

Appendices



Safety Action Plan

JUNE 2025



**COOK
COUNTY**
ILLINOIS

TENTATIVE ADOPTION
DATE: MAY 30, 2025

Contents

Appendix A	A-4
Existing Safety Conditions Report	
Appendix B	B-6
Comprehensive and Contextual HIN Lists and Maps for Segments and Intersections	
Appendix C	A-51
Process and Policy Review Report	
Appendix D	A-53
Countermeasures and Policy Recommendations Report	
Appendix E	E-55
Self Compliance Checklist	

Jacobs Engineering Group Inc.

525 West Monroe	T +1.312.251.3000
Suite 1600	
Chicago, IL 60661	F +1.312.251.3015
United States	www.jacobs.com

Disclaimer: The observations, findings, conclusions and recommendations of this report are protected under 23 CFR 407 which states these shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in this report or documents associated with this review.

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.

Appendix A

Existing Safety Conditions Report

Cook County: Safety Action Plan

Existing Safety Conditions
Deliverable 2.1 – Safety Analysis

March 2025

PREPARED FOR:
Chicago Metropolitan Agency for Planning
Cook County Department of Transportation and Highways

SAFE TRAVEL FOR ALL

Contents

1. Introduction	1
1.1. Project Overview	1
1.1.1. Mission.....	1
1.1.2. Vision.....	1
1.2. CMAP	1
1.3. Cook County.....	1
2. Policy and Process Review	3
3. Existing Safety Conditions – Safety Analysis	3
3.1. Methodology.....	3
3.1.1. Study Area	4
3.1.2. Data Sources	6
3.2. Crash Analysis	6
3.2.1. Crash Trends Overview	6
3.2.2. Users Involved.....	11
3.2.3. By Location.....	13
3.2.4. Emphasis Areas.....	15
3.2.5. Crash Types	21
3.2.6. Leading Crash Cause.....	23
3.2.7. Time and Day	25
3.2.8. Weather and Roadway Conditions.....	29
3.2.9. Lighting Conditions	32
3.2.10. Vehicles Involved	35
3.2.11. Driver Demographics.....	39
3.2.12. Driver Condition.....	41
3.2.13. Vehicle Maneuver.....	42
3.2.14. Intersection versus midblock	43
3.2.15. Functional Classification	47
4. Inclusivity Considerations	49

4.1. People Experiencing Homelessness	49
4.2. Emergency Medical Services	50
5. References	50

List of Appendixes

Appendix A: Data Preprocessing

Appendix B: CDOT Annual Traffic Crash Report

Appendix C: Scope Checklist

1. INTRODUCTION

The Chicago Metropolitan Agency for Planning (CMAP) is providing technical assistance to Cook County (County) to develop a Safety Action Plan (SAP) as part of the Safe Travel for All initiative. Safe Travel for All is a regionwide initiative to eliminate traffic fatalities and reduce serious injuries in northeastern Illinois in a comprehensive, data-informed, and collaborative way. It provides a framework for safety research and programs to make northeastern Illinois safer for all modes of travel.

1.1. Project Overview

The Cook County SAP will use CMAP's regional framework but will be unique to the County. The SAP will be developed in accordance with the requirements set forth in the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program, which will make Cook County and other local jurisdictions eligible to apply for federal SS4A implementation grants.

1.1.1. Mission

The mission of the Cook County SAP is to engage stakeholders and develop a balanced and data-driven process to identify strategies and projects, in line with the Safe System Approach, which focuses on committing to reducing and eliminating serious injuries and deaths on northeastern Illinois' roads.

1.1.2. Vision

Cook County envisions a future where no one loses their life or is seriously injured while walking, biking, or driving.

1.2. CMAP

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 communities of northeastern Illinois implement solutions that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. CMAP's core values are lead with excellence; pursue fairness; passion for public service; drive innovation; and foster collaboration.

1.3. Cook County

With a population of 5,225,367 in 2022, Cook County is the most populous county in Illinois and the second most populous county in the nation (CMAP 2024). Cook County contains 134 municipalities, including the City of Chicago, which contains approximately 52 percent of the population in the county. Chicago and the suburban municipalities account for

approximately 85 percent of the County's 946 square miles, while unincorporated areas make up the remaining 15 percent (Cook County 2024a), although only 2 percent of the population resides in an unincorporated area.

The roadway network in Cook County encompasses interstates and federal highways, state highways, county highways, and local roads. Within the County's analysis area, there are:

- 12,871.27 centerline miles
- 6,010 signalized intersections
- 66,484 unsignalized intersections

The Cook County Department of Transportation and Highways (DoTH)--the plan's lead local agency--has jurisdiction over 568 centerline miles of highway and maintenance responsibilities for 1,620 lane miles of pavement, 132 bridges, and 360 traffic signals (Cook County 2024b). DoTH also regularly partners with Cook County municipalities to implement multimodal and safety projects off its system.

2. POLICY AND PROCESS REVIEW

Examining existing plans, policies, guidelines, and standards is an important component of a safety action plan. By reviewing existing plans at the state, county, and local levels, the Cook County Safety Action Plan aims to identify common goals and strategies across different levels of government and jurisdictions in order to foster a coordinated, collaborative approach to reducing traffic fatalities and serious injuries within Cook County.

A standalone deliverable for review of policies and processes has been completed, which also examines guidelines and standards that impact transportation safety within Cook County which were identified in coordination with Cook County and CMAP staff.

3. EXISTING SAFETY CONDITIONS – SAFETY ANALYSIS

Historical crash data was analyzed to evaluate key safety issues, high-crash locations, and high-risk roadway characteristics. This section includes a summary of the high-risk locations and historical crash trends identified through the safety analysis.

3.1. Methodology

While no traffic crash is an acceptable outcome, 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 crashes that only result in property damage (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. The KABCO scale, which is frequently used by transportation professionals, measures severity of crashes and is defined in Table 1.

Table 1. Crash severity classifications and injury definitions.

Severity type	Definition
K	Fatal Crash – anyone involved in the crash dies within 30 days of the crash, due to injuries sustained in the crash
A	Incapacitating or Severe Injury/A-Injury – any injury that is unrecoverable or prevents the injured person from returning to their pre-crash physical state (e.g., brain damage, amputated limbs, paralysis)
B	Non-Incapacitating Injury/B-Injury – any evident injury that is considered recoverable (e.g., broken arm, bruises, cuts/lacerations, abrasions)
C	Possible Injury/C-Injury – any injury that is claimed by the injured person but is not visually confirmed (e.g., neck/back pain, headaches, dizziness)
O	Property Damage Only (PDO)/No apparent injuries – no complaints of injuries or pain; all parties included in the crash retain normal body functions/movements and no medical attention is requested (e.g., fender benders)

3.1.1. Study Area

The focus of this analysis is on Cook County and data are reported at three 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. Figure 1 shows the study area and border municipalities included in the Cook County analysis. All other grey areas inside of the Cook County boundary are included with the yellow areas to create the “analysis area” for the Cook County SAP effort.

Table 2 shows whether municipalities that extend over or along a county border were included or excluded from the Cook County analysis.

Table 2. Border municipalities included and excluded from the Cook County analysis.

Included	Excluded
Barrington Hills	Barrington
Chicago	Elgin
Elk Grove Village	Bartlett
Lemont	Frankfort
Orland Park	Bensenville
Park Forest	Hanover Park
Schaumburg	Buffalo Grove
Tinley Park	Hinsdale
Wheeling	Burr Ridge
	Roselle
	Deerfield
	Steger
	East Dundee
	University Park

3.1.2. Data Sources

All crash data analyzed and presented in the following sections were obtained from the Illinois Department of Transportation via its Safety Portal and were sourced from the Illinois State Police and other local and regional enforcement agencies. Crash data, representing the years of 2018 to 2022, was provided by CMAP on April 1, 2024, and was used as-is for analysis purposes and should be interpreted accordingly. Appendix A describes the methods used for data processing.

3.2. Crash Analysis

3.2.1. Crash Trends Overview

From 2018 to 2022, there were 755,412 reported crashes on public roadways – including interstates and expressways – in Cook County. Table 3 provides a comprehensive overview of these crashes, categorized by severity and geographic location.

In Cook County overall, 1,621 crashes (0.2 percent of the total) resulted in at least one fatality, while 15,804 crashes (2.1 percent) led to serious injuries. Over the 5-year span, there were 144,864 crashes of varying severity (KABC), representing 19.2 percent of total crashes. The remaining 80.8 percent (610,548) of crashes were categorized as Property Damage Only (PDO). Table 3 also presents a detailed urban-suburban comparison, showing crash statistics for Chicago (471,800 KABCO crashes) and suburban Cook County (283,612 KABCO crashes). This breakdown allows for a nuanced analysis of crash patterns in different environments, which will be explored in subsequent sections.

For better interpretation, the table uses color-coding: light green columns represent data for the entire Cook County, while light yellow and light blue columns show subsets for suburban Cook County and Chicago, respectively. For instance, the sum of fatal crashes in Chicago (826) and suburban Cook County (795) equals the total for Cook County (1,621), demonstrating the relationship between these datasets.

An important note about the table concerns the "Injuries/PDO" columns. Where these intersect with the "PDO/O" row, the numbers represent people involved in crashes who did not report any injuries. For example, in suburban Cook County, 602,760 uninjured people were involved in 224,054 PDO crashes, suggesting an average of about 2.5 people per PDO crash.

Table 3. Crashes and number of injuries by severity in Cook County (2018 to 2022).

Severity		Cook County				Suburban Cook County				Chicago			
		Crashes		Injuries/PDO		Crashes		Injuries/PDO		Crashes		Injuries/PDO	
		Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Injuries	K	1,621	0.2	1,753	0.1	795	0.3	860	0.1	826	0.2	893	0.1
	A	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	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	49,647	6.6	74,207	4.3	25,638	9.0	38,684	5.6	24,009	5.1	35,523	3.4
PDO	O	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 2 presents a comparative analysis of KABCO crashes against KA crashes in Cook County between 2018 and 2022. While total crashes were relatively stable at around 160,000 annually, fatal and severe crashes showed more variation. There was a notable dip in both KA and KABCO crashes in 2020, during the pandemic.

Figure 2. Fatal and serious injury crashes and total crashes in Cook County (2018 to 2022).

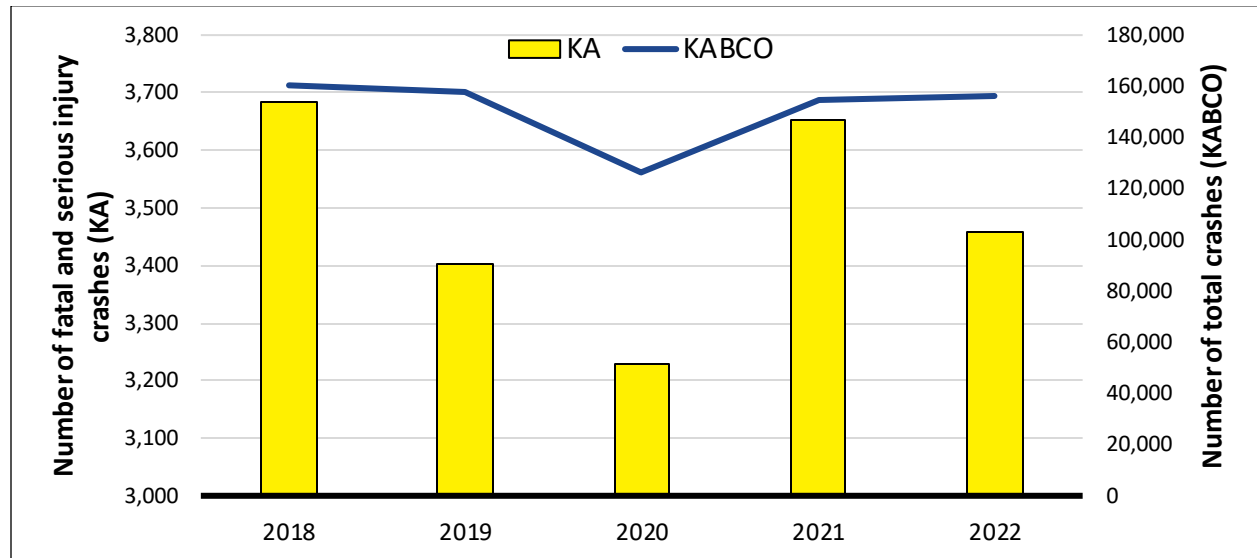


Figure 3 breaks down fatal and severe crashes, distinguishing between fatalities and serious injuries. Over the 5-year period, there were 1,753 fatalities and 18,960 serious injuries. Although serious injuries declined 9.9 percent between 2018 and 2022, fatalities increased 51.7 percent, peaking in 2021.

Figure 3. Fatalities and serious injuries in Cook County (2018 to 2022).

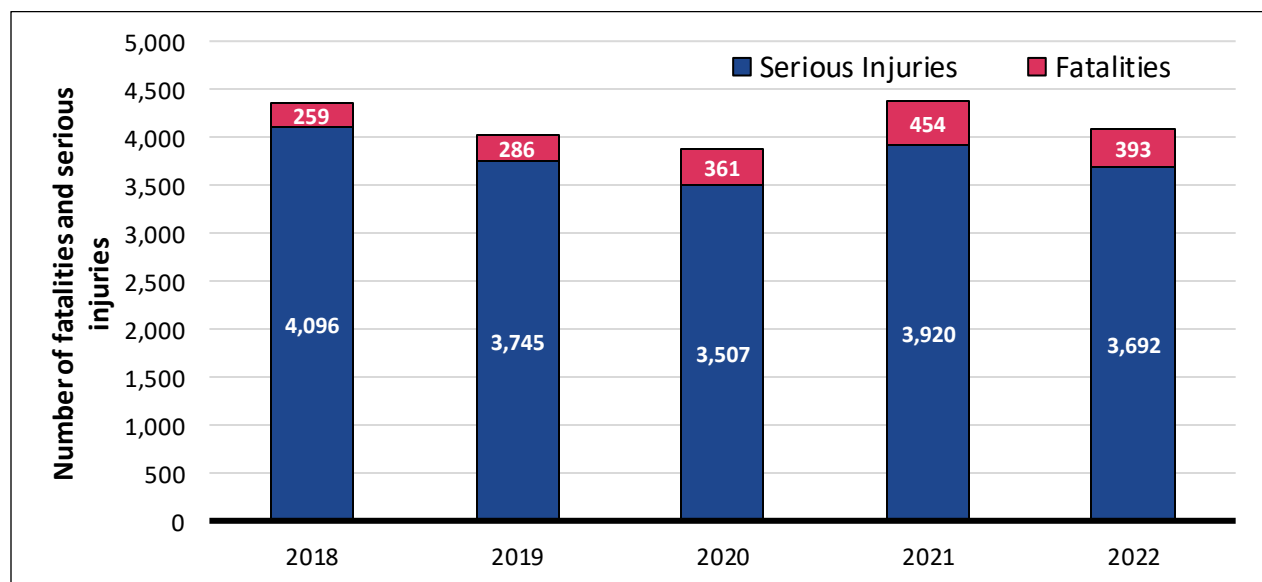
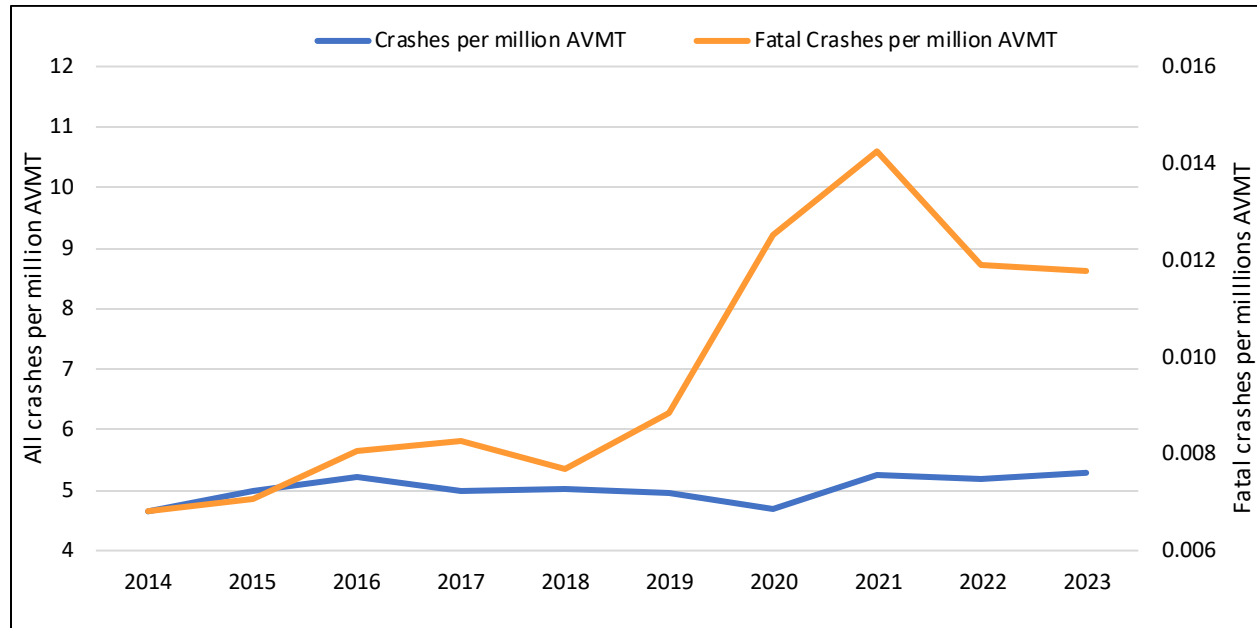


Figure 4. Crashes and fatal crashes per million AVMT in Cook County



Building on the analysis of crash trends in Cook County, Figure 4 presents data from a different source that examines crashes by normalizing for exposure through Annual Vehicle Miles Traveled (AVMT)¹. This approach reveals distinct patterns that complement our understanding of the raw crash data presented in Figures 2 and 3. Overall crash rates per million AVMT (blue line) have remained relatively stable between 2014 and 2023, hovering around 5 crashes per million AVMT, with a slight dip in 2020 during the pandemic followed by an increase to pre-pandemic levels.

However, the fatal crash rate (orange line) shows a more dramatic trajectory. After remaining relatively stable from 2014 to 2018 at approximately 0.007 fatal crashes per million AVMT, the rate began climbing in 2019, accelerating sharply through 2020, and peaking in 2021 at about 0.014 fatal crashes per million AVMT—double the 2018 rate. While the fatal crash rate has moderated slightly in 2022-2023, it remains significantly elevated compared to pre-pandemic levels. This additional data source reinforces the fatality increase trend noted in Figure 3, but by controlling for exposure, it provides further evidence that the increase in fatalities was not merely a function of changing traffic volumes but reflects a genuine increase in crash severity.

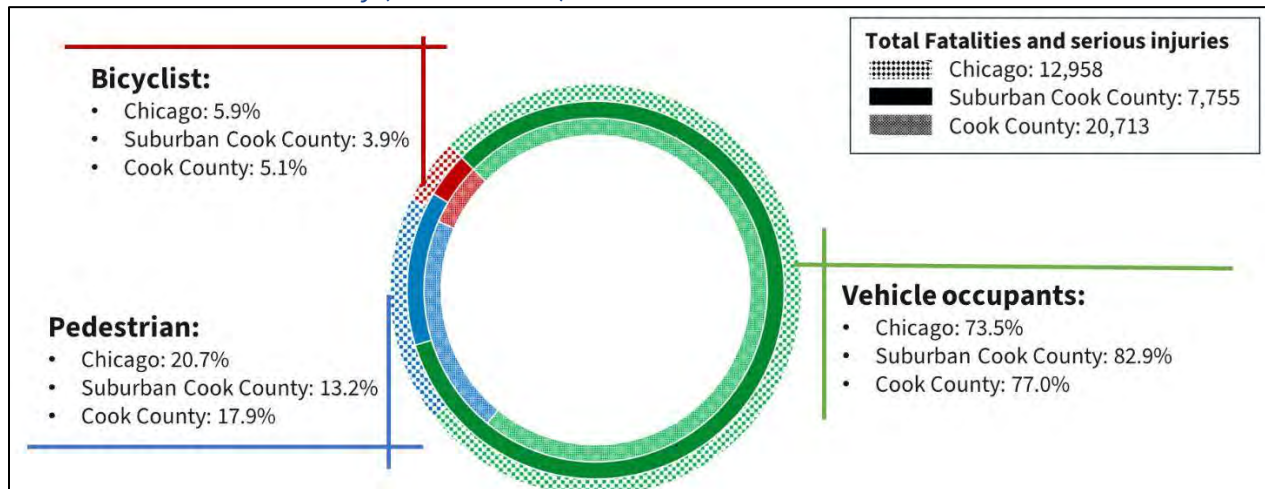
¹ This figure has been prepared based on the IDOT crash facts (<https://idot.illinois.gov/transportation-system/transportation-safety/roadway-safety/illinois-roadway-crash-data/facts-and-statistics/crash-facts.html>), with Annual VMT data derived from ILLINOIS TRAVEL STATISTICS 2023 (https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/travel-stats/2023/02%20-%202023 ITS_Original_Website.pdf) and ILLINOIS TRAVEL STATISTICS 2017 (https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/travel-stats/2017_its.pdf) files.

3.2.2. Users Involved

Understanding the distribution of crash-related fatalities and serious injuries among different types of road users is crucial for developing targeted safety strategies and allocating resources effectively. Figure 5 compares these proportions across Chicago, suburban Cook County, and the entire County, highlighting patterns that inform both policy decisions and infrastructure improvements. Countywide, vehicle occupants account for 77 percent of fatalities and serious injuries, with a notably higher proportion in suburban Cook County (82.9 percent) compared to Chicago (73.5 percent), likely reflecting greater car dependency and higher-speed arterials in suburban environments. While pedestrians account for 17.9 percent of fatalities and serious injuries countywide, their significantly higher representation in Chicago (20.7 percent) versus suburban Cook County (13.2 percent) underscores the unique challenges of urban mobility. This urban-suburban divide is further emphasized by bicyclist fatalities and serious injuries. These patterns suggest that both vehicle-focused interventions, like speed management and roadway design as well as projects emphasizing pedestrian and bicyclist safety through separated infrastructure and Complete Streets designs, are warranted.

Research has shown that the number of pedestrian crashes in Illinois is underreported, and that the extent of unreported pedestrian crashes is not randomly distributed (Edwards and Gutierrez 2022). A number of underlying and contributing factors influence a struck pedestrian's decision of whether or not to report the crash to police. To address these discrepancies and underreporting in IDOT crash data, hospital records can be integrated with police reports to obtain more accurate pedestrian crash rates.

Figure 5. Distribution of fatalities and serious injuries by user type in Cook County, Chicago, and suburban Cook County (2018 to 2022).



Looking at injury severity categories (K/A/BCO) (Table 4), the data shows BCO injuries dominate across all road user types, particularly for vehicle occupants. While pedestrians face the same rates of fatalities (K) throughout Cook County (0.03 percent), pedestrians in Chicago

experience higher rates of serious injuries (A) (0.23 percent) compared to suburban areas (0.12 percent).

For bicyclists, there's a notable difference in serious injury (A) rates between Chicago (0.07 percent) and suburban Cook County (0.04 percent), with Chicago showing nearly twice the proportion of serious bicyclist injuries. This pattern suggests that while bicycling may be more common in urban areas, the risk of serious injuries to cyclists is significantly higher in Chicago's urban environment than in suburban settings.

This geographic and severity-level analysis highlights distinct urban-suburban differences in vulnerable road user injuries, with Chicago consistently showing higher serious injury rates for both pedestrians and bicyclists. These findings can help inform targeted safety interventions that address the specific risk factors present in urban versus suburban contexts across Cook County.

Table 4. Percentage distribution of crash-related injuries by road user type, severity level, and geographic area in Cook County (2018 to 2022).

			Road user type (as a percentage)			
			Vehicle occupants	Pedestrian	Bicyclist	Unknown
Analysis Area	Cook County	K	0.07	0.03	0.00	0.00
		A	0.84	0.18	0.05	0.00
		BCO	97.56	0.72	0.44	0.00
		Unknown	0.00	0.00	0.00	0.07
	Chicago	K	0.06	0.03	0.00	0.00
		A	0.85	0.23	0.07	0.00
		BCO	97.21	0.96	0.52	0.00
		Unknown	0.00	0.00	0.00	0.09
	Suburban Cook County	K	0.09	0.03	0.00	0.00
		A	0.85	0.12	0.04	0.00
		BCO	98.1	0.36	0.31	0.00
		Unknown	0.00	0.00	0.00	0.04

3.2.3. *By Location*

As shown on Figure 6, fatal and serious injury (KA) crashes in Cook County are concentrated in the downtown and west side of Chicago. Chicago has a greater population density, with more than 2.7 million residents in 2022 over roughly 230 square miles (11.8 thousand/sq mi), accounting for 11,015 fatal and serious injury crashes from 2018 to 2022. By comparison, suburban Cook County, with a population of roughly 2.5 million residents over roughly 720 square miles (3.5 thousand/sq mi), experienced 6,410 fatal and serious injury crashes during the same period.

Figure 6. Distribution of fatal and serious injury crashes in Cook County (2018 to 2022).

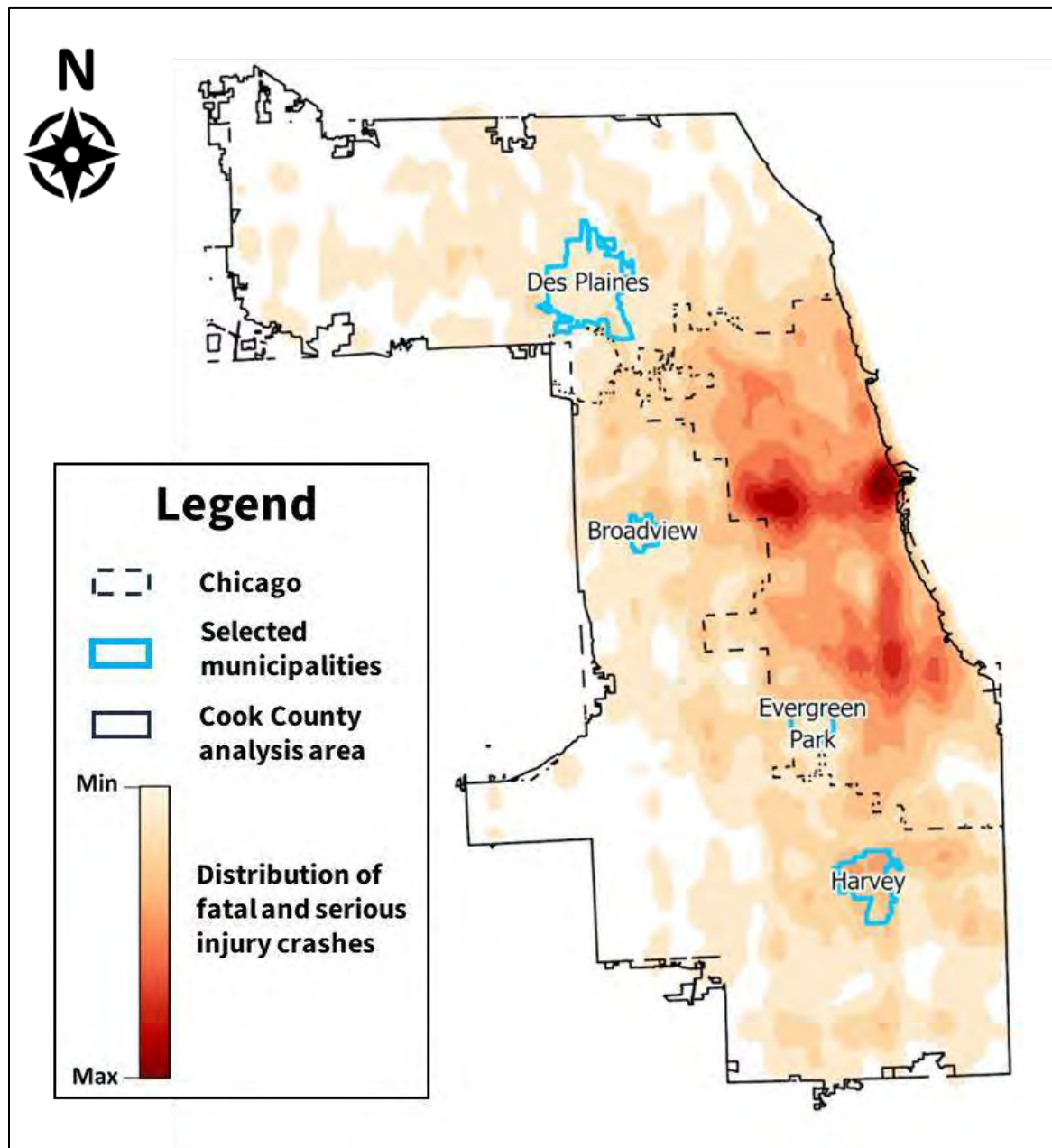
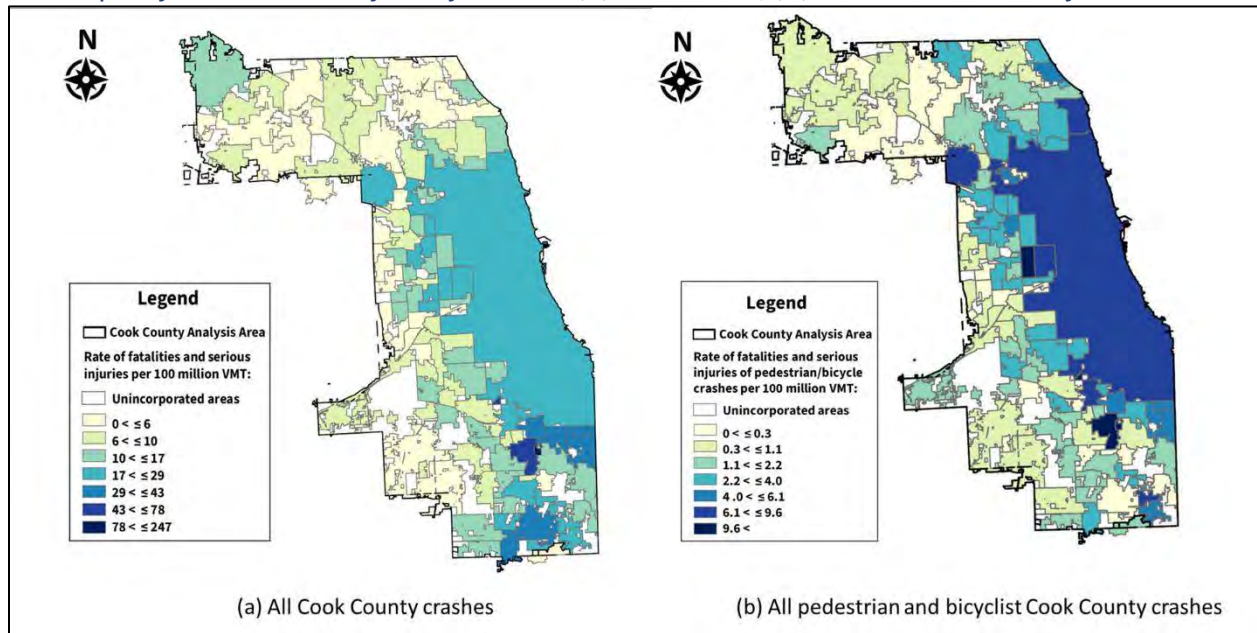


Figure 7. Fatalities and serious injuries per 100,000,000 vehicle miles traveled (VMT) by municipality in Cook County analysis area: (a) All crashes, (b) Pedestrian and bicyclist crashes.



Examining the rate of fatalities and serious injuries per 100 million vehicle miles traveled (VMT) across Cook County municipalities, as shown in Figure 6(a), a distinctive pattern emerges. Several municipalities in the Chicago and southeastern regions display higher rates (28-78 per 100M VMT), with a few small areas showing the highest rates (78-247 per 100M VMT). In contrast, municipalities in the southwestern and northern portions of the county generally show lower rates (0-17 per 100M VMT), with some areas in the middle range (17-28 per 100M VMT) scattered throughout. This spatial distribution suggests that crash severity relative to VMT varies significantly across the county-, with higher rates concentrated in Chicago and southern suburban areas.

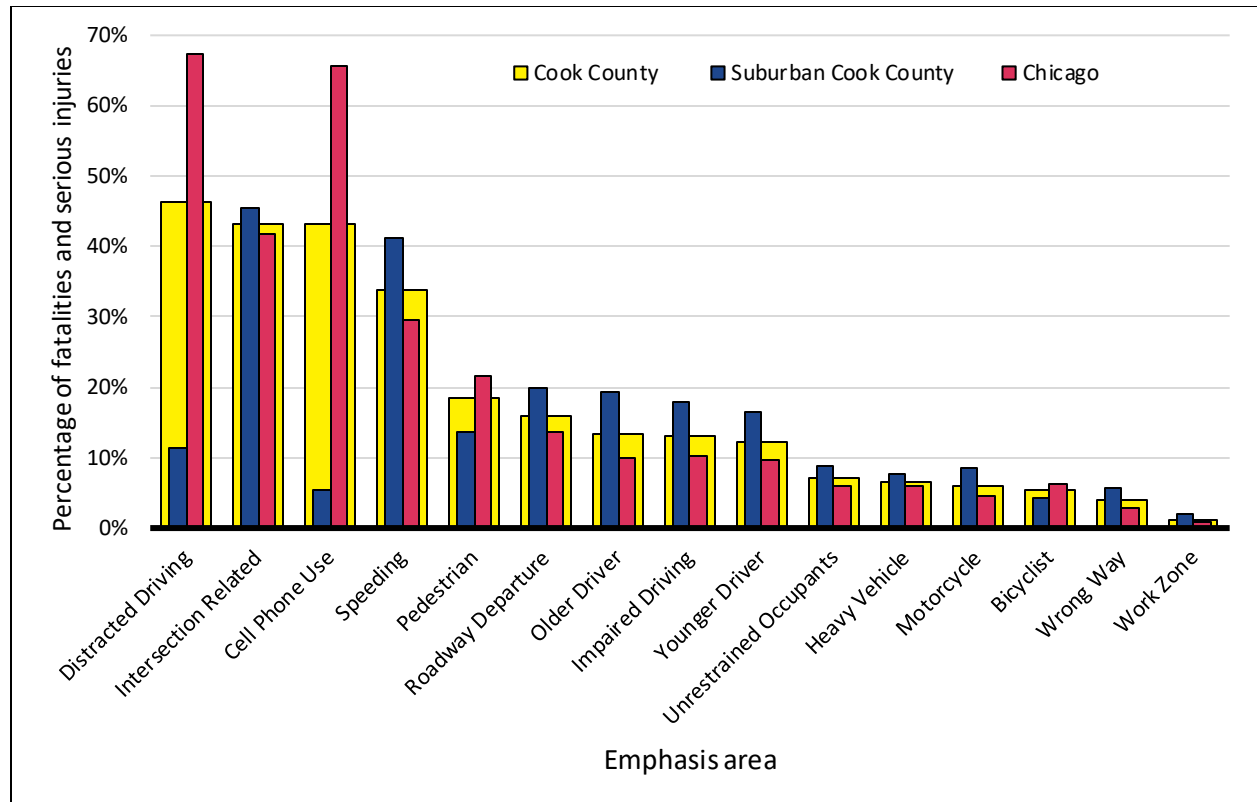
When focusing specifically on pedestrian and bicyclist fatalities and serious injuries per 100 million VMT (Figure 6(b)), the eastern corridor of the county shows the highest concentration of these severe outcomes (6.1-9.6 and >9.6 per 100M VMT), particularly along Lake Michigan. The pattern reveals a clear east-west gradient, with severity rates generally decreasing as you move westward across the county. While southern areas show moderately high rates overall, their pedestrian and bicyclist fatality and serious injury rates vary. The western and northern portions maintain consistently lower rates across both metrics, highlighting the relationship between urban density and severity risk for vulnerable road users.

3.2.4. Emphasis Areas

Emphasis areas are defined categories of crashes or roadway user behaviors that represent a unique area of concern and are used to help focus the direction of safety studies. They are typically selected based on patterns in crash data, local policies, and community needs, and

are intended to guide and unify strategic planners and stakeholders toward the goal of reducing fatal and serious injury crashes and improving traffic safety for all road users. The 15 emphasis areas defined in the Illinois SHSP formed the basis of the analysis. Figure 8 shows the frequency of fatalities and serious injuries by emphasis area.

Figure 8. Share of fatalities and serious injuries by emphasis area in Cook County (2018 to 2022).



Emphasis areas that represent at least 10 percent of fatalities and serious injuries in Cook County, as well as unrestrained occupants² and motorcycles, are discussed in the following subsections. Other emphasis areas, including heavy vehicles, bicyclists, wrong way crashes, and work zones, are included in the figure. Many emphasis areas are associated with one another, and these associations are important to keep in mind when prioritizing emphasis areas.

The CMAP team has assigned these emphasis areas to each of the consultant teams working on the SAPs for Cook, Lake, McHenry, Kane, Will and DuPage counties. Based on crash analysis findings, these teams are analyzing correlating characteristics and predominant contributing factors for each emphasis area. Additionally, the teams will identify strategies, countermeasures, policies, and design standards that would aid in reducing the frequency

² The unrestrained occupants emphasis area originally defined as a crash where the injured person had no safety equipment present, safety belt was not used, or child restraint was used improperly or not at all, which included both vehicle occupants and non-motorized users (pedestrians and cyclists). Since pedestrians and cyclists have their own emphasis areas, we redefined unrestrained occupants to focus solely on vehicle occupants (drivers & passengers).

and severity of crashes for the corresponding emphasis areas. These emphasis area policy briefs are intended to be applicable to all counties in the northeast Illinois region and will likely be compiled and shared on the CMAP website. However, at the time of writing this report, all counties have not yet completed the policy briefs.

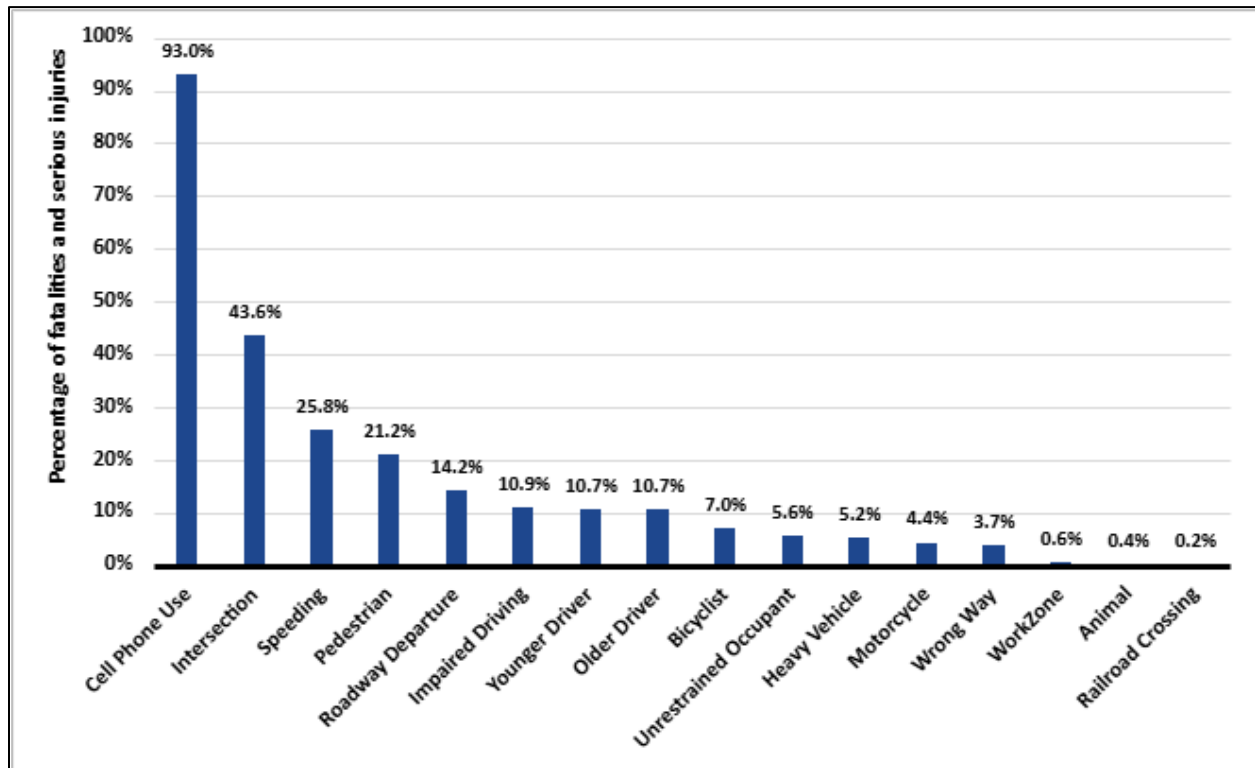
Distracted Driving and Cell Phone Use

Distracted driving appears to be a significant issue in Cook County, particularly within the City of Chicago where 67.3 percent of fatalities and serious injuries involved distracted driving, while suburban Cook County shows a much lower rate (11.5 percent). Cell phone use is a subset of distracted driving and shows a similar pattern with Chicago (65.6 percent) significantly higher than suburban Cook County (5.5 percent).

This stark difference between Chicago and suburban Cook County may be attributed to reporting practices rather than actual behavioral differences. After discussions with colleagues containing deep knowledge of the Illinois crash report and enforcement representatives, it was shared that the Chicago Police Department may have different default settings in the electronic crash reporting system. It is suspected that distracted driving is set to “yes” for all crashes and the responding officer must actively uncheck the box in the crash report and then continue to indicate distracted driving was not a factor in the crash. However, it appears the responding officer does not frequently change this default setting, resulting in significantly high counts for distracted driving and cell phone use in the City of Chicago.

As shown on Figure 9, distracted driving contributes to a notable portion of crashes in various emphasis areas such as intersections, speeding, and pedestrian, highlighting the need for targeted interventions and awareness campaigns to address distracted driving, including educating drivers about the dangers of distracted driving, promoting safe driving practices, and enforcing laws against distracted driving behaviors. Collaborative efforts between law enforcement, local government, schools, and community organizations can help create a culture of safe driving and reduce the impact of distracted driving on road safety in Cook County.

Figure 9. Overlaps of fatalities and serious injuries of distracted driving crashes with other emphasis area in Cook County (2018 to 2022).



Intersection Related

In Cook County, nearly 43 percent of fatalities and serious injuries are intersection-related (as defined by CMAP), with similar rates between Chicago (41.8 percent) and suburban Cook County (45.3 percent). However, these similar rates mask different risk scenarios. Urban intersections contend with dense pedestrian traffic and complex multimodal interactions, while suburban intersections often involve higher speeds and longer crossing distances. At these locations, multiple conflicting movements create crash potential, such as left-turning traffic conflicting with opposing through traffic or turning vehicles encountering crossing pedestrians. While intersections are commonly designed to maximize operational performance (e.g., traffic throughput), their safety performance can be enhanced by reducing conflict points through innovative designs and signal timing strategies, or by implementing targeted safety treatments at existing conflict points. This consistency in crashes despite different environmental contexts suggests that intersection safety challenges transcend urban-suburban divisions, demanding both universal and context-specific solutions for optimizing safety performance.

Speeding

Approximately one-third of fatalities and serious injuries in Cook County were speed-related, as determined by the responding officer. The higher prevalence of speed-related fatalities and serious injuries in suburban Cook County (41.2 percent) compared to Chicago (29.5 percent) reflects a critical safety challenge. With an increase in driving speed, kinetic energy increases,

leading to an increased risk that a crash will result in a more serious injury or fatality (NHTSA 2023). This risk is especially elevated for people outside of a vehicle because they have no occupant protection. The urban-suburban disparity suggests a need for speed-management strategies that account for different road environments.

Pedestrian and Bicyclist

When combined, pedestrian and bicyclist³ crashes account for 24.1 percent of fatalities and serious injuries in Cook County. However, Chicago's higher representation for pedestrian crashes – 21.5 percent versus 13.7 percent in suburban Cook County – and bicyclist crashes (6.3 percent and 4.2 percent, respectively) reflects the vulnerability of active transportation users in dense urban environments. With fatalities and serious injuries of vulnerable road users on the rise across the United States, many agencies are exploring opportunities to be more pedestrian- and bike-friendly through safer infrastructure, increased connectivity, and the elevation of active transportation as an essential form of movement. Identifying and addressing concerning locations can help curb this safety issue, create a more walkable and bikeable environment, protect vulnerable users, and support a reliable, sustainable, and safe culture of active and multimodal transportation within the County.

Roadway Departure

Crashes involving vehicles leaving the roadway or crossing over the centerline account for a significant portion of traffic fatalities and serious injuries; 16.0 percent of fatalities and serious injuries in Cook County were roadway departures (includes sideswipe opposite directions, head-on, fixed object, and overturned crashes). Suburban Cook County shows higher rates (20.0 percent) compared to Chicago (13.5 percent), likely due to higher speeds and different road characteristics in suburban areas. Roadway departure crashes occur due to factors such as driver distraction, fatigue, operating too fast for conditions, or adverse weather conditions. When a vehicle unintentionally leaves the roadway, the chances of striking fixed objects or rolling over increase dramatically, leading to severe outcomes. Proactively addressing roadway departure risks through infrastructure improvements (such as rumble strips, forgiving clear zones, and enhanced delineation) and educating drivers about risk factors, can significantly reduce the occurrence and severity of these crashes.

Older Driver

Older drivers (aged 65+) were involved in 13.4 percent of fatalities and serious injuries in Cook County, with a notable disparity between suburban Cook County (19.4 percent) and Chicago (9.8 percent). This geographic difference likely reflects distinct mobility patterns; suburban older adults tend to be more car-dependent, while their urban counterparts have greater access to public transit and walkable services. These patterns intersect with the natural challenges that aging presents to driving ability, including decreased visual acuity, slower reaction times, and reduced flexibility. Despite these challenges, older drivers often demonstrate adaptive behaviors by self-regulating their driving habits, though the higher

³ Bicyclist includes all the fatalities and serious injuries of crashes involving bicycles as well as other similar devices (e-bikes, scooters, and mopeds).

suburban crash frequencies suggest this may be more difficult where transportation alternatives are limited. This underscores the need for a comprehensive approach that includes age-friendly road design, expanded transportation alternatives in suburban areas, targeted educational programs, and assistive technologies. Addressing these needs with sensitivity to both geographic and age-related factors, can create a transportation system that values the independence of older drivers while ensuring their safety.

Impaired Driving

Driving under the influence of alcohol, drugs, or other substances continues to be a major contributing factor to traffic crashes, fatalities, and serious injuries; 13.2 percent of fatalities and serious injuries in Cook County involved an impaired driver. These impaired drivers exhibit diminished judgment, reduced reaction times, and decreased motor skills, putting themselves and others at risk. The higher rates in suburban Cook County – 18 percent compared to 10.3 percent in Chicago – suggest a troubling pattern potentially linked to less walkable and bikeable neighborhoods, limited public transportation options and ride-hailing services in suburban areas. This disparity calls for targeted interventions that consider not just enforcement but also transportation accessibility and cultural attitudes toward impaired driving in different environments.

Unrestrained Occupant

In Cook County, there are notable urban-suburban differences in unrestrained occupant fatalities and serious injuries. Chicago shows 5.9 percent of fatalities and serious injuries involving unrestrained occupants, while suburban Cook County has a higher rate at 8.7 percent, totaling 7.2 percent countywide. This disparity suggests varying safety behaviors between urban and suburban areas. Despite modern vehicles' persistent seat belt reminders and decades of public education campaigns, unrestrained occupants continue to face higher risks of fatalities and/or serious injury or ejection during crashes. Enhanced intervention strategies are needed, including targeted educational outreach and enforcement efforts that account for these geographic differences in restraint use patterns.

Younger Driver

Younger drivers (between 16 and 20 years old) were involved in 12.3 percent of fatalities and serious injuries in Cook County, with a notable disparity between Chicago (9.8 percent) and suburban Cook County (16.6 percent). This urban-suburban difference reflects varying risk factors and driving patterns in different environments. Research shows that experience leads to safer driving; as new drivers start with little real-world driving experience, they are at risk of experiencing crashes at higher frequencies than other drivers, with this likelihood decreasing over the first decade of driving (CDC 2024). This pattern is particularly concerning in suburban environments where young drivers may face higher speeds and less access to alternative transportation options. Additionally, aggressive and risky driving behaviors are more prominent among younger drivers, endangering them, as well as fellow road users, suggesting a need for targeted interventions that combine enhanced driver education, graduated licensing programs, and environment-specific training approaches.

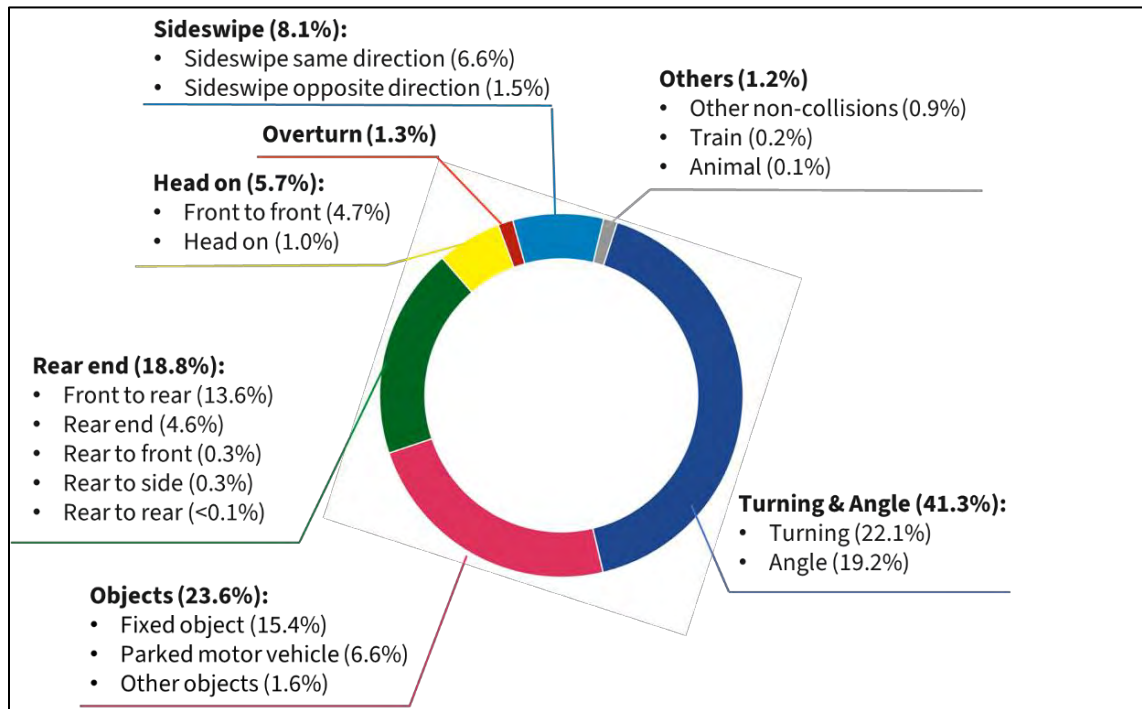
Motorcycle

In Cook County, 5.5 percent of fatal and serious injury crashes involved at least one person riding a motorcycle. Motorcycle riders are high-risk road users due to their lack of structural protection, speeds, and reduced visibility to other motorists. Crashes involving motorcycles often result in serious injuries or fatalities. Motorcycle safety efforts focus on promoting rider education and training, increasing motorist awareness of motorcycles, and encouraging the use of proper protective gear, such as helmets and reflective clothing. Implementing motorcycle-friendly infrastructure can also help reduce the risk of crashes.

3.2.5. Crash Types

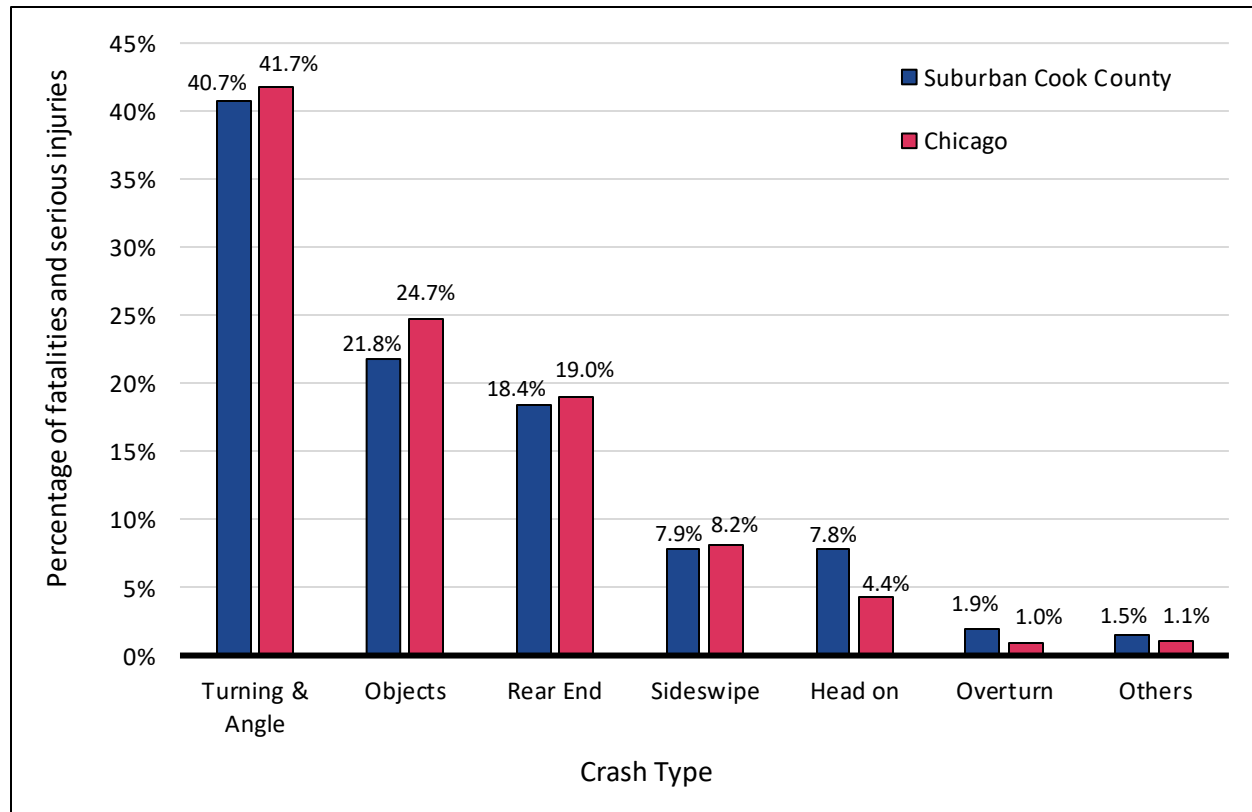
In this section, we investigate the distribution of fatalities and serious injuries by crash types in Cook County and its two subregions (Chicago and suburban Cook County). We have not considered crashes categorized as pedestrian and bicyclist types since they will be investigated directly from vehicle maneuvers at the time of crash in the upcoming sections. Instead, this analysis focuses on vehicle-to-vehicle and vehicle-to-object crashes to understand the predominant crash patterns. As shown in Figure 10, analysis depicts turning and angle crashes represent the largest share of fatalities and serious injuries at 41.3 percent (22.1 percent turning, 19.2 percent angle). Objects crashes account for 23.6 percent, followed by rear-end crashes at 18.8 percent. Less frequent are sideswipe crashes (8.1 percent) and head-on crashes (5.7 percent). The high percentage of turning and angle crashes suggests potential issues with intersection design, traffic signal timing, or driver behavior at intersections. The significant proportion of fixed object crashes (15.4 percent) indicates a need to evaluate roadside hazards and barriers.

Figure 10. Share of fatalities and serious injuries by crash type in Cook County (excluding any pedestrian or bicyclist crashes) (2018 to 2022).



When comparing crash types in Chicago and suburban Cook County (Figure 11), the distribution of fatalities and serious injuries shows interesting regional variations. While turning and angle crashes remains the highest percentage in both areas, with Chicago slightly higher (41.7 percent) than suburban Cook County (40.7 percent), object crashes contribute to more fatalities and serious injuries in Chicago (24.7 percent) compared to suburban Cook County (21.8 percent). Rear-end crashes show similar rates (Chicago 19.0 percent, suburban Cook County 18.4 percent). Sideswipe and head-on crashes show minor variations between the regions, with head-on crashes being more frequent in suburban Cook County (7.8 percent) than in Chicago (4.4 percent). The higher object collision rates in Chicago likely reflect denser urban infrastructure and street furniture, while greater head-on crash rates in suburban areas may indicate more undivided roadways or higher speeds. The similar turning and angle crash patterns across both environments suggest intersection safety remains a consistent challenge regardless of urban or suburban setting.

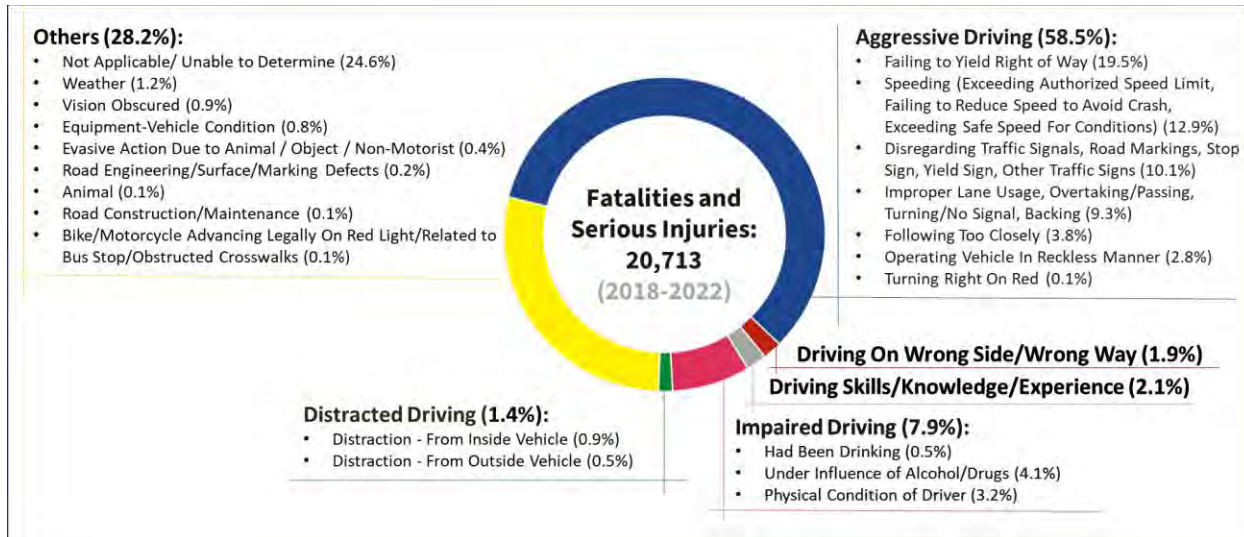
Figure 11. Share of fatalities and serious injuries by crash type in Chicago and suburban Cook County (excluding pedestrian and bicyclist crashes) (2018 to 2022).



3.2.6. Leading Crash Cause

Identifying the leading causes of fatal and serious injury crashes provides critical insights into the factors most frequently contributing to severe road crashes. Figure 12 summarizes these contributing factors in Cook County, as identified by responding officers. The analysis categorizes the leading crash cause into one of six key groups, many of which comprise of multiple contributory factors as defined by CMAP. It's important to note that this approach differs from emphasis area analysis, as it only allows officers to select a single primary contributory cause for each crash, whereas emphasis area analysis can attribute multiple factors to a single crash. This distinction helps in understanding the nuances of crash causation and guides targeted safety interventions.

Figure 12. Share of fatalities and serious injuries by leading crash cause in Cook County (2018 to 2022).

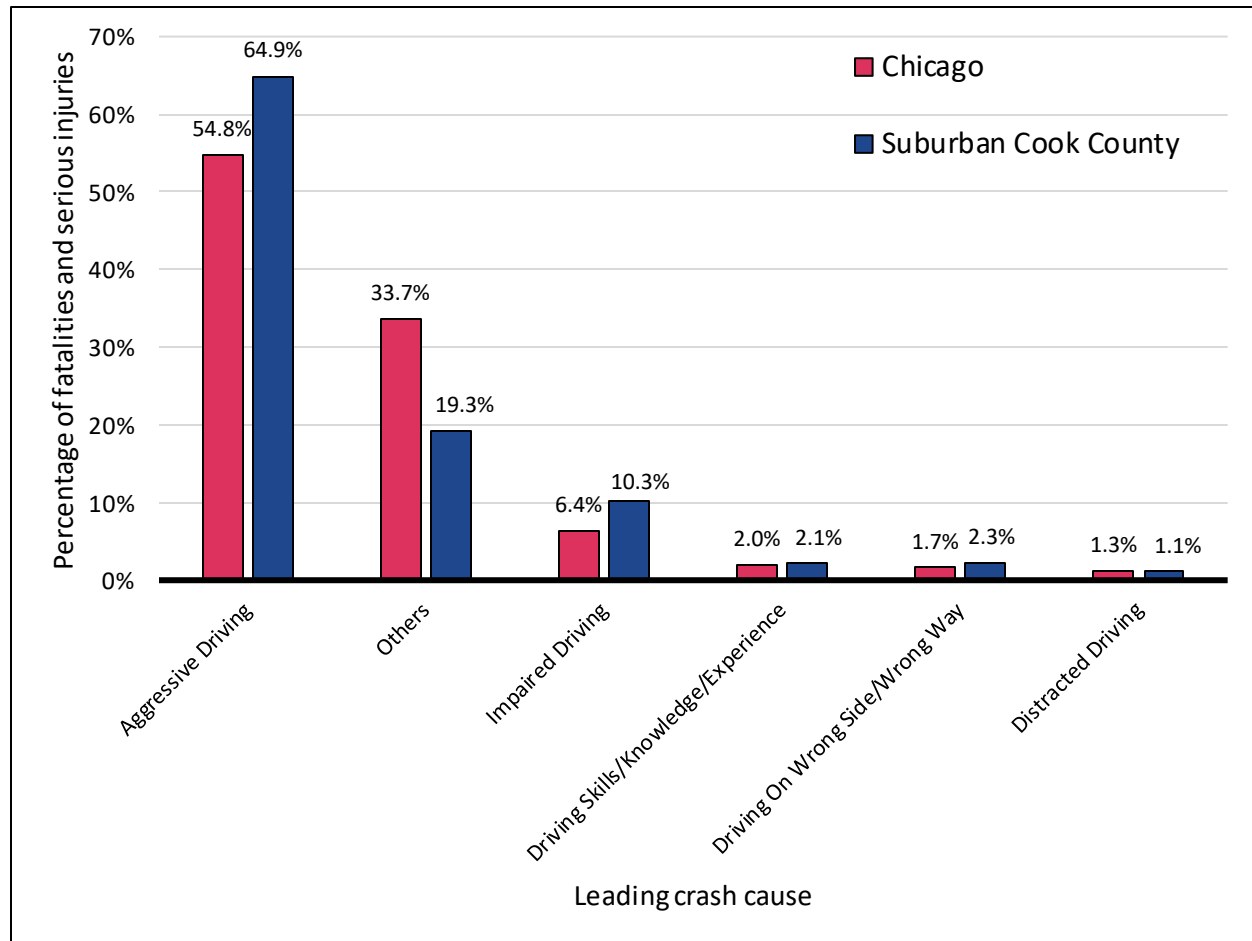


As shown in Figure 12, aggressive driving is the predominant leading contributing factor in Cook County crashes, accounting for 58.5 percent of all fatalities and serious injuries. Within this category, the failure to yield right-of-way emerges as the most frequent behavior (19.5 percent), followed by speeding-related crashes (12.9 percent), and disregarding traffic controls (10.1 percent). These patterns highlight how multiple forms of aggressive driving behaviors combine to create significant safety risks on Cook County roads.

Among other contributing factors, impaired driving represents 7.9 percent of fatalities and serious injuries, with alcohol and drug influence leading this category at 4.1 percent. This suggests that substance impairment remains a persistent safety challenge, though it's significantly less prevalent than aggressive driving behaviors. Distracted driving, while accounting for only 1.4 percent of KA crashes, presents a complex picture with various sources of distraction, from inside vehicle distractions (0.9 percent) to outside vehicle distractions (0.5 percent).

When comparing contributing factors between Chicago and suburban Cook County (Figure 13), there are notable regional variations. The most striking difference appears in aggressive driving behaviors, with a notably higher proportion in suburban Cook County (64.9 percent) compared to Chicago (54.8 percent). This disparity likely reflects differences in road design, speed limits, and driving environments between urban and suburban settings, and potentially differences in reporting. The 'Others' category is a substantially higher share in Chicago, suggesting more complex crash scenarios in the urban environment. Impaired driving is more prevalent as a leading crash cause in suburban Cook County (10.3 percent) than Chicago (6.4 percent), potentially indicating differences in enforcement patterns or transportation options.

Figure 13. Share of fatalities and serious injuries by leading crash cause in Chicago and suburban Cook County (2018 to 2022).



These findings underscore the critical need for targeted safety interventions that address aggressive driving as a primary traffic safety concern while acknowledging the distinct challenges present in urban and suburban environments.

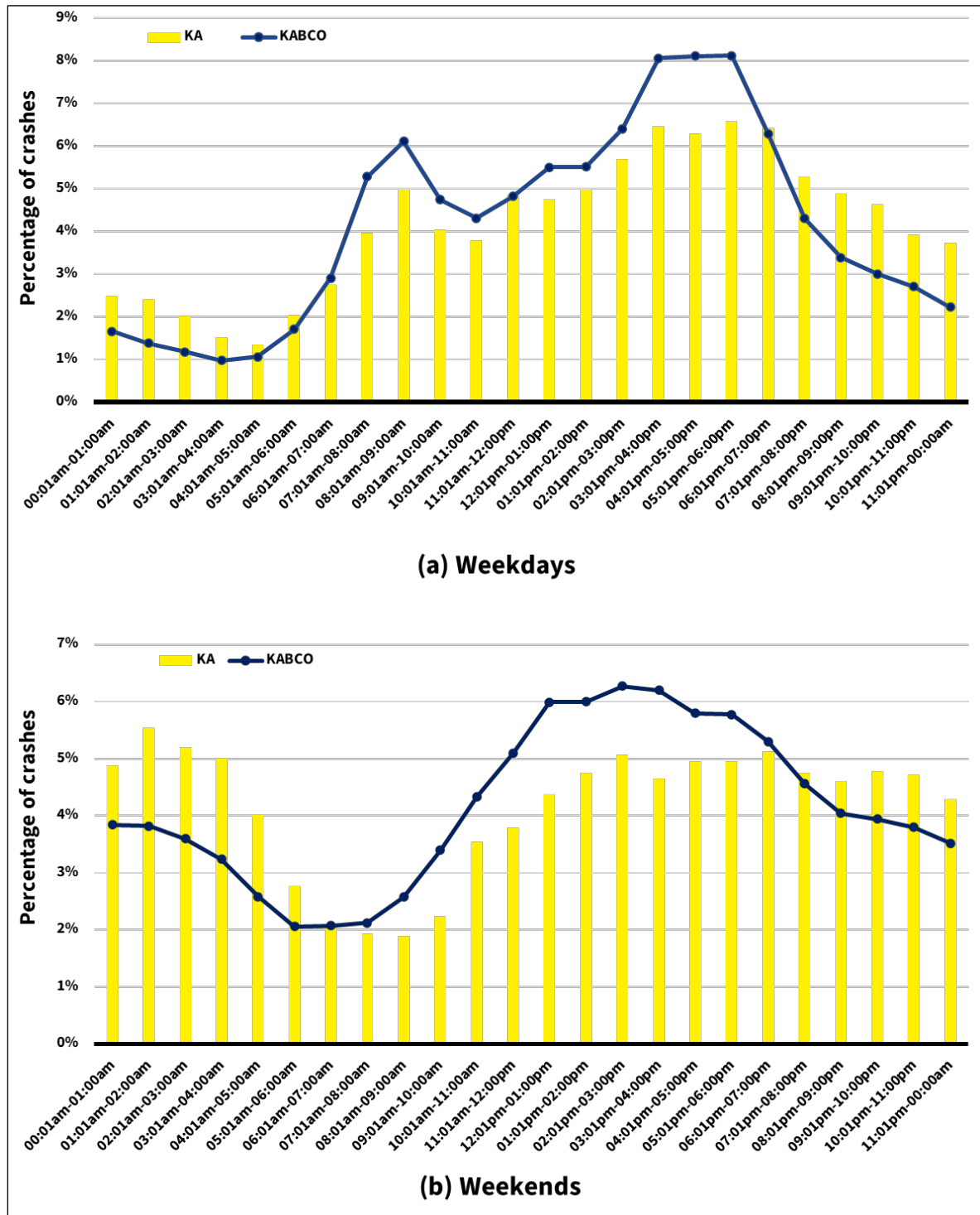
3.2.7. Time and Day

The distribution of crashes by time and day provides insights into crash causes and potential mitigation options. Figure 14 compares the KA crashes only against KABCO crashes for both weekdays (Mondays-Fridays) and weekends (Saturdays and Sundays) in Cook County. On weekdays, KA and KABCO crashes exhibit bimodal peaks coinciding with the a.m. and p.m. rush hours (Figure 14(a)). There is less variation on weekends between KA and KABCO crashes throughout the day, although crashes generally appear more severe overnight.

This pattern shifts significantly on weekends, when a distinct pattern emerges between 10 p.m. to 5 a.m. During these hours, the proportion of KA crashes significantly exceeds KABCO crashes (Figure 14(b)). While fewer crashes occur during these hours, they are more likely to result in fatalities and serious injuries. This pattern is particularly pronounced around 2 a.m. when bars close, with a notable spike in the proportion of severe crashes. This suggests a

different risk profile during weekend nights, likely influenced by factors such as alcohol consumption and fatigue following bar closings, despite lower overall crash numbers.

Figure 14. Share of fatal and serious injury crashes compared to all crashes by hour in Cook County (2018 to 2022).

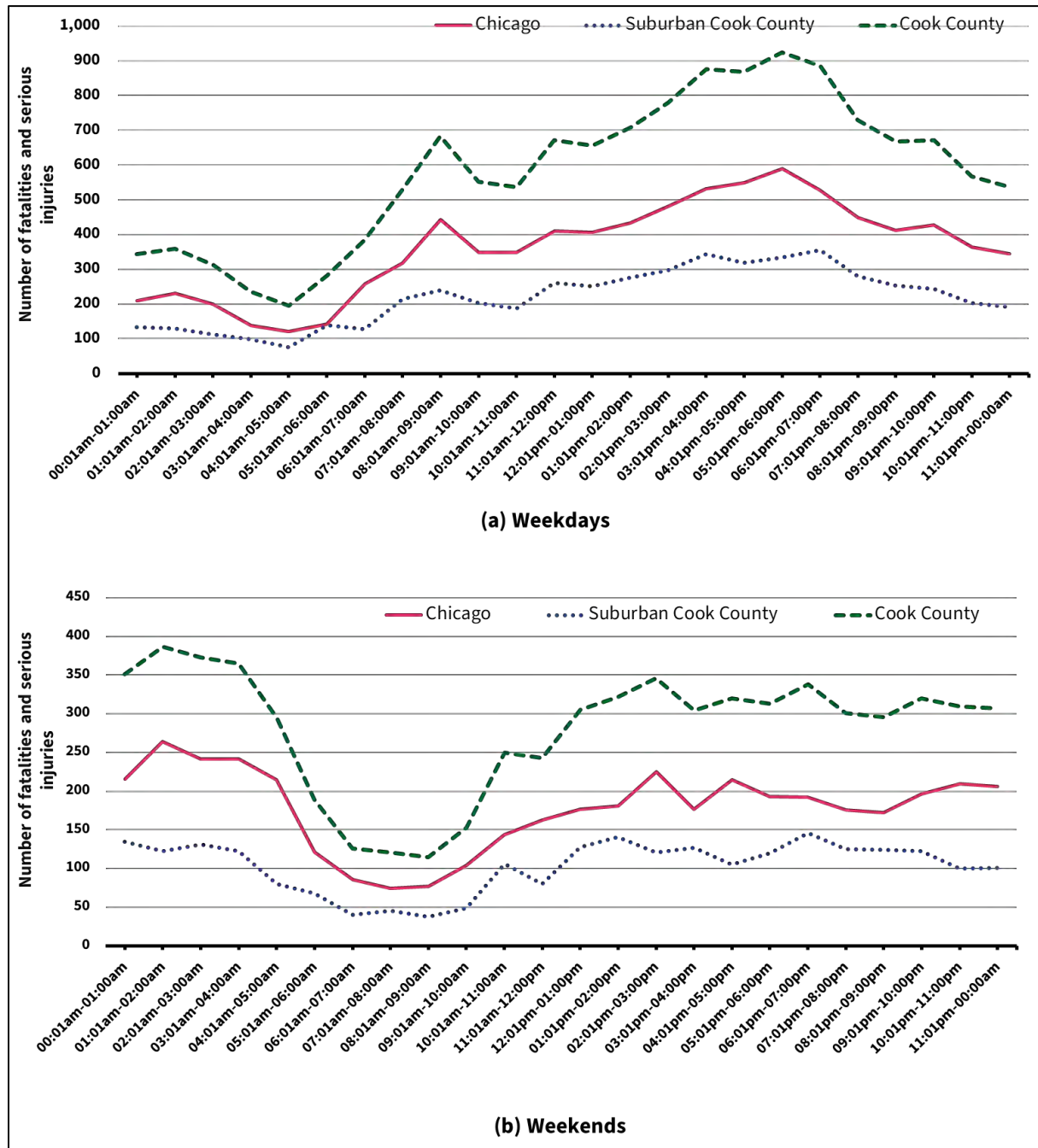


To better understand these temporal patterns within the region, Figure 15 illustrates how the number of fatalities and serious injuries vary by time of day for both weekdays and weekends across Cook County. Chicago, suburban Cook County, and Cook County as a whole display similar time of day patterns for fatalities and serious injuries across both time periods.

On weekdays (Figure 15(a)), Cook County fatalities and serious injuries peak dramatically during afternoon hours (5 to 6 p.m.), with over 900 fatalities and serious injuries during this hour. The morning rise in fatalities and serious injuries begins around 7 a.m., building steadily through the day.

In contrast, weekend patterns (Figure 15(b)) show significantly reduced numbers across all regions. Cook County fatalities and serious injuries peak at nearly 380 cases – less than half of weekday maximums. Of note are the relatively high number of early morning fatalities and serious injuries (midnight to 4 a.m.) compared to the same hours on weekdays, especially within Chicago. This distinct weekend pattern, clearly visible in the graphs, suggests different risk factors at play during weekend nights versus weekday commuting hours.

Figure 15. Fatalities and serious injuries by hour in Chicago and suburban Cook County (2018 to 2022).



While these patterns reflect overall crash trends, examining pedestrian and bicyclist involved crashes reveals additional temporal patterns that warrant attention. Figure 16 depicts the hourly and monthly trends of fatalities and serious injuries in crashes involving pedestrians and bicyclists over a five-year period, from 2018 to 2022 across Cook County. The highest crash frequencies occur during evening hours (5:01pm-7:00pm), with peaks of up to 52 crashes in November. Secondary peaks appear during morning hours (8:00am-9:00am) and

afternoon hours (2:00pm-5:00pm). The data shows higher crash frequencies during fall months, particularly in October and November, with lower numbers generally occurring in winter months. This seasonal pattern is likely due to reduced daylight hours in the fall evenings, which coincide with peak travel periods and increase risk for pedestrians and bicyclists. These patterns highlight key time periods for targeted safety interventions to improve pedestrian and bicyclist safety.

Figure 16. Fatalities and serious injuries involved in pedestrian or bicyclist crashes by hour and month in Cook County (2018 to 2022).

Hour	Month											
	January	February	March	April	May	June	July	August	September	October	November	December
00:01am-01:00am	8	4	7	9	14	8	17	16	14	9	5	2
01:01am-02:00am	5	3	3	8	9	9	16	16	5	12	11	9
02:01am-03:00am	3	5	2	6	9	4	12	9	7	7	3	4
03:01am-04:00am	3	3	4	5	9	4	17	14	9	8	7	5
04:01am-05:00am	4	3	8	6	12	5	5	1	5	6	1	4
05:01am-06:00am	5	8	6	2	6	7	5	7	5	10	8	11
06:01am-07:00am	14	6	15	5	5	14	8	6	4	16	16	13
07:01am-08:00am	12	10	17	6	6	15	12	14	27	18	10	10
08:01am-09:00am	14	14	17	16	12	15	26	14	24	22	14	19
09:01am-10:00am	9	11	8	11	15	12	19	16	13	20	10	11
10:01am-11:00am	9	11	8	13	9	14	20	15	17	23	9	19
11:01am-12:00pm	12	10	2	10	16	21	19	21	22	26	21	21
12:01pm-01:00pm	10	12	7	21	22	17	29	22	18	21	16	22
01:01pm-02:00pm	15	11	11	15	18	20	25	23	32	22	16	19
02:01pm-03:00pm	21	21	11	19	44	29	36	20	13	26	20	20
03:01pm-04:00pm	18	11	22	31	37	24	23	40	28	36	33	17
04:01pm-05:00pm	17	28	21	11	17	32	27	42	33	39	23	34
05:01pm-06:00pm	33	16	24	23	29	45	26	34	30	31	52	42
06:01pm-07:00pm	34	36	26	27	28	36	45	33	26	40	41	43
07:01pm-08:00pm	27	20	27	19	15	23	27	21	30	48	30	24
08:01pm-09:00pm	17	13	19	21	35	29	28	32	36	34	19	24
09:01pm-10:00pm	13	12	15	24	25	30	32	30	24	20	17	21
10:01pm-11:00pm	17	10	12	13	25	21	33	29	19	18	10	13
11:01pm-00:00am	15	12	10	13	13	25	25	15	25	10	12	12

3.2.8. Weather and Roadway Conditions

Weather patterns and roadway conditions influence road safety outcomes.

Figure 17 illustrates the distribution of fatalities and serious injuries by weather conditions across Cook County. The data reveals that a striking majority of fatalities and serious injuries occur during clear weather conditions (82.0 percent). Rain or freezing rain accounts for 9.5 percent of fatalities and serious injuries, while cloudy/overcast conditions represent 4.0 percent. Snow-related crashes comprise 2.7 percent of the total, with other conditions accounting for 2.9 percent.

Figure 17. Fatalities and serious injuries by weather condition in Cook County (2018 to 2022).

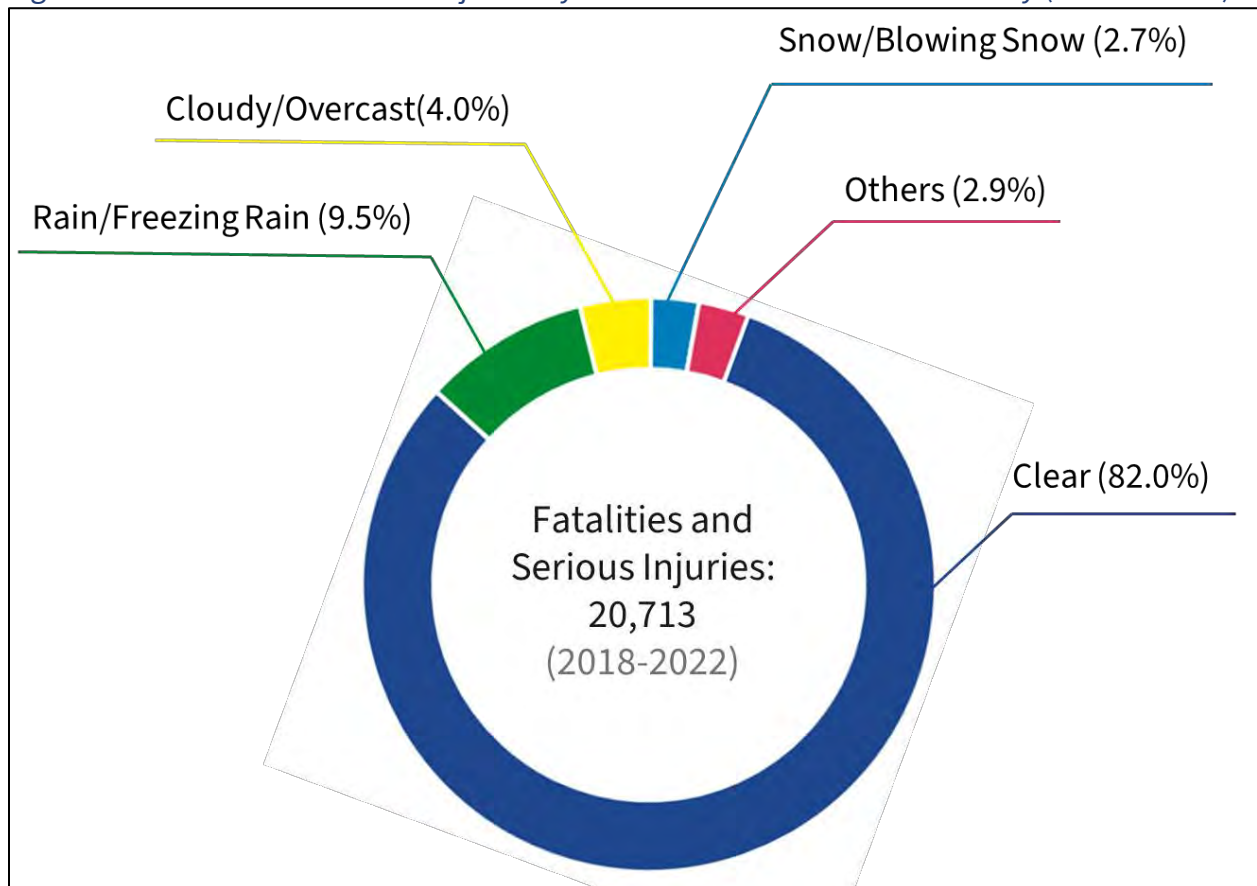
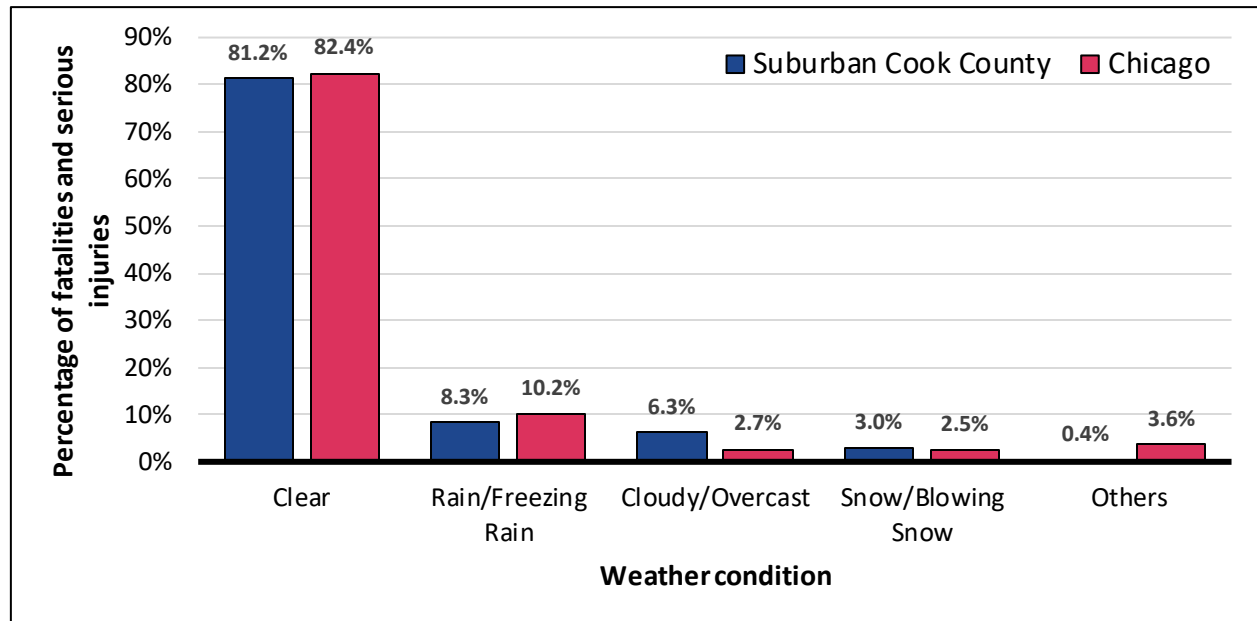


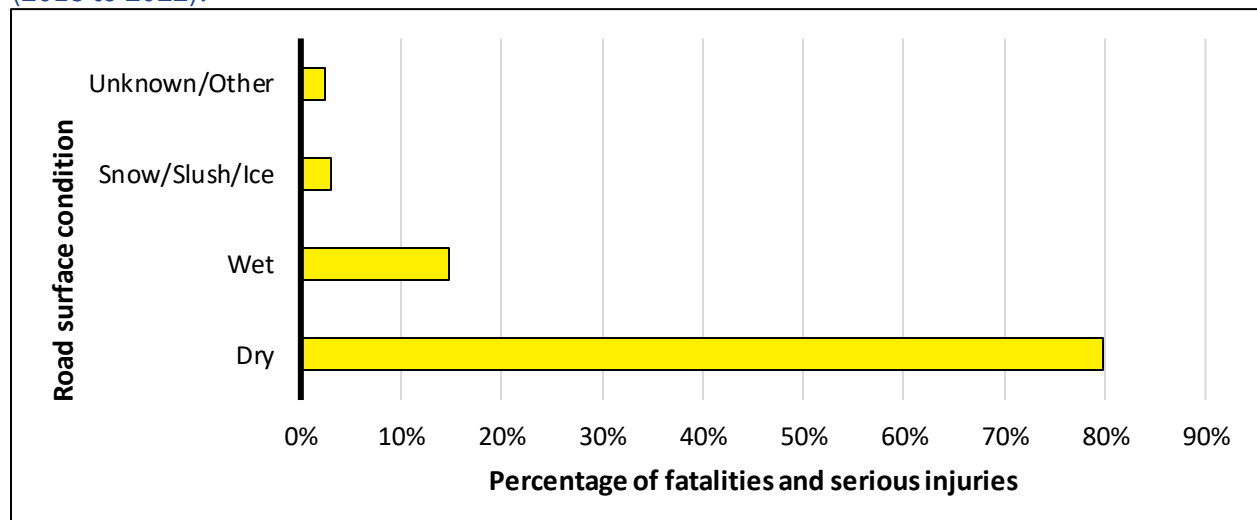
Figure 18 provides a comparison of fatalities and serious injuries by weather condition in Chicago and suburban Cook County. While both regions show similar patterns during clear conditions, notable differences emerge in adverse weather. Chicago experiences a slightly higher proportion of rain-related fatalities and serious injuries (10.2 percent) compared to suburban Cook County (8.3 percent), while suburban Cook County shows a higher percentage during cloudy conditions, 6.3 percent and 2.7 percent, respectively. This variation might reflect differences in road maintenance practices or driving behaviors between urban and suburban environments.

Figure 18. Share of fatalities and serious injuries by weather condition in Chicago and suburban Cook County (2018 to 2022).



In terms of roadway surface conditions, Figure 19 shows approximately 80 percent of fatalities and serious injuries occur on dry pavement across Cook County. Wet surfaces account for about 15 percent, while snow/slush/ice conditions represent a relatively small proportion. This pattern aligns with the weather condition data and suggests that while adverse surface conditions can increase crash risk, the majority of fatalities and serious injuries occur under optimal surface conditions.

Figure 19. Share of fatalities and serious injuries by road surface conditions in Cook County (2018 to 2022).

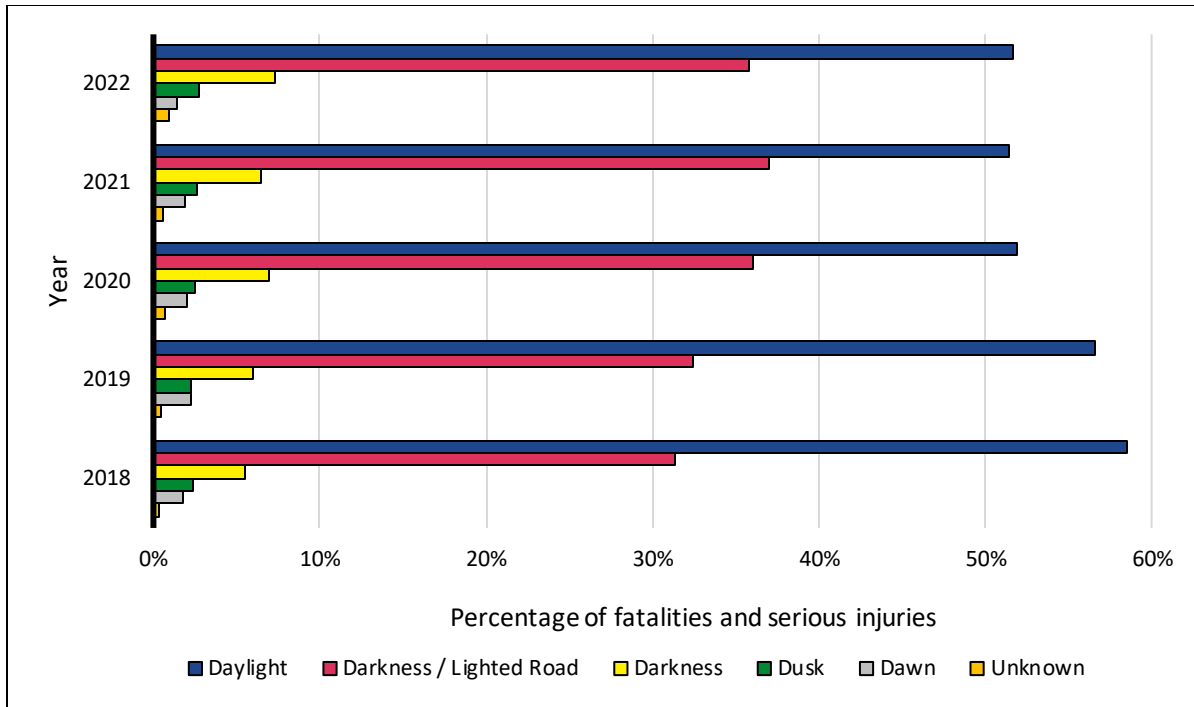


These findings challenge the common perception that adverse weather and poor road conditions are primary contributors to fatal and severe crashes. Rather, they suggest that other factors—such as driver behavior, road design, and traffic patterns—play more significant roles in crash severity, particularly given the high proportion of crashes occurring under favorable weather and road conditions. This understanding should inform the development of comprehensive safety strategies that address both weather-related risks and the other underlying factors contributing to crashes during clear conditions.

3.2.9. *Lighting Conditions*

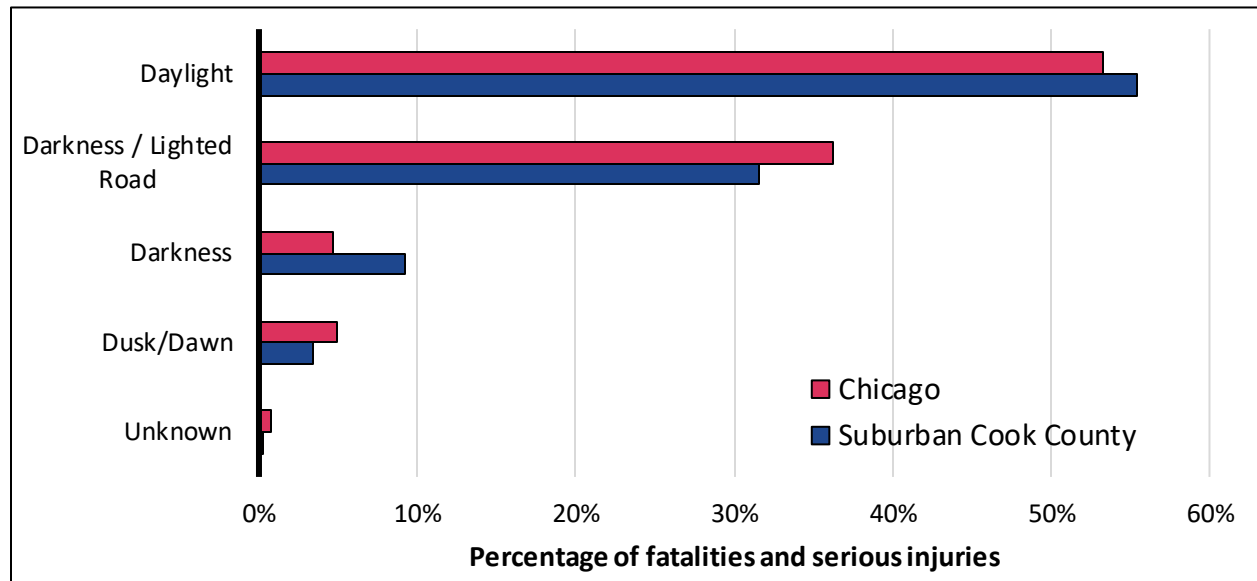
Visibility conditions play a critical role in crash outcomes and severity. Figure 20 and Figure 21 illustrate the distribution of fatalities and serious injuries across different lighting conditions in Cook County, revealing both temporal trends and regional variations. Figure 20 shows that daylight crashes consistently account for the majority of fatalities and serious injuries, ranging from 51.7-58.6 percent over the five-year period, with 2022 showing the lowest proportion. This persistent pattern is particularly noteworthy as it suggests that visibility alone is not the primary factor in fatal and serious injury crash occurrence. Darkness with lighted road conditions represents the second most common scenario, accounting for approximately 31.4-37.1 percent of fatalities and serious injuries annually, with minimal variation across years. This percentage is likely disproportionately high compared to the actual amount of travel occurring during dark or dark/lighted conditions, indicating a consistent and outsized challenge in nighttime road safety despite the presence of artificial lighting. However, installing or improving lighting can be an effective countermeasure in some cases to enhance nighttime safety.

Figure 20. Share of fatalities and serious injuries by lighting conditions per year in Cook County (2018 to 2022).



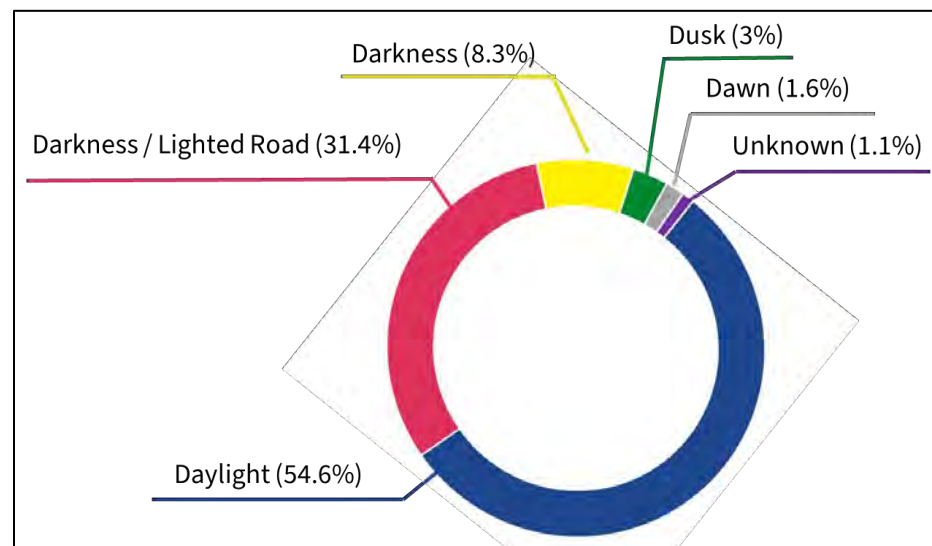
Regional analysis in Figure 21 reveals distinct patterns between Chicago and suburban Cook County. While both regions experience the highest proportion of fatalities and serious injuries during daylight (around 55 percent), Chicago shows a notably higher percentage on lighted roads during darkness compared to suburban areas, potentially reflecting its more extensive street lighting infrastructure and higher nighttime activity. Conversely, suburban Cook County experiences a higher proportion of crashes in complete darkness, which may indicate gaps in lighting infrastructure or different patterns of nighttime travel in these areas.

Figure 21. Share of fatalities and serious injuries by lighting condition in Chicago and suburban Cook County (2018 to 2022).



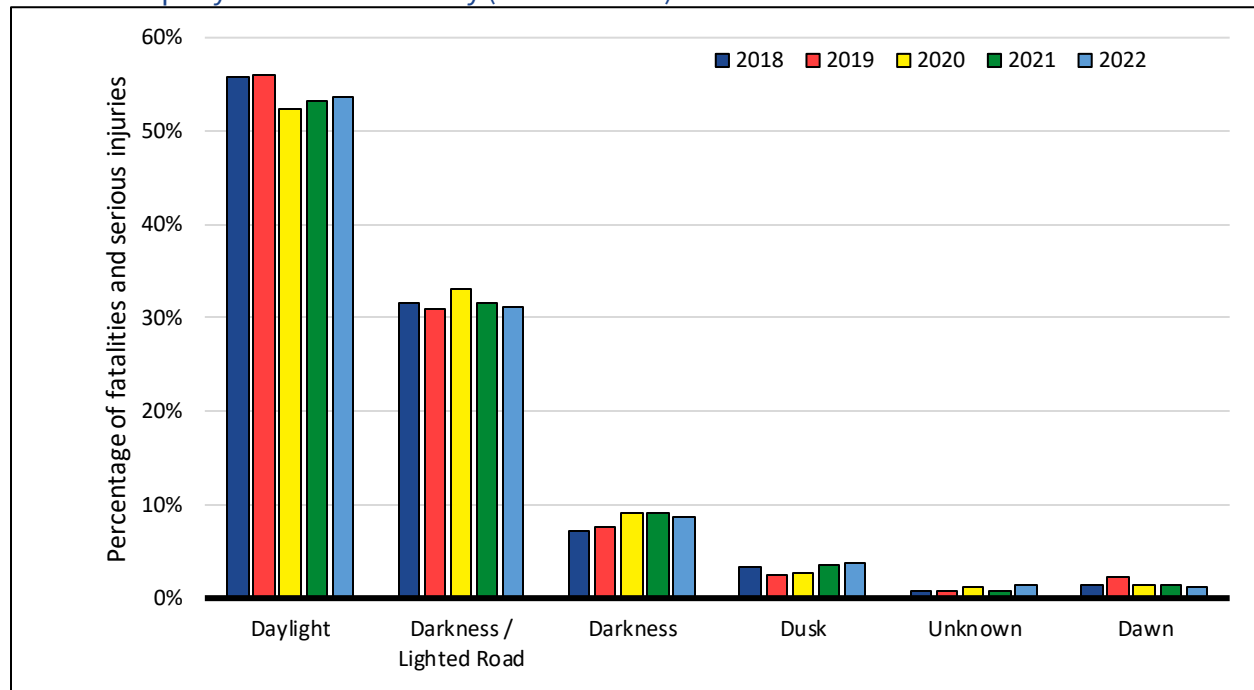
When examining pedestrian and bicyclist crashes Figure 22, the distribution of fatalities and serious injuries across lighting conditions generally mirrors the overall crash patterns, with 54.6 percent occurring in daylight and 31.4 percent on lighted roads during darkness (Figure 22). However, the combined proportion of fatalities and serious injuries in complete darkness (8.3 percent) and during twilight hours (4.6 percent total for dawn and dusk) is particularly concerning for these vulnerable road users, as it represents nearly 13 percent of all fatal and severe crashes occurring in challenging visibility conditions.

Figure 22. Share of fatalities and serious injuries of pedestrian or bicyclist crashes by lighting conditions in Cook County (2018 to 2022).



Looking at the yearly trends from 2018 to 2022 (Figure 23), the proportion of daylight crashes has remained relatively stable around 54 percent, while crashes in darkness with lighted roads showed slight variations but maintained an average of approximately 31 percent. Notably, crashes in complete darkness showed a minor increase from 2018 to 2020, followed by a slight decline in subsequent years.

Figure 23. Share of fatalities and serious injuries of pedestrian or bicyclist crashes by lighting conditions per year in Cook County (2018 to 2022).

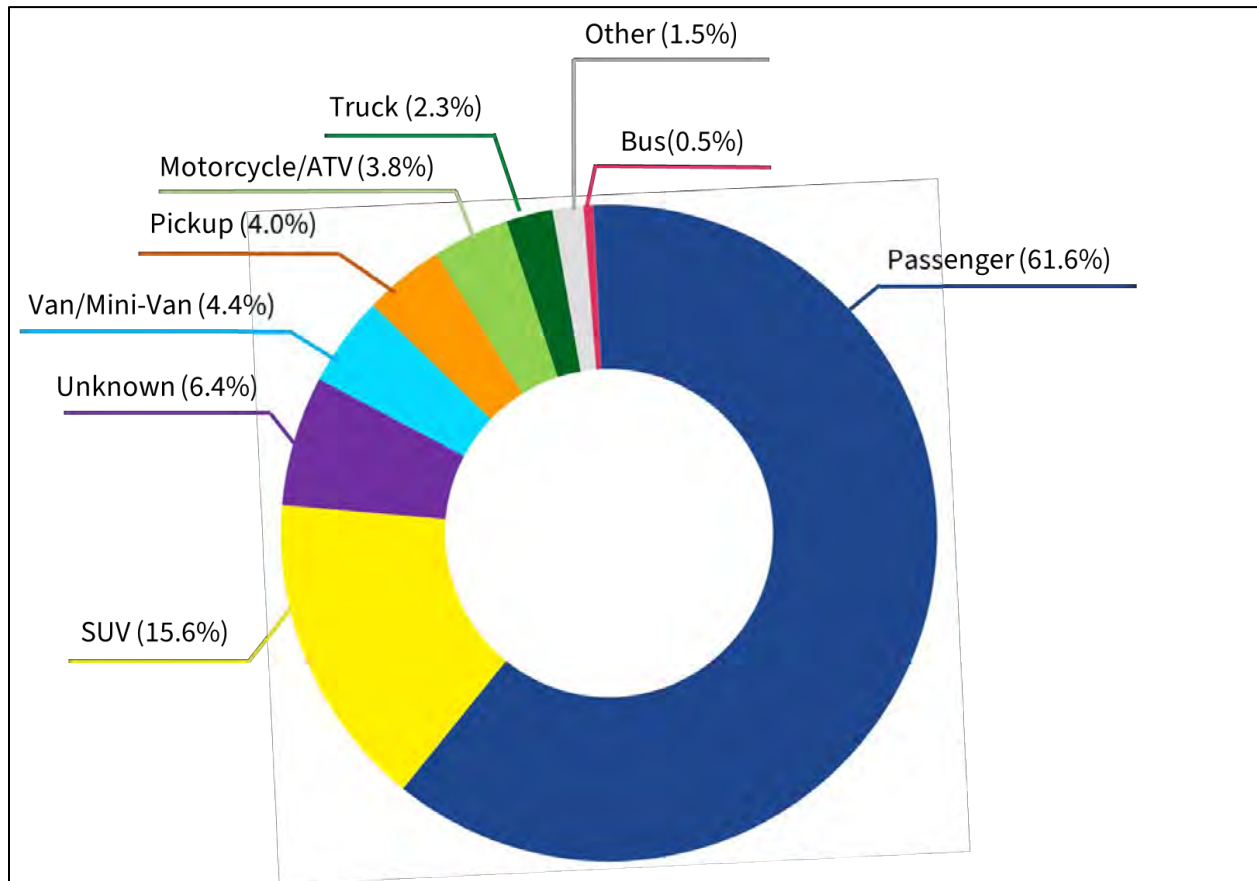


These findings highlight the need for tailored approaches to lighting and safety improvements that consider the unique characteristics and challenges of urban versus suburban environments, with a particular focus on protecting vulnerable road users during non-daylight hours. Targeted lighting enhancements and other visibility measures could play a crucial role in improving overall road safety across Cook County.

3.2.10. Vehicles Involved

The types of vehicles involved in crashes resulting in fatalities and serious injuries provide important insights into road safety dynamics. Fatal and serious injury crashes in Cook County predominantly involve passenger vehicles as the at-fault party, with these vehicles accounting for 61.6 percent of all at-fault vehicles in such incidents (Figure 24). SUVs represent the second most common at-fault vehicle type at 15.6 percent, followed by a notable proportion of unknown vehicle types (6.4 percent). Other vehicle categories, including vans, pickups, and motorcycles/all-terrain vehicles, each account for less than 5 percent of fatalities and serious injuries.

Figure 24. Share of fatalities and serious injuries by type of at-fault vehicle in Cook County (2018 to 2022).



When examining at-fault vehicle types in fatal and serious injury crashes, as shown in Figure 25, passenger vehicles consistently represent the majority of involvement across all years (2018-2022), accounting for approximately 60-63 percent of crashes. This dominant pattern has remained relatively stable, with a slight decrease from 62.6 percent in 2018 to 60.3 percent in 2022.

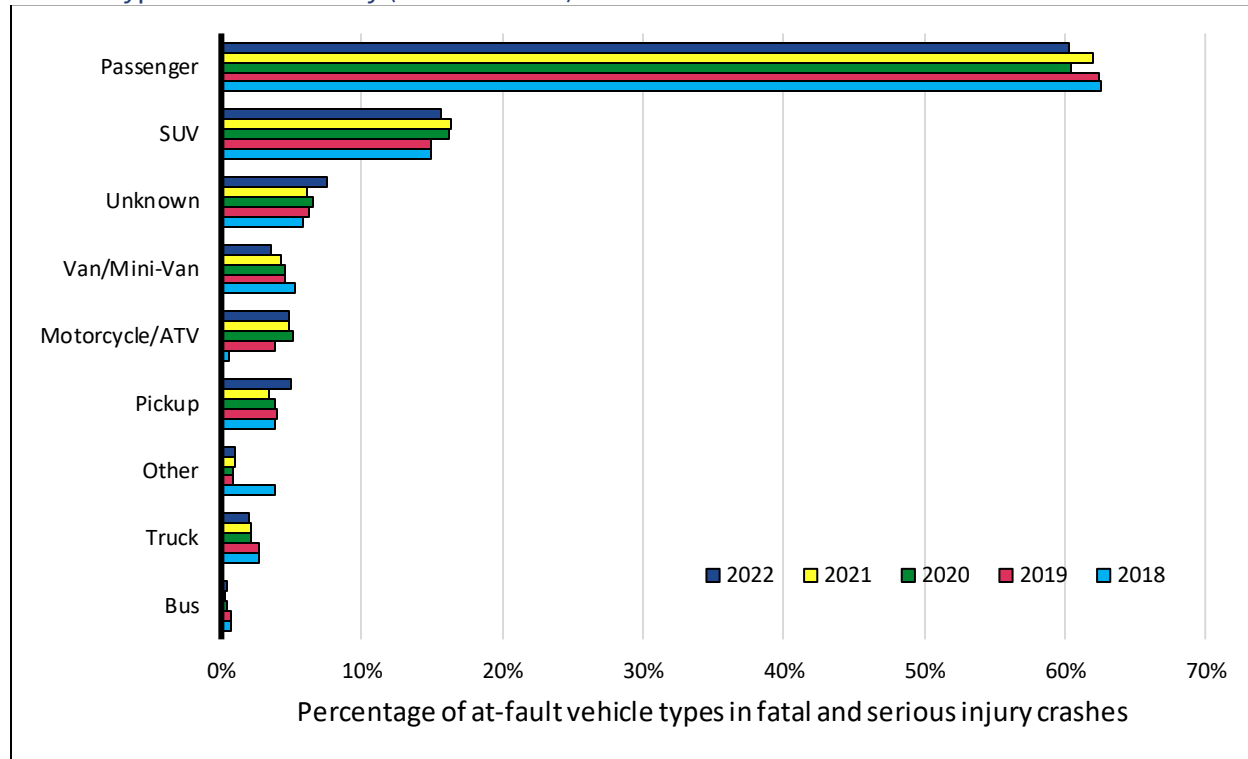
SUVs constitute the second most common at-fault vehicle type, representing about 15-16 percent of fatal and serious injury crashes. Their involvement has remained consistent with a slight upward trend from 14.9 percent in 2018 to 15.6 percent in 2022.

The "Unknown" vehicle category shows some fluctuation, ranging from 5.8 percent in 2018 to 7.5 percent in 2022, suggesting potential variations in crash reporting completeness over the years.

Other vehicle types show relatively stable patterns with smaller proportions: motorcycles/ATVs (4-5 percent), vans/mini-vans (3.6-5.3 percent), pickups (3.4-4.9 percent), trucks (approximately 2-2.7 percent), and buses (less than 1 percent). Notably, van/mini-van involvement has decreased over time (from 5.3 percent in 2018 to 3.6 percent in 2022), while pickup involvement increased slightly in 2022 (4.9 percent) compared to previous years.

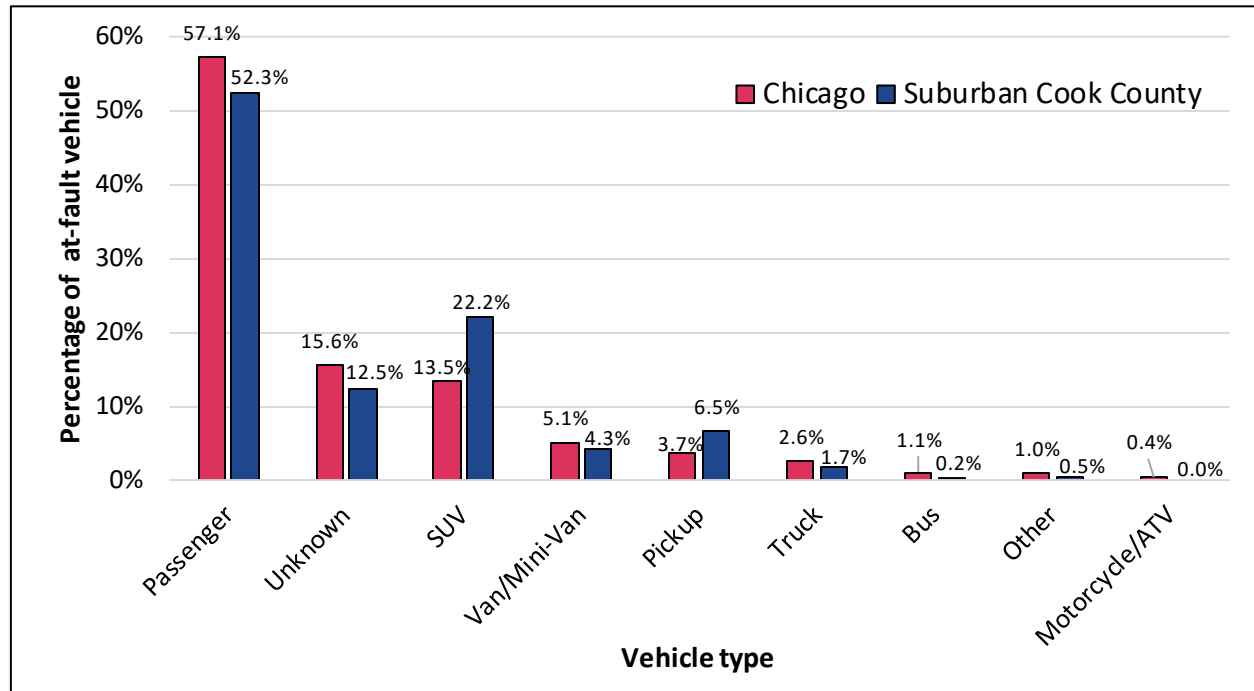
These findings highlight the consistent predominance of passenger vehicles in serious and fatal crashes, while also revealing subtle shifts in the vehicle type distribution over the five-year period. This information can inform targeted safety interventions that address specific vehicle types and their associated risk factors.

Figure 25. Annual distribution of at-fault vehicle types in fatal and serious injury crashes by vehicle type in Cook County (2018 to 2022)



When examining fatal and serious injury pedestrian crashes specifically, as shown in Figure 26, the at-fault vehicle type distribution reveals notable differences between Chicago and suburban Cook County. While passenger vehicles are the predominant at-fault vehicle type in both regions (57.1 percent in Chicago versus 52.3 percent in suburban areas), SUVs show a striking contrast, with significantly higher involvement in suburban pedestrian crashes (22.2 percent) compared to Chicago (13.5 percent). Similarly, pickup trucks are more frequently involved in suburban pedestrian crashes (6.5 percent) than in Chicago (3.7 percent). The "Unknown" vehicle category is more prevalent in Chicago (15.6 percent) than in suburban areas (12.5 percent), potentially indicating different reporting challenges. These urban-suburban differences in at-fault vehicle type distribution underscore the need for location-specific safety approaches that address the higher prevalence of larger vehicles in suburban areas and their potential for increased injury severity in pedestrian crashes.

Figure 26. Share of fatalities and serious injuries by type of vehicle at-fault for pedestrian crashes in Chicago and suburban Cook County (2018 to 2022).



A focused analysis of fatalities and serious injuries due to at-fault truck⁴ crashes reveal a notable decline over the five-year period shown in Figure 27. Total truck-related KA crashes decreased from 112 in 2018 (100 serious injuries + 12 fatalities) to 68 in 2022 (56 serious injuries + 12 fatalities), representing a 39 percent reduction overall. While serious injuries showed a significant downward trend, decreasing by 44 percent, fatality counts remained relatively stable, with 12 deaths in both 2018 and 2022, and a peak of 17 fatalities in 2020. This suggests that while overall truck crash severity has improved substantially, the most severe outcomes remain a persistent challenge, indicating a need for continued focus on fatal truck crash prevention strategies.

Further analysis of crash types, shown in Figure 28, indicates that rear-end collisions account for the highest share of at-fault truck-involved fatalities and serious injuries (28 percent), followed by turning and angle crashes (23.9 percent), and crashes involving pedestrians and bicyclists (19.5 percent), highlighting specific challenges in truck operations such as

⁴ According to Illinois DOT vehicle type definitions, trucks include single unit trucks, tractor-trailer combinations, tractors with and without semi-trailers, and single unit trucks with trailer.

maintaining safe following distances, navigating turns, and addressing visibility issues where vulnerable road users are present.

Figure 27. Number of fatalities and serious injuries due to at-fault truck crashes by year in Cook County (2018 to 2022).

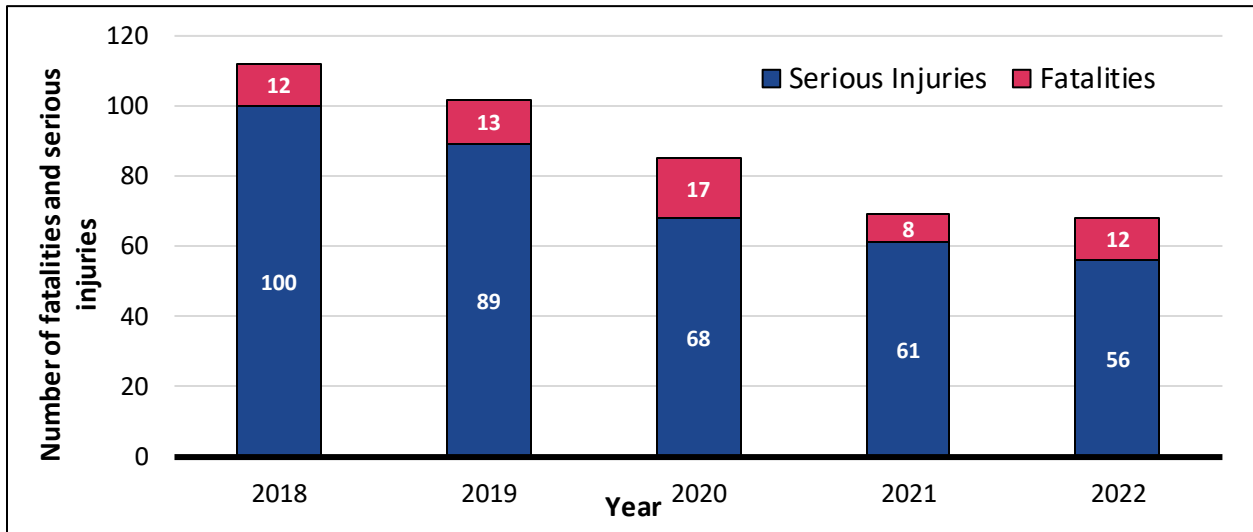
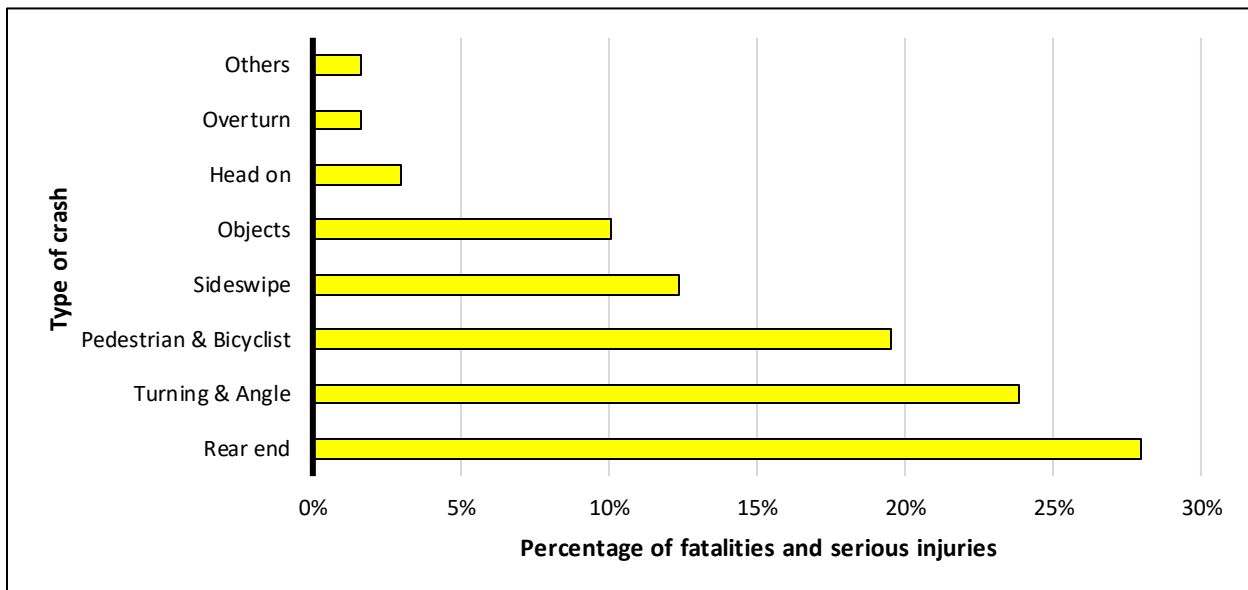


Figure 28. Share of fatalities and serious injuries of at-fault truck crashes by type of crash in Cook County (2018 to 2022).

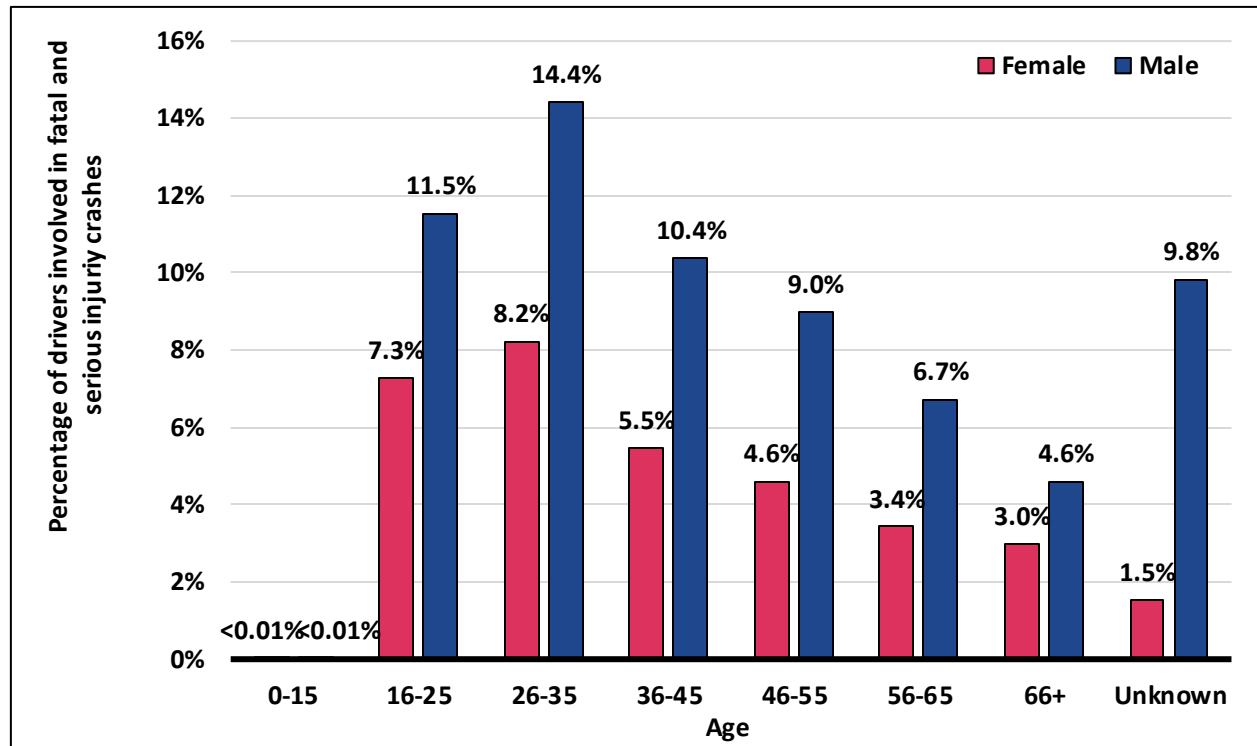


3.2.11. Driver Demographics

The demographics of at-fault drivers involved in Cook County's fatal and serious injury crashes reveals compelling patterns across age groups and sex (Figure 29). The data encompass 12,519 at-fault drivers, with males (8,324) significantly outnumbering females (4,195) in crash causation. This gender disparity may partly reflect differences in travel

patterns. A 2019 Travel survey conducted by CMAP found that while men and women were similarly likely to engage in travel, men's trips averaged more than a mile longer and more than two minutes longer than women's trips, despite women making more trips per day (4.1 vs. 3.8) (CMAP 2019).

Figure 29. Age and sex distribution of drivers at-fault in fatal and serious injury crashes in Cook County (2018 to 2022).



The age distribution of at-fault drivers in fatal and serious injury crashes shows distinct patterns across different life stages. The 26 to 35 age group has the highest representation, with males accounting for 14.4 percent and females accounting for 8.2 percent. Drivers aged 16 to 25 constitute the second largest group, with males at 11.5 percent and females at 7.3 percent. Children (0 to 15) show negligible involvement (less than 0.1 percent), as expected given legal driving age restrictions.

There's a clear declining pattern of involvement with increasing age. For males, the percentage drops from 14.4 percent in the 26 to 35 age group to 4.6 percent for those 66 and older. Similarly, for females, representation decreases from 8.2 percent to 3 percent across the same age span. The "Unknown" age category shows a substantial gender difference, with males at 9.8 percent and females at only 1.5 percent, suggesting potential differences in crash documentation practices. Notably, the age distribution of the not at-fault vehicle involved in KA crashes follows the same pattern as the at-fault vehicles. This suggests that age does not influence the likelihood of being at-fault in a fatal or serious injury crash.

These findings highlight important considerations for safety initiatives. The data indicate that targeted approaches may be most effective when focused on young to middle-aged drivers, particularly males. The consistent gender disparity across all age groups, when considered alongside travel pattern differences noted earlier, suggests multiple factors may be influencing crash involvement rates beyond simple exposure differences.

3.2.12. Driver Condition

Figure 30 provides an overview of the condition of the at-fault drivers in crashes resulting in fatal and serious injury crashes across Cook County, showing that the majority of at-fault drivers (44.8 percent) were operating under normal conditions. While this high percentage might seem counterintuitive, it suggests that other critical factors beyond driver condition — such as distraction, speeding, aggressive driving behaviors, environmental conditions, or infrastructure design—likely played significant roles in these crashes and warrant further investigation. Besides, data shows that 11.4 percent of the at-fault drivers involved in KA crashes, were impaired drivers—those under the influence of alcohol or drugs — a concerning statistic. Emotional states, fatigue, or illness were factors in 6.1 percent of at-fault drivers involved in KA crashes while a substantial portion (37.7 percent) of drivers fell into the Others/Unknown category, indicating potential gaps in crash reporting or investigation procedures.

Figure 30. Distribution of at-fault driver condition in fatal and serious injury crashes in Cook County (2018 to 2022).

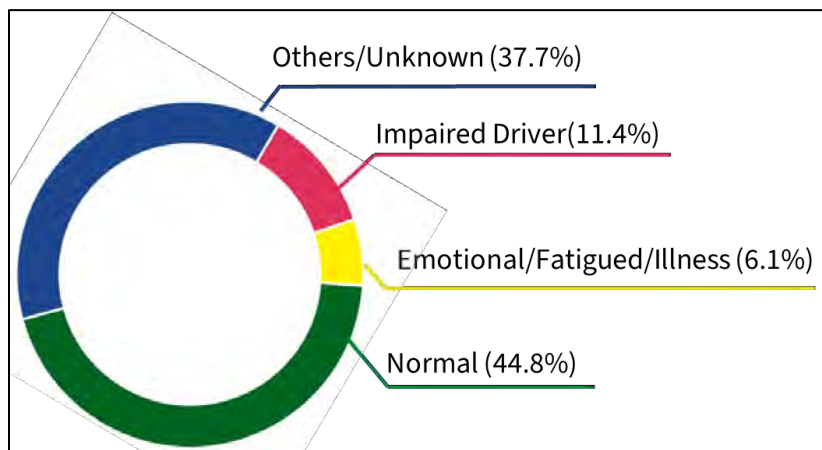
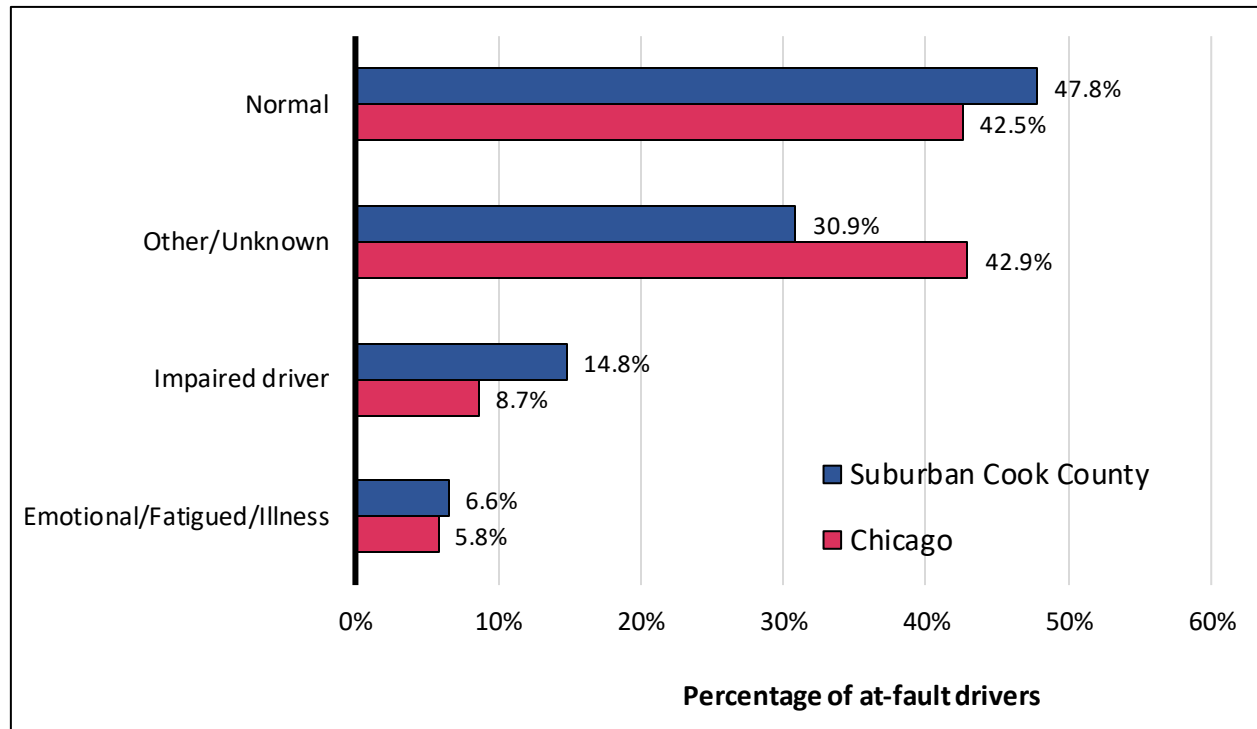


Figure 31 compares the condition of at-fault drivers in Chicago and suburban Cook County. Normal driver conditions dominate, with slightly higher proportions in suburban Cook County (47.8 percent) compared to Chicago (42.5 percent). The percentage of impaired, at-fault drivers involved in fatal and serious injury crashes shows nearly a 70 percent increase (8.7 percent versus 14.8 percent) when comparing Chicago to the suburbs, suggesting differences in built environment and availability of alternative transportation options impacts the decisions made by impaired drivers in the County. The Other/Unknown category is a combination of a handful of other categories, as noted below in Figure 31. This category shows a higher percentage in Chicago, but the numbers may be due to people who refused

testing or due to hit and run crashes. In fact, when considering Cook County, hit-and-run crashes are responsible for nearly 33 percent of the fatalities and serious injuries that are reported as “Others/Unknowns”. Emotional/Fatigued/Illness cases maintain similar proportions across both regions.

Figure 31. Distribution of at-fault driver condition in fatal and serious injury crashes in Chicago and suburban Cook County (2018 to 2022).



Note: “Other/Unknown” includes the following inputs: not reported, other, other/unknown, removed by EMS and non-populated values.

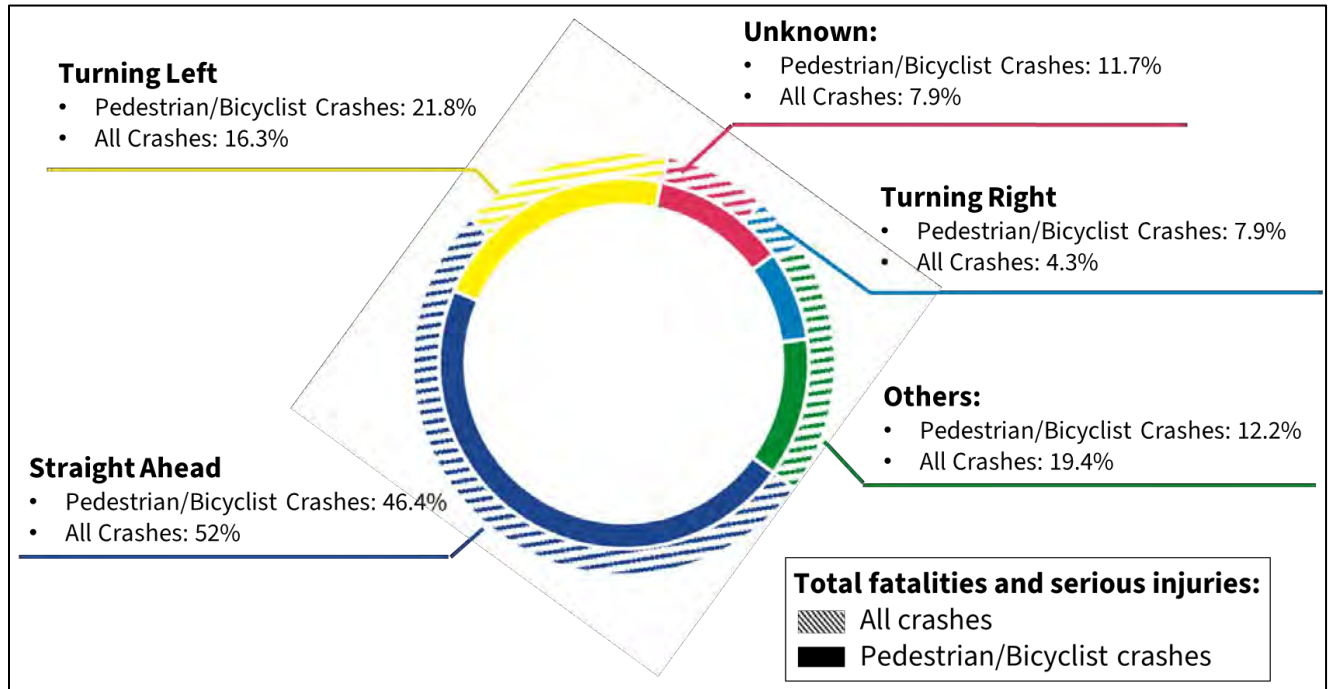
3.2.13. Vehicle Maneuver

Analysis of vehicle at-fault maneuvers in Cook County shows that drivers proceeding straight ahead are responsible for the majority of all fatal and serious injury crashes (52 percent) but represent a slightly lower proportion of KA pedestrian/bicyclist crashes (46.4 percent), as shown in Figure 32. However, when drivers are making turns, they pose heightened risks to vulnerable users. Left-turning drivers account for 21.8 percent of pedestrian/bicyclist KA crashes compared to 16.3 percent of all KA crashes, while right-turning drivers are involved in 7.9 percent of KA pedestrian/bicyclist crashes versus 4.3 percent of all KA crashes.

These findings indicate that driver turning movements are particularly dangerous for pedestrians and cyclists, especially considering that through movements likely constitute significantly more than 52 percent of all traffic at intersections. This suggests turning movements—particularly left turns—create a disproportionate crash risk for vulnerable road

users and highlights the need for targeted countermeasures such as protected turn phases, improved sight lines, and enhanced turning movement restrictions at high-risk intersections.

Figure 32. Vehicle at-fault maneuvers in fatal and serious injury crashes: Comparison between all crashes and pedestrian or bicyclist crashes in Cook County (2018 to 2022).

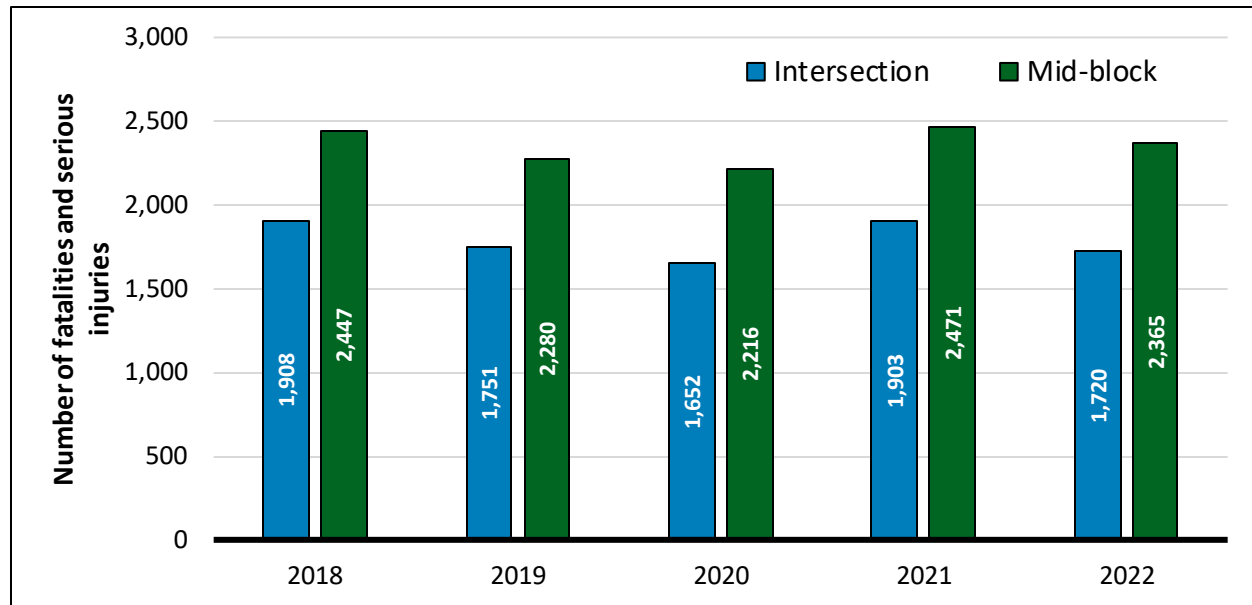


3.2.14. Intersection versus midblock

Across Cook County, non-intersection related crashes (often referred to as midblock or segment related crashes) resulted in more fatalities and serious injuries compared to intersection-related crashes throughout the 5-year period (Figure 33).⁵ While both location types show some year-to-year fluctuation, midblock fatalities and serious injuries consistently outnumber intersection fatalities and serious injuries by approximately 500-700 annually. Notably, 2020 showed the lowest numbers for both categories, likely influenced by reduced traffic volumes during the COVID-19 pandemic. By 2022, the numbers remained relatively stable with 1,720 fatalities and serious injuries at intersections and 2,365 midblock.

⁵ Per CMAP's intersection assignment procedure, crashes were assigned as intersection-related if the crash occurred within 200 feet of a signalized intersection, within 100 feet of an all-way stop-controlled intersection, or within 50 feet of an unknown controlled intersection. If a crash occurred within two of these buffer areas, the crash was assigned to the nearest intersection. Crashes that did not meet any of these three parameters were considered segment related.

Figure 33. Fatalities and serious injuries at intersections and midblock in Cook County (2018 to 2022).



At midblock locations, pedestrian and bicyclist crashes account for 23 percent of all fatalities and serious injuries, highlighting their vulnerability despite representing a smaller proportion of road users (Figure 34). As shown in Figure 35, fatalities and serious injuries percentages for pedestrian/bicyclist midblock crashes and other midblock crash types follow similar patterns across different lighting conditions, with notable differences in proportions. During daylight hours, the fatalities and serious injuries of pedestrian/bicyclist midblock crashes (51.8 percent) occur at a similar rate to all crashes (51.1 percent). However, during darkness with lighted roads, pedestrian/bicyclist crashes make up a smaller proportion (32.5 percent) compared to all crashes (36.4 percent). This difference becomes more pronounced in complete darkness, where pedestrian/bicyclist crashes account for 9.9 percent compared to 7.3 percent for all crashes, suggesting a higher risk for vulnerable users in unlit conditions. The pattern continues across transitional lighting periods, with pedestrian/bicyclist crashes showing slightly higher percentages of fatalities and serious injuries during dusk (3.0 percent vs 2.5 percent for all crashes) but lower percentages during dawn (1.5 percent vs 2.0 percent for all crashes), while unknown lighting conditions account for a small portion of both pedestrian and bicyclist crashes (1.3 percent) and across all crashes (0.8 percent).

Figure 34. Distribution of midblock fatalities and serious injuries by user type in Cook County: Pedestrian/bicyclist vs. Non pedestrian/bicyclist crashes (2018 to 2022).

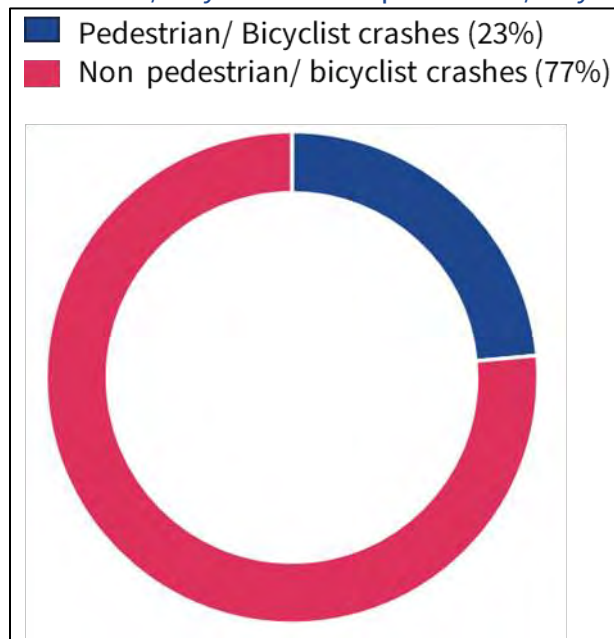


Figure 35. Comparison of midblock fatalities and serious injuries by lighting condition: Pedestrian/bicyclist crashes vs. all crashes in Cook County (2018 to 2022).

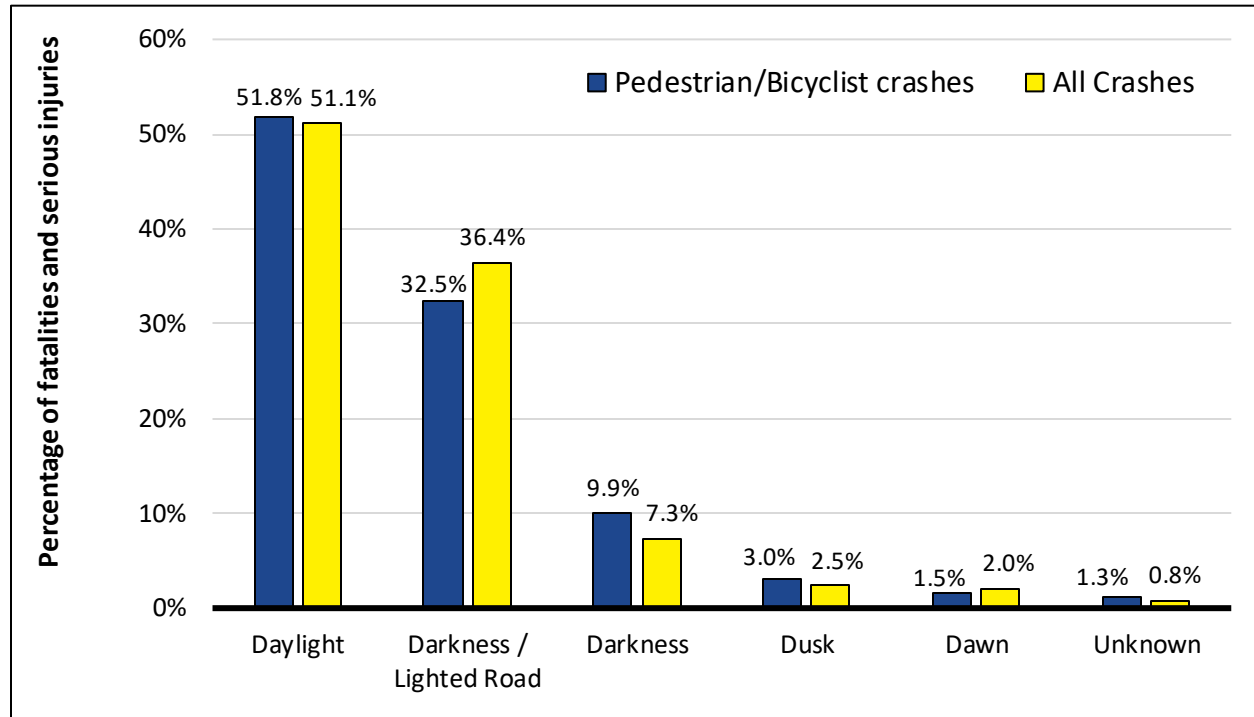
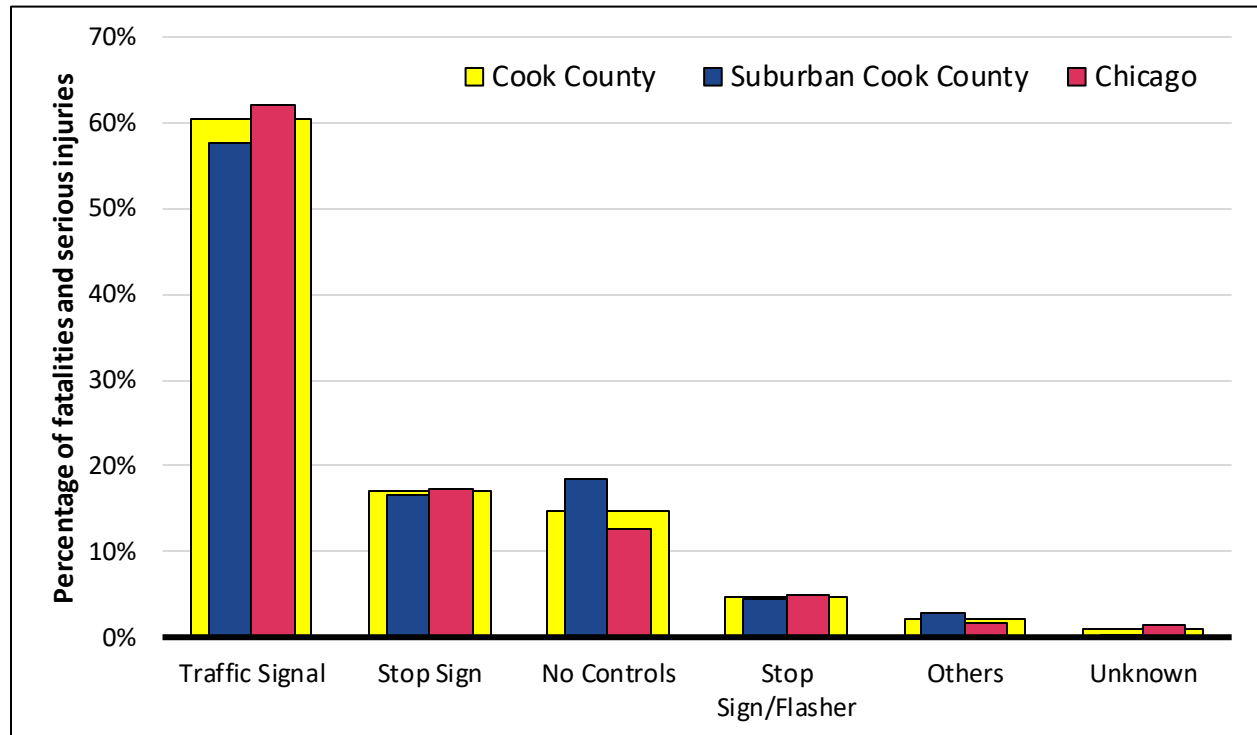


Figure 36 examines the distribution of intersection-related fatalities and serious injuries by intersection control type. Traffic signals are the most common control type across both regions, accounting for 60.3 percent of fatalities and serious injuries related to intersection crashes, with Chicago showing a slightly higher percentage (62.1 percent) compared to suburban Cook County (57.5 percent). Stop signs represent the second most frequent control type, with relatively consistent proportions around 17 percent across geographic areas. Notably, locations with no controls show a higher proportion of fatal and severe crashes in suburban Cook County (18.3 percent) compared to Chicago (12.5 percent), possibly reflecting differences in road network characteristics and traffic patterns. Stop sign/flasher combinations and other control types account for smaller proportions, with minimal variation between urban and suburban areas.

Figure 36. Share of intersection-related fatalities and serious injuries by type of traffic control device in Cook County (2018 to 2022).



While traffic signals are associated with the highest number of fatalities and serious injuries from intersection-related crashes, their predominance may reflect their prevalence at high-volume intersections rather than inherent safety deficiencies. These findings emphasize the need for targeted safety interventions that address both midblock and intersection risks, with particular attention to traffic signal operations and locations without formal controls in suburban Cook County.

3.2.15. Functional Classification

Analysis of roadway safety patterns across different functional classifications in Cook County reveals compelling insights into the relationship between centerline mileage in Cook County and number of fatalities and serious injuries. Figure 37 illustrates a notable disparity; while local roads and streets constitute approximately 72.8 percent of Cook County centerline mileage, they account for only 22.1 percent of fatalities and serious injuries. This suggests that despite their extensive presence, local roads generally experience less fatal and severe crashes, likely due to lower travel speeds, less complex traffic interactions, and less vehicle miles traveled on these roads. Conversely, arterials represent over 32 percent of fatalities and serious injuries, while only accounting for around 12 percent of centerline mileage. This likely is due to higher speed limits and riskier maneuvers, along with greater VMT on arterials.

Figure 37. Comparison of centerline mileage and share of fatalities and serious injuries by functional classification in Cook County (2018 to 2022).

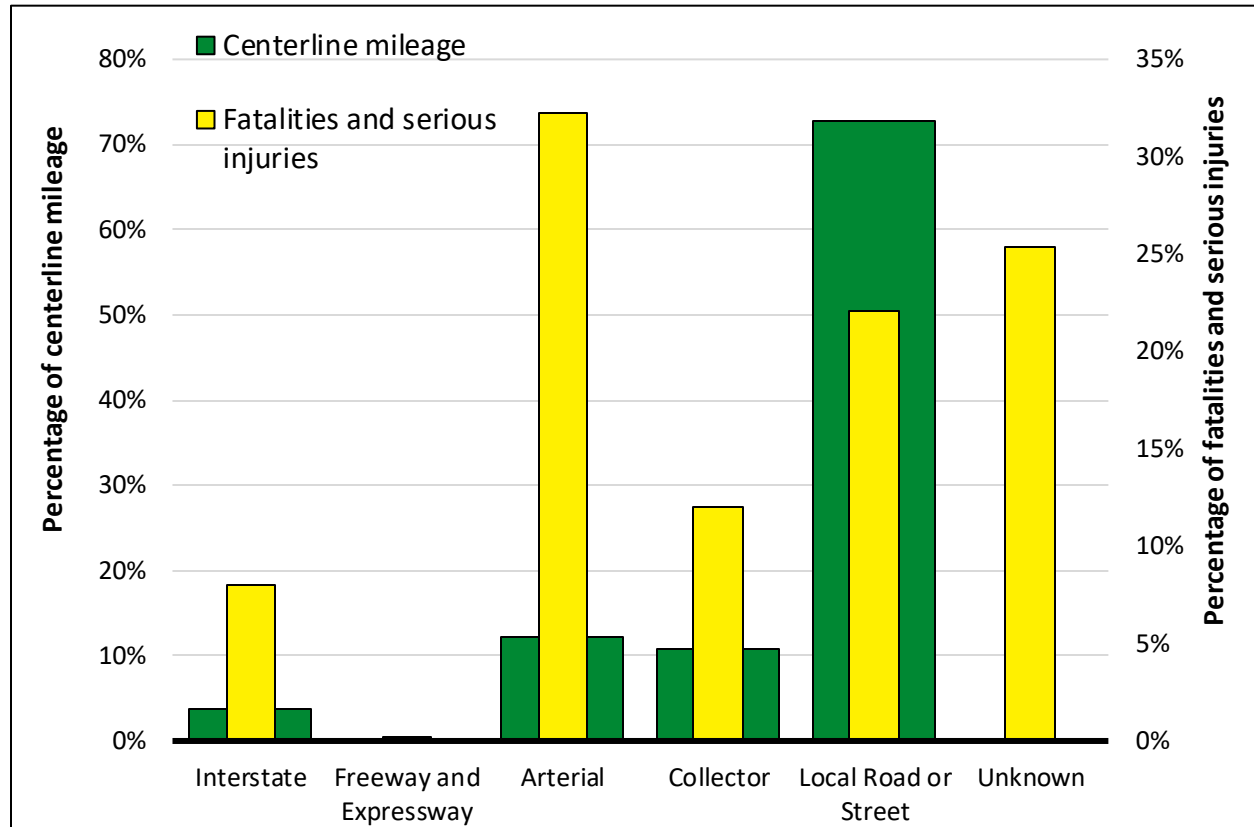
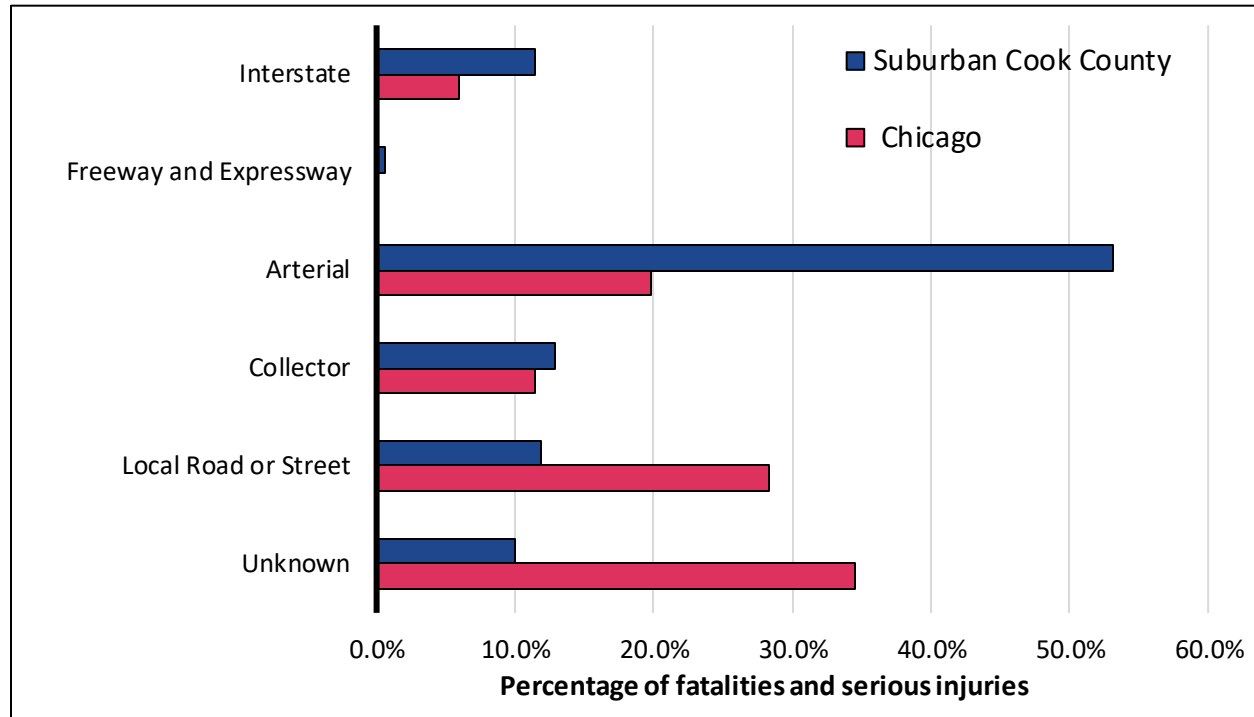


Figure 38 shows the share of fatalities and serious injuries by functional classification in Chicago and suburban Cook County. Chicago's local roads and streets experience more than two times the proportion of fatalities and serious injuries (28.3 percent) compared to suburban Cook County (11.9 percent). This contrast reflects the unique challenges of urban density in Chicago including higher pedestrian activity, more frequent intersections, and complex mixed-use environments. Conversely, suburban Cook County shows a dramatically higher proportion of fatalities and serious injuries on arterials (53.2 percent) compared to 19.7 percent in Chicago – suggesting these high-capacity corridors in less dense areas may encourage higher speeds or riskier driving behavior.

The high percentage of "Unknown" classifications in both areas indicates a potential need for improved crash data collection and reporting procedures, which could better inform targeted safety interventions.

Figure 38. Share of fatalities and serious injuries by functional classification in Chicago and suburban Cook County (2018 to 2022).



4. INCLUSIVITY CONSIDERATIONS

4.1. People Experiencing Homelessness

The relationship between fatal and serious injury crash outcomes, risk, and homelessness is not well understood due to limited data. However, an FHWA literature review found death rates for people experiencing homelessness multiple times higher—some as high 50 times greater—than the general population rates for pedestrian fatalities in Clark County, NV; Portland, OR; and Los Angeles, CA, among other locations (FHWA, 2024). Factors affecting these elevated rates may include increased exposure to motor vehicle conflicts from living in unsheltered areas near roadways, living in urban areas with increased vehicle volumes, and reliance on walking and bicycling for transportation, including in areas without sidewalk and bicycle facilities.

The Cook County Medical Examiner's Office (MEO) reviewed the narratives for all fatal pedestrian crashes in Cook County for the analysis period of 2018-2022. While housing status is not officially reported or collected in either the crash report or MEO case file, the MEO relied upon the narrative details to estimate 21 pedestrian fatalities for unsheltered individuals experiencing homelessness (i.e., residing in public or private locations not designated for sleeping). The Point-in-Time (PIT) surveys for Chicago and Suburban Cook estimate an average of 1,477 unsheltered people per year from 2018-2022. This equates to a fatality rate

among the unsheltered population of 284 pedestrian fatalities per 100,000 population compared to 2 pedestrian fatalities per 100,000 population for Cook County overall.

To address the disproportionate pedestrian fatality risk facing people experiencing homelessness in Cook County, a multi-faceted approach could be implemented. This might include targeted infrastructure improvements in areas with known encampments (such as enhanced lighting, protected crossings, and traffic calming measures), specialized outreach and safety education programs developed in partnership with homeless service providers, priority installation of pedestrian facilities along corridors frequently used by vulnerable populations, and coordination between transportation agencies and social services to identify and mitigate high-risk locations. Given the fatality rate is approximately 142 times higher for unsheltered individuals than the general population, incorporating homelessness status into systematic safety data collection could also help better direct life-saving interventions and monitor their effectiveness.

4.2. Emergency Medical Services

Emergency Medical Services (EMS) locations play a crucial role in traffic safety by enabling quick response times to crash scenes, providing immediate medical treatment to injured individuals, and helping to manage traffic incidents to prevent secondary crashes. According to data from the Illinois Department of Public Health, the median time it takes an EMS unit to arrive at the scene of a motor vehicle collision has not varied significantly since 2015 in Cook County. Given flat EMS response times, the response times themselves may not be the main driver of increased crash severities and fatalities at the county level.

The location of trauma centers also plays a significant role in traffic safety. The proximity of a high-level trauma center to a crash site can directly impact the survival rate of injured individuals by allowing for faster access to specialized medical care. According to data from the National Highway Traffic Safety Administration (NHTSA), in 2022, 67 percent of persons killed in fatal crashes in Cook County died after leaving the scene of the crash. This number has been relatively stable for the last decade. Current research indicates an 8 percent increase in the odds of death for every 5-mile increase in distance to the nearest trauma center (Jarman et al., 2018). For fatal crashes in Cook County within a 5-mile radius of a trauma center, average travel times to trauma centers were just under 9 minutes while travel time to trauma centers outside that radius had average travel times of approximately 17 minutes. Nearly half of fatal crashes had travel times between 8 to 16 minutes to a trauma center.

5. REFERENCES

Centers for Disease Control and Prevention (CDC). 2024. *Teen Drivers: Get the Facts*. Accessed October 2024.
https://cdctransportation.org/www.cdc.gov/transportationsafety/teen_drivers/teendrivers_factsheet.html.

Chicago Metropolitan Agency for Planning (CMAP). 2024. Cook County Community Data Snapshot. Accessed October 2024. August. https://www.cmap.illinois.gov/wp-content/uploads/dlm_uploads/Cook-County.pdf.

Cook County. 2024a. About Cook County web page. Accessed October 2024, <https://www.cookcountyil.gov/about-cook-county>.

Cook County. 2024b. Transportation and Highways web page. Accessed October 2024. <https://www.cookcountyil.gov/agency/transportation-and-highways>.

Chicago Metropolitan Agency for Planning (CMAP). 2024. Cook County Community Data Snapshot. Accessed October 2024. August. <https://cmap.illinois.gov/wp-content/uploads/My-Daily-Travel-demographics.pdf>

Edwards, Mickey, and Manuel Gutierrez. 2022. *The incidence burden of unreported pedestrian crashes in Illinois*. November. <https://pubmed.ncbi.nlm.nih.gov/36374231/>.

Federal Highway Administration (FHWA). 2024. *Promising Practices for Transportation Agencies to Address Road Safety among People Experiencing Homelessness*. September. https://highways.dot.gov/sites/fhwa.dot.gov/files/Promising_Practices_to_Address_Road_Safety_among_People_Experiencing_Homelessness_FHWA_508.pdf

Jarman, M. P., Curriero, F. C., Haut, E. R., Pollack Porter, K., & Castillo, R. C. 2018. *Associations of distance to trauma care, community income, and neighborhood median age with rates of injury mortality*. Accessed October 2024. *JAMA Surgery*, 153(6), 535. <https://doi.org/10.1001/jamasurg.2017.6133>

National Highway Traffic Safety Administration (NHTSA). 2023. *Understanding the Problem*. November. Accessed October 2024. <https://www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety/understanding-problem>.

Appendix A

Data Preprocessing

Appendix A: Data Preprocessing

The data cleaning and preprocessing for the Cook County crash analysis involves several steps to ensure comprehensive, yet focused coverage. The primary crash data needed further cleaning and refinement to finalize the Cook County crash dataset to be used for the Safety Action Plan (SAP). The reasoning for further leaning is due to the crash dataset including crashes from areas outside Cook County's jurisdiction. Additionally, some areas geographically located within Cook County were not assigned to Cook County for SAP efforts. The high-level crash cleanup steps are as follows:

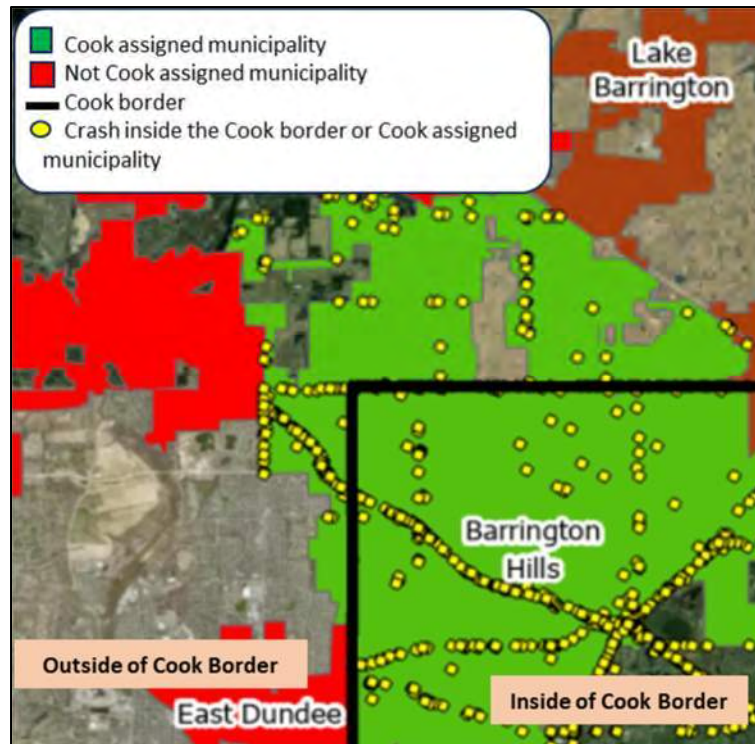
Step 1: Include all crashes within Cook County borders (Figure 1). We analyzed data from both Cook County and its surrounding counties to ensure we captured all crashes within Cook County borders, including those not originally assigned to Cook.

Figure 1 - Crashes inside/outside of Cook County geographic boundaries.



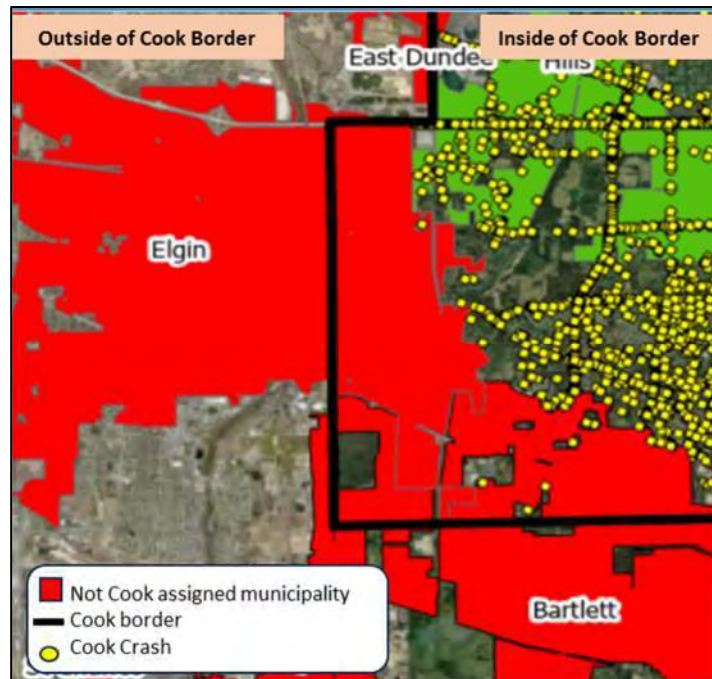
Step 2: Next, expand the dataset to include crashes within the designated "green" areas, as shown in Figure 2. The green areas are municipalities that have been assigned to Cook County, per CMAP instruction, and can be considered as included in the analysis area. Some of these green areas represent municipalities that are located outside of the Cook County boundary, or they may straddle the boundary between two counties.

Figure 2 - Example of included crashes outside of Cook County and located in municipalities assigned to Cook County (green area)



Step 3: After consolidating crashes from inside Cook County borders and municipalities within the analysis area, continue to refine the dataset by removing any crashes explicitly assigned to other counties ("red" areas). Like the prior step where crashes were removed if they were located outside of Cook County, this step removes crashes inside of Cook County if the municipality was assigned to a different county. Figure 3 shows how portions of Elgin are located within Cook County, but Elgin itself is not assigned to Cook County.

Figure 3 - Example of excluded areas located in non-Cook municipalities, even though they are geographically located within Cook County (red areas)



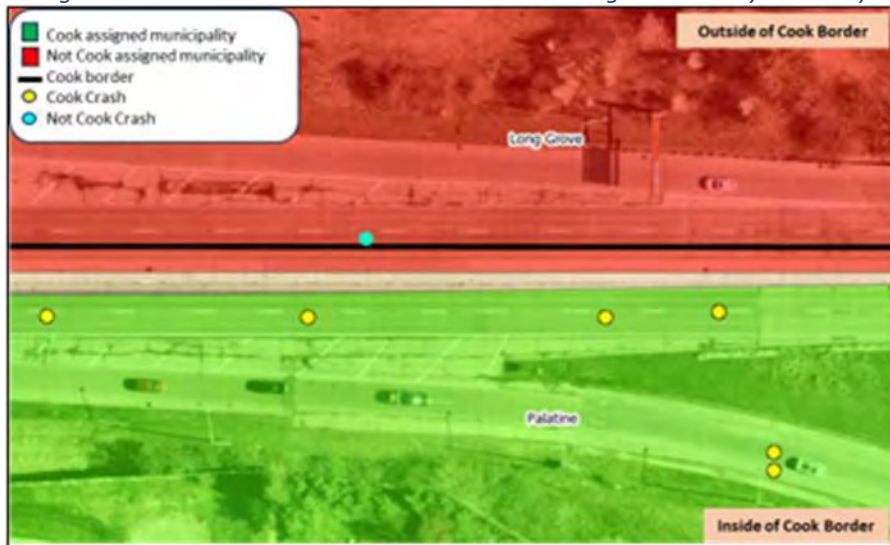
Step 4: Incorporate crashes assigned to specific roads along Cook County borders (Figure 4), referencing the Excel file, shared by CMAP, for these road-specific assignments. A complete list of these roads is provided in the project SharePoint site [here](#).

Figure 4 - Example of included crashes assigned to specific roads along Cook County borders



Step 5: Although any crashes located in designated "red" municipalities or crashes located outside the Cook County/ border are excluded, there may be cases where crashes from a bi-directional road, as shown in Figure 5, will be included, since the entire roadway was assigned to Cook County. This would even apply if the crashes from the bi-directional road are located outside Cook County or in red/excluded municipalities. Figure 5 shows how the county boundary (black line) and the roadway linework (located directly underneath the black county boundary line) are both located in the red/excluded area. Since one direction of the east-west route is located within Cook County, CMAP direction was to include the opposite direction of the east-west route, even though the route linework and the crashes are in a red/excluded area.

Figure 5 - Crashes Located on bi-direction roads along Cook County boundary



Data Preprocessing Summary

This cleanup process results in a dataset that represents all relevant crashes within Cook County analysis area, including those in specified green/included municipalities and on designated border roads, while removing crashes in red/excluded municipalities or those crashes explicitly assigned to other counties. The final Cook County analysis area crash dataset, results in 755,412 KABCO crashes, of which, there are 17,425 KA crashes.

Appendix B

CDOT Annual Traffic Crash Report





Chicago Traffic Crashes

Annual Report



Table of Contents

CDOT’s Vision for the City Safety is central	4
How We Use Data Traffic crash data guides decision-making	6
Traffic Safety in Chicago	12
2023 by the Numbers	
Identifying & Addressing Key Issues	
Speed & Size	
Reckless Driving	
Persistent Disparities	
Traffic Safety Infrastructure Investments CDOT’s investments in action	23
Strategies for Safe Streets	
Design Elements for Safe Streets	
Traffic Safety Investments in Action	
Appendix 2023 traffic crash data review	53



CDOT’s Vision for the City

We are building a fair transportation system that provides people with mobility options and is focused on keeping our most vulnerable users of the street safe.

Severe traffic crashes affect Chicagoans in every neighborhood of the city. We do not accept these potentially life-altering injuries and deaths as inevitable in our transportation system. Instead, CDOT continues to implement infrastructure, policies, and programs throughout the city to improve safety and quality of life for all Chicagoans, regardless of how and why they travel.

Safety is the foundation of all CDOT programs, with traffic crash data being an essential tool for understanding trends and patterns across the city, implementing effective solutions, and assessing project impacts.

This document serves as the 2023 annual summary report on traffic crashes as established by the City Council in Chapter 9-116 of the Municipal Code of Chicago.

Safety is Central

CDOT is committed to protecting the safety of every person on the street from traffic violence. To fulfill this commitment, we are transforming streets citywide to prioritize safety.

CDOT uses data to identify key traffic safety issues – The Department reviews traffic crash data to understand the circumstances of fatal crashes and identify communities experiencing a disproportionate level of severe crashes. The key traffic safety issues pervasive throughout the city’s severe crashes are: **Speed & Size, Reckless Driving, and Persistent Discrepancies.**

The Department is undertaking projects to address roadway safety – The findings of the crash review and data analysis are fundamental to designing infrastructure, developing policies, and establishing programs to improve traffic safety citywide. CDOT is targeting locations of severe crashes, especially in historically underserved communities, with infrastructure upgrades and policies designed to address the key traffic safety issues.

CDOT has identified a toolbox of Complete Streets design elements to address traffic safety issues. CDOT ensures that projects of all scales incorporate these safety elements, such as curb bump-outs, pedestrian refuge islands, bus bulbs, and raised crosswalks.

We are seeing the positive results of this work:



These results demonstrate the effectiveness of CDOT’s strategies. At the same time, significant work remains to transform Chicago’s streets. The Department continues to pursue projects that help build a safe and transportation system.



How We Use Data

Traffic Crash Data Guides Decision-Making

- A Data-Focused Approach
- Safe Streets Investment Framework



A Data-Focused Approach

Traffic Crash Data Guides Decision-Making

What is crash data? – When a traffic crash occurs in Chicago, the Chicago Police Department responds, investigates, and files a report. This report contains crucial information about the crash circumstances and the parties involved. CDOT tracks all crashes that occur in Chicago, excluding crashes that occur on the interstate highway system. The Department focuses on crashes resulting in fatalities or serious injuries (KSI crashes) and crashes involving people outside of a motor vehicle, who are more vulnerable to injury due to the lack of protection offered by an automobile.

A comprehensive approach – CDOT analyzes traffic crash data to uncover trends and thoroughly comprehend crash circumstances. These findings carry significant weight, directly influencing projects at both the citywide and individual project level. Crash data is pivotal throughout

all project phases. The crash history and associated trends yield a robust dataset for developing a comprehensive understanding of traffic safety across the city. By thoroughly analyzing and interpreting traffic crash data across CDOT's work, we ensure that safety findings influence projects citywide.

Identifying Projects & Programs

Understanding overall trends & selecting project locations – CDOT's traffic crash review process enables a thorough analysis of traffic crashes, from high-level city trends to an individual intersection (see Scales of Analysis on page 7 for details).

Citywide crash analysis contributes to the understanding of trends in crash location and circumstance. For example,

CDOT found that a disproportionate share of serious traffic crashes occur in communities with high levels of mobility and economic hardships. As a result, the Department established an index to identify communities with hardships and prioritizes traffic safety investments in these communities. See page 19 for more information on the Mobility & Economic Hardship (MOBEC) Index.

Shaping Design

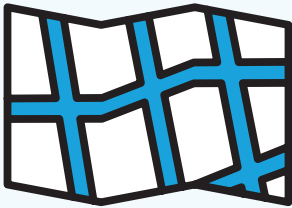
Designing project improvements to address local safety issues –For a project to address local safety issues, it is crucial to analyze crash history and utilize suitable design tools from the Complete Streets toolbox that mitigate the identified safety concerns.

CDOT created a comprehensive database of major streets in the city. Using this file, the Department assesses the relative safety of streets based on features like roadway width, traffic volume, and bike infrastructure. The Department uses this analysis to understand the safety benefit of changes to street configuration within a project and recommend the appropriate strategies to enhance safety on project corridors.

Measuring Success

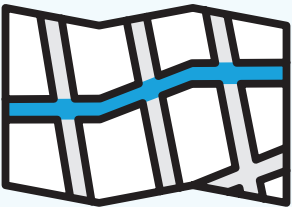
Assessing project impact – CDOT routinely captures before and after data to understand the impact of various projects. This data allows us to analyze the overall changes in safety and variations in the types of crashes at a project location. CDOT developed a tool to automate the evaluation of changes in crash quantity and severity after project installation. Using this tool to analyze crashes on Jackson Boulevard through Columbus Park, CDOT found there were zero bike or pedestrian crashes within the project limits since the installation of pedestrian refuge islands and protected bike lanes in 2021.

Scales of Analysis



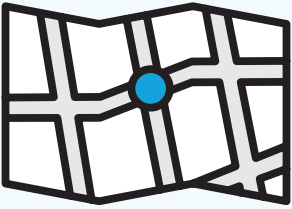
Citywide analysis contributes to:

- Understanding of high-level trends and comparison across time periods, peer cities, and national trends.
- Identifying traffic safety hot spots to be considered for infrastructure interventions.



Project-level analysis contributes to:

- Characterizing the safety issues across a corridor that need to be addressed.
- Prioritizing locations within the project where infrastructure investments are most needed.



Spot-level analysis contributes to:

- Designing infrastructure upgrades to target the underlying safety issues at a specific site.

Safe Streets Investment Framework

CDOT thoroughly reviews all fatal traffic crashes that take place within the city limits and conducts a detailed analysis of the entire crash dataset. The information and insights gathered from these analyses are crucial for identifying widespread safety concerns and taking appropriate measures to address them. The Department uses the following process to guide the development of infrastructure projects and improve traffic safety across the city.

1. Identifying Key Issues



CDOT tracks and analyzes crash circumstances, including mode of travel, location, time of day, street jurisdiction, primary cause, weather, driver behavior, and speed. This analysis is based on the Department’s monitoring of fatal crashes throughout the year and the comprehensive crash dataset provided by the Illinois Department of Transportation (IDOT), which contains information on every traffic crash in the city. CDOT’s analysis helps to identify trends in crash types, pinpoint areas with high concentrations of serious traffic crashes, and determine the key issues the city is facing: **Speed & Size, Reckless Driving, and Persistent Disparities.**

2. Addressing Key Issues

a. Strategies for Safe Streets

The Department uses an understanding of trends at a citywide level to develop strategies that address traffic safety, focusing on roadway design. These strategies are rooted in better organizing the street and protecting vulnerable road users.

- Reducing Conflicts & Exposure
- Improving Visibility
- Managing Speeds
- Protecting Vulnerable Users
- Building Community Partnerships

b. Design Elements for Safe Streets

- Raised Crosswalks
- Bus Boarding Islands
- Protected Bike Lanes
- Context-Sensitive Lane Widths
- Left Turn Traffic Calming (LTTC)

CDOT implements strategies for safe streets by using street design elements from the Complete Streets toolbox. The installation of these elements is based on data analysis. The locations and tools are chosen to have the most significant impact on the challenges faced at an intersection, along a corridor, or within a community.

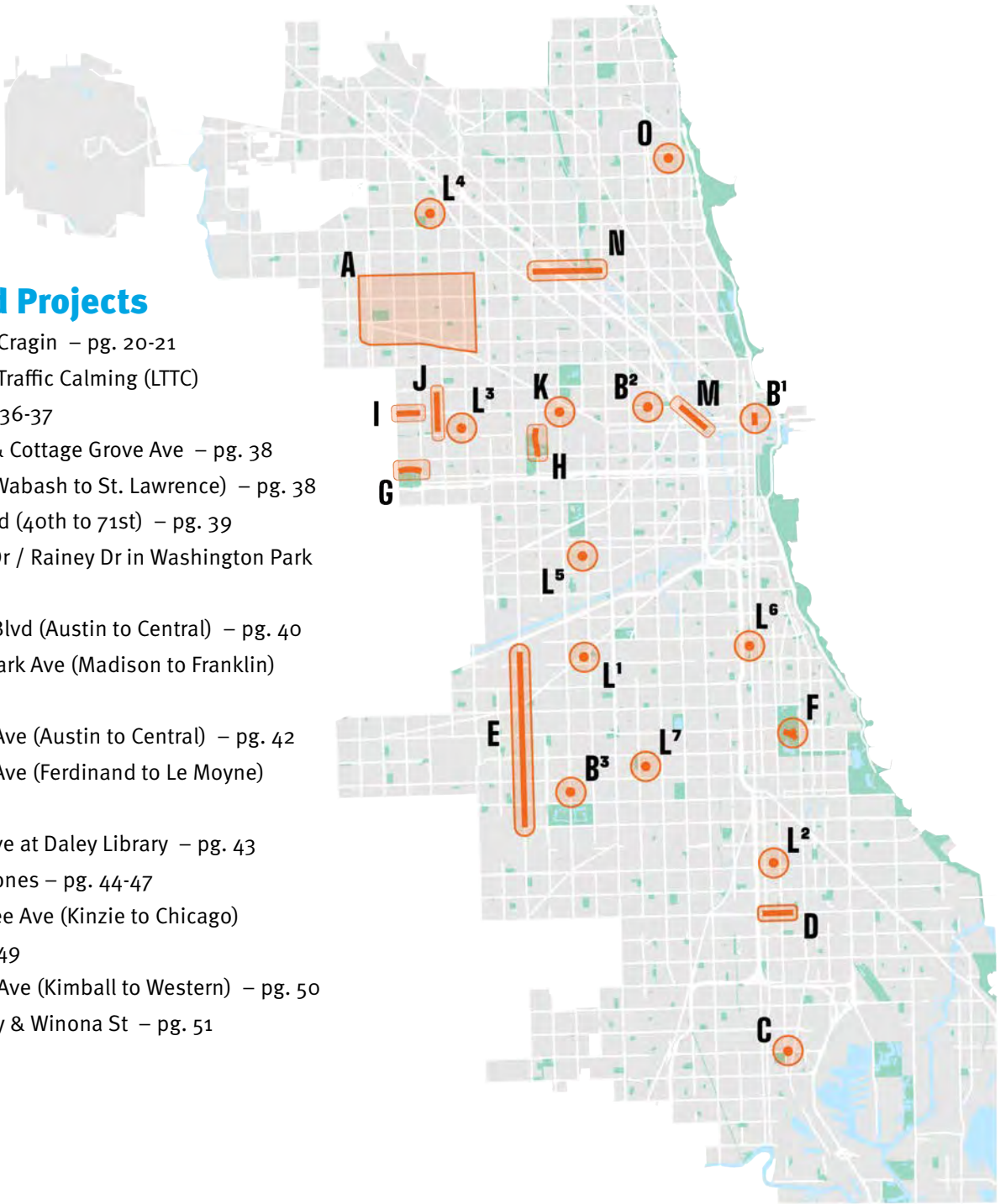


3. Traffic Safety Investments

CDOT is implementing strategies to create safer streets through investments in traffic safety. The map below displays selected projects that demonstrate CDOT’s efforts to respond to severe traffic crashes. It showcases how traffic safety strategies and design elements are directly tackling safety issues across Chicago.

Featured Projects

- A. Belmont Cragin – pg. 20-21
- B. Left Turn Traffic Calming (LTTC) – pg. 33, 36-37
- C. 111th St & Cottage Grove Ave – pg. 38
- D. 87th St (Wabash to St. Lawrence) – pg. 38
- E. Pulaski Rd (40th to 71st) – pg. 39
- F. Morgan Dr / Rainey Dr in Washington Park – pg. 40
- G. Jackson Blvd (Austin to Central) – pg. 40
- H. Central Park Ave (Madison to Franklin) – pg. 41
- I. Chicago Ave (Austin to Central) – pg. 42
- J. Laramie Ave (Ferdinand to Le Moyne) – pg. 43
- K. Kedzie Ave at Daley Library – pg. 43
- L. School Zones – pg. 44-47
- M. Milwaukee Ave (Kinzie to Chicago) – pg. 48-49
- N. Belmont Ave (Kimball to Western) – pg. 50
- O. Broadway & Winona St – pg. 51





Traffic Safety in Chicago

Identifying & Addressing Key Issues

- 2023 by the Numbers
- Identifying & Addressing Key Issues
 - Speed & Size
 - Reckless Driving
 - Persistent Disparities

2023 by the Numbers

IN 2023 CHICAGO TRAFFIC CRASHES:

136
PEOPLE WERE KILLED

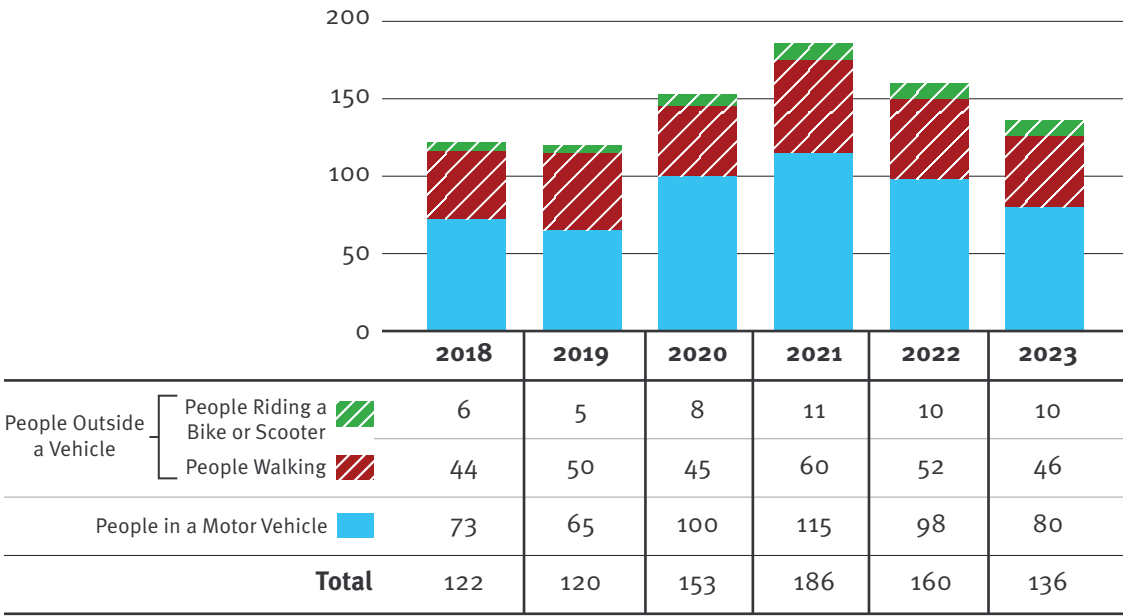
IN 2023 CHICAGO RECORDED:

↓ 27%
REDUCTION IN TRAFFIC FATALITIES
FROM THE PEAK IN 2021,
COMPARED TO 5% NATIONWIDE

Reduction in Fatalities

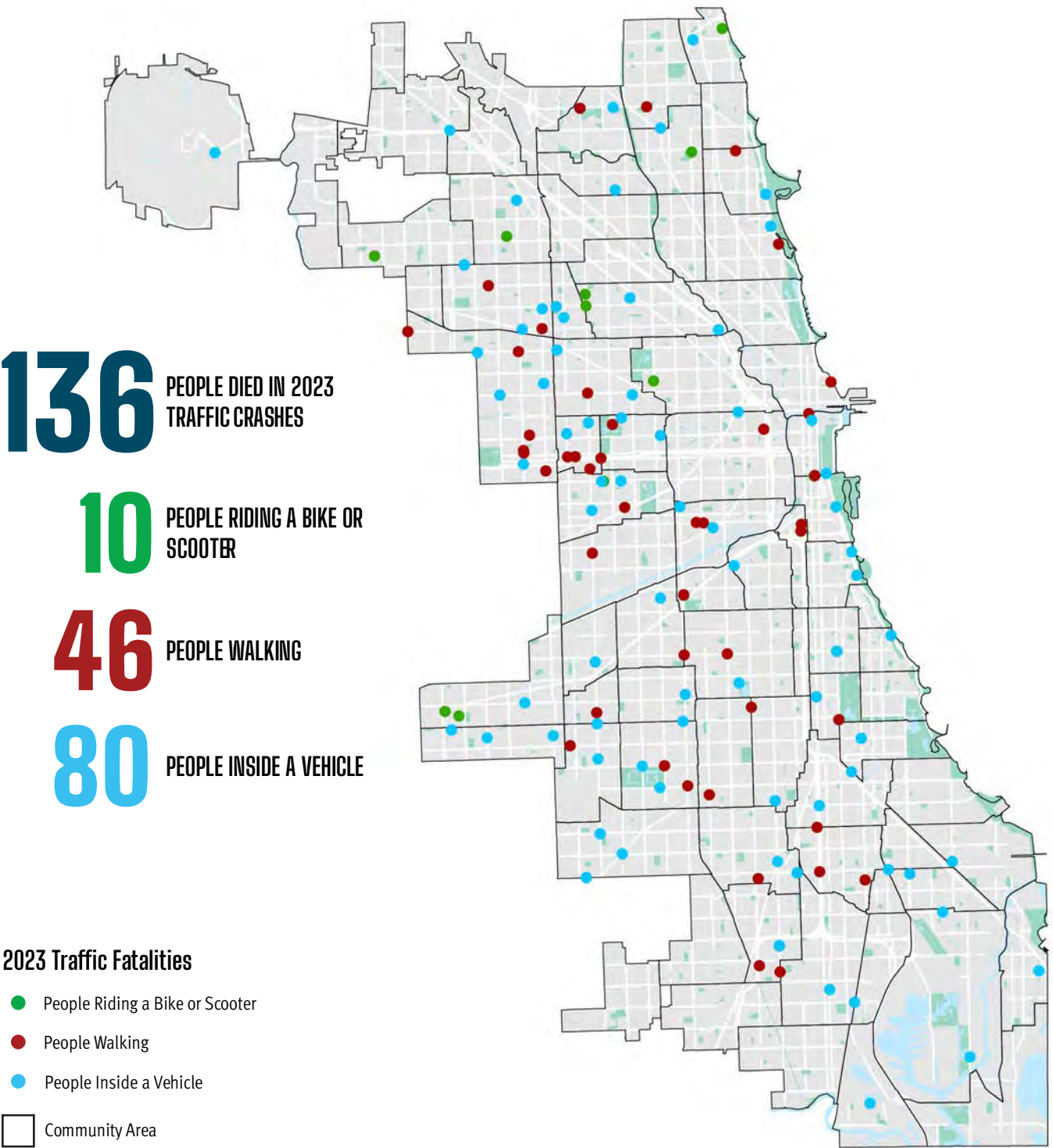
Since the 2021 peak, **the number of traffic fatalities has decreased by 27%**, even as traffic volumes have picked back up after the COVID-19 pandemic, and more Chicagoans are choosing to travel using active modes. **This is in contrast to national trends, where traffic fatalities in the U.S. are estimated to be down only 5% from 2021¹**. The success in reducing Chicago traffic fatalities is a testament to the impactful safety projects that CDOT continues to deliver across the city. Continued investment in traffic safety infrastructure is essential to maintaining a reduction in fatalities and getting us closer to our goal.

CHICAGO TRAFFIC FATALITIES BY TRAVEL MODE



For details on the data used for this report's analysis, see page 73.
¹ National Safety Council preliminary motor-vehicle fatality 12-month estimate for 2023

2023 Fatalities by Mode



2023 by the Numbers

IN 2023 CHICAGO TRAFFIC CRASHES:

2,337
PEOPLE WERE SERIOUSLY INJURED

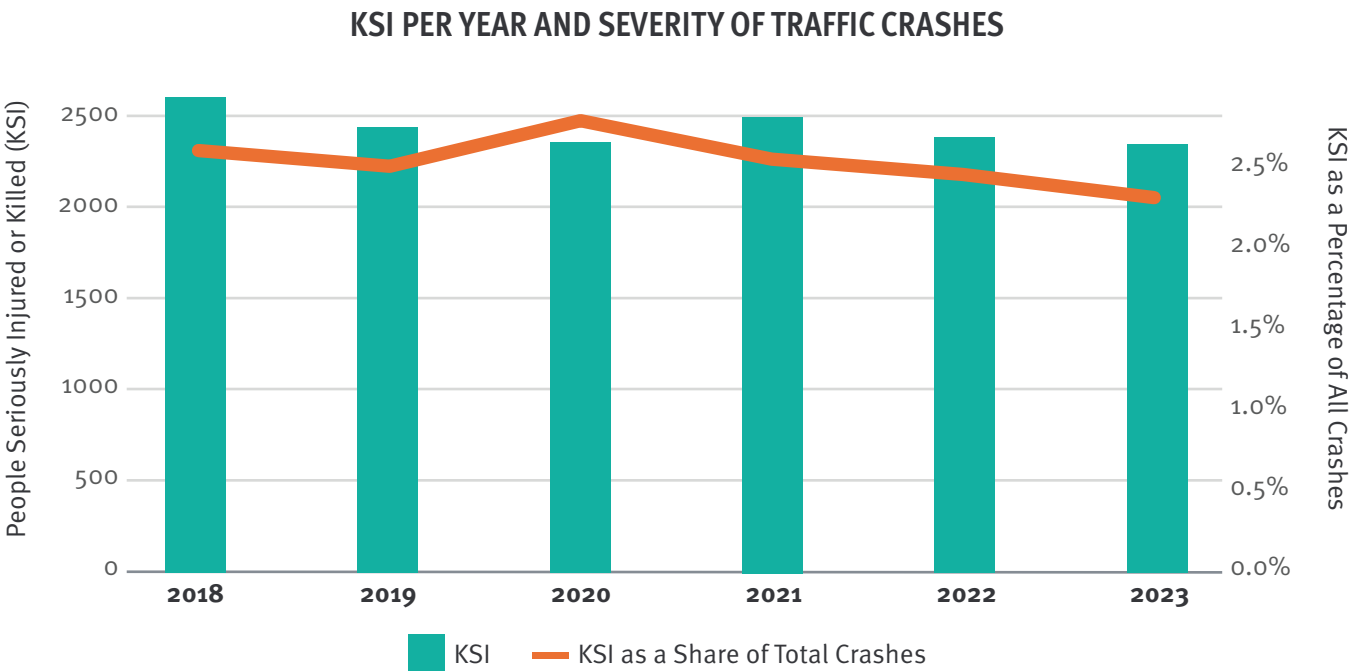
IN 2023 CHICAGO RECORDED:

↓ 6%
REDUCTION IN SERIOUS INJURIES FROM 2021

Reduction in Crash Severity

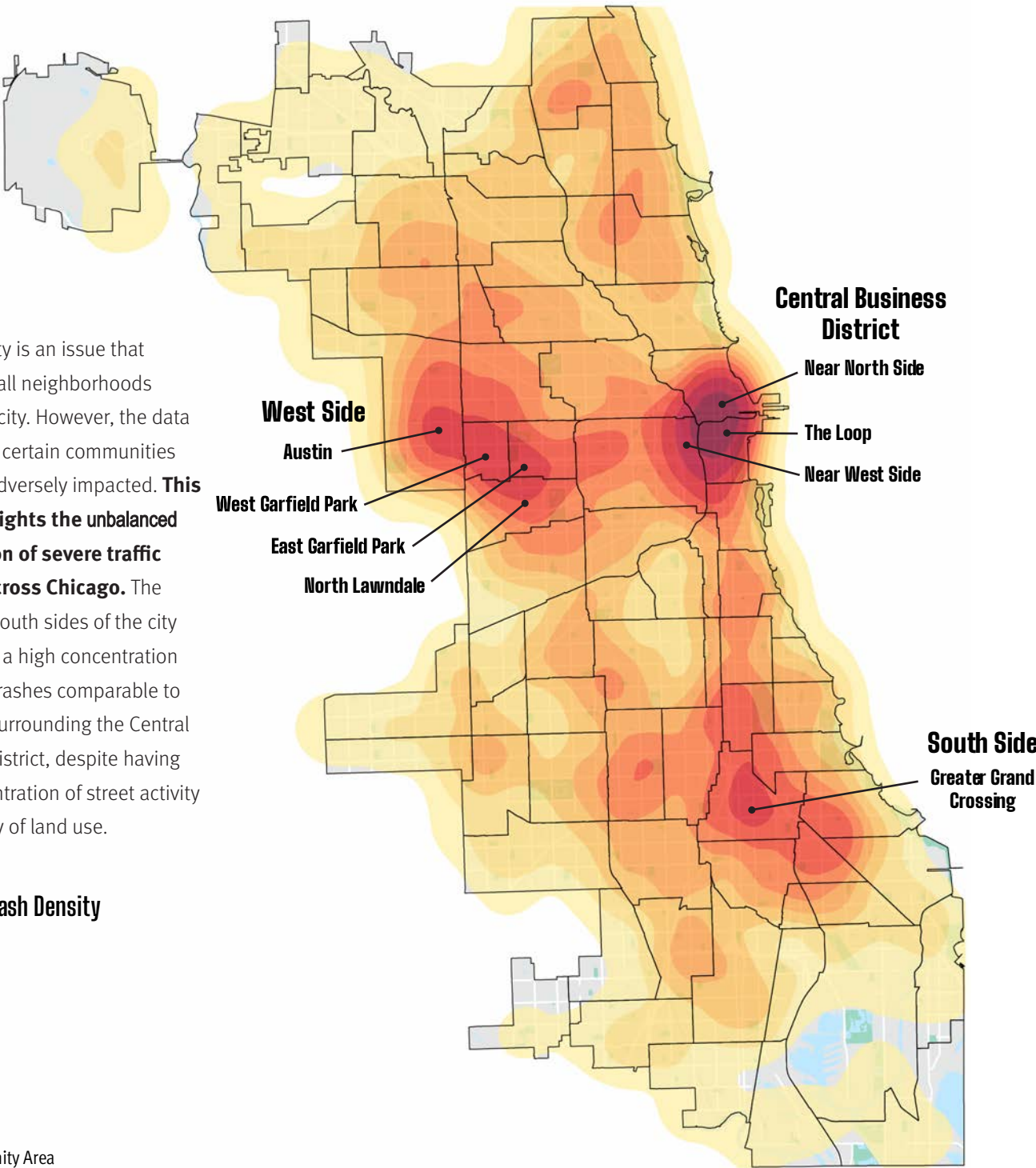
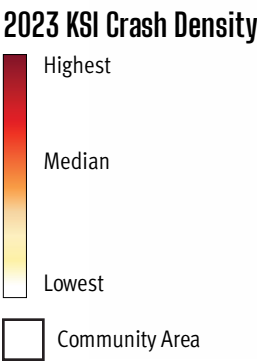
Along with a reduction in fatalities year over year, **Chicago also saw a reduction in the number of people seriously injured in traffic crashes in 2023.** While the total number of traffic crashes in 2023 increased from previous years, the proportion of crashes resulting in death or serious injury has consistently decreased since 2020.

KSI stands for “killed or seriously injured” crashes. These types of crashes warrant particular attention because they result in loss of life or life-altering injuries. KSI metrics are often used to assess overall street safety.



2023 Crash Heat Map

Traffic safety is an issue that persists in all neighborhoods across the city. However, the data shows that certain communities are more adversely impacted. **This map highlights the unbalanced distribution of severe traffic crashes across Chicago.** The West and South sides of the city experience a high concentration of severe crashes comparable to the areas surrounding the Central Business District, despite having less concentration of street activity and density of land use.





Identifying & Addressing Key Issues

Through crash review and analysis, CDOT has identified traffic safety trends that play a decisive role in severe crashes.

Understanding and addressing the underlying causes of severe traffic crashes is central to CDOT’s Complete Streets investments. CDOT has tracked crashes resulting in fatalities and serious injuries over time, revealing commonalities in crash circumstances that play an outsized role. Based on ongoing data analysis and findings from the 2023 IDOT crash data, CDOT has pinpointed three key traffic safety issues and developed strategies and design elements to address these issues.

Key Issue 1: Speed & Size

- 68% of fatalities involved speeding in 2023.

Key Issue 2: Reckless Driving

- 84% of traffic fatalities involved reckless driving in 2023.

Key Issue 3: Persistent Disparities

- Black Chicagoans are 3.8 times more likely than all other residents to be killed in a traffic crash.

Key Issue 1: Speed & Size

What this means – The severity of human injury in a traffic crash can be amplified by the speed and size of the vehicle involved in a collision. 68% of the 2023 fatalities where data is known involved speeding. Additionally, heavier vehicles take longer to stop and strike with more force compared to lighter vehicles. Wider streets encourage faster speeds and are overrepresented in severe crashes in Chicago.

In 2023, **48%** of pedestrians killed in Chicago were hit by an SUV or larger vehicle.

A street wider than 50 ft has **14x** more fatal crashes per mile than a street narrower than 50 ft.

Managing Speed & Size

CDOT focuses on the speed and size factors that the city can influence. Vehicle design standards are mandated at the federal level, and CDOT is supportive of updated regulations that prioritize the safety of vulnerable road users.

Reducing Street Widths

CDOT is removing the excess space available for motor vehicles on city streets to make traveling at unsafe speeds more difficult. Redesigning streets with protected bike lanes, pedestrian refuge islands, and bump-outs improves the cross-section of the street, encouraging drivers to match their speed with the urban context.

Narrowing Travel Lanes

Wider travel lanes have been found to result in higher speeds. CDOT now considers “right-sizing” travel lanes in the course of regular maintenance and as part of larger infrastructure projects to deter speeding.

Lowering Speed Limits

CDOT actively seeks opportunities to lower the speed limit to better match neighborhood context and corridor design speed. The Chicago City Council is also considering legislation that would lower the citywide speed limit to 25 mph.

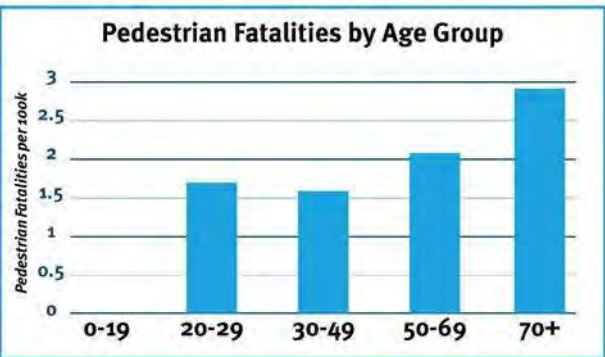
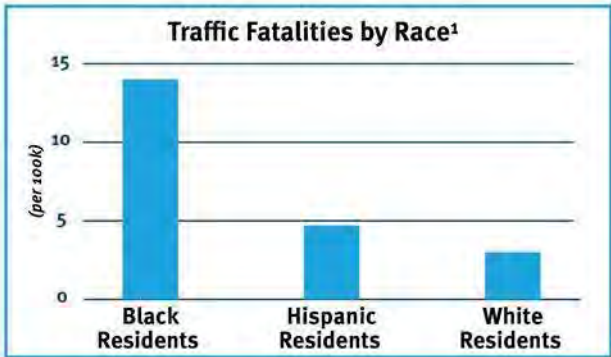
Key Issue 2: Reckless Driving

What this means – Reckless or egregious driving behavior includes running red lights and stop signs, erratic maneuvers across lanes and around turns, wrong-way driving, jumping curbs, and driving at high speeds. These behaviors are common factors in severe crashes in Chicago and are a significant contributor to the number of fatalities in 2023, a trend that has remained relatively steady over the years.



Key Issue 3: Persistent Disparities

What this means – The Chicagoans who are exposed to the greatest disparities in human health, economic hardship, and community violence are also the most likely to die in traffic crashes, regardless of the circumstances. In 2021, black Chicagoans were killed in traffic crashes at 3.8 times the rate of all other residents¹. These racial **disparities** continue in 2023. Older Chicagoans are also at higher risk, with residents 70+ experiencing the highest pedestrian fatality rate of any age



Combating Reckless Driving



CDOT SAFE Ambassadors serve as the Department’s outreach and engagement team, with a focus on promoting safe travel for all street users. They participate in citywide events to educate community members about safe behaviors. This includes conducting over 50 driver’s education classes and participating in over 70 community events each year, educating over 20,000 residents across all types of outreach.



Elevating Traffic Safety – CDOT is currently focused on redesigning streets with safety as a priority. The aim is to reduce reckless driving and safeguard our most vulnerable road users. Measures such as raised intersections, raised crosswalks, pedestrian bump-outs, and concrete-protected bike lanes are being utilized to enhance traffic safety.

Building a More Balanced City

The Mobility and Economic Hardship Index (MOBEC) – To build a fair transportation system, CDOT has adopted the MOBEC index. The index is calculated using data that shows where Chicago residents experience the most economic and mobility hardship. High MOBEC areas of the city also experience a disproportionate share of severe traffic crashes – 54% of pedestrian fatalities happened in high MOBEC Areas, while only 40% of the City’s roadway network falls within these same areas. This scoring is now a primary criterion in data-driven decision-making at CDOT, guiding where and when infrastructure investments are made throughout the city. See page 67 for a map of MOBEC community areas.

Communities with the most mobility & economic hardship experience a greater proportion of severe traffic crashes.

Share of High MOBEC community areas in Chicago	
Population	32%
Road Miles	40%
Pedestrian Fatalities	54%

¹ At the time of publication, the complete Illinois Department of Public Health dataset containing race and ethnicity data for fatal crash victims is not yet available for 2023.

Addressing Key Issues in Communities

Making Belmont Cragin Safer

- CDOT installed **pedestrian safety improvements**, including raised crosswalks, bump-outs, left-turn traffic calming, and refuge islands throughout the community.
- CDOT added **22 miles** of designated bike lanes and **24 Divvy stations** to streets in Belmont Cragin since 2021.

↑

83%

Increase in cycling trips in the Belmont Cragin neighborhood ¹

↓

20%

Decrease in Pedestrian & Cyclist KSI since 2021 on local jurisdiction streets

Belmont Cragin was identified as a high crash community area in Chicago’s Vision Zero Action plan and as an area facing mobility and economic hardships. CDOT undertook several transportation planning projects in Belmont Cragin in partnership with community groups like the Northwest Center. Community input focused on the Neighborhood Bike Network process, and led to the identification of routes key to safe and efficient micro-mobility travel in the area. Additionally, CDOT deployed a suite of transportation infrastructure upgrades in the neighborhood that slow motor vehicle speeds and narrow roadways to increase comfort and safety for all people on the streets. This work has led to significant reductions in key crash types.



¹ Replica disaggregate bicycle count data, Fall 2019 - Spring 2023

Traffic Safety Tools in Action



Community Engagement – The Northwest Center organized community bike rides around the neighborhood with support from CDOT. These rides aim to introduce residents to cycling and promote enthusiasm for active transportation. Additionally, the Northwest Center conducts Pump the Brakes sessions and community workshops to encourage safer driving behaviors.



Pedestrian Safety Improvements – Safety upgrades have been installed at key locations around the community, including raised crosswalks on Long Ave (pictured right) and school zone improvements surrounding Hanson Park (pictured left), improving access to nearby school and childcare facilities.



Growing the Bike Network – A protected bike lane was installed on Grand Avenue south of Hanson Park, one example of a low-stress segment that is part of Neighborhood Bike Network implementation.





Traffic Safety Infrastructure Improvements

CDOT's investments in action

- Strategies for Safe Streets
- Design Elements for Safe Streets
- Traffic Safety Investments in Action



Strategies for Safe Streets

Making Streets Safe for All Users

CDOT develops strategies for safe streets based on key traffic safety data findings. These strategies focus on better organizing traffic, protecting vulnerable users, and building community partnerships in all neighborhoods. Data shows that implementing these strategies leads to safer streets for everyone, regardless of their mode of transportation.

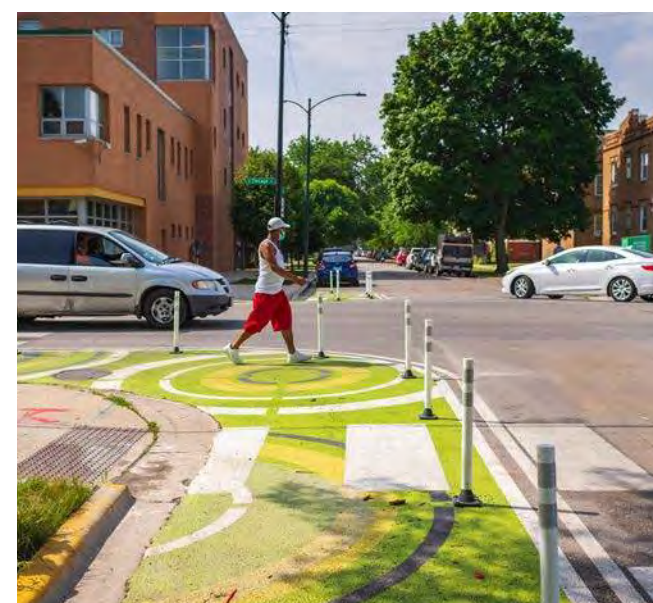
- **Reducing Conflicts & Exposure**
- **Improving Visibility**
- **Managing Speeds**
- **Protecting Vulnerable Users**
- **Building Community Partnerships**

Reducing Conflicts & Exposure

- Clearly defined spaces for different road users and better-organized streets where different road users mix can reduce the likelihood of a traffic crash.
- Protected bike lanes, bus boarding islands, bump-outs, and pedestrian refuge islands reduce traffic conflicts and improve safety for everyone.
- Reducing the crossing distance for pedestrians using curb bump-outs or refuge islands, installing infrastructure to guide drivers to use a safer turning path, and reconfiguring traffic signals can reduce exposure for people throughout the road network.



Improving Visibility



- Clear sightlines ensure street users are visible to each other, reducing the likelihood that a crash occurs.
- CDOT daylights intersections – removing parked cars or other obstructions at corners – using curb bump-outs or bus islands to improve visibility.
- The Department installs pedestrian crossing signage and upgrades lighting as an additional safety measure.

Managing Speeds



- Speeding is the primary factor in determining whether a crash occurs, and the severity of injuries sustained in a crash.
- CDOT is redesigning city streets to eliminate excess space for motor vehicles that encourages high-speed driving. Street widths are reduced using protected bike lanes, pedestrian refuge islands, and curb bump-outs. The Department implements travel lanes that are an appropriate width, as wider lanes have been found to encourage speeding.
- CDOT posts signage decreases speed limits to better align with the street design and neighborhood activity.

Protecting Vulnerable Users

- Vulnerable road users – people walking or cycling – travel without the protection of a motor vehicle and are more susceptible to injury.
- CDOT is installing infrastructure that physically protects pedestrians and cyclists, including protected bike lanes, pedestrian refuge islands, and other concrete improvements to the street.
- These installations are happening in projects throughout the city, with particular attention to community destinations like schools and parks.



Building Community Partnerships



- Partnerships with communities are essential to addressing traffic safety in neighborhoods. CDOT engages with local organizations to help foster a culture of safety in communities.
- Community input and feedback help pinpoint known safety issues in neighborhoods and contribute to refining project designs.



Design Elements for Safe Streets

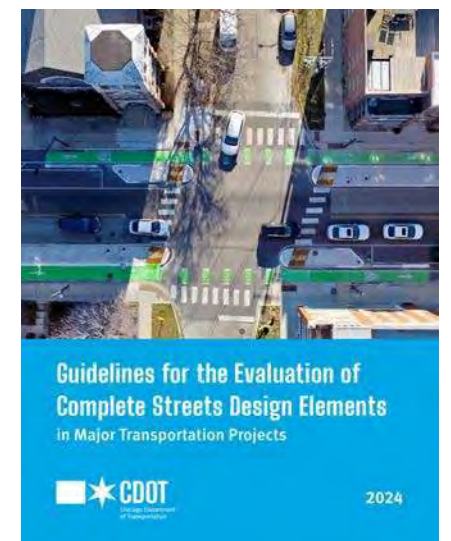
Tools for Mitigating Severe Crashes

CDOT has identified a Complete Streets toolbox of safety-enhancing street design elements to evaluate for use in all scales of transportation projects. These design elements can enhance the safety and mobility of all users and provide a foundation to guide the design of Chicago's streets. This toolbox will be updated as new crash trends emerge and CDOT develops new strategies and design elements to address them.

The design elements described in the following pages serve as examples of CDOT's ongoing work of improving safety across the city. Further information, including additional elements, can be found in CDOT's *Guidelines for the Evaluation of Complete Streets Design Elements in Major Transportation Projects*, released in 2024.

Featured Safe Streets Design Elements

- **Raised Crosswalks**
- **Bus Boarding Islands**
- **Protected Bike Lanes**
- **Context-Sensitive Lane Widths**
- **Left Turn Traffic Calming (LTTC)**



Raised Crosswalks

Raised crosswalks bring the crossing up to sidewalk level, providing a comfortable experience for people walking and encouraging drivers to slow down.

How it works:

- Managing Speeds
- Improving Visibility



Protected Bike Lanes

Protected bike lanes provide dedicated space for cycling that is physically separated from vehicles on higher-traffic streets, improving safety for cyclists, narrowing the roadway, and prompting drivers to travel at safer speeds.

- How it works:**
- Reducing Conflicts & Exposure
- Protecting Vulnerable Users
- Managing Speeds



Bus Boarding Islands

Bus boarding islands provide dedicated space for transit passengers while maintaining clear sidewalks. Similar to a curb a bump-out, they increase visibility and reduce crossing distances for people walking and remove shared space between buses and cyclists. They also increase transit efficiency by eliminating the need for a bus to merge into a travel lane from the stop.

- How it works:**
- Reducing Conflicts & Exposure
- Protecting Vulnerable Users
- Managing Speeds
- Improving Visibility



Chicago Cycling Strategy

A safe, comfortable, and connected cycling network that serves all of Chicago not only improves and expands our city’s transportation system—it also helps to make our communities healthier, cleaner, more vibrant, and more **balanced**. CDOT’s Chicago Cycling Strategy, released in 2023, outlines a **fair** and efficient approach to implementing a cycling system that serves all neighborhoods, focuses on local trips, and is built on community partnerships.



- **Biking is up 119%** from Fall 2019 to Spring 2023, the highest growth among the ten largest U.S. cities¹.
- **166%** growth in non-White cyclists, with growth in cycling for every age group
- **85%** of the next 150 miles of planned bikeways are low-stress facilities.
- **70%** of Chicagoans will live within 1/2 mile of a low-stress bikeway.

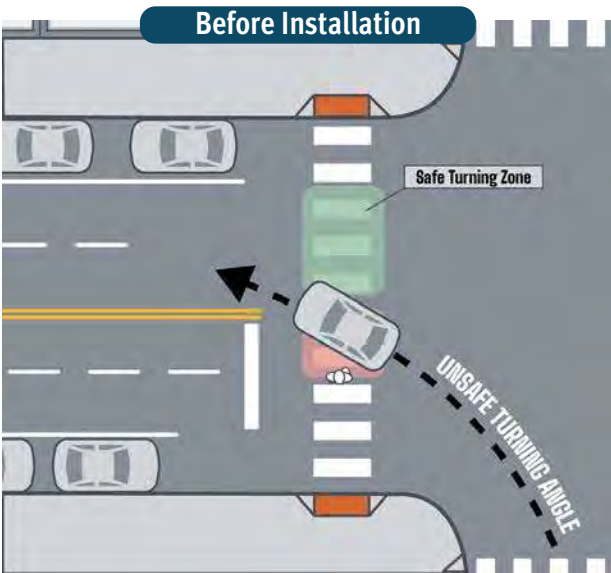
¹ Replica disaggregate bicycle count data, Fall 2019 - Spring 2023

Context-Sensitive Travel Lane Widths

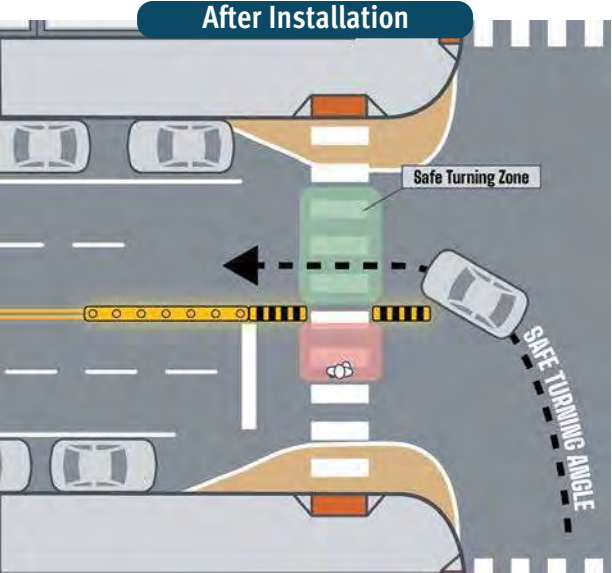
CDOT is "right-sizing" travel lane widths. Wider travel lanes have been found to encourage speeding. Narrowing lane width is now being considered across project scales, from re-striping to resurfacing to larger construction projects.

How it works:

Managing Speeds



Left turns are more complex than right turns. Drivers need to look for gaps in oncoming traffic, and pedestrians can be blocked from view by the vehicle’s “A-pillar.” Additionally, the wider turning path allows for higher speeds. The result is greater exposure and risk for pedestrians.



LTTC treatments “harden” the centerline with bollards, rubber speed bumps, and a raised curb. These improvements discourage drivers from cutting across the centerline, guide turns at safer angles, reduce turning speeds, and improve pedestrian visibility.

- KSI/Mile on narrower streets is lower than wider streets.
- KSI/Mile on streets with protected bike lanes is lower than on streets without.

Left Turn Traffic Calming (LTTC)

Through crash analysis, CDOT has identified left turns as one of the most common crash maneuvers. Not only are left-turning crashes common, but they are more likely than other maneuvers to result in serious injury. To target this specific maneuver, CDOT initiated a Left Turn Traffic Calming program at dangerous intersections across the city.

- Why target left turns? Left turns are the 2nd most common crash maneuver for KSI crashes.
- In 2023, 39% of crashes where a pedestrian was severely injured or killed at an intersection involved left-turning motorists.

How it works:

Reducing Conflicts & Exposure

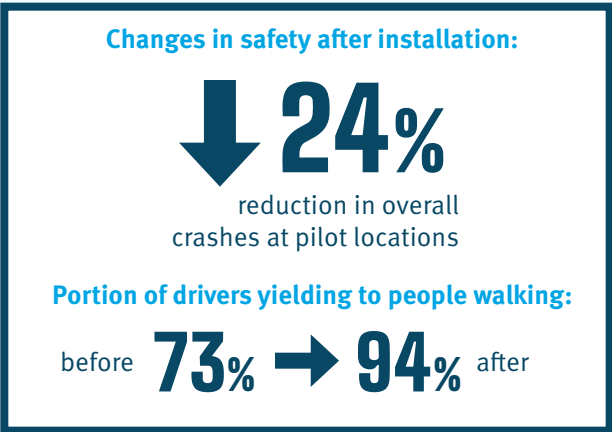
Improving Visibility

Protecting Vulnerable Users

Managing Speeds

Piloting the Design

CDOT piloted the first installations of LTTC at five intersections along State St in River North in 2019. The Department evaluated driver behavior and crash trends before and after installation to gauge the effectiveness of the countermeasure and assess its potential as a design element citywide.





Traffic Safety Investments in Action

Standardizing Safety Improvements Across Projects

CDOT incorporates standard safety design elements into all projects across the city, making safety a top priority at every scale. As a result, the Department is transforming the city's streets, with hundreds of intersections and miles of streets being upgraded each year. The following pages showcase a selection of this ongoing work that has become typical across Chicago.

Citywide Investments

- Over **40 raised crosswalks and intersections** have been installed citywide.
- **57 bus boarding islands** have been installed citywide with **73 additional locations planned**.
- **CDOT's 2023 Chicago Cycling Strategy** outlines plans to implement **150 miles** of new bikeways in the coming years.
- **65+ intersections** with **Left Turn Traffic Calming** installed or planned.

Left Turn Traffic Calming (LTTC)

The standard review of a fatal crash involves evaluating infrastructure to mitigate traffic safety risks at the crash location. The intersections of Chicago Ave and Paulina Ave and Kedzie Ave and 65th St were both identified as good candidates for the installation of LTTC to slow turning speeds and reduce pedestrian exposure in the crosswalk. The hardened centerline treatment, along with rapid delivery bump-outs, was installed at both intersections.



Chicago Ave & Paulina St

In May 2022, a 73-year-old woman was struck and killed by a commercial van making a left turn while she was walking at the intersection of Chicago Ave and Paulina Ave in the West Town community area.



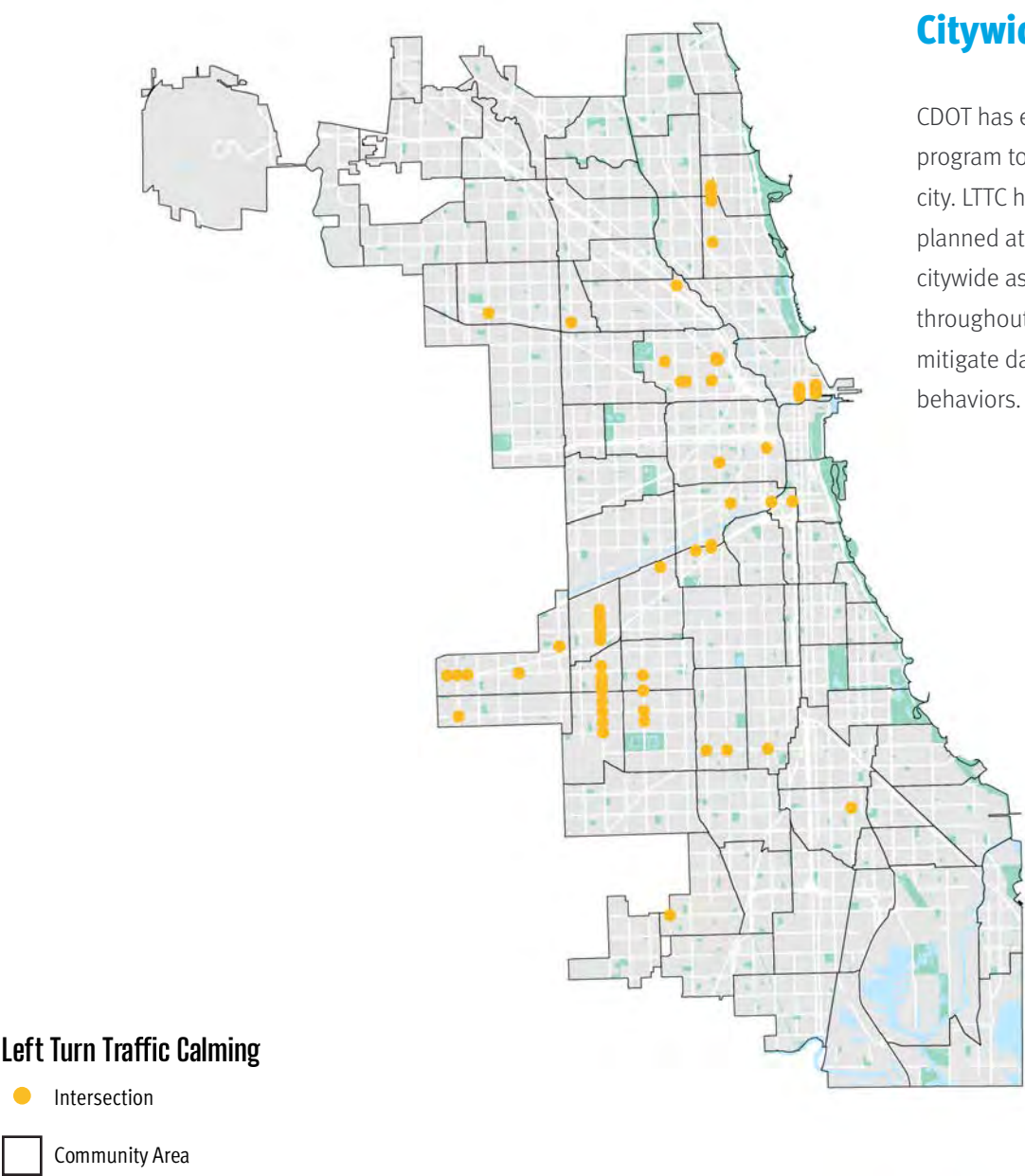
65th St & Kedzie Ave

In July 2019, a 59-year-old man was struck and killed by a car making a left turn at the intersection of 65th St and Kedzie Ave in the Chicago Lawn community area.



Investments in Action

65+ intersections completed or planned for 2024



Citywide Expansion

CDOT has expanded the LTTC program to all parts of the city. LTTC has been installed or planned at 90+ intersections citywide as a tool used throughout CDOT projects to mitigate dangerous driving behaviors.

111th St & Cottage Grove Ave

In November 2023, there was an angled crash at the intersection of Cottage Grove Ave and 111th St, which resulted in the death of a passenger. This intersection is part of a planned CDOT Streetscape project in the Pullman neighborhood. While construction of the project is upcoming, CDOT installed interim pavement markings at this location to narrow the roadway and guide drivers to reduce speeds. These markings reflect the new layout of the street that will be implemented with the Streetscape project.

Lane Reconfiguration

- Narrowed roadway to reduce speeds
- New interim street layout
- Accelerated installation at upcoming project location



87th St – Wabash to St. Lawrence

In October 2022, a pedestrian was struck near the intersection of 87th St and Indiana Ave. After evaluating the location, CDOT determined that the existing roadway layout operated as two travel lanes in each direction, likely contributing to high speeds. As part of a scheduled re-striping of this segment in 2024, the Department installed a painted median and parking lane lines, resulting in a street cross-section of one travel lane in each direction.

Lane Reconfiguration



- Roadway reorganized to reduce pedestrian exposure
- Striped median and parking lane lines installed

Pulaski Rd – 40th to 71st

Growing Concern – Pulaski Rd from 40th St to 71st St has become a hot spot for egregious driving, leading to tragic consequences. The multi-lane roadway sees high speeds with a significant amount of truck traffic. As a result, there have been numerous fatal and serious injury crashes along this corridor. In July 2023, three fatal crashes occurred on this stretch of Pulaski Rd, and two of the victims were pedestrians. In October 2023, another pedestrian was fatally struck while crossing Pulaski just blocks from home.

Taking Action – Community groups, elected officials, and city agencies are partnering to develop a rapid delivery traffic calming project to address the most dangerous intersections. Meanwhile, CDOT is engaging with community members and IDOT to find a permanent design solution for the safety issues along the corridor.

Community Partnerships



- CDOT engagement with community groups, elected officials, and city/state agencies to address severe crashes on Pulaski
- **Rapid delivery bump-outs, refuge islands, and LTTC to be installed at up to 20 of the most dangerous intersections,** with ongoing work to determine a permanent solution for safety improvements.

Left Turn Traffic Calming



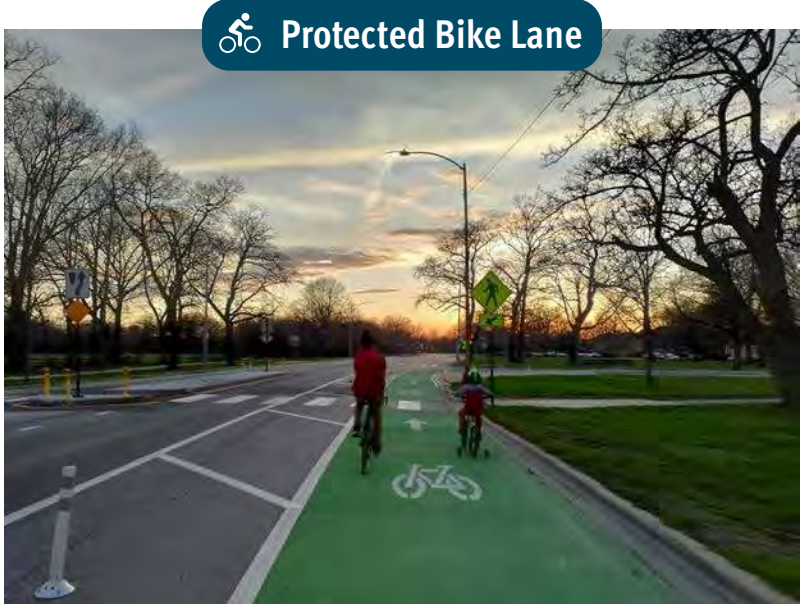
Morgan Dr / Rainey Dr in Washington Park

Connecting people within parks –The Morgan Dr / Rainey Dr corridor through Washington Park serves as a crucial east-west connection for people driving and biking between Washington Park and Hyde Park. This route has been troubled with safety concerns, particularly drivers traveling at high speeds. As part of a scheduled resurfacing project in 2023, CDOT installed protected bike lanes within the park to slow drivers and provide protected space for cyclists.



Jackson Blvd – Austin to Central

Connecting people to parks – Columbus Park in the Austin community area is a significant recreation destination on Chicago’s West Side. To improve access to the park, Jackson Blvd from Austin Blvd to Central Ave was redesigned with pedestrian refuge islands and protected bike lanes to provide safer routes for those who walk and cycle to the park and slow motor vehicle traffic.



- After installation, there was a **25% decrease** in all crashes on this section of Jackson Blvd and a **100% decrease in pedestrian/cyclist crashes.**
- People driving over the speed limit **reduced by 60%**
- **75% decrease** in speeding violations

Central Park Ave – Madison to Franklin

Connecting people to community assets – In 2021, a person was fatally struck while crossing Central Park Ave in front of the Garfield Park Conservatory. To address safety issues along the corridor, CDOT installed Complete Streets infrastructure to lower speeds and improve safety for the most vulnerable users. The new design also facilitates better access for pedestrians walking to the Garfield Park Conservatory, Garfield Park Field House, and CTA Green Line station.



Post installation, Central Park Ave saw a **59% reduction** in people driving over 30 mph near the Garfield Park Conservatory.

Chicago Ave – Austin to Central

The Chicago Ave Streetscape, completed in the summer of 2024, was designed to make the street safe, walkable, and attractive and to foster economic growth along the corridor. The intersection improvements installed along the corridor include curb bump-outs, bus bulbs with in-lane bus stops, and raised crosswalks across the side streets intersecting Chicago Ave. The addition of these elements resulted from extensive community input and demonstrates the widespread incorporation of pedestrian safety features in CDOT projects.



- **6 intersections** upgraded to include curb **bump-outs** or **bus bulbs**, and **4 intersections** include **raised crosswalks** across the side streets.



Laramie Ave – Ferdinand to Le Moyne

In 2020 and 2022, pedestrians were tragically struck and killed by a motor vehicle at the intersections of Laramie Ave & Potomac Ave and Laramie Ave & Thomas St, respectively. After evaluating these locations for safety improvements, they were included in a corridor project on Laramie Ave in the Austin neighborhood. The project incorporated bump-outs and raised crosswalks on the side streets to slow down drivers and reduce crossing distance. One of the project’s goals is to enhance safety for pedestrians walking to La Follette Park.

- **32% reduction** in crossing distance
- Concrete pedestrian safety improvements at **9 intersections**
- Bus bulbs and sidewalk-level bike lanes



Kedzie Ave at Daley Library

In September 2021, a pedestrian was fatally struck by a speeding vehicle while trying to cross Kedzie Ave. Community groups shared concerns with the Department that kids were crossing the street in this location to move between activities at the Daley Library and Kells Park across Kedzie Ave. In response, CDOT installed a new crosswalk and curb bump-outs to provide a safer way for pedestrians to access Daley Library.

- **25% reduction** in crossing distance
- New mid-block crosswalk with bump-outs
- Improved signage and ADA ramps



School Zone Improvements

Protecting Tomorrow’s Leaders

Schools are anchors in Chicago’s neighborhoods and communities. They serve as local landmarks, meeting locations, and the sites where tomorrow’s leaders learn and play. Traffic safety is critical to our schools and surrounding neighborhoods. CDOT is deploying a comprehensive neighborhood-level effort surrounding schools by building complementary safety improvements to create a better, more walkable environment.

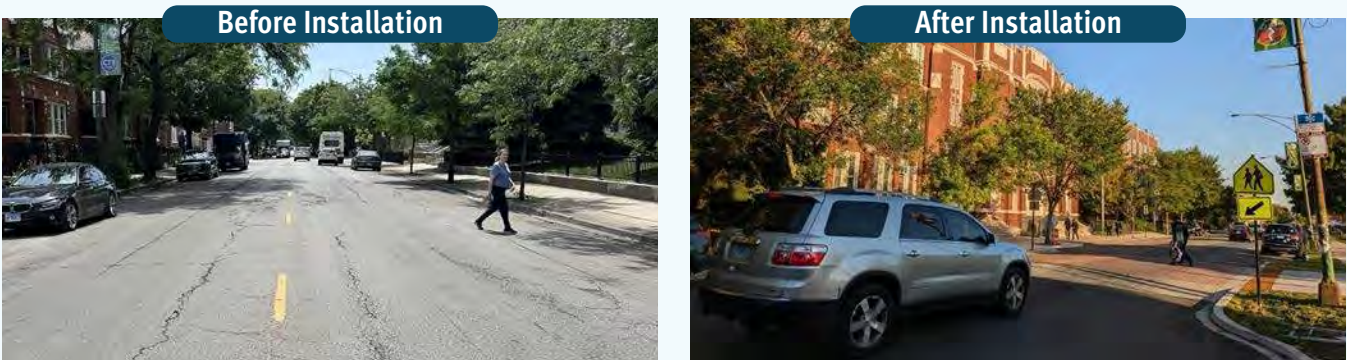
- In the neighborhood surrounding a school, drivers will find **20 mph speed limit signs**.
- Features become more robust within blocks of the school via **enhanced signs and pavement markings**.
- Concrete infrastructure like **bump-outs and raised crosswalks** reinforce pedestrian safety and priority in the immediate vicinity of the school.



School Zones in Action

Schools and surrounding areas selected for improvements are based on a combination of crash analysis, community input, and consideration of street context where the strategy would work best. CDOT analyzed crash data to identify schools with the highest number of severe crashes, crashes involving youth, and pedestrian crashes within a quarter mile of the school grounds. Additionally, CDOT obtained data from Chicago Public Schools on locations of concerns and met with school staff to understand safety conditions. **By the end of 2024, CDOT will have implemented this strategy at ten schools.**

Kelly High School



A new mid-block raised crosswalk across the 4100 block of South California Ave connects Kelly High School to its sports field and the Rockwell neighborhood greenway.

Ruggles Elementary School



Bump-outs at the corner of 78th St and Calumet Ave at the northeast corner of Ruggles Elementary School.

Nash Elementary School



Bump-outs located at the intersection of Erie St and Lamont Ave at the northwest corner of Nash Elementary School’s campus shorten the crossing distance for students walking to school.

Portage Park Elementary



Bump-outs at intersections near the school slow traffic down, improving safety for families walking to school.



The Raised intersection at Berteau Ave and Long Ave at Portage Park Elementary School connects the school campus to Portage Park proper.

Saucedo Elementary



Protected bike lanes and a lower speed limit reduce conflicts between cyclists and motorists as they approach the school.

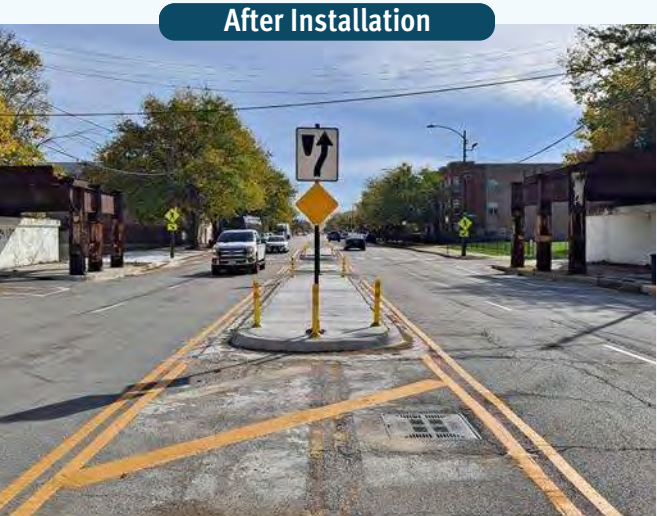


A raised crosswalk across 24th Blvd in front of Saucedo Elementary School provides a safe crossing and increased pedestrian visibility.

Bronzeville Classical Elementary School



A pedestrian refuge island at the intersection of State St and 40th St, near the campus of Bronzeville Classical Elementary School, enhances pedestrian visibility while narrowed travel lanes slow vehicle speeds.



Lindblom Math and Science Academy

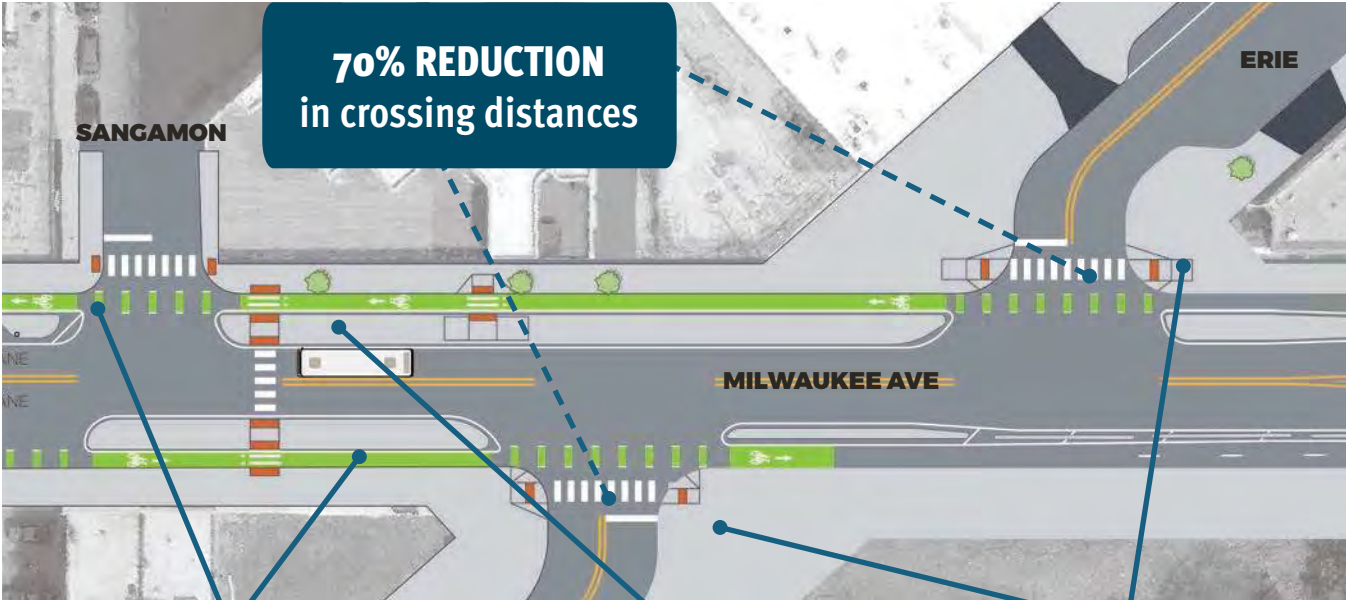


Rapid delivery bump-outs at intersections surrounding Lindblom Math and Science Academy were upgraded to concrete. These bump-outs slow traffic and improve pedestrian visibility.



Milwaukee Ave – Kinzie to Chicago

CDOT is slated to resurface Milwaukee Ave from Kinzie St to Chicago Ave. As part of this project, CDOT is implementing safety improvements along the corridor. The proposed design was informed by a traffic fatality that occurred in 2022, where a person riding in the bike lane was struck by a turning driver. The planned improvements include concrete curbs to strengthen the existing protected bike lane, bus boarding islands to improve transit operations, and curb bump-outs to enhance visibility and reduce crossing distances for pedestrians.



Provide exclusive space for people biking to physically separate from motor vehicles on Milwaukee Ave.



Streamline transit operations so buses do not need to merge in and out of traffic at stops and provide designated space for bus riders waiting to board.



Curb bump-outs and concrete refuge islands reduce crossing distances for pedestrians on Milwaukee Ave and slow motor vehicles.



Standardizing Safety Improvements – Milwaukee Ave Corridor

In addition to targeting improvements at the site of fatal crash locations, CDOT is systemically implementing traffic safety design elements across the more than 11-mile Milwaukee Ave corridor to reduce the likelihood of severe traffic crashes in the future.



Protected Bike Lane



Pedestrian Refuge Island



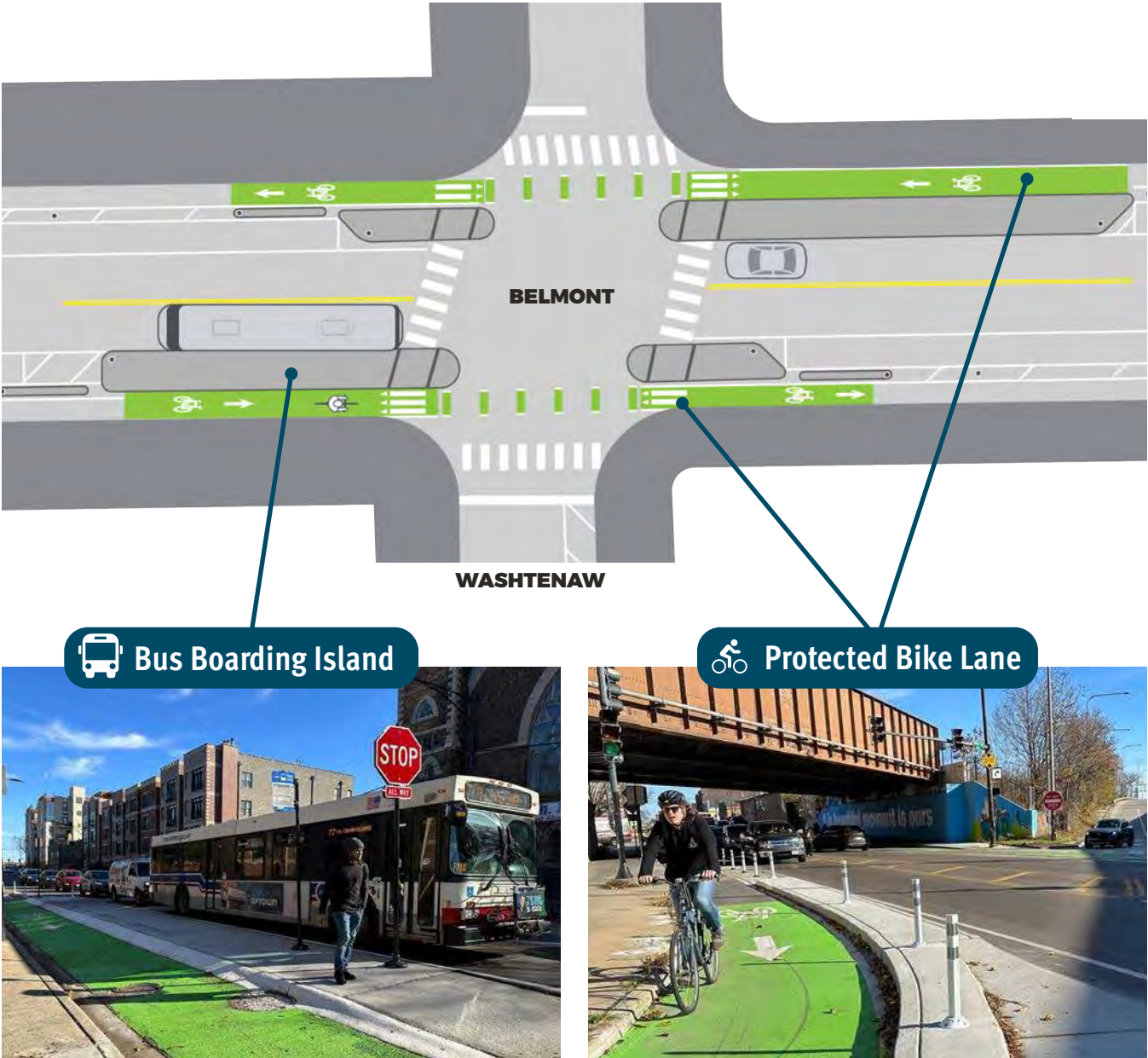
Bus Boarding Island



Lower Speed Limit

Belmont Ave – Kimball to Western

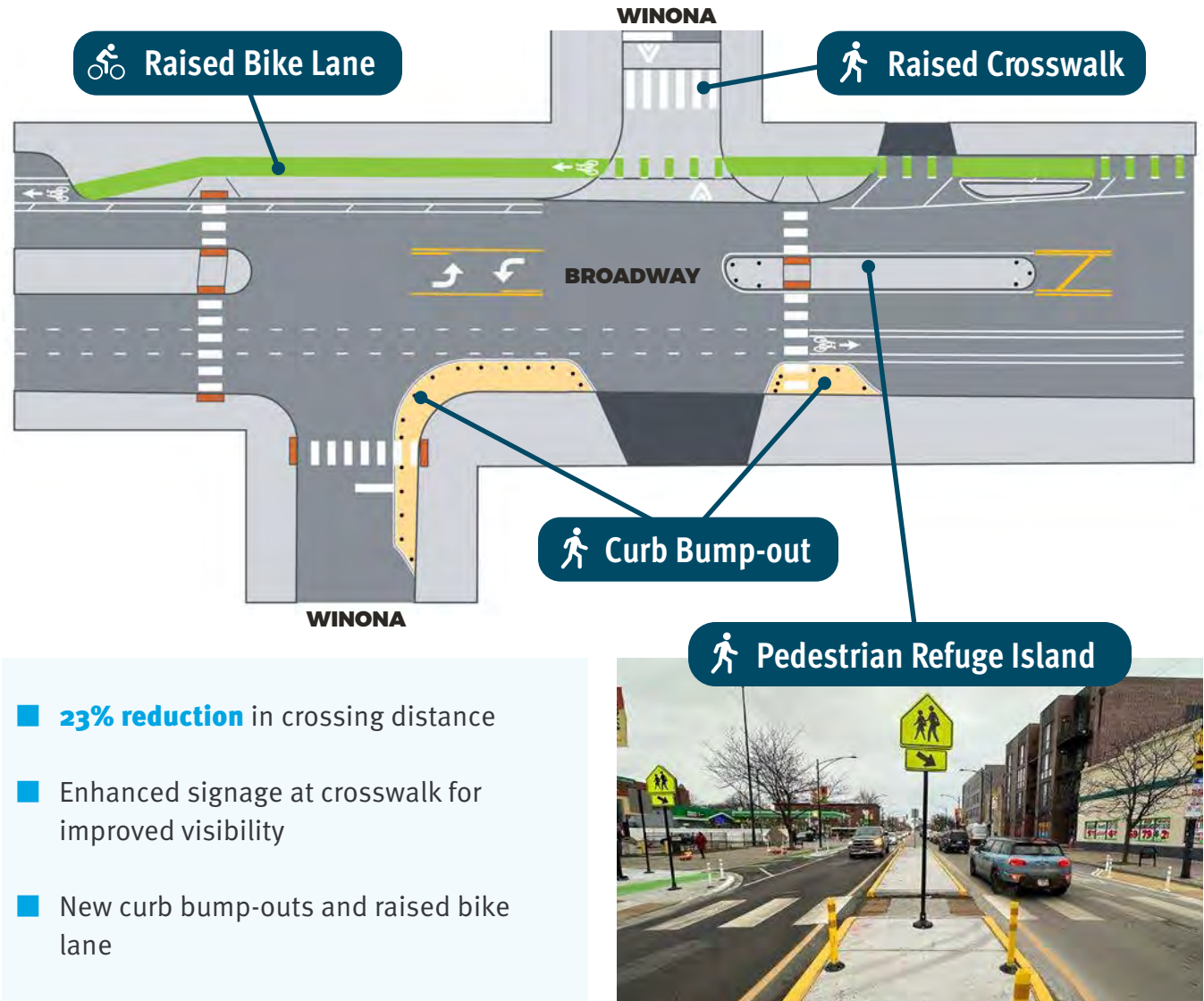
CDOT has transformed Belmont Ave between Kimball Ave and Western Ave with a bold design that prioritizes and balances the needs of people walking, biking, and riding the bus. The expansion of the low-stress bike network along this critical east-west connection has resulted in improved bus operations through dedicated bus lanes and bus boarding infrastructure while shortening crossing distances for people walking.



Broadway & Winona St

On the night of July 25, 2023, a 69-year-old pedestrian was tragically struck and killed by a hit-and-run driver while trying to cross Broadway. CDOT has implemented a suite of safety improvements at this uncontrolled intersection.

- In 2023, **50%** of all pedestrian and cyclist fatalities were hit-&-runs.
- **20%** of pedestrians who were seriously injured while walking were **62 years old or older**.



- **23% reduction** in crossing distance
- Enhanced signage at crosswalk for improved visibility
- New curb bump-outs and raised bike lane



Appendix

2023 Traffic Crash Data Review

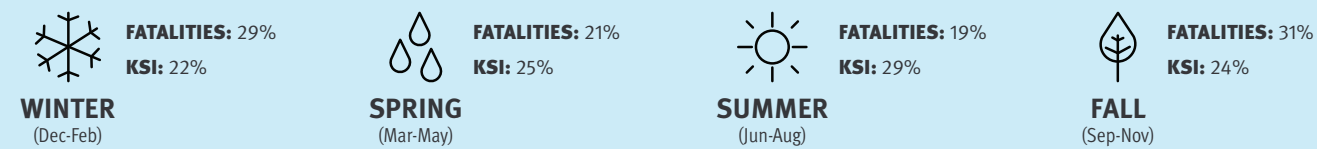
This section contains additional findings from CDOT's 2023 traffic crash data analysis. Unless otherwise specified, all charts and statistics within this section refer to 2023 data.

When are Crashes Happening?

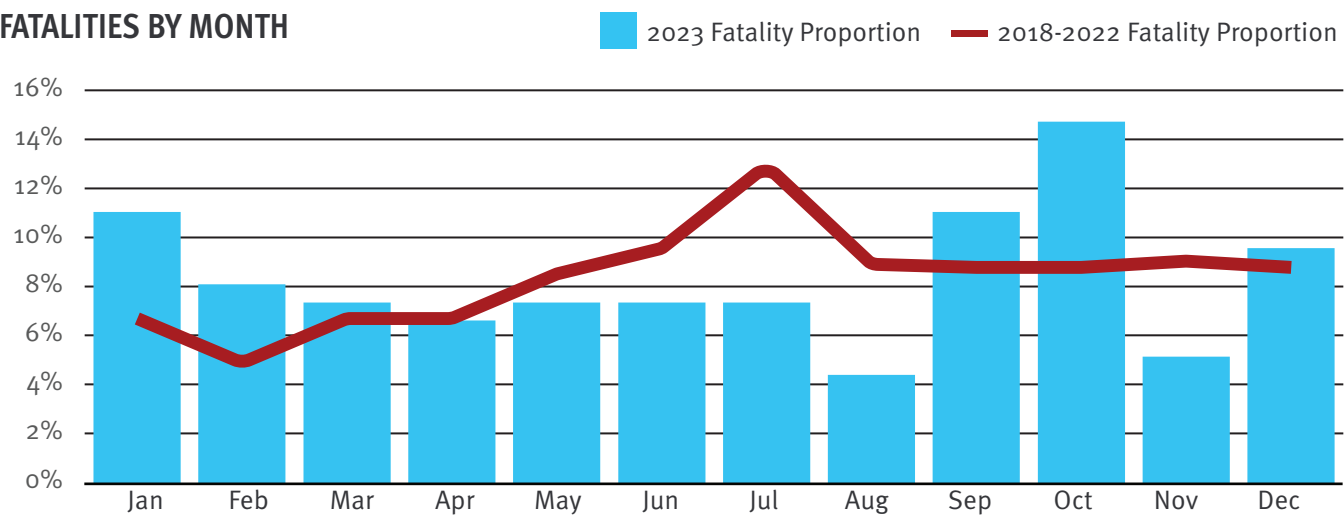
By Month

The number of people seriously injured or killed in traffic crashes varies throughout the year. Typically, the summer months see the highest number of traffic-related serious injuries and fatalities. However, in 2023, only 19% of fatalities occurred during the summer, while the fall saw a disproportionate 31% of fatalities.

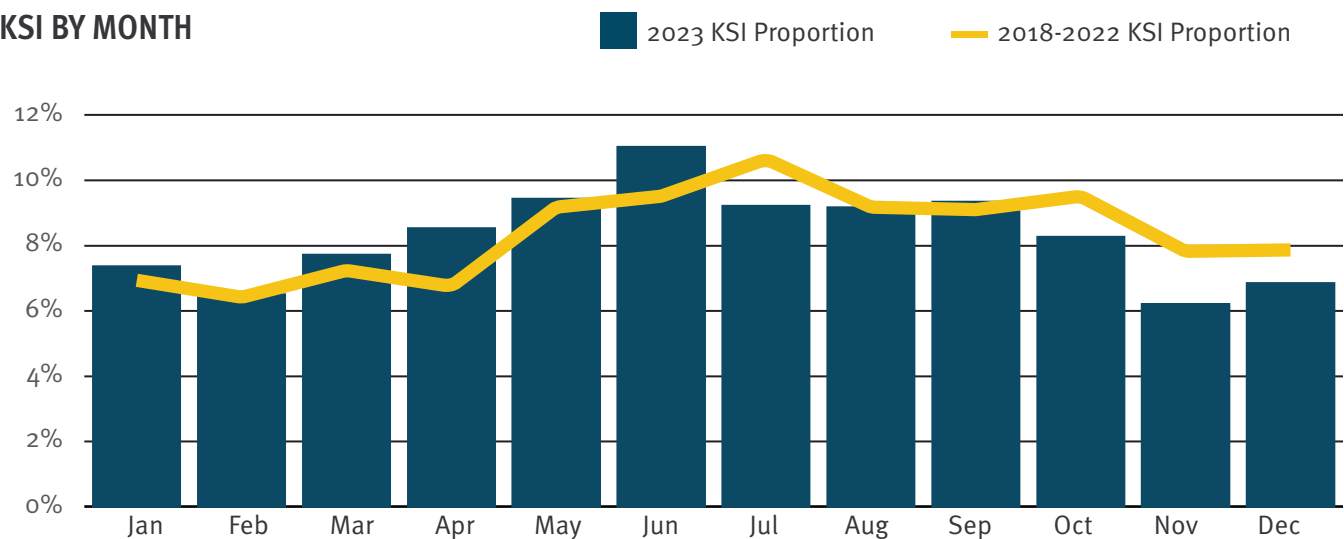
SHARE OF INJURIES BY SEASON



FATALITIES BY MONTH



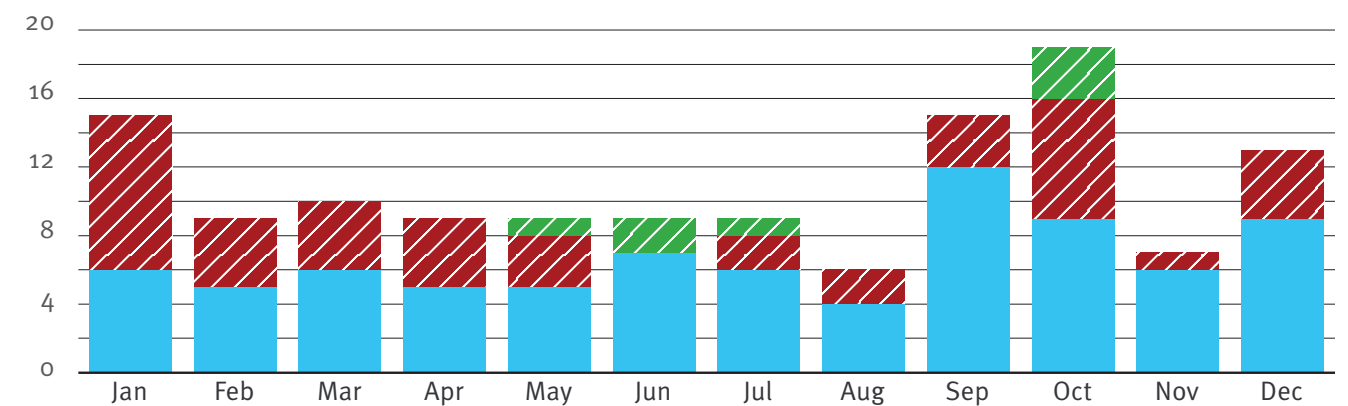
KSI BY MONTH



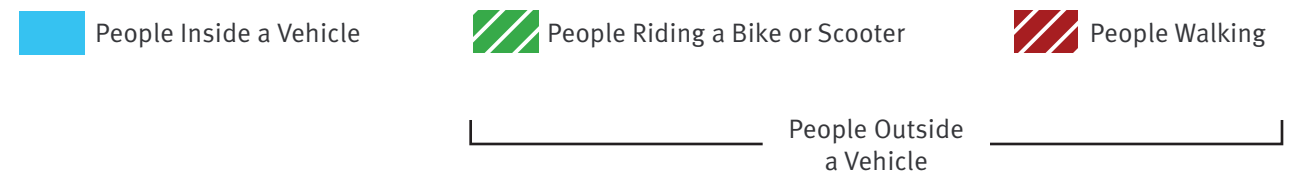
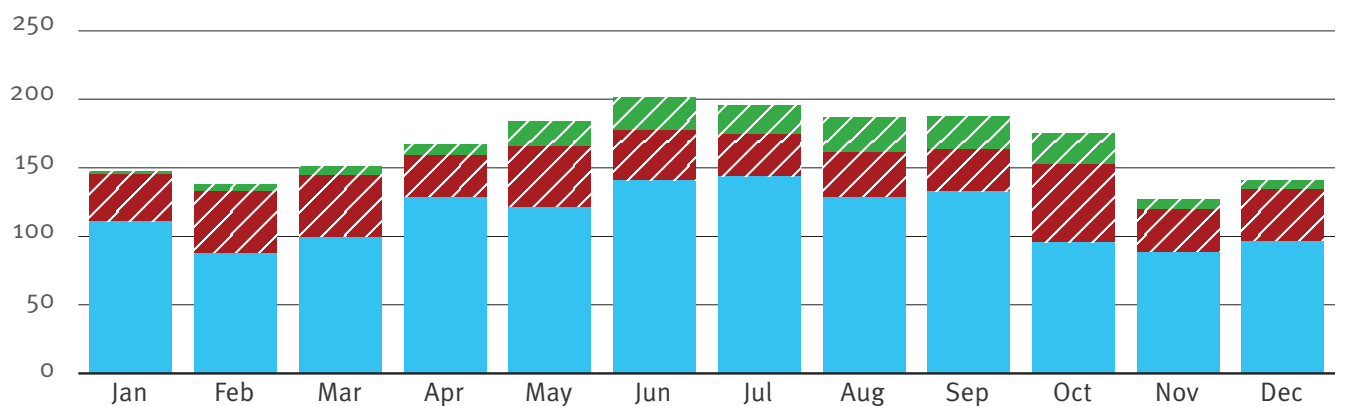
By Month and Mode

In 2023, the greatest number of fatal bike crashes occurred in October, while the highest number of fatal pedestrian crashes happened in January. The most fatal motor vehicle collisions were recorded in September. Within a year, there are usually fewer fatal and serious injury crashes during the colder months, with the lowest number of 2023 KSI crashes across all modes of transportation recorded in November.

FATAL CRASHES BY MONTH BY MODE



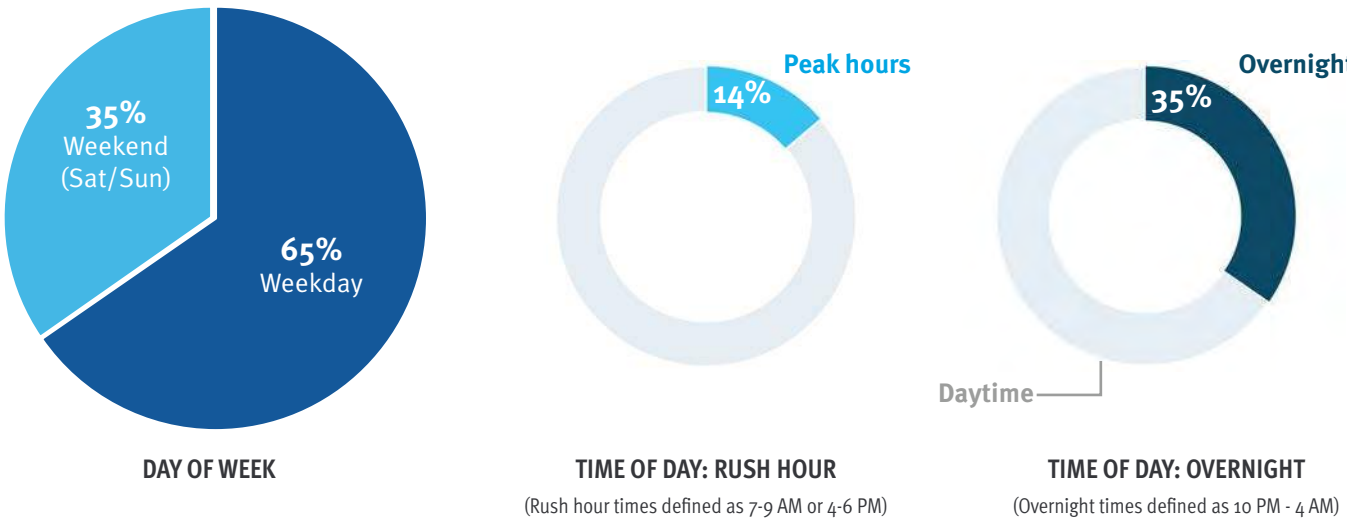
KSI CRASHES BY MONTH BY MODE



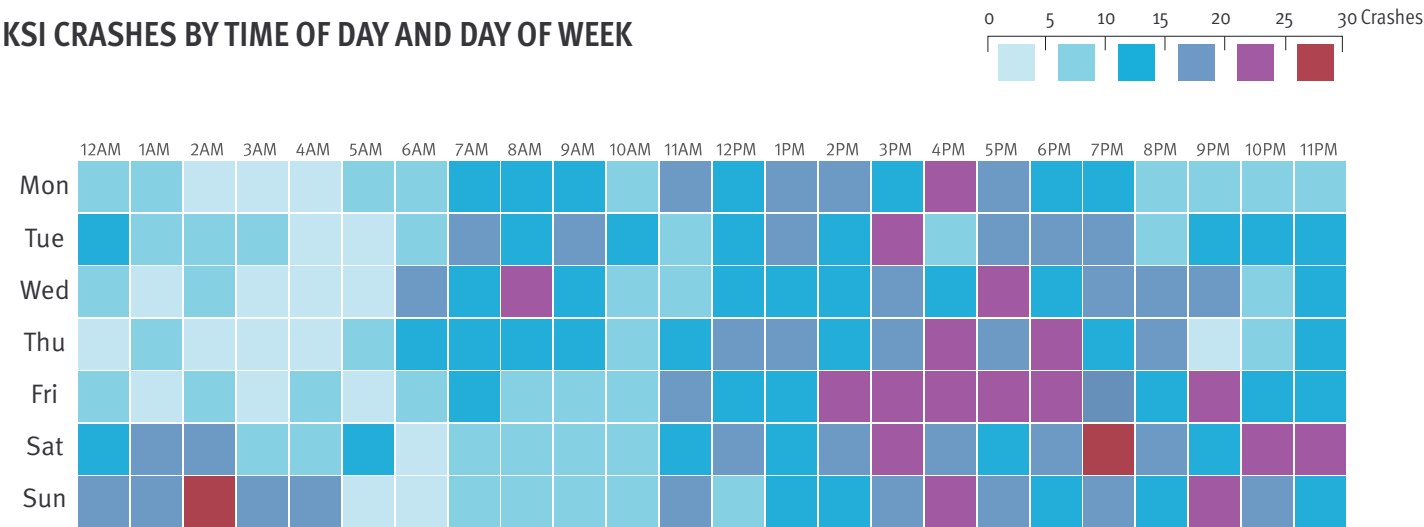
By Time of Day and Day of Week

The frequency of fatal and serious injury crashes varies depending on the time of day and day of the week. In 2023, 35% of fatal crashes occurred between 10 PM and 4 AM, while only 20% of KSI crashes and 15% of all crashes occurred during this period. These proportions are similar to the past five years. Additionally, only 14% of 2023 fatalities occurred during rush hours of 7-9 AM and 4-6 PM, despite these times having high traffic volumes.

FATAL CRASHES BY DAY AND TIME



KSI CRASHES BY TIME OF DAY AND DAY OF WEEK



How are Crashes Happening?

Vehicle Maneuvers

The term vehicle maneuver refers to the movement of the driver who caused the crash just before the collision occurred. In crash reports, the striking driver is the person driving a motor vehicle who makes the first contact and causes the collision. This person is often found to be at fault.

In 2023, the most common vehicle maneuver in fatal and serious injury crashes was “straight ahead.” Crashes involving left and right-turning vehicles resulted in a disproportionately high number of fatalities or serious injuries for pedestrians and cyclists. For each maneuver, CDOT analyzes the percentage of KSI crashes compared to all crashes involving that movement. The resulting proportion is the relative severity of the maneuver.

STRIKING VEHICLE MANEUVER - ALL MODES

MANEUVER	COUNT OF CRASHES	KSI CRASHES	% OF CRASHES	% OF KSI CRASHES	RELATIVE SEVERITY	FREQUENCY	SEVERITY
STRAIGHT AHEAD	43,931	1,117	49%	58%	1.18	VERY COMMON	SEVERE
TURNING LEFT	8,000	294	9%	15%	1.70	VERY COMMON	VERY SEVERE
BACKING	4,332	19	5%	1%	0.20	COMMON	LESS SEVERE
PASSING/OVERTAKING	4,108	59	5%	3%	0.66	COMMON	LESS SEVERE
TURNING RIGHT	4,055	79	5%	4%	0.90	COMMON	SEVERE
CHANGING LANES	3,014	22	3%	1%	0.34	COMMON	LESS SEVERE

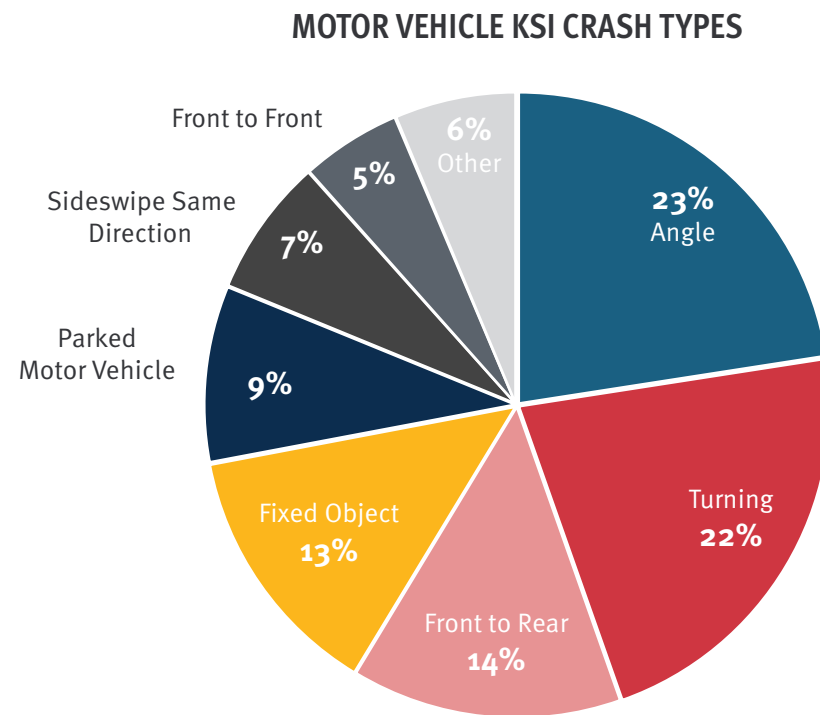
STRIKING VEHICLE MANEUVER - BIKE AND PEDESTRIAN

MANEUVER	COUNT OF CRASHES	KSI CRASHES	% OF CRASHES	% OF KSI CRASHES	RELATIVE SEVERITY	FREQUENCY	SEVERITY
STRAIGHT AHEAD	1,539	272	44%	49%	1.11	VERY COMMON	VERY SEVERE
TURNING LEFT	756	127	22%	23%	1.06	VERY COMMON	VERY SEVERE
TURNING RIGHT	422	45	12%	8%	0.67	COMMON	LESS SEVERE
PARKED	143	19	4%	3%	0.84	LESS COMMON	SEVERE
BACKING	78	6	2%	1%	0.48	UNCOMMON	LESS SEVERE
PASSING/OVERTAKING	61	9	2%	2%	0.93	UNCOMMON	SEVERE

By Crash Type

Crash type describes the initial physical impact in a traffic collision involving a motor vehicle and either another vehicle, a person, or a stationary object. The chart to the right shows serious injury and fatal crashes involving only motorists by crash type.

Angle crashes and turning crashes (23% and 22%, respectively) were the most common in 2023.



Common crash types include:



Angle - a collision between two motor vehicles approaching an intersection at an angle to each other, where both intend to go forward.



Fixed Object - a collision involving a motor vehicle colliding with a fixed object, without first striking any other vehicle or object.



Turning - a collision that occurs when at least one motor vehicle is in the process of making a turn at an intersection or entering/exiting parking lots, alleys, or driveways.



Parked Motor Vehicle - a collision between a moving motor vehicle and a legally parked motor vehicle.



Front to Rear - a collision in which motor vehicles cause damage to the front and/or rear end of another vehicle.



Front to Front - a collision between two motor vehicles traveling in opposite directions where the primary damage is to the front area of at least one of the vehicles.



Sideswipe Opposite Direction - a collision involving motor vehicles traveling in opposite directions, resulting in damage to the sides of both vehicles.

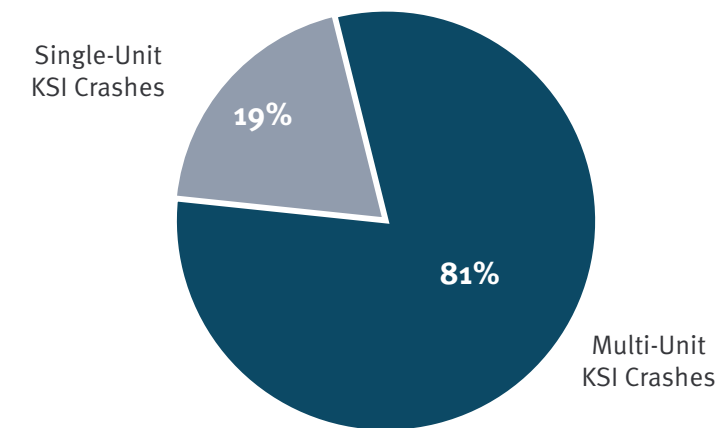


Sideswipe Same Direction - a collision involving motor vehicles traveling in the same direction, resulting in damage to the sides of both vehicles.

Single-Unit Crashes

Single-unit crashes involve only one motor vehicle and no other road users. They are often fixed-object crashes in which a driver strikes a parked car, tree, streetlight, or building and may involve driver impairment or distraction. Out of 2023 motor vehicle crash where a person was killed or seriously injured, 19% were single-unit crashes.

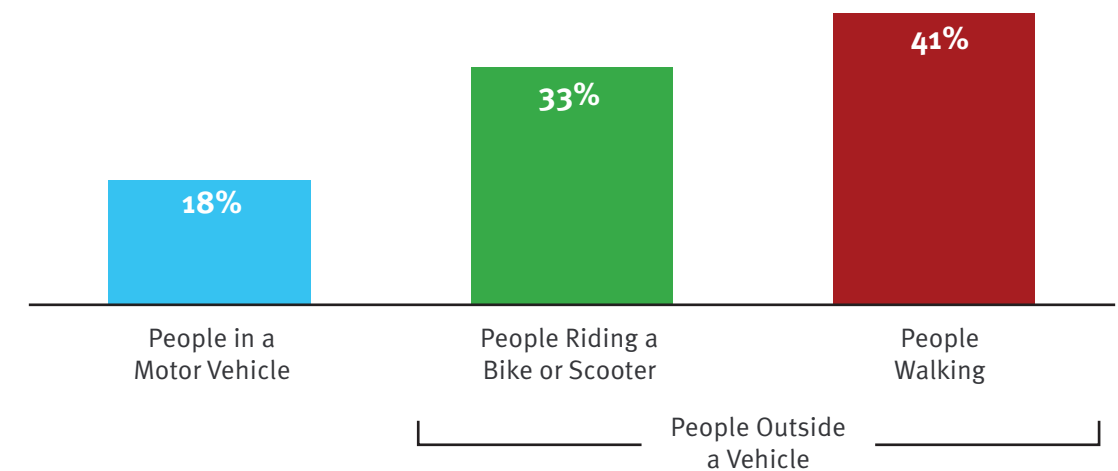
SINGLE-UNIT VS. MULTI-UNIT MOTOR VEHICLE KSI CRASHES



Hit-and-Run Crashes

Hit-and-run crashes occur when a driver involved in a crash leaves the scene before addressing the collision. Drivers are much more likely to flee the scene if they hit a pedestrian or cyclist than if they hit another motor vehicle.

HIT-AND-RUN CRASHES AS A PERCENT OF KSI CRASHES BY MODE



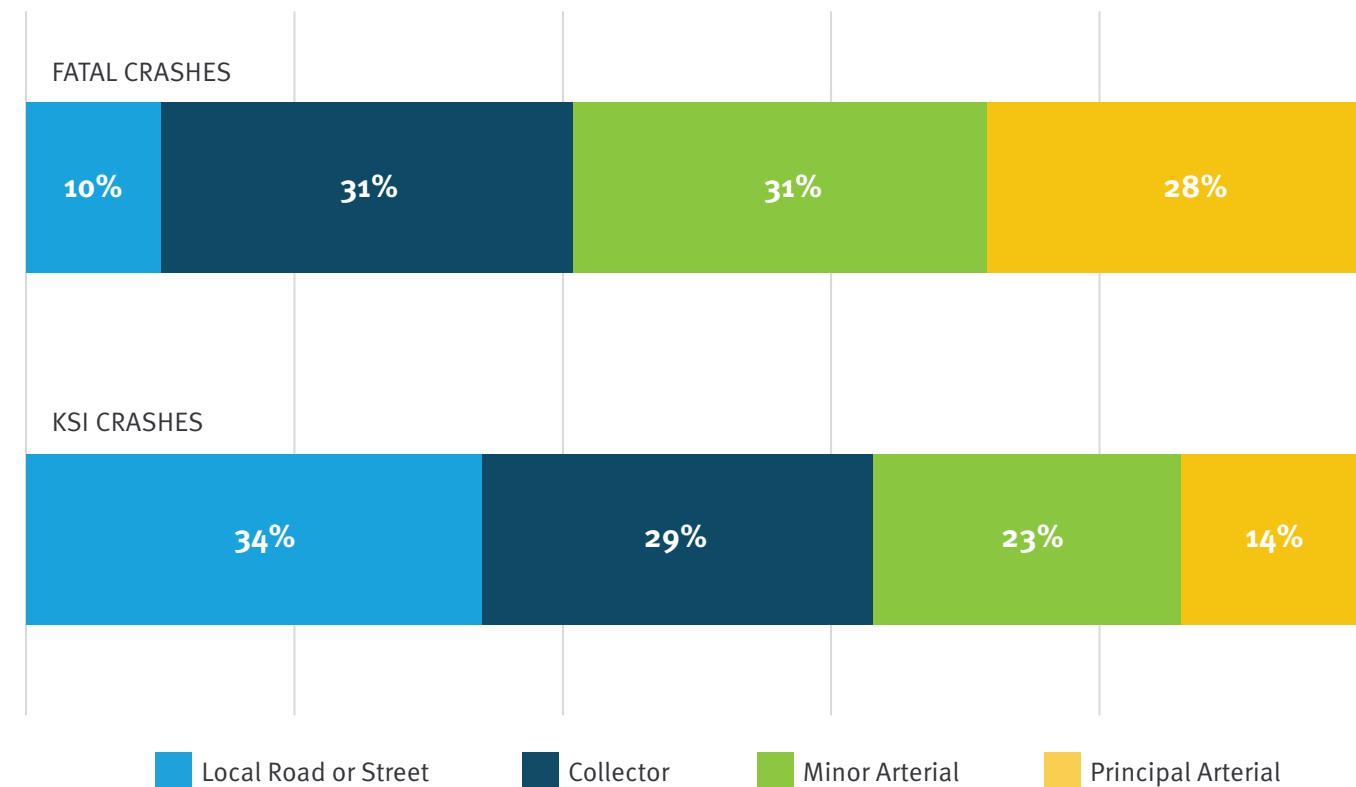
Where are Crashes Happening?

By Street Type

The road system categorizes streets based on their capacity to handle traffic. These categories, known as functional classes, were created by the Federal Highway Administration and identify streets based on number of travel lanes, roadway widths, and traffic volumes.

In 2023, the highest proportion of crashes where someone was killed or seriously injured occurred on arterial streets. The same is true for fatal crashes alone. A significantly higher percentage of KSI crashes occurred on local streets when compared to fatal crashes.

STREET CLASSIFICATION BY CRASH SEVERITY



Understanding Functional Classifications



Principal Arterials - tend to be highest-traffic volume corridors and experience the highest trip demand.

Ex: Pulaski Rd



Minor Arterials - provide service for moderate-length trips, interconnect principal arterials, and distribute traffic to smaller geographic areas.

Ex: Chicago Ave



Collectors - provide traffic circulation and land access in higher-density residential, and commercial/industrial access. They gather traffic from local roads and funnel into the arterial network.

Ex: Milwaukee Ave



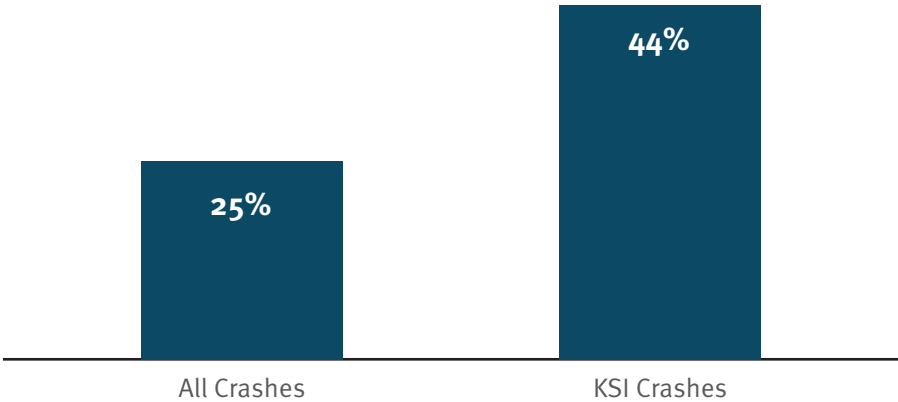
Local Streets - are roads not classified as above. These streets are designed to provide direct access to adjacent land uses, such as residences, and not for through traffic movement.

Ex: School St / Aldine Ave

By Intersection

The reported data shows that 47% of people killed or seriously injured were involved in intersection-related crashes. KSI crashes are more likely to occur at intersections than all crashes.

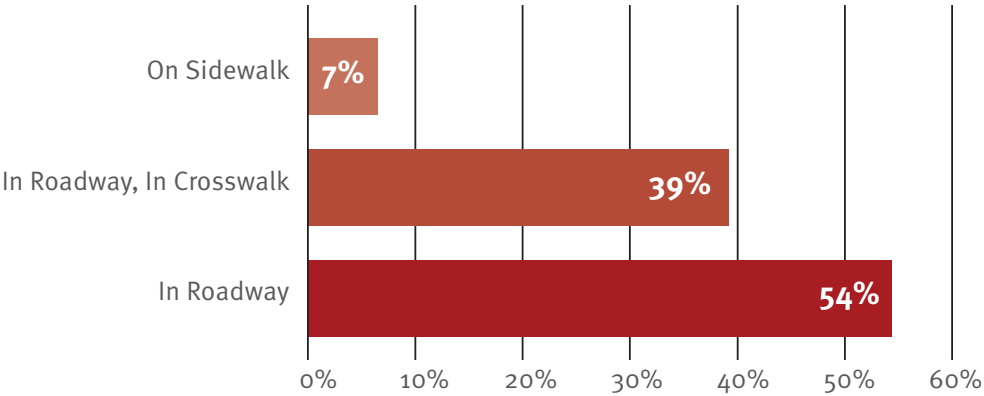
INTERSECTION-RELATED CRASHES



Pedestrian Location

The reported data shows that 46% of people who were killed while walking were struck in a crosswalk or on a sidewalk.

STREET LOCATION OF PEOPLE KILLED WHILE WALKING



By Street Jurisdiction

Within Chicago’s road network, there are roads that fall under state, county, or city jurisdiction. State roads are usually arterials and must follow state design guidelines. In 2023, 24% of KSI and 45% of fatal crashes occurred on state jurisdiction streets, while only 9% of the city’s road network falls under state jurisdiction.

PROPORTION OF CRASHES BY STREET JURISDICTION

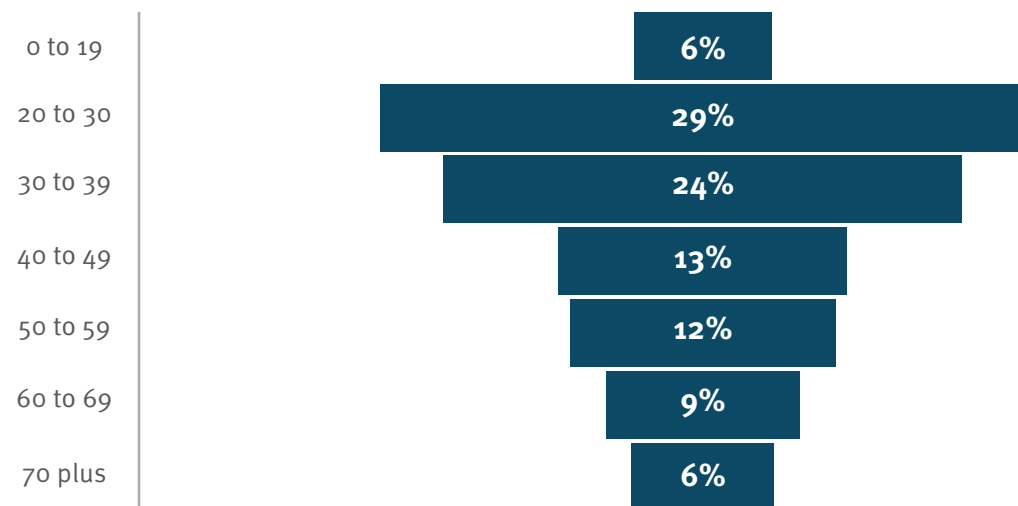
JURISDICTION	ROAD NETWORK	KSI CRASHES	FATAL CRASHES
STATE	9%	24%	45%
COUNTY	2%	6%	6%
CITY	89%	70%	49%

Who is Involved in Crashes?

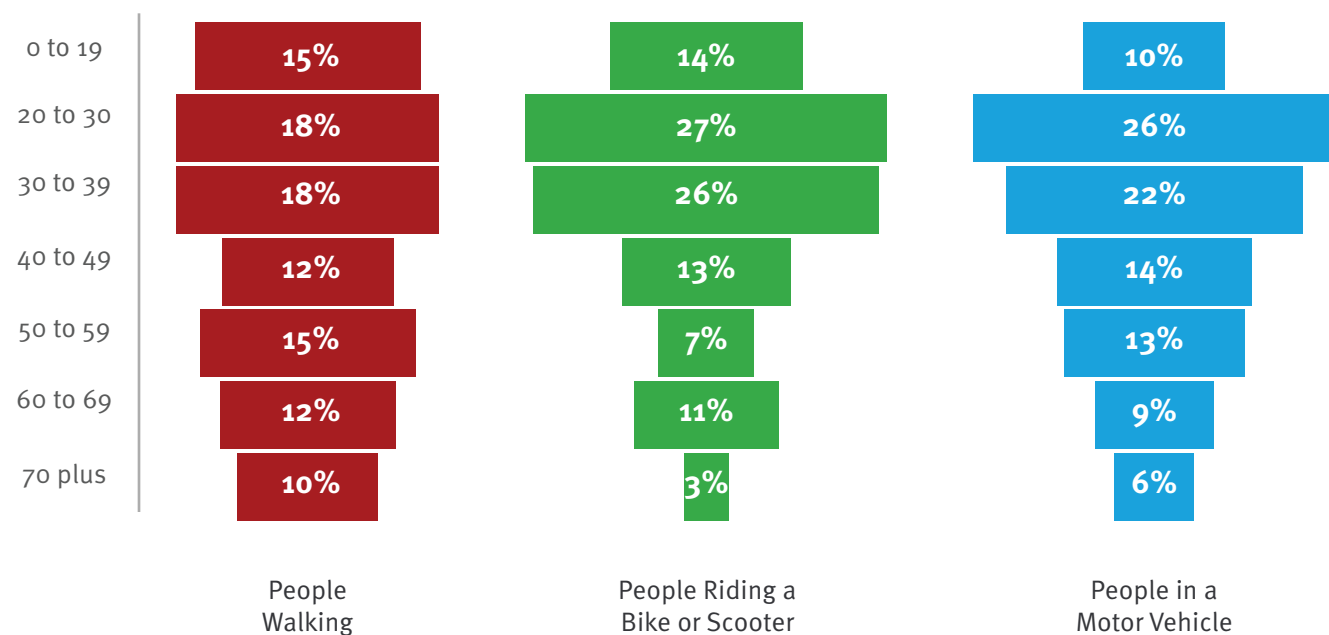
By Age

The age distribution of individuals who were either the striking drivers or victims varied significantly by mode. Those under 30 years old comprised the largest proportion of both striking drivers and victims in motor vehicles in KSI crashes.

AGE DISTRIBUTION OF STRIKING DRIVER IN A KSI CRASH



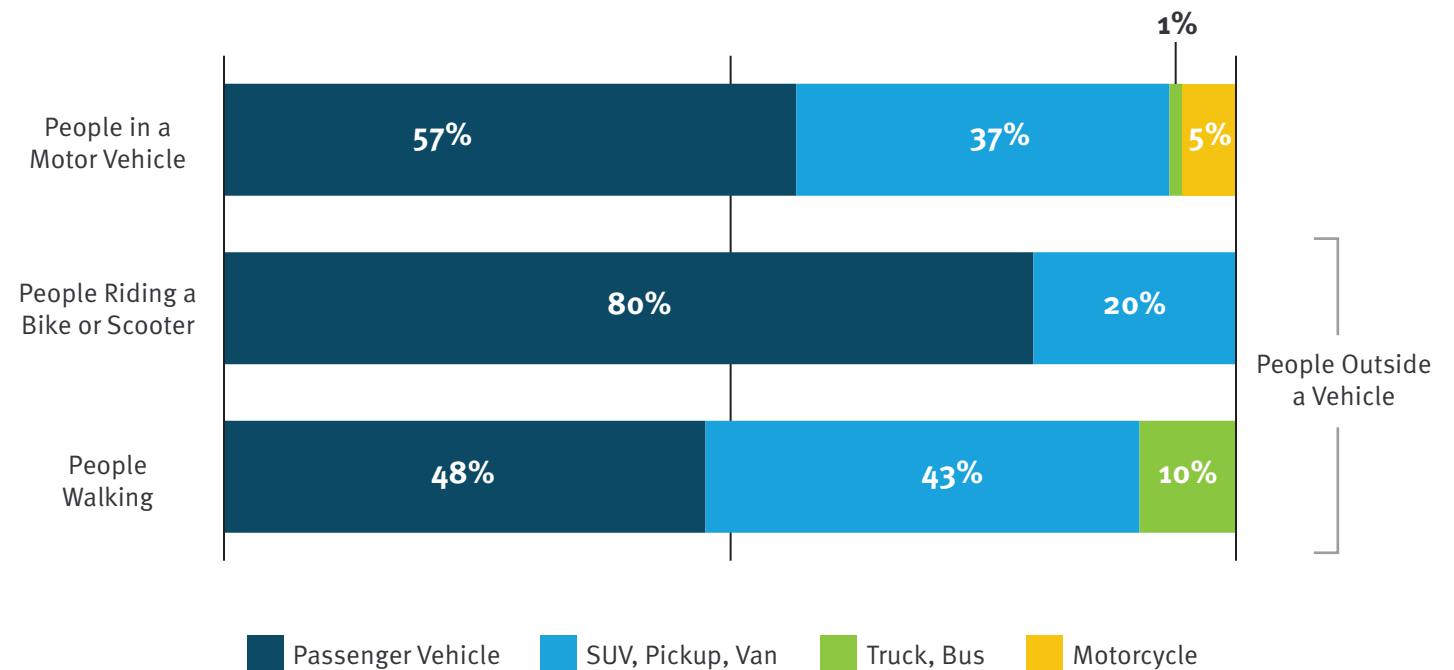
AGE DISTRIBUTION OF VICTIM IN A KSI CRASH BY MODE



By Striking Vehicle Type

The type and size of a vehicle involved in a crash can have a significant impact on the outcomes for everyone involved, whether they are inside or outside of a vehicle. In 2023, larger motor vehicles such as sports utility vehicles, trucks, vans, and buses were the striking vehicles in over half of crashes involving pedestrians.

DISTRIBUTION OF STRIKING VEHICLE TYPE FOR FATALITIES BY MODE



By Victim Home Location

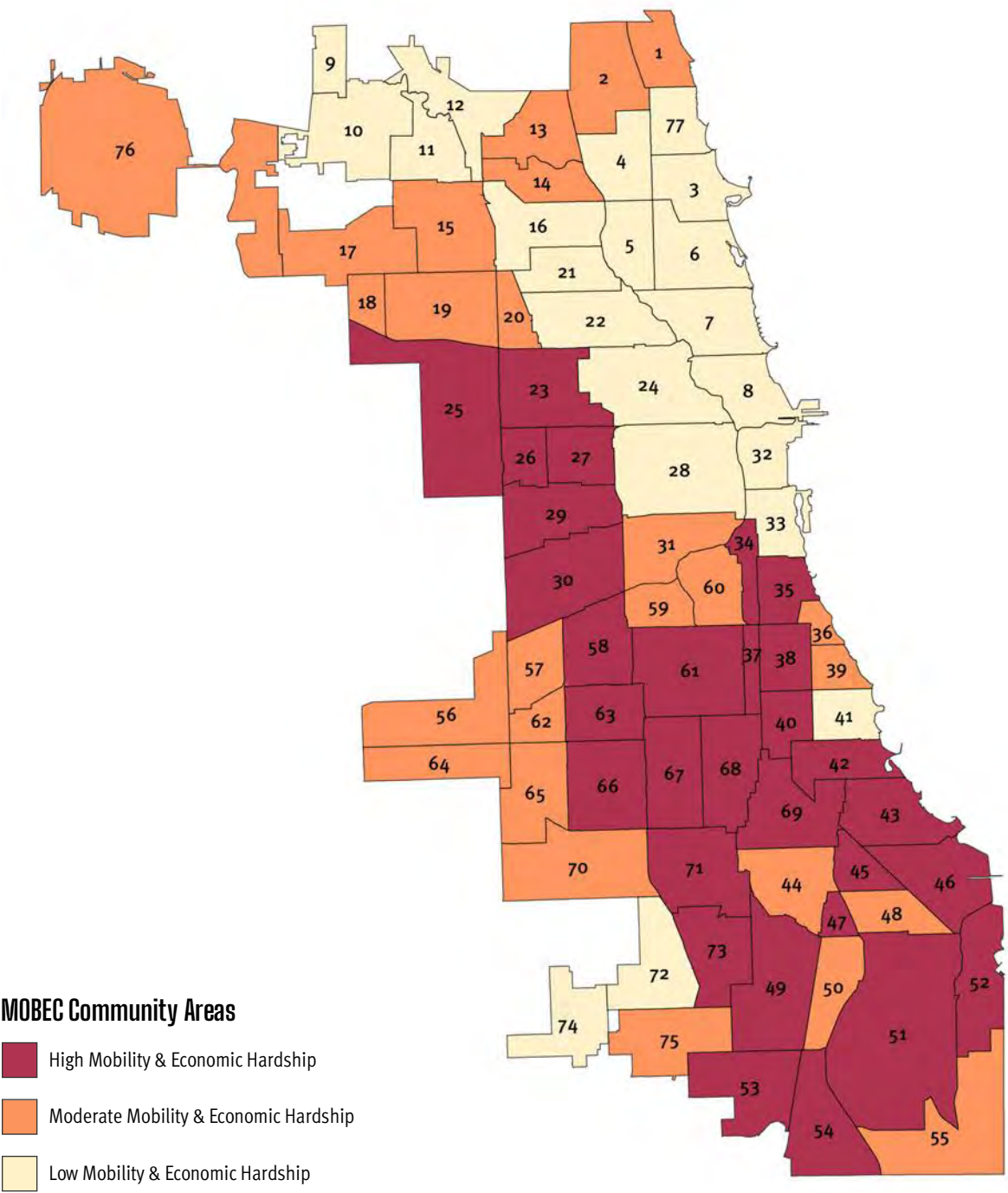
PEDESTRIAN FATALITIES BY DISTANCE FROM HOME

47% of people killed while walking were struck less than one mile from their homes.



Mobility & Economic Hardship Index

Chicago Community Areas by MOBEC Index



Source: 2019 American Community Survey, 5-year estimates

The Mobility and Economic Hardship Index (MOBEC) is calculated for each community area using data that shows where Chicago residents experience the most economic and mobility hardship. This tool was created in partnership with the **Center for Neighborhood Technology** to identify community areas with the greatest need for focus and investment. See page 19 to learn more about how CDOT uses MOBEC.

MOBEC Map Legend

AREA	COMMUNITY AREA	AREA	COMMUNITY AREA	AREA	COMMUNITY AREA
1	ROGERS PARK	27	EAST GARFIELD PARK	53	WEST PULLMAN
2	WEST RIDGE	28	NEAR WEST SIDE	54	RIVERDALE
3	UPTOWN	29	NORTH LAWDALE	55	HEGEWISCH
4	LINCOLN SQUARE	30	SOUTH LAWDALE	56	GARFIELD RIDGE
5	NORTH CENTER	31	LOWER WEST SIDE	57	ARCHER HEIGHTS
6	LAKE VIEW	32	LOOP	58	BRIGHTON PARK
7	LINCOLN PARK	33	NEAR SOUTH SIDE	59	MCKINLEY PARK
8	NEAR NORTH SIDE	34	ARMOUR SQUARE	60	BRIDGEPORT
9	EDISON PARK	35	DOUGLAS	61	NEW CITY
10	NORWOOD PARK	36	OAKLAND	62	WEST ELSDON
11	JEFFERSON PARK	37	FULLER PARK	63	GAGE PARK
12	FOREST GLEN	38	GRAND BOULEVARD	64	CLEARING
13	NORTH PARK	39	KENWOOD	65	WEST LAWN
14	ALBANY PARK	40	WASHINGTON PARK	66	CHICAGO LAWN
15	PORTAGE PARK	41	HYDE PARK	67	WEST ENGLEWOOD
16	IRVING PARK	42	WOODLAWN	68	ENGLEWOOD
17	DUNNING	43	SOUTH SHORE	69	GREATER GRAND CROSSING
18	MONTCLARE	44	CHATHAM	70	ASHBURN
19	BELMONT CRAGIN	45	AVALON PARK	71	AUBURN GRESHAM
20	HERMOSA	46	SOUTH CHICAGO	72	BEVERLY
21	AVONDALE	47	BURNSIDE	73	WASHINGTON HEIGHTS
22	LOGAN SQUARE	48	CALUMET HEIGHTS	74	MOUNT GREENWOOD
23	HUMBOLDT PARK	49	ROSELAND	75	MORGAN PARK
24	WEST TOWN	50	PULLMAN	76	OHARE
25	AUSTIN	51	SOUTH DEERING	77	EDGEWATER
26	WEST GARFIELD PARK	52	EAST SIDE		

Ward & Community Area Data

The following pages provide the number of people killed or seriously injured in 2023 by ward and community by travel mode.

By Ward

WARD	PEOPLE RIDING A BIKE OR SCOOTER		PEOPLE WALKING		PEOPLE INSIDE A VEHICLE		TOTAL KILLED OR SERIOUSLY INJURED
	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	
1	10	0	7	0	20	0	37
2	5	0	11	1	18	0	35
3	5	0	14	0	64	3	86
4	5	1	14	1	52	6	79
5	3	0	11	0	45	0	59
6	4	0	18	1	99	3	125
7	1	0	7	0	33	2	43
8	0	0	16	1	92	3	112
9	2	0	9	0	45	3	59
10	3	0	4	0	53	3	63
11	4	0	12	2	24	1	43
12	5	0	8	1	42	1	57
13	2	2	7	2	26	6	45
14	2	0	8	0	16	2	28
15	2	0	11	2	28	1	44
16	0	0	16	2	54	1	73
17	0	0	14	4	52	4	74
18	0	0	8	0	55	4	67
19	1	0	5	0	17	0	23
20	4	0	19	2	56	3	84
21	3	0	10	5	64	6	88
22	1	0	11	1	24	0	37
23	1	0	3	1	22	3	30
24	3	0	17	5	55	3	83
25	4	0	18	2	32	1	57
26	7	1	7	1	19	2	37
27	12	0	18	1	72	3	106
28	12	0	22	7	107	5	153
29	1	0	12	3	51	3	70

WARD	PEOPLE RIDING A BIKE OR SCOOTER		PEOPLE WALKING		PEOPLE INSIDE A VEHICLE		TOTAL KILLED OR SERIOUSLY INJURED
	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	
30	4	1	14	1	35	2	57
31	5	2	10	0	34	2	53
32	10	0	5	0	15	1	31
33	4	0	9	0	10	1	24
34	6	1	15	2	28	0	52
35	3	2	12	0	22	2	41
36	3	0	6	1	30	1	41
37	3	0	11	2	70	3	89
38	1	1	10	0	26	0	38
39	6	0	9	1	30	1	47
40	1	1	14	1	25	1	43
41	2	0	8	0	35	1	46
42	9	0	32	1	49	1	92
43	3	0	7	0	14	0	24
44	6	0	9	1	8	0	24
45	1	0	5	0	24	2	32
46	6	0	3	0	17	2	28
47	10	0	11	1	23	0	45
48	2	0	3	1	22	0	28
49	3	1	11	0	9	1	25
50	3	0	11	1	23	1	39

NOTE: Crashes that occurred directly on boundary lines were counted toward both Wards.

By Community Area

COMMUNITY AREA	PEOPLE RIDING A BIKE OR SCOOTER		PEOPLE WALKING		PEOPLE INSIDE A VEHICLE		TOTAL KILLED OR SERIOUSLY INJURED
	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	
ALBANY PARK	4	0	9	0	9	1	23
ARCHER HEIGHTS	1	0	1	0	6	1	9
ARMOUR SQUARE	2	0	4	2	4	0	12
ASHBURN	0	0	2	0	37	3	42
AUBURN GRESHAM	1	0	10	1	38	3	53
AUSTIN	3	0	17	6	105	4	135
AVALON PARK	0	0	2	0	32	1	35
AVONDALE	2	0	8	0	16	0	26
BELMONT CRAGIN	8	0	10	2	32	4	56
BEVERLY	0	0	2	0	6	0	8
BRIDGEPORT	2	0	7	0	6	1	16
BRIGHTON PARK	3	0	7	1	27	1	39
BURNSIDE	0	0	0	0	4	0	4
CALUMET HEIGHTS	0	0	1	0	20	2	23
CHATHAM	0	0	14	3	34	0	51
CHICAGO LAWN	0	0	5	2	17	3	27
CLEARING	1	0	3	0	9	3	16
DOUGLAS	1	0	5	0	31	4	41
DUNNING	1	1	6	0	22	2	32
EAST GARFIELD PARK	0	0	3	2	47	3	55
EAST SIDE	1	0	3	0	6	1	11
EDGEWATER	1	0	9	0	21	0	31
EDISON PARK	1	0	1	0	2	0	4
ENGLEWOOD	0	0	8	1	53	1	63
FOREST GLEN	2	0	0	0	10	0	12
FULLER PARK	0	0	1	0	10	0	11
GAGE PARK	1	0	6	0	10	2	19
GARFIELD RIDGE	0	2	4	0	21	1	28
GRAND BOULEVARD	0	0	4	0	30	2	36
GREATER GRAND CROSSING	3	0	11	1	73	2	90
HEGEWISCH	1	0	0	0	14	0	15
HERMOSA	3	1	1	0	5	2	12
HUMBOLDT PARK	7	0	8	1	34	2	52

COMMUNITY AREA	PEOPLE RIDING A BIKE OR SCOOTER		PEOPLE WALKING		PEOPLE INSIDE A VEHICLE		TOTAL KILLED OR SERIOUSLY INJURED
	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	
HYDE PARK	3	0	5	0	19	0	27
IRVING PARK	5	0	12	0	12	0	29
JEFFERSON PARK	0	0	2	0	5	1	8
KENWOOD	0	0	2	0	10	1	13
LAKE VIEW	14	0	11	1	17	2	45
LINCOLN PARK	5	0	8	0	16	0	29
LINCOLN SQUARE	3	1	4	0	15	1	24
LOGAN SQUARE	9	2	8	0	32	2	53
LOOP	6	1	21	1	44	2	75
LOWER WEST SIDE	4	0	9	2	19	2	36
MCKINLEY PARK	0	0	0	1	21	0	22
MONTCLARE	0	0	1	0	6	0	7
MORGAN PARK	2	0	4	0	17	0	23
MOUNT GREENWOOD	0	0	0	0	4	0	4
NEAR NORTH SIDE	9	0	29	2	33	0	73
NEAR SOUTH SIDE	4	1	7	1	27	1	41
NEAR WEST SIDE	13	0	20	1	77	1	112
NEW CITY	1	0	9	2	29	1	42
NORTH CENTER	4	0	7	0	13	0	24
NORTH LAWNGDALE	0	0	18	2	33	3	56
NORTH PARK	2	0	3	1	14	1	21
NORWOOD PARK	0	0	3	0	12	1	16
OAKLAND	0	0	1	0	6	0	7
OHARE	1	0	6	0	36	1	44
PORTAGE PARK	2	1	13	0	33	1	50
PULLMAN	0	0	1	0	11	1	13
RIVERDALE	0	0	0	0	13	1	14
ROGERS PARK	4	1	10	0	11	1	27
ROSELAND	3	0	9	1	33	2	48
SOUTH CHICAGO	0	0	6	0	34	1	41
SOUTH DEERING	2	0	0	0	25	2	29
SOUTH LAWNGDALE	3	0	14	1	22	0	40
SOUTH SHORE	0	0	11	0	46	0	57

Community Areas (continued)

COMMUNITY AREA	PEOPLE RIDING A BIKE OR SCOOTER		PEOPLE WALKING		PEOPLE INSIDE A VEHICLE		TOTAL KILLED OR SERIOUSLY INJURED
	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	SERIOUSLY INJURED	KILLED	
UPTOWN	6	0	6	1	23	0	36
WASHINGTON HEIGHTS	2	0	2	3	31	3	41
WASHINGTON PARK	2	0	8	1	23	1	35
WEST ELSDON	0	0	2	1	6	1	10
WEST ENGLEWOOD	0	0	14	2	37	0	53
WEST GARFIELD PARK	0	0	3	4	33	2	42
WEST LAWN	1	0	3	1	19	2	26
WEST PULLMAN	0	0	3	0	13	0	16
WEST RIDGE	4	0	13	1	29	1	48
WEST TOWN	11	1	10	0	37	1	60
WOODLAWN	3	0	10	0	29	2	44

NOTE: Crashes that occurred directly on boundary lines were counted toward both Community Areas.

About Crash Data

The analysis detailed in this report is conducted using the annual traffic crash datasets provided by the Illinois Department of Transportation (IDOT). Upon receipt of the data, CDOT makes limited revisions to remove crashes that occurred outside Chicago and crashes that took place on the interstate highway system. Crashes on limited access portions of DuSable Lake Shore Dr are retained in CDOT's dataset for analysis. CDOT also adds cyclist "dooring" crashes (where a person biking collides with a motor vehicle door opened into the roadway) that are tracked separately by IDOT. Additionally, CDOT tracks fatal crash circumstances throughout the year, including supplementary information not available in the provided IDOT dataset. CDOT uses this expanded dataset for auxiliary analysis. The IDOT dataset is accessible to the public via the IDOT data portal at gis-idot.opendata.arcgis.com.

Resources



Chicago Department of Transportation

Learn more about CDOT's efforts to improve traffic safety in Chicago, monitor traffic safety statistics throughout the year with monthly fatality summary sheets, and discover upcoming projects at chicago.gov/trafficsafety.



City of Chicago Data Portal

The datasets that CDOT uses to analyze crashes and locations are publicly available on the City of Chicago's Open Data Portal. The Open Data Portal lets residents find facts about the City and access datasets that can be downloaded for independent analysis. A number of traffic safety datasets are posted at data.cityofchicago.org.



SAFE Ambassadors

The SAFE Ambassadors (Streets are for Everybody) promote safe walking and cycling for people of all ages and backgrounds. They offer presentations, conduct biking activities, teach people how to ride a bike, and more at schools, parks, and community events throughout Chicago. To request the SAFE Ambassadors at your event visit chicago.gov/safeambassadors.



CHI311

You can use 311 to submit service requests, such as reporting vehicles parking in a bike lane and requesting a protected bike lane be cleared of debris or snow. To submit a service request, visit 311.chicago.gov, download the CHI311 app, or call 311 or 312-744-5000.



Chicago Department of Transportation

2 N. LaSalle Street, Suite 1110

Chicago, IL 60602

chicago.gov/transportation

 [@chicagodot](https://twitter.com/chicagodot)

 facebook.com/CDOTNews

 [@chicago.dot](https://www.instagram.com/chicago.dot)

Appendix C

Scope Checklist

Appendix C. Scope Checklist

RFP 287 Page(s)	Topic	Sub-topic	Location (To be updated upon final draft)
5 of 295	The County SAP Consultant shall:	Review the most recent 5 years of available IDOT crash data (to be provided) and complete an analysis of existing conditions and trends.	Section 3.2.1
		Analysis must include all roadways within the County, regardless of jurisdiction or facility type.	Throughout
		Include all types of roadway users, including vulnerable users.	Section 3.2.2
43 of 295	a. Analysis of existing conditions and historical trends to:	Provide a baseline level of crashes involving fatalities and serious injuries	Figure 2, 3, & 4
		Include crash locations	Section 3.2.3
		Severity of the crashes	Section 3.2.1
		Contributing factors	Section 3.2.6
		Crash types by road users	Section 3.2.2
	b. Analysis of:	Systemic and specific safety needs to identify high-risk roadway characteristics and,	Future systemic HIN efforts
		Specific safety needs of road users, including vulnerable users.	Section 3.2.3
	c. Development of a High-Injury Network map that identifies higher-risk locations based on systematic and site analysis.		On-going HIN efforts
	d. To the extent practical, the analysis will include all roadways within the jurisdiction, without regard for ownership.		Considered throughout

RFP 287 Page(s)	Topic	Sub-topic	Location (To be updated upon final draft)
51 of 295	The Safety Analysis for Safety Action Plans considers:	Historical crash analyses	Section 3.2.1
		Identify key safety issues, risk factors	Section 3.2.6
		Emphasis areas	Section 3.2.4
		Outline high-crash locations	Section 3.2.4 (also on-going HIN efforts)
	It must also consider safety concerns as reported by stakeholders, to mitigate gaps in crash data.		On-going steering committee efforts
	Stakeholder-reported safety concerns may include locations where safety concerns have been observed, locations where conditions are hostile to certain types of travel, and broader safety issues such as speeding or distracted driving.		On-going steering committee efforts
	The Safety Analysis chapter must include an Inclusivity Analysis that looks specifically at traffic safety locations and issues that disproportionately affect ‘inclusivity priority areas,’ that have been historically disadvantaged.		Future inclusivity efforts
	The results of the safety analysis should be used to identify systemic safety issues and risk factors for different types of locations.		On-going HIN and systemic efforts
	a. Analysis of:	Existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries	Section 3.2.1
		Crash locations	Section 3.2.3
		Severity of the crashes	Section 3.2.1
		Contributing factors	Section 3.2.6

RFP 287 Page(s)	Topic	Sub-topic	Location (To be updated upon final draft)
		Crash types by road users	Section 3.2.2
62 of 295	The existing conditions analysis should include:	Analysis of crash locations	Section 3.2.3
		Crash severity	Section 3.2.1, Tables 3 & 4
		Emphasis areas	Section 3.2.4
		Risk factors	Section 3.2.6
		Crash types	Section 3.2.5
		Mode of travel	Section 3.2.10
	Based on the analysis performed, a geospatial identification of high-risk locations, and high-risk locations by emphasis area will be developed.		On-going HIN efforts
	Crash data shall be reviewed and segregated based on multiple factors such as:	Crash location	Section 3.2.3
		Crash severity	Section 3.2.1 and Tables 3 & 4
		Crash type	Section 3.2.5
		Contributing factors	Section 3.2.6
		Weather conditions	Section 3.2.8
		Lighting conditions	Section 3.2.9
		Roadway functional classification	Section 3.2.15

Appendix C. Scope Checklist

RFP 287 Page(s)	Topic	Sub-topic	Location (To be updated upon final draft)
		Conduct a systemic safety analysis and analyze specific safety needs to identify high-risk roadway characteristics.	On-going HIN and systemic efforts
		Crashes shall be illustrated in a geospatial format.	Section 3.2.3
		Complete an Inclusivity Analysis comparing historical crash data to areas that have been historically disadvantaged to identify census tracts at increased risk related to transportation safety.	Future inclusivity efforts
		The results of the inclusivity analysis shall be used to identify systemic safety issues and risk factors for different types of locations.	Future inclusivity efforts
129 and 172 of 295	Analysis of existing conditions and historical trends to:	Provide a baseline level of crashes involving fatalities and serious injuries	Section 3.2.1
		Include crash locations	Section 3.2.3
		Severity of the crashes	Section 3.2.1 and Tables 3 & 4
		Contributing factors	Section 3.2.6
		Crash types by road users.	Section 3.2.2
	Analysis of:	Systemic and specific safety needs to identify high-risk roadway characteristics	On-going HIN and systemic efforts
		Specific safety needs of road users	Future countermeasure/strategy identification efforts

Appendix B

Comprehensive and Contextual HIN Lists and Maps for Segments and Intersections

The tables in Appendix B include the following four High Injury Network analysis categories: comprehensive intersections, contextual intersections, comprehensive segments, and contextual segments. Each of these four tables include locations that can be considered as a project of local concern for planning and/or demonstration activities. Additionally, HIN maps for intersections and segments are included to geospatially illustrate these high risk locations.

APPENDIX B – HIN Comprehensive Intersections List

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
1	157432	Chicago	W 35th St	NA	No	Signal	2	Yes	5,350	3	14	37	0	0	29.84	18.00
2	38308	Chicago	W 62ND ST	Aberdeen St	No	All-way stop	4	Yes	1,595	2	5	9	0	1	24.81	6.50
3	43140	Chicago	Leavitt St	VAN BUREN ST	No	Signal	4	Yes	1,300	4	4	34	0	0	23.49	5.00
4	37657	Chicago	MORGAN ST	52nd St	No	All-way stop	4	Yes	1,708	2	5	7	0	0	23.45	6.25
5	68260	Chicago	Ashland Ave	74th St	No	Signal	4	Yes	29,950	11	20	54	0	3	22.62	27.25
6	49187	Chicago	KOSTNER AV	76th St	No	Signal	4	No	200	3	3	6	0	1	22.05	3.25
7	150790	Chicago	Roosevelt Rd	Homan Ave	Yes	Signal	4	Yes	26,850	11	19	60	0	3	21.95	24.50
8	46594	Chicago	16th St	Homan Ave	No	Signal	4	Yes	2,550	5	6	24	2	1	20.60	9.75
9	68309	Chicago	South Chicago Ave	79th St	Yes	Signal	4	No	25,100	14	16	97	1	2	18.67	17.25
10	28273	Park Forest	ILLINOIS	DOUGLAS ST	No	Minor leg(s) yield	4	No	1,708	2	4	5	0	0	18.65	4.00
11	66767	Harvey	Sibley Blvd	Halsted St	Yes	Signal	4	Yes	40,651	14	17	49	3	4	18.16	24.50
12	28908	Chicago	Lower Wacker Dr	Garvey Ct	No	Signal	3	No	18,824	8	14	51	0	0	17.61	14.50
13	65616	Chicago	Stony Island Ave	95th St	Yes	Signal	4	Yes	53,876	14	17	153	1	2	17.49	23.50
14	68254	Chicago	E 71st St	S State St	No	Signal	4	Yes	21,450	11	14	83	0	1	16.89	19.75
15	67826	Chicago	Pulaski Rd	Washington Blvd	Yes	Signal	4	Yes	31,241	10	15	54	0	3	16.69	19.50
16	151701	East Hazel Crest	Halsted St	171st St;172nd St	Yes	Signal	4	Yes	32,100	8	15	40	0	0	16.61	19.75
17	68236	Chicago	Marquette Rd	Wentworth Ave	No	Signal	4	Yes	11,000	9	11	73	0	0	16.37	13.75
18	67903	Chicago	Pulaski Rd	Jackson Blvd	Yes	Signal	4	Yes	25,416	11	14	55	0	7	16.22	19.25
19	67963	Chicago	Homan Ave	Harrison St	No	Signal	4	Yes	15,050	9	12	54	1	1	15.97	16.00
20	69214	Chicago	Jeffery Blvd	87th St	No	Signal	4	No	20,200	7	13	27	0	6	15.89	15.00
21	66351	Markham	159th St	Pulaski Rd/Crawford Ave	Yes	Signal	4	Yes	45,657	12	15	70	0	0	15.69	18.75
22	66752	Chicago	87th St	Ashland Ave	No	Signal	4	No	50,800	7	15	68	0	3	15.48	16.25
23	151564	Chicago	Cicero Ave	Lexington St	Yes	Signal	4	Yes	33,091	11	14	75	2	2	15.38	19.50
24	68219	Chicago	Cottage Grove Ave	63rd St	No	Signal	4	Yes	25,400	10	13	45	0	2	15.03	16.75
25	57343	Chicago	Lake Shore Dr - Local	BURTON PL	No	Signal	3	No	11,768	6	10	28	0	0	14.65	10.00
26	69099	Chicago	W Ogden Ave	S Kedzie Ave	No	Signal	4	Yes	1,000	2	2	23	0	1	14.51	2.75
27	157457	Chicago	S Pulaski Rd	I-55 Entrance/Exit	No	Signal	4	Yes	1,000	2	2	23	0	0	14.51	3.00
28	68181	McCook	Joliet Rd	W 55th St	No	Signal	3	No	1,000	2	2	17	0	0	14.51	2.00
29	158056	Chicago	S Independence Blvd	W Polk St	No	Signal	4	Yes	1,000	2	2	16	0	1	14.51	2.75
30	37664	Chicago	W Garfield Blvd	S Morgan St	No	Signal	4	Yes	1,000	2	2	14	0	1	14.51	3.25
31	157415	Chicago	W Diversey Ave	NA	No	Signal	4	Yes	1,000	2	2	14	0	0	14.51	2.50
32	66559	Niles	W Dempster St	N Milwaukee Ave	No	Signal	4	No	1,000	2	2	12	0	1	14.51	2.25
33	66762	Posen	I-57	147th St	No	No Controls	3	Yes	1,000	2	2	12	0	0	14.51	2.50
34	158140	Hoffman Estates	I-90 Entrance/Exit	Barrington Rd	No	Signal	5 or more	No	1,000	2	2	12	0	0	14.51	2.00
35	151567	Chicago	S Indianapolis Ave	S Ewing Ave	No	Signal	4	Yes	1,000	2	2	11	0	1	14.51	2.75
36	157393	Chicago	W Garfield Blvd	S Racine Ave	No	Signal	4	Yes	1,000	2	2	10	0	0	14.51	2.50
37	158180	Chicago	S Jean-Baptiste Pointe DuSable Lake Shore Dr	E Grand Ave	No	Signal	3	No	1,000	2	2	10	0	0	14.51	2.00
38	67299	Unincorporated	E Chicago St	Schaumburg Rd	No	Signal	3	No	1,000	2	2	9	0	1	14.51	2.25

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
39	67592	Chicago	W Belmont Ave	N Elston Ave	No	Signal	4	No	1,000	2	2	8	0	1	14.51	2.25
40	157378	Chicago	E 95th St	NA	No	Signal	3	Yes	1,000	2	2	8	0	0	14.51	2.50
41	157401	Chicago	E 130th St	S Indiana Ave	No	Signal	3	Yes	1,000	2	2	8	0	0	14.51	3.00
42	157438	Chicago	W Foster Ave	I-90 Entrance/Exit	No	Signal	3	No	1,000	2	2	8	0	0	14.51	2.50
43	68680	Lynwood	Torrance Ave	E Joe Orr Rd	No	Signal	3	No	1,000	2	2	7	0	0	14.51	2.50
44	157399	Chicago	W Grand Ave	NA	No	Signal	3	No	1,000	2	2	7	0	2	14.51	2.50
45	158017	Chicago	S Pulaski Rd	NA	No	Signal	3	No	1,000	2	2	7	0	1	14.51	2.25
46	158182	Calumet City	State St	S Yates Ave	No	Signal	4	Yes	1,000	2	2	6	0	0	14.51	2.50
47	22329	Schaumburg	E Golf Rd	Apple St	No	Minor leg stop	4	No	1,000	2	2	5	0	0	14.51	2.50
48	66637	Chicago	E Wacker Dr	N Michigan Ave	No	Signal	4	No	1,000	2	2	5	0	1	14.51	2.25
49	47073	Chicago	W Ogden Ave	S Drake Ave	No	Minor leg stop	4	Yes	1,000	2	2	2	0	1	14.51	2.75
50	67073	Hoffman Estates	Hassell Rd	Jones Rd	No	No Controls	3	No	1,000	2	2	2	0	0	14.51	2.00
51	157828	Niles	N Milwaukee Ave	NA	No	Signal	3	No	1,000	2	2	2	1	0	14.51	2.75
52	69197	Chicago	87th St	Cottage Grove Ave	Yes	Signal	4	Yes	32,711	6	13	68	2	2	14.27	19.25
53	66754	Chicago	87th St	Lafayette Ave	No	Signal	4	Yes	34,000	12	13	81	1	1	14.17	17.75
54	68331	Willow Springs	Willow Springs Rd	German Church Rd	Yes	Signal	3	No	26,700	5	12	37	0	1	14.16	12.75
55	68258	Chicago	Halsted St	71st St	No	Signal	4	Yes	24,550	10	12	39	0	4	13.94	17.00
56	68304	Chicago	79th St	Martin Luther King Dr	Yes	Signal	4	Yes	24,598	8	12	33	1	6	13.93	17.75
57	66764	Dolton	Sibley Blvd	Indiana Ave	Yes	Signal	4	Yes	37,918	10	13	32	0	1	13.91	17.00
58	150210	Chicago	Halsted St	99th St	Yes	Signal	4	Yes	38,802	11	13	70	0	3	13.86	17.50
59	149661	Dolton	DEARBORN ST	146 ST	No	Minor leg stop	4	Yes	1,708	2	3	7	0	0	13.85	3.75
60	9957	Chicago	Wallace St	87th St FrRd WB	No	Signal	4	Yes	1,708	3	3	6	0	0	13.85	3.75
61	65964	Chicago	Stony Island Ave	83rd St	Yes	Signal	4	No	42,194	9	13	63	0	1	13.68	13.75
62	61239	Matteson	Governors Hwy	212TH PL	Yes	Signal	3	No	22,000	7	11	29	0	1	13.63	11.25
63	66189	Chicago	Harlem Ave	Bryn Mawr Ave	Yes	Signal	4	No	18,891	6	11	47	0	0	13.61	11.50
64	68167	Chicago	51st St	Wentworth Ave	No	Signal	4	No	10,500	5	9	31	1	0	13.55	9.75
65	50287	Chicago	Jackson Blvd	N LAVERGNE AV	No	Signal	4	Yes	8,100	4	8	26	0	0	13.47	10.50
66	68217	Chicago	63rd St	Indiana Ave	No	Signal	3	Yes	12,350	8	9	21	0	3	13.37	12.00
67	65694	Chicago	North Ave	Kostner Ave	Yes	Signal	4	Yes	31,770	9	12	52	0	2	13.20	15.50
68	68215	Chicago	63rd St	State St	Yes	Signal	4	Yes	32,050	8	12	76	0	1	13.18	15.25
69	68066	Chicago	Kedzie Ave	31st St	No	Signal	4	Yes	33,000	8	12	48	0	0	13.11	15.50
70	66529	Chicago	Garfield Blvd	Wells St	No	Signal	4	Yes	33,700	9	12	108	1	0	13.06	15.75
71	66766	Dolton	Sibley Blvd	Michigan City Rd	Yes	Signal	4	Yes	35,378	5	12	31	0	0	12.95	15.00
72	66765	Dolton	Sibley Blvd	Chicago Rd	Yes	Signal	4	No	36,461	6	12	30	0	0	12.88	13.00
73	150276	Lincolnwood	KOSTNER AV	Kostner Ave	No	Minor leg stop	4	No	1,900	3	3	4	0	0	12.68	3.00
74	151878	Chicago	69th St	State St	Yes	Signal	4	Yes	17,250	6	10	47	0	1	12.66	13.75
75	66361	Chicago Heights	Chicago Rd	Lincoln Hwy	Yes	Signal	4	Yes	30,393	9	11	40	0	2	12.16	14.25
76	68263	Chicago	Lafayette Ave	75th St	No	Signal	4	Yes	20,100	5	10	71	0	0	12.12	12.50
77	150812	Chicago	Hamlin Ave	Hamlin Ave	No	Signal	4	Yes	20,350	5	10	33	0	1	12.08	13.25
78	63096	Chicago	Indiana Ave	E 48TH ST	No	Minor leg stop	4	No	3,000	2	4	26	0	0	12.00	4.00
79	150391	Chicago	WENTWORTH AVE	N SIDE	No	Signal	4	No	2,050	3	3	9	0	0	11.91	3.50
80	150190	Matteson	Lincoln Hwy	Olympian Way	Yes	Signal	4	No	35,200	5	11	24	0	0	11.83	12.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
81	66076	Chicago	127th St	Halsted St	Yes	Signal	4	Yes	35,861	9	11	55	0	1	11.80	14.00
82	65749	Chicago	Mannheim Rd	Irving Park Rd	No	Signal	4	No	75,250	9	12	38	0	0	11.76	12.00
83	68302	Chicago	79th St	Lafayette Ave	No	Signal	4	Yes	22,675	8	10	75	3	3	11.74	15.50
84	25962	Chicago	91st St	Houston Ave	No	All-way stop	4	Yes	2,100	3	3	7	0	2	11.69	4.25
85	67995	Chicago	16th St	Frontage Road	No	All-way stop	3	Yes	1,700	2	2	8	0	0	11.67	2.50
86	25340	Elk Grove Village	Walnut Ln	MAPLE LANE	No	All-way stop	3	No	1,708	2	2	2	1	0	11.62	2.75
87	66627	Chicago	Michigan Ave	Jackson Blvd	Yes	All-way stop	4	No	39,288	7	11	48	0	0	11.62	11.00
88	58411	Chicago	Lake Shore Dr	Waveland Ave	No	All-way stop	3	No	8,762	6	7	13	0	2	11.55	7.50
89	67947	Chicago	Independence Blvd	Harrison St	No	All-way stop	4	Yes	25,600	9	10	71	1	5	11.41	14.50
90	69090	Chicago	Central Park Ave	Frontage Road	No	All-way stop	4	Yes	6,300	3	6	23	0	0	11.36	7.50
91	149213	Chicago	Pulaski Rd	5th;Fifth Ave	Yes	All-way stop	4	Yes	26,300	4	10	33	2	1	11.34	14.25
92	66116	Chicago	Irving Park Rd	Ashland Ave	Yes	All-way stop	4	No	46,749	5	11	20	0	1	11.33	11.75
93	157782	Forest Park	Harlem Ave	IL-43 to I-290 EB;I-290 WB to IL-43;IL-43 to I-290 WB;I- 2*	Yes	All-way stop	5 or more	No	48,455	11	11	66	1	3	11.27	13.50
94	65953	Chicago	Lake Shore Dr	Monroe Dr	Yes	All-way stop	4	No	143,317	9	12	67	0	0	11.26	12.00
95	68213	Chicago	63rd St	YALE AVE	No	All-way stop	4	Yes	27,500	8	10	81	0	2	11.23	13.50
96	66260	Matteson	Lincoln Hwy	Cicero Ave	Yes	All-way stop	4	No	50,842	11	11	54	0	0	11.20	11.50
97	68104	Chicago	LaSalle St	35th St	No	All-way stop	4	Yes	12,550	7	8	40	0	0	11.16	10.00
98	69159	Chicago	69th St	Loomis Blvd	No	All-way stop	4	Yes	12,650	5	8	21	0	1	11.13	11.75
99	151620	Chicago	Cornell Dr	Hayes Dr;63rd St	Yes	All-way stop	4	Yes	30,600	7	10	36	0	0	10.99	13.00
100	66640	Chicago	Ohio St	Orleans St	Yes	All-way stop	4	No	60,838	5	11	35	0	1	10.97	11.25
101	68582	Markham	Pulaski Rd/Crawford Ave	167th St	Yes	All-way stop	4	Yes	31,614	7	10	43	0	0	10.92	13.50
102	69149	Chicago	Ashland Ave	69th St	No	All-way stop	4	Yes	31,800	9	10	57	1	3	10.91	14.50
103	67851	Chicago	Central Ave	Madison St	Yes	All-way stop	4	Yes	32,400	5	10	51	0	2	10.87	13.00
104	57630	Chicago	Ogden Ave	CONGRESS PKWY	Yes	All-way stop	4	Yes	20,550	7	9	43	0	1	10.78	11.50
105	66763	Harvey	Sibley Blvd	Wood St	Yes	All-way stop	4	Yes	34,641	8	10	37	0	2	10.74	14.00
106	68734	Chicago	Yates Blvd	83rd St	No	All-way stop	4	Yes	14,050	6	8	22	0	0	10.71	10.50
107	68296	Chicago	79th St	Kedzie Ave	Yes	All-way stop	4	No	35,128	9	10	45	0	1	10.71	10.75
108	68146	Chicago	Ashland Ave	47th St	No	All-way stop	4	Yes	35,300	9	10	46	2	4	10.70	15.00
109	67612	Chicago	Fullerton Ave	Austin Ave	No	All-way stop	4	No	36,000	7	10	18	0	2	10.67	10.50
110	63664	Chicago	Racine Ave	73rd St	No	All-way stop	4	Yes	7,100	2	6	7	0	0	10.65	8.00
111	67837	Chicago	Homan Ave	W WARREN DR	Yes	All-way stop	4	Yes	14,277	5	8	16	0	2	10.65	10.50
112	66792	Chicago Heights	Halsted St	Joe Orr Rd	Yes	All-way stop	4	Yes	36,664	9	10	35	0	0	10.63	12.50
113	68237	Chicago	Marquette Rd	State St	Yes	All-way stop	4	Yes	21,979	7	9	74	0	0	10.60	12.25
114	66789	Homewood	Halsted St	Ridge Rd	Yes	All-way stop	4	No	38,880	6	10	52	0	1	10.53	10.75
115	67818	Chicago	FRANKLIN ST	Washington St	No	All-way stop	4	No	14,910	4	8	38	0	0	10.50	8.00
116	67902	Chicago	Laramie Ave	Jackson Blvd	No	All-way stop	4	Yes	23,000	8	9	39	0	2	10.48	12.25
117	66477	Chicago	Western Ave	79th St	Yes	All-way stop	4	No	42,573	8	10	44	0	3	10.38	10.75
118	65994	Chicago	Stony Island Ave	87th St	Yes	All-way stop	4	No	43,591	8	10	77	0	3	10.35	10.75

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
119	151636	Chicago	Irving Park Rd	Cicero Ave;Milwaukee Ave	Yes	All-way stop	5 or more	No	45,490	8	10	33	0	3	10.29	10.75
120	151837	Riverdale	Indiana Ave	142ND ST	Yes	All-way stop	4	Yes	10,896	3	7	20	0	0	10.26	9.25
121	68305	Chicago	Cottage Grove Ave	79th St	No	All-way stop	4	Yes	25,300	8	9	68	1	3	10.24	12.75
122	66681	Chicago	Illinois St	Dearborn St	No	All-way stop	4	No	16,100	3	8	18	0	1	10.23	8.25
123	66220	Orland Park	Harlem Ave	151st St	Yes	All-way stop	4	No	47,950	7	10	20	0	0	10.21	10.50
124	68517	Riverdale	Halsted St	138th St	Yes	All-way stop	4	Yes	25,761	4	9	35	0	0	10.20	11.25
125	68238	Chicago	Cottage Grove Ave	67th St	No	All-way stop	4	Yes	26,450	8	9	53	0	7	10.14	13.00
126	68113	Chicago	PERSHING RD	LaSalle St	Yes	All-way stop	4	Yes	16,600	5	8	34	0	0	10.14	10.00
127	68170	Chicago	51st St	Indiana Ave	No	All-way stop	4	Yes	11,400	4	7	27	0	1	10.07	9.00
128	66563	Niles	Milwaukee Ave	Greenwood Ave	Yes	All-way stop	4	No	53,700	9	10	28	0	2	10.06	10.50
129	66585	Lincolnwood	McCormick Blvd	Devon Ave	Yes	All-way stop	4	Yes	54,791	9	10	35	1	4	10.04	14.25
130	151608	Des Plaines	Rand Rd	Rand Rd;Golf Rd	Yes	All-way stop	4	No	54,900	3	10	19	0	0	10.04	11.50
131	49413	Chicago	Washington Blvd	N KILBOURN AV	Yes	All-way stop	4	Yes	17,700	6	8	24	0	2	9.94	10.50
132	68303	Chicago	State St	79th St	No	All-way stop	4	Yes	29,100	9	9	78	0	4	9.94	12.25
133	67852	Chicago	Laramie Ave	Laramie Ave	No	All-way stop	4	Yes	29,200	8	9	47	0	2	9.93	11.75
134	158059	Chicago	S Independence Blvd	W Harrison St	No	All-way stop	4	Yes	18,700	5	8	36	0	0	9.78	11.00
135	151818	Chicago	Lake Shore Dr	Marquette Dr;Jeffery Blvd	Yes	All-way stop	4	Yes	70,500	5	10	25	0	2	9.77	13.00
136	68307	Chicago	79th St	Yates Blvd	No	All-way stop	4	Yes	19,300	5	8	39	0	2	9.69	10.50
137	67728	Chicago	Pulaski Rd	Chicago Ave	Yes	All-way stop	4	Yes	33,252	6	9	41	0	3	9.68	12.00
138	151657	Chicago	Cicero Ave	47th St	Yes	All-way stop	4	No	80,100	8	10	53	1	2	9.66	11.25
139	151020	Harvey	Dixie Hwy	150th St;150TH ST	Yes	All-way stop	4	Yes	19,750	7	8	15	1	1	9.63	11.00
140	66432	Chicago	S Pulaski Rd	W 51st St	No	All-way stop	3	No	36,150	4	9	23	1	1	9.61	10.00
141	66705	Chicago	Ida B Wells Dr	Wells St	Yes	All-way stop	4	No	86,899	5	10	40	0	1	9.59	12.25
142	148945	Elk Grove Village	Arlington Heights Rd	COSMAN RD	No	All-way stop	4	No	20,300	3	8	15	0	0	9.56	8.50
143	151573	Chicago	95th St	State St	Yes	All-way stop	4	No	20,400	7	8	36	0	0	9.54	8.50
144	66281	Chicago	Cicero Ave	Addison St	Yes	All-way stop	4	No	36,471	7	9	28	0	2	9.52	9.50
145	68546	Riverdale	Halsted St	144th St	Yes	All-way stop	3	Yes	25,250	5	8	20	1	2	9.51	11.25
146	66311	Matteson	Vollmer Rd	Cicero Ave	Yes	All-way stop	4	No	37,665	6	9	36	0	0	9.47	9.00
147	63310	Chicago	Loomis Blvd	57th St	No	All-way stop	4	Yes	2,750	2	3	3	0	0	9.46	3.75
148	66711	Chicago	Archer Ave	Kedzie Ave	No	All-way stop	4	Yes	38,000	8	9	33	0	2	9.46	12.75
149	66291	Chicago	Cicero Ave	Jackson Blvd	Yes	All-way stop	4	Yes	38,185	8	9	51	0	2	9.45	11.75
150	56844	Chicago	Pulaski Rd	Augusta Blvd	Yes	All-way stop	4	Yes	21,700	6	8	24	0	1	9.39	10.25
151	66710	Chicago	Archer Ave	47th St	Yes	All-way stop	4	No	41,000	5	9	23	0	0	9.34	9.50
152	66158	Chicago	Roosevelt Rd	Damen Ave	Yes	All-way stop	4	Yes	41,255	6	9	29	1	1	9.34	12.25
153	150013	Stone Park	Hirsch St	43RD AV	No	All-way stop	4	No	1,650	2	2	2	0	1	9.32	2.25
154	157144	Chicago	Michigan Ave	Lake Shore Dr - Local;OAK ST;W OAK ST	Yes	Signal	3	No	47,950	8	9	36	0	3	9.30	9.75
155	62989	Chicago	LaSalle St	43rd St	No	Signal	4	Yes	6,400	5	5	74	0	0	9.29	6.25

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
156	65955	Chicago	Lake Shore Dr	Balbo Dr	Yes	Signal	4	No	154,831	8	10	57	1	2	9.26	11.75
157	66290	Chicago	Cicero Ave	Madison St	Yes	Signal	4	Yes	43,574	8	9	66	1	2	9.26	12.50
158	66372	Sauk Village	Lincoln Hwy	Torrence Ave	Yes	Signal	4	No	23,164	6	8	16	0	1	9.24	8.25
159	65963	Chicago	Stony Island Ave	79th St	Yes	Signal	4	Yes	44,384	8	9	56	0	2	9.23	11.75
160	148765	Blue Island	Ashland Ave	Broadway St;BROADWAY ST	Yes	Signal	4	Yes	23,200	6	8	42	0	0	9.23	10.00
161	66651	Chicago	Lower Columbus Dr	Lower Wacker Dr	No	Signal	4	No	44,500	6	9	39	0	0	9.23	9.50
162	46949	Chicago	59th St	St Louis Ave	No	Signal	4	No	14,400	5	7	10	0	1	9.23	7.25
163	151819	Chicago	Martin Luther King Dr	Marquette Rd;South Chicago Ave	Yes	Signal	5 or more	Yes	23,400	5	8	56	0	1	9.21	10.25
164	55777	Chicago	Laramie Ave	Fulton St	No	Minor leg stop	4	Yes	14,500	4	7	27	0	0	9.20	8.75
165	66343	Markham	159th St	Kedzie Ave	Yes	Signal	4	Yes	47,303	7	9	34	0	2	9.15	11.75
166	68114	Chicago	State St	PERSHING RD	Yes	Signal	4	Yes	24,500	5	8	31	0	0	9.11	11.00
167	69168	Chicago	Lake Shore Dr	Science Dr	Yes	Signal	4	No	50,100	5	9	37	0	0	9.08	9.00
168	63908	Chicago	Cottage Grove Ave	E 85TH ST	Yes	Signal	3	Yes	18,300	6	7	18	1	3	9.08	10.25
169	17334	Chicago	Vernon Ave	82nd St	No	Minor leg stop	4	Yes	1,708	2	2	3	0	0	9.05	2.50
170	29134	Skokie	KILPATRICK AV	Keeney St	No	Minor leg stop	4	No	1,708	2	2	3	1	0	9.05	2.75
171	150186	Wilmette	ISABELLA ST	6TH ST	No	Minor leg stop	4	No	1,708	2	2	3	0	1	9.05	2.25
172	69150	Chicago	Archer Ave	Ashland Ave	Yes	Signal	4	Yes	53,297	6	9	35	0	3	9.01	12.00
173	68212	Chicago	63rd St	Racine Ave	No	Signal	4	Yes	25,800	7	8	33	0	1	9.00	10.25
174	65676	Chicago	Cicero Ave	North Ave	Yes	Signal	4	Yes	55,487	8	9	65	0	1	8.97	11.50
175	66443	Chicago	87th St	Western Ave	Yes	Signal	4	No	55,805	8	9	63	0	1	8.96	9.25
176	150849	Chicago	Lake St	N KILBOURN AV	No	Signal	4	Yes	15,800	4	7	46	0	1	8.94	9.00
177	68029	Chicago	Canal St	Cermak Rd	Yes	Signal	4	Yes	26,649	7	8	26	0	0	8.94	10.00
178	12259	Chicago	Garfield Blvd	Wabash Ave	No	Signal	4	Yes	27,400	7	8	32	0	2	8.88	10.50
179	69186	Chicago	Lafayette Ave	Lafayette Ave	No	Signal	4	Yes	16,150	6	7	44	1	0	8.88	10.00
180	67710	Chicago	Division St	Division St	No	Signal	4	No	27,600	7	8	14	0	5	8.87	9.25
181	157392	Chicago	W Garfield Blvd	S Wentworth Ave	No	Signal	4	Yes	27,900	8	8	60	0	1	8.85	10.75
182	66211	Summit	Harlem Ave	63rd St	Yes	Signal	4	Yes	63,913	6	9	40	0	0	8.83	12.75
183	65631	Chicago	95th St	Lafayette Ave	Yes	Signal	4	No	16,861	7	7	66	0	2	8.76	7.50
184	68430	Chicago	Halsted St	115th St	Yes	Signal	4	Yes	29,413	6	8	32	0	1	8.75	10.25
185	66300	Burbank	Cicero Ave	79th St	Yes	Signal	4	No	71,034	8	9	40	1	1	8.73	10.00
186	66175	Summit	Harlem Ave	Archer Ave	Yes	Signal	4	No	72,957	9	9	39	1	3	8.71	11.50
187	67747	Chicago	Grand Ave	Damen Ave	No	Signal	4	No	30,600	5	8	32	0	2	8.68	8.50
188	157425	Chicago	Cicero Ave	IL-50 to I-55 EB;I-55 EB to IL- 50	Yes	Signal	4	No	78,903	7	9	35	1	0	8.65	9.75
189	64585	Chicago	State St	118th St	No	All-way stop	4	Yes	3,100	2	3	4	0	1	8.65	4.00
190	68193	Chicago	Kedzie Ave	59th St	No	Signal	4	No	31,450	8	8	28	0	6	8.64	9.50
191	67853	Chicago	Pulaski Rd	Madison St	Yes	Signal	4	Yes	32,000	7	8	66	0	4	8.61	11.00
192	67946	Chicago	Kostner Ave	Harrison St	No	Signal	3	Yes	21,200	6	7	41	0	3	8.60	9.50
193	66160	Chicago	Roosevelt Rd	Racine Ave	Yes	Signal	4	Yes	32,200	6	8	29	0	2	8.60	10.50
194	151655	Chicago	Cicero Ave	Archer Ave	Yes	Signal	4	No	85,259	8	9	43	1	1	8.59	10.50

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
195	60970	South Holland	South Park Ave	166TH ST	Yes	Minor leg stop	4	No	7,450	2	5	11	0	0	8.57	5.00
196	57267	Chicago	Lake Shore Dr - Local	W SCHILLER ST	No	Signal	3	No	11,768	4	6	17	0	1	8.57	6.25
197	68222	Chicago	63rd St	Halsted St	No	Signal	4	Yes	33,375	5	8	48	0	5	8.54	11.25
198	68160	Chicago	Kedzie Ave	51st St	No	Signal	4	Yes	33,450	7	8	23	2	2	8.54	12.00
199	157405	Chicago	Belmont Ave	Belmont Ave to US-41 NB	No	Signal	3	No	21,260	6	7	17	0	1	8.51	7.25
200	67867	Chicago	Halsted St	Madison St	No	Signal	4	No	34,000	6	8	28	1	2	8.51	9.75
201	66292	Chicago	Cicero Ave	Harrison St	Yes	Signal	4	Yes	35,500	6	8	32	0	1	8.44	10.25
202	68108	Chicago	Martin Luther King Dr	35th St	No	Signal	4	No	19,150	6	7	23	1	3	8.43	8.50
203	63842	Chicago	Cottage Grove Ave	82nd St	No	Signal	4	Yes	11,900	5	6	14	0	2	8.41	8.00
204	150290	Chicago	Marquette Rd	LAFAYETTE AV	No	Signal	4	Yes	12,050	4	6	25	0	0	8.36	7.50
205	68210	Chicago	Ashland Ave	63rd St	No	Signal	4	Yes	37,800	8	8	56	0	6	8.35	11.50
206	66110	Chicago	Irving Park Rd	Austin Ave	Yes	Signal	4	No	37,800	7	8	29	0	4	8.35	9.00
207	66324	Country Club Hills	Cicero Ave	Flossmoor Rd	Yes	Signal	4	No	19,850	4	7	19	0	1	8.35	7.25
208	69190	Chicago	87th St	State St	No	Signal	4	No	38,350	8	8	87	0	1	8.33	8.25
209	65951	Chicago	Lake Shore Dr	Chicago Ave	Yes	Signal	4	No	141,918	3	9	40	0	0	8.32	9.00
210	65954	Chicago	Lake Shore Dr	Jackson Dr	Yes	Signal	4	No	152,900	6	9	59	0	0	8.29	9.00
211	66476	Chicago	Western Ave	71st St	Yes	Signal	4	Yes	39,839	7	8	45	0	3	8.28	10.75
212	68410	Chicago	111th St	HAMLET AVE;111TH ST TO I-55 NB	Yes	Signal	4	No	20,705	4	7	16	0	1	8.25	7.25
213	66583	Skokie	McCormick Blvd	Howard St	Yes	Signal	4	No	41,300	7	8	35	0	1	8.24	8.25
214	26672	Chicago	103rd St	Frontage Road	Yes	Signal	4	No	21,329	5	7	14	0	0	8.18	7.00
215	65943	Chicago	Devon Ave	Caldwell Ave	Yes	Signal	4	No	43,595	6	8	19	0	1	8.17	8.25
216	67949	Chicago	Kedzie Ave	Harrison St	No	Signal	4	Yes	21,500	3	7	21	0	0	8.17	8.75
217	157407	Chicago	31st St	US-41 NB to 31st St	No	Signal	3	Yes	8,245	4	5	14	0	0	8.16	6.25
218	66750	Evergreen Park	87th St	Kedzie Ave	Yes	Signal	4	No	45,989	8	8	25	0	3	8.11	9.25
219	68214	Chicago	63rd St	Wentworth Ave	No	Signal	4	Yes	22,200	6	7	66	0	3	8.10	9.50
220	68407	Chicago	Pulaski Rd/Crawford Ave	111th St	Yes	Signal	4	No	46,422	6	8	25	1	0	8.09	8.75
221	24693	Chicago	92nd St	Paxton Ave	No	All-way stop	4	No	1,950	2	2	6	0	0	8.09	2.00
222	205	Phoenix	151st St	HALSTED ST	No	Minor leg stop	3	Yes	2,305	2	2	8	0	0	8.09	2.50
223	63211	Chicago	LAKE PARK AVE	W 53RD ST	No	Signal	4	Yes	22,400	5	7	17	0	6	8.08	10.25
224	16208	Chicago	43RD ST	Prairie Ave	No	Minor leg stop	4	Yes	8,450	5	5	19	1	0	8.04	7.00
225	66665	Chicago	GRAND AVE	Dearborn St	No	Signal	4	No	22,800	4	7	19	0	4	8.04	8.50
226	68742	Harvey	Wood St	150th St	Yes	Signal	4	Yes	13,387	5	6	19	0	0	8.04	7.50
227	47820	Chicago	Chicago Ave	Hamlin Ave	No	Signal	4	Yes	13,400	3	6	31	0	0	8.03	7.50
228	151609	Hoffman Estates	Sutton Rd	Golf Rd	Yes	Signal	4	No	49,532	6	8	53	0	0	8.02	8.50
229	66219	Unincorporated	Harlem Ave	143rd St	Yes	Signal	4	No	50,890	7	8	50	0	0	8.00	8.00
230	65599	Chicago	Ashland Ave	VAN BUREN ST	No	Signal	4	Yes	23,700	7	7	52	1	1	7.97	9.75
231	66259	Oak Forest	159th St	Cicero Ave	Yes	Signal	4	No	53,155	6	8	26	0	1	7.95	8.25
232	66321	Bedford Park	Cicero Ave	State Rd	Yes	Signal	3	No	67,000	5	8	33	0	0	7.89	9.50

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
233	67905	Chicago	Hamlin Ave	Jackson Blvd	No	Signal	4	Yes	25,250	4	7	25	0	1	7.85	9.00
234	18952	Chicago	75th St	St Lawrence Ave	No	Signal	4	Yes	8,900	5	5	20	1	2	7.85	7.50
235	41666	Chicago	Taylor St	Wood St	No	All-way stop	4	Yes	5,700	2	4	8	0	1	7.83	5.25
236	65772	Franklin Park	Mannheim Rd	Grand Ave	Yes	Signal	4	No	62,183	8	8	35	0	2	7.81	9.00
237	68116	Chicago	PERSHING RD	Indiana Ave	Yes	Signal	4	Yes	14,569	5	6	24	1	2	7.80	8.75
238	63720	Chicago	Kedzie Ave	77th St	Yes	Signal	4	No	26,000	4	7	17	0	0	7.80	7.00
239	14209	Dolton	Greenwood Rd	Woodlawn Ave	No	Minor leg stop	3	Yes	6,153	2	4	4	0	0	7.79	5.00
240	6804	Chicago	Kostner Ave	Fifth Ave	No	Signal	4	Yes	14,600	3	6	25	0	1	7.79	7.75
241	157408	Chicago	Belmont Ave	US-41 SB to Belmont Ave	No	Signal	4	No	26,350	6	7	19	0	1	7.77	7.75
242	149517	Chicago	103rd St	S STONY ISLAND AVE	No	Signal	4	Yes	26,900	3	7	15	0	2	7.74	9.25
243	68115	Chicago	PERSHING RD	Michigan Ave	Yes	Signal	4	Yes	14,994	5	6	26	0	0	7.72	7.50
244	67765	Chicago	Sacramento Blvd	Lake St	Yes	Signal	4	Yes	27,200	5	7	25	0	0	7.72	8.75
245	66058	Alsip	Cicero Ave	127th St	Yes	Signal	4	No	70,235	5	8	27	0	0	7.71	8.50
246	68343	Chicago	State St	83rd St	No	Signal	4	No	28,300	4	7	57	0	0	7.65	7.50
247	49014	Chicago	Jackson Blvd	N KILDARE AV	No	All-way stop	4	Yes	9,400	3	5	14	0	1	7.65	6.50
248	157402	Chicago	US-41 SB to 31st St	31st St to US-41 SB	No	Signal	4	Yes	15,450	3	6	24	0	0	7.64	7.50
249	151124	Chicago	Racine Ave	Congress Parkway	No	Signal	4	Yes	15,500	6	6	42	0	0	7.63	7.50
250	24019	Wilmette	CENTRAL AV	12TH ST	No	Minor leg stop	3	No	2,460	2	2	2	0	0	7.61	2.00
251	66530	Chicago	Garfield Blvd	Wentworth Ave	No	Signal	4	Yes	29,350	6	7	83	0	1	7.59	9.00
252	29398	Harvey	159th St	Ashland Ave	Yes	Minor leg stop	4	Yes	29,397	5	7	15	0	1	7.59	10.00
253	16884	Chicago	ONTARIO ST	McClurg Ct	No	Signal	4	No	9,600	4	5	8	0	2	7.58	5.50
254	66462	Chicago	Western Ave	Madison St	No	Signal	4	Yes	29,925	7	7	39	0	4	7.56	9.75
255	66700	Chicago	Ida B Wells Dr	Congress Plaza	No	Signal	4	No	87,800	5	8	25	0	0	7.56	8.00
256	63648	Chicago	Yates Blvd	72nd St	No	Minor leg stop	4	Yes	9,700	3	5	8	0	0	7.54	6.25
257	68544	Riverdale	Indiana Ave	144th St	Yes	Signal	4	Yes	16,130	6	6	22	0	0	7.53	7.50
258	42742	Chicago	Madison St	HOYNE AV	No	All-way stop	4	Yes	9,750	4	5	8	0	0	7.52	6.25
259	65962	Chicago	Stony Island Ave	76th St	Yes	Signal	4	No	30,982	5	7	43	0	0	7.51	7.00
260	151786	Chicago	Clark St	Broadway St	No	Signal	5 or more	No	31,425	5	7	18	0	4	7.49	8.00
261	67855	Chicago	Hamlin Ave	Madison St	No	Signal	4	Yes	32,000	4	7	38	0	0	7.46	9.75
262	151700	Harvey	Sibley Blvd	Vincennes Rd;Broadway Ave	Yes	Signal	4	Yes	32,004	4	7	21	0	0	7.46	8.75
263	50450	Chicago	Washington Blvd	N LECLAIRE AV	Yes	Signal	4	Yes	16,650	2	6	10	0	0	7.46	7.50
264	67802	Bellwood	25th Ave	Washington Blvd	No	Signal	4	No	32,300	2	7	12	0	0	7.45	7.00
265	149867	Chicago	Martin Luther King Dr	Ellsworth Dr	No	Signal	5 or more	Yes	16,725	6	6	25	0	3	7.45	8.25
266	68249	Chicago	Ashland Ave	71st St	No	Signal	4	Yes	32,500	7	7	41	0	3	7.44	10.00
267	67526	Chicago	Lawrence Ave	Kimball Ave	No	Signal	4	No	32,650	6	7	27	0	4	7.43	8.00
268	66389	Chicago	Torrence Ave	100th St	Yes	Signal	4	Yes	16,996	4	6	19	0	0	7.41	7.50
269	66155	Chicago	Roosevelt Rd	Kedzie Ave	Yes	Signal	4	Yes	33,300	5	7	39	2	0	7.41	11.25
270	157785	Chicago	Austin Blvd	I290 EB TO AUSTIN AV	No	Signal	4	Yes	33,700	7	7	82	0	2	7.39	10.25

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
271	56842	Chicago	Central Ave	Augusta Blvd	No	Signal	4	Yes	17,200	6	6	24	0	1	7.38	7.75
272	68378	Chicago	Halsted St	103rd St	Yes	Signal	4	Yes	34,008	7	7	31	0	4	7.38	9.75
273	151355	Hoffman Estates	Higgins Rd	Moon Lake Blvd;Governors Ln	Yes	Signal	4	No	34,099	4	7	21	0	0	7.37	7.00
274	68149	Chicago	47th St	Wentworth Ave	No	Signal	4	No	17,375	6	6	56	0	0	7.36	6.00
275	66151	Chicago	Pulaski Rd	Roosevelt Rd	Yes	Signal	4	Yes	34,771	7	7	47	0	2	7.35	9.25
276	58496	Chicago	N Pulaski Rd	W Dakin St	No	Signal	3	No	17,902	6	6	16	0	4	7.34	7.00
277	68691	Richton Park	Sauk Tr	Governors Hwy	Yes	Signal	4	Yes	35,456	6	7	33	0	1	7.32	9.00
278	66525	Chicago	Garfield Blvd	Damen Ave	No	Signal	4	Yes	36,100	7	7	28	0	1	7.30	9.00
279	68200	Chicago	59th St	Wentworth Ave	No	Signal	4	Yes	10,475	4	5	53	0	0	7.29	7.25
280	66019	Wheeling	Dundee Rd	Elmhurst Rd	Yes	Signal	4	No	36,991	4	7	15	0	1	7.27	7.25
281	151659	Calumet City	River Oaks Dr	River Oaks Dr;Torrence Ave	Yes	Signal	4	No	37,300	6	7	29	0	0	7.26	7.00
282	66153	Chicago	Roosevelt Rd	Independence Blvd	Yes	Signal	4	Yes	37,400	4	7	27	0	1	7.25	9.00
283	67819	Chicago	Wells St	Washington St	No	Signal	4	No	18,210	5	6	20	0	2	7.25	6.50
284	68299	Chicago	Ashland Ave	79th St	No	Signal	4	Yes	37,500	7	7	46	1	3	7.25	10.25
285	66495	Chicago	Western Ave	Lithuanian Plaza	Yes	Signal	4	Yes	37,868	6	7	43	0	4	7.24	9.75
286	31657	Calumet City	DOLTON AVE	Crandon Ave	No	Minor leg stop	3	Yes	11,117	4	5	15	0	1	7.22	6.50
287	66468	Chicago	Western Ave	26th St	No	Signal	4	Yes	38,350	7	7	39	0	0	7.22	9.25
288	65696	Chicago	North Ave	Kedzie Ave	Yes	Signal	4	Yes	38,444	5	7	35	0	1	7.22	9.50
289	65756	Unincorporated	La Grange Rd / 96th Ave	119th St	Yes	Minor leg stop	3	No	39,050	2	7	10	0	0	7.22	8.00
290	151702	Homewood	Halsted St	183rd St;Arquilla Dr	Yes	Signal	4	No	38,600	5	7	25	0	0	7.22	7.00
291	49852	Chicago	Harrison St	N KILPATRICK AV	No	Minor leg stop	4	Yes	6,600	3	4	13	0	0	7.20	5.00
292	68264	Chicago	State St	State St	No	Signal	4	Yes	18,776	6	6	48	0	2	7.19	8.00
293	65639	Chicago	95th St	Halsted St	Yes	Signal	4	No	40,608	6	7	64	0	1	7.16	7.75
294	31431	Calumet City	DOLTON AVE	PAXTON AV	No	Minor leg stop	3	Yes	11,377	3	5	7	0	0	7.15	6.25
295	66582	Skokie	McCormick Blvd	Oakton St	Yes	Signal	4	No	41,011	6	7	22	0	2	7.15	7.50
296	67490	Chicago	Foster Ave	Central Ave	Yes	Signal	4	No	41,700	5	7	15	0	0	7.13	7.00
297	67621	Chicago	Fullerton Ave	Damen Ave	Yes	Signal	4	No	43,813	7	7	34	0	2	7.07	7.50
298	151769	Des Plaines	Rand Rd	Miner St;Northwest Hwy	Yes	Signal	4	No	44,039	3	7	25	0	0	7.07	7.50
299	68255	Chicago	71st St	Martin Luther King Dr	Yes	Signal	4	Yes	20,105	6	6	25	1	4	7.05	9.25
300	67615	Chicago	Pulaski Rd	Fullerton Ave	Yes	Signal	4	No	44,856	6	7	20	1	3	7.05	8.50
301	66371	Ford Heights	Lincoln Hwy	Woodlawn Ave	Yes	Signal	4	Yes	20,135	6	6	24	2	3	7.05	9.75
302	66287	Chicago	Cicero Ave	Chicago Ave	Yes	Signal	4	No	45,086	6	7	68	1	2	7.04	8.25
303	66474	Chicago	Western Ave	63rd St	Yes	Signal	4	Yes	45,116	6	7	50	1	4	7.04	10.50
304	27221	Tinley Park	175th St	Highland Ave	No	Minor leg stop	3	No	4,408	2	3	4	0	0	7.03	3.00
305	54870	Homewood	Halsted St	Maple Ave	Yes	Signal	4	No	45,600	4	7	27	0	1	7.03	7.25
306	65691	Chicago	North Ave	Central Ave	Yes	Signal	4	No	45,897	7	7	47	0	4	7.03	8.00
307	68415	Chicago	Michigan Ave	111th St	No	Signal	4	Yes	20,675	6	6	32	0	2	6.99	8.00
308	66306	Crestwood	Cicero Ave	Midlothian Tpk	Yes	Signal	4	No	47,835	5	7	23	0	0	6.98	7.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
309	66278	Chicago	Foster Ave	Cicero Ave	Yes	Signal	4	No	48,660	4	7	33	0	0	6.97	7.00
310	68012	Forest Park	Cermak Rd	Des Plaines Ave	Yes	Signal	4	No	49,209	6	7	18	0	0	6.96	7.00
311	65899	Morton Grove	Golf Rd	Harlem Ave	Yes	Signal	4	No	50,850	5	7	20	0	1	6.93	7.25
312	67476	Chicago	Bryn Mawr Ave	California Ave	No	Signal	4	No	21,500	5	6	13	0	0	6.92	6.00
313	66231	Norridge	Harlem Ave	Forest Preserve Dr	Yes	Signal	4	No	51,300	6	7	23	0	1	6.92	7.25
314	66374	Matteson	Lincoln Hwy	Governors Hwy	Yes	Signal	4	No	51,864	4	7	32	0	0	6.91	7.00
315	67676	Chicago	Armitage Ave	Central Park Ave	No	Signal	4	Yes	21,775	5	6	20	0	1	6.90	7.75
316	68351	Chicago	Commercial Ave	91st St	No	Signal	4	Yes	7,150	3	4	14	1	0	6.89	6.25
317	69192	Chicago	Martin Luther King Dr	69th St	Yes	Signal	4	Yes	21,900	5	6	22	0	2	6.89	8.00
318	66301	Bedford Park	Cicero Ave	73rd St	Yes	Signal	3	No	60,800	7	7	29	0	1	6.88	7.25
319	66104	Chicago	N Cumberland Ave	Irving Park Rd	No	Signal	4	No	54,200	6	7	19	0	0	6.87	7.00
320	66553	Chicago	Cottage Grove Ave	Midway Plaisance Dr WB	No	Signal	4	Yes	22,100	3	6	20	0	0	6.87	7.50
321	66556	Glenview	Milwaukee Ave	West Lake Ave	Yes	Signal	4	No	56,488	4	7	24	0	0	6.84	7.50
322	60514	Markham	Dixie Hwy	165TH ST	Yes	Minor leg stop	3	Yes	12,600	3	5	9	0	0	6.82	6.25
323	65660	Glenview	Palatine Rd	Sanders Rd	Yes	Signal	4	No	57,785	5	7	30	0	0	6.82	7.00
324	55982	Chicago	Pulaski Rd	W KINZIE ST	Yes	Signal	3	Yes	26,700	2	6	24	0	0	6.76	8.50
325	67906	Chicago	Jackson Blvd	Central Park Ave	No	Signal	4	Yes	12,650	3	5	16	0	0	6.75	6.75
326	65767	Chicago	Mannheim Rd	Higgins Rd	Yes	Signal	4	Yes	64,741	5	7	22	0	0	6.73	8.75
327	66370	Chicago Heights	Lincoln Hwy	Cottage Grove Av	Yes	Signal	4	Yes	24,250	2	6	17	0	0	6.71	7.50
328	151351	Harvey	Halsted St	163rd St	Yes	Signal	4	Yes	24,400	5	6	10	0	0	6.70	7.50
329	66486	Blue Island	Western Ave	139th St	Yes	Signal	4	Yes	12,894	3	5	16	0	0	6.70	6.25
330	56810	Chicago	LAKE SHORE DR-LOCAL	W WALTON ST	No	Minor leg stop	3	No	8,111	3	4	7	0	0	6.63	4.00
331	65601	Chicago	Ogden Ave	VAN BUREN ST	Yes	Signal	4	Yes	26,200	5	6	26	0	0	6.59	8.50
332	151129	Oak Forest	Cicero Ave	151st St	Yes	Signal	4	No	26,450	5	6	8	0	0	6.58	6.00
333	62512	Chicago Heights	Western Ave	209th St	Yes	Minor leg stop	3	Yes	14,000	2	5	10	0	0	6.55	6.25
334	69137	Chicago	Damen Ave	Elston Ave	Yes	Signal	4	No	13,800	3	5	14	0	1	6.53	5.25
335	67730	Chicago	Kedzie Ave	Chicago Ave	No	Signal	4	No	27,500	6	6	41	1	3	6.52	7.50
336	67513	Chicago	Central Ave	Lawrence Ave	Yes	Signal	4	No	27,719	4	6	16	0	2	6.51	6.50
337	157449	Chicago	S Jean-Baptiste Pointe DuSable Lake Shore Dr	NA	No	Signal	2	No	94,800	7	7	19	1	5	6.51	9.00
338	63002	Chicago	Ashland Ave	W 44TH ST	No	Signal	4	Yes	28,100	4	6	14	0	0	6.49	7.50
339	67579	Chicago	Addison St	Kimball Ave	Yes	Signal	4	No	28,330	3	6	18	0	1	6.48	6.25
340	44474	Chicago	Addison St	ROCKWELL ST	Yes	Signal	3	No	32,500	4	6	13	0	0	6.43	6.00
341	66199	Chicago	Harlem Ave	Diversey Ave	Yes	Signal	4	No	30,185	5	6	20	0	1	6.39	6.75
342	62988	Chicago	WENTWORTH AVE	43rd St	No	Signal	4	Yes	8,300	4	4	38	0	2	6.38	5.50
343	31160	Chicago	79th St	WENTWORTH AV	No	Signal	3	Yes	15,221	4	5	14	0	1	6.37	6.50
344	53538	Chicago	Grand Ave	Sayre Ave	No	Signal	4	No	30,900	4	6	10	0	1	6.36	6.75
345	68196	Chicago	Ashland Ave	59th St	No	Signal	4	Yes	31,300	4	6	39	1	0	6.35	8.75

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
346	68164	Chicago	Ashland Ave	51st St	No	Signal	4	Yes	31,350	4	6	46	0	3	6.34	8.25
347	67674	Chicago	Pulaski Rd	Armitage Ave	Yes	Signal	4	Yes	31,504	6	6	21	0	4	6.34	8.50
348	68630	Homewood	Kedzie Ave	Kedzie Ave	No	Signal	4	No	31,850	4	6	43	0	0	6.32	6.00
349	151817	Chicago	Marquette Dr	67th St;South Shore Dr	Yes	Signal	3	Yes	37,200	5	6	55	0	0	6.32	7.50
350	67627	Chicago	Fullerton Ave	Milwaukee Ave	Yes	Signal	4	No	32,100	5	6	30	0	2	6.31	6.50
351	37288	Chicago	Jackson Blvd	SANGAMON ST	Yes	All-way stop	4	No	8,500	2	4	5	0	0	6.31	4.00
352	66507	Maywood	First Ave	Washington Blvd	Yes	Signal	4	No	32,707	3	6	15	0	0	6.29	6.00
353	67390	Chicago	Ridge Blvd	Touhy Ave	Yes	Signal	4	Yes	32,882	2	6	21	0	0	6.28	7.50
354	69081	Chicago	Ogden Ave	Pulaski Rd	Yes	Signal	4	Yes	32,911	3	6	23	0	0	6.28	7.50
355	68672	Olympia Fields	Vollmer Rd	Pulaski Rd/Crawford Ave	Yes	Signal	4	No	32,975	5	6	26	0	0	6.28	6.00
356	66149	Cicero	Central Ave	Roosevelt Rd	Yes	Signal	4	Yes	33,020	3	6	23	0	1	6.28	9.75
357	157458	Chicago	S Pulaski Rd	NA	No	Signal	4	No	33,200	5	6	26	0	2	6.27	6.50
358	68688	Sauk Village	Sauk Tr	Torrence Ave	Yes	Signal	4	Yes	15,497	3	5	11	0	0	6.27	6.25
359	67542	Chicago	Montrose Ave	Central Ave	Yes	Signal	4	No	33,445	6	6	22	1	2	6.26	7.25
360	100413	Barrington Hills	John F Kennedy Dr	Bolz Rd	Yes	Minor leg stop	4	No	15,550	2	5	6	0	0	6.26	5.00
361	57628	Chicago	Ashland Ave	CONGRESS PKWY	No	Signal	4	Yes	33,700	5	6	50	0	0	6.26	7.50
362	24025	Skokie	Touhy Ave	KIMBALL AVE	Yes	Signal	3	No	37,100	4	6	10	0	2	6.25	6.50
363	68273	Chicago	Ashland Ave	76th St	Yes	Signal	4	Yes	33,900	4	6	35	0	1	6.25	7.75
364	65960	Chicago	Stony Island Ave	71st St	Yes	Signal	4	Yes	34,026	5	6	49	0	0	6.24	7.50
365	67435	Chicago	Western Ave	Pratt Blvd	No	Signal	4	Yes	34,250	5	6	17	2	1	6.24	9.25
366	57627	Chicago	Damen Ave	CONGRESS PKWY	No	Signal	4	Yes	34,400	4	6	44	1	3	6.23	9.50
367	49013	Chicago	Madison St	N KILDARE AV	No	Signal	4	Yes	15,800	3	5	21	0	1	6.23	6.50
368	68163	Chicago	51st St	Damen Ave	No	Signal	4	Yes	15,850	2	5	28	0	0	6.22	6.25
369	25329	Chicago	76th St	Kingston Ave	No	Minor leg stop	4	Yes	8,750	3	4	10	0	0	6.22	5.00
370	66348	Harvey	159th St	Park Ave	Yes	Signal	4	Yes	34,798	5	6	35	0	1	6.22	7.75
371	69086	Flossmoor	Governors Hwy	Flossmoor Rd	Yes	Signal	4	No	15,996	3	5	14	0	1	6.20	5.25
372	26049	Hazel Crest	167th St	ORCHARD RIDGE AVE	No	Minor leg stop	3	Yes	16,422	3	5	6	0	0	6.20	7.25
373	67451	Chicago	Milwaukee Ave	Devon Ave	Yes	Signal	4	No	35,766	5	6	19	0	2	6.19	6.50
374	65781	Countryside	La Grange Rd	67th St	Yes	Signal	3	No	40,300	4	6	17	0	0	6.18	6.00
375	66162	Chicago	Roosevelt Rd	Union Ave	Yes	Signal	4	No	36,015	5	6	53	0	2	6.18	6.50
376	6711	Chicago	Milwaukee Ave	Gale St	No	Signal	3	No	16,622	5	5	13	1	2	6.18	6.25
377	69193	Chicago	87th St	Martin Luther King Dr	No	Signal	4	No	36,650	5	6	42	0	1	6.16	6.25
378	69310	Chicago	Archer Ave	Halsted St	Yes	Signal	4	Yes	36,814	2	6	16	0	1	6.16	7.75
379	66312	Richton Park	Sauk Tr	Cicero Ave	Yes	Signal	4	Yes	37,084	4	6	24	0	0	6.15	7.50
380	66344	Harvey	159th St	Wood St	Yes	Signal	4	Yes	37,093	5	6	23	0	1	6.15	8.75
381	57388	Harvey	Halsted St	146th St/Shore Dr	Yes	Minor leg stop	3	Yes	16,850	4	5	10	0	1	6.14	7.00
382	8697	Chicago	Lake St	N CENTRAL PARK AVE	No	Signal	3	Yes	9,414	4	4	14	0	2	6.13	5.50
383	150724	Chicago	87th St	Damen Ave;BEVERLY AV	Yes	Signal	4	Yes	37,700	5	6	32	0	1	6.13	7.75
384	68820	Arlington Heights	Wilke Rd	KIRCHOFF RD	Yes	Signal	3	No	21,400	3	5	11	0	1	6.12	5.75
385	63539	Chicago	Western Ave	W 65TH ST	Yes	Signal	4	No	38,000	6	6	20	0	2	6.12	6.50
386	67745	Chicago	Chicago Ave	Halsted St	No	Signal	4	No	38,500	5	6	17	0	1	6.11	6.75

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
387	66289	Chicago	Cicero Ave	Washington Blvd	Yes	Signal	4	Yes	38,650	6	6	48	0	0	6.10	8.00
388	68311	Chicago	79th St	Columbus Ave	Yes	Signal	4	No	39,148	5	6	41	0	0	6.09	6.00
389	66090	Streamwood	Lake St	Oak Ave	Yes	Signal	3	Yes	44,200	5	6	8	1	3	6.07	9.00
390	157126	Chicago	Clark St	Newport Ave	No	Signal	5 or more	No	17,175	5	5	8	0	4	6.06	6.00
391	56185	Chicago	Central Ave	W Race Ave	No	Signal	4	Yes	17,200	3	5	16	0	0	6.06	6.25
392	151649	Oak Park	Harlem Ave	North Blvd;Central Ave	Yes	Signal	4	No	40,500	2	6	16	0	0	6.06	8.00
393	66279	Chicago	Cicero Ave	Lawrence Ave	Yes	Signal	4	No	40,548	5	6	32	0	1	6.06	6.75
394	65693	Chicago	North Ave	Pulaski Rd	Yes	Signal	4	Yes	40,807	5	6	25	0	2	6.05	8.00
395	48801	Chicago	Madison St	Keeler Ave	No	Signal	4	Yes	17,300	5	5	20	0	3	6.05	7.00
396	66367	Olympia Fields	Lincoln Hwy	Western Ave	Yes	Signal	4	No	41,824	3	6	23	0	0	6.03	6.50
397	67491	Chicago	Foster Ave	Pulaski Rd	Yes	Signal	4	No	42,653	6	6	20	0	3	6.01	6.75
398	54586	Dixmoor	Western Ave	145th St	Yes	Minor leg stop	3	Yes	9,850	2	4	6	0	0	5.99	5.00
399	14987	Chicago	71st St	Indiana Ave	No	Signal	4	Yes	9,500	2	4	16	0	0	5.98	5.00
400	66133	Cicero	Cicero Ave	Roosevelt Rd	Yes	Signal	4	Yes	44,219	6	6	26	0	1	5.98	7.75
401	65635	Chicago	95th St	Jeffery Blvd	Yes	Signal	4	Yes	18,050	3	5	37	0	0	5.97	7.25
402	66788	Homewood	Halsted St	175th St	Yes	Signal	4	No	44,711	4	6	24	0	1	5.97	6.25
403	67898	Chicago	State St	Adams St	Yes	Signal	4	No	45,200	3	6	21	0	1	5.96	6.25
404	151123	Chicago	Ashland Ave	CORTLAND AVE;W CORTLAND ST	Yes	Signal	4	No	45,300	5	6	23	0	1	5.95	6.25
405	66430	Hometown	87th St	Pulaski Rd	Yes	Signal	4	No	45,406	3	6	20	1	0	5.95	6.75
406	65926	Chicago	Caldwell Ave	Cicero Ave	Yes	Signal	4	No	45,628	6	6	22	0	0	5.95	6.00
407	66134	Chicago	Western Ave	Roosevelt Rd	Yes	Signal	4	Yes	46,021	4	6	32	0	2	5.94	8.00
408	65785	Palos Park	La Grange Rd / 96th Ave	McCarthy Rd	Yes	Signal	4	No	46,179	5	6	22	0	0	5.94	6.00
409	67856	Chicago	Madison St	Central Park Ave	No	Signal	4	Yes	18,450	4	5	17	0	0	5.93	6.25
410	68678	Chicago Heights	Joe Orr Rd	State St	No	Signal	4	No	18,475	3	5	12	0	0	5.93	5.00
411	9969	Chicago	Halsted St	87th St FrRd EB	Yes	Signal	4	Yes	18,500	3	5	23	0	0	5.92	6.25
412	67779	Chicago	Homan Ave	Lake St	No	Signal	4	Yes	18,650	3	5	19	0	0	5.91	6.25
413	66526	Chicago	Garfield Blvd	Ashland Ave	No	Signal	4	Yes	47,950	3	6	32	0	1	5.91	7.75
414	66340	Orland Park	159th St	80th Ave	Yes	Signal	4	No	48,840	6	6	30	1	0	5.89	6.75
415	68223	Chicago	Lake Shore Dr	Hayes Dr	Yes	Signal	3	Yes	55,000	5	6	33	0	0	5.88	8.00
416	66014	Chicago	Lake Shore Dr	Sheridan Rd	Yes	Signal	4	Yes	49,445	6	6	21	0	4	5.88	8.50
417	67909	Chicago	California Ave	Jackson Blvd	No	Signal	4	Yes	19,075	4	5	14	0	1	5.87	6.50
418	68269	Chicago	South Chicago Ave	75th St	No	Signal	4	Yes	19,100	4	5	27	0	1	5.87	6.50
419	58216	Chicago	Sheridan Rd	Melrose St	No	Signal	3	No	10,316	4	4	11	0	2	5.87	4.50
420	68376	Chicago	103rd St	Cottage Grove Ave	No	Signal	4	No	19,400	5	5	22	0	1	5.84	5.25
421	14992	Chicago	69th St	Indiana Ave	No	Signal	4	Yes	10,000	4	4	12	0	0	5.84	5.00
422	1718	Schiller Park	Mannheim Rd	Montrose Ave	Yes	Signal	4	Yes	53,400	4	6	7	0	1	5.82	7.75
423	66435	Chicago	Pulaski Rd	Marquette Rd	Yes	Signal	4	No	53,400	6	6	26	0	1	5.82	6.25
424	68301	Chicago	79th St	Racine Ave	No	Signal	4	Yes	19,750	3	5	34	1	1	5.81	7.25
425	23070	Chicago	71st St	DORCHESTER AV	No	Signal	4	Yes	5,600	3	3	7	0	1	5.80	4.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
426	66431	Chicago	Pulaski Rd	47th St	Yes	Signal	4	Yes	55,529	6	6	23	0	1	5.79	7.75
427	57733	Elk Grove Village	Meacham Rd	TEXAS ST	No	Signal	3	No	20,525	4	5	12	0	0	5.78	5.00
428	68409	Chicago	111th St	I-57 SB TO 111TH ST;MARSHFIELD AVE	Yes	Signal	4	No	20,300	4	5	30	0	0	5.77	5.00
429	64633	Chicago	Torrence Ave	126th St	No	Signal	3	Yes	23,650	4	5	16	0	1	5.76	7.00
430	66794	South Chicago Heights	Chicago Rd	26th St	Yes	Signal	4	Yes	20,499	4	5	11	0	0	5.75	7.75
431	18950	Chicago	67th St	St Lawrence Ave	No	Signal	4	Yes	10,400	2	4	8	0	1	5.74	5.25
432	24745	Chicago	75th St	Luella Ave	No	Minor leg stop	4	Yes	5,700	2	3	3	0	0	5.74	3.75
433	63054	Chicago	Indiana Ave	E 46TH ST	No	Minor leg stop	4	Yes	3,000	2	2	11	0	1	5.72	2.75
434	151235	Alsip	Cicero Ave	123rd St	Yes	Signal	4	No	62,250	5	6	50	0	1	5.72	6.25
435	68523	Dolton	142ND ST	Chicago Rd	Yes	Signal	4	Yes	10,550	3	4	14	0	0	5.70	5.00
436	44900	Chicago	Cermak Rd	Washtenaw Ave	Yes	Signal	4	Yes	21,200	5	5	13	0	3	5.70	7.00
437	157701	Glenview	Willow Rd	I-294 NB to Willow;Willow to I-294 NB	Yes	Signal	4	No	65,300	4	6	16	0	0	5.69	6.00
438	37276	Chicago	Chicago Ave	SANGAMON ST	No	Minor leg stop	3	No	22,125	2	5	17	0	0	5.66	5.00
439	38421	Chicago	Chicago Ave	MAY ST	No	Signal	3	No	22,125	2	5	9	0	0	5.66	5.00
440	68253	Chicago	Lafayette Ave	71st St	No	Signal	4	Yes	21,800	4	5	53	0	0	5.66	6.25
441	67834	Chicago	Damen Ave	WARREN BLVD	Yes	Signal	4	Yes	22,071	4	5	18	1	0	5.64	7.00
442	68339	Chicago	Halsted St	83rd St	No	Signal	4	Yes	22,150	5	5	39	0	2	5.63	6.75
443	151263	Harvey	Dixie Hwy	154TH ST	Yes	Signal	4	Yes	22,500	5	5	7	0	1	5.61	6.50
444	68655	Lynwood	Torrence Ave	Glenwood-Lansing Rd	Yes	Signal	4	No	22,543	4	5	14	0	0	5.61	5.00
445	68418	Alsip	115th St	Central Ave	No	Signal	4	No	22,550	3	5	13	0	1	5.60	5.25
446	38831	Chicago	18th St	RACINE AV	No	Signal	4	No	11,000	4	4	8	0	4	5.60	5.00
447	67950	Chicago	Sacramento Blvd	Harrison St	Yes	Signal	4	Yes	22,600	3	5	23	0	1	5.60	6.50
448	157389	Chicago	W 87th St	NA	No	Signal	4	Yes	22,600	4	5	22	0	0	5.60	6.25
449	63091	Chicago	Ashland Ave	W 48TH ST	No	Signal	4	Yes	22,800	4	5	12	0	1	5.59	6.50
450	57698	Chicago	Austin Ave	W DICKENS AV	No	Signal	4	No	11,100	2	4	10	0	0	5.58	4.00
451	65982	Chicago	S Lake Shore Dr	E 57th St	No	Signal	3	No	91,550	5	6	21	0	0	5.57	7.00
452	150343	Sauk Village	Sauk Tr	221st St	No	Signal	4	Yes	6,000	3	3	8	1	1	5.56	4.75
453	69309	Chicago	Halsted St	69th St	No	Signal	4	Yes	23,250	5	5	28	0	2	5.56	6.75
454	63668	Chicago	Martin Luther King Dr	73rd St	Yes	Signal	4	Yes	11,225	3	4	14	0	0	5.55	5.00
455	157382	Chicago	W Garfield Blvd	S Princeton Ave	No	Signal	4	No	23,425	3	5	15	0	0	5.55	5.00
456	68067	Chicago	31ST BLVD	31st St	No	Signal	4	Yes	23,475	3	5	12	0	1	5.55	6.50
457	66787	Harvey	Halsted St	167th St	Yes	Signal	4	Yes	23,729	5	5	15	1	1	5.53	7.25
458	35271	Blue Island	127th St	Highland Ave	Yes	Minor leg stop	4	Yes	23,750	4	5	11	1	2	5.53	7.50
459	6049	Matteson	Cicero Ave	Southwick Dr	Yes	Signal	4	No	23,900	4	5	8	0	2	5.52	5.50
460	67761	Chicago	Laramie Ave	Lake St	No	Signal	4	Yes	24,000	5	5	27	0	1	5.52	6.50
461	67682	Chicago	Armitage Ave	Milwaukee Ave	No	Signal	4	No	24,300	5	5	16	0	1	5.50	5.25
462	68272	Chicago	76th St	Vincennes Ave	Yes	Signal	4	Yes	24,485	4	5	33	0	1	5.49	6.50

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
463	67465	Chicago	Central Ave	Bryn Mawr Ave	Yes	Signal	4	No	24,640	5	5	9	0	2	5.48	5.50
464	24882	Chicago	79th St	Crandon Ave	No	Minor leg stop	4	No	11,600	4	4	6	0	3	5.48	4.75
465	68345	Chicago	83rd St	Cottage Grove Ave	Yes	Signal	4	Yes	24,850	4	5	37	1	1	5.47	7.25
466	49404	Chicago	N KILBOURN AV	Fulton St	No	Minor leg stop	4	Yes	6,186	2	3	4	0	0	5.46	3.75
467	66392	Calumet City	Torrence Ave	167th St/170th St	Yes	Signal	4	Yes	25,161	5	5	31	0	1	5.45	6.50
468	68338	Chicago	83rd St	Racine Ave	No	Signal	4	Yes	11,750	2	4	20	0	0	5.45	5.00
469	10195	Chicago	103rd St	LUELLA AVE	No	Signal	3	Yes	25,827	2	5	13	0	0	5.44	6.25
470	151565	Chicago	Pulaski Rd	HARRISON ST;Harrison St	Yes	Signal	4	Yes	25,700	5	5	25	1	2	5.43	7.50
471	63433	Chicago	Martin Luther King Dr	E 61ST ST	No	Signal	4	Yes	11,900	3	4	34	1	3	5.42	6.50
472	23763	Harvey	Sibley Blvd	Jefferson St	Yes	Minor leg stop	3	Yes	26,450	2	5	7	0	0	5.41	6.75
473	69091	Chicago	Central Park Ave	EB FRONTAGE RD	No	Signal	4	Yes	6,300	2	3	11	0	0	5.41	3.75
474	62073	Chicago	Central Park Ave	W 15TH ST	No	All-way stop	4	Yes	6,300	3	3	7	1	0	5.41	4.50
475	68312	Chicago	79th St	Halsted St	No	Signal	4	Yes	26,250	5	5	46	0	2	5.40	6.75
476	151765	Arlington Heights	Central Rd	Central Rd	No	Signal	4	No	26,400	4	5	15	0	0	5.39	5.00
477	67719	Maywood	9th Ave	Chicago Ave	Yes	Signal	4	No	12,069	2	4	10	0	0	5.39	4.00
478	23967	Harvey	Sibley Blvd	Clinton St	Yes	Minor leg stop	4	Yes	26,450	3	5	10	0	0	5.39	6.25
479	47522	Chicago	S Lawndale Ave	W 83rd Pl	No	Signal	5 or more	No	6,350	2	3	5	0	0	5.38	3.00
480	2933	Lansing	Torrence Ave	177th St	Yes	Minor leg stop	3	No	27,050	4	5	19	0	0	5.38	5.00
481	29399	Harvey	Sibley Blvd	Ashland Ave	Yes	Minor leg stop	4	Yes	26,796	3	5	10	0	0	5.37	7.25
482	66760	Harvey	Sibley Blvd	Loomis St	Yes	Signal	4	Yes	26,800	4	5	6	0	1	5.37	7.00
483	67860	Chicago	Damen Ave	Madison St	No	Signal	4	Yes	27,350	4	5	22	0	1	5.35	6.50
484	29626	Calumet Park	Vermont St	nan	Yes	Minor leg stop	3	No	6,800	2	3	3	0	0	5.34	3.50
485	65550	Chicago	I-55 Exit	S Kedzie Ave	No	Signal	3	Yes	33,000	2	5	28	0	0	5.34	7.25
486	65884	Barrington Hills	Algonquin Rd	Old Sutton Rd	Yes	Minor leg stop	4	No	27,699	4	5	14	0	0	5.33	5.00
487	10056	Chicago	Lafayette Ave	W 91ST ST	No	Signal	4	Yes	6,450	2	3	29	0	0	5.33	4.75
488	68306	Chicago	Jeffery Blvd	79th St	No	Signal	4	No	27,800	3	5	37	0	1	5.33	5.25
489	151784	Chicago	Fullerton Ave	Lincoln Ave;Halsted St	Yes	Signal	5 or more	No	27,876	5	5	34	0	2	5.33	5.50
490	41682	Chicago	Roosevelt Rd	Wood St	Yes	Signal	4	Yes	28,100	4	5	16	0	3	5.32	7.00
491	10898	Calumet Park	127th St	Throop St	Yes	Signal	4	No	28,100	4	5	8	0	1	5.32	5.25
492	35666	Chicago	Garfield Blvd	Union Ave	No	Signal	4	Yes	28,225	4	5	21	0	1	5.31	6.50
493	62477	Chicago	Central Park Ave	W 25TH ST	No	Signal	4	Yes	6,500	3	3	12	0	2	5.31	4.25
494	58275	Chicago	Cicero Ave	Roscoe St	Yes	Signal	4	No	28,300	3	5	18	0	0	5.31	5.00
495	67942	Chicago	Homan Ave	Congress Pkwy	No	Signal	4	Yes	12,550	4	4	38	0	3	5.31	5.75
496	65961	Chicago	Stony Island Ave	75th St	Yes	Signal	4	Yes	28,388	5	5	34	0	3	5.30	7.00
497	67695	Chicago	Laramie Ave	Division St	No	Signal	4	Yes	28,600	4	5	39	0	2	5.30	7.25
498	150671	Markham	159th St	Western Ave	Yes	Minor leg stop	4	Yes	28,775	4	5	10	0	0	5.29	6.75
499	157157	Chicago	Columbus Dr	ONTARIO ST	No	Signal	4	No	29,100	5	5	15	0	4	5.28	6.00
500	68047	Chicago	Pulaski Rd	26th St	No	Signal	4	Yes	29,300	4	5	32	2	2	5.27	8.25

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
501	65959	Chicago	Stony Island Ave	67th St	Yes	Signal	4	Yes	29,700	5	5	46	1	2	5.25	7.50
502	69101	Chicago	GRAND AVE	Kedzie Ave	No	Signal	4	No	29,700	5	5	14	0	2	5.25	5.50
503	47995	Chicago	Jackson Blvd	S SPRINGFIELD AV	No	All-way stop	4	Yes	6,650	3	3	33	0	2	5.24	4.25
504	65597	Chicago	California Ave	VAN BUREN ST	No	Signal	4	Yes	12,988	4	4	58	0	1	5.23	5.25
505	58468	Chicago	Irving Park Rd	Seymour Ave	No	Signal	4	Yes	30,300	5	5	10	0	0	5.23	6.25
506	66437	Chicago	Pulaski Rd	83rd St	Yes	Signal	4	No	30,480	4	5	18	0	1	5.22	5.25
507	67694	Chicago	Central Ave	Division St	No	Signal	4	No	30,600	3	5	34	0	1	5.22	5.25
508	68416	Chicago	Halsted St	111th St	Yes	Signal	4	No	30,626	5	5	30	1	1	5.22	6.50
509	65858	Mount Prospect	Rand Rd	Mt Prospect Rd	Yes	Signal	3	No	37,800	2	5	9	0	0	5.22	6.50
510	148990	Palatine	Dundee Rd	Baldwin Ln;Baldwin Rd	Yes	Signal	4	No	30,800	4	5	18	0	1	5.21	5.25
511	158025	Forest View	I-55 Entrance/Exit	S Central Ave	No	Signal	4	No	30,850	5	5	14	0	0	5.21	6.00
512	39270	Arlington Heights	Golf Rd	Fernandez Ave	Yes	Minor leg stop	3	No	31,250	2	5	7	0	1	5.21	5.25
513	20056	Evanston	Dempster St	Hinman Ave	Yes	All-way stop	4	No	3,396	2	2	2	0	2	5.21	2.50
514	151840	Hazel Crest	Dixie Hwy	170TH ST	Yes	Signal	4	Yes	13,150	2	4	15	0	0	5.21	6.00
515	37721	Chicago	Roosevelt Rd	Morgan St	Yes	Signal	4	No	31,026	5	5	18	1	2	5.21	6.25
516	69080	Chicago	Grand Ave	Pulaski Rd	Yes	Signal	4	Yes	31,093	5	5	35	0	1	5.20	6.50
517	68423	Chicago	115th St	Vincennes Ave	No	Signal	4	Yes	13,200	2	4	12	0	0	5.20	5.00
518	56106	Cicero	Central Ave	23RD PL	No	Minor leg stop	4	No	13,200	2	4	8	0	0	5.20	4.00
519	67602	Chicago	Belmont Ave	Kimball Ave	No	Signal	4	No	31,200	5	5	25	0	2	5.20	5.50
520	67016	Rosemont	Des Plaines River Rd	Balmoral Ave	No	Signal	3	No	34,279	4	5	15	0	0	5.19	5.50
521	48089	Chicago	26th St	S SPRINGFIELD AV	No	Minor leg stop	4	Yes	13,300	2	4	5	0	1	5.19	5.25
522	66069	Calumet Park	127th St	Ashland Ave	Yes	Signal	4	No	31,663	5	5	14	0	0	5.18	5.00
523	158139	Hoffman Estates	Beverly Rd	I-90 WB to Beverly Rd	No	Signal	3	No	16,374	3	4	10	0	0	5.17	4.00
524	151187	Chicago	Canfield Ave	Bryn Mawr Ave	Yes	All-way stop	4	No	13,471	3	4	4	0	1	5.16	4.25
525	68391	Chicago	Vincennes Ave	Vincennes Ave	No	Signal	4	No	13,525	2	4	15	0	1	5.15	5.75
526	68608	Hazel Crest	Kedzie Ave	175th St	No	Signal	4	No	32,750	5	5	20	0	0	5.15	5.00
527	65853	Palatine	Hicks Rd	Rand Rd	Yes	Signal	4	No	32,776	3	5	16	0	0	5.15	5.00
528	66442	Chicago	Western Ave	Pershing Rd	Yes	Signal	4	No	32,800	4	5	40	0	0	5.15	5.00
529	67590	Chicago	Kedzie Ave	Belmont Ave	No	Signal	4	No	33,000	2	5	45	0	0	5.14	5.00
530	69082	Chicago	Ogden Ave	Kostner Ave	Yes	Signal	4	Yes	33,000	3	5	33	0	0	5.14	6.25
531	67574	Chicago	Addison St	Lake Shore Dr	Yes	Signal	3	No	18,171	3	4	21	0	0	5.14	4.00
532	67762	Chicago	Pulaski Rd	Lake St	Yes	Signal	4	Yes	33,400	4	5	31	1	1	5.13	7.25
533	57606	Chicago	Humboldt Blvd	W CORTLAND AV	No	Signal	4	Yes	6,950	2	3	7	0	1	5.11	4.00
534	66319	Chicago	Cicero Ave	Elston Ave	Yes	Signal	4	No	34,200	4	5	14	0	1	5.11	5.25
535	151401	Chicago	State St	43rd St	No	Signal	4	Yes	13,875	2	4	17	0	1	5.11	5.25
536	151566	Chicago	Racine Ave	VAN BUREN ST	No	Signal	4	No	13,900	4	4	30	0	2	5.10	4.50
537	66761	Dolton	Sibley Blvd	Greenwood Rd	Yes	Signal	4	Yes	34,630	5	5	21	0	1	5.09	6.50
538	12294	Arlington Heights	Golf Rd	Goebbert Rd	Yes	Signal	4	No	35,549	5	5	16	0	3	5.07	5.75
539	62666	Chicago	Ashland Ave	ASHLAND TO I-55 WB	Yes	Signal	3	Yes	45,100	3	5	30	0	0	5.07	7.25
540	149763	Olympia Fields	211th St	Orchard Dr	Yes	Signal	4	No	35,750	4	5	18	0	0	5.06	5.00
541	66068	Blue Island	127th St	Kedzie Ave	Yes	Signal	4	Yes	35,904	3	5	15	0	1	5.06	6.50
542	67301	Streamwood	Irving Park Rd	Bartlett Rd	Yes	Signal	4	No	37,140	4	5	13	0	0	5.03	5.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
543	67960	Chicago	State St	Harrison St	No	Signal	4	No	37,200	5	5	17	0	3	5.03	5.75
544	66284	Chicago	Cicero Ave	Diversey Ave	Yes	Signal	4	Yes	37,266	4	5	50	1	0	5.03	7.00
545	50286	Chicago	Madison St	N LAVERGNE AV	No	Signal	3	Yes	14,922	3	4	7	0	1	5.02	5.25
546	66723	Chicago	Upper Wacker Dr	Madison St	No	Signal	4	No	38,100	4	5	15	0	1	5.01	5.25
547	66743	Chicago	Upper Wacker Dr	Clark St	No	Signal	4	No	38,300	2	5	24	0	0	5.00	5.00
548	67924	Chicago	Homan Ave	Jackson Blvd	No	Signal	4	Yes	14,700	4	4	24	0	0	5.00	5.00
549	66288	Chicago	Cicero Ave	Lake St	Yes	Signal	4	Yes	39,150	5	5	48	0	0	4.98	6.75
550	68518	Robbins	Kedzie Ave	139th St	No	Signal	4	Yes	14,850	4	4	11	0	0	4.98	5.00
551	67840	Bellwood	Madison St	Bellwood Ave	No	All-way stop	4	No	7,300	3	3	10	0	2	4.98	3.50
552	68018	Cicero	Cermak Rd	Laramie Ave	Yes	Signal	4	No	39,800	4	5	20	0	3	4.97	5.75
553	66733	Chicago	S Wacker Dr	W Adams St	No	Signal	4	No	14,930	4	4	21	0	0	4.97	4.00
554	67614	Chicago	Fullerton Ave	Laramie Ave	No	Signal	4	No	39,900	5	5	44	0	4	4.97	6.00
555	66209	Forest View	Harlem Ave	46th St	Yes	Signal	4	No	40,019	3	5	11	0	0	4.97	5.00
556	150767	Chicago	71st St	California Ave	No	Signal	4	Yes	15,000	4	4	16	0	1	4.96	5.25
557	59041	Chicago	Broadway St	Catalpa Ave	Yes	Signal	4	No	15,050	4	4	8	0	1	4.96	4.25
558	67611	Chicago	Fullerton Ave	Narragansett Ave	Yes	Signal	4	No	40,691	4	5	19	0	1	4.95	5.25
559	66308	Oak Forest	Cicero Ave	167th St	Yes	Signal	4	No	41,380	5	5	25	0	0	4.94	5.50
560	66439	Chicago	Pulaski Rd	Columbus Ave	Yes	Signal	4	No	41,466	5	5	13	0	1	4.94	5.25
561	66192	Chicago	Harlem Ave	Foster Pl	Yes	Signal	4	No	41,819	5	5	19	1	1	4.93	6.00
562	68199	Chicago	59th St	Wells St	No	Signal	4	Yes	15,300	4	4	60	0	1	4.93	5.25
563	67876	Chicago	State St	Madison St	No	Signal	4	No	42,200	5	5	33	0	1	4.92	5.25
564	68393	Chicago	107th St	WENTWORTH AVE	No	Signal	4	Yes	7,450	3	3	14	0	0	4.92	3.75
565	15267	Calumet City	State St	FREEDLAND AV	No	All-way stop	3	No	7,860	2	3	4	0	0	4.92	3.00
566	151745	Chicago	Ashland Ave	Cermak Rd;BLUE ISLAND AVE	Yes	Signal	5 or more	Yes	42,864	5	5	25	0	1	4.91	7.00
567	66932	Chicago	Bryn Mawr Ave	Avondale Ave;I-90 WB to Bryn Mawr Ave	Yes	All-way stop	4	No	15,460	3	4	23	0	0	4.91	4.00
568	56808	Chicago	Michigan Ave	W WALTON ST	Yes	Signal	4	No	43,000	5	5	10	0	3	4.91	5.75
569	151607	Sauk Village	Bishop Ford Expy	Calumet Expwy;Steger Rd	Yes	Signal	3	Yes	55,600	5	5	17	0	0	4.91	6.25
570	67716	Maywood	St Charles Rd	St Charles Rd	No	Signal	4	No	15,550	3	4	8	0	1	4.90	4.25
571	151323	Forest Park	Harlem Ave	16th St	Yes	Signal	4	No	43,548	2	5	13	1	0	4.90	6.75
572	69116	Chicago	Archer Ave	Western Blvd	Yes	Signal	4	Yes	43,966	3	5	12	0	1	4.89	6.50
573	65993	Chicago	Peterson Ave	Kimball Ave	Yes	Signal	4	No	43,996	5	5	18	0	1	4.89	5.25
574	49127	Chicago	W Grand Ave	N Kolin Ave	No	Signal	3	Yes	17,002	3	4	7	0	0	4.89	5.00
575	66113	Chicago	Irving Park Rd	Pulaski Rd	Yes	Signal	4	No	44,289	5	5	30	0	4	4.89	6.00
576	63592	Chicago	Pulaski Rd	W 69TH ST	Yes	Signal	4	No	44,400	4	5	14	0	1	4.89	5.75
577	66650	Chicago	Lower Columbus Dr	Lower Wacker Dr	No	Signal	4	No	44,500	3	5	28	0	1	4.88	5.25
578	66198	Elmwood Park	Grand Ave	Harlem Ave	Yes	Signal	4	No	45,153	4	5	26	0	1	4.87	5.25
579	68262	Chicago	74th St	Racine Ave	No	Signal	4	Yes	15,850	3	4	19	1	0	4.87	5.75
580	66624	Chicago	Michigan Ave	Madison St	Yes	Signal	4	No	45,454	4	5	14	0	1	4.87	5.25
581	64083	Chicago	Colfax Ave	E 94TH ST	Yes	All-way stop	4	Yes	7,621	2	3	3	0	0	4.86	3.75

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
582	66420	Chicago	Central Ave	55th St	Yes	Signal	4	No	45,900	4	5	18	0	1	4.86	5.25
583	68295	Bridgeview	79th St	Roberts Rd	Yes	Signal	4	No	46,140	3	5	26	0	0	4.86	6.00
584	62475	Chicago	Pulaski Rd	W 25TH ST	No	Signal	4	Yes	16,000	3	4	13	0	0	4.85	5.00
585	150993	Dolton	Chicago Rd	144th St;144 ST	Yes	Signal	4	Yes	7,650	2	3	6	0	0	4.85	3.75
586	65630	Chicago	Ashland Ave	95th St	Yes	Signal	4	No	46,893	4	5	36	1	1	4.85	6.00
587	18831	Chicago	57th St	Ellis Ave	No	All-way stop	4	Yes	3,750	2	2	5	0	0	4.84	2.50
588	151660	Markham	159th St	Dixie Hwy	Yes	Signal	4	Yes	47,100	5	5	28	0	0	4.84	6.25
589	66221	Tinley Park	Harlem Ave	171st St	Yes	Signal	4	No	47,795	5	5	20	0	0	4.83	5.00
590	63596	Chicago	Jeffery Blvd	69th St	No	Signal	4	Yes	16,200	2	4	32	0	0	4.83	5.00
591	58583	Chicago	Milwaukee Ave	Berteau Ave	No	Signal	4	No	16,200	4	4	9	0	3	4.83	4.75
592	66557	Glenview	Milwaukee Ave	Dearlove Rd	Yes	Signal	4	No	48,071	3	5	20	0	1	4.83	5.25
593	148707	Bedford Park	Cicero Ave	72nd St	Yes	Signal	4	No	49,650	4	5	26	0	1	4.81	5.25
594	66614	Chicago	Michigan Ave	Ohio St	Yes	Signal	4	No	50,314	5	5	25	0	3	4.80	5.75
595	12261	Chicago	PERSHING RD	Wabash Ave	Yes	Signal	4	Yes	16,600	3	4	8	0	1	4.79	5.25
596	63434	Chicago	Cottage Grove Ave	E 61ST ST	No	Signal	4	Yes	16,600	3	4	24	0	2	4.79	5.50
597	50930	Chicago	Belmont Ave	Long Ave	No	Signal	4	No	16,600	4	4	16	0	3	4.79	5.25
598	66165	Chicago	Roosevelt Rd	Canal St	Yes	Signal	4	No	50,889	5	5	40	0	3	4.79	5.75
599	66305	Crestwood	Cicero Ave	135th St	Yes	Signal	4	Yes	51,005	4	5	21	0	0	4.79	6.25
600	157713	Bridgeview	95th St	I-294 NB TO US-12	Yes	Signal	4	Yes	51,300	5	5	21	0	0	4.79	6.25
601	65865	Streamwood	Sutton Rd	Irving Park Rd	Yes	Signal	4	No	51,689	5	5	22	0	0	4.78	6.00
602	67506	Schiller Park	Des Plaines River Rd	Lawrence Ave	Yes	Signal	4	No	51,716	3	5	20	0	0	4.78	5.00
603	31021	Blue Island	Vermont St	Greenwood Ave	Yes	Minor leg stop	4	Yes	7,900	2	3	4	0	1	4.77	4.00
604	57204	Harvey	Halsted St	Calumet Blvd	Yes	All-way stop	4	Yes	16,850	3	4	7	0	0	4.77	5.00
605	68466	Unincorporated	Wolf Rd	Wolf Rd	No	Signal	4	No	16,975	3	4	14	0	0	4.76	4.00
606	66983	Robbins	139th St	Claire Blvd	No	Signal	4	Yes	7,950	2	3	7	0	0	4.75	3.75
607	44947	Chicago	Lithuanian Plaza	Washtenaw Ave	No	All-way stop	4	Yes	3,850	2	2	2	0	1	4.75	2.75
608	56252	Chicago	Central Ave	W OHIO ST	No	Signal	4	Yes	17,200	2	4	7	0	0	4.74	5.00
609	157462	Chicago	N Sheridan Rd	N Sheridan Rd	No	Signal	3	No	17,200	4	4	9	1	2	4.74	5.25
610	65684	Northlake	North Ave	Wolf Rd	Yes	Signal	4	No	56,027	4	5	8	1	0	4.73	6.25
611	65722	Lyons	First Ave	Ogden Ave	Yes	Signal	4	No	56,508	4	5	13	0	0	4.73	5.00
612	67784	Chicago	Randolph St	Clinton St	Yes	Signal	4	No	17,424	3	4	12	0	1	4.72	4.25
613	60771	Harvey	Wood St	156TH ST	Yes	Signal	4	Yes	17,500	2	4	14	0	0	4.71	5.00
614	68434	Chicago	119th St	ASHLAND AVE	Yes	Signal	4	No	17,644	4	4	18	0	0	4.70	4.00
615	66304	Alsip	Cicero Ave	115th St	Yes	Signal	4	No	59,986	2	5	26	0	0	4.69	5.00
616	68150	Chicago	47th St	State St	No	Signal	4	No	17,800	4	4	37	0	2	4.69	4.50
617	18071	Chicago	107th St	EBERHART AV	No	All-way stop	4	No	3,950	2	2	3	0	0	4.67	2.00
618	18914	Chicago	51st St	ST LAWRENCE AV	No	Signal	3	Yes	8,663	2	3	6	0	0	4.66	3.75
619	69314	Country Club Hills	Pulaski Rd/Crawford Ave	Flossmoor Rd	Yes	Signal	4	No	18,102	2	4	8	0	0	4.66	4.00
620	66235	Worth	Harlem Ave	Southwest Hwy	Yes	Signal	4	No	63,999	5	5	22	0	2	4.66	6.00
621	63647	Chicago	Jeffery Blvd	72nd St	No	Minor leg stop	4	No	18,200	2	4	13	0	1	4.65	4.25
622	64008	Chicago	Cottage Grove Ave	E 91ST ST	Yes	Signal	4	Yes	18,300	4	4	17	0	0	4.65	5.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
623	49494	Chicago	Roosevelt Rd	Kilbourn Ave	Yes	Minor leg stop	4	Yes	18,300	2	4	15	0	0	4.65	5.50
624	151421	Chicago	Cicero Ave	65th St	Yes	Signal	4	No	65,700	5	5	27	1	0	4.64	5.75
625	66302	Oak Lawn	Cicero Ave	103rd St	Yes	Signal	4	No	66,982	5	5	22	0	1	4.63	5.25
626	151005	Harvey	Dixie Hwy	151ST ST	Yes	Minor leg stop	4	Yes	18,500	4	4	9	1	1	4.63	6.00
627	151007	Bedford Park	Cicero Ave	Marquette Rd;67th St	Yes	Signal	4	No	69,885	4	5	25	0	0	4.61	5.00
628	148887	Chicago	Kingsbury St	Sheffield Ave	No	Signal	5 or more	Yes	4,025	2	2	6	0	0	4.60	2.50
629	64048	Chicago	Lafayette Ave	W 93RD ST	No	Signal	3	Yes	4,442	2	2	8	0	0	4.58	2.50
630	69125	Chicago	California Ave	PERSHING RD	No	Signal	4	No	19,150	3	4	12	0	0	4.58	4.00
631	65971	Elk Grove Village	Touhy Ave	Elmhurst Rd	Yes	Signal	4	Yes	76,100	4	5	27	0	0	4.58	6.25
632	68208	Chicago	63rd St	California Ave	Yes	Signal	4	Yes	19,350	4	4	16	0	3	4.57	5.75
633	9123	Chicago	Pulaski Rd	W POLK ST	Yes	Minor leg stop	3	Yes	19,900	3	4	18	0	1	4.55	5.25
634	34592	Harvey	154TH ST	Lincoln Ave	No	Minor leg stop	4	Yes	4,100	2	2	2	0	1	4.54	2.75
635	68195	Chicago	Damen Ave	59th St	No	Signal	4	Yes	19,700	4	4	24	0	3	4.54	5.75
636	10057	Chicago	State St	W 91ST ST	No	Signal	4	No	8,700	2	3	31	0	0	4.54	3.00
637	68049	Chicago	26th St	Central Park Ave	No	Signal	4	Yes	19,800	4	4	20	0	3	4.54	5.75
638	66701	Chicago	Ida B Wells Dr	Clark St	Yes	Signal	4	No	84,299	5	5	24	0	2	4.53	5.50
639	66642	Chicago	Ohio St	Dearborn St	Yes	Signal	4	No	19,910	4	4	25	0	3	4.53	4.75
640	67580	Chicago	Halsted St	Addison St	Yes	Signal	4	No	20,107	4	4	10	0	4	4.52	5.00
641	63113	Des Plaines	Mannheim Rd	Prospect Ave	Yes	Signal	4	No	20,275	3	4	13	0	2	4.50	4.50
642	55188	Lyons	Lawndale Ave	CHRISTIE AVE	No	Minor leg stop	3	No	4,543	2	2	2	0	2	4.50	2.50
643	61108	Oak Park	Austin Blvd	HARRISON ST	No	Signal	3	Yes	20,725	2	4	16	0	1	4.50	5.25
644	67866	Chicago	Madison St	Homan Ave	No	Signal	4	Yes	20,350	3	4	24	0	1	4.50	5.25
645	67810	Chicago	Sacramento Blvd	WASHINGTON BLVD	Yes	Signal	4	Yes	20,445	2	4	25	0	1	4.49	5.25
646	56024	Chicago	Halsted St	Hubbard St	No	Minor leg stop	4	No	20,500	4	4	44	0	3	4.49	4.75
647	28139	Robbins	135th St	Ridgeway Ave	No	Minor leg stop	4	Yes	8,900	2	3	3	0	0	4.49	3.75
648	35728	Chicago	74th St	UNION AV	No	Minor leg stop	4	Yes	8,900	2	3	3	0	0	4.49	3.75
649	66813	Palos Park	Main St	Parker Rd	Yes	Minor leg stop	3	No	9,102	2	3	4	0	0	4.46	3.00
650	151392	Chicago	California Ave	W 35TH ST	No	Signal	4	No	21,000	4	4	14	0	2	4.46	4.50
651	65735	Lyons	Ogden Ave	Lawndale Ave	Yes	Signal	3	No	23,150	3	4	7	0	0	4.46	4.50
652	33265	Chicago	63rd St	STEWART AV	No	Signal	4	Yes	21,200	4	4	12	0	3	4.45	5.75
653	68218	Chicago	Martin Luther King Dr	63rd St	No	Signal	4	Yes	21,250	3	4	41	0	1	4.45	5.25
654	67938	Chicago	Pulaski Rd	Congress Pkwy	Yes	Signal	4	Yes	21,471	4	4	37	0	3	4.43	5.75
655	68148	Chicago	47th St	Wells St	No	Signal	4	No	21,500	4	4	51	0	0	4.43	4.50
656	68117	Chicago	S King Dr	E Pershing Rd	No	Signal	4	Yes	21,650	2	4	16	0	0	4.42	5.00
657	66369	Chicago Heights	14th St	State St	Yes	Signal	4	Yes	21,661	3	4	18	0	0	4.42	5.50
658	68333	Chicago	Kedzie Ave	83rd St	No	Signal	4	No	21,750	4	4	23	0	1	4.42	4.25
659	68621	Lansing	Torrence Ave	Ridge Rd	Yes	Signal	4	No	21,817	4	4	32	0	0	4.41	4.00
660	66010	Chicago	Lake Shore Dr	Lower Lake Shore Dr;Lower Illinois St	Yes	Signal	4	No	122,800	4	5	23	0	0	4.41	5.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
661	65933	Chicago	Lake Shore Dr	Lower Lake Shore Dr;Lower Illinois St	Yes	Signal	4	No	122,800	4	5	18	0	0	4.41	5.00
662	68403	Chicago	111th St	Longwood Dr	Yes	Signal	4	Yes	21,890	4	4	11	0	2	4.41	5.50
663	68271	Chicago	Halsted St	74th St	No	Signal	4	Yes	21,950	3	4	25	0	1	4.41	5.25
664	68076	Chicago	Martin Luther King Dr	31st St	No	Signal	4	Yes	22,100	4	4	38	0	0	4.40	5.00
665	59197	Chicago	Western Ave	Granville Ave	No	Signal	4	Yes	22,300	3	4	21	0	1	4.39	5.25
666	148897	Chicago	GRAND AVE	KINGSBURY ST	No	Signal	4	No	22,300	3	4	19	0	2	4.39	4.50
667	62709	Chicago Heights	Chicago Rd	15th St	Yes	Signal	4	Yes	22,400	2	4	6	0	0	4.38	5.00
668	35672	Chicago	51st St	Union Ave	No	Signal	4	Yes	9,375	2	3	7	0	0	4.38	3.75
669	149373	Chicago	Lake Shore Dr	Chicago Ave	No	Signal	4	No	141,918	5	5	42	0	0	4.37	5.00
670	68109	Chicago	35th St	Halsted St	No	Signal	4	Yes	22,550	3	4	23	0	1	4.37	5.25
671	67475	Chicago	Kedzie Ave	Bryn Mawr Ave	No	Signal	4	No	22,600	3	4	7	0	0	4.37	4.00
672	66717	Chicago	Pershing Rd	WENTWORTH AVE	Yes	Signal	4	Yes	22,800	3	4	23	0	0	4.36	5.50
673	66365	Matteson	Lincoln Hwy	Central Ave	Yes	Signal	4	No	22,953	3	4	14	0	0	4.35	4.50
674	63646	Chicago	Stony Island Ave	72nd St	Yes	Minor leg stop	4	Yes	23,050	3	4	18	0	1	4.35	5.25
675	30779	Chicago	18th St	WENTWORTH AV	No	Signal	4	Yes	9,500	3	3	7	0	2	4.35	4.25
676	151729	Chicago	63rd St	Morgan St;MORGAN ST	Yes	Signal	4	Yes	23,150	4	4	20	0	2	4.34	5.50
677	150992	Homewood	Dixie Hwy	Ridge Rd	Yes	Signal	4	No	23,150	2	4	10	0	0	4.34	4.00
678	149848	Mount Prospect	Euclid Ave	Wheeling Rd	No	Signal	4	No	23,400	3	4	14	0	1	4.33	4.25
679	63982	Chicago	Jeffery Blvd	90th St	No	Minor leg stop	4	No	9,600	3	3	20	0	0	4.33	3.00
680	64010	Chicago	Jeffery Blvd	91st St	No	Signal	4	No	9,600	2	3	5	0	1	4.33	3.75
681	151727	Unincorporated	Central Rd	East River Rd;EAST RIVER RD	Yes	Signal	4	No	23,600	3	4	17	0	0	4.32	4.50
682	55023	Oak Lawn	Ridgeland Ave	93rd St	No	Signal	4	No	23,700	2	4	7	0	1	4.32	4.25
683	67792	Chicago	Halsted St	Randolph St	Yes	Signal	4	No	23,750	2	4	7	0	4	4.31	5.00
684	151546	South Holland	162nd St	Van Dam Rd	Yes	Signal	4	No	23,800	2	4	20	0	0	4.31	4.00
685	157456	Chicago	N Michigan Ave	N Michigan Ave	No	Signal	2	No	23,800	3	4	13	0	1	4.31	4.25
686	67764	Chicago	Kedzie Ave	Lake St	No	Signal	4	Yes	23,900	3	4	18	0	0	4.31	5.00
687	68384	Palos Hills	107th St	88th Ave	No	Signal	4	No	9,700	2	3	7	1	0	4.30	3.75
688	66016	Barrington Hills	Dundee Rd	Old Sutton Rd	Yes	Minor leg stop	4	No	9,750	2	3	19	0	0	4.29	3.00
689	67675	Chicago	Armitage Ave	Kostner Ave	No	Signal	4	No	24,200	4	4	22	1	1	4.29	5.00
690	68499	Calumet Park	Ashland Ave	Vermont St	Yes	Signal	4	No	24,260	3	4	11	0	0	4.29	4.00
691	67859	Chicago	California Ave	Madison St	No	Signal	4	Yes	24,300	4	4	20	0	2	4.29	5.50
692	68158	Chicago	47th St	Halsted St	No	Signal	4	Yes	24,350	3	4	23	0	0	4.29	5.50
693	67918	Chicago	Wells St	Jackson Blvd	Yes	Signal	4	No	24,400	3	4	9	0	1	4.29	4.25
694	8385	Chicago	Humboldt Frt SB	nan	Yes	Signal	3	Yes	24,850	2	4	15	0	1	4.28	5.25
695	67904	Chicago	Kostner Ave	Jackson Blvd	No	Signal	4	Yes	24,550	4	4	33	0	1	4.28	5.25
696	68297	Chicago	79th St	Vincennes Ave	Yes	Signal	4	Yes	24,603	4	4	35	0	3	4.28	5.75
697	68021	Chicago	Cermak Rd	Central Park Ave	Yes	Signal	4	Yes	24,798	3	4	17	0	1	4.27	5.25
698	56017	Chicago	Western Ave	Hubbard St	No	Signal	4	No	24,800	4	4	15	0	1	4.27	4.25
699	58343	Chicago	Lake Shore Dr	Cornelia Ave	No	Signal	3	No	10,316	3	3	6	0	1	4.26	3.25

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
700	12527	Chicago	Rush St	W HURON ST	No	All-way stop	4	No	4,500	2	2	2	0	2	4.26	2.50
701	67873	Chicago	Wells St	Madison St	No	Signal	4	No	25,100	4	4	12	0	2	4.25	4.50
702	67726	Chicago	Central Ave	Chicago Ave	No	Signal	4	Yes	25,150	4	4	23	0	3	4.25	5.75
703	57224	Glenview	Waukegan Rd	Ammer Rd	Yes	Minor leg stop	3	No	25,850	3	4	4	0	0	4.24	4.00
704	67891	Chicago	Adams St	Clark St	Yes	Signal	4	No	25,500	3	4	15	0	1	4.24	4.25
705	50928	Chicago	Montrose Ave	Long Ave	Yes	Signal	4	No	25,800	2	4	7	0	0	4.23	4.00
706	148782	Bridgeview	87th St	OKETO AVE	No	Signal	4	No	25,825	4	4	5	0	0	4.23	4.00
707	42798	Chicago	71st St	Hoyne Ave	No	Minor leg stop	4	Yes	10,100	3	3	9	0	0	4.22	3.75
708	65890	Hoffman Estates	Algonquin Rd	Freeman Rd	Yes	Signal	4	No	26,040	2	4	12	0	0	4.22	4.00
709	67727	Chicago	Chicago Ave	Chicago Ave	No	Signal	4	Yes	26,075	4	4	27	0	2	4.22	5.50
710	68412	Chicago	111th St	State St	No	Signal	4	Yes	10,225	3	3	17	0	2	4.20	4.25
711	34240	Chicago	Parnell Ave	nan	Yes	Signal	3	Yes	10,600	2	3	9	0	1	4.20	4.00
712	68037	Chicago	Halsted St	Cermak Rd	Yes	Signal	4	No	26,550	4	4	23	0	4	4.20	5.00
713	150326	Calumet City	Sibley Blvd	Madison Ave	Yes	Signal	4	No	26,600	3	4	15	1	1	4.20	5.50
714	61403	Chicago	Western Ave	W POLK ST	No	Signal	4	Yes	26,625	3	4	7	1	0	4.19	6.25
715	40139	Chicago	Archer Ave	S LOCK ST	Yes	Signal	4	Yes	26,700	3	4	16	0	2	4.19	5.50
716	58546	Chicago	Cicero Ave	Belle Plaine Ave	Yes	Signal	3	No	30,000	3	4	10	0	2	4.19	4.50
717	16432	Chicago	103rd St	CALUMET AV	No	Minor leg stop	4	Yes	10,300	2	3	6	0	1	4.19	4.00
718	67732	Chicago	Chicago Ave	Damen Ave	No	Signal	4	No	26,900	4	4	19	0	1	4.18	4.25
719	62972	Chicago	Ashland Ave	W 42ND ST	No	Signal	4	Yes	26,900	3	4	11	0	0	4.18	5.00
720	66150	Cicero	Roosevelt Rd	Laramie Ave	Yes	Signal	4	Yes	27,000	2	4	26	0	0	4.18	6.00
721	157424	Chicago	Central Ave	CENTRAL TO I-290 EB;I-290 EB TO CENTRAL	Yes	Signal	4	Yes	27,030	4	4	16	0	1	4.18	5.75
722	68256	Chicago	Jeffery Blvd	71st St	No	Signal	4	Yes	27,050	4	4	36	0	3	4.18	5.75
723	67680	Chicago	Armitage Ave	Damen Ave	No	Signal	4	No	27,300	4	4	17	0	3	4.17	4.75
724	30233	Chicago	Garfield Blvd	LaSalle St	No	Signal	3	Yes	27,828	4	4	12	0	1	4.17	5.25
725	149062	Robbins	Kedzie Ave	KEDZIE AVE	No	Minor leg stop	4	Yes	10,425	3	3	10	0	0	4.16	3.75
726	150468	Harwood Heights	Lawrence Ave	Oketo Ave	Yes	Signal	4	No	27,600	2	4	8	0	0	4.16	4.00
727	50357	Chicago	Lawrence Ave	LAWRENCE TO I-90 WB;I-90 WB TO LAWRENCE;Leclaire Ave	Yes	Signal	5 or more	No	27,652	3	4	20	0	0	4.16	4.50
728	52452	Chicago Heights	14th St	Donovan Dr	Yes	Minor leg stop	3	No	28,050	2	4	15	1	0	4.16	4.75
729	66843	Chicago	AUGUSTA BLVD	Damen Ave	No	Signal	4	No	27,700	3	4	13	0	1	4.16	4.75
730	59231	Chicago	Sheridan Rd	Rosemont Ave	No	Signal	4	Yes	27,700	4	4	6	0	1	4.16	5.25
731	66277	Lincolnwood	Cicero Ave	Pratt Ave	Yes	Signal	4	No	27,850	2	4	24	0	0	4.15	4.00
732	49851	Chicago	Jackson Blvd	N KILPATRICK AV	No	All-way stop	4	Yes	10,500	2	3	23	0	0	4.15	3.75
733	68525	Dolton	142ND ST	Lincoln Ave	Yes	Signal	4	Yes	10,517	2	3	13	0	0	4.15	3.75
734	68577	Hazel Crest	167th St	Dixie Hwy	Yes	Signal	4	Yes	28,000	4	4	17	0	0	4.15	5.00
735	68397	Chicago	Halsted St	107th St	Yes	Signal	4	No	28,028	4	4	34	0	2	4.15	4.50
736	67619	Chicago	Fullerton Ave	SACRAMENTO AVE	Yes	Signal	4	No	28,050	3	4	19	0	1	4.14	4.25
737	59139	Chicago	Broadway St	Thorndale Ave	Yes	Signal	4	No	28,100	4	4	13	0	2	4.14	4.50

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
738	67957	Chicago	Canal St	CONG/IKE EB TO CANAL	No	Signal	5 or more	No	28,400	4	4	10	1	1	4.13	5.00
739	66793	South Chicago Heights	Chicago Rd	Sauk Tr	Yes	Signal	4	Yes	28,500	2	4	17	0	0	4.13	5.50
740	67662	Chicago	LOGAN BLVD	Elston Ave	Yes	Signal	4	No	28,700	4	4	18	0	2	4.12	4.50
741	68683	Park Forest	Western Ave	Sauk Tr	Yes	Signal	4	No	29,036	4	4	51	0	0	4.11	4.00
742	68435	Chicago	Halsted St	119th St	Yes	Signal	4	Yes	29,064	4	4	37	0	2	4.11	5.50
743	151797	Chicago	Chicago Ave	Larabee St	No	Signal	4	Yes	29,175	4	4	19	0	1	4.11	5.75
744	32271	Chicago	26th St	PRINCETON AV	No	All-way stop	3	Yes	5,148	2	2	6	0	1	4.10	2.75
745	35787	Chicago	26th St	EMERALD AV	No	No Controls	3	Yes	5,148	2	2	2	0	2	4.10	3.00
746	58109	Chicago	Pulaski Rd	W WELLINGTON AV	Yes	Signal	4	Yes	29,400	2	4	8	0	0	4.10	5.00
747	65734	Cicero	Ogden Ave	Austin Blvd	Yes	Signal	4	No	29,510	2	4	10	0	0	4.10	4.00
748	67696	Chicago	Division St	Pulaski Rd	Yes	Signal	4	Yes	29,622	3	4	35	1	1	4.09	6.00
749	63895	Chicago	Pulaski Rd	85th St	Yes	Signal	4	No	29,800	3	4	21	0	0	4.09	5.50
750	54431	Chicago	East River Rd	N CHESTER AV	No	Minor leg stop	3	No	11,343	2	3	3	0	0	4.08	3.00
751	150817	Chicago Heights	14th St	Ashland Ave	Yes	Signal	4	Yes	30,029	4	4	22	1	1	4.08	6.00
752	67173	Rolling Meadows	Euclid Ave	Wilke Rd	No	Signal	4	No	30,050	3	4	9	0	1	4.08	4.25
753	58717	Chicago	Cicero Ave	Wilson Ave	Yes	Signal	4	No	30,100	4	4	23	0	0	4.08	4.00
754	68197	Chicago	59th St	Loomis Blvd	No	Signal	4	Yes	10,900	3	3	15	0	0	4.08	3.75
755	67700	Chicago	Humboldt Blvd	Division St	No	Signal	4	Yes	30,200	3	4	17	0	1	4.08	5.25
756	67854	Chicago	Madison St	Kostner Ave	No	Signal	4	Yes	30,400	3	4	42	0	0	4.07	5.00
757	66533	Chicago	Garfield Blvd	Indiana Ave	No	Signal	4	Yes	30,400	3	4	28	0	1	4.07	5.25
758	47476	Chicago	Archer Ave	Lawndale Ave	No	Signal	4	No	30,400	3	4	10	0	0	4.07	5.00
759	149723	Alsip	127th St	Kostner Ave	Yes	Signal	4	No	30,500	2	4	10	0	0	4.07	4.00
760	68022	Chicago	Cermak Rd	Kedzie Ave	Yes	Signal	4	Yes	30,566	2	4	13	0	0	4.07	5.00
761	68336	Chicago	Ashland Ave	83rd St	No	Signal	4	No	30,650	3	4	22	0	0	4.06	4.00
762	14167	Dolton	142ND ST	WOODLAWN AV	Yes	Signal	3	No	14,200	3	3	6	0	0	4.06	3.00
763	69219	Chicago	87th St	Commercial Ave	No	Signal	4	Yes	11,000	3	3	19	0	2	4.06	4.25
764	65966	South Barrington	Higgins Rd	Bartlett Rd	Yes	Signal	4	No	30,739	4	4	8	0	0	4.06	4.50
765	68233	Chicago	Ashland Ave	Marquette Rd	No	Signal	4	Yes	30,800	3	4	33	0	1	4.06	5.25
766	68027	Chicago	Clark St	Cermak Rd	Yes	Signal	3	Yes	37,400	3	4	12	0	1	4.06	5.75
767	151703	Chicago Heights	Halsted St	Vollmer Rd;Chicago Heights- Glenwood Rd	Yes	Signal	4	No	30,899	3	4	18	0	0	4.06	4.00
768	151785	Chicago	Diversey Ave	Damen Ave;Clybourn Ave	Yes	Signal	5 or more	No	31,051	3	4	17	0	2	4.05	4.50
769	58957	Chicago	Lincoln Ave	Bryn Mawr Ave	Yes	Signal	4	No	31,200	3	4	7	0	4	4.05	5.00
770	40368	Chicago	71st St	Laflin St	No	No Controls	3	Yes	11,517	2	3	3	0	0	4.05	3.75
771	68531	Unincorporated	143rd St	Ridgeland Ave	No	Signal	4	No	31,300	2	4	15	0	0	4.05	4.00
772	151198	Chicago	Sheridan Rd	Touhy Ave	Yes	Signal	4	No	31,450	4	4	21	0	1	4.04	4.25
773	68112	Stickney	Pershing Rd	Central Ave	Yes	Signal	4	No	31,558	4	4	24	0	0	4.04	4.00
774	66157	Chicago	Roosevelt Rd	California Ave	Yes	Signal	4	Yes	31,561	4	4	18	1	2	4.04	6.25
775	66152	Chicago	Roosevelt Rd	Kostner Ave	Yes	Signal	4	Yes	31,747	4	4	56	0	0	4.03	5.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
776	68106	Chicago	35th St	Michigan Ave	Yes	Signal	4	Yes	11,250	2	3	13	0	0	4.02	3.75
777	67992	Chicago	16th St	16th St	No	Signal	4	Yes	11,250	2	3	8	0	1	4.02	4.00
778	56021	Chicago	Ashland Ave	Hubbard St	No	Minor leg stop	4	No	32,300	2	4	15	0	0	4.02	4.00
779	8879	Chicago	Roosevelt Rd	Blue Island Ave	Yes	Signal	4	Yes	32,435	4	4	11	0	2	4.02	6.00
780	45707	Chicago	63rd St	Sacramento Ave	No	Signal	4	Yes	11,300	3	3	11	0	0	4.02	3.75
781	44575	Chicago	63rd St	Rockwell St	No	Signal	4	Yes	11,300	2	3	7	0	1	4.02	4.00
782	66753	Chicago	87th St	Racine Ave	No	Signal	4	No	32,500	4	4	24	0	1	4.02	4.25
783	67648	Chicago	Central Ave	Diversey Ave	No	Signal	4	No	32,750	4	4	13	0	2	4.01	4.50
784	150666	Chicago	87th St	Loomis St	No	Signal	4	No	32,775	4	4	16	0	2	4.01	4.50
785	55798	Chicago	Wabash Ave	Wacker Pl	No	Signal	3	No	14,714	2	3	4	0	1	4.01	3.25
786	50553	Chicago	Foster Ave	Laramie Ave	Yes	Signal	4	No	33,100	3	4	16	0	1	4.00	4.25
787	69098	Chicago	Ogden Ave	Kedzie Ave	Yes	Signal	4	Yes	33,100	3	4	7	0	1	4.00	5.25
788	68001	Chicago	18th St	Union Ave	No	Signal	4	No	11,400	3	3	60	0	0	4.00	3.00
789	65628	Chicago	95th St	Vincennes Ave	Yes	Signal	4	No	33,306	3	4	17	0	0	4.00	4.00
790	67646	Chicago	Narragansett Ave	Diversey Ave	Yes	Signal	4	No	33,546	4	4	11	0	1	3.99	4.25
791	150904	Chicago Heights	14th St	Division St	Yes	Signal	4	No	33,700	3	4	18	0	3	3.99	4.75
792	150924	Chicago Heights	14th St	Hilltop Ave	Yes	Signal	4	Yes	33,700	2	4	7	0	0	3.99	5.00
793	45399	Chicago	Madison St	FRANCISCO AV	No	All-way stop	4	Yes	11,500	2	3	5	0	1	3.99	4.00
794	23846	Chicago	71st St	East End Ave	No	Minor leg stop	4	Yes	11,500	2	3	4	0	0	3.99	3.75
795	68004	Chicago	State St	18th St	No	Signal	4	No	34,050	4	4	13	0	0	3.98	4.00
796	60941	Franklin Park	25th Ave	Schiller Blvd	No	Minor leg stop	4	No	11,550	2	3	9	0	0	3.98	3.00
797	65707	Chicago	North Ave	Kimball Ave	Yes	Signal	4	Yes	34,337	3	4	26	1	1	3.97	6.00
798	67952	Chicago	Damen Ave	Harrison St	No	Signal	4	Yes	34,550	3	4	24	0	0	3.97	5.00
799	55763	Chicago	Lower Level South Water S	Lower Michigan Ave	No	Signal	4	No	5,000	2	2	7	0	1	3.96	2.25
800	151788	Chicago	Milwaukee Ave	Kimball Ave;Diversey Ave	Yes	Signal	5 or more	No	34,800	4	4	25	0	1	3.96	4.25
801	16180	Chicago	115th St	FOREST AV	No	All-way stop	3	Yes	12,197	3	3	9	0	1	3.96	4.00
802	66148	Cicero	Roosevelt Rd	Austin Blvd	Yes	Signal	4	Yes	35,148	4	4	10	0	1	3.95	5.25
803	151640	Chicago	Roosevelt Rd	Michigan Ave	Yes	Signal	3	No	46,073	4	4	26	0	2	3.95	4.50
804	68576	Markham	Kedzie Ave	167th St	No	Signal	4	Yes	35,850	4	4	29	0	0	3.94	5.50
805	66562	Glenview	Milwaukee Ave	Sanders Rd	Yes	Signal	3	No	42,072	4	4	17	0	1	3.94	4.25
806	56665	Harvey	Wood St	148TH ST	Yes	Minor leg stop	4	Yes	11,850	3	3	3	0	0	3.93	4.25
807	57624	Chicago	Western Ave	CONGRESS PKWY	No	Signal	4	Yes	36,100	3	4	27	1	0	3.93	5.75
808	66051	Des Plaines	Elmhurst Rd	Algonquin Rd	Yes	Signal	4	No	36,199	4	4	24	0	2	3.93	4.50
809	68533	Crestwood	Pulaski Rd/Crawford Ave	137th St	No	Signal	4	Yes	36,200	4	4	17	0	1	3.93	5.25
810	67564	Chicago	Addison St	Central Ave	Yes	Signal	4	No	36,399	2	4	16	0	0	3.93	4.00
811	151562	Chicago	Laramie Ave	Flournoy St	No	Signal	4	Yes	11,900	3	3	27	0	0	3.93	3.75
812	68020	Chicago	Cermak Rd	Kostner Ave	Yes	Signal	4	Yes	36,600	3	4	33	1	2	3.92	6.25
813	67850	Oak Park	Austin Blvd	Madison St	No	Signal	4	No	37,100	4	4	30	0	0	3.92	4.00
814	67446	Chicago	Devon Ave	Kedzie Ave	No	Signal	4	Yes	37,200	4	4	15	0	2	3.91	6.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
815	151667	Calumet City	Sibley Blvd	Sibley Blvd;Torrence Ave	Yes	Signal	4	No	37,300	2	4	13	0	0	3.91	4.00
816	23850	Chicago	79th St	EAST END AV	No	Signal	3	No	12,450	3	3	4	0	3	3.91	3.75
817	68261	Chicago	74th St	Loomis Blvd	No	Signal	4	Yes	12,050	3	3	21	0	0	3.91	3.75
818	66769	Schaumburg	Golf Rd	National Pkwy	Yes	Signal	4	No	37,565	3	4	19	0	0	3.91	4.50
819	63967	Chicago	Stony Island Ave	89th St	Yes	Signal	4	No	37,700	3	4	20	0	0	3.90	4.00
820	67445	Chicago	Devon Ave	Crawford Ave	Yes	Signal	4	No	37,700	3	4	24	0	0	3.90	4.00
821	68100	Chicago	Ashland Ave	35th St	No	Signal	4	Yes	37,800	4	4	15	0	1	3.90	5.25
822	63777	Chicago	Halsted St	80th St	No	Minor leg stop	4	Yes	12,100	2	3	19	0	0	3.90	4.25
823	157074	Chicago	Halsted St	85th St	No	Signal	5 or more	Yes	12,100	2	3	6	0	0	3.90	3.75
824	63595	Chicago	Stony Island Ave	69th St	Yes	Signal	4	Yes	38,277	3	4	32	0	0	3.89	6.00
825	66575	Skokie	Dempster St	Niles Center Rd	Yes	Signal	4	No	38,300	2	4	10	0	0	3.89	4.00
826	66600	Chicago	LaSalle St	ONTARIO ST	Yes	Signal	4	No	38,700	4	4	13	0	3	3.89	4.75
827	66755	Hometown	W Columbus Ave	W 87th St	No	Signal	4	No	38,700	4	4	15	0	0	3.89	4.50
828	67768	Chicago	Ashland Ave	Lake St	No	Signal	4	Yes	38,750	3	4	23	0	2	3.88	5.50
829	63418	Chicago	Pulaski Rd	W 61ST ST	Yes	Minor leg stop	4	No	38,750	2	4	6	0	0	3.88	4.00
830	68013	Berwyn	Cermak Rd	Oak Park Ave	Yes	Signal	4	No	38,851	3	4	9	1	1	3.88	5.00
831	67514	Chicago	Lawrence Ave	Pulaski Rd	Yes	Signal	4	No	39,015	4	4	12	0	2	3.88	4.50
832	67460	Chicago	Higgins Rd	Dee Rd	Yes	Signal	4	No	39,200	3	4	9	0	0	3.88	4.00
833	66142	Broadview	Roosevelt Rd	17th Ave	Yes	Signal	4	No	39,220	2	4	20	0	2	3.88	5.00
834	5911	Matteson	Lincoln Hwy	Matteson Ave	Yes	Signal	4	No	39,400	4	4	26	0	0	3.87	4.00
835	151242	Dolton	Sibley Blvd	Cottage Grove Ave	Yes	Signal	4	No	39,500	4	4	7	0	0	3.87	4.00
836	67650	Chicago	Pulaski Rd	Diversey Ave	Yes	Signal	4	No	39,782	4	4	28	0	3	3.87	4.75
837	32153	Chicago	Ohio St	FRANKLIN ST	Yes	Signal	4	No	40,110	3	4	15	0	1	3.86	4.25
838	151603	Wheeling	Milwaukee Ave	Hintz Rd;Dam #1 Woods- West CCFP	Yes	Signal	4	Yes	40,321	2	4	11	0	0	3.86	5.50
839	66751	Chicago	87th St	Vincennes Ave	No	Signal	4	Yes	40,650	4	4	60	0	0	3.85	5.00
840	19644	Matteson	Lincoln Hwy	Kostner Ave	Yes	Signal	4	No	40,800	3	4	6	0	0	3.85	4.50
841	67613	Chicago	Fullerton Ave	Central Ave	No	Signal	4	Yes	40,950	3	4	23	0	1	3.85	5.25
842	62904	Elk Grove Village	Busse Rd	Greenleaf Ave	Yes	Signal	4	No	41,050	3	4	13	0	0	3.85	4.00
843	151637	Chicago	Irving Park Rd	Lincoln Ave;Damen Ave	Yes	Signal	5 or more	No	41,237	4	4	16	0	2	3.84	4.50
844	41712	Chicago	Peterson Ave	Ravenswood Ave	Yes	Signal	3	No	44,500	4	4	7	0	3	3.84	4.75
845	66347	South Holland	162nd St	Cottage Grove Ave	Yes	Signal	4	No	41,403	4	4	21	0	0	3.84	4.00
846	68420	Alsip	Pulaski Rd/Crawford Ave	115th St	Yes	Signal	4	No	41,564	3	4	16	0	0	3.84	4.00
847	68778	Markham	Dixie Hwy	163RD ST	Yes	Minor leg stop	3	Yes	13,150	2	3	9	0	0	3.84	3.75
848	66109	Chicago	Irving Park Rd	Narragansett Ave	Yes	Signal	4	No	41,679	4	4	23	0	2	3.84	4.50
849	151195	Chicago	Sheridan Rd	Pratt Blvd	Yes	Signal	4	No	41,700	2	4	15	0	1	3.84	4.25
850	66285	Chicago	Cicero Ave	Armitage Ave	Yes	Signal	4	No	42,288	4	4	31	0	1	3.83	4.25
851	66066	Palos Heights	Ridgeland Ave	Cal Sag Rd	Yes	Signal	4	No	43,004	3	4	20	0	0	3.82	4.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
852	151719	Bedford Park	65th St	Narragansett Ave	No	Signal	4	No	12,750	3	3	11	0	0	3.82	3.00
853	23048	Chicago	83rd St	Dorchester Ave	No	Signal	4	Yes	12,800	3	3	11	0	1	3.81	4.50
854	44084	Chicago	Chicago Ave	Campbell Ave	No	All-way stop	4	No	12,800	3	3	5	0	2	3.81	3.50
855	66475	Chicago	Western Ave	Marquette Rd	Yes	Signal	4	Yes	43,521	3	4	28	0	1	3.81	5.25
856	68011	Broadview	Cermak Rd	Maple Ave	Yes	Signal	4	No	43,585	4	4	9	0	2	3.81	4.50
857	62216	Bridgeview	Harlem Ave	92nd St	Yes	Minor leg stop	3	Yes	44,550	2	4	5	0	1	3.80	5.25
858	60017	Berwyn	Oak Park Ave	27TH ST	Yes	Minor leg stop	4	No	12,900	2	3	5	0	1	3.80	3.25
859	151118	Evanston	Sheridan Rd	Keeney St	No	Minor leg stop	4	Yes	12,900	2	3	4	0	3	3.80	4.50
860	66320	Chicago	Cicero Ave	Grand Ave	Yes	Signal	4	Yes	44,497	4	4	28	0	3	3.80	5.75
861	67733	Chicago	Ashland Ave	Chicago Ave	No	Signal	4	No	44,650	4	4	19	0	3	3.79	4.75
862	66450	Chicago	Western Ave	Foster Ave	Yes	Signal	4	No	44,900	4	4	10	0	0	3.79	4.00
863	67948	Chicago	Harrison St	Central Park Ave	No	Signal	4	Yes	13,000	3	3	22	0	2	3.79	4.25
864	151438	Burbank	Cicero Ave	86th St	Yes	Minor leg stop	4	No	45,350	2	4	6	1	2	3.79	5.25
865	66159	Chicago	Ashland Ave	Roosevelt Rd	Yes	Signal	4	Yes	45,400	4	4	15	0	1	3.79	5.25
866	43176	Chicago	Blue Island Ave	LEAVITT ST	No	Signal	4	Yes	13,050	2	3	14	0	2	3.78	4.25
867	66419	Burbank	State Rd	NARRAGANSETT AVE	No	Signal	3	No	17,400	2	3	4	0	2	3.78	3.50
868	65846	Palatine	Dundee Rd	Rand Rd	Yes	Signal	4	No	45,823	3	4	21	0	0	3.78	4.00
869	151661	Harvey	159th St	Halsted St	Yes	Signal	4	Yes	45,937	4	4	40	0	1	3.78	5.25
870	151683	Chicago	Lincoln Ave	Lincoln Ave;Kimball Ave	Yes	Signal	4	No	46,100	3	4	23	0	1	3.78	4.25
871	66034	Northbrook	Dundee Rd	Skokie Rd	Yes	Signal	4	No	46,100	4	4	13	0	0	3.78	4.00
872	65746	Rosemont	Touhy Ave	Mannheim Rd	Yes	Signal	4	No	46,126	4	4	24	0	0	3.78	4.50
873	65977	Chicago	Peterson Ave	Pulaski Rd	Yes	Signal	4	No	46,710	3	4	16	0	1	3.77	4.25
874	65773	Unincorporated	Mannheim Rd	Fullerton Ave	Yes	Signal	4	No	46,794	3	4	19	0	1	3.77	4.25
875	65972	Des Plaines	Touhy Ave	Mt Prospect Rd	Yes	Signal	3	Yes	52,603	4	4	21	0	1	3.77	5.25
876	151628	Unincorporated	Archer Ave	111th St;Main St	Yes	Signal	4	No	47,240	3	4	19	0	0	3.76	4.00
877	65898	Niles	Golf Rd	Greenwood Ave	Yes	Signal	4	No	47,308	4	4	29	0	1	3.76	4.25
878	55439	Oak Lawn	Cicero Ave	91st St	Yes	Signal	4	No	47,600	4	4	12	0	1	3.76	4.25
879	66429	Chicago	Pulaski Rd	55th St	Yes	Signal	4	No	47,600	4	4	28	0	1	3.76	4.25
880	151799	Chicago	Grand Ave	Milwaukee Ave	No	Signal	5 or more	No	47,800	4	4	22	0	4	3.76	5.00
881	66341	Tinley Park	159th St	Oak Park Ave	Yes	Signal	4	No	48,141	3	4	25	0	0	3.75	4.00
882	51571	Chicago	Division St	Menard Ave	No	Signal	4	No	13,400	2	3	5	0	0	3.74	3.00
883	151663	Orland Park	159th St	94th Ave	Yes	Signal	4	No	49,400	3	4	18	0	0	3.74	4.00
884	66283	Chicago	Fullerton Ave	Cicero Ave	Yes	Signal	4	Yes	49,703	4	4	47	0	3	3.73	5.75
885	37737	Arlington Heights	Lake Cook Rd	Wilke Rd	No	Signal	4	No	49,900	3	4	12	1	0	3.73	4.75
886	151831	Chicago	115th St	State St	No	Signal	4	Yes	13,538	3	3	20	0	0	3.73	3.75
887	18829	Chicago	Midway Plaisance Dr WB	Ellis Ave	No	Signal	4	Yes	5,500	2	2	5	0	0	3.72	2.50
888	66168	Chicago	Roosevelt Rd	Halsted St	Yes	Signal	4	No	51,200	3	4	25	0	1	3.72	4.25
889	151780	Chicago	Ashland Ave	Lincoln Ave	No	Signal	5 or more	No	51,300	2	4	12	0	1	3.72	4.25

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
890	66425	Chicago	Archer Ave	Central Ave	Yes	Signal	4	No	51,446	4	4	17	1	3	3.72	5.50
891	66013	Chicago	Hollywood Ave	Broadway St	Yes	Signal	4	No	51,800	2	4	30	0	1	3.71	4.75
892	65624	Hickory Hills	Roberts Rd	95th St	Yes	Signal	4	No	52,047	3	4	25	0	1	3.71	4.25
893	158132	Hoffman Estates	W Higgins Rd	Barrington Rd	No	Signal	4	No	52,200	2	4	10	0	0	3.71	4.50
894	151829	Chicago	103rd St	State St	No	Signal	4	Yes	13,738	2	3	24	0	0	3.71	3.75
895	65708	Chicago	North Ave	Halsted St	Yes	Signal	4	Yes	52,700	3	4	21	0	3	3.70	5.75
896	66399	Hoffman Estates	Barrington Rd	Golf Rd	Yes	Signal	4	No	53,413	4	4	55	0	1	3.70	4.25
897	65774	Bellwood	Mannheim Rd	St Charles Rd	Yes	Signal	4	No	53,505	3	4	17	0	1	3.70	4.25
898	66136	Chicago	Columbus Dr	Roosevelt Rd	Yes	Signal	4	No	53,600	4	4	21	0	0	3.70	4.00
899	65776	Unincorporated	Cermak Rd	Mannheim Rd	Yes	Signal	4	No	53,835	2	4	8	0	1	3.69	4.25
900	151231	Palos Hills	Harlem Ave	103rd St	Yes	Signal	4	Yes	54,000	3	4	32	0	1	3.69	5.25
901	151409	Chicago	Pulaski Rd	Archer Ave;W 50TH ST	Yes	Signal	5 or more	No	54,651	2	4	20	0	0	3.69	4.00
902	151034	Lansing	Wentworth Ave	BERNICE RD;BERNICE AV	Yes	Signal	4	Yes	13,950	2	3	14	0	1	3.68	4.00
903	149754	Markham	167th St	ASHLAND AV	No	No Controls	4	Yes	14,000	2	3	12	0	0	3.68	4.75
904	25255	Chicago	76th St	Coles Ave	Yes	All-way stop	4	Yes	5,621	2	2	4	0	0	3.67	2.50
905	65788	Orland Park	La Grange Rd	143rd St	Yes	Signal	4	No	56,558	3	4	14	0	0	3.67	4.00
906	67320	Niles	Dempster St	Harlem Ave	Yes	Signal	4	No	56,673	3	4	16	0	0	3.67	5.00
907	148873	Melrose Park	North Ave	9th Ave	Yes	Signal	4	No	56,700	3	4	8	0	1	3.67	4.25
908	66454	Chicago	Western Ave	Fullerton Ave	Yes	Signal	4	No	57,102	3	4	18	0	1	3.67	4.25
909	65686	Melrose Park	North Ave	5th Ave	Yes	Signal	4	No	58,005	3	4	36	0	0	3.66	4.00
910	66294	Cicero	Cicero Ave	Cermak Rd	Yes	Signal	4	No	58,621	4	4	32	1	3	3.65	5.50
911	66103	Chicago	Western Ave	Irving Park Rd	Yes	Signal	4	No	58,629	4	4	18	0	1	3.65	4.75
912	16738	Mount Prospect	Kensington Rd	Wheeling Rd	Yes	Signal	4	No	14,250	3	3	7	0	2	3.65	3.50
913	150901	Chicago	Gunnison St	Moody Ave;N MELVINA AV	Yes	All-way stop	4	No	14,371	2	3	5	0	0	3.64	3.00
914	54535	Blue Island	Gregory St	UNION AV	Yes	All-way stop	4	No	5,700	2	2	2	0	0	3.64	2.00
915	149906	Chicago	Keefe Ave	Rhodes Ave	No	Signal	4	Yes	14,400	2	3	18	0	0	3.64	4.25
916	60844	Chicago	Kedzie Ave	W VAN BUREN ST	No	Minor leg stop	3	Yes	14,922	3	3	6	0	3	3.63	4.50
917	151843	Hazel Crest	175th St	Oakwood Dr	No	Minor leg stop	4	No	14,525	2	3	10	0	0	3.63	3.00
918	151615	Elk Grove Village	Oakton St	Busse Rd	Yes	Signal	4	No	62,890	4	4	28	0	0	3.62	4.00
919	61623	Chicago	W TAYLOR ST	Des Plaines St	No	Signal	4	No	14,650	3	3	29	0	0	3.62	3.00
920	66484	Blue Island	Western Ave	Vermont St	Yes	Signal	4	No	14,710	2	3	9	0	1	3.61	3.25
921	151570	Chicago Ridge	95th St	Ridgeland Ave	Yes	Signal	4	Yes	65,600	4	4	37	0	1	3.61	5.75
922	157992	Chicago	I-90 Exit	E 87th St	No	Signal	3	No	17,850	3	3	3	0	0	3.60	3.00
923	46947	Chicago	55th St	St Louis Ave	No	Signal	4	No	14,800	3	3	13	0	1	3.60	3.25
924	56818	Chicago	State St	DELEWARE PL	No	Signal	4	No	14,800	3	3	8	0	3	3.60	3.75
925	34088	Chicago	79th St	NORMAL AV	No	All-way stop	4	Yes	14,800	2	3	6	0	1	3.60	4.00
926	56415	Chicago	State St	ERIE ST	No	Signal	4	No	14,800	3	3	6	0	3	3.60	3.75
927	60515	Markham	Wood St	165TH ST	No	Minor leg stop	4	Yes	5,800	2	2	6	0	0	3.60	2.50
928	63287	Chicago	Michigan Ave	E 56TH ST	Yes	Minor leg stop	4	Yes	5,800	2	2	5	0	1	3.60	2.75

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
929	63151	Chicago	Cicero Ave	50th St	Yes	Signal	4	No	67,300	3	4	10	0	0	3.60	4.50
930	32276	Chicago	Pershing Rd	PRINCETON AV	Yes	Minor leg stop	3	Yes	15,275	3	3	3	0	0	3.59	3.75
931	60199	Chicago	Laramie Ave	Adams St	No	All-way stop	4	Yes	14,900	3	3	16	0	2	3.59	4.25
932	151656	Hometown	Cicero Ave	87th St	Yes	Signal	4	No	68,020	3	4	27	0	0	3.59	4.00
933	68785	Chicago Heights	Western Ave	ILLINOIS	Yes	Signal	3	Yes	15,550	3	3	11	0	0	3.59	3.75
934	65882	Niles	Golf Rd	Milwaukee Ave	Yes	Signal	4	No	69,072	3	4	30	0	0	3.59	4.00
935	67575	Chicago	Addison St	Broadway St	Yes	Signal	4	No	15,024	2	3	13	0	1	3.58	3.25
936	63928	Chicago	Cottage Grove Ave	E 86TH ST	Yes	Signal	3	Yes	18,300	2	3	10	0	1	3.58	4.00
937	66299	Chicago	Cicero Ave	63rd St	Yes	Signal	4	No	71,179	3	4	46	0	1	3.57	4.25
938	50253	Chicago	Chicago Ave	LaVergne Ave	No	Signal	4	Yes	15,200	3	3	11	0	0	3.57	3.75
939	67777	Chicago	Wabash Ave	Lake St	No	Signal	4	No	15,200	3	3	9	0	2	3.57	3.50
940	37730	Chicago	Cermak Rd	MORGAN ST	Yes	Signal	3	Yes	15,700	3	3	8	0	0	3.56	3.75
941	68168	Chicago	51st St	State St	No	Signal	4	Yes	15,275	3	3	14	0	0	3.56	4.25
942	58232	Chicago	Laramie Ave	School St	No	Minor leg stop	4	No	15,300	3	3	9	0	1	3.56	3.25
943	56555	Chicago	Clark St	W SUPERIOR ST	No	Signal	4	No	15,300	2	3	7	0	2	3.56	3.50
944	47766	Chicago	Marquette Rd	Hamlin Ave	No	Minor leg stop	4	No	15,400	3	3	24	0	0	3.55	3.50
945	58299	Chicago	Broadway St	W ROSCOE ST	No	Signal	3	No	6,354	2	2	4	0	2	3.54	2.50
946	151611	Morton Grove	Golf Rd	Golf Rd;Waukegan Rd	Yes	Signal	4	No	78,400	4	4	24	0	0	3.54	4.00
947	64612	Chicago	State St	122nd St	Yes	All-way stop	4	Yes	5,971	2	2	2	0	0	3.54	2.50
948	57197	Chicago	Pulaski Rd	W KAMERLING AV	Yes	Minor leg stop	3	Yes	15,900	2	3	7	0	0	3.53	3.75
949	68679	Chicago Heights	Joe Orr Rd	Cottage Grove Av	No	Signal	4	No	15,700	2	3	9	0	0	3.53	3.00
950	150363	Sauk Village	Sauk Tr	220TH ST	No	Minor leg stop	4	Yes	6,000	2	2	3	0	0	3.52	2.50
951	27650	Palos Hills	103rd St	84TH AVE	No	Minor leg stop	4	No	6,000	2	2	2	0	1	3.52	2.25
952	56719	Winnetka	Willow Rd	BIRCH ST	No	Minor leg stop	4	No	6,000	2	2	2	0	1	3.52	2.25
953	49414	Chicago	Madison St	N KILBOURN AV	No	Signal	4	Yes	15,800	3	3	24	0	1	3.52	4.00
954	56764	Chicago	Pulaski Rd	W IOWA ST	Yes	Minor leg stop	4	Yes	15,900	2	3	8	0	0	3.51	4.25
955	68677	Chicago Heights	Joe Orr Rd	Ashland Ave	Yes	Signal	4	No	15,900	3	3	7	0	1	3.51	3.25
956	67523	Chicago	Lawrence Ave	Marine Dr	Yes	Signal	4	Yes	15,954	2	3	17	0	0	3.51	3.75
957	151306	Chicago	Kostner Ave	Congress Pkwy	No	Signal	4	Yes	15,975	3	3	32	0	0	3.50	3.75
958	151716	Orland Hills	171st St	171st St	No	Signal	4	No	16,075	2	3	8	0	0	3.50	3.00
959	68335	Chicago	83rd St	83rd St	No	Signal	4	No	16,100	3	3	19	0	1	3.49	3.25
960	35746	Chicago	127th St	Union Ave	Yes	Minor leg stop	4	Yes	16,100	2	3	12	0	1	3.49	4.00
961	67785	Chicago	Randolph St	Canal St	Yes	Signal	4	No	16,150	3	3	10	0	2	3.49	3.50
962	27446	Franklin Park	Belmont Ave	EDGINGTON	Yes	Signal	4	No	16,200	3	3	14	0	1	3.49	3.25
963	44572	Chicago	55th St	Rockwell St	No	Signal	4	Yes	16,300	2	3	5	0	3	3.48	4.50
964	26093	Chicago	BRAINARD AVE	BRANDON AV	Yes	Signal	3	No	19,506	2	3	9	0	0	3.48	3.00
965	50226	Chicago	Diversey Ave	Lavergne Ave	No	Signal	4	No	16,400	3	3	11	0	1	3.47	3.75
966	56205	Elk Grove Village	Lively Blvd	Howard St	No	Minor leg stop	4	No	6,150	2	2	9	0	1	3.47	2.25
967	16158	Chicago	35th St	GILES AV	No	All-way stop	4	Yes	6,150	2	2	2	0	2	3.47	3.00
968	66931	Chicago	Devon Ave	Avondale Ave	Yes	All-way stop	4	No	16,450	2	3	15	0	0	3.47	3.00
969	66922	Chicago	79th St	Morgan St	Yes	Signal	4	Yes	16,500	3	3	22	0	2	3.46	4.75
970	51395	Chicago	Belmont Ave	Major Ave	No	Minor leg stop	4	No	16,500	3	3	7	0	0	3.46	3.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
971	51546	Chicago	Belmont Ave	Menard Ave	No	Signal	4	No	16,500	3	3	7	1	0	3.46	3.75
972	43526	Chicago	Chicago Ave	Oakley Ave	No	Signal	4	No	16,550	3	3	13	0	2	3.46	3.50
973	69290	Riverdale	Halsted St	142nd St	Yes	Minor leg stop	3	Yes	17,650	3	3	8	1	0	3.44	4.50
974	55632	Lansing	Burnham Ave	178TH ST	Yes	Signal	4	No	16,900	3	3	23	0	0	3.44	3.00
975	68564	South Holland	Cottage Grove Ave	154th St	Yes	Signal	4	No	16,900	2	3	5	0	0	3.44	3.00
976	63669	Chicago	Cottage Grove Ave	73rd St	No	Signal	4	Yes	16,975	2	3	33	0	0	3.43	3.75
977	48637	Chicago	31st St	S KEDVALE AV	No	Minor leg stop	4	Yes	17,000	3	3	7	1	2	3.43	5.00
978	157798	Hoffman Estates	W Golf Rd	NA	No	Signal	4	No	17,100	2	3	15	0	0	3.42	3.00
979	69172	Chicago	Canalport Ave	EMERALD AVE	No	Signal	4	No	6,300	2	2	36	0	0	3.42	2.00
980	25130	Chicago	87th St	Essex Ave	No	Minor leg stop	4	Yes	6,300	2	2	2	0	1	3.42	2.75
981	151414	Chicago Heights	Chicago Rd	Main St	Yes	Minor leg stop	4	Yes	17,200	2	3	13	0	1	3.42	4.50
982	55680	Chicago	Central Ave	W FULTON ST	No	Signal	4	Yes	17,200	2	3	9	0	1	3.42	4.00
983	56466	Chicago	Central Ave	Huron St	No	Minor leg stop	4	Yes	17,200	3	3	7	0	1	3.42	4.00
984	149798	Riverdale	Halsted St	Jackson St;Forestview Ave	Yes	Signal	4	Yes	17,250	2	3	6	0	0	3.41	3.75
985	34858	Chicago	Archer Ave	WALLACE AV	Yes	Minor leg stop	3	Yes	17,669	2	3	3	0	0	3.41	3.75
986	68102	Chicago	35th St	MORGAN ST	No	Signal	4	No	17,400	3	3	10	0	2	3.40	3.50
987	151462	Chicago	Torrence Ave	106th St	Yes	Signal	4	Yes	17,414	3	3	16	0	1	3.40	4.00
988	41052	Chicago	79th St	PAULINA ST	No	All-way stop	4	Yes	17,600	3	3	12	0	3	3.39	4.50
989	66176	Chicago	Harlem Ave	Avondale Ave	Yes	Minor leg stop	4	No	17,632	2	3	5	0	0	3.39	3.00
990	64838	Chicago	Upper Columbus Dr.	Upper Randolph	No	Signal	3	No	23,534	2	3	9	0	1	3.39	3.25
991	49012	Chicago	Washington Blvd	N KILDARE AV	Yes	Signal	4	Yes	17,700	3	3	16	0	0	3.38	3.75
992	40036	Chicago	Addison St	JANSSEN AV	Yes	Minor leg stop	4	No	17,700	2	3	3	0	1	3.38	3.75
993	63344	Chicago	Racine Ave	58th St	No	All-way stop	4	Yes	6,450	2	2	6	0	0	3.37	2.50
994	148663	Dolton	Lincoln Ave	COTTAGE GROVE AVE	Yes	Minor leg stop	4	Yes	6,450	2	2	2	0	0	3.37	2.50
995	63303	Chicago	Kedzie Ave	W 57TH ST	No	Signal	4	No	17,900	2	3	13	0	1	3.37	3.25
996	68685	South Chicago Heights	Sauk Tr	East End Av	Yes	Signal	4	Yes	17,950	3	3	14	0	1	3.37	4.00
997	52200	Chicago	Caldwell Ave	Tonty Ave	Yes	Minor leg stop	3	No	18,350	2	3	8	0	1	3.37	3.25
998	60667	Chicago	Pulaski Rd	W GLADYS AV	Yes	Minor leg stop	4	Yes	18,000	3	3	10	0	3	3.36	4.50
999	39908	Chicago	Harrison St	Loomis St	No	Signal	4	Yes	18,000	3	3	8	0	2	3.36	4.25
1000	157323	Chicago	Diversey Ave	LAKE VIEW AV	No	Signal	5 or more	No	18,075	3	3	6	0	2	3.36	3.50
1001	48496	Chicago	63rd St	Karlov Ave	No	Minor leg stop	4	No	18,100	3	3	8	0	0	3.36	3.00
1002	67915	Chicago	Jackson Blvd	Clinton St	Yes	Signal	4	No	18,100	2	3	8	0	0	3.36	3.00
1003	68251	Chicago	71st St	Racine Ave	No	Signal	4	Yes	18,200	3	3	21	0	1	3.35	4.00
1004	11499	Lyons	47th St	HINSDALE AVE;IL-171 SB TO 47TH ST;47TH ST TO IL-171 SB	Yes	Signal	5 or more	No	18,229	3	3	3	0	0	3.35	3.00
1005	68259	Chicago	Vincennes Ave	75th St	Yes	Signal	4	Yes	18,350	2	3	20	0	0	3.34	3.75
1006	150765	Chicago	Chicago Ave	CALIFORNIA AV	No	Signal	4	No	18,450	3	3	10	0	1	3.34	3.25
1007	43971	Alsip	127th St	Laramie Ave	Yes	Minor leg stop	3	No	18,850	3	3	4	0	0	3.34	3.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
1008	61948	Harvey	Halsted St	164th St	Yes	Minor leg stop	3	Yes	19,050	2	3	6	1	0	3.32	4.50
1009	67142	Inverness	Palatine Rd	Ela Rd	Yes	Signal	4	No	18,737	2	3	3	0	0	3.32	3.00
1010	24695	Chicago	95th St	Paxton Ave	Yes	Signal	4	Yes	18,800	3	3	29	0	0	3.32	3.75
1011	30781	Chicago	Archer Ave	WENTWORTH AV	Yes	Signal	4	Yes	18,800	2	3	13	0	0	3.32	3.75
1012	63798	Chicago	Kedzie Ave	W 81ST ST	No	Minor leg stop	4	No	18,800	2	3	14	0	0	3.32	3.00
1013	27165	Tinley Park	167th St	Ridgeland Ave	No	Minor leg stop	4	No	18,800	2	3	13	0	0	3.32	3.00
1014	151371	Matteson	Governors Hwy	216TH ST	Yes	Signal	4	Yes	18,800	2	3	7	0	0	3.32	3.75
1015	55441	Oak Lawn	Central Ave	91st St	No	Signal	4	No	18,900	3	3	7	0	1	3.31	3.25
1016	11824	Calumet City	154th St/Pulaski Rd	CAMPBELL AVE	No	Minor leg stop	3	No	7,058	2	2	2	0	0	3.31	2.00
1017	67877	Chicago	Madison St	Wabash Ave	No	Signal	4	No	19,000	3	3	10	0	3	3.31	3.75
1018	68058	Chicago	State St	26th St	No	Signal	4	Yes	19,050	2	3	13	0	0	3.30	3.75
1019	54572	Niles	Harlem Ave	Main St	Yes	Signal	4	No	19,100	2	3	4	0	1	3.30	3.25
1020	149657	Chicago	Chicago Ave	WABASH AV	No	Signal	4	No	19,150	3	3	9	0	2	3.30	3.50
1021	68232	Chicago	Damen Ave	Marquette Rd	No	Signal	4	Yes	19,200	3	3	25	0	0	3.30	3.75
1022	60331	Harvey	Park Ave	155th St	Yes	Signal	4	Yes	6,700	2	2	7	0	0	3.30	2.50
1023	52343	Chicago	Montrose Ave	Melvina Ave	No	Signal	4	No	19,300	3	3	6	0	2	3.29	3.50
1024	68676	Olympia Fields	Western Ave	Joe Orr Rd	No	Signal	3	No	25,866	2	3	14	0	0	3.29	3.00
1025	65595	Chicago	Western Ave	VAN BUREN ST	No	Signal	4	Yes	19,488	3	3	22	0	0	3.28	3.75
1026	67907	Chicago	Kedzie Ave	Jackson Blvd	No	Signal	4	Yes	19,550	3	3	18	0	0	3.28	4.25
1027	151796	Chicago	Chicago Ave	Central Park Ave	No	Signal	4	Yes	19,550	3	3	11	0	0	3.28	3.75
1028	46596	Chicago	W Ogden Ave	S Homan Ave	No	Signal	4	Yes	19,602	2	3	17	0	0	3.27	3.75
1029	63726	Chicago	Racine Ave	77th St	No	Minor leg stop	4	Yes	6,800	2	2	5	0	0	3.27	3.00
1030	69238	Des Plaines	Pearson St	Miner St	Yes	Signal	4	No	6,800	2	2	5	0	1	3.27	2.25
1031	37289	Chicago	Van Buren St	SANGAMON ST	No	All-way stop	4	No	6,800	2	2	4	0	1	3.27	2.25
1032	149812	Park Forest	Sauk Tr	Indianwood Blvd	No	Signal	4	Yes	19,775	2	3	6	0	0	3.27	3.75
1033	158199	Chicago	S Hamlin Blvd	W Congress Pkwy	No	Signal	4	Yes	19,800	3	3	12	0	0	3.26	3.75
1034	68205	Chicago	Halsted St	59th St	No	Signal	4	Yes	19,850	2	3	23	0	0	3.26	3.75
1035	67969	Chicago	Clark St	Polk St	No	Signal	4	No	19,850	3	3	14	0	1	3.26	3.25
1036	68342	Chicago	83rd St	Lafayette Ave	No	Signal	4	Yes	19,950	3	3	25	0	1	3.26	4.00
1037	149871	Chicago	LAKE PARK AVE	LAKE PARK AV	No	Signal	4	No	20,000	3	3	15	0	2	3.25	3.50
1038	150313	Park Forest	Western Ave	26th St;Westwood Dr	Yes	Signal	4	Yes	20,000	3	3	11	0	0	3.25	3.75
1039	61624	Chicago	Jefferson St	W TAYLOR ST	No	Signal	4	No	20,100	3	3	12	0	0	3.25	3.00
1040	62968	Chicago	Western Ave	W 42ND ST	Yes	Minor leg stop	3	No	20,550	3	3	10	0	1	3.25	3.25
1041	68414	Chicago	111th St	Cottage Grove Ave	Yes	Signal	4	Yes	20,225	2	3	8	0	1	3.24	5.00
1042	68190	Chicago	Cottage Grove Ave	57th St	No	Signal	4	Yes	20,350	2	3	7	0	0	3.24	3.75
1043	5747	Streamwood	Irving Park Rd	Madison Dr	Yes	Signal	3	No	23,600	2	3	3	0	0	3.24	3.00
1044	150841	Chicago	Kostner Ave	N KOSTNER AV	No	Signal	4	Yes	20,400	2	3	26	0	0	3.24	3.75
1045	49261	Chicago	Lawrence Ave	Kostner Ave	Yes	Minor leg stop	4	No	20,400	2	3	6	0	0	3.24	3.00
1046	31277	Chicago	95th St	Wentworth Ave	Yes	Signal	4	No	20,499	3	3	21	0	2	3.23	3.50
1047	150667	Chicago	18th St	Loomis St	No	Signal	5 or more	Yes	20,525	3	3	6	0	1	3.23	4.00
1048	63803	Chicago	Ashland Ave	81st St	No	Signal	4	Yes	20,600	2	3	19	0	1	3.23	4.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
1049	56402	Chicago	Pulaski Rd	W ERIE ST	Yes	No Controls	3	Yes	20,900	2	3	14	0	0	3.23	3.75
1050	12536	Chicago	Ohio St	Rush St	Yes	Signal	4	No	20,610	2	3	11	0	1	3.23	3.25
1051	150999	Chicago Heights	Western Ave	NORTH ST;BEACON BLVD	Yes	Signal	4	Yes	20,700	3	3	13	0	2	3.22	4.25
1052	47477	Chicago	47th St	Lawndale Ave	Yes	Minor leg stop	3	No	22,171	2	3	10	0	0	3.22	3.00
1053	67520	Chicago	Lawrence Ave	Broadway St	Yes	Signal	4	Yes	20,750	2	3	14	0	1	3.22	4.00
1054	68404	Chicago	Monterey Ave	MARSHFIELD AVE	Yes	Signal	4	Yes	20,800	3	3	13	0	0	3.22	3.75
1055	11270	Elmwood Park	Grand Ave	76TH AV	No	Signal	3	No	21,343	2	3	12	0	0	3.22	3.00
1056	31382	Calumet City	Sibley Blvd	Paxton Ave	Yes	Minor leg stop	4	No	20,950	2	3	4	0	0	3.21	3.00
1057	65549	Chicago	I-55 Exit	S California Ave	No	Signal	3	No	26,050	3	3	11	0	0	3.21	3.50
1058	68377	Chicago	Michigan Ave	103rd St	No	Signal	4	Yes	21,050	3	3	28	0	1	3.21	4.00
1059	58802	Chicago	Pulaski Rd	Ainslie St	Yes	All-way stop	4	No	21,071	3	3	14	0	1	3.20	3.25
1060	150634	Chicago	Grand Ave	RACINE AV	No	All-way stop	4	No	21,075	3	3	9	0	1	3.20	3.25
1061	69045	Chicago	Austin Ave	Higgins Ave	Yes	Signal	4	No	21,096	2	3	15	0	1	3.20	3.25
1062	66007	Chicago	Cornell Dr	67th St	Yes	Signal	4	Yes	21,100	3	3	15	0	3	3.20	4.50
1063	68282	Chicago	South Chicago Ave	76th St	Yes	Signal	4	No	21,100	3	3	15	0	0	3.20	3.00
1064	151751	Park Forest	Sauk Tr	Lakewood	No	Signal	4	Yes	21,300	3	3	9	0	1	3.19	4.00
1065	68321	Countryside	East Ave	Plainfield Rd	Yes	Signal	3	No	24,733	2	3	5	0	0	3.19	3.50
1066	66734	Chicago	Upper Wacker Dr	Upper Wacker Dr	No	Signal	4	No	21,550	3	3	14	0	0	3.18	3.00
1067	26673	Chicago	111th St	Frontage Road	Yes	Signal	4	Yes	21,600	3	3	13	0	1	3.18	4.00
1068	151879	Chicago	South Shore Dr	South Shore Dr;Exchange Ave	Yes	Signal	4	Yes	21,600	3	3	20	0	0	3.18	3.75
1069	67872	Chicago	Madison St	FRANKLIN ST	No	Signal	4	No	21,800	2	3	9	0	1	3.17	3.25
1070	68032	Chicago	Cermak Rd	Michigan Ave	Yes	Signal	4	No	21,860	3	3	17	0	2	3.17	3.50
1071	151018	Chicago	Central Ave	W CORCORAN PL	No	Signal	4	Yes	21,950	3	3	28	0	3	3.17	4.50
1072	67598	Chicago	Belmont Ave	Broadway St	No	Signal	4	No	21,950	3	3	13	0	0	3.17	3.00
1073	65596	Chicago	Sacramento Blvd	VAN BUREN ST	Yes	Signal	4	Yes	22,000	3	3	25	0	0	3.16	3.75
1074	46406	Chicago	Roosevelt Rd	Spaulding Ave	Yes	Signal	3	Yes	25,200	2	3	7	0	1	3.16	4.00
1075	67467	Chicago	Bryn Mawr Ave	Northwest Hwy	Yes	Signal	4	No	22,006	3	3	11	0	1	3.16	3.25
1076	68656	Lansing	Glenwood-Lansing Rd	Burnham Ave	Yes	Signal	4	No	22,018	3	3	14	0	0	3.16	3.00
1077	68122	Chicago	California Ave	43RD ST	No	Signal	4	No	22,100	3	3	8	1	0	3.16	3.75
1078	67990	Chicago	Pulaski Rd	16th St	Yes	Signal	4	Yes	22,163	2	3	26	0	1	3.16	4.00
1079	150840	Chicago	Montrose Ave	Kostner Ave	Yes	Signal	4	No	22,200	3	3	6	0	0	3.16	3.50
1080	61930	Chicago	Michigan Ave	E 13TH ST	Yes	Signal	4	No	22,300	3	3	8	0	0	3.15	3.00
1081	66841	Chicago	Sacramento Blvd	AUGUSTA BLVD	No	Signal	4	Yes	22,300	2	3	10	0	0	3.15	3.75
1082	63282	Chicago	Ashland Ave	56th St	No	Minor leg stop	4	Yes	22,300	2	3	5	0	0	3.15	3.75
1083	27467	Calumet Park	127th St	Ada St	Yes	Minor leg stop	4	No	22,450	3	3	4	0	1	3.15	3.25
1084	56845	Chicago	Kostner Ave	Augusta Blvd	No	Signal	4	Yes	7,250	2	2	10	0	0	3.15	2.50
1085	57702	Chicago	Pulaski Rd	W DICKENS AV	Yes	All-way stop	4	Yes	22,500	3	3	6	1	2	3.14	5.00
1086	58431	Chicago	Harlem Ave	Grace St	Yes	Minor leg stop	4	No	22,500	2	3	6	0	1	3.14	3.25
1087	63691	Chicago	Stony Island Ave	74th St	Yes	Minor leg stop	4	Yes	22,550	3	3	7	0	1	3.14	4.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
1088	67857	Chicago	Madison St	Kedzie Ave	No	Signal	4	Yes	22,800	3	3	31	0	2	3.13	4.25
1089	63116	Chicago	Ashland Ave	W 49TH ST	No	Signal	4	Yes	22,800	3	3	11	0	1	3.13	4.00
1090	67991	Chicago	Kostner Ave	16th St	No	Signal	4	Yes	22,875	2	3	25	0	0	3.13	3.75
1091	66460	Chicago	Western Ave	WASHINGTON BLVD	Yes	Signal	4	Yes	22,950	3	3	19	0	0	3.13	4.25
1092	68278	Chicago	76th St	Martin Luther King Dr	Yes	Signal	4	Yes	22,966	3	3	22	0	1	3.13	4.00
1093	964	Schiller Park	Lawrence Ave	WESLEY TERRACE	Yes	Minor leg stop	3	No	23,450	2	3	4	0	0	3.12	3.50
1094	67967	Chicago	Halsted St	Polk St	No	Signal	3	No	24,550	2	3	9	0	0	3.12	3.00
1095	63987	Chicago	Ashland Ave	W 90TH ST	No	Minor leg stop	3	Yes	24,199	2	3	4	1	0	3.12	4.50
1096	67683	Chicago	Armitage Ave	Kimball Ave	No	Signal	4	Yes	23,350	3	3	15	0	1	3.11	4.00
1097	151811	La Grange Park	31st St	GRAND BLVD;Kemman Ave	Yes	Signal	5 or more	No	23,511	2	3	5	0	1	3.11	3.25
1098	67503	Chicago	Foster Ave	Higgins Ave	Yes	Signal	4	No	23,599	3	3	9	0	0	3.10	3.00
1099	68609	East Hazel Crest	175th St	Dixie Hwy	Yes	Signal	4	No	23,703	2	3	5	0	0	3.10	3.00
1100	65646	Prospect Heights	Elmhurst Rd	Palatine Rd EB	Yes	Signal	4	No	23,800	2	3	4	0	0	3.10	3.50
1101	150835	Chicago	Archer Ave	Kildare Ave	No	Minor leg stop	5 or more	No	23,800	3	3	7	0	1	3.10	3.25
1102	68266	Chicago	Cottage Grove Ave	75th St	Yes	Signal	4	Yes	23,839	2	3	30	0	0	3.10	4.25
1103	68026	Chicago	Cermak Rd	LOOMIS ST	Yes	Signal	4	Yes	23,851	2	3	12	0	0	3.09	3.75
1104	68587	Tinley Park	80th Ave	167th St	No	Signal	4	No	24,000	3	3	10	0	0	3.09	3.50
1105	12726	Richton Park	Sauk Tr	Richton Rd	No	Signal	3	Yes	24,527	3	3	11	0	0	3.09	3.75
1106	151427	Chicago	Stony Island Ave	73rd St	Yes	Signal	4	Yes	24,160	3	3	29	0	0	3.08	3.75
1107	68585	Orland Park	Wolf Rd	167th St	Yes	Signal	4	No	24,346	3	3	7	0	0	3.08	3.00
1108	56519	Chicago	LaSalle St	W HURON ST	No	Signal	4	No	24,500	3	3	18	0	1	3.07	3.75
1109	56893	Chicago	LaSalle St	W OAK ST	No	Signal	4	No	24,500	3	3	9	0	2	3.07	3.50
1110	66364	Matteson	Lincoln Hwy	Ridgeland AVE	Yes	Signal	4	No	24,526	3	3	13	0	0	3.07	3.00
1111	68194	Chicago	59th St	California Ave	Yes	Signal	4	Yes	24,642	3	3	19	0	0	3.07	3.75
1112	43901	Chicago	Archer Ave	ARTESIAN AV	No	Minor leg stop	3	No	25,209	2	3	4	0	1	3.07	3.25
1113	68604	Tinley Park	175th St	Ridgeland Ave	No	All-way stop	4	No	7,600	2	2	3	0	1	3.06	2.25
1114	151820	Chicago	Cottage Grove Ave	71st St;South Chicago Ave	Yes	Signal	5 or more	Yes	24,836	3	3	65	0	1	3.06	4.00
1115	59151	Chicago	Broadway St	Elmdale Ave	Yes	Signal	3	No	28,100	3	3	9	0	3	3.06	3.75
1116	66154	Chicago	Roosevelt Rd	Central Park Ave	Yes	Signal	4	Yes	24,950	3	3	26	0	1	3.06	4.00
1117	66791	Homewood	Halsted St	Holbrook Rd	Yes	Signal	4	No	25,000	3	3	23	0	0	3.06	3.00
1118	65769	La Grange	La Grange Rd	Cossitt Ave	Yes	Signal	4	No	25,000	3	3	11	0	3	3.06	3.75
1119	67808	Chicago	Central Ave	WASHINGTON BLVD	Yes	Signal	4	Yes	25,093	3	3	42	0	0	3.05	3.75
1120	58954	Chicago	Western Ave	W 91ST ST	No	Signal	4	No	25,100	3	3	7	0	1	3.05	3.25
1121	67882	Chicago	Wells St	Monroe St	No	Signal	4	No	25,100	3	3	6	0	1	3.05	3.25
1122	17149	Oak Lawn	87th St	52ND AVE	No	Minor leg stop	3	No	25,626	2	3	3	0	0	3.05	3.00
1123	66682	Chicago	State St	Illinois St	No	Signal	4	No	25,200	2	3	10	0	1	3.05	3.25
1124	68276	Chicago	76th St	Lafayette Ave	No	Signal	4	Yes	25,400	3	3	42	0	0	3.04	3.75
1125	63912	Chicago	Yates Blvd	85th St	No	Signal	4	No	7,700	2	2	4	0	0	3.04	2.00
1126	67473	Chicago	Nagle Ave	Gregory St	Yes	Signal	4	No	25,648	3	3	24	0	0	3.04	3.50

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
1127	153145	Lemont	Lemont Rd	Westgate St;97th St	Yes	Signal	4	Yes	25,700	3	3	6	0	0	3.04	3.75
1128	68041	Berwyn	26th St	Oak Park Ave	Yes	Signal	4	No	25,727	3	3	11	0	2	3.03	3.50
1129	67645	Chicago	Diversey Ave	Oak Park Ave	No	Signal	4	No	25,775	3	3	12	0	2	3.03	3.50
1130	50051	Chicago	Fullerton Ave	N LAMON AV	No	Signal	4	No	25,800	2	3	11	0	0	3.03	3.00
1131	67827	Chicago	Kostner Ave	Washington Blvd	Yes	Signal	4	Yes	25,900	2	3	22	0	0	3.03	3.75
1132	64423	Chicago	Cottage Grove Ave	109th St	No	Minor leg stop	3	Yes	8,099	2	2	11	0	1	3.03	2.75
1133	67452	Chicago	Devon Ave	Northwest Hwy	Yes	Signal	4	No	25,971	3	3	9	0	0	3.03	3.00
1134	66070	Chicago	130th St	Indiana Ave	Yes	Signal	4	Yes	26,054	2	3	19	0	0	3.02	3.75
1135	41060	Chicago	Ashland Ave	ROBINSON ST	No	Signal	3	Yes	26,631	2	3	10	0	0	3.02	3.75
1136	68279	Chicago	Cottage Grove Ave	76th St	Yes	Signal	4	Yes	26,144	2	3	36	0	0	3.02	3.75
1137	66478	Chicago	Western Ave	83rd St	No	Signal	4	No	26,150	3	3	26	0	0	3.02	3.00
1138	151622	Palatine	Dundee Rd	Smith Rd;Forest Preserve	Yes	Signal	4	No	26,150	3	3	8	0	1	3.02	3.25
1139	63026	Chicago	Western Ave	W 45TH ST	Yes	Signal	4	No	26,200	3	3	18	0	1	3.02	3.25
1140	67697	Chicago	Division St	Kostner Ave	No	Signal	4	Yes	26,375	3	3	18	0	0	3.02	3.75
1141	15254	Alsip	127th St	Ridgeway Ave	Yes	Minor leg stop	3	No	26,750	2	3	3	0	0	3.02	3.00
1142	67584	Chicago	Belmont Ave	Oak Park Ave	No	Signal	4	No	26,475	3	3	13	0	1	3.01	3.25
1143	67693	Chicago	Austin Blvd	Division St	No	Signal	4	No	26,525	2	3	17	1	0	3.01	3.75
1144	67143	Palatine	Roselle Rd	Palatine Rd	Yes	Signal	4	No	26,656	2	3	12	0	0	3.01	3.00
1145	59940	Wheeling	Milwaukee Ave	E Manchester Dr	Yes	Minor leg stop	3	No	27,050	2	3	7	0	1	3.01	3.25
1146	54823	Wheeling	Milwaukee Ave	Center Ave	Yes	Minor leg stop	3	No	27,050	2	3	3	0	0	3.01	3.00
1147	151389	Chicago	LaSalle St	33rd St	No	All-way stop	4	Yes	7,850	2	2	7	0	0	3.01	2.50
1148	68003	Chicago	Canal St	18th St	Yes	Signal	4	Yes	26,700	3	3	30	0	1	3.01	4.00
1149	34589	Harvey	Sibley Blvd	Lincoln Ave	Yes	Minor leg stop	4	Yes	26,750	3	3	6	0	2	3.01	4.25
1150	35344	Harvey	Sibley Blvd	Winchester Ave	Yes	Minor leg stop	4	Yes	26,750	2	3	5	0	1	3.01	4.00
1151	68270	Chicago	75th St	Exchange Ave	No	All-way stop	4	Yes	7,875	2	2	11	0	2	3.00	3.00
1152	67380	Evanston	Howard St	California Ave	No	Signal	4	No	26,900	3	3	11	0	1	3.00	3.25

APPENDIX B – HIN Contextual Intersection

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
1	38308	Chicago	W 62ND ST	Aberdeen St	No	All-way stop	4	Yes	1,595	2	5	9	0	1	29.35	6.50
2	66762	Posen	I-57	147th St	No	No Controls	3	Yes	1,000	2	2	12	0	0	28.22	2.50
3	22329	Schaumburg	E Golf Rd	Apple St	No	Minor leg stop	4	No	1,000	2	2	5	0	0	28.22	2.50
4	47073	Chicago	W Ogden Ave	S Drake Ave	No	Minor leg stop	4	Yes	1,000	2	2	2	0	1	28.22	2.75
5	67073	Hoffman Estates	Hassell Rd	Jones Rd	No	No Controls	3	No	1,000	2	2	2	0	0	28.22	2.00
6	37657	Chicago	MORGAN ST	52nd St	No	All-way stop	4	Yes	1,708	2	5	7	0	0	28.08	6.25
7	28273	Park Forest	ILLINOIS	DOUGLAS ST	No	Minor leg(s) yield	4	No	1,708	2	4	5	0	0	22.38	4.00
8	57630	Chicago	Ogden Ave	CONGRESS PKWY	Yes	Minor leg stop	4	Yes	20,550	7	9	43	0	1	21.43	11.50
9	58411	Chicago	Lake Shore Dr	Waveland Ave	No	All-way stop	3	No	8,762	6	7	13	0	2	19.61	7.50
10	63664	Chicago	Racine Ave	73rd St	No	Minor leg stop	4	Yes	7,100	2	6	7	0	0	17.52	8.00
11	55777	Chicago	Laramie Ave	Fulton St	No	Minor leg stop	4	Yes	14,500	4	7	27	0	0	17.44	8.75
12	149661	Dolton	DEARBORN ST	146 ST	No	Minor leg stop	4	Yes	1,708	2	3	7	0	0	16.67	3.75
13	63096	Chicago	Indiana Ave	E 48TH ST	No	Minor leg stop	4	No	3,000	2	4	26	0	0	16.23	4.00
14	29398	Harvey	159th St	Ashland Ave	Yes	Minor leg stop	4	Yes	29,397	5	7	15	0	1	15.95	10.00
15	65756	Unincorporated	La Grange Rd / 96th Ave	119th St	Yes	Minor leg stop	3	No	39,050	2	7	10	0	0	15.60	8.00
16	150276	Lincolnwood	KOSTNER AV	Kostner Ave	No	Minor leg stop	4	No	1,900	3	3	4	0	0	15.59	3.00
17	25962	Chicago	91st St	Houston Ave	No	All-way stop	4	Yes	2,100	3	3	7	0	2	14.67	4.25
18	60970	South Holland	South Park Ave	166TH ST	Yes	Minor leg stop	4	No	7,450	2	5	11	0	0	14.32	5.00
19	16208	Chicago	43RD ST	Prairie Ave	No	Minor leg stop	4	Yes	8,450	5	5	19	1	0	13.84	7.00
20	49014	Chicago	Jackson Blvd	N KILDARE AV	No	All-way stop	4	Yes	9,400	3	5	14	0	1	13.47	6.50
21	63648	Chicago	Yates Blvd	72nd St	No	Minor leg stop	4	Yes	9,700	3	5	8	0	0	13.37	6.25
22	42742	Chicago	Madison St	HOYNE AV	No	All-way stop	4	Yes	9,750	4	5	8	0	0	13.35	6.25
23	25340	Elk Grove Village	Walnut Ln	MAPLE LANE	No	Minor leg stop	3	No	1,708	2	2	2	1	0	13.35	2.75
24	31657	Calumet City	DOLTON AVE	Crandon Ave	No	Minor leg stop	3	Yes	11,117	4	5	15	0	1	13.08	6.50
25	31431	Calumet City	DOLTON AVE	PAXTON AV	No	Minor leg stop	3	Yes	11,377	3	5	7	0	0	13.01	6.25
26	60514	Markham	Dixie Hwy	165TH ST	Yes	Minor leg stop	3	Yes	12,600	3	5	9	0	0	12.71	6.25
27	63310	Chicago	Loomis Blvd	57th St	No	All-way stop	4	Yes	2,750	2	3	3	0	0	12.61	3.75
28	62512	Chicago Heights	Western Ave	209th St	Yes	Minor leg stop	3	Yes	14,000	2	5	10	0	0	12.45	6.25
29	41666	Chicago	Taylor St	Wood St	No	All-way stop	4	Yes	5,700	2	4	8	0	1	12.37	5.25
30	14209	Dolton	Greenwood Rd	Woodlawn Ave	No	Minor leg stop	3	Yes	6,153	2	4	4	0	0	12.34	5.00
31	100413	Barrington Hills	John F Kennedy Dr	Bolz Rd	Yes	Minor leg stop	4	No	15,550	2	5	6	0	0	12.19	5.00
32	26049	Hazel Crest	167th St	ORCHARD RIDGE AVE	No	Minor leg stop	3	Yes	16,422	3	5	6	0	0	12.13	7.25
33	57388	Harvey	Halsted St	146th St/Shore Dr	Yes	Minor leg stop	3	Yes	16,850	4	5	10	0	1	12.08	7.00
34	64585	Chicago	State St	118th St	No	All-way stop	4	Yes	3,100	2	3	4	0	1	11.86	4.00
35	49852	Chicago	Harrison St	N KILPATRICK AV	No	Minor leg stop	4	Yes	6,600	3	4	13	0	0	11.79	5.00
36	37276	Chicago	Chicago Ave	SANGAMON ST	No	Minor leg stop	3	No	22,125	2	5	17	0	0	11.63	5.00
37	35271	Blue Island	127th St	Highland Ave	Yes	Minor leg stop	4	Yes	23,750	4	5	11	1	2	11.51	7.50
38	23763	Harvey	Sibley Blvd	Jefferson St	Yes	Minor leg stop	3	Yes	26,450	2	5	7	0	0	11.40	6.75
39	23967	Harvey	Sibley Blvd	Clinton St	Yes	Minor leg stop	4	Yes	26,450	3	5	10	0	0	11.38	6.25
40	2933	Lansing	Torrence Ave	177th St	Yes	Minor leg stop	3	No	27,050	4	5	19	0	0	11.37	5.00
41	29399	Harvey	Sibley Blvd	Ashland Ave	Yes	Minor leg stop	4	Yes	26,796	3	5	10	0	0	11.36	7.25
42	65884	Barrington Hills	Algonquin Rd	Old Sutton Rd	Yes	Minor leg stop	4	No	27,699	4	5	14	0	0	11.33	5.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
43	150671	Markham	159th St	Western Ave	Yes	Minor leg stop	4	Yes	28,775	4	5	10	0	0	11.29	6.75
44	56810	Chicago	LAKE SHORE DR-LOCAL	W WALTON ST	No	Minor leg stop	3	No	8,111	3	4	7	0	0	11.26	4.00
45	150013	Stone Park	Hirsch St	43RD AV	No	All-way stop	4	No	1,650	2	2	2	0	1	11.22	2.25
46	39270	Arlington Heights	Golf Rd	Fernandez Ave	Yes	Minor leg stop	3	No	31,250	2	5	7	0	1	11.21	5.25
47	17334	Chicago	Vernon Ave	82nd St	No	Minor leg stop	4	Yes	1,708	2	2	3	0	0	10.97	2.50
48	29134	Skokie	KILPATRICK AV	Keeney St	No	Minor leg stop	4	No	1,708	2	2	3	1	0	10.97	2.75
49	150186	Wilmette	ISABELLA ST	6TH ST	No	Minor leg stop	4	No	1,708	2	2	3	0	1	10.97	2.25
50	37288	Chicago	Jackson Blvd	SANGAMON ST	Yes	All-way stop	4	No	8,500	2	4	5	0	0	10.96	4.00
51	25329	Chicago	76th St	Kingston Ave	No	Minor leg stop	4	Yes	8,750	3	4	10	0	0	10.88	5.00
52	54586	Dixmoor	Western Ave	145th St	Yes	Minor leg stop	3	Yes	9,850	2	4	6	0	0	10.67	5.00
53	27221	Tinley Park	175th St	Highland Ave	No	Minor leg stop	3	No	4,408	2	3	4	0	0	10.37	3.00
54	24882	Chicago	79th St	Crandon Ave	No	Minor leg stop	4	No	11,600	4	4	6	0	3	10.20	4.75
55	24693	Chicago	92nd St	Paxton Ave	No	All-way stop	4	No	1,950	2	2	6	0	0	10.08	2.00
56	205	Phoenix	151st St	HALSTED ST	No	Minor leg stop	3	Yes	2,305	2	2	8	0	0	10.08	2.50
57	56106	Cicero	Central Ave	23RD PL	No	Minor leg stop	4	No	13,200	2	4	8	0	0	9.94	4.00
58	48089	Chicago	26th St	S SPRINGFIELD AV	No	Minor leg stop	4	Yes	13,300	2	4	5	0	1	9.93	5.25
59	151187	Chicago	Canfield Ave	Bryn Mawr Ave	Yes	All-way stop	4	No	13,471	3	4	4	0	1	9.90	4.25
60	66932	Chicago	Bryn Mawr Ave	Avondale Ave;I-90 WB to Bryn Mawr Ave	Yes	All-way stop	4	No	15,460	3	4	23	0	0	9.67	4.00
61	24019	Wilmette	CENTRAL AV	12TH ST	No	Minor leg stop	3	No	2,460	2	2	2	0	0	9.63	2.00
62	57204	Harvey	Halsted St	Calumet Blvd	Yes	All-way stop	4	Yes	16,850	3	4	7	0	0	9.54	5.00
63	63647	Chicago	Jeffery Blvd	72nd St	No	Minor leg stop	4	No	18,200	2	4	13	0	1	9.43	4.25
64	49494	Chicago	Roosevelt Rd	Kilbourn Ave	Yes	Minor leg stop	4	Yes	18,300	2	4	15	0	0	9.43	5.50
65	151005	Harvey	Dixie Hwy	151ST ST	Yes	Minor leg stop	4	Yes	18,500	4	4	9	1	1	9.41	6.00
66	9123	Chicago	Pulaski Rd	W POLK ST	Yes	Minor leg stop	3	Yes	19,900	3	4	18	0	1	9.34	5.25
67	56024	Chicago	Halsted St	Hubbard St	No	Minor leg stop	4	No	20,500	4	4	44	0	3	9.28	4.75
68	24745	Chicago	75th St	Luella Ave	No	Minor leg stop	4	Yes	5,700	2	3	3	0	0	9.17	3.75
69	63646	Chicago	Stony Island Ave	72nd St	Yes	Minor leg stop	4	Yes	23,050	3	4	18	0	1	9.15	5.25
70	57224	Glenview	Waukegan Rd	Ammer Rd	Yes	Minor leg stop	3	No	25,850	3	4	4	0	0	9.05	4.00
71	52452	Chicago Heights	14th St	Donovan Dr	Yes	Minor leg stop	3	No	28,050	2	4	15	1	0	8.97	4.75
72	49404	Chicago	N KILBOURN AV	Fulton St	No	Minor leg stop	4	Yes	6,186	2	3	4	0	0	8.92	3.75
73	62073	Chicago	Central Park Ave	W 15TH ST	No	All-way stop	4	Yes	6,300	3	3	7	1	0	8.86	4.50
74	56021	Chicago	Ashland Ave	Hubbard St	No	Minor leg stop	4	No	32,300	2	4	15	0	0	8.85	4.00
75	29626	Calumet Park	Vermont St	nan	Yes	Minor leg stop	3	No	6,800	2	3	3	0	0	8.81	3.50
76	63418	Chicago	Pulaski Rd	W 61ST ST	Yes	Minor leg stop	4	No	38,750	2	4	6	0	0	8.72	4.00
77	47995	Chicago	Jackson Blvd	S SPRINGFIELD AV	No	All-way stop	4	Yes	6,650	3	3	33	0	2	8.71	4.25
78	62216	Bridgeview	Harlem Ave	92nd St	Yes	Minor leg stop	3	Yes	44,550	2	4	5	0	1	8.64	5.25
79	151438	Burbank	Cicero Ave	86th St	Yes	Minor leg stop	4	No	45,350	2	4	6	1	2	8.63	5.25
80	67840	Bellwood	Madison St	Bellwood Ave	No	All-way stop	4	No	7,300	3	3	10	0	2	8.46	3.50
81	15267	Calumet City	State St	FREEDLAND AV	No	All-way stop	3	No	7,860	2	3	4	0	0	8.41	3.00
82	64083	Chicago	Colfax Ave	E 94TH ST	Yes	All-way stop	4	Yes	7,621	2	3	3	0	0	8.36	3.75
83	31021	Blue Island	Vermont St	Greenwood Ave	Yes	Minor leg stop	4	Yes	7,900	2	3	4	0	1	8.27	4.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
84	28139	Robbins	135th St	Ridgeway Ave	No	Minor leg stop	4	Yes	8,900	2	3	3	0	0	8.01	3.75
85	35728	Chicago	74th St	UNION AV	No	Minor leg stop	4	Yes	8,900	2	3	3	0	0	8.01	3.75
86	66813	Palos Park	Main St	Parker Rd	Yes	Minor leg stop	3	No	9,102	2	3	4	0	0	7.99	3.00
87	63054	Chicago	Indiana Ave	E 46TH ST	No	Minor leg stop	4	Yes	3,000	2	2	11	0	1	7.89	2.75
88	63982	Chicago	Jeffery Blvd	90th St	No	Minor leg stop	4	No	9,600	3	3	20	0	0	7.86	3.00
89	66016	Barrington Hills	Dundee Rd	Old Sutton Rd	Yes	Minor leg stop	4	No	9,750	2	3	19	0	0	7.83	3.00
90	42798	Chicago	71st St	Hoyne Ave	No	Minor leg stop	4	Yes	10,100	3	3	9	0	0	7.77	3.75
91	16432	Chicago	103rd St	CALUMET AV	No	Minor leg stop	4	Yes	10,300	2	3	6	0	1	7.73	4.00
92	149062	Robbins	Kedzie Ave	KEDZIE AVE	No	Minor leg stop	4	Yes	10,425	3	3	10	0	0	7.71	3.75
93	49851	Chicago	Jackson Blvd	N KILPATRICK AV	No	All-way stop	4	Yes	10,500	2	3	23	0	0	7.70	3.75
94	54431	Chicago	East River Rd	N CHESTER AV	No	Minor leg stop	3	No	11,343	2	3	3	0	0	7.64	3.00
95	40368	Chicago	71st St	Laflin St	No	No Controls	3	Yes	11,517	2	3	3	0	0	7.61	3.75
96	45399	Chicago	Madison St	FRANCISCO AV	No	All-way stop	4	Yes	11,500	2	3	5	0	1	7.55	4.00
97	23846	Chicago	71st St	East End Ave	No	Minor leg stop	4	Yes	11,500	2	3	4	0	0	7.55	3.75
98	60941	Franklin Park	25th Ave	Schiller Blvd	No	Minor leg stop	4	No	11,550	2	3	9	0	0	7.54	3.00
99	16180	Chicago	115th St	FOREST AV	No	All-way stop	3	Yes	12,197	3	3	9	0	1	7.52	4.00
100	56665	Harvey	Wood St	148TH ST	Yes	Minor leg stop	4	Yes	11,850	3	3	3	0	0	7.50	4.25
101	63777	Chicago	Halsted St	80th St	No	Minor leg stop	4	Yes	12,100	2	3	19	0	0	7.47	4.25
102	20056	Evanston	Dempster St	Hinman Ave	Yes	All-way stop	4	No	3,396	2	2	2	0	2	7.42	2.50
103	68778	Markham	Dixie Hwy	163RD ST	Yes	Minor leg stop	3	Yes	13,150	2	3	9	0	0	7.41	3.75
104	44084	Chicago	Chicago Ave	Campbell Ave	No	All-way stop	4	No	12,800	3	3	5	0	2	7.39	3.50
105	60017	Berwyn	Oak Park Ave	27TH ST	Yes	Minor leg stop	4	No	12,900	2	3	5	0	1	7.38	3.25
106	151118	Evanston	Sheridan Rd	Keeney St	No	Minor leg stop	4	Yes	12,900	2	3	4	0	3	7.38	4.50
107	149754	Markham	167th St	ASHLAND AV	No	No Controls	4	Yes	14,000	2	3	12	0	0	7.27	4.75
108	150901	Chicago	Gunnison St	Moody Ave;N MELVINA AV	Yes	All-way stop	4	No	14,371	2	3	5	0	0	7.23	3.00
109	60844	Chicago	Kedzie Ave	W VAN BUREN ST	No	Minor leg stop	3	Yes	14,922	3	3	6	0	3	7.22	4.50
110	151843	Hazel Crest	175th St	Oakwood Dr	No	Minor leg stop	4	No	14,525	2	3	10	0	0	7.22	3.00
111	34088	Chicago	79th St	NORMAL AV	No	All-way stop	4	Yes	14,800	2	3	6	0	1	7.19	4.00
112	32276	Chicago	Pershing Rd	PRINCETON AV	Yes	Minor leg stop	3	Yes	15,275	3	3	3	0	0	7.19	3.75
113	60199	Chicago	Laramie Ave	Adams St	No	All-way stop	4	Yes	14,900	3	3	16	0	2	7.19	4.25
114	58232	Chicago	Laramie Ave	School St	No	Minor leg stop	4	No	15,300	3	3	9	0	1	7.15	3.25
115	47766	Chicago	Marquette Rd	Hamlin Ave	No	Minor leg stop	4	No	15,400	3	3	24	0	0	7.15	3.50
116	57197	Chicago	Pulaski Rd	W KAMERLING AV	Yes	Minor leg stop	3	Yes	15,900	2	3	7	0	0	7.13	3.75
117	56764	Chicago	Pulaski Rd	W IOWA ST	Yes	Minor leg stop	4	Yes	15,900	2	3	8	0	0	7.11	4.25
118	35746	Chicago	127th St	Union Ave	Yes	Minor leg stop	4	Yes	16,100	2	3	12	0	1	7.09	4.00
119	18831	Chicago	57th St	Ellis Ave	No	All-way stop	4	Yes	3,750	2	2	5	0	0	7.08	2.50
120	66931	Chicago	Devon Ave	Avondale Ave	Yes	All-way stop	4	No	16,450	2	3	15	0	0	7.07	3.00
121	51395	Chicago	Belmont Ave	Major Ave	No	Minor leg stop	4	No	16,500	3	3	7	0	0	7.07	3.00
122	69290	Riverdale	Halsted St	142nd St	Yes	Minor leg stop	3	Yes	17,650	3	3	8	1	0	7.04	4.50
123	48637	Chicago	31st St	S KEDVALE AV	No	Minor leg stop	4	Yes	17,000	3	3	7	1	2	7.03	5.00
124	151414	Chicago Heights	Chicago Rd	Main St	Yes	Minor leg stop	4	Yes	17,200	2	3	13	0	1	7.02	4.50

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
125	56466	Chicago	Central Ave	Huron St	No	Minor leg stop	4	Yes	17,200	3	3	7	0	1	7.02	4.00
126	34858	Chicago	Archer Ave	WALLACE AV	Yes	Minor leg stop	3	Yes	17,669	2	3	3	0	0	7.02	3.75
127	41052	Chicago	79th St	PAULINA ST	No	All-way stop	4	Yes	17,600	3	3	12	0	3	7.00	4.50
128	66176	Chicago	Harlem Ave	Avondale Ave	Yes	Minor leg stop	4	No	17,632	2	3	5	0	0	7.00	3.00
129	44947	Chicago	Lithuanian Plaza	Washtenaw Ave	No	All-way stop	4	Yes	3,850	2	2	2	0	1	6.99	2.75
130	40036	Chicago	Addison St	JANSSEN AV	Yes	Minor leg stop	4	No	17,700	2	3	3	0	1	6.99	3.75
131	52200	Chicago	Caldwell Ave	Tonty Ave	Yes	Minor leg stop	3	No	18,350	2	3	8	0	1	6.98	3.25
132	60667	Chicago	Pulaski Rd	W GLADYS AV	Yes	Minor leg stop	4	Yes	18,000	3	3	10	0	3	6.97	4.50
133	48496	Chicago	63rd St	Karlov Ave	No	Minor leg stop	4	No	18,100	3	3	8	0	0	6.97	3.00
134	43971	Alsip	127th St	Laramie Ave	Yes	Minor leg stop	3	No	18,850	3	3	4	0	0	6.95	3.00
135	61948	Harvey	Halsted St	164th St	Yes	Minor leg stop	3	Yes	19,050	2	3	6	1	0	6.94	4.50
136	63798	Chicago	Kedzie Ave	W 81ST ST	No	Minor leg stop	4	No	18,800	2	3	14	0	0	6.93	3.00
137	27165	Tinley Park	167th St	Ridgeland Ave	No	Minor leg stop	4	No	18,800	2	3	13	0	0	6.93	3.00
138	18071	Chicago	107th St	EBERHART AV	No	All-way stop	4	No	3,950	2	2	3	0	0	6.91	2.00
139	62968	Chicago	Western Ave	W 42ND ST	Yes	Minor leg stop	3	No	20,550	3	3	10	0	1	6.87	3.25
140	49261	Chicago	Lawrence Ave	Kostner Ave	Yes	Minor leg stop	4	No	20,400	2	3	6	0	0	6.86	3.00
141	56402	Chicago	Pulaski Rd	W ERIE ST	Yes	No Controls	3	Yes	20,900	2	3	14	0	0	6.85	3.75
142	47477	Chicago	47th St	Lawndale Ave	Yes	Minor leg stop	3	No	22,171	2	3	10	0	0	6.84	3.00
143	31382	Calumet City	Sibley Blvd	Paxton Ave	Yes	Minor leg stop	4	No	20,950	2	3	4	0	0	6.83	3.00
144	58802	Chicago	Pulaski Rd	Ainslie St	Yes	All-way stop	4	No	21,071	3	3	14	0	1	6.83	3.25
145	150634	Chicago	Grand Ave	RACINE AV	No	All-way stop	4	No	21,075	3	3	9	0	1	6.83	3.25
146	34592	Harvey	154TH ST	Lincoln Ave	No	Minor leg stop	4	Yes	4,100	2	2	2	0	1	6.80	2.75
147	63282	Chicago	Ashland Ave	56th St	No	Minor leg stop	4	Yes	22,300	2	3	5	0	0	6.78	3.75
148	27467	Calumet Park	127th St	Ada St	Yes	Minor leg stop	4	No	22,450	3	3	4	0	1	6.77	3.25
149	57702	Chicago	Pulaski Rd	W DICKENS AV	Yes	All-way stop	4	Yes	22,500	3	3	6	1	2	6.77	5.00
150	58431	Chicago	Harlem Ave	Grace St	Yes	Minor leg stop	4	No	22,500	2	3	6	0	1	6.77	3.25
151	63691	Chicago	Stony Island Ave	74th St	Yes	Minor leg stop	4	Yes	22,550	3	3	7	0	1	6.77	4.00
152	55188	Lyons	Lawndale Ave	CHRISTIE AVE	No	Minor leg stop	3	No	4,543	2	2	2	0	2	6.76	2.50
153	964	Schiller Park	Lawrence Ave	WESLEY TERRACE	Yes	Minor leg stop	3	No	23,450	2	3	4	0	0	6.75	3.50
154	63987	Chicago	Ashland Ave	W 90TH ST	No	Minor leg stop	3	Yes	24,199	2	3	4	1	0	6.75	4.50
155	150835	Chicago	Archer Ave	Kildare Ave	No	Minor leg stop	5 or more	No	23,800	3	3	7	0	1	6.73	3.25
156	43901	Chicago	Archer Ave	ARTESIAN AV	No	Minor leg stop	3	No	25,209	2	3	4	0	1	6.70	3.25
157	17149	Oak Lawn	87th St	52ND AVE	No	Minor leg stop	3	No	25,626	2	3	3	0	0	6.69	3.00
158	15254	Alsip	127th St	Ridgeway Ave	Yes	Minor leg stop	3	No	26,750	2	3	3	0	0	6.65	3.00
159	59940	Wheeling	Milwaukee Ave	E Manchester Dr	Yes	Minor leg stop	3	No	27,050	2	3	7	0	1	6.64	3.25
160	54823	Wheeling	Milwaukee Ave	Center Ave	Yes	Minor leg stop	3	No	27,050	2	3	3	0	0	6.64	3.00
161	34589	Harvey	Sibley Blvd	Lincoln Ave	Yes	Minor leg stop	4	Yes	26,750	3	3	6	0	2	6.64	4.25
162	35344	Harvey	Sibley Blvd	Winchester Ave	Yes	Minor leg stop	4	Yes	26,750	2	3	5	0	1	6.64	4.00
163	68134	McCook	East Ave	47th St	Yes	All-way stop	4	No	27,144	3	3	21	0	0	6.63	3.00
164	48663	Chicago Heights	14th St	Scott Ave	Yes	Minor leg stop	4	Yes	28,050	3	3	6	0	1	6.61	4.00
165	33191	Berwyn	Ogden Ave	Kenilworth Ave	Yes	Minor leg stop	4	No	28,550	3	3	6	1	0	6.60	3.75
166	55459	Chicago	Cicero Ave	West End Ave	Yes	Minor leg stop	4	Yes	28,650	2	3	9	0	0	6.60	3.75

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
167	66900	Schiller Park	Des Plaines River Rd	Old River Rd	Yes	All-way stop	3	No	30,750	2	3	11	0	0	6.59	3.50
168	31069	Harvey	159th St	Marshfield Ave	Yes	Minor leg stop	4	Yes	29,450	2	3	3	0	0	6.58	3.75
169	61503	Chicago	Cicero Ave	Arthington St	Yes	Minor leg stop	3	Yes	29,850	3	3	9	0	1	6.58	4.00
170	13224	Lincolnwood	Touhy Ave	Keeler Ave	Yes	Minor leg stop	4	No	31,350	2	3	3	0	1	6.54	3.25
171	12527	Chicago	Rush St	W HURON ST	No	All-way stop	4	No	4,500	2	2	2	0	2	6.53	2.50
172	5270	Countryside	La Grange Rd	Weeping Willow Rd	Yes	Minor leg stop	3	No	32,250	2	3	8	0	0	6.53	3.00
173	43486	Chicago	Fullerton Ave	OAKLEY AV	Yes	Minor leg stop	4	No	32,650	2	3	7	0	0	6.52	3.00
174	63273	Chicago	Pulaski Rd	W 56TH ST	Yes	Minor leg stop	4	No	33,550	2	3	8	0	0	6.50	3.00
175	28176	Western Springs	Ogden Ave	Woodland Ave	Yes	Minor leg stop	3	No	36,150	2	3	4	0	0	6.47	3.50
176	63396	Chicago	Pulaski Rd	W 60TH PL	Yes	Minor leg stop	3	No	38,750	2	3	3	0	0	6.43	3.50
177	150998	Cicero	Cicero Ave	25th St;SB Collector	Yes	No Controls	4	No	40,200	3	3	5	1	1	6.41	4.00
178	151080	Worth	Harlem Ave	107th St	Yes	Minor leg stop	4	No	41,134	3	3	8	0	1	6.40	3.25
179	65817	Unincorporated	Mannheim Rd	Lyndale Ave	Yes	Minor leg stop	3	No	42,175	2	3	6	0	3	6.39	3.75
180	32271	Chicago	26th St	PRINCETON AV	No	All-way stop	3	Yes	5,148	2	2	6	0	1	6.39	2.75
181	35787	Chicago	26th St	EMERALD AV	No	No Controls	3	Yes	5,148	2	2	2	0	2	6.39	3.00
182	151086	Stone Park	Mannheim Rd	Le Moyne St	Yes	Minor leg stop	4	No	42,550	2	3	6	0	0	6.39	3.00
183	60939	Franklin Park	Mannheim Rd	Schiller Blvd	Yes	Minor leg stop	4	No	46,050	2	3	7	0	1	6.36	3.25
184	63077	Chicago	Cicero Ave	48th St	Yes	Minor leg stop	4	No	61,650	2	3	7	0	0	6.25	3.00
185	25255	Chicago	76th St	Coles Ave	Yes	All-way stop	4	Yes	5,621	2	2	4	0	0	5.99	2.50
186	54535	Blue Island	Gregory St	UNION AV	Yes	All-way stop	4	No	5,700	2	2	2	0	0	5.96	2.00
187	60515	Markham	Wood St	165TH ST	No	Minor leg stop	4	Yes	5,800	2	2	6	0	0	5.93	2.50
188	63287	Chicago	Michigan Ave	E 56TH ST	Yes	Minor leg stop	4	Yes	5,800	2	2	5	0	1	5.93	2.75
189	64612	Chicago	State St	122nd St	Yes	All-way stop	4	Yes	5,971	2	2	2	0	0	5.87	2.50
190	150363	Sauk Village	Sauk Tr	220TH ST	No	Minor leg stop	4	Yes	6,000	2	2	3	0	0	5.86	2.50
191	27650	Palos Hills	103rd St	84TH AVE	No	Minor leg stop	4	No	6,000	2	2	2	0	1	5.86	2.25
192	56719	Winnetka	Willow Rd	BIRCH ST	No	Minor leg stop	4	No	6,000	2	2	2	0	1	5.86	2.25
193	56205	Elk Grove Village	Lively Blvd	Howard St	No	Minor leg stop	4	No	6,150	2	2	9	0	1	5.81	2.25
194	16158	Chicago	35th St	GILES AV	No	All-way stop	4	Yes	6,150	2	2	2	0	2	5.81	3.00
195	25130	Chicago	87th St	Essex Ave	No	Minor leg stop	4	Yes	6,300	2	2	2	0	1	5.76	2.75
196	63344	Chicago	Racine Ave	58th St	No	All-way stop	4	Yes	6,450	2	2	6	0	0	5.72	2.50
197	148663	Dolton	Lincoln Ave	COTTAGE GROVE AVE	Yes	Minor leg stop	4	Yes	6,450	2	2	2	0	0	5.72	2.50
198	11824	Calumet City	154th St/Pulaski Rd	CAMPBELL AVE	No	Minor leg stop	3	No	7,058	2	2	2	0	0	5.66	2.00
199	63726	Chicago	Racine Ave	77th St	No	Minor leg stop	4	Yes	6,800	2	2	5	0	0	5.62	3.00
200	37289	Chicago	Van Buren St	SANGAMON ST	No	All-way stop	4	No	6,800	2	2	4	0	1	5.62	2.25
201	68604	Tinley Park	175th St	Ridgeland Ave	No	All-way stop	4	No	7,600	2	2	3	0	1	5.43	2.25
202	64423	Chicago	Cottage Grove Ave	109th St	No	Minor leg stop	3	Yes	8,099	2	2	11	0	1	5.40	2.75
203	151389	Chicago	LaSalle St	33rd St	No	All-way stop	4	Yes	7,850	2	2	7	0	0	5.38	2.50
204	68270	Chicago	75th St	Exchange Ave	No	All-way stop	4	Yes	7,875	2	2	11	0	2	5.37	3.00
205	23110	Chicago	W 53RD ST	BLACKSTONE AV	No	All-way stop	4	Yes	8,000	2	2	4	0	2	5.35	3.00
206	61215	Chicago	Homan Ave	W FLOURNOY ST	No	Minor leg stop	4	Yes	8,050	2	2	2	0	1	5.34	2.75
207	151555	Maywood	5th Ave	Bataan Dr	No	All-way stop	4	No	8,250	2	2	4	0	1	5.30	2.25
208	11092	Orland Park	135th St	88TH AV	No	Minor leg stop	4	No	8,350	2	2	6	0	0	5.28	2.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
209	19750	Chicago	43RD ST	LANGLEY AV	No	Minor leg stop	4	Yes	8,450	2	2	2	0	1	5.27	2.75
210	65527	Chicago	Marquette Rd	Wolcott Ave	No	Minor leg stop	4	Yes	8,500	2	2	2	0	0	5.26	2.50
211	42775	Chicago	51st St	HOYNE AV	No	All-way stop	4	Yes	8,550	2	2	9	0	0	5.25	2.50
212	59225	Chicago	California Ave	W ROSEMONT AV	No	All-way stop	4	Yes	8,750	2	2	5	0	1	5.22	2.75
213	33453	Chicago	119th St	EGGLESTON AV	No	Minor leg stop	4	Yes	8,750	2	2	4	0	0	5.22	2.50
214	148856	Morton Grove	Beckwith Rd	AUSTIN AVE	No	All-way stop	4	No	8,876	2	2	9	0	1	5.20	2.25
215	21846	Chicago	75th St	GREENWOOD AV	No	Minor leg stop	4	Yes	8,900	2	2	8	0	0	5.19	2.50
216	56561	Chicago	Wabash Ave	W SUPERIOR ST	No	All-way stop	4	No	8,900	2	2	6	0	2	5.19	2.50
217	46056	Chicago	DOUGLAS BLVD	Albany St	No	Minor leg stop	4	Yes	8,900	2	2	4	0	0	5.19	2.50
218	63449	Chicago	Narragansett Ave	W 62ND ST	No	All-way stop	4	No	9,000	2	2	3	0	1	5.18	2.25
219	66015	Barrington Hills	Dundee Rd	Bateman Rd	Yes	Minor leg stop	4	No	9,225	2	2	3	0	0	5.15	2.50
220	63056	Chicago	Cottage Grove Ave	E 46TH ST	No	Minor leg stop	4	Yes	9,250	2	2	5	0	1	5.14	3.25
221	23536	Bellwood	St Charles Rd	22nd Ave	No	Minor leg stop	4	No	9,300	2	2	5	0	0	5.14	2.50
222	58960	Chicago	Clark St	Berwyn Ave	No	All-way stop	4	No	9,350	2	2	2	0	1	5.13	2.25
223	43296	Chicago	69th St	Bell Ave	No	All-way stop	4	Yes	9,500	2	2	3	0	1	5.11	2.75
224	44287	Chicago	71st St	Maplewood Ave	No	Minor leg stop	4	Yes	9,550	2	2	5	0	0	5.10	2.50
225	55743	Chicago	Homan Ave	W FULTON ST	No	All-way stop	4	Yes	9,650	2	2	4	0	2	5.09	3.00
226	61639	Oak Park	Oak Park Ave	FILLMORE ST	No	No Controls	4	No	9,700	2	2	8	0	0	5.08	2.00
227	56652	Lynwood	Torrence Ave	198th St	Yes	Minor leg stop	3	No	10,000	2	2	10	0	0	5.08	2.00
228	57726	Chicago	Central Park Ave	W SHAKESPEARE A	No	Minor leg stop	4	Yes	9,800	2	2	2	0	2	5.07	3.00
229	58955	Chicago	California Ave	Bryn Mawr Ave	No	Minor leg stop	4	No	9,900	2	2	6	0	2	5.06	2.50
230	41248	Chicago	71st St	Hermitage Ave	No	Minor leg stop	4	Yes	10,100	2	2	4	1	0	5.03	3.25
231	42044	Chicago	Harrison St	WOLCOTT AV	No	Minor leg stop	3	Yes	10,567	2	2	7	0	2	5.03	3.00
232	40285	Chicago	Wilson Ave	Greenview Ave	No	Minor leg stop	3	No	10,816	2	2	2	1	1	5.00	3.00
233	157134	Chicago	California Ave	CALIFORNIA AV	No	All-way stop	4	Yes	10,500	2	2	3	0	0	4.99	2.50
234	68770	Elk Grove Village	Tonne Rd NB	Touhy Ave	No	Minor leg stop	3	No	12,555	2	2	6	0	0	4.97	2.00
235	24109	Chicago	67th St	Bennett Ave	No	Minor leg stop	3	Yes	11,250	2	2	4	0	0	4.95	2.50
236	22326	Chicago	95th St	Dorchester	Yes	Minor leg stop	3	No	11,150	2	2	5	0	0	4.95	2.50
237	68242	Bridgeview	71st St	78th AVE	No	Minor leg stop	3	No	11,800	2	2	7	0	0	4.95	2.00
238	56629	Maywood	5th Ave	Oak St	Yes	Minor leg stop	4	No	10,900	2	2	5	0	0	4.94	2.00
239	60228	Lansing	Burnham Ave	ANN ST	Yes	Minor leg stop	4	No	11,250	2	2	3	0	0	4.91	2.00
240	45063	Chicago	63rd St	Fairfield Ave	No	Minor leg stop	4	Yes	11,300	2	2	3	0	2	4.90	3.00
241	3287	Lynwood	Glenwood Dyer Rd	Camelot Ln	Yes	Minor leg stop	3	No	11,600	2	2	2	0	0	4.90	2.00
242	57194	Chicago	Lake Shore Dr - Local	E BANKS ST	No	Minor leg stop	3	No	11,768	2	2	2	0	2	4.90	2.50
243	15273	Dolton	DOLTON AVE	DANTE AV	Yes	Minor leg stop	4	Yes	11,450	2	2	3	0	0	4.89	2.50
244	55992	Lansing	Burnham Ave	175TH ST	Yes	Minor leg stop	4	No	11,500	2	2	14	0	0	4.88	2.00
245	21866	Chicago	79th St	GREENWOOD AV	No	Minor leg stop	4	Yes	11,600	2	2	6	0	0	4.88	2.50
246	21451	Chicago	79th St	DOBSON AV	No	Minor leg stop	4	Yes	11,600	2	2	4	1	0	4.88	3.75
247	10373	Chicago	Avenue O	E 130TH ST	Yes	Minor leg stop	3	Yes	11,956	2	2	3	0	0	4.87	3.00
248	22307	Chicago	79th St	AVALON AV	No	Minor leg stop	4	Yes	11,675	2	2	3	0	1	4.87	2.75
249	42076	Chicago	47th St	Wolcott Ave	No	All-way stop	4	Yes	11,800	2	2	5	0	1	4.86	2.75
250	56332	Harvey	Wood St	149TH ST	Yes	Minor leg stop	4	Yes	11,850	2	2	3	0	1	4.85	2.75

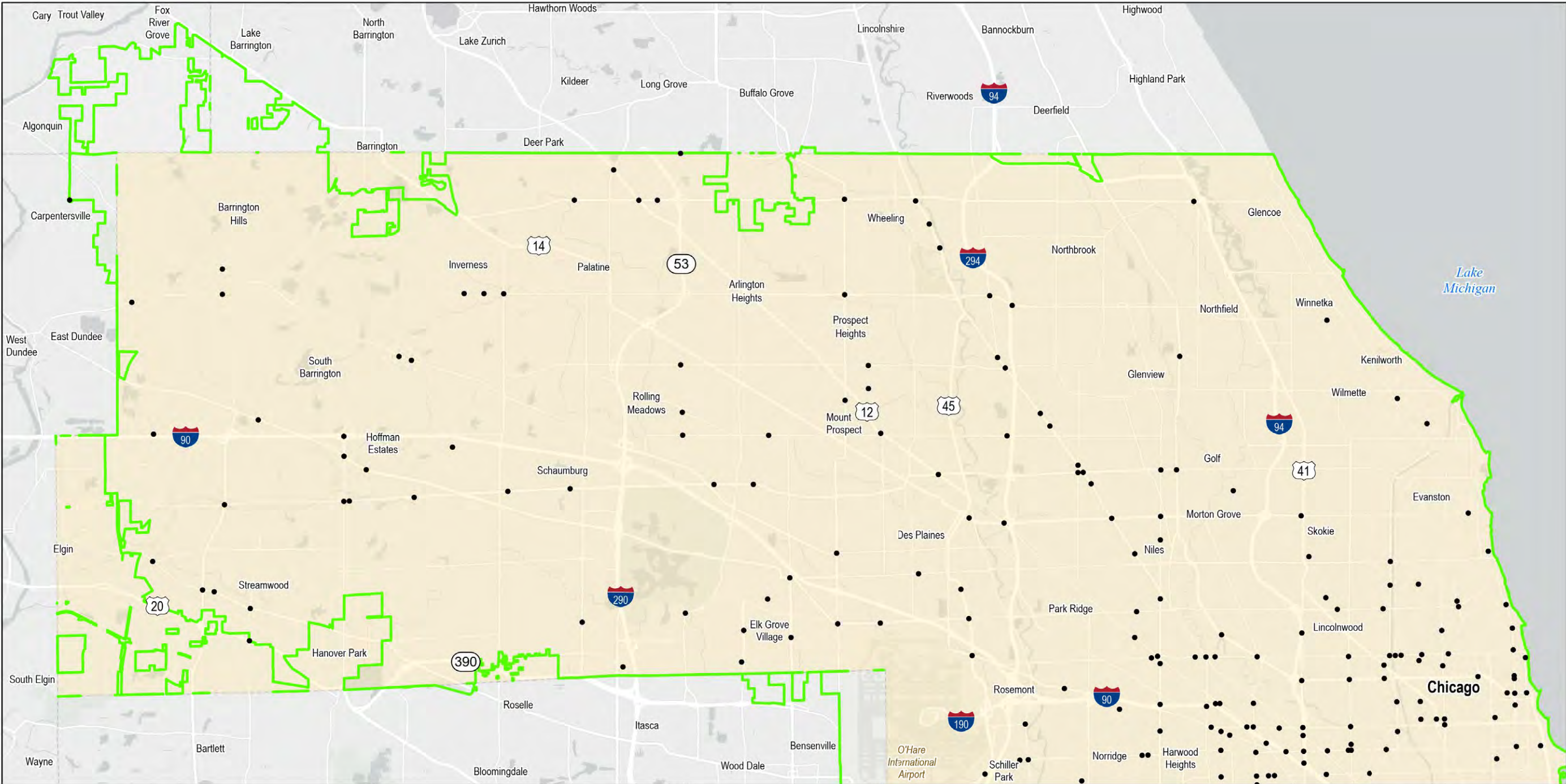
#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
251	18165	Chicago	76th St	Rhodes Ave	No	Minor leg stop	4	Yes	11,900	2	2	3	0	0	4.85	2.50
252	37695	Chicago	111th St	MORGAN ST	Yes	All-way stop	3	No	13,421	2	2	5	0	0	4.84	2.00
253	39381	Chicago	111th St	THROOP ST	Yes	All-way stop	4	Yes	12,050	2	2	3	0	1	4.84	2.75
254	63837	Chicago	Halsted St	82nd St	No	Minor leg stop	4	Yes	12,100	2	2	6	0	0	4.83	2.50
255	58891	Chicago	Kedzie Ave	Carmen Ave	No	All-way stop	4	Yes	12,500	2	2	5	0	1	4.80	2.75
256	52199	Chicago	Higgins Ave	Moody Ave	Yes	Minor leg stop	4	No	12,550	2	2	2	0	0	4.80	2.00
257	57885	Chicago	Austin Ave	Altgeld St	No	Minor leg stop	4	No	12,600	2	2	8	0	0	4.79	2.00
258	24134	Inverness	Palatine Rd	FIRTH RD	Yes	Minor leg stop	3	No	13,000	2	2	5	0	0	4.78	2.00
259	24074	Chicago	95th St	Constance Ave	Yes	Minor leg stop	3	Yes	13,100	2	2	16	0	0	4.78	2.50
260	44861	Chicago	Chicago Ave	Washtenaw Ave	No	All-way stop	4	No	12,800	2	2	9	0	1	4.78	2.25
261	13601	Chicago	83rd St	Michigan Ave	No	All-way stop	4	No	13,100	2	2	11	0	0	4.76	2.00
262	52914	Chicago	Devon Ave	N NATOMA AV	Yes	Minor leg stop	4	No	13,100	2	2	5	0	0	4.76	2.00
263	149757	Oak Park	Chicago Ave	Fair Oaks Ave	No	Minor leg stop	4	No	13,100	2	2	3	0	0	4.76	2.00
264	40875	Elk Grove Village	Nerge Rd	CHARELA LN	No	Minor leg stop	3	No	13,621	2	2	3	0	0	4.75	2.00
265	37131	Chicago	119th St	PEORIA ST	No	Minor leg stop	4	Yes	13,400	2	2	2	0	1	4.73	2.75
266	63620	Chicago	Halsted St	70th St	No	Minor leg stop	4	Yes	13,500	2	2	11	0	0	4.73	2.50
267	150000	Chicago	87th St	Dauphin Ave	No	All-way stop	4	Yes	13,500	2	2	6	0	0	4.73	2.50
268	25833	Chicago	95th St	Escanaba Ave	Yes	All-way stop	4	Yes	13,571	2	2	9	0	1	4.72	2.75
269	44832	Chicago	Belmont Ave	WASHTENAW AV	No	All-way stop	4	No	13,600	2	2	3	0	1	4.72	2.25
270	6460	Chicago	Northwest Hwy	N OSHKOSH AV	Yes	Minor leg stop	4	No	13,900	2	2	5	0	1	4.70	2.25
271	19342	Crestwood	Midlothian Tpk	Keeler Ave	No	Minor leg stop	4	Yes	14,000	2	2	3	0	0	4.70	2.50
272	35730	Chicago	79th St	UNION AV	No	All-way stop	4	Yes	14,100	2	2	6	0	1	4.69	2.75
273	63758	Chicago	South Shore Dr	78th St	Yes	Minor leg stop	4	Yes	14,200	2	2	6	0	1	4.68	2.75
274	43614	Chicago	Devon Ave	Oakley Ave	No	Minor leg stop	4	Yes	14,300	2	2	5	0	2	4.68	3.00
275	63248	Chicago	LAKE PARK AVE	E 54TH ST	No	Minor leg stop	3	Yes	14,822	2	2	7	0	0	4.67	2.50
276	59891	Homewood	Hardwood Ave	BIRCH ROAD	No	Minor leg stop	3	No	14,822	2	2	2	0	0	4.67	2.50
277	58486	Chicago	Cicero Ave	Byron St	Yes	Minor leg stop	4	No	14,450	2	2	4	0	1	4.67	2.25
278	58456	Chicago	Cicero Ave	Berenice Ave	Yes	Minor leg stop	4	No	14,450	2	2	2	0	0	4.67	2.50
279	61922	Chicago	Damen Ave	W 13TH ST	No	All-way stop	4	Yes	15,000	2	2	10	0	1	4.64	2.75
280	9867	Chicago	76th St	S NORMAL AVE;NORMAL AV	Yes	Minor leg stop	3	Yes	15,300	2	2	2	0	1	4.64	2.75
281	58602	Chicago	Central Ave	Hutchinson St	No	Minor leg stop	3	No	15,422	2	2	2	0	1	4.64	2.25
282	68357	Unincorporated	Archer Ave	95th St	Yes	Minor leg stop	3	No	18,670	2	2	10	0	0	4.63	2.50
283	44945	Chicago	Marquette Rd	Washtenaw Ave	No	Minor leg stop	4	No	15,100	2	2	2	0	0	4.63	2.00
284	50446	Chicago	Chicago Ave	N LECLAIRE AV	No	Minor leg stop	4	Yes	15,200	2	2	12	0	0	4.63	3.00
285	58252	Chicago	Laramie Ave	Henderson St	No	Minor leg stop	4	No	15,300	2	2	6	0	0	4.62	2.00
286	56861	Mount Prospect	Main St	Highland St	Yes	Minor leg stop	4	No	15,350	2	2	8	0	0	4.62	2.50
287	49850	Chicago	Madison St	N KILPATRICK AV	No	All-way stop	4	Yes	15,800	2	2	27	0	0	4.60	2.50
288	47364	Chicago	Montrose Ave	N LAWNDALE AV	No	Minor leg stop	4	Yes	15,800	2	2	6	0	2	4.60	3.00
289	57218	Cicero	Austin Blvd	15TH ST	No	Minor leg stop	4	No	15,800	2	2	6	0	1	4.60	2.25
290	57366	Cicero	Austin Blvd	13TH ST	No	Minor leg stop	4	No	15,800	2	2	6	0	0	4.60	2.00
291	53452	Chicago	Diversey Ave	Newland Ave	No	Minor leg stop	4	No	15,800	2	2	4	0	0	4.60	2.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
292	57955	Chicago	Clark St	W DRUMMOND PL	No	Minor leg stop	3	No	16,322	2	2	4	0	2	4.59	2.50
293	56977	Chicago	Pulaski Rd	W THOMAS ST	Yes	Minor leg stop	4	Yes	15,900	2	2	13	0	1	4.59	2.75
294	57296	Chicago	Laramie Ave	Le Moyne St	No	All-way stop	4	Yes	15,900	2	2	7	0	0	4.59	2.50
295	57091	Chicago	Laramie Ave	Crystal St	No	Minor leg stop	4	Yes	15,900	2	2	4	0	0	4.59	2.50
296	6853	Matteson	Governors Hwy	219TH ST	Yes	Minor leg stop	3	Yes	16,350	2	2	9	0	0	4.59	2.50
297	49023	Chicago	Pulaski Rd	S KILDARE AV	No	Minor leg stop	3	Yes	16,422	2	2	2	0	0	4.59	2.50
298	55751	Chicago	Damen Ave	W FULTON ST	No	All-way stop	4	Yes	16,100	2	2	16	0	0	4.58	2.50
299	63552	Chicago	Kedzie Ave	W 66TH ST	No	Minor leg stop	4	Yes	16,200	2	2	5	0	1	4.58	2.75
300	45435	Chicago	55th St	Francisco Ave	No	Minor leg stop	4	No	16,300	2	2	2	0	1	4.57	2.25
301	209	Riverdale	Halsted St	130th St	Yes	Minor leg stop	3	Yes	16,850	2	2	8	0	0	4.56	2.50
302	68573	Markham	167th St	CALIFORNIA AV	No	Minor leg stop	3	No	17,400	2	2	7	0	0	4.55	2.00
303	56986	Harvey	Halsted St	145th St	Yes	Minor leg stop	4	Yes	16,850	2	2	9	1	1	4.55	3.50
304	59382	Chicago	Ridge Blvd	W CHASE AV	Yes	No Controls	4	Yes	17,000	2	2	3	0	2	4.54	3.00
305	57295	Chicago	Central Ave	Le Moyne St	No	All-way stop	4	No	17,200	2	2	10	0	2	4.53	2.50
306	45954	Chicago	Diversey Ave	N ALBANY AV	Yes	Minor leg stop	4	Yes	17,300	2	2	2	1	1	4.53	3.50
307	48117	Chicago	Columbus Ave	Springfield Ave	Yes	Minor leg stop	4	Yes	17,750	2	2	2	0	1	4.51	2.75
308	60752	Chicago	Central Ave	Van Buren St	Yes	Minor leg stop	3	Yes	18,500	2	2	3	0	1	4.49	2.75
309	54961	Calumet City	Torrence Ave	Stewart Ave	Yes	Minor leg stop	4	No	18,250	2	2	4	0	1	4.49	2.25
310	55112	Calumet City	Torrence Ave	Harding Ave	Yes	Minor leg stop	4	No	18,250	2	2	2	0	0	4.49	2.00
311	56020	Chicago	Damen Ave	Hubbard St	No	Minor leg stop	4	No	18,400	2	2	17	0	0	4.49	2.00
312	157062	Brookfield	Maple Ave	BROADWAY AVE	No	All-way stop	5 or more	No	18,475	2	2	6	0	0	4.48	2.00
313	49607	Chicago	Diversey Ave	N KENTON AV	No	Minor leg stop	4	No	18,500	2	2	2	0	0	4.48	2.00
314	44194	Chicago	Roosevelt Rd	Campbell Ave	Yes	Minor leg stop	3	Yes	18,950	2	2	6	0	0	4.48	2.50
315	60162	Chicago	Hamlin Ave	W WILCOX ST	No	Minor leg stop	4	Yes	18,600	2	2	7	0	1	4.48	2.75
316	64637	Chicago	Halsted St	128th Pl	Yes	All-way stop	4	Yes	18,971	2	2	8	0	0	4.47	2.50
317	58045	Chicago	Narragansett Ave	George St	Yes	Minor leg stop	4	No	19,100	2	2	8	0	0	4.46	2.00
318	58229	Chicago	Narragansett Ave	School St	Yes	Minor leg stop	4	No	19,100	2	2	2	0	1	4.46	2.25
319	60770	Harvey	Dixie Hwy	156TH ST	Yes	Minor leg stop	4	Yes	19,150	2	2	7	0	0	4.46	2.50
320	54546	Country Club Hills	Pulaski Rd/Crawford Ave	168 PL	Yes	Minor leg stop	3	No	19,650	2	2	10	0	0	4.46	2.00
321	1492	Hazel Crest	Kedzie Ave	HAWTHORNE LN	No	Minor leg stop	3	No	19,724	2	2	3	0	2	4.46	2.50
322	46054	Chicago	Roosevelt Rd	Albany St	Yes	Minor leg stop	4	Yes	19,400	2	2	5	0	1	4.45	2.75
323	12695	Ford Heights	Lincoln Hwy	Lexington Ave	Yes	Minor leg stop	4	Yes	19,450	2	2	5	0	0	4.45	2.50
324	54301	Chicago	Irving Park Rd	Page Ave	Yes	No Controls	3	No	19,800	2	2	2	0	0	4.45	2.00
325	50713	Chicago	Montrose Ave	Lockwood Ave	Yes	Minor leg stop	4	No	20,000	2	2	4	0	2	4.43	2.50
326	53687	Chicago	Irving Park Rd	Nordica Ave	Yes	Minor leg stop	3	No	20,450	2	2	2	0	0	4.43	2.00
327	150953	Hickory Hills	Roberts Rd	97TH ST	No	Minor leg stop	4	Yes	20,300	2	2	3	0	2	4.42	3.00
328	48293	Chicago	Lawrence Ave	Keystone Ave	Yes	All-way stop	4	No	20,400	2	2	2	0	1	4.42	2.25
329	47077	Chicago	47th St	S DRAKE AV	Yes	Minor leg stop	3	Yes	22,171	2	2	3	0	0	4.41	2.50
330	38816	Cicero	Ogden Ave	61st Ave	Yes	Minor leg stop	3	No	21,150	2	2	2	0	0	4.41	2.00
331	35729	Chicago	76th St	UNION AV	Yes	All-way stop	4	Yes	21,100	2	2	12	0	0	4.40	2.50
332	19779	Arlington Heights	Central Rd	CLEVELAND AVE	Yes	Minor leg stop	3	No	21,550	2	2	2	0	0	4.40	2.00
333	3905	Chicago	63rd St	Peoria St	No	Minor leg stop	4	Yes	21,200	2	2	8	0	0	4.40	3.00

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
334	148902	Matteson	Lincoln Hwy	Willow Rd	Yes	Minor leg stop	4	No	21,250	2	2	3	0	0	4.40	2.00
335	47382	Chicago	Addison St	N LAWNDAL AV	Yes	Minor leg stop	3	No	21,700	2	2	5	0	1	4.39	2.25
336	33693	Harwood Heights	Lawrence Ave	Olcott Ave	Yes	Minor leg stop	4	No	21,950	2	2	8	0	0	4.38	2.00
337	150837	Chicago	Archer Ave	Kolin Ave	No	Minor leg stop	5 or more	No	22,000	2	2	4	1	0	4.38	3.25
338	47728	Chicago	47th St	S HAMLIN AV	Yes	No Controls	4	No	22,171	2	2	3	0	0	4.37	2.00
339	63460	Chicago	Ashland Ave	W 62ND ST	No	Minor leg stop	4	Yes	22,300	2	2	5	0	0	4.37	2.50
340	63556	Chicago	Ashland Ave	W 66TH ST	No	Minor leg stop	4	Yes	22,300	2	2	5	0	1	4.37	2.75
341	29625	Calumet Park	127th St	Loomis St	Yes	Minor leg stop	4	No	22,450	2	2	6	0	0	4.37	2.00
342	4901	Matteson	Vollmer Rd	TREEHOUSE RD	No	Minor leg stop	3	No	22,926	2	2	4	0	1	4.37	2.25
343	52355	Chicago	Devon Ave	N MERRIMAC AV	Yes	Minor leg stop	3	No	23,150	2	2	3	0	1	4.36	2.25
344	151201	Niles	Harlem Ave	Jarvis Ave	Yes	Minor leg stop	4	No	23,402	2	2	4	0	2	4.35	2.50
345	56885	Oak Forest	Cicero Ave	153rd St	Yes	Minor leg stop	4	No	23,450	2	2	8	0	1	4.34	2.25
346	19623	Cicero	Ogden Ave	50th Ave	Yes	Minor leg stop	3	No	23,950	2	2	4	0	0	4.34	2.00
347	60843	Bellwood	25th Ave	ADAMS ST	No	Minor leg stop	3	No	24,327	2	2	4	0	0	4.33	2.00
348	19243	Hoffman Estates	Algonquin Rd	Versailles Rd	Yes	Minor leg stop	3	No	24,550	2	2	11	0	0	4.33	2.00
349	45006	Chicago	Devon Ave	Fairfield Ave	No	Minor leg stop	4	Yes	24,800	2	2	5	0	1	4.32	2.75
350	45919	Chicago	Devon Ave	Albany Ave	No	Minor leg stop	4	Yes	24,800	2	2	3	0	1	4.32	2.75
351	44857	Chicago	North Ave	Washtenaw Ave	Yes	Minor leg stop	4	Yes	24,850	2	2	10	1	1	4.31	3.50
352	32688	Des Plaines	Oakton St	Fifth Ave	Yes	Minor leg stop	3	No	25,250	2	2	5	0	2	4.31	2.50
353	33342	Hoffman Estates	Golf Rd	Kingsdale Rd	Yes	Minor leg stop	4	No	25,150	2	2	5	0	0	4.31	2.00
354	31184	Franklin Park	Grand Ave	LOUIS ST	No	Minor leg stop	3	No	25,961	2	2	2	0	1	4.30	2.25
355	49391	Chicago	North Ave	Kilbourn Ave	Yes	Minor leg stop	3	Yes	26,150	2	2	5	0	1	4.30	2.75
356	50347	Burbank	79th St	LECLAIRE AVENUE	Yes	Minor leg stop	4	No	26,150	2	2	6	1	0	4.29	2.75
357	419	Harvey	Sibley Blvd	Myrtle Ave	Yes	Minor leg stop	3	Yes	26,750	2	2	2	0	0	4.29	2.50
358	14777	La Grange	La Grange Rd	nan	Yes	Minor leg stop	4	No	26,650	2	2	2	0	0	4.28	2.00
359	56123	Maywood	First Ave	Pine St	Yes	Minor leg stop	3	No	27,050	2	2	3	0	0	4.28	2.00
360	150965	Riverside	Harlem Ave	Lindberg Rd;30th St	Yes	All-way stop	4	No	26,750	2	2	14	0	0	4.28	2.00
361	42287	Blue Island	127th St	Homan Ave	Yes	Minor leg stop	4	Yes	26,750	2	2	6	0	1	4.28	2.75
362	64089	Chicago	Halsted St	96th St	Yes	Minor leg stop	3	No	27,350	2	2	3	0	1	4.28	2.25
363	51003	Chicago	North Ave	Lotus Ave	Yes	Minor leg stop	3	Yes	27,500	2	2	2	0	0	4.27	2.50
364	2174	Oak Forest	159th St	LeClaire Ave	Yes	Minor leg stop	4	No	27,650	2	2	7	0	1	4.27	2.25
365	12939	Alsip	127th St	Tripp Ave	Yes	Minor leg stop	3	No	28,150	2	2	3	0	0	4.26	2.00
366	62474	Chicago	Western Ave	W 25TH ST	No	Minor leg stop	4	Yes	27,900	2	2	6	0	0	4.26	2.50
367	148701	Riverside	Harlem Ave	31st St;York Rd	Yes	Minor leg stop	4	No	27,950	2	2	14	0	1	4.26	2.25
368	63657	Chicago	Western Ave	W 73RD ST	Yes	Minor leg stop	4	Yes	29,150	2	2	5	0	0	4.24	2.50
369	31916	Harvey	159th St	Paulina Ave	Yes	Minor leg stop	4	Yes	29,450	2	2	3	1	0	4.24	3.25
370	60662	Chicago	Cicero Ave	Gladys Ave	Yes	Minor leg stop	4	Yes	29,650	2	2	7	0	2	4.24	3.00
371	57122	Chicago	Cicero Ave	Potomac Ave	Yes	Minor leg stop	3	Yes	30,050	2	2	4	0	1	4.24	2.75
372	30324	Niles	Milwaukee Ave	Ottawa Ave	Yes	Minor leg stop	3	No	30,350	2	2	3	0	1	4.23	2.25
373	66333	Harvey	159th St	Center St	Yes	Minor leg stop	3	Yes	31,919	2	2	4	0	0	4.23	2.50
374	10947	Dolton	Sibley Blvd	Evers St	Yes	Minor leg stop	4	No	30,850	2	2	7	2	0	4.22	3.50
375	54105	Chicago	Touhy Ave	Oriole Ave	Yes	Minor leg stop	4	No	31,050	2	2	3	1	0	4.22	2.75

#	CMAP Intersection ID	Municipality	Major Street Name	Minor Street Name	State Jurisdiction	Traffic Control Type	# of Legs	Area of Persistent Poverty	Total Entering Vehicles (Daily)	Total KA Crashes	Sum of KA Injuries	Sum of KAB Injuries	Fatalities of Pedestrians/ Bicyclists	A-Injuries of Pedestrians/ Bicyclists	CPM	Prioritization Score
376	30707	Markham	159th St	Clifton Pk	Yes	Minor leg stop	3	Yes	31,650	2	2	6	0	0	4.21	2.50
377	38630	Cicero	Cermak Rd	61st Ave	Yes	Minor leg stop	4	No	31,350	2	2	3	0	2	4.21	2.50
378	56784	Cicero	Cicero Ave	21st St	Yes	Minor leg stop	4	Yes	31,650	2	2	4	0	0	4.21	2.50
379	150648	Chicago	Ridge Ave	Wayne Ave;Hollywood Ave	Yes	Minor leg stop	4	No	32,650	2	2	6	1	0	4.20	2.75
380	29292	Broadview	Cermak Rd	19TH AVENUE	Yes	Minor leg stop	3	No	34,971	2	2	2	0	0	4.19	2.00
381	7366	Chicago	Western Ave	GEORGE ST	No	Minor leg stop	3	No	34,828	2	2	3	0	2	4.18	2.50
382	63839	Chicago	Stony Island Ave	82nd St	Yes	Minor leg stop	4	No	34,450	2	2	17	0	0	4.18	2.00
383	63882	Chicago	Stony Island Ave	84th St	Yes	Minor leg stop	4	No	34,450	2	2	5	0	0	4.18	2.00
384	55727	Stickney	Harlem Ave	40th St	Yes	Minor leg stop	3	No	35,950	2	2	5	0	1	4.17	2.25
385	58648	Glenview	Milwaukee Ave	Linneman St	Yes	Minor leg stop	3	No	37,850	2	2	3	0	0	4.15	2.00
386	63791	Bridgeview	Harlem Ave	81st St	Yes	Minor leg stop	3	No	40,250	2	2	4	1	0	4.13	2.75
387	56874	Bridgeview	Harlem Ave	76th St	Yes	Minor leg stop	3	No	40,350	2	2	7	0	1	4.13	2.25
388	36239	Oak Lawn	95th St	Natoma Ave	Yes	Minor leg stop	3	Yes	42,650	2	2	3	0	0	4.11	2.50
389	62065	Bridgeview	Harlem Ave	91st St	Yes	Minor leg stop	3	No	44,550	2	2	8	0	1	4.10	2.25
390	151437	Chicago	Cicero Ave	85th St	Yes	Minor leg stop	4	No	45,350	2	2	8	1	0	4.09	2.75
391	3269	Franklin Park	Mannheim Rd	Crown Rd	Yes	Minor leg stop	3	No	46,050	2	2	4	0	0	4.09	2.00
392	61250	Oak Lawn	Cicero Ave	109th St	Yes	Minor leg stop	4	No	46,550	2	2	4	0	1	4.09	2.25
393	63355	Summit	Harlem Ave	59th St	Yes	Minor leg stop	3	No	47,366	2	2	3	0	0	4.08	2.00

APPENDIX B – HIN Intersections Maps

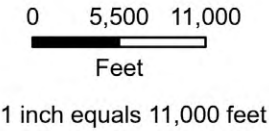


- Legend**
- HIN Intersection
 - ▭ Cook County SAP Analysis Area
 - ▭ Cook County Boundary

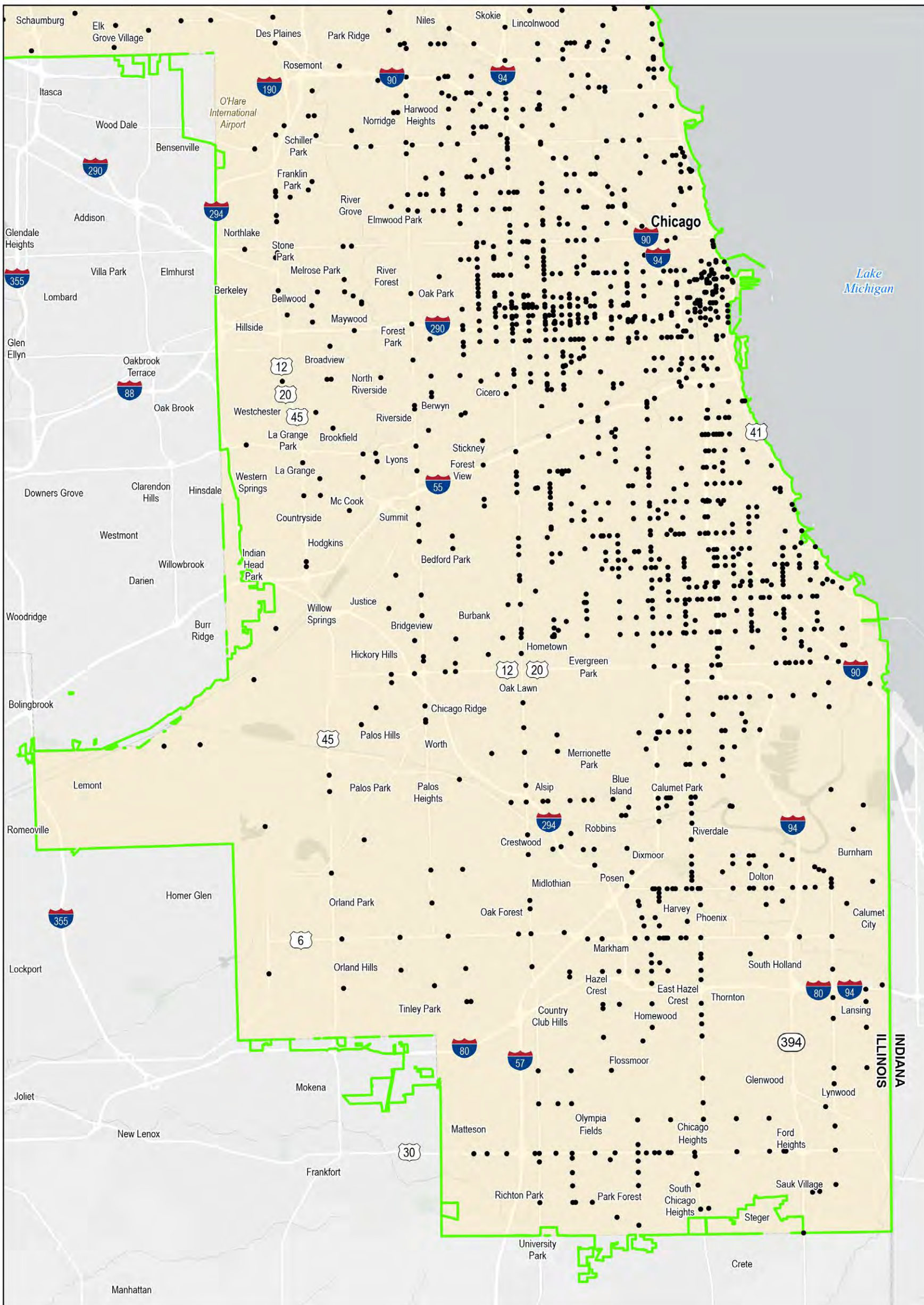
Basemap Source: ESRI



HIN Intersections
Cook County, Illinois



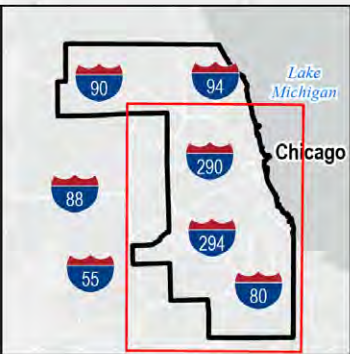
Jacobs



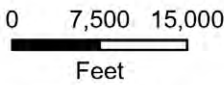
Legend

- HIN Intersection
- ▬ Cook County SAP Analysis Area
- ▬ Cook County Boundary

Basemap Source: ESRI



**HIN Intersections
Cook County, Illinois**

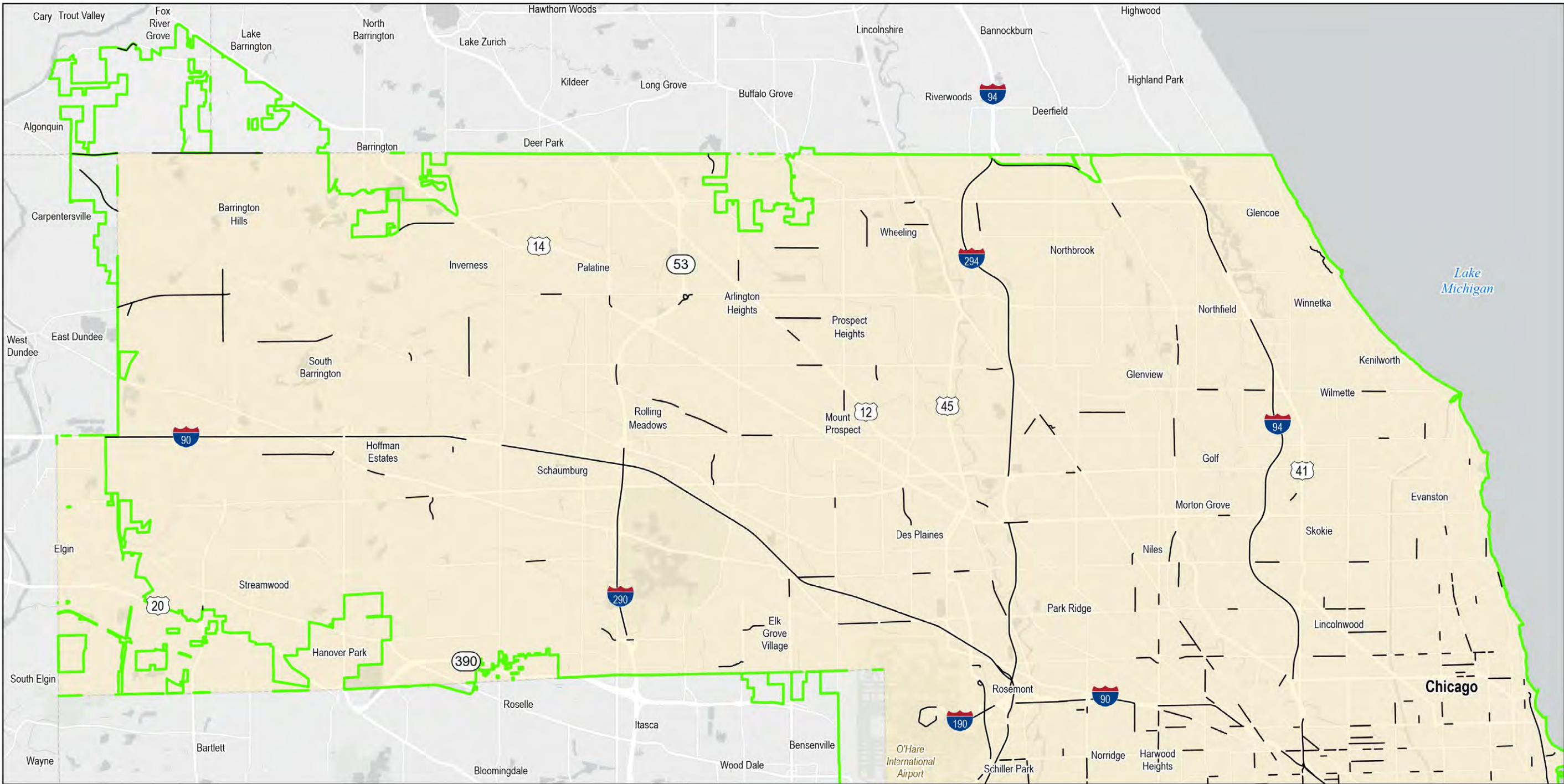


1 inch equals 15,000 feet

Jacobs

C:\Users\jg15\OneDrive\Documents\Cook County DOT\CMAP\Cook County DOT\CMAP\Map Templates\Cook County DOT\CMAP\Map Template.aprx - DM061111 8/26/2025

APPENDIX B - HIN Segments Maps



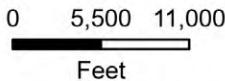
Legend

- HIN Segment
- ▭ Cook County SAP Analysis Area
- ▭ Cook County Boundary

Basemap Source: ESRI

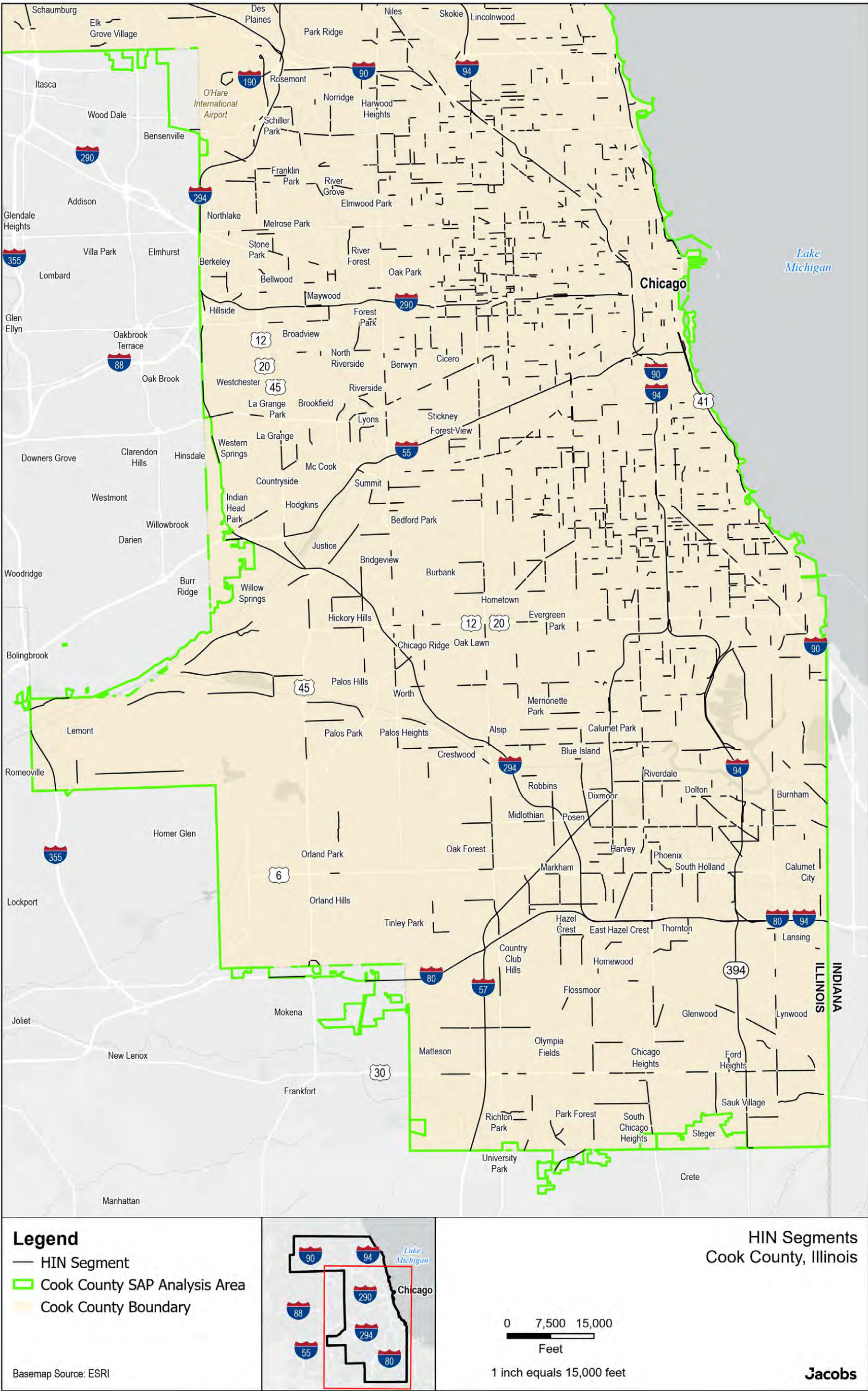


HIN Segments
Cook County, Illinois



1 inch equals 11,000 feet

Jacobs



SAFE TRAVEL FOR ALL

Appendix C

Process and Policy Review Report

Cook County: Safety Action Plan

Policy and Process Review
Deliverable 2.2

March 2025

PREPARED FOR:
Chicago Metropolitan Agency for Planning
Cook County Department of Transportation and Highways

SAFE TRAVEL FOR **ALL**

Contents

Contents	2
1. Policy and Process Review	4
1.1. State Plans	4
1.1.1. Illinois Strategic Highway Safety Plan 2022-2026 (2022)	4
1.1.2. Illinois Long-Range Transportation Plan (2019)	5
1.1.3. Illinois Bike Transportation Plan (2014).....	5
1.1.4. Illinois Vulnerable Road User Safety Assessment (2023)	6
1.2. Cook County Plans.....	6
1.2.1. Cook County Policy Roadmap 2024-2027 (2023).....	6
1.2.2. Connecting Cook County: 2040 Long-Range Transportation Plan (2016)	7
1.2.3. Connecting Cook County: Freight Plan (2018).....	9
1.2.4. Cook County Bike Plan (2023)	9
1.2.5. Cook County Transit Plan (2023).....	10
1.2.6. Connecting Cook County: Americans with Disabilities Act (ADA) Transition Plan (2024)	11
1.3. City of Chicago Plans	11
1.3.1. Vision Zero Chicago Action Plan (2017)	11
1.3.2. Chicago Traffic Crashes Annual Report (2024).....	12
1.4. Local Plans	13
1.4.1. Local Safety Action Plans	13
1.4.2. Local Active Transportation Plans.....	13
1.5. Policy Assessment	14
1.5.1. 605 ILCS 5/4-220: Bicycle and Pedestrian Ways.....	14
1.5.2. 55 ILCS 5/5-1035.1: County Motor Fuel Tax Law	15
1.5.3. Bureau of Local Roads and Streets Manual – Ch. 32: Geometric Design Tables (New Construction/Reconstruction) (Updated August 2016)	15
1.5.4. Illinois Vehicle Code Sec. 11-208.6. Automated traffic law enforcement system (625 ILCS 5/11-208.6).....	16
1.5.5. Illinois Vehicle Code Sec. 11-208.8. Automated speed enforcement systems in safety zones (625 ILCS 5/11-208.8)	17
1.5.6. 625 ILCS 7/1. Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act.....	17

1.5.7. Cook County Complete Streets Ordinance (2011).....	18
1.5.8. Memorandum of Understanding Between the Illinois Department of Transportation and the Chicago Department of Transportation to Collaborate on Traffic Safety Infrastructure (2023)	18
1.5.9. Rules for the City of Chicago for Safety Enhancing Vehicle Equipment Contracting (2018)	19
1.5.10. Local Complete Streets Policies	19
Conclusion	20

Appendix List

Appendix A: Inventory of Municipal Active Transportation Plans and Complete Streets Policies
in Cook County

1. POLICY AND PROCESS REVIEW

Transportation safety is a critical issue that affects every community in Cook County, influencing public health, economic vitality, and community livability. With the rise in traffic fatalities and serious injuries, there is an urgent need for a coordinated and data-driven approach to improve road safety. The Cook County Safety Action Plan aims to reduce and ultimately eliminate traffic-related deaths and serious injuries by aligning local, county, and state planning and policymaking efforts toward a unified approach.

The Chicago Metropolitan Agency for Planning (CMAP), in collaboration with the Cook County Department of Transportation and Highways (DoTH), is leading the development of this plan as part of the broader Safe Travel for All initiative. Safe Travel for All is a regional effort focused on fostering safer streets across northeastern Illinois by integrating proven safety strategies with community-driven solutions.

The Policy and Process Review is a key component of the Safety Action Plan. The review examines existing plans, policies, guidelines, and standards at the state, county, and local levels to identify common goals and strategies that influence transportation safety in Cook County.

By analyzing planning priorities, regulatory frameworks, and investment priorities, this section provides a foundation for aligning efforts across jurisdictions and agencies. The findings presented here will inform the next phase of the Safety Action Plan, supporting the development of planning strategies, policy recommendations, and targeted interventions that will advance safety improvements throughout Cook County's transportation network.

1.1. State Plans

1.1.1. *Illinois Strategic Highway Safety Plan 2022-2026 (2022)*

The Illinois Strategic Highway Safety Plan (IL SHSP) aims to eliminate fatalities and serious injuries on Illinois roadways. The plan addresses a concerning increase in roadway deaths — 1,341 fatalities in 2021 marked a 12 percent rise from 2020 and a 32 percent rise from 2019. The IL SHSP offers comprehensive and data-driven transportation safety strategies that integrate education, enforcement, engineering, and emergency services (the 4Es of safety). It outlines statewide performance measures and goals, with a focus on reducing fatalities and serious injuries by 2 percent annually over the next 5 years (2022 to 2026).

Adopting the Safe System Approach, the IL SHSP emphasizes creating multiple layers of safety through safer roads, speeds, vehicles, road users, and effective post-crash care. Key focus areas include:

- Addressing speeding and aggressive driving
- Impaired and distracted driving
- Unrestrained occupants
- The needs of vulnerable road users such as pedestrians and bicyclists

The plan leverages data analysis and stakeholder engagement to identify priorities and strategies in pursuit of this aggressive vision of eliminating all roadway deaths. To implement these strategies, the plan establishes an Executive Committee consisting of IDOT, the Illinois State Police, the Illinois State Board of Education, the Illinois Secretary of State, and the Illinois Department of Public Health. It also establishes a performance evaluation process to measure the SHSP's effectiveness in achieving its goals, helping to guide future SHSP processes.

1.1.2. Illinois Long-Range Transportation Plan (2019)

The Illinois Long-Range Transportation Plan (LRTP) provides a strategic vision for the development of a sustainable and multimodal transportation system that supports local goals and economic growth. Shaped by extensive stakeholder input, the LRTP offers a policy framework to guide the Illinois Department of Transportation's (IDOT) programs and modal plans, emphasizing safety, efficiency, and reliability. To improve safety, IDOT commits to supporting projects that will improve connectivity and coordination between different modes of transportation, improving roadway infrastructure conditions to address potential safety hazards, and promoting non-motorized safety by targeting high-crash locations.

Key highlights include a focus on data-driven decision-making, asset management planning, and performance-based project selection. The plan addresses funding challenges and the need for sustainable revenue while also looking ahead to prepare for emerging technologies. Collaboration with residents and businesses is highlighted as an integral component to the plan's success, ensuring that the transportation system meets the needs of all stakeholders. Illinois' next LRTP, Move Illinois, is currently in progress and scheduled to be released during 2024.

1.1.3. Illinois Bike Transportation Plan (2014)

Through the Illinois Bike Transportation Plan, IDOT seeks to enhance transportation safety and sustainability across Illinois by implementing improvements to infrastructure, design, and policies for people biking. The plan provides the Department with policies, best practices, and strategic direction for implementing a sustainable, multimodal transportation system in Illinois through more than 200 recommendations and actions items that will enhance IDOT's ability to provide safe and cost-effective accommodations for cyclists throughout the State.

A key outcome of the plan is the establishment of the Illinois Bicycle Facility Inventory System (BFIS), an important tool for tracking the development of local bikeways networks and identifying gaps to fill across the state. Through this tool, IDOT has centralized information about bike lanes, paths, trails, and their associated characteristics to for use by other agencies, local practitioners, and members of the public.

As the first statewide bike plan in Illinois, the Bike Transportation Plan sets a course for IDOT to systematically integrate transportation alternatives into existing state operations. In addition to establishing the BFIS, the plan also identifies network recommendations for

bikeways corridors to prioritize for development and advises updates to statewide department design manuals to ensure consideration of Complete Streets policies and design principles. IDOT is continuing to pursue its vision of a safe, sustainable, and integrated multimodal transportation system by developing an update to the 2014 Bike Plan through its statewide active transportation planning process, Walk. Roll. Illinois.

1.1.4. Illinois Vulnerable Road User Safety Assessment (2023)

IDOT's Illinois Vulnerable Road User (VRU) Safety Assessment establishes a process to identify safety trends, policies, rules, and procedures that will facilitate safe travel by vulnerable road users. A VRU is defined as any non-motorist – which may include people walking, biking, or rolling – as well as highway workers on foot in work zones. The VRU Safety Assessment provides a foundation for improving travel safety conditions for these groups across Illinois in response to increasing fatality rates, particularly among people walking and biking.

Through the VRU Safety Assessment, IDOT developed a high-injury network (HIN) to identify areas of bicycle and pedestrian crash concentrations that may be potential locations for improvements. The HIN identifies 297 miles of high tier roadway segments across Illinois where crash risk is greatest, including 105 miles in Chicago, 69 miles in Cook County, and 79.5 miles in the collar counties. Notably, 52% of these locations are in disadvantaged areas where communities face barriers to affordable, fair, reliable, and safe transportation. Top HIN locations in Chicago include Humboldt Boulevard and Pulaski Road, while other HIN locations in Cook County outside Chicago include Cicero Avenue, Mannheim Road, and Cermak Road.

The VRU Safety Assessment also performed a systemic safety analysis to identify common features and contributing factors to locations that are overrepresented in VRU crashes. The goal of the systemic safety analysis is to equip agencies with information they need to proactively identify where crashes may be more likely to occur – variables in this systemic safety analysis included land use, geometric characteristics of the roadway, public and stakeholder input, and poverty areas. While darkness and a lack of visibility associated with nighttime conditions was the single highest contributing factor to VRU crashes in Illinois, inclement weather, SUV vehicle types, and left-turning movements were significant factors that were overrepresented in VRU crashes. In Cook County specifically, children, teens and younger adults were also overrepresented in VRU crashes. By applying the results of the HIN and the systemic safety analysis to future project selection and roadway improvement projects, the VRU Safety Assessment can position agencies across the state to implement proven safety countermeasures in known and anticipated locations of concern.

1.2. Cook County Plans

1.2.1. Cook County Policy Roadmap 2024-2027 (2023)

The Policy Roadmap serves as Cook County's strategic plan, aligning the work of the County Offices Under the President (OUP) across the following six priority areas:

- Health and wellness

- Economic and community development
- Safety and justice
- Climate resiliency
- Public infrastructure and technology
- Good government

The Policy Roadmap documents the County's goals and charts its path over the next 4 years, establishing aspirational and high-level goals, objectives, and strategies to improve outcomes for residents through coordination and collaboration between the OUP. The document establishes sets of policy priorities according to each of the six priority areas, setting forth a plan to make progress toward communities that are healthy, vital, safe and thriving, sustainable, connected, and open.

The strategies are the most granular level of discussion in the structure in the document. These focus on the specific issues impacting each of the priority areas and reflect the goals and values of the OUP, establishing a common heading for these departments.

Many of the policy strategies that are most likely to impact transportation safety fall under the Connected Communities priority area, “investing in sustainable transportation throughout Cook County.” Relevant strategies include advocating for transportation investments and reforms; integrating intelligent transportation technologies; and investing in transit, bicycle, electric vehicle, and pedestrian access throughout the County. Promoting more accessible multimodal transportation opportunities is a strategy that cuts across several of the priority areas including advancing sustainability, improving physical health outcomes, connecting investment to balanced economic development, and promoting transit-oriented land uses. Objectives and strategies in the Safe and Thriving Communities section are primarily focused on violence reduction and criminal justice reform as opposed to transportation safety.

1.2.2. Connecting Cook County: 2040 Long-Range Transportation Plan (2016)

Connecting Cook County, the County's first strategic transportation plan in more than 75 years, establishes a set of priorities and actions that guide where and how Cook County will invest in transportation to attract and retain businesses, people, capital, and talent. The plan frames transportation as essential to creating functional and livable communities and supporting people as they engage in a regional economy that has connections across the globe. The plan focuses on five key policy priorities:

1. Prioritize transit and other transportation alternatives
2. Support the region's role as North America's freight capital
3. Promote equal access to opportunities
4. Maintain and modernize what already exists
5. Increase investments in transportation

A central theme of the plan is Cook County's role as a crucial nexus of the North American transportation network, including its role in facilitating the movement of goods and services

and the economic benefits this status brings. With this in mind, a primary motivation behind Connecting Cook County is to take a more active role in shaping this transportation network. The plan offers a call to action as well as a policy framework to promote strategic partnerships and investments that will strengthen the economy and support communities.

One catalyst for the County's interest in taking greater agency over its transportation network and the policies impacting it is a recognition that the transportation system people rely on was built for an earlier era. The plan identifies car-centric development and underinvestment in transportation alternatives as concerning issues, acknowledging that much of the infrastructure carrying millions of people every day is aging and even deficient. Transit is identified as the most crucial transportation alternative – while Cook County enjoys one of the most robust transit networks in the United States, investment and ridership both lag other major urban areas, and access to the system is not distributed fairly.

Meanwhile, walking and biking are also framed as important transportation alternatives. The plan stresses the need to plan infrastructure and policy for safe walking and biking as essential components of the transportation system, not just as leisure or recreational activities. High quality mobility choices create more livable communities, and the plan cites increasing rates of walking and biking at both the local and national levels as a reason to reassess the degree to which residents' needs and preferences are adequately served by the current system. As an example of this, the plan identifies the Touhy Avenue Multi-Modal Safety and Capacity Improvement Project as a successful case study – through this effort, the County supported the modernization of a critical vehicle and truck route while also adding much-needed sidewalks, crosswalks, refuge islands, and bus shelters.

Key actions and policies impacting transportation safety identified in Connecting Cook County include:

- Increasing the State motor fuel tax and making funds available for investments in all modes of transportation.
- Enacting a reliable and consistent source of transportation capital funding.
- Funding transportation improvements in support of transit-oriented developments to make it easier and more convenient to walk, bike, or take transit to destinations (improvements supported by the Department will include sidewalks, facilities for bicycles, and community plazas).
- Encouraging and supporting local governments to adopt and implement Complete Streets ordinances.
- Assisting local governments with the adoption of bicycle/pedestrian planning programs.
- Redesigning existing streets and intersections to provide enhanced mobility for bicycling, walking, transit, and senior, families with young children, and those with disabilities by adding bike lanes, sidewalks, and improved compatibility with bus traffic.

- Adopting new, more rigorous investment criteria for the use of County transportation funds.
- Advancing implementation of transportation safety programs and developing a Cook County roadway safety program to be shared with local governments.

1.2.3. *Connecting Cook County: Freight Plan (2018)*

Cook County's Freight Plan provides a strategic framework to enhance the region's freight transportation system, which is central to its economic vitality and role as the Midwest's primary freight distribution hub. The plan outlines a proactive leadership role for the County, emphasizing interagency coordination across local, state, and federal levels to fund and implement key freight projects. With a vision extending through 2040, this plan strategically positions Cook County to maintain its competitive edge, manage increasing freight volumes safely, and foster sustainable economic and community growth.

The plan highlights several key areas for development, including infrastructure investment, policy initiatives, and interagency partnerships, all aimed at modernizing the freight network, improving safety, and promoting economic growth. Grounded in data and aligned with the County's LRTP and Connecting Cook County, the Freight Plan addresses the condition of infrastructure, the complexities of multi-jurisdictional governance, and the impact of freight movement on local communities.

A central theme of the Freight Plan involves navigating the tradeoffs that arise between the enormous benefits that are realized through Cook County's intensive freight traffic and the adverse impacts that create a burden for some municipalities and neighborhoods, which often have the fewest resources, that are disproportionately affected by freight traffic on local roads. High volumes of freight movement can bring about safety and quality of life concerns for local communities as large trucks compete with passenger traffic and disrupt local bike and pedestrian networks, and at-grade rail crossings bisect neighborhoods and create hazardous disruptions to the transportation network. Key corridors of concern include:

- Cicero Avenue
- Harlem Avenue
- Mannheim Road
- 95th Street

To mitigate these and other issues, Cook County seeks to exercise leadership in supporting lower-resourced municipalities in developing truck route improvements and highway-rail grade separation projects, implement the Truck Routing, Infrastructure, Permitting and Parking Program, and promote coordinated community and economic development around freight investment projects.

1.2.4. *Cook County Bike Plan (2023)*

The Cook County Bike Plan lays out the opportunities and priorities DoTH has to improve conditions for people biking across Cook County. The plan expands on the vision of

Connecting Cook County to serve as a tool for local agencies that want to better support cycling in their communities. It also positions DoTH to take on a greater leadership role in advancing projects where identification of a lead agency would otherwise be difficult. The key planning priorities and principles include:

- Increasing everyday cycling by connecting existing bike infrastructure to major destinations
- Creating a core low-stress bike network to ensure riders feel comfortable
- Making bike lanes and paths more accessible to residents through balanced investments

To advance these priorities, the County commits to building and improving bike infrastructure along its roadways to implement key network connections, support feasibility studies for new trails, and provide technical assistance to municipalities as they designate new bike routes on residential streets. The County also commits to partner with agencies to implement safety countermeasures in locations where bike routes cross major roads.

A major theme of this plan is an emphasis on targeting the “interested but concerned” segment of the population, where there is the greatest opportunity to shift travel habits toward increased biking. To do this, it is critical to expand the availability of lower-stress routes. While off-street trails and side paths are typically viewed as the most comfortable facilities for newer cyclists, the spatial constraints of urban streets mean that most of the future low-stress network should be composed of residential streets that smoothly connect to streets in adjacent communities (or to trails and side paths as available). The County’s proposed bike network would ensure that 96 percent of residents are within 1 mile of a low-stress route. Barriers to implementing the plan include limitations on municipal resources and capacity to construct and maintain robust networks at the local scale, as well as historic and cultural barriers to adopting cycling in communities that have been adversely impacted by underinvestment and the burdens of harmful transportation infrastructure.

1.2.5. Cook County Transit Plan (2023)

The Cook County Transit Plan offers a framework to enhance the efficiency, accessibility, and safety of the County’s transit system. Recognizing the essential role of public transit in daily life, the plan addresses existing service gaps, accessibility issues, and financial challenges exacerbated by the COVID-19 pandemic. With roughly 90 percent of the region's transit trips originating or ending in Cook County, the plan emphasizes transit's importance in providing access to jobs, education, healthcare, and essential services for hundreds of thousands of residents.

Key highlights include strategies to expand transit access and improve service frequency, reliability, and station accessibility, ensuring that transit meets the needs of all residents, including those with disabilities. Through partnerships with agencies like the Chicago Transit Authority (CTA), Pace, Metra, and the Regional Transportation Authority (RTA), the plan promotes County involvement in coordinated investments and pilot programs to address specific regional needs, such as expanded bus services, enhanced bike and pedestrian access

to transit, better bus stops, and fare integration. Initiatives like the Fair Transit South Cook pilot and the Invest in Cook program demonstrate Cook County’s existing role in championing transit innovations and its potential to take greater leadership in regional transit efforts.

The Transit Plan’s emphasis on expanding access and improving service offers significant safety benefits. The plan focuses on creating better bus stops with amenities such as lighting, seating, and shelters, which provide dignified and safe facilities for transit users. The plan also stresses making accessibility improvements to make all components of a transit trip ADA-accessible, ensuring that it is safe for all individuals regardless of disability status.

1.2.6. Connecting Cook County: Americans with Disabilities Act (ADA) Transition Plan (2024)

Cook County’s Americans with Disabilities Act (ADA) Transition Plan establishes a roadmap to enhance accessibility across the County’s public right-of-way, particularly for people with disabilities, seniors, and others with mobility challenges. Anchored in compliance with the ADA and Section 504 of the Rehabilitation Act, the plan reflects the County’s commitment to more inclusive and accessible transportation infrastructure and builds on the goals of *Connecting Cook County*.

The ADA Transition Plan improves transportation safety by addressing inadequate pedestrian facilities throughout Cook County. The plan establishes processes that will help the County make its infrastructure compliant with ADA regulations and Public Right-of-Way Accessibility Guidelines (PROWAG). The County identified physical and policy barriers within its jurisdiction that hinder accessibility in order to address these barriers with prioritized, scheduled improvements. The County committed to application of PROWAG standards, including specifications for pedestrian crossings, curb ramps, detectable warning surfaces, and pedestrian access routes to ensure all newly constructed or altered facilities meet high accessibility standards. The plan also establishes a formal complaint procedure that allows residents to submit accessibility complaints or grievances related to the public right-of-way. If a complaint involves facilities not under DoTH’s jurisdiction, the department collaborates with the responsible entity to seek resolution (non-DoTH public facilities in Cook County are not included in the scope of this document).

1.3. City of Chicago Plans

1.3.1. Vision Zero Chicago Action Plan (2017)

Chicago is one of many cities around the nation that have signed onto the Vision Zero Network, a collaborative campaign to help communities eliminate all traffic fatalities and serious injuries while also increasing safe, healthy, fair mobility for all. Vision Zero commits to several principles – most important among these are that traffic crashes are not “accidents,” and that the tools and technology to prevent loss of life across the City’s and state’s roads already exist. The plan commits the City of Chicago to take continued action

through quarterly and annual progress reports and has informed several area-specific plans to improve traffic safety since its initial development.

The plan establishes four goals: to invest additional resources in communities most affected by traffic violence, change behaviors and perceptions to build a citywide culture of safety, design streets so that they are safer for all users, and encourage and implement policies that create safer vehicles and drivers. The plan relies on proven methods and design strategies to reduce crashes, including the collection and use of data to prioritize resources.

City crash data show that certain communities are more seriously impacted than others, indicating the need to respond with the greatest urgency along high crash corridors and in surrounding areas. The design of infrastructure and streets plays a critical role in achieving zero deaths – effective street designs must prioritize safety over speed and capacity, and the plan lays out several design elements that will protect vulnerable people walking and biking while also calming traffic through narrower travel lanes and more compact intersections. Finally, the plan commits to identifying and preventing the most dangerous roadway behaviors as well as launching education campaigns to promote a greater culture of shared roadway safety.

1.3.2. Chicago Traffic Crashes Annual Report (2024)

The Chicago Department of Transportation (CDOT) released its annual Chicago Traffic Crashes report in the fall of 2024, which summarizes CDOT's 2023 traffic safety analysis and investment strategy around safety. Appendix B provides the full report.

In 2023, 136 people were killed and 2,337 people were seriously injured in traffic crashes in Chicago. While the total number of traffic crashes increased in 2023, the proportion of crashes resulting in death or serious injury has been declining since 2020. The number of traffic fatalities has decreased by 27 percent since the peak in 2021 and serious injuries have fallen 6 percent over the same time period.

Through crash review and analysis, CDOT has identified three traffic safety trends that play a decisive role in fatal and severe crashes – speed and size, reckless driving, and areas of persistent poverty – and developed strategies and projects to address these issues.

The speed and size of vehicles, as well as the width of streets, contribute to crash severity. In 2023, 68 percent of all fatalities involved speeding and 48 percent of pedestrian fatalities involved an SUV or larger vehicle. Reckless driving, which includes running red lights and stop signs, erratic maneuvers across lanes and around turns, wrong-way driving, jumping curbs, and driving at high speeds, was a factor in 84 percent of traffic fatalities.

Communities with the most mobility and economic hardship experience a greater proportion of fatal and severe traffic crashes. The West and South sides of the city experience a high concentration of crashes compared to the areas surrounding the Central Business District.

CDOT developed strategies for safe streets based on key traffic safety data findings. The strategies focus on better organizing traffic, protecting vulnerable users, and building community partnerships in all neighborhoods.

1.4. Local Plans

1.4.1. Local Safety Action Plans

Communities around Cook County are addressing the increase in traffic fatalities and serious injuries by reassessing local streets and safety programs while establishing a shared vision for future safety. Local safety action plans are strategic frameworks developed by municipalities to improve roadway safety by identifying high-risk areas, setting data-driven goals, and implementing infrastructural and policy interventions to improve transportation safety.

In addition to municipal-led efforts, CMAP is actively supporting communities across Cook County by collaborating with its local partners to develop collaborative safety action plans. In places like Flossmoor, Cicero, and the Greater Ashburn community of Chicago, crash data, public feedback, and national best practices are informing the future development of local transportation networks that prioritize safety and access while ensuring that residents can access the community destinations most important to them. Many of these planning efforts remain ongoing, demonstrating the region's continued commitment to eliminating traffic fatalities and serious injuries in all parts of Cook County and northeastern Illinois.

Oak Park Vision Zero Action Plan (2025)

The Oak Park Vision Zero Action Plan is one example of a local safety action plan, demonstrating the Village's commitment to transportation safety and offering a compelling model for Cook County and other municipalities aiming to reduce traffic fatalities while improving safety and access for all. The plan identifies ten actionable strategies rooted in the Safe Systems Approach, including addressing high-risk corridors, expanding traffic calming programs, and creating complete networks for pedestrians and cyclists. These strategies are guided by robust data analysis, extensive community engagement, and a commitment to address the disproportionate impacts of traffic crashes on vulnerable populations, particularly pedestrians, cyclists, and people of color.

With clear action steps and measurable timelines, the plan establishes a High-Injury Network that will prioritize safety investments in the areas of greatest need. Implementation is supported by annual reporting and coordination across Village departments to ensure accountability and transparency through a data-driven approach. The plan's outcomes ultimately extend beyond safety to foster a connected, balanced, and sustainable mobility system that aligns with broader community goals like reducing greenhouse gas emissions and promoting active mobility. By embedding Vision Zero into daily operations, Oak Park demonstrates how municipalities can systematically prioritize safety and areas of poverty to create a more resilient and inclusive transportation network.

1.4.2. Local Active Transportation Plans

In addition to developing local safety action plans, many municipalities are also stressing the need to plan for mobility choices by developing active transportation or bicycle and

pedestrian plans. These plans provide a framework to prioritize safer and more accessible infrastructure for walking, biking, and other non-motorized modes of travel. By identifying key routes, highlighting safety improvements, and integrating active transportation into broader land use and transportation systems, these plans help local governments create connected, balanced, and sustainable communities.

Planning for non-motorized mobility not only supports public health and reduces greenhouse gas emissions but also fosters economic vitality by improving access to local businesses and encouraging active lifestyles. Through a comprehensive approach, active transportation plans ensure that walking and biking are safe, viable, and attractive options for residents of all ages and abilities.

West Cook Bicycle & Pedestrian Plan (2025)

The West Cook Bicycle & Pedestrian Plan is an example of local active transportation planning that is reimagining opportunities for walking and biking both within and between communities. The Villages of Bellwood, Berkeley, Broadview, Hillside, and Westchester have partnered with CMAP in a collaborative effort to create a complete and connected network of bikeways and sidewalks that will allow residents to access key destinations throughout the West Cook region. The plan is identifying opportunities and challenges for walking and biking in these Villages and recommending streetscape improvements, policy changes, and other strategies to improve safety and comfort for people of all ages and abilities.

Table 1 in Appendix A provides a glimpse of additional municipalities in Cook County that have established active transportation or bicycle and pedestrian plans.

1.5. Policy Assessment

Local, regional, and statewide policies are essential in shaping transportation safety impacts across communities. Policies shape roadway design, enforcement strategies, and investment priorities, influencing safety outcomes for all users. This assessment evaluates key policies, including Complete Streets policies, statewide transportation design guidance, automated enforcement regulations, and other safety-focused initiatives. By identifying gaps, inconsistencies, or barriers to implementation, this review helps align policy frameworks with safety goals across jurisdictions and informs strategies that will reduce traffic crashes in Cook County.

1.5.1. 605 ILCS 5/4-220: Bicycle and Pedestrian Ways

Section 4-220 of the Illinois Highway Code, also known as the Illinois Complete Streets Policy, was originally enacted in 2007. It stipulates that bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities. Originally, the policy required municipalities to cover 20 percent of the cost needed for walking and biking infrastructure when a state road was being rebuilt. This meant that critical elements for non-motorized transportation like sidewalks and bike lanes were being removed from final project designs because local communities could not afford the financial matching requirement – for

lower income communities, this policy exacerbated the gap in safe active transportation infrastructure.

The Illinois Complete Streets Policy was most recently updated in 2021, when Illinois House Bill 270 (HB270) took effect. This law revised the policy to require 100 percent state funding for walking and biking infrastructure when state roads are being reconstructed, removing barriers toward achieving safer streets and building a more consistent transportation network throughout Illinois. HB270 also updated the Illinois Complete Streets Policy to apply not just to urban areas, but to any projects that are in or within one mile of any municipality with a population of 1,000 or more. This significantly expanded the geographic scope of the Complete Streets Policy, opening the door to more communities that might not be considered ‘urban’ but that still have local demand for active transportation infrastructure and safe transportation alternatives.

While the updates enacted through HB270 have expanded its scope, some important limitations remain. Notable exceptions include pavement resurfacing projects that do not widen the existing traveled way. Sidewalks, bike lanes, or other Complete Streets facilities may be determined unnecessary through engineering judgment and local context, which limits the overall impact of the Complete Streets Policy. Additionally, municipalities are still responsible for maintenance activities for active transportation facilities, which may continue to limit their implementation and construction in lower-income communities.

1.5.2. 55 ILCS 5/5-1035.1: County Motor Fuel Tax Law

In 2021, House Bill 2950 (HB2950) amended Section 5-1035.1 of the Illinois Counties Code to expand how DuPage, Kane, Lake, Will, and McHenry counties may use their Motor Fuel Tax proceeds. Proceeds from the County Motor Fuel Tax Law may also be used for operating, constructing, improving, and acquiring land for shared-use paths for nonvehicular public travel, sidewalks, and bike paths. Previously, these funds could only be used for public highways or waterways. Notably, Cook County (in addition to Kendall County) is not among the counties in the CMAP region granted this taxing and spending authority.

1.5.3. Bureau of Local Roads and Streets Manual – Ch. 32: Geometric Design Tables (New Construction/Reconstruction) (Updated August 2016)

Chapter 32 of the IDOT Bureau of Local Roads and Streets (BLRS) Manual establishes geometric design criteria for local road and street projects in Illinois. The chapter consists of a set of summary tables that outline key design parameters and standards to be followed depending on the functional classification of the roadway. The tables most relevant to Cook County roadway projects include:

- Figure 32-2D “Geometric Design Criteria for Suburban Arterials”
- Figure 32-2E “Geometric Design Criteria for Urban Two-Way Arterials”
- Figure 32-2F “Geometric Design Criteria for Urban One-Way Arterials”
- Figure 32-2G “Geometric Design Criteria for Urban Two-Way Collectors”
- Figure 32-2H “Geometric Design Criteria for Urban One-Way Collectors”

- Figure 32-21 “Geometric Design Criteria for Urban Local Streets”

This section of the document does not explicitly discuss safety. However, the design parameters and minimum standards set forth are what ultimately shape the design of many streets across the state, and the BLRS manual seeks to ensure that any roadways designed by local agencies in Illinois meet these key requirements to establish consistency and uniformity. Some of these parameters reinforce the predominance of high-speed roadways, with 12’ minimum travel lanes and 40-50 MPH design speeds for suburban arterials and 11’ minimum travel lanes and 30-40 MPH design speeds for urban arterials.

These design speed ranges are standard across the various tables, but footnotes specify where variances may be considered. For example, the Manual states that 45 MPH design speeds may be used in outlying business districts. In some cases, streets on the local network may be overdesigned in comparison to others – 10’ minimum travel lanes are permitted on urban collector streets but increase back to 11’ for local roads if average daily traffic is over 1,000 vehicles. The design tables also designate minimum sidewalk widths to ensure accessibility for people walking – however, the desired sidewalk width is never more than 5’, regardless of functional class. For bicycle accommodations, all design tables reference Section 42-3.02 of the BLRS, which refers to the “Separated, Shared Use, and Sidepath Bicycle Paths” section of the document. As a result, on-road facilities are not discussed as part of these geometric standards.

1.5.4. Illinois Vehicle Code Sec. 11-208.6. Automated traffic law enforcement system (625 ILCS 5/11-208.6)

Section 11-208.6 of the Illinois Vehicle Code outlines the regulations and provisions for automated traffic law enforcement in Illinois to be used in conjunction with red light signals. Municipalities and counties are restricted from using these systems to enforce speeding violations unless explicitly allowed by state law (Section 11-208.8 of the Code). Automated enforcement was established because red light running contributes to some of the most fatal and severe crash types, including angle and turning crashes at intersections. This section stipulates that any automated enforcement systems must also be accompanied by highly visible signage informing motorists that the intersection is being monitored.

Counties or municipalities must issue written notice of the violation to be delivered no later than 90 days after the violation in addition to any civil penalties or required traffic education programs imposed (penalties are not to exceed \$100). Additionally, enforcing jurisdictions are required to conduct and publish statistical analyses of each intersection within these systems every two years. If increases in crashes are noted, further studies must be completed to determine contributory causes and crash severities. Notably, this section only applies to Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair, and Will Counties.

1.5.5. Illinois Vehicle Code Sec. 11-208.8. Automated speed enforcement systems in safety zones (625 ILCS 5/11-208.8)

Section 11-208.8 of the Illinois Vehicle Code provides a framework for the use of automated speed enforcement systems in safety zones within Illinois. The statute authorizes municipalities with a population of 1 million or more (i.e., Chicago) to enforce speeding violations that take place in a “safety zone.” A safety zone is defined as any area within one-eighth of a mile from the nearest property line of any elementary or secondary school or park district land used for recreational purposes. Automated enforcement in these safety zones is limited to the hours immediately before and after the schools or parks are open to the public. Lake Shore Drive or any controlled access highway with 8 or more lanes of traffic cannot be part of a safety zone. Automated speed enforcement has been shown to be effective at reducing fatal and serious crashes in the areas where locations are installed. In an analysis comparing crashes between 2012-2013 and 2022-2023, fatal or serious injury crashes dropped by 11% near speed cameras as compared to a 19% increase city-wide.¹

Penalties may not exceed \$50 for violations between 6-10 MPH or \$100 for violations more than 10 MPH over the posted speed limit. Municipalities must spend the funds collected through this enforcement on public safety initiatives, pedestrian and traffic safety improvements, other public infrastructure construction and maintenance, or after school programs. The same signage and statistical reporting requirements imposed under Sec. 11-208.6. are also required for automated speed enforcement systems allowed under this statute. As of December 31, 2023, the City of Chicago had 162 automated speed enforcement cameras deployed, with plans to add an additional 50 cameras in 2025.

1.5.6. 625 ILCS 7/1. Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act

This statute establishes the use of automated traffic control systems in construction or maintenance zones in Illinois to enhance safety. The Illinois State Police may implement these systems, which operate only when workers are present. The system captures vehicle speed, registration, and driver images, with penalties matching those of standard traffic violations. Signs must notify drivers of enforcement, and a public information campaign is required before implementation.

IDOT has recently operationalized this act in partnership with the Illinois State Police by deploying five new photo enforcement vehicles that are used throughout Illinois work zones. The vans bear clear markings designating them as speed photo enforcement vehicles and are equipped with updated technology and a large speed feedback sign that displays the speeds of approaching vehicles. These vehicles are used exclusively in zones designated by IDOT as work zones while workers are present with the goals of reducing speed and changing behavior through clearly visible environmental signals.

¹ [Chicago Automated Speed Enforcement Camera Before and After Safety Impact Analysis \(November 2024\)](#)

1.5.7. Cook County Complete Streets Ordinance (2011)

The Cook County Complete Streets Ordinance promotes safer, more inclusive roadway environments for pedestrians, bicyclists, and transit riders. The policy states that planning and design of roads should accommodate users of all ages and abilities safely. By prioritizing safe walking, biking, and transit infrastructure, it aims to create a comprehensive network that improves accessibility, reduces car dependence, and improves community livability. The ordinance sets specific goals, including reducing bicycle and pedestrian crashes by 50 percent and shifting travel patterns so that half of all trips in Cook County are made via walking, cycling, or transit by 2030.

Safety measures advanced through this ordinance include expanding pedestrian infrastructure (sidewalks, crossings, and curb ramps), improving bicycle facilities, and integrating safety considerations into all new construction, reconstruction, and regularly scheduled resurfacing projects. The policy also requires safety performance to be regularly evaluated, with progress reported annually to further encourage accountability and continued improvement. While the ordinance allows for some exceptions, these are limited to scenarios where changes are technically or financially unfeasible, ensuring that non-motorized users are prioritized whenever possible. One of these exceptions is that the ordinance shall not apply when projects are limited to small-scale maintenance activities intended to keep the roadway in serviceable condition.

The ordinance also touches on circumstances in which improvements or other work are being performed on roadways not under the jurisdiction of Cook County. The ordinance stipulates that all county agencies should review and revise plans to ensure that they foster the implementation of Complete Streets principles on any projects not under county jurisdiction, but that are subject to financing, regulation of, or any other involvement of a county agency (such as privately built roadways and projects financed by county funds). The policy also directs county agencies to provide technical assistance to other jurisdictions under their authority and prohibits exemptions for any projects that have been identified in a transportation plan of any government agency, including those outside the jurisdiction of Cook County.

1.5.8. Memorandum of Understanding Between the Illinois Department of Transportation and the Chicago Department of Transportation to Collaborate on Traffic Safety Infrastructure (2023)

The Memorandum of Understanding (MOU) between IDOT and CDOT outlines their efforts to collaboratively enhance traffic safety infrastructure within the City of Chicago. The MOU formalizes a traffic safety infrastructure menu that may be applied on any city streets under IDOT jurisdiction (excluding freeways, full-access controlled roadways, and roadways where pedestrians and/or bicyclists are prohibited). This menu includes features such as ADA Pedestrian Curb Ramps and application of 10-foot-wide travel lanes as a minimum standard. The MOU also clarifies the parameters for design vehicles where state routes intersect with

local streets – a design vehicle is the least maneuverable vehicle expected to regularly use an intersection and informs what types of operations need to be accommodated regularly in its design. Whereas a WB-65 design vehicle (a tractor/semitrailer-style truck with a wheelbase of 65 feet) was used previously for these types of intersections, the MOU amends the standard to a S-BUS-40 design vehicle (a typical 84-passenger school bus).

The MOU also established a Traffic Safety Working Group to identify systematic safety improvements. This includes identification of additional elements to be incorporated into the standardized safety infrastructure menu, consideration of a more streamlined process for IDOT to approve design exceptions to the BDE or BLRS Manuals, and review of existing policies, procedures, and requirements for conducting Intersection Design Studies.

1.5.9. Rules for the City of Chicago for Safety Enhancing Vehicle Equipment Contracting (2018)

In 2017, the Chicago City Council passed an ordinance that codified a major traffic safety proposal in the Vision Zero Chicago Action Plan by requiring City contractors to install side guards and convex mirrors on large trucks weighing over 10,000 pounds. This ordinance advanced a pillar of the Safe System Approach to create safer vehicles that are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology and best practices. Installing features such as side guards and convex and crossover mirrors improves safety by lowering the risk and severity of crashes – side guards mitigate the severity of side impact crashes and reduce the risk that bicyclists and pedestrians are caught underneath a large truck’s rear wheels if a crash should occur, while convex and crossover mirrors reduce blind spots for large vehicles, making crashes less likely to begin with.

1.5.10. Local Complete Streets Policies

In addition to the Cook County Complete Streets Ordinance, many local communities throughout the County have established their own complete streets policies or ordinances for application on streets and roads under municipal jurisdiction. These local policies reinforce the commitment to a countywide transportation network that is safe, accessible, and fair for all users.

A strong Complete Streets policy does more than encourage multimodal infrastructure; it reshapes planning and design processes, prioritizes investment in underserved areas, and aligns transportation improvements with community goals. Best practices, such as those outlined by the National Complete Streets Coalition (NCSC), emphasize key elements for effective policymaking and implementation. These include establishing a clear vision for a connected, multimodal network; applying standards to all projects and phases; and adopting the latest in design guidance. To ensure long-term impact, policies should also include mechanisms for measuring progress, creating accountability, and engaging the public in ongoing implementation efforts. The Cities of Evanston and Des Plaines in Cook County are examples of two such communities that have implemented strong Complete Streets policies in these regards.

Evanston's Complete and Green Streets Policy

In Evanston, the Complete and Green Streets Policy commits the City to address the needs of all road users while explicitly connecting active mobility goals and transportation projects with its environmental stewardship goals. The policy, which was updated in 2017 to incorporate reporting metrics, utilizes a formalized “Livability Checklist” checklist to ensure that right-of-way projects incorporate bike and pedestrian improvements.

City of Des Plaines Complete Streets Policy

In Des Plaines, meanwhile, the local Complete Streets policy sets out a monitoring framework to evaluate the City’s progress toward implementation, which are incorporated into annual city budget reports. These performance measures focus on miles of new bike and pedestrian accommodations built, annual bike counts on designated routes, and other metrics.

Table 2 in Appendix A details local communities in Cook County with established Complete Streets policies or ordinances.

CONCLUSION

This Policy and Process Review highlights the significant role that state, county, and local policies, regulations, and planning frameworks play in shaping transportation safety in Cook County. At the planning level, the analysis here underscores a strong alignment with national and regional best practices, emphasizing a shift toward planning priorities that include developing enhanced multimodal infrastructure, data-driven and systemic implementation strategies, and adoption of the Safe System Approach. Additionally, it identifies areas where greater coordination and policy refinements can continue to impact safety in a positive way. Examples of this may include:

- Adopting and revising complete streets policies at the municipal, county, and statewide levels to coordinate efforts between jurisdictions, ensuring that infrastructure for walking, biking, and public transit are fully considered at every stage of the planning process.
- Identify new methods to increase compliance with traffic safety laws and adopt proven enforcement strategies and countermeasures.
- Revise state, county, and local design guidance for transportation facilities to ensure effective consideration and safety for the most vulnerable roadway users: people walking, biking, and rolling.

Moving forward, these insights will guide the development of subsequent phases of the Cook County Safety Action Plan, ensuring that future safety initiatives build upon these extensive planning efforts while addressing critical gaps through carefully considered policy recommendations. By fostering collaboration among state, county, and local agencies, these efforts will help implement targeted solutions that address locations of concern, improve

transportation networks, and support the County's goals for a transportation network that foster economic development and community livability.

Appendix A: Inventory of Municipal Active Transportation Plans and Complete Streets Policies in Cook County

Table 1. Municipal Active Transportation and Bicycle & Pedestrian Plans in Cook County.

Municipality	Adopted Active Transportation Plan or Bicycle & Pedestrian Plan?	Year Published or Updated
Alsip	Alsip Bicycle & Pedestrian Plan	In Progress
Arlington Heights	Village of Arlington Heights Bicycle and Pedestrian Plan	2017
Barrington	Barrington Bicycle & Pedestrian Transportation Plan	2012
Barrington Hills	No	N/A
Bartlett	Bartlett & Streamwood Bicycle & Pedestrian Plan	2022
Bedford Park	No	N/A
Bellwood	West Cook Bicycle and Pedestrian Plan	In Progress
Bensenville	Bensenville Active Transportation Plan	2016
Berkeley	West Cook Bicycle and Pedestrian Plan	In Progress
Berwyn	Berwyn Active Transportation Plan	2011
Blue Island	Blue Island Active Transportation Plan	2012
Bridgeview	No	N/A
Broadview	West Cook Bicycle and Pedestrian Plan	In Progress
Brookfield	Brookfield Active Transportation Plan	2017
Buffalo Grove	Village of Buffalo Grove Bicycle Plan	2014
Burbank	No	N/A
Burnham	No	N/A
Burr Ridge	No	N/A
Calumet City	No	N/A
Calumet Park	No	N/A
Chicago	Chicago Cycling Strategy	2023
Chicago Heights	Chicago Heights Active Transportation Plan	2012
Chicago Ridge	No	N/A
Cicero	No	N/A
Country Club Hills	No	N/A
Countryside	Countryside Active Transportation Plan	2012
Crestwood	No	N/A
Deer Park	No	N/A
Deerfield	No	N/A
Des Plaines	Des Plaines Active Transportation Plan	2011
Dixmoor	No	N/A
Dolton	No	N/A
East Hazel Crest	No	N/A
Elgin	Bikeway Master Plan	2008
Elk Grove Village	Elk Grove Village Bicycle Plan	2014

Municipality	Adopted Active Transportation Plan or Bicycle & Pedestrian Plan?	Year Published or Updated
Elmhurst	City of Elmhurst Bicycle and Pedestrian Plan	2020
Elmwood Park	No	N/A
Evanston	City of Evanston Bike Plan Update	2014
Evergreen Park	No	N/A
Flossmoor	No	N/A
Ford Heights	No	N/A
Forest Park	Forest Park Active Transportation Plan	2011
Forest View	No	N/A
Frankfort	Bicycle Trail Plan	2005
Franklin Park	No	N/A
Glencoe	Glencoe Active Transportation Plan	2018
Glenview	Village of Glenview Bicycle & Pedestrian Plan	2023
Glenwood	No	N/A
Golf	No	N/A
Hanover Park	No	N/A
Harvey	No	N/A
Harwood Heights	No	N/A
Hazel Crest	No	N/A
Hickory Hills	No	N/A
Hillside	No	N/A
Hinsdale	No	N/A
Hodgkins	No	N/A
Hoffman Estates	Village of Hoffman Estates Comprehensive Bicycle Plan	2010
Homer Glen	No	N/A
Hometown	No	N/A
Homewood	Village of Homewood Bicycle Plan*	2007
Indian Head Park	No	N/A
Inverness	No	N/A
Justice	No	N/A
Kenilworth	No	N/A
LaGrange	No	N/A
LaGrange Park	No	N/A
Lansing	Lan-Oak Park District Bicycle Plan*	2009
Lemont	Lemont Active Transportation Plan	2012
Lincolnwood	Village of Lincolnwood Bikeway Plan	2006
Lynwood	Lynwood Active Transportation Plan	2016
Lyons	No	N/A

Municipality	Adopted Active Transportation Plan or Bicycle & Pedestrian Plan?	Year Published or Updated
Markham	No	N/A
Matteson	No	N/A
Maywood	No	N/A
McCook	No	N/A
Melrose Park	Melrose Park Active Transportation Plan	2017
Merrionette Park	No	N/A
Midlothian	Midlothian Active Transportation Plan	2011
Morton Grove	No	N/A
Mount Prospect	Mount Prospect Bicycle Plan	2012
Niles	Village of Niles Bicycle and Pedestrian Plan Update	2022
Norridge	No	N/A
North Riverside	No	N/A
Northbrook	Village of Northbrook Master Bicycle and Pedestrian Plan	2018
Northfield	No	N/A
Northlake	No	N/A
Oak Brook	No	N/A
Oak Forest	Oak Forest Non-Motorized Plan*	2010
Oak Lawn	No	N/A
Oak Park	The Oak Park Bicycle Plan	<i>Update In Progress</i>
Olympia Fields	No	N/A
Orland Hills	No	N/A
Orland Park	No	N/A
Palatine	Village of Palatine Bicycle Transportation Plan	2011
Palos Heights	No	N/A
Palos Hills	No	N/A
Palos Park	No	N/A
Park Forest	Village of Park Forest Bicycle and Pedestrian Plan	2014
Park Ridge	City of Park Ridge Bicycle Plan	2018
Phoenix	No	N/A
Posen	No	N/A
Prospect Heights	No	N/A
Richton Park	Richton Park Active Transportation Plan	2017
River Forest	River Forest Bicycle Plan	2019
River Grove	No	N/A
Riverdale	Riverdale Active Transportation Plan	2011
Riverside	No	N/A
Robbins	No	N/A

Municipality	Adopted Active Transportation Plan or Bicycle & Pedestrian Plan?	Year Published or Updated
Rolling Meadows	No	N/A
Roselle	No	N/A
Rosemont	No	N/A
Sauk Village	No	N/A
Schaumburg	Schaumburg Bikeways Plan	1999
Schiller Park	No	N/A
Skokie	Skokie Bicycle Plan	2003
South Barrington	No	N/A
South Chicago Heights	No	N/A
South Holland	No	N/A
Steger	No	N/A
Stickney	No	N/A
Stone Park	No	N/A
Streamwood	Bartlett & Streamwood Bicycle & Pedestrian Plan	2022
Summit	Summit Active Transportation Plan	2017
Thornton	No	N/A
Tinley Park	Village of Tinley Park Active Transportation Plan	2012
University Park	No	N/A
Westchester	No	N/A
Western Springs	No	N/A
Wheeling	Active Transportation Plan for Wheeling	2013
Willow Springs	No	N/A
Wilmette	Village of Wilmette Master Bike and Active Transportation Plan	2021
Winnetka	No	N/A
Worth	No	N/A

Source: CMAP Bike Ped Database & [Active Transportation Alliance Chicagoland Bike Walk Policy & Plan Tracker](#)

*Link to plan not available

Table 2. Municipal Complete Streets Policies or Ordinances in Cook County.

Municipality	Adopted Complete Streets Policy or Ordinance?	Year Published or Updated
Alsip	Ordinance No. 2019-03-01: Complete Streets Policy for the Village of Alsip	2019
Arlington Heights	Village of Arlington Heights Complete Streets Policy	2013
Barrington	No	N/A
Barrington Hills	No	N/A
Bartlett	Village of Bartlett Complete Streets Policy	2017
Bedford Park	No	N/A
Bellwood	No	N/A
Bensenville	Ordinance No. 9-2016: Village of Bensenville Complete Streets Policy	2016
Berkeley	No	N/A
Berwyn		2011
Blue Island		2011
Bridgeview	No	N/A
Broadview	No	N/A
Brookfield	Complete Streets Policy*	2016
Buffalo Grove	Village of Buffalo Grove Complete Streets Policy	2019
Burbank	No	N/A
Burnham		2019
Burr Ridge	No	N/A
Calumet City	Resolution No. 17-9: Complete Streets Policy Statement	2017
Calumet Park		2016
Chicago	Chicago Complete Streets	2023
Chicago Heights	Resolution No. 2013-43: Complete Streets Policy	2013
Chicago Ridge	No	N/A
Cicero	No	N/A
Country Club Hills	No	N/A
Countryside	No	N/A
Crestwood	No	N/A
Deer Park	Resolution No. 2019-05: Complete Streets Policy	2019
Deerfield	No	N/A
Des Plaines	City of Des Plaines Complete Streets Policy	2011
Dixmoor	No	N/A
Dolton	No	N/A
East Hazel Crest	No	N/A
Elgin	No	N/A

Municipality	Adopted Complete Streets Policy or Ordinance?	Year Published or Updated
Elk Grove Village	Complete Streets Policy*	2019
Elmhurst	No	N/A
Elmwood Park	No	N/A
Evanston	City of Evanston Complete and Green <u>Streets</u> Policy	2017
Evergreen Park	No	N/A
Flossmoor	No	N/A
Ford Heights	No	N/A
Forest Park	Resolution No. R-62-11: <u>Complete Streets Policy</u>	2011
Forest View	No	N/A
Frankfort	No	N/A
Franklin Park	Ordinance No. 1718-G-22: Franklin Park <u>Complete Streets Policy</u>	2017
Glencoe	No	N/A
Glenview	<u>Section 6.12 of the 2017 Comprehensive Plan: Complete Streets Policy for the Village of Glenview</u>	2019
Glenwood	No	N/A
Golf	No	N/A
Hanover Park	<u>Hanover Park 2010 Comprehensive Plan Goal 5.2: Complete Streets</u>	2010
Harvey	Complete Streets and Green Infrastructure <u>Policy</u>	2020
Harwood Heights	No	N/A
Hazel Crest	No	N/A
Hickory Hills	No	N/A
Hillside	No	N/A
Hinsdale	No	N/A
Hodgkins	No	N/A
Hoffman Estates	<u>Complete Streets Policy</u>	2011
Homer Glen	Resolution No. 20-002: <u>Complete Streets Policy</u>	2020
Hometown	No	N/A
Homewood	No	N/A
Indian Head Park	No	N/A
Inverness	No	N/A
Justice	No	N/A
Kenilworth	No	N/A
LaGrange	No	N/A
LaGrange Park	No	N/A
Lansing	<u>Village of Lansing Complete Streets Policy</u>	2020
Lemont	<u>Resolution No. R-78-11: Complete Streets Policy</u>	2011
Lincolnwood	No	N/A

Municipality	Adopted Complete Streets Policy or Ordinance?	Year Published or Updated
Lynwood	No	N/A
Lyons	No	N/A
Markham	No	N/A
Matteson	Resolution No. 12140921: Complete Streets Policy	2020
Maywood	No	N/A
McCook	No	N/A
Melrose Park	No	N/A
Merrionette Park	No	N/A
Midlothian	Village of Midlothian Complete Streets Policy	2016
Morton Grove	No	N/A
Mount Prospect	Village of Mount Prospect Complete Streets Policy	2020
Niles	Resolution No. 2020-05R Complete Streets Policy for Village Capital Improvement Projects and Public Improvement Design	2020
Norridge	No	N/A
North Riverside	No	N/A
Northbrook	No	N/A
Northfield	No	N/A
Northlake	No	N/A
Oak Brook	No	N/A
Oak Forest	Resolution No. 2013-09-0213R: Complete Streets Policy for the City of Oak Forest	2013
Oak Lawn	Resolution No. 14-13-25: Complete Streets Policy in the Village of Oak Lawn	2014
Oak Park	Village of Oak Park Complete Streets Policy	2012
Olympia Fields	No	N/A
Orland Hills	No	N/A
Orland Park	Resolution No. 2028: Village of Orland Park Complete Streets Policy	2020
Palatine	Resolution No. R-16-14: Village of Palatine Complete Streets Policy	2014
Palos Heights	No	N/A
Palos Hills	No	N/A
Palos Park	No	N/A
Park Forest	Village of Park Forest Complete Streets Policy	2015
Park Ridge	No	N/A
Phoenix	No	N/A
Posen	No	N/A
Prospect Heights	Resolution No. R-20-10: Complete Streets Policy of the City of Prospect Heights	2020

Municipality	Adopted Complete Streets Policy or Ordinance?	Year Published or Updated
Richton Park	Ordinance 1616: Village of Richton Park Complete Streets Policy	2016
River Forest	No	N/A
River Grove	No	N/A
Riverdale	Resolution No. 2012-04: Village of Riverdale Complete Streets Policy	2012
Riverside	Ordinance No. 2550: Village of Riverside Zoning Ordinance	2005
Robbins	No	N/A
Rolling Meadows	Resolution No. 20-R-04: Complete Streets Policy for the City of Rolling Meadows	2020
Roselle	No	N/A
Rosemont	No	N/A
Sauk Village	No	N/A
Schaumburg	Village of Schaumburg Complete Streets Policy	2018
Schiller Park	No	N/A
Skokie	Resolution No. 16-3-R-1320: Village of Skokie's Complete Streets Policy	2016
South Barrington	No	N/A
South Chicago Heights	Resolution No. 2016-R-2: Village of South Chicago Heights Complete Streets Resolution	2016
South Holland	No	N/A
Steger	Resolution No. 1096: Complete Streets Resolution	2016
Stickney	No	N/A
Stone Park	No	N/A
Streamwood	Village of Streamwood Complete Streets Policy	2019
Summit	A Resolution of the Village of Summit, Cook County, Illinois Adopting a Complete Streets Policy	2017
Thornton	No	N/A
Tinley Park	Complete Streets Policy Village of Tinley Park	2012
University Park	No	N/A
Westchester	No	N/A
Western Springs	No	N/A
Wheeling	No	N/A
Willow Springs	Resolution No. 2016-R-01: Complete Streets Policy for the Village of Willow Springs	2016
Wilmette	Ordinance No. 2015-O-4: Complete Streets Policy	2015
Winnetka	No	N/A
Worth	No	N/A

Source: CMAP Bike Ped Database & Active Transportation Alliance Chicagoland Bike Walk Policy & Plan Tracker

*Link to policy/ordinance not available

SAFE TRAVEL FOR ALL



Appendix D

Countermeasures and
Policy Recommendations
Report

Cook County: Safety Action Plan

Countermeasures and Policy Recommendations Report

May 2025

PREPARED FOR:

Chicago Metropolitan Agency for Planning

Cook County Department of Transportation and Highways

Contents

1	Introduction.....	7
1.1	Safe System Approach	7
1.2	Countermeasures and Policy Recommendations	9
2	Process and Policy.....	10
2.1	Accelerating Complete Streets Implementation in Cook County	10
2.2	Expanding and Improving Automated Traffic Enforcement Systems in Cook County.....	13
2.3	Setting Safe Speed Limits	17
2.4	Enhancing Policies to Improve Pedestrian Safety.....	21
2.5	Improving Policy & Design Guidance for Safer Streets in Cook County	23
2.6	Post-Crash Care	25
2.7	Creating Safer Vehicles Through the Safe Systems Approach	29
3	Typologies Toolbox.....	31
3.1	Intersections – Multilane, Signalized.....	33
3.2	Intersections – Two-lane, Signalized	35
3.3	Intersections – All-Way Stop	36
3.4	Intersections – Minor Leg Stop	38
3.5	Segments – Local Roads/Streets	40
3.6	Segments – Collector Roads	40
3.7	Segments – Arterials.....	42
3.8	Segments – Ramps.....	43
3.9	Segments – Access Controlled.....	45
4	Countermeasure Glossary and Identification of Systemic Improvements.....	46
4.1	Pedestrians/Bicyclists	47
4.1.1	Pedestrian/Bicyclists Countermeasures	49
4.2	Roadway Departure.....	61
4.2.1	Roadway Departure Countermeasures	62
4.3	Speeding	67

4.3.1	Speeding Countermeasures.....	68
4.4	Distracted Driving	80
4.4.1	Distracted Driving Countermeasures.....	81
4.5	Intersections	87
4.5.1	Intersection Countermeasures	88
4.6	Rail	98
5	Railroad Crossings	99
5.1	Key Risk Factors.....	99
5.2	Recommended Countermeasures	100
5.3	Technology Infrastructure and Emerging Technologies	101
5.4	Policy Recommendations	102
6	References	104

Tables

Table 2-1.	Statutory Speed Limits on Different Roadway Types in Illinois	19
Table 2-2.	Permitted changes to Statutory Speed Limits by Local Governments in Illinois	19
Table 4-1.	Implementation Matrix for Pedestrian/Bicyclist Strategies.....	47
Table 4-2.	Implementation Matrix for Roadway Departure Strategies	61
Table 4-3.	Implementation Matrix for Speeding Strategies.....	67
Table 4-4.	Implementation Matrix for Distracted Driving Strategies	80
Table 4-5.	Implementation Matrix for Intersection Strategies.....	87
Table 4-6.	Implementation Matrix for Rail Strategies	98

Figures

Figure 1-1.	Principles of a Safe System Approach	7
Figure 1-2.	Safe System Roadway Design Hierarchy.....	8
Figure 1-3.	Safe Systems Pyramid	9
Figure 2-1.	Risk of Death When Hit at Various Speeds.....	18
Figure 2-2.	Access to Level I and Level II Trauma Centers in Cook County	26
Figure 4-1.	Paint and Post Curb Extensions	49
Figure 4-2.	RRFB at a Multi-Use Trail Crossing.....	50

Figure 4-3. Raised, Painted Crosswalk.....	51
Figure 4-4. Signals with LPI	52
Figure 4-5. Accessible Pedestrian Signals	53
Figure 4-6. Pedestrian Refuge Island on Elston Avenue (Chicago)	54
Figure 4-7. Left Turn Traffic Calming Treatments	55
Figure 4-8. Example Schematic of ‘Tripling-up’ Pedestrian Signage.....	56
Figure 4-9. Example Schematic of Sequencing for PHB	57
Figure 4-10. The ‘Before’ and ‘After’ of Intersection Daylighting	58
Figure 4-11. Schematic of an Intersection and Adjacent Access Points	59
Figure 4-12. Impact of Vehicle Speed on Pedestrian Survival Rate	60
Figure 4-13. Example of In-Road Lighting on Lake-Cook Road/Waukegan Road	62
Figure 4-14. Example of In-road Pavement Markings.....	63
Figure 4-15. Example of High-Friction Surface Treatment.....	64
Figure 4-16. Example of Sequentially Flashing LED Chevrons	65
Figure 4-17. Road with Wide, Eight-Inch Pavement Marking Edge Line	66
Figure 4-18. Example of Dynamic Speed Feedback Sign on Roadside	68
Figure 4-19. Example of Speed Reduction Markings.....	70
Figure 4-20. MUTCD Sign to Indicate Transition to Narrow Lanes	71
Figure 4-21. Concrete Curb Extension on N. Central Ave in Chicago	72
Figure 4-22. Example Schematic of Lateral Shift.....	73
Figure 4-23. Example of Street Trees along Street	74
Figure 4-24. Example Roundabout.....	75
Figure 4-25. Rendering of a Neighborhood Mini Roundabout	76
Figure 4-26. Rendering of a Residential Two-Way Street.....	77
Figure 4-27. Reducing Posted Speed Limits	78
Figure 4-28. Example of High Visibility Enforcement	79
Figure 4-29. Centerline and Edge Line Rumble Strips and Rumble Stripes (Inset).....	81
Figure 4-30. Advertisement Aimed at Reducing Distracted Driving	83
Figure 4-31. Sobriety Checkpoint Signage	84

Figure 4-32. Example of Policies Targeting Commercial Motor Vehicle Drivers.....	85
Figure 4-33. Example of School Safety Program Workshop.....	86
Figure 4-34. Example of Cul-de-Sac for 5+ Leg Intersection.....	88
Figure 4-35. Example of Advanced Intersection Warning Sign with Flashing Beacon	90
Figure 4-36. Example Schematic of Acceptable Intersection Lighting.....	91
Figure 4-37. Roundabout Aerial.....	92
Figure 4-38. Comparison of Turn Lanes with Zero Offset to Turn Lanes with Offset.....	93
Figure 4-39. Example of Right Turn Lane	94
Figure 4-40. Example of a Realigned Skewed Intersection	95
Figure 4-41. Example of a Protected Left Turn Only Signal	96
Figure 4-42. Example of a Flashing Yellow Arrow Signal with Complementary Signage	97
Figure 5-1. Multi-Use Path and Railroad Crossing.....	99

Acronyms and Abbreviations

Acronym	Definition
APS	Accessible Pedestrian Signal
BDE	Bureau of Design and Environment
BLRS	Bureau of Local Roads and Streets
CMAP	Chicago Metropolitan Agency for Planning
CMF	Crash Modification Factor
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
HFST	High-Friction Surface Treatment
HVE	High Visibility Enforcement
IDOT	Illinois Department of Transportation
ILCS	Illinois Compiled Statutes
LED	Light-Emitting Diode
LPI	Leading Pedestrian Interval
LRTP	Long Range Transportation Plan
LTTC	Left Turn Traffic Calming
MassDOT	Massachusetts Department of Transportation
MnDOT	Minnesota Department of Transportation
MOU	Memorandum of Understanding
MUTCD	Manual of Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NCHRP	National Cooperative Highway Research Program
NHTSA	National Highway Traffic Safety Administration
NJDOT	New Jersey Department of Transportation
PHB	Pedestrian Hybrid Beacon
RRFB	Rectangular, Rapid Flashing Beacon
SAP	Safety Action Plan

Acronym	Definition
SHOPP	State Highway Operation and Protection Program
SOP	Standard Operating Procedure
SSA	Safe System Approach
SS4A	Safe Streets for All
SSP	Safe Systems Pyramid
SUV	Sport Utility Vehicle
TIM	Traffic Incident Management
USDOT	United States Department of Transportation

1 Introduction

The Chicago Metropolitan Agency for Planning (CMAP) is providing technical assistance to Cook County (County) to develop a Safety Action Plan (SAP) as part of the Safe Travel for All initiative. Safe Travel for All is a regionwide initiative to eliminate traffic fatalities and reduce serious injuries in northeastern Illinois in a comprehensive, data-informed, and collaborative way. It provides a framework for safety research and programs to make northeastern Illinois safer for all modes of travel. The SAP shall be developed in accordance with the requirements set forth in the federal Safe Streets and Roads for All (SS4A) program which will make counties and other local jurisdictions eligible to apply for federal SS4A implementation grants. One priority of the SAP includes promoting safety by identifying low-cost, high-impact strategies and countermeasures to address identified high crash areas, high crash severity areas, high risk areas and crash trends that can improve safety over a wide geographic area; by creating an evidence-based guide for improvements; providing coordination between agencies; and aligning with the Federal Highway Administration's mission and priorities.

1.1 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 death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is critical.

Figure 1-1. Principles of a Safe System Approach



Source: USDOT, 2025

Figure 1-2. Safe System Roadway Design Hierarchy



Source: FHWA, 2024

The Safe System Roadway Design Hierarchy is a tool to evaluate engineering and infrastructure countermeasures and strategies based on their alignment with the SSA, providing a structured framework for prioritizing safety improvements (Figure 1-2). This hierarchy encourages the development of transportation systems that eliminate or reduce conflicts between road users and separate vulnerable road users from traffic. Physical modifications are prioritized over improvements that rely on road users to make safe decisions.

The SSA can be applied comprehensively to all phases of travel by embedding safety as a central consideration in trip planning, infrastructure design, roadway usage, and ongoing maintenance. This perspective emphasizes a proactive and continuous commitment to minimizing risk and accommodating human errors, ensuring that safety is not just a one-time intervention but a sustained effort throughout the lifecycle of the transportation system. This holistic perspective ensures that countermeasures and strategies extend beyond initial implementation and address the evolving needs of a dynamic transportation network.

Another lens to prioritize engineering and infrastructure countermeasures and strategies is the Safe Systems Pyramid (SSP). The Safe Systems Pyramid adapts the Health Impact Pyramid and integrates the SSA to order traffic safety improvements by individual effort and population health impacts.¹ These levels include socioeconomic factors (i.e., greatest population health impacts and lowest individual effort), built environment, latent safety measures, active measures, and education (i.e. smallest population health impacts and greatest individual effort) (Figure 1-3). For example, built environment changes like sidewalks, medians, and roundabouts that reduce crash risks have broad population-level impacts and require minimal individual effort to reduce crashes. Conversely, active measures like seatbelts and helmets are proven to reduce fatalities and serious injuries for specific users but also require a higher level of individual effort to realize that risk

reduction. The Safe Systems Pyramid provides a structure for prioritizing implementation to maximize crash reductions.

Figure 1-3. Safe Systems Pyramid



Source: Ederer et al, 2023

1.2 Countermeasures and Policy Recommendations

This Countermeasures and Policy Recommendations Report integrates the principles of the SSA and applies the Roadway Design Hierarchy and the Safe Systems Pyramid in order to focus on improvements that yield the greatest safety benefits. Strategies and countermeasures are identified that address high crash areas, high risk areas, and crash trends using typologies.

Beyond the SSA and Roadway Design Hierarchy, members of the Cook County SAP Steering Committee provided valuable resources, countermeasures, and strategies to the project team to consider and implement into this report. Feedback acquired on the project website's interactive map also pointed to improvements that were important to those who use the Cook County transportation network day in and day out.

2 Process and Policy

2.1 Accelerating Complete Streets Implementation in Cook County

Complete Streets offers an approach to planning, designing, building, operating, and maintaining streets that facilitates safe access for all users of the transportation system, regardless of a person's age, ability, or mode of travel they rely on most. Complete Streets prioritizes the needs of pedestrians, cyclists, public transit riders, and motorists through design features like sidewalks, sidepaths, separated bike lanes, accessible transit stops, safe crosswalks, and traffic calming measures. The goal of this approach is to create more livable, sustainable, and inclusive communities by improving mobility and safety for all through changes to the built environment.

Effective Complete Streets policies across jurisdictions are crucial for enhancing transportation safety and supporting communities in realizing the ambitions of the aforementioned plans. A unified approach to Complete Streets policy would ensure that all roadway projects consider all users of the transportation system, and closely examining the policies' impacts and limitations can reveal where and how safety can be most meaningfully enhanced. When paired with design guidance that incorporates proven safety countermeasures, Complete Streets policies can enable changes to the built environment that reduce population-wide crash risks with minimal individual action. This subsection reviews existing Complete Streets policies and provides recommendations for strengthening or expanding them.

Illinois Complete Streets Law (605 ILCS 5/4-220)

The Illinois Complete Streets Law was enacted in 2007 and requires IDOT to establish bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change to any state transportation facility. The policy was most recently updated in 2022, when the local funding match requirements were removed, and its application was expanded to any municipality with a population over 1,000 (rather than just in urban areas). This update strengthened the policy significantly by expanding its geographic scope and removing cumbersome funding requirements that frequently resulted in the removal of critical bicycle and pedestrian infrastructure from final plans, especially in lower income communities.

Still, there are areas in which the Illinois Complete Streets Law could be further strengthened to accelerate the development of multimodal transportation infrastructure and enhance safety.

Recommendations

- **Expand applicability of the Illinois Complete Streets Law to more activities:** A notable exception to Illinois' current Complete Streets law is that it does not apply to pavement resurfacing projects that do not widen the existing traveled way or provide stabilized shoulders. While construction and reconstruction are important opportunities to incorporate Complete Streets treatments, these situations occur much less frequently. Resurfacing projects, meanwhile, are regularly scheduled and provide routine opportunities to integrate Complete Streets treatments. For example, the Minnesota Department of Transportation (MnDOT) is required to follow a Complete Streets approach in all phases of planning, scoping, design, implementation, operations, and maintenance. This requirement helped MnDOT integrate Complete Streets treatments – such as wider sidewalks, crossing improvements, and installation of rectangular rapid flashing beacons – into scheduled resurfacing activities on state routes.ⁱⁱ
- **Set clear goals and measure performance by reporting on mileage of multi-modal facilities:** While the Illinois Complete Streets law requires IDOT to consider bicycle and pedestrian ways in state plans and programs, it does not establish a structure for measuring progress or reporting on goals. Compelling IDOT to set goals and issue reports on how Complete Streets elements have been included in state transportation plans and programs would create a more transparent process for project development and delivery while providing additional clarity on where and how these treatments can be best integrated into the existing transportation network. In California, Complete Streets legislation was updated in 2024 to require the California Department of Transportation (Caltrans) to set 4-year targets for bicycle, pedestrian, and transit facilities to be integrated into projects funded by the State Highway Operation and Protection Program (SHOPP). The updated legislation also requires Caltrans to produce a plain language performance report detailing the inclusion of Complete Streets elements into state highway projects to improve accountability and transparency.ⁱⁱⁱ
- **Incorporate incentives and improved guidance into statewide grant programs for local agencies to adopt Complete Streets policies:** The Illinois Complete Streets law applies to transportation projects and facilities under state jurisdiction but does not stipulate how IDOT should work with county or local agencies to implement these treatments. To accelerate the delivery of Complete Streets projects across the state, Massachusetts established a Complete Streets Program. This program within the Massachusetts Department of Transportation (MassDOT) provides grants to municipalities to encourage them to regularly and routinely include Complete Streets design elements and infrastructure during the construction on new or existing locally-funded roads. To be eligible, state law requires municipalities to adopt a Complete Streets ordinance, ensure that local employees participate in a training administered

by MassDOT, and develop a Complete Streets prioritization plan for local roads.^{iv} By creating a program of this kind, Massachusetts is encouraging municipalities to adopt policies that are aligned with statewide transportation planning goals and priorities, ultimately fostering a more complete and consistent transportation network across the state while offering critical resources to local partners.

Cook County Complete Streets Ordinance

The Cook County Complete Streets Ordinance, adopted in 2009 and updated in 2011, states that planning and design of roads should accommodate users of all ages and abilities safely. The policy has several notable strengths, including its commitment to provide technical assistance to local jurisdictions within the county and a goal to shift travel patterns so that half of all trips are made via walking, cycling, or transit by 2030. Incorporating elements of strong county-level policies, such as those found in Howard County, MD, could accelerate the delivery of Complete Streets elements in Cook County where they are needed most.

In 2023, Smart Growth America named Howard County, MD's Complete Streets Policy as the strongest in the nation across all levels of government.^v In addition to the typical commitments that are foundational to any Complete Streets policy, the Howard County policy distinguishes itself by establishing a hierarchy of modal needs based on vulnerability into its project selection process – vulnerable street users, explicitly defined as pedestrians, bicyclists, children, seniors, and people with accessibility needs, are not just considered but prioritized at the highest level during project selection, implementation, and evaluation. The policy also addresses specific geographic areas of the county that are underserved or face greater barriers to transportation access, assigning these communities additional weight in project selection processes. Finally, the Howard County policy establishes very narrow parameters for exceptions to Complete Streets elements, requiring them to be shared publicly prior to review.

Local Complete Streets Policies

In Cook County, 50 out of 134 municipalities have adopted Complete Streets policies or ordinances.^{vi} While many communities are committed to ensuring safe access for all users of the transportation system, many still struggle with limited planning capacities, limited financial resources, and competing priorities. This can make developing a robust and comprehensive approach to Complete Streets planning difficult and resource-intensive, especially in the absence of robust technical assistance at the state or county levels.

Further, Complete Streets policies at the local level may vary widely in terms of design criteria, program requirements, and exceptions.

CMAP should consider providing a model Complete Streets Policy that can be adopted by local municipalities to foster a unified and consistent approach to Complete Streets within the region. This has been done successfully at the state-level in New Jersey. In 2019, the New Jersey Department of Transportation (NJDOT) released a Model Complete Streets Policy & Guide to ensure that local adoption of Complete Streets policies was consistent with statewide goals and national best practices.^{vii} The model policy offered project checklists and scoring measures that help get Complete Streets projects off the ground and evaluate their results once in place. As more communities in Cook County acknowledge the need to plan for all users of the transportation system, providing access to a model policy that meets countywide goals for Complete Streets implementation can guide municipalities in a clear and consistent way.

[1] <https://www.dot.state.mn.us/policy/operations/oe004.html>

[2] https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB960

[3] <https://malegislature.gov/Laws/GeneralLaws/PartI/TitleXIV/Chapter90I/Section1>

[4] <https://smartgrowthamerica.org/best-complete-streets/>

[5] <https://bike-ped-database-metroplanning.hub.arcgis.com/pages/planning-policy>

[6] https://www.nj.gov/transportation/eng/completestreets/pdf/CS_Model_Policy_2019.pdf

2.2 Expanding and Improving Automated Traffic Enforcement Systems in Cook County

State law in Illinois permits three major categories of automated traffic enforcement systems:

1. Automated enforcement systems for detecting red light running violations (625 ILCS 5/11-208.6)

This section of the Illinois Vehicle Code authorizes automated traffic law enforcement in Illinois to be used in conjunction with traffic signals. Municipalities and counties may implement systems to capture images or video of motorists running red lights and assess civil penalties of up to \$100. Not all counties or municipalities are authorized to implement automated enforcement systems for red light running – Cook County is among eight counties in Illinois in which use of automated enforcement systems for red light running is authorized (others include DuPage, Kane, Lake, Madison, McHenry, St. Clair, and Will). As of 2022, there were 492 red light cameras in Cook County (308 of which are in the City of Chicago).^{viii}

2. Automated speed enforcement systems in safety zones (625 ILCS 5/11-208.8)

This policy authorizes use of automated speed enforcement systems in safety zones (defined as any areas within one-eighth of a mile of schools or park district properties) within municipalities of 1 million or more residents. This means that only the City of Chicago is permitted to install speed safety cameras in these areas. Motorists may be penalized \$50 for traveling between 6-10 MPH over the speed limit or \$100 for traveling more than 10 MPH over the speed limit. As of 2025, there were 162 total speed cameras in the City of Chicago.^{ix} Funds generated through these automated speed enforcement programs must be exclusively directed toward public safety, traffic safety, infrastructure improvements, or after-school programs.

3. Automated traffic control systems in highway construction or maintenance zones (625 ILCS 7/1)

This statute establishes the use of automated traffic control systems in construction or maintenance zones in Illinois to enhance safety. The Illinois State Police may implement these systems across Illinois, but only in areas designated by IDOT as work zones while workers are present. As opposed to automated red light running enforcement and automated speed enforcement in safety zones – which rely on cameras mounted to street poles or other fixed infrastructure – automated speed enforcement in work zones is captured through vans that bear clear markings designating them as speed photo enforcement vehicles.^x

Effectiveness

Automated enforcement systems have been widely demonstrated to be effective at reducing speeding, red light running, and fatal and serious crash outcomes near the locations in which they are installed. They are latent safety measures within the Safe Systems Pyramid approach that have moderate population health impacts and decrease risk without human intervention. Speed safety cameras can reduce roadway fatalities and injuries by 20 to 37 percent and are a FHWA Proven Safety Countermeasure.^{xi} Automated speed enforcement cameras have also been effective in Chicago – between 2012-2013 and 2022-2023, fatal or serious injury crashes dropped by 11 percent near speed cameras, as compared to a 19 percent increase citywide. During the same period, speed-related crashes decreased by 24 percent near cameras, as compared to a 9 percent increase citywide.^{xii}

Implementation Considerations

1. Evaluate current automated enforcement locations for effectiveness and safety impacts

Automated enforcement systems should be transparent, data-driven, publicly accountable, and considered as an interim countermeasure. Ensuring camera locations are placed where they will have the greatest impact on reducing crashes and improving safety will help build public consensus around this safety countermeasure and mitigate misperceptions that the goal of these programs is revenue generation. Any jurisdiction utilizing automated enforcement systems should publicly release the statistical analyses state law requires them to complete every two years and regularly update enforcement locations to prioritize high-risk locations based on the results of these assessments, moving or removing cameras that are not effective.

2. Revise state law to allow automated speed camera enforcement in safety zones in other municipalities in Cook County beyond the City of Chicago

Currently, only the City of Chicago is authorized to implement speed cameras in school and park safety zones, limiting the demonstrated safety impacts across the rest of the County. Expanding automated speed enforcement to other municipalities can help reduce speed-related crashes and fatalities in locations with higher concentrations of vulnerable roadway users.

Cook County and its partners should consider supporting state legislative changes to permit use of automated speed enforcement beyond the City of Chicago – currently, Illinois House Bill 1389 is pending legislation that would expand the provision regarding automated speed enforcement systems in safety zones to include municipalities in the counties of Cook, DuPage, Kane, Lake, Madison, McHenry, St. Clair, and Will (the same counties in which use of automated red-light running traffic enforcement is authorized under 625 ILCS 5/11-208.6.).^{xiv} As part of any expansion to this authority, local agencies should be prepared to communicate the safety benefits of these systems and develop clear messaging strategies that demonstrate the value of public safety improvements that funds raised through these programs will support.

3. Re-evaluate fine structure to promote fairness and mitigate harmful financial impacts

Current fine structures instituted through automated enforcement programs have been shown to disproportionately impact low-income residents. Adjusting fines to better reflect risk of harm and ability to pay can improve public perception around automated enforcement programs and help increase compliance with safer driving behaviors. Introducing sliding scale fines based on income would create a more level playing field but would require changes to state law. Alternatively, mandated roadway safety education courses could be imposed as an alternative to fines for low-income individuals. Additionally, introducing late fee caps and putting an end to doubling of fines as penalties for late payment can help prevent increasing debt that may cause people to avoid paying their fines altogether and risk facing additional consequences.

4. Direct revenue to roadway safety projects that realize lasting crash reductions

Net revenue from fines should be used to supplement existing transportation funding to accelerate safety improvements at camera locations. Cameras function as interim countermeasures that are then replaced with signal, geometric, traffic calming, and other design changes to reduce conflicts and manage speeds. California's speed camera pilot program restricts camera fine revenue to traffic calming improvements that cannot supplant existing funding.^{xv} A direct connection between fines and safety improvements can work to rebuild trust in the use of automated enforcement.

^[1] https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/safety/evaluations/enforcement/ffy22_biennial-survey-report-final.pdf

^[2] <https://data.cityofchicago.org/Transportation/Map-Speed-Camera-Locations/7ajp-yjhe>

^[3] <https://idot.illinois.gov/news/new-speed-photo-enforcement-vans-coming-to-work-zones.html>

^[4] <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/enforcement/speed-safety-camera-enforcement>

^[5]

[https://www.chicago.gov/content/dam/city/depts/cdot/CSZ/2024/ASE%20Cameras%20-%20Before%20and%20After%20Analysis%20\(2022-23\)%20-%20Write-Up%20and%20List%20COMBINED%20-%20V3.pdf](https://www.chicago.gov/content/dam/city/depts/cdot/CSZ/2024/ASE%20Cameras%20-%20Before%20and%20After%20Analysis%20(2022-23)%20-%20Write-Up%20and%20List%20COMBINED%20-%20V3.pdf)

^[6]

https://www.chicago.gov/content/dam/city/depts/cdot/Red%20Light%20Cameras/2022/Sutton+Tilahun_Chicago-Camera-Ticket_Exec%20Summary-Final-Jan10.pdf

^[7] https://cmap.illinois.gov/wp-content/uploads/FFF_final_report.pdf

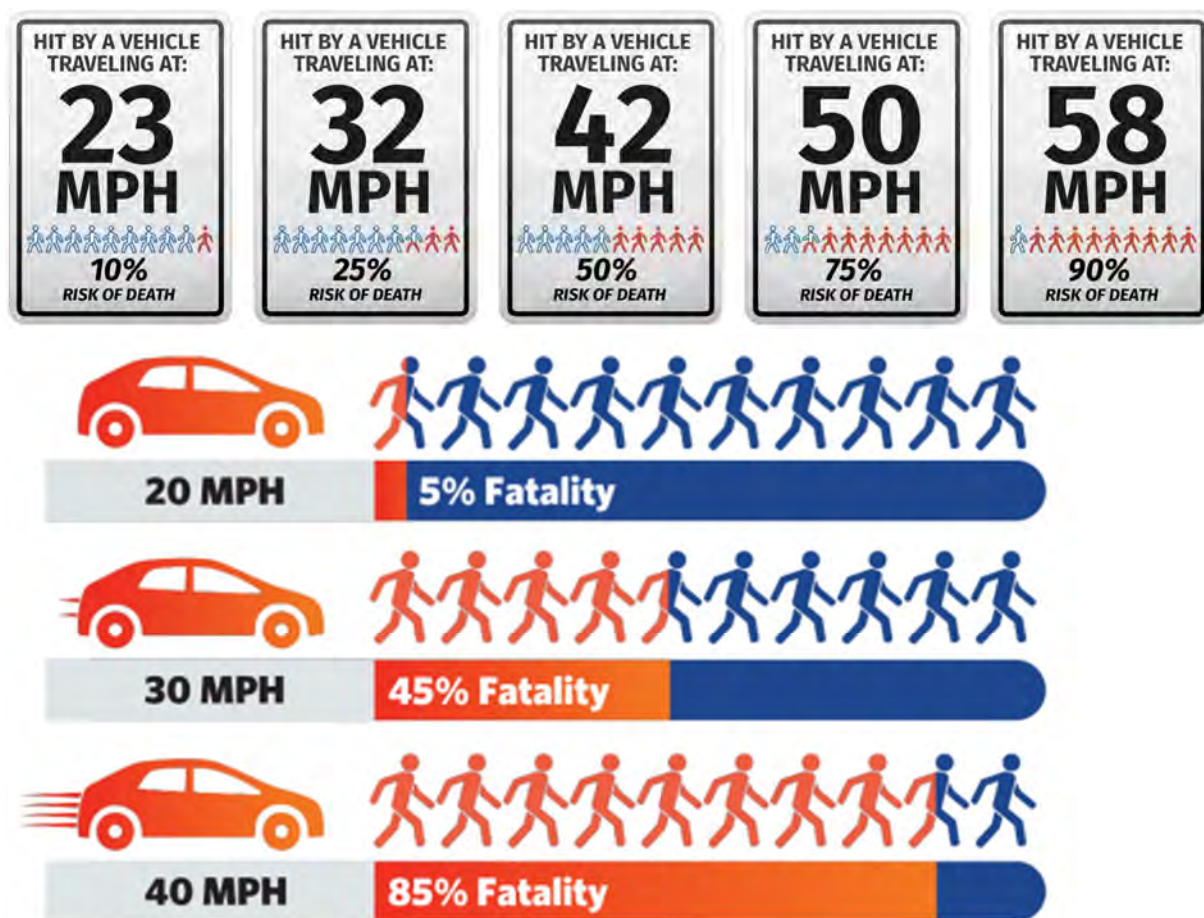
^[8] <https://www.billtrack50.com/billdetail/1783290>

<https://www.ilga.gov/legislation/BillStatus.asp?DocNum=1389&GAID=18&DocTypeID=HB&SessionID=114&GA=104>

2.3 Setting Safe Speed Limits

Speeding – driving too fast for conditions or driving above the posted speed limit – has a major impact on the likelihood and injury severity of crashes.^{xvi xvii} As speed increases, so does the likelihood of a crash occurring and it resulting in severe injury and death, as shown in Figure 2-1.^{xviii}

Figure 2-1. Risk of Death When Hit at Various Speeds



Speed limits play a critical role in vehicle speeds and crashes. Setting safe speed limits for roads is necessary for making streets safer for all road users. Many cities throughout the country are taking action to reduce speed limits and finding safety success. In Boston, reducing the citywide speed limit from 30 miles per hour to 25 miles per hour reduced speeding overall and dramatically decreased the instances of high-end speeding (vehicles traveling faster than 35 miles per hour).^{xix}

NACTO's City Limits guide identifies other scenarios where speed limit reductions alone can reduce speeds and crashes. In 2016, for example, Seattle lowered the default speed limits from 30 to 20 miles per hour on its arterial roads and from 25 to 20 miles per hour on smaller, mostly residential streets. This speed limit reduction was associated with a 17 percent drop in the likelihood of an injury crash in the downtown area and a 7 percent drop outside of the city center. On arterial roads specifically, there was a statistically significant reduction of 20 percent in the likelihood of an injury crash downtown and an 11 percent decrease outside of downtown.^{xx}

Currently the State of Illinois has a statutory speed limit of 30 miles per hour on urban streets. The speed limit not only serves as a default speed limit when no sign is posted but also sets a baseline as what speed limit the government deems safe (see Table 21).

Table 2-1. Statutory Speed Limits on Different Roadway Types in Illinois^{xxi}

Roadway Type	Statutory speed limit
Interstates and tollways	70 mph
Highways and 4-lane roads	65 mph
Other highways and rural areas	55 mph
Urban areas (cities and towns)	30 mph
Alleys in urban areas	15 mph
School zones	20 mph

In 2008, Illinois State Legislature permitted local governments, including counties and municipalities, to reduce statutory speed limits due to speeding concerns on roadways under their own jurisdiction (see Table 22). For instance, if a municipality were to adopt a local ordinance to reduce speed limits on their jurisdiction streets it would exclude county, state, or other roads not under municipal jurisdiction.

Table 2-2. Permitted changes to Statutory Speed Limits by Local Governments in Illinois^{xxii}

Roadway Type	Statutory speed limit
Urban areas (cities and towns)	No less than 20 mph
Areas outside urban areas	No less than 35 mph
Residential areas (outside of urban areas)	No less than 25 mph

While local governments in Illinois have the authority to adopt an ordinance setting a speed limit on their respective roadways, the statewide default speed limit still constrains local government's capacity to create the safest roadway conditions for all road users.

Over the years there have been efforts to reduce the default speed limit within the Illinois Vehicle Code. The state has yet to lower speed limit restriction language or give authority to local governments to determine default speed limits. However, SB2070 was recently introduced to the Illinois Senate Chamber that would amend the Illinois Vehicle Code (625 ILCS 5/11-604)^{xxiii} to provide a default speed limit of 20 (instead of 30) miles per hour within an urban district, and 10 (instead of 15) miles per hour in an alley within an urban district.^{xxiv}

In implementing safer speed limits, the NACTO City Limits guidance recommends legislative flexibility. Minnesota Statute (Section 169.14, Subd. 5h - Speed limits on city streets) allows cities to establish speed limits on city streets based on the city's safety, engineering, and traffic analysis. Speed limits must be set in a consistent and

understandable manner. Massachusetts (MGL c. 90 § 17C) allows “thickly settled” cities and towns to adopt a 25 miles per hour default speed limit by ordinance for all streets unless otherwise posted. Cities and towns can also set 20 miles per hour safety zones, which they can use their own criteria to create. New York State Assembly Bill 10144/Senate Bill 7892 amended section 1642 of the Vehicle and Traffic Law to allow New York City to set a speed limit of 25 miles per hour, down from 30 miles per hour, on streets that are not part of the State highway system. Locally, the Chicago City Council recently rejected a proposed ordinance that would have reduced the city’s default speed limit from 30 miles per hour to 25 miles per hour.^{xxv}

Recommendations

Ultimately, jurisdictions in Cook County should consider:

- **Supporting revisions to speed limit restriction language in the Illinois Vehicle Code (625 ILCS 5/11-604)^{xxvi} to lower the default speed limit in contexts where lower speeds are safer where there is more non-vehicular transportation.**
- **Supporting revisions to speed limit restriction language in the Illinois Vehicle Code (625 ILCS 5/11-604) for clarity and usefulness to local governments who wish to reduce default citywide speed limits by ordinance or reduce non-statutory speed limits below currently established thresholds.**

In addition to setting safer speed limits, the process by which speed limits are evaluated should be updated, moving away from the 85th percentile approach. The 85th percentile approach sets a speed limit based on the speed at or below which 85 percent of vehicles are traveling. This has led to speed limits that are too high for urban areas and areas with different modes of travel. Instead, there has been a shift towards a context-sensitive approach which considers what is safest – and makes most sense – given local context.^{xxvii} The latest version of the Manual on Uniform Traffic Control Devices specifically recommends *not* using the 85th percentile speed on urban or suburban arterials (as well as rural arterials that serve as main streets in developed communities) without considering additional contextual factors. NACTO City Limits^{xxviii} and the FHWA Speed Limit Setting Handbook^{xxix} offer alternatives to the 85th percentile method such as evaluating target speeds (the highest desired speed intended for drivers to go) or the 50th percentile speed (the speed at or below which 50 percent of vehicles are traveling). A target speed approach accounts for multimodal activity, land use, and safety, which ultimately informs the design and posted speed limit on a roadway in a specific context.^{xxx} For roadways where people walk, bike, or connect to transit, evaluating the 50th percentile speed versus the 85th percentile helps guide a safer target speed limit.

- **Consider a target speed policy that establishes a desired speed limit based on an area's context.**

2.4 Enhancing Policies to Improve Pedestrian Safety

Pedestrian safety remains a critical issue in Cook County, where vehicle speed and visibility at intersections can significantly impact fatalities and serious injuries for people walking. Strengthening pedestrian right-of-way laws and expanding intersection daylighting measures can reduce crashes and improve overall safety for vulnerable road users. Pedestrian right-of-way laws grant pedestrians legal priority when crossing streets at designated areas, while intersection daylighting improves visibility at crossings by removing visual obstructions near intersections to enhance pedestrian safety. Key policy initiatives should focus on improving motorist yielding requirements and expanding intersection daylighting ordinances, ensuring that pedestrian safety is prioritized in both street design and traffic operations.

Strengthening Motorist Yielding Requirements

Illinois law (625 ILCS 5/11-1002) currently requires motorists to stop and yield to pedestrians in crosswalks, but only when a pedestrian is within a crosswalk on the same half of the roadway in which a motorist is traveling or approaching closely enough to be in danger.^{xxxii} In practice, this means that a person walking must step into the crosswalk to secure the right-of-way, potentially putting themselves in danger before they can be sure that oncoming traffic will indeed yield. This law may not go far enough to ensure pedestrian priority at crosswalks and can lead to inconsistent compliance and confusion even among well-intentioned drivers. To improve pedestrian safety:

- **Consider strengthening 625 ILCS 5/11-1002 to require full stops whenever a pedestrian is present at a crosswalk, regardless of their position relative to the driver** Some states, such as Washington and Oregon, have adopted stronger pedestrian priority laws that require stopping any time a pedestrian is in the crosswalk, not just when a pedestrian is on the same half of the roadway as the driver.^{xxxiii} In Washington specifically, state law stipulates that every intersection – whether marked or unmarked – constitutes a pedestrian crossing at which motorists must yield the right-of-way.^{xxxiii} Some municipalities, such as Ann Arbor, MI, for example, have even more aggressive regulations when it comes to pedestrian crossing ordinances – Ann Arbor's crosswalk ordinance requires motorists to stop for pedestrian at crosswalks (including when they are waiting at the curb), not just within them.^{xxxiv}
- **Enhance driver education materials** by incorporating pedestrian right-of-way laws more prominently in licensing exams, public awareness campaigns, and driver safety courses.

Expanding Intersection Daylighting Ordinances

One of the most effective ways to prevent pedestrian crashes at intersections is to improve visibility by restricting vehicle parking near crosswalks, a practice known as intersection daylighting. While some municipalities have established daylighting ordinances on their own, state law in Illinois codified this intersection daylighting zone in the Illinois Vehicle Code as of 2019 (625 ILCS 5/11-1303), stipulating that no person shall stand or park a vehicle within 20 feet of a crosswalk at an intersection.^{xxxv} Still, this policy is not widely understood by the public and is often enforced through signage alone. Additionally, some other states' daylighting laws go further than Illinois' – in California, for example, Assembly Bill 413 prohibits the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk (instead of just a crosswalk at an intersection).^{xxxvi} This expands the scope of the daylighting law to apply to more locations where pedestrians may be attempting to cross the street, including at midblock locations and at intersections where a crosswalk is not striped.

Cook County and Illinois could strengthen their requirements preventing drivers from blocking sightlines at pedestrian crossings by enforcing this statute through physical infrastructure, where possible, and ensuring that the policy applies to as many potential crossing points as possible. Policy initiatives may include:

- **Work with municipalities to help enforce a 20-foot daylighting minimum** at crosswalks, reducing blind spots for both pedestrians and motorists.
- **Expand the provisions of 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 municipal daylighting policies** in Cook County, preventing a patchwork of inconsistent daylighting requirements and regulations. This could be accomplished through a model policy adoption at the county level prior to any statewide legislation.
- **Incorporate daylighting infrastructure into street redesign projects** as a standard practice by installing bump-outs and curb extensions at crossings, especially near schools, parks, and transit stops. Communities may also consider daylighting pilot projects at crossings through the use of temporary materials like flex posts and pavement markings.

^[1] <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-1002>

^[2] https://oregon.public.law/statutes/ors_811.028

^[3] <https://app.leg.wa.gov/rcw/default.aspx?cite=46.61.235>

^[4] <https://www.a2gov.org/engineering/transportation/walk-bike-drive/>

^[5] <https://www.ilga.gov/legislation/ilcs/documents/062500050K11-1303.htm>

^[6] https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB413

2.5 Improving Policy & Design Guidance for Safer Streets in Cook County

Statewide roadway design manuals play a critical role in shaping transportation infrastructure, guiding engineers and planners in designing safe, efficient, and context-sensitive streets. The Bureau of Design and Environment (BDE) Manual and the Bureau of Local Roads and Streets (BLRS) Manual establish engineering standards for roadway geometry, lane widths, design speeds, and considerations for inclusion of active transportation infrastructure into transportation projects. These manuals are extensive and comprehensive, and while they are periodically updated to reflect advancements in roadway safety, emerging research, and national best practices, they can also be slow to change and reflect the latest safety innovations. When matched with complementary guidance like Complete Streets policies, design guidance that incorporates flexibility and proven safety countermeasures can modify the built environment to effect population-wide crash reductions.

Aligning Statewide Design Standards with Best Practices for Safety

As discussed in the Policy and Process Review, minimum lane widths and design speeds based on roadway functional classification are two examples of areas in which the BLRS Manual may be lagging other nationally recognized urban design and safety standards. Specifically, the geometric design tables in Chapter 32 of the BLRS Manual currently establish 12-foot minimum travel lanes and 40 to 50 MPH design speeds for suburban arterials, and 11-foot minimum travel lanes with 30 to 40 MPH design speeds for urban arterials.

Research shows that these speeds significantly increase the likelihood and severity of pedestrian crashes – pedestrians struck by vehicles traveling 30 MPH face a 45 percent likelihood of suffering a fatality; this risk jumps to 85 percent when vehicle speeds increase to 40 MPH.^{xxxvii} And while allocating lane widths that are appropriate for motorists, buses, trucks, bikes, and parked cars is a sensitive and crucial aspect of street design, roadway context is a critical factor in making these determinations. Organizations such as the National Association of City Transportation Officials (NACTO) argue that lane widths should be considered within the assemblage of a given street to serve all needs, not

necessarily established by mandate.^{xxxviii} Specifically, NACTO guidance indicates that lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations – for designated truck or transit routes, one travel lane of 11 feet is recommended in each direction. Further analysis from Johns Hopkins University – in a study that sampled 1,117 street sections from seven different cities – found that wider lanes of 12 feet or more do not improve safety and may increase crash rates, especially on urban streets. Narrower lanes (9-10 feet), meanwhile, were found to perform just as or even more safely than wider lanes in urban environments.^{xxxix}

To better reflect these latest safety innovations in future transportation facility design policy, recommendations include:

- **Re-assess minimum lane widths for urban and suburban arterial streets** while providing additional flexibility and context sensitivity for designers working on projects across different kind of local planning environments. 10-foot and 11-foot lane widths should be considered when designing urban and suburban arterials, respectively, except where wider lanes are contextually necessary (such as on major bus or freight corridors). Narrower travel lanes encourage safer driving speeds while maintaining vehicle throughput.
- **Reconsider design speeds to better reflect actual safe operating speeds.** Flexibility should be provided to design urban arterials for 25 to 30 MPH, and suburban arterials for 30 to 40 MPH. Such changes would help align operating speeds with documented crash survivability rates and support pending legislation that would decrease the urban statutory speed limit from 30 MPH to 20 MPH, discussed above.
- **Utilize new flexibility in intersection design** to more appropriately balance roadway safety for pedestrians and bicyclists with accommodating truck turning movements, per the authority granted through SB2278.^{xl} Previously, communities were required to design new intersections to accommodate the turning radius of a 65-foot truck, which often precluded design features like pedestrian islands, curb extensions, and separated bike lanes. This change to state law permits local agencies to take action to exclude certain intersections from the required WB-65 design vehicle requirement, providing greater local control over these decisions.
- **Provide additional guidance and design standards related to proven safety countermeasures**, such as raised crosswalks, curb extensions, separated bike lanes, and pedestrian signal strategies to enhance safety for vulnerable users. These elements should be included as standard design features wherever possible, rather than requiring strict warrants or design exceptions.

Establish Interagency Coordination to Streamline Approval Processes for Safety Improvements

In 2023, IDOT and the Chicago Department of Transportation (CDOT) reached an agreement to collaboratively enhance traffic safety infrastructure in the City of Chicago. The Memorandum of Understanding (MOU) between these agencies formalized a traffic safety infrastructure menu that may be applied to approximately 400 miles of city streets under IDOT jurisdiction, including features such as ADA pedestrian curb ramps and application of 10-foot travel lanes as a minimum standard.^{xli} This MOU has facilitated a more efficient process for implementing these kinds of traffic safety infrastructure across Chicago – expanding this framework to other Cook County municipalities would give local jurisdictions greater control over street design and contribute to a more consistent countywide transportation network while encouraging greater collaboration between critical public agencies. Updates and improvements to this framework should:

- **Provide more flexibility to local public agencies to streamline the approval processes for safety improvements on state-controlled roads** by pre-approving elements like curb extensions, narrower travel lanes, pedestrian refuge islands, and high-visibility crosswalks without requiring lengthy approval processes or design exceptions.
- **Establish a traffic safety working group composed of IDOT, Cook County DoTH, and municipal transportation representatives** to collaborate toward design policies that evolve with emerging best practices.

^[1] <https://cmap.illinois.gov/news-updates/reducing-vehicle-speeds-is-critical-to-improving-traffic-safety/>

^[2] <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/#:~:text=1Lane%20width%20should%20be,urban%20settings%20while%20discouraging%20speeding.>

^[3] <https://www.ilga.gov/legislation/BillStatus.asp?GAID=17&GA=103&DocNum=2278&DocTypeID=SB&SessionID=112&LegID=147167&SpecSess=&Session=>

^[4] <https://www.illinois.gov/news/press-release.25918.html>

2.6 Post-Crash Care

Post-crash care is a crucial element within the Safe System Approach, aiming to mitigate serious injury and death resulting from traffic crashes by ensuring timely, efficient access to emergency medical care, preventing secondary crashes, and creating a safe environment for first responders.

Access to Trauma Centers

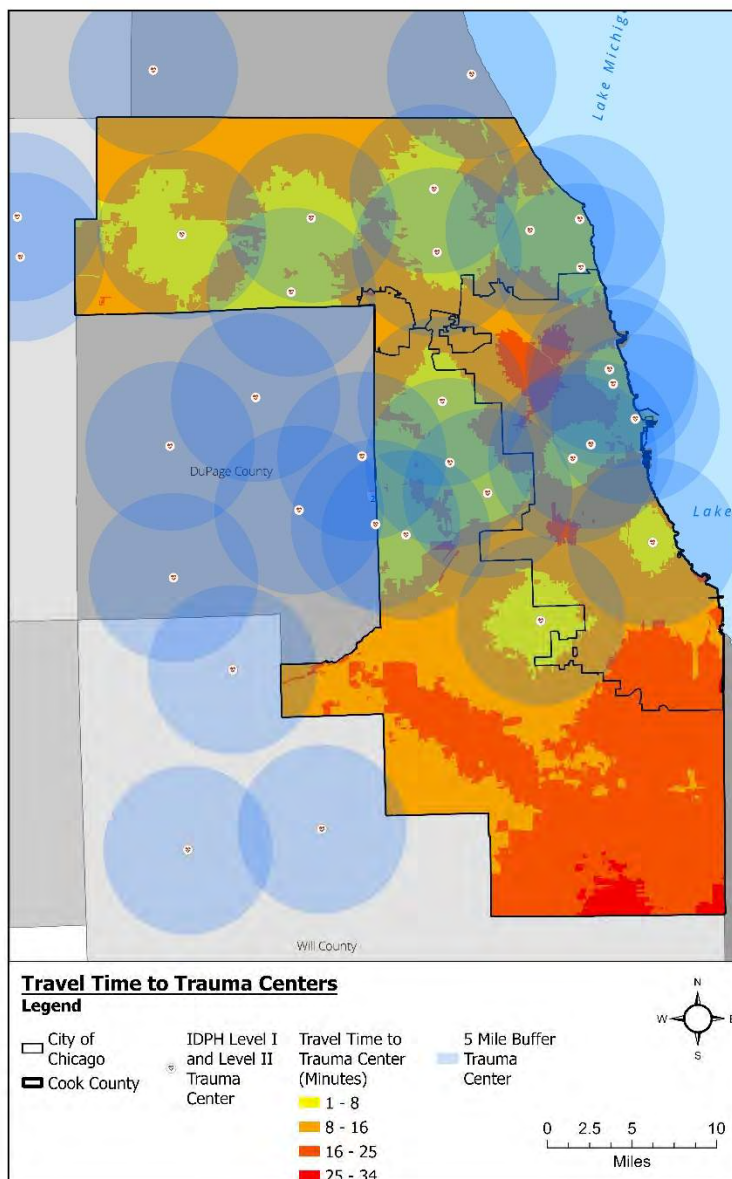
Trauma center access is a critical component of post-care crash response,^{xlii} ensuring that those involved in severe crashes have quick and adequate care to reduce the likelihood of death and minimize the severity of injuries.^{xliii} Evidence has shown there is a relationship between the proximity of a crash to the nearest Level I or II Trauma Center and crash victim mortality.^{xliiv} Level I and II trauma centers provide the most comprehensive resources and

services, making them invaluable for providing effective healthcare to crash victims. Level I centers provide all essential services in-house, 24 hours per day. Level II centers provide some essential services available in-house, 24 hours per day, but may need to refer to Level I centers for other essential services more readily available.^{xlv}

Research indicates that there is an eight (8) percent increase in the odds of death for every five mile increase for blunt, penetrating, blunt and penetrating, or other injury types to the nearest trauma center.^{xlvi} The project team analyzed Census block-level travel-time modeling from the University of Minnesota's Accessibility Observatory to evaluate drive-time to Level I and Level II Trauma Centers throughout Cook County. The analysis reveals that southern Cook County lacks access to a Level I or II trauma center. South suburban Cook County has relatively high total crash and serious injury and fatal crash rates, indicating that areas with preexisting vulnerabilities are potentially more vulnerable due to a lack of essential healthcare services that could help mitigate traffic fatalities and severe injuries. In order to increase access to Level I and Level II trauma centers, Cook County should:

- **Aligning with the vision expressed by the Cook County Board in Resolution 24-6451, request the state's effort through the Illinois Department of Public Health in establishing a Level II trauma center in the Southlands of Cook County.** Convening state and county public health experts, health representatives, and Southland community leaders vested in the future of public health of Southern Cook County can serve as advisors to create a plan in the establishing a new standalone Level II trauma center or investing in the capacity of an existing hospital to reach the requirements of a Level II Trauma Center.
- **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 and streamlining information sharing from time on scene to transfer of care. 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.

Figure 2-2. Access to Level I and Level II Trauma Centers in Cook County



Quick Clearance Policy

Quick clearance policies are designed to minimize the time responders spend at the scene of a traffic incident, reducing the risk of secondary crashes and struck-by incidents. Prolonged presence at an incident scene increases danger for both responders and motorists. Traffic Incident Management (TIM) emphasizes building strong relationships among emergency responders, transportation agencies, towing companies, and other stakeholders to enhance communication, coordination, and collaboration. These partnerships are crucial for implementing strategies that ensure scenes are cleared safely and efficiently, improving overall roadway safety and reducing congestion.

Quick clearance policies often include move-over laws, driver education, pre-established incident response protocols, and technology integration to expedite the removal of vehicles, debris, and hazards from the roadway. In Illinois, state law requires motorists involved in crashes to immediately stop at or near the scene, provided they move their vehicle to a safe nearby location to avoid obstructing traffic, until legal requirements are fulfilled.^{xlvi}

Several state and county departments of transportation, such as the Minnesota Department of Transportation (MnDOT), implement quick clearance policies as part of broader safe roadway programs. MnDOT's TIM strategy includes resources for first responders and the general public to safely address traffic incidents.^{xlvi} The strategy lists the following TIM practices to incorporate:

- Authorize the use of push bumpers or other methods for quick clearance
- Require responders working on a roadway to wear high visibility safety apparel
- Require the use of safe vehicle positioning (apparatus placement)
- Implement quick clearance standards into tow agreements

Recommendations:

- **Develop a quick clearance policy focused on rapidly and safely removing obstructions from roadways.** Cook County should begin by developing clear policy guidelines through county ordinances or official directives, defining criteria for incident classification and appropriate clearance procedures for minor and major incidents. Emphasizing “Move It” and “Steer It, Clear It” laws would encourage motorists to relocate drivable vehicles from travel lanes after minor crashes, ensuring safer and faster clearance. Strengthening multi-agency coordination is essential, involving partnerships between the Department of Transportation and Highways, IDOT, law enforcement agencies, as well as fire departments, EMS, and towing services. Developing MOUs outlining roles, responsibilities, and communication protocols would help establish an efficient incident command structure for seamless coordination. Creating standard operating procedures (SOPs) is critical to streamline incident detection, response, and clearance processes. These SOPs should provide clear guidelines for vehicle removal, debris clearance, and crash investigation to expedite scene management.

Fatal Crash Response Team

A fatal crash response team aims to reduce and eliminate serious injury and fatal crashes by using data analysis to identify safety problems and implement strategies to address the

most significant risks. In order to establish a consistent, multidisciplinary approach to better understand the causes of fatal crashes and develop solutions, Cook County should:

- **Consider developing a multidisciplinary, multi-agency Fatal Crash Response team**

that reviews every fatal crash that occurs on roads under Cook County’s jurisdiction. A multidisciplinary, multi-agency team brings together diverse expertise allowing for a comprehensive understanding that is needed to address the various aspects of fatal traffic crash prevention and response. The diverse team allows for better coordination and collaboration among the agencies to ensure a more rapid, effective response to mitigate fatal traffic crashes.

Multidisciplinary team members may include transportation professionals, law enforcement, emergency medical services, public health officials, and policy makers. The Fatal Crash Response team should closely coordinate with the Illinois Traffic Records Coordinating Committee and the City of Chicago. The City conducts a timely analysis of fatal traffic crashes within city boundaries meeting city ordinance and Vision Zero Action Plan recommendations. ^{xlxlii}

- In tandem, the County **should prioritize funds for quick response solutions at fatal crash sites** as determined by the Fatal Crash Response team.

- **Consider policies and strategies to deploy EMS system improvements to deliver advances in survivability outcomes.** Severe bleeding can be a leading cause of preventable death among trauma patient involved in motor-vehicle collisions.^{lii} Evidence from subject matter experts and leading health and EMS organizations concur, the opportunity to provide prehospital blood transfusions can save many lives. For every minute of delay in administering prehospital blood to a trauma patient, mortality increases by 11 percent.^{liii} Research has shown “prehospital blood product resuscitation has demonstrated greater than predicted survival with a 37 percent reduction in 30-day mortality among severely injured civilian patients.”^{liv} Delivering prehospital blood or blood products at crash scenes can be beneficial in efforts to reduce fatality outcomes.

2.7 Creating Safer Vehicles Through the Safe Systems Approach

Vehicle design plays a critical role in roadway safety, particularly in urban environments where large trucks, SUVs, and heavy-duty vehicles pose increased risks to pedestrians, cyclists, and other vulnerable users. A key tenet of the SSA is that while crashes will inevitably occur, their severity can be minimized to avoid fatal and serious injuries through policy interventions that improve vehicle designs and encourage safer choices. Public agencies have a major role to play in this effort, as many departments maintain their own fleets of cars and trucks while also contracting with private companies to complete

projects. Additionally, as private vehicle sizes and weights have trended ever larger – a phenomenon that is expected to continue with increased adoption of electric vehicles – Cook County and its partners may look to other jurisdictions that are crafting policies to compensate for the harmful safety impacts of SUVs and trucks.^{lv}

To reduce the risks to vulnerable road users posed by large vehicles, Cook County should consider adopting policies requiring enhanced safety equipment on public fleet and contractor vehicles and explore fee structures to discourage the proliferation of excessively heavy personal vehicles on urban streets.

Require Standard Safety Equipment on Public and Contractor Fleet Vehicles

In 2017, CDOT announced that the City of Chicago was moving forward with a major traffic safety proposal that came out of the Vision Zero Chicago Action Plan by introducing an ordinance that requires City vehicles and contractors to install side guards and convex mirrors on large trucks.^{lvi} These components help increase visibility for drivers while also preventing people from becoming trapped beneath a vehicle should a crash occur. Building on this initiative, Cook County should consider establishing a policy to mandate installation of these standard safety features on large trucks used by public agencies and contractors.

The County could adopt a similar phase-in approach to the Chicago model that would require all new publicly owned trucks over 10,000 pounds to include side guards, convex mirrors, and crossover mirrors, while requiring the same features on contractors working on county projects. In addition to these measures, Cook County and other local agencies may consider further safety equipment enhancements to fleet vehicles. For example, New York City initiated a pilot program that introduced Intelligent Speed Assistance (ISA) to 50 city fleet vehicles. This technology, which limits vehicle speed to promote safer driving, has shown promising initial results. Vehicles equipped with ISA complied with speed limits more than 99 percent of the time while also recording a 36 percent decline in hard braking incidents.^{lvii}

By adopting higher safety standards on public fleet vehicles, Cook County and its partners can improve safety on streets where large vehicles frequently operate at high speeds, especially across a transportation network that carries a significant amount of freight.

Explore Graduated Registration Fee Structure for Heavy Vehicles

Increasingly, large trucks and SUVs are coming to dominate urban streets, presenting new safety challenges in urban areas. Research has shown that heavier vehicles with taller hood and bumper shapes increase the severity of crashes, especially for people walking and biking.^{lviii} To counteract some of these harmful impacts, cities like Washington, D.C.

have responded by imposing weight-based vehicle registration fees to discourage excessively large passenger vehicles and help account for the adverse safety outcomes they contribute to. In D.C., registered owners of passenger vehicles weighing less than 3,499 pounds pay an annual fee of \$72 – this fee jumps to \$175 for vehicles between 3,500 and 4,999 pounds, \$250 for vehicles between 5,000 and 5,999 pounds, and \$500 for a passenger vehicle weighing over 6,000 pounds.^{lix} Cook County recently passed the Wheel Tax Elimination Ordinance, which permanently ended the County’s vehicle registration fines and fees.^{lx} While the County may not have the authority to determine vehicle registration policy in the same way that Washington, D.C. is able to, it may consider advocating for changes to statewide policies that would:

- **Establish a tiered registration fee system** in which heavier personal vehicles (e.g., SUVs and trucks exceeding 6,000 pounds) incur higher fees, reflecting their greater impact to harmful road safety and infrastructure issues.
- **Allocate revenue from increased fees toward public safety improvements**, including crosswalk enhancements, separated bike infrastructure, and traffic-calming measures in high-risk locations.
- **Consider exemptions or incentives** for vehicles that incorporate pedestrian safety technologies such as automatic emergency braking and pedestrian detection systems.

These policies would help address the disproportionate risks posed by increasingly large personal vehicles while generating revenue earmarked for safety-focused infrastructure improvements.

^[1] https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Speed-Management-Report_CMAP_2024.pdf

^[2] https://www.chicago.gov/city/en/depts/cdot/provdrs/traffic_signals_andstreetlights/news/2017/june/mayor-emanuel-and-cdot-introduce-ordinance-requiring-city-contra.html

^[3] https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Speed-Management-Report_CMAP_2024.pdf

^[4] <https://dmv.dc.gov/node/155452>

^[5] [Cook County Board Unanimously Passes Repeal of County Wheel Tax](#)

3 Typologies Toolbox

This section provides typologies of infrastructure environments in Cook County where specific countermeasures may be best applied to improve safety outcomes at high-risk or high-crash frequency locations. The typologies cover the different classifications of intersections and segments, creating a comprehensive list of typologies. This list is not meant to reflect all unique contexts where traffic safety issues are observed in Cook County. The aim is to provide a toolbox of effective safety countermeasures which can be

applied with a site-specific mindset, or applied systemically, to cover various types of traffic environments that show specific risk factors.

3.1 Intersections – Multilane, Signalized

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
■ High-volume intersections controlled by traffic signals ■ Multiple through lanes on at least two approaches ■ Typically serve arterial-to-arterial or arterial-to-collector connections ■ Often include dedicated turn lanes and complex phasing ■ Accommodate high pedestrian volumes in urban environments ■ Function as critical nodes in transportation networks	■ Rear-end crashes on high-speed approaches ■ Angle crashes from red light running ■ Left-turn crashes during permitted phasing ■ Pedestrian conflicts with turning movements ■ Secondary crashes due to queue spillback ■ Sideswipe crashes from lane changes near intersection ■ Vehicle-bicycle conflicts at crossings and turn lanes	■ Signal Timing and Operations: • Protected or protected-permissive left-turn phasing • Adequate yellow change (3-6 seconds), all-red clearance (less than 6 seconds), and pedestrian clearance intervals (assumed walking speed of 3 feet per second)^{ix} • Signal coordination with adjacent intersections • Advanced detection systems with dilemma-zone protection • Leading pedestrian intervals (LPIs) • Adaptive signal control for fluctuating demands ■ Geometric Improvements • Dedicated turn lanes with adequate storage • Positive or zero offset for left-turn lanes to improve sight lines • Channelized right turns with island and good pedestrian visibility • Median refuge islands for pedestrians • Reduced curb radii to control turning speeds ■ Enhanced Visibility • Signal head placement for optimal visibility • Retroreflective backplates • Advance intersection warning signs • High-visibility crosswalk markings • Intersection lighting • In-road lighting • Overhead lane-use designation signs ■ Multimodal Safety Features • Protected bicycle crossings, bike boxes, and two-stage turn boxes • Accessible pedestrian signals • Pedestrian countdown signals • Curb extensions to reduce pedestrian exposure • Bicycle lane treatments through intersection ■ Transit queue jumps or priority measures	■ Available right-of-way for geometric improvements ■ Maintenance requirements for signals and detection systems ■ Traffic operations and delay impacts ■ Utility conflicts for drainage and underground infrastructure ■ Construction phasing to maintain traffic flow ■ Coordination with adjacent developments	■ Crash frequency and severity by type ■ Signal compliance rates ■ Pedestrian and bicycle compliance and volumes ■ Queue lengths and traffic progression ■ Delay by approach and movement ■ Public feedback on operational improvements

Effective safety management at signalized multilane intersections requires a comprehensive approach that addresses both the physical design and operational characteristics while accommodating all transportation modes.

3.2 Intersections – Two-lane, Signalized

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
▪ Traffic signal control with single through-lane on all approaches ▪ Typically connect collector-to-collector or collector-to-arterial roads ▪ May serve downtown areas, neighborhood commercial districts ▪ Moderate traffic volumes with potential peak hour congestion ▪ Often integrate pedestrian crossings in mixed-use environments ▪ May lack dedicated turn lanes due to right-of-way constraints ▪ Serve diverse users including local traffic, pedestrians, and cyclists	▪ Rear-end crashes at signals, particularly on higher-speed approaches ▪ Left-turn conflicts with opposing through traffic ▪ Limited queue storage leading to spillback issues ▪ Pedestrian crossing conflicts due to turning vehicles ▪ Red light running, especially in off-peak periods ▪ Sight distance obstructions from roadside features ▪ Inadequate bicycle accommodation through intersection ▪ Inadequate pedestrian accommodation (e.g. lack of sidewalks, narrow sidewalks)	▪ Signal Operations: • Adequate yellow change (3-6 seconds), all-red clearance (less than 6 seconds), and pedestrian clearance intervals (assumed walking speed of 3 feet per second)^{bxi} • LPI where turning conflicts exist • Detection system upgrades for small vehicle detection • Signal coordination in corridors with multiple signals • Updated timing plans for different times of day ▪ Low-Cost Safety Enhancements: • Retroreflective backplates for signal heads • High-visibility crosswalk markings • Stop bars positioned for optimal sight lines • Advance warning signs for signals in rural contexts • Strategic lighting improvements • Left-turn pavement markings to guide turning paths or Left Turn Traffic Calming ▪ Geometric/Pavement Modifications: • Addition of turn lanes where space permits • Curb extensions to reduce pedestrian crossing distances • Median refuge islands on wider approaches • High-Friction Surface Treatments at approaches • Reduced curb radii to slow turning vehicles • Driveway consolidation near intersection corners • Access management near intersection approaches ▪ Multimodal Accommodations: • Bike boxes and two-stage turn boxes • Accessible pedestrian signals • Bicycle lane treatments through intersections • Pedestrian countdown signals	▪ Limited right-of-way for expansion ▪ Proximity to residential and commercial properties ▪ Utility conflicts for drainage and underground infrastructure ▪ Budget constraints ▪ Coordination with municipal projects like pavement resurfacing or utility upgrades ▪ Community context and local business access needs	▪ Crash frequency and severity by type ▪ Signal compliance rates ▪ Pedestrian and bicycle compliance and volumes ▪ Delay by approach and movement ▪ Emergency vehicle pre-emption effectiveness ▪ Public feedback on operational improvements

Effective improvements at signalized two-lane intersections often focus on operational and low-cost enhancements that maximize safety within existing geometric constraints, while addressing the needs of all roadway users.

3.3 Intersections – All-Way Stop

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
■ All approaches controlled by stop signs ■ Typically found in residential areas and low-volume collector roads ■ Often serve neighborhood traffic and local business areas ■ Relatively simple operation requiring driver yielding behavior ■ Moderate traffic volumes below signal warrant thresholds ■ May experience congestion during peak periods ■ Frequently located in grid-pattern street networks ■ Often accommodate pedestrian crossings without signals	■ Failure to stop or rolling stops ■ Right-of-way confusion when multiple vehicles arrive simultaneously or when installed at intersections with multi-lane approaches ■ Limited visibility of stop signs and approaching vehicles ■ Rear-end crashes when drivers don't anticipate stopped vehicles ■ Pedestrian crossing conflicts due to multiple threat scenarios ■ Gap judgment errors by drivers ■ Nighttime visibility and conspicuity issues	■ Enhanced Stop Control: • Oversized stop signs for increased visibility • Supplemental stop signs on left side or median • Stop ahead warning signs on approaches with sight distance issues • Reflective strips on sign posts • Supplemental flashing beacons or flashing LED lights on stop signs • Multiple STOP signs at wide approaches • Advanced markings with "STOP AHEAD" text ■ Intersection Visibility: • Stop bars at appropriate locations • Improved corner sight distance through parking restrictions ("daylighting") • Removal of vegetative obstructions • Intersection lighting enhancements • Advanced warning signs with beacons for problem locations • Delineators to guide drivers to the intersection ■ Geometric Improvements: • Removal of unwarranted stop signs • Reduced intersection width or number of lanes where appropriate • Curb extensions to improve pedestrian visibility • Raised intersections in areas with pedestrian activity • Realignment of skewed approaches • Roundabout or mini-roundabout conversion for appropriate volumes • Median islands on wide approaches ■ Pedestrian Enhancements: • High-visibility crosswalk markings • Curb ramps aligned with crossings • Pedestrian refuge islands on wider roadways • In-street pedestrian crossing signs • Reduced curb radii to control turning speeds	■ Traffic volumes relative to capacity ■ MUTCD volume warrants ■ Stopping sight distance on all approaches ■ Intersection geometry and skew ■ Queuing during peak periods ■ Potential for future conversion to other control types	■ Crash frequency and severity by type ■ Stop compliance rates ■ Pedestrian and bicycle compliance and volumes ■ Vehicle approach speeds ■ Queue lengths and delays during peak periods ■ Community feedback

		• Crossing warning signs with enhanced treatments		
--	--	---	--	--

Effective improvements at all-way stop intersections typically focus on enhancing visibility, compliance, and user understanding of the intersection control while maintaining efficient operations at appropriate traffic volumes.

3.4 Intersections – Minor Leg Stop

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
■ Stop control on minor road approaches only ■ Major road operates under free-flow conditions ■ Varying volumes with typically higher traffic on major road ■ Range from local road to major highway intersections ■ Limited gaps in traffic during peak periods on major road ■ May include two-way stops or T-intersections ■ Often lack dedicated turn lanes or channelization ■ Comprise the majority of rural intersections ■ Uncontrolled pedestrian crossing of major road	■ Right-angle crashes from minor road vehicles entering major road ■ Gap acceptance errors by minor road drivers ■ Left-turn conflicts with major road through traffic ■ Crashes due to sudden lane changing to avoid turning traffic ■ Minor road drivers overlooking stop signs or stopping beyond stop line ■ Limited sight distance for vehicles at stop signs ■ Excessive speed on major road approaches ■ Secondary conflicts from two-stage crossings ■ Drivers not yielding to pedestrians at uncontrolled crossing	■ Enhanced Minor Road Stop Control: • Larger or dual stop signs • “Cross-traffic does not stop” warning plaques • Stop ahead warning signs • Transverse rumble strips on stop approaches • Stop bars and STOP pavement markings • Flashing beacons for stop signs at problem locations • Retroreflective sign post strips ■ Major Road Warning Treatments: • Intersection warning signs • Advance intersection warning signs with street name plaques • Speed reduction measures approaching intersection • Flashers or beacons for problematic locations • Enhanced pavement markings • Pedestrian Hybrid Beacons (PHB) or Rectangular Rapid Flashing Beacons (RRFB) ■ Geometric Improvements: • Left and right turn lanes on major road • Positive or zero offset left-turn lanes for improved sight distance • Channelized right turns where appropriate • Realignment of skewed approaches • Median refuge for two-stage left turns • Pedestrian refuge islands • Access management (right-in/right-out only) ■ Sight Distance Improvements: • Clearing of roadside vegetation • Adjustment of intersection profile • Parking restrictions near corners (“daylighting”) • Signal control if warranted • Roundabout conversion	■ Traffic volumes on major and minor roads ■ Crash history and patterns ■ Approach speeds on all legs ■ Available right-of-way for improvements ■ Proximity to other intersections ■ Bicycle and pedestrian activity and network connectivity ■ Cost-effectiveness of various treatment levels ■ Future development patterns	■ Reduction in crash frequency and severity ■ Minor road delay and queue length ■ Major road traffic progression ■ Gap acceptance behavior ■ Approach speeds ■ Stop sign compliance

		• Roadway realignment • Intersection lighting		
--	--	---	--	--

Effective improvements at minor leg stop-controlled intersections focus on providing clear guidance to the minor road traffic while alerting major road traffic to the potential for entering vehicles, creating a more predictable and safer environment for all users.

3.5 Segments – Local Roads/Streets

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
■ Low-volume roadways primarily serving residential areas ■ Typically single lane in each direction (2 total lanes) ■ Low posted speeds (15-30 mph) ■ Prioritize property access over mobility ■ Limited or absent dedicated pedestrian and bicycle facilities ■ Often lack centerline and edge line markings ■ May include on-street parking ■ Minimal traffic control beyond stop signs at intersections	■ Speeding in residential neighborhoods ■ Limited sight distance due to vegetation, fences, and parked vehicles ■ Pedestrian and bicycle conflicts (walking/biking in roadway, intersection crossings) ■ Driveway and intersection sight obstructions ■ Nighttime visibility issues due to limited lighting ■ Inappropriate cut-through traffic avoiding congested arterials ■ Weather-related surface issues on unpaved local roads	■ Speed Management: • Traffic calming features (speed humps, cushions, tables, chicanes or lateral shifts, neighborhood traffic circles) • Visual narrowing through pavement markings or landscaping • Entrance gateway treatments • Strategic road closures to prevent cut-through traffic ■ Roadside Safety: • Tree trimming and vegetation management • Parking restrictions at curves and near intersections • Utility pole placement optimization • Mailbox consolidation or placement guidance • Hazard removal or delineation ■ Road User Accommodation: • Sidewalk addition • Shared streets or woonerf designs in appropriate contexts • Enhanced pedestrian crossings at key locations • "Yield to pedestrian" signage • Traffic diverters to prioritize non-motorized movement • School zone enhancements ■ Low-Cost Safety Treatments: • Enhanced signage • Edge lines to visually narrow the roadway • Street lighting at critical locations • Strategic use of speed feedback signs	■ Community desires and neighborhood context ■ Emergency vehicle access requirements ■ Drainage impacts of roadway modifications ■ On-street parking needs ■ Maintenance requirements ■ Budget constraints ■ Aesthetic considerations	■ Speed reduction and compliance ■ Crash reduction by type ■ Cut-through traffic volumes ■ Pedestrian and bicyclist comfort and activity ■ Resident satisfaction ■ Emergency response times

Effective safety improvements on local roads often emphasize community livability alongside traditional safety metrics, creating an environment that naturally encourages appropriate driving behavior while accommodating all users of the public right-of-way.

3.6 Segments – Collector Roads

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
■ Intermediate roadways connecting local streets to arterials	■ Roadway departure crashes, particularly on curves ■ Speeding in residential areas	■ Traffic Calming: • Lanes repurposing to optimize lane capacity, turning vehicle needs, and other users	■ Community context and needs ■ Network connectivity impacts ■ Available right-of-way	■ Speed reduction and compliance

▪ Typically 2-4 lanes with moderate speeds (30-45 mph) ▪ Balanced function between mobility and access ▪ Moderate traffic volumes and turning movements ▪ Often serve as primary routes within neighborhoods ▪ Varied context (residential, commercial, industrial areas) ▪ May serve as bus routes and bicycle corridors	▪ Midblock pedestrian crossings ▪ Conflicts at unsignalized intersections and driveways ▪ Limited sight distance at horizontal and vertical curves ▪ Insufficient separation between travel modes ▪ Inadequate visibility during nighttime conditions	• Roundabouts at key intersections • Speed tables or raised crosswalks • Chicanes or lateral shifts • Medians and pedestrian refuge islands ▪ Roadside Safety: • Clear zones with minimal fixed objects • Shoulder widening and stabilization • Traversable slopes • Strategic guardrail placement • Breakaway supports for signs and luminaires ▪ Multimodal Accommodations: • Bike lanes or shared use paths • Sidewalks with buffer zones • Enhanced midblock crossings • Transit stop improvements • Accessible design features ▪ Operational Enhancements: • Enhanced curve delineation • Improved pavement markings and signage • Consistent access management • Intersection sight distance improvements • Strategic use of lighting at conflict areas	▪ Drainage requirements ▪ Stakeholder engagement ▪ Phased implementation potential	▪ Crash frequency and severity reduction ▪ Non-motorized user volumes and safety ▪ Neighborhood livability measures ▪ Emergency vehicle access and response times ▪ Maintenance requirements and sustainability
---	---	--	--	---

Effective safety improvements on collector roads often focus on balancing mobility and access, taking into account the varied land use contexts and interactions between different travel modes.

3.7 Segments – Arterials

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
- Principal traffic-carrying roadways in the network - Multiple lanes (2-6+) with moderate to high speeds (35-55 mph) - Frequent signalized intersections, often with numerous driveways - Major arterials prioritize through traffic and mobility, minor arterials provide more access - Often classified by ADT, with major arterials carrying higher volumes - Serve multiple transportation modes (vehicles, transit, bicycles, pedestrians)	- Rear-end crashes at signals and access points - Left-turn crashes at unsignalized intersections and driveways - Sideswipe crashes during lane changes - Pedestrian and bicycle conflicts, especially at crossings - Speeding and speed differential issues - Access-related conflicts from multiple driveways - Roadway departure on higher-speed segments - Nighttime visibility issues	- Access Management: - Raised medians to control left turns - Driveway consolidation and spacing improvements - Right-in/right-out restrictions at problematic access points - Frontage/backage roads for high-volume corridors - Strategic median openings with adequate turn lanes - Cross-access between adjacent properties - Cross-Section Improvements: - Lane repurposing (e.g. 4-to-3 or 4-to-5 lane conversions) on appropriate segments - Turn lanes at high-volume access points - Medians for pedestrian refuge with signage, PHBs, or RRFBs - Shoulder widening or bicycle facilities - Off-street shared use paths - Complete streets elements in urban contexts - Safety edge treatment for rural arterials - Rumble strips - Speed Management: - Signal coordination and progression - Traffic calming transitions to lower-speed areas - Appropriate lane widths for context - Gateway treatments at community entrances - Optical lane narrowing with pavement markings - Automated speed enforcement where legally permitted - Roadside Safety: - Clear zones with minimal fixed objects - Breakaway supports for roadside features - Traversable slopes - Cable barrier or guardrail where appropriate - Enhanced delineation, especially at curves - Roadway lighting at critical areas	- Functional classification and purpose within network - Context (rural, suburban, urban, mixed-use) - Current and projected traffic volumes - Multimodal needs and connectivity - Adjacent land use and access needs - Available right-of-way - Community preferences and funding constraints	- Crash rates by type and severity - Operating speeds and speed compliance - Access-related conflicts - Multimodal level of service - Travel time reliability - Economic impacts on corridor businesses

Effective arterial safety management requires a context-sensitive approach that balances mobility needs with targeted safety improvements while accommodating all road users and supporting adjacent land uses.

3.8 Segments – Ramps

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
■ Connect high-speed facilities to local roadways or other highways ■ Various configurations (diamond, loop, directional, semi-directional) ■ Transition zones with changing speeds and geometrics ■ Curved alignments with superelevation ■ Merge, diverge, and weaving sections ■ Limited recovery areas due to right-of-way constraints ■ Often feature acceleration and deceleration lanes ■ May include collector-distributor systems in complex interchanges	■ Run-off-road crashes on curves ■ Rear-end crashes at ramp terminals and merge points ■ Sideswipe crashes during merging and lane changes ■ Rollover crashes due to excessive speed on curves ■ Wrong-way entries from crossroads ■ Queuing extending onto mainline from ramp terminal ■ Fixed object collisions with bridge piers, barriers, and signs ■ Differential speeds at merge and diverge areas ■ Pedestrian and bicycle crossings	■ Enhanced Delineation: • Chevron signs on curves • Enhanced pavement markings • Raised pavement markers • Post-mounted delineators • Exit numbering and directional signage • Sequential warning lights on curves ■ Speed Management: • Advisory speed plaques • Speed feedback signs • Transverse rumble strips • Optical speed bars • Speed harmonization with mainline ■ Wrong-Way Prevention: • Enhanced DO NOT ENTER and WRONG WAY signs • Red reflective strips on sign posts • Channelization at crossroad terminals • Wrong-way detection and warning systems • Geometric improvements to discourage wrong-way entry • Directional pavement arrows ■ Bicycle and Pedestrian: • Raised crosswalk • RRFB or signal control • Warning signage and crossing pavement markings ■ Roadside Safety: • High-friction surface treatments on curves • Guardrail and barriers, where appropriate • Crash cushions at gore areas • Safe end treatments • Traversable slopes • Breakaway sign supports	■ Interchange configuration and constraints ■ Traffic volumes and vehicle mix ■ Available right-of-way for improvements ■ Sight distance limitations ■ Coordination with mainline operations ■ Winter maintenance requirements ■ Construction staging to maintain traffic	■ Crash frequency by type and location ■ Speed profiles through ramp sections ■ Wrong-way incident reduction ■ Merge/diverge-related conflicts ■ Queuing at ramp terminals ■ Capacity maintenance during peak periods

Effective safety improvements on ramps typically focus on managing speeds through proper delineation and guidance, preventing wrong-way movements, and providing adequate safety features for errant vehicles while maintaining operational efficiency.

3.9 Segments – Access Controlled

Characteristics	Safety Concerns	Countermeasure Approaches	Implementation Considerations	Evaluation Metrics
■ Limited entry and exit points via designated interchanges ■ Physical separation of opposing traffic flows with medians/barriers ■ High-speed environments (55+ mph) ■ Multiple lanes in each direction ■ No at-grade intersections or direct property access ■ Typically includes freeways, expressways, tollways, and some parkways ■ Full or partial control of access rights ■ Design focused on uninterrupted through traffic movement	■ High-speed rear-end crashes in congested areas ■ Lane departure and roadside crashes ■ Median crossover head-on collisions ■ Secondary crashes following initial incidents ■ Run-off-road crashes on curves ■ Crashes at merge and diverge areas ■ Roadside fixed object collisions ■ Crashes involving disabled vehicles ■ Limited entry and exit points present issues for EMS not being able to take the most direct route to the scene of a crash	■ Roadside Safety: • Cable or other median barriers to prevent crossovers • Guardrail and concrete barrier improvements • Clear zone expansion and hazard removal • Traversable slopes and ditches • Impact attenuators at fixed objects • Breakaway supports for roadside hardware ■ Lane Departure Prevention: • Enhanced curve delineation • Shoulder and centerline rumble strips • High-friction surface treatments at key locations • Enhanced pavement markings • Shoulder widening where feasible • Wet-reflective pavement markings ■ Incident Management: • Safety service patrols • Strategically placed crash investigation sites • ITS detection and warning systems • Dynamic message signs for incident warnings • Emergency access crossovers for responders • Provide wide tollbooths to accommodate large/wide EMS vehicles • Quick clearance policies and practices ■ Operational Improvements: • Variable speed limits in congested areas • Ramp metering at high-volume entry points • Automated speed enforcement • Enhanced merge area designs • Auxiliary lanes between closely spaced interchanges • Dynamic lane assignment • Advanced warning systems for queuing	■ Traffic volumes and congestion patterns ■ Crash history and predominant crash types ■ Available right-of-way for improvements ■ Coordination with regional traffic management ■ Construction impacts on high-volume facilities ■ Life-cycle costs of barrier systems	■ Crash rate by severity and type ■ Cross-median crash reduction ■ Secondary crash frequency ■ Incident clearance times ■ Traffic flow stability ■ Before/after speed profiles

Effective safety management on access-controlled facilities requires a system-wide approach that addresses both infrastructure and operational elements while maintaining mobility for high volumes of high-speed traffic.

4 Countermeasure Glossary and Identification of Systemic Improvements

This section provides a glossary of countermeasures that are effective tools for addressing emerging traffic safety issues identified during the development of the SAP. Multiple countermeasures, strategies, programs, and policies are included for consideration to mitigate the frequency and severity of the crashes associated with each of the emerging issues. 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.

The implementation tables at the beginning of the following sub-sections each list the typologies within Cook County and applicable countermeasures, based on the different emerging issues. For each countermeasure summary page, a generalized cost is included in the table:

Low-Cost

- Installed or implemented with current staff and little to no additional knowledge/training.
- Little to no need for new or special equipment.
- Generally requires less than 6-months to implement (considered near-term).

Medium-Cost

- May require additional staff time out of the ordinary, some new equipment, training for staff.
- Minor disruptions to traffic operations.
- Roughly 6- to 18-months to implement (considered medium-term).

High-Cost

- Likely to require new staff, equipment.
- Heavy financial demands.
- Considerable, but temporary, disruptions to traffic operations.
- Likely requires at least 18 months to implement (considered long-term).

4.1 Pedestrians/Bicyclists

Table 4-1 presents strategies, policies, and programs to address pedestrian and bicyclist crashes. A square symbol (“■”) 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.

Table 4-1. Implementation Matrix for Pedestrian/Bicyclist Strategies

STRATEGY TYPE	STRATEGY	INTERSECTION TYPOLOGY: Multi-lane, Signalized	INTERSECTION TYPOLOGY: Two-lane, Signalized	INTERSECTION TYPOLOGY: All-way stop- controlled	INTERSECTION TYPOLOGY: Minor leg stop- controlled	SEGMENT TYPOLOGY: Local Roads/ Streets	SEGMENT TYPOLOGY: Collector Roads	SEGMENT TYPOLOGY: Arterials	SEGMENT TYPOLOGY: Ramps	SEGMENT TYPOLOGY: Access Controlled
INFRASTRUCTURE	Paint and post for bumpouts, bulbouts, and curb extensions	S	S	S	S	■	■	■	■	
	Rectangular rapid flashing beacons (RRFBs)				■	■	■	■	■	
	Raised crosswalks			■	■	■	■		■	
	Leading pedestrian interval (LPI)	S	S							
	Accessible pedestrian signals (APS)	S	S							
	Pedestrian refuge islands	■	■	■	■		■	■		
	Left turn traffic calming treatments	■	■	■	■		■	■		
	Pedestrian signage with “gateway” effect	■	■	■	■	■	■	■		
	Pedestrian hybrid beacon					■	■	■		
	Intersection daylighting	S	S	S	S	S	S	S		
	Buffered or separated bike lanes					■	■	■		
	Sidewalks					■	■	■		
	Curb/driveway management						■	■		
PROCESSES, POLICIES, AND PROGRAMS	Policies to reduce speed limits	■	■	■	■	■	■	■	■	
	Complete streets policies	■	■	■	■	■	■	■		
	Automated traffic enforcement tools	■	■			■	■	■	■	

	Strengthening motorist yielding requirements	■	■	■	■	■	■	■	■	
	Improve policy and design guidance	■	■	■	■	■	■	■	■	

4.1.1 Pedestrian/Bicyclists Countermeasures

This sub-section provides an overview of the countermeasures identified in Table 4-1 including a brief description of the strategy, the crash type or contributing factor that is targeted by the improvement, benefits and drawbacks of implementation, a high-level cost estimate, a CMF and CMF ID (if applicable), a photo or rendering, and links to additional information.

Paint and post for Bumpouts/Bulbouts/Curb Extensions

What is it? Bumpouts or curb extensions reduce the crossing distance for non-motorized users getting from one side of the street to another – in some locations, the crossing distance can be reduced by 50%. These improvements are useful at uncontrolled crossings – especially dense urban areas, suburban downtowns, areas where on-street parking exists, or any other pedestrian generator areas. Paint and post curb extensions are low cost and quick build alternatives to concrete curb extensions, providing similar safety benefits.

Targeted Crash Types/Behaviors

- Pedestrians, bicyclists

Benefits

- Encourages pedestrians to cross at designated locations
- Avoids permanent changes to asphalt/concrete – great for pilot programs
- Short implementation time
- Enhances visibility of pedestrians by prohibiting parking adjacent to crosswalk
- Creates additional space for snow storage
- Reduces frequency of people crossing between parked vehicles

Drawbacks

- Susceptible to vehicle damage (i.e., ongoing maintenance/repair costs)
- Additional signage needed if bumpout extends into path of travel for bicyclists

Cost

- Low

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- None found

Additional Information

- nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/
- www.craftontull.com/insights/infrastructure/five-key-benefits-of-curb-extensions

Figure 4-1. Paint and Post Curb Extensions



Source: <https://denverstreetspartnership.org/13th-14th-traffic-calming/>

Rectangular Rapid Flash Beacons (RRFBs)

What is it? Rectangular rapid flash beacons (RRFBs) are LED warning devices actuated by pedestrians to alert motorists of pedestrians at a marked crosswalk. They are installed in conjunction with pedestrian, bike, or school crossing signs. The amber LEDs generate a strobe-like flash pattern to bring attention to the presence of crossing pedestrians. These are useful at uncontrolled crosswalks, particularly at night-time, to promote motorist yielding behaviors.

Targeted Crash Types/Behaviors

- Pedestrians, bicyclists

Benefits

- Promote visibility of pedestrians at crosswalk, particularly at night or other low visibility conditions
- Promotes yielding behavior by approaching motorists

Drawbacks

- Overuse may reduce effectiveness and motorist attention to these devices

Cost

- Low

Safe Systems Pyramid

- Active measures

CMF & CMF ID

- Install rectangular rapid flashing beacon (RRFB): 0.526 (CMF ID: 9024)

Additional Information

- <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

Figure 4-2. RRFB at a Multi-Use Trail Crossing



Source: Jacobs 2024

Raised Crosswalks

What is it? Raised crosswalks, also known as speed tables, are crosswalks raised three to four inches above the surrounding roadway surface. Raised crosswalks help improve pedestrian visibility by elevating them slightly above the surrounding roadway. The raised crosswalk also forces traffic to slow down when approaching the crosswalk. These improvements are most suitable for midblock crosswalks.

Targeted Crash Types/Behaviors

- Pedestrians, bicyclists

Benefits

- Significantly promotes visibility of crossing pedestrians
- Slows traffic speeds approaching crosswalk
- Background can be painted bright colors to enhance visibility, with certain colors restricted per the MUTCD.
- Feasible on collector streets

Drawbacks

- Raised crosswalks do not reduce traffic speeds as significantly as speed bumps
- Not recommended to be installed on roadways with high volumes of truck traffic due to maintenance concerns

Cost

- Medium

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Install raised pedestrian crosswalks: 0.55 (CMF ID: 136)

Additional Information

- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.14>
- https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf

Figure 4-3. Raised, Painted Crosswalk



Source: Jacobs 2024

Leading Pedestrian Interval (LPI)

What is it? A leading pedestrian interval (LPI) provides a walk signal to pedestrians on a given crosswalk 3-7 seconds before vehicles are given a green indication on their signal. This signal timing adjustment promotes pedestrian safety by giving priority for pedestrians to establish a presence on the crosswalk. This is especially useful in locations with high turning volumes to reduce potential conflicts with pedestrians.

Targeted Crash Types/Behaviors

- Pedestrians

Benefits

- Reduction of potential conflicts between crossing pedestrians and turning vehicles
- Increased visibility and presence of pedestrians on crosswalk
- Increased likelihood of motorists yielding to pedestrians

Drawbacks

- When not paired with accessible pedestrians signals (APS), LPIs can create safety issues for blind or visually-impaired pedestrians who rely on audible traffic cues to assume the beginning of the walk cycle.
 - Example: Blind or visually-impaired pedestrians may wait to cross until after the LPI has completed and parallel traffic has received their green signal, instead of crossing during the LPI with other pedestrians. Motorists may not expect another pedestrian to begin crossing after the LPI has elapsed, increasing risk of collision with blind or visually-impaired pedestrians.

Cost

- Low

Safe Systems Pyramid

- Latent safety measures

CMF & CMF ID

- Modify signal phasing (implement a leading pedestrian interval): 0.87 (CMF ID: 9918)

Additional Information

- <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>
- <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/phasing-examples/>

Figure 4-4. Signals with LPI



Source: www.arlingtonva.us

Accessible Pedestrian Signals (APS)

What is it? Accessible pedestrian signals (APS) communicate necessary information regarding the “Walk” and “Don’t Walk” pedestrian signal phases to blind and visually impaired pedestrians at signalized intersections and mid-block locations. APS involve audible tones or messages, tactile buttons, high contrast colors, and signage parallel to the crosswalk to communicate when and where to safely cross the street.

Targeted Crash Types/Behaviors

- Pedestrians

Benefits

- Promotes pedestrian safety by informing blind or visually impaired pedestrians of the onset of the walk interval
- Provides knowledge of location of an actuated push button required to begin the walk interval
- Sighted pedestrians also begin crossing faster at intersections with APS
- Reduces the number of crossings during the “Don’t Walk” interval

Drawbacks

- Poor maintenance or non-compliant design/construction of APS can lead to misleading and dangerous crossing scenarios for blind or visually impaired pedestrians
- Potential noise complaints or related community opposition

Cost

- Medium

Safe Systems Pyramid

- Latent safety or active measures

CMF & CMF ID

- None found

Additional Information

- https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w117a.pdf
- <http://www.apsguide.org/>

Figure 4-5. Accessible Pedestrian Signals



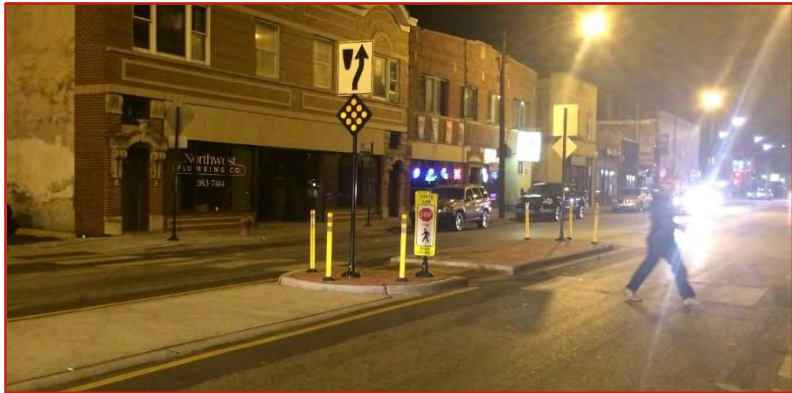
Source: NCHRP https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w117a.pdf

Pedestrian Refuge Islands

What is it? Pedestrian refuge islands are concrete medians separating opposing lanes of traffic containing an accessible crosswalk path. The pedestrian refuge island allows pedestrians to cross one direction at a time by providing a protected median area to wait for gaps in traffic. They provide a safe, protected area for pedestrians when crossing the street. It also creates space to place additional crossing signage or lighting on the median in the middle of the road to promote yielding behaviors and enhance pedestrian visibility.

These treatments create significant pedestrian safety benefits, particularly on wider streets with four or more lanes with long midblock crosswalk widths.

Figure 4-6. Pedestrian Refuge Island on Elston Avenue (Chicago)



Source: Jacobs 2023

Targeted Crash Types/Behaviors

- Pedestrians, bicyclists

Benefits

- Provides pedestrians more frequent and safer opportunities to find an acceptable gap to cross the street by effectively reducing crossing distances
- Improves safety by allowing pedestrian to cross traffic one direction at a time
- Enhances visibility of the crosswalk and pedestrians with dedicated crossing infrastructure, signage, lighting, and/or bollards in the center of the road
- Helps narrow lane widths and reduce vehicle speeds approaching the crosswalk
- Can be combined with low-level lighting to help highlight pedestrians/bicyclists in the median

Drawbacks

- May require the removal of turning lanes to allow space for pedestrian refuge island
- Not as beneficial when installed at signalized intersections

Cost

- Medium

SAFE SYSTEMS PYRAMID

- Built environment

CMF & CMF ID

- Median treatment for ped/bike safety (fatalities): 0.14 (CMF ID: 9123); Median treatment safety (all crashes and severities): 0.742 (CMF ID: 8800)

Additional Information

- <https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas>
- <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-countermeasures/pedestrian-countermeasure-policy-best-practice>

Left Turn Traffic Calming Treatments

What is it? Left turn traffic calming (LTTT) treatments are aimed at improving pedestrian safety by encouraging safer turning behaviors by drivers at intersections. These involve simple improvements such as bollards, raised curbs, and rubber speed bumps which force drivers to make tighter turns. Often, these treatments are combined with paint and post curb extensions as part of the low-cost improvements. The adjustments to driver turning behaviors provide greater awareness and visibility of crossing pedestrians and reduces turning speeds.

Figure 4-7. Left Turn Traffic Calming Treatments



Source: City of Chicago

Targeted Crash Types/Behaviors

- Pedestrians, bicyclists

Benefits

- Enhances crosswalk visibility and promotes driver yielding behaviors
- Reduces turning speeds and likelihood of vehicle-pedestrian crashes
- Simple, low cost, and quick build improvements

Drawbacks

- Requires routine maintenance to ensure effectiveness
- Drivers may still choose to ignore and drive over LTTT improvements
- Makes snow removal more difficult

Cost

- Low

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- None found

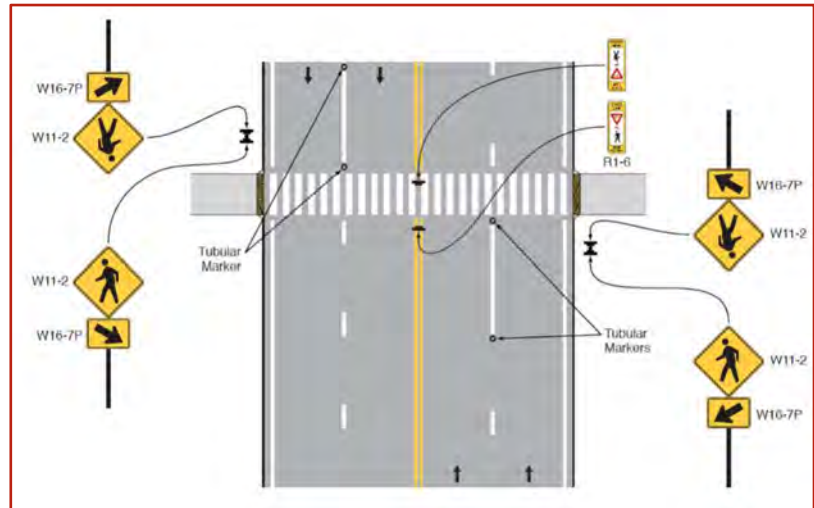
Additional Information

- <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/featured-projects-and-innovations/design-innovations/left-turn-traffic-calming.html>

Pedestrian Signage with “Gateway Effect”

What is it? Taking advantage of the “Gateway Effect” for signing, also referred to as “doubling-up” or “tripling-up”, increases warning signage to drivers. If there is an existing warning sign on the driver’s side of the road (“singling”), placing an additional identical sign on the opposite shoulder would be considered “doubling-up”. If new signs were placed on the opposite shoulder and the median/lane line, this would be considered “tripling-up”. Both cases increase the yielding rate of drivers to vulnerable road users in crosswalks.

Figure 4-8. Example Schematic of ‘Tripling-up’ Pedestrian Signage



Source: https://mutcd.fhwa.dot.gov/resources/interpretations/3_09_61.htm

Targeted Crash Types/behaviors

- Pedestrians, bicyclists, older non-motorists

Benefits

- Provides additional warning to approaching drivers
- Increases the stopping/yielding frequency
- Little maintenance concerns
- Encourages speed reduction by approaching drivers

Drawbacks

- Concerns about ‘sign survival’ when placed in the lane line
- Overuse may lead to loss of effectiveness
- Introduces new roadside object

Cost

- Low

Safe Systems Pyramid

- Active measures

CMF & CMF ID

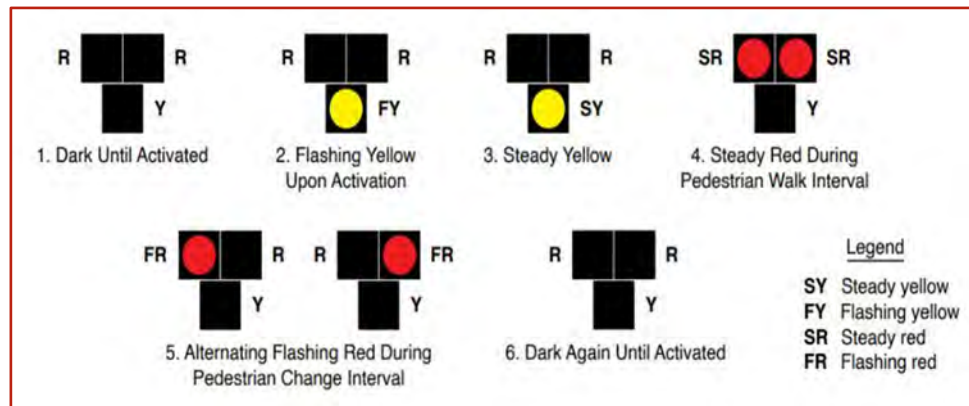
- None found

Additional Information

- <https://aii.transportation.org/Pages/Pedestrian-Gateway-Treatment.aspx>

Pedestrian Hybrid Beacon (also known as High Intensity Activated Crosswalk [HAWK])

What is it? Pedestrian Hybrid Beacons (PHB) are overhead, pedestrian-activated signals placed at uncontrolled, marked crosswalks that, when activated, stop motor vehicle traffic and allow pedestrians and/or people biking to safely cross the roadway. Pedestrian hybrid beacons are often installed at locations where pedestrians need to cross the street and vehicle speeds and/or volumes are high, but traffic signal warrants are not met.

Figure 4-9. Example Schematic of Sequencing for PHB

Source: mutcd.fhwa.dot.gov/pdfs/11th_Edition

Targeted Crash Types/Behaviors

- Pedestrians, bicyclists, older non-motorists

Benefits

- Assigns right of way and provides positive stop control
- Provides additional warning to approaching drivers
- Increases the stopping/yielding frequency
- Reduces delay to drivers compared to standard traffic signal

Drawbacks

- Introduces new roadside fixed object
- Must be installed with crosswalk and pedestrian countdown signals
- Restrictions on how close it can be installed to intersections
- May requires driver education for how to use this new type of traffic control device

Cost

- Medium

Safe Systems Pyramid

- Active measures

CMF & CMF ID

- Install a pedestrian hybrid beacon (PHB) (pedestrian crashes): 0.45 (CMF ID: 9020)

Additional Information

- <https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons>
- <https://goffstownrailtrail.org/pedestrian-hybrid-beacons>

Intersection Daylighting

What is it? Improving intersection visibility and sight distance, or daylighting, create clear, visible sight lines between people driving and people crossing a street, often by removing barriers near a crosswalk or intersection. Daylighting usually restricts parking within 20 to -25 feet of the crosswalk to improve pedestrian sightlines and clears the intersection of unnecessary signage.

Targeted Crash Types/Behaviors

- Pedestrians

Benefits

- Improves field of view by reducing blind spots for drivers in urban areas
- Does not require removal of legal parking spaces due to existing restrictions on parking near intersections

Drawbacks

- Plastic, vertical reflective posts (optional) may be easily damaged

Cost

- Low

Safe Systems Pyramid

- Built environment

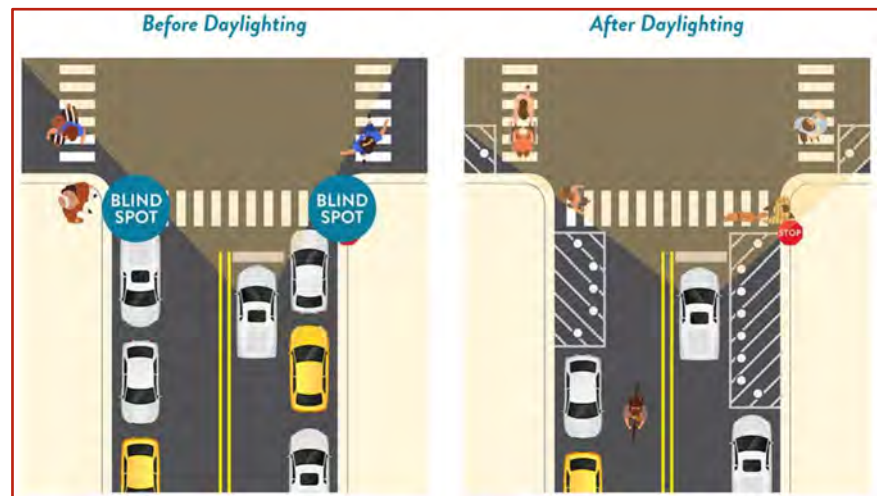
CMF & CMF ID

- None found

Additional Information

- <https://www.cityoflancasterpa.gov/blog/vision-zero-what-is-intersection-daylighting/>

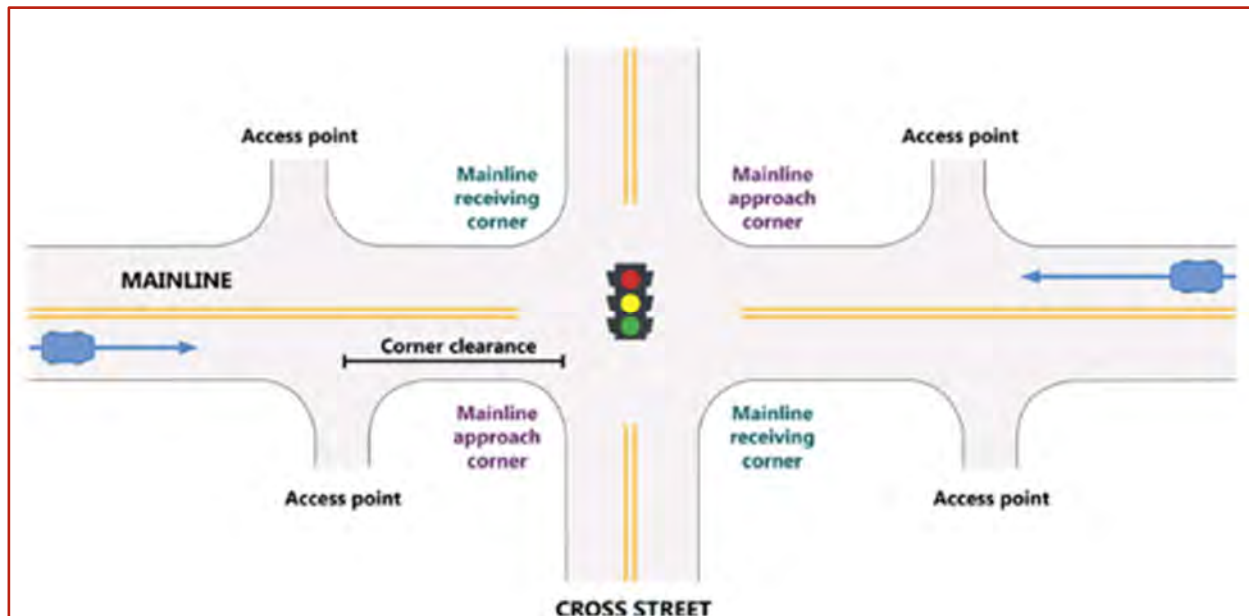
Figure 4-10. The 'Before' and 'After' of Intersection Daylighting



Source: <https://www.cityoflancasterpa.gov/blog/vision-zero-what-is-intersection-daylighting/>

Curb/Driveway Management

Figure 4-11. Schematic of an Intersection and Adjacent Access Points



Source: <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

What is it? Driveway access interrupts sidewalk continuity and introduces conflict points for pedestrians and vehicles. Access management as a policy controls the location, spacing and design of driveways. Good access management can limit the presence of driveways, particularly redundant ones, to maintain safety. Further, this could involve fixes to the traveled way using raised medians and implementation of right-in right-out restrictions.

Targeted Crash Types/behaviors

- Pedestrians, bicyclists, rear-end, turning

Benefits

- Low access density is more desirable
- Reduces potential conflicts
- Encourages access to and from adjacent properties versus exiting one property to a roadway only to enter an adjacent property

Drawbacks

- Business owners may be resistant to closing entrances to their property

Cost

- Medium

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Reduce driveways from 26-48 to 10-24 per mile: 0.69 (CMF ID: 178), Reduce driveways from 10-24 to less than 10 per mile: 0.75 (CMF ID: 179)

Additional Information

- <https://highways.dot.gov/safety/other/access-management-driveways>
- <https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management>

Policies to Reduce Speed Limits

What is it? The relationship between vehicle speed and injury severity to pedestrian/bicyclists is compelling. As a vehicle travels faster, the likelihood that a pedestrian or bicyclist survives an impact with a vehicle decreases. Communities in Cook County should discuss a systemwide policy to reduce the speed limit on local roads or areas where there are expectations of a high number of vulnerable road users.

Targeted Crash Types/Behaviors

- All crash types

Benefits

- Significant impact on pedestrians' survivability when struck by vehicle

Drawbacks

- Difficult to get public buy-in and compliance after implementation without changes to roadway design
- High level of effort involved in updating state laws to provide additional local control over speed limits

Cost

- Low

Safe Systems Pyramid

- Active measures

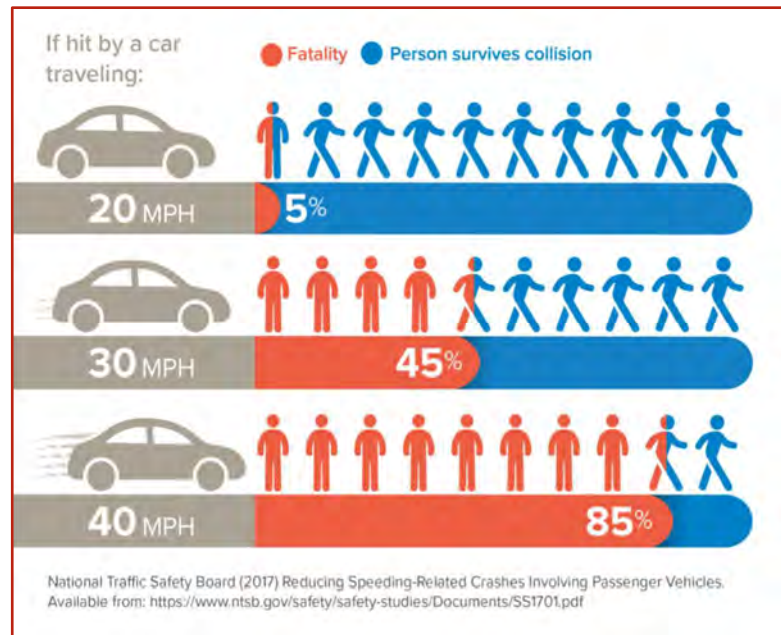
CMF & CMF ID

- Lower posted speed from 60 km/h (37 mph) to 50 km/h (31 mph): 0.68 (CMF ID: 10983)

Additional Information

- <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/legislation-and-licensing/lower-speed-limits>

Figure 4-12. Impact of Vehicle Speed on Pedestrian Survival Rate



4.2 Roadway Departure

Table 4-2 presents strategies, policies, and programs to address roadway departure crashes. A square symbol (“■”) 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.

Table 4-2. Implementation Matrix for Roadway Departure Strategies

STRATEGY TYPE	STRATEGY	INTERSECTION TYPOLOGY: Multi-lane, Signalized	INTERSECTION TYPOLOGY: Two-lane, Signalized	INTERSECTION TYPOLOGY: All-way stop- controlled	INTERSECTION TYPOLOGY: Minor Leg Stop- controlled	SEGMENT TYPOLOGY: Local Roads/ Streets	SEGMENT TYPOLOGY: Collector Roads	SEGMENT TYPOLOGY: Arterials	SEGMENT TYPOLOGY: Ramps	SEGMENT TYPOLOGY: Access Controlled
INFRASTRUCTURE	In-road lighting	S					■	■		
	In-road pavement marking messaging	■	■	■	■	■	■	■	■	■
	High-friction surface treatment (HFST)	■	■	■	■			■	■	■
	Sequentially flashing light-emitting diode chevrons					■	■	■	■	■
	Grooved-in, high-reflectivity and/or wider edge line markings					S	S	S	S	S
	Rumble strips					S	S	S	S	S
	Guardrails					S	S	S	S	S

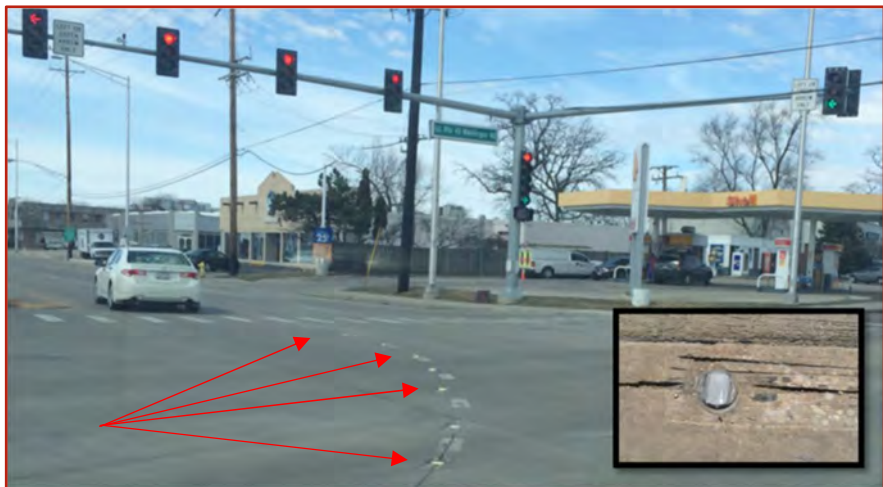
4.2.1 Roadway Departure Countermeasures

This sub-section provides an overview of the countermeasures identified in Table 4-2 including a brief description of the strategy, the crash type or contributing factor that is targeted by the improvement, benefits and drawbacks of implementation, a high-level cost estimate, a CMF and CMF ID (if applicable), a photo or rendering, and links to additional information.

In-Road Lighting

What is it? In-road LED lane guidance lights provide bright, daytime-visible light installed in the road, directed toward the driver. The lighting system can be used to enhance curve delineation and includes intelligent features such as fog or tunnel traffic pacing, traffic allocation and in-road variable message signage. Dimming options allow lights to be dimmed at night to reduce glare. Systems, such as 'LaneLight' in-road LED marking systems, include automatic night dimming.

Figure 4-13. Example of In-Road Lighting on Lake-Cook Road/Waukegan Road



Source: Jacobs 2023

Targeted Crash Types/Behaviors

- Run-off-road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Benefits

- Low profile is snowplow- and bike-safe
- Dimming options reduce glare at night

Drawbacks

- Damage can be difficult to repair due to in-pavement installation
- Heavy truck routes may have higher replacement needs
- May be visible to only the first vehicle in line
- Effectiveness is negligible during daylight hours

Cost

- Low

Safe Systems Pyramid

- Latent safety measure

CMF & CMF ID

- None found

Additional Information

- <https://lanelight.com/products/lane-guidance-systems/>
- https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf

In-Road Pavement Marking Messaging

What is it? Pavement markings that are placed in the travel lane can be utilized to provide a variety of messages to drivers about any type of upcoming obstacle or change in navigation needs.

This improvement can be paired with traditional roadside signage to emphasize information to drivers. Applications can include a variety of messages for horizontal curves, speed advisory warnings, school zones, and optical speed bars or transverse lines that have a traffic calming effect. Troweled pavement marking binder material can be used to increase texture and friction for motorcyclists.

Figure 4-14. Example of In-road Pavement Markings



Source: https://safety.fhwa.dot.gov/roadway_dept/horcurves/fhwasa15084/ch3.cfm

Targeted Crash Types/Behaviors

- All collision types, but target collision types will vary by application

Benefits

- Alerts inattentive drivers
- Little maintenance requirements
- Systemic considerations
- Variety of messages can be presented to the driver
- Effective in both day and night conditions

Drawbacks

- Wear and tear from daily traffic may reduce visibility and effectiveness

Cost

- Low

Safe Systems Pyramid

- Active measures

CMF & CMF ID

- Install in-lane curve warning pavement markings: 0.769 (CMF ID: 10979), Transverse bar pavement marking at roundabout approaches: 0.43 (CMF ID: 406)

Additional Information

- <https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves>

High-Friction Surface Treatment (HFST)

What is it? High Friction Surface Treatment (HFST) is a thin layer of high friction aggregates that adhere to existing pavement to create a high friction surface. This surface is more resistant to wear and polishing and provides increased friction in curves and/or substandard superelevation by helping the vehicle's tires "grip" the roadway. This is a good improvement for motorcycles since they require more friction than passenger vehicles (smaller tires, less surface area on wheels, etc.).

Figure 4-15. Example of High-Friction Surface Treatment



Source: Jacobs 2023

Targeted Crash Types/Behaviors

- Run-off-road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Benefits

- Withstands everyday roadway demands, such as heavy braking
- Polish resistant
- Low cost compared to geometric improvements
- Good life-cycle cost
- No negative safety effects for motorcycles and bicycles
- Studies have shown a reduction in truck rollovers

Drawbacks

- Requires favorable pavement conditions prior to implementation
- Can contribute to crash propagation in other areas of the corridor

Cost

- Medium to High

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Install high friction surface treatment (HFST): 0.584 (CMF ID: 11397)

Additional Information

- https://www.fhwa.dot.gov/innovation/everydaycounts/edc-2/pdfs/fhwa-cai-14-019_faqs_hfst_mar2014_508.pdf
- <https://highways.dot.gov/safety/proven-safety-countermeasures/pavement-friction-management>

Sequentially Flashing LED Chevrons

What is it? Traditional chevrons can be upgraded with the addition of a series of LED lights that flash in a sequential pattern, starting with an LED flash on the first chevron as one enters a curve and ending with an LED flash on the final chevron as one exits the curve. By enhancing chevrons with the addition of sequentially flashing LEDs, speeding drivers are warned to slow down prior to entering the horizontal curve.

Targeted Crash Types/Behaviors

- Run-off-Road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Benefits

- Little maintenance requirements
- Systemic considerations
- Effective in both day and night conditions
- Alerts inattentive drivers

Drawbacks

- Restricted to horizontal curves with unobstructed skies for solar panel power
- More expensive than standard chevrons

Cost

- Low

Safe Systems Pyramid

- Active measures

CMF & CMF ID

- Install sequential dynamic chevrons: 0.56 (CMF ID: 10361)

Additional Information

- <https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves>
- https://www.fhwa.dot.gov/hfl/partnerships/pdfs/tapco_12_22_11.pdf

Figure 4-16. Example of Sequentially Flashing LED Chevrons



Source: FHWA https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/fhwasa15084/appe.cfm

Grooved-In, High-Reflectivity and/or Wider Edge Line Markings

What is it? The edge line pavement marking is a solid white line at the shoulder's edge of the travel lane that defines or delineates the edge of the roadway (MUTCD, Sections 3B.06 and 3B.07) and helps reduce drifting onto the shoulder. Edge lines provide the added benefit of guidance away from the glare of oncoming headlights in nighttime conditions. Increasing edge line from the standard 4" wide to 6" or 8" wide will further increase edge line visibility. The improved pavement markings should contain a layer of wet reflective glass beads that deliver retroreflectivity for driving at night and in wet pavement conditions and simultaneously protect the underlying paint layer.

Figure 4-17. Road with Wide, Eight-Inch Pavement Marking Edge Line



Source: <https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve/low-cost-treatments-horizontal-curve-safety-2016-3>

Targeted Crash Types/Behaviors

- Run-off-road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Benefits

- Increases visibility in daytime, nighttime, and rainy conditions
- Little maintenance requirements
- Can be considered for systemic implementation

Drawbacks

- Refreshing edge line in kind would require a contract (additional cost)

Cost

- Low

Safe Systems Pyramid

- Active measures

CMF & CMF ID

- Install wider edge lines (4" to 6"): 0.635 (CMF ID: 4737)

Additional Information

- <https://www.fhwa.dot.gov/publications/research/safety/15065/002.cfm>
- <https://static.tti.tamu.edu/tti.tamu.edu/documents/TTI-2012-1.pdf>

4.3 Speeding

Table 4-3 presents strategies, policies, and programs to address speeding crashes. A square symbol (“■”) 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.

Table 4-3. Implementation Matrix for Speeding Strategies

STRATEGY TYPE	STRATEGY	INTERSECTION TYPOLOGY: Multi-lane, Signalized	INTERSECTION TYPOLOGY: Two-lane, Signalized	INTERSECTION TYPOLOGY: All-way Stop- controlled	INTERSECTION TYPOLOGY: Minor Leg Stop- controlled	SEGMENT TYPOLOGY: Local Roads/ Streets	SEGMENT TYPOLOGY: Collector Roads	SEGMENT TYPOLOGY: Arterials	SEGMENT TYPOLOGY: Ramps	SEGMENT TYPOLOGY: Access Controlled
INFRASTRUCTURE	Dynamic radar speed feedback signing	■	■	■	■	■	■	■	■	■
	Speed reduction markings					■	■	■	■	■
	Lane narrowing	S	S	■	■	S	S	S		
	Concrete curb extensions	■	■	■	■	■	■	■		
	Lateral shifts	■	■	■	■	■	■			
	Street trees and landscaping	■	■	■	■	■	■	■		
	Roundabouts	■	■	■	■					
	Mini roundabouts			■		■	■			
	One-way to two-way conversion					■	■	■		
PROCESSES, POLICIES, AND PROGRAMS	Reduced speed limit	S	S	S	S	S	S	S	S	S
	High visibility enforcement (HVE)	■	■	■	■	■	■	■	■	■
	Automated speed enforcement					■	■	■	■	■
	Safe speed public messaging campaigns	■	■	■	■	■	■	■	■	■

4.3.1 Speeding Countermeasures

This sub-section provides an overview of the speeding countermeasures identified in Table 4-3 including a brief description of the strategy, the crash type or contributing factor that is targeted by the improvement, benefits and drawbacks of implementation, a high-level cost estimate, a CMF and CMF ID (if applicable), a photo or rendering, and links to additional information.

Dynamic Radar Speed Feedback Signing

What is it? Dynamic speed feedback signs display the speed of approaching vehicles on a digital sign board, offering immediate feedback to motorists. These are often installed along with other guidance such as speed limit signs for comparison, pedestrian crossing signs, and curve signs. These signs can be powered by solar panels in rural areas or areas with difficulty connecting to existing utilities.

Targeted Crash Types/Behaviors

- All collision types, but target collision types will vary by application

Benefits

- Promotes safe driving behaviors without actively using enforcement
- Inexpensive to implement
- Warns drivers of upcoming speed hazards
- Can be installed temporarily and relocated
- Can be paired with regulatory speed limit sign to inform drivers

Drawbacks

- Effectiveness of solar power source dependent on weather and level of sunlight.
- Batteries may need to be mounted to a pole to discourage theft
- Driver behavior may revert after exposure without enforcement

Cost

- Low

Safe Systems Pyramid

- Education

CMF & CMF ID

- Install dynamic speed feedback sign: 0.95 (CMF ID: 6885)

Figure 4-18. Example of Dynamic Speed Feedback Sign on Roadside



Source: Jacobs 2023

Additional Information

- <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/other-strategies-behavior-change/dynamic-speed>

Speed Reduction Markings

What is it? Speed reduction markings, also known as optical speed bars, are transverse pavement markings placed with progressively reduced spacing on both edges of the traveled way to create the perception of increased speed. The illusion encourages drivers to slow down as they pass by the markings.

Targeted Crash Types/Behaviors

- All collision types, but target collision types will vary by application

Benefits

- Enhances speed perception
- Low cost and quick implementation time
- Effective at reducing speeds on horizontal and vertical curves

Drawbacks

- Visibility of markings may be hindered by weather conditions
- Requires proper spacing, based on speed limit, for maximum effectiveness
- Potentially limited effectiveness on driver speed with overexposure
- Requires routine maintenance due to wear and tear

Cost

- Low

Safe Systems Pyramid

- Active measures

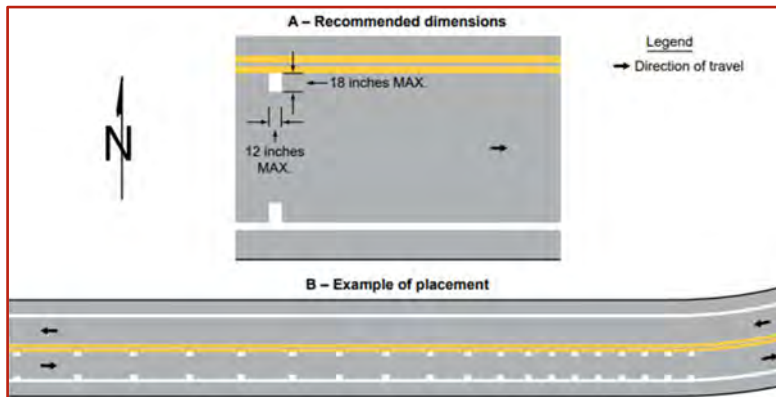
CMF & CMF ID

- None found

Additional Information

- <https://dot.ca.gov/programs/safety-programs/traffic-calming>
- <https://highways.dot.gov/sites/fhwa.dot.gov/files/2023-04/FHWA-Curve-Safety-Solutions.pdf>

Figure 4-19. Example of Speed Reduction Markings



Source: MUTCD

Lane Narrowing

What is it? The goal of lane narrowing is to reduce excessive lane widths for motor vehicles to lower speeds as wide lane widths of greater than 11'-13' encourages unintended speeding behaviors. This may be accomplished by adjusting pavement markings/stripping to reduce the width of vehicle travel lanes. This provides additional benefits, as the additional space may be reallocated to roadway infrastructure like concrete medians, buffered pavement markings, separated bike lanes, transit infrastructure, or curb extensions.

Targeted Crash Types/Behaviors

- Speeding

Benefits

- Reduction of vehicle speeds and unintended speeding behaviors
- Narrowing vehicle travel lanes can free roadway space which can be allocated to pedestrian, bicyclist, or transit roadway infrastructure which can promote safety across all road users

Drawbacks

- Narrow lane widths can increase the likelihood of sideswipes with adjacent vehicles, especially on higher speed roadways

Cost

- Low

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Adjust lane width from X' to Y' (Vehicle/bike crashes): $e^{(0.324764 * ((Y-X)))}$ (CMF ID: 10226)
Example: If X=12' existing and Y=10' proposed, then CMF=0.52

Additional Information

- <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>

Figure 4-20. MUTCD Sign to Indicate Transition to Narrow Lanes



Source: CA MUTCD

Concrete Curb Extensions

What is it? A curb extension at a street corner is often called a bump-out, while at midblock it is called a neckdown. Curb extensions reduce the crossing distance for non-motorized users getting from one side of the street to another while narrowing the roadway. When used in conjunction with a vertical speed control device, such as a raised crosswalk, a curb extension can effectively reduce speeds by physically reducing the curb-to-curb width.

Targeted Crash Types/Behaviors

- Pedestrians, bicyclists, speeding

Benefits

- Can reduce speeds by visually narrowing the roadway
- Slow turning speeds by tightening the corner radius
- Compared to paint and post curb extensions, concrete curb extensions are more durable (requiring less maintenance) and provides a more physical treatment which is less likely to be ignored by drivers
- Reduces frequency of people crossing between parked vehicles
- Increases space for sidewalks, landscaping, benches, and other street infrastructure
- Protects parking bays
- Encourages pedestrians to cross at designated locations
- Reduces pedestrian crossing distances

Drawbacks

- May present snow storage issues
- Additional signage needed if bump-out extends into path of travel for bicyclists
- Poor design can result in issues surrounding vehicle turning movements and drainage

Cost

- Medium

Safe Systems Pyramid

- Built environment

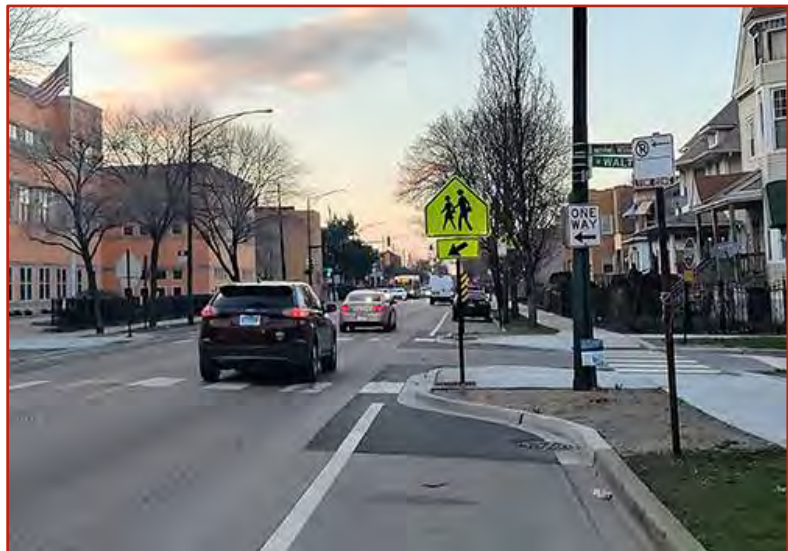
CMF & CMF ID

- None found

Additional Information

- nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/
- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.16>

Figure 4-21. Concrete Curb Extension on N. Central Ave in Chicago

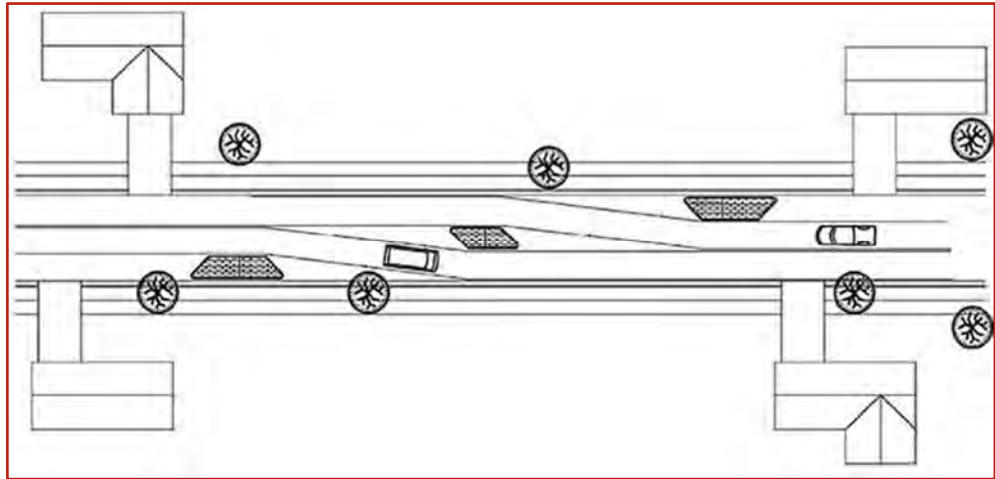


Source: <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/pedestrian-program/pedestrian-infrastructure-field-guide.html>

Lateral Shifts

What is it? A lateral shift adds horizontal alignment changes to an otherwise straight section of roadway, shifting the travel lanes in one direction. The change in horizontal alignment encourages drivers to slow down. The addition of a raised median prevents motorists from crossing over the centerline in order to maintain a straight path.

Figure 4-22. Example Schematic of Lateral Shift



Source: Delaware Department of Transportation

The lateral shift can be accomplished using a curb extension or an edge island. The edge island maintains existing drainage features. Multiple lateral shifts are considered a chicane.

Targeted Crash Types/Behaviors

- Speeding

Benefits

- Can be used on roadways with or without curb and gutter
- Increases space for landscaping, benches, trash bins
- Can provide locations for pedestrian crossings

Drawbacks

- Maximum appropriate speeds are typically 35 mph
- May require relocation of drainage
- Without raised median, motorists may cross the centerline for a straighter path
- May require removal of some on-street parking

Cost

- Low

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- None found

Additional Information

- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.4>

Street Trees and Landscaping

What is it? Street trees and landscaping can encourage drivers to slow down and reduce vehicle speeds by creating a visual narrowing effect from the driver's perspective. Driving past street trees along a corridor can help drivers obtain an understanding of how fast they are driving and reduce unintended speeding behaviors.

Targeted Crash Types/Behaviors

- Speeding, Head on, Rear end, roadway departure

Benefits

- Creates natural barrier/presence on the median and/or side of the curb, creating a sense of enclosure which can encourage drivers to drive slower and more attentively
- Provides a more inviting environment for pedestrians and cyclists
- Provides shade
- Reduces stormwater runoff
- Improves air quality

Drawbacks

- Requires routine maintenance and upkeep
- May block necessary visibility of other road users, signage, or traffic signals
- May conflict with underground utilities
- Roots can damage sidewalks
- Metal tree grates may be targets of theft

Cost

- Medium

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- None found

Additional Information

- https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf

Figure 4-23. Example of Street Trees along Street



Source: <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance/>

Roundabouts

What is it? With vehicles entering the roadway from multiple legs on different paths (left turn, right turn or straight through for each leg of the intersection), intersections have high potential for collisions. The risk posed by intersections can be mitigated through a change in intersection design. A roundabout removes broadside and head on collisions, which can be more severe than other collision types, by reducing allowable movements through the intersection.

Figure 4-24. Example Roundabout



Source: Jacobs 2024

Targeted Crash Types/Behaviors

- Rear End, Angle, Turning, Sideswipe Same Direction

Benefits

- Requires slower speeds to maneuver through the intersection
- Reduces angle and turning collisions
- Allows more space and time for safe turning movements
- Keeps through lane clear, reducing sight distance needs on curved roads
- Can be effective in transitioning from high-speed to low-speed environments
- Includes refuge islands for pedestrians
- Eliminates electricity costs from traffic signals

Drawbacks

- May increase frequency of minor collisions
- Space requirements/right-of-way needed for new configuration
- May be more complicated for visually impaired pedestrians to know when to cross
- Increased landscape maintenance costs

Cost

- High

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Convert signalized intersection to modern roundabout: 0.79 (CMF ID: 4184), Conversion of stop-controlled intersection into multi-lane roundabout: 0.95 (CMF ID: 208), Conversion of stop-controlled intersection into single-lane roundabout: 0.28 (CMF ID: 206)

Additional Information

- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.9>
- <https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>

Mini Roundabouts

What is it? Mini roundabouts (also known as neighborhood/residential street traffic circles) are typically installed in uncontrolled intersections of minor or local streets, which lower speeds for drivers in a neighborhood. Traffic circulates in a counterclockwise fashion around the raised circular island installed in the middle of the intersection, with stop or yield signs on the intersection approaches. Mini traffic circles are effective at reducing vehicle speeds and create a traffic calming effect.

Targeted Crash Types/Behaviors

- Speeding, turning crashes

Benefits

- Lowers speeds of vehicles approaching and traveling through the intersection
- Reduces the amount of angle and turning collisions
- Provides space for landscaping improvements and provide a traffic calming effect on surrounding traffic
- Minimal impact on motorist comfort

Drawbacks

- Trees and other landscaping on the traffic circle requires maintenance to prevent issues with driver visibility

Cost

- Medium

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Conversion of stop-controlled intersection to mini roundabout: 0.8 (CMF ID: 11240)

Additional Information

- <https://nacto.org/publication/urban-street-design-guide/intersections/mini-roundabout/>
- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.7>

Figure 4-25. Rendering of a Neighborhood Mini Roundabout



Source: NACTO <https://nacto.org/publication/urban-street-design-guide/intersections/mini-roundabout/>

One-Way to Two-Way Conversion

What is it? In some scenarios, one-way streets with wide lane widths can encourage excessive driving speeds. Conversion to two-way traffic operations can help reduce the number of lanes, lane widths, creates friction with opposing traffic, and increase driver attentiveness and caution which results in lower driving speeds. The conversion also provides better neighborhood access to locations in the network, leading to lower overall traffic volumes on surrounding streets.

Targeted Crash Types/Behaviors

- Speeding

Benefits

- Introducing opposing traffic increases driver alertness and caution, reducing speeds
- Narrows travel lane widths and reduces speeds, as one-way travel lanes are typically over 11-13' wide
- Reduces unexpected patterns of vehicle movements, along with left turns close to the left side of the road which creates risk and reduced visibility with crossing pedestrians

Drawbacks

- Signal modifications may be required if the street conversion passes through signalized intersections, requiring another source of funding
- May introduce additional vehicle-vehicle conflicts with opposing traffic
- Community may oppose conversion on a residential street, as it may induce additional traffic on the converted street and can create a more uncomfortable parking experience
- Can be difficult to implement depending on city roadway network structure and layout

Cost

- Low

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- None found

Additional information

- http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=23
- https://transportation.baltimorecity.gov/sites/default/files/Druid-Park-Lake_%20Full%20Report-Final%20Version%20pg42-82.pdf
- <https://onlinepubs.trb.org/Onlinepubs/trr/1990/1270/1270-003.pdf>

Figure 4-26. Rendering of a Residential Two-Way Street



Source: <https://nacto.org/publication/urban-street-design-guide/streets/yield-street/>

Reduced Speed Limit

What is it? Posted speed limits are often based on the 85th percentile of vehicle speed at a particular location. Drivers tend to drive the speed that feels comfortable. Driver comfort is influenced by the alignment of the roadway, the width of the road, and the distance of objects from the travel lane. If the speed limit is lowered it may not lower speeds in the area unless other traffic calming countermeasures are used to change driver behavior.

Targeted Crash Types/Behaviors

- Run-off-Road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Benefits

- Reduces speed when used with other traffic calming countermeasures
- Lower speeds reduce severity of all crashes

Drawbacks

- May increase speeding without additional countermeasures
- May increase collisions by increasing difference in vehicle speeds (comfort vs. speed limit)
- Recommend conducting speed study to determine adequate speed limit

Cost

- Low

Safe Systems Pyramid

- Active measures

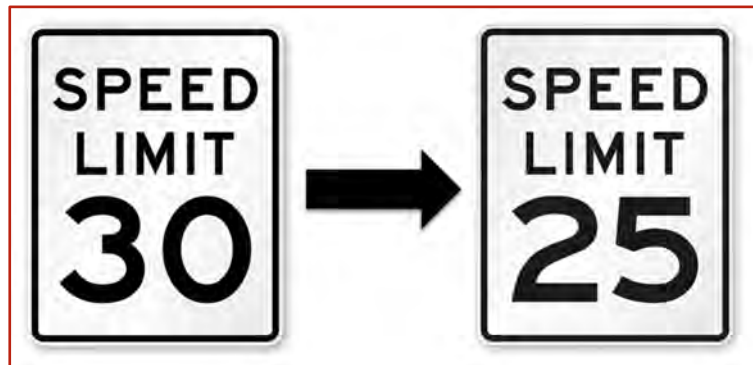
CMF & CMF ID

- 15% reduction in mean speed (fatal crashes): 0.56 (CMF ID: 147), 15% reduction in mean speed (injury crashes): 0.78 (CMF ID: 148)

Additional Information

- <https://www.fhwa.dot.gov/publications/research/safety/97084/97084.pdf>
- <https://ww2.motorists.org/wp-content/uploads/2015/05/speed-limit-fact-sheet.pdf>
- https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf
- <https://nap.nationalacademies.org/catalog/26216/posted-speed-limit-setting-procedure-and-tool-user-guide>

Figure 4-27. Reducing Posted Speed Limits



Source: <https://www.roadtraffic signs.com/mutcd-speed-limit-signs>

High Visibility Enforcement (HVE)

What is it? High-Visibility Enforcement (HVE) campaigns use additional visual exposure of law enforcement to deter and change unlawful roadway behaviors. HVE campaigns can be used for a wide variety of behaviors, including alcohol-impaired driving, seat belt use, speeding, and distracted driving. High-collision or high-violation areas are targeted for increased law enforcement and is highly publicized to convince the public that they are likely to face punishment for the unlawful behavior.

Figure 4-28. Example of High Visibility Enforcement



Targeted Crash Types/Behaviors

- Pedestrian/bicycle, run-off-road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Source: FHWA, [Safe Transportation for Every Pedestrian](#), “Watch for Me NC Combines Education and Enforcement to Improve Pedestrian Safety”

Benefits

- Raises perceived threat of citation, fines, suspended license, arrest
- Increases the 'deterrent effect'
- Works well with automated enforcement

Drawbacks

- Generally, requires some type of advertisement/publicity, which can be expensive
- Increasing enforcement is not cheap
- Increased enforcement can be unpopular with locals, risk of community pushback and negative impacts

Cost

- High

Safe Systems Pyramid

- Active measures and education

CMF & CMF ID

- None found

Additional Information

- <https://www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit>
- <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/enforcement/high-visibility-enforcement>
- https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf

4.4 Distracted Driving

Table 4-4 presents strategies, policies, and programs to address distracted driving crashes. A square symbol (“■”) 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.

Table 4-4. Implementation Matrix for Distracted Driving Strategies

STRATEGY TYPE	STRATEGY	INTERSECTION TYPOLGY: Multi-lane, signalized	INTERSECTION TYPOLGY: Two-lane, signalized	INTERSECTION TYPOLGY: All-way stop-controlled	INTERSECTION TYPOLGY: Minor leg stop-controlled	SEGMENT TYPOLGY: Local roads/ streets	SEGMENT TYPOLGY: Collector roads	SEGMENT TYPOLGY: Arterials	SEGMENT TYPOLGY: Ramps	SEGMENT TYPOLGY: Access controlled
INFRASTRUCTURE	Rumble strips/stripes			■	■			S	S	S
PROCESSES, POLICIES, AND PROGRAMS	Educational campaigns	■	■	■	■	■	■	■	■	■
	High visibility enforcement (HVE)	■	■	■	■	■	■	■	■	■
	Employer programs	■	■	■	■	■	■	■	■	■
	School programs and engagement	■	■	■	■	■	■	■	■	■

4.4.1 Distracted Driving Countermeasures

This sub-section provides an overview of distracted driving countermeasures identified in Table 4-4 including a brief description of the strategy, the crash type or contributing factor that is targeted by the improvement, benefits and drawbacks of implementation, a high level cost estimate, a CMF and CMF ID (if applicable), a photo or rendering, and links to additional information.

Rumble Strips/Stripes

What is it? Shoulder rumble strips are milled or raised markings placed alongside the edge line or fog line. They produce noise and vibration to alert drivers when they have left the travel lane. Sinusoidal rumble strips (AKA 'mumble strips') can be implemented to reduce noise in environmentally sensitive or residential areas. Raised rumble strips can be used on bridge decks, where milled rumble strips are not practical. Rumble stripes - not to be confused with rumble strips - are placed under the edge line or fog line. Transverse rumble strips are perpendicular to the direction of travel and alerts drivers to upcoming conditions.

Figure 4-29. Centerline and Edge Line Rumble Strips and Rumble Stripes (Inset)



Source: Jacobs 2023

Targeted Crash Types/Behaviors

- Run-off-road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Benefits

- Provides a physical alert to drifting vehicles
- Little maintenance requirements
- Systemic considerations
- Rumble stripes allow more shoulder room for bikes than traditional rumble strips

Drawbacks

- Bothersome to traverse for bicyclists
- Noise pollution (can be mitigated with mumble strips)
- May contribute to premature pavement deterioration as water infiltrates milled-in strips
- Existing pavement should be in good condition with adequate depth

Cost

- Low

Safe Systems Pyramid

- Active measures

CMF & CMF ID

- Install centerline rumble strips (all crash types): 0.91 (CMF ID: 3346), Install centerline rumble strips (Head-on, sideswipe): 0.36 (CMF ID: 3356), Install shoulder rumble strips: 0.84 (CMF ID: 3422)

Additional Information

- <https://mntransportationresearch.org/2014/06/10/rumble-strips-vs-mumble-strips-noise-comparison-video/>
- <https://www.dot.state.mn.us/trafficeng/safety/rumble/index.html>

Educational Campaigns

What is it? Public education campaigns aim to improve awareness and attitudes to increase safety for all roadway users. Education campaigns target a number of driving behaviors and roadway users, including distracted driving, speeding, work zone safety, pedestrians and bicyclists, and seat belt use. These campaigns may include advertisements, message boards on the road, community engagement, or other forms of mass media.

Another type of opportunity for 'education' involves use of smart phones to monitor the driving habits of younger drivers. Some vehicle insurance providers offer potentially discounted rates on insurance policies with the use of apps like State Farm's Drive Safe & Save. This app can be loaded onto the smart phone

of both parents and children in order to observe the driving habits of the child. Habits like acceleration, braking, cornering, speeds, and phone distraction are collected by the app and then the driver's trip is 'scored'. Drivers who score with safer driving behaviors are then candidates for reduced insurance policy rates. The use of this app provides the opportunity for parents to provide education to their children on how they can improve their driving habits and reduce the likelihood of being involved in collisions.

Figure 4-30. Advertisement Aimed at Reducing Distracted Driving



Source: NHTSA <https://www.trafficsafetymarketing.gov/safety-topics/distracted-driving/dont-drive-distracted-eyes-forward>

Targeted Crash Types/Behaviors

- Varies depending on campaign: distracted driving, speeding, pedestrian, etc.

Benefits

- Can target specific demographic groups or behavioral issues
- Increased effectiveness when used in conjunction with legislation and enforcement

Drawbacks

- Information on distracted driver effectiveness is limited; more studies are needed
- Fear appeals may lead to a defensive response, reducing effectiveness

Cost

- High

Safe Systems Pyramid

- Education

CMF & CMF ID

- None found

Additional Information

- <https://www.trafficsafetymarketing.gov/>
- https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf
- <https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/enforcement/high-visibility-enforcement>
- <https://www.sciencedirect.com/science/article/pii/S0386111211000045>

High Visibility Enforcement (HVE)

What is it? High-Visibility Enforcement (HVE) campaigns use highly-visible law enforcement to deter and change unlawful roadway behaviors. HVE campaigns can be used for a wide variety of behaviors, including alcohol-impaired driving, seat belt use, speeding, and distracted driving. High-collision or high-violation areas are targeted for increased law enforcement and is highly publicized to convince the public that they are likely to face punishment for the unlawful behavior.

Targeted Crash Types/Behaviors

- Distracted driving, Run-off-Road: hit objects (embankments, barriers, ditches, other fixed objects, etc.), overturn

Benefits

- Raises perceived threat of citation, fines, suspended license, arrest
- Increases the 'deterrent effect'
- Works well with automated enforcement

Drawbacks

- Most cases require some type of advertisement/publicity, which can be expensive
- Increasing enforcement is not cheap
- Increased enforcement can be unpopular with community members

Cost

- High

Safe Systems Pyramid

- Active measure and education

CMF & CMF ID

- None found

Additional Information

- https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf
- <https://www.nhtsa.gov/book/countermeasures-that-work/distracted-driving/countermeasures/enforcement/high-visibility-cell-phone-enforcement>

Figure 4-31. Sobriety Checkpoint Signage



Source: <https://learning.respondersafety.com>

Employer Programs

What is it? Employer programs for distracted driving are structured workplace initiatives designed to reduce or eliminate distracted driving behaviors among employees who drive as part of their job duties. These programs typically include policies, training, technological solutions, and enforcement mechanisms to promote safe driving practices and minimize distractions that could lead to crashes during work-related driving.

Targeted Crash Types/Behaviors

- Distracted driving

Benefits

- Reduced crash rates among employee drivers
- Lower insurance premiums and claims costs
- Decreased vehicle repair expenses
- Improved company safety culture
- Protection of company reputation
- Reduced liability exposure
- Potentially lower workers' compensation claims

Drawbacks

- Implementation costs (technology, training)
- Employee resistance to monitoring
- Privacy concerns with tracking technologies
- Enforcement challenges
- Time required for policy development and training
- Potential reduction in employee productivity

Cost

- Low to High

Safe Systems Pyramid

- Latent Safety Measures, Active Measures, and Education

CMF & CMF ID

- None found

Additional Information

- <https://www.nhtsa.gov/book/countermeasures-that-work/distracted-driving/countermeasures/other-strategies-behavior-change>
- <https://usnodd.org/employers/>

Figure 4-32. Example of Policies Targeting Commercial Motor Vehicle Drivers



Source: <https://www.fmcsa.dot.gov/driver-safety/distracted-driving>

School Programs and Engagement

What is it? School programs and engagement for distracted driving are educational initiatives specifically implemented in schools to teach students about the dangers of distracted driving and promote safe driving behaviors. These programs typically include classroom instruction, interactive activities, peer-to-peer education, video programs, community events, and parental involvement aimed at developing positive driving habits before students become licensed drivers.

Targeted Crash Types/Behaviors

- Distracted driving, Younger drivers

Benefits

- Shapes positive and safer driving habits in younger drivers before fully formed
- Peer influence in positive direction
- Reduced teen crash rates
- Increased awareness of the risk and dangers of distracted driving
- Development of coping strategies for common distractions
- Widespread community impact through student-to-parent influence
- Can integrate with existing school safety efforts

Drawbacks

- Competing priorities in school curriculum
- Difficult to monitor effectiveness and maintain long-term behavioral change
- Resource constraints in schools
- Inconsistent implementation across schools

Cost

- Low to Medium

Safe Systems Pyramid

- Education

CMF & CMF ID

- None found

Additional Information

- <https://inoneinstant.org/>
- <https://www.impactteendrivers.org/>
- <https://usnodd.org/education/>

Figure 4-33. Example of School Safety Program Workshop



Source: <https://www.impactteendrivers.org/>

4.5 Intersections

Table 4-5 presents strategies, policies, and programs to address intersection crashes. A square symbol (“■”) 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.

Table 4-5. Implementation Matrix for Intersection Strategies

STRATEGY TYPE	STRATEGY	INTERSECTION TYPOLGY: Multi-lane, Signalized	INTERSECTION TYPOLGY: Two-lane, Signalized	INTERSECTION TYPOLGY: All-way Stop-controlled	INTERSECTION TYPOLGY: Minor Leg Stop-controlled	SEGMENT TYPOLGY: Local Roads/ Streets	SEGMENT TYPOLGY: Collector Roads	SEGMENT TYPOLGY: Arterials	SEGMENT TYPOLGY: Ramps	SEGMENT TYPOLGY: Access Controlled
INFRASTRUCTURE	Conversion to cul-de-sac (for 5+ leg intersections)	■	■	■	■					
	Advanced intersection warning sign with flashing beacon	■	■	S	■	■		■		
	Intersection lighting	■	■	■	■					
	Reconfiguration – roundabout	■	■	■	■					
	Dedicated left turn lane (zero offset or positive offset)	■	■	■	■			■		
	Dedicated right turn lane	■	■	■			■	■		
	Realign skewed intersection	■	■	■	■					
	Protected left turn phasing	■	■							
	Flashing yellow arrows	■	■							

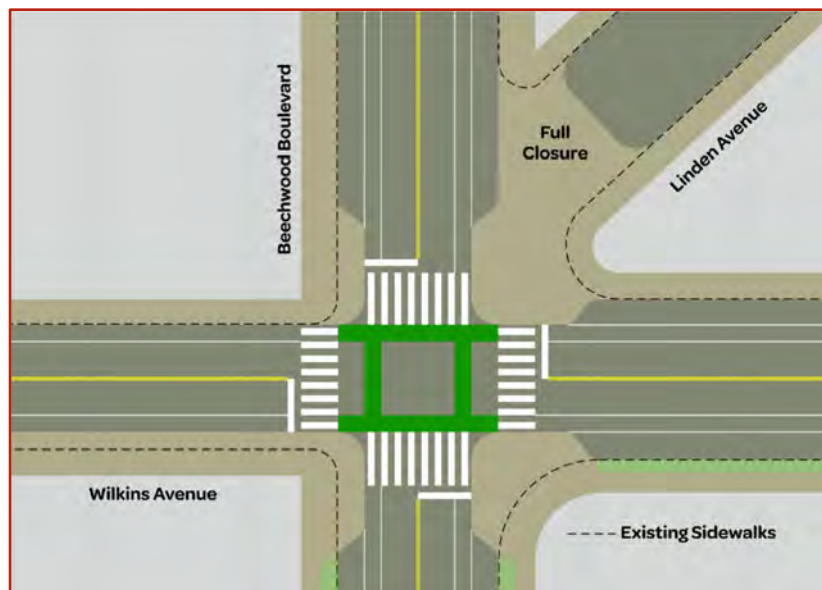
4.5.1 Intersection Countermeasures

This sub-section provides an overview of the intersection countermeasures identified in Table 4-5 including a brief description of the strategy, the crash type or contributing factor that is targeted by the improvement, benefits and drawbacks of implementation, a high level- cost estimate, a CMF and CMF ID (if applicable), a photo or rendering, and links to additional information.

Conversion to a Cul-de-Sac (For 5+ Leg Intersections)

What is it? Converting certain streets on multi-leg intersections (5+ approaches) to a cul-de-sac involves closing one or more approaches and creating dead-end streets with turnaround areas. This eliminates complex conflict points and simplifies traffic movements by reducing the number of approaches at the intersection. Cul-de-sacs also typically replace a crosswalk on the closed approach, providing a safer walking environment for pedestrians. Converting a street to one-way away from the intersection can provide some of the traffic benefits, but with fewer access restrictions.

Figure 4-34. Example of Cul-de-Sac for 5+ Leg Intersection



Targeted Crash Types/Behaviors

- Angle crashes, turning-movement crashes, sideswipe crashes, pedestrians

Source: <https://www.burghblog.com/home/how-to-fix-dangerous-5-way-intersections>

Benefits

- Eliminates numerous conflict points
- Simplifies traffic patterns and reduces intersection delay
- Reduces speeding through neighborhoods
- Can improve pedestrian safety

Drawbacks

- Reduces connectivity in road network
- May increase travel distances and times
- Potential emergency vehicle access concerns
- May require additional right-of-way

Cost

- Medium

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- None found

Additional Information

- <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-3>

Advanced Intersection Warning Sign with Flashing Beacon

What is it? This countermeasure consists of advance warning signs with flashing beacons placed before intersections to alert drivers of the upcoming intersection. These signs can be static or enhanced with flashing lights activated by approaching vehicles, time of day, or other conditions. This treatment is particularly suitable for unsignalized intersections with patterns of right-angle crashes related to lack of driver awareness of the intersection on an uncontrolled approach and lack of driver awareness of the “STOP” sign on a stop-controlled approach. Flashing beacons provide a visible signal to the presence of an intersection and can be very effective in rural areas where there may be long stretches between intersections as well as locations where nighttime visibility of intersections is an issue.

Targeted Crash Types/Behaviors

- Right-angle crashes, rear-end crashes

Benefits

- Low to moderate cost
- Increases driver awareness
- Particularly effective at rural high-speed approaches
- Can be solar-powered in remote locations

Drawbacks

- Less effective for familiar drivers
- May have decreased effectiveness over time
- Requires maintenance and power source
- Not a physical barrier to crashes

Cost

- Low

Safe Systems Pyramid

- Active measures

CMF & CMF ID

- Add advance warning sign (“SIGNAL AHEAD”) on approach to signalized intersection: 0.65 (CMF ID: 1684)

Additional Information

- <https://highways.dot.gov/safety/local-rural/intersection-safety-manual-local-rural-road-owners/4-countermeasures>
- <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1684>

Figure 4-35. Example of Advanced Intersection Warning Sign with Flashing Beacon

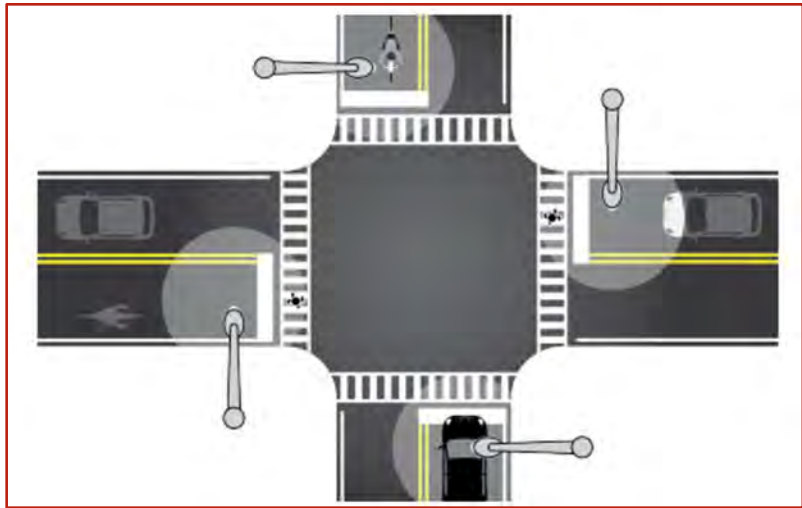


Source: <https://tedlighting-solutions.com/traffic-signs>

Intersection Lighting

What is it? Installation of overhead lighting at intersections to increase visibility during nighttime conditions. Lighting improves drivers' ability to see the intersection configuration, pavement markings, signs, other vehicles, and pedestrians, especially in areas with limited ambient lighting. This countermeasure is particularly effective at unsignalized, unlit intersections with substantial patterns of nighttime crashes, especially where rear-end, right-angle, or turning crashes occur on major road approaches, indicating drivers may be unaware of the intersection. At night in rural areas, vehicle headlights typically provide the only roadway illumination. Adding roadway lighting makes intersections more conspicuous to motorists and helps drivers navigate through intersections by improving visibility of signs and markings.

Figure 4-36. Example Schematic of Acceptable Intersection Lighting



Source: FHWA https://highways.dot.gov/sites/fhwa.dot.gov/files/Proven%20Safety%20Countermeasures%20Booklet_0.pdf

Targeted Crash Types/ Behaviors

- Nighttime crashes, all crash types

Benefits

- Increases visibility of intersection features and other vehicles
- Effective for all road users including pedestrians and bicyclists
- Relatively low-cost improvement
- Helps address crash types common in darkness

Drawbacks

- Ongoing electricity and maintenance costs
- Light pollution concerns
- Not effective for daytime crashes
- May require utility coordination

Cost

- Medium to High

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Install lighting at intersections where no lighting existed previously: 0.881 (CMF ID: 4462)

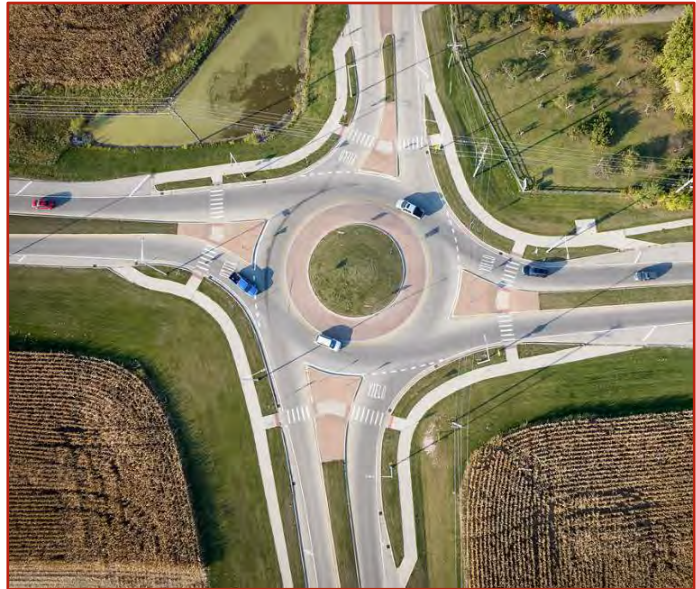
Additional Information:

- <https://highways.dot.gov/safety/local-rural/intersection-safety-manual-local-rural-road-owners/4-countermeasures>
- <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4462>

Reconfiguration – Roundabout

What is it? Conversion of conventional intersections to roundabouts, which are circular intersections where traffic flows counterclockwise around a center island. Roundabouts typically have yield control at entry points and design features that encourage low speeds. They can be installed in a wide variety of locations, particularly at unsignalized intersections with a history of right angle crashes. Sufficient agency-owned right-of-way is necessary to install the roundabout, as its geometric footprint differs from a traditional intersection. Roundabouts are a proven safety treatment for intersection crashes due to a reduced number of conflict points and reduced intersection speeds. A motorist approaching the intersection looks in only one direction for conflicting traffic before entering the roundabout. The geometry of the approach legs and the inner circle keep speeds low, reducing the severity of any crash that might occur.

Figure 4-37. Roundabout Aerial



Source: <https://www.kathleenhinkel.com/>

Targeted Crash Types/Behaviors

- Angle crashes, left-turn crashes, head-on crashes

Benefits

- Substantially reduces severe and fatal crashes
- Slows vehicle speeds through intersection
- Eliminates many conflict points
- Reduces delay during off-peak hours
- Improves pedestrian safety with shorter crossing distances

Drawbacks

- High initial construction cost
- May require additional right-of-way
- Can be challenging for large vehicles without proper design
- May initially confuse unfamiliar drivers
- May increase the frequency of property damage only crashes

Cost

- High

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Conversion of stop- and signal-controlled intersections into roundabouts: 0.512 (CMF ID: 10086)

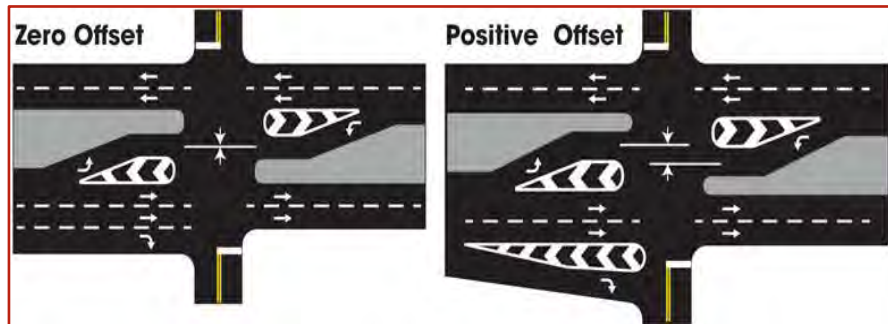
Additional Information

- <https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-RD-00-068.pdf>
- <https://highways.dot.gov/safety/local-rural/intersection-safety-manual-local-rural-road-owners/4-countermeasures>
- <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10086>

Dedicated Left Turn Lane (Zero Offset or Positive Offset)

What is it? Offset left-turn lanes position opposing left-turn lanes with a lateral offset, improving sight distance for drivers by eliminating the line-of-sight obstruction caused by opposing left-turning vehicles. This treatment is particularly appropriate at intersections with a high frequency of crashes between vehicles turning left and opposing through vehicles. It can be applied at intersections on divided highways with medians wide enough to provide the appropriate positive offset, as well as on approaches without medians if sufficient width exists. This design works by providing drivers a clear line of sight to opposing through vehicles, allowing them to see oncoming traffic clearly instead of attempting to look around opposing left-turning vehicles.

Figure 4-38. Comparison of Turn Lanes with Zero Offset to Turn Lanes with Offset



Source: FHWA <https://highways.dot.gov/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections>

Targeted Crash Types/Behaviors

- Left-turn crashes, head-on crashes, angle crashes

Benefits

- Significantly improves sight distance
- Reduces probability of head-on crashes
- Can help reduce delay for through traffic
- Particularly effective at high-volume intersections

Drawbacks

- May require more right-of-way than conventional left-turn lanes
- More expensive than conventional left-turn lanes
- May require reconstruction of medians, roadway, and/or traffic signal pull boxes

Cost

- Medium

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Improve left-turn lane offset to make the left-turn lanes with positive offset: 0.662 (CMF ID: 6095)

Additional Information

- https://highways.dot.gov/sites/fhwa.dot.gov/files/Left-%20and%20Right-Turn%20Lanes_508.pdf
- <https://highways.dot.gov/safety/local-rural/intersection-safety-manual-local-rural-road-owners/4-countermeasures>
- <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6095>

Dedicated Right Turn Lane

What is it? Addition of a dedicated right-turn lane to separate turning traffic from through traffic. This treatment is particularly effective at unsignalized intersections with a high frequency of rear-end crashes resulting from conflicts between vehicles turning right and following vehicles, as well as between vehicles turning right and through vehicles coming from the left on the cross street. Providing right-turn lanes allows through vehicles to continue without slowing while turning vehicles use the dedicated lane. When turn lanes are of adequate length, vehicles waiting to turn no longer block the travel lanes, enabling through traffic to continue unimpeded and significantly reducing the risk of rear-end collisions at the intersection. Additionally, providing offset right turn lanes on the major route gives improved visibility for the drivers stopped at the minor road approach.

Figure 4-39. Example of Right Turn Lane



Source: FHWA <https://highways.dot.gov/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections>

Targeted Crash Types/Behaviors

- Rear-end crashes attributed to right turning vehicles hit from behind.

Benefits

- Reduces rear-end crash potential
- Decreases delay for through traffic
- Improves intersection capacity
- Relatively straightforward design

Drawbacks

- May increase pedestrian crossing distances and limit the visibility of pedestrians for vehicles turning right on red. Consider including corner islands as mitigation.
- Requires additional right-of-way
- Can increase impervious surface area
- May encourage higher speed right turns without proper design

Cost

- Medium

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- Change right-turn lane geometry to increase line of sight (intersection level): 0.564 (CMF ID: 8497), Install right-turn lane at unsignalized intersections or driveways without right turn lane: 0.7 (CMF ID: 5650)

Additional Information

- https://highways.dot.gov/sites/fhwa.dot.gov/files/Left-%20and%20Right-Turn%20Lanes_508.pdf

- <https://highways.dot.gov/safety/local-rural/intersection-safety-manual-local-rural-road-owners/4-countermeasures>
- <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8497>
- <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5650>

Realign Skewed Intersection

What is it? Skew reduction or elimination is appropriate at unsignalized intersections with a high frequency of crashes resulting from insufficient sight distance caused by the skew. Reducing or eliminating the skew at intersection approaches helps address problems like vehicle alignment, long exposure in the intersection, and potential driver confusion. Treatments include pavement markings, channelizing islands, and realignment.

Targeted Crash Types/Behaviors

- Angle crashes, turning-related crashes, sideswipe crashes

Benefits

- Improves sight distance for approaching vehicles
- Reduces crossing distance and exposure time in the intersection
- Decreases the complexity of driving maneuvers
- Improves ability to judge gaps in conflicting traffic
- Creates more intuitive traffic movements

Drawbacks

- Typically requires additional right-of-way
- May involve significant reconstruction costs
- Potential impacts to adjacent properties
- May require drainage modifications
- Often necessitates utility relocations

Cost

- Medium to High

Safe Systems Pyramid

- Built environment

CMF & CMF ID

- None found

Additional Information

- <https://highways.dot.gov/safety/local-rural/intersection-safety-manual-local-rural-road-owners/4-countermeasures>
- <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa15085.pdf>
- <https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11279>

Figure 4-40. Example of a Realigned Skewed Intersection



Source: <https://toolkit.irap.org/safer-road-treatments/realignment-vertical/>

Protected Left Turn Phasing

What is it? Protected left turn phasing provides a dedicated phase for left turning vehicles. During this time, vehicles are provided a green arrow to conduct turning movements without conflicts with other road users. This reduces crash risk with opposing traffic, as well as with pedestrians and bicyclists.

Targeted Crash Types/Behaviors

- Angle crashes, turning-related crashes

Benefits

- Reduces the overall likelihood of crashes with oncoming traffic resulting from left turning movements
- Reduces likelihood of turning vehicle-pedestrian crashes on the crosswalk, if present
- Can improve traffic efficiency by providing left turning vehicles a dedicated phase to turn through the intersection.

Drawbacks

- Signal timing adjustments may increase overall cycle length, increasing wait times and delay
- May reduce time allocated towards overall pedestrian 'Walk' times
- Can generate problematic turning queues if reduced amount of time is allocated to the protected left turn phase
- Roadway width may not be adequate to support a separated left turn lane which is recommended to provide left turning vehicles storage space for queueing before the intersection

Cost

- Medium

Safe Systems Pyramid

- Latent safety measures

CMF & CMF ID

- Change from permitted-protected to protected on minor approach (angle crashes): 0.04 (CMF ID: 337), Change from permitted-protected to protected on major approach (angle crashes): 0.01 (CMF ID: 339), Change from permitted-protected to protected on major approach (all crashes): 0.58 (CMF ID: 340)

Additional Information

- <https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-18-059.pdf>
- <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/phasing-examples/>
- <https://highways.dot.gov/media/34571>

Figure 4-41. Example of a Protected Left Turn Only Signal



Source: Jacobs, 2023

Flashing Yellow Arrows

What is it? Flashing yellow arrows provide drivers an indication to yield to oncoming traffic and to only commit to a left turning movement when traffic is clear. In contrast to the typical circular green light for permitted left turns (which communicates less caution), flashing yellow arrows communicate greater caution and bring additional attention to oncoming traffic to left turning vehicles. Additional signage can be placed on the signal mast by the flashing yellow arrow signal to help communicate proper turning and yielding behaviors.

Targeted Crash Types/Behaviors

- Angle crashes, turning-related crashes

Benefits

- No changes to the existing signal phasing and timing is required, leading to simpler implementation
- Reduces likelihood of turning crashes related to left turning vehicles
- Captures drivers attention and promotes yielding and safer turning behaviors
- Improvements in traffic flow compared to only allowing protected left turns

Drawbacks

- Does not eliminate the possibility of dangerous left turns into oncoming traffic
- Drivers may misunderstand the meaning of flashing yellow arrows, and fail to yield
- Effectiveness depends on scale of implementation
- Additional signal faces may require additional signal cable to be installed in some cases

Cost

- Medium

Safe System Pyramid

- Active measures

CMF & CMF ID

- Changing left turn phasing from protected-permissive to flashing yellow arrow (FYA) (left turn crashes): 0.806 (CMF ID: 4177), Changing left turn phasing from permissive to flashing yellow arrow (FYA) (left turn crashes): 0.58 (CMF ID: 4500)

Additional Information

- https://onlinepubs.trb.org/onlinepubs/nchrp/impacts/NCHRPImpacts_493.pdf
- <https://www.fhwa.dot.gov/publications/research/safety/19035/19035.pdf>

Figure 4-42. Example of a Flashing Yellow Arrow Signal with Complementary Signage



Source: NCHRP https://onlinepubs.trb.org/onlinepubs/nchrp/impacts/NCHRPImpacts_493.pdf

4.6 Rail

Table 4-5 presents strategies, policies, and programs to address rail-related crashes. A square symbol (“■”) 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.

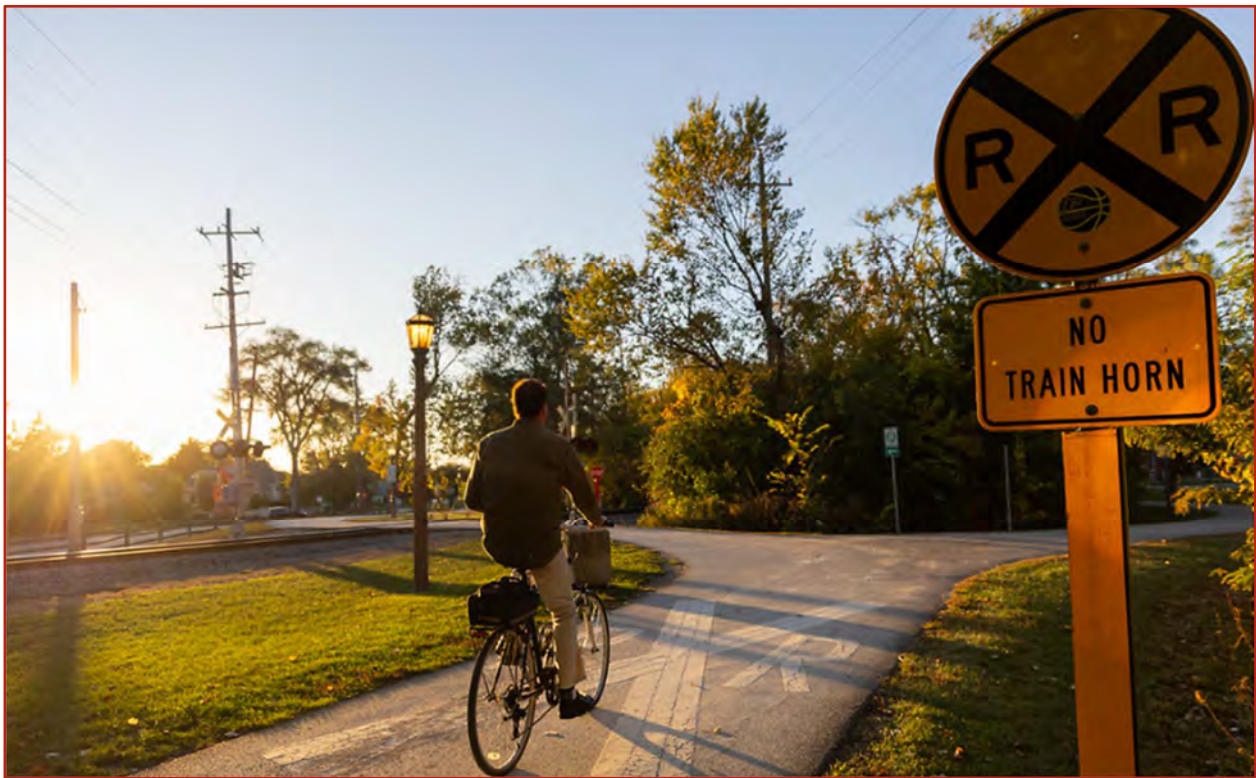
Table 4-6. Implementation Matrix for Rail Strategies

STRATEGY TYPE	STRATEGY	INTERSECTION TPOLOGY: Multi-lane, Signalized	INTERSECTION TPOLOGY: Two-lane, Signalized	INTERSECTION TPOLOGY: All-way Stop-controlled	INTERSECTION TPOLOGY: Minor Leg Stop-controlled	SEGMENT TPOLOGY: Local Roads/ Streets	SEGMENT TPOLOGY: Collector Roads	SEGMENT TPOLOGY: Arterials	SEGMENT TPOLOGY: Ramps	SEGMENT TPOLOGY: Access Controlled
INFRASTRUCTURE	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)					■	■	■		
	Pedestrian gates					S	S	S		
	Four-quadrant gates					■	■	■		
	At-grade crossing permanent closure to avoid conflict points					S	■	■		
	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		
PROCESSES, POLICIES, AND PROGRAMS	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		

5 Railroad Crossings

Chicagoland is one of the largest railroad hubs in the USA, serving as a key point for freight, long distance passenger rail, and commuter rail. Railroad crossings associated with these lines represent critical intersections where vehicular and active transportation modes converge with rail networks, creating complex safety challenges. These points of interaction demand comprehensive approaches to risk mitigation, balanced infrastructure design, innovative technology, and consideration of human factors. Understanding the unique characteristics of railroad crossings is essential for protecting human life and ensuring safe transportation across the county's diverse landscapes.

Figure 5-1. Multi-Use Path and Railroad Crossing



Source: <https://www.kathleenhinkel.com/>

5.1 Key Risk Factors

- Geometric design challenges
 - Sight distance limitations: Restricted visual corridors may prevent drivers from detecting approaching trains with sufficient time to react when existing safety equipment is not functioning properly.

- Angle of crossing: The intersection angle between roadway and railroad tracks creates complex safety challenges that affect vehicle exposure and driver perception.
- Road surface conditions: Variations in pavement quality, rail embedment, and friction coefficients can compromise vehicle control and safe crossing navigation, especially for motorcycles and bicyclists.
- Behavioral factors
 - Driver decision-making: Cognitive limitations and situational awareness significantly impact a driver's ability to safely navigate railroad crossings.
 - Distraction risks: Technological and environmental distractions compromise critical attention mechanisms needed for safe crossing interaction.
 - Risk-taking behaviors: Deliberate rule violations (e.g., driving around down gates, trespassing on railroad ROW) and unconscious misjudgments introduce unpredictable variables that increase collision potential.
- Infrastructure vulnerabilities
 - Warning system effectiveness: The reliability and clarity of warning mechanisms directly influence driver response and crossing safety.
 - Signal and gate maintenance: Degraded mechanical systems can provide false security or fail to activate when most needed.
 - Lighting conditions: Inadequate illumination can obscure critical visual cues during low-visibility periods, increasing potential risks.

5.2 Recommended Countermeasures

- Engineering solutions
 - Physical barriers: Four quadrant gates, pedestrian gates, and barrier medians on roadways approaching the crossing to prevent and discourage crossing the tracks during train approach.
 - Improved crossing geometry: Redesigning intersection layouts to optimize sight lines and reduce collision potential.
 - Closures: Reducing the number of at-grade crossings and redirecting users away from complex crossings to more simple crossings can reduce conflicts.
 - Enhanced warning signs: Implementing more visible, strategically placed signage to increase driver awareness.
 - Reflective markings: Utilizing high-visibility markings to improve detection and highlight crossing boundaries.

- Drainage improvements: Addressing water management to prevent surface instability and maintain crossing integrity.
- Technological Strategies
 - Advanced warning systems: Deploying sophisticated alert mechanisms that provide timely and accurate train approach notifications.
 - Predictive risk detection: Implementing AI-driven technologies that anticipate potential collision scenarios.
 - Real-time monitoring: Utilizing sensor technologies to continuously assess and report crossing conditions and right-of-way intrusions.
- Operational Strategies
 - Speed management: Implementing targeted speed reduction zones near railroad crossings.
 - Clear zone improvements: Enhancing surrounding areas to minimize visual obstructions and potential hazards.
 - Vegetation management: Systematic clearing and maintenance of vegetation to improve visibility and crossing safety.

5.3 Technology Infrastructure and Emerging Technologies

- Artificial Intelligence Applications
 - Predictive risk modeling: Advanced computational methods for comprehensive collision risk assessment, identifying potential hazards and allowing for proactive measures to prevent collisions and improve overall rail safety
 - Automated warning systems: Intelligent technologies that provide proactive safety interventions, automatically warning train operators and relevant personnel
- Advanced Sensor Technologies
 - Radar: Electromagnetic wave detection for precise movement tracking, ensuring safe distances are maintained and preventing collisions
 - LiDAR: Light detection and ranging for detailed 3D environmental mapping to identify obstacles and track conditions posing potential safety risks
 - Camera systems: Advanced visual monitoring technologies to identify potential hazards
 - Real-time environmental monitoring: Continuous data collection and analysis of crossing conditions providing real time information of upcoming environmental conditions and allowing for timely adjustments to enhance safety

- Adaptive warning mechanisms: Dynamic response systems that adjust to changing environmental parameters
- Smart Transportation System Integration
 - Interconnected data platforms to improve data sharing providing a comprehensive view of rail operations, enhancing situational awareness and coordination.
 - Cross-system communication protocols, reducing risk of miscommunication between rail operators and relevant personnel
 - Unified safety management frameworks to enhance reliability and consistency of safety protocols
- Machine Learning Predictive Models
 - Risk assessment algorithms: Sophisticated computational methods for potential collision evaluation.
 - Near-miss prediction: Intelligent systems for anticipating and mitigating potentially dangerous scenarios.

5.4 Policy Recommendations

- Standardization of crossing design
 - National and state-level guidelines: Comprehensive regulatory frameworks that establish uniform safety standards across jurisdictions.
 - Minimum safety requirements: Defined baseline criteria for design, equipment, and operational protocols to ensure consistent safety levels.
- Maintenance protocols
 - Regular inspection schedules: Systematic and comprehensive evaluation of crossing infrastructure to identify and address potential vulnerabilities.
 - Performance standards: Quantifiable metrics that define acceptable safety parameters and trigger necessary interventions.
- Collaborative frameworks
 - Transportation agency coordination: Integrated communication and strategic planning across federal, state, and local transportation authorities.
 - Railroad company engagement: Active involvement of rail operators in safety design, implementation, and continuous improvement processes.
 - Local government involvement: Ensuring community-level perspectives and resources are incorporated into broader safety strategies.

<https://highways.dot.gov/safety/hsip/xings/highway-rail-crossing-handbook-third-edition/chapter-2-engineered-treatments-part>

<https://gradecrossingtoolkit.fra.dot.gov/eLib/Details/L00092>

<https://railroads.dot.gov/elibrary/highway-rail-crossing-handbook-3rd-edition>

<https://www.axiomrailservices.com/post/fra-s-2025-research-initiatives-advancing-rail-safety-and-technology>

- xviii "Speed as a Safety Problem". Institute of Transportation Engineers, 2025, , <https://www.iihs.org/topics/bibliography/ref/2188https://www.ite.org/technical-resources/topics/speed-nagement-for-safety/speed-as-a-safety-problem/>, <https://www.iihs.org/topics/bibliography/ref/2188>
- xix Wen Hu and Jessica B Cicchino, *Lowering the speed limit from 30 mph to 25 mph in Boston: effects on vehicle speeds*. Insurance Institute for Highway Safety, 2019. Retrieved from: <https://www.iihs.org/topics/bibliography/ref/2168>
- xx "Lowering speed limits makes Seattle streets safer" *Insurance Institute for Highway Safety & Highway Loss Data Institute*, March 28, 2023, <https://www.iihs.org/news/detail/lowering-speed-limits-makes-seattle-streets-safer#:~:text=On%20arterial%20roads%20only%2C%20there,arterial%20roads%20to%2025%20mph>
- xxi Illinois General Assembly, *Illinois Compile Status - (626 ILCS 5/11-604 from Ch. 95 1/2, par. 11-604), (2008)*. <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-604>
- xxii Illinois General Assembly, *Illinois Compile Statutes - (626 ILCS 5/11-604 from Ch. 95 1/2, par. 11-604), (2008)*. <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-604>
- xxiii Illinois General Assembly, *Illinois Compile Status - (626 ILCS 5/11-604 from Ch. 95 1/2, par. 11-604), (2008)*. <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-604>
- xxiv Illinois General Assembly, *Bill Status of SB2070: VEH CD_CHANGE TO SPEED LIMIT, (2025)*, <https://www.ilga.gov/legislation/BillStatus.asp?DocTypeID=SB&DocNum=2070&GAID=18&SessionID=114&LegID=161544#:~:text=Amends%20the%20Illinois%20Vehicle%20Code.%20Provides%20that%2C,the%20Secretary%20of%20State%20to%20communicate%20the>
- xxv Todd Feurer, "Chicago City Council rejects bid to lower default speed limit to 25 mph." *CBS News*, February 19, 2025. <https://www.cbsnews.com/chicago/news/chicago-city-council-rejects-lower-speed-limit-ordinance-25-mph/>
- xxvi Illinois General Assembly, *Illinois Compile Status - (626 ILCS 5/11-604 from Ch. 95 1/2, par. 11-604), (2008)*. <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-604>
- xxvii NACTO, *City Limits: Setting Safe Speed Limits on Urban Streets*, (2020). <https://nacto.org/publication/city-limits/>
- xxviii NACTO, *City Limits: Setting Safe Speed Limits on Urban Streets*, (2020). <https://nacto.org/publication/city-limits/>
- xxix Bastian Schroeder, Michelle Neuner, Julia Knudsen, Paul Ryus, Nathan Kautz, Laren Delich, and Lisa Bedsole, *Speed Limit Setting Handbook* (FHWA, 2025), <https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed-Limit-Setting-Handbook.pdf>
- xxx Bastian Schroeder, Michelle Neuner, Julia Knudsen, Paul Ryus, Nathan Kautz, Laren Delich, and Lisa Bedsole, *Speed Limit Setting Handbook* (FHWA, 2025), <https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed-Limit-Setting-Handbook.pdf>
- xxxi "Illinois Compiled Statutes," Illinois General Assembly, accessed April 1, 2025, <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-1002>
- xxxii "ORS 811.028," OregonLaws, accessed April 1, 2025, https://oregon.public.law/statutes/ors_811.028
- xxxiii "RCW 46.61.235," Washington State Legislature, accessed April 1, 2025, <https://app.leg.wa.gov/rcw/default.aspx?cite=46.61.235>
- xxxiv "Walk Bike Drive," City of Ann Arbor Michigan, accessed April 1, 2025, <https://www.a2gov.org/engineering/transportation/walk-bike-drive/>
- xxxv "625 ILCS 5/11-1303," Illinois General Assembly, accessed April 1, 2025, <https://www.ilga.gov/legislation/ilcs/documents/062500050K11-1303.htm>
- xxxvi "Assembly Bill No. 413 Vehicles: stopping, standing, and parking." California Legislative Information, October 12, 2023, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB413

^{xxxvii} Kaitlin Cernak, "Reducing vehicle speeds is critical to improving traffic safety," Chicago Metropolitan Agency for Planning, June 12, 2024, <https://cmap.illinois.gov/news-updates/reducing-vehicle-speeds-is-critical-to-improving-traffic-safety/>

^{xxxviii} "Lane Width," National Association of City Transportation Officials, accessed April 1, 2025, <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/#:~:text=1Lane%20width%20should%20be,urban%20settings%20while%20discouraging%20speeding>

^{xxxix} Shima Hamidi, PhD, *A National Investigation on the Impacts of Lane Width on Traffic Safety: Narrowing Travel Lanes as an Opportunity to Promote Biking and Pedestrian Facilities Within the Existing Roadway Infrastructure* (Baltimore, MD: Johns Hopkins University Bloomberg School of Public Health, November 2023), <https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf>

^{xl} "Bill Status of SB 2278," Illinois General Assembly, accessed April 1, 2025, <https://www.ilga.gov/legislation/BillStatus.asp?GAID=17&GA=103&DocNum=2278&DocTypeID=SB&SessionID=112&LegID=147167&SpecSess=&Session=>

^{xli} "IDOT and CDOT reach agreement to streamline implementation of safety improvements," Illinois.gov, January 17, 2023, <https://www.illinois.gov/news/press-release.25918.html>

^{xlii} "Post-Crash Care." US Department of Transportation, January 14, 2025. <https://www.transportation.gov/safe-system-approach/post-crash-care>

^{xliii} Hasbrouck, LaMar. Rep. *Trauma Center Feasibility Study*, 2015. <https://dph.illinois.gov/content/dam/soi/en/web/idph/files/publications/trauma-center-feasibility-study.pdf>

^{xliv} <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811599>

^{xlvi} "Trauma Program," *Illinois Department of Public Health*, accessed April 24, 2025, <https://dph.illinois.gov/topics-services/emergency-preparedness-response/ems/trauma-program.html>

^{xlvi} Jarman MP, Curriero FC, Haut ER, Pollack Porter K, Castillo RC. Associations of Distance to Trauma Care, Community Income, and Neighborhood Median Age With Rates of Injury Mortality. *JAMA Surg.* 2018;153(6):535–543. <https://jamanetwork.com/journals/jamasurgery/fullarticle/2671392>

^{xlvi} "625 ILCS 5/11-402," *Illinois General Assembly*, accessed April 24, 2025, <https://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K11-402>

^{xlvi} "Minnesota Traffic Incident Management (TIM)." Minnesota Toward Zero Deaths. 2025. <https://www.minnesotatzd.org/tim/law>

^{xlvi} 9-116-020 Traffic crash analysis (2023). https://codelibrary.amlegal.com/codes/chicago/latest/chicago_il/0-0-0-2700411

^{li} City of Chicago. *Vision Zero Chicago: Action Plan 2017 - 2019*. 2017. <https://api.chicago.gov/filenet5/servlets/getDocumentContent?applicationId=CompleteStreets&documentId=%7B0031C690-0000-C016-92E9-31618D7320B1%7D>

^{lii} "Prehospital Blood Transfusion Programs," *EMS.gov*, April 8, 2025, <https://www.ems.gov/issues/prehospital-blood-transfusion/#:~:text=Severe%20bleeding%20is%20the%20leading%20cause%20of%20preventable,arrival%20at%20the%20hospital%E2%80%94can%20save%20many%20more%20lives.>

^{liii} Juan Duchesne et al., "Every minute matters: Improving outcomes for penetrating trauma through prehospital advanced resuscitative care," *Journal of Trauma and Acute Care Surgery* 97, no.5 (2024): <https://pubmed.ncbi.nlm.nih.gov/38689386/>

^{liv} "Prehospital Hemorrhage Control and Treatment by Clinicians: A Joint Position Statement," *Annals of Emergency Medicine* 82, no. 1 (2023): [https://www.annemergmed.com/article/S0196-0644\(23\)00209-3/fulltext](https://www.annemergmed.com/article/S0196-0644(23)00209-3/fulltext)

^{lv} "Speed Management," Chicago Metropolitan Agency for Planning, June 2024, https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Speed-Management-Report_CMAP_2024.pdf

^{lvi} "Mayor Emanuel and CDOT Introduce Ordinance Requiring City Contractor to Install Low Cost Safety Equipment on Large Trucks," City of Chicago, June 28, 2017, https://www.chicago.gov/city/en/depts/cdot/provdrs/traffic_signals_andstreetlights/news/2017/june/mayor-emanuel-and-cdot-introduce-ordinance-requiring-city-contra.html

^{lvii} "Mayor Adams Announces Results of Successful Pilot Program to Reduce Speeding and Hard Braking in City Fleet Vehicles," NYC, January 11, 2023, <https://www.nyc.gov/office-of-the-mayor/news/027-23/mayor-adams-results-successful-pilot-program-reduce-speeding-hard-braking-in>

^{lviii} "Speed Management," Chicago Metropolitan Agency for Planning, June 2024, https://cmap.illinois.gov/wp-content/uploads/dlm_uploads/Speed-Management-Report_CMAP_2024.pdf

^{lix} "Department of Motor Vehicles," DC.gov, accessed April 1, 2025, <https://dmv.dc.gov/node/155452>

^{lx} "Cook County Board Unanimously Passes Repeal of County Wheel Tax," Cook County Government, September 22, 2022, [https://www.cookcountyil.gov/news/cook-county-board-unanimously-passes-repeal-county-wheel-tax#:~:text=\(COOK%20COUNTY%2C%20IL\)%20%E2%80%94,vehicle%20registration%20fines%20and%20fees](https://www.cookcountyil.gov/news/cook-county-board-unanimously-passes-repeal-county-wheel-tax#:~:text=(COOK%20COUNTY%2C%20IL)%20%E2%80%94,vehicle%20registration%20fines%20and%20fees)

^{lxi} "Highway Traffic Signals," in Manual on Uniform Traffic Control Devices (MUTCD). Federal Highway Administration, 2023. https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

^{lxii} "Highway Traffic Signals," in Manual on Uniform Traffic Control Devices (MUTCD). Federal Highway Administration, 2023. https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/part4.pdf

^{lxiii}



Appendix E

Self Compliance Checklist

This self-certification eligibility worksheet acts as a checklist to ensure all necessary conditions are met to confirm the Safety Action Plan contains the required components to be considered a complete and eligible Safety Action Plan for pursuing SS4A Implementation grants or for any Planning and Demonstration grants.

1: Leadership Commitment and Goal Setting		
A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries.	✓	Section 1
The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.	✓	Section 1
2: Planning Structure		
To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan’s development, implementation, and monitoring?	✓	Section 2, 7 and 8
3: Safety Analysis		
Analysis of existing conditions & historical trends to provide a baseline level of crashes involving fatalities & serious injuries across a jurisdiction, locality, Tribe, or region.	✓	Section 3; Appendix A
Analysis of the location(s) of crashes, the severity, contributing factors, and crash types.	✓	Section 3; Appendix A
Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users).	✓	Section 3; Section 6; Appendix A
A geospatial identification (geographic or locational data using maps) of higher risk locations.	✓	Section 3: Figure 3-12; HIN webmap
4: Engagement and Collaboration		
Engagement with the public and relevant stakeholders, including the private sector and community groups.	✓	Section 2
Incorporation of information received from the engagement and collaboration into the plan.	✓	Section 2
Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.	✓	Section 2: page 2-16
5: Policy and Process Changes		
The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.	✓	Section 4; Section 7; Appendix C
The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	✓	Section 4; Appendix C and D
6: Strategy and Project Selection		
Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?	✓	Sections 5 and 6; Appendix B
7: Progress and Transparency		
A description of how progress will be measured over time that includes, at a minimum, outcome data.	✓	Section 8
The plan is posted publicly online.	✓	Section 8
8: Action Plan Date		
Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?	✓	SAP Front Cover

SAFE TRAVEL FOR ALL



CONTACT US:

PHONE:

(312) 454.0400

EMAIL:

info@cmap.illinois.gov

VISIT US AT:

<https://engage.cmap.illinois.gov/cook>



**COOK
COUNTY**
ILLINOIS