



2026
NEWTON COUNTY
SAFETY ACTION PLAN

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SAFETY ACTION PLAN OVERVIEW



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

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

Newton County's transportation system is shaped by long rural roadway segments, a limited number of state and U.S. routes providing regional connectivity, and small communities that serve as focal points for local travel. While overall crash volumes are modest, higher operating speeds on rural corridors, frequent roadway departures, and limited recovery space contribute to a disproportionate share of fatal and severe injury crashes. Communities such as Kentland, Morocco, and Goodland experience localized safety challenges where regional traffic transitions into lower-speed town environments, creating elevated risks at intersections, along main streets, and near schools and community destinations.

This plan is intended to support county-level decision-making by identifying priority rural corridors and town transition areas where targeted safety investments can most effectively reduce fatal and severe injury crashes in Newton County. It provides a practical framework for focusing resources on locations with elevated severity risk, coordinating with state and regional partners, and strengthening future funding applications that address both rural roadway departures and community-level safety needs.

How to **USE THIS PLAN**

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

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



County at a Glance

Newton County is located in the northwest corner of the KIRPC region adjacent to the Illinois state border. The county seat is Kentland. The county has no hospitals and 7 public schools. A segment of interstate 65 runs parallel to the county border in the northeast. Other major roads include US Routes 24 and 41, and Indiana SR 14 (**Figure 1**).

On average, 169,000 daily trips occur on roads in Newton County, many of which are using Interstate 65. Most residents (78 percent) commute outside of the county to work, primarily using Interstate 65.



7

Number of Public Schools



0

Number of Hospitals

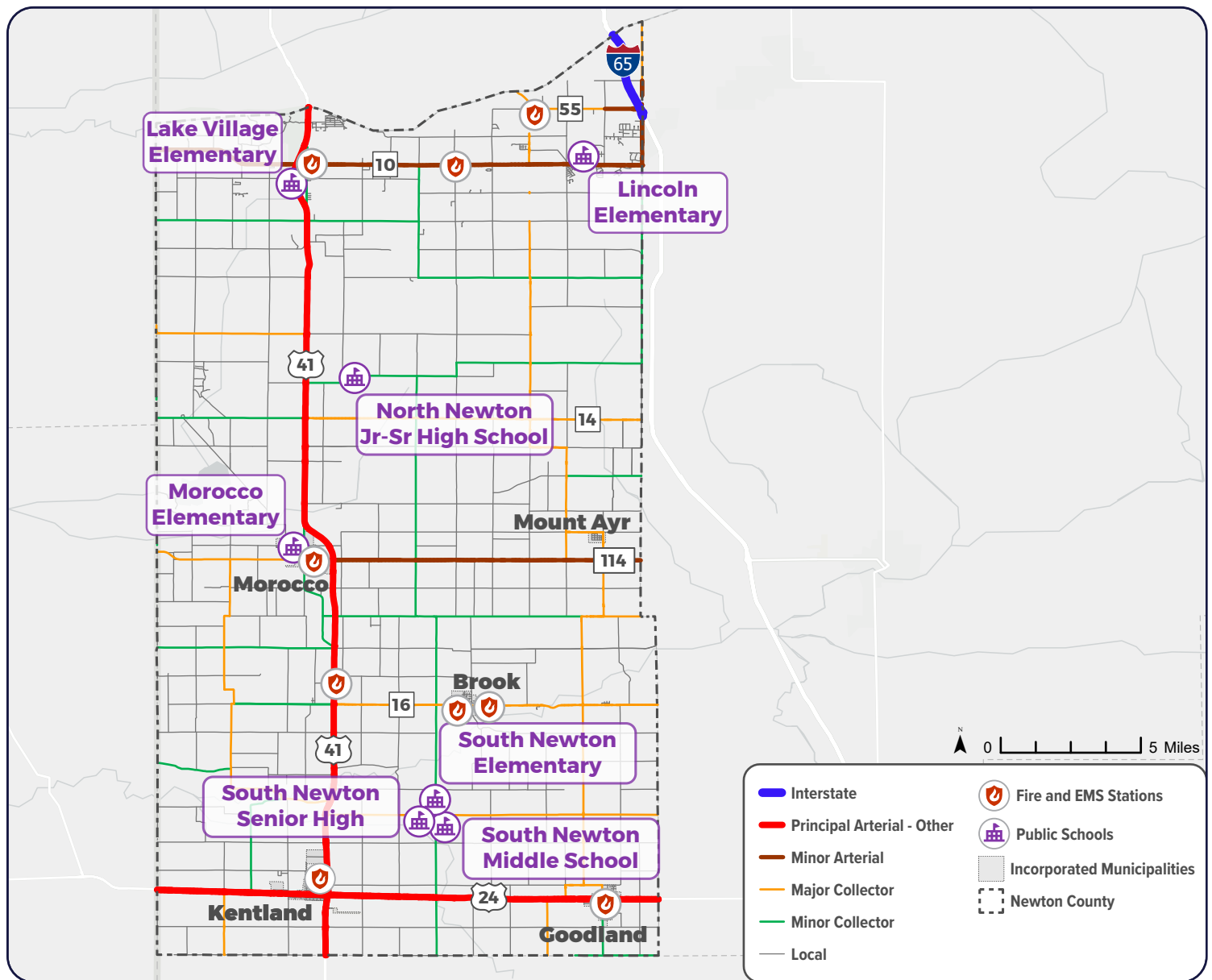


Figure 1. Jasper County Plan Study Area

Newton County's travel patterns center on rural corridors and state routes such as US 24 and State Road 55, which connect homes, schools, and businesses in communities including Goodland, Brook, and Morocco. Residents frequently drive between these towns for daily needs or travel outward along these routes to reach employment and services **(Figure 2) (Table 2)**. A small portion of I-65 cuts through the northeastern most part of the county, linking the county to regional areas like Indianapolis.

A large share of commuters travel outside the county, particularly to Rensselaer, Lafayette, and Indianapolis, reflecting Newton County's role as a residential community within the region. These routine trips across agricultural landscapes highlight the importance of maintaining reliable rural corridors that connect residents to nearby job centers.



County by the Numbers

Newton County **COMMUNITY PROFILE** In 2024



14,131

TOTAL POPULATION
(2024)¹



3,408

TOTAL JOBS
(2024)²



401.8

TOTAL AREA
(Square Miles)



Image Source: Google Maps

Table 1. Newton County Municipalities

Newton County Municipalities	
1	Brook
2	Goodland
3	Kentland (county seat)
4	Morocco
5	Mount Ayr

Newton County **ROADWAY NETWORK**



1,898

TOTAL ROADWAY
(Miles)



247.7

TOTAL URBAN ROADWAY
(Miles)



1,650.3

TOTAL RURAL ROADWAY
(Miles)

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

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

Newton County **COMMUTER TRENDS** In 2024 ¹

Table 2. Top 5 Commuting Destinations

Rank	Commuting Destinations	% of County Workforce
1	Kentland, IN	7.6%
2	Rensselaer, IN	4.6%
3	Lafayette, IN	3.8%
4	Indianapolis, IN	3.2%
5	Crown Point, IN	2.7%
	All Other Locations	78.1%

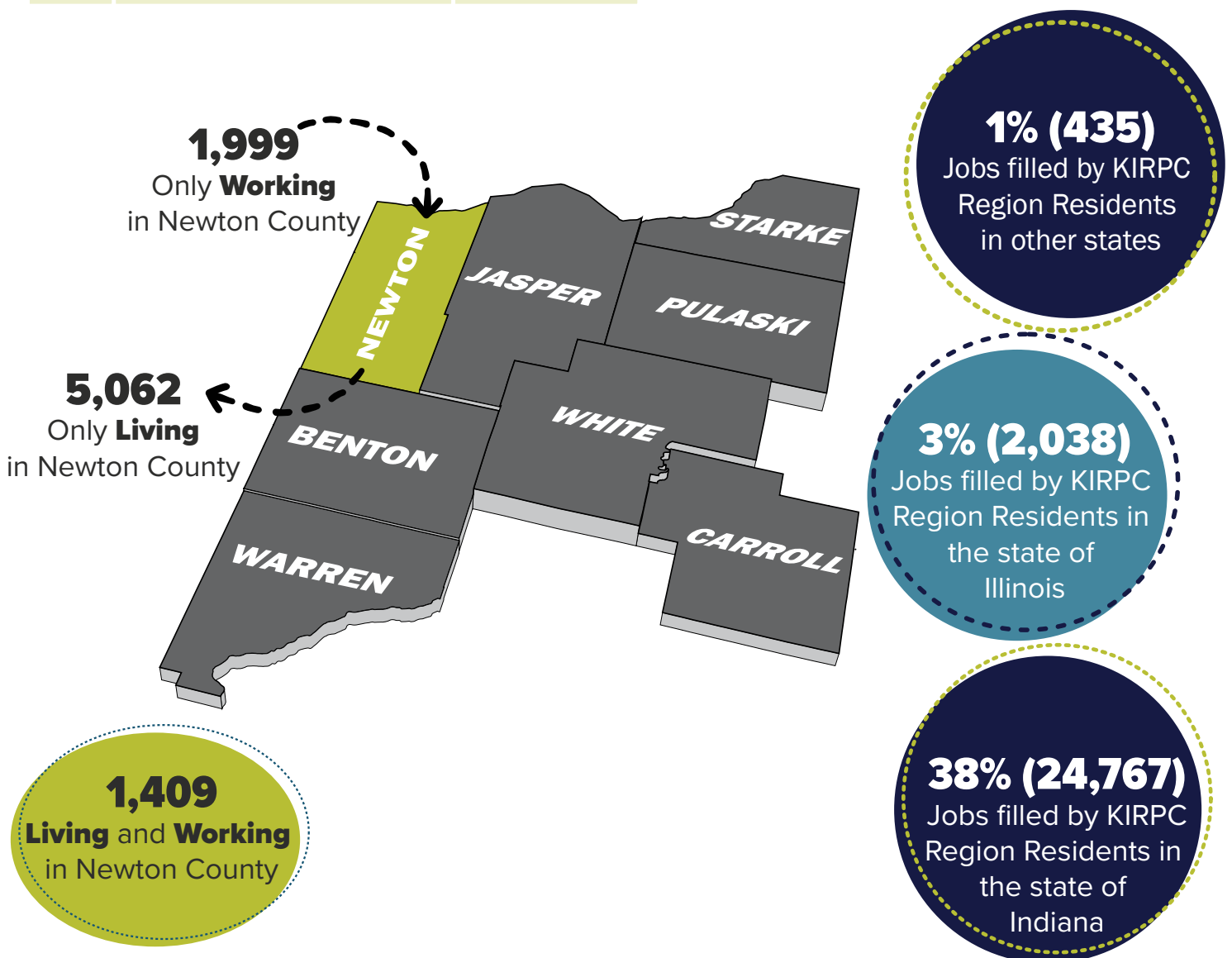


Figure 2. Newton County Travel Patterns

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

CURRENT STATE OF SAFETY

Safety Overview

Crash safety analysis examined all crashes in Newton County that resulted in an injury or fatality from 2015 to 2023. Crashes on I-65 were omitted. In that nine-year period, of all crashes 8% involved fatalities, 58% resulted in incapacitating injuries, 26% were non-incapacitating injuries, and 8% were classified as possible injuries (**Figure 3**).

Rate of crash fatality measures the likelihood any crash that occurs results in a fatality. Newton County's rate is 2.9 fatalities per 10,000 crashes, higher than the state average (1.3) (**Table 4**). This combined with a high percentage of incapacitating injury crashes emphasizes the urgency to address traffic safety.

An analysis of state crash data shows that 66% of all reported crashes that result in a person being injured or killed occur on just 13% of Newton County's roads. The High Injury Network (HIN) identifies roadway segments and intersection locations with the highest concentrations of severe crashes. The HIN should be prioritized when considering crash countermeasures.



Image Source: Google Maps

Table 4. Crash Comparison

Jurisdiction	Crash Fatality Rate (Per 10k Crashes)
Newton County	2.9
KIRPC Region	2.5
Indiana	1.3

Understanding Crash Severity

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

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

Crash Severity By the numbers

	Angle	Backing	Head On	Non Collision	Object/ Animal	Ran Off Road	Rear End	Side Swipe	Other
K	9	0	3	1	2	13	4	0	2
A	62	1	4	4	9	107	23	11	19
B	25	0	7	2	4	51	7	14	2
C	4	0	1	1	3	8	6	4	0

Table 3. Crash Type Totals by Severity

Crash Severity Heatmap

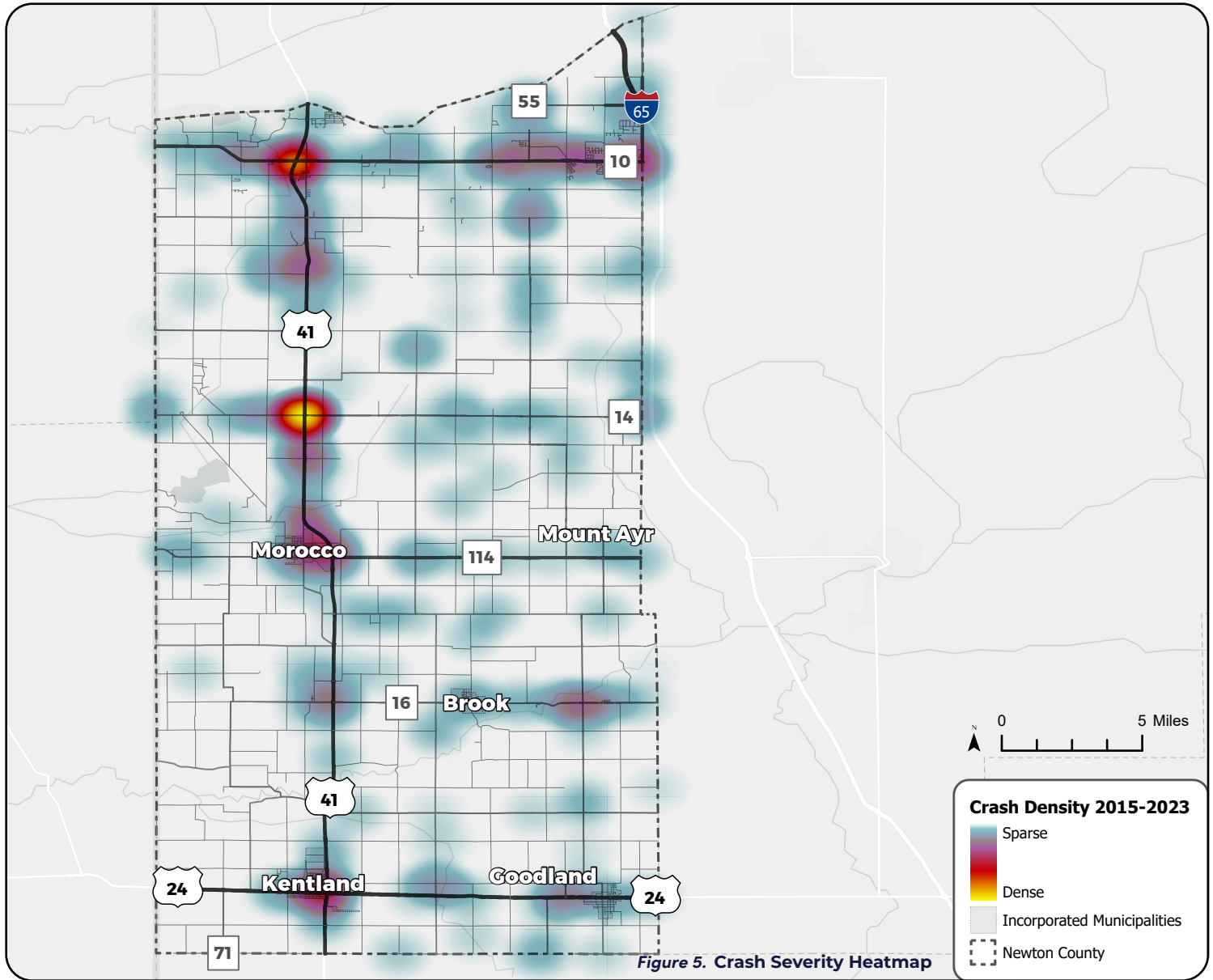


Figure 4. Crash Types Resulting in Death or Severe Injury (%)

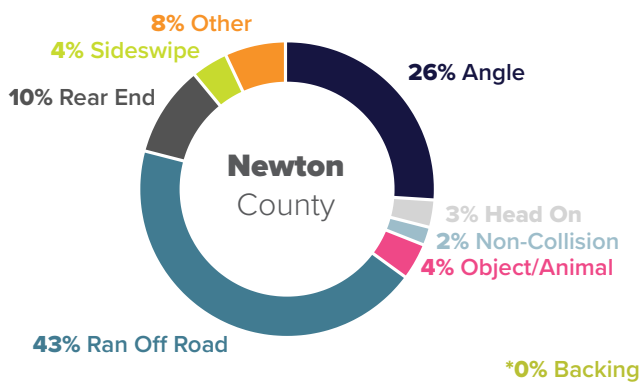
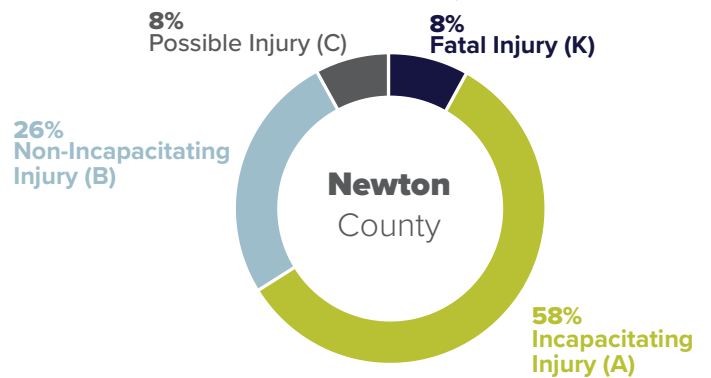


Figure 3. Crash Severity (%)



HIGH INJURY NETWORK

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

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

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

Top 10 HIN Segments

Rank	Primary Roadway	Segment Start	Segment End
1	W. CR 100 (N)	W. SR 14	E. CR 400 (S)
2	E. Michigan Ave	S. Main St	E. 1st St
3	E. Seymour St	S. First St	N. CR. 1200 (E)
4	N. CR 400 (W)	W. CR 600 (N)	S. CR 600 (W)
5	N. CR 475 (W)	W. CR 950 (N)	E. U.S. 52
6	N. Seventh St	E. Seymour St	E. CR 300 (S)
7	W. CR 600 (N)	N. CR 40 (W)	E. CR 900 (N)
8	W. CR 600 (S)	S. Meridian Rd	E. CR 550 (S)
9	W. CR 950 (N)	N. CR 290 (W)	E. CR 300 (S)
10	S. CR 300 (W)	E. Michigan Ave	E. CR 300 (S)

See map on next page with all HIN segment locations.

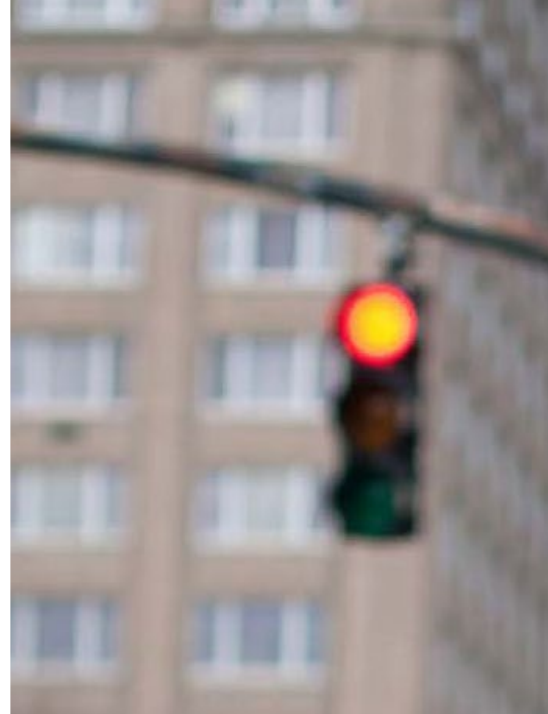
Table 5. Top 10 High Crash Segments

Top 10 HIN Intersections

Rank	Primary Roadway	Secondary Roadway
1	W. CR 100 (N)	N. U.S. 41
2	N. U.S. 41	W. SR 10
3	E. CR 800 (N)	N. SR 55
4	N. CR 575 (E)	E. SR 10
5	S. CR 300 (W)	S. U.S. 41
6	N. CR 600 (E)	E. CR 500 (N)
7	W. SR 114	S. U.S. 41
8	S. CR 650 (E)	E. CR 1100 (S)
9	W. CR 950 (N)	N. U.S. 41
10	S. Seventh St	E. Seymour St

See map on next page with corresponding numbers labeled.

Table 6. Top 10 High Crash Intersections

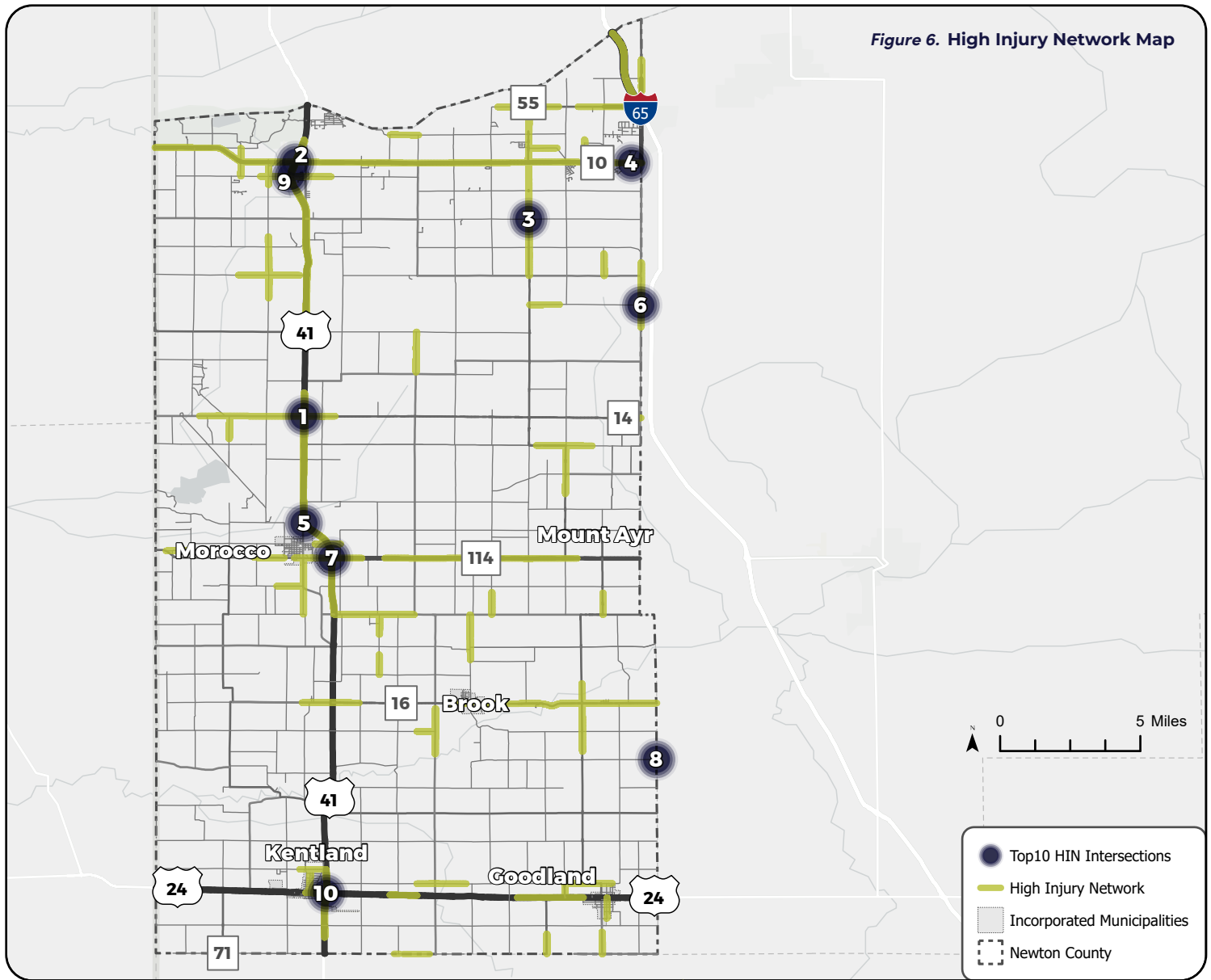


HIN Facts



High Injury Network Map

Figure 6. High Injury Network Map



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

ROAD SAFETY AUDIT



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:

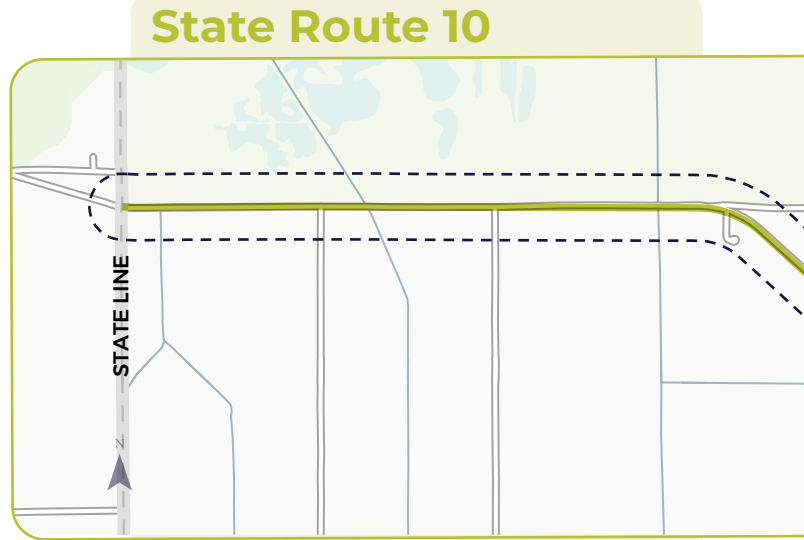
2-lanes, no median, no dedicated turn lanes

POSTED SPEED LIMIT:

55 mph

TRAFFIC VOLUME:

4,903 AADT (2025)



LEGEND:

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



CRASHES BETWEEN 2015 AND 2023

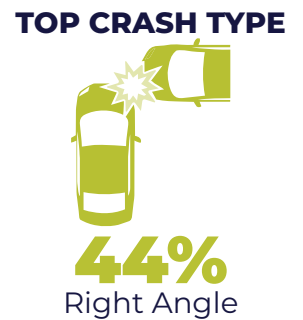
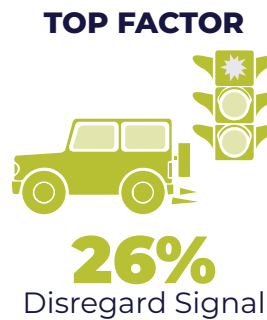


Figure 7. Crash Percent by Primary Factor

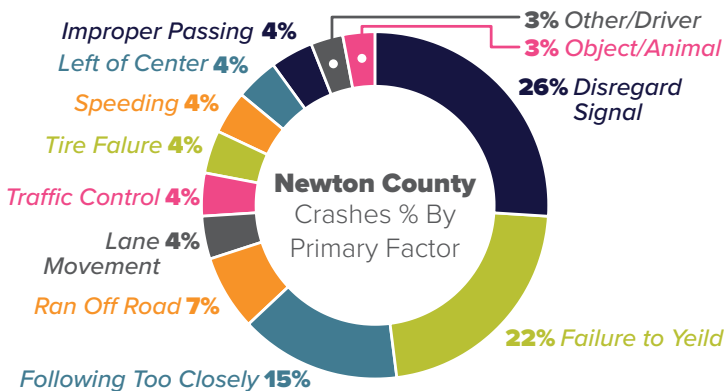
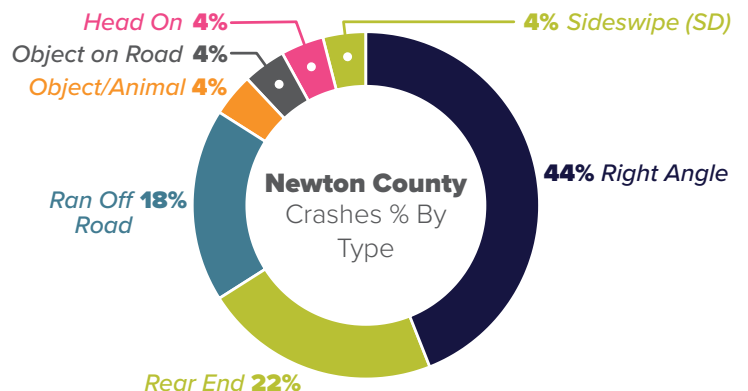


Figure 8. Crash Percent by Type



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

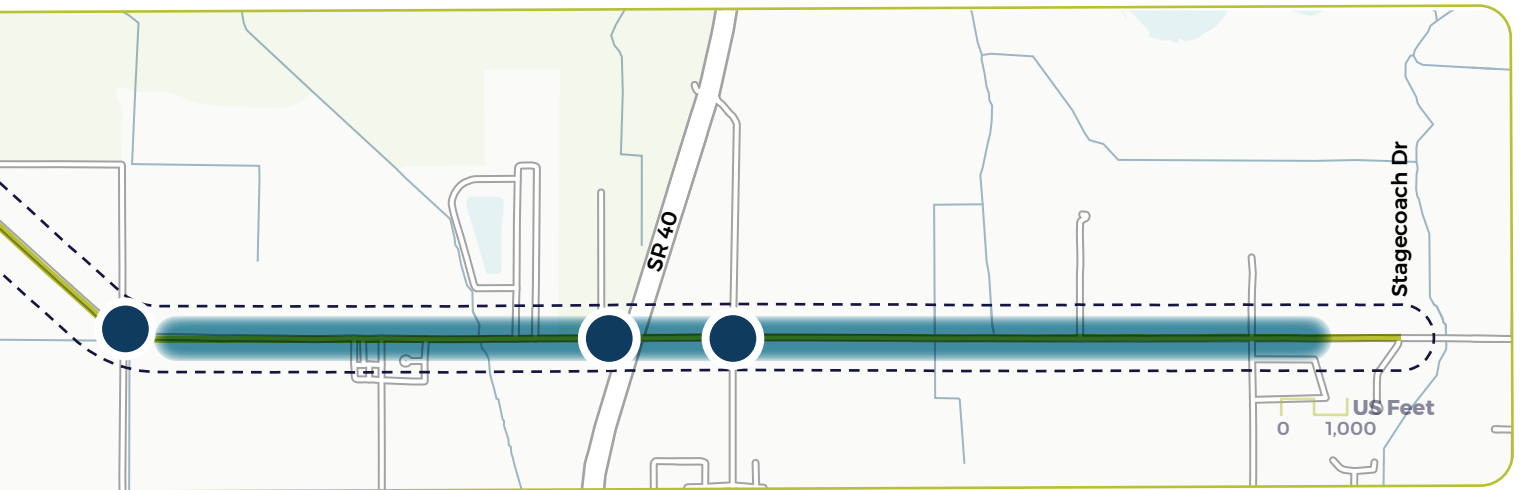


Figure 9. Road Safety Audit Study Area

COUNTERMEASURES recommended:

SHORT-TERM IMPROVEMENTS

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 7. Countermeasures Recommended

NEWTON COUNTY EMPHASIS AREAS

EMPHASIS AREA OVERVIEW

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

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

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

Crashes By Emphasis Areas:



179 RUN-OFF-ROAD Crashes



255 EMS RESPONSE HOSPITALIZATION Crashes



7 INTERSECTION KSI RELATED CRASHES



10 HIN SEGMENT Crashes Near Schools

NEWTON COUNTY EMPHASIS AREAS



RURAL RUN-OFF-ROAD CRASHES

Run-off-road crashes involve a vehicle departing the roadway. Typically, a single vehicle collides with fixed objects or terrain beside the road. Of all crash types, run-off-road crashes are the most common in Newton County, accounting for 43 percent of all injury crash types. These crash types result in the most fatal and severe injury crashes at 66 percent of the time.

Majority of run-off-road crashes occur in rural areas. Roadways containing the highest concentration of rural run-off-road crashes in the county include US 41 and IN 16. Run-off-road crashes can be caused by a variety of things including unsafe roadway geometry, speed, distracted driving, vehicle defects, and swerving to avoid objects in the road.



EMERGENCY RESPONSE / POST-CRASH CARE

Post crash care is a component in the safe system approach, a holistic method for strategies to reduce traffic fatalities and injuries. Post crash care focuses on the activities that occur in the seconds, minutes, and hours immediately following a crash to find efficiencies in EMS response time, communication, and first responder safety, among other things.

Newton County has no hospitals. Patients must travel long distances to be treated for life-threatening injuries. Nine fire and EMS stations are spread throughout the county. However, areas in the central part of the county, near IN 14, are over five miles away from the nearest station. These areas had 61 crashes with injuries or fatalities from 2015-2023.

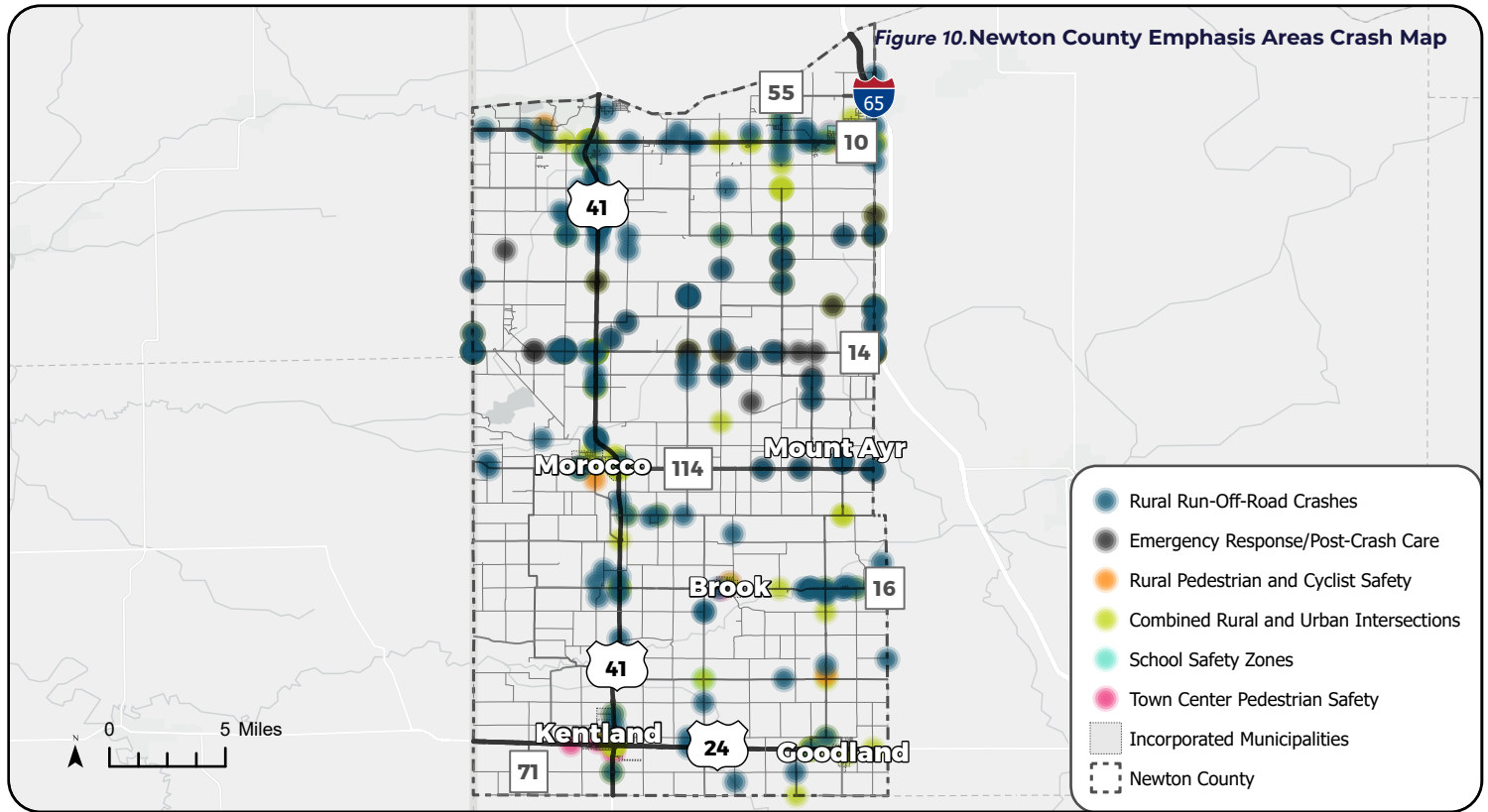


RURAL PEDESTRIAN AND CYCLIST SAFETY

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

Common contributing factors include driver failure to yield, limited sight distance, lack of separation, and distraction. Some crashes happened at night or in low-light conditions, where visibility was poor and roadway design offered little margin of safety for non-motorized users.

NEWTON COUNTY EMPHASIS AREAS CRASH MAP



COMBINED RURAL AND URBAN INTERSECTIONS

In Newton County, 133 injury crashes occurred at intersections from 2015–2023 accounting for 30 percent of all injury crashes in the county. Intersections are a particular area of concern because of the high number of potential conflicts that can occur between vehicles.

Rural intersections often present unique risks, such as higher travel speeds, limited sight distances, and fewer traffic control devices, while urban intersections typically see greater pedestrian and cyclist activity alongside higher traffic volumes.



SCHOOL ZONE SAFETY

School zones have an elevated risk of crashes involving vulnerable road users (VRUs). From 2015–2023, there were eight injury crashes within 1,000 feet from public school zones with one involving a pedestrian or cyclist. The most common street for crashes was near Lake Village Elementary School and Morocco Elementary School.

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



TOWN CENTER PEDESTRIAN SAFETY

Town centers in Newton County, such as Kentland and Roselawn, serve as community hubs concentrating schools, shops, services, and civic spaces within walkable distances. From 2015–2023, nine vulnerable road user crashes occurred in these town centers, resulting in injuries or fatalities.

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

RECOMMENDATIONS

Emphasis Area Recommendations



Rural Run-Off-Road Crashes

- 1 Conduct RSAs at sites where multiple rural run-off-road crashes have occurred. Hotspots for these types of crashes are found at SR 24, 41, and 10.
- 2 Consider adding edge lines or widening the shoulder where applicable.
- 3 Advocate to INDOT on behalf of KIRPC in support of safety improvements on rural roads under state control



Emergency Response / Post-Crash Care

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



Rural Pedestrian and Cyclist Safety

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



Combined Rural and Urban Intersections

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



School Zone Safety

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



Town Center Pedestrian Safety

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



Image Source: Google Maps

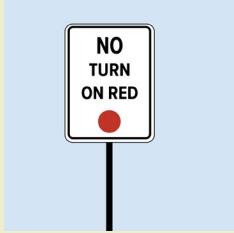
Countermeasure Recommendations

Low-Cost / Quick-Build

Restrict Right on Red

\$\$\$\$

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

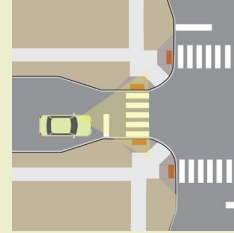


Higher-Cost

Intersection daylighting

\$\$\$\$

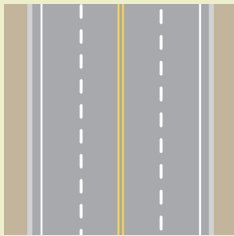
This tool could reduce crashes by **49%**



Edge Lines & Parking Lines

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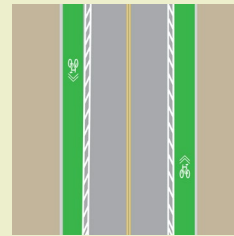
This tool could reduce crashes by **52%**



Protected bike lanes

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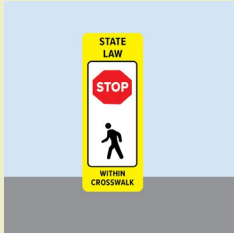
This tool could reduce crashes by **23%**



Pedestrian gateway treatment

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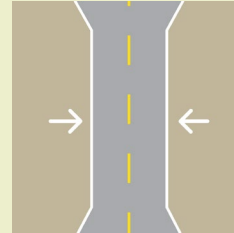
This tool results in yield rates up to **80%**



LANE NARROWING

\$\$\$\$

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



Slow zones / reduced speed

\$\$\$\$

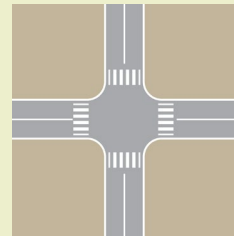
This tool could reduce crashes by **26%**



Intersection Realignment

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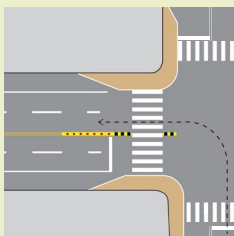
*Benefits vary based on degree of intersection Skew



Left-turning traffic calming

\$\$\$\$

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



Raised median / limited access control

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

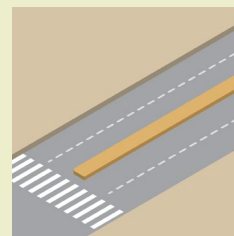


Figure 11. Countermeasure Recommendations

Newton County Capital Project Recommendations

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.

* Non-Local Roads

Table 8. Newton County Capital Projects

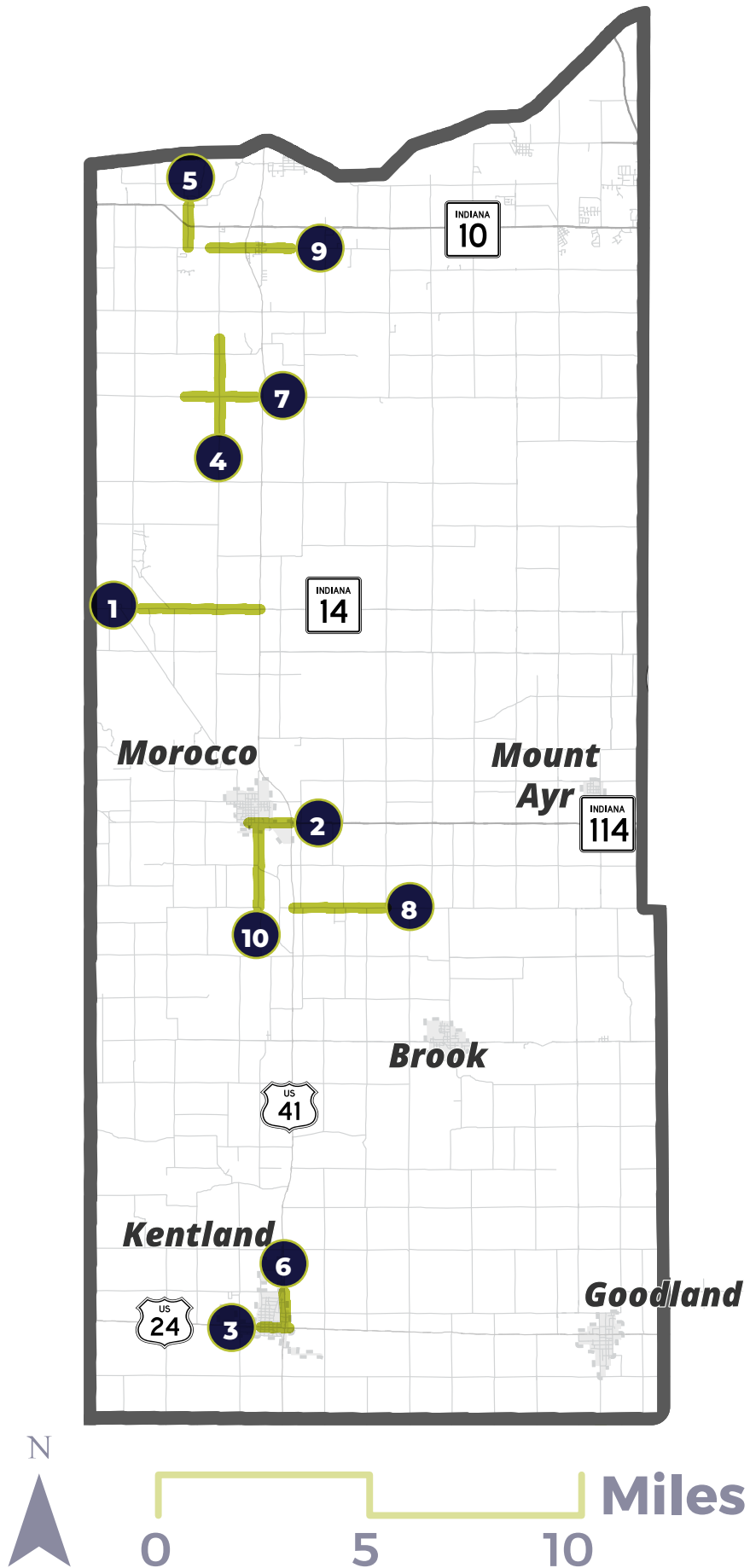


Figure 12. Newton County Capital Project Recommendations Map