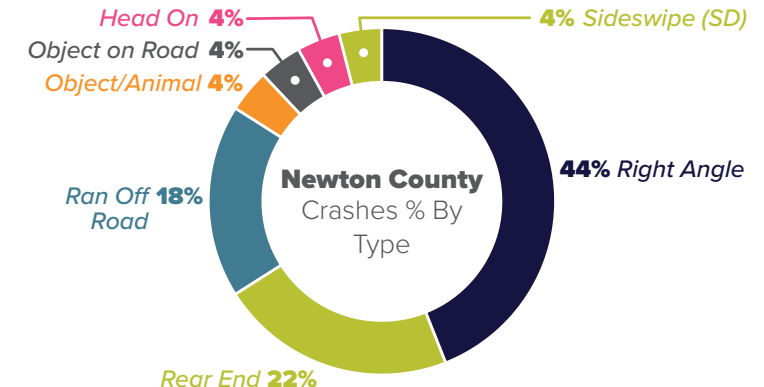
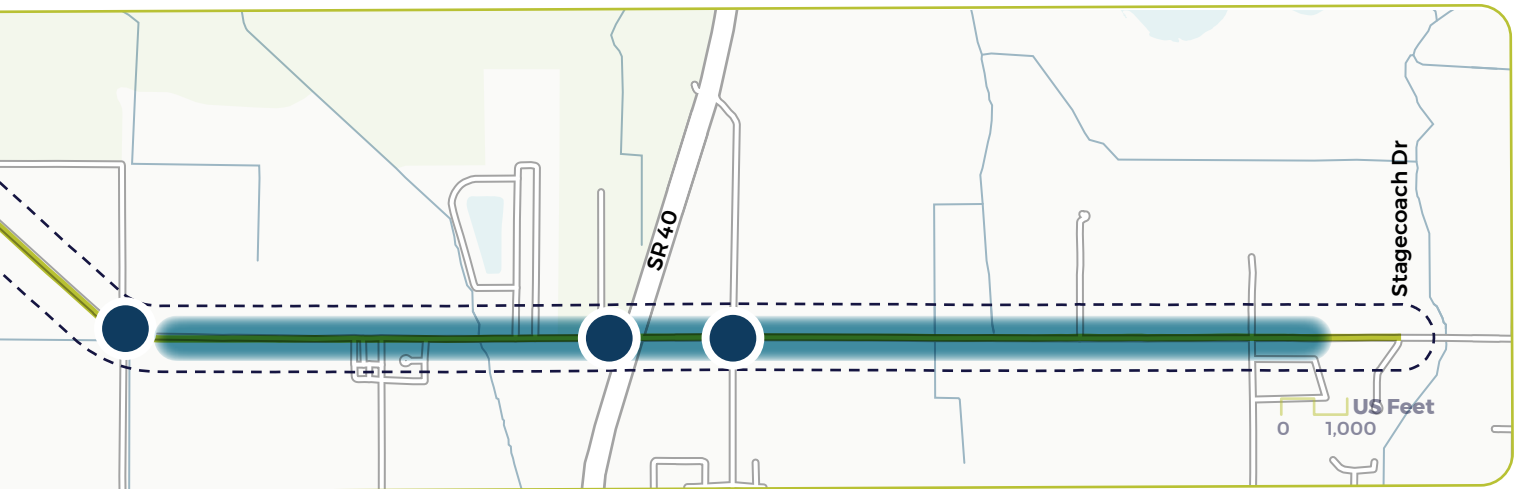


Figure 50. Newton County Crash Percent by Type





COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

Restrict east truck stop access to RIRO using tuff curbs and posts	Add marked and overhead/ground-mounted lane designations [US-41]
Add angled stop bars [CR 475 & CR 300]	Relocate "Intersection Warning" signs to appropriate height [CR 300]
Add lighting to intersection [US-41]	Add additional speed limit signs
Prohibit planting too close to the road	

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

MID-TERM IMPROVEMENTS

Install "Dead End" sign at the south leg [CR 475]	Add speed radar feedback signs
Replace tuff curb with concrete median at east truck stop access	Investigate lowering the speed limit
Add enhanced "Signal Ahead" indication [US-41]	

Mid-Term Improvements Total Cost: \$400,000 - \$500,000

LONG-TERM IMPROVEMENTS

Realign the north leg to a T-intersection [CR 475]	Add passing blister to central access at truck stop
--	---

Long-Term Improvements Total Cost: \$1,350,000 - \$1,850,000

Table 18. Newton County Countermeasure Recommendations

U.S. ROUTE 421 + STATE ROUTE 114



INTERSECTION OVERVIEW

CROSS STREETS

U.S. 421 + SR 114

CORRIDOR LENGTH:

Intersection

ADJACENT KIRPC COUNTIES:

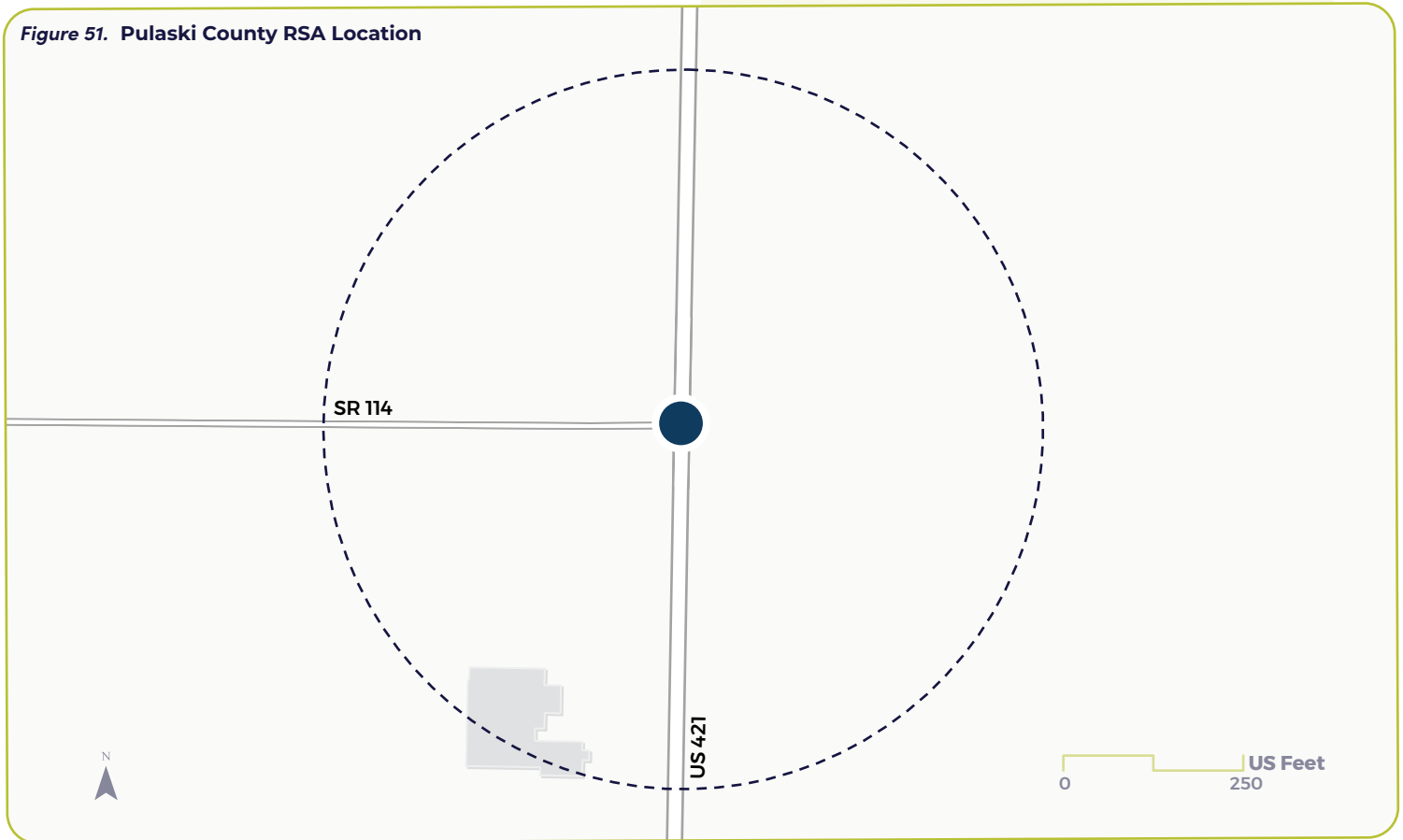
Jasper Co., Starke Co., White Co.

LEGEND:

Priority Intersection

Study Area

Figure 51. Pulaski County RSA Location



U.S. 421

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Principal Arterial (rural)

ROADWAY CHARACTERISTICS:

Narrow shoulders, with ditch and guard rail on east side near intersection

NUMBER OF LANES:

2-lanes, no median, no dedicated turn lanes

POSTED SPEED LIMIT:

55 mph

TRAFFIC VOLUME:

3,928 - 4,198 AADT (2024)



State Route 114

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Minor Arterial (rural)

ROADWAY CHARACTERISTICS:

Limited dirt shoulder, steep pavement edge

NUMBER OF LANES:

2-lanes, no median, no dedicated turn lanes

POSTED SPEED LIMIT:

55 mph

TRAFFIC VOLUME:

1,676 AADT (2024)

COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

Remove overhead flashing beacons	Increase size of "Stop" signs
Angle the stop bar [SR 114]	Install transverse rumble strips
Add signpost reflectors on "Stop" signs	Update non-standard plaques
Update left-turn warning sign	Mount "Stop Ahead" (W3-1) sign on new support
Add new intersection ahead sign on southbound approach	Install additional "Speed Limit" signs

Short-Term Improvements Total Cost: \$30,000 - \$50,000

MID-TERM IMPROVEMENTS

Add an LED border and/or mount flashing beacon on stop signs	Add shoulder & centerline rumble strips
Install speed radar feedback sign	Refresh pavement markings
Install lighting at the intersection	Install Raised Pavement Markers (RPMs) in the centerline

Mid-Term Improvements Total Cost: \$75,000 - \$100,000

LONG-TERM IMPROVEMENTS

Install "Intersection Conflict Warning" sign (ICWS)	Construct passing blister or turn lanes at the intersection
---	---

Long-Term Improvements Total Cost: \$700,000 - \$1,000,000

Table 19. Pulaski County Countermeasure Recommendations



CRASHES BETWEEN 2015 AND 2023



Figure 52. Pulaski County Crash Percent by Primary Factor

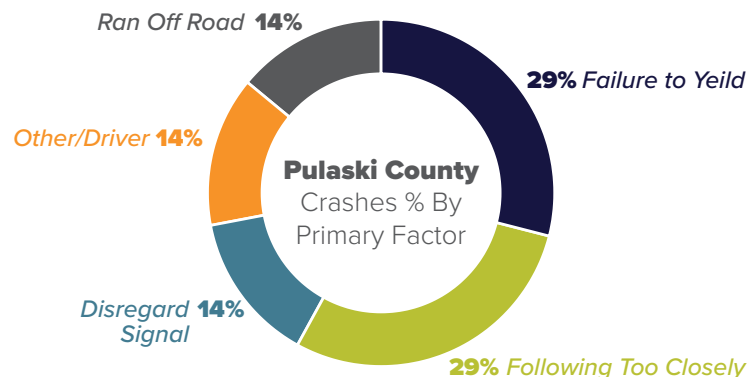
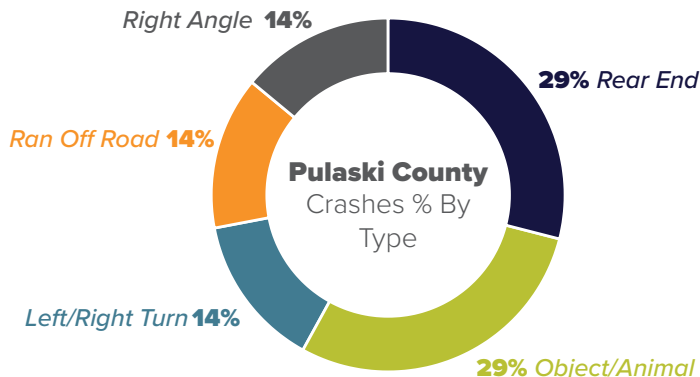


Figure 53. Pulaski County Crash Percent by Type



US-35 (HEATON STREET)



CORRIDOR OVERVIEW

HEATON STREET:

Between Yellow River to CR 150

CORRIDOR LENGTH:

1.5 Miles

ADJACENT KIRPC COUNTIES:

Jasper Co., Pulaski Co.



ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Principal Arterial (urban)

ROADWAY CHARACTERISTICS:

Wide lanes (12 ft.) with curbs and sidewalks

NUMBER OF LANES:

4-lanes, no median, no dedicated turn lanes (except Culver Rd)

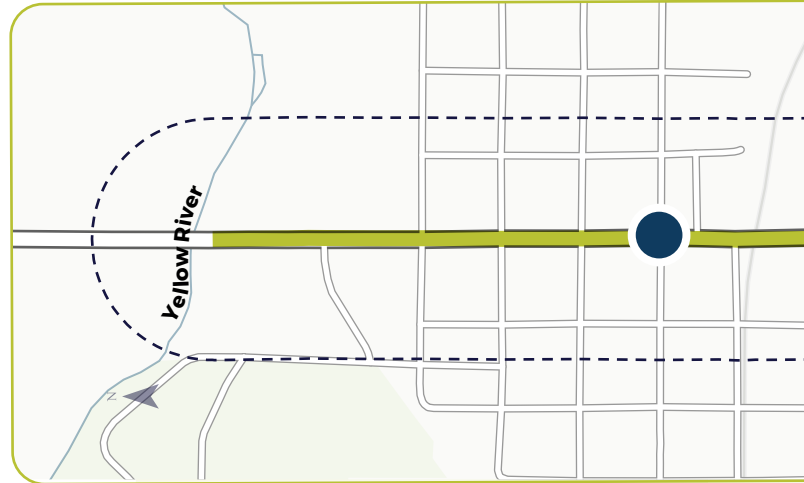
POSTED SPEED LIMIT:

35 mph

TRAFFIC VOLUME:

6,426 - 9,947 AADT (2024)

Figure 54. Starke County RSA Location



LEGEND:

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



CRASHES BETWEEN 2015 AND 2023

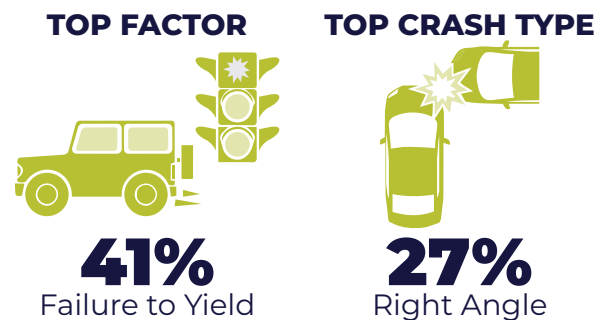


Figure 55. Starke County Crash Percent by Primary Factor

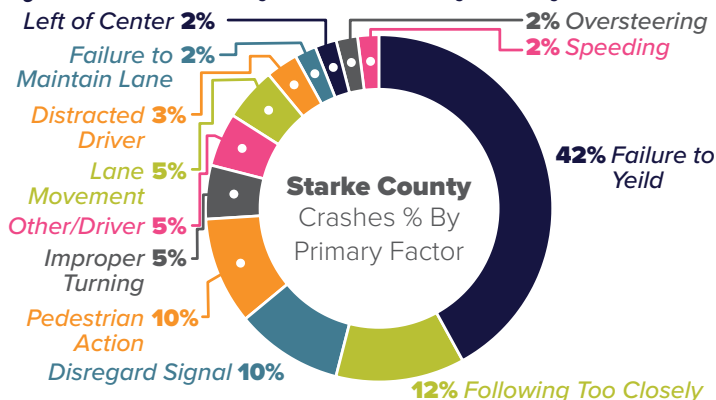
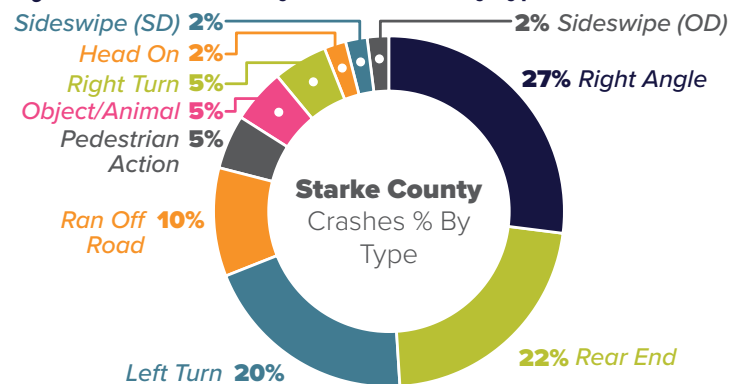
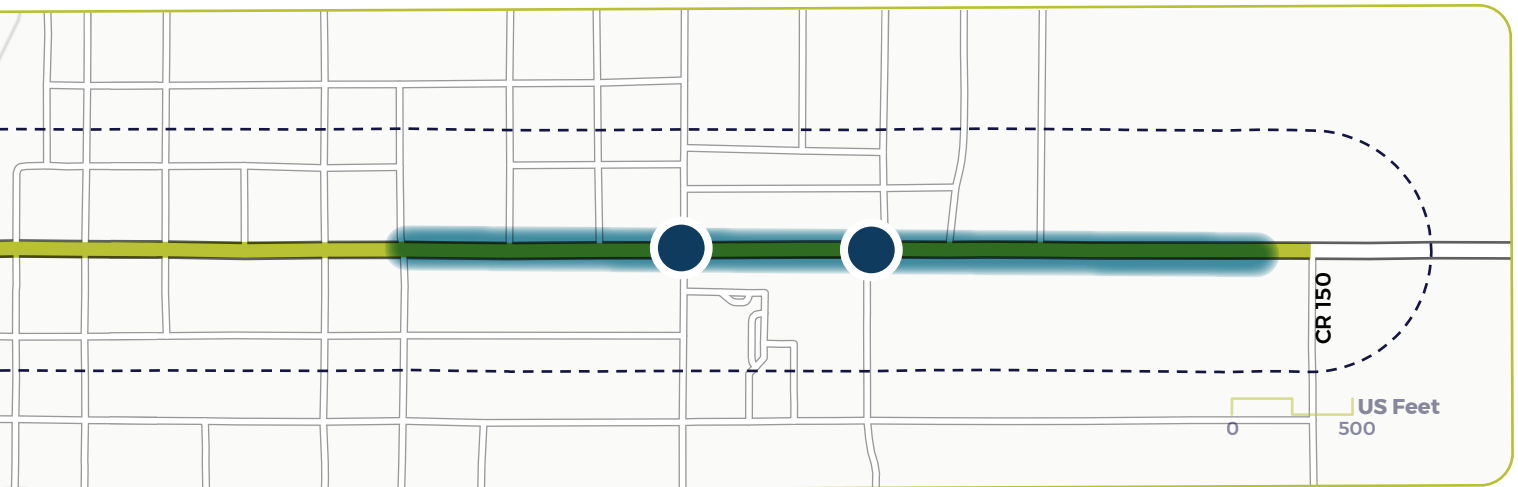


Figure 56. Starke County Crash Percent by Type





COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

Increase police enforcement on speeding	Review/update yellow and red clearance times
Add additional “Speed Limit” signs	Add overhead “School Crossing” signage (Clabaugh Dr)
Refresh pavement markings	Reduce exit lanes from driveways to one lane
Short-Term Improvements Total Cost: \$35,000 - \$55,000	

MID-TERM IMPROVEMENTS

Install speed radar feedback signs	Install smart detection for red-light runners
Add backplates to signal heads	Review/update signal timings to increase pedestrian crossing time (Clabaugh Dr)
Add left-turn arrow signal heads	Add leading pedestrian intervals (LPIs) (Clabaugh Dr)
Mid-Term Improvements Total Cost: \$275,000 - \$475,000	

LONG-TERM IMPROVEMENTS

4-to-3 lane conversion (road diet)	Access restrictions along the corridor
Add offset left-turn lanes	Convert signalized intersections to roundabouts
Long-Term Improvements Total Cost: \$11,350,000 - \$12,350,000	

Table 20. Starke County Countermeasure Recommendations

STATE ROUTE 28 + STATE ROUTE 63



INTERSECTION OVERVIEW

CROSS STREETS

SR 28 + SR 63

CORRIDOR LENGTH:

Intersection

ADJACENT KIRPC COUNTIES:

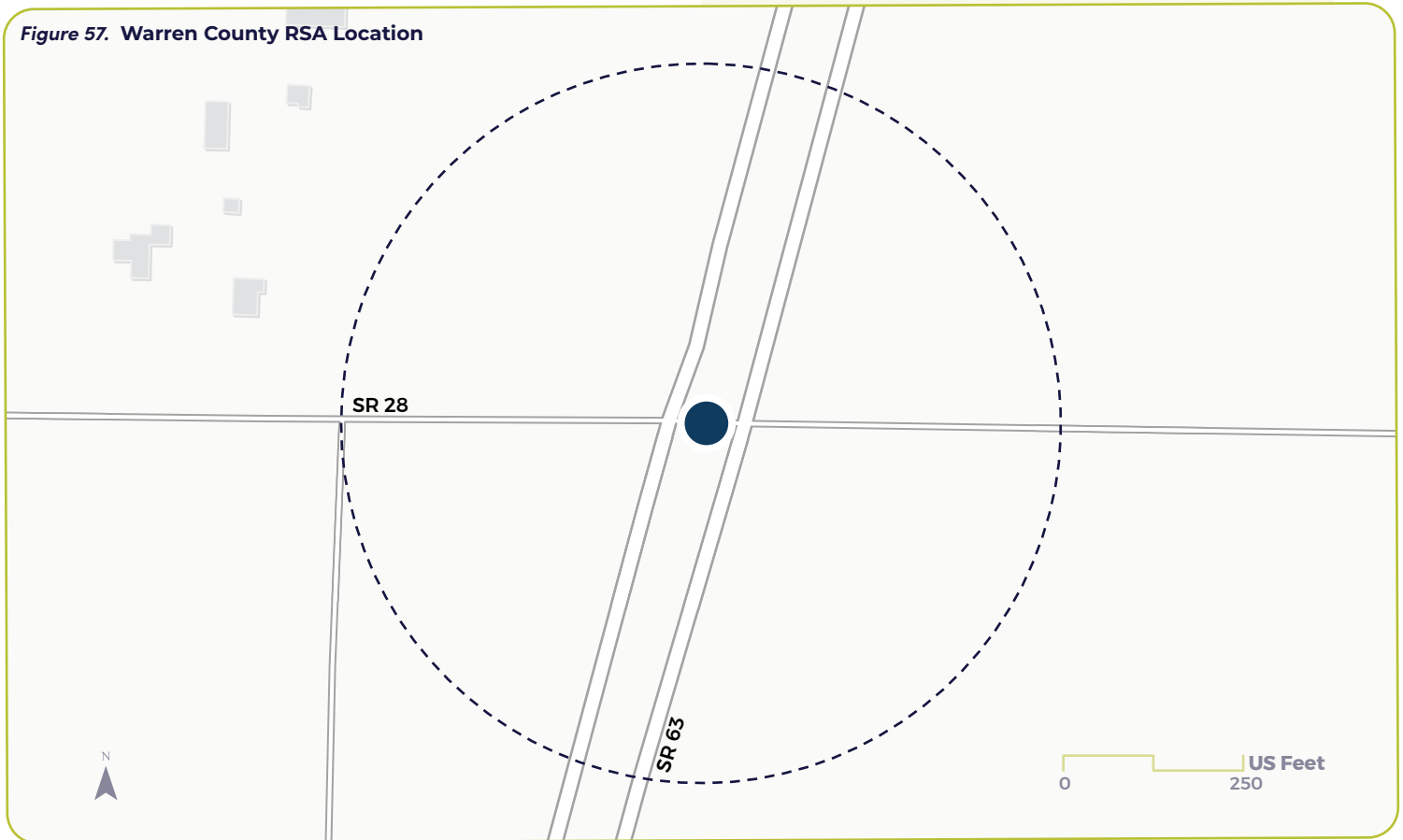
Benton Co.

LEGEND:

Priority Intersection

Study Area

Figure 57. Warren County RSA Location



SR 63

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Principal Arterial (rural)

ROADWAY CHARACTERISTICS:

Ample paved shoulder along every approach

NUMBER OF LANES:

4-lane divided (depressed grass), with dedicated left- and right-turn lanes along each approach

POSTED SPEED LIMIT:

60 mph

TRAFFIC VOLUME:

2,769 - 4,130 AADT (2024)



SR 28

ROADWAY DESIGN

FUNCTIONAL CLASSIFICATION:

Minor Arterial (rural)

ROADWAY CHARACTERISTICS:

Paved shoulder near approach to intersection

NUMBER OF LANES:

Two-lane , undivided with centerline rumble strips and no dedicated turn lanes

POSTED SPEED LIMIT:

55 mph

TRAFFIC VOLUME:

1,303 - 2,261 AADT (2024)



COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

- | | |
|----------------------------------|-------------------------------------|
| Relocate route markers | Install "Stop Ahead" (W3-1) signage |
| Install transverse rumble strips | Provide angled stop bars |

Short-Term Improvements Total Cost: \$30,000 – \$40,000

LONG-TERM IMPROVEMENTS

- Convert the intersection to a reduced conflict intersection (RCI)

Long-Term Improvements Total Cost: \$2,000,000 – \$2,500,000

Table 21. Warren County Countermeasure Recommendations



CRASHES BETWEEN 2015 AND 2023

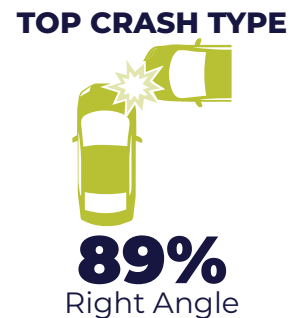
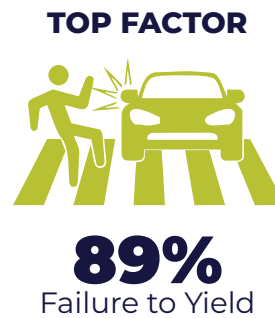


Figure 58. Warren County Crash Percent by Primary Factor

Following Too Closely 11%

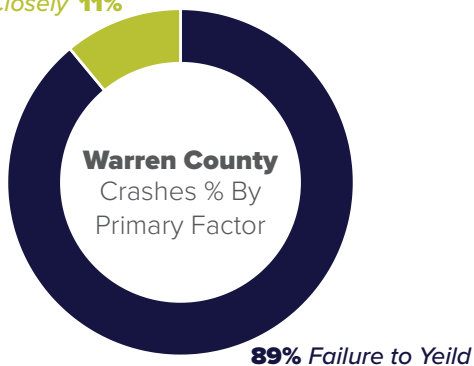
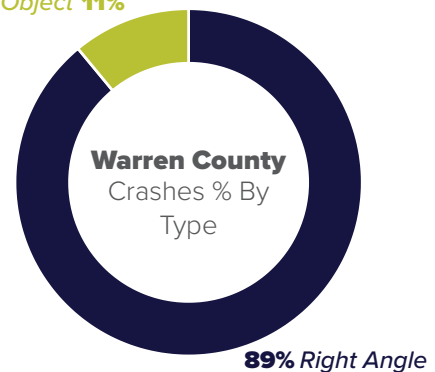


Figure 59. Warren County Crash Percent by Type

Collision with Object 11%



U.S. ROUTE 421 + COUNTY ROAD 300 E



INTERSECTION OVERVIEW

CROSS STREETS

U.S. 421 + CR 300 E

CORRIDOR LENGTH:

Intersection

ADJACENT KIRPC COUNTIES:

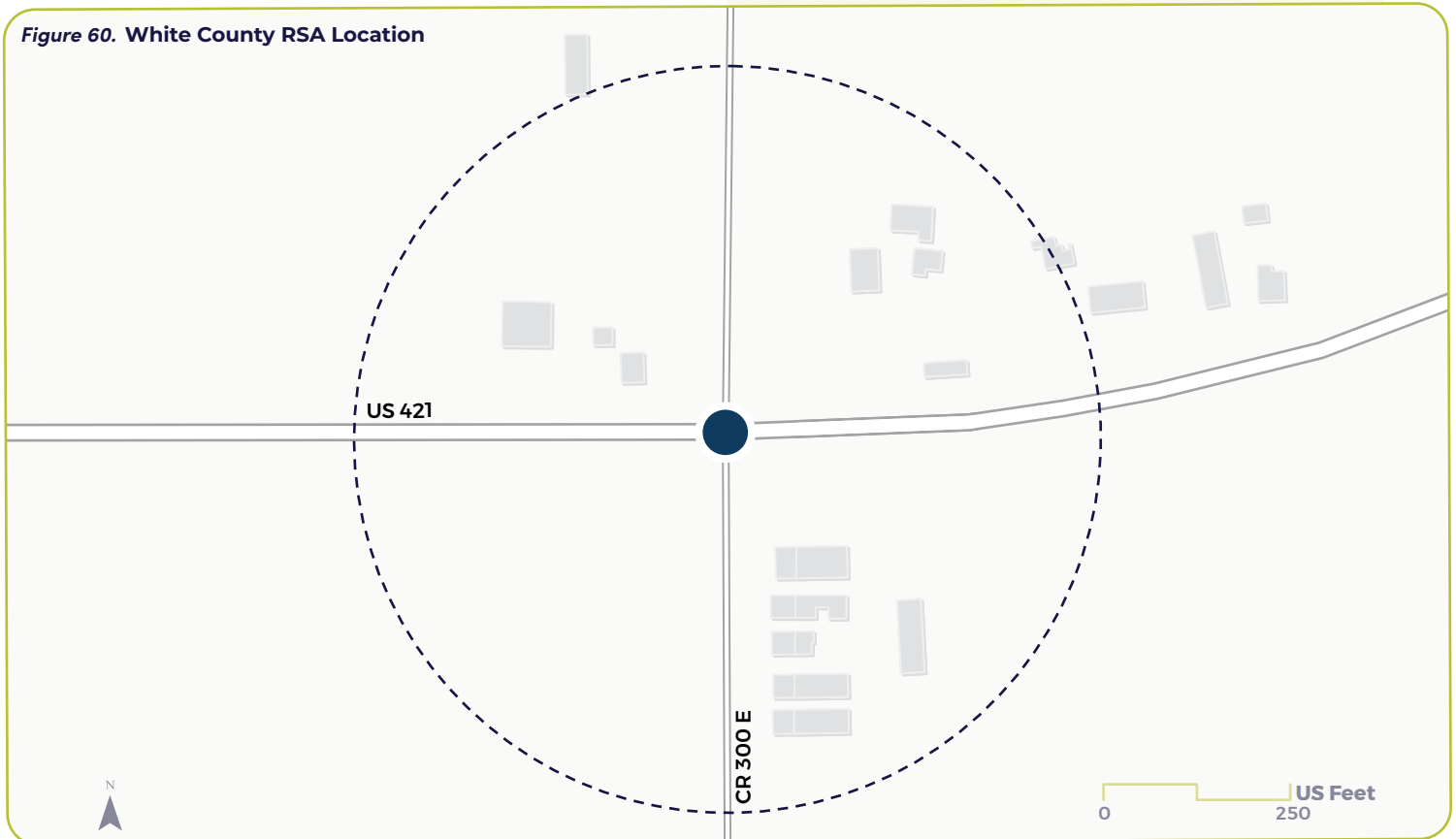
Benton Co., Carroll Co., Jasper Co., Pulaski Co.

LEGEND:

Priority Intersection

Study Area

Figure 60. White County RSA Location



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 22. White County Countermeasure Recommendations

CRASHES BETWEEN 2015 AND 2023



Figure 61. White County Crash Percent by Primary Factor

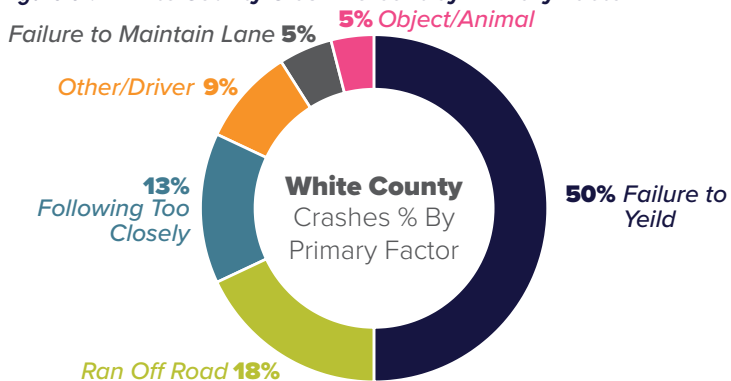
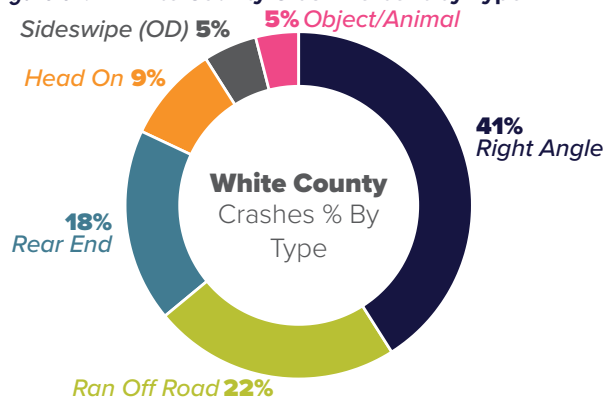


Figure 62. White County Crash Percent by Type





APPENDIX

APPENDIX



