

**EAST CENTRAL INDIANA REGIONAL  
PLANNING DISTRICT (ECIRPD)  
SAFE STREETS AND ROADS FOR ALL (SS4A)  
REGIONAL SAFETY ACTION PLAN**

**DATE SUBMITTED: January 21, 2026**

**DATE ADOPTED: February 10, 2026**

**Prepared for:**



**Prepared By:**



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# **RESOLUTION**

**EAST CENTRAL INDIANA REGIONAL PLANNING DISTRICT  
BOARD OF DIRECTORS / COMMISSION / COUNCIL  
RESOLUTION NO. 2026-01**

**A RESOLUTION APPROVING THE COMPREHENSIVE SAFETY ACTION PLAN (CSAP) FOR THE SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM, AUTHORIZING SUBMITTAL OF RELATED GRANT APPLICATIONS, AND DIRECTING IMPLEMENTATION EFFORTS**

WHEREAS, the United States Department of Transportation (USDOT) has established the Safe Streets and Roads for All (SS4A) program to support local and regional efforts to prevent roadway deaths and serious injuries through a Safe System approach; and

WHEREAS, the East Central Indiana Regional Planning District (ECIRPD) serves the region including [Blackford County, Delaware County, Grant County, and Jay County], and works in coordination with participating jurisdictions and partner agencies to improve transportation safety; and

WHEREAS, the East Central Indiana Regional Planning District (ECIRPD) recognizes that traffic-related fatalities and serious injuries are preventable and that coordinated planning, engineering, education, enforcement, and emergency response strategies are essential to improving roadway safety for all users, including people walking, bicycling, driving, riding transit, and freight operators; and

WHEREAS, the East Central Indiana Regional Planning District Board previously adopted a Vision Zero / Safety Commitment Resolution establishing the community's commitment to reduce fatal and serious injury crashes through a data-driven, equity-focused approach; and

WHEREAS, ECIRPD, in collaboration with regional stakeholders, developed a Comprehensive Safety Action Plan (CSAP) (hereinafter referred to as the "SS4A Safety Action Plan") that includes safety analysis, community engagement, priority emphasis areas, project and strategy recommendations, and an implementation framework; and

WHEREAS, the SS4A Safety Action Plan was developed with the guidance of a Steering Committee representing local government, public safety, and regional partners, and incorporated public input gathered through outreach and engagement activities; and

WHEREAS, the SS4A Safety Action Plan is intended to position the region and participating jurisdictions to pursue future safety funding opportunities and to guide near- and long-term actions that reduce fatal and serious injury crashes.

NOW, THEREFORE, BE IT RESOLVED by the East Central Indiana Regional Planning District Board of the East Central Indiana Regional Planning District, as follows:

**SECTION 3. AUTHORIZATION TO PURSUE FUNDING**

The East Central Indiana Regional Planning District Board hereby authorizes ECIRPD to prepare, execute, and submit SS4A and other applicable federal and state grant applications and related materials consistent with the SS4A Safety Action Plan, including required certifications and assurances, as may be necessary to carry out the intent of this Resolution.

**SECTION 4. DIRECTION TO IMPLEMENT AND COORDINATE**

The East Central Indiana Regional Planning District Board directs ECIRPD staff and relevant participating partners to advance implementation efforts consistent with the SS4A Safety Action Plan, including coordination among jurisdictions, data collection and evaluation, and periodic reporting on progress as appropriate.


**SECTION 5. SEVERABILITY**

If any section, clause, or provision of this Resolution is declared invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution.

**SECTION 6. EFFECTIVE DATE**

This Resolution shall be in full force and effect from and after its passage and adoption.

ADOPTED this 10<sup>th</sup> day of February, 2026.

[GOVERNING BODY NAME]  
By:   
[President / Chair], [Title]

ATTEST:   
[Clerk / Secretary], [Title]

(OPTIONAL – if your body lists members)  
AYES: \_\_\_ NAYS: \_\_\_ ABSENT: \_\_\_ ABSTAIN: \_\_\_

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## EXECUTIVE SUMMARY

The East Central Indiana Regional Planning District (ECIRPD), in partnership with Delaware, Grant, Jay, and Blackford Counties and their local communities, has developed this Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP) to guide efforts to reduce traffic-related fatalities and serious injuries across the region. This plan reflects a shared commitment to improving roadway safety and creating a transportation system that serves all users.

The plan includes a regional crash analysis, a High-Injury Network (HIN) screening, a disadvantaged community's assessment, a public engagement summary, a policy/process review, a prioritized set of strategies and projects, and a performance monitoring framework.

This Comprehensive Safety Action Plan is informed by data analysis and public input and establishes a clear direction for identifying safety concerns, prioritizing effective solutions, and coordinating action across jurisdictions. It supports regional safety goals and follows the Safe System approach, which recognizes that while roadway mistakes are inevitable, deaths and serious injuries are not. Roadway safety is a shared responsibility among planners, engineers, elected officials, emergency responders, and the traveling public. This plan reflects the region's ability and responsibility to take proactive steps to reduce crash severity and improve safety outcomes, particularly for those most vulnerable.

Through implementation of this plan, all cities and counties within ECIRPD's jurisdiction will pursue measurable safety improvements while strengthening a transportation network that is accessible and serves disadvantaged communities. Focus is placed on locations and populations that experience a disproportionate number of severe crashes, ensuring that safety investments are directed where they are most needed. The plan follows a structured process guided by a regional steering committee. Historic crash data were analyzed to identify trends, high-risk corridors, and areas with elevated fatal and serious injury crashes. This analysis informed development of a regional High-Injury Network and helped target locations where safety improvements can have the greatest impact.

Public engagement played a key role in shaping this plan. Input from residents, local officials, and partner agencies helped define safety priorities and reinforce the need for coordinated regional action. In addition to identifying priority safety projects, the plan reviews existing policies and practices to identify opportunities for improvement. A framework is established to guide project selection and prioritization based on crash data, community input, and disadvantaged communities' considerations. Non-infrastructure strategies, including education, enforcement, and policy alignment, are also recognized as essential components of a comprehensive safety approach.

The plan concludes with a framework for tracking progress, measuring outcomes, and communicating results to the public and partner agencies. This ensures transparency, accountability, and the ability to adapt as conditions and needs evolve. This Comprehensive Safety Action Plan will guide continued collaboration and focused investment across East Central

Indiana. Through shared responsibility and informed decision-making, the region is positioned to make meaningful progress toward a safer transportation system for all.

# 1 INTRODUCTION

Across Indiana and the nation, traffic-related fatalities and serious injuries have increased in recent years, reversing decades of progress in roadway safety. Statewide crash data show a troubling rise in fatal crashes, underscoring the need for renewed focus on how transportation systems are planned, designed, and managed. These trends reflect challenges faced not only in large urban areas, but also in smaller cities, towns, and rural communities throughout the state.

East Central Indiana has experienced similar safety challenges. While crash patterns vary across the region, fatal and serious injury crashes continue to occur on a range of roadway types, affecting drivers, passengers, pedestrians, bicyclists, and other road users. Without targeted and coordinated intervention, these outcomes are unlikely to improve on their own. Addressing traffic safety requires a comprehensive approach that considers roadway design, driver behavior, land use patterns, and the broader built environment.

Evidence-based practices and proven safety strategies provide an opportunity to reverse these trends. By carefully studying where and how severe crashes occur, communities can identify meaningful solutions that reduce risk and prevent serious harm. This Comprehensive Safety Action Plan is intended to guide that effort by establishing a clear framework for understanding safety challenges and prioritizing actions that will have the greatest impact across the region.

## 1.1 About The Region

The East Central Indiana Regional Planning District serves Delaware, Grant, Jay, and Blackford Counties, encompassing a diverse mix of urban centers, small towns, and rural areas. The region includes a variety of roadway environments, from higher-volume arterial corridors and state highways to local streets and rural roadways. These varied contexts present unique safety challenges and require flexible, locally informed solutions.

The region's transportation network supports daily travel for residents, commuters, freight movement, and visitors. It also serves vulnerable road users, including pedestrians, bicyclists, older adults, children, and individuals with disabilities. Ensuring that this network is safe, accessible, and reliable is essential to the region's quality of life and economic vitality.

## 1.2 Safe Streets and Roads for All (SS4A) and Vision Zero

The federal Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All (SS4A) program to support communities in addressing traffic fatalities and serious injuries through planning and implementation efforts. A core principle of the SS4A program is its alignment with Vision Zero, which holds that no loss of life on the transportation system is acceptable and that serious crashes are preventable.

This Comprehensive Safety Action Plan supports a Vision Zero–informed approach by recognizing that responsibility for safety is shared among transportation system designers, policymakers, enforcement agencies, emergency responders, and road users. It acknowledges that

while human error cannot be eliminated, roadway systems can and should be designed to reduce the likelihood that mistakes result in severe injury or death.

The East Central Indiana Regional Planning District, in partnership with its member jurisdictions, pursued SS4A planning funding to develop a comprehensive, data-driven action plan that meets federal requirements and reflects local priorities. This plan positions the region to pursue future SS4A demonstration and implementation funding to advance the safety strategies and projects identified through this process.

### 1.3 The Safe System Approach

This plan is guided by the Safe System approach advanced by the U.S. Department of Transportation. The Safe System approach recognizes human vulnerability and the inevitability of mistakes, and it emphasizes designing transportation systems with multiple layers of protection to prevent crashes and reduce the severity of outcomes when crashes occur.

Key elements of the Safe System approach include safer road designs, appropriate vehicle speeds, safer vehicles, safer road users, and effective post-crash care. Together, these elements form a comprehensive framework for improving roadway safety across all modes and environments. The principles of the Safe System approach inform the strategies, policies, and projects recommended throughout this plan.



Figure 1: FHWA Safe System Approach

### 1.4 A Comprehensive Safety Action Plan

This Comprehensive Safety Action Plan is structured to meet all required components outlined in the SS4A Notice of Funding Opportunity. The sections that follow describe the planning process, data analysis, public engagement, disadvantaged communities' considerations, policy review, and project prioritization framework used to develop the plan.

- **Section 2:** Provides the composition of the project team and task force/steering committee overseeing the action plan development and guiding future implementation.
- **Section 3:** Review and summarize existing crash data, where fatality crashes occur, the population involved, and behavioral characteristics of crashes. Additionally, this section discusses systemic safety improvements that were identified based on the crash trends.
- **Section 4:** Summarizes the results of public outreach efforts and the relevance of public input to the planning process.
- **Section 5:** Demonstrates the safety action plan's efforts to consider the needs of all community members as part of the planning process by analyzing the underserved populations and understanding the relationship between severe crashes and underserved population communities.

- **Section 6:** Documents the current plans and policies for Cities and Counties within ECIRPD’s region that were reviewed to identify opportunities for improvements concerning safety.
- **Section 7:** Establishes a High-Injury Network (HIN) methodology and a framework to recommend and prioritize a list of potential safety projects by considering the existing HIN, disadvantaged community considerations, and public feedback. Additionally, this section recommends a variety of other non-project strategic improvements that improve safety by changing and identifying the stakeholders responsible for implementing these efforts.
- **Section 8:** Details how the plan will be updated in the future, how ECIRPD’s effectiveness at implementing the plan will be measured, and how these efforts will be demonstrated to the public and stakeholders.

The plan establishes a clear path forward for identifying and prioritizing safety investments, including both infrastructure and non-infrastructure strategies. It also identifies responsible stakeholders and outlines how progress will be monitored and communicated over time.

## 1.5 Regional Commitment to Safe Streets and Roads for All

This Comprehensive Safety Action Plan serves as a roadmap for coordinated action to improve roadway safety across East Central Indiana. It reflects a shared commitment among regional partners to prioritize safety as a fundamental component of transportation planning and decision-making. In May 2025, ECIRPD adopted a Vision Zero resolution, aiming to achieve a **complete elimination** of fatal and serious injury crashes by 2040.

By adopting this plan, the region takes an important step toward addressing existing safety challenges and laying the groundwork for long-term improvement. Through targeted strategies, continued collaboration, and sustained investment, East Central Indiana aims to create a transportation system that is safer and more accessible for all who live, work, and travel within the region.

## 2 PROJECT TEAM AND STEERING COMMITTEE

A regional steering committee and project team were established to provide oversight and guidance throughout the development of the East Central Indiana Safe Streets and Roads for All Comprehensive Safety Action Plan. Together, these groups ensured that the plan reflects regional priorities, incorporates local knowledge, and aligns with best practices in roadway safety planning.

The steering committee brought together representatives from local governments, public safety agencies, and regional partners to provide insight into safety challenges across jurisdictions. The project team, composed of regional planning staff and consulting professionals, was responsible for coordinating the planning process, conducting analyses, facilitating engagement, and developing the plan’s recommendations.

### 2.1 Project Team

The project team played a central role in guiding the development of this Comprehensive Safety Action Plan. Team members collaborated closely throughout the planning process to manage data collection and analysis, coordinate with regional partners, support steering committee meetings, and prepare plan materials. Ongoing coordination between regional staff and consultants ensured consistency, transparency, and alignment with SS4A program requirements.

*Table 1: ECIRPD SS4A CSAP – Project Team Members*

NAME	TITLE	ORGANIZATION
<b>Bill Walters</b>	Executive Director	East Central Indiana Regional Planning District
<b>Michelle Badders</b>	Director of International Business & Development	East Central Indiana Regional Planning District
<b>Matthew Nichols</b>	Project Manager	East Central Indiana Regional Planning District
<b>Jacob Thomas</b>	Director of Economic Business	East Central Indiana Regional Planning District
<b>Phillip Roth</b>	Senior Planner	American Structurepoint
<b>Shashad Gujuran</b>	Project Manager	American Structurepoint
<b>Aishwarya Iyer</b>	Safety Analyst	American Structurepoint
<b>Kylene Swackhamer</b>	Executive Director	Delaware-Muncie Metropolitan Plan Commission

### 2.2 Steering Committee

A multi-disciplinary steering committee was formed to provide guidance during the development of the Comprehensive Safety Action Plan and to support future implementation efforts. Steering

committee members contributed to local and regional perspectives on roadway safety, identified priority concerns, and assisted in recognizing corridors and locations with elevated safety risks.

Throughout the planning process, the steering committee participated in meetings to review data findings, discuss safety priorities, and provide feedback on draft materials. Their input was instrumental in ensuring that the plan addresses real-world conditions and reflects the needs of communities across East Central Indiana.

*Table 2: ECIRPD SS4A CSAP – Steering Committee Members*

<b>NAME</b>	<b>TITLE</b>	<b>JURISDICTION / ORGANIZATION</b>
<b>David White</b>	Highway Superintendent	Grant County
<b>Bob Jackson</b>	EMA Director	Grant County
<b>Scott Haley</b>	Captain, Sheriff’s Office	Grant County
<b>Ro Selvey</b>	City Councilwoman	City of Muncie
<b>Kyle Johnson</b>	Chief Information Officer	Delaware County
<b>Sherry Riggin</b>	County Commissioner	Delaware County
<b>Chad Aker</b>	County Commissioner	Jay County
<b>Larry Ray Newton</b>	Sheriff	Jay County
<b>Mayor Jeff Westlake</b>	Mayor	City of Portland
<b>Lori Phillips</b>	Clerk-Treasurer	City of Portland

The steering committee will continue to serve as a key partner as the region advances from planning to implementation, supporting coordination among jurisdictions and helping track progress toward regional safety goals.

### 3 SAFETY ANALYSIS OVERVIEW

To identify the factors contributing to an increased likelihood of fatal and severe injury crashes in the area, an analysis was conducted of crashes reported in the Indiana State Police Automated Reporting Information Exchange System (ARIES) spanning from the year 2020 to 2024. These factors included aspects such as road geometry, traffic flow, driver behavior, and environmental conditions.

Following the Safe System Approach, our methodology integrated safety analysis findings with proactive assessments to identify the roadway features linked to an elevated risk of severe crashes. By combining these analytical strategies, the East Central Indiana Regional Planning District (ECIRPD) has identified key areas where it can strategically prioritize its efforts in the forthcoming years to address the predominant types of severe crashes and employ evidence-based countermeasures.

#### 3.1 High-Level Regional Trends

The crash analysis focused on crashes within the four-county region, which includes Delaware, Grant, Jay, and Blackford Counties. From 2020 to 2024, the region recorded an average of 951 crashes per year, with 26.9% classified as fatal or incapacitating injury (FSI) crashes. The crash data shows a steady increase in total crashes from 2020 through 2023, reflecting the continued rebound in travel activity after the pandemic. Total crashes rose each year, growing from 696 in 2020 to 1,123 in 2024. In contrast, fatal and severe injury crashes generally declined over the same five-year period. FSI crashes decreased from 340 in 2020 to 171 in 2023, representing a substantial downward trend, before experiencing a slight increase to 179 in 2024. The variations suggest that while overall traffic activity increased consistently, the frequency of the most severe crash types did not follow the same pattern and may have been influenced by factors such as roadway safety measures, vehicle safety technology, enforcement, or other behavioral and environmental factors influencing crash severity. The annual crash frequency and the corresponding percentage changes summarized in **Table 3**.

*Table 3: East Central Indiana Regional Crash Frequency, 2020-2024*

<b>Year</b>	<b>Total Crashes</b>	<b>Change %</b>	<b>Fatal &amp; Severe Injury (FSI) Crashes</b>	<b>Change %</b>
<b>2020</b>	696	-	340	-
<b>2021</b>	838	20%	331	-3%
<b>2022</b>	1043	24%	259	-22%
<b>2023</b>	1056	1%	171	-34%
<b>2024</b>	1123	6%	179	5%
<b>Total</b>	<b>4756</b>	<b>-</b>	<b>1280</b>	<b>-</b>
<b>5-year Avg.</b>	<b>951</b>	<b>-</b>	<b>256</b>	<b>-</b>

The crash data was further analyzed to determine the crash frequency based on the following categories:

- Manner of Collision
- Light Conditions
- Weather Conditions

### **Crash Distribution by Crash Type**

The crash data analysis indicates that right-angle collisions were the most common crash type in the region, accounting for approximately 28% of all reported crashes. This was followed by run-off road crashes and rear-end collisions. Collectively, right-angle, run-off-road crashes and rear-end collisions comprised approximately 70% of all fatal and severe-injury crashes reported between 2020 and 2024.

In addition to the frequency of crashes, a severity ratio was calculated for all manners of collision to highlight the crash types disproportionately associated with severe outcomes. The severity ratio is defined as the ratio of a crash type’s share of severe crashes to its share of total crashes. This helps in identifying patterns that might otherwise be masked by high or low totals. For example, a crash type that represents 5% of severe crashes and 10% of all crashes would have a severity ratio of 0.5. A severity ratio greater than 1 indicates that a crash type was overrepresented among region-wide severe crashes. Because the severity ratio is calculated with percentages, they are relative and are not comparable between different crash types.

In the four-county study region, right-angle and run-off-road crashes have severity ratios greater than 1, indicating they are disproportionately represented in severe crashes. Although rear-end crashes account for a substantial number of severe crashes, their severity ratio of 0.71 indicates that the crash type is slightly underrepresented relative to how frequently they occur overall. In other words, while they do not exhibit a disproportionately high severity risk, they are also not significantly safer than typical crash types. Additionally, even though head-on crashes and collisions with fixed objects do not occur frequently, their severity ratios of 1.23 and 1.22 indicate that they are significantly overrepresented among severe crashes relative to their share of total crashes. This indicates that when these crash types do occur, they are far more likely to result in fatal or incapacitating injuries compared to the average crash.

The crash frequency and severity ratios for all manners of collision are highlighted in **Table 4**.

*Table 4: East Central Indiana Region, Manner of Collision, 2020-2024*

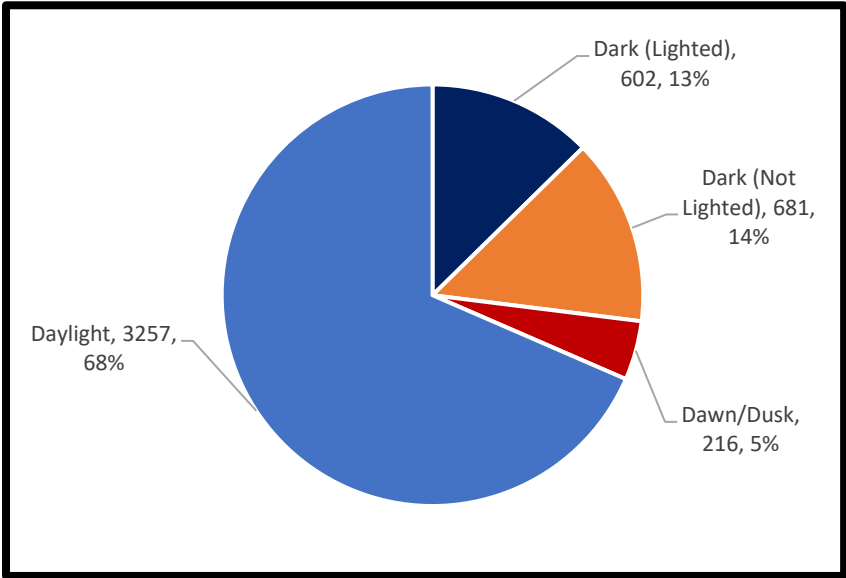
<b>Manner of Collision</b>	<b>Total Crashes</b>	<b>% of Total Crashes</b>	<b>Fatal &amp; Severe Injury (FSI) Crashes</b>	<b>% of FSI Crashes</b>	<b>Severity Ratio</b>
<b>Head-On</b>	314	6.6%	104	8.1%	<b>1.23</b>
<b>Left/Right Turn</b>	361	7.6%	75	5.9%	0.77

<b>Collision with Object</b>	61	1.3%	20	1.6%	<b>1.22</b>
<b>Collision with Animal</b>	95	2.0%	17	1.3%	0.66
<b>Right Angle</b>	1,307	<b>27.5%</b>	350	<b>27.3%</b>	<b>1.00</b>
<b>Ran Off Road</b>	1,058	<b>22.2%</b>	391	<b>30.5%</b>	<b>1.37</b>
<b>Rear End</b>	875	<b>18.4%</b>	167	<b>13.0%</b>	0.71
<b>Sideswipe</b>	165	3.5%	27	2.1%	0.61
<b>Backing Crash</b>	84	1.8%	9	0.7%	0.40
<b>Other</b>	436	9.2%	120	9.4%	<b>1.02</b>
<b>Total</b>	<b>4,756</b>	<b>100.0%</b>	<b>1,280</b>	<b>100.0%</b>	-

**Crash Distribution by Light Conditions**

The crash analysis results indicate that most crashes, approximately 68%, occur during daylight hours while crashes under dark conditions with lighting account for approximately 13% of the total crashes. Dark conditions without lighting as well as dawn and dusk conditions contribute to roughly 19% of the total crashes. This distribution highlights that while most crashes happen in well-lit conditions, a significant portion still occurs during low-light or night-time conditions, emphasizing the importance of considering lighting in safety analyses and interventions. A summary of crash distribution by light conditions in the four-county region is shown in **Figure 2**.

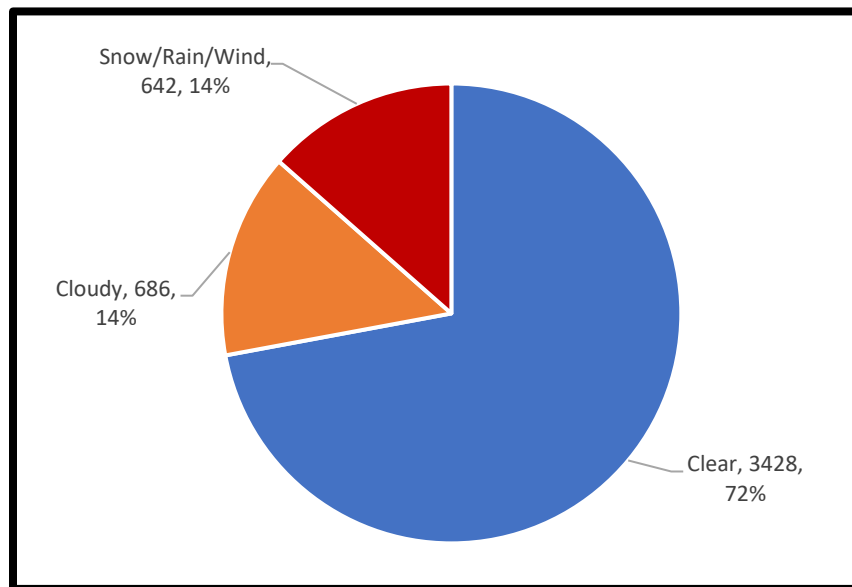
*Figure 2: East Central Indiana Region, Total Crashes by Light Condition, 2020-2024*



## **Crash Distribution by Weather Conditions**

The crash analysis results indicate that most crashes occurred on the roadway during clear weather conditions, comprising approximately 72% of the total crashes. Crashes on cloudy days as well as crashes involving snow, rain, or wind conditions account for about 14% each. The data shows that most crashes occur during clear weather, likely reflecting higher traffic volumes during normal driving conditions. This suggests that crash frequency may be influenced more by driver behavior, traffic volume, and roadway conditions than by adverse weather. A summary of crash distribution by weather conditions in the four-county region is shown in **Figure 3**.

**Figure 3: East Central Indiana Region, Total Crashes by Weather Condition, 2020-2024**



## **3.2 Systemic Safety Improvements**

Systemic safety improvements represent a proactive approach to addressing safety concerns on roadways by identifying and implementing measures that target common crash patterns and contributing factors. Unlike traditional spot safety improvements, which focus on specific locations with a history of crashes, systemic safety improvements are applied across a broader network based on systemic risk factors. This approach helps proactively address safety issues comprehensively and efficiently, reducing the overall frequency and severity of crashes.

Based on the crash data trends, three major crash categories were selected as ideal targets for systemic countermeasures:

- Right Angle/Left Turn/Right Turn (Failure to Yield)
- Run-off Road (Driver Inattention, Roadway Conditions)
- Rear Ends (High Speeds)
- Pedestrian/Bicycle Crashes

Based on the review of national and international best practices, including [FHWA's Proven Safety Countermeasures](#), and research collected through the [Crash Modification Factors Clearing House](#), the following safety countermeasures were suggested as options to address these three severe crash types. Images have been sourced from the FHWA website.

## Roundabouts



Modern roundabouts are a circular intersection configuration that safely and efficiently moves traffic around a central island. Compared to a traditional four-legged intersection, roundabouts have less conflict points, reducing opportunities for right angle or turning collisions to occur. The curved nature of roundabouts has the added benefit of reducing the speeds of vehicles entering the intersection, ensuring that when collisions do happen, they will likely be less severe.

*Converting a stop-controlled intersection to a roundabout can reduce fatal and injury crashes by up to **82%** (CMF ID: 211) and converting a signalized intersection to a roundabout can reduce fatal and injury crashes by up to **78%** (CMF ID: 226).*

## Raised Medians



A median in the center of the roadway separates opposite directions of travel, preventing vehicles from driving left of center and causing head-on collisions. They also control where vehicles are allowed to turn, which can help prevent right angle and turning crashes typically associated with higher injury severity. Installing a median can help improve safety by limiting risky vehicle maneuvers.

*Installing a raised median on an urban street can reduce right angle crashes by up to **55.4%** (CMF ID: 2220).*

## Retroreflective Signal Backplates



Adding retroreflective tape borders to signal head backplates reflects the headlights of vehicles, making them more visible to drivers, especially in dark conditions. This countermeasure is relatively low-cost and easy to implement, making it a very cost-effective improvement to implement at signalized intersections throughout the four-county region.

*When implemented at a signalized intersection, retroreflective signal backplates can reduce all crashes by up to 15% (CMF ID: 1410).*

## Yellow Change Intervals



Appropriately timed yellow change intervals at signalized intersections are an effective systemic countermeasure for improving intersection safety and reducing red-light running. The yellow signal indicates that the green phase is ending, and a red phase is imminent, giving drivers time to stop safely. Properly calculated yellow intervals can reduce both intentional and unintentional red-light running, which is a leading contributor to severe and fatal crashes at signalized intersections.

*When implemented correctly, this mitigation can help reduce crashes by up to 14% (CMF ID: 380, 384).*

## Leading Pedestrian Interval (LPI)



Leading pedestrian intervals (LPI) are a signal timing strategy that gives pedestrians extra time to begin crossing the road before vehicles receive a green light. These extra seconds allow

pedestrians to establish their presence in the intersection to turning vehicles, making them less likely to be hit.

*When implemented, LPIs can reduce pedestrian crashes at signalized intersections by up to 13% (CMF ID: 9918).*

## **HAWK Signals**



High-Intensity Activated CrossWalk (HAWK) signals are a type of signal that is activated by pedestrians pressing a call button. They are sometimes referred to as Pedestrian Hybrid Beacons (PHB). They are best implemented at midblock crossings and uncontrolled crossings or intersections, where vehicle speeds and a lack of gaps in traffic make crossing the road unsafe. These signals slow and stop vehicles when people wish to cross the road to give pedestrians the right of way to cross the road.

*When implemented, PHBs can reduce pedestrian crashes by 55% (CMF ID: 9020).*

## **Rectangular Rapid Flashing Beacons (RRFB)**



These pedestrian actuated beacons are placed below pedestrian crossing signs on both sides of a marked crosswalk. They flash at high frequency to alert drivers to yield to crossing pedestrians. They are also applicable at trail crossings, school crossings, or at the entrance/exit of roundabouts.

*RRFBs can reduce pedestrian related crashes by up to 47% (CMF ID: 9024).*

## Sidewalk Connectivity and Accessibility



A lack of sidewalk accessibility and connectivity was observed at some locations within the region. By installing sidewalks or multi-use paths where they do not exist and improving them to comply with the Americans with Disabilities Act (ADA) standards where they already exist, ECIRPD can protect pedestrians and promote transportation accessibility for those who do not travel via motor vehicles. Existing curb ramps that do not meet ADA standards should be redesigned as part of this process, and sidewalks should be maintained and repaired to keep them safe and accessible.

## Enhanced Crosswalk Visibility and Intersection Lighting



Roadway lighting improves visibility and safety for drivers and pedestrians alike. To ensure the safety of pedestrians attempting to cross the roads, it is crucial to make drivers aware of crosswalks and trail crossings. This can be achieved with enhanced signage, improved lighting, highly visible pavement markings, and PHBs or RRFBs where appropriate. Many intersections and corridors can benefit from installing or improving existing lighting, and it is one of the simplest ways to combat nighttime crashes.

*Installing high-visibility crosswalks in an urban setting can reduce pedestrian crashes by up to 40% (CMF ID: 4123) while adding lighting can reduce nighttime crashes at intersections by up to 38% (CMF ID: 433).*

## Low-Cost Signing and Marking Improvements



According to the FHWA, this includes adding double-up signage, advanced warning signage, and enhanced striping at stop-controlled intersections. Because these countermeasures are relatively

low-cost, applying them systematically where appropriate has a high benefit-to-cost ratio, and can prevent crashes such as rear ends from occurring at these intersections. The added visibility at these intersections also has the benefit of reducing crashes that occur in the dark.

Similar strategies can also be implemented at railroad crossings. Improving the signage and pavement markings at these crossings will alert drivers to their presence. Flashing advance warning signs are also an effective strategy for reducing crashes at railroad crossings.

## 4 ENGAGEMENT AND COLLABORATION

Public and stakeholder engagement played a central role in the development of the East Central Indiana Comprehensive Safety Action Plan. Meaningful engagement ensured that the plan reflects local experiences, identifies real-world safety concerns, and responds to the needs of those who use the region’s transportation network every day. By involving residents, stakeholders, and partner agencies throughout the planning process, the region strengthened transparency, accountability, and shared responsibility for roadway safety.

Public input helped raise awareness of transportation safety issues while providing valuable insight into where and how people feel unsafe when traveling. Engagement activities encouraged participation across urban, suburban, and rural communities and supported a collaborative approach to identifying priorities and potential solutions. This inclusive process supports the development of a safety action plan that is both data-informed and grounded in community experience.

Public engagement for the Comprehensive Safety Action Plan occurred from **late May through October 2025**, spanning the summer and fall months to maximize participation during community events and seasonal gatherings.

### 4.1 Methods of Engagement

A combination of in-person engagement, an online public survey, and stakeholder meetings was used to gather input from residents and partner organizations across Blackford, Delaware, Grant, and Jay Counties. These efforts were coordinated by the East Central Indiana Regional Planning District in collaboration with American Structurepoint and local partners.

#### 4.1.1 Public Events and Community Outreach

In-person engagement was conducted at a variety of community events to reach residents in settings where they naturally gather. These events provided opportunities for one-on-one conversations, distribution of survey materials, and interactive discussions about roadway safety concerns.

#### Delaware County Public Engagement Events

- Delaware County Fair (July 13–19, 2025)
- Minnetrista Farmers Market (August 30 and September 20, 2025)
- Yorktown Farmers Market (September 26, 2025)
- Gaston Fair (July 30–August 2, 2025)
- Fire Up Muncie (August 2, 2025)
- Public and Stakeholder Engagement Event at the Innovation Connector (July 14, 2025)

#### Grant County Public Engagement Events

- Grant County Fair (June 15–21, 2025)

- A Taste of Grant County (September 6, 2025)
- Grant County Fall Festival (October 4, 2025)
- Third of July Celebration (July 3, 2025)

### **Jay County Public Engagement Events**

- Jay County Fair (June 28–July 5, 2025)
- Dunkirk Glass Day (August 15, 2025)
- Redkey Fair (August 9, 2025)
- Jay County Homecoming Parade (October 2, 2025)

These events allowed staff to engage directly with residents, answer questions about the planning process, and gather feedback on locations perceived as unsafe for drivers, pedestrians, bicyclists, and other road users. Staff also made multiple attempts to coordinate with Blackford County to attend events within the county; however, despite repeated outreach, those efforts were ultimately unsuccessful.

#### **4.1.2 Public Survey**

An online public survey was developed to collect input from residents and stakeholders across the region regarding roadway safety concerns, unsafe intersections and corridors, and travel experiences. The survey was administered using **Google Forms** and was accessible throughout the public engagement period.

The survey link was shared through:

- QR codes distributed at public events
- Regional and local outreach efforts
- Stakeholder and partner networks

Survey responses provided insight into:

- Locations perceived as unsafe
- Common safety concerns across different travel modes
- Patterns and themes that complemented crash data analysis

**Total number of survey responses to be inserted - [Safe Streets and Roads for All Public Engagement Survey - Google Forms](#)**

A detailed summary of survey results will be included in **Appendix C** of this plan.

#### **4.1.3 How Public Input Was Used**

Public comments and survey responses were compiled and mapped using a geographic information system (GIS). Locations identified by residents and stakeholders were spatially analyzed to better understand where safety concerns are concentrated across the region.

This mapping effort helped:

- Identify clusters of perceived safety issues
- Compare public input with crash data, High-Injury Network segments locations
- Inform the prioritization of safety projects and strategies

Publicly identified locations often aligned with areas identified through technical safety analysis, reinforcing the importance of targeted interventions. The GIS map of public and stakeholder comments is available at the following link:

**Public Engagement GIS Map** – <https://maps.viewprogis.com/vp/ss4a-asp#>

This information provides a foundation for both near-term actions and longer-term safety investments.

#### **4.1.4 Stakeholder Engagement**

In addition to public outreach, focused stakeholder engagement was conducted to gather input from agency partners and community leaders with direct roles in transportation, public safety, and planning. A public and stakeholder engagement event was hosted at the **Innovation Connector on July 14, 2025**, bringing together representatives from multiple jurisdictions and disciplines.

Stakeholder discussions helped identify:

- Ongoing or planned transportation projects
- Systemic safety challenges
- Opportunities for coordination across jurisdictions
- Policy and operational considerations related to roadway safety

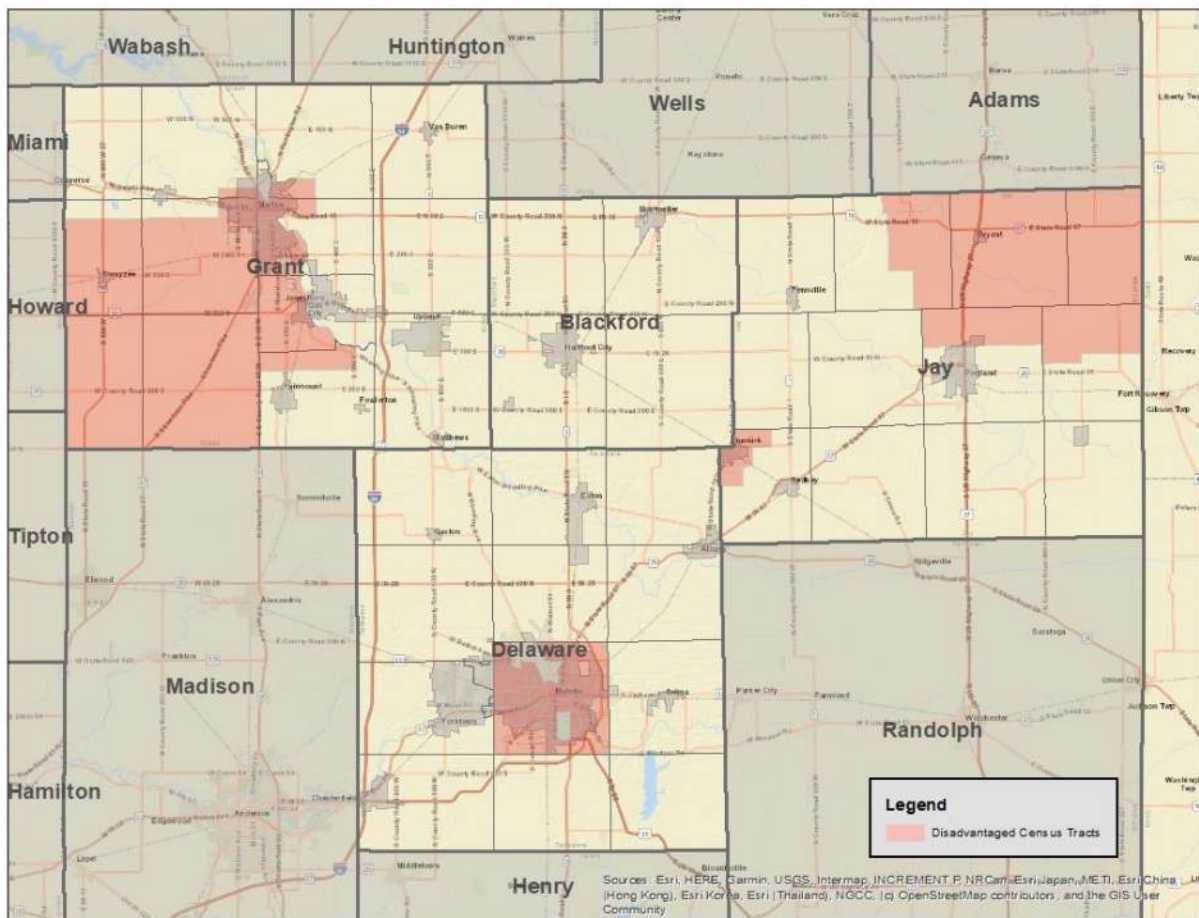
Stakeholder input complemented public feedback and ensured that the Comprehensive Safety Action Plan reflects both community concerns and professional expertise.

## 5 Disadvantaged Communities Considerations

This Comprehensive Safety Action Plan evaluates **Disadvantaged Communities** to better understand how socioeconomic and transportation-related conditions may influence exposure to traffic safety risk across the East Central Indiana region. Consistent with revised USDOT guidance, disadvantaged communities are identified using standardized federal datasets and are incorporated into the plan’s prioritization and decision-making framework to ensure transparency, accountability, and alignment with SS4A program objectives.

Disadvantaged community analysis is not intended to characterize communities negatively or assign causation for crash outcomes. Rather, it provides a planning lens to help ensure that safety strategies and investments are responsive to differences in exposure, infrastructure conditions, and mobility needs across the region.

*Figure 4: ECIRPD Region - Disadvantaged Census Tracts*



## 5.1 USDOT Disadvantaged Census Tracts

Across the four-county ECIRPD study area, 29 Census Tracts meet the federal definition of “disadvantaged.” These tracts are not evenly distributed across the region and reflect distinct urban and rural patterns.

- Delaware County contains 18 disadvantaged census tracts, all located in and around the City of Muncie. These tracts represent the largest concentration of disadvantaged communities in the region. There are no additional disadvantaged census tracts elsewhere in Delaware County, indicating that disadvantage is primarily associated with the urbanized core rather than suburban or rural portions of the county.
- Blackford County does not contain any census tracts classified as disadvantaged under the USDOT definition. While this classification reflects tract-level socioeconomic indicators, it does not imply the absence of transportation safety challenges or infrastructure needs within the county.
- Jay County contains two disadvantaged census tracts. One tract encompasses the Town of Dunkirk, while the other covers the northeastern portion of the county, reflecting a more dispersed rural pattern of disadvantage.
- Grant County contains nine disadvantaged census tracts, forming a contiguous area across the central and southwestern portions of the county. These tracts include most of the City of Marion and the City of Gas City, capturing the county’s primary urbanized and higher-activity areas.

**Figure 4** illustrates the location and distribution of disadvantaged census tracts across the region.

## 5.2 Regional Patterns and Transportation Safety Implications

The distribution of disadvantaged census tracts across the ECIRPD region highlights several important considerations for transportation safety planning.

First, disadvantaged communities in East Central Indiana are primarily concentrated in urbanized areas, particularly in Muncie, Marion, and Gas City. These areas typically experience:

- Higher traffic volumes and intersection density;
- Greater pedestrian, bicyclist, and transit activity;
- More frequent interactions between vehicles and vulnerable road users; and
- Older roadway and sidewalk infrastructure with varying levels of accessibility and lighting.

Second, the presence of disadvantaged tracts in both urban and rural contexts (e.g., Dunkirk and northeastern Jay County) underscores that transportation vulnerability is not limited to metropolitan environments. In rural areas, disadvantage may be compounded by:

- High-speed roadways with limited pedestrian infrastructure;

- Longer travel distances to essential services;
- Reduced access to transit options; and
- Longer emergency response times.

Finally, the absence of disadvantaged census tracts in Blackford County does not negate the county’s safety challenges. Rural roadway departure crashes, limited lighting, and narrow cross-sections remain critical safety issues and are addressed through systemic strategies identified elsewhere in this plan.

### 5.3 Relationship Between Disadvantaged Communities and Severe Crash Risk

To ensure that disadvantaged community identification meaningfully informs safety planning, the distribution of disadvantaged census tracts was evaluated alongside the region’s fatal and serious injury crash data, High-Injury Network (HIN) corridors.

In Delaware and Grant Counties, many disadvantaged census tracts overlap with or are adjacent to high-volume arterial corridors and urban street networks where severe crashes are more likely to occur. These areas often serve as key routes for commuting, transit service, freight movement, and access to employment, healthcare, and education—factors that increase both exposure and conflict potential.

In Jay County, disadvantaged tracts coincide with corridors that serve regional travel and agricultural activity, where speed and visibility conditions can elevate crash severity even when crash frequency is lower.

This overlap reinforces the importance of prioritizing safety improvements in areas where high exposure, vulnerable users, and documented crash risk intersect, particularly in urbanized centers and along key connecting corridors.

### 5.4 Integration into Project Prioritization and Strategy Selection

Disadvantaged community considerations were integrated directly into the CSAP’s prioritization framework rather than treated as a standalone factor. Specifically:

- **Project Scoring:** Projects located within or serving disadvantaged census tracts were given added consideration during project screening and scoring, recognizing the potential for greater safety benefit.
- **Strategy Development:** Systemic strategies were emphasized in areas serving disadvantaged communities, including pedestrian crossing enhancements, improved lighting, speed management, accessibility upgrades, and transit-related safety improvements.
- **County-Level Application:**
  - In **Delaware County**, emphasis is placed on pedestrian and multimodal safety within Muncie’s urban core.

- In **Grant County**, strategies focus on urban arterials and connectors within Marion and Gas City.
- In **Jay County**, safety strategies consider both urban and rural contexts, including speed management and visibility improvements.
- In **Blackford County**, systemic rural safety strategies address countywide needs despite the absence of federally designated disadvantaged tracts.
- **Monitoring and Transparency:** Progress reporting will track implementation and outcomes in disadvantaged communities to ensure that safety benefits are reaching areas of greatest need.

## 6 POLICY AND PROCESS CHANGES

The Policy and Process Changes section provides a comprehensive review of existing plans, ordinances, and policy documents that inform the development of the East Central Indiana Safe Streets and Roads for All Comprehensive Safety Action Plan (CSAP). This literature review evaluates adopted and in-progress documents that guide land use, transportation planning, and infrastructure development across the region.

By reviewing existing policies and plans, this section establishes a foundation for identifying opportunities to strengthen roadway safety, improve coordination across jurisdictions, and align future safety strategies with established local and regional goals. Incorporating current practices ensures that recommended actions build upon existing frameworks while identifying areas where updates or refinements may be needed to support improved safety outcomes.

*Table 5: Policies and Plans Reviewed*

<b>JURISDICTION</b>	<b>DOCUMENT TYPE</b>	<b>POLICY / PLAN NAME</b>	<b>YEAR PUBLISHED</b>
<b>Delaware County</b>	Zoning Ordinance	Delaware County Comprehensive Zoning Ordinance	1973
<b>Delaware County</b>	Subdivision Ordinance	Delaware County Subdivision Ordinance	1979
<b>City of Muncie</b>	Zoning Ordinance	City of Muncie Comprehensive Zoning Ordinance	1973
<b>City of Muncie</b>	Subdivision Ordinance	City of Muncie Subdivision Ordinance	1951
<b>DMMPC</b>	Transportation Plan	Long Range Transportation Plan 2023–2050	2023
<b>DMMPC</b>	Transportation Improvement Program	DMTIP 2022–2025	2022
<b>Delaware County / Muncie</b>	Bicycle & Pedestrian Plan	Delaware–Muncie Bicycle and Pedestrian Plan	2019
<b>Delaware County / Muncie</b>	Comprehensive Plan	TogetherDM Comprehensive Plan	2022
<b>Grant County</b>	Zoning Ordinance	Grant County Area Wide Zoning Ordinance	1974
<b>Grant County</b>	Subdivision Ordinance	Grant County Subdivision Ordinance	2000
<b>Grant County</b>	Comprehensive Plan	Grant County Comprehensive Plan 2045 (Draft)	2025 (Draft)
<b>Jay County</b>	Zoning & Subdivision Ordinance	Jay County Zoning & Subdivision Ordinance	2019
<b>Blackford County</b>	Zoning Ordinance	Blackford County Zoning Ordinance	1988

<b>Blackford County</b>	Subdivision Ordinance	Blackford County Subdivision Control Ordinance	1988
<b>Blackford County</b>	Comprehensive Plan	Blackford County 2025 Comprehensive Community Plan	2025

**6.1 Policy and Plan Review**

**6.1.1 Delaware County and City of Muncie**

*6.1.1.1 Delaware County Comprehensive Zoning Ordinance*

The Delaware County Comprehensive Zoning Ordinance establishes regulations governing land use, development standards, and site design within the county. The ordinance addresses zoning districts, permitted uses, access management, and development intensity, all of which influence roadway design, traffic patterns, and safety outcomes.

**IMPORTANCE:**

Reviewing this ordinance is critical to the CSAP because it defines the regulatory framework within which transportation infrastructure and adjacent land uses are developed. Understanding these provisions helps identify potential barriers and opportunities for implementing safety improvements and ensures that recommended strategies align with county land use policies and development objectives.

*6.1.1.2 Delaware County Subdivision Ordinance*

The Delaware County Subdivision Ordinance regulates the division of land and establishes standards for street design, right-of-way dedication, and infrastructure improvements associated with new development.

**IMPORTANCE:**

This ordinance is important to the CSAP because subdivision standards directly affect roadway geometry, connectivity, and access. Aligning safety strategies with subdivision requirements can help promote safer street designs and reduce future crash risk as development occurs.

*6.1.1.3 City of Muncie Comprehensive Zoning Ordinance*

The City of Muncie Comprehensive Zoning Ordinance provides land use regulations that guide development within the city, including provisions related to density, site access, and compatibility between land uses.

**IMPORTANCE:**

This ordinance influences travel behavior, traffic volumes, and multimodal activity. Reviewing the zoning framework allows the CSAP to identify ways in which land use and transportation planning can work together to support safer streets for all users.

#### *6.1.1.4 City of Muncie Subdivision Ordinance*

The City of Muncie Subdivision Ordinance establishes design and improvement standards for new subdivisions, including street layout, pedestrian facilities, and infrastructure coordination.

**IMPORTANCE:**

Subdivision regulations play a key role in shaping long-term roadway safety. Incorporating CSAP recommendations alongside subdivision standards can support safer connectivity, improved pedestrian access, and reduced conflict points.

#### *6.1.1.5 DMMPC Long Range Transportation Plan (2023–2050)*

The Long Range Transportation Plan outlines transportation needs, priorities, and investment strategies for the Delaware–Muncie metropolitan area over a long-term planning horizon.

**IMPORTANCE:**

This plan provides a critical policy foundation for the CSAP by identifying regional transportation goals and future improvements. Aligning safety strategies with the long-range plan supports consistency and enhances eligibility for future funding opportunities.

#### *6.1.1.6 Delaware–Muncie Transportation Improvement Program (2022–2025)*

The DMTIP identifies short-term transportation projects programmed for federal funding within the metropolitan planning area.

**IMPORTANCE:**

The DMTIP is important for understanding near-term project implementation opportunities. Coordinating CSAP recommendations with programmed projects can help integrate safety improvements into existing investments.

#### *6.1.1.7 Delaware–Muncie Bicycle and Pedestrian Plan*

This plan focuses on improving bicycle and pedestrian infrastructure and connectivity throughout the Delaware–Muncie area.

**IMPORTANCE:**

The plan directly supports CSAP goals by identifying strategies to improve safety and accessibility for vulnerable road users. Integrating its recommendations strengthens multimodal safety outcomes.

#### *6.1.1.8 TogetherDM Comprehensive Plan*

TogetherDM serves as the comprehensive plan guiding growth, development, and infrastructure investment in Delaware County and the City of Muncie.

**IMPORTANCE:**

This plan establishes long-term community goals related to land use, transportation, and quality of life. Aligning CSAP strategies with TogetherDM ensures that safety improvements support broader community objectives.

## **6.1.2 Grant County**

### *6.1.2.1 Grant County Area Wide Zoning Ordinance*

The Grant County Area Wide Zoning Ordinance regulates land use and development standards across the county, including access, roadway adjacency, and site design.

**IMPORTANCE:**

This ordinance influences how development interacts with the transportation network. Reviewing it allows the CSAP to identify opportunities to support safer access management and roadway design practices.

### *6.1.2.2 Grant County Subdivision Ordinance*

The subdivision ordinance establishes requirements for street improvements, plat approval, and infrastructure coordination associated with land division.

**IMPORTANCE:**

Subdivision standards affect future roadway safety conditions. Aligning safety strategies with these requirements helps reduce long-term crash risk.

### *6.1.2.3 Grant County Comprehensive Plan 2045*

The Grant County Comprehensive Plan 2045 provides a long-term vision for growth, transportation, and infrastructure investment.

**IMPORTANCE:**

This plan offers an important policy context for CSAP recommendations. Coordination supports consistency between safety initiatives and future development goals.

## **6.1.3 Jay County**

### *6.1.3.1 Jay County Zoning and Subdivision Ordinance*

The Jay County Zoning and Subdivision Ordinance serves as the primary policy document governing land use and development within the county.

**IMPORTANCE:**

Because comprehensive planning documents are less centralized, this ordinance plays a key role in shaping transportation and land use decisions. Reviewing it ensures CSAP strategies are compatible with existing regulatory frameworks.

## **6.1.4 Blackford County**

### *6.1.4.1 Blackford County Zoning Ordinance*

The zoning ordinance regulates land use patterns and development standards throughout Blackford County.

#### **IMPORTANCE:**

Zoning regulations influence traffic patterns and roadway demand. Understanding these provisions helps support safety-focused land use decisions.

### *6.1.4.2 Blackford County Subdivision Control Ordinance*

This ordinance establishes standards for subdivision design, infrastructure improvements, and connectivity.

#### **IMPORTANCE:**

Subdivision controls shape future roadway networks. Aligning CSAP strategies with these standards supports long-term safety improvements.

### *6.1.4.3 Blackford County 2025 Comprehensive Community Plan*

The comprehensive plan outlines community goals related to land use, transportation, public services, and economic development.

#### **IMPORTANCE:**

This plan provides a policy foundation for coordinating safety strategies with broader community priorities and long-term planning efforts.

## **6.2 Key Policy Findings**

This Policy Review section summarizes key findings from the plans, ordinances, and policy documents reviewed in Section 7. The purpose of this review is to identify existing transportation safety barriers, strengths, and opportunities across East Central Indiana and to assess how current policies support or limit the integration of a Safe System approach into transportation decision-making.

The findings reflect the current policy environment across Delaware, Grant, Jay, and Blackford Counties, as well as the City of Muncie and the Delaware–Muncie Metropolitan Planning area. Together, these insights provide a framework for identifying policy-based strategies that can strengthen roadway safety and support implementation of the Comprehensive Safety Action Plan.

### **6.2.1 Land Use and Development Regulations**

Zoning and subdivision ordinances across the region establish the foundational framework for how land is developed and how transportation infrastructure is designed and accessed. These documents

influence roadway connectivity, access management, pedestrian accommodations, and long-term travel patterns.

Across jurisdictions, zoning ordinances generally focus on regulating land use intensity, setbacks, and permitted uses, while subdivision ordinances establish requirements for street layout, right-of-way dedication, and infrastructure improvements associated with new development.

**Key Observations:**

- Land use and transportation policies are closely linked, but safety considerations are not always explicitly addressed within zoning or subdivision standards.
- Subdivision ordinances provide opportunities to incorporate safer street design elements at the point of development.
- Access management standards vary by jurisdiction, which can affect crash risk along arterial and collector roadways.

## **6.2.2 Transportation Planning Documents**

Regional and local transportation plans, including the Delaware–Muncie Long Range Transportation Plan and Transportation Improvement Program, establish priorities for future investment and project implementation. These documents emphasize system preservation, mobility, and connectivity, and they increasingly recognize the importance of multimodal transportation.

Bicycle and pedestrian plans further support non-motorized travel by identifying infrastructure needs and policy recommendations aimed at improving accessibility and safety.

**Key Observations:**

- Transportation plans provide a strong foundation for integrating safety improvements into future projects.
- Safety is recognized as a priority, but opportunities exist to more explicitly align projects with Vision Zero and Safe System principles.
- Short-term programming documents offer opportunities to incorporate safety enhancements into already funded projects.

## **6.2.3 Comprehensive Plans**

Comprehensive plans across the region outline long-term goals related to land use, transportation, economic development, and quality of life. These plans often support walkability, connectivity, and community-oriented development patterns.

**Key Observations:**

- Comprehensive plans generally support transportation systems that are safe, accessible, and supportive of community needs.

- Explicit references to traffic safety outcomes and crash reduction goals are limited.
- Comprehensive plans provide a policy basis for aligning safety strategies with broader community goals.

## 6.3 Opportunities For Policy and Process Improvement

Based on the review of existing policies and plans, several high-level opportunities exist to strengthen transportation safety across East Central Indiana. These opportunities are intended to support implementation of the CSAP and are not mandates for adoption.

### 6.3.1 Policy Alignment Opportunities

- **Integrate safety language into zoning and subdivision ordinances:** Incorporate explicit references to pedestrian, bicyclist, and motorist safety in development standards.
- **Strengthen access management policies:** Reduce conflict points along high-speed and high-volume roadways by refining driveway spacing and intersection design standards.
- **Align transportation investments with safety priorities:** Ensure that future roadway projects address documented crash trends and High-Injury Network locations.

### 6.3.2 Design and Infrastructure Opportunities

- **Enhance pedestrian crossings:** Encourage the use of high-visibility crosswalks, pedestrian refuge islands, and signal timing that supports safe crossings in high-activity areas.
- **Expand traffic calming strategies:** Promote the use of speed management tools such as curb extensions, raised crossings, and lane narrowing where appropriate.
- **Improve bicycle accommodations:** Support consistent bicycle facility design and safer crossings at intersections and trail-roadway conflict points.
- **Improve sidewalk continuity and accessibility:** Address gaps in sidewalk networks and ensure compliance with accessibility standards.

### 6.3.3 Programmatic and Process Opportunities

- **Safe Routes to School:** Develop or expand Safe Routes to School initiatives that combine infrastructure improvements with education and encouragement.
- **Public education and outreach:** Support ongoing education programs focused on speed management, pedestrian safety, and shared roadway use.
- **Interagency coordination:** Strengthen coordination between planning agencies, public works, law enforcement, and emergency response to support a comprehensive safety approach.
- **Data-informed decision-making:** Continue to use crash data and public input to guide policy updates and investment decisions.

The policy review demonstrates that East Central Indiana has a strong foundation of planning and regulatory documents that can support safer transportation outcomes. By refining policies, aligning processes, and emphasizing safety across disciplines, the region can better position

itself to implement the strategies and projects identified in this Comprehensive Safety Action Plan.

## 7 PROJECTS AND STRATEGIES

The SS4A CSAP contains effective strategies and project recommendations to guide the ECIRPD region towards achieving Vision Zero. Investments in engagement, education, and infrastructure all play a critical role in reducing fatal and serious injury crashes. Extensive analysis of the data, stakeholder input, and literature in the previous sections culminated in the following project and strategy recommendations.

A list of potential projects has been compiled from roadway segments identified in the safety analysis portion of the ECIRPD CSAP. These projects were ranked for potential SS4A proposal based on a scoring matrix that incorporated safety analysis data, stakeholder and community input, and disadvantaged community considerations. The methodology for creating and using this priority matrix is outlined in the following section. The resulting project list serves as a roadmap for selecting projects for SS4A funding proposals and for executing safety projects aimed at achieving Vision Zero in the ECIRPD Region.

### 7.1 Project Identification Methodology & Scoring Criteria

Roadway segments and intersections identified within the High Injury Network (HIN) automatically qualified for inclusion in the project list. This strategic approach targeted areas with a history of recurring safety issues, as identified by crash data analysis. Pinpointing locations with the highest fatal and injury crash frequencies formed a solid foundation for identifying and prioritizing areas most in need of safety enhancements.

The project list incorporates locations where safety projects are recently completed, ongoing or are planned for the near future. Some of these projects align with areas identified through safety analysis as high-crash locations, demonstrating proactive safety improvement efforts by transportation agencies. Additionally, some locations are under state jurisdiction and would require coordination with INDOT to become projects. The project list includes all these locations to provide an entire picture of where safety issues lie within the four-county region. A list of potential countermeasures was provided for each project location based on the recommended countermeasures outlined previously in the CSAP and based on input from the steering committee, leveraging their extensive knowledge of transportation safety needs in the region.

Each location on the preliminary project list underwent evaluation across four emphasis areas outlined in the plan:

- Equivalent PDO Score
- Speed Differential
- Disadvantaged Communities Analysis
- Public Input

While all four elements are considered vital to the development of the ECIRPD Safety Action Plan, discussion among the steering committee defined the weight of each element in the project

scoring criteria to be used. The resulting scoring system placed greater emphasis on elements that the steering committee deemed to be of greater importance in shaping its plan.

Furthermore, a specific scale was applied to evaluate each element, considering the range of values within each category. A points system was then devised to score the projects, assigning a maximum total number of points in each category based on their relative importance in the scoring system.

The weighted scoring system used to evaluate potential projects is depicted in the table below.

**Table 6: ECIRPD SS4A Project Scoring Rubric**

<p style="text-align: center;"><b><u>Equivalent PDO Score</u></b></p> <p>Acting toward Vision Zero requires addressing locations with a recurring crash history. Implementing safety countermeasure projects at those locations has the highest potential for safety improvement.</p> <p><i>Criteria:</i> Projects were scored based on the annual frequency and weights assigned to all crashes based on FHWA comprehensive crash costs, with a higher weight assigned to more severe crashes.</p> <p style="text-align: center;"><b>40% weightage</b></p>	<p style="text-align: center;"><b><u>Speed Differential</u></b></p> <p>The SS4A program targets improving safety and mobility for all users. Analysis of all counties’ roadway network was employed to identify locations with significant speeding concerns.</p> <p><i>Criteria:</i> Projects were scored based on the difference observed between the observed 85<sup>th</sup> percentile speed of the roadway and the posted speed limit.</p> <p style="text-align: center;"><b>20% weightage</b></p>
<p style="text-align: center;"><b><u>Disadvantaged Communities</u></b></p> <p>The SS4A program prioritizes transportation access and safety for all community members.</p> <p><i>Criteria:</i> Projects were scored based on whether the individual site was located within or immediately adjacent to a disadvantaged community area.</p> <p style="text-align: center;"><b>20% weightage</b></p>	<p style="text-align: center;"><b><u>Public Input</u></b></p> <p>The project list incorporates community input due to their unique knowledge and experience with transportation issues within the counties.</p> <p><i>Criteria:</i> Projects were scored on the number of mentions the location received in the public engagement survey.</p> <p style="text-align: center;"><b>20% weightage</b></p>

Based on the methodology described above, ten (10) roadway segments for each county were identified and included in the HIN. The roadway segments are shown in **Figure 5** to **Figure 8** below for all four counties.

Figure 5: High Injury Network (HIN) – Grant County

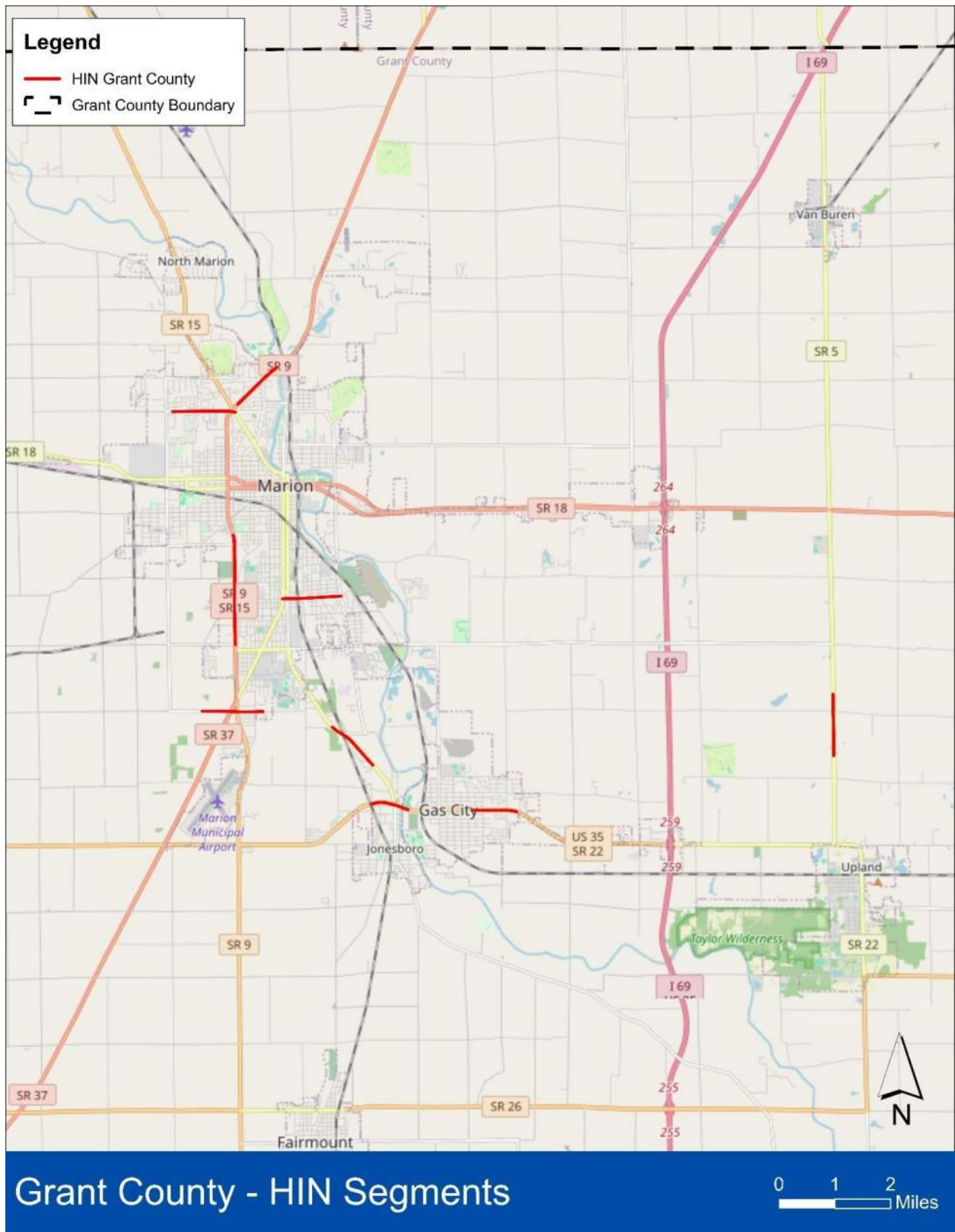


Figure 6: High Injury Network (HIN) – Blackford County

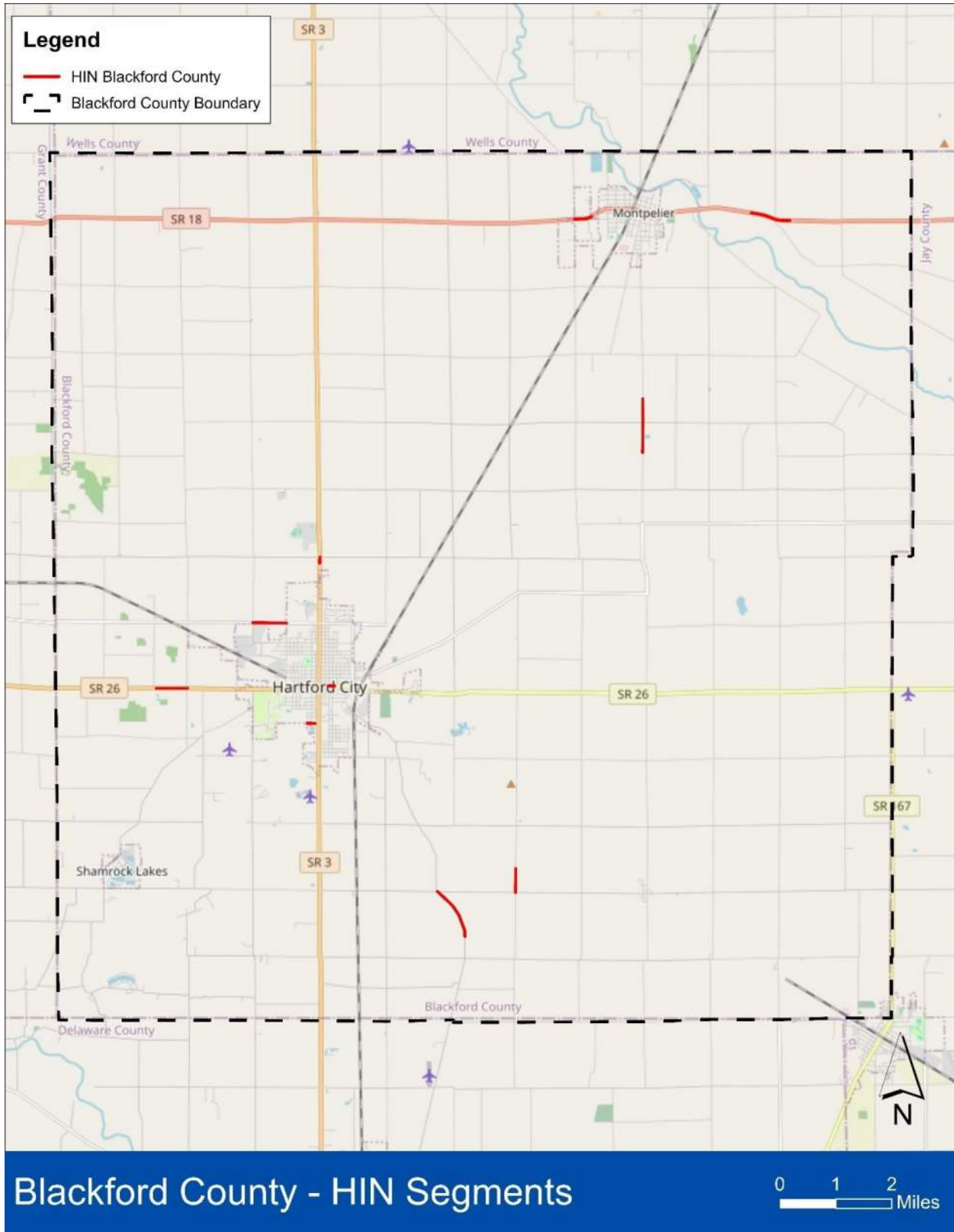


Figure 7: High Injury Network (HIN) – Delaware County

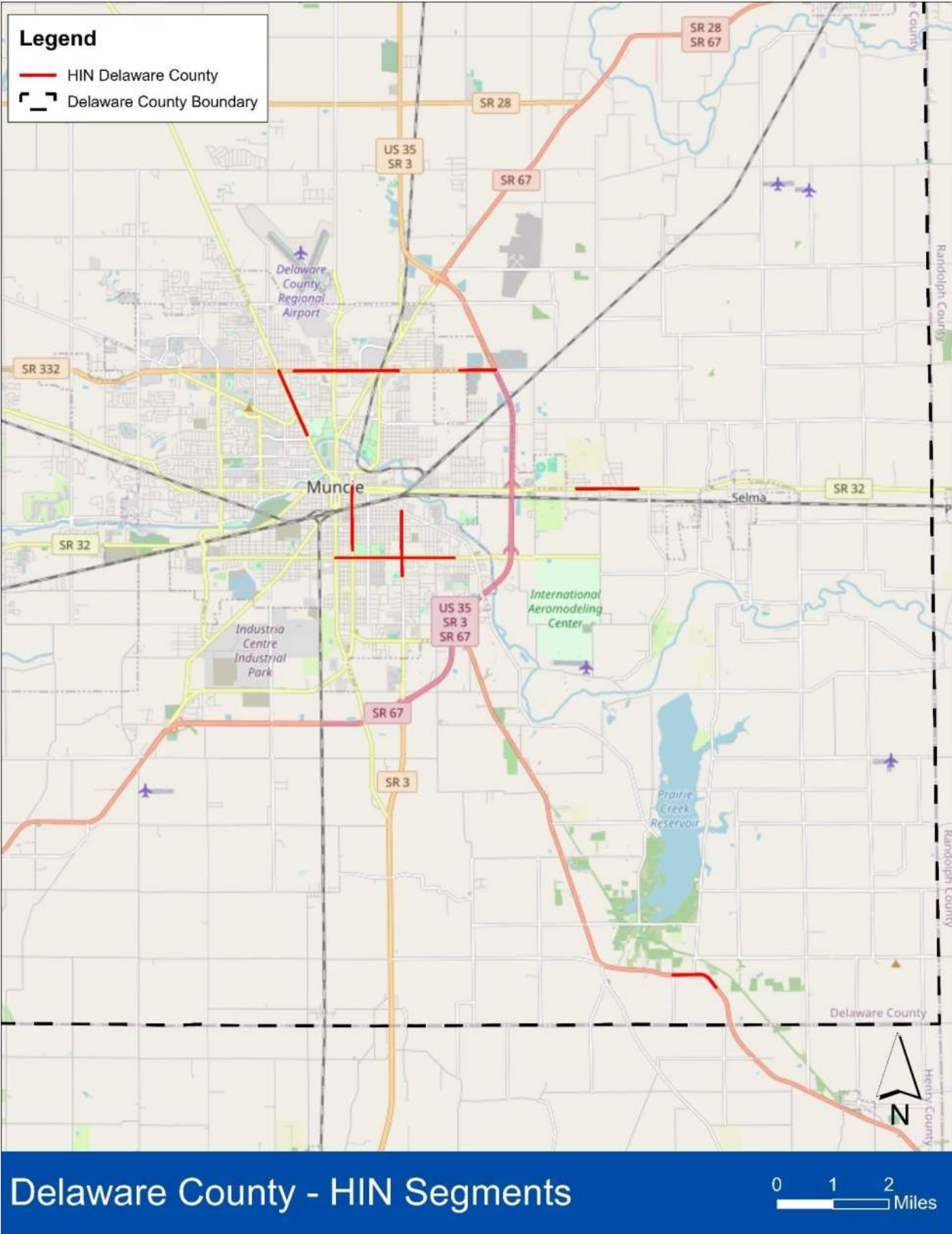
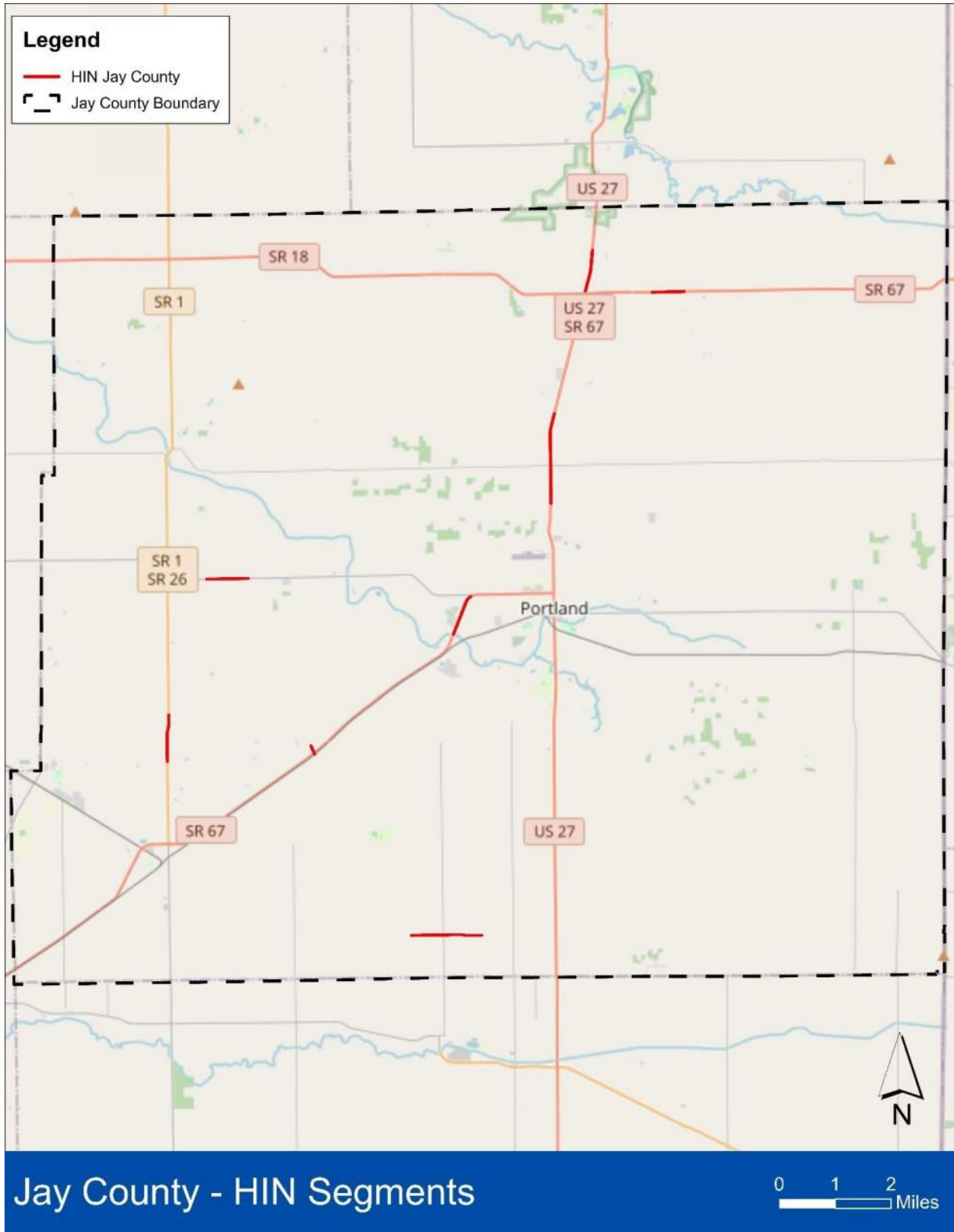


Figure 8: High Injury Network (HIN) – Jay County



## 7.2 Project Overview

The compiled projects list was scored in accordance with the criteria presented in the previous section. The weighted total score of the project defined priority for SS4A proposal and implementation. A 3-tier system was assigned for projects based on the range of scores to give the highest priority to projects that obtained the greater total weighted scores. Therefore, projects that were determined to have the highest need for improvement will be expected to have the highest priority for funding and implementation.

The tier system to correspond with a tentative implementation time frame is defined as follows:

- **Tier 1:** Scores  $\geq 32$ , Implementation 2025 – 2030 (Short-term / Highest priority)
- **Tier 2:** Scores  $\geq 28$  to  $< 32$ , Implementation 2030 – 2035 (Interim / Medium priority)
- **Tier 3:** Scores  $< 28$ , Implementation 2035+ (Long-term / Lower priority)

The ranked project list for each county is presented in **Table 7** to

Table 10 below.

**Table 7: SS4A Ranked Project List – Grant County**

Project Location	Segment Length	Weighted Score	Tier	Proposed Countermeasures (ST: Short-term countermeasure; LT: Long-term countermeasure)
<b>1. S Western Ave/SR 15</b> <i>15th St to 26th St</i>	0.63 mi	36	Tier 1	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting <b>LT:</b> Install a traffic signal, implement access management strategies, install roundabout intersections
<b>2. W Kem Rd</b> <i>N Wabash Ave to Clayton Ct</i>	0.93 mi	28	Tier 2	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, install retroreflective signal backplates on signal heads, install 4-section signal heads with flashing yellow arrow, implement yellow change intervals, implement leading pedestrian intervals, install RRFB at pedestrian crossings on Kem Rd at Cardigan Ave, install advance warning signs for pedestrian crossings, install RRFB for school zone <b>LT:</b> Implement access management strategies, install roundabout intersections
<b>2. S Western Ave/SR 15</b> <i>W 26th St to W 38th St</i>	0.99 mi	28	Tier 2	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs <b>LT:</b> Install a traffic signal, implement access management strategies, perform road safety audit, install roundabout intersections
<b>2.W 50th St/CR 300</b> <i>0.4 mi W of SR 37 to Prestwick Sq</i>	0.92 mi	28	Tier 2	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs, install high visibility crosswalk near residential access points, install longitudinal rumble strips <b>LT:</b> Install HAWK or PHB, install traffic signal, install roundabout intersections

<p><b>5. S Adams St/SR 15</b> <i>E 53rd St to Herring Pl</i></p>	<p>0.82 mi</p>	<p>26</p>	<p>Tier 3</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs, provide wide edge lines, provide pavement friction management on shoulders, install retroreflective pavement markers along the median, provide enhanced delineation and roadside improvements at curves, install advance warning sign for approaching side street prior to the curve <b>LT:</b> Perform road safety audit</p>
<p><b>6. N 900 E/SR 5</b> <i>CR 300 S to CR 400 S</i></p>	<p>0.91 mi</p>	<p>20</p>	<p>Tier 3</p>	<p><b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips, provide wide edge lines, provide pavement friction management on shoulders, install retroreflective pavement markers along the median, establish a 'no passing zone' near driveways, install speed feedback signs or variable speed limits near driveways <b>LT:</b> Install median cable barriers, install raised median, perform road safety audit</p>
<p><b>7. E 30th St</b> <i>S Washington St to S Lincoln Blvd</i></p>	<p>0.88 mi</p>	<p>18</p>	<p>Tier 3</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, provide edge lines, provide street name signs on signal poles, install retroreflective signal backplates on signal heads, install 4-section signal heads with flashing yellow arrow, implement yellow change intervals, implement leading pedestrian intervals <b>LT:</b> Install roundabout intersections</p>
<p><b>7. E Jonesboro Byp/Main St</b> <i>N 4th Ave to S Lincoln Blvd</i></p>	<p>0.56 mi</p>	<p>18</p>	<p>Tier 3</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, implement yellow change intervals, provide crosswalk visibility enhancements, install RRFBs at trail crossings, provide enhanced delineation at curves, install speed feedback signs for transition zones <b>LT:</b> Install HAWK or PHB, install raised crosswalks, install pedestrian refuge islands, provide a grade separated crossing at trails</p>

<p><b>9. N Baldwin Ave/SR 9</b>  <i>N Wabash Ave to N Matter Park Rd</i></p>	<p>0.79 mi</p>	<p>14</p>	<p>Tier 3</p>	<p><b>ST:</b> Refresh all signing and pavement markings, install longitudinal rumble strips, provide pavement friction management on shoulders, install retroreflective pavement markers along the median, install speed feedback signs or variable speed limits for transition zones, implement yellow change interval  <b>LT:</b> Install raised median, implement access management strategies</p>
<p><b>10. E Main St/US 35</b>  <i>5th St to Shaffer Dr</i></p>	<p>0.66 mi</p>	<p>12</p>	<p>Tier 3</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install 4-section signal heads with flashing yellow arrow, implement yellow change intervals, install high visibility crosswalks, implement leading pedestrian intervals, install speed feedback signs for transition zones, install longitudinal rumble strips along the shoulder at curves  <b>LT:</b> Install roundabout intersections</p>

**Table 8: SS4A Ranked Project List – Blackford County**

Project Location	Segment Length	Weighted Score	Tier	Proposed Countermeasures (ST: Short-term countermeasure; LT: Long-term countermeasure)
<b>1. CR 100 N</b> <i>Gilkey Ave to Wabash Ave</i>	0.50 mi	26	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install stop signs on driveways, install speed feedback signs <b>LT:</b> None identified
<b>2. E SR 18</b> <i>0.5 mi W of CR 700/Balbec Rd to 0.2 mi E of CR 700/Balbec Rd</i>	0.59 mi	22	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, provide wide edge lines, install longitudinal rumble strips, install advance warning sign for approaching side streets and hidden driveways <b>LT:</b> Install flashing beacons signal
<b>2. N 500 E</b> <i>0.5 mi N of CR 300 to 0.4 mi N of CR 400</i>	0.81 mi	22	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs <b>LT:</b> Install a traffic signal, implement access management strategies, perform road safety audit, install roundabout intersections
<b>2. S Willman Rd</b> <i>CR 300 S to CR 400 S</i>	0.79 mi	22	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips, provide enhanced delineation and roadside improvements at curves <b>LT:</b> None identified
<b>5. SR 18</b> <i>CR 400 E to Krebs Dr</i>	0.24 mi	20	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs, provide enhanced delineation and roadside improvements at curves <b>LT:</b> Implement access management strategies, convert Monroe St at SR 18 into a cul-de-sac

<b>6. N Walnut St/SR 3</b> <i>CR 200 N to 0.1 mi S of CR 200 N</i>	0.08 mi	14	Tier 3	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting <b>LT:</b> None identified
<b>7. W SR 26/ S Water St</b> <i>CR 200 W to CR 250 W</i>	0.46 mi	10	Tier 3	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting <b>LT:</b> None identified
<b>8. E Washington St</b> <i>Coats Ln to S Jefferson St</i>	0.09 mi	8	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, install RRFBs at school crossings, provide crosswalk visibility enhancements, implement yellow change interval, implement leading pedestrian intervals <b>LT:</b> None identified
<b>9. E 300 S</b> <i>S Willman Rd to CR 300 E</i>	0.91 mi	6	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips <b>LT:</b> None identified
<b>10. Amvets Dr</b> <i>Cherry St to Pearl St</i>	0.11 mi	4	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, provide crosswalk visibility enhancements including RRFBs <b>LT:</b> None identified

**Table 9: SS4A Ranked Project List – Delaware County**

Project Location	Segment Length	Weighted Score	Tier	Proposed Countermeasures (ST: Short-term countermeasure; LT: Long-term countermeasure)
<b>1. S Madison St</b> <i>E Main St to 9th St</i>	0.93 mi	38	Tier 1	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install retroreflective signal backplates on signal heads, replace 5-section signal heads with 4-section signal heads with flashing yellow arrow, implement yellow change intervals, implement leading pedestrian intervals, provide crosswalk visibility enhancements, improve ADA compliance, install advance warning signs for approaching side streets <b>LT:</b> Implement access management strategies, install roundabout intersections, implement road diet
<b>2. E McGalliard Rd</b> <i>N Dalinda Rd to Muncie Bypass</i>	0.54 mi	36	Tier 1	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install protected left-turn 3-section signal heads, implement yellow change intervals, install advance warning signs for approaching side streets, provide overhead intersection lane control signs on all intersection approaches <b>LT:</b> Implement access management strategies, install roundabout intersections, perform road safety audit
<b>3. E Memorial Dr</b> <i>S Manhattan Ave to S Blaine St</i>	0.98 mi	34	Tier 1	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install retroreflective signal backplates on signal heads, install 4-section signal heads with flashing yellow arrow, implement yellow change intervals, install high visibility crosswalks with RRFB, install retroreflective pavement markers along the median, install speed feedback signs <b>LT:</b> Implement access management strategies, provide sidewalk improvements and improve connectivity, install raised median, install raised crosswalk, implement road diet

<p><b>3. E</b> <b>Memorial Dr</b> <i>S Blaine St to S Walnut St</i></p>	<p>0.81 mi</p>	<p>34</p>	<p>Tier 1</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install retroreflective signal backplates on signal heads, install 4-section signal heads with flashing yellow arrow, implement yellow change intervals, implement leading pedestrian intervals, provide crosswalk visibility enhancements, improve ADA compliance <b>LT:</b> Implement access management strategies, provide sidewalk improvements and improve connectivity, implement road diet</p>
<p><b>5. W</b> <b>McGalliard Rd</b> <i>N Walnut St to N Locust St</i></p>	<p>0.59 mi</p>	<p>32</p>	<p>Tier 1</p>	<p><b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install retroreflective signal backplates on signal heads, install 4-section signal heads with flashing yellow arrow, implement yellow change intervals, implement leading pedestrian intervals, provide crosswalk visibility enhancements <b>LT:</b> Implement access management strategies, provide sidewalk improvements and improve connectivity, install raised median, install raised crosswalk, implement road diet</p>
<p><b>5. E</b> <b>McGalliard Rd</b> <i>N Walnut St to Muncie Creek Blvd</i></p>	<p>0.97 mi</p>	<p>32</p>	<p>Tier 1</p>	<p><b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install retroreflective signal backplates on signal heads, replace 5-section signal heads with protected left-turn 3-section signal heads, implement yellow change intervals, implement leading pedestrian intervals, provide crosswalk visibility enhancements, provide overhead intersection lane control signs on all intersection approaches <b>LT:</b> Implement access management strategies, provide sidewalk improvements, implement road diet, install roundabout intersections, perform road safety audit</p>
<p><b>7. E Jackson St/SR 32</b> <i>Safari Dr to S McRay Rd</i></p>	<p>0.98 mi</p>	<p>30</p>	<p>Tier 2</p>	<p><b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs, install high visibility crosswalks with RRFB <b>LT:</b> Install roundabouts, improve sidewalk connectivity, implement access management strategies</p>

<p><b>8. US 35</b> <i>CR 500 E to 0.4 mi E of CR 532 E</i></p>	<p>0.75 mi</p>	<p>26</p>	<p>Tier 3</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs, provide wide edge lines, provide pavement friction management on shoulders, install retroreflective pavement markers along the median, provide enhanced delineation and roadside improvements at curves, install longitudinal rumble strips, establish a 'no-passing zone' at curves <b>LT:</b> Perform road safety audit</p>
<p><b>9. N Wheeling Ave</b> <i>W McGalliard Rd to W Marsh St</i></p>	<p>0.79 mi</p>	<p>24</p>	<p>Tier 3</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install retroreflective signal backplates on signal heads, replace 5-section signal heads with 4-section signal heads with flashing yellow arrow, implement yellow change intervals, implement leading pedestrian intervals, provide crosswalk visibility enhancements, improve ADA compliance, install high visibility crosswalk with RRFBs <b>LT:</b> Implement access management strategies, install roundabout intersections, provide sidewalk improvements</p>
<p><b>10. S Macedonia Ave</b> <i>E 16th St to E Kirby Ave</i></p>	<p>0.97 mi</p>	<p>22</p>	<p>Tier 3</p>	<p><b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install retroreflective signal backplates on signal heads, install high visibility crosswalk with RRFBs, provide crosswalk visibility enhancements, improve ADA compliance <b>LT:</b> Implement access management strategies, install roundabout intersections, provide sidewalk improvements, provide curb bulb-outs at all-way stop control intersections</p>

**Table 10: SS4A Ranked Project List – Jay County**

Project Location	Segment Length	Weighted Score	Tier	Proposed Countermeasures (ST: Short-term countermeasure; LT: Long-term countermeasure)
<b>1. US 27</b> <i>CR 200 N to CR 300 N</i>	0.95 mi	32	Tier 1	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, provide enhanced delineation and roadside improvements at curves, install longitudinal rumble strips, establish a 'no-passing zone' in both directions <b>LT:</b> None identified
<b>1. US 27</b> <i>CR 300 N to CR 400 N</i>	0.94 mi	32	Tier 1	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips, establish a 'no-passing zone' in both directions, install advance warning signs for approaching side streets <b>LT:</b> None identified
<b>3. W SR 67</b> <i>SR 26 to Salmonie River</i>	0.97 mi	26	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install retroreflective pavement markers along the median, install longitudinal rumble strips along the curve, install advance warning signs for approaching side streets, relocate 'school zone ahead' sign for SB approach <b>LT:</b> Implement access management strategies, install roundabout intersections, install flashing beacons signal, realign CR 200 W at Tyson St east of SR 67
<b>4. SR 1/Meridian St</b> <i>0.3 mi N of CR 400 S to 0.5 mi N of CR 300 S</i>	0.98 mi	22	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips along the curve, install advance warning signs for approaching side streets, install speed feedback signs, provide enhanced delineation and roadside improvements at curves <b>LT:</b> Install flashing beacons signal

<b>4. SR 67</b> <i>CR 350 E to CR 250 E</i>	0.79 mi	22	Tier 3	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install speed feedback signs, install retroreflective pavement markers along the median, install advance warning sign for hidden driveways <b>LT:</b> None identified
<b>6. US 27</b> <i>CR 400 N to 0.2 mi N of CR 400 N</i>	0.21 mi	20	Tier 3	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips along the curve, provide enhanced delineation and roadside improvements at curves, establish a 'no-passing zone' at curves <b>LT:</b> None identified
<b>7. US 27</b> <i>CR 800 N to SR 18/SR 67</i>	0.97 mi	14	Tier 3	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, establish a 'no-passing zone' in both directions at curves, provide pavement friction management on shoulders <b>LT:</b> None identified
<b>8. SR 26</b> <i>CR 850 W to CR 700 W</i>	0.97 mi	12	Tier 3	<b>ST:</b> Refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips, install advance warning signs for approaching side streets, install speed feedback signs <b>LT:</b> None identified
<b>9. S Como Rd</b> <i>SR 67 to CR 350 S</i>	0.18 mi	10	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, install advance warning signs for approaching side streets and hidden driveways, install speed feedback signs <b>LT:</b> Install flashing beacons signals, perform road safety audit
<b>9. W 800 S</b> <i>CR 325 W to CR 175 W</i>	0.93 mi	10	Tier 3	<b>ST:</b> Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, install longitudinal rumble strips, install advance warning signs for approaching side streets and hidden driveways, install 'intersection on curve' sign, install speed feedback signs <b>LT:</b> None identified

*Note: HAWK = High-Intensity Activated CrossWalk; PHB = Pedestrian Hybrid Beacon; RRFB = Rectangular Rapid Flashing Beacons*

### 7.3 Strategy Recommendations

While infrastructure improvements play an important role in achieving ECIRPD’s Vision Zero goal, enforcement, education, and community engagement are equally critical to creating a comprehensive, multidisciplinary approach to safety. The following section outlines non-infrastructure strategies included in the SS4A Action Plan, developed through a review of historical crash data, public feedback, and relevant state and federal resources.

The initial twelve strategies, categorized by the Safe System elements they address, are summarized in **Table 11**. Each strategy includes multiple components intended to support and advance its objectives. For a more detailed overview of the proposed actions, anticipated implementation timelines, and the departments responsible for implementation – as well as supporting departments where applicable – please refer to the sections that follow. It should be noted that the Steering and Implementation Committee may amend or refine these strategies as needed based on evolving information, community input, consideration of community impacts, and insights gained through ongoing evaluation.

*Table 11: ECIRPD CSAP Comprehensive Safety Strategies*

No.	Strategy	Safe System Element Addressed				
		Safe Users	Safe Vehicles	Safe Speeds	Safe Streets	Post-Crash Care
1	Launch a Comprehensive Safety Campaign	X	X			
2	Implement Measures to Reduce Speeding Regionwide	X	X	X		
3	Foster a Culture of Shared Responsibility within the Region	X	X	X		
4	Target High Injury Areas to Reduce Severe Crashes and Speeds	X	X			
5	Transform Residential Streets into Safe, Low-Speed, Low-Stress Environments	X			X	
6	Develop Commercial Streetscapes Promoting Safe Speeds and Crossings	X			X	

7	Implement Systemic Improvements at High-Risk Locations	X	X	X		
8	Establish Safe, Accessible Networks for Pedestrians, Cyclists, and Assistive Device Users	X			X	
9	Ensure Equal Access to Safe Vehicles	X	X			
10	Rapid Response to Fatal Crashes	X	X	X	X	X
11	Utilize Data and Technology to Understand High-Risk Behaviors and Streets	X	X	X	X	
12	Monitor Progress towards Safety Goals	X	X	X	X	X

**Strategy 1: Launch a Comprehensive Safety Campaign**

Establishing a comprehensive safety culture throughout the ECIRPD region that is embraced by all sectors, including the public, initiates raising awareness about the region’s significant crash challenges, their impact, causative factors, and preventive measures. Campaign messages, disseminated across diverse platforms, must center on severe crashes and emphasize the detrimental impact of speed on crash severity. Messaging strategy should be designed to inspire the behavioral shifts essential for mitigating and eradicating severe crashes.

*Table 12: Strategy 1 Action Items, Implementation Timeframe, and Responsible Department(s)*

Action Item	Timeframe	Responsible Department(s)
Develop a culturally relevant traffic safety campaign aimed at reducing severe injuries and fatalities by addressing speeding and other dangerous driving behaviors, such as running red lights and failing to yield to pedestrians.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (MPO, Engineering/Highway Departments), Media Services, Police Departments, County Sherriff Departments
Prioritize driver education and awareness by implementing civilian staff warnings and diversion programs at high-crash locations and areas with elevated levels of dangerous driving behavior before issuing fines.	Within the next 5 years	Police Departments, County Sherriff Departments, School Corporation, Local Area Chamber of Commerce

Communicate information about speed limits, including any future changes, through social media and other available communication channels.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (MPO, Engineering/Highway Departments), Media Services, Police Departments, County Sherriff Departments
Expand the Safe Routes to School in-class education program to include high schools, with a focus on safe driving behaviors and alternatives to driving.	Within the next 5 years	Local School Corporations, Local Hospitals

**Strategy 2: Implement Measures to Reduce Speeding in the ECIRPD Region**

ECIRPD recognizes that solely relying on messaging won’t ensure all drivers slow down. Therefore, the ECIRPD region’s Cities and Counties are committed to designing our streets to encourage safe speeds for pedestrians, cyclists, and those using assistive devices. This includes adjusting posted speed limits to align with desired target speeds for safer streets. Additionally, ECIRPD will work with Police and Sherriff Departments to explore alternative enforcement approaches to encourage safer driving behaviors.

*Table 13: Strategy 2 Action Items Implementation Timeframe, and Responsible Department(s)*

Action Item	Timeframe	Responsible Department(s)
Ensure that adequate signage is placed on major streets to alert drivers of the designated speed limit.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering/Highway Departments)
Establish zones with reduced speed limits by implementing changes to speed regulations and implementing road designs that naturally encourage compliance, particularly in areas with a high concentration of vulnerable road users such as schools, parks, community centers, and housing facilities for seniors and transitional residents.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments), City Councils, County Board of Commissioners, City Police Departments, County Sherriff Departments
Evaluate the fairness, uniformity, effectiveness, and disadvantaged community considerations of existing traffic enforcement methods, fines, and legal procedures.	Within the next 5-10 years	City Councils, County Board of Commissioners, City Police Departments, County Sherriff Departments

Explore the potential implementation of automated systems to address dangerous driver behaviors like speeding, drawing inspiration from initiatives in other US cities.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments), City Councils, County Board of Commissioners, City Police Departments, County Sherriff Departments
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**Strategy 3: Foster a Culture of Shared Responsibility within the ECIRPD Region**

The Safe System Approach underscores the shared responsibility in reducing severe crashes, emphasizing that everyone has a role to play. ECIRPD has an opportunity to take the lead by fully embracing the goal of eliminating severe crashes and integrating the Safe System approach into all City and County services and operations. The role of City and County employees within ECIRPDs jurisdiction in setting an example through their behaviors is equally crucial. Since ECIRPD is committed to achieving the goal of eliminating traffic crashes regionwide, it is imperative that the region’s Cities and Counties hold itself accountable and refuses to tolerate unsafe driving practices among their employees.

*Table 14: Strategy 3 Action Items Implementation Timeframe, and Responsible Department(s)*

Action Item	Timeframe	Responsible Department(s)
Train and educate staff, contractors, and government partners on Safe System concepts and practices to raise awareness.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments), ECIRPD Region’s Cities and Counties (Human Resources)
Create and execute a driver training program for employees who operate vehicles during work duties, focusing on safe driving practices, particularly regarding speed and interactions with pedestrians, cyclists, scooter riders, and individuals using assistive devices.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction, State or Local Law Enforcement Agencies

**Strategy 4: Target High Injury Areas to Reduce Severe Crashes and Speeds**

For a long time, severe crashes have been seen as an unavoidable part of operating. However, by investing in the HIN’s identified in this CSAP, ECIRPD can significantly reduce severe crashes and prove that eliminating roadway fatalities and serious injuries is achievable. Progress on improving the HIN must be monitored and priorities must be adjusted as needed to ensure focus remains on the most impactful safety investments.

*Table 15: Strategy 4 Action Items Implementation Timeframe, and Responsible Department(s)*

Action Item	Timeframe	Responsible Department(s)
Integrate the High Injury Network (HIN) into a yearly major street resurfacing plan and maintain safety enhancements during resurfacing projects.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments)
Review all High Injury Network (HIN) corridors for safety enhancements and execute a minimum of one-corridor safety project annually. These projects will utilize a blend of quick-delivery enhancements like striping and signal adjustments alongside capital investments such as RRFBs, curb extensions, and refuge islands.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments)
Regularly update the High Injury Network (HIN) every 3 to 5 years using current crash data to pinpoint new areas for enhancement and showcase successful declines in severe and fatal crashes.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments)

**Strategy 5: Transform Residential Streets into Safe, Low-Speed, Low-Stress Environments**

Although most severe crashes happen on busy arterial and collector streets, the Cities and Counties in the ECIRPD region must also consider safety on low-traffic residential streets, which serve as essential pathways for pedestrians and cyclists to access neighborhood amenities like parks and schools in the region.

*Table 16: Strategy 5 Action Items, Implementation Timeframe, and Responsible Department(s)*

<b>Action Item</b>	<b>Timeframe</b>	<b>Responsible Department(s)</b>
Seek federal and state Safe Routes to School (SRTS) grants for safety enhancements around local schools and explore collaborations with other city and county departments to implement broader safety measures in upcoming years.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments), School Corporations
Assess the influence of freight and heavy trucks on traffic safety, especially in residential areas, and create measures and standards to address unsafe conditions.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments), Local Chambers of Commerce
Implement a trial Slow Street Network initiative and assess its effectiveness using safety data and feedback from residents	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments)

**Strategy 6: Develop Commercial Streetscapes Promoting Safe Speeds and Crossings**

It is crucial to create inviting environments that cater to all individuals, where economic vitality, social interaction, and community development thrive without being compromised by hazardous street conditions to maximize the benefits of the commercial streetscapes in the cities and counties under ECIRPD jurisdiction.

*Table 17: Strategy 6 Action Items, Implementation Timeframe, and Responsible Department(s)*

<b>Action Item</b>	<b>Timeframe</b>	<b>Responsible Department (s)</b>
Include speed reduction measures in all streetscape initiatives and adjust speed limits to align with target speeds whenever possible.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments)
Broaden the criteria for selecting streetscape projects to encompass areas with elevated severe crash rates and risky roadway characteristics.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Departments)

**Strategy 7: Implement Systemic Improvements at High-Risk Locations**

The review of severe crashes, vulnerable road users, and high-risk road attributes reveals opportunities for significant investments in preemptive measures to prevent severe crashes. By acting quickly, the cities and counties within the ECIRPD jurisdiction can implement and evaluate new countermeasures while refining internal procedures to enhance safety.

*Table 18: Strategy 7 Action Items, Implementation Timeframe, and Responsible Department(s)*

<b>Action Item</b>	<b>Timeframe</b>	<b>Responsible Department (s)</b>
Deploy and evaluate rapid implementation of countermeasures matched for crash types identified in the CSAP.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Department)
Expedite systemic safety improvements through the right-of-way permitting process.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Department)

**Strategy 8: Establish Safe, Accessible Networks for Pedestrians, Cyclists, and Assistive Device Users**

Through the adopted resolution, the ECIRPD has pledged to guarantee safe and convenient mobility for all residents of the four-county region, regardless of their mode of transportation. Recognizing the increased vulnerability of pedestrians, cyclists, and individuals using assistive devices, the ECIRPD region’s cities and counties must intentionally design its streets to facilitate their safe movement to desired destinations.

*Table 19: Strategy 8 Action Items, Implementation Timeframe, and Responsible Department(s)*

<b>Action Item</b>	<b>Timeframe</b>	<b>Responsible Department (s)</b>
Improve lighting at pedestrian crossings	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Department)
Improve pedestrian safety at intersections using proven countermeasures such as curb extensions, refuge islands, high-visibility crosswalks, signage, signals, and beacons.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Department)
Install mid-block crossings in areas with heavy pedestrian traffic where existing signals or enhanced crossings are too far apart.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Department)

**Strategy 9: Ensure Equal Access to Safe Vehicles**

ECIRPD region’s cities and counties will explore avenues to enhance the safety of the existing vehicle fleet, ensuring that all residents, including those who cannot afford newer vehicles or choose not to drive, are considered in our safety initiatives.

*Table 20: Strategy 9 Action Items, Implementation Timeframe, and Responsible Department(s)*

<b>Action Item</b>	<b>Timeframe</b>	<b>Responsible Department (s)</b>
Develop clear and concise policies governing the deployment and use of micromobility devices.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Department), City Councils, Board of County Commissioners
Encourage accessible and appealing alternatives to personal vehicle use—such as shared mobility, public transit, walking, and cycling through strategic investments, pilot programs, subsidies for low-income individuals, and incentive initiatives.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Engineering / Highway Department), Transit Agencies, Community Development Agencies

**Strategy 10: Rapid Response to Fatal Crashes**

As the ECIRPD region implements the safety plan and fosters collaboration and a shared safety mindset across sectors and the community, it recognizes that crashes may still occur. It is therefore important not only to respond to severe crashes but also to deepen the understanding of their causes and impacts.

*Table 21: Strategy 10 Action Items, Implementation Timeframe, and Responsible Department(s)*

<b>Action Item</b>	<b>Timeframe</b>	<b>Responsible Department (s)</b>
Consistently share fatal crash statistics with the public and decision-makers to inform awareness and decision-making.	Within the next 5 years	Cities and Counties in ECIRPD’s Jurisdiction (Regional MPO/Engineering / Highway Department), Media Services, County Sherriff Departments, City Police Departments
Deploy targeted safety improvements at sites with a history of fatal crashes.	Within the next 5-10 years	Cities and Counties in ECIRPD’s Jurisdiction (Regional MPO/Engineering / Highway Department)

Collaborate with medical experts to integrate hospital and crash data, improving insights into severe crash demographics, enhancing the effectiveness of behavioral interventions, and unlocking additional funding opportunities.	Within the next 5 years	Cities and Counties in ECIRPD's Jurisdiction (Regional MPO/Engineering / Highway Department), Local Health Partners, Police Department, County Sherriff Departments, EMS & Fire Departments
Investigate traffic signal preemption strategies for emergency vehicles to improve response times and enhance safety during crashes and medical emergencies.	Within the next 5-10 years	Cities and Counties in ECIRPD's Jurisdiction (Engineering / Highway Department), Local Health Partners

**Strategy 11: Utilize Data and Technology to Understand High-Risk Behaviors and Streets**

Cities and counties within the ECIRPD region currently rely on police reports to understand the severity, location, and characteristics of fatal and serious injury crashes. However, this data source provides only a partial view of high-risk behaviors and may overlook important opportunities for intervention. To more comprehensively evaluate and address these issues, the ECIRPD region's cities and counties should leverage additional data from a range of existing and emerging sources to strengthen safety planning, evaluation, and monitoring efforts.

*Table 22: Strategy 11 Action Items, Implementation Timeframe, and Responsible Department(s)*

Action Item	Timeframe	Responsible Department (s)
Collect and centralize data on severe crashes, speeding, and risky driving behaviors to generate deeper insights into current and potential high-risk locations and their effects on road users.	Within the next 3-5 years	Cities and Counties in ECIRPD's Jurisdiction (Engineering / Highway Department)
Optimize data collection and analysis by leveraging customized, automated tools and dashboards to efficiently evaluate the effectiveness of countermeasures.	Within the next 3-5 years	Cities and Counties in ECIRPD's Jurisdiction (Engineering / Highway Department)
Consider subscribing to big data analytics services to identify where and when speeding occurs across cities and counties within the ECIRPD region.	Within the next 3-5 years	Cities and Counties in ECIRPD's Jurisdiction (Engineering / Highway Department)

**Strategy 12: Monitor Progress towards Safety Goals**

Enhancing road safety in the ECIRPD region relies on the region’s ability to learn from its initiatives and enhance its procedures continually. Evaluation serves as a means of accountability. Further details on the evaluation methods, progress tracking, and coordination of implementation are outlined in the following progress and transparency section.

*Table 23: Strategy 12 Action Items, Implementation Timeframe, and Responsible Department(s)*

<b>Action Item</b>	<b>Timeframe</b>	<b>Responsible Department (s)</b>
Review the annual progress of the Comprehensive Safety Action Plan (CSAP) strategies and present the findings to the Steering and Implementation Committee. Based on the evaluation results, assess whether updates to the CSAP are needed.	Within the next 3-5 years	ECIRPD Region’s City & County (Engineering / Highway Department)
Annually evaluate the effectiveness of two corridor safety projects by analyzing crash data, gathering resident feedback, and reviewing other relevant data sources. Based on the findings, identify any additional improvements that may be needed.	Within the next 3-5 years	ECIRPD Region’s City & County (Engineering / Highway Department)

## **8 PROGRESS AND TRANSPARENCY**

This Comprehensive Safety Action Plan (CSAP) serves as a roadmap for advancing roadway safety across the four counties of Grant, Blackford, Jay, and Randolph within the East Central Indiana Planning District’s jurisdiction. The plan is intended to support long-term reductions in fatal and serious injury crashes throughout the region. Achieving meaningful and lasting improvements in traffic safety will require sustained effort, coordination among partner agencies, and a commitment to adapting strategies as conditions evolve.

While many of the strategies and projects identified in this plan can be implemented in the near term, others will require longer-term planning, funding, and collaboration. The focus of this plan is not solely on meeting specific timelines, but on maintaining momentum, measuring progress, and making informed adjustments as new data, changing conditions, and community needs emerge.

The CSAP establishes a regional framework for monitoring and evaluation to ensure accountability and demonstrate incremental progress toward improved safety outcomes. Ongoing assessment, along with feedback from community members and partner agencies, will help refine strategies and guide future decision-making.

### **8.1 SS4A ACTION PLAN PROGRESS MEASURES**

The ECIRPD’s SS4A Comprehensive Safety Action Plan is intended to be a living document that evolves as progress is made and new information becomes available. Performance measures will be used to track implementation efforts and assess how completed actions contribute to improved safety outcomes across the region.

On a regular basis, ECIRPD will coordinate with partner jurisdictions to review progress and document key outcomes. Progress reporting will include, but not be limited to, the following elements:

- Updated crash statistics, with a focus on fatal and serious injury crashes, including those involving pedestrians and bicyclists
- Trend analysis illustrating changes in crash patterns over time
- Status updates on safety projects and strategies identified in the CSAP
- Periodic updates to the regional High-Injury Network locations to reflect current safety conditions

### **8.2 TRANSPARENCY**

Transparency and public accountability are foundational principles of this Comprehensive Safety Action Plan. Throughout the development of the CSAP, ECIRPD and its partners engaged residents, stakeholders, and agency representatives through surveys, public events, and stakeholder meetings to ensure that a broad range of perspectives informed the plan.

The finalized Comprehensive Safety Action Plan will be made publicly available on ECIRPD's website and through partner agency platforms. Future updates, progress summaries, and supporting materials such as updated maps and performance metrics will also be shared publicly as they become available.

By maintaining open communication and regularly sharing progress, ECIRPD reinforces its commitment to collaboration, data-driven decision-making, and continuous improvement. This transparent approach helps ensure that the CSAP remains responsive and accountable, while maintaining a clear focus on creating a safer transportation system for all road users.

ECIRPD's SS4A Website: <https://ecirpd.org/safe-streets-for-all-ss4a-regional-safety-action-plan/>

## 9 GLOSSARY

TERM	DEFINITION
<b>Safe Streets and Roads for All (SS4A)</b>	A federal grant program that provides funding to local, regional, Tribal, and territorial communities for planning, demonstration, and implementation activities that support a systematic approach to preventing deaths and serious injuries on the nation’s roadways.
<b>Comprehensive Safety Action Plan (CSAP)</b>	A strategic, data-driven framework developed to address traffic safety within a defined area or jurisdiction. A CSAP identifies safety challenges and prioritizes strategies, policies, and projects aimed at reducing crashes, particularly fatal and serious injury crashes.
<b>Indiana Department of Transportation (INDOT)</b>	The state agency responsible for planning, constructing, maintaining, and operating Indiana’s transportation infrastructure, including state highways, bridges, and related facilities.
<b>High Injury Network (HIN)</b>	A network of roadway segments and intersections where a disproportionately high number of fatal and serious injury crashes occur. The HIN is used to prioritize safety analysis and investments.
<b>Raised Pavement Markers (RPMs)</b>	Traffic control devices installed on road surfaces that use reflective materials to enhance lane visibility, particularly during nighttime or low-visibility conditions, helping drivers maintain proper lane alignment.
<b>Rectangular Rapid Flashing Beacons (RRFBs)</b>	Pedestrian-activated traffic control devices that use rapidly flashing LED lights to alert drivers to pedestrians at crosswalks, increasing driver awareness and yielding compliance.
<b>Pedestrian Hybrid Beacon (PHB) / High-Intensity Activated Crosswalk (HAWK)</b>	A pedestrian-activated traffic signal used at locations where a full signal is not warranted. PHBs provide controlled crossing opportunities using a sequence of flashing and solid indications to stop vehicular traffic and allow pedestrians to cross safely.
<b>Leading Pedestrian Interval (LPI)</b>	A traffic signal timing strategy that gives pedestrians a head start to begin crossing an intersection before conflicting vehicle movements receive a green signal, improving pedestrian visibility and reducing conflicts.
<b>Flashing Yellow Arrow (FYA)</b>	A traffic signal indication that permits left-turning vehicles to proceed after yielding to oncoming traffic and pedestrians.

	FYAs improve operational efficiency while maintaining safety at signalized intersections.
<b>Stopping Sight Distance (SSD)</b>	The minimum distance required for a driver to perceive a hazard, react, and bring a vehicle to a complete stop. SSD is influenced by vehicle speed, driver reaction time, roadway grade, surface conditions, and braking capability.
<b>Two-Way Stop Control (TWSC)</b>	An intersection control condition in which vehicles on one roadway are required to stop and yield to traffic on the intersecting roadway. TWSC is commonly used on lower-volume roadways.
<b>State Road (SR)</b>	A roadway that is owned, maintained, and operated by a state transportation agency. State Roads serve as key connectors within the transportation network and support regional and statewide travel.
<b>Light Emitting Diode (LED)</b>	An energy-efficient lighting technology commonly used in traffic signals, signage, and roadway lighting due to its durability, longevity, and high visibility.
<b>Shared-Use Path (SUP)</b>	A facility separated from motor vehicle traffic that is designated for use by pedestrians and non-motorized users such as bicyclists, wheelchairs, and scooters. Shared-use paths support active transportation and community connectivity.
<b>Speed Limit (SL)</b>	The maximum legal speed at which vehicles may travel on a roadway. Speed limits are established based on roadway design, land use context, traffic conditions, and safety considerations.
<b>Railroad (RR)</b>	A system of tracks and associated infrastructure used for passenger and freight rail transportation. Railroads play an important role in regional mobility and commerce.
<b>Pavement Markers (PM)</b>	Small reflective devices installed on road surfaces to delineate lanes, guide drivers, and enhance visibility, particularly in low-light or adverse weather conditions.

## **10 APPENDICES**

Appendix A – Vision Zero Resolution

Appendix B – Safety Analysis

Appendix C – Public Engagement

Appendix D – Steering Committee Meeting Minutes

# **APPENDIX A: VISION ZERO RESOLUTION**

## **VISION ZERO RESOLUTION**

### **A RESOLUTION OF THE EAST CENTRAL INDIANA REGIONAL PLANNING DISTRICT (ECIRPD) BOARD ADOPTING A VISION ZERO POLICY**

#### **Resolution No. 2025-01**

**WHEREAS**, the life and health of all persons residing, working, and traveling within the jurisdictions of Blackford, Delaware, Grant, and Jay Counties are of paramount importance, and their safety on our roadways is a fundamental priority;

**WHEREAS**, Vision Zero is a strategy committed to the belief that traffic deaths and serious injuries are preventable and therefore unacceptable;

**WHEREAS**, Vision Zero promotes a holistic approach to transportation safety that aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all;

**WHEREAS**, traditional transportation systems have been designed primarily for the efficiency of motor vehicles, and a paradigm shift is necessary to ensure the safety of all users including pedestrians, cyclists, motorists, and public transit users of all ages and abilities;

**WHEREAS**, Vision Zero acknowledges human vulnerability and the inevitability of errors, advocating for a transportation system that is forgiving and robust, designed to anticipate user behavior and minimize crash impacts;

**WHEREAS**, enhancing transportation safety supports healthier, more sustainable communities by encouraging active transportation and reducing environmental impacts;

**WHEREAS**, effective Vision Zero initiatives require comprehensive, coordinated efforts across all levels of government and the support of the community to achieve the shared goal of zero fatalities and serious injuries;

**WHEREAS**, Vision Zero policies have been successfully implemented and supported across numerous jurisdictions within the United States, demonstrating significant benefits in improving roadway safety;

**WHEREAS**, the adoption of a Vision Zero Resolution is an essential step for the East Central Indiana Regional Planning District to formalize its commitment to improving road safety as part of the Safe Streets and Roads for All (SS4A) Action Plan;

**NOW, THEREFORE, BE IT RESOLVED**, by the ECIRPD Board, State of Indiana, that:

1. The ECIRPD officially adopts the Vision Zero policy as part of its commitment to eliminate all traffic fatalities and serious injuries within the regions of Blackford, Delaware, Grant, and Jay Counties. By 2040

## VISION ZERO RESOLUTION

2. The ECIRPD commits to a strategic and data-driven approach to identify and address high-risk areas, implement effective interventions, and promote safe, equitable mobility for all residents and visitors.
3. This resolution mandates the integration of Vision Zero principles into all transportation planning and projects, and the collaboration among local governments, stakeholders, and the community.
4. The ECIRPD Secretary shall certify the adoption of this Resolution, effective immediately upon passage.

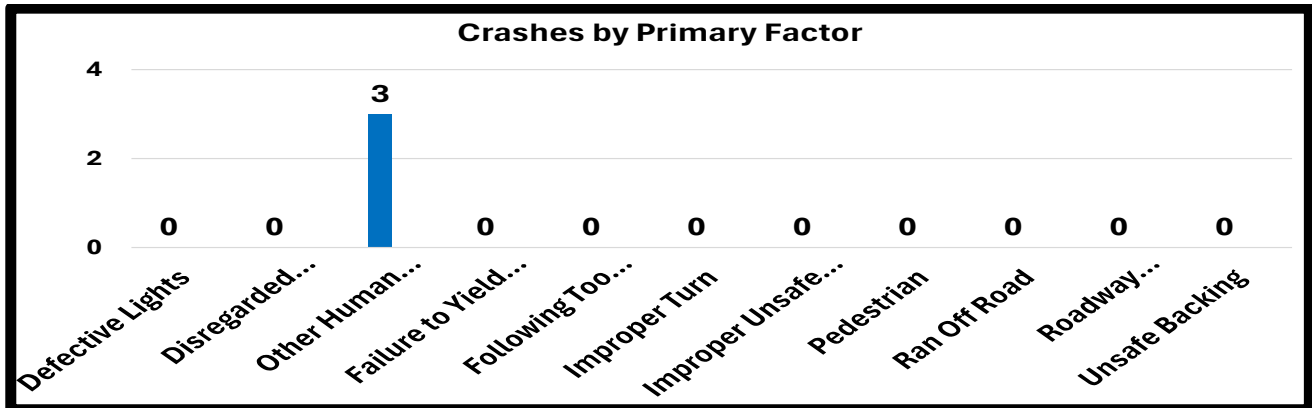
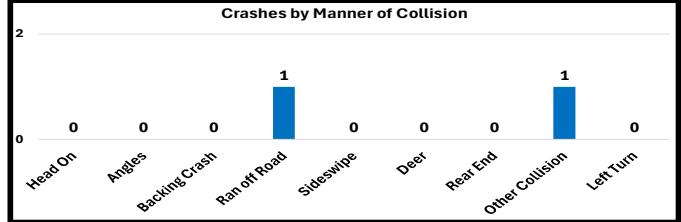
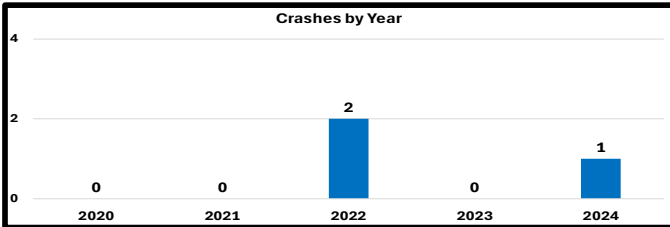
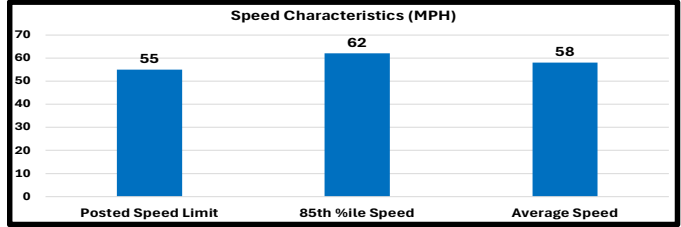
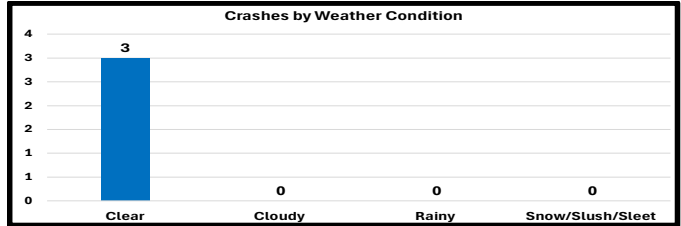
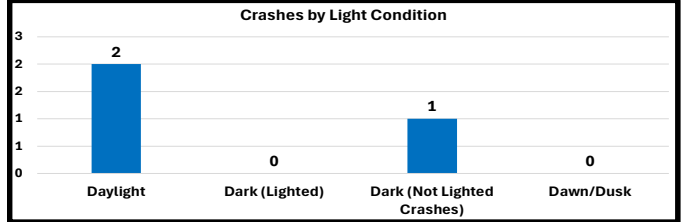
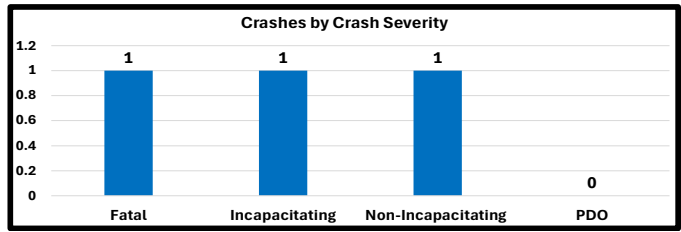
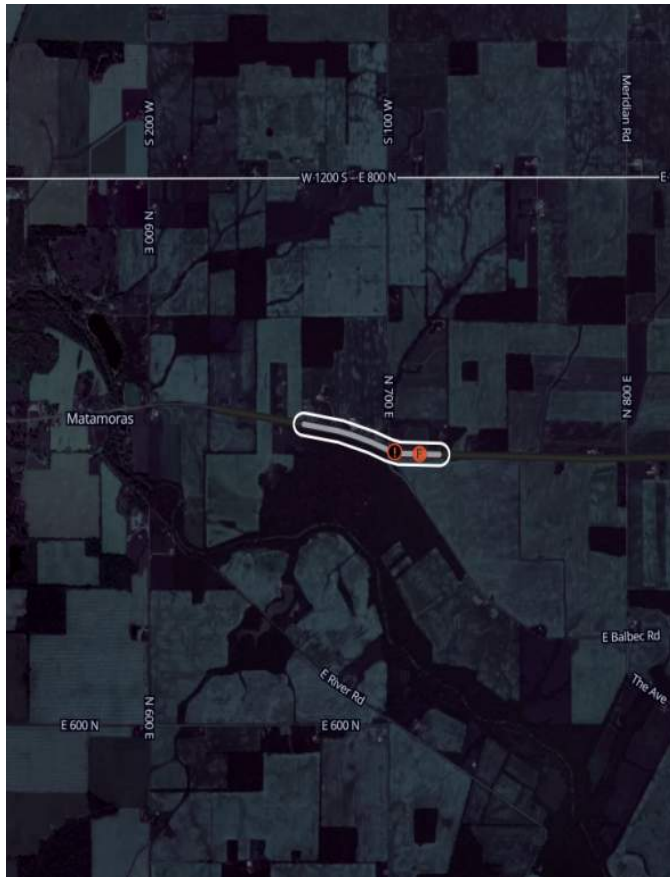
**PASSED AND ADOPTED** this 20<sup>th</sup> day of May, 2025.

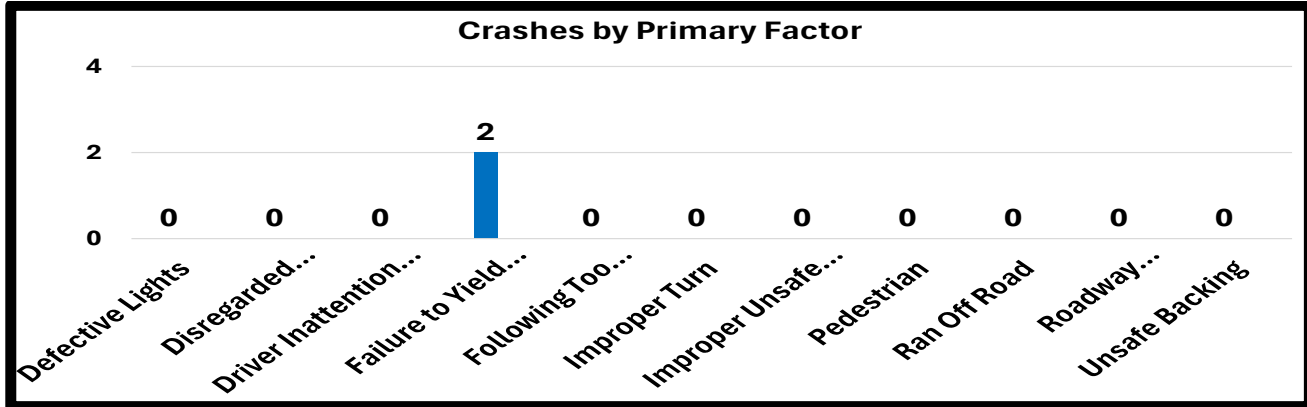
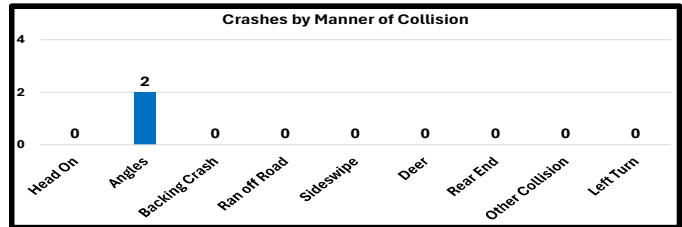
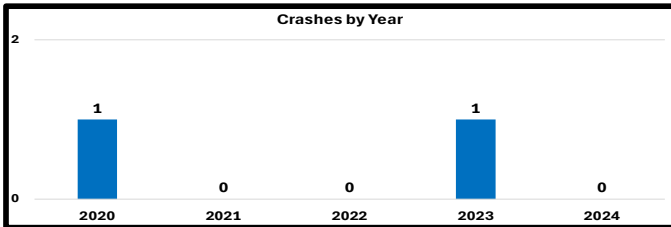
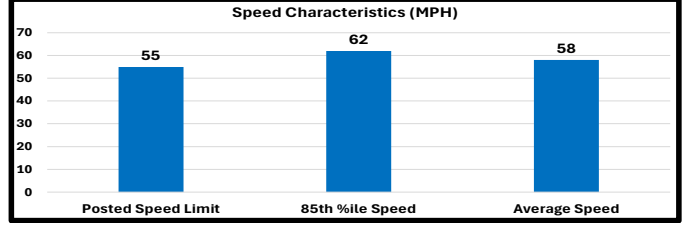
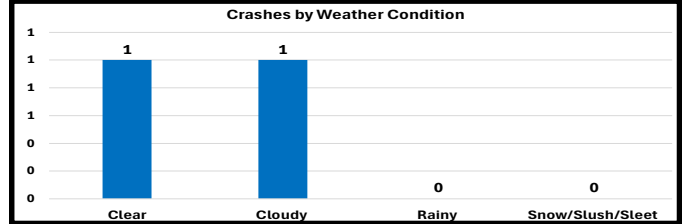
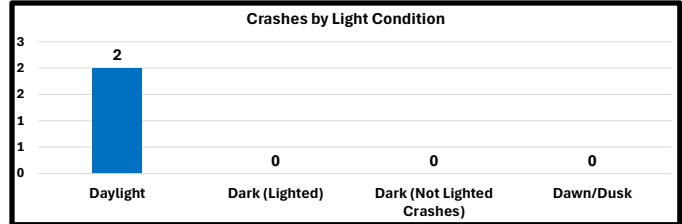
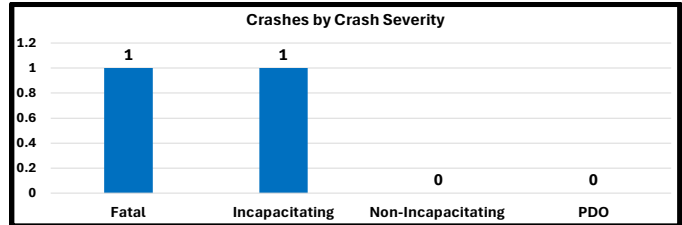
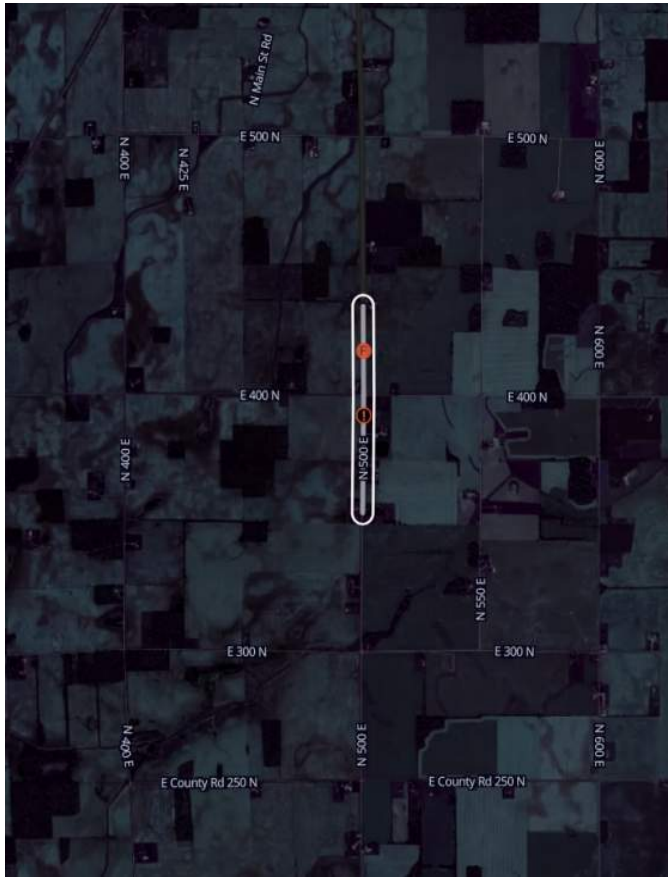
  
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President

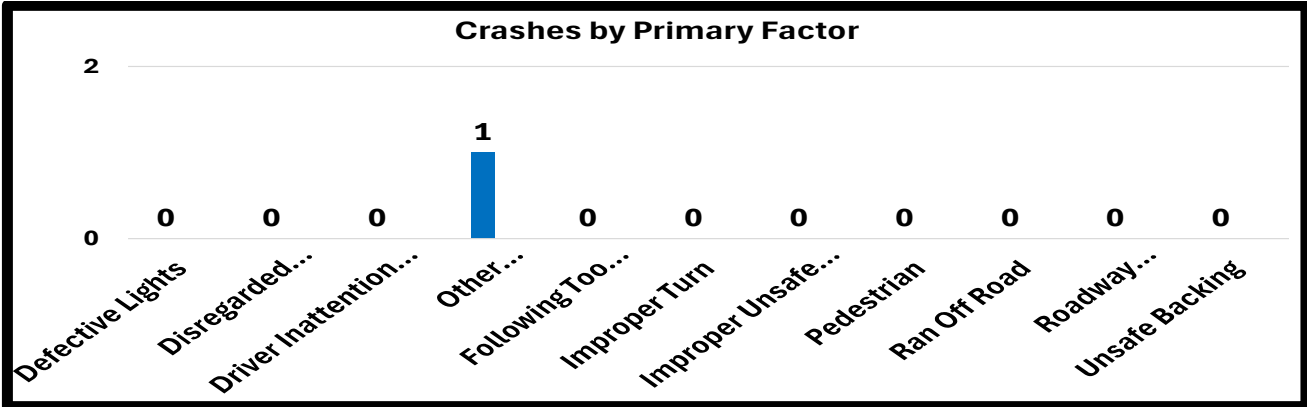
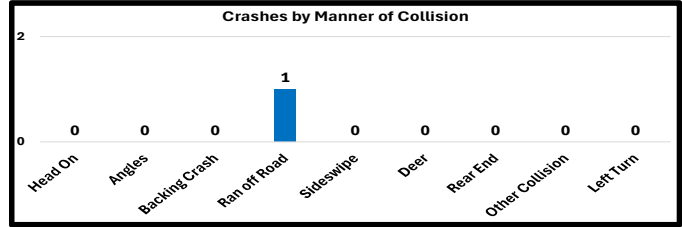
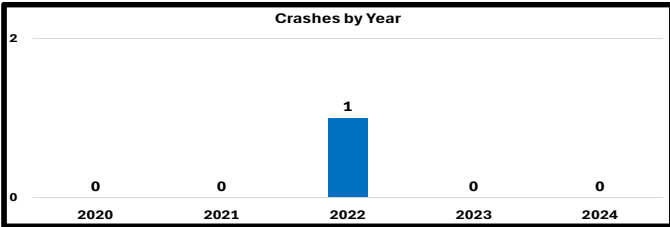
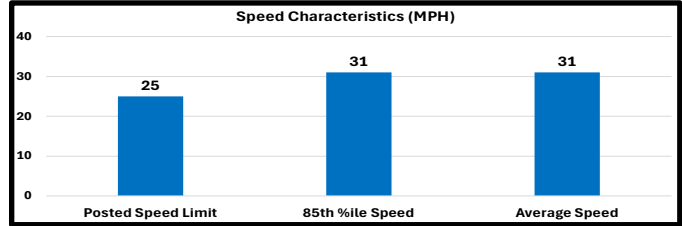
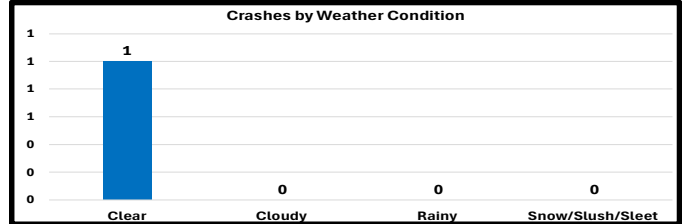
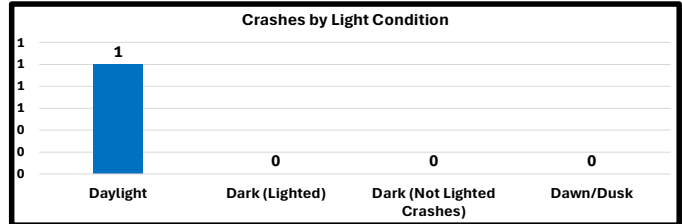
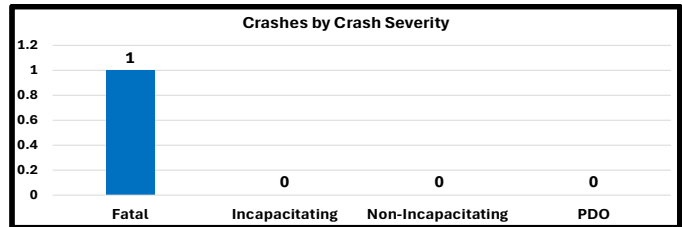
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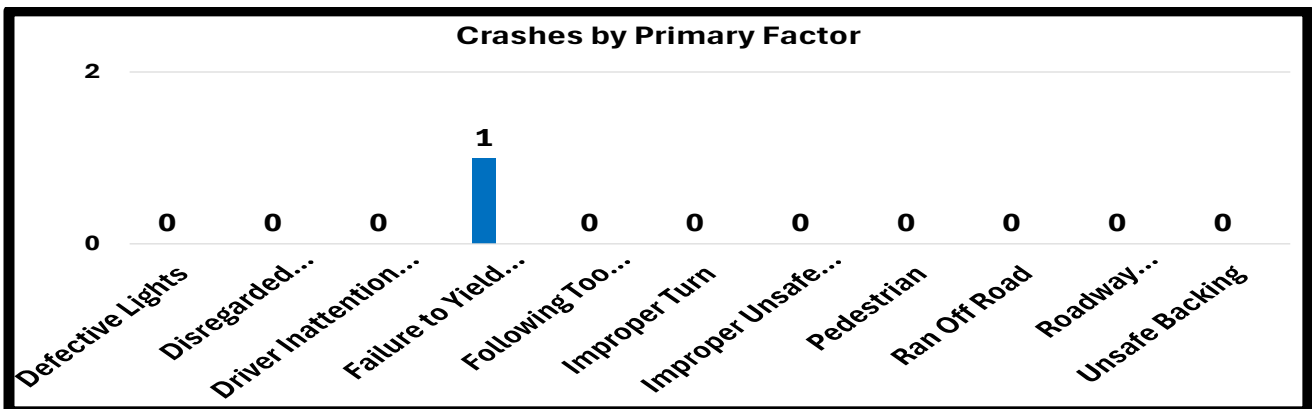
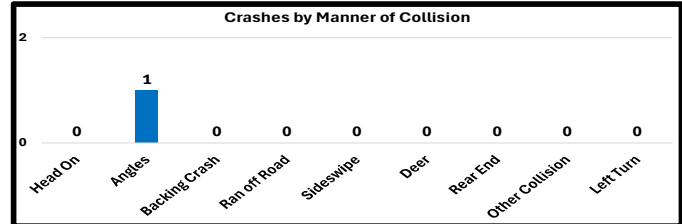
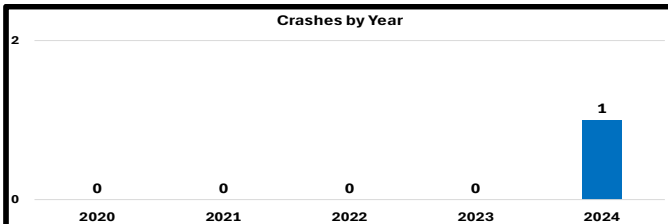
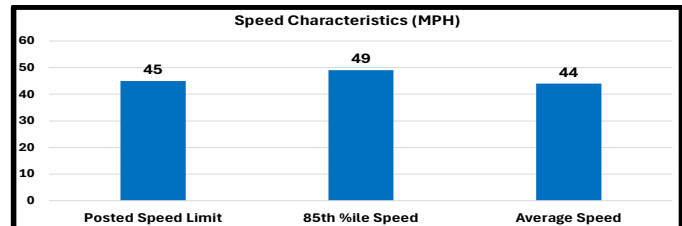
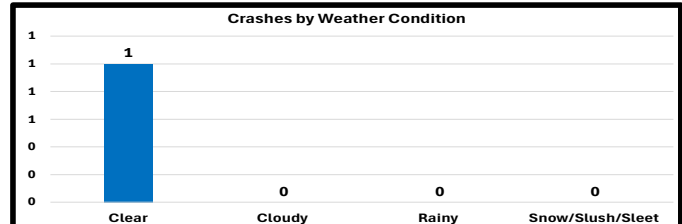
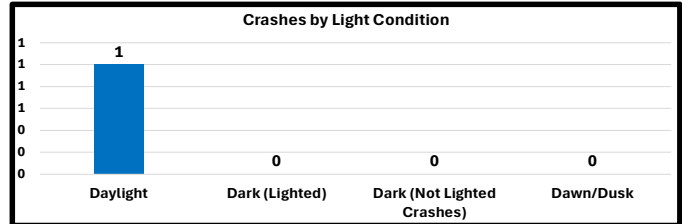
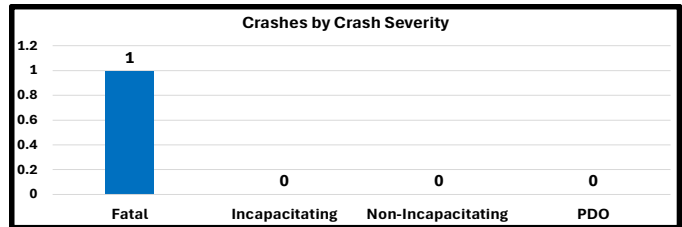
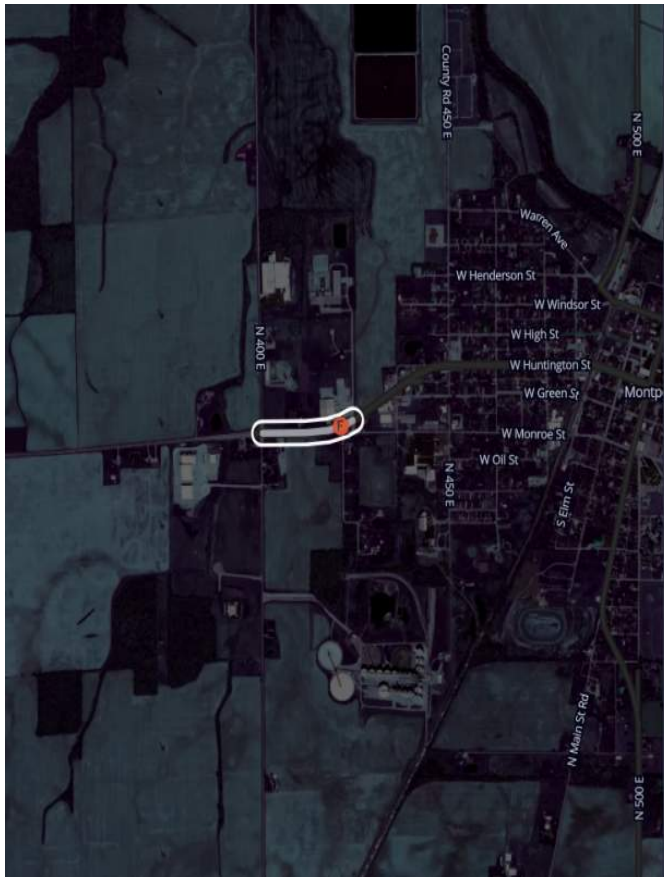
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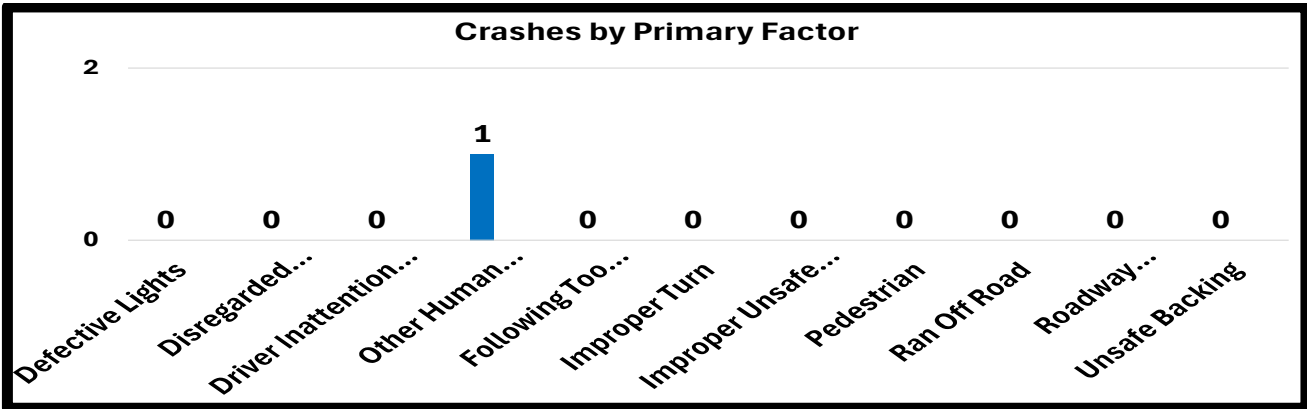
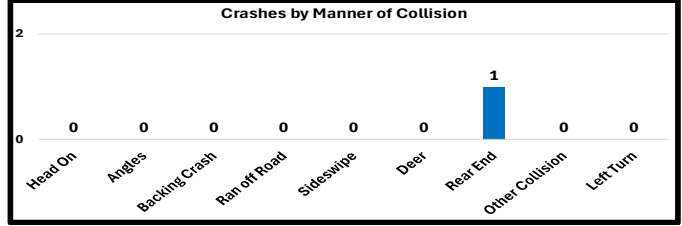
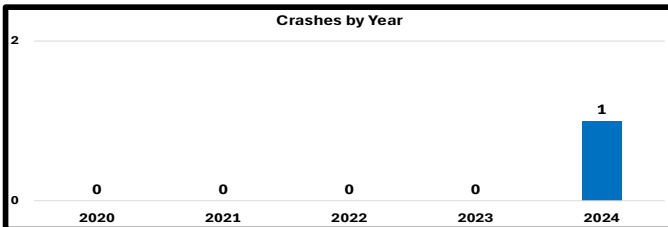
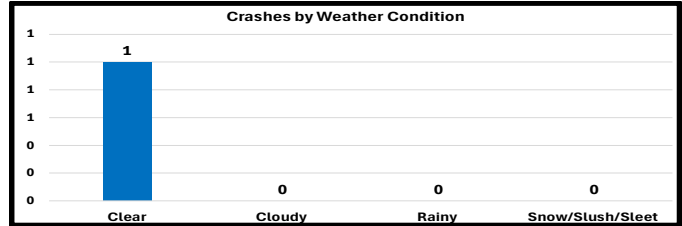
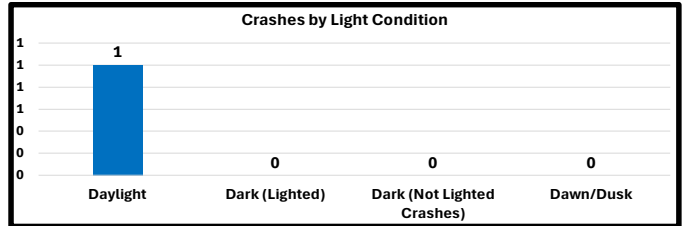
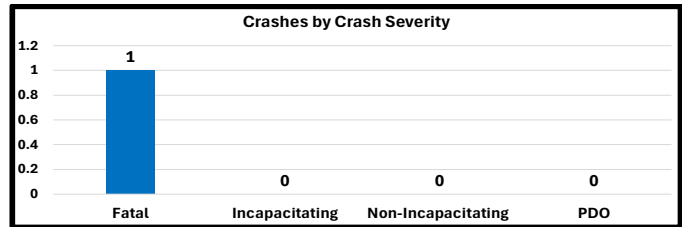
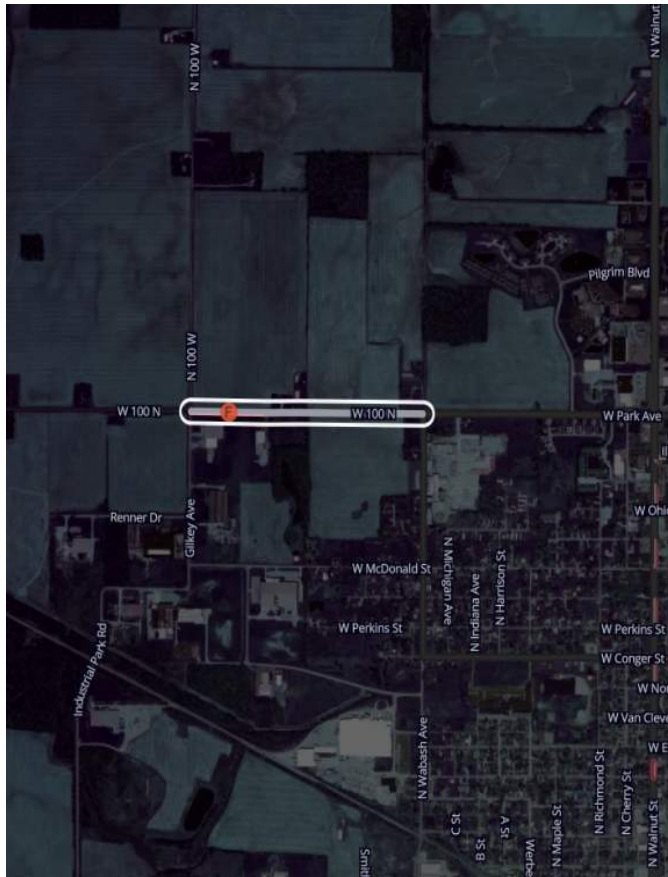
# **APPENDIX B: SAFETY ANALYSIS**

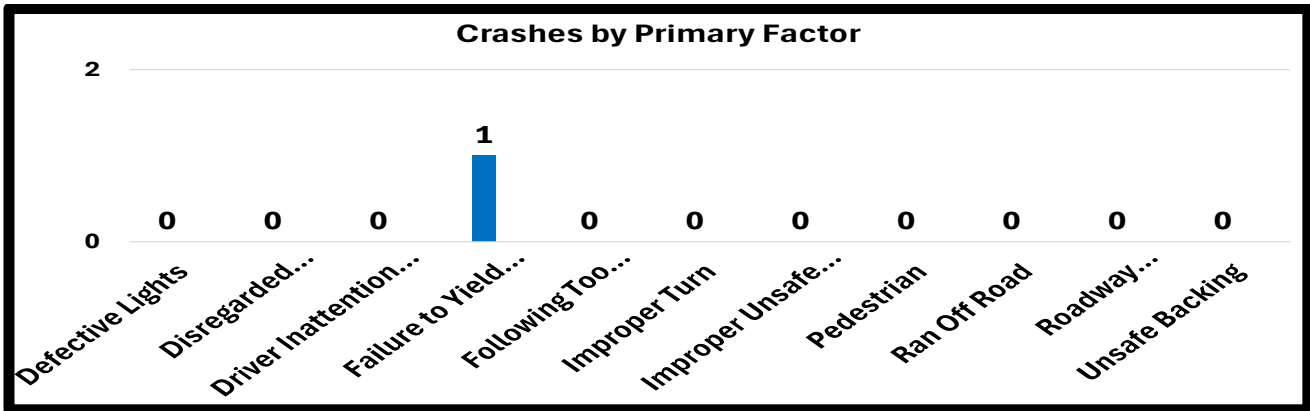
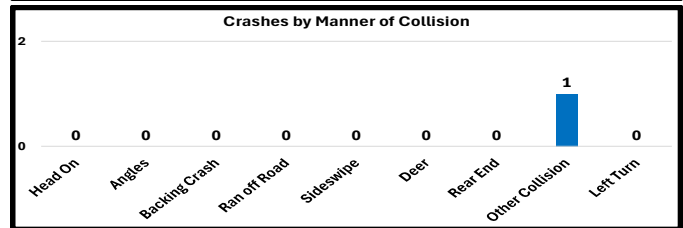
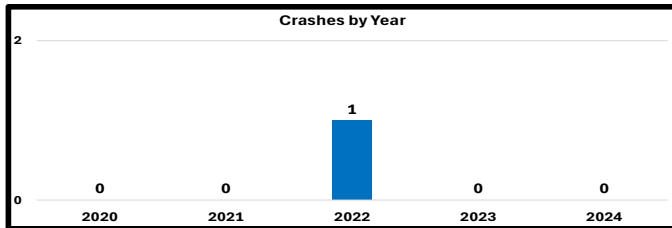
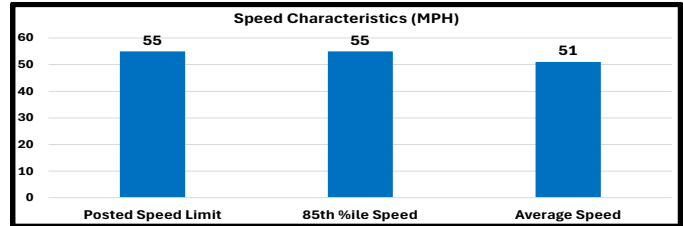
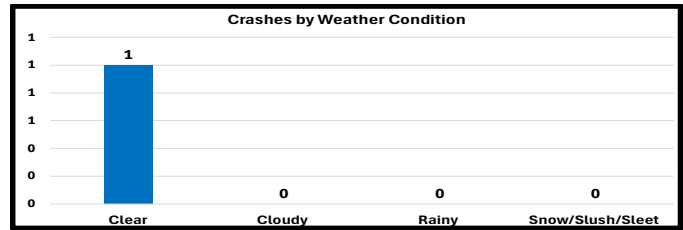
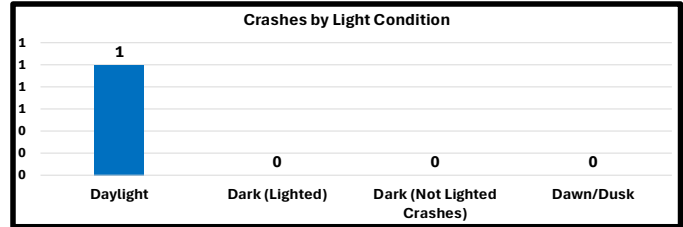
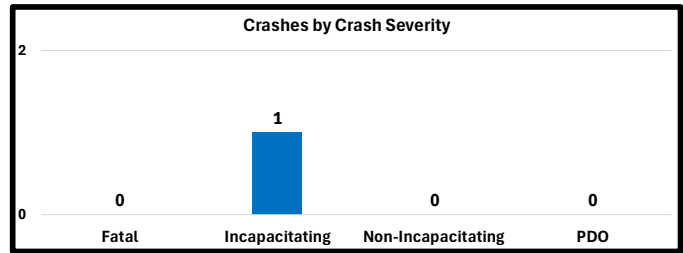


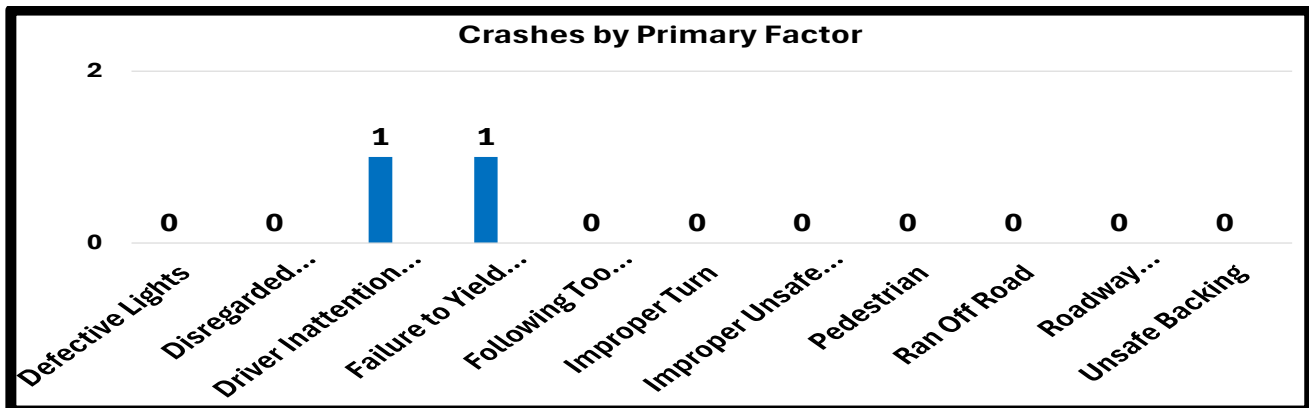
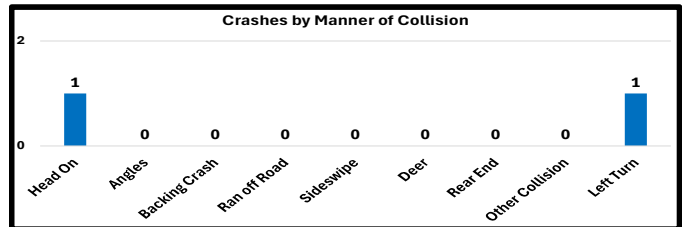
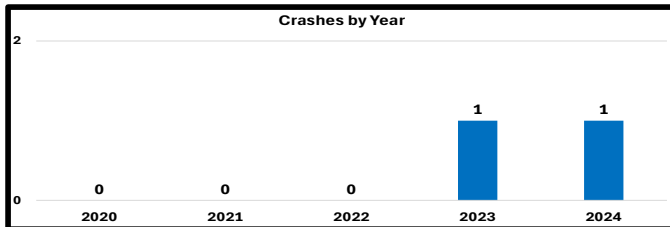
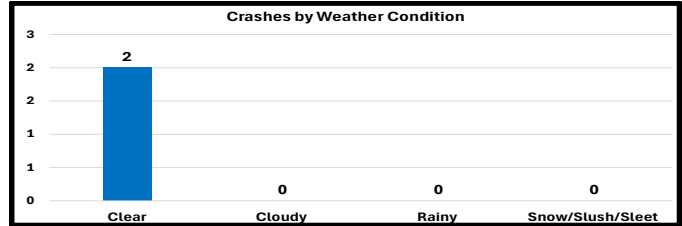
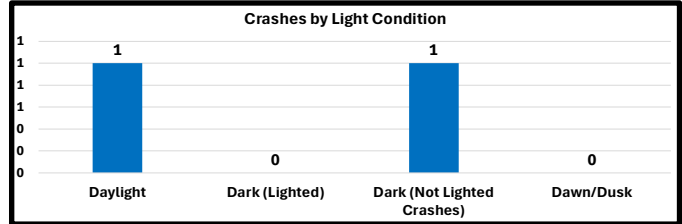
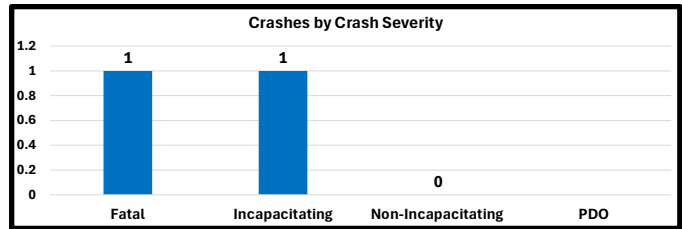
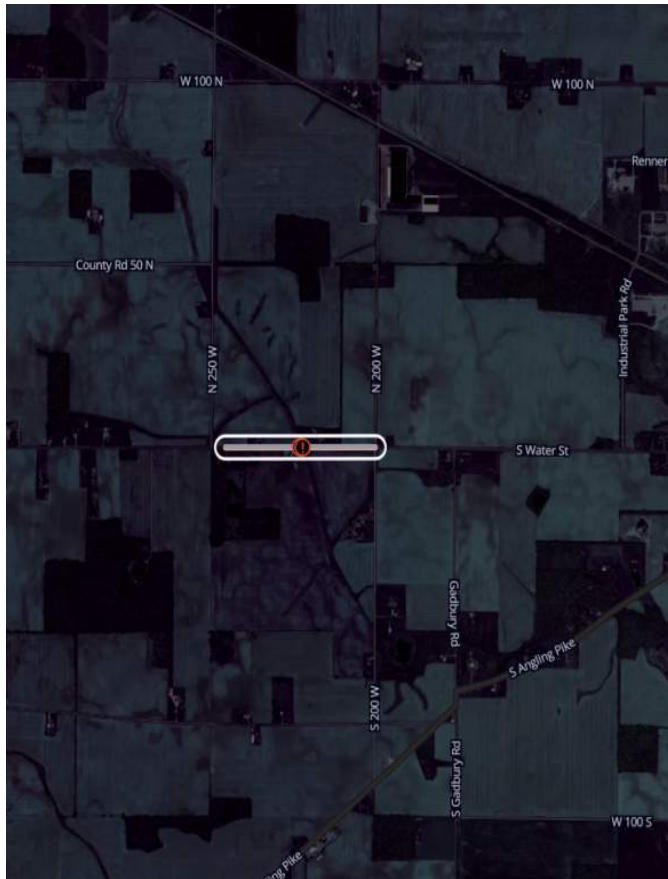


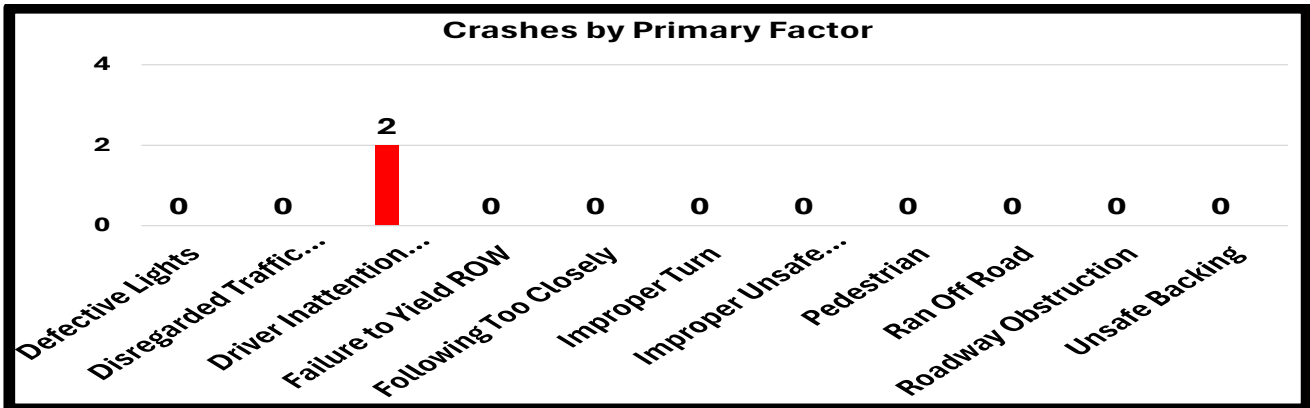
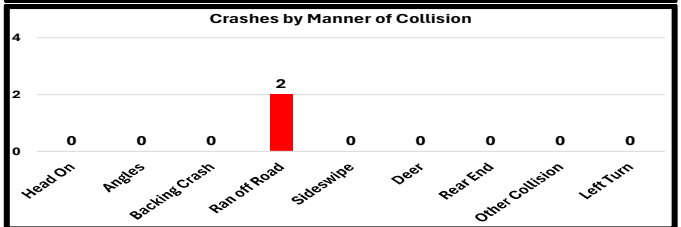
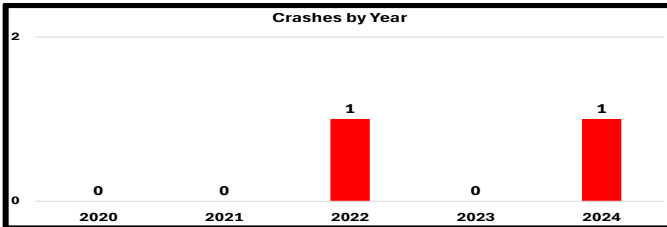
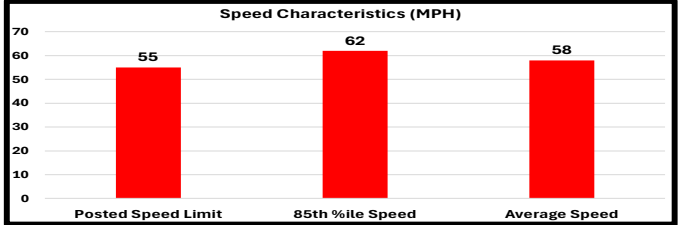
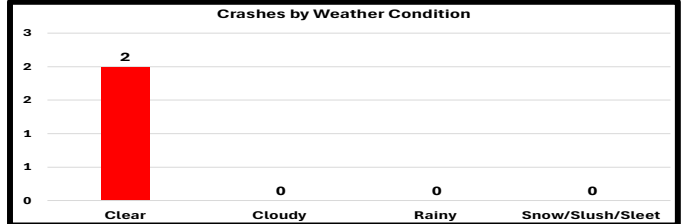
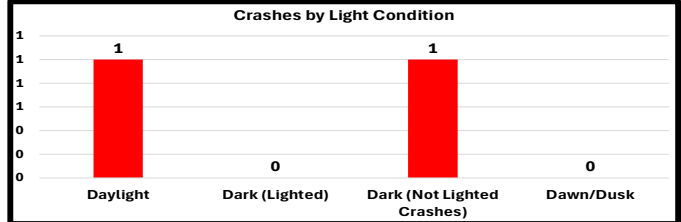
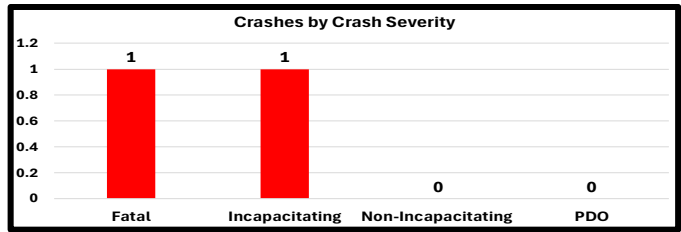
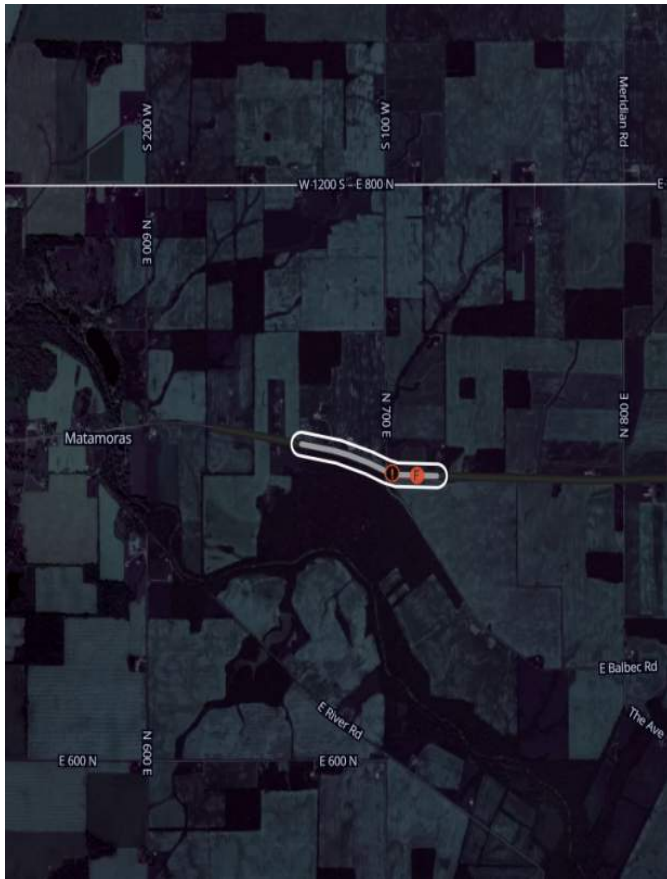


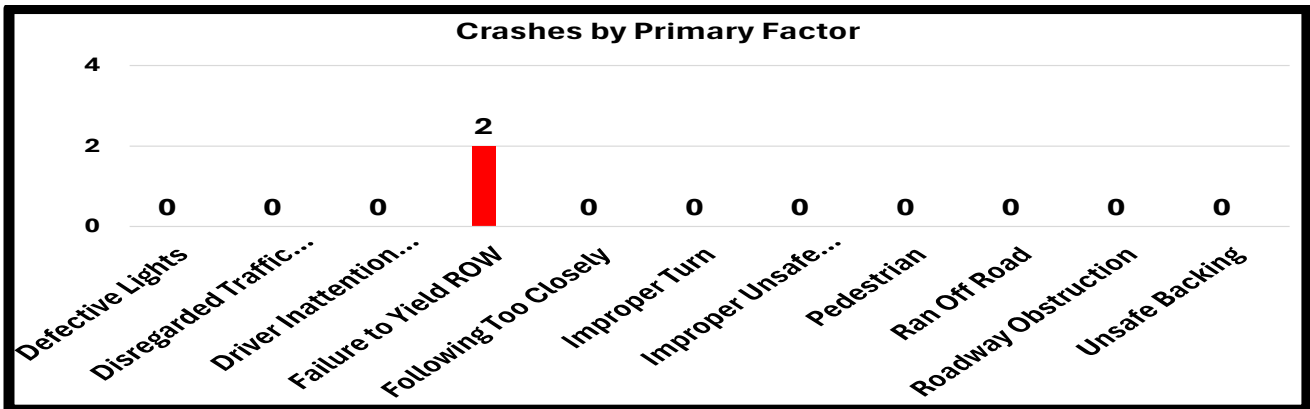
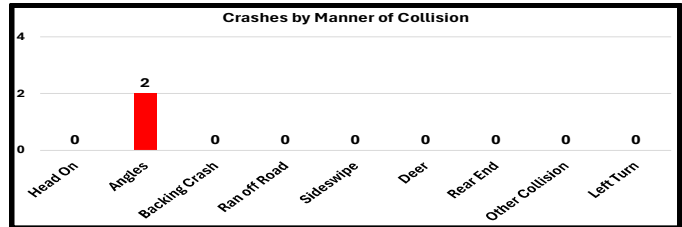
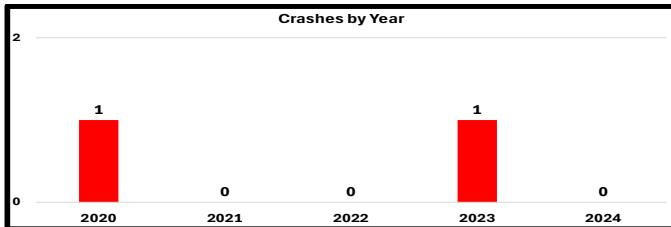
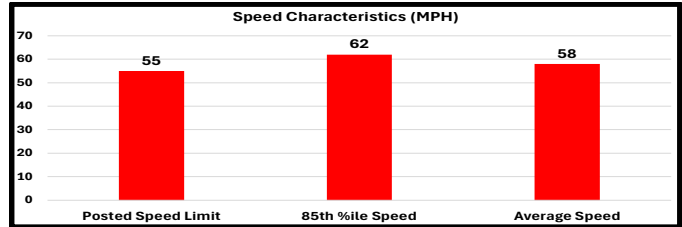
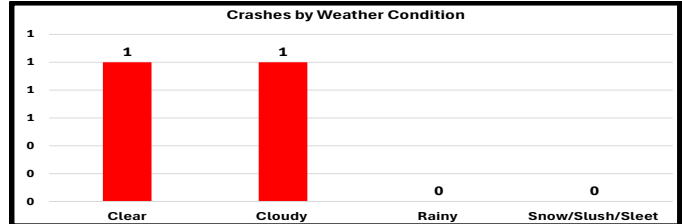
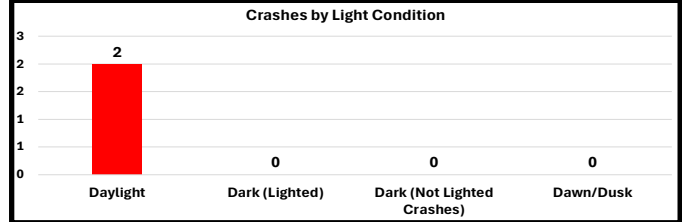
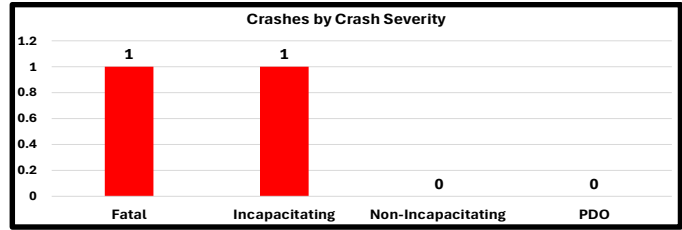
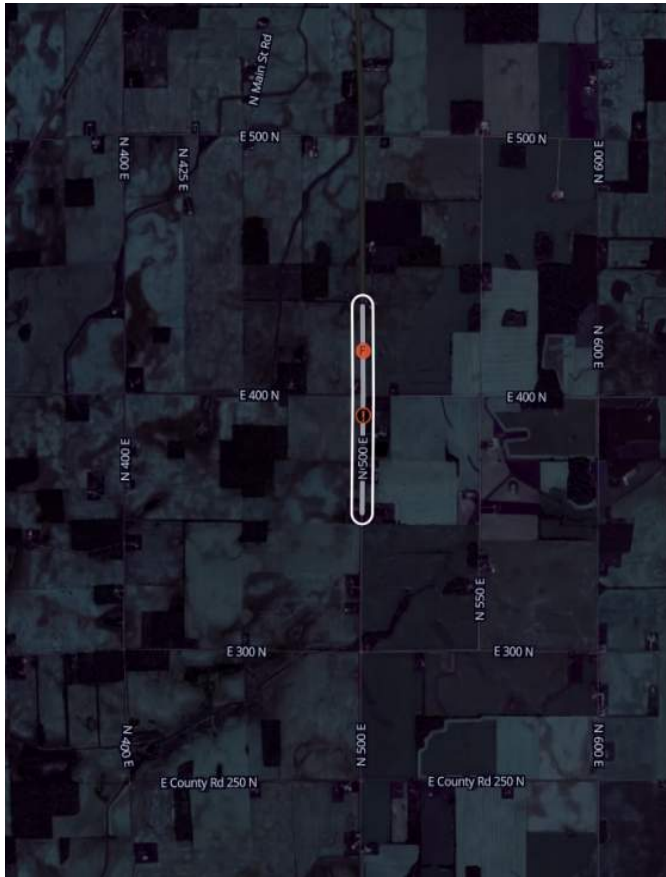


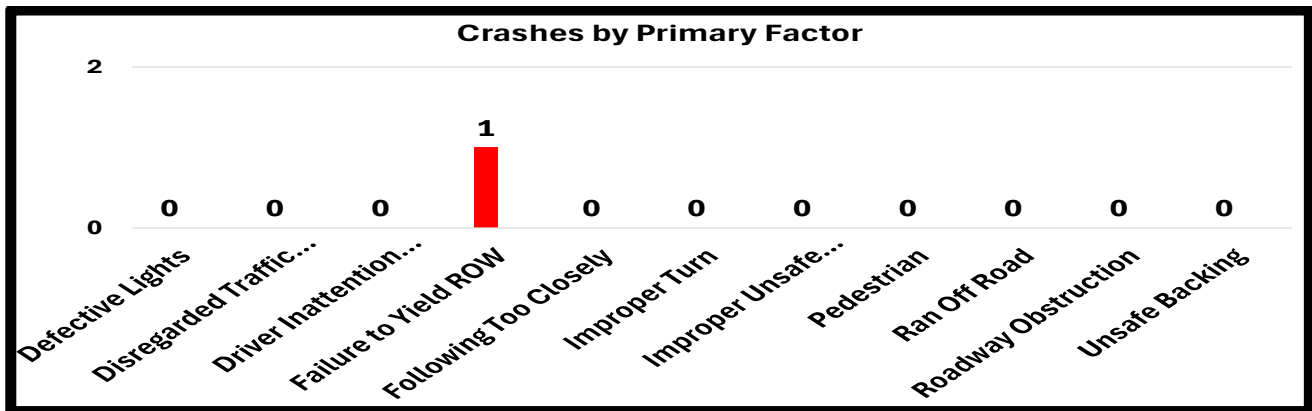
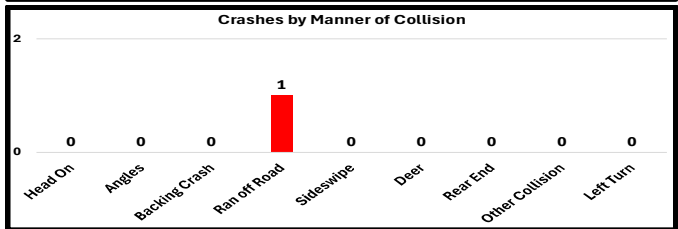
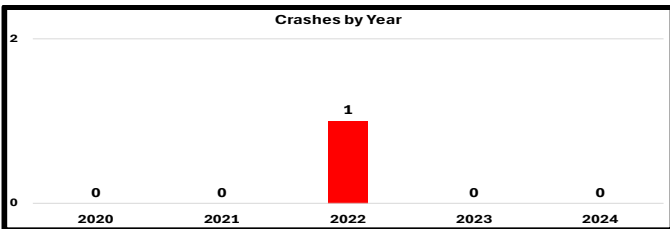
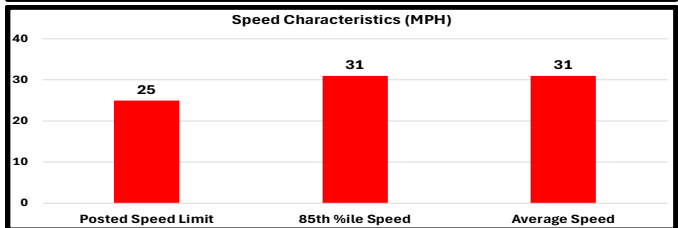
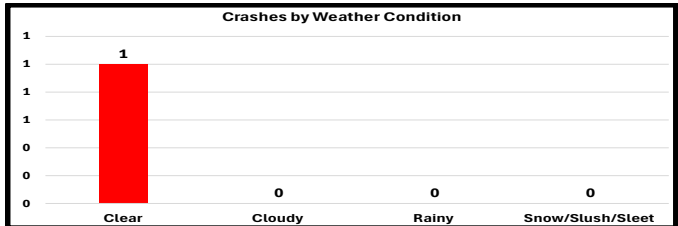
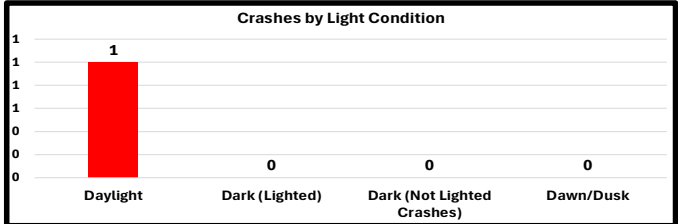
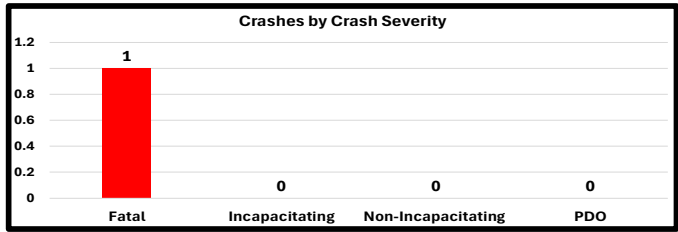


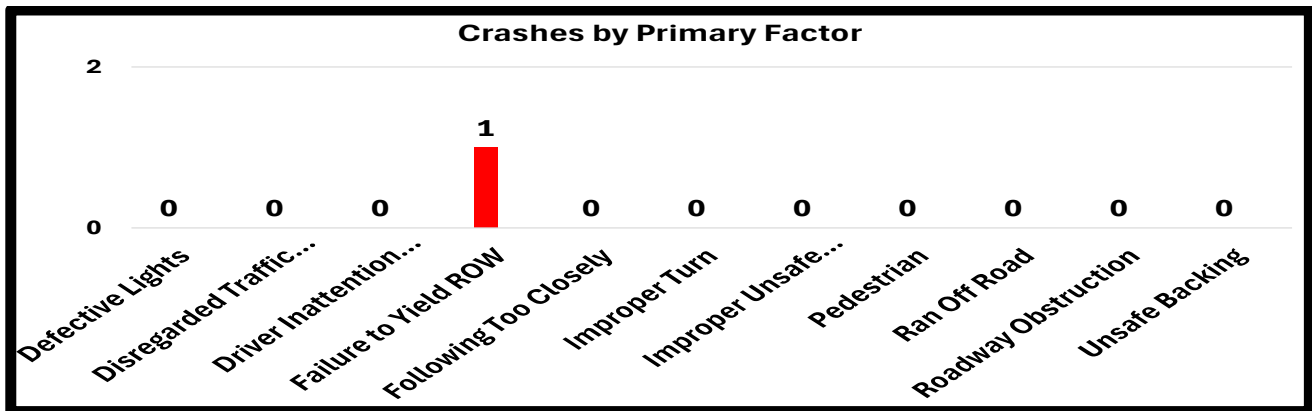
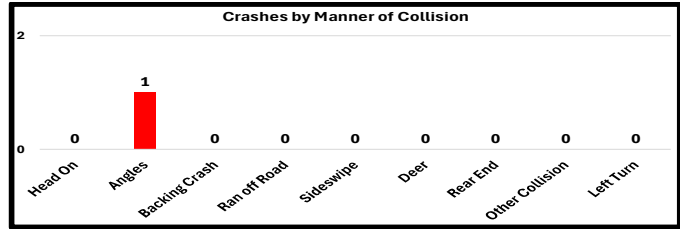
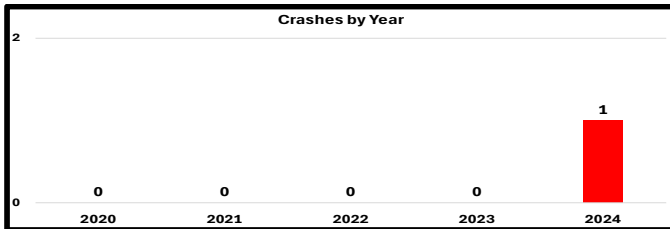
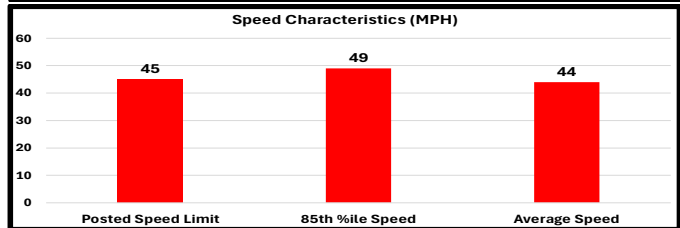
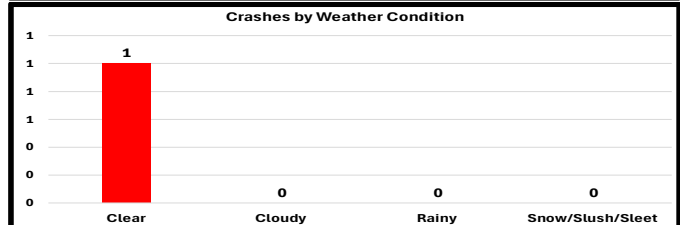
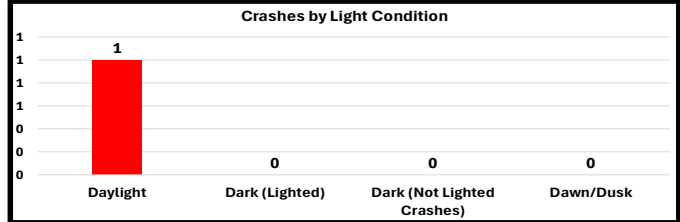
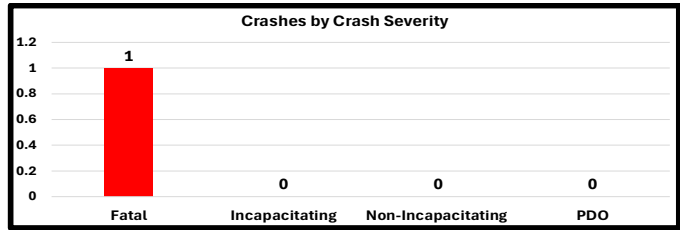
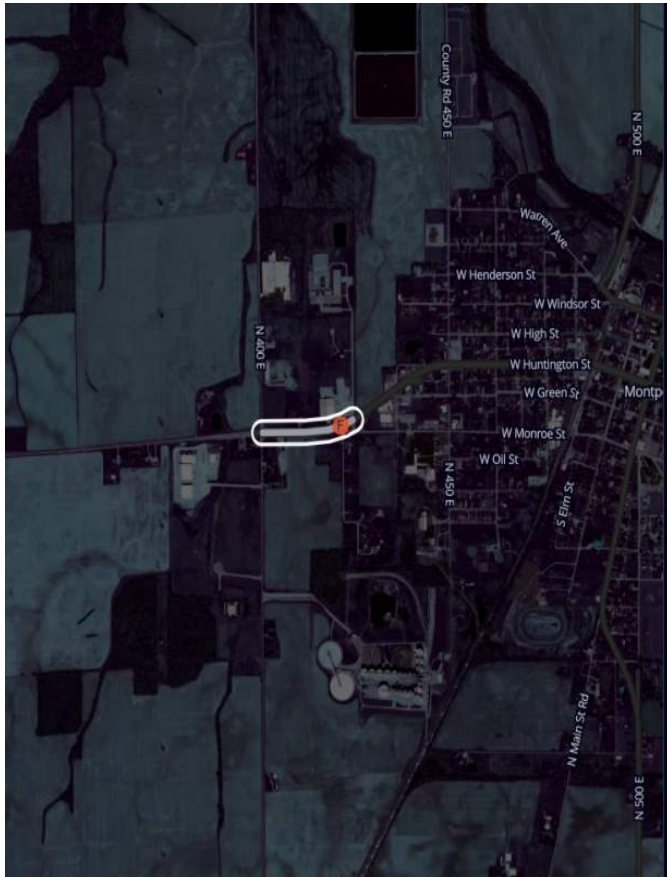


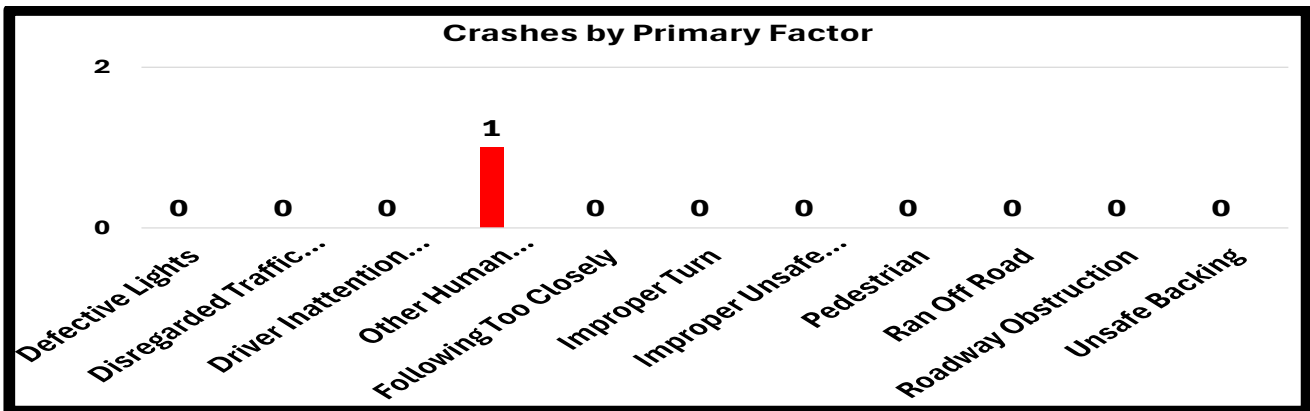
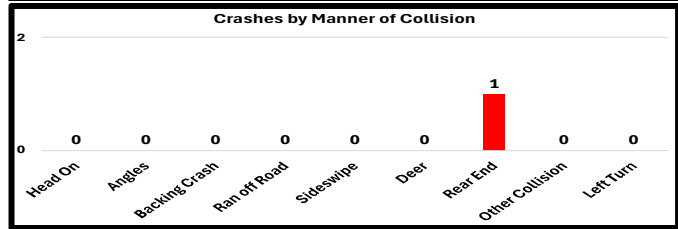
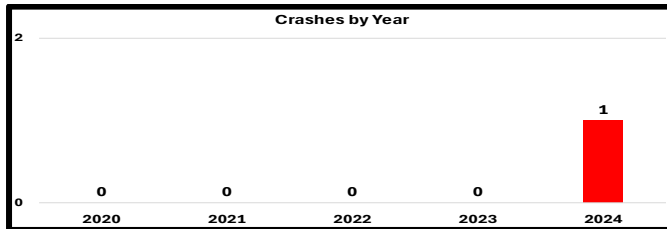
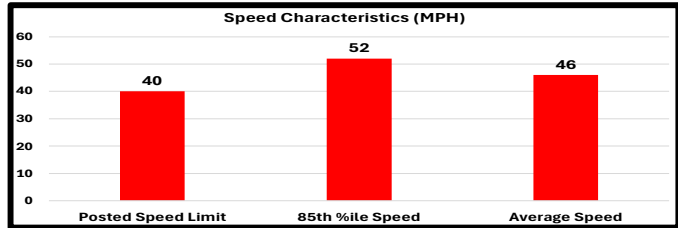
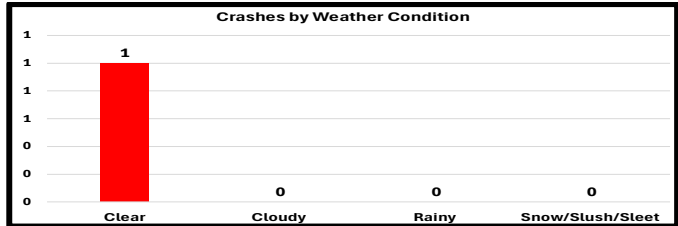
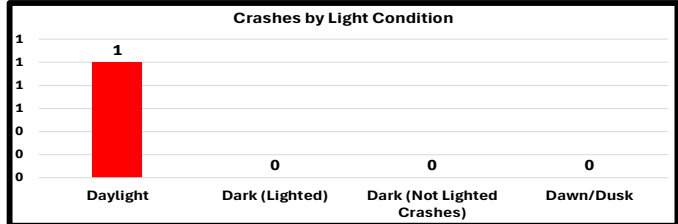
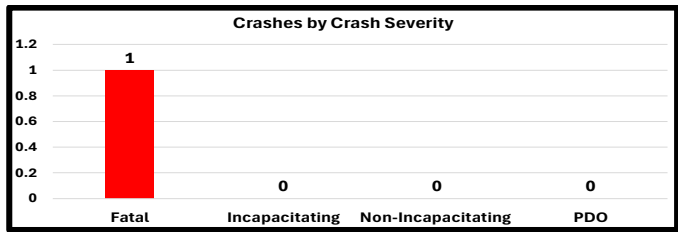
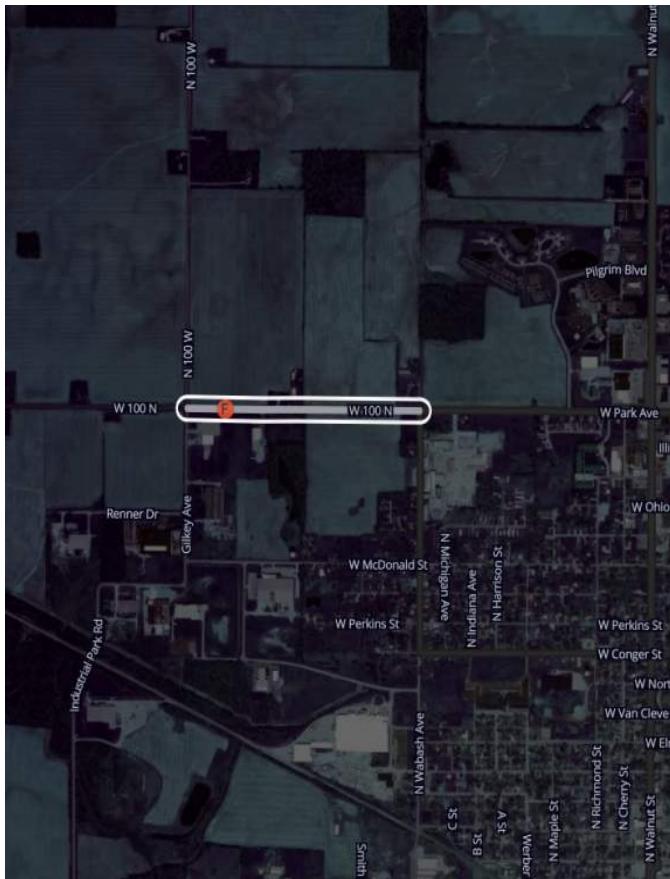


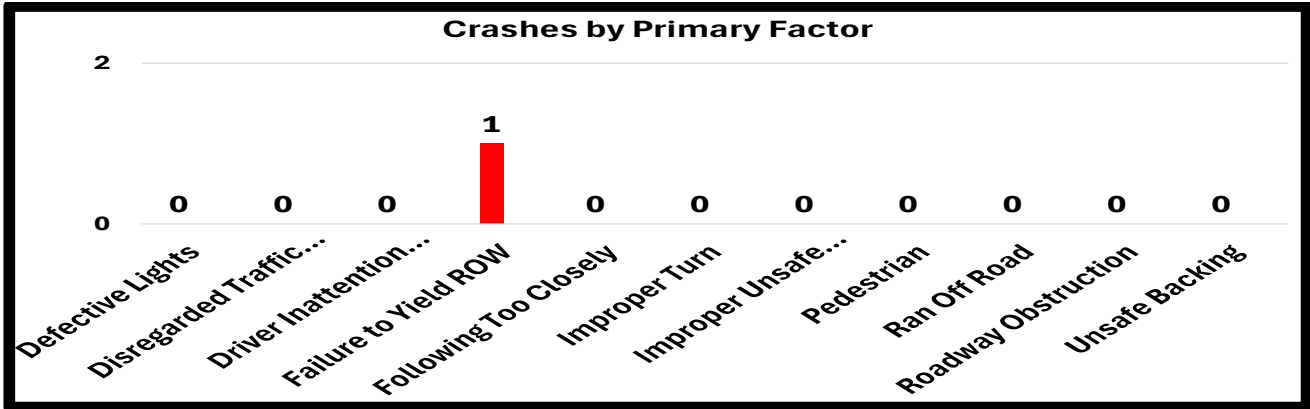
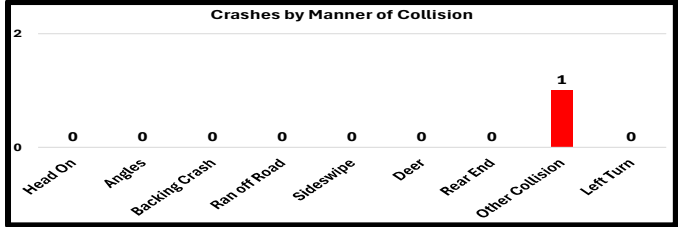
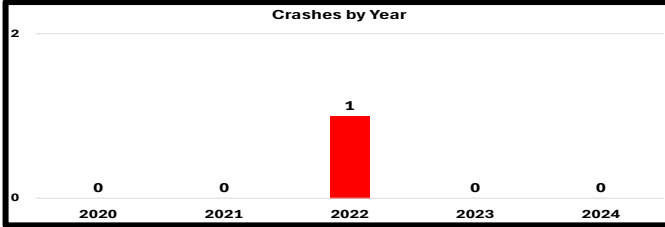
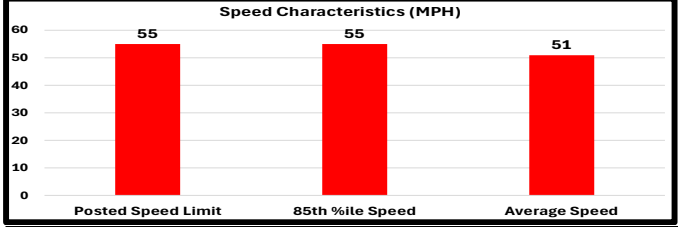
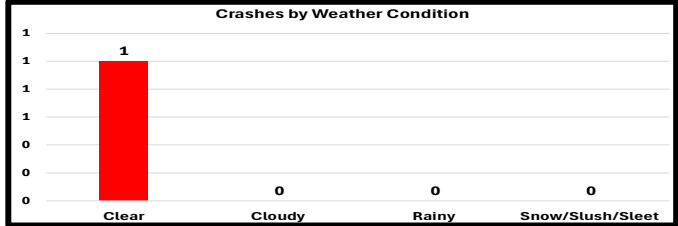
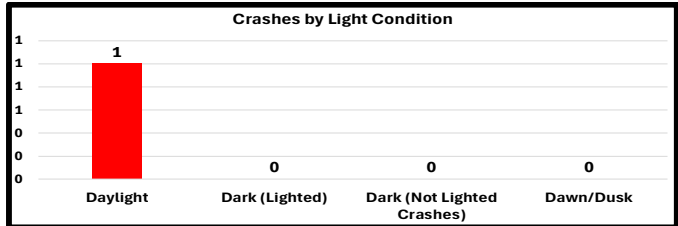
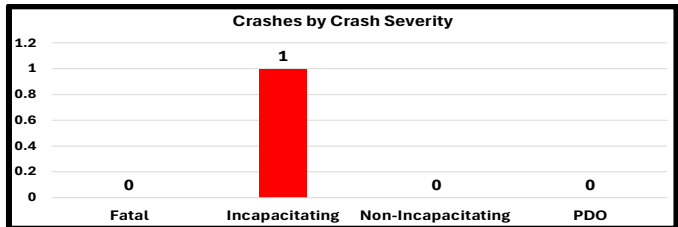


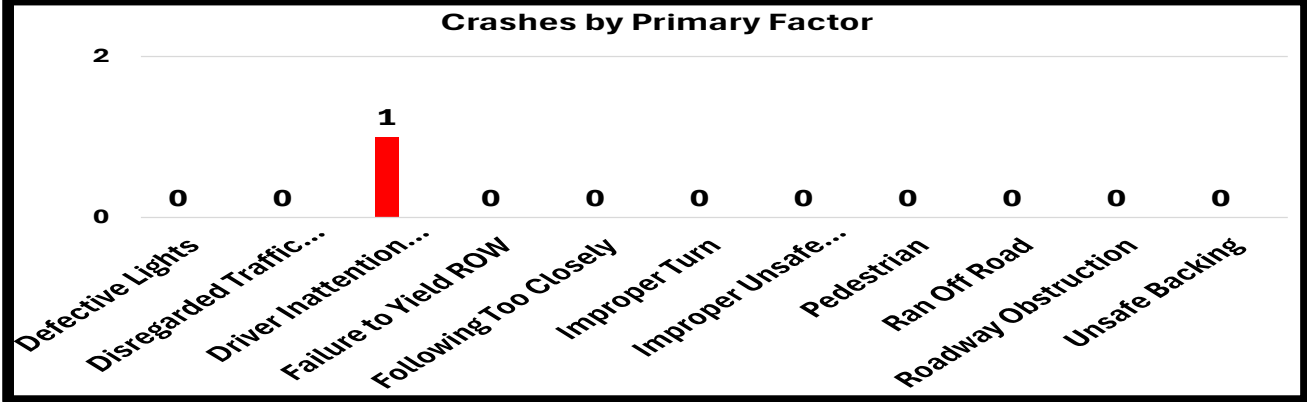
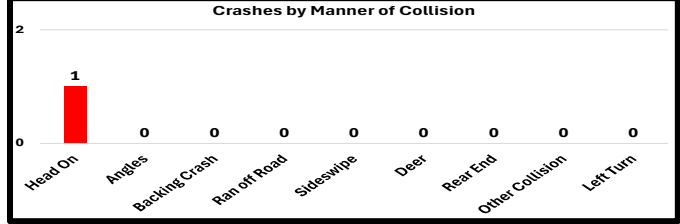
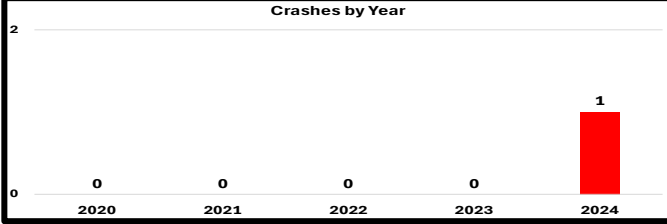
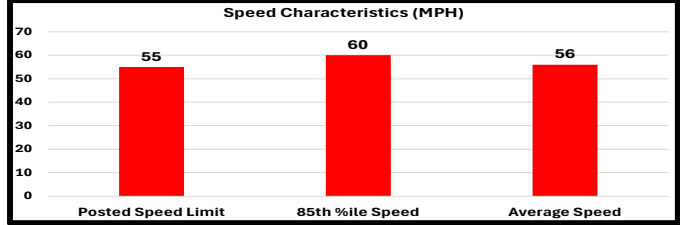
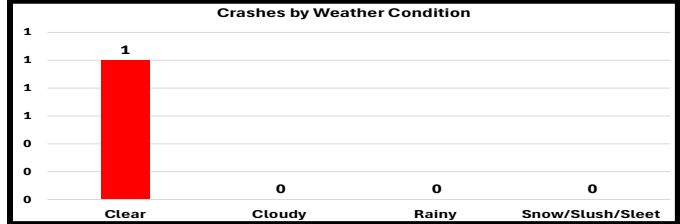
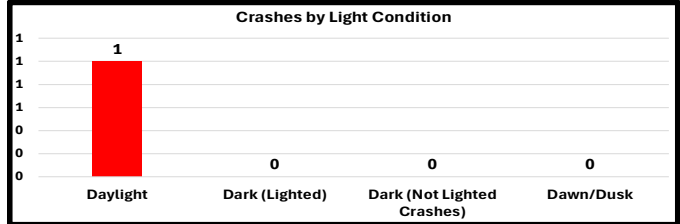
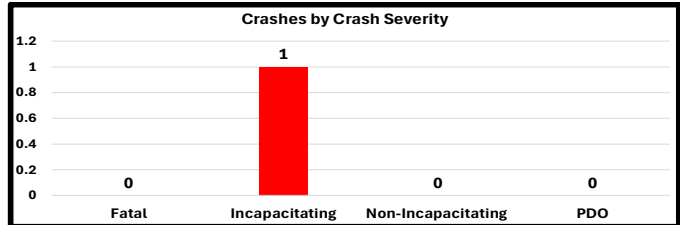
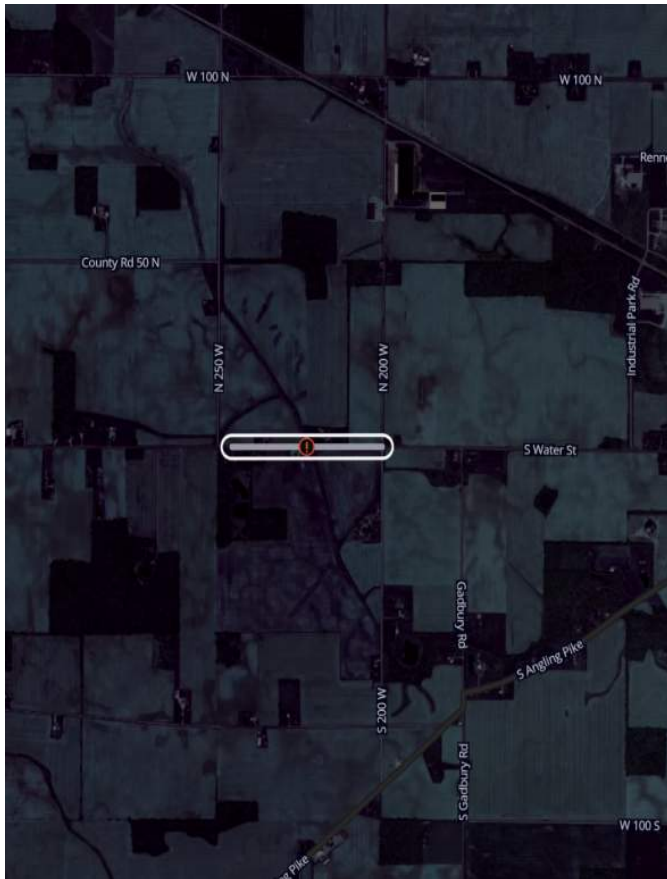


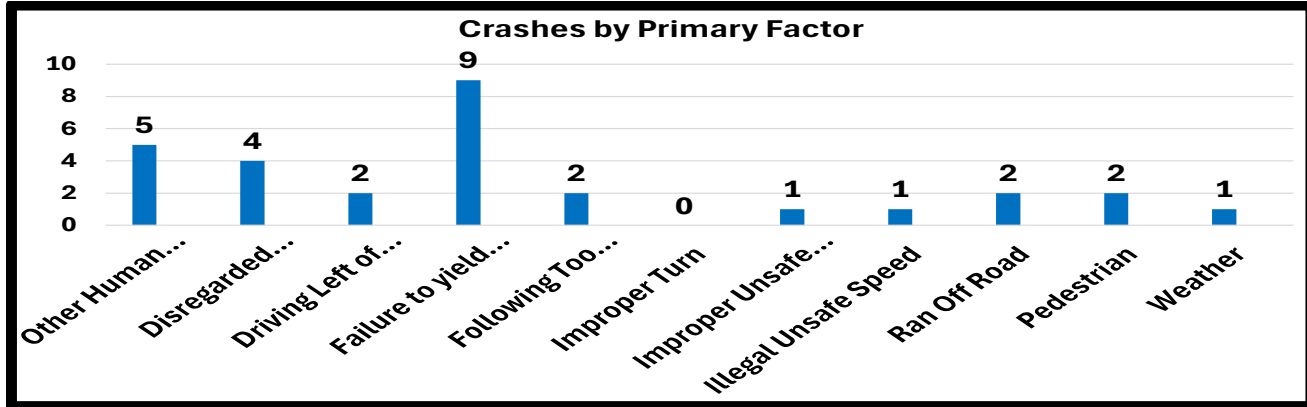
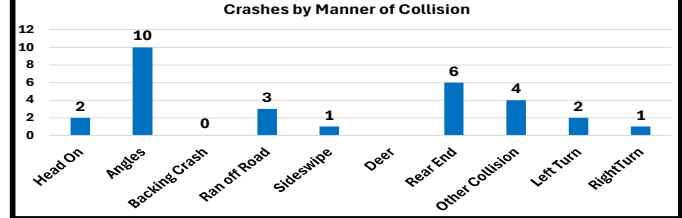
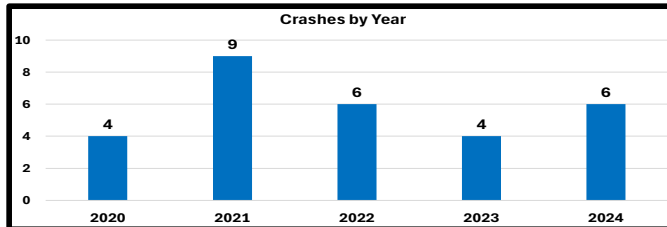
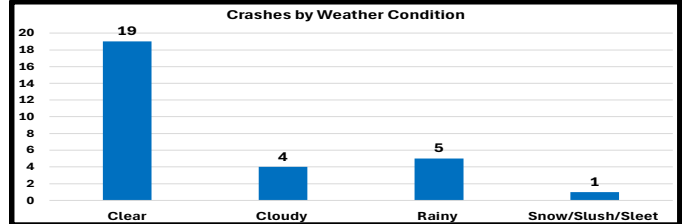
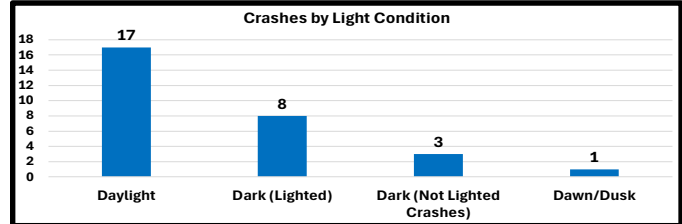
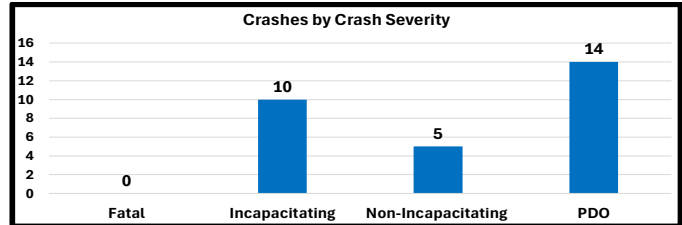
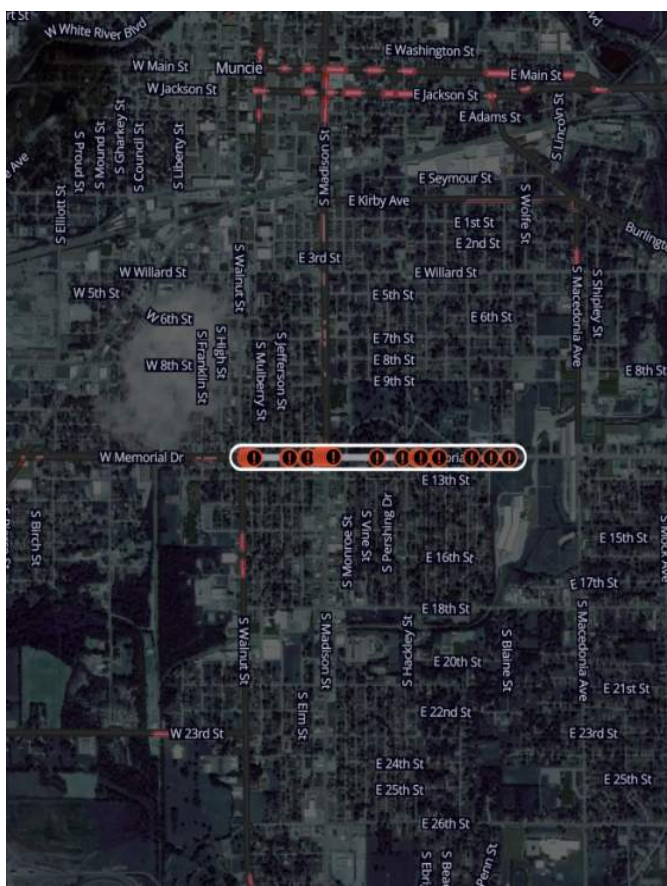


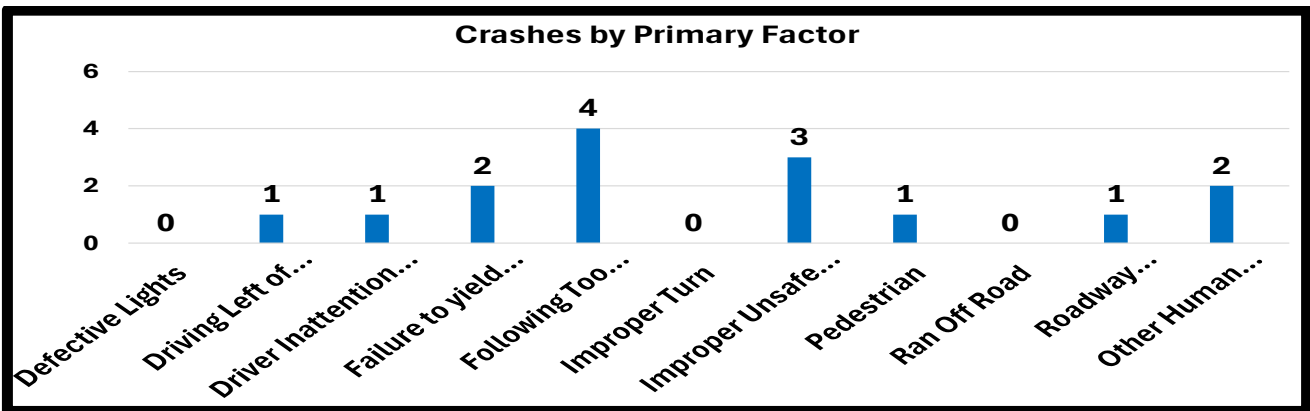
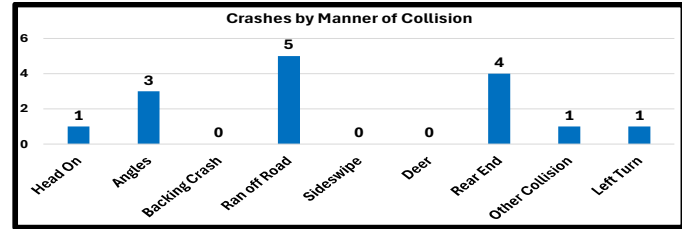
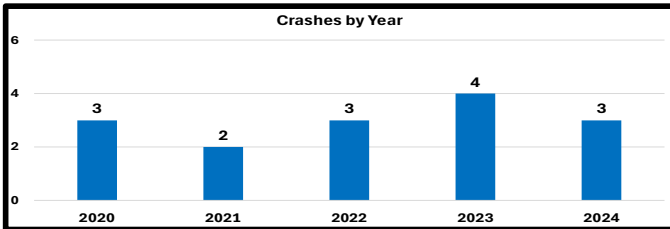
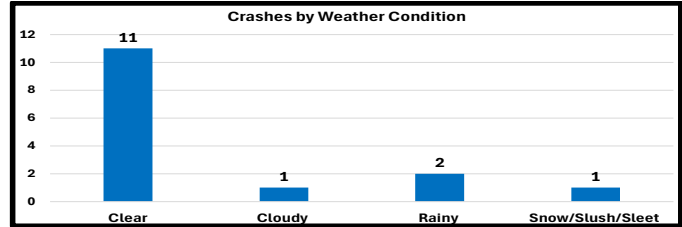
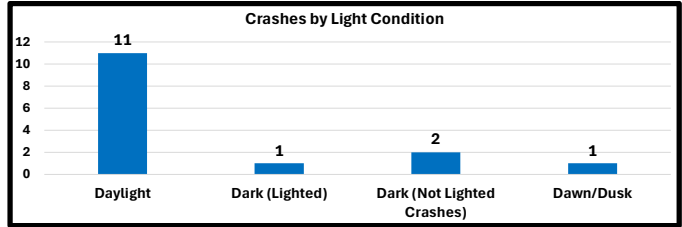
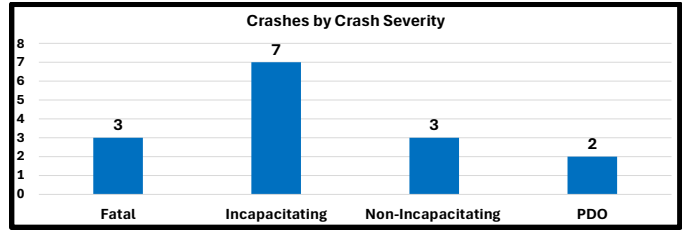
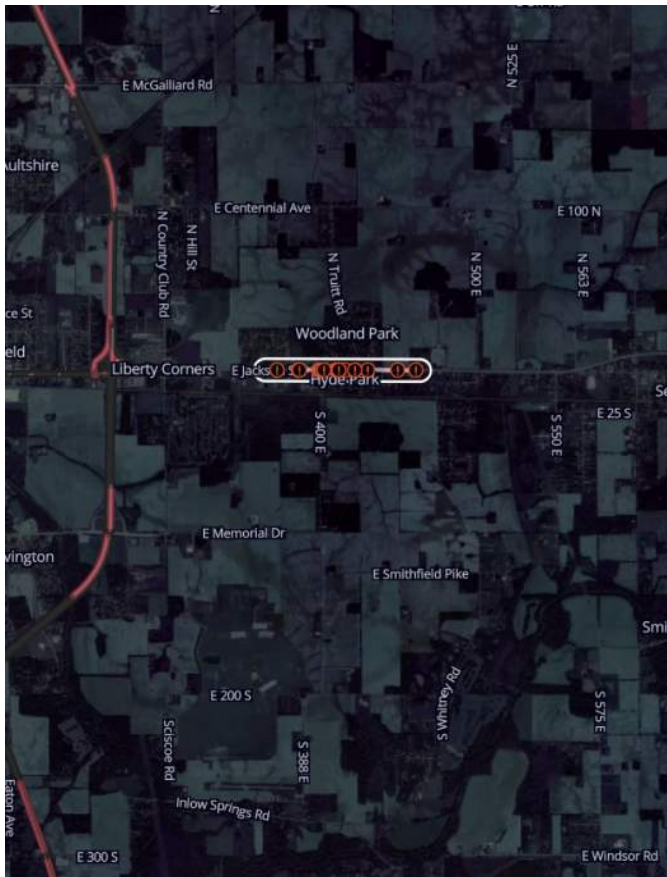


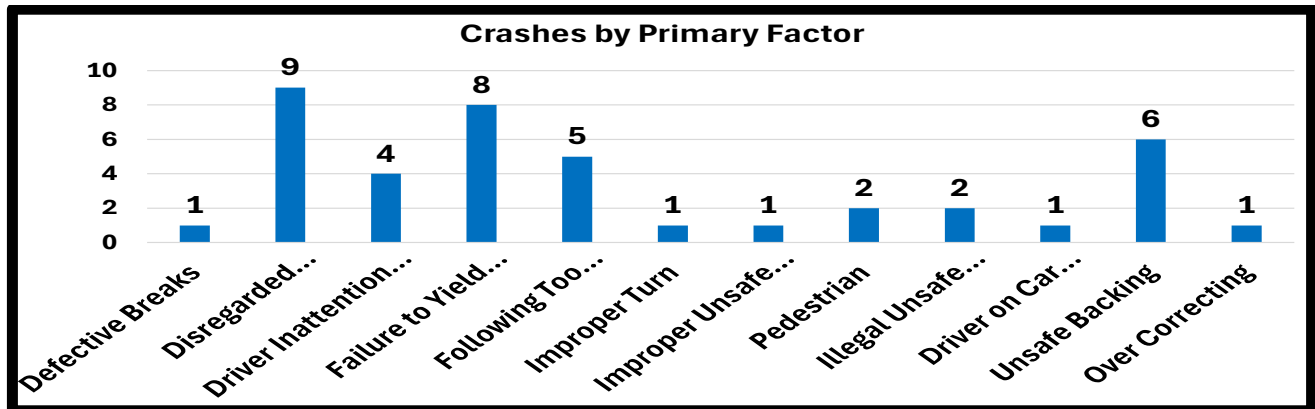
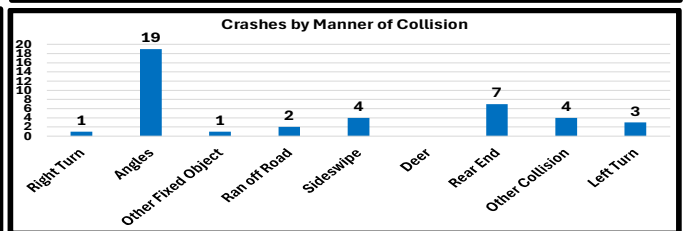
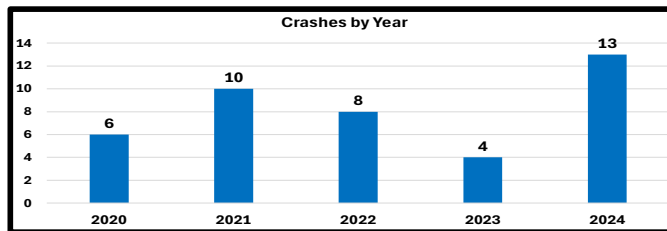
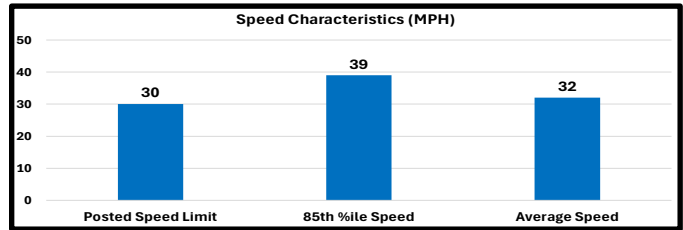
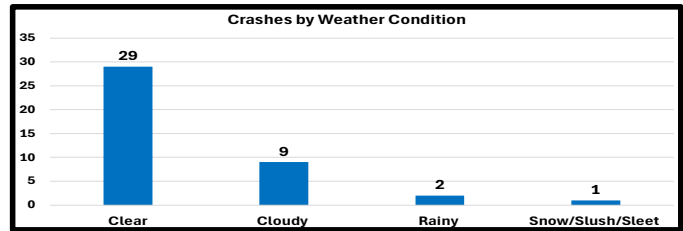
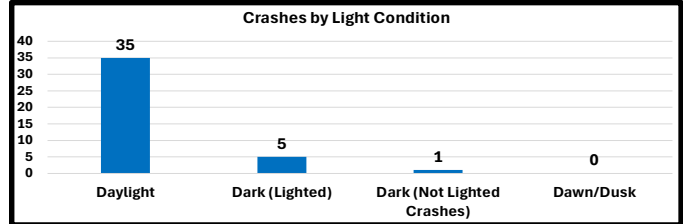
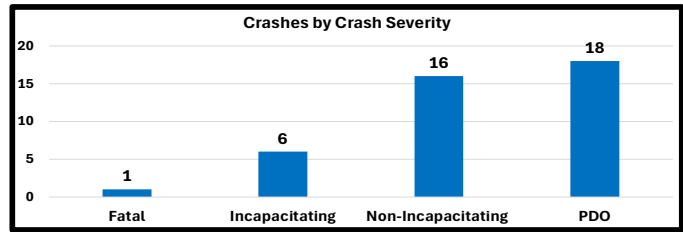
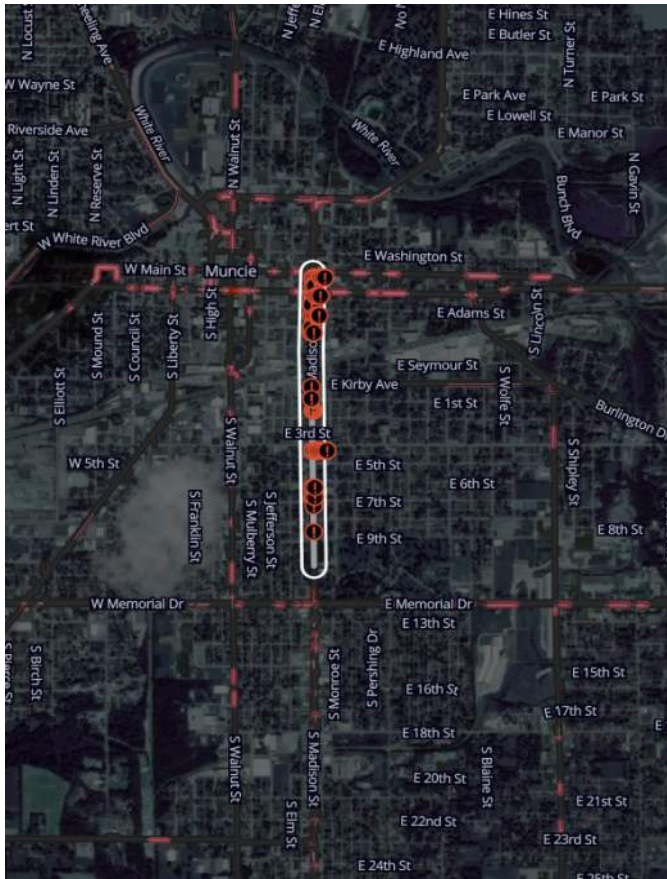


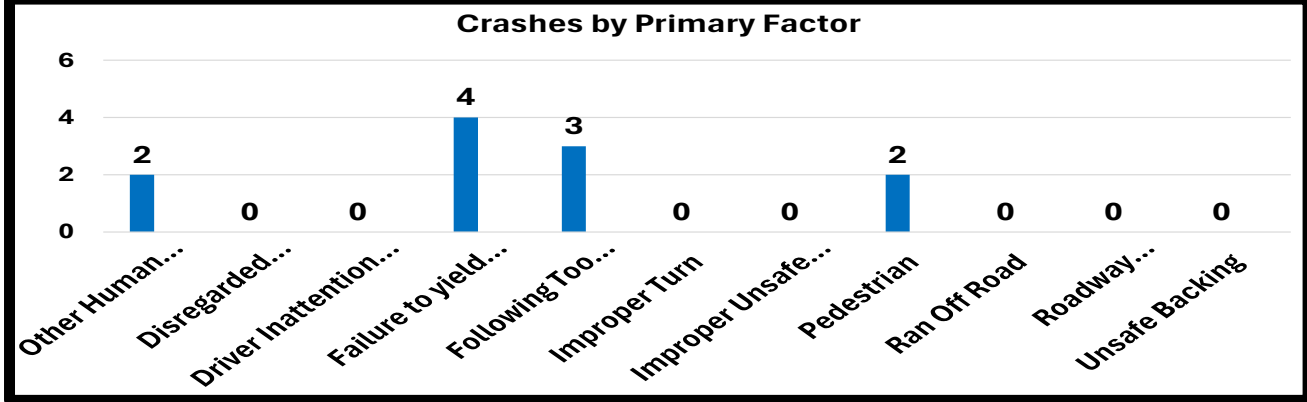
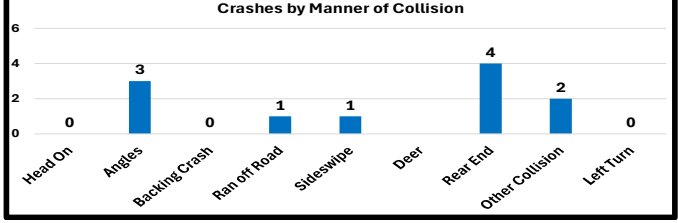
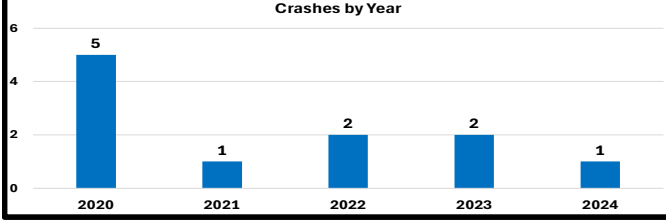
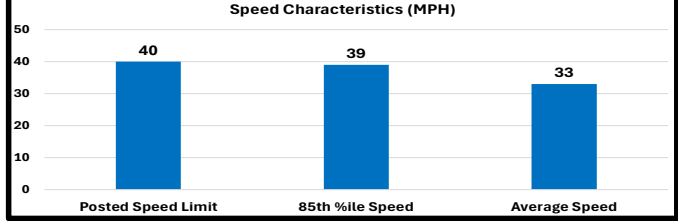
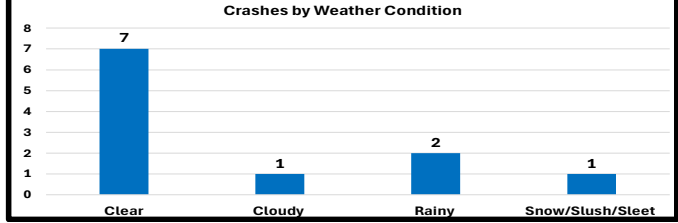
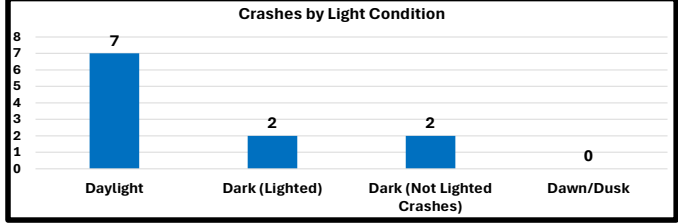
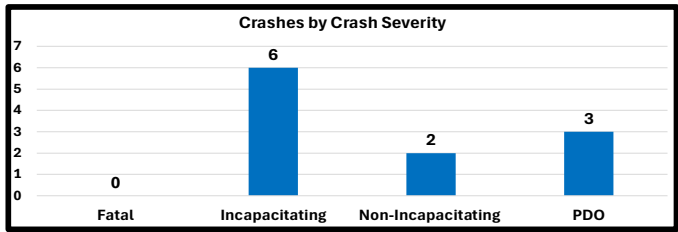
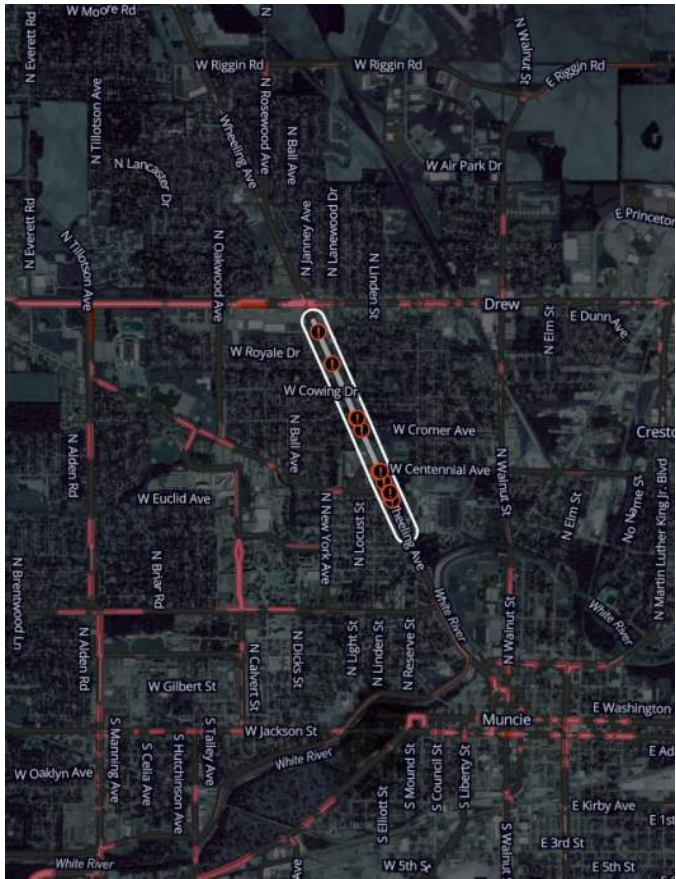


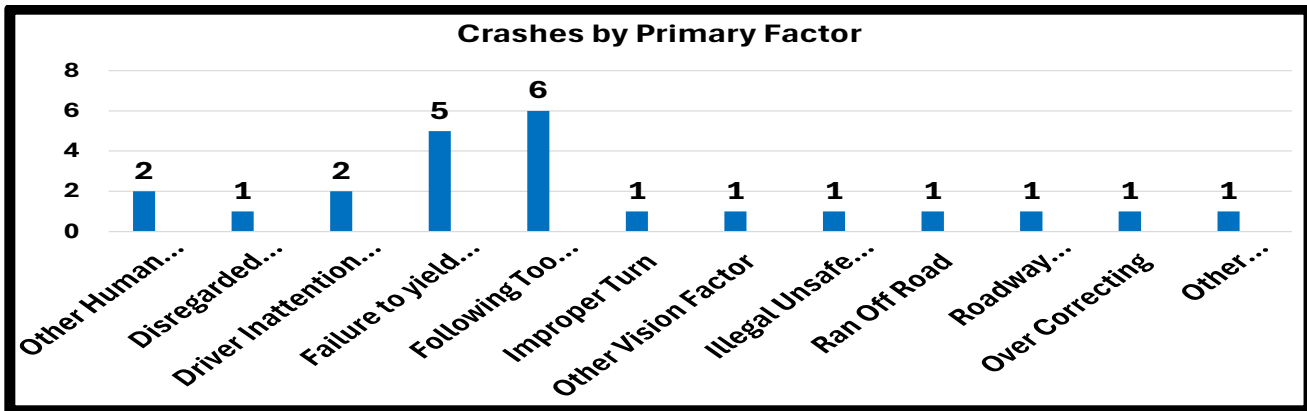
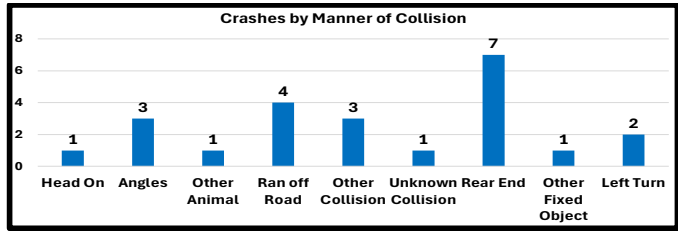
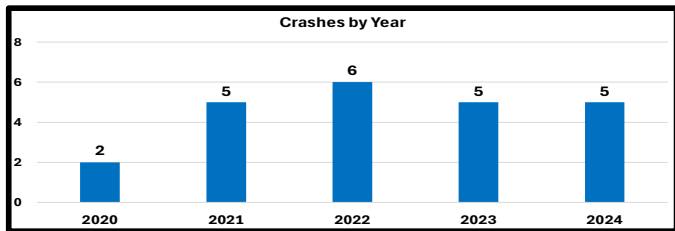
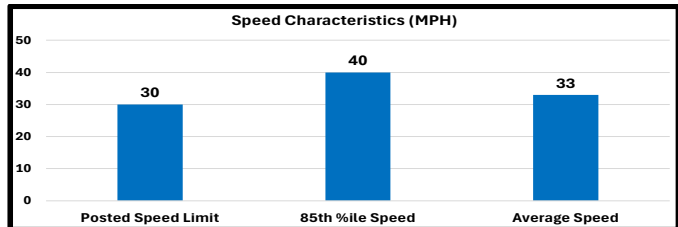
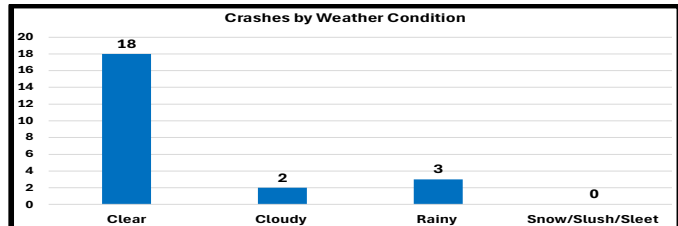
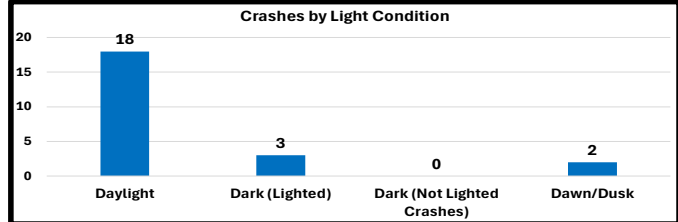
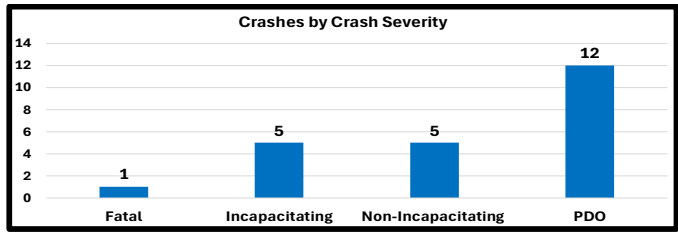
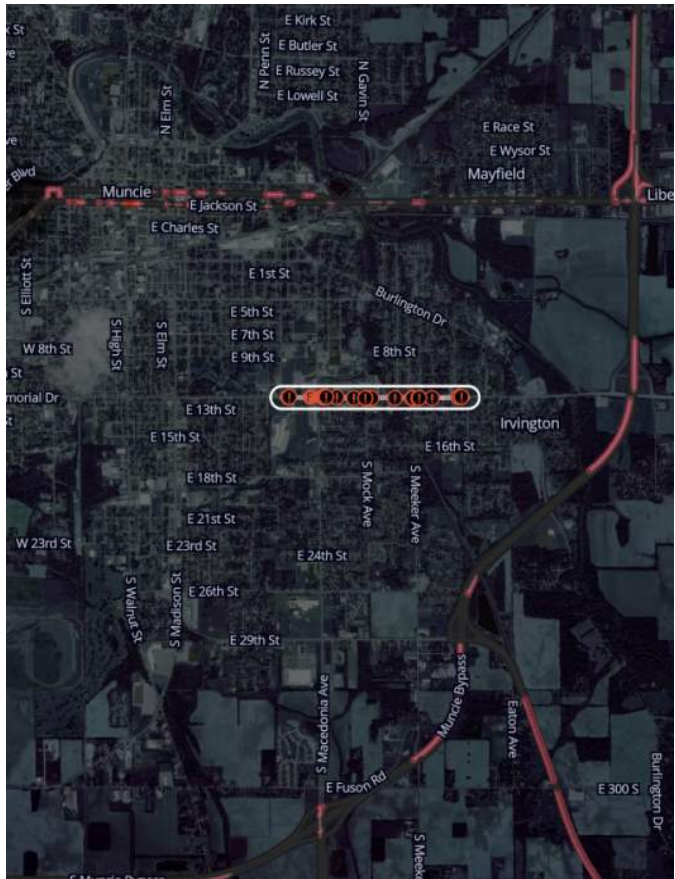


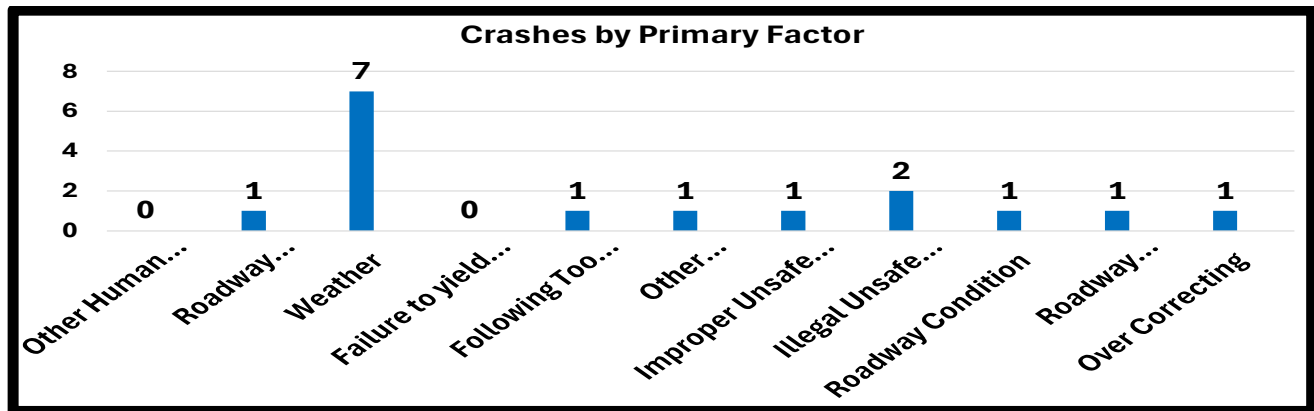
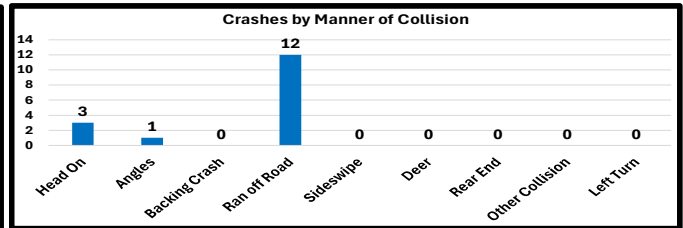
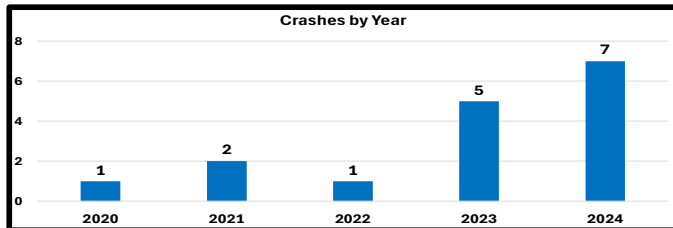
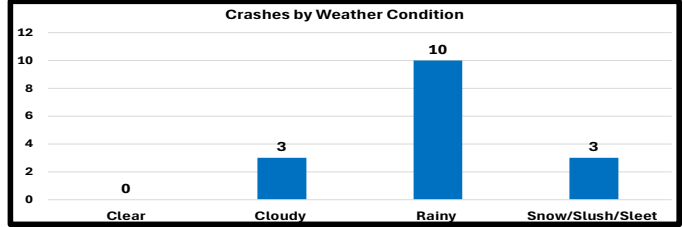
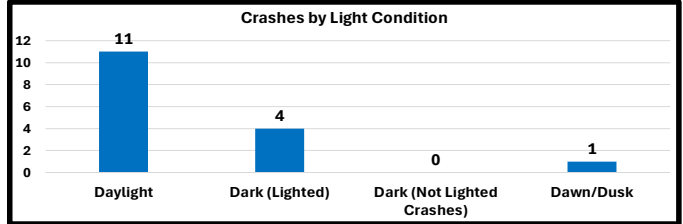
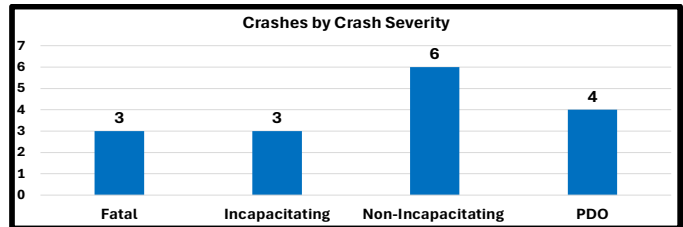
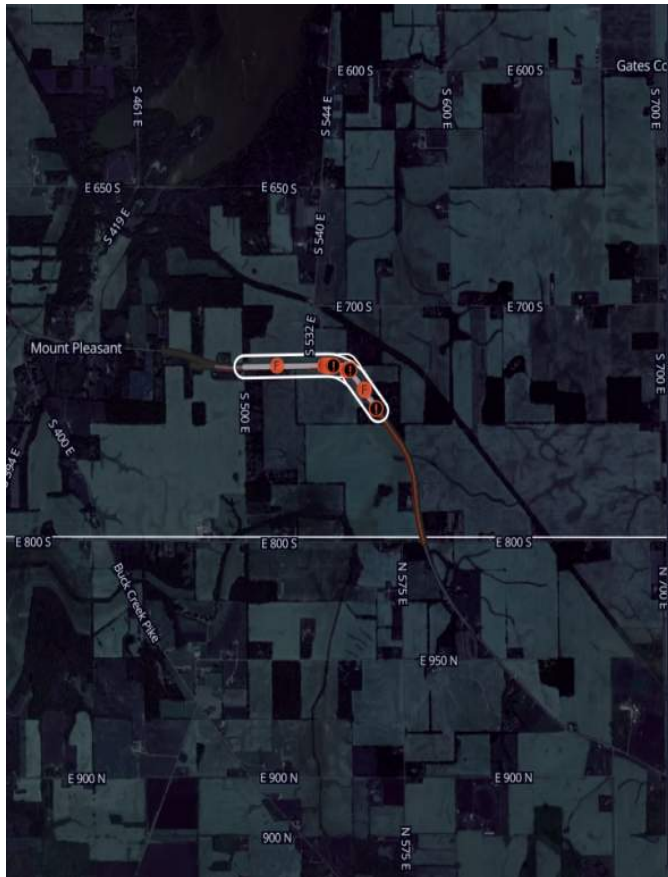


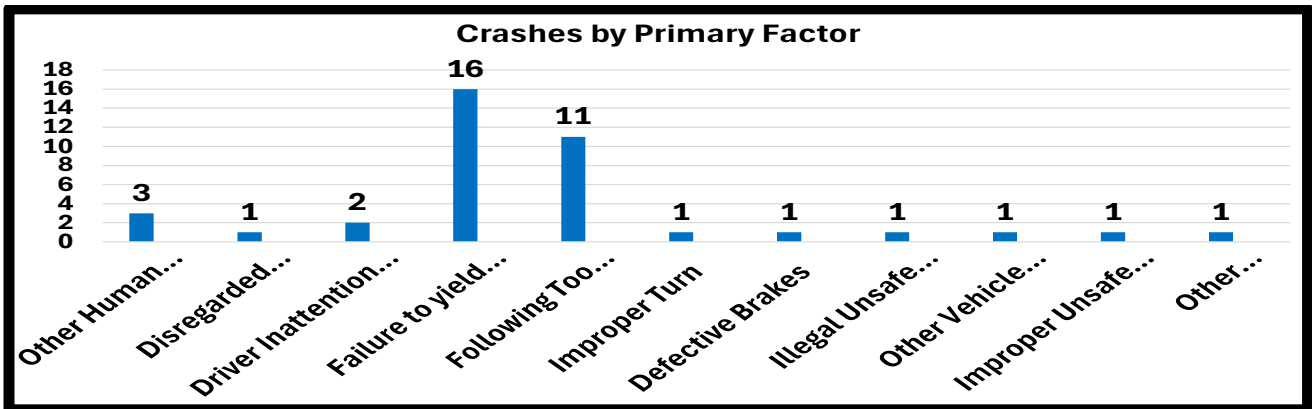
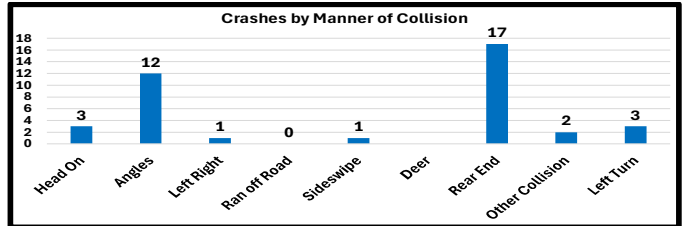
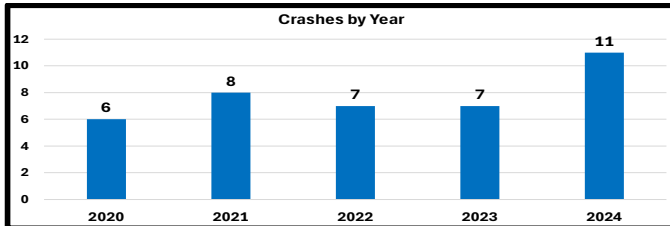
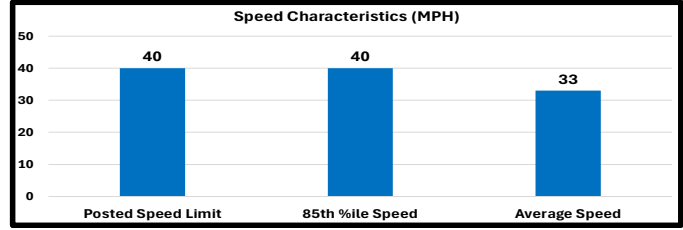
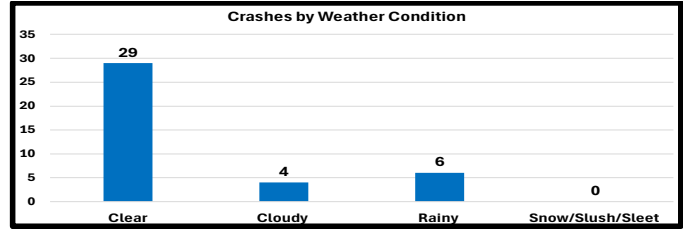
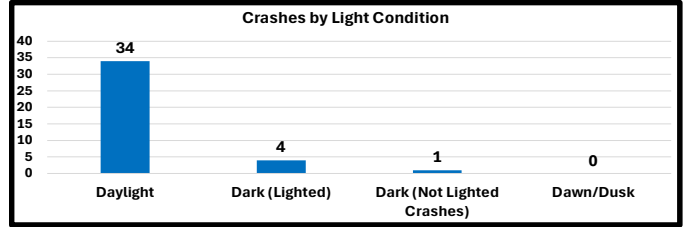
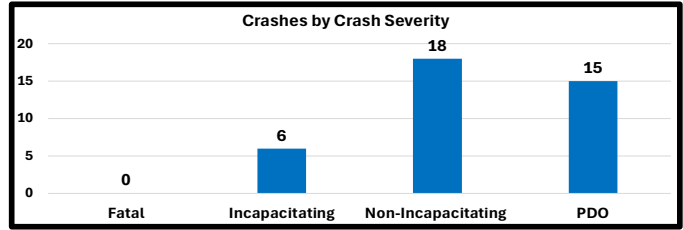
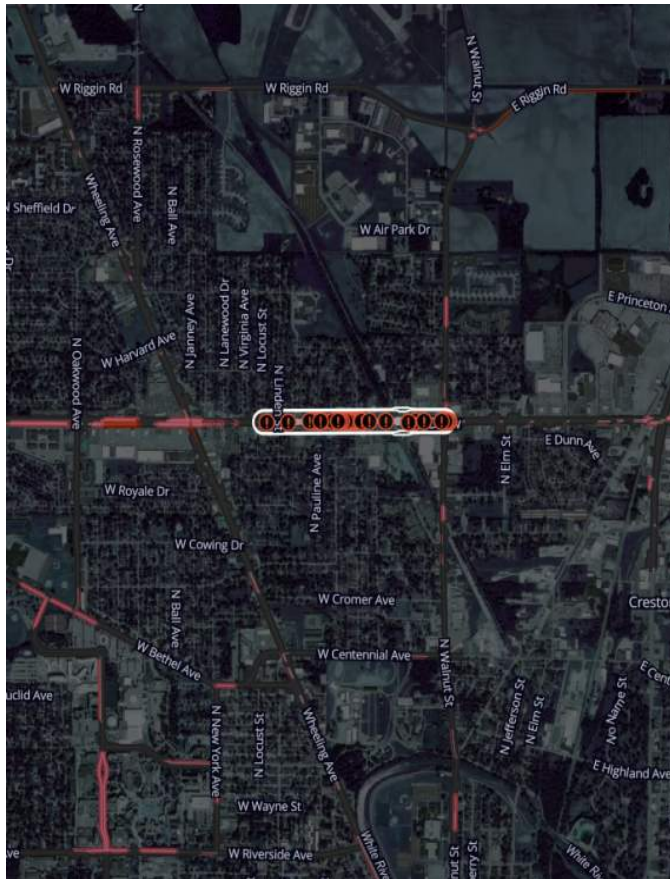


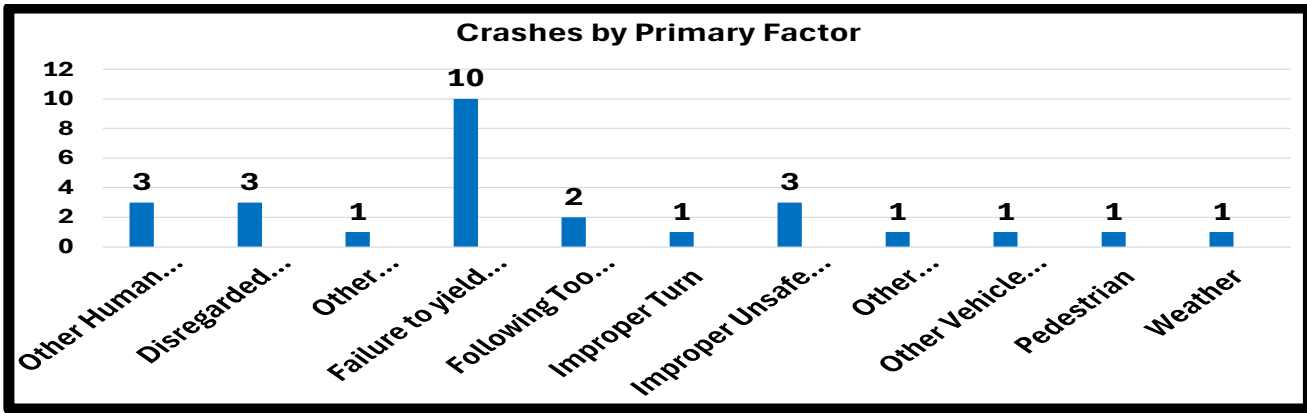
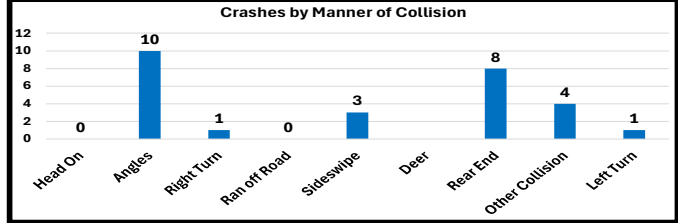
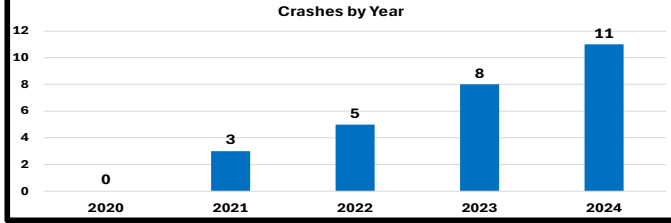
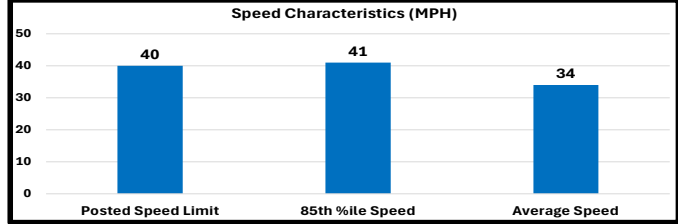
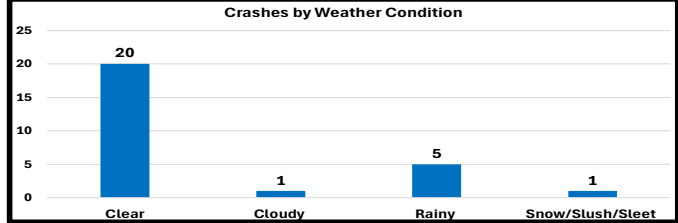
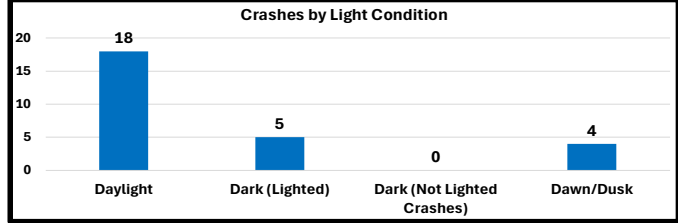
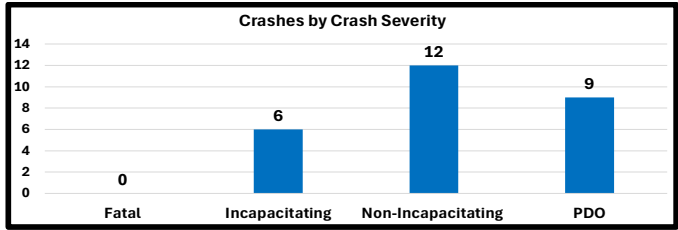
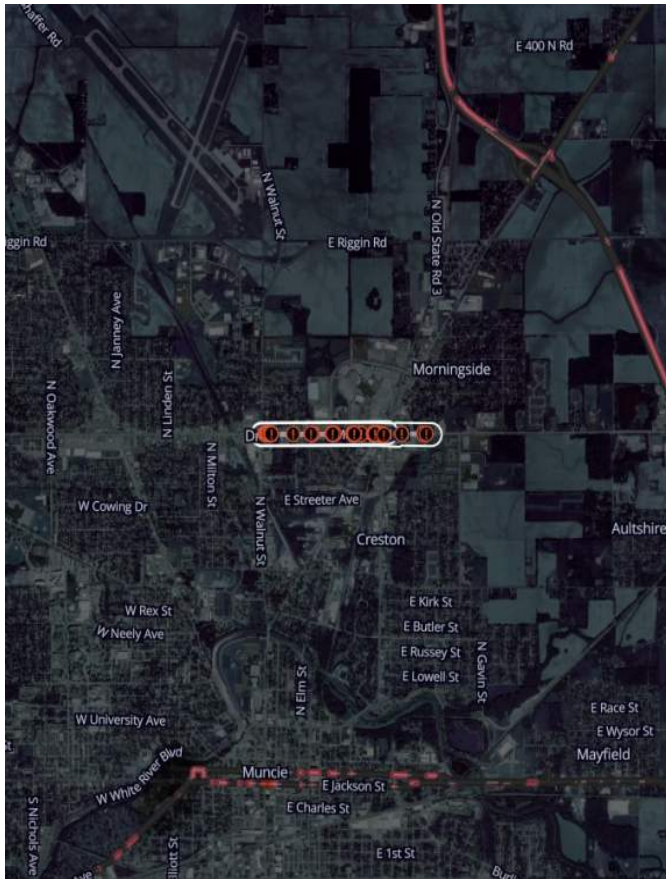


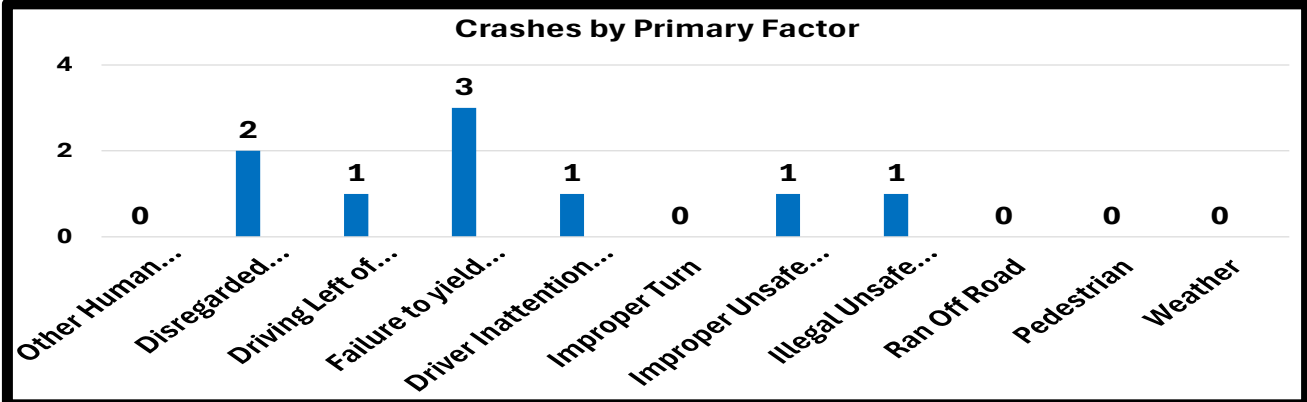
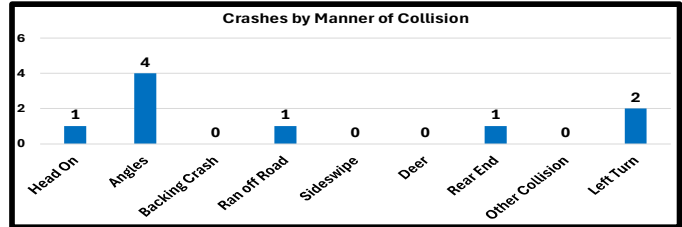
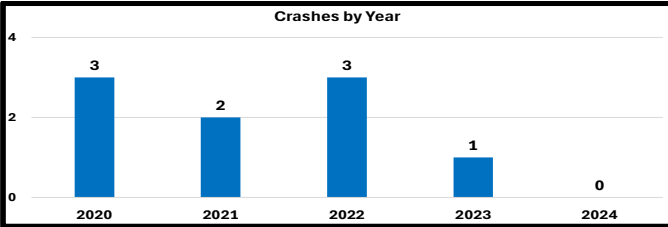
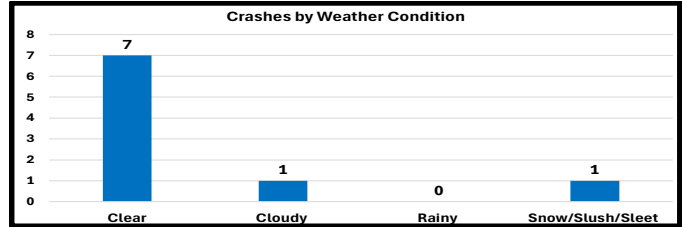
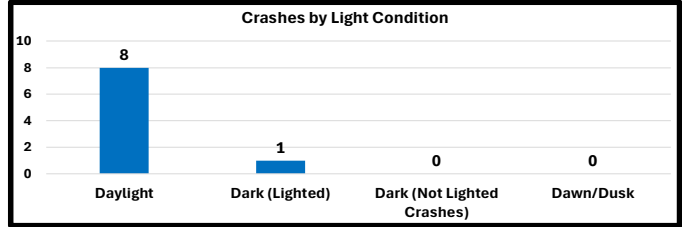
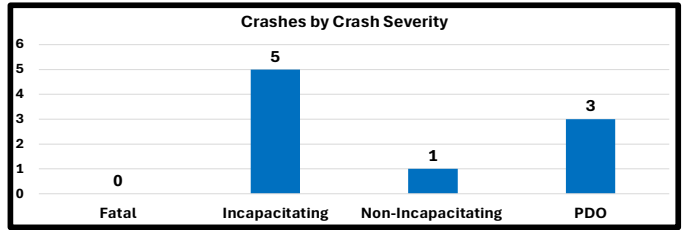
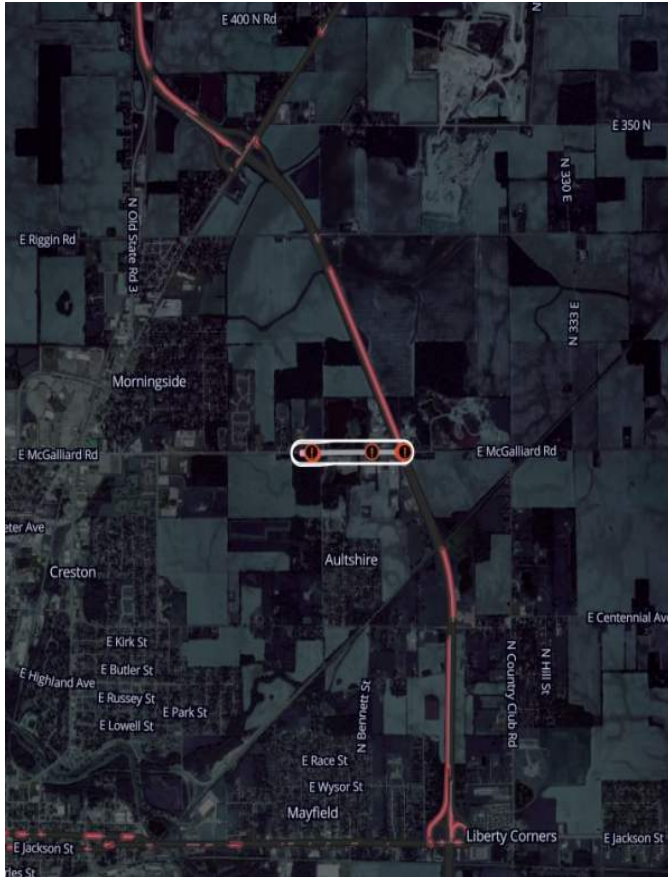


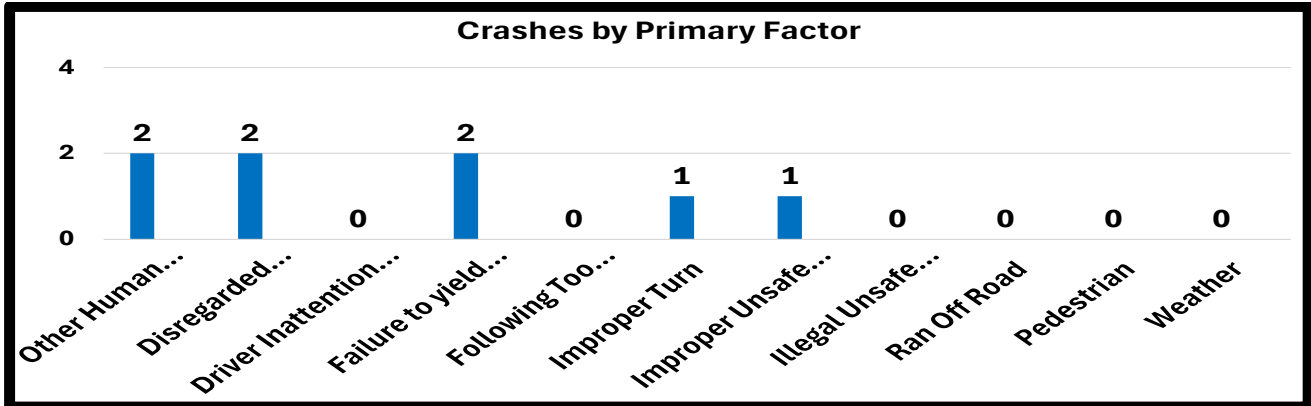
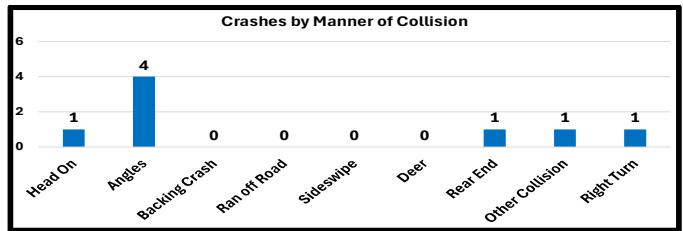
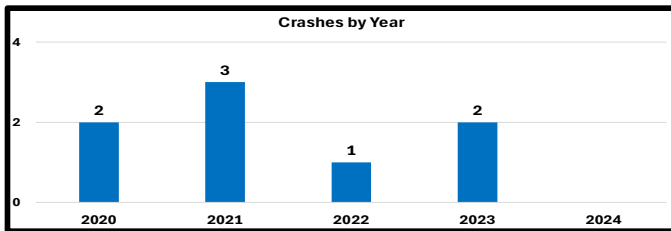
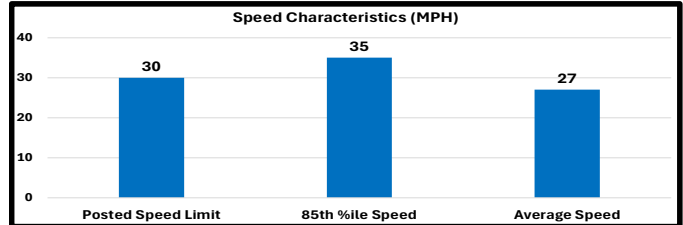
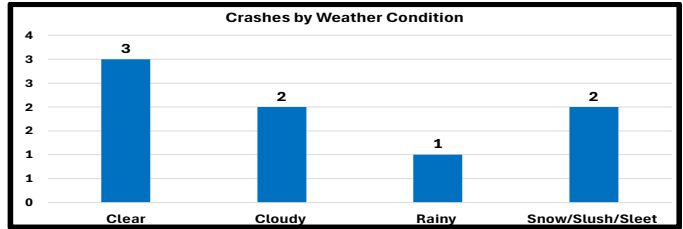
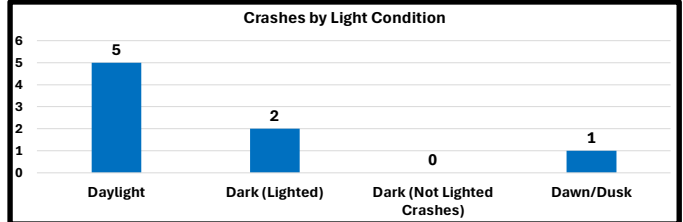
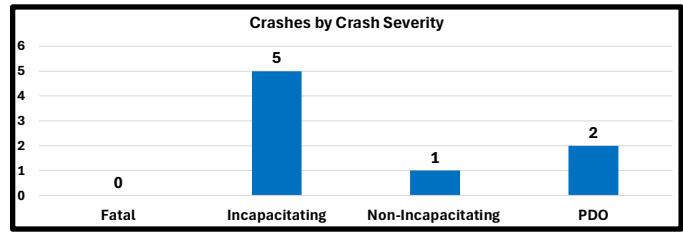
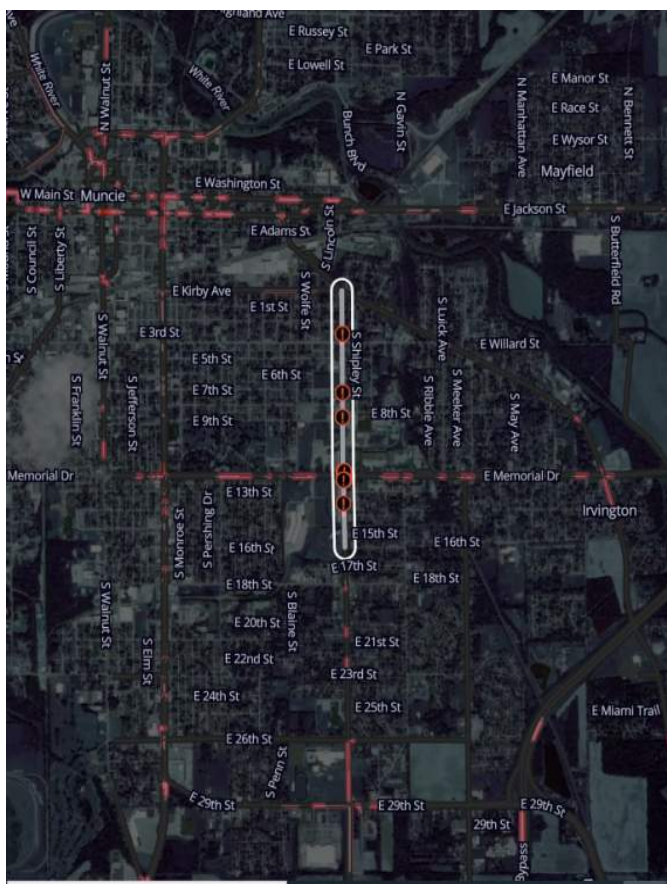


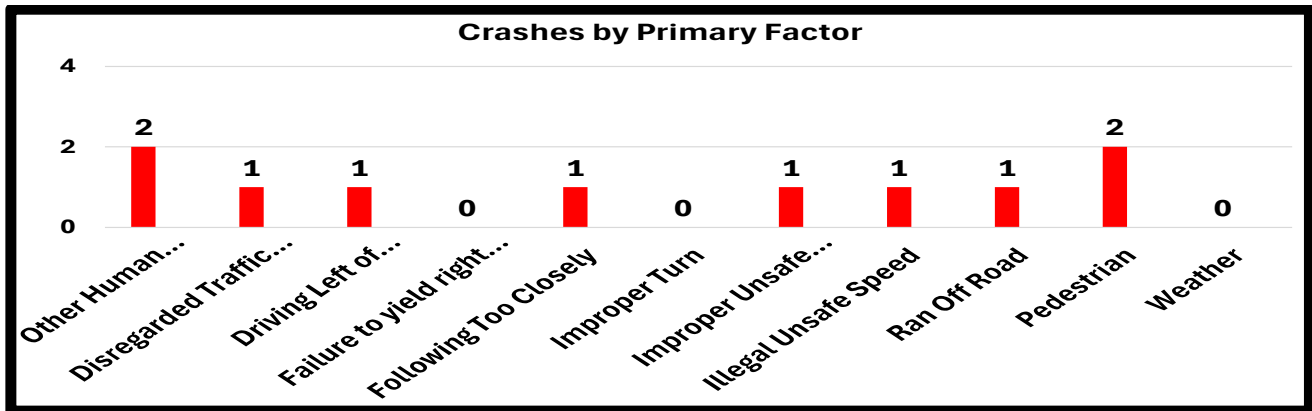
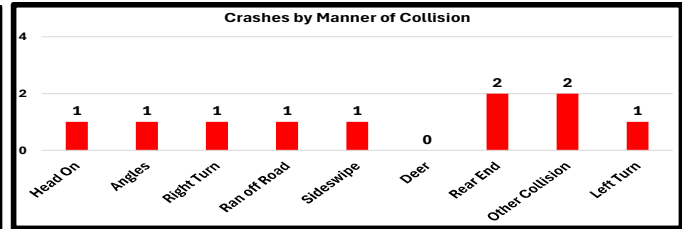
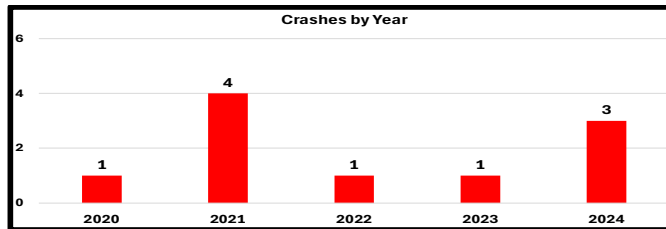
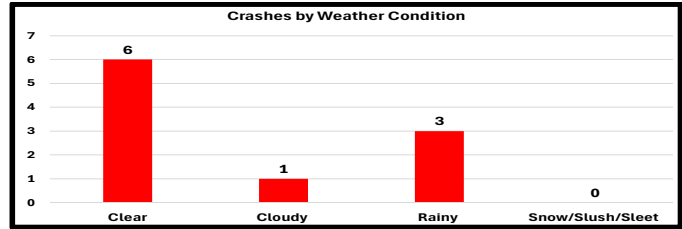
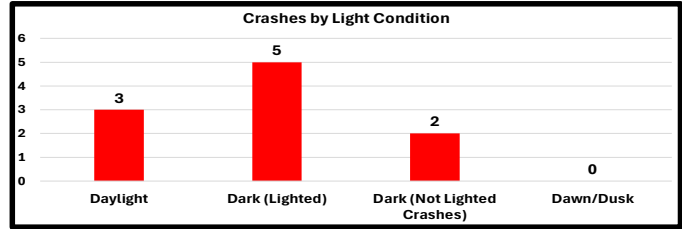
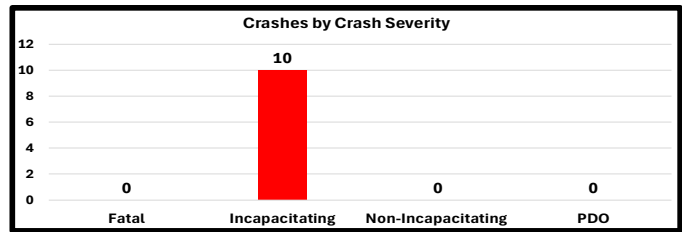
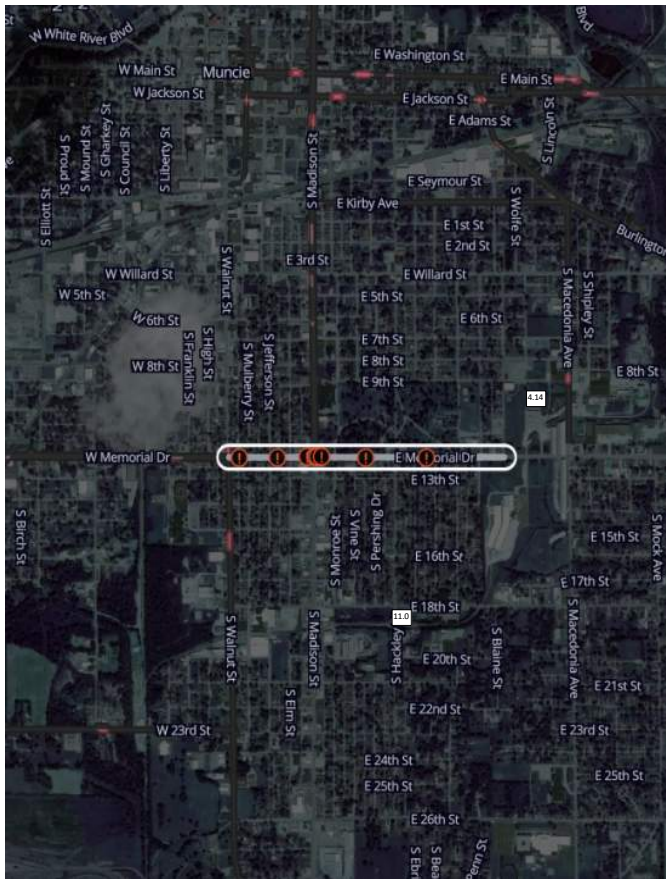


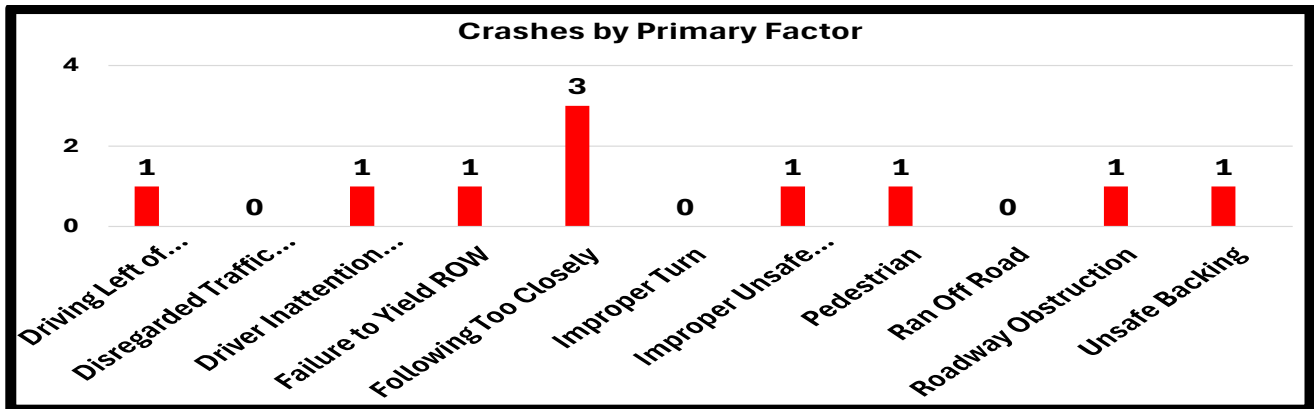
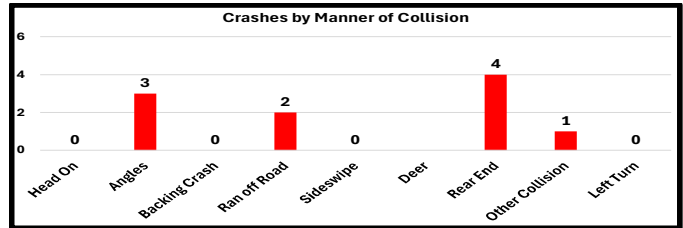
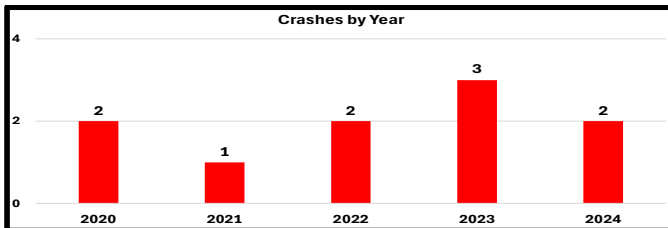
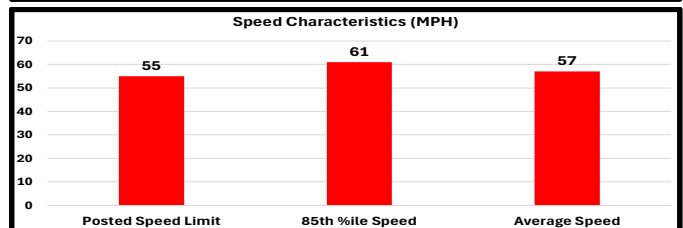
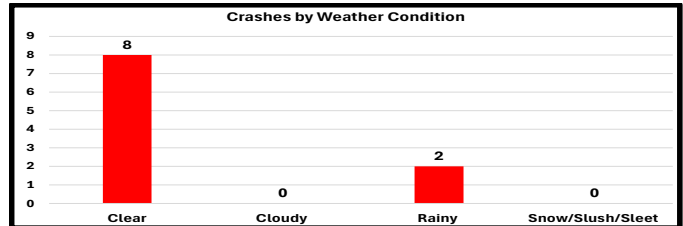
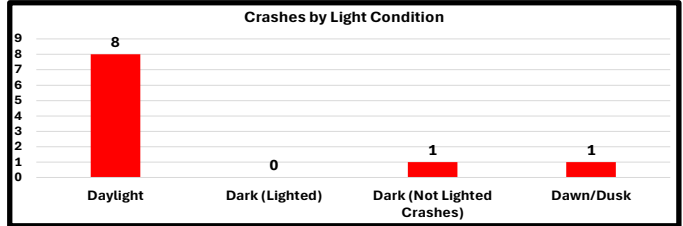
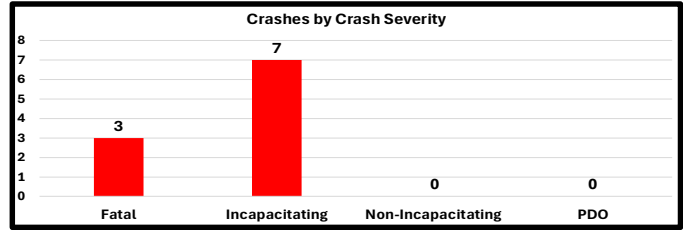
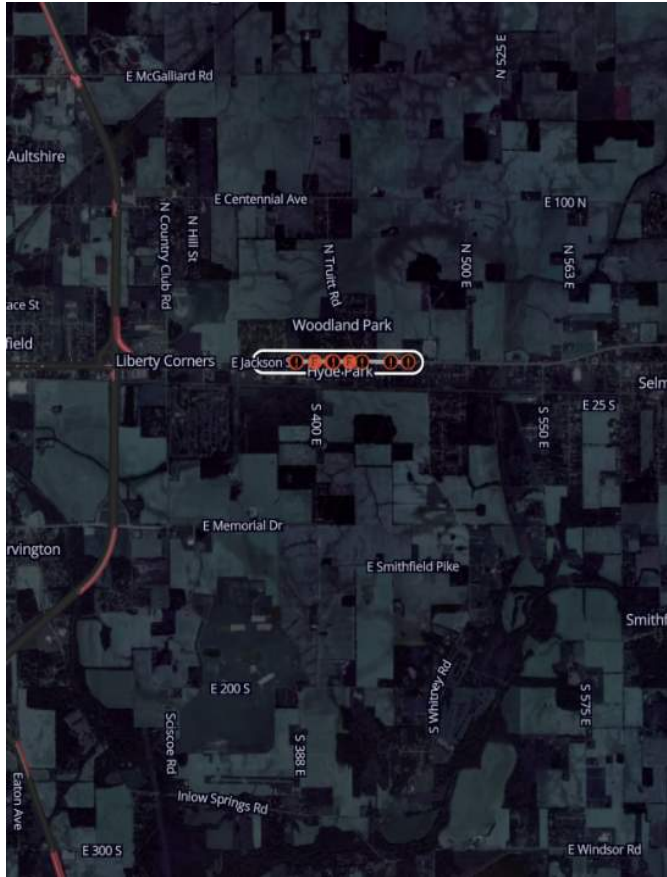


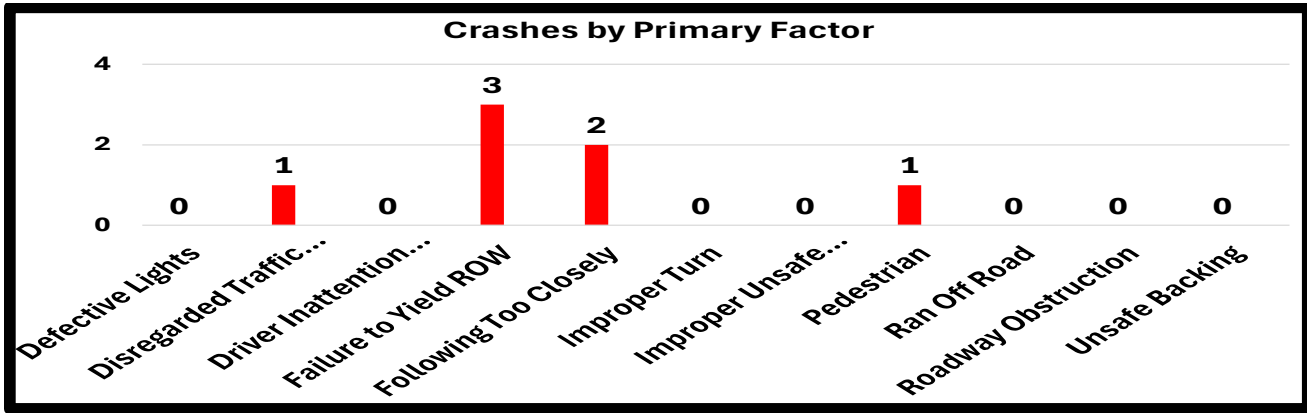
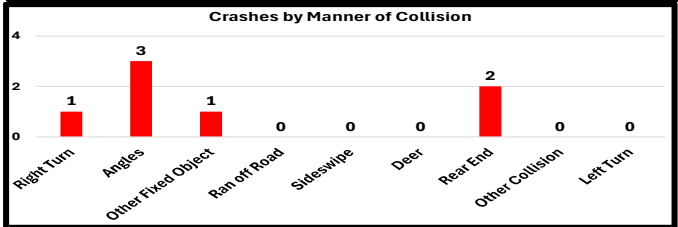
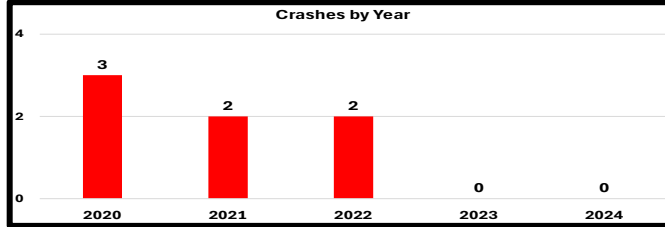
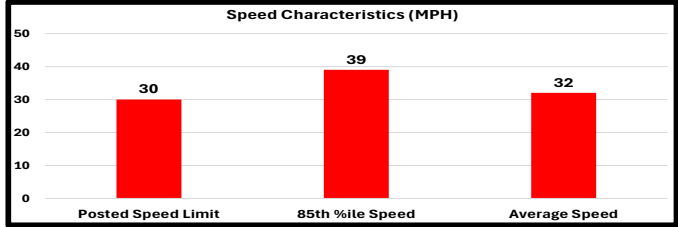
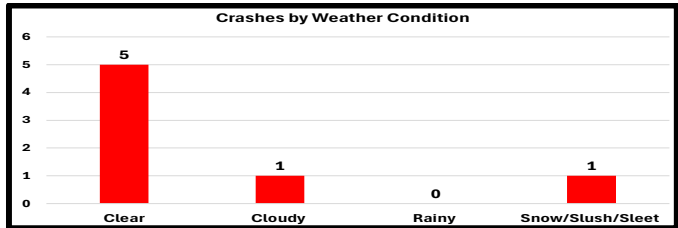
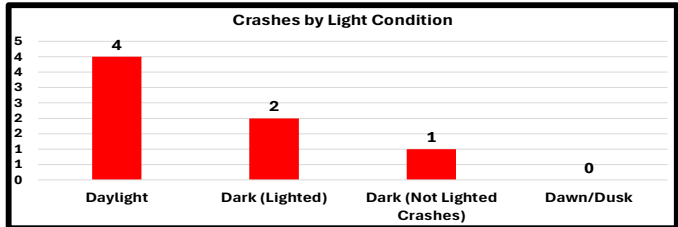
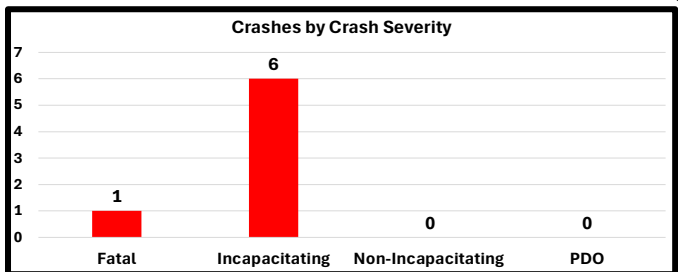
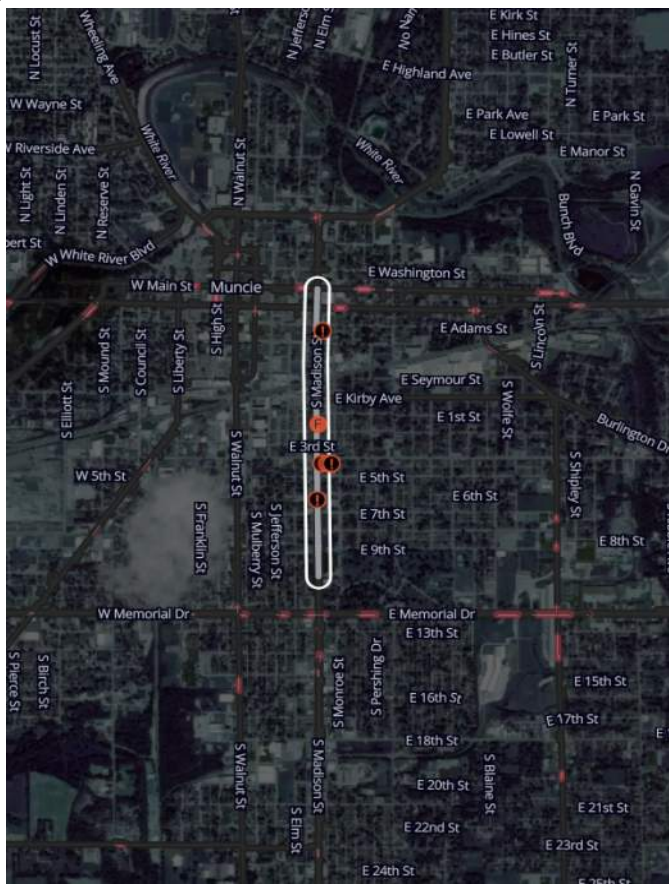


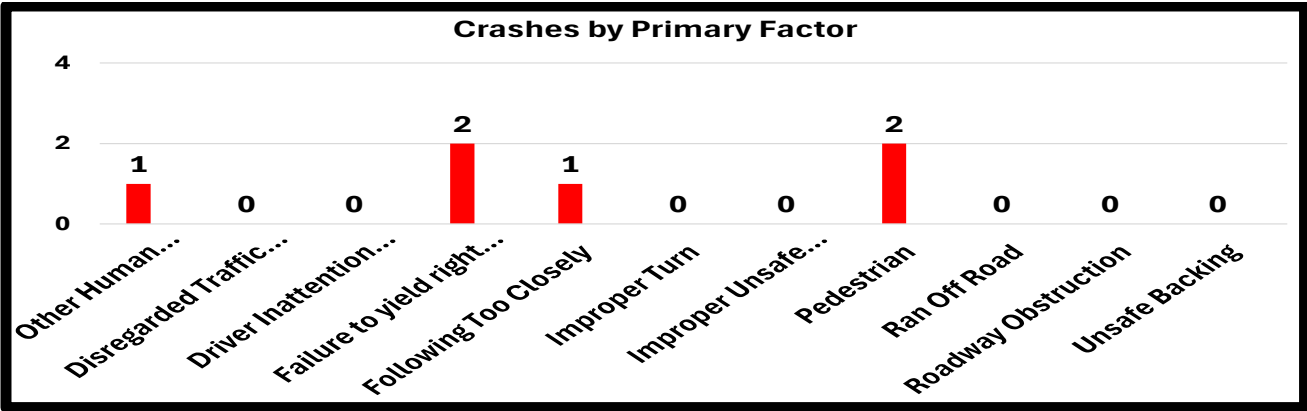
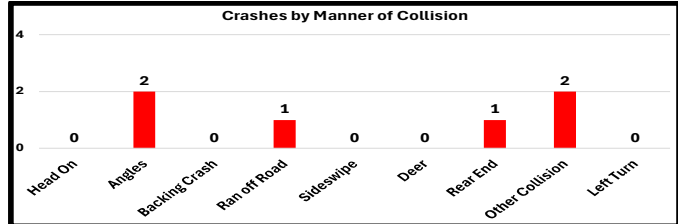
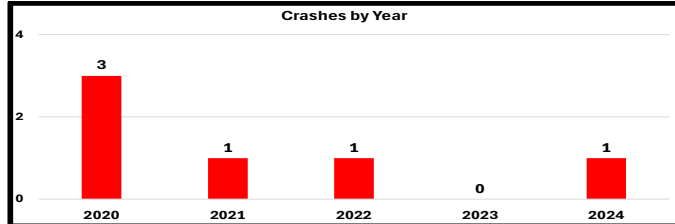
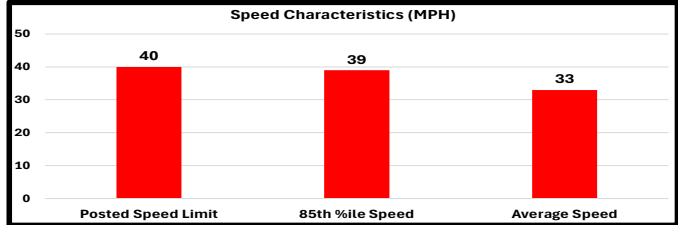
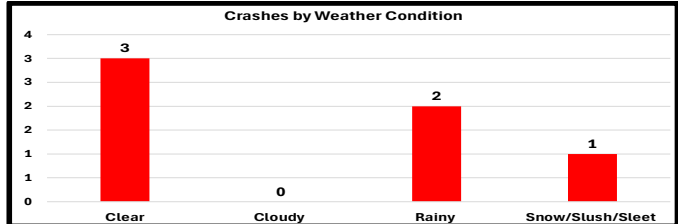
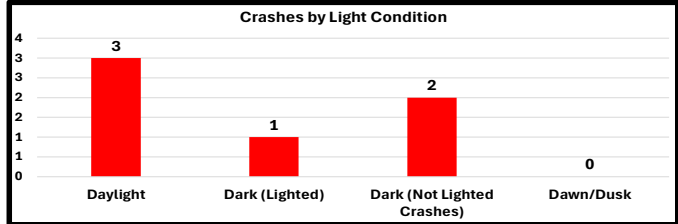
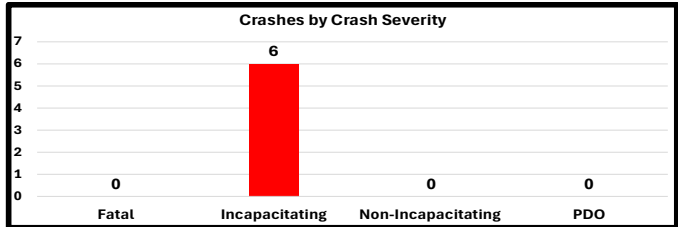
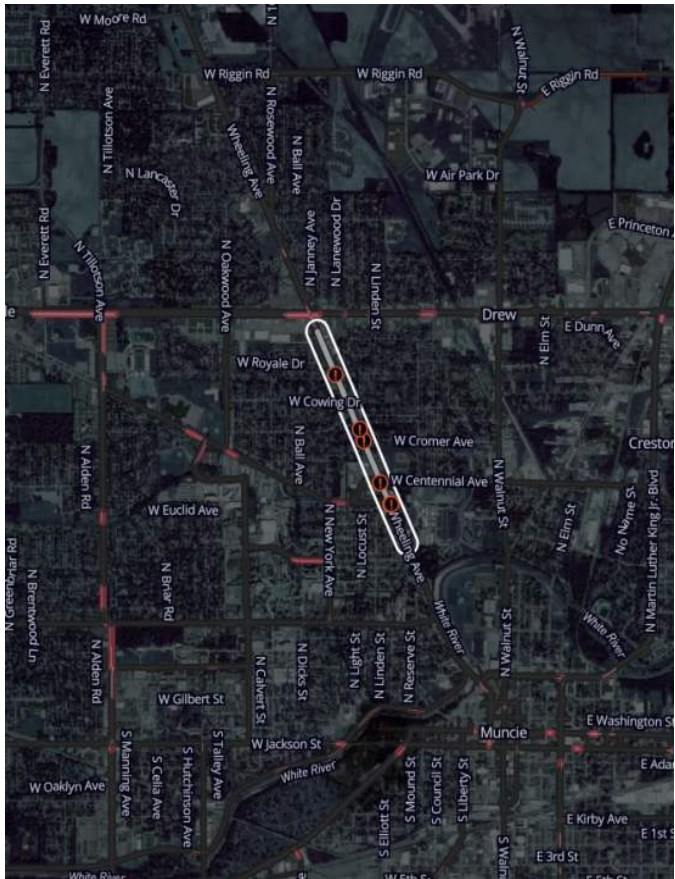


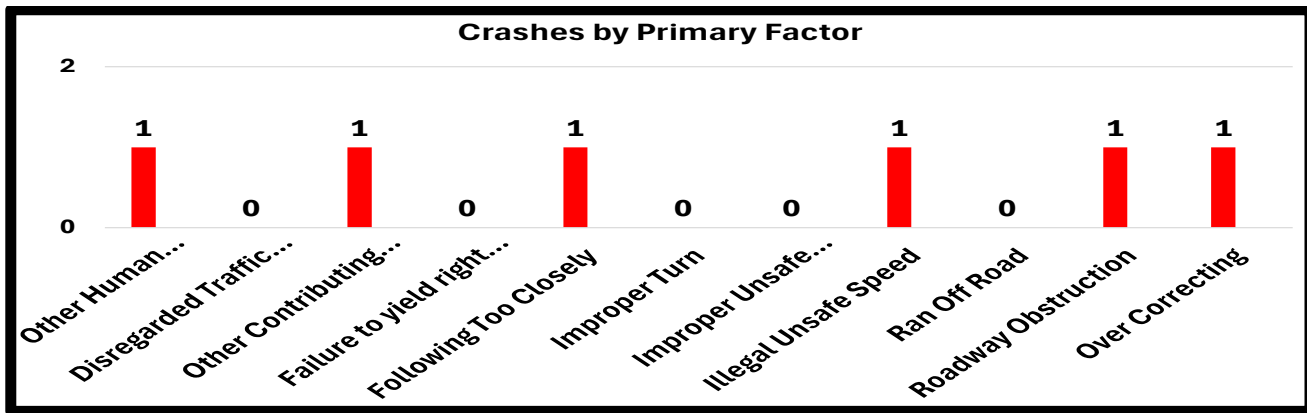
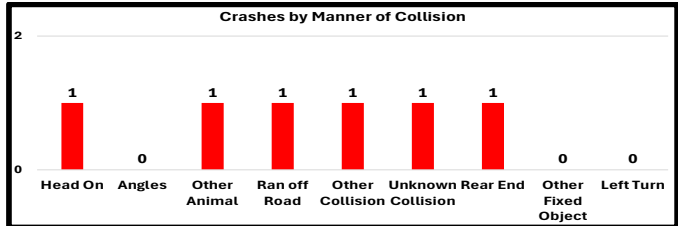
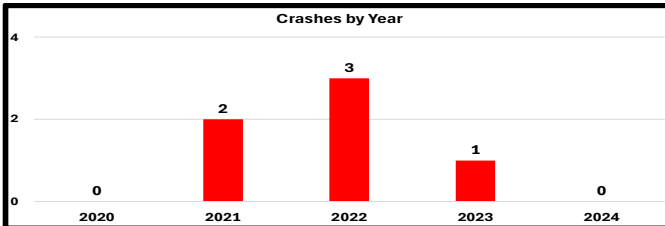
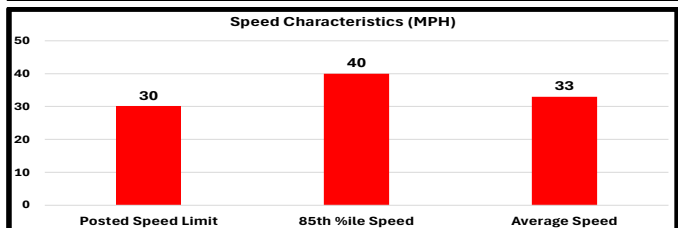
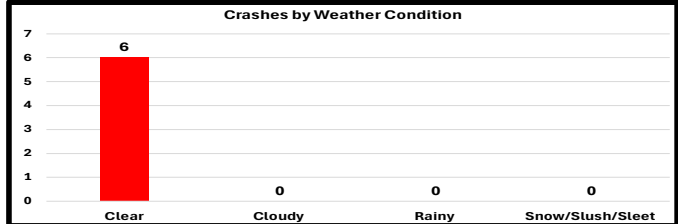
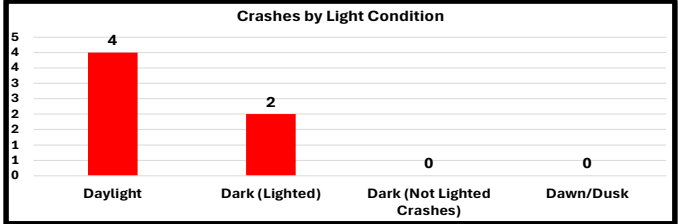
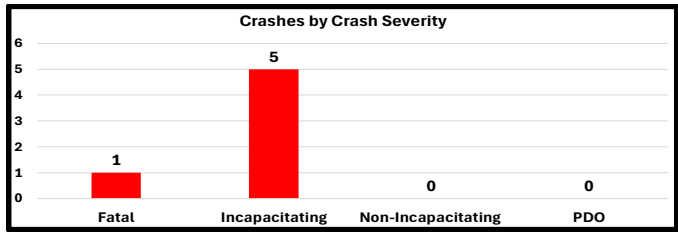
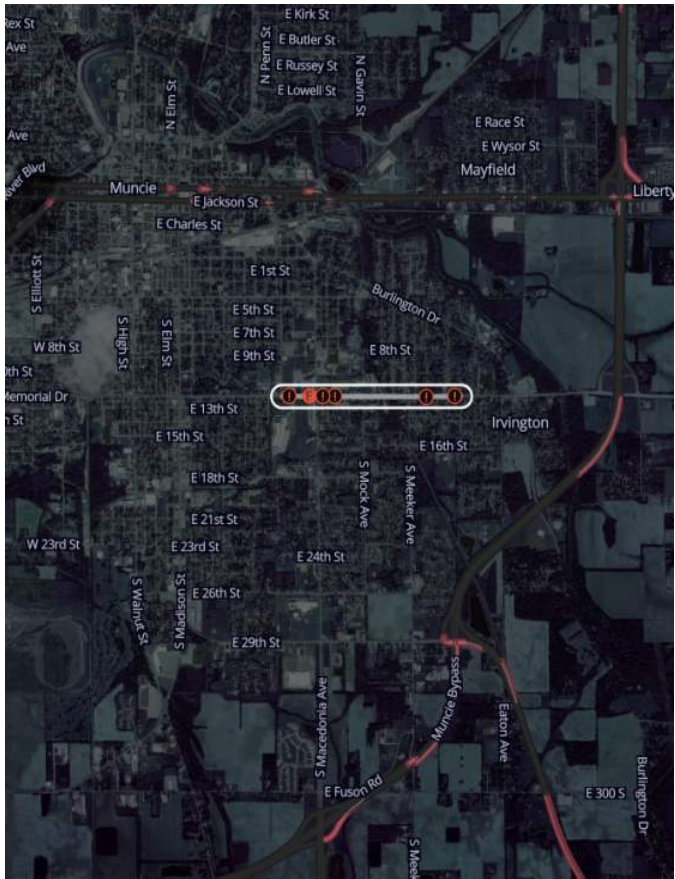


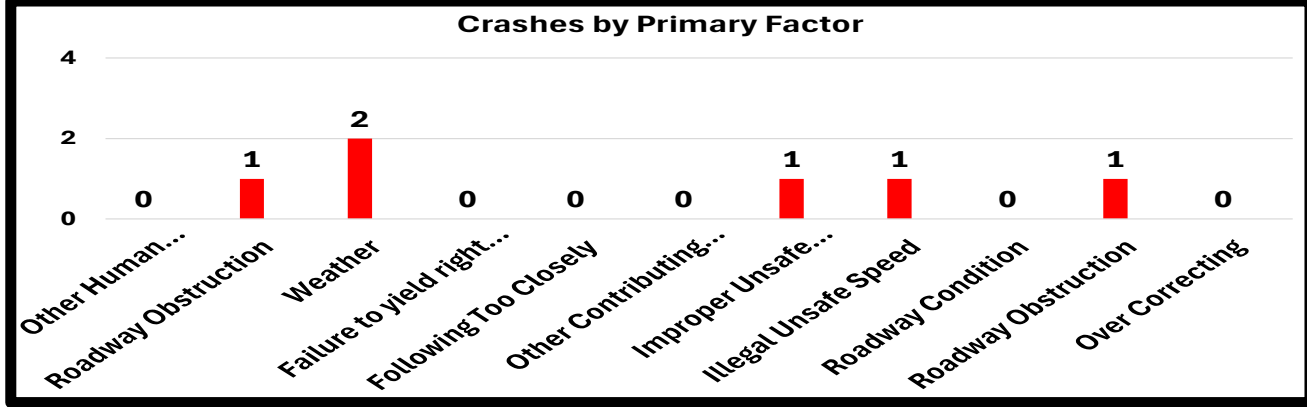
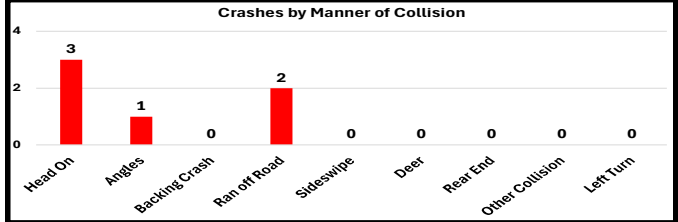
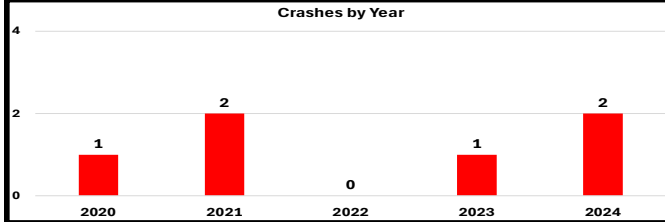
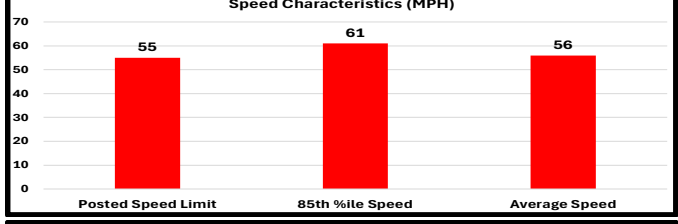
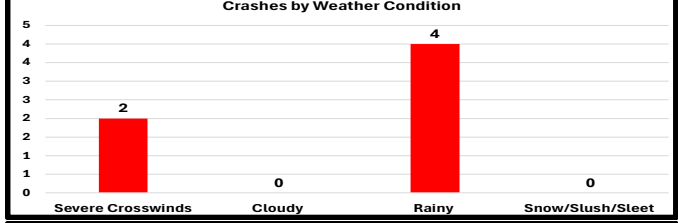
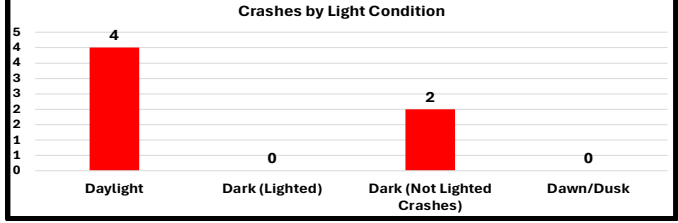
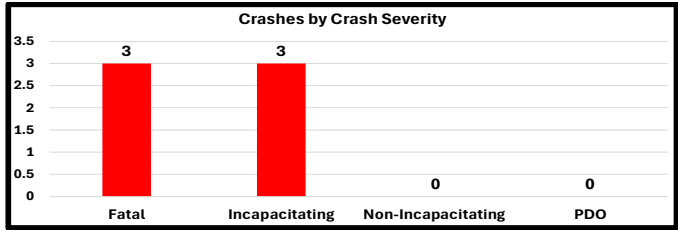
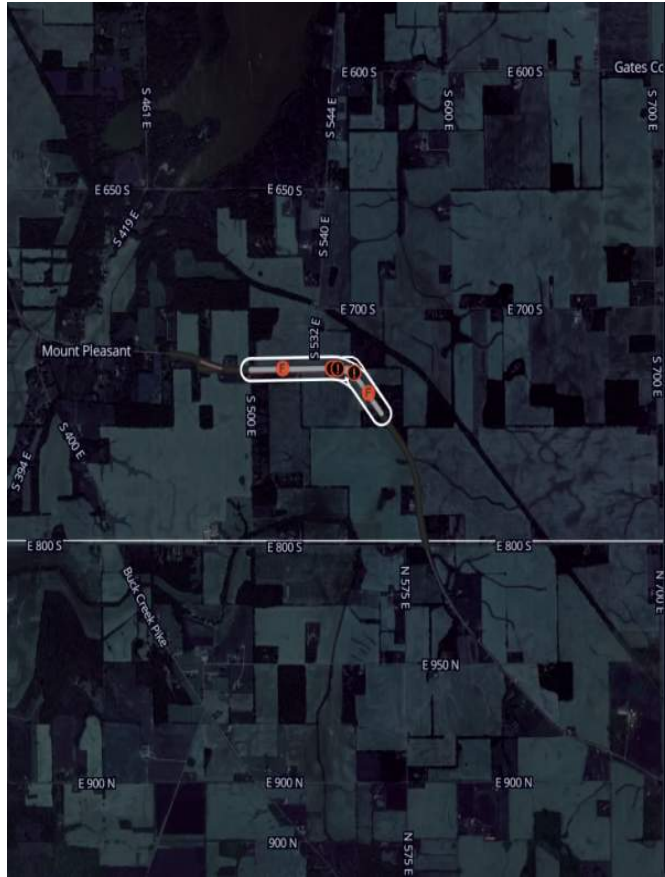




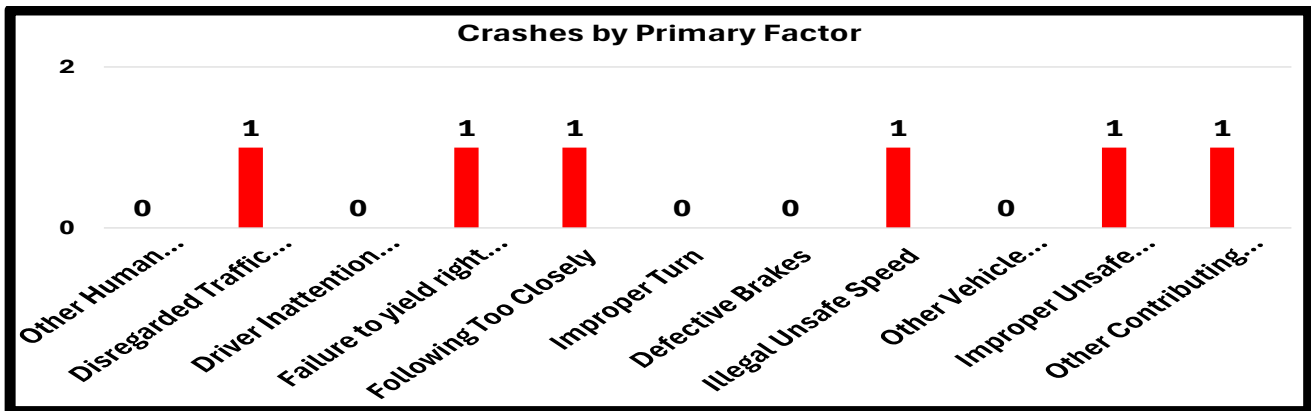
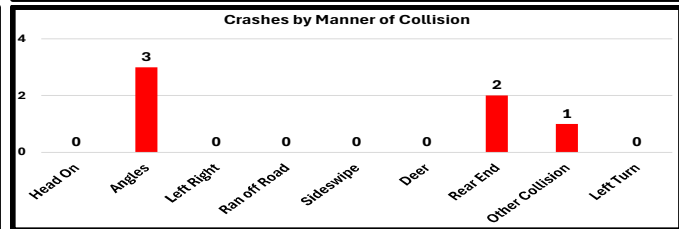
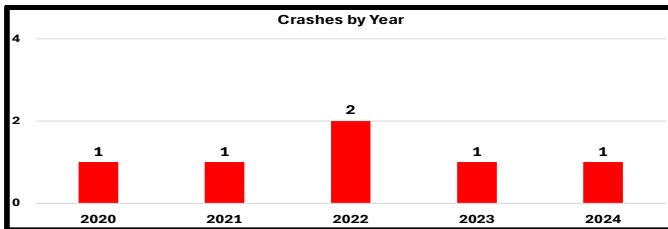
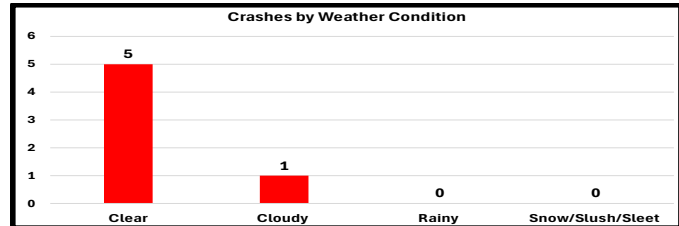
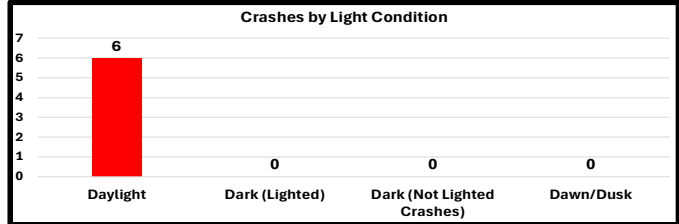
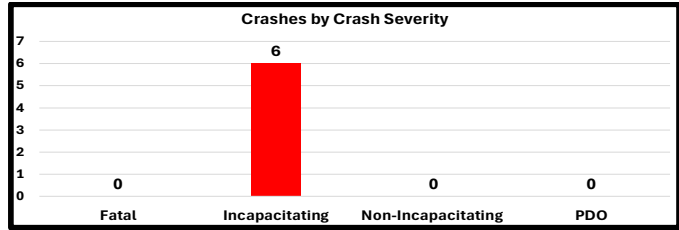
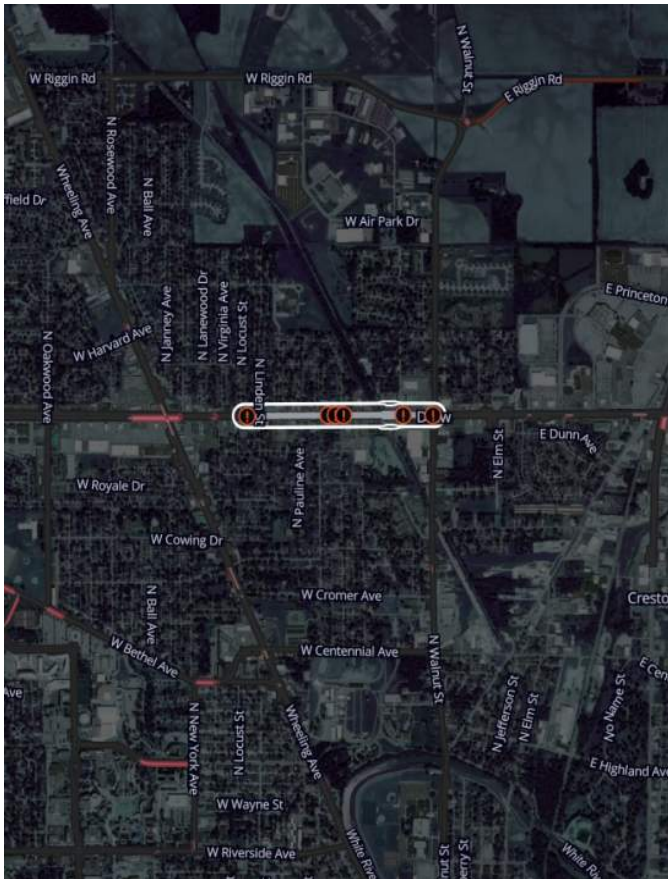


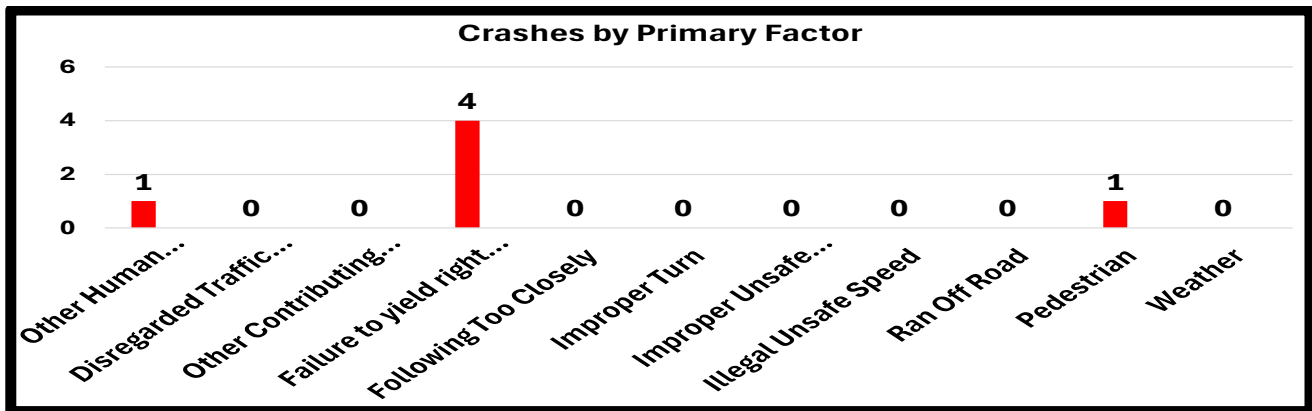
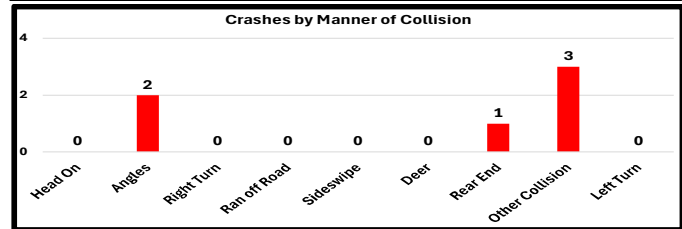
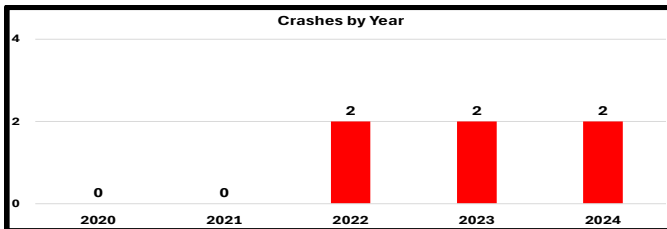
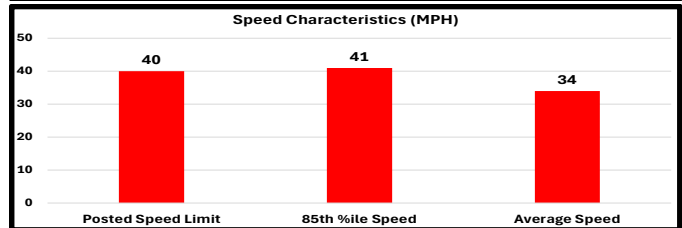
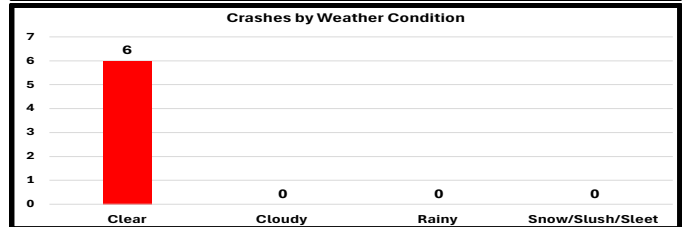
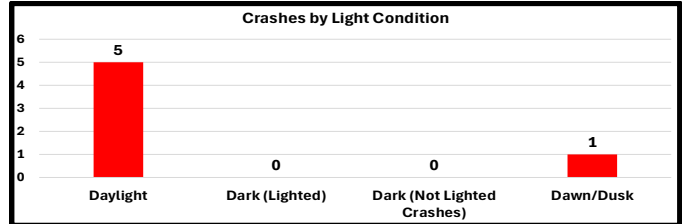
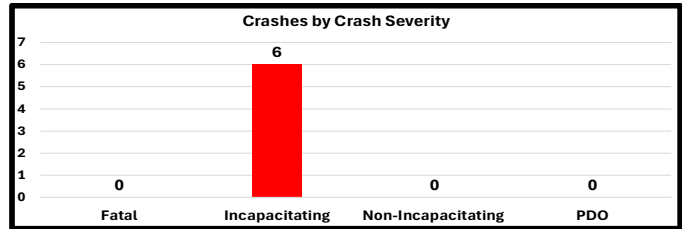
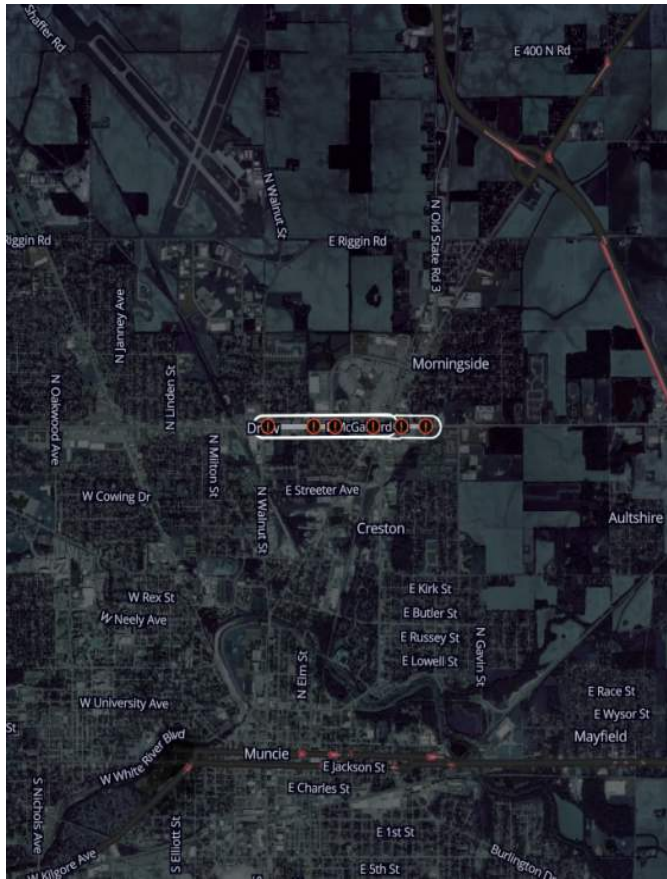


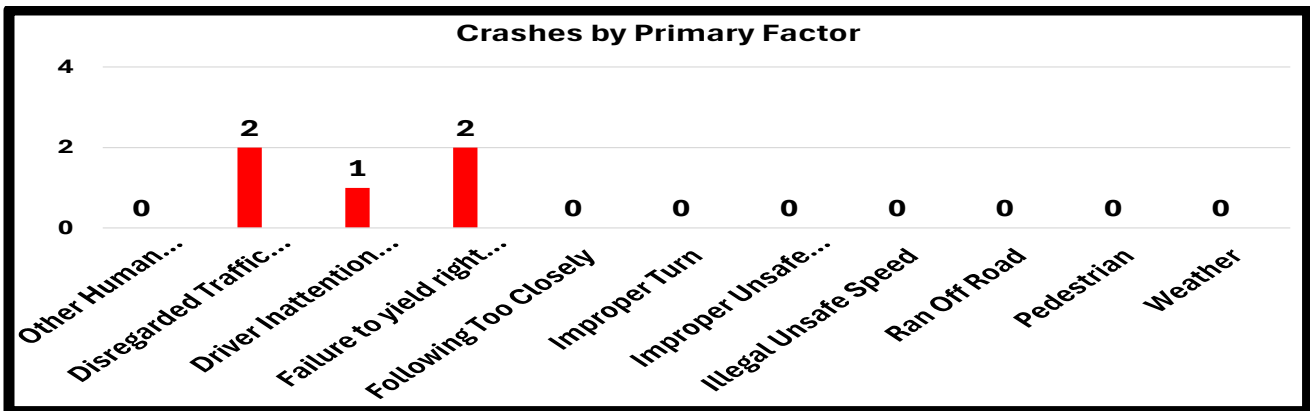
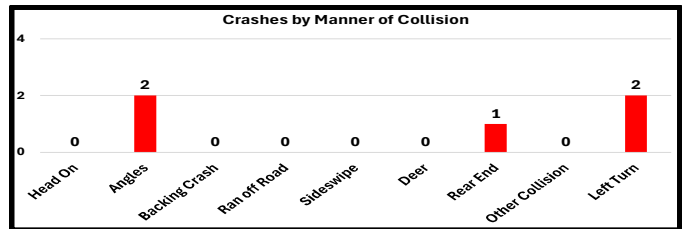
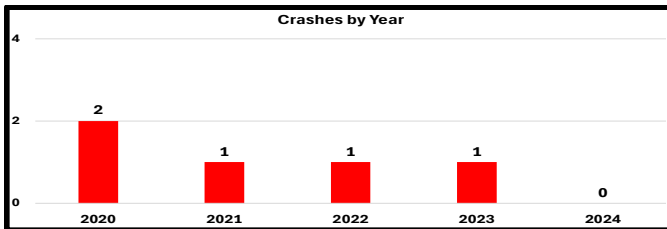
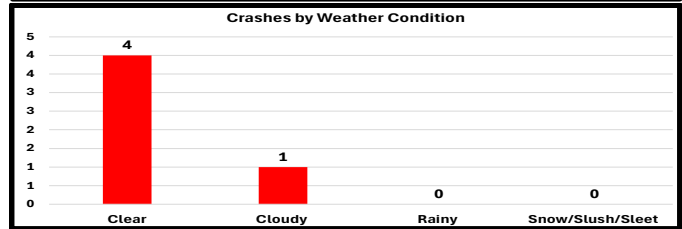
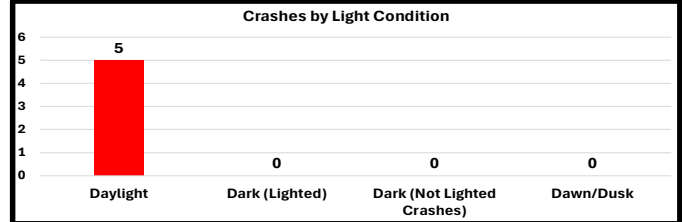
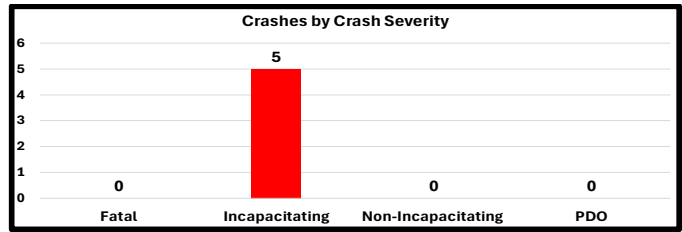
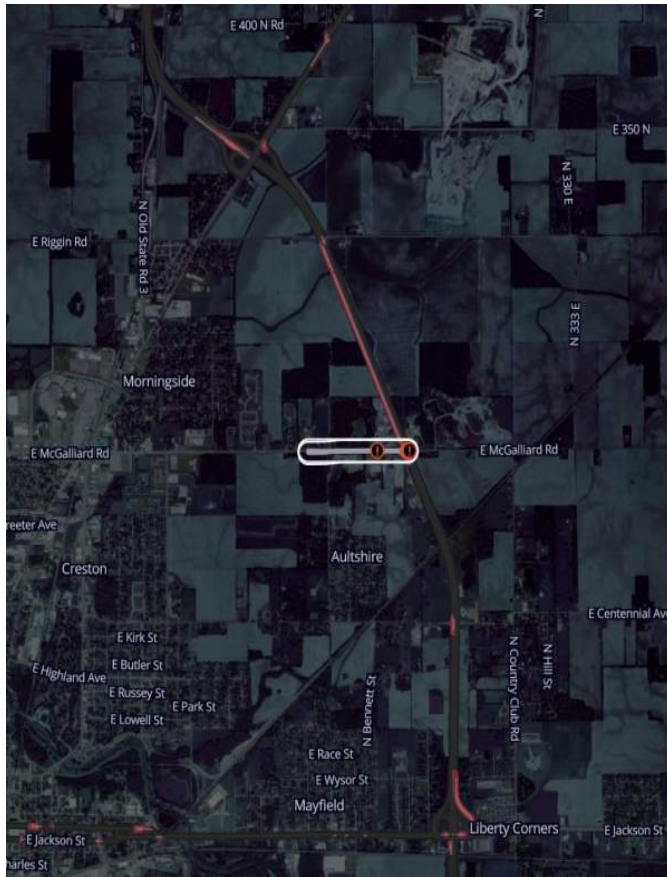


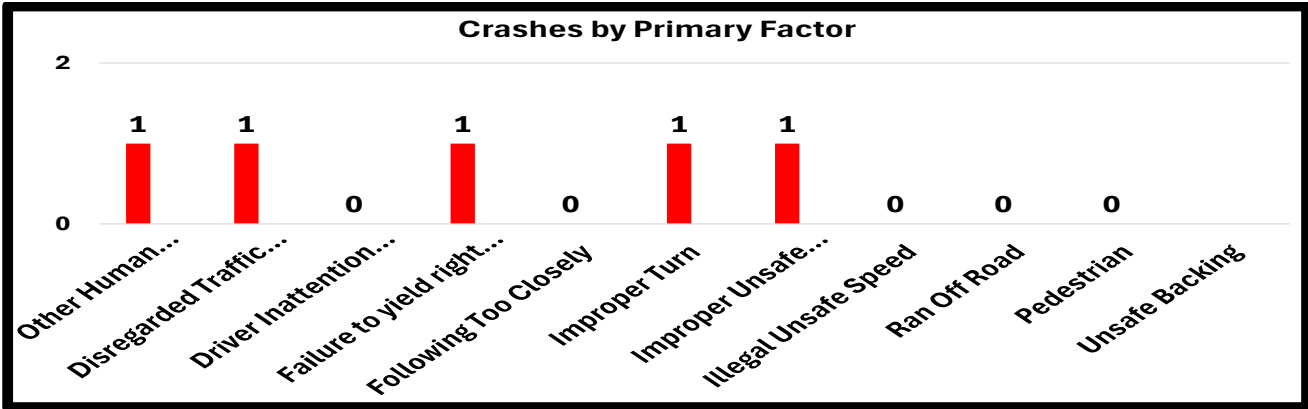
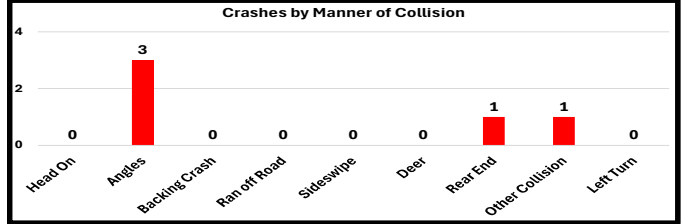
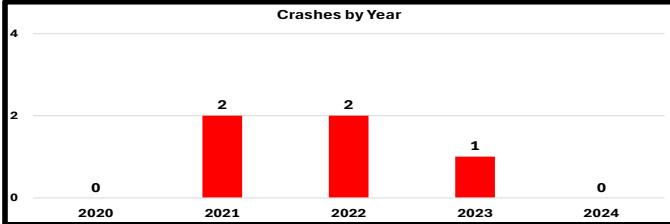
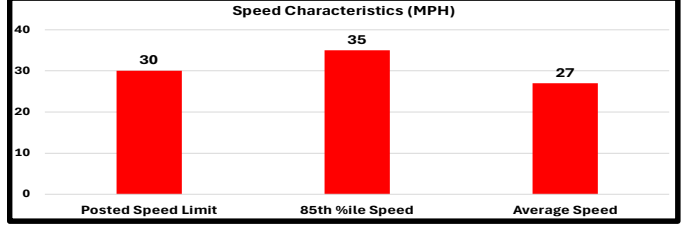
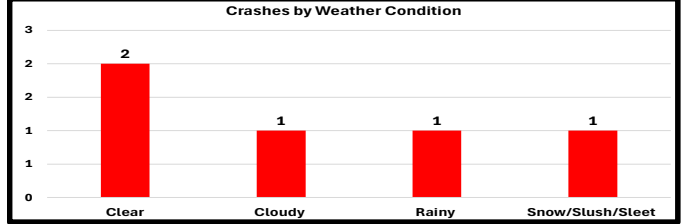
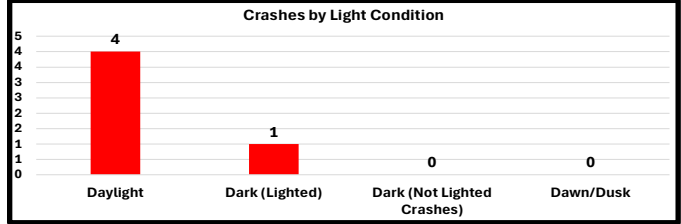
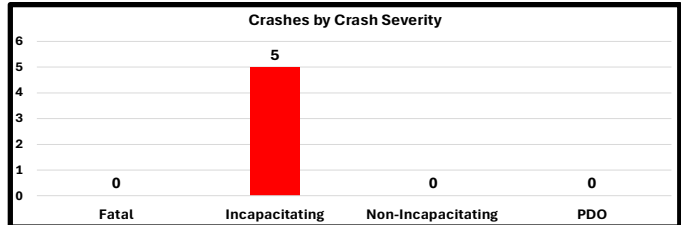
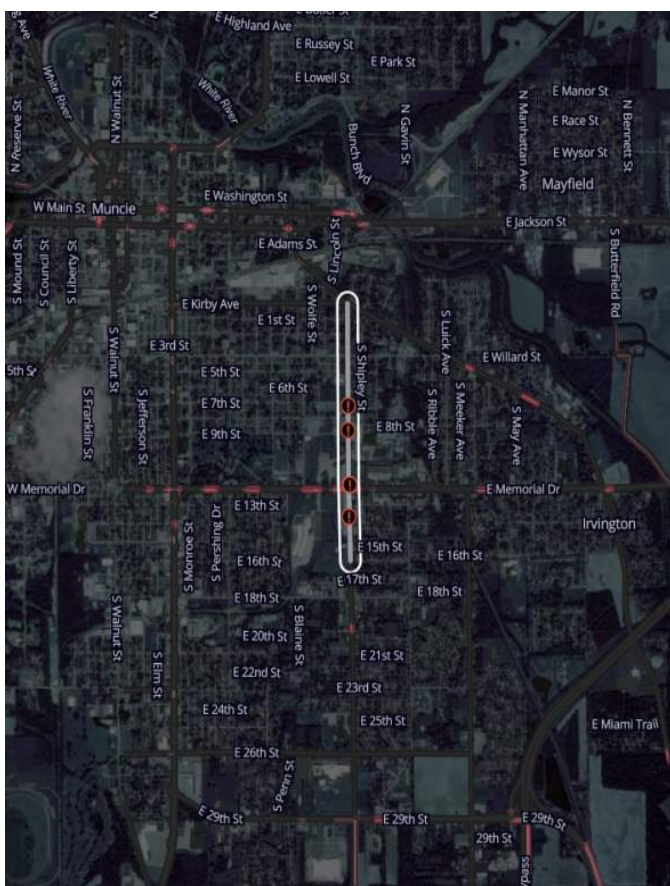


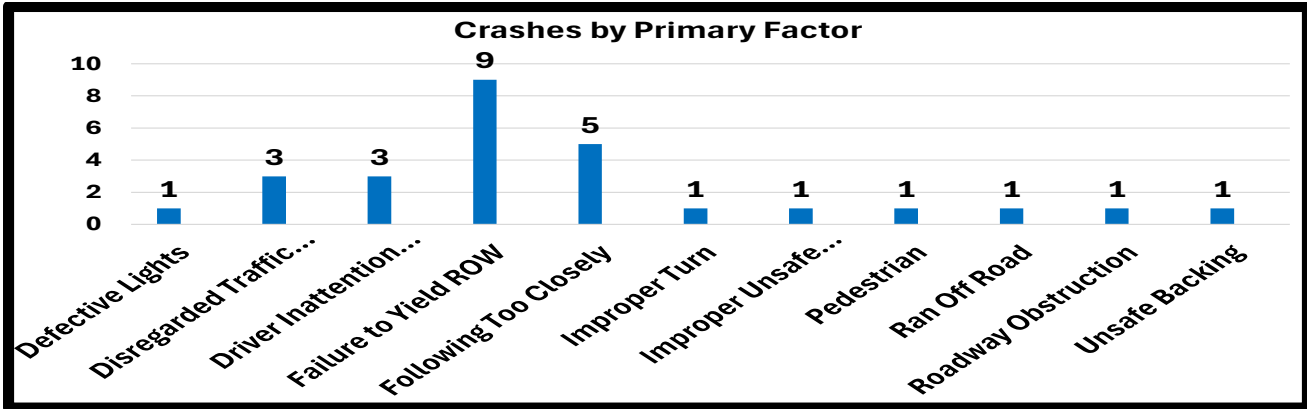
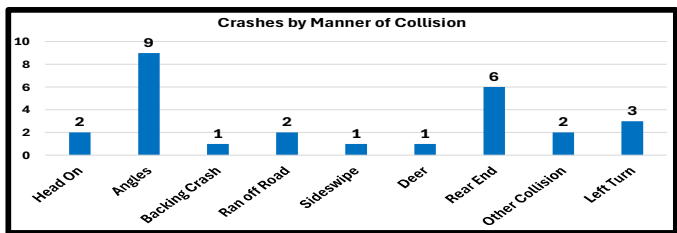
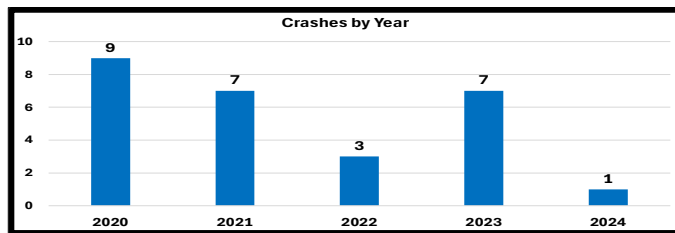
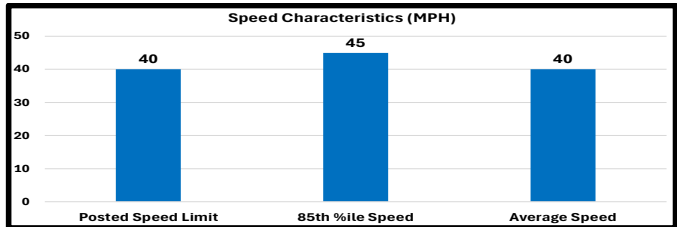
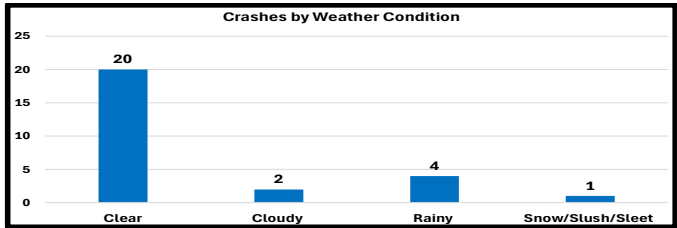
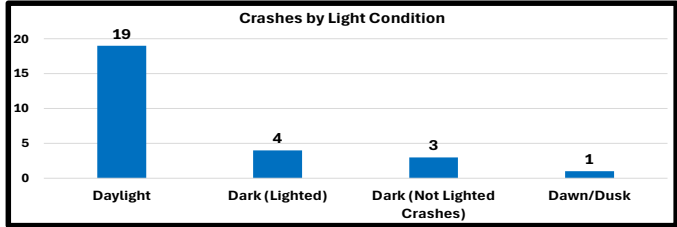
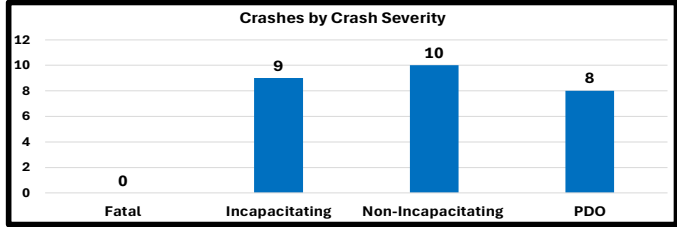
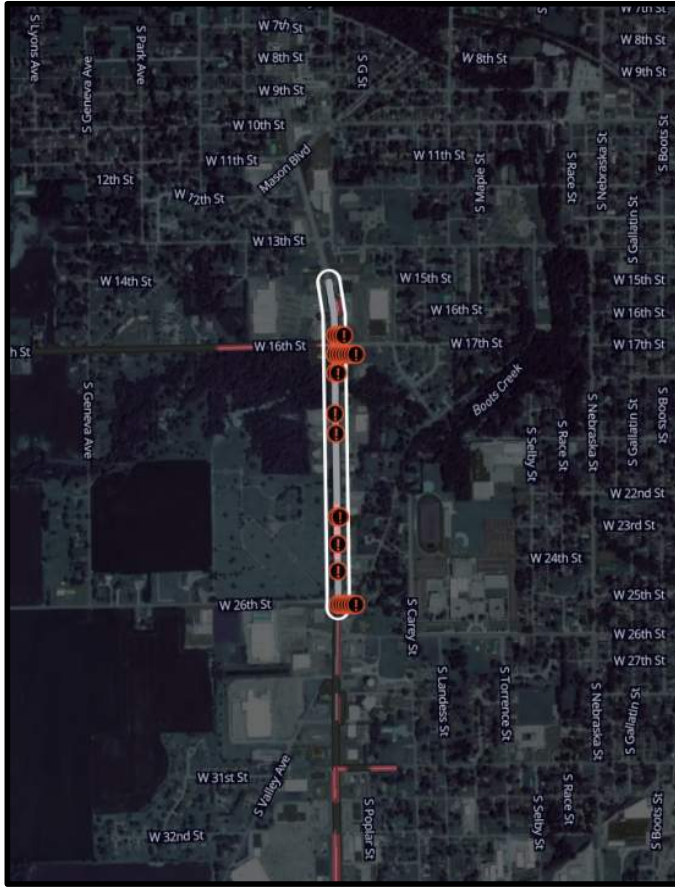
Delaware County, IN  
Safe Streets & Roads for All (SS4A)  
Comprehensive Safety Action Plan (CSAP)

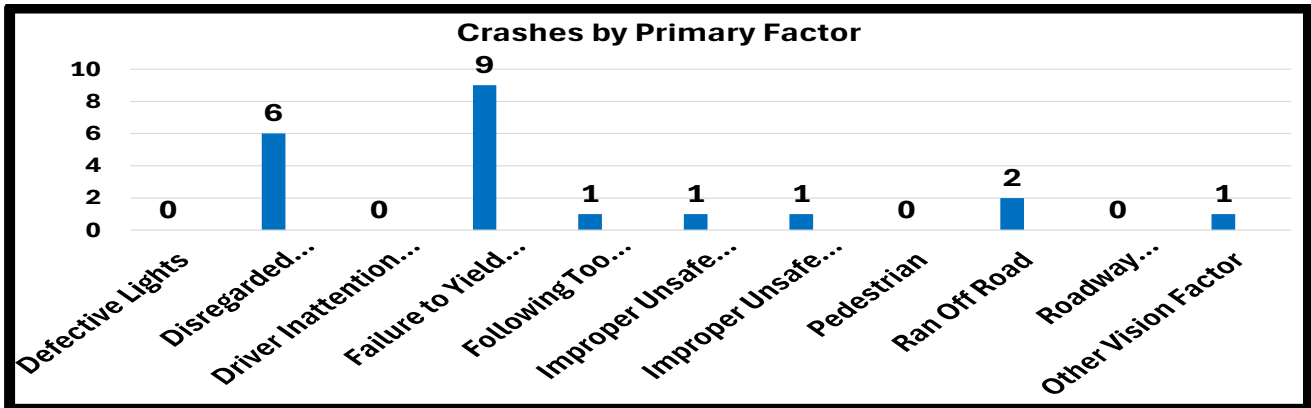
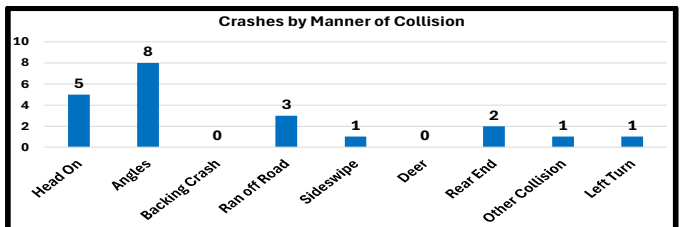
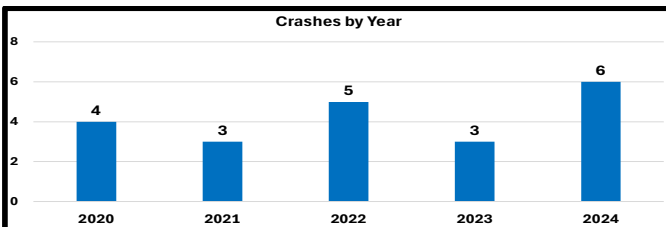
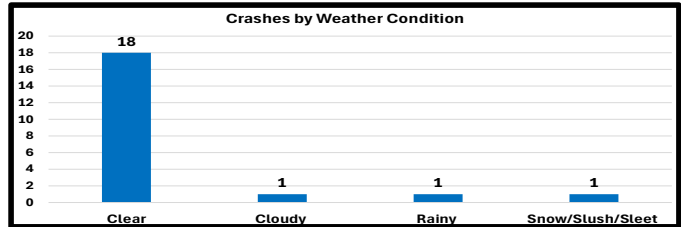
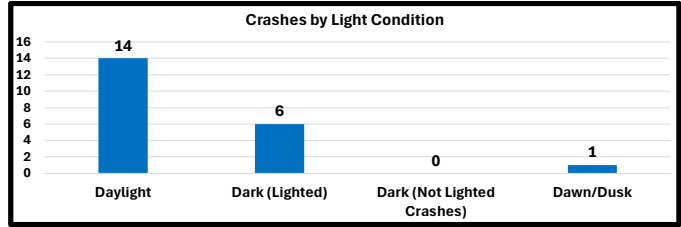
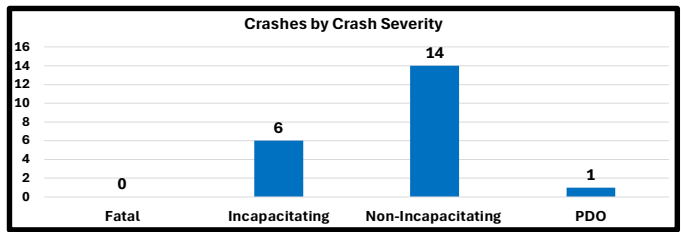
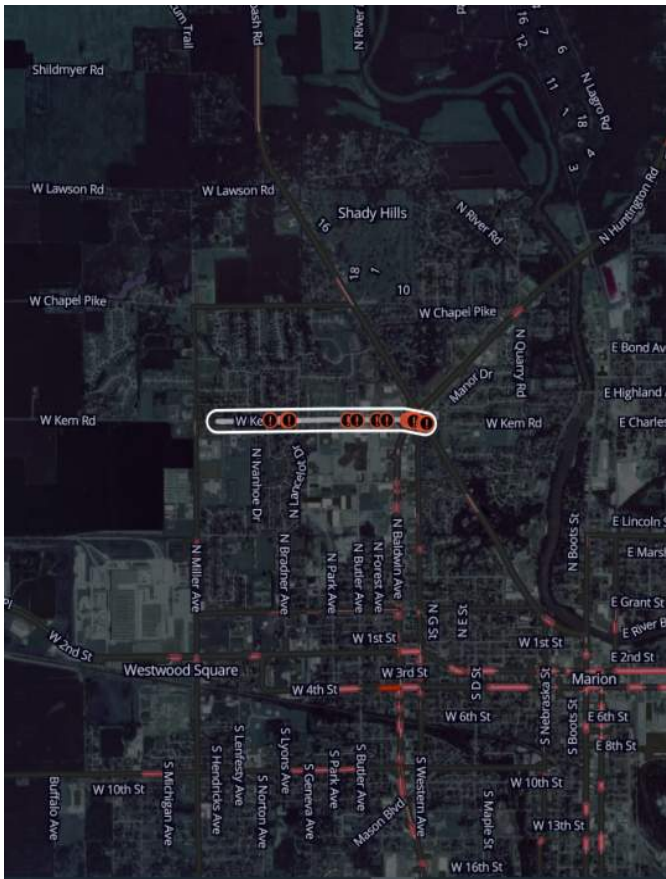


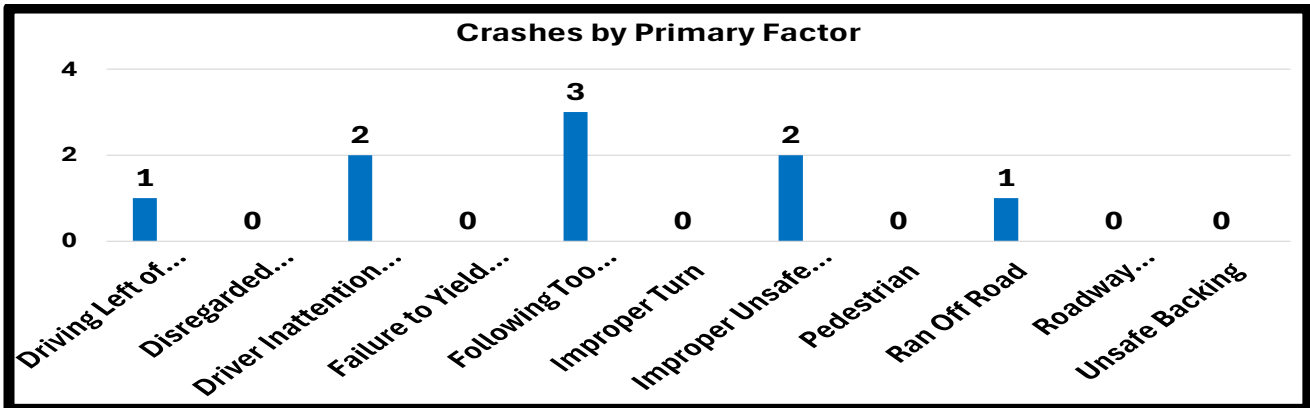
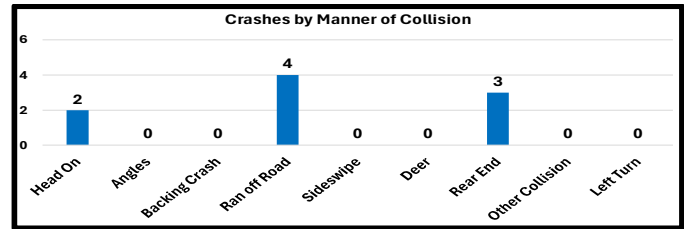
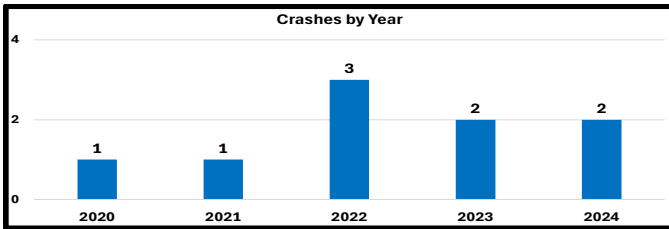
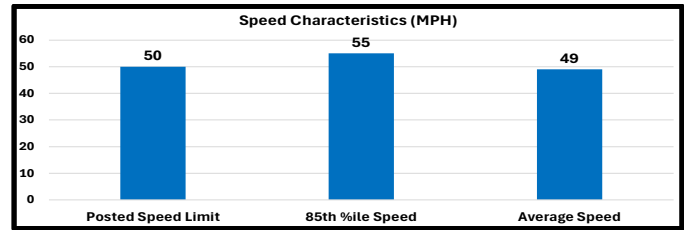
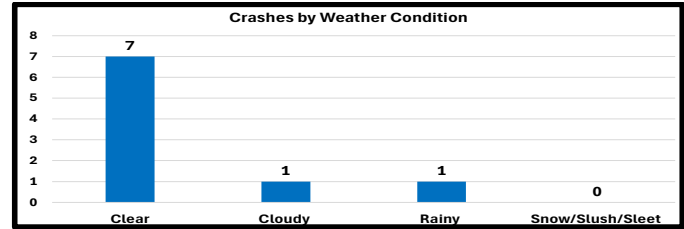
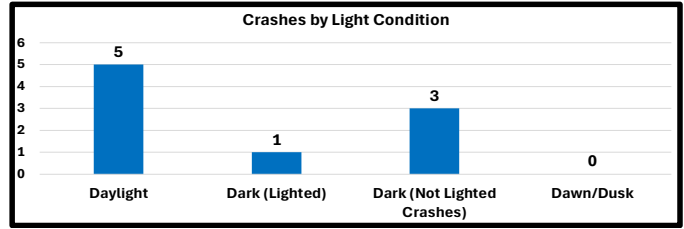
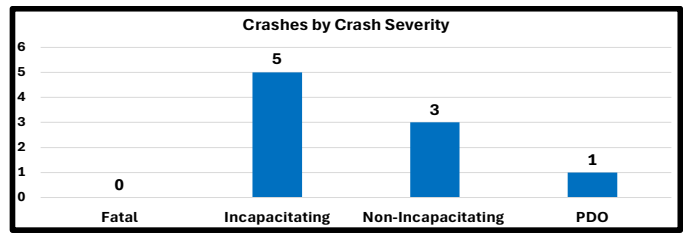
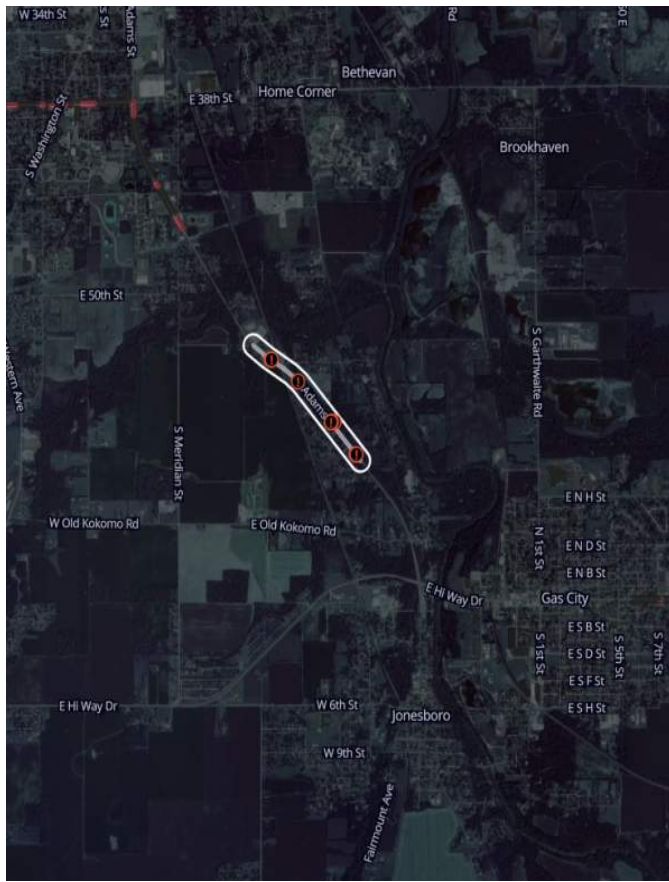


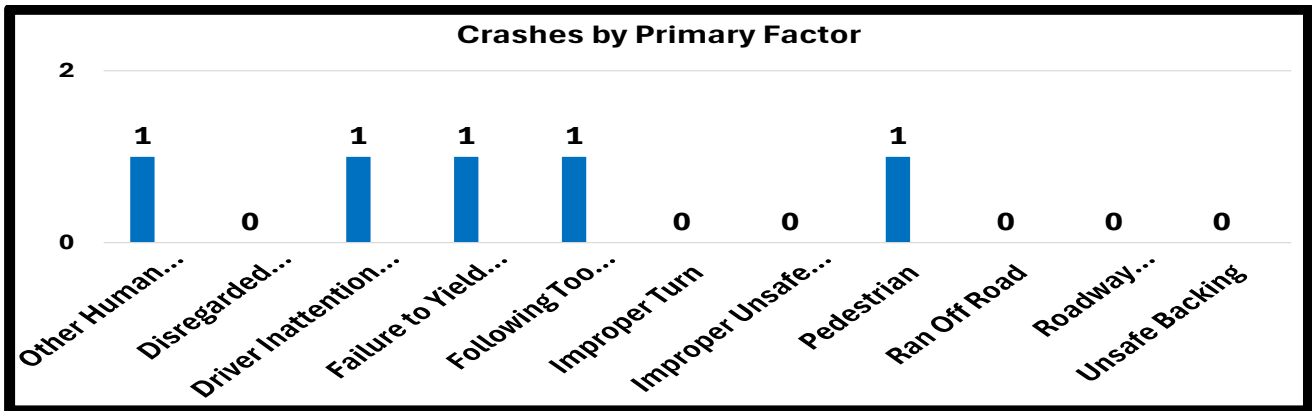
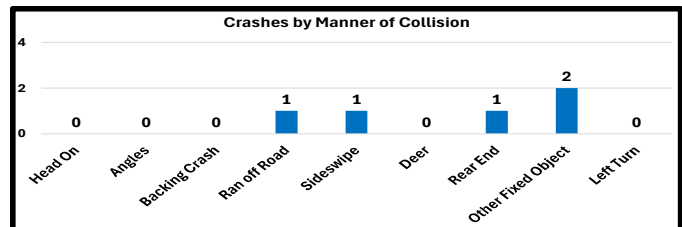
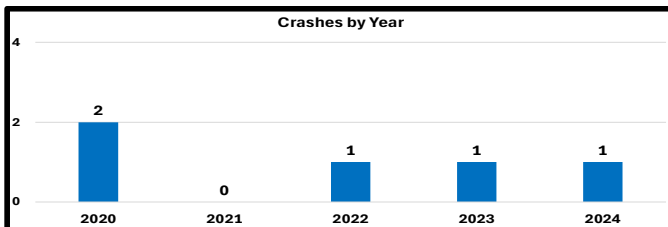
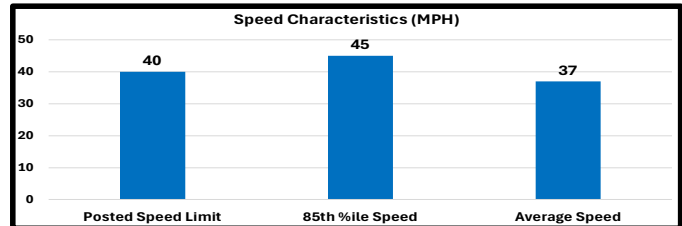
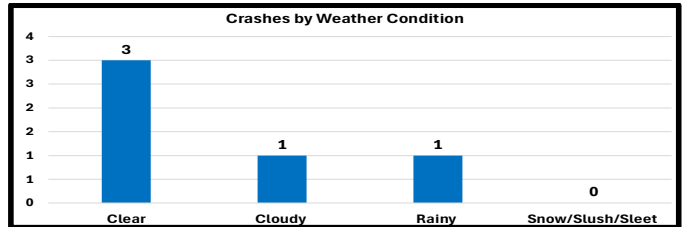
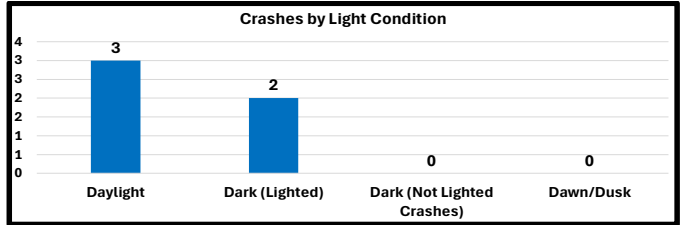
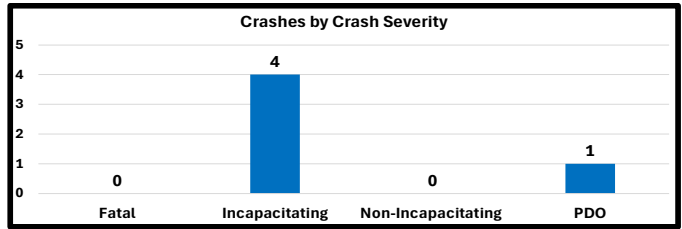
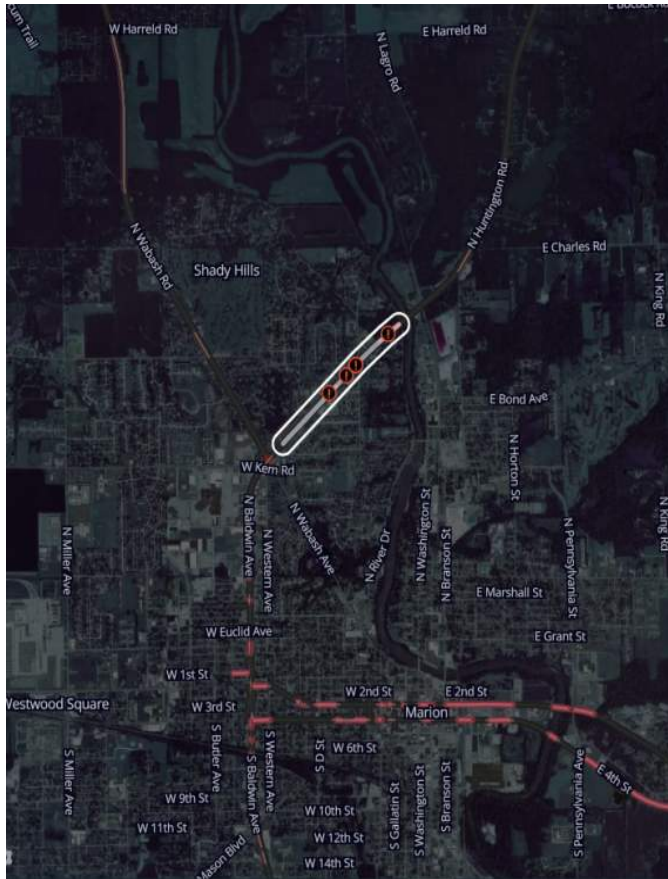


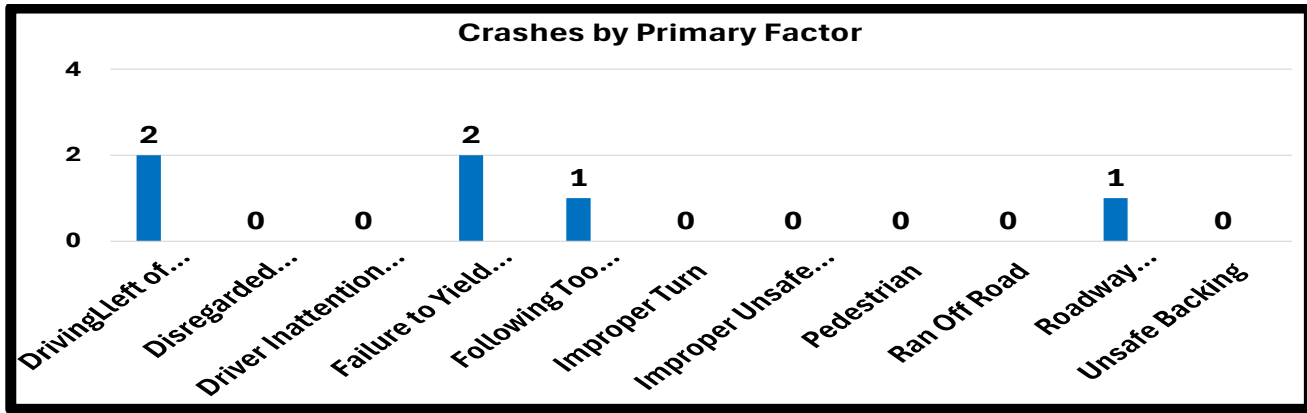
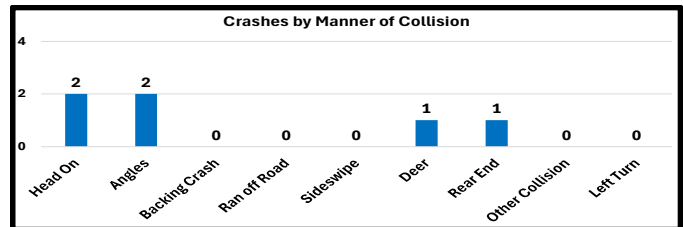
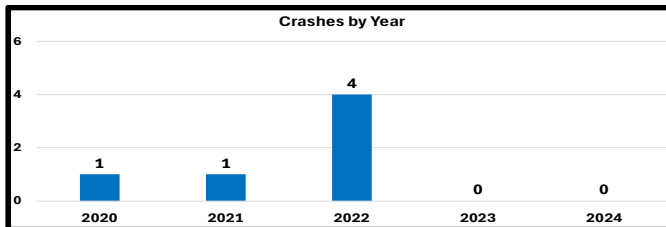
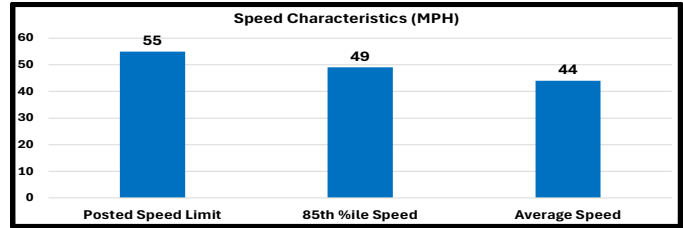
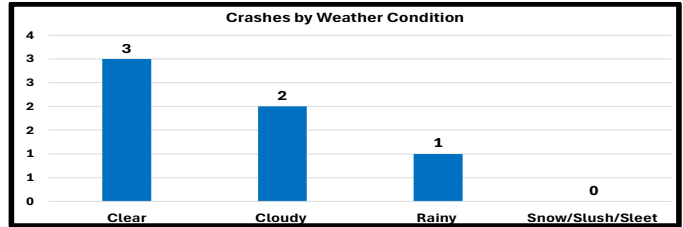
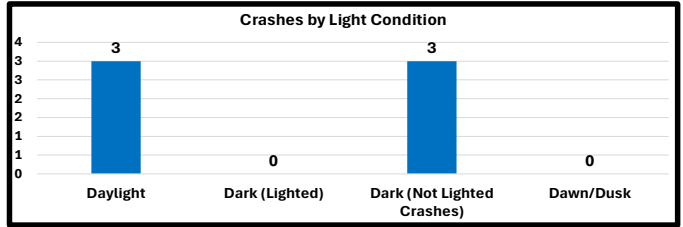
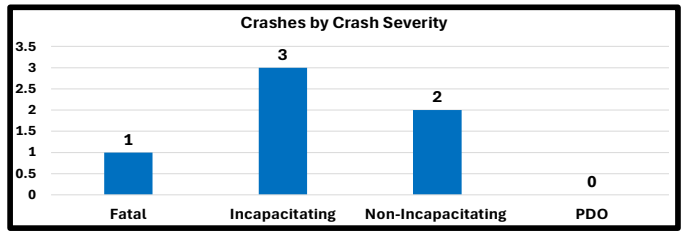
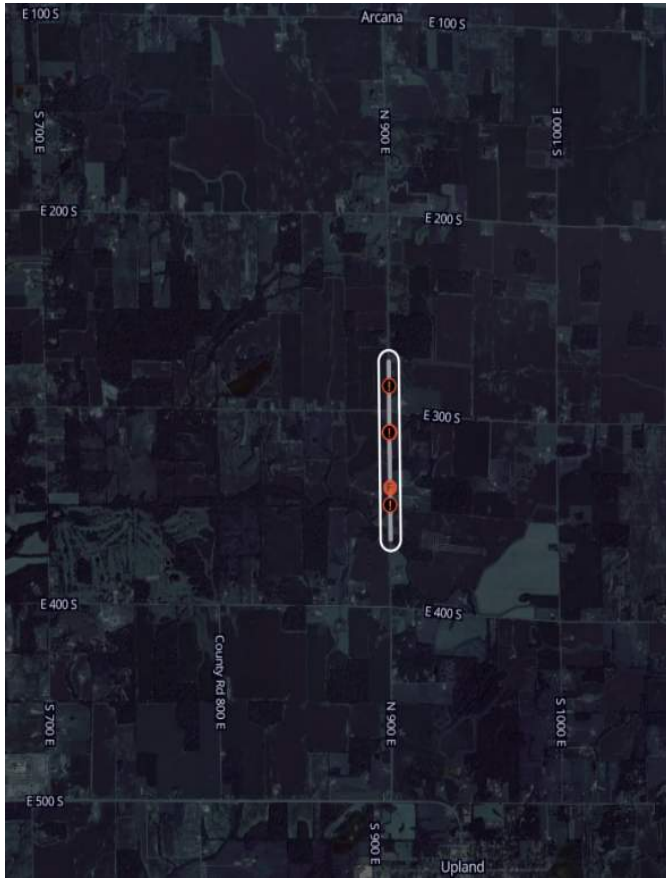


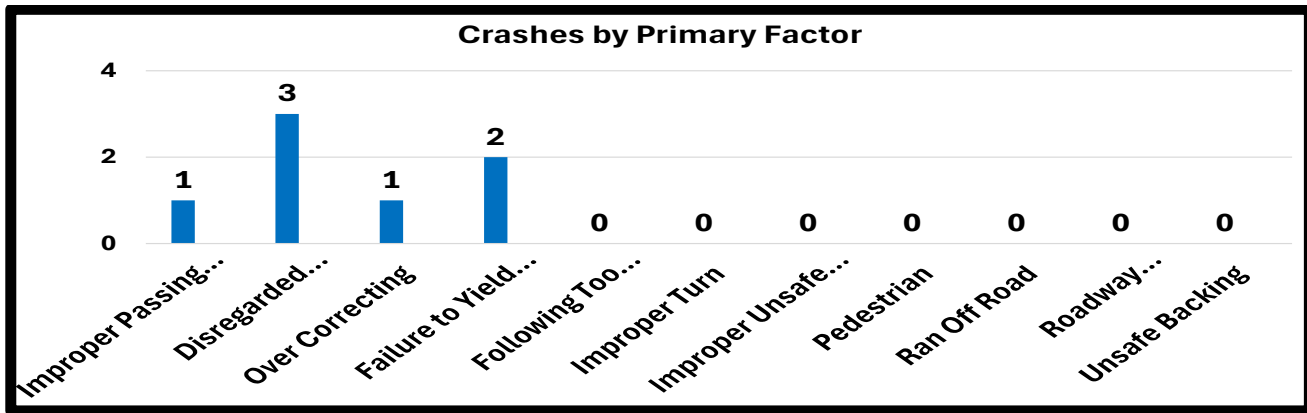
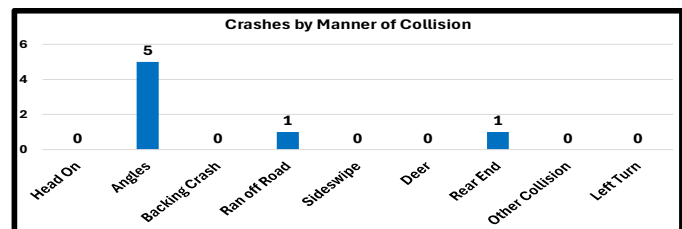
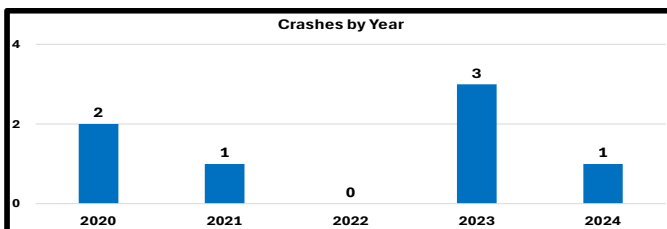
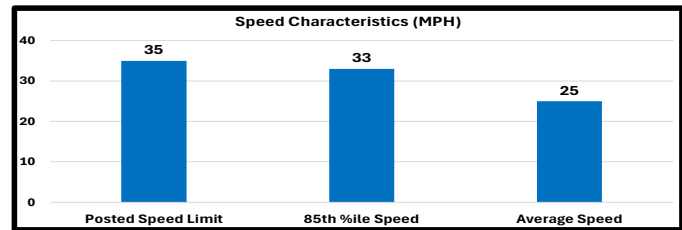
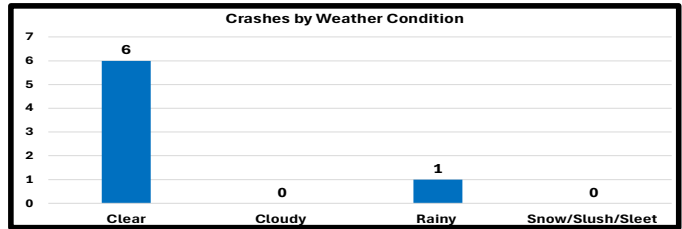
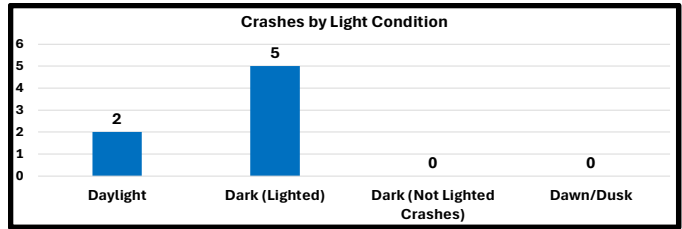
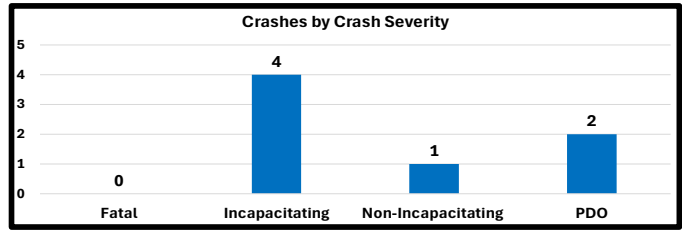
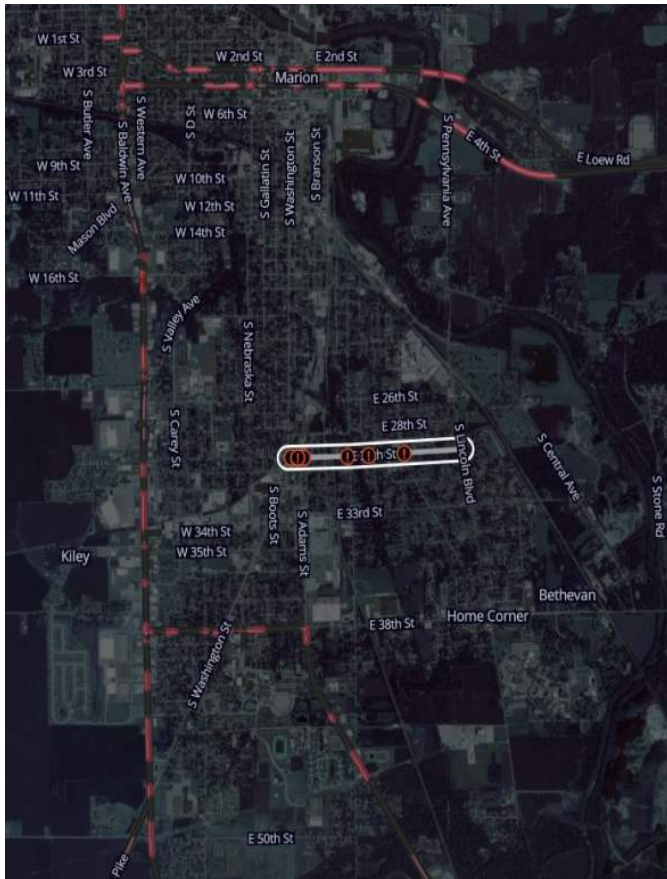


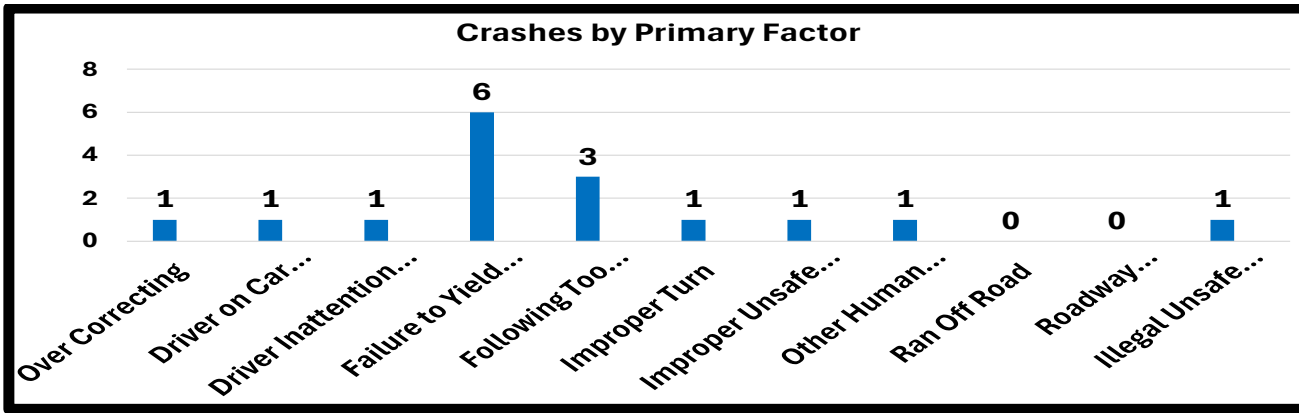
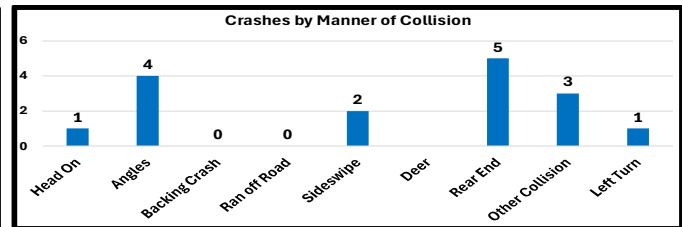
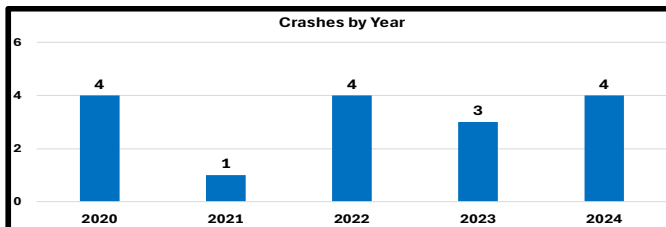
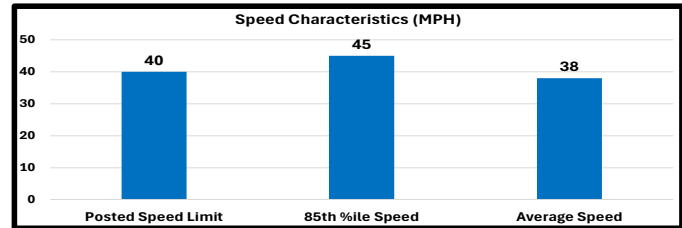
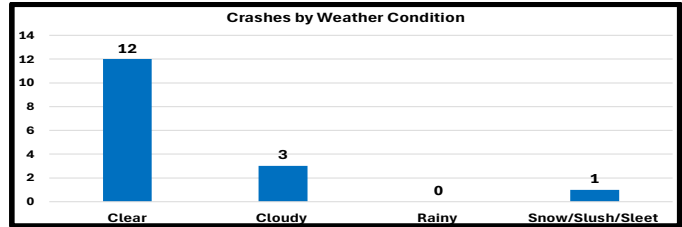
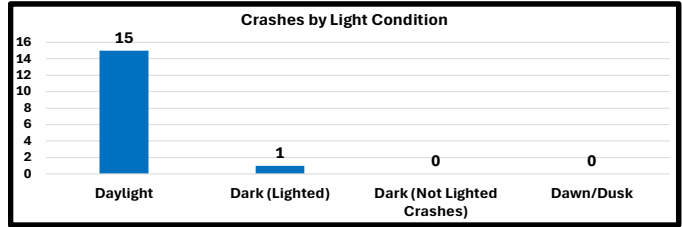
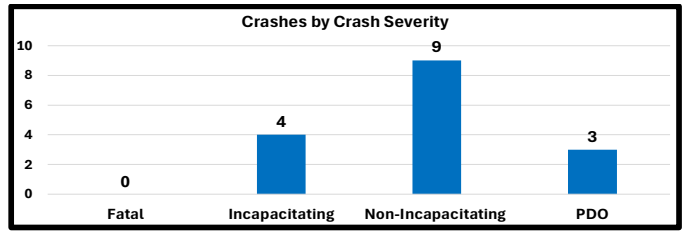
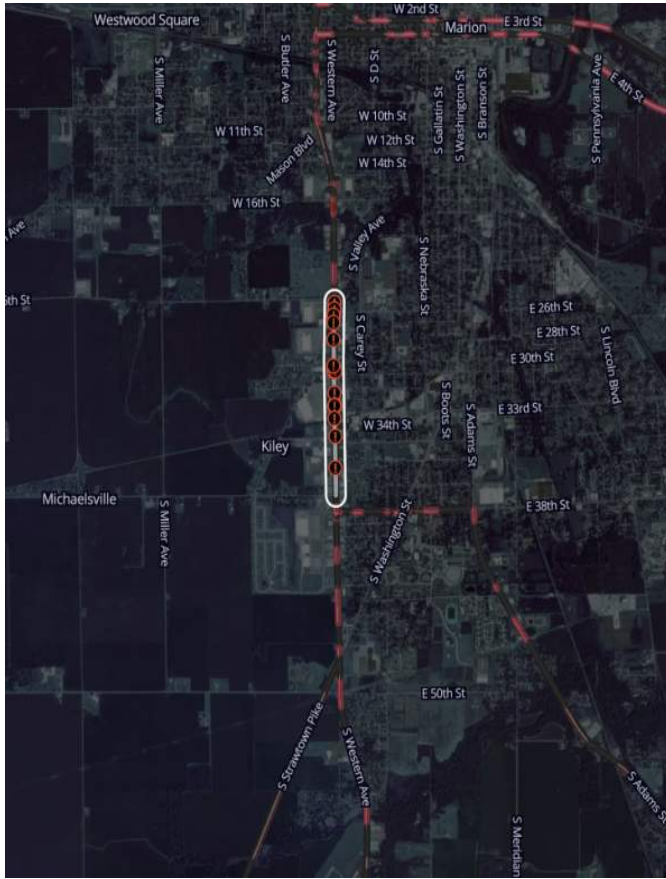


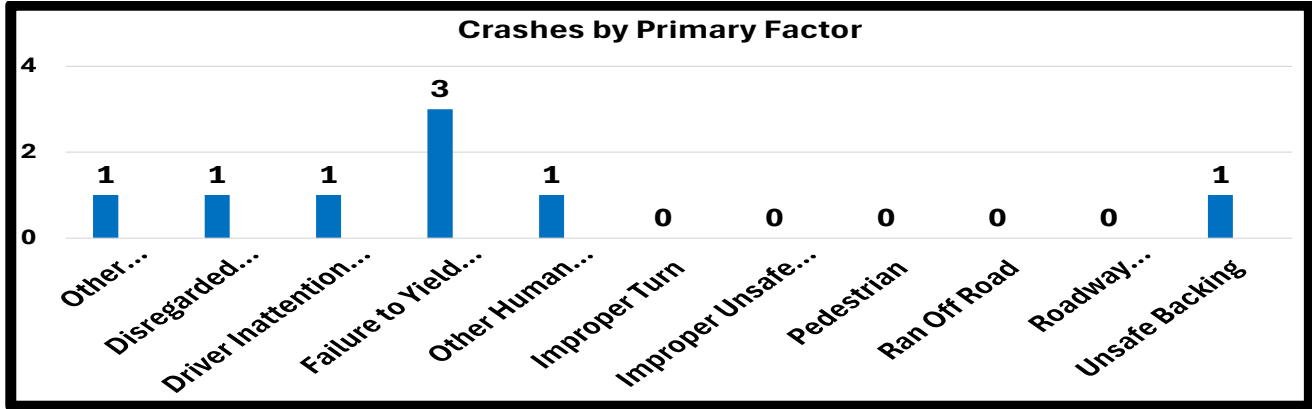
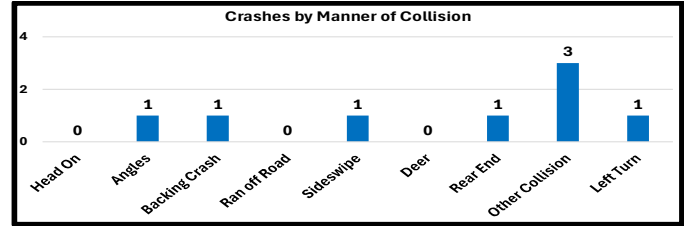
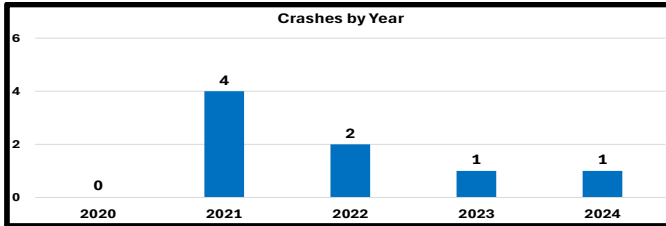
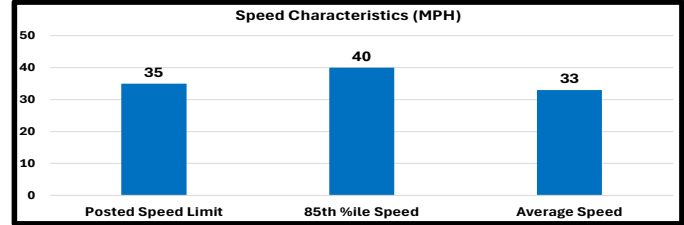
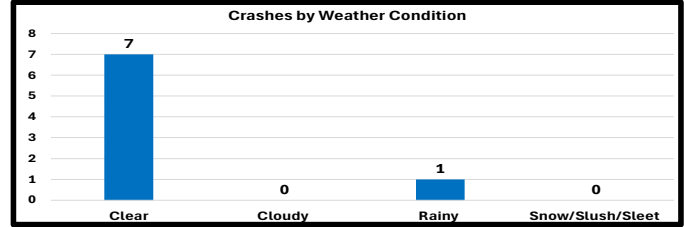
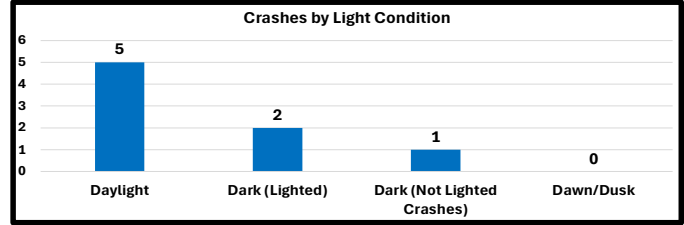
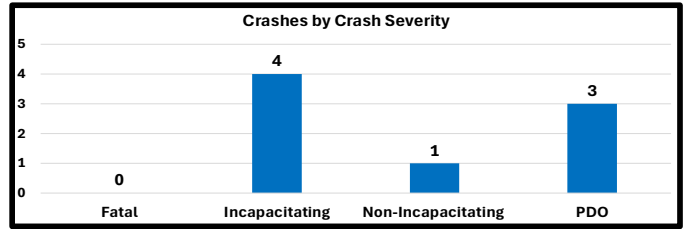
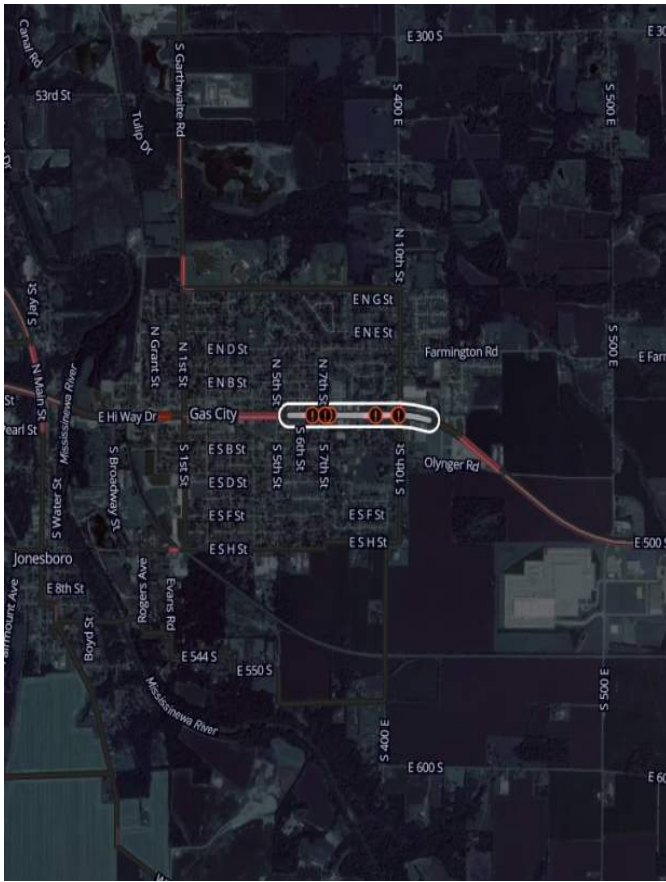


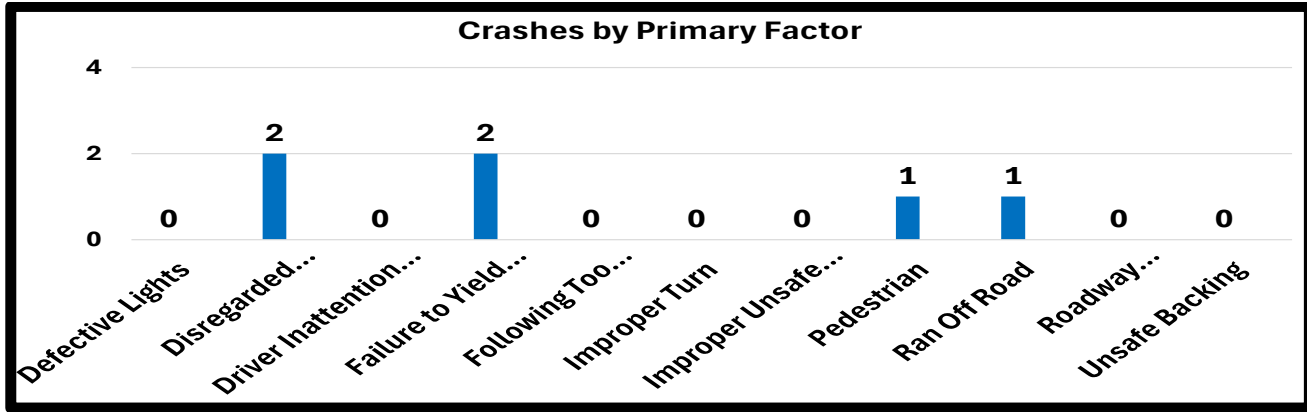
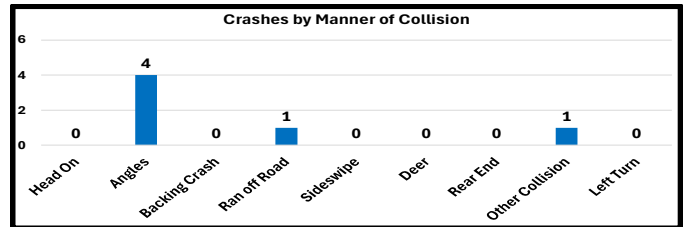
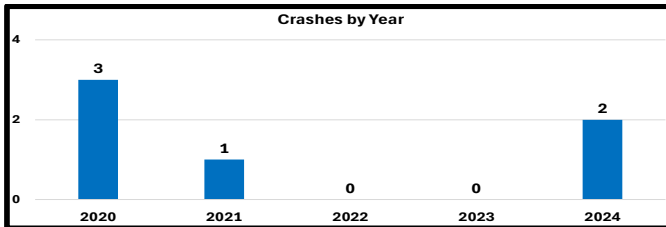
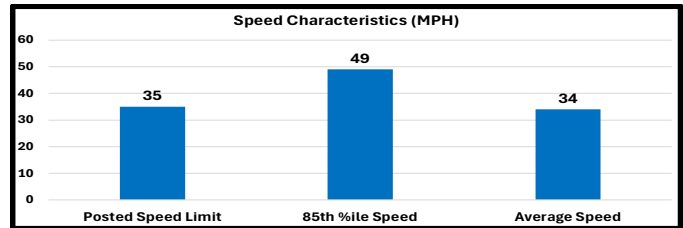
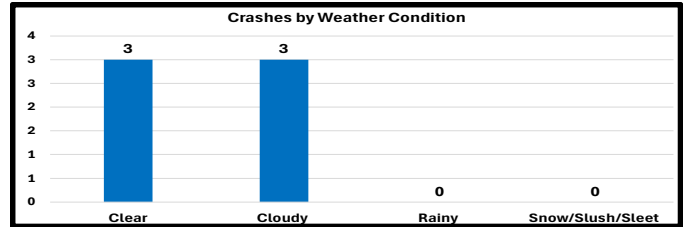
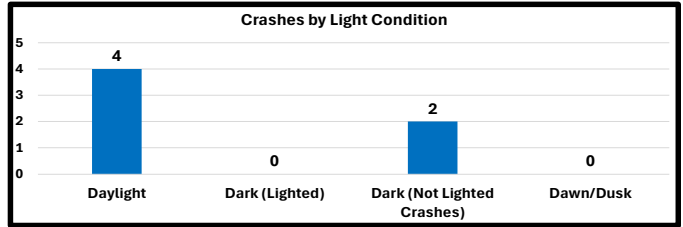
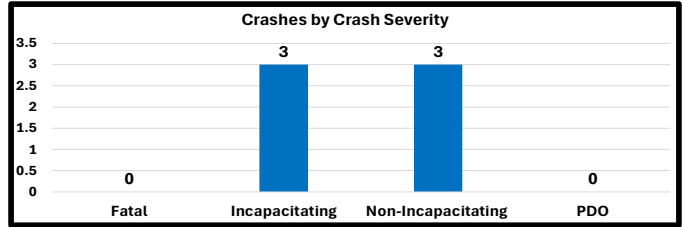
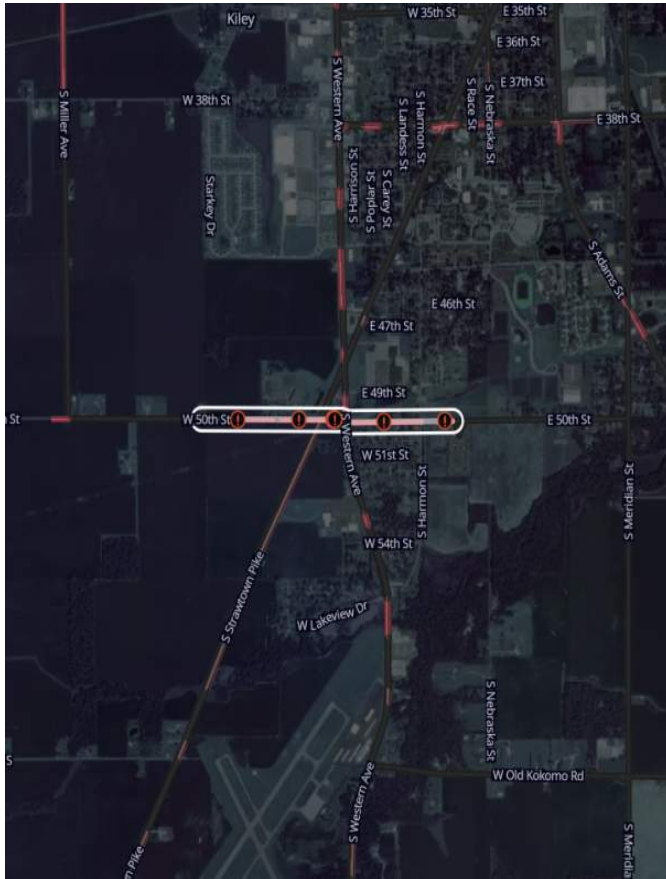


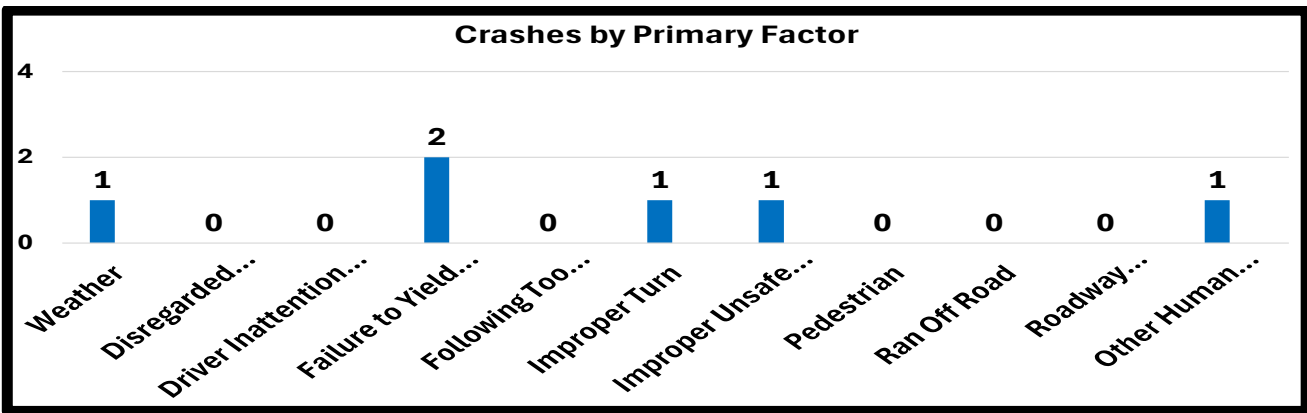
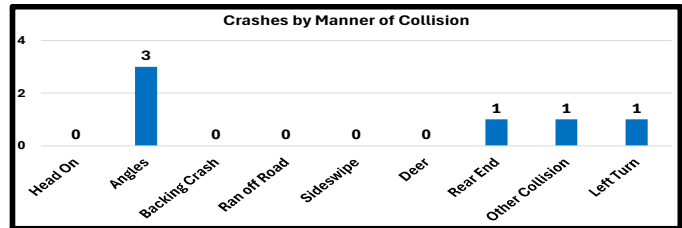
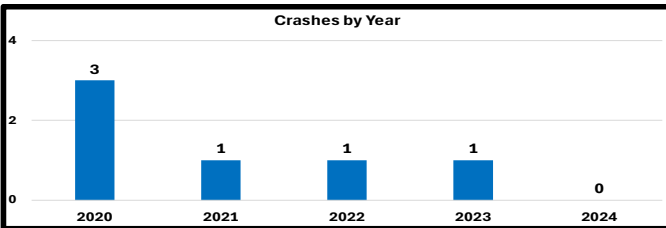
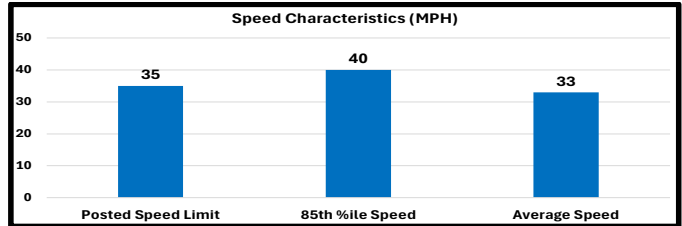
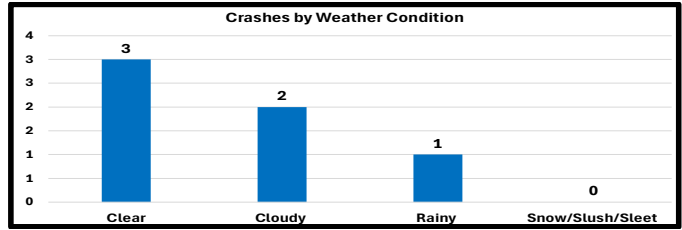
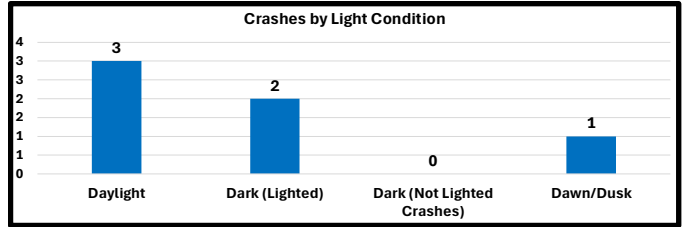
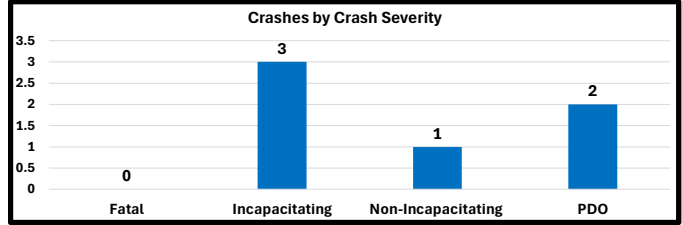
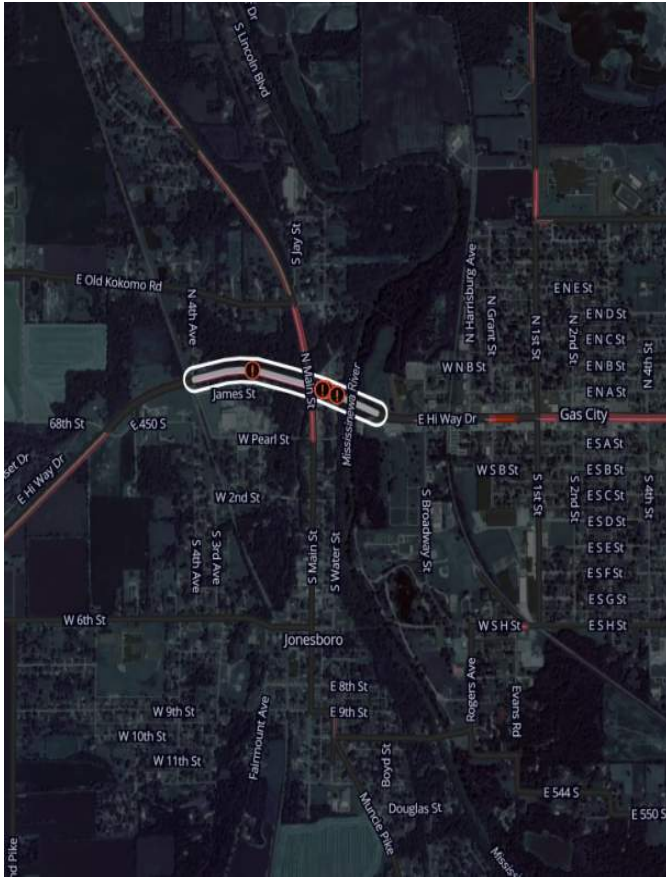


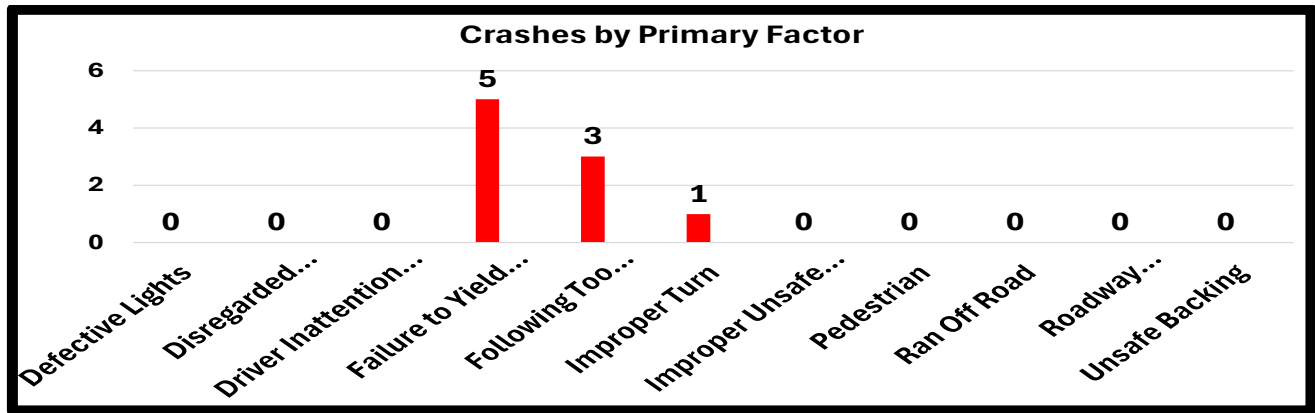
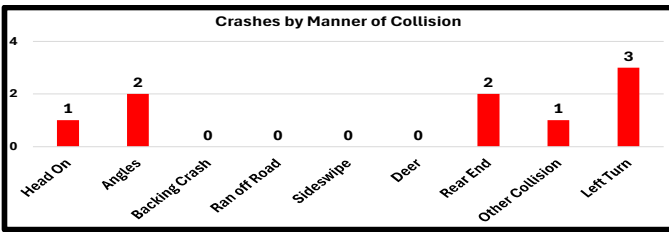
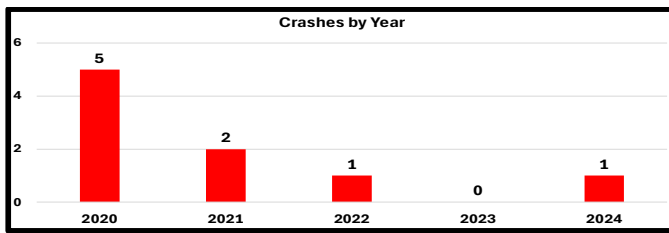
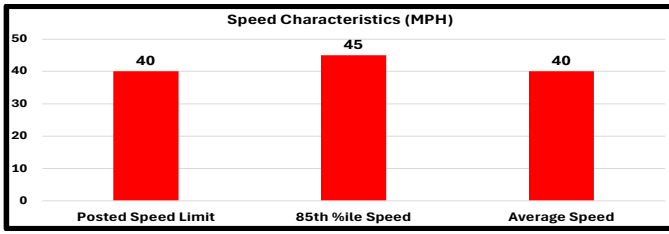
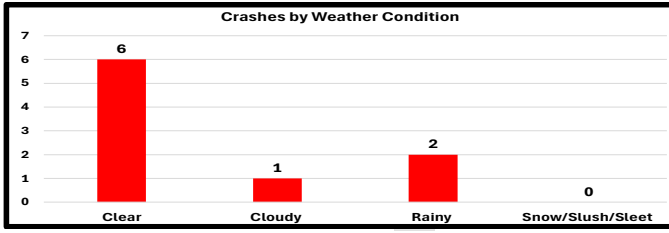
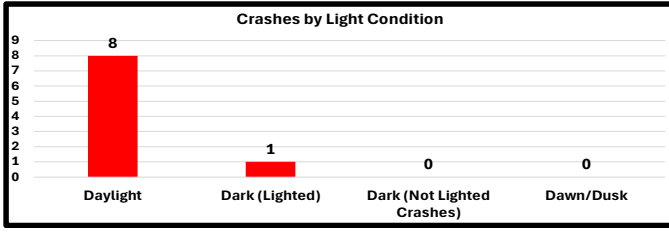
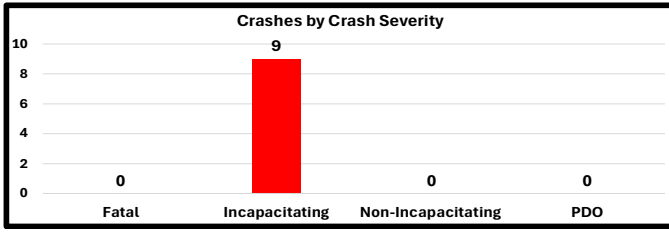
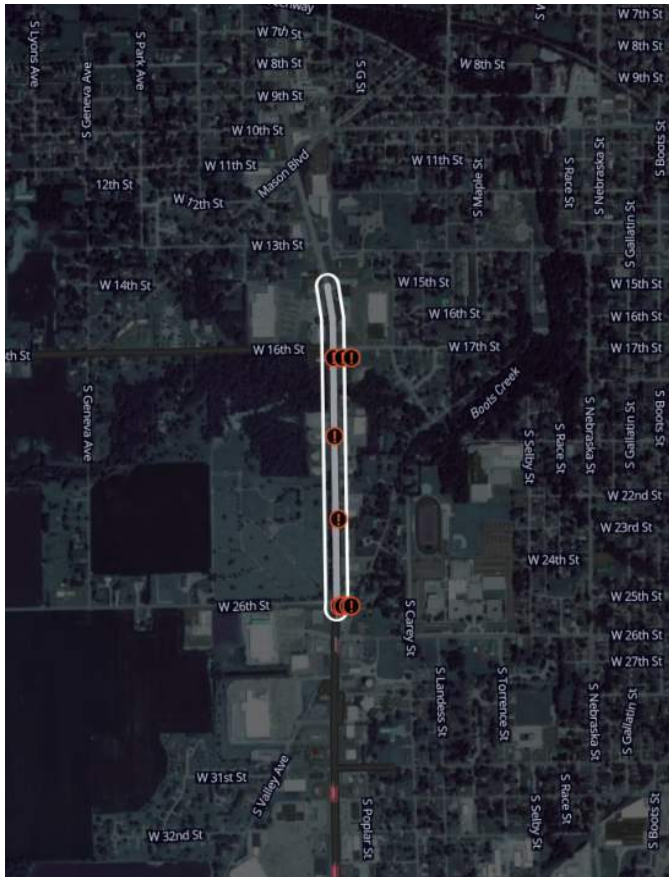


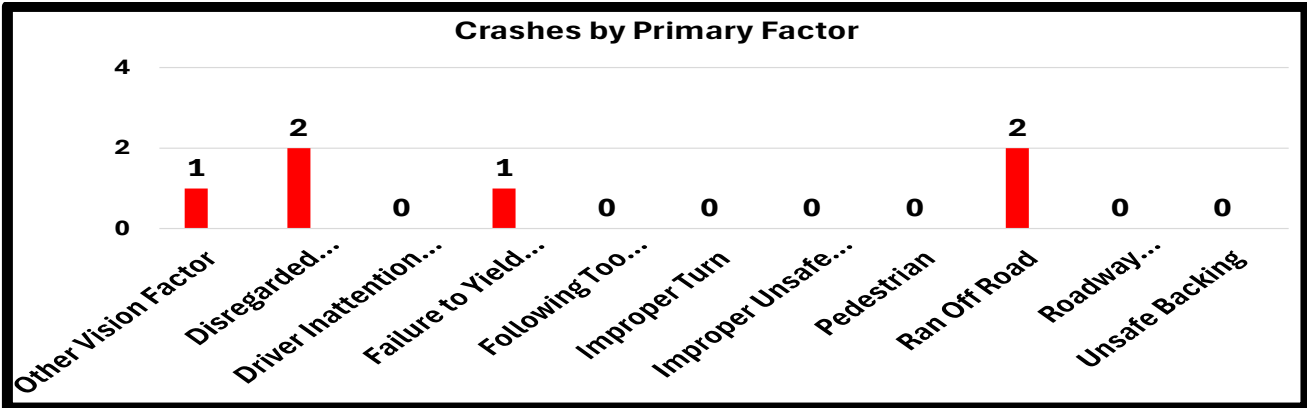
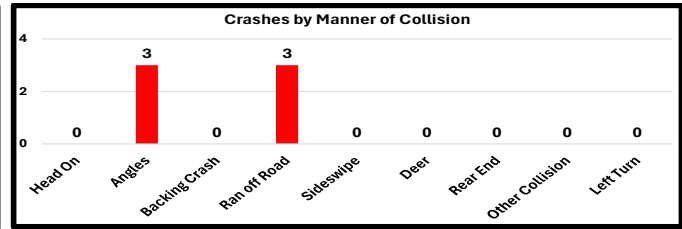
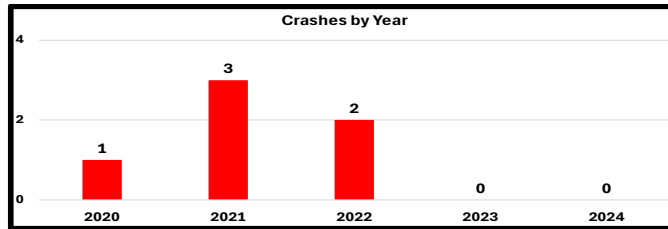
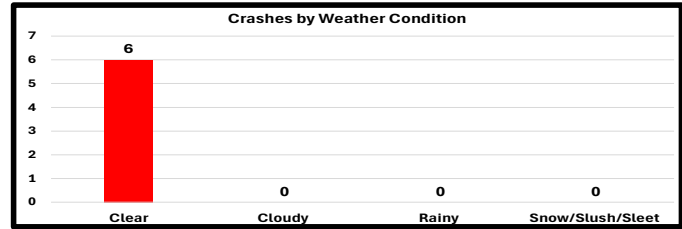
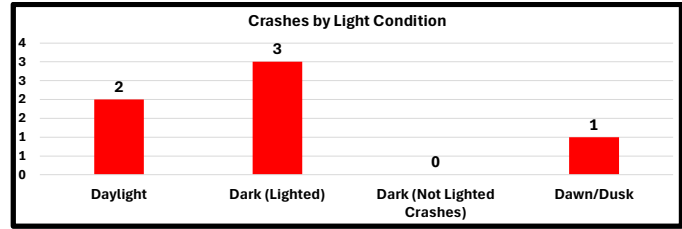
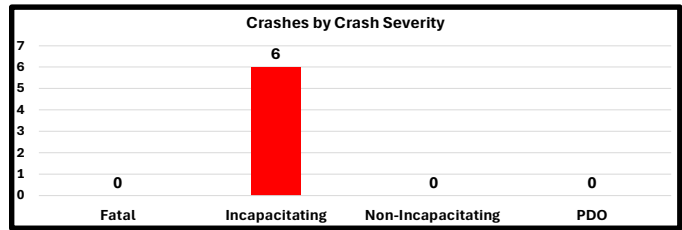
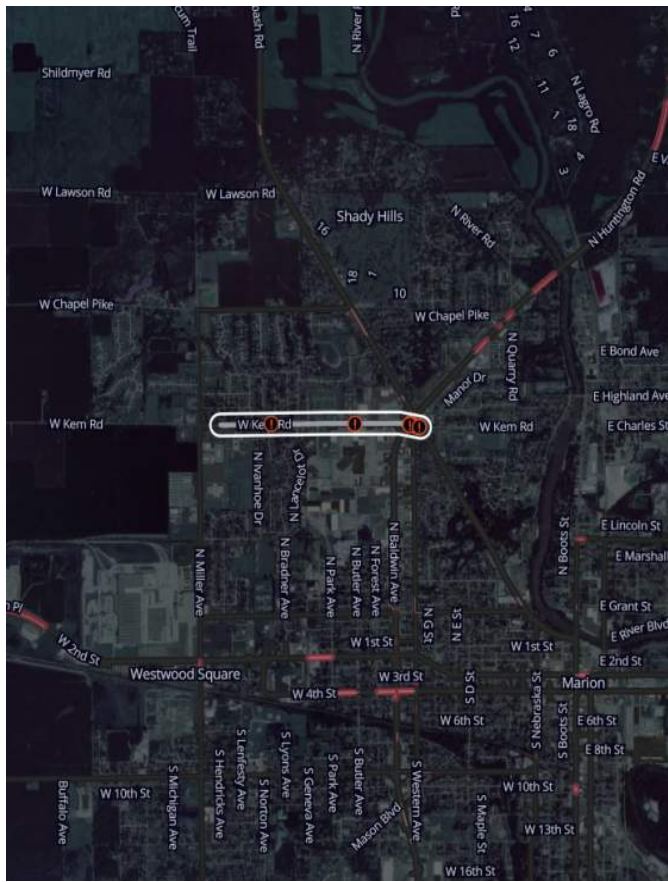


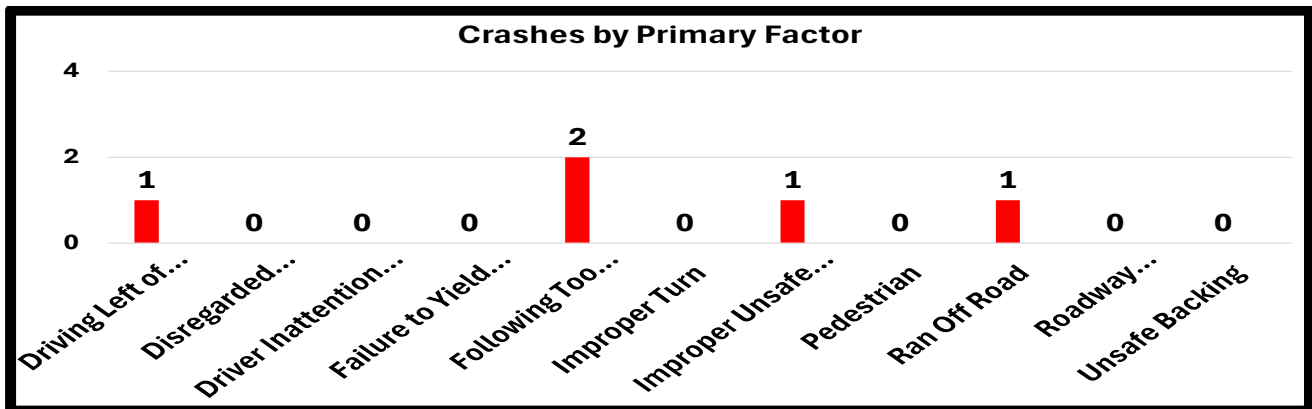
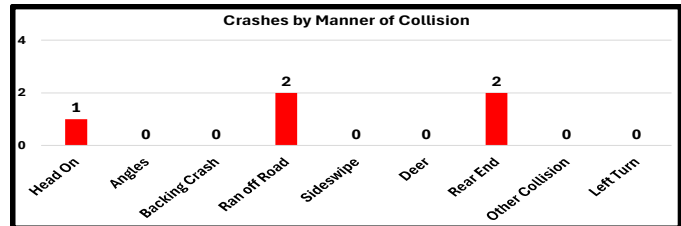
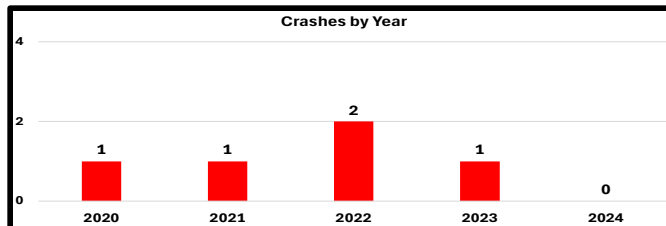
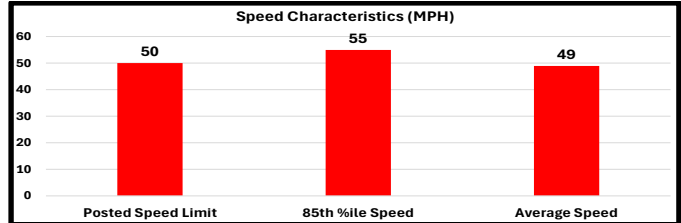
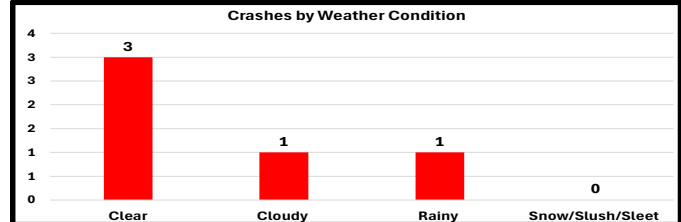
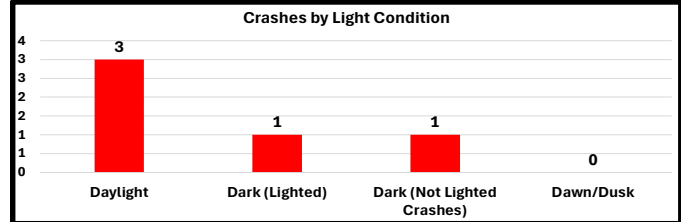
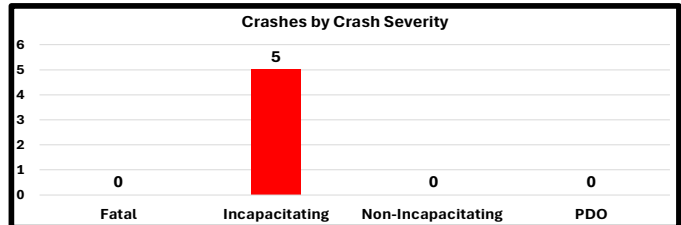
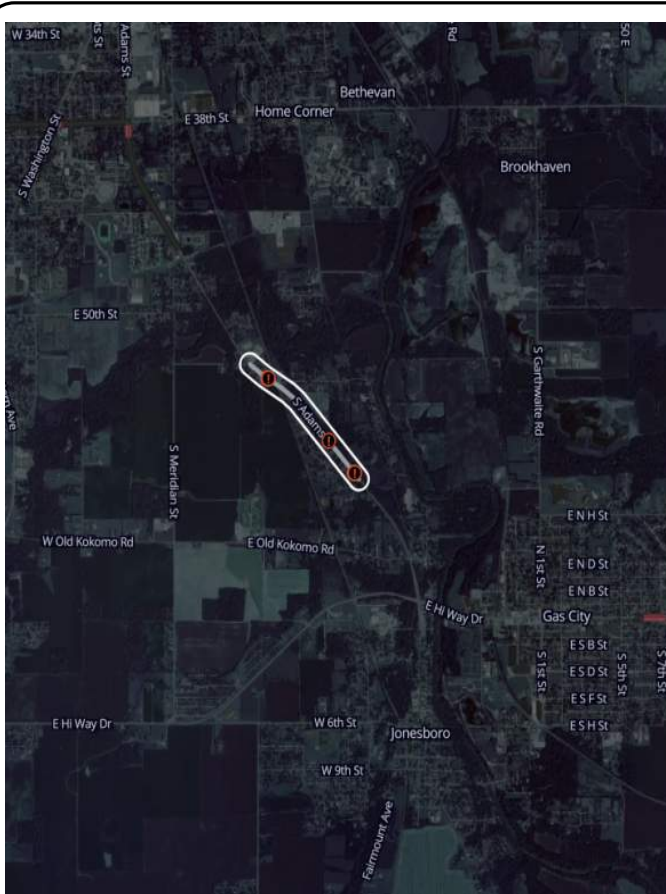


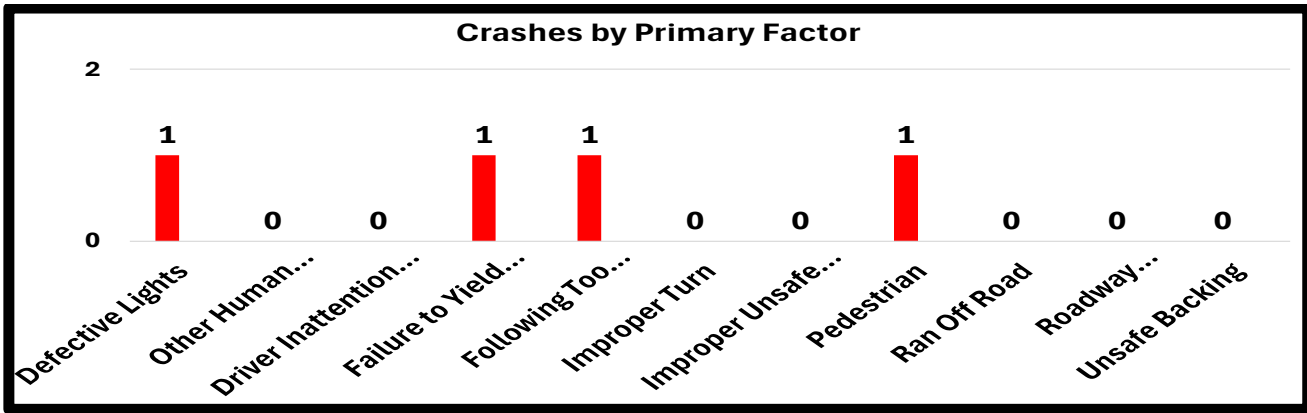
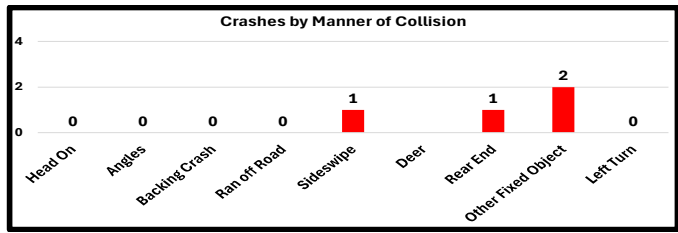
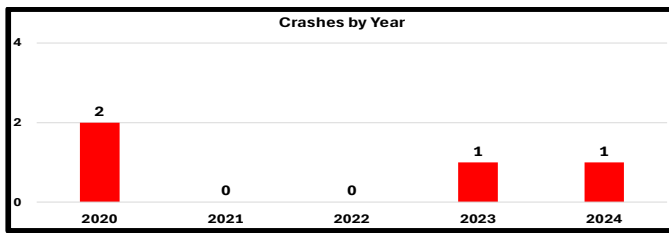
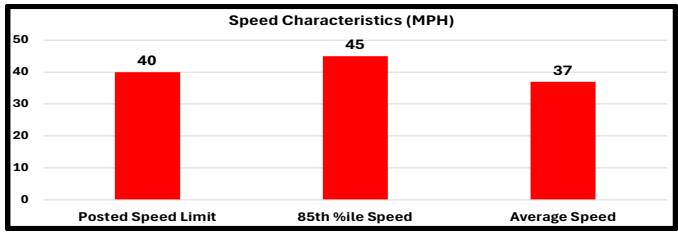
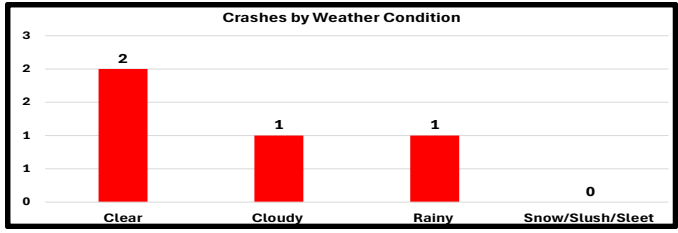
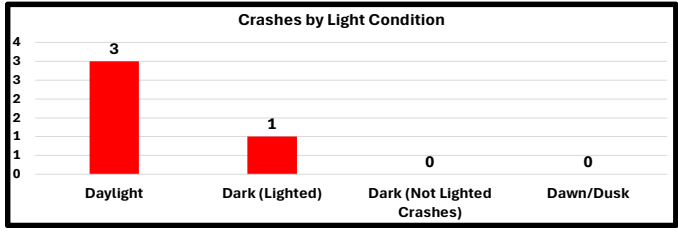
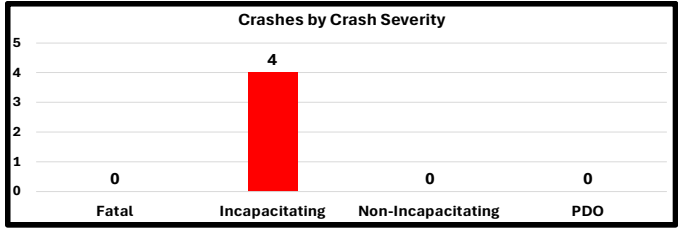
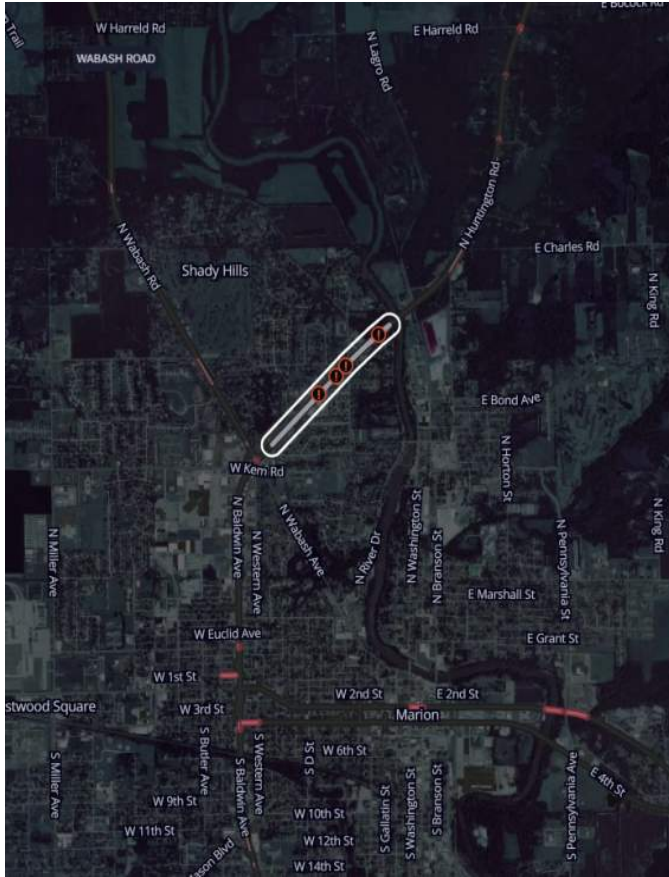


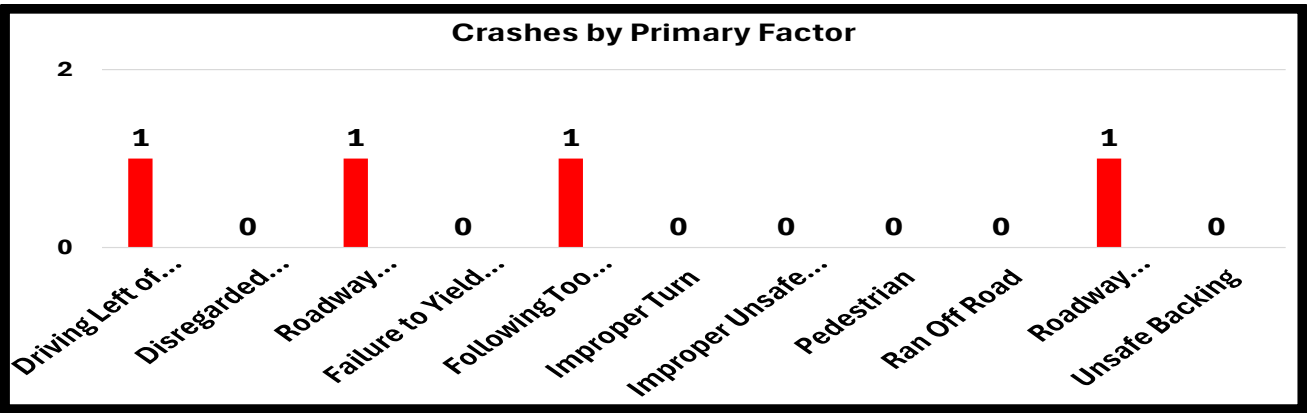
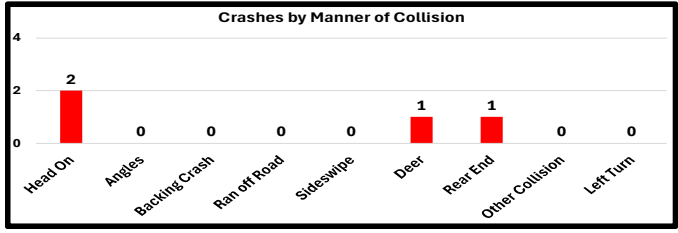
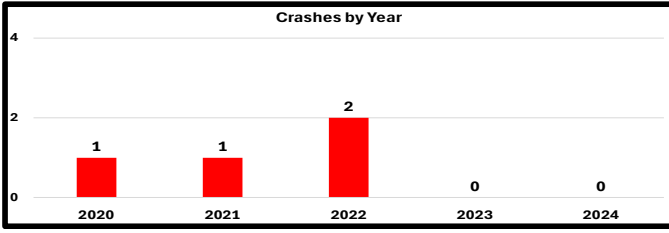
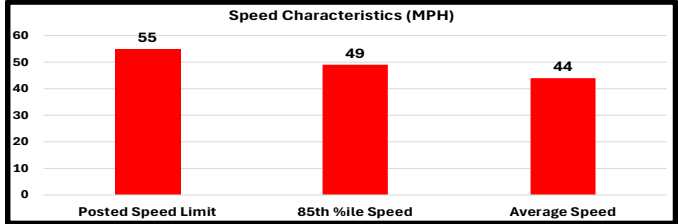
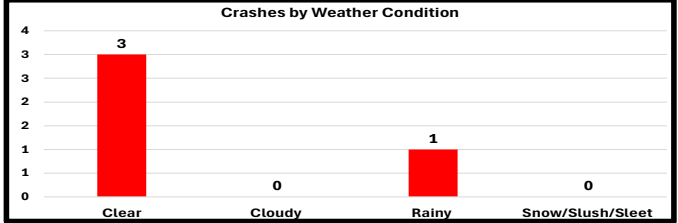
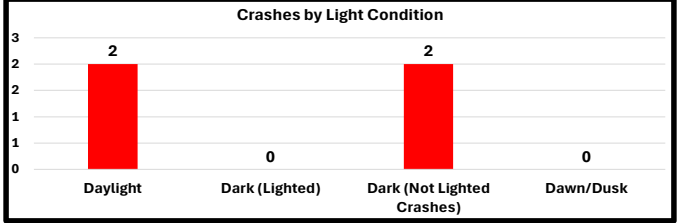
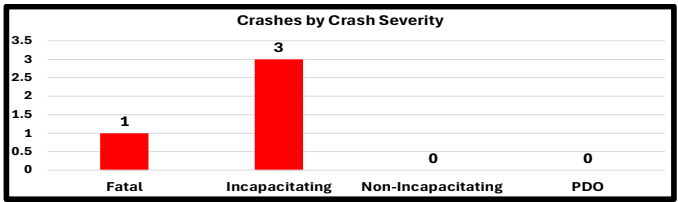
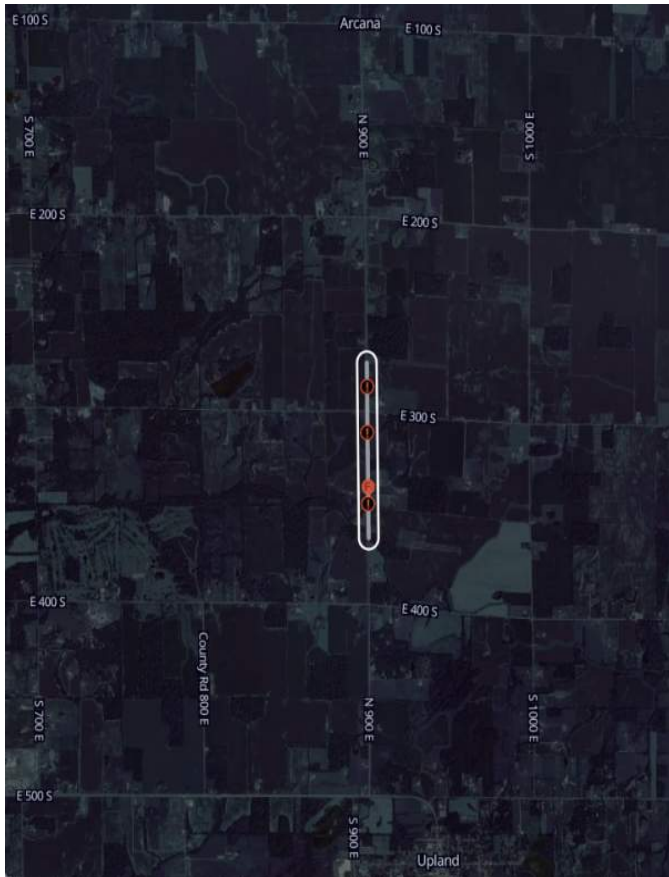


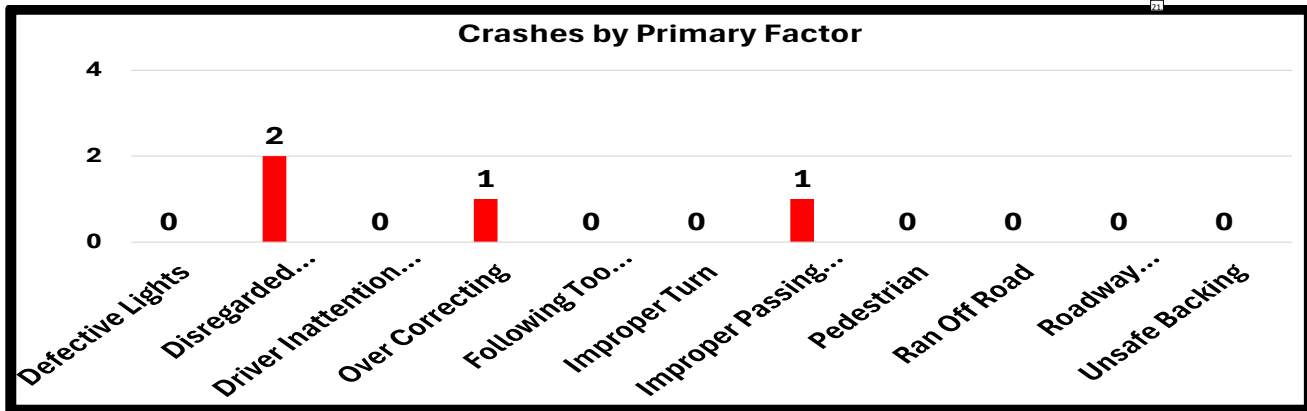
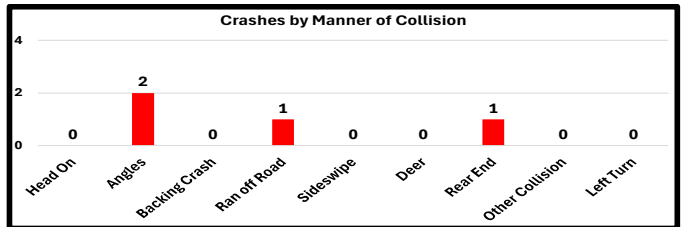
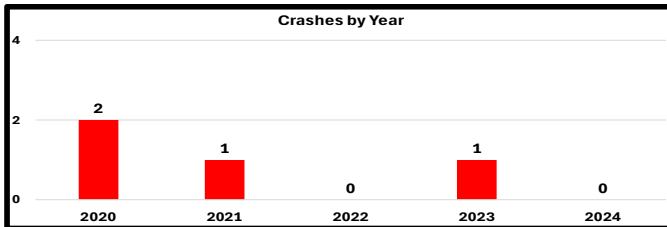
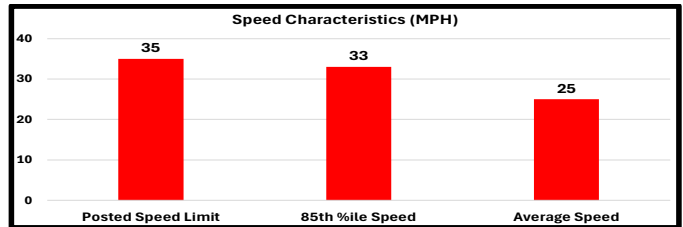
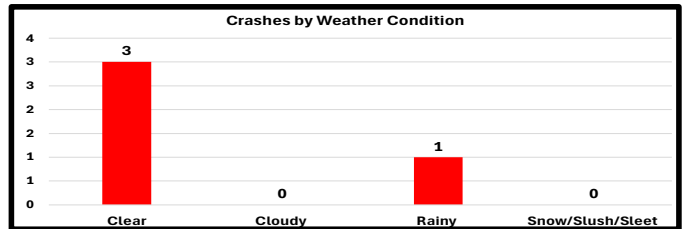
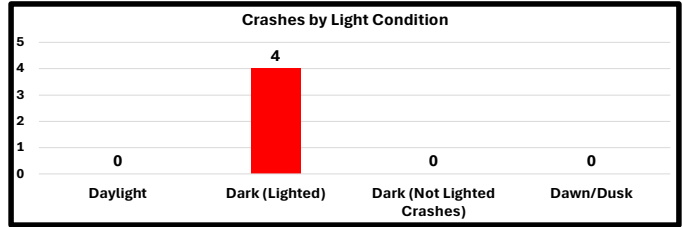
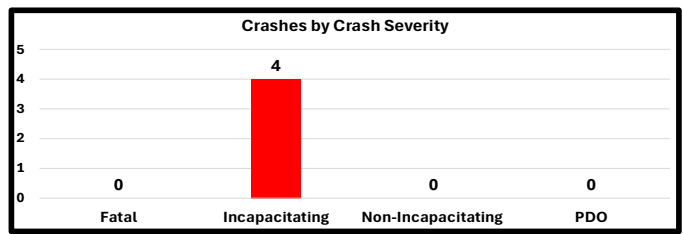
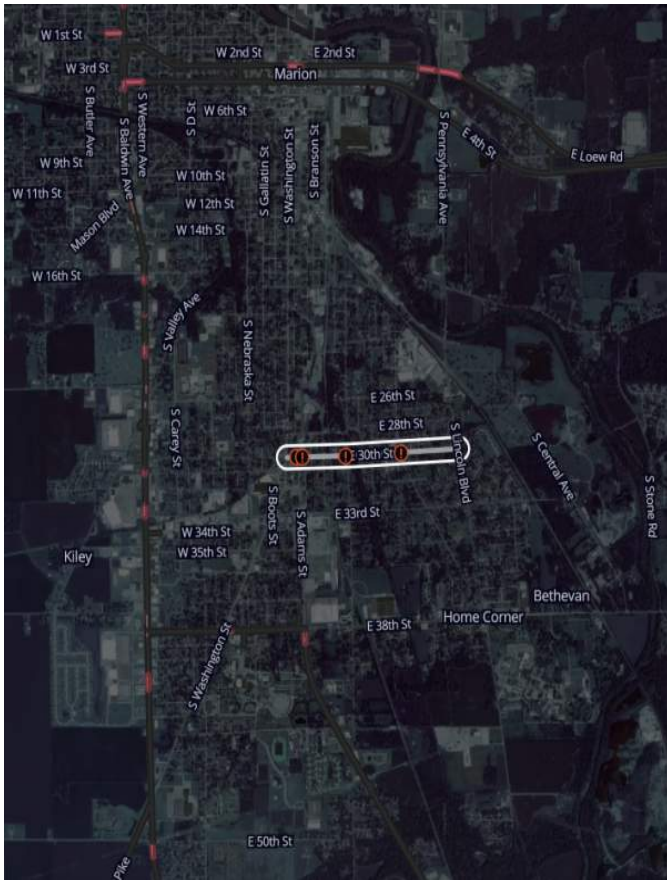


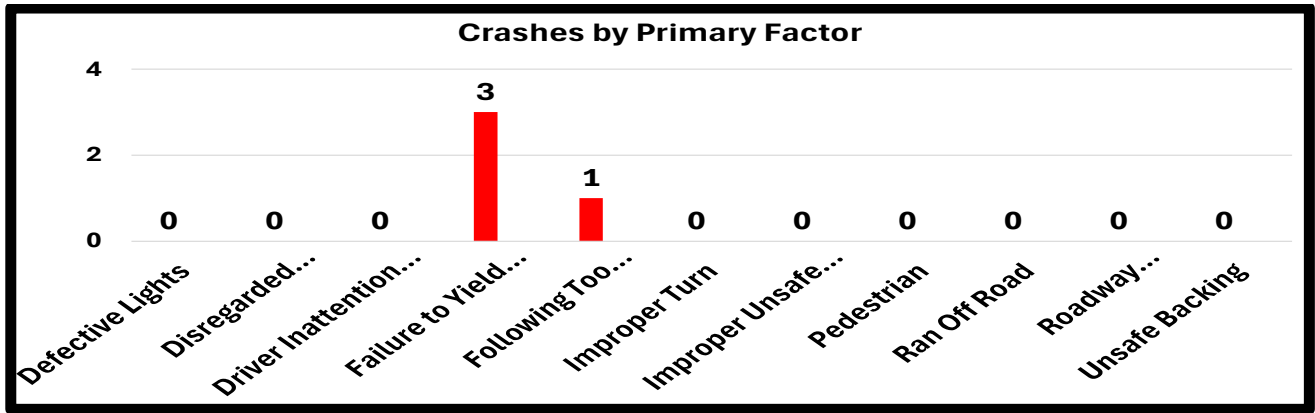
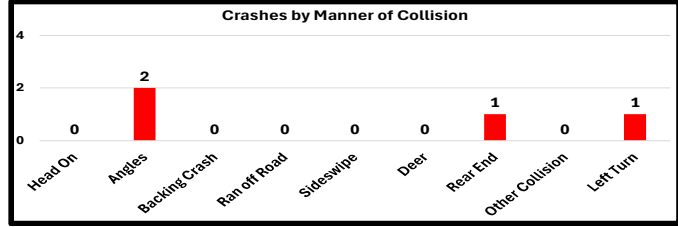
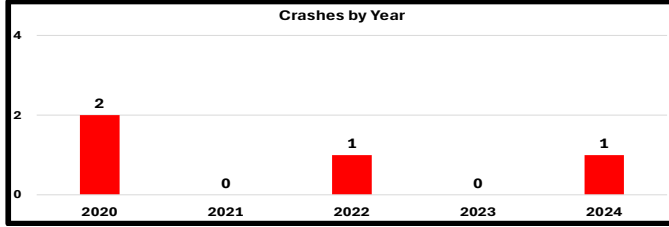
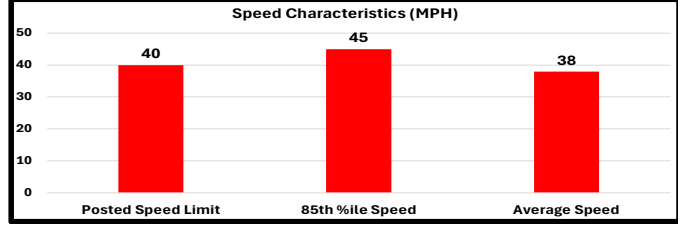
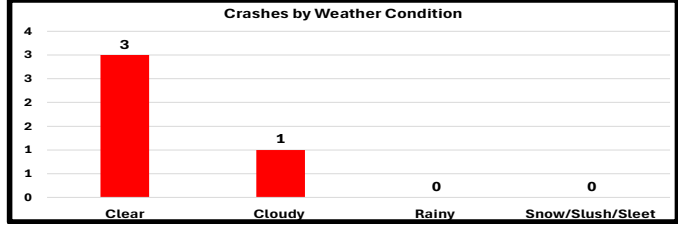
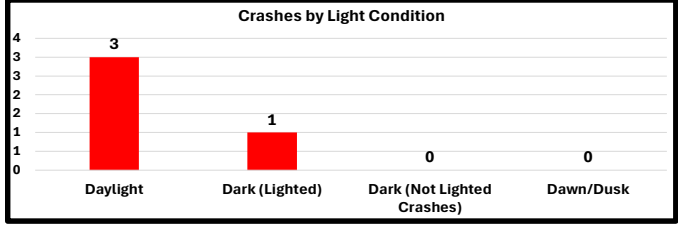
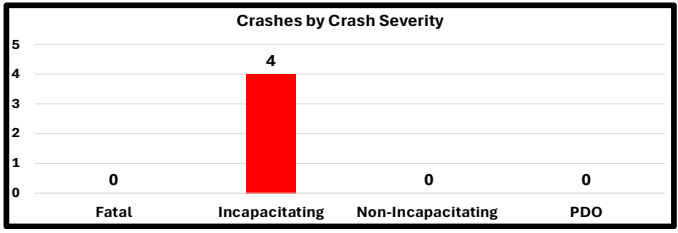
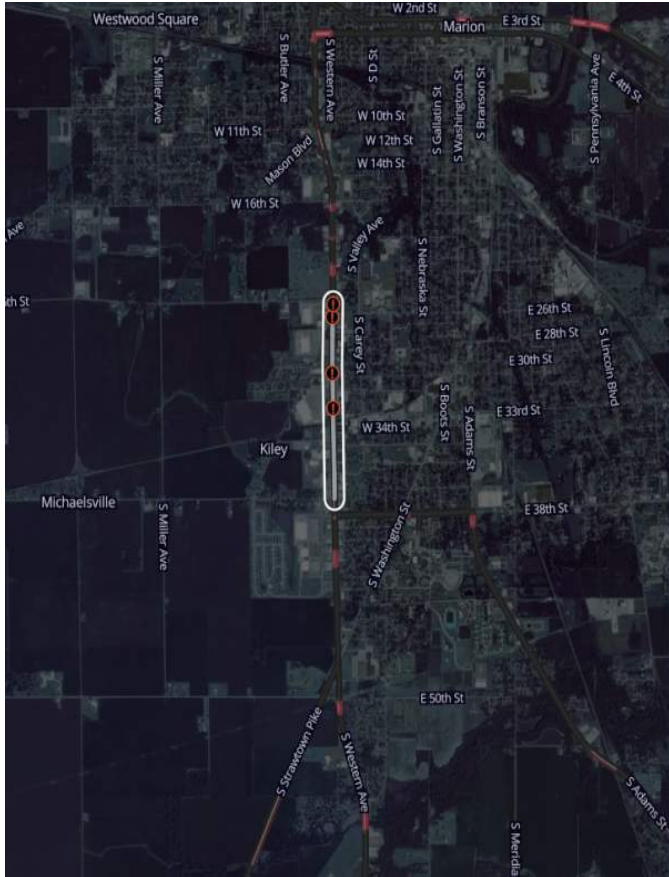


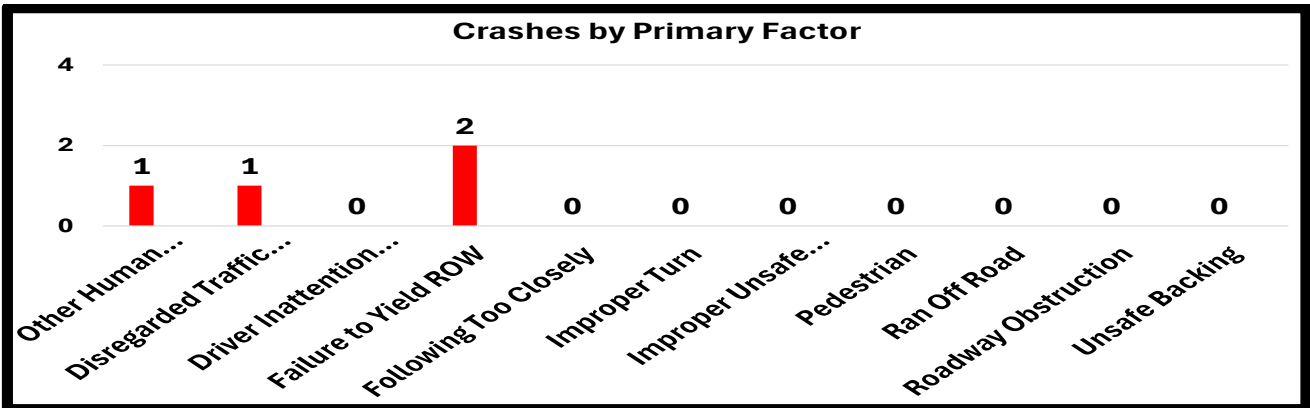
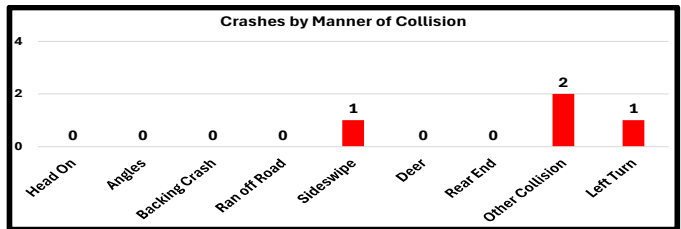
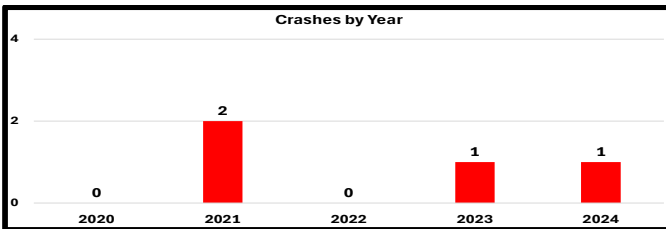
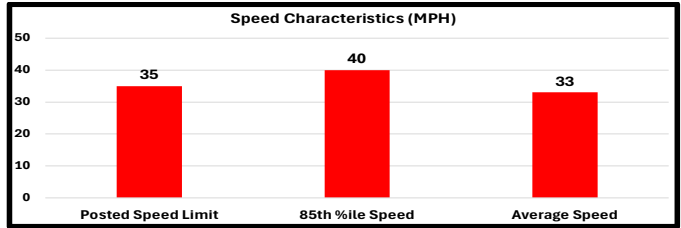
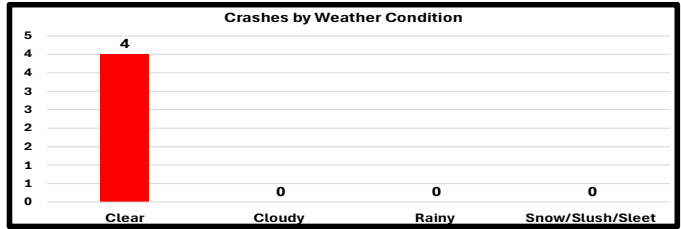
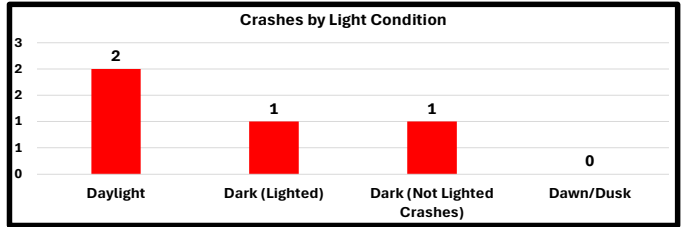
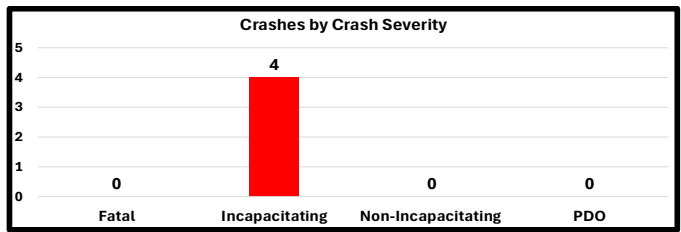
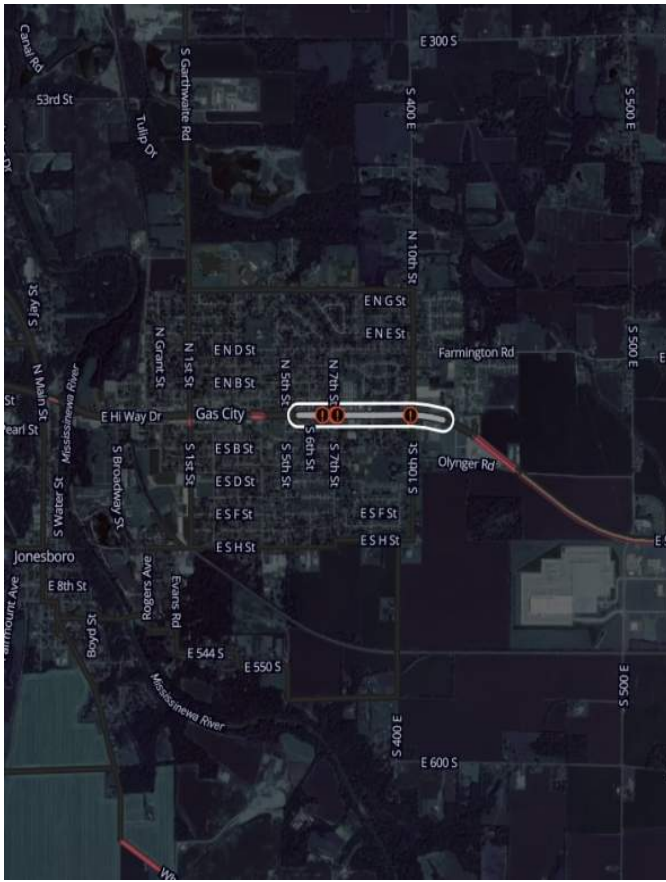


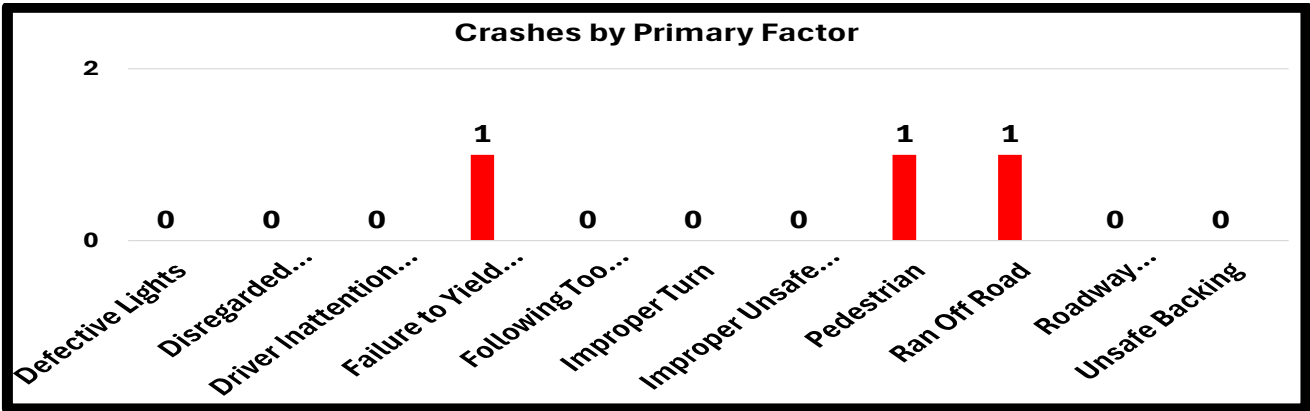
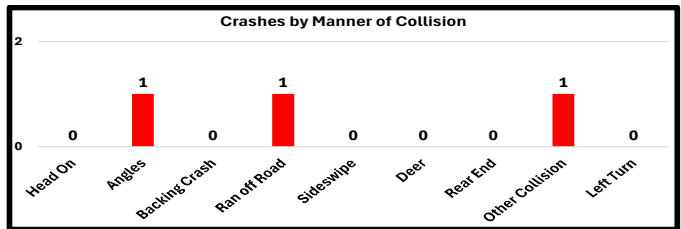
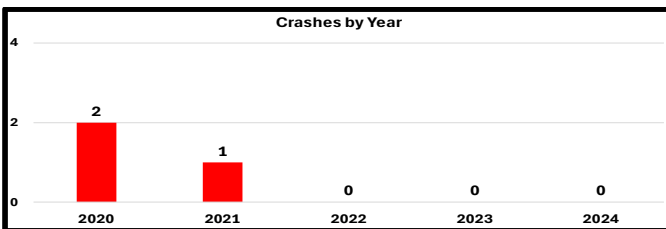
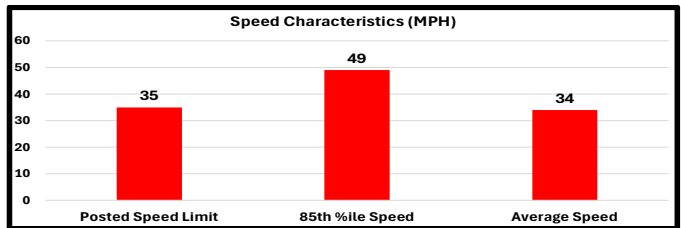
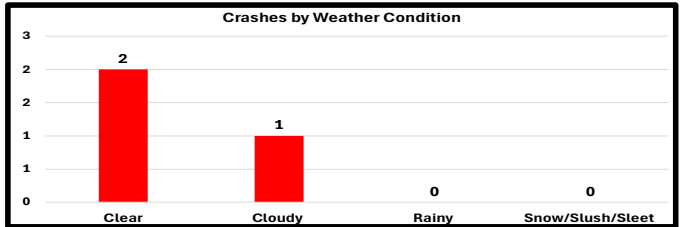
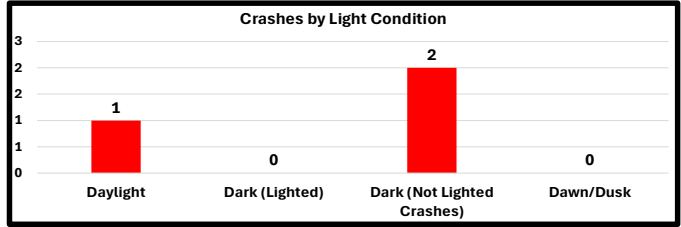
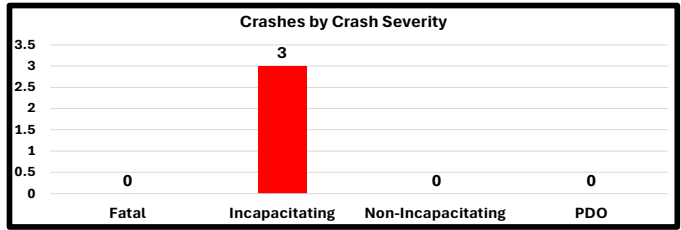
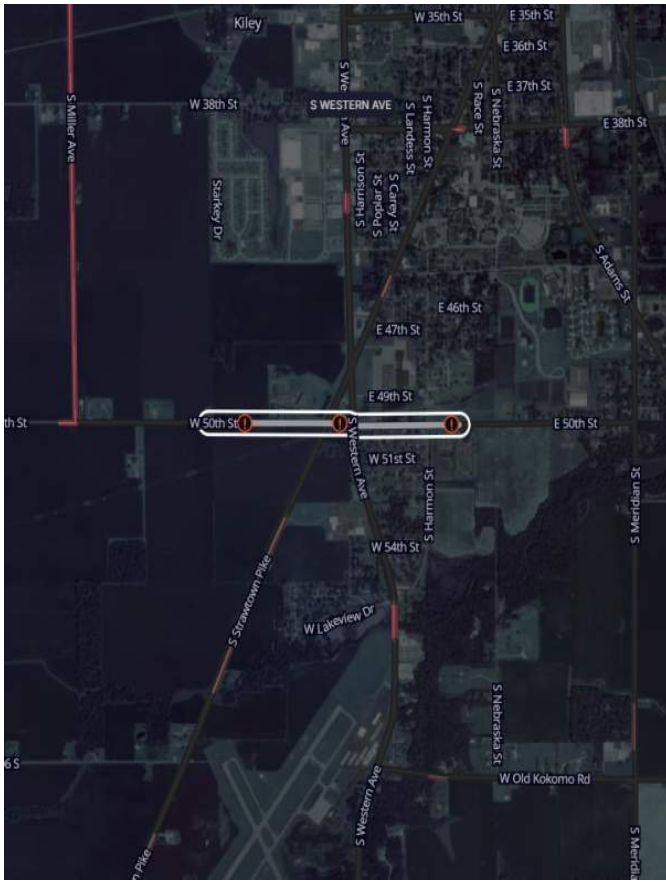


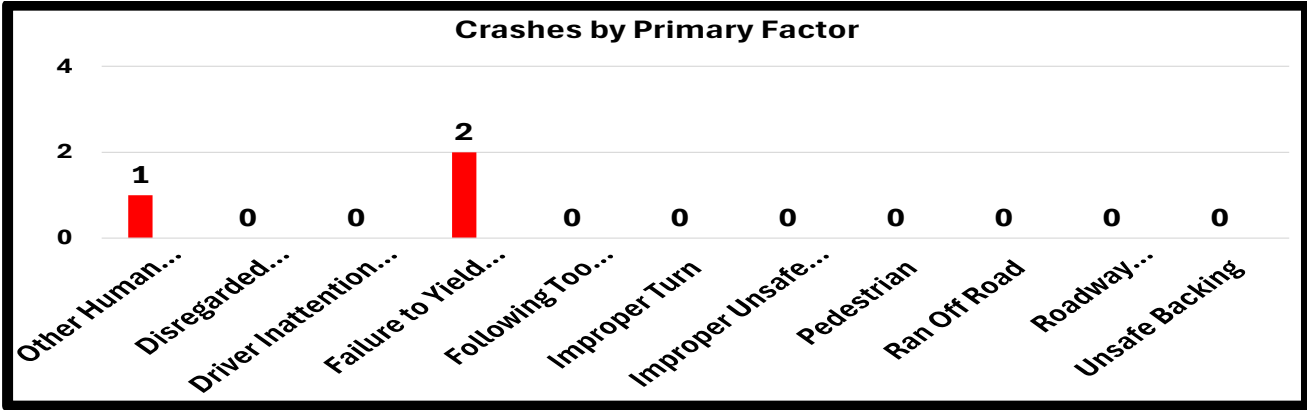
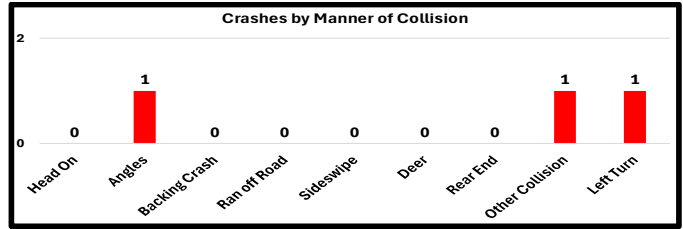
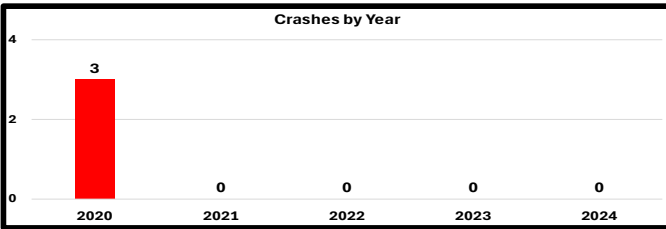
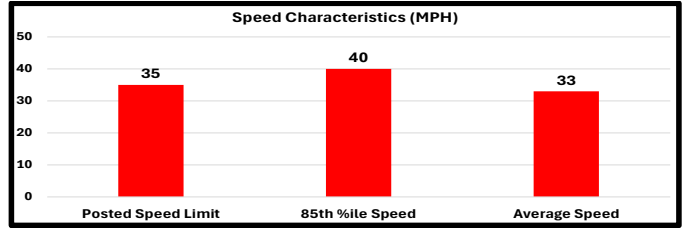
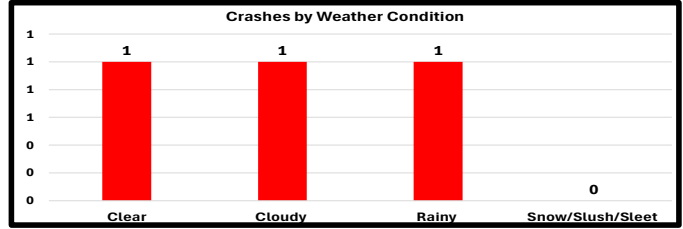
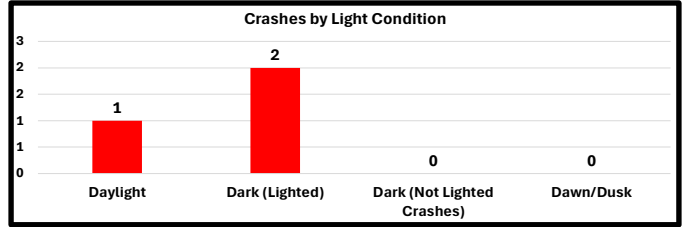
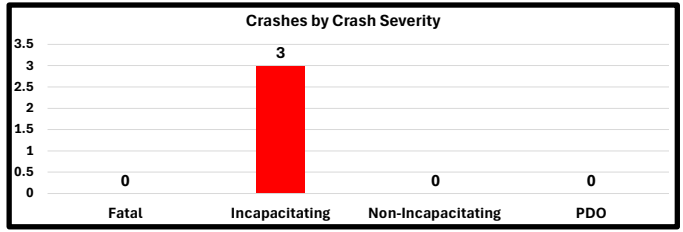
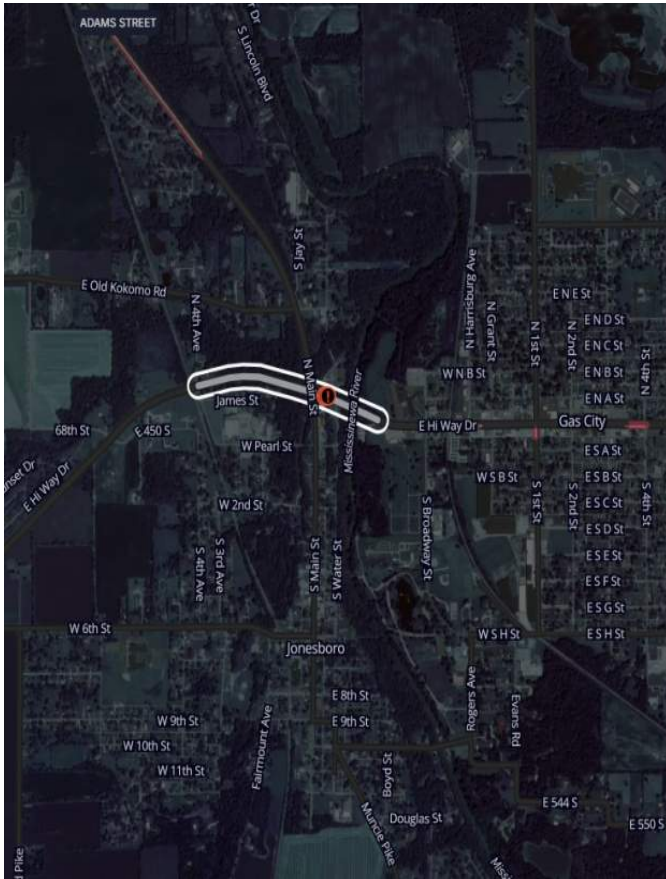


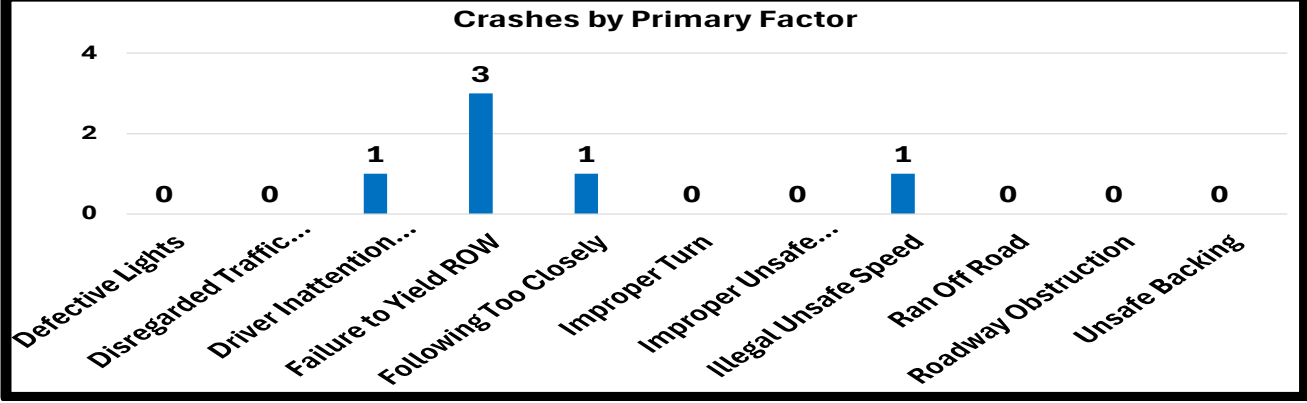
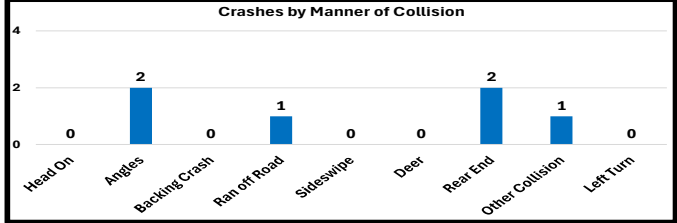
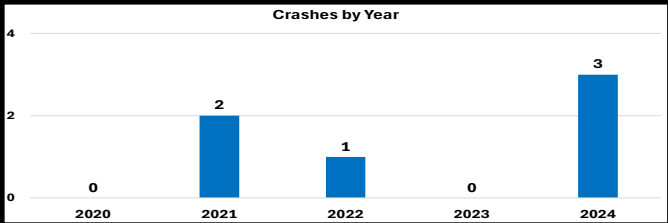
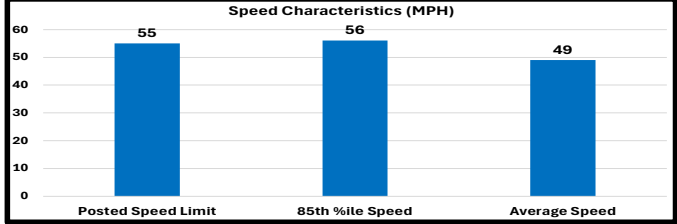
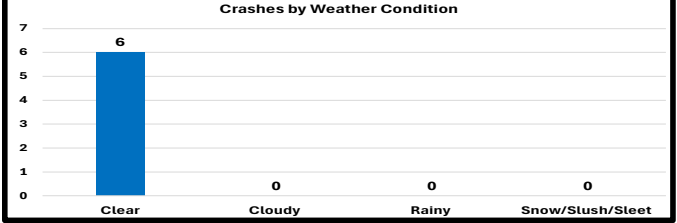
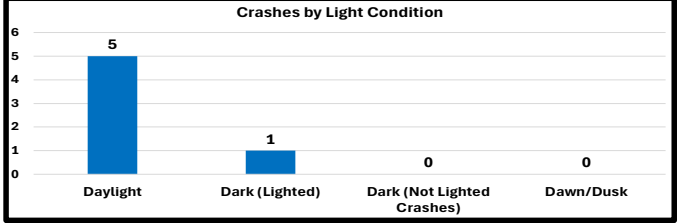
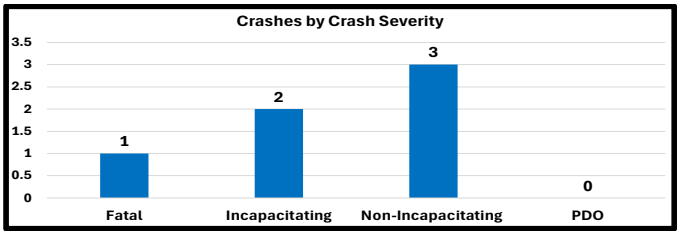
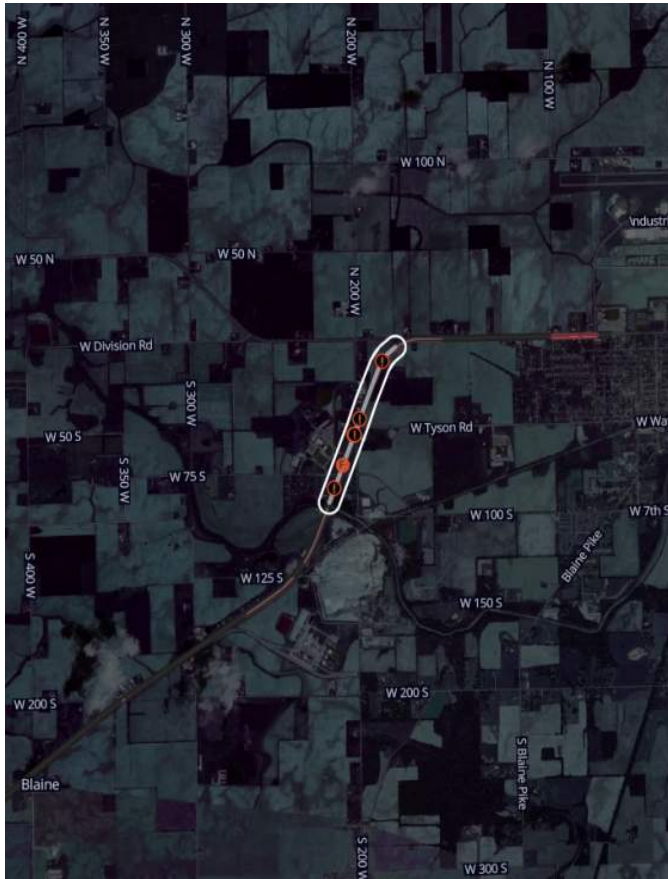


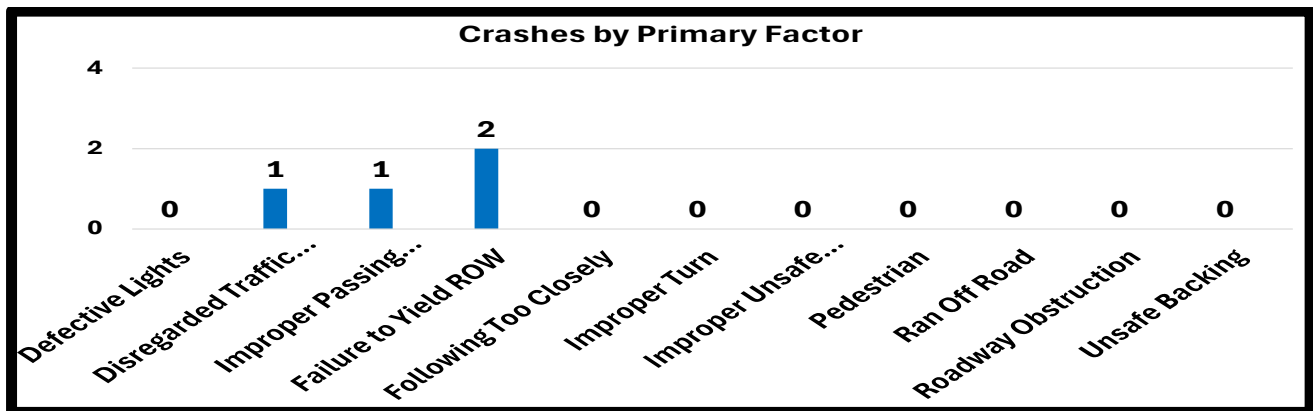
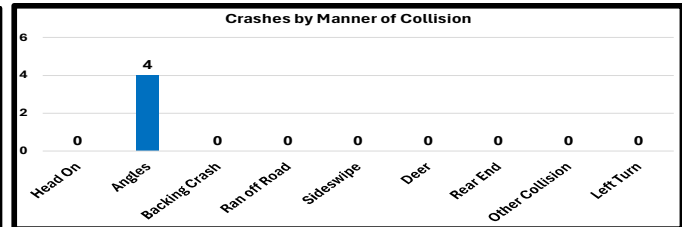
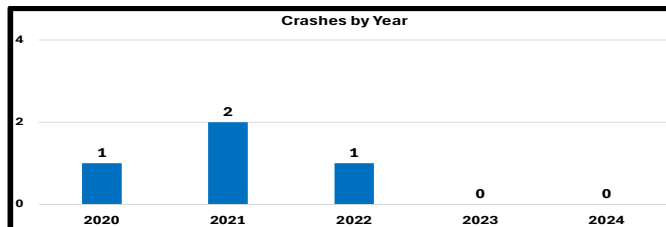
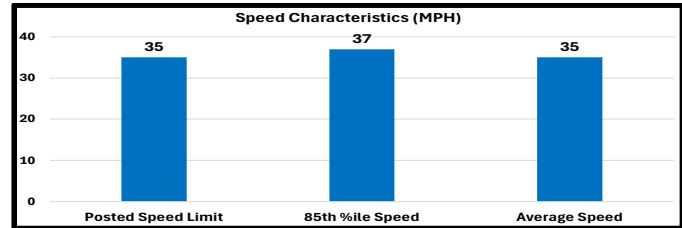
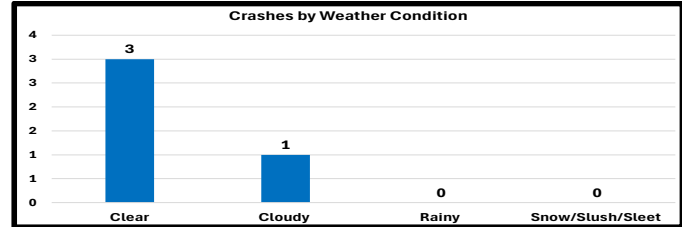
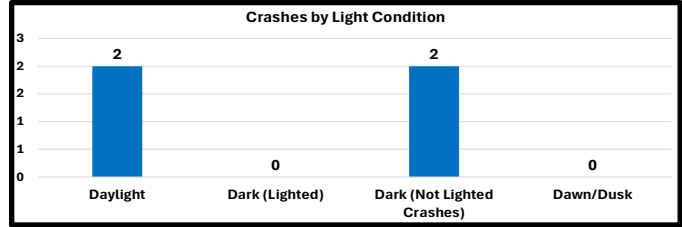
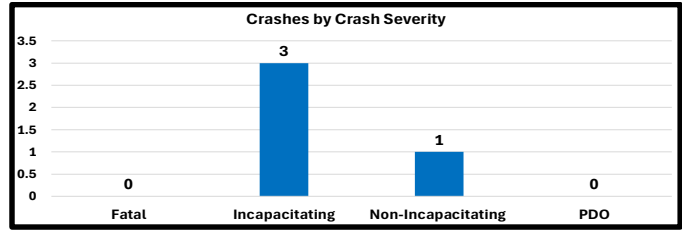
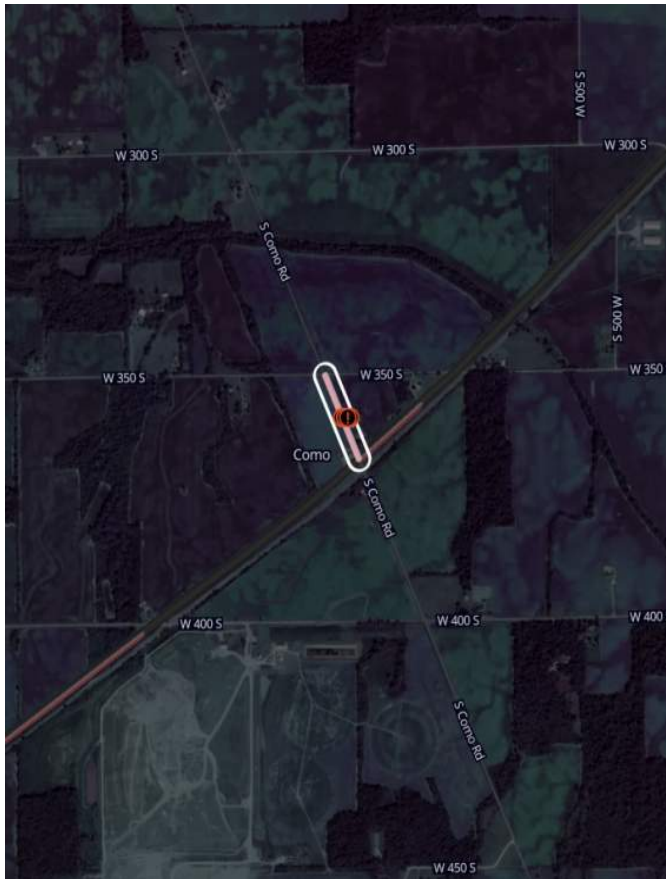


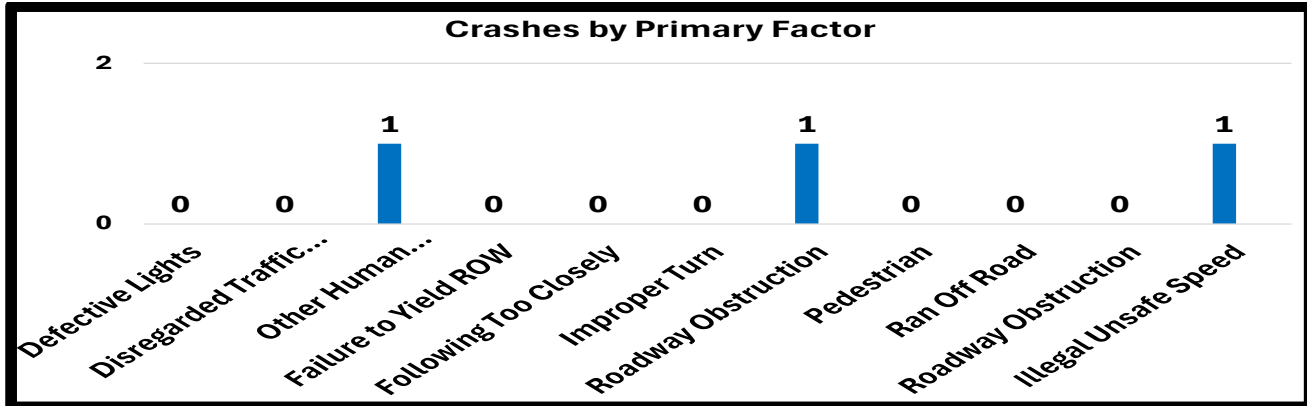
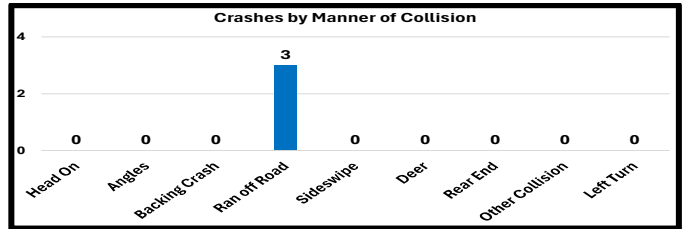
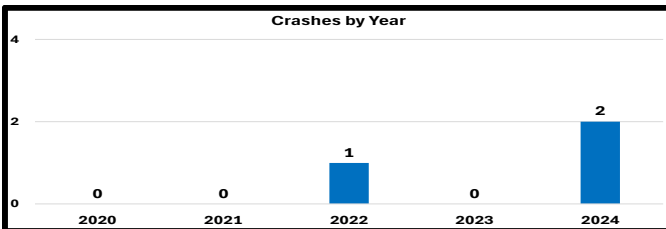
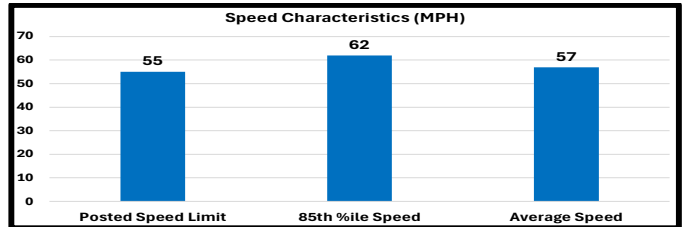
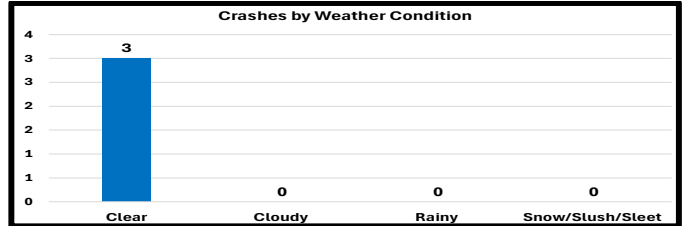
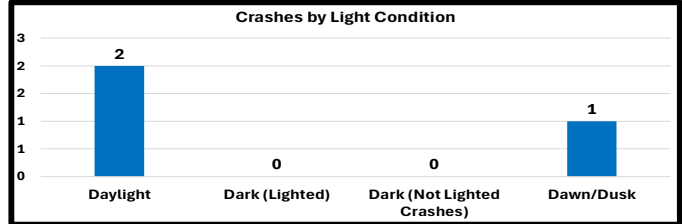
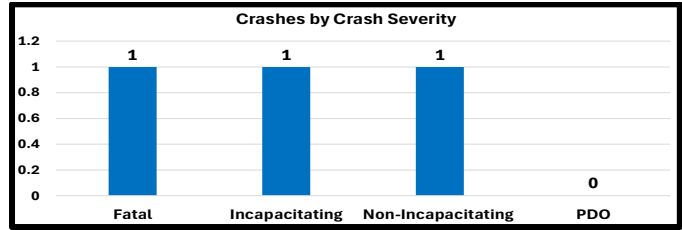
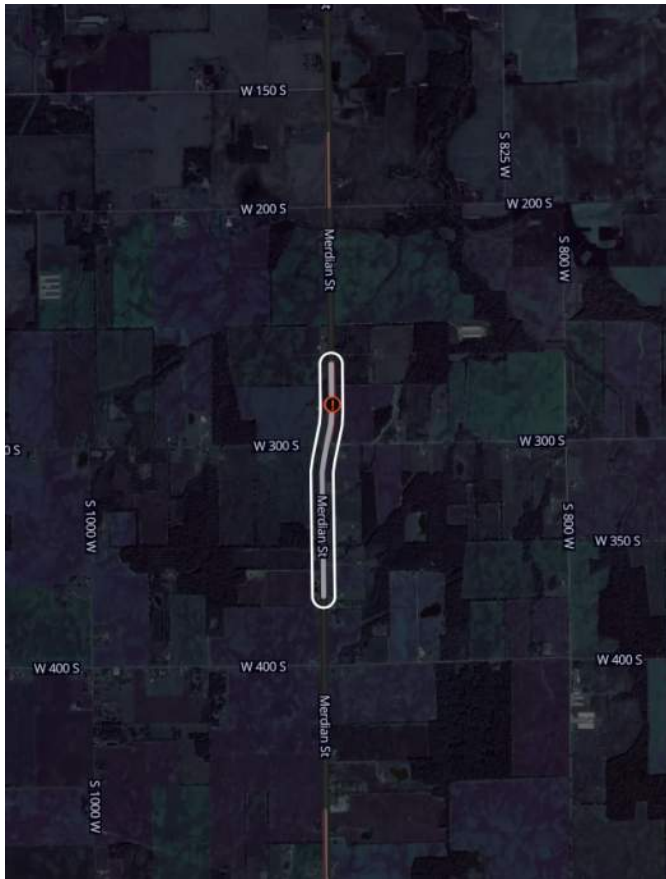


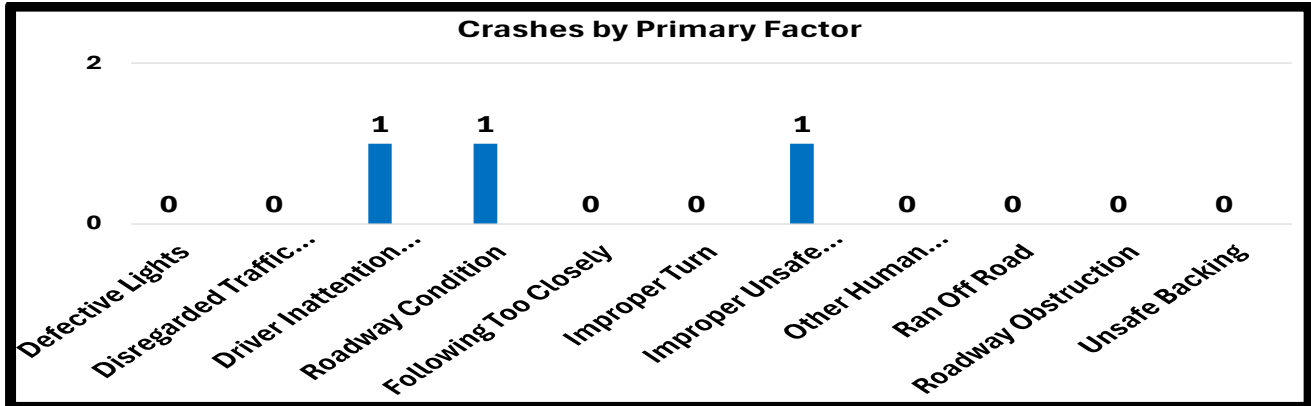
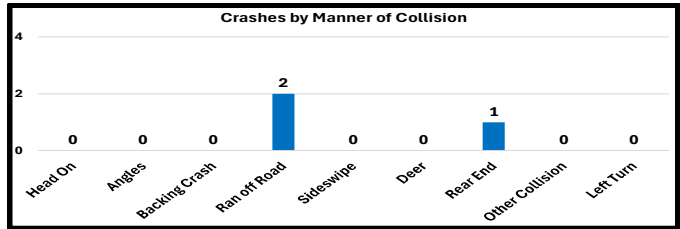
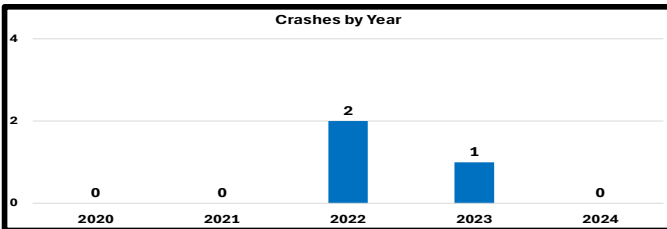
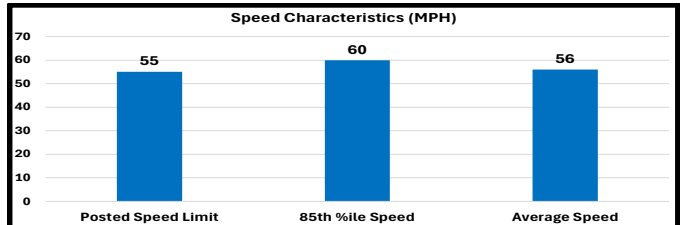
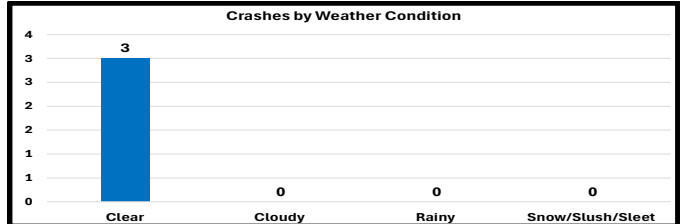
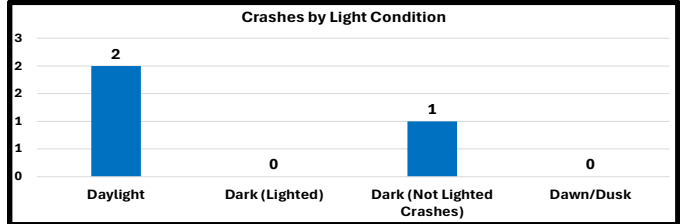
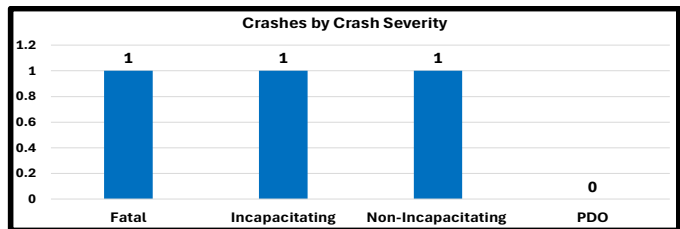


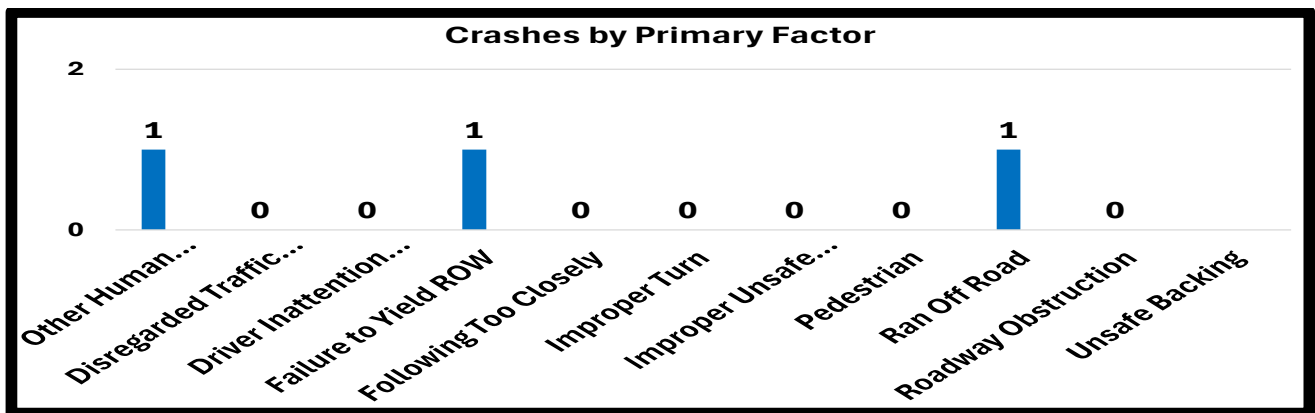
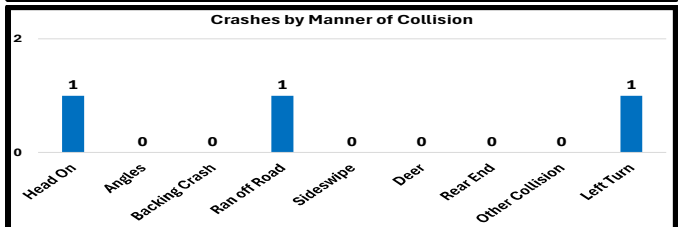
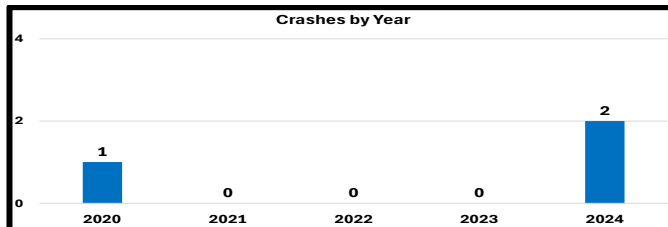
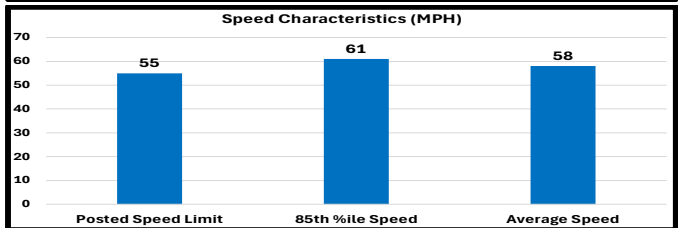
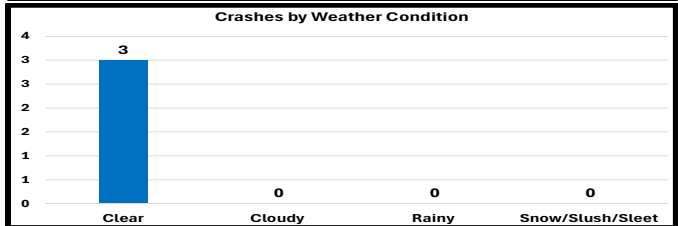
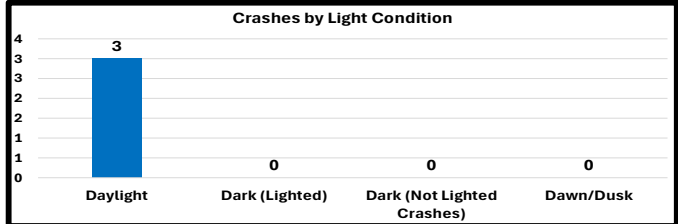
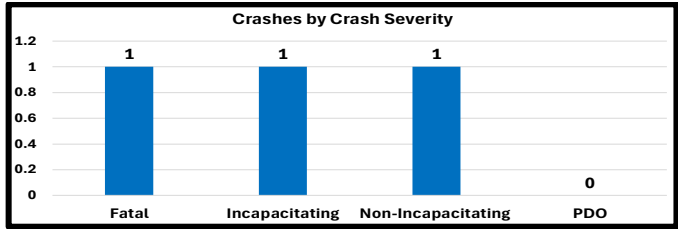
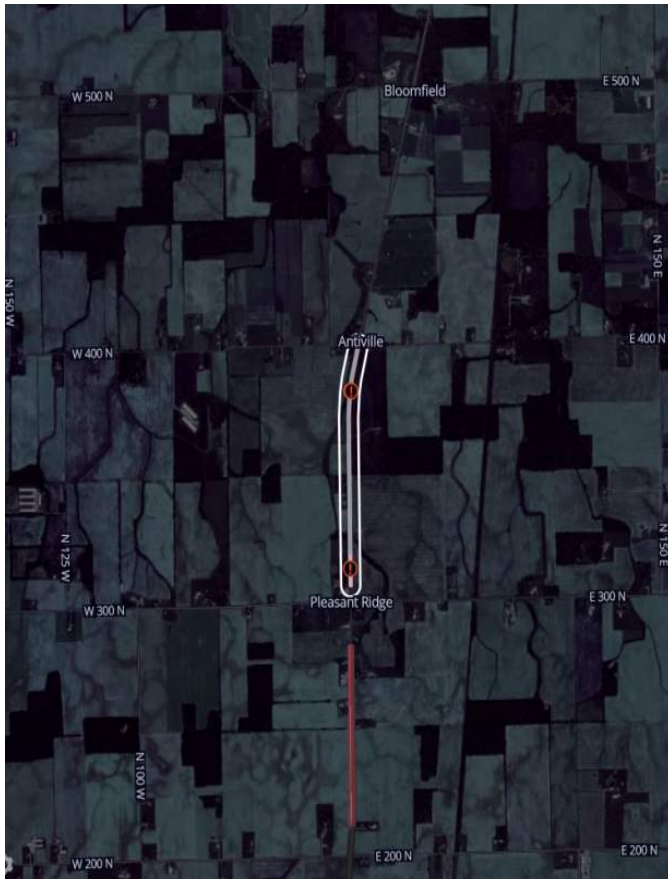


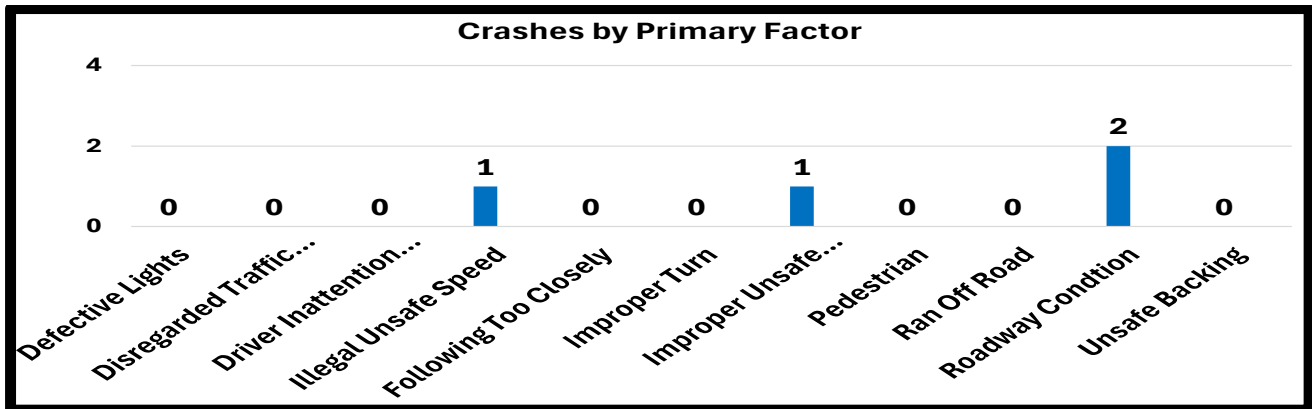
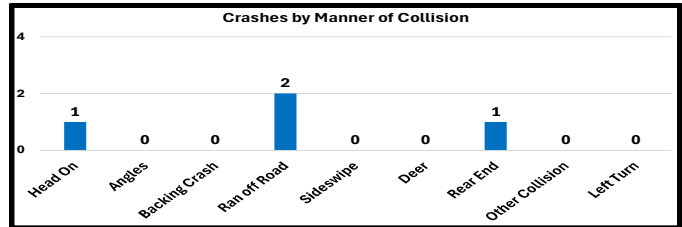
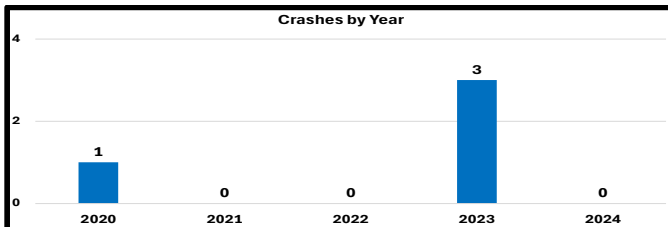
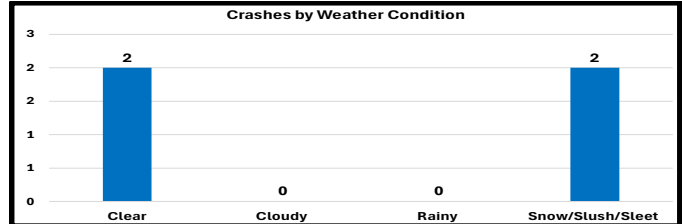
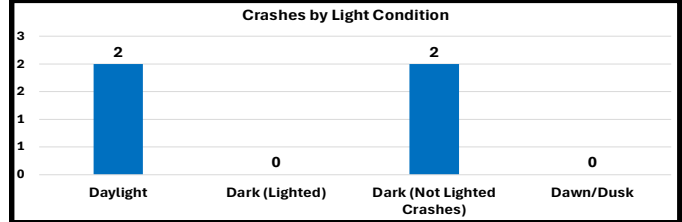
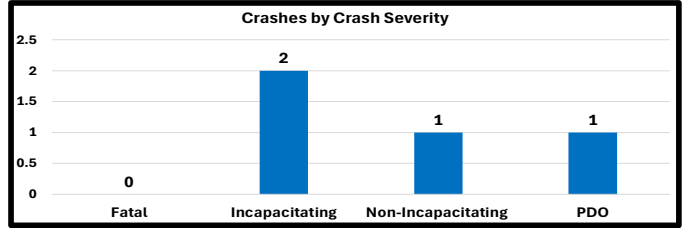
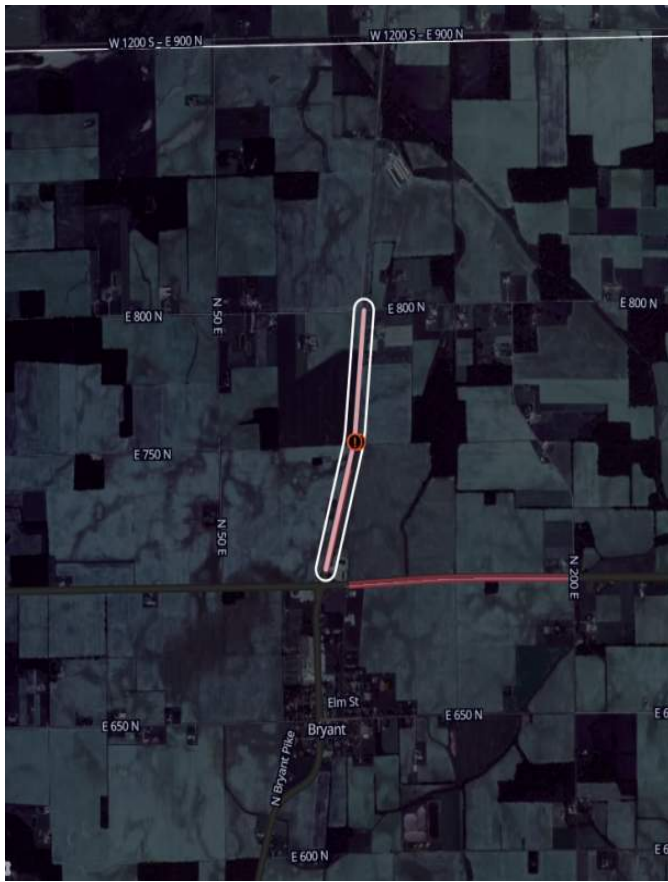


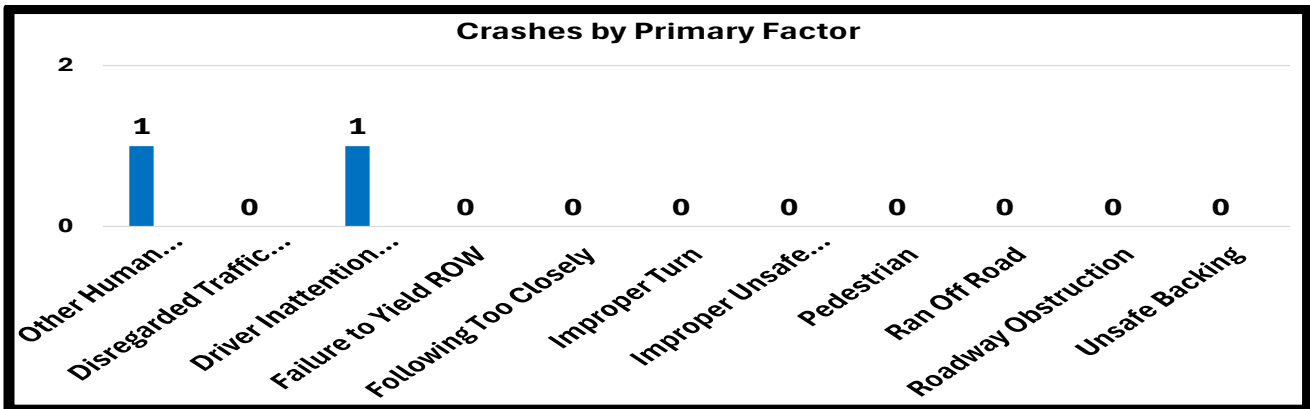
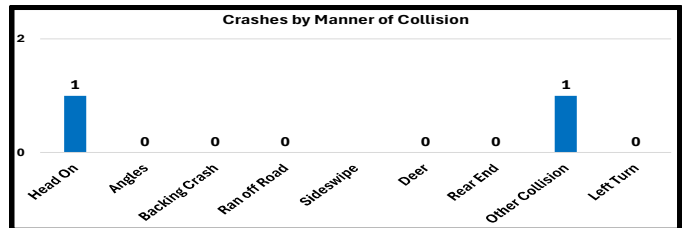
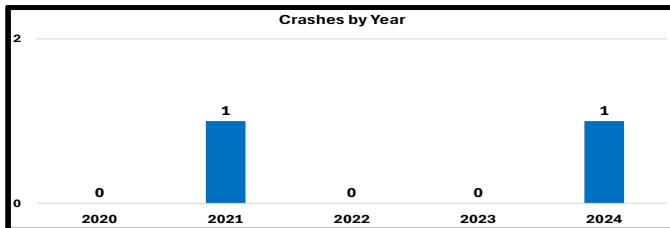
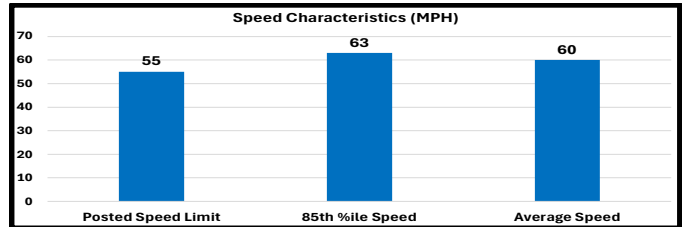
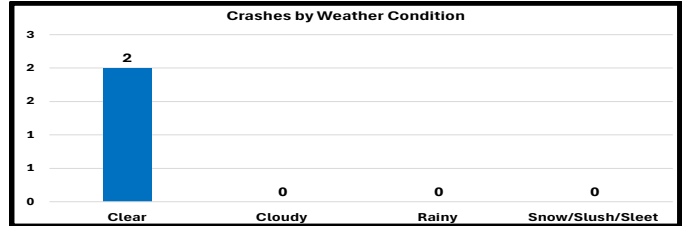
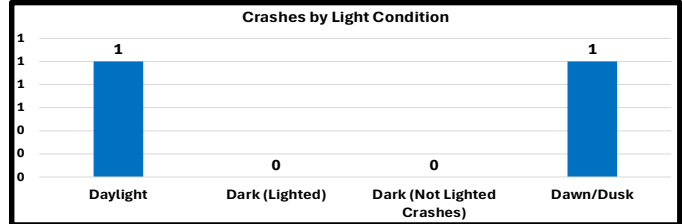
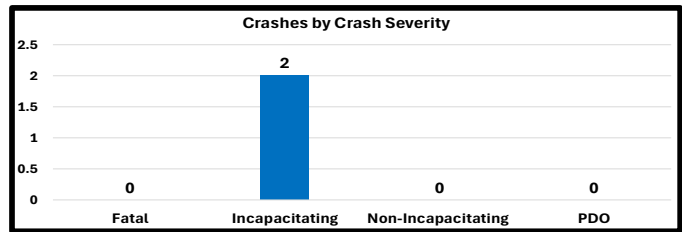
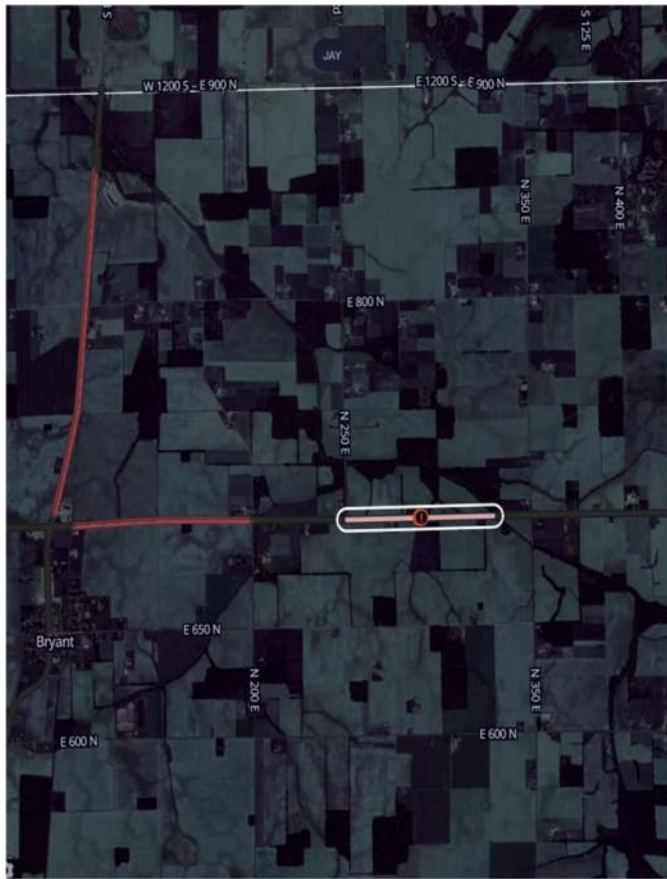


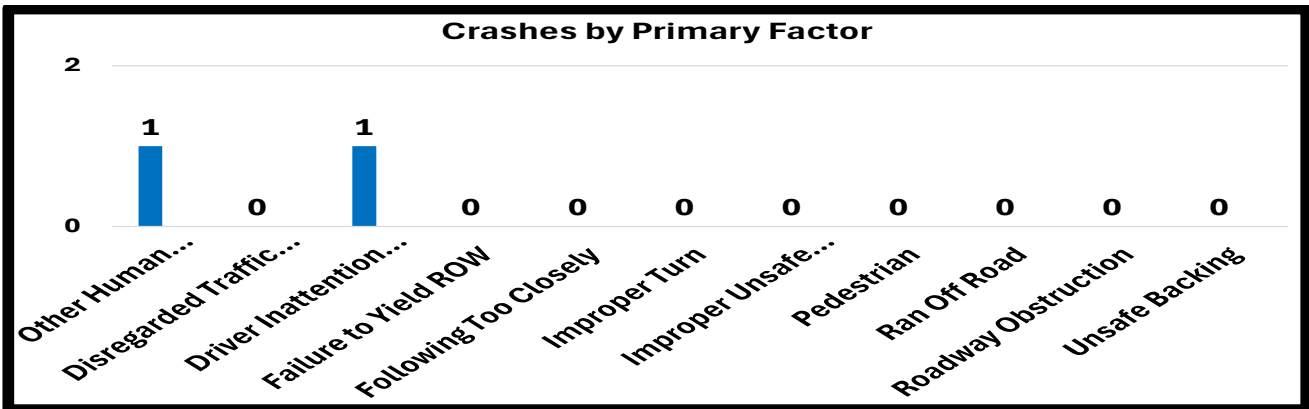
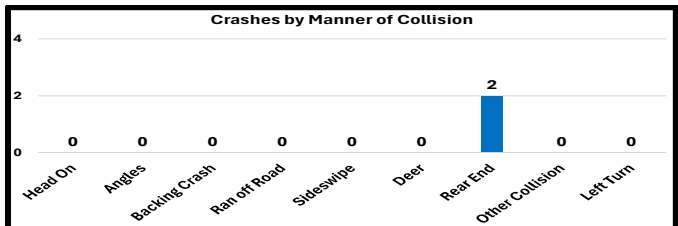
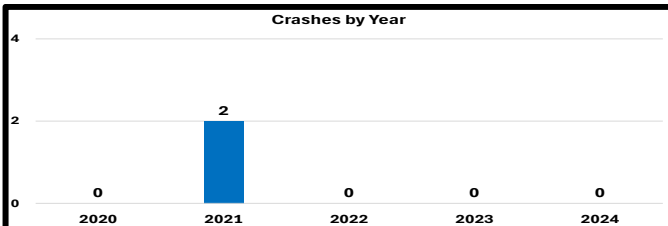
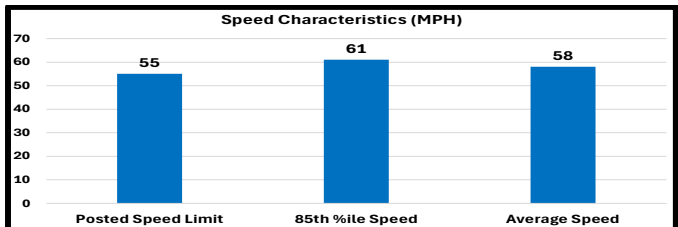
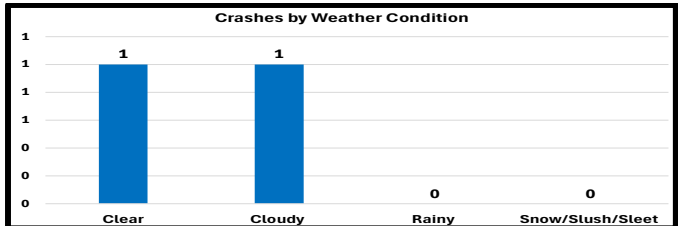
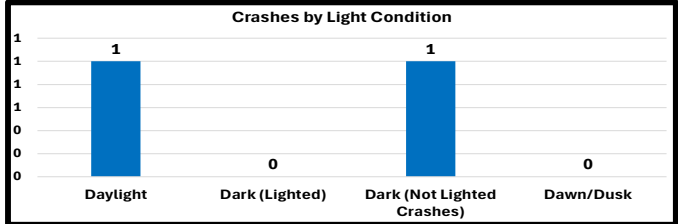
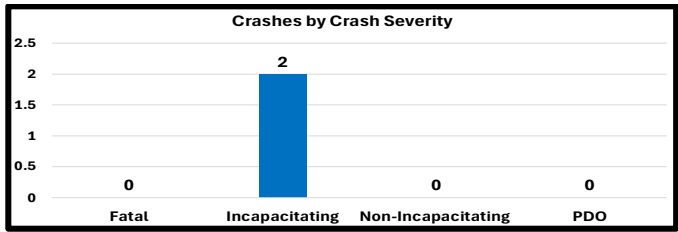
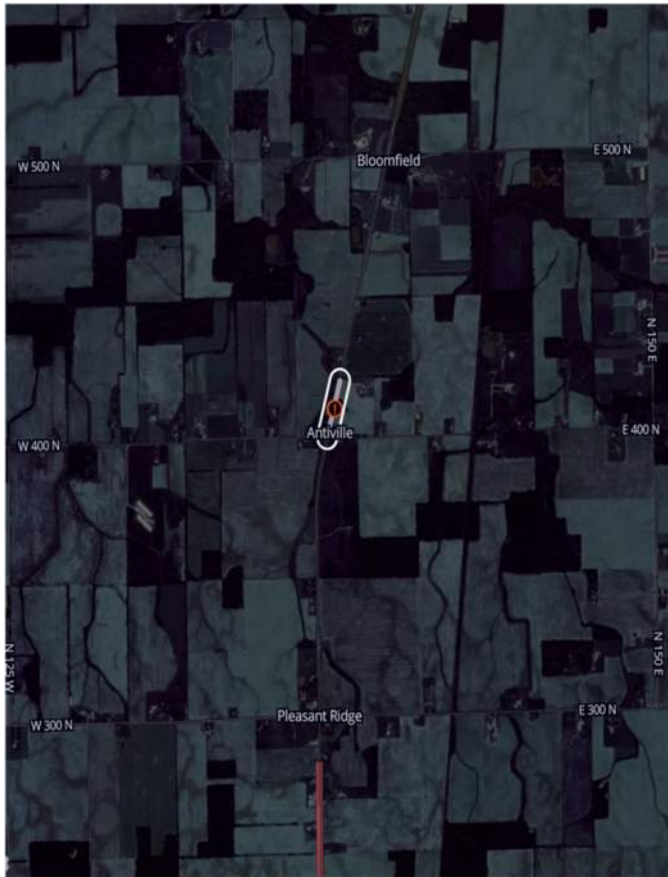


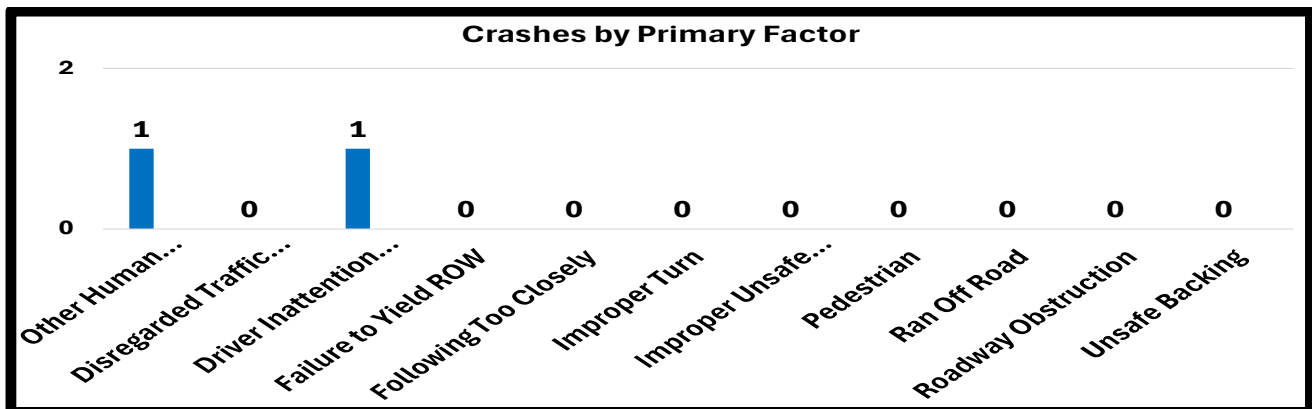
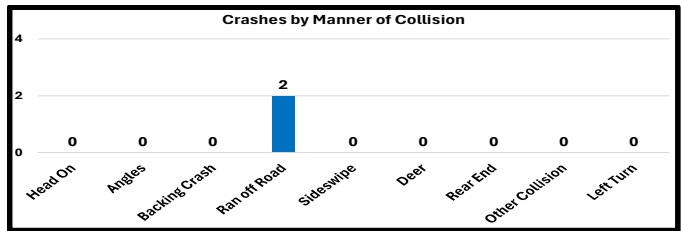
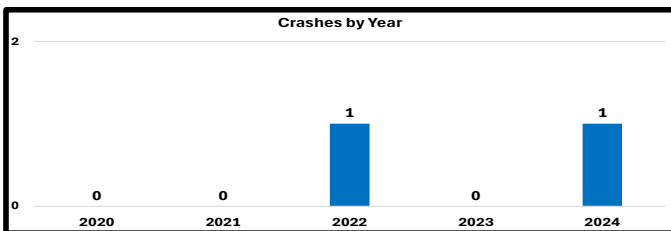
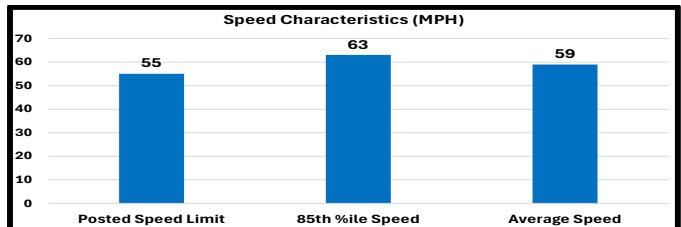
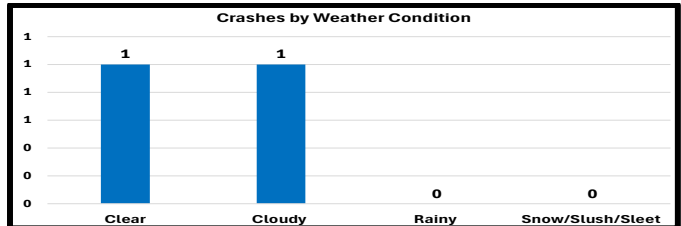
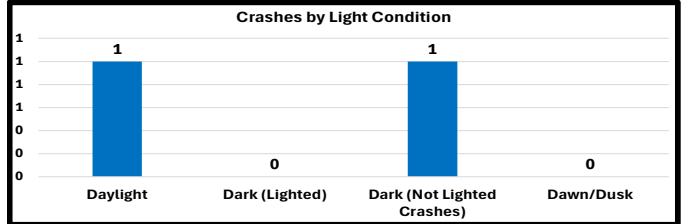
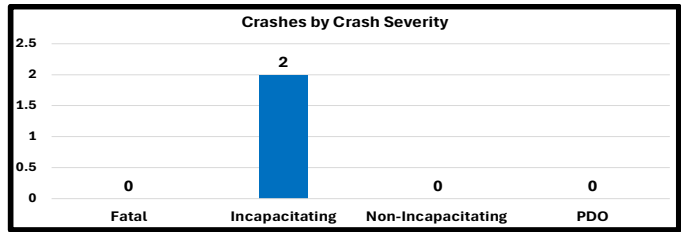
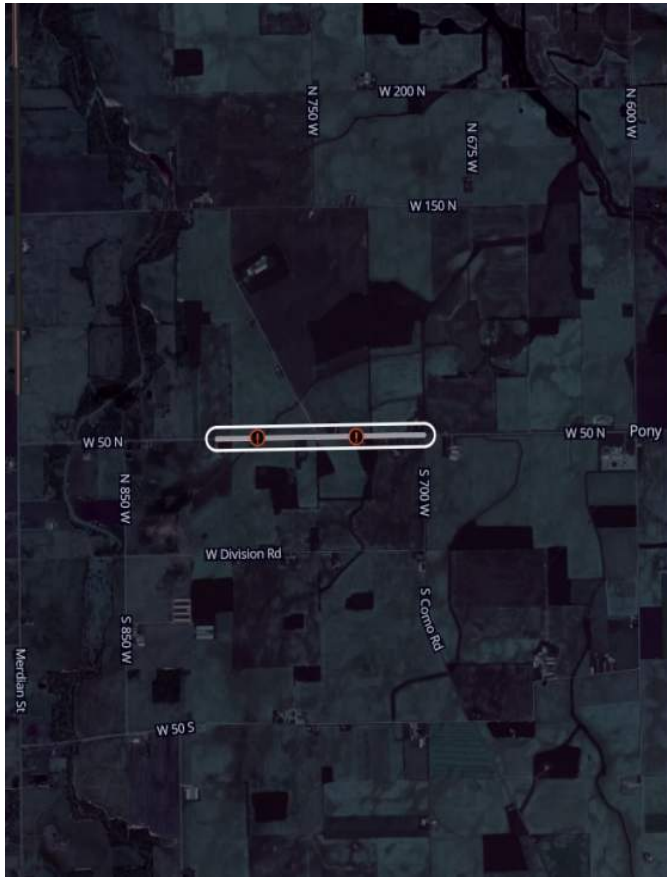


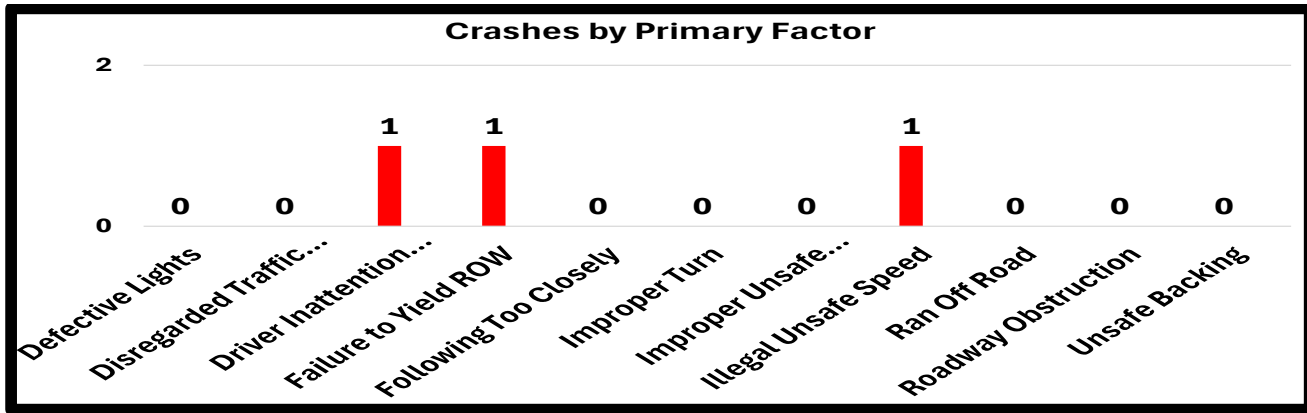
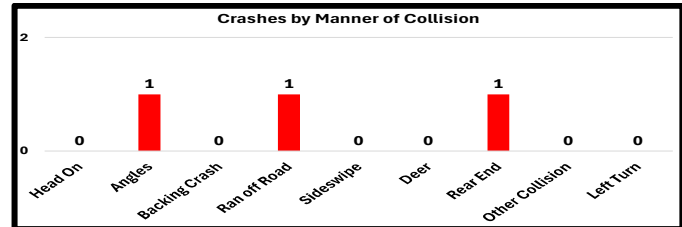
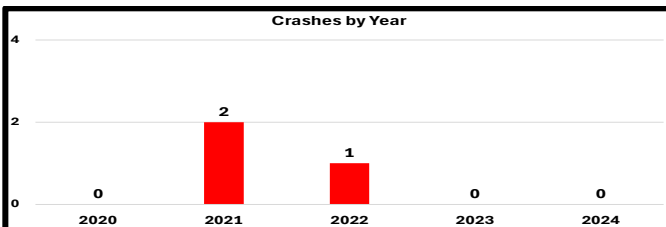
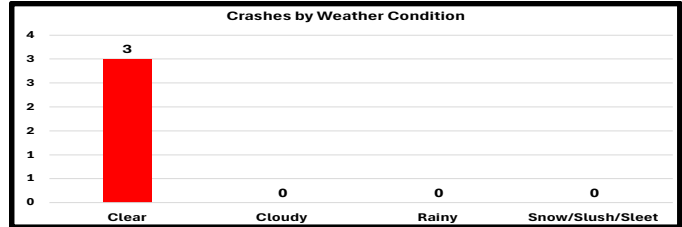
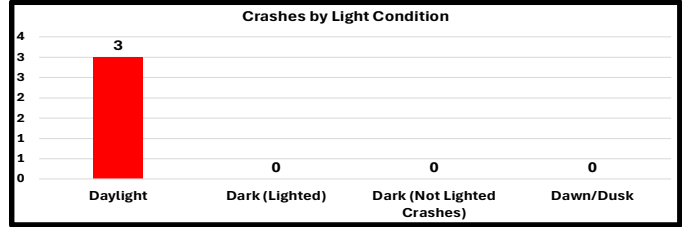
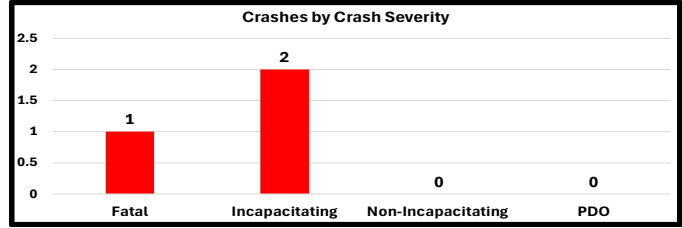
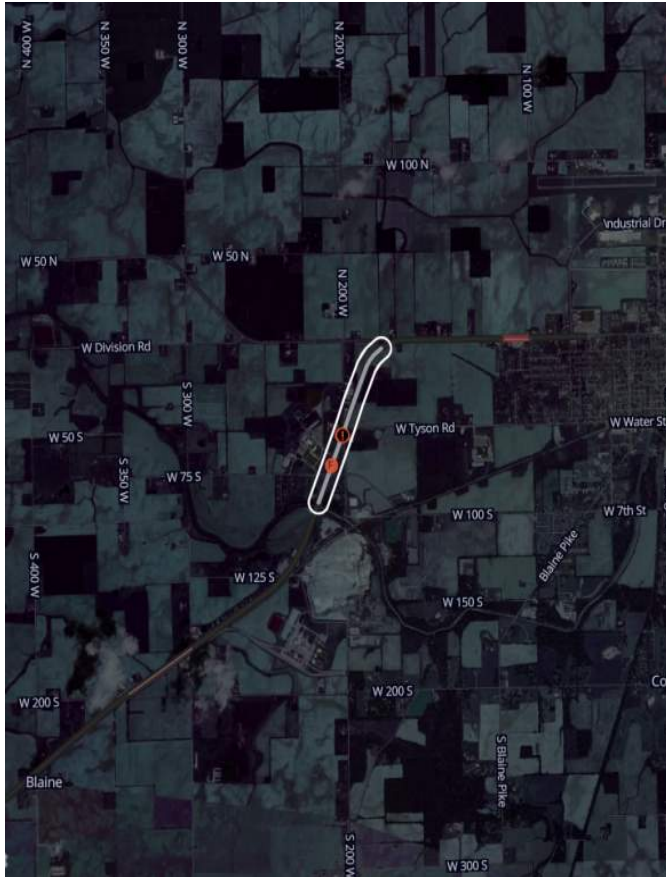




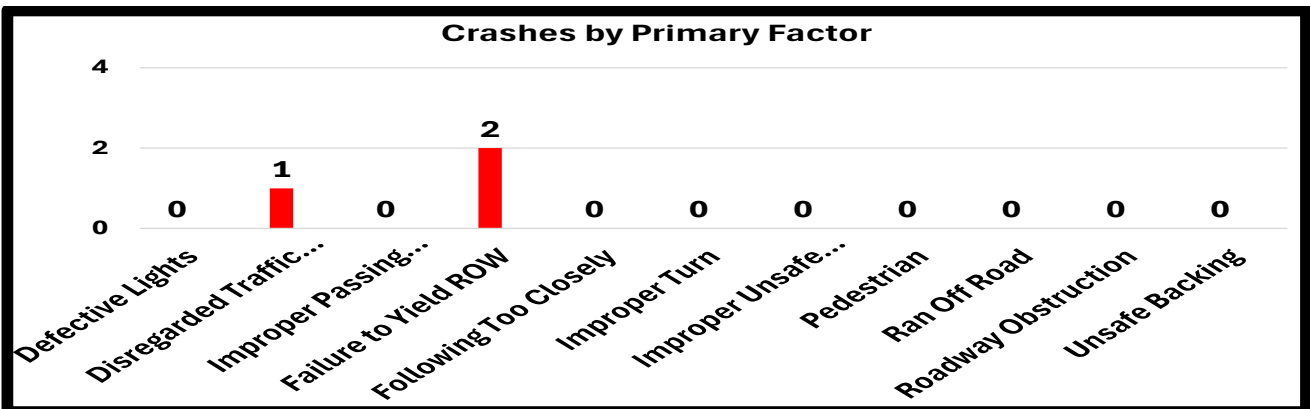
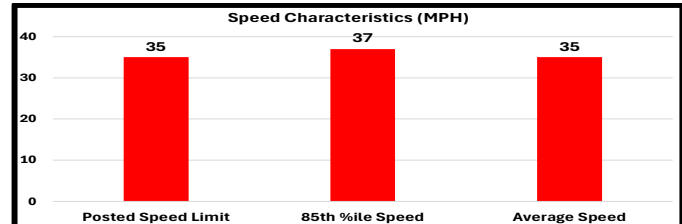
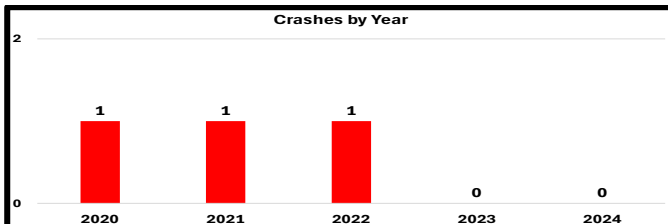
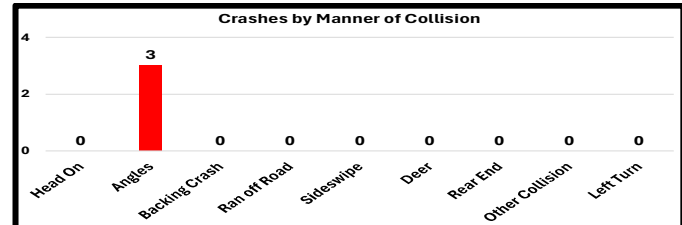
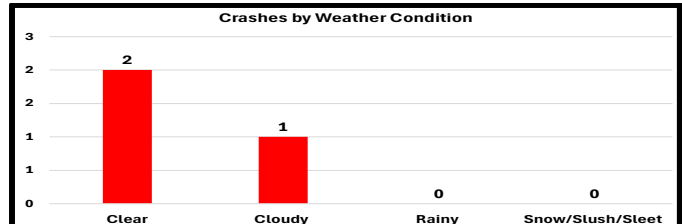
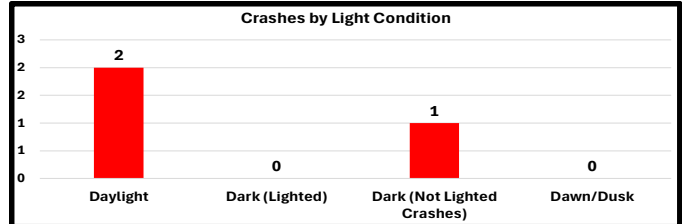
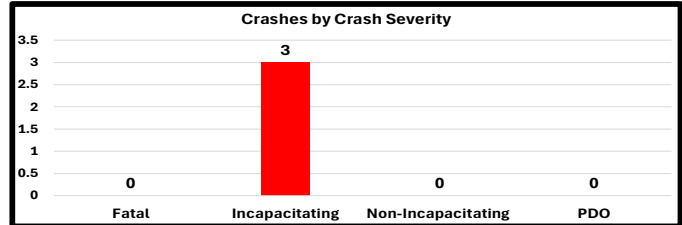
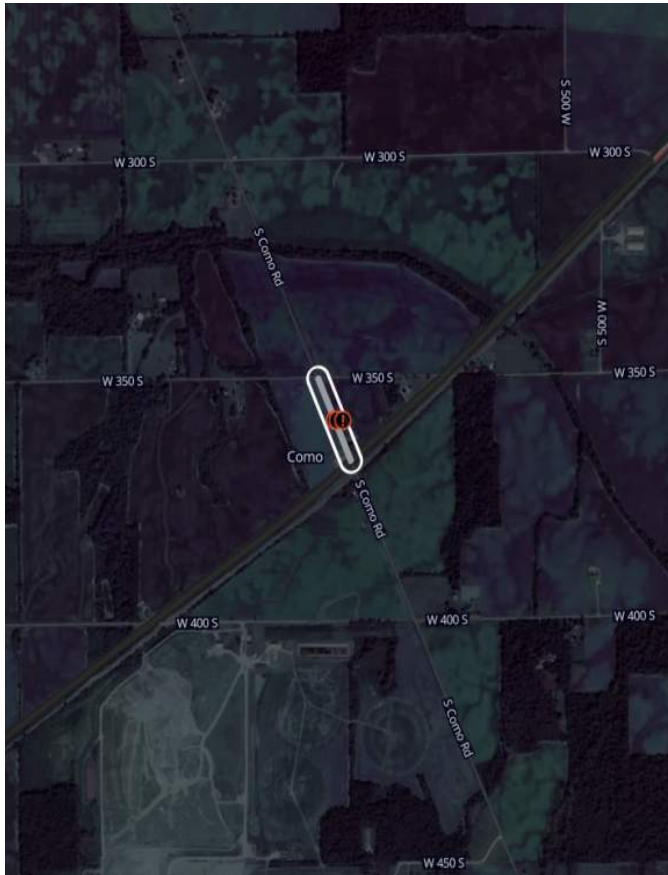


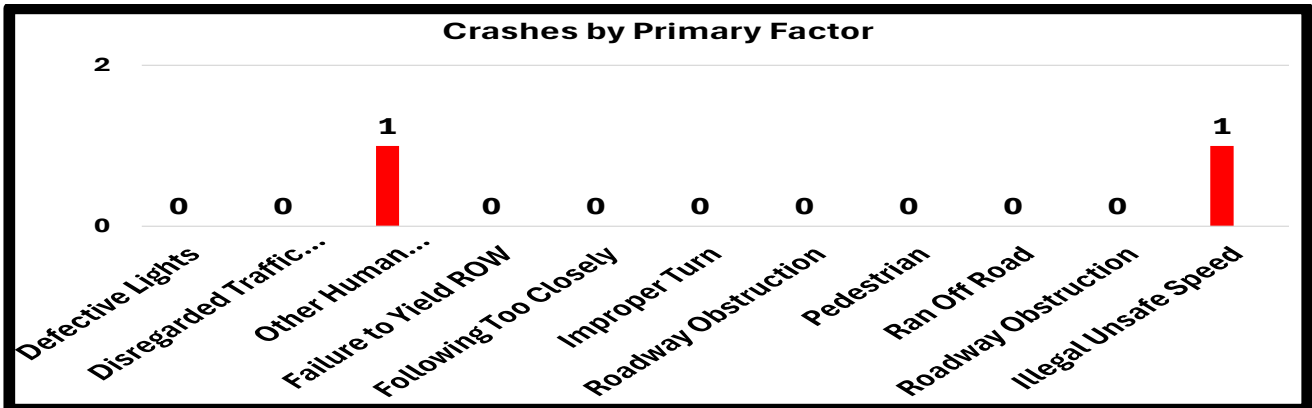
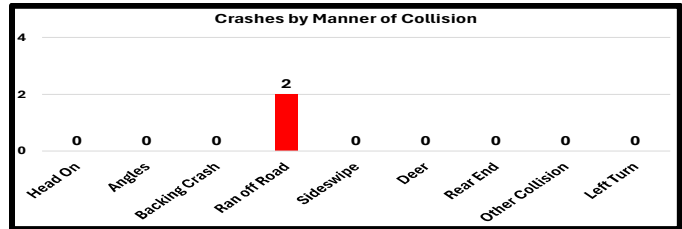
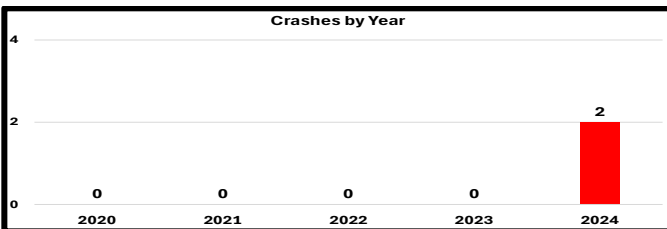
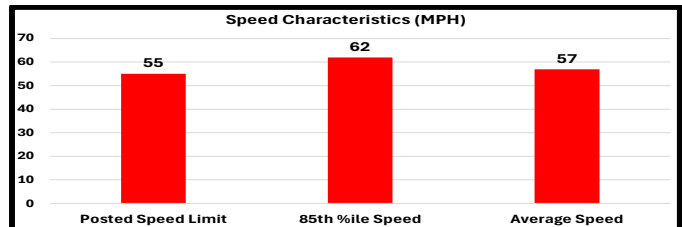
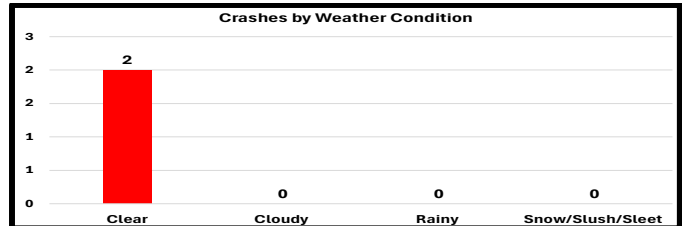
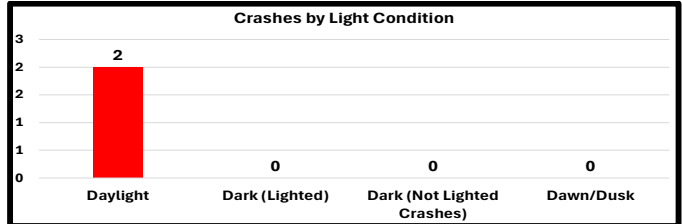
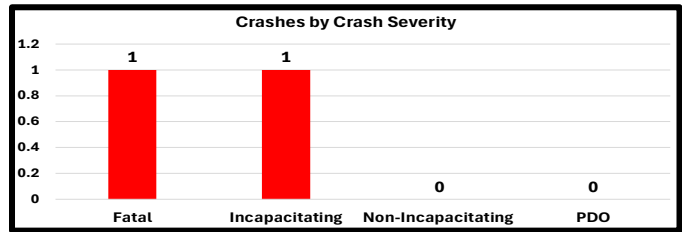
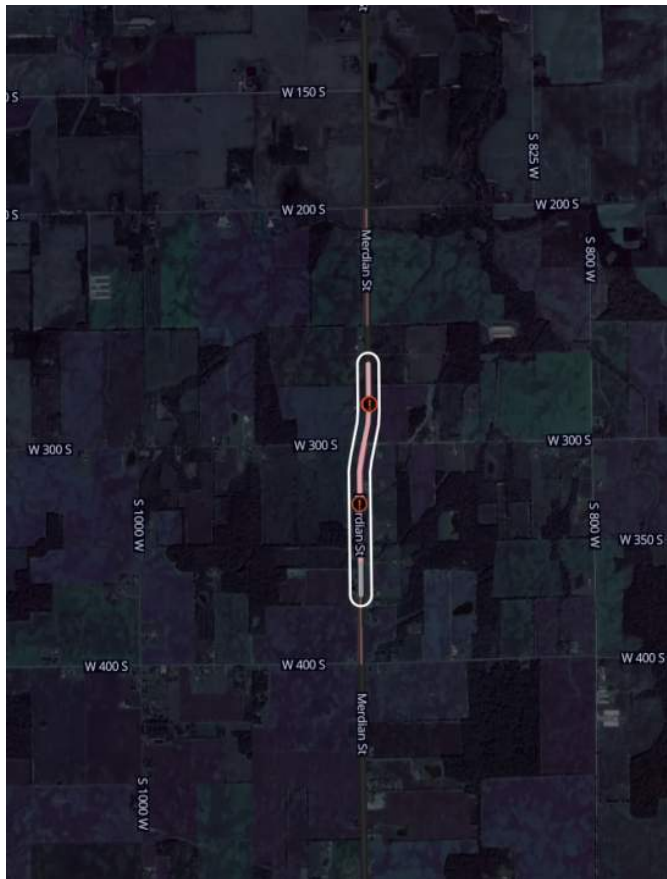


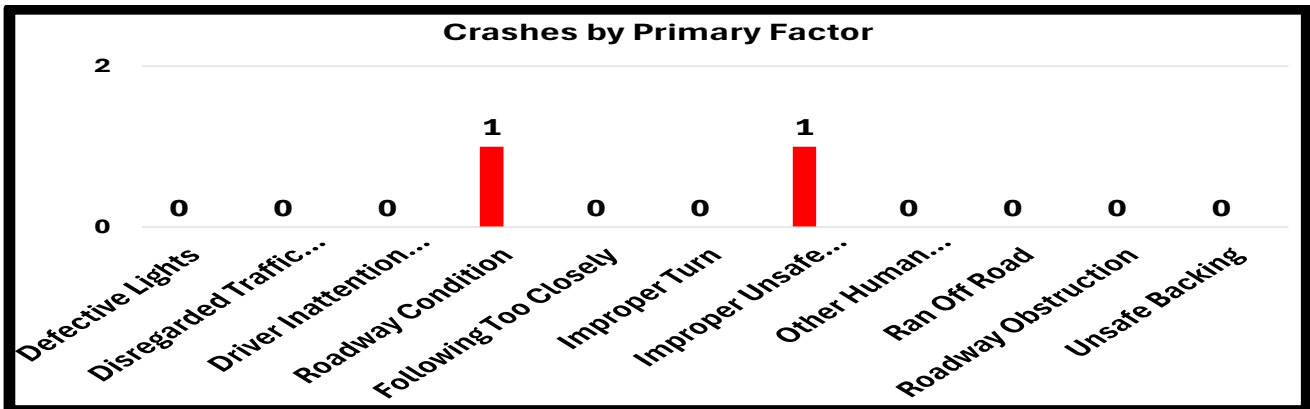
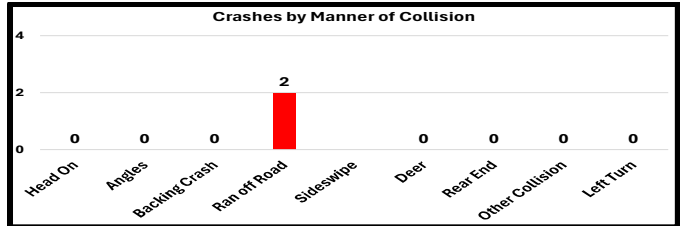
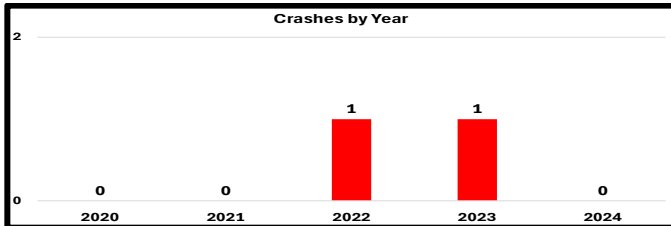
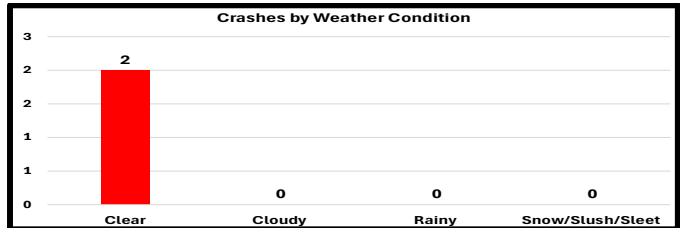
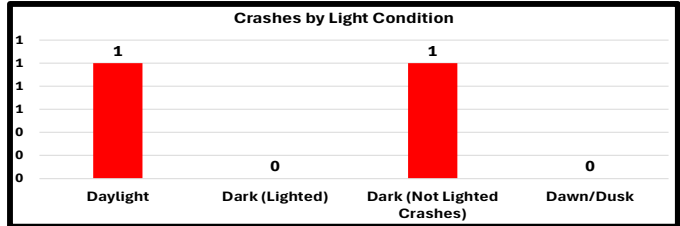
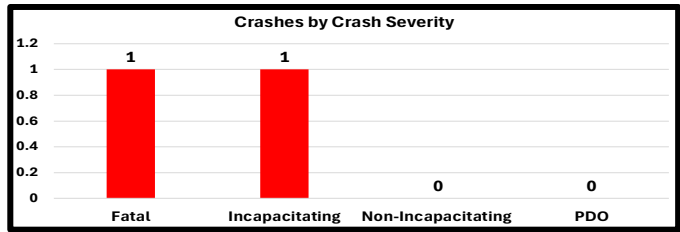


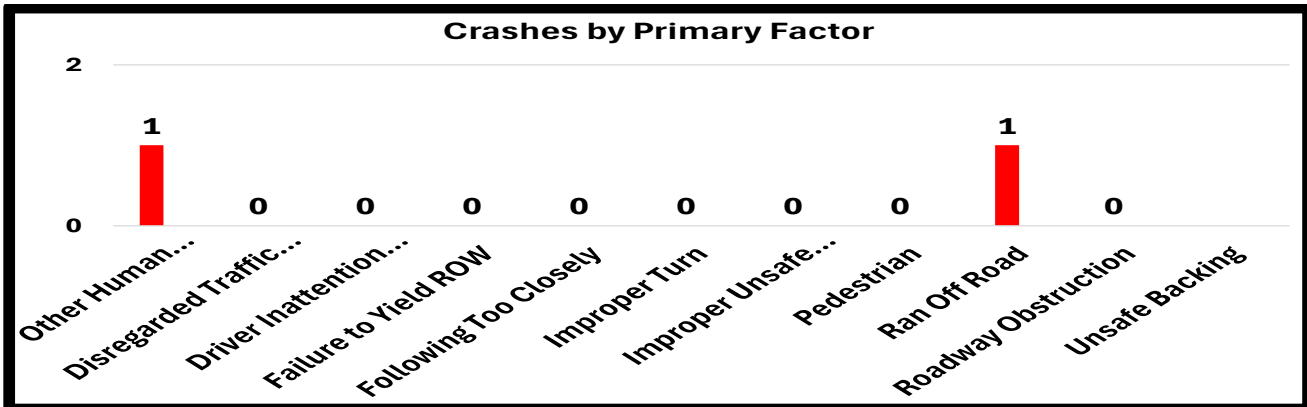
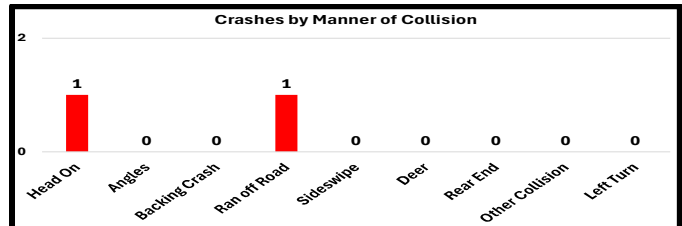
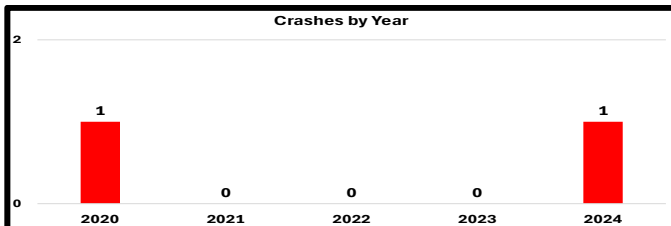
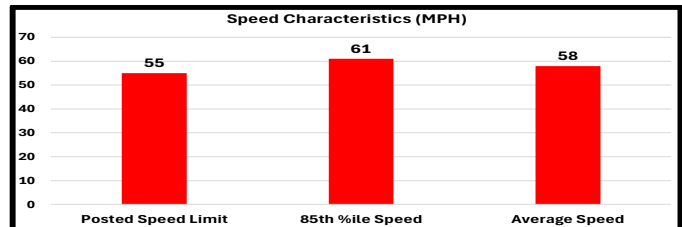
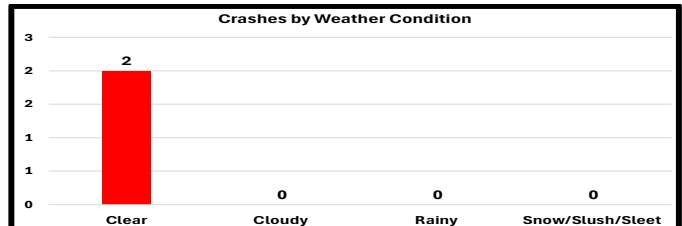
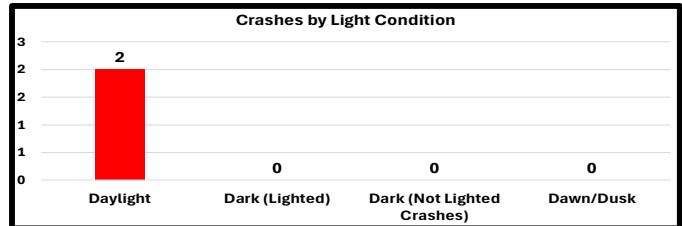
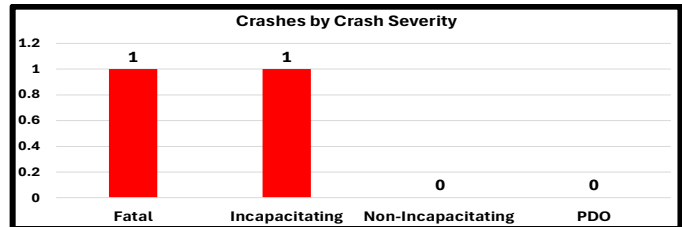
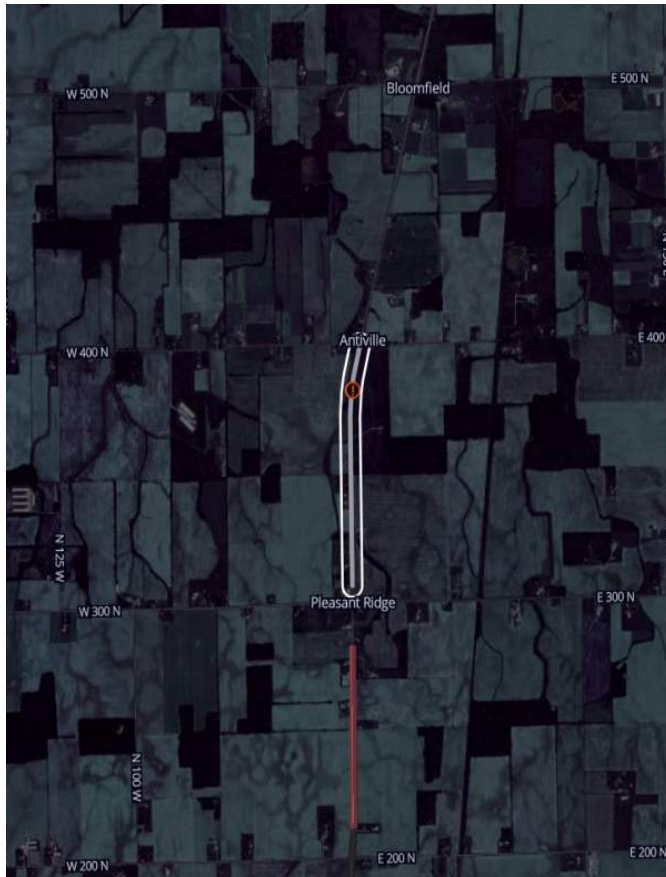


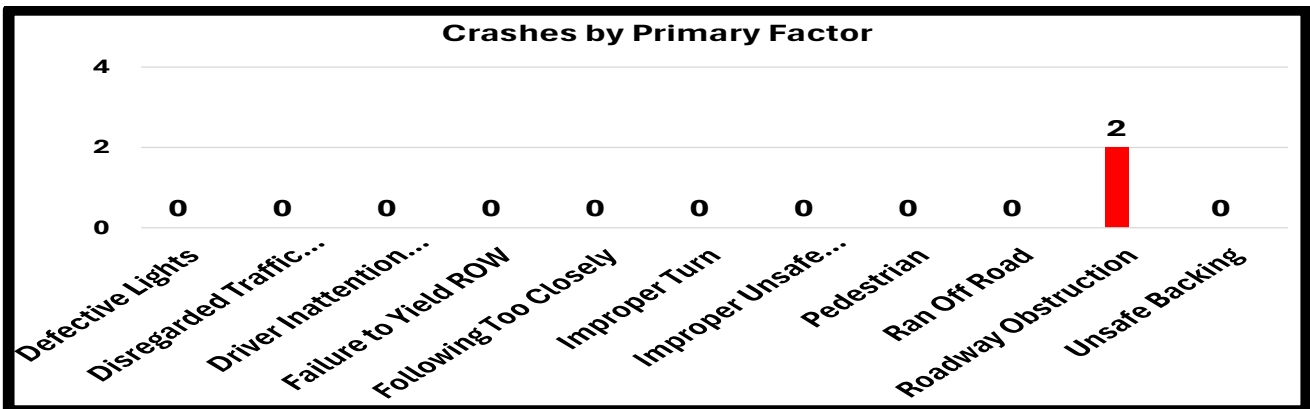
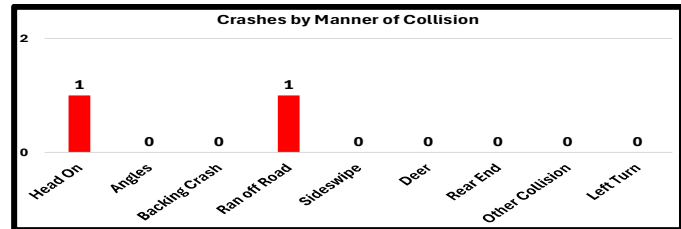
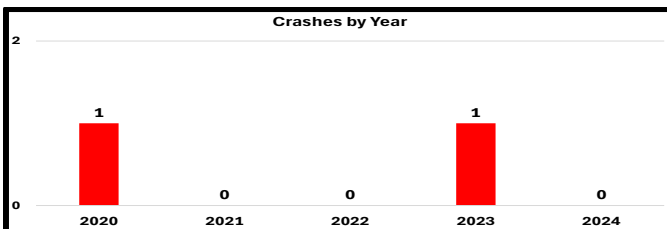
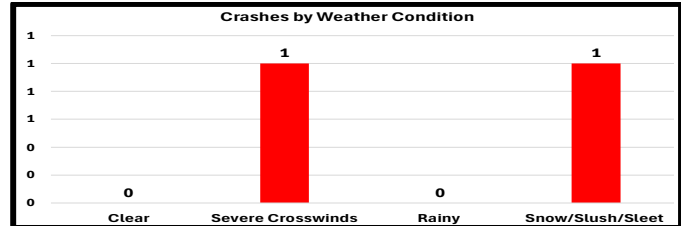
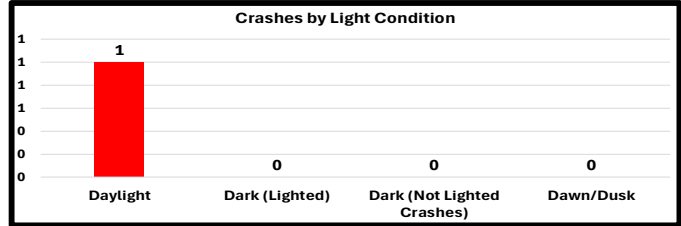
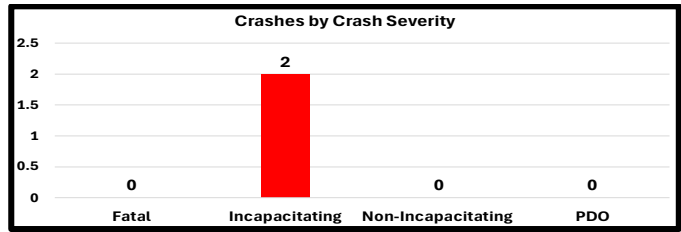
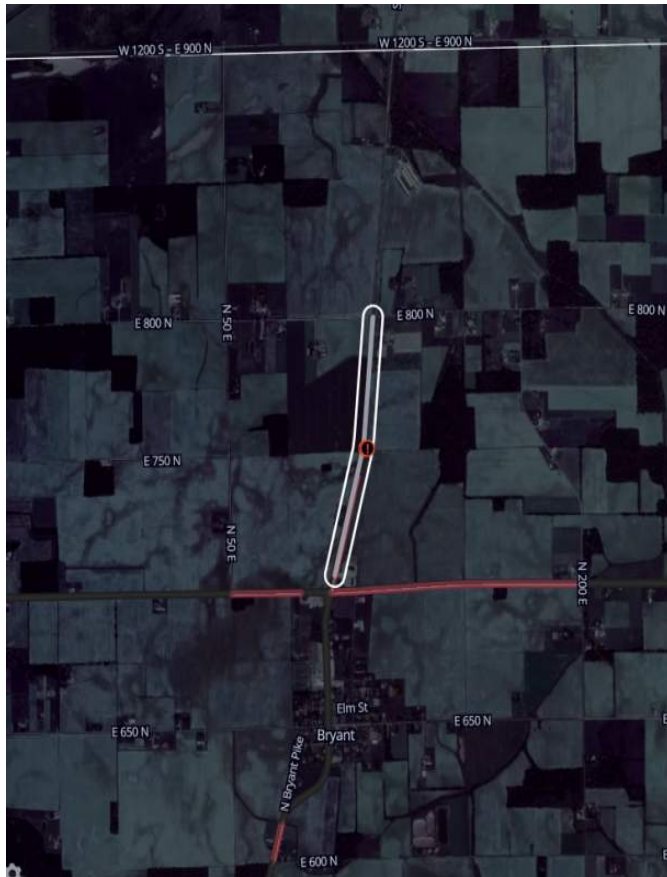
Jay County, IN  
Safe Streets & Roads for All (SS4A)  
Comprehensive Safety Action Plan (CSAP)

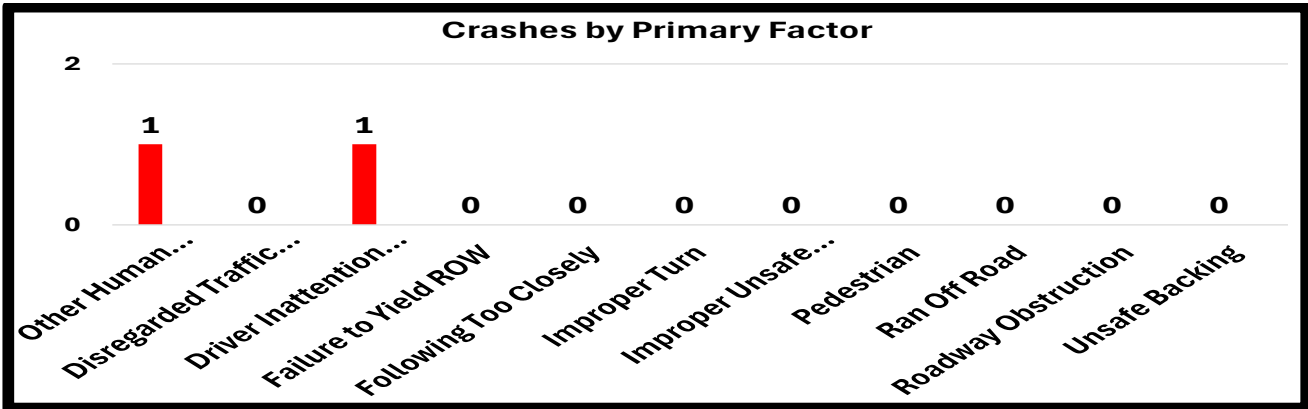
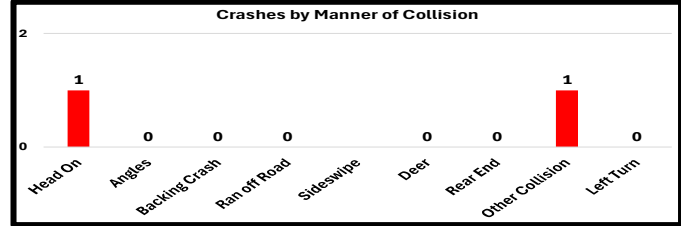
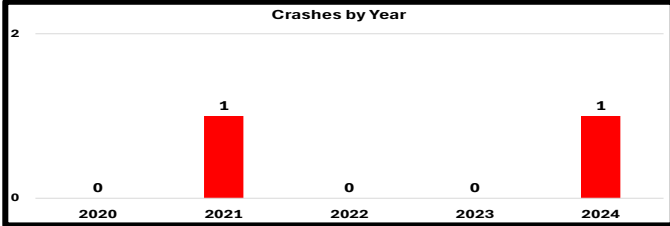
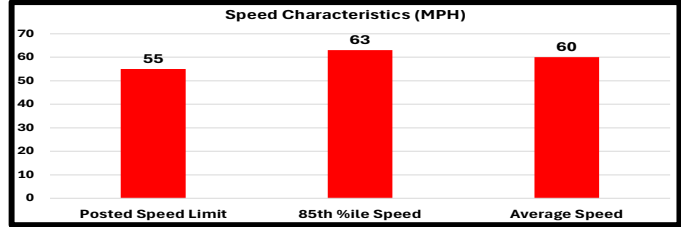
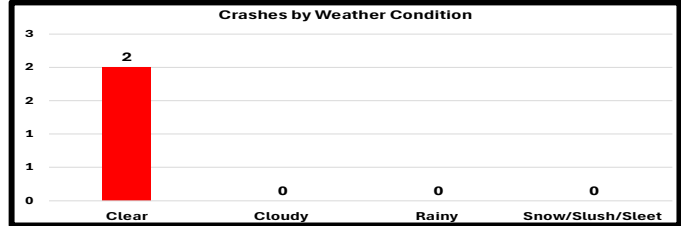
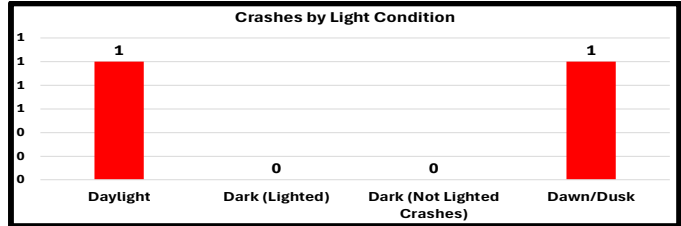
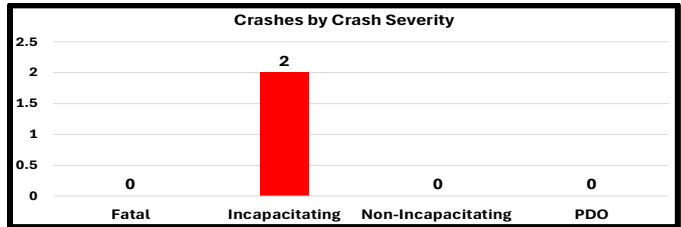
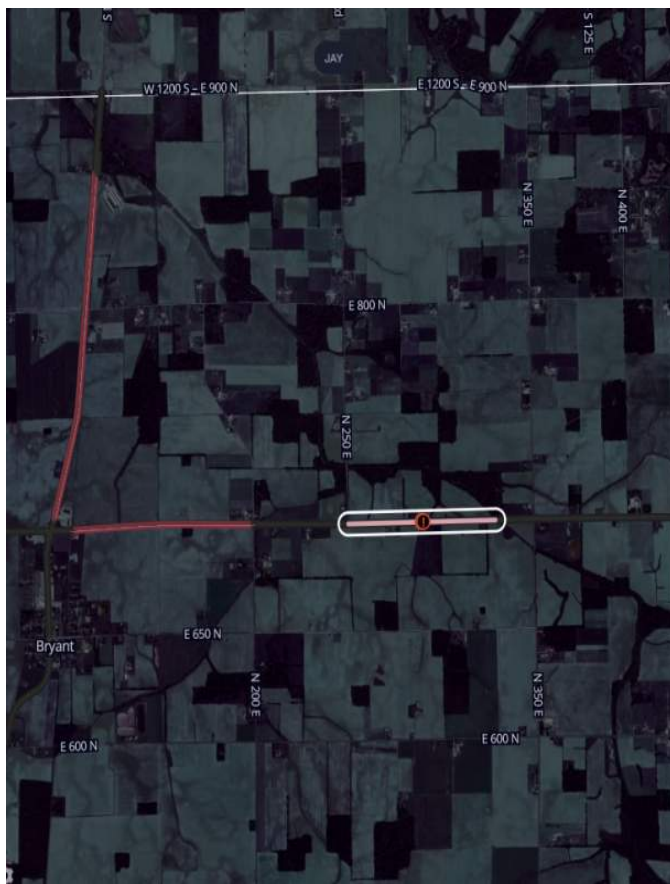


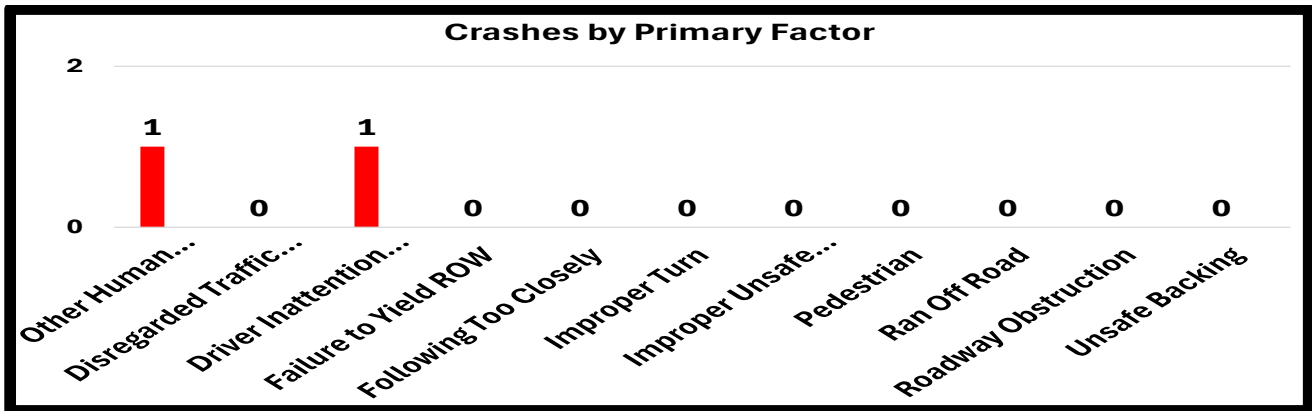
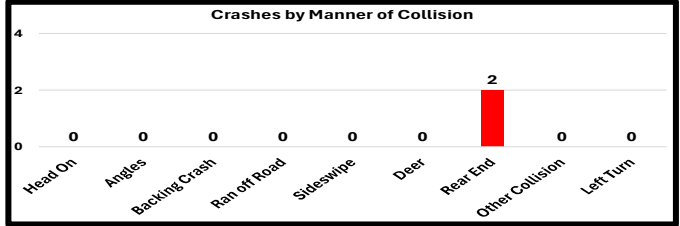
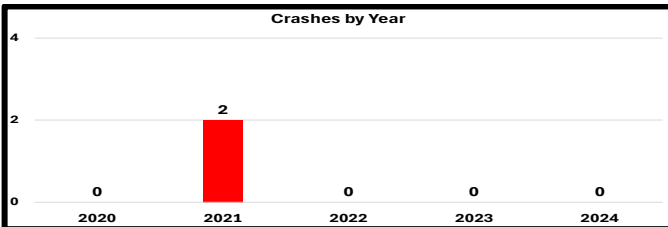
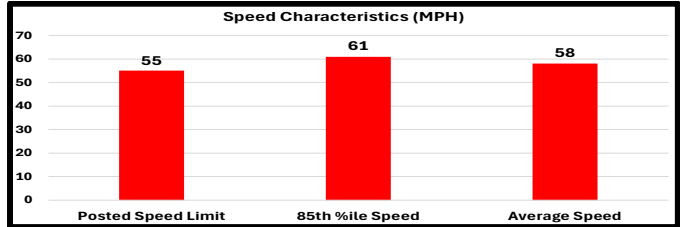
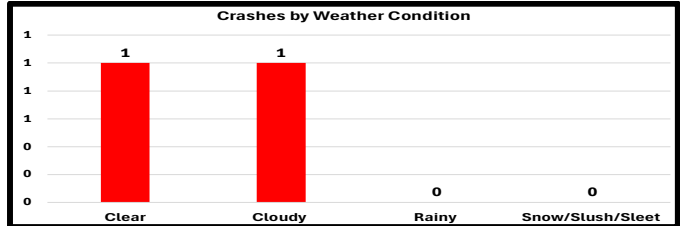
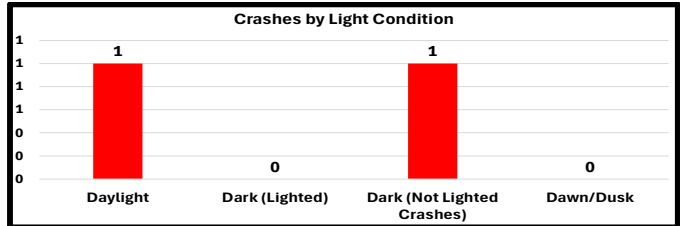
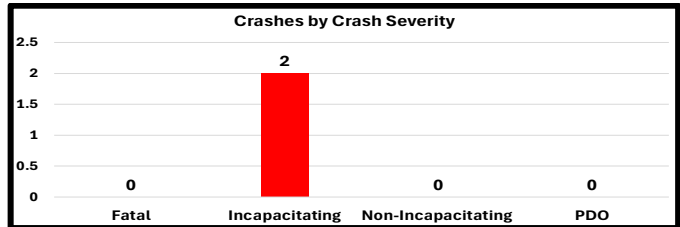
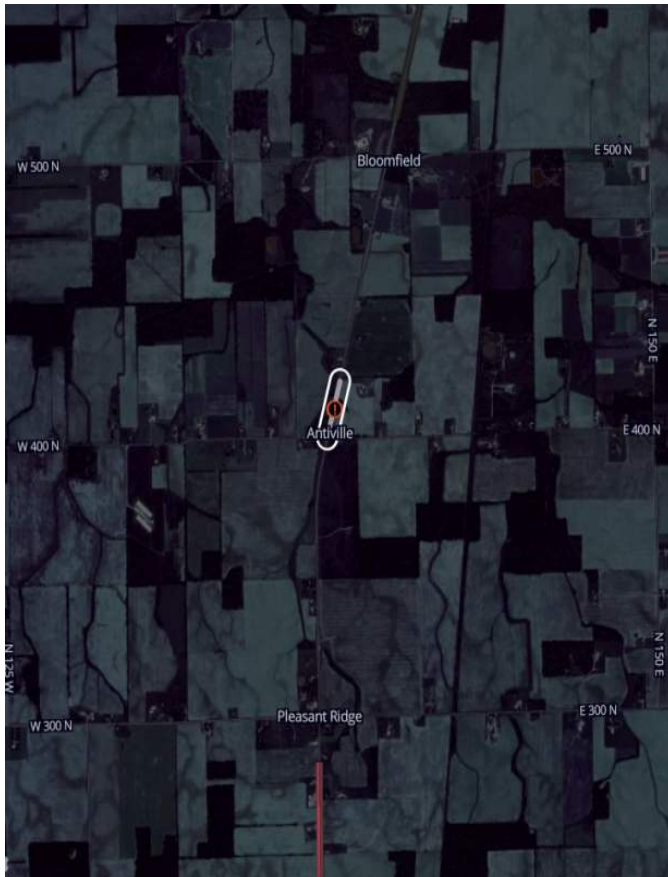


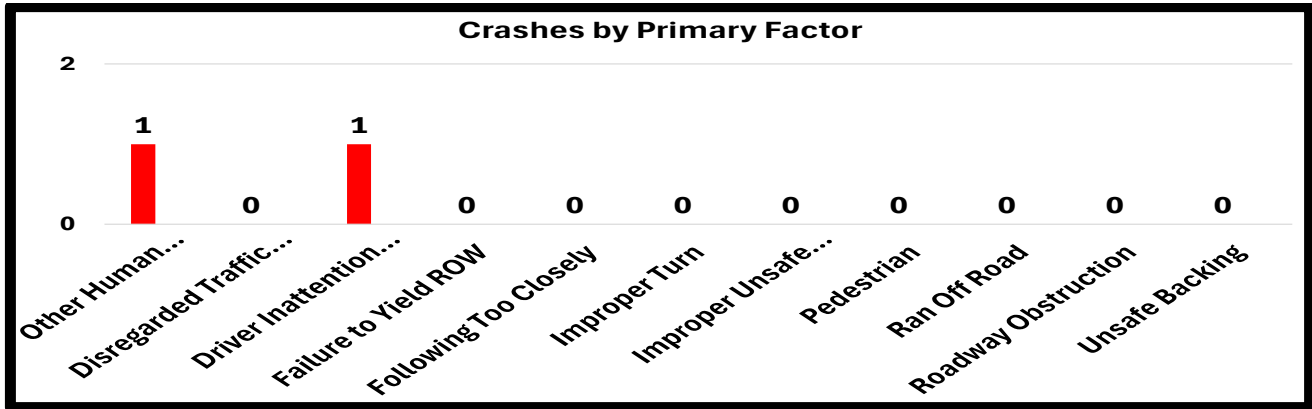
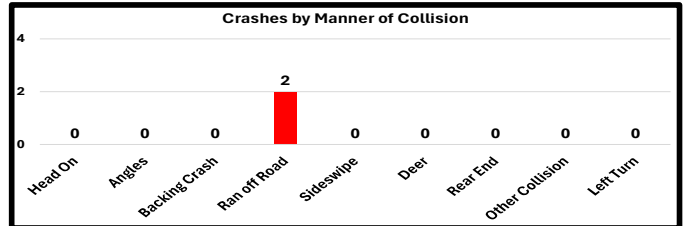
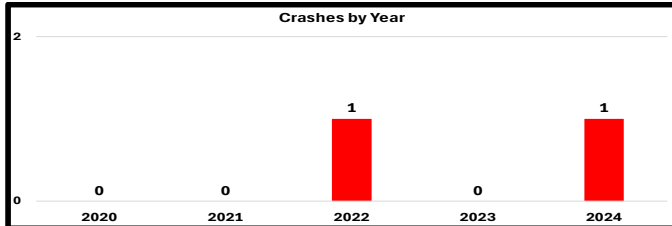
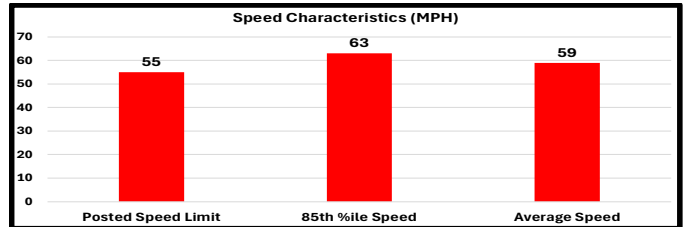
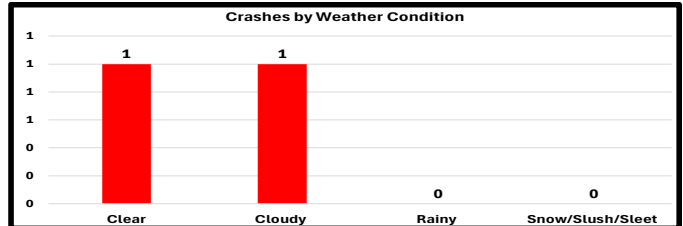
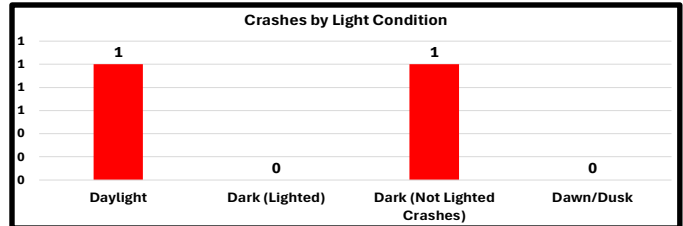
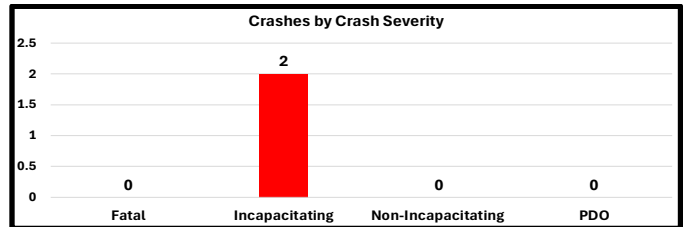
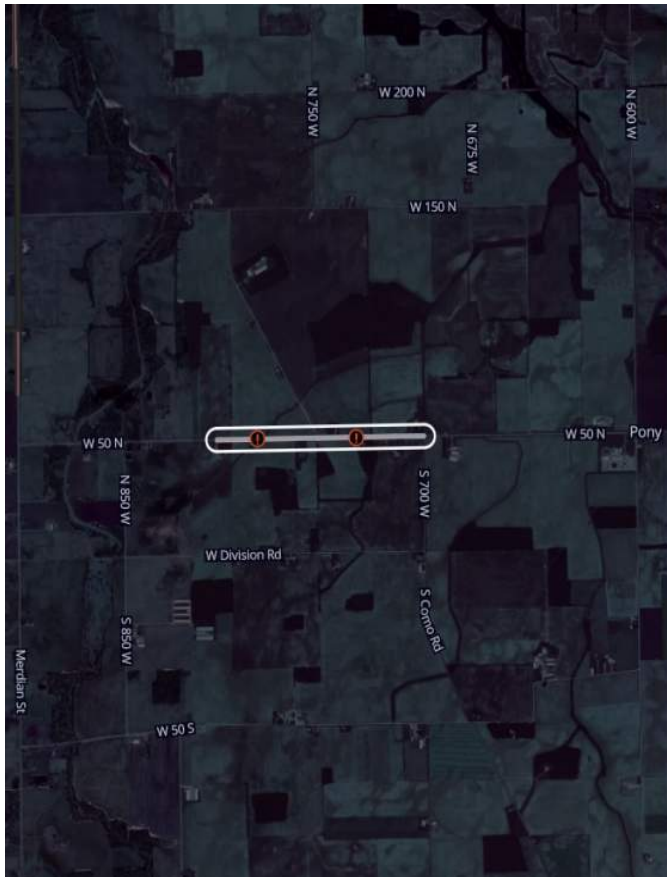








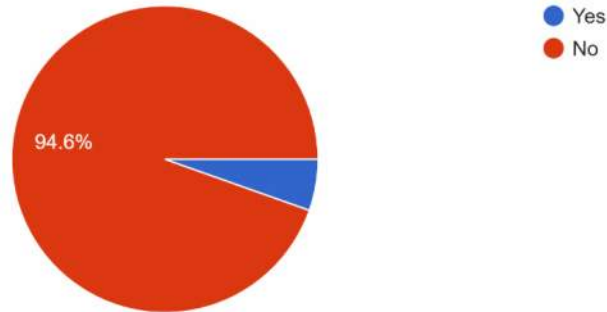




# APPENDIX C: PUBLIC ENGAGEMENT

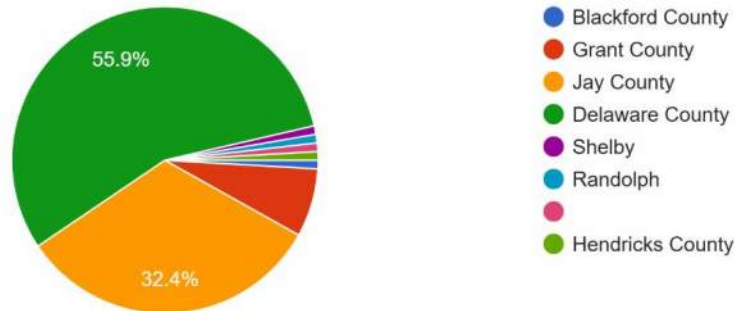
#1.) Do you or anyone within your household have a disability that limits you from using transportation?

111 responses



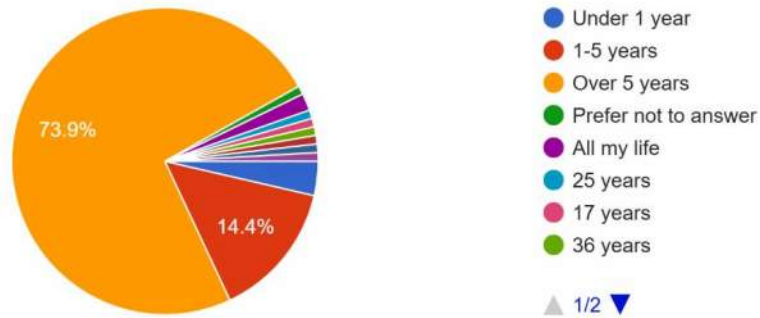
#2.) Where do you live?

111 responses



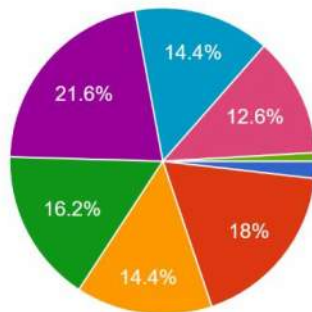
#3.) How long have you lived within your community?

111 responses



#4.) What is your age?

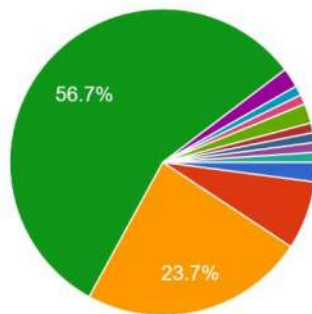
111 responses



- Under 18
- 18-24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 or older
- Prefer not to answer

#5.) Do you work? If "yes", where?

97 responses

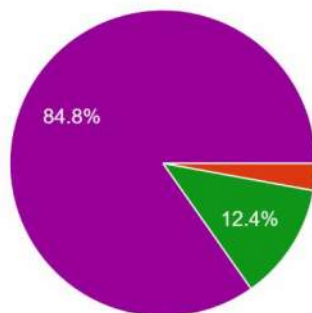


- Blackford County
- Grant County
- Jay County
- Delaware County
- Indianapolis
- Howard
- I travel between jay and Delaware Co...
- Retired

▲ 1/2 ▼

#6.) Are you a student? If "yes", where?

105 responses



- Blackford County
- Grant County
- Jay County
- Delaware County
- Not a student

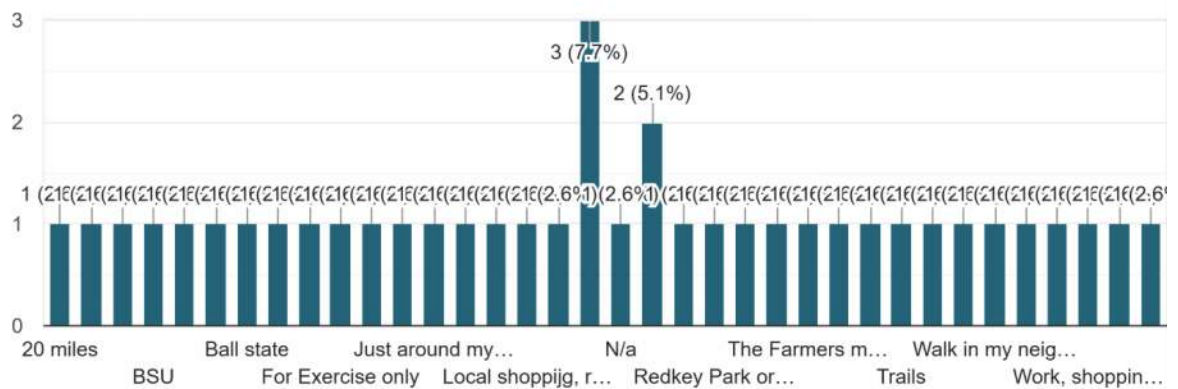
### #7.) In a typical week, how do you travel?

111 responses



### #8.) If you walk or bike, what is your typical destination?

39 responses



### #9.) If you drive, what is your typical destination?

103 responses

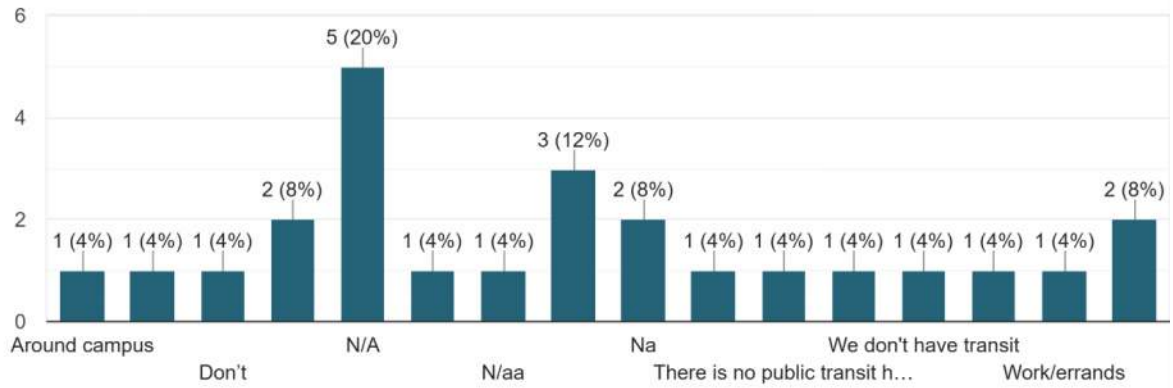
- Work
- work
- Portland
- Errands around town, grocery, bank, restaurants, etc
- To my daughter's house in Yorktown
- Schools
- Work
- Usually work or visiting friends in rushville
- work, home, dining out/shopping
- work, my child's school, my gym, Target, Fresh Thyme, Payless McGalliard, Downtown Muncie for restaurants, bars, etc.
- Work, restaurants, stores

- Hartford City, Upland, Montpelier, Muncie, Anderson
- Grocery and pharmacy, post office, hardware stores, veterinary
- Various places
- Ball State Campus, Downtown, White River Blv
- Ball State University
- work in factory and business(country)
- Work, downtown, and around town.
- Ball State university
- Yorktown
- Work, store
- Work, downtown, errands
- Work, Yorktown schools, meetings
- Work, shopping, going outside city
- To grocery stores or out of town
- Work and store
- Out of town for shopping
- To my mother's house, or to run errands such as grocery shopping or doctor's appointment's. I also drive my daughter to and from school every week day.
- Out of town
- Work or store
- Work, grocery store, walmart
- Usually short trips around Jonesboro, Gas City, and Marion.
- I travel on highway 1 to get to 67 and hop on 67 to head towards Muncie to go to work
- Redkey to Portland
- Work, school, childcare
- Work/errands
- Houses that i clean
- I travel to several counties for work.
- Redkey In
- BSU campus, grocery store
- Work, groceries, relatives
- Portland and Minnich Eggs
- To get groceries.
- A family member's house within the city, shopping, restaurants
- Ball State
- Ususlly to and from work and occasionally farther for trips or activities with the family.
- All over Muncie. I work and live in Muncie, and I have friends and stores I visit throughout Muncie. I also used to be a student at BSU.
- work,store,school
- Muncie
- Work, errands
- Muncie Portland

- Work , grocery stores, restaurants
- Delaware county
- Shopping, eating or visiting friends and family.
- Portland, IN
- work, meals, shopping
- To work
- Church
- Portland
- Shopping, daughter's, , Vets
- Besides work in downtown Muncie, there is no typical destination. I drive too many places for appointments, shopping, dining out, and entertainment.
- IWU, Taylor, coffee shop for quiet work location
- Redkey
- Work, Grocery Stores, etc.
- Muncie and Portland
- Work, store, etc
- Work in south indy
- 60 miles
- Work, Shopping
- Work, church
- Usually somewhere in Muncie.
- Muncie or Portland
- Church and store
- shopping and restaurants
- State Rd 67 n and s
- Swayzee Police Department
- Shopping
- Ballstate/downtown
- To the store
- Store
- Post office, out of town
- Class at BSU, work, and bars/restaurants
- Muncie, Indiana
- to work and stores
- 4 miles
- Minnetrista Museum & Gardens
- Muncie or Yorktown
- Job; grocery store
- My school
- Work, shopping, church.and.volunteer work
- Work/grocery store/picking up child
- Work & store

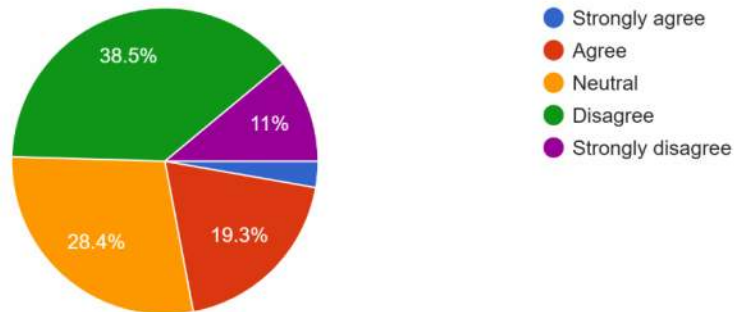
#10.) If you take transit, what is your typical destination?

25 responses



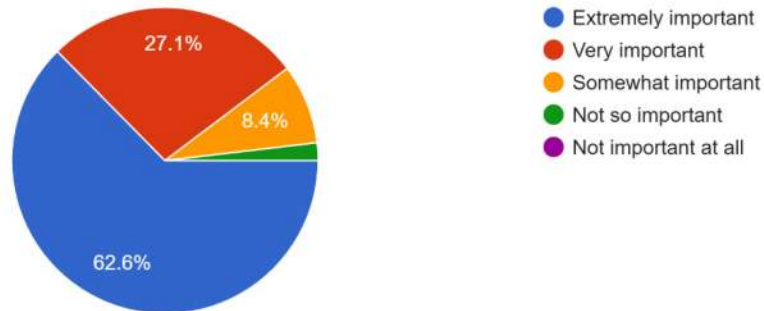
#11.) Thinking of your experience traveling on streets within your community, how strongly would you agree that your streets are safe?

109 responses



#12.) How important is it for the roads and trails in our community to be accessible for individuals with disabilities?

107 responses



#13.) Name an intersection or roadway that feels unsafe as a driver and tell us why.

103 responses

- I really dislike the on-street parking and bike paths on Main Street. It's confusing to me.
- Tillotson and University Ave in Muncie, near the hospital. People run that light constantly.
- South Hawthorne
- Centennial near Minnetrista has no sidewalks and I often have to slowdown and go around pedestrians walking in the road
- Madison and 32
- McGalliard and bypass because there are so many deadly wrecks
- Tillotson and McGalliard
- West Council Road and Arrow road - off of SR 32 (Yorktown/Daleville) - the two streets are riddled with pot holes and closer to SR 32 on Council there was a deep hole forming near a curb drain.
- The intersection of Meeks/Reserve/North St. Most roads without sidewalks (especially neighborhoods). Downtown with the weird parking lanes to accommodate bike lanes, especially being at Mulberry and Main, I've signaled to turn right onto Mulberry from Main and had to wait for someone who is in the parking lane who is also turning left. Without signage (except for the lane markers which will eventually fade/wear away) this is already troublesome driving behavior.
- Bethel/New York. Awkward intersection leads to sometimes dangerous interactions.
- Highway 67 and 600 south in redkey indiana
- Bethel Ave/New York Ave/Cardinal Ave - This is an intersection with all way stop signs. New York intersects diagonally and traffic flow is highly variable, with significant volume of people going straight as well as people needing to turn. I see frequent confusion as to who has the right of way. I wonder if this would be a good location for a roundabout. Additionally, the traffic lines on the section of Bethel between

New York and Wheeling are so faded that no one seems to know how many lanes there are, where "turn only" lanes are located, etc.

- Bethel/Chadam/Clara/Timber
- Old 303, (500 E.) No warning signs about a northbound curve near 200 N. There was a fatality on this road a few years ago. Also, any intersection where corn is growing is dangerous. Corn could be cut back a little from the top in a limited area at the corners to enhance motorists' view of oncoming traffic, but co. commissioners were amused when this was suggested, although some counties' farmers do it.
- County roads due to speeding dump trucks and semis which should not be using these narrow roads as shortcuts
- Burlington and Macedonia intersection
- Many of the intersections on Tillotson feel unsafe since there isn't a dedicated center turning lane.
- State Rd 67 and 200 West(Tyson Rd) I work at this intersection. Very dangerous especially at start and end of school day but is not good any time. We have seen numerous accidents and near mishaps here.
- The roundabout at the intersection of Nebo Road and River Road. Just research the number of accidents at that location.
- Tillotson, due to the constant deep potholes, and sidewalks very close to the street and not in good condition.
- Tillotson going towards McGalliard, completely botched.
- Jackson St and Main St in Muncie
- 67 and 600s
- Petty/Briar
- Wheeling Ave & State Rd 28
- IN 67 & 600 S in Redkey Indiana
- The intersection of MLK Blvd & Centennial Avenue. It is unsafe for kids crossing to get to the park, store, and for food.
- Hwy 67 and 600s/ Main St Redkey, IN 47373
- Bethel - New York five way intersection; oddly planned, also odd to cross walking or biking
- Morrison Road, specifically by Walmart. The side entrances to Walmart create many traffic hazards. I've seen so many accidents at that location, and even my partner has gotten into one there. There need's to be another light or some sort of way to stop traffic there, as it is so hard to safely turn during rush hour traffic.
- Walnut and Columbus - with the new YMCA building, and the pre-existing school traffic, that intersection has gotten marginally more dangerous.
- 67 and state road one can not ever get out there needs to be a 4 way or a stop light a lot of wrecks there
- All the intersections on Blaine pike that aren't all-way stops.
- 600s and highway 67

- Multiple intersections getting onto Wheeling have blocked or obscured vision, especially during election season due to the signage. There are also long stretches on Wheeling that have no sidewalk for pedestrians.
- 67 and 600s redkey. Not a clear visualization of oncoming traffic coming from the bridge.
- 400n and 600s in Yorktown. It's and offset four way stop.
- State road 9 through Marion. Also known as the Marion "bypass". If there's sidewalks, there's no shoulder. If there's a shoulder, there is no sidewalk. The businesses on this road are only really accessible to cars. It would be dangerous to bike or walk on this road. In my ideal mind, there would be a shared use separated path along the road for pedestrian and bicycle access to the businesses and community.
- Highway 67 and the county road after the overpass. I was involved in a vehicular collision on Monday August 11th 2025 at 7:35-7:40 am. Due to other person not abiding by the stop sign. We have families that cross that road to get their kiddos to school it's just a safe choice!
- Hwy 67 and SR 1. Even though the speed limit is 30mph through there people zoom through Redkey. It is difficult to see when you're at the north side of the intersection, looking left (west). You have to pull out more than you should, legally, just to make sure there is not a vehicle coming.
- Wheeling/University W Clara lane/Bethel New York/Bethel
- Tyson Road, Portland Indiana the road is unsafe for pedestrians as it is unsafe to use the bike lane because individuals speed 60+ in 45 mph zone and there is no signs to let drivers know.
- St rd 3 N and Indiana Ave in Eaton. It went from being a 2 way stop E&W to a 4 way stop and N&S drivers blow thru the stop daily. The amount of accidents there is unbelievable.
- Intersection IN 67 and IN 1. Lots of speeding, limited visibility when crossing, lot of traffic. Semi's often disregard traffic rules.
- Highway 1&67 also Highway 67& county rd W600S
- University and Wheeling. I have observed multiple crashes at this intersection due to low visibility (bushes), high speed of travel, and confusion with pedestrians and cyclists.
- Centennial/bethel and new York. The bend in the road at the intersection and volume of traffic make it unclear who has the right of way.
- 600 south and highway 67
- 300 N. While it has been a long time since this road has been SR 22 (the 70s) it never stopped being treated like a highway. It is a highly used route for many people moving between Portland, IN and Coldwater, OH along with many semi trucks also using the route. The road lacks the proper width and line markings for the amount of traffic it has.
- Mcgalliard all tillitson all both because the roads are so rough
- The intersection of Spencer and Nebraska Street, because of it quick changing lanes are your coming down a hill into the intersection.
- W. University Ave. between wheeling and Tillotson
- Tillotson because it doesn't haven't sidewalks

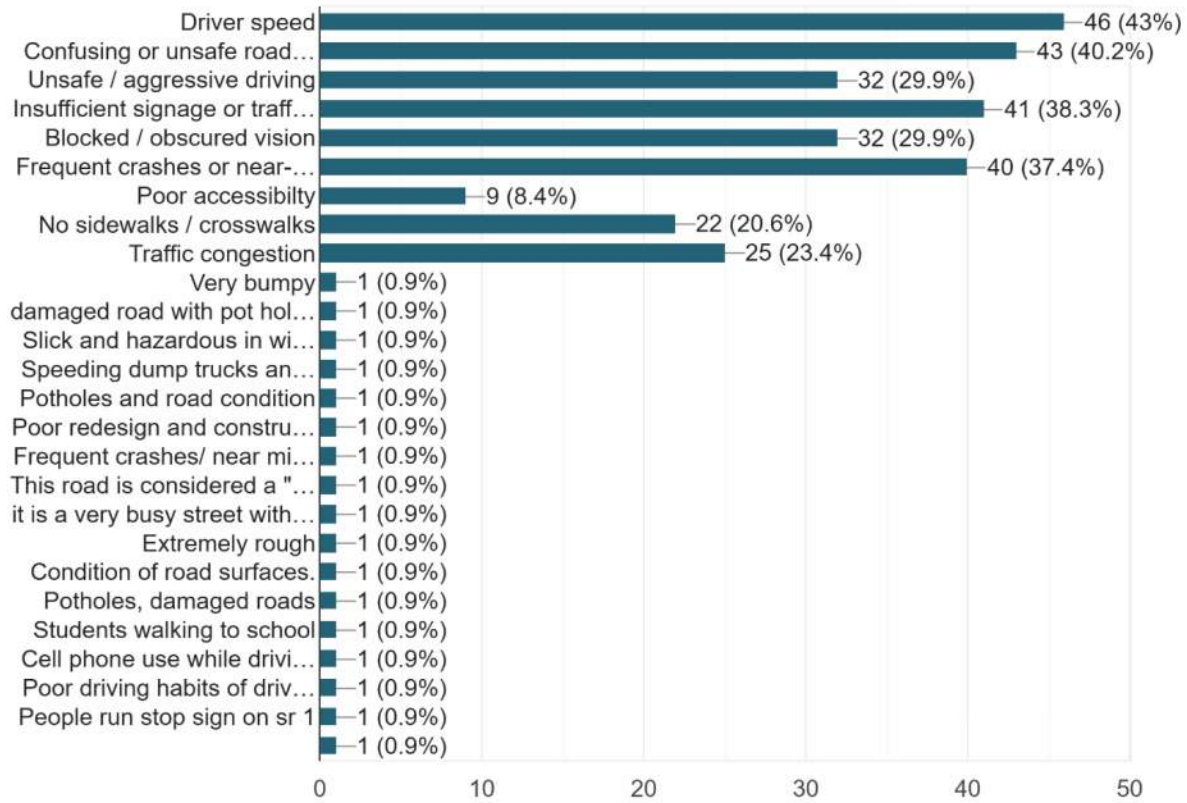
- Burlington 5 point intersection. It is at the corner of Burlington, macidonia, and J believe another street. As its nickname suggests it is unsafe as it is a 5 point intersection.
- W University Ave right before it meets up with Wheeling. The road is more potholes than it is concrete, and there is also parking on the curve of that road. This combination makes it unsafe to take the curve because you have to actively avoid parked cars and drive on the opposite side of the road to avoid hitting potholes that might give you a flat. When you get to the end of W University Ave, there are bushes blocking the view to two-way traffic on Wheeling, making it unsafe to try and cross traffic or even turn right.
- maple st this is a residential block and there's a lot of kids that live here including my own and there's no speed bumps and honestly if we were in Chicago there would've been more speed bumps on most of the side roads cause people just speeding down these roads no matter the kids signs
- Railroad track on 10th st
- Bethel and Granville (in Muncie) are both unsafe. Holes, bad patches, sinking of patches are dangerous: drivers need to swerve A LOT to avoid these obstacles, and it is heavy wear and tear on vehicles.
- Tillotson seems to never be fixed. Neighborhood roads (tertiary) are horrible
- 67 and 600 also 67 & highway 1
- Str rd 67 and w 600 s ( main st ) Redkey
- Bethel/mcgalliard intersection - cluster for traffic and unsafe. Drivers don't care about sitting in intersections to get into small intersection to get to bethel
- 32 and Tiger Dr.
- HWY 1 and HWY 67
- Bethel and New York in Muncie. That six-way stop is confusing if you are not from here (and even if you are) and is so poorly marked that people are in a turn lane and don't know it.
- Highway 67 and 600 Redkey In.
- Bethel Ave and New York Ave, no clear turn order in an awkward intersection
- Crossing on highway 67 and co rd 600 s
- Hwy 1 & Hwy 67 and Hwy 67 & Co Rd 600 S
- Walnut Street from around Wysor to McCullough Boulevard feels unsafe because of traffic for Muncie Central, the YMCA, plus lots of pedestrian and bicycle traffic. There are a lot of distracted drivers in the area.
- CR E 700 S in Upland (near Taylor University) - lots of foolish people walk, bike, or run on this road. The hills, lack of shoulder, pot holes, and - dawn / dusk - blinding sunlight make it very hazardous.
- State Road 67 & State Road 1 Also State Road 67 and County Road 600 South (Overpass)
- The 4-way stop at Bethel & New York in Muncie is always a nightmare. People never know when it's their turn to go through the intersection, and I have almost been hit several times. I recommend a light or roundabout there.
- Intersection of 67 and 600 in Redkey. Many do not stop to acknowledge oncoming traffic on 67.

- Most of the "town" roads during rain at night. You cannot see the lines on the road and this makes it very unsafe for everyone.
- Centennial
- Illinois st and alley way
- Nowhere need better driving classes
- Wheeling and University - High volume of fast-moving traffic in what feels like narrow lanes, no stoplight or stop sign and no "shoulders" to pull onto if you have a problem.
- Highway 1 and highway 67
- SR 67 and Sr 1. People run stop signs on sr 1 plus hard to see to cross 67 from north side
- Wayne and Meridian, people coming north on highway 1, into town do not slow down and hit that intersection at very high speeds.
- Downtown and dont the Addresss
- State Road 32 and Country Club Road. Because of the recent diversion from two lanes of traffic heading east down to one lane, drivers are forced to race for position into the thru lane. This leads to speeding by one or both drivers and the danger of a serious accident.
- State Rd 67 north and south Redkey
- SR13/Lyons St, Swayzee - This is a very obstructed intersection with multiple accidents that have occurred here. You cannot see around the buildings and vehicles so you have to pull out into the intersection to see to pull out and then it's too late.
- Bethel/McGalliard..... who thinks this intersection works?
- The intersection of new York, and bethel
- University and wheeling ave
- Highway 1 and 67. There have been many wrecks there some have resulted in death. I myself have nearly been hit head on while sitting at the intersection not moving waiting to turn. I have seen accidents there.
- State Road 67
- IN 67 and State Road 1. Drivers coming either way on 1 don't realize traffic on 67 does not stop.
- The intersection of W Jackson Street and W Westview Boulevard is unsafe because it's difficult to see to your left at the stop sign, especially when a train is parked in front of the crossing.
- Minnetrista Parkway
- Tillotson- Lots of blind spots and potholes
- State road 9 and state road 26
- Intersection of Gilbert & Martin. Gilbert switches back and forth from one-way to two-way every block and it causes confusion. I live near it and watch at least 5 accidents a year at that intersection. Other problem areas are Martin & Jackson and University & Wheeling.
- 725 W and Division because the traffic doesn't stop on 725 and there are no warnings on division road

- North Old SR 3, but specifically the part that intersects with Riggin and goes past Carter lumber and hooks up with I35...I feel like that whole part is just crumbling no matter which direction you travel in.
- Milgaliord

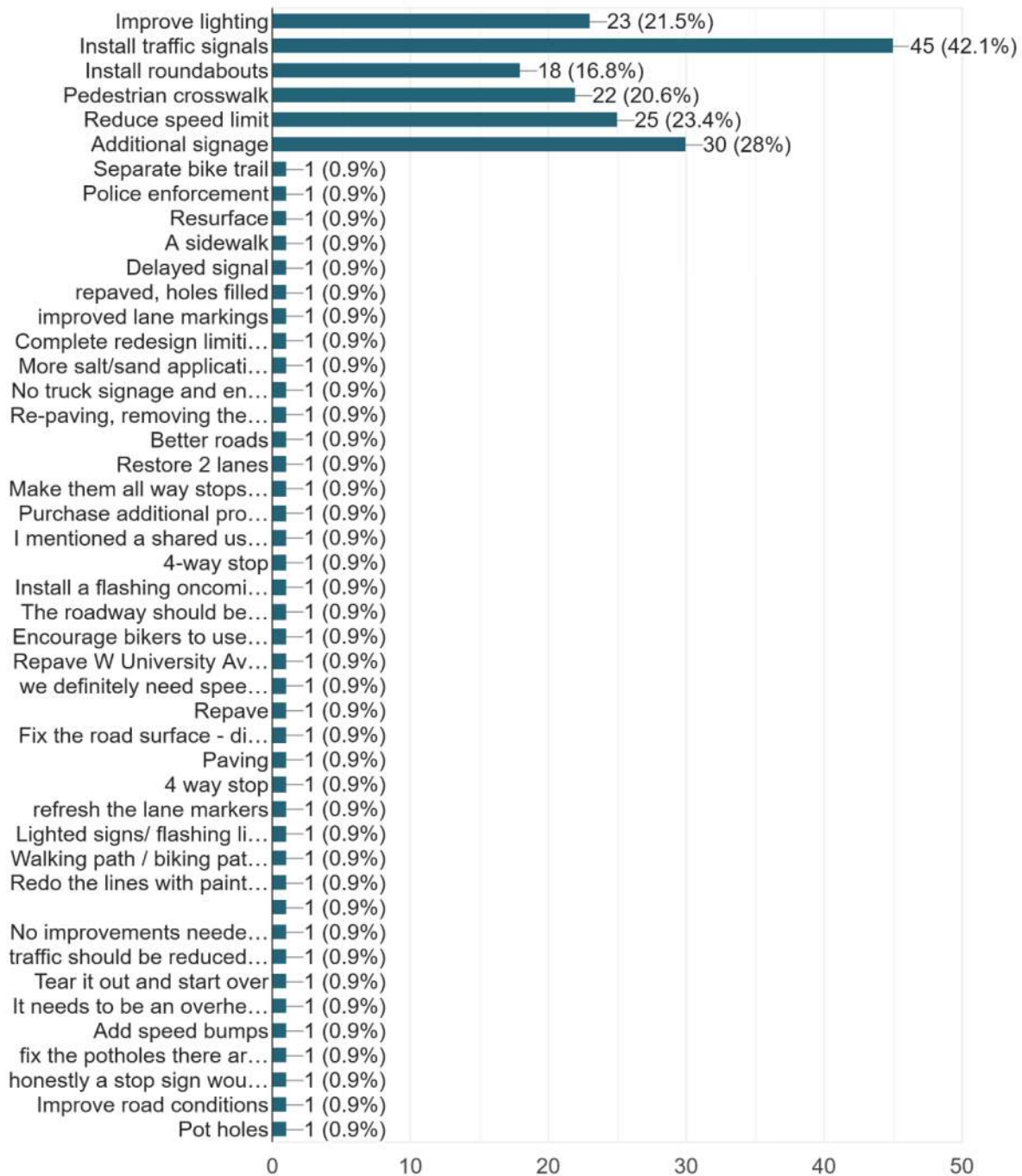
#14.) do you consider the primary cause of the safety risk of this intersection/roadway? If there is more than one, choose the primary cause and type other causes.

107 responses



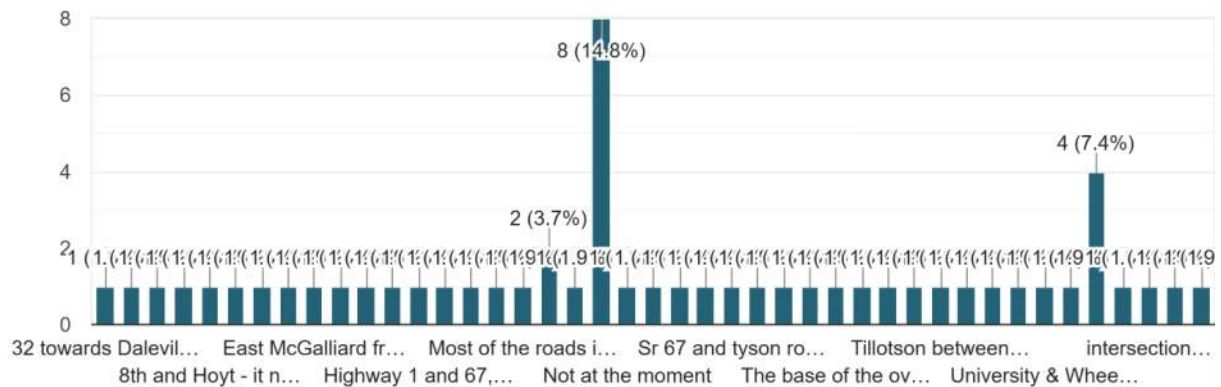
### #15.) What improvements do you suggest for this intersection/roadway segment?

107 responses



#16.) Do you have other intersections/roadways to add?

54 responses



#17.) Name an intersection or roadway that feels unsafe as a bicyclist/pedestrian/transit user and tell us why. 55 responses

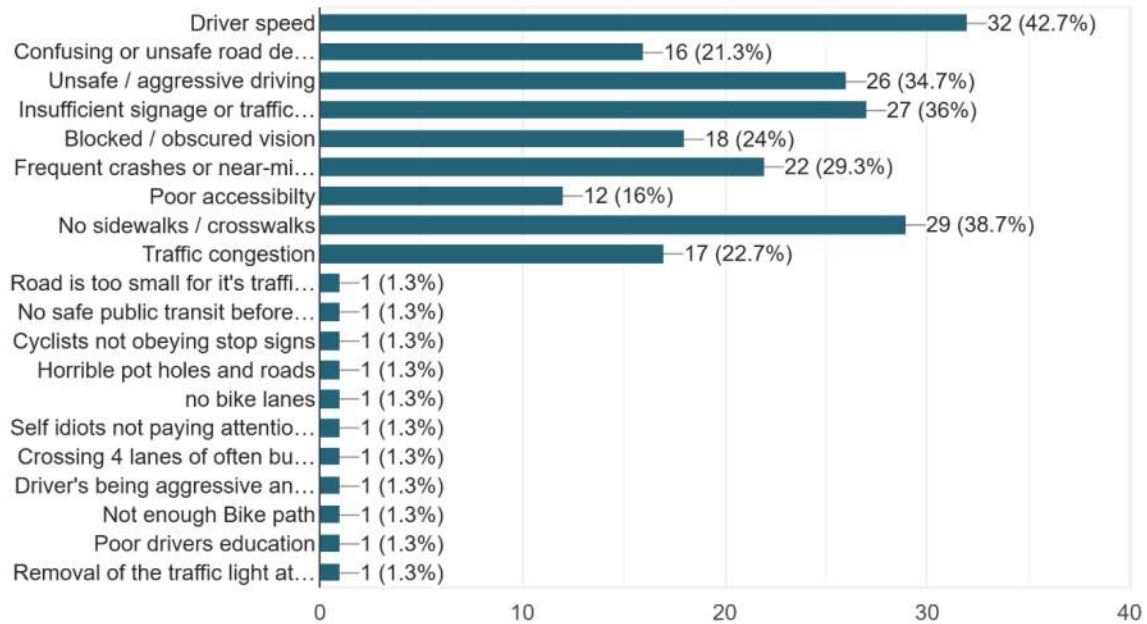
- 32/madison
- Martin st.
- Highway 67 and 600 south
- Centennial between Wheeling and Walnut. One side of this road should have a sidewalk. Additionally, we need better signage along roads that are adjacent and intersect with the Cardinal Greenway. This is particularly necessary along 35, south of Muncie where there are places that people may be turning from 35 onto an intersecting road and crossing the greenway. Cars are traveling at a high rate of speed, and visibility isn't always great for bikes. Even if the bike stops, it can be impossible to see or anticipate a car traveling quickly and turning to cross over the Greenway.
- Tillotson/Everett at w. Purdue Drive
- SR 3 through Hartford City has insufficient sidewalks. People in electric wheelchairs or walkers frequently navigate ON the highway, trying to get to stores or doctors. e strquently
- Sidewalks throughout
- state rd 67 and 200 W(tyson rd)
- Unsure
- Wheeling/neely/minnetrista parkway
- State Road 3 & Riggin Rd
- Centennial Ave - there are no bike paths and the sidewalks are inconsistent and not ADA compliant!
- McGalliard, Wheeling, Bethel, Tillotson
- Most of them - due to driver aggression, lack of protected bike lanes and pedestrian right of way signage.

- None. Worse thing you have to worry about are idiots in bikes or golf carts that don't signal then try to turn in front of you right when you try to go around them.
- Walking on Wheeling can feel unsafe sometimes due to the lack of sidewalks. What sidewalks do exist are poorly maintained and often end abruptly.
- Na
- Any and all streets that are not Daleville road or Walnut st.
- Aside from SR 9 thru Marion, the SR 22 Greenway crossing feels dangerous to cross as a pedestrian/cyclist. It'd be cool to have flashing lights or a larger pedestrian relief island across this 4 lane road.
- N/A
- Same as listed above
- IN 1 and 600.
- University and Wheeling. I bike and walk this intersection often. There is no signal to stop traffic to cross to the river walkway. Cars come around from river blvd too quickly and cars waiting at University pull out blindly.
- All the intersections where you need to cross more than three lanes. Any road with a speed over 20
- W Cherry Street intersects with N River Road. This road changes from a one way to a two way, located next to a pedestrian trail. With no pedestrian crosswalk.
- Cardinal greenway across mcgallard
- All of McGalliard. The sidewalks are inconsistent and the sidewalks that are there are too small or falling apart. I have seen wheelchair users going down McGalliard on the street because the sidewalks are unsafe. I've seen this happen on multiple occasions.
- n/a
- Greenway crossing on State Route 28. Too much traffic to safely cross 28 especially with obstructed view at immediate Nebo Rd. crossing.
- McGalliard, Centennial,
- 32 and Tiger Dr.
- HWY 1 and High Street, Redkey
- All bike lanes in downtown Muncie. Aggressive drivers and no real safe bike lane available to use. Painted lines do not make biking downtown safe
- HWY 1 HWY 67 Hwy67 600S
- I'm having a hard time coming up with a specific location because I feel that most of the city is unsafe for bicyclist and pedestrians. I would love to ride my bicycle around Muncie, but cars don't seem to respect that cyclist our right to be on the road. I frequently see cars driving in the bike lanes to avoid potholes.
- CR E 700 S in Upland (near Taylor University) The hills, lack of shoulder, pot holes, and - dawn / dusk - blinding sunlight make it very hazardous.
- State Road 1 and State Road 67. Constant near misses and horns blowing. Semis locking up brakes and non local traffic confusing this intersection for a 4 way. There has been many wrecks and some fatalities at this intersection.

- Oakwood & Bethel in Muncie - there is a lot of traffic when trying to turn off of Oakwood, and pedestrians often try to cross from the apartments over to Ball State's campus.
- Morrison/Jackson exchange. No sidewalk going West or south
- Na
- Bicycles should not be on roads with motor vehicles.
- Main Street in downtown Muncie - has very odd parking and bike lane configuration, turning right from Main presents possibility of hitting bicyclists who are hidden by cars
- All intersections
- Whiley dont enough sidewalk!
- the implementation of rail trails in the county has helped with bicycle and pedestrian traffic, but there needs to be more trails alongside or accessible to thoroughfares such as McGalliard Road, Tillotson Avenue and Memorial Drive
- All of the above
- SR13/Lyons St, Swayzee - This is a very obstructed intersection with multiple accidents that have occurred here. You cannot see around the buildings and vehicles so you have to pull out into the intersection to see to pull out and then it's too late.
- Granville/Centennial/Cardinal Greenway
- University and Wheeling Ave
- Highway one and High Street downtown Redkey. People run that flashing stop sign all the time. Many of the kids cross there on their bikes.
- Anywhere on State Road 67 through Redkey is unsafe due to speeding
- Tillotson in general is not safe to walk along from University to White River Blvd.
- I walk from my apartment to BSU campus, and therefore I cross Bethel in the middle of the road usually.
- Morrison Road and Cancannon Bakeey
- McGalliard

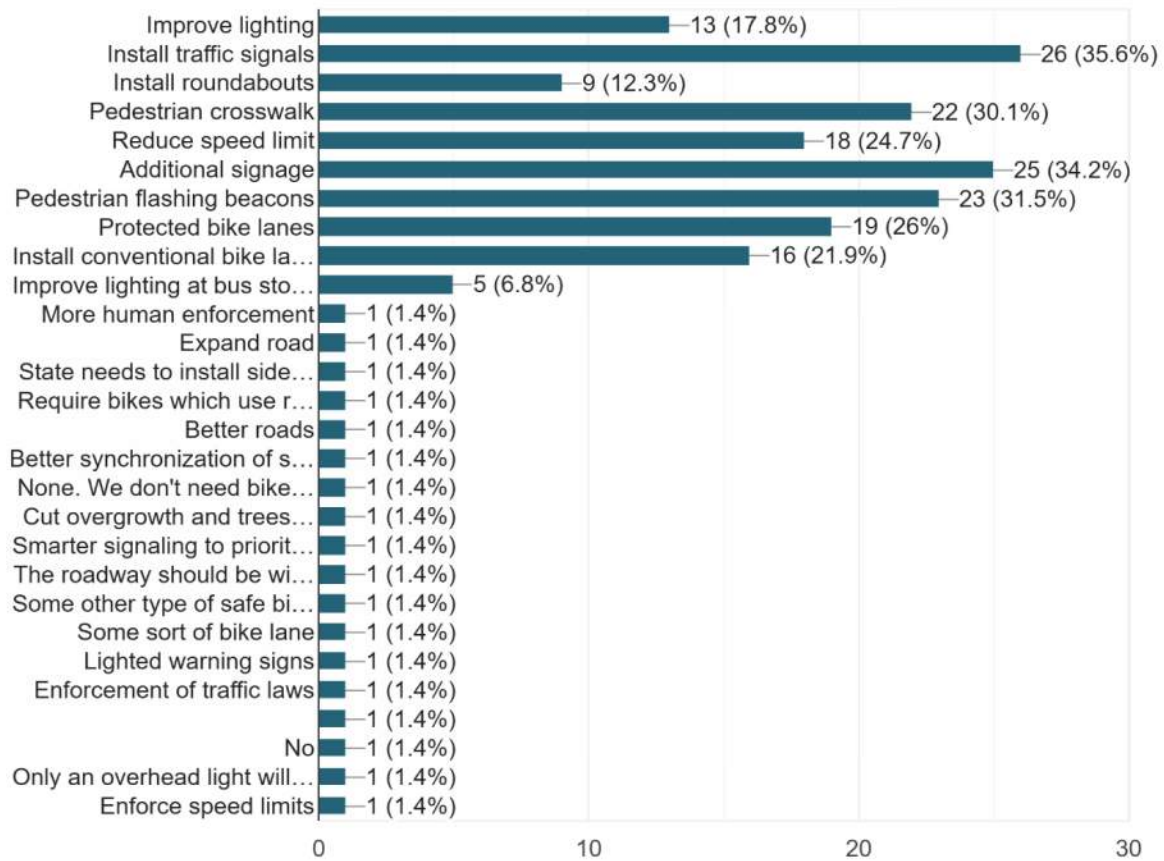
#18.) What do you consider the primary cause of the safety risk of this intersection/roadway? If there is more than one, choose the primary cause and type other causes.

75 responses



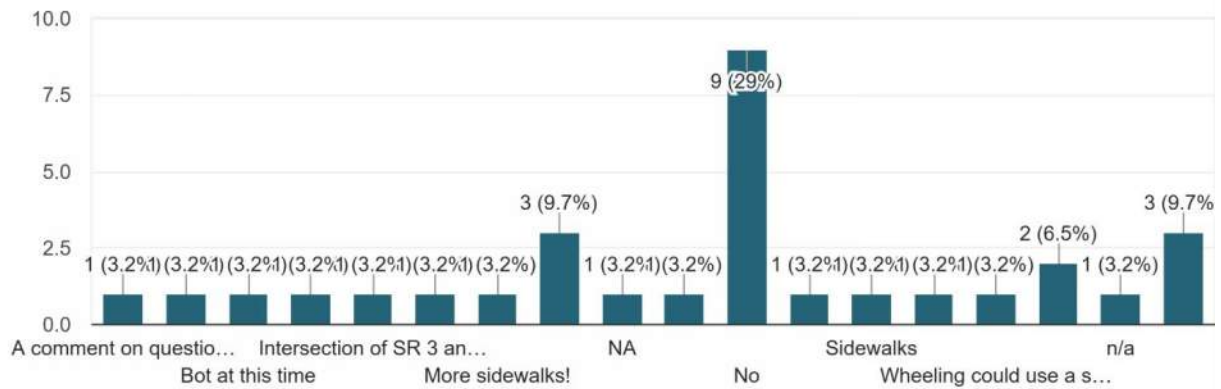
### #19.) What improvements do you suggest for this intersection/roadway segment?

73 responses



#20.) Do you have other intersections/roadways to add?

31 responses



#21.) Is there anything else you would like to comment on regarding the Comprehensive Safety Action Plan?

36 responses

- No
- N/A
- Optimizing infrastructure and listening to the community is essential in creating a navigable and accessible transportation system. Thank you for your advocacy and action!
- There has been 7 crashes at intersection causing major harm to everyone involved. I live next to this intersection and my children constantly see people getting hauled away in ambulances or life lined away.
- This is a very noble goal. I appreciate your efforts to collect information and take action. I truly believe Muncie needs a future roundabout plan.
- Indiana needs to stop being afraid of mass transit, especially commuter trains, and catch up with other states and countries. We are a good 30 years behind the times. We had the very efficient, all-electric, reasonably priced Interurban system years ago that Blackford County folks could ride around town, from town to town and all the way to Indy. We have gone backwards from there, and it's worse since the pandemic. This is a high-poverty, low education and resultingly low salary county where many, especially the elderly, have little to no reliable personal transportation.
- City should give 32 back to state to govern
- NA
- How about quitting wasting tax dollars on dumb roundabouts, trails, and bike lanes when we don't have enough funds to run necessary local government services? When everyone can hardly afford food and to live the last thing I want is my tax dollars going to unnecessary stuff like this. But I'm sure you'll find a way to raise our taxes to pay for

the crap we don't need and take it from the stuff we do. Who cares if we can afford heat and power but I can use the bike trail for the bike I can't afford to buy. Get in touch with the poor people who actually live around these areas. Not the few rich people who always think "that's great". Everything is great when you aren't struggling. Oh, and most of our roads need to be paved to be usable how bout you maybe care about that some more than this other stuff?

- Na
- Thanks for doing this!!
- I would love for my community to improve alternative transportation methods such as walking and cycling. Dedicated or even better, separated bike lanes would be great. As long as these improvements understand the story of how people get from point A to point B instead of random improvements for the sake of improvement.
- I appreciate you guys taking the time to understand I just don't want to see little ones getting hurt like I did.
- Both of the above intersections have courses many wrecks. Some with lifelong disabilities .
- I really hope this can make a difference
- Marion has a lot of issues that can be fixed very easily especially like simple things like we need more lights around town too. I shouldn't be driving in the dark basically the moment I get off the bypass we have no street lights. We don't have any sidewalks and I have a team sidewalk since I've been nine there's also a lot of really old houses that make the whole state of Marion look really dreary. I wish they would take those down. I wish they took care of smaller details like alleyways because I almost lost a tire and honestly the mayor has so many things that he's working on right now he low-key added to the problem cause there's a few streets that are getting worked on that are literally gonna just be destroyed for a bit because he's working on the trail
- I live in the corner of Jackson and Hudson and the natural gas took out parts of the sidewalk in front of my house and sidewalk has not been replaced.
- Making roads safe, fixing potholes more frequently
- Not at this time
- Don't make bikes lanes if they're not protected lanes
- What about Hazardous Materials Traffic / Flow?
- Bethel between Wheeling & Tillotson in Muncie is always torn up and full of potholes. Makes it dangerous for cars.
- Nope
- Better classes for drivers education
- These high ways are dangerous
- I would like to see additional signage or lights installed at these intersections to assist in the safety of everyone on the roadway.
- Make more intersections safer for pedestrians. Especially around the cardinal green way. Pedestrians sometimes have to cross unsafe intersections to reach the trail.
- The University's plan to install an unprotected bike lane and funnel cyclist onto Wheeling is the pinnacle of folly mountain.

- This is a great way to help the community!
- Removal of shrubs blocking vision

# **APPENDIX C: STEERING COMMITTEE MEETING PRESENTATIONS**

# East Central Indiana Regional Planning District (ECIRPD) SS4A Action Plan

**Steering Committee Meeting #1**

**May 6th, 2025**



AMERICAN  
**STRUCTUREPOINT**  
INC.



ECI  
**Regional  
Planning  
District, Inc.**

# Why are we here?



Traffic fatalities are a public health crisis *affecting all road users.*

**1.3M**

Lives lost globally each year from traffic crashes

Source: UN Decade of Action for Road Safety 2021-2030

**40,990**

Lives lost on US roads in 2023

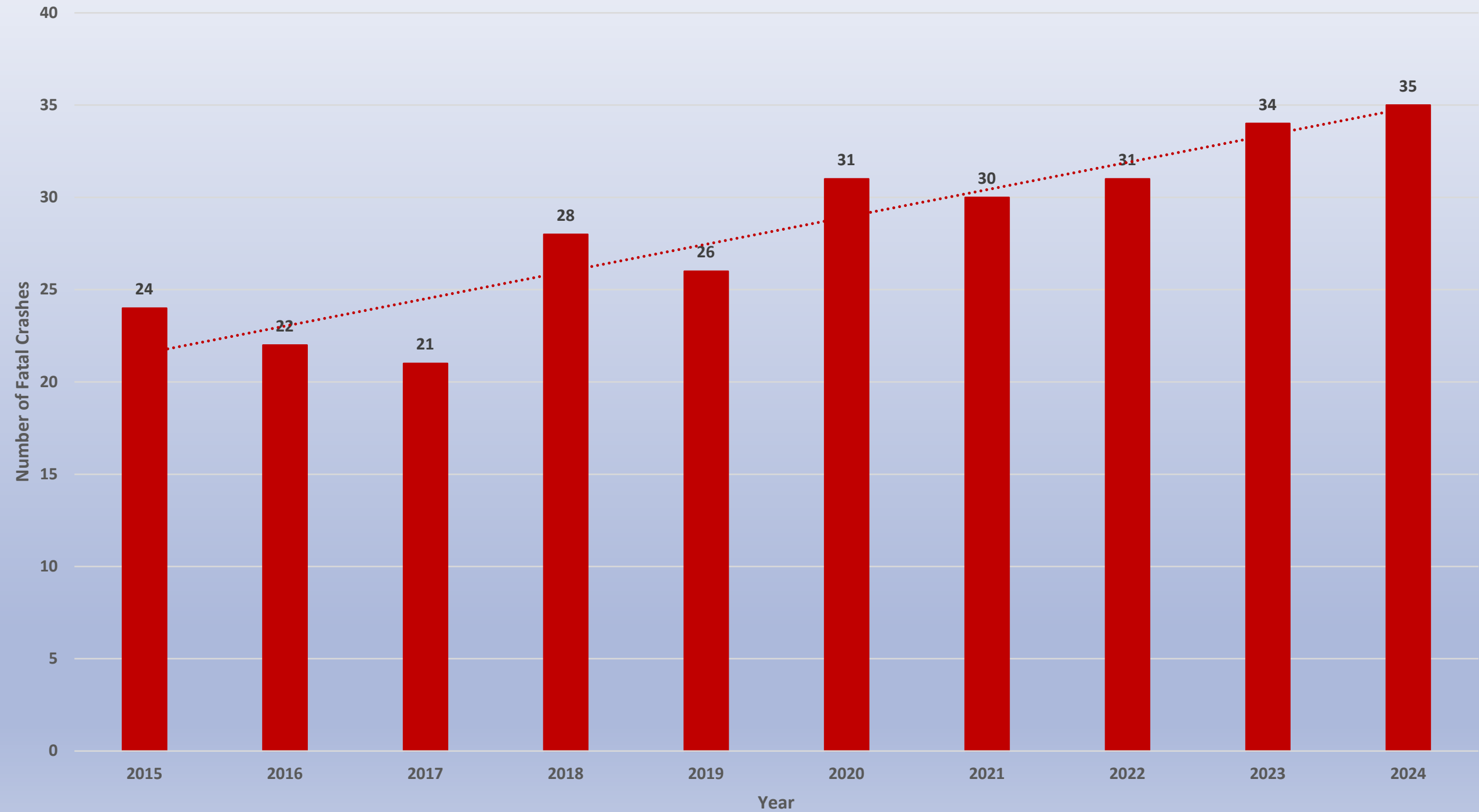
Source: [NHTSA Early Estimate of Motor Vehicle Traffic Fatalities in 2023](#)

**↑7,500+**

Pedestrians killed on roads in 2022. The most since 1981.

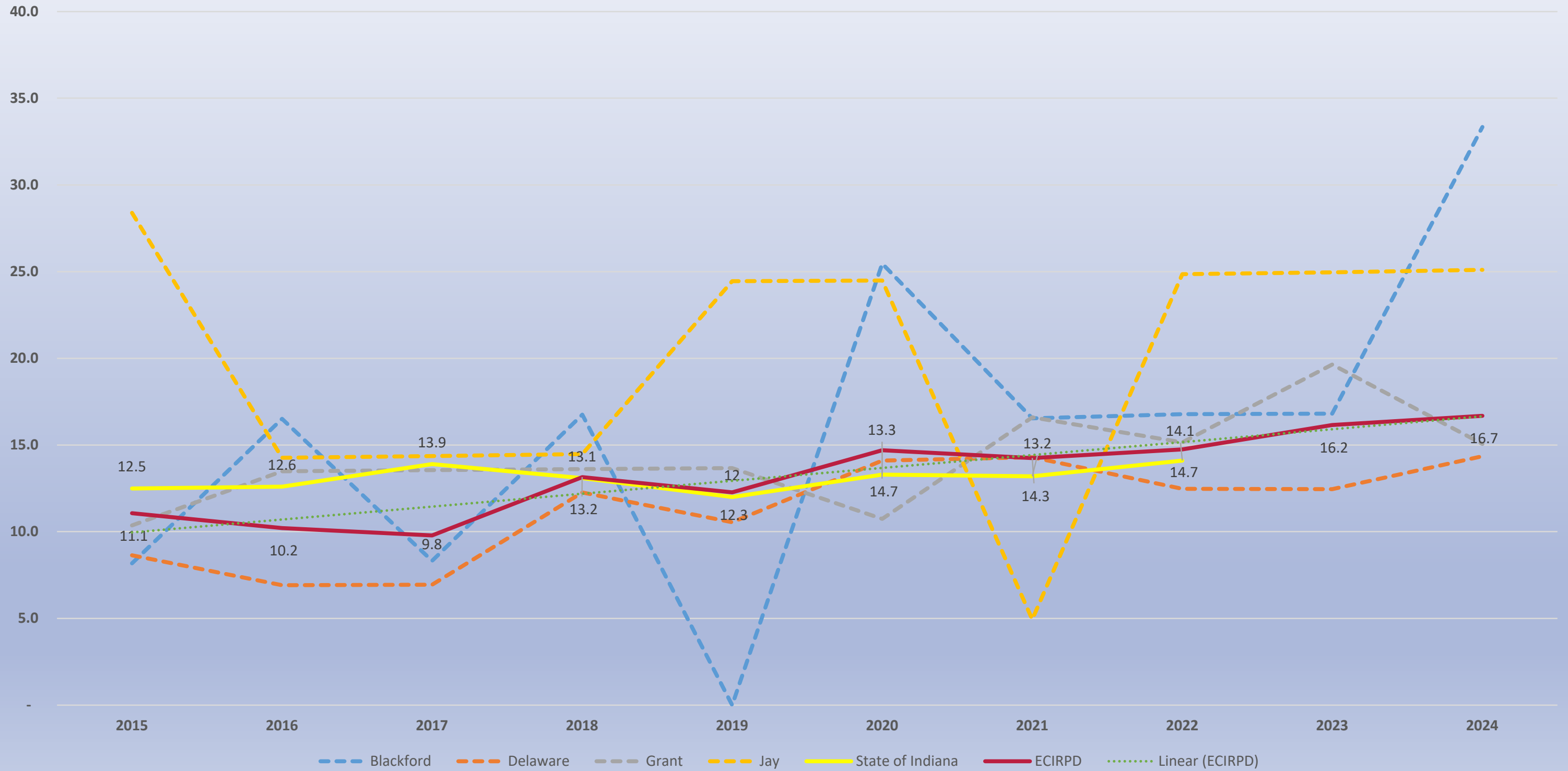
Source: [GHSA Pedestrian Traffic Fatalities by State: 2022 Preliminary Data](#)

# Fatal Crashes – ECIRPD Counties



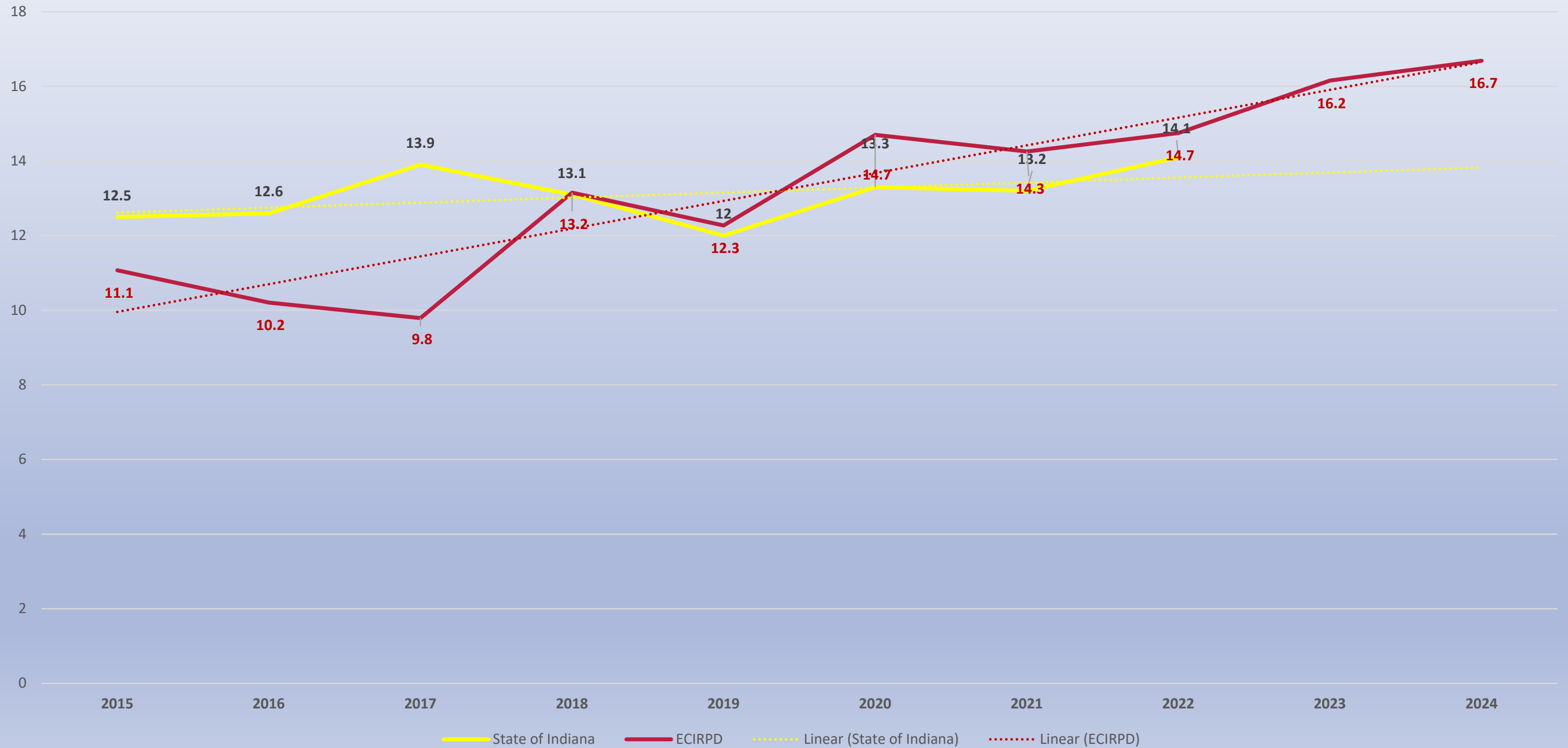
**Note:** These numbers include crashes along I-69.

# Fatality Rate (per 100,000 Population) State of Indiana v/s ECIRPD Counties



**Note:** These numbers include crashes along I-69.

# Fatality Rate (per 100,000 Population) State of Indiana v/s ECIRPD Counties



**Note:** These numbers include crashes along I-69.

# Safe Streets and Roads for All (SS4A) Program

## A *Vision Zero* approach to safety

- Traffic deaths and serious injuries are unacceptable
- Commitment to move toward zero deaths
- Safe System Approach



## *Federal funding* for safety projects

- Comprehensive Safety Action Plan (CSAP)
- Supplemental Planning & Demonstration
- Implementation Grants – the agency should have an adopted CSAP to apply for implementation grant.

# What is a Safe System Approach?



- Holistic strategy for road safety that focuses on minimizing the likelihood and severity of crashes and injuries by addresses the interconnectedness of various elements within the transportation system
- Comprises of:
  - Principles
  - Five Elements

# CSAP Components

Action Plan Component	Milestone
<b>Leadership Commitment and Goal Setting</b>	Vision Zero Resolution established by the City / County leadership
<b>Planning Structure</b>	Forming a Steering Committee
<b>Safety Analysis</b>	Geo-spatial identification of high-risk locations (High Injury Network and Hotspot Locations)
<b>Engagement and Collaboration</b>	Robust engagement with public and relevant stakeholders
<b>Equity Considerations</b>	Identify census tracts within the city that are underserved
<b>Policy and Process Changes</b>	Assess current policies, plans, guidelines and suggest some revisions , as appropriate
<b>Strategy and Project Selections</b>	Identification of a comprehensive set of projects and strategies
<b>Progress and Transparency</b>	Creating a mechanism to measure progress after the action plan adoption; Vision Zero page on the City's website

# Leadership Commitment

Official Vision Zero Commitment from City/County Leadership

- Zero traffic deaths or serious injuries by the target date
- OR -
- Ambitious % reduction in fatalities and serious injuries within X years, with the eventual goal of 100% reduction



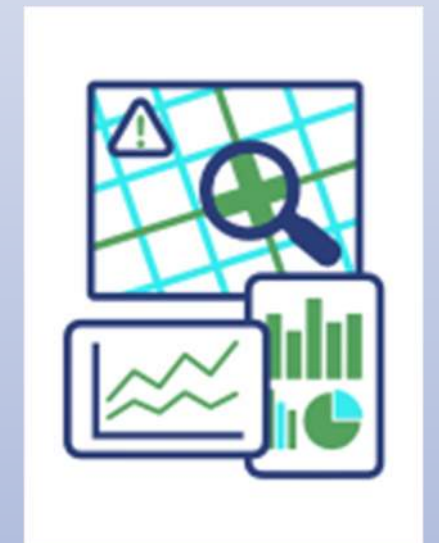
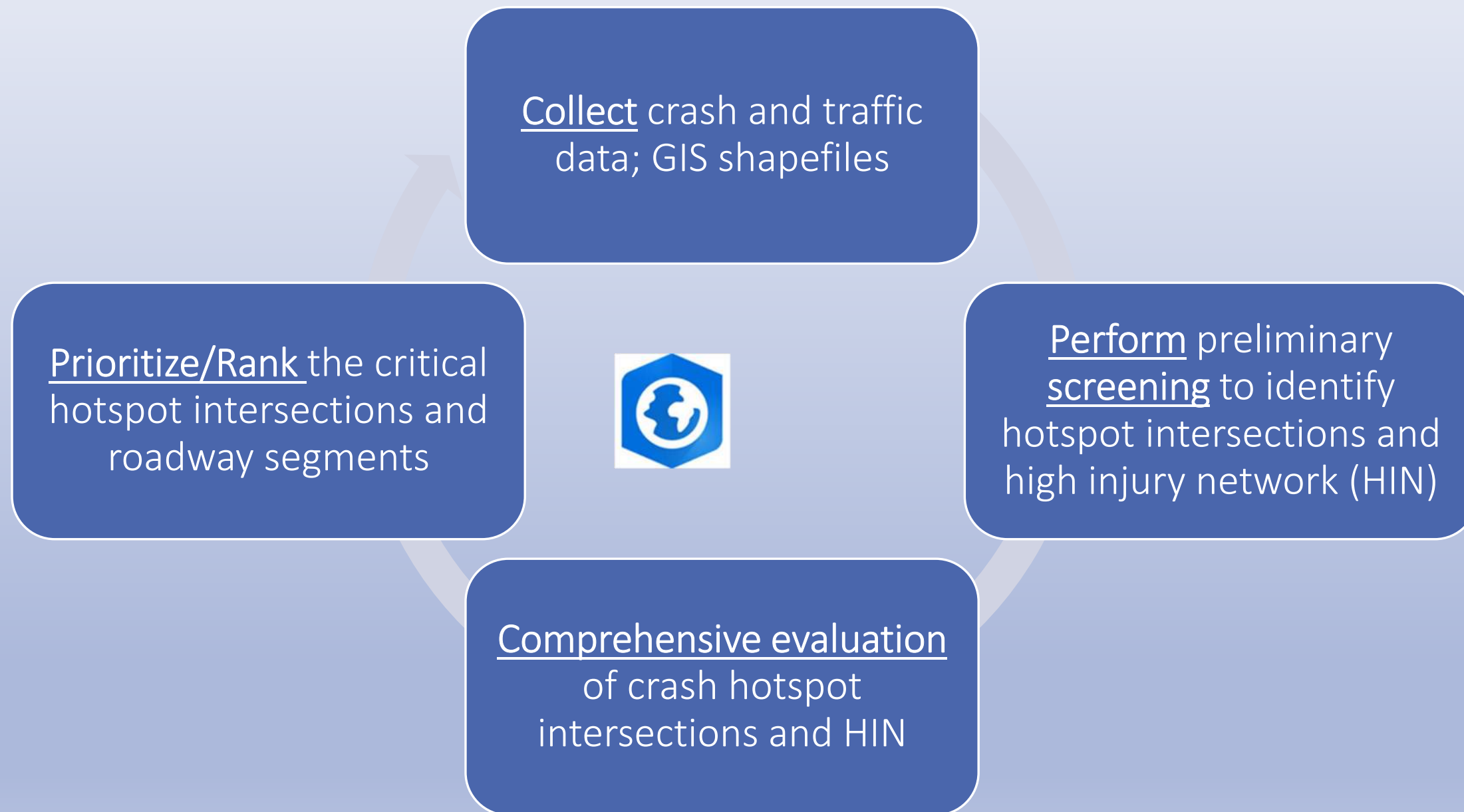
# Planning Structure

Steering Committee responsibilities:

- **Oversight** of Action Plan development
- **Reviewing** Action Plan
- **Monitoring** progress and implementation



# Safety Analysis



# Engagement and Collaboration

Robust engagement with public and relevant stakeholders

- **Online survey**
- **In-Person Events**
- **Document** safety concerns and unsafe locations
- **GIS Interactive Tool**



# Equity Considerations

Underserved communities are in the most danger

- Identify underserved communities through analysis
- Economic and Environmental Justice



# Environmental Justice Categories

- Climate Change
- Energy
- Health
- Housing
- Legacy Pollution
- Transportation
- Water and Wastewater
- Workforce Development

# Policy and Process Changes

Assess current policies, plans, guidelines, and standards

- Identify opportunities to prioritize transportation safety
- Recommend new or revised policies to achieve safety goals



# Strategy and Project Selection

Identify projects and strategies using data and stakeholder input

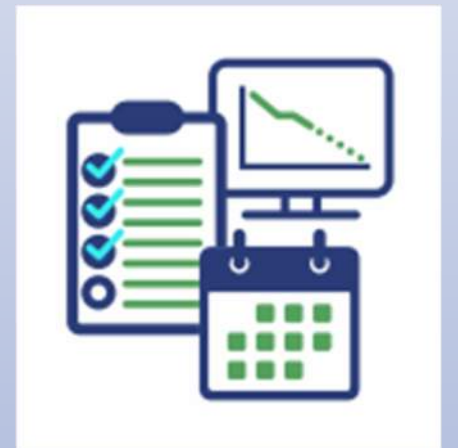
- **Projects**
  - **Systematic** improvements (select locations)
  - **Systemic** improvements based on high-level analysis
  - **Rank** projects to prioritize high-impact locations
- **Strategies**



# Progress and Transparency

Measure progress over time after the Action Plan is developed

- Ensure ongoing transparency with stakeholders
- Annual public reporting on Vision Zero progress
- Make the Action Plan available online



# Schedule

<b>Milestone</b>	<b>Target Date (Tentative)</b>
<b>Contract Execution</b>	January 2025
<b>Safety Analysis</b>	Ongoing
<b>Equity Considerations &amp; Policy Review</b>	Ongoing
<b>Stakeholder and Public Engagement</b>	Ongoing
<b>Strategy and Project Selections</b>	Ongoing
<b>Draft Action Plan</b>	08/01/2025
<b>Final Action Plan</b>	12/01/2025

**Questions?**

*Thank You!*



# East Central Indiana Regional Planning District (ECIRPD) Safe Streets & Roads for All (SS4A)

Comprehensive Safety Action Plan (CSAP)

Steering Committee Meeting #3

November 5, 2025



# Outline

- **Public Engagement and Outreach**
- **Safety Analysis**
  - Historical Trends
  - Crash Types
- **Priority Safety Locations**
  - High Injury Network (HIN)
- **Next Steps**



# Outreach Update

# Engagement Overview

## Outreach Activities to Date

- Stakeholder meetings across all four counties
- Public survey launched region-wide (QR codes, fairs, online promotion)
- Media / local organization outreach
- Targeted engagement with schools, law enforcement, EMS, and advocacy groups
- Additional outreach planned with Ball State / campus populations



# Key Theme: Rural Roadway Safety

## What We're Hearing

Visibility issues at rural intersections due to crop / vegetation encroachment

Speeding on county roads and near town boundaries

Limited lighting and shoulder space

High rates of fixed-object and run-off-road crashes

## Implications

Opportunity for policy guidance on cultivation setbacks

Potential for rural intersection visibility and signage programs



# Delaware County comments

## Safety concerns

- Rural intersection visibility concerns tied to **crop / vegetation encroachment**
- **School zones and pedestrian safety** near Muncie schools
- Traffic speeds at urban–rural transition edges

## Context

- Higher mix of urban + suburban + rural road users
- Strong institutional partners

## Implications

- Policy guidance on cultivation setbacks
- Context-based speed management at community edges
- School zone crossing improvements; youth engagement



# Grant County

## Safety Concerns

- **UTV / golf cart operation** confusion across jurisdictions
- Disconnected trail segments and maintenance gaps
- Need for safer downtown crossings in smaller towns

## Context

- Active local debates over recreational vehicle ordinances
- Mixed travel patterns between towns

## Implications

- **Model ordinance options** for UTV/golf carts
- Prioritize **trail linkage and upkeep**
- Small-town crosswalk and signage packages



# Jay County

## Safety Concerns

- **Amish & Mennonite buggy route conflicts**
- Limited roadway shoulders on key rural travel corridors
- Curve/hill visibility concerns on county roads

## Context

- High horse-and-buggy travel volumes and dispersed rural destinations

## Implications

- **Buggy route corridor mapping & signage strategy**
- Consider selective **shoulder widening / safety pull-offs**
- Lighting/reflectivity support incentives



# Blackford County

## Safety Concerns

- **High wildlife collision rates**, especially deer
- Lack of illuminated or well-marked intersections
- Concerns about aging roadway infrastructure and capacity to maintain trails

## Context

- Lower population density with long nighttime travel distances

## Implications

- **Wildlife conflict mitigation planning** with DNR
- Lighting and reflective material treatments
- Lower-cost “maintenance-first” improvements



# Key Theme: Rural Roadway Safety

## What We're Hearing

- **Visibility issues at rural intersections due to crop / vegetation encroachment**
- **Speeding on county roads and near town boundaries**
- **Limited lighting and shoulder space**
- **High rates of fixed-object and run-off-road crashes**

## Implications

- **Opportunity for policy guidance on cultivation setbacks**
- **Potential for rural intersection visibility and signage programs**



# Key Theme: Amish & Mennonite Transportation

## Community-Specific Needs

- Horse-and-buggy travel on shared roadways
- Limited lighting / reflective markings on vehicles
- Safety conflicts at curves and hills
- Desire for respectful solutions rooted in community input

## Implications

- Consider equipment / visibility support programs
- Evaluate roadway signage and shoulder enhancements on known buggy routes



# Key Theme: UTVs & Golf Carts

## Emerging Trend

- Growing use of golf carts and side-by-sides for short trips in town and rural areas
- Rules vary widely across counties and municipalities
- Regulatory inconsistency leads to confusion for users and law enforcement

## Implications

- Consider developing a model ordinance for local adoption
- Education campaign to clarify safe and legal use



# Key Theme: Trail & Multi-Use Network Maintenance

## What We Heard

- Maintenance gaps can reduce safety and discourage use
- Funding available for construction, but not ongoing upkeep
- Partners like Cardinal Greenway are planning long-term sustainability strategies

## Implications

- Include maintenance planning as a non-infrastructure strategy in the Action Plan
- Encourage local maintenance agreements and budget commitments



# Wildlife-Vehicle Collisions

## Current Conditions

- High crash frequency with deer, particularly in fall
- Safety risks highest on rural and suburban corridors

## Implications

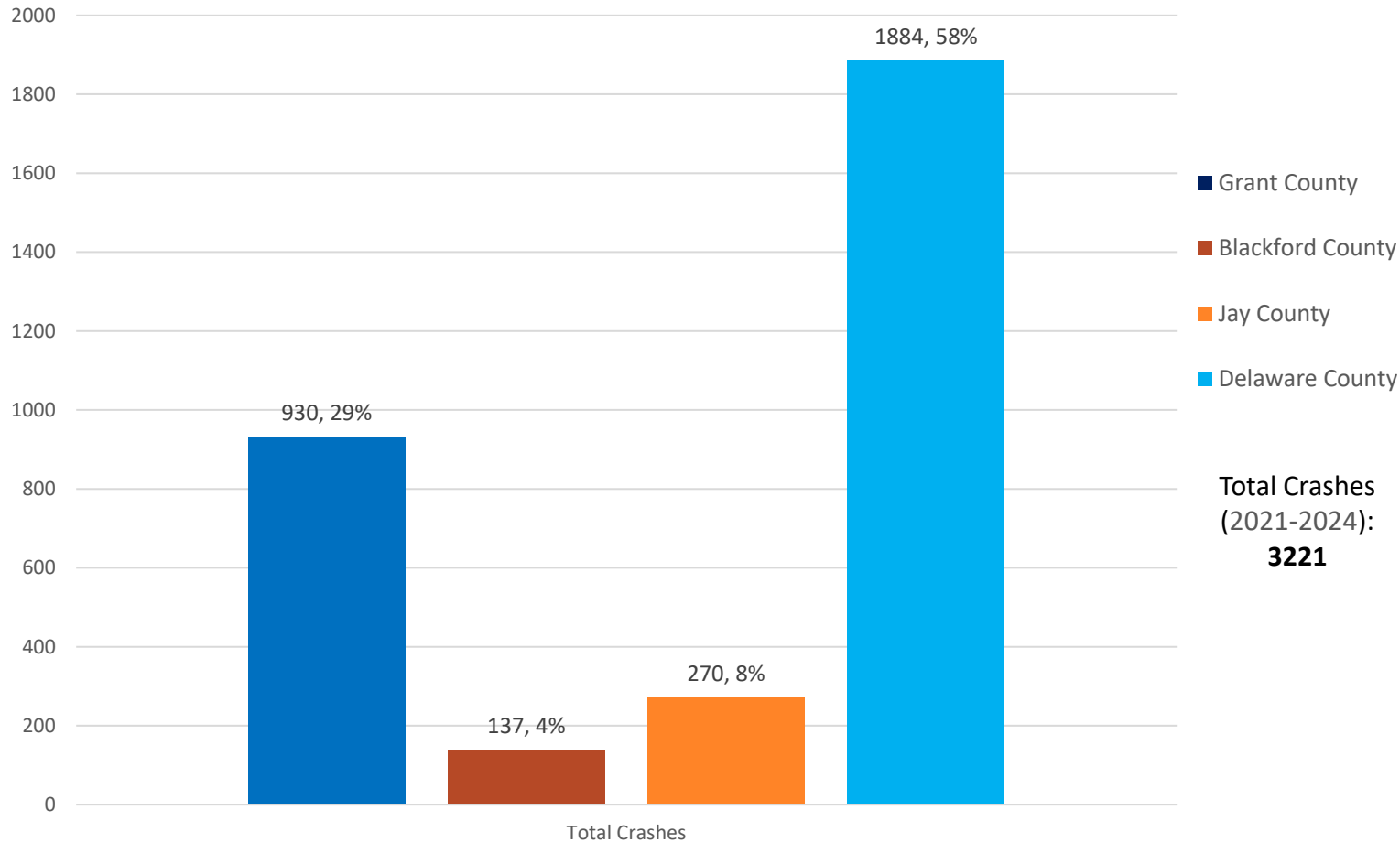
- Potential coordination with DNR to analyze hotspots
- Consider signage, vegetation clearing, driver awareness, and targeted wildlife control efforts



# Safety Analysis

# Historical Crash Trends (2021-2024)

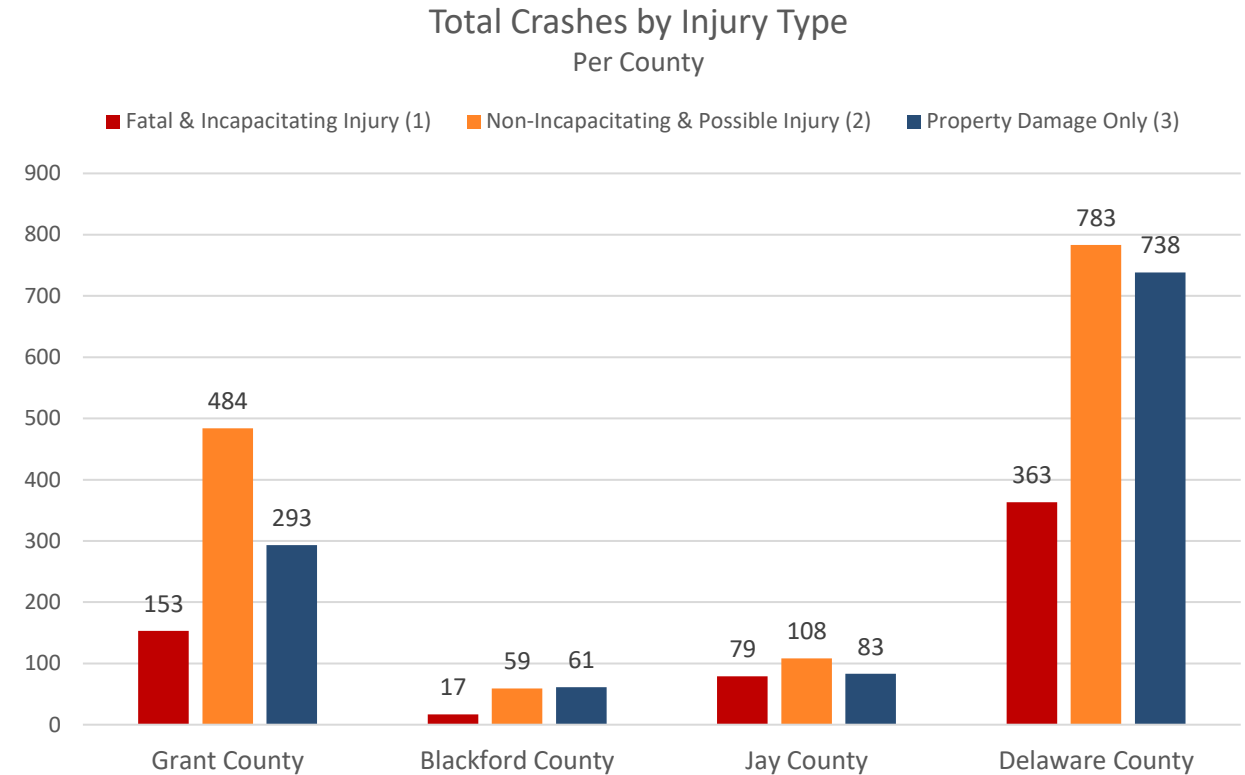
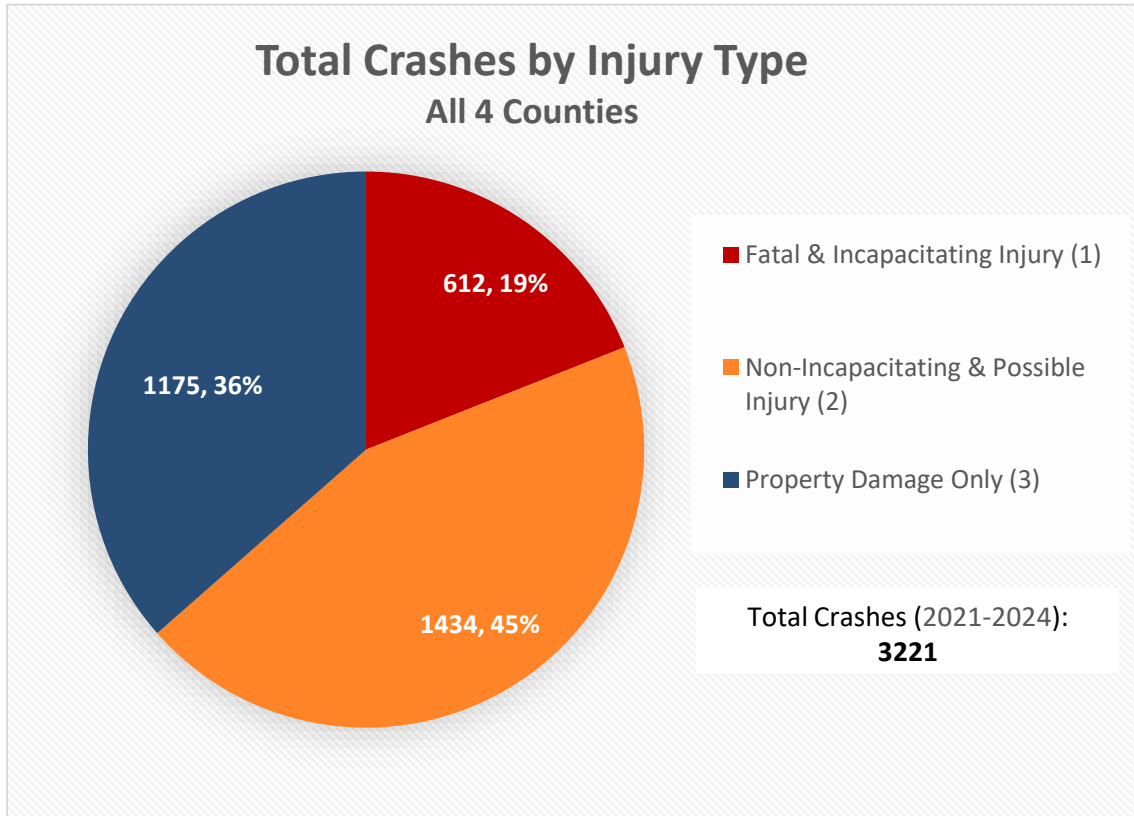
Total Crashes – All Counties



- Approximately **3,200** total crashes recorded over 3 years, from 2021 to 2024
- Approximately 60% of total crashes observed in Delaware Co.
- Likely due to the presence of major thoroughfares and large urban areas



# Historical Crash Trends (2021-2024)

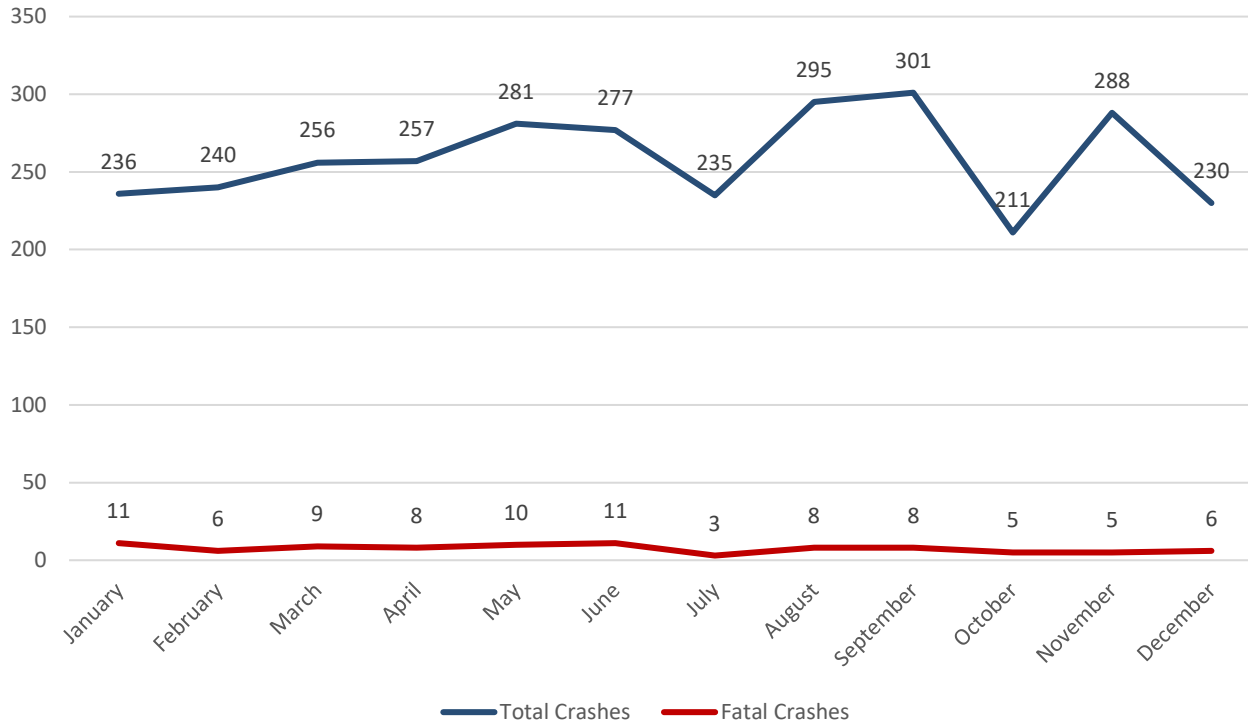


- Approximately **60%** of crashes resulted in injuries, with **19%** involving fatalities or serious (incapacitating) injuries.



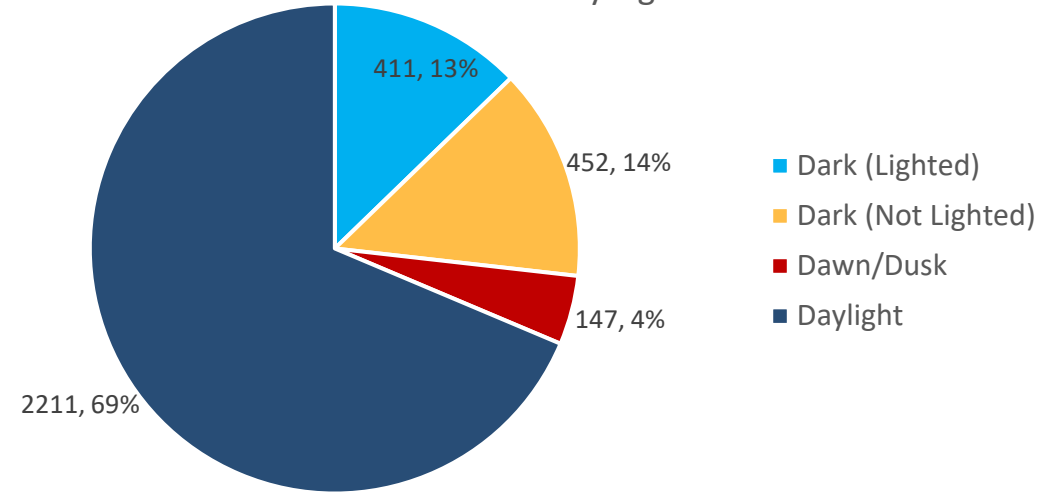
# Crashes by Month, Light and Weather Conditions

Crashes by Month (2021-2024)

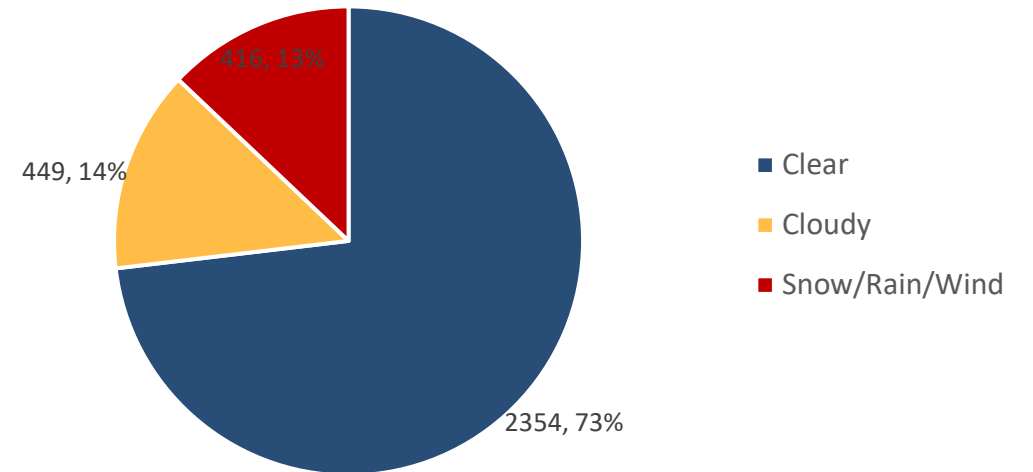


- Crashes drop in July likely due to summer break, then rise in August as schools reopen and traffic increases.
- 15% of crashes happen in unlit dark areas, indicating a need for street light installation.

Total Crashes by Light Condition



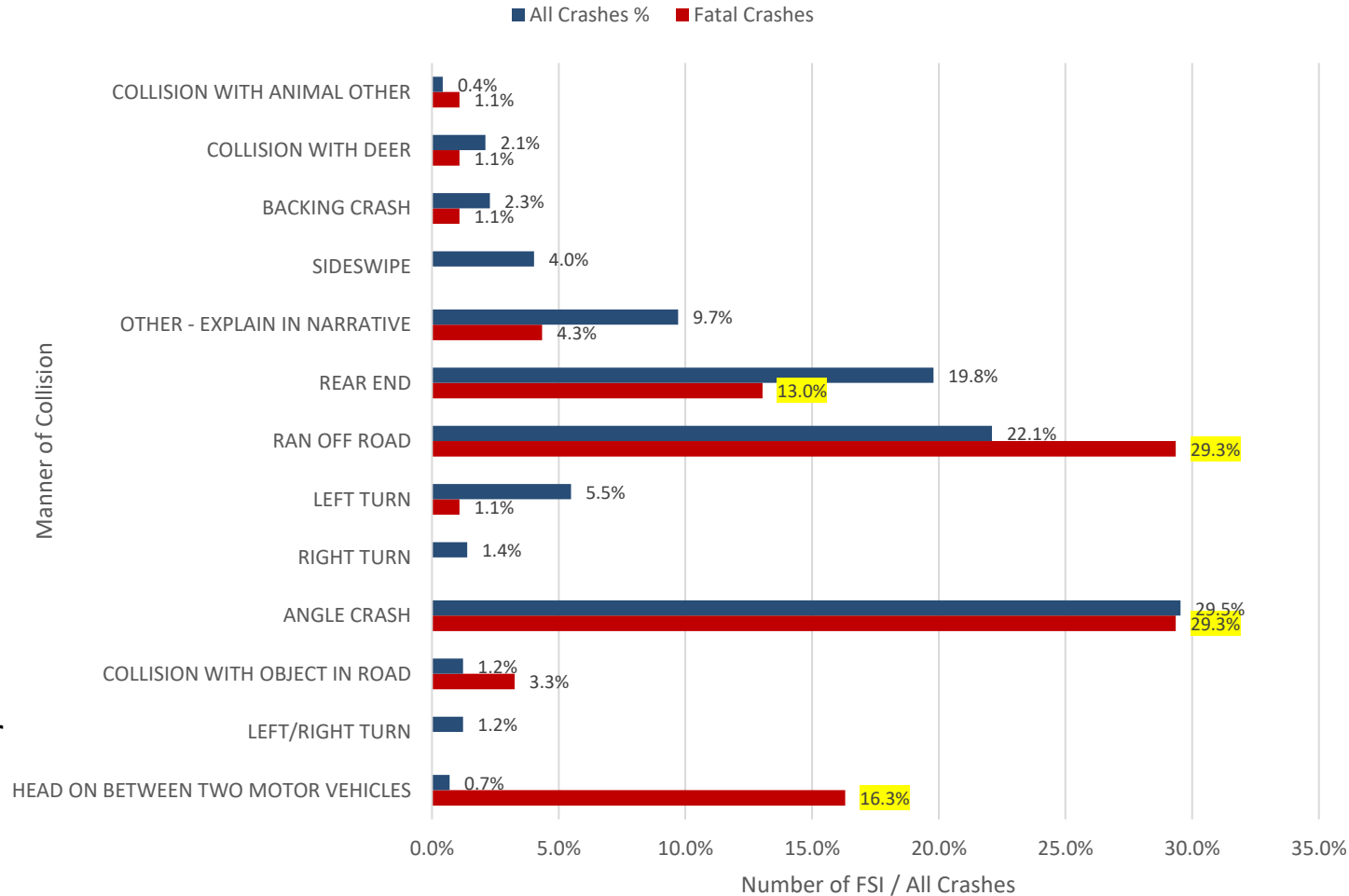
Total Crashes by Weather Condition



# Manner of Collision & Primary Factors

- Approximately **80%** of fatal and incapacitating injury crashes involved either angle collisions, rear-end impacts, head-on collisions or roadway departure (run-off-road) events.
- Primary Crash Factors:
  - Failure to Yield Right of Way
  - Following Too Closely
  - Disregard Signal/Reg. Sign
  - Distracted Driver
- Speed management strategies, roadway departure mitigation, signal timing adjustments, access management, and driver awareness enhancements are key strategies to address the identified crash types

Manner of Collision for FSI and All Crashes



# Safety Analysis Summary

- A total of approximately **3,200** crashes were recorded, with **19%** (612 crashes) involving fatalities or incapacitating injuries.
- Delaware county recorded the highest number of crashes followed by Grant, Jay and Blackford counties.
- Angle, run-off-road, head-on and rear-end crashes were the most common manners of collision.
  - Angle crashes are typically associated with red light running and driver inattentiveness.
  - Rear end crashes are associated with high vehicle speeds and driver inattentiveness.
- Primary crash factors involved driver-related factors such as failure to yield, following too closely, signal violations, or distraction.
- **Potential countermeasures include:**
  - Roadway departure treatments
  - Access management, and
  - Improved driver awareness
  - Optimized signal timings
  - Installing signal backplates



# High Injury Network (HIN)

# Preliminary HIN – Delaware County (1 of 2)

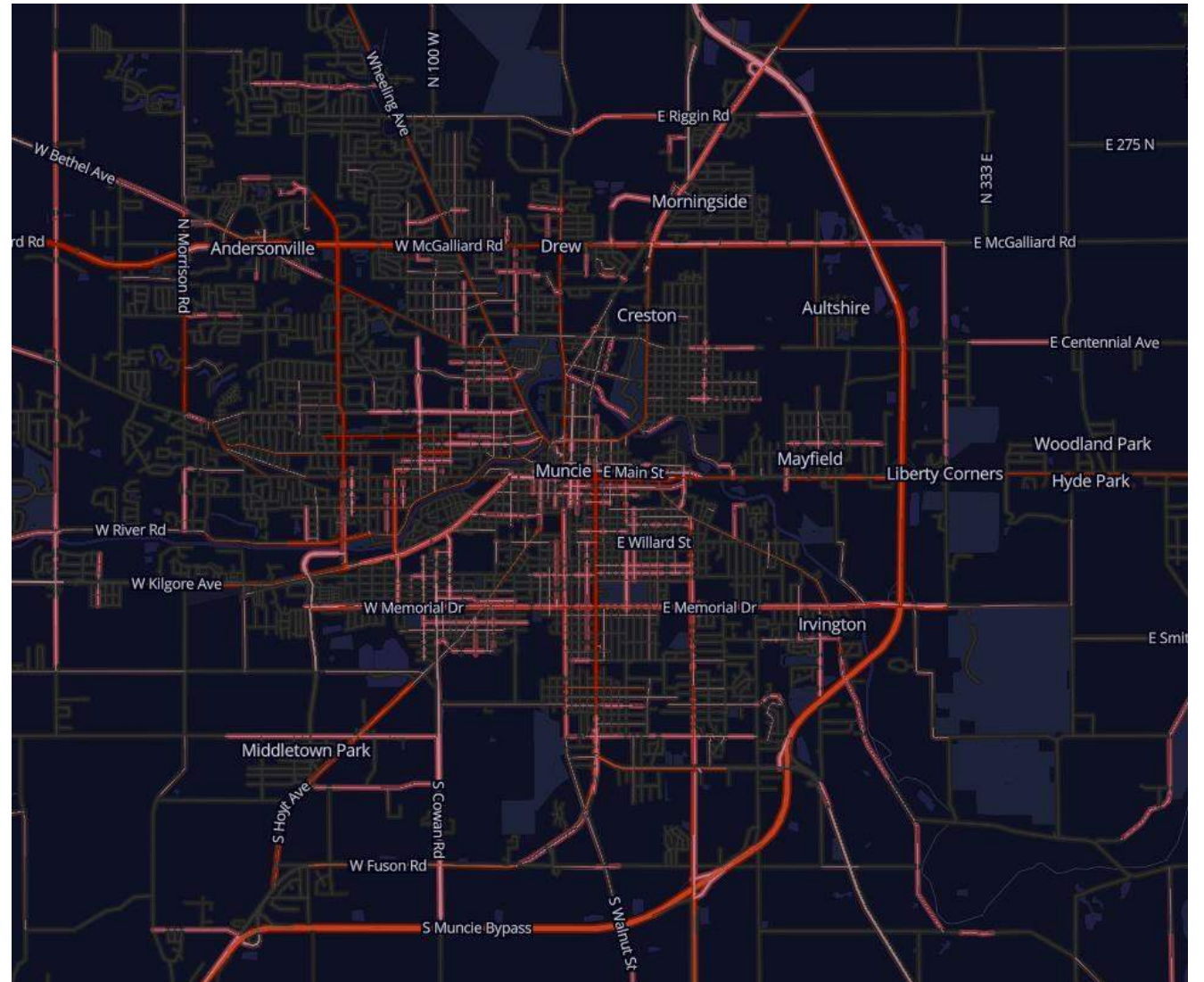
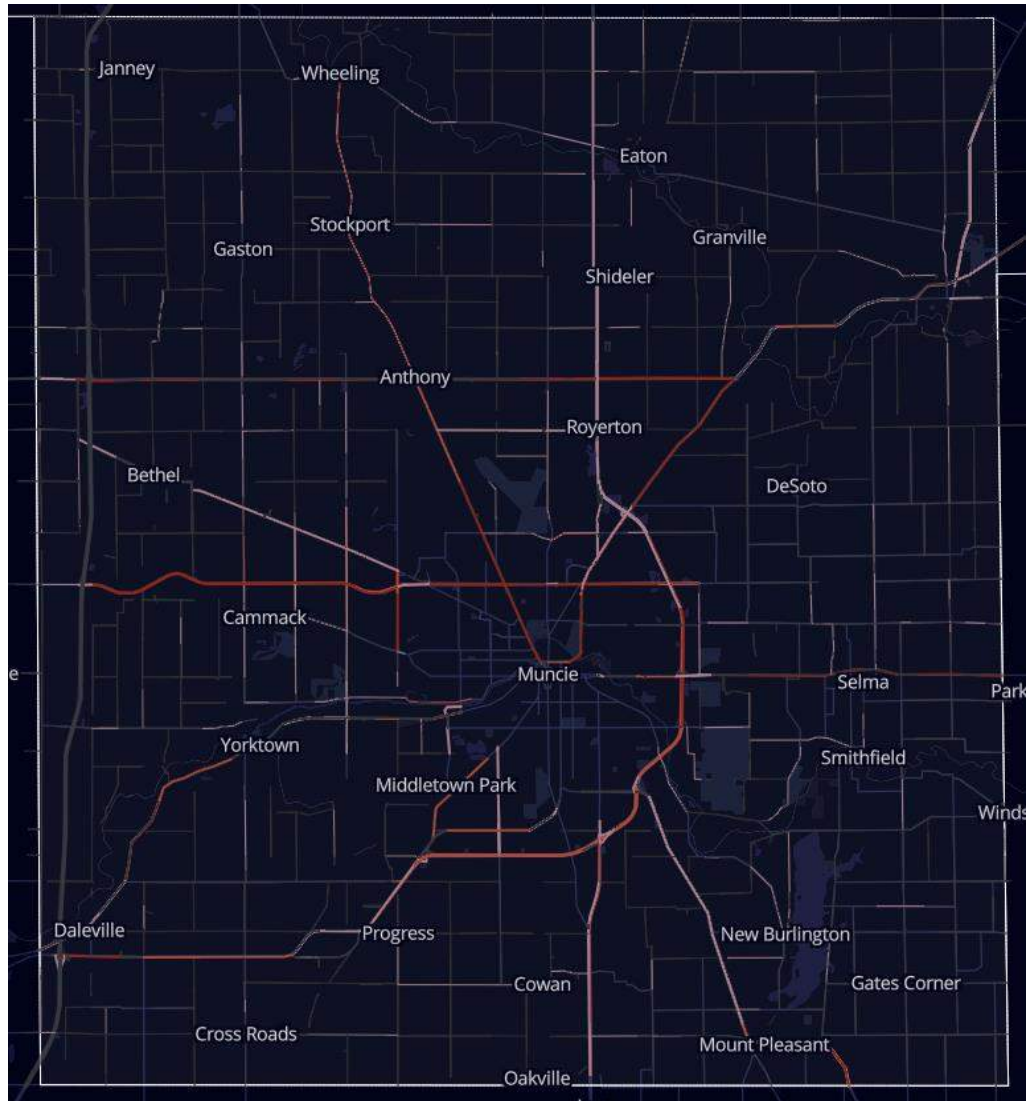


Segment	Roadway
1	W McGalliard Rd - Morrison Rd to Walnut St
2	E Memorial Dr - Walnut St to Muncie Byp
3	N Wheeling Ave - CR 400 to Wysor St
4	E McGalliard Rd - Walnut St to Muncie Byp
5	S Madison St - 24th St to Main St
6	E Jackson St - Muncie Byp to CR 800 E
7	W Jackson St - Morrison Rd to Kilgore Ave
8	W Bethel Ave - Tillotson Ave to Wheeling Ave
9	W McGalliard Rd - I-69 to Morrison Rd
10	US 35 - CR 419 to CR 800 S

*Others: Muncie Byp, SR 67, SR 28*



# Preliminary HIN – Delaware County (2 of 2)



# Preliminary HIN – Grant County (1 of 2)

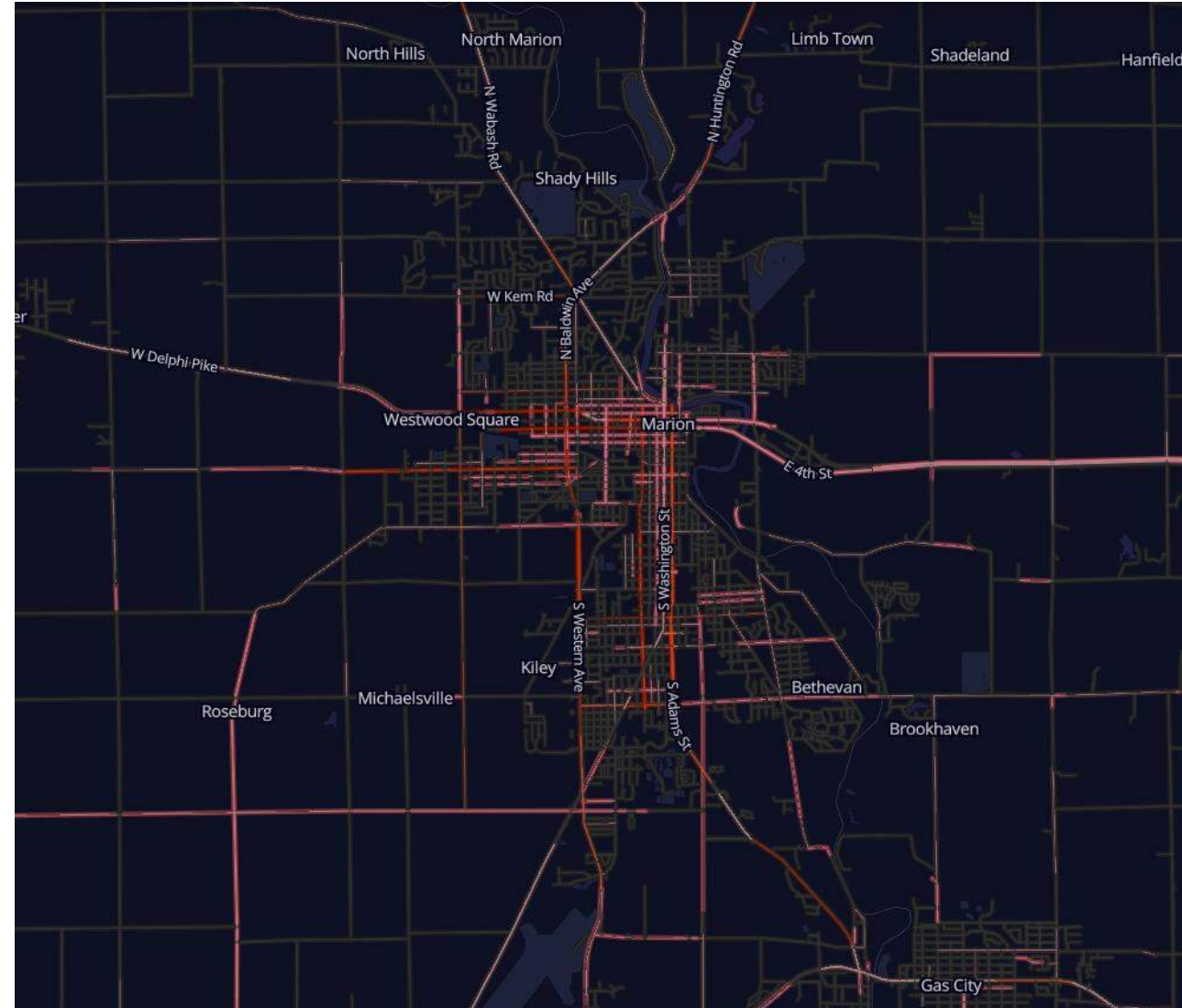
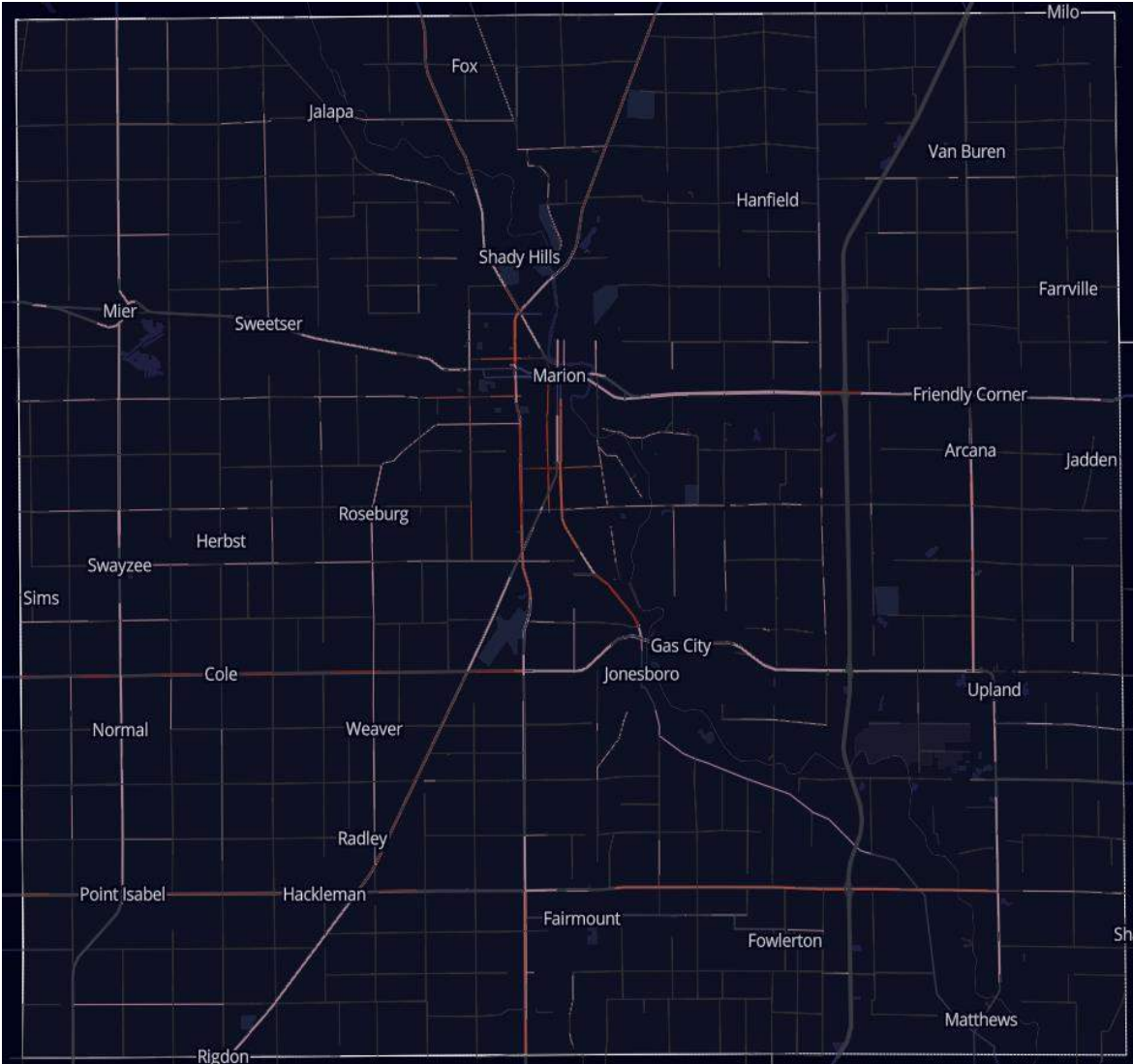


Segment	Roadway
1	S Western Ave - 17th St to 42nd St
2	W 4th St/SR 18 - Norton Ave to Nebraska St
3	S Baldwin Ave - 1st St to 13th St
4	W Kem Rd - Miller Ave to Wabash Ave
5	N Baldwin Ave - Kem Rd to 1st St
6	W 2nd St - Western Ave to Miller Ave
7	SR 18 - CR 600 E to CR 700 W
8	W 500 S - CR 800 to Strawtown Pike
9	S Nebraska St - 14th St to 38th St
10	W 30th St - Western Ave to Washington St

*Others: Strawtown Pike, Huntington Rd, Wabash Ave*



# Preliminary HIN – Grant County (2 of 2)

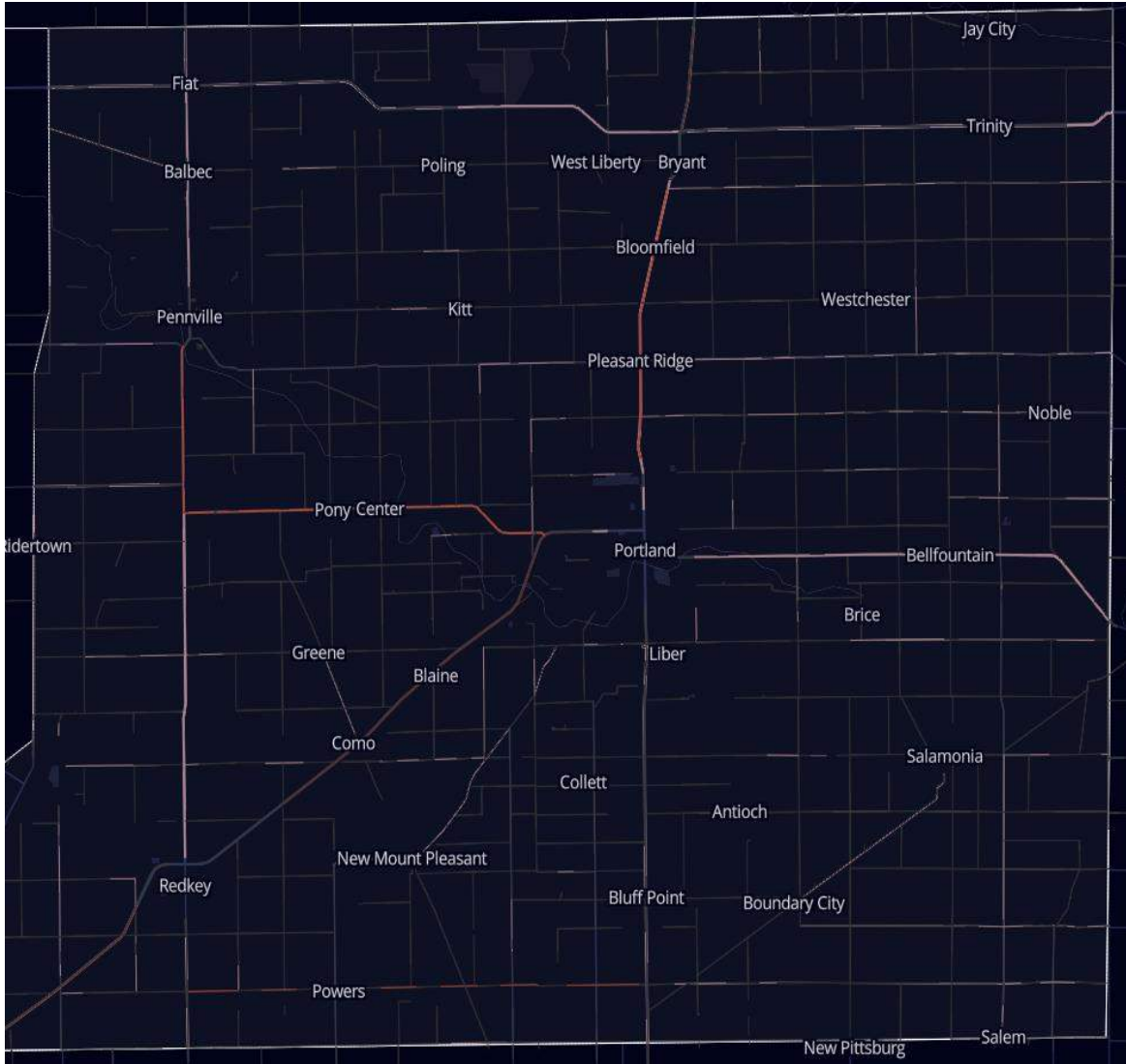


# Preliminary HIN – Jay County (1 of 2)

Segment	Roadway
1	SR 67 - Como Rd to SR 26
2	SR 26 - SR 1 to SR 67
3	SR 67 - CR 800 to CR 700
4	SR 1 - CR 350 N to SR 26
5	N Meridian St/SR 1 - SR 67 to Main St
6	CR 800 S - SR 1 to US 27
7	US 27 - SR 18 to CR 1200 S
8	US 27 - CR 600 to CR 100
9	US 27 - CR 300 to CR 700
10	SR 18 - SR 1 to CR 500



# Preliminary HIN – Jay County (2 of 2)

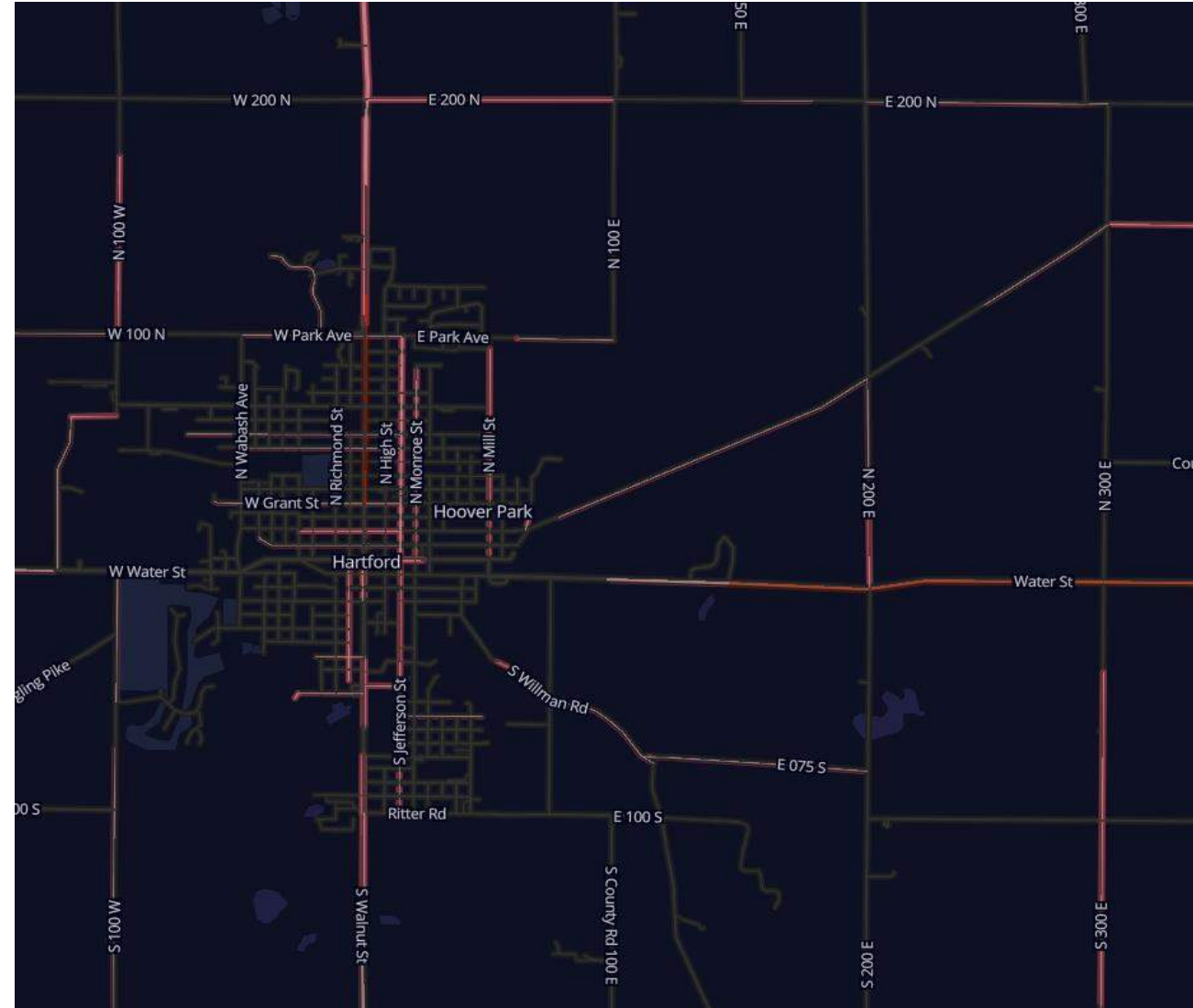


# Preliminary HIN – Blackford County (1 of 2)

Segment	Roadway
1	N Walnut St - Grant St to Park Ave
2	SR 26 - CR 200 to CR 875
3	W Washington St - Cherry St to High St
4	SR 3 - CR 200 to CR 450
5	SR 3 - CR 600 to CR 200
6	SR 18 - SR 3 to CR 400 E
7	SR 18 - CR 600 to CR 900
8	S Walnut St - 5th St to Ritter Rd
9	N Walnut St - CR 200 to Park Ave
10	CR 100 N - CR 325 to CR 250



# Preliminary HIN – Blackford County (2 of 2)



# Preliminary HIN – All Counties Master List

Segment	County	Roadway
1	Delaware	E Jackson St - Muncie Byp to CR 800 E
2	Delaware	E Memorial Dr - Walnut St to Muncie Byp
3	Delaware	W McGalliard Rd - Morrison Rd to Walnut St
4	Delaware	E McGalliard Rd - Walnut St to Muncie Byp
5	Jay	SR 26 - SR 1 to SR 67
6	Grant	S Western Ave - 17th St to 42nd St
7	Grant	W 4th St/SR 18 - Norton Ave to Nebraska St
8	Grant	W 500 S - CR 800 to Strawtown Pike
9	Jay	CR 800 S - SR 1 to US 27
10	Jay	SR 1 - CR 350 N to SR 26



# Next Steps

- Complete crash analysis and countermeasures identification
- Continue targeted engagement (Ball State, schools, civic groups)
- Begin drafting recommended safety strategies
- Prepare materials for Steering Committee review in next session



# Questions?

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# East Central Indiana Regional Planning District (ECIRPD)

## Safe Streets & Roads for All (SS4A)

Comprehensive Safety Action Plan (CSAP)

Steering Committee Meeting #4

February 19, 2026



AMERICAN  
**STRUCTUREPOINT**  
INC.

# Outline

- **CSAP Components & Project Status**
- **Survey & Public Engagement Results**
- **Public Policy Review**
- **Disadvantaged Communities Review**
- **Safety Analysis**
  - Regional Historical Crash Trends
  - Crash Types
- **Safety Countermeasures**
  - Systemic Countermeasures
  - Site-Specific Countermeasures
    - Short-Term
    - Long-Term
- **Project Selection and Prioritization**
  - High Injury Network (HIN)
  - Project Scoring Matrix
- **Schedule & Next Steps**

# CSAP Components & Project Status

Action Plan Component	Milestone	Status
<b>Leadership Commitment and Goal Setting</b>	Vision Zero Resolution established by the Planning District	<b>Complete</b>
<b>Planning Structure</b>	Set-up a Steering Committee	<b>Complete</b>
<b>Safety Analysis</b>	Geo-spatial identification of high-risk locations (High Injury Network)	<b>Complete</b>
<b>Engagement and Collaboration</b>	Robust engagement with public and relevant stakeholders	<b>Complete</b>
<b>Disadvantaged Communities</b>	Identify census tracts within the City that are underserved	<b>Complete</b>
<b>Policy and Process Changes</b>	Assess current policies, plans, guidelines and suggest some revisions, as appropriate	<b>Complete</b>
<b>Strategy and Project Selections</b>	Identification of a comprehensive set of projects and strategies	80% Complete
<b>Progress and Transparency</b>	Method to measure progress over time after Action Plan is developed	On-going

# Survey & Public Engagement Results

# Engagement Approach and Participation

- Engagement conducted May–October 2025
- In-person outreach across four counties
- Online regional safety survey
- Coordination with local partners and agencies
- Broad geographic and demographic reach

## How Input was Used

- Comments compiled and mapped in GIS
- Compared with crash and High-Injury Network data
- Identified clusters of perceived safety issues
- Reinforced data-driven project prioritization
- Supported regional coordination

# Public Policy Review

# Policy Foundations for Safer Streets

- Reviewed zoning, subdivision, transportation, and comprehensive plans
- Documents span four counties and multiple jurisdictions
- Policies shape roadway design, access, and development patterns
- Strong foundation exists—but safety is not always explicit
- Opportunity to better integrate Safe System principles

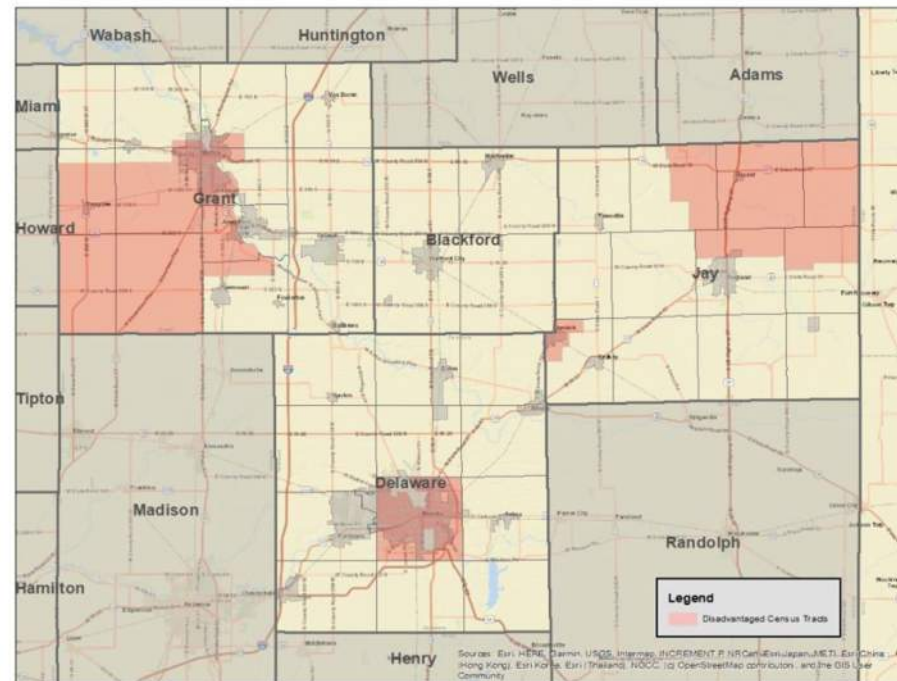
## Where Policy Can Strengthen Safety Outcomes

- Land use and transportation decisions are closely linked
- Subdivision standards offer early safety leverage
- Transportation plans support safety—but could be more explicit
- Access management is uneven across jurisdictions
- Process alignment can improve implementation

# Disadvantaged Communities

## Where Disadvantaged Communities Are Located

- 29 USDOT-designated disadvantaged Census Tracts
- Concentrated in urban cores (Muncie, Marion, Gas City)
- Limited rural distribution (Dunkirk, NE Jay County)
- None identified in Blackford County



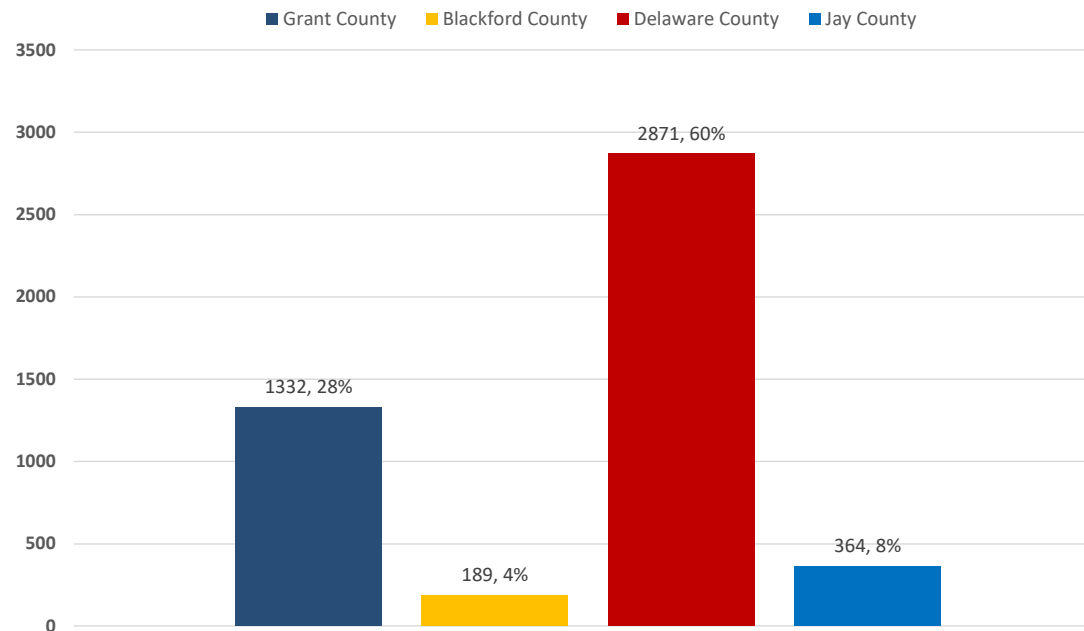
# Safety Exposure and Infrastructure Context

- Urban tracts overlap with higher-volume corridors
- Greater pedestrian and multimodal activity
- Rural disadvantage tied to speed and distance
- Severe crash corridors often intersect designated tracts
- Data-informed and location-sensitive prioritization

# Safety Analysis

# Historical Crash Trends (2020-2024)

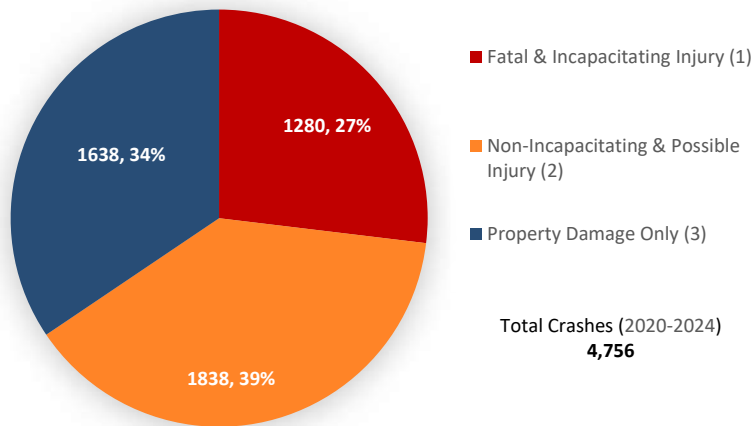
Total Crashes, 2020 to 2024 = 4,756



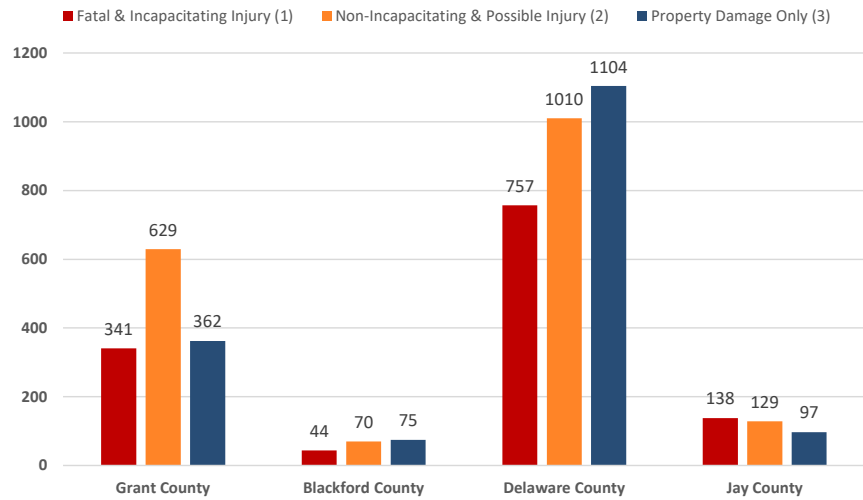
- Approximately **4,750** total crashes recorded over 5 years, from 2020 to 2024.
- Approximately **90%** of total crashes observed in Delaware and Grant counties.
- Likely due to the presence of major thoroughfares and large urban areas.

# Historical Crash Trends (2020-2024)

Total Crashes by Injury Type



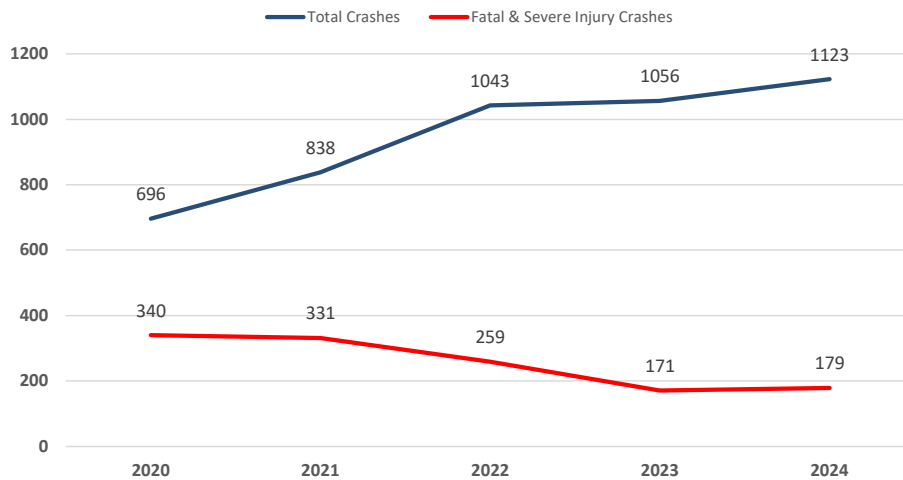
Total Crashes by Injury Type



- Approximately **65%** of crashes resulted in injuries, with **27%** involving fatalities or serious (incapacitating) injuries.

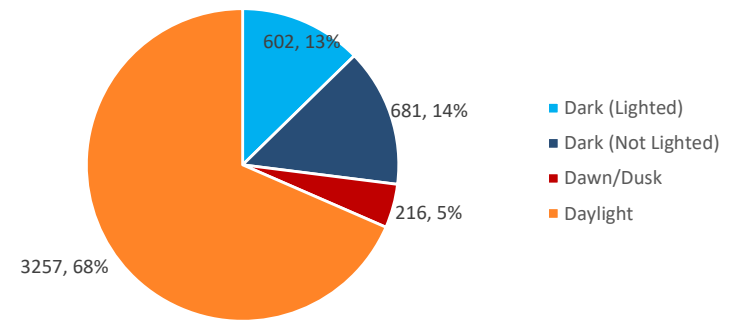
# Crashes by Light and Weather Conditions

Crashes by Year

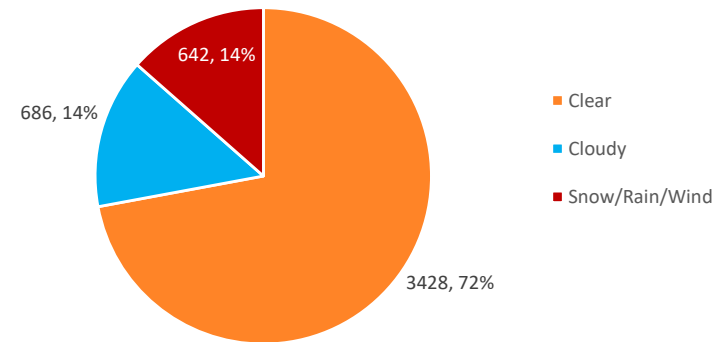


- An overall upward trend in total crashes is observed from 2020 to 2024, reflecting post-pandemic traffic recovery.
- Approximately **15%** of crashes happen in unlit dark areas, indicating a need for street light installation.

Total Crashes by Light Condition

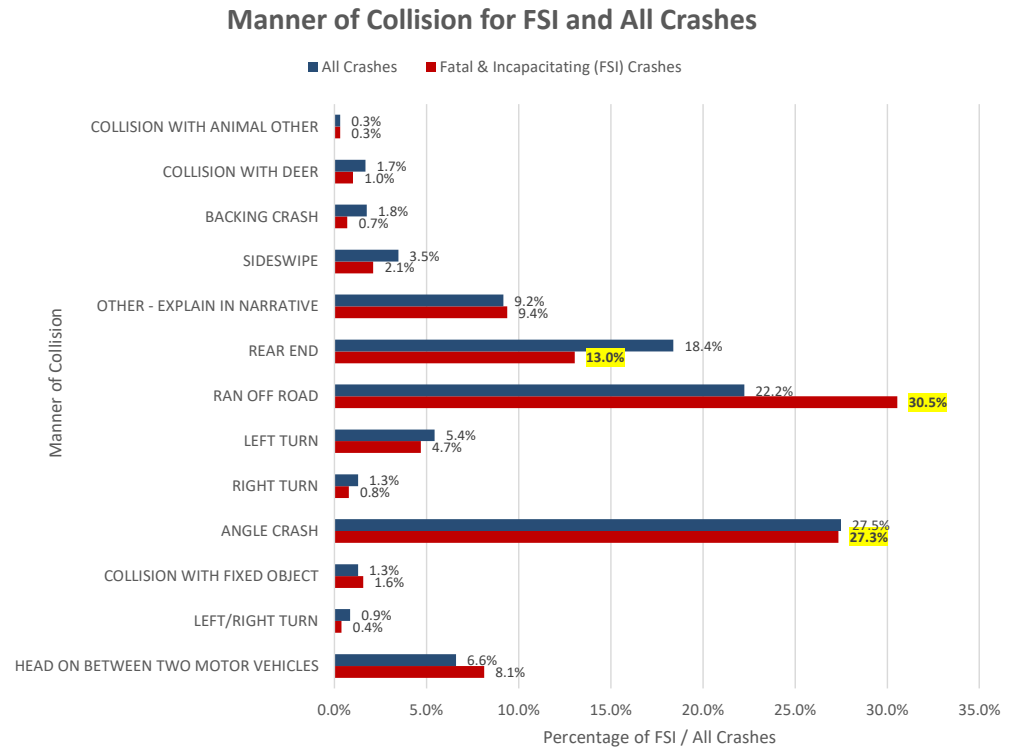


Total Crashes by Weather Condition



# Manner of Collision & Primary Factors

- Approximately **70%** of fatal and incapacitating injury crashes involved either angle collisions, rear-end impacts, or roadway departure (run-off-road) events.
- Primary Crash Factors:
  - Failure to Yield Right of Way
  - Following Too Closely
  - Disregard Signal/Reg. Sign
  - Distracted Driver
- Speed management strategies, roadway departure mitigation, corridor lighting, and driver awareness enhancements are key strategies to address the identified crash types.

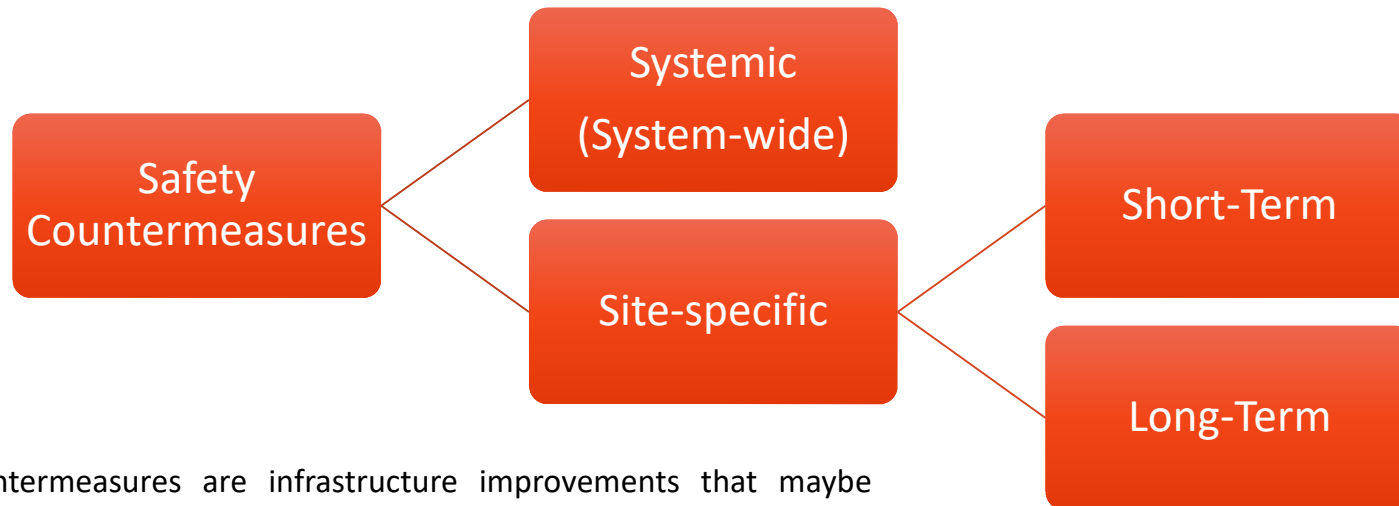


# Safety Analysis Summary (2020-2024)

- A total of **4,756** crashes were recorded, with **27%** (1,280 crashes) involving fatalities or incapacitating injuries.
- Delaware county recorded the highest number of crashes followed by Grant, Jay and Blackford counties.
- Run-off-road, angle and rear-end crashes were the most common manners of collision.
  - Run-off-road crashes are typically associated with excessive speeds, and roadway characteristics such as sharp curves, narrow or unpaved shoulders, limited lighting, and reduced roadside clear zones.
  - Angle crashes are typically associated with red light running and driver inattentiveness.
  - Rear end crashes are associated with high vehicle speeds and driver inattentiveness.
- Primary crash factors involved driver-related factors such as failure to yield, following too closely, disregard for traffic control device, or distraction.
- **Potential countermeasures include:**
  - Roadway departure treatments
  - Speed management, and
  - Improved driver awareness
  - Corridor lighting

# Safety Countermeasures

# Safety Countermeasures



Countermeasures are infrastructure improvements that maybe implemented to reduce and counter specific crash types and reduce their frequency and/or severity. These countermeasures are backed by research that prove their effectiveness.

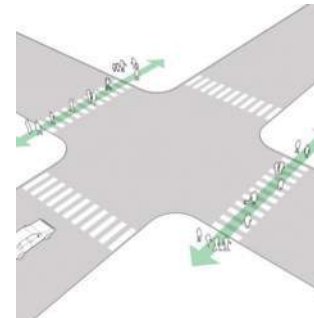
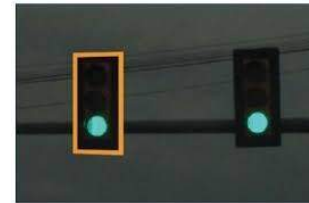
# Systemic Countermeasures

Generally applicable countermeasures to address citywide crash trends and safety risks

# Systemic Safety Countermeasures

Examples of Systemic Safety Countermeasures include:

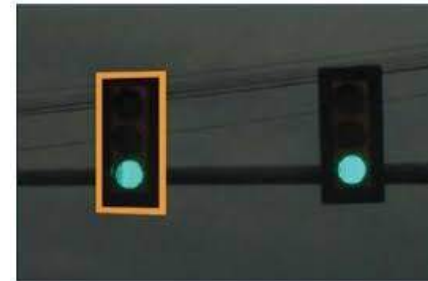
1. Install Retroreflective Backplates on Signal Heads
2. Implementing Leading Pedestrian Interval at Signalized Intersections
3. Appropriate Speed Limits for All Road Users
4. Improve Visibility at Trail Crossings
5. Crosswalk Visibility Enhancements
6. Yellow Change Interval and Signal Timing Optimization
7. Flashing Yellow Arrow Signals
8. Ensuring ADA compliance for Curb Ramps



<https://highways.dot.gov/safety/proven-safety-countermeasures>

# Systemic Safety Treatments and Countermeasures

## 1. Install Retroreflective Backplates on Signal Heads



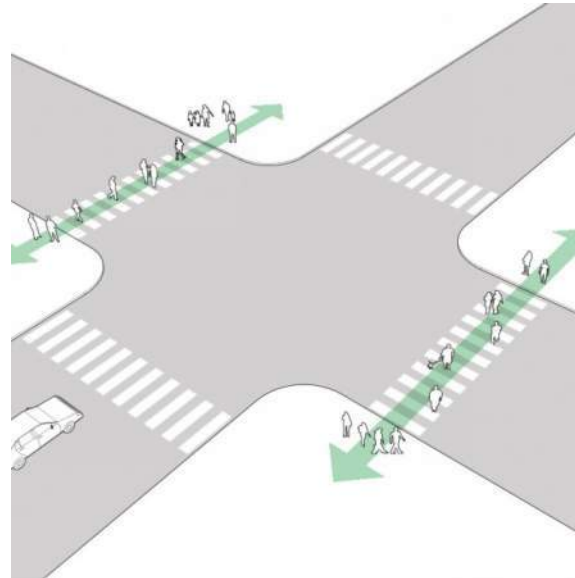
**Backplates: 15% reduction in total crashes  
(CMF ID: 1410)**

# Systemic Safety Treatments and Countermeasures

## 2. Introduce Leading Pedestrian Interval (LPI) for Pedestrian Phases



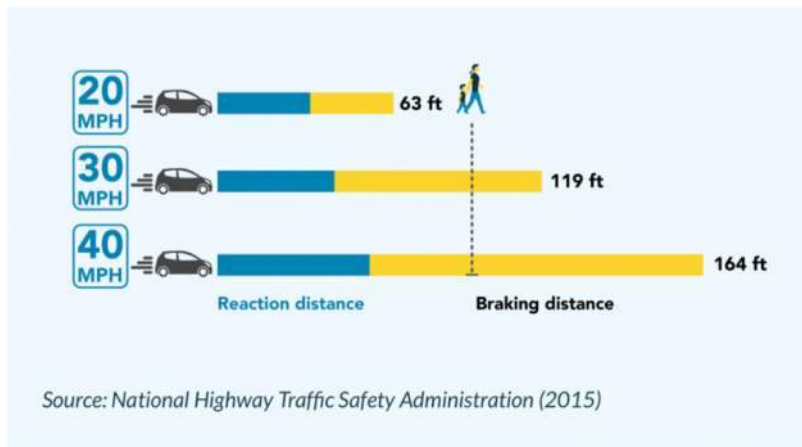
**13% reduction in vehicle/pedestrian crashes at intersections. (CMF ID: 9918)**



**Pedestrian Phase leads  
Concurrent Vehicle Phase  
by 3 – 7 seconds**

# Systemic Safety Treatments and Countermeasures

## 3. Set Appropriate Speed Limits for All Road Users



Speed Limit Pavement Legend



Contrast Border Speed Limit Sign



Speed Feedback Sign

# Systemic Safety Treatments and Countermeasures

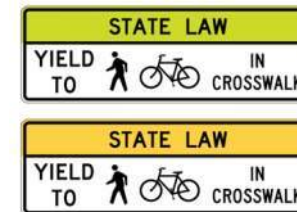
## 4. Improve Visibility at Trail Crossings



Trail Crossing Signs with RRFBs



High Visibility Pavement Markings



Overhead Signs and Flashing Beacons

# Systemic Safety Treatments and Countermeasures

## 5. Crosswalk Visibility Enhancements



- 40% reduction in pedestrian injury crashes
- RRFB's increase motorist yielding rates by up to 98% (varies by speed limit, # of lanes, crossing distance, and time of day)



**Option: Raised Crosswalk  
(Reduces driver speeds)**

# Systemic Safety Treatments and Countermeasures

## 6. Yellow Change Interval and Signal Timing Optimization



- Appropriately timed yellow change intervals can reduce red-light running and improve overall intersection safety.



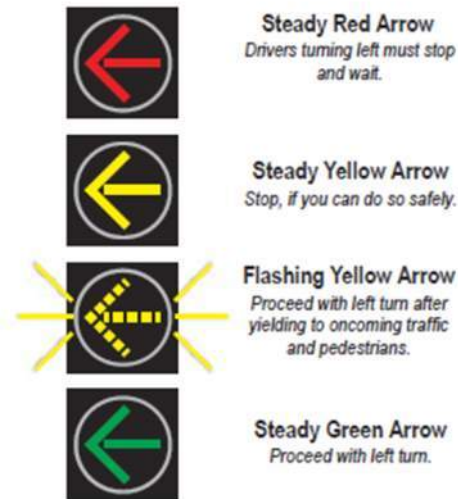
- 36-50% reduction in red-light running
- 8-14% reduction in total crashes
- 12% reduction in injury crashes

# Systemic Safety Treatments and Countermeasures

## 7. Flashing Yellow Arrow Signals

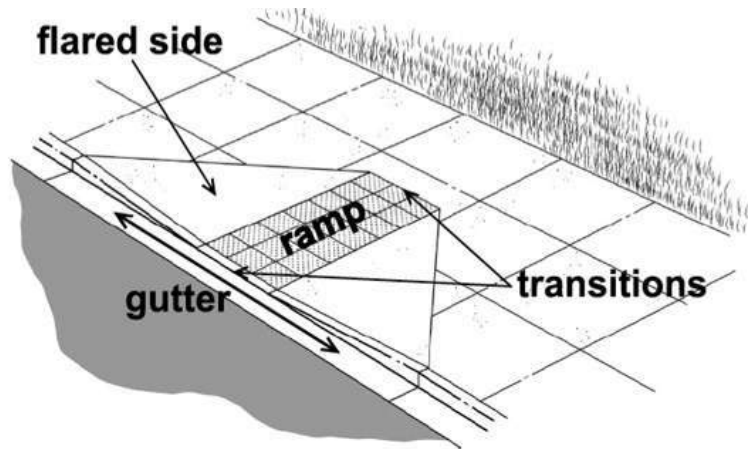


- FYA improves intersection safety by providing clearer indication to left-turning drivers to yield to oncoming traffic.
- Reduces left-turn crashes by ~15% (CMF ID: 11325)



# Systemic Safety Treatments and Countermeasures

## 8. ADA Compliance for Curb Ramps



# Site-Specific Countermeasures

Short-Term (< 5 years)

# Site Specific Countermeasures – Short Term

Some of the examples of Site-Specific Safety Countermeasures include:

1. Speed Feedback Signs
2. Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) at Ped Crossings
3. Raised Crosswalks
4. Median and pedestrian refuge islands at intersections where peds/bike cross multiple lanes.
5. Roadway Illumination / Lighting
6. Improve delineation using signs, raised pavement markers, or rumble strips
7. Enhance visibility using wider edge lines



# Short Term Safety Treatments and Countermeasures

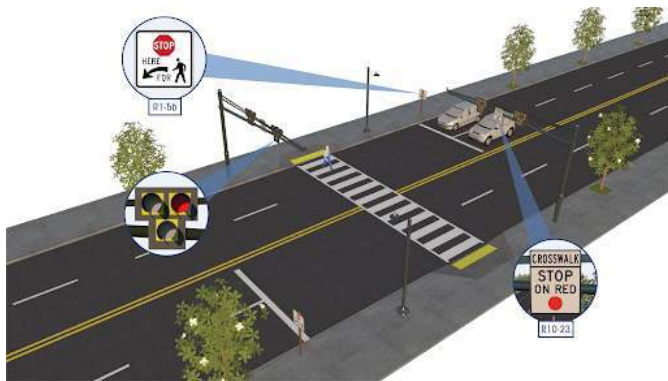
## 1. Speed Feedback Signs



- Speed Feedback Signs could help reduce speeding issues.
- Useful at locations where speed limits change to improve driver attention.
- Without visible speed enforcement, compliance might reduce with time.
- Ensure that the Speed Feedback Signs being used are MUTCD-compliant

# Short Term Safety Treatments and Countermeasures

## 2. Rectangular Rapid Flashing Beacon (RRFB) & Pedestrian Hybrid Beacon (PHB / HAWK Signal)



- **PHB / HAWK Signals:**

- 55% reduction in ped crashes
- 29% reduction in total crashes
- 15% reduction in crashes

- RRFB's can reduce ped crashes up to 47%
- RRFB's increase motorist yielding rates by up to 98% (varies by speed limit, # of lanes, crossing distance, and time of day)

# Short Term Safety Treatments and Countermeasures

## 3. Raised Crosswalks



# Short Term Safety Treatments and Countermeasures

## 4. Install Median or Pedestrian Refuge Island



- Median with Marked Crosswalk: 46% reduction in pedestrian crashes
- Pedestrian Refuge Island: 56% reduction in pedestrian crashes

# Short Term Safety Treatments and Countermeasures

## 5. Roadway Illumination/Lighting



- 42% reduction in pedestrian crashes
- 28% reduction in night injury crashes



**NOTE: Ensure positive contrast (bottom) exists at pedestrian crossings**

- Illuminates pedestrians without creating silhouettes
- Important for lighting at roundabouts

# Short Term Safety Treatments and Countermeasures

## 6. Raised Pavement Markers and Rumble Strips



# Short Term Safety Treatments and Countermeasures

## 7. Install Wider Edge Lines



6 in.

- Enhances visibility of travel lane boundaries compared to traditional edge lines
- 37% reduction in fatal & injury crashes on 2-lane roads

# Site-Specific Countermeasures

Long-Term (>5 years)

# Site Specific Countermeasures – Long Term

Some of the examples of Site-Specific Safety Countermeasures include:

1. Improve sidewalk connectivity
2. Separate bicycles and vehicles where feasible by adding bike lanes
3. Add turn-lanes
4. Widen Shoulders and Provide Clear Zone at curves
5. Modern Roundabouts
6. Raised Intersections
7. Corridor Access Management



# Long Term Safety Treatments and Countermeasures

## 1. Improve Sidewalk Connectivity



# Long Term Safety Treatments and Countermeasures

## 2. Protected Bicycle Lanes



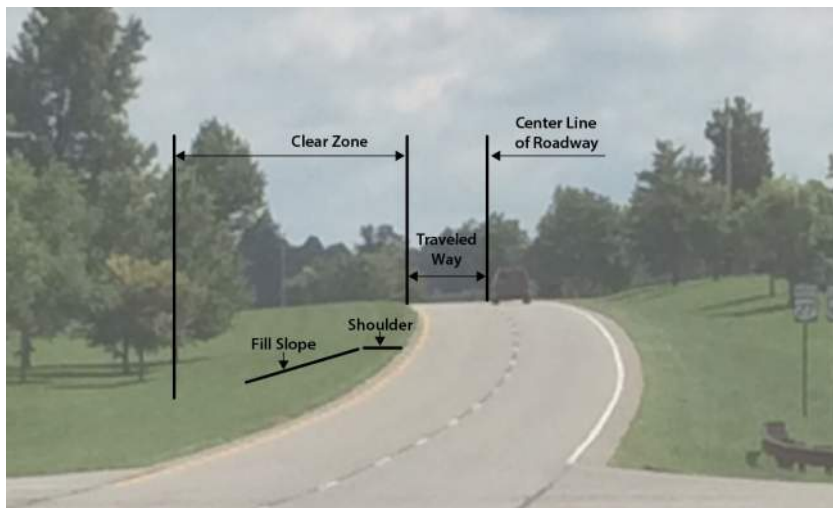
# Long Term Safety Treatments and Countermeasures

## 3. Dedicated Turn Lanes at Intersections



# Long Term Safety Treatments and Countermeasures

## 4. Widen Shoulders and Provide Clear Zone at Curves



- Provides more recovery area for drivers to regain control in the event of a roadway departure



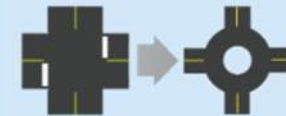
# Long Term Safety Treatments and Countermeasures

## 5. Modern Roundabouts



### Safety Benefits:

Two-Way Stop-Controlled Intersection to a Roundabout



**82%**

Reduction in fatal and injury crashes<sup>1</sup>

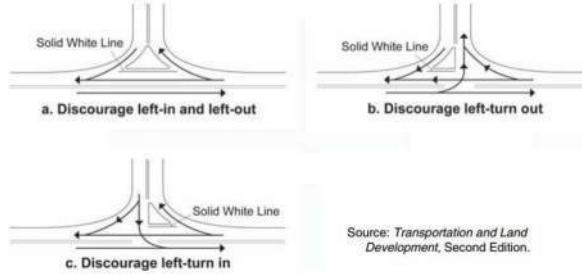
# Long Term Safety Treatments and Countermeasures

## 6. Raised Intersections



# Long Term Safety Treatments and Countermeasures

## 7. Corridor Access Management



# Project Selection and Prioritization

# High Injury Network (HIN) – Grant County

Segment ID	Roadway Name
1	S Western Ave - 15th St to 26th St
2	W Kem Rd - N Wabash Ave to Clayton Ct
3	S Adams St - E 53rd St to Herring Pl
4	N Baldwin Ave - N Wabash Ave to N Matter Park Rd
5	N 900 E - E 300 S to E 400 S
6	E 30th St - S Washington St to S Lincoln Blvd
7	S Western Ave - W 26th St to W 38th St
8	E Main St - 5th St to Shaffer Dr
9	W 50th St - Prestwick Sq to W 5th St
10	E Jonesboro Bypass/Main St - N 4th Ave to S Lincoln Blvd

*Other Important Mentions: Strawtown Pike, CR 950 S*

- On average, approximately **80%** of crashes along these segments resulted in either incapacitating or non-incapacitating injuries
- Angle, rear-end, and roadway departure (run-off-road) crashes appear to be the predominant crash types
- Majority of crashes occurred during daylight and under clear weather conditions; however, approximately **10%** occurred in areas where no roadway lighting was present

# High Injury Network (HIN) – Blackford County

Segment ID	Roadway Name
1	E SR 18 - 0.5 mi W of CR 700/Balbec Rd to 0.2 mi E of CR 700/Balbec Rd
2	N 500 E - 0.5 mi N of CR 300 to 0.4 mi N of CR 400
3	S Willman Rd - CR 300 S to CR 400 S
4	Amvets Dr - Cherry St to Pearl St
5	SR 18 - CR 400 E to Krebs Dr
6	E Washington St - Coats Ln to S Jefferson St
7	CR 100 N - Gilkey Ave to Wabash Ave
8	E 300 S - S Willman Rd to CR 300 E
9	N Walnut St - CR 200 N to 0.1 mi S of CR 200 N
10	W SR 26/ S Water St - CR 200 W to CR 250 W

*Other Important Mentions: Balbec Rd, CR 200*

- On average, approximately **95%** of crashes along these segments resulted in either incapacitating or non-incapacitating injuries
- Roadway departure (run-off-road) crashes appear to be the predominant crash type
- Majority of crashes occurred during daylight and under clear weather conditions; however, approximately **13%** occurred in areas where no roadway lighting was present

# High Injury Network (HIN) – Delaware County

Segment ID	Roadway Name
1	E Memorial Dr - S Blaine St to S Walnut St
2	E Jackson St - Safari Dr to S McRay Rd
3	S Madison St - E Main St to 9th St
4	N Wheeling Ave - W McGalliard Rd to W Marsh St
5	E Memorial Dr - S Manhattan Ave to S Blaine St
6	US 35 - CR 500 E to 0.4 mi E of CR 532 E
7	W McGalliard Rd - N Walnut St to N Locust St
8	E McGalliard Rd - N Walnut St to Broadway Ave/MLK Jr. Blvd
9	E McGalliard Rd - N Dalinda Rd to Muncie Bypass
10	S Macedonia Ave - E 16th St to E Kirby Ave

*Other Important Mentions: CR 550 S, CR 600 W, Bethel Ave*

- On average, approximately **65%** of crashes along these segments resulted in either incapacitating or non-incapacitating injuries
- Angle, rear-end, and roadway departure (run-off-road) crashes appear to be the predominant crash types
- Majority of crashes occurred during daylight and under clear weather conditions; however, approximately **4%** occurred in areas where no roadway lighting was present

## High Injury Network (HIN) – Jay County

Segment ID	Roadway Name
1	W SR 67 - SR 26 to Salmonie River
2	S Como Rd - SR 67 to CR 350 S
3	W 800 S - CR 325 W to CR 175 W
4	SR 1/Meridian St - 0.3 mi N of CR 400 S to 0.5 mi N of CR 300 S
5	US 27 - CR 200 N to CR 300 N
6	US 27 - CR 300 N to CR 400 N
7	US 27 - CR 800 N to SR 18/SR 67
8	SR 67 - CR 350 E to CR 250 E
9	US 27 - CR 400 N to 0.2 mi N of CR 400 N
10	SR 26 - CR 850 W to CR 700 W

*Other Important Mentions: CR 550 N, CR 200 S*

- On average, approximately **98%** of crashes along these segments resulted in either incapacitating or non-incapacitating injuries
- Roadway departure (run-off-road) and rear end crashes appear to be the predominant crash types
- Majority of crashes occurred during daylight and under clear weather conditions; however, approximately **22%** occurred in areas where no roadway lighting was present

# Network Screening Strategy

1. Both Crash Frequency and Crash Rates have inherent disadvantages associated with their usage to screen HIN segments.
2. For this Action Plan, we are using the Equivalent PDO scores crash metric to screen HIN segments.
  1. Based on weights assigned to Fatal (K), Incapacitating (A), Non-incapacitating (B), Possibly Injury (C) and Property Damage Only (O). Weights are based on FHWA Comprehensive Crash Costs.
  2. All non-PDO crashes are assigned weights and converted to equivalent PDO crashes.

# Project Selection and Prioritization



Criteria	Assigned Weightage
EPDO Score	40%
Speed Differential (Observed 85 <sup>th</sup> Percentile Speed – Posted Speed Limit)	20%
Disadvantaged Communities Analysis	20%
Public Engagement	20%

← **Crash Data**

← **From  
FlowLabs**

← **Underserved  
Communities**

← **Public Input**

# Next Steps & Schedule

1. Score, and Rank Projects
2. Submit Draft Report for feedback:
  - *Draft Report* will be sent to the Steering Committee on 03/06/2026.
  - The Steering Committee will have 2 weeks to comment on the *Draft Report* from 03/09/2026 to 03/20/2026
  - Any comments received will be addressed and a *FINAL ACTION PLAN* will be submitted to the City by 03/31/2026.
3. **FINAL ACTION PLAN** will need to be adopted by ECIRPD Board and made public on ECIRPD's SS4A webpage.

# Questions?

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