

APPENDICES

THE APPENDICES PROVIDE DETAILED SUPPLEMENTARY INFORMATION, INCLUDING EXPANDED TRAFFIC ANALYSES, INTERIM PROJECT DELIVERABLES, COMMUNICATION STRATEGIES, AND COMPREHENSIVE RESOURCES AND POLICY GUIDANCE RELATED TO NATIONAL AND STATE TRAFFIC SAFETY INITIATIVES.

A.

ADDITIONAL/EXPANDED ANALYSES

A1. SYSTEMIC ANALYSIS

A2. PRIMARY DEMOGRAPHIC ANALYSIS

A3. SECONDARY DEMOGRAPHIC ANALYSIS

A4. RAIL SAFETY CROSSING ANALYSIS

A5. HIGH-INJURY NETWORK METHODOLOGY & STATISTICS

A6. ENGAGEMENT RESULTS & DATA

B.

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B1. RESOURCES & POLICY GUIDANCE

B2. PROPOSED POLICIES & PROGRAMS

APPENDIX A1.

SYSTEMIC ANALYSIS

THE SYSTEMIC ANALYSIS APPENDIX EXAMINES DIFFERENT REPRESENTATION RATIOS OF ROAD AND INTERSECTION CHARACTERISTICS THAT ARE KNOWN TO INCREASE THE RISK OF CRASHES.

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REPRESENTATION RATIOS

Representation ratios are a valuable tool for identifying roadway types that experience disproportionately high or low rates of severe crashes relative to their presence in a transportation network. By highlighting roadway types with higher concentrations of fatal and serious injury crashes, this analysis helps prioritize areas for safety improvements. Representation ratios can uncover patterns that may not be immediately apparent from crash data alone, offering critical insights for targeting resources and developing effective countermeasures to enhance roadway safety.

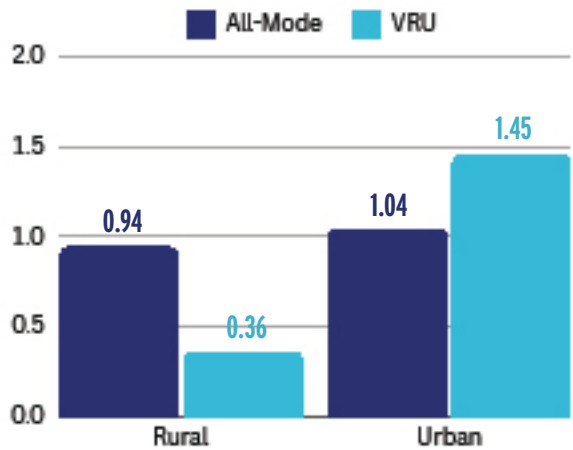
WHAT ARE REPRESENTATION RATIOS?

A “representation ratio” is a metric used to evaluate the relative safety of different roadway types by comparing the proportion of fatal and serious injury (KA) crashes to the proportion of the total roadway length for that type within the county. It is calculated by dividing the share of KA crashes occurring on a specific roadway type by the share of centerline miles that roadway type represents in the county.

Representation Ratio = $\frac{\text{KA Crashes by Roadway Type} / \text{Total County KA Crashes}}{\text{Centerline Miles by Roadway Type} / \text{County Centerline Miles}}$

For instance, if 20% of McHenry County’s fatal and serious injury crashes occur on roadways that make up only 10% of the total countywide roadway length for that type, the representation ratio for that roadway type would be 2.0. A ratio of 1.0 indicates that the share of KA crashes is proportional to the roadway type’s length across the county, reflecting no over- or underrepresentation. Ratios below 1.0 suggest that KA crashes occur less frequently per mile on that roadway type compared to the countywide average. Conversely, ratios above 1.0 indicate that KA crashes are more frequent per mile on that roadway type than the countywide average, potentially highlighting areas that require targeted safety interventions.

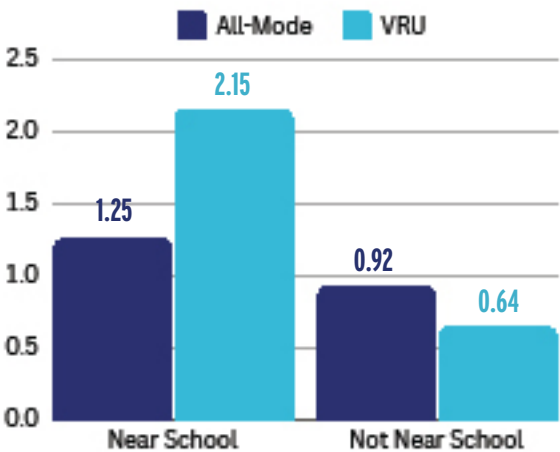
FIGURE 5: REPRESENTATION RATIOS IN RURAL AND URBAN AREAS



URBAN VS. RURAL AREAS

A comparison between urban and rural areas shows that pedestrian and cyclist crashes are four times more likely in urban settings, attributed to higher population densities and increased pedestrian activity. These insights underscore the need for targeted safety measures in urban communities to address the specific risks faced by vulnerable populations.

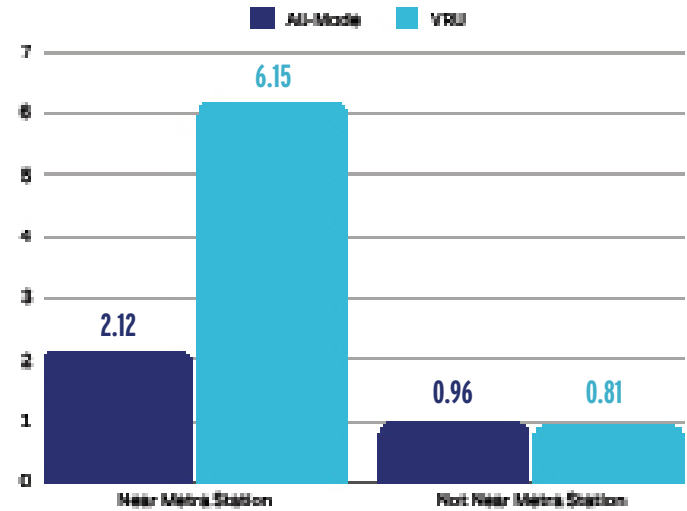
FIGURE 6: REPRESENTATION RATIOS NEAR SCHOOLS



PROXIMITY TO SCHOOLS

Areas located within 0.5 mile of a school or college are classified as having school proximity. The findings indicate that being near schools increases the likelihood of all-mode injury crashes. However, the proximity to schools does raise the risk of injury crashes involving VRUs more severely, likely due to the higher levels of walking and biking activity near these educational institutions. This suggests the need for targeted safety measures in these zones to protect pedestrians and cyclists.

FIGURE 7: REPRESENTATION RATIOS NEAR METRA



PROXIMITY TO TRANSIT

Areas located within 0.5 mile of Metra stations exhibit a heightened risk for both all-mode injury crashes and VRU injury crashes due to greater exposure to road users. The probability of overall injury crashes more than doubles in these vicinities, while the risk for VRU crashes increases even more dramatically, being 7.6 times higher within 0.5 miles of Metra stations than in areas further away. This significant discrepancy underscores the urgent need for enhanced safety measures and infrastructure improvements around Metra stations to protect all road users.

NUMBER OF LANES

Representation ratios for both all-modes and VRUs show a stark contrast between roads with two lanes and roads with four lanes. Roads with four lanes demonstrate a significantly higher overrepresentation of crashes for both all-modes and VRUs. This is likely due to four lane roadways carrying higher volumes of traffic, increasing the crash risk. Roads with two lanes see an approximately equal representation ratio for all-modes and VRUs, indicating fewer lanes result in safer outcomes for all road users.

SPEED LIMIT

Previous traffic safety studies have demonstrated a strong correlation between traffic speed and the severity of injuries in crashes. For instance, the likelihood of a pedestrian suffering a fatal injury in an crash with a passenger car is about 10% at 23 mph, rises to 50% at 42 mph, and escalates to 90% at 58 mph. Due to the challenge of measuring actual travel speeds on each road segment, this analysis utilizes speed limits to gauge how speeds impact injury crash risks in McHenry County.

Both the all-mode and VRU analyses indicate that streets with a speed limit of 25 mph or lower are generally the safest for all road users. However, the risk of crashes does not consistently escalate with higher speed limits. Notably, roadways with speed limits of 30 mph or 35 mph show the highest overrepresentation in injury crashes.

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Roadways with higher AADT tend to see more crashes due to increased traffic volumes. Roads with over 20,000 AADT see the highest representation ratio for both all-modes and VRUs, likely seeing high traffic volumes and speeds.

Above 5,000 AADT, crashes tend to skew to impact all-modes at a higher rate, compared to VRUs. Interestingly, VRUs have a lower representation ratio on roadways with 5,000 to 10,000 AADT as compared to roadways with 2,500 to 5,000 AADT. This may be due to lower pedestrian presence and less infrastructure. Although, VRUs still face overrepresentation in crashes on all roadways with over 2,500 AADT.

FIGURE 8: REPRESENTATION RATIOS BY ROAD LANES

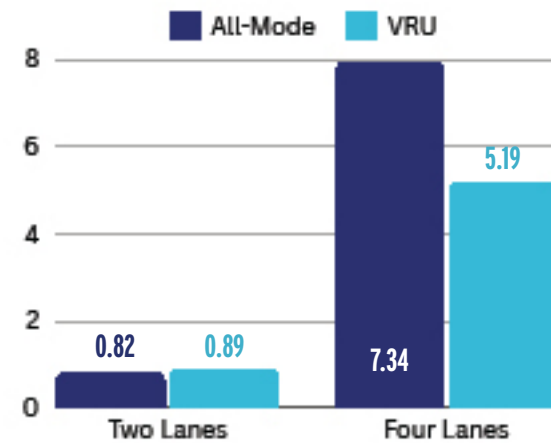


FIGURE 9: REPRESENTATION RATIOS BY SPEED LIMIT

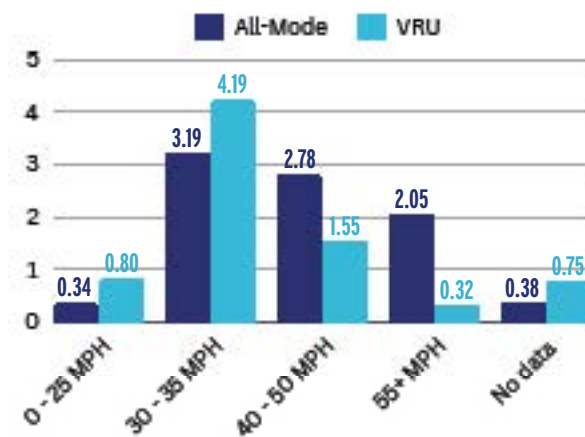
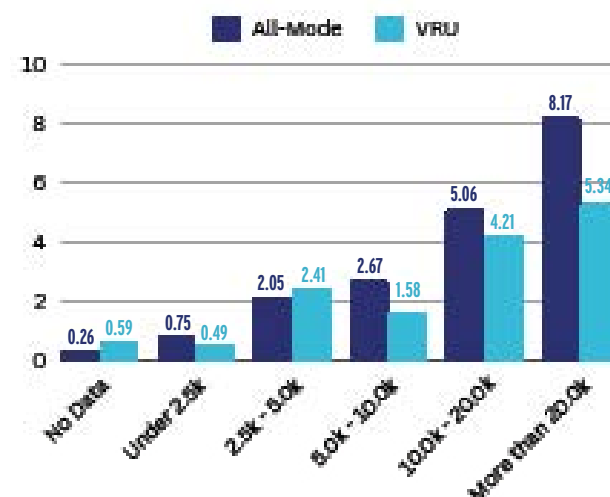


FIGURE 10: REPRESENTATION RATIOS BY AADT



FUNCTIONAL CLASSIFICATION

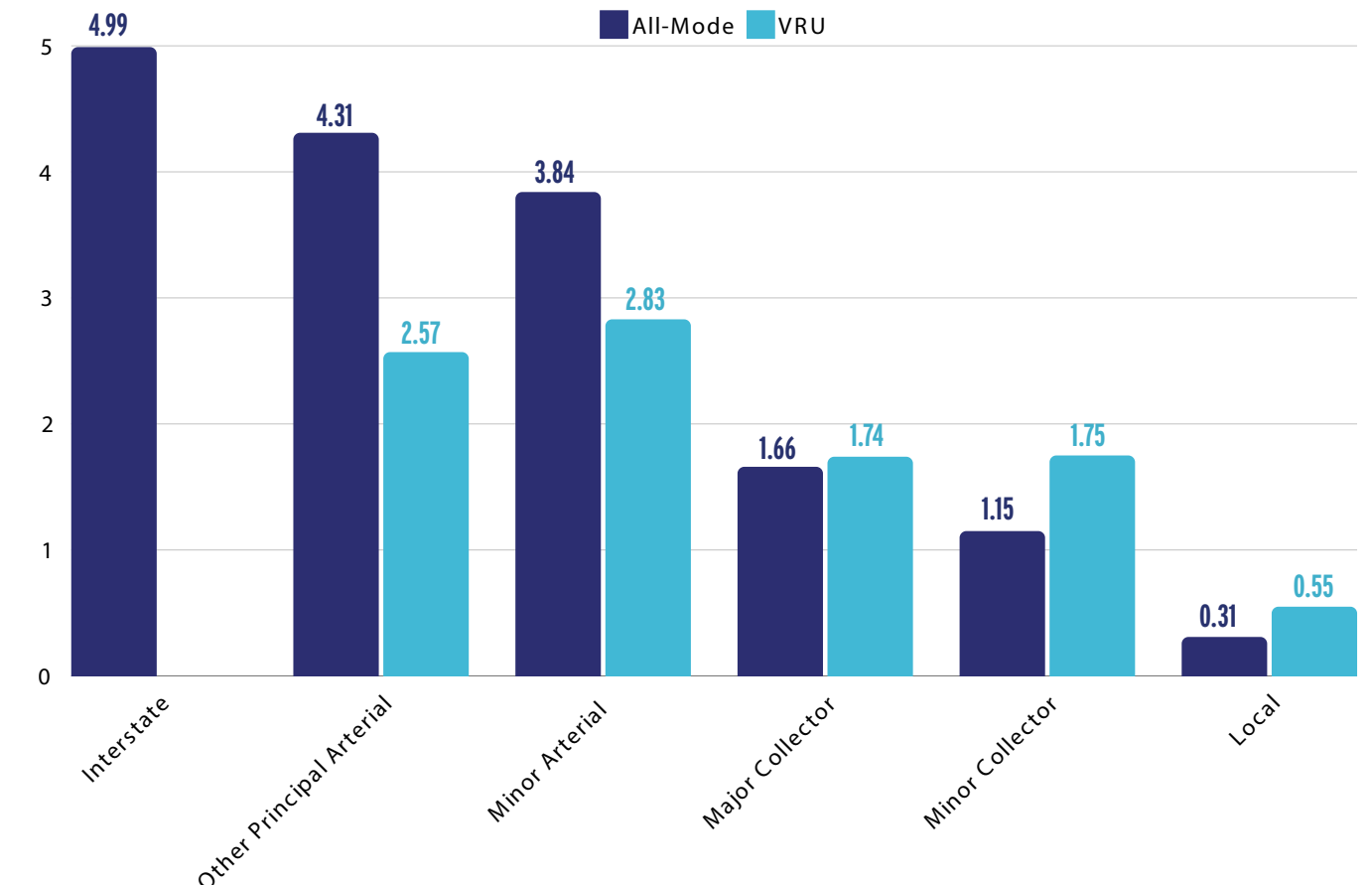
Functional classification is a system used to categorize roadways based on the character of service they are intended to provide, from the highest level of vehicular mobility to the highest level of access to properties. This classification impacts roadway design, speed limits, and the volume of traffic, all of which influence the likelihood and severity of crashes.

In McHenry County, the systemic analysis indicates a correlation between the functional classification of a road and the risk of injury crashes. Interstate highways, which represent a higher functional classification, show a disproportionate risk despite comprising only 0.37% of roadway centerline miles. They account for 1.83% of the injury crashes, illustrating that the high-speed environment significantly increases the severity and likelihood of crashes. The risk of injury crashes on these roadways is nearly five times the average and 16 times higher than that on local roads or streets, which are designed for lower speeds and less volume.

The analysis also extends to VRUs, such as pedestrians and cyclists. Arterial roads, which are designed to deliver high traffic volumes at moderately high speeds, also present a higher risk to VRUs compared to collectors and local streets, which typically have lower speeds and less traffic. The restricted access for pedestrians and cyclists on Interstate highways likely explains the absence of VRU injury crashes on these roads in McHenry County between 2018 and 2022. However, arterials still pose significant dangers due to their design and the mix of high speeds and direct access points.

This pattern underscores the need for targeted safety measures based on the functional classification of roads. Strategies may include reconfiguring roadways, enhancing pedestrian and cyclist infrastructure on arterials, implementing traffic calming measures on local streets, and improving signage and crosswalks across all classifications to reduce the risk of injury crashes.

FIGURE 11: REPRESENTATION RATIOS BY FUNCTIONAL CLASS SYSTEM



JURISDICTIONAL RESPONSIBILITY

Nearly half of the roadway miles in McHenry County fall under the jurisdiction of a local municipality, with an additional 32% managed by township or road districts. In contrast, only 8.0% and 9.6% of the roadway miles are under the jurisdiction of the State and the County, respectively.

Despite representing a smaller fraction of the road network, roads managed by the Illinois Department of Transportation exhibit a significantly higher occurrence of injury crashes, with a representation ratio of 4.09. This indicates that these state-managed roads, possibly due to higher speeds and larger volumes of both commuter and commercial traffic, are more prone to crashes. Similarly, roads under county jurisdiction also show a higher risk for injury crashes, which could be attributed to similar factors such as traffic density and road design.

On the other hand, roads under local jurisdictions, including municipalities, townships, or road districts, tend to be relatively safer for road users. These areas likely benefit from lower speed limits, less heavy vehicle traffic, and more controlled intersections, which collectively contribute to their lower incidence of injury crashes. This disparity underscores the need for targeted safety interventions on roads managed by state and county authorities to address the elevated risks.

FIGURE 12: REPRESENTATION RATIOS BY JURISDICTION

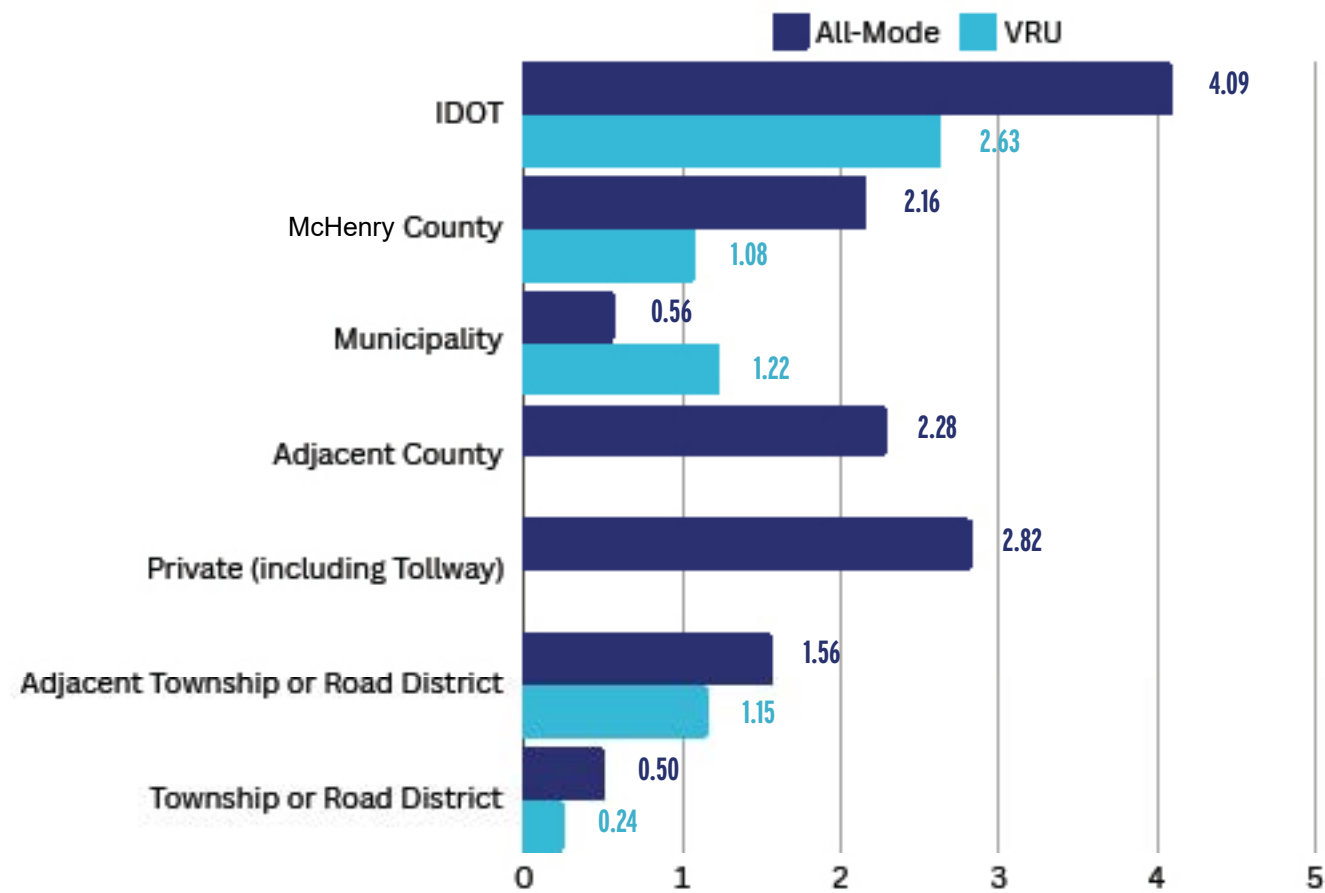
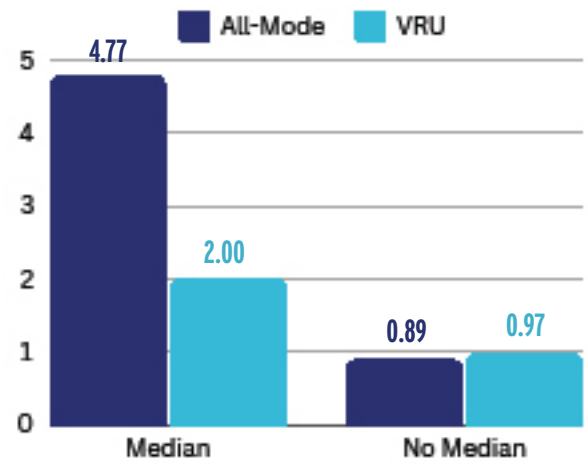


FIGURE 13: REPRESENTATION RATIOS WITH MEDIANS

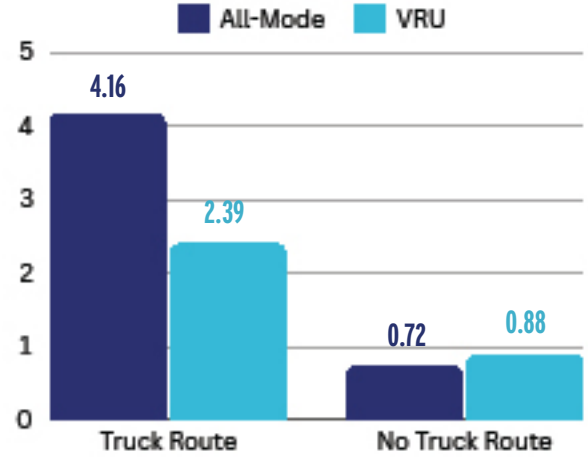


MEDIANS

Interestingly, roadways with medians are represented at a higher ratio than those without. This is likely because roads with medians are typically highways or major arterials, which also tend to have other features that increase crash risks, such as high traffic volumes and more lanes.

In contrast, the representation ratio of medians in the all-mode analysis is higher than in the VRU analysis. This suggests that medians may offer some degree of protection to pedestrians and cyclists, potentially reducing the risk of crashes as they cross the street.

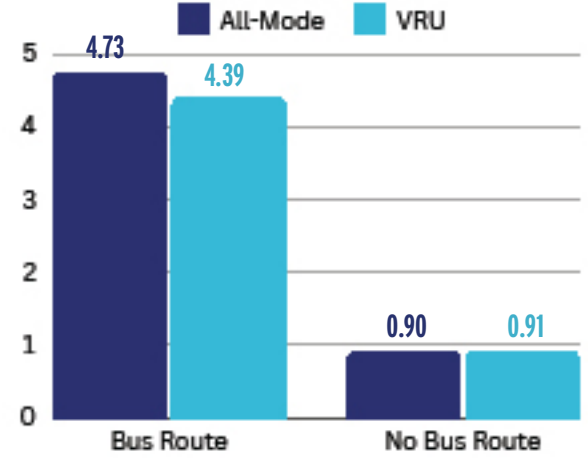
FIGURE 14: REPRESENTATION RATIOS ON TRUCK ROUTES



TRUCK ROUTES

The designation of a road as a truck route is correlated with the risk of injury crashes. Injury crashes are 5.8 times more likely to occur on truck routes compared to non-truck routes. Furthermore, crashes involving pedestrians and cyclists are 2.7 times more likely on truck routes. This increased risk is likely due to the fact that trucks, being larger and heavier, can cause more severe injuries in crashes compared to smaller passenger vehicles. Additionally, truck routes often correspond to roads with higher functional classifications, which generally handle more traffic and higher speeds.

FIGURE 15: REPRESENTATION RATIOS ON BUS ROUTES



BUS ROUTES

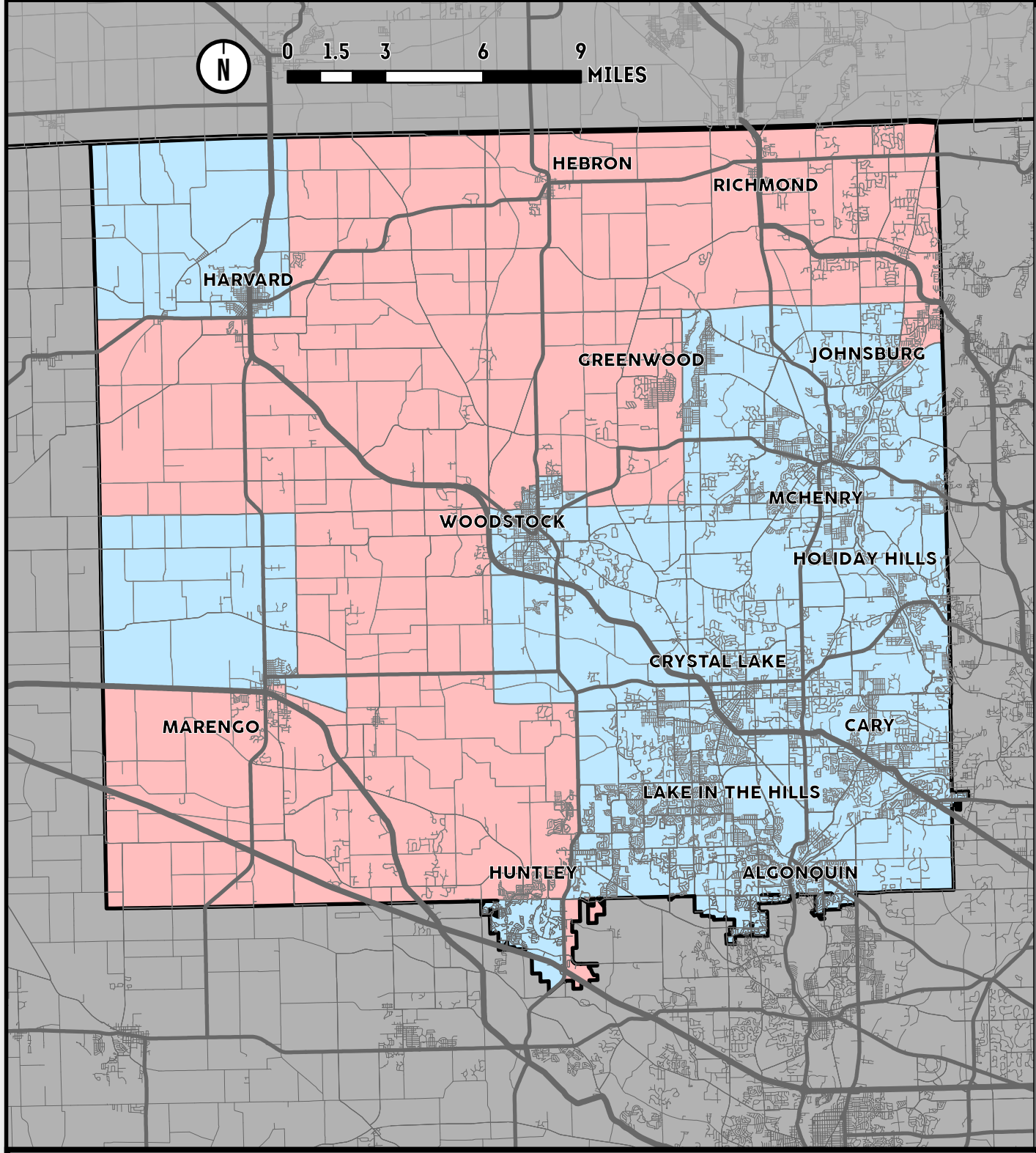
Bus routes typically link areas of high population density, employment centers, and business districts. The development density and the resultant traffic volumes associated with these areas likely account for the high frequency of injury crashes observed on bus routes.

APPENDIX A2.

PRIMARY DEMOGRAPHIC ANALYSIS

THE PRIMARY DEMOGRAPHIC ANALYSIS APPENDIX EXAMINES ADDITIONAL DEMOGRAPHIC DATA TO PROVIDE BACKGROUND ON THE DIFFERENT POPULATION SEGMENTS WITHIN THE COUNTY.

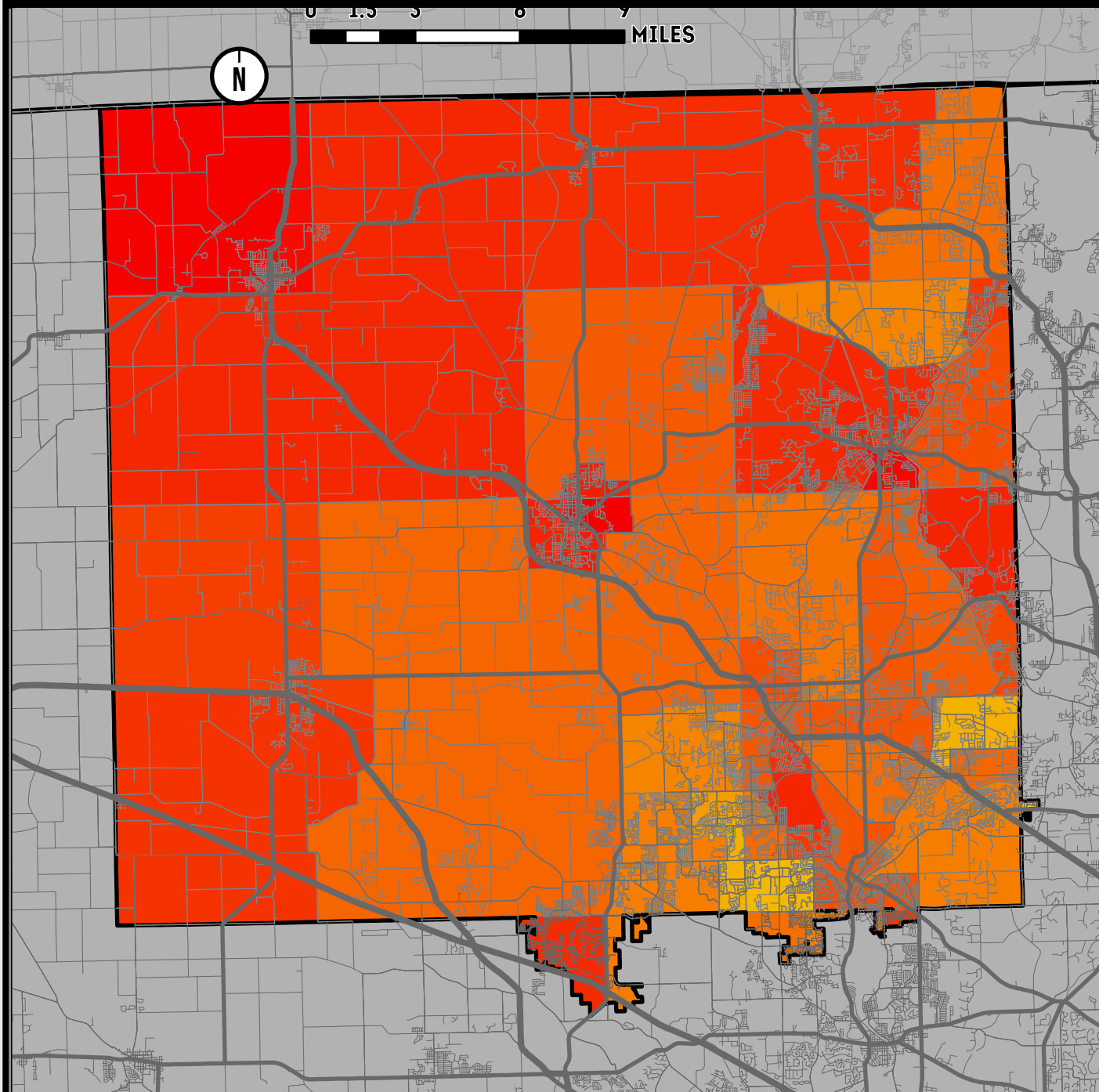
IMAGE 55: LAND USE INVENTORY



LAND USE

Land use patterns in McHenry County significantly impact transportation and roadway safety, influencing travel behaviors and traffic dynamics. The map highlights Urbanization Perception in McHenry County, showing rural areas in red and suburban areas in blue. Rural zones, marked by low density and agricultural use, contrast with suburban regions that have moderate density and mixed-use development. The absence of urban areas indicates no regions meet the high-density criteria typical of urban settings. Understanding this distribution aids in planning transportation infrastructure that balances development with the needs of rural and suburban communities.

IMAGE 56: HOUSEHOLD INCOME (AMI)



LEGEND

LOWER MEDIAN HOUSEHOLD INCOME (\$42,000)

HIGHER MEDIAN HOUSEHOLD INCOME (\$150,000)



An analysis of the Census Tracts within McHenry County shows that median household incomes vary significantly, from \$42,188 to \$152,561. These tracts with lower median incomes are predominantly located in the western part of the county, with smaller clusters to the eastern borders of the county. The areas reporting lower incomes are mainly in regions of the county that are agricultural in nature.

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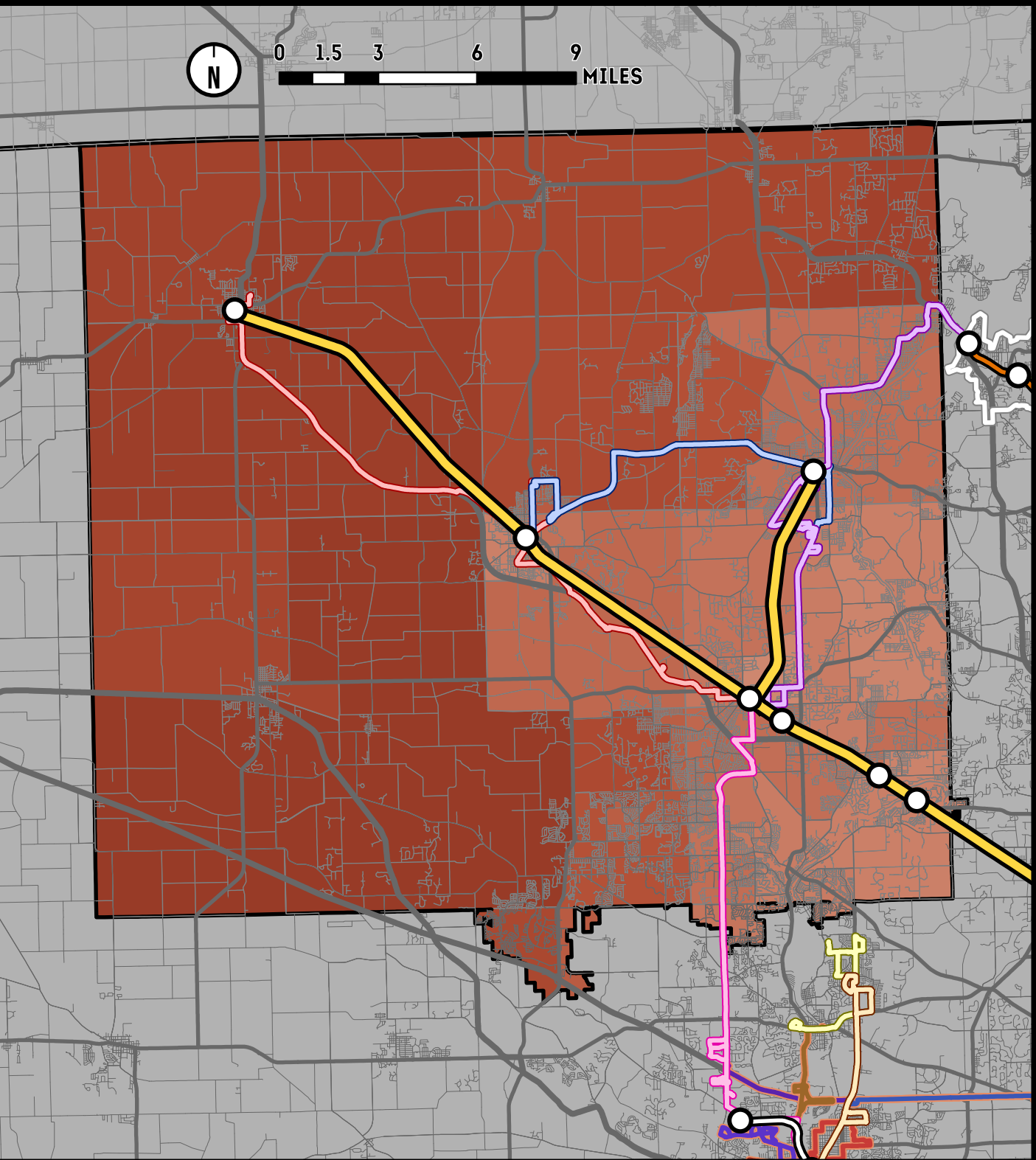
APPENDIX A3.

SECONDARY DEMOGRAPHIC ANALYSIS

THE SECONDARY DEMOGRAPHIC ANALYSIS APPENDIX EXAMINES ADDITIONAL LAYERS OF DEMOGRAPHIC DATA TO PROVIDE DEEPER INSIGHTS INTO THE SPECIFIC NEEDS AND CHARACTERISTICS OF DIFFERENT POPULATION SEGMENTS WITHIN THE COUNTY.

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IMAGE 57: MEDIAN COMMUTE TIME



LEGEND

LONGER COMMUTE TIME ▶



More rural census tracts towards the northern and western portions of McHenry County see longer median commute times, while more urbanized census tracts towards the southeast see lower median commute times. This can be attributed to the increased density of jobs in southeast McHenry County, as well as increased access to transit.

METRA

UP-NW

MD-N

PACE ROUTES

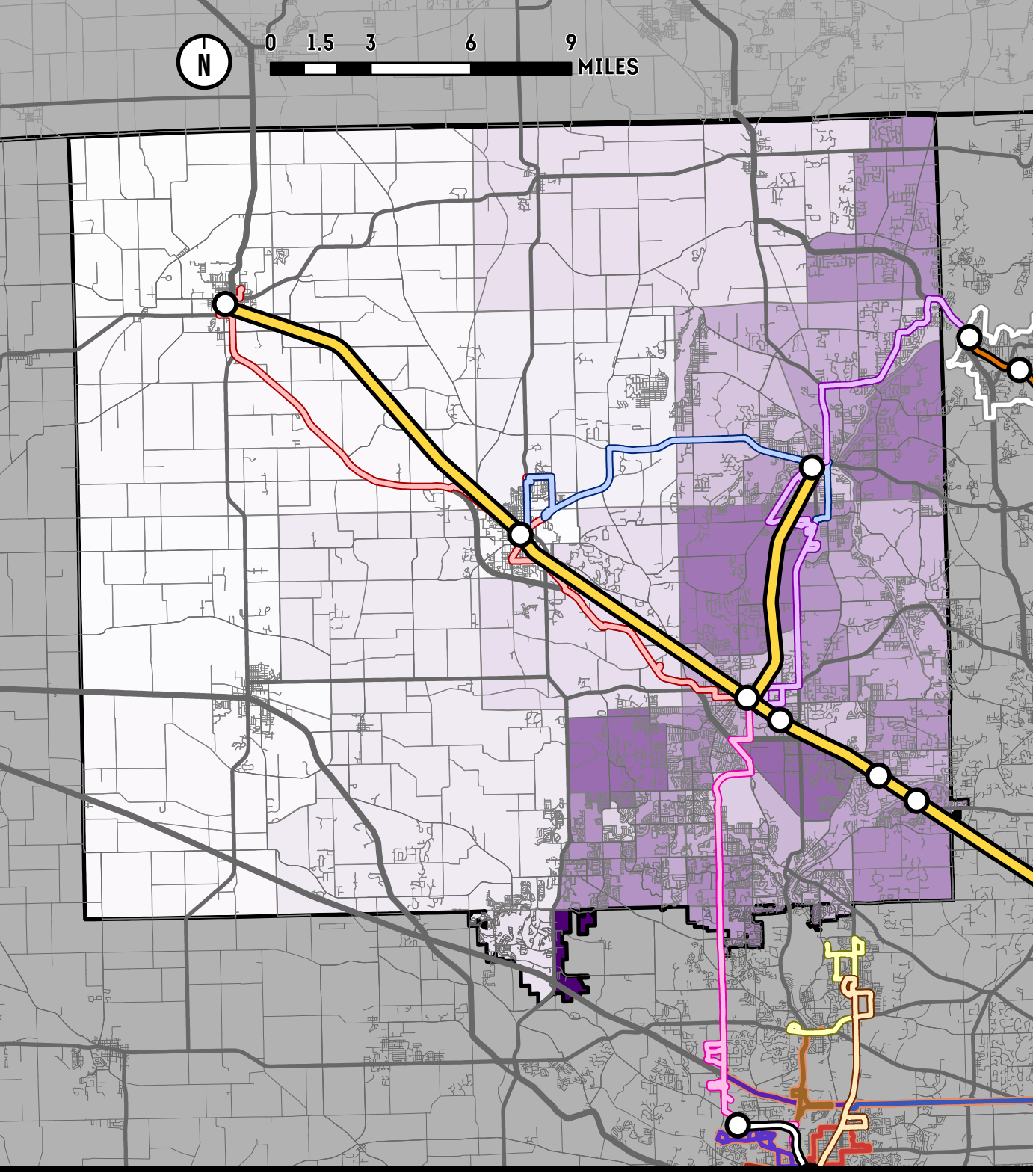
550

806

807

808

IMAGE 58: VEHICLE COUNT BY TRACT



LEGEND

MORE VEHICLES ▶



The highest concentration of no-vehicle households¹ is generally in the western portion of the county. Generally, the census tracts with 7% or more no-vehicle households have a Metra station. This can be seen with the census tracts surrounding the Metra stations: Harvard, Woodstock, Pingree Road, Fox River Grove, and McHenry. Two census tracts in the Village of Algonquin have higher percentages of non-vehicle households but are not served by transit.

METRA

UP-NW

MD-N

PACE ROUTES

550

806

807

808

PEOPLE WITH DISABILITIES

Recognizing that anyone may join the disability community at any moment due to crashes, injuries, or illnesses highlights the urgency of making transportation systems safe and accessible. In areas with high proportions of residents with disabilities, targeted resource allocation is essential to reduce transportation-related injury disparities. For example, several census tracts in McHenry County report disability rates of 14% or higher, spanning both developed and rural regions, underscoring the need for engagement to understand and address these communities’ unique needs.

Collaborating with disability advocacy groups not only ensures that diverse needs are addressed but also aligns with ADA requirements for accessible infrastructure. Open dialogue with these organizations sheds light on the barriers that people with disabilities face, helping to shape interventions that improve safety and accessibility. Moreover, drawing on best practices from other regions and leveraging expertise from disability advocacy groups can foster innovative solutions, ensuring that the safety action plan benefits all residents, acknowledging that accessibility improvements create safer environments for everyone.

HOW CAN TRANSPORTATION BE DISABILITY-FRIENDLY?

Universal Design

Embrace the principle of universal design in all transportation infrastructure, ensuring that it is usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. This approach involves creating an environment that accommodates a wide range of individual preferences and abilities.

Participation

Ensure that transportation planning and policy-making actively involve people with disabilities. Stakeholder engagement should be a foundational aspect, with regular consultations and feedback mechanisms that empower users to contribute to the design and continuous improvement of services.

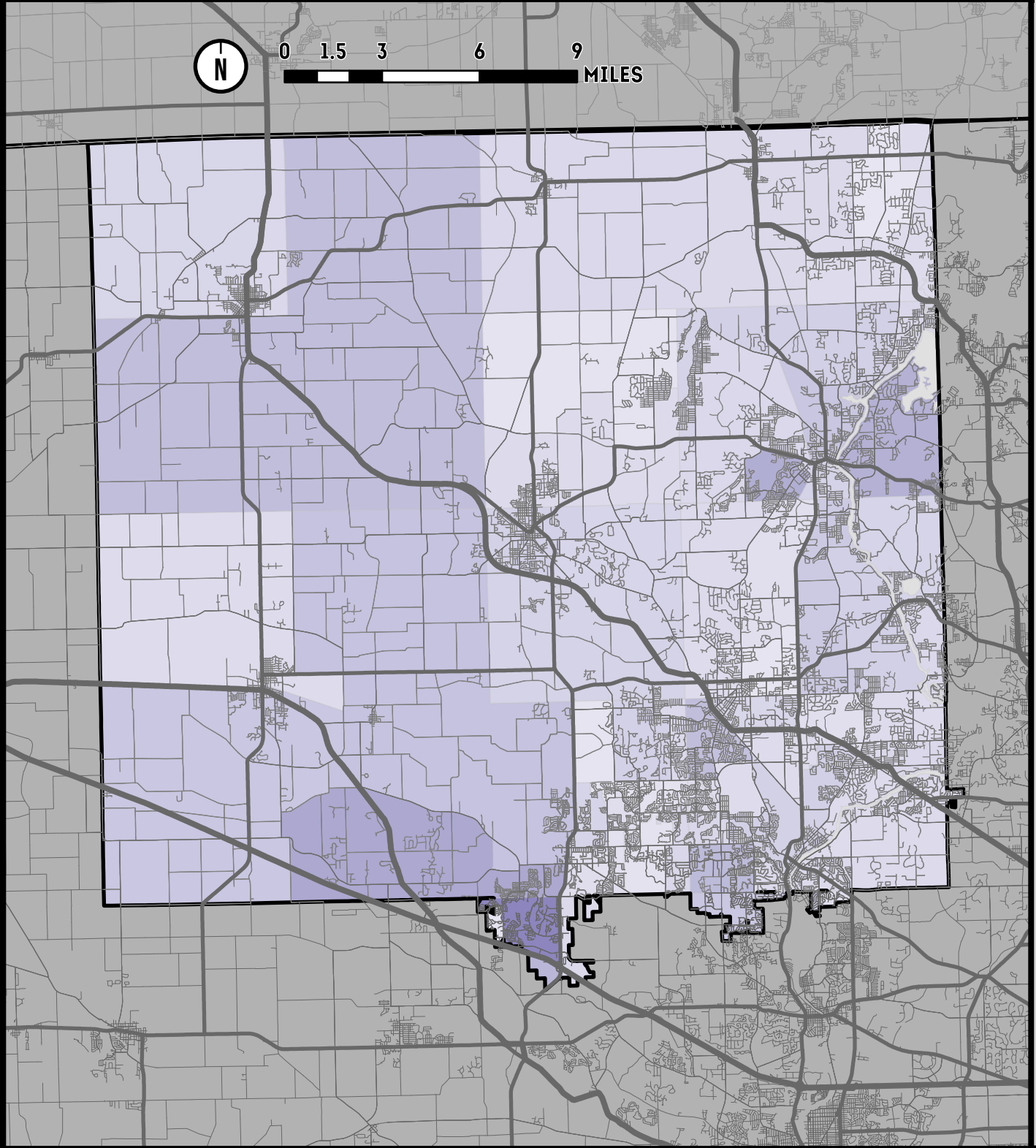
Accessibility as a Standard

Treat accessibility not as an optional add-on but as a standard requirement for all transportation services. This commitment means prioritizing accessibility at every stage of infrastructure development, from the conceptual design to the operational and maintenance phases.

Continuous Improvement

Commit to the continuous monitoring and upgrading of transportation services to meet evolving accessibility needs. This principle requires regular assessments of infrastructure and services to adapt to new technologies, changing demographics, and feedback from users.

IMAGE 59: PEOPLE WITH DISABILITIES



LEGEND

HIGHER % OF POPULATION OF PEOPLE WITH DISABILITIES ►



INDIVIDUALS UNDER 18 YEARS OLD & SAFETY CONSIDERATIONS

When planning for roadway safety with younger age groups in mind, creating environments that encourage slower speeds is essential. Younger drivers often lack experience and have a less-developed prefrontal cortex, making them more prone to risky behaviors such as speeding, distracted driving, and inconsistent seat belt use. Younger pedestrians and cyclists, too, may not yet possess the knowledge or awareness needed to navigate traffic safely. Slower-speed environments can help compensate for these factors, creating more forgiving conditions that allow drivers and non-drivers alike more time to react safely.

Safety action plans should include educational programs designed to resonate with younger audiences. For instance, incorporating driver education into school curricula, using social media to reach young drivers, and hosting interactive safety workshops can effectively convey safe behaviors. Additionally, roadway design has a significant impact on youth safety. Creating safe routes to school, installing traffic calming measures, and enhancing lighting near parks and recreational areas make road environments safer for young pedestrians and cyclists, fostering independence in accessing community spaces.

Image 60 illustrates the percentage of individuals under 18 in each census tract, with most of the county showing minor populations of under 23%. However, three tracts reflect a higher youth population of 31% and higher. Two of these tracts are in Harvard, while the third high-youth census tract is in the Lake in the Hills area.

HOW CAN NETWORKS BE MADE SAFER FOR PEOPLE UNDER 18?

Active Transportation

Improving pedestrian and cycling infrastructure is crucial for the safety of people under 18. Creating safer pathways for walking and biking helps individuals under 18 navigate their environments more securely, reducing the likelihood of crashes and encouraging active transportation.

Education and Enforcement

Driver education and enforcement of traffic laws play a crucial role in protecting individuals under 18. Targeted campaigns can educate young drivers about the dangers of distracted and impaired driving, while enforcing speed limits and DUI laws can deter risky behaviors. Incorporating advanced driver-assistance systems (ADAS) in vehicles, such as automatic emergency braking and lane-keeping assistance, can also enhance the safety of young drivers.

Engagement and Culture

Creating a culture of safety within communities is essential. Community engagement initiatives that involve people under 18 in the planning and decision-making processes related to transportation safety can be highly effective. Programs that promote safe driving habits and awareness campaigns about pedestrian rights can foster a collective commitment to safety.

IMAGE 60: INDIVIDUALS UNDER 18 YEARS OLD

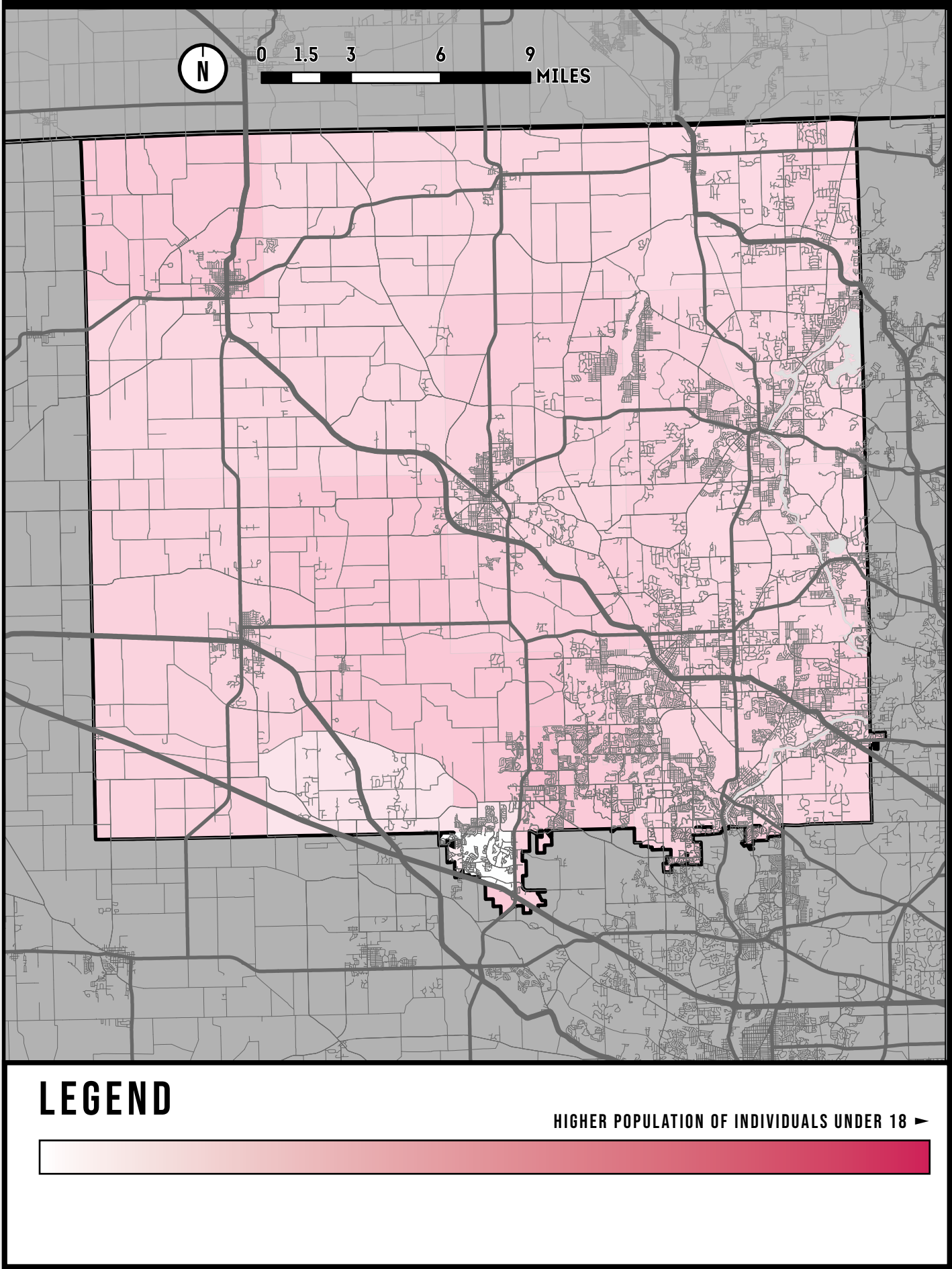
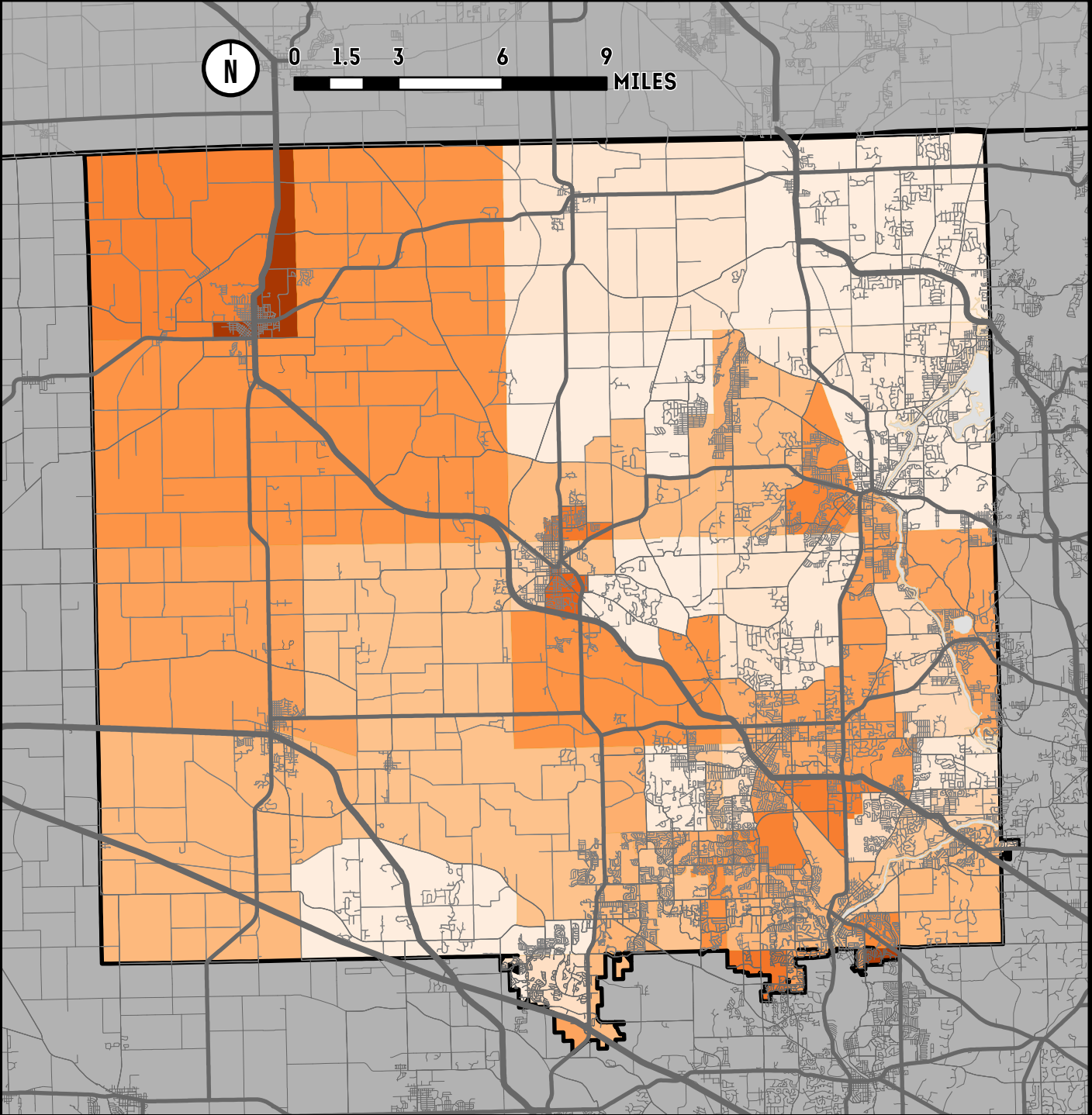


IMAGE 61: LIMITED-ENGLISH HOUSEHOLDS



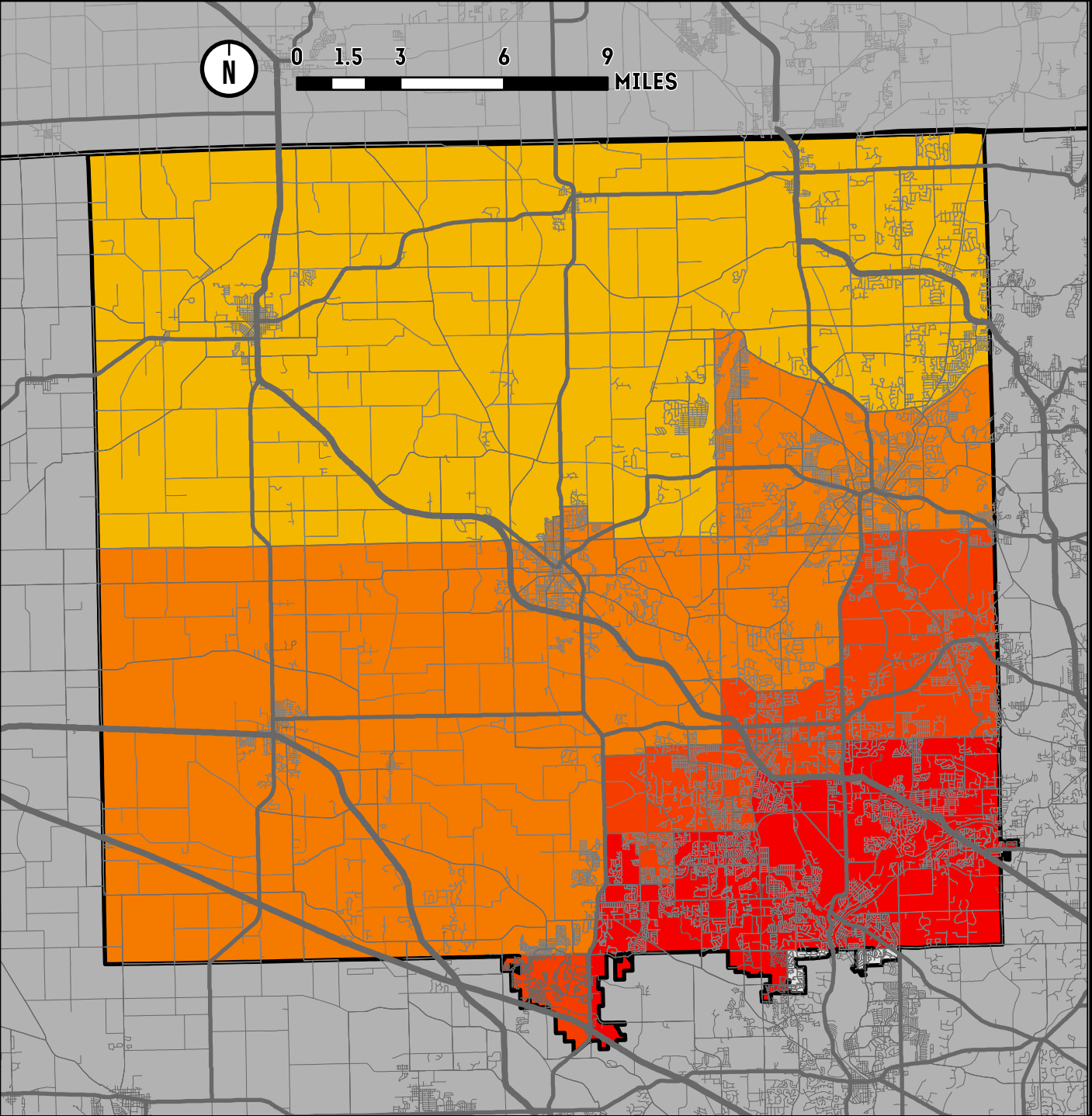
LEGEND

HIGHER PERCENTAGE OF LIMITED ENGLISH HOUSEHOLD ►



The majority of McHenry County residents are English-speaking. However, one census tract in the Harvard area stands out with a higher concentration of Hispanic or Latino households. Consequently, public engagement efforts in this area should focus on outreach tailored to Spanish-speaking communities with limited English proficiency and collaborating closely with local Hispanic/Latino advocacy groups.

IMAGE 62: POLLUTION EXPOSURE



LEGEND

LOWER EXPOSURE

HIGHER EXPOSURE



Census tracts in the southeast of McHenry County, which are more urbanized and densely populated, experience higher levels of PM 2.5 air pollutants - indicating poorer air quality and heightened health risks.

APPENDIX A4.

RAIL CROSSING & INCIDENT ANALYSIS

THE RAIL SAFETY ANALYSIS APPENDIX EXAMINES RAILWAYS AND RAILWAY CROSSINGS IN MCHENRY COUNTY.

RAILROAD LINES AND CROSSINGS

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

Table 56 details the rail crossing infrastructure seen in McHenry County. The majority of which is owned by Union Pacific Railroad Company. Other information provided includes the crossing position and type, trains per day and speed, crossing facilities, and school bus count. Image 63 and Image 64 provide visual representation of this data. These resources give context to the existing conditions on railroad lines and crossings in McHenry County, which can be used to formulate safety improvements.

MAP OVERVIEW

The map categorizes rail crossings as at-grade, over, or under. Table 55 includes additional contextual data such as daily train traffic volumes and whether the crossing is part of a designated school bus route. Accompanying the map, a detailed table outlines the safety infrastructure at each crossing, listing features like gates, warning lights, and signs. It also highlights other data points such as total through trains, minimum and maximum speeds, and school bus crossings. The table also identifies the railroad company with jurisdiction over each crossing. **Each crossing is identified by its unique Federal Railroad Administration (FRA) identification number.**

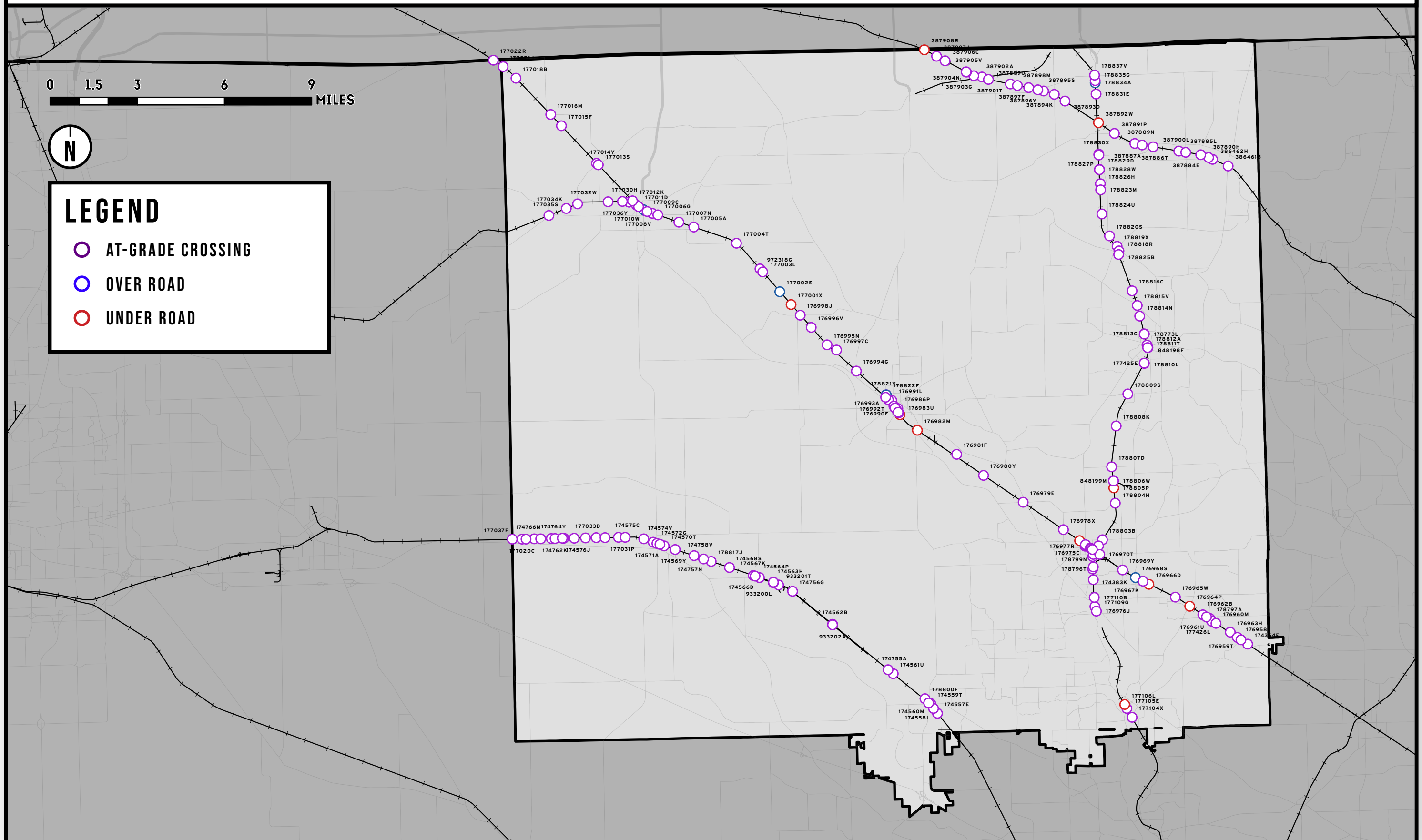


TABLE 56: RAIL CROSSING INFRASTRUCTURE

RAILROAD NAME	CROSSING ID	CROSSING POSITION	CROSSING TYPE	TOTAL DAYLIGHT THRU TRAINS	TOTAL NIGHTTIME THRU TRAINS	TYPICAL MINIMUM SPEED OVER CROSSING	TYPICAL MAXIMUM SPEED OVER CROSSING	SIGNS OR SIGNALS	COUNT ROADWAY GATE ARMS	COUNT MAST MOUNTED FLASHING LIGHTS	SCHOOL BUS ROUTE	SCHOOL BUS AVERAGE COUNT
UNION PACIFIC RAILROAD COMPANY	174764Y	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177109G	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178817J	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178820S	AT GRADE	PUBLIC	4	1	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178824U	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178819X	AT GRADE	PUBLIC	4	1	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178826H	AT GRADE	PUBLIC	4	1	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178830X	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178834A	RR UNDER	PUBLIC	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178828W	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178822F	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178835G	AT GRADE	PUBLIC	4	1	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177107T	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176986P	AT GRADE	PUBLIC	30	30	30	60	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	177104X	AT GRADE	PUBLIC	0	0	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178827P	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178818R	AT GRADE	PUBLIC	4	1	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178821Y	RR UNDER	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178823M	AT GRADE	PUBLIC	4	1	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178829D	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177105E	AT GRADE	PUBLIC	0	0	5	10	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	178836N	AT GRADE	PUBLIC	4	1	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177106L	RR OVER	PUBLIC	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178831E	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176975C	AT GRADE	PUBLIC	0	0	1	5	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177014Y	AT GRADE	PUBLIC	2	2	20	40	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177037F	AT GRADE	PUBLIC	0	0	10	15	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176963H	AT GRADE	PUBLIC	0	0	1	5	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174762K	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177008V	AT GRADE	PUBLIC	0	0	1	5	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177007N	AT GRADE	PUBLIC	0	0	1	5	YES	0	1	NO	0
UNION PACIFIC RAILROAD COMPANY	177019H	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177036Y	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177108A	AT GRADE	PUBLIC	0	0	5	10	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	178796T	AT GRADE	PUBLIC	0	0	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177020C	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174761D	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177017U	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177110B	AT GRADE	PUBLIC	0	0	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	177033D	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174758V	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176997C	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174565W	AT GRADE	<NULL>	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176981F	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178800F	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176991L	AT GRADE	PUBLIC	12	11	20	50	YES	2	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176976J	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178797A	AT GRADE	PUBLIC	0	0	5	10	YES	0	2	NO	0
CHICAGO-CHEMUNG RAILROAD	177031P	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD	387902A	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0

TABLE 56: RAIL CROSSING INFRASTRUCTURE CONT.

Railroad Name	Crossing ID	Crossing Position	Crossing Type	Total Daylight Thru Trains	Total Nighttime Thru Trains	Typical Minimum Speed Over Crossing	Typical Maximum Speed Over Crossing	Signs or Signals	Count Roadway Gate Arms	Count Mast Mounted Flashing Lights	School Bus Route	School Bus Average Count
Union Pacific Railroad Company	178810L	AT GRADE	UNKNOWN	0	0	0	0	NO	0	0	NO	0
Union Pacific Railroad Company	178813G	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
Union Pacific Railroad Company	450543G	AT GRADE	PUBLIC	10	10	30	60	NO	0	0	NO	0
ILLINOIS RAILWAY MUSEUM	933201T	AT GRADE	PRIVATE	20	2	5	15	YES	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387899U	AT GRADE	PRIVATE	0	2	20	25	NO	0	0	NO	0
Union Pacific Railroad Company	178825B	AT GRADE	PRIVATE	0	0	0	0	NO	0	0	NO	0
Union Pacific Railroad Company	177001X	RR OVER	PRIVATE	13	9	35	70	NO	0	0	NO	0
Union Pacific Railroad Company	176982M	RR OVER	PUBLIC	15	7	30	60	NO	0	0	NO	0
Union Pacific Railroad Company	176983U	RR OVER	PUBLIC	15	7	0	1	NO	0	0	NO	0
Union Pacific Railroad Company	176964P	RR OVER	PUBLIC	32	20	30	50	NO	0	0	NO	0
Union Pacific Railroad Company	177002E	RR UNDER	PUBLIC	13	9	30	60	NO	0	0	NO	0
Union Pacific Railroad Company	178805P	RR OVER	PUBLIC	5	2	30	60	NO	0	0	NO	0
Union Pacific Railroad Company	176968S	RR UNDER	PUBLIC	32	20	30	60	NO	0	0	NO	0
Union Pacific Railroad Company	177010W	RR UNDER	PUBLIC	13	10	15	30	NO	0	0	NO	0
Union Pacific Railroad Company	176966D	RR OVER	PUBLIC	32	20	30	60	NO	0	0	NO	0
Union Pacific Railroad Company	176977R	RR OVER	PUBLIC	15	7	30	60	NO	0	0	NO	0
Union Pacific Railroad Company	174757N	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
Union Pacific Railroad Company	174763S	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
Union Pacific Railroad Company	174575C	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
Union Pacific Railroad Company	174564P	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
Union Pacific Railroad Company	174576J	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
Union Pacific Railroad Company	177021J	AT GRADE	PRIVATE	1	1	25	50	YES	0	0	NO	0
Union Pacific Railroad Company	174559T	AT GRADE	PUBLIC	1	1	20	40	YES	3	9	NO	0
Union Pacific Railroad Company	848198F	AT GRADE	PUBLIC	0	0	5	10	YES	0	0	YES	1
Union Pacific Railroad Company	178816C	AT GRADE	PRIVATE	0	0	25	50	YES	0	0	NO	0
Union Pacific Railroad Company	848199M	AT GRADE	PUBLIC	0	0	25	50	YES	0	0	NO	0
Union Pacific Railroad Company	440878U	AT GRADE	PRIVATE	3	3	5	10	YES	0	0	NO	0
Union Pacific Railroad Company	174562B	AT GRADE	PUBLIC	1	1	20	40	YES	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	386462H	AT GRADE	PRIVATE	0	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387908R	RR OVER	PUBLIC	2	2	20	40	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387903G	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387898M	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387892W	RR OVER	PUBLIC	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387890H	AT GRADE	PRIVATE	0	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387905V	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387895S	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387907J	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387897F	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387893D	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387906C	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387900L	AT GRADE	PRIVATE	2	2	20	25	YES	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387889N	AT GRADE	PRIVATE	2	2	20	25	NO	0	0	NO	0
Union Pacific Railroad Company	178815V	AT GRADE	PUBLIC	0	0	5	10	YES	0	2	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387891P	AT GRADE	PUBLIC	2	2	20	25	YES	0	0	NO	0
Union Pacific Railroad Company	178808K	AT GRADE	PRIVATE	5	2	25	50	YES	0	0	NO	0
Union Pacific Railroad Company	176998J	AT GRADE	PUBLIC	13	9	30	60	YES	2	2	NO	0
Union Pacific Railroad Company	176969Y	AT GRADE	PUBLIC	33	20	30	60	YES	2	2	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387896Y	AT GRADE	PUBLIC	2	2	20	25	YES	2	2	NO	0
Union Pacific Railroad Company	176959T	AT GRADE	PUBLIC	32	20	30	60	YES	2	2	NO	0
Union Pacific Railroad Company	176980Y	AT GRADE	PUBLIC	15	7	30	60	YES	2	2	YES	8

TABLE 56: RAIL CROSSING INFRASTRUCTURE CONT.

Railroad Name	Crossing ID	Crossing Position	Crossing Type	Total Daylight Thru Trains	Total Nighttime Thru Trains	Typical Minimum Speed Over Crossing	Typical Maximum Speed Over Crossing	Signs or Signals	Count Roadway Gate Arms	Count Mast Mounted Flashing Lights	School Bus Route	School Bus Average Count
Union Pacific Railroad Company	176992T	At Grade	Public	13	9	25	50	Yes	2	2	No	0
Union Pacific Railroad Company	176987W	At Grade	Public	15	7	25	50	Yes	4	4	Yes	42
Union Pacific Railroad Company	176965W	At Grade	Public	32	20	30	60	Yes	3	3	No	0
Union Pacific Railroad Company	174364F	At Grade	Public	32	20	25	50	Yes	2	4	No	0
Union Pacific Railroad Company	176958L	At Grade	Public	32	20	25	50	Yes	2	2	No	0
Union Pacific Railroad Company	176984B	At Grade	Public	15	7	25	50	Yes	2	2	Yes	12
Union Pacific Railroad Company	177425E	At Grade	Public	5	2	20	40	Yes	0	2	No	0
Union Pacific Railroad Company	178773L	At Grade	Public	0	0	5	10	Yes	0	0	No	0
Union Pacific Railroad Company	176989K	At Grade	Public	15	7	25	50	Yes	2	2	Yes	48
Union Pacific Railroad Company	178803B	At Grade	Public	5	2	20	40	Yes	2	2	Yes	10
Union Pacific Railroad Company	176993A	At Grade	Public	13	9	25	50	Yes	2	2	Yes	23
Union Pacific Railroad Company	178804H	At Grade	Public	5	2	20	40	Yes	2	2	No	0
Union Pacific Railroad Company	176990E	At Grade	Public	13	9	25	50	Yes	0	2	No	0
Union Pacific Railroad Company	177009C	At Grade	Public	13	9	15	30	Yes	2	2	No	0
Union Pacific Railroad Company	176974V	At Grade	Public	15	7	30	60	Yes	2	2	No	0
Union Pacific Railroad Company	177013S	At Grade	Public	1	1	25	50	Yes	0	2	No	0
Wisconsin & Southern Railroad, LLC	387887A	At Grade	Public	2	2	20	25	Yes	0	2	No	0
Union Pacific Railroad Company	178807D	At Grade	Public	5	2	20	40	Yes	2	2	No	0
Union Pacific Railroad Company	176973N	At Grade	Public	15	7	30	60	Yes	2	2	No	0
Union Pacific Railroad Company	178814N	At Grade	Public	0	0	5	10	Yes	0	0	No	0
Union Pacific Railroad Company	177006G	At Grade	Public	13	9	20	40	Yes	2	2	No	0
Union Pacific Railroad Company	178812A	At Grade	Public	0	0	5	10	Yes	3	5	No	0
Illinois Railway Museum	933200L	At Grade	Public	24	2	5	15	Yes	0	0	Yes	2
Union Pacific Railroad Company	178802U	At Grade	Public	6	0	10	10	Yes	2	3	Yes	10
Union Pacific Railroad Company	176994G	At Grade	Public	13	9	30	60	Yes	2	2	Yes	19
Union Pacific Railroad Company	174760W	At Grade	Private	1	1	20	40	Yes	0	0	No	0
Union Pacific Railroad Company	177018B	At Grade	Public	1	1	25	50	Yes	2	2	No	0
Illinois Railway Museum	933202A	At Grade	Public	20	2	5	15	Yes	0	0	Yes	2
Union Pacific Railroad Company	176967K	At Grade	Public	32	20	30	60	Yes	2	2	No	0
Union Pacific Railroad Company	177022R	At Grade	Public	1	1	25	50	Yes	2	2	No	0
Union Pacific Railroad Company	177426L	At Grade	Public	0	0	5	10	Yes	0	0	No	0
Union Pacific Railroad Company	174563H	At Grade	Public	1	1	20	40	Yes	0	0	No	0
Union Pacific Railroad Company	176988D	At Grade	Public	15	7	25	50	Yes	1	1	No	0
Wisconsin & Southern Railroad, LLC	387894K	At Grade	Public	2	2	20	25	Yes	0	2	No	0
Wisconsin & Southern Railroad, LLC	386461B	At Grade	Public	0	2	20	25	Yes	2	2	No	0
Union Pacific Railroad Company	177011D	At Grade	Public	13	10	15	30	Yes	2	2	No	0
Union Pacific Railroad Company	174574V	At Grade	Public	1	1	20	40	Yes	0	2	No	0
Union Pacific Railroad Company	176972G	At Grade	Public	27	20	30	60	Yes	0	2	No	0
Union Pacific Railroad Company	178799N	At Grade	Public	0	0	5	10	Yes	2	2	No	0
Chicago-Chemung Railroad	177034K	At Grade	Public	0	0	10	15	Yes	0	0	No	0
Union Pacific Railroad Company	178798G	At Grade	Public	0	0	10	10	Yes	0	2	No	0
Union Pacific Railroad Company	176995N	At Grade	Public	13	9	30	60	Yes	2	2	Yes	7
Wisconsin & Southern Railroad, LLC	387884E	At Grade	Public	2	2	20	25	Yes	0	2	No	0
Union Pacific Railroad Company	176996V	At Grade	Private	13	9	30	60	Yes	0	0	No	0
Wisconsin & Southern Railroad, LLC	387885L	At Grade	Public	2	2	20	25	Yes	2	2	No	0
Union Pacific Railroad Company	972318G	At Grade	Private	13	9	30	60	Yes	0	0	No	0
Union Pacific Railroad Company	176962B	At Grade	Public	32	20	35	70	Yes	0	4	No	0
Union Pacific Railroad Company	174383K	At Grade	Public	0	0	5	10	Yes	0	2	No	0
Union Pacific Railroad Company	177015F	At Grade	Public	1	1	25	50	Yes	2	2	No	0
Union Pacific Railroad Company	178801M	At Grade	Public	0	0	5	10	Yes	2	3	No	0

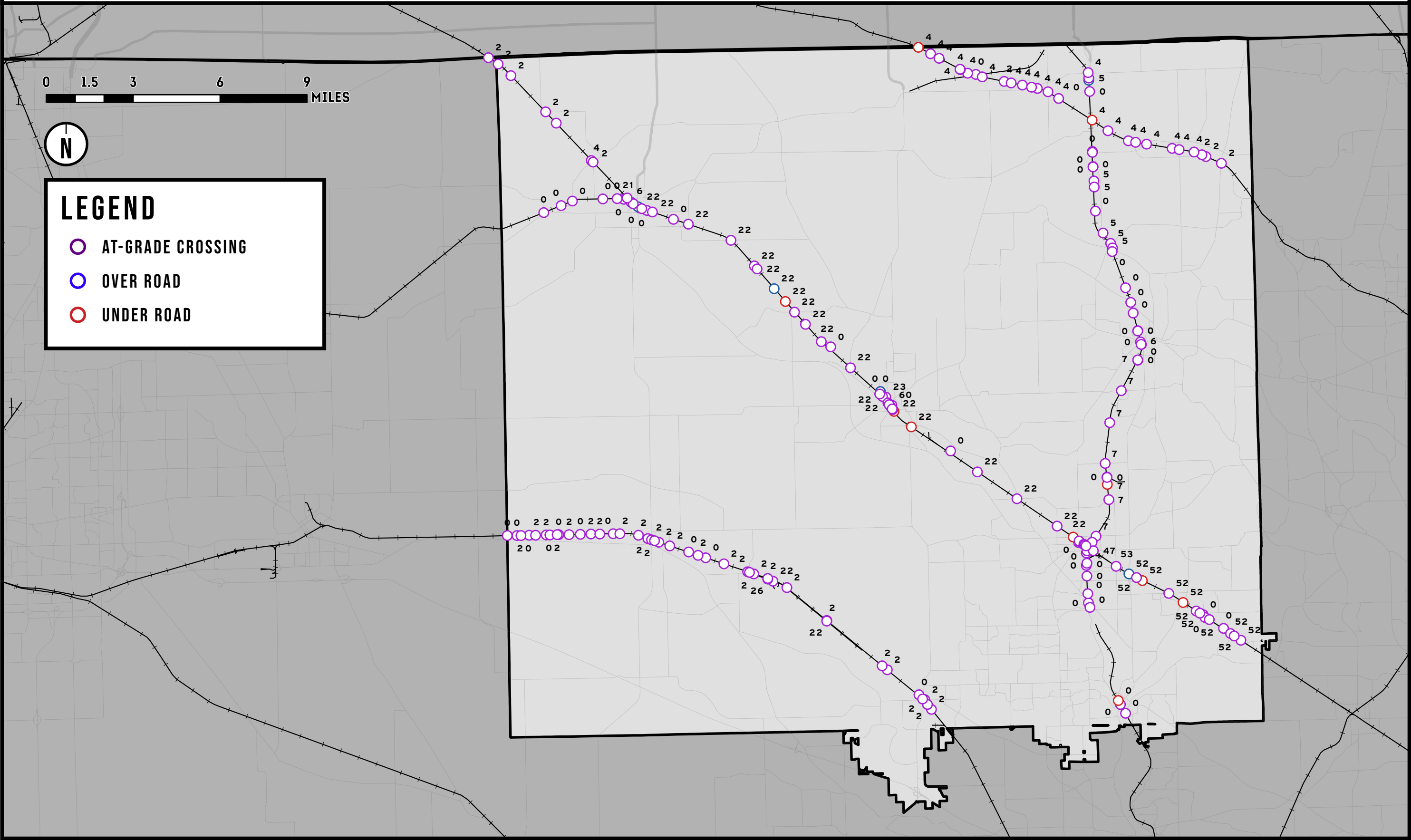
TABLE 56: RAIL CROSSING INFRASTRUCTURE CONT.

RAILROAD NAME	CROSSING ID	CROSSING POSITION	CROSSING TYPE	TOTAL DAYLIGHT THRU TRAINS	TOTAL NIGHTTIME THRU TRAINS	TYPICAL MINIMUM SPEED OVER CROSSING	TYPICAL MAXIMUM SPEED OVER CROSSING	SIGNS OR SIGNALS	COUNT ROADWAY GATE ARMS	COUNT MAST MOUNTED FLASHING LIGHTS	SCHOOL BUS ROUTE	SCHOOL BUS AVERAGE COUNT
UNION PACIFIC RAILROAD COMPANY	176960M	AT GRADE	PUBLIC	32	20	35	70	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	177030H	AT GRADE	PUBLIC	0	0	10	40	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	177016M	AT GRADE	PUBLIC	1	1	25	50	YES	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387901T	AT GRADE	PUBLIC	2	2	10	25	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	177012K	AT GRADE	PUBLIC	11	10	25	50	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	177005A	AT GRADE	PUBLIC	13	9	30	60	YES	2	2	NO	0
CHICAGO-CHEMUNG RAILROAD	177032W	AT GRADE	PUBLIC	0	0	10	15	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	178809S	AT GRADE	PUBLIC	5	2	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	176970T	AT GRADE	PUBLIC	27	20	5	10	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	178806W	AT GRADE	PUBLIC	0	0	5	10	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176979E	AT GRADE	PUBLIC	15	7	30	60	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	176971A	AT GRADE	PUBLIC	27	20	30	60	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	748452E	AT GRADE	PUBLIC	0	0	5	10	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	177003L	AT GRADE	PUBLIC	13	9	30	60	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	176985H	AT GRADE	PUBLIC	15	7	25	50	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	178811T	AT GRADE	PUBLIC	6	0	5	10	YES	0	2	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387886T	AT GRADE	PUBLIC	2	2	20	25	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174756G	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
CHICAGO-CHEMUNG RAILROAD	177035S	AT GRADE	PUBLIC	0	0	10	15	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	176961U	AT GRADE	PUBLIC	32	20	30	60	YES	3	3	NO	0
UNION PACIFIC RAILROAD COMPANY	177004T	AT GRADE	PUBLIC	13	9	30	60	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	176978X	AT GRADE	PUBLIC	15	7	30	60	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174570T	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	178837V	AT GRADE	PUBLIC	3	1	5	10	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174567K	AT GRADE	PUBLIC	1	1	20	40	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174568S	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174573N	AT GRADE	PUBLIC	1	1	20	40	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174569Y	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174572G	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174765F	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174557E	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174558L	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174571A	AT GRADE	PUBLIC	1	1	20	40	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174561U	AT GRADE	PUBLIC	1	1	20	40	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174766M	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174566D	AT GRADE	PUBLIC	1	1	20	40	YES	0	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174759C	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
WISCONSIN & SOUTHERN RAILROAD, LLC	387904N	AT GRADE	PUBLIC	2	2	20	25	YES	2	2	NO	0
UNION PACIFIC RAILROAD COMPANY	174755A	AT GRADE	PRIVATE	1	1	20	40	YES	0	0	NO	0
UNION PACIFIC RAILROAD COMPANY	174560M	AT GRADE	PUBLIC	1	1	20	40	YES	4	7	NO	0

IMAGE 64: DAILY RAILWAY CROSSINGS

MAP OVERVIEW

The map highlights crossings with varying levels of activity, ranging from low-traffic rural areas to high-traffic crossings near urban centers or industrial zones. **The labels on the map combine daily daytime and nighttime train traffic into a single figure, providing a clear overview of total rail activity at each crossing.**



RAILROAD INCIDENTS

Railroad incidents can occur at at-grade crossings or as the result of trespassing on railroad right-of-way. Railroad incidents are reported to the Federal Railroad Administration, the Illinois Emergency Management Agency, and the national Railroad Construction and Maintenance Association. Data for the CMAP region was made available for the years 2012 through 2021. The data is separate from roadway crashes and is inclusive of all incidents including those involving pedestrians and cyclists. From 2012 to 2021, 28 incidents occurred resulting in 21 fatalities and 2 injuries.

More than half of the incidents occurred as a result of someone being on railroad property away from a crossing. The remaining incidents occurred at public at-grade railroad crossings. For incidents at-grade railroad crossings involving vehicles, it was 25 percent of the total incidents. For at-grade railroad crossings involving bikes/pedestrians, it was 14 percent of total incidents.

FIGURE 16: RAILROAD INCIDENTS, FATALITIES, AND INJURIES PER YEAR (2012-2021)

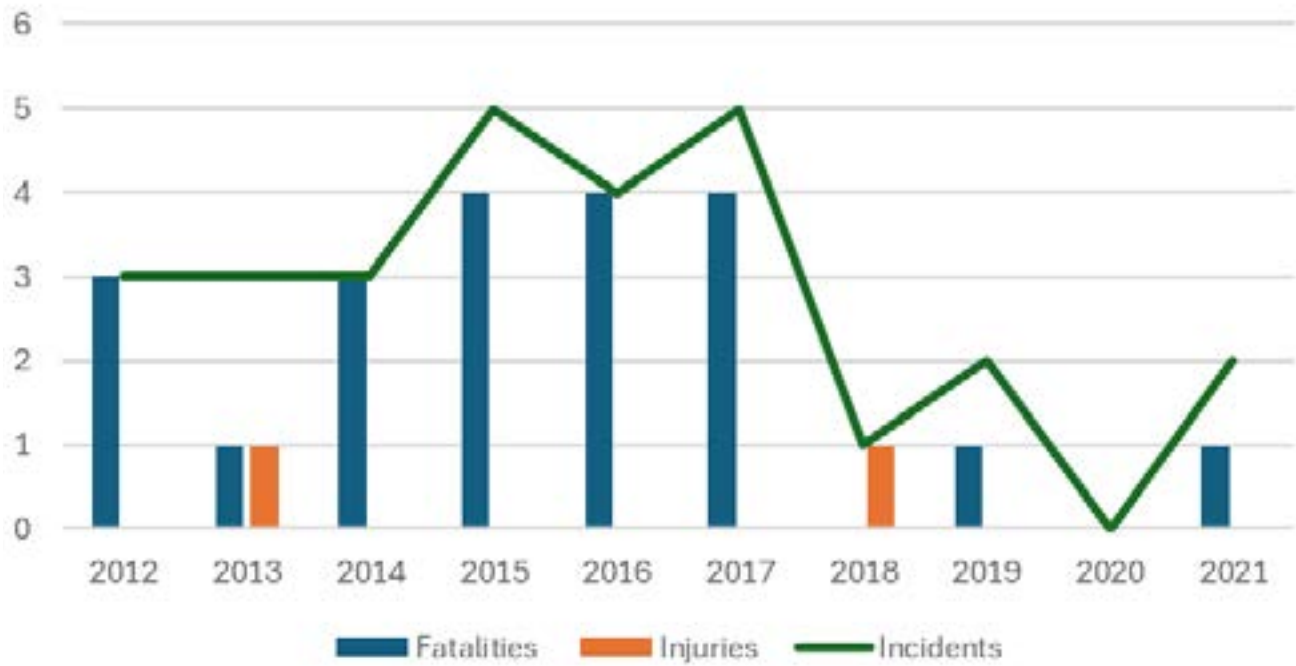
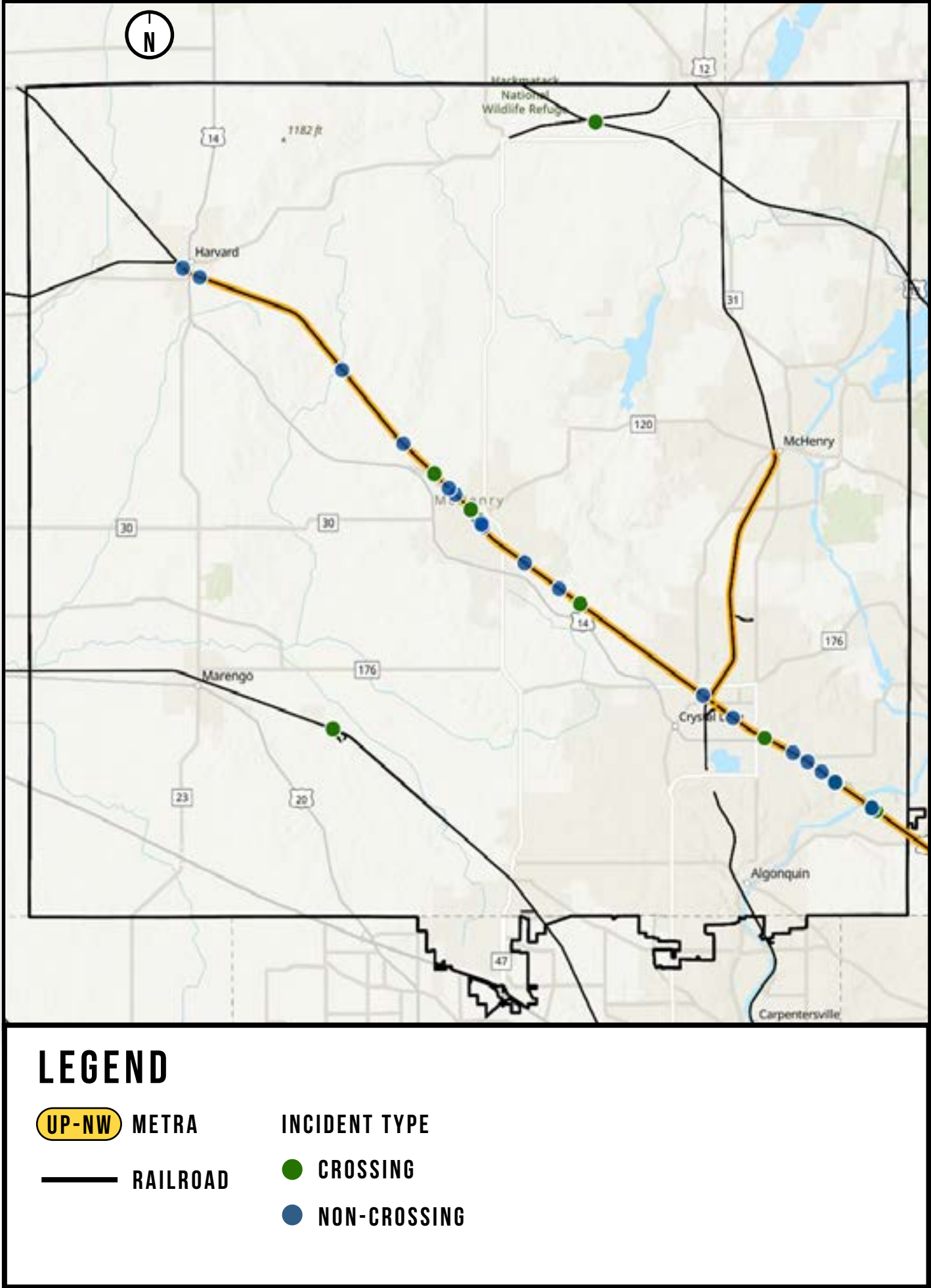


IMAGE 65: RAILROAD CROSSING INCIDENTS (2012-2021)



Metra was involved in the majority of the incidents (26 total). Freight was involved in the other two incidents.

39% of incidents occurred at crossings, while 61% were the result of someone walking along or across railroad property (these crashes are considered “trespasses” in railroad safety terminology). There were 10 rail crossings with more than one incident, as outlined in Table 57.

FIGURE 17: INCIDENTS BY LOCATION TYPE

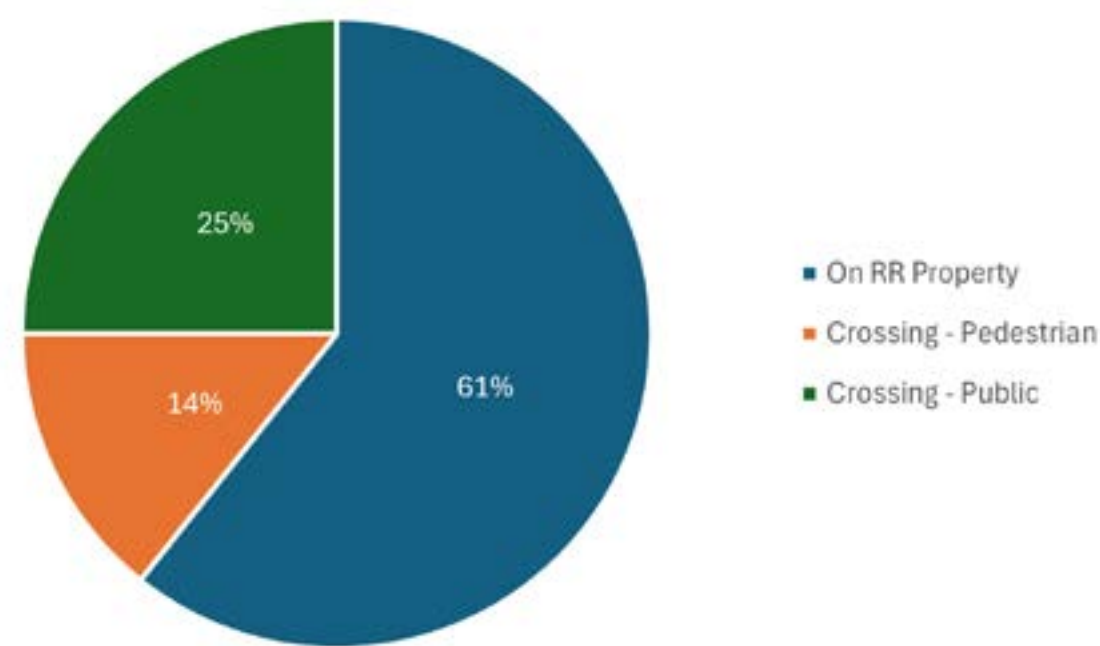


FIGURE 18: INCIDENTS BY EQUIPMENT OWNER

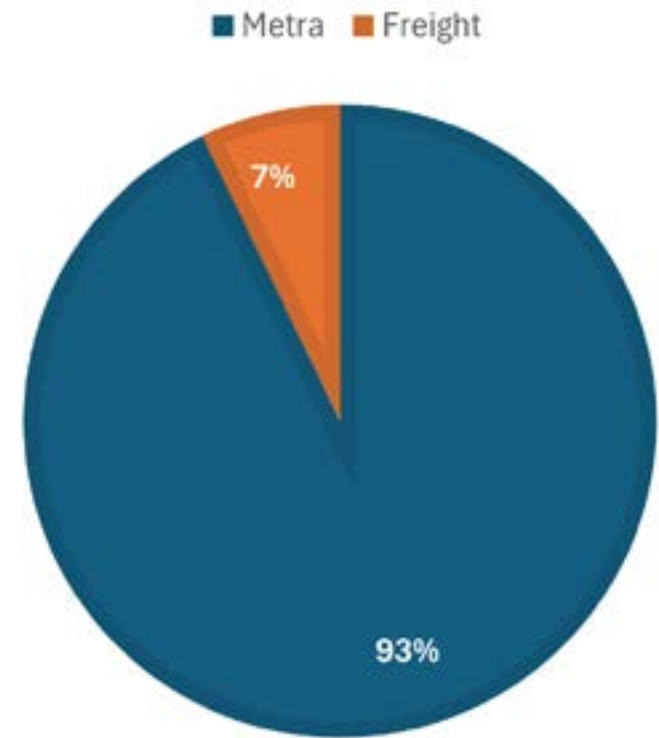


TABLE 57: CROSSING INCIDENTS, FATALITIES, AND INJURIES

Crossing	Incidents	Fatalities	Injuries	Street Name	AADT
176967K	1	1	0	Sands Road	2,900
176959T	1	0	0	Lincoln Avenue	1,500
387901T	1	0	0	Lange Road	775
176980Y	1	1	0	Lily Pond Road	2,200
174563H	1	1	0	Olson Road	400
176988D	1	0	0	Benton Street	550
176958L	1	0	0	Algonquin Road	2,650
176961U	1	1	0	W Main Street	5,450
176992T	2	2	0	Short Street	175
176994G	1	0	0	Lamb Road	1,900

APPENDIX A5. HIGH-INJURY NETWORK METHODOLOGY & STATISTICS

THIS SECTION PROVIDES A COMPREHENSIVE OVERVIEW OF THE SYSTEMATIC APPROACH USED TO IDENTIFY AND ANALYZE ROAD SEGMENTS WITHIN MCHENRY COUNTY THAT HAVE A HIGH FREQUENCY OF TRAFFIC-RELATED INJURIES AND FATALITIES - INCLUDING THE CRITERIA FOR ASSIGNING SEVERITY WEIGHTS TO DIFFERENT TYPES OF CRASHES, THE METHOD FOR CALCULATING THE INJURY SCORE OF EACH ROAD SEGMENT, AND THE TECHNIQUES USED TO NORMALIZE THESE SCORES ACROSS THE NETWORK.

HIGH-INJURY NETWORK ANALYSIS

To create the county-level High Injury Network (HIN), the project team utilized data provided by CMAP, including traffic crash records from 2018 to 2022, an intersection feature class, and IRIS roadway segment data. GIS files were clipped to match the boundaries of the project area, ensuring that only relevant data was analyzed. The HIN development focused exclusively on crashes resulting in fatalities or serious injuries, with no additional weighting applied to these incidents.

For McHenry County, an intersection overlay approach was implemented. Separate layers for HIN roadway segments and intersections were created, which were then combined through an overlay process to produce a visually integrated HIN, offering a comprehensive view of high-injury locations across the county.

HIGH-INJURY CORRIDORS

To ensure accurate analysis, the project team first identified and removed crashes with potential geolocation errors, such as incidents located outside the project area. Once the crash dataset was refined, each fatal and serious injury crash was assigned and spatially joined to the nearest road segment. The total number of fatal and disabling injury crashes (referred to as "KA crashes") was then aggregated for each segment.

To develop continuous HIN corridors, the team employed a "sliding window" approach. This method uses a fixed-length window, set to 0.5 miles in this analysis, which is centered symmetrically around a target road segment. As the window moves along a corridor, a series of overlapping window positions are created. For each window position, the team calculated the number of KA crashes per mile, which served as the safety score for the central segment of the window. By applying this method across the entire road network, the KA crashes per mile score was determined for each segment.

Segments were then ranked by their KA crashes per mile score in descending order. Those with a score of two or more KA crashes per mile were designated as HIN segments. These segments were subsequently grouped into continuous corridors based on their route number (KEY_RT_NBR). Finally, the identified HIN corridors were categorized as either "Comprehensive" or "Contextual," depending on the inclusion of limited-access highways.

HIGH-INJURY INTERSECTIONS

The crash dataset provided by CMAP includes pre-processed intersection assignments for all crashes, with each intersection-related crash linked to a unique identifier (Intersection_ID) based on its proximity to a roadway intersection. The project team aggregated the number of KSI (killed or seriously injured) crashes for each intersection and ranked them based on the total counts. Intersections with three B-Injury Crashes, two KSI crashes, or one fatal crash were designated as county-level HIN intersections. These identified intersections were then integrated into the overall HIN corridor as an overlay to provide a comprehensive view of high-injury locations.

APPENDIX A6.

ENGAGEMENT RESULTS & DATA

THIS SECTION DETAILS THE RESPONSES RECEIVED FROM THE ONLINE COMMUNITY SURVEY AND INTERACTIVE MAP.

TABLE 58: SURVEY RESULTS

NO.	QUESTION	ANSWER	RESPONSES	PERCENTAGE
1	Would you like to complete this form in English or Spanish?	English	95	100%
		Spanish	0	0%
2	How do you get around most of the time?	Car	92	76.0%
		Public transit (e.g., bus or train)	2	1.7%
		Bicycle/e-bike/scooter	10	8.3%
		Motorcycle	2	1.7%
		Walking/using a mobility assistance device	13	10.7%
		Ridesharing (e.g., Uber, Lyft, taxi, etc.)	1	0.8%
		Other	1	0.8%
3	Do you have reliable access to a car?	Yes	92	96.8%
		No	3	3.2%
4.1	Rate the extent of your concern for automobile drivers.	Very unconcerned	1	1.1%
		Unconcerned	8	8.4%
		Neutral	29	30.5%
		Concerned	40	42.1%
		Very concerned	17	17.9%
4.2	Rate the extent of your concern for pedestrians.	Very unconcerned	5	5.3%
		Unconcerned	1	1.1%
		Neutral	14	14.9%
		Concerned	34	36.2%
		Very concerned	40	42.6%
4.3	Rate the extent of your concern for bicyclists.	Very unconcerned	6	6.4%
		Unconcerned	3	3.2%
		Neutral	7	7.4%
		Concerned	33	35.1%
		Very concerned	45	47.9%
4.4	Rate the extent of your concern for motorcyclists.	Very unconcerned	2	2.2%
		Unconcerned	5	5.4%
		Neutral	19	20.4%
		Concerned	42	45.2%
		Very concerned	25	26.9%
4.5	Rate the extent of your concern for individuals with disabilities.	Very unconcerned	3	3.2%
		Unconcerned	2	2.1%
		Neutral	21	22.3%
		Concerned	30	31.9%
		Very concerned	38	40.4%
4.6	Rate the extent of your concern for roadway workers.	Very unconcerned	1	1.1%
		Unconcerned	5	5.4%
		Neutral	13	14.0%
		Concerned	35	37.6%
		Very concerned	39	41.9%

TABLE 58: SURVEY RESULTS CONT.

NO.	QUESTION	ANSWER	RESPONSES	PERCENTAGE
4.7	Rate the extent of your concern for older adults.	Very unconcerned	1	1.1%
		Unconcerned	2	2.2%
		Neutral	16	17.2%
		Concerned	37	39.8%
		Very concerned	37	39.8%
4.8	Rate the extent of your concern for children.	Very unconcerned	3	3.2%
		Unconcerned	2	2.2%
		Neutral	10	10.8%
		Concerned	34	36.6%
		Very concerned	44	47.3%
5.1	How safe do you feel while walking or using a mobility device?	Very unsafe	1	1.1%
		Unsafe	24	25.5%
		Safe	49	52.1%
		Very safe	1	1.1%
		I don't use this option	19	20.2%
5.2	How safe do you feel while biking/scootering?	Very unsafe	4	4.3%
		Unsafe	33	35.5%
		Safe	23	24.7%
		Very safe	2	2.2%
		I don't use this option	31	33.3%
5.3	How safe do you feel while driving?	Very unsafe	1	1.1%
		Unsafe	21	22.1%
		Safe	54	56.8%
		Very safe	17	17.9%
		I don't use this option	2	2.1%
5.4	How safe do you feel while riding a motorcycle?	Very unsafe	6	6.5%
		Unsafe	4	4.3%
		Safe	2	2.2%
		Very safe	1	1.1%
		I don't use this option	80	86.0%
5.5	How safe do you feel while using public transit (e.g., bus or train)?	Very unsafe	1	1.1%
		Unsafe	3	3.2%
		Safe	21	22.6%
		Very safe	4	4.3%
		I don't use this option	64	68.8%
5.6	How safe do you feel while using rideshares (e.g., Uber, Lyft, taxi, etc.)?	Very unsafe	1	1.1%
		Unsafe	6	6.5%
		Safe	19	20.4%
		Very safe	3	3.2%
		I don't use this option	64	68.8%

TABLE 58: SURVEY RESULTS CONT.

NO.	QUESTION	ANSWER	RESPONSES	PERCENTAGE
6	When you are walking, using a mobility assistance device, or biking, what are your main traffic safety concerns? Select your top 3 concerns.	I don't walk, use a mobility device, or bike as transportation.	17	6.8%
		Speeding or aggressive driving	42	16.8%
		Distracted or impaired driving	50	20.0%
		Large vehicles	5	2.0%
		Drivers not following traffic signals	20	8.0%
		Drivers not yielding the right of way to pedestrians	40	16.0%
		Lack of sidewalks and/or crosswalks	24	9.6%
		Limited places to cross streets while biking, rolling, or walking	15	6.0%
		Lack of bike lanes (or bike riders using vehicle lanes or sidewalk)	22	8.8%
		Roadway conditions/potholes	5	2.0%
		Accessibility issues	4	1.6%
		Ice, snow, or water on the road or sidewalk	4	1.6%
		Other:	2	0.8%
7	When you are driving, what are your main traffic safety concerns? Select your top 3 concerns.	I don't drive	4	1.5%
		Speeding or aggressive driving	65	23.7%
		Distracted or impaired driving	71	25.9%
		Large vehicles	11	4.0%
		Drivers not following traffic signals	45	16.4%
		Lack of sidewalks and/or crosswalks	13	4.7%
		Drivers not yielding the right of way to pedestrians	13	4.7%
		Limited places to cross streets while biking, rolling, or walking	4	1.5%
		Lack of bike lanes (or bike riders using vehicle lanes or sidewalk)	8	2.9%
		Roadway conditions/potholes	25	9.1%
		Accessibility issues	1	0.4%
		Ice, snow, or water on the road or sidewalk	12	4.4%
		Other:	2	0.7%
8	What do you think McHenry County's highest transportation safety priorities should be? Select your top 3.	Better lighting (intersections and roadways)	33	12.1%
		Roadway designs that slow drivers and reduce serious and fatal crashes	40	14.7%
		More sidewalks and safer crosswalks	37	13.6%
		More physical separation between people walking/biking and people	44	16.2%
		More transit facilities	4	1.5%
		Passing harsher laws for distracted driving	29	10.7%
		More enforcement of traffic laws (e.g., speeding, red light running, etc.)	28	10.3%
		More facilities for bicyclists	25	9.2%
		Better road maintenance	28	10.3%
		Other:	4	1.5%
9	Please rank the following transportation safety initiatives in McHenry County, with 1 being the highest priority and 6 being the lowest.	Maintenance of existing infrastructure (e.g., repairing roads, sidewalks, and bike lanes/paths)	-	2.29
		Expansion of infrastructure (e.g., building new bike lanes/paths, sidewalks, and roads)	-	2.69
		Safety enhancements (e.g., improved signage, lighting, and crosswalks)	-	3.25
		Traffic law enforcement (e.g., speed limit enforcement, DUI checkpoints)	-	3.37
		Public transit improvements (e.g., increased bus service, safer transit stops)	-	4.38
		Education and outreach (e.g., safety campaigns, school programs)	-	4.51

TABLE 59: INTERACTIVE MAP COMMENTS

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
September 24, 2024, 09:37 AM	Unsafe intersection		Several crashes occur here. High speed traffic on US 14
September 24, 2024, 09:42 AM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	too wide for pedestrians to cross safely
September 25, 2024, 08:22 AM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	There's no crosswalk or protected way to get to the park from the MUP and drivers speed around this corner. A traffic-calming crosswalk would be nice.
September 25, 2024, 08:26 AM	Unsafe bike path	Walking, Using a mobility device, Riding a bike/scooter	The MUP just dead-ends here at the tracks. There's no safe way to get to the road or cross the tracks. This is a serious impediment to getting to the retail district on the other side.
September 25, 2024, 08:28 AM	Unsafe bike path	Walking, Using a mobility device, Riding a bike/scooter	The bike path just dead-ends here and there's no safe way to get to the next intersection. Going out onto route 31 is *not* a safe option!
September 25, 2024, 08:30 AM	Unsafe intersection	Riding a bike/scooter, Driving	I see people, especially semi trucks, run the red light here on a regular basis. It's terrifying! I see it most often in "off peak" hours, when there's little traffic and they're either paying less attention or think they can just punch it and blast through.
September 25, 2024, 08:34 AM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	Drivers regularly ignore this crosswalk. The lights and signs don't seem to make any difference. I've almost been hit here several times because one lane will stop and someone in the next feels too important to wait and flies up the next lane. Please make this an actual stop light.
September 25, 2024, 08:39 AM	Unsafe bike path	Riding a bike/scooter	It can be very difficult to get from where the MUP ends here to the bike lane when you're headed south along Walkup. With the tracks and the light at 176, no one is looking for bikes or pedestrians at this intersection. It feels like Frogger.
September 25, 2024, 08:43 AM	Unsafe sidewalks or crossings	Walking, Using a mobility device	No crosswalk to get to the MUP from the south/east side of New Haven. Cars speed around the corner and it feels very unsafe.
September 25, 2024, 08:45 AM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	There's no crosswalk here for people to get to the businesses on the north side of 3 Oaks. Please add a button and crosswalk to this intersection.
September 25, 2024, 09:55 AM	Unsafe road	Riding a bike/scooter	Ridge Road is a main vein for cyclists to get out to northern country roads but cars drive super fast and there is no shoulder. Tons of wildlife also get killed on this road due to the unsafe drivers.
September 25, 2024, 01:17 PM	Unsafe bike path	Riding a bike/scooter	The bike path on Huntley Road between Chicago Ave. and Autumn Drive needs to be connected. The road is narrow and there is a big gap in the bike path. It is also uneven on the edges. Cars must slow and move to the center because the bike path does not exist in this stretch of road.
September 25, 2024, 01:31 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	The Lennar Subdivisions (> 600 Houses) in the NE quadrant of IL31&IL176 have no safe crossing to ANY other part of Crystal Lake or to any safe side street. Flashing crossing lights and a SB path to Ray St. would improve this problem.
September 25, 2024, 01:34 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	The Lennar Subdivisions (> 600 Houses) in the NE quadrant of IL31&IL176 have no safe crossing to ANY other part of Crystal Lake or to any safe side street. Flashing crossing lights and an EB path to Smith Road. would improve this problem.
September 25, 2024, 01:39 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	This is a high traffic intersection Making this intersection wider with more pedestrian/cycle infrastructure would allow safer access to Crystal Lake amenities
September 25, 2024, 01:44 PM	Unsafe bike path	Walking, Riding a bike/scooter	Enforcement of the pedestrian crossing lights needed. At least 25% of drivers will blow through these lights. I use this crossing often
September 25, 2024, 01:47 PM	Unsafe bike path	Riding a bike/scooter	Bike lane stops and puts you into traffic lane without adequate notice to motorists
September 25, 2024, 02:00 PM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter	Unsafe road for cycling. A lot of traffic no or narrow asphalt shoulders
September 25, 2024, 02:02 PM	Unsafe road	Walking, Riding a bike/scooter	Unsafe road for cycling. A lot of traffic no or narrow asphalt shoulders, high speed limit.
September 25, 2024, 02:11 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Difficult intersection for cyclist/peds coming west from the Randal Rd Tunnel and difficult for drivers to turn onto Bunker Hill
September 25, 2024, 02:17 PM	Unsafe road	Walking, Riding a bike/scooter	Terrible pavement dangerous to cyclists and walkers. No sidewalks for walkers
September 25, 2024, 02:22 PM	Inaccessible location	Walking, Using a mobility device, Riding a bike/scooter	No safe nonmotorized access to the rest of the city of Crystal lake or to any CL Park District recreational facilities.
September 25, 2024, 03:30 PM	Unsafe intersection	Walking, Driving	This intersection is dangerous especially during the morning and evening work commute hours. It can be difficult to see traffic from oncoming lanes from the hill in addition to people turning in/out of the subdivision.
September 25, 2024, 03:32 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection is dangerous especially during the morning and evening work commute hours. It can be difficult to see traffic from oncoming lanes from the hill in addition to people turning in/out of the subdivision. This is also dangerous for anyone walking/biking.
September 25, 2024, 03:33 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection is dangerous especially during the morning and evening work commute hours. It can be difficult to see traffic from oncoming lanes from the hill in addition to people turning in/out of the subdivision. This area is also unsafe due to weather issues on the hill and busy speeds without having any traffic control from the neighborhood or businesses attached.
September 25, 2024, 03:35 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection is dangerous especially during the morning and evening work commute hours. It can be difficult to see traffic from oncoming lanes from the hill in addition to people turning in/out of the subdivision. This is also dangerous for anyone walking/biking.
September 25, 2024, 03:35 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection is dangerous especially during the morning and evening work commute hours. It can be difficult to see traffic from oncoming lanes from the hill in addition to people turning in/out of the subdivision. This is also dangerous for anyone walking/biking.
September 25, 2024, 03:40 PM	Unsafe intersection	Driving	Kids playing on the road and some time kids running towards the car
September 25, 2024, 05:23 PM	Other	Other Otro	Need bike racks on both sides of the commuter tracks. Currently racks only on north side.
September 26, 2024, 10:10 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	*Even though there's a crosswalk, cars ignore it and still don't stop for pedestrians. It's also hard to make a left out of Talismon Drive
September 26, 2024, 10:13 AM	Unsafe intersection	Driving	*This is the worst intersection in and out of PR High School. There has to be a light here before someone is killed, especially with new/young drivers. Its so dangerous making a left turn onto Walkup.
September 26, 2024, 10:16 AM	Unsafe road	Walking, Riding a bike/scooter	Really all of Hillside is unsafe and tons of bikers/runners use this street. There is no shoulder and the cars all speed. It's very dangerous.
September 26, 2024, 10:19 AM	Unsafe intersection	Riding a bike/scooter, Driving	Really all of these side streets that run into 47 are so dangerous to cross or make a left turn.
September 26, 2024, 10:51 PM	Unsafe intersection	Driving	US route 31 North and South bound traffic is an absolute dumpster fire in this location to Edgewood Dr. north.
September 27, 2024, 12:52 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Motorist confusion with which lanes continue straight into westbound W. Main Street and which lanes are for westbound US Route 14. Curve for US Route 14 through traffic also makes visibility challenging for pedestrians crossing the street.
October 09, 2024, 08:47 PM	Unsafe road	Driving	US14, from Rose Farm to IL120
October 09, 2024, 08:50 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	US14 at McHenry Avenue difficult for cyclists and pedestrians.
October 17, 2024, 01:41 PM	Unsafe intersection	Walking, Driving	There is a lot of confusion among drivers regarding who's turn it is to go. Sometimes you can also see people ignoring stop signs. Whether it is on purpose or by accident, I couldn't say.
October 17, 2024, 01:50 PM	Unsafe road	Walking, Riding a bike/scooter	This corridor lacks non-motorized accommodations. People will walk in the roadway through this 1000' gap between Cardinal and 31. Lighting isn't always great through here either with the tree canopy.
October 17, 2024, 03:16 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	*According to gettingaroundillinois.com, the Annual Average Traffic Count on U.S. 14 is 13,700 and on Dean Street, 4,300. That's an average per-day vehicle count at the intersection of 18,000. The speed limit on U.S. 14 is 55 miles per hour, and it is frequently traveled by motorists who make quick turning actions onto Dean. But there are no pedestrian call buttons, crosswalks or safety islands at the intersection.
October 29, 2024, 01:23 PM	Unsafe intersection	Driving	This intersection is nearly impossible to make a left or right turn from Oak St during peak hours. Vehicles turning left onto Oak St from Pyott Rd also create a traffic jam if southbound traffic is heavy and a domino effect takes place (people speeding and passing illegally out of frustration). Has there ever been consid-eration to put a roundabout at this intersection?
October 29, 2024, 01:30 PM	Unsafe road	Using a mobility device, Riding a bike/scooter, Driving	This road is regularly riddled with potholes. Vehicles have experienced significant damage and/or blown a tire as a result. Cars are regularly driving in the middle of the road to avoid them.
October 29, 2024, 01:45 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Vehicles regularly disregard the traffic signal at this intersection. Multiple vehicles will continue making a left turn (from all directions) long after the arrow turns red. This makes it hazardous for vehicles, pedestrians, and bicyclists
October 29, 2024, 07:44 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Modified sports cars that travel through area at an unsafe rate of speed. (Both on Dole and Oriole.) Many other drivers fail to acknowledge the stop sign when crossing Oriole.
November 06, 2024, 06:13 PM	Unsafe intersection	Driving	*Traffic coming from the west is coming to fast and the curve before the intersection makes it hard to see if anyone is coming. Many times I stop look and start to go then check my mirror and cars are coming fast behind me. The speed limit could be lowered to help.
November 07, 2024, 03:17 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	The sidewalk just ends on the north side of the road and there is no connectivity to downtown Crystal Lake or Metra stations. At least continue the sidewalk to Mistwood Lane so we can cross the street to the neighborhood on the south side of IL176.
November 07, 2024, 03:19 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	The sidealk just ends here. There is no opportunity for bicyclists or pedestrians to continue unless they are on the shoulder of IL31, where vehicles rarely go the speed limit.
November 07, 2024, 03:34 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter, Driving	There's not a crosswalk for this neighborhood. Using the green space under the power lines can connect to the trail near Veteran Acres park and trail

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
November 07, 2024, 03:41 PM	Unsafe intersection		*Zero exageration on this statement - during peak hours for the southbound IL31 direction, I would bet 50% of the signal cycles see a car/truck enter the intersection on the red phase with complete disregard.
November 07, 2024, 03:44 PM	Unsafe intersection		*When turning from WB IL-176 to SB IL-31, the right-in for the Mobil gas station causes issues. Left turners are accelerating into the SB IL-31 direction, but then a car suddenly brakes to turn into the gas station. I've seen many close calls here.
November 07, 2024, 03:45 PM	Unsafe intersection		Put a red light camera here for the SB IL-31 movement as vehicles cross IL-176
November 07, 2024, 03:54 PM	Unsafe transit stop	Driving	There is a hill where the bus loading zone is and there should be a sign with a flashing light and a line on the roadway. Traffic is to be stopped for 5 minutes here while they are loading and it is very unclear to drivers what they are supposed to do- stop! The busses load off of the road which is what makes it confusing.
November 12, 2024, 09:50 PM	Unsafe road	Walking, Riding a bike/scooter, Driving	People are always racing down Roberts rd in island lake. There are a ton of hills that block drivers view. Lots of people crossing the road there across from sideouts bar to their overflow parking lot. Also someone was just hit and killed recently due to being forced to walk on the road because there is no sidewalks or lights to brighten up the road.
November 12, 2024, 09:55 PM	Other	Walking, Riding a bike/scooter, Driving	Need signs to reduce speed coming off of 176 onto Roberts rd. Pedestrian crossing or stop for pedestrians signs from rt.176 on Roberts rd until after sideouts bar. No one stops for pedestrians and it's extremely dangerous crossing Roberts rd. I've seen this daily for the last 11 years as my business is across from sideouts bar on Roberts. Speed tables, stop for pedestrian crossing signs something needs to be done before more people get hit!
November 15, 2024, 11:47 AM	Unsafe road	Walking, Riding a bike/scooter, Driving	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
November 15, 2024, 11:50 AM	Unsafe road	Walking, Riding a bike/scooter, Driving	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.
November 15, 2024, 11:51 AM	Unsafe road	Walking, Riding a bike/scooter, Driving	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.
November 15, 2024, 06:32 PM	Unsafe road	Driving	This is the most dangerous stretch of road that I am aware of. There are accidents every other week. Too many people have been seriously injured at this intersection. Please work on a solution, lives are at stake.
November 15, 2024, 07:00 PM	Unsafe intersection	Driving	I've almost been hit at this intersection many times. There are numerous collisions here that hurt people and also hold up traffic for ages. I avoid this intersection by cutting through the residential neighborhood because I don't want to get hit at this terrible intersection.
November 15, 2024, 07:40 PM	Unsafe intersection	Driving	Many vehicles witnessed going straight through intersection to access westbound Main Street instead of veering right to continue onto westbound Route 14. Witnessed some drivers even stopping in westbound left lane on Route 14, after the intersection, to pull a u-turn in order to go back eastbound on Route 14 and turn right onto westbound Main Street
November 15, 2024, 07:53 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter,	Frequent accidents and daily near-miss head-on collisions at a busy 3-way intersection at a Metra commuter rail station with heavy pedestrian traffic. There is very poor signage and road markings are confusing, and the crosswalk is blocks away resulting in jaywalking to the station.
November 15, 2024, 08:01 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Multi-lane intersection with no traffic lights or pedestrian crossing lights in front of an elementary school with heavy pedestrian traffic before and after school. There are frequent near miss accidents especially after the school crossing guard interrupts traffic and then all cars try to go again at once from all directions. I have witnessed multiple cars blowing through the stop sign to beat the crossing guard and almost hitting pedestrians.
November 15, 2024, 08:08 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter,	Very large intersection at a train crossing where cars often back up into traffic. The left turn lights are too short resulting in many cars either running red lights or changing lanes from the left turn lane to go straight and cut over through the parking lot after the light to turn left.
November 15, 2024, 08:23 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving, Other	This is a dangerous intersection with multiple lanes of traffic and no signal. Even for a mindful driver, at school dismissal you are trying to monitor 8 lanes of traffic and children crossing. On a weekly basis, I witness cars ignore the crossing guard at school dismissal.
November 15, 2024, 09:23 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	The curve of the road and hill creates an unsafe neighborhood for children to play. A stop sign needs to be added to help regulate traffic speed.
November 15, 2024, 09:27 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	This stretch of Decker Drive is used as a shortcut by many drivers. The set speed limit is not followed creating an unsafe neighborhood and dangerous crossings. The speed limit needs to be lowered or stop signs added to keep the neighborhood safe.
November 15, 2024, 09:45 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	There is no pedestrian or bicycle access to Prairie Grove Elementary school. A multi-use path from North Park along Valley View, to the school, and from Valley View north of 176, are necessary for safe access pedestrian/bike access to the school. This would reduce backups on the road. Furthermore, the intersection for the new parking lot at Valley View is on a blind hill and causes a dangerous situation when pick up time occurs and traffic backs up onto Valley View.
	Unsafe intersection	Walking, Riding a bike/scooter, Driving	This is not a regular 4-way stop. Because there's a left turn lane and right/straight on Silver Lake people often get confused and go out of turn. There's also low visibility with two lanes, for example a school bus in the right lane and a car in the left, those to the right of the bus can't see the car in the left lane. Unsafe pediatrician crossing as well. Would like to be able to get to Lions park via bike.
November 15, 2024, 09:47 PM	Unsafe intersection	Driving	Unclear markings. People constantly try to go straight on to Main St instead of following 14 around the curve causing accidents or near accidents with oncoming 14 traffic.
November 15, 2024, 09:51 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	There is a bike path along Three Oaks Road to the East of the intersection, and to the West of the intersection, but no safe bicycle crossing at U.S. 14 to connect the two paths.
November 15, 2024, 10:09 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	There is a multi use path along Three Oaks to the east that abruptly ends near E. Monticello Way. There is a park and commercial center to the West of here. Cary residents could have pedestrian/bicycle access to Three Oaks Rec Area and the Crystal Lake commercial area if the bike path was extended to Pingree, with a protected crossing at IL-31.
November 15, 2024, 10:19 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	This intersection is very dangerous for pedestrians and bicyclists. It is a road crossing for a popular multi-use path, and the only pedestrian accommodations are a painted zebra stripe. Cars heading southbound on Oak making a left onto eastbound IL-120 go fast to beat the light, despite not having full visibility of the intersection.
November 15, 2024, 10:24 PM	Unsafe intersection	Driving	This intersection has regular accidents due to its confusing design. People do not understand who has the right of way.
November 15, 2024, 10:27 PM	Unsafe intersection	Walking, Driving	This is a terrible intersection. Cars through straight through the intersection and endanger lives almost every day
November 15, 2024, 10:37 PM	Unsafe intersection	Driving	Left turn arrow from 31 to Three Oaks only lets 4-5 cars in the evening. Many try to turn left as the light turns yellow or early red assuming oncoming will stop. Oncoming especially semi trucks and those turning right onto three oaks often do not stop leading to accidents and near-misses. It should be left on arrow only.
November 15, 2024, 10:43 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	This intersection must be redesigned. It is hazardous to every car, both directions.
November 15, 2024, 11:01 PM	Unsafe intersection	Driving	Dangerous to turn left here
November 15, 2024, 11:03 PM	Other	Driving	It takes so long for the green turn arrow, I end up turning north at Main St instead.
November 16, 2024, 06:13 AM	Unsafe intersection	Walking, Driving	We live on High Rd and have learned to avoid using this intersection unless 100% necessary because of how dangerous it is.
November 16, 2024, 06:55 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	The right turn lane at Harrison heading west on Algonquin should not be also a straight lane. People fly down this lane even when traffic in other two lanes is at a standstill. People who live here don't even realize it is also a straight lane let alone people unfamiliar with the road.
November 16, 2024, 06:58 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	There should be a traffic light here especially during rush hours
November 16, 2024, 07:15 AM	Unsafe intersection	Driving	People are speeding extremely fast coming down the hill. Making it dangerous to turn left onto three oaks.
November 16, 2024, 07:16 AM	Unsafe intersection	Walking, Driving	People speeding and are tree blocking to turn left.
November 16, 2024, 07:35 AM	Unsafe intersection	Driving	Extremely unsafe intersection trying to leave the subdivision turning left onto 31
November 16, 2024, 07:37 AM	Unsafe intersection	Driving	Terrible intersection where those traveling west on rt 14 go straight when the light is not green for them, causing accidents constantly
November 16, 2024, 08:20 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	So dangerous. People get in accidents quite frequently here. I think there should not be access to cross the tracks at that intersection.
November 16, 2024, 08:20 AM	Unsafe intersection	Driving	Very dangerous turning from River Birch on to Southbound 31. Even turns on to northbound 31 are becoming difficult because of the amount of traffic.
November 16, 2024, 08:30 AM	Other	Driving, Other	This location is a right turn in, right turn out only. Multiple people a day still continue to take a left turn out of this business resulting in potential accidents for the residents across the street from business.
November 16, 2024, 08:32 AM	Unsafe intersection	Driving, Other	DANGEROUS intersection. People go straight when they are supposed to turn

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
November 16, 2024, 09:35 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving,	Horrible to try and pull out of huge neighborhood here
November 16, 2024, 09:49 AM	Unsafe intersection	Driving	Stop light needed for turning in and out of this location
November 16, 2024, 09:55 AM	Unsafe intersection		Dangerous and unsafe
November 16, 2024, 09:55 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	No light intersection. Very dangerous to turn left when road is 50/45. No sidewalks
November 16, 2024, 09:56 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	No light. Very dangerous to take left. No sidewalks
November 16, 2024, 10:02 AM	Unsafe intersection	Riding a bike/scooter, Driving	This intersection is hard to get out
November 16, 2024, 10:02 AM	Unsafe intersection	Driving	Many accidents
November 16, 2024, 10:03 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Unsafe section during morning commute and after school. Can't see the cars coming up the hill and it's almsot impossible to turn left
November 16, 2024, 10:04 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection is very scary to get out. It's hard to judge the cars speed, especially on the hill coming south on 31.
November 16, 2024, 10:11 AM	Unsafe intersection	Driving	Extremely difficult to get out, especially with the speeds of cars.
November 16, 2024, 10:14 AM	Unsafe intersection	Walking, Driving	Unsafe intersection, especially with the high volume of cars entering and exiting Woodlore Estates.
November 16, 2024, 10:17 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Way too hard to get out the intersection and very unsafe to turn. Please add a light!
November 16, 2024, 10:32 AM	Unsafe intersection	Driving	High traffic from both directions. Often times cars are forced to pull out into the middle turn lane just to get across.
November 16, 2024, 11:24 AM	Unsafe intersection	Walking, Driving	It is virtually impossible to make a left turn from River Birch onto 31. Forget at commute times. The way the lights are set there is nonstop traffic both north and south. There is a hill which makes it difficult to see. You take your life in your hands trying to cross on foot. For a community the size of Woodlore, it's ridiculous that there is not a light at this intersection. And just south of this intersection is 31 and 176, which is a bad intersection as well. Just reducing the speed limit on 31 would be beneficial. Too many drivers speed on this road even tho the speed limit gets up to 55. Someone needs to look at the areas around this
November 16, 2024, 11:46 AM	Unsafe intersection	Driving	Unsafe due to visibility is hard with the hill on both directions Need stop light.
November 16, 2024, 11:47 AM	Unsafe intersection	Driving	Need a stop light as people are driving fast and hard to merge lanes
November 16, 2024, 11:50 AM	Unsafe intersection	Driving	Needs a stoplight.
November 16, 2024, 11:51 AM	Unsafe intersection	Driving	Needs a stoplight
November 16, 2024, 11:57 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving, Other	Needs a speed bump or close the neighborhood off if rt31 and drake gets a street light. Everyone flies down the hill towards drake and blows the stop sign. Most cars are cutting through neighborhoods from 176.
November 16, 2024, 12:09 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Unsafe intersection.
November 16, 2024, 01:23 PM	Unsafe intersection	Driving	Needs a stoplight due to the traffic
November 16, 2024, 01:23 PM	Unsafe intersection	Driving	Needs a stoplight due to the traffic
November 16, 2024, 01:24 PM	Unsafe intersection	Driving	Needs a stoplight due to the traffic
November 16, 2024, 01:25 PM	Unsafe intersection	Driving	Needs a stop light
November 16, 2024, 01:26 PM	Unsafe intersection	Driving	Needs a stoplight
November 16, 2024, 02:13 PM	Unsafe intersection	Driving	Too many cars down Cary Algonquin, hard and dangerous to turn left off of Cimarron onto Cary Algonquin especially during high traffic in rush hour. Also sometime see people crossing here unsafley
November 16, 2024, 02:15 PM	Unsafe intersection	Driving	Low visibility left turning off Kaper onto Georgetown due to curve
November 16, 2024, 02:34 PM	Unsafe intersection	Driving	If you're trying to turn south on 31, there's risk you don't see a car coming from over the hill by Drake until it's too late
November 16, 2024, 05:15 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving,	Very unsafe and a blind hill!!
November 17, 2024, 06:47 AM	Unsafe road	Walking, Riding a bike/scooter, Driving, Other	Many cars are pressing the gas pedal hard in this area to catch a green light on 14 before it turns red. . . 40-50 mph when's it's a 30 mph zone. Danger for any pedestrians and houses.
November 17, 2024, 03:04 PM	Unsafe intersection	Driving	It is virtually impossible to turn south at this intersection.
November 17, 2024, 03:34 PM	Unsafe bike path	Walking, Riding a bike/scooter, Driving	Bike path dead-ends forcing riders onto Cary-Algonquin Road. Please continue to meet up with trail at Main St.
November 17, 2024, 03:41 PM	Inaccessible location	Walking, Using a mobility device, Riding a bike/scooter	Please add a pedestrian/cycling accomodation to this intersection so active transit types can easily get to businesses along congress parkway
November 17, 2024, 03:44 PM	Unsafe bike path	Riding a bike/scooter, Driving	Prairie Trail is a very busy bicycle path at this intersection. Three things that stand out that contribute to the risks at this intersection. 1) The roads are at angles; not perpendicular, which challenges line of sight; 2) The southern part of the intersection is curved which also challenges line of sight; 3) BUT: the third and riskiest part for bicyclers is the fact that the bicycle path crosses an intersection. Reasoning is that when crossing an intersection on a bicycle the rider needs to watch for traffic in 8 directions (cross traffic 4 ways + turning traffic 4 ways = 8 directions). Yes, should riders walk bike when crossing, yes, do they, no. Should riders obey the existing traffic lights, yes, do they always, no. Suggestions for improvement there may be 2 options. The first is likely too expensive and that would be a bridge or tunnel. The second is simple to offset Prairie trail crossing to the north on Main St. and to the southeast on Virginia. Thereby eliminating the crossing at an intersection. The open space exists and the connection to the southern part of the trail is offset from the intersection already.
November 17, 2024, 03:44 PM	Unsafe sidewalks or	Walking, Using a mobility device, Riding a bike/scooter	Drivers don't heed the crossing signs and will often speed up when they see them light up. Needs to be a stop light like @ Main Beach
November 17, 2024, 05:15 PM	Unsafe intersection	Driving	People not familiar cut through the curve, switch lanes, dangerous no matter which direction. Constant posts about this in the cary chat of accidents
November 17, 2024, 05:17 PM	Unsafe sidewalks or	Walking, Driving	This is a blind turn when driving and there are kids crossing to get to school or people walking. The hill blocks the view.
November 17, 2024, 05:18 PM	Unsafe intersection	Driving	I avoiding trying to turn left out of here, too much traffic w the Walmart there should be a stop light here.
November 18, 2024, 07:58 AM	Unsafe intersection	Driving	This has always been a terrible intersection with that big bend, especially for people unfamiliar with this area.
November 18, 2024, 08:45 AM	Unsafe intersection	Driving	Have personally witnessed multiple accidents at this location.
November 18, 2024, 10:47 AM	Unsafe bike path	Riding a bike/scooter	Please continue this bike trail from here to the one that dead ends at Fox Trails Drive South and Cary Algonquin Road.
November 18, 2024, 10:51 AM	Unsafe bike path	Riding a bike/scooter	Please create a bike path/lane that runs from Silver Lake Road, and West Three Oaks Road, to Pingree Road and West Three Oaks Road, to connect the existing bike paths to the Three Oaks Recreation Area and the Prairie Trail.
November 18, 2024, 10:52 AM	Unsafe bike path	Riding a bike/scooter	Please create a bike path/lane that runs from Pingree Road and West Three Oaks Road to Silver Lake Road, and West Three Oaks Road, to, to connect the existing Cary bike paths to the Three Oaks Recreation Area and the Prairie Trail.
November 18, 2024, 10:54 AM	Inaccessible location	Riding a bike/scooter	Please black top the trail around Rotary Park, to extend the bike trail in Hoffman Park and add another way to access the lake.
November 18, 2024, 10:57 AM	Inaccessible location	Riding a bike/scooter	Please add a black topped bike trail loop around North and South Lake.
November 18, 2024, 11:11 AM	Unsafe intersection	Driving	*This need to be priority!!!
November 18, 2024, 11:20 AM	Unsafe intersection	Walking, Riding a bike/scooter	Very hard to cross the street for children. Installing a lighted crosswalk would be great

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
November 18, 2024, 11:25 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter	Cars routinely speeding and blowing stop sign at High Rd and Berriedale
November 18, 2024, 11:36 AM	Unsafe intersection	Driving	Extremely unsafe intersection, crashes all the time with serious injuries
November 18, 2024, 12:01 PM	Unsafe intersection	Walking, Driving	Feels unsafe when traveling across the tracks towards Main Street.
November 18, 2024, 12:33 PM	Unsafe intersection	Driving	People unfamiliar with the area are very confused about how to navigate this intersection. Traffic accidents at this intersection are a very regular occurrence
November 18, 2024, 12:35 PM	Unsafe intersection	Driving	Accidents at this location always seem to be bad
November 18, 2024, 12:40 PM	Unsafe intersection	Driving	Needs to be a stop light
November 18, 2024, 12:40 PM	Unsafe intersection	Driving	Been almost hit here several times. Seen many accidents. Minimum: this area needs a short raised area between opposed lanes. Rumble strips might help. Very bright reflectors between yellow lines, maybe even 10 foot jersey wall on each side. But people don't seem to get it.
November 18, 2024, 12:43 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	No one stops at this sign. The traffic and noise is ridiculous. There should speed bumps.
November 18, 2024, 12:44 PM	Unsafe intersection	Driving	Too many accidents, too many people assume the car go straight when it's a right turn around that corner only except for the turn lane that takes you across the tracks
November 18, 2024, 12:46 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving, Other	Something needs to be done!!!
November 18, 2024, 12:49 PM	Unsafe road	Walking, Riding a bike/scooter, Driving, Other	The speed limit is 25MPH but people are doing almost double the speed. Police never patrol despite all the complaints of speeding and erratic driving. They need to write tickets. Also we need more stop signs and speed bumps. Again lots of complaints by residence along the road but nothing is done. It is not rocket sci-ence. Speed bumps and stop signs. I was almost hit while mowing my lawn.
November 18, 2024, 12:56 PM	Unsafe road	Walking, Riding a bike/scooter, Driving, Other	People utilize this street and residence property as a person pickup and drop off zone for Three Oaks School. They block driveways park in the yellow zone and block site of the intersection.I causing hazards. My favorite story was my wife bringing home my mother in law from her cancer treatment only to have a mom blocking our driveway. When my wife asked the woman to move she swore at my wife. Apparently my driveway is her personal pickup zone. Again, cars blocking view, driveways, etc causing hazards for people that live on Pin Oak Circle.
November 18, 2024, 01:25 PM	Unsafe intersection	Driving	I believe Shannon intended to pin Dvorak and Walkup and not Live Oak/Walkup. There is always a ton of traffic out of the school and, the only way to take a left is to count on people using their turn signals turning right onto Dvorak. It's extremely dangerous.
November 18, 2024, 01:46 PM	Unsafe intersection	Driving	Drivers not familiar with this intersection frequently are involved in or cause traffic accidents at this intersection.
November 18, 2024, 01:49 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection is confusing to people not from this area and often people see a green arrow and even though the option to go straight is red, they only see the green and assume they can continue straight onto W. Main. It's also very scary for pedestrians because the sidewalk is immediately next to 14 and if there are accidents or over corrections to avoid accidents pedestrians are in the line of fire.
November 18, 2024, 01:51 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	This is the only pedestrian accessible path into Downtown Cary and it's at the most precarious driving intersection in Cary. There are often accidents here and the sidewalk is right next to the road, so it's often frightening to be standing next to the road when people are driving 35mph around a curve.
November 18, 2024, 01:53 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	Because the only sanctioned crossing to get into Downtown Cary is a nightmare, I often see people crossing 14 to get into Downtown at this location. This location has no signals.
November 18, 2024, 01:55 PM	Inaccessible location	Walking, Using a mobility device, Riding a bike/scooter	The Sidewalks for this neighborhood stop at this location and make it difficult for people in this neighborhood to get to first st.
November 18, 2024, 02:16 PM	Unsafe intersection	Driving	Very dangerous intersection. People go straight when they are supposed to turn right. Since living here for past two years I've seen two t-bone accidents happen.
November 18, 2024, 02:27 PM	Unsafe intersection	Driving	A light is supposedly being put at this intersection, however it is months past completion date. The increased traffic due to recent housing developments makes this area a mecca for incidents.
November 18, 2024, 02:30 PM	Unsafe intersection	Driving	There have been many, many accidents at this intersection with the Village of Spring Grove replacing signage twice and a culvert once this year alone!
November 18, 2024, 02:30 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving, Other	Every day I work overlooking this intersection. I have lost count of the amount of times I have seen unsafe driving in this area. Distracted drivers cause accidents regularly, and I fear one day someone will be killed here. I know a solution isn't easy, but leaving it "as is" is not viable either:
November 18, 2024, 02:34 PM	Unsafe road	Driving	The speeding and dangerous lane-switching has to be addressed. 75-80 is the normal speed on this road, which is obviously not the speed limit.
November 18, 2024, 02:45 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Big flashing No turn when pedestrians are present. Like railroad no turn light. So many are nearly hit here.
November 18, 2024, 02:50 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	New subdivisions are going to make this trouble spot even worse.
November 18, 2024, 03:55 PM	Unsafe sidewalks or crossings	Walking	Unsafe sidewalk. Extremely close to rt14
November 18, 2024, 04:45 PM	Unsafe intersection	Driving	People do not seem to understand this intersection and I've seen a dozen accidents from individuals attempting to go down main from 14
November 18, 2024, 04:47 PM	Unsafe intersection	Driving	I've seen lots of near misses at this intersection.
November 18, 2024, 05:10 PM	Unsafe intersection	Walking, Driving	Dangerous intersection! Cars going westbound in left lane often enter the eastbound lanes causing collisions. Or some drivers are confused about the use of the left turn lane going straight onto W Main. Also dangerous intersection for pedestrians crossing after getting off the train.
November 18, 2024, 05:20 PM	Unsafe intersection	Driving	Multiple accidents have occurred here. Intersection is very confusing for those who do not regularly drive it.
November 18, 2024, 05:21 PM	Unsafe intersection	Walking	There is no safe way to properly cross from the train parking lot to the east and westbound tracks.
November 18, 2024, 05:39 PM	Unsafe intersection	Driving	Waiting at the light at 14 to proceed west onto main street in Cary - most vulnerable spot I've ever sat on a motorcycle
November 18, 2024, 06:25 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving, Other	I've been in several Ubers with drivers unfamiliar with this intersection, and every time has resulted in a near miss due to ambiguous signaling. The whole intersection needs to be redesigned from scratch.
November 18, 2024, 07:45 PM	Unsafe intersection	Walking, Driving	Most cars need to turn left here, usually with heavy, fast moving traffic coming from both directions.
November 18, 2024, 07:58 PM	Unsafe intersection	Driving	Crashes here too often
November 18, 2024, 08:00 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	Would not feel safe crossing as a pedestrian or on bike
November 18, 2024, 08:04 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Needs a stoplight as turning (especially left) is very dangerous
November 18, 2024, 08:07 PM	Unsafe intersection	Driving	Infamously dangerous intersection
November 18, 2024, 08:10 PM	Unsafe intersection	Driving	Infamous dangerous intersection
November 18, 2024, 08:13 PM	Unsafe intersection	Driving	Very hard to turn onto Randall
November 18, 2024, 08:15 PM	Unsafe intersection	Driving	Too many accidents here
November 18, 2024, 08:19 PM	Unsafe intersection	Walking, Driving	People can't figure out how this all works
November 18, 2024, 08:20 PM	Unsafe intersection	Driving	Dangerous and confusing intersection
November 18, 2024, 08:21 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	Hard to cross for pedestrians and bikes
November 18, 2024, 08:28 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Coming from a firemen this is a horrible intersection

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
November 18, 2024, 08:44 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving, Other	I have witnessed and almost been involved in multiple crashes in the intersection and waitresses many more cars have near misses. Cars frequently go straight from turn lane on the red light, cross oncoming traffic from right lanes to go straight, cross over lane markers into other lane, turn left on red from W. Main onto 14. This is the single most dangerous dangerous intersection I have ever seen.
November 18, 2024, 08:50 PM	Unsafe intersection	Driving	confusing intersection. People have gone straight through the intersection, continuing on to main street not even realizing there is traffic rounding the curves or they don't have right of way. the inside lanes going westbound are dangerously close to one another. Someone is going to get killed.
November 18, 2024, 08:58 PM	Unsafe intersection	Driving	This intersection is so dangerous! too much traffic coming from each direction and now there are new subdivisions that are increasing the traffic even more.
November 18, 2024, 09:49 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Almost everyone rolls through and does Not come to a complete stop. Which means anyone trying to pull out on to silver lake road from Margaret,Lloyd, Ann can't. Also before high school starts and ends it's even worse
November 19, 2024, 02:37 PM	Inaccessible location	Riding a bike/scooter	The path in Hoffman Park ends here abruptly, can the blacktop extend around Cary Lake?
November 19, 2024, 02:40 PM	Inaccessible location	Riding a bike/scooter	The path ends at this intersection - can a bike lane or even a side walk get added to Cary Algonquin Road to connect Cary to downtown Algonqui?
November 19, 2024, 02:54 PM	Unsafe road	Walking, Driving	This intersection gets busy to make a turn and cars sometimes speed down this stretch - perhaps a stop sign here could help.
November 19, 2024, 05:10 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	West-bound cars commonly travel through red light. East-bound cars take curve at high rates of speed.
November 19, 2024, 05:12 PM	Unsafe road	Riding a bike/scooter	Not safe for bicycles. High rates of speed and tiny shoulder
November 19, 2024, 05:20 PM	Unsafe road	Driving	Many people speed down this road and swerve over the middle line
November 19, 2024, 05:22 PM	Unsafe intersection	Driving	Turning left out of Fox Trails Drive South is dangerous because of hill blocking sight on Cary-Algonquin Road and drivers speeding northbound.
November 19, 2024, 05:24 PM	Unsafe road	Driving	Drivers speeding, and swerving in between lanes along Randall Road.
November 19, 2024, 05:25 PM	Inaccessible location	Riding a bike/scooter	Algonquin Commons and other shopping south of Harnish Drive inaccessible by bicycle
November 19, 2024, 05:28 PM	Unsafe road	Riding a bike/scooter	Impossible to travel via bicycle from Cary/Crystal Lake to McHenry
November 20, 2024, 11:54 AM	Unsafe intersection	Driving	Traveling through this intersection almost daily for several years, I've seen many cars continue eastbound from 14 to West Main AGAINST THE LIGHT. One horrifying time in particular was within just feet of a potential collision between myself, southbound on 14 and a driver continuing east, heading to West Main. Had I been a second sooner into the curve, that car would've killed me, hitting me on the drivers side at the speed normally seen going around that curve instead slamming into me!
November 20, 2024, 09:28 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	This should have a pedestrian train crossing, and the sidewalks should extend from the train station parking lot to Thornton's, in order for pedestrians to access businesses and Route 14.
November 21, 2024, 08:56 AM	Unsafe intersection	Driving	Visibility of traffic traveling south of Pyott is terrible and the high rate of speed. Making a left turn here is scary and takes a while for an opening.
November 21, 2024, 08:56 AM	Unsafe intersection	Riding a bike/scooter	This is a difficult to navigate on a bicycle. The bike path ends at the Walmart and forces bikes on to a sidewalk or the road
November 21, 2024, 09:01 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Due to a large metal box visibility of traffic traveling west on Algonquin Rd is terrible. Making a right turn off Algonquin Rd onto Harrison (at Port Eds) is so tight.
November 21, 2024, 09:03 AM	Unsafe road	Riding a bike/scooter	Bike path needs to continue from walmart to 47
November 21, 2024, 09:28 AM	Unsafe bike path	Riding a bike/scooter	There is a gap in the trail between Lange Road and the RR tracks. It needs an alignment study to determine a best alternative to address this gap
November 21, 2024, 09:30 AM	Unsafe intersection	Riding a bike/scooter	This bike path/county road intersection could use some additional safety features
November 21, 2024, 09:32 AM	Unsafe intersection		This bike path/173 intersection is difficult to cross. Perhaps a slower speed limit would increase safety
November 21, 2024, 09:36 AM	Unsafe intersection		Navigating this on a bike or as a pedestrian is very difficult. There is turning traffic all directions.
November 21, 2024, 09:40 AM	Inaccessible location	Walking, Using a mobility device, Riding a bike/scooter	As the property on west side of US 14 continues to develop, safer access to/from the bike path will be needed
November 21, 2024, 09:43 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter	Safety improvements are needed to allow those using the Prairie Trail to cross US 176.
November 21, 2024, 09:46 AM	Unsafe bike path	Walking, Using a mobility device, Riding a bike/scooter	The section of the Prairie Trail between Edgewood Road to McHenry needs to be renovated due to age and drainage issues.
November 21, 2024, 09:49 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter	Safety improvements are coming to this intersection thanks to McDOT and the Bull Valley Road Bike Path Project. But this could be enhanced by lowering the speed limit from 45 mph
November 21, 2024, 09:54 AM	Unsafe road		This road is used heavily by cyclist. It could be safer, when the next time it is resurfaced, the approach used on Vermont Road (west of here) is applied to Pleasant Valley Road. AKA widened/marked shoulders.
November 21, 2024, 10:00 AM	Unsafe road		The HUM trail ends at East Street which stops short of getting trail users to downtown Marengo. To get that trail traffic downtown, the community could consider bike routing signage/sharrows/or pavement markings
November 21, 2024, 01:32 PM	Unsafe intersection		No Crosswalks or bike lane and stop lights don't always turn green for bikes to cross from Walkup/bike path to Commonwealth Drive.
November 23, 2024, 12:09 AM	Unsafe intersection	Driving	Unsafe when people try to turn left out of the gas station or plazas onto three oaks
November 23, 2024, 12:13 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Cars stopped at on Rawson don't always realize three oaks traffic doesn't stop. Very difficult to check for pedestrians and bicycles especially when the bushes grow to obstruct sight line.
November 23, 2024, 12:14 AM	Unsafe road	Driving	Shoulder needs repair.
November 23, 2024, 12:16 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	People take this turn too fast. There are many people who hike and bike on this road and are at risk of being hit by a car or motorcycle not to mention the number of times people's property is damaged by cars careening off the road.
November 23, 2024, 12:19 AM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter, Driving, Other	Many people hike and horseback ride on these trails. The speed limit is too fast to allow a person or horse rider to safely cross. A vehicle coming over the hill and not paying close attention could impact a walker or rider. There are also deer crossing near here a little closer to the top of the hill and they are often hit by cars here.
November 23, 2024, 12:22 AM	Unsafe intersection		Speed limit is too high as vehicles come over the hill on Rawson and cars pull out from hickory nut
November 23, 2024, 12:25 AM	Unsafe road		Many hike and bike here including children. The speed limit traveling West is less than traveling east. People are not obeying the limit and risk hitting someone in the bike lane. A speed limit 30 sign could help at tuxedo for west bound traffic. Also traffic fails to slow at the hill heading east at tuxedo.
November 23, 2024, 12:27 AM	Unsafe road	Walking, Riding a bike/scooter, Driving	People exceed the speed limit and fly over the hill especially. Specific concern for hikers, bikers and the school bus.
November 23, 2024, 12:29 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving, Other	Tire skid marks from vehicles doing donuts. The whole road hickory nut grove road is used as a race track. Cars, motor cycles, dirt bikes, you name it. Skid marks are all down this road.
November 23, 2024, 12:30 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	People don't stay in their lane
November 24, 2024, 12:02 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Unsafe crossing
November 24, 2024, 12:04 PM	Inaccessible location	Walking	There should be a crossing here
November 24, 2024, 12:04 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	This sidewalk is a bit scary walking on with kids because it is right next to the road
November 24, 2024, 12:05 PM	Unsafe intersection	Walking, Riding a bike/scooter	*Difficult to cross
November 24, 2024, 12:06 PM	Inaccessible location	Walking, Riding a bike/scooter	No safe crossings for pedestrians
November 26, 2024, 05:00 PM	Unsafe sidewalks or crossings	Walking	I don't walk here, but I occasionally see people crossing here. There is no crosswalk and no pedestrian signal.

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
November 26, 2024, 05:05 PM	Unsafe sidewalks or crossings	Driving	I don't cross here, but often see people attempting it. The only other option for people leaving Jewel on foot is South Street intersection. Cutting across here saves one-third of a mile for those headed north or west.
November 26, 2024, 05:08 PM	Unsafe sidewalks or crossings	Walking	Long crosswalks, impatient drivers, and low visibility at night with only one working streetlight.
November 26, 2024, 05:11 PM	Unsafe sidewalks or crossings	Walking	Sidewalk uncomfortably close to traffic. Worrisome when walking a dog or with a small child.
November 27, 2024, 11:57 AM	Unsafe intersection	Driving	I BEG you to fix this
November 27, 2024, 12:03 PM	Unsafe road	Driving	Westbound downhill curve in winter is very slick. Consider better signage or guard rails.
November 27, 2024, 12:17 PM	Unsafe intersection	Driving	Please add nice long right turn lane on Randall southbound to Miller westbound. Cars are going too fast southbound and the existing right turn too tight.
November 28, 2024, 05:55 PM	Unsafe intersection	Driving	Waiting in the left lane to continue west on Main Street, traffic heading east cuts very close to the first car in tha lane. I'm fearful of being hit by an east bound car taking the curve too tight.
December 1, 2024, 11:57 AM	Unsafe intersection	Driving	There have been multiple deadly crashes at this intersection including one in April. People on coral don't stop or stay stopped and cause accidents. I have to drive this was to work every day even after a fatal car accident I was involved in. It's terrifying every time I pass through the intersection especially when the corn is high. One direction you can't see past the corner house to even know if a car is coming down the road.
December 1, 2024, 02:19 PM	Unsafe intersection	Driving	At least one accident a week occurs here. Something has to be done.
December 2, 2024, 07:20 AM	Unsafe intersection	Driving	Very unsafe. Accident with a death. Visual obstructions.
December 2, 2024, 07:22 AM	Unsafe intersection	Using a mobility device	Multiple accidents frequently even after the addition of the turn lane!
December 2, 2024, 07:24 AM	Unsafe intersection	Driving	Blind spots turning right or left onto Pleasant Prairie from Hamilton. Hills and high speed limit make it very difficult to see oncoming traffic
December 4, 2024, 09:42 AM	Unsafe intersection	Walking, Driving	Many accidents on a weekly basis
December 4, 2024, 09:47 AM	Unsafe intersection	Driving	My daughter, who had the right of way on Union, was hit by a motorist who failed to stop at a stop sign on Coral. her vehicle was flipped several times due to the speed of his impact with her. There needs to be flashing lights and rumble strips on Coral to attract more attention to the upcoming stop sign! I know of two other accidents at this very intersection! A man died in the vehicle that hit my daughter. Action needs to be taken to help save lives! Lives were altered due to this unsafe intersection. Please make the changes needed!
December 4, 2024, 09:55 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	When trying to turn east or west off of route 47 cars fly around on the shoulder of the road to pass stopped vehicles that are trying to make a safe turn. Unfortunately several accidents have happened here due to people not following the law. We need changes here! Designated turn lanes? Guard rails to keep people off the shoulder and passing on the right? Curbs so they can't pass on the right?
December 4, 2024, 10:08 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving, Other	People speeding. Montana sounds like an expressway during rush hour. People using Montana to three oaks as a way to avoid downtown Cary. I was almost hit twice in last two years. People live along Montana have complained to police but police presence is limited and they are not writing tickets. We need speed bumps and stop signs.
December 4, 2024, 10:25 AM	Unsafe intersection	Walking, Driving	I live within window view of this accident. Do some research. Accidents occur so regularly that it's getting comical. This needs to be addressed before a death occurs. Please address this.
December 4, 2024, 10:36 AM	Unsafe intersection		This intersection safety would be enhanced by prohibiting vehicles from turning right on red. Its a gamble on whether the turning vehicles are slowing enough to see bikes or pedestrians crossing.
December 4, 2024, 10:50 AM	Inaccessible location		Path stops short of the park requiring bikes and pedestrian traffic on the road.
December 4, 2024, 11:07 AM	Unsafe intersection	Walking, Driving	Multiple accidents. Confusing intersection for motorists that are unfamiliar with the area
December 4, 2024, 11:18 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Horrible intersection!
December 4, 2024, 12:24 PM	Unsafe intersection		Accidents happen here frequently
December 4, 2024, 12:54 PM	Unsafe intersection	Driving	Lights are confusing. People that aren't familiar go straight through the red arrow. Curves are tight and hard to navigate at this light. Tons of accidents. Local residents avoid this intersection at all costs due to the danger it poses.
December 4, 2024, 01:15 PM	Unsafe intersection	Riding a bike/scooter, Driving	Traffic coming from North and South on 12, and also from North on Richmond Road, and residents trying to leave the neighborhood that has the entrance right there.
December 4, 2024, 01:34 PM	Other	Walking, Using a mobility device, Riding a bike/scooter	A lot of vehicles speed along this road. There are a lot of pedestrians and no sidewalks. This neighborhood is dominated by young families and elderly. Speeding motorists are likely to hit a young child.
December 4, 2024, 02:41 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	There is an accident here at minimum 2x weekly if not daily. I avoid this curve at all cost. There has got to be something that can be done to let the non local people know the curve is coming and lane expectations also much larger signage and further out to warn of the upcoming curve and what lane is needed!
December 4, 2024, 04:38 PM	Unsafe sidewalks or crossings	Walking	Cars do not stop or yield to pedestrians or use turn signals. They often turn into intersection with pedestrians walking dogs. I've almost been hit several times and others say the same.
December 4, 2024, 04:48 PM	Unsafe intersection	Walking, Driving	The on-going and on-coming traffic lanes are too close around the turn causing people to drift into on coming traffic lanes or into the next lane. The signage isn't very clear that going straight across the tracks has a red light, multiple times seen people almost get T-boned because they thought they were going straight instead of turning and continuing onto route 14
December 4, 2024, 05:22 PM	Unsafe intersection	Walking, Driving	Multiple accidents occur each week.
December 4, 2024, 06:29 PM	Unsafe intersection		This intersection has serious accidents on a weekly basis. It's confusing to people who are. Ot familiar with how the intersection works because NW HWY curves when heading northwest but to go get to main Street it is a straight line. People don't understand that the signal to go straight onto main is different than the signal to continue on NW HWY and follow the curve. They cross in front of oncoming traffic and cause some serious accidents. Also the lanes are very narrow on NW HWY through the curve and often times people cross over into the other lanes and can either push a car out of their lane into oncoming traffic or they themselves cross into the oncoming lanes.
December 4, 2024, 07:04 PM	Unsafe intersection	Walking, Driving	Drivers are challenged when navigating this curve on Route 14 traveling in both east and west directions resulting in frequent accidents.
December 7, 2024, 11:00 AM	Inaccessible location	Walking, Using a mobility device, Riding a bike/scooter	I would like to see the extension of the HUM trail to Huntley. With out this people are forced out on roads to move between towns.
December 8, 2024, 07:15 AM	Unsafe sidewalks or crossings	Driving	*There are fences on both sides of the intersection. Twice I have been fully stopped, checked traffic and started forward when someone on a scooter came shooting out from behind the fence in front of me. They never looked, never slowed down.
December 15, 2024, 05:45 PM	Unsafe intersection	Driving	Lots of accidents here due to drivers not paying attention to signs and always go the wrong way or drive across lanes and cut traffic off.
December 15, 2024, 05:45 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Hard to tell which lane to be in and which direction to drive. Painted lines are helping, but still so many accidents.
December 15, 2024, 06:18 PM	Unsafe intersection	Walking, Driving	Too many car accidents.
December 16, 2024, 07:56 PM	Unsafe intersection	Walking, Driving	The design of the road is too confusing for people who don't live in Cary or drive through regularly. It's easy for someone to be confused and think they need to go straight when they really need to angle right when heading west on Route 14. On top of that, the lanes are too close together so you have vehicles going opposite directions on a fast curve right next to each other with hardly any road markers to help guide them. There have been many, many accidents, and I make a point of avoiding this intersection every time.
December 27, 2024, 04:00 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	Unmarked, low visibility crossing across 14 very fast cars. Not enough time for pedestrians to cross safely with children.
December 27, 2024, 04:02 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	Sidewalk extremely narrow next to 14, no barrier between road and pedestrians.
December 27, 2024, 04:02 PM	Unsafe sidewalks or crossings		Unsafe narrow sidewalk next to busy road
December 27, 2024, 04:04 PM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	Very low visibility waiting to cross here. Pedestrians hidden under trees and very narrow sidewalks with no barrier between cars on both sides of 14
December 27, 2024, 04:05 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Everyone else has said it. Constant accidents here! Feels unsafe driving and as a pedestrian.
December 27, 2024, 04:07 PM	Unsafe road	Walking, Riding a bike/scooter, Driving, Other	Speeding is a common occurrence

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
December 27, 2024, 04:12 PM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter	Speeding is a problem. Especially people turning left from Main Street and cutting across the centerline, then speeding up Decker. Needs more clearly marked pedestrian crossings, stop signs and lane narrowing.
December 27, 2024, 04:14 PM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter	Speeding is a problem. Especially people turning left from Main Street and cutting across the centerline, then speeding up Decker. Needs more clearly marked pedestrian crossings, stop signs and lane narrowing.
December 27, 2024, 04:15 PM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter	Speeds here are too high, especially going down the hill.
December 27, 2024, 04:18 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Very challenging intersection at school times. Lots of kids walking, no signal here is dangerous.
December 27, 2024, 07:48 PM	Unsafe intersection	Driving	Unsafe
December 27, 2024, 07:49 PM	Unsafe sidewalks or crossings		Unsafe crossing
December 27, 2024, 07:50 PM	Unsafe sidewalks or crossings	Walking	No way to safely cross the street
December 30, 2024, 08:27 AM	Unsafe intersection	Driving	too fast and drivers not adhering to pedestrians
December 30, 2024, 08:29 AM	Unsafe intersection	Driving	drivers cut the corner turning left onto Decker , excessive speed as well
December 30, 2024, 08:31 AM	Other	Driving	Driving down from Carl Sands down the hill , drivers are speeding .
January 3, 2025, 05:42 PM	Unsafe bike path		No safe bike lane or path from Sage Pkwy to Pingree Road. Cannot cross Rte 31 anywhere safely.
January 4, 2025, 09:47 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection needs traffic circle or traffic lights since the traffic has increased exponentially along Cary-Algonquin road both north and southbound. People travel this route fast, and morning, midday, and night time, you will find the traffic 20 cars deep on Klasen Road trying to tur onto Cary-Algonquin road. Turning northbound is especially tricky with traffic speeding from both directions.
January 8, 2025, 09:37 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Speed limit is 50 on Pyott and it is extremely difficult to leave the small neighborhoods onto a highway. Stoplight needed
January 10, 2025, 06:06 PM	Unsafe intersection	Driving	Drivers heading westbound frequent accidents. turn seems too sharp. not much distance between the opposing lane, many cars drift into oncoming traffic, causing accidents.
January 10, 2025, 06:16 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	no crosswalk East West. cannot walk to forest preserve or Jay
January 10, 2025, 06:23 PM	Unsafe intersection	Driving	Intersection with increased traffic North/South. Many attempting to cross, blocking traffic or making risking moves because East/West is also congested especially at rush hour.
January 10, 2025, 06:29 PM	Unsafe bike path	Riding a bike/scooter	Path ends here, but Three Oaks lake is just one mile further west. No bike lane on Three Oaks. No crosswalk at 3 Oaks and IL-31. I wouldn't dare ride on the street due to congested intersections at Sands/3 Oaks and IL-31/3 Oaks.
January 10, 2025, 06:36 PM	Unsafe road	Walking, Riding a bike/scooter, Driving	Traffic on Pyott/Main turning left and crossing traffic on Virginia have a blind spot further up the road north or south. It is difficult to see oncoming cars to yield and make a safe left turn. one can judge an open street and begin left turn, only to be startled mid-turn with oncoming traffic unseen.
January 13, 2025, 05:32 PM	Unsafe intersection	Driving	People get confused and try to go straight and then drive into incoming g traffic
January 14, 2025, 05:10 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	My family and I walk our children access Woodview, down Walnut to get to school each day. There is not crossing walk to get across Woodview. Additionally, cars FLY down this road (in attempt to bypass driving on Algonquin). Would love a crosswalk, speed bump, and more.
January 14, 2025, 05:13 PM	Unsafe bike path	Walking, Riding a bike/scooter	There's no safe way to get to the bike path from this section of the residential streets. The bike path doesn't go to Algonquin, and there is no sidewalk. Additionally, traffic on Sandbloom is FAST. We hear cars racing on Sandbloom at all hours of the night (just take a look at all the serpentine tire treads). We need enforcement of speed limits and a protected bike lane, all the way up to Algonquin Rd.
January 14, 2025, 05:17 PM	Inaccessible location	Walking, Using a mobility device, Riding a bike/scooter	Look, here is where the sidewalk and bath end. What if someone wants to go from here up to Algonquin Road? Lots of bicyclists make the uncomfortable choice to ride in the middle of this very hazardous traffic. Continue the bike lane all the way to Algonquin and enforce the speed limits.
January 14, 2025, 07:07 PM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter, Driving	This road was never completed and is not maintained by anyone. In the winter it is not plowed or salted and becomes an impassable hazard. Residents cannot get deliveries, mail, or garbage services most of the winter. Its unknown if emergency services can get down the road if there is enough snow. The intersection at the end of the road is always ice covered and there is no way to stop yourself from sliding out into the cross street when leaving the road. No one knows who owns the road, not county, sheriff, or township are sure of ownership. The residents can't care for the road and don't know how to care for it. Petitions have been made to give ownership to the county without response. There are lots on the road that are frequent spots for dumping of garbage and unused vehicles. We have asked for help often and are always told someone will respond, but no one ever does.
January 14, 2025, 09:02 PM	Unsafe intersection	Driving	*The southbound traffic is coming at a high rate of speed down the hill with blocked visibility. There are nearly always cars waiting at this intersection.
January 15, 2025, 06:13 AM	Unsafe intersection	Driving	Intersection of Ackman and Huntley Road - needs a stop light!
January 15, 2025, 06:15 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Very unsafe intersection! Lots of people driving too fast, foot traffic from the General Store and West Beach. Need a 3-way stop here.
January 15, 2025, 07:01 AM	Unsafe road	Walking, Driving	This is just a confusing intersection and I know the intersection. I feel sorry for those who are not familiar with it.
January 15, 2025, 07:39 AM	Unsafe intersection		This intersection needs a specific left turn light.
January 15, 2025, 08:26 AM	Unsafe road	Walking, Riding a bike/scooter, Driving	Traveling Route 14 from Route 31 to and from Cary. There is no safe shoulder or room for bike travel. Cars go into the other lane to pass bikes or they come so close to the bikes that they push them off the road or hit them with their mirrors. there needs to be bike lanes or widened with solid shoulders.
January 15, 2025, 08:37 AM	Unsafe intersection		Horrible intersection, accidents weekly at least. I took an uber home to be safe and the driver cut across the intersection even though we were telling them NO. This intersection
January 15, 2025, 09:12 AM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter	The cars fly by at high-speed and run your down when you're trying to walk across Miller road
January 15, 2025, 09:15 AM	Unsafe road		The speed limit on Miller road should be reduced to 25 miles per hour . And enforced periodically by the police or by Is a radar sign. Traffic blows down Miller road at 40 to 50 miles per hour.
January 15, 2025, 09:43 AM	Unsafe road		I grew up in this neighborhood and my family still lives near this intersection. Cars are frequently driving over the speed limit and sometimes not stopping at the stop sign. Would really love to see some sort of speed light camera put on this intersection, especially with it being close to a park and school.
January 15, 2025, 09:48 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Lakeshore cars tend to drive above speed limit. The bushes and trees at the boat launch make it difficult to see for cars leaving Leonard Pkwy. There are lorsof pedestrians in this area too. I recommend clearing the intersection of landscaping that creates the blind spots.
January 15, 2025, 11:06 AM	Unsafe intersection		This turn is very confusing for many. There have been a lot of accidents here.
January 15, 2025, 11:40 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Algonquin Road remains a far too highly trafficked road and the intersection of Longwood has no signals even though there is one down a bit at Eastgate there are usually numerous vehicles coming from both sides of Longwood and it can be a long delay but also visual impurity that results in more than a few dangerous crossings and coming and goings
January 15, 2025, 11:51 AM	Unsafe intersection	Walking, Driving, Other	Highland Ave in Algonquin. Often use alternate route through subdivision. Very hard to turn left from or onto Rt 62 unless traffic lets you in. Also cars drive too fast down Highland Ave to spring creek road. Bike path and playground abd mailboxes along way.
January 15, 2025, 12:53 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	Hilltop Dr has pretty consistent traffic, which makes walking to the beach or park (Anywhere along the road) difficult and potentially dangerous. A sidewalk or hybrid bike/walking lane would be nice.
January 15, 2025, 12:57 PM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter, Driving	People routinely speed on this road (Going up and down this hill), even though the PD does monitor it. It always seems to be on the off hours (mid day, later at night). It's 25mph and I've noticed well over 35 before. Sadly it's near a park too.
January 15, 2025, 12:58 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Difficult intersection to turn onto Pyott from the side roads without a light. Dangerous during busy hours.
January 15, 2025, 01:01 PM	Unsafe intersection	Driving	The landowners hedges already make this difficult to see and now the Village added a giant transformer on the other side to make both directions difficult to see. Once the PD station moves how fast will people really go past this intersection?
January 15, 2025, 01:04 PM	Unsafe intersection	Driving	Update intersection to "turn on green arrow only" in all directions
January 15, 2025, 01:10 PM	Unsafe intersection	Driving	Occasionally difficult intersection to turn onto Algonquin Rd, individuals speed in both directions
January 15, 2025, 01:28 PM	Unsafe intersection	Driving	After the high school lets out, with pedestrian traffic and students driving cars, it is nearly impossible to get onto Bunker Hill Rd. As a result, people take a lot of chances to get out onto the road.

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
January 15, 2025, 01:29 PM	Unsafe intersection	Driving	There is a lot of pedestrian traffic going to and from the grocery store yet there is really no safe place or way to cross.
January 15, 2025, 01:38 PM	Unsafe intersection	Driving	In order to miss the light and traffic at the intersection of Main St and Northwest Hwy, many people cut across Heritage to Crystal Pt to get onto Northwest Hwy. People take chances to make a left turn onto Northwest Hwy. The only solution I can think of would be to deny left turns and herd the cars down to an existing light into the mall in order to make their left turn.
January 15, 2025, 02:26 PM	Inaccessible location	Walking, Riding a bike/scooter	Between Beach and edgewood there is no sidewalk. It's dangerous.
January 15, 2025, 02:27 PM	Unsafe intersection	Walking, Driving	There is no light and students and drivers trying to get to Prairie Ridge are subjected to dangerous crossing
January 15, 2025, 02:29 PM	Inaccessible location	Walking, Riding a bike/scooter	There is no sidewalk from cardinal and going east on edgewood because it ends at cardinal.
January 15, 2025, 03:19 PM	Unsafe intersection		Highland Ave in Algonquin. Often use alternate route through subdivision. Very hard to turn left from or onto Rt 62 unless traffic lets you in.
January 15, 2025, 03:20 PM	Unsafe road		*Continuation of previous comment: Also cars drive too fast down Highland Ave to spring creek road. Bike path and playground abd mailboxes along way.*
January 15, 2025, 07:21 PM	Unsafe road	Walking, Riding a bike/scooter, Other	I live off E Main. It's incredibly dangerous to walk, bike, or even collect my mail or set out my garbage bins. Despite a 40mph limit, cars speed down E Main at 55+, the hills limit visibility so even pulling out with no cars visible can result in a speeding car breaking for my entrance. I'd suggest lowering the limit to 30/35 or increased enforcement.
January 15, 2025, 07:33 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	This intersection is confusing and dangerous. People take the eastbound curve at way too high of speed, other people come to a near stop in thinking the bearing turn is a hard turn that requires a stop. Something needs to be done.
January 15, 2025, 09:16 PM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter, Driving	There is a beautiful bike path along Edgewood Drive that gets you to Cardinal Drive and that is it. Bikers and walkers need access to the traffic light at the corner of Edgewood and Route 31 to cross safely in order to access the restaurants and Fox River Trailhead on the east side of 31. You are literally trapped there. The only option is to go one block south but then there is no safe place to cross (or a way to get to the traffic light to cross)
January 15, 2025, 09:26 PM	Unsafe bike path	Walking, Riding a bike/scooter, Driving	By bike, bike paths and sidewalks can get you to this point (Pickle Haus) but then there is no safe way to access a bike path or a sidewalk to get to the NEW bike path and restaurants (Cane's, Portillo, Cooper's, etc)
January 15, 2025, 09:39 PM	Inaccessible location	Walking, Riding a bike/scooter, Driving	*Way can't they create the ability to make a left turn here to access the restaurants when heading west on this quiet frontage road. Anyone who lives on the east side of Randall is forced to get ON Randall to access these businesses. It can literally add 8-10 minutes sitting at lights to travel that one block waiting for two turn arrows---as well as adding to the MADNESS that is already on Randall road.
January 16, 2025, 06:59 AM	Unsafe road	Riding a bike/scooter	Westbound lane narrows, there is only a paint stripe for cyclists. Speed limit is 35, most are going 40-45. A lot of large trucks
January 16, 2025, 07:15 AM	Unsafe road	Riding a bike/scooter	Road narrows at tracks, also on the crest of a hill. Makes for unsafe passing of cyclists.
January 16, 2025, 07:21 AM	Unsafe intersection	Driving	This intersection needs a traffic light. Turning onto Northwest Highway from Federal or from the fast food restaurants on the south side of Northwest Highway is extremely difficult.
January 16, 2025, 08:36 AM	Unsafe intersection	Driving	The only traffic control at this extremely busy intersection is a single STOP sign. INSANE !
January 16, 2025, 11:10 AM	Unsafe bike path	Riding a bike/scooter, Driving	Please add a stop sign just before the Hubbard crossing for bikes traveling southeast on the trail. The stop sign for cars traveling south on Hubbard is positioned far enough away that a collision could still occur with a biker even after the motorist makes a complete stop (the blind spot due to foliage near the trail combined with racing bikers makes the crossing even more dangerous).
January 16, 2025, 11:47 AM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Other	JOGGERS AND BIKES ARE HARD TO SEE
January 16, 2025, 11:49 AM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter, Other	This Crosswalk is Always Ignored by Drivers. People walk dogs and little kids on this trail.
January 16, 2025, 11:49 AM	Unsafe sidewalks or crossings	Walking	Unsafe Crosswalk
January 16, 2025, 02:23 PM	Unsafe sidewalks or crossings	Walking	Next to Husmann Elementary. Almost all cars speed down McHenry Avenue and there isn't enough attention given to the crosswalk. I have seen crossing guards almost get hit, had 2 near misses myself and this needs to stop. Something more needs to be done.
January 16, 2025, 10:30 PM	Unsafe intersection	Driving	Accident prone intersection. People traveling at high speeds on Route 31 trying to make the light usually cause accident with people turning left.
January 16, 2025, 10:34 PM	Unsafe intersection	Driving	Constant accidents here due to people trying to cross traffic at the curve to go straight onto west main.
January 17, 2025, 03:37 PM	Unsafe intersection		Dangerous turning off Klasen onto Cary Algonquin RD
January 17, 2025, 03:43 PM	Unsafe intersection		too many crashes at 14 and Main street
January 18, 2025, 07:37 AM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter	Semi Tractor Trailer Trucks enroute to NVA Transporation routine drive illegally on Sands (South from Crystal Lake Ave and North from NVA property) endangering children and residents. There are no sidewalks on this road.
January 18, 2025, 09:17 AM	Unsafe intersection	Driving	Intersection of Sands Road and just north of the busy railroad tracks - at the NVA trucking facility - in Crystal Lake is EXTREMELY dangerous and is becoming increasingly dangerous with the added trucking activity that is inevitable in the coming months/years. It will be particularly treacherous for local school buses. It will become a scary tragedy-in-the-making!
January 19, 2025, 10:09 AM	Unsafe intersection	Driving	sometimes it takes well over 7 minutes to turn left from Edgewood onto Rt 31 north. People go right and turn around on Ames nd then go North on Rt 31
January 19, 2025, 09:34 PM	Unsafe intersection	Walking, Using a mobility device, Driving	Multiple vehicle crashes in 2024, including a fatality. Cars don't want to stop for pedestrians using crosswalk, on foot or in a wheelchair.
January 20, 2025, 11:04 AM	Unsafe sidewalks or crossings	Walking, Using a mobility device, Riding a bike/scooter, Driving,	*There is significant pedestrian traffic, especially during the school year when children are walking to and from school. The rising or setting sun often creates visibility issues, making this situation even more dangerous. Cars turning west onto Barlina routinely speed and attempt to maneuver around traffic that is slowing
January 22, 2025, 06:23 AM	Other		INDIAN TRAIL by the beach especially, has many speeders
January 22, 2025, 07:33 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Cars turning left from River Rd onto eastbound Algonquin Road during rush hour
January 22, 2025, 07:39 AM	Unsafe intersection	Riding a bike/scooter , Driving	Multiple crashes occur at this intersection and since it borders on the Kane/McHenry border it doesn't receive proper maintenance and snow removal. One of the major issues here is the distractions created by the posting of several business and real-estate advertisement signs unlawfully posted along the roadside. Snow
January 22, 2025, 07:39 AM	Unsafe intersection	Walking, Driving	Unsafe crossing
January 22, 2025, 07:46 AM	Other	Walking, Driving	Cars turning left (east) onto Bunker Hill where there is no left turn permitted. Cars going east on Bunker Hill Rd turning left onto road.
January 22, 2025, 07:53 AM	Unsafe road	Driving	Cars traveling east on Algonquin Rd turning left onto Highland
January 22, 2025, 08:56 AM	Unsafe bike path	Walking, Riding a bike/scooter	This is a dangerous intersection for walkers and bicyclists when using the bike path on Miller and trying to cross Lakewood road. I've almost been hit on my bike by cars failing to yield on a right turn.
January 22, 2025, 03:57 PM	Unsafe intersection	Riding a bike/scooter, Driving	Inability to see oncoming traffic when turning onto Pyott in either direction.
January 22, 2025, 03:58 PM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	Unsafe turning onto Pyott in either direction from Oak Street. No visibility for oncoming traffic. Too many trucks, including tractor trailers, garbage truck trucks, transport vehicles. Extremely dangerous.
January 22, 2025, 04:02 PM	Unsafe intersection	Driving	From Algonquin eastbound Road, turning left onto hilltop is impossible. The light is red all the time and very short, and eastbound traffic on Algonquin Road speeds down the hill very quickly. The chance of them hitting a car waiting for that green turn arrow is very high. That needs to have a blinking yellow turn signal.
January 22, 2025, 06:33 PM	Unsafe bike path	Walking, Riding a bike/scooter	Trail gap between Chemung and County line road. Not a great option to get between the two, roads have spe d limits of 55+ and do not feel safe to bike on. Would be nice if there was a side path to bridge this short gap.
January 22, 2025, 06:34 PM	Unsafe bike path	Walking	Trail gap between chemung and county line road. Hunter road has less traffic but is longer and still very fast. Feels unsafe to bike on. A side path extension is needed to complete what would be a great bike trail.
January 22, 2025, 06:36 PM	Unsafe road	Walking, Riding a bike/scooter	No safe bike route between Woodstock and Harvard.
January 25, 2025, 01:58 PM	Unsafe intersection		It is very dangerous as pedestrian to cross at the intersection of 3 Oaks Rd and Rte 14. There are no options for a pedestrian 'walk' button on stoplights

TABLE 59: INTERACTIVE MAP COMMENTS CONT.

Please note that the public comments have not been altered and stand as provided.

DATE & TIME	CATEGORY	THIS SPOT FEELS UNSAFE WHEN I'M: (SELECT ALL THAT APPLY)	COMMENT
January 27, 2025, 07:39 PM	Unsafe intersection	Driving	It is very difficult to turn left on to Pyott from Oak St. There is very limited visibility in both directions on Pyott. The most frustrating is that cars speed on Pyott. There needs to be a 3-way stop. And/or, a no left turn from Pyott to Oak during rush hours.
January 27, 2025, 07:45 PM	Unsafe intersection	Walking, Driving	It is difficult to turn left on to Pyott from Industrial Drive. There is a sign that blocks visibility on Pyott near Oak. Cars speed from both directions on Pyott. Speed limit in front of Barbara Key Park should be reduced to 35 miles per hour. Walking on the path is dangerous. There should also be a guard rail along Pyott by the walking path at Barbara Key Park.
January 28, 2025, 09:34 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving,	It feels unsafe to drive through here and residents claim accidents are commonplace.
January 28, 2025, 09:44 PM	Unsafe road	Walking, Using a mobility device, Riding a bike/scooter, Driving,	This road is has hills and people drive at high speeds a bike lane may provide pedestrians/bicycles and drivers some safe passage.
January 28, 2025, 09:54 PM	Unsafe intersection		hard to see cars traveling around the curve in both directions
January 29, 2025, 09:22 AM	Unsafe sidewalks or crossings	Walking, Riding a bike/scooter	People do not obey the posted speed limit of 25 mph. There is a bike/walking path and a lot of pedestrians in the area. In addition, there are mailboxes that people have to cross New Haven to access. The curves are blind. Raised crosswalks to the mailboxes would be helpful and not as destructive as speed bumps. Radar speed signs would be good too, as long as they are maintained. There is a children's playground as well.
January 30, 2025, 11:15 AM	Unsafe sidewalks or crossings	Riding a bike/scooter, Driving	Cyclist often times ignore the do not cross signal. Cars turning right from S Main Street have a slight blindspot.
January 30, 2025, 11:35 AM	Unsafe sidewalks or crossings	Driving	Many students cross here from the High School. Oncoming traffic from S Randall Rd make it difficult to turn from Sherman Rd and across the street from the other shopping plaza. Many times I have stopped to allow students to cross.
January 30, 2025, 11:38 AM	Unsafe sidewalks or crossings	Driving	On Randall Rd between Acorn Ln and Miller Rd - many pedestrians walk along N Randall Rd. They have to walk in the grass, marsh, and snow.
January 30, 2025, 11:39 AM	Unsafe intersection	Driving	Turning west from Randall Rd to Village Rd is very difficult.
January 30, 2025, 04:20 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Too many people speeding west bound on Algonquin Rd not paying attention at the light at Sandbloom. Tons of accidents in the warmer months.
January 30, 2025, 04:23 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Way to many speeders & distracted drivers on Randall Rd, needs more police patrols & speeding tickets written. There is at least one accident a week at this intersection.
February 07, 2025, 09:36 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	People turning onto Willow from Hilltop in either direction get backed up because there is a quick intersection to Maple. Many parents with students at LITH Elementary use that parking lot and it gets backed up, and there are little kids walking. Sightlines are terrible.
February 07, 2025, 09:37 AM	Other	Other	This parking lot is used by drug dealers regularly.
February 07, 2025, 09:38 AM	Other	Other	This park and parking lot also used to deal drugs regularly. More police presence is necessary in all of LITH.
February 14, 2025, 04:18 PM	Unsafe sidewalks or crossings	Riding a bike/scooter, Driving	Multiple people use berms for walking. No sidewalks. Dark enough at night that can't see people at all. Pedestrians include individuals using wheel chair transport.
February 14, 2025, 04:25 PM	Unsafe road		Due to curve of road, drivers all have blind spot looking out front window and trying to see ahead through cars bar holding windshield as driving into a curve (happens to all drivers in my home regardless of vehicle). Especially complicated after April 1 because extensive street parking. Can't change shape of curve. Can limit street parking. (And don't build future developments with this angle of curve.)
February 14, 2025, 08:41 PM	Unsafe road		The posted speed limit is 25. When I pull out of my driveway after looking to make sure it is clear, every day I have a car flying past me while I pull out. They weren't there when I looked and then they are on me. Everyone that visits along with contractors tell me about the issue with speeding and Cary refuses to do any-thing about it. Many people in our community have complained, and Cary turns a blind eye.
February 15, 2025, 07:09 PM	Unsafe road	Driving	Such fast cars down New Haven Dr especially when cars are parked on either side, that it's challenging to back out of my driveway. Increased traffic is a concern for me and for community safety.
February 22, 2025, 07:28 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	There frequently accidents at this intersection.
February 22, 2025, 07:34 AM	Unsafe intersection	Walking, Riding a bike/scooter, Driving	The recent signage and lane painting seem to be helping a little, but this intersection is so dangerous. Commuters cross anywhere they want woth bikes and on foot. Drivers who are u familiar or not paying attention dont stay in their lanes or follow traffic signals. People race across the tracks as gates are closing. I try to avoid crossing the tracks here, because my car was totaled after having been rerearended while waiting at the stop light to go straight from Northbound 14 into downtown Cary. People also do not stay in theor lanes as they follow the curve to continue north on Rte 14.
February 22, 2025, 07:38 AM	Unsafe intersection	Driving	Due to the red light cameras, and the arrow signals, people are unsure if their light is green or red and have actually STOPPED mid-turn from 22 onto northbound Rt14, causing an accident. The red-light camera is notoriously avoided by people speeding through the neighborhood behind Jewel or cutting through the bank parking lot. I truly believe the camera has to go.
February 23, 2025, 05:05 PM	Unsafe intersection	Walking, Riding a bike/scooter	Extremely unsafe cross walk. Caroline Street is home to dozens of families who have kids walking to and from the Husmann Elementary and Central High School. Traffic heading west on Crystal Lake Ave from downtown is accelerating from the intersection of Walkup/Crystal Lake and never stops for children or adults. They literally have to wait until no cars are moving Eastbound or Westbound.
February 27, 2025, 10:29 AM	Unsafe intersection	Driving	At IL Route 31 & Crystal Lake Avenue, there are so many red light runners and accidents. Intersection needs safety improvements. Perhaps a red camera?
February 28, 2025, 10:00 PM	Unsafe intersection	Driving	*Please fix this!! Very DANGEROUS turn/
March 08, 2025, 07:42 PM	Unsafe intersection	Driving	It is very difficult to turn right or left on to Oak St from Poplar because of the huge bushes at the corner. You need to pull out into the street to see oncoming traffic going west on Oak. The best solution is to cut down the bushes.
March 11, 2025, 10:17 PM	Unsafe intersection		It seems crazy that Both Woodlore and College Hill Subdivisions do not have a regulated way out of our subdivisions. 300+ units and no safe way onto Rt 31 or Rt 176
March 12, 2025, 10:59 PM	Unsafe intersection	Walking, Using a mobility device, Riding a bike/scooter, Driving	Needs a stop light!!

APPENDIX B1. RESOURCES & POLICY GUIDANCE

THE RESOURCE AND POLICY GUIDANCE APPENDIX PROVIDES COMPREHENSIVE LISTINGS AND EXPLANATIONS OF ESSENTIAL TOOLS, DATASETS, FUNDING SOURCES, AND REGULATORY FRAMEWORKS THAT SUPPORT INFORMED DECISION-MAKING AND EFFECTIVE IMPLEMENTATION IN TRANSPORTATION PLANNING AND SAFETY PROJECTS.

NATIONAL TRAFFIC SAFETY INITIATIVES

National traffic safety initiatives in the United States encompass a wide range of programs designed to enhance road safety on a national scale. Spearheaded by agencies like the National Highway Traffic Safety Administration (NHTSA), these initiatives involve coordinated efforts across federal, state, and local levels. Key programs include the Click It or Ticket campaign to enforce seat belt use, the Drive Sober or Get Pulled Over campaign against impaired driving, and pedestrian and cyclist safety programs. These initiatives often rely on a combination of public awareness campaigns, law enforcement efforts, and legislative actions to achieve their goals.

SAFE SYSTEM APPROACH

The Safe System Approach is an advanced road safety concept that shifts focus from preventing crashes to preventing serious injuries and deaths when crashes do occur. It is based on the principles that humans make mistakes and that the road system should be forgiving. The approach integrates the need for safer road users, safer vehicles, safer speeds, safer roads, and better post-crash care. It emphasizes the interdependence of these elements and promotes a multidisciplinary approach to road safety, involving collaboration among urban planners, engineers, policymakers, and the community.

FOR MORE INFORMATION, VISIT [👉 USDOT SAFE SYSTEM APPROACH WEBSITE](#)

NATIONAL ROADWAY SAFETY STRATEGY (NRSS)

Launched by the U.S. Department of Transportation in January 2022, the National Roadway Safety Strategy is a comprehensive and ambitious blueprint aimed at reducing roadway fatalities in the United States. It marks a significant commitment to the Safe System Approach and outlines key goals such as improving road design, enhancing the use of safety technologies in vehicles, enforcing behavioral safety laws, and improving emergency response times. The NRSS is intended to act as a cohesive framework guiding federal, state, and local road safety efforts.

FOR MORE INFORMATION, VISIT [👉 USDOT NATIONAL ROADWAY SAFETY STRATEGY WEBSITE](#)

VISION ZERO

Vision Zero is a multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic. It asserts that traffic deaths are preventable, and therefore, unacceptable. The approach has been adopted by numerous cities around the world, including New York City, San Francisco, and Stockholm. It requires strong political commitment and often involves extensive changes to road design, speed management, and mobility education, as well as enhanced enforcement of traffic laws.

FOR MORE INFORMATION, VISIT [👉 THE VISION ZERO NETWORK WEBSITE](#)

ILLINOIS TRAFFIC SAFETY INITIATIVES

Illinois' traffic safety initiatives are comprehensive programs aimed at reducing fatalities and injuries on the roads. Managed by the Illinois Department of Transportation, these initiatives cover various aspects such as driver education, enforcement of traffic laws, community safety campaigns, and infrastructure improvements. These efforts are supported by data-driven strategies to target high-risk areas and behaviors, such as speeding, drunk driving, and distracted driving.

ILLINOIS STRATEGIC HIGHWAY SAFETY PLAN

This plan is a critical component of Illinois' efforts to improve road safety. Updated periodically, it outlines the state's strategies for significantly reducing traffic fatalities and injuries on all public roads. The plan is developed through a collaborative process involving multiple stakeholders, including government agencies, traffic safety experts, and community organizations. It prioritizes high-impact safety improvements and integrates education, enforcement, engineering, and emergency medical services.

FOR MORE INFORMATION, VISIT  [IDOT ILLINOIS STRATEGIC HIGHWAY SAFETY PLAN WEBSITE](#)

ILLINOIS HIGHWAY SAFETY PLAN

The Illinois Highway Safety Plan (HSP) is an annual plan that lays out the state's strategies for using federal grant funds to improve road safety. The HSP is comprehensive, addressing the needs across the Five E's of traffic safety: Engineering, Education, Enforcement, Emergency Medical Services, and Everyone (public involvement). This plan is a detailed, action-oriented approach towards reducing roadway incidents.

FOR MORE INFORMATION, VISIT  [IDOT ILLINOIS HIGHWAY SAFETY PLAN WEBSITE](#)

REGIONAL PLANS & POLICIES

The regional plans and policies are comprehensive roadmaps with the purpose of improving the region's transportation networks, including roadway safety. Managed by CMAP, these plans and policies seek to improve safety for all transportation users across different modes, with an emphasis on pedestrians, bicyclists, and public transit users. These efforts are supported by data-driven strategies to target high-risk areas and populations, such as VRUs.

ON TO 2050

ON TO 2050 is the long-term regional plan developed by the Chicago Metropolitan Agency for Planning (CMAP). It integrates broad aspects of resilience, and quality of life, with specific strategies related to transportation safety and infrastructure. The plan is intended to guide growth and infrastructure investment in the Chicago region over three decades, making it a crucial framework for future development.

FOR MORE INFORMATION, VISIT  [CMAP ON TO 2050 WEBSITE](#)

SAFE TRAVEL FOR ALL

Safe Travel for All is a strategic initiative to ensure safe and accessible transportation for all community members, particularly focusing on vulnerable populations. It includes detailed action plans to improve safety measures across different modes of transportation, emphasizing pedestrian, cyclist, and public transit user safety.

FOR MORE INFORMATION, VISIT  [CMAP SAFE TRAVEL FOR ALL WEBSITE](#)

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PRIOR PLANS, POLICIES, AND STUDIES

Analyzing previous plans, policies, and studies is crucial for the success of the safety action plan as it provides valuable historical context and insights into past challenges and solutions, at the municipal, county, regional, and state levels. This examination enables the identification of trends, effectiveness of implemented strategies, and areas where improvements are necessary, ensuring that past efforts inform and refine future actions.

MCHENRY COUNTY MOVES 2050 LONG-RANGE TRANSPORTATION PLAN

The McHenry County Moves 2050 Long-Range Transportation Plan details a strategic vision for the county's future transportation system, focusing on improving roadway safety, expanding capacity to accommodate projected growth, and enhancing multi-modal connectivity. The plan aims to address existing and future congestion, correct geometric design deficiencies, and provide a range of transportation options, including the development of pedestrian and bicycle facilities.

MCHENRY COUNTY CONNECTION

The McHenry County Connection Pedestrian, Bicycle, and Trails Master Plan, adopted by the McHenry County Council of Mayors in March 2022, aims to enhance pedestrian and bicyclist infrastructure for commuting, recreation, and discretionary trips across McHenry County.

COUNTY TRANSIT PLAN

The McHenry County Transit Plan, finalized in January 2019, outlines a strategic approach to revamping and enhancing transit services across McHenry County through a phased implementation spanning from 2019 to 2030. The plan introduces a mix of fixed-route bus services, demand response programs, and commuter rail improvements aimed at increasing transit ridership, accessibility, and efficiency, while also leveraging advanced technology to attract new users.

FIVE-YEAR TRANSPORTATION PROGRAM

The annual, updated McHenry County Five-Year Transportation Program outlines a comprehensive plan for maintaining and enhancing the county's transportation infrastructure. This document prioritizes various projects, including those aimed at improving public safety.

IDOT STUDIES

This review also included IDOT studies and projects to assess their impact on roadways under IDOT's jurisdiction within McHenry County. The below projects/studies were examined:

- » **Illinois Route 31 Study:** The Illinois Route 31 Study, conducted by IDOT, involves preliminary engineering and environmental analysis (Phase I) along IL 31 from IL 176 to IL 120 in McHenry County. The project aims to widen and reconstruct the roadway to include two lanes in each direction with a median, alongside bicycle and pedestrian accommodations, intersection changes, and drainage enhancements.
- » **IL 47 from U.S. Route 14 to Charles Road:** This IDOT study focuses on widening IL 47 from U.S. Route 14 to Charles Road, having completed Phase I and currently in Phase II for detailed design and contract plan preparation. The project aims to widen approximately five miles of IL 47 to two lanes in each direction with a median, adding roundabouts and incorporating pedestrian pathways.
- » **US 14 at Hartland/Hughes:** This IDOT study, involves preliminary engineering and environmental study (Phase I) at the intersection of U.S. Route 14 at Harland/Hughes Road. The study is evaluating different alternatives to improve operations and safety at the intersection.

CMAP STUDIES

CMAP plays a crucial role in shaping the transportation, housing, economic, and environmental policies across the Chicago region. The below CMAP studies were analyzed:

- » **CMAP ON TO 2050 Plan:** A comprehensive, long-term regional plan addressing critical issues such as transportation, housing, economic development, open spaces, and environmental quality. For McHenry County, the ON TO 2050 Plan offers a framework for planning efforts that align with regional goals.
- » **McHenry County Coordinated Investment Study:** The plan explored innovative ways for local governments within the county to deliver services more efficiently. The study recommended establishing a coordination portal, appointing a county coordinator, and implementing various strategies to facilitate joint purchasing, collaborative planning, and policy advocacy.

IMAGE 66: MCHENRY METRA STATION

MCHENRY, IL



Source: Naturally McHenry County

IMAGE 67: IL ROUTE 23 AT I-90 INTERCHANGE

MARENGO, IL



APPENDIX B2.

PROPOSED POLICIES & PROGRAMS

THE PROPOSED POLICIES AND PROGRAMS APPENDIX INTRODUCES A RANGE OF RECOMMENDATIONS DESIGNED TO SUPPORT SAFER AND MORE ACCESSIBLE TRANSPORTATION NETWORKS. IT PROVIDES ACTIONABLE GUIDANCE FOR MUNICIPALITIES, AGENCIES, AND COMMUNITY STAKEHOLDERS TO ADOPT PRACTICES THAT ALIGN WITH THE GOALS OF THE MCHENRY COUNTY SAFETY ACTION PLAN.

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SAFETY EDUCATION CURRICULUM

DESCRIPTION

To promote safer streets and encourage a culture of safety at all age levels, a comprehensive Safety Curriculum should be developed, starting with hands-on training for younger students and extending through drivers' education. This initiative would involve collaboration with school districts, advocacy groups, the county's MAPP Active Communities Workgroup, and other departments, including the Health Department and the Sheriff's Office.

This program would address critical safety issues such as pedestrian, bicycle, and vehicle safety, as well as broader topics like environmental awareness and the role of active transportation in community health. By building partnerships with key stakeholders, the curriculum will reflect best practices and incorporate innovative teaching methods, ensuring that participants receive engaging, practical, and impactful education.

IMPLEMENTATION & ANALYSIS

MCDOT will collaborate with school districts, advocacy groups, and other county departments to develop and implement a comprehensive Safety Curriculum tailored to all age levels. Implementation will involve standardizing the curriculum, integrating it into educational frameworks, and providing training resources for educators. Pilot programs in select schools will allow for refinement before countywide adoption. Analysis will occur biennially to evaluate the program's effectiveness in improving safety knowledge and behavior, as well as its impact on reducing traffic-related incidents. Feedback will be gathered from students, educators, and community members through surveys and observational studies to inform ongoing improvements.

- » Implementing Agency: MCDOT
- » Timeline for Implementation: 18-24 months
- » Timeframe for Success Analysis: Every two years post-implementation
- » Case Studies:
 - [Elmhurst Safety Town](#)
 - [Fort Collins Safe Routes to School - Safety Education](#)
 - [New Jersey Safe Routes](#)



Source: Safe Routes to School - San Mateo County Office of Education

CURRICULUM RECOMMENDATIONS

EARLY EDUCATION (GRADES K-3)

For younger students, safety education should focus on building foundational skills through hands-on, interactive experiences. Training would include safe crossing techniques, understanding pedestrian signals, and recognizing traffic signs. Mock street setups in controlled environments, such as gymnasiums or playgrounds, would allow children to practice these skills safely. Educators could incorporate storytelling and visual aids to make safety principles relatable and engaging.

Additionally, students at this age should learn basic bicycle safety, such as the importance of wearing helmets and checking their bikes before use. Activities like obstacle courses and guided group walks can teach children about spatial awareness and navigating their environment safely. These foundational lessons will instill habits that prepare them for more complex safety concepts as they grow.

ELEMENTARY AND MIDDLE SCHOOL (GRADES 4-8)

As students progress to upper elementary and middle school, the curriculum should emphasize skill development and practical applications. Bicycle handling skills, including signaling, balancing, and riding in groups, should be introduced. Helmet safety and route planning for safe trips to school can also be included. Educators could organize community bike rides or walking audits to reinforce these skills in real-world settings.

Students in this age group should also be introduced to the environmental and health benefits of active transportation. Lessons could highlight how walking and biking contribute to personal fitness. Role-playing scenarios and group discussions can teach students how to identify hazards, assess risks, and respond appropriately in different traffic situations.

HIGH SCHOOL (GRADES 9-12)

In high school, safety education should integrate closely with drivers' education, focusing on shared roadway principles and the responsibilities of drivers toward vulnerable road users. Lessons should include scenario-based exercises, such as crash avoidance techniques, safe speed practices, and the dangers of distracted or impaired driving. Virtual simulations could enhance learning by providing hands-on experiences.

High school students should also participate in workshops or projects that involve analyzing local traffic issues and proposing solutions. These activities can foster a sense of responsibility and active engagement with community safety. Peer-led discussions and campaigns could further reinforce positive behaviors and the importance of being mindful road users, regardless of travel mode.

YOUNG ADULTS (18-24 YEARS OLD)

For young adults, particularly those in college or the workforce, safety education should emphasize risk awareness and decision-making in real-world scenarios. This age group is at higher risk for traffic crashes due to factors like inexperience, risk-taking behaviors, and distractions from mobile devices. Programs should focus on defensive driving strategies, the effects of fatigue and alcohol on reaction time, and strategies for avoiding high-risk driving behaviors.

Colleges and employers can offer interactive workshops, such as impaired driving simulations or bike and pedestrian safety audits, to encourage safe transportation habits. Public awareness campaigns on rideshare options, public transit accessibility, and the consequences of reckless driving can also be effective. Additionally, community service initiatives—like volunteering for Safe Rides programs or participating in traffic safety advocacy—can help reinforce responsible transportation choices.

SAFE RIDE HOME PILOT PROGRAM

DESCRIPTION

The Safe Ride Home Program is a community-focused initiative designed to reduce impaired driving and enhance roadway safety by offering free or subsidized transportation options for individuals who may be under the influence of alcohol or drugs. This program partners with local taxi services, rideshare providers, and public transit systems to ensure people have access to safe, convenient, and reliable alternatives to driving. By addressing a key contributor to crashes and fatalities, the program not only saves lives but also reduces the economic and emotional toll of impaired driving incidents.

IMPLEMENTATION & ANALYSIS

The implementation of the Safe Ride Home Program will involve collaboration between McHenry County, local municipalities, law enforcement agencies, and transportation providers, such as Pace. The program will be launched during high-risk periods, such as holidays and major local events, with a focus on areas with a history of impaired driving incidents. Key implementation steps include securing partnerships with rideshare companies, taxi services, and public transit operators, as well as developing a communication campaign to raise awareness of the program among residents.

Analysis of the program's effectiveness will occur annually, focusing on key metrics such as reductions in impaired driving crashes, usage rates of the program, and community feedback. Surveys and crash data will be reviewed to assess whether the program is successfully mitigating impaired driving incidents and meeting community safety goals. Continuous evaluation will allow for program refinements, including expanded hours or locations, to ensure the Safe Ride Home Program remains effective and responsive to local needs.

- » Implementing Agency: McHenry County, in collaboration with municipalities and private transportation providers.
- » Timeline for Implementation: 6–12 months
- » Timeframe for Success Analysis: Annually post-implementation
- » Case Studies:
 - [Safe Ride Home Program \(Frankfort, IL\)](#)
 - [Tavern League SafeRide Program \(Wisconsin\)](#)



Source: Safe Ride Home, Carroll College

DATA OVERVIEW

The analysis of crash data reveals critical insights into impaired driving trends that can inform the implementation of targeted safety interventions. From 2018 to 2022, impaired driving crashes consistently peaked on weekends, particularly late at night. Saturdays saw the highest frequency of such incidents, with a sharp increase during evening hours between 10:00 p.m. and 3:00 a.m. For example, crashes peaked at 28 incidents at 10:00 p.m. on Saturdays, while the early hours of Sunday morning experienced similarly high numbers. This pattern correlates with social activities and gatherings typically occurring over weekends.

In McHenry County, further analysis shows that high-risk locations are concentrated near areas with bars, restaurants, and event venues, aligning with known hotspots for impaired driving. The data underscores the importance of focusing resources on these locations during high-activity hours.

PROPOSED PROGRAM

This initiative would provide free or subsidized rides to individuals who might otherwise drive under the influence, particularly during high-risk times such as late weekend nights and holidays. The program should prioritize coverage between 10 PM and 3 AM on Fridays and Saturdays, as data highlights these as the most dangerous times for impaired driving.

The program's success hinges on an extensive network of transportation providers, including local rideshare companies, taxi services, and volunteer drivers. Establishing partnerships with these organizations would create a seamless system for offering safe transportation. Pre-arranged pick-up zones near high-traffic locations like bars, event venues, and downtown areas would enhance accessibility. Additionally, integrating a mobile app and hotline system would ensure convenient booking and access to transportation services, further encouraging participation. The program's effectiveness could be monitored through periodic reviews of crash data and ridership statistics, enabling data-driven adjustments.

In the long term, autonomous vehicle shuttles could be deployed to reduce operational costs while maintaining safe and reliable service. These shuttles could operate in high-traffic areas or designated corridors, providing a cost-effective transportation option.

PUBLIC AWARENESS & INCENTIVES

Community outreach and education campaigns would play a critical role in program adoption. These campaigns should emphasize the dangers of impaired driving and promote Safe Ride Home as a convenient and responsible alternative. Public awareness efforts, including visible signage, social media promotions, and partnerships with local businesses, would amplify reach. Offering incentives such as discounted rides during holidays or major events could further boost participation and encourage behavioral change.

To ensure accessibility for all residents, subsidies should be adjusted based on financial need. Collaborating with local governments and nonprofits to secure funding would help maintain affordability.

PARTNERSHIPS WITH BARS & RESTAURANTS

To encourage participation, bars and restaurants could offer free rides to patrons who request Safe Ride Home services before leaving. These establishments could coordinate directly with MCRide or rideshare providers to ensure that customers have a safe way home. Additionally, patrons who utilize the service would be eligible for a free MCRide trip the next morning to retrieve their vehicle, with participating municipalities ensuring that cars left overnight will not be ticketed or towed.

To facilitate this, bar and restaurant employees could receive training on how to request rides on behalf of customers, ensuring that the process is simple and widely available. Establishments could also receive incentives for their participation, such as recognition in community safety initiatives or potential liability protections under local ordinances.

PUBLIC EDUCATION CAMPAIGNS

DESCRIPTION

A comprehensive Public Education Campaign is essential for promoting traffic safety and fostering a culture of awareness among all roadway users. This campaign would target various audiences, including drivers, cyclists, pedestrians, and community members, emphasizing shared responsibility and proactive behaviors. By focusing on key topics such as driving around farm equipment, back-to-school safety, and navigating winter road conditions, the campaign aims to reduce traffic incidents and improve public understanding of safe transportation practices.

The campaign will use a mix of traditional and digital media, community workshops, and public events to disseminate safety messages. Partnerships with advocacy groups, schools, local businesses, and county departments will amplify outreach efforts, ensuring messages resonate across various demographics. The initiative will include interactive tools, such as safety pledges and virtual demonstrations, to engage the community and foster long-term behavioral change.

IMPLEMENTATION & ANALYSIS

MCDOT will lead the development and deployment of the Public Education Campaign in collaboration with municipalities, schools, and advocacy organizations. Implementation will involve designing a multi-platform strategy to deliver consistent, impactful messaging across social media, print, radio, and in-person events. Materials will be tailored to address specific safety concerns identified through community input and crash data analysis.

Analysis will occur annually, focusing on metrics such as public engagement rates, changes in traffic behaviors, and reductions in related incidents. Surveys and community feedback sessions will provide qualitative insights, while crash data will offer quantitative measures of success.

- » Implementing Agency: MCDOT
- » Timeline for Implementation: 8-12 months
- » Timeframe for Success Analysis: Every two years post-implementation
- » Case Studies:
 - ["Look Out Texans" Campaign, North Central Texas Council of Governments](#)
 - [Minnesota Department of Transportation's Winter Safety Campaign](#)
 - ["Find Me Driving" Campaign, Maryland Soybean Board](#)



Source: Farm Vehicle Safety Research - TRIPS Lab, The University of Iowa

CAMPAIGN RECOMMENDATIONS

When designing safety campaigns, it is crucial to understand the target audience and tailor messaging to address their specific behaviors and concerns. Campaigns should use clear, relatable language and leverage both emotional appeals and factual information to foster understanding and action. Utilizing a variety of communication channels—social media, community workshops, and traditional media—ensures that messages reach a broad audience.

Consistency and repetition are key to reinforcing safety principles. Incorporating interactive elements, such as safety pledges or community challenges, can engage audiences and promote active participation. Collaborating with local organizations and leaders builds trust and helps embed safety messages within community culture.

DRIVING AROUND FARM EQUIPMENT

Farm equipment on roadways poses unique challenges, particularly in rural areas. Drivers should be educated on recognizing slow-moving vehicles (SMVs) and understanding the safety implications of sharing the road with farm machinery. Campaign messaging should emphasize the importance of patience, maintaining safe distances, and being prepared for unexpected stops or turns.

Materials could include videos demonstrating safe passing techniques, infographics about SMV signage, and testimonials from local farmers to humanize the issue. Community outreach events during harvest seasons, including at local farmers markets, can further raise awareness and foster collaboration between rural and urban residents.

BACK TO SCHOOL SAFETY

Back-to-school season brings increased pedestrian and vehicular traffic near schools. Public education should focus on promoting awareness of school zones, crosswalks, and bus safety laws. Campaigns could highlight the dangers of distracted driving, the need for reduced speeds in school zones, and safe walking practices for children.

Interactive tools, such as virtual reality simulations of school zones, can enhance driver awareness. Partnerships with local schools and parent-teacher organizations can help distribute materials, while community events can reinforce safety messaging through demonstrations and hands-on activities.

DRIVING IN WINTER

Winter driving campaigns should prepare residents for adverse conditions, emphasizing safe speeds, vehicle maintenance, and emergency preparedness. Messages should address common challenges, such as black ice, reduced visibility, and snowplow safety. Tutorials on tire care, proper braking techniques, and assembling emergency kits can empower drivers to navigate winter roads safely.

Digital content, including videos and infographics, can effectively demonstrate winter safety practices. Collaboration with local meteorologists and weather services can provide timely reminders and updates, reinforcing the importance of preparation throughout the season.

WORK ZONE SAFETY

In work zones, distractions can have even more severe consequences due to narrower lanes, slower speeds, and the presence of workers. Temporary enhancements such as radar speed signs that display driver speeds, rumble strips to alert distracted drivers, and dynamic message boards warning of specific hazards ahead can mitigate risks. Additionally, flaggers equipped with reflective gear and communication devices can manage traffic flow more effectively, ensuring safety for both drivers and workers.

FLEET SAFETY INTEGRATIONS

DESCRIPTION

Upgrading public and vendor fleets, including municipal vehicles, vendor vehicles, and school buses, through construction specifications, is essential for enhancing roadway safety, reducing collisions, and protecting vulnerable road users. Implementing advanced safety technologies and adopting best practices in fleet management can significantly mitigate risks associated with large vehicle operations. Safety enhancements should focus on collision avoidance systems, improved visibility, and enhanced driver training programs.

Key safety features include the installation of automatic emergency braking (AEB), blind spot detection, pedestrian detection systems, and telematics to monitor driver behavior. School buses, in particular, should be equipped with stop-arm cameras, extended stop arms, and improved lighting systems to discourage illegal passing and enhance student safety.

Additionally, fleet operators should continue and expand rigorous training programs for drivers, focusing on defensive driving techniques, high-risk scenarios, and the safe navigation of pedestrian-heavy areas such as school zones and downtown corridors.

IMPLEMENTATION & ANALYSIS

The McHenry County Department of Transportation (MCDOT) can enhance fleet safety by equipping public vehicles with advanced technology like collision warnings and telematics while enforcing stricter maintenance and driver training policies. Public education campaigns will raise awareness, ensuring safer interactions between fleet vehicles, pedestrians, and motorists, contributing to safety for all residents

Annual evaluations will track reductions in crashes, traffic violations, and improved compliance with school bus stop laws. Public perception surveys will gauge confidence in these upgrades, guiding future improvements. Through technology, policy updates, and community engagement, MCDOT aims to create a safer, more efficient fleet system.

- » Implementing Agency: MCDOT, McHenry County Sheriff's Office, School Districts, Municipalities, Townships
- » Timeline for Implementation: ~36 months
- » Timeframe for Success Analysis: Every year post-implementation
- » Case Studies:
 - [NYC Safe Fleet Transition Plan Update](#)



Source: Safety Technologies - Thomas Built Buses

RECOMMENDATIONS FOR SAFETY UPGRADES, BY DEPARTMENT

Upgrading the safety standards of municipal and county fleets is one tool for reducing collisions, improving public safety, and enhancing the efficiency of government operations. Various departments should prioritize fleet safety enhancements through advanced technology, improved driver training, and regular maintenance protocols to ensure safe and effective public services.

The **Public Works and Transportation Department** is responsible for maintaining roads, utilities, and municipal infrastructure. This department operates a variety of large vehicles that require enhanced safety measures to minimize risks to both operators and the public. Equipping public fleet vehicles, including snowplows, dump trucks, and maintenance vehicles, with Automatic Emergency Braking (AEB), pedestrian detection, and lane departure warning (LDW) systems can reduce collision risks. AEB, including pedestrian AEB, will be standard on all passenger cars and light trucks by 2029 and is expected significantly reduce rear-end and pedestrian crashes, according to NHTSA. LDW systems are another technology recommended by NHTSA. In addition, installing blind spot and rearview cameras will minimize blind spots, particularly in high-traffic and pedestrian-heavy areas, ensuring better visibility for operators. Implementing speed monitoring and GPS telematics systems will allow fleet managers to track speed, braking patterns, and fuel efficiency, promoting safer driving habits.

Emergency Services, including fire and police departments, require advanced safety measures to protect both first responders and the public, particularly during high-speed operations and emergency responses. Enhancing visibility with LED light bars, sirens, and reflective markings will increase the presence of emergency vehicles in high-risk conditions, reducing the chance of collisions. Implementing automatic collision detection and avoidance systems, such as emergency braking and lane departure alerts, will help prevent crashes during high-speed responses. Telematics and incident reporting tools will allow agencies to use real-time GPS tracking and data analysis to monitor response times and driver behavior, improving overall emergency response efficiency.

School Districts and Student Transportation Services must ensure the safety of school buses and student transportation to prevent crashes and improve compliance with traffic laws. The addition of extended stop arms and stop-arm cameras will discourage illegal passing and improve enforcement of school bus stop laws, enhancing student safety during loading and unloading. LED flashing lights and reflective markings will increase the visibility of school buses, particularly in low-light and adverse weather conditions. Conducting regular driver training sessions on pedestrian awareness, emergency evacuations, and bus stop safety procedures will ensure that bus operators are well-prepared to handle critical situations.

Public Transit and Paratransit Services must prioritize passenger and pedestrian safety for municipal transit agencies operating buses and shared mobility services. Installing pedestrian detection and proximity sensors will notify drivers of nearby pedestrians and prevent pedestrian-involved collisions, particularly in urban environments. Continuing to maintain accessibility features in the vehicles (such as improved ramp access and audio-visual announcements) and enhancing accessibility of the environment around the transit stops will improve safety for individuals with disabilities. As technology and standards evolve, continue upgrading vehicles with the latest safety technology. Continuing to implement driver fatigue monitoring systems and to require periodic safety training for transit operators will further improve passenger safety by ensuring drivers are alert and well-equipped to manage transit operations safely.

The **Parks and Recreation Department** operates maintenance vehicles and shuttle services in and around parks and recreational spaces, requiring tailored safety upgrades. Implementing traffic calming measures, such as speed limiters and designated pedestrian-only zones, will help prevent crashes in high-foot-traffic areas. Providing safety training for parks employees on operating vehicles in shared-use spaces will ensure that they are aware of how to safely navigate environments where pedestrians, cyclists, and recreational users are present.

Fleet Management and Risk Management Departments oversee municipal vehicle procurement, maintenance, and safety compliance, ensuring the successful implementation of fleet safety improvements. Developing standardized fleet safety policies will establish uniform safety protocols for all departments to follow, including minimum safety technology requirements for new vehicles. Implementing a vehicle retirement and replacement plan will ensure that aging fleet vehicles, particularly those lacking modern safety features, are phased out and replaced with safer alternatives. A comprehensive incident reporting system will allow municipalities to monitor vehicle upkeep, analyze crash data, and identify trends that inform future safety and maintenance investments. Finally, fostering cross-departmental safety coordination will encourage collaboration between fleet operators, first responders, and transportation planners to ensure a unified approach to fleet safety, ultimately improving public safety and operational efficiency.

RED LIGHT CAMERA PLACEMENT METHODOLOGY

DESCRIPTION

The Red-Light Camera Enforcement Program is designed to improve safety and reduce crashes caused by red-light running at high-risk intersections. By utilizing automated enforcement technology, the program aims to hold violators accountable while preventing dangerous side-impact (T-bone) crashes that often result in severe injuries or fatalities. The policy prioritizes data-driven decision-making to deploy cameras at intersections with significant crash histories, high traffic volumes, and proximity to vulnerable road users, ensuring effective safety improvements.

IMPLEMENTATION & ANALYSIS

The implementation of the Red-Light Camera Enforcement Program will be led by MCDOT in collaboration with local municipalities and law enforcement agencies. Implementation will involve selecting intersections using a scoring criteria based on crash data, traffic volume, and safety risks, followed by installing cameras and signage in compliance with state laws. While several red-light cameras were previously installed on County roads, they have since been removed. State legislation 625 ILCS 5/11-208.6 allows for the deployment of devices with one or more motor vehicle sensors working in conjunction with a red light signal to produce recorded images of motor vehicles entering an intersection against a red signal indication. Public education campaigns will accompany the deployment to inform residents about the program’s safety goals and operational guidelines.

An annual analysis will assess the program’s impact on crash reductions, citation trends, and community feedback, ensuring its effectiveness and adaptability over time.

- » Implementing Agency: MCDOT, McHenry County Sheriff’s Office
- » Timeline for Implementation: 18–24 months
- » Timeframe for Success Analysis: Every year post-implementation

PROGRAM OVERVIEW

The Red-Light Camera Enforcement Program uses automated enforcement to enhance roadway safety by reducing red-light violations and associated crashes. Intersections are selected based on a detailed scoring methodology that evaluates crash history, speeding incidents, and traffic volumes. Cameras operate 24/7 with clear signage, and violations undergo a rigorous review process by trained technicians and sworn officers to ensure accuracy and fairness. The program is part of MCDOT’s broader commitment to Vision Zero principles and aims to foster safer transportation networks through targeted safety enhancements and continuous evaluation. This systematic approach is to ensure fair and effective deployment based on data-driven criteria.

RED LIGHT CAMERA OPERATIONS

Red-light cameras are automated systems designed to detect and document vehicles that run red lights at monitored intersections. The system includes sensors embedded in the pavement or cameras mounted on poles that activate when a vehicle enters the intersection after the light has turned red. High-resolution cameras capture still images and video footage of the violation, including the vehicle’s license plate, the traffic signal, and the position of the vehicle in the intersection. Trained reviewers analyze the footage to confirm violations before issuing citations. These systems operate continuously and are supported by visible signage to alert drivers to their presence.

REASONABLE FEE & FINE ASSESSMENT

MCDOT should prioritize the implementation of reasonable fine and fee structures to ensure red-light enforcement does not disproportionately burden residents. This can include implementing income-based fine adjustments, offering payment plans, or waiving fees for individuals facing financial hardship. Additionally, a portion of revenue generated from red-light violations could be reinvested into local safety initiatives, infrastructure improvements, or programs that directly benefit affected communities. Transparent policies and public engagement are essential to building trust and ensuring the program’s fairness and effectiveness.

IMPLEMENTATION & EVALUATION

TABLE 60: PROPOSED RED LIGHT CAMERA ENFORCEMENT METHODOLOGY

An intersection qualifies for red-light camera installation if it reaches 50 points or more based on the following scoring framework. This system evaluates crash history, speeding, and other safety risks to prioritize locations with the highest need.

Over 50 Points: Intersection qualifies for camera installation.
40-49 Points: Intersection warrants further evaluation for alternative safety measures.
Under 40 Points: Intersection does not qualify but may require ongoing monitoring.

CATEGORY	CRITERION	POINTS
Fatalities & Serious Injuries (Past five years)	1 Fatality	25 Points
	2 Serious Injuries (A-Injuries)	15 Points
	2 or More B-Injury Crashes	10 Points
Speeding Incidents (Over a two-year period)	50+ Speeding Incidents Documented by Law Enforcement	20 Points
	25 - 49 Speeding Incidents Documented by Law Enforcement	10 Points
	10 - 24 Speeding Incidents Documented by Law Enforcement	5 Points
Right-Angle (T-Bone) Crashes (Past five years)	5 or More Crashes	10 Points
	3 - 4 Crashes	5 Points
Traffic Volume (Average daily traffic)	20,000+ Vehicles per Day	20 Points
	10,000 - 19,999 Vehicles per Day	10 Points
Proximity to High-Risk Areas	Within 0.5 Miles of a School, Park, or Transit Hub	10 Points

SPEED LIMIT METHODOLOGY

DESCRIPTION

The Speed Limit Methodology establishes a framework for determining safe and context-sensitive speed limits across the roadway network. By aligning speed limits with roadway characteristics, land use, and the presence of vulnerable road users, this approach aims to enhance safety and reduce crash severity. The methodology incorporates data-driven practices such as evaluating crash history, conducting speed studies, and considering community input to set speed limits that promote safe and efficient mobility.

IMPLEMENTATION & ANALYSIS

The implementation of the Speed Limit Methodology will be led by MCDOT in collaboration with municipalities and townships to ensure consistency and alignment with regional safety goals. Implementation will involve conducting roadway assessments to evaluate existing speed limits and identify corridors requiring adjustments. Speed studies will be conducted to analyze factors such as the 85th percentile speed, crash history, pedestrian and cyclist activity, and adjacent land uses. Community engagement will be a critical component to gather feedback and build public trust in the methodology.

A biennial analysis will measure the effectiveness of revised speed limits by evaluating changes in crash frequency, crash severity, and compliance rates. These findings will inform adjustments to the methodology and guide future speed limit revisions to ensure continuous improvement.

- » Implementing Agency: MCDOT
- » Timeline for Implementation: 18–24 months
- » Timeframe for Success Analysis: Every two years post-implementation
- » Case Studies/Literature Review:
 - ["Designed to Fail", National Association of City Transportation Officials](#)
 - [MassDOT's Speed Management](#)

CURRENT SYSTEM FOR DETERMINING SPEED LIMITS

The traditional method of setting speed limits in the U.S., based on the 85th percentile rule, assumes that most drivers naturally travel at a reasonable speed under normal conditions. Traffic engineers use this methodology by conducting speed studies on road segments under free-flow conditions, observing vehicle speeds, and setting the posted limit near the 85th percentile speed, usually rounded to the nearest 5 mph increment. This rule was originally developed in the mid-20th century, primarily for rural highways with limited multimodal activity, and has since been widely adopted as the standard practice across the country.

Behind the 85th percentile method lies in the belief that drivers, given adequate information and conditions, will select speeds that are safe and appropriate for the roadway. This method, however, inherently prioritizes vehicular mobility over safety and ignores external factors such as pedestrian activity, land use context, or the presence of vulnerable road users.

To determine prevailing speed, IDOT computes the average of three sets of data: 85th percentile speed, upper limit of the 10-mph pace, and average test run speed. Optional supplementary investigations regarding high-crash locations, access control, pedestrian activity, parking, or other topics may occur to justify the difference between the selected altered speed limit and the established prevailing speed. Selection of the altered speed limit is based on the calculated prevailing speed, with the application of percentage corrections from any or all optional factors, and is rounded to the closest 5 mph increment

Agencies have begun modifying the traditional percentile-based system. MnDOT's updated guidance, for example, allows local authorities to use the 50th percentile speed or other metrics, such as the 10-mph pace speed, in lieu of the 85th percentile. The 50th percentile speed represents the speed at or below which 50% of vehicles travel, providing a more balanced measure of typical driving behavior compared to the 85th percentile. The 10-mph pace speed identifies the narrow range of speeds most drivers travel within, helping set speed limits that reflect the majority's behavior while discouraging extremes.

CREATING A NEW SYSTEM

To address the shortcomings of the 85th percentile methodology, a shift toward a more holistic, context-sensitive, and safety-focused approach is essential. The Safe System Approach provides a framework for this change by prioritizing human vulnerability

and reducing crash severity over merely accommodating observed driver behavior. This methodology considers the needs of all road users and aligns speed limits with roadway characteristics, land use context, and safety goals. By setting speed limits that are safe for all road users, transportation agencies can make a substantial impact on reducing traffic fatalities and injuries. One key element of change involves adopting target speeds, which are determined based on the desired safety outcomes for a given roadway rather than observed operating speeds. Target speeds are particularly relevant in urban and suburban areas where multimodal activity is high. For example, residential streets with schools, parks, and frequent pedestrian crossings should have lower target speeds, such as 20 to 25 mph, to minimize crash severity and improve safety for vulnerable users.

A critical component is the integration of modern speed-setting tools and methodologies that consider a broader range of factors. Tools like USLIMITS2, developed by the Federal Highway Administration, allow practitioners to incorporate crash data, pedestrian and cyclist volumes, and land use context into speed limit determinations. While USLIMITS2 still incorporates percentile-based metrics, it provides a more balanced approach by incorporating safety considerations. Transportation agencies should further refine these tools or develop new ones to emphasize safety as the primary criterion, such as adopting the 50th percentile or 10-mph pace speed, which better represent the speeds of the majority of responsible drivers. Another newer tool is the National Cooperative Highway Research Program's (NCHRP) *NCHRP Research Report 966: Posted Speed Limit Setting Procedure and Tool: User Guide*, which provides and explains a speed limit setting procedure that considers factors beyond the 85th percentile speed, including both driver speed choice and safety associated with the roadway. Similarly, research under NCHRP 03-139 is tasked to update USLIMITS2, with objectives of determining what updates are needed for the USLIMITS2 decision algorithm, updating the algorithm and conducting user testing, identifying and incorporating potential enhancements that will increase the user base, and developing an implementation and training plan.

To ensure these initiatives are effective, they must be accompanied by road design interventions that reinforce lower speed limits. Roadway design significantly influences driver behavior; narrower travel lanes, raised crosswalks, chicanes, and other traffic-calming measures naturally encourage slower speeds. Without physical or visual cues to signal the appropriate speed, posted speed limits alone may not achieve the desired outcomes. For example, redesigning wide urban arterials to include bike lanes, pedestrian refuge islands, and reduced lane widths can significantly reduce operating speeds and improve safety for all road users.

MCHEMRY COUNTY RECOMMENDATIONS

Lowering the default urban speed limit to 25 mph in McHenry County presents an opportunity to enhance safety for all road users. Currently, the speed limit is 30 mph in unposted urban zones. Reducing the default speed limit aligns with Vision Zero principles, aiming to minimize crash severity and create safer conditions for pedestrians, cyclists, and motorists alike. A lower speed limit is particularly beneficial in areas with mixed land use, high pedestrian activity, and vulnerable road users. Importantly, implementing this change is cost-effective, requiring minimal infrastructure investment compared to physical road modifications, while delivering immediate safety benefits across the network.

Transitioning to the 50th percentile or 10-mph pace speed method offers a safety-driven approach to speed management by focusing on the majority of responsible drivers rather than outliers. This method aligns speed limits with community safety goals, ensuring that limits are set based on realistic travel patterns. It also improves multimodal integration by considering crash data, pedestrian and cyclist activity, and land use, fostering a safer environment for all road users.

Redefining roadway classifications provides a targeted approach to speed management, enabling speed limits to be set based on specific road functions and contexts. By categorizing roads into classifications based on surrounding land use and context, such as residential collectors, rural connectors, and downtown streets, McHenry County can ensure speed limits are consistent and appropriate across the network. These classifications support tailored road design and operational changes that naturally encourage safe speeds. Additionally, integrating roadway classifications into speed management strategies aligns with broader safety and mobility goals, creating a transportation system that prioritizes safety, efficiency, and community well-being.

Advocate for changes to state law to allow for automated speed enforcement beyond its current use. The Illinois Vehicle Code allows for the following types of automated enforcement: Speed Enforcement by IDOT and ISP in work zones; speed enforcement in safety zones by Chicago DOT; Red Light Running enforcement on state and local roads in 8 counties in the Metro East and Chicago area; railroad grade crossing gate violations; and school bus arm violations. Advocating to expand automated enforcement beyond these types will discourage speeding and improve safety.

ROADWAY STANDARDS

DESCRIPTION

The concept of Complete Streets revolves around designing and operating streets to enable safe and convenient travel for all users, regardless of their mode of transportation, creating multimodal spaces that promote local access, economic activity, and vibrant community interactions. MCDOT should outline Roadway Design Standards to enhance safety and accessibility for all users. These standards could eventually form the foundation of a larger Complete Streets policy.

The guide should outline the design of county-owned roads, local roadways, and private streets located in McHenry County. For state-owned roads, the guide should present the county's vision for the roadway, to serve as a starting point for collaboration between the county and the Illinois Department of Transportation (IDOT). The guide should supplement existing manuals and standards including the Illinois Manual on Uniform Traffic Control Devices (ILMUTCD), guidance issued by the American Association of State Highway and Transportation Officials (AASHTO), guidance issued by the National Association of City Transportation Officials (NACTO), and other state and county policies.

IMPLEMENTATION & ANALYSIS

The development and implementation of the Roadway Design Standards will be led by MCDOT in collaboration with municipalities and townships to ensure alignment with regional goals and Vision Zero principles. Implementation will involve supplementing existing roadway design guidelines and integrating typologies into resurfacing, reconstruction, and safety enhancement projects. A biennial analysis will evaluate the effectiveness of these standards in reducing crashes and improving overall user satisfaction.

- » Implementing Agency: MCDOT
- » Timeline for Implementation: ~24 months
- » Timeframe for Success Analysis: Every two years post-implementation
- » Case Studies:
 - [Active Transportation Alliance - "Complete Streets, Complete Network"](#)
 - [Topeka and Shawnee County Complete Streets Design Guidelines 2019](#)

FRAMEWORK INTRODUCTION

Streets and roads serve fundamentally different purposes. Roads function primarily as conduits for moving vehicles quickly and efficiently between destinations, often bypassing local interactions and community integration. Streets, however, are dynamic environments that prioritize different modes of transportation and encourage vibrant community life. Streets are intended to integrate with the fabric of a place, supporting adjacent land uses while fostering social and economic exchange.

The framework for this standard should consider the incorporation of roadway classifications. Each classification reflects a specific function within the transportation network, from local access to regional connectivity. These classifications are further informed by land use contexts, such as town centers, suburban areas, institutional areas, commercial zones, and rural areas. This alignment ensures that transportation solutions are sensitive to their surroundings and serve their intended purposes effectively.

To guide the design of these classifications, the standard should differentiate between the Active Transportation Zone and the Street Zone. The Active Transportation Zone includes pedestrian and bicyclist facilities, such as sidewalks, sidepaths, and bike lanes, ensuring safe and comfortable movement for non-motorized users. The Street Zone, on the other hand, encompasses motor vehicle elements such as travel lanes, medians, and on-street parking. Together, these zones define the functional and spatial organization of the right-of-way, promoting a balanced approach to street design.

By adopting these principles, municipalities can ensure that their transportation networks promote health and safety while enhancing the quality of life for all residents. The focus is on creating adaptive environments that evolve in response to community needs, land use contexts, and safety requirements. Resurfacing, reconstruction, and standalone safety studies are opportunities to retrofit existing roadways into true streets, aligning their design with the principles of the Safety Action Plan and beyond. The result is a transportation system that not only moves people but also enriches lives, supports businesses, and nurtures social interaction.

HOW & WHEN TO USE THIS STANDARD

This section explains the contexts in which these standards should be applied and outlines how they should inform roadway projects. The recommendation is intended to provide MCDOT with the means to establish policy and design guidance to government agencies, consultants, private developers, and community groups on the planning, design, and operation of roadways for all users. This guide should be prepared for and used in the following situations:

- » During the design of new streets or the reconstruction of existing roadways in redevelopment areas.
- » For capital improvement projects, such as constructing or reconstructing streets, intersections, or bridges.
- » When resurfacing roadways or conducting significant street maintenance, creating opportunities to integrate updated design features and safety enhancements.

In each of these circumstances, the guide should be used early in the roadway planning and design process to identify the default or desired dimensions and characteristics of the roadway. Recognizing that street design is complex and must respond to varied local conditions and site constraints, the guide should be used in conjunction with engineering judgment to make decisions for specific roadways. The guide should not set standards for vehicle capacity or person delay and does not replace any policies related to growth or infrastructure. The guidelines are intended to evolve and adapt to incorporate new treatments and techniques as they emerge.

McHenry County has an extensive roadway network, and as such, the development of the recommendations in this guide are meant to be implemented over time. Complete Street projects may be implemented through a major retrofit of an entire roadway, incrementally on portions of a roadway, or through small neighborhood initiatives. While some construction projects may not represent opportunities to implement the concepts in the guide (e.g., reconstruction of short segments of street due to minor utility repair or utility emergencies), the intent is that anyone involved in a project in the public right-of-way will actively seek out opportunities to design and retrofit streets in the county using the established guidance. Cost and maintenance responsibilities must be considered as part of each project.

WORK ZONE SAFETY ENHANCEMENTS

DESCRIPTION

Work zones are critical for infrastructure maintenance and development, but pose significant risks to workers and road users. To enhance safety in these areas, comprehensive strategies must address the setup, maintenance, and removal of temporary traffic control measures, ensuring that all stakeholders are protected. This includes incorporating advanced technologies, effective signage, worker training, and public education to mitigate risks and improve compliance with safety protocols.

Work zone safety enhancements should also involve real-time traffic monitoring and dynamic adjustments to traffic control devices. Leveraging innovations such as portable changeable message signs (PCMS), electronic roadway flares, and radar speed signs can reduce vehicle speeds and increase driver awareness. Collaboration among transportation agencies, contractors, and the public is essential to ensure the successful implementation of these measures and to foster a culture of safety in work zones.

IMPLEMENTATION & ANALYSIS

MCDOT will lead the initiative to enhance work zone safety by adopting advanced traffic control measures and standardized procedures across projects. Implementation will include training programs for workers, deployment of innovative technologies, and public outreach campaigns. Key performance indicators will be established to track compliance, vehicle speed reduction, and incident rates in work zones.

Analysis will be conducted biennially to measure the effectiveness of these enhancements in reducing crashes and improving traffic flow. Feedback from workers, contractors, and road users will be collected to inform ongoing refinements.

- » Implementing Agency: McHenry County, in collaboration with municipalities and private transportation providers.
- » Timeline for Implementation: ~12 months
- » Timeframe for Success Analysis: Annually post-implementation
- » Case Studies:
 - [Oregon DOT Work Zone Technology Evaluation](#)
 - [FHWA Work Zone Best Practices Guidebook](#)



Source: WNBF - Work Zone Speeding

BEST PRACTICES

To ensure the highest standards of safety in work zones, adopting best practices is essential. These practices provide a framework for minimizing risks to workers and road users, leveraging proven strategies and innovative solutions to address common challenges in work zone environments.

AUTOMATED TRAFFIC CONTROL DEVICES

The deployment of automated traffic control devices, such as portable changeable message signs (PCMS), radar speed signs, and electronic flares, is critical for enhancing safety in work zones. These technologies alert drivers early, provide real-time updates on traffic conditions, and enforce speed reductions. By increasing driver awareness and reducing vehicle speeds, these tools significantly lower the risk of crashes. While MCDOT deploys PCMS and radar speed signs on a regular basis, not only in work zones, expanding usage of automated traffic control devices across different jurisdictions will help keep drivers up to date on work zone and road conditions. Research has demonstrated that advanced traffic control devices improve compliance with traffic regulations, contributing to a safer environment for both workers and road users.

WORKER SAFETY TRAINING

Comprehensive and regular training for all work zone personnel is essential to ensure safety. Training programs should cover hazard identification, proper use of personal protective equipment, flagger training, emergency response protocols, and best practices for setting up and dismantling traffic control systems. Well-trained workers are better equipped to manage dynamic work zone conditions, reducing risks for themselves and the traveling public. A culture of safety, reinforced through ongoing education, ensures consistent adherence to protocols.

REAL-TIME TRAFFIC MONITORING

Real-time traffic monitoring systems, including cameras and sensors, enable continuous observation of work zone conditions. These tools allow agencies to dynamically adjust traffic control measures, respond to incidents promptly, and minimize congestion. By providing actionable insights into traffic patterns and driver behavior, real-time monitoring systems help maintain the efficiency and safety of work zones, even in rapidly changing conditions.

TEMPORARY BARRIER SYSTEMS

Temporary barriers, such as movable concrete barriers or water-filled barriers, provide a physical buffer between workers and traffic. These barriers are effective in preventing vehicles from encroaching into work zones while maintaining smooth traffic flow. They are particularly valuable in high-speed areas or locations with limited visibility. By offering robust protection, temporary barrier systems significantly reduce the likelihood of worker injuries and vehicle intrusions.

RECOMMENDATIONS

The following recommendations are proposed in conjunction with best practices to improve work zone safety in McHenry County:

- » **Adopt all best practices in a phased approach.**
 - MCDOT should adopt all identified best practices not currently in use through a phased approach. This would involve prioritizing practices such as advanced traffic control devices and worker safety training in the initial phase. Subsequent phases should focus on implementing real-time traffic monitoring, enhanced signage, temporary barriers, and other long-term strategies. Each phase would include performance evaluations to ensure effective integration and continuous improvement.
- » **Develop a comprehensive public engagement campaign.**
 - MCDOT should launch a public engagement campaign to educate the community on the importance of work zone safety and the role of shared responsibility. The campaign should leverage digital platforms, community events, and traditional media to disseminate safety messages and encourage behavioral change.

CRASH FORM STANDARDIZATION

DESCRIPTION

Crash form standardization is critical for ensuring consistent, accurate, and comprehensive data collection across jurisdictions. By updating and unifying the design and content of IDOT's standardized crash report form, agencies can improve data quality, facilitate analysis, and enable better decision-making for transportation safety initiatives.

IMPLEMENTATION & ANALYSIS

CMAP will lead the research of crash form standardization in collaboration with county DOTs, local law enforcement agencies, and other stakeholders. Research will begin with a comprehensive review of existing crash forms to identify gaps and inconsistencies. A working group, including representatives from IDOT, county DOTs and municipal transportation departments, will be established to develop a standardized form that adheres to state and federal guidelines while addressing regional needs.

Once the research is finalized, CMAP will work with IDOT to implement updates. After finalizing the updated crash form, training programs will be conducted for law enforcement officers and other personnel involved in crash reporting. CMAP and IDOT will provide resources and technical assistance to ensure smooth adoption across all jurisdictions. Periodic reviews of the standardized form will be conducted to incorporate feedback and adapt to evolving safety data requirements.

- » Implementing Agency: CMAP, in collaboration with IDOT
- » Timeline for Implementation: 24-36 months
- » Timeframe for Success Analysis: Annually post-implementation
- » Case Studies:
 - [New York State's Uniform Traffic Accident Report \(UTAR\) System](#)
 - [Michigan's Traffic Crash Reporting System \(TCRS\)](#)

PROGRAM OVERVIEW

The crash form standardization program will focus on creating a unified crash reporting system that meets regional safety data needs and aligns with state and federal requirements. The program will begin with a detailed evaluation of current crash reporting practices across jurisdictions, identifying areas for improvement and standardization. This assessment will consider the specific needs of regional stakeholders, such as county DOTs and law enforcement agencies, to ensure the final form design captures comprehensive and actionable data.

The program will include the formation of a working group led by IDOT, with representatives from CMAP, county DOTs, municipal agencies, and public safety organizations. This group will oversee the development of the standardized form and associated guidelines, ensuring that the form accommodates the complexities of crash scenarios. Stakeholders will provide input on critical data points, such as environmental conditions, contributing factors, and crash severity, to ensure the form supports robust safety analysis.

Once the standardized form is developed, the program will implement a phased rollout, starting with pilot testing in select jurisdictions to refine the form and address any operational challenges. Comprehensive training sessions will be conducted for law enforcement officers and other personnel to ensure accurate data collection. CMAP and IDOT will also provide ongoing technical support and resources to assist agencies in adopting the new form seamlessly. Regular program reviews and updates will ensure the system remains responsive to emerging trends and regional safety goals, fostering a data-driven approach to transportation planning and crash prevention.

BICYCLE & PEDESTRIAN SAFETY REPORTING SYSTEM

DESCRIPTION

A dedicated bicycle and pedestrian safety reporting system is essential for addressing the unique challenges faced by vulnerable road users and capturing a comprehensive scope of safety concerns. Many incidents involving bicyclists and pedestrians, such as near misses and hazardous conditions, go unreported, especially when they do not result in significant injuries or property damage. A robust reporting system would empower individuals to document these events, providing critical insights into areas needing improvement and fostering a safer environment for all road users.

IMPLEMENTATION & ANALYSIS

CMAP will lead the development of the bicycle and pedestrian safety reporting system in collaboration with county DOTs, municipalities, advocacy organizations, and community groups. The implementation will involve designing a user-friendly online platform and mobile application that allows users to report incidents, near-misses, and hazardous conditions. The system's effectiveness will be analyzed annually, focusing on metrics such as user engagement, the number of reports submitted, and safety improvements resulting from reported data.

- » Implementing Agency: CMAP, in collaboration with county DOTs, municipalities, and private transportation providers.
- » Timeline for Implementation: 12-18 months
- » Timeframe for Success Analysis: Annually post-implementation
- » Case Studies:
 - [Bike Hoboken's Near Miss Reporting Tool](#)
 - [Rockville, Maryland's Vision Zero Near Miss Survey](#)

PROGRAM OVERVIEW

To establish a bicycle and pedestrian safety reporting system, CMAP will evaluate two primary options to determine the most effective approach for the region.

CREATING A CUSTOMIZED PLATFORM

If CMAP opts to develop a new reporting platform, it will focus on creating a user-friendly system designed specifically for the region's needs. Features will include geolocation for precise incident mapping, time-stamped reports, photo uploads for visual context, and detailed prompts to capture relevant data. The platform will also provide analytical tools, such as heatmaps and trend analyses, to help identify high-risk areas and inform targeted interventions.

The new platform will be developed in collaboration with stakeholders, ensuring it addresses the priorities of advocacy groups, municipalities, and public health experts. Public outreach campaigns will promote the platform, emphasizing its role in improving bicycle and pedestrian safety.

ADOPTING BIKEMAPS.ORG

Alternatively, CMAP could leverage the existing BikeMaps.org platform, which has been successfully implemented in multiple regions worldwide. BikeMaps.org enables users to report cycling incidents and near misses, with features designed for spatial modeling and real-time hazard reporting. By adopting this platform, CMAP would benefit from its established infrastructure, advanced visualization tools, and global user base.

Integration with BikeMaps.org would involve outreach to encourage local participation, including collaboration with advocacy groups and community leaders to drive engagement. The platform's data-sharing capabilities would allow CMAP to incorporate insights into regional safety planning. By utilizing a proven system, this option offers a cost-effective and time-efficient approach to enhancing safety reporting capabilities.

EMERGENCY RESPONSE TIMES

DESCRIPTION

Support policies and infrastructure that improve emergency response times to ensure prompt medical service and post-crash care. MCDOT, municipalities, and townships should continue to implement Emergency Vehicle Preemption (EVP) signal systems in McHenry County. Similarly, these jurisdictions should improve first responder and crash victim safety through traffic incident management best practices and training, or developing a quick clearance policy focused on rapidly and safely removing obstructions from roadways. Additionally, jurisdictions must ensure traffic calming interventions are navigable by emergency response vehicles. These efforts prioritize emergency services to improve their response times, which will help reduce fatalities on roadways in McHenry County.

IMPLEMENTATION & ANALYSIS

The reduction of emergency response times will require a coordinated effort between MCDOT, McHenry County, local municipalities, townships, fire departments, law enforcement agencies, and emergency services. Analysis of the emergency response times will occur annually, focusing on the average response time by census tract. Over time, response times should be reduced, specifically in rural areas.

- » Implementing Agency: MCDOT
- » Timeline for Implementation: ~ 36 months
- » Timeframe for Success Analysis: Annually post-implementation
- » Case Studies:
 - [Center for New Urbanism's Emergency Response & Street Design](#)

TRAUMA CENTER ESTABLISHMENT

DESCRIPTION

Support policies to streamline the establishment and certification of trauma centers in areas of McHenry County that currently do not have access to a Level I or II trauma center. The nearest Level I trauma centers are in Libertyville and Rockford, which both fall outside of McHenry County by over ten miles. Nearby Level II trauma centers are located in Huntley, McHenry, Barrington, and Elgin. Areas with longer transport times, such as northern and western McHenry County, have lower access to immediate care and ultimately have higher mortality. Timely post-crash care is key to reducing fatalities on roadways.

IMPLEMENTATION & ANALYSIS

The advocacy for establishing and certifying trauma centers will require a coordinated effort between McHenry County, local municipalities, nearby trauma centers, medical centers and hospitals, law enforcement agencies, and emergency services. Analysis of the efforts will involve tracking political and residential support and funding availability. Ultimately, successful advocacy would result in the establishment of a new trauma center in McHenry County.

- » Implementing Agency: McHenry County Department of Health
- » Timeline for Implementation: ~ 36 months
- » Timeframe for Success Analysis: Annually post-implementation
- » Case Studies:
 - [Illinois Department of Public Health's Trauma Center Feasibility Study](#)
 - [University of Chicago Medicine Trauma Center \(UCMTC\)](#)

PUBLIC-FACING CRASH DASHBOARD

DESCRIPTION

A public-facing crash dashboard would provide accessible, transparent information about traffic incidents involving all road users, including pedestrians, bicyclists, and drivers. By aggregating and visualizing crash data, the dashboard would empower the public to understand where and why crashes occur, helping communities advocate for necessary safety improvements. Key features of the dashboard could include filters for location, time, crash severity, and contributing factors, as well as tools to identify trends and high-risk areas.

IMPLEMENTATION & ANALYSIS

IDOT will collaborate with CMAP and other county DOTs to design and launch the dashboard. Implementation will involve integrating crash data from existing systems, creating user-friendly visualization tools, and conducting outreach to inform the public about its availability and uses. Analysis will occur annually, focusing on metrics like public engagement, system usability, and the dashboard's role in guiding safety investments.

- » Implementing Agency: IDOT
- » Timeline for Implementation: 6-12 months
- » Timeframe for Success Analysis: Annually post-implementation
- » Case Studies:
 - [Champaign County Traffic Crash Dashboard](#)
 - [Monroe County Crash Dashboard](#)

PROGRAM OVERVIEW

To implement the dashboard, IDOT will first assess existing data sources to ensure the platform integrates seamlessly with current reporting systems. Using ArcGIS's Smart Map capabilities, the dashboard will be designed to include user-friendly features such as filters for crash type, severity, location, and contributing factors. Real-time updates will ensure crash data is available to the public within 72 hours, fostering transparency and accountability.

Public outreach efforts will ensure residents are aware of the dashboard and its role in improving safety. Informational materials, including online tutorials and guides, will emphasize its accessibility and ease of use. Community groups and local organizations will be engaged to promote the platform's benefits and encourage widespread use.

The dashboard will be maintained by IDOT staff, providing a centralized location for crash data, regardless of the roadway or jurisdiction of the roadways and the responding police agency. This dashboard will be hosted alongside and provide access to the proposed Bicycle & Pedestrian Crash Reporting Dashboard, ensuring a unified platform for all crash-related data. Regular reviews will ensure that the system evolves alongside advancements in data visualization and safety analysis. Integration with other regional tools will enhance the platform's value, creating a comprehensive resource for addressing traffic safety challenges across the region.

VISION ZERO WORKING GROUP

DESCRIPTION

Establishing a Vision Zero Working Group will create a dedicated forum for advancing traffic safety initiatives, with the ultimate goal of eliminating fatalities and severe injuries on roadways. This group will bring together representatives from MCDOT, CMAP, county DOTs, advocacy organizations, law enforcement, public health departments, and community stakeholders. By fostering collaboration and aligning efforts across agencies, the working group will address systemic safety challenges and coordinate the implementation of effective strategies.

The Vision Zero Working Group will focus on setting regional safety priorities, sharing data and best practices, and evaluating the effectiveness of ongoing initiatives. Key areas of emphasis will include improving roadway design, enhancing enforcement, and expanding education campaigns. This group will serve as a central hub for tracking progress toward Vision Zero goals, identifying emerging challenges, and ensuring accountability for safety outcomes.

IMPLEMENTATION & ANALYSIS

CMAP will convene the regional Vision Zero Working Group, comprised of representatives from each county, and establish a framework for its operations, including governance structures, mission statements, and objectives. Initial efforts will involve identifying regional safety priorities and short- and long-term action plans. Analysis will occur biennially, with progress evaluated based on metrics such as reductions in fatalities, severe injuries, and high-risk crash patterns. In addition, there will be a sub-working group for each county in the CMAP region. The county-level Vision Zero Working Groups will work to identify localized safety concerns and priorities, allowing for strategized efforts to eliminate serious injuries and fatalities on roadways.

- » Implementing Agency: CMAP, in collaboration with MCDOT, other county DOTs, and public stakeholders.
- » Timeline for Implementation: 6-12 months
- » Timeframe for Success Analysis: Every two years
- » Case Studies:
 - [San Francisco Vision Zero Task Force](#)
 - [New York City Vision Zero Task Force](#)

PROGRAM OVERVIEW

To establish the Vision Zero Working Group, CMAP will invite key stakeholders to participate in a series of planning meetings to define the group's mission, structure, and priorities. The working group will develop a formal charter outlining roles, responsibilities, and operational guidelines to ensure clear accountability. Initial efforts will focus on identifying critical safety issues across the region, such as high-crash corridors and vulnerable road users.

The working group will prioritize data sharing and collaboration to ensure a unified understanding of crash trends and safety challenges. This includes integrating data from crash dashboards, regional studies, and public feedback to create a comprehensive picture of safety needs. Members will use this information to design and advocate for targeted interventions, such as redesigning dangerous intersections, implementing traffic-calming measures, and expanding public education campaigns.

To maintain momentum, the Vision Zero Working Group will hold regular meetings to review progress, share updates, and strategize solutions for emerging challenges. Subcommittees may be formed to address specific issues, such as school zones, pedestrian safety, or enforcement strategies. Public engagement will be a cornerstone of the group's work, with community workshops and forums providing a platform for residents to share concerns and contribute to solutions.

The group will publish annual progress reports detailing achievements, challenges, and next steps. These reports will serve as a tool for transparency and accountability, ensuring that the Vision Zero initiative remains on track to meet its objectives. By fostering collaboration and maintaining a strong focus on data-driven strategies, the Vision Zero Working Group will be a key driver of safer roadways and healthier communities.