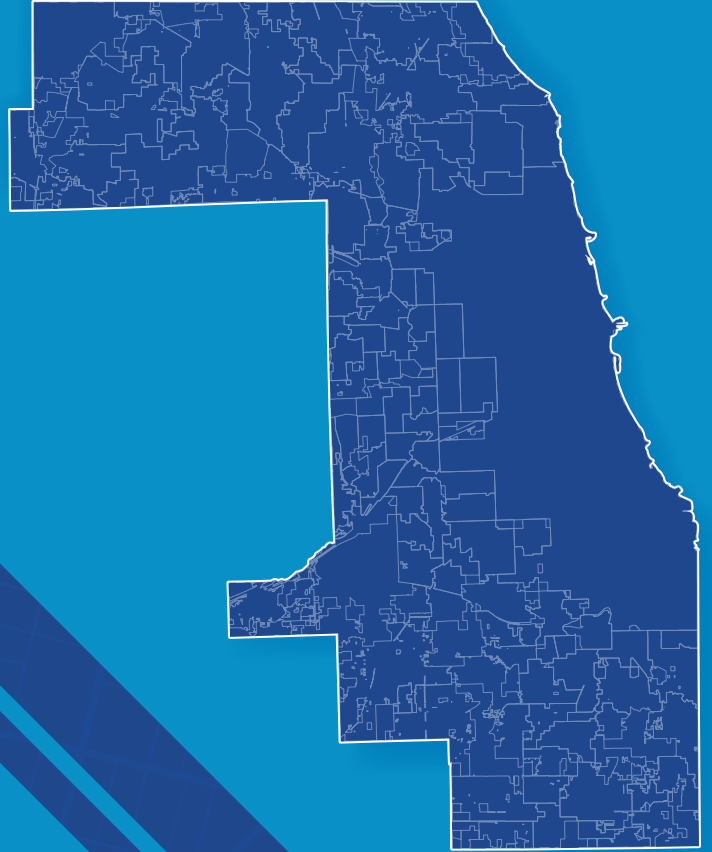


COOK COUNTY

ILLINOIS



SAFE TRAVEL
FOR ALL

Safety Action Plan

MAY 2025

New SAP content available in December
2025 Addendum - [click here](#)

Cook County
recognizes the
importance of
making roads safer
for all people



ACKNOWLEDGMENTS

Developed through a strong partnership between the Cook County (County) Department of Transportation and Highways (DoTH) and the Chicago Metropolitan Agency for Planning (CMAP), the Cook County Safety Action Plan (SAP) provides a roadmap for improving traffic safety, particularly for vulnerable road users and disproportionately impacted communities. The insights and dedication of our key collaborators were instrumental in shaping this plan. We gratefully acknowledge their contributions:

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Results of the analyses are based on data that was received from the Illinois Department of Transportation. Crash data represents years 2018 to 2022 and was obtained from the state police and other enforcement agencies. The data was used "as is" for analysis purposes and should be interpreted accordingly.

ACRONYMS AND ABBREVIATIONS

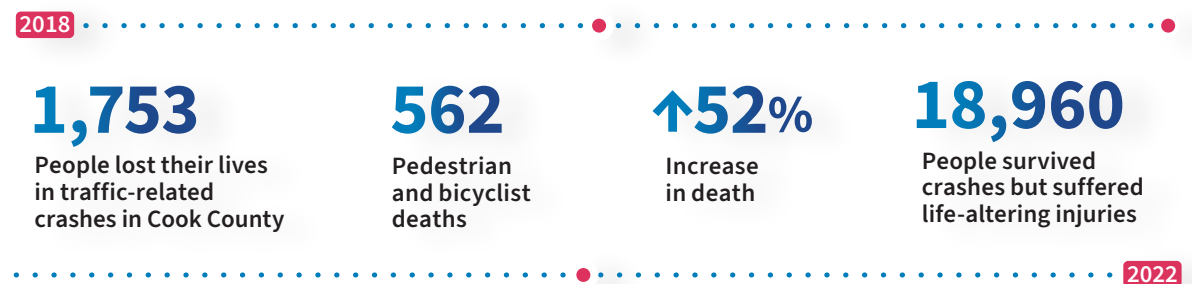
ADA	Americans with Disabilities Act
AoPP	Areas of Persistent Poverty
CIP	Capital Improvement Plan
CEJST Tool	Climate and Economic Justice Screening Tool
CMAP	Chicago Metropolitan Agency for Planning
CPM	combined performance measure
DoTH	Department of Transportation and Highways
FHWA	Federal Highway Administration
HFST	high-friction surface treatment
HIN	High Injury Network
HSIP	Highway Safety Improvement Program
HVE	High-visibility enforcement
IDOT	Illinois Department of Transportation
ILCS	Illinois Compiled Statutes
IRIS	Illinois Roadway Information System
ISA	Intelligent Speed Assistance
ITEP	Illinois Transportation Enhancement Program
LiDAR	light detection and ranging
LPI	leading pedestrian interval
LRTP	Long Range Transportation Plan
PDO	Property Damage Only
PSCi	Proven Safety Countermeasures Initiative
SAP	Safety Action Plan
SS4A	Safe Streets and Roads for All
SSA	Safe System Approach
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program
USDOT	U.S. Department of Transportation
VMT	vehicle miles traveled

Introduction

This Cook County Safety Action Plan (SAP) was developed by the Chicago Metropolitan Agency for Planning (CMAP) in partnership with the Cook County (County) Department of Transportation and Highways (DoTH). This SAP is a roadmap for improving traffic safety by reducing the risk of death and serious injury on roads in Cook County, particularly for people walking and biking and for communities with disproportionately excessive crash rates. By combining community experiences and data analysis, the SAP identifies practical actions and innovative solutions to make roads within Cook County safer for all.

Our commitment to safer roads is grounded in the fundamental belief that traffic-related deaths and serious injuries are preventable. By the adoption of this proactive, data-driven SAP, we aim to systematically address safety risks and promote a culture of safety across all transportation modes in Cook County, with the goal of zero fatalities and serious injuries by 2050.

Traffic fatalities have been increasing in northeastern Illinois since 2014, especially among pedestrians and bicyclists. Across the region, low-income communities and communities of color experience a disproportionate share of traffic crashes, fatalities and serious injuries. In the five years between 2018 and 2022, 1,753 people lost their lives in traffic-related crashes in Cook County, including 562 pedestrians and bicyclists. The proportion of crashes that result in death increased by 52percent from 2018 to 2022. During the same time period, another 18,960 people survived crashes but suffered life-altering injuries.



This trend is unacceptable, preventable and reversible. This SAP has been developed in response to these dramatic increases. It is a guide to understanding the areas of greatest need within the County, determine proven methodologies that are specific to each of the needs and prioritize implementation of strategies intended to reduce and eliminate transportation-related fatalities and serious injuries.



Safety Analysis Plan Purpose and Goals

COOK COUNTY DoTH \ CMAP

Cook County recognizes the importance of making roads safer for all roadway users. CMAP’s Policy Committee is committed to the Cook County SAP’s establishment of a comprehensive framework to meet the goal of zero fatalities and serious injuries for all road users, including non-motorists, by 2050. Section 3 provides an overview of existing safety conditions and trends.

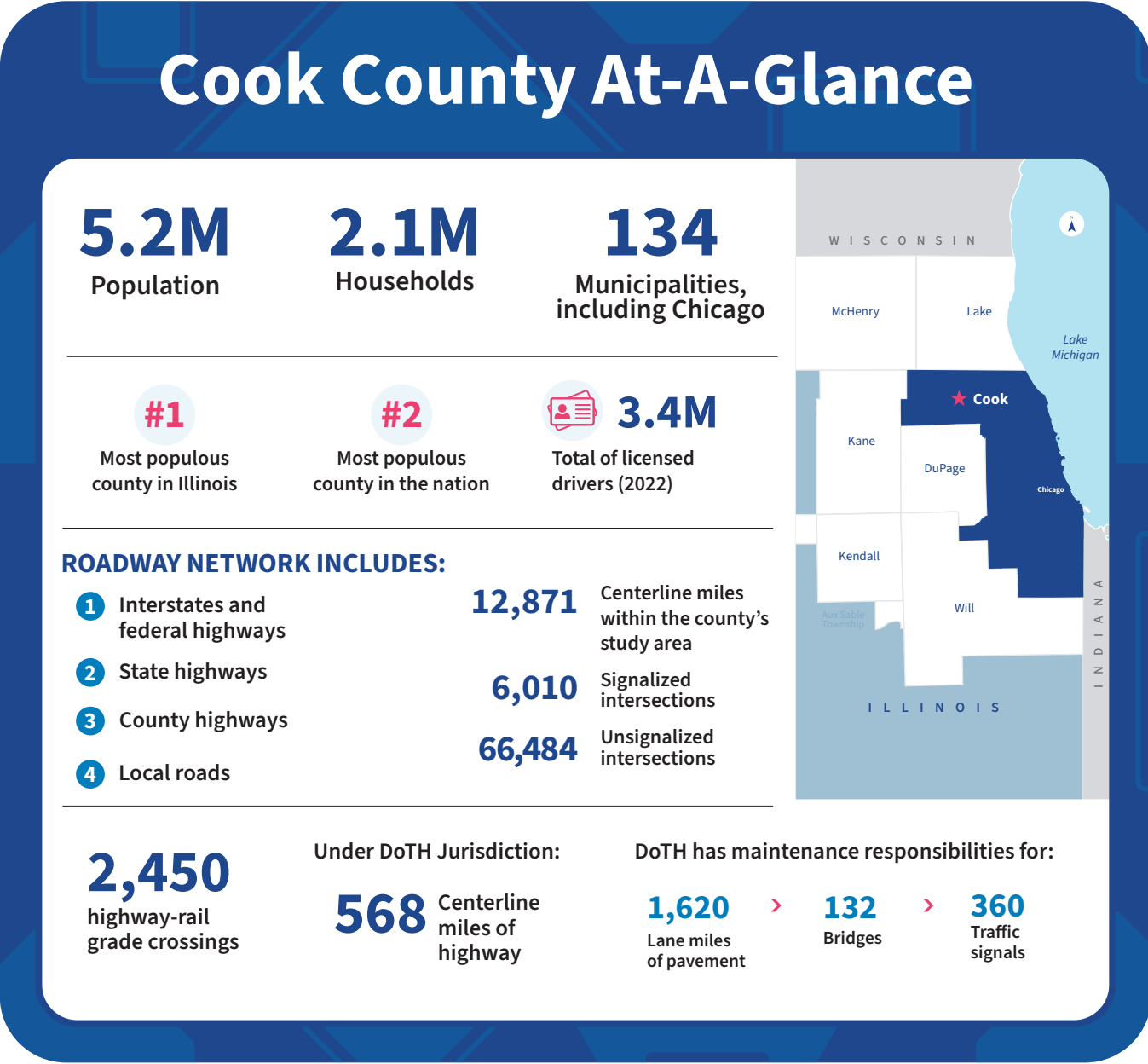
Additional evaluation measures informed by the public health approach to injury prevention are discussed in Section 8.

This SAP outlines strategic interventions and practical solutions that address the most pressing safety needs within Cook County and serves as a guiding document for local agencies, policymakers and stakeholders. The Cook County SAP is an important step that will help Cook County and its municipalities implement changes that will keep people safer while traveling within Cook County.

Planning Study Area

With a population of more than 5 million in 2022, Cook County is the most populous county in Illinois and the second most populous county in the nation. Cook County extends over 946 square miles with 134 municipalities, including the City of Chicago, which contains approximately 52 percent of the County’s population and roughly 25 percent of its land area. The roadway network in Cook County encompasses interstates and federal highways, state highways, county highways and other local roads. Within the County’s analysis area, there are: approximately 12,871 centerline miles, 6,010 signalized intersections and 66,484 unsignalized intersections.

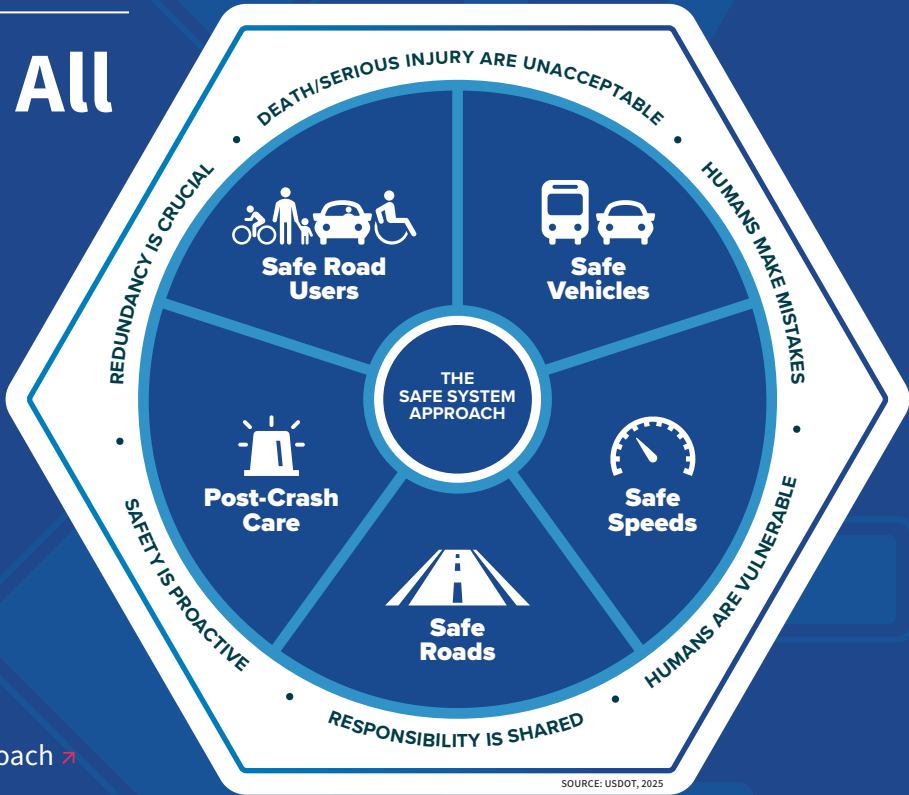
DoTH has jurisdiction over 568 centerline miles of highway and maintenance responsibilities for 1,620 lane miles of pavement, 132 bridges and 360 traffic signals. DoTH also regularly partners with Cook County municipalities to implement multimodal and safety projects.



Safe Travel for All

The Cook County SAP is part of a regionwide initiative called Safe Travel for All, which works to reduce and eliminate serious injuries and deaths on northeastern Illinois' roads. CMAP, the Illinois Department of Transportation (IDOT) and six counties in northeastern Illinois, including Cook County, were awarded nearly a nearly \$4 million grant from the federal Safe Streets and Roads for All (SS4A) program to supplement local funding and develop a first-of-its-kind traffic safety framework for northeastern Illinois. By working together, the region will maximize the impact of localized and systemwide traffic safety improvements.

Figure 1-1. Principles of a Safe System Approach



This SAP was developed in accordance with the requirements set forth in the federal SS4A program, which will make Cook County and other municipalities eligible to apply for federal SS4A implementation grants. In addition to the SS4A program, this SAP identifies locations and strategies that may be implemented through a variety of programs.

SAFE SYSTEM APPROACH

Safe Travel for All shifts away from the traditional vehicle-centered traffic safety lens and instead embraces the Safe System Approach (SSA). This approach creates multiple layers of protection against crashes, with increased emphasis on safety for people walking and biking. It proactively works toward zero traffic fatalities and serious injuries, rather than accepting that some fatalities are inevitable.

As shown in Figure 1-1, the SSA recognizes the following:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is critical

CHICAGO METROPOLITAN AGENCY FOR PLANNING

CMAP is the comprehensive planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. The agency and its partners developed and are now implementing ON TO 2050, a comprehensive regional plan to help the seven counties and 284 municipalities in northeastern Illinois implement solutions that address transportation, housing, economic development, open space, the environment and other quality of life issues. In coordination with DoTH and steering committee, CMAP will assist with the implementation of this Cook County SAP.





02

PUBLIC ENGAGEMENT

02

Engagement and Collaboration

Engagement with partners, stakeholders and the public was an integral part of the development of the Cook County SAP, ensuring the SAP represents the community's needs regarding transportation safety.

Central to this process was the establishment of a steering committee comprised of key representatives whose guidance informed the Cook County SAP's strategic direction. Complementing the steering committee's work, events and tools provided partners with accessible platforms to share their experiences, concerns and ideas about roadway safety. Through this collaborative approach, the project team gathered actionable community insights that directly informed the Cook County SAP's priorities and strategies.

Public engagement is a critical component of the Cook County SAP

5

**PUBLIC ENGAGEMENT
EVENTS HELD**
to gather community feedback
and build consensus around
traffic safety priorities

BETWEEN OCTOBER 2024 AND MARCH 2025:



5,350
people visited the
engagement site



1,331
pins added
to the safety
hotspots map



655
people
completed
the survey

Steering committee members represented the following organizations:

- Age Options
 - American Automobile Association (AAA)
 - Blue Island Robbins Neighborhood Network
 - Chicago Department of Transportation (CDOT)
 - City of Berwyn
 - City of Des Plaines
 - City of Harvey
 - Cook County Department of Public Health
 - Cook County DoTH
 - Cook County Sheriff's Office
 - Corazón Community Services
 - Elgin Community Bikes
 - Equiticity
 - Forest Preserves of Cook County
 - Hospital of Cook County
 - IDOT
 - Illinois EMT Association
 - Major Taylor Trail Chicago Cycle Club
 - Metra
 - Northwest Municipal Conference
 - Northwestern University
 - NORC at the University of Chicago (advisory role)
 - South Suburban Mayors and Managers Association (SSMMA)
 - Village of Broadview
 - Village of Evergreen Park
 - Village of Skokie
 - We Keep You Rollin'
- West40

Steering Committee

The Cook County steering committee was comprised of municipal staff and leaders of community organizations and groups representing those most affected by severe crashes in Cook County.

Cook County intends to invite the steering committee to participate in continuing traffic safety discussions in an advisory role.

By incorporating diverse perspectives, the County can better identify safety concerns, prioritize effective countermeasures and foster community ownership of safety improvements.



Key Municipal Partners

The project team identified five key municipal partners to highlight traffic safety issues in their communities and assist in identifying strategies, projects and engagement opportunities that represent municipal perspectives. These partners included the:

- City of Chicago
- City of Des Plaines
- City of Harvey
- Village of Broadview
- Village of Evergreen Park

The key municipal partners provided guidance during steering committee meetings and will be invited to participate in continuing Cook County traffic safety discussions in an advisory role. CMAP and DoTH will provide implementation support with guidance from the steering committee.

Public Engagement

Public engagement gave community members, stakeholders and partners meaningful opportunities to contribute to the development of traffic safety strategies. To ensure broad participation, the project team and partners conducted targeted outreach to key stakeholders, including youth, seniors and other vulnerable road users. By incorporating diverse perspectives, the County is better positioned to identify an expanded variety of safety concerns, align treatments appropriate for the local context, prioritize effective countermeasures and foster community ownership of safety improvements.



Intra- and Inter-Governmental Cooperation and Collaboration

The Safety Action Plan relied upon frequent and strategic coordination between intergovernmental and intragovernmental partners to draft the plan, promote public engagement and develop the final recommendations. First, the plan incorporated vertical intergovernmental coordination from CMAP (the regional transportation planning agency), through the Cook County government and down to the County's 134 member municipalities directly and through established Council of Mayors. Second, the Cook County Department of Transportation

and Highways worked horizontally with other County agencies such as the Sheriff's Office, Forest Preserves and Health Department to communicate the plan's purpose, priorities and potential for cross-departmental collaboration. Finally, the plan included coordination outside of county governance with private and public partners such as Metra (the regional commuter rail operator), American Automobile Association (AAA), social service providers, private experts and researchers school districts and community-based organizations.



Outreach Events

During the creation of this SAP, five outreach events were held to gather community feedback and build consensus around traffic safety priorities.

POP-UP EVENT AT THE VILLAGE OF EVERGREEN PARK'S OKTOBERFEST

Purpose: The pop-up event provided residents with opportunities to share their experiences at an informal, local festival. Interactive activities were designed to engage youth as well as adults in conversations about road safety concerns.

Outcomes: Participants overwhelmingly identified speeding, aggressive driving and drivers ignoring traffic signals as their main traffic safety concerns. These concerns revealed a disconnect between driver behavior and the safety of vulnerable road users.

COOK AND KANE COUNTY JOINT SAP OPEN HOUSE IN THE CITY OF ELGIN

Purpose: An in-person open house was held to address safety concerns in and around the City of Elgin, where crash data revealed disproportionately excessive injury rates.

Outcomes: Residents overwhelmingly emphasized how the absence of protected bike lanes and safe pedestrian infrastructure along key corridors forces cyclists and pedestrians into dangerous proximity with vehicles. In addition, participants provided numerous comments addressing drivers "rolling through stop signs" with pedestrians present and failing to stop for school buses.

CHICAGO DEPARTMENT OF TRANSPORTATION CHICAGO MOBILITY COLLABORATIVE MEETING IN LOGAN SQUARE

Purpose: This targeted roundtable convened bicycle advocacy groups, transportation-focused community organizations and local planning professionals to analyze traffic safety challenges through the lens of sustainable mobility.

Outcomes: The discussion aimed to bridge grassroots concerns with technical planning perspectives to identify high-impact interventions. Participants felt that the existing infrastructure fails to address their needs and the volume of responses is confirmation of the importance of targeted discussions.

PATHLIGHT'S TRANSPORTATION
RESOURCE FAIR TABLING EVENT

Purpose: To engage seniors living in the far-south suburban areas of Cook County in a discussion about their traffic safety concerns. The goal is to broaden the diversity of community input—both geographically and demographically—and to inform future planning efforts that address the needs of older adults.

Outcomes: Seniors actively participated in the engagement activities, offering thoughtful input on traffic safety in their community. The most commonly identified safety concerns included speeding, with several participants specifically noting aggressive driving; drivers not following traffic signals; and distracted driving, particularly due to mobile phone use. These findings highlight the importance of addressing these issues to improve road safety and ensure safer, more confident travel for seniors throughout the county.

STEERING COMMITTEE INTERVIEWS

In addition to public engagement, the SAP team conducted one-on-one interviews with select steering committee members.

Purpose: This effort sought to gather additional perspectives on the engagement process during the plan’s implementation and to gain feedback from individuals who hold a dual perspective—both as residents of Cook County and as professionals in or around traffic safety.

Outcomes: The interviewees felt the process successfully brought together diverse professional perspectives, but there was limited representation from grassroots residents or elected officials. While this SAP provided a clear and achievable set of objectives, concerns were raised about addressing issues beyond the County’s direct control, such as vehicle design standards. Interviewees emphasized the need for practical, localized solutions, particularly to address critical issues like vulnerable road user deaths and distracted driving.

VIRTUAL OPEN HOUSE

Purpose: Provide a basic, introductory review of some of the components involved in creating a Safety Action Plan, which includes public involvement activities and data trends/analysis.

Outcomes: Attendees shared comments on ideal engagement event activities and locations, opinions on why data trends are not decreasing, input on most concerning traffic safety behavior and how to address those issues.

Interactive Engagement

The Cook County SAP online engagement site included two tools to collect feedback from the public, a survey on perceived roadway safety and an interactive safety hotspots map. Both tools were promoted through social media accounts, email blasts, newsletters and press releases, at public engagement events and through the networks of the steering committee members to support the development of the Cook County SAP. Between October 2024 and March 2025, 5,350 people visited the engagement site, 1,331 pins were added to the safety hotspots map and 655 people completed the survey.

Key insights revealed through the interactive engagement tools include:

- Primary safety concerns are **feeling unsafe while walking** and concerns about the **lack of bike infrastructure and speeding**.
- Respondents had **mixed feelings about recent progress on traffic safety** improvements in the County. While some respondents acknowledged small-scale changes, many expressed that transformative safety measures remain overdue, particularly for pedestrians and cyclists.
- **Protecting vulnerable road users was a top public priority.**
- When asked to identify the County’s **most pressing transportation safety needs**, residents repeatedly cited three key solutions:
 - Physical separation between walkers and bikers and vehicles
 - Roadway designs that naturally encourage slower driving speeds
 - More consistent enforcement of traffic laws like speeding and red-light running

The call for physical barriers—such as separated bike lanes, raised crosswalks and pedestrian islands—emerged as the most frequent and emphatic infrastructure request.





03

SAFETY ANALYSIS

Safety Analysis

The following safety analysis was performed using detailed crash data from Cook County for the time period of 2018 to 2022. The analysis provides a comprehensive understanding of crash patterns and trends in the region. Highlights from the analysis are provided herein. Appendix A of the Existing Safety Conditions Report provides additional details.

An overview of the baseline level of crashes along with crash trends over time is provided. The results also give insights into details such as contributing factors, emerging crash emphasis areas, types of crashes, pedestrian and bicyclist safety issues and high-risk locations. The analysis further highlights significant differences in crash characteristics between Chicago and suburban Cook County, in addition to fatalities occurring at rail crossings. A high injury network (HIN) was developed to identify geographic areas, intersections and roadway segments, where a high frequency of fatal and serious injury crashes are occurring in Cook County. These components of the safety analysis collectively tell the story of crash trends and detailed safety issues happening in Cook County.

Key Findings

The following section identifies major takeaways from the analysis of recent safety conditions and crash trends in Cook County.

The key findings include:



INCREASE IN FATALITIES

Traffic fatalities in Cook County have surged by over 50 percent from 2018 to 2022 peaking at 454 deaths in 2021. Although serious injuries have decreased by almost 10 percent, significantly more people have been losing their lives on the road.



VULNERABILITY OF PEDESTRIANS AND BICYCLISTS

Despite comprising only 3 percent of total crashes, pedestrians and bicyclists are disproportionately represented in fatal and serious injury crashes, accounting for approximately 25 percent of these severe outcomes. This stark disparity underscores the risk faced by vulnerable road users.



DISTRACTED DRIVING DISCREPANCIES

Distracted driving emerges as the most prevalent emphasis area issue, implicated in 46 percent of all traffic fatalities and serious injuries in Cook County. This driving behavior is recorded in 67 percent of all fatalities and serious injuries in Chicago, but only 11 percent in suburban Cook County, suggesting police departments have differences in reporting approaches for distracted driving.



TURNING AND ANGLE CRASHES RISKS

Turning and angle crashes represent the most frequent motorist crash type resulting in fatalities and serious injuries. Further, pedestrians and bicyclists face higher risk and are overrepresented in fatalities and serious injuries specifically from left and right turn vehicle maneuvers.



RAIL CROSSINGS FATALITIES

On average, about 35 people lost their lives annually between 2018-2022 due to train collisions at rail crossings. Notably, suicide accounts for nearly half of these rail crossing fatalities in Cook County.



AGGRESSIVE DRIVING PREVALENCE

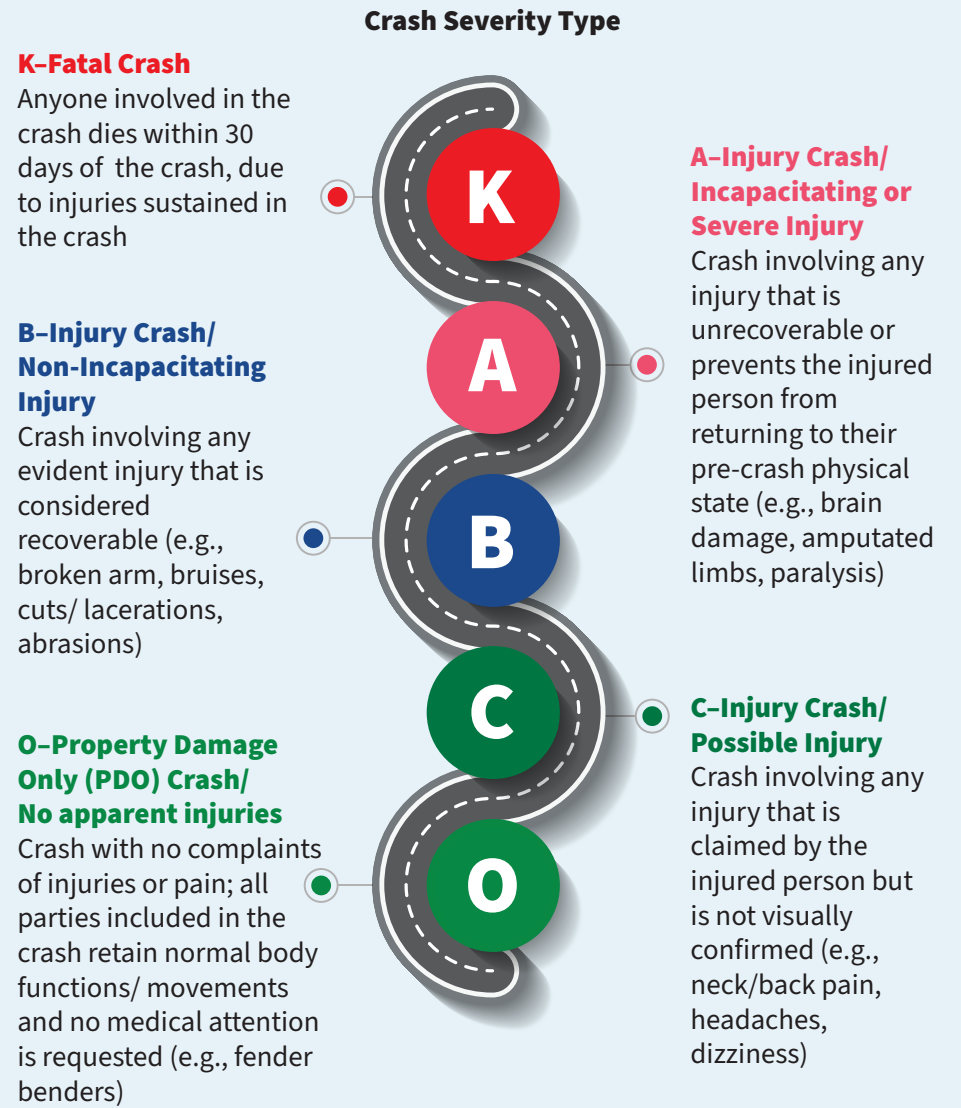
Aggressive driving as the primary crash cause, contributing to almost 60 percent of fatalities and serious injuries. These behaviors encompass failing to yield right-of-way, speeding and disregarding traffic signals, pavement markings and stop/yield signs.

Data Analysis Methods

While no type of traffic crash is acceptable, safety studies commonly prioritize higher-severity crashes, such as those resulting in fatalities and serious injuries.

This approach aims to identify and implement treatments that can save more lives and minimize the occurrence of serious crash-related injuries, while also striving to reduce the less severe crashes that only result in property damage (property damage only [PDO]). Consequently, many figures in this report will distinguish between fatal and serious injury crashes (KA) and total crashes (KABCO), allowing for a focused analysis on the most fatal and severe outcomes and the development of targeted strategies to mitigate them effectively. Table 3-1 provides the KABCO scale, which is frequently used by transportation professionals to measure severity of crashes.

Figure 3-1. Crash Severity Classifications and Injury Definitions

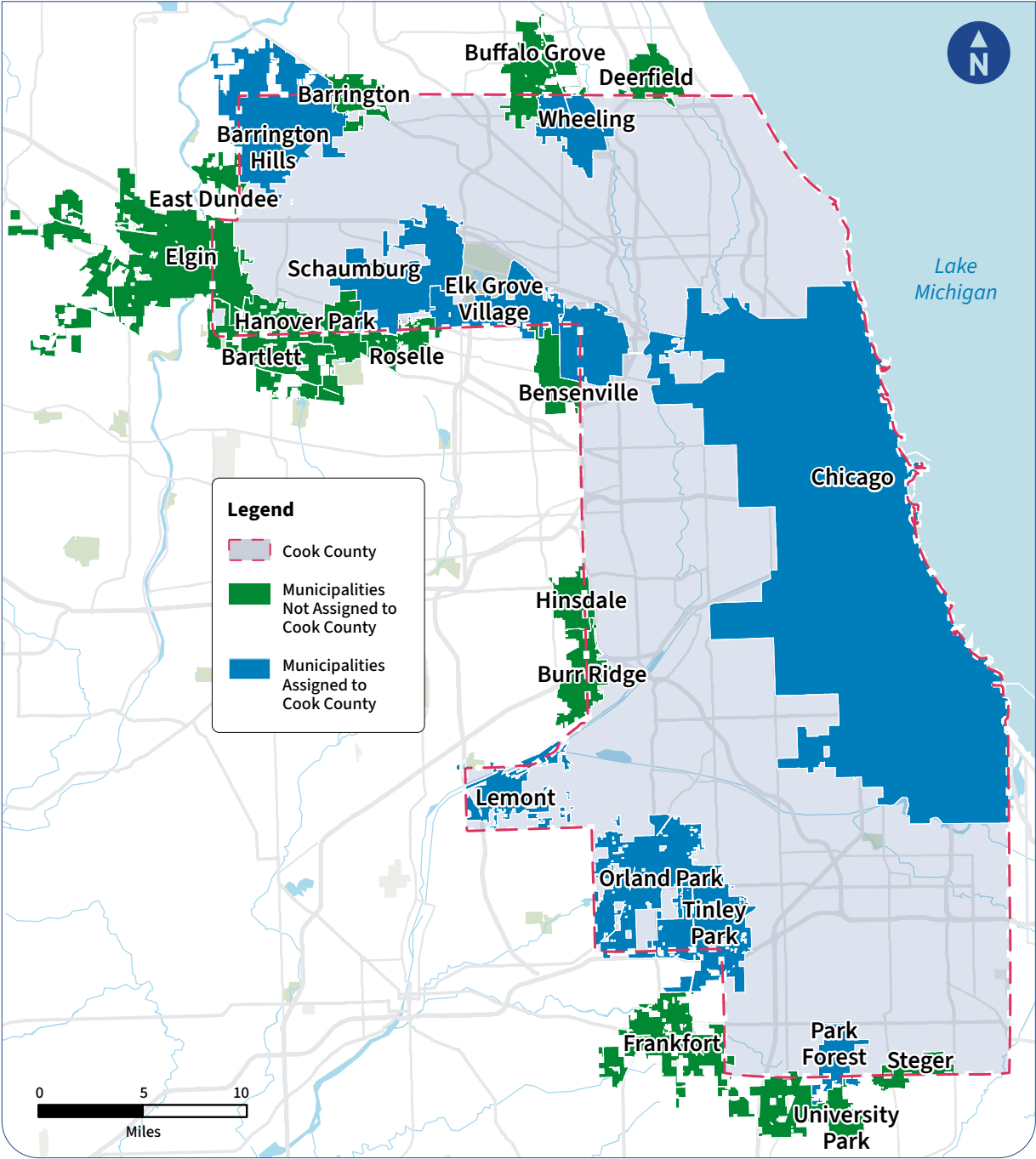


Study Area

The analysis focuses upon Cook County with results reported at three various geographies: the entirety of Cook County, Chicago and Cook County excluding Chicago (referred to as suburban Cook County). There are several communities that overlap multiple counties that also have active safety action plans underway. CMAP provided guidance on the assignment of border municipalities and roadways, which was used in this analysis. Some municipalities located on the border were included, while some were excluded and assigned to neighboring counties.

Figure 3-2 shows the study area and border municipalities included in the Cook County analysis. All other gray areas inside of the Cook County boundary are included with the blue areas to create the “analysis area” for the Cook County SAP effort. Any green area represents a municipality that is located partially within Cook County – these municipalities were assigned to other counties for the purpose of those counties’ SAP efforts.

Figure 3-2. Cook County Study Area



Existing Safety Conditions

CRASH TRENDS (2018-2022)



755,412
reported crashes
on public roadways in
Cook County (2018-2022)

1,621
fatal crashes
(0.2 percent)

15,804
serious injury
crashes
(2.1 percent)

17,425
total of fatal
and serious
injury crashes

CHICAGO AND SUBURBAN COOK COUNTY DIFFERENCES:

Fatal and serious
injury crashes:

11,015
in Chicago
▪ 2.7M residents
▪ 230 sq. miles

VS

6,410
in Suburban
Cook County
▪ 2.5M residents
▪ 720 sq. miles

**~12 fatalities or
serious injuries occur
every day on roads in
Cook County**

KABCO crashes:

471,800
in Chicago

VS

283,612
Suburban
Cook County

19.2 percent of
crashes are injury related
crashes and remaining
(80.8 percent) are
"property damage only"
crashes in Cook County.

201,594 total
crash-related injuries
(KABC) occurred
in Cook County
between 2018-2022

Between 2018-2022:

Fatalities increased
↑ 51.7 percent

Serious injuries declined
↓ 9.9 percent

Table 3-1. Crashes and Number of Injuries by Severity in Cook County (2018 to 2022)

Injury Type	Cook County Crashes	Cook County Injuries/PDO	Suburban Cook County Crashes	Suburban Cook County Injuries/PDO	Chicago Crashes	Chicago Injuries/PDO
	Count / (%)	Count / (%)	Count / (%)	Count / (%)	Count / (%)	Count / (%)
K- Fatal Crash	1,621 (0.2%)	1,753 (0.1%)	795 (0.3%)	860 (0.1%)	826 (0.2%)	893 (0.1%)
A-Injury Crash/ Incapacitating or Severe Injury	15,804 (2.1%)	18,960 (1.1%)	5,615 (2.0%)	6,895 (1.0%)	10,189 (2.2%)	12,065 (1.1%)
B-Injury Crash/ Non-Incapacitating Injury	77,792 (10.3%)	106,674 (6.1%)	27,510 (9.7%)	37,140 (5.4%)	50,282 (10.7%)	69,534 (6.6%)
C-Injury Crash/ Possible Injury	49,647 (6.6%)	74,207 (4.3%)	25,638 (9.0%)	38,684 (5.6%)	24,009 (5.1%)	35,523 (3.4%)
O-PDO Crash/No Apparent Injuries	610,548 (80.8%)	1,543,382* (88.4%*)	224,054 (79.0%)	602,760* (87.8%*)	386,494 (81.9%)	940,622* (88.9%*)
KABC Total	144,864 (19.2%)	201,594 (11.6%)	59,558 (21.0%)	83,579 (12.2%)	83,306 (18.1%)	118,015 (11.1%)
Total	755,412 (100%)	1,744,976 (100%)	283,612 (100%)	686,339 (100%)	471,800 (100%)	1,058,637 (100%)

* Count and percentage of people involved in a crash who did not report an injury.

Figure 3-3. Fatal and Serious Injury Crashes and Total Crashes in Cook County (2018 to 2022)

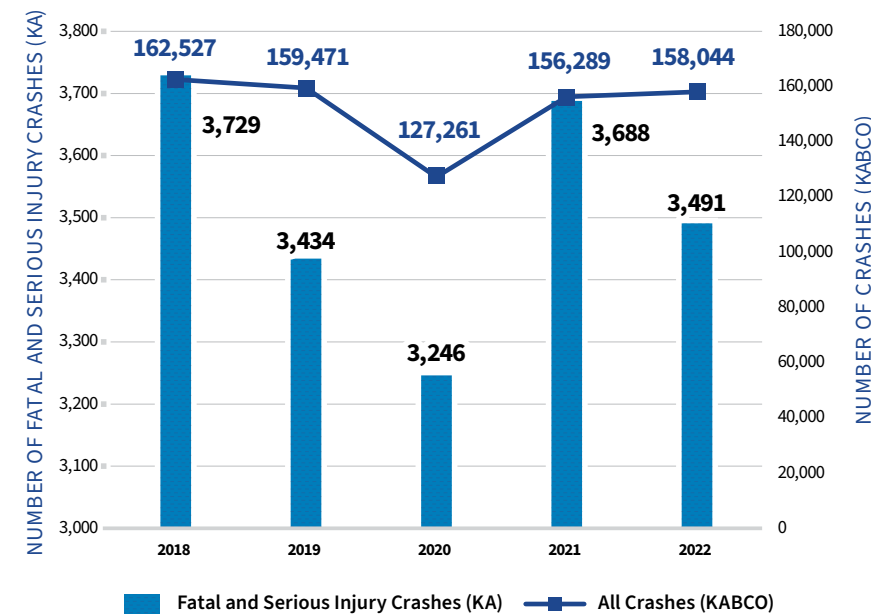
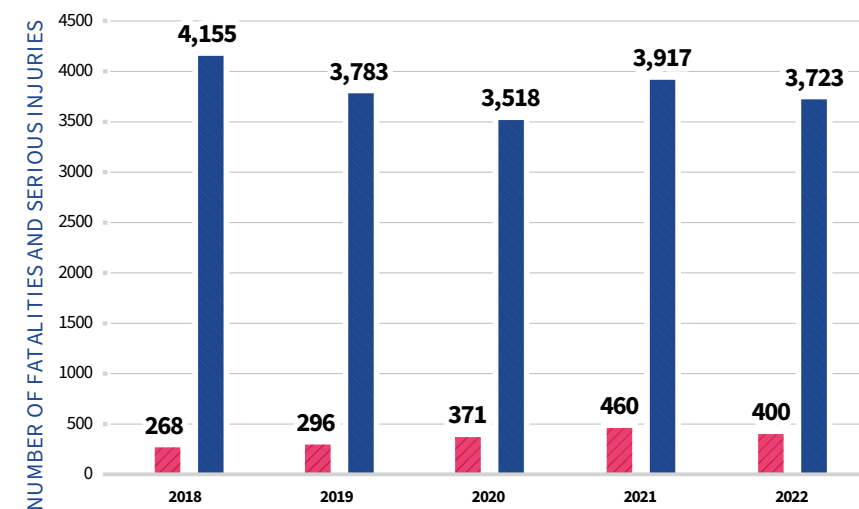


Figure 3-4. Fatalities and Serious Injuries in Cook County (2018 to 2022)



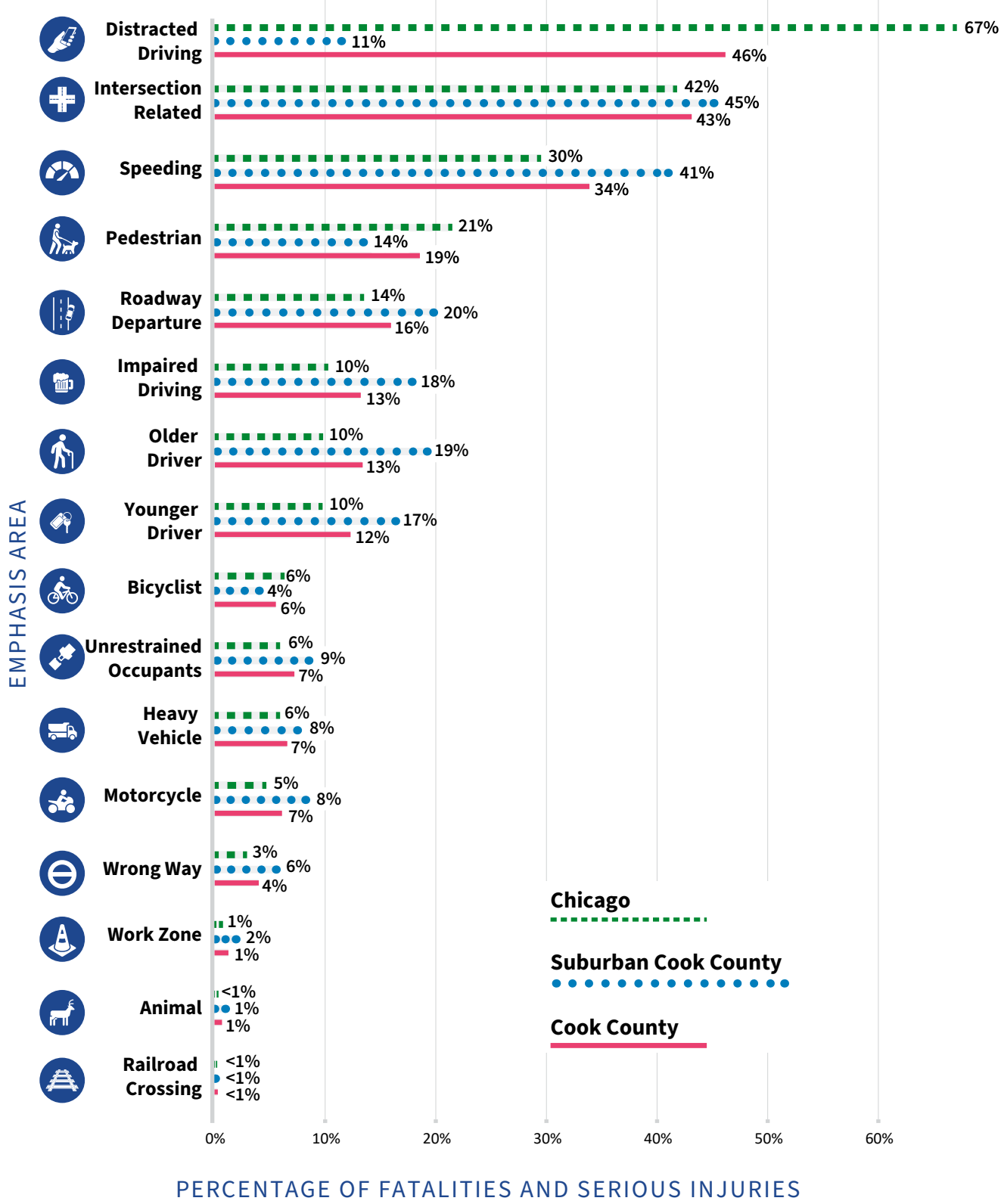
The numbers in Figures 3-3 and 3-4 align with the standard Cook County boundary. These numbers differ slightly from the approach used in other sections of the SAP, where an 'analysis area' was created (see Figure 3-2) to account for municipalities that cross county lines. For annual evaluation purposes, use the numbers that align with the standard Cook County boundary.

**Traffic fatalities in Cook County
have surged by **over 50 percent**
from 2018 to 2022**



EMPHASIS AREAS

Figure 3-5. Emphasis Areas by percentage of fatalities and serious injuries and location (2018-2022)



NOTE: Emphasis Areas are not mutually exclusive, meaning a single crash can satisfy the criteria of multiple Emphasis Areas. Due to this, the numbers for each location in this figure add up to more than 100 percent.

Distracted Driving:

- 46 percent Countywide
- 67.3 percent of fatalities and serious injuries in Chicago vs. 11.5 percent in suburbs (likely due to different reporting practices)

Intersection:

- 43 percent Countywide
- Almost similar between Chicago (45 percent) and suburbs (42 percent)

Speeding:

- 34 percent Countywide
- Higher in suburban areas (41.2 percent) vs. Chicago (29.5 percent)

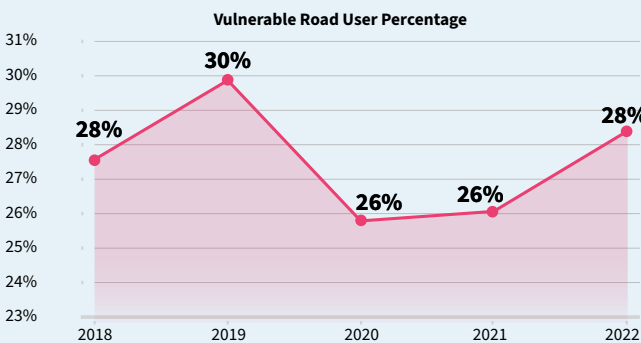
Pedestrians and Bicyclist:

- Represent 24.1 percent of fatalities and serious injuries in Cook County from 2018 to 2022
- Fatalities and serious injuries were higher in Chicago at 27.8 percent vs. 17.9 percent in the suburbs

Vulnerable Road Users (VRU):

Figure 3-6. Percentages of VRU fatalities and serious injuries per year in Cook County

Bicycle and pedestrian fatalities and serious injuries demonstrate fluctuating trends, with yearly variations reflecting complex urban safety challenges and potential changes in transportation infrastructure or safety interventions.



Roadway Departure:

- 16 percent Countywide
- Higher in suburbs (20 percent) vs. Chicago (13.5 percent)

Impaired Driving:

- 13.2 percent Countywide
- Higher in suburbs (18 percent) vs. Chicago (10.3 percent)

Older Drivers:

- 13.4 percent Countywide
- Significantly higher in suburbs (19.4 percent) vs. Chicago (9.8 percent)

Unrestrained Occupants:

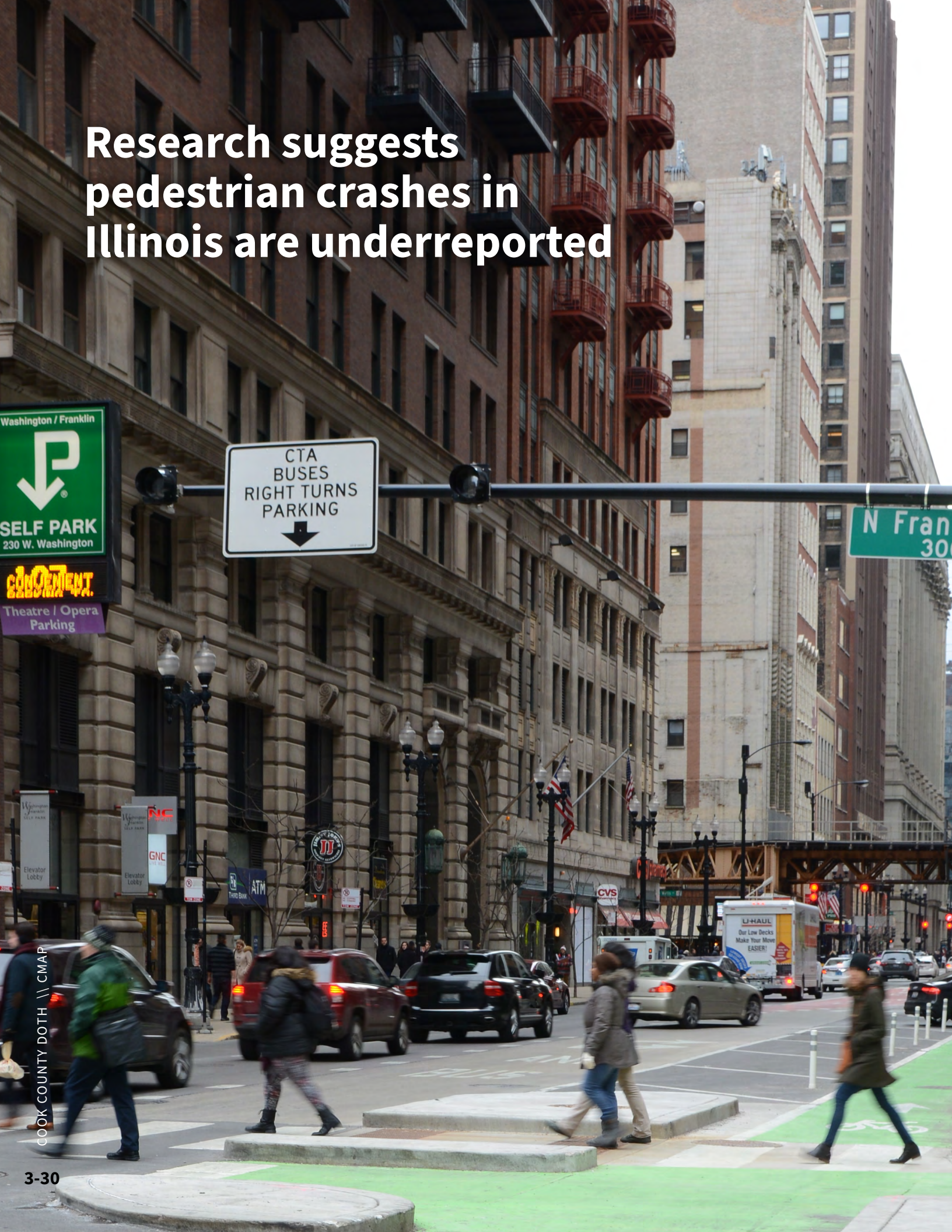
- 7.2 percent Countywide
- Higher in suburbs (8.7 percent) vs. Chicago (5.9 percent)

Younger Drivers:

- 12.3 percent Countywide
- Higher in suburbs (16.6 percent) vs. Chicago (9.8 percent)

Motorcycle:

- 6.1 percent Countywide
- Higher in Chicago (8.4 percent) vs. Suburbs (4.7 percent)



Research suggests pedestrian crashes in Illinois are underreported

Users Involved

- Countywide, vehicle occupants account for 77 percent of fatalities and serious injuries
- Higher proportion of vehicle occupant fatalities and serious injuries in suburban areas — 82.9 percent vs. Chicago — 73.5 percent
- Countywide, pedestrians account for 17.9 percent of fatalities and serious injuries
- In Chicago, bicyclists represent almost twice the overall share of fatalities and serious injuries — 5.9 percent, compared to suburban areas — 3.9 percent
- Research suggests pedestrian crashes in Illinois are underreported

TOTAL FATALITIES AND SERIOUS INJURIES

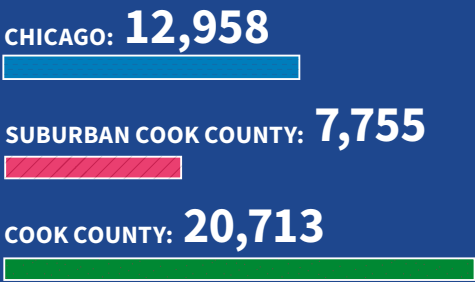
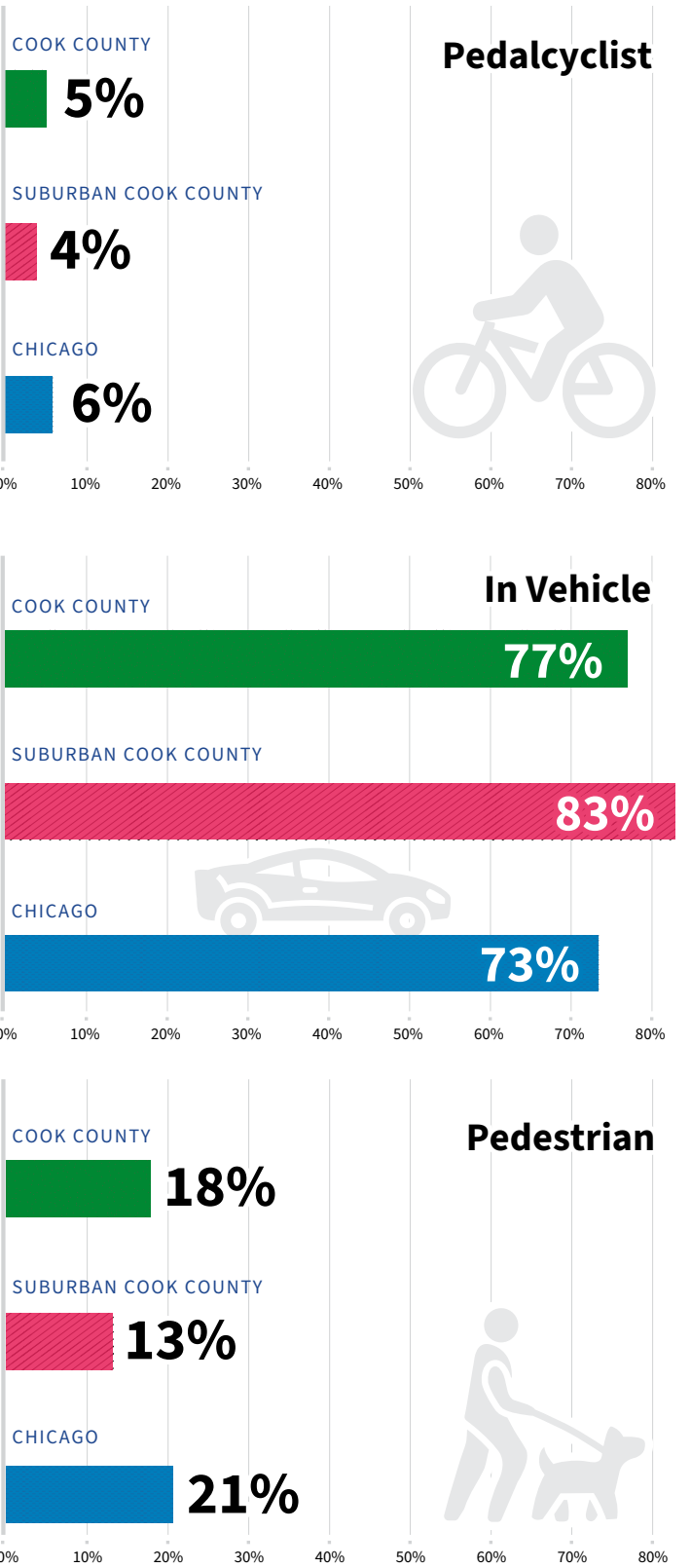


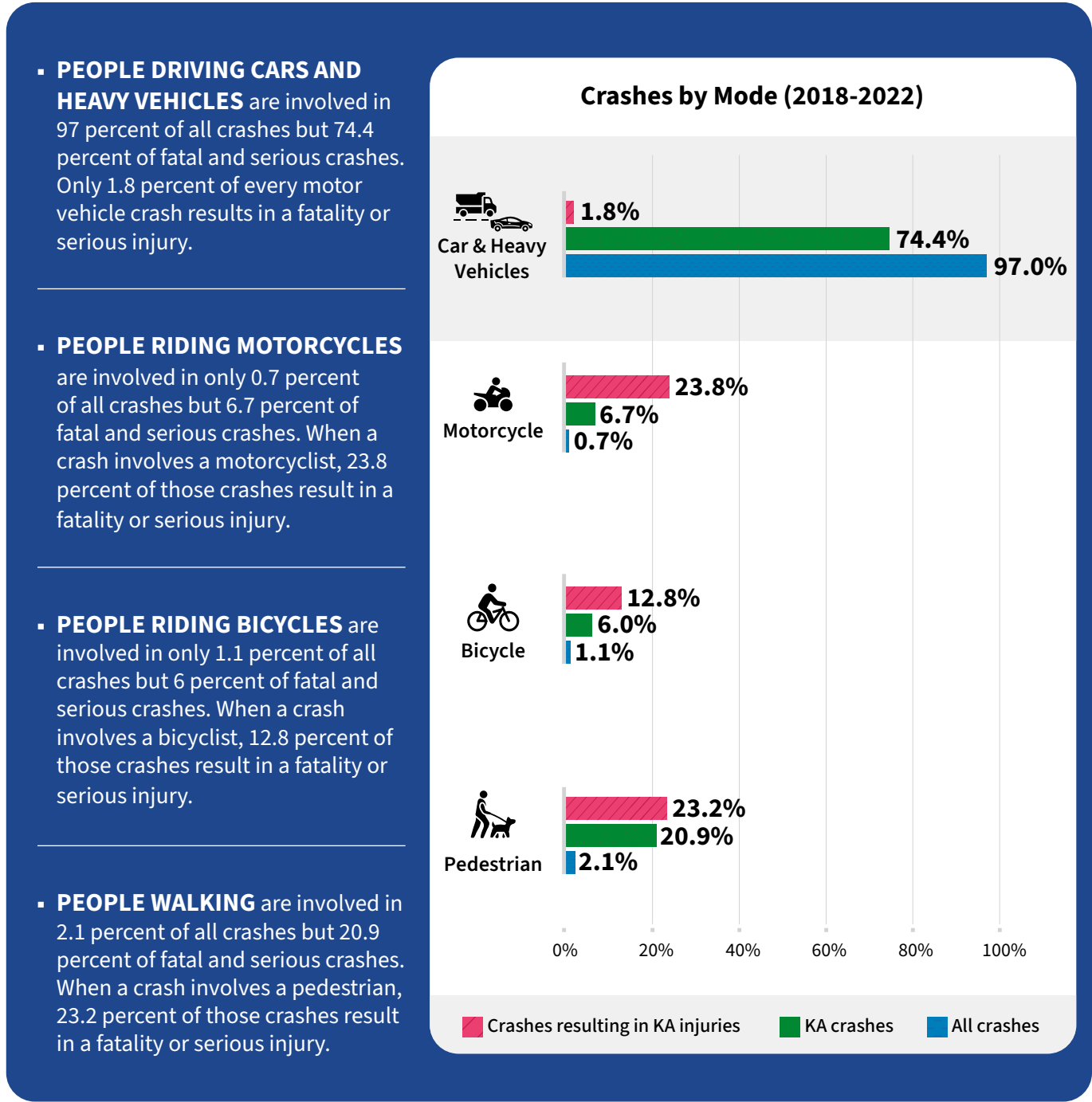
Figure 3-7. Distribution of Fatalities and Serious Injuries by User Type in Cook County, Chicago and Suburban Cook County (2018 to 2022)



CRASHES BY MODE

Pedestrians, bicyclists and motorcyclists are disproportionately represented in fatal and serious crashes compared to their overall involvement in traffic crashes.

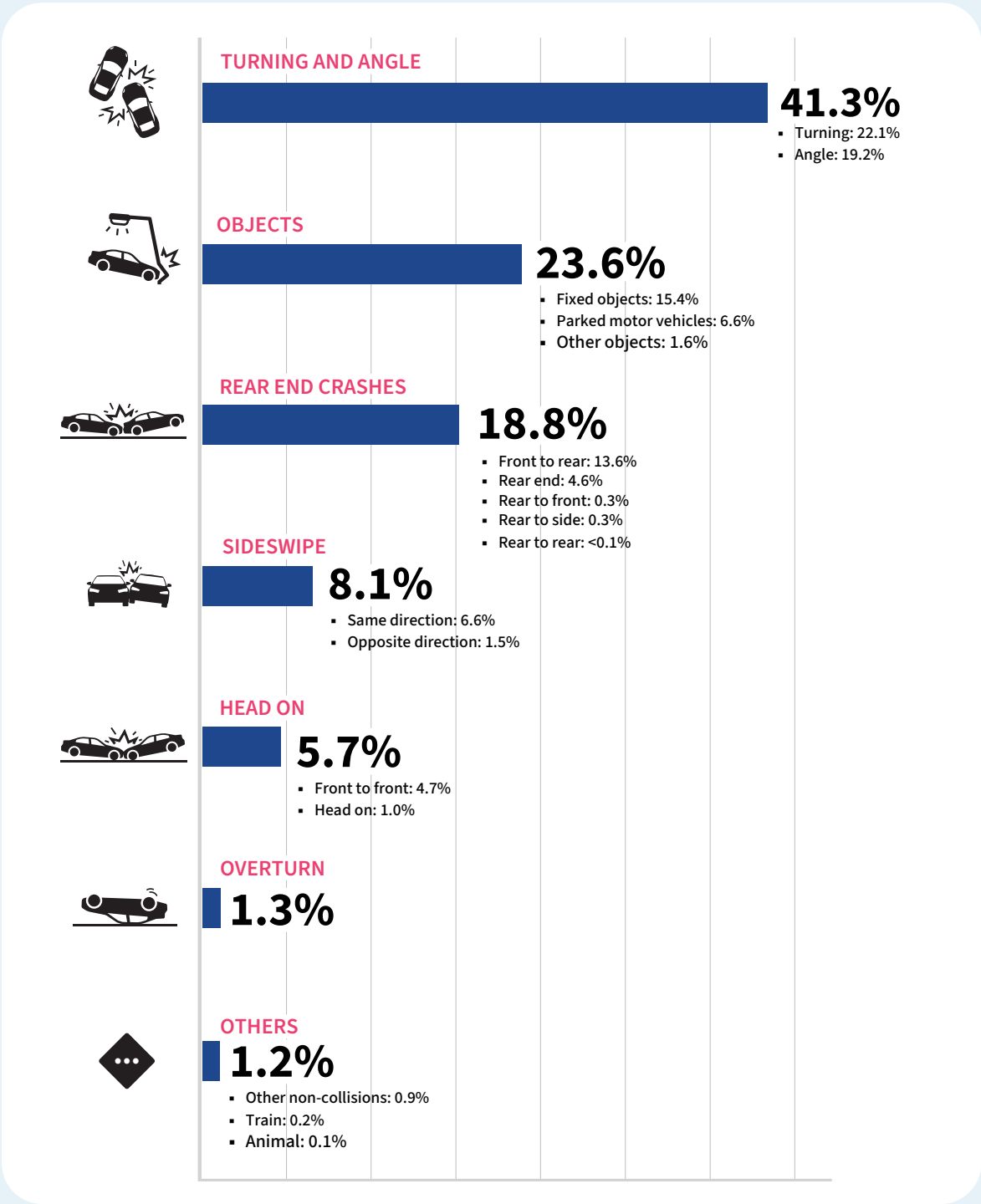
Figure 3-8. Crashes by mode (2018 to 2022)



CRASH TYPES

Types of crashes (fatal and serious injury crashes) excluding pedestrian and bicyclist crashes:

Figure 3-9. Fatalities and Serious Injuries by Crash Type in Cook County (2018 to 2022)



VEHICLE AT-FAULT MANEUVERS
IN FATAL AND SERIOUS INJURY CRASHES

PROCEEDING STRAIGHT:

52 percent of all crashes vs. 46.4 percent of pedestrian and bicyclist crashes

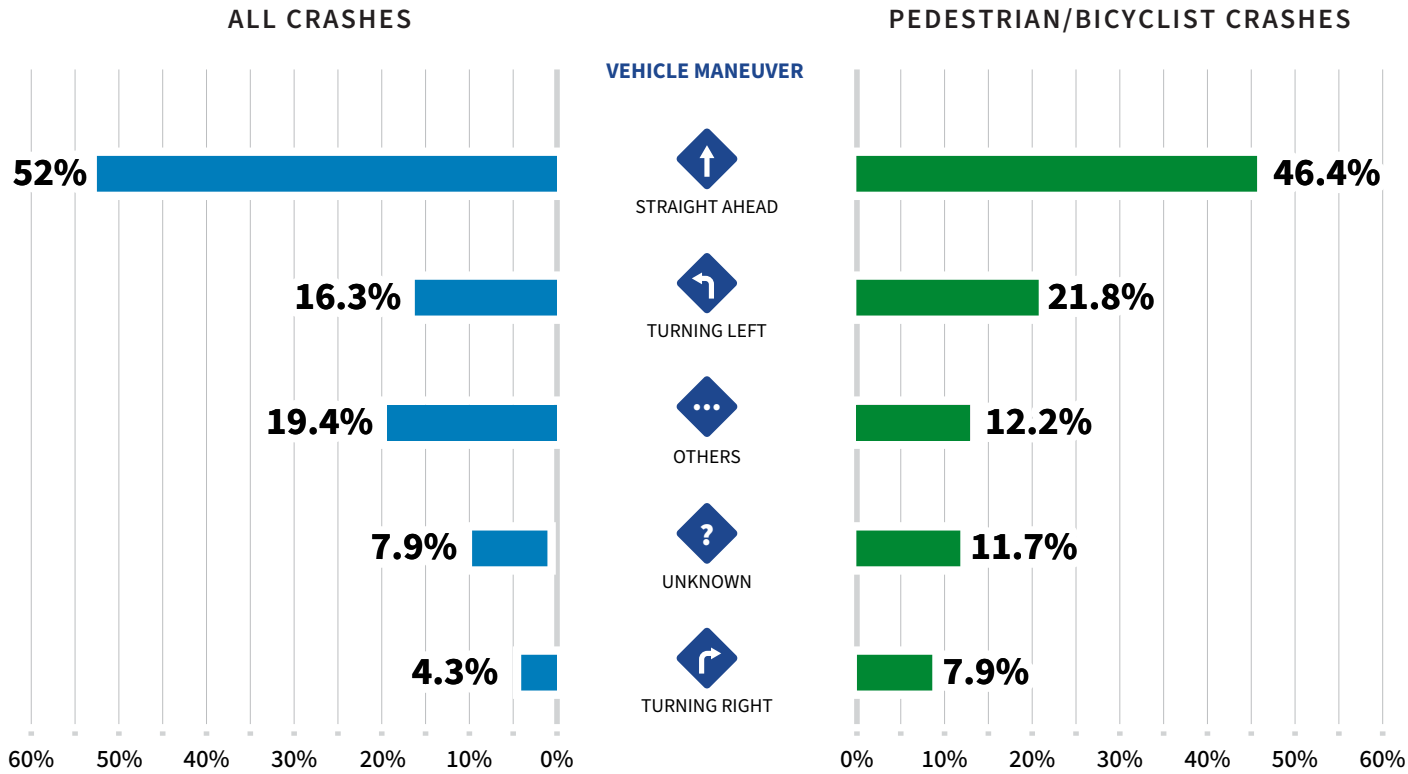
LEFT-TURNING:

21.8 percent of pedestrian and bicyclist crashes vs. 16.3 percent of all crashes

RIGHT-TURNING:

7.9 percent of pedestrian and bicyclist crashes vs. 4.3 percent of all crashes

Figure 3-10. Comparison between all fatal and serious injury crashes and all fatal and serious injury pedestrian/ bicyclist crashes in Cook County (2018 to 2022)

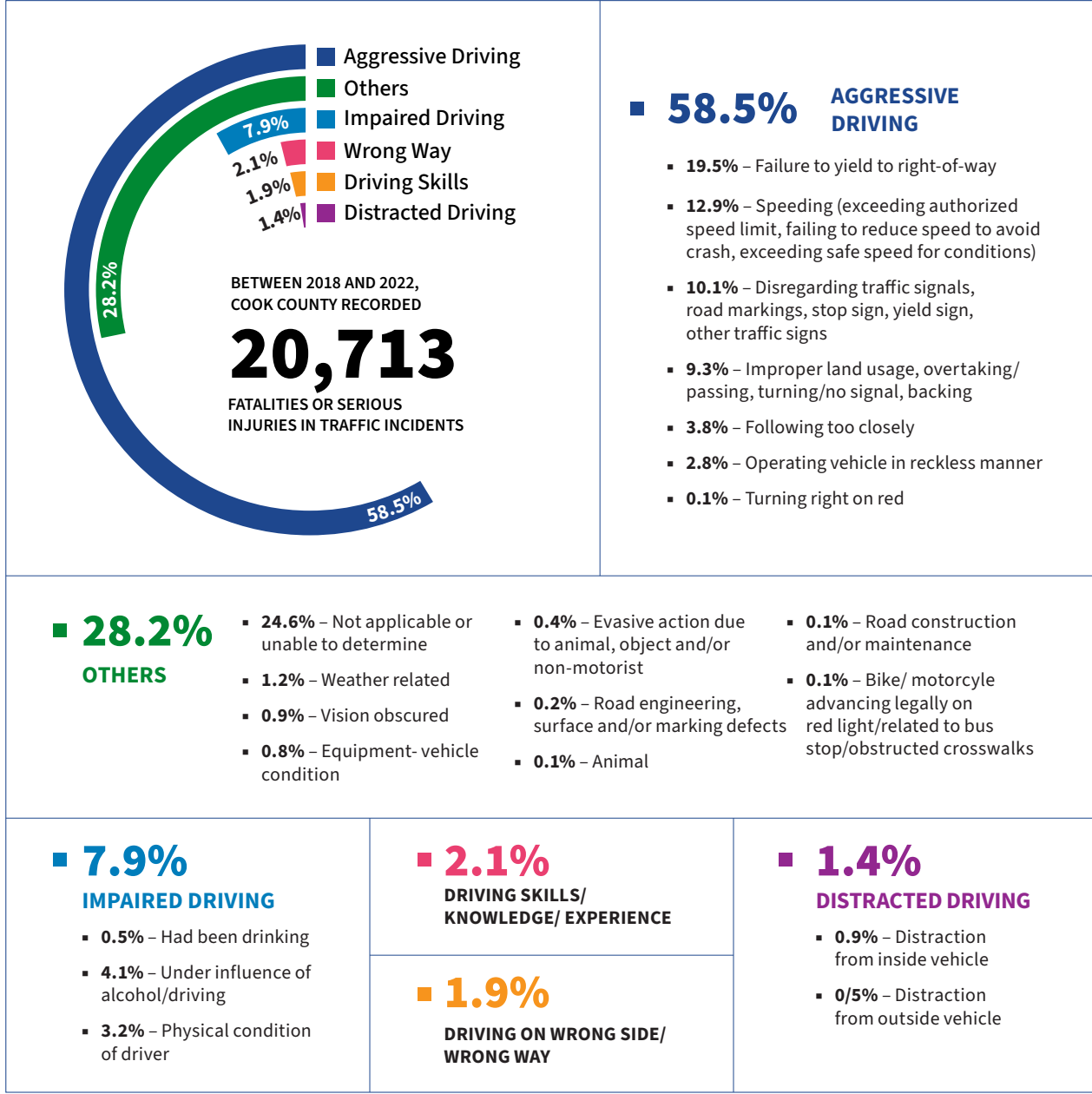


LEADING CRASH CAUSE

Between 2018 and 2022, Cook County tragically recorded **20,713 fatalities or serious injuries** in traffic crashes. **Aggressive driving** was the leading cause of traffic fatalities and serious injuries, accounting for **58.5 percent**.

Other significant factors included failure to yield (19.5 percent), speeding (12.9 percent), disregarding traffic controls (10.1 percent) and impaired driving (7.9 percent, with a higher incidence in suburban areas).

Figure 3-11. Share of fatalities and serious injuries by leading crash cause in Cook County (2018 to 2022)



BY LOCATION

Figure 3-12. Fatalities and serious injuries per 100,000,000 vehicle miles traveled (VMT) by municipality in Cook County analysis area:

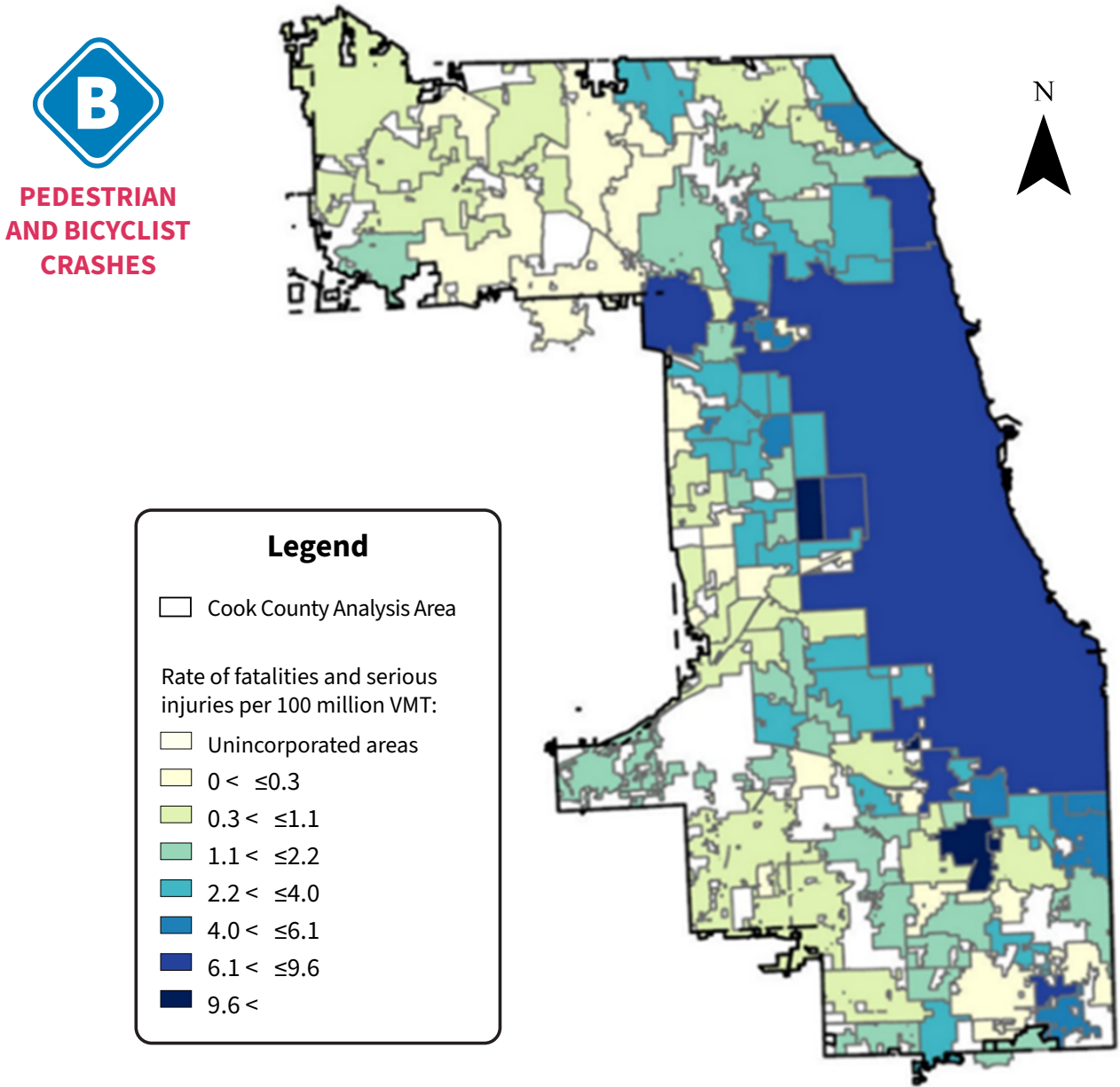
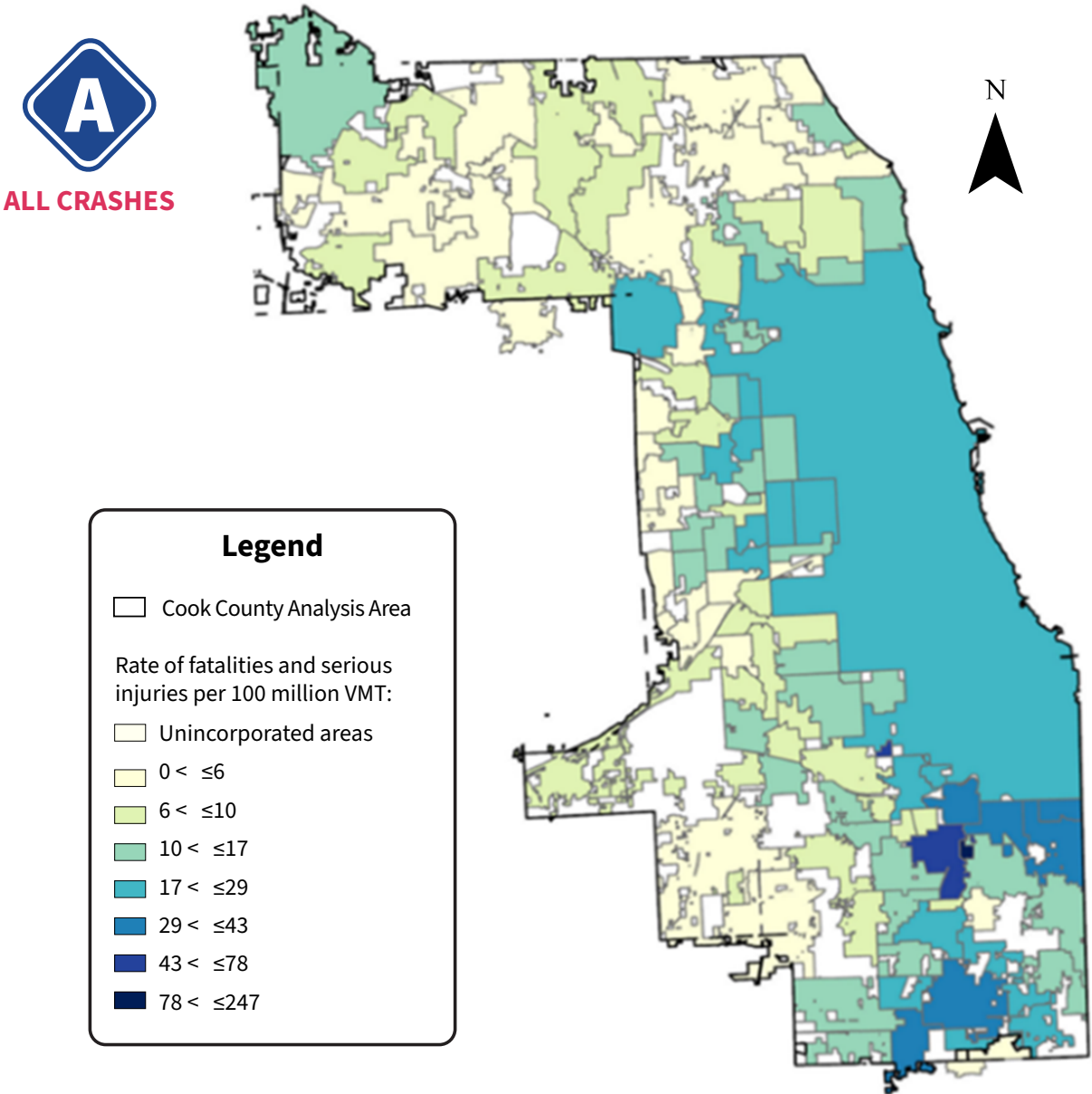
A All crashes **B** Pedestrian and bicyclist crashes

Chicago and Southeastern municipalities show higher fatalities and serious injuries rates

Southwestern and northern municipalities have lower fatalities and serious injuries rates

High rates of pedestrian and bicyclist fatalities and serious injuries are most concentrated along eastern municipalities (e.g., those near Lake Michigan)

Urban density strongly correlates with severity risk for vulnerable road users



LIGHTING CONDITION

FATALITIES AND SERIOUS INJURIES:

Fatalities and serious injuries of daylight crashes account for almost similar proportion in both Chicago and Suburbs:



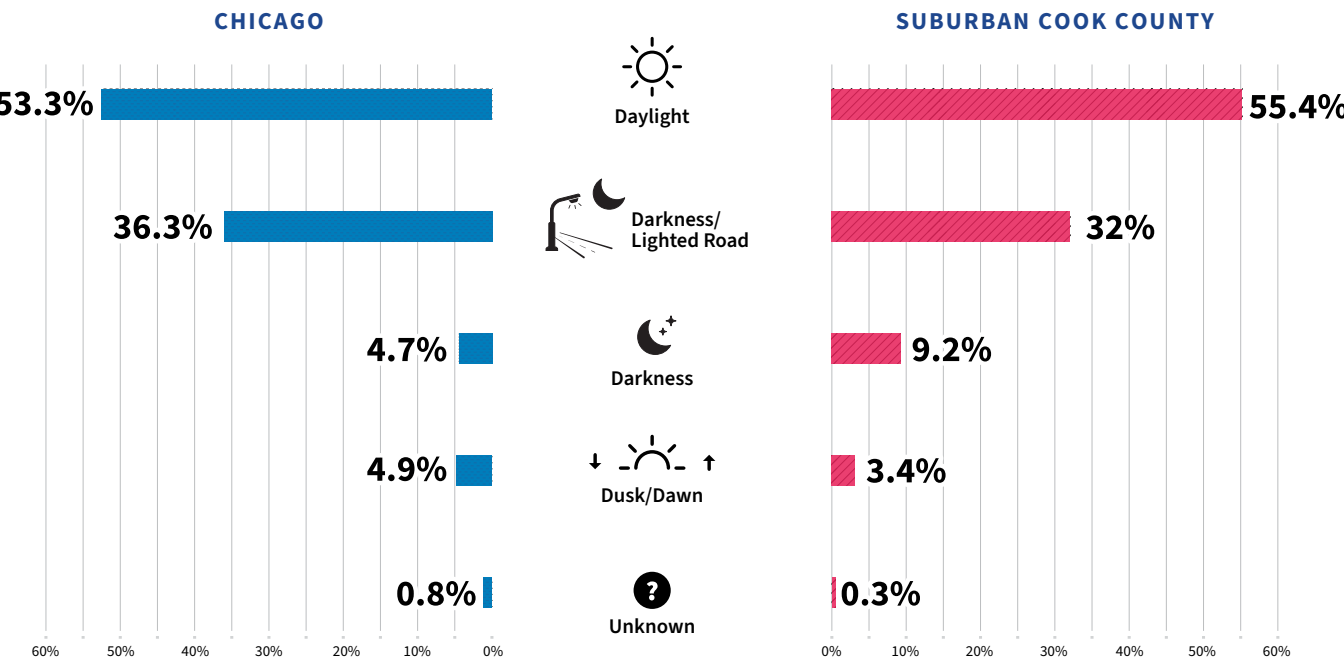
Fatalities and serious injuries of crashes on lighted roads during darkness are slightly higher in Chicago than in suburban areas:



The rate of fatalities and serious injuries of crashes on unlighted roads during darkness is almost double in suburban areas versus Chicago:



Figure 3-13. Share of Fatalities and Serious Injuries by Lighting Condition in Chicago and Suburban Cook County (2018 to 2022)



PEDESTRIAN AND BICYCLIST CRASHES:

Category	Percentage
on daylight	54.6 PERCENT
on lighted roads during darkness	31.4 PERCENT

Nearly **13 PERCENT** of pedestrian and bicyclist fatalities and serious injuries occur in challenging visibility conditions.

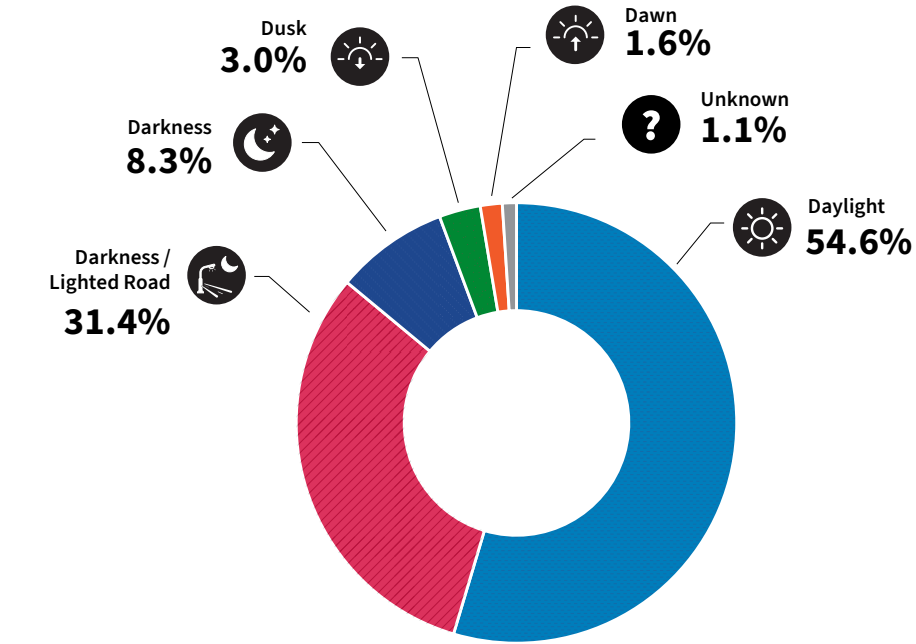


Figure 3-14. Share of fatalities and serious injuries of pedestrian or bicyclist crashes by lighting conditions in Cook County (2018 to 2022)

AGE AND GENDER DISTRIBUTION

The licensure rate (green/white dashed line) peaks at 20 percent for the 26-35 age group, suggesting a correlation between new drivers gaining full licensure and higher rates of at-fault drivers involved in fatal and serious injury crashes.

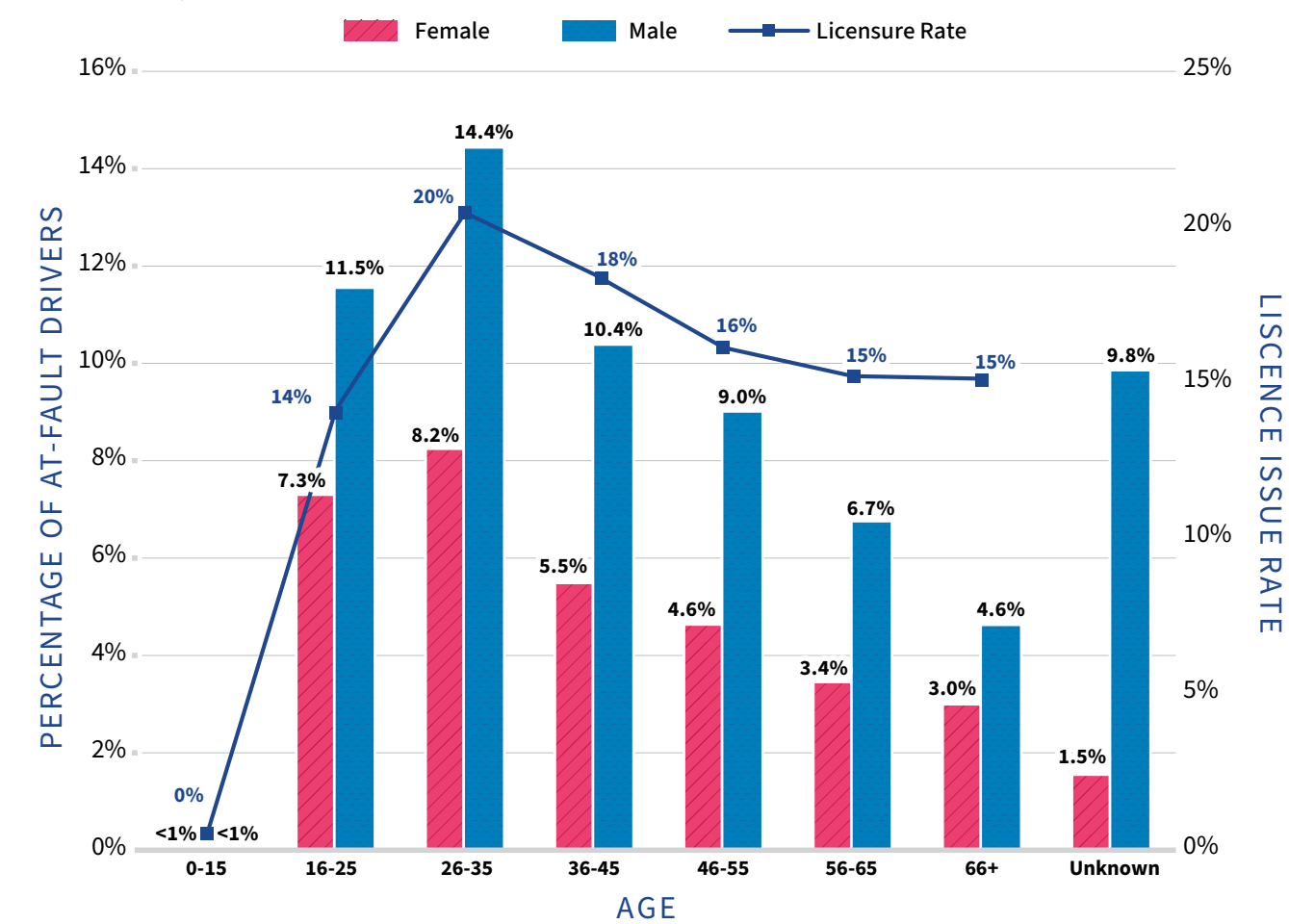
At-fault male drivers significantly outnumber at-fault female drivers in fatal and serious injury crashes, with 8,324 at-fault male drivers compared to 4,195 at-fault female drivers.

The 26-35 age group represents the highest percentage of at-fault drivers in fatal and serious injury crashes: males (14.4 percent) vs. females (8.2 percent)

Young male at-fault drivers (16-35) are disproportionately represented in serious crash statistics.

Crash involvement consistently declines with age for both genders.

Figure 3-15. Age and gender distribution of drivers at-fault in fatal and serious injury crashes in Cook County (2018 to 2022)



NOTE: Licensure rates shown do not include drivers with unknown/unreported ages.

RAIL ANALYSIS

Figure 3-16. Number of rail related crash fatalities per year (2018-2022)

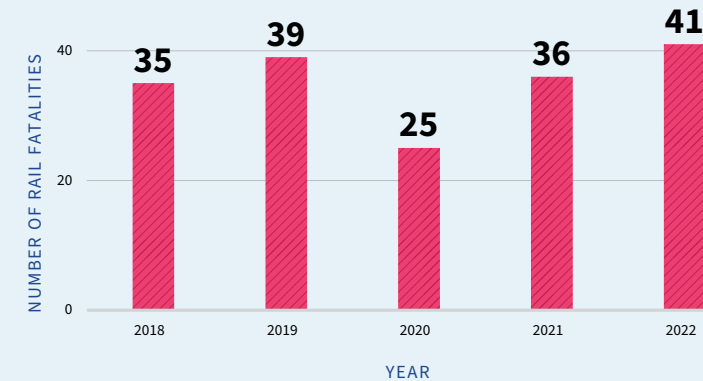


Figure 3-17. Age and gender distribution of rail fatalities (2018-2022)

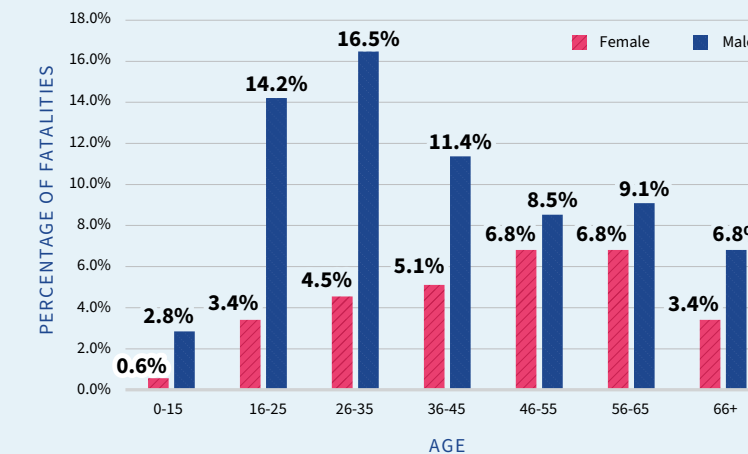
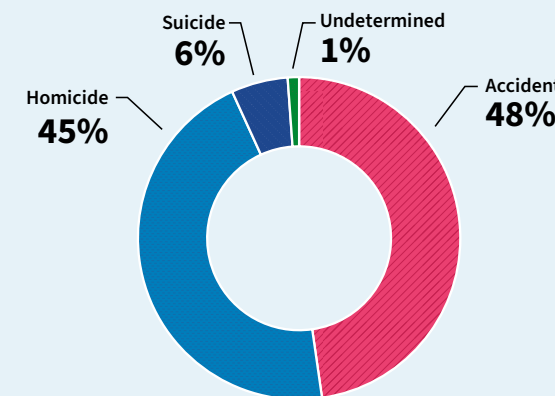


Figure 3-18. Manner of rail crash related fatalities (2018-2022)



Rail fatalities peaked at 41 in 2022, following a notable dip to 25 fatalities in 2020, with year-to-year fluctuations ranging from 25 to 39 fatalities between 2018 and 2022.

54 percent of annual average of rail fatalities are in Chicago and 46 percent are in suburban Cook County

Males have significantly higher rail fatalities, with the highest number of fatalities occurring among males aged 26-36, while females experience peak fatalities in the 46-65 age range.

When facing a locomotive, all roadway users become vulnerable road users.

Almost half of all rail fatalities are suicides.

Distribution by Race:

- White individuals account for 63 percent of fatalities
- Black individuals represent 31 percent of the total fatalities
- 15 percent of rail fatalities are Latinos.

Metra owns and operates four rail lines (Rock Island, Metra Electric, Milwaukee District North and Milwaukee District West). Three Metra lines are operated by Metra employees over tracks owned by freight railroads through trackage rights or lease agreements (Heritage Corridor, North Central Service and SouthWest Service). Four additional Metra lines are operated directly by freight railroads through purchase-of-service agreements (BNSF, Union Pacific North, Union Pacific Northwest and Union Pacific West). Along the lines that are owned by other railroads, Metra works cooperatively to implement proposed safety improvement projects.

High Injury Network

The HIN analysis is a data-driven process used to systematically identify intersections and roadway segments that experience high concentrations of fatalities and serious injuries in Cook County.

The outputs of the HIN analysis present locations that can be prioritized for targeted safety improvements based on existing trends to achieve the greatest impact. These outputs can be found on a web-based, interactive map at [HIN Web Map](#). In the web map, the user is welcomed with an informational pop-up box to provide a summary of the online tool.

The analysis is based on 5 years of IDOT crash data from 2018 to 2022. A total of 755,412 crashes occurred within the analysis area during the study period, resulting in 20,713 fatalities and serious injuries. Intersection and segments data sets were provided by CMAP based on [Illinois Roadway Information System \(IRIS\)](#). Intersections and segments were evaluated separately due to differences in their characteristics and operational functions.

To identify and rank the HIN candidates, a combined performance measure (CPM) score was assigned to each location. The CPM score incorporates both the frequency and rate of fatalities and serious injuries at a particular location. A higher CPM score indicates intersections and segments experiencing high frequencies and rates of fatalities or serious injuries. Locations exceeding a CPM score, as determined by the SAP project team based on the number of locations that could feasibly be reviewed, were included in the HIN list to help identify locations in need of transportation safety improvements.

Appendix B provides tables of all comprehensive and contextual HIN locations and HIN maps for intersections and segments.



HIN WEB MAP

[HTTPS://
EXPERIENCE.
ARCGIS.COM
/EXPERIENCE/
565ED648504489FA
7E8FB6DC5E5F266](https://experience.arcgis.com/experience/565ED648504489FA7E8FB6DC5E5F266)



ILLINOIS ROADWAY
INFORMATION SYSTEM (IRIS)

[HTTPS://IDOT.ILLINOIS.GOV
/TRANSPORTATION-SYSTEM
/NETWORK-OVERVIEW
/HIGHWAY-SYSTEM/MANUALS
/IRIS.HTML](https://idot.illinois.gov/transportation-system/network-overview/highway-system/manuals/iris.html)

A TOTAL OF 755,412 CRASHES OCCURRED WITHIN THE ANALYSIS AREA FROM 2018 TO 2022, RESULTING IN 20,713 FATALITIES AND SERIOUS INJURIES

SEGMENTS

Using the IRIS segments layer within the analysis area, candidate segments for HIN analysis were developed. Segments were first categorized based on common roadway attributes—functional classification, number of lanes and posted speed limit meaning whenever one of these attributes changed, the segments were broken. The network was additionally refined by removing the signal influence distance of 200-foot buffer and splitting segments at stop-controlled intersections and stopping approaches of minor-leg stop-controlled intersections.

Crashes were assigned to these candidate segments using a crash assignment process based on inventory number and milepost. It is important to note that crashes at all-way stop controlled intersections and minor leg, stop-controlled intersections are also included in the HIN Segments analysis. Crashes located more than 100 feet from any candidate segment were excluded, as these were typically associated with off-network areas such as parking lots or driveways and were not representative of travel along the mainline roadway. Roughly 446,000 (59 percent) crashes out of total crashes within the analysis area were considered for HIN Segments analysis.

To better understand and address roadway safety needs, the project team developed two segment-based HIN lists: *HIN Comprehensive segments* and *HIN Contextual segments*. The HIN Comprehensive segments list included all routes within the Cook County analysis area. For this analysis, any segment with at least one crash of any severity was considered, resulting in roughly 46,200 candidate segments being evaluated. Associated with these segments. There were nearly 11,600 fatalities and serious injuries associated with these segments. For all segments with at least one crash of any severity a CPM score was calculated. Segments were selected for the *HIN Comprehensive list* if they met three criteria:

- A combination of at least two fatal and/or serious injury crashes
- A minimum segment length of 0.2 mile
- A CPM score of 2 or higher

The final HIN Comprehensive segments list included 773 segments, covering 500.4 centerline miles or 4 percent of the roadways within the analysis area. Although only about 4 percent of all roadway segments were identified on the HIN Comprehensive list, these segments accounted for 3,934 fatalities and serious injuries, or about 34 percent of all fatalities and serious injuries assigned to segments.

While the HIN Comprehensive segments list provided a broad view of high-injury locations across all roadway types, the results were largely dominated by access-controlled facilities such as interstates/freeways/expressways. These roadways, due to their higher traffic volumes and high number of fatalities/serious injuries, consistently ranked at the top, overshadowing critical safety concerns on non-access-controlled routes and hence the project team decided to develop a *HIN contextual segment list*.

Final HIN Comprehensive segments list includes:

773 segments covering 500.4 centerline miles or

4% of the roadways within the analysis area.

Although only about 4% of all roadway segments, these segments account for about **34%** of all fatalities and serious injuries assigned to segments.

The HIN Contextual list removed all access-controlled roads from consideration, resulting in all interstates/freeways/expressways being omitted. Approximately 45,100 candidate segments and 10,100 fatalities and serious injuries were analyzed. Segments were included in the HIN Contextual segments list if they met the following criteria:

- A combination of at least two fatal and/or serious injury crashes
- A minimum segment length of 0.1 mile
- A CPM score of 2 or higher

The final HIN Contextual segments list consisted of 1,298 segments, totaling 476.3 centerline miles and captured approximately 45 percent of all fatalities and serious injuries on candidate contextual segments.

The web map also includes an overlay of Areas of Persistent Poverty (AoPP) designated areas to provide spatial context for poverty-focused safety planning. A significant number of HIN Comprehensive and HIN Contextual segment locations fall within or near these high-poverty areas—particularly in the southern and western parts of the county, as well as within the City of Chicago. Approximately 55 percent of fatalities and serious injuries identified in both lists occurred within AoPP designated areas.

Final HIN Contextual segments list includes:

1,298 segments, totaling 476.3 centerline miles

The HIN Contextual segments list captured approximately 45 percent of all fatalities and serious injuries.



INTERSECTIONS

In the County, there are approximately 72,500 intersections within the analysis area. Using the geographic relationship of crashes and intersections, each crash was assigned a unique intersection identifier by CMAP. The crash was assigned to the intersection if it was within 200 feet radius for signalized intersections, 100 feet of an all-way stop-controlled intersections, or 50 feet for minor leg, stop-controlled intersections. About 418,000 (55 percent) of all crashes within the analysis area during the study period were assigned to these intersections. The project team created two HIN lists for intersections: *HIN Comprehensive Intersections* and *HIN Contextual Intersections*.

The HIN Comprehensive Intersection list included intersections with all traffic control types. Approximately 37,800 candidate intersections with at least one crash of any severity were included in the analysis, consisting of 12,795 fatalities and serious injuries. To identify high-priority intersections for the HIN Comprehensive Intersections list, the locations had to meet two criteria:

- A combination of at least two fatal and/or serious injury crashes
- A CPM score of 3 or greater

The final HIN Comprehensive Intersection list consisted of 1,152 intersections, representing 5,691 (44.5 percent) fatalities and serious injuries across all intersections. Of these 1,152 intersections, 967 (84 percent) were signalized, 38 (3 percent) were all-stops and the remaining 147 (13 percent) were minor leg, stop-controlled intersections or intersection with an unknown control type. Geographically, 788 (68 percent) of the HIN Comprehensive intersections were located within the City of Chicago.

The HIN Contextual intersections list was developed to focus specifically on unsignalized intersections as the HIN Comprehensive intersection list was predominantly made up of signalized intersections (84 percent), potentially overlooking patterns at unsignalized intersections. Approximately 31,825 candidate intersections with at least one crash of any severity, consisting of 4,105 fatalities and serious injuries, were included in the analysis. To identify high-priority intersections for the HIN Contextual Intersection list, the candidate intersections had to meet two criteria:

- A combination of at least two fatal and/or serious injury crashes
- A CPM score of 2 or greater

The final HIN Contextual Intersection list consisted of 393 intersections, representing 1,046 (25.5 percent) fatalities and serious injuries across all intersections. Of these 393 intersections, 324 (82 percent) were minor leg, stop-controlled and the remaining 69 (18 percent) were all-stop intersections. Geographically, 223 (57 percent) HIN Contextual Intersections were located within the City of Chicago.

Like the HIN Segments list, a considerable number of HIN intersections are located within AoPP designated areas. Roughly 50 percent of the intersections included in both the HIN lists fall within these designated AoPP. This spatial overlap emphasizes the importance of prioritizing safety improvements in historically underserved communities, where the burden of fatal and serious injury crashes is often disproportionately higher. As seen on the web map, the clustering of HIN intersections in these areas additionally supports the need for poverty-focused investment in traffic safety interventions.

The final HIN Contextual Intersection list includes:

393 intersections, representing:

25.5% fatalities and serious injuries across all intersections

57% HIN Contextual Intersections were located within the City of Chicago

With approximately 50 percent of HIN intersections overlapping with AoPPs, prioritizing safety improvements in historically underserved communities is crucial.



04

POLICY AND PROCESS

04

Policy and Process Recommendations

“Policies and processes play a pivotal role in shaping the built environment and identifying effective safety measures.”

As an essential component of the SAP, this review examined existing plans, policies, guidelines and standards at the state, county and local levels with a broad perspective to identify key recommendations to improve road safety through policy adjustments and operational improvements. By adopting evidence-based strategies, policies and/or standards, along with fostering collaboration among stakeholders, these recommended changes aim to improve alliance between entities, enhance accountability, streamline implementation and drive meaningful progress. Figure 4-1 shows policy and process changes that are recommended to improve traffic safety in Cook County. Appendix C for the Process and Policy Review Report provides a full assessment of current policies, plans, guidelines and standards.



Virginia B2096:

Virginia’s HB 2096 introduces a targeted safety strategy by offering the use of Intelligent Speed Assistance (ISA). The program allows eligible drivers – such as those convicted of excessive speeding – to retain limited driving privileges if they install speed-limiting devices in their vehicles. By preventing drivers from exceeding posted speed limits, ISA technology addresses an undesirable contributing factor of crashes. In Cook County, where speed-related crashes are also significant public safety concerns, a similar program could help reduce severe injuries and fatalities from speed-related crashes.

ACCELERATE COMPLETE STREETS IMPLEMENTATION

- Consider expanding applicability of the Illinois Complete Streets Law to more activities such as pavement resurfacing projects, which currently are specifically exempted from the law.
- Update the Illinois Complete Streets Law to require annual reporting on mileage of multi-modal facilities constructed (e.g., miles of new sidewalks/bike lanes, etc.) to better measure the impacts of the law.
- Incorporate incentives and improved guidance into statewide grant programs for local agencies to adopt Complete Streets policies and practices.
- Revisit the original Cook County Complete Streets Ordinance and policy to consider modal hierarchy and take a specific focus on traffic safety.
- Provide a model Complete Streets Policy and project checklist in collaboration with CMAP or other partners that can be adopted by local municipalities to foster a unified and consistent approach to Complete Streets within the County.

EXPAND AND IMPROVE AUTOMATED TRAFFIC ENFORCEMENT SYSTEMS

- Evaluate current automated enforcement locations for effectiveness and safety impacts.
- Reevaluate fine structures to promote fairness and mitigate harmful financial impacts.

- Consider expanding the use of on-bus camera enforcement for bus lane enforcement and bus stop infractions.
- SET SAFE SPEED LIMITS
- Revise state law to allow automated speed camera enforcement in other municipalities in Cook County beyond the City of Chicago Support revisions to speed limit restriction language in the *Illinois Vehicle Code* for clarity and usefulness to local governments.
 - Consider strengthening requirements in state law to confirm the benefits of automated enforcement locations for effectiveness and positive safety impacts through a standardized, rigorous process based on observed crash patterns over the previous five years.
 - Explore development of an automated speed enforcement approach that would move cameras periodically to encourage general speeding reduction rather than drivers strategically slowing down only at known camera locations.
 - Explore revising statute governing automated traffic enforcement to require income-based fines or waivers based on ability to pay.

CREATE SAFER VEHICLES THROUGH THE SAFE SYSTEMS APPROACH

- Explore requiring standard safety equipment on public and contractor fleet vehicles, such as installation of side guards and convex mirrors on large trucks, potentially through state statute.
- Explore a graduated vehicle registration fee structure in which heavier personal vehicles incur higher fees, with revenue from increased fees allocated toward public safety improvements.

IMPROVE POLICY AND DESIGN GUIDANCE FOR SAFER STREETS

- Align statewide design standards with best practices for safety by reassessing minimum lane widths and design speeds, permitting on-street parking, adopting context-sensitive design and control vehicle policies and providing additional guidance and design standards related to the Federal Highway Administration’s (FHWA’s) Proven Safety Countermeasures Initiative (PSCI).
- Provide more flexibility to local public agencies through individual MOUs or more general IDOT policy to streamline approval processes for safety improvements by providing latitude with greater design, preapproving certain elements and establishing a traffic safety working group.
- Provide the same limitation on liability to local public agencies that applies to IDOT, which will foster greater comfort with causal analysis of crashes and encourage innovation in design.
- Consider adding Smart Gates and other design improvements to improve safety at highway-rail grade crossings

ENHANCE POLICIES TO IMPROVE PEDESTRIAN SAFETY

- Enhance driver education materials to incorporate pedestrian right-of-way laws more prominently.
- Expand Illinois’ intersection daylighting law (625 ILCS 5/11-1303) by prohibiting standing or parking a vehicle within 20 feet of any unmarked or marked crosswalk (instead of just crosswalks at

- intersections). This will broaden the statewide daylighting law to apply to more important crossing locations, such as mid-block crossings, than the current policy allows.
- Ensure uniformity across local daylighting ordinances and establish a model policy for Cook County municipalities. Incorporate daylighting infrastructure into street redesign projects as a standard practice.
- Adopt uniform high-visibility continental crosswalk markings to improve pedestrian safety and driver expectancy where speed limits are 30 mph or less. IDOT’s current policy (TRA-23) requires parallel line markings at signal- and stop-controlled intersections and continental markings at locations without stop, yield, or signal controls. The City of Chicago’s Street Planning and Design Guidelines recommend continental crosswalks at all mid-block crosswalks, on arterial and collector streets and in school and park zones.
- Revise statewide guidance for establishing pedestrian crossings (TRA-23) to encourage adequate pedestrian crossing density that is tailored to the context. Current guidance suggests crossings should be spaced 750 feet apart, which may be too long a distance in urban environments. Sparse provision of pedestrian crossings forces people to walk farther to reach a safe crossing location and may incentivize dangerous uncontrolled crossing behaviors outside of marked locations.

IMPROVE CRASH DATA

- Align electronic crash reporting procedures for all enforcement agencies in Cook County so that crash characteristics/factors – including distracted driver behavior – are identified consistently and accurately, regardless of geographic location and reporting agencies.
- Further explore other aspects of crash underreporting through additional motor vehicle data linkage research.

DISTRACTED DRIVING REPRESENTS 67.3 PERCENT OF FATALITIES/SERIOUS INJURIES IN CHICAGO VS. ONLY 11.5 PERCENT IN SUBURBS (LIKELY DUE TO DIFFERENT REPORTING PRACTICES)

IMPROVE POST-CRASH CARE

- Develop a plan to establish a new Level II trauma center or upgrade an existing hospital to Level II in the south suburbs through a stakeholder process led by the Illinois Department of Public Health and involving the Cook County Department of Public Health, community leaders and others.
- Consider policies and strategies to implement EMS system innovations to improve survivability outcomes such as providing prehospital blood or blood products to people involved in crashes. Severe bleeding can be a leading cause of preventable death among trauma patient involved in motor-vehicle collisions. Expanding the tools available to EMS personnel enables more intervention strategies to reduce fatality outcomes.
- Consider policies and strategies to improve delivery of care within existing trauma centers and EMS systems. Training and recruitment of EMS and trauma center personnel should be supported to ensure adequate levels of skill and staff are available to respond to requests for emergency services. Streamlining information sharing from time on scene to transfer of care can improve survivability outcomes. Working with EMS service providers and trauma centers to identify opportunities for improvement in patient condition data can improve the allocation of care to the hospital with the capacity to admit patients.



Strategy and Countermeasure Recommendations

This section provides a glossary of countermeasures that are effective tools for addressing key traffic safety issues identified during the development of the Cook County SAP.

The emerging traffic safety issues are defined categories of crashes or roadway user behaviors that represent unique areas of concern. They were selected based on patterns in crash data and community needs and are intended to guide and unify stakeholders toward the goal of reducing fatal and serious injury crashes and improving traffic safety for all road users. The following subsections present strategies, programs and policies aimed at reducing the frequency and severity of crashes associated with the emerging issues. They also identify the intersection and segment typologies within Cook County where the countermeasures apply. Appendix D for the Countermeasures and Policy Recommendations Report provides additional information about typologies.

Many of the recommended countermeasures are drawn from resources such as FHWA's proven safety countermeasures (PSCi) and National Highway Traffic Safety Administration's Countermeasures That Work. PSCi is a collection of 28 evidence-based roadway safety solutions that have demonstrated significant success in reducing fatalities and serious injuries. They are applicable for a range of contexts and road types

and FHWA encourages agencies to consider widespread implementation. Countermeasures That Work is a resource designed to help state and local agencies select effective, evidence-based strategies for addressing various traffic safety issues. It provides detailed descriptions of proven interventions, their implementation and the conditions under which they are most successful, aiding in the development of targeted safety programs.

Roadway owners and stakeholders who use this glossary are encouraged to focus on low-cost, high-impact countermeasures maximizing benefits while managing resources efficiently. These solutions often require minimal financial investment but yield substantial improvements in safety outcomes. By prioritizing measures that are cost-effective and scalable, communities can address pressing safety needs faster and on a larger scale.

THE RESOURCES PRESENTED HERE ARE NOT INTENDED TO REPLACE ENGINEERING STUDIES, FEASIBILITY ASSESSMENTS OR THE DESIGN PROCESS, AND THE SELECTION OF STRATEGIES FOR A SPECIFIC LOCATION SHOULD ALWAYS CONSIDER ITS CONTEXT AND INCORPORATE ENGINEERING JUDGMENT.



RECOMMENDATIONS

05



Pedestrian and Bicyclist

Table 5-1 presents strategies, policies and programs to address pedestrian and bicyclist crashes. “Yes” indicates the strategy (each row) that applies to that typology (each column) or is generally intended to be a site-specific improvement. Cells denoted with light red fill and a letter symbol “S” indicate the strategy should be considered for systemic implementation, meaning a strategy could be applied based on roadway characteristics or typologies rather than requiring preexisting safety justification. Appendix D provides additional information on the countermeasures identified in Table 5-1.

Table 5-1. Strategies to Address Pedestrian and Bicycle Crashes

INFRASTRUCTURE STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR-LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Paint and post for bumpouts, bulbouts and curb extensions	S	S	S	S	Yes	Yes	Yes	Yes	
Rectangular rapid flashing beacons (RRFBs)				Yes	Yes	Yes	Yes	Yes	
Raised crosswalks			Yes	Yes	Yes	Yes		Yes	
Leading pedestrian interval (LPI)	S	S							
Accessible pedestrian signals (APS)	S	S							
Pedestrian refuge islands	Yes	Yes	Yes	Yes		Yes	Yes		
Left turn traffic calming treatments	Yes	Yes	Yes	Yes		Yes	Yes		
Pedestrian signage with “gateway” effect	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Pedestrian hybrid beacon (also known as a HAWK signal)					Yes	Yes	Yes		
Intersection daylighting	S	S	S	S	S	S	S		
Buffered or separated bike lanes					Yes	Yes	Yes		
Sidewalks					Yes	Yes	Yes		
Curb/driveway management						Yes	Yes		
PROCESS, POLICY AND PROGRAM STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR-LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Policies to reduce speed limits	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Complete streets policies	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Automated traffic enforcement tools	Yes	Yes			Yes	Yes	Yes	Yes	
Strengthening motorist yielding requirements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Improve policy and design guidance	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	



Roadway Departure

Table 5-2 presents strategies to address roadway departure crashes. “**Yes**” indicates the strategy (each row) applies to that typology (each column) or is generally intended to be a site-specific improvement. Cells denoted with light red fill and a letter symbol “**S**” indicate the strategy should be considered for systemic implementation. Appendix D provides more information on the countermeasures identified in Table 5-2.

Table 5-2. Strategies to Address Roadway Departure Crashes

INFRASTRUCTURE STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP- CONTROLLED	MINOR- LEG STOP- CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
In-road lighting	S					Yes	Yes		
In-road pavement marking messaging	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
High-friction surface treatment (HFST)	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Sequentially flashing LED chevrons					Yes	Yes	Yes	Yes	Yes
Grooved-in, high-reflectivity and/or wider edge line markings					S	S	S	S	S
Rumble strips					S	S	S	S	S
Guardrail					S	S	S	S	S
Raised reflective markers					S	S	S	S	S



Speeding

Table 5-3 presents strategies, policies and programs to address speeding crashes. “**Yes**” indicates the strategy (each row) applies to that typology (each column) or is generally intended to be a site-specific improvement. Cells denoted with light red fill and a letter symbol “**S**” indicate the strategy should be considered for systemic implementation. Appendix D provides more information on the countermeasures identified in Table 5-3.

Table 5-3. Strategies to Address Speeding Crashes

INFRASTRUCTURE STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR-LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Dynamic radar speed feedback signing	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Speed reduction markings					Yes	Yes	Yes	Yes	Yes
Lane narrowing	S	S	Yes	Yes	S	S	S		
Concrete curb extensions	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Lateral shifts	Yes	Yes	Yes	Yes	Yes	Yes			
Street trees and landscaping	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Roundabouts	Yes	Yes	Yes	Yes					
Mini roundabouts			Yes		Yes	Yes			
One-way to two-way conversion					Yes	Yes	Yes		
PROCESS, POLICY AND PROGRAM STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR-LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Reduced speed limit	S	S	S	S	S	S	S	S	S
High-visibility enforcement (HVE)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automated speed enforcement					Yes	Yes	Yes	Yes	Yes
Safe speed public messaging campaigns	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



Distracted Driving

Table 5-4 presents strategies, policies and programs to address distracted driving crashes. “Yes” indicates the strategy (each row) that applies to that typology (each column) or is generally intended to be a site-specific improvement. Cells denoted with light red fill and a letter symbol “S” indicate the strategy should be considered for systemic implementation. Appendix D provides more information on the countermeasures identified in Table 5-4.

Table 5-4. Strategies to Address Distracted Driving Crashes

INFRASTRUCTURE STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR- LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Rumble strips/stripes			Yes	Yes			S	S	S
PROCESS, POLICY AND PROGRAM STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR- LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Educational campaigns	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
High visibility enforcement (HVE)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Employer programs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
School programs and engagement	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



Intersections

Table 5-5 presents strategies to address intersection crashes. “**Yes**” indicates the strategy (each row) applies to that typology (each column) or is generally intended to be a site-specific improvement. Cells denoted with light red fill and a letter symbol “**S**” indicate the strategy should be considered for systemic implementation. Appendix D provides more information on the countermeasures identified in Table 5-5.

Table 5-5. Strategies to Address Intersection Crashes

INFRASTRUCTURE STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP- CONTROLLED	MINOR- LEG STOP- CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Conversion to cul-de-sac (for 5+ leg intersections)	Yes	Yes	Yes	Yes					
Advance intersection warning sign with flashing beacon	Yes	Yes	S	Yes	Yes		Yes		
Intersection lighting	Yes	Yes	Yes	Yes					
Reconfiguration – roundabout	Yes	Yes	Yes	Yes					
Dedicated left turn lane (zero offset or positive offset)	Yes	Yes	Yes	Yes			Yes		
Dedicated right turn lane	Yes	Yes	Yes			Yes	Yes		
Realign skewed intersection	Yes	Yes	Yes	Yes					
Protected left turn phasing	Yes	Yes							
Flashing yellow arrows	Yes	Yes							



Rail

Table 5-6 presents strategies to address rail crashes. “Yes” indicates the strategy (each row) applies to that typology (each column) or is generally intended to be a site-specific improvement. Cells denoted with light red fill and a letter symbol “S” indicate the strategy should be considered for systemic implementation. Appendix D provides more information on the countermeasures identified in Table 5-6.

Table 5-6. Strategies to Address Rail Crashes

INFRASTRUCTURE STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR- LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Sensor-based rail track monitoring devices					S	S	S		
Detectable, tactile warning surfaces leading to tracks					S	S	S		
Raised medians/channelization devices (barrier walls, flexible delineators)					Yes	Yes	Yes		
Pedestrian gates					S	S	S		
Four-quadrant gates					Yes	Yes	Yes		
Implement smart gates technology					S	S	S		
At-grade crossing permanent closure to avoid conflict points					Yes	Yes	Yes		
Reflective and high-visibility markings					S	S	S		
Enhanced visibility of warning signs					S	S	S		
Install lighting at highway-rail crossings					S	S	S		
Restrict unauthorized access to informal pedestrian crossings					Yes	Yes	Yes		
PROCESS, POLICY AND PROGRAM STRATEGY	MULTI-LANE, SIGNALIZED	TWO-LANE, SIGNALIZED	ALL-WAY STOP CONTROLLED	MINOR- LEG STOP CONTROLLED	LOCAL ROADS/ STREETS	COLLECTOR ROADS	ARTERIALS	RAMPS	ACCESS CONTROLLED
Police officer and railroad employee training for suicide prevention and mental health funding					S	S	S		
Educational campaigns					S	S	S		
Improved maintenance and evaluation protocols					S	S	S		



06

PRIORITIZATION AND SELECTION

-CONTENT AMENDED-

Please refer to the SAP Addendum published in December 2025 for additional analysis and schematics for the 10 priority locations.

Project Prioritization and Selection

Multiple efforts influenced the process of selecting projects for prioritization. The development of the HIN, Existing Safety Conditions Report and Countermeasure and Policy Recommendations Report, as well as public input received on the project website, all helped guide the focus project prioritization. These efforts help to pinpoint specific locations and roadway safety concerns where the project team then determined the appropriate countermeasures.

The following three subsections provide an outline of how each effort took a different approach to identify 10 project locations prioritized for improvements.

- A. Projects with High Fatalities and Serious Injuries
- B. Projects with Systemic Focus
- C. Projects with Emerging Concerns

These 10 locations are examples of how users of this SAP can apply strategies and countermeasures to projects identified within their own jurisdictions or locales. Previous sections provided policies, processes, countermeasures, strategies, programs and improvements that cover a variety of traffic safety concerns. When considering projects for prioritization, these improvements should be considered holistically.

06

PRIORITIZED LOCATIONS FOR IMPROVEMENTS:

1. North McCormick Boulevard and West Devon Avenue in Lincolnwood
2. Torrence Avenue and Glenwood Lansing Road in Lynwood
3. Milwaukee Avenue and Greenwood Avenue in Niles
4. West 151st Street in Harvey
5. 167th Street in Tinley Park and Oak Forest
6. Miner Street in Downtown Des Plaines
7. Dolton Road and Paxton Avenue in Calumet City
8. Bellwood Avenue and Madison Street in Bellwood
9. Busse Road in Elk Grove Village
10. Illinois Route 83 and Halsted in Harvey

A

PROJECTS WITH
High Fatalities and
Serious Injuries

The HIN analysis was largely dependent on the number of fatalities and serious injuries that occurred at an intersection or segment. By starting with the HIN locations that required additional safety attention—due to their high observed frequency of fatalities and serious injuries—the project team then applied a prioritization score to each HIN segment and intersection. Figure 6-1 depicts this prioritization score formula. The prioritization scores then guided the focus to locations that appeared on the HIN list with many fatalities and serious injuries and also considered vulnerable road users and areas of persistent poverty (AoPP).

Next, crash patterns or common contributing factors were examined to determine the locations. Once a distinguishable pattern was observed, low-, medium- and long-term countermeasures were identified.

Figure 6-1. Prioritization Score Formula

PRIORITIZATION SCORE

=

Number of Fatalities and Serious Injuries

+

(0.5 x Number of Fatalities that involved any type of travel mode)

+

(0.25 x Number of Pedestrian/ Pedalcyclist Fatalities and Serious Injuries)

+

(0.25 x Number of Fatalities and Serious Injuries that occurred within equity-focused areas)

Note: <5 years: short-term improvement; 5-10 years: mid-term improvement; >10 years: long-term improvements

PRIORITY LOCATION #1 – MULTILANE, SIGNALIZED INTERSECTION

North McCormick Boulevard and West Devon Avenue in Lincolnwood

LOCATION DETAILS

North McCormick Boulevard and West Devon Avenue in Lincolnwood, IL

AADT (McCormick Boulevard) = 29,991 vehicles per day

AADT (Devon Avenue) = 24,800 vehicles per day

INTERSECTION PRIORITIZATION SCORE RANK

33rd of 1,152 intersections
(Prioritization score: 14.25; CPM: 10.039)

TRAFFIC CONTROL TYPE

Multiphase, traffic-actuated signal

IMPROVEMENTS FOR CONSIDERATION

The ‘What’ →

Traffic signal visibility improvements (timeline: short- and medium-term):

- Reflective backplates for traffic signal heads
- Increase the size of the signals to 12-inches
- Place a signal head per lane for every leg, including signal heads for left and right turns
- Remove conflict between advanced traffic signal head and luminaire pole/pedestrian crossing sign
- Intersection ahead advanced warning sign or pavement markings

The ‘Why’ →

Sightlines of the intersection for northbound traffic are hindered due to the horizontal curve leading to the intersection. Improving signal head visibility from further distances allows drivers to anticipate and prepare for changes in the roadway, as well as advanced warning of the intersection for northbound traffic. The advanced traffic signal on the southeast corner is partially blocked by the pedestrian sign for drivers advancing toward the intersection. All four legs would benefit from the proposed enhancements.



Image source: Microsoft Bing 2025.

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Zero offset left-turn lanes with permissive phasing
- North Shore Channel Trail crosses Devon Avenue east of McCormick Boulevard
- Horizontal curve at the south leg limits sight distance leading to the intersection
- Located in AoPP

NOTABLE CRASH OBSERVATIONS

- 107 all-severity crashes in a 5-year period; 9 fatalities and serious injury crashes
- Turning crashes account for 26.2 percent of total turning crashes and 33.3 percent of fatal and serious injury crashes
- Rear-end crashes account for 25.2 percent of total rear end crashes

PRIORITY LOCATION #1 – MULTILANE, SIGNALIZED INTERSECTION (continued)

North McCormick Boulevard and West Devon Avenue in Lincolnwood

‘The What’ →

HFST (timeline: medium-term): With such a high frequency of rear-end crashes, consider implementing HFST as a medium-term countermeasure.

‘The Why’ →

Many rear-end crashes would benefit from improved traction, which could decrease stopping distance in hard-braking scenarios.

‘The What’ →

Lower speed limit (timeline: medium-term): Consider lowering the speed limit to 35 MPH.

‘The Why’ →

The current speed limit along McCormick Blvd is 40 MPH. With 13 percent of crashes attributing failure to reduce speed as the primary cause, lowering the speed limit by 5 MPH would help reduce rear end crashes.

‘The What’ →

Traffic signal modernization (timeline: medium-term): Including pedestrian crossing improvements, signal synchronization, Emergency Vehicle Preemption (EVP) systems and optimizing signal timings for different traffic conditions.

‘The Why’ →

Traffic signal modernization aims to upgrade traffic signals to be more efficient, improve safety and increase traffic flow through advanced signal technology.

PRIORITY LOCATION #2 – TWO-LANE, SIGNALIZED INTERSECTION

Torrence Avenue and Glenwood Lansing Road in Lynwood

LOCATION DETAILS

Illinois Route 83/Torrence Avenue and Glenwood Lansing Road in Lynwood, IL

AADT (Torrence Avenue) = 11,943 vehicles per day

AADT (Glenwood Lansing Road) = 10,600 vehicles per day

INTERSECTION PRIORITIZATION SCORE RANK

561st of 1,152 intersections
(Prioritization score: 5.0; CPM: 5.605)

TRAFFIC CONTROL TYPE

Multiphase, traffic-actuated signal

IMPROVEMENTS FOR CONSIDERATION

The ‘What’ →

HFST (timeline: medium-term): With such a high frequency of rear-end crashes, consider implementing HFST

The ‘Why’ →

Improved traction can reduce the risk of rear-end crashes by reducing stopping distance in hard-breaking scenarios.

The ‘What’ →

Connect sidewalks and upgrade for ADA compliance (timeline: medium-term): Consider extending and connecting sidewalks from the corners of the intersection along Glenwood Lansing Road in both directions and upgrading the existing sidewalk to be ADA compliant, where needed.

The ‘Why’ →

Sidewalks provide a safe space outside of the roadway for pedestrians and other vulnerable road users. When there are gaps in the sidewalk, pedestrians may need to enter the roadway where they are more vulnerable to traffic.



Image source: Microsoft Bing 2025.

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- The Thorn Creek Trail System is located on both shoulders of the northern leg of the intersection (both sides of Torrence Avenue)
- Bus stop on the southeastern corner with no bench or shelter
- Inconsistent pedestrian facilities: sidewalks that are present should be checked for ADA compliance. There is a wooden utility pole in the center of the sidewalk on the southwestern corner

NOTABLE CRASH OBSERVATIONS

- 24 of 53 (45 percent) of crashes are rear-end variety
- 1 pedalcyclist crash

PRIORITY LOCATION #2 – TWO-LANE, SIGNALIZED INTERSECTION (continued)

Torrence Avenue and Glenwood Lansing Road

The ‘What’ →

Advance warning signs for signal (timeline: short-term): Consider installing “TRAFFIC SIGNAL AHEAD” signage in advance of the signal on all legs.

The ‘Why’ →

There is a significant distance between signals in the area. Adding advance warning signs lets drivers know of a potential need to slow down, allowing the driver more time to adjust their speeds and react to pedestrians.

The ‘What’ →

Retroreflective backplates for signal heads (timeline: short-term): Consider installing retroreflective backplates on all signal heads at this intersection

The ‘Why’ →

Retroreflective backplates additionally define the signal heads, increasing traffic signal visibility during low-visibility times, such as cloudy weather or dark conditions and from farther distances.

PRIORITY LOCATION #3 – MULTILANE, SIGNALIZED INTERSECTION

Milwaukee Avenue and Greenwood Avenue in Niles

LOCATION DETAILS

Milwaukee Avenue and Greenwood Avenue in Niles, IL
AADT (Milwaukee Avenue) = 35,900 vehicles per day
AADT (Greenwood Avenue) = 17,800 vehicles per day

INTERSECTION PRIORITIZATION SCORE RANK

102nd of 1,152 intersections
(Prioritization score: 10.5; CPM: 10.064)

TRAFFIC CONTROL TYPE

Multiphase, traffic-actuated signal

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Negative offset left-turn lanes
- Skewed intersection
- Long crosswalks
- Bus stop shelter located on northeast corner with commercial driveway approximately 50 feet from the intersection/bus stop

IMPROVEMENTS FOR CONSIDERATION

The ‘What’ →

HFST (timeline: medium-term): With more than a quarter of total crashes attributed to failure to slow down and following too closely, consider strategies that help with slowing down vehicles more quickly leading up to and through the intersection.

The ‘What’ →

Reduce access points near intersection and move bus shelter further from intersection (timeline: long-term): where multiple access points are available for commercial businesses, consider removing driveways closer than 100 feet from the intersection. At the northeast corner two driveways are located 50 feet and 200 feet from the intersection. The bus shelter could then be relocated midway between the remaining driveway and the intersection.

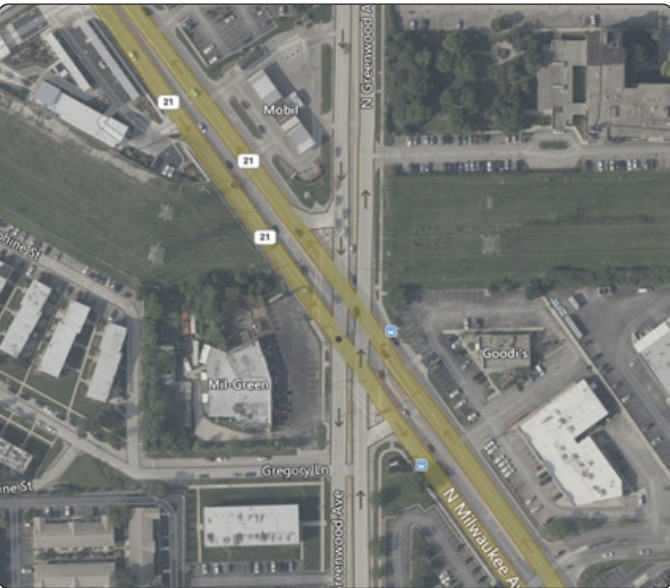


Image source: Microsoft Bing 2025.

NOTABLE CRASH OBSERVATIONS

- 186 total (9 fatal and serious injury) crashes in a 5-year period
- Rear-end crashes account for 34.9 percent of total crashes and 44.4 percent of fatal and serious injury crashes
- Turning crashes account for 39.2 percent of total crashes
- Failing to yield right of way (31.7 percent) and failing to reduce speed (25.8 percent) are leading crash causes

The ‘Why’ →

Many rear-end crashes would benefit from improved traction, which would potentially decrease stopping distance in hard-braking scenarios.

The ‘Why’ →

The northeast corner has multiple potential conflicts vying for the driver’s attention. In addition to vehicles located in the intersection, the driver must watch for pedestrians in the crosswalk, bus riders at the bus stop and drivers entering the roadway from the driveway. Removing the driveway and moving the bus shelter spreads out these conflicts allowing the driver to focus on the intersection and crosswalk.

PRIORITY LOCATION #3 – MULTILANE, SIGNALIZED INTERSECTION (continued)

Milwaukee Avenue and Greenwood Avenue in Niles

‘The What’ →

Offset left-turn lanes (timeline: medium-term): Currently the left-turn lanes in all directions have a negative offset or no offset, with a wide median, separating opposing lanes. Left-turn lanes could be shifted closer to oncoming traffic by moving a portion of the median between the turn lane and through lanes, creating a positive offset between opposing left-turn lanes.

‘The Why’ →

When left-turn lanes are in line or negatively offset, the opposing left-turning vehicle can block the view of opposing through traffic. Creating a positive offset between left-turn lanes improves sight distance for the left-turning vehicle where permissive left turns are allowed.

‘The What’ →

Protected left-turn phasing (timeline: medium-term): With a high percentage of turning crashes, changing to protected left-turn phasing for vehicles turning from Greenwood Avenue to Milwaukee Avenue should reduce the number of turning crashes.

‘The Why’ →

Limiting left turning movements to a protected phase only would remove the potential of a driver mistaking the available gap in traffic for a turning movement. If protected left-turn phasing is implemented, offsetting the left turn lanes will not be needed.

‘The What’ →

Relocate mast arms closer to the stop bar on Greenwood Avenue (timeline: medium-term)

‘The Why’ →

The traffic signals for traffic on Greenwood Ave are currently more than 200 feet from the stop bar and use near-side supplemental signals. Moving the primary signals closer to the stop bar would improve visibility of the signals. An evaluation could be conducted to determine the feasibility of moving the poles closer to the intersection.

‘The What’ →

Intersection lighting (timeline: medium-term): Consider installing luminaires on all corners of the intersection.

‘The Why’ →

Twenty-five percent of crashes occurred in non-daylight conditions. Intersection lighting would provide increased visibility of the intersection and objects or people in the intersection, in dark conditions.

‘The What’ →

Implement guidance for left turning vehicles (timeline: short-term): Consider installing skip dash lines and reflector posts in the median to help guide left turning vehicles.

‘The Why’ →

Drivers conducting left turns may have difficulty staying in their lane, due to the skewed alignment of the intersection. Skip dash lines provide lane guidance through the turning movement and reflector posts help drivers identify the median. Reflective taping on sign posts, in the median, will also provide additional visibility.

PRIORITY LOCATION #4 – UNDIVIDED, TWO-LANE, LOCAL ROAD

West 151st Street in Harvey



Image source: Microsoft Bing 2025.

LOCATION DETAILS

West 151st Street, between Lincoln Avenue and Dixie Highway in Harvey, IL

AADT = 849 vehicles per day

SEGMENT HIN RANK

26th of 773 segments
(Prioritization score: 9.75; CPM: 15.61)

SEGMENT TYPE

Undivided, two-lane, local road;
length = 0.48 mile

IMPROVEMENTS FOR CONSIDERATION

The ‘What’ →

Comprehensive Traffic Calming Strategy (timeline: short- to medium-term): Enhance safety through integrated design interventions

The ‘Why’ →

- Using multi-textured pavement to indicate changing road environments helps to create visual cues and encourages driver awareness.
- Lane narrowing with strategic landscaping and delineators psychologically influences driver behavior by making lanes appear more constrained, resulting in lower vehicular speeds.
- Installation of advance warning signage for pedestrian and turning conflicts provides clear, visible alerts about potential interaction points between vehicles and vulnerable road users.

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Lack of clear traffic control at intersections
- Limited sight distances due to roadside vegetation
- Inconsistent road markings
- Missing pavement markings for street parking and centerline
- Unfinished sidewalk connectivity from west to east
- Located in AoPP

NOTABLE CRASH OBSERVATION(S)

- High proportion of turning (36 percent) and angle (24 percent) crashes
- Most crashes involve failing to yield right-of-way (33 percent)
- 14 percent of all crashes are fatal and serious injury crashes

PRIORITY LOCATION #4 – UNDIVIDED, TWO-LANE, LOCAL ROAD (continued)

West 151st Street in Harvey

The ‘What’ →

Residential Zone Safety Enhancements

The ‘Why’ →

Improve vehicular and pedestrian safety (timeline: short- to medium-term) by:

- Installing raised crosswalks that create dedicated pedestrian crossing areas and install small traffic circles that physically interrupt traffic flow.
- Implement radar speed monitoring to encourage self-regulation of vehicle speeds.
- Add geometric interventions like curb extensions that create physical constraints that naturally reduce vehicle speeds.

The ‘What’ →

Install center turn lane (timeline: short-term)

The ‘Why’ →

The roadway is over 40 feet wide. Without parking on both sides of the roadway, the extra width could be used for a passing lane. A center turn lane could be a short-term improvement.

B

PROJECTS WITH
Systemic Focus

Additional projects were identified using the systemic or risk-based approach. With the risk-based approach, some locations identified for improvements may not exhibit a history of fatalities and serious injuries. But the risk-based approach involved using the results of the HIN and observing which characteristics were most frequently observed with high-crash locations. Some of the characteristics could be as broad as being a state jurisdiction location, while other characteristics could be as detailed as focusing on the numbers of lanes within specific functional classifications. These categories are frequently referred to as typologies. Within this systemic project prioritization, the typologies are similar, but not identical to, the typologies discussed in Section 5.

By identifying the typologies of most concern, this allows for a systemic-wide application of improvements, even while there may not be a clear and present crash pattern at a specific location. However, if the location exhibits similar characteristics to a particular typology that is frequently found to include certain risk factors, then a proactive application of countermeasures is appropriate. This provides opportunities for many locations to receive safety improvements if they satisfy the typology criteria.

The improvements in the following three systemic focus project examples may be applied to other roadways with similar typologies and characteristics. Additionally, some of the systemic projects in this subsection may not have CPM scores or prioritization scores as high as the projects listed in Section 6.1.

-EXPANDED SYSTEMIC ANALYSIS-

Please refer to the SAP Addendum published in December 2025 for additional systemic content.

PRIORITY LOCATION #5 – UNDIVIDED, MINOR ARTERIAL

167th Street in Tinley Park and Oak Forest

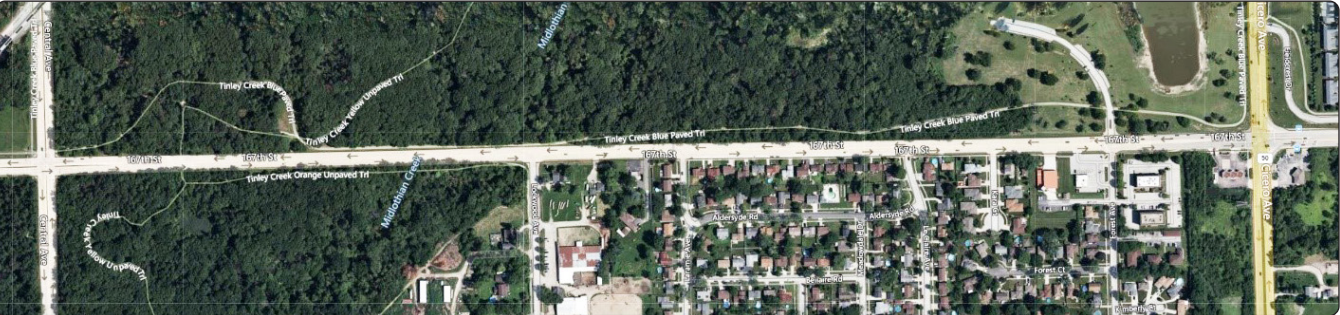


Image source: Microsoft Bing 2025.

LOCATION DETAILS

167th Street, between Central Avenue and Cicero Avenue in Tinley Park, IL
AADT = 15,400 vehicles per day

SEGMENT PRIORITIZATION SCORE RANK

173th of 773 segments (Prioritization score: 7.5; CPM: 6.58)

SEGMENT TYPOLOGY FOR
SYSTEMIC APPLICATIONS

Four-lane, undivided, minor arterial;
length = 0.94 mile

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Large number of access points, leading to and from residences, creating multiple conflict points
- Without a dividing area between the two directions of traffic, vehicles must complete the turn in one action, crossing multiple lanes of traffic at once

NOTABLE CRASH OBSERVATIONS

- High proportion of rear end (40 percent) and turning (18 percent) crashes
- 46 percent of all crashes occurred in non-daylight conditions

IMPROVEMENTS FOR CONSIDERATION FOR THIS TYPOLOGY

‘The What’ → Automated Speed Enforcement (timeline: long-term): Improved speed management can reduce speeds and reduce severe crash outcomes on principal arterials.	‘The Why’ → Arterials involve high volumes of passenger vehicles and truck traffic, which can lead to severe crash outcomes with higher speeds. Speed limits are typically not well-followed on these streets. All crash types can be reduced in severity and frequency with better speed management.
‘The What’ → Harden the centerline and install turning lanes (timeline: long-term)	‘The Why’ → Restricting left turns along the corridor reduces the number of conflict points. Without turn lanes for the driveways and side streets, vehicles turning left must stop in the lane, leaving them vulnerable to rear end crashes. Limiting where left turns can be conducted and adding a left turn lane provides left turning vehicles a dedicated space to wait for a safe gap in traffic.
‘The What’ → Update and install additional street lighting (timeline: medium-term)	‘The Why’ → Additional lighting along the corridor, in addition to updated lighting at intersections, would increase visibility in dark conditions.

PRIORITY LOCATION #6 – RAILROAD CORRIDOR

Miner Street in Downtown Des Plaines

LOCATION DETAILS

Metra UP-NW line running parallel to Miner Street between Graceland Avenue and Pearson Street in Des Plaines, IL

Rail owned by Metra-UP

SEGMENT PRIORITIZATION SCORE RANK

Not applicable

SEGMENT TYPOLOGY FOR SYSTEMIC APPLICATIONS

Railroad; length = 0.21 mile

NOTABLE CRASH OBSERVATIONS

- Six pedestrian casualties
- Three auto/semi crashes (2 casualties and 1 PDO)
- All incidents at or near crossings



Image source: Microsoft Bing 2025.

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Quiet zone – segment with multiple, consecutive grade crossings where train horns are not routinely sounded
- Train station, between Pearson Street and Lee Street, indicates increased pedestrian activity
- Less than 40 feet between the intersections and railroad tracks
- Detectable warning surface missing from northeast corner of Metra rail and Pearson Street

IMPROVEMENTS FOR CONSIDERATION FOR THIS TYPOLOGY *

‘The What’ →

Sensor-based rail track monitoring devices (timeline: medium-term): Sensors, LiDAR or cameras; communication network; reporting system; and smart gates.

- Train arrival prediction systems
- Obstacle detection and warning systems

‘The Why’ →

Real-time data on rail activity could be collected and distributed to various platforms, including 911 response systems, traffic management tools and dynamic messaging signs, improving safety and efficiency at rail crossings. LiDAR or cameras could detect obstacles (vehicles, pedestrians, objects) in the crossing area and the information could be distributed to the train operator to potentially prevent a collision.

‘The What’ →

Police officer and railroad employee training for suicide prevention (timeline: long-term) and mental health funding

‘The Why’ →

Incidents occur at rail-highway intersections that may be attributed to suicide. Investing in mental health programs in the area provide resources for those seeking help with failing mental health. Police officers with training for people struggling with their mental health provide another resource to prevent these types of deaths.

PRIORITY LOCATION #6 – RAILROAD CORRIDOR (continued)

Miner Street in Downtown Des Plaines

‘The What’ →

Reduce points of conflict (timeline: long-term): channelize pedestrian paths to limit crossing locations and consider closing Pearson Street from Miner Street to Ellinwood Street

‘The Why’ →

By eliminating an at-grade crossing, the potential for collisions between trains and vehicles, or pedestrians, is significantly reduced. Sidewalks could be reduced to one side of the roadway, eliminating one point of conflict for pedestrians per roadway. Pearson Street could be a good candidate for closure as it is a two-way street crossing the tracks near a train station and other pedestrian generators. There is limited space for vehicles between the tracks and Miner Street. Vehicles could be rerouted to River Road or Lee Street.

‘The What’ →

Construct median/channelization devices (timeline: medium- to long-term)

‘The Why’ →

A raised median/channelization would create a barrier preventing vehicles from driving into the opposing lane to go around a closed gate.

‘The What’ →

Upgrade gates to four-quadrant gates (timeline: medium- to long-term)

‘The Why’ →

Four-quadrant gates would extend the area blocked by the gate to entire width of roadway, reducing the possibility of going around the gate.

‘The What’ →

Provide a detectable warning surface at all crossings leading to the railroad tracks (timeline: short-term)

‘The Why’ →

Detectable warning surfaces provide tactile warning to alert pedestrians of the boundary between the sidewalk and the roadway, or tracks. These warning surfaces help visually impaired individuals, or distracted pedestrians, making for safer crossings.

*Optimal change in physical conditions or operation practice to address the safety issue to be identified in a detailed evaluation study.

PRIORITY LOCATION #7 – THREE LEG, MINOR LEG STOP-CONTROLLED INTERSECTIONS

Dolton Road & Paxton Avenue in Calumet City

LOCATION DETAILS

Dolton Road and Paxton Avenue in Calumet City, IL
AADT (Dolton Road) = 10,523 vehicles per day
AADT (Paxton Avenue) = 854 vehicles per day

INTERSECTION PRIORITIZATION SCORE RANK

376th of 1,152 intersections
(Prioritization score: 6.25; CPM: 7.15)

TRAFFIC CONTROL TYPE FOR SYSTEMIC APPLICATIONS

Minor leg stop-control

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Skewed intersection leads to higher speed turns
- Stop bar is nonexistent on the minor leg approach
- Potential sightline issues with nearby fencing, vegetation and parked vehicles
- Four-lane road with no center turn lane
- Target this typology in AoPP



Image source: Microsoft Bing 2025.

NOTABLE CRASH OBSERVATIONS

- Twelve total crashes occurred between 2018-2022
- A quarter of all crashes were serious injury crashes
- Two of the three serious injury crashes were turning crashes

IMPROVEMENTS FOR CONSIDERATION

The ‘What’ →

Pavement marking improvements (timeline: short-term):

The ‘Why’ →

- Installing stop bars on the minor leg provides a clear location for motorists on the minor leg to stop and observe oncoming traffic for adequate gaps.
- Installing ‘sharks’ teeth’ pavement markings, also known as yield lines, indicates to the driver on the minor leg approach where the driver must yield to conflicts.

PRIORITY LOCATION #7 – THREE LEG, MINOR LEG STOP-CONTROLLED INTERSECTIONS (continued)

Dolton Road and Paxton Avenue in Calumet City

The ‘What’ →

Reconfigure skewed three leg intersections to a right-angle (timeline: long-term)

The ‘Why’ →

- Reconfiguration removes the skewed intersection and the ability for westbound Dolton Avenue vehicles to take the right-turn at high speeds.
- Drivers will have better sight lines with a right-angle approach of upcoming traffic. Additionally, crossing distances for pedestrians/bicyclists will be reduced.

The ‘What’ →

Remove obstructions to sightlines (timeline: short-term): Remove trees or other obstructions which block vision of and for vehicles turning out of the minor leg. Restrict parking near the entrance to the minor leg, if applicable

The ‘Why’ →

Drivers need proper vision when turning out of the minor leg to avoid conflicts and to determine an acceptable gap. Systemically, three-leg intersections with a skew angle should be routinely evaluated to ensure drivers have adequate vision.

The ‘What’ →

Sidewalk connectivity (timeline: medium-term)

The ‘Why’ →

Sidewalks provide a safe space outside of the roadway for pedestrians and other vulnerable road users. When there are gaps in the sidewalk, pedestrians may need to enter the roadway where they are more vulnerable to traffic.

PRIORITY LOCATION #8 – UNSIGNALIZED, LOCAL ROADS

Bellwood Avenue and Madison Street in Bellwood

LOCATION DETAILS

Madison Street and Bellwood Avenue in Bellwood, IL

AADT (Madison Street) = 5,450 vehicles per day

AADT (Bellwood Avenue) = 1,850 vehicles per day

For systemic applications, consider locations with available on-street parking available (which would be removed after implementation of a roundabout) or intersections with sufficient space in each quadrant due to roundabouts generally having larger footprints

INTERSECTION PRIORITIZATION SCORE RANK

551st of 1,152 intersections
(Prioritization score: 3.5; CPM score: 4.98)

INTERSECTION TYPOLOGY FOR SYSTEMIC APPLICATIONS

Minor leg stop-controlled or all-way stop intersections on local/local intersections

IMPROVEMENTS FOR CONSIDERATION

The ‘What’ →

Install roundabouts
(timeline: medium- to long-term)

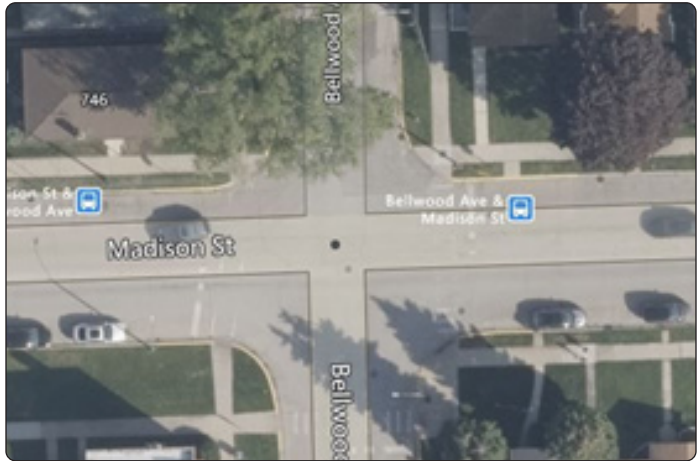


Image source: Microsoft Bing 2025.

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Need for improved pedestrian facilities
- Frequently observed left turns
- Relatively balanced traffic volumes
- Large ‘open’ intersections that encourage ‘roll and go’ at the stop sign instead of full stops
- Target this typology in AoPP

NOTABLE CRASH OBSERVATIONS

- Turning, rear-end and angle as the predominant crash types
- Failure to yield/stop as a frequent contributing factor

The ‘Why’ →

- Roundabouts reduce the number of conflict points at an intersection from 32 to 8. Better traffic flows result in reduced wait times. Additionally, roundabouts have a longer service life compared to traffic signals.
- Implementing a series of roundabouts along a route provides continual visual friction, resulting in lower speeds throughout the corridor.
- Pedestrian crossing movements may be included in roundabouts and frequently feature a refuge island-like aspect for vulnerable road users.

PRIORITY LOCATION #8 – UNSIGNALIZED, LOCAL ROADS (continued)

Bellwood Avenue and Madison Street in Bellwood

The ‘What’

Daylighting (timeline: medium- to long-term): Restrict vehicle parking near crosswalks.

The ‘Why’ →

Intersection daylighting improves visibility at crossings by removing visual obstructions near intersections to enhance pedestrian safety.

The ‘What’

Signage visibility improvements (timeline: short-term): Second sign posted on left, reflective strips on sign posts, LED lights on sign outline

The ‘Why’ →

Reflective strips and LED lights on existing signs increase visibility and improve driver awareness, especially at nighttime and low-light conditions.



PROJECTS WITH Emerging Concerns

Public input was a main driver in prioritizing additional projects. The Cook County SAP website gathered hundreds of comments from the public. Many of these comments expressed concerns about pedestrian or bicyclist issues. While the prioritization score formula shown earlier in this section includes a weighting variable for crashes that include non-motorists, this subsection focuses explicitly on locations that exhibit a need for improved multi-modal facilities. Like Section 6.2, there may be projects identified in this section that do not have a high CPM or prioritization score. The Ogden Avenue Corridor Improvement Project is a local project moving forward toward construction and includes many improvements for non-vehicular users.

ACTIVE TRANSPORTATION PROJECT HIGHLIGHT: OGDEN AVENUE, FROM PULASKI ROAD TO ROOSEVELT ROAD

The Ogden Avenue Corridor Improvements Project is an opportunity to reimagine Ogden Avenue as a multimodal transportation corridor, as a hub for community activity and catalyst for economic development. The goals of the project are to improve safety for all users of this corridor, repurpose and activate public spaces and transform this corridor into one that reflects the unique identity of North Lawndale. Potential improvements include roadway geometry alterations; full width resurfacing; drainage improvements; new sidewalk, curb and gutter; ADA ramps and crosswalk upgrades; repurposing of service drives; street lighting; traffic signal upgrades; pavement markings and signage; paver parkways; side

street improvements to the alleys; site furniture and seating areas; community identifiers including light pole and neighborhood gateway; and street trees and landscaping. Many of these improvements aim to improve the safety of the corridor for all modes of travel, with an anticipated construction start date of 2025 and estimated cost of \$102 million. This corridor had 1,303 crashes from 2017-2021, including 22 bicyclist crashes and 31 pedestrian crashes. Pedestrians/bicyclists represented 20 percent of all K, A and B crashes. Some of the active transportation improvements include bump-outs, raised crosswalks, curb extensions, shorter pedestrian crossings, pedestrian refuge islands and raised, off-street bike lanes.

PRIORITY LOCATION #9 – MULTILANE, PRINCIPAL ARTERIAL

Busse Road in Elk Grove Village

LOCATION DETAILS

Busse Road between Oakton Street/IL-83 and Howard Street in Elk Grove Village, IL

AADT = 30,200 vehicles per day

SEGMENT PRIORITIZATION SCORE RANK

262nd of 773 segments
(Prioritization score: 5.75; CPM: 3.61)

SEGMENT TYPE

Divided, multilane segment;
length = 0.36 mile

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Lack of pedestrian facilities for crossing Busse Road between Oakton Street and Landmeier Road (0.73 miles), including crosswalks and pedestrian signals
- Lack of stop bars and signage at driveways
- Many access points into and out of commercial parking lots

IMPROVEMENTS FOR CONSIDERATION FOR THIS TYPOLOGY

‘The What’ →

Comprehensive Pedestrian Crossing Improvements

‘The Why’ →

- **Install high-visibility continental- or ladder-style cross-walks leading to refuge islands:** These bold markings dramatically increase crosswalk visibility from a distance, making pedestrian crossing zones unmistakable to approaching drivers.
- **When adding crosswalks, implement pedestrian refuge islands in the existing raised median:** These protected spaces in the median of the roadway allow pedestrians to cross one direction of traffic at a time, reducing the urgency of needing to make the full crossing in one movement.
- With the addition of a crosswalk at Howard Street, **up-date the traffic signal with audible pedestrian signals and accessible push buttons, pedestrian warning signs, ADA ramps and leading pedestrian intervals (LPI).** These improvements increase pedestrian safety and alert drivers to the potential presence of pedestrians in the roadway.
- On the access points and side streets, **refresh or install new stop bars ahead of the crosswalk/sidewalk and in-stall stop signs or “STOP HERE FOR PEDESTRIANS” signage.** These markings and signs remind drivers to watch for pedestrians using the sidewalks.



NOTABLE CRASH OBSERVATIONS

- 23 all-severity crashes from 2018 to 2022
- Four crashes involved a fatality or serious injury
- Two fatalities and one serious injury for vulnerable road users

PRIORITY LOCATION #9 – MULTILANE, PRINCIPAL ARTERIAL (continued)

Busse Road in Elk Grove Village

‘The What’ →

Automated Speed Enforcement (timeline: long-term): Improved speed management can reduce speeds and reduce severe crash outcomes on principal arterials.

‘The Why’ →

This principal arterial has a posted speed limit of 45 mph, which can lead to more severe crash outcomes. All crash types—especially for vulnerable road users—can be reduced in severity and frequency with better speed management.

‘The What’ →

Widen the sidewalk to create a multi-use, or shared use, path (timeline: medium-term)

‘The Why’ →

The landscaping area surrounding the existing 5-foot-wide sidewalk on either side of the roadway could be widened to a minimum 10 feet. Providing a shared use path increases bicycle safety by separating slower moving cyclists from faster moving vehicles.

‘The What’ →

Convert access points to entrance only or exit only (timeline: medium-term)

‘The Why’ →

With traffic flowing in only one direction instead of two directions, pedestrians need to cross one travel lane while traversing access points.

‘The What’ →

Reduction of driveway access points (timeline: medium-term)

‘The Why’ →

Principal arterials typically have large numbers of businesses and larger parking lots, which creates an excessive number of driveways for vehicles to exit and enter. This creates conflicting scenarios with turning vehicles, as drivers on the main road may not be expecting non-motorists to cross the side streets or they might not be expecting vehicles to suddenly apply the brake and turn into a parking lot. Additionally, recent studies have shown that closing excess access points does not have a negative impact on the frequency of customer visits.

PRIORITY LOCATION #10 – MULTILANE, SIGNALIZED INTERSECTION

Illinois Route 83 and Halsted Street in Harvey

LOCATION DETAILS

147th Street/East 147th Street/East 147th Street and Illinois Route 1/Halsted Street in Harvey.

INTERSECTION PRIORITIZATION SCORE RANK

2nd of 1,152 intersections (Prioritization score: 24.50; CPM: 18.16)

TRAFFIC CONTROL TYPE

Multiphase, traffic-actuated signal

NOTABLE RISK FACTORS FOR THIS TYPOLOGY

- Lack of pedestrian infrastructure
- Negative offset left-turn lanes
- Bus shelter on southeastern corner of intersection located only 5 feet from curb
- Business and retail on all corners introduce additional driveways near the intersection
- Located in AoPP

IMPROVEMENTS FOR CONSIDERATION

The ‘What’ →

Comprehensive Pedestrian Crossing Improvements

The ‘Why’ →

Protect vulnerable road users and reduce pedestrian crash risk (timeline: short- to medium-term):

- **Install high-visibility continental- or ladder-style crosswalks:** These bold markings dramatically increase crosswalk visibility from a distance, making pedestrian crossing zones unmistakable to approaching drivers.
- **Add pedestrian leading pedestrian interval signal phases with adequate crossing time:** Installing dedicated walk signals with timing calibrated to accommodate slower-moving pedestrians assists pedestrians and cyclists can cross safely without feeling rushed.
- **Implement pedestrian refuge islands with raised curbs:** These protected spaces in the median of the roadway allow pedestrians to cross one direction of traffic at a time, reducing time spent in travel lane.
- **Install audible pedestrian signals:** These crucial accessibility features help visually impaired pedestrians navigate the intersection safely by providing audio cues for crossing opportunities.



Image source: Microsoft Bing 2025.

NOTABLE CRASH OBSERVATIONS

- All fatal and serious injury crashes at this intersection involved pedestrians
- Half of pedestrian crashes are nighttime crashes
- Turning crashes account for 39 percent of all crashes

PRIORITY LOCATION #10 – MULTILANE, SIGNALIZED INTERSECTION (continued)

Illinois Route 83 and Halsted Street in Harvey

The ‘What’ →

Reduce width of roadway

The ‘Why’ →

Narrower lanes (timeline: medium to long-term):

- **Reducing travel lanes** from standard 12-foot to 10- or 11-foot-wide naturally calms traffic.
- **Hardened centerline:** Turning crashes and pedestrian crashes account for nearly half of all crashes at this intersection. Hardening/extending the centerline on the east and west approaches would force turning drivers to slow down and increase driver awareness.

The ‘What’ →

Improve turn lane configuration

The ‘Why’ →

Enhance driver visibility of pedestrians and reduce turning vehicle conflicts (timeline: medium- to long-term):

- **Install positive offset left-turn lanes:** Reconfiguring the current negative offset turn lanes would improve sight lines for opposing left-turning vehicles, allowing drivers to better focus on searching for gaps in oncoming traffic.
- **Add dedicated right-turn lanes with pedestrian islands:** These separated turn lanes with accompanying pedestrian islands create clearer sight lines between turning drivers and crossing pedestrians.
- **Install "No Turn on Red" restrictions:** This simple regulatory change reduces conflicts between right-turning vehicles and pedestrians, particularly important at intersections with high pedestrian volumes.
- **Add protected left turns with a signal head over the left turn lane:** Limiting left turning movements to a protected phase only would reduce turning vehicle crashes and potential pedestrian crashes from drivers misjudging the safety of a permissive left turn. If protected left-turn phasing is implemented, offsetting the left turn lanes will not be needed.



07

IMPLEMENTATION

Implementation

This section outlines the steps and resources necessary to adopt and implement policies, guidelines and/or standards that lead to better projects and safety improvements recommended in this SAP. CMAP, in coordination with DoTH and other stakeholders, will support implementation to ensure steps are taken to address emerging traffic safety issues across Cook County. This section highlights funding opportunities that can be leveraged to advance implementation of safety projects.

PROGRAMS AND FUNDING
Opportunities



FEDERAL
PROGRAMS

U.S. DEPARTMENT OF TRANSPORTATION
(USDOT) SS4A IMPLEMENTATION GRANT:

USDOT administered discretionary program that funds regional, local and tribal initiatives through grants to prevent roadway deaths and serious injuries.

FEDERAL RAIL ADMINISTRATION (FRA) CON-
SOLIDATED RAIL INFRASTRUCTURE AND
SAFETY IMPROVEMENTS (CRISI) PROGRAM:

FRA administered imitative providing funding for projects aimed at improving the safety, efficiency and reliability of intercity passenger and freight rail. Eligible projects include developing railroad safety technology, improving at-grade rail crossings, enhancing multimodal connections and addressing the challenges of rail congestion.



STATE
PROGRAMS

IDOT ILLINOIS TRANSPORTATION
ENHANCEMENT PROGRAM (ITEP):

ITEP is a state-funded grant aimed at improvements relating to safe, multimodal transportation, bike and pedestrian paths, trails and streetscape beautification to improve quality of life and economic growth.

IDOT HIGHWAY SAFETY IMPROVE-
MENT PROGRAM (HSIP):

HSIP is a core federal program intended to fund improvements to reduce fatalities and serious injuries resulting from traffic-related crashes on all public roads. HSIP is a data-driven, strategic approach program for infrastructure improvements administered by FHWA.

IDOT SAFE ROUTES TO SCHOOL:

State funding for infrastructure and non-infrastructure projects that aim to encourage and make it safer for children to walk, bike and roll to school.



COUNTY
PROGRAMS

INVEST IN COOK GRANT PROGRAM:

An initiative of Cook County's Long Range Transportation Plan (LRTP), Connecting Cook County, Invest in Cook annually provides infrastructure grants to help prioritize transit and other transportation alternatives, support the region's role as North America's freight capital, promote equal access to opportunities, maintain and modernize existing infrastructure and increase investments in transportation.



REGIONAL
PROGRAMS

CMAP's Transportation Improvement Program
(TIP) serves as the region's agenda of multimodal
surface transportation projects in northeastern
Illinois.

The TIP provides programming and funding to advance projects that improve safety, strengthen the economy and enhance quality of life. It includes all federally funded projects and regionally significant, non-federally funded projects selected for implementation in the next five years. TIP projects may be funded through a variety of federal, state, local and other fund sources, including these federal programs directly managed by CMAP:

- Carbon Reduction Program
- Congestion Mitigation and Air Quality Improvement Program
- Surface Transportation Program
- Transportation Alternatives Program

CMAP programs these funds and hosts a call for regional projects every two years.

Funding
opportunities
can be leveraged
to support
implementation of
safety projects.



Implementation Phases

Successful implementation will require a comprehensive and strategic approach, with interventions that occur on varying timelines. Implementation opportunities including quick-build demonstration projects through longer-term strategies are discussed in this subsection. Some ongoing efforts across Cook County are also highlighted.

QUICK-BUILD DEMONSTRATION PROJECTS

Quick-build projects are typically low-cost temporary installations designed to test and evaluate new street design improvements aimed at enhancing traffic safety.

Their accelerated implementation allows communities to observe immediate safety improvements in candidate intersections and roadways. Agencies can gather valuable feedback on the effectiveness and community attitudes toward new traffic safety interventions. Findings from these quick-build projects can guide future infrastructure development and installation of permanent safety countermeasures, such as concrete curb extensions and intersection reconfigurations.



CDOT has implemented quick-build demonstration projects throughout Chicago. Examples include paint and post curb extensions (using plastic bollards and pavement markings), raised curbs, hardened centerlines and rubberized speed bumps, as shown on Figure 7-1. There is an opportunity to implement similar quick-build demonstration projects to explore the effectiveness of safety countermeasures in new contexts and communities in Cook County.

Figure 7-1. City of Chicago Quick-Build Example Elements (Source: CDOT)

LONGER-TERM IMPLEMENTATION

The Cook County SAP can be used to inform longer-term plans, programs and investments. The recommendations from the SAP, such as results from the HIN analysis, project prioritization and corresponding countermeasure improvement opportunities can be integrated into future planning efforts.

The SAP will influence the development of the Cook County 2050 LRTP, which is scheduled to be updated in 2027. The LRTP will reflect the longer-term plan for transportation policy, investments and improvements up to 2050. The LRTP’s guidance on capital project prioritization and funding, policy frameworks and other recommendations will contribute towards realizing this plan’s traffic safety goals. Local capital improvement plans (CIPs) can also benefit from the findings and policy recommendations provided in the SAP. Municipalities can incorporate high-risk locations, priority projects and recommended safety measures

from the SAP into their respective CIPs. These plans, which typically outline project schedules and budgets for physical infrastructure over a period of three to six years, can channel resources into sustained safety improvements across Cook County. Achieving longer-term, systemic change in the transportation system will rely on collective municipality action and dedicated investment toward safety projects aimed at incorporating policy and infrastructure improvements. The SAP can serve as a guide for municipalities, helping them to identify and prioritize projects and locations in need of safety enhancements.



Ongoing Efforts

Ongoing efforts across Cook County can help local agencies shape their own traffic safety initiatives by providing a blueprint for effective strategies and efforts, while also fostering collaboration and innovation. Current efforts may also be reevaluated or updated based on recommendations and findings in this SAP.

The following list provides some ongoing efforts occurring across Cook County:



IMAGE SOURCE: CHICAGO CYCLING STRATEGY, 2023

CHICAGO BIKEWAYS PROGRAM AND CHICAGO CYCLING STRATEGY

The **Chicago Bikeways Program** is an initiative aimed at creating the best bike network in the country by building a connected network of bikeways that serve meaningful destinations in people’s lives. It focuses on implementing low-stress options, such as protected bike lanes and neighborhood greenways, to allow all types of people to ride comfortably and safely around the City of Chicago. Currently there are **more than 478 miles of bikeways** in Chicago. The Chicago Cycling Strategy is the most recent document published in March 2023, which outlines the next steps and the City of Chicago’s vision and approach to implementing the next 150 miles of additional bikeways, connecting communities and filling gaps in the City’s transportation network.



VILLAGE OF HOMEWOOD PACE CAR PROGRAM / SLOW YOUR ROLL PROGRAM

The **Pace Car Program**, also known as the **Slow Your Roll Program**, is a community engagement and awareness campaign in the Village of Homewood with a goal to encourage drivers to be more aware of personal driving habits and set positive examples within the community. The goal is to calm traffic, reduce speeding behaviors and reduce reckless driving behaviors. Community members are invited to sign a pledge and display a reflective car magnet to foster and promote a culture of safe driving and traffic safety. The program was launched in December 2022 in response to a significant increase in speeding citations in the community.



VILLAGE OF OAK PARK VISION ZERO PLAN AND TRAFFIC CALMING PETITION PROCESS

The Village of Oak Park has committed to a goal of zero traffic fatalities and serious injuries by 2035. The Vision Zero Plan was adopted by the Village Board of Trustees in February 2025 after more than a year of data and crash analysis, interagency coordination, extensive community engagement, project steering committee, focus groups, public open houses, pop-up events and online engagement. The Vision Zero Plan commits to improving pedestrian and cyclist safety through enhanced crosswalks, bike lanes and other traffic-calming measures. Oak Park also has a traffic-calming petition process that allows residents to provide public testimony and advocate for traffic-calming interventions on



IMAGE SOURCE: VILLAGE OF SCHAUMBURG, 2025

residential streets.

VILLAGE OF SCHAUMBURG SPEED ENFORCEMENT CAMPAIGNS

The Village of Schaumburg increased police patrols **in partnership with Illinois State Police** to target speeding, impaired driving, distracted driving and to enforce seat belt laws. Various technologies are used to assist with the effort, including speed detectors, speed trailers, advanced radar technology and light detection and ranging (LiDAR) technology. Some speed detectors were also introduced in areas such as school zones or residential areas with high numbers of speeding complaints.



IMAGE SOURCE: CC DOTD & VILLAGE OF SKOKIE, 2025

VILLAGE OF SKOKIE CRAWFORD AVENUE IMPROVEMENT PROJECT

Crawford Avenue between Oakton Street and Golf Road is under Cook County DoTH jurisdiction and as such, is a joint effort between DoTH and the Village of Skokie. The project involves **roadway safety improvements**, including sidewalk upgrades, pedestrian refuge islands, curb extensions, improved roadway lighting and dedicated bike lanes. Pavement markings delineating the bike lane and parking lane aim to calm traffic and encourage bicycle use along this stretch of roadway.

Evaluation and Monitoring

To meet the goal of zero fatalities and serious injuries for all road users, including non-motorists, by 2050, regular evaluation and monitoring of safety trends is needed. CMAP, in coordination with DoTH, will assess the progress made toward eliminating fatalities and serious injuries through annual reporting on performance measures. Annual reporting and updates on plan implementation will be shared publicly and discussed with county and regional partners.

The following performance measures will provide key information about the effectiveness of policies, programs and countermeasures aimed at reducing fatalities and serious injuries on roadways throughout Cook County:

- Number of fatalities
- Number of serious injuries
- Fatality rate (per hundred million vehicle miles traveled [VMT])
- Serious injury rate (per hundred million VMT)
- Nonmotorized fatalities and serious injuries, including pedestrians and bicyclists

In addition to the goal of zero fatalities and serious injuries by 2050, the steering committee recommended additional performance measures informed by the public health approach to injury prevention. The Safe System Pyramid shown on Figure 8-1 adapts the Health Impact Pyramid and integrates the SSA to order traffic safety improvements by individual effort and population health impacts.

EVALUATION AND MONITORING

SAFE SYSTEM PYRAMID

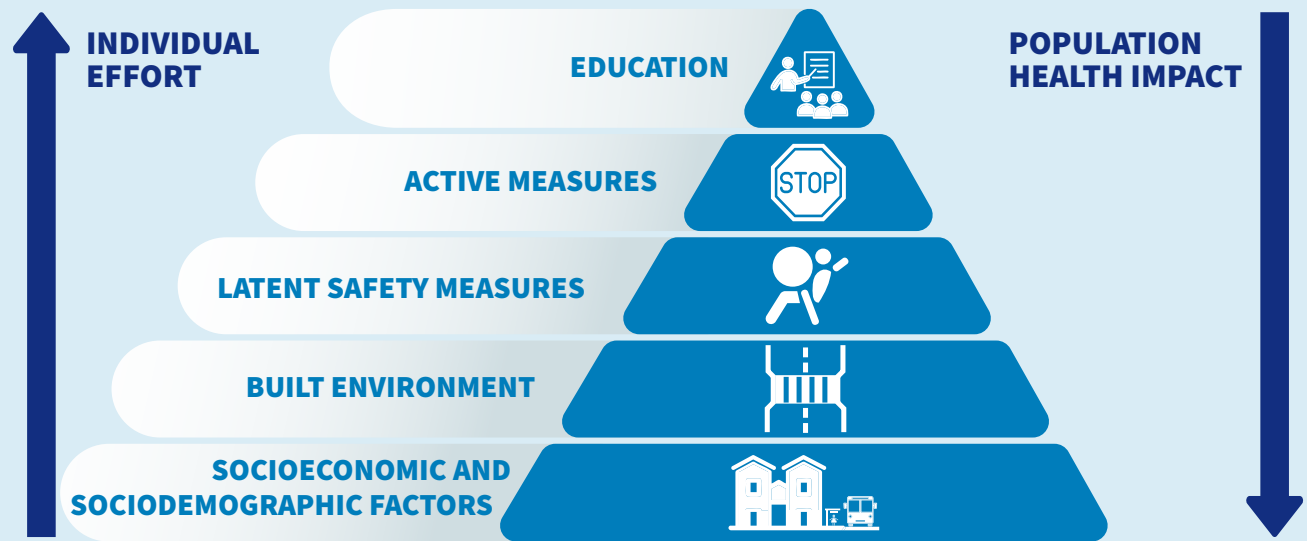


Figure 8-1. Safe System Pyramid
Adapted from: <https://visionzeronetwork.org/applying-the-health-impact-pyramid-to-roadway-safety/>

The levels of the Safe System Pyramid, in terms of decreasing individual effort, are:



1. EDUCATION
(i.e., smallest population health impacts and greatest individual effort)



2. ACTIVE MEASURES
(i.e., signals and signs, in-vehicle collision warnings, seatbelts, helmets)



3. LATENT SAFETY MEASURES
(i.e., signal timing, leading pedestrian intervals, air bags, automated emergency braking)



4. BUILT ENVIRONMENT
(i.e., roundabouts, curb extensions, raised crosswalks, sidewalks, bikeways)



SOCIOECONOMIC AND SOCIODEMOGRAPHIC FACTORS like land use and housing policies can significantly reduce exposure to traffic crashes by promoting compact, mixed-use development, integrating transit and prioritizing infrastructure for vulnerable road users.

5. SOCIOECONOMIC AND SOCIODEMOGRAPHIC FACTORS
(i.e., greatest population health impacts and lowest individual effort)

ACTIVE MEASURES like seatbelts and helmets have proven to reduce fatalities and serious injuries for specific users but require a higher level of individual effort to realize that risk reduction.



The **Safe System Pyramid** provided a structure for developing three additional performance metrics:

- Number of Cook County **jurisdictions that adopt land use and housing policies** that reduce exposure to traffic crashes (Sociodemographic Factors)
- Number of Cook County **jurisdictions using roadway design guidance** that standardizes deployment of FHWA's PSCi and manages excessive vehicle speeds to reduce crash risk (Built Environment)
- Number of Cook County **jurisdictions operating automated enforcement programs at high-injury or high-risk locations** that deploy automated enforcement technologies such as interim intervention, fund and construct site-specific safety improvements and minimize economic disparities in an equitable manner (Latent Safety Measures)

Additionally, the Safe System Pyramid can be used to prioritize implementation actions to reach the goal of zero fatalities and serious injuries by 2050.



A Call to Collective Responsibility

A key principle of the SSA is that responsibility is shared among all stakeholders, including road users, engineers and transportation planners, emergency responders and government entities. Local agencies, policymakers and stakeholders all have a role to play in the creation of a safer transportation network.

To carry out the Cook County SAP and eliminate fatalities and serious injuries on all roadways, everyone will need to take action.



SAFE TRAVEL FOR ALL



Responsibility is shared among all stakeholders.

Engage with the Cook County SAP and contribute your unique perspective to building a safer transportation network.



SCAN TO LEARN MORE!



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Endnotes

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SAFE TRAVEL FOR ALL



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