

June 2025

# Lake County

## Safety action plan appendix



Chicago Metropolitan  
Agency for Planning

**Note:** The Existing Safety Conditions Memo was developed with a preliminary set of crash data and network data. Values included in the memo may not match values provided in the final SAP.



# Existing Safety Conditions Memo

Lake County Safety Action Plan

Safe Travel for All

*Lake County, Illinois*

May 2, 2025



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# Existing Conditions Overview

## Project Introduction

### County Overview

Lake County, Illinois is named after the many bodies of water within the county's boundaries and was established on March 1, 1839. Lake County is comprised of a total land area of 444 square miles, 18 political townships, 19 districts, and 52 municipalities. It borders Cook County to the south, McHenry County to the west, Lake Michigan to the east and the state of Wisconsin to the north. It has a population of 714,342 as of the 2020 census, making it the third-most populous county in Illinois. **Figure 1** shows the limits of the Lake County Safety Action Plan study area.

### Lake County Study Area

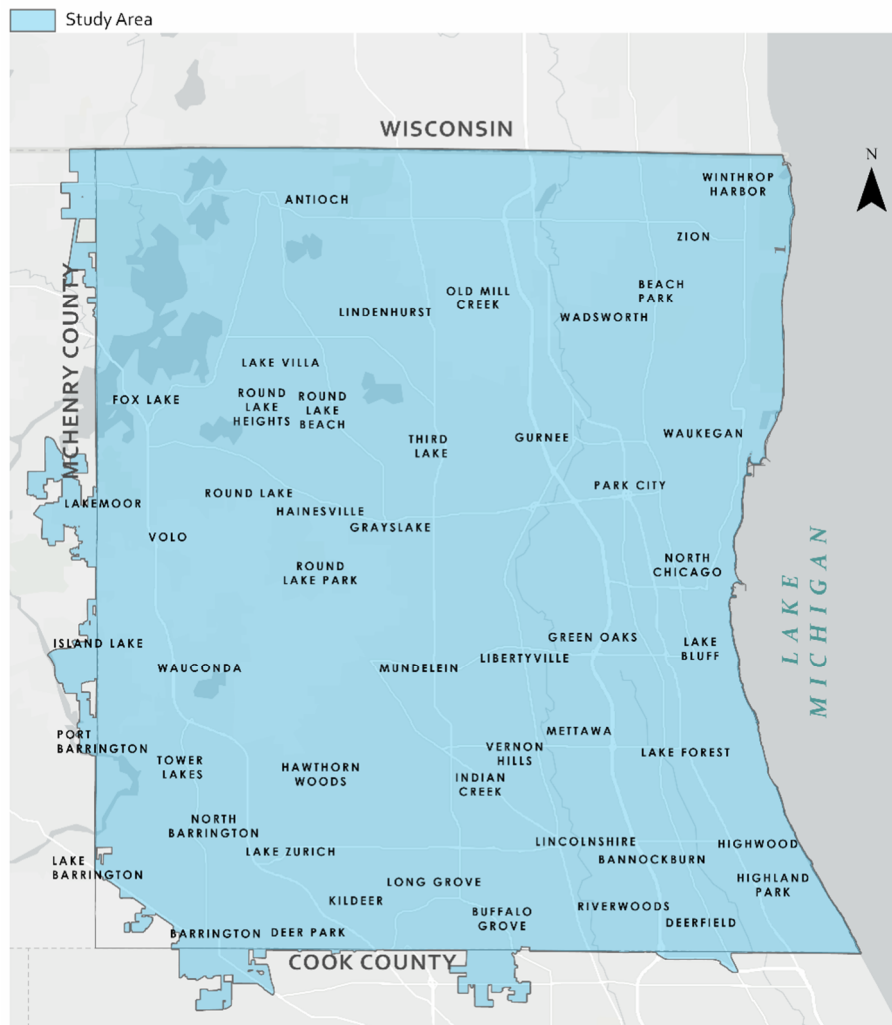


Figure 1. Map of Lake County, Illinois Study Area



The study limits for the Lake County Safety Action Plan include all municipalities and unincorporated areas within Lake County, except for the villages of Barrington Hills, Fox River Grove, and Wheeling, which are included in other counties' safety action plans. When a portion of a municipality falls within the Lake County study area, the entire municipal limits were included within the study area to maintain community cohesion. **Table 1** lists the municipalities included in the study area.

**Table 1. List of Municipalities in Lake County Safety Action Plan Area**

|                |                 |              |                    |                 |
|----------------|-----------------|--------------|--------------------|-----------------|
| Antioch        | Gurnee          | Lake Forest  | North Barrington   | Third Lake      |
| Bannockburn    | Hainesville     | Lake Villa   | North Chicago      | Tower Lakes     |
| Barrington*    | Hawthorn Woods  | Lake Zurich  | Old Mill Creek     | Vernon Hills    |
| Beach Park     | Highland Park   | Lakemoor*    | Park City          | Volo            |
| Buffalo Grove* | Highwood        | Libertyville | Port Barrington*   | Wadsworth       |
| Deer Park      | Indian Creek    | Lincolnshire | Riverwoods         | Wauconda        |
| Deerfield*     | Island Lake*    | Lindenhurst  | Round Lake         | Waukegan        |
| Fox Lake*      | Kildeer         | Long Grove   | Round Lake Beach   | Winthrop Harbor |
| Grayslake      | Lake Barrington | Mettawa      | Round Lake Heights | Zion            |
| Green Oaks     | Lake Bluff      | Mundelein    | Round Lake Park    |                 |

*\*Municipality that falls partially within another county*

### Data Collection and Processing

The following safety analysis was developed using traffic crash data collected during the most recent five-year period of available data (2018-2022). Roadway and intersection data was derived from the Illinois Department of Transportation's (IDOT) Illinois Roadway Inventory System (IRIS), and areas of persistent poverty (APP) were derived from the American Community Survey (2014-2018). Additional data referenced in the analysis include: vehicle type information from the National Highway Traffic Safety Administration (NHTSA), traffic volume estimates from IDOT and Replica, tract-level demographic information from the United States Department of Transportation (USDOT) and United States Census Bureau (USCB), and various Geographic Information System (GIS) records, including maps of existing trails, forest preserves, state parks, transit, and railroads from Lake County and the Chicago Metropolitan Agency for Planning (CMAP).

Additional technical documentation for the data sets incorporated in this analysis is available in the Technical Memorandum (dated April 3, 2024) and titled "Technical Documentation for CMAP-Provided SS4A Datasets," included as **Appendix A**.

### Roadway and Transit Network

The Lake County roadway network encompasses interstates and federal highways, state highways, county roads, township roads, and local roads. The overall roadway network in the county includes 25 centerline miles of major interstates, three (3) miles of access controlled non-interstate highways, 252 miles of principal arterials, 363 miles of minor arterials, 273 miles of major collectors, 52 miles of minor collectors, and 2,140 miles of local streets. The Lake County Department of Transportation manages approximately 300 miles of these collector and arterial highways and more than 63 miles of shared use paths. Interstate 94 (Tri-State Tollway) is the



major north-south interstate in the Lake County area, and there are four designated U.S. Highways: U.S. Route 12, U.S. Route 45, U.S. Route 41, and U.S. Route 14. The major marked routes in Lake County are shown in **Figure 2**, and the functional classifications of major roads are displayed in **Figure 3** and **Table 2**.

**Table 2. Lake County Road Network**

| Functional Classification | Centerline Miles | Percentage of Lake County Roadway Network Miles |
|---------------------------|------------------|-------------------------------------------------|
| Interstate                | 25.55            | 0.8%                                            |
| Freeways                  | 3.12             | 0.1%                                            |
| Other Principal Arterials | 252.73           | 7.5%                                            |
| Minor Arterials           | 363.28           | 10.7%                                           |
| Major Collectors          | 273.64           | 8.1%                                            |
| Minor Collectors          | 52.88            | 1.6%                                            |
| Local Roads and Streets   | 2410.67          | 71.3%                                           |
| <b>Total</b>              | <b>3381.87</b>   | <b>100%</b>                                     |

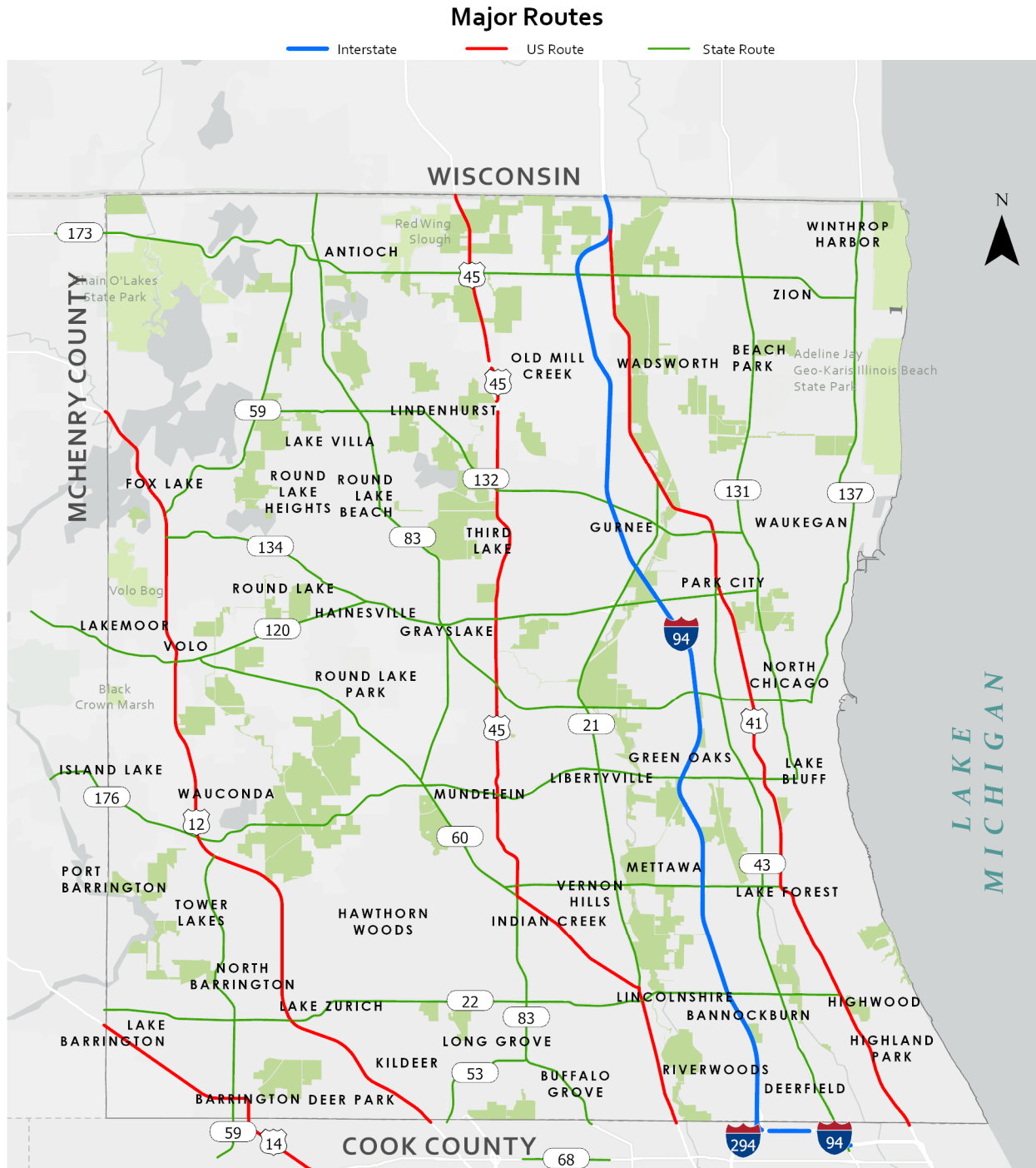
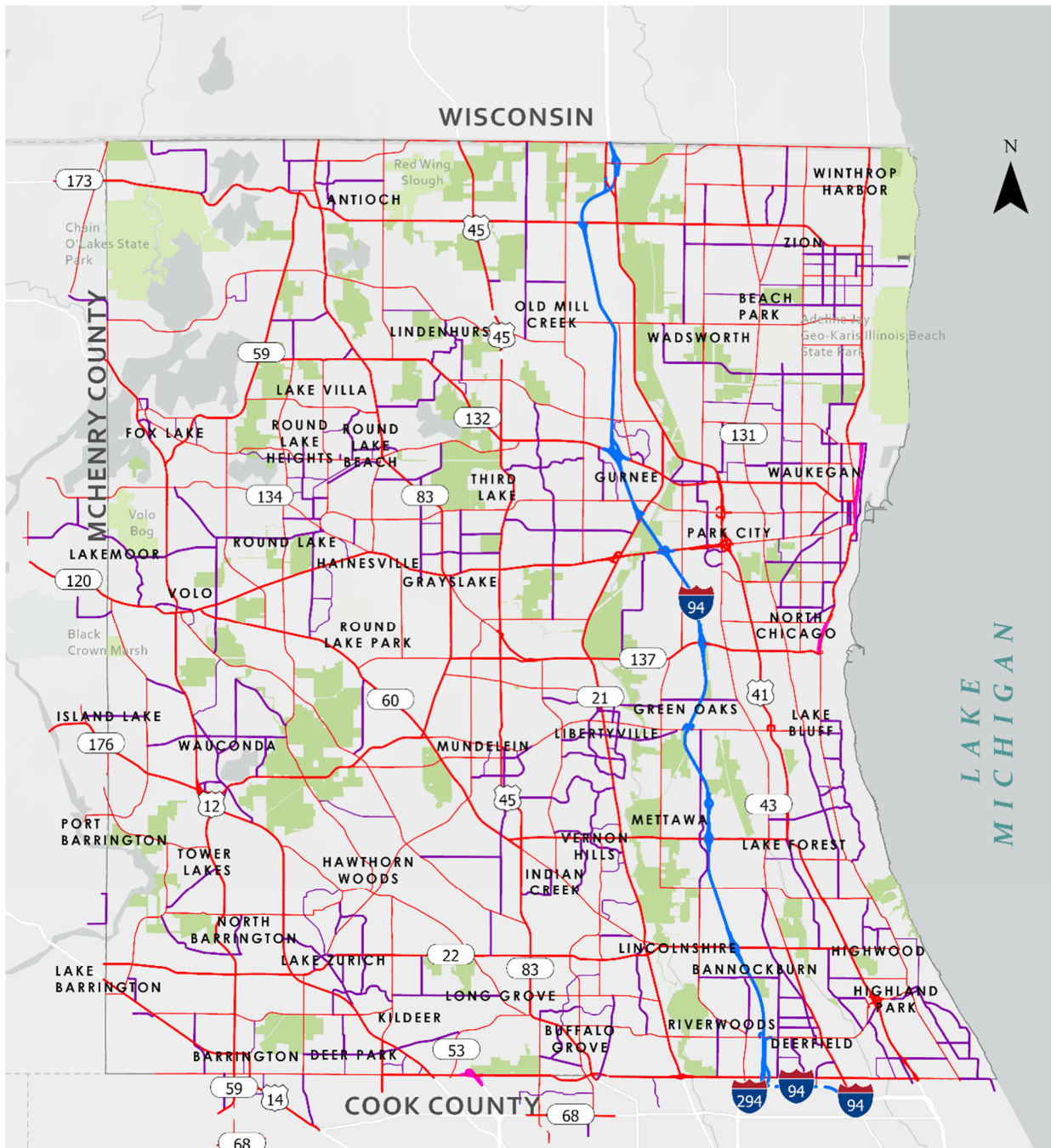


Figure 2. Map of Major Routes in Lake County, Illinois

— Interstate      — Other Principal Arterial      — Major Collector  
— Freeway and Expressway      — Minor Arterial      — Minor Collector



**Figure 3. Map of Lake County Functional Classification Map**

Lake County is served by three Metra commuter rail routes and the Pace Suburban Bus service within county limits. There is also a fourth Metra route and an Amtrak route that pass through, with no stops in the county. **Figure 4** below shows the main transit network in Lake County, including four Metra routes (the Union Pacific Northwest, Union Pacific North, North Central Service, and Milwaukee District-North lines) and Pace Suburban Bus routes.

Pace Suburban Bus also operates the Ride Lake County paratransit service, which offers senior and disabled residents an affordable and flexible reservation-based dial-a-ride program. The Ride Lake County service area covers all of Lake County, including the full municipal boundaries of communities partially located within Lake County.

### Lake County Transit Map

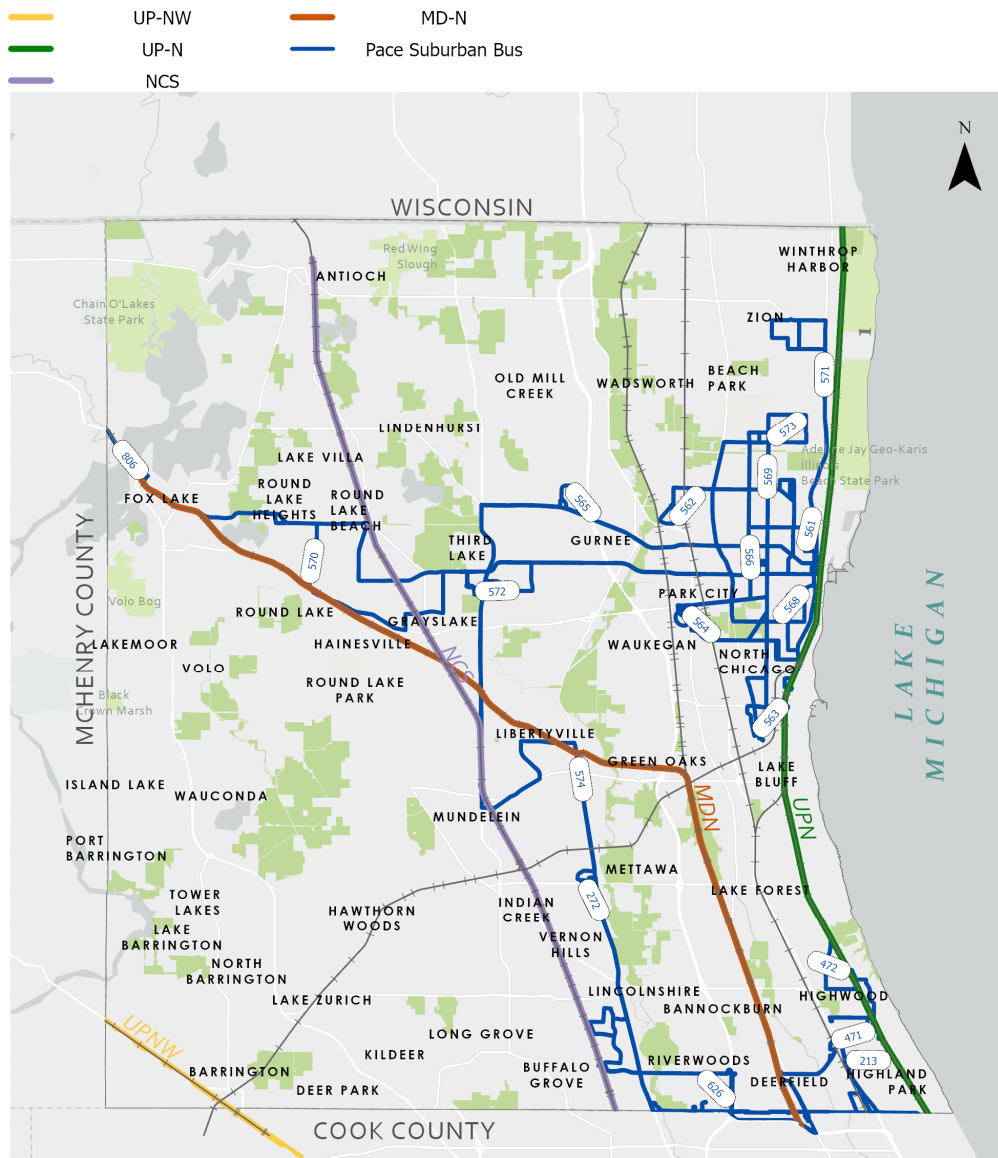


Figure 4. Map of Lake County Transit Network Map

Lake County is also home to more than 550 miles of trails and bikeways connecting forest preserves and communities, including the Des Plaines River Trail and Greenway, the Casey Trail, the North Shore Bike Path/McClory Trail, the Millenium Trail, and the Prairie Crossing Trail/Grayslake Bike Path. **Figure 5** below shows the non-motorized transportation network in Lake County.

## Lake County Trail Map

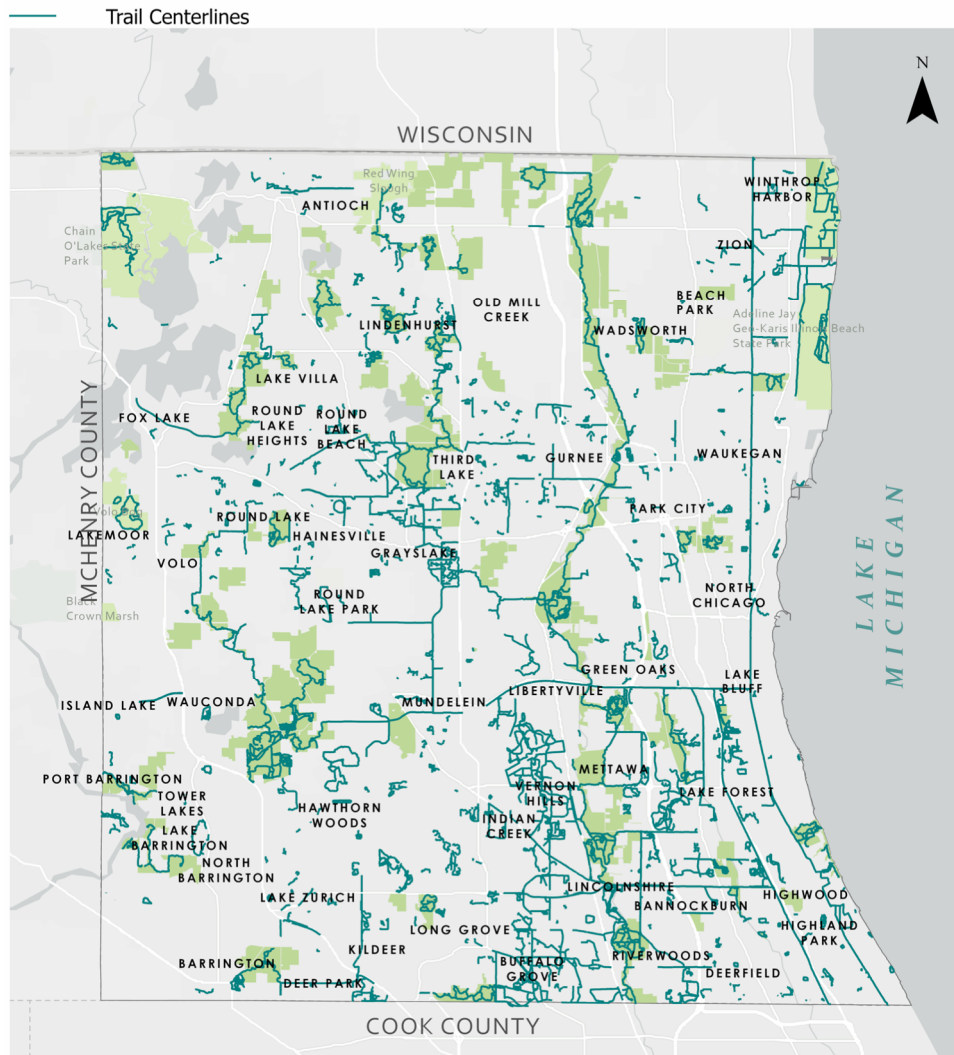


Figure 5. Map of Lake County Non-Motorized Transportation Network Map



## Policy and Process Review

The policy and process review is intended to identify state, regional, county, and local transportation and land-use policies, plans, guidelines, and standards against a framework that incorporates the Vision Zero core elements, the Safe System Approach, and other safety best practices. The review seeks to identify potential policy barriers to reaching zero serious injuries and fatalities and eventually recommend policy and procedural changes as part of the safety action plan.

The policy scan process is comprised of the following steps:

1. Identify and review relevant documents and procedures.
2. Establish framework for policy scan review.
3. Review safety components included in the existing plans and process, including references to a Vision Zero or Safe System Approach.
4. Identify barriers within the existing plans and procedures to reducing fatalities and serious injuries.
5. Recommend revisions to existing plans and procedures and identify new policies or countermeasures that can be implemented to address the identified barriers.

The federal, state, county, and local municipal sources listed in **Table 3** were reviewed as part of the policy and process review.

**Table 3. Summary of Documents Reviewed During Policy and Process Review**

|    | Level   | Document Reviewed                                                                |
|----|---------|----------------------------------------------------------------------------------|
| 1  | Federal | Methods and Practices for Setting Speed Limits: An Informational Report          |
| 2  |         | Manual on Uniform Traffic Control Devices for Streets and Highways               |
| 3  | State   | Illinois Triennial Highway Safety Plan 2024-2026                                 |
| 4  |         | Illinois Strategic Highway Safety Plan 2022-2026                                 |
| 5  |         | Vulnerable Road User Safety Assessment 2023                                      |
| 6  |         | Crossing Safety Improvement Program, 2025-2029                                   |
| 7  |         | Median Treatment Study- IDOT D1 2017                                             |
| 8  |         | Illinois Highway Information System Roadway Information & Procedure Manual, 2014 |
| 9  |         | Illinois Supplement to the Manual on Uniform Traffic Control Devices, 2021       |
| 10 |         | Policy on Establishing and Posting Speed Limits on the State Highway System      |
| 11 |         | Capital Development Board 2018 Illinois Accessibility Code 2018                  |
| 12 |         | ADA Transitional Plan for Programs and Facilities in Public Right-of-way         |
| 13 | County  | Lake County Strategic Plan September 7, 2023                                     |
| 14 |         | Lake 2040 Transportation Plan, 2014                                              |
| 15 |         | Lake County Single Occupancy Vehicle (SOV) Reduction Study 2023                  |

| Level | Document Reviewed                                                                    |
|-------|--------------------------------------------------------------------------------------|
| 16    | Lake County Policy on Infrastructure Guidelines for Non-Motorized Travel Investments |
| 17    | Lake County Highway Access and Use Ordinance                                         |
| 18    | Lake County Highway Access and Use Ordinance Technical Reference Manual              |
| 19    | Lake County Speed Limit Policy                                                       |
| 20    | Local/Municipal Village of Wauconda - Code of Ordinance                              |
| 21    | City of Waukegan Complete Street Policy                                              |
| 22    | Move HP 2030, City of Highland Park                                                  |
| 23    | Village of Gurnee, Illinois Comprehensive Plan                                       |
| 24    | Village of Gurnee, Pedestrian/Bicycle Master Plan 1994                               |
| 25    | Libertyville 2030 Comprehensive Plan                                                 |
| 26    | Village of Libertyville Bicycle Plan                                                 |

The following policy scan framework used to guide the review of documents was adopted and summarized in **Table 4**.

**Table 4. Description of Document Content Reviewed During Policy and Process Scan**

| Category                                                         | Document Content                                                                                                                           |
|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Name</b>                                                      | Name of the document                                                                                                                       |
| <b>Description</b>                                               | A description of the general purpose and goals of the documents                                                                            |
| <b>Safety Visions, Goals, Policies</b>                           | A description of the safety elements considered in the framing of the document                                                             |
| <b>Link</b>                                                      | A link to an available online version of the document                                                                                      |
| <b>Safety Data and Analysis</b>                                  | Documentation of existing safety data and analysis or known challenges (if any)                                                            |
| <b>Vision Zero/Safe System Core Element Link</b>                 | Links between the document and the core elements of the Vision Zero and/or Safe System Approach.                                           |
| <b>Barriers to Reaching Zero Serious Injuries and Fatalities</b> | Identifying existing elements in the document that could be a barrier to reaching zero serious injuries and fatalities.                    |
| <b>Countermeasures</b>                                           | Solution opportunities to address the barriers identified in the previous section and incorporate as Action Items or into the Action Plan. |

The task of aggregating and describing documents to be included in the policy and process review has been included as **Appendix B**, along with additional analysis, including identifying barriers and solution opportunities.

In addition to the policies reviewed above, many municipalities in the study area have developed additional approaches to prioritize safety for all transportation users through local Complete Streets and active transportation plans. **Table 5** lists existing Complete Streets and active transportation plans for municipalities within the study area.

**Table 5. Summary of Existing Complete Streets and Active Transportation Plans for Municipalities Within Study Area**

| Municipality   | Complete Streets Policy or Plan                                                |      | Active Transportation Plan                                 |      |
|----------------|--------------------------------------------------------------------------------|------|------------------------------------------------------------|------|
| Antioch        | No                                                                             | N/A  | <a href="#">Antioch Comp Plan</a>                          | 2019 |
| Bannockburn    | No                                                                             | N/A  | No                                                         | NA   |
| Barrington*    | No                                                                             | N/A  | <a href="#">Bicycle and Pedestrian Transportation Plan</a> | 2012 |
| Beach Park     | <a href="#">2019-R-37-Complete-Streets-Policy_BeachPark.pdf (atpolicy.org)</a> | 2020 | <a href="#">2019 Northern Lake Shore Connectivity Plan</a> | 2019 |
| Buffalo Grove* | <a href="#">2019 CS Policy</a>                                                 | 2019 | <a href="#">Bicycle Plan</a>                               | 2014 |
| Deer Park      | <a href="#">2019 CS Policy (pg. 77)</a>                                        | 2019 | <a href="#">Deer Park Comprehensive Plan</a>               | 2014 |
| Deerfield*     | No                                                                             | N/A  | No                                                         | NA   |
| Fox Lake*      | No                                                                             | N/A  | <a href="#">Greenways and Bikeways Plan</a>                | 2013 |
| Grayslake      | No                                                                             | N/A  | No                                                         | NA   |
| Green Oaks     | No                                                                             | N/A  | <a href="#">Green Oaks Comprehensive Plan</a>              | 2021 |



| Municipality    | Complete Streets Policy or Plan  |      | Active Transportation Plan                               |      |
|-----------------|----------------------------------|------|----------------------------------------------------------|------|
| Gurnee          | <a href="#">CS Policy pp. 55</a> | 2020 | <a href="#">Gurnee Pedestrian/Bike Trail Master Plan</a> | 1994 |
| Hainesville     | No                               | N/A  | <a href="#">Hainesville Comprehensive Plan</a>           | 2010 |
| Hawthorn Woods  | <a href="#">2019 CS Policy</a>   | 2019 | No                                                       | NA   |
| Highland Park   | <a href="#">2023 CS policy</a>   | 2023 | <a href="#">MoveHP: An Update to Bike-Walk HP 2030</a>   | 2020 |
| Highwood        | No                               | NA   | <a href="#">Highwood Comprehensive Plan</a>              | 2013 |
| Indian Creek    | No                               | NA   | No                                                       | NA   |
| Island Lake*    | No                               | NA   | No                                                       | NA   |
| Kildeer         | No                               | NA   | No                                                       | NA   |
| Lake Barrington | No                               | NA   | No                                                       | NA   |
| Lake Bluff      | <a href="#">2019 CS Policy</a>   | 2019 | No                                                       | NA   |
| Lake Forest     | No                               | NA   | <a href="#">Bicycle Master Plan</a>                      | 2013 |
| Lake Villa      | No                               | NA   | <a href="#">Lake Villa Comprehensive Plan</a>            | 2022 |
| Lake Zurich     | No                               | NA   | <a href="#">Lake Zurich Comprehensive Plan (DRAFT)</a>   | 2019 |
| Lakemoor*       | <a href="#">2014 CS policy</a>   | 2014 | <a href="#">Lakemoor Comprehensive Plan</a>              | 2013 |

| Municipality     | Complete Streets Policy or Plan             |      | Active Transportation Plan                                 |      |
|------------------|---------------------------------------------|------|------------------------------------------------------------|------|
| Libertyville     | No                                          | NA   | <a href="#">Village of Libertyville Bicycle Plan</a>       | 2023 |
| Lincolnshire     | <a href="#">2020 CS Policy</a>              | 2020 | <a href="#">Lincolnshire Comprehensive Plan</a>            | 2012 |
| Lindenhurst      | <a href="#">2020 CS Policy</a>              | 2020 | No                                                         | NA   |
| Long Grove       | No                                          | NA   | <a href="#">Long Grove Comprehensive Plan</a>              | 2018 |
| Mettawa          | No                                          | NA   | <a href="#">Mettawa Comprehensive Plan</a>                 | 2016 |
| Mundelein        | <a href="#">2020 CS Policy, pg. 127-134</a> | 2020 | <a href="#">Mundelein Comprehensive Plan</a>               | 2021 |
| North Barrington | No                                          | NA   | <a href="#">Comprehensive Plan</a>                         | 2015 |
| North Chicago    | <a href="#">2014 CS policy</a>              | 2014 | <a href="#">2019 Northern Lake Shore Connectivity Plan</a> | 2019 |
| Old Mill Creek   | No                                          | NA   | No                                                         | NA   |
| Park City        | No                                          | NA   | No                                                         | NA   |
| Port Barrington* | No                                          | NA   | <a href="#">Port Barrington Comprehensive Plan</a>         | 2013 |
| Riverwoods       | No                                          | NA   | No                                                         | NA   |
| Round Lake       | <a href="#">CS in Plan pp. 58</a>           | 2016 | <a href="#">Round Lake Comprehensive Plan</a>              | 2016 |
| Round Lake Beach | No                                          | NA   | <a href="#">Round Lake Beach</a>                           | 2020 |

| Municipality       | Complete Streets Policy or Plan |      | Active Transportation Plan                        |      |
|--------------------|---------------------------------|------|---------------------------------------------------|------|
|                    |                                 |      | <u>Comprehensive Plan</u>                         |      |
| Round Lake Heights | No                              | NA   | No                                                | NA   |
| Round Lake Park    | No                              | NA   | No                                                | NA   |
| Third Lake         | No                              | NA   | No                                                | NA   |
| Tower Lakes        | No                              | NA   | <u>Comprehensive Plan</u>                         | 2021 |
| Vernon Hills       | No                              | NA   | <u>Vernon Hills Comprehensive Plan</u>            | 2012 |
| Volo               | No                              | NA   | No                                                | NA   |
| Wadsworth          | No                              | NA   | <u>Wadsworth Comprehensive Plan</u>               | 2014 |
| Wauconda           | No                              | NA   | <u>Wauconda Comp Plan</u>                         | 2012 |
| Waukegan           | <u>2022 CS Policy</u>           | 2022 | <u>2019 Northern Lake Shore Connectivity Plan</u> | 2019 |
| Winthrop Harbor    | No                              | NA   | <u>2019 Northern Lake Shore Connectivity Plan</u> | 2019 |
| Zion               | <u>CS in Plan pp. 112</u>       | 2015 | <u>2019 Northern Lake Shore Connectivity Plan</u> | 2019 |

Source: Metropolitan Planning Council Bike Ped Database: <https://bike-ped-database-metroplanning.hub.arcgis.com/>

## Crash Summary

Within the Lake County study area, a total of 65,504 crashes were reported in a 5-year period from 2018 to 2022. The range of severity of injury crashes is described as follows:

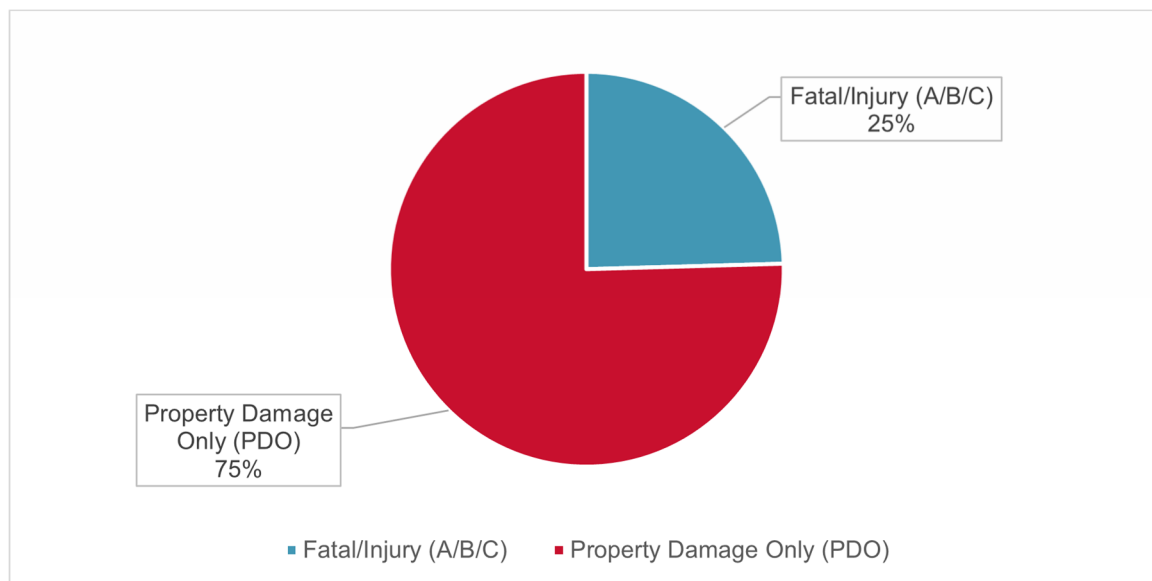
1. K – Fatality – A motor vehicle crash (single or multiple) that results in the death of one or more people.
2. A – Incapacitating or serious injury – Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred. Type A injuries commonly include severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.
3. B – Non-incapacitating injury – Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Type B injuries might include a lump on the head, abrasions, bruises, and minor lacerations.
4. C – Possible injury – Any injury reported or claimed that is not either an incapacitating, non-incapacitating, or fatal injury. Type C injuries may include momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, and hysteria.

Crashes that do not result in any of the injuries above are commonly referred to as Property Damage Only (PDO or O) crashes.

### Crashes by Severity and Type

#### CRASHES BY CRASH SEVERITY

From 2018 to 2022, Lake County recorded a total of 16,086 injury crashes, accounting for 25 percent of the total crashes, with the remaining 75 percent of the crashes resulting in property damage only. **Figure 6** and **Table 6** summarize Lake County crashes by crash severity.



**Figure 6. Lake County Crashes (2018-2022) by Crash Severity**

Table 6. Lake County Crashes (2018-2022) by Crash Severity

| Crash Severity       | Number of Crashes |
|----------------------|-------------------|
| Fatal                | 225               |
| Injury               | 15,861            |
| Property Damage Only | 49,418            |
| <b>Total</b>         | <b>65,504</b>     |

**CRASHES BY INJURY TYPE**

From 2018 to 2022, Lake County recorded a total of 22,805 crash injuries. Of the total injuries, 248 were fatal injuries (1 percent), 2,083 were A injuries (9 percent), 9,607 were B injuries (42 percent) and 10,867 were C injuries (48 percent). **Figure 7** and **Table 7** summarize Lake County fatalities and injuries by injury type.

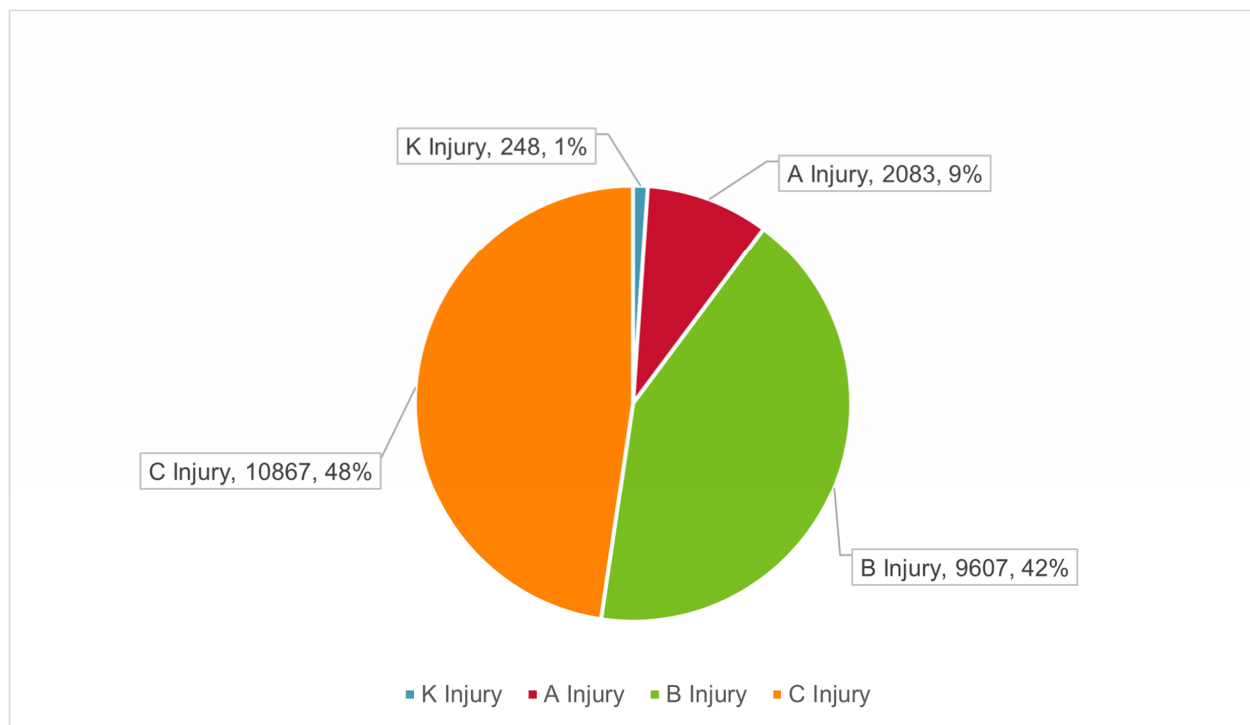


Figure 7. Lake County Fatalities and Injuries (2018-2022) by Injury Type

Table 7. Lake County Fatalities and Injuries (2018-2022) by Injury Type

| Injury Type  | Total Injured |
|--------------|---------------|
| K Injury     | 248           |
| A Injury     | 2,083         |
| B Injury     | 9,607         |
| C Injury     | 10,867        |
| <b>Total</b> | <b>22,805</b> |

A graphical representation of all injury crashes in Lake County from 2018 to 2022 is provided in **Figure 8**.

## Injury Crash Severity

- Fatal Crash (K)      ● Serious Injury Crash (A)      ● Minor Injury Crash (B)      ● Possible Injury Crash (C)

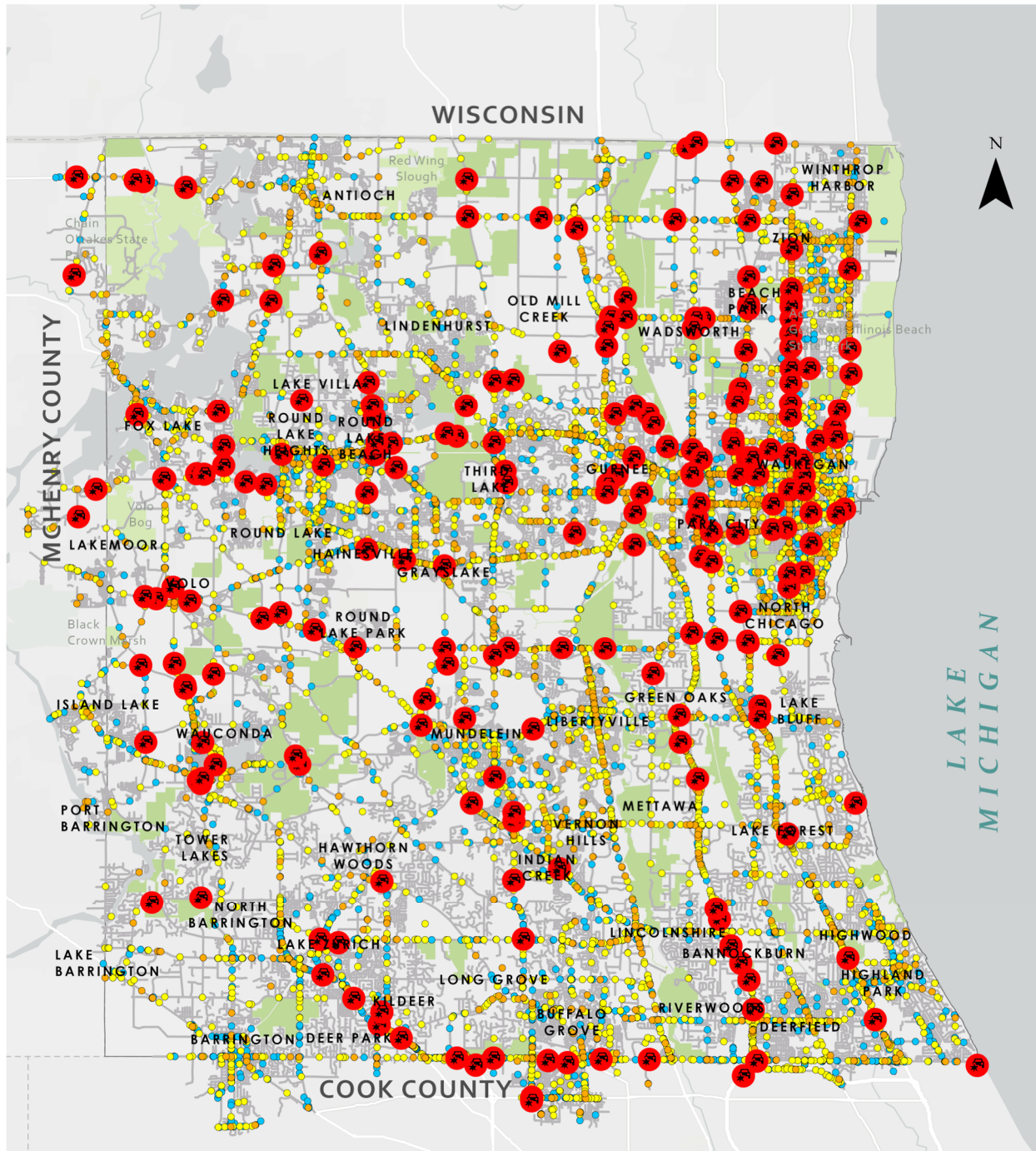
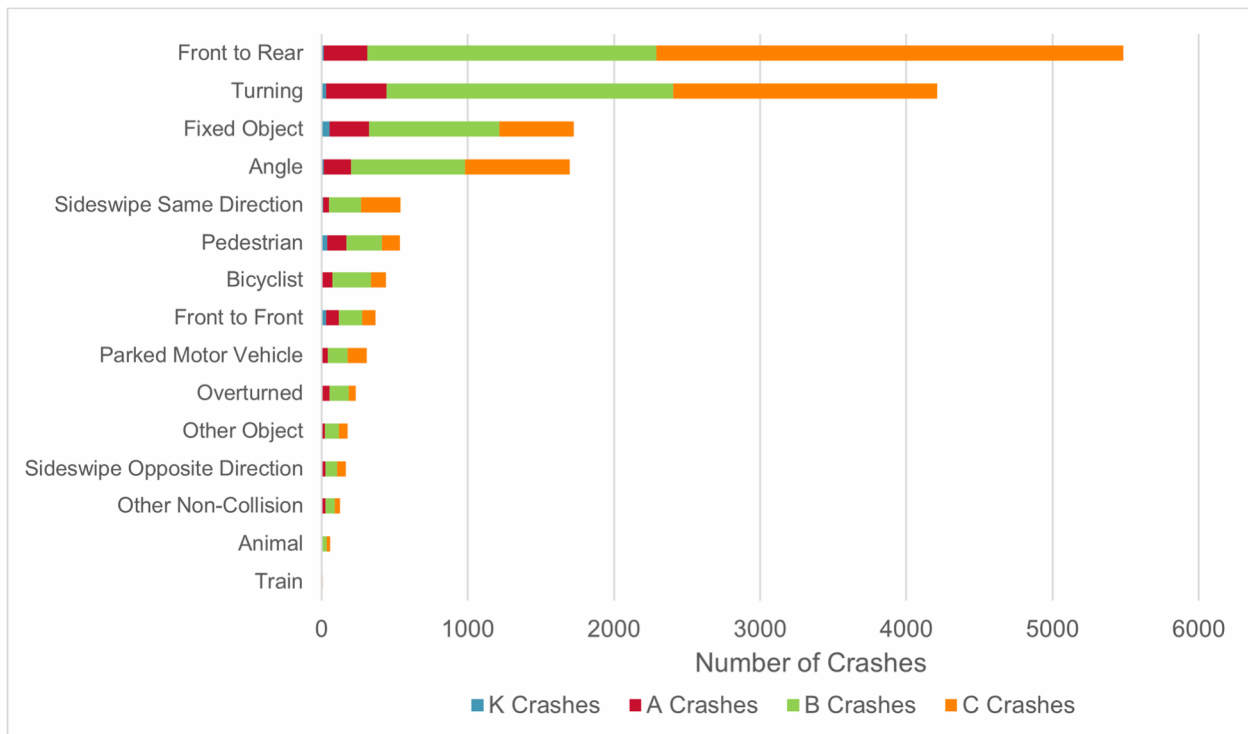


Figure 8. Map of Lake County Crashes (2018-2022)

**CRASHES BY COLLISION TYPE**

The analysis of injury crashes by collision type from 2018 to 2022 indicates front to rear (i.e., rear end) crashes are the most common type of injury crashes in Lake County. There were 5,484 front to rear injury crashes making up about 34 percent of injury crashes followed by 4,212 turning crashes accounting for 26 percent of injury crashes, 1,727 fixed object crashes accounting for 10.7 percent of injury crashes, and 1,699 angle crashes accounting for 10.5 percent of injury crashes. There were 541 sideswipes in same direction crashes, which comprised about 3.3 percent of injury crashes. There were 975 pedestrian/bicyclist crashes together accounting for about 6 percent of injury crashes. All other collision type comprised the remaining 9.5 percent of crashes.

While front to rear crashes make up the largest percent of injury crashes (34 percent), that percentage drops by more than half when only considering the percentage of fatal and serious injury crashes. **Fixed object, pedestrian, and front to front (i.e., head-on) crashes account for a disproportionately high percentage of fatal and serious crashes when compared to their percentage of total injury crashes, indicating these crashes are more likely to result in severe injury.** Figure 9 and Table 8 present Lake County injury crashes by collision type.



**Figure 9. Lake County Injury Crashes (2018-2022) by Collision Type**



Table 8. Lake County Injury Crashes (2018-2022) by Collision Type

| Collision Type               | K Crashes | A Crashes | B Crashes | C Crashes | Total Injury Crashes | Percent of K/A Crashes | Percent of Total Injury Crashes | Variance |
|------------------------------|-----------|-----------|-----------|-----------|----------------------|------------------------|---------------------------------|----------|
| Front to Rear                | 16        | 298       | 1,975     | 3,195     | 5,484                | 16.7                   | 34.1                            | -17.4    |
| Turning                      | 31        | 412       | 1,962     | 1,807     | 4,212                | 23.6                   | 26.2                            | -2.6     |
| Fixed Object                 | 55        | 272       | 889       | 511       | 1,727                | 17.4                   | 10.7                            | 6.7      |
| Angle                        | 16        | 185       | 779       | 719       | 1,699                | 10.7                   | 10.6                            | 0.1      |
| Sideswipe Same Direction     | 9         | 41        | 220       | 271       | 541                  | 2.7                    | 3.4                             | -0.7     |
| Pedestrian                   | 39        | 131       | 242       | 122       | 534                  | 9.0                    | 3.3                             | 5.7      |
| Bicyclist                    | 8         | 65        | 263       | 105       | 441                  | 3.9                    | 2.7                             | 1.1      |
| Front to Front               | 30        | 87        | 160       | 93        | 370                  | 6.2                    | 2.3                             | 3.9      |
| Parked Motor Vehicle         | 3         | 40        | 135       | 130       | 308                  | 2.3                    | 1.9                             | 0.4      |
| Overtaken                    | 7         | 49        | 130       | 48        | 234                  | 3.0                    | 1.5                             | 1.5      |
| Other Object                 | -         | 21        | 96        | 61        | 178                  | 1.1                    | 1.1                             | 0        |
| Sideswipe Opposite Direction | 6         | 22        | 78        | 60        | 166                  | 1.5                    | 1.0                             | 0.5      |
| Other Non-Collision          | 2         | 24        | 66        | 34        | 126                  | 1.4                    | 0.8                             | 0.6      |
| Animal                       | -         | 7         | 28        | 24        | 59                   | 0.4                    | 0.4                             | 0        |
| Train                        | 3         | 1         | -         | 3         | 7                    | 0.2                    | 0.0                             | 0.2      |
| Total                        | 225       | 1,655     | 7,023     | 7,183     | 16,086               | 100.0                  | 100.0                           |          |

Lake County injuries by collision type show that front to rear crashes resulted in 7,539 injuries making up 33 percent of total injuries. It was followed by 6,604 turning crash injuries accounting for 29 percent, 2,705 angle crash injuries accounting for 12 percent and 2,098 fixed object crash injuries accounting for 9.2 percent of total injuries. With 751 injuries, sideswipe in same direction comprised about 3.3 percent of total injuries. There were 1,013 pedestrian and pedal cyclist crash injuries which together accounted for about 4.4 percent of the injuries. All other collision type comprised the remaining 9.1 percent of injuries. **Figure 10** and **Figure 11** summarize Lake County Injuries by collision type.

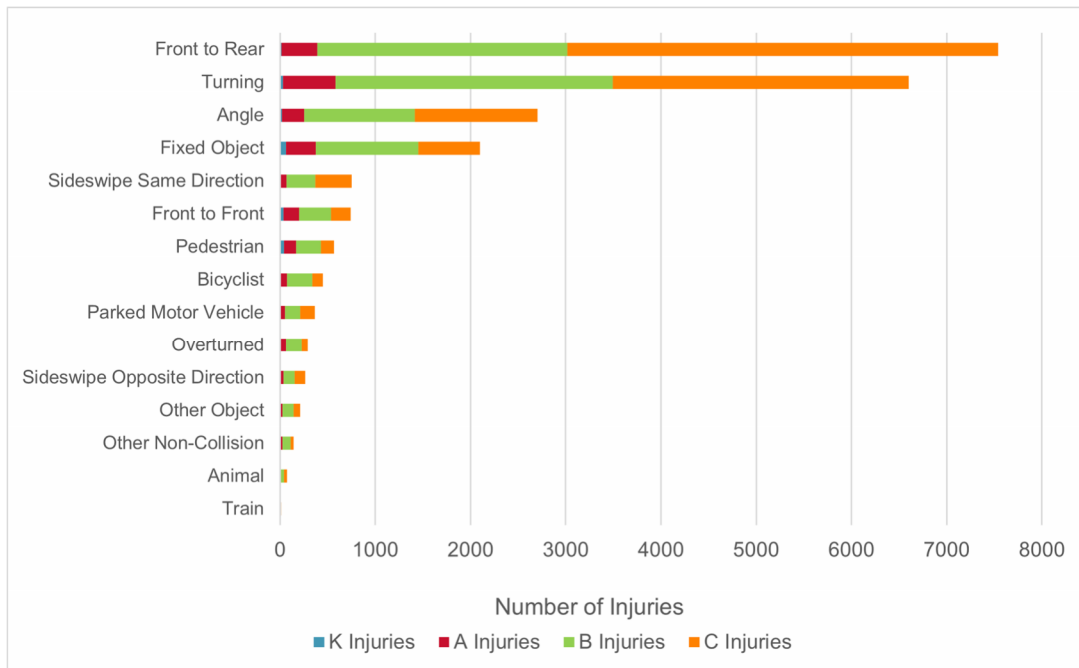


Figure 10. Lake County Injuries (2018-2022) by Collision Type

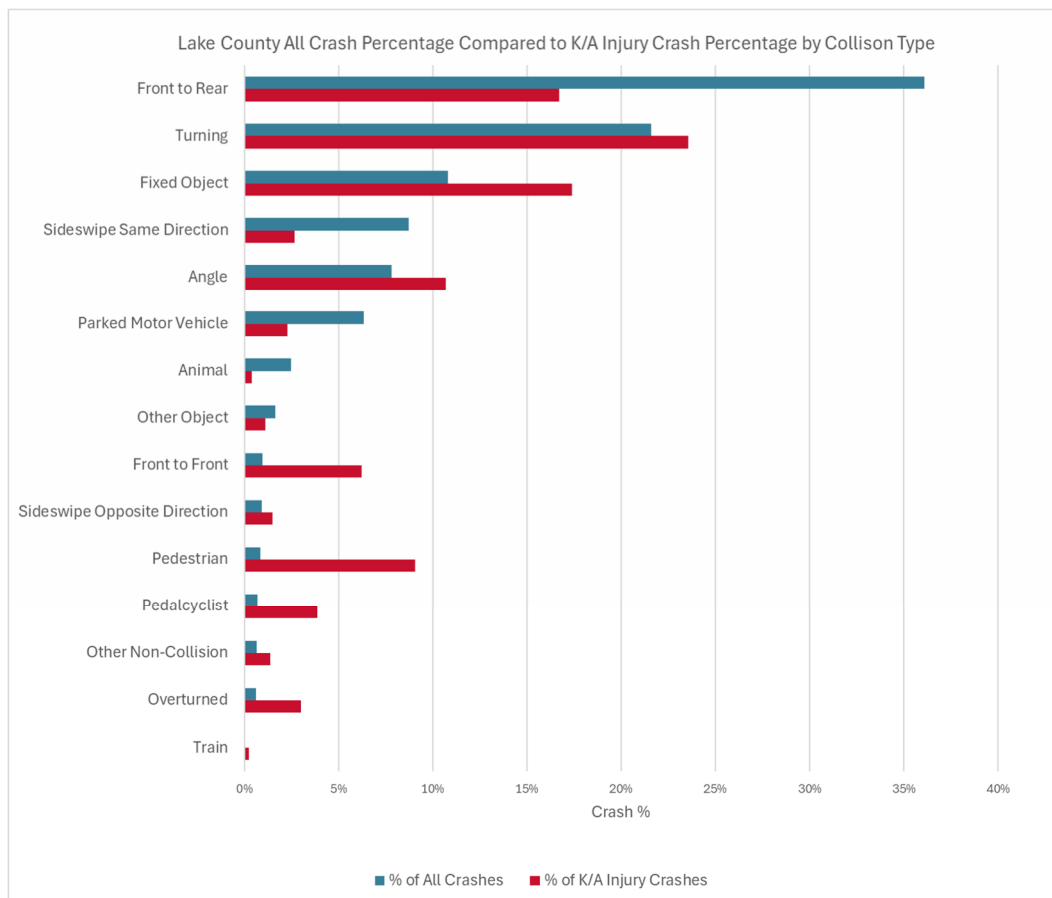
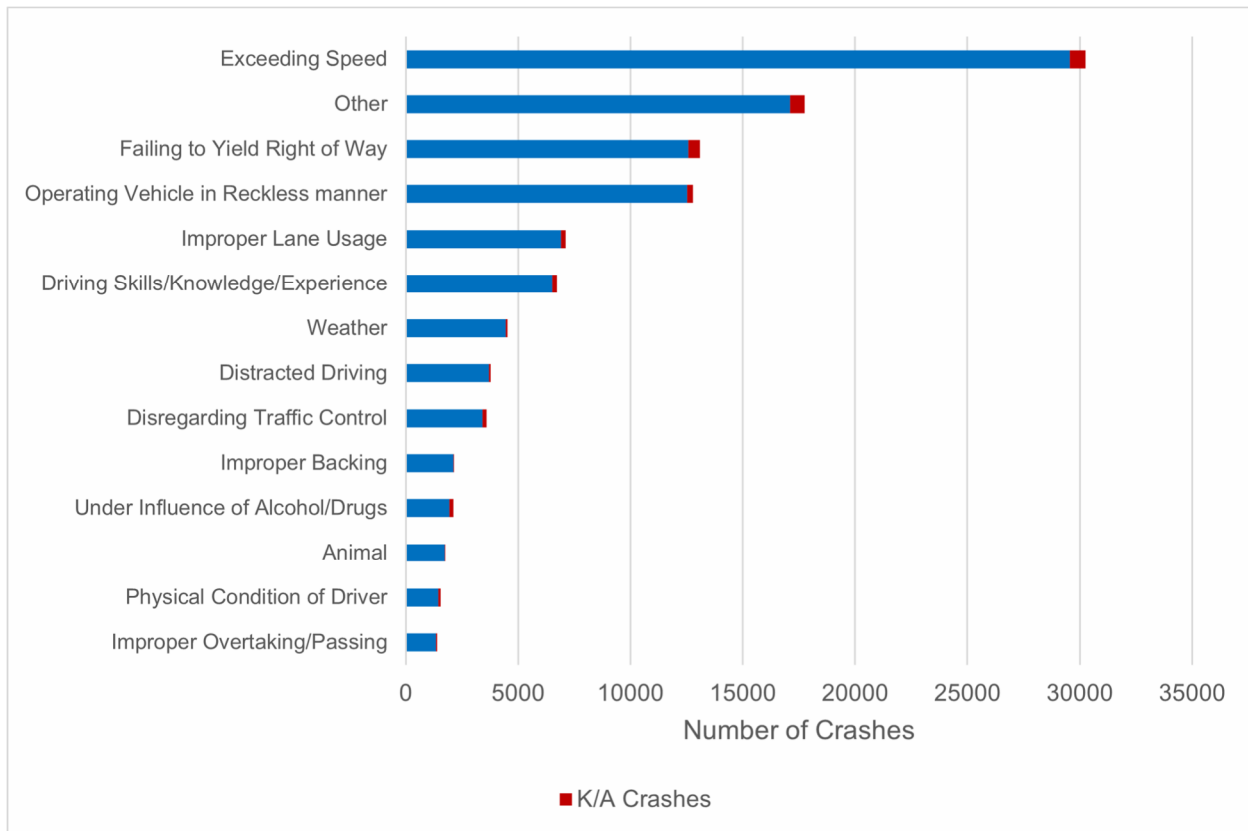


Figure 11. Lake County All Crash Percentage Compared to K/A Injury Crash Percentage by Collision Type

**CRASHES BY POTENTIAL CRASH CAUSE**

The analysis of Lake County crashes from 2018 to 2022 by potential cause indicates exceeding speed as the most common potential cause of crashes. Exceeding speed was cited as a primary or secondary cause of a crash 46 percent of the time, followed by failing to yield right-of-way cited 20 percent of the time, and operating vehicle in reckless manner cited 19 percent of the time. Driving under the influence of drugs and alcohol was cited 3.5 percent of the time as either the primary or secondary cause of crashes. All other less common causes not listed in the table/figure, such as driving on wrong side/wrong way, road construction/maintenance, equipment-vehicle condition, etc., are categorized under the ‘other cause’ category. **Figure 12** summarizes Lake County crashes by potential crash cause.



**Figure 12. Lake County Crashes (2018-2022) by Potential Crash Cause**

The analysis of Lake County crash injuries from 2018 to 2022 by potential cause indicates exceeding speed as the most common potential cause of injuries. Exceeding speed was cited 46 percent of the time, followed by failing to yield right-of-way cited 28 percent of the time, and operating vehicle in reckless manner cited 17 percent of the time as either primary or secondary cause of crashes. Driving under the influence of drugs and alcohol was cited 5.5 percent of the time as either the primary or secondary cause of crashes. All other less common causes not listed in the table/figure, such as driving on wrong side/wrong way, road construction/maintenance, equipment-vehicle condition etc., are categorized under the “other cause” category.

While the most common crash causes are also likely to cause the greatest number of injuries, **failing to yield right-of-way resulted in a disproportionately high number of injuries, indicating these types of crashes may be particularly dangerous in Lake County. Figure 13 and Figure 14 summarize Lake County injuries by potential cause.**

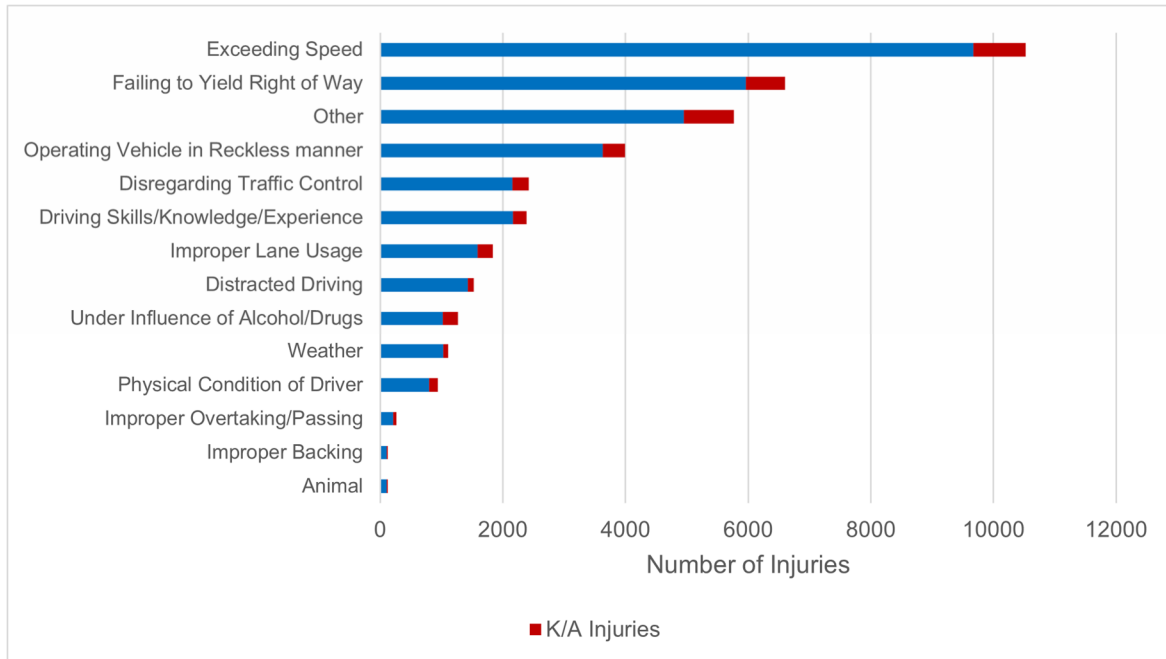
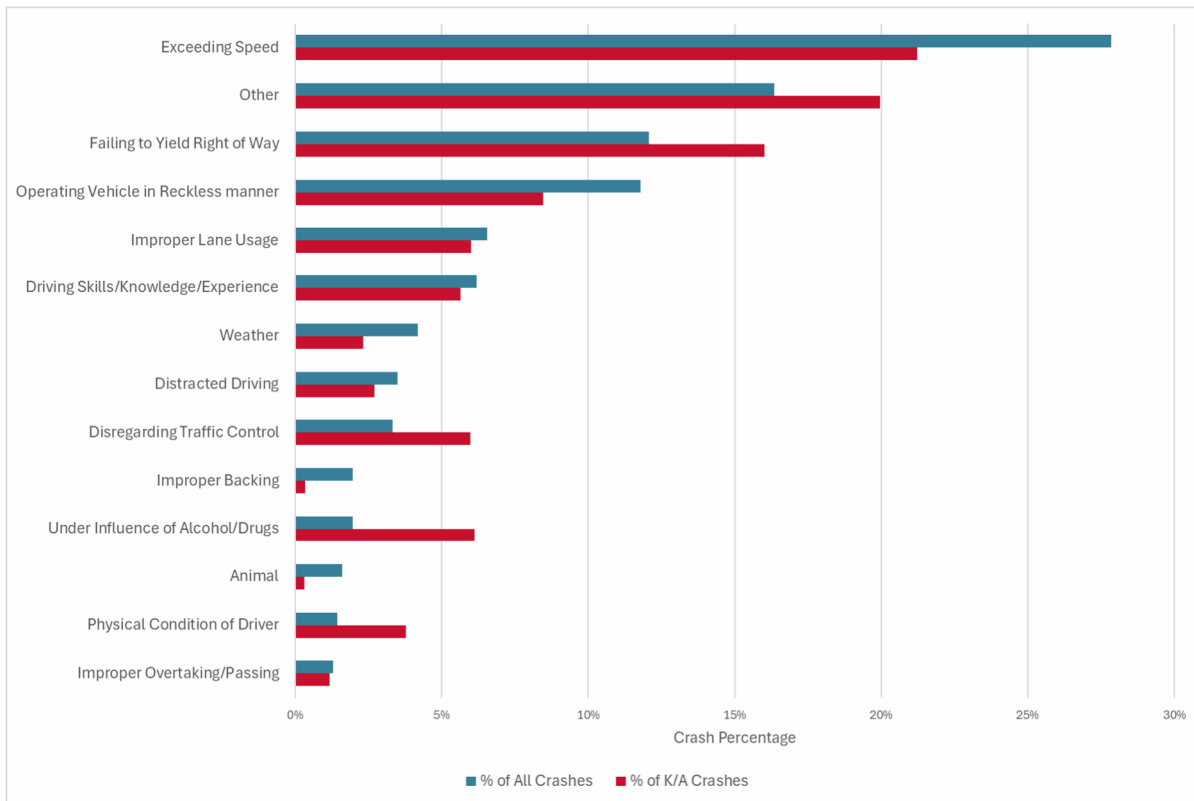


Figure 13. Lake County Injuries (2018-2022) by Potential Crash Cause



**Figure 14. Percentage of All Crashes and K/A Crashes in Lake County (2018-2022) by Potential Crash Cause**

#### CRASHES BY MODE TYPE

During the 5-year period from 2018 to 2022, Lake County recorded a total of 543 pedestrian crashes and 455 bicyclist crashes. Since each crash could result in more than one injury or fatality, these crashes resulted in 565 pedestrian injuries including 39 fatalities and a total of 448 bicyclist injuries including 8 fatalities. A map highlighting only the crashes involving non-motorized users (pedestrians and bicyclists) is provided below in **Figure 15**.

## Non-Motorized Injury Crash Severity

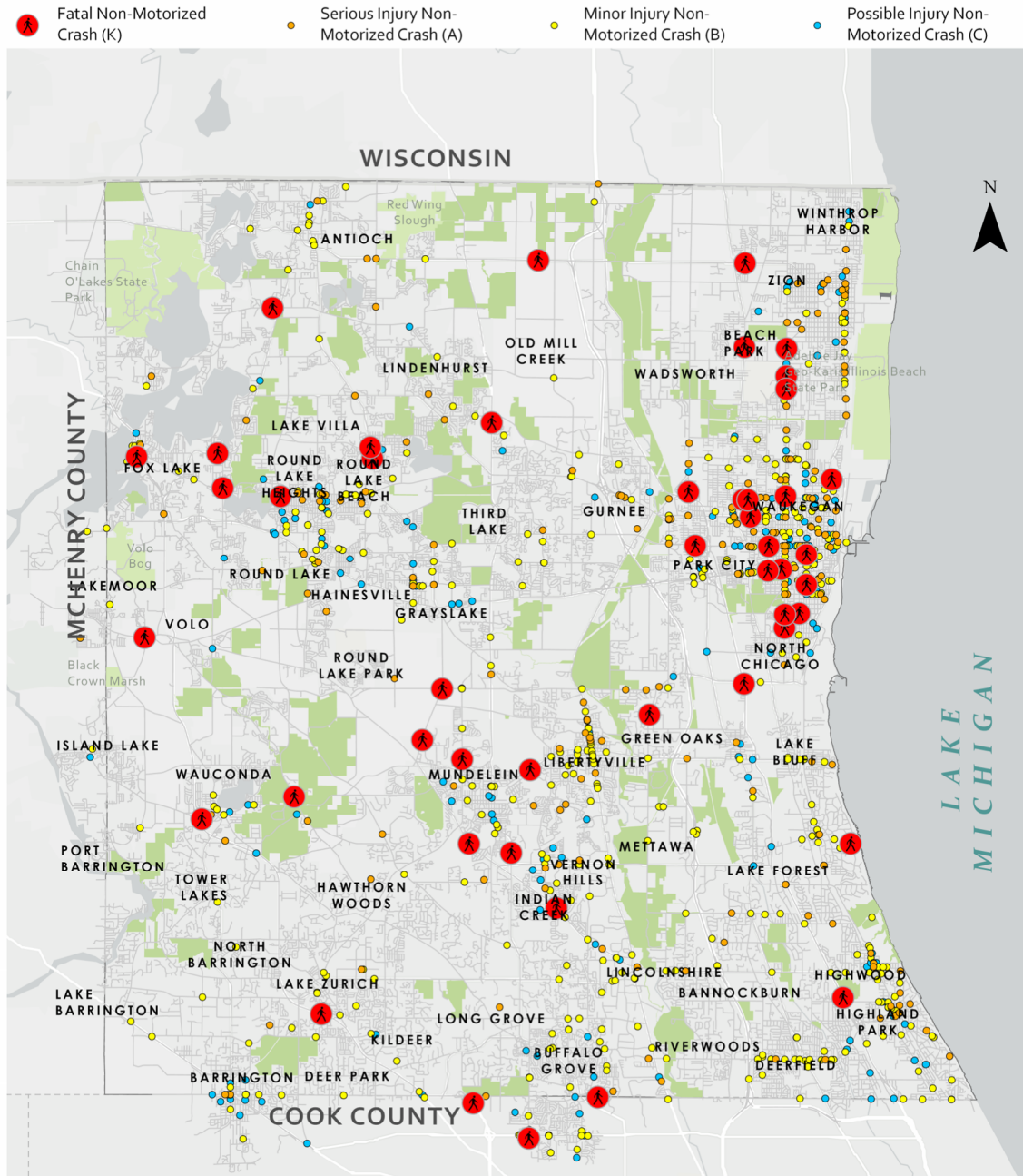


Figure 15. Map of Lake County Non-Motorized Road User Crashes (2018-2022)

Analysis of Lake County crashes by vehicular mode indicates that **pedestrian/bicyclist crashes account for 2 percent of total crashes (998), 6 percent of injury crashes (975) and 10 percent of fatal/serious injuries (243).** Figure 16, Figure 17, and Figure 18 summarize Lake County all crashes by mode type, injury crashes by mode type and fatal/injury crashes by mode type.

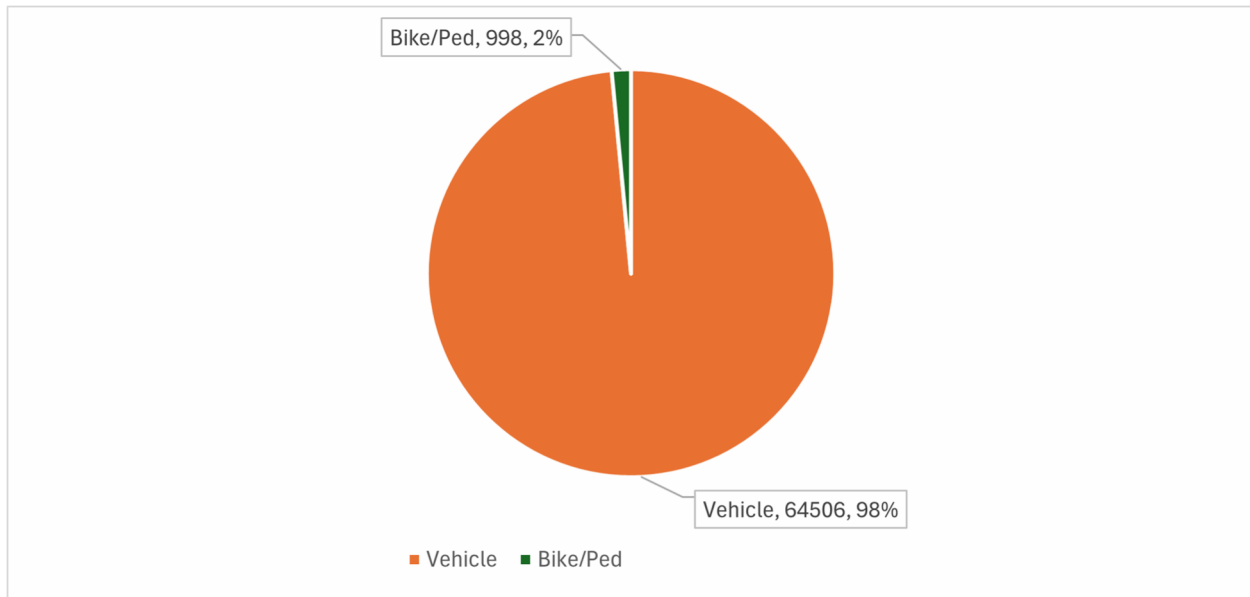


Figure 16. Lake County (2018-2022) All Crashes by Mode Type

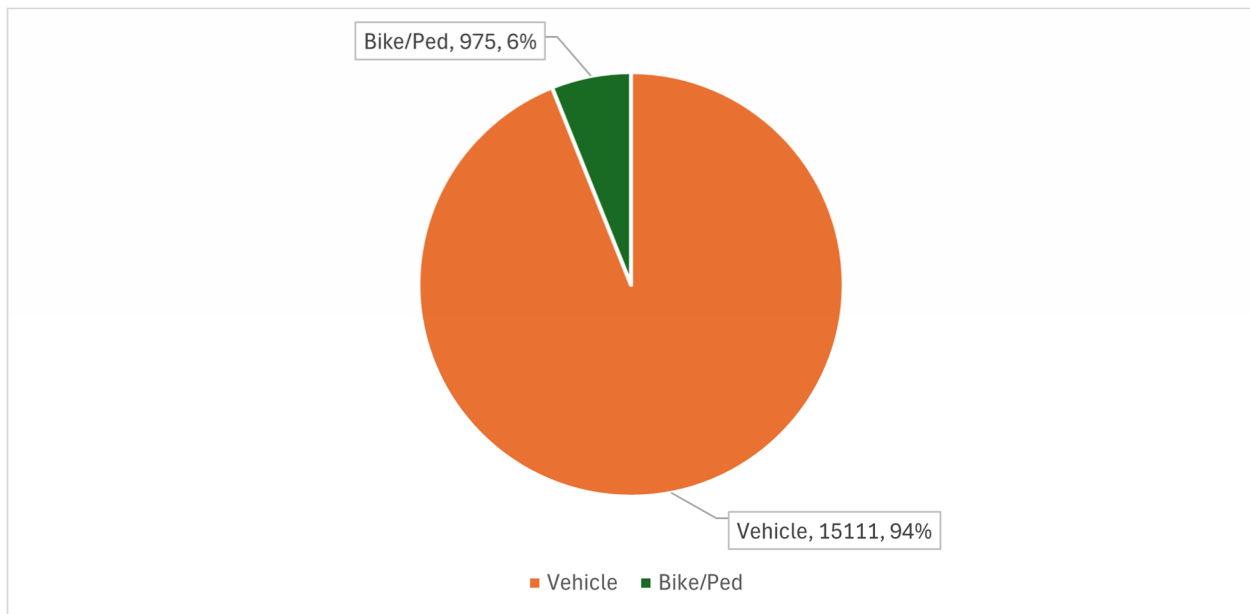


Figure 17. Lake County Injury Crashes (2018-2022) by Mode Type



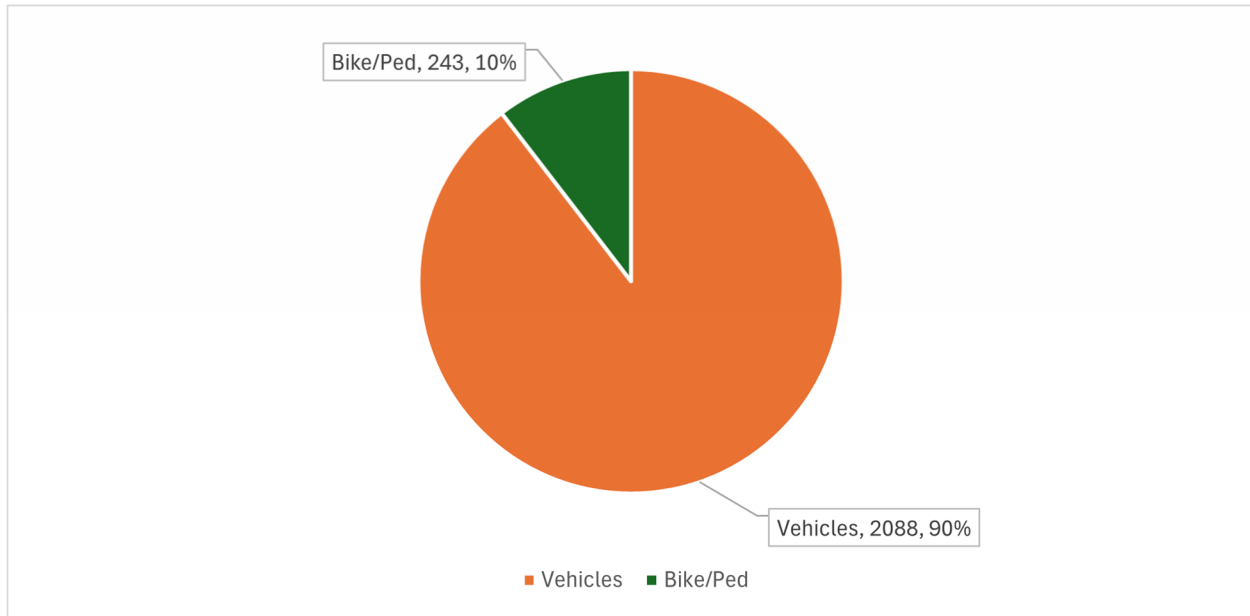


Figure 18. Lake County Fatal/Serious Injury Crashes (2018-2022) by Mode Type

#### PEDESTRIAN AND BICYCLIST CRASHES

Further analysis of the pedestrian/bicyclist crashes indicates that **98 percent of pedestrian crashes and 97 percent of bicyclist crashes resulted in some form of injury while 31 percent of pedestrian crashes and 16 percent of bicyclist crashes in resulted in fatal/serious injury**. This indicates a higher injury risk for people walking and biking in Lake County. **Figure 19, Figure 20, and Table 9** summarize Lake County pedestrian and bicyclist crashes by crash injury severity.

Table 9. Lake County Pedestrian and Bicyclist Crashes (2018-2022) by Crash Injury Severity

| Injury Type  | K Injury  | A Injury   | B Injury   | C Injury   | Total Ped/Bike Injury Crashes |
|--------------|-----------|------------|------------|------------|-------------------------------|
| Pedestrian   | 39        | 131        | 242        | 122        | 543                           |
| Bicyclist    | 8         | 65         | 263        | 105        | 455                           |
| <b>Total</b> | <b>47</b> | <b>196</b> | <b>505</b> | <b>227</b> | <b>998</b>                    |

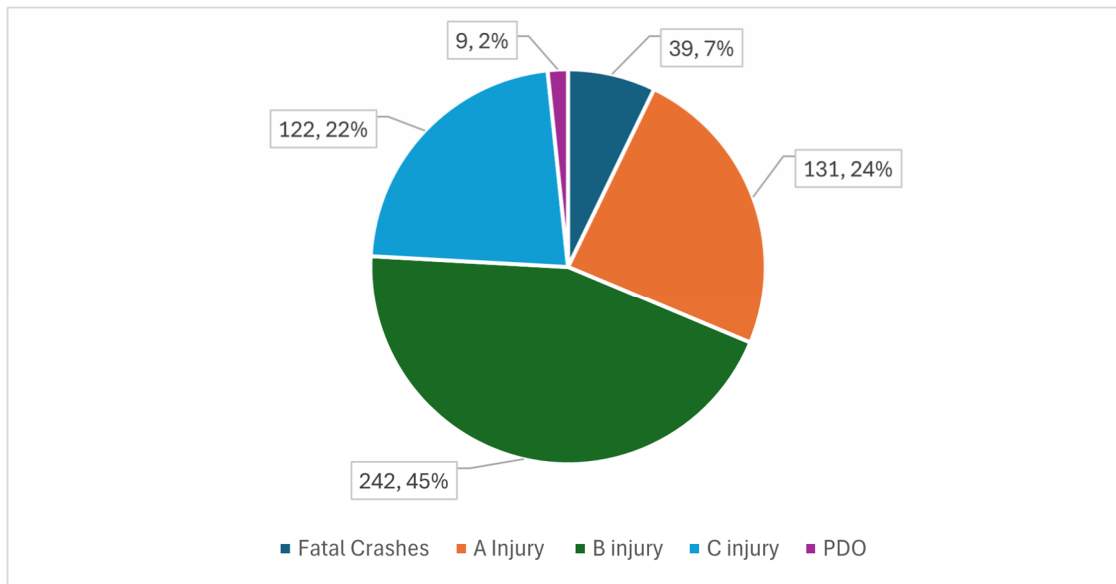


Figure 19. Lake County Pedestrian Crashes (2018-2022) by Crash Injury Severity

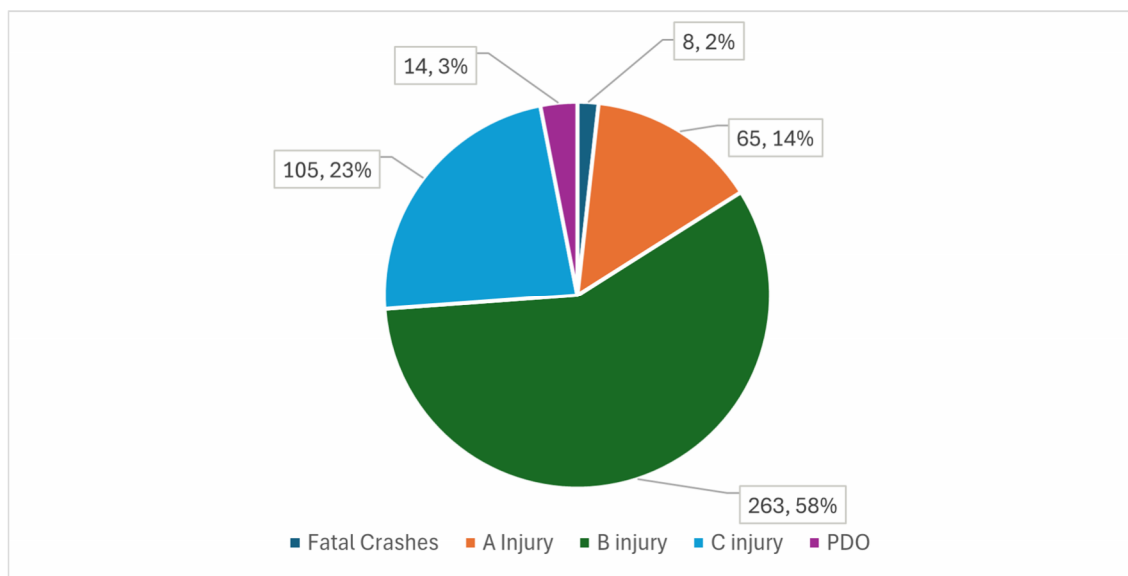


Figure 20. Lake County Bicyclist Crashes (2018-2022) by Crash Injury Severity

Of the pedestrian crashes, 67 percent (377) occurred near intersections while 33 percent (188) occurred on segments. Additionally, 78 percent of the bicyclist crashes (377) occurred at the intersections and 24 percent of the bicyclist crashes (108) occurred on segments. This indicates that **while all crashes are more likely to occur at an intersection, the discrepancy is especially pronounced for bicyclist crashes.** Table 10, Figure 21, and Figure 22 summarize Lake County bicycle and pedestrian crashes by crash location.

Table 10. Lake County Bicyclist and Pedestrian Crashes (2018-2022) by Intersection/Segment

|              | All crashes   | % All Crashes | Pedestrian Crashes | % Pedestrian Crashes | Bicyclist Crashes | % Bicyclist Crashes |
|--------------|---------------|---------------|--------------------|----------------------|-------------------|---------------------|
| Intersection | 42,658        | 65%           | 377                | 67%                  | 377               | 78%                 |
| Segment      | 22,846        | 35%           | 188                | 33%                  | 108               | 24%                 |
| <b>Total</b> | <b>65,504</b> | <b>100%</b>   | <b>565</b>         | <b>100%</b>          | <b>485</b>        | <b>100%</b>         |

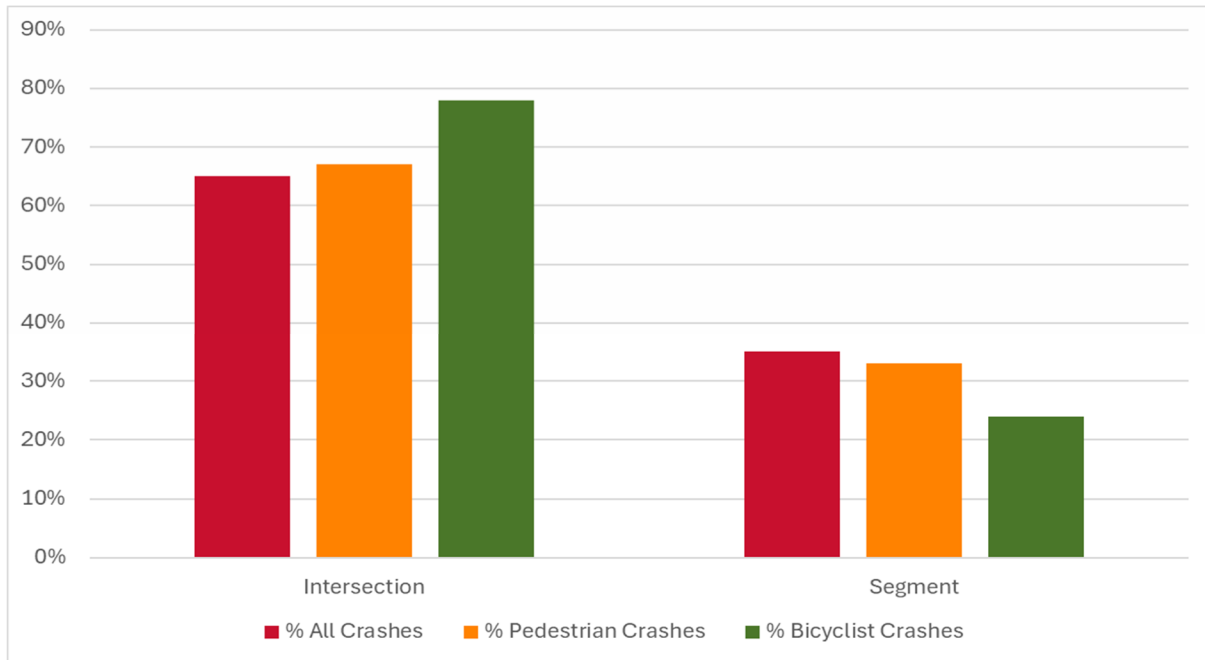
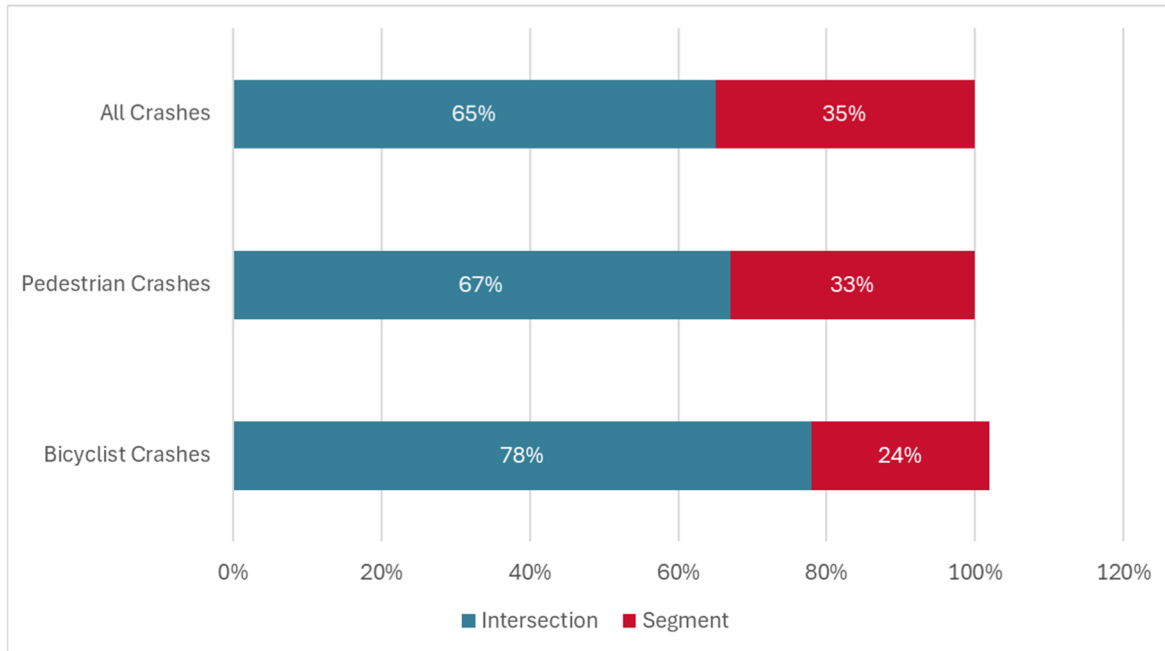
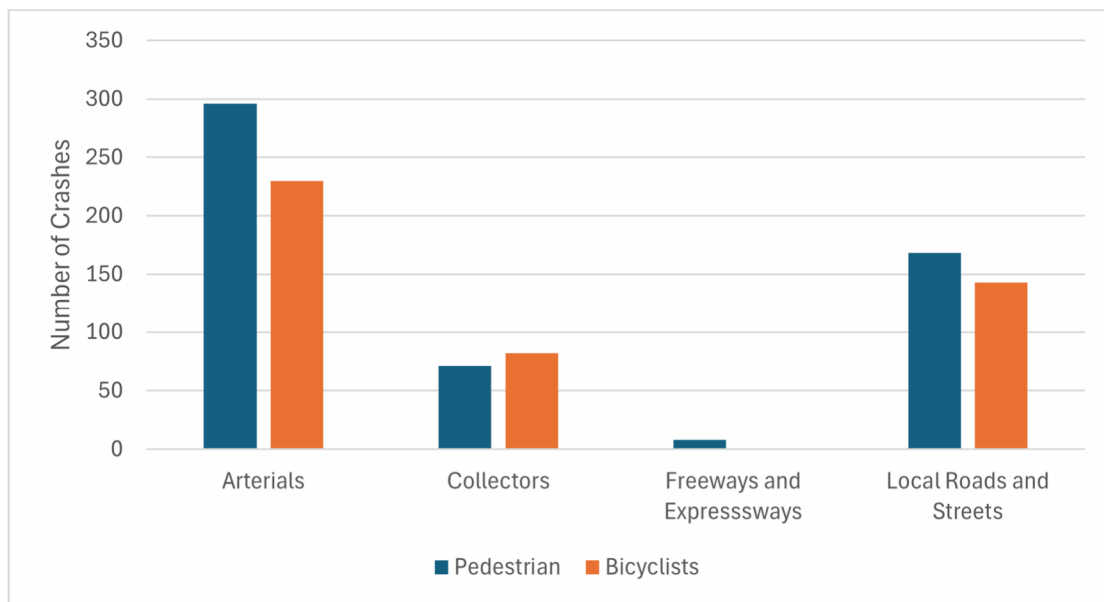


Figure 21. Lake County Bicyclist and Pedestrian Crashes (2018-2022) by Intersection/Segment



**Figure 22. Lake County Bicyclist and Pedestrian Crashes (2018-2022) by Intersection/Segment**

In terms of functional classification, the highest number of pedestrian and bicyclist crashes (533) occurred on arterials, followed by 314 crashes on local roads and streets, and 158 crashes occurred on collector roads. **Figure 23** and **Table 11** summarize Lake County pedestrian/bicyclist crashes by functional classification.



**Figure 23. Lake County Pedestrian and Bicyclist Crashes (2018-2022) by Functional Classification**

Table 11. Lake County Pedestrian and Bicyclist Crashes (2018-2022) by Functional Classification

| Crash Type   | Arterials  | Collectors | Freeways and Expressways | Local Roads and Streets |
|--------------|------------|------------|--------------------------|-------------------------|
| Pedestrian   | 296        | 71         | 8                        | 168                     |
| Bicyclist    | 230        | 82         | 0                        | 143                     |
| <b>Total</b> | <b>526</b> | <b>153</b> | <b>8</b>                 | <b>311</b>              |

By roadway jurisdiction, a total of 306 bicycle/pedestrian crashes occurred on state routes, 225 crashes occurred on county roads, and 544 crashes occurred on other routes. **Figure 24, Figure 25, Figure 26, and Table 12** summarize bicycle and pedestrian crashes by roadway jurisdiction.

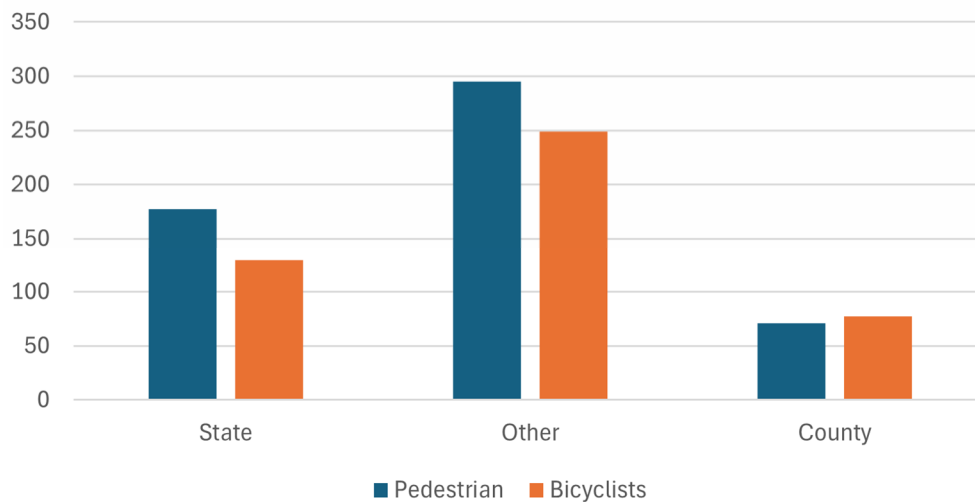
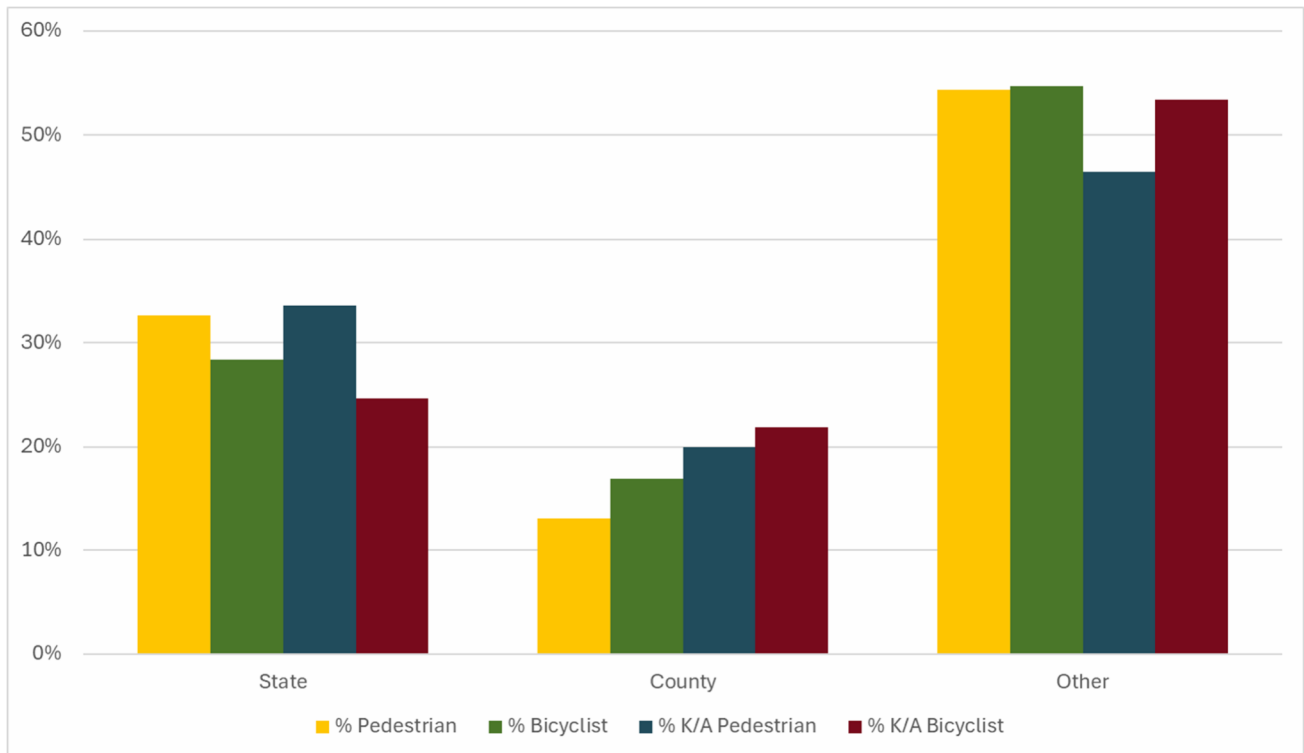


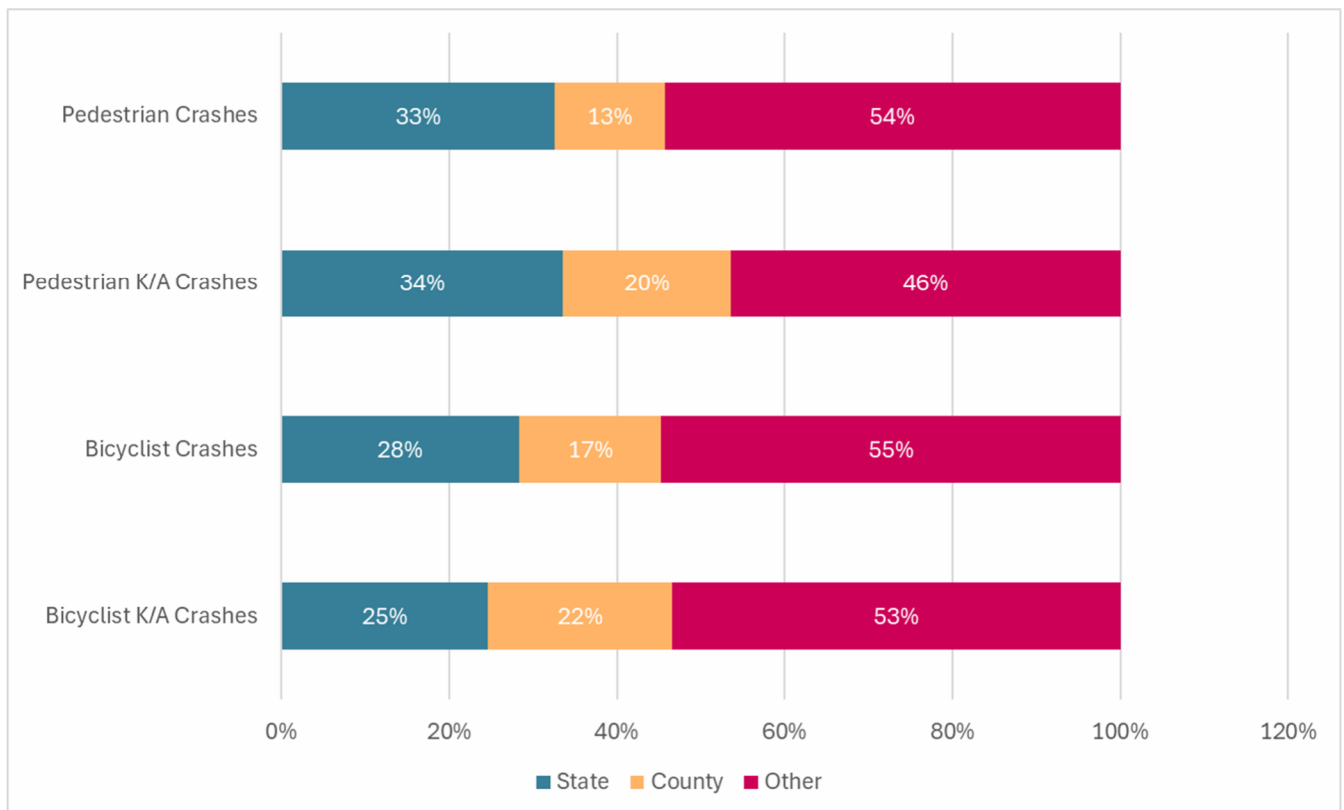
Figure 24. Lake County Pedestrian and Bicyclist Crashes (2018-2022) by Roadway Jurisdiction

Table 12. Lake County Pedestrian and Bicyclist Crashes (2018-2022) by Roadway Jurisdiction

| Crash Type    | Pedestrian Crashes | Bicyclist Crashes | K/A Pedestrian Crashes | K/A Bicyclist Crashes | % of Pedestrian Crashes | % of Bicyclist Crashes | % of K/A Pedestrian Crashes | % of K/A Bicyclist Crashes |
|---------------|--------------------|-------------------|------------------------|-----------------------|-------------------------|------------------------|-----------------------------|----------------------------|
| State Routes  | 177                | 129               | 57                     | 18                    | 33%                     | 28%                    | 34%                         | 25%                        |
| County Routes | 71                 | 77                | 34                     | 16                    | 13%                     | 17%                    | 20%                         | 22%                        |
| Other         | 295                | 249               | 79                     | 39                    | 54%                     | 55%                    | 46%                         | 53%                        |
| <b>Total</b>  | <b>543</b>         | <b>455</b>        | <b>170</b>             | <b>73</b>             | <b>100%</b>             | <b>100%</b>            | <b>100%</b>                 | <b>100%</b>                |



**Figure 25. Lake County Pedestrian and Bicyclist Crashes (2018-2022) by Road Jurisdiction**



**Figure 26. Lake County Pedestrian and Bicyclist Crashes (2018-2022) by Road Jurisdiction**

## Crashes by Frequency and Rate

### CRASHES BY YEAR

In Lake County, a total of 65,504 crashes were recorded in a 5-year period from 2018 to 2022, averaging 13,100 crashes per year. The highest number of crashes (15,288) was recorded in 2018, and the lowest number of crashes (10,123) was recorded in 2020. The crash data from 2018 to 2022 show a generally decreasing trend between 2018 to 2020 and an increasing trend between 2020 to 2022. The notable drop in the number of crashes in 2020 may be attributed to the COVID-19 pandemic's impact on travel patterns and road usage.

During the same 5-year period from 2018 to 2022, crashes in Lake County resulted in a total of 248 fatalities and 2,083 serious (A) injuries. The number of fatalities and serious injuries averaged approximately 3.5 percent of the total crashes recorded in the County during the 5-year period.

With 506, 2018 recorded the highest number of fatalities and serious injuries and 2020 recorded the lowest number of fatalities and serious injuries with 396. The number of fatalities and serious injuries from 2018 to 2022 follow the same pattern as the total crashes. Fatalities and serious injuries show a declining trend between 2018 to 2020 and an increasing trend between 2020 to 2022. Between 2018 and 2022, the 5-year trailing averages for number of crashes and for number of fatalities and serious injuries are slightly declining. **Table 13** and

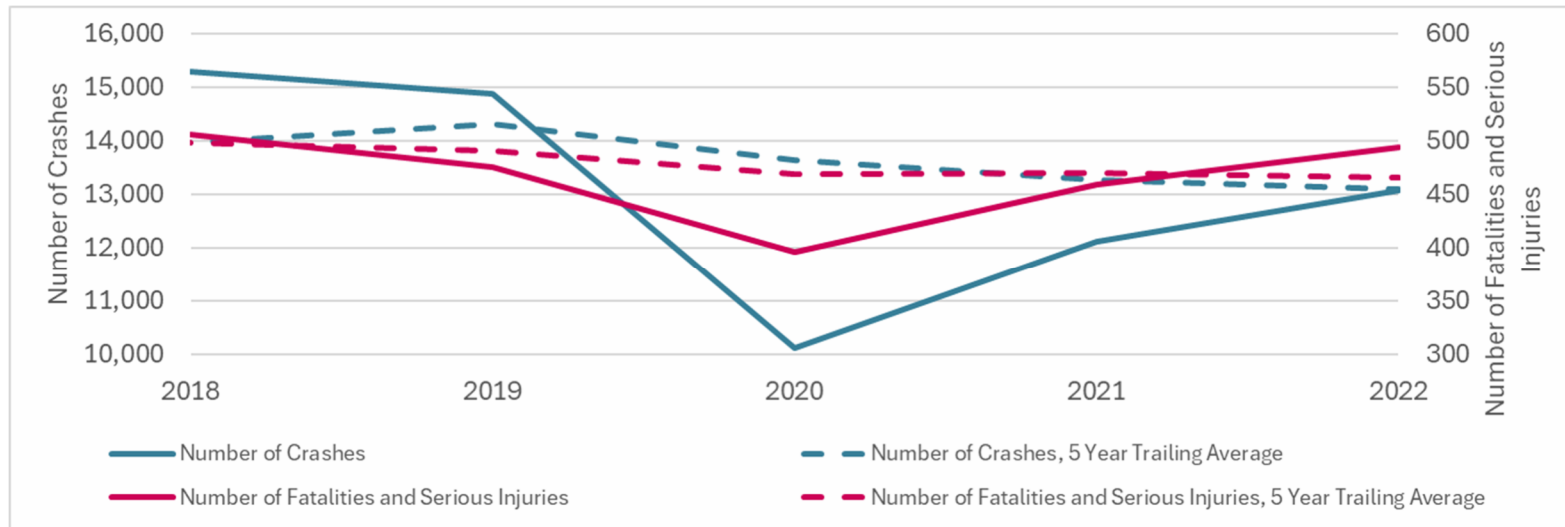
**Figure 27** summarize Lake County crashes by year, and **Figure 28** normalizes these annual crashes by annual vehicle miles travelled (AVMT, as reported by IDOT through the Illinois Travel Statistics) to account for differences in travel patterns including the effects of the COVID-19 pandemic.

**Table 13. Lake County Crashes (2018-2022) by Year**

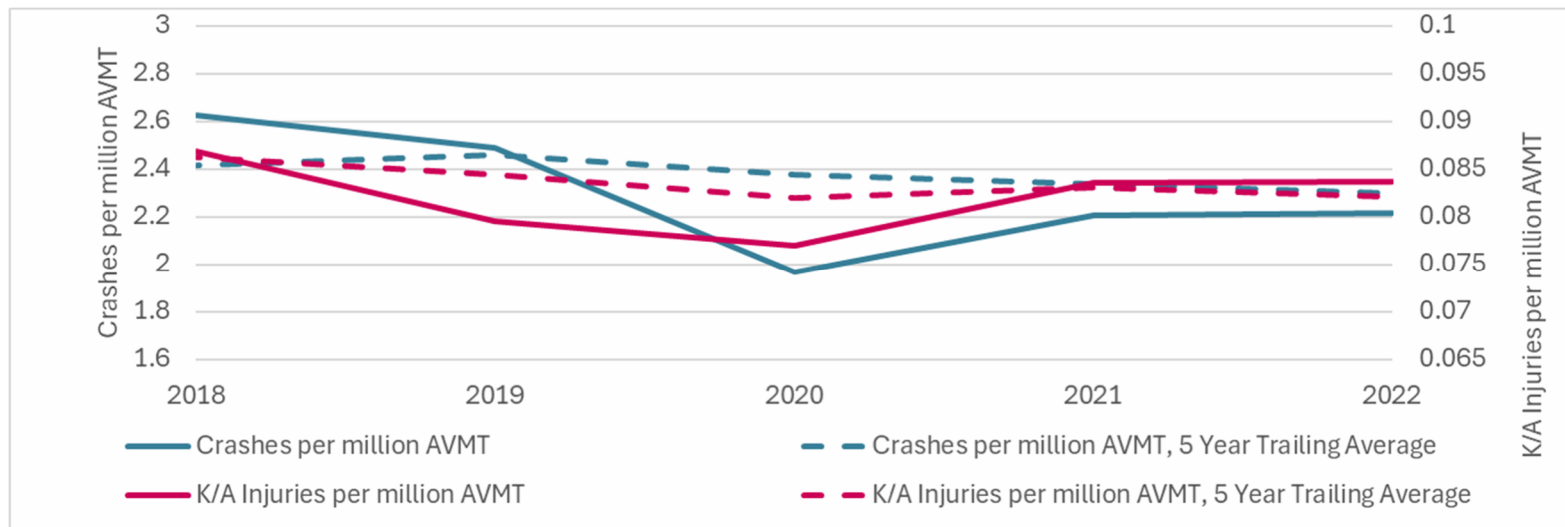
|                                               | 2018   | 2019   | 2020   | 2021   | 2022   | Total  |
|-----------------------------------------------|--------|--------|--------|--------|--------|--------|
| All Crashes                                   | 15,288 | 14,894 | 10,123 | 12,124 | 13,075 | 65,504 |
| Fatalities and Serious Injuries (K/A)         | 506    | 476    | 396    | 459    | 494    | 2,331  |
| K/A%                                          | 3.31%  | 3.20%  | 3.91%  | 3.79%  | 3.78%  | 3.56%  |
| Million Annual Vehicle Miles Travelled (AVMT) | 5,826  | 5,984  | 5,148  | 5,490  | 5,900  | 28,348 |
| Crashes per Million AVMT                      | 2.62   | 2.49   | 1.97   | 2.21   | 2.22   | 2.31   |
| K/A per Million AVMT                          | 0.0869 | 0.0795 | 0.0769 | 0.0836 | 0.0837 | 0.0822 |



## Lake County Safety Action Plan



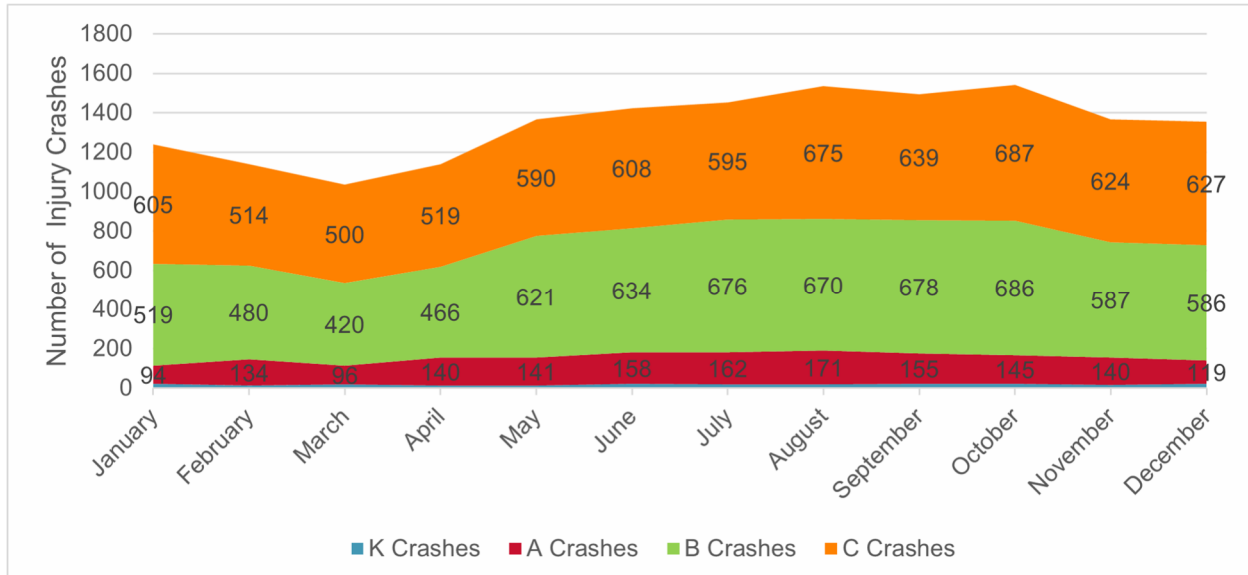
**Figure 27. Lake County Crashes and Fatal/Serious Injuries by Year (2018-2022)**



**Figure 28. Lake County Crashes and Fatal/Serious Injuries by Year Per Million Vehicle Miles Travelled (2018-2022)**

**CRASHES BY MONTH**

In Lake County, the number of injury crashes in the study period from 2018 to 2022 vary throughout each year. March recorded the lowest number of injury crashes (1,035) and October recorded the highest number of injury crashes (1,531), when considering the five-year period. In general, there is a declining trend of injury crashes through March and a peak in injury crashes in the fall (August-October). Throughout each year, there tends to be a higher number of injury crashes during summer months, which correlates with the highest traffic volumes. **Figure 29** and **Table 14** present Lake County injury crashes by month.



**Figure 29. Lake County Injury Crashes (2018-2022) by Month**

Table 14. Lake County Crashes (2018-2022) by Month

| Month        | K Crashes  | A Crashes    | B Crashes    | C Crashes    | PDO Crashes   | Total         |
|--------------|------------|--------------|--------------|--------------|---------------|---------------|
| January      | 21         | 94           | 519          | 605          | 4,769         | 6,008         |
| February     | 12         | 134          | 480          | 514          | 4,182         | 5,322         |
| March        | 19         | 96           | 420          | 500          | 3,123         | 4,158         |
| April        | 14         | 140          | 466          | 519          | 3,460         | 4,599         |
| May          | 14         | 141          | 621          | 590          | 3,981         | 5,347         |
| June         | 23         | 158          | 634          | 608          | 4,185         | 5,608         |
| July         | 20         | 162          | 676          | 595          | 4,003         | 5,456         |
| August       | 19         | 171          | 670          | 675          | 4,103         | 5,638         |
| September    | 22         | 155          | 678          | 639          | 4,051         | 5,545         |
| October      | 23         | 145          | 686          | 687          | 4,695         | 6,236         |
| November     | 16         | 140          | 587          | 624          | 4,523         | 5,890         |
| December     | 22         | 119          | 586          | 627          | 4,343         | 5,697         |
| <b>Total</b> | <b>225</b> | <b>1,655</b> | <b>7,023</b> | <b>7,183</b> | <b>49,418</b> | <b>65,504</b> |

**CRASHES BY DAY OF WEEK**

Lake County injury crashes by day of the week indicate that injury crashes vary throughout the week. Between 2018 to 2022, there tends to be a greater number of injury crashes on weekdays and a lower number of injury crashes on weekends.

The highest number of injury crashes was recorded on Fridays (2,630), and the lowest number of injury crashes was recorded on Sundays (1,811). Fridays recorded the highest number of fatal/serious injury crashes, followed by Saturdays and Thursdays.

Although Saturdays and Sundays recorded lower numbers of total crashes compared to weekdays, the data indicates that more fatal/serious injury crashes occurred on Saturdays and Sundays than on weekdays. This data indicates that **crashes that occur over the weekend in Lake County are disproportionately likely to result in serious injuries or fatalities.**

**Figure 30, Figure 31, Figure 32 and Table 15** summarize the Lake County crashes by day of week.

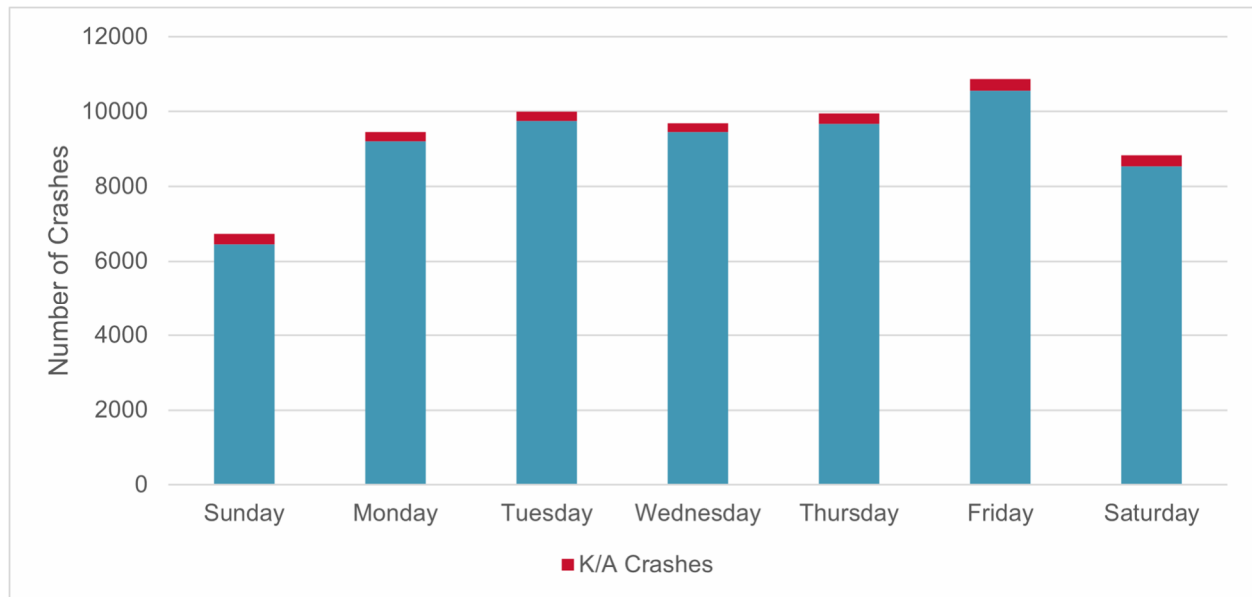


Figure 30. Lake County Crashes (2018-2022) by Day of Week

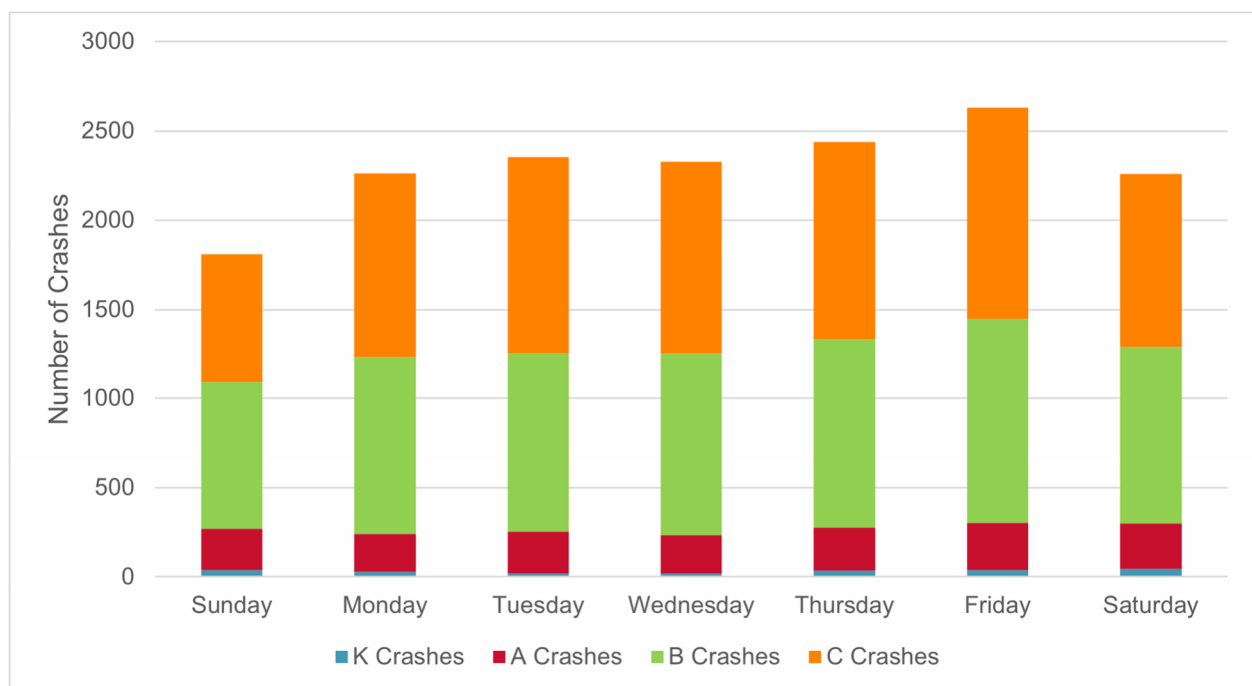
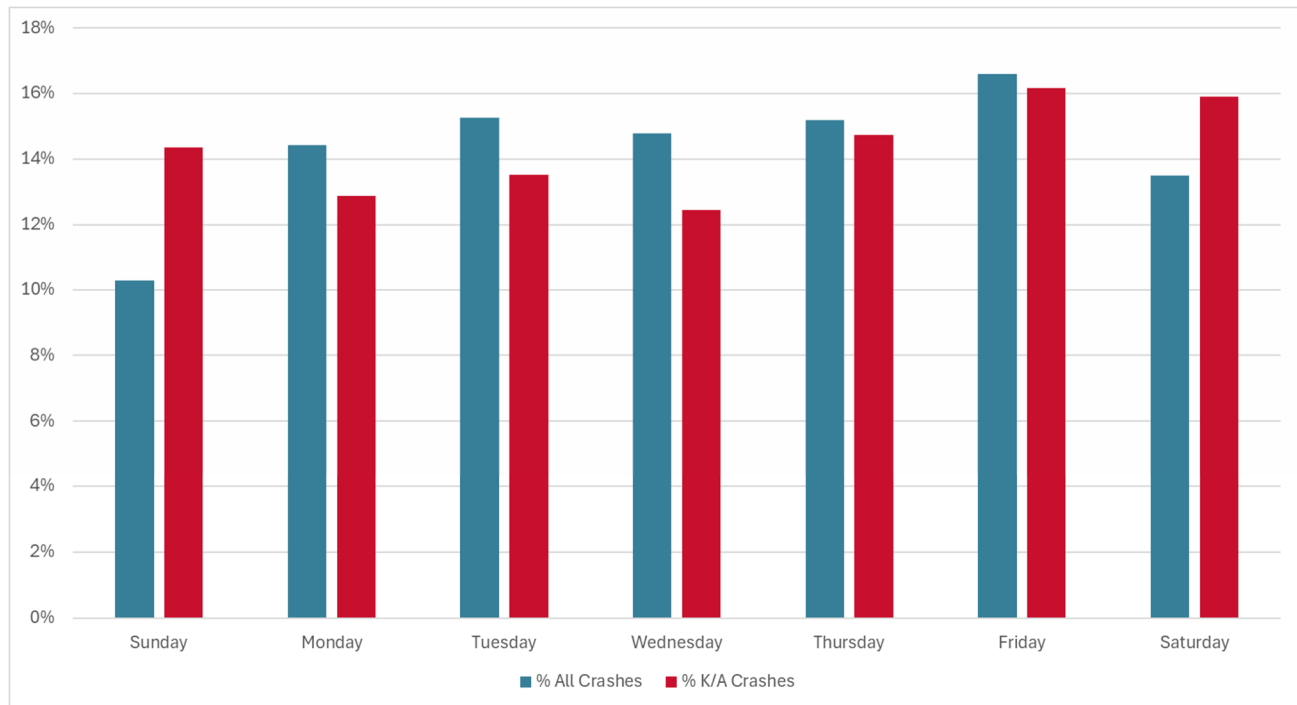


Figure 31. Lake County Injury Crashes (2018-2022) by Day of Week



**Figure 32. Lake County Injury Crashes (2018-2022) as Percentage of Total Crashes by Day of Week**

Table 15. Lake County Crashes (2018-2022) by Day of Week

| Day of Week  | K Crashes  | A Crashes    | B Crashes    | C Crashes    | PDO Crashes   | Total         |
|--------------|------------|--------------|--------------|--------------|---------------|---------------|
| Sunday       | 38         | 232          | 819          | 722          | 4,913         | 6,724         |
| Monday       | 28         | 214          | 989          | 1,032        | 7,186         | 9,449         |
| Tuesday      | 21         | 233          | 1,004        | 1,097        | 7,642         | 9,997         |
| Wednesday    | 20         | 214          | 1,016        | 1,078        | 7,353         | 9,681         |
| Thursday     | 35         | 242          | 1,059        | 1,103        | 7,512         | 9,951         |
| Friday       | 38         | 266          | 1,143        | 1,183        | 8,236         | 10,866        |
| Saturday     | 45         | 254          | 993          | 968          | 6,576         | 8,836         |
| <b>Total</b> | <b>225</b> | <b>1,655</b> | <b>7,023</b> | <b>7,183</b> | <b>49,418</b> | <b>65,504</b> |

**CRASHES BY TIME OF DAY**

The analysis of crashes by time of day indicates that the highest number of crashes occurred during evening peak hours in Lake County. A second, smaller peak was also observed during the morning peak hours. Evening rush hours, particularly between 3:00 p.m. to 6:00 p.m. recorded the peak periods for crashes at 16,743 crashes accounting for 26 percent of total crashes.

Similarly, morning rush hours from 7:00 a.m. to 10:00 a.m. also saw higher frequency of crashes (10,183) accounting for approximately 16 percent of total crashes. The higher crash volume during the a.m. and p.m. peak hours correlates with higher volumes of traffic on the road during these time periods. Early morning hours from midnight to 5:00 a.m. saw fewer crashes per hour resulting in approximately 1 percent of the total crashes. **Figure 33** and **Table 16** present Lake County crashes by time of day.

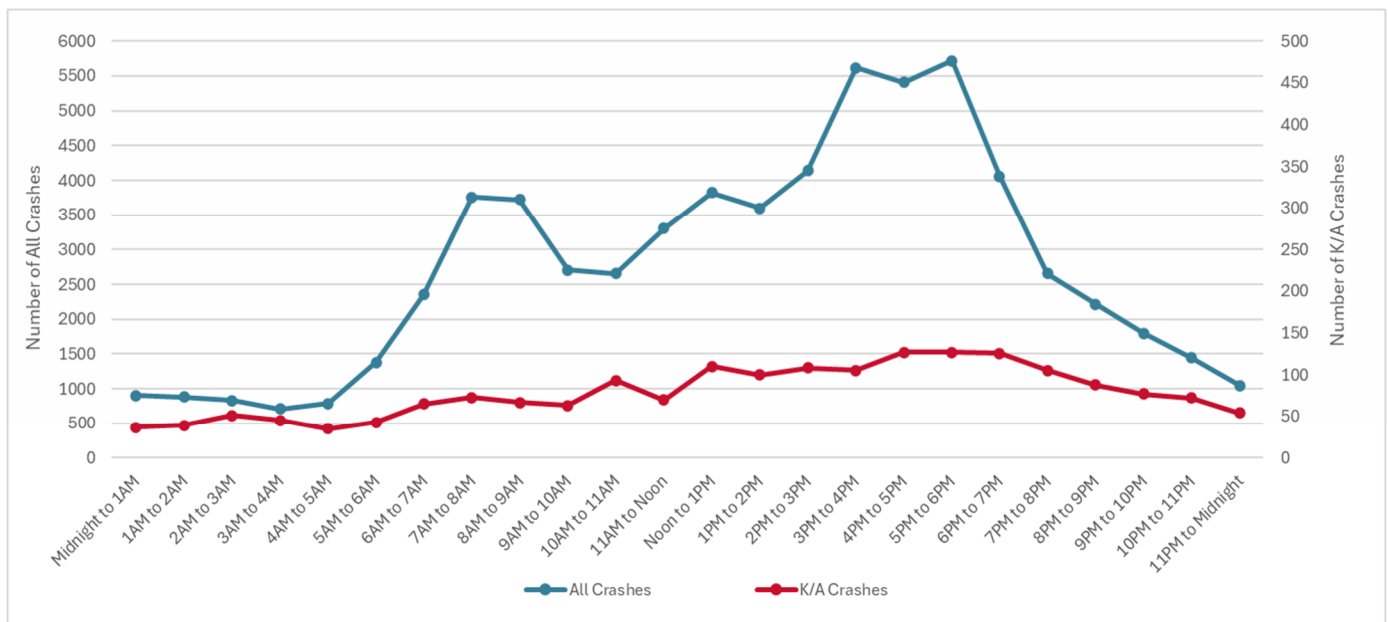


Figure 33. Lake County Crashes (2018-2022) by Time of Day

**Table 16. Lake County Crashes (2018-2022) by Time of Day**

| Time of Day        | All Crashes   | K/A Crashes  |
|--------------------|---------------|--------------|
| Midnight to 1a.m.  | 902           | 37           |
| 1a.m. to 2a.m.     | 880           | 39           |
| 2a.m. to 3a.m.     | 830           | 51           |
| 3a.m. to 4a.m.     | 708           | 45           |
| 4a.m. to 5a.m.     | 787           | 35           |
| 5a.m. to 6a.m.     | 1,377         | 43           |
| 6a.m. to 7a.m.     | 2,351         | 65           |
| 7a.m. to 8a.m.     | 3,756         | 73           |
| 8a.m. to 9a.m.     | 3,723         | 67           |
| 9a.m. to 10a.m.    | 2,704         | 63           |
| 10a.m. to 11a.m.   | 2,656         | 93           |
| 11a.m. to Noon     | 3,306         | 70           |
| Noon to 1p.m.      | 3,826         | 110          |
| 1p.m. to 2p.m.     | 3,602         | 100          |
| 2p.m. to 3p.m.     | 4,138         | 108          |
| 3p.m. to 4p.m.     | 5,617         | 105          |
| 4p.m. to 5p.m.     | 5,407         | 127          |
| 5p.m. to 6p.m.     | 5,719         | 127          |
| 6p.m. to 7p.m.     | 4,064         | 126          |
| 7p.m. to 8p.m.     | 2,653         | 105          |
| 8p.m. to 9p.m.     | 2,215         | 88           |
| 9p.m. to 10p.m.    | 1,794         | 77           |
| 10p.m. to 11p.m.   | 1,441         | 72           |
| 11p.m. to Midnight | 1,048         | 54           |
| <b>Total</b>       | <b>65,504</b> | <b>1,880</b> |

The analysis of fatal/serious injury crashes by time of the day indicate that the fatality/serious injury crashes were more evenly distributed throughout the day compared to distribution of total crashes. Evening rush hours, particularly between 4:00 p.m. to 7:00 p.m. recorded the peak periods with 380 fatal/serious injury crashes accounting for 20 percent of total fatal/serious injury crashes. The increase in fatal/serious injury crash frequency in the afternoons without a corresponding increase during the morning peak may be reflective of driver fatigue in the evenings or impatience to get home after work.

**Table 17** summarizes all Lake County crashes by time of day and day of week. The largest number of crashes correspond with typical weekday a.m. and p.m. peak hours along with midday on the weekends.

Table 17. Lake County Crashes (2018-2022) by Time of Day and Day of Week

|         | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---------|--------|--------|---------|-----------|----------|--------|----------|
| 12 a.m. | 204    | 108    | 78      | 82        | 107      | 112    | 211      |
| 1 a.m.  | 201    | 113    | 72      | 70        | 100      | 128    | 196      |
| 2 a.m.  | 243    | 96     | 68      | 63        | 88       | 89     | 183      |
| 3 a.m.  | 152    | 83     | 81      | 78        | 83       | 91     | 140      |
| 4 a.m.  | 115    | 122    | 91      | 123       | 92       | 114    | 130      |
| 5 a.m.  | 131    | 228    | 230     | 242       | 196      | 219    | 131      |
| 6 a.m.  | 135    | 436    | 435     | 432       | 407      | 340    | 166      |
| 7 a.m.  | 166    | 647    | 728     | 707       | 661      | 640    | 207      |
| 8 a.m.  | 197    | 614    | 695     | 673       | 633      | 626    | 285      |
| 9 a.m.  | 246    | 403    | 469     | 411       | 382      | 418    | 375      |
| 10 a.m. | 311    | 351    | 382     | 384       | 362      | 405    | 461      |
| 11 a.m. | 398    | 461    | 426     | 395       | 466      | 551    | 609      |
| 12 p.m. | 432    | 501    | 518     | 494       | 522      | 624    | 735      |
| 1 p.m.  | 474    | 488    | 500     | 470       | 487      | 539    | 644      |
| 2 p.m.  | 424    | 618    | 586     | 574       | 630      | 690    | 616      |
| 3 p.m.  | 476    | 871    | 915     | 842       | 936      | 983    | 594      |
| 4 p.m.  | 429    | 819    | 961     | 837       | 919      | 917    | 525      |
| 5 p.m.  | 446    | 842    | 969     | 993       | 964      | 979    | 526      |
| 6 p.m.  | 363    | 555    | 663     | 618       | 650      | 705    | 510      |
| 7 p.m.  | 338    | 359    | 369     | 347       | 378      | 469    | 393      |
| 8 p.m.  | 295    | 267    | 290     | 290       | 327      | 379    | 367      |
| 9 p.m.  | 250    | 202    | 223     | 237       | 237      | 341    | 304      |
| 10 p.m. | 163    | 145    | 151     | 215       | 168      | 308    | 291      |
| 11 p.m. | 135    | 120    | 97      | 104       | 156      | 199    | 237      |

## Crashes by Roadway Factors

### CRASHES BY MUNICIPALITY

All Lake County crashes were analyzed based on the municipality in which the crash occurred. In order to normalize crash rates, the total number of crashes was compared per 1,000 population from 2020 Census data. **Figure 34** and **Figure 35** summarize the rate of crashes per 1,000 population for municipalities with populations of 4,000 and greater.



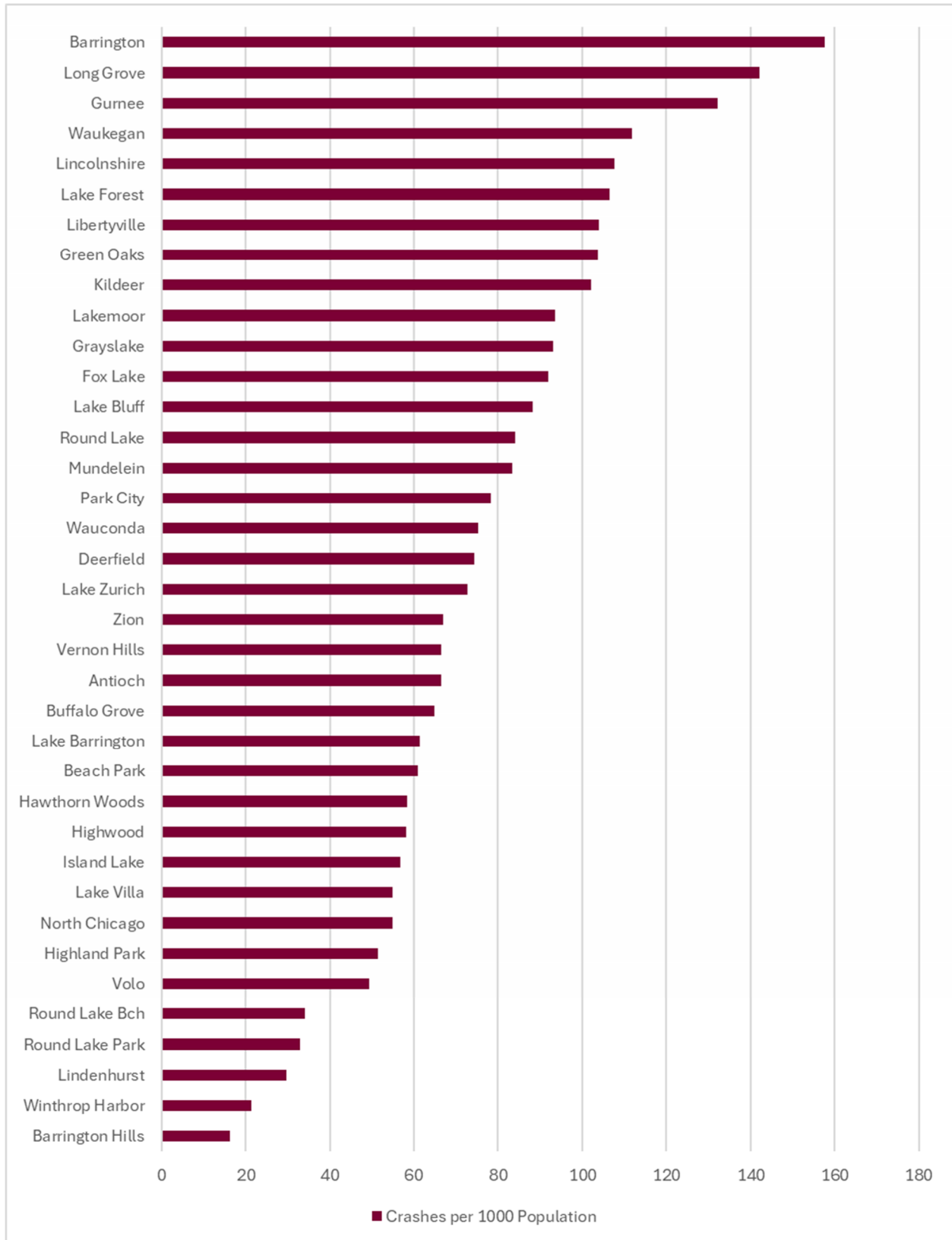
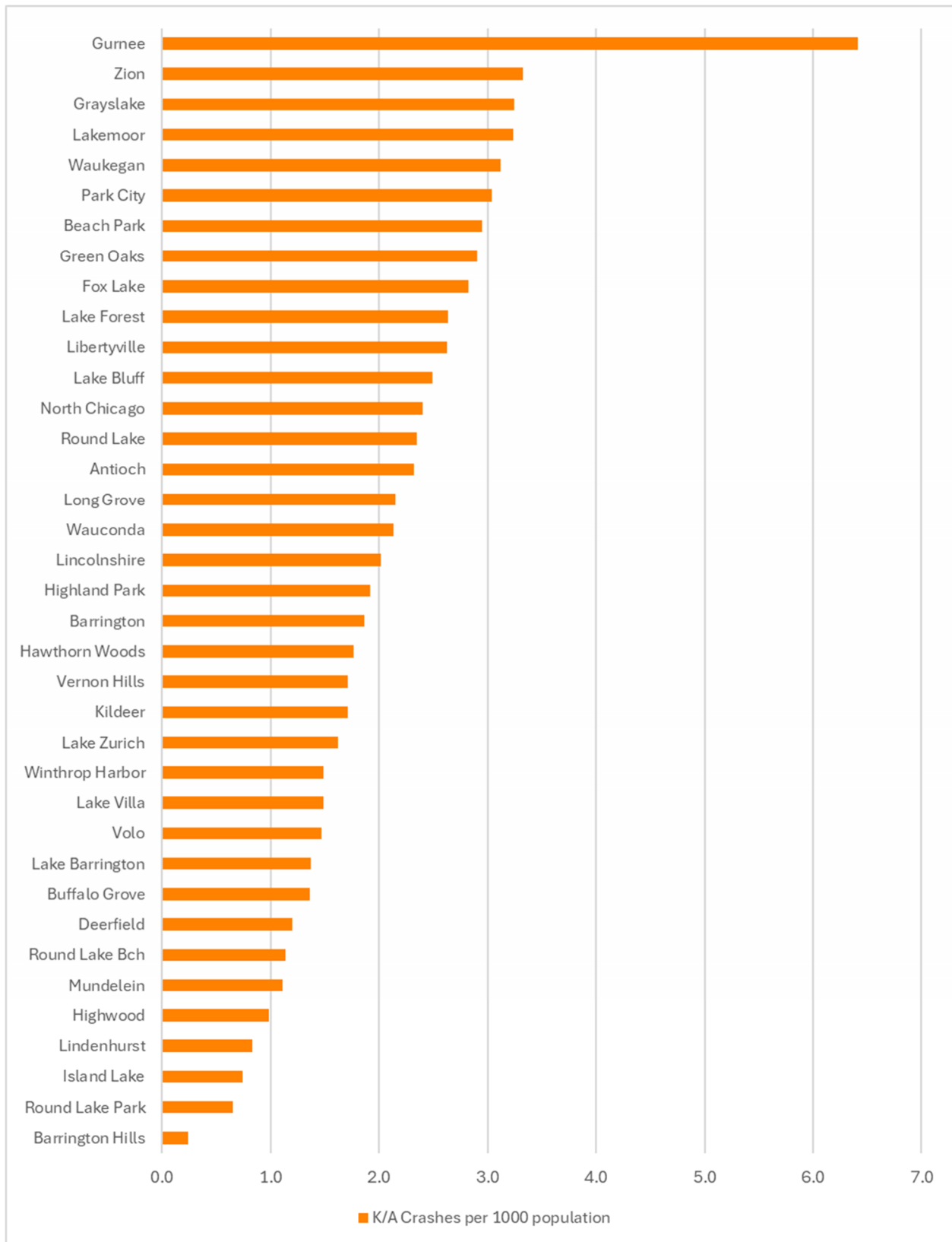


Figure 34. Lake County Crashes Per 1,000 Population by Municipality (2018-2022)

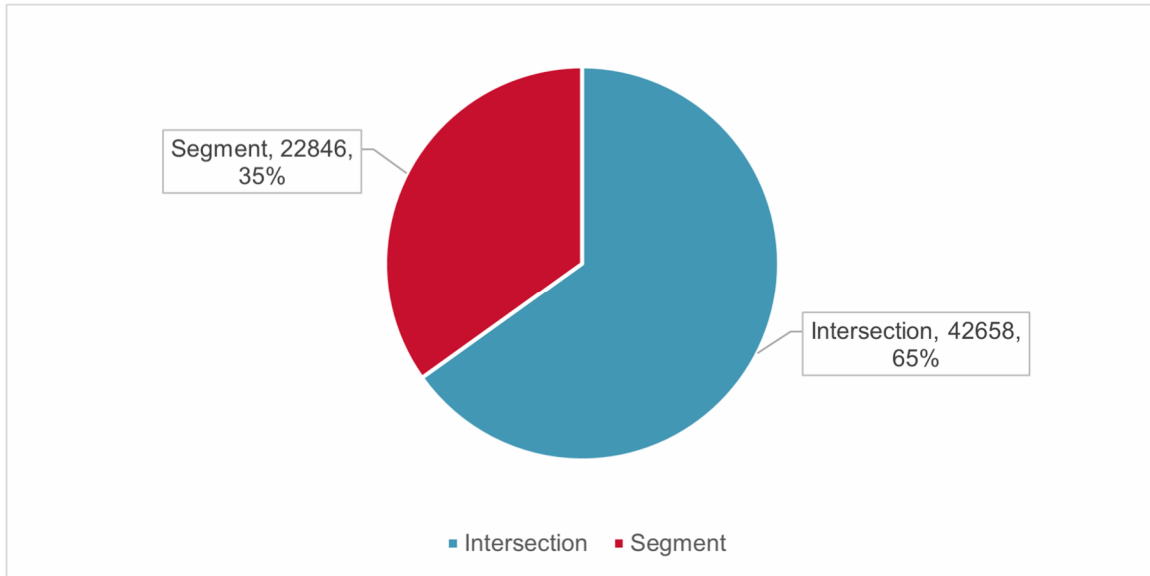


**Figure 35. Lake County Fatal and Serious Injury Crashes Per 1,000 Population by Municipality (2018-2022)**

**CRASHES BY LOCATION**

The analysis of Lake County crashes by location (segment or intersection) shows that intersections are the most common locations for crashes, accounting for 65 percent of total crashes and 61 percent of fatal/serious injury crashes. Crashes were categorized as an intersection crash if the crashes occur within 200 ft of a signalized intersection, 100 ft of an all-way stop-controlled intersection, or 50 ft of any other intersection. Segment crashes make up 35 percent of all crashes and 39 percent of fatal/serious injury crashes.

**Figure 36** presents Lake County crashes by location (segment/intersection).



**Figure 36. Lake County Crashes (2018-2022) by Segment/Intersection Location**

**CRASHES BY INTERSECTION CONTROL**

The analysis of Lake County crashes by intersection control shows that 63 percent of intersection crashes occurred at signalized intersection, 2.3 percent at all way stop-controlled intersections, and 34.4 percent of crashes occurred at other intersections.

Of the total intersection fatal/serious injury crashes, signalized intersection accounted for 62 percent, all-way stop-controlled intersections accounted for 1 percent, and other intersections accounted for 37 percent of fatal/serious injury crashes. **Table 18** and **Figure 37** presents Lake County crashes by intersection control.

**Table 18. Lake County Crashes (2018-2022) by Intersection Traffic Control**

| Control Type | All Crashes   | K/A Crashes  | % All Crashes | % K/A Crashes |
|--------------|---------------|--------------|---------------|---------------|
| All Way Stop | 964           | 12           | 2%            | 1%            |
| Signal       | 26,958        | 707          | 63%           | 62%           |
| Other        | 14,736        | 425          | 35%           | 37%           |
| <b>Total</b> | <b>42,658</b> | <b>1,144</b> | <b>100%</b>   | <b>100%</b>   |

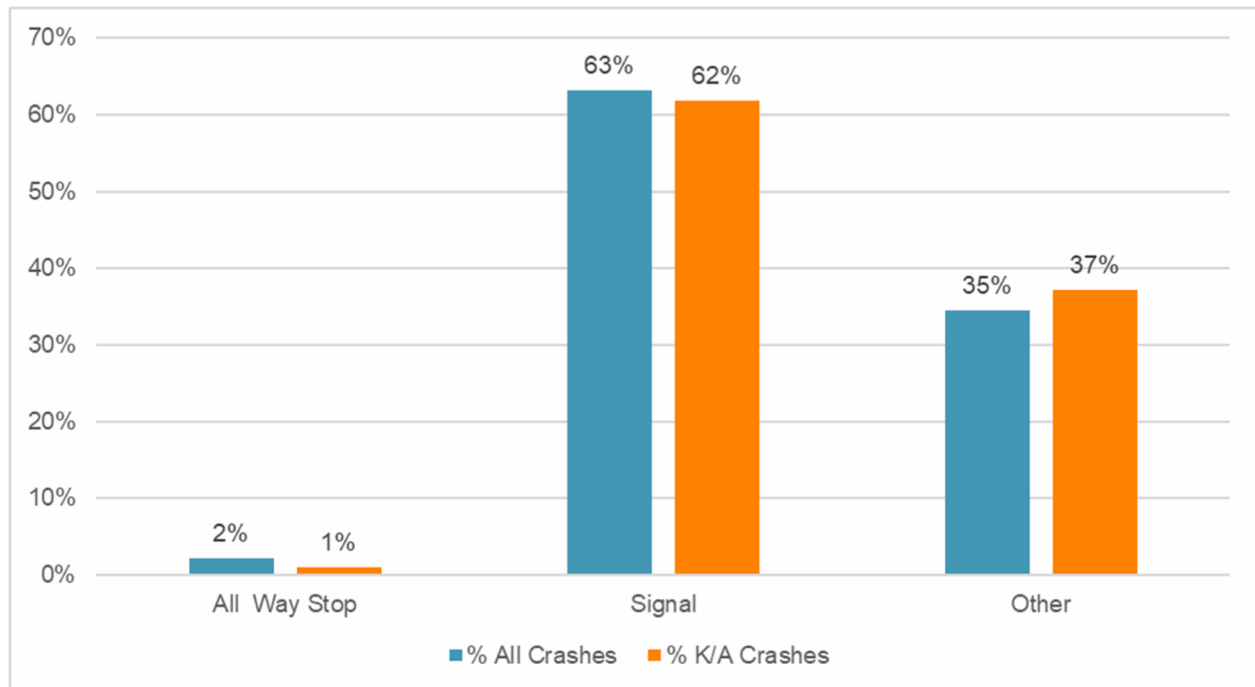


Figure 37. Percentage of All Crashes and K/A Crashes in Lake County (2018-2022) by Traffic Control

#### CRASHES BY FUNCTIONAL CLASSIFICATION

The analysis of Lake County crashes by functional classification shows that the highest number of crashes (41,781; 64 percent) occurred on arterial roads, followed by 12,823 (20 percent) crashes on local roads or streets, 6,973 (11 percent) crashes on collector roads, and 3,926 (6 percent) crashes on freeways and expressways.

For fatal/serious injury crashes, arterial roads accounted for 67 percent, local roads and streets accounted for 17 percent, collector roads accounted for 11 percent, and freeways and expressways accounted for 5 percent. This data shows that fatal/serious injury crashes are more likely to occur on arterial roads. **Figure 38, Figure 39, Figure 40 and Table 19** present Lake County crashes by functional classification.

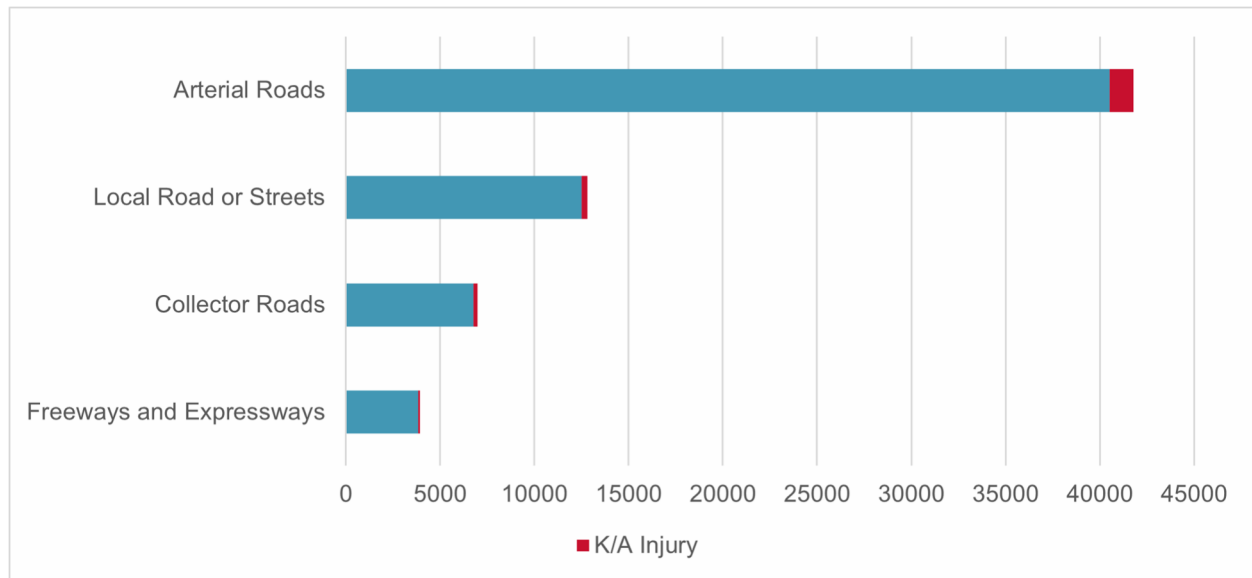


Figure 38. Lake County Crashes (2018-2022) by Functional Classification

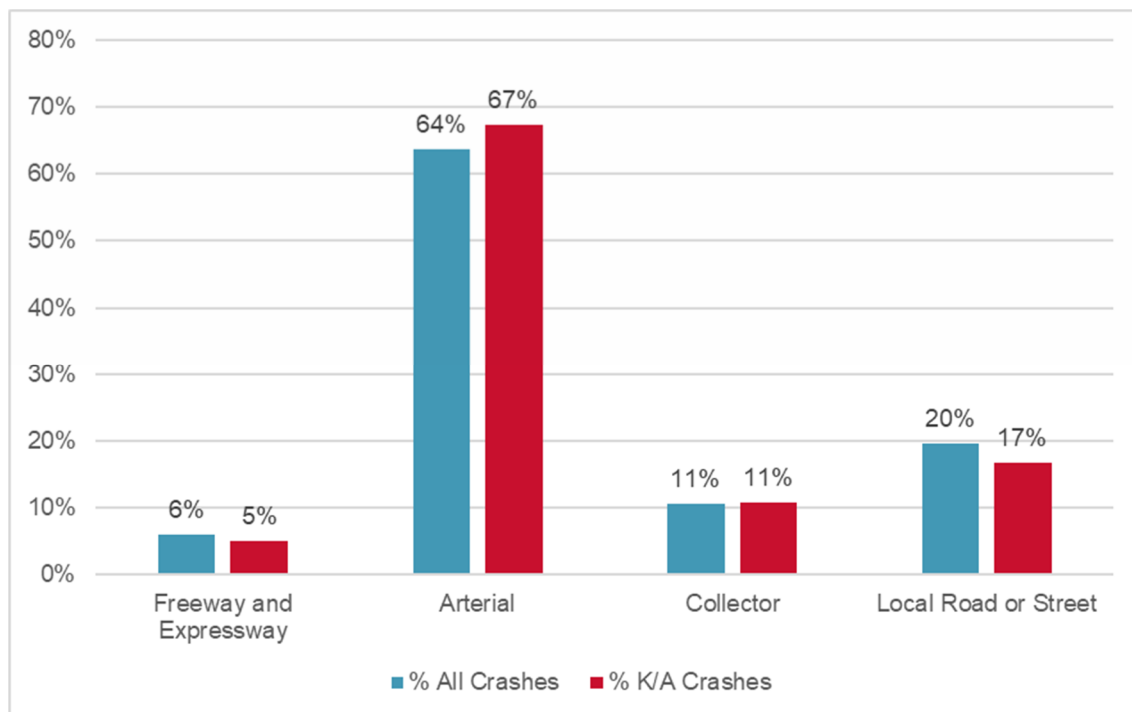


Figure 39. Proportion of Lake County Crashes by Functional Classification (2018-2022)

Table 19. Lake County Crashes (2018-2022) by Functional Classification

| Functional Classification | All Crashes   | % All Crashes | K/A Crashes | % K/A Crashes |
|---------------------------|---------------|---------------|-------------|---------------|
| Freeways and Expressways  | 3926          | 6.0%          | 95          | 5.0%          |
| Arterial                  | 41,781        | 63.8%         | 1266        | 67.3%         |
| Collector                 | 6973          | 10.6%         | 204         | 10.9%         |
| Local Road or Street      | 12,823        | 19.6%         | 315         | 16.8%         |
| <b>Total</b>              | <b>65,503</b> | <b>100.0%</b> | <b>1880</b> | <b>100.0%</b> |

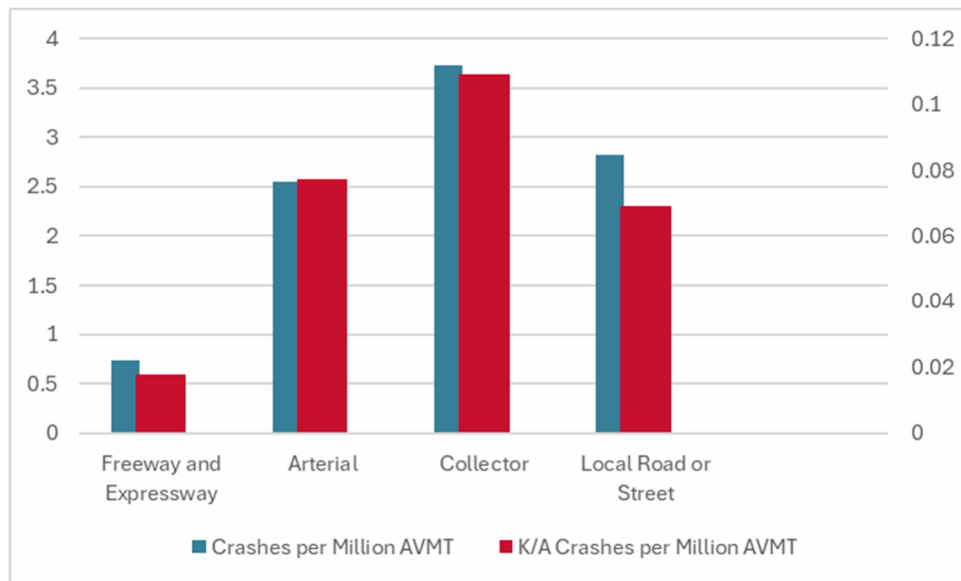


Figure 40. Lake County Crashes by Roadway Functional Classification Per Million Annual Vehicle Miles Travelled (2018-2022)

**CRASHES BY ROADWAY JURISDICTION**

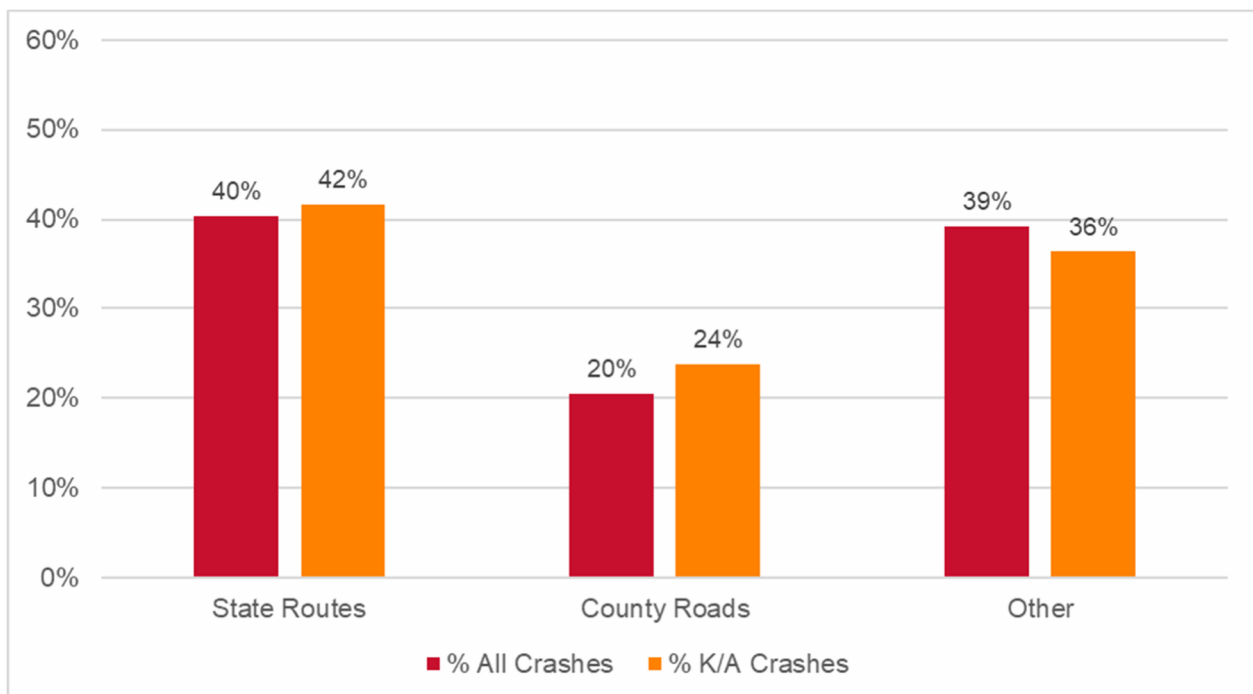
All crashes in the study area were also assigned a roadway jurisdiction, which included state roads, county roads, and other roads. Other roads include roads under the jurisdiction of municipalities and townships, as well as private roads and roads of unknown jurisdiction as coded in IRIS.

The analysis of Lake County crashes by roadway jurisdiction shows that the highest number and percentage of crashes (26,495; 40.4 percent) occurred on state routes, followed by 25,647 (39.2 percent) crashes on other routes (primarily local routes and Tollway), and 13,362 (20.4 percent) crashes on county roads.

For fatal/serious injury crashes, state routes accounted for 41.7 percent, other routes accounted for 34.6 percent, and county roads accounted for 23.7 percent. This data indicates that **fatal and serious injury crashes occur at a higher rate on state and county routes compared to all crashes. Figure 41 and Table 20** present Lake County crashes by road jurisdiction.

**Table 20. Lake County Crashes (2018-2022) by Road Jurisdiction**

| Road Jurisdiction   | All Crashes | % All Crashes | K/A Crashes | % K/A Crashes |
|---------------------|-------------|---------------|-------------|---------------|
| <b>State Routes</b> | 26,495      | 40.4%         | 784         | 41.7%         |
| <b>County Roads</b> | 13,362      | 20.4%         | 445         | 23.7%         |
| <b>Other</b>        | 25,647      | 39.2%         | 651         | 34.6%         |
| <b>Total</b>        | 65,504      | 100.0%        | 1880        | 100.0%        |



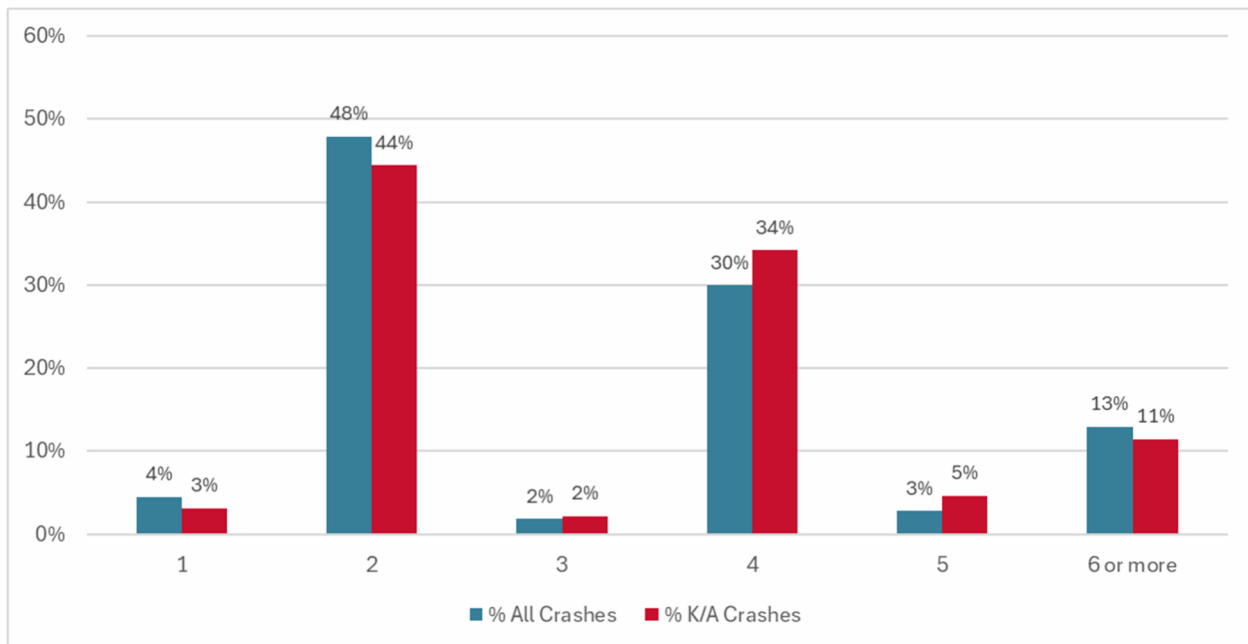
**Figure 41. Percentage of Lake County Crashes (2018-2022) by Roadway Jurisdiction**

**CRASHES BY ROADWAY NUMBER OF LANES**

The analysis of Lake County segment crashes by number of lanes shows that the highest number of crashes (10,941; 48 percent) occurred on segments with two lanes, followed by 6,861 (30 percent) when four lanes were present, and 2,949 (13 percent) when six or more lanes were present. When considering fatal and serious injury crashes only, the proportion of fatal or serious injury crashes that occur on segments with four lanes increases from 30 percent to 34 percent of all segment crashes. The data indicates that **roadways with four to five lanes experience a disproportionately high number of fatal and serious injury crashes. Figure 42 and Table 21** present Lake County segment crashes by number of lanes for all crashes and K/A crashes only.

**Table 21. Lake County Segment Crashes (2018-2022) by Roadway Number of Lanes**

| Number of Lanes | All Crashes   | % of All Crashes | K/A Injury Crashes | % of K/A Crashes |
|-----------------|---------------|------------------|--------------------|------------------|
| 1               | 1,023         | 4.5%             | 23                 | 3.1%             |
| 2               | 10,941        | 47.9%            | 327                | 44.4%            |
| 3               | 426           | 1.9%             | 16                 | 2.2%             |
| 4               | 6,861         | 30.0%            | 252                | 34.2%            |
| 5               | 646           | 2.8%             | 34                 | 4.6%             |
| 6 or more       | 2,949         | 12.9%            | 84                 | 11.4%            |
| <b>Total</b>    | <b>22,846</b> | <b>100.0%</b>    | <b>736</b>         | <b>100.0%</b>    |

**Figure 42. Percentage of Lake County Crashes (2018-2022) by Number of Lanes**



## CRASHES BY POSTED SPEED LIMIT

The analysis of Lake County segment crashes by number of lanes shows that the highest number of crashes (31,640; 64 percent) occurred on roads with posted speed limits between 35 and 45 mph, and crashes on these roadways account for 62 percent of fatal and serious injuries. **While segments with posted speed limit of greater than 45 mph account for 11.8 percent of all crashes, they represent a disproportionately high percentage of the fatal and serious crashes (15.7 percent).** Figure 43, Figure 44, Figure 45, and Table 22 present Lake County segment crashes by posted speed limit for all crashes and K/A crashes only.

Table 22. Lake County All Crashes (2018-2022) by Posted Speed Limit

| Posted Speed Limit | All Crashes   | % of All Crashes | K/A Injury Crashes | % of K/A Injury Crashes |
|--------------------|---------------|------------------|--------------------|-------------------------|
| 20 mph or under    | 402           | 0.8%             | 7                  | 0.4%                    |
| 25-30 mph          | 11,722        | 23.6%            | 343                | 22.0%                   |
| 35-45 mph          | 31,640        | 63.8%            | 964                | 61.9%                   |
| Over 45 mph        | 5,850         | 11.8%            | 244                | 15.7%                   |
| <b>Total</b>       | <b>49,614</b> | <b>100.0%</b>    | <b>1,558</b>       | <b>100.0%</b>           |

*Excludes crashes characterized as "not found" or where a posted speed limit was not available.*

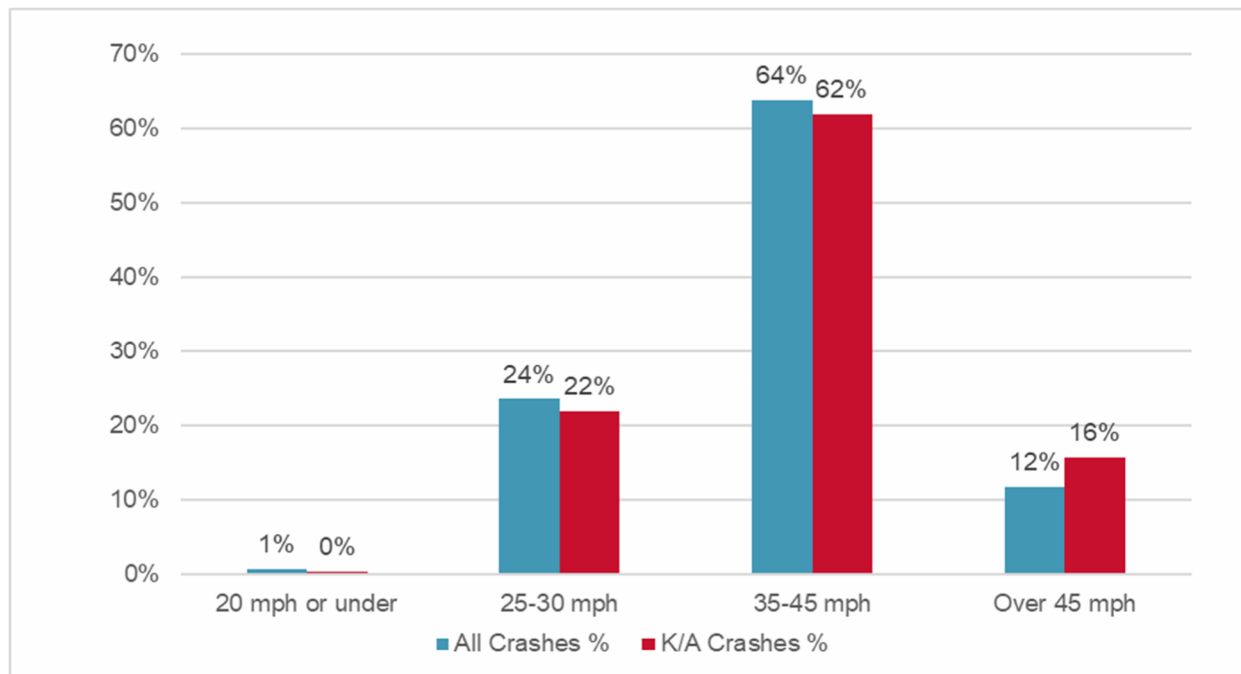
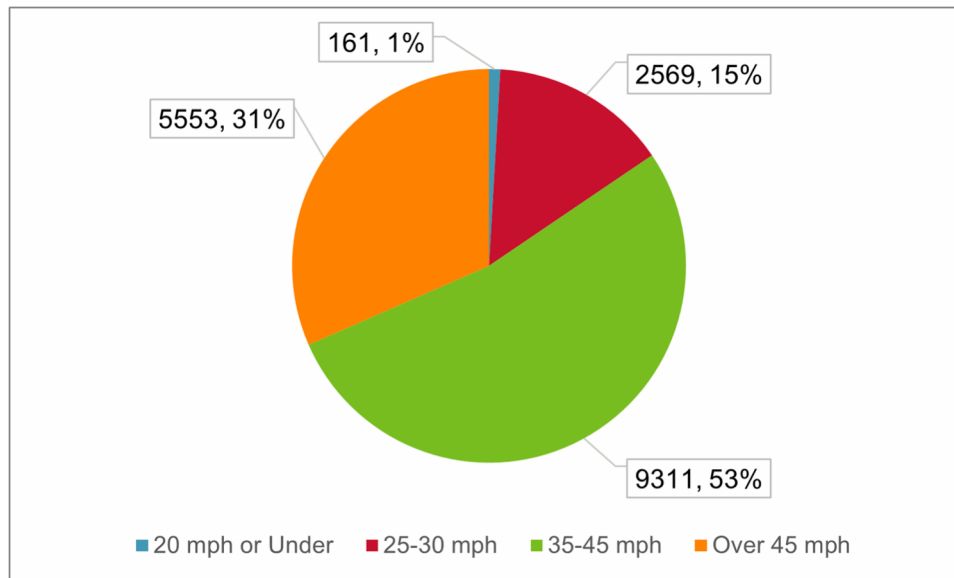
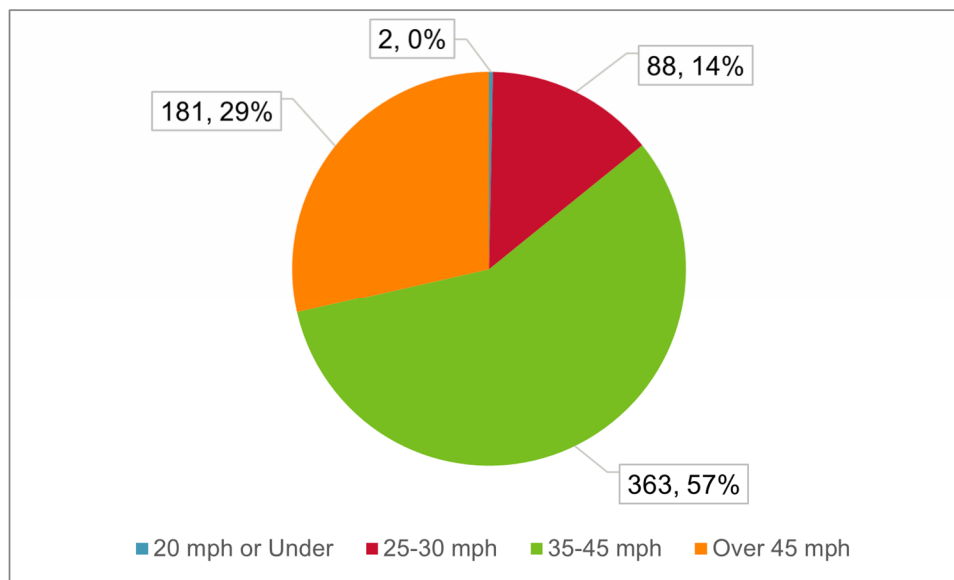


Figure 43. Percentage of Lake County Crashes (2018-2022) by Speed Limit



**Figure 44. Lake County All Crashes (2018-2022) by Posted Speed Limit**



**Figure 45. Lake County Fatal and Serious Injury Crashes (2018-2022) by Posted Speed Limit**

#### CRASHES BY URBAN/RURAL LOCATIONS

The analysis of Lake County crashes by urban/rural locations shows that 45,304 (92 percent) crashes occurred in urban locations and 3,784 (8 percent) crashes occurred in rural locations. Urban locations accounted for 94 percent and rural locations accounted for 6 percent of fatal/serious injury crashes. **Figure 46, Figure 47** and **Table 23** present Lake County crashes by urban/rural areas for all crashes and K/A crashes only.

Table 23. Lake County Crashes (2018-2022) by Urban/Rural Areas

|              | Study Area (Square Miles) | Area (%)      | All Crashes   | All Crashes (%) | K/A Crashes | K/A Crashes (%) |
|--------------|---------------------------|---------------|---------------|-----------------|-------------|-----------------|
| <b>Urban</b> | 367.6                     | 76.4%         | 45,304        | 92.3%           | 1348        | 94.5%           |
| <b>Rural</b> | 113.2                     | 23.6%         | 3,784         | 7.7%            | 79          | 5.5%            |
| <b>Total</b> | <b>480.8</b>              | <b>100.0%</b> | <b>49,088</b> | <b>100%</b>     | <b>1427</b> | <b>100%</b>     |

*Excludes crashes characterized as unknown or other.*

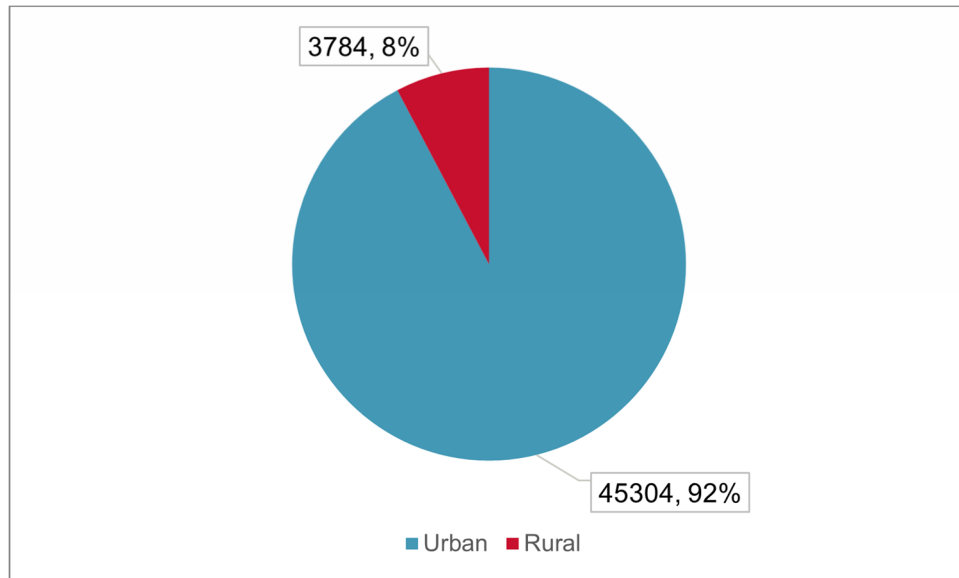


Figure 46. Lake County Crashes (2018-2022) by Urban/Rural Areas

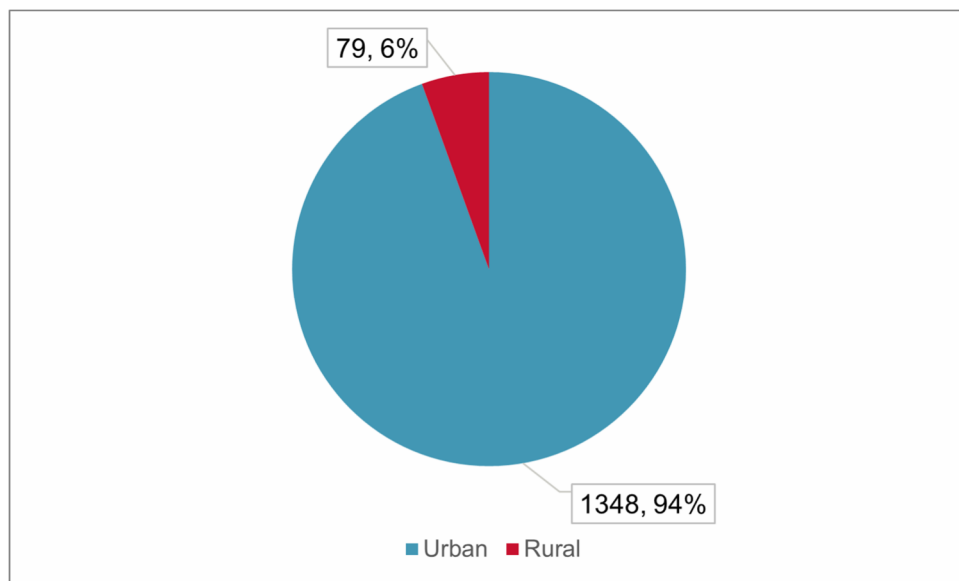


Figure 47. Lake County Fatal and Serious Injury Crashes (2018-2022) by Urban/Rural Areas

## Crashes by Environmental Factors

### CRASHES BY LIGHTING CONDITION

The analysis of Lake County crashes by lighting condition shows that 69 percent of crashes occurred during daylight and 26 percent of crashes occurred during darkness (with or without lighted road). Compared to daytime crashes, darkness crashes resulted in a greater number of fatal /serious injuries. Daytime crashes account 59 percent of fatal and serious injury crashes and darkness crashes account 37 percent of fatal/serious injury crashes. **The data indicate that fatal and serious injury crashes are disproportionately likely to occur outside of daylight hours.** Figure 48 and Table 24 present Lake County crashes by lighting condition.

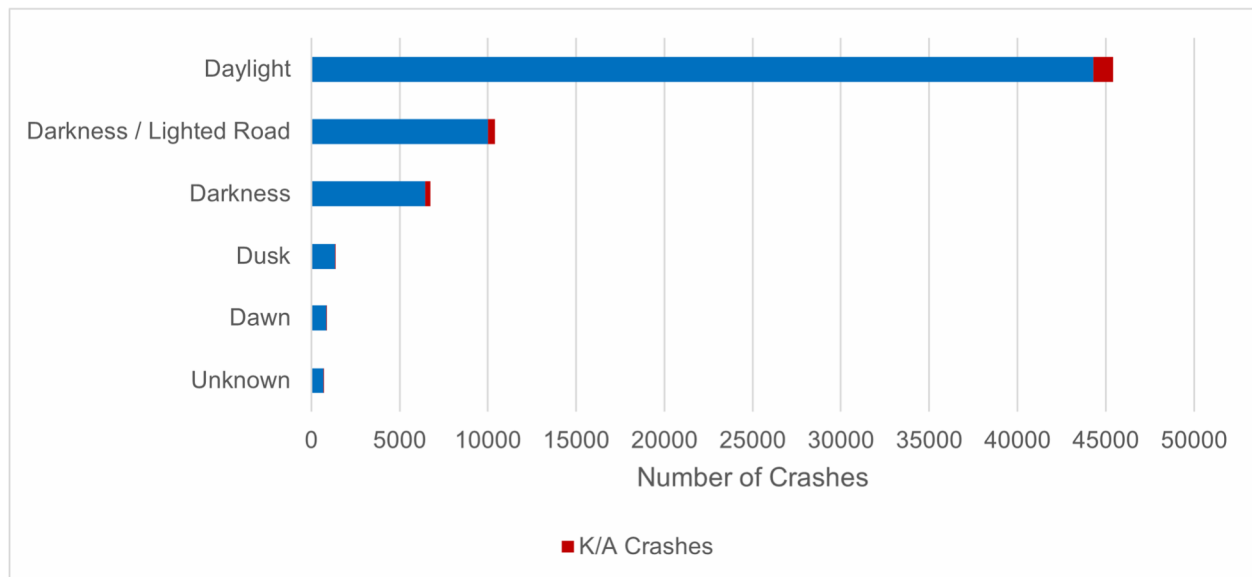


Figure 48. Lake County Crashes (2018-2022) by Lighting Condition

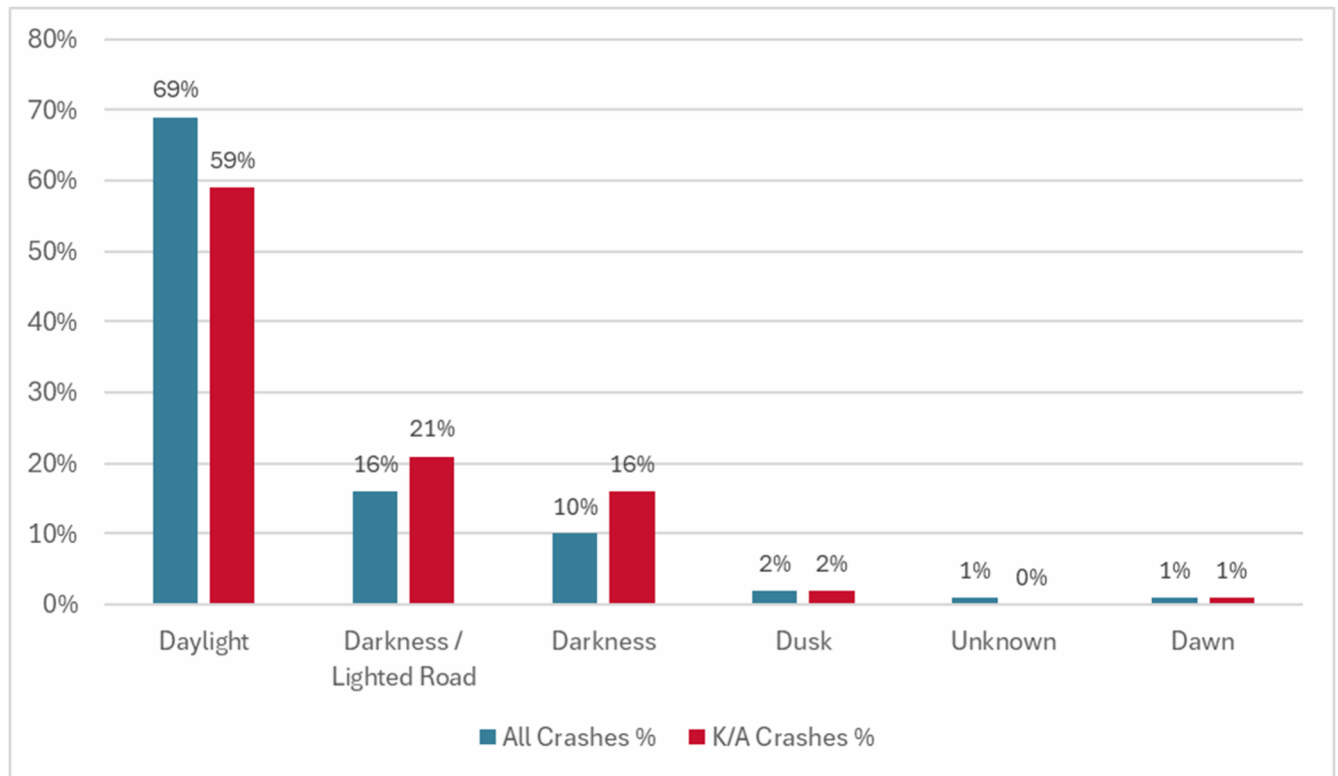
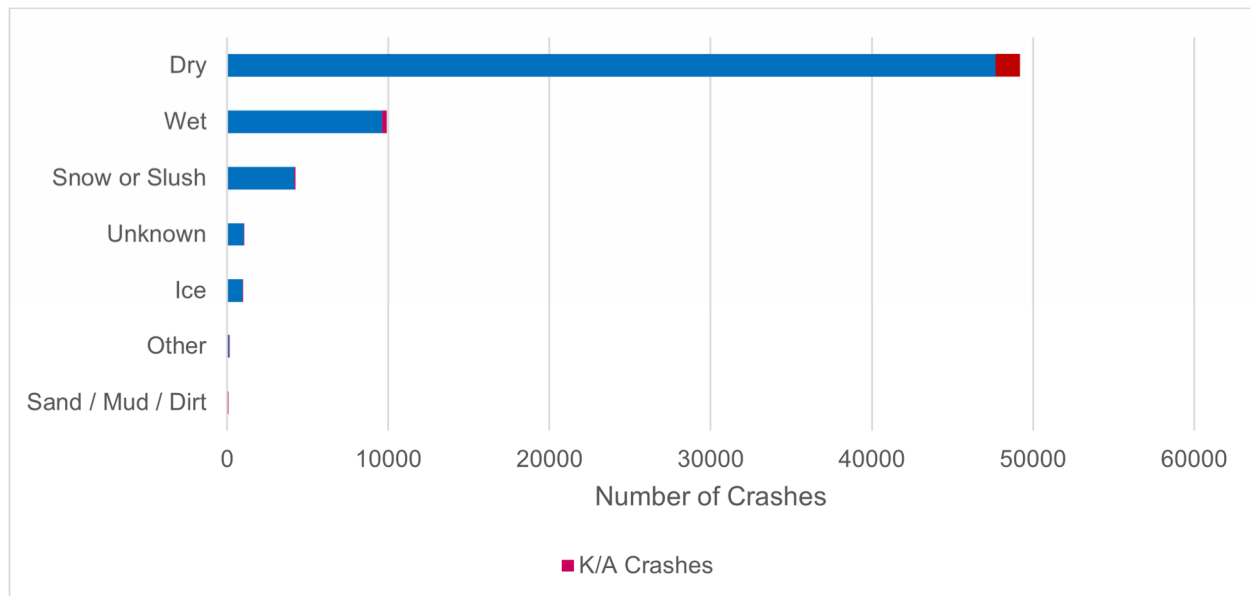


Table 24. Lake County Crashes (2018-2022) by Lighting Condition

| Lighting Condition      | All Crashes   | %           | K/A Crashes  | %           |
|-------------------------|---------------|-------------|--------------|-------------|
| Unknown                 | 686           | 1%          | 6            | 0%          |
| Dawn                    | 871           | 1%          | 23           | 1%          |
| Dusk                    | 1,386         | 2%          | 43           | 2%          |
| Darkness                | 6,759         | 10%         | 295          | 16%         |
| Darkness / Lighted Road | 10,390        | 16%         | 398          | 21%         |
| Daylight                | 45,412        | 69%         | 1,115        | 59%         |
| <b>Total</b>            | <b>65,504</b> | <b>100%</b> | <b>1,880</b> | <b>100%</b> |

**CRASHES BY ROAD SURFACE CONDITION**

The analysis of Lake County crashes by road surface condition show that 75 percent of crashes occurred on dry road surfaces, followed by 15 percent of crashes on wet road surfaces and 6.4 percent of crashes on surfaces with snow or slush. Dry road surface conditions were associated with 79 percent of fatal/serious injury crashes, followed by wet road surface conditions (15 percent) and snow or slushy road surfaces conditions (3.2 percent). Fatal and serious injury crashes are more likely to occur in dry road surface conditions, indicating that adverse road surface conditions are not disproportionately resulting in these crashes. The **Figure 49** and **Table 25** present Lake County crashes by road surface conditions.



**Figure 49. Lake County Crashes (2018-2022) by Road Surface Condition**

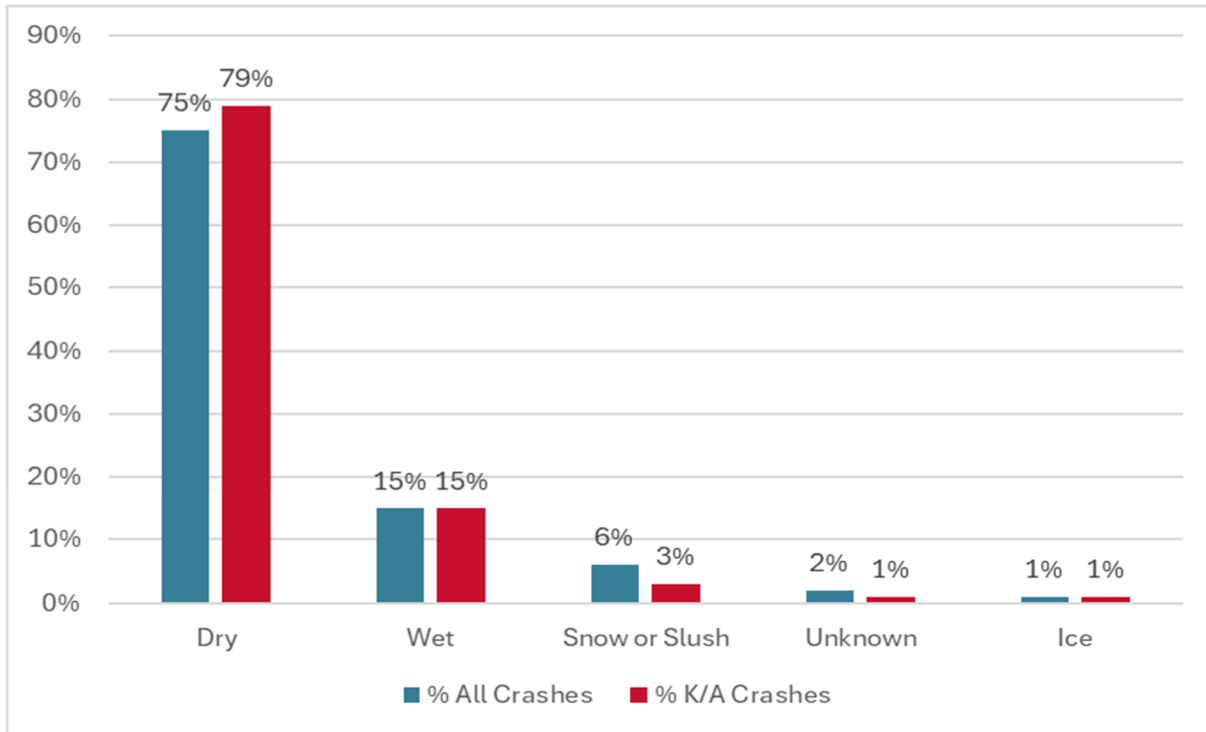
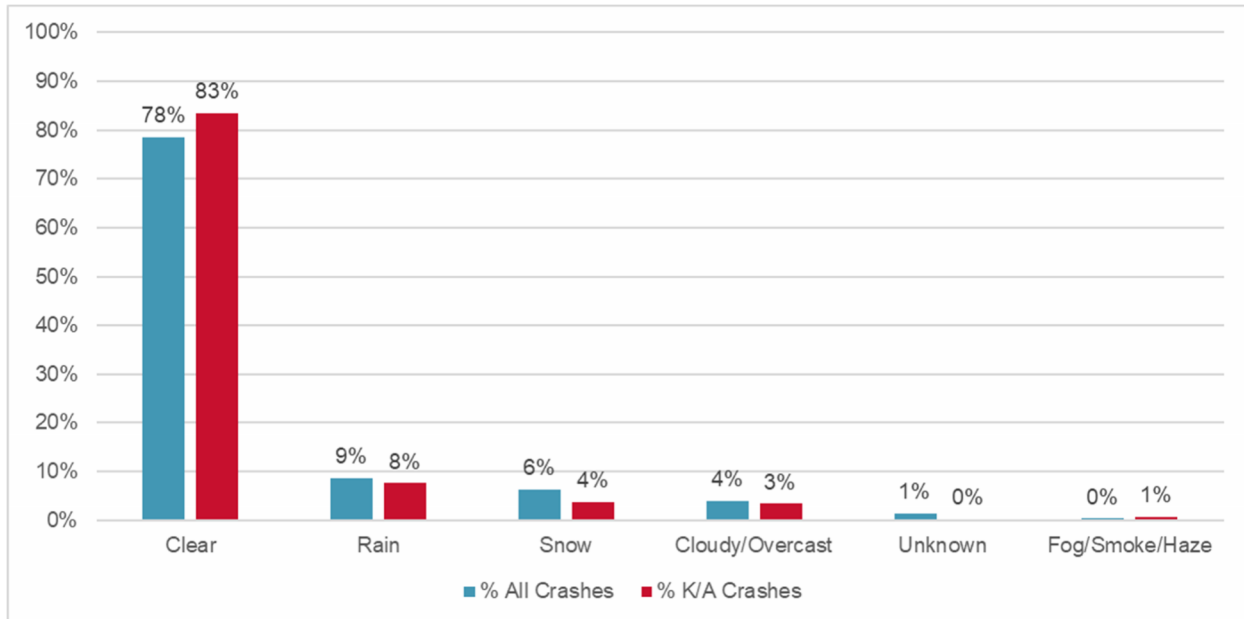


Table 25. Lake County Crashes (2018-2022) by Road Surface Condition

| Road Surface Condition | All Crashes   | % of All Crashes | K/A Crashes | % of K/A Crashes |
|------------------------|---------------|------------------|-------------|------------------|
| Sand / Mud / Dirt      | 51            | 0%               | 2           | 0%               |
| Other                  | 129           | 0%               | 7           | 0%               |
| Ice                    | 962           | 1%               | 20          | 1%               |
| Unknown                | 1,030         | 2%               | 10          | 1%               |
| Snow or Slush          | 4,236         | 6%               | 61          | 3%               |
| Wet                    | 9,912         | 15%              | 288         | 15%              |
| Dry                    | 49,184        | 75%              | 1492        | 79%              |
| <b>Total</b>           | <b>65,504</b> | <b>100%</b>      | <b>1880</b> | <b>100%</b>      |

**CRASHES BY WEATHER CONDITION**

The analysis of Lake County crashes by weather condition show that 78 percent of crashes occurred during clear weather condition, followed by 9 percent of crashes in rain, and just over six percent of crashes in snow. Clear weather, rain, and snow were associated with 83 percent, 8 percent, and 4 percent of fatal/serious injury crashes, respectively. The data indicate that **adverse weather is not disproportionately resulting in fatal and serious injury crashes**. **Figure 50** and **Table 26** present Lake County crashes by road surface conditions.

**Figure 50. Lake County Crashes (2018-2022) by Weather Condition****Table 26. Lake County Crashes (2018-2022) by Weather Condition**

| Weather Condition | All Crashes   | % of All Crashes | K/A Crashes | % of K/A Crashes |
|-------------------|---------------|------------------|-------------|------------------|
| Blowing Sand      | 2             | 0%               | 0           | 0%               |
| Severe Cross Wind | 43            | 0%               | 1           | 0%               |
| Blowing Snow      | 116           | 0%               | 2           | 0%               |
| Other             | 137           | 0%               | 4           | 0%               |
| Sleet/Hail        | 170           | 0%               | 1           | 0%               |
| Freezing Rain     | 182           | 0%               | 7           | 0%               |
| Fog/Smoke/Haze    | 239           | 0%               | 12          | 1%               |
| Unknown           | 860           | 1%               | 5           | 0%               |
| Cloudy/Overcast   | 2,624         | 4%               | 64          | 3%               |
| Snow              | 4,116         | 6%               | 72          | 4%               |
| Rain              | 5,627         | 9%               | 143         | 8%               |
| Clear             | 51,388        | 78%              | 1569        | 83%              |
| <b>Total</b>      | <b>65,504</b> | <b>100%</b>      | <b>1880</b> | <b>100%</b>      |



## Crashes by Human Factors

### DRIVING UNDER THE INFLUENCE OF ALCOHOL/DRUGS

The analysis of Lake County crash injuries caused by driving under the influence of alcohol/drugs indicate that evenings and nighttime recorded a higher number of injuries (243) caused by driving under the influence of alcohol/drugs. Particularly, the peak periods for crash injuries occurred between 7:00 p.m. and 11:00 p.m., accounting for 32 percent of all injury crashes under the influence of alcohol/drugs. Data also shows a peak at 2:00 a.m. to 3:00 a.m. The peak periods between 7:00 p.m. to 11:00 p.m. and the peak at 2:00 a.m. to 3:00 a.m. may be attributed to the fact the drivers are more likely to be driving under the influence of alcohol /drugs after dinner and after the closing hours of restaurants and bars.

The analysis of Lake County fatalities/serious injuries caused by driving under the influence of alcohol/drugs exhibit a similar trend as seen in total injuries. Particularly, from 7:00 p.m. to 11:00 p.m. and 2:00 a.m. to 4:00 a.m. accounted for 34 percent and 17.6 percent of all fatalities/serious injuries under the influence of alcohol/drugs, respectively. In total, **these six hours of the day make up over 50% of the fatal and serious injury crashes under the influence of alcohol or drugs.** Figure 51 summarizes Lake County fatalities/serious injuries due to driving under the influence of alcohol/drugs by time of day.

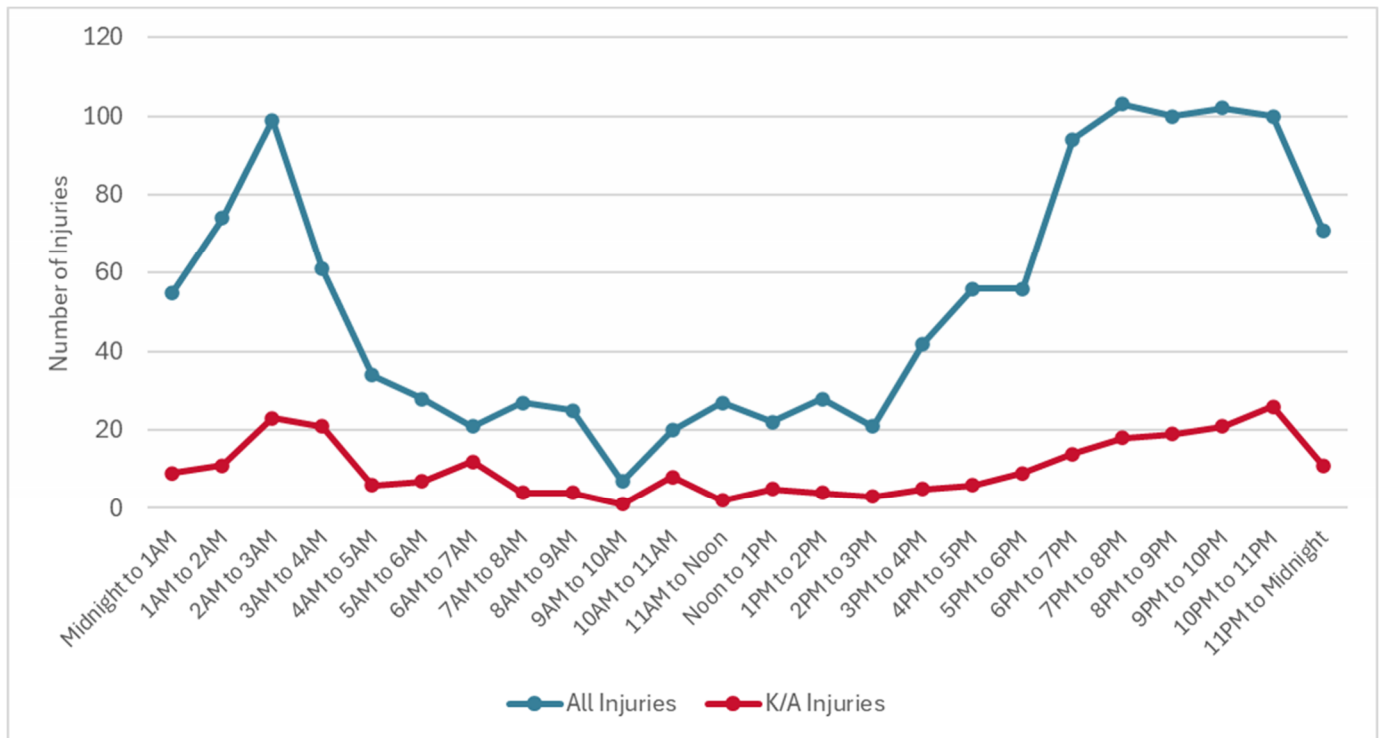
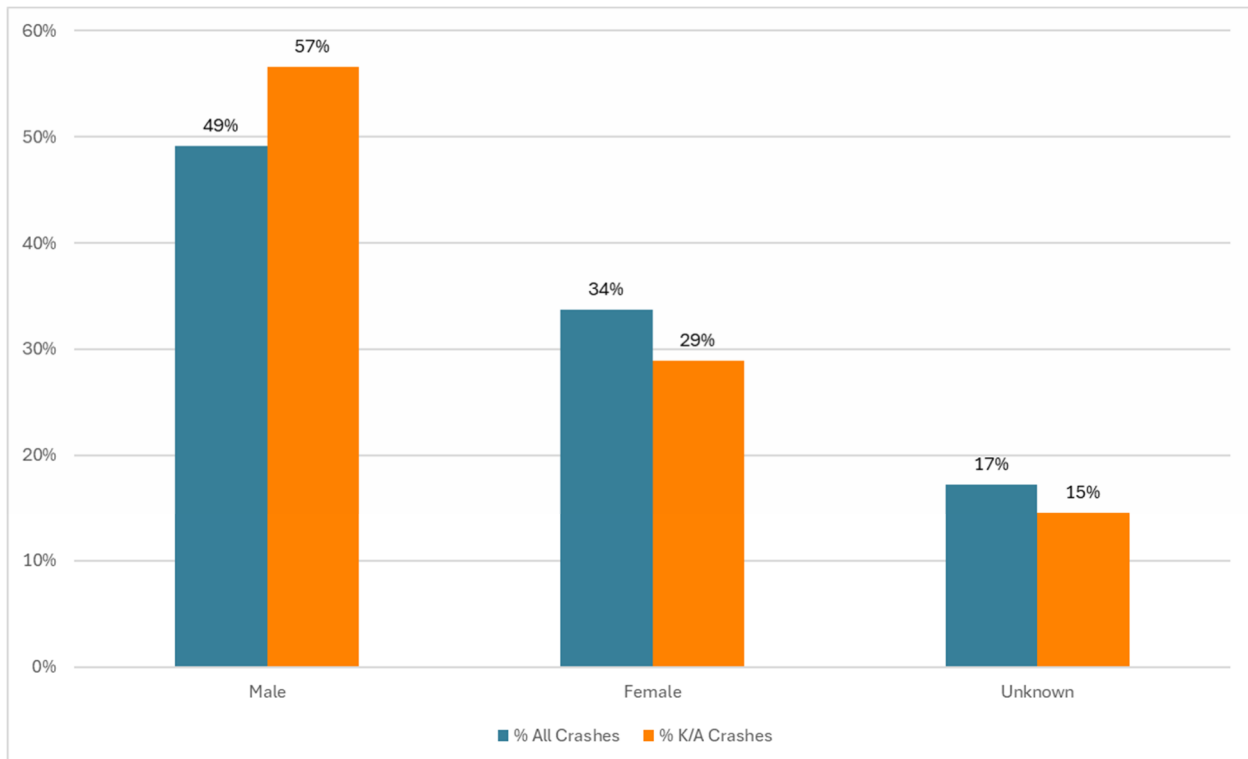


Figure 51. Lake County Fatalities/Serious Injuries (2018-2022) Due to Being Under the Influence of Alcohol/Drugs by Time of Day

**CRASHES BY DRIVER GENDER AND AGE**

Lake County crashes from 2018 to 2022 were also analyzed by driver characteristics include the gender and age of the drivers involved. Since detailed crash reports for all crashes were not evaluated, the age and gender of the driver identified as the driver of “Unit 1” in the police reports was used in this analysis, as the Illinois Traffic Crash Report - 2019 Instruction Manual for Law Enforcement Agencies SR1050 notes that the known or perceived vehicles at-fault should be entered as Unit 1. As a result, this dataset may underestimate the demographics of crashes where the driver of Unit 2 or both drivers were found to be at fault following a more detailed investigation, or hit-and-run accidents where demographics of one driver may be unknown. Despite this limitation, the data illustrates that **male drivers are more likely to be identified as the at-fault driver**. The disparity is even more pronounced for fatal and serious injury crashes only. **Figure 52** summarizes Lake County crashes by gender of the presumed at-fault driver.



**Figure 52. Lake County Crashes (2018-2022) by Gender of Presumed At-Fault Driver**

A similar limitation was identified when comparing the age of drivers involved in crashes. When comparing the age demographics of the presumed at-fault drivers, younger drivers below the age of 30 were involved in 34 percent of all crashes and 33 percent of fatal and serious injury crashes. Drivers over the age of 60 were identified as the presumed at-fault driver in 12 percent of all crashes and 16 percent of fatal and serious injury crashes, indicating that **older drivers are more likely to suffer severe injury or death as a result of a crash**. Crash statistics in Lake County by age of presumed at-fault driver are summarized in **Figure 53**.

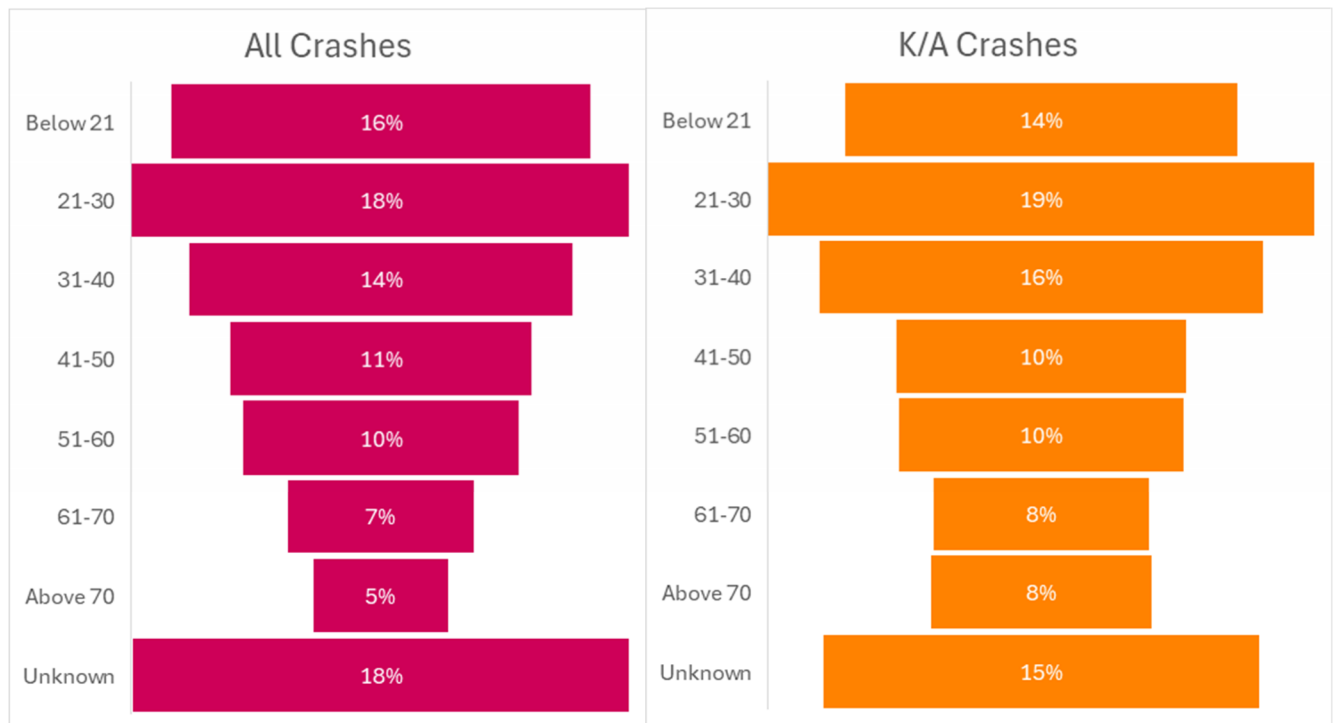


Figure 53. Lake County Crashes (2018-2022) by Age of Presumed At-Fault Driver

#### EXCESSIVE SPEEDING

The analysis of Lake County crash injuries by time of day indicates that evening hours, particularly between 3:00 p.m. and 6:00 p.m., recorded the highest number of injuries, accounting for 27 percent of all injury crashes due to exceeding speed. Excessive speeding crashes may correlate with the p.m. peak traffic volumes combined with driver fatigue in the evenings.

Data also illustrate a rise in injury crashes from 5:00 a.m. to 9:00 a.m. and a steady increase from 10:00 a.m. to 3:00 p.m. The injury crashes due to exceeding speed is lower at nighttime and early mornings which can be attributed to lower vehicular volumes during early morning and late-night hours, when vehicles are more likely to speed due to free-flow roadway conditions. **Figure 54** summarizes all Lake County injuries and fatal and serious injuries due to exceeding speed by time of day.

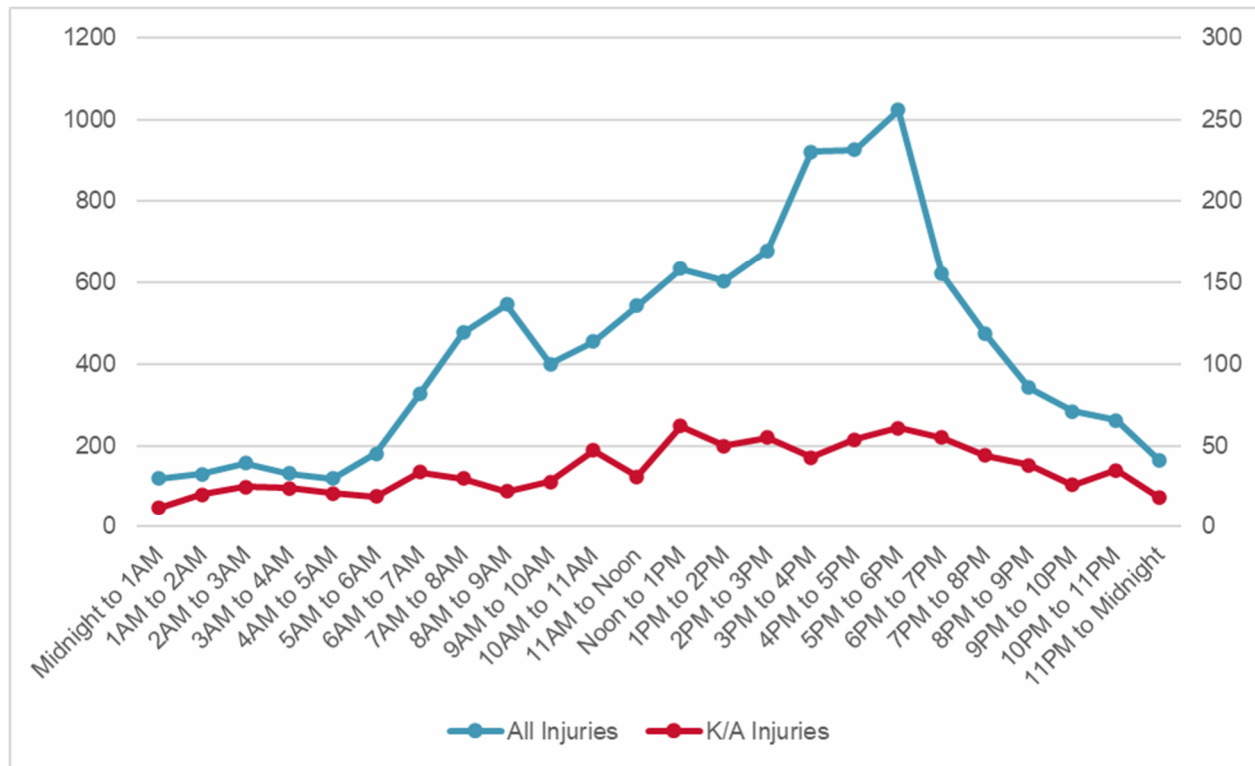
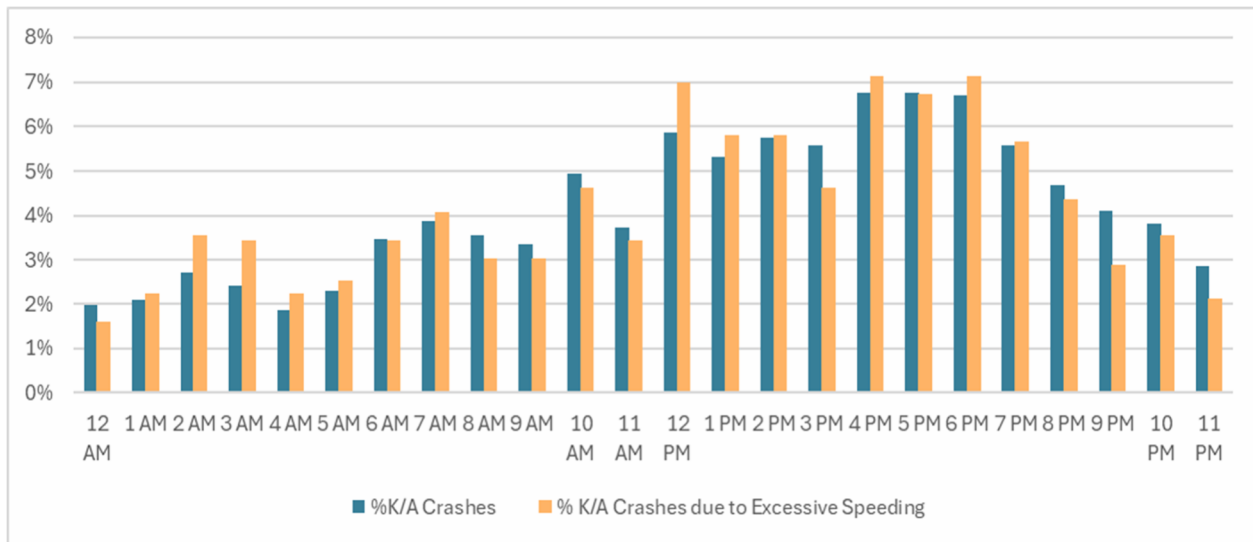


Figure 54. Lake County Injuries (2018-2022) Due to Exceeding Speed by Time of Day

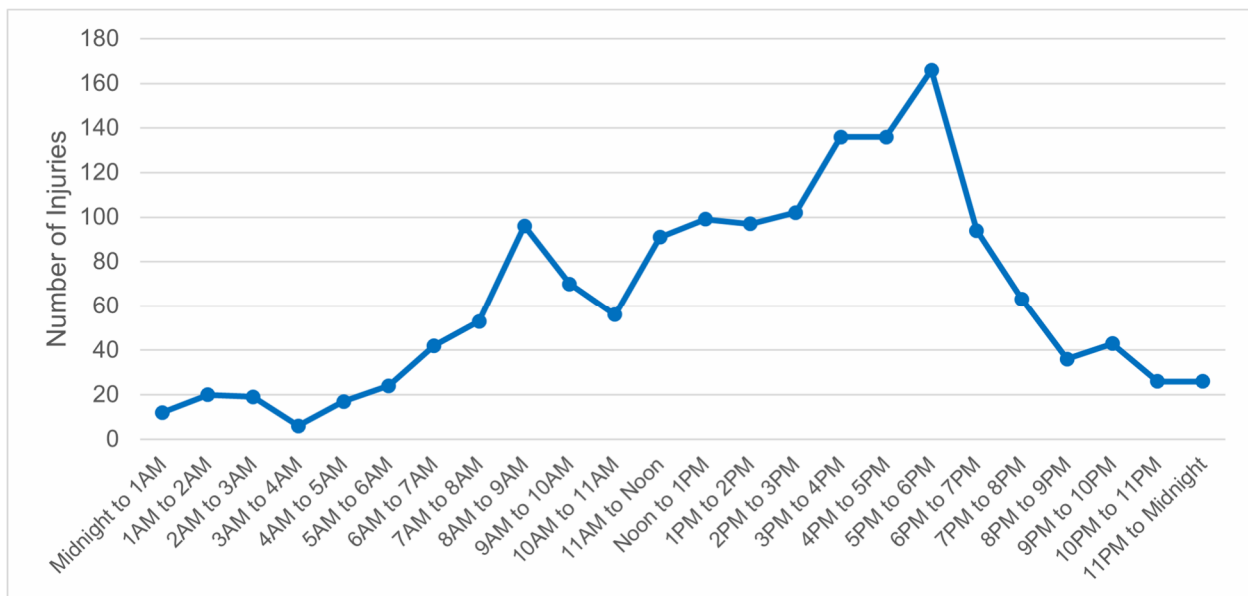
The analysis of Lake County fatalities and serious injuries caused by exceeding speed exhibits a trend of increasing numbers throughout the day. Although crash injuries by time of day show some peaks during the day especially at evening rush hours, the fatality and serious injury crashes are more evenly distributed throughout the day without distinct peaks. The data indicates that **while the total number of crashes attributed to excessive speeding peaks along with an increase in traffic volumes, excessive speeding crashes are disproportionately likely to result in serious injury or fatality when fewer vehicles are on the road.** Figure 55 summarizes the percentage of Lake County crashes due to exceeding speed by time of day.



**Figure 55. Percentage of Lake County Injuries (2018-2022) Due to Exceeding Speed by Time of Day**

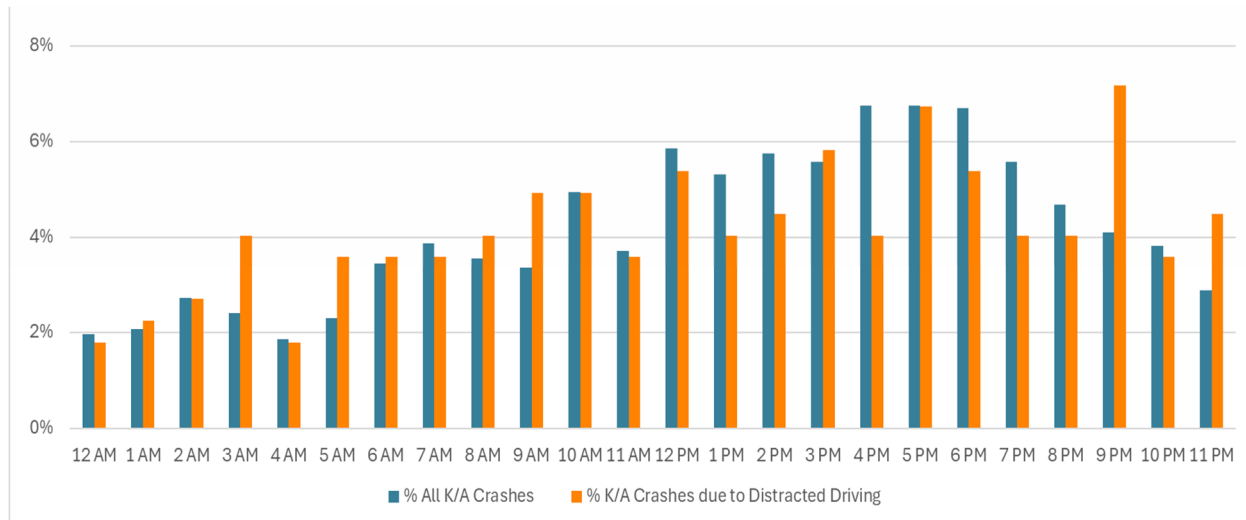
#### DISTRACTED DRIVING

The analysis of Lake County crash injuries due to distracted driving by time of day indicates that evening rush hours particularly between 3:00 p.m. to 6:00 p.m., recorded the highest number of injuries accounting for 29 percent of all injury crashes due to distracted driving. Data illustrate morning peak hours in injury crashes from 8:00 a.m. to 9:00 a.m. Relatively lower injury crashes occurred during nighttime and early morning hours which can be attributed to lower vehicular volumes. **Figure 56** summarizes Lake County injuries due to distracted driving by time of day.



**Figure 56. Lake County Injuries (2018-2022) due to Distracted Driving by Time of Day**

The analysis of Lake County fatalities/serious injuries due to distracted driving by time of day exhibits a relatively steady trend throughout the day. Although crash injuries by time of day show some peaks during the day (especially at morning and evening rush hours), the fatalities/serious injuries are more evenly distributed throughout the day without distinct peaks indicating distracted driving crashes are disproportionately likely to result in serious injury or fatality. **Figure 57** summarizes Lake County fatalities/serious injuries due to distracted driving by time of day.



**Figure 57. Lake County Fatalities and Serious Injuries (2018-2022) due to Distracted Driving by Time of Day**

### Crashes by Vehicle Factors

In addition to crash and location information, the crash dataset included information about the types of vehicles that were involved in crashes. Vehicle types were identified by the description of the vehicle listed in crash reports along with a lookup of available vehicle identification numbers (VINs) to approximate a category. Vehicles of similar type were grouped into categories based on approximate size and use case for each vehicle type. For example, passenger vehicles coded as a convertible, coupe, hatchback, roadster, sedan, or wagon were combined. Vehicles that did not have information available or did not fit into any of these groups were listed as other, including golf carts or vehicles coded as “incomplete”.

While sedan-style passenger vehicle and vans/SUVs accounted for nearly 70 percent of all crashes, **truck/trailer vehicles and motorcycle crashes resulted in the most**

disproportionate rate of fatal and serious injury crashes.

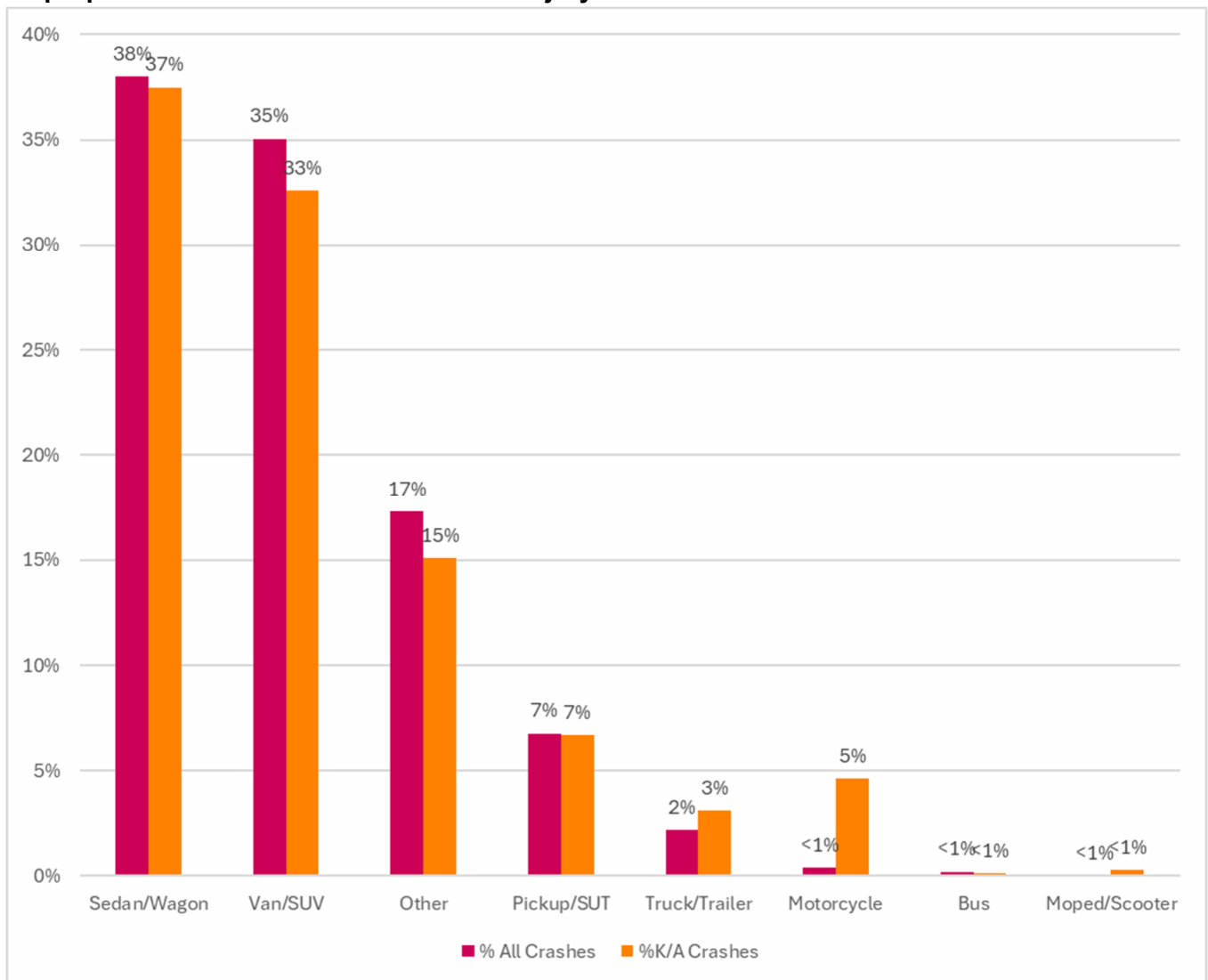


Figure 58 and Table 27 summarize Lake County crashes by vehicle type.

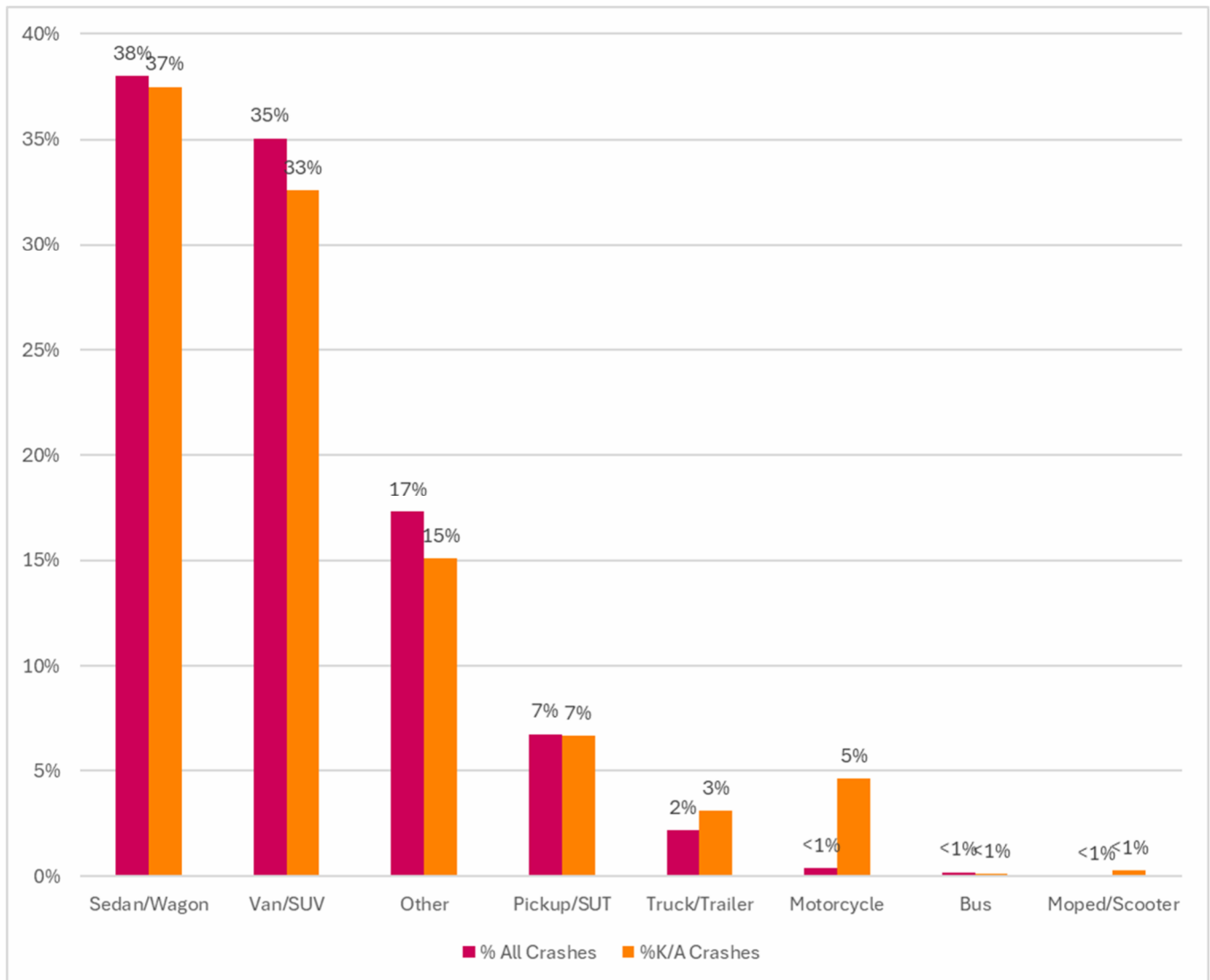


Figure 58. Lake County Percent of All Crashes and Fatal/Serious Injury Crashes (2018-2022) by Vehicle Type

Table 27. Lake County Crashes (2018-2022) by Vehicle Type

| Vehicle Type  | Vehicles Involved in All Crashes | Vehicles Involved in K/A Crashes | % All Crashes | % of K/A Crashes |
|---------------|----------------------------------|----------------------------------|---------------|------------------|
| Sedan/Wagon   | 44,148                           | 1,222                            | 38%           | 37%              |
| Van/SUV       | 40,711                           | 1,062                            | 35%           | 33%              |
| Other         | 20,107                           | 491                              | 17%           | 15%              |
| Pickup/SUT    | 7,858                            | 218                              | 7%            | 7%               |
| Truck/Trailer | 2,560                            | 102                              | 2%            | 3%               |
| Motorcycle    | 462                              | 151                              | 0%            | 5%               |
| Bus           | 247                              | 4                                | 0%            | 0%               |
| Moped/Scooter | 23                               | 9                                | 0%            | 0%               |
| <b>Total</b>  | <b>116,116</b>                   | <b>3,259</b>                     | <b>100%</b>   | <b>100%</b>      |



## Safety Concerns Identified Through Engagement Efforts

A web-based platform was utilized to engage and collect feedback from the public. The community was given the opportunity to identify safety concerns on a “Safety Hotspots Map” and describe the nature of their safety concerns, as shown below in **Figure 59**. More than 1,100 location-based comments were provided through this platform by the public to identify transportation safety concerns in Lake County, which are summarized below in **Figure 60**.

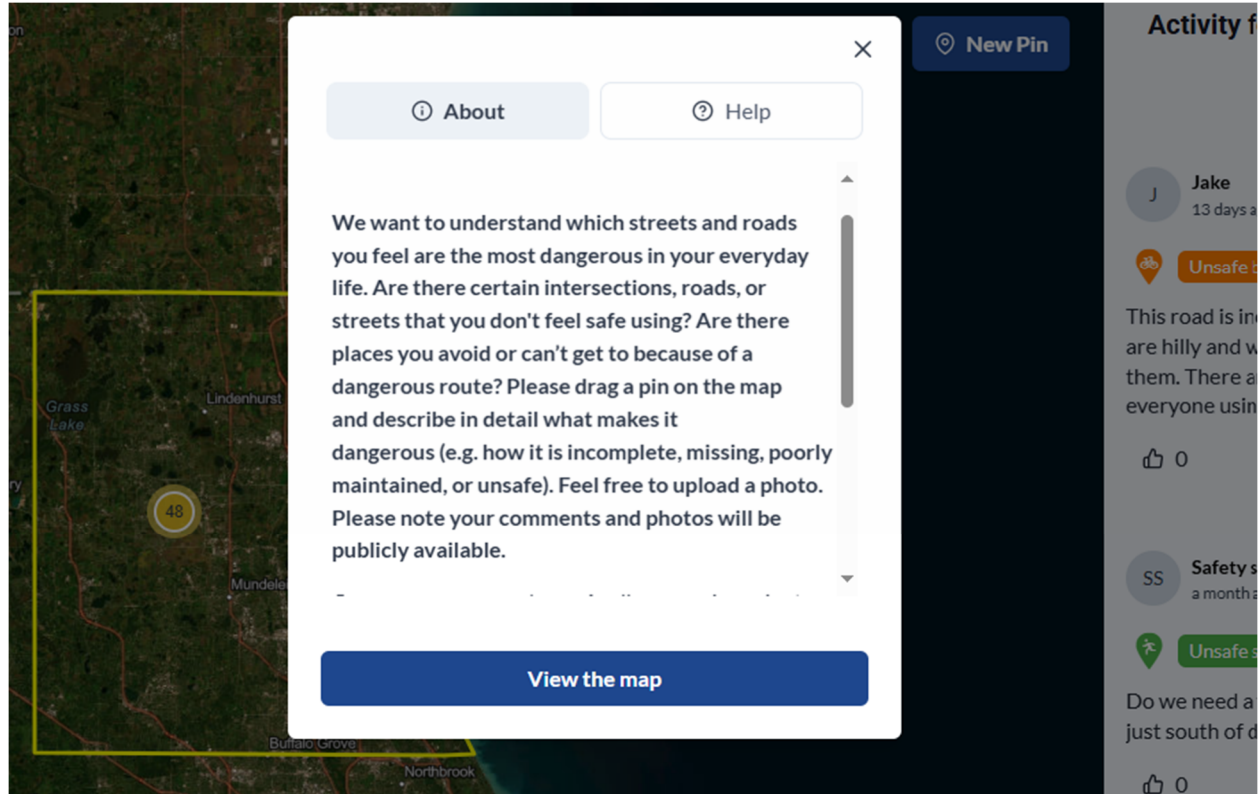


Figure 59: Safety Hotspots Map

Table 28. Safety Hotspot Map Comment Types

| Safety Concern Type           | Number of Comments |
|-------------------------------|--------------------|
| Unsafe intersection           | 735                |
| Unsafe sidewalks or crossings | 190                |
| Unsafe road                   | 128                |
| Unsafe bike path              | 28                 |
| Inaccessible location         | 11                 |
| Unsafe transit stop           | 4                  |
| Other                         | 50                 |
| <b>Total</b>                  | <b>1,146</b>       |



## Key Findings

- Fixed object, pedestrian, and front to front (i.e., head-on) crashes account for a disproportionately high percentage of fatal and serious crashes when compared to their percentage of total injury crashes, indicating these crashes are more likely to result in severe injury.
- Failing to yield right-of-way resulted in a disproportionately high number of injuries, indicating these types of crashes may be particularly dangerous.
- While all crashes are more likely to occur at an intersection, the discrepancy is especially pronounced for bicyclist crashes.

- Crashes that occur over the weekend are disproportionately likely to result in serious injuries or fatalities.
- Fatal and serious injury crashes occur at a higher rate on state and county routes compared to all crashes.
- Roadways with four to five lanes experience a disproportionately high number of fatal and serious injury crashes.
- Fatal and serious injury crashes occur at a higher rate on roadways with a posted speed limit of greater than 45 mph.
- Fatal and serious injury crashes are disproportionately likely to occur outside of daylight hours.
- Adverse weather is not disproportionately resulting in fatal and serious injury crashes.
- Over 50% of the fatal and serious injury crashes attributed to driving under the influence of alcohol or drugs occur between the hours of 7:00 p.m. to 11:00 p.m. and 2:00 a.m. to 4:00 a.m.
- Male drivers are more likely to be identified as the at-fault driver, particularly for fatal and serious injury crashes.
- Drivers over the age of 60 are more likely to suffer severe injury or death as a result of a crash.
- Excessive speeding crashes are disproportionately likely to result in serious injury or fatality when fewer vehicles are present on the road.
- Crashes involving truck/trailer vehicles and motorcycles disproportionately resulted in fatalities and serious injuries.
- The community has safety concerns primarily at intersections, sidewalks, and roads and the safety concerns involve traffic, turning, and intersections.

# High Injury Network

## Introduction

A High-Injury Network (HIN) can be broadly defined as a map of locations with the highest concentrations of traffic fatalities and serious injuries within a given roadway network or jurisdiction.

The Lake County HIN was developed with two specific goals in mind:

- 1) To identify a select portion of the roadway network exhibiting the highest degree of injury (in terms of both frequency and severity of injuries) to prioritize intervention.
- 2) To allow municipal and local partners to identify locations for improvements within their boundaries.

## Methodology

The High Injury Network (HIN) for Lake County was generated using a modified implementation of the “intersection split method” described in the CMAP Preliminary Regional SAP Framework.

The following sections describe the steps taken to define the Lake County HIN, including the definition of candidate corridors, the calculation of KSI counts (individuals killed or seriously injured) for each corridor (including allocation of intersection KSI counts to corridors), and finally the selection of thresholds for defining the HIN.

### Corridor Definition

A key step in generating the HIN is determining a practical segmentation of the roadway network that defines a set of candidate corridors that can be considered for inclusion in the HIN.

The SS4A roadway network data, prepared by CMAP and based on the IRIS (Illinois Roadway Information System) network, uniquely identifies each segment with a CMAP\_ID, which combines the IRIS INVENTORY identifier for the route with beginning and ending measures along the route (in miles) of each individual segment.

For the purposes of the HIN, a modified set of routes was defined by extracting the key route identifier from the full INVENTORY identifier (following the IRIS manual) and then breaking these key routes anywhere a gap of greater than 50 feet was present between any two adjacent segments.

Finally, HIN candidate corridors were created by aggregating segments (i.e., CMAP\_IDs) along each route until their combined length was at least 0.75 miles. Smaller length thresholds were considered, but they resulted in highly fragmented HINs containing many short corridors with only one (1) observed KSI. **Using the threshold of 0.75 miles resulted in an HIN in which approximately 79% of the included HIN corridors experienced at least three (3) KSIs from 2018 to 2022, and 99% experienced at least two (2) KSIs.**

Segments were combined starting at the beginning of the route (lowest beginning mile marker). For example, consider a route with three segments with lengths of 0.15, 0.65, and 0.95 miles. The first segment will be combined with the second segment, creating a corridor of 0.8 miles in length. The third segment will comprise a corridor of its own, as the segment is already above the 0.75-mile threshold. In a case in which the final segment does not meet the threshold on its own, it will be attached to the previous corridor. In other words, if the segment lengths in the example above were instead 0.15, 0.65, and 0.10, all three segments would be combined into a corridor of 0.9 miles.

In cases where a route's total length is less than the threshold, there is no possible aggregation of segments that would meet the threshold. These routes were excluded from consideration when defining the HIN. (The excluded routes accounted for approximately 4 of the total fatal and serious injuries in the study area.)

### **Intersection Crash Assignment**

KSI counts from intersection crashes were assigned to segments using a volume-weighted allocation, in which each intersecting segment was allocated a fraction of the KSI count proportional to the segment's AADT. This is a volume-adjusted modification of the "intersection split" method outlined in the CMAP Preliminary Regional SAP Framework. The volume adjustment ensures that the higher-volume road at an intersection is given proportionally more consideration than the lower-volume road. Without the volume adjustment, there is a risk of diluting the KSI density on major corridors that have high counts of KSIs at intersections with lower volume streets.

Crashes not identified by CMAP as being intersection-related were assigned to the nearest segment. The total KSI count for each segment is the sum of the mid-block KSI count and the volume-allocated intersection KSI count.

## **Results**

### **HIN Definition**

The algorithm developed for the Lake County HIN begins by first sorting the corridors in descending order by their KSI density (KSI per mile). Then two cumulative statistics are evaluated at each row: 1) a cumulative number of fatalities and serious injuries (cumulative KSI) and 2) a cumulative network coverage (cumulative miles of corridors).

With this data table, the HIN can be defined by setting any one of three decision parameters: 1) a KSI coverage parameter (the percentage of total KSI covered by the HIN); 2) a network coverage parameter (the percentage of total roadway miles covered by the HIN); and 3) a KSI linear density threshold (the KSI count per mile for each included corridor).

The project team opted to generate a two-tier HIN by setting two distinct linear density thresholds at 2.5 and 6.0 KSI per mile. The full HIN is defined by the 2.5 threshold and covers 66 percent of all KSI in the study area while consisting of just 7.49 percent of roadway miles. The threshold of 2.5 was selected to satisfy the minimum KSI and network coverages specified in the CMAP framework, which recommends covering a minimum of 60 percent of the total KSI



count and a minimum of 5% of roadway miles. The threshold of 6.0 was used to define a very high injury network (V-HIN) and was set with the goal of covering approximately one-half of the KSI count covered by the full HIN. The V-HIN covers approximately 35 percent of the total KSI count on just 2.42 percent of roadway miles. A map of the resulting networks (the HIN and V-HIN) is shown in **Figure 61**.

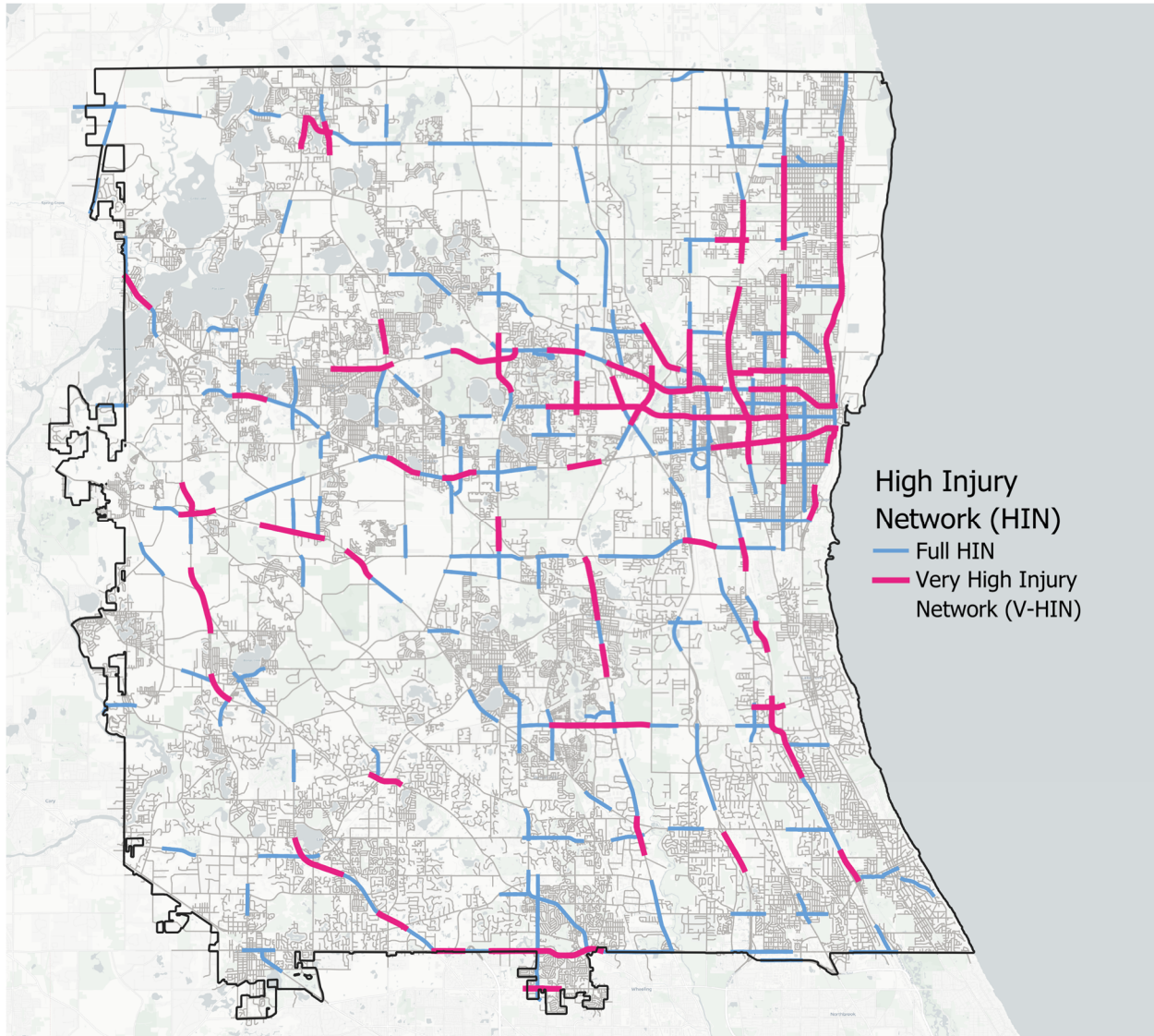
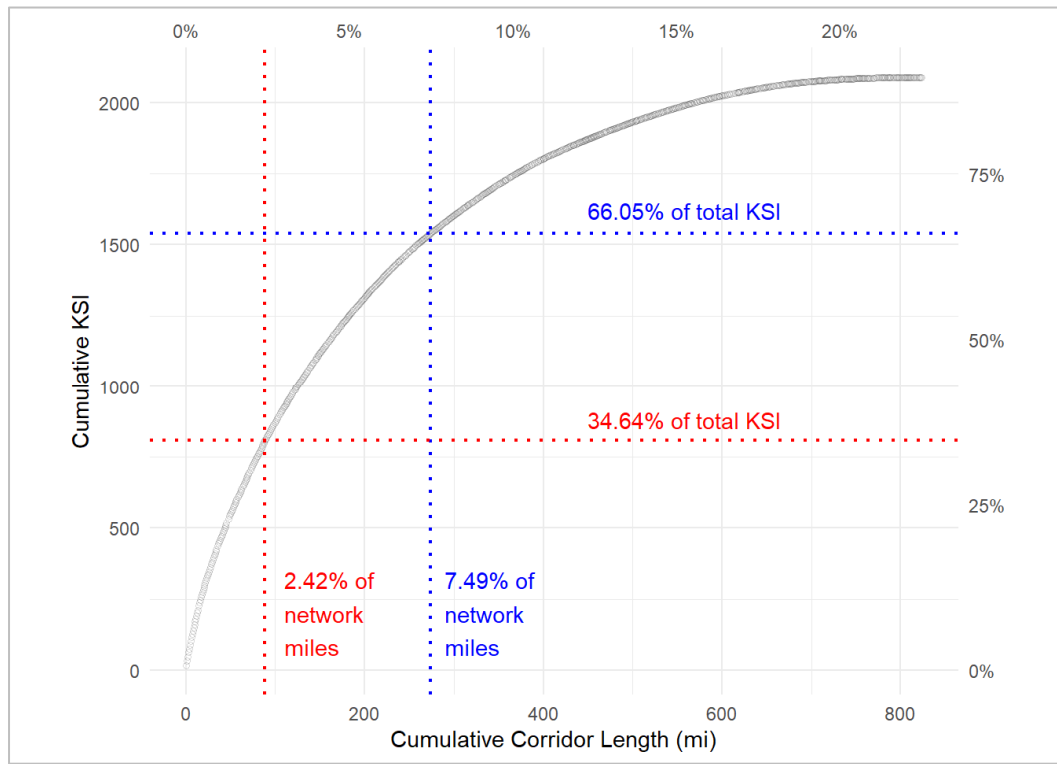


Figure 61. Map of Lake County High Injury Network (HIN) ([Interactive Map](#))

**Figure 62** illustrates the HIN algorithm and threshold selection. This "KSI curve" shows the cumulative network miles on the X-axis and the cumulative KSI count on the Y-axis. Any point on the curve would define a maximum KSI coverage for any given network coverage, but there are diminishing returns as you move to the right on the graph. In other words, the amount of network coverage required to accumulate an additional unit of KSI coverage is constantly

increasing. The crosshairs indicate the two points on the curve chosen for the Lake County HIN (blue) and V-HIN (red).



**Figure 62. KSI Curve for the Lake County HIN. Annotations in blue correspond to the full HIN, while annotations in red correspond to the very high injury network (V-HIN).**

# Systemic Safety Conditions

## Introduction

A systemic analysis of safety conditions looks at crash history on an aggregate basis to identify high-risk roadway characteristics. By cross referencing available roadway features, such as posted speed limits or number of lanes, relationships between contextual factors and crashes that result in frequent or severe injuries can be developed. A review of systemic safety conditions allows for the evaluation of risks across an entire roadway system and can predict locations where crashes are more likely to occur before the crash history is observed. By identifying key roadway profiles and characteristics that have resulted in serious and injury crashes, the systemic analysis can be used to develop a proactive approach to roadway safety by focusing safety efforts at locations that may pose a safety threat but have not yet experienced many crashes.

## Methodology and Data Sources

The following data sources were identified and used to develop the systemic analysis:

- The CMAP-provided SS4A Crash File (based on 2018-2022 crash data from IDOT) was used to locate crashes that occurred within the Lake County Safety Action Plan study area, coinciding with the crashes that were used in the development of the county-wide High Injury Network.
- Crashes were geo-located and assigned to the nearest roadway segment or intersection. Crashes that occurred at intersections were additionally assigned to a segment corresponding with one leg of the intersection, proportionally to the AADT of each leg.
- The IDOT inventory of segments and intersections was obtained from the Illinois Roadway Information System (IRIS) as of March 5, 2023, and pre-processed by CMAP, including assigning additional AADT data from Replica to each segment.

The development of the systemic safety conditions analysis was conducted according to the following steps, described in detail in the section below.

Step 1 – Select Focus Crash Types

Step 2 – Select Focus Facilities

Step 3 – Identify and Evaluate Risk Factors

Step 4 – Identify Network Elements to Analyze

The purpose of the systemic analysis is to identify risk factors to screen candidate locations for which countermeasures and safety improvement projects can be selected and prioritized. The systemic analysis described herein is intended to be used to inform the following analysis that will occur in subsequent stages of this study:

Step 5 – Conduct Risk Assessment

Step 6 – Prioritize Focus Facility Elements



**Step 1: Selecting Focus Crash Types**

The systemic analysis was completed with a focus on a subset of all available crash data comprised of fatal and serious injury (K+A) crashes only. The analysis of fatal and serious injury (K+A) crashes provides a more detailed focus on the most severe crashes and was compared against all crashes to identify characteristics that may be overrepresented by fatal and serious injuries in the screening process.

An analysis was conducted to identify which of the emphasis areas may be disproportionately present in K+A crashes in Lake County by comparing the prevalence of K+A crashes relative to the total number of crashes in Lake County and to the total number of crashes in the six-county-region in northeastern Illinois of Cook County, DuPage County, Kane County, Lake County, McHenry County, and Will County.

**Step 2: Selecting Focus Facilities**

Once the focus crash types were identified, a crash tree diagram was created based on the subset of K+A crashes for each of the focus crash types. The analysis aggregated the crashes based on site characteristics such as area classification (urban or rural), location types (segment or intersection), number of lanes, and posted speed limit. The most prevalent characteristics were used to identify facility characteristics for an appropriate focus facility.

**Step 3: Identifying and Evaluating Risk Factors**

Once a focus facility was identified for the focus crash type, risk factors for the facility were identified and evaluated. The preliminary list of risk factors was identified based on the overall county-wide crash analysis and published CMFs and refined to select the characteristics for evaluation. Each risk factor was evaluated based on applicability and data availability.

**Step 4: Identifying Network Elements to Analyze**

Following identification of appropriate risk factors, the inventory of roads and intersections will be able to be screened to develop a prioritized list of potential locations on the roadway system that could benefit from safety improvement projects and selecting countermeasure to implement at these locations. Performing the screening and prioritization of projects will be continued during the development of the safety action plan.

## Analysis

### Step 1: Selecting Focus Crash Types

To align with CMAP, IDOT, and Lake County's priorities, the focus crash type analysis was performed by comparing available crash data for 16 emphasis areas for which crashes have been assigned of the 19 emphasis areas identified by CMAP. The emphasis areas are listed in **Table 29**, with a comparison of the share of emphasis area K+A crashes relative to all K+A crashes. The sum of emphasis area crash counts is greater than the total number of crashes because multiple emphasis areas can be assigned to each crash. Emphasis areas with a higher variance indicate the emphasis area was present in a larger portion of the K+A crashes in Lake County than in the six-county region. **Figure 63** shows the proportion of fatal and serious injury crashes by emphasis area for Lake County and the region.

**Table 29. Lake County and Regional Emphasis Area Fatal and Serious Injury Crash Summary by Proportion of All K+A Crashes**

|                                    | Emphasis Area K+A Crashes |               | Emphasis Area Share of All K+A Crashes |          | Variance |
|------------------------------------|---------------------------|---------------|----------------------------------------|----------|----------|
|                                    | County                    | Regional      | County                                 | Regional |          |
| Speeding and Aggressive Driving    | 804                       | 9,334         | 42.8%                                  | 36.5%    | 6.2%     |
| Impaired Driving                   | 433                       | 4,048         | 23.0%                                  | 15.9%    | 7.2%     |
| Distracted Driving                 | 235                       | 9,186         | 12.5%                                  | 36.0%    | -23.5%   |
| Unrestrained Occupants             | 353                       | 5,159         | 18.8%                                  | 20.2%    | -1.4%    |
| Pedestrian Safety                  | 176                       | 4,340         | 9.4%                                   | 17.0%    | -7.6%    |
| Bicyclist Safety                   | 74                        | 1,344         | 3.9%                                   | 5.3%     | -1.3%    |
| Motorcyclists                      | 209                       | 2,196         | 11.1%                                  | 8.6%     | 2.5%     |
| Heavy Vehicles                     | 121                       | 1,753         | 6.4%                                   | 6.9%     | -0.4%    |
| Older Drivers                      | 381                       | 3,802         | 20.3%                                  | 14.9%    | 5.4%     |
| Younger Drivers                    | 322                       | 3,404         | 17.1%                                  | 13.3%    | 3.8%     |
| Roadway Departures                 | 453                       | 4,728         | 24.1%                                  | 18.5%    | 5.6%     |
| Intersections                      | 850                       | 11,037        | 45.2%                                  | 43.2%    | 2.0%     |
| Railroad Crossings                 | 5                         | 61            | 0.3%                                   | 0.2%     | 0.0%     |
| Work Zones                         | 54                        | 451           | 2.9%                                   | 1.8%     | 1.1%     |
| Animal-Involved Crashes            | 25                        | 231           | 1.3%                                   | 0.9%     | 0.4%     |
| Wrong-Way Driving                  | 92                        | 1,005         | 4.9%                                   | 3.9%     | 1.0%     |
| <b>Sum of Emphasis Area Counts</b> | <b>4,587</b>              | <b>62,079</b> |                                        |          |          |
| <b>All K+A Crashes</b>             | <b>1,880</b>              | <b>25,539</b> |                                        |          |          |

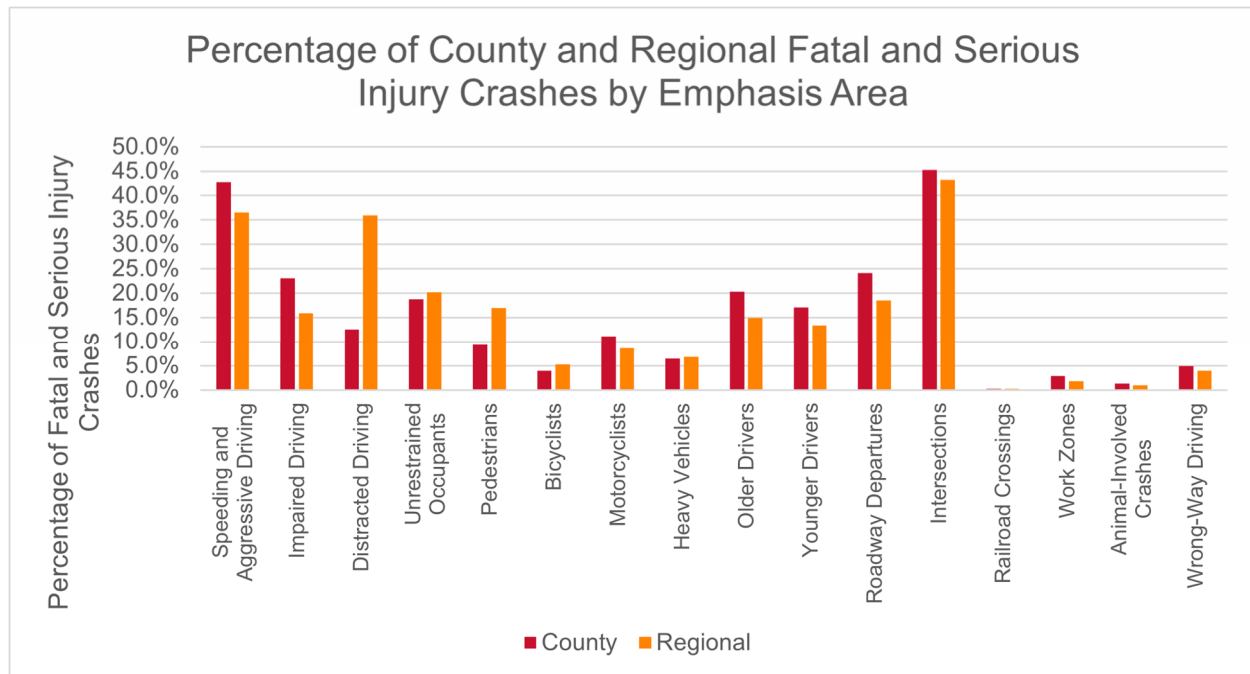


Figure 63. Percentage of County and Regional Fatal and Serious Injury Crashes by Emphasis Area

The emphasis areas are also listed in **Table 30** with a comparison of the share of emphasis area K+A crashes relative to the emphasis area total crashes. Emphasis areas with a higher variance indicate the emphasis area resulted in K+A crashes more frequently in Lake County than in the six-county region. **Figure 64** shows which emphasis areas have the highest K+A crash percentage as a proportion of total crashes.

Table 30. Lake County and Regional Emphasis Area Fatal and Serious Injury Crash as Proportion of Total Crashes

| Emphasis Area                      | Emphasis Area Total Crashes |                  | Emphasis Area K+A Crashes |               | Emphasis Area K+A Crashes Share of Emphasis Area Total Crashes |        |          |
|------------------------------------|-----------------------------|------------------|---------------------------|---------------|----------------------------------------------------------------|--------|----------|
|                                    | County                      | Region           | County                    | Region        | County                                                         | Region | Variance |
| Speeding and Aggressive Driving    | 34,195                      | 420,688          | 804                       | 9,334         | 2.4%                                                           | 2.2%   | 0.1%     |
| Impaired Driving                   | 4,097                       | 43,858           | 433                       | 4,048         | 10.6%                                                          | 9.2%   | 1.3%     |
| Distracted Driving                 | 6,159                       | 321,167          | 235                       | 9,186         | 3.8%                                                           | 2.9%   | 1.0%     |
| Unrestrained Occupants             | 2,842                       | 56,533           | 353                       | 5,159         | 12.4%                                                          | 9.1%   | 3.3%     |
| Pedestrian Safety                  | 564                         | 17,904           | 176                       | 4,340         | 31.2%                                                          | 24.2%  | 7.0%     |
| Bicyclist Safety                   | 460                         | 10,111           | 74                        | 1,344         | 16.1%                                                          | 13.3%  | 2.8%     |
| Motorcyclists                      | 649                         | 8,243            | 209                       | 2,196         | 32.2%                                                          | 26.6%  | 5.6%     |
| Heavy Vehicles                     | 3,618                       | 83,659           | 121                       | 1,753         | 3.3%                                                           | 2.1%   | 1.2%     |
| Older Drivers                      | 11,179                      | 139,642          | 381                       | 3,802         | 3.4%                                                           | 2.7%   | 0.7%     |
| Younger Drivers                    | 12,774                      | 144,021          | 322                       | 3,404         | 2.5%                                                           | 2.4%   | 0.2%     |
| Roadway Departures                 | 6,823                       | 92,357           | 453                       | 4,728         | 6.6%                                                           | 5.1%   | 1.5%     |
| Intersections                      | 30,380                      | 351,564          | 850                       | 11,037        | 2.8%                                                           | 3.1%   | -0.3%    |
| Railroad Crossings                 | 171                         | 1,237            | 5                         | 61            | 2.9%                                                           | 4.9%   | -2.0%    |
| Work Zones                         | 1,853                       | 24,795           | 54                        | 451           | 2.9%                                                           | 1.8%   | 1.1%     |
| Animal-Involved Crashes            | 2,170                       | 17,193           | 25                        | 231           | 1.2%                                                           | 1.3%   | -0.2%    |
| Wrong-Way Driving                  | 788                         | 12,015           | 92                        | 1,005         | 11.7%                                                          | 8.4%   | 3.3%     |
| <b>Sum of Emphasis Area Counts</b> | <b>118,722</b>              | <b>1,744,987</b> | <b>4,587</b>              | <b>62,079</b> |                                                                |        |          |
| <b>All Crashes</b>                 | <b>65,504</b>               | <b>1,058,747</b> | <b>1,880</b>              | <b>25,539</b> |                                                                |        |          |

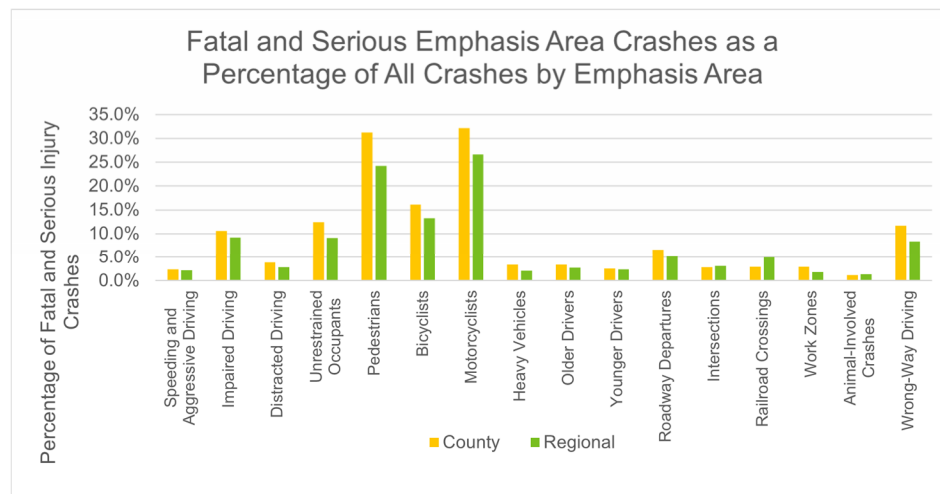


Figure 64. Proportion of Crashes that are Fatal or Serious Injury by Emphasis Area

Emphasis areas with greater variance to the regional prevalence, with greater quantity of K+A crashes, and with greater share of crashes resulting in fatalities and serious injuries should be considered for further analysis. A summary of the prioritization criteria is shown in **Table 31** along with the emphasis areas selected for further analysis.

**Table 31. Emphasis Area Prioritization**

| Emphasis Area                   | Emphasis Area K+A Crashes Lake County | Emphasis Area K+A Crashes Share of Emphasis Area Total Crashes Lake County | Emphasis Area K+A Crashes Share of All K+A Crashes Variance | Emphasis Area K+A Crashes Share of Emphasis Area Total Crashes Variance |
|---------------------------------|---------------------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------------------|
| Speeding and Aggressive Driving | 804                                   | 2.4%                                                                       | 6.2%                                                        | 0.1%                                                                    |
| Impaired Driving                | 433                                   | 10.6%                                                                      | 7.2%                                                        | 1.3%                                                                    |
| Distracted Driving              | 235                                   | 3.8%                                                                       | -23.5%                                                      | 1.0%                                                                    |
| Unrestrained Occupants          | 353                                   | 12.4%                                                                      | -1.4%                                                       | 3.3%                                                                    |
| Pedestrian Safety               | 176                                   | 31.2%                                                                      | -7.6%                                                       | 7.0%                                                                    |
| Bicyclist Safety                | 74                                    | 16.1%                                                                      | -1.3%                                                       | 2.8%                                                                    |
| Motorcyclists                   | 209                                   | 32.2%                                                                      | 2.5%                                                        | 5.6%                                                                    |
| Heavy Vehicles                  | 121                                   | 3.3%                                                                       | -0.4%                                                       | 1.2%                                                                    |
| Older Drivers                   | 381                                   | 3.4%                                                                       | 5.4%                                                        | 0.7%                                                                    |
| Younger Drivers                 | 322                                   | 2.5%                                                                       | 3.8%                                                        | 0.2%                                                                    |
| Roadway Departures              | 453                                   | 6.6%                                                                       | 5.6%                                                        | 1.5%                                                                    |
| Intersections                   | 850                                   | 2.8%                                                                       | 2.0%                                                        | -0.3%                                                                   |
| Railroad Crossings              | 5                                     | 2.9%                                                                       | 0.0%                                                        | -2.0%                                                                   |
| Work Zones                      | 54                                    | 2.9%                                                                       | 1.1%                                                        | 1.1%                                                                    |
| Animal-Involved Crashes         | 25                                    | 1.2%                                                                       | 0.4%                                                        | -0.2%                                                                   |
| Wrong-Way Driving               | 92                                    | 11.7%                                                                      | 1.0%                                                        | 3.3%                                                                    |

As a result of the above analysis, the focus emphasis areas selected are Speeding and Aggressive Driving, Impaired Driving, Roadway Departures, and Intersection crashes (highlighted in table above). Those emphasis areas were present in many fatal and serious injury crashes, more often resulted in fatalities and serious injuries, and were more prevalent in Lake County than in the six-county area. Additional coordination with the Lake County Division of Transportation, the Study Steering Committee, and the community at large will inform whether other emphasis areas should be considered for further investigation.

For the four selected emphasis areas, the number of K+A crashes that occurred were tallied for each crash type to determine which crash types are most frequently associated with the selected emphasis areas. The results are summarized in

Table 32.

Table 32. Crash Type Prioritization

| Crash Type                   | K+A Crashes by Emphasis Area |                  |              |                   | Total |
|------------------------------|------------------------------|------------------|--------------|-------------------|-------|
|                              | Speeding                     | Impaired Driving | Intersection | Roadway Departure |       |
| Fixed Object                 | 165                          | 156              | 50           | 327               | 698   |
| Turning                      | 111                          | 33               | 377          | 0                 | 521   |
| Front to Rear                | 266                          | 66               | 129          | 0                 | 461   |
| Angle                        | 71                           | 32               | 160          | 0                 | 263   |
| Front to Front               | 34                           | 49               | 13           | 117               | 213   |
| Pedestrian or Pedalcyclist   | 47                           | 27               | 89           | 0                 | 163   |
| Overtaken                    | 31                           | 15               | 9            | 56                | 111   |
| Sideswipe Opposite Direction | 7                            | 12               | 8            | 28                | 55    |
| Parked Motor Vehicle         | 28                           | 17               | 1            | 0                 | 46    |
| Sideswipe Same Direction     | 23                           | 10               | 6            | 0                 | 39    |
| Other Non-Collision          | 11                           | 7                | 4            | 0                 | 22    |
| Other Object                 | 10                           | 8                | 3            | 0                 | 21    |
| Train                        | 0                            | 1                | 1            | 0                 | 2     |
| Animal                       | 0                            | 0                | 0            | 0                 | 0     |

The crash types most prevalent for the selected emphasis areas are Fixed Object, Turning, Front to Rear, Angle, Front to Front, and Pedestrian/Pedalcyclist. These crash types were also found to be consistent with safety concerns expressed by the community and as such they will be carried forward as the focus crash types for further evaluation.

## Step 2: Selecting Focus Facilities

A tiered analysis was performed utilizing crash tree diagrams to identify road network facility types where fatal and serious injury crashes, including focus crash types, are occurring most often.

The following criteria were used to create crash tree diagrams to identify focus facility types and the crash types that are most common at these facility types.

- Area classification (urban, rural)
- Intersection or segment
- Number of lanes
- Presence of median
- Intersection control type (signalized, stop-controlled, other) (intersections only)

Focus crash types and other high-occurrence crash types were summarized for each facility type. Some crash types were grouped if they shared certain similarities. For instance, turning and angle crashes were grouped together as “Angle” as those crashes typically occur at intersections or driveways. Pedestrian and bicyclist crashes were grouped together as they both involve non-motorists.

The crash tree diagrams are shown in **Figure 65, Figure 66, Figure 67, and Figure 68.**

Legend

# (X%) Total Crashes

# (X%) Severe Crashes

Lake County Urban Segments

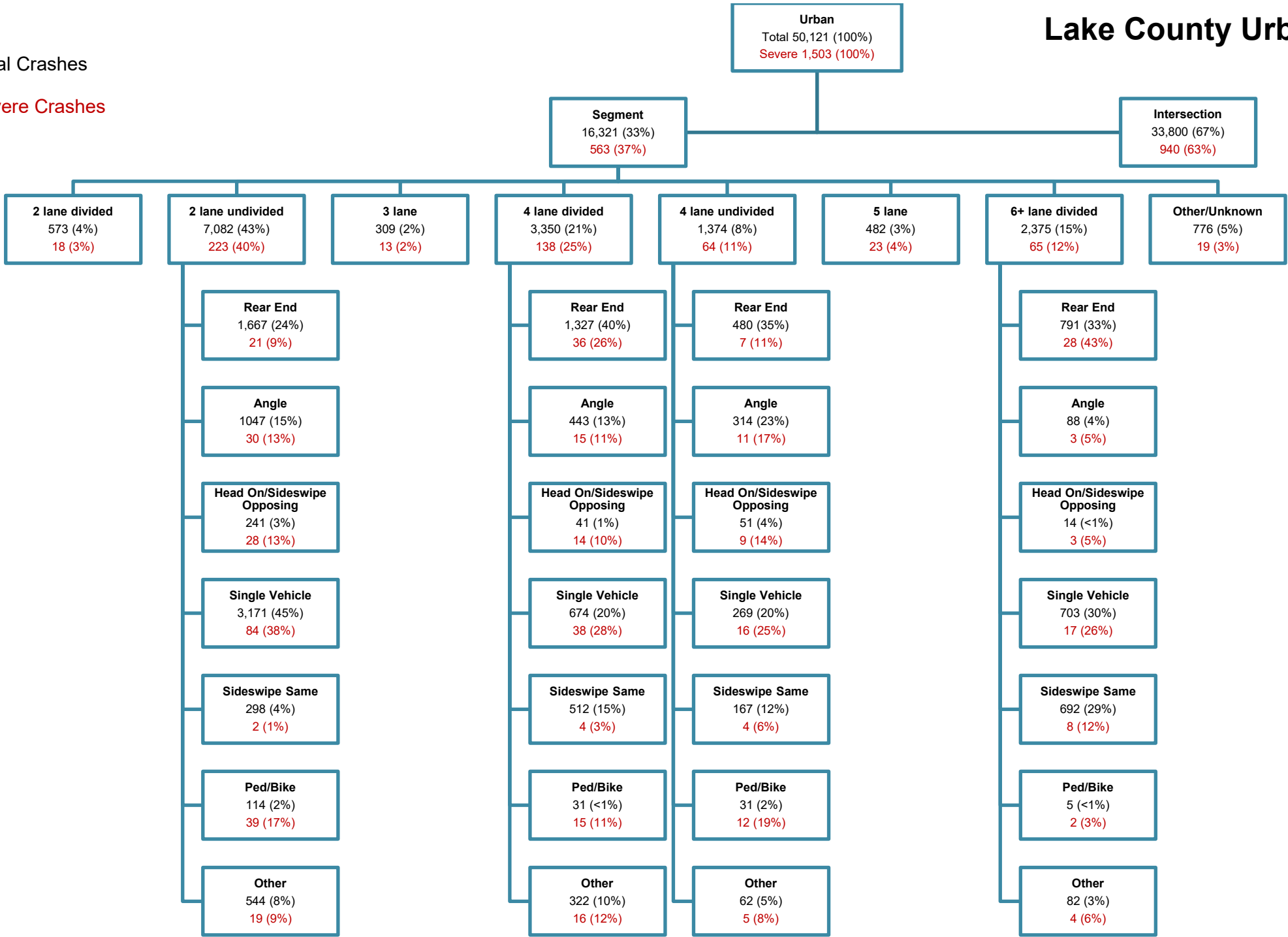


Figure 65. Crash Tree Diagram for Urban Segments



Legend

# (X%) Total Crashes

# (X%) Severe Crashes

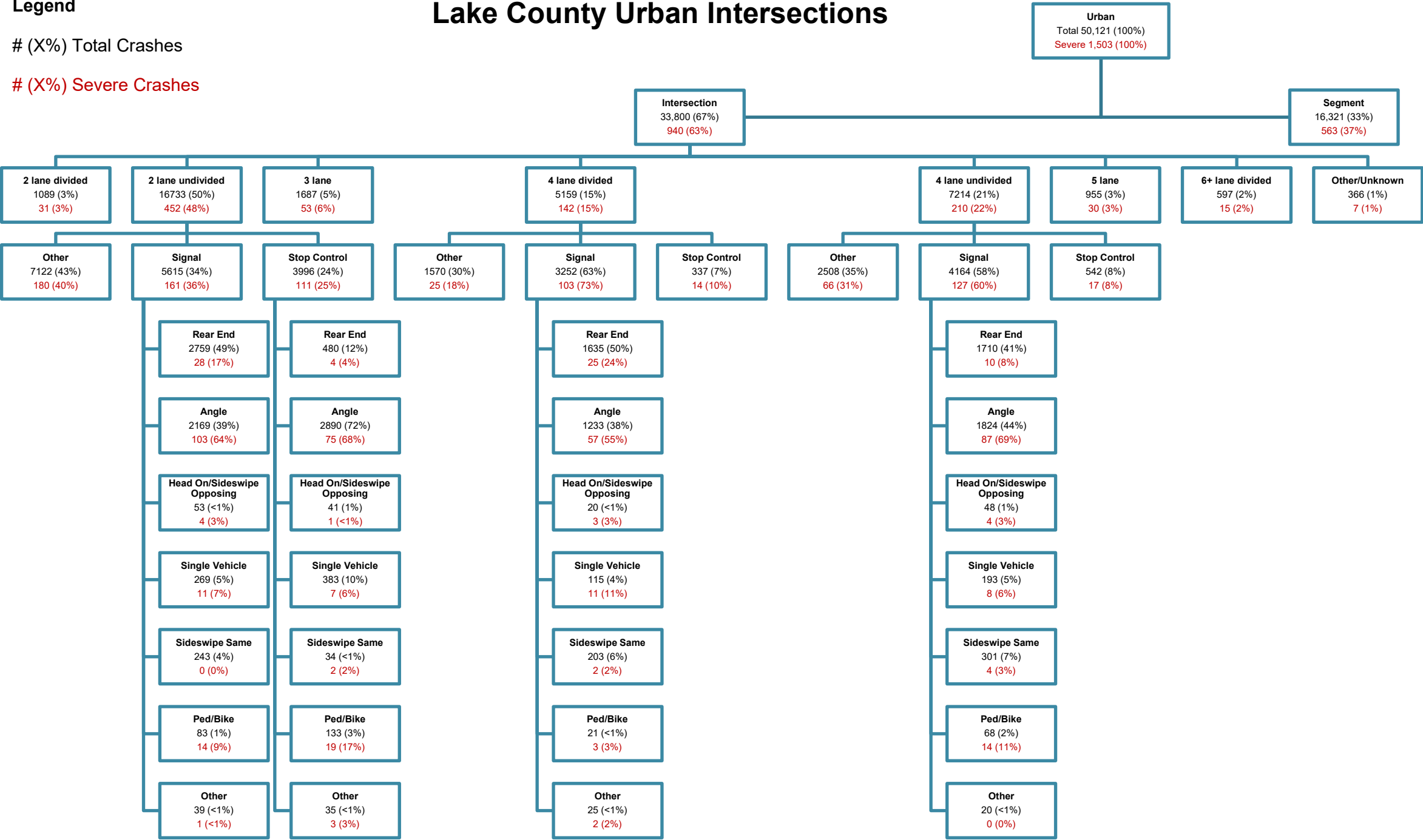


Figure 66. Crash Tree Diagram for Urban Intersections

Legend

# (X%) Total Crashes

# (X%) Severe Crashes

Lake County Rural Segments

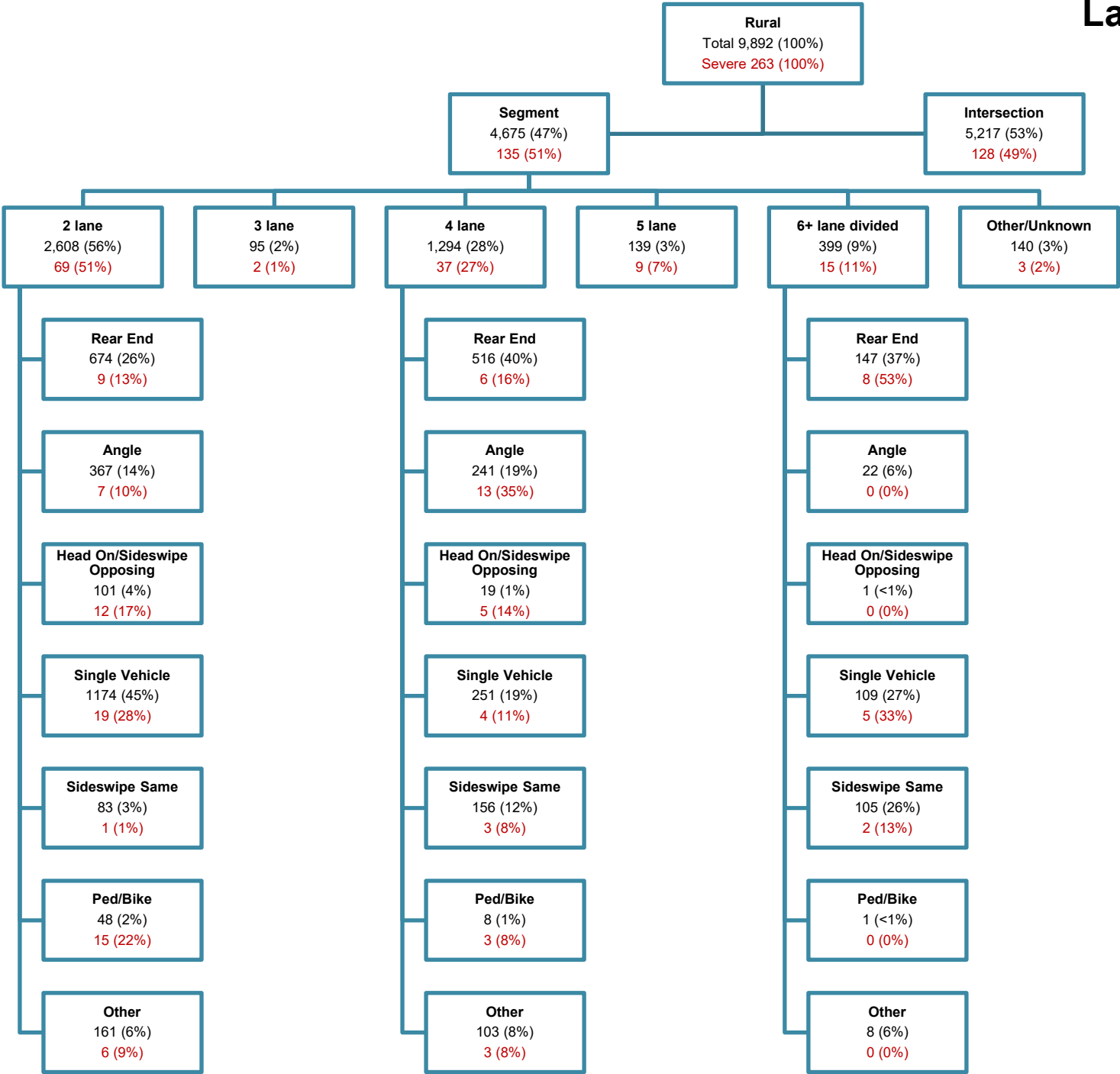


Figure 67. Crash Tree Diagram for Rural Segments

Legend

# (X%) Total Crashes

# (X%) Severe Crashes

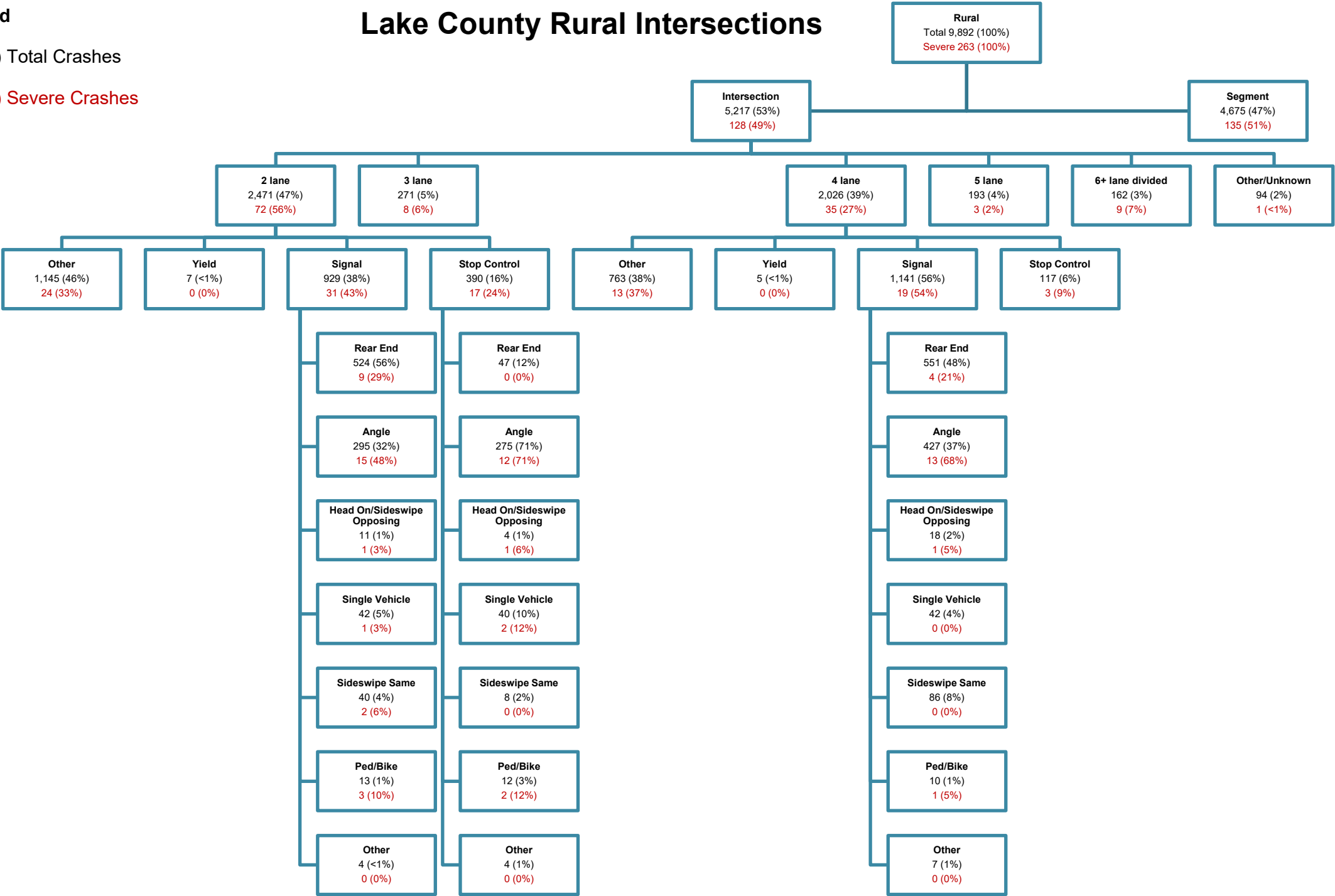


Figure 68. Crash Tree Diagram for Rural Intersections

Evaluating the crash tree diagrams for locations with the highest frequency of severe crashes and focus crash types yields the following focus facility types, listed in no order:

- Urban 2-lane undivided segments
- Urban 4-lane divided segments
- Urban 4-lane undivided segments
- Urban 2-lane undivided intersections (signalized and stop control combined)
- Urban 4-lane intersections (divided and undivided combined)
- Rural 2-lane segments
- Rural 4-lane segments
- Rural 2-lane intersections (signalized and stop control combined)
- Rural 4-lane signalized intersections

### **Step 3: Selecting and Evaluating Risk Factors**

The next step adds an additional level of systemic screening by determining common characteristics for locations where severe crashes occurred. This is done by determining the risk factors which indicate greater potential for severe crashes, including focus type crashes, to occur.

Characteristics with the potential to be risk factors were summarized based on the availability of data, including:

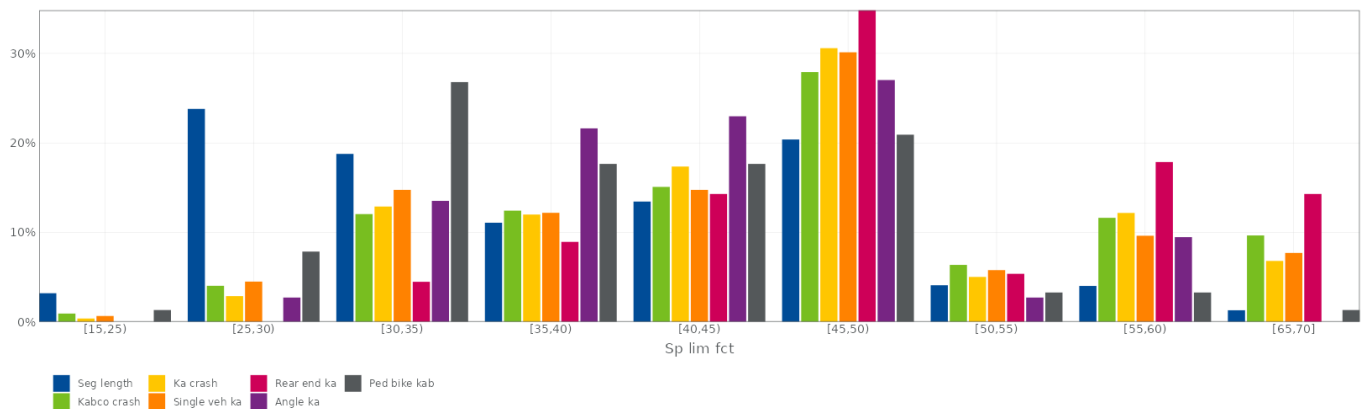
- Annual average daily traffic (AADT)
- Speed limit
- Number of lanes
- Lane width
- Shoulder type and width
- Median type and width
- Presence of parking
- Presence of turn lanes
- Access control

Some common characteristics associated with high risk, such as skewed intersections, road curvature, right turn on red allowed, left turn signal phasing, negative turn lane offset, presence of sidewalk, and automated speed enforcement, did not have the necessary data available to be reviewed as a risk factor for this project.

A risk factor analysis was performed using descriptive statistics to determine which road characteristics are overrepresented by total severe crashes and/or severe focus crash types. The overrepresentation was determined if the proportion of crashes on roads with a specific characteristic exceeded the proportion of locations of those same roads. The risks associated with severe pedestrian and bicycle crashes are typically different than the risks for vehicle-only crashes. As such, a separate set of risks were analyzed for pedestrian and bicycle crashes on urban roads.

**Figure 69** shows an example bar chart where the proportion of crashes (represented by the green, yellow, orange, red, purple, and gray bars) are compared to the proportion of locations (represented by the blue bars at the left of each grouping) for different speed limits on urban road segments. Segments with a speed limit of 45 mph or greater make up about 30 percent of the network but account for 55 percent of severe crashes, total crashes, and single vehicle crashes; 40 percent of angle crashes; and 70 percent of rear end crashes.

Therefore, speed limits of 45 mph or greater were selected as a risk factor for vehicle crashes on urban segments. A speed limit between 30-40 mph was selected as a risk factor for pedestrian/bicyclist crashes since the proportion of segment length (45 percent) is overrepresented by the proportion of pedestrian/bicyclist crashes (60 percent).



**Figure 69. Example Risk Factor Bar Chart for Speed Limits on Urban Segments**

The risk factor analysis was organized into six facility type groups, with each group getting its own set of risk factors.

- Urban segments (vehicle crashes)
- Urban segments (ped/bike crashes)
- Urban intersections (vehicle crashes)
- Urban intersections (ped/bike crashes)
- Rural segments
- Rural intersections

Each facility type group had five or six risk factors identified through the descriptive statistics process. A summary of risk factors are summarized in **Table 33, Table 34, Table 35, and Table 36.**

Table 33. Urban Segment Risk Factors

| Urban Segment Characteristic  | Vehicle Risk Factor                 | Ped/Bike Risk Factor                |
|-------------------------------|-------------------------------------|-------------------------------------|
| <b>Volume</b>                 | Greater than 2,500 vehicles per day | Greater than 2,500 vehicles per day |
| <b>Speed Limit</b>            | 45 mph or greater                   | 30-40 mph                           |
| <b>Outside Shoulder Width</b> | 4 ft or greater                     | -                                   |
| <b>Lane Width</b>             | 12 ft                               | 12 ft                               |
| <b>Number of Lanes</b>        | 4 or more lanes                     | 4 lanes                             |
| <b>Parking</b>                | No parking allowed                  | No parking allowed                  |

Table 34. Urban Intersection Risk Factors

| Urban Intersection Characteristic | Vehicle Risk Factor                                                                                             | Ped/Bike Risk Factor                                                                                          |
|-----------------------------------|-----------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| <b>Control Type</b>               | Signalized                                                                                                      | Signalized                                                                                                    |
| <b>Number of Legs</b>             | 4-Legged                                                                                                        | 4-Legged                                                                                                      |
| <b>Volume</b>                     | Daily entering traffic of 7,500 vehicles per day or greater<br>OR<br>AADT cross product of 2,000,000 or greater | Daily entering traffic of 2,500 vehicles per day or greater<br>OR<br>AADT cross product of 400,000 or greater |
| <b>Speed Limit</b>                | Major road speed limit of 40 mph or greater<br>OR<br>Minor road speed limit of 35 mph or greater                | Major road speed limit of 30-35 mph<br>OR<br>Minor road speed limit of 30-35 mph                              |
| <b>Parking Any Legs</b>           | No parking allowed on any leg                                                                                   | No parking allowed on any leg                                                                                 |
| <b>Major Lanes Count</b>          | 4 or more lanes                                                                                                 | 4 or more lanes                                                                                               |

Table 35. Rural Segment Risk Factors

| Rural Segment Characteristic  | Vehicle Risk Factor                  |
|-------------------------------|--------------------------------------|
| <b>AADT</b>                   | Greater than 10,000 vehicles per day |
| <b>Speed Limit</b>            | 50 mph or greater                    |
| <b>Outside Shoulder Width</b> | 6 ft or greater                      |
| <b>Lane Width</b>             | 12 ft                                |
| <b>Number of Lanes</b>        | 4 or more lanes                      |

Table 36. Rural Intersection Risk Factors

| Rural Intersection Characteristic | Vehicle Risk Factor                                                                                              |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------|
| <b>Control Type</b>               | Signalized                                                                                                       |
| <b>Number of Legs</b>             | 4 Legged                                                                                                         |
| <b>Volumes</b>                    | Daily entering traffic of 7,500 vehicles per day or greater<br>OR<br>AADT cross product of 10,000,000 or greater |
| <b>Speed Limit</b>                | Major road speed limit of 50 mph or greater<br>OR<br>Minor road speed limit of 50 mph or greater                 |
| <b>Parking Any Legs</b>           | No parking allowed on any leg                                                                                    |
| <b>Major Lanes Count</b>          | 4 or more lanes                                                                                                  |

**Step 4: Identifying Network Elements to Analyze**

Risk scores for every segment and intersection were calculated based on the facility type and number of risk factors present. Each risk factor was weighted equally, adding one point to the total. Locations with the highest risk scores will be prioritized for safety project recommendations. **Figure 70, Figure 71, Figure 72, Figure 73, Figure 74, and Figure 75** show the risk scores for all segment and intersections within the Lake County network.

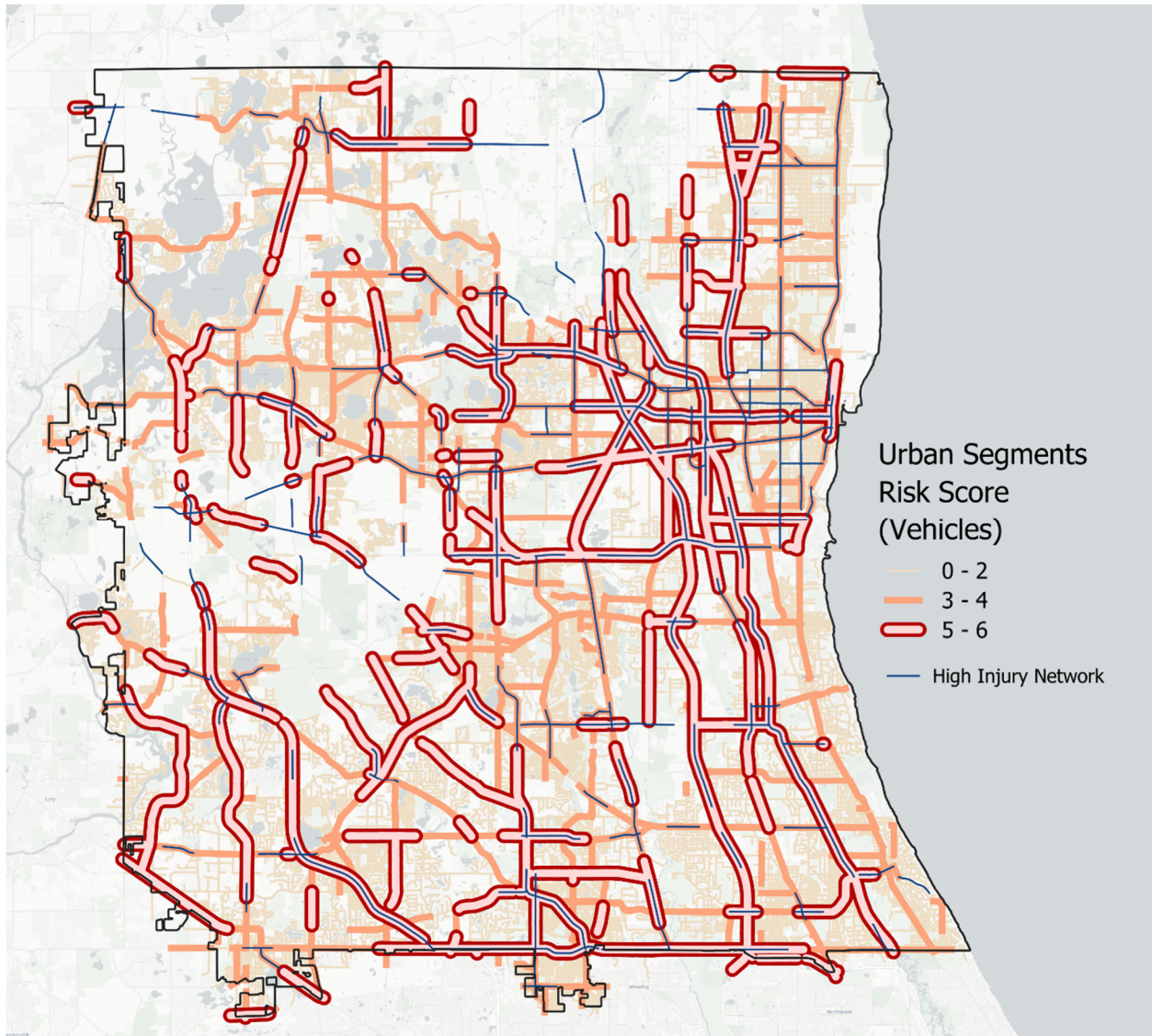


Figure 70. Urban Segment Risk Scores Map



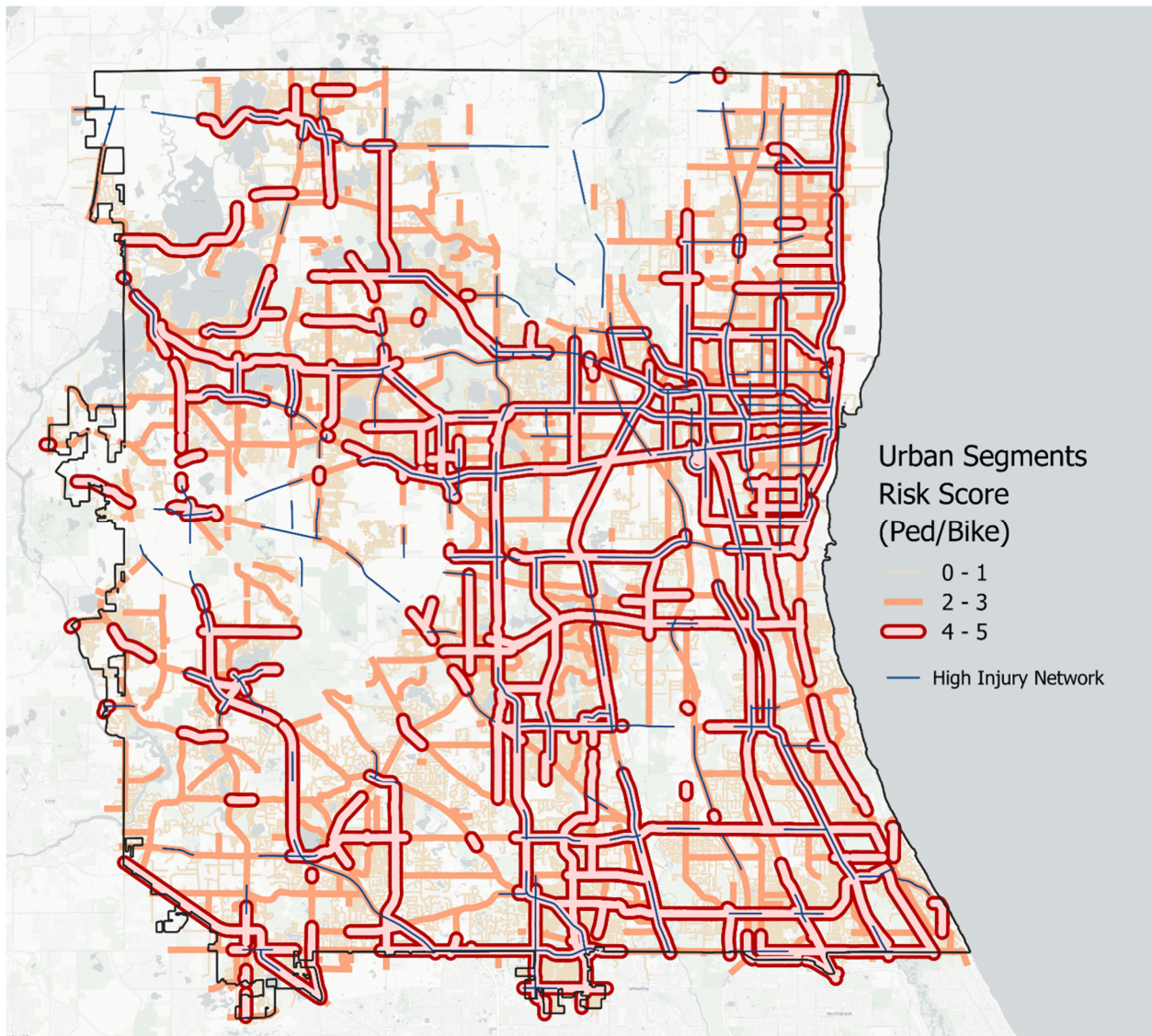


Figure 71. Urban Segment Ped/Bike Risk Scores Map

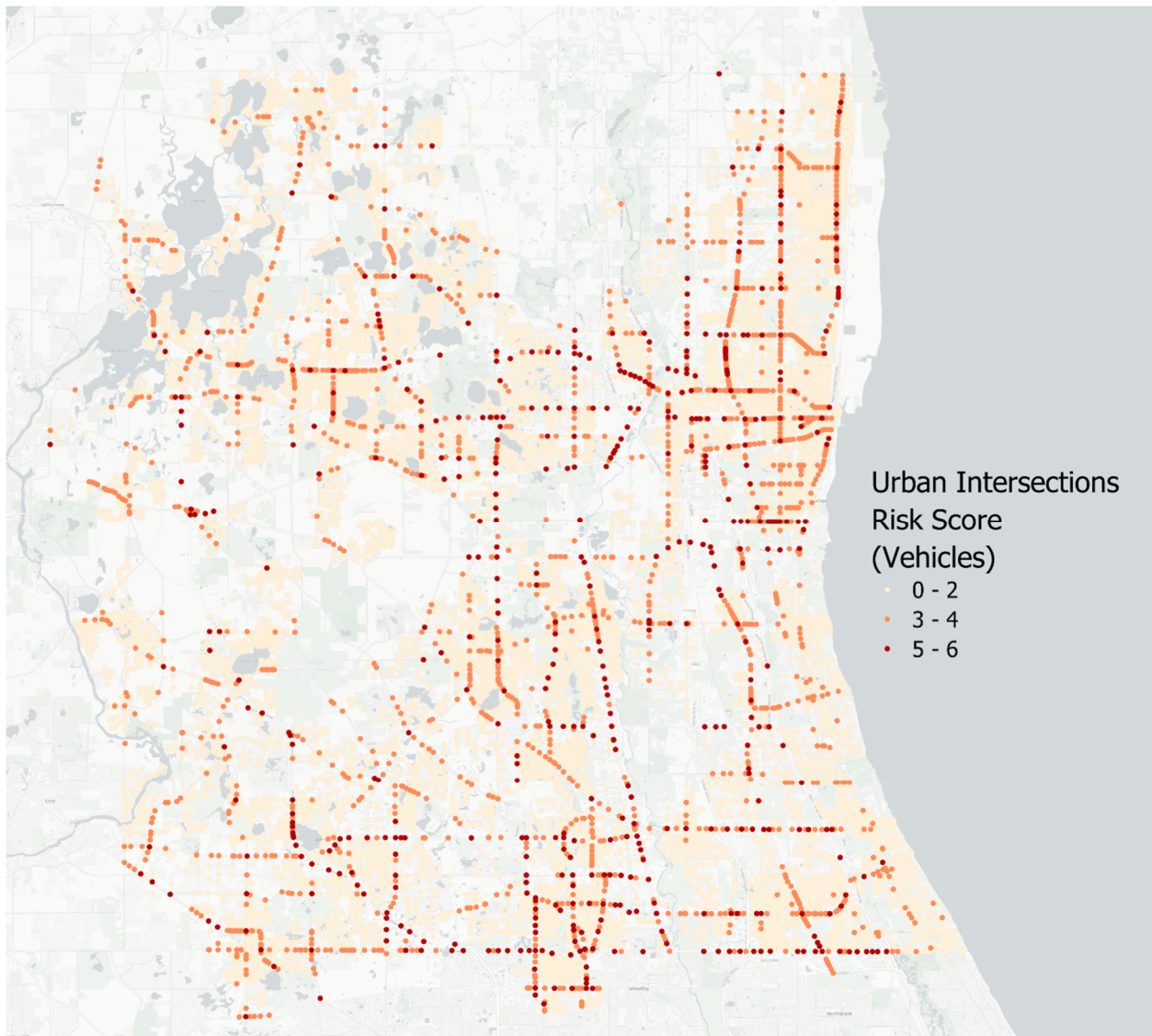


Figure 72. Urban Intersection Risk Scores Map

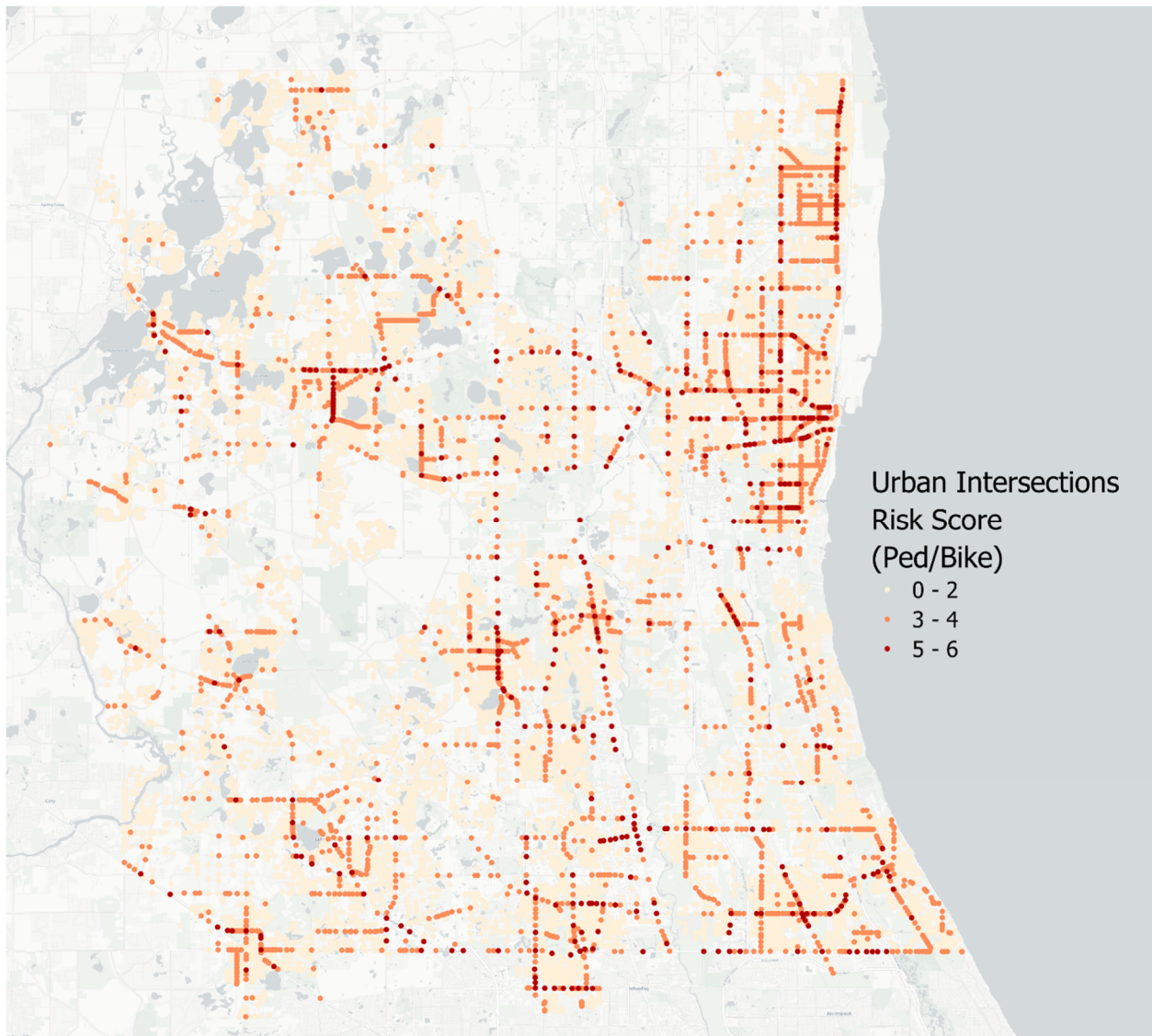


Figure 73. Urban Intersection Ped/Bike Risk Scores Map



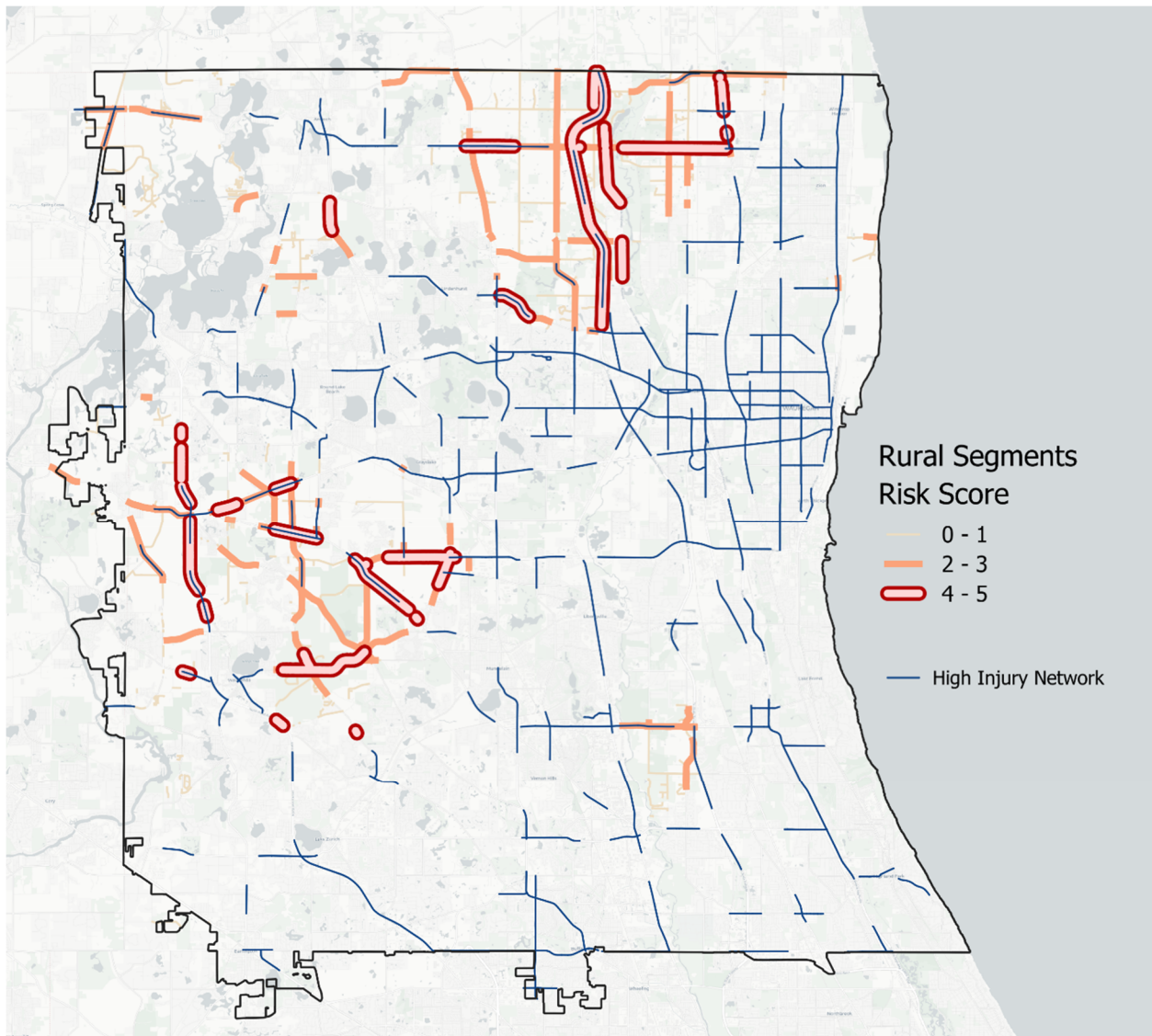


Figure 74. Rural Segment Risk Scores Map

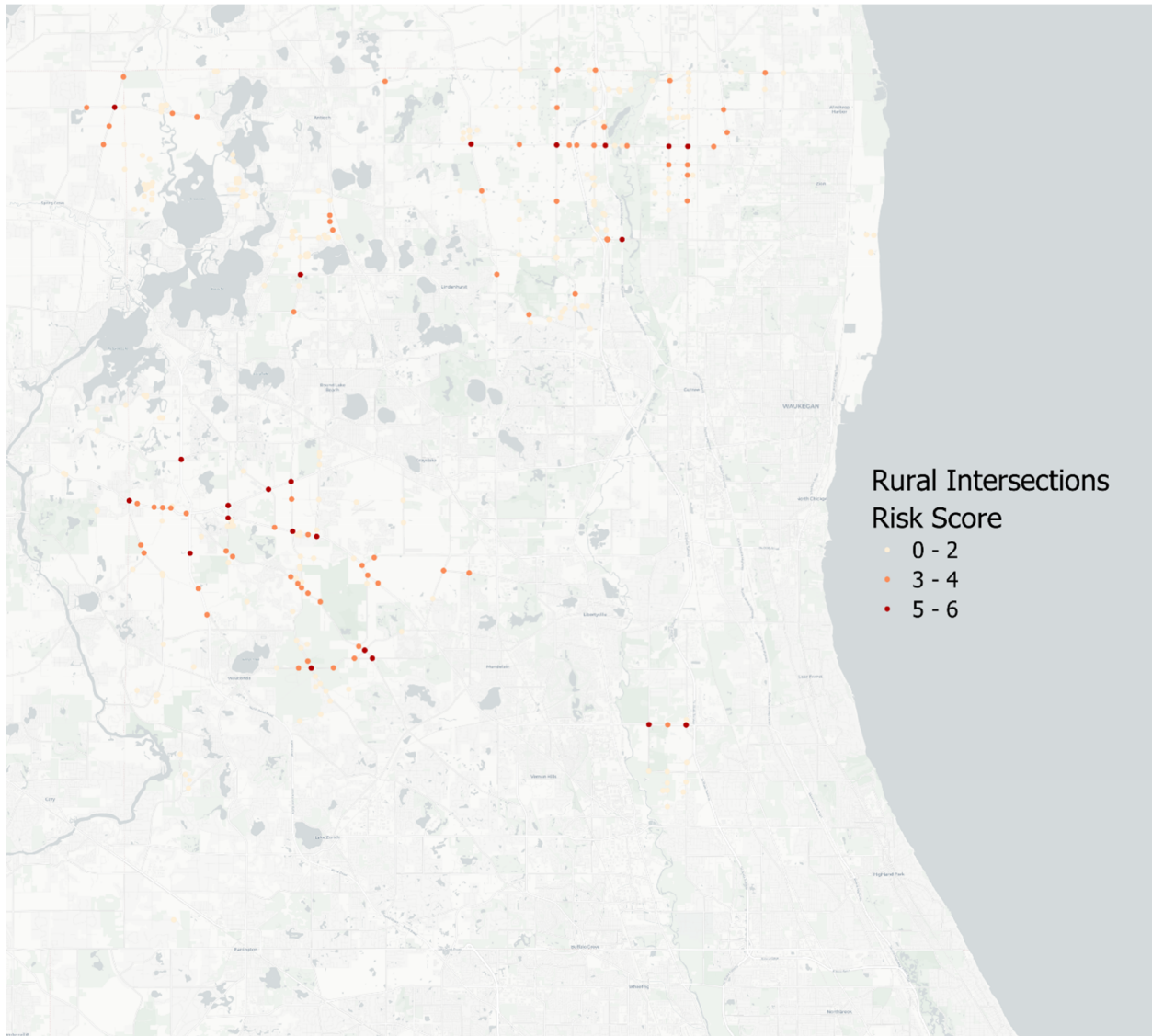


Figure 75. Rural Intersection Risk Scores Map

Risk scores were summarized by severe crashes and by length (for segments) or by number of intersections to show the relationship between risk score and crash severity. As shown in **Table 37**, locations with higher risk scores generally make up a small portion of the network but are associated with the highest frequencies of severe crashes.

**Table 37. Risk Score Network Summary**

| Total Risk Score            |                         | 0   | 1   | 2   | 3   | 4   | 5   | 6   |
|-----------------------------|-------------------------|-----|-----|-----|-----|-----|-----|-----|
| Urban Segment               | Network %               | 65% | 11% | 5%  | 6%  | 6%  | 5%  | 2%  |
|                             | Severe Crash %          | 11% | 6%  | 6%  | 17% | 21% | 20% | 19% |
| Urban Segment Ped/Bike      | Network %               | 65% | 10% | 6%  | 9%  | 8%  | 2%  |     |
|                             | Ped/Bike Severe Crash % | 19% | 7%  | 6%  | 23% | 33% | 12% |     |
| Urban Intersection          | Network %               | 52% | 28% | 8%  | 6%  | 4%  | 2%  | 1%  |
|                             | Severe Crash %          | 4%  | 7%  | 8%  | 15% | 15% | 19% | 33% |
| Urban Intersection Ped/Bike | Network %               | 47% | 26% | 11% | 9%  | 4%  | 2%  | 1%  |
|                             | Ped/Bike Severe Crash % | 6%  | 8%  | 15% | 15% | 20% | 20% | 17% |
| Rural Segment               | Network %               | 31% | 13% | 18% | 20% | 13% | 6%  |     |
|                             | Severe Crash %          | 8%  | 5%  | 23% | 14% | 24% | 26% |     |
| Rural Intersection          | Network %               | 23% | 25% | 23% | 16% | 5%  | 6%  | 1%  |
|                             | Severe Crash %          | 0%  | 6%  | 8%  | 26% | 17% | 38% | 5%  |

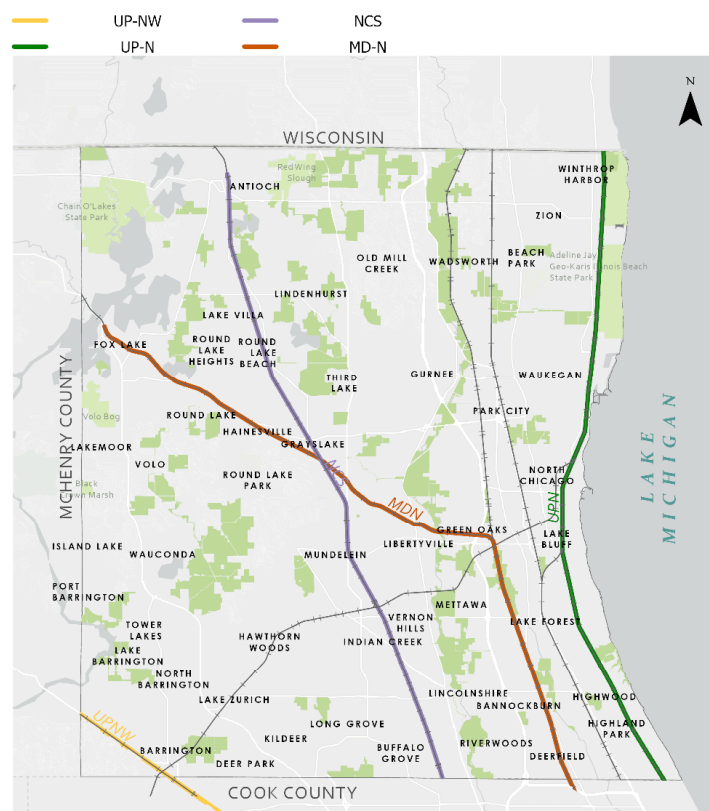
# Railway Safety Conditions

## Introduction

Lake County is served by the following Class I railroads, shown on **Figure 76**.

- **Union Pacific (UP)**, which includes two parallel lines along Lake Michigan: the eastern line (also serving Metra's UPN line) enters Lake County in Highland Park and travels north through Waukegan to Wisconsin and the western freight-only line along the west side of US-41 (Skokie Highway) which passes through Lake Forest and Wadsworth before continuing to Wisconsin. A third line on the Union Pacific Rail network connecting Chicago with Crystal Lake (serving Metra's UPNW line) also briefly passes through the southwestern corner of Lake County near Barrington.
- **Canadian National (CN)**, which includes a northeast-bound rail line from Barrington at the southwest corner of the county to Waukegan and a second line heading north-northwest from Buffalo Grove to Wisconsin via Antioch (serving Metra's North Central Service rail line).
- **Canadian Pacific Kansas City (CPKC)**, whose network branches from the Metra railroad at Rondout, east of Libertyville, and continues north through Gurnee to Wisconsin.

**Lake County Major Railroad Map**



**Figure 76. Lake County Major Railroad Map**

In addition to the UP North, UP Northwest, and North Central Service lines operating on the Class I railroads, **Metra** also operates the Milwaukee District North line which heads north from Deerfield towards Libertyville, before cutting west towards Fox Lake, where Metra ownership terminates near the border with McHenry County. The line continues west of Fox Lake as the Wisconsin and Southern Railroad and heads northwest into McHenry County towards Janesville, Wisconsin.

The **Amtrak** Empire Builder service to Portland, OR/Seattle, WA; Hiawatha service to Milwaukee, WI; and Borealis service to St. Paul, MN, also operate on the Metra Milwaukee District North line to Rondout and the Canadian Pacific Kansas City line from Rondout to Wisconsin.

**Table 38. Track Miles of Railroad in Lake County by Railroad Owner**

| Railroad Owner                                                      | Total Track Miles (Including Spurs) | Mainline Track Miles |
|---------------------------------------------------------------------|-------------------------------------|----------------------|
| <b>Canadian National Railway (including Wisconsin Central Ltd.)</b> | 131.7                               | 103.1                |
| <b>Canadian Pacific Kansas City</b>                                 | 50.0                                | 47.4                 |
| <b>Metra</b>                                                        | 67.9                                | 52.7                 |
| <b>Union Pacific Railroad</b>                                       | 166.0                               | 139.2                |
| <b>Wisconsin Southern</b>                                           | 1.9                                 | 1.9                  |
| <b>Total Track Miles</b>                                            | <b>417.5</b>                        | <b>344.3</b>         |

## Data Sources and Methodology

The primary data source for the railroad safety incident analysis is the Northeastern Illinois Regional Rail Incident dataset provided by CMAP in cooperation with the Illinois Commerce Commission (ICC). The regional data set was clipped to the boundaries of the Lake County study area and overlaid with the current Metra rail lines. The dataset contains a record of available incident information for the period between 2012 and 2021 and includes rail safety incidents involving vehicles and pedestrians both at and between grade crossings, along with information about the existing traffic control at grade crossings. Due to the smaller size of the dataset, all 10 available years of incident data were evaluated as part of this rail safety analysis. All Lake County railroad safety incidents are displayed on the map in **Figure 77**.



## Railroad Safety Incidents (2012-2021)

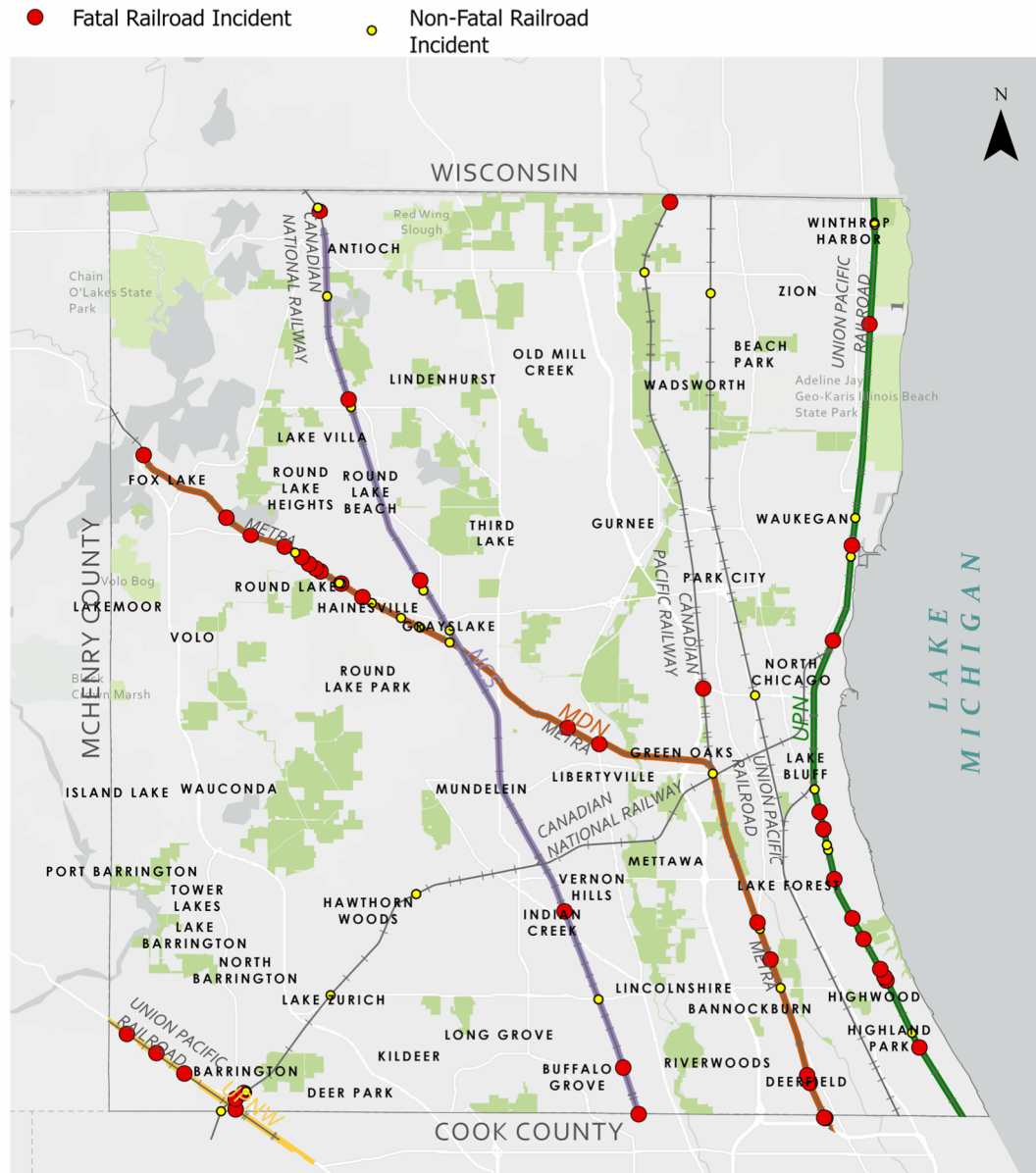


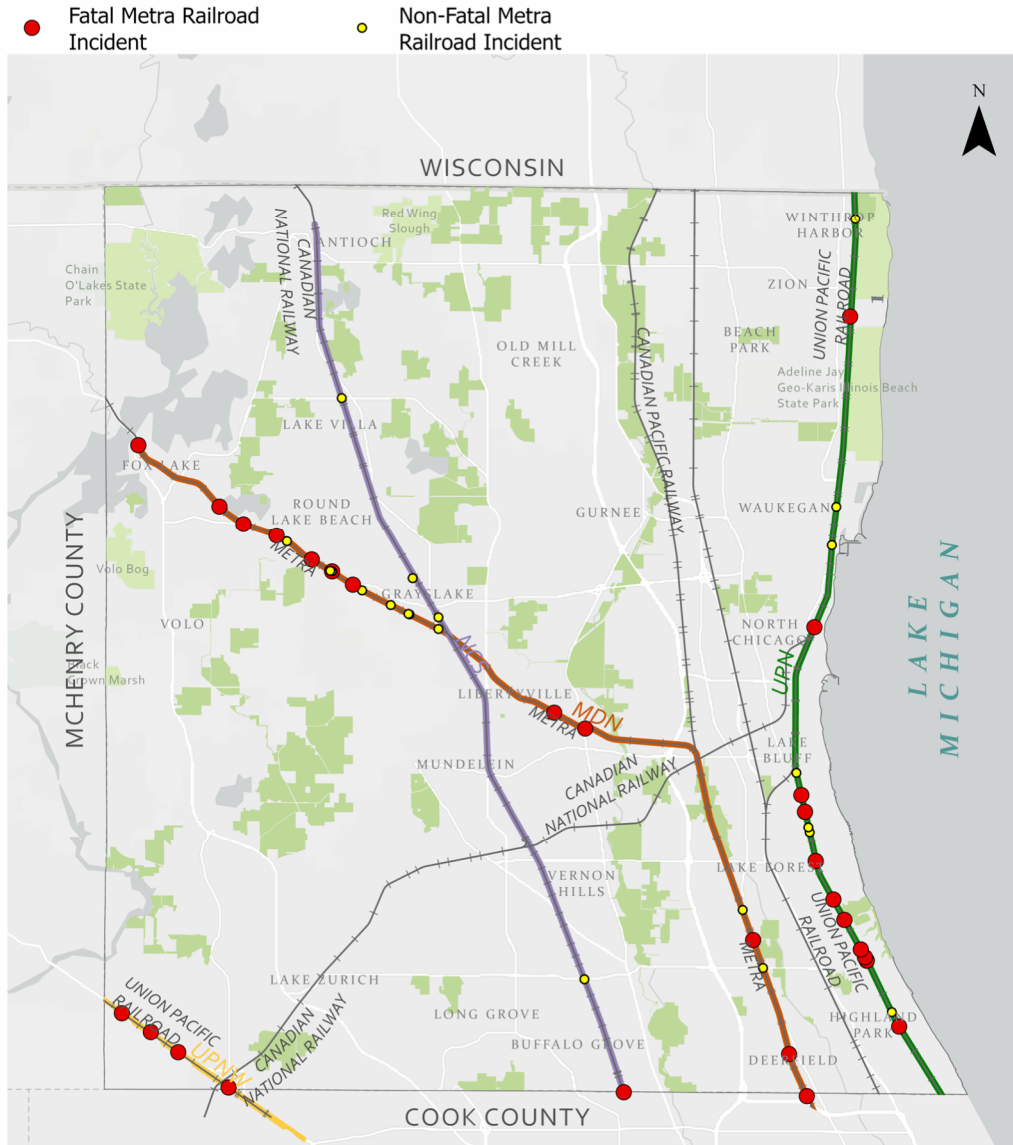
Figure 77. Map of Lake County Railroad Safety Incidents (2012-2021)

## Railroad Grade Crossing Safety Incidents (2012-2021)



**Figure 79** displays the same railroad incident data limited to crash incidents that involved or were reported by Metra.

## Metra Railroad Safety Incidents (2012-2021)

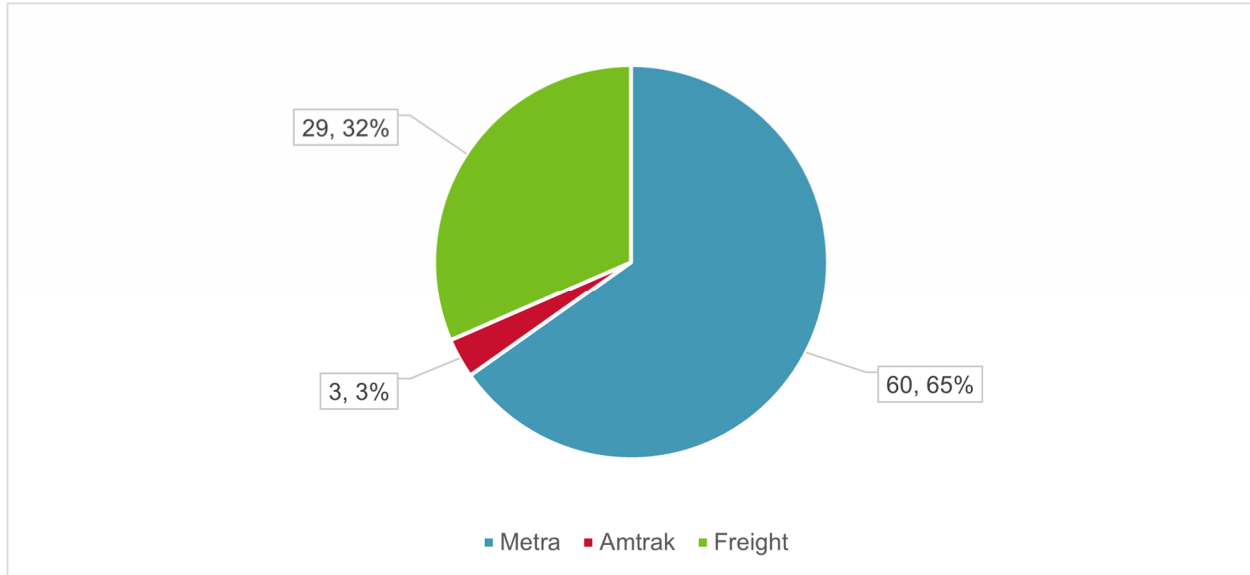


**Figure 79. Map of Lake County Metra Railroad Safety Incidents (2012-2021)**

## Analysis

### Railroad Safety Incidents by Operating Agency

During the 10-year analysis period from 2012 and 2021, 92 railroad incidents were reported, resulting in 49 fatalities and 20 injuries. Of these 92 incidents, Metra trains were involved in 60 incidents (65 percent) and Amtrak was involved in three incidents. The remaining 29 incidents (32 percent) involved a freight railroad. **Figure 80** and **Table 39** summarize Lake County railroad safety incidents by the operating agency of the train involved in each railroad safety incident.



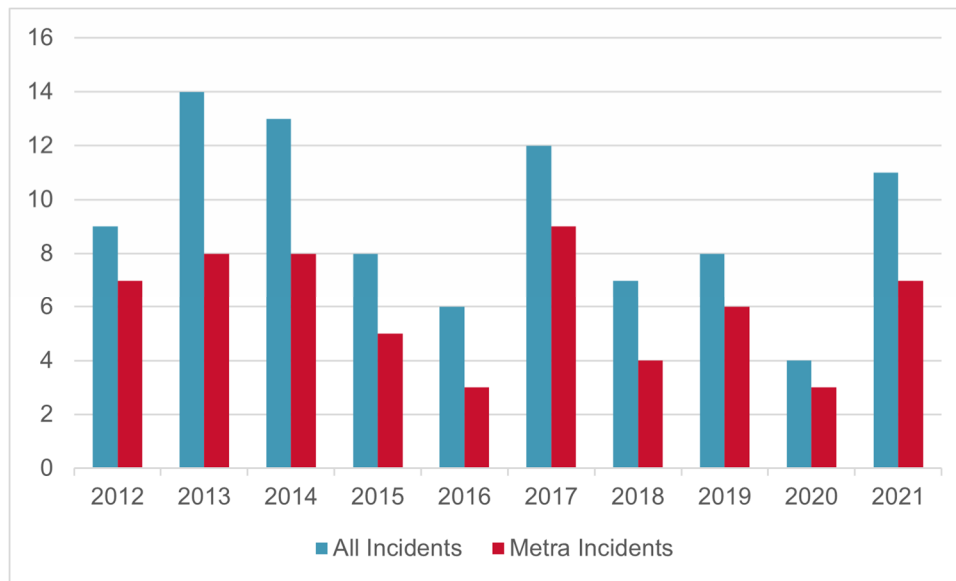
**Figure 80. Lake County Railroad Safety Incidents by Operating Agency**

**Table 39. Lake County Railroad Safety Incidents by Operating Agency**

| Railroad | All Incidents | % of Total Incidents |
|----------|---------------|----------------------|
| Metra    | 60            | 65%                  |
| Freight  | 29            | 32%                  |
| Amtrak   | 3             | 3%                   |
| Total    | 92            | 100%                 |

### Railroad Safety Incidents by Year

Each year over the 10-year period, an average of 9.2 incidents occurred each year, averaging almost five fatalities and two injuries per year. The highest number of incidents (14) occurred in 2013, of which 57 percent involved Metra trains. The lowest number of incidents during the 10-year period occurred in 2020, when only four safety incidents were reported, 75 percent of them involving Metra trains. **Figure 81** and **Table 40** summarize Lake County railroad safety incidents by year.



**Figure 81. Lake County Railroad Safety Incidents by Year**

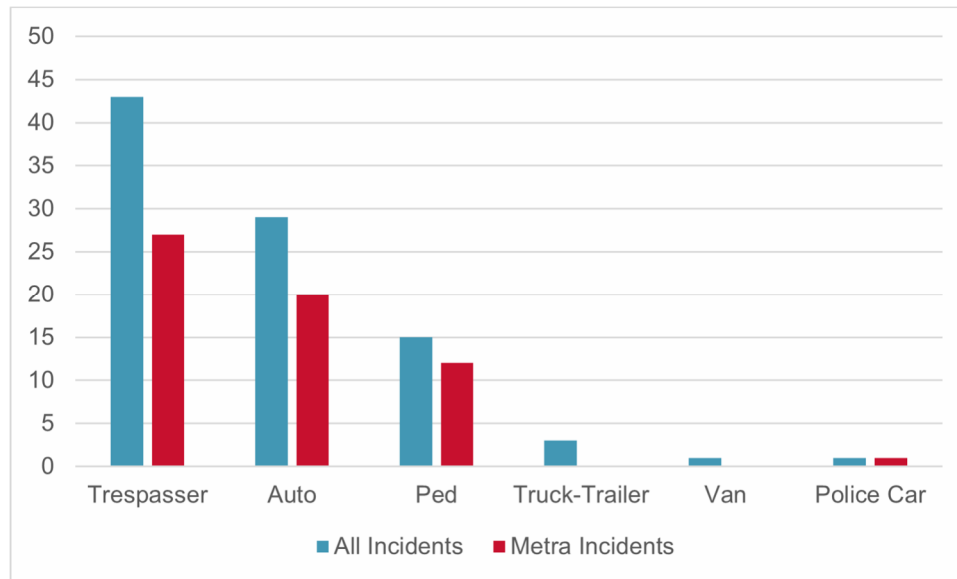
**Table 40. Lake County Railroad Safety Incidents by Year**

| Year         | All Incidents | Metra Incidents | % of All Incidents Involving Metra |
|--------------|---------------|-----------------|------------------------------------|
| 2012         | 9             | 7               | 78%                                |
| 2013         | 14            | 8               | 57%                                |
| 2014         | 13            | 8               | 62%                                |
| 2015         | 8             | 5               | 63%                                |
| 2016         | 6             | 3               | 50%                                |
| 2017         | 12            | 9               | 75%                                |
| 2018         | 7             | 4               | 57%                                |
| 2019         | 8             | 6               | 75%                                |
| 2020         | 4             | 3               | 75%                                |
| 2021         | 11            | 7               | 64%                                |
| <b>Total</b> | <b>92</b>     | <b>60</b>       | <b>65%</b>                         |

### Railroad Safety Incidents by Travel Mode

The most common mode of travel involved in the rail safety incidents were people walking on the tracks and trespassing (47 percent of all incidents / 45 percent of all Metra incidents), followed by automobile incidents (32 percent of all incidents / 33 percent of all Metra incidents), and other pedestrian incidents (16 percent of all incidents / 20 percent of all Metra incidents).

**Figure 82** and **Table 41** summarize Lake County railroad safety incidents by travel mode.



**Figure 82. Lake County Railroad Safety Incidents by Travel Mode**

**Table 41. Lake County Railroad Safety Incidents by Travel Mode**

| Travel Mode   | All Incidents | Metra Incidents |
|---------------|---------------|-----------------|
| Trespasser    | 43            | 27              |
| Auto          | 29            | 20              |
| Ped           | 15            | 12              |
| Truck-Trailer | 3             | 0               |
| Van           | 1             | 0               |
| Police Car    | 1             | 1               |
| <b>Total</b>  | <b>92</b>     | <b>60</b>       |

### Railroad Safety Incidents by Municipality

The most common locations for rail safety incidents occurred in the municipalities of Lake Forest (11), Grayslake (11), Barrington (8), Round Lake (8), and Round Lake Park (7). The most common locations where non-Metra rail safety incidents occurred were in Grayslake (5), Barrington (5), Round Lake (3), and Antioch (3). **Figure 83** and **Table 42** summarize Lake County railroad safety incidents by municipality.

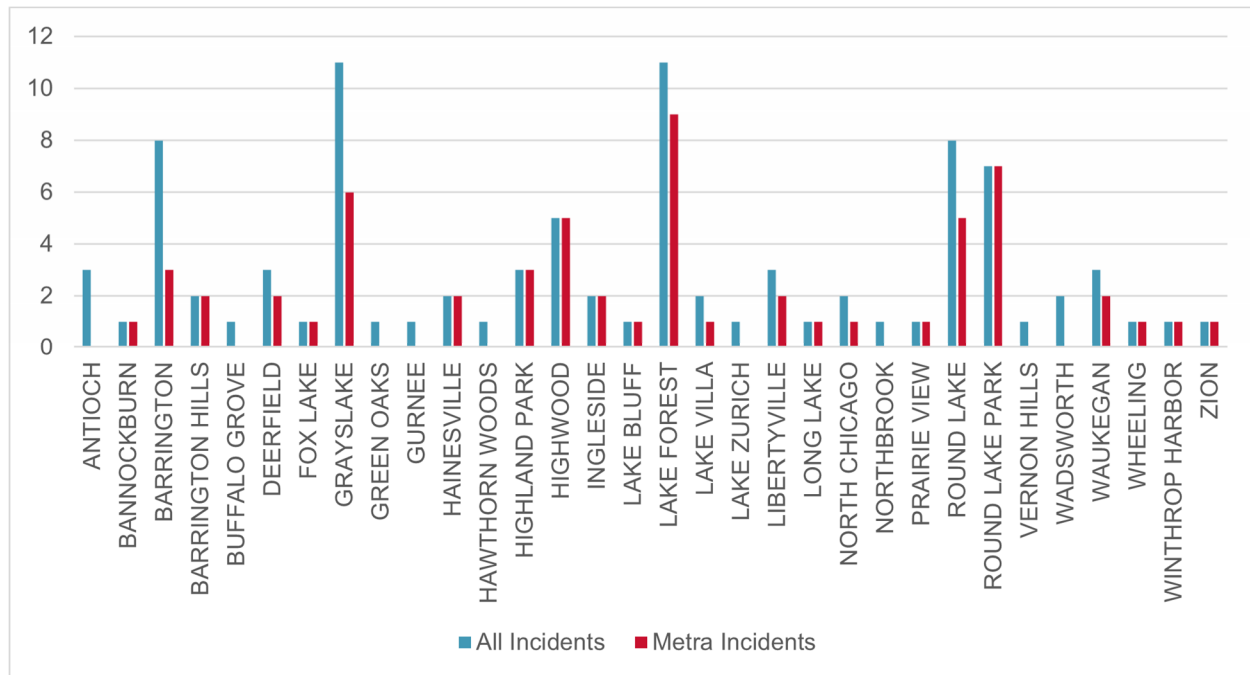


Figure 83. Lake County Railroad Safety Incidents by Municipality

Table 42. Lake County Railroad Safety Incidents by Municipality

| Municipality     | All Incidents | Metra Incidents | % of All Incidents Involving Metra |
|------------------|---------------|-----------------|------------------------------------|
| ANTIOCH          | 3             | 0               | 0%                                 |
| BANNOCKBURN      | 1             | 1               | 100%                               |
| BARRINGTON       | 8             | 3               | 38%                                |
| BARRINGTON HILLS | 2             | 2               | 100%                               |
| BUFFALO GROVE    | 1             | 0               | 0%                                 |
| DEERFIELD        | 3             | 2               | 67%                                |
| FOX LAKE         | 1             | 1               | 100%                               |
| GRAYSLAKE        | 11            | 6               | 55%                                |
| GREEN OAKS       | 1             | 0               | 0%                                 |
| GURNEE           | 1             | 0               | 0%                                 |
| HAINESVILLE      | 2             | 2               | 100%                               |
| HAWTHORN WOODS   | 1             | 0               | 0%                                 |
| HIGHLAND PARK    | 3             | 3               | 100%                               |
| HIGHWOOD         | 5             | 5               | 100%                               |
| INGLESIDE        | 2             | 2               | 100%                               |
| LAKE BLUFF       | 1             | 1               | 100%                               |
| LAKE FOREST      | 11            | 9               | 82%                                |
| LAKE VILLA       | 2             | 1               | 50%                                |
| LAKE ZURICH      | 1             | 0               | 0%                                 |
| LIBERTYVILLE     | 3             | 2               | 67%                                |
| LONG LAKE        | 1             | 1               | 100%                               |
| NORTH CHICAGO    | 2             | 1               | 50%                                |
| NORTHBROOK       | 1             | 0               | 0%                                 |
| PRAIRIE VIEW     | 1             | 1               | 100%                               |
| ROUND LAKE       | 8             | 5               | 63%                                |
| ROUND LAKE PARK  | 7             | 7               | 100%                               |
| VERNON HILLS     | 1             | 0               | 0%                                 |
| WADSWORTH        | 2             | 0               | 0%                                 |
| WAUKEGAN         | 3             | 2               | 67%                                |
| WHEELING         | 1             | 1               | 100%                               |
| WINTHROP HARBOR  | 1             | 1               | 100%                               |
| ZION             | 1             | 1               | 100%                               |
| <b>TOTAL</b>     | <b>92</b>     | <b>60</b>       | <b>65%</b>                         |



## Key Findings

Based on a review of the geographic incident data and the analysis above, the following geographic clusters were identified for rail safety incidents:

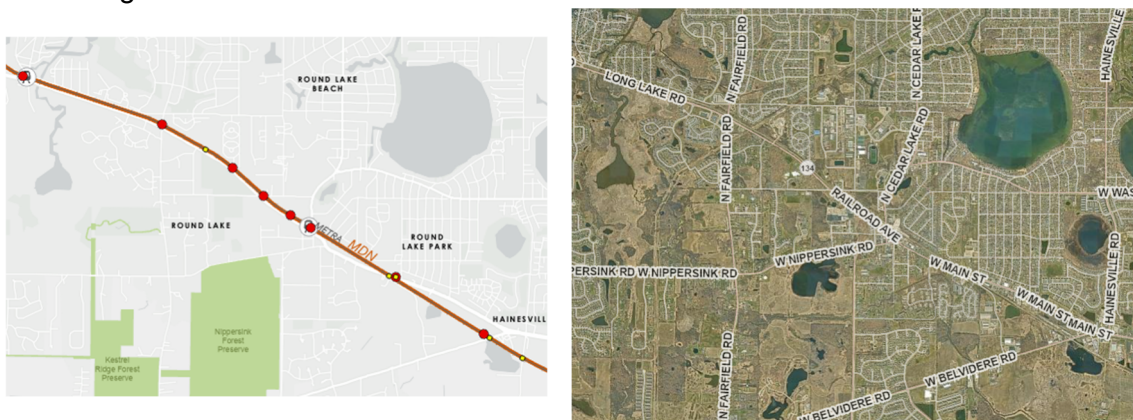
1. Barrington, near the intersection of the Canadian National Railway and Union Pacific Railroad, which also serves Metra's UPNW line. **Figure 84** shows the cluster of crashes at this location along with an aerial image of the area.



**Figure 84. Rail Safety Incident Cluster #1 (Barrington)**

Due to the intersection of the two major freight railroads in the vicinity of an urban area with multiple at grade crossings, Barrington experienced multiple fatal rail safety incidents during the 10-year study period.

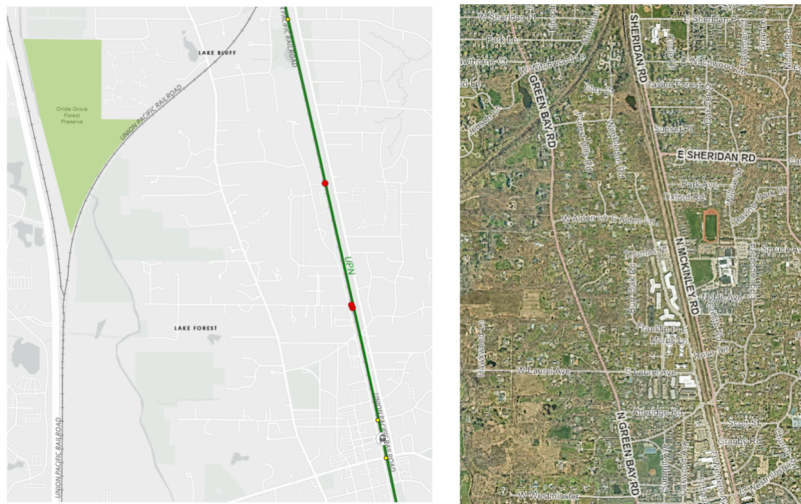
2. Round Lake, in the vicinity of the Round Lake Metra station on the Milwaukee District North Metra line. **Figure 85** shows the cluster of crashes at this location along with an aerial image of the area.



**Figure 85. Rail Safety Incident Cluster #2 (Round Lake)**

Multiple pedestrian and trespassing incidents were recorded in this area along IL 134 over the 10-year study period, often resulting in fatalities. The proximity of the Round Lake Metra station, coupled with a single track at-grade railroad cross section and the lack of extensive pedestrian accommodations result in pedestrians crossing the railroad tracks at unprotected locations. To the southeast of the Round Lake Metra Station, IL 134 cross the Metra (MDN) tracks at a nearly parallel skew, resulting in a long grade crossing. Pedestrians are directed further southeast to a pedestrian at-grade crossing that is perpendicular to the railroad tracks. A sidewalk and fences were installed at this location in 2012 to discourage crossing the railroad outside of this location which has reduced pedestrian incidents, though vehicle incidents at this crossing continue to be reported.

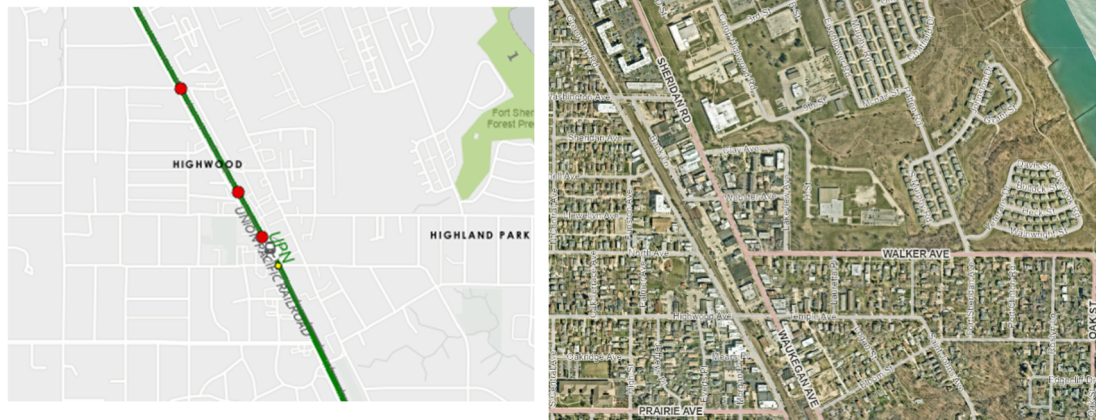
3. Lake Forest, near the Lake Forest Metra station along the Metra Union Pacific North (UPN) line. **Figure 86** shows the cluster of crashes at this location along with an aerial image of the area. The presence of nearby restaurants, schools, and a shared use path may promote pedestrian and bicyclist in this area.



**Figure 86. Rail Safety Incident Cluster #3 (Lake Forest)**

This stretch of railroad has experienced numerous rail incidents, including five incidents where a person trespassed on railroad right-of-way which resulted in four fatalities. The railroad, which includes up to three tracks running parallel between Western Ave, the Robert McClory Bike Path, and N McKinley Rd, appears to be constructed near existing grade with long unfenced stretches and includes a nearly 1.5 mile stretch between Woodland Ave and Scranton Ave without a crossing.

4. Highwood, near the Highwood Metra Station along the Metra Union Pacific North (UPN) line south of Cluster #3. **Figure 87** shows the cluster of crashes at this location along with an aerial image of the area.



**Figure 87. Rail Safety Incident Cluster #4 (Highwood)**

The Highwood Metra station is located in an urban area with a significant number of restaurants. In addition to the at-grade sidewalk crossings over the railroad at Highwood Ave and Washington Ave, there is an additional mid-block platform that allows pedestrians to cross from one side to another at the Highwood Station.

The four Metra rail lines carry passengers to various urban municipalities in Lake County, but at some of these locations there is a lack of pedestrian accommodations for the last-mile trip from the station to the destinations in these communities. As such, pedestrians may be more likely to cross railroad tracks outside of marked crosswalks or trespass on the tracks, resulting in clusters of railroad safety incidents.

These clusters are mainly pronounced near these Metra stations or at intersections of freight and/or commuter railroads, as well as in locations with multiple grade crossings in close proximity. As the development of the safety action plan progresses, further countermeasures and specific improvements at these locations in Lake County may be identified.

# Community Impact Considerations

## Areas of Persistent Poverty

Transportation safety and crash potential are a concern when addressing the needs of communities in Areas of Persistent Poverty (APPs). An APP is defined as a county or census tract with a poverty rate of over 20 percent over a 30-year period.<sup>1</sup> USDOT, as of April 2, 2025, has updated the definition of “underserved community” to be consistent with the APP definition.<sup>2</sup> In accordance with this definition, APPs in Lake County are considered underserved communities and are prioritized for investment and support through USDOT programs.

The Lake County SAP uses a Safe System Approach, which aims to eliminate fatal and serious injury crashes. The Safe System Approach focuses on preventing fatal and serious crashes for pedestrians, cyclists, and people in work zones (who are especially vulnerable). An aspect of this approach is directing actions towards known communities of concern, a term used by CMAP to identify areas that experience disproportionate transportation-related burdens.

The Safe System Approach incorporates multiple layers of fatal and serious injury outcome prevention, including vehicle protection. However, vehicle protection offers more substantial protection to drivers and passengers than to vulnerable road users like pedestrians and cyclists. This disparity is exacerbated in APP communities, where financial challenges often limit access to personal vehicles. Members of these communities may rely on walking and biking more than driving. As such, identified safety concerns have been analyzed to assess their impact to federally designated APPs in Lake County.

Projects and strategies identified within APP designated areas will receive additional consideration as a factor in the prioritization scoring process for the Lake County Safety Action Plan. The SAP will also establish performance metrics to track project and strategy completion, including a sub-metric focused on completions within APPs, with flexibility to account for changes in APP designations over time.

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<sup>1</sup> “MPDG – Areas of Persistent Poverty and Historically Disadvantaged Communities”. USDOT. 2024. <https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities>.

<sup>2</sup> “USDOT Announces Updated Safe Streets for All Grant Notice.” American Planning Association. 2023. <https://www.planning.org/blog/9308463/usdot-announces-updated-safe-streets-for-all-grant-notice/>.



## Analysis

In Lake County, APPs are primarily located in or around the communities of North Chicago, Waukegan, Zion, and Round Lake. A total of 3,659 miles of roads are present in Lake County, including 275.13 miles within an APP, representing roughly 7.5 percent of the total street network. There are 273.91 miles of road in the Lake County HIN, including 38.27 miles in an APP or approximately 14 percent. This finding shows that HIN segments are overrepresented in APPs compared to the overall street network. The summary of mileage for Lake County by all segments is shown in **Table 43**.

**Table 43. Lake County Mileage Summary for APP and HIN**

| Functional Class                              | Total Length (mi) | Total Miles in APP | Total Miles on HIN | APP Miles on HIN |
|-----------------------------------------------|-------------------|--------------------|--------------------|------------------|
| Freeway and Expressway (including Interstate) | 56.18             | 6.91               | 15.59              | 1.8              |
| Local Road or Street                          | 2,581.10          | 186.36             | 5.47               | 1.62             |
| Major Collector                               | 284.79            | 22.98              | 19.34              | 4.05             |
| Minor Arterial                                | 381.25            | 32.76              | 95.64              | 19.38            |
| Minor Collector                               | 57.27             | 4.86               | 0.76               | 0.00             |
| Other Principal Arterial                      | 298.75            | 21.28              | 137.13             | 11.41            |
| <b>Total</b>                                  | <b>3,659.34</b>   | <b>275.13</b>      | <b>273.92</b>      | <b>38.27</b>     |

### Total Fatalities and Serious Injuries

A total of 2,310 fatalities and serious injuries (KSI) occurred in the county, of which 325 (14 percent) took place in APPs. Minor arterials account for 816 total KSI in the county and have the largest share of KSI crashes occurring in APPs with 150 (18 percent) crashes.

### HIN Fatalities and Serious Injuries

The Lake County HIN includes 1,540 KSI, of which 229 (15 percent) happened in APP. Notably, minor arterials represent 590 of those HIN-related KSIs at 38 percent with 131 (22 percent) occurring in APPs. There were 784 KSIs on other principal and arterial roads, and 65 of them were in APPs. The summary of severe crashes for Lake County by all roads, APP, and HIN is shown in **Table 44**.

Table 44. Lake County KSI Crashes within APP and HIN

| Functional Class                              | Total KSI | Total KSI in APP | Total KSI on HIN | APP KSI on HIN |
|-----------------------------------------------|-----------|------------------|------------------|----------------|
| Freeway and Expressway (including Interstate) | 110       | 14               | 70               | 9              |
| Local Road or Street                          | 220       | 53               | 17               | 5              |
| Major Collector                               | 190       | 34               | 76               | 18             |
| Minor Arterial                                | 816       | 150              | 590              | 131            |
| Minor Collector                               | 22        | 3                | 2                | 0              |
| Other Principal Arterial                      | 951       | 70               | 784              | 65             |
| Total                                         | 2310      | 325              | 1540             | 229            |

## Appendix B: Crash Disaggregation Trees

Legend

# (X%) Total Crashes

# (X%) Severe Crashes

Lake County Urban Segments

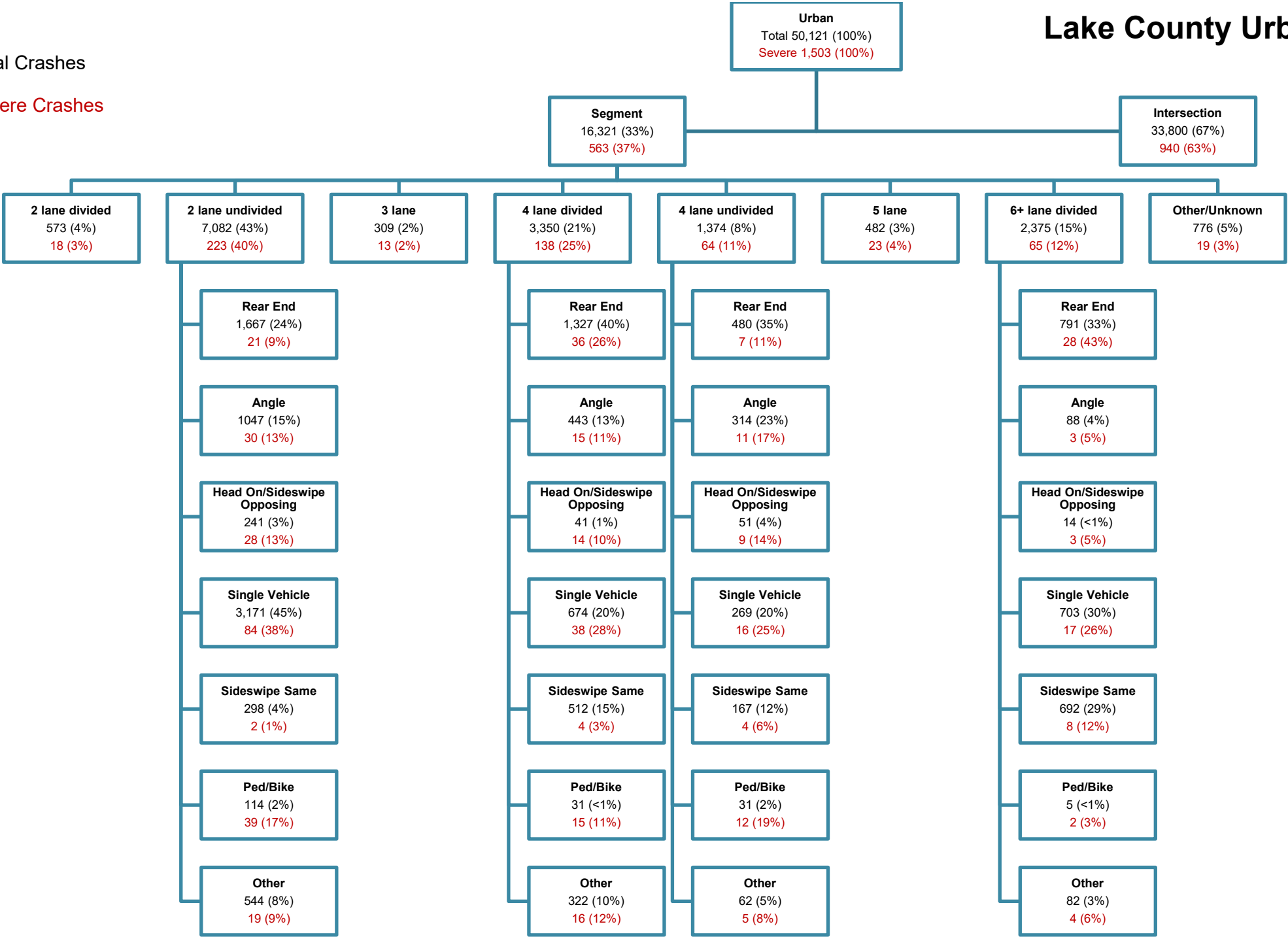


Figure 65. Crash Tree Diagram for Urban Segments



Legend

# (X%) Total Crashes

# (X%) Severe Crashes

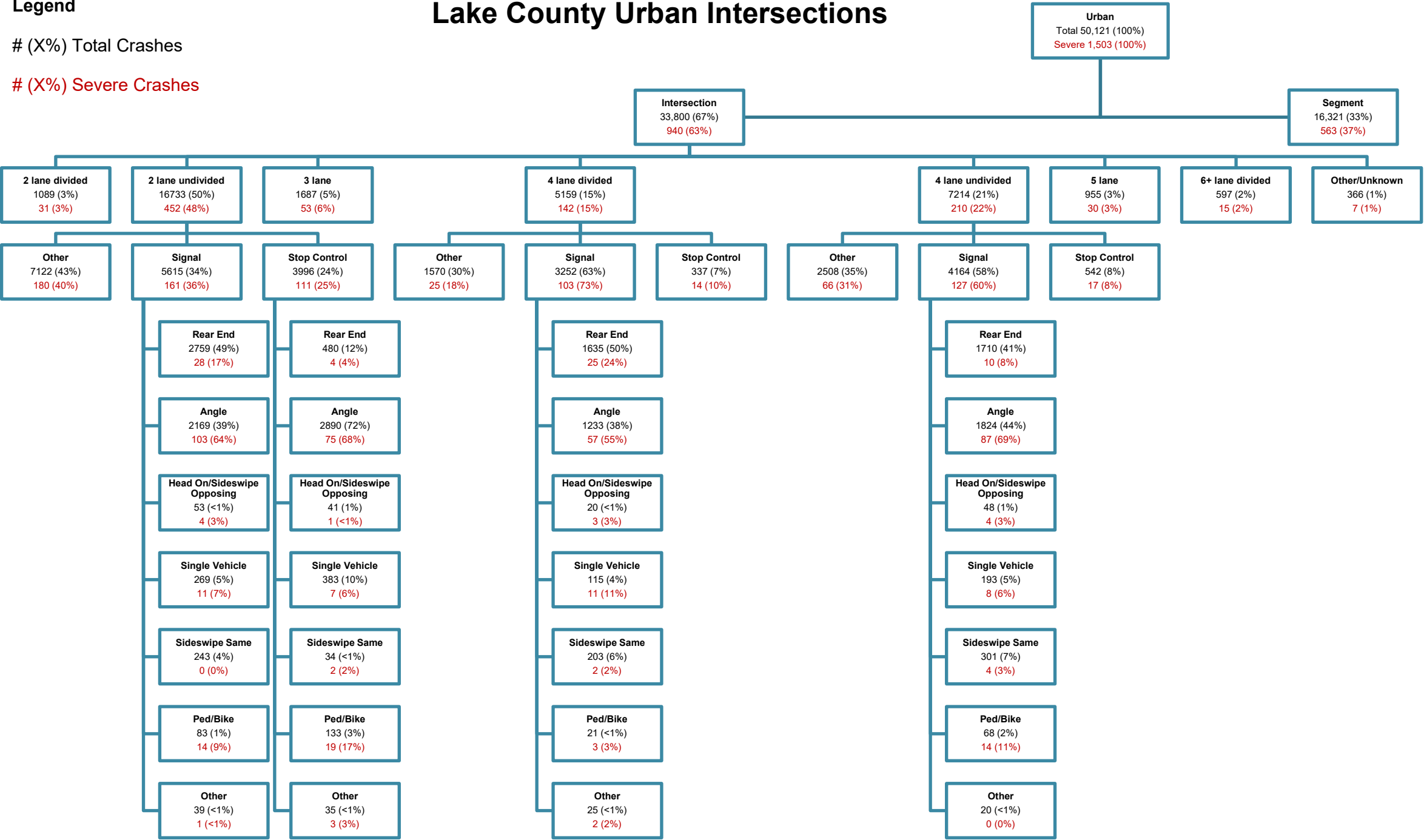


Figure 66. Crash Tree Diagram for Urban Intersections

Legend

# (X%) Total Crashes

# (X%) Severe Crashes

Lake County Rural Segments

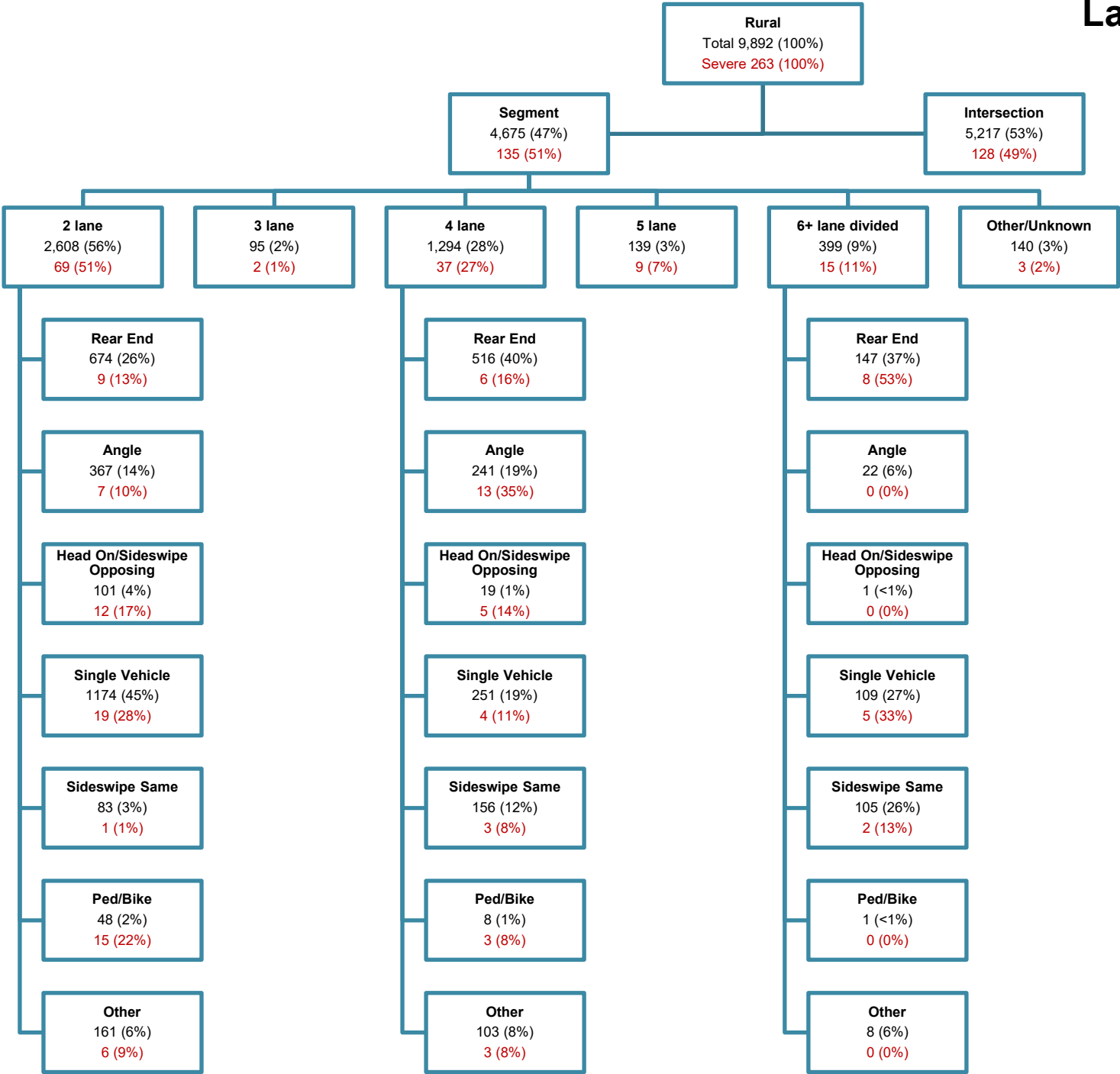


Figure 67. Crash Tree Diagram for Rural Segments

Legend

# (X%) Total Crashes

# (X%) Severe Crashes

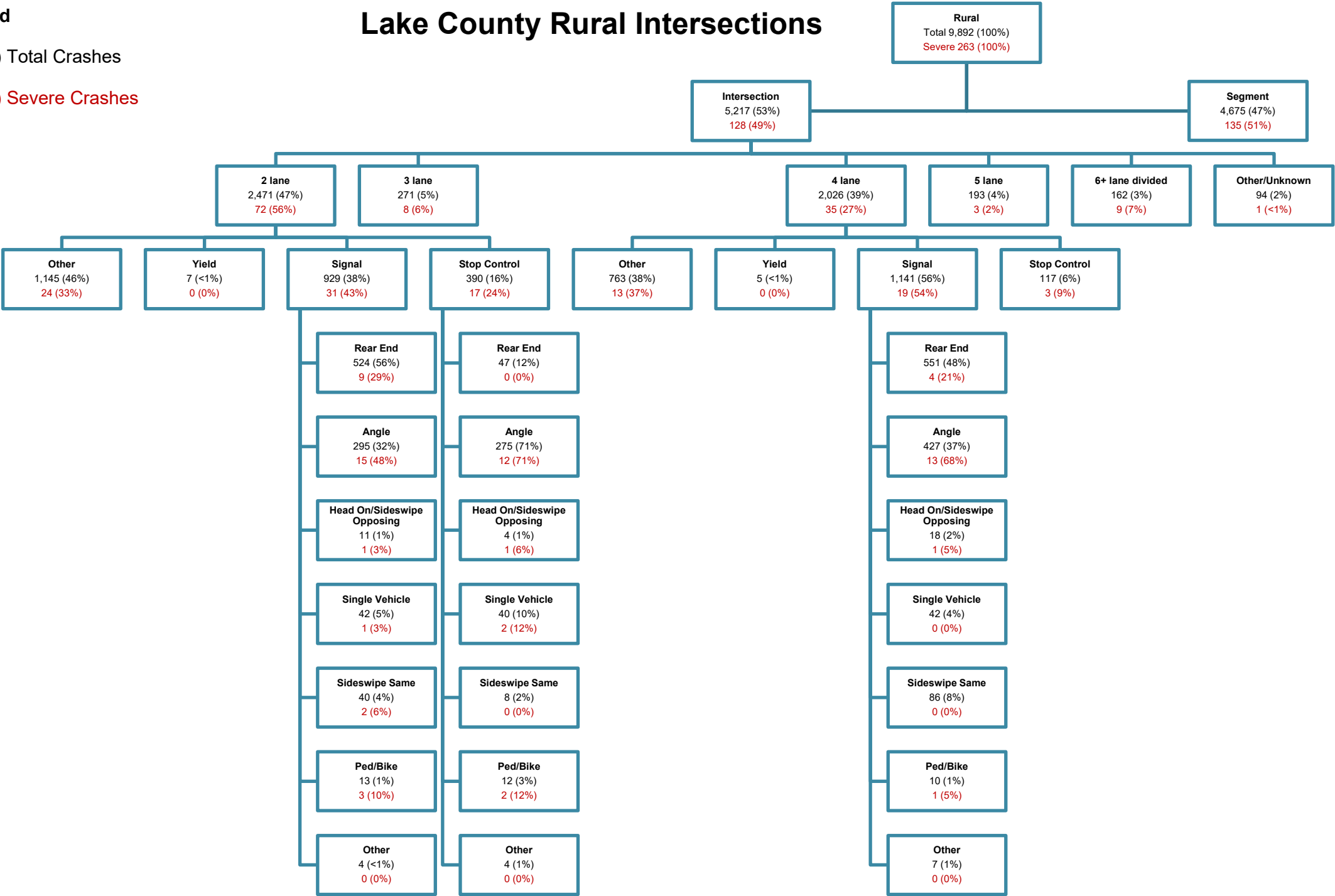


Figure 68. Crash Tree Diagram for Rural Intersections

## Appendix C: Engagement Survey Questions and Results and Comment Map

# Survey /// Encuesta --- Lake County

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## **SURVEY RESPONSE REPORT**

16 October 2019 - 24 April 2025

### **PROJECT NAME:**

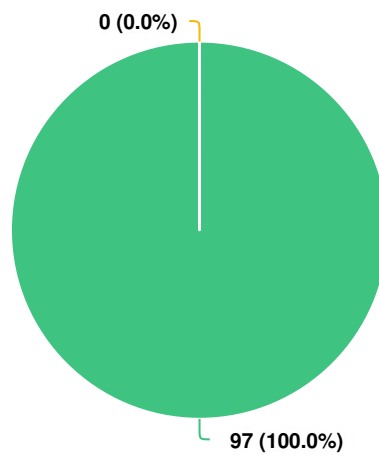
Lake County Safety Action Plan





# SURVEY QUESTIONS

**Q1** | Would you like to complete this form in English or Spanish? ¿Te gustaría completar este formulario en inglés o en español?

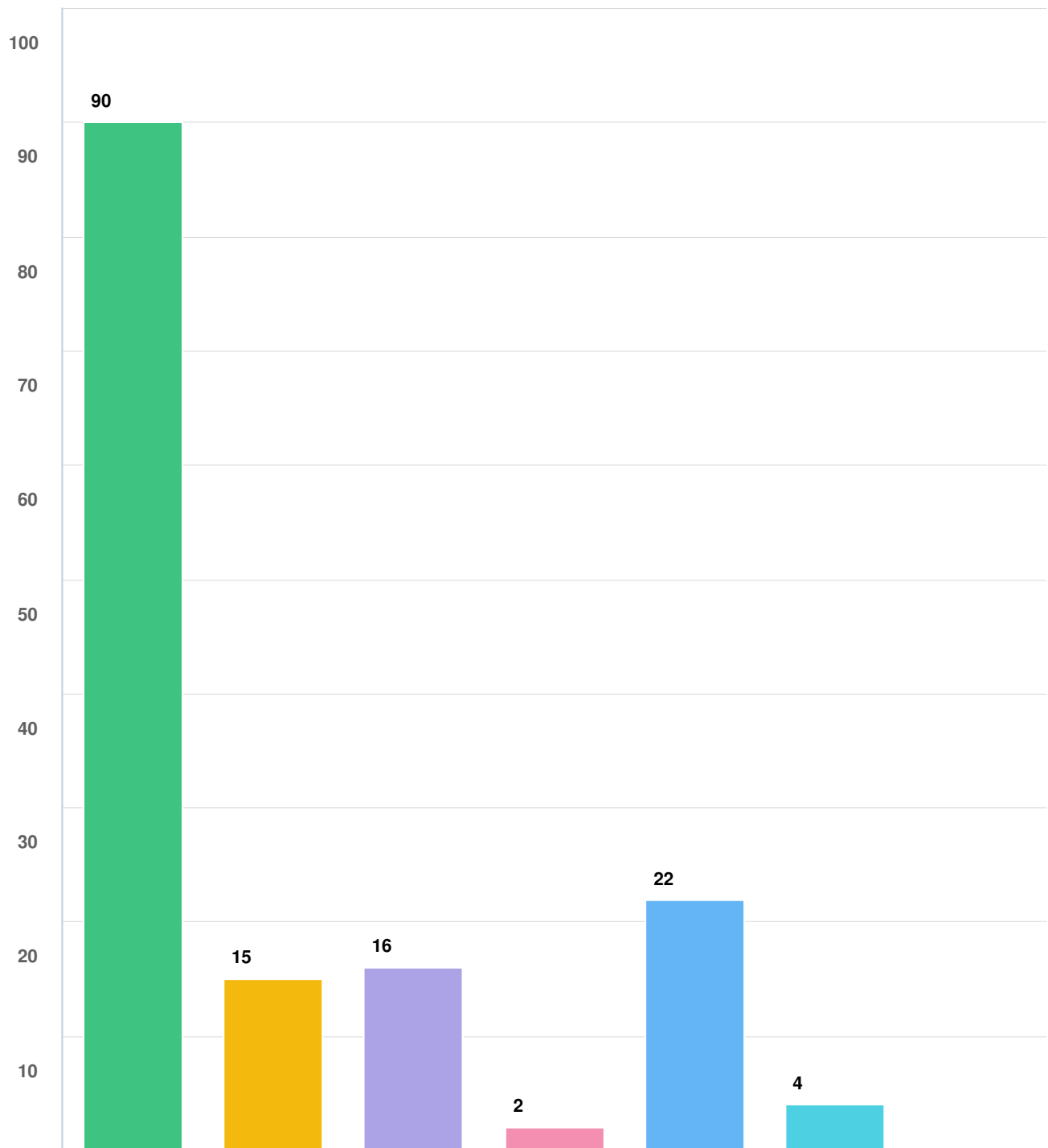


**Question options**

● English ● Español

*Mandatory Question (97 response(s))*  
*Question type: Radio Button Question*

**Q2** How do you get around most of the time?



**Question options**

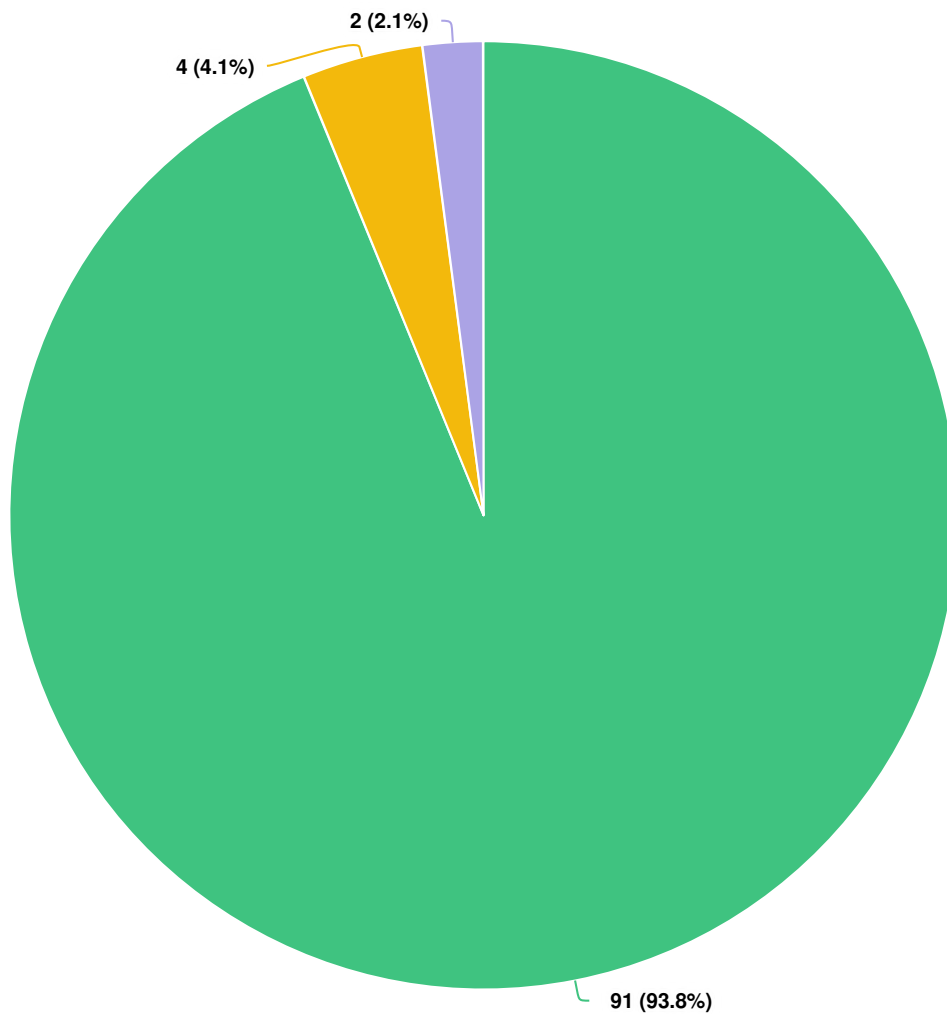
- Car
- Public transit (e.g., bus or train)
- Bicycle/e-bike/scooter
- Motorcycle
- Walking/using a mobility assistance device
- Ridesharing (e.g., Uber, Lyft, taxi, etc.)
- Other:

Optional question (96 response(s), 1 skipped)

Question type: Checkbox Question



**Q3** Do you have reliable access to a car?



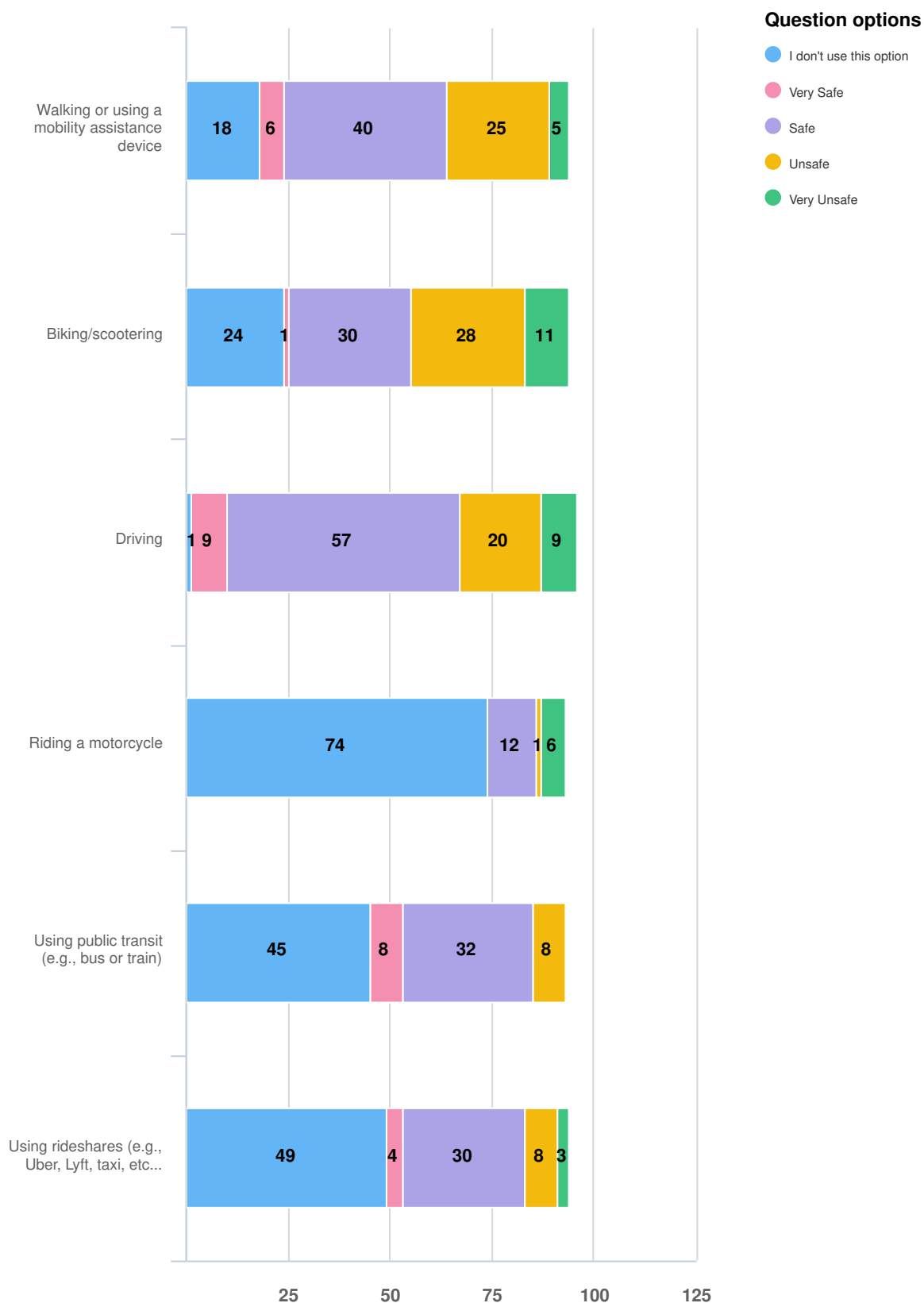
**Question options**

☒ Yes ☐ No ☐ Other:

*Optional question (97 response(s), 0 skipped)*

*Question type: Radio Button Question*

#### Q4 How safe do you feel while...



Optional question (97 response(s), 0 skipped)

Question type: Likert Question

Q4 | How safe do you feel while...

Walking or using a mobility assistance device

I don't use this option : 18



Very Safe : 6



Safe : 40



Unsafe : 25



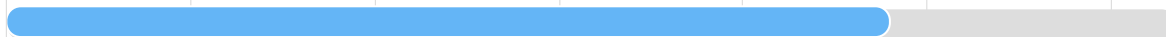
Very Unsafe : 5



5 10 15 20 25 30 35 40 45

## Biking/scootering

I don't use this option : 24



Very Safe : 1



Safe : 30



Unsafe : 28



Very Unsafe : 11



## Driving

I don't use this option : 1



Very Safe : 9



Safe : 57



Unsafe : 20



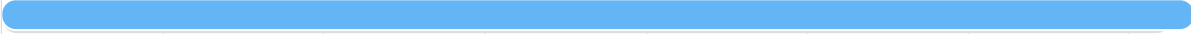
Very Unsafe : 9



5 10 15 20 25 30 35 40 45 50 55 60

## Riding a motorcycle

I don't use this option : 74



Very Safe : 0



Safe : 12



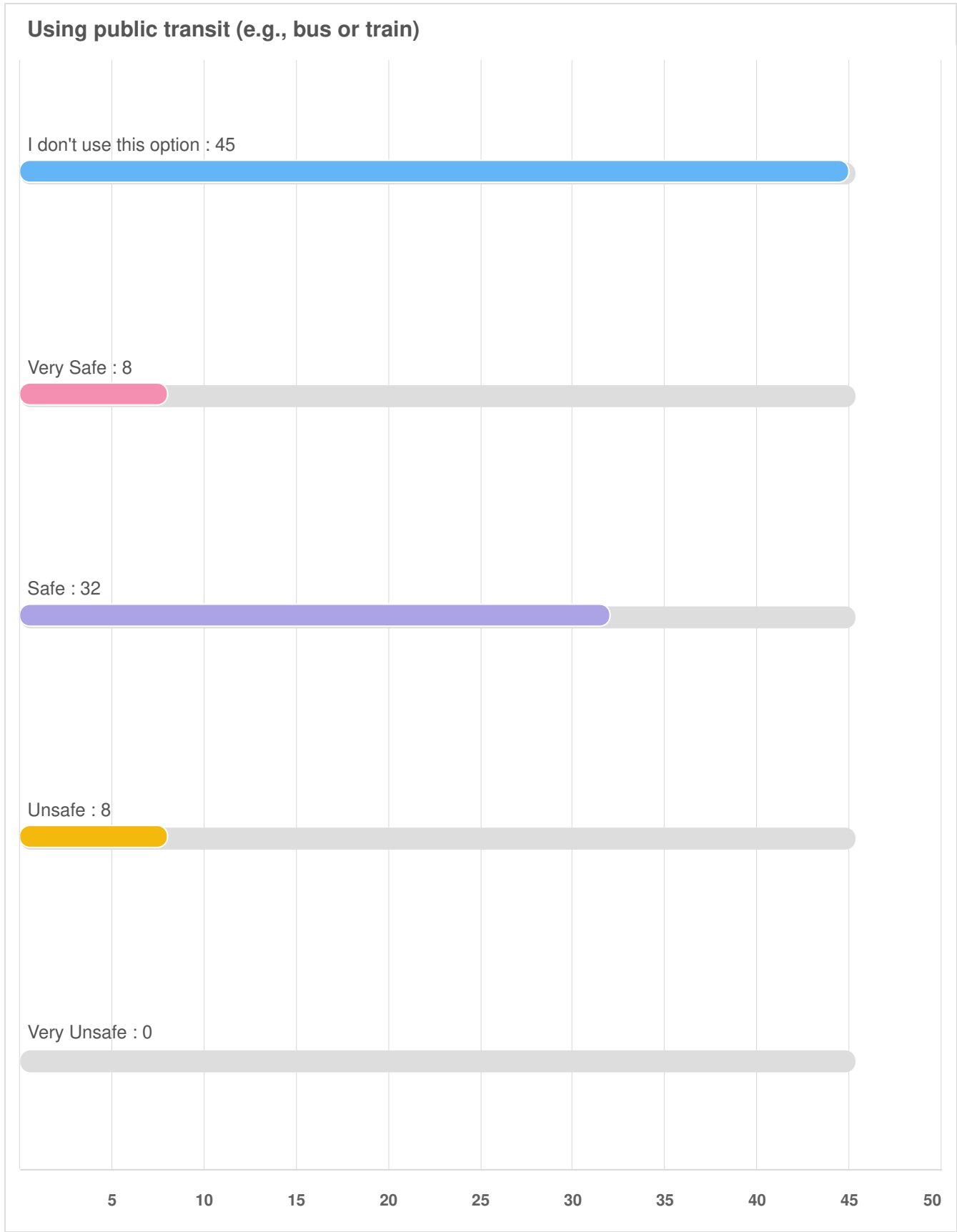
Unsafe : 1



Very Unsafe : 6



10 20 30 40 50 60 70 80



### Using rideshares (e.g., Uber, Lyft, taxi, etc.)

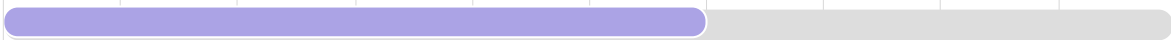
I don't use this option : 49



Very Safe : 4



Safe : 30



Unsafe : 8



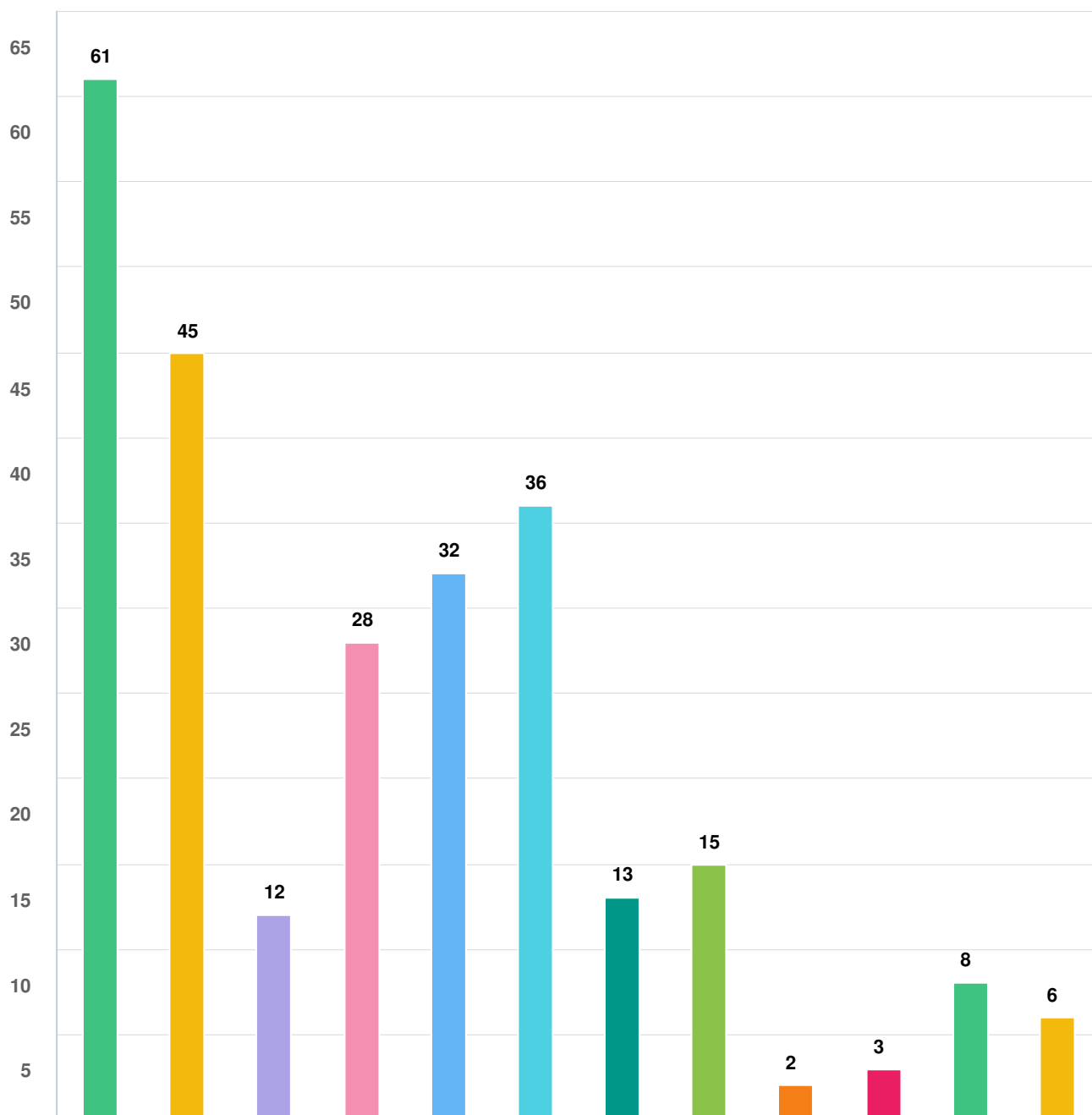
Very Unsafe : 3



5 10 15 20 25 30 35 40 45 50 55



**Q5** When you are walking, using a mobility assistance device, or biking, what are your main traffic safety concerns? Select your top 3 concerns.



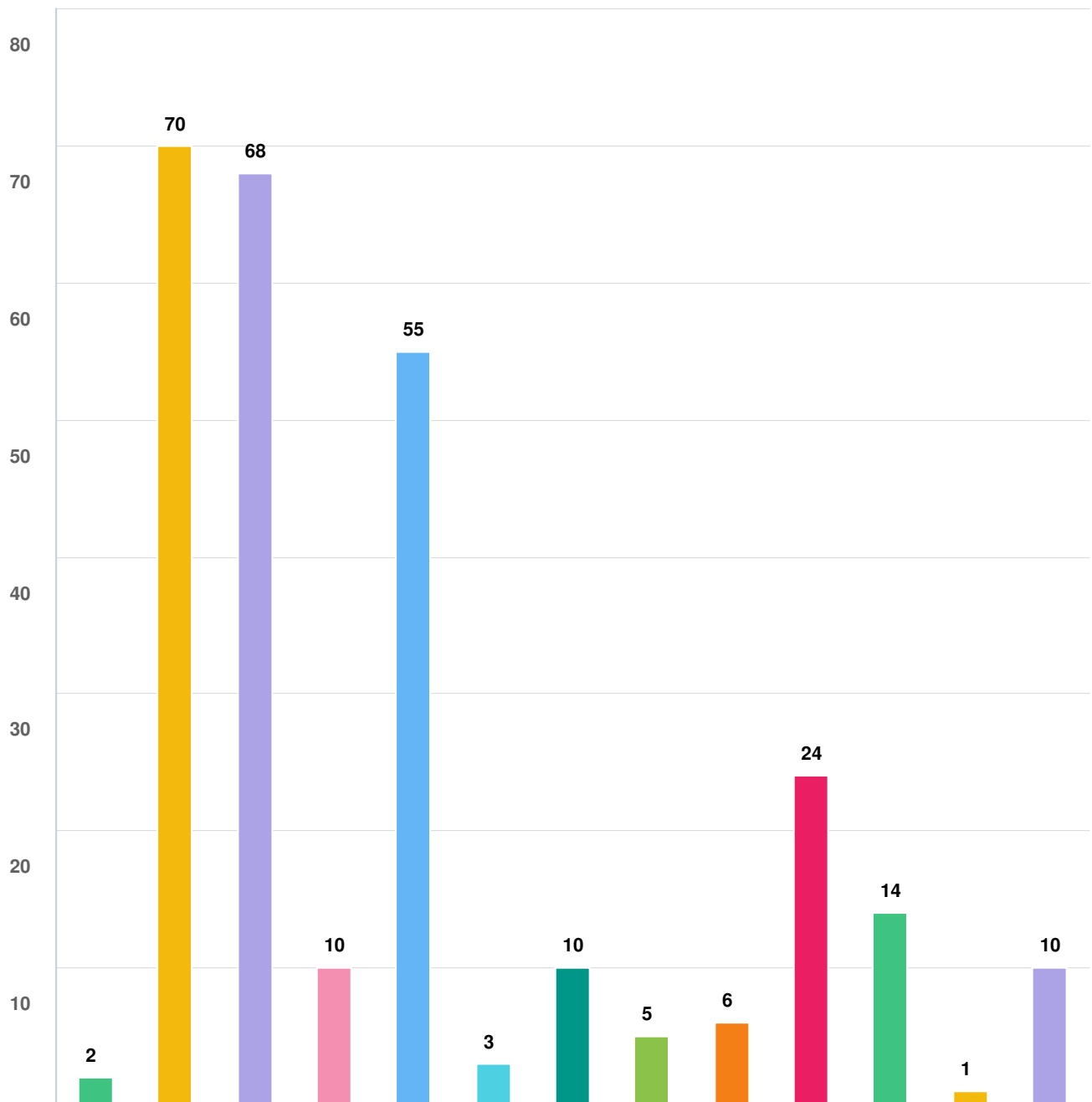
**Question options**

- Other: Ice, snow, or water on the road or sidewalk Accessibility issues Roadway conditions/potholes  
Lack of bike lanes (or bike riders using vehicle lanes or sidewalk)  
Limited places to cross streets while biking, rolling, or walking Lack of sidewalks and/or crosswalks  
Drivers not yielding the right of way to pedestrians Drivers not following traffic signals Large vehicles  
Distracted or impaired driving Speeding or aggressive driving

Optional question (91 response(s), 6 skipped)

Question type: Checkbox Question

**Q6** When you are driving, what are your main traffic safety concerns? Select your top 3 concerns.



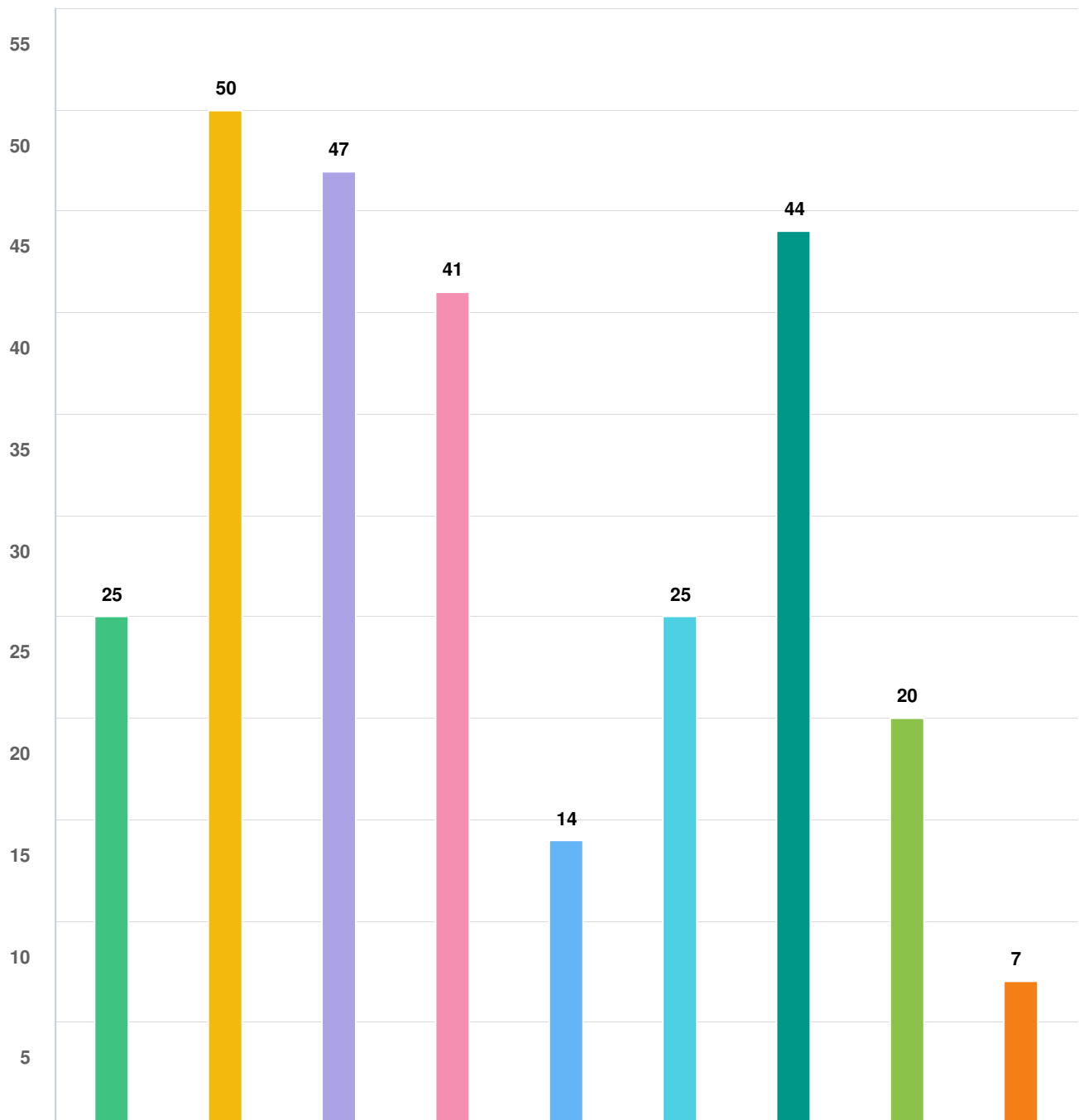
**Question options**

- Other:
 ● Accessibility issues
 ● Ice, snow, or water on the road or sidewalk
 ● Roadway conditions/potholes
- Lack of bike lanes (or bike riders using vehicle lanes or sidewalk)
 ● Limited places to cross streets while biking, rolling, or walking
 ● Drivers not yielding the right of way to pedestrians
- Lack of sidewalks and/or crosswalks
 ● Drivers not following traffic signals
 ● Large vehicles
- Distracted or impaired driving
 ● Speeding or aggressive driving
 ● I don't drive

Optional question (97 response(s), 0 skipped)

Question type: Checkbox Question

**Q7** What do you think Lake County's highest transportation safety priorities should be?  
Select your top 3 priorities.



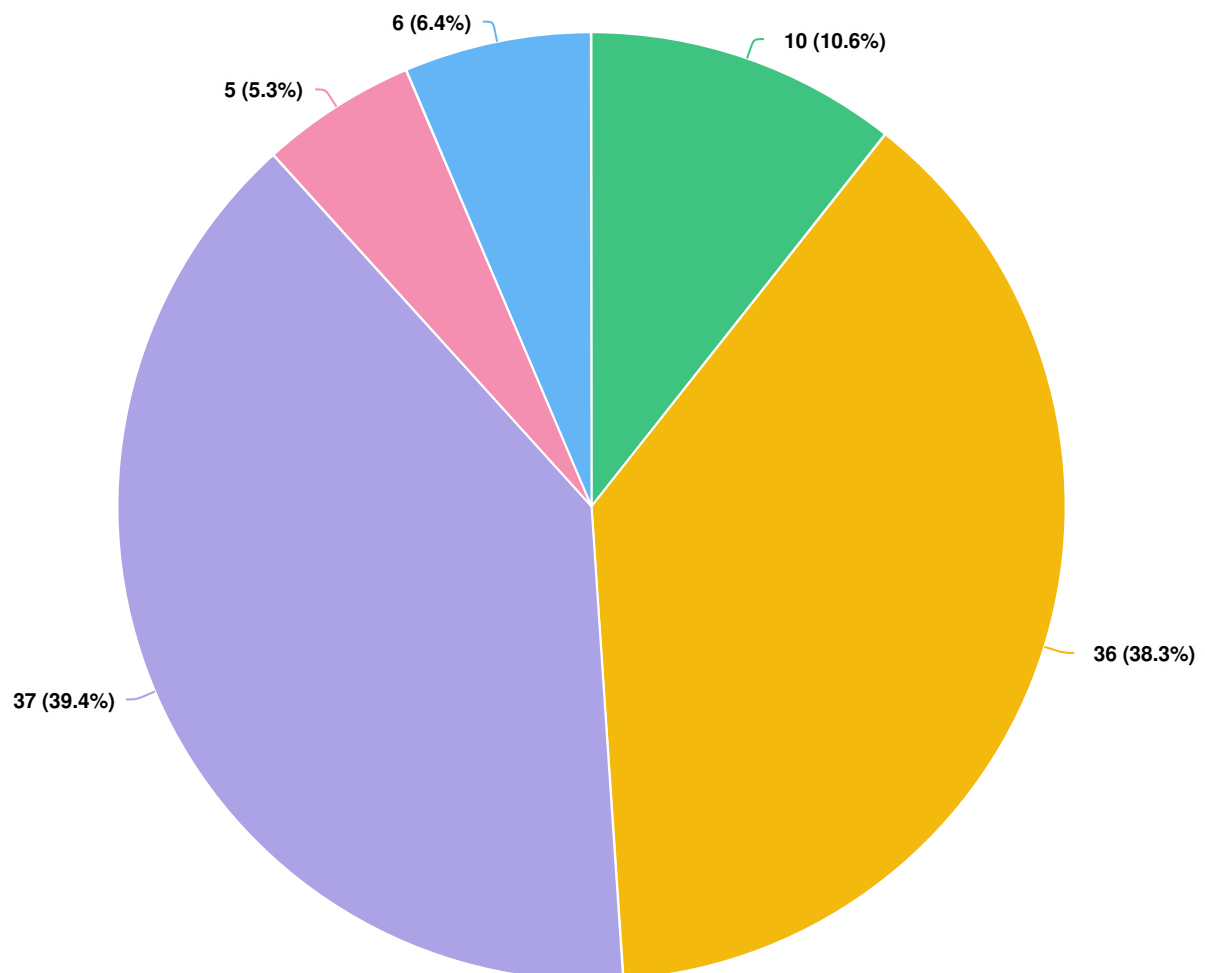
**Question options**

- Other: 
 ● Better road maintenance 
 ● More enforcement of traffic laws (e.g., speeding, red light running, etc.)
- Passing harsher laws for distracted driving 
 ● More transit facilities
- More physical separation between people walking/biking and people driving 
 ● More sidewalks and safer crosswalks
- Roadway designs that slow drivers and reduce serious and fatal crashes 
 ● Better lighting (intersections and roadways)

Optional question (95 response(s), 2 skipped)

Question type: Checkbox Question

**Q8** How would you rate recent progress towards improving traffic safety in Lake County?

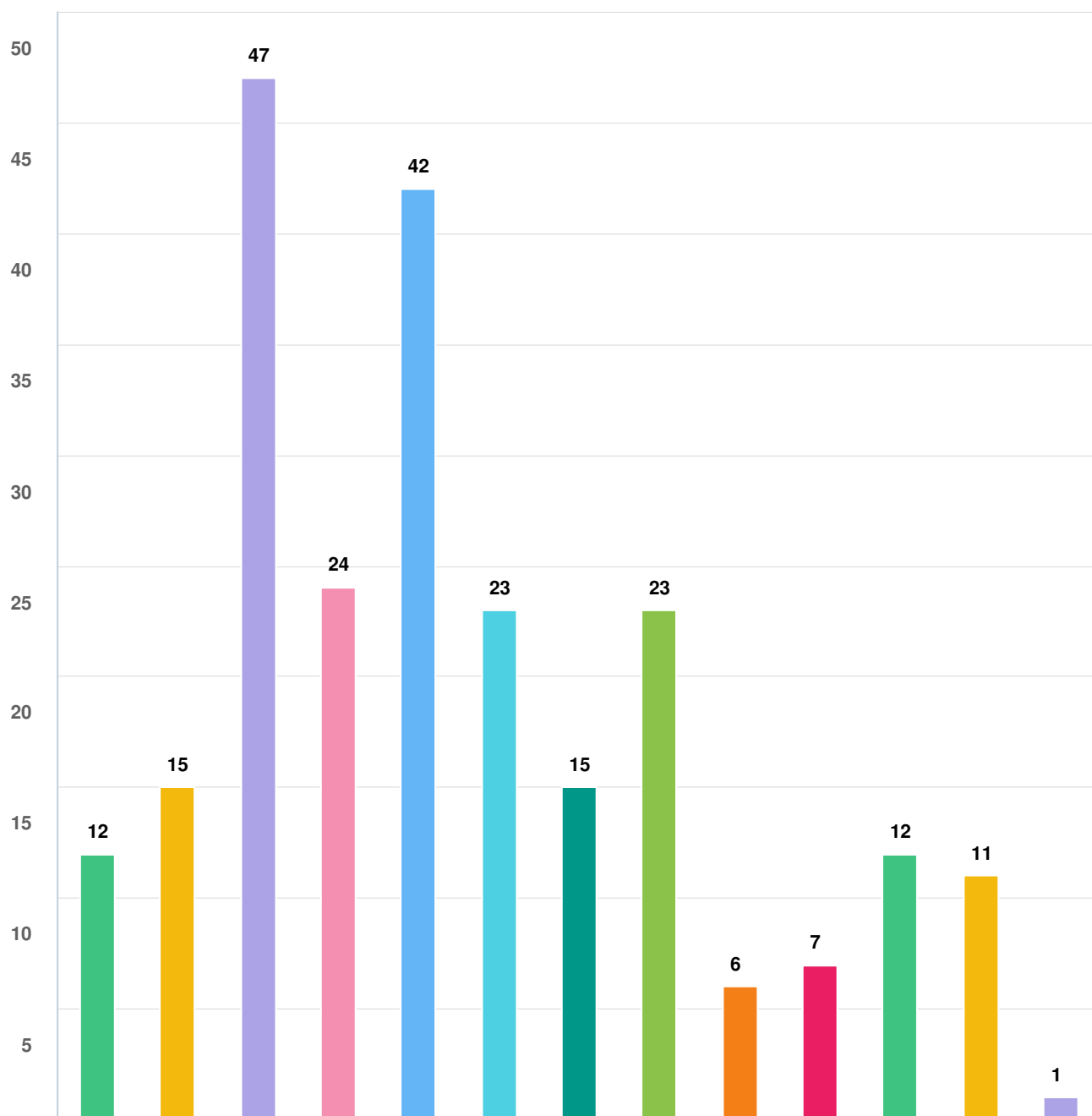


**Question options**

☐ Steady decline ☐ Slight decline ☐ No change ☐ Slight improvement ☐ Steady improvement

Optional question (94 response(s), 3 skipped)

Question type: Radio Button Question

**Q9** What prevents you from walking or bicycling more often? Select your top 3 barriers.**Question options**

- Other:
 ● Difficulty carrying all the items I need and/or transporting people in my care
- I don't like walking and bicycling in bad weather
 ● My own physical limitations
 ● I don't have access to a bicycle
- I live too far from where I want to go
 ● Bad lighting at night
 ● I'm concerned about personal safety (e.g., harassment)
- I'm concerned about traffic safety (e.g., traffic speed, distracted driving)
 ● Lack of bicycle facilities (e.g., bike lanes and trails)
- Lack of sidewalks and/or safe road crossings
 ● I don't have time
 ● I'm not interested

Optional question (95 response(s), 2 skipped)

Question type: Checkbox Question

**Q10 | My biggest traffic safety concern in Lake County is... (provide an example from your experience)**

Lkc  
3/26/2025 05:18 AM  
Lake county- lack of sidewalks and excessive speed on rte 12 in Fox lake/spring grove

Anonymous  
11/07/2024 05:39 AM  
Rt 12 in fox lake Illinois in front of ray Chevy people do 55-60 when it's 35. It's a curve road and it's impossible to pull out going left from wells st.

Anonymous  
11/07/2024 05:44 AM  
In front of ray chevy on rt. 12. People go 55-60 mph and it's only 35. Mph

Anonymous  
11/07/2024 11:41 AM  
Being shot at.

Anonymous  
11/08/2024 05:01 AM  
Limited crosswalks while running and drivers don't yield.

Anonymous  
11/09/2024 06:10 PM  
This is for Lake County not Cook. Drivers illegally passing - happens all the time especially on 134 between Fairfield and Wilson. 134 is not plowed well or soon enough when there's snow. The traffic light at Rt 12 & Hartigan turns red when no one is on Hartigan and does turn arrows when no is in the turn lane. The intersection of 134 and Nippersink NEED A TRAFFIC LIGHT! So many close calls. Nippersink between Wilson and 134 is hilly and dangerous with no shoulder... people ride bikes all the time and walk in the street.... very scary

Anonymous  
11/11/2024 10:27 AM  
People WAY, WAY OVER THE SPEED LIMIT!

KLB  
11/11/2024 01:25 PM  
Lake county - aggressive drivers/people who can't be bothered to follow the law

Anonymous  
11/11/2024 03:34 PM  
I cycle a lot in Lake County. Both drivers and other cyclists fail to follow Rules of the Road (or don't know them) making it difficult to predict behaviors and take appropriate action.

|                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Anonymous</p> <p>11/11/2024 06:48 PM</p>     | <p>Lack of sidewalks for pedestrians</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>Anonymous</p> <p>11/12/2024 02:44 PM</p>     | <p>Speed of driving on Rte 12</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>Anonymous</p> <p>11/12/2024 04:15 PM</p>     | <p>The intersection of rte. 137 and Clover Ln.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>Anonymous</p> <p>11/12/2024 06:43 PM</p>     | <p>Green Bay road between sunset and Russel Road</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>Anonymous</p> <p>11/16/2024 07:54 AM</p>     | <p>People drive much more aggressively more often. Tailgating, bobbing and weaving in between cars. I once had a truck bump me from behind on green bay because he was tailgating me so close! I'm literally going the speed limit and drivers get so angry that they will risk safety to try intimidate you into speeding!!</p>                                                                                                                                                                                                                                                                                               |
| <p>sabrinacleland</p> <p>3/26/2025 05:21 AM</p> | <p>The street I live on</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>Anonymous</p> <p>11/20/2024 10:14 AM</p>     | <p>Main roads not be widened to help traffic flow and major back ups.<br/>120 from Rt 12 to tollway 45 from 132 to 137 83 from 132 past Rollins Road</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>steve d</p> <p>11/20/2024 01:24 PM</p>       | <p>I walk and bike a lot in and around Vernon Hills and it's clear that Lake County's roads are designed to maximize auto throughput. The state of pedestrian and bike infrastructure makes it feel like we're at best tolerated, and usually treated like a nuisance when we try to get around without a car. The most dangerous examples for my kids and I are when drivers pull up to an intersection looking left for traffic, then drive through it to turn right on red without looking to see if anybody is walking or on a bike trying to cross the street. I'd like to see "no turn on red" at all intersections.</p> |
| <p>Anonymous</p> <p>11/21/2024 01:37 PM</p>     | <p>137 and Bull Creek, there is no turn lane on either side. Residents use the shoulder to turn right. However turning left is scary. People pass on the shoulder and sometimes do not realize there is someone stopped. As well, 137 and butterfield, the timing of the crosswalk and arrows makes it pretty dangerous to cross a very wide street.</p>                                                                                                                                                                                                                                                                       |
| <p>Anonymous</p>                                | <p>The intersection at Casey and Almond Roads. The speed limit is too</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

11/21/2024 02:30 PM

high and the visibility is very limited. I fear for the lives of my family members every time they try to turn onto Casey Road from Almond Road. I think it is irresponsible of the County to not have a stop light or stop sign there. Especially given the number and severe nature of the accidents there.

Anonymous

11/21/2024 06:01 PM

Not enough side walks lighting crazy drivers

Anonymous

11/21/2024 06:14 PM

Distracted/fast drivers that can cause at an accident

Anonymous

11/21/2024 06:29 PM

Other drivers not following the rules of the road

Anonymous

11/21/2024 06:36 PM

Drivers running stop signs and constantly speeding through residential neighborhoods.

Anonymous

11/21/2024 07:23 PM

Aggressive driving and speeding

Anonymous

11/21/2024 07:25 PM

Road maintenance. Washington St is a nightmare going over 41, It's also very narrow and holey going eastbound past McAree.

Anonymous

11/21/2024 07:37 PM

Unsure if people don't know the rules of the road of they just don't care to follow. Drivers seems to be impatient and always want to speed driver or make illegal U turns.

Anonymous

11/21/2024 07:50 PM

Lack of sidewalks and turning lanes.

Anonymous

11/21/2024 07:53 PM

Not a lot of sidewalks or lighting

Anonymous

11/21/2024 10:18 PM

in residential areas.

Anonymous

11/21/2024 11:55 PM

Speeding and aggressive driving. I immediately bought a dash came as soon as I purchased my car, I'd rather be safe driver and avoid issues while having it recorded for evidence. My life is valuable and I've been in situations where a driver is going through road rage and



it makes me feel unsafe.

Anonymous

11/22/2024 01:49 AM

For me it would have to be the aggressive driving and no regard for how their actions impact others. I was waiting until it was safe to make a left turn at an intersection and a driver behind me honking. That situation made the experience unnecessarily stressful because the oncoming traffic was heavier at that time so there was nothing I could do but wait until it was safe for me to make the left turn.

Anonymous

11/22/2024 10:58 AM

Distracting drivers (texting, etc)

Anonymous

11/22/2024 01:49 PM

Drivers not following the rules of the road.

Anonymous

11/25/2024 08:11 PM

Every day I watch 2 - 3 people run through on the yellow light and at least one on the red light at nearly every intersection. I previously was against red light cameras but now believe we need them at every intersection. Along the same lines, right turn on red when traffic clears has turned into right turn on red no matter what. Finally, stop signs with white outlines on the sign must be optional as nobody stops, particularly when entering a main street. All of these impede the flow of traffic as people are afraid to move when a light turns green or when they see a person approach an intersection from the side.

Anonymous

11/28/2024 06:19 PM

We have a run club that runs in Waukegan. My observation is that there is no infrastructure to support exercise in our community. We don't have bike or running lanes, our trails are not connected in a way that makes them easy to traverse, and our drivers are not accustomed to it. While Lake County as a whole is relatively safe, all communities deserve a refresh to assure their infrastructure supports physical activity and safety.

Brylee7

12/17/2024 10:45 AM

Distracted driving laws not being enforced

Anonymous

12/19/2024 01:18 PM

Lack of enough lanes for traffic volume and difficulty of emergency vehicles being able to quickly respond due to lack of lanes for traffic. Driving on Rt 83 during rush hour, 2 lanes for both directions of traffic, Fire trucks trying to get through as cars in both directions are having to pull as far on the small shoulder to give the fire trucks room to squeeze through.

Engineering

1/07/2025 09:24 AM

Lack of sidewalks in my neighborhood in Grayslake and lack of sidewalks that would help connect neighborhoods together in Grayslake

Anonymous

1/08/2025 09:30 PM

Aggressive driving. Lack of road calming built into planning. (Bump outs, islands, etc)

Anonymous

1/09/2025 08:35 AM

My biggest traffic safety concern in Lake County is the lack of shoulders on some of the rural roads, particularly on County Road 561A. I've noticed that as traffic increases, it becomes more challenging for drivers to navigate safely, especially when trying to turn into driveways. There have been a few close calls where cars had to swerve to avoid oncoming traffic, which is really alarming. Another area of concern is Citrus Grove Road, which has some narrow sections and sharp curves. I've seen cyclists and pedestrians using that road, and it makes me nervous because there's not much room for them to safely share the road with vehicles. Overall, these issues highlight the need for better infrastructure to ensure everyone's safety on the roads.

Anonymous

1/09/2025 11:53 PM

Longer tim to get across the street. I believe it's 26 seconds. People still turn while I'm still crossing the street.

Anonymous

1/13/2025 11:44 AM

See above

Jessica Noya-Roy

3/26/2025 05:35 AM

Millburn Rd & Old 45 (Main Street) in Old Mill Creek. A lot of accidents have occurred here, people speed and don't pay attention. Route 45 & Rollins Rd also has a lot of accidents, the lights are confusing. People think they are getting a green right turn arrow when it's actually a left green arrows.

Don Jensen

3/26/2025 05:35 AM

Without a doubt Sheridan Rd. in (my home town) Beach Park. IDOT REFUSES to reduce the speed limit from 40 MPH to 35 MPH to match that in adjacent Zion and Waukegan despite the number of serious car-vs- pedestrian/cyclist collisions AND the proximity of several mobile home parks with dense populations and MANY kids. Beach Park has tried to improve this with additional lighting, sidewalk/bike path and a crosswalk signal but more needs to be done.

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|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Anonymous<br>1/13/2025 05:16 PM | Impaired driving along with distracted driving coupled with road rage.<br>People running red lights, tailgating, weaving in and out of traffic.                                                                                                                                                                                                                                                                                                                                                                                                              |
| Anonymous<br>1/13/2025 10:51 PM | Over Speeding                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Anonymous<br>1/14/2025 01:16 AM | Is rough driving.... There was a time I was driving to my friend's place then a car almost brushed me and he was on high speed                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Anonymous<br>1/14/2025 01:28 AM | Car drivers ignoring safety traffic signs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Anonymous<br>1/14/2025 01:34 AM | My biggest traffic safety concern in Lake County is the frequent speeding on residential streets, especially in areas with schools and parks. I've noticed that many drivers don't adhere to the posted speed limits, which creates a dangerous environment for children and pedestrians. One specific instance was near Waukegan High School on Washington Street, where I saw a car speeding past a school zone despite flashing lights and crossing guards being present.                                                                                 |
| Anonymous<br>1/14/2025 01:46 AM | I'm really concerned about the lack of sufficient stop signs or traffic signals in certain residential areas. For instance, on Sheridan Road near Beach Park, I've noticed that cars often speed through without slowing down, creating a risky situation for families trying to cross.                                                                                                                                                                                                                                                                      |
| Anonymous<br>1/14/2025 03:03 AM | People don't usually respect traffic signals and over speed limit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Anonymous<br>1/14/2025 05:13 AM | Aggressive drivers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Anonymous<br>1/14/2025 05:30 AM | Aggressive drivers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Anonymous<br>1/14/2025 06:30 AM | My biggest traffic safety concern in Lake County is the high incidence of speeding and reckless driving on rural roads, particularly during peak commute hours. From my experience, I've noticed that many drivers tend to speed on these roads, often exceeding the posted speed limits by 10-20 mph. This not only puts the drivers themselves at risk but also endangers other road users, such as pedestrians, cyclists, and motorcyclists. Additionally, the rural roads in Lake County often have limited lighting and visibility, making it even more |

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challenging for drivers to navigate safely

Anonymous

1/14/2025 07:41 AM

Intersection 43 and 60. Drivers don't respect signs and speeding .  
Most are speeding to cross in red light. I saw couple of police ( at the intersection of the blue church) but they're busy in their phone not even paying attention to the traffic

Anonymous

1/14/2025 08:58 AM

As said...the speed limit doesn't fit the residential neighborhood.  
Reduce the speed in my neighborhood.

Anonymous

1/14/2025 09:27 AM

Speeding on all roads. People are using stop signs as suggestions.

Anonymous

1/14/2025 11:30 AM

My biggest traffic concern in lake county is drunk driving

ShaunS

1/14/2025 01:29 PM

Right now my biggest concern is the crosswalk that goes to Isaac Fox Elementary School in Middle School South in Lake Zurich. I have seen drivers continue to not stop properly while the crossing guard and people are in the crosswalk. In December 2024 there was an accident at the crosswalk while students were getting to school. Furthermore while Lake Zurich Police have been doing more enforcement by the schools they can't be there all the time.

Anonymous

1/14/2025 01:35 PM

Large cars over taking wrongly

Anonymous

1/14/2025 03:26 PM

Speeding on Rollins Road between Rt 45 and Drury Lane, Washington Rd in Grayslake by Atkinson, and Sheridan Road in Beach Park have caused several serious accidents and even fatalities. I would like to see the speed lowered in these areas and enforcement of the speed limit to help curb accidents and injuries.

Anonymous

1/15/2025 10:41 AM

Highland Park where Sheridan Road and Elm Place cross needs a stop sign. Two schools, The Art Center, and residences all use this dangerous intersection.

Anonymous

1/15/2025 04:30 PM

Articulated vehicle carrying heavy load on the road

Anonymous

1/15/2025 04:58 PM

Extreme speeding on W 28th St in Beach Park and running stop signs on the same street.

Anonymous

1/16/2025 06:25 AM

I've had people swear at me when I'm walking my puppy on Gage Lane in Lake Forest!!! It's terrible and very insulting! We have lived there for 20 years this past August and we have seen more traffic and more vehicles speeding . Gage Lane speed limit should be lowered to 20 miles an hour! Keep the vehicles on Rt 41 and RT 43! We need the police to enforce the speed limit! During rush hour we can't walk or ride our bikes! It's even difficult driving on Gage Lane!

Anonymous

1/16/2025 08:46 AM

Lack of lighting and traffic enforcement on Sheridan Rd. Between Wadsworth Rd. and Greenwood Ave.

Sharon A

3/26/2025 05:36 AM

Sheridan Road between Wadsworth Road and Greenwood has traffic speeding, passing on the right. Traffic is going over 50 mph and most of the time around 55mph

Anonymous

1/17/2025 11:57 AM

Lack of traffic law enforcement.

Anonymous

1/18/2025 11:36 AM

Lack of traffic control in many areas and the need for widening the roads. 45 has seen steady improvement while 83 has been neglected. It needs work from Diamond Lake Road to 120 at least.

SNow1

3/26/2025 05:39 AM

people driving and texting (or whatever they do on their phones - no idea)

Anonymous

1/26/2025 04:32 PM

120 is a very bad road, it doesn't have good visibility and there isn't a good alternative to go around it. We need to have this improved for safety purposes for walking, biking and for the cars that need to cross it. Please enhance roads around to divert traffic as well as expand the road with an overhead railroad crossing and overhead pedestrian and bike crossings

Anonymous

1/29/2025 09:26 AM

Bike lanes outside of municipalities are nonexistent. Yes there are numerous trails but roadside shoulders aren't wide enough to give most people comfort while biking along county roads. I regularly bike Grass Lake/Millburn/Wadsworth Roads and only Grass Lake Road has a suitable mutli-use path alongside, and only partway at that.

Anonymous

1/31/2025 06:06 PM

The crosswalk at Route 137 and Casey Road and Midlothian Road. It is challenging to safely walk to the Metra station throughout the year. This intersection involves county, state, and two villages, which makes it very difficult to get results. For example, Libertyville will clear snow at the Metra station; the county will not clear the bike path because it is not designated for year round use; Grayslake Village will not clear paths connecting to the Prairie Crossing neighborhood. We want transit-based communities that are truly transit accessible all year.

Steve L

3/26/2025 05:40 AM

Red light running is now the norm, not the exception. We need light timing to change or some degree of enforcement.

Anonymous

1/31/2025 08:55 PM

Distracted drivers

Anonymous

1/31/2025 10:48 PM

Speeding, aggressive drivers and major lack of enforcement. Almost zero presence to slow drivers down. And also ZERO enforcement. I've not one time in 14 years seen a driver pulled over in my neighborhood or on the highways surrounding my neighborhood despite daily obvious violations.

Anonymous

2/01/2025 09:28 AM

My son got hit by an unlicensed driver blowing a stop sign that totaled our vehicle. Big loss for us. Perpetrator got a slap on the wrist. Also, lack of separation of bicycles from roadway. Bicyclist going the wrong way on a street also blew a stop sign (at the same intersection actually), was not hit by us, we swerved away, he jumped the curb, he sued our insurance and won even though police report said no contact made, we lost our insurance over that.

Anonymous

2/01/2025 02:45 PM

Intersection at 45 & Jones Point Rd needs a red light camera. It is very dangerous.

Anonymous

2/01/2025 03:13 PM

Drivers not following speed laws and running through traffic lights.

Anonymous

2/01/2025 03:14 PM

Red light runners Ability to cross busy roads while running due to limited underpass or over pass options.

Anonymous

The intersection at 45 and Jones point. People drive through red

2/01/2025 04:06 PM

lights frequently

Anonymous

2/01/2025 04:19 PM

See above written answer (#6)

Anonymous

2/01/2025 05:22 PM

Not knowing the rules of the road. People from other places do not know who needs to yield. I witnessed an accident where the person thought the one who got there first got the right of way rather than the one traveling straight versus the one turning.

Anonymous

2/02/2025 02:38 PM

Drivers not paying attention to pedestrians/bicyclists.

Anonymous

2/02/2025 07:04 PM

Crosswalks- (137 & Casey) the high speeds on our local roads (137, Casey road, route 45)

Anonymous

2/03/2025 01:44 PM

Bikes vs. cars. My son was hit by a car while riding his bike. He's ok, but it still scares me.

Anonymous

2/07/2025 02:40 AM

Un-protected crosswalks on wide, high-speed roads. Consider the intersection of IL-83 and Rollins, in Round Lake Beach: 7 total lanes wide in each direction, no middle island, no traffic calming, no way around, no overpass for bikes/pedestrians (despite the intersection being sunk down to grade-separate it from the nearby CN railway tracks, with plenty of space/clearance to add one). Crossing this intersection is a harrowing experience, and one must watch out for cars turning right from 2 directions, cars turning left from a 3rd direction, lights changing, distracted drivers from anywhere, etc. The second-safest way to reconstruct this intersection may be with traffic calming (maybe not ideal for two heavily-travelled 4-lane corridors), while the first-safest may be to grade-separate the sidewalk with a flyover bridge, and avoid having any crossing conflicts at all.

Anonymous

3/31/2025 04:05 PM

Safe crossings for pedestrians and bicyclist, especially children at intersections. The pavement markings often wear off after a year or two and become faded at some many intersections. VISIBLE CROSSWALKS AT INTERSECTIONS WITH HIGH PEDESTRIAN AND BICYCLE TRAFFIC NEEDS TO BE A BIG PRIORITY.

**Optional question** (88 response(s), 9 skipped)

**Question type:** Essay Question

**Q11 | If roads were slower, more walkable, and safer, I could... (provide an example of how your life might be different)**

Lkc

3/26/2025 05:18 AM

Walk, ride a bike

Anonymous

11/07/2024 05:39 AM

I could turn left

Anonymous

11/07/2024 05:44 AM

Turn left out of my road at wells st and not fear of getting t boned.

Anonymous

11/07/2024 11:41 AM

Might survive.

Anonymous

11/08/2024 05:01 AM

Provide a safer outlet for community events such as a run club.

Anonymous

11/09/2024 06:10 PM

I could walk to Aldi, Starbucks, Home Depot, etc

Anonymous

11/11/2024 10:27 AM

Feel much safer on the road.

KLB

11/11/2024 01:25 PM

Probably choose to walk to some destinations. Definitely applies to biking. Lack of path and safe crossings means I often don't ride.

Anonymous

11/11/2024 06:48 PM

Walk to work

Anonymous

11/12/2024 02:44 PM

Relax while driv

Anonymous

11/16/2024 07:54 AM

Walk to more places instead of adding to congestion and pollution. Greenbay is the main one! No sidewalks so people walk dangerously close to the curb and in winter they walk right in the street. I was born and raised in Lake County my whole life (50+ yrs). You all still won't do anything to make the roads safer. Put some ridges in the road or low speed bumps at certain areas and more street lighting and sidewalks. Greenway Road needs the most improvement!



sabrinacleveland

3/26/2025 05:21 AM

I would feel better about my kids being able to walk around more

Anonymous

11/20/2024 10:14 AM

Feel safer when driving because wouldn't be afraid of someone rear ending me in heavy traffic backups especially in 120 going east & west

steve d

11/20/2024 01:24 PM

Do most of the trips I need (stores, school, library, Metra station) without feeling like I'm in danger.

Anonymous

11/21/2024 01:37 PM

I would be able to cross 137 on bike on butterfield

Anonymous

11/21/2024 02:30 PM

Feel safer allowing my children to cross the streets and ride their bikes.

Anonymous

11/21/2024 06:01 PM

Be healthier

Anonymous

11/21/2024 06:14 PM

I definitely would want to walk more and begin to bike as well. I'm too scared to that now because a lot of drivers don't care.

Anonymous

11/21/2024 06:29 PM

Walk to more places

Anonymous

11/21/2024 06:36 PM

take my toddler out on walks with a peace of mind.

Anonymous

11/21/2024 07:23 PM

Enjoy the outdoors more and get out to public spaces by walking there

Anonymous

11/21/2024 07:25 PM

I'd be more comfortable walking to local places like the library, neighborhood stores.

Anonymous

11/21/2024 07:37 PM

I would feel safer walking to my local shops but instead I rather drive to shop because I know it would be safer than walking.

Anonymous

11/21/2024 07:50 PM

Contribute less carbon emissions by walking or riding a bicycle instead of being forced to drive because of lack of sidewalks and bike lanes.

Anonymous

11/21/2024 07:53 PM

Walk everywhere!

Anonymous

11/21/2024 11:55 PM

Walk more often.

Anonymous

11/22/2024 01:49 AM

With the higher costs that comes with owning a car, I would love to walk more or use public transportation to lessen the financial burden. Walking is good for the health and great for interacting with the community.

Anonymous

11/22/2024 10:58 AM

I'd walk more in my city

Anonymous

11/22/2024 01:49 PM

I would feel safer walking longer distances.

Anonymous

11/25/2024 08:11 PM

Watch even more impatient people run red lights...

Anonymous

11/28/2024 06:19 PM

We could walk to work, our run club exercise more freely, and we could be a part of a cultural revolution.

Anonymous

12/19/2024 01:18 PM

I don't think slower roads are the answer. Safer roads, more sidewalks.

Engineering

1/07/2025 09:24 AM

Feel comfortable biking in the shoulder of a road

Anonymous

1/08/2025 09:30 PM

Yes, I live about a mile fro Metra and I've biked and walked, but some crossings aren't safe. Also, no safe bike storage at Metra.

Anonymous

1/09/2025 08:35 AM

If roads were slower, more walkable, and safer, my daily life would be significantly different. For instance, I could easily walk to the local grocery store without worrying about speeding cars or navigating busy intersections. This would not only encourage me to exercise

more but also allow me to enjoy the fresh air and community atmosphere. Additionally, with safer roads, I would feel comfortable letting my kids walk or bike to school or nearby parks. It would foster a sense of independence for them while also giving me peace of mind knowing they are safe. Overall, a more pedestrian-friendly environment would enhance my quality of life by promoting healthier habits and stronger community connections.

Anonymous

1/09/2025 11:53 PM

People should be aware of others. And provide garbage cans around. how about making bigger signs

Anonymous

1/13/2025 12:22 PM

Go on more runs

Jessica Noya-Roy

3/26/2025 05:35 AM

I could walk my children to school.

Don Jensen

3/26/2025 05:35 AM

If there were fewer cyclist and pedestrians in the roadway, especially after dark, - or they were properly clothed and illuminated, and speed limits were appropriate for the neighborhoods AND enforced, I would be much more comfortable driving in my Village.

Anonymous

1/13/2025 05:16 PM

I think it makes it more user friendly and can in the long run create more growth. Example Grand avenue corridor in Lindenhurst

Anonymous

1/13/2025 10:51 PM

Relax watching news without panic of accident

Anonymous

1/14/2025 01:16 AM

Drive frequently

Anonymous

1/14/2025 01:28 AM

obtain a Scooter or bicycle for my use

Anonymous

1/14/2025 01:34 AM

If roads were slower, more walkable, and safer, I could walk or bike to local stores and parks more often instead of driving everywhere. This would not only save money on gas but also improve my overall health and allow me to spend more time outdoors. For example, I'd feel comfortable taking my kids on a walk to the local park without worrying about speeding cars or unsafe crosswalks.

Anonymous

1/14/2025 01:46 AM

Safer, more walkable streets would make it much easier for me to enjoy outdoor activities like walking to the local coffee shop or biking with friends to nearby trails.

Anonymous

1/14/2025 03:03 AM

It would be a more safer for those without mobility

Anonymous

1/14/2025 05:13 AM

I will take more walks from time to time

Anonymous

1/14/2025 05:30 AM

Take a walk from time to time

Anonymous

1/14/2025 06:30 AM

If roads were slower, more walkable, and safer, I could walk or bike to nearby shops, restaurants, and parks with my family, instead of driving. This would allow us to: 1. Spend quality time together, enjoying the outdoors and local amenities. 2. Reduce our carbon footprint and contribute to a more sustainable environment. 3. Improve our physical health through regular walking and cycling. 4. Connect with our community, meeting neighbors and local business owners. 5. Save money on fuel, parking, and vehicle maintenance.

Anonymous

1/14/2025 07:41 AM

I will walk to work

Anonymous

1/14/2025 08:58 AM

Sit outside and enjoy the reason I moved to my neighborhood.

Anonymous

1/14/2025 09:27 AM

Feel safer walking and biking more.

Anonymous

1/14/2025 11:30 AM

It will give me more chance to explore my community on foot , discovering new shops, restaurants and cultural attractions.

ShaunS

1/14/2025 01:29 PM

I would probably be less concerned when my kids are walking to school. As of right now my youngest kid will not walk alone I will take him to make sure he makes it safely due to the traffic on Cuba Road.

Anonymous

1/14/2025 01:35 PM

Walk my dog and take a stroll

Anonymous

1/14/2025 03:26 PM

I would be able to be more relaxed and feel safer.

Anonymous

1/15/2025 10:41 AM

Get out more often and access uptown Highland Park

Anonymous

1/15/2025 04:30 PM

Getting to a place on time would be so difficult

Anonymous

1/15/2025 04:58 PM

Not worry so much about my very young and elderly neighbors.

Anonymous

1/16/2025 06:25 AM

I would walk and ride my bike more during the day! I ride my bike to Sunset Foods when it's not busy! I have to cross RT 43 to North Shore Bike Path! That's so dangerous! There's only one sidewalk on Rt 43 to go North or South! I can't go to Elawa Farm on my bike or walk there because there's no crosswalk at Gage Lane and Rt 43! People speed on Rt 43!

Anonymous

1/16/2025 08:46 AM

Would not improve any facet of my life

Anonymous

1/17/2025 11:57 AM

Use a bicycle or walk to more public facilities in my area.

Anonymous

1/18/2025 11:36 AM

Spend more time in traffic. We don't need to slow traffic, we need to make the speeds that are already established safer by adding intelligent lighting control (not the old loop or timer systems). Proper width of roads, more thought out turns and merged.

SNow1

3/26/2025 05:39 AM

walk around more or bike around more - i feel today if i do that I am seen as a weird special species

Anonymous

1/26/2025 04:32 PM

I would walk or bike more often if it was safer. The roads don't need to be slower, the traffic needs to be diverted to bigger roads to relieve congestion on the only small roads available. Slowing down the roads overall would make it worse.

Anonymous

1/31/2025 06:06 PM

I could cross the road with more confidence.

Steve L

3/26/2025 05:40 AM

Not worry about getting T-boned by some texting clown who has run a red light.

Anonymous

1/31/2025 08:55 PM

I would bake further from home.

Anonymous

1/31/2025 10:48 PM

If there were more ENFORCEMENT, I could Exit my neighborhood more safely. Feel better about my kids riding their bikes. Feel safer when walking on roadways where there are no sidewalks or paths.

Anonymous

2/01/2025 09:28 AM

Speed limits are fine if followed. Keep walkers and bicyclist completely segregated from traffic. More buses more frequently (instead of using school buses, those in middle school and high school should take advantage of Pace, then Pace can have more buses instead of splitting funds). More sidewalks, though pedestrians/bicyclists are on Rt 41 where it is prohibited--perhaps better communication about that.

Anonymous

2/01/2025 03:13 PM

Walk or bike on many errands.

Anonymous

2/01/2025 03:14 PM

Not slower, but less out of repair.. frankly the bike trails simply need repair. They are so bumped up from roots or eroded, they make it difficult to bike on them. Similar with baby roads. I like to roller blade, but many are in such bad shape, it is unsafe.

Anonymous

2/01/2025 05:22 PM

I would like them safer not slower. Commute times are terrible, too. Separation of motorized vehicles from pedestrians and bicycles needs to happen more.

Anonymous

2/02/2025 02:38 PM

use my bike on more roads without fears of unsafe drivers

Anonymous

2/02/2025 07:04 PM

Ride my bike more when it's nice, not fear getting run over (as much)

Anonymous

2/03/2025 01:44 PM

Not directly related to slower roads, but if there were safer/dedicated bike lanes, I would be more inclined to take my 3 kids places via bicycle. Right now, there are some places we can bike - but with a group of 4 of us, it's very difficult to keep an eye on everyone/keep everyone safe.

Anonymous

2/07/2025 02:40 AM

Cross them on foot or bike along the curb more easily/comfortably, I guess (the main problem is lack of bike/ped infrastructure, not conflicts with cars)

Anonymous

3/31/2025 04:05 PM

I could bike more often to the downtown.

**Optional question** (78 response(s), 19 skipped)

**Question type:** Essay Question

## Q12 | Do you have any other ideas or comments you would like to tell us about?

Lkc

3/26/2025 05:18 AM

Some thing that needs to be done about the excessive speed on route 12 in Fox Lake. My neighbor actually had a car drive through her house and push her out into her front yard.

Anonymous

11/07/2024 05:39 AM

A round a bout in that dpot

Anonymous

11/07/2024 05:44 AM

Put a round about at wells and rt. 12

Anonymous

11/07/2024 11:41 AM

More police, more police, MORE POLICE

Anonymous

11/09/2024 06:10 PM

People in this county don't want anything to change.... good luck

Anonymous

11/11/2024 10:27 AM

There should be a left hand turn lane for east bound traffic on 134 to turn onto north bound Fairfield road.

Anonymous

11/11/2024 03:34 PM

Improved signage to alert drivers to bicycles. There are signs, like Start Seeing Motorcycles, but I'm not aware of signs alerting drivers that bikes are vehicles and share the road.

Anonymous

11/12/2024 02:44 PM

Red light cameras are too sensitive

Anonymous

11/16/2024 07:54 AM

Maybe more bus availability so people can take the bus more instead of driving. Lewis Ave is one of the most business populated streets but has the most limited bus route and NO weekend service?!

sabrinacleveland

3/26/2025 05:21 AM

Sidewalks instead of bike lanes, the hard core bike people do not follow the rules anyhow

Anonymous

11/20/2024 10:14 AM

Prioritize 120 to be widened in both directions from rt 12 to tollway. Backups are terrible. 83 should also be widened from 132 to past Rollins and 45 should be widened from 132 to 137

steve d

11/20/2024 01:24 PM

Let's connect the county with a network of safe, pleasant paths and sidewalks so that we can commute around towns without cars. Walking and bikes are legitimate ways to travel to where you need to go, but they're treated as "leisure" by planners.

Anonymous

11/21/2024 06:01 PM

Fix main roads invest in the people of Waukegan

Anonymous

11/21/2024 06:36 PM

Adding road bumps to residential areas to prevent speeders.

Anonymous

11/21/2024 07:23 PM

Possible emergency posts/buttons among the bike path/cameras to assist with public safety

Anonymous

11/21/2024 07:25 PM

I feel like Washington St needs some love. And definitely more of a law enforcement presence during school arrival and dismissal. It's so hazardous for both drivers and students.

Anonymous

11/21/2024 07:50 PM

Use our taxes to fit our needs and demands. City of progress should be progressive don't you think?

Anonymous

11/21/2024 07:53 PM

What about a roadway system kinda like a subway

Anonymous

11/21/2024 11:55 PM

Public signage about not polluting and picking up your trash. It's upsetting to see streets and neighborhoods with trash, we have to see explicit reminders to kindly remind and educate community members on the importance of maintaining a clean and safe community, because we deserve it.



Anonymous

11/22/2024 01:49 AM

I would just like more walkable towns and public transit that can run locally like trains/subways. I feel like traffic can improve if there's more options to how to move around in an area

Anonymous

11/22/2024 10:58 AM

Consider roundabouts. Consider stop signs downtown Waukegan (on Washington specifically) instead of stop lights where there's no traffic.

Anonymous

11/22/2024 01:49 PM

Is there a plan to improve the road ? For examples, potholes.

Anonymous

11/28/2024 06:19 PM

When thinking about safe streets and reimagining our infrastructure, start with the communities that could stand to benefit the most first.

Anonymous

1/08/2025 09:30 PM

A focus on designing roads to slow traffic would be best for my community. (Pedestrian islands, protected bike lanes, narrower lanes, etc.)

Anonymous

1/09/2025 08:35 AM

I believe that improving traffic safety and walkability in Lake County could greatly benefit our community. Engaging residents through public forums and surveys would help identify specific concerns and preferences. Infrastructure improvements, such as wider sidewalks, dedicated bike lanes, and traffic calming measures, would create safer environments for pedestrians and cyclists. Additionally, launching safety awareness campaigns and educational programs in schools can foster responsible road-sharing habits. Enhancing public transportation options would reduce car dependency, further contributing to safer streets. Finally, organizing community events like "car-free days" could promote walking and biking while strengthening community connections. Together, these efforts can lead to a healthier, more vibrant community where everyone feels safe and encouraged to get around without a car.

Anonymous

1/09/2025 11:53 PM

How about making bigger signs. And have volunteered people to pick up trash.

Anonymous

1/13/2025 11:44 AM

See above

Jessica Noya-Roy

No.

3/26/2025 05:35 AM

Don Jensen

3/26/2025 05:35 AM

QUIT BUILDING ROUNDABOUTS. We are NOT ENGLAND!

Anonymous

1/13/2025 05:16 PM

Rollins and 45 needs to be improved asap. That is a dangerous intersection along with grand and 45. From grand to Washington it should have been made 4 lanes when they did the rest of 45. But from grand to Rollins those intersection have so many serious accidents. Along with Rollins road being a race track from 45 to 83.

Anonymous

1/14/2025 01:16 AM

They should be an agency curbing people that violates traffic laws

Anonymous

1/14/2025 01:28 AM

i don't have for now . let me think about it

Anonymous

1/14/2025 01:34 AM

Yes, I believe Lake County could benefit from more designated bike lanes and well-marked pedestrian crossings, particularly in busy areas like downtown Waukegan or around major shopping centers. Additionally, adding more traffic-calming measures, such as speed humps and narrower lanes in residential neighborhoods, could greatly improve safety for pedestrians and cyclists. Finally, community education programs about traffic safety and sharing the road could help foster a safer environment for everyone.

Anonymous

1/14/2025 01:46 AM

I think there's a real need for more bike-friendly infrastructure in Lake County. Adding dedicated bike lanes along busy roads like Route 45 or near popular spots like the Des Plaines River Trail could help reduce traffic congestion and make cycling safer for everyone. More pedestrian-friendly features like benches and sheltered bus stops would also encourage walking and public transit use.

Anonymous

1/14/2025 03:03 AM

No

Anonymous

1/14/2025 05:13 AM

Aggressive drivers should be punished severally

Anonymous

1/14/2025 05:30 AM

Harsher punishment for aggressive drivers

Anonymous

1/14/2025 06:30 AM

To address this concern, I believe it's essential to: 1. Increase enforcement presence, particularly during peak hours. 2. Implement traffic calming measures, such as speed bumps or radar signs. 3. Improve road lighting and visibility. 4. Launch public awareness campaigns to educate drivers about the dangers of speeding

Anonymous

1/14/2025 07:41 AM

Have more police officers without the personal phone so they are really focused

Anonymous

1/14/2025 08:58 AM

Slow down.

Anonymous

1/14/2025 11:30 AM

If people abide by traffic rules and regulations, the level of accidents will reduce

ShaunS

1/14/2025 01:29 PM

I have several ideas on how to improve traffic safety by the schools on Cuba Road. Of course it all comes down to the county wanting to invest in safety.

Anonymous

1/14/2025 01:35 PM

No

Anonymous

1/15/2025 10:41 AM

Better lighting on Central Court alley in Highland Park, bollards in front of restaurants and stores, and larger speed limit signs in alleys. Stop speeders on Laurel Avenue and a pedestrian crosswalk in front of public library.

Anonymous

1/15/2025 04:30 PM

The roads should be improved and more usable also for the physical challenge ones

Anonymous

1/16/2025 06:25 AM

We need to discourage vehicles from driving on Gage Lane! Let's lower the speed limit . It's a residential neighborhood! The police need to enforce the speed limit and take it off of GPS maps! Drivers need tickets who have in appropriate mufflers on their cars! The noise pollution is at an all time high on Rt 43 and Rt 41 in Lake Forest! We have a second home in FL and we do t hear any of this noise pollution!

Anonymous

1/16/2025 08:46 AM

Traffic speeds need to be reduced on Sheridan Rd. between Wadsworth Rd. and Greenwood Ave.

Anonymous

1/17/2025 11:57 AM

I support the proposed Fairfield road improvement study/project.

Anonymous

1/18/2025 10:45 AM

Better east west roads

SNow1

3/26/2025 05:39 AM

encourage more walking and bike riding - might actually improve health of people and may reduce somewhat pollution

Anonymous

1/26/2025 04:32 PM

Also, Grayslake is the only town around that doesn't allow overnight parking at the train station or pay with a credit card for parking at the train lots. This makes it much harder to use the public transportation. Also, not being able to park on public streets overnight restricts people having cars available as needed because parking in residential areas is too congested and difficult. I understand when it snows, but other times this is ridiculous it isn't allowed to provide for desperately needed extra parking.

Steve L

3/26/2025 05:40 AM

No agency seems to want to plow and salt Rte 45 north of Petersen.

Anonymous

1/31/2025 08:55 PM

Overgrown vegetation as mentioned earlier.

Anonymous

1/31/2025 10:48 PM

Hammer the drivers egregiously violating the law. It's part of the job description of officers who signed up for the job.

Anonymous

2/01/2025 09:28 AM

Thank you for asking us.

Anonymous

2/01/2025 03:13 PM

Pedestrian bridges; walking/biking paths that are actually safe; photo enforcement at traffic lights.

Anonymous

2/01/2025 03:14 PM

Nope all above

Anonymous

2/01/2025 04:06 PM

Add a red light camera at 45 and Jones point

Anonymous

2/01/2025 05:22 PM

Teach the rules of the road part of the Driver's ed to everyone especially high schoolers because many of us are or want to be walkers and bikers too. Call it a safety course. The on-the-road portion maybe needs to be on your own because it is too expensive to pay for everyone.

Anonymous

2/02/2025 02:38 PM

More, and more accessible, bike lanes and sidewalks

Anonymous

2/02/2025 07:04 PM

More bike lanes around lake county would be awesome!

Anonymous

2/07/2025 02:40 AM

**\*\*Bike / pedestrian paths should not be treated like smaller highways.\*\*** They have many major differences in functionality, and should be treated as such during planning and design: they massively benefit from shading and being surrounded by trees, not being completely exposed like highways; they don't need as much vertical clearance in, for example, an underpass beneath a railway -- maybe 8 feet at most, compared to 13-15 feet for highways -- plus going uphill is difficult on bikes, so grades and slopes should be minimized wherever possible, such as having a "shelf" for a bike path that goes down less than the adjacent road; and most importantly, they work best at connecting communities when built in populated spaces, not going through empty fields like highways. If your goal is to encourage bike/ped travelling, then new paths (of which many, many more are needed all around Lake County) should be well-shaded; should be flat, and avoid unnecessary height changes just for the sake of following a highway's vertical profile; and should mostly go through populated areas for better ridership and to boost local commerce.

Anonymous

3/31/2025 04:05 PM

The flashing yellow lights that activated by a push button signal so pedestrian can cross a busy road don't work because motorist ignore the flashing yellow lights. If you want to put these crossing in on busy roads for pedestrians and bicyclists, then it needs be be red lights to stop traffic - these are much much safer. An example of red pedestrian crossing lights are on Lake Cook Road in front of Atonement Day School at 909 E Main Street, Barrington, and Lines Elementary School which is next to Atonement.

**Optional question** (63 response(s), 34 skipped)

**Question type:** Essay Question

**Q24** | **Where do you live? Feel free to write your street address or the nearest cross streets.**

(e.g. Second Ave. and Jefferson St.)

|                                  |                                     |
|----------------------------------|-------------------------------------|
| Lkc<br>3/26/2025 05:18 AM        | Rt 12 and w westlane ave            |
| Anonymous<br>11/07/2024 05:44 AM | Wells and rt. 12, fox lake Illinois |
| Anonymous<br>11/07/2024 11:41 AM | State Park Td                       |
| Anonymous<br>11/08/2024 05:01 AM | S Lake Ave                          |
| Anonymous<br>11/09/2024 06:10 PM | 454 Blue Springs Fox Lake           |
| Anonymous<br>11/11/2024 10:27 AM | 34981 N Wilson Rd, Ingleside        |
| Anonymous<br>11/11/2024 11:25 AM | winchester and butterfield road     |
| KLB<br>11/11/2024 01:25 PM       | Vernon Hills                        |
| Anonymous<br>11/11/2024 03:34 PM | Grayslake                           |
| Anonymous<br>11/11/2024 06:48 PM | 45 and evergreen                    |
| Anonymous<br>11/12/2024 02:44 PM | 308 High St Wauconda                |
| Anonymous<br>11/12/2024 04:15 PM | 15337 W Clover Ln. Liberyyville     |
| Anonymous<br>11/12/2024 06:43 PM | Beach Park                          |

Anonymous

11/16/2024 07:54 AM

MLK and Lewis Ave

sabrinacleveland

3/26/2025 05:21 AM

45 highview ave

Anonymous

11/17/2024 08:07 AM

Symphony Meadows

Anonymous

11/20/2024 10:14 AM

Auburn lane and grass lake road

steve d

11/20/2024 01:24 PM

103 Televista Court, Vernon Hills

Anonymous

11/21/2024 01:37 PM

2018 Bob O Link Ln

Anonymous

11/21/2024 02:30 PM

Libertyville

Anonymous

11/21/2024 06:01 PM

Waukegan Lewis ave

Anonymous

11/21/2024 06:14 PM

Washington St

Anonymous

11/21/2024 06:29 PM

Mallard Ridge Rd and Dittmer Ln

Anonymous

11/21/2024 06:36 PM

244 S Victory St

Anonymous

11/21/2024 07:23 PM

Lewis and Yorkhouse

Anonymous

11/21/2024 07:25 PM

Bluff St.

Anonymous

11/21/2024 07:37 PM

Grand and Jackson

Anonymous

11/21/2024 07:50 PM

Sheridan

Anonymous

11/21/2024 07:53 PM

Westmoreland Ave

Anonymous

11/21/2024 09:01 PM

Diamond Lake Rd and Rt83/45

Anonymous

11/21/2024 10:18 PM

north chicago argonne and jackson

Anonymous

11/21/2024 11:55 PM

472 Greenview Dr

Anonymous

11/22/2024 12:32 AM

Hogan Ln.

Anonymous

11/22/2024 01:49 AM

Fulton Ave

Anonymous

11/22/2024 10:58 AM

Sheridan Rd Waukegan

Anonymous

11/22/2024 01:49 PM

Butrick St

Anonymous

11/25/2024 08:11 PM

Rt 60/83 and Midlothian Rd.

Anonymous

11/28/2024 06:19 PM

North Ave and 2nd Ave

Brylee7

12/17/2024 10:45 AM

Ingleside

Anonymous

12/19/2024 01:18 PM

I don't live in Lake county, however I am frequently in Lake county to visit friends and relatives.

Engineering

Normandy Lane



1/07/2025 09:24 AM

Anonymous

Hickory and Glen Flora

1/08/2025 09:30 PM

Anonymous

Off of Genesee street

1/09/2025 11:53 PM

Anonymous

State park and grass lake

1/10/2025 10:14 PM

Anonymous

Beck Rd

1/13/2025 12:22 PM

Jessica Noya-Roy

19000 W Millburn Rd

3/26/2025 05:35 AM

Don Jensen

Gish & Chaney, Beach Park, Lake County

3/26/2025 05:35 AM

Anonymous

Sandlake and beck road

1/13/2025 05:16 PM

Anonymous

Indianola, MS 38751

1/13/2025 10:51 PM

Anonymous

Grand avenue

1/14/2025 01:16 AM

Anonymous

Madison square ,between 23rd st and 28th st

1/14/2025 01:28 AM

Anonymous

I live near the intersection of Grand Avenue and Green Bay Road in Waukegan, Lake County.

1/14/2025 01:34 AM

Anonymous

I live around Milwaukee Avenue.

1/14/2025 01:46 AM

Anonymous

813 royal palm Avenue

1/14/2025 03:03 AM

|                                 |                                              |
|---------------------------------|----------------------------------------------|
| Anonymous<br>1/14/2025 05:13 AM | St John                                      |
| Anonymous<br>1/14/2025 05:30 AM | Nenana                                       |
| Anonymous<br>1/14/2025 06:30 AM | Indianola IA 50125                           |
| Anonymous<br>1/14/2025 07:41 AM | S Ridge Rd and westleight                    |
| Anonymous<br>1/14/2025 08:58 AM | 10736 w. Fairbanks Ave, Beach Park, IL 60099 |
| Anonymous<br>1/14/2025 09:27 AM | 1603 Yale avenue                             |
| Anonymous<br>1/14/2025 11:30 AM | 1900 ELMWOOD DR LINDENHURST IL               |
| ShaunS<br>1/14/2025 01:29 PM    | Deerpath and Cuba                            |
| Anonymous<br>1/14/2025 03:26 PM | 935 Chesapeake Blvd                          |
| Anonymous<br>1/15/2025 10:41 AM | Laurel Avenue and St. John's60035            |
| Anonymous<br>1/15/2025 04:30 PM | Brentwood                                    |
| Anonymous<br>1/15/2025 04:58 PM | 12712 W 28th St                              |
| Anonymous<br>1/16/2025 06:25 AM | 870 Gage Lane, Lake Forest                   |
| Anonymous<br>1/16/2025 08:46 AM | Kenosha Wi. I work in Beach Park, IL.        |

Sharon A

3/26/2025 05:36 AM

Sheridan and Beach (Kingsway Estates)

Anonymous

1/17/2025 11:57 AM

1406 W Remington Ln, Round Lake

Anonymous

1/18/2025 10:45 AM

316 high Point Dr Lindenhurst

Anonymous

1/18/2025 11:36 AM

305 Tanager Ln

SNow1

3/26/2025 05:39 AM

N Harbor Ridge Dr

Anonymous

1/26/2025 04:32 PM

Lake & Atkinson

Anonymous

1/29/2025 09:26 AM

Antioch

Anonymous

1/31/2025 06:06 PM

Harris Rd and Blazing Star Rd

Steve L

3/26/2025 05:40 AM

Grayslake near 45 and 120

Anonymous

1/31/2025 08:55 PM

Prairie Trail & Prairie Orchid Lane in Grayslake

Anonymous

1/31/2025 10:48 PM

RT45 and Prairie Smoke

Anonymous

2/01/2025 09:28 AM

Waukegan near Juarez middle school

Anonymous

2/01/2025 02:45 PM

Hedgerow Drive

Anonymous

2/01/2025 03:13 PM

Grayslake

Anonymous

2/01/2025 03:14 PM

Prairie Crossing

Anonymous

2/01/2025 04:19 PM

Intersection of Rte. 45 and Jones Pt. Road

Anonymous

2/01/2025 05:22 PM

Waukegan

Anonymous

2/02/2025 02:38 PM

Prairie Crossing, Grayslake

Anonymous

2/02/2025 07:04 PM

966 Blazing Star Rd

Anonymous

2/03/2025 01:44 PM

in the Prairie Crossing sub-division - near IL Route 120 and US 45.

Anonymous

2/07/2025 02:40 AM

Penstemon Ct

Anonymous

2/26/2025 04:38 PM

jackson and keith avenue in waukegan

Anonymous

3/31/2025 04:05 PM

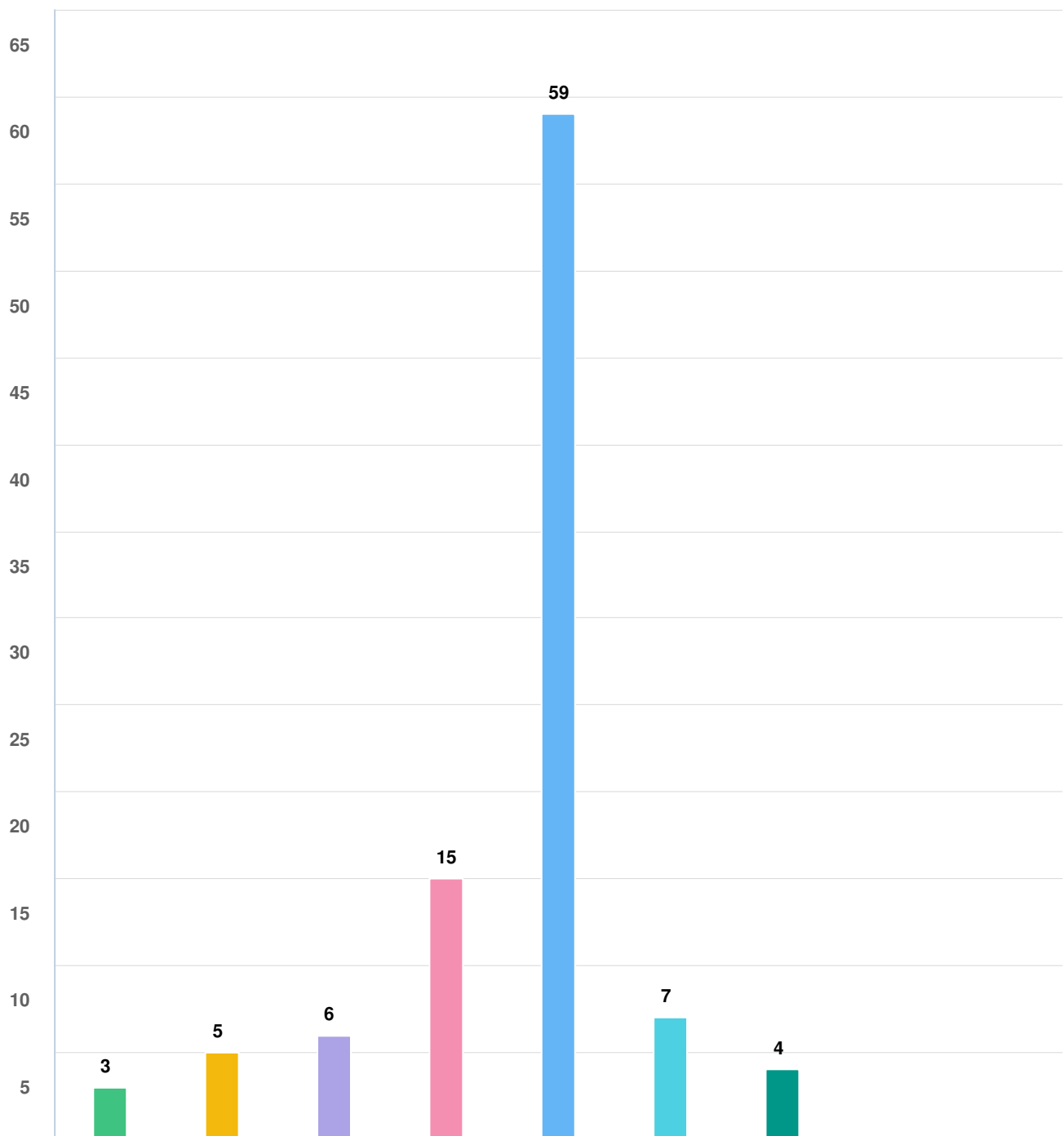
Providence and Georgetowne Lane

**Optional question** (91 response(s), 6 skipped)

**Question type:** Single Line Question



**Q26** What races/ethnicities do you identify with? Select all that apply.

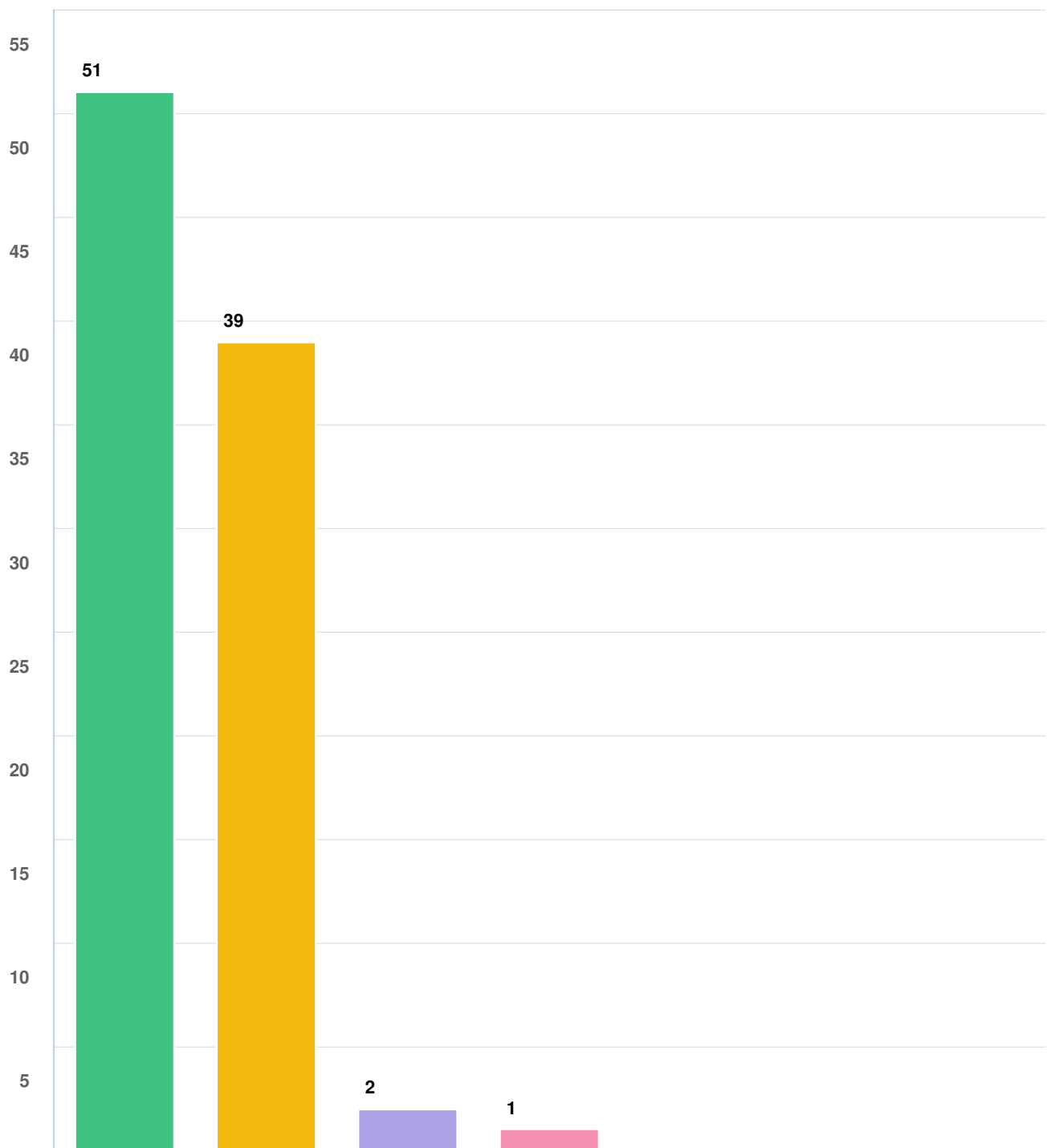


**Question options**

- Native Hawaiian or other Pacific Islander
 ● Middle Eastern or North African
 ● Prefer to self-describe:
- Prefer not to say
 ● White
 ● Hispanic or Latino
 ● Black or African American
 ● Asian
- Indigenous, Native American, or Alaskan Native

Optional question (95 response(s), 2 skipped)  
Question type: Checkbox Question

**Q27** What is your gender or gender identity? Select all that apply.

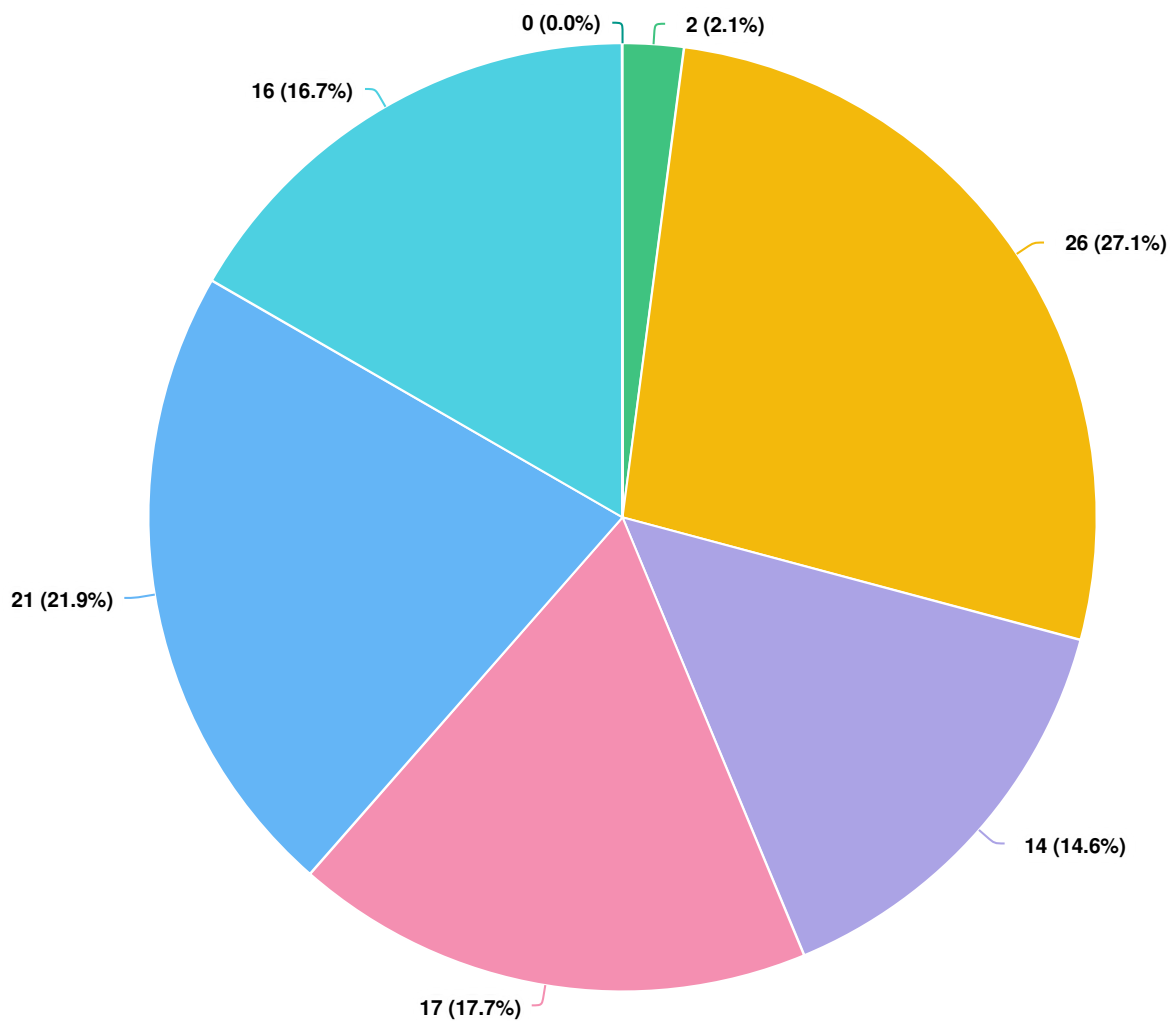


**Question options**

☒ Agender/I don't identify with any gender
 ☐ Non-binary
 ☐ Transgender
 ☐ Prefer to self-describe:
 ☐ Prefer not to say
 ☒ Man
 ☒ Woman

Optional question (93 response(s), 4 skipped)  
Question type: Checkbox Question

**Q28** What is your age group?



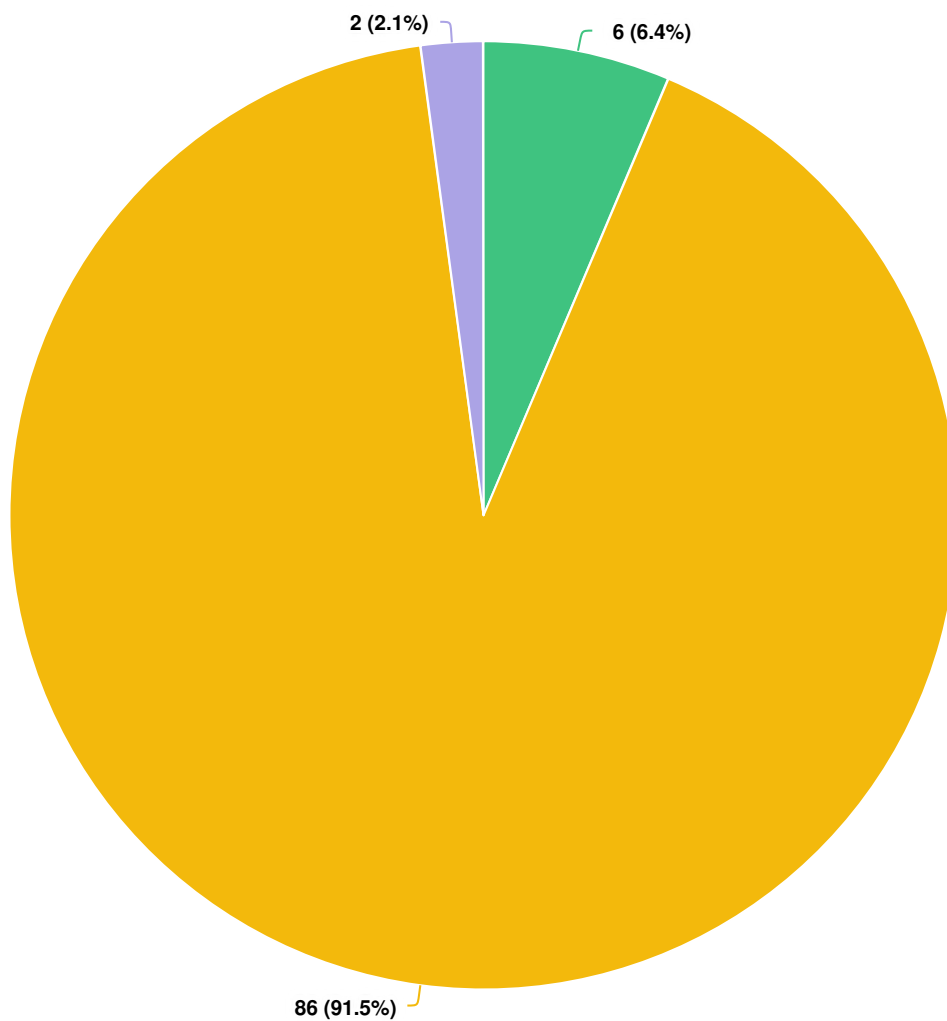
**Question options**

Under 16 65 or over 55 - 64 45 - 54 35 - 44 25 - 34 16 - 24

Optional question (96 response(s), 1 skipped)  
Question type: Radio Button Question



**Q29** Do you have any disabilities or chronic conditions that impact your travel?



**Question options**

☐ Prefer not to say ☐ No ☐ Yes

*Optional question (94 response(s), 3 skipped)*  
*Question type: Radio Button Question*

**Q30** What is your email address?

Lkc

3/26/2025 05:18 AM

lisakasey2@gmail.com

Anonymous

11/08/2024 05:01 AM

edgarrivera81@yahoo.com

Anonymous

11/09/2024 06:10 PM

samtherott@yahoo.com

Anonymous

11/11/2024 10:27 AM

mdietz4@aol.com

Anonymous

11/11/2024 03:34 PM

context\_08\_anklets@icloud.com

Anonymous

11/11/2024 06:48 PM

danlohanon@comcast.net

Anonymous

11/12/2024 02:44 PM

bill.hogan@aah.org

Anonymous

11/12/2024 04:15 PM

jenmanton713@gmail.com

Anonymous

11/12/2024 06:43 PM

bando213@aol.com

Anonymous

11/16/2024 07:54 AM

bklyndreams@yahoo.com

sabrinalcleveland

3/26/2025 05:21 AM

sabrinalcleveland624@gmail.com

Anonymous

11/20/2024 10:14 AM

jmdjp54@yahoo.com

steve d

11/20/2024 01:24 PM

sdebretto@yahoo.com

Anonymous

11/21/2024 01:37 PM

emlasday@gmail.com

Anonymous

11/21/2024 02:30 PM

matt.gopin@gmail.com

Anonymous

11/21/2024 06:29 PM

Stevenhlavik1981@gmail.com

Anonymous

11/21/2024 06:36 PM

elenason00@yahoo.com

Anonymous

11/21/2024 07:23 PM

odaisy2015@yahoo.com

Anonymous

11/21/2024 07:25 PM

emur7489@gmail.com

Anonymous

11/21/2024 07:37 PM

gtorres9512@yahoo.com

Anonymous

11/21/2024 07:53 PM

lorduna1997@gmail.com

Anonymous

11/21/2024 10:18 PM

netta.r@me.com

Anonymous

11/21/2024 11:55 PM

margarita.castrejon@yahoo.com

Anonymous

11/22/2024 12:32 AM

xquizit2me@yahoo.com

Anonymous

11/22/2024 01:49 AM

chabelygf9@gmail.com

Anonymous

11/22/2024 10:58 AM

carrington.newsone@gmail.com

Anonymous

11/22/2024 01:49 PM

mayrarodriguez357@gmail.com

Anonymous

11/25/2024 08:11 PM

bobbalogh@sbcglobal.net

Anonymous

11/28/2024 06:19 PM

info@dripandculture.com

Brylee7

12/17/2024 10:45 AM

brylee7@sbcglobal.net

Anonymous

12/19/2024 01:18 PM

vicki.tenforty@gmail.com

Engineering

1/07/2025 09:24 AM

kendziora@cityoflakeforest.com

Anonymous

1/08/2025 09:30 PM

jongoesgreen@gmail.com

Anonymous

1/09/2025 08:35 AM

gabrielwalker314@gmail.com

Anonymous

1/09/2025 11:53 PM

forcast5371@gmail.com

Anonymous

1/13/2025 12:22 PM

adh1997@sbcglobal.net

Jessica Noya-Roy

3/26/2025 05:35 AM

jesslynnroy@gmail.com

Don Jensen

3/26/2025 05:35 AM

avgas80@gmail.com

Anonymous

1/13/2025 05:16 PM

mrcub2004@yahoo.com

Anonymous

1/13/2025 10:51 PM

nelstasian@gmail.com

Anonymous

1/14/2025 01:16 AM

iammechking@gmail.com

Anonymous

1/14/2025 01:28 AM

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Anonymous

1/14/2025 01:34 AM

flourishwaletonsage@gmail.com

Anonymous

1/14/2025 01:46 AM

davidcarlosanslem@gmail.com

Anonymous

1/14/2025 03:03 AM

awoonomeeruvwegu@gmail.com

Anonymous

1/14/2025 05:13 AM

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1/14/2025 05:30 AM

gj8796374@gmail.com

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ShaunS

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Anonymous

1/14/2025 01:35 PM

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Anonymous

peggy.mchugh@villageofbeachpark.com

1/14/2025 03:26 PM

Anonymous

irismorgan340@yahoo.com

1/15/2025 10:41 AM

Anonymous

simplyoraide@gmail.com

1/15/2025 04:30 PM

Anonymous

janet.eppers@gmail.com

1/15/2025 04:58 PM

Anonymous

bitoflower@comcast.net

1/16/2025 06:25 AM

Sharon A

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3/26/2025 05:36 AM

Anonymous

dwestl12@duck.com

1/17/2025 11:57 AM

Anonymous

jefff3@gmail.com

1/18/2025 10:45 AM

Anonymous

hamiltonrob@comcast.net

1/18/2025 11:36 AM

SNow1

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3/26/2025 05:39 AM

Anonymous

carsonannerowland@gmail.com

1/26/2025 04:32 PM

Anonymous

mattjs33@comcast.net

1/29/2025 09:26 AM

Anonymous

mtnatarajan@comcast.net

1/31/2025 06:06 PM

Anonymous

ballydbob@gmail.com

1/31/2025 08:55 PM

Anonymous

2/01/2025 09:28 AM

rproce01@att.net

Anonymous

2/01/2025 02:45 PM

jess.crosbie@yahoo.com

Anonymous

2/01/2025 03:14 PM

jquandt1@comcast.net

Anonymous

2/01/2025 04:19 PM

jmanbehling@sbcglobal.net

Anonymous

2/02/2025 02:38 PM

richpalmer68@gmail.com

Anonymous

2/02/2025 07:04 PM

seandaw@yahoo.com

Anonymous

2/03/2025 01:44 PM

ginzip2@yahoo.com

Anonymous

2/07/2025 02:40 AM

primozw7@gmail.com

Anonymous

3/31/2025 04:05 PM

jryckrt0604@comcast.net

**Optional question** (77 response(s), 20 skipped)

**Question type:** Email Question

# Survey for Map - 4057

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## **SURVEY RESPONSE REPORT**

16 October 2019 - 24 April 2025

### **PROJECT NAME:**

Lake County Safety Action Plan







# SURVEY QUESTIONS

## Q1 | Your Comment

Mallory R.

8/29/2024 10:47 AM

This is the entrance to Scott Byron & Company where field trucks and employees use this entrance daily while navigating the excessive speeds of US 41. This month our coworker got into a major accident while entering this intersection because there is no turn lane. This intersection is dangerous. We hope to see a designated right turn lane. Thank you,

Rhonda B.

8/30/2024 01:34 PM

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Rhonda B.

8/30/2024 01:36 PM

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Barb B

9/09/2024 11:21 AM

Turning right into our office (Scott Byron & Co, Inc) is very dangerous when cars do not stop on 41. Very serious injuries can / have happened

Susan Sevcik

9/09/2024 11:22 AM

I feel uneasy driving on this section of southbound 41 and have been for the 14 years I've worked along it. Cars, trucks, and semis on this part of the highway are often speeding and don't give adequate room or attention to the vehicles who need to turn to get into the businesses. Additionally, our office does not have a full turn lane to adequately move to the shoulders as traffic zooms past. There have been many times I am driving and hold my breath hoping the person behind me is paying attention and gives my car the room I need to turn. I've often felt my car shake as larger vehicles zoom by. I often wait a long time before doing a u-turn needed to turn southbound to access, as I come from the south. I typically wait until there are no cars or they are far away before I turn as there have been too many close calls. Having worked in this area for years, I've witnessed the road being closed multiple times due to serious accidents and don't understand why there hasn't been more done to control the safety of

this area.

Bus76

9/09/2024 11:23 AM

Very dangerous trying to enter off Skokie Highway. Need a turn lane  
DESPERATLY!

Gordon Held

9/09/2024 11:24 AM

The speed of traffic makes it difficult to turn into the Scott Byron drive.  
There is no turn lane. It would be much safer to have a turn lane.

Julie B

9/09/2024 11:46 AM

Need turn lane into location. Traffic is traveling too fast, many semis  
and construction trucks with heavy loads traveling in area.

mikefitz

9/09/2024 11:54 AM

This business needs a right turn lane

Stan

9/09/2024 01:12 PM

Traffic that is coming from the north towards the south has picked up  
so much speed that entering into Scott Byron & Co apron is very  
dangerous. Drivers will not allow us to slow down on Hwy 41 to safely  
turn into the driveway entrance. Then when driving out of Scott Byron  
& Co to go north, you must go south to the next turn around.  
This does not allow a safe and tight turn because you are turning at  
oblique angle which swings you across two northbound lanes. The  
turn should allow a lane that sit you at a 90 degree to the north lanes.  
Here the traffic is again traveling at a high rate of speed from the  
south going to the north. A better turning lane from the south should  
be created in front of Scott Byron and at the u-turn to go north on  
Hwy41.

Cynthia

9/09/2024 02:00 PM

This spot needs a turn lane, trying to safely turn into work every day  
is a safety concern.

Uribe\_Lauren

9/09/2024 02:02 PM

There is a fast speed limit on this road. The street entrance for 30088  
Skokie Hwy, Lake Bluff, IL 60044 could benefit with having a right turn  
lane. This would make turning safer for driver along with other  
commuters on road.

Sarah McMahon

9/09/2024 02:09 PM

It is very dangerous to make a right turn into a parking lot. There isn't  
a turn lane and traffic does not always slow down. This business  
needs safe turn lane.

Ashlee McQuarters

Recently had an employee of Scott Byron and company (me) rear

9/09/2024 02:34 PM

ended attempting to turn into work from the highway, because there is no turn lane

Chris M.

9/09/2024 02:55 PM

Very dangerous entrance to a company having hundreds of vehicles coming and going daily.

bob johnson

9/09/2024 03:26 PM

Highway needs turn lanes, speed limit is too high to have no turn off lanes

Tony

9/09/2024 04:15 PM

This driveway entrance egress needs a right hand turn lane. It's dangerous slowing down to make the turn into the driveway.

Tony

9/09/2024 04:19 PM

A very dangerous, blind intersection. Traffic from the West tries to turn Southbound in front of Eastbound traffic that keeps the intersection open. The turn lane onto 41 is usually free to travel and hits the car turning in front of them.

Karin Weidman

9/10/2024 10:02 AM

I have driven this road for many years now, as I work at 30088 Skokie Highway, Lake Bluff, Scott Byron & CO. There is no right hand turn lane to get into our property and a very narrow shoulder. Skokie highway, Route 41, has an insane amount of vehicles as many people use it to avoid the tollway. Even as early as 6 a.m. traffic is busy, and traffic goes fast. It is 45mph here, but many times vehicles get up to speeds of near 70mph. Slowing down to get into our driveway is terrifying. Many people ride the back of your car as it is, but having to follow someone who is slowing down makes these drivers angry. I try to get as much of my vehicle onto the shoulder, but it is not wide enough for even my van, let alone landscape vehicles with trailers., and then you have to swing out because of the curb you have to avoid. A few weeks ago, a fellow employee was pulling into the property and was rear ended at full speed, launching her car a good 30-40 yards into a marshy ditch. Her car could not be seen among the cattails and tall grasses. Out of all the near misses, one finally was hit and she has yet to return to work due to her injuries. I don't want that to happen to me or any of my fellow coworkers, many of whom are friends. please install a right-hand turn lane for 30088 Skokie Highway, Lake Bluff.

JJohnson

9/10/2024 12:23 PM

Southbound traffic travels at excessive speed. There are hundreds of vehicles (passenger & commercial trucks/trailers) entering and leaving daily. A turn lane is imperative to safely entering this business address. Numerous accidents have been reported at this location.

Peter T

9/10/2024 01:59 PM

The turn-in process to the business is extremely dangerous. When traffic is traveling at such high speeds there is a large risk of being rear-ended as we are turning. An added turn lane would make it safer and allow passing traffic to not be interrupted.

Nick W.

9/11/2024 01:01 PM

This turn feels very unsafe when slowing down to enter this business. There is no turn lane and drivers are usually driving very fast heading south.

Karin Weidman

9/12/2024 09:39 AM

The median installed west of the intersection blocks eastbound traffic, preventing southbound turns from seeing oncoming traffic.

Karin Weidman

9/12/2024 09:41 AM

There needs to be dedicated signals at this intersection, with Left Turn on Arrow only in each direction. Turning south off of westbound Rollins is nearly impossible with hidden oncoming traffic.

Obsidian

9/18/2024 09:57 AM

Turn lane into the business is needed. Turning into and out of it is dangerous and collisions have happened.

Tyler

9/19/2024 02:40 PM

This intersection needs a right turn lane. It is very unsafe when turning into the business (Scott Byron & Co.), it also impedes traffic from vehicles traveling South bound on 41.

TRoach

9/19/2024 03:17 PM

Need a right turn lane added for Scott Byron & Co

Ashlee's Friend

9/20/2024 07:15 AM

A deceleration lane should added to this intersection as soon as possible. The speed limit is 55 but traffic flows at 70, at this speed, it's dangerous to slow down for a right turn without a deceleration lane.

PSheets

9/20/2024 07:32 AM

Entrance to Scott Byron very dangerous to enter you must pull onto shoulder with speed bumps as traffic is speeding behind.

Lindsay

9/20/2024 09:35 AM

There is no sidewalk, no shoulder, it is completely inaccessible to people walking, rolling, and terribly dangerous for people biking

Lindsay

So many people use the Metra station and walk this path to get

9/20/2024 09:44 AM

downtown and it is atrocious for pedestrians. Overbuilt for cars, and inhospitable to people.

Mariana Flores

9/23/2024 09:47 AM

Needs a right turn lane to enter Scott Byron & Co. Traffic travels way to fast and makes turning into the lot a safety concern especially in the winter when roads are slippery.

alex.sc

10/01/2024 10:31 AM

Cuba is a relatively popular recreation route, but there is no accommodation for uses other than cars. A path should connect the Quentin Rd. path to downtown Long Grove.

alex.sc

10/01/2024 10:33 AM

The bike path should be extended from Buesching to at least the Quentin Rd. path, but ideally all the way to Buffalo Grove. Lots of students are unable to bike to Stevenson.

alex.sc

10/01/2024 10:34 AM

Lots of commercial uses but significant gaps in sidewalks.

kejohnson

10/02/2024 09:43 AM

Many people cross Deerfield for the park and fitness center

Shannon Toolis

10/07/2024 04:47 PM

There is no sidewalk on this street, which has a 30 MPH speed limit which is not strictly enforced and has a high level of traffic, including trucks and landscaping vehicles. Kids bike and walk to school on this street.

AntiochRy08

10/14/2024 03:14 PM

This intersection, which is a connection point for children between two large subdivisions is not conducive to kids being able to cross or their parents really feeling comfortable about letting them go from Neuhaven Subdivision to Clublands Subdivision. For instance there is no path on Savage south of 173 and even if you want to cross as a pedestrian, there are no buttons telling the system you want to cross the street.

AntiochRy08

10/14/2024 03:17 PM

Trying to get out of this intersection is dangerous and the fact there are a lot of high school traffic coming out of here doesn't help out. Also the design (granted it's old) and lack of a 90 degree angle coming out of McMillan makes it that dangerous.

AntiochRy08

This is the exit to the high school that has many different conflicts to

10/14/2024 03:22 PM

keep track of in order to get out of the high school. One issue is how close the intersection is to Rte 83 as there is a lot of traffic that comes out of there. I am actually surprised there are not more accidents.

AntiochRy08

10/14/2024 03:25 PM

This section of southbound Rte 45 is a blind curve and the stop lights at Dada drive often require a fast stop if the lights are red.

AntiochRy08

10/14/2024 03:29 PM

This is more of an issue that there are often kids on this road and there is no sidewalk yet available from Telegraph road to North Avenue.

anon

10/18/2024 08:03 AM

No pedestrian or bike facilities available along the roadway and cars travel fast along Old McHenry with poor sightlines due to hill when heading or looking eastbound (for people walking, biking, or driving). In peak travel hours, it can be very hard to find a gap in traffic to cross. I neighbor was also rear ended by a semi truck trying to turn from Old McHenry onto Circle Drive.

mbarr

10/21/2024 09:06 AM

Heavily utilized pedestrian/cyclist crossing for access to businesses and Roslyn Road Elementary School. Outside of crossing guard hours, this crossing has no protections.

mbarr

10/21/2024 09:10 AM

Braemar Park on the north side of Cuba Road is heavily utilized by the surrounding communities, but cannot be safely accessed from the east, west or south by pedestrians or cyclists. There is a huge opportunity to provide a connection between this park (as well as Braemar subdivision and the larger Lake Zurich area to the north) and Cuba Marsh Forest Preserve to the south. A small path extension and an RRFB or crossing at the Cuba and Ela intersection would provide an incredible amount of enhanced connectivity in this area.

Dorothy

10/23/2024 07:11 PM

Trains consistently are stopped on the tracks and block traffic. Traffic is backed up for miles and miles. This needs an underpass.

Dorothy

10/23/2024 07:12 PM

Trains consistently are stopped on the tracks and block traffic. Traffic is backed up for miles and miles. This intersection is blocked from all directions.

erossen

10/24/2024 12:52 PM

No sidewalks on .8 mile long University Ave. where 59% of cars exceed posted speed limit and narrow road. City is opposed to traffic

calming such as speed bumps and stop signs.

FP

10/24/2024 12:53 PM

Des Plaines River Trail crossing of IL 173

FP

10/24/2024 12:53 PM

Des Plaines River Trail crossing of Wadsworth Rd

FP

10/24/2024 12:59 PM

There is no real way for pedestrian or bike traffic to navigate safely across or along IL53, US12, and Lake-Cook Rd in this general area. Working on a strategy to connect Deer Grove FP to Buffalo Creek FP is essential and would link up two significant systems that are currently totally disconnected.

FP

10/24/2024 01:31 PM

Have witnessed pedestrians and bikers using the narrow shoulders to cross over 41.

AJM

10/25/2024 04:26 PM

There is no safe place to cross Rt 176 between Main St (Wauconda) and Fairfield even though there are homes on both sides. Pedestrians frequently cross here.

AJM

10/25/2024 04:28 PM

Pedestrians frequently cross here but there is no crosswalk across the state highway

AJM

10/25/2024 04:34 PM

Cars fly through this intersection on yellow and red lights. Turning left as soon as you get the arrow is scary.

A Larson

10/28/2024 09:38 AM

EB Left traffic queue to go NB on Arlington Heights Road is a well-known issue. Because of the volumes, left-turners will take risks they probably wouldn't do otherwise. Can't imagine how bad walking or biking at this location would be.

pixystix

11/05/2024 08:17 AM

Extremely dangerous when turning onto 22 from Krueger (especially turning left) with the way people fly through there. There are signs there indicating "Dangerous Intersection" which feels like a joke, why tell people it's dangerous instead of doing something about it?

Bec

11/06/2024 02:55 PM

Merging here has always been a nightmare. Bad site line and traffic too fast.



Playbytherules  
11/06/2024 08:41 PM

The bend in the road, makes it hard to see oncoming traffic when making a left

malvina haxhiu  
11/06/2024 08:43 PM

Unsafe road for the winter season. No side border, it's very hard to turn. The road is very narrow and it is very difficult if two cars need to pass.

Playbytherules  
11/06/2024 08:44 PM

When two cars are in the turn lane, both turning left, sometimes they get stuck because neither can pass each other or get around each other when the left-hand turns are in the same spot.

Playbytherules  
11/06/2024 08:44 PM

When two cars are in the turn lane, both turning left, sometimes they get stuck because neither can pass each other or get around each other when the left-hand turns are in the same spot.

malvina haxhiu  
11/06/2024 08:51 PM

This is a very busy intersection. Its very hard to turn when we pick up our kids from day care "learn and grow academy" . it's busy all the time and we drive there at least two time a day. This intersection needs traffic lights.

malvina haxhiu  
11/06/2024 08:59 PM

Danger intersection, when you are at the stop sign you can't see the cars coming from the left. Its invisible because its like the turn and stop sign is far way. Also there is many trees that makes it invisible. Definitely need traffic lights.

malvina haxhiu  
11/06/2024 08:59 PM

No walking paths in neighborhood . The cars drive too fast which makes it dangerous for our little kids. The road need walking path and speed bumps.

Donkey  
11/06/2024 09:01 PM

Too busy since they fixed Lakefront Park. Lots of cars turning left on to 12 from oak street(there is a no left turn sign already)

KB  
11/06/2024 09:28 PM

This whole street needs to be resurfaced, with curbs and drains, and sidewalks. This is a neighborhood but the street is atrocious.

KB  
11/06/2024 09:33 PM

This entire stretch of Route 12 between Volo and Lake Zurich is a death trap. Need more lights or Sheriff's patrols for speed enforcement and control. Speed limit is 55 in most stretches but

drivers do 80 on a normal day.

KB

11/06/2024 09:35 PM

This intersection is HORRIBLE at night. The lack of lighting or any markers makes turning left onto Route 12 really tricky in the dark. Add rain or snow and it's a nightmare.

Jake

11/06/2024 09:35 PM

While I live close enough to Long Lake Metra station to bike here, route 134 is too dangerous for us on bikes because of the high speeds and lack of bike lanes and shoulder room.

KB

11/06/2024 09:41 PM

The lane configuration here exiting 53 is a circus. Needs better signage or a reconfiguration. You shouldn't have to hop 2 lanes to continue west on Lake Cook Rd.

KB

11/06/2024 09:47 PM

Why do we cut the lanes down right here at a train crossing? 60 needs to be 4 lanes wide all the way to Hawley St.

KB

11/06/2024 09:49 PM

Needs better lighting at night.

KB

11/06/2024 09:49 PM

Needs better lighting at night.

KB

11/06/2024 09:54 PM

A light here would be much safer than a risky left turn or turning right out of the shopping center onto Route 12 and then making a U to head northwest.

KB

11/06/2024 09:58 PM

Needs turn lanes and lights or better timing on the lights. People fly through this intersection to try and beat the red all the time.

KB

11/06/2024 10:00 PM

This intersection SUCKS especially if you are turning left to head south. Traffic backs up out onto Rollins a lot.

Lkc

11/06/2024 10:17 PM

Unsafe walking or riding a bike, sidewalk's narrow

HC neighbor

11/06/2024 11:26 PM

Unsafe road. Just because it's a straight road doesn't make it a drag strip. Needs police monitoring or speed bump on Hickory.

Hawk

11/07/2024 12:07 AM

Blind spot bc of hill when turning onto 12. Very busy and difficult to turn left towards the park

Hawk

11/07/2024 12:08 AM

Lots of cars turning left into McDonald's and dispensary now. Need turning lane

CM

11/07/2024 12:38 AM

Rt. 134 from Rt.12 going east has no sidewalks nor bike paths. Pedestrians and bicyclists are currently landlocked in their neighborhoods as there are no safe pathways that link to the shopping center on the west side of Rt. 12 nor to any of the other existing bike /walking paths in the area. Currently there is no real shoulder room and it is too dangerous to attempt to walk or bike on this stretch. Hoping something can be done to add a walking/biking path to make this stretch safe and accessible for everyone.

TF

11/07/2024 06:47 AM

Needs drainage everytime it rains we get a giant puddle the size of the road

TF

11/07/2024 06:50 AM

I have kids that play in the yard and everyone turns on the street so fast. We need something to have everyone slow down before turning on elm

Nicole Ekstrom

11/07/2024 07:29 AM

This is a cut through road to get from Grand to Rollins or vise versa. The cars speed up and down this road and blow the stop sign hourly. It is a very dangerous intersection on a side road.

DCT

11/07/2024 10:40 AM

We really need a bike/walking path on many roads in our area. People are unsafe walking/biking on State Park, Grass Lake and Route 12 going into town.

Ryan

11/07/2024 10:45 AM

Too many people from out of town do not recognize the speed limit. They definitely do not realize the amount of pedestrians in this area. Something warning of pedestrians in the road way crossing could help potentially save a life. I myself have been hit because of someone reckless driving there.

Rachel

11/07/2024 02:37 PM

No sidewalk on south side of Belvidere. Lots of crossing without crosswalks.

KT

11/07/2024 08:53 PM

This road needs speed bumps to slow down all of the cut through traffic. The road is too narrow for pedestrians, cars parking on the side of the road, and cars speeding through the neighborhood just to save a few seconds.

KT

11/07/2024 08:55 PM

The road was redesigned a few years ago and was supposed to be safer but now cars drive into oncoming traffic at full speed on Grand avenue just to get onto Cypress and usually enter the neighborhood at 30+ mph. It's also too narrow and has a blind hill so we should not be having so much traffic cut through on a daily basis.

Sharon morgan

11/08/2024 02:45 AM

Speed limit is 45 the area is full of curves residential area . You cannot enter roads from intersecting streets cannot see around curves and people driving toooooo fast . Speed needs reduced . Two accidents on curve 134/ Bay rd . Why does this area not have reduced speeds on curved area ? Not safe to pull out onto street .

ArasT

11/08/2024 01:31 PM

Unsafe for bicycles. Desperately needs a bike path. One of the few connectors between Oplaine and Milwaukee, too many cyclists try to navigate this through heavy truck traffic these days

ArasT

11/08/2024 01:32 PM

No pedestrian crosswalk. Unsafe for children to cross from the northern neighborhoods to Oak Grove school. Unsafe for the cyclists. Horrible intersection. Definitely no crosswalk is a problem

Mango19

11/08/2024 02:20 PM

A lot of vehicle crashes. I appears that the majority of the crashes occur from people trying to turn left.

Mango19

11/08/2024 02:22 PM

There have been a lot of people walking in the street. I believe two people have been struck by vehicles and died recently. Also, vehicles have ran into the business at the northeast corner due to intersection.

Mango19

11/08/2024 02:23 PM

People travel at a very high rate of speed. There is a slight increase in evaluation in the roadway which makes it difficult to see on coming traffic. There has also been a lot of drag racing on the street.

Mango19

11/08/2024 02:25 PM

Vehicles travel at a high rate of speed. Bowen Park is in close proximity. When people try to turn left out the parking lot it often causes crashes.

Mango19

11/08/2024 02:27 PM

A lot of of people cross the street from the park (not using the cross walk) causing crashes.

Mango19

11/08/2024 02:28 PM

A lot of foot traffic and people standing at the intersection. It seems like a lot of crashes occur at this location.

Mango19

11/08/2024 02:30 PM

The intersection is unsafe. People trying to turn onto River Road (west bound traffic) and east bound traffic is traveling at a high rate of speed.

Mark S

11/08/2024 05:24 PM

Need a right turn lane from 45 Southbound onto Jones Pt Road

Jim Domiano

11/09/2024 08:28 AM

The murals the City painted removed the crosswalk markings, making it difficult for cars to recognize this as a crosswalk.

Jim Domiano

11/09/2024 08:29 AM

The murals the City painted removed the crosswalk markings, making it difficult for cars to recognize this as a crosswalk. As well, the entire middle of the intersection has been painted, making it very distracting.

Jim Domiano

11/09/2024 08:31 AM

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Jim Domiano

11/09/2024 08:31 AM

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Brian3

11/11/2024 09:46 AM

The lack of sidewalks on Duffy makes it hard for pedestrians to access the path on Riverwoods

lizek

11/11/2024 09:46 AM

It is almost impossible leave this whole shopping center at certain times of day. Even turning right can be a long and unsafe wait.

Barbie

11/11/2024 09:55 AM

Where the lanes go from 2 to 1 just south of Grand Ave. between Grand and Rollins Rd. On Rt. 45. - everyone tries to get in right lane to pass and get in front of cars in left lane - only go get back in right lane to turn west on Rollins Rd.

Amanda P

11/11/2024 09:56 AM

Controlled turning operations would make this intersection safer. Something should be done about the vehicles turning left on 45 from eastbound Rollins to avoid not making the through light. They fly up the paved median to get to the turn lane.

—

11/11/2024 09:56 AM

The new sidewalk added on Wadsworth Road at this intersection is directly next to the busy Wadsworth Rd/Kilbourn Rd intersection. They are still finishing the new intersection and i hope some type of railing barrier is going to be added.

Dan Jenks

11/11/2024 09:57 AM

Because of the angle of Linden hitting Sheridan, it's very unsafe to cross Sheridan from either direction - significant blind spots for drivers. Major accidents have happened here in the past

Tfiduccian

11/11/2024 09:58 AM

Northbound 83 traffic, especially large trucks, routinely blow through red lights at 60 mph or more as they try (but fail) to beat the yellow light. Westbound Oakwood Rd traffic risks life and limb from severe T-Bone crashes caused by these speeding NB 83 vehicles.

Bob Hamilton

11/11/2024 10:02 AM

Illinois Route 176 and Williams Park Road, Wauconda Westbound 176 carries high volumes, particularly in the evening peak. This is a two lane section with a moderately wide paved shoulder on the north side. As westbound vehicles stop on 176 waiting to make a left turn onto William Park Road, following vehicles frequently pass on the paved shoulder. The shoulder is not quite wide enough to do this safely and accidents have frequently occurred as a result. As an initial measure, placing a "no passing on shoulder" sign might start to help. In the long run, 176 should be a three lane section or a have a dedicated left turn bay.

Amanda P

11/11/2024 10:04 AM

Canadian National ties up traffic with slow moving trains, and trains that are stopped across the roadway. The backups lead to problems at the surrounding intersections when the train is finally clear.

BAP

11/11/2024 10:05 AM

All hours of the day, Rollins is a virtual "race track".

—

11/11/2024 10:09 AM

People standing and walking in the intersection between car lanes and in turn lanes with their signs of need. Cause a very unsafe situation. At dusk i have seen persons almost be hit because cant see the person

amo

11/11/2024 10:13 AM

very difficult to cross or turn vehicles at high traffic times. The lights at 45 and Atkinson are timed just so you always have traffic coming from one direction or the other. Impossible to cross safely as a ped or cyclist to get to connecting trails in Prairie Crossing

amo

11/11/2024 10:14 AM

horrifying to cross as pedestrian or cyclist. Traffic often runs the red light and come at incredibly fast speed.

amo

11/11/2024 10:18 AM

northside westbound multi use path has steep incline right before intersection. As a cyclist, you cannot stop on this hill, so you either need to walk the bike or ride into the intersection. Cars turning right on red to go north on 83 rarely stop. As a cyclist, I tend to turn off path at the bank and go on the road (making sure there is no traffic coming). It WAY safer this way. I can't image how a person in a wheelchair would navigate this.

amo

11/11/2024 10:19 AM

path is too narrow at this point

Matt

11/11/2024 10:20 AM

Green Bay Rd. from Sunset to Russell Rd. is one of the most dangerous stretches of road in the county. Especially Sunset to York House. Numerous accidents, especially with no turn lanes on most of it. Please expand to 3-5 lanes as soon as possible!

amo

11/11/2024 10:21 AM

in early morning hours of darkness when walkers/joggers are out, cars turning off Atkinson (in either direction) to go east on Center are having near misses with pedestrians in intersection. It's happened to me several times and I've witnessed it numerous times as well

Matt

11/11/2024 10:23 AM

Coming out of this parking lot of Starbucks and Potbelly is a blind curve. You can't see traffic from Waukegan Rd. coming until it's too late. Especially if they're speeding.

AJR

11/11/2024 10:23 AM

The entrance of the Antique store needs to be aligned with Beach Grove Rd. There is a lot of confusion here with people trying to turn on/off Beach Grove Road and people trying to turn in/out of the Antique store.

AJR

11/11/2024 10:29 AM

This parking lot exit is very congested and difficult to navigate. The amount of traffic on 173, the amount of cars trying to leave the

parking lot and the train crossing all create a lot of confusion.

Polaris2010

11/11/2024 10:29 AM

Horrible intersection. Frequent car accidents due to poor visibility coming north on 45 and east on Rollins.

Luke J.

11/11/2024 10:30 AM

Increase of traffic on Hainesville road has made this intersection more unsafe. Left turn from W Lake Ave or Into the same from SB lane require waiting a long time for traffic to dissipate and increase risk of accidents. Residents have raised this at local Property owners association meeting and their concern that this will worsen with the planned improvements on this Hainesville Rd segment Also there's a need for a larger shoulder or sidewalk

AJR

11/11/2024 10:31 AM

With the amount of cars turning in and out of the dealerships, trucks delivering cars and pedestrians crossing the road a center turn lane is necessary here.

Polaris2010

11/11/2024 10:33 AM

A lot of accidents at this intersection. Might be related to speed?

Polaris2010

11/11/2024 10:34 AM

This intersection has an accident just about every day. Heavy traffic here due to proximity of the toll way.

Luke J.

11/11/2024 10:34 AM

Similar to W Lake Dr Intersection a block north. Increase of traffic on Hainesville road has made this intersection more unsafe. Left turn from N Circle Dr or into the same from SB lane require waiting a long time for traffic to dissipate and increase risk of accidents. Residents have raised this at local Property owners association meeting and their concern that this will worsen with the planned improvements on this Hainesville Rd segment Also there's a need for a larger shoulder or sidewalk

erossen

11/11/2024 10:38 AM

Cars rarely yield to walkers, runner, and cyclists at the designated cross walk. Someone was seriously hurt here on 11.09.25

erossen

11/11/2024 10:39 AM

Cars rarely yield to walkers, runner, and cyclists at the designated cross walk.

Luke J.

11/11/2024 10:40 AM

Drivers ignore the stop sign and speed thru this intersection. There's a multi rout bus stop there and kids playing nearby making this



unsafe. We think we would benefit from a traffic calming speed bump or better signaling. This is maintained by Avon Tship

erossen

11/11/2024 10:42 AM

No sidewalks on .8 mile long University Ave. where 59% of cars exceed posted speed limit and narrow road. City is opposed to traffic calming such as speed bumps and stop signs. City Council just voted down a sidewalk.

Concerned Citizen

11/11/2024 10:42 AM

The speeding and acceleration at this intersection is out of control. The 83 stretch, without traffic lights heading both north and south are long, and drivers accelerate to get through the lights. With the widening of 22 in the future, this will only get worse. A catastrophic accident(s) is just waiting to happen.

erossen

11/11/2024 10:44 AM

5-way intersection where cars rarely come to a complete stop and pedestrians have to be especially careful. Many cars only slow down a bit despite 5-way stop.

Luke J.

11/11/2024 10:44 AM

Even though speed limit is 40mph traffic routinely moves at 60+ mph and at night cars appear to be racing with very loud exhausts. Residents have raised this concern at local Property owners association meeting

erossen

11/11/2024 10:44 AM

4-way intersection where cars rarely come to a complete stop and pedestrians have to be especially careful. Many cars only slow down a bit despite 4-way stop.

CP

11/11/2024 10:45 AM

MANY crashes happen here. Also there is a lot of pedestrian traffic.

erossen

11/11/2024 11:09 AM

This should not be a vehicle passing zone (between Mulberry Pl. and Laurel) as the street is narrow, site lines are bad, cars pass bikes when there isn't enough room, there's Metra Train Station traffic, both vehicles and people, there's a mid-street crosswalk, there are two side streets, and it is adjacent to the City Hall and HP Public Library. It should be a No Passing Zone in both direction in this short stretch.

ffelix10

11/11/2024 11:28 AM

There have been multiple accidents this year in this intersection, perhaps reducing the speed or anything else to help combat this situation.

mm

11/11/2024 11:38 AM

I have seen numerous people run this red light. Mostly southbound on Milwaukee

EM

11/11/2024 11:41 AM

The light to cross is very short, so cars rush to turn and there isn't enough time for pedestrians to cross the street. Cars regularly ignore pedestrians. This is a heavy pedestrian traffic area because it connects the library to neighborhoods and town.

EM

11/11/2024 11:43 AM

Drivers ignore pedestrians here. We used to try to walk to businesses on route 14, and cross here. We try to avoid it or drive even though we live close by to walk because of almost getting hit by cars. People make a right turn from Main to Northwest highway without stopping.

EM

11/11/2024 11:46 AM

People try to turn in and out of cook st. off of Lake Cook over the tracks. This should be one way traffic to avoid turning in across traffic and a train line. This also backs up cars and results in cars stuck on the tracks in traffic. People could reroute by turning off Hough street instead.

PS LGFPD

11/11/2024 11:52 AM

Vehicles traverse through the safety lane every day to get to the left turn pocket on Old McHenry Road to turn left on Rt. 22. These vehicles travel over 1000 ft in the safety lane and encounter traffic exiting the Heron Creek Forest Preserve to Northbound Old McHenry Rd or exiting Orchard Ln to enter southbound Old McHenry Rd.

Jenny

11/11/2024 11:54 AM

Frequent accidents. Unsafe for pedestrians, cars and bicycles.

Jenny

11/11/2024 11:55 AM

Unsafe for pedestrians

Jenny

11/11/2024 11:57 AM

Unsafe for pedestrians who want to go to the custard shop or the restaurants in the strip mall.

Jenny

11/11/2024 11:58 AM

Unsafe for cars, bicycles and pedestrians - part of a route to multiple schools.

dwestl12

11/11/2024 12:12 PM

Heavy traffic in during morning commutes, after schools let out, and during evening commute, compounded by railroad grade crossing.

Poor signal timing. Congestion and frustration lead to unsafe driving conditions and lengthy backups. Not at all a safe pedestrian or bicycle crossing.

Jacob Robinson

11/11/2024 12:54 PM

This intersection is unpleasant and dangerous to cross as a pedestrian or on a bike.

Jacob Robinson

11/11/2024 12:59 PM

There should be a continuous sidewalk on the north side of Lake Cook road. There should also be safer crosswalks along this stretch as well.

Jacob Robinson

11/11/2024 01:01 PM

I see a lot of pedestrians and bikes at this intersection, but their safety is questionable. Driving around this intersection is stressful, too.

KLB

11/11/2024 01:09 PM

Lack of sidewalk along rt45 causes people to walk/bicycle in the roadway or on a "Deerpath" worn thru the grass along the road. Numerous accidents over the years.

Jacob Robinson

11/11/2024 01:09 PM

Elementary school kids cross at this intersection, and the one at Edgewood & Ridge frequently. I used to cross it every day when I was in elementary school. Cross traffic does not stop, so it was always nerve wracking to cross as a small child. Drivers usually don't pay attention to the pedestrian crossing signs. Forcing cars to slow down on this stretch of road would improve safety for the elementary school students.

KLB

11/11/2024 01:14 PM

Traffic on rt83 often runs the light or doesn't see it. Numerous accidents. Additional signs/signaling? Need longer pause between light turning red on 83 and green from westmoreland.?

BAP

11/11/2024 01:59 PM

The traffic can be relentless going west-bound on Grand if you don't keep up. Push push push.

sharon.merlock@abbvie.com

11/11/2024 02:01 PM

People are constantly using the the left turn (on to Carnahan from Lewis) to get to the left turn lane on Wadsworth to Lewis. I live on Carnahan and have nearly gotten in to head on accidents at this intersection numerous times.

dreuter13

Need right turn lane going eastbound onto River Rd. Can become

11/11/2024 02:10 PM

dangerous during rush hour dur to stopping traffic to turn south onto River Rd.

dreuter13

11/11/2024 02:13 PM

First section of bridge has sunken making it very dangerous in rainy and snowy conditions. This has been like this since the bridge was rebuild during the widening of the tollway.

dreuter13

11/11/2024 02:14 PM

There is water that collects from a spring that collected at the start of the onramp and the water then flows over the onramp. When this freezes it because very slick and dangerous.

dreuter13

11/11/2024 02:16 PM

Intersection was just redone, however there were no actual improvements made. Right turn lanes are needed east and westbound on 120. Stopping traffic can become dangerous for those turning north or south onto O'Plaine Rd.

OakCrest Neighbor

11/11/2024 02:21 PM

Multiple cars miss the curve and hit the power pole, as well as Jackson St is an access road to Waukegan High School, Abbott Middle School and Juarez Middle School, there aren't any safe crossings for students, and the turn from Jackson St to Jackson Court is hidden by the curve, approaching vehicles run into unexpected traffic backups

dreuter13

11/11/2024 02:21 PM

Need right turn lanes east and westbound on Grand. Traffic stopping for those turning right can be dangerous and slows down east/west traffic.

dreuter13

11/11/2024 02:22 PM

Right turn lane needed eastbound on Washington. Traffic stopping to turn south onto Almond cane be dangerous.

dreuter13

11/11/2024 02:24 PM

Right turn lanes needed in east/west on Washington, and northbound on Hunt Club. Stopping traffic to turn right can be dangerous.

dreuter13

11/11/2024 02:25 PM

Right turn lanes needed north/southbound on Hunt Club. Stopping traffic to turn right can be dangerous.

dreuter13

11/11/2024 02:27 PM

Right turn lane needed westbound on Belvidere. Stopping traffic to turn right onto northbound 45 can be dangerous.

|                                  |                                                                                                                                                                                                                   |
|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| dreuter13<br>11/11/2024 02:30 PM | Right turn lane needed on Westbound Belvidere. Stopping traffic to turn north onto 83 can be slow and dangerous.                                                                                                  |
| dreuter13<br>11/11/2024 02:32 PM | Right turn lanes needed north and southbound on 45. Stopping traffic to turn right onto Center or Deerpath can be dangerous.                                                                                      |
| dreuter13<br>11/11/2024 02:36 PM | Larger turn lane going westbound into Autozone needed. Stopping traffic to turn north into Autozone can be dangerous.                                                                                             |
| dreuter13<br>11/11/2024 02:39 PM | Right turn lanes needed east and westbound on Grand. Stopping traffic to turn right can be dangerous.                                                                                                             |
| dreuter13<br>11/11/2024 02:42 PM | Right turn lanes needed east and westbound on Grand. Stopping traffic to turn right can be dangerous, as well as busses stopping in the right lanes to pick up passengers at the northeast and southwest corners. |
| dreuter13<br>11/11/2024 02:47 PM | Right turn lane needed eastbound on 137. Eastbound traffic stopping to turn south onto St. Mary's can be dangerous.                                                                                               |
| dreuter13<br>11/11/2024 02:54 PM | Right turn lanes needed east/westbound on 60. Stopping traffic to turn right onto St. Mary's can be dangerous.                                                                                                    |
| dreuter13<br>11/11/2024 03:03 PM | Right turn lane needed northbound Butterfield. Stopping traffic to turn right (eastbound) onto Winchester can be dangerous.                                                                                       |
| dreuter13<br>11/11/2024 03:04 PM | Right turn lane needed northbound 45. Stopping traffic to turn right, eastbound, onto Winchester can be dangerous.                                                                                                |
| dreuter13<br>11/11/2024 03:06 PM | Right turn lanes needed north/southbound on 45. Stopping traffic to turn right (east/west) onto Casey Rd. can be dangerous.                                                                                       |
| dreuter13<br>11/11/2024 03:08 PM | Northbound 45 right turn lane needed as well. Stopping traffic to turn right onto Arbor Blvd can be dangerous.                                                                                                    |
| dreuter13<br>11/11/2024 03:18 PM | Right turn lanes needed east/westbound on Washington. Stopping traffic to turn right onto White Oak north/south can be dangerous. I                                                                               |

have witnessed accidents due to this at this intersection.

dreuter13

11/11/2024 03:23 PM

Right turn lane needed westbound on Half Day Rd. Stopping traffic to turn right, north, onto Riverwoods can be dangerous.

dreuter13

11/11/2024 03:32 PM

Railroad tracks were incorrectly repaired/replaced. Grade of tracks is dangerous to drive over.

JC

11/11/2024 03:33 PM

While on Garland going north/south, visibility to traffic heading east/west on Bonner is hard to see so cars edge out well beyond the stop signs to gain a better view. better visibility at the intersection is needed.

AmySue2284

11/11/2024 04:47 PM

Extremely dangerous intersection at Krueger Rd and Route 22. There are too many cars that travel on Route 22 which does not allow for people to turn on / off of Krueger without having to cut someone off. I pray someone stops every time. My son reports that his bus has issues with this too.

AmySue2284

11/11/2024 04:50 PM

Many people walk and ride their bikes down Cuba Rd in Long Grove. This is very dangerous because the road is only 2 lanes with no shoulder and has a lot of hills and drivers cannot see past the hills. I personally do not use this road for walking or biking because it is too dangerous.

Bella2023

11/11/2024 05:05 PM

Seen another accident at this location around 9:30 PM and the intersection was very dark.

Bella2023

11/11/2024 05:12 PM

I've seen many accidents when people turn left onto Route 83 from McDonald's parking lot. It's so close to the light and many times the traffic is backed up and people can't see someone coming out of the parking lot turning northbound. Should consider a "No left turn" sign.

Bella2023

11/11/2024 05:20 PM

This is a bad curve on Grass Lake Road. I have seen people nearly get hit pulling out of their driveways and there are a lot of delivery trucks that stop at the homes and business on the curve. There is a sign about blind driveways, but I think it would be a big help to have it lit with solar flashing amber lights to remind drivers to slow down and pay attention. Wisconsin has the lights on stop signs etc.

|                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Bella2023</p> <p>11/11/2024 05:20 PM</p> | <p>This is a bad curve on Grass Lake Road. I have seen people nearly get hit pulling out of their driveways and there are a lot of delivery trucks that stop at the homes and business on the curve. There is a sign about blind driveways, but I think it would be a big help to have it lit with solar flashing amber lights to remind drivers to slow down and pay attention. Wisconsin has the lights on stop signs etc.</p>                                                         |
| <p>T</p> <p>11/11/2024 08:19 PM</p>         | <p>Very difficult to cross. School buses also have a hard time. Need to figure out how to make this more safe.</p>                                                                                                                                                                                                                                                                                                                                                                       |
| <p>T</p> <p>11/11/2024 08:23 PM</p>         | <p>Need a right turn lane off from 59 to Nippersink. When turning right with an immediate right there are large pot holes even where they just fixed gravel everywhere. On the other side semis are always in the culver also because they can't make that turn onto 59.</p>                                                                                                                                                                                                             |
| <p>Anonymous</p> <p>11/11/2024 08:23 PM</p> | <p>Signal to turn to 53 on Eastbound LakeCook rd should be changed to tun on left only. Considering how busy the intersection is allowing people to yield and turn id dangerous</p>                                                                                                                                                                                                                                                                                                      |
| <p>Brianna</p> <p>11/11/2024 08:30 PM</p>   | <p>I have witnessed several collisions at this intersection in the past ~5 years. Also unfortunately saw car fatally strike a woman. Pets and wildlife often succumb around this intersection &amp; 2 nearby residents have lost pets to traffic here in recent years. Thankfully some improvement has been made since (i.e. to the sidewalk). Residents walk on the side of Wilson Rd which is quite narrow, cars often drive much faster than limit, and lighting could be better.</p> |
| <p>Ryan</p> <p>11/12/2024 08:20 AM</p>      | <p>People cant operate stop signs. Roundabouts along Russell?</p>                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>..</p> <p>11/12/2024 08:22 AM</p>        | <p>Excessive speed</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>..</p> <p>11/12/2024 08:23 AM</p>        | <p>Excessive uninforced speed with a poor crosswalk. Many bikers have been hit</p>                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>Jim</p> <p>11/12/2024 08:25 AM</p>       | <p>Multiple accidents</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>Mjm0116</p> <p>11/12/2024 08:26 AM</p>   | <p>This intersection become very dangerous when coming off the 41, turning left on deerpath especially around 330-4pm</p>                                                                                                                                                                                                                                                                                                                                                                |

..

11/12/2024 08:26 AM

Water from the property on the south side of the street run into the street all times of the year making for icy conditions in winter. Lindenhurst village says it's not their jurisdiction and state says it's not there's. Many vehicle wipeouts here

LS

11/12/2024 08:32 AM

Dedicated turn only arrows. Permanent lights. Level intersection so no dips or hills interfering with view of oncoming traffic. Prevent ability to drive/race down eb median to make turn lane.

Jeff95

11/12/2024 08:34 AM

After this intersection was rebuilt and raised medians were installed, accessing this gas station from northbound 45 is difficult and next to impossible from eastbound 173. There has to be a better way to make intersections safer without making changes that are detrimental to corner businesses.

tug3900

11/12/2024 08:37 AM

Eastbound cars on Half Day turning north onto Riverwoods always go through the red light. Sometimes 3 cars after Red. Accidents waiting to happen.

MissyD

11/12/2024 08:39 AM

Left turns should be with an arrow only. The hill and curve of Washington (east of the intersection) makes left turns (to go north on 21) extremely dangerous. Additionally, the speed limit is far too high on Washington. Between 21 and O'Plaine, it's like a drag race track. And nobody is ever pulled over.

Nickie

11/12/2024 08:41 AM

Dangerous, too many accidents. Need traffic light

Apple22

11/12/2024 08:41 AM

Intersection is too small for the amount of traffic making it dangerous for pedestrians trying to cross safely from trail. Westbound cars on 176 that are turning south on Milwaukee do no notice pedestrians.

IvaskaA

11/12/2024 08:42 AM

The left turn lane to Case Rd from NB rt 12 could stand to be lengthed about 10 cars worth.

Honeybee

11/12/2024 08:42 AM

This is a terrible intersection. Many many accidents.



concerned\_citizen

11/12/2024 08:44 AM

Unsafe when traveling south on Rt. 45 and turning right onto West Grand Ave. Should be a no turn on red because the curve makes it difficult to see traffic traveling westbound on Rt. 132.

Frosty

11/12/2024 08:44 AM

Needs either a round about or light. These stops signs are going to cause a major accident.

Bills

11/12/2024 08:45 AM

Vehicles/trucks constantly running red light along Peterson. Most residents know to wait 3-5 seconds after the light changes to proceed. Wife was T-boned in July. It appears IDOT disabled the red light camera~5 yrs ago

concerned\_citizen

11/12/2024 08:45 AM

Straighten road as curve creates many crashes and fatalities.

Bills

11/12/2024 08:46 AM

Severe potholing/pavement deterioration

wk

11/12/2024 08:47 AM

41 / 176 interchange has awful accidents and near-misses. Has been in need of a re-do for decades.

concerned\_citizen

11/12/2024 08:47 AM

The intersection is so large and traffic flies through in both directions on Rollins. Many people run the red light.

concerned\_citizen

11/12/2024 08:49 AM

This intersectin is also quite large and motorists consistently run red lights.

Jennifer

11/12/2024 08:49 AM

it would be great to be able to turn south out of the walgreens parking lot as it is often very difficult to turn west onto 120 in order to turn left (south) on to Darrell. what i see a lot of people doing is either turning anyway, or going north to to turn into the gas station and then turn around in there to come out and go south.

KS25

11/12/2024 08:50 AM

Very poor visibility when turning left/south onto Butterfield from Lake st.

concerned\_citizen

11/12/2024 08:51 AM

Large intersection where motorists run many red lights.

Nic

11/12/2024 08:51 AM

There have been numerous accidents at this intersection.

concerned\_citizen

11/12/2024 08:53 AM

Currently being worked on, but hoping that more turning lanes and appropriate left turn arrows are incorporated. Red left turn arrows throughout the county would be appreciated.

Molly g

11/12/2024 08:55 AM

The excessive speeding by all cars and trucks is worse since you widened the road. The Amazon, Walmart and construction trucks are the worst! Have you considered speed cameras? Let's send a message to those businesses that we will not allow their contribution to unsafe roads. Let's fine them so that they feel this in their profits.

KS25

11/12/2024 08:56 AM

This intersection is heavily trafficked by pedestrians due to the bike path, children walking/riding their bikes to Dairy Dream and teenagers walking/riding bikes to the high school. Despite this, cars often turn right into pedestrians even while the walk signal is illuminated. Pedestrians walking east/west across Butterfield to the north must wait two full light cycles before getting the walk signal to fully cross. This is unrealistic, especially for teens and creates confusion for both drivers and pedestrians.

concerned\_citizen

11/12/2024 08:57 AM

Additional turning lane required as traffic comes to an abrupt stop at the light and people turning west on Rollins get stuck in between lanes. Additional lane from Grand to Washington would help with congestion in both directions on Rt. 45. Evening Northbound Rt 45 is congested from Washington to Grand.

SkipB

11/12/2024 08:57 AM

Extremely dangerous intersection. Needs turn lanes added.

Sanj

11/12/2024 08:59 AM

Constant cars speeding multiple car crashes cars crashing into parked cars

concerned\_citizen

11/12/2024 08:59 AM

I believe this is Cottage Ave, where nobody entering Southbound Rt. 45 ever stops properly and surprises you when you are traveling Southbound on Rt. 45. Additionally, those traveling northbound on Rt. 45 get backed up for those waiting to turn west onto Cottage Ave. Cottage Ave is a very hidden road.

AM

Eastbound traffic merges from 2 lanes to 1 just the left lane after

11/12/2024 09:00 AM

intersection. This merge is dangerous many mornings with some people changing into the left lane while going through the intersection or cutting people off at the last second to get into the left lane. There are a lot of semi or dump trucks that are in the left lane, but people don't want to be behind them so they drive the right lane & shoulder to get ahead. Very dangerous & creates road rage.

concerned\_citizen

11/12/2024 09:00 AM

Apologies, previous comment was for Cottage Ave and I placed it too far north.

Jeff Haroldson

11/12/2024 09:01 AM

The crosswalk is a difficult one. A few collisions with pedestrians that I'm aware of in the last couple years.

AuntieJengo

11/12/2024 09:01 AM

(Travelling from Southbound Rt.45 to Westbound Rollins Rd.) When making a right hand turn on red, when looking to see if traffic coming from east, view is obstructed by terrain, and the green arrow to make that right turn has not worked in quite a few weeks.

ChristieLynn201

11/12/2024 09:02 AM

There needs to be a stoplight here as the traffic has increased and the home count has gone up.

Bobmsatc99

11/12/2024 09:03 AM

From Rte 60 & Midlothian Rd to the Railroad crossing needs to be 4 lanes to stop the congested slow traffic. Building an underpass at the Rte 60 Railroad tracks would be a huge improvement for traffic flow. There is no sidewalk or bike path on either side for pedestrian bikes, walking.

Greg

11/12/2024 09:04 AM

Old 53 eastbound / westbound from Old McHenry to Lake Cook, is very dangerous for motorists and bicyclists. I lived here my entire life, I was a LCSD in this area for years. I hate to have this road widened, but it should be a four lane road. It would help traffic move safer.

GurneeResident

11/12/2024 09:05 AM

It is difficult to see oncoming traffic when attempting to turn right from W Orchard Valley Dr onto N Hunt Club Rd. There is a large tree in the southeast corner (between the road and white fence) of the intersection that blocks the view of oncoming traffic. Improving the sightlines by removing the tree and possibly moving the white fence back would make the intersection much safer.

jade1461

Facing East on Tempel and trying to turn north on to 45 after work

11/12/2024 09:07 AM

has been dangerous daily. Lots of traffic on 45 heading in either direction and hard to find a safe gap. Many cars accelerating fast to get on to 45. Maybe adding a stop light here.

beaglelover

11/12/2024 09:12 AM

Cars turning left from Butterfield to Townline always seem to be going after the incoming traffic light turns green for the Butterfield northbound. We have to wait and this seems like a potentially dangerous situation.

Klaf

11/12/2024 09:12 AM

This spot feels unsafe when I am trying to exit either neighborhood via car, or cross the street as a bike or pedestrian. Particularly at night when people forget to turn their lights on. Multiple wrecks and near misses happen at this location every month. It feels especially dangerous as a pedestrian since cars don't always slow down with the speed limit change

JT

11/12/2024 09:13 AM

Intersection needs better traffic control, ever time I'm near this intersection rather NB or SB I'm cringing that no one pulls out in front of me, or last minute decides they need to turn.

Klaf

11/12/2024 09:14 AM

Many people walk alongside this road from the nearby neighborhoods and cross the street here to get to the shopping and food in the nearby strip malls.

antamy

11/12/2024 09:15 AM

On weekends when the recycling center is open, turning left into the center from the westbound lane is dangerous due to cars not realizing that there may be stopped traffic. Suggest adding flashing light warning signs of the westbound side of the road

boy1

11/12/2024 09:15 AM

Turn lanes in both directions need to be longer. Especially Westbound left lanes.

boy1

11/12/2024 09:16 AM

Merge here is terrible, people speeding on 12 makes it hard to merge in with bad site lines as well.

antamy

11/12/2024 09:17 AM

This intersection should be no left turn from S Ridge on to Townline and no left turn from westbound Townline to S Ridge

boy1

Making this a red light camera as you are coming over a hill is so

11/12/2024 09:18 AM

unsafe. So many people slamming on their brakes to avoid a ticket.  
So unsafe.

antamy

11/12/2024 09:18 AM

There are frequent crashes at this intersection, probably for multiple reasons. Suggest having No Turn on Red from 60 on to southbound US41

Sarah85

11/12/2024 09:21 AM

Turn lane for people living in neighborhood in both directions. People are speeding behind those ofbus that need to turn right and left into the neighborhood.

boy1

11/12/2024 09:21 AM

Gelden Road is so unsafe for bike traffic trying to get to the forest preserve. It is an old farm road and too narrow with a lot of hills and people insist on riding their bikes or walking.

ME

11/12/2024 09:22 AM

The backup by the train tracks is always a nightmare!

Sarah85

11/12/2024 09:22 AM

People speeding behind us can cause an accident when we are slowing down and turning into the neighborhood.

boy1

11/12/2024 09:23 AM

People insist on turning left here though there are signs. Need to have something more her to avoid that.

boy1

11/12/2024 09:24 AM

Unsafe all around. Need to have turn only signals for people going east bound and turning into Neuhausen. So many go on a yellow. The speed through here is a factor as well.

User1234

11/12/2024 09:25 AM

This is a VERY dangerous intersection and difficult to navigate.

JamesR

11/12/2024 09:27 AM

I'm always afraid to drive through this intersection, especially in the AM and PM when the High School traffic is heavy. A lot of cars driving north on 1st street will dangerously turn south onto Green Bay. Many southbound cars in the right lane for Green Bay do not understand that's a right turn and cross traffic to drive onto 1st street. I've been side swiped before because someone changed lanes to go on 1st.

boy1

Need a pedesrian beacon for people wanting to walk or ride bikes to

11/12/2024 09:28 AM

the forest preserve.

Local Resident

11/12/2024 09:28 AM

More patrol needed of this stretch of Grand Ave. Any hour of the day it is basically a race track. You can hear cars floored from 41 all the way past the rail bridge between 1st and oplaine. In the summer the motorcycles are insane through here.

boy1

11/12/2024 09:29 AM

People cannot maneuver this intersestion. Site lines are hard to the north, and speed is a factor. Will only get worse when the commerce and apartments are built to the north.

JamesR

11/12/2024 09:29 AM

Road is too narrow when trucks are unloading on Highwood and cars cannot pass. At the intersection cars driving west on Highwood do not stop, and I've seen several accidents and close calls here because people do not know how to make the turn, or there are cars in the way because of parked cars.

Toflz

11/12/2024 09:29 AM

All of RT 22 needs more street lights and road reflectors. When it rains at night this road is horrible.

Knedler

11/12/2024 09:30 AM

No eastbound left turn lane eastbound into forest preserve. Many cars and semis always pass at highway speeds in the right shoulder.

JamesR

11/12/2024 09:30 AM

Cars parking on Grove Ave force drivers into the wrong lane. Cars turning from Highwood onto Grove can come head to head with cars getting out of the way of parked cars.

Round Lake Resident

11/12/2024 09:35 AM

Railroad crossing is not in time with the light. Railroad crossing is activated when train in station stopped then Railroad crossing deactivated for a couple mins then reactivate when train goes through intersection.

JamesR

11/12/2024 09:35 AM

Unsafe to cross North ave walking. Cars blow past the stop sign with no regard for people waiting to walk.

boy1

11/12/2024 09:36 AM

People turning left out of the BP/Wendy's is so dangerous, and people going North on 45 slamming on their brakes to turn left into the BP and Wendy's. There is another exit on the Sand Lake Side that is so much less traffic. Should have no turns off of 45 and no left turns

out of BP. Should have a porkchop put in for right in and right out.

GurneeResident

11/12/2024 09:38 AM

It is difficult to see oncoming traffic when attempting to turn right from N Dilleys Rd onto Stearns School Rd. The trees and other vegetation along the northeast corner of the intersection block sightlines and make it impossible to see oncoming traffic.

boy1

11/12/2024 09:38 AM

Education to the citizens who use this intersection. Just because you press the beacon light does not mean you can just go. Need to wait for traffic to stop DISMOUNT your bike and walk across.

boy1

11/12/2024 09:40 AM

Sight lines are horrible to the south of the intersection. Increase in businesses in downtown will make this even worse. Turn lane south bound would be helpful.

boy1

11/12/2024 09:41 AM

Ever since construction is done. Deep Lake Road signal takes forever to turn for the people on Deep Lake Road. Morning backs up past BP entrance. Timing seems off. Sometimes sitting when there is no traffic on 132.

Special\_k696

11/12/2024 09:43 AM

55mph road with little warning of cars stopping to turn. Very heavy truck traffic in this area. Cars regularly pass on the smaller than car sized gravel shoulder. Would expect a rear end collision at speed to result in significant injuries or fatality. A bypass lane to go around the person turning would be a simple improvement and no longer require the flow of traffic to stop.

Gibby71

11/12/2024 09:44 AM

People don't pay attention at this stop sign. I always have to have my hand on the horn ready to let people know they are being stupid.

GurneeResident

11/12/2024 09:45 AM

With the new commercial development in the northwest corner of this intersection, pedestrian safety improvements are needed at this intersection. A crosswalk or traffic light is needed to make it safer for pedestrians to cross Grand Ave.

GurneeResident

11/12/2024 09:47 AM

Anytime it rains, the sidewalk in the northwest corner of this intersection is always flooded and underwater. This forces people to walk in the road to get around the water.

Mvs

11/12/2024 09:48 AM

Route 45 from 176 to 132. Double lanes all excessive speeds far above posted ( easily 65+) lane weaving , racing, blowing red lights, you name it. North and south directions. Strategically placed speed cameras would be awesome.

SkipB

11/12/2024 09:49 AM

I believe the "No Right on Red" signs are placed incorrectly. You should be able to Turn Right from the Northbound Waukegan Rd. to Eastbound Deerpath on a Red Light. The unsafe right turn is from Westbound Deerpath to Northbound Waukegan Rd or Eastbound Deerpath to Southbound Waukegan Rd.

kmb0611

11/12/2024 09:52 AM

Need more crosswalks and better monitoring; people constantly speed through and run lights

SkipB

11/12/2024 09:53 AM

When the Train Gates are down, this intersection is unsafe. I recommend adding a "do not block this intersection" signage and X's on the pavement, plus adding a crosswalk with a reminder to yield for pedestrians signage.

Mitzy

11/12/2024 09:54 AM

When there is a train crossing. Traffic is backed up for miles heading west and east. West is worse. Drivers go around on shoulders or in some instances will go from right turn lane to travel straight. The stop lights are too short for east to west traffic after a train. Traffic doesn't clear. Drivers go around buses who have to stop for the tracks.

kmb0611

11/12/2024 09:55 AM

Unsafe to cross the street from school to park district. Busy traffic coming in and out of Dunbar Rd and many unsafe (especially left) turns. No sidewalks on Dunbar.

Grayslake resident

11/12/2024 09:59 AM

Highly busy pedestrian /biking area at savanna entrance. 4 lane road Im both directions with turning lanes and speeding is dangerous and sadly deadly as we know.

Mike

11/12/2024 09:59 AM

There is no stop sign at this intersection. Cars heading northbound toward route 12 will block the intersection. This is hazardous for cars attempting to access Calahan Road.

Meg

11/12/2024 10:06 AM

There should be no U-turn signs here. Way too many accidents. They seem to be daily, especially during the summer months



Joseph

11/12/2024 10:18 AM

This and others I the route are severely backed up in the morning and afternoon. Several rear end collisions, people driving into oncoming traffic to race to the turn lane, people riding the shoulder to make right hand turns. I marked this one specifically but you can extend this from Wilson road to Cedar Lake road where it clears up a bit.

JC4400

11/12/2024 10:18 AM

Northbound traffic on Anita almost has to drive into eastbound traffic before being able to see if eastbound traffic is coming.

MelissaD

11/12/2024 10:20 AM

Crossing Washington St at Old Walnut cir is a hazard

Laurie

11/12/2024 10:22 AM

There have been too many accidents to count and at least fatality

Ih500

11/12/2024 10:22 AM

Left turn lane would be very helpful for those turning onto Porter. Been in many close calls and have seen people rear ended here especially with the higher speed limit. Also backs up traffic during rush hour. Many people try to use the shoulder to go around.

bruce man

11/12/2024 10:22 AM

No street light at intersection makes it hard to see the road when heading SB RT12 and turning left on Ellis at night. You can easily turn into the wrong lane into oncoming traffic on Ellis Dr.

bruce man

11/12/2024 10:26 AM

This intersection needs a traffic light, at certain times of the day the traffic is non-stop and people take risks turning South bound onto Rt 60 from Chardon.

Mpagan62

11/12/2024 10:30 AM

Need stoplight

Mpagan62

11/12/2024 10:31 AM

Needs stoplight

Maddy

11/12/2024 10:33 AM

if the grass is high you cannot see cars flying around the corner i have seen so many people pull out in front of semi trucks because they can't see around the corner very scary to watch when coming down frontage rd to turn onto 59/12

Jood42

People coming NE on Dugdale have no idea how to go straight or

11/12/2024 10:34 AM

turn left (NB) onto Lewis. I've approached that intersection at a green light and have had to slam on my brakes because of people turning left without paying attention.

Bnr

11/12/2024 10:37 AM

Speed limit should be 45mph

OBrien

11/12/2024 10:40 AM

Gurnee Fire Station #3 needs this intersection to be signalized before an emergency responder gets t-boned.

SanchezJE

11/12/2024 10:40 AM

With a the new traffic going thru this road getting out of the subdivision in the morning and afternoon commute is so hard. It makes it unsafe to try to turn on both directions.

Bnr

11/12/2024 10:40 AM

Numerous cars run this red light at a high rate of speed. Need camera or police enforcement .

Trudy

11/12/2024 10:41 AM

Heading southbound on 45, it is very dangerous to turn east, onto Sears Blvd, because of the tall grasses that have been planted on the road divider. It is very difficult to see around the tall grass to know if there is oncoming traffic, especially if in a smaller car. This is a horrible accident waiting to happen, especially since drivers typically are not following the posted speed limit. This could be easily eliminated by eliminating the use of tall landscaping on the divider, which I believe Grayslake controls and maintains. There was never an issue before the construction and these dividers being put in place. While pleasant to look at, it is a very unsafe situation.

Bnr

11/12/2024 10:48 AM

Very dangerous blind intersection leaving ace or the bank now that Atkinson is a busy through street with high speed traffic.

Damaris

11/12/2024 10:48 AM

Always speeding, do not follow the stop sign nor the one way traffic rule

AB

11/12/2024 10:55 AM

Now that the congestion on 45 is relieved, the amount and speed of traffic has increased. It makes left turns from CP onto 45 N more dangerous and virtually impossible at certain times of day.

dthomas

11/12/2024 11:00 AM

Keep pedestrian crossing and access to Round Lake Beach Metra Station safe with roadway realignment project.

Nonya

11/12/2024 11:00 AM

Many accidents at this intersection, speed limit should be lower, speeding dump trucks often going much faster than 55, unsafe for pedestrians to cross between Neuhaven and Clubland's.

Knutemox

11/12/2024 11:01 AM

When there are two cars turning left from Grand Ave, they block each other's view of incoming traffic making this a dangerous intersection.

Darci

11/12/2024 11:04 AM

There has been several car accidents in this intersection in the last 5 years last one a bike rider getting ran over their is a boys and girls club 1 block away and their a park 1 block away its so unsafe for kids playing outside because when the car crashes happen the cars end up on neighbors front yards there is only 1 stop sighn and its always cover by a tree the city never makes an effot to keep that sighn visible knowing well thats where the bus stops to pick up children.

tiger paton

11/12/2024 11:06 AM

There is a "yield to pedestrians" sign on both the east and west bound sides of nippersink, but about 75% of people do not heed them, which means pedestrians have to wait if there is an oncoming car. This sets up 2 dangerous situations. First off, it's harder to see cars come over the hill from the west side of the intersection and it can be difficult for a slower walker to get across the intersection in time if a car comes from that direction and doesn't slow. However the bigger/more dangerous issue happens when some cars respect the yield sign and others don't at the same time. I've seen people almost get rear-ended because they didn't expect someone to actually stop for a pedestrian, and other people almost get hit because for example someone in the left-turn lane respected it and let a pedestrian cross, but someone going straight through the intersection doesn't see that person/respect the yield sign and nearly hits that pedestrian. I walk and/or drive through this intersection almost every day and have been almost hit multiple times by people who blast through without looking for pedestrians, and have also seen cars almost get hit because people blast through not expecting someone to slow for a pedestrian and respect the yield sign. It would be SO MUCH safer to simply make it a 4-way stop.

dthomas

11/12/2024 11:08 AM

There has been an increase in accidents around the Ingleside Metra station.

Akwia

11/12/2024 11:12 AM

I call this intersection "the stupid intersection" because it's stupid.

Akwia

11/12/2024 11:17 AM

The road is beat to hell, potholes galore

Jodi

11/12/2024 11:24 AM

This intersection is very dangerous for cyclists, pedestrians and equestrians EVEN WITH the Horse crossing signs there is significant risk to horses, riders and pedestrians crossing at this intersection. Additional signage with flashing lights around the Horse crossing signs in every direction (there should be an additional sign added for drivers heading East on 173 looking to turn left onto 41 North, and a sign at 173 for those heading West and turning right onto 41 North for "No right on red if pedestrians or equestrians present". Adding the aforementioned signage would be a step in the right direction. A bridge or underpass would be ideal and the safest option for all who use the pedestrian crossing here.

Jen H

11/12/2024 11:28 AM

Agree. Crossing Washington St at Old Walnut cir is a hazard.

Anonymous

11/12/2024 11:29 AM

Blind right hand turn. Very unsafe.

Jen H

11/12/2024 11:30 AM

Too many accidents happen here. I try to avoid when I can.

Ang333

11/12/2024 11:32 AM

Unsafe- ppl ignore the crosswalk completely, cars always going 10+ over. Kids, elderly, disabled often trying to cross here using crosswalk. Crossing washington in car also dangerous. Needs a stoplight

CP

11/12/2024 11:34 AM

When eastbound traffic on Rt 22 is stopped at the light, vehicles try to make a blind turn west out of the Mobil parking lot/alley and collide with westbound traffic. Other times, someone westbound will try to turn left into the Mobil parking lot/alley and cause traffic to back up into the Rt 22/Rt 41 intersection. It is also difficult to turn east or west from the southbound Rt 41 off-ramp or the frontage road because the two roads are so close to one another and close to the Rt 41/Rt 22 intersection.

S dorado

11/12/2024 11:35 AM

It's dangerous turning left or right trying to get out of this intersection

Christine S

My mom hit the curb and popped the tire trying to get out of this

11/12/2024 11:41 AM

intersection with a crazy speeding cars and having to get across three lanes. And there's been many times where I am walking with my daughters in their stroller, and nobody stops for the flashing lights!

JM

11/12/2024 11:43 AM

This intersection is unsafe, and many crashes occur here.

Annoyed1

11/12/2024 11:45 AM

Turning onto Green Bay from this neighborhood or from 33rd is almost impossible sometimes with traffic.

IG

11/12/2024 11:45 AM

Unsafe intersection. Cars are speeding down Lewis Avenue.

Kirk

11/12/2024 11:45 AM

This is a dangerous intersection that needs a stop light. During rush hours in the morning cars dart out as traffic on 60 is nonstop.

IG

11/12/2024 11:48 AM

sidewalk is very narrow and can barely fit your bike through

Kirk

11/12/2024 11:49 AM

Traffic has increased and cars are dangerously darting out or they sit there for a few minutes to finally take a chance turning onto Gilmer.

IG

11/12/2024 11:50 AM

It is difficult turning west onto Belvidere from Ivanhoe

Kurt

11/12/2024 11:51 AM

Coming from Miller onto Savage you have low visibility. Additionally, due to the intersection design, most vehicles southbound on Savage turning onto Miller cut the corner. This risks a collision with vehicles approaching the intersection on Miller.

Kirk

11/12/2024 11:52 AM

Traffic can be very heavy and cars are taking chances turning north or south onto Fairfield.

IG

11/12/2024 11:52 AM

CLC students don't stop at the stop sign on Lancer Ln. They try to beat the traffic going straight on Braeloch.

IG

11/12/2024 11:54 AM

Thorntons customers should not be allowed to turn left onto Washington St. They always block traffic going east.

|                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| IG<br>11/12/2024 11:56 AM             | These lanes are too narrow for semi-trucks. They are always crossing into other lanes.                                                                                                                                                                                                                                                                                                                                                                             |
| IG<br>11/12/2024 11:58 AM             | very confusing intersection.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| R<br>11/12/2024 11:58 AM              | No sidewalk or bike lanes                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| IG<br>11/12/2024 11:59 AM             | Can't see pedestrians when driving north on June Ter.                                                                                                                                                                                                                                                                                                                                                                                                              |
| Emthebusdriver<br>11/12/2024 11:59 AM | It's almost impossible for bus drivers and parents to navigate pick ups and drop offs accordingly without almost having an accident. It's absolutely terrible                                                                                                                                                                                                                                                                                                      |
| Emthebusdriver<br>11/12/2024 12:00 PM | It's almost impossible for bus drivers and parents to navigate pick ups and drop offs accordingly without almost having an accident.                                                                                                                                                                                                                                                                                                                               |
| IG<br>11/12/2024 12:01 PM             | Entrance to shopping mall is too close to two intersections. It is hard turning left onto June Ter.                                                                                                                                                                                                                                                                                                                                                                |
| Kirk<br>11/12/2024 12:01 PM           | The congestion is nuts by this train intersection either due to a train or the people turning towards Fruitlandia.                                                                                                                                                                                                                                                                                                                                                 |
| Emthebusdriver<br>11/12/2024 12:03 PM | The backup traffic from parent pick up to middle school makes it unsafe for people on Washington and students walking to and from school                                                                                                                                                                                                                                                                                                                           |
| Kirk<br>11/12/2024 12:04 PM           | The congestion is nuts by this train intersection either due to a train or the people turning towards Fruitlandia.                                                                                                                                                                                                                                                                                                                                                 |
| Amy<br>11/12/2024 12:04 PM            | This intersection is already horrible with traffic coming from 2 lanes (83 going north from rollins rd to here) to one lane right after passing the intersection here at hook and horrible back up of traffic, but now with this gas station here it makes it even worse on hook. Cars going in to or even out of the gas station with the entrance on hook blocking lanes. No one ever stood before the pedestrian walk way, there have been several close calls. |

Emthebusdriver  
11/12/2024 12:05 PM

A lot of accidents happen here, more turn lanes and possibly a no turn on red should be added

Emthebusdriver  
11/12/2024 12:08 PM

Roundabouts should be added along Russel, no one obeys and notices stop signs

Emthebusdriver  
11/12/2024 12:09 PM

No one obeys and notices stop signs, round about should be added along Russell

Jb  
11/12/2024 12:10 PM

Needs left turn management road realignment

Jb  
11/12/2024 12:14 PM

Unsafe because cars have a difficult time seeing the bikes before they cross the road

Jb  
11/12/2024 12:15 PM

Unsafe intersection hard to see oncoming traffic when making a left from Rollins to southbound 45

crohan10204  
11/12/2024 12:15 PM

There are way too many serious and deadly accidents at this intersection. The left turn lane off NB 12 is way too short, cars end up being stopped in the left lane of traffic and if people aren't paying close enough attention, especially coming around a bend and into the sun depending on the time of the year, they'll rear end or clip someone sticking out of the turn lane. I also have witnessed many close calls with people making left turns off Case or off 12 onto Case because the traffic volume is too high, people start to take risky chances when there is a small opening because they get tired of waiting.

Jen  
11/12/2024 12:18 PM

If you're trying to get off of long lake, its like impossible to get off any direction most of the day.

crohan10204  
11/12/2024 12:19 PM

Chardon is a popular cut through from 60 and makes for a very awkward left turn onto Fairfield. This intersection should be reconfigured to make the left turn off Chardon easier in addition to the right turn on and reduce the risk associated with the awkward turns. Due to the speed limit on Fairfield, it would be helpful to have a right turn lane onto Chardon, but some residents on Chardon may feel that will encourage more traffic. People are going to use that as a cut through no matter what, so you might as well make it as safe as

possible.

ATI

11/12/2024 12:20 PM

High bumps that haven't been taken care of. Almost fell of motorcycle here

JorieS222

11/12/2024 12:27 PM

This street (Crescent Ave) is filled with hazardous though-traffic, for vehicles trying to avoid the Grand Ave and Green Bay Road intersection. Vehicles speed through at high speeds, creating hazardous conditions for residents. There are multiple school bus stops, a park and pedestrian traffic on this road.

JorieS222

11/12/2024 12:28 PM

On this one-lane, one-way road (Grandville Ave), many vehicles travel the wrong way. The vehicles travel at high speeds going the wrong way to avoid encountering another vehicle, and this creates hazardous conditions for residents, pedestrians and other motorists.

JorieS222

11/12/2024 12:28 PM

This street (Belle Plaine Ave, from Grand Ave to Crescent Ave) is filled with hazardous though-traffic, for vehicles trying to avoid the Grand Ave and Green Bay Road intersection. Vehicles speed through at high speeds, creating hazardous conditions for residents. There are multiple school bus stops, an in-home daycare, parks and an elementary school on this road.

JorieS222

11/12/2024 12:28 PM

This intersection (Grand Ave and Belle Plaine Ave) is hazardous to pedestrian traffic. Crosswalk visibility enhancements, and ADA compliant crosswalk features need to be installed.

JorieS222

11/12/2024 12:31 PM

This street (Waveland Ave) is filled with hazardous though-traffic. Vehicles trying to avoid the Grand Ave and Green Bay Road intersection cut through at high speeds, creating hazardous conditions for residents, pedestrians and motorists. There are multiple school bus stops and 3 in-home daycares on this road.

JorieS222

11/12/2024 12:33 PM

This is a high-traffic intersection (Grandview Ave and Magnolia Ave) in an residential neighborhood, due to the heavy volume of through traffic (vehicles trying to avoid the Green Bay Rd and Grand Ave intersection). There is only a 2-way stop sign at this intersection, and there needs to be a 4-way stop sign at this intersection. It is hazardous to pedestrian traffic and motorists. There are multiple school bus stops on these streets.



JorieS222

11/12/2024 12:34 PM

This is a high-traffic intersection (Grandview Ave and Pine Grove Ave) in an residential neighborhood, due to the heavy volume of through traffic (vehicles trying to avoid the Green Bay Rd and Grand Ave intersection). There is only a 2-way stop sign at this intersection, and there needs to be a 4-way stop sign at this intersection. It is hazardous to pedestrian traffic and motorists. There are multiple school bus stops on these streets.

JorieS222

11/12/2024 12:37 PM

This intersection (Belle Plaine Ave and Crescent Ave) has a very high volume of through-traffic. Vehicles travel through at high speeds to bypass the Grand Ave and Green Bay Rd intersection. There is a crosswalk at this intersection for residents and pedestrians walking to Shaw Park 3 blocks away, and it is very hazardous to cross this street on foot. There is only a stop sign for vehicles traveling on Crescent Ave to enter Belle Plaine Ave. There needs to be a 3-way stop sign for all directions at this intersection.

JorieS222

11/12/2024 12:41 PM

This street (Northwestern Ave) has very high volumes of through traffic cutting through at high speeds to avoid the Grand Ave and Green Bay Road intersection. There are NO STOP SIGNS, so vehicles travel at very high speeds, creating hazardous conditions for residents, pedestrians and other motorists. Speed humps and stops signs at intersections need to be installed to slow traffic and to deter through-traffic.

JorieS222

11/12/2024 12:47 PM

Route 132, between Route 41 and Route 131, is hazardous to motorists and pedestrians. There is very high traffic volumes on this roadway, and there poorly marked roadway markers, and no medians. This roadway needs stamped crosswalks signaling vehicles to slowdown for pedestrians, pedestrian scale lighting, and Complete Streets to comply with Illinois' Complete Streets legislation.

Chris

11/12/2024 12:55 PM

There is a company near here that has semi trucks that constantly need to turn here but they can't make a wide enough turn when people are waiting at the stop sign. Widening the intersection so that they can get through without holding up traffic would be awesome.

Jma77

11/12/2024 01:01 PM

There needs to be a red light camera installed. Semi trucks blow through this intersection ALL. THE. TIME. Someone will eventually be killed.

brandil12

This intersection needs some kind of a light or something. Several

11/12/2024 01:06 PM

accidents here, sometimes hard to see if cars are coming from the other direction

KG

11/12/2024 01:11 PM

Constant accidents from both directions

Holly Colin

11/12/2024 01:11 PM

Intersection constantly has individuals running the light — high speed on the road Blind spot when turning left Lots of bikers (including several kids), cross this intersection

KG

11/12/2024 01:12 PM

This intersection is a mess before and after school with kids crossing as well as pickups turning left out of the neighborhood

Meenu M

11/12/2024 01:14 PM

Unsafe Yielding

Asms

11/12/2024 01:15 PM

Very unsafe location. People run over red light all the time. This is a school zone.

Tmburns17

11/12/2024 01:18 PM

Difficult pedestrian crossing, needs a flashing pedestrian light. I've witnessed cars being rear ended when stopping for pedestrians in the crosswalk. Very difficult to see pedestrians in the dark.

DriveSafe14

11/12/2024 01:18 PM

Very unsafe intersection, especially during high traffic times

Tara Hilliard

11/12/2024 01:19 PM

Semi trucks CONSTANTLY blow this red light. This is blocks away from our local school and kids need to safely pass through here. Someone will get very hurt or die!!

Patrice D

11/12/2024 01:20 PM

Trucks/cars run red lights all the time

Cwaddell

11/12/2024 01:20 PM

Cars are speeding to make the lights and it is extremely difficult to turn left or right onto O'plaine if you do not have a green arrow.

Amy

11/12/2024 01:21 PM

There is going to be a terrible accident if something isn't done here. I can't count the number of near misses I've seen with cars blowing through the crosswalk without looking for pedestrians or bikers.

Amy

11/12/2024 01:23 PM

It is near impossible to leave the neighborhood with no stopping for the traffic on 45. As the neighborhood grows it is getting more dangerous.

Cwaddell

11/12/2024 01:23 PM

Cars are constantly speeding down St. Mary's making it extremely difficult to cross. The blinking lights are a great addition, but there needs to be signage that lets drivers know they must stop when the lights are flashing. I do not feel my children are safe crossing even when they hit the crossing light. I have seen cars slam on their brakes many times even though they had plenty of Distance and time to see The flashing lights. it gives children, a false sense of security.

Sefton462

11/12/2024 01:24 PM

Eastbound traffic at rush hour builds here backing up Grand Ave to 41. The congestion around Grand Ave and Green Bay Road is full of angry, hurried people. This makes the central turning lane in Grand Ave terrible. Many people narrowly avoid accidents in and around the west Starbucks entrance.

Beth

11/12/2024 01:24 PM

Unsafe

Sefton462

11/12/2024 01:26 PM

This roadway is terrible. Always pot holes. Yearly patches do not work.

DServatius

11/12/2024 01:34 PM

Cars constantly run the red light coming down Buckley.

Vee B

11/12/2024 01:37 PM

Many accidents occur here, it's the main route for school buses serving Oak Grove, it's right off the highway and people speed thinking they are still highway, etc.. The cemetery fence is routine damaged by cars and having to be fixed. I've personally had to assist someone in a bad car accident at this intersection , know multiple people who have had car accidents here, and as someone who drops my kids off at school, uses this route to get to work and kids extracurricular activities, I know how bad this intersection is.

Matt

11/12/2024 01:38 PM

Traffic heading west on 137 is traveling too quickly as it approaches o'plaine road.

Jmorrison

Horrible intersection! Trucks plow right through without stopping at

11/12/2024 01:39 PM

light. Frequent accidents. Grade school just down O'Plaine but there is no way to cross here safely which means we can't walk or bike to school despite being less than a mile away!

Costa

11/12/2024 01:40 PM

Traffic turning out of Countryside Manor onto 137 is very dangerous. Cars on 137 are traveling in excess of the posted limit, the road is dimly lit, and there are no traffic lights. 137 also has no sidewalks or good shoulders so bicycle riders are often in danger riding on the street.

vreilly

11/12/2024 01:40 PM

Residents of Holcomb Hollow neighborhood cross here multiple times a day. Mostly walkers and dog walkers, but also people crossing to Holcomb Hollow to access the playground. It is extremely unsafe as this is at the bottom of a hill and west board traffic goes WAY to fast down the hill and can't react to pedestrians. A blinking crosslight is GREATLY needed at this location. PLUS it is a bus stop for MANY MANY children.

Br\_77

11/12/2024 01:41 PM

Many many large multi ton trucks barrel through red lights at this intersection where many new drivers and buses drive every day

vreilly

11/12/2024 01:42 PM

Cars SPEED down this road at astronomical speeds when there is no traffic. When there IS traffic is is backed up for blocks and blocks due to the lights at 45 and 176 combined with the train crossing. This is too much of a high traffic road to be as narrow and in poor condition as it is.

local citizen

11/12/2024 01:43 PM

The traffic heading East on Rollins disappears from the view of the traffic heading West, or turning South onto 45 due to the dip in the road. This leads to people making turns blindly into the path of oncoming traffic

vreilly

11/12/2024 01:44 PM

Crumbling sidewalks and poor drainage back this stretch of sidewalk unsafe. Multiple children use this spot as a bus stop and with the winter coming these sidewalks don't drain (poor drainage planning) and become dangerous! Plus cars are so close to the end without proper curbs!

Courtney

11/12/2024 01:44 PM

Unsafe

vreilly

11/12/2024 01:45 PM

Horrible potholes, no sidewalks very unsafe for walkers to local businesses

comicbob

11/12/2024 01:46 PM

many cars pass those going south waiting at the light by driving into the oncoming traffic. It seems like it would make it safer if the road was divided so people couldn't pass by driving into the oncoming traffic

local citizen

11/12/2024 01:46 PM

Local residents and local Cross Country teams use this path for training. The cross walk here is not very visible, and most drivers do not slow down or stop when the kids are running across the road-- even with their adult coaches attempting to help them. Maybe a flashing light or something to draw attention to the trail crossing sign?

DH

11/12/2024 01:48 PM

When someone is making a left turn into this strip mall parking lot, the traffic backs up into the intersection and no one can move...then the light changes and vehicles are stopped in the middle of the intersection

Lauren

11/12/2024 01:50 PM

I live off of Fox Run and use this neighborhood exit frequently. Cars traversing Atkinson routinely blow the stop signs.

Dino

11/12/2024 01:51 PM

Unsafe

Heffe

11/12/2024 01:56 PM

Every morning the people fly up the right lane trying to beat everyone in the left lane. People slow down to turn into Starbucks and all the idiots in the right lane push the people in the left lane into oncoming traffic. Someone's going to get killed here b/c the people are too stupid to stay in their own lane and wait their turn.

Randic21

11/12/2024 01:58 PM

Many people cut through Crescent to Belle Plaine to avoid traffic on Grand Avenue during rush hour. They often drive over the speed limit. There is a bus stop here.

Pam S

11/12/2024 02:00 PM

The traffic lights are not timed right. We can sit for over 5 minutes to get a green light coming off of Millstone onto Route 83.

Heffe

11/12/2024 02:02 PM

Every evening the local idiots race up the right side to get one car ahead and they cause mayhem for the people who wait their turn and

the nearly hit the people coming out of Menards. Doubt you can fix it because it would require adding brainpower to the local nitwit hillbillies but good luck.

Pam S

11/12/2024 02:02 PM

During morning rush hour there are tons of cars pulling out of this subdivision. Sometimes they do not stop and pull out in front of you when they make a right hand turn.

Heffe

11/12/2024 02:04 PM

Every evening the local idiots race up the right side to get one car ahead and they cause mayhen for the people who wait their turn and the nearly hit the people coming out of the factories.. Doubt you can fix it because it would require adding brainpower to the local nitwit hillbillies but good luck.

Pam S

11/12/2024 02:04 PM

People never stop at the stop signs in this subdivision. They blow right through once they see no cars coming.

AD

11/12/2024 02:06 PM

Many trucks run red light. Scary to make turns.

AD

11/12/2024 02:08 PM

Scary intersection to turn left onto oplaine. Close to school. Kids try to cross on bikes.

Nikki

11/12/2024 02:09 PM

Intersection of O plaine and 137 needs a bigger delay in the lights turning green,

kelley.clare@gmail.com

11/12/2024 02:09 PM

Many accidents at this intersection!! People going way too fast on St Marys trying to beat the light

kelley.clare@gmail.com

11/12/2024 02:10 PM

Many accidents here, People going too fast on St Marys. I live on this corner, dangerous to walk on or drive.

Richardss

11/12/2024 02:12 PM

Frequent light runners. Seen so many accidents here

Ana

11/12/2024 02:15 PM

Trucks . Semis, Motorcycles, fly through the red light a lot of times!!!!

Richardss

The roadway is not level and it makes it difficult to see the oncoming

11/12/2024 02:16 PM

traffic when trying to make a left turn onto 45 South. The angle also blinds you at night when headlights shine right into your eyes.

Hbernin

11/12/2024 02:17 PM

<https://www.change.org/p/illinois-department-of-transportation-idot-rt-12-and-case-road-safety-project-initiative>

bjr713

11/12/2024 02:22 PM

The west side Rollins hill creates low visibility for southbound turns. Overall this has to be one of the worst in the county. So many accidents.

SPellegrin

11/12/2024 02:22 PM

This intersection is absolutely awful and needs a light.

Janet

11/12/2024 02:24 PM

Even with the flashing light at the intersection - cars don't stop and they even go around stopped cars. I fear for my young bike riders and myself even.

Drag racing fan / NOT

11/12/2024 02:24 PM

Hunt Club Road between Grand and Rt. 120, and particularly between Washington and Gages Lake Road is a drag strip ,especially at night and weekends. Lack of speed monitoring devices and police enforcement efforts will no doubt result in a continued high risk of accidents, particular in areas where traffic turns in to/out off residential areas.

bjr713

11/12/2024 02:24 PM

I have seen more accidents in person here than any other intersection in the county. I don't know why people blow the light or just don't look. Roundabout would be great. Learning curve but great.

Janet

11/12/2024 02:25 PM

I've seen people esp huge semi trucks go through the red light so many times. Mostly going west on Buckley.

Kelly Keefe

11/12/2024 02:25 PM

Traffic backs up to this point frequently, especially when there are trains. People come around this bend and don't see that traffic is backed up

Janet

11/12/2024 02:26 PM

I've seen many fast drivers, many crazy accidents or near misses.

bjr713

There should be no left turns during peak. Direct drivers to the lights

11/12/2024 02:26 PM

into and out of Wildwood.

Drag racing fan / NOT

11/12/2024 02:27 PM

Gages Lake Road between Hunt Club Road and Rt. 21 is a drag strip especially east bound and at night and weekends. Lack of speed monitoring devices and police enforcement efforts will no doubt result in a continued high risk of accidents, particular in areas where traffic turns in to/out of residential areas. Dips and rises in the road makes for blind spots near Heather Ridge entrances.

bjr713

11/12/2024 02:27 PM

This hill is unsafe. Plus, There should be no left turns during peak hours. Direct drivers to the lights into and out of Wildwood.

bjr713

11/12/2024 02:29 PM

Many crashes here. Drivers fly through this 35mph zone.

bjr713

11/12/2024 02:32 PM

Wildwood needs access to the forest preserve. We are one of the largest unincorporated areas that does not have a connecting trail. This would be a perfect spot. Use some of that 155M that was just approved.

bjr713

11/12/2024 02:33 PM

There should be no left turns during peak hours.

Kasia Nemmers

11/12/2024 02:35 PM

Dangerous intersection

KHanrath

11/12/2024 02:36 PM

Trucks notoriously ignore this traffic light. Not safe for children to cross to get to school. Many, many accidents.

Missy

11/12/2024 02:37 PM

Larges trucks blow through blatant red lights at high speeds. Also hard to see when making a left on to Oplain heading west. Too many accidents

KHanrath

11/12/2024 02:37 PM

Trucks notoriously ignore this traffic light & many cars speeding. Many, many accidents.

Lauren

11/12/2024 02:38 PM

Soo dangerous turning left and people and heavily speeding!!!



|                                      |                                                                                                                                                                                   |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lauren<br>11/12/2024 02:41 PM        | Soo dangerous turning left and people and heavily speeding!!! And everyone blows the red light.                                                                                   |
| Lauren<br>11/12/2024 02:42 PM        | Soo dangerous turning left and people and heavily speeding!!!                                                                                                                     |
| Laura<br>11/12/2024 02:49 PM         | Unsafe                                                                                                                                                                            |
| Alock<br>11/12/2024 02:50 PM         | Terrifying                                                                                                                                                                        |
| Hbolke<br>11/12/2024 02:50 PM        | Very unsafe intersection. Even with the added pedestrian lights, I've seen people not stopping.                                                                                   |
| Laura<br>11/12/2024 02:50 PM         | St Mary's traffic often runs red light.                                                                                                                                           |
| Laura<br>11/12/2024 02:51 PM         | Unsafe crossing. Drivers do not stop.                                                                                                                                             |
| Hbolke<br>11/12/2024 02:52 PM        | This intersection is frightening. So many accidents                                                                                                                               |
| Alock<br>11/12/2024 02:52 PM         | Too dangerous to cross                                                                                                                                                            |
| BrianT<br>11/12/2024 02:55 PM        | Left turn from SB to EB is tricky to navigate. Lack of pedestrian crossing cuts off neighborhoods to the north from the town offices and school.                                  |
| Laura<br>11/12/2024 02:55 PM         | Unsafe crosswalk. Even if one person stops drivers go around on shoulder.                                                                                                         |
| Janet<br>11/12/2024 02:58 PM         | I've seen accidents, almost been in accidents, or waited sometimes 4-5 min to turn safely. People are driving so fast at the time they get here from either st marys or milwaukee |
| Erin Thunholm<br>11/12/2024 02:58 PM | There is no crosswalk from the Forest Cove, Forest Lake or Minard/Crescent Knoll neighborhoods. How are people supposed to                                                        |

cross to get to the bike path? These are 3 neighborhoods that have no crosswalk across 4 lanes of traffic.

Nature's Haven

11/12/2024 02:59 PM

Some trail users do not realize how dangerous intersection is.

EE

11/12/2024 03:02 PM

Unsafe via vehicle, bike or walking. Needs addressed asap.

EE

11/12/2024 03:04 PM

Unsafe via vehicle, bike or walking. Needs addressed asap.

EE

11/12/2024 03:06 PM

Unsafe via bike or walking. Many kids here and cars FLYING down this road. Do something before someone gets killed. Needs addressed asap.

Erin

11/12/2024 03:07 PM

Traffic coming off of the highway as well as coming eastbound on Buckley is at a high rate of speed. First intersection outside of a school as well as nearly a blind turn going northbound on a plane and turning right or east on Buckley. Speed that traffic goes and blindness, as well as size of intersection make it very dangerous

Jill

11/12/2024 03:17 PM

Needs a traffic light, too many accidents!

JC

11/12/2024 03:17 PM

High speeds on 137, low visibility. Frequent accidents for those trying to exit countryside manor from Oak Grove Ave.

TH

11/12/2024 03:18 PM

Dangerous to turn left out of the subdivision. There needs to be a light.

cmobuchowski

11/12/2024 03:18 PM

I cant even count the number of times I have almost been in an accident here or seen accidents. The memorials at this intersection alone should be an indication of a problem. There should be a right turn lane for this light before the on ramp to 53. Something has to be done.

Jill

11/12/2024 03:18 PM

Too many people's run this run light.

|                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| svh<br>11/12/2024 03:22 PM           | so many accidents, not a safe cross walk - angled intersection that is hard to see in all directions                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Mike<br>11/12/2024 03:22 PM          | Turn lane unsafe                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Mike<br>11/12/2024 03:24 PM          | Unsafe turn lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| svh<br>11/12/2024 03:24 PM           | Because there aren't many lights, people drive 75 MPH on this section of the road - And there are no bike paths/sidewalks                                                                                                                                                                                                                                                                                                                                                                                            |
| Rb<br>11/12/2024 03:25 PM            | Especially when turning left and/or the train                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Rb<br>11/12/2024 03:26 PM            | Speed limit is 30 and people constantly going 50+ around a hilly and twisty turn                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Rb<br>11/12/2024 03:28 PM            | I live off Lake St. The posted speed limit is 30, but everyone goes 50+ and it's not safe and the police do nothing. There are accidents outside my house nightly.                                                                                                                                                                                                                                                                                                                                                   |
| scared2drive!<br>11/12/2024 03:32 PM | Countless cars and large trucks hauling trailers/cargo/etc. run the red light heading east.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| scared2drive!<br>11/12/2024 03:35 PM | It's like playing chicken trying to drive east with the traffic from N/S.                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Betty McCann<br>11/12/2024 03:39 PM  | We have alot of cut through traffic people don't stop at stop sign with several day care in the area it is dangerous                                                                                                                                                                                                                                                                                                                                                                                                 |
| Bob A. Booeey<br>11/12/2024 03:42 PM | 1. Commercial trucks routinely speed through this intersection and blow the red lights. 2. The traffic signal for westbound vehicles making the right hand turn to go north on a plane is confusing. Vehicles traveling eastbound to go north on a plane have no idea if those westbound cars are going to be yielding or if they think they can go because they have a greenlight causing the eastbound traffic to have to pause in the intersection And risk being a collision hazard. 3. No pedestrian crosswalk. |

Bob A. Booe

11/12/2024 03:45 PM

This intersection is dangerous. Vehicles making my right hand turn to go eastbound on Buckley are presented with reduced visibility of oncoming eastbound traffic.

Bvinson

11/12/2024 03:46 PM

Needs a stop sign.

Dk

11/12/2024 03:52 PM

Dangerous angle on the turn, Chardon to southbound Fairfield.  
Whole intersection needs to be reconfigured.

LFlynn

11/12/2024 03:55 PM

The increased traffic on N. Hainesville Road has made it very hard to exit Edwards Subdivision, at peak travel times, especially if making a left to head North on Hainseville Rd. The traffic lights at Washington/Hainseville & Shorewood/Hainseville are timed so that if the Southbound lane is empty there is Northbound traffic and when the Northbound lane is empty there is traffic on Hainseville heading Southbound. We only have this one way in and out of our subdivision. Another issue is that people far exceed the speed limit on this road.

Barb

11/12/2024 03:59 PM

Intersecting roads are at an angle. Speed at which vehicles drive through the intersection coupled with the angle makes it very unsafe.

Msarge

11/12/2024 04:03 PM

The bend in 137 creates an illusion that cars are further from st. Mary's when traveling east than they are. In addition to the entrance to ascension cemetery should be on Guerin road to avoid backups and crashes.

Pete

11/12/2024 04:05 PM

Farmhill Lane/Monaville Road is extremely difficult for residents of Woodhill Estates to exit , of course during the morning and evening rush hours, as well as during the day due to individuals turning south off Monaville westbound and the constant speeding trucks, cars and motorcycles. Would love at least that the radar indicator would stay in place all the time (as the one on Orchard south of the park is). Seems like police are unsure who is to patrol that area (RLB or Lake Villa). The increasing use of electric scooters in that area pose an additional danger, with scooter drivers using the roadway.

Jennifer C.

11/12/2024 04:07 PM

There are very frequent accidents at this intersection. The fence along the cemetery on the north side is also often ripped out as a result of a car driving through it. There is also significant speeding

taking place on Buckley Road approaching this intersection, which is likely the cause of most of these crashes. Cars do race on Buckley Road and if you could decrease the racing I think it would be very helpful.

Jennifer C.

11/12/2024 04:07 PM

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Spork

11/12/2024 04:07 PM

There should be no left turn onto case when heading north on route 12. Multiple deaths there traffic from the tiny turn lane backs up onto 12 very unsafe.

Spork

11/12/2024 04:12 PM

This is now 6 lanes wide (including turn lanes) and cars attempt to cross 120 from Volo village rd to get into woodmans shopping center. Sketchy when there's a lot of traffic

Bradford Evans

11/12/2024 04:13 PM

It's a straight shot from Green Bay (131) to Magnolia, crossing Belle Plaine Ave. There are no 'Stop' signs along this street. I was advised that years ago a request was submitted for a 4-way stop at Belle Plaine and Highland Ave but it was turned down. With the straight shot drive, cars go at least 45 or (+) when the speed limit is only 25. I've brought this issue to the Gurnee Police Department. I've invited them to use my driveway as a staging area. I only asked that they use an 'unmarked' car. If a marked police car is seen, folks will slow down. By taking Highland Ave, folks that work on Northwestern Ave and beyond avenues can get to and from work very quickly. I've spoken with the Chief, Gurnee Police about this issue and again, invited the police department to use my driveway as a staging area. Thank you.

Laurie Christophersen

11/12/2024 04:14 PM

Crash 4 cars and injuries

Laurie Christophersen

11/12/2024 04:14 PM

Crash 4 cars and injuries

AD

11/12/2024 04:21 PM

I live in neighborhood at this intersection. Sirens constantly for accidents. It has a bend to it and makes turning left in any direction

dangerous. Have had a family member in an accident here about 20 years ago. Also, the school buses line up here to turn before and after school as Oak Grove is right here. The school has called IDOT yearly. The safety of the children should be a priority.

AD

11/12/2024 04:22 PM

Regular accidents at this 3 way intersection. People run this light regularly and the curve in the road makes a challenging left turn. Additionally, funeral traffic or people entering and exiting the cemetery add to the chaos of this intersection.

NA

11/12/2024 04:28 PM

This intersection doesn't not have a lane to turn left to 21 going US41 northbound. Some drivers stop on 41 and with other drivers going at such a high speed makes very dangerous.

BZ

11/12/2024 04:42 PM

Trucks routinely run red lights at high rates of speed. Turning north onto Oplaine from Westbound 137, traffic doesn't yield and cuts off the drivers with the right of way.

Bdour191191

11/12/2024 04:46 PM

Multiple accidents trying to leave neighborhood to go west bound. Cars are often going way over the speed limit.

AngieV

11/12/2024 04:49 PM

No one ever knows whose turn is at this intersection. Also, the overgrowth on the northwest side of Wilson makes it really hard to turn left from Sunnybrook.

Mbethl

11/12/2024 04:51 PM

Needs attention

John Grosche

11/12/2024 04:51 PM

Case Road and Rt. 12 needs realignment and traffic signals. Very dangerous with many close calls with people turning onto Rt. 12 from Case Road. People drive very fast on Rt. 12

AngieV

11/12/2024 04:54 PM

Impossible to head north during afternoon and evening rush hour.

AngieV

11/12/2024 04:54 PM

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11/12/2024 04:54 PM

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AngieV

11/12/2024 04:54 PM

Impossible to head north during afternoon and evening rush hour.

AngieV

11/12/2024 04:55 PM

Turning right on Quentin during morning rush hour is a rear-ending waiting to happen. A turn lane would make it less scary.

KathyH

11/12/2024 05:05 PM

Dangerous T intersection!!! High number of fatal accidents. Do something already!!!

Erika

11/12/2024 05:08 PM

Dangerous to make a left hand turn, especially when 137 going east backs up.

Erika

11/12/2024 05:10 PM

Dangerous making a left out of Independence Grove , especially when traffic going west backs up.

Allison

11/12/2024 05:12 PM

Dangerous slight curve makes it almost impossible to see northbound traffic when turning left (north)out from Ace/Jewel/bank/gas station

CeilT

11/12/2024 05:14 PM

Southbound traffic from Lorelei gets tired of waiting and pulls out when they shouldn't.

Tracey

11/12/2024 05:15 PM

Northbound traffic on 12 gets backed up while trying to turn left onto Case. With the short turn lane traffic Will come to a Stop in the left lane, causing people to swerve to the right lane suddenly at a minimum of 55+ mph. I see crashes monthly and know people are suffering.

Jill

11/12/2024 05:26 PM

Crossing double yellow lines so close to an intersection is safe and has caused so many accidents.

JoelH

11/12/2024 05:27 PM

Incredibly unsafe, too much semi traffic from cross docks and LTL freight, 70mph not uncommon here.

Jill

No cross walk on path to school. Cars and trucks constantly running

11/12/2024 05:27 PM

red lights.

KK

11/12/2024 05:29 PM

Impossible to leave subdivision in the morning turning left onto Rt 60. If you try to turn right, you are going 10 miles an hour from a complete stop as people are coming at you 60-70 miles an hour from behind.

Jenny

11/12/2024 05:36 PM

There is no sidewalks on north side of ride so people frequently cross 176 here leaving the neighborhood or crossing from senior center.

Erin

11/12/2024 05:42 PM

Cars are traveling too fast on St. Mary's especially before and after school when many kids are attempting to cross the road

Razmaspaz

11/12/2024 05:43 PM

There is no crosswalk connecting the 90 or so homes in this section of residences to the bike and walking path network that these families use every day. This presents danger to anyone crossing, especially with children

MHarding

11/12/2024 05:51 PM

so many fatal accidents here, needs traffic control!

Imc89

11/12/2024 05:54 PM

Bikes, scooters, pedestrians, and hover boards constantly go up and down 83. There is no safe way to connect RLB to Grayslake

Bri31111

11/12/2024 06:08 PM

So many trucks and cars run the red light here. It's dangerous in a car and too unsafe to bike or walk across.

Bonniektrainor

11/12/2024 06:26 PM

Buckley and st Mary's road are always insanely backed up due to the lack of exits at Rockland going North from Rockland and exiting when coming from the North. This forces all traffic to have to wind through green oaks on St Mary's. There are many industrial and trucking involved businesses by rockland that have to then use St Mary's Rd and cut to O'Plaine - so many accidents in an area where school children are crossing. Constant accidents pulling out of the Reigate neighborhood, Lexington and Terre Fare including deaths. It's not safe to force that much traffic to wind through Green Oaks

Bonniektrainor

11/12/2024 06:28 PM

People are regularly crashing here trying to pull out onto a street that people are speeding to cut through. There is no exit at Rockland forcing all traffic for Rockland to get off at Buckley. Residents pulling out of their neighborhood have to dodge cars flying through - please



please please can we have more ramps at Rockland

Bonniektrainor

11/12/2024 06:32 PM

Kids cross here for school on a road that has very high speeds. This road is extremely busy because it is used as a cut through between exits. There are also tons of bikers who bike from old school forest preserve to independence grove. With multiple trucks coming from Rockland and cannot get on going north at Rockland there is no choice but to cut down St Mary's. I've witnessed 10 between Buckley and Rockland. It's an accident waiting to happen every day.

Babroe

11/12/2024 06:35 PM

Unsafe intersection. Cars are going over the 35 mph speed limit and it's hard to merge onto this road with multiple accidents in the last few years. My suggestion is a stop light .

Starbud219

11/12/2024 06:36 PM

137/St. Mary's

Moe

11/12/2024 06:36 PM

Attempting to turn left onto 137 is dangerous especially during peak traffic times. Cars frequently are driving at high speeds on 137.

Starbud219

11/12/2024 06:36 PM

137/O'Plaine Rd

Irene Q

11/12/2024 06:42 PM

41 north exiting to grand Ave

FELIX

11/12/2024 06:53 PM

Cars merge in to 1 lane there has been multiple car crashes. Building on corner was crashed into.

Kris

11/12/2024 06:56 PM

Semi trucks go speeding through yellow/red lights on 137. Some of them lay on their horns to warn cars turning south onto St. Mary's coming from the east to not make the turn yet because they are not slowing down or stopping. Very dangerous intersection.

Kris

11/12/2024 07:00 PM

There is an issue with semi trucks speeding through the yellow/red lights on 137. Blind spots when trying to turn off of 137 onto O'Plaine with oncoming traffic.

Nick r

11/12/2024 07:14 PM

The pitch of the road along with not having drainage creates a very unsafe entrance and exit

Kris

11/12/2024 07:19 PM

People use this entrance into the Saddle Hill neighborhood to get to Oak Grove School. It's hard to turn out of the neighborhood at various times during the day. Drivers speed down St. Mary's which makes it even more challenging to turn. Also, when cars are waiting to turn into the neighborhood going south on St. Mary's, cars behind them get impatient and pass on the left which is dangerous. The crosswalk was added, but cars are not stopping even when the lights are flashing.

Beth

11/12/2024 07:21 PM

Cars travel too fast down 137. Oak Grove Ave is a busy street and it is hard to turn out of the neighborhood safely. There needs to be a traffic light somewhere between 21 and St. Mary's to break up the traffic going down 137. There are also so many trucks traveling down 137 to get to the tollway. It's so unsafe and there have been so many accidents there.

V

11/12/2024 07:23 PM

People have died in this intersection. Need speed traps here!!

ArasT

11/12/2024 07:28 PM

Traffic doesn't pay attention to lights. It's the drivers

ArasT

11/12/2024 07:31 PM

Very busy bike/jog/walk path. NO LIGHTS, NO SPEED BUMP, DENSE WOODS. How many people will be hit/killed here before something is done here and on Oak Spring crossing!

ArasT

11/12/2024 07:33 PM

Very busy bike/jog/walk path. NO LIGHTS, NO SPEED BUMP, DENSE WOODS. How many people will be hit/killed here before something is done here and on Oak Spring crossing!

ArasT

11/12/2024 07:34 PM

Very busy bike/jog/walk path. NO LIGHTS, NO SPEED BUMP, DENSE WOODS. How many people will be hit/killed here before something is done here and on Oak Spring crossing!

Feryance

11/12/2024 07:43 PM

Many crashes and deaths at this intersection

Ernie

11/12/2024 07:56 PM

People run through the red light

Thatonedude

11/12/2024 08:29 PM

Never any traffic on 134 during rush hour but Fairfield is heavily congested north and south bound spanning probably 2 or 3 miles

Katrina

11/12/2024 08:32 PM

Need to add stoplight or change speed limit on St. Mary's to 30mph

Katrina

11/12/2024 08:33 PM

Unsafe. Lower speed limit on st. Mary's

Katrina

11/12/2024 08:34 PM

Unsafe

Jtttttt

11/12/2024 08:36 PM

Put a roundabout here. This will keep speeds down but also eliminate the need for a stop light.

Amichael

11/12/2024 08:37 PM

Now that this is developing a light is needed.

Paola

11/12/2024 08:39 PM

Unsafe intersection as vehicles traveling on 137 going at high speeds, traffic builds up heavily, no side walks for pedestrians and poor lighting

Amichael

11/12/2024 08:39 PM

This intersection has constant car accidents. There needs to be a light or do not allow people to turn left from case onto 12.

Jenalbrecht713

11/12/2024 08:45 PM

There's bushes very close to the corner that create a bad blind spot. People pulling out of the parking lot have to pull halfway out onto the road to see if anyone is coming.

Sdeluca

11/12/2024 08:58 PM

Dangerous intersection due to high traffic. Needs a stop light.

Starkey

11/12/2024 08:59 PM

Left turn lane is too short Speed on rt 12 is high There is a lot of traffic turning onto and from case road Traffic light needed because almost impossible to turn

Beverly

11/12/2024 09:00 PM

The left turn lane northbound on route 12 to turn on to Case Road is too short and frequently there are near misses with cars trying to enter the turn lane.

Threads

11/12/2024 09:00 PM

Terribly dangerous intersection Turn lane on rt 12 too short, almost impossible to turn onto or off of case rd

Jrburd

11/12/2024 09:01 PM

Left turn lane from hwy 12 to case is dangerous. Often backed up and 2 lanes of northbound traffic are going at excessive speeds and there is no separation from cars that are backed up in the left turn lane to cross over southbound traffic lanes to enter case.

Jrburd

11/12/2024 09:04 PM

Heavy traffic on the road with excessive speed.

Beverly

11/12/2024 09:05 PM

A light would be great at this intersection. With the southbound traffic coming up a hill, it's very hard to see the cars coming. It's so dangerous to cross in the winter with snow that I always go past and do a u turn at Menards.

Sean

11/12/2024 09:15 PM

Need a slow down here, people travel super fast and there needs to be some sort of safe entrance/exit

Bbbbbbecky

11/12/2024 09:37 PM

2ton trucks barrel through red lights here all the time.

Jargo801

11/12/2024 09:39 PM

Need a red light camera. People have died here.

RM

11/12/2024 09:46 PM

There needs to be a stoplight at this intersection. It has always been difficult, especially if one needs to turn left onto 173, but the Walmart intersection and traffic has made it significantly worse.

DO468

11/12/2024 09:49 PM

Dangerous intersection, turn lanes and required turn arrows are necessary. Seems like people are unaware of our neighborhood on the west if this interestion. Turn signals are rarely used turning from Old Rand to 12 south and red lights are run frequently.

Bekah

11/12/2024 09:49 PM

There are so many accidents each week & is located so close to a school. It's very dangerous.

Angie Hill

Very unsafe visibility of traffic coming eastbound on Rollins before the

11/12/2024 09:54 PM

intersection on that cresting hill - almost impossible for traffic headed westbound on Rollins preparing to turn south on 45 to see the oncoming traffic until in the intersection and/or it's too late - have no idea how this design was approved

Gigi Radcliffe

11/12/2024 09:54 PM

So very many fatal accidents

Vdewig

11/12/2024 09:55 PM

Horribly dangerous for many years. Too dark, too fast, and no stop lights.

Joseph J

11/12/2024 10:14 PM

Difficult to see on coming traffic when turning left east and west bound.

Pat

11/12/2024 10:43 PM

During rush hours, it can require waiting 2-5 minutes for traffic to clear before being able to turn left onto Rt. 83. Eventually, this should have a traffic light installed. If Rt. 83 is eventually widened to 4 lanes, this will be a necessity if not sooner. Either at Hampton Dr. or at Park Avenue at the north end of the Cedar Crossing subdivision.

DawnTags

11/12/2024 11:15 PM

Extremely dangerous exiting Saratoga Square, especially if turning left onto Washington. Traffic his heavy and traveling at a high rate of speed, especially during rush periods.

DawnTags

11/12/2024 11:23 PM

Exiting Saratoga Square is extremely dangerous during rush periods. Difficult to merge into heavy traffic and difficult to see around curve.

Bryan

11/12/2024 11:30 PM

During normal daytime hours it can be very unsafe to pull out of this intersection. 2 lanes each way and a turn lane in the center. This location feeds a strip mall and the Old Walnut that is used by many. Also, I don't believe crosswalk signals work anymore.

MonkeyPaws2020

11/12/2024 11:33 PM

Terribly unsafe crosswalk - you have to walk into the car section of the street to cross.

Mstra

11/12/2024 11:34 PM

Unsafe intersection at Rollins and Rt 45

Jill

People leaving cemetery should not turn left. Blocks traffic. Cut

11/12/2024 11:35 PM

people off.

Mstra

11/12/2024 11:35 PM

Unsafe intersection grand and Rt 44

Mstra

11/12/2024 11:37 PM

Unsafe intersection many accidents

tater

11/12/2024 11:59 PM

The pedestrian island has a raised curb with sharp turns making it very difficult to navigate while riding a bike.

SPSknows

11/13/2024 01:21 AM

This intersection is so dangerous even with all of the stop lights in that area.

Mreczek

11/13/2024 03:27 AM

Should bury traffic on 59 starting at the tracks and provide pedestrian underpasses. Separate the traffic from the pedestrians

Mreczek

11/13/2024 03:41 AM

Additional entrance/ pedestrian underpass needed

Mreczek

11/13/2024 03:58 AM

Traffic backs up on 22 past the fire station. Route 59 should be lowered under 22 with ramps connecting the two roads.

Mreczek

11/13/2024 04:02 AM

Needs a right turn lane off 12

Mreczek

11/13/2024 04:04 AM

59 needs a right turn lane on to indian trail

WJS

11/13/2024 04:06 AM

This stretch of route 12 desperately needs street lighting and improved design to reduce wrong-way accidents.

WJS

11/13/2024 04:08 AM

This intersection is extremely dark and needs a RIRO setup or traffic signals, as well as street lighting

Cyn

11/13/2024 04:19 AM

Intersection lacks clear visibility when turning south on Fairfield, from Chardon.

Katepta

11/13/2024 04:50 AM

When cars are turning left on Center St, onto Buckley Rd, there is not a light or anything for the oncoming traffic to slow down. Matigian Preschool is right here which means a lot of people need to do this very action daily. I have seen 2 accidents occur here in less than 2 years.

Berly

11/13/2024 05:52 AM

Drivers turning west onto Route 120 from Hunt Club often misjudged the speed of drivers on 120. Need a no turn on red sign.

Vstokes

11/13/2024 05:57 AM

This roundabout causes far more problems than it is helpful. No one knows how to use it properly, people drive straight over the top, and accidents have occurred here.

AM

11/13/2024 06:00 AM

Lots of cars. No crosswalk

AM

11/13/2024 06:02 AM

This intersection has a lot of traffic. Almost impossible to turn left during rush hour times. Many cars don't recognize the recently installed crosswalk sign and don't slow down or stop for those trying to cross.

Jimmy

11/13/2024 06:38 AM

This 1 lane Rd needs a passing lane. Too many people make the left turn instead of going to Casey Rd and waiting for the light. Also the other direction needs a turn lane.

Robc

11/13/2024 06:39 AM

Many accidents

Emmamcgee

11/13/2024 06:50 AM

Left off of 12 and right on to 53 is very dangerous. High speed limit and many braking cars

Jk

11/13/2024 07:13 AM

Need stop light or roundabout

Gass3268

11/13/2024 08:31 AM

Very unsafe intersection to get on to Buckley, especially turning left heading towards Milwaukee Ave.

Tara

11/13/2024 08:34 AM

No safe way to cross to bike path

Justinsouthwell

11/13/2024 08:47 AM

No safe way for bikes to cross 176

J. Levin

11/13/2024 08:58 AM

At the least, extend left turn lane on nb Rt12 to Case. At best, NO LEFT TURNS. Construction a turnaround 0.5 miles north and south of Case Rd. Allow only right turns from Case to 12 and 12 to Case. No traffic light needed

Aminimouse

11/13/2024 09:05 AM

No sidewalks on either side. No safe crossing.

TR

11/13/2024 09:09 AM

Dangerous intersection. Cross walk/sidewalk needs to be added down 83

gvanderveen

11/13/2024 09:10 AM

Left turns across traffic have led to numerous injuries, deaths, and close calls over the years. I've been driving this stretch of road to work for the last 12 years, and regularly have to avoid turning vehicles attempting to make it across southbound lanes.

TR

11/13/2024 09:11 AM

Needs to be a side walk down 83.

gvanderveen

11/13/2024 09:14 AM

This is another intersection that should disallow left turns or have a traffic signal installed. Traveling through this intersection on a daily basis for three years, it was always a long wait to get across safely. Impatient drivers would just send it across all four lanes, causing some accidents and a whole lot of close calls.

AB

11/13/2024 09:21 AM

School zone. Cars speeding on 83, blowing through red lights. Large trucks as well. Traffic lights east/west on Shorewood don't stay green long enough. Kids trying to get to school and leave school. Creates significant and dangerous congestion.

Aimee

11/13/2024 09:21 AM

Unsafe intersection....hills EB Rollins before light

adg

11/13/2024 09:21 AM

Turning onto Mill Creek Crossing is a challenge at times with cars speeding and riding your tail. Turning left, you are forced to sit an wait while cars fly by on either side shaking the vehicle. Especially unnerving when there are large trucks passing.



LVL

11/13/2024 09:25 AM

Cars heading East and then stopping to turn left into cemetery so soon after the traffic light make this very unsafe. No proper lane to make the turn.

LVL

11/13/2024 09:30 AM

In the morning cars back up to turn left well beyond the turn lane

LVL

11/13/2024 09:32 AM

In the evening rush hour cars back up to turn left onto OPlaine well beyond the turn lane and often are partially blocking the lanes heading East.

Kb847

11/13/2024 09:37 AM

A traffic light would make this intersection safer. All the school traffic, busses, parent pick up drop off etc.

Toni Pastorino

11/13/2024 09:40 AM

There are approximately 90 homes between St. Mary's, 176, I-94 and the railroad tracks that have no means of safely crossing Rt 176 in order to take advantage of the North Shore Bike path and nearby forest preserves and trails. It's like playing Frogger with 4 lane traffic. It also forces D72 to require bussing or dropoff for all students as there is no safe way for the children to get to Rondout by walking or biking there.

Nam

11/13/2024 09:52 AM

This intersection has fast coming traffic on Rollins crossing 45. When coming east on Rollins there is a hill and it is hard to see traffic turning into 45 and vice versa. Lots and lots of accidents

Sorozco

11/13/2024 10:17 AM

Incoming traffic (especially since thorntons) going over the speed limit, and drivers being unaware of pedestrians make it impossible to cross the street safely. My family and I have almost been hit multiple times trying to cross the street within the intersection trying to go across 176 and the neighborhood street East to West. People use the intersection as a yield option. It's very dangerous. There a many children that live on both side of the road and within the neighbor. We've experienced many instances that have put us in danger that we believe could be resolved by adding a crosswalk so we can all cross safely. There is not a crosswalk at all on this road. We need to add slow down lights or indicators and a crosswalk. Someone is going to get hit. Dogs have also been killed on the road. We also deal with drivers nearly rear ending us while we pull into our driveways.

v

It's time for a light. It is impossible to turn left onto St. Marys. We

11/13/2024 10:19 AM

have a grade school nearby and many children en route to and from school.

V

11/13/2024 10:21 AM

For years people have been hitting the cemetery fence

V

11/13/2024 10:23 AM

A light is necessary to slow this traffic down. The speed on this road impacts the exit from Independence Grove.

V

11/13/2024 10:24 AM

very unsafe to exit Independence Grove. Speed needs to be monitored on route 137 in both directions

V

11/13/2024 10:26 AM

All businesses are affected by the speed and volume of Route 137. This road needs to be studied. I have placed many markers along the road.

V

11/13/2024 10:27 AM

horrible accidents in this area for years. A road study is overdue for Route 137

V

11/13/2024 10:29 AM

Speed is unsafe for neighborhood entrances off of Route 137. This feels like a highway and it shouldn't

Skeller1967

11/13/2024 11:32 AM

Very dangerous intersection need better turn lanes or stop lights.

Annamarie Bader

11/13/2024 11:32 AM

Too many terrible accidents here! ESP near the golf farm. A light installed would help!

Annamarie Bader

11/13/2024 11:35 AM

I live in the Timberlake area. It is so unsafe to cross 12 from Lake Shore. Most people don't have their signals on and aren't watching who is turning left. There have been too many accidents here. Please install a left turn signal!

Glen H.

11/13/2024 12:16 PM

Many accidents at the intersection of Lewis and Edgewood. There's heavy traffic on Lewis with most vehicles exceeding the 35MPH speed limit (45-50 is normal). Additionally, the intersection is in a low spot making it hard to see north and south. There should be a traffic light here.

Bills

11/13/2024 12:35 PM

Lack of a left turn lane creates a very dangerous intersection for eastbound cars entering businesses/residences in the north side of the road.

Monica Farmakis

11/13/2024 12:36 PM

Very dangerous, traffic on 137 driving in excess of speed limit. Semis unable to stop in time and blow through the red light. A bicyclist was killed at this intersection not long ago. Urgent action needed.

Monica Farmakis

11/13/2024 12:39 PM

Kids cross walking here and parents driving their kids leave this intersection before and after school. Traffic speeds above speed limit with no regard for anyone else. Extremely hard and dangerous to get out onto St Mary's

Dawn

11/13/2024 01:01 PM

Would love to see this intersection straightened out (east/west) and possibly adding dedicated turn lanes (north/south) Many horrific accidents have taken place at this intersection.

Dawn

11/13/2024 01:21 PM

This is a heavily traveled thoroughfare through Lindenhurst. The subdivisions and entrances of Country Place North and South both enter and exit to Sand Lake Rd. Additionally the walkers/bikers use this crosswalk not only going from one subdivision to another, but also as a connection between McDonald Woods/Bonner Farm Forest Preserves to the Millenium Trail to the south. Hoping with the repave of Sand Lake Road in the near future, these issues can be addressed. Sidewalks/bike paths are badly needed along Sand Lake Road from Route 132 (Grand Ave) to Route 45. Currently there are areas along that stretch where walkers/bikers are forced to be on the street or walk/ride in grassy easement areas. Additionally, any improvements to the crosswalk area making it more pronounced and visible would be greatly appreciated.

Dawn

11/13/2024 01:25 PM

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visible would be greatly appreciated.

Hacton333

11/13/2024 01:45 PM

Active pedestrian crossing with a "warning light" that isn't heeded by vehicle traffic. The light is hard to see especially at sunset traveling west, and isn't clear as to the action the driver is supposed to take. Two people have been hit here in the past 2 years, that I know of.

Becky

11/13/2024 01:52 PM

With the new intersection set up the gas station's sign blocks the view of West bound traffic on Grand. Makes it very difficult to ensure a right hand turn is safe without pulling almost out into the intersection.

Anonymous

11/13/2024 01:53 PM

Everyone gets into the right lane cuts you off only to get back in the right lane to turn right 200 feet south

ZionDO

11/13/2024 01:55 PM

Traffic is high speed, inadequate lighting, no bike/pedestrian paths. All along Sheridan Rd through Beach Park into Waukegan

DiZion

11/13/2024 02:02 PM

Extremely dangerous trail crossing due to lack of highly visible road paint or markings to encourage drivers to use caution for trail users. Would like flashing lights if groups need further visibility. High priority-year round trail.

Becky

11/13/2024 02:07 PM

Since intersection was re done the left hand turn lanes on 132 are off set. This makes seeing oncoming traffic very difficult when there is a car in the oncoming left turn lane. Even more so when the car is riding the painted line and is not over next to the median.

JD

11/13/2024 02:16 PM

There is no way to turn left out of either exit points from this plaza. Cars violate the no left turn signs constantly. This is very dangerous especially in this location because there is minimal vision for traffic coming from the north.

Rob

11/13/2024 02:25 PM

Unsafe for vehicles and pedestrians. There should be a traffic signal here.

Rob

11/13/2024 02:27 PM

Traffic lights need to be added. Trying to make a left out of here can result in several cars waiting to turn out into a road where people are going in excess of 50 mph

Kr

11/13/2024 02:33 PM

Needs a left turn lane

hbe

11/13/2024 02:33 PM

Turning left out of the neighborhood is almost impossible at times.

Kr

11/13/2024 02:34 PM

Needs a left turn lane

hbe

11/13/2024 02:39 PM

Turning left into IG, or making a left out of IG can be close to impossible at times. You have to rely on all cars stopping at their discretion to be able to complete the turns, which is extremely dangerous.

hbe

11/13/2024 02:42 PM

If I have to make a left turn from River Rd onto 137 during peak times, traffic will be backed up behind me waiting to all turn left. It's extremely stressful and dangerous because cars are FLYING by at 60+ mph.

hbe

11/13/2024 02:45 PM

Near impossible to turn left from neighborhood at peak times. Even the road is curved slightly to the right making a left even more awkward and difficult to see. Forget about biking on 137. Absolutely dangerous!

Amb123

11/13/2024 02:47 PM

Area is unsafe when people are trying to turn north onto 12

Anastassia

11/13/2024 02:54 PM

There is a traffic light, but nothing for pedestrians and bicyclists. No zebra either.

Anastassia

11/13/2024 02:57 PM

No accommodation for pedestrians and bicyclists.

Anastassia

11/13/2024 02:58 PM

No way to cross 12 for residents to make it to the grocery store on the other side of 12

Anastassia

11/13/2024 03:00 PM

No way to cross the road for bicyclists or pedestrians. There is a traffic light for cars only. No zebra.

Anastassia

No way to cross road to the train station.

11/13/2024 03:01 PM

Anastassia

11/13/2024 03:03 PM

No accommodation to cross road for pedestrians or bicyclists to get to the library or Park District

Anastassia

11/13/2024 03:06 PM

This is a road to the "hot community spot", including the library, and park district. There is no shoulder to ride or walk on and there is a hill to climb on that makes it difficult to ride.

K

11/13/2024 03:06 PM

Accident after accident at this intersection. I haven't a clue how to fix it but maybe your engineers can figure out the problem

Anastassia

11/13/2024 03:07 PM

No shoulder or path

Anastassia

11/13/2024 03:10 PM

Would be great to have traffic light for pedestrians/bicyclists

SMCBrian

11/13/2024 03:10 PM

Given the volume of cars going to and from the cemetery it would be good to see a left and right turn lane added (or restrict lefts turns in). Or have a better access point added to O'Plaine Rd for the cemetery.

Anastassia

11/13/2024 03:12 PM

Hard to cross 45 miles/hour busy road on a bicycle.

Anastassia

11/13/2024 03:12 PM

Hard to cross 45 miles/hour busy road on a foot/bicycle.

Mugs

11/13/2024 03:13 PM

Definitely needs a traffic light here. Too many car vs pedestrian (and car vs car) accidents

SMCBrian

11/13/2024 03:15 PM

Left turn lane for east bound 137 gets back up and a single turn lane is not sufficient at its given length.

Anastassia

11/13/2024 03:15 PM

It would be great to have yield signs for crossing pedestrians and bicyclists. Our frisby golf course is a very public place and people love going there.

Anastassia

11/13/2024 03:20 PM

Very difficult to make a left turn during the busy hours.

Timefog

11/13/2024 03:21 PM

Used to avoid light at 12 & 120. Then cars cross divided highway to turn north on 12. Excessive dump truck usage as well.

Anastassia

11/13/2024 03:21 PM

Hard to cross busy road on a bicycle/walking

Anastassia

11/13/2024 03:22 PM

Hard to cross 45 miles/hour busy road on a bicycle/walking on the way to the train station.

Anastassia

11/13/2024 03:23 PM

Hard to cross 45 miles/hour busy road on a bicycle/on foot

Shatha

11/13/2024 04:23 PM

Very unsafe - many car accidents and blind spots

lizk

11/13/2024 04:31 PM

This strip of road is pretty rough and bumpy.

Danigirl411

11/13/2024 04:50 PM

Deep lake road needs a sidewalk. Ideally along the side of the road that reflections is on not Sedgwick cove side. Lots of foot traffic and no shoulder. Lots of speeders down deep lake too

Robert

11/13/2024 05:57 PM

Turning from eastbound 120 onto northbound Hunt Club is dangerous when dark. The dashed arc lines are no longer visible separating the 2 left turn lanes. The drivers in the right lane make the left turn too sharp, cutting off drivers in the left lane.

Boysmom

11/13/2024 05:59 PM

Dangerous crossing. Pedestrians don't look, cars stopped to turn and allow crossing make it difficult to see pedestrians

Boysmom

11/13/2024 06:01 PM

Drivers blow the lights all the time and go way too fast through the intersection

Boysmom

11/13/2024 06:03 PM

Red light running. Camera needed

User1

11/13/2024 06:12 PM

Too many very serious accidents at this intersection. Need dedicated left turn arrows.

Denise

11/13/2024 06:15 PM

Too many drivers trying to beat the light.

Denise

11/13/2024 06:16 PM

Unsafe! Too many semi trucks run this red light

User1

11/13/2024 06:16 PM

Way too many accidents at this intersection. Drivers are disregarding red lights.

G. Rodriguez

11/13/2024 06:18 PM

There have already been several accidentes with cars vs pedestrians/bikes here. We need a traffic light to minimize their occurrence.

G. Rodriguez

11/13/2024 06:21 PM

When there is too much traffic on 45 (which is often) is nearly impossible to make a left from Country Place onto 45. Drivers take dangerous chances trying to get through the intersection.

User1

11/13/2024 06:21 PM

With multiple apartment buildings being built there, traffic will increase exponentially and will require a traffic light.

User1

11/13/2024 06:31 PM

Rollins is a racetrack with crosses on the side of the road for people who died there. Something really needs to be done there so people slow down.

JC

11/13/2024 06:40 PM

The skewed layout of this intersection makes visibility very poor and vehicles are traveling at very high speeds in the east and westbound directions. Southbound left turn movements for westbound vehicles turning southbound on O'Plaine are especially dangerous due to the odd turning angle. Very difficult to see oncoming traffic.

Lulu

11/13/2024 07:06 PM

Dangerous to turn right onto 83 when heading east on Washington. Poor visibility due to foliage on northwest corner of intersection and curve in 83 north of Washington St.

Jacob Robinson

11/13/2024 07:13 PM

Cars turning left onto 22 from the mobil parking lot always get in the way of the eastbound lanes and create an unsafe situation for



everyone.

Jacob Robinson

11/13/2024 07:18 PM

I think the county is already working on this, but having a safe connection from the Skokie Valley Bike Path to the Chicago Botanical Gardens make sense. Biking on this overpass right now is dangerous.

Suzanne

11/13/2024 07:19 PM

Very dangerous intersection to cross to get to the bike path.

Jacob Robinson

11/13/2024 07:20 PM

This bus stop needs better shade, and maybe a bench.

MikeR

11/13/2024 07:38 PM

If you're heading north and need to turn left into one of the driveways or crestview dr, it is not safe. Too many people speeding, tailgating, nearly been rear ended multiple times. Won't even try to walk along this section because again, nearly been hit trying to get to the trail.

Yikes

11/13/2024 07:40 PM

Very dangerous pedestrian crossing. No stop light and heavy use by pedestrians due to connection with forest preserve trail. At least two people have been hit by cars who do not stop for pedestrians in crosswalk. I have almost been hit three times myself (and it is worse at night).

Aflexsenhar

11/13/2024 08:04 PM

NB and SB traffic seems unaware of our neighborhood entrance. There are no turn lanes in order to get away from fast moving traffic. I always feel like I could be rear ended while pulling into my neighborhood.

Aflexsenhar

11/13/2024 08:09 PM

Major increase in unsafe traffic by commercial vehicles (53 ft tractor trailers, dump trucks, etc.). I feel it is unsafe for children to ride to school via the school bus amongst the fast driving semis. This used to be a residential area.

Aflexsenhar

11/13/2024 08:13 PM

There MUST be a barrier and legitimate turn lanes built amongst 137 between Cass Avenue and Rt 21. The heavy traffic must be regulated and controlled to ensure we get back to a safe state in our community. Why has the village allowed so many commercial vehicles to destroy our well being?

Aflexsenhar

11/13/2024 08:16 PM

STOP THE HEAVY FLOW OF TRUCKS THAT RISK THE SAFETY OF OUR FAMILIES! MANY ACCIDENTS AND NEAR ACCIDENTS VIA HEAVY SPEADS FROM THESE TRUCKS WHO DO NOT CARE ABOUT OUR RESIDENTIAL AREA!

JOrt

11/13/2024 08:27 PM

Unsafe for kids/people crossing. Needs a flashing light like the one near saxony. The new park will cause more kids to cross unsafely.

Cyclist

11/13/2024 08:29 PM

Very unsafe intersection for cyclists

Cyclist

11/13/2024 08:31 PM

Unsafe for cyclists - no shoulder or protected bike lane

Joanne

11/13/2024 08:32 PM

This is a dangerous intersection. I was hit here by a vehicle last year whole crossing o. The crosswalk by a vehicle that came from the turning lane opposite of me. I still can't bring myself to walk across that intersection. There is a park and walking trail that the intersection leads too. Kids are always crossing. It needs a light.

Cyclist

11/13/2024 08:33 PM

Unsafe for cyclists - cars travel too fast and no protected bike lane and people pass too close cyclists

Cyclist

11/13/2024 08:34 PM

Unsafe for cyclists - poor visibility and lack of protected bike lanes or usable shoulders makes it very dangerous and unsafe

spellegrin

11/13/2024 08:37 PM

Dangerous section of road full of potholes

Grr13

11/13/2024 08:42 PM

Very dangerous. To many people get hit here crossing to the park.

Gt

11/13/2024 08:52 PM

This intersection is unsafe when turning left off of 41 onto Deerpath.

Ally

11/13/2024 09:42 PM

Lots of traffic during school start and end times needs a traffic light

Annalinn

11/13/2024 10:07 PM

Very dangerous turning either direction out of River Rd

Brad

11/13/2024 10:22 PM

This is a very dangerous intersection with many accidents occurring. The design is unsafe especially going east on Rollins.

EMH

11/14/2024 01:10 AM

It is hard to make a left turn from River onto 120. I avoid this intersection during peak traffic.

EMH

11/14/2024 01:12 AM

Making a left from 137 onto River Road is very stressful. There is a very narrow lane to wait for this left turn. Often the wait for a window to turn left is long and traffic is flying by you in both directions at speeds of 60 +mph. This traffic includes semi-trucks. While you sit and wait for a window to make the left turn your car physically shakes.

Bhk

11/14/2024 06:35 AM

Dangerous intersection, many accidents. No sidewalks in entire neighborhood

Bhk

11/14/2024 06:36 AM

Many accidents occur here, at least one death occurred when a car went past the intersection and into the lake. The detached garage has been hit multiple times.

JB

11/14/2024 06:54 AM

When turning south of Butterfield from Lake, the fence makes it nearly a blind turn.

Kat D

11/14/2024 07:42 AM

Repeated crashes into the guardrail where the southbound Rt 41 curve begins (just before the Grand Ave exit ramp). Needs those yellow arrow signs added on the "Left" side BEFORE the curve and throughout the curve.

Lo12

11/14/2024 08:01 AM

It is extremely difficult to cross both ways out of both neighborhoods during traffic, maybe a light would help alleviate the problem and lessen chances of an accident. Also although the speed limit is 35, NO ONE goes at 35 and is very concerning sometimes for those walking and riding their bikes to cross.

Lo12

11/14/2024 08:04 AM

Can this little driveway be removed or blocked off somehow, I've seen numerous and myself when first moved here have almost accidentally pulled into this driveway when trying to enter hunters ridge. Maybe this corner could be made more cohesive somehow.

Carole Mathews

11/14/2024 08:10 AM

The traffic coming off of Old Rand that needs to go straight into the Outpatient Center has the yield sign. 4 times in the past couple of years as I drive on Surryse to turn left in front of the center, I have had to slam on my brakes as some do not yield at all. I cannot make that turn without watching the incoming traffic carefully. I see many other cars hesitating as well. It is not a safe spot. A stop sign would be so much safer.

ConcernedMom

11/14/2024 08:25 AM

This intersection connects two parts of a greenway. It is very dangerous to cross the road. I now cannot access the trails here because I will not cross it with my kids

RLresident

11/14/2024 08:37 AM

This intersection has been dangerous for years, and has only gotten worse with the addition of retail at 120 and 12. People use this as a cut through to avoid the traffic camera. We were in a hit and run accident which totaled our car at this intersection because someone was attempting to cross 120 and all 4 lanes of traffic.

BrendaGornick

11/14/2024 09:31 AM

This entrance to this shopping area is horribly dangerous. We need an additional light for people turning out of here!!

DeeGee

11/14/2024 09:32 AM

This intersection is unsafe because of the lack of line of sight from vehicles exiting the shopping plaza. It's also unsafe as vehicles turning left into the plaza do not utilize the left turn lane fully, either turning from the driving lane, or partially in both. Make this a dedicated left so traffic can flow (even though this is village and not county)

BrendaGornick

11/14/2024 09:32 AM

There have been multiple accidents at this intersection. People driving on Rand Road blowing through the red light.

BrendaGornick

11/14/2024 09:33 AM

Many accidents happen at this intersection. We need a light here.

BrendaGornick

11/14/2024 09:34 AM

Very dangerous intersection for kids riding their bikes across Rand Road or walking!

DeeGee

11/14/2024 09:35 AM

Close the median here to eliminate left turns to Case Road. Traffic from NB 12 can turn left at the light on Bonner and use Darrell to connect. Traffic on SB 12 can turn around at the next designated U-

turn lane to access Deacons. This will preserve traffic flow without a stoplight.

DeeGee

11/14/2024 09:40 AM

The merge point here is a major traffic and safety problem. Vehicles in the left lane will block the right lane before the merge to prevent proper zipper merging. Vehicles in the left will ride the bumper of the vehicle in front to prevent merges. Vehicles in the right lane will fly through any openings to race to the merge point. Widen this road to Quentin to eliminate this problem.

DeeGee

11/14/2024 09:46 AM

This intersection is dangerous for many reasons. Traffic on Krueger cannot see well to make a left onto 22. Traffic EB on 22 waits to turn left on Krueger, causing cars to drive around them on the shoulder. Both of these causes backups on both roads. Long term, widen 22 to four lanes with turn lanes to Krueger from both directions. Short term considerations: Trim trees near the intersection for better visibility. Consider a flashing yellow light over 22 and red over Krueger to warn drivers of the intersection. Restrict left turns during rush hours from EB 22 to Krueger to eliminate the EB bottleneck. There are intersections further down 22 that have this restriction and they have better visibility.

DeeGee

11/14/2024 09:48 AM

Make the right turn lane from WB 22 to NB Old McHenry longer. And fix the shoulder. This is in bad condition because vehicles go around stopped traffic to enter the turn lane ASAP. Put a guard rail up at the very end of the turn lane so traffic can't use the shoulder too early.

DeeGee

11/14/2024 09:50 AM

Add a second right turn lane from SB Gilmer to SB 83. This will help the flow of traffic on Gilmer as it turns to 83. See the WB Old McHenry to US 12 intersection. We want that here.

DeeGee

11/14/2024 09:54 AM

Traffic signal modernization. This intersection is a huge backup for traffic on 60 in both directions. Traffic flows WB and usually EB after this.

DeeGee

11/14/2024 09:57 AM

This intersection needs traffic signal modernization and longer or added turn lanes. Add a right turn lane from EB Hawley to 60/83 to prevent cars from using the shoulder.

Anastassia

11/14/2024 09:58 AM

W route 173 in Antioch needs a bike lane to connect to downtown and green space. It is a one lane road and too busy for bikes and

pedestrians

Anastassia

11/14/2024 09:58 AM

W route 173 in Antioch needs a bike lane to connect to downtown and green space. It is a one lane road and too busy for bikes and pedestrians

KevinS

11/14/2024 10:24 AM

Nippersink is unsafe for nonmotorized transportation. There are no sidewalks, paths, or even a shoulder.

KevinS

11/14/2024 10:28 AM

Unsafe for nonmotorized transportation. People cannot go to the library, swimming pool, community center, or Harts Hill Park without driving. There isn't a sidewalk or bike path/lane between Fairfield and Haywood.

KevinS

11/14/2024 10:31 AM

Unsafe to travel on Fairfield from the Millennium Trail to the library, Nippersink Forest Preserve, or anywhere along this route.

KevinS

11/14/2024 10:32 AM

Unsafe to cross Wilson

Anniepr

11/14/2024 10:33 AM

Very hard to cross intersection by all mean of transportation ( car , bikes and on foot) . Speed limit is not enforced. Connects bike trails, train station and is heavily used by bikes and pedestrians. An on demand pedestrians/bike crossing light would make it much safer

KevinS

11/14/2024 10:34 AM

Unsafe intersection for nonmotorized transportation

KevinS

11/14/2024 10:39 AM

Unsafe for bikes, walkers, and other nonmotorized transportation to get to/from the Long Lake train station.

KevinS

11/14/2024 10:43 AM

Unsafe to travel North/South to connect to the Chain O' Lakes Trail for nonmotorized transportation.

KevinS

11/14/2024 10:45 AM

Unsafe to get from the apartments and townhomes to the shopping areas with no sidewalk or path.

KevinS

Unsafe intersection for nonmotorized transportation. No

11/14/2024 10:46 AM

sidewalks/paths, crossing signals, or crossing markings.

KevinS

11/14/2024 10:47 AM

Unsafe travel along Nippersink with no sidewalks, paths, or shoulder.

KevinS

11/14/2024 10:48 AM

Unsafe travel along Nippersink with no sidewalks, paths, or shoulder.

DeeGee

11/14/2024 10:48 AM

Traffic Signal Modernization. Traffic on Port Clinton has to sit for awhile before waiting to turn left. Some traffic will turn right on 45 and do a U-turn to go the other way. Make a more balanced signal, especially when traffic is light on 45, so we wait for nothing.

KevinS

11/14/2024 10:50 AM

Unsafe transportation using nonmotorized transportation between Big Hollow and the Millennium Trail.

DeeGee

11/14/2024 10:54 AM

Traffic NWB on 45 wanting to turn left on SB BG Rd will use every inch of roadway, including driving in the EB lane, to get to the left turn lane. These vehicles often accelerate rapidly, and I have seen a few near misses where they almost rear end someone who is entering the turn lane properly. I have seen traffic go for it from this intersection to the light. Widen 45. I know it's on the states plan, but it seems way far out there.

KevinS

11/14/2024 10:59 AM

Unsafe nonmotorized travel along Lake Shore between Rollins and Fairfield to get to Grant Woods Forest Preserve.

Alex Ilic

11/14/2024 11:14 AM

Exiting 53 to West Lake Cook rd is unsafe and causes delays. There are 2 issues. 1. Traffic merging onto LC rd block access to NB 53/Hicks rd. which only adds to the congestion. Those trying to get to NB 53/Hicks are honking and weaving around the cars. 2. Those trying to avoid the cars stationary on the right side of the road cut across the lanes to the far left to get ahead. One solution. The exit ramp should split into two prior to merging with LC rd. Right side goes past the merge with LC. This gets those vehicles out of the area reduces the stress on the merge. The Left split goes directly to LC rd. Even better would be if you can have the ramp split into "Lake Cook Rd West" and "Hicks Rd North and South". When the off ramp splits, the vehicles needing to go south bound Hicks would be on their own ramp which filters them down to Hicks South. This would keep all those getting off LC and cutting lanes and traffic trying to get to the Hicks South turn lane. This option is much more involved and

expensive.

Istein

11/14/2024 11:45 AM

Rockland Road between Milwaukee and 7th has no sidewalk on the south side of the street. Kids walking to and from Copeland Manor Elementary School and Highland Middle School, as well as to Dairy Queen, thus often have to cross unsafely not at a crosswalk or end up walking along the road. Given the proximity to schools it would be safer if there were sidewalk on both sides of the street.

Istein

11/14/2024 11:49 AM

This intersection has a blind turn going from Rockland to St. Mary's given the tree cover and the setback. If cars run the red light on St. Mary's, there is little warning for the cars on Rockland to stop. I was rear-ended once because of this, but it was a better outcome than getting T-boned by the car running the light.

Istein

11/14/2024 11:52 AM

Given the angles of this intersection, views are not clear coming off Washington to see the traffic coming past on Deerpath which does not stop. There are often accidents or near accidents. It would significantly benefit from a 4-way stop sign.

Concerned civilian

11/14/2024 12:53 PM

Multiple car accidents in this intersection Panhandlers frequently in this intersection

History Center Lake Forest-Lake Bluff

11/14/2024 01:18 PM

Limited visibility and lack of STOP signs.

Dietzbj

11/14/2024 02:51 PM

Really need sidewalk extended to Hunt Club

Dietzbj

11/14/2024 02:55 PM

Would be nice to extend the sidewalk to Route 45

Dietzbj

11/14/2024 02:58 PM

Crosswalk would be nice here to access path and sidewalk headed east on Washington

MusicMom

11/14/2024 03:33 PM

Traffic here is difficult when the Renaissance fare is open. It is also dangerous during rush hour. People speed southbound on the frontage road making turning from and onto State Line Road dangerous.



Taylor Zswift

11/14/2024 05:28 PM

This is a terrible crossing for pedestrians. There is no space to stand or stop your bicycle. It is no wonder that many people on the path ignore the crosswalk and jaywalk further south where they feel safer crossing.

Taylor Zswift

11/14/2024 05:30 PM

Tough for cars to see the pedestrian crossing up ahead. Westbound cars speeding will sneak up on pedestrians crossing.

Taylor Zswift

11/14/2024 05:34 PM

There is no way to go through East-West on a bike or walking/running in this vicinity ever since the HOA off of Oakwood Road gated their community. Pedestrians and cyclists are forced onto Route 22 or Route 45. This presents a huge barrier between south eastern Lake County communities and south western Lake County communities.

speed racer

11/14/2024 06:37 PM

Way too much traffic for 55mph. People speed all the time and there is no crosswalk for kids, joggers, bikers, etc to cross 173 back and forth between Neuhausen and Clublands.

speed racer

11/14/2024 06:41 PM

The right lane heading west in front of Menards needs to become a right turn only lane. This would stop people from speeding and "merging" with the left thru lane. This is a congested area especially during rush hour and lots of speeding drivers cutoff the drivers in the left lane at the last minute.

BJL

11/14/2024 07:55 PM

Potholes are forming west of the overpass.

KMT

11/14/2024 09:01 PM

If you are going to turn from 83 onto Morton, you are frequently at risk of being rear-ended.

1977dude

11/14/2024 09:09 PM

Heading north on 83 and turning west on to Morton Dr is very unsafe and a hazard

Rob S.

11/14/2024 09:21 PM

Turning left out of Canlan, especially during rush hour is nearly impossible (especially when it is dark). The traffic comes fast in both directions on 45 making it difficult to cross the lanes necessary to go left.

AD

11/14/2024 09:24 PM

This intersection is a hazard to all traffic. If heading west on route 12 cars have to slow down drastically in the left lane to turn west on

case. Cars turning west on Case from 12 take many chances to make the crossing; I've seen and been on many close calls. This is a terrible intersections.

Susie Baierl

11/14/2024 11:17 PM

Within two months, there were three car accidents at this intersection. I live near there and when I drive up north and a left turn, I often have cars nearly hitting me on the back that I had to beep horn or turn on emergency flashers especially at nights. It is the same with turning right turn if I drive south on 83. I worry that one day I might end up in those statistics.

Mueller

11/15/2024 08:09 AM

21 years in the Timberlake Sub. Two items. - North and Southbound 12 should have warning lights when the lights will be changing. MN has a ton of them. - An easy fix for Old Rand and Lakeshore, put alternating lights with turn arrows so it won't matter when drivers don't use their turn signals.

LCI

11/15/2024 08:44 AM

Narrow road with unenforced speed limit, narrow lane width with no curbs sidewalks or other safe walking or riding areas, and drivers passing with less than 3 feet. Police do not assist vulnerable users or enforce safety laws and may be unaware and ignorant of the laws. History of village government action against bicyclist safety and resident backlash against bicyclists.

LCI

11/15/2024 08:47 AM

Narrow road with unenforced speed limit, narrow lane width with no curbs sidewalks or other safe walking or riding areas, and drivers passing with less than 3 feet. Several hills and turn where drivers pass speeding and cannot see over/around obstacles. Lack of marked lines in middle of road to more safely guide road users. Police do not assist vulnerable users or enforce safety laws and may be unaware and ignorant of the laws. History of village government action against bicyclist safety and resident backlash against bicyclists.

MosesA

11/15/2024 09:00 AM

Cattails blocking line of sight when trying to turn north on 43 coming from the east. Cattails located at SE corner of 43 and Casimir Pulaski. November 2024.

Mackenzief

11/15/2024 09:11 AM

When turning east onto Morton the road goes down to two lanes or is opening up to two lands, people do not pay attention to this slowing to turn. There have been many accidents at this intersection. I have almost gotten rear-ended several times. I am fearful every time I have

to make this turn.

Mackenziel

11/15/2024 09:12 AM

Put pin in wrong place

DustinE

11/15/2024 10:05 AM

Sudden stop over a hill on 2 lane road with an intersection with no light.

alex.sc

11/15/2024 11:01 AM

No crosswalk, even though a multiuse trail ends here.

LCI

11/15/2024 11:45 AM

Narrow lanes 50 mph speeds with drivers who do not slow down and do not give 3 feet when passing. No sidewalks or any bike or pedestrian accommodation for miles on this road

LCI

11/15/2024 01:10 PM

Drivers speed and fail to stop too often at activated light marked crosswalk. Lack of speed and driver stopping enforcement, multiple car crashes (rear end) and multiple people hit at this crosswalk, including high school students. Heavy student crosswalk that is unsafe because too many drivers don't really seem to care about other human beings.

aniedzinski

11/15/2024 01:28 PM

This spot feels unsafe when turning left. When other cars are turning right onto Rt. 83 they block view of the southbound traffic. Also cars on Rt.83 routinely go over the speed limit.

aniedzinski

11/15/2024 01:32 PM

This crossing feels dangerous. Even though there is a pedestrian warning light it is right on the edge of a curve in the road and cars see it too late, the light near the south sometimes is covered by leaves by the nearby tree obscuring the light, some pedestrians don't hit the light and cross anyway, and cars drive over the speed limit in this area.

Cylist1

11/15/2024 02:55 PM

Shoulder that helps cyclists ride safely on rest of Old McHenry is lost from Quentin to Fairfield, making this section dangerous for both bikes and cars.

brando7288

11/15/2024 09:26 PM

Bad intersection with a history of serious accidents. Poor sightlines due to incline and trees on different corners. Plus, people try to beat the light and speed through the intersection. Rollins Road is built for

2025 traffic, and US 45 is built for 1975 traffic.

brando7288

11/15/2024 09:31 PM

Narrow lanes on US 45 + odd angle for bend at Grand Ave combine to create a dangerous intersection. Southbound traffic on US 45 bottlenecks to one lane just south of Grand, only to open up to two lanes shortly afterwards to accommodate right turns onto Rollins Road. Admittedly, this is a complex area to reconstruct for multiple reasons...but something needs to be done here....

brando7288

11/15/2024 09:37 PM

Poorly conceived entrance/exit to gas station, given the amount of traffic on both US 45 and Stearns School/Sand Lake Roads (plus traffic backups due to stoplight). Particularly hazardous when cars are turning left as they exit the gas station to travel north on US 45, but need to cross through backed-up southbound traffic before merging into northbound lane (while being unable to see if northbound traffic is driving through the intersection).

brando7288

11/15/2024 09:46 PM

Terrible during afternoon/evening rush when there is a lot of westbound traffic on Stearns School Rush...and especially so during bad weather, when poor lighting and poor sightlines are exacerbated. Needs dedicated left-turn and right-turn lanes in ALL four directions of traffic, at minimum, to improve safety and traffic flow....

Lindsay P

11/16/2024 07:50 AM

This is a very busy intersection. No one slows when people are walking across the crosswalk and it's extremely hard to turn in and turn out of the subdivision

Diego

11/16/2024 10:11 AM

Very unsafe due to heavy traffic on 12, high speeds, and minimal space for drivers on 12 turning left onto Case Rd. For drivers on case turning left or right on 12 is very difficult especially turning right. I suggest an intersection like the one on Rt 60 and Peterson Rd in Fremont.

Janely Barrera

11/16/2024 01:08 PM

ALL WASHINGTON ST AND WAUKEGAN ROADS ARE UNSAFE BECAUSE OF UNFINISHED ROADS AND OR BAD CONDITION ROADS

M.Bell

11/16/2024 01:56 PM

Need light for exiting independence grove. Cars go way over the limit in this area making it unsafe to make a right hand turn out of the preserve. Or open the river road exit for more options.

Matt

11/16/2024 05:31 PM

Not the easy to go west at certain times of the day.

Matt

11/16/2024 05:32 PM

Unsafe making a left out of independence grove

sabrinacleveland

11/16/2024 07:17 PM

Highly used to cut through street, and none of them stop or make a full stop at stop sign. Makes for huge safety concerns for the children that live on the street as well as pets. Speed Humps would be greatly LOVED!!!!

Figaro14

11/17/2024 10:39 AM

Impossible to exit onto Butterfield due to speeding oncoming traffic from both north and south. Light needed!

Figaro14

11/17/2024 10:42 AM

Have been nearly rear ended at least a dozen times here. Traffic is travelling through the intersection at 60+ miles an hour heading north.

ahunt

11/17/2024 10:43 AM

There is no sidewalk on the south side of Rockland between Milwaukee Ave and 7th. Any students living on this side of the street and walking to Highland Middle School or Copeland Elementary are forced to cross multiple times or walk in the street/through yards. This is also true for people walking to Dairy Queen. Drivers use Rockland Rd as a cut through to bypass 176 and often drive in excess of 35-40 mph down this residential street putting pedestrians at risk without sidewalks on both sides.

CJ Summerfield

11/17/2024 01:34 PM

The near misses in this intersection are a daily occurrence. There's a blind spot for both Deerpath and Washington Road drivers and walkers. The curve blocks visibility and the speed on Deerpath makes getting across Washington dangerous. Kids have been hit trying to cross here, even with the pedestrian markings. It needs a stop sign.

anng

11/17/2024 04:22 PM

Dangerous intersection. Permanent traffic lights need to be installed with left turns on arrows only.

anng

11/17/2024 04:23 PM

Dangerous intersection. Needs to be left turn on arrow only!

anng

11/17/2024 04:24 PM

Dangerous intersection. Left turn on arrow only would help.

csavage

11/17/2024 05:03 PM

High school students park at the soccer field and then walk to the school. While the crossing on Church is now safer with official markings, those kids ALSO cross Echo Lake - and cars turning left pose a danger to them. I'd like to see this intersection marked with a crosswalk and flashing lights to alert drivers on Church that there is a child crossing Echo Lake.

AgentSly

11/17/2024 07:10 PM

To many accidents caused by speeding thru traffic on W Grandville turning southbound towards Green Bay and Grand. This road need to be turned into a one way road. Or speed bumps or speeds traps. Many children play around the area as there are apartments complex near by

AgentSly

11/17/2024 07:16 PM

Speeding Thru Traffic. Accident are inevitable for residents existing apartment. This is a 25MPH Road with cars going 45 Mph

Alexandra

11/17/2024 08:39 PM

Accidents happen here often, one very recently was fatal.

old rand and route 22

11/18/2024 07:47 AM

if you are driving from the west on route 22 by intersection of Old Rand Road turning right or south there is no right hand turn lane. It is very dangerous to turn right because the traffic behind is always driving to fast. A RIGHT TURN LANE IS NEEDED.

Dmarturano

11/18/2024 11:34 AM

Unsafe for pedestrians and bicyclists. Many aren't pushing the button to activate the crosswalk flashing lights, and many drivers ignore the activated lights.

Dmarturano

11/18/2024 11:44 AM

Too many accidents. Change traffic light sequence so no vehicles are allowed to turn left into oncoming traffic or only allow left hand turns on turn arrow.

Robin O'Connor

11/18/2024 06:51 PM

1. Terrible accidents including causing injury and death at this intersection. 2. Vehicles increase speed when merge on 120 as they move towards 94. 3. Dangerous to turn both ways from River Rd. 4. Many High School students (new drivers) use this road to get to school.

RR

11/18/2024 06:54 PM

There is no right turn carve out when heading East on 120 and turning onto River Road. This would be an easy solve assuming right

of way, just get an easement and carve out a short turn lane so I can turn right onto River Road without people barreling up behind me at 65 mph. It's also not easy to turn West from River to 120 but I don't think you can do anything about that. People just cross halfway and wait in the middle for traffic to clear. Maybe you could make more space for that.

Robin O'Connor

11/18/2024 07:14 PM

River Road's speed is 35mph most of the road except this small Township section which is 45mph. Guerin Road is similar with a small portion being 45mph and then drops down to 30mph. It makes little sense especially the high traffic this road receives (including bicycle teams) PLUS the wildlife that crosses this road often. My neighbors are very thankful for the Deer Crossing signs recently placed. A consistent lower speed would help the speeding and safety of drivers, walkers, bicyclists and less animal collisions.

MW

11/18/2024 09:25 PM

Blind intersection, speeding traffic on butterfield. Hard to turn left from Lake st

MW

11/18/2024 09:28 PM

Many cars do not stop for pedestrians, especially when kids are walking and biking across Winchester to and from school.

Kimberly Steele

11/19/2024 05:18 PM

This intersection sees a lot of traffic and a large number of motorists do not stop at the stop sign. A flashing stop sign would help ensure motorists do not miss the stop sign.

Tkroc

11/19/2024 07:29 PM

This is a very dangerous intersection and road (Rt. 120) as people drive dangerously fast. There is no good way to exit from River Road onto 120 in either direction. It is also difficult and unsafe to turn onto River Road when coming from the east.

Dangerous 123456

11/20/2024 07:19 AM

This intersection is extremely dangerous and unsafe as you have get to the small median to turn left. Plus, cars are constantly going over 70 mph so one must speed out to get to the median. In top of that, the median is never mowed so you can't see in coming traffic when turning south onto River Rd. How something has been done here after a fatality last year is beyond me.

cetturmer1

11/20/2024 07:30 AM

Traffic on Green Bay Road doesn't slow down. Need turn lanes added. Better yet, a roundabout. I fell unsafe trying to turn left from 9th onto southbound Green Bay.

Michelle

11/20/2024 08:18 AM

Intersection is super dangerous. There are so many large trucks going super fast through this intersection. The left turn lanes on Buckley Road. Leave many Blindspot cannot see oncoming traffic and the way the intersection is angled makes visibility low and dangerous.

MT

11/20/2024 09:46 AM

Residents of Brown Ave/Lillian Pl can hardly turn E or W, and turning on to Brown Ave is VERY hard, too. How can TIF land/dealership/new businesses be safe for auto traffic w/o a signal light/widening/or mph change? There have been accidents already, and there will be more unless something is done.

Susan

11/20/2024 09:56 AM

Terrible intersection due to numerous freight trains that are either lengthy, slow or completely stopped on the tracks. Traffic backs up on Grass Lake and blocks not only straight but also turn lanes. Need to redo crossing like at 83 & Rollins.

DebLM

11/20/2024 10:24 AM

Light out pot holes

mrainier

11/20/2024 12:12 PM

Needs an overpass.

mrainier

11/20/2024 12:13 PM

Needs an overpass

mrainier

11/20/2024 12:16 PM

No walking/biking path along 59 makes access to trail, Fox Lake, and Ingleside train station by foot/bike unsafe.

mrainier

11/20/2024 12:23 PM

Speed Limit from Kings Rd to N. Lake Vista Terrace. Not enforced nearly enough, early morning hours if you don't go with the flow 40-50mph you'll get bumper riders, people racing around you, cutting you off. Either enforce the speed limit or increase it.

mrainier

11/20/2024 12:26 PM

Road never should have been connected to a major highway.  
Remove Left Turns off 12 onto Ellis and Left Turns off Ellis onto 12.  
No traffic light.

steve d

Sidewalk ends here and I have to walk in the ditch or next to the cars



11/20/2024 12:47 PM

in order to continue walking or biking north.

jraslawski

11/20/2024 12:51 PM

Dangerous intersection - Can't see the vehicle going eastbound during rush-hour due to the westbound backed up traffic

steve d

11/20/2024 12:54 PM

There are no sidewalks on seven of the eight roadsides at this intersection, and no pedestrian crossing signals or crosswalks. I had to walk from US Bank north on Lake through the mud and then cross both Townline and Lake with no pedestrian signals on 11/18/24.

steve d

11/20/2024 12:56 PM

Lots of kids cross here going between the schools, library, park, and community center and there should be a "No turn on red" rule here. Drivers pull up to the intersections looking to their left for traffic and then pull out, often without looking to see if there's somebody walking or on a bike to their right.

steve d

11/20/2024 01:07 PM

This bike path gets flooded and closed way too often. When that happens and I'm coming back to Vernon Hills from the east there's no way to get across the river (or really even anywhere between the river and St. Mary's road) except on Route 60, which is dangerous and terrifying on a bike with cars going 50 mph a foot or two away.

Matt

11/20/2024 06:09 PM

Left turn from northbound route 45 into this gas station should be prohibited. Traffic backs up behind a turning vehicle in a merge area. Motorists frequently accelerate aggressively into this merge, and turning vehicles create a safety hazard and should instead enter from Grand avenue.

Matt

11/20/2024 06:19 PM

This intersection experiences frequent accidents and for whatever reason, it feels like drivers drive aggressively at this intersection in particular. This intersection's issues are part of a broader issue involving the intersection at Rollins road and route 45.

Matt

11/20/2024 06:22 PM

Morning southbound traffic on route 45 merging backs up into Grand avenue frequently. The Grand avenue and Rollins road intersections on route 45 need to work in tandem, but there has to be a safer, more optimal solution.

Matt

11/20/2024 06:27 PM

This intersection feels very unsafe, and have witnessed numerous accidents occur due to driver impatience. Roadway grades and

morning and evening sun make visibility difficult. This is the scariest intersection in Lake County.

Matt

11/20/2024 06:29 PM

The shopping center really needs a traffic light, especially in the evening when trying to turn northbound onto route 45.

Matt

11/20/2024 06:32 PM

A traffic light is needed for safe pedestrian and bike crossing.

Matt

11/20/2024 06:36 PM

The entire Grand avenue exit is confusingly marked. This exit should be marked similar to the northbound exit to route 60 on I-94, where it is clear that both lanes are intended for exit.

Sarah S.

11/20/2024 06:52 PM

It would be helpful to have bike lane outline on North side of road by bridge. It would be helpful to have flashing light at trail crossing, similar to what Grassy Lake forest preserve has at its Kelsey road crossing

Matt

11/20/2024 07:41 PM

This is a blind crossing for pedestrians and bicyclists, also need to stop and ensure traffic sees them before they cross the street.

SBStauber

11/20/2024 07:42 PM

This intersection needs cross walks!

Ron

11/20/2024 08:51 PM

Blind intersection for traffic on southbound Fairfield Rd to see bicyclists crossing Bonner Rd (on the bike path). Likewise, the bicyclists crossing Bonner Rd (on the bike path), especially when they are going southbound, cannot see the southbound motorists on Fairfield Rd.

concerned resident

11/21/2024 12:13 AM

the left turn onto honey lake road should be one of those lights that still gives a green arrow to turn but then flashes yellow and allows left turns when safe to do so, lots of families in this area have to wait unnecessarily long times to get into their subdivision, maybe it can change based on the time of day when 12 is less busy it has the flashing yellow turn arrow but when it's rush hour it stays the solid red and green lights

Klaf

11/21/2024 12:19 AM

This whole stretch of road is hazardous for pedestrians and bikes but this intersection in particular is fraught with folks crossing on bike and

foot to get to fruitlandia. There are also quite a few pedestrians walking from this area over to the Aldi up the road and have to walk back and forth with groceries with no walking path or sidewalk or even a particularly large shoulder of the road to walk on.

Klaf

11/21/2024 12:22 AM

Many pedestrians and cars crossing in and out of Hawley here to get to coffee shops and the strip mall. Especially frenetic during school drop off times, many near misses with pedestrians and bikes darting out and a few cars turning into traffic without looking. There is a pedestrian/bike crossing nearby but it is not always used

JRV

11/21/2024 07:08 AM

Very dangerous intersection... traffic on 12 is 55mph, so many cars trying to turn left off of 12, on to Case, and so many cars trying to turn right onto 12 from Case. It's scary when you're on 12 going south, and you're wondering if someone is going to turn in front of you. The left turn lane to Case going north is very small and causes a backup on 12. Case is used as a shortcut from Darrell. Not sure what can be done besides a traffic light.

iblackburn

11/21/2024 09:53 AM

We live near this intersection. There are broadside accidents weekly. The majority of accident here are from car that are travelling west on Chardon, and attempt to take the sharp left(south) turn onto Fairfield. There was a fatal accident here in the last 6 months, and multiple other injuries n the last year. The county owns the land on the NW of the intersection, as well as the SE corner. These corresponding portions of Chardon should be realigned to Fairfield so they meet at a 90 degree angle. Very unsafe right now with the amount of vehicles that take their life into their own hands with the acute turn angles! Thank you.

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I don't have one

11/21/2024 10:13 AM

I have lived here for 20 years. Oplaine rd has grown increasingly dangerous especially from Buckley north for about 1 mile including

the Guerin Rd area and north of there. There have been multiple accidents, 4 since August, including the one that damaged a tree 15 feet off the road. The car collision removed so much bark that the tree had to come down. No one was injured but there was ample property damage. The road has a 45 mph limit that is ignored. It is marked no passing but people regularly ignore that. Speeds in excess of 60 mph occur all the time. Entering a driveway anywhere along this road is life risking at times, often leading to dangerous passing in the no passing zone. The pictures I include is the result of such an incident. Other incidents involved multiple ambulances and people being transported to the hospital.

Fiona

11/21/2024 11:14 AM

Speeds on Route 22 between Olde Half Day & Oxford Drive make turning south on Oxford at the light difficult. A right turn lane would be welcome! It's also hazardous for pedestrians even with the light and pedestrian signal.

Concern Resident

11/21/2024 11:19 AM

There is a large hill just east of this intersection. With speed limits at 45 mph and many vehicles are traveling 10-20mph over the speed limit, it is very difficult to see vehicles coming east down Casey when you are on Almond Rd trying to enter Casey. I have spoken with the Sheriff's department and they have shared numerous bad accidents that have occurred at this intersection, including several horse back riders that were struck by a vehicle. The Libertyville Fire Department has indicated that this is the worst intersection in all of Libertyville and anytime there is an accident there, it almost always really bad. There are families with small children that live near this intersection and the nearby bike trail. It is unsafe for them to try and cross the street. The speed limit should be reduced to 30 mph. This is a rural area with lots of long hidden driveways where agriculture equipment are entering and exiting. Further, it is mostly a nature conservation area that has numerous animals, some endangered, that are getting hit by vehicles. There should be a stop light, or at a minimum a stop sign at this intersection. This will help protect those vehicles attempting to turn onto Almond Road. A stop light would also help address concerns with the bike path a few hundred feet further west.

Concern Resident

11/21/2024 11:24 AM

There is a large hill just east of this bike path. With speed limits at 45 mph and many vehicles are traveling 10-20mph over the speed limit, it is very difficult for residents on foot, bike or scooter to react to vehicles coming east down Casey at high speeds. There are families with small children that live near this trail. It is unsafe for them to try and cross the street. The speed limit should be reduced to 30 mph. This is a rural area with lots of long hidden driveways where agriculture equipment are entering and exiting. Further, it is mostly a

nature conservation area that has numerous animals, some endangered, that are getting hit by vehicles. There should be a stop light, or at a minimum a stop sign at the intersection of Casey and Almond. This will help slow down vehicles coming down Casey before they get to the path. Ideally tying the crosswalk at the path to the stoplight. Adding another stop sign or stop light further west of the bike path would also help improve safety of the path and help reduce speeding down Casey.

Concern Resident

11/21/2024 11:27 AM

For some reason the speed limit increases from 35 to 45 mph in this area when heading south on Almond Road. There is no reason for the speed limit to increase in this area. Especially near homes with small children and in an area that has agricultural equipment entering and existing regularly. I believe this speed limit, along with the rest of Almond Road, should be reduced to 30 mph. Or at a minimum, all of Almond should remain 35 mph and not have vehicles speeding up as they approach a very dangerous intersection.

Nikki

11/21/2024 12:35 PM

I agree with everything "Concerned Resident" posted! This intersection is very dangerous due to the high speed limit, excessive speeding by motorists cutting through, and the limited visibility caused by the change in elevation. Please add a stop light or stop sign and consider taking measures to reduce the speed on Casey and better patrol for speeding and trucks that are not supposed to be using the street in the first place.

BLG

11/21/2024 02:43 PM

Speeds on Lake Cook Road have gotten out of hand. If you're not driving at least 55, you're being tailgated and drivers are angry. What can be done about this issue?

LisaB

11/21/2024 02:47 PM

I live nearby and there is way too much traffic on Chardon trying to turn either way on Fairfield. 3 accidents in the last week and the roads aren't even snow covered yet, not to mention the fatal accident 6 mos ago. Traffic on Fairfield is constantly honking at the cars cutting them off coming from chardon. People that live on chardon know how dangerous this intersection is and approach it cautiously. It's the traffic traveling through, that should be diverted to rte 60 and controlled with the traffic light there.

ZionDO

11/21/2024 04:31 PM

very dangerous intersection. needs a stop light and turn lanes.  
numerous accidents

ZionDO

11/21/2024 04:32 PM

Rt 31 needs wider lanes . Road is deteriorated. Poor shoulders

ZionDO

11/21/2024 04:33 PM

Rt 31 needs wider lanes and bike paths

EM

11/21/2024 04:35 PM

It's difficult to see northbound drivers when turning onto 4th from Austin due to trees obstructing the view. Cars often pull far into the southbound lane to get a better look.

ZionDO

11/21/2024 04:38 PM

Sheridan road through Beach Park to Waukegan is dangerous. Very few street lights. Traffic is too high speed. Needs pedestrian/bicycle walkways on sides.

PhillipsMary61

11/21/2024 08:40 PM

Cars speed down South Old Rand Road well in excess of the 30 mph speed limit. This intersection with Buesching does not have a stop sign on South Old Rand, and cars zoom out from the stop sign at Buesching Road into oncoming traffic on a regular basis. There is also a pedestrian/bicycle crosswalk across South Old Rand at this intersection that is very dangerous.

PhillipsMary61

11/21/2024 08:42 PM

There is a hill just south of this crosswalk, and cars come speeding over the hill and do not have much time to react to pedestrians in the crosswalk.

PhillipsMary61

11/21/2024 08:44 PM

This crosswalk is unbelievably dangerous. There are cars speeding down South Old Rand well in excess of the 30 mph speed limit, and the crosswalk is at a strange angle and difficult for cars to see pedestrians.

PhillipsMary61

11/21/2024 08:47 PM

So incredibly dangerous!!!! Cars entering and exiting the Forest Preserve and cars speeding 40 mph or more down four lanes of Buckley is a terrible combination. It's so difficult to turn left from this neighborhood!!

PhillipsMary61

11/21/2024 08:49 PM

Pedestrians cross here all the time to get to or from the Forest Preserve, and it's SO SO unsafe! I've seen people pushing strollers across four lanes of traffic, kids on bikes, and pedestrians dodging traffic that is traveling at 40 to 50 mph or more. Terrifying.

Dweak

11/22/2024 06:57 AM

Very unsafe

PKSTROHM

11/22/2024 07:22 AM

Difficulty in accessing Rt 173 from Eagle Ridge Drive during rush hours. Lack of turning lane to Eagle Ridge Drive when driving eastbound causes others to use westbound lane to slow down but many pass in westbound lane.

PKSTROHM

11/22/2024 07:24 AM

No pedestrian path from Deep Lake Road to RT 45 causes travelers to use shoulder which is only 3 ft wide and 3 feet from traffic.

aniedzinski

11/22/2024 07:55 AM

During the winter along this section of 83 snow drifts onto the road making it very slick. Maybe the installation of a snow fence would be necessary.

kmoliver5

11/22/2024 08:42 AM

Must have safe way to get pedestrians across the street to Independence Grove; often impossible to turn left from Des Plaines.

kmoliver5

11/22/2024 08:43 AM

Often very difficult / unsafe to turn left from Center Ave. Traffic from both directions poorly timed.

Roger

11/22/2024 10:48 AM

The volume of traffice on Quentin Road makes it difficult to exit from Highland.

jloiacano

11/22/2024 12:23 PM

Every left turn that can be made in this intersection from any direction (especially a northbound to westbound turn) is a nightmare. So many accidents and with traffic coming eastbound down the hill from Milwaukee Avenue travelling a bit faster due to the downhill... It is another fatal accident waiting to happen. Please consider installing a traffic signal of some sort at this intersection!

rmd

11/22/2024 02:40 PM

The ramp from Fairfield Road to Gilmer at the intersection is extremely busy and unsafe to make left. Turns in a stop sign or a signal light should be put at that intersection.

Lizroscoe1207

11/22/2024 03:12 PM

Very unsafe to try and cross anywhere on 137!

Eric

Unsafe crosswalk to the forest preserve path. Not clearly marked or

11/22/2024 03:27 PM

visible from River Road. Cars do not slow down or give right of way to pedestrians crossing the street.

veenuminhas

11/22/2024 03:49 PM

Very unsafe intersection while turning in any direction. The angle does not help. Driving East on Buckley and turning left on OPlaine to go to OakGrove school is a nightmare because it is a blindspot. I have never seen such an unsafe intersection so close to an elementary school. This needs to be addressed ASAP

JJ

11/22/2024 04:57 PM

Traffic on OPlaine often exceeds 60mph in a 45mph zone. Traffic from Guerin does not stop at stop sign before pulling out onto OPlaine. Traffic from northbound OPlaine turns onto westbound Guerin cutting the corner of on-coming traffic and endangering pedestrians and bicycles. There have been over 4 accidents this fall alone.

checker

11/22/2024 05:21 PM

Speeders

VK

11/22/2024 05:59 PM

Very dangerous to make a left turn during unprotected left turns. Sometimes when stopped on westbound Buckley, traffic turning left onto eastbound Buckley clip the left turn lanes, even though cars are behind a safety line.

VK

11/22/2024 06:05 PM

Dangerous to make a left turn. Hard to guage how fast traffic going to I-94 is going to make it into the median AND being aware of traffic trying to turn left onto Brookhaven Dr/making a u-turn. Hard to see traffic coming from I-94 once you're in the median; drivers need to juggle being aware of oncoming traffic and traffic coming out of Arbor Lakes.

WC

11/22/2024 06:25 PM

Difficult to turn left onto Buckley and go across to Arbor Lakes

ML

11/22/2024 06:27 PM

This is a dangerous intersection and difficult to get in and out of.

ML

11/22/2024 06:28 PM

This is unsafe to turn in and out of.

The Joker

Riding my bike with traffic when hit by a speeding dump truck and its



11/22/2024 07:39 PM

careless driver. ★

stevecepa

11/22/2024 08:04 PM

With a 45 mph speed limit and only one lane in each direction, turning into this subdivision from 137 can be a test of nerves. There needs to be turn lanes for both direction.

Alyssa

11/22/2024 08:23 PM

Need 4 way stop sign

Alyssa

11/22/2024 08:27 PM

Not effective crosswalk for bike path traffic. Would be great to have a bridge for the path

Toby2003

11/22/2024 09:02 PM

Very very dangerous because of the angle the two streets meet at. It creates these large turns which drivers miss judge and either do not slow down or do not see other vehicles. it creates blind spots for oncoming traffic. For example, if you're in the Buckley Rd, Eastbound left turn lane to turn onto O'plaine rd north and there is a car in the left turn lane across from you (to go south on o'plaine) they create a blind spots where you can not see oncoming traffic. Additionally the westbound buckley rd right turn on to o'plaine is cut so large the oncoming cars making the left from the eastbound lanes mis judge the distance and do not yield right of way. Finally during rush hour the left turn lanes back up fown the middle of the road creating all sorts of safety issues

jdmyer23@hotmail.com

11/22/2024 09:07 PM

This is Million Dollar Liability to the Village of Green Oaks and the School. I have unfortunately witnessed too many near deaths of school walkers attempting to cross lexington. While I believe the recent cross walks and School Crossing Signs are better than before, we absolutely 1000% need a stop sign for Lexington Traffic here. The only stop sign is Lexington & Carriage CT and local traffic and vendors take this road at 35-40 miles per hour cuz there is no stop sign. They can't see children crossing the road has curvers and many cars have almost lost control due to their speed. Please, Please, Please add a Stop Sign for Lexington Traffic at Wickham.

Albin A

11/22/2024 10:39 PM

Need turn lanes on 22 or time restricted no left turns.

KH

11/23/2024 12:38 AM

The pavement is so uneven it difficult to stop in an urgent situation when traveling south on 12. Cars turning right onto Bonner to go to Robert Crown have no turn lane and risk getting rear ended.

|                                   |                                                                                                                                                                                                                                                                                                                |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KH<br>11/23/2024 12:40 AM         | At times impossible to turn from Anderson onto 176 heading west at both Mack and Anderson. It needs a light.                                                                                                                                                                                                   |
| KH<br>11/23/2024 12:53 AM         | Cars travel at a high rate of speed and miss the turn. Danger to walkers and bikers who frequent this road.                                                                                                                                                                                                    |
| KH<br>11/23/2024 12:57 AM         | Car is coming out rather high rate of speed doing at least 45 miles an hour, which is the speed limit come over the hill and would barely have time to stop at a crossing to avoid hitting person or horseback rider. There are also deer crossing between this crossing and the hill. Deer are hit near here. |
| KH<br>11/23/2024 12:58 AM         | Donut marks everywhere from cars or motor bikes                                                                                                                                                                                                                                                                |
| KH<br>11/23/2024 12:58 AM         | Road is used as a drag strip.                                                                                                                                                                                                                                                                                  |
| KB<br>11/23/2024 05:59 AM         | Constantly seeing people running the red light going westbound on Buckley Rd. I was hit here by someone running the red light, and have seen others. There has been a significant increase in truck traffic on Buckley and traffic just flies by at high rates of speed.                                       |
| KB<br>11/23/2024 06:04 AM         | Long overdue for a stoplight. This intersection during rush hour gets very backed up and is dangerous to turn left out of. It gets backed up during school pick up and drop off times and is very difficult for residents to get around.                                                                       |
| V.M.<br>11/23/2024 08:00 AM       | Unsafe to turn left                                                                                                                                                                                                                                                                                            |
| V.M.<br>11/23/2024 08:02 AM       | Gate installed at back of school causes parents to turn left into school from 21 at rush hour.                                                                                                                                                                                                                 |
| PKramer<br>11/23/2024 08:55 AM    | Unsafe for cars exiting to Buckley.                                                                                                                                                                                                                                                                            |
| LKaniewski<br>11/23/2024 09:26 AM | Very dangerous intersection - especially in the dark and at rush hour. No safe way to leave the neighborhood.                                                                                                                                                                                                  |

MK

11/23/2024 09:27 AM

Lots of cars going 60+ here, very unsafe to cross especially with a family

LKaniewski

11/23/2024 09:28 AM

Very dangerous to try and get into independence grove, both by car and more so by foot. We shouldn't have to drive to go to the nature preserve but we almost have no choice.

MK

11/23/2024 09:29 AM

Difficult left turn at peak traffic times 7:30- 9:30 and 3:30 to 5:30

Jo

11/23/2024 11:40 AM

A hot spot for red light runners -often large trucks and semis

raderkc19

11/23/2024 08:41 PM

This intersection is really dangerous, as the majority of the time, drivers run red lights from either direction on route 45

raderkc19

11/23/2024 08:47 PM

A dedicated turn lane would improve traffic and help support bottleneck traffic while entering the intersection for Prairie Crossing School. The travel speed and aggressive driving on Route 45 present near misses when slowing down to turn into the Prairie Crossing neighborhood.

Stacey B

11/24/2024 09:30 AM

Folks on Buckley run the red light all the time; accidents are frequent.

Stacey B

11/24/2024 09:32 AM

People drive too fast in this road and pass other drivers in no-passing zones.

ELE

11/24/2024 12:10 PM

It's difficult to see people crossing the bike path here. Vegetation needs to be cut back. I also recommend putting a physical barrier of some sort that encourages bikers to stop instead of biking across without stopping.

ELE

11/24/2024 12:14 PM

Bushes make it difficult to turn right onto Butterfield from Fairlawn. Hard to see oncoming traffic without inching into the lane of oncoming traffic.

ELE

This crossing needs more protection considering the speed limit of St.

11/24/2024 12:20 PM

Mary's. Kids use this crossing to get to school and I think many drivers aren't expecting it when driving past. A light should be installed here for pedestrian safety.

kam

11/24/2024 07:39 PM

Vehicles traveling westbound on rte137 often run a red light, sometimes even after the southbound on Butterfield light has turned green. Additionally, drivers sometimes use the westbound shoulder on rte 137 as a right turn lane so as to not wait at the red light to turn into timber creek, which is scary for drivers waiting in the lane for their opportunity to turn right. Furthermore, the crossing light for pedestrians is short and occurs at the same time as vehicles who may be turning east onto 137 from Butterfield road.

Lakemoor Resident

11/25/2024 07:54 AM

I agree that this intersection is very unsafe. Sullivan Lake Blvd leads to a huge residential area of apartments, condos, and single-family homes. Because Belvidere Road/120 is a major route for many folks across the county, there is a lot of traffic in the morning and late afternoon into the evening. School buses, among other vehicles, are entering and leaving this residential area and can be stuck trying to turn for a long time.

Carmen

11/25/2024 08:45 AM

Blind turn on a high speed road.

JJH

11/25/2024 11:20 AM

Very difficult to enter an exit from both Carmel and USML

JJH

11/25/2024 11:27 AM

When a train is coming, left turns cannot be made, even worse, after the train has gone by, you have to wait for two cycles of traffic lights coming out of USML. Options: make the right and "U" turn onto south bound 45 from the next not traffic light intersection. Or, thought the light is red, when the road is clear, make the left. Canadian National has been contacted to no resolve

JJH

11/25/2024 11:29 AM

Difficult to get out during rush hour, forces to take risks

JJH

11/25/2024 11:30 AM

Difficult to get out the majority if the time

D

11/25/2024 01:19 PM

Heading south from Rt45 the Left turn light heading into University Drive does not provide adequate functionality, for instance if a train is

going, the left turn is not giving until the train finishes passing and at least a full cycle occurs before it give the left turn light. In addition, there are times where no cars are passing heading north for a while and the left turn light won't change until a cycle occurs. In very rare occasions it detects no cards going north and switches.

D

11/25/2024 01:21 PM

More patrol at night, especially towards midnight, there has been several times where vehicles rev. their engines and sound like they race.

JMH

11/25/2024 01:31 PM

Rt. 45 Entrance/Exit: The issue of trains running parallel to Rt. 45, which prevents drivers from making a left turn out of USML until the train passes. Even after the train clears, the traffic light typically requires two full cycles before granting a left-hand turn signal. This causes frustration for drivers, who sometimes resort to turning right, heading north on Rt. 45, and performing a U-turn to go south. In contrast, drivers leaving Loch Lomond are able to make a left turn on the first light cycle.

JMH

11/25/2024 01:32 PM

Rt. 176 Entrance/Exit: The complexity of merging onto the road with no traffic light at the crossroad when leaving the main campus. Traffic often does not slow down for vehicles exiting USML, making it a risky maneuver for drivers to merge.

dpfmoore

11/25/2024 01:37 PM

Exiting South onto R45 from USML property when a train is running - never permits a left turn and requires an extra traffic light cycle once the train clears the interscetion.

SS

11/25/2024 01:43 PM

This intersection is unsafe for those turning right onto 45 from University, as a bus bench and shrubbery make it difficult to see oncoming traffic. In addition, the wait to turn left onto University from 45 is such an extensive wait that drivers will often run the red turn light to go into the University.

Kat

11/25/2024 03:09 PM

This is an unsafe intersection. Low visibility at night, narrow lane and make it unsafe especially when turning left onto River Road or from River Road to 137.

Smp

11/25/2024 03:20 PM

Very challenging to see east and west. Drivers travel above posted speed limit through this section of Buckley road.

Smp

11/25/2024 03:22 PM

Drivers travel above posted speed limit. Very challenging to safely turn across traffic at peak times.

Smp

11/25/2024 03:23 PM

Drivers travel above posted speed limit

dbesetzny@usml.edu

11/25/2024 03:44 PM

The traffic lights at this intersection seem like they could be adjusted to better accommodate south-bound traffic turning into Mundelein Seminary when a train is present

dbesetzny@usml.edu

11/25/2024 03:51 PM

This spot feels unsafe when making a left-hand turn when exiting Mundelein Seminary and even the right-hand turn can be dangerous due to the speed of traffic and limited visibility.

Lake County Resident

11/25/2024 04:29 PM

Left turn from Buckley to Clover is extremely dangerous in moderately heavy traffic. Turn lane on Buckley is narrow and vehicle speeds on Buckley can often exceed 60mph. Also very difficult at times to turn safely from Clover to Westbound Buckley due to volume and speed of Buckley traffic.

Amanda A.

11/25/2024 07:58 PM

Hard to see oncoming traffic when two cars are trying to turn left on green.

ToAir23

11/25/2024 09:27 PM

Extremely unsafe. Motorists speed and have little regard for pedestrians and children on their bikes.

ToAir23

11/25/2024 09:29 PM

This is a drag racing route for teens and young adults to test out how fast their cars and motorcycles are, making it extremely unsafe for all.

ToAir23

11/25/2024 09:29 PM

This is a drag racing route for teens and young adults to test out how fast their cars and motorcycles are, making it extremely unsafe for all.

ToAir23

11/25/2024 09:30 PM

This is a drag racing route for teens and young adults to test out how fast their cars and motorcycles are, making it extremely unsafe for all.

ToAir23

11/25/2024 09:31 PM

Very difficult to exit this subdivision and the railroad tracks make it potentially dangerous.

ToAir23

11/25/2024 09:31 PM

This is a drag racing route for teens and young adults to test out how fast their cars and motorcycles are, making it extremely unsafe for all.

ToAir23

11/25/2024 09:32 PM

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ToAir23

11/25/2024 09:32 PM

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ToAir23

11/25/2024 09:33 PM

This is a drag racing route for teens and young adults to test out how fast their cars and motorcycles are, making it extremely unsafe for all.

dlp

11/25/2024 09:33 PM

Turning left out of Center Ave is stressful during morning and evening rush hours. You could be sitting on Center for a while waiting to turn safely. There needs to be another stop light between this stretch of Buckley for everyone living in this area to exit and enter safely. This would also help with traffic in and out of Independence Grove.

TM

11/26/2024 11:17 AM

This walking/bike path abruptly stops where the pin is located. Why? Was it abandoned to give preference to vehicular traffic? There is a clear path that would connect this path to the Des Plaines River Trail (attached image, in red). It has been blocked off by a split rail fence, and the existing sidewalk on 137 has been taken over by weed and brush growth. Please consider completing this part of the trail.

TM

11/26/2024 11:59 AM

If people were normal, a controlled intersection would not be necessary. Alas, this is not the case. Even though the posted speed limit is 45 on this stretch of Buckley Road, most people are going 55-60 (just like on Route 21 between 137 and 120). Making a left turn is laughable at times, downright scary as well, for both visitors of Independence Grove, and residents in Northern Libertyville Estates, especially on Tuesday's concert nights or any other event day. Adding the Patriot Path through this intersection will only add to the complexity for residents leaving Northern Libertyville Estates. I do hope we update this intersection to allow for the safe passage of pedestrians, cyclists, and vehicles alike.

Bethany Williams

11/26/2024 12:53 PM

It's really unsafe to turn from River Road onto 120 heading west (left). Could this intersection be controlled?

Bethany Williams

11/26/2024 12:56 PM

The left turn from Lexington onto southbound St. Mary's Road is always scary, but especially scary when there are bikes/pedestrians, as there often are. The connection between Oak Grove School and the park and neighborhoods on the west side of St. Mary's could be so much safer.

S

11/27/2024 10:29 AM

high vehicle speeds difficult to turn in and out of school. Not able to cross road on foot

S

11/27/2024 10:31 AM

high vehicle speeds cars do not stop

S

11/27/2024 10:32 AM

wide crosswalks high speeds difficult to cross

S

11/27/2024 10:33 AM

bridge is deteriorated and needs replacement

S

11/27/2024 10:35 AM

disconnected sidewalks high vehicle speeds

S

11/27/2024 10:36 AM

no crosswalks to bus stop and no sidewalk under stop or connecting to it

S

11/27/2024 10:38 AM

no pedestrian crossing.

S

11/27/2024 10:40 AM

wide crosswalks where present and high vehicle speeds

S

11/27/2024 10:41 AM

high vehicle speeds and blind corner make crossing and turning unsafe

S

11/27/2024 10:42 AM

wide lanes and high vehicle speeds

S

11/27/2024 10:44 AM

vehicles have right of way over pedestrians making walking to metra dangerous

S

no pedestrian crossing to Pace bus station



11/27/2024 10:44 AM

S

11/27/2024 10:46 AM

only pedestrian access between downtown and marina is over a rail yard and train tracks, Often blocked by trains and difficult for mobility devices and bikes

S

11/27/2024 10:47 AM

sidewalk and ramp spits out into road making walking or rolling dangerous and in the path of cars

S

11/27/2024 10:48 AM

beach can only be access by vehicle no transit options or connections and too far to walk from downtown

S

11/27/2024 10:49 AM

road is so empty that people race each other and drive far above the speed limit. Impossible to cross.

No

11/27/2024 06:32 PM

Very hard for kids to cross

DIYer

11/29/2024 12:30 PM

Visibility to traffic on Milwaukee Ave is poor when exiting Menards. Vehicles trying to turn left across Milwaukee totally block the view of vehicles turning right. This is further compounded by traffic turning left from Jewell which can appear unexpectedly because Milwaukee is wide and divided at this point. It feels as if this intersection should either be controlled by traffic lights or right turn only from both Menards and Jewell.

MamaBaaa

11/29/2024 01:51 PM

When eastbound traffic backs up, people fly up the left turn lane, not realizing people coming westbound are using it to turn into the shopping plaza. People trying to exit the shopping plazas on both sides take unnecessary risks to get out.

MamaBaaa

11/29/2024 01:54 PM

This is a heavily-used intersection, especially for people trying to go from one section of Western to the other. There have been many near-misses at this intersection.

MamaBaaa

11/29/2024 01:56 PM

Too many people illegally exit from 41 to Grandville, even with the posted sign.

MamaBaaa

Sunset - especially between Green Bay and Lewis - has become a

11/29/2024 01:58 PM

speedway, with cars doing at least 45 mph. There are homes on both sides of the street, making it difficult for residents to gauge if they can get out of their driveways without being hit.

Josue

11/29/2024 10:05 PM

Rt. 45 Entrance/Exit: The issue of trains running parallel to Rt. 45, which prevents drivers from making a left turn out of USML until the train passes. Even after the train clears, the traffic light typically requires two full cycles before granting a left-hand turn signal. This causes frustration for drivers, who sometimes resort to turning right, heading north on Rt. 45, and performing a U-turn to go south. In contrast, drivers leaving Loch Lomond are able to make a left turn on the first light cycle. And no "only" lane to turn right into the entrance.

dvelasco

12/01/2024 03:05 PM

I am part of a run club in Waukegan (Drip and Culture Run Club) and we have been running in central Waukegan for the past year and a half. We have seen streets and sidewalks that are unsafe and unfit for pedestrians whether they are walking or running. This past summer, I personally fell on cracked sidewalks on Brookside near the high school and broke my arm in two places. This would have been significantly less likely or severe had the sidewalks been kept in better condition and the roads similarly have issues where despite the early and low traffic hours we are running there is still a noticeable lack of upkeep on the streets and sidewalks.

Cbdecicco

12/01/2024 03:47 PM

Hazardous intersection. Have witnessed too many accidents to county here

AB123

12/02/2024 07:27 PM

Southbound on Greenbay from Wadsworth Road is literally deadly. People race to pass before and after merging into single lane. I am scared for the lives of those that live on the dead ends at Chaplin, Chaney, and Hart.

AB123

12/02/2024 07:27 PM

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AB123

12/02/2024 07:28 PM

Southbound on Greenbay from Wadsworth Road is literally deadly. People race to pass before and after merging into single lane. I am scared for the lives of those that live on the dead ends at Chaplin, Chaney, and Hart.

arick186

12/03/2024 08:12 AM

It is unsafe for anyone in our community to cross in all 4 directions. This is going to be more significant when the forest preserve completes their E/W path along Buckley in the next 18-24 months. The community invested in the land on the NE corner to make a community memorial, but it is basically inaccessible to the majority of the community without a safer way to cross Buckley. We also are seeing a turnover in the demographic on the SE side of this intersection with more young families who would like safe passage for children to cross and get to school and neighbor's houses.

JJW

12/04/2024 09:52 AM

The negative turn lane offset and vertical curvature under the railroad to the west both make it difficult for WB left turners to see EB through vehicles when there is an EB left turner present. Should be protected only WB left turn signal phasing.

Alex Ripley

12/04/2024 02:39 PM

Unsafe, needs traffic light or calming on Casey do to excessive speeds and drag racing. Elevation changes impact visibility as well

Alex Ripley

12/04/2024 02:41 PM

Consistently excessive speeds and traffic volume for a road of this type. This is the exit to my driveway and feels very unsafe almost all the time. Road desperately needs reclassification and appropriate calming and diversion measures.

Alex Ripley

12/04/2024 02:43 PM

Crossing is exceptionally unsafe feeling given the excessive speeds and traffic on Casey. The picturesque road attracts frequent drag racing / joy riding that exacerbates the problem. The road needs to be reclassified and have proper traffic calming measures put in place.

Alex Ripley

12/04/2024 02:46 PM

Picturesque road attracts excessive traffic, drag racing / joy riding. Narrow road and crest of hill create a dangerous moment here when vehicles are racing to the west. Road needs to be reclassified and have calming measures put in place

safetyfirst

12/05/2024 10:12 AM

The entire section of "Eastbound" 176 is unsafe: 1) vehicles accelerate to crazy speeds in attempt to get onto southbound 94 via the 176 on-ramp 2) it is extremely unsafe for vehicles slowing down just before the on-ramp...vehicles who are turning into the senior living center and/or into the subdivisions at Old Rockland Road - SO many near-misses here!! 3) NEAR IMPOSSIBLE at times for pedestrians and cyclists to cross from the North Shore Trail to Old Rockland AND from Old Rockland to the North Shore Trail!! Something really needs to be done to make this a safer section of

road - vehicles are literally driving 55+ mph to get onto 94 or they are getting off and still racing at highway speeds. Anyone trying to cross at 176 and Old Rockland is literally risking their life, trying to cross this insane section or raceway (roadway!) PLEASE add a pedestrian/cycle underpass as you have on the much less dangerous St. Mary's / Old School Forest Preserve entrance

safetyfirst

12/05/2024 10:16 AM

This intersection is very unsafe. I have witnessed cars completely blowing through red lights going westbound on 176 - probably in an attempt to make a green light to hop onto 94. It is very risky to be a cyclist or pedestrian at this intersection crossing Bradley while heading East on the North Shore Trail. Semis and other vehicles have turned right and left onto Bradley while members of my family have had the right of way with the "crosswalk" light yet they have had to avoid being hit while in the cross walk.

safetyfirst

12/05/2024 10:21 AM

Very unsafe intersection - many accidents here and at least on recent fatality at the 175 and St. Mary's intersection. Several issues: 1) so much happening here - including pedestrians and cars trying to cross as they are en route on the North Shore Trail...very prominent crosswalks with flashing warning lights would be helpful here 2) sometimes the sunlight hits just right at the west bound 176 lights to impede seeing them correctly 3) Vehicles heading East are in an absolute race to get in front of each other to get to the 94 entrance ramp. 4) Vehicles heading West are racing to get ahead with the merge. I almost wish there was no merge here! 5) 176, especially heading West late afternoon until 7pm+ is an absolute parking lot. Far too much traffic for this road to handle and far too many recent accidents as cars race to get ahead of other vehicles.

safetyfirst

12/05/2024 10:24 AM

heading West on 176 - PLEASE increase the length of the left turn lane for cars turning onto St. Mary's

safetyfirst

12/05/2024 10:32 AM

the recently added North bound St. Mary's right hand TURN LANE for cars turning right onto Old Rockland has become an unofficial and \*dangerous\* "merge" lane which insane drivers use to race ahead of those in the right lane - many of us use this route daily and are following the actual lane usage, proceed through intersection, turn signal on and attempt to get into the right turn lane to turn right (East) onto 176 - HOWEVER, this is usually impossible since 1-2+ cars decide to use that right only turn lane as their personal merge lane, racing ahead of and CUTTING off anyone in the right land. Crazy and dangerous

mpr

12/05/2024 03:55 PM

Precarious parking situation. Lack of access to parking makes pedestrian crossings in that area dangerous because the lines of cars on the sides of the road decreases visibility, especially on Brookside Ave.

mpr

12/05/2024 03:58 PM

No parking availability - parents drop their kids off and park on the roadsides, which lowers visibility for pedestrians in the area. You can't see people who are trying to cross the street because the cars on the sides of the road make it hard to see.

mpr

12/05/2024 04:00 PM

Multiple people - especially kids - run over by cars (sometimes multiple) while trying to cross the street here. Happens way too often.

mpr

12/05/2024 04:05 PM

Do not allow left turn from River Road from 4 to 7 p.m. to Belviere 120.

mpr

12/05/2024 04:12 PM

High volume of cyclists - bike clubs will tell other cyclists to leave for lack of space.

krh

12/05/2024 07:01 PM

They want to add another starbucks here. The added traffic volume would overwhelm this area. It's already bad.

SueS

12/06/2024 12:19 PM

When there is a train present, the left turn signal does not engage allowing traffic to turn into the seminary if there is no oncoming traffic coming. In other places nearby the left turn light switches to a yellow, flashing light to allow people to make a turn if safe. Also, after the train passes, it takes a couple of rotations to get the green arrow allowing a turn

CK

12/06/2024 12:35 PM

This intersection gets backed up with people waitnig to make usually unsafe left hand turns onto Greenbay road. Cars wiat in long lines to dart out left or straight if they are going to Jewel with three directions of traffic to worry about. Meanwhile, cars that really want to simply turn right cannot since this intersection has no right turn lane and causes FRUSTRATING wait times for people turning right. Many people walk down and cross at this intersection also! It is very dangerous!

G Yaeger

12/06/2024 09:32 PM

A crosswalk is needed to safely walk across State Route 53 at this intersection with Old McHenry Rd.

Michelle

12/09/2024 03:58 PM

The corner of 137 and Butterfield is very difficult to cross as a cyclist or pedestrian. When coming southbound, there is no sidewalk on the west side of the street and no button to push; all must be on the east side on the sidewalk whether walking or riding. Drivers do not pay attention to those crossing whether the button has been pushed or not, and it feels very scary to cross while on a bike.

MJ

12/11/2024 09:39 AM

The corner of Rt. 137 and Bull Creek Drive has had several accidents turning left onto Bull Creek, drivers exceed the 45 mph speed limit and turning left off of Bull Creek onto 137 is difficult due to traffic and visibility.

Jim

12/11/2024 09:43 AM

It is dangerous to depart the Bull Creek neighborhood using this intersection. Traffic can move at high speed in either direction, and vehicles can wait to cross over to turn into Bull Creek. Turn lanes are needed within Buckley Road on both sides. In addition, IDOT should consider reducing the speed limit or adding a traffic light.  
condieredlight

Michelle B

12/11/2024 12:21 PM

I would love to see a guard rail put in for 2/3 of the length of this turn lane with a warning sign at Grand/Brookside. As arseholes consistently use it to force their way in. This is done dozens of times every single day.

Michelle B

12/11/2024 12:31 PM

Driving south on Oakwood and making a left turn east onto Grand Ave: Please change the left turn arrow to be either a) LONGER, gosh two cars enter the intersection and it changes to yellow, then red on the third car! Or b) Give drivers the ability to turn left on green without the arrow, or c) Make the sensors more responsive to the appearance of a left turning vehicle to reduce the wait time. This is NOT the intersection that needs the left on arrow only! The intersection to the WEST needs it!! Waiting for the left arrow here is SO long. I've seen dozens of drivers blow the red arrow, drive straight because that lane has a green then pull a U-turn (causing a dangerous situation) to then head east on Grand.

Michelle B

12/11/2024 12:35 PM

There needs to be crosswalks and signals for all four directions at this intersection. There are bus stops on either side of Grand, an Immediate care center, an educational center, and a restaurant here. I see pedestrians struggle to make a safe crossing regularly. Please install crossing signals and crosswalks.

Michelle B

12/11/2024 12:38 PM

Agree with Matt, there needs to be a median installed preventing a left turn into the gas station from the northbound lane on Rt.45. Combine a left turn with traffic and a right turn into the Fogcutter = disaster.

Michelle B

12/11/2024 12:39 PM

Install a sign explaining a zipper merge.

Michelle B

12/11/2024 12:46 PM

Widen southbound 45 between Grand and Rollins and put in a dedicated right hand turn lane. Criminy, you've got a beautiful left turn lane there that almost NO ONE uses, but not a right turn lane that would be used hundreds of times in a day. Who thinks of these things!?

Ralph058

12/11/2024 03:30 PM

At grade crossing needs to be eliminated because the traffic volume and train volume are too great for the short section. This can be a highway overpass, underpass, elevating the tracks, or rerouting 173 to reduce the volume. I'm not sure the latter is practical unless the bypass was along Grass Lake/ 18

Ralph058

12/11/2024 03:37 PM

This should be rerouted to have Lake St enter 59 from a right angle and close off the bazaar straight ahead right turn here.

Michal

12/13/2024 10:28 AM

When pedestrians are waiting at this corner to cross Waukegan Rd, they are obstructed from view of northbound traffic by the light poles and trees on the east side of the road. This is an unprotected midblock crosswalk across a busy high-speed multi-lane highway right next to the public library.

Brylee7

12/17/2024 10:34 AM

This intersection needs to be completely reconfigured it is dangerous from all directions trying to cross from one side of 59 to the other on the frontage rd, or a left turn onto north bound 59 from the frontage rd is very dangerous especially at night

Danico

12/22/2024 08:13 PM

Difficult pedestrian crossing

Engineering

12/23/2024 08:25 AM

There should be a sidewalk added between these four side yards that connects Deer Crossing to West Trail. Currently residents living in the Deer Crossing subdivision of Hainesville can only get to the West

Trail subdivision of Grayslake by traveling on a bike path on Washington Street or by driving a car. This would also give the residents of Hainesville a shorter walking distance to Grayslake Central High School. Overall, this would increase pedestrian activity and lower vehicles on the road. The Grayslake side already has a small strip of land owned by the park district for this (parcel map attached) but the Hainesville side would need a new easement for the sidewalk.

cmap704

12/31/2024 07:06 AM

Cars speed over this crossing. There needs to be flashing crosswalk signal lights to alert drivers to slow down

cmap704

12/31/2024 07:10 AM

Cut through traffic constantly speeds in a 25 zone. Permanent speed bumps need to be installed.

amaliat

1/03/2025 01:50 PM

It is incredibly dangerous for pedestrians to cross lake cook road at Ridge Rd/ Lee Rd. The light does not recognize pedestrians or bikers. People have to run across the street when their is a break in traffic. Please fix this. I have called and expressed my concerns a number of times.

Lake Villa, IL - Grand Ave,  
Cremin Dr, Shoshoni

1/07/2025 08:03 AM

This is a double-blind intersection with off-set side streets (not directly across from each other) off Grand Ave. Grand Ave is four lanes that rise to a hill at the intersection of Cremin and Shoshoni creating limited/no visibility to east and west bound traffic of other vehicles entering or existing Cremin and Shoshoni. Turning left off Grand onto Cremin and Shoshoni has caused rear-end collisions on Grand Ave due to no left turn lanes, limited visibility of vehicles stopped in the left lanes to turn left, wait times to turn left due to Grand Ave traffic volume and 40mph speed limit. Turning left and right from Cremin and Shoshoni onto Grand Ave have equal risks due to blind spots due to the rise/hill of Grand Ave at this intersection. There are approximately 17 curb cuts within .7 of a mile along Grand Ave between Rt 83 and Deep Lake Road with half being residential streets. Blind intersection signs, lowering Grand Ave speed limit and other precautionary measures are welcome. Thank you.

Regulardriver

1/13/2025 01:12 PM

Right hand turn lane always blocked due to small size of turn lane, and drivers not recognizing the choke point in traffic. A sign or right turn lane extension would work

Regulardriver

Controller box needs adjustment, works great in the morning. But late



1/13/2025 01:15 PM

at night one car coming from Granada and turning left on grand takes 3+mins to switch

Regulardriver

1/13/2025 01:21 PM

Going north/southbound on 45 in the morning is terrible. 120 has the green longer, light usually defaults to southbound getting a left hand green when no car is present. Please advise for the sake of awful rush hour traffic in the am

Regulardriver

1/13/2025 01:24 PM

Southbound 45 turning left on 60 is awful, the left hand lane is super short. Extension is needed, drivers pile up in the middle anyways

MilMed

1/13/2025 01:28 PM

The speed is to high and there is a obstructed view because of the hill on the west side of Rt 45 on Rollins road

MilMed

1/13/2025 01:29 PM

Always accidents here due to high rate of speed and the curve on Grand Ave

MilMed

1/13/2025 01:32 PM

There is no turn only lane into the gas station turning left into it and it is too close the Rt 45 and Stearns School intersection which causes way to many accidents because oncoming traffic cannot stop on time or see traffic out of the gas station coming out.

MilMed

1/13/2025 01:34 PM

There needs to be a Rt turn only lane to turn on to Sand Lake Rd to ease traffic. There is an empty unmarked lane that can easily be turned into a turning lane.

MilMed

1/13/2025 01:36 PM

There needs to be a traffic signal here for safe turning because of the high rate of speed on Rt 45 and the curve

duffysmd

1/13/2025 01:47 PM

very hard visibility - would benefit from some brush cutting - very hard to see when pulling out

duffysmd

1/13/2025 01:48 PM

very hard to turn left our right out of this road, little to no visibility and cars come flying out from the west bushes need to be trimmed

Jessica Noya-Roy

1/13/2025 02:02 PM

There has been over 10 accidents here in the past 3.5 years. Google maps says there is a traffic light, but there is not.

Don Jensen

1/13/2025 02:33 PM

Sheridan Rd. throughout Beach Park - between Waukegan and Zion - NEEDS to have the speed limit reduced from 40 to 35 MPH - the present adjacent areas' limits. There have been way too many car-vspedistrian/bike crashes in this stretch. This is an area of dense population with MANY kids in the mobile home parks.

Jon D

1/13/2025 02:54 PM

This intersection needs traffic control for pedestrians to cross.

sjanner

1/13/2025 03:23 PM

The intersection of Rand (RT 12) and Ela Road is not built for pedestrians. One side does not have a cross walk or crossing signals at all across Rand, and no crosswalk. The other side has all of that, but the crossing time is dangerously short. It's four lanes of rushing traffic plus turn lanes on all sides. Sometimes you can only get halfway across in the time allotted.

Gordon

1/13/2025 05:02 PM

Intersection of North Ave and US-45

Gordon

1/13/2025 05:04 PM

Intersection of US-45 and North Ave

Debbie K

1/13/2025 05:04 PM

Ridge Rd. between Westgate & Richfield is an unsafe stretch due to speeding both north & southbound. People speed by the park & sidewalk that is regularly used by bikers, children, parents pushing strollers, pedestrians, dog walkers & more. Little enforcement & eventually someone will get hit. Chronic problem going back 30+ years. Speed limit sign means nothing. Angry drivers pass those going the speed limit despite double yellow lines.

Macy

1/13/2025 06:17 PM

I have seen many accidents at this intersection and avoid it whenever possible.

Rimi

1/13/2025 08:10 PM

Cars either accidentally drive into oncoming too often- traffic going up north on Milwaukee or they just go through the red lights on either side

Dadpool1978

1/14/2025 05:28 AM

I am not certain what all the implications are, but this intersection is extremely dangerous, as there is a staggering amount of E/W traffic that simply does not stop at either of the stop signs. During the warm weather months, this is very dangerous as there is a substantial

increase in both younger, bike, and foot traffic N/S through this intersection to visit the lake, park, and rec areas. Police have been sitting and stopping some of the offenses, however, I have lived at this intersection for 7 years and am thankfully surprised there has not been a serious nor fatal collision at this intersection.

Dcliffe

1/14/2025 05:36 AM

Pin is at the top of the hill. Everything north of the hill is blind. Cars tend to speed making it unsafe for children to walk around and making backing out of the drives or parking on the side of the road unsafe. No sidewalks.

fLINT

1/14/2025 06:19 AM

No sidewalks and when driving west bound there is a hill and you cant see people in the road. Road is also real narrow

SF

1/14/2025 07:33 AM

This whole area is very unsafe with cars trying to come in and out of the Mobil and fast food restaurants and across coming off the highway and out of the Mutual area. Often cars are also trying to turn directly off the highway instead of using the off ramps. An over pass would be very helpful and a whole redo of all the exits and entrances to the area businesses on both sides.

SSS

1/14/2025 07:42 AM

The old bridge isn't accessible for wheeled strollers, bikes, wheelchairs, etc. There is no light at this intersection for pedestrians. Cars exceed speed limits (accidents with cars 60-90mph on Sheridan Rd are frequent) and fatality/severe injury car accidents are common. Bowen Park serves families/children, thus many kinds of traffic.

Lito

1/14/2025 07:57 AM

Dilleys has a nice safe bike shoulder but over Mill creek the shoulder is closed, forcing bikes into the lane with cars. The bollards are hard to see, blending in with the background until you're almost at them. I've seen several close calls between cyclists and cars

Lito

1/14/2025 08:00 AM

Sterns School has bike friendly shoulders, until you get west of Hutchinson. The traffic speed is high with no shoulder. Once you get west of 45 it's safe again but this section is a dangerous section for bikes

Amber

1/14/2025 08:14 AM

At evening rush hour, the amount of traffic that backs up on lewis going east at the light and then all of the traffic trying to get out of the plaza. Then you have people that fly up the turn lanes. I have almost been hit multiple times when trying to make a left into jewel and

someone came shooting up the median/turn lane trying to bypass traffic at the light

Libby

1/14/2025 08:36 AM

Several accidents here.

Libby

1/14/2025 08:38 AM

When exiting 41 to take a right on deer path bikes come flying down the hill heading west. You do not see them until they are on top of you. There needs to be a flashing light with a bike stop sign there or something.

Mmoconnell

1/14/2025 09:11 AM

Drivers leaving Costco do not yield to drivers on June Terr. Should be a sign stating oncoming traffic (on June Ter) does not stop.

Mmoconnell

1/14/2025 09:17 AM

Need right turn only marking in right lane , so cars turn toward shopping. Many drivers use right lane to turn left onto June Ter. Unsafe for drivers turning left then moving to right to turn right on Rand. Can get sideswiped by someone on your right that you don't expect

MJD

1/14/2025 09:21 AM

I travel through this intersection on my daily commute to/from work and definitely suffers more accidents than one would expect. Maybe limit Buckley rd. West-bound left turns onto St. Marys to green arrow only, and prohibit green light North-bound right turns onto Buckley. A right-turn lane from East-bound Buckley onto South-bound St. Marys would certainly help during the morning rush hour traffic.

MJD

1/14/2025 09:38 AM

This intersection could benefit from a traffic signal & a right-turn lane onto River Rd. from westbound Buckley. It may also help the intersection farther west at Independence Grove entrance by providing a pause in traffic flow during peak rush hour traffic.

Laura

1/14/2025 09:38 AM

low visibility from the north

Ms

1/14/2025 10:37 AM

Way too many cars run red lights here because traffic gets backed up. It makes it unsafe to cross as a pedestrian and also unsafe to drive. Something needs to be done about the 3-5 cars that run the red lights in each direction every time

Junison

1/14/2025 11:07 AM

Very difficult to make a left turn out of shopping center/gas station. Cars then get stacked up going halfway across and waiting for northbound traffic to clear. And if you do go halfway across, there is not room to keep your car facing east, so you have to turn your car facing north and then you have to have a swivel on your head to see when northbound traffic is cleared. You have to take your rearview mirror and totally move it around to see the northbound traffic which is now approaching in back of you.

Junison

1/14/2025 11:15 AM

Very difficult to make a left turn out of shopping center/gas station. Cars then get stacked up going halfway across and waiting for northbound traffic to clear. And if you do go halfway across, there is not room to keep your car facing east, so you have to turn your car facing north and then you have to have a swivel on your head to see when northbound traffic is cleared. You have to take your rearview mirror and totally move it around to see the northbound traffic which is now approaching in back of you. Sometimes the only way out, if you need to go north, is to make a right turn and then go up to the light and make a U-turn. That involves turning out of the shopping center and getting over to the left lane in a very short distance.

Tim

1/14/2025 11:25 AM

The crosswalk on the south side of 176 is extremely dangerous for both pedestrians as well as cyclists on the North Shore Bike Path because of speeding cars on Route 43 as well as the volume of autos making left and right turns at this obtuse intersection.

hldetig

1/14/2025 11:51 AM

Difficult visibility when cars are coming from the east

JT

1/14/2025 11:59 AM

Very difficult to turn right or left, here (see red line in image). Cars are coming off of Rand Road from the left (green line) / no one has time to signal their intentions / their turn signal may still be on from their turn off of Rand Road ... so you don't know if they intend to turn left / west ... or turn right / north onto June Terrace ... or a hard right / east to turn into the shopping center = head toward Walmart. This is such a complex intersection, I often avoid this stop sign by driving north through the parking lot (blue line), and then turn left onto June Terrace --- 300 feet away north of this intersection.

ShaunS

1/14/2025 01:20 PM

Both Isaac Fox Elementary and Middle School South are located on the extremely busy Cuba Road. There are multiple lanes (including turn lanes) to cross to get to the school. Multiple times the crossing guard has nearly been hit and if people have driven close to pedestrians in the crosswalk. In addition the speed limit is rarely

observed, especially during school hours. In December there was a crash in the crosswalk while kids were getting to school. Lake Zurich Police recently has been spending time in the area in the mornings which has helped improve behavior but they cannot be there all the time. We need a better solution to improve the traffic situation near the schools on an ongoing basis. They're of course are multiple ideas to help with this. I'd be happy to discuss further.

Myola5338

1/14/2025 01:27 PM

Cars don't care that there's a stop sign or a crossing guard and everyone wants to go first. There's a lot of families that live there and kids. Also there's a junior school at the corner.

Myola5338

1/14/2025 01:33 PM

Again, I walk here with my son and dog and the people driving down this road on Salem and the surrounding side streets, sagamore or barcliff and by the Schaumburg club house are wreckless. They are driving 50-70 miles an hour in a residential area with kids and pets!

ShaunS

1/14/2025 01:38 PM

Both Isaac Fox Elementary and Middle School South are located on the extremely busy Cuba Road. There are multiple lanes (including turn lanes) to cross to get to the school. Multiple times the crossing guard has nearly been hit and if people have driven close to pedestrians in the crosswalk. In addition the speed limit is rarely observed, especially during school hours. In December there was a crash in the crosswalk while kids were getting to school. Lake Zurich Police recently has been spending time in the area in the mornings which has helped improve behavior but they cannot be there all the time. We need a better solution to improve the traffic situation near the schools on an ongoing basis. They're of course are multiple ideas to help with this. I'd be happy to discuss further.

Cwall3500

1/14/2025 02:49 PM

Way too much traffic in the morning and at night for there to not be right turn lanes. The light cycle is not long enough during rush hours causing massive backups. Route 59 is the only road the trucks can use causing the speed limit not to be followed. This intersection should be a full one with protected turn lanes and lights, So that traffic can flow better.

Cwall3500

1/14/2025 02:51 PM

This part of the road is too low in the swamp and is always in bad shape. There is always water on the road when it rains which causes people to slow from 50 to 20 mph very dangerous. This has been an issue for as long as I can remember and I find it insane that no permanent construction project has been made to stop the road from flooding.

Dennis

1/14/2025 05:52 PM

Many car collisions at the corner of Forest Ave and Sheridan Rd in Highland Park

walt

1/14/2025 05:53 PM

Rte 83 at Engle Dr in Lake Villa.Speed should be lowered on Rte 83,cars go thru red light at intersection regularly do to the excessive speed limit and hills.There have been numerous accidents including at least one fatality and many severely injured along this stretch of Rte 83 1/2 mile north and south of Engle Dr.

Kvhib890

1/14/2025 09:42 PM

Intersection should have turn left only on green arrow lights. To many close calls with car turning turning left on the main green light.

Kvhib890

1/14/2025 09:51 PM

Intersection should have turn left only on green arrow lights. Too many close calls with cars turning left on the main green light.

anders

1/14/2025 10:37 PM

This crossing is not safe, traffic speeds are much too fast here despite a sign saying to go only 20 mph. Heck, even the Google maps car is going 27 mph on street view. Looking at street view, there are progressively more speed limit signs, but even that hasn't been enough to get drivers to slow down. The road here should be redesigned so that traffic is forced to slow down for the crossing.

anders

1/14/2025 10:40 PM

This crossing feels dangerous. Because of the angle, cars don't seem to slow down so much before making the slightly wider than normal right hand turn.

anders

1/14/2025 10:53 PM

Pressing the crossing here doesn't seem to activate anything, frustrating to have to wait such a long time to cross the road. A lot of times I see people chance it. Please consider making the button change the light sooner,

Random1234

1/15/2025 02:14 AM

Drivers driving at a high rate of speed when school gets out. One of these kids are going to get killed. Cars traveling at Over 40mph. IN A SCHOOL ZONE while kids are everywhere.

jkcrybaby

1/15/2025 02:57 AM

needs a light implemented

newt

1/15/2025 06:45 AM

Pedestrians very often cross Cook Avenue (mostly on the west side but also sometimes on the east side) without even looking to see whether the light is red or green. I travel this road daily and have saved at least 5 people from being hit either by stopping myself or by honking my horn, so the drivers of other vehicles stop, and the pedestrians look up. An attention activator for pedestrians might help this issue.

Nimrod Warda

1/15/2025 08:27 AM

All along this stretch of Sheridan Road in Beach Park there have been multiple vehicle vs. vehicle and vehicle vs. pedestrian accidents (and even more near miss incidents).

WAJ

1/15/2025 09:00 AM

Drivers don't stop, they roll through the intersection. They go as fast as they can to not get caught by pedestrians

WAJ

1/15/2025 09:01 AM

This is a lawless intersection that I avoid as best I can. Nobody wants to stop for pedestrians, they're all trying to make sure they don't get caught by the train going West and going East, they just fly through, too

WAJ

1/15/2025 09:02 AM

Despite the new, LOUD pedestrian crossing signals, drivers still run lights, cut off pedestrians and use their phones all the time through here.

WAJ

1/15/2025 09:03 AM

With all the traffic, the new pedestrian signals do no good. Drivers always blow through the pedestrian crosswalk. They don't stop at the stop line. They make left and right turns not looking for pedestrians. Rather than have these new signals, maybe have a police officer sit there for a morning and write tickets. Between the moving violations and drivers on their phones, Highland Park would make a ton of money

MJD

1/15/2025 10:25 AM

I meant to initially write - limit right turns onto eastbound Buckley during green light/arrow only. (no turn on red)

MJD

1/15/2025 10:34 AM

The turn from eastbound Rockland Rd. onto southbound Bradley Rd. is too sharp for many of the semi's entering Bradley Business Park, especially when there is a line of cars in the left turn lane.

MJD

N Bradley Rd. is dangerously narrow without any easement for



1/15/2025 10:41 AM

automobile breakdowns, or to move over should an emergency vehicle need to get by. With the large amount of traffic (including semi's), people who bike or walk on Bradley are put in danger due to vehicles being not able to safely pass them because of the limited road width.

S

1/15/2025 10:45 AM

Old Elm has a designation as a bike route but the roadway has no paved shoulder and when people ride East on Old Elm it is uphill the whole way. Cars try to pass bikers which is unsafe when they cannot see the oncoming traffic. The roadway is very narrow. Make it safe for both bikers and cars.

Nimrod Warda

1/15/2025 11:09 AM

From the Wisconsin border to Kellogg Creek, this stretch of Sheridan Road in Winthrop Harbor has had multiple vehicle vs. vehicle and vehicle vs. pedestrian accidents (and even more near miss incidents). Sidewalks and/or multi-use paths are desperately needed for the safety of residents and visitors alike.

Nimrod Warda

1/15/2025 11:15 AM

From Whitney Avenue to North Avenue, this stretch of 7th Street in Winthrop Harbor has had multiple vehicle vs. pedestrian near miss incidents. Continuous sidewalks are desperately needed for the safety of our kids. The same goes for North Avenue from 7th Street to 5th Street.

Nimrod Warda

1/15/2025 11:34 AM

From Sheridan Road to Monroe Avenue, this stretch of 9th Street in Winthrop Harbor needs to have missing segments of sidewalk built and existing damaged sidewalks replaced for the safety of our kids getting to and from Westfield School. Also, north-south crosswalks should be added at Monroe/9th and Shields/9th to facility safe crossings for our residents accessing 38-Acre Park and the Schlader Rec Center.

Nimrod Warda

1/15/2025 11:43 AM

Sidewalks should be installed along all roadways adjacent to the Winthrop Harbor Village Hall/Fire Department/Police Department (i.e. 9th Street, Whitney Avenue, 8th Street, and Sheridan Road) for safer access to (or just passing by) said facility. Pedestrians competing for space on these roadways with passenger vehicles, police vehicles, and fire/EMS vehicles is not safe for any of the involved parties.

Roadster

1/15/2025 07:58 PM

Dangerous access to and from Green Bay Rd. from both directions from previous deaths recorded at this location

Roadster

1/15/2025 08:22 PM

This is a very dangerous stretch of road. Which has recorded several accidents and or deaths over the past few years.

Zack

1/15/2025 09:34 PM

No left turn lane when driving southbound on Waukegan. Traffic is moving fast and sometimes unaware that cars may be stopping to turn left. It's also a school intersection so should have all safety features possible.

Tim

1/16/2025 11:06 AM

Cars turning right onto Rockland Road (176) often do not yield to pedestrians.

Tim

1/16/2025 11:07 AM

Cars drive too fast down Green Bay Road. Crossing is difficult when crossing guards are not present.

Sharon A

1/16/2025 11:14 AM

Speeding on Sheridan Road. Speed limit 40, traffic is always speeding, often 55 mph or higher.

Chris

1/17/2025 10:13 AM

Extremely dangerous with kids going into forest preserve. Cannot see crosswalk until the last second. Should be at least some flashing lights or something

Eliza

1/17/2025 05:15 PM

With more traffic on Nippersink south of 134, cars are taking more risks when turning onto west 134.

Justin's

1/18/2025 11:47 AM

Intersection needs a traffic light. Too many lanes going across sand lake with drivers trying to turn out of country place in multiple directions. It is much worse in warmer months. There are a lot of cyclists and pedestrians crossing. Many times with small kids. I believe two cyclists were hit by cars here in the last year or so.

slindeborah

1/18/2025 12:24 PM

There have been far too many accidents AND fatalities at this intersection! Rt. 45 & Grand Avenue

Joe Stewart

1/18/2025 12:24 PM

Unsafe intersection for pedestrians, cyclists, and motorists. Would benefit from traffic control system.

slindeborah

1/18/2025 12:28 PM

This is a very dangerous intersection. It needs a traffic light. Cars attempt to come out on Rt. 45 from the east and the west with no

traffic light and a speed limit on Rt. 45 of 55 mph.

G. Rodriguez

1/18/2025 03:31 PM

Since there aren't enough patrol cars monitoring this street, a light must be installed for the cars coming upwards of 45 mph

JRB

1/18/2025 08:01 PM

Cars coming of this side road onto Half Day Road often attempt to turn left but end up pulling halfway into the lane heading east and block the entire left-turn lane on Half Day Road heading east because there isn't room for them to make it into the middle or right-hand lane heading east on Half Day. Then cars that are coming down Half Day and trying to get into the left-turn lane to head north on Hwy 41 get stuck and backed up and miss the left turn arrow completely. Traffic is often very backed up here. Would be helpful if this intersection coming from the side road was "right turn only" onto Half Day and could only head west.

JRB

1/18/2025 08:03 PM

Cars are often stopped here for a long time waiting to turn left (when heading northbound on Waukegan Road), trying to turn into the LFHS. This creates a bottleneck and is dangerous. Turning left heading southbound is equally as bad.

JRB

1/18/2025 08:06 PM

This intersection heading north on Ridge is often very backed up. The green light for those turning off of Ridge and either east or west onto Half Day Road does not last long enough, so many people are left waiting for a long red light to turn green again. This also causes many people to run the red light or fly through the yellow to try to get through onto Half Day before it turns red. The red light lasts for a very long time, so if you miss it, it will take minutes to turn green again. A sensor stoplight would be helpful, or possibly expanding the road to have a right-turn lane so some traffic can "turn right on red" at least.

JRB

1/18/2025 08:09 PM

When leaving Lake Forest Academy (heading southbound on Academy Road at the intersection with Kennedy Road), the green light for cars turning right or left onto Kennedy is far too short, resulting in student drivers attempting to fly through a yellow or early red stoplight to beat the light (which takes a long time to turn green again).

Ashleigh

1/18/2025 08:51 PM

Intersection needs a traffic light. Too many lanes going across sand lake with drivers trying to turn out of country place in multiple directions. Many going too fast because of speed from route 45 being higher and then they head into a school zone. It is much worse in

warmer months. There are a lot of cyclists and pedestrians crossing, even using the crossing signal, cars do not stop. Given the trails nearby, many times people are crossing with small kids and on bikes. Two cyclists were hit by cars in the last year.

RN8675309

1/18/2025 11:12 PM

Traffic is speeding on Rt.45. Cars turning off of Country Place going north are backed up down the block in the morning. Lots of new townhomes going in so this will only get worse. Coming out of Country Place you have to go left to get to the elementary school, the middle school and the high school. New/student drivers and many new homes, this is only going to get worse. What will it take to get a light here? I guess a major accident unfortunately.

dilla

1/19/2025 12:02 AM

There need to be a stop sign or light here. The pedestrians don't do their part by waiting for cars to stop before attempting to cross. I was driving with a 3 week old, a 3 year old and my wife and a man didn't even attempt to stop, slow down or even look for cars. He was riding his bike at high speed and just flew through the crosswalk when other cars were coming. Had I not slammed on my breaks, I would have hit and killed the man and it would have been me at fault. I think about this moment constantly and it's time something is done about this intersection. I honked at this man and he got mad at me. I would have lost my children over this person. There are so many people who have marked this spot. The new signs don't do anything because most of the pedestrians don't use them. Make a change for our community. Make this a safer section. There's no need for that speed limit to be 40 there. Maybe even drop the limit to 30 and then hit 40 once you pass the intersection before hitting the light at 45. Us drivers will do absolutely anything and everything to protect a pedestrian. But it works both ways. If we can't see you, we can't see you.

Megb2023

1/19/2025 10:43 AM

A lot of pedestrians- people don't stop or understand what the yellow signs mean when flashing - they drive right through - needs traffic lights - way to many cars with no traffic lights

Julie

1/19/2025 11:32 AM

Dangerous intersection...very difficult to make a left hand turn. Will get worse with all the new townhouses being built.

MKM

1/19/2025 02:53 PM

With all the new townhomes that have been built this particular intersection is going to be not only very busy but very dangerous. Making a left hand turn currently is already difficult. Once all these townhome units are occupied it will be even more so.

Cmh179

1/19/2025 09:04 PM

This intersection could use a traffic light.

Chuck P

1/20/2025 07:39 AM

Unsafe for pedestrians and cars pulling out of both neighborhoods.

KMM

1/22/2025 07:52 PM

The road surface along Beverly Place is just awful...bone-jarring, teeth-chatteringly bad...so dangerous for bikers...they risk hitting the huge potholes in the bike lane and injury from a fall, or being forced to swerve into traffic, which is always running above the speed limit. This is a terrible street and a terrible place to have put a sharrowed bike lane.

KMM

1/22/2025 07:54 PM

St. John's through downtown is terrible—there are people driving to fast, people parking/leaving parking spaces and pedestrians crossing mid-block. It's a shame, there used to be a way to get through town via the train station parking lots, but since they have been "improved" to two levels, they are no longer useful to bikers.

Darren

1/23/2025 07:38 AM

Unsafe pedestrian crossing at intersection

Darren

1/23/2025 07:39 AM

No pedestrian crossing at intersection

Darren

1/23/2025 07:42 AM

Only partial pedestrian crossing at intersection, no sidewalks to the west and lacks access to Cranberry Lake walking paths to the west

Darren

1/23/2025 07:44 AM

Lack of Pedestrian crossing to reach Cranberry Lake nature trails. A sidewalk crossing at the south side of the intersection can be installed with a pedestrian refuge for safer pedestrian access.

SNow1

1/24/2025 11:23 AM

cars exiting N HARBOR ridge Drive (in the afternoon around 4-5pm) will have to wait a very long time and sometimes have to force themselves into traffic - there has been a tragic accident long ago here because of this.

SNow1

1/24/2025 11:25 AM

this is probably the worst intersection in the area - all cars coming from Lake ST have to yield, but not sure to whom.

Brian1

1/28/2025 07:07 AM

Needs a stop sign. School bus stop and park. Cars travel at a high rate of speed on this road.

James D.

1/28/2025 09:03 AM

No bike or pedestrian access west of this intersection. People commonly are walking on the shoulder or curb, very close to traffic. No right turn green arrow for people turning west from southbound Hainesville road, so school buses cannot continue through during red lights. No pedestrian or bike crossing.

James D.

1/28/2025 09:04 AM

No sidewalk south of this point down to townline road. Inadequate sidewalk moving north to 120. People have to bike or walk on the shoulder or curb, very close to traffic.

James D.

1/28/2025 09:09 AM

No stop light or stop sign makes pedestrian and bicycle crossing very dangerous.

James D.

1/28/2025 09:10 AM

No bicycle or pedestrian sidewalks. People bike and walk along the shoulder.

James D.

1/28/2025 09:11 AM

Bike/pedestrian path ends prematurely on Peterson road, No access along 60.

James D.

1/28/2025 09:29 AM

People frequently drive too fast down this road. Elementary school is right there, and it is a walking district. We have had kids hit and nearly hit, especially at the Wildspring intersection.

James D.

1/28/2025 09:31 AM

No pedestrian or bicycle access to this forest preserve. No sidewalks, bike paths, or crossings. Nothing.

Jk

1/28/2025 09:50 AM

Wildspring at Rte 120 left turn lanes not aligned

Fred

1/28/2025 11:30 AM

Frequent back ups and unclear right of way, lots of cars moving

Arthur Paton

1/28/2025 02:08 PM

difficult sightlines in 3 directions for this unconventional intersection

Arthur Paton

1/28/2025 02:12 PM

3 way access to Nippersink with no traffic controls. People exit the gas station southeast or northwest onto Nippoersink or Railroad Ave, completely unable to see any approaching traffic. As a minimum, this exit from the gas station should be closed. There are two others with safer access to the streets.

Jeanne

1/28/2025 02:48 PM

From Hainesville Road, West to the train crossing, this section of 120 is a problem with regular accidents. There are too many lights and crossings in a very congested spot. Whether on car, on a bike, or on foot, this area is very risky at high traffic times especially.

Jeanne

1/28/2025 02:57 PM

Traffic generally moves 40-50mph in between farms and residential homes with no stop sign. Stop signs are two way for the cross street...Townline Road. Given this is two blocks from a K-8 school and alongside an area with residential housing it makes crossing the road dangerous. There are also no adequate sidewalks or bike paths. This puts residents and particularly children at risk. Cars are also at risk because of the hilly nature of the road. Thus, if cars are traveling very fast, someone turning onto Cedar Lake from Townline might not see then before it's too late. Accidents happen with great regularity at this intersection. A four way stop or traffic light is needed, in addition to sidewalks and bike paths, plus a reduction in speed.

Patrick D.

1/28/2025 07:11 PM

Impossible to cross Route 60, especially at this intersection. With the speeding cars that never slow down, it is completely cutting off pedestrians in this neighborhood from the rest of this development, and making it unsafe for those who try.

Patrick D.

1/28/2025 07:13 PM

Unsafe for traffic and pedestrians. Lack of traffic lights cause plenty of dangerous driving, which has almost gotten me hit as a pedestrian multiple times.

Patrick D.

1/28/2025 07:16 PM

Bike path going along Peterson ends in Saddle brook, making any bikers planning to go into the nearby subdivision have to go along Route 60, where numerous people have been hit trying.

Patrick D.

1/28/2025 07:19 PM

Lack of traffic lights or even just a crosswalk make it ten times more difficult for pedestrians to get between these neighborhoods which are right next to each other.

Patrick D.

Sidewalk abruptly ends here, impossible to get to the rest of the

1/28/2025 07:22 PM

sidewalk for Washington Street. Nearest alternate safe crossing is about a 20 minute bike ride away.

Patrick D.

1/28/2025 07:30 PM

Sidewalk abruptly ends here, very difficult for pedestrians to safely walk along a road as dangerous as Grand Ave.

This curve is dangerous

1/29/2025 07:18 PM

People speed, it's a blind curve, and this weird intersection with nippersink and the other little cut through is dangerous.

Maryanne

1/29/2025 09:30 PM

The crosswalk at Casey Road/Route 137/Midlothian Road is super dangerous. In winter the corners are not cleared of snow, the bike path is also not cleared of snow. In rain, the button to press for the cross is often in accessible. In addition, lighting is very poor, which makes it difficult for cars to see pedestrians. The car speed is 55mph at this area. Cars do not expect pedestrians at this intersection. It is the most dangerous part of my commute from Grayslake to Chicago.

James D.

1/30/2025 11:53 AM

No left turn lane for people going from eastbound 120 to Porter. Cars try to go around cars waiting to turn by driving through the unpaved shoulder. Shoulder is now heavily potholed as a result.

James D.

1/30/2025 11:55 AM

Left turn lane from eastbound Belvidere into Hainesville road is too short. Traffic backs up into main road. People on main road try to drive around but the shoulder is unpaved. Shoulder is now heavily damaged and potholed.

Chris B

1/31/2025 06:02 PM

There is a ton of room, no idea why there is not dedicated turn lanes. Near rear end misses / crashes all the time

cmap42

1/31/2025 06:03 PM

Traffic backs up due to Charter School and red lights are very frequently run by traffic on 45.

Steve L

1/31/2025 07:06 PM

People seem to think the stretch of 45 between 120 and Casey is a drag strip, as it is never policed and cars routinely exceed 100 MPH, esp. in the summer. Red lights are ignored by two or three cars at every cycle, and the lack of turn lanes is puzzling. It is a matter of time before there is a fatal accident.

pcdad

It's difficult to safely turn on 45 because some cars go 40 and some



2/01/2025 07:31 AM

go 60. My neighbor got hit by a car going 100

pcdad

2/01/2025 07:35 AM

This intersection feels hostile to pedestrians or cyclists

pcdad

2/01/2025 07:38 AM

We need right turn lanes in this intersection for safe turns.

bill/rita

2/06/2025 07:36 PM

Traffic on north and south Butterfield Road are not compliant with posted speed limit of 40mph. Average speed of existing traffic is 50-60mph. We are unable to access and exit our driveway safely. This issue needs to be addressed.

annoyed

2/19/2025 12:38 PM

The light sequence needs to be adjusted. On the outside of rush hour the light cycles very quickly. The cycle times adjust, rightly so during higher traffic periods. However the higher traffic periods do not extent throughout most of the day. When vehicles are traveling over 60 MPH on Fish Lake Rd in order to make the green light there is a problem. The red light for Fish Lake Rd has been timed just short of 3 minutes. Most of there is approximately 2 minutes of no traffic, or light traffic on Rt60. This causes drivers to become impatient and even drive through the red light. The new light on Freemont Center Road or even Wilson Rd isn't as long as Fish Lake Rd. It should be looked at. its an easy fix.....so much for the millions spent on "Lake County Passage"

wittter63

2/24/2025 10:31 AM

Now that the IL53 plan is not to build an expressway the right of way should become a multi use trail from Lake Cook Road to Mundelein. It lines up perfectly to be part of a trail network from Joliet to Antioch.

Muger

3/10/2025 02:46 PM

North/south 45 traffic almost never stops at the redlight. I've nearly been hit multiple times. Southbound 45 needs a dedicated turn lane due to school traffic.

Bioll

3/14/2025 08:11 AM

Intersection needs speed signs, extra warning lighting and longer yellow and red light to avoid accidents. So many people blow through the red light and I drive through this light at least 4-6 times a day. Two really bad accidents this week alone. Expanding to 4 lanes increased the chances of bad drivers making bad decisions and more needs to be done. Students and residents cross this intersection daily as there is a path along lake street. Needs HELP NOW

HLBAR

3/19/2025 11:29 AM

Heavy traffic at ped crossing

AndreaL

3/20/2025 10:02 AM

There are three different schools on Arlington Heights Road. Students crossing this 4-5 lane road are always exposed to traffic.

Safety school crossing

3/21/2025 03:34 PM

Do we need a fatality at Hough/Roslyn to get a crossing light like the one just south of downtown Barrington?

Jake

4/17/2025 12:45 PM

This road is incredibly dangerous for people walking or biking. The roads are hilly and windy, making it difficult for drivers to see those ahead of them. There are no bike lanes, sidewalks, or even shoulders forcing everyone using the road onto the main roadway.

**Mandatory Question** (1154 response(s))

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Mallory R.

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Rhonda B.

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Barb B

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Julie B

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Mark S  
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Jim Domiano  
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Brian3 No file uploaded

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Barbie No file uploaded

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| sharon.merlock@abbvie.com<br>11/11/2024 02:01 PM | No file uploaded |
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Jeff Haroldson

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AuntieJengo

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ChristieLynn201

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Bobmsatc99

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Greg

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GurneeResident

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jade1461

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beaglelover

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Grayslake resident

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Mike

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Meg

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Joseph

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MelissaD

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Laurie

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| kelley.clare@gmail.com<br>11/12/2024 02:09 PM | No file uploaded |
| kelley.clare@gmail.com<br>11/12/2024 02:10 PM | No file uploaded |
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Kasia Nemmers

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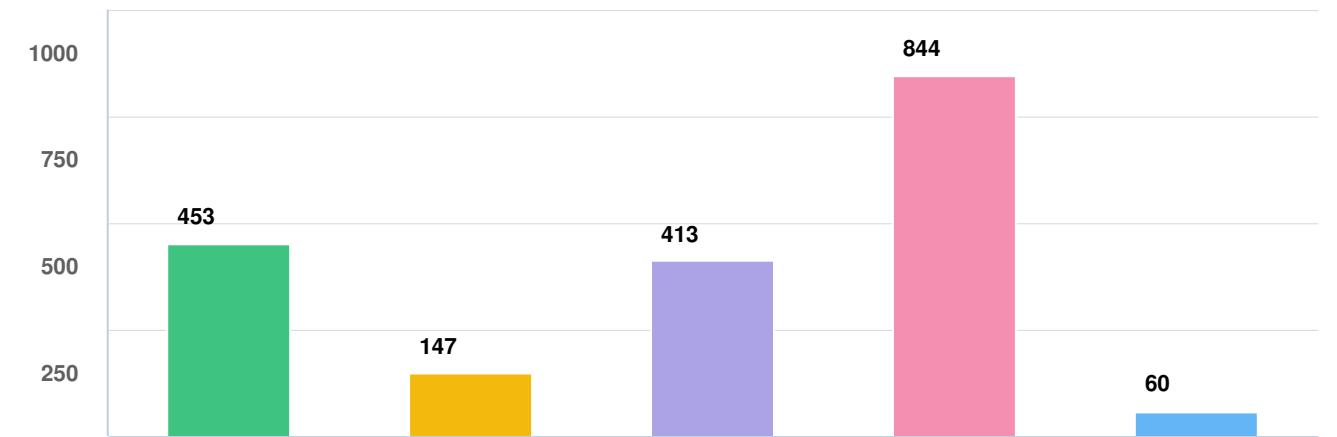
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**Optional question** (943 response(s), 203 skipped)

**Question type:** File Question

**Q3** | This spot feels unsafe when I'm: (Select all that apply) | Este lugar se siente inseguro cuando yo estoy: (Seleccione todas...



- Question options**
- Walking | Caminando
  - Using a mobility device | Utilizando un dispositivo de movilidad
  - Riding a bike/scooter | Montando una bicicleta/scooter
  - Driving | Conduciendo
  - Other | Otro

Optional question (1065 response(s), 81 skipped)  
Question type: Checkbox Question

## Appendix D: Project Selection Criteria Summary

**Note:** For all segment and intersection countermeasures, base criteria used for project selection were locations on the high injury network and a high risk score. The following table summarizes the roadway characteristics and crash trends used to assign countermeasures and develop the project list. Assigned projects may not always reflect all contexts or site conditions; road planners should consider the geometry and surrounding environment for each location prior to implementation.

| Segment Countermeasure                                   | Criteria                                                                                                                                                                                                                              |
|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Urban Lane Repurposing                                   | <ul style="list-style-type: none"> <li>4-lane undivided urban segment</li> <li>AADT&lt;20,000</li> </ul>                                                                                                                              |
| Urban Access Management                                  | <ul style="list-style-type: none"> <li>Urban segment</li> <li>At least one KA angle crash OR more than three KAB angle crashes</li> </ul>                                                                                             |
| Urban Roundabout Corridor                                | <ul style="list-style-type: none"> <li>Urban segment with an assigned roundabout intersection project (<i>see intersection countermeasure roundabout criteria</i>)</li> </ul>                                                         |
| Urban Speed Calming                                      | <ul style="list-style-type: none"> <li>Urban segment</li> <li>Speed limit less than 50mph</li> <li>At least one KA speed-related crash OR more than two KAB speed-related crashes</li> </ul>                                          |
| Urban Variable Speed Limits                              | <ul style="list-style-type: none"> <li>Urban segment</li> <li>At least one KA speed-related crash OR more than two KAB speed-related crashes</li> <li>At least one KA rear end crash OR more than two KAB rear end crashes</li> </ul> |
| Urban Speed Safety Cameras                               | <ul style="list-style-type: none"> <li>Urban segment</li> <li>At least one KA speed-related crash OR more than two KAB speed-related crashes</li> </ul>                                                                               |
| Urban Sidewalk                                           | <ul style="list-style-type: none"> <li>Urban segment with pedestrian/bicycle risk score of four or more</li> </ul>                                                                                                                    |
| Urban Bike Facility or Parallel Bike Blvd                | <ul style="list-style-type: none"> <li>Urban segment with pedestrian/bicycle risk score of three or more</li> <li>At least one KAB bicycle crash</li> </ul>                                                                           |
| Rural Lane Departure Improvements and Curve Improvements | <ul style="list-style-type: none"> <li>Rural segment</li> <li>At least one KA lane departure crash OR more than three KAB lane departure crashes</li> </ul>                                                                           |
| Rural Ped/Bike Improvements                              | <ul style="list-style-type: none"> <li>Rural segment</li> <li>At least one KAB pedestrian/bicycle crash</li> </ul>                                                                                                                    |
| Mid-Block Crossing                                       | <ul style="list-style-type: none"> <li>Urban segment with pedestrian/bicycle risk score of five or more</li> </ul>                                                                                                                    |
| Road Safety Audit                                        | <ul style="list-style-type: none"> <li>Urban or rural segment with no other segment projects assigned</li> </ul>                                                                                                                      |



| Intersection Countermeasures                            | Criteria                                                                                                                                                                                                                                     |
|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Roundabout                                              | <ul style="list-style-type: none"> <li>Rural or urban intersection with 4-lanes or less on the major and minor legs</li> <li>At least one KAB angle or speed-related crash OR more than four total angle or speed-related crashes</li> </ul> |
| Reduced Conflict Intersection                           | <ul style="list-style-type: none"> <li>At least one KAB angle OR more than four total angle crashes</li> <li>Roundabout project not assigned</li> </ul>                                                                                      |
| Radius Tightening                                       | <ul style="list-style-type: none"> <li>Pedestrian/bicycle risk score of four or more OR at least one total pedestrian/bicycle crash</li> </ul>                                                                                               |
| Lighting                                                | <ul style="list-style-type: none"> <li>At least one KAB nighttime unlit OR more than one total nighttime unlit crashes</li> </ul>                                                                                                            |
| Temporary Radius Tightening                             | <ul style="list-style-type: none"> <li>Pedestrian/bicycle risk score of three or more OR at least one total pedestrian/bicycle crash</li> </ul>                                                                                              |
| Stop-Control Intersection Upgrades                      | <ul style="list-style-type: none"> <li>Stop-control intersection with risk score of four or more</li> </ul>                                                                                                                                  |
| Signalized Intersection Upgrades                        | <ul style="list-style-type: none"> <li>Signalized intersection with risk score of four or more</li> </ul>                                                                                                                                    |
| Pedestrian Improvements at Signalized Intersections     | <ul style="list-style-type: none"> <li>Signalized intersection with pedestrian/bicycle risk score of four or more</li> </ul>                                                                                                                 |
| Pedestrian Improvements at Non-Signalized Intersections | <ul style="list-style-type: none"> <li>Non-signalized intersection with pedestrian/bicycle risk score of four or more</li> </ul>                                                                                                             |
| Rural Intersection Improvements                         | <ul style="list-style-type: none"> <li>Rural intersection with risk score of three or more</li> </ul>                                                                                                                                        |
| Rural Ped/Bike Intersection Improvements                | <ul style="list-style-type: none"> <li>Rural intersection with at least one total pedestrian/bicycle crash</li> </ul>                                                                                                                        |

## Appendix E: Project Recommendations (Corridors)

| CORRIDOR NAME             | LOCATION                                                  | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                         | PED/BIKE PROJECTS           | RURAL PROJECTS                                     | OTHER PROJECTS    | RELATIVE COST |
|---------------------------|-----------------------------------------------------------|----------|-------------------|-----------------------|---------------------------------------------------|-----------------------------|----------------------------------------------------|-------------------|---------------|
| BUCHANAN DR / STRATTON LN | From Almond Rd to Hamilton Dr                             | HIN      |                   |                       |                                                   |                             |                                                    | Road Safety Audit |               |
| BALDWIN AVE               | From Washington St to Grandville Ave                      | HIN      |                   |                       |                                                   |                             |                                                    | Road Safety Audit |               |
| BROOKSIDE AVE             | From Green Bay Rd to Edison Ct                            | HIN      |                   |                       |                                                   |                             |                                                    | Road Safety Audit |               |
| I-94                      | From just E of I-294 to Pfingsten Rd                      | HIN      |                   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits | Sidewalk                    |                                                    |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From 0.35 mi S of Russell Rd to WI state line             | HIN      |                   |                       |                                                   | Rural Ped/Bike Improvements |                                                    |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From Washington St to 0.8 mi N of Washington St           | V-HIN    |                   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits |                             |                                                    |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From Belvidere Rd to Washington St                        | HIN      |                   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits |                             |                                                    |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From Buckley Rd to O'Plaine Rd                            | HIN      | Access Management |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits |                             |                                                    |                   | \$\$\$        |
| I-94 / TRI STATE TOLLWAY  | From just S of Rockland Rd to just N of Rockland Rd       | HIN      |                   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits |                             |                                                    |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From Everett Rd to Townline Rd                            | HIN      |                   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits |                             |                                                    |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From 0.75 mi N of Rosecrans Rd to 0.35 mi S of Russell Rd | HIN      |                   |                       |                                                   |                             | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From just N of Half Day Rd to Everett Rd                  | HIN      |                   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits |                             |                                                    |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY  | From just S of Duffy Ln to just S of Half Day Rd          | V-HIN    |                   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits |                             |                                                    |                   | \$--\$        |

| CORRIDOR NAME            | LOCATION                                                              | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                   | PED/BIKE PROJECTS                             | RURAL PROJECTS                                     | OTHER PROJECTS    | RELATIVE COST |
|--------------------------|-----------------------------------------------------------------------|----------|-------------------|-----------------------|---------------------------------------------|-----------------------------------------------|----------------------------------------------------|-------------------|---------------|
| I-94 / TRI STATE TOLLWAY | From 1.55 mi S of Rosecrans Rd to just S of Rosecrans Rd / IL-173     | HIN      |                   |                       |                                             |                                               | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY | From 1.65 mi N of Stearns School Rd to 0.2 mi N of Wadsworth Rd       | HIN      |                   |                       |                                             |                                               | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| I-94 / TRI STATE TOLLWAY | From 0.65 mi N of Stearns School Rd to 1.65 mi N of Stearns School Rd | HIN      |                   |                       |                                             |                                               | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| IL-59                    | From Deer Ridge Ln to IL-173                                          | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras         | Sidewalk                                      |                                                    |                   | \$\$\$        |
| IL-59                    | From just S of Lakeview Dr to just S of Town Line Rd                  | HIN      |                   |                       | Speed Calming, Speed Safety Cameras         |                                               |                                                    |                   | \$\$\$        |
| IL-59                    | From Grant Ave to Amber Way                                           | HIN      | Access Management |                       |                                             | Sidewalk                                      |                                                    |                   | \$\$\$        |
| IL-59                    | From Grand Ave to just W of Wilson Rd                                 | HIN      |                   |                       | Speed Calming, Speed Safety Cameras         | Sidewalk                                      |                                                    |                   | \$\$\$        |
| ROSECRANS RD / IL-173    | From just W of Savage Rd to just W of Lake St / US-45                 | HIN      |                   |                       | Speed Safety Cameras, Variable Speed Limits |                                               |                                                    |                   | \$--\$        |
| ROSECRANS RD / IL-173    | From just W of Lake St / US-45 to 0.6 mi W of Crawford Rd             | HIN      |                   |                       |                                             |                                               |                                                    | Road Safety Audit |               |
| ROSECRANS RD / IL-173    | From 0.6 mi W of Crawford Rd to just W of Hunt Club Rd                | HIN      |                   |                       |                                             | Rural Ped/Bike Improvements                   |                                                    |                   | \$--\$        |
| ROSECRANS RD / IL-173    | From just W of Green Bay Rd to Kenosha Rd                             | HIN      | Access Management |                       |                                             | Bike Facility or Parallel Bike Blvd           |                                                    |                   | \$\$\$        |
| IL-173                   | From 0.25 mi W of Converse Rd to just E of Pedersen Ln                | HIN      |                   |                       |                                             |                                               | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| IL-173 / 21ST ST         | From Hermon Ave to Sheridan Rd                                        | HIN      |                   |                       |                                             | Bike Facility or Parallel Bike Blvd, Sidewalk |                                                    |                   | \$--\$        |

| CORRIDOR NAME | LOCATION                                                                    | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES               | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                                                 | RURAL PROJECTS | OTHER PROJECTS | RELATIVE COST |
|---------------|-----------------------------------------------------------------------------|----------|---------------------|-------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------|----------------|----------------|---------------|
| IL-173        | From Orchard St to 0.25 mi E of 1st Ave                                     | HIN      | Access Management   |                                     |                                                            | Sidewalk                                                          |                |                | \$\$\$        |
| IL-173        | From IL-59 to just E of Main St                                             | V-HIN    | Access Management   |                                     | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                                      |                |                | \$\$\$        |
| IL-173        | From just E of Main St to just W of Brown Ave                               | HIN      | Access Management   |                                     | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                                          |                |                | \$\$\$        |
| IL-173        | From just W of Brown Ave to just W of Eagle Ridge Dr                        | HIN      | Lane Repurposing    | Access Management                   |                                                            | Sidewalk                                                          |                |                | \$\$\$\$      |
| IL-173        | From 0.3 mi W of Siedschlag Rd to 0.25 mi E of Wilmot Rd                    | HIN      |                     |                                     | Speed Safety Cameras, Variable Speed Limits                |                                                                   |                |                | \$-\$\$       |
| NORTHWEST HWY | From Main St to Hillside Rd                                                 | HIN      | Roundabout Corridor | Lane Repurposing, Access Management |                                                            | Sidewalk, Mid Block Crossing                                      |                |                | \$\$\$\$      |
| MILWAUKEE AVE | From just S of Park Ave to just S of Winchester Rd                          | V-HIN    |                     |                                     |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk                     |                |                | \$-\$\$       |
| MILWAUKEE AVE | From just N of Golf Rd to just S of Park Ave                                | HIN      | Access Management   |                                     | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                                      |                |                | \$\$\$        |
| MILWAUKEE AVE | From just N of Greggs Pkwy to just N of Golf Rd                             | V-HIN    | Access Management   |                                     | Speed Calming, Speed Safety Cameras                        | Bike Facility or Parallel Bike Blvd, Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| MILWAUKEE AVE | From just S of Townline Rd to Hollister Dr                                  | HIN      |                     |                                     |                                                            | Sidewalk                                                          |                |                | \$-\$\$       |
| MILWAUKEE AVE | From just S of Corporate Woods Pkwy to just N of American Hotel Register Dr | HIN      | Access Management   |                                     | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                                          |                |                | \$\$\$        |

| CORRIDOR NAME | LOCATION                                                    | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS            | RURAL PROJECTS | OTHER PROJECTS | RELATIVE COST |
|---------------|-------------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|------------------------------|----------------|----------------|---------------|
| MILWAUKEE AVE | From Town Center Rd to just S of Corporate Woods Pkwy       | HIN      | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| MILWAUKEE AVE | From just S of Knightsbridge Pkwy to Town Center Rd         | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| MILWAUKEE AVE | From 0.35 mi N of Washington St to just S of Prairie Oak Rd | V-HIN    | Lane Repurposing  | Access Management     | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing |                |                | \$\$\$\$      |
| MILWAUKEE AVE | From just N of Deerfield Rd to just S of Aptakisic Rd       | HIN      | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| MILWAUKEE AVE | From Lake Cook Rd to just N of Deerfield Rd                 | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| MILWAUKEE AVE | From I-94 / Tri State Tollway to 0.35 mi N of Washington St | V-HIN    | Lane Repurposing  | Access Management     | Speed Calming, Speed Safety Cameras                        | Sidewalk                     |                |                | \$\$\$\$      |
| MILWAUKEE AVE | From just S of Manchester Dr to I-94 / Tri State Tollway    | HIN      | Access Management |                       |                                                            | Sidewalk                     |                |                | \$\$\$        |
| MILWAUKEE AVE | From just S of Winchester Rd to just N of Adler Dr          | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| BELVIDERE RD  | From just W of Deer Point Dr to just W of Neville Dr        | V-HIN    |                   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                |                | \$\$\$        |
| BELVIDERE RD  | From just W of Neville Dr to Barron Blvd                    | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                |                | \$\$\$        |
| BELVIDERE RD  | From Barron Blvd to just W of Kerry Way                     | V-HIN    |                   |                       |                                                            | Sidewalk                     |                |                | \$--\$        |
| BELVIDERE RD  | From just W of Kerry Way to just E of Lake St / US-45       | HIN      | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |

| CORRIDOR NAME   | LOCATION                                                | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                             | RURAL PROJECTS                                     | OTHER PROJECTS    | RELATIVE COST |
|-----------------|---------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------|-------------------|---------------|
| BELVIDERE RD    | From just E of Lake St / US-45 to just W of Mill Rd     | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                                                    |                   | \$\$\$        |
| BELVIDERE RD    | From Three Oaks Ln to 0.35 mi W of Milwaukee Ave        | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                                                    |                   | \$--\$        |
| BELVIDERE RD    | From just E of I-94 to Skokie Hwy                       | HIN      |                   |                       | Speed Safety Cameras, Variable Speed Limits                | Bike Facility or Parallel Bike Blvd, Sidewalk |                                                    |                   | \$--\$        |
| BELVIDERE RD    | From Sullivan Lake Blvd to 0.25 mi W of US-12 / Rand Rd | HIN      |                   |                       |                                                            | Rural Ped/Bike Improvements                   | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| BELVIDERE RD    | From 0.25 mi W of US-12 / Rand Rd to just W of IL-60    | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing                  |                                                    |                   | \$\$\$        |
| BELVIDERE RD    | From 0.5 mi E of Fish Lake Rd to just E of Wilson Rd    | HIN      |                   |                       |                                                            |                                               |                                                    | Road Safety Audit |               |
| BELVIDERE RD    | From just E of Wilson Rd to 0.3 mi E of Fairfield Rd    | HIN      | Access Management |                       | Speed Safety Cameras                                       |                                               |                                                    |                   | \$\$\$        |
| BELVIDERE RD    | From just E of Porter Rd to just W of Deer Point Dr     | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                                                    |                   | \$\$\$        |
| US-12 / RAND RD | From just N of Oak St to State Park Rd                  | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                                                    |                   | \$\$\$        |
| US-12 / RAND RD | From 0.3 mi S of Case Rd to 0.5 mi N of Case Rd         | V-HIN    | Access Management |                       | Speed Safety Cameras                                       | Sidewalk                                      |                                                    |                   | \$\$\$        |
| US-12 / RAND RD | From Bonner Rd to 0.3 mi S of Case Rd                   | V-HIN    | Access Management |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                                      |                                                    |                   | \$\$\$        |
| US-12 / RAND RD | From IL-59 to just N of IL-176                          | V-HIN    | Access Management |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                                      |                                                    |                   | \$\$\$        |
| US-12 / RAND RD | From just S of Wynstone Dr to just S of Timberlake Rd   | HIN      | Access Management |                       | Speed Safety Cameras                                       | Sidewalk                                      |                                                    |                   | \$\$\$        |

| CORRIDOR NAME   | LOCATION                                                    | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS            | RURAL PROJECTS | OTHER PROJECTS | RELATIVE COST |
|-----------------|-------------------------------------------------------------|----------|---------------------|-----------------------|------------------------------------------------------------|------------------------------|----------------|----------------|---------------|
| US-12 / RAND RD | From just S of Sayton Rd to just N of Oak St                | HIN      |                     |                       |                                                            | Sidewalk                     |                |                | \$--\$        |
| US-12 / RAND RD | From just SE of Honey Lake Rd to Ela Rd                     | V-HIN    | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                |                | \$\$\$        |
| US-12 / RAND RD | From Ela Rd to Deerpath Rd                                  | V-HIN    | Access Management   |                       | Speed Safety Cameras, Variable Speed Limits                |                              |                |                | \$\$\$        |
| US-12 / RAND RD | From Deerpath Rd to just NW of Cuba Rd                      | HIN      | Access Management   |                       |                                                            |                              |                |                | \$\$\$        |
| US-12 / RAND RD | From just NW of Cuba Rd to Wooded Ridge Rd                  | HIN      | Roundabout Corridor | Access Management     |                                                            |                              |                |                | \$\$\$\$      |
| US-12 / RAND RD | From Wooded Ridge Rd to just SE of Long Grove Rd            | V-HIN    | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                |                | \$\$\$        |
| US-12 / RAND RD | From just SE of Long Grove Rd to Lake Cook Rd               | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| US-12 / RAND RD | From Belvidere Rd to just S of Fox Lake Rd                  | V-HIN    | Access Management   |                       |                                                            | Sidewalk                     |                |                | \$\$\$        |
| US-12 / RAND RD | From 0.75 mi S of Belvidere Rd to Belvidere Rd              | HIN      |                     |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                     |                |                | \$--\$        |
| IL-60 / IL-83   | From just NW of Diamond Lake Rd to just SE of Midlothian Rd | HIN      | Access Management   |                       |                                                            |                              |                |                | \$\$\$        |
| TOWNLIN RD      | From Lake St / US-45 to Butterfield Rd                      | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| TOWNLIN RD      | From Butterfield Rd to just W of Lakeview Pkwy              | V-HIN    | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing |                |                | \$\$\$        |

| CORRIDOR NAME | LOCATION                                                             | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                                                 | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|---------------|----------------------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-------------------------------------------------------------------|----------------|-------------------|---------------|
| TOWNLIN RD    | From just W of Lakeview Pkwy to just W of Milwaukee Ave              | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$        |
| TOWNLIN RD    | From just W of Milwaukee Ave to just W of St. Mary's Rd              | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                                          |                |                   | \$\$\$        |
| TOWNLIN RD    | From just W of St. Mary's Rd to 0.5 mi W of I-94 / Tri State Tollway | HIN      |                   |                       |                                                            |                                                                   |                | Road Safety Audit |               |
| KENNEDY RD    | From North Branch Chicago River to Skokie Hwy                        | HIN      | Lane Repurposing  |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                                                          |                |                   | \$\$\$        |
| IL-176        | From 0.8 mi W of US-12 / Rand Rd to US-12 / Rand Rd                  | HIN      |                   |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                                                          |                |                   | \$--\$        |
| LIBERTY ST    | From Barrington Rd to Hill St                                        | HIN      |                   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                                          |                |                   | \$\$\$        |
| HALF DAY RD   | From just W of IL-83 to just W of Oak Grove Dr                       | HIN      |                   |                       |                                                            | Sidewalk                                                          |                |                   | \$--\$        |
| HALF DAY RD   | From just W of Oak Grove Dr to just W of Easton Ave                  | HIN      |                   |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                                                          |                |                   | \$\$\$        |
| HALF DAY RD   | From Stevenson Dr to just E of Milwaukee Ave                         | HIN      |                   |                       |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk, Mid Block Crossing |                |                   | \$--\$        |
| HALF DAY RD   | From Oxford Dr to Berkshire Ln                                       | HIN      |                   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$        |
| IL-22         | From just W of Savannah Trl to just W of Harbor Dr                   | HIN      | Access Management |                       | Speed Safety Cameras                                       |                                                                   |                |                   | \$\$\$        |
| HALF DAY RD   | From just W of Landon Ln to Skokie Hwy                               | HIN      |                   |                       |                                                            | Sidewalk                                                          |                |                   | \$--\$        |



| CORRIDOR NAME           | LOCATION                                                      | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS           | PED/BIKE PROJECTS            | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|-------------------------|---------------------------------------------------------------|----------|---------------------|-----------------------|-------------------------------------|------------------------------|----------------|-------------------|---------------|
| IL-22                   | From just E of Honey Lake Rd to just E of Orchard Pond Dr     | HIN      |                     |                       |                                     |                              |                | Road Safety Audit |               |
| IL-22                   | From just E of Orchard Pond Dr to just E of Ela Rd            | HIN      | Lane Repurposing    | Access Management     |                                     | Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| BARRINGTON RD           | From just S of Anderson Rd to US-12 / Rand Rd                 | HIN      |                     |                       |                                     | Sidewalk                     |                |                   | \$--\$        |
| IL-59                   | From Providence Rd to just S of Drake Rd                      | HIN      |                     |                       |                                     | Sidewalk                     |                |                   | \$--\$        |
| DUNDEE RD               | From Ridge Ave to just E of Weidner Rd                        | V-HIN    | Access Management   |                       |                                     | Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| LAKE ST / US-45         | From just N of Deerpath Dr to Country Pl                      | HIN      | Access Management   |                       | Speed Safety Cameras                |                              |                |                   | \$\$\$        |
| LAKE ST / US-45         | From Winchester Rd to just S of Tempel Dr                     | HIN      | Access Management   |                       |                                     | Sidewalk                     |                |                   | \$\$\$        |
| LAKE ST / US-45         | From just W of Ridge Ave to Courtland St                      | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras | Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| LAKE ST / US-45         | From just N of Townline Rd to just W of Ridge Ave             | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras | Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| LAKE ST / IL-83 / US-45 | From just N of Ravenna Dr to just N of Townline Rd            | HIN      | Access Management   |                       |                                     | Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| IL-83                   | From Half Day Rd to just S of Gilmer Rd                       | HIN      |                     |                       |                                     | Sidewalk                     |                |                   | \$--\$        |
| IL-83                   | From just W of Arlington Heights Rd to just N of Aptakisic Rd | HIN      | Access Management   |                       |                                     | Sidewalk                     |                |                   | \$\$\$        |
| IL-83                   | From Mike Rylko Pk to just W of Arlington Heights Rd          | HIN      | Roundabout Corridor | Access Management     |                                     | Sidewalk                     |                |                   | \$\$\$        |

| CORRIDOR NAME   | LOCATION                                                                       | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS            | RURAL PROJECTS | OTHER PROJECTS | RELATIVE COST |
|-----------------|--------------------------------------------------------------------------------|----------|---------------------|-----------------------|------------------------------------------------------------|------------------------------|----------------|----------------|---------------|
| IL-83           | From just S of Lake Cook Rd to Mike Rylko Pk                                   | HIN      | Lane Repurposing    | Access Management     |                                                            | Sidewalk                     |                |                | \$\$\$\$      |
| LAKE ST / US-45 | From just S of Rollins Rd to just S of Highfield Dr                            | V-HIN    | Access Management   |                       |                                                            | Sidewalk                     |                |                | \$\$\$        |
| LAKE ST / US-45 | From Cascade Way to just S of Rollins Rd                                       | V-HIN    | Access Management   |                       | Speed Calming, Speed Safety Cameras                        |                              |                |                | \$\$\$        |
| LAKE ST / US-45 | From just S of Washington St to Cascade Way                                    | HIN      |                     |                       |                                                            | Sidewalk, Mid Block Crossing |                |                | \$--\$        |
| LAKE ST / US-45 | From just N of Jones Point Rd to Indian Ln                                     | HIN      | Roundabout Corridor | Access Management     |                                                            | Sidewalk, Mid Block Crossing |                |                | \$\$\$\$      |
| LAKE ST / US-45 | From just S of Tempel Dr to Casey Rd                                           | V-HIN    | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                |                | \$\$\$        |
| SKOKIE HWY      | From just N of Washington St Interchange to just N of Grand Ave Interchange    | HIN      |                     |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                |                | \$\$\$        |
| SKOKIE HWY      | From just N of Belvidere Rd Interchange to just N of Washington St Interchange | HIN      |                     |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                     |                |                | \$--\$        |
| SKOKIE HWY      | From just N of Buckley Rd to Amhurst Pkwy                                      | HIN      | Access Management   |                       |                                                            | Sidewalk                     |                |                | \$\$\$        |
| SKOKIE HWY      | From just S of Brompton Ave to just N of Buckley Rd                            | V-HIN    | Access Management   |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                     |                |                | \$\$\$        |
| SKOKIE HWY      | From Rockland Rd to 0.75 mi N of Rockland Rd                                   | HIN      |                     |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                     |                |                | \$--\$        |
| SKOKIE HWY      | From 0.75 mi S of Rockland Rd to Rockland Rd                                   | V-HIN    |                     |                       | Speed Safety Cameras                                       | Sidewalk                     |                |                | \$--\$        |

| CORRIDOR NAME | LOCATION                                                      | HIN TIER | MAJOR PROJECT          | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                           | PED/BIKE PROJECTS               | RURAL PROJECTS | OTHER PROJECTS | RELATIVE COST |
|---------------|---------------------------------------------------------------|----------|------------------------|-----------------------|---------------------------------------------------------------------|---------------------------------|----------------|----------------|---------------|
| SKOKIE HWY    | From just S of Kennedy Rd to just N of Deerpath Rd            | V-HIN    |                        |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits                   | Sidewalk                        |                |                | \$--\$        |
| SKOKIE HWY    | From just N of Old Elm Rd to just S of Kennedy Rd             | V-HIN    |                        |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits                   | Sidewalk                        |                |                | \$--\$        |
| SKOKIE HWY    | From Parkside Dr to just N of Old Elm Rd                      | HIN      |                        |                       |                                                                     | Sidewalk                        |                |                | \$--\$        |
| SKOKIE HWY    | From just N of Park Ave to Parkside Dr                        | HIN      |                        |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits                   | Sidewalk                        |                |                | \$--\$        |
| SKOKIE HWY    | From Deerfield Rd to just N of Park Ave                       | V-HIN    | Access<br>Management   |                       | Speed Safety<br>Cameras, Variable<br>Speed Limits                   | Sidewalk                        |                |                | \$\$\$        |
| SKOKIE HWY    | From 0.3 mi SE of Riverside Dr to just N of Stearns School Rd | V-HIN    | Access<br>Management   |                       | Speed Calming,<br>Speed Safety<br>Cameras, Variable<br>Speed Limits | Sidewalk                        |                |                | \$\$\$        |
| SKOKIE HWY    | From St. Paul Ave to 0.3 mi SE of Riverside Dr                | V-HIN    | Access<br>Management   |                       | Speed Calming,<br>Speed Safety<br>Cameras                           | Sidewalk                        |                |                | \$\$\$        |
| SKOKIE HWY    | From just N of Grand Ave Interchange to St. Paul Ave          | HIN      | Access<br>Management   |                       |                                                                     | Sidewalk                        |                |                | \$\$\$        |
| SHERIDAN RD   | From 9th St to WI state line                                  | HIN      |                        |                       |                                                                     | Sidewalk                        |                |                | \$--\$        |
| AMSTUTZ EXPY  | From Belvidere Rd to just N of Mathon Dr                      | HIN      | Lane<br>Repurposing    |                       |                                                                     | Sidewalk                        |                |                | \$\$\$\$      |
| GENESEE ST    | From 9th St to Belvidere Rd                                   | V-HIN    | Lane<br>Repurposing    |                       | Speed Safety<br>Cameras                                             | Sidewalk, Mid<br>Block Crossing |                |                | \$\$\$\$      |
| SHERIDAN RD   | From just N of MLK Jr Dr to 15th St                           | V-HIN    |                        |                       |                                                                     | Sidewalk, Mid<br>Block Crossing |                |                | \$--\$        |
| BUCKLEY RD    | From Skokie Hwy to just E of Green Bay Rd                     | HIN      | Roundabout<br>Corridor | Lane<br>Repurposing   |                                                                     | Sidewalk, Mid<br>Block Crossing |                |                | \$\$\$\$      |
| BUCKLEY RD    | From Waukegan Rd to Skokie Hwy                                | HIN      | Lane<br>Repurposing    |                       |                                                                     | Sidewalk                        |                |                | \$\$\$\$      |
| BUCKLEY RD    | From just W of I-94 / Tri State Tollway to Waukegan Rd        | V-HIN    | Roundabout<br>Corridor | Access<br>Management  |                                                                     |                                 |                |                | \$\$\$\$      |

| CORRIDOR NAME | LOCATION                                                           | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                             | RURAL PROJECTS | OTHER PROJECTS | RELATIVE COST |
|---------------|--------------------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-----------------------------------------------|----------------|----------------|---------------|
| SHERIDAN RD   | From just N of 16th St to 9th St                                   | HIN      |                   |                       |                                                            | Sidewalk                                      |                |                | \$--\$        |
| BUCKLEY RD    | From just E of St. Mary's Rd to just W of I-94 / Tri State Tollway | HIN      |                   |                       |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk |                |                | \$--\$        |
| BUCKLEY RD    | From Oak Grove Ave to just E of St. Mary's Rd                      | HIN      |                   |                       | Speed Calming, Speed Safety Cameras                        | Bike Facility or Parallel Bike Blvd, Sidewalk |                |                | \$\$\$        |
| BUCKLEY RD    | From just E of Des Plaines Dr to Oak Grove Ave                     | HIN      |                   |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                                      |                |                | \$\$\$        |
| BUCKLEY RD    | From Butterfield Rd to Cass Ave                                    | HIN      | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing                  |                |                | \$\$\$        |
| SHERIDAN RD   | From just S of 22nd St to just N of 16th St                        | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                | \$--\$        |
| SHERIDAN RD   | From just S of 28th St to just S of 22nd St                        | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                | \$--\$        |
| SHERIDAN RD   | From Ames Ave to just S of 28th St                                 | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                | \$--\$        |
| SHERIDAN RD   | From just S of Beach Rd to Ames Ave                                | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                | \$--\$        |
| SHERIDAN RD   | From York House Rd to just S of Beach Rd                           | V-HIN    |                   |                       |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk |                |                | \$--\$        |
| SHERIDAN RD   | From Montesano Ave to York House Rd                                | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                | \$--\$        |
| SHERIDAN RD   | From Greenwood Ave to Montesano Ave                                | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                | \$--\$        |
| PETERSON RD   | From IL-83 to just E of Harris Rd                                  | HIN      | Access Management |                       |                                                            | Sidewalk                                      |                |                | \$\$\$        |
| PETERSON RD   | From just E of Harris Rd to just SW of Buckley Rd                  | HIN      | Access Management |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                                      |                |                | \$\$\$        |
| LAKE COOK RD  | From US-12 / Rand Rd to just W of Old Hicks Rd                     | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                |                | \$\$\$        |

| CORRIDOR NAME | LOCATION                                                 | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS            | RURAL PROJECTS                                     | OTHER PROJECTS    | RELATIVE COST |
|---------------|----------------------------------------------------------|----------|---------------------|-----------------------|------------------------------------------------------------|------------------------------|----------------------------------------------------|-------------------|---------------|
| LAKE COOK RD  | From just W of Old Hicks Rd to Nichols Rd                | HIN      |                     |                       |                                                            | Sidewalk                     |                                                    |                   | \$--\$        |
| LAKE COOK RD  | From Nichols Rd to Ridge Ave                             | V-HIN    |                     |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                     |                                                    |                   | \$\$\$        |
| LAKE COOK RD  | From Ridge Ave to just W of Weidner Rd                   | V-HIN    |                     |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                                                    |                   | \$\$\$        |
| LAKE COOK RD  | From just W of Weidner Rd to just E of Weiland Rd        | V-HIN    | Roundabout Corridor | Access Management     | Speed Calming, Speed Safety Cameras                        | Sidewalk                     |                                                    |                   | \$\$\$\$      |
| LAKE COOK RD  | From just E of Weiland Rd to just W of Northgate Pkwy    | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                     |                                                    |                   | \$\$\$        |
| LAKE COOK RD  | From just W of Northgate Pkwy to Milwaukee Ave           | HIN      |                     |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits |                              |                                                    |                   | \$\$\$        |
| LAKE COOK RD  | From Saunders Rd to just W of Wilmot Rd                  | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits |                              |                                                    |                   | \$\$\$        |
| LAKE COOK RD  | From just W of Wilmot Rd to just E of Pine St            | HIN      |                     |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                                                    |                   | \$\$\$        |
| LAKE COOK RD  | From just E of Avon Rd to Skokie Hwy                     | HIN      | Roundabout Corridor | Access Management     | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing |                                                    |                   | \$\$\$\$      |
| IL-60         | From 0.35 miles W of Wilson Rd to just W of Fairfield Rd | V-HIN    |                     |                       |                                                            |                              | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| IL-60         | From just W of Fairfield Rd to just E of Cedar Lake Rd   | V-HIN    | Roundabout Corridor |                       | Speed Safety Cameras, Variable Speed Limits                |                              |                                                    |                   | \$\$\$\$      |
| IL-60         | From just E of Raymond Rd to Fremont Center Rd           | V-HIN    |                     |                       |                                                            |                              |                                                    | Road Safety Audit |               |

| CORRIDOR NAME | LOCATION                                                  | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                             | RURAL PROJECTS                                     | OTHER PROJECTS | RELATIVE COST |
|---------------|-----------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-----------------------------------------------|----------------------------------------------------|----------------|---------------|
| IL-60         | From Fremont Center Rd to just W of Saunders Rd           | HIN      |                   |                       |                                                            |                                               | Lane Departure Improvements and Curve Improvements |                | \$--\$        |
| GRAND AVE     | From just E of Rollins Rd to Brookside Dr                 | HIN      |                   |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk                                      |                                                    |                | \$--\$        |
| GRAND AVE     | From Brookside Dr to Gurnee Mills Cir                     | V-HIN    | Access Management |                       | Speed Safety Cameras, Variable Speed Limits                |                                               |                                                    |                | \$\$\$        |
| GRAND AVE     | From Gurnee Mills Cir to I-94 / Tri State Tollway         | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                                                    |                | \$\$\$        |
| GRAND AVE     | From I-94 / Tri State Tollway to just E of Six Flags Dr   | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras                        | Bike Facility or Parallel Bike Blvd, Sidewalk |                                                    |                | \$\$\$        |
| GRAND AVE     | From just E of Six Flags Dr to Old Grand Ave              | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                                                    |                | \$\$\$        |
| GRAND AVE     | From Old Grand Ave to just W of Greenleaf St              | V-HIN    |                   |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                                      |                                                    |                | \$\$\$        |
| GRAND AVE     | From just W of Greenleaf St to just E of Belle Plaine Ave | V-HIN    | Access Management |                       |                                                            | Sidewalk                                      |                                                    |                | \$\$\$        |
| GRAND AVE     | From just E of Belle Plaine Ave to Frolic Ave             | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing                  |                                                    |                | \$\$\$        |
| GRAND AVE     | From Frolic Ave to Westmoreland Ave                       | V-HIN    | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing                  |                                                    |                | \$\$\$        |
| GRAND AVE     | From Westmoreland Ave to Jackson St                       | V-HIN    | Lane Repurposing  | Access Management     |                                                            | Sidewalk, Mid Block Crossing                  |                                                    |                | \$\$\$\$      |
| GRAND AVE     | From Jackson St to Amstutz Expy                           | V-HIN    | Lane Repurposing  |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing                  |                                                    |                | \$\$\$\$      |
| GRAND AVE     | From just W of Deep Lake Rd to just W of Mallard Ridge Dr | HIN      | Lane Repurposing  | Access Management     | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                  |                                                    |                | \$\$\$\$      |

| CORRIDOR NAME            | LOCATION                                                 | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                                                 | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|--------------------------|----------------------------------------------------------|----------|---------------------|-----------------------|------------------------------------------------------------|-------------------------------------------------------------------|----------------|-------------------|---------------|
| GRAND AVE                | From just W of Mallard Ridge Dr to Sand Lake Rd          | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$        |
| GRAND AVE                | From 0.2 mi W of Lake St / US-45 to just E of Rollins Rd | HIN      |                     |                       | Speed Safety Cameras, Variable Speed Limits                | Sidewalk, Mid Block Crossing                                      |                |                   | \$-\$\$       |
| YORK HOUSE RD            | From De Woody Rd to Sheridan Rd                          | HIN      |                     |                       |                                                            | Sidewalk                                                          |                |                   | \$-\$\$       |
| IL-83                    | From just S of Millstone Dr to just S of Sarah Dr        | V-HIN    |                     |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                                                          |                |                   | \$\$\$        |
| IL-83                    | From Lexington Ln to just NW of Brighton Ln              | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$        |
| BARRON BLVD              | From Library Ln to just N of Washington St               | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras                        | Bike Facility or Parallel Bike Blvd, Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| IL-83                    | From 0.4 mi N of Rowena Rd to just N of Belvidere Rd     | HIN      | Lane Repurposing    | Access Management     |                                                            | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$\$      |
| MAIN ST (ANTIOCH)        | From just N of Chestnut St to Ginger Ln                  | HIN      |                     |                       |                                                            | Sidewalk                                                          |                |                   | \$-\$\$       |
| MAIN ST (ANTIOCH)        | From just S of Ainsley St to just N of Chestnut St       | V-HIN    |                     |                       |                                                            | Sidewalk                                                          |                |                   | \$-\$\$       |
| GREEN BAY RD             | From Rosecrans Rd / IL-173 to just N of 9th St           | HIN      |                     |                       | Speed Safety Cameras, Variable Speed Limits                |                                                                   |                |                   | \$-\$\$       |
| ALMOND RD                | From Gages Lake Rd to Washington St                      | HIN      |                     |                       |                                                            |                                                                   |                | Road Safety Audit |               |
| MAIN ST (GRANT TOWNSHIP) | From IL-134 to Fairfield Rd                              | HIN      |                     |                       |                                                            |                                                                   |                | Road Safety Audit |               |
| STATE PARK RD            | From US-12 / Rand Rd to Grass Lake Rd                    | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits |                                                                   |                |                   | \$\$\$        |
| WILMOT RD                | From James Rd to just N of IL-173                        | HIN      | Roundabout Corridor |                       |                                                            |                                                                   |                |                   | \$\$\$\$      |

| CORRIDOR NAME     | LOCATION                                               | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|-------------------|--------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-------------------|----------------|-------------------|---------------|
| WILMOT RD         | From just N of Main St to Vintage Way                  | HIN      |                   |                       |                                                            |                   |                | Road Safety Audit |               |
| STEARNS SCHOOL RD | From just W of Country Pl to Hutchins Rd               | HIN      | Access Management |                       | Speed Safety Cameras                                       |                   |                |                   | \$\$\$        |
| WILSON RD         | From just N of Big Hollow Rd to just N of Rollins Rd   | HIN      |                   |                       |                                                            | Sidewalk          |                |                   | \$--\$        |
| ROLLINS RD        | From 1 mi E of IL-83 to 1.75 mi E of IL-83             | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits |                   |                |                   | \$\$\$        |
| ROLLINS RD        | From 1.75 mi E of IL-83 to Grand Ave                   | V-HIN    |                   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits |                   |                |                   | \$\$\$        |
| ROLLINS RD        | From just W of Cedar Lake Rd to just W of Hawthorne Dr | V-HIN    |                   |                       |                                                            | Sidewalk          |                |                   | \$--\$        |
| ROLLINS RD        | From just W of Hawthorne Dr to just E of IL-83         | V-HIN    |                   |                       |                                                            | Sidewalk          |                |                   | \$--\$        |
| IL-134            | From just W of Cambridge Pkwy to just W of Wilson Rd   | HIN      |                   |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk          |                |                   | \$\$\$        |
| IL-134            | From just W of Wilson Rd to just E of Main St          | V-HIN    |                   |                       |                                                            | Sidewalk          |                |                   | \$--\$        |
| IL-134            | From Fairfield Rd to just SE of Hart Rd                | HIN      |                   |                       |                                                            |                   |                | Road Safety Audit |               |
| BAY RD            | From Cuhlman Rd to Sequoia Tr                          | HIN      | Access Management |                       |                                                            |                   |                |                   | \$\$\$        |
| FAIRFIELD RD      | From just N of Gilmer Rd to Chardon Rd                 | HIN      |                   |                       |                                                            |                   |                | Road Safety Audit |               |
| FAIRFIELD RD      | From Old McHenry Rd to Holmes Ave                      | HIN      |                   |                       |                                                            |                   |                | Road Safety Audit |               |
| FAIRFIELD RD      | From just N of Mayfield Dr to Lake Shore Dr            | HIN      |                   |                       |                                                            | Sidewalk          |                |                   | \$--\$        |



| CORRIDOR NAME      | LOCATION                                              | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS | RURAL PROJECTS                                     | OTHER PROJECTS    | RELATIVE COST |
|--------------------|-------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-------------------|----------------------------------------------------|-------------------|---------------|
| FAIRFIELD RD       | From just S of Hart Rd to just N of Mayfield Dr       | HIN      | Access Management |                       |                                                            | Sidewalk          |                                                    |                   | \$\$\$        |
| FAIRFIELD RD       | From just N of IL-60 to Townline Rd                   | HIN      |                   |                       |                                                            |                   | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| CEDAR LAKE RD      | From Wildspring Rd to IL-134                          | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        |                   |                                                    |                   | \$\$\$        |
| CEDAR LAKE RD      | From IL-60 to just N of Townline Rd                   | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        |                   |                                                    |                   | \$\$\$        |
| HAINESVILLE RD     | From just N of Lake Ave to Rollins Rd                 | HIN      |                   |                       |                                                            |                   |                                                    | Road Safety Audit |               |
| HAINESVILLE RD     | From Washington St to just N of Lake Ave              | HIN      |                   |                       |                                                            |                   |                                                    | Road Safety Audit |               |
| ALLEGHANY RD       | From Peterson Rd to just S of Saddlebrook Dr          | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        |                   |                                                    |                   | \$\$\$        |
| ATKINSON RD        | From IL-83 to Banbury Dr                              | HIN      |                   |                       |                                                            | Sidewalk          |                                                    |                   | \$--\$        |
| DEEP LAKE RD       | From 0.2 mi N of IL-173 to Depot St                   | HIN      |                   |                       |                                                            |                   |                                                    | Road Safety Audit |               |
| MAIN ST (WAUCONDA) | From Slocum Lake Rd to US-12 / Rand Rd                | HIN      |                   |                       |                                                            | Sidewalk          |                                                    |                   | \$--\$        |
| RUSSELL RD         | From Kilbourne Rd to 0.3 mi E of Delaney Rd           | HIN      |                   |                       |                                                            |                   | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| 9TH ST             | From just W of Trumpet Rd to just W of Countrywood Dr | HIN      | Access Management |                       | Speed Safety Cameras                                       |                   |                                                    |                   | \$\$\$        |
| 21ST ST            | From just E of Kenosha Rd to IL-173                   | HIN      |                   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk          |                                                    |                   | \$\$\$        |
| WADSWORTH RD       | From just W of Delany Rd to just E of Pine Grove Ave  | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk          |                                                    |                   | \$\$\$        |

| CORRIDOR NAME                 | LOCATION                                                | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS            | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|-------------------------------|---------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|------------------------------|----------------|-------------------|---------------|
| WADSWORTH RD                  | From just E of Pine Grove Ave to just E of Green Bay Rd | V-HIN    |                   |                       | Speed Calming, Speed Safety Cameras                        |                              |                |                   | \$\$\$        |
| WADSWORTH RD                  | From just W of Lewis Ave to just W of Gabriel Ave       | HIN      |                   |                       | Speed Calming, Speed Safety Cameras                        |                              |                |                   | \$\$\$        |
| STEARNS SCHOOL RD             | From Fox Hill Dr to Skokie Hwy                          | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                     |                |                   | \$\$\$        |
| SUNSET AVE                    | From Delany Rd to just W of Green Bay Rd                | HIN      | Lane Repurposing  |                       |                                                            | Sidewalk                     |                |                   | \$\$\$\$      |
| SUNSET AVE                    | From just E of Frolic Ave to Lewis Ave                  | HIN      | Lane Repurposing  |                       |                                                            | Sidewalk, Mid Block Crossing |                |                   | \$\$\$\$      |
| SUNSET AVE / GOLF RD          | From Lewis Ave to Greenwood Ave                         | HIN      | Lane Repurposing  | Access Management     | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing |                |                   | \$\$\$\$      |
| CRESCENT AVE / GLEN FLORA AVE | From Green Bay Rd to just W of McAree Rd                | V-HIN    |                   |                       |                                                            |                              |                | Road Safety Audit |               |
| GLEN FLORA AVE                | From just W of McAree Rd to Yeoman St                   | V-HIN    |                   |                       |                                                            |                              |                | Road Safety Audit |               |
| GLEN FLORA AVE                | From Yeoman St to Sheridan Rd                           | V-HIN    |                   |                       |                                                            | Sidewalk                     |                |                   | \$--\$        |
| OLD GRAND AVE                 | From Grand Ave to Greenleaf St                          | HIN      |                   |                       |                                                            |                              |                | Road Safety Audit |               |
| WASHINGTON ST                 | From Atkinson Rd to just E of Lancer Ln                 | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                     |                |                   | \$\$\$        |
| WASHINGTON ST                 | From just W of Teske Blvd to Pioneer Rd                 | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                     |                |                   | \$\$\$        |
| WASHINGTON ST                 | From Pioneer Rd to Elmwood Ave                          | V-HIN    | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| WASHINGTON ST                 | From Elmwood Ave to Sheridan Rd                         | HIN      | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing |                |                   | \$\$\$        |
| WASHINGTON ST                 | From 0.45 mi E of Lake St / US-45 to Almond Rd          | HIN      |                   |                       |                                                            | Sidewalk, Mid Block Crossing |                |                   | \$--\$        |
| WASHINGTON ST                 | From Almond Rd to Hunt Club Rd                          | V-HIN    |                   |                       |                                                            | Sidewalk, Mid Block Crossing |                |                   | \$--\$        |

| CORRIDOR NAME            | LOCATION                                                | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                             | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|--------------------------|---------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-----------------------------------------------|----------------|-------------------|---------------|
| WASHINGTON ST            | From Hunt Club Rd to just W of I-94 / Tri State Tollway | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                  |                |                   | \$\$\$        |
| WASHINGTON ST            | From just W of Tri State Pkwy to just E of Six Flags Dr | V-HIN    |                   |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                                      |                |                   | \$\$\$        |
| WASHINGTON ST            | From just W of Milwaukee Ave to just W of O'Plaine Rd   | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                |                   | \$\$\$        |
| WASHINGTON ST            | From West of O'Plaine Rd to Greenleaf St                | V-HIN    |                   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                |                   | \$\$\$        |
| WASHINGTON ST            | From Greenleaf St to just W of Teske Blvd               | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Bike Facility or Parallel Bike Blvd, Sidewalk |                |                   | \$\$\$        |
| GAGES LAKE RD            | From just W of Greentree Rd to just W of Hunt Club Rd   | HIN      |                   |                       |                                                            |                                               |                | Road Safety Audit |               |
| BELVIDERE RD             | From Skokie Hwy to Birch Ave                            | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                  |                |                   | \$\$\$        |
| BELVIDERE RD             | From Birch Ave to 0.2 mi E of Keller Ave                | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                  |                |                   | \$\$\$        |
| BELVIDERE RD             | From 0.2 mi E of Keller Ave to Winslow Ave              | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                   | \$-\$\$       |
| BELVIDERE RD             | From Winslow Ave to Market St                           | V-HIN    |                   |                       |                                                            | Sidewalk, Mid Block Crossing                  |                |                   | \$-\$\$       |
| 10TH ST                  | From Lewis Ave to Sheridan Rd                           | HIN      |                   |                       |                                                            |                                               |                | Road Safety Audit |               |
| MARTIN LUTHER KING JR DR | From Skokie Hwy to Green Bay Rd                         | HIN      | Lane Repurposing  |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                      |                |                   | \$\$\$\$      |

| CORRIDOR NAME            | LOCATION                                             | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                                                 | RURAL PROJECTS | OTHER PROJECTS | RELATIVE COST |
|--------------------------|------------------------------------------------------|----------|---------------------|-----------------------|------------------------------------------------------------|-------------------------------------------------------------------|----------------|----------------|---------------|
| MARTIN LUTHER KING JR DR | From Green Bay Rd to Sheridan Rd                     | HIN      | Lane Repurposing    | Access Management     | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                                          |                |                | \$\$\$\$      |
| WINCHESTER RD            | From IL-83 / Ivanhoe Rd to just E of Midlothian Rd   | HIN      | Access Management   |                       |                                                            |                                                                   |                |                | \$\$\$        |
| IL-176 / MAPLE AVE       | From IL-60 / IL-83 to 0.4 mi W of Midlothian Rd      | HIN      |                     |                       | Speed Calming, Speed Safety Cameras                        |                                                                   |                |                | \$\$\$        |
| PARK AVE / ROCKLAND RD   | From just W of I-94 / Tri State Tollway to Energy Dr | HIN      | Lane Repurposing    | Access Management     |                                                            | Sidewalk                                                          |                |                | \$\$\$\$      |
| DEERPATH RD              | From Waukegan Rd to Ahwahnee Rd                      | V-HIN    | Access Management   |                       |                                                            |                                                                   |                |                | \$\$\$        |
| WESTLEIGH RD             | From Skokie Hwy to Western Ave                       | HIN      |                     |                       |                                                            | Sidewalk, Mid Block Crossing                                      |                |                | \$--\$        |
| OLD MCHENRY RD           | From just W of Fairfield Rd to just E of Quentin Rd  | V-HIN    | Access Management   |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk, Mid Block Crossing                                      |                |                | \$\$\$        |
| DEERFIELD RD             | From just E of Skokie Hwy to St. Johns Ave           | HIN      |                     |                       |                                                            | Sidewalk, Mid Block Crossing                                      |                |                | \$--\$        |
| DEERFIELD RD             | From just W of Saunders Rd to Wilmot Rd              | HIN      | Roundabout Corridor |                       |                                                            | Sidewalk, Mid Block Crossing                                      |                |                | \$\$\$\$      |
| DEERFIELD RD             | From just E of Chestnut Rd to just E of Beverly Pl   | HIN      | Access Management   |                       |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk, Mid Block Crossing |                |                | \$\$\$        |
| IL-53                    | From just E of Robert Parker Coffin Rd to IL-83      | HIN      | Roundabout Corridor |                       |                                                            | Sidewalk                                                          |                |                | \$\$\$\$      |
| COUNTY LINE RD / MAIN ST | From just E of Applebee St to just W of Eastern Ave  | HIN      |                     |                       |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk                     |                |                | \$--\$        |
| CENTER DR / RING DR      | From Lakeview Pkwy to Milwaukee Ave                  | HIN      |                     |                       |                                                            | Sidewalk                                                          |                |                | \$--\$        |
| LAKEHURST RD             | From Waukegan Ave to Greenleaf St                    | HIN      |                     |                       |                                                            | Sidewalk                                                          |                |                | \$--\$        |

| CORRIDOR NAME        | LOCATION                                                | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS            | RURAL PROJECTS                                     | OTHER PROJECTS | RELATIVE COST |
|----------------------|---------------------------------------------------------|----------|---------------------|-----------------------|------------------------------------------------------------|------------------------------|----------------------------------------------------|----------------|---------------|
| ARLINGTON HEIGHTS RD | From just S of Dundee Rd to Lake Cook Rd                | HIN      | Roundabout Corridor | Access Management     | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing |                                                    |                | \$\$\$\$      |
| ARLINGTON HEIGHTS RD | From Heritage Pl to just S of Aptakisic Rd              | HIN      | Access Management   |                       |                                                            | Sidewalk                     |                                                    |                | \$\$\$        |
| ARLINGTON HEIGHTS RD | From Lake Cook Rd to Heritage Pl                        | HIN      | Access Management   |                       |                                                            | Sidewalk                     |                                                    |                | \$\$\$        |
| BUTTERFIELD RD       | From just S of Winchester Rd to Buckley Rd              | HIN      | Access Management   |                       |                                                            | Sidewalk, Mid Block Crossing |                                                    |                | \$\$\$        |
| BUTTERFIELD RD       | From US-45 to just N of Greenleaf Dr                    | HIN      | Access Management   |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing |                                                    |                | \$\$\$        |
| HUNT CLUB RD         | From just S of Washington St to Orchard Valley Dr       | V-HIN    |                     |                       |                                                            | Sidewalk                     |                                                    |                | \$--\$        |
| HUNT CLUB RD         | From Ancona Ave to just S of Millburn Rd                | HIN      |                     |                       |                                                            |                              | Lane Departure Improvements and Curve Improvements |                | \$--\$        |
| HUNT CLUB RD         | From just S of Grand Ave to just N of Stearns School Rd | HIN      | Access Management   |                       |                                                            | Sidewalk, Mid Block Crossing |                                                    |                | \$\$\$        |
| HUNT CLUB RD         | From Orchard Valley Dr to just S of Grand Ave           | HIN      | Access Management   |                       |                                                            | Sidewalk, Mid Block Crossing |                                                    |                | \$\$\$        |
| DILLEYS RD           | From Grand Ave to just N of Westminster Ln              | HIN      |                     |                       |                                                            | Sidewalk, Mid Block Crossing |                                                    |                | \$--\$        |
| O'PLAINE RD          | From Elm Rd to Old Grand Ave                            | HIN      |                     |                       |                                                            | Sidewalk                     |                                                    |                | \$--\$        |
| O'PLAINE RD          | From just N of Belvidere Rd to Elm Rd                   | HIN      | Access Management   |                       |                                                            | Sidewalk                     |                                                    |                | \$\$\$        |
| DELANY RD            | From just N of Yorkhouse Rd to just S of Wadsworth Rd   | HIN      | Lane Repurposing    |                       |                                                            | Sidewalk, Mid Block Crossing |                                                    |                | \$\$\$\$      |

| CORRIDOR NAME | LOCATION                                              | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                                                 | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|---------------|-------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-------------------------------------------------------------------|----------------|-------------------|---------------|
| DELANY RD     | From Sunset Ave to Meyer Rd                           | HIN      | Lane Repurposing  | Access Management     |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk, Mid Block Crossing |                |                   | \$\$\$\$      |
| DELANY RD     | From Old Grand Ave to Sunset Ave                      | V-HIN    | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$        |
| GREENLEAF ST  | From Lakehurst Rd to Blackstone Ave                   | HIN      | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$        |
| WAUKEGAN RD   | From just N of Lakehurst Rd to Skokie Hwy             | HIN      | Lane Repurposing  |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk                                                          |                |                   | \$\$\$\$      |
| WAUKEGAN RD   | From just N of Westleigh Rd to just N of Deerpath Rd  | HIN      | Lane Repurposing  |                       |                                                            | Sidewalk                                                          |                |                   | \$\$\$\$      |
| WAUKEGAN RD   | From just S of Longfellow Ave to Greenwood Ave        | HIN      |                   |                       |                                                            | Sidewalk, Mid Block Crossing                                      |                |                   | \$--\$        |
| WAUKEGAN RD   | From just N of Bur Wood Dr to just N of Lakehurst Rd  | HIN      | Lane Repurposing  | Access Management     |                                                            | Sidewalk                                                          |                |                   | \$\$\$\$      |
| WAUKEGAN RD   | From Plaister Ave to just N of Hampton Blvd           | HIN      | Lane Repurposing  | Access Management     |                                                            | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$\$      |
| WAUKEGAN RD   | From Knollwood Rd to Plaister Ave                     | HIN      | Lane Repurposing  |                       |                                                            | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$\$      |
| GREEN BAY RD  | From just N of 10th St to Apple Ave                   | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                                      |                |                   | \$\$\$        |
| GREEN BAY RD  | From 16th St to just N of 10th St                     | HIN      | Lane Repurposing  |                       |                                                            | Sidewalk                                                          |                |                   | \$\$\$\$      |
| GREEN BAY RD  | From 29th St to just S of Waverly St                  | HIN      |                   |                       |                                                            |                                                                   |                | Road Safety Audit |               |
| GREEN BAY RD  | From Waldo Ave to 29th St                             | V-HIN    |                   |                       | Speed Calming, Speed Safety Cameras                        |                                                                   |                |                   | \$\$\$        |
| GREEN BAY RD  | From Renier St to Waldo Ave                           | V-HIN    | Lane Repurposing  |                       |                                                            | Sidewalk                                                          |                |                   | \$\$\$\$      |
| GREEN BAY RD  | From just S of Vermont Ave to just S of York House Rd | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits |                                                                   |                |                   | \$\$\$        |

| CORRIDOR NAME | LOCATION                                              | HIN TIER | MAJOR PROJECT     | OTHER ACCESS MEASURES | SPEED MANAGEMENT PROJECTS                                  | PED/BIKE PROJECTS                             | RURAL PROJECTS | OTHER PROJECTS    | RELATIVE COST |
|---------------|-------------------------------------------------------|----------|-------------------|-----------------------|------------------------------------------------------------|-----------------------------------------------|----------------|-------------------|---------------|
| GREEN BAY RD  | From Crescent Ave to just S of Vermont Ave            | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras                        | Sidewalk                                      |                |                   | \$\$\$        |
| GREEN BAY RD  | From just N of Brookside Ave to Crescent Ave          | V-HIN    | Access Management |                       |                                                            | Sidewalk, Mid Block Crossing                  |                |                   | \$\$\$        |
| GREEN BAY RD  | From Apple Ave to just N of Brookside Ave             | V-HIN    | Access Management |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits | Sidewalk, Mid Block Crossing                  |                |                   | \$\$\$        |
| KENOSHA RD    | From just S of Harbor Ridge Dr to 9th St              | HIN      |                   |                       |                                                            |                                               |                | Road Safety Audit |               |
| MCAREE RD     | From Grove Ave to Sunset Ave                          | HIN      |                   |                       |                                                            |                                               |                | Road Safety Audit |               |
| LEWIS AVE     | From just N of Grand Ave to just S of Williamsburg Dr | HIN      |                   |                       |                                                            | Sidewalk                                      |                |                   | \$--\$        |
| LEWIS AVE     | From Washington St to just N of Grand Ave             | V-HIN    |                   |                       |                                                            | Sidewalk                                      |                |                   | \$--\$        |
| LEWIS AVE     | From just N of Dugdale Rd to Washington St            | V-HIN    |                   |                       |                                                            | Bike Facility or Parallel Bike Blvd, Sidewalk |                |                   | \$--\$        |
| LEWIS AVE     | From just N of 14th St to just N of Dugdale Rd        | V-HIN    |                   |                       |                                                            |                                               |                | Road Safety Audit |               |
| LEWIS AVE     | From just S of 20th St to just N of 14th St           | HIN      |                   |                       |                                                            |                                               |                | Road Safety Audit |               |
| LEWIS AVE     | From Buckley Rd to just S of 20th St                  | HIN      |                   |                       |                                                            | Bike Facility or Parallel Bike Blvd           |                |                   | \$--\$        |
| LEWIS AVE     | From just S of 13th St to just S of Cornerstone Dr    | HIN      |                   |                       | Speed Calming, Speed Safety Cameras                        |                                               |                |                   | \$\$\$        |
| LEWIS AVE     | From 20th St to just S of 13th St                     | HIN      | Access Management |                       | Speed Calming, Speed Safety Cameras                        |                                               |                |                   | \$\$\$        |
| LEWIS AVE     | From 26th St to 20th St                               | V-HIN    | Lane Repurposing  |                       |                                                            |                                               |                |                   | \$\$\$\$      |
| LEWIS AVE     | From just N of 33rd St to 26th St                     | V-HIN    | Lane Repurposing  |                       | Speed Calming, Speed Safety Cameras, Variable Speed Limits |                                               |                |                   | \$\$\$\$      |

| CORRIDOR NAME    | LOCATION                                                    | HIN TIER | MAJOR PROJECT       | OTHER ACCESS MEASURES               | SPEED MANAGEMENT PROJECTS           | PED/BIKE PROJECTS                             | RURAL PROJECTS                                     | OTHER PROJECTS    | RELATIVE COST |
|------------------|-------------------------------------------------------------|----------|---------------------|-------------------------------------|-------------------------------------|-----------------------------------------------|----------------------------------------------------|-------------------|---------------|
| LEWIS AVE        | From Leland Ave to just N of 33rd St                        | V-HIN    | Roundabout Corridor | Lane Repurposing, Access Management |                                     |                                               |                                                    |                   | \$\$\$        |
| LEWIS AVE        | From Golf Rd to Edgewood Rd                                 | V-HIN    | Lane Repurposing    | Access Management                   | Speed Calming, Speed Safety Cameras | Bike Facility or Parallel Bike Blvd, Sidewalk |                                                    |                   | \$\$\$        |
| LEWIS AVE        | From just S of Williamsburg Dr to Golf Rd                   | V-HIN    |                     |                                     |                                     | Sidewalk                                      |                                                    |                   | \$--\$        |
| SHERIDAN RD      | From just S of Cory Ave to Greenwood Ave                    | V-HIN    |                     |                                     |                                     | Sidewalk                                      |                                                    |                   | \$--\$        |
| JACKSON ST       | From just N of Belvidere Rd to Rogers Ct                    | HIN      |                     |                                     |                                     |                                               |                                                    | Road Safety Audit |               |
| JACKSON ST       | From 10th St to just N of Belvidere Rd                      | HIN      |                     |                                     |                                     | Bike Facility or Parallel Bike Blvd           |                                                    |                   | \$--\$        |
| JACKSON ST       | From Broadway Ave to 10th St                                | HIN      |                     |                                     |                                     | Sidewalk                                      |                                                    |                   | \$--\$        |
| SKOKIE VALLEY RD | From Lake Cook Rd to just N of Clavey Rd                    | HIN      | Access Management   |                                     |                                     | Sidewalk, Mid Block Crossing                  |                                                    |                   | \$\$\$        |
| US-45            | From 0.25 mi W of Buffalo Grove Rd to just E of Oak Leaf Ln | HIN      |                     |                                     |                                     |                                               |                                                    | Road Safety Audit |               |
| SHERIDAN RD      | From St. Johns Ave to just NW of Oakvale Rd                 | HIN      |                     |                                     |                                     | Bike Facility or Parallel Bike Blvd           |                                                    |                   | \$--\$        |
| DARRELL RD       | From Fisher Rd to Case Rd                                   | HIN      |                     |                                     |                                     |                                               | Lane Departure Improvements and Curve Improvements |                   | \$--\$        |
| RAWSON BRIDGE RD | From 0.9 mi W of Roberts Rd to just E of Roberts Rd         | HIN      | Access Management   |                                     |                                     | Sidewalk                                      |                                                    |                   | \$\$\$        |



## Appendix F: Project Recommendations (Intersections)

The proceeding list of intersection project locations includes more intensive countermeasures such as roundabouts, reduced conflict intersections, lighting, and radius tightening. Less-intensive countermeasures such as signing, pavement markings, and pedestrian improvements are systemic improvements that should be considered for implementation throughout the HIN.

| INTERSECTION ID | MUNICIPALITY      | CORRIDOR NAME         | CROSS STREET             | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|-------------------|-----------------------|--------------------------|-------------------------------|-----------------------------|---------------|
| 114933          | Antioch           | IL-173                | Hillside Ave             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117796          | Antioch           | IL-173                | Harden St                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119680          | Antioch           | IL-173                | Deep Lake Rd             | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154507          | Antioch           | Rosecrans Rd / IL-173 | Savage Rd;Deercres Dr    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157578          | Antioch           | IL-173                | Business Access          | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 2992            | Arlington Heights | Lake Cook Rd          | Highland Ave             |                               | Lighting, Radius Tightening | \$            |
| 37737           | Arlington Heights | Lake Cook Rd          | Wilke Rd                 | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 38596           | Arlington Heights | Lake Cook Rd          | Ridge Ave                | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 64145           | Arlington Heights | Lake Cook Rd          | Bloomington Ave          | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 148850          | Arlington Heights | Lake Cook Rd          | Schaefer Rd              | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 2452            | Barrington        | Northwest Hwy         | Hillside Rd              |                               | Lighting                    | \$            |
| 150125          | Barrington        | Northwest Hwy         | Hillside Ave;Eastern Ave | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 151580          | Barrington        | Northwest Hwy         | Northwest Hwy;Main St    | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 107695          | Beach Park        | Wadsworth Rd          | Cambridge Blvd           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112204          | Beach Park        | Green Bay Rd          | Bayonne Ave              | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112490          | Beach Park        | Sheridan Rd           | Bairstow Ave             |                               | Lighting                    | \$            |
| 112503          | Beach Park        | Sheridan Rd           | Mawman Ave               |                               | Lighting, Radius Tightening | \$            |
| 112515          | Beach Park        | Green Bay Rd          | Audrey Ave               |                               | Lighting                    | \$            |
| 112658          | Beach Park        | Sheridan Rd           | Hendee Rd                |                               | Lighting, Radius Tightening | \$            |
| 112709          | Beach Park        | Sheridan Rd           | Paddock Ave              | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 113007          | Beach Park        | Sheridan Rd           | Chaplin Ave              | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 114153          | Beach Park        | Sheridan Rd           | Paxton Dr                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 114208          | Beach Park        | Sheridan Rd           | Howard St                | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 115788          | Beach Park        | Sheridan Rd           | Suddard Pl               | Reduced Conflict Intersection |                             | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY  | CORRIDOR NAME        | CROSS STREET                | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|---------------|----------------------|-----------------------------|-------------------------------|-----------------------------|---------------|
| 119948          | Beach Park    | Sheridan Rd          | Beach Rd                    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119995          | Beach Park    | York House Rd        | North Ave                   | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 121402          | Beach Park    | Green Bay Rd         | Tyler Ave                   | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122479          | Beach Park    | Green Bay Rd         | Wadsworth Rd                | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122483          | Beach Park    | Green Bay Rd         | Blanchard Rd                | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154391          | Beach Park    | Green Bay Rd         | 33rd St; Wakefield Dr       | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154612          | Beach Park    | Green Bay Rd         | 29th St; 29th St            | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154624          | Beach Park    | Green Bay Rd         | Chaplin St; Aviation Dr     |                               | Radius Tightening           | \$            |
| 154727          | Beach Park    | Sheridan Rd          | Talmadge Ave; Michigan Blvd | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154739          | Beach Park    | Sheridan Rd          | York House Rd               | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 155162          | Beach Park    | Sheridan Rd          | Wadsworth Rd                | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 3457            | Buffalo Grove | Arlington Heights Rd | Happfield Dr                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 10159           | Buffalo Grove | Arlington Heights Rd | Villa Verde Rd              |                               | Radius Tightening           | \$            |
| 30768           | Buffalo Grove | Lake Cook Rd         | Raupp Blvd                  | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 66022           | Buffalo Grove | Dundee Rd            | Old Arlington Hts Rd        | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 66026           | Buffalo Grove | Dundee Rd            | Arlington Heights Rd        | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 66593           | Buffalo Grove | Lake Cook Rd         | Hastings Dr                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 66595           | Buffalo Grove | Lake Cook Rd         | Lake St                     | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 66597           | Buffalo Grove | Lake Cook Rd         | Weiland Rd                  | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 109409          | Buffalo Grove | IL-83                | Bank Ln                     | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 109479          | Buffalo Grove | IL-83                | Lucinda                     |                               | Radius Tightening           | \$            |
| 117281          | Buffalo Grove | Arlington Heights Rd | Heritage Pl                 | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 117398          | Buffalo Grove | Arlington Heights Rd | Alden La                    | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117410          | Buffalo Grove | Arlington Heights Rd | Fremont Way                 | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119298          | Buffalo Grove | Milwaukee Ave        | Johnson Dr                  | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119338          | Buffalo Grove | Half Day Rd          | Willow Pkwy                 | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119710          | Buffalo Grove | Milwaukee Ave        | Estonian Ln                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119836          | Buffalo Grove | Half Day Rd          | Buffalo Grove Rd            | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119892          | Buffalo Grove | IL-83                | Arlington Heights Rd        | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119893          | Buffalo Grove | IL-83                | Buffalo Grove Rd            | Roundabout                    | Radius Tightening           | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY  | CORRIDOR NAME        | CROSS STREET                | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|---------------|----------------------|-----------------------------|-------------------------------|-----------------------------|---------------|
| 149634          | Buffalo Grove | Lake Cook Rd         | Northgate Pkwy              | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 150588          | Buffalo Grove | Lake Cook Rd         | Lexington Dr                | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 150626          | Buffalo Grove | Dundee Rd            | Crofton Ln;Weidner Rd       | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 150691          | Buffalo Grove | Lake Cook Rd         | Weidner Rd                  | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 150709          | Buffalo Grove | Lake Cook Rd         | Weidner Rd                  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 151297          | Buffalo Grove | Arlington Heights Rd | Bernard Dr                  | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 151685          | Buffalo Grove | Lake Cook Rd         | Arlington Heights Rd        | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 151686          | Buffalo Grove | Lake Cook Rd         | Buffalo Grove Rd            | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154510          | Buffalo Grove | IL-83                | Town Place Pky;Pauline Ave  | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 154516          | Buffalo Grove | Milwaukee Ave        | Riverwalk Dr;Columbus Pkwy  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154535          | Buffalo Grove | Half Day Rd          | Millbrook Dr;Hotz Rd        | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 155158          | Buffalo Grove | IL-83                | Deerfield Pkwy;Checker Dr   | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 106980          | Deer Park     | US-12 / Rand Rd      | Deer Park Blvd              | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119785          | Deer Park     | US-12 / Rand Rd      | Long Grove Rd               | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154396          | Deer Park     | US-12 / Rand Rd      | Plum Grove Rd               | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 10796           | Deerfield     | Lake Cook Rd         | Northbrook Court            | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 66592           | Deerfield     | Lake Cook Rd         | Birchwood Ave               | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 66598           | Deerfield     | Lake Cook Rd         | Wilmot Rd                   | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 66599           | Deerfield     | Lake Cook Rd         | Pine St                     | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 111850          | Deerfield     | Deerfield Rd         | Rosemary Terr               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115966          | Deerfield     | Deerfield Rd         | Castlewood Ln               | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 122611          | Deerfield     | Waukegan Rd          | Deerfield Rd                | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 122613          | Deerfield     | Deerfield Rd         | Wilmot Rd                   | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 122628          | Deerfield     | Waukegan Rd          | Greenwood Ave               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122631          | Deerfield     | Waukegan Rd          | Hazel Ave                   | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 155008          | Deerfield     | Waukegan Rd          | Osterman Ave;Longfellow Ave | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 157351          | Deerfield     | Deerfield Rd         | Parkway                     | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157356          | Deerfield     | Deerfield Rd         | Ramp to I-94 SB             | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 157472          | Deerfield     | Lake Cook Rd         | Ramp from I-294 NB          |                               | Radius Tightening           | \$            |
| 106007          | Fox Lake      | US-12 / Rand Rd      | Riverside Island Dr         | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME          | CROSS STREET                    | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|------------------------|---------------------------------|-------------------------------|-----------------------------|---------------|
| 119777          | Fox Lake     | US-12 / Rand Rd        | Grand Ave                       | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 129469          | Fox Lake     | IL-173                 | Wilmot Rd                       | Roundabout                    |                             | \$\$\$\$      |
| 129906          | Fox Lake     | Wilmot Rd              | English Prairie Rd              | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154947          | Fox Lake     | US-12 / Rand Rd        | E Oak St;W Oak St               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 155150          | Fox Lake     | US-12 / Rand Rd        | Eagle Point Rd                  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 155257          | Fox Lake     | State Park Rd          | State Park Rd                   | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119732          | Grayslake    | Lake St / US-45        | Belvidere Rd                    | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119735          | Grayslake    | Belvidere Rd           | Barron Blvd                     | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119751          | Grayslake    | Belvidere Rd           | Lake St                         | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119753          | Grayslake    | Belvidere Rd           | Atkinson Rd                     | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 120019          | Grayslake    | IL-83                  | Shorewood Rd                    | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 120023          | Grayslake    | Winchester Rd          | Ivanhoe Rd                      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122425          | Grayslake    | Atkinson Rd            | Center St                       | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 155155          | Grayslake    | Lake St / US-45        | Casey Rd                        | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 155156          | Grayslake    | Lake St / US-45        | Center St;Deerpath Rd           | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 155157          | Grayslake    | Lake St / US-45        | County Fairgrounds;Old Plank Rd |                               | Radius Tightening           | \$            |
| 155259          | Grayslake    | Washington St          | Atkinson Rd                     | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157345          | Grayslake    | Washington St          | Lancer Ln                       |                               | Lighting, Radius Tightening | \$            |
| 121721          | Green Oaks   | Waukegan Rd            | Muir Ave                        | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122036          | Green Oaks   | Park Ave / Rockland Rd | Herkey Dr                       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122564          | Green Oaks   | Park Ave / Rockland Rd | Bradley Rd                      | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154398          | Green Oaks   | Buckley Rd             | Sage Ct;Brookhaven Dr           |                               | Lighting, Radius Tightening | \$            |
| 154586          | Green Oaks   | Buckley Rd             | O'plaine Rd                     | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 157744          | Green Oaks   | Park Ave / Rockland Rd | IL-176 To I-94 Sb               |                               | Lighting, Radius Tightening | \$            |
| 157901          | Green Oaks   | Buckley Rd             | Ramp to I-94 NB                 | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 106680          | Gurnee       | Hunt Club Rd           | Dada Dr                         | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 109867          | Gurnee       | Dilleys Rd             | Nations Dr                      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 109964          | Gurnee       | Grand Ave              | Spruce St                       | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 110047          | Gurnee       | Rollins Rd             | Scarborough Dr                  |                               | Lighting, Radius Tightening | \$            |
| 110236          | Gurnee       | Grand Ave              | Stonebrook Dr                   | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME | CROSS STREET    | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|---------------|-----------------|-------------------------------|-----------------------------|---------------|
| 110966          | Gurnee       | Milwaukee Ave | South Rd        | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 113629          | Gurnee       | Delany Rd     | Porett Dr       | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 116616          | Gurnee       | Milwaukee Ave | Manchester Dr   | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 117223          | Gurnee       | Skokie Hwy    | Ferndale St     | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 117379          | Gurnee       | Grand Ave     | Waveland Av     | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117722          | Gurnee       | Washington St | Buckingham Dr   | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 117748          | Gurnee       | Skokie Hwy    | Depot Road      | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 118277          | Gurnee       | Grand Ave     | Rogers Rd       |                               | Lighting, Radius Tightening | \$            |
| 118300          | Gurnee       | Grand Ave     | Fuller Road     | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 118360          | Gurnee       | Grand Ave     | Elsie Avenue    |                               | Radius Tightening           | \$            |
| 118611          | Gurnee       | Delany Rd     | St Paul Ave     | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 118632          | Gurnee       | O'Plaine Rd   | Brook Haven     |                               | Radius Tightening           | \$            |
| 118782          | Gurnee       | Washington St | Tri State Pkwy  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 118785          | Gurnee       | Hunt Club Rd  | Bridle Trail Rd | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119601          | Gurnee       | Grand Ave     | Brookside Dr    | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119702          | Gurnee       | Skokie Hwy    | Riverside Dr    | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119704          | Gurnee       | Grand Ave     | Grand Ave       | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119705          | Gurnee       | Milwaukee Ave | Riverside Dr    | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119715          | Gurnee       | Washington St | Milwaukee Ave   | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119716          | Gurnee       | Milwaukee Ave | Gages Lake Rd   | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119741          | Gurnee       | Belvidere Rd  | Three Oaks Lane |                               | Radius Tightening           | \$            |
| 119755          | Gurnee       | Belvidere Rd  | Hunt Club Rd    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119757          | Gurnee       | Belvidere Rd  | O'plaine Rd     | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119912          | Gurnee       | Skokie Hwy    | Delany Rd       | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119915          | Gurnee       | Skokie Hwy    | Kilbourne Rd    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119966          | Gurnee       | Grand Ave     | Milwaukee Ave   | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119977          | Gurnee       | Grand Ave     | Old Grand Ave   | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119978          | Gurnee       | Grand Ave     | Hunt Club Rd    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119979          | Gurnee       | Grand Ave     | O'plaine Rd     | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 119980          | Gurnee       | Grand Ave     | First St        | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY   | CORRIDOR NAME     | CROSS STREET                  | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|----------------|-------------------|-------------------------------|-------------------------------|-----------------------------|---------------|
| 119988          | Gurnee         | Grand Ave         | Tri State Pkwy                | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119989          | Gurnee         | Grand Ave         | Kilbourne Rd                  | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 121256          | Gurnee         | Hunt Club Rd      | Orchard Valley Dr             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122487          | Gurnee         | Stearns School Rd | Dilleys Rd                    | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 122506          | Gurnee         | Washington St     | Hunt Club Rd                  | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122508          | Gurnee         | Washington St     | O'plaine Rd                   | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 122509          | Gurnee         | Washington St     | Greenleaf St                  | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154384          | Gurnee         | Lake St / US-45   | Dada Dr;Grant Dr              |                               | Radius Tightening           | \$            |
| 154538          | Gurnee         | Dilleys Rd        | Nations Dr                    | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 154551          | Gurnee         | Grand Ave         | Dilleys Rd                    | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154558          | Gurnee         | Grand Ave         | Vineyard Dr;Grandwood Dr      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154560          | Gurnee         | Washington St     | Old Walnut Cir                | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154561          | Gurnee         | Grand Ave         | Arlington Ln;Bridlewood Ave   | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154563          | Gurnee         | Washington St     | Cemetery Rd                   | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 154575          | Gurnee         | Grand Ave         | Almond Rd;Hutchins Rd         | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 154576          | Gurnee         | Washington St     | Almond Rd                     | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 154744          | Gurnee         | Delany Rd         | Grove Ave                     | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 154968          | Gurnee         | Grand Ave         | Grand Ave                     | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154978          | Gurnee         | Washington St     | Tower Ct;Ambrogio Dr          | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154993          | Gurnee         | Grand Ave         | Belleplaine                   | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 155052          | Gurnee         | Grand Ave         | Lawson Blvd;Great America     | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 157353          | Gurnee         | Hunt Club Rd      | Brook Ln                      | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157363          | Gurnee         | Washington St     | Six Flags Dr                  | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157656          | Gurnee         | Milwaukee Ave     | I-94 Sb To Il-21              | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 157885          | Gurnee         | Grand Ave         | Gurnee Mills Cir              | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 116706          | Hainesville    | Belvidere Rd      | Centre Dr                     | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154788          | Hainesville    | Belvidere Rd      | Hainesville Rd;Hainesville Rd | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122429          | Hawthorn Woods | Old McHenry Rd    | Fairfield Rd                  | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 155268          | Hawthorn Woods | Old McHenry Rd    | Midlothian Rd                 | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 10797           | Highland Park  | Lake Cook Rd      | Northbrook Ct                 |                               | Radius Tightening           | \$            |

| INTERSECTION ID | MUNICIPALITY  | CORRIDOR NAME    | CROSS STREET          | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|---------------|------------------|-----------------------|-------------------------------|-----------------------------|---------------|
| 62675           | Highland Park | Lake Cook Rd     | Revere Dr             |                               | Lighting, Radius Tightening | \$\$          |
| 119827          | Highland Park | Skokie Hwy       | Half Day Rd           | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 119840          | Highland Park | Half Day Rd      | Ridge Rd              |                               | Radius Tightening           | \$\$          |
| 119909          | Highland Park | Skokie Hwy       | Park Ave W            | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122614          | Highland Park | Deerfield Rd     | Green Bay Rd          | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 149579          | Highland Park | Lake Cook Rd     | Northbrook Ct         | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 151689          | Highland Park | Lake Cook Rd     | Ridge Rd              | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 151690          | Highland Park | Lake Cook Rd     | Skokie Valley Rd      | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154353          | Highland Park | Deerfield Rd     | Beverly Pl            | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154909          | Highland Park | Half Day Rd      | Ridge Rd;Tennyson Ln  | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157850          | Highland Park | Skokie Valley Rd | Ramp to Skokie Hwy SB | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122657          | Indian Creek  | Butterfield Rd   | Nan                   | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 155147          | Kildeer       | US-12 / Rand Rd  | Quentin Rd            | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 118244          | Lake Bluff    | Waukegan Rd      | Carriage Park Ave     | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119906          | Lake Bluff    | Skokie Hwy       | Rockland Rd           |                               | Lighting                    | \$\$          |
| 122565          | Lake Bluff    | Waukegan Rd      | Rockland Rd           | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 116980          | Lake Forest   | Waukegan Rd      | Melody La             |                               | Radius Tightening           | \$\$          |
| 119039          | Lake Forest   | Waukegan Rd      | Knollwood Rd          | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119790          | Lake Forest   | Skokie Hwy       | Kennedy Rd            | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119908          | Lake Forest   | Skokie Hwy       | Old Elm Rd            | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122585          | Lake Forest   | Westleigh Rd     | Green Bay Rd          | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 122586          | Lake Forest   | Westleigh Rd     | Westleigh Rd          | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154841          | Lake Forest   | Deerpath Rd      | Chiltren Dr           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154906          | Lake Forest   | Kennedy Rd       | Suffolk Ln            |                               | Radius Tightening           | \$\$          |
| 155031          | Lake Forest   | Skokie Hwy       | Westleigh Rd          | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119975          | Lake Villa    | Grand Ave        | Deep Lake Rd          | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 108147          | Lake Zurich   | US-12 / Rand Rd  | June Ter              | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 116438          | Lake Zurich   | US-12 / Rand Rd  | Whitney Ave           | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119765          | Lake Zurich   | US-12 / Rand Rd  | Il-22                 | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119784          | Lake Zurich   | US-12 / Rand Rd  | Cuba Rd               | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME   | CROSS STREET              | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|-----------------|---------------------------|-------------------------------|-----------------------------|---------------|
| 119786          | Lake Zurich  | US-12 / Rand Rd | Deerpath Rd               | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119787          | Lake Zurich  | US-12 / Rand Rd | Ela Rd                    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119788          | Lake Zurich  | US-12 / Rand Rd | Old Rand Rd               | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157681          | Lake Zurich  | IL-22           | Business Access           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 110380          | Lakemoor     | Belvidere Rd    | Mcnally Ln                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 110411          | Lakemoor     | Belvidere Rd    | Fisher Rd                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119729          | Lakemoor     | US-12 / Rand Rd | Belvidere Rd              | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119742          | Lakemoor     | Belvidere Rd    | Volo Village Rd           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119760          | Lakemoor     | Belvidere Rd    | Gilmer Rd                 | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 106702          | Libertyville | Buckley Rd      | Elderberry Dr             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112167          | Libertyville | Peterson Rd     | Harris Rd                 |                               | Radius Tightening           | \$\$          |
| 117490          | Libertyville | Lake St / US-45 | Tempel Dr                 | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 118123          | Libertyville | Milwaukee Ave   | Lincoln Ave               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 118370          | Libertyville | Milwaukee Ave   | Austin Ave                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119275          | Libertyville | Milwaukee Ave   | Adler Dr                  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119719          | Libertyville | Milwaukee Ave   | Church St                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119720          | Libertyville | Milwaukee Ave   | Park Ave                  | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119721          | Libertyville | Milwaukee Ave   | Rockland Rd               | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119722          | Libertyville | Milwaukee Ave   | Golf Rd                   | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 119723          | Libertyville | Milwaukee Ave   | Valley Park Dr            | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119867          | Libertyville | Lake St / US-45 | Peterson Rd               | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154981          | Libertyville | Milwaukee Ave   | Cook Ave                  | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154996          | Libertyville | Milwaukee Ave   | Winchester Rd             | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 155099          | Libertyville | Butterfield Rd  | St William Dr             | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 155145          | Libertyville | Milwaukee Ave   | Greentree Pkwy;Red Top Dr | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 155165          | Libertyville | Peterson Rd     | Midlothian Rd             | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 108464          | Lincolnshire | Milwaukee Ave   | Port Clinton Rd           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 109701          | Lincolnshire | Half Day Rd     | Palazzo Dr                | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 118965          | Lincolnshire | Milwaukee Ave   | Marriott Dr               | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119699          | Lincolnshire | Half Day Rd     | Milwaukee Ave             | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |



| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME        | CROSS STREET                           | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|----------------------|----------------------------------------|-------------------------------|-----------------------------|---------------|
| 119700          | Lincolnshire | Milwaukee Ave        | Olde Half Day Rd                       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119727          | Lincolnshire | Milwaukee Ave        | Nan                                    | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119837          | Lincolnshire | Half Day Rd          | Riverwoods Rd                          | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154889          | Lincolnshire | Half Day Rd          | Oxford Dr;Elm Rd                       |                               | Radius Tightening           | \$\$          |
| 155085          | Lincolnshire | Milwaukee Ave        | Knights Bridge Pkwy;Knightsbridge Pkwy | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 155154          | Lincolnshire | Half Day Rd          | Olde Half Day Rd;Barclay Blvd          | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 108546          | Lindenhurst  | Grand Ave            | Mallard Ridge Dr                       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119868          | Lindenhurst  | Grand Ave            | Lake St                                | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119967          | Lindenhurst  | Grand Ave            | Munn Rd                                |                               | Lighting, Radius Tightening | \$\$          |
| 119971          | Lindenhurst  | Grand Ave            | Hawthorne Dr                           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154829          | Lindenhurst  | Grand Ave            | Granada Blvd;Lindenhurst Rd            | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 1816            | Long Grove   | Lake Cook Rd         | Old Hicks Rd                           | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 110858          | Long Grove   | Half Day Rd          | Heritage Ln                            |                               | Radius Tightening           | \$\$          |
| 111749          | Long Grove   | IL-53                | Schaeffer Rd                           | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 117618          | Long Grove   | IL-83                | R. P. Coffin Rd                        | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 117705          | Long Grove   | Arlington Heights Rd | Brittany Ln                            |                               | Radius Tightening           | \$\$          |
| 117714          | Long Grove   | Arlington Heights Rd | Bernay Ln                              |                               | Radius Tightening           | \$\$          |
| 117925          | Long Grove   | Half Day Rd          | Hampton Dr                             |                               | Lighting                    | \$\$          |
| 119826          | Long Grove   | IL-83                | Il-22                                  | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119889          | Long Grove   | IL-83                | Aptakistic Rd                          | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119890          | Long Grove   | IL-83                | Il-53                                  | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 151684          | Long Grove   | Lake Cook Rd         | Hicks Rd;                              | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 155004          | Long Grove   | Half Day Rd          | Oak Grove Dr;Acacia Ter                |                               | Lighting, Radius Tightening | \$\$          |
| 155020          | Long Grove   | Arlington Heights Rd | Checker Rd                             | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119820          | Mettawa      | Townline Rd          | St Marys Rd                            | Roundabout                    |                             | \$\$\$\$      |
| 157580          | Mettawa      | Townline Rd          | Grainger Pkwy                          | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 108157          | Mundelein    | IL-176 / Maple Ave   | Barnhill Dr                            | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 113931          | Mundelein    | Townline Rd          | Mccormick Blvd                         | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 113934          | Mundelein    | Butterfield Rd       | Armour Blvd                            | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 118282          | Mundelein    | Lake St / US-45      | Orchard St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY  | CORRIDOR NAME            | CROSS STREET                 | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|---------------|--------------------------|------------------------------|-------------------------------|-----------------------------|---------------|
| 118286          | Mundelein     | Butterfield Rd           | Creekside Dr                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119887          | Mundelein     | Lake St / US-45          | Courtland St                 | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119888          | Mundelein     | Lake St / US-45          | Allanson Rd                  | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119956          | Mundelein     | IL-60                    | Erhart Rd                    | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119964          | Mundelein     | IL-60                    | Fremont Ctr Rd               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122546          | Mundelein     | Winchester Rd            | Midlothian Rd                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122547          | Mundelein     | Butterfield Rd           | Winchester Rd                | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154766          | Mundelein     | Lake St / US-45          | Ridge Ave;Edgar Allen Poe Ln | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 155061          | Mundelein     | Lake St / US-45          | Diamond Lake Rd;Forest Ave   | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157581          | Mundelein     | Townline Rd              | Medline Pl                   | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 110826          | North Chicago | Martin Luther King Jr Dr | Kemble Av                    | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 111288          | North Chicago | Martin Luther King Jr Dr | Hervey Av                    |                               | Radius Tightening           | \$\$          |
| 112007          | North Chicago | Martin Luther King Jr Dr | Commonwealth Av              |                               | Radius Tightening           | \$\$          |
| 114148          | North Chicago | Martin Luther King Jr Dr | Dickey Av                    |                               | Radius Tightening           | \$\$          |
| 114301          | North Chicago | Martin Luther King Jr Dr | Wright Av                    | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 114405          | North Chicago | Martin Luther King Jr Dr | Honore Av                    | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 114529          | North Chicago | Martin Luther King Jr Dr | Wallace Av                   |                               | Radius Tightening           | \$\$          |
| 114690          | North Chicago | Martin Luther King Jr Dr | Sherman Av                   |                               | Radius Tightening           | \$\$          |
| 115236          | North Chicago | Martin Luther King Jr Dr | Meadow Ln                    | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115883          | North Chicago | Buckley Rd               | Frontenac St                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116835          | North Chicago | Green Bay Rd             | 16th St                      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119495          | North Chicago | Skokie Hwy               | Bitter Sweet Av              | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119897          | North Chicago | Skokie Hwy               | Buckley Rd                   | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119905          | North Chicago | Skokie Hwy               | MI King Jr Dr                | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119934          | North Chicago | Martin Luther King Jr Dr | Bobby E Thompson Expwy       | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119938          | North Chicago | Buckley Rd               | Waukegan Rd                  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119939          | North Chicago | Buckley Rd               | Green Bay Rd                 | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119940          | North Chicago | Lewis Ave                | Buckley Rd                   | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 122534          | North Chicago | Lewis Ave                | 14th St                      | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 122540          | North Chicago | Martin Luther King Jr Dr | Green Bay Rd                 | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY     | CORRIDOR NAME            | CROSS STREET               | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|------------------|--------------------------|----------------------------|-------------------------------|-----------------------------|---------------|
| 122541          | North Chicago    | Martin Luther King Jr Dr | Lewis Ave                  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154344          | North Chicago    | Waukegan Rd              | Atkinson Rd;Sanctuary Ln   | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 154877          | North Chicago    | Martin Luther King Jr Dr | Hillcrest                  |                               | Radius Tightening           | \$\$          |
| 155119          | North Chicago    | Green Bay Rd             | 14th St                    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 157348          | North Chicago    | Martin Luther King Jr Dr | Abbott K Access            |                               | Radius Tightening           | \$\$          |
| 157592          | North Chicago    | Waukegan Rd              | Abbott Park Rd             |                               | Radius Tightening           | \$\$          |
| 157658          | North Chicago    | Skokie Hwy               | Amhurst Pkwy               |                               | Lighting, Radius Tightening | \$\$          |
| 10484           | Northbrook       | Lake Cook Rd             | Pointe Dr                  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 109423          | Old Mill Creek   | Lake St / US-45          | Lake St;Country Pl         | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119880          | Old Mill Creek   | Lake St / US-45          | Sand Lake Rd               | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 155258          | Old Mill Creek   | Stearns School Rd        | Hutchins Rd                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 111476          | Park City        | Washington St            | Teske Blvd                 | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 115626          | Park City        | Washington St            | Lebaron St                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115633          | Park City        | Washington St            | Noll St                    | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117889          | Park City        | Greenleaf St             | Lake Park                  | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 118055          | Park City        | Greenleaf St             | Cornell Ave                | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119733          | Park City        | Belvidere Rd             | Skokie Hwy                 |                               | Lighting                    | \$\$          |
| 119918          | Park City        | Washington St            | Us-41 Nb To Wshtn          | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 119919          | Park City        | Belvidere Rd             | Old Skokie Rd              | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154666          | Park City        | Belvidere Rd             | Knight Ave;Ruth Wilcox Ave | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 155159          | Park City        | Washington St            | Frontage Rd                | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 119724          | Riverwoods       | Milwaukee Ave            | Deerfield Pkwy             | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122609          | Riverwoods       | Deerfield Rd             | Riverwoods Rd              | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 151687          | Riverwoods       | Lake Cook Rd             | Saunders Rd                | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154613          | Riverwoods       | Milwaukee Ave            | Busch Pkwy;Chicory Ln      | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119747          | Round Lake       | Belvidere Rd             | Wilson Rd                  | Roundabout                    |                             | \$\$\$\$      |
| 122415          | Round Lake       | IL-134                   | Hart Rd                    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154552          | Round Lake       | IL-60                    | Cedar Lake Rd              | Roundabout                    |                             | \$\$\$\$      |
| 109303          | Round Lake Beach | IL-83                    | Millstone Dr               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112240          | Round Lake Beach | Rollins Rd               | Orchard Ln                 | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY       | CORRIDOR NAME   | CROSS STREET         | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------------|-----------------|----------------------|-------------------------------|-----------------------------|---------------|
| 113698          | Round Lake Beach   | Rollins Rd      | East End Ave         | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 113831          | Round Lake Beach   | Rollins Rd      | Mallard Creek Dr     | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 120007          | Round Lake Beach   | IL-83           | Nielson Dr           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 120014          | Round Lake Beach   | IL-83           | Monaville Rd         | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 120016          | Round Lake Beach   | Rollins Rd      | Il 83                | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122404          | Round Lake Beach   | Rollins Rd      | Cedar Lake Rd        | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154454          | Round Lake Beach   | Rollins Rd      | Circuit Dr           | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154461          | Round Lake Beach   | Rollins Rd      | Woodbine Dr          | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154496          | Round Lake Beach   | IL-83           | Peachtree Ln;Park Dr | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154943          | Round Lake Beach   | Hainesville Rd  | Shorewood Rd         | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 157372          | Round Lake Beach   | Rollins Rd      | Business Access      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122408          | Round Lake Heights | Fairfield Rd    | Lake Shore Dr        | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119881          | Third Lake         | Rollins Rd      | Lake St              | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119882          | Third Lake         | Lake St / US-45 | Washington St        | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122407          | Third Lake         | Rollins Rd      | Drury Ln             |                               | Lighting, Radius Tightening | \$            |
| 3145            | Unincorporated     | Lake Cook Rd    | Nichols Rd           | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119649          | Unincorporated     | IL-59           | Monaville Rd         | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119707          | Unincorporated     | Milwaukee Ave   | Pekara Dr            | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119711          | Unincorporated     | Milwaukee Ave   | Inverrary Ln         | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119749          | Unincorporated     | Belvidere Rd    | Fairfield Rd         | Roundabout                    |                             | \$\$\$\$      |
| 119770          | Unincorporated     | US-12 / Rand Rd | West Ln              |                               | Lighting                    | \$            |
| 119857          | Unincorporated     | IL-59           | Cuba Rd              | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119903          | Unincorporated     | Skokie Hwy      | Stearns School Rd    | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119936          | Unincorporated     | Buckley Rd      | River Rd             | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119937          | Unincorporated     | Buckley Rd      | St Marys Rd          | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119961          | Unincorporated     | IL-60           | Wilson Rd            | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119962          | Unincorporated     | IL-60           | Peterson Rd          | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119963          | Unincorporated     | IL-60           | Fairfield Rd         | Roundabout                    |                             | \$\$\$\$      |
| 120049          | Unincorporated     | Gages Lake Rd   | Almond Rd            | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 120108          | Unincorporated     | Darrell Rd      | Fisher Rd            | Reduced Conflict Intersection |                             | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY   | CORRIDOR NAME         | CROSS STREET            | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|----------------|-----------------------|-------------------------|-------------------------------|-----------------------------|---------------|
| 120110          | Unincorporated | Darrell Rd            | Dowell Rd               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 121000          | Unincorporated | IL-134                | Catherine St            |                               | Lighting                    | \$\$          |
| 121242          | Unincorporated | Green Bay Rd          | Highland Ave            |                               | Radius Tightening           | \$\$          |
| 121243          | Unincorporated | Green Bay Rd          | Greenwood Ave           | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 121246          | Unincorporated | Green Bay Rd          | Keith Ave               |                               | Radius Tightening           | \$\$          |
| 121391          | Unincorporated | Green Bay Rd          | Cheyenne Rd             |                               | Radius Tightening           | \$\$          |
| 121419          | Unincorporated | Green Bay Rd          | Johns Manville Rd       |                               | Radius Tightening           | \$\$          |
| 121714          | Unincorporated | Waukegan Rd           | Foster Ave              |                               | Lighting                    | \$\$          |
| 121744          | Unincorporated | Waukegan Rd           | North Ave               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122311          | Unincorporated | Fairfield Rd          | Townline Rd             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122397          | Unincorporated | Wilson Rd             | Rollins Rd              | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122398          | Unincorporated | IL-134                | Wilson Rd               | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122446          | Unincorporated | Russell Rd            | Kilbourne Rd            | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122486          | Unincorporated | Hunt Club Rd          | Stearns School Rd       | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 155137          | Unincorporated | Rosecrans Rd / IL-173 | Lake St;Us 45           | Roundabout                    |                             | \$\$\$\$      |
| 155148          | Unincorporated | US-12 / Rand Rd       | Lake Vista Tr;Tyrone Pl | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 155242          | Unincorporated | Washington St         | White Oak Ln            | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 157600          | Unincorporated | Buckley Rd            | Abbott Park Rd          | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 116991          | Vernon Hills   | Butterfield Rd        | Hawthorn Pkwy           | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 117275          | Vernon Hills   | Butterfield Rd        | Greenleaf Dr            | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 118863          | Vernon Hills   | Milwaukee Ave         | Corporate Woods Pkwy    |                               | Radius Tightening           | \$\$          |
| 118894          | Vernon Hills   | Milwaukee Ave         | Woodlands Pkwy          | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119698          | Vernon Hills   | Townline Rd           | Milwaukee Ave           | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119726          | Vernon Hills   | Milwaukee Ave         | Ring Dr                 | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119818          | Vernon Hills   | Townline Rd           | Butterfield Rd          | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119819          | Vernon Hills   | Townline Rd           | Deerpath Dr             | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122666          | Vernon Hills   | US-45                 | Buffalo Grove Rd        | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154488          | Vernon Hills   | Townline Rd           | Lakeview Pkwy           | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154868          | Vernon Hills   | Townline Rd           | Aspen Dr                | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 109509          | Volo           | US-12 / Rand Rd       | Volo Village Rd         | Roundabout                    | Radius Tightening           | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME        | CROSS STREET              | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|----------------------|---------------------------|-------------------------------|-----------------------------|---------------|
| 154447          | Volo         | Belvidere Rd         | Volo Village Rd;Ellis Dr  | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 117539          | Wadsworth    | Delany Rd            | Elm Ln                    |                               | Lighting                    | \$\$          |
| 119766          | Wauconda     | US-12 / Rand Rd      | Barrington Rd             |                               | Lighting                    | \$\$          |
| 119768          | Wauconda     | US-12 / Rand Rd      | Case Rd                   | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119779          | Wauconda     | US-12 / Rand Rd      | Bonner Rd                 | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119780          | Wauconda     | US-12 / Rand Rd      | Old Rand Rd               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119811          | Wauconda     | Liberty St           | Main St                   | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154484          | Wauconda     | Barrington Rd        | Ivanhoe Rd                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 155007          | Wauconda     | Liberty St           | Barrington Rd;Maple Ave   | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 110413          | Waukegan     | Green Bay Rd         | Sherman Ave               |                               | Lighting                    | \$\$          |
| 110425          | Waukegan     | Sheridan Rd          | Jack Benny Dr             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 110776          | Waukegan     | Belvidere Rd         | Fulton Ave                | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 110874          | Waukegan     | Sunset Ave / Golf Rd | Butrick St                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 110892          | Waukegan     | Grand Ave            | Butrick St                | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 110894          | Waukegan     | Washington St        | Butrick St                | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 111070          | Waukegan     | Sunset Ave / Golf Rd | Yeoman St                 |                               | Lighting                    | \$\$          |
| 111101          | Waukegan     | Grand Ave            | Yeoman St                 | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 111879          | Waukegan     | Belvidere Rd         | Victory St                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 111967          | Waukegan     | Washington St        | Chapel St                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 111995          | Waukegan     | Belvidere Rd         | Lincoln Ave               | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112012          | Waukegan     | Belvidere Rd         | Powell Ave                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112119          | Waukegan     | Washington St        | James St                  | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112616          | Waukegan     | Grand Ave            | Martin Luther King Jr Ave | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 112617          | Waukegan     | Washington St        | Martin Luther King Jr Ave | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 112732          | Waukegan     | Sheridan Rd          | Miraflores Ave            | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 112977          | Waukegan     | Sunset Ave / Golf Rd | Jackson St                | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 114383          | Waukegan     | Lewis Ave            | South Bonnie Br           | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 114424          | Waukegan     | Genesee St           | Genesee St                | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 114618          | Waukegan     | Washington St        | Martin Ave                | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 114685          | Waukegan     | Washington St        | Gretta Ave                | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME | CROSS STREET     | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|---------------|------------------|-------------------------------|-----------------------------|---------------|
| 114727          | Waukegan     | Grand Ave     | Leith Ave        | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 114900          | Waukegan     | Washington St | Sumac Ave        |                               | Lighting                    | \$\$          |
| 115032          | Waukegan     | Washington St | Metropolitan Ave | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115087          | Waukegan     | Sunset Ave    | Mohican Rd       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115255          | Waukegan     | Washington St | Washington Terr  | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 115331          | Waukegan     | Washington St | Dilger Ave       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115333          | Waukegan     | Belvidere Rd  | Dilger Ave       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115357          | Waukegan     | Washington St | Frolic Ave       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 115398          | Waukegan     | Grand Ave     | Baldwin Ave      | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 115399          | Waukegan     | Washington St | Baldwin Ave      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116860          | Waukegan     | Lewis Ave     | Edgewood Rd      | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 116889          | Waukegan     | Lewis Ave     | Buckingham Rd    | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116940          | Waukegan     | Lewis Ave     | Mckay St         | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116992          | Waukegan     | Lewis Ave     | Ballentine       | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 117064          | Waukegan     | Delany Rd     | Continental Dr   | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 117084          | Waukegan     | Sheridan Rd   | Montesano Ave    |                               | Lighting                    | \$\$          |
| 117097          | Waukegan     | Sheridan Rd   | Longview Rd      |                               | Lighting                    | \$\$          |
| 117132          | Waukegan     | Sheridan Rd   | Parmalee Pl      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117217          | Waukegan     | Lewis Ave     | Williamsburg Dr  | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 117239          | Waukegan     | Lewis Ave     | Harding Ave      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117240          | Waukegan     | Lewis Ave     | Roger Edwards A  | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 117265          | Waukegan     | Green Bay Rd  | Grove Ave        |                               | Lighting, Radius Tightening | \$\$          |
| 117626          | Waukegan     | Lewis Ave     | Ridgeland Ave    | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 117799          | Waukegan     | Green Bay Rd  | Brookside Av     | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 117801          | Waukegan     | Lewis Ave     | Brookside Av     | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117862          | Waukegan     | Washington St | Westwaukee Rd    | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 117985          | Waukegan     | Green Bay Rd  | Central Ave      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 118019          | Waukegan     | Green Bay Rd  | Apple Ave        | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119493          | Waukegan     | Waukegan Rd   | 14th St          | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119949          | Waukegan     | Sheridan Rd   | Blanchard Rd     | Reduced Conflict Intersection |                             | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME  | CROSS STREET       | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|----------------|--------------------|-------------------------------|-----------------------------|---------------|
| 119982          | Waukegan     | Green Bay Rd   | Grand Ave          | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 119983          | Waukegan     | Grand Ave      | Mcaree Rd          | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119985          | Waukegan     | Grand Ave      | Sheridan Rd        | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 119986          | Waukegan     | Grand Ave      | Jackson St         | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119987          | Waukegan     | Grand Ave      | West St            | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119994          | Waukegan     | Lewis Ave      | York House Rd      | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 121423          | Waukegan     | Green Bay Rd   | Lee Ave            | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122480          | Waukegan     | Lewis Ave      | Wadsworth Rd       | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122489          | Waukegan     | Delany Rd      | Sunset Ave         | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122490          | Waukegan     | Green Bay Rd   | Sunset Ave         | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122491          | Waukegan     | Sunset Ave     | Mcaree Rd          | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122492          | Waukegan     | Lewis Ave      | Sunset Ave         | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122496          | Waukegan     | Glen Flora Ave | Mcaree Rd          | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 122497          | Waukegan     | Lewis Ave      | Glen Flora Ave     | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122507          | Waukegan     | Washington St  | County St          | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122510          | Waukegan     | Washington St  | Genesee St         |                               | Lighting                    | \$            |
| 122511          | Waukegan     | Washington St  | Green Bay Rd       | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122512          | Waukegan     | Washington St  | Keller Ave         | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122513          | Waukegan     | Washington St  | Lewis Ave          | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122514          | Waukegan     | Washington St  | Jackson St         | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 122515          | Waukegan     | Washington St  | West St            | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 122519          | Waukegan     | Belvidere Rd   | Green Bay Rd       | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122522          | Waukegan     | Belvidere Rd   | Lewis Ave          | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122523          | Waukegan     | Belvidere Rd   | Sheridan Rd        | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122524          | Waukegan     | Belvidere Rd   | Jackson St         | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 122526          | Waukegan     | Belvidere Rd   | Glen Rock Ave      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122527          | Waukegan     | Green Bay Rd   | 10th St            | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122530          | Waukegan     | Lewis Ave      | 10th St            | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 122650          | Waukegan     | Waukegan Rd    | Fountain Square Pl | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 122651          | Waukegan     | Waukegan Rd    | Lakehurst Rd       | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |



| INTERSECTION ID | MUNICIPALITY    | CORRIDOR NAME         | CROSS STREET                        | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|-----------------|-----------------------|-------------------------------------|-------------------------------|-----------------------------|---------------|
| 122673          | Waukegan        | Jackson St            | Glen Rock Ave                       | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154686          | Waukegan        | Grand Ave             | Ash St                              | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154707          | Waukegan        | Belvidere Rd          | County St;Martin Luther King Jr Ave |                               | Lighting                    | \$\$          |
| 154710          | Waukegan        | Grand Ave             | County St;County St                 | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154711          | Waukegan        | Grand Ave             | Genesee St;Genesee St               | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154866          | Waukegan        | Sunset Ave            | Northwestern Ave                    | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154969          | Waukegan        | Lewis Ave             | Greenwood Ave                       | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154982          | Waukegan        | Green Bay Rd          | Glen Flora Ave;Glen Flora Ave       |                               | Radius Tightening           | \$\$          |
| 155039          | Waukegan        | Belvidere Rd          | Mcalister Ave;Liberty St            | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 155041          | Waukegan        | Genesee St            | South Ave                           | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 155051          | Waukegan        | Waukegan Rd           | Northpoint Blvd                     | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 155163          | Waukegan        | Sheridan Rd           | Greenwood Ave                       | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 155223          | Waukegan        | Green Bay Rd          | Crescent Ave                        | Roundabout                    | Radius Tightening           | \$\$\$\$      |
| 157664          | Waukegan        | Belvidere Rd          | Pioneer St                          | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 157665          | Waukegan        | Belvidere Rd          | Business Access                     | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 117043          | Winthrop Harbor | Sheridan Rd           | 7th St                              |                               | Radius Tightening           | \$\$          |
| 117763          | Winthrop Harbor | Sheridan Rd           | 12th St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122451          | Winthrop Harbor | Lewis Ave             | 9th St                              | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 155000          | Winthrop Harbor | Sheridan Rd           | 9th St                              | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 116795          | Zion            | Sheridan Rd           | 19th St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116845          | Zion            | Lewis Ave             | 22nd St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116846          | Zion            | Sheridan Rd           | 22nd St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116861          | Zion            | Lewis Ave             | 24th St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116933          | Zion            | Sheridan Rd           | 30th St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116941          | Zion            | Sheridan Rd           | 31st St                             | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 116942          | Zion            | Lewis Ave             | 31st St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 116967          | Zion            | Sheridan Rd           | 34th St                             | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 117278          | Zion            | Lewis Ave             | Woodland Dr                         | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 119685          | Zion            | Rosecrans Rd / IL-173 | Kenosha Rd                          | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 119686          | Zion            | Lewis Ave             | Rosecrans Rd                        | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |

| INTERSECTION ID | MUNICIPALITY | CORRIDOR NAME | CROSS STREET | MAJOR PROJECT                 | OTHER PROJECTS              | RELATIVE COST |
|-----------------|--------------|---------------|--------------|-------------------------------|-----------------------------|---------------|
| 119945          | Zion         | Sheridan Rd   | 23rd St      | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 119947          | Zion         | Sheridan Rd   | 29th St      | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 120030          | Zion         | Green Bay Rd  | 9th St       | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122455          | Zion         | Lewis Ave     | 21st St      | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 122460          | Zion         | Lewis Ave     | Salem Blvd   | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 122465          | Zion         | Lewis Ave     | 29th St      | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 122469          | Zion         | Lewis Ave     | 33rd St      | Roundabout                    | Lighting, Radius Tightening | \$\$\$\$      |
| 154953          | Zion         | Lewis Ave     | 23rd St      | Reduced Conflict Intersection | Lighting                    | \$\$\$\$      |
| 154958          | Zion         | Lewis Ave     | 26th St      | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 154959          | Zion         | Lewis Ave     | 27th St      | Reduced Conflict Intersection | Radius Tightening           | \$\$\$\$      |
| 154960          | Zion         | Sheridan Rd   | 27th St      | Reduced Conflict Intersection |                             | \$\$\$\$      |
| 154962          | Zion         | Sheridan Rd   | 33rd St      | Reduced Conflict Intersection | Lighting, Radius Tightening | \$\$\$\$      |
| 155138          | Zion         | Sheridan Rd   | 21st St      | Roundabout                    | Radius Tightening           | \$\$\$\$      |

## Appendix G: 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.*

|                                                                                                                                                                                                                                                                   |   |                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-----------------------------------|
| <b>1. Leadership Commitment and Goal Setting</b>                                                                                                                                                                                                                  |   |                                   |
| A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries.                                                                                                         | ✓ | Pg. 3-4                           |
| 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.                                                                           | ✓ | Pg. 3-4                           |
| <b>2. Planning Structure</b>                                                                                                                                                                                                                                      |   |                                   |
| 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?                                                                               | ✓ | Pg. 5-6                           |
| <b>3. Safety Analysis</b>                                                                                                                                                                                                                                         |   |                                   |
| Analysis of existing conditions & historical trends to provide a baseline level of crashes involving fatalities & serious injuries across a jurisdiction, locality, Tribe, or region.                                                                             | ✓ | Pg. 13-20; Appendix A             |
| Analysis of the location(s) of crashes, the severity, contributing factors, and crash types.                                                                                                                                                                      | ✓ | Pg. 13-20; Appendix A; Appendix B |
| Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users).                                                                                                                        | ✓ | Pg. 20-26                         |
| A geospatial identification (geographic or locational data using maps) of higher risk locations.                                                                                                                                                                  | ✓ | Pg. 27-33; Interactive Web Map    |
| <b>4. Engagement and Collaboration</b>                                                                                                                                                                                                                            |   |                                   |
| Engagement with the public and relevant stakeholders, including the private sector and community groups.                                                                                                                                                          | ✓ | Pg. 44-45; Appendix C             |
| Incorporation of information received from the engagement and collaboration into the plan.                                                                                                                                                                        | ✓ | Pg. 43-44; Appendix C             |
| Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.                                                                                                                                                           | ✓ | Pg. 5-6                           |
| <b>5. Policy and Process Change</b>                                                                                                                                                                                                                               |   |                                   |
| The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety.                                                                                        | ✓ | Pg. 51-61                         |
| The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.                                                                                                                                                  | ✓ | Pg. 51-61                         |
| <b>6. Strategy and Project Selection</b>                                                                                                                                                                                                                          |   |                                   |
| 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? | ✓ | Pg. 62-92; Appendix C; Appendix D |
| <b>7. Progress and Transparency</b>                                                                                                                                                                                                                               |   |                                   |
| A description of how progress will be measured over time that includes, at a minimum, outcome data.                                                                                                                                                               | ✓ | Pg. 93-94                         |
| The plan is posted publicly online.                                                                                                                                                                                                                               | ✓ | -                                 |
| <b>8. Action Plan Date</b>                                                                                                                                                                                                                                        |   |                                   |
| Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?                                                                                                                                                                      | ✓ | -                                 |