

SAFE TRAVEL FOR ALL



May 2025

Will County Safety Action Plan



A Comprehensive Safety Action Plan for Will County, IL

A plan to improve transportation safety in Will County, with the goal of eliminating serious injuries and fatalities on all roadways by 2040.

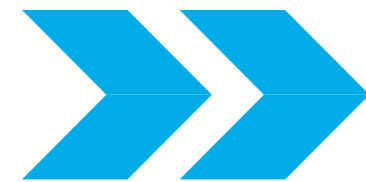


Table of Contents

List of Figures	4	3 Safety Analysis.....	72
		Crash Mapping	73
List of Tables.....	5	Focus Areas	84
Key Definitions.....	6	4 Implementation Plan	94
1 Introduction & Overview	8	Comprehensive Safety Strategies: Policies, Programs, & Procedures	95
Executive Summary	9	Roadway Typologies & Toolbox of Safety Countermeasures	111
About Will County	11	Countermeasures Toolbox	131
About the Chicago Metropolitan Agency for Planning ...	13	Comprehensive Safety Projects	143
About the Safe Travel for All Program	14	Monitoring & Accountability	172
Our National Roadway Safety Crisis.....	16		
Will County's Roadway Safety Crisis	19	Appendices	
Will County's Safety Commitment	23	Appendix A: Will County Safety Resolution	A1
The Safe System Approach	24	Appendix B: Self-Certification Checklist.....	A2
		Appendix C: Maps, page	A10
2 Community Collaboration	28	Appendix D: Survey Response Data, page.....	A27
Review of Existing Policies, Plans, & Studies Integrating Road Safety.....	29	Appendix E: Roadway and Rail Safety Analysis.....	A87
Community & Stakeholder Engagement	31	Appendix F: Review of Plans, Policies, and Studies	A153
Key Engagement Activities Included.....	32		
Stakeholder Groups	33		
Engagement Strategy	36		
Community Survey Results	47		
Policy, Practice, & Program Evaluation	54		



WILL COUNTY, ILLINOIS



Chicago Metropolitan
Agency for Planning



Figures

Figure 1: Will County and municipalities.....

11

Figure 2: CMAP jurisdiction

13

Figure 3: Safe Travel for All participating counties, with Will County SAP study boundary

15

Figure 4: Traffic fatalities in the US from 2010-2023

16

Figure 5: Pedestrian fatalities in the US from 2010-2021.....

18

Figure 6: Map of study area boundary, incorporating most of Will County

19

Figure 7: Crashes in Will County by crash severity (2018 to 2022).....

20

Figure 8: Combined fatal and serious injury crashes in Will County (2018 to 2022).....

21

Figure 9: USDOT Safe System approach graphic

26

Figure 10: Will County Safety Action Plan project team meets with
Wilmington municipal officials at Wilmington City Hall.....

35

Figure 11: Public comments of safety concerns gathered through the interactive mapping tool

37

Figure 12: Map of Will County ZIP codes where comments were received through online and in-person surveys

47

Figure 13: All fatal and serious injury (KSI) crashes in the Will County SAP study area

75

Figure 14: Comprehensive High Injury Network Map.....

76

Figure 15: Contextual High Injury Network Map.....

78

Figure 16: Top 20 Corridors on the Contextual High Injury Network Map

80

Figure 17: Commute mode share in Will County compared to KSI crashes by mode

84

Figure 18: Metra station proximity of Vulnerable Road User (VRU) crashes

86

Figure 19: Bus route proximity of Vulnerable Road User (VRU) crashes by VRU activity level.....

86

Figure 20: Risk of death for pedestrians at different vehicular speeds.....

86

Figure 21: Risk by Speed Limit (all KSI crashes).....

87

Figure 22: Risk by Speed Limit (VRU crashes only)

87

Figure 23: Risk by Roadway Functional Class (all KSI crashes)

88

Figure 24: Risk by Speed Limit (VRU crashes only)

88

Figure 25: Risk by Number of Through Lanes (all KSI crashes)

89

Figure 26: Risk by Number of Through Lanes (VRU crashes only)

89

Figure 27: Heat Map of Heavy Vehicle Crashes Across Northeastern Illinois Safe Travel for All Counties.....

90

Figure 28: Heat Map of Heavy Vehicle Crashes with Will County Truck Routes

91

Figure 29: Percentage of Impaired and Distracted Driving Crashes by Gender

93

Figure 30: Percentage of Impaired or Distracted Driving Crashes Which Result in Fatality or Serious Injury

93

Figure 31: Impaired Driving by Age, Normalized by Population

93

Figure 32: Distracted Driving by Age, Normalized by Population

93

Figure 33: Map of Multi- Lane Urban/Suburban Streets in Will County

114

Figure 34: Map of Rural Roads and Intersections in Will County.....

118

Figure 35: Map of Roads Near Schools or Senior Facilities in Will County.....

122

Figure 36: Map of Roads with High Heavy Vehicle Trafficadways in Will County.....

126

Figure 37: Map of Residential Collector Streets in Will County

129

Figure 38: Map of Proposed Project Locations

152

Tables

Table 1: Plans, policies, and studies reviewed as part of the Will County SAP planning process

29

Table 2: Key Engagement Activities

32

Table 3: Steering Committee Members

34

Table 4: High Injury Network Statistics.....

82

Table 5: Top 20 Contextual HIN Corridors Based on Total KA Crashes

82

Table 6: Roadway Functional Classes

86

Table 7: County-Level Heavy Vehicle Crash Data

89

Table 8: Nine Recommended Comprehensive Safety Strategies for Will County

96

Table 9: Launch a Countywide Safety Campaign.....

97

Table 10: Reduce Speeding throughout Will County

98

Table 11: Build a Culture of Shared Safety Responsibility Across Will County

100

Table 12: Eliminate Severe Crashes on the HIN through Targeted Infrastructure Investments.....

102

Table 13: Prioritize the Buildout of Safe Multimodal Networks

104

Table 14: Mitigate Safety Concerns Around Heavy Vehicles

105

Table 15: Promote Safe Fleets through County Procurement and Maintenance

106

Table 16: Respond to Fatal Crashes with Urgency

107

Table 17: Monitor and Evaluate Progress Towards Safety Goals.....

109

Table 18: Countermeasures Toolbox

134

Table 19: Eligible Project Types for Implementation Funding

143

Table 20: Project Selection Criteria

148

Table 21: Project Selection Criteria Comparison

150

Table 22: List of Prioritized Project Locations and Safety Countermeasures

155

Table 23: Will County Performance Measures

173

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

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

Key Definitions

Areas Of Persistent Poverty

Areas of Persistent Poverty census tracts include tracts that have a poverty rate of at least 20 percent as measured by datasets from the American Community Survey of the US Census Bureau

Crash Type

Crash type refers to the specific users and/or movements of vehicles or people involved in crashes. Examples of crash types referenced in this memo include Angle, Animal, Backing, Bicycle or Pedestrian, Head On, Object, Rear End, Sideswipe, and Train.

Emphasis Area

A crash emphasis area describes a general and often overlapping category accounting for a combination of roadway or location characteristics, road user characteristics, motorist actions, or contributing circumstances. A single crash can have multiple overlapping emphasis areas.

Freeways & Expressways

Freeways and expressways are designed and constructed to maximize their mobility function and abutting land uses are not directly served. They can be fully or partially access controlled, have high traffic volumes, and usually serve longer regional and intra-urban trips.

Functional Class

Refers to the general size and operational characteristics of a roadway.

High Injury Network (HIN)

A High Injury Network is a selection of the roadways in an area with the highest incidences of fatal and serious injury crashes.

Interstate

Interstate roads form an interconnected network of fully access controlled, divided highways constructed with mobility and long-distance travel in mind.

KABCO Crashes

Crash severity is categorized using the KABCO Injury Classification Scale: K for fatal injuries, A for serious/incapacitating injuries, B for non-incapacitating injuries, C for possible injuries, and O for no injuries.

Local Roads

Local roads primarily provide access to property and connect with higher classified routes. Design speeds are low, stub sections are common, and the main consideration is given to access needs. They offer the lowest level of mobility, have the shortest trip lengths, and through traffic is often deliberately discouraged.

Major and Minor Collectors

Collectors gather traffic from local roads and funnel it to the arterial network. Collectors serve primarily intra-county travel and typical travel distances are shorter than on arterial routes. Collectors are broken down into two categories: major collectors and minor collectors. Major collector routes are longer in length, have lower driveway densities, have higher speed limits, are spaced at greater intervals, have higher traffic volumes, and may have more travel lanes than their minor collector counterparts.

Minor Arterials

Minor arterials provide service for trips of moderate length, serve smaller geographic areas. In an urban context, they interconnect and augment the principal arterial and expressway system, provide intra-community continuity, and should not penetrate residential neighborhoods. In rural settings, they provide inter-regional or inter-county service.

(Other) Principal Arterials

Other principal arterials (OPAs) serve major development centers and provide a high degree of mobility, however, abutting land uses can be served directly. OPAs generally provide similar service in both urban and rural areas.

Railroad Incidents

Railroad incidents are crashes that occur at at-grade crossings or as the result of people trespassing on railroad right-of-way.

Representation Ratio

A metric used to identify the share of crashes on a particular roadway type compared to the share of roadways of that roadway type. Calculated by identifying the share of crashes on a particular roadway type divided by the share of roadways of that roadway type. A representation ratio higher than 1 indicates a higher-than-average crash risk for that roadway attribute.

Rural Areas

For this study, an area is considered “rural” if it is located outside of the corporate limits of any municipality within the study area; these areas can also be described as “unincorporated.”

Sliding Window Average

A sliding window average divides a roadway segment into small, evenly spaced segments. The window of a specified length is used to average out crashes within the window, in order to account for the variation in crash locations along a roadway corridor.

Systemic Analysis

A data analysis process to evaluate the relative risk or impact of a particular roadway characteristic on fatal or serious injury crashes which can indicate the need for extra focus and priority on roadways with specific features.

Urban Areas

For this study, an area is considered “urban” if it is located within the corporate limits of a municipality within the study area.

Vulnerable Road Users (VRU)

Individuals on or alongside a roadway who are not within a vehicle and as such are unprotected and at risk of greater injury severity in the event of a crash. For the purposes of this analysis, vulnerable road users include pedestrians and cyclists.

Chapter 1

Introduction & Overview

Executive Summary

Will County's streets and roadways should be safe places for all. Unfortunately, crash data shows that this goal is not the present reality, with **57 fatal crashes and 281 serious injury crashes** occurring on roadways within Will County in 2022. This data shows that severe crashes – including those that result in incapacitating injuries or death – have returned to pre-pandemic levels after a brief decline in 2020. To reverse this trend, **the Will County Executive, Will County Board, Illinois Department of Transportation (IDOT), and the Chicago Metropolitan Agency for Planning (CMAP) are all committed to improving safety outcomes on Will County streets with the goal of eliminating serious injuries and fatalities on roadways within Will County by 2040.**

Reducing and eliminating severe crashes requires a comprehensive strategy based on the **Safe System approach**, which Will County commits to through this Safe Streets and Roads for All (SS4A)-compliant Safety Action Plan (SAP). The purpose of this SAP is to (1) document the safety-related planning and policy work that has been previously completed by Will County; (2) conduct a systemic safety analysis that includes documentation of a High Injury Network (HIN); (3) set performance measures for improving all-modes roadway safety throughout the County; and (4) provide a matrix of safety projects and policy recommendations that Will County, CMAP, and partner agencies and communities can implement to improve safety outcomes.



5 goals of the Safe System approach

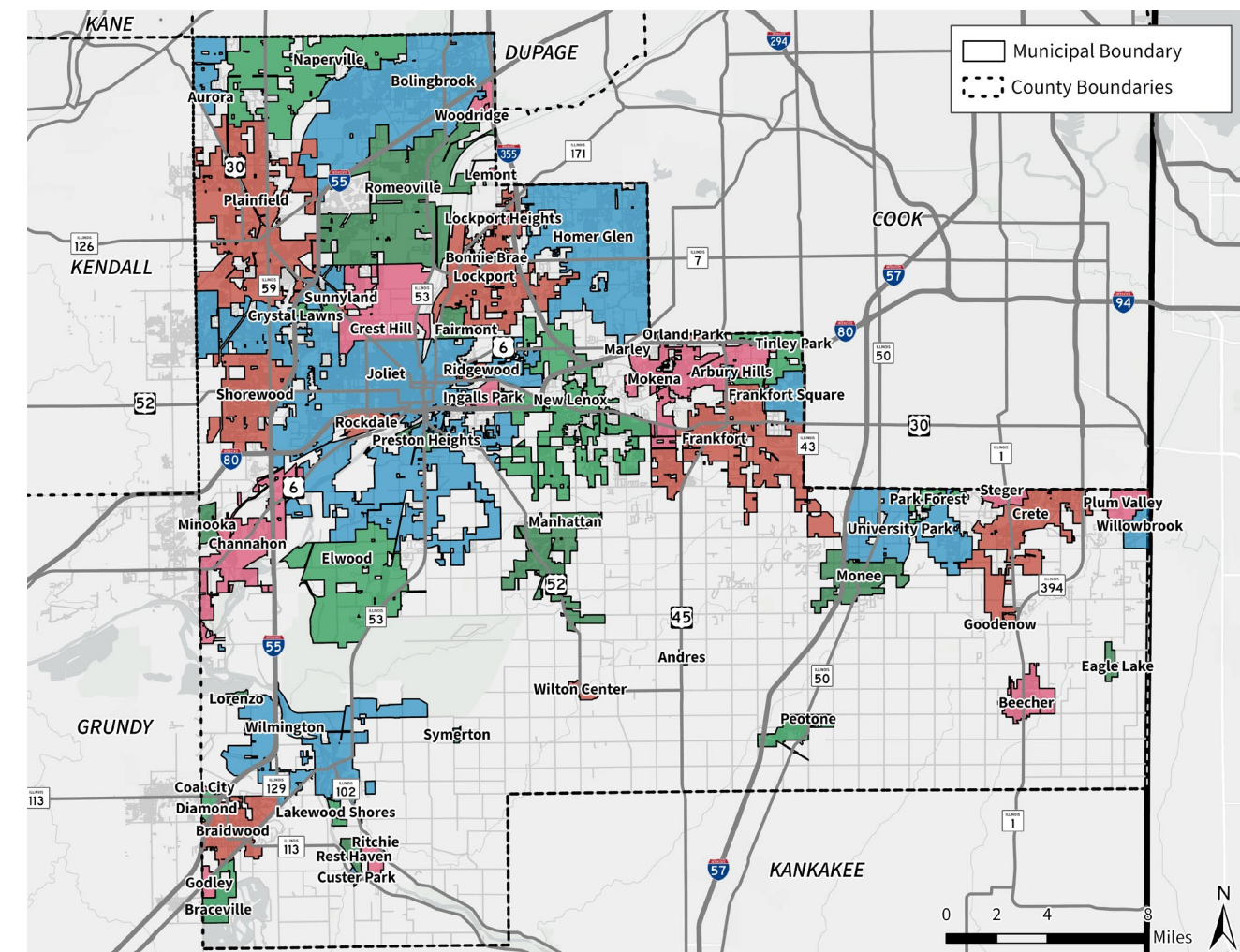
- 1 SAFER PEOPLE**
Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.
- 2 SAFER ROADS**
Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- 3 SAFER VEHICLES**
Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- 4 SAFER SPEEDS**
Promote safer speeds in all roadway environments through a combination of thoughtful, fair, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- 5 POST-CRASH CARE**
Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



About Will County

Will County is located in northeast Illinois (Figure 1) and ranks fourth in both total population and growth rate in the state. There are 37 municipalities, 24 townships, and over 700,000 residents within the 849 square mile county. The county seat, and most populated city, is Joliet with over 150,000 residents, ranking

as the third largest city in Illinois as of the 2020 census. Will County has a diverse pattern of land use, with areas of urban and suburban development in the northern half of the county and rural agricultural and natural lands with low-density residential communities across the southern half of the county.





Will County is served by a robust intermodal transportation system linking people and goods across the region, nation, and world. Because of these system connections, Will County has the largest inland port in the United States and multiple intermodal freight facilities primarily located along the Des Plaines River and Chicago Sanitary and Ship Canal. Will County's transportation features include:

- 4 interstate highways: I-55, I-57, I-80, and I-355
- 4 US highways: US-6, US-30, US-45, and US-52
- 12 Illinois state highways
- 4 Metra lines: Heritage Corridor, Rock Island District, SouthWest Service, and Metra Electric District
- 20 Pace local bus lines and 4 bus-on-shoulder express routes
- 5 Class I railroads: Burlington Northern and Santa Fe Railway (BNSF), Canadian National Railway (CN), CSX Transportation (CSX), Norfolk Southern Railway (NS), and Union Pacific Railroad (UP)
- 400 miles of bikeways
- 4 airports: Joliet Regional Airport (JOT), Lewis University Airport (LOT), Bolingbrook's Clow International Airport (1C5), and Bult Field Airport (C56) in Monee

About the Chicago Metropolitan Agency for Planning



Chicago Metropolitan Agency for Planning

The Chicago Metropolitan Agency for Planning (CMAP) assists with comprehensive planning for the seven counties for the seven counties (**Figure 2**) and 284 communities of northeastern Illinois. CMAP is the region's federally designated metropolitan planning organization (MPO), responsible for allocating federal transportation funds and managing the transportation planning process.

CMAP has set goals for the region that help to guide the agency's planning work. These goals include:

- A transportation system that works better for everyone
- A robust and inclusive regional economy
- A region that takes action to mitigate and adapt to the impacts of severe weather events and preserve high-quality water resources

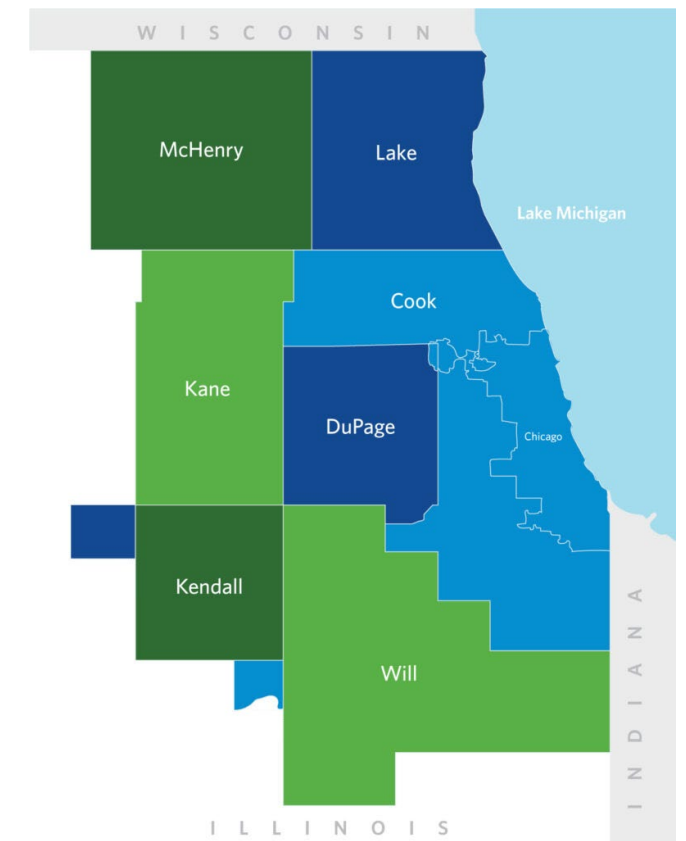


Figure 2: CMAP jurisdiction (Source: CMAP)

About the Safe Travel for All Program

Safe Travel for All is a regionwide initiative by CMAP and partner counties to eliminate traffic fatalities and serious injuries in northeastern Illinois. CMAP, IDOT, Metra, and six counties in northeastern Illinois (Cook, DuPage, Kane, Lake, McHenry, and Will), shown in Figure 3, were awarded nearly \$4 million from the US Department of Transportation’s Safe Streets and Roads for All (SS4A) grant program to develop a traffic safety framework for northeastern Illinois. As a part of Safe Travel for All, these six counties developed safety action plans specific to their unique county contexts and communities. These safety action plans are guided by a regional framework to ensure consistency in the analysis and planning work completed. By working together, CMAP and its partners aim to maximize the impact of local and systemwide traffic safety improvements that will result in a reduction – and eventual elimination – of fatal and serious injury crashes in northeastern Illinois.



CMAP’s Safe Travel for All is a regional planning project within CMAP’s Safe and Complete Streets program. This program provides a framework for research and programs to make northeastern Illinois safer for all travelers. It is a multiyear effort to improve roadway safety in a comprehensive, data-informed, and collaborative way. It focuses on speed management and improving safety for all road users, including motorists, transit riders, and people walking, rolling, and cycling.

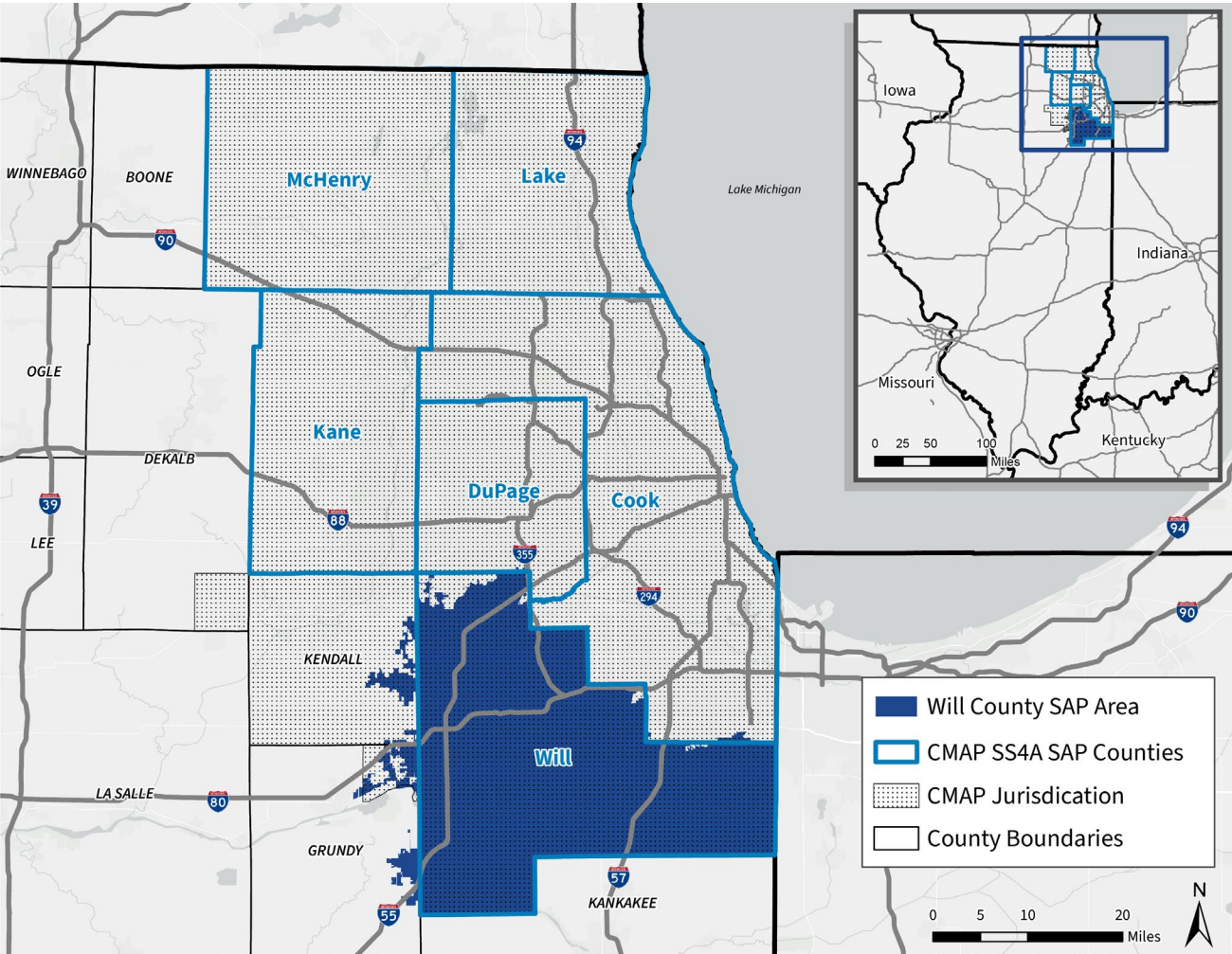
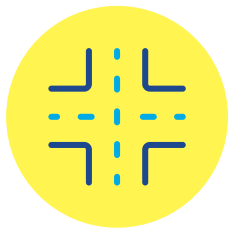


Figure 3: Safe Travel for All participating counties, with Will County SAP study boundary.

The four priorities of the Safe and Complete Streets program are to:



Develop safety action plans and support implementation to advance regional safety goals.



Prioritize the development of streets that are safe, convenient, and connected networks for people walking, rolling, biking, driving, and using transit.



Collaborate with partners to identify policy improvements and data needs that will improve safety.



Increase awareness and use of the Safe System Approach to improve safety proactively for all road users.

Our National Roadway Safety Crisis

According to the [National Safety Council](#), the United States has the most motor vehicle deaths of any country in the world. Of high-income countries in 2022, the United States far exceeds the average with 16.5 times more vehicle deaths than the second highest ranking nation, South Korea¹. Unfortunately, the number of crashes in the United States, year after year, have steadily increased. Since 2010, the total number of yearly traffic fatalities has consistently remained above 30,000 and has increased to greater than 40,000 annual fatalities in recent years (**Figure 4**). **In 2024, an estimated 44,680 people**

lost their lives from a traffic fatality in the United States. That is more people than a sold-out Cubs game at Wrigley Field. Roadway fatalities increased dramatically during the COVID-19 global pandemic, rising almost 10 percent from 2019 to 2021. The sharp increase in fatalities during that time period has been attributed to drivers' increasing risky behaviors and speeding on roadways as a result of decreased roadway congestion. Since then, annual roadway fatalities have decreased approximately five percent but are still above pre-pandemic levels.

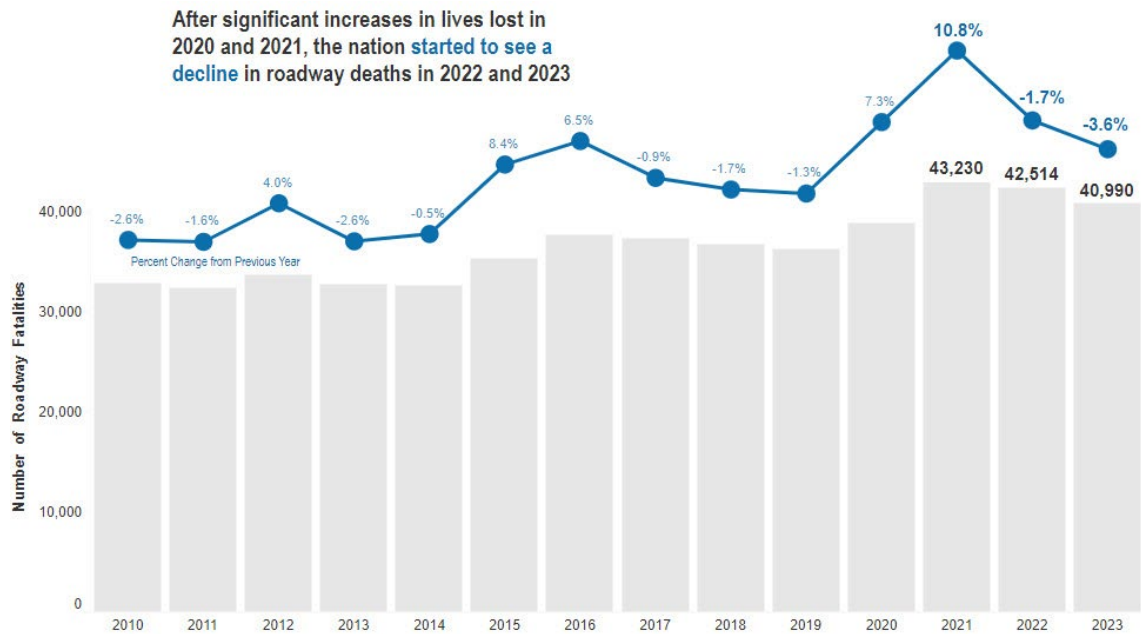


Figure 4: Traffic fatalities in the US from 2010-2023 (Source: [USDOT](#))

¹ Road Safety Country Profile (2023) <https://www.itf-oecd.org/sites/default/files/korea-road-safety.pdf>



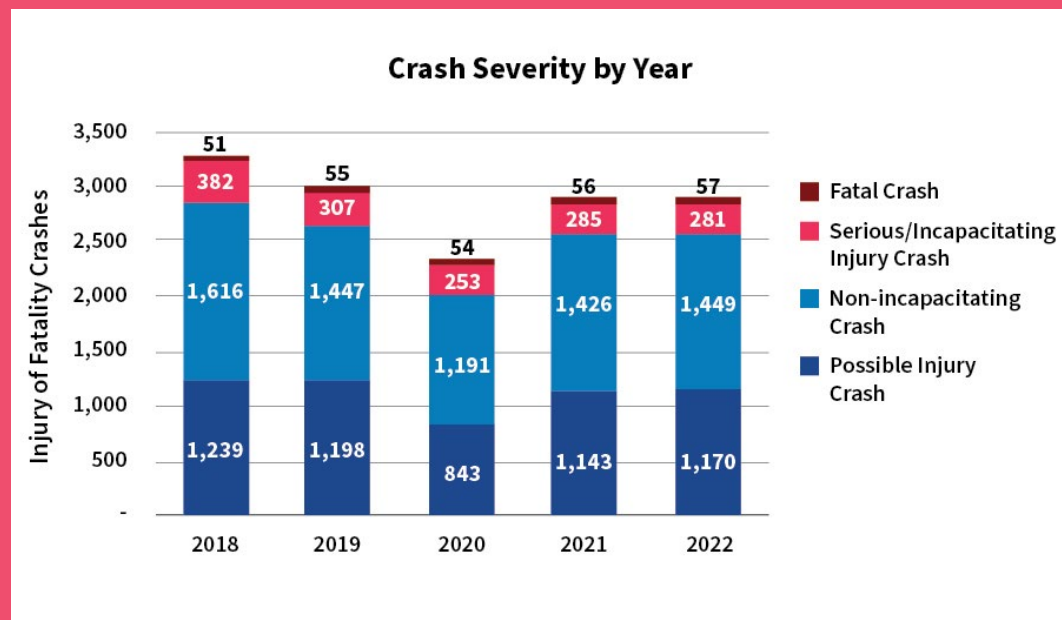


Figure 7: Crashes in Will County by crash severity (2018 to 2022)

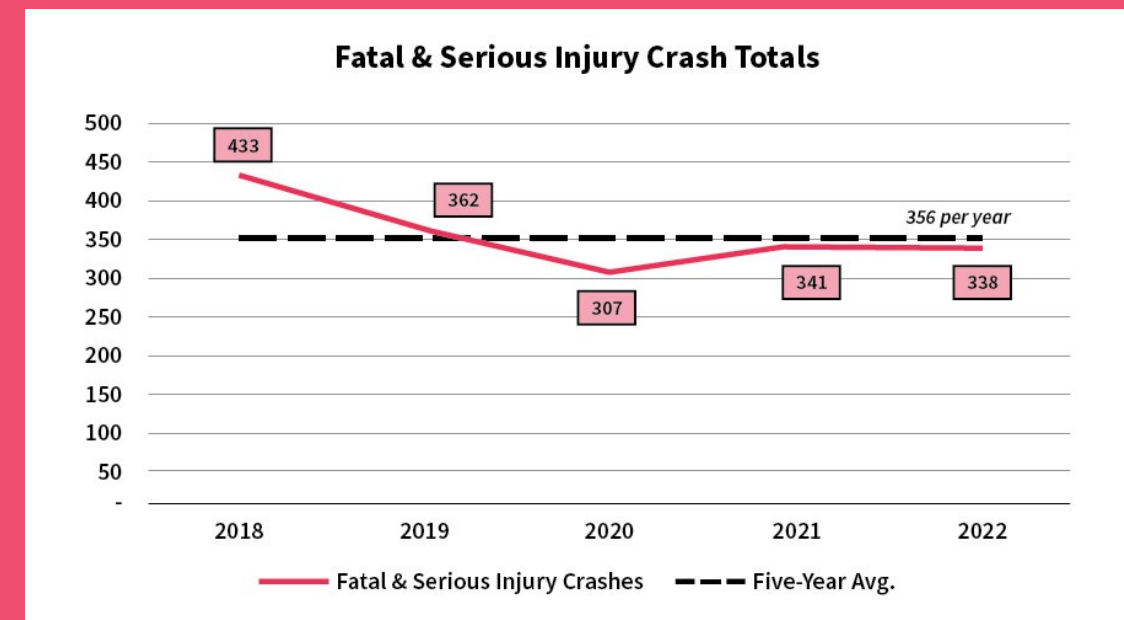


Figure 8: Combined fatal and serious injury crashes in Will County (2018 to 2022)

boundary, but includes areas of municipalities that partially extend outside of Will County, including Plainfield, Joliet, Minooka, Channahon, Coal City, Diamond, Braidwood, Godley, Braceville, Steger, University Park, Frankfort, and Bolingbrook. Municipalities that are partially within Will County that were assigned to other safety action plans include Aurora, Lemont, Naperville, Park Forest, Orland Park, Tinley Park, Matteson, Richton Park, Park Forest, South Chicago Heights, Sauk Village, and Woodridge.

The source of the crash data used for the safety analysis in this safety action plan was

provided by IDOT for the years 2018 to 2022, the most recent five years of data available at the start of the study. Only crashes within the study area shown in **Figure 6** were included in the safety analysis.

Crash severity is categorized using the **KABCO Injury Classification Scale**: **K** for fatal injuries, **A** for serious/ incapacitating injuries, **B** for non-incapacitating injuries, **C** for possible injuries, and **O** for property damage only crashes. The primary focus of this study was fatal and serious injury crashes (K and A), although injury crashes – which includes all levels of injury severity - are referenced

in some of the data presented throughout this safety action plan as noted. Property Damage Only crashes (crashes that did not result in an apparent injury) were not included in this analysis.

A high-level review of crash severity statistics by year from 2018 to 2022 shows that fatal crashes within the Will County Safety Action Plan study area have remained relatively constant, **averaging 55 fatal crashes per year. This equates to approximately one fatal crash per week within the Will County study area.** This number remained constant even during the first year of the COVID-19 pandemic

in 2020, when total injury crashes decreased approximately 23 percent as a result of reduced travel on Will County roadways. Serious injury crashes quickly rebounded from their 2020 pandemic-era low, with an increase of 34 serious injury crashes from 2020 to 2021. **The 281 serious injury crashes in 2022 equates to over five serious injury crashes occurring each week on Will County roadways.** While the focus of this study was on fatal and serious injury crashes in particular, moderate and minor injury crashes have also returned to pre-pandemic levels (totaling 2,619 crashes in 2022) following a drop of 23 percent in 2020.



While it is impossible to exactly quantify the full impact of fatal and serious injury crashes, the cost of these crashes on society can be estimated, which presents a different and unique lens to understand the wide-ranging financial impact of crashes. The National Highway Traffic Safety Administration (NHTSA) has conducted research and analysis to estimate the cost of crashes to society. Crash costs, per NHTSA's studies, incorporate a variety of economic impacts of crashes, which cover tangible economic costs like medical bills, property damage, and insurance, as well as societal costs like lost productivity or the loss of quality of life. The most severe crashes have the highest costs, with an estimated societal cost of a single fatal crash estimated to be over \$12.5 million². There were 14,503 fatal and injury crashes within the Will County study area over the 5-year period from 2018-2022,

which according to NHTSA guidance results in a combined **estimated cost to society of nearly \$7.5 billion.**

It is important to remember that the crash figures presented in this report are more than just statistics on a page or in a dataset. **Each of these numbers represents a person whose life ended prematurely or whose life has been changed forever due to long-lasting injuries from a severe crash.** These events have a significant physical, mental, emotional, and financial toll on all involved that lasts well beyond the moment of a crash. These crashes also affect families, friends, coworkers, neighbors, and community members of those killed or seriously injured in a crash.

Will County's Safety Commitment

As the fatal and severe crash data shows, more must be done to improve safety for all users of streets and roadways across Will County. The County and its local and state partners are committed to continuing to implement roadway safety policies, programs, and projects that will result in eliminating fatal and serious injury crashes on all roadways within the County. **As part of this safety action plan, the Will County Board, in conjunction with the Will County Executive, have resolved to eliminate all fatal and serious injury crashes within Will County by the year 2040.** An adopted resolution is included in **Appendix A** of this safety action plan.



² The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403.pdf>

The Safe System Approach

All fatalities and injuries from vehicle crashes are serious. Historically, the perception has been that crashes and road deaths are an unfortunate but unavoidable aspect of our transportation system, and that each crash is an isolated incident primarily caused by individual human behavior. However, that mindset is changing in response to the idea that most crashes are preventable and that communities can be empowered to take proactive steps to mitigate harm from crashes. **The Safe System approach, which is embraced by this safety action plan, is a wholistic approach to safety which**

anticipates human mistakes and designs a system with redundant safety measures that reduce the likelihood of serious and fatal outcomes from those mistakes. The ultimate goal of the Safe System approach is to reduce the number of traffic fatalities and serious injuries to zero.

The Safe System approach is comprehensive, and its success relies on all involved in transportation systems to proactively work towards risk reduction.



The ultimate goal of the Safe System Approach is to reduce the number of traffic fatalities and serious injuries to

0



Will County's approach to creating safe streets and roads for all is built on the principles of the Safe System approach:

Principles and Goals of the Safe System Approach

There are six principles and five goals of the Safe System approach, which have guided the development of this safety action plan (see **Figure 9**). **Will County, CMAP, and their local and state partners recognize that crashes, especially those that result in death and serious injury, are not “accidents,” and that they are therefore preventable.**

Severe crashes are the result of decisions made at the system level, such as street design standards and vehicle safety regulations,

individual behaviors, individual and group responses to environmental and social inputs and cues, and instantaneous decision-making by fallible humans. Our transportation system should include multiple layers of redundancy to ensure that when mistakes occur, they do not result in tragedy. The Safe System approach adopts long-standing thinking

on risk management and crash prevention from public health research and policy. Through this safety action plan, Will County is embracing that a Safe System approach is needed to create safe streets and roads for all.



Figure 9: USDOT Safe System approach graphic
(Source: [USDOT](#))

6 principles of the Safe System Approach



DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE

A Safe System approach prioritizes the elimination of crashes that result in deaths and serious injuries.



HUMANS MAKE MISTAKES

People will inevitably make mistakes and decisions that can lead to or contribute to crashes; however, the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.



HUMANS ARE VULNERABLE

The human body is only capable of tolerating so much impact force. When that tolerance is exceeded, such as in a violent car crash, the result is death or serious injury. Therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.



RESPONSIBILITY IS SHARED

All stakeholders – including government at all levels, industry, non-profit/advocacy, researchers, and the public – are vital to preventing fatalities and serious injuries on our roadways.



SAFETY IS PROACTIVE

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterward.



REDUNDANCY IS CRUCIAL

Reducing risks requires that all parts of the transportation system be strengthened so that if one part fails, the other parts still protect people.



Chapter 2

Community Collaboration

Review of Existing Policies, Plans, & Studies Integrating Road Safety

Having appropriate policies, plans, and procedures in place is critical to ensure that safety is considered in all transportation related decisions by County, municipal, and local leaders. When policies and processes are built around a Safe System approach to transportation safety, they can act as a framework to guide decisions that will help reduce crashes, prevent serious injuries and fatalities, and improve the quality of life for residents. Considering a Safe System approach in transportation policies can have a dramatic impact on the day-to-day experience of the most vulnerable roadway users of all ages and abilities, such as pedestrians, bicyclists, and those using a mobility device.

The following section lists the existing plans, policies, and studies related to roadway safety that were reviewed as part of the Will County SAP, as well as some examples of how these documents influenced or relate to specific recommendations in the SAP. These include plans, policies, and studies which have been created, implemented, and/or adopted by Will County and four key municipal partners (Joliet, Peotone, Romeoville, and Wilmington). **Table 1** lists the existing plans, policies, and studies that were reviewed. A full summary of these plans, policies, and studies is located in **Appendix F**.

Table 1: Plans, policies, and studies reviewed as part of the Will County SAP planning process

Title of Plan, Policy, or Study Reviewed (Year Completed)	Type of plan, policy, or study
Illinois Highway Safety Plan (2024)	State plan
CMAP ON TO 2050 Comprehensive Plan (2022)	Regional plan
CMAP Complete Streets Toolkit (2015)	Regional toolkit
Metropolitan Planning Council: Where the Sidewalk Ends (2021)	Regional study
Will County Community Friendly Freight Mobility Plan (2017)	County plan
Will Connects: 2040 Long-Range Transportation Plan (2017)	County plan
Will Connects: 2040 County Bikeway Plan (2016)	County plan
Moving Will County Plan (2021)	County plan
Will County Joliet Intermodal Transportation Master Plan (2022)	County plan

Title of Plan, Policy, or Study Reviewed (Year Completed)	Type of plan, policy, or study
Will County Americans with Disabilities Act (ADA) Transition Plan (2022)	County plan
Will County Complete Streets Policy (2023)	County policy
Will County Transportation Improvement Plan (2024)	County plan
Village of Peotone Active Transportation Vision (2024)	Municipal plan
Village of Peotone Comprehensive Plan	Municipal plan
Village of Romeoville Comprehensive Plan (2017)	Municipal plan
Village of Romeoville Complete Streets Policy (2020)	Municipal policy
Village of Romeoville ADA Transition Plan (2020)	Municipal plan
Route 53 Corridor Plan (2013)	Corridor plan
City of Joliet Downtown Development Plan (2015)	Downtown area plan
City of Wilmington Downtown Plan (2018)	Downtown area plan
City of Wilmington ADA Transition Plan (2016)	Municipal plan
City of Wilmington Comprehensive Plan (2008)	Municipal plan

While each plan that was reviewed included recommendations related to transportation safety, the plans varied in their focus areas. Many of the plans were focused on safety issues related to heavy vehicles and trucks, pedestrian and bicyclist safety, vehicular speeding, and roadways of particular safety concern (such as IL-53). The Will County SAP aligns with these plans in its focus on similar issues which were communicated by stakeholders and the public during SAP engagement efforts. This includes, for example: speed reduction, vulnerable road user safety, improving safety around heavy vehicles, improving safety along rural thoroughfares, and improving accessibility through the implementation of new sidewalks and safer crosswalks.

Additionally, several recommendations to improve the culture of transportation safety in Will County were influenced by many of the plans and policies. For example, a recommendation is included in this SAP to further strengthen Will County’s Complete Streets Policy by removing several of the exceptions to the policy that are included in the current policy language. Another example is the need to increase the priority of safety in the Transportation Improvement Plan (TIP) project selection scoring methodology. This scoring methodology is determined during regular updates to the Will County Long-Range Transportation Plan (LRTP). Updating the policies, plans, and procedures laid out in these existing documents can go a long way toward improving safety outcomes and positively influencing the culture of transportation safety in Will County.

Community & Stakeholder Engagement



Road safety remains a critical concern in Will County, with residents and stakeholders voicing challenges related to speeding, roadway conditions, and pedestrian access. The Will County SAP addresses these concerns through a data-driven, community-informed approach. Through extensive public engagement, the SAP identified local priorities and strategies to reduce road-related fatalities and serious injuries. This section outlines the outreach process, key findings, and next steps toward implementation.



in-person and virtual meetings



online surveys



interactive safety hotspot mapping tool



digital outreach



collaboration with regional and municipal partners

A variety of engagement methods were utilized to provide multiple opportunities for input. These included **in-person and virtual meetings, online surveys, an interactive safety hotspot mapping tool, digital outreach, and collaboration with regional and municipal partners**. The project team’s approach emphasized transparency by ensuring stakeholders had regular updates and clear pathways for feedback.

To introduce the SAP to the public, the project team engaged in outreach activities to gather

input on existing conditions and perceived safety concerns. This feedback has directly informed the development of a matrix of proposed roadway safety projects and priority safety strategies.

The insights gathered through these efforts will continue to inform safety strategies and policies and allow Will County to align community needs with actionable safety improvements. Moving forward, ongoing communication and collaboration will remain a priority as the project transitions into implementation.

Key Engagement Activities Included:

Table 2: Key Engagement Activities

Public & Community Engagement	Stakeholder & Partner Meetings	Public Communication & Outreach
• Pop up kiosk at the Will County Fair • In-person open house with Senior Services of Will County at Ovation Center • Project website with project information, online survey, and interactive safety hotspot mapping tool	• Briefing to the Will County Board • Full Municipal Partner meeting • Four (4) Municipal Partner 1:1 in-person meetings • Briefing to the Will County Governmental League Transportation Committee • Four (4) Steering Committee meetings	• Press release announcing project and community involvement • Social media outreach and digital engagement • Partner toolkit assets distributed for broader community awareness

A detailed timeline of engagement activities is available within the Engagement Strategy section.



Stakeholder Groups

Steering Committee

The Steering Committee served as a key advisory group in shaping the Will County SAP. It was composed of representatives from local government bodies, public safety agencies, non-profits, community services, educational institutions, healthcare providers, and recreational groups. The committee provided critical input throughout the planning process, ensuring the SAP reflects real-world safety concerns, stakeholder priorities, and data-driven strategies.

Roles and Contributions

Steering Committee members played a vital role by:

- Serving as a sounding board for key safety policies and recommendations.
- Providing feedback on data analysis, proposed countermeasures, and priorities.
- Ensuring that community and stakeholder input was meaningfully integrated.
- Offering perspectives on practical considerations for policy development.
- Helping shape a plan that aligns with local, regional, and state safety goals.

Members were encouraged to promote the plan during its implementation phase, raising awareness and emphasizing traffic safety initiatives within their networks. Post-adoption, the Will County steering committee will serve as safety champions, driving the plan’s ongoing success.

Table 3: Steering Committee Members

Organization	Title	Name
Will County Sheriff's Office	Lieutenant	Robert Denny
Will County Board	Chief of Staff	Kim Fladhammer
Disability Resource Center	Sam Knight	A Center for Independent Living
Joliet Bicycle Club	Resident	Gary Meyer
Village of Beecher	Village President	Marcy Meyer
Lockport Township Fire Protection District	Chief	John O'Connor
United Cerebral Palsy - Center for Disability Services	Executive Director	Brian Patel
Will County Farm Bureau	Manager	Mark Schneidewind
Joliet Township High School District 204	Director of Support Services	Brian Shaw
National Hookup for Black Women	Director	Deborah Summers
Joliet Junior College	Senior Director of Facilities	Pat Van Duyne
Will County Center for Community Concerns	Executive Director	Kris White
Will County Emergency Management Agency	Director	Allison Anderson
Joliet Fire Department	Chief	Jeff Carey
Will County Forest Preserve Police Department	Chief	Tracy Chapman
Illinois State Police Patrol Troop 3	Executive Officer	Matt Wierzbinski
Lockport Township High School District 205	Superintendent	Robert McBride Jr.
Will County Governmental League	Planning Liaison	Jada Porter
Morning Star Mission	Executive Director	Kevin Watson
Silver Cross Hospital	Vice President, External Affairs	Scott Paddock
Senior Services of Will County	Director	Sue Kainrath
Governors State University	Executive Director, Governmental and Community Relations	Maureen Kelly
Warehouse Workers for Justice	Executive Director	Marcos Ceniceros



Figure 10: Will County Safety Action Plan project team meets with Wilmington municipal officials at Wilmington City Hall.

Municipal Partners

The City of Joliet, City of Wilmington, Village of Peotone, and Village of Romeoville played a key role in providing technical expertise to support the development of the Will County SAP. While the Steering Committee focused on broad goals and public engagement, these four Municipal Partners contributed localized insights on infrastructure, transportation policy, and safety concerns and priorities.

The engagement process began with a virtual kickoff meeting that introduced the SAP and gathered initial input on municipal safety challenges. This was followed by individual in-person meetings with each municipality to discuss their unique transportation safety concerns, review the draft High Injury Network, and consider transportation policy challenges.

During these discussions, municipal representatives reviewed crash data, identified high-risk areas, and provided local context on safety challenges. They also discussed existing policies and processes, highlighting barriers to improving road safety and reducing serious injuries and fatalities. Conversations focused on potential safety strategies informed by infrastructure conditions, municipal priorities, and funding limitations.

These Municipal Partners are encouraged to continue discussions within their communities to promote awareness of the plan's recommendations and future safety initiatives and to serve as local champions for transportation safety in their communities. The continued commitment of the Municipal Partners to lead the implementation of safety projects on high-risk roadways within their jurisdiction will play a large role in Will County achieving its safety goal.

Engagement Strategy

The engagement strategy for the Will County Safety Action Plan was designed to ensure broad public participation and collect meaningful input from residents across the county. The project team used a hybrid engagement approach, combining online tools, media outreach, and in-person events to ensure the public remained informed and could actively contribute to the plan's development.

A key focus of this strategy was transparency and access to information, ensuring that community members had clear pathways to provide feedback.

A website, using EngagementHQ as a platform, served as the central digital hub, supplemented by public events, press releases, social media outreach, and interactive surveys. These efforts allowed the project team to gather a wide range of perspectives and incorporate them into the SAP's recommendations.

Public Communication and Outreach

EngagementHQ

EngagementHQ served as the primary public-facing website for the SAP, offering:

- A dedicated Will County SAP webpage with project updates, meeting summaries, and engagement tools.

- An interactive mapping tool where residents could pinpoint safety concerns, which received:

 **569** mapping points

- Surveys aligned with each phase of the SAP to collect feedback on local transportation safety issues.
- Integrated event RSVP functionality to track participation and encourage involvement.
- Translation features for Spanish-speaking residents.
- Website analytics include:

 **3,186** visits

 **692** contributions

 **26** event registrations

 **13.8%** engagement rate on SAP project website

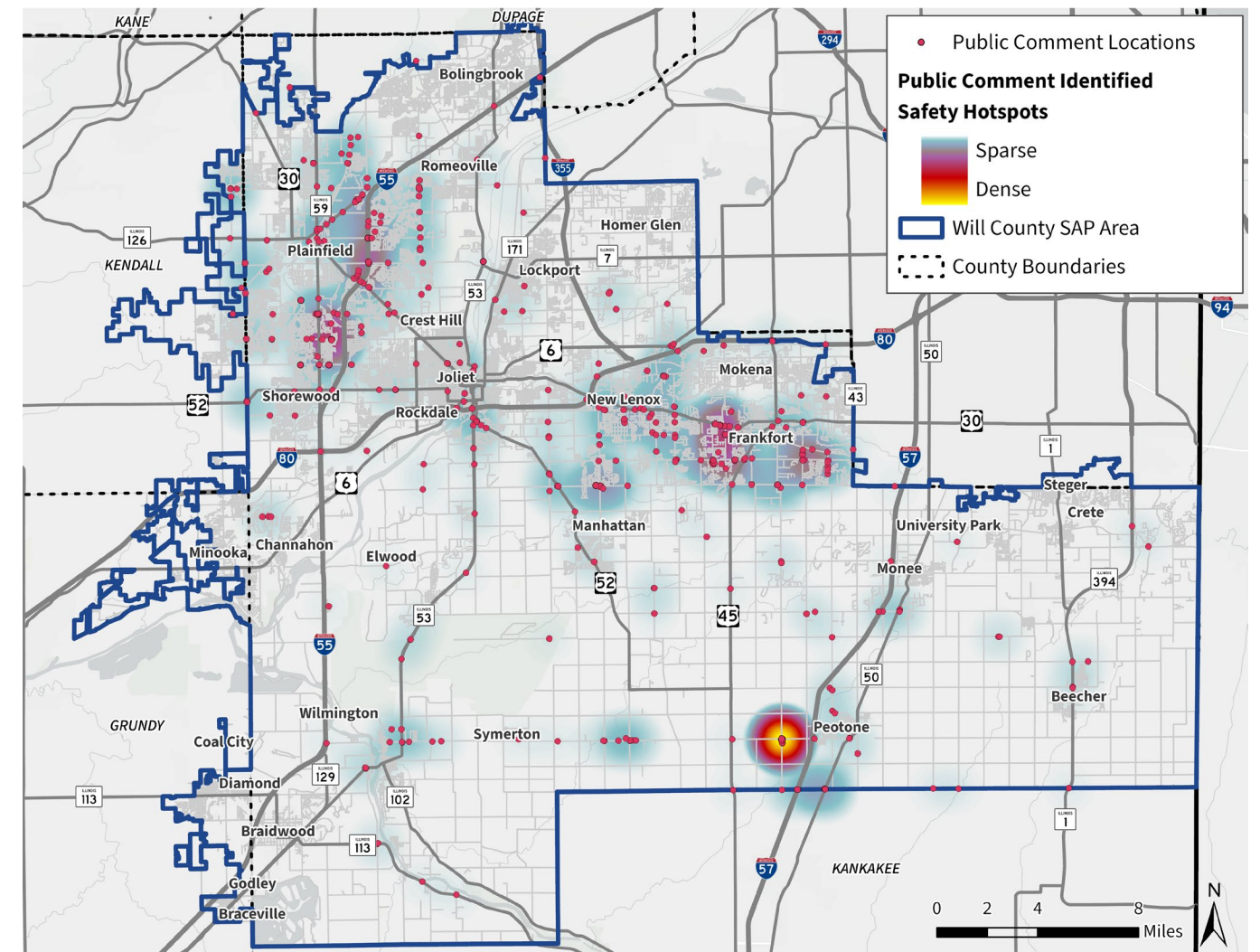


Figure 11: Public comments of safety concerns gathered through the interactive mapping tool

Media Engagement

To maximize community awareness, the project team coordinated with the Will County Executive's office to develop:

- Press releases announcing key milestones and public engagement opportunities.
- Social media outreach and digital engagement to drive participation in online surveys and events.
- A partner toolkit with fact sheets, talking points, and outreach materials to distribute through municipal and community networks.

Informational Outreach Materials

- The project team developed fact sheets, digital flyers, and comment cards to share information and encourage feedback.
- Surveys were created, allowing participants to provide input on existing conditions, safety challenges, and potential solutions.



Timeline and Events

Event	Activity
May 23, 2024: Kickoff Steering Committee Meeting	- Introduced the project team and outlined the SAP’s objectives and timeline. - Discussed committee expectations and representation of community perspectives. - Reviewed guiding principles, incorporating feedback on innovation and sustainability. - Explored engagement strategies and outreach opportunities.
June 27, 2024: Second Steering Committee Meeting	- Reviewed the communication and outreach strategy, emphasizing community participation. - Presented high-level crash data trends from 2018-2022. - Discussed the upcoming Steering Committee survey to gather perceptions on transportation safety.
July 25, 2024: Third Steering Committee Meeting	- Analyzed Steering Committee survey results on safety perceptions and priorities. - Identified speeding as a top safety concern and discussed the role of enforcement. - Reviewed key obstacles to transportation safety, including funding limitations and infrastructure needs. - Explored potential solutions through policy, enforcement, and roadway design improvements.
August 6, 2024: Briefing to Will County Board's Public Works & Transportation Committee	- Presented about the the SAP to the Will County Board. - Provided a one-page overview as a leave-behind document for the Board.
August 7, 2024: Introductory Municipal Partner Meeting	- Organized a virtual kickoff meeting with municipal members and their technical staff to introduce the plan and gather initial input. - Developed a presentation and script outlining the plan and how municipalities could contribute.





Timeline and Events

Event	Activity
August 21, 2024: Launch of Interactive Safety Hotspot Mapping Tool & Online Survey	- Launched an interactive safety hotspot mapping tool to collect location-based public feedback on transportation safety concerns. - Opened an online survey to gather broader community insights on transportation safety, concerns, and priorities. - Promoted through Steering Committee channels, municipal partners, social media outreach, and website content updates. - Survey and mapping tool remained open through September, with findings presented at subsequent meetings.
August 22, 2024: Will County Fair Community Event	- Served as the kickoff to public engagement activities. - Hosted an exhibit booth at the Will County Fairgrounds in Peotone on August 23, 2024. - Promoted the event through a press release, Steering Committee channels, and web content. - Conducted engagement activities, including a mapping exercise, safety challenge board, digital survey, and written survey. - Created supporting materials such as maps, posterboards, fact sheets, palm cards, and business cards, with translations provided as needed.
August 27 & 28, 2024: Municipal Partner Meetings	Met individually with municipalities in person or virtually to discuss localized transportation safety issues.
September 3, 2024: Press Release Announcing SAP	- Issued a press release from the County Executive formally announcing the Safety Action Plan. - Included key dates for public involvement, website details, and ways for the public to participate.
September 4, 2024: Will County Governmental League Transportation Committee Event	- Engaged transportation experts, elected officials, village administrators, municipal engineers, and public works directors. - Introduced the SAP to municipal staff and leadership, gathered firsthand knowledge on safety concerns, and used input to inform countermeasures and priorities. - Conducted a presentation, followed by a Q&A session. - Promoted the event through Will County Governmental League (WCGL) communication channels. - Distributed printed and digital surveys. - Provided event materials, including an agenda, presentation, and signage.



Timeline and Events

Event	Activity
September 24, 2024: In-Person Open House	- Held an in-person open house at The Ovation Center in Romeoville (Senior Services of Will County facility). - Opened the event to the public to introduce the SAP, understand existing conditions, and gather community insights for countermeasures. - Promoted the event through a press release, Steering Committee channels, boosted social media posts, and web content updates. - Facilitated engagement activities, including a mapping exercise, printed and digital surveys, and a coin prioritization activity. - Provided informational materials such as fact sheets, posterboards, and comment tools. Attendees participated in a mapping activity, printed and digital surveys, and coin prioritization activity. - The event included a presentation, to provide comprehensive information about the SAP.
October 10, 2024: Fourth Steering Committee Meeting	- Reviewed updates on the High Injury Network and crash trends. - Discussed proposed safety interventions, including roundabouts, road reconfigurations, and speed management. - Gathered feedback on implementation strategies and priority areas for safety improvements. - Encouraged continued engagement efforts to expand community input.





Community Events

Will County Fair

The project team hosted an interactive exhibit booth at the Will County Fair, engaging attendees through:

- A mapping exercise where residents identified local safety concerns.
- A sticker board activity to categorize top transportation challenges.
- Printed and digital surveys to collect detailed feedback.
- Incentives and prizes to encourage participation.

The Will County Fair event successfully gathered 102 participant responses, identifying 112 safety-related concerns and 50 high-risk locations.

Open House

The open house event took place on September 24, 2024, at The Ovation Center in Romeoville. The open house focused on engaging older residents and gathering input on transportation safety. The event featured:

- Mapping activities to identify dangerous intersections and roadway issues.
- Printed and digital surveys for in-depth feedback.
- A prioritization activity where participants ranked safety strategies.

With 25 participants, the open house event allowed for focus-group-style discussions, yielding valuable insights into pedestrian safety, road conditions, and safety priorities.

Steering Committee Meetings

Steering Committee Meeting #1
May 23, 2024

The first Steering Committee meeting served as the project kickoff, **bringing together 18 members from various organizations** to introduce the Will County Safety Action Plan (SAP) (see page 38 for list of Steering Committee members). The project team outlined the SAP’s goals, objectives, and the committee’s role in providing insights and feedback throughout the engagement process.

Key discussions focused on ensuring broad stakeholder representation, particularly addressing potential gaps in business community involvement and municipal outreach. Members identified opportunities for expanded engagement, such as partnering with large employers, agricultural groups, and community-based organizations.

The meeting also set the stage for engagement strategies, with members offering recommendations on outreach opportunities, including leveraging local events, social media, and municipal networks. Additionally, members provided input on the SAP’s guiding principles, emphasizing the importance of innovation and sustainability in safety planning. This foundational meeting established a collaborative engagement framework to guide the development of the SAP.

Steering Committee Meeting #2
June 27, 2024

The second Steering Committee meeting, **attended by 13 members** representing different organizations, **focused on communication strategies, high-level crash data trends, and an upcoming transportation safety survey.**

The project team outlined a three-phase engagement strategy, integrating online tools, public outreach materials, and in-person events to ensure broad participation. Committee members provided feedback on refining outreach efforts, with innovation and sustainability formally added as guiding principles.

A crash data analysis covering data from 2018 to 2022 was presented, highlighting trends in overall crashes and noting a consistent rate of fatal crashes throughout the study time period. Members identified additional considerations for ongoing data analysis, including construction-related crashes, bicycle-involved crashes, and areas with a high rate of senior-involved crashes.

The committee was also introduced to an upcoming survey designed to gather community perceptions of transportation safety. The results would be reviewed at the next meeting, alongside a deeper spatial analysis of crash trends.

Steering Committee Meeting #3
July 25, 2024

The third Steering Committee meeting, **attended by 10 members, focused on survey results, enforcement challenges, and strategies to improve road safety.**

Survey results highlighted a gap between perceived safety for vulnerable road users versus motorists, with members noting the lack of pedestrian and bicycle infrastructure in some areas. Speeding was identified as a top safety concern, but enforcement challenges—such as staffing shortages and limited patrols in rural areas—posed barriers to addressing the issue.

Discussions centered on potential solutions, including:

- Roadway design changes that can reduce the prevalence of speeding
- Infrastructure improvements to enhance pedestrian and cyclist safety
- Traffic safety grants to support enforcement of traffic ordinances

The High Injury Network (HIN) analysis was introduced, with members providing local insights on specific corridors where safety concerns aligned with crash trends.

Steering Committee Meeting #4
October 10, 2024

The fourth Steering Committee meeting, **attended by 13 members, reviewed project updates, engagement results, and key crash trends.**

Key discussion points included:

- Crash data review, which showed that severe crashes were disproportionately occurring on multi-lane arterial roads, with higher speed limits correlating to increased crash severity
- Community engagement feedback, gathered from online tools, public events, and municipal meetings, which identified priority areas for safety improvements
- Committee feedback on proposed safety countermeasures, including:
 - o Intersection design improvements
 - o Speed management strategies
 - o Infrastructure changes to enhance safety for pedestrians and cyclists

Committee members were encouraged to continue supporting SAP outreach and awareness efforts within their networks as the plan moved toward adoption.



Additional Engagement

Will County Board’s Public Works & Transportation Committee

The Will County Project Team provided an update on the SAP to the Will County Board on August 6, 2024. This briefing outlined the project’s progress, identified key challenges, and discussed next steps toward implementation.

Key Discussion Points

- Impaired driving and road safety emerged as a primary concern for Board members
- Existing infrastructure projects were reviewed in relation to SAP priorities

Potential strategies for addressing safety concerns were discussed, focusing on practical solutions and funding considerations.

Will County Governmental League Transportation Committee Event

The Project Team presented the Will County SAP to the Will County Governmental League (WCGL) Transportation Committee on September 4, 2024 in Joliet. This meeting brought together transportation professionals, municipal leaders, engineers, and public works directors to discuss regional safety priorities.

The purpose of the meeting was to:

- Introduce the SAP to municipal staff and leadership
- Gather local knowledge and insights on transportation safety concerns
- Identify priority areas for countermeasures and future safety strategies

Key Meeting Components

- Presentation on the SAP, highlighting goals, objectives, and engagement efforts
- Breakout group discussions to encourage in-depth dialogue on local safety needs
- Printed and digital surveys to document

municipal perspectives on high-priority safety issues

- Q&A session to address participant questions and refine key focus areas

The event was promoted through WCGL communication channels, ensuring participation from relevant stakeholders. A total of 35 participants attended, with 3 Project Team members facilitating the discussion.

Key Insights and Outcomes

- Municipal staff provided first-hand insights on crash-prone locations, infrastructure gaps, and policy barriers
- Attendees discussed potential safety countermeasures, emphasizing intersection design, speed management, and pedestrian safety enhancements
- Municipal adoption of the SAP was explored, with commitments expected post-county approval

Community Survey Results

As part of the engagement process, a public survey was conducted to gather insights on transportation safety concerns and priorities in Will County. The survey was open throughout the engagement period and received 106 responses.

This section presents an overview of the survey findings, highlighting key trends and recurring themes. In addition to summarizing quantitative data, representative responses from open-ended questions have been included to reflect the most common concerns and priorities shared by participants.

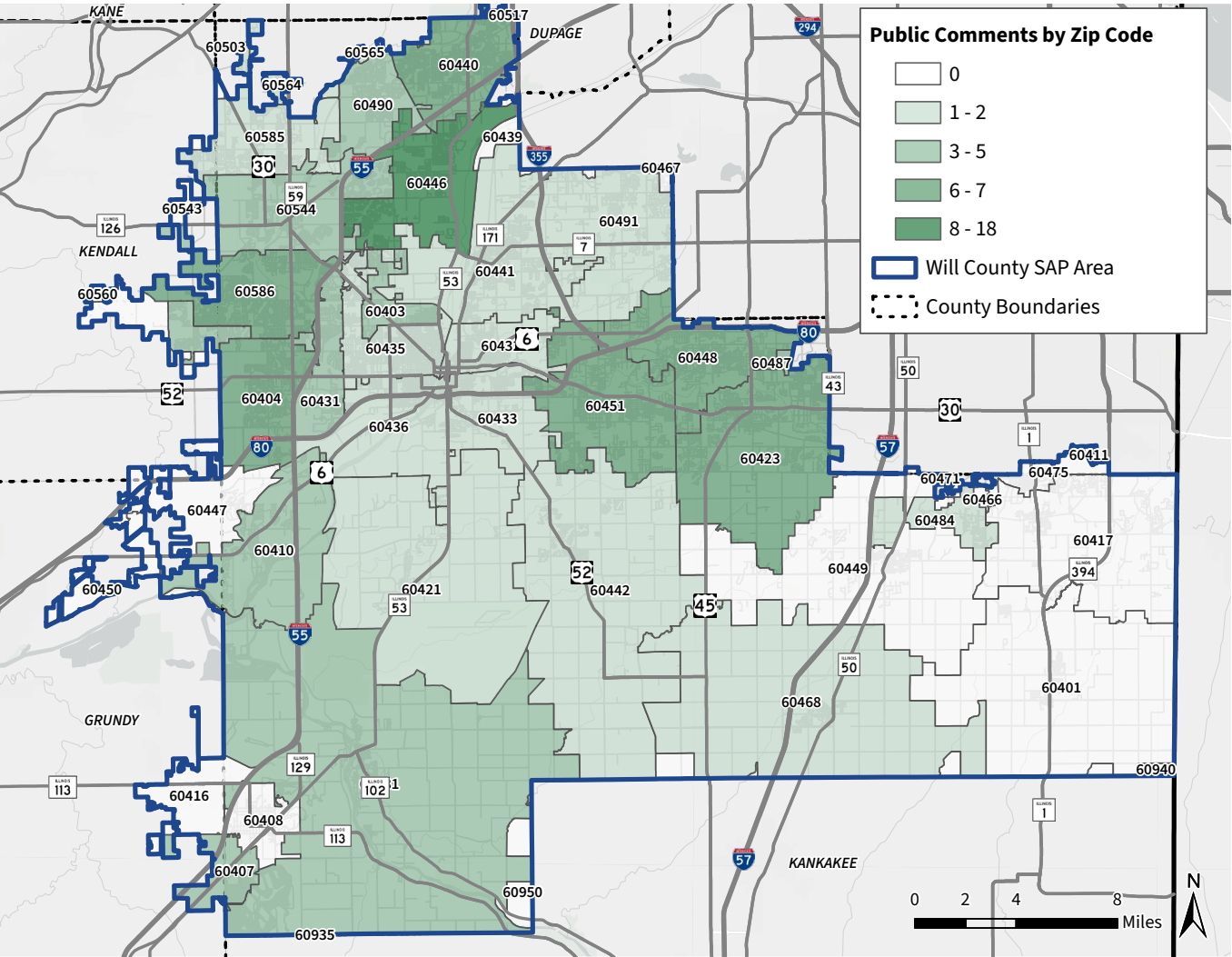


Figure 12: Map of Will County ZIP codes where comments were received through online and in-person surveys

Key Survey Findings

Driving is the primary mode of transportation for the survey respondents, with 96.2% reporting reliable access to a vehicle. While 70% of respondents feel safe driving, perceptions of safety drop significantly for walking and biking. 35% of respondents reported feeling unsafe or very unsafe while walking, and an even higher number of 42% expressed concerns about biking.



The most frequently cited safety concerns for people walking, biking, or using a mobility device included:

- Speeding and aggressive driving
- Distracted or impaired driving
- Lack of sidewalks and safe crossings
- Drivers failing to yield at crossings



For drivers, the top concerns included:

- Speeding and reckless behavior
- Distracted or impaired driving
- Drivers not following traffic signals
- Roadway conditions/potholes

When asked about what prevents more frequent walking or biking, the top barriers identified were:

- Traffic safety (e.g., traffic speed, distracted driving)
- Lack of bicycle facilities (e.g., bike lanes and trails)
- Concerns about personal safety (harassment)

Additionally, when asked whether traffic safety has improved in recent years, **40% of respondents reported no change in traffic safety, nearly 25% believed conditions had slightly or steadily declined, and 35% saw slight or steady improvements.**

When asked about potential solutions, respondents prioritized:

- More enforcement of traffic laws (e.g., speeding, red light running, etc.)
- Roadway designs that slow drivers and reduce serious and fatal crashes
- More physical separation between people walking/biking and people driving
- Better road maintenance





In addition to quantitative data, the survey allowed participants to share their personal experiences and concerns regarding transportation safety in Will County. The following responses illustrate common themes and community priorities.

My biggest traffic safety concern in Will County is...

Residents expressed significant concerns about speeding, driver behavior, and poor road conditions, particularly at intersections and in residential areas. Many cited the need for better enforcement and infrastructure improvements to enhance safety for all road users.

“Lack of lighting of streets, lack of sidewalks for walking, bicycles, and parking on both sides of the streets where the street is too narrow or streets wind harshly.”

“Having to be overly aware of poor road surfaces (potholes, etc.) that takes too much attention.”

“More pedestrian paths should be considered.”

“Too many irresponsible drivers and bad roadways.”

“People flying through stop sign intersections. People passing cars at a high rate of speed. Corn fields blocking view of vehicles. Distracted drivers.”

If roads were slower, more walkable, and safer, I could...

Many respondents emphasized how improved infrastructure, such as sidewalks, crosswalks, and traffic calming measures, could positively impact their daily lives. Several noted that safer roads would allow them to walk, bike, and travel more freely without fear of injury.

“I could ride my bicycle more often with far less stress.”

“Higher standard of living for adults and children to enjoy the natural landscape.”

“I would feel safe taking a walk daily and other people who have no transportation be safer walking to local businesses.”

“I’d be able to walk/bike much farther and be safe at crossings.”

“Get to places more easily, take walks for exercise, and know my neighborhood more. As a wheelchair user, the inaccessibility often makes me feel trapped.”



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

Beyond specific concerns, residents offered broader suggestions to enhance transportation safety in Will County. Many called for increased enforcement of traffic laws, better lighting, and improved pedestrian infrastructure.

“More lighting on streets in neighborhoods, sidewalks in heavier [traffic] areas like where parks are. Limit parking in heavy traffic areas. Widen roads with bike lanes.”

“How do we make the roadways safe for all and not just vehicles?”

“Overall fairly satisfied with roads in Will County, a few areas could use improvement but are not atypical for a rural region. Overall road conditions are good and improvements are being steadily made, I’m not dissatisfied.”

“Every major roadway should have sidewalks / bike paths running alongside them. Residential areas need to be better connected to recreation areas / schools / businesses. Young people’s personal and social development is limited by this lack of pedestrian access; they are forced to be overly reliant on their parents / adults to drive them to school, to activities, to jobs. I want my kids to have part-time jobs once they turn 15/16, there are very few accessible employment opportunities for them because of the lack of pedestrian infrastructure. Thank you for taking the time to put this survey out, I appreciate the work you are doing in this area and am excited for the continued progress!”

“Fix pot holes, bad roads, improve lighting, road conditions in this county are horrible.”

“Law enforcement needs to actually enforce traffic laws instead of ignoring them.”

Complete survey responses are provided in the Appendix D.



Policy, Practice, & Program Evaluation

Crash analysis helps to characterize and prioritize crash types and locations that are driving Will County’s high level of incidents of fatal and severe crashes and help identify which best practices and proven safety countermeasures can be implemented to then reduce and eventually eliminate the number of these crashes. However, it is also critical to understand the organizational policies, procedures, and processes by which to implement them, as well as scale up program efforts that can help to improve safety outcomes across the five Safe System elements – Safer People, Safer Vehicles, Safer Speeds, Safer Roads, and Post-Crash Care. To build that understanding, an evaluation of local laws, policies, and practices is summarized below.

In This Section

Need for a Greater Emphasis on Traffic Safety	Need for Continued Focus on the Safety Impacts of Freight Traffic	Need for Sufficient Funding
Need for a Stronger Will County Complete Streets Ordinance	An Overreliance on Enforcement as a Primary Safety Solution	Accessibility of Data and Barriers to Sharing
Need for a Greater Emphasis on Safety in Project Selection Processes	Need for More Formal Project Development Coordination	Need for a More Formal and Transparent Post-Crash Review Process
Need for a Greater Investment in Separated Bike Facilities	Need for Increased Collaboration with External DOT Partners	Considering How to Improve Post-Crash Care Response Times

Gaps, Barriers, & Opportunities Identified

Safety gaps, barriers, and opportunities in Will County were identified through a review of existing plans, policies, and processes, as well as discussions through the plan’s development between the project team, as well as the Steering Committee. Will County staff also discussed policies and processes through several small group meetings throughout the SAP project.

This is not intended to be an exhaustive list but is intended to provide a snapshot of the policies, programs, and/or processes that could be improved upon as a path towards improved safety outcomes and an overall increased emphasis on traffic safety throughout Will County. **Based on the summary that follows, Will County recognizes that additional effort, resources, and collaboration around safety policies, practices, and procedures are necessary to fully deliver upon the vision of no deaths or serious injuries on Will County’s roadways by 2040.**

Need for a Greater Emphasis on Traffic Safety

Gaps and Barriers: Through online and in-person community surveying, when asked whether traffic safety has improved in recent years, 40% of respondents reported no change, nearly a quarter believed conditions had slightly or steadily declined, and 35% saw slight or steady improvement. This public perception of safety progress indicates that a stronger emphasis on traffic safety is needed in Will County, as residents do not seem to be seeing the level of improvement to transportation safety that they are expecting. Additionally, speeding, aggressive driving, and reckless behavior were among the top cited safety concerns for people walking and biking as well as for motorists – concerns which could begin to be addressed with policies, programs, and procedures that foster a stronger culture of safety.

To make improvements, an increased commitment to transportation safety will be needed across all Will County departments and with municipal and community partners, as well. What and how departments communicate about transportation safety is key. For example, while there are educational campaigns related to enforcement efforts by the Will County Sheriff’s office – such as annual “Drive sober or get pulled over” and “Click it or ticket” enforcement campaigns – there is limited messaging being pushed to the public that calls for a stronger public commitment to safe driving practices.

Additionally, based on the fact that only 35% of respondents noted slight or steady improvement in traffic safety, a majority of the public either seems to be unaware of safety projects and safety initiatives that are being implemented, or they are not seeing the type or quantity of safety projects or initiatives that they are desiring (or perhaps some combination of the two). It’s also possible that communications around the countywide safety improvements are not being received by the public, which could be the result of insufficient or mistargeted public messaging around these projects or initiatives.

And while it does seem that local media coverage of crashes often correctly identifies events as “crashes” instead of “accidents,” public safety offices in the county often reference “traffic accidents” and sometimes refer to crash reports instead as “Accident Reports.” There is a shift in the transportation safety field to use the term “crash” not “accident”. The term “crash” better communicates that traffic crashes are fixable problems that are primarily caused by unsafe street design and unsafe driver behaviors, while “accident” mistakenly communicates that crashes are somehow an inevitable part of our transportation system and the consequences of crashes are unavoidable.

While it may seem like a small step, continued education and fostering compliance in using the term “crash” instead of “accident” across Will County and municipal departments would be a positive first step in improving the overall culture of traffic safety in Will County.

Opportunities: Will County and its municipal partners should continue to push for increased transparency about the extent of severe crashes and should strive to improve the manner in which leaders and public agencies discuss these crashes.

Public sector workers and leaders have a responsibility to lead by example in this effort, by adopting language, training, and accountability that models a commitment to the Safe System approach. This can be accomplished through updates to internal staff training, setting clear expectations by leadership, training during onboarding, and revisions to duties and processes, as well as through County and municipal contracts, programmed safety projects, and departmental budgets.

This is not a unique issue to Will County and is something that many public agencies are working to address. For example, the Baltimore Metropolitan Council outlines a recommendation within their Safe System Approach Best Practices report that includes a list of challenges which notes that “coordinated messaging among the agencies to convey transportation safety information, especially education related to the relationship between speed and safety is lacking.” Examples of ways that cities, counties, and states have pushed for a change in how staff and community members talk about crashes includes the use of blog posts, website content, press releases, press conferences, and media toolkits or graphics. The City of Portland (OR), State of Michigan, and State of Maryland are all helpful examples in how to communicate this message.



The sections that follow build off this initial need for a “Greater Emphasis on Traffic Safety” and provide more detail on the specific areas where improvements should be considered to policies, programs, and processes which would further move Will County toward to its stated safety goal.

Need for a Stronger Will County Complete Streets Ordinance

Gaps and Barriers: Will County’s Complete Streets Policy was last updated and adopted by the Will County Board in 2023 and provides general principles and policies that the Will County Department of Transportation (WCDOT) will utilize to determine how and when to incorporate Complete Streets in projects. The purpose of the Complete Streets policy is to promote safe, accessible, and integrated transportation options that balance the needs

of all corridor users in project planning, design, and implementation. The policy applies to “new construction or reconstruction projects, except in pavement overlays that do not widen the existing travel way.” The policy states that:

“WCDOT shall ensure that approved alterations to the County Highway System are implemented in a way that provides all users, regardless of age or ability, a comprehensive, integrated, and connected multimodal network of transportation options.”

While the overall goals of the ordinance align with what would be expected in a Complete Streets policy, the ordinance also includes several conditions that can result in exceptions to the policy, including if any of the following are documented:

1. Bicyclists or pedestrians are prohibited by law.
2. The cost of establishing complete streets elements is excessive in relation to total project costs. (Excessive is defined as exceeding 20 percent of the cost of the transportation project.)
3. There are ROW restrictions.
4. Lack of support from the community.
5. There are safety risks that cannot be overcome.
6. The corridor has severe topographic, environmental, historic, or natural resource constraints.
7. Other factors indicating the absence of need.

The broad nature of some of these exceptions provides justification for some necessary bicycle and pedestrian facilities to remain unfunded and unbuilt, even on corridors where there is significant need or opportunity to provide for meaningful multimodal connectivity. While some exceptions are undoubtedly expected and necessary – including roadways where non-motorists are restricted, or with certain unavoidable natural or manmade space constraints – some of the exceptions included seem overly broad and could potentially work against the goal of improving safety for all road users, which should be the primary goal of a Complete Streets ordinance. For



SAFE TRAVEL FOR ALL

example, although public input is a critical part of any capital project, there should be a stronger commitment within the policy that states Will County’s commitment to working with communities to identify Complete Streets improvements that are meaningful and implementable while still responding appropriately to specific community concerns.

Opportunities: To make Will County’s commitment to Complete Streets even more evident, additional clarity around some of the exceptions – or outright removal of some of the exceptions - should be considered, in particular exception numbers 3, 4, 5, and 7.

The analysis completed through this SAP makes it clear that there is indeed an issue around safety for the most vulnerable road users in Will County. **Strengthening the County’s Complete Streets ordinance, to more clearly define or minimize the use cases for some of the provided exceptions, would be a positive step toward a commitment to a stronger traffic safety culture.** For example, instead of listing “lack of support from the community” as an exception to the policy, the policy language could instead articulate that Will County will work with communities to identify appropriate Complete Streets elements given a project’s surrounding land use context.

Based on discussions with key municipal partners and an online search of publicly accessible municipal documents, only six of the 29 municipalities within the Will County SAP project boundary have an adopted Complete Streets ordinance or policy. Since all municipalities must be committed to meeting Will County’s safety goal, it is recommended that all municipalities move towards adoption of a Complete Streets policy or ordinance. A good guide for future updates to the Will County’s Complete Streets Policy is Smart Growth America’s Complete Streets Policy Framework, which lays out ten elements of a comprehensive Complete Streets policy. This should also be

used to guide any new or updated municipal Complete Streets policies.

Some particularly relevant examples of the ten elements for Will County to consider include:

- **Applies to all projects and phases:** Instead of a limited set of projects, it applies to all new projects, retrofit or reconstruction projects, maintenance projects, and ongoing operations.
- **Allows only clear exceptions:** Any exceptions must be specific, with a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
- **Mandates coordination:** Requires private developers to comply, and interagency coordination between government departments and partner agencies.
- **Sets criteria for choosing projects:** Creates or updates the criteria for choosing transportation projects so that Complete Streets projects are prioritized.

Need for a Greater Emphasis on Safety in Project Selection Processes

Gaps and Barriers: The Will Connects: Long-Range Transportation Plan (LRTP) is a comprehensive transportation plan examining unique transportation issues and needs that should be considered to guide transportation planning decisions for the next 30+ years. The LRTP identifies a long-term vision for the transportation system in Will County – inclusive of roadways, aviation, freight,

waterways, transit, and active transportation – and provides project recommendations on how to meet future travel needs.

One of the goals of the LRTP is to improve the safety of the system, specifically noted as, “Provide a safe multimodal transportation system for motorized and nonmotorized users.” The plan highlights that identifying where safety conflicts occur is important to deploying appropriate countermeasures and includes a map of roadways where there is a high prevalence of fatal, serious injury, and minor injury crashes.

To guide the selection and prioritization of transportation projects, the LRTP provides evaluation criteria and a rating system that rate projects based on six categories. It is worth noting that while safety is included within these six categories, it is combined into a category with infrastructure preservation, which is heavily focused on state of good repair (SOGR). Based on the rating system rubric, it is not evident that the Preservation & Safety category takes historical crash data into account in the rating of this category, as it seems to be more focused on the existing physical condition of roadway and transportation infrastructure and the potential impacts that condition has on safety.

The LRTP project scoring methodology heavily influences the selection of projects that are included in Will County’s annual Transportation Improvement Plan (TIP). By having safety as a minor element in the scoring

methodology, projects that are most needed from a safety perspective – and which may have the greatest impact on improving safety outcomes – may not be as highly prioritized for capital investment. **For Will County to meet its goal of zero fatalities and serious injuries by 2040, a greater emphasis on safety in project scoring is likely needed.**

Opportunity: Currently, Will County is working on a revised LRTP, titled Our Way Forward 2050. This presents an opportunity to integrate the findings within the Will County SAP to ensure that safety is further prioritized in project selection. This could potentially be accomplished through the integration of the high-injury network – created as part of this plan – into the 2050 LRTP project selection process and project rating criteria. The LRTP could also incorporate a description of proven safety countermeasures to include in project development to address specific risks based on the safety context of the project.

Need for a Greater Investment in Separated Bike Facilities

Gaps and Barriers: There is a clear desire among Will County residents surveyed throughout the SAP project for greater access to sidewalks and bike infrastructure throughout Will County. While the Forest Preserve District of Will County (FPDWC) is building out an off-street trail network across the County, there is also a need for an expansion of on-street bike facilities. However, the last five Will County Board-adopted five-year Transportation Improvement Programs

(TIPs) have not included any separated bicycle facilities (or shared-use paths), even with the adoption of the Countywide Bikeway Plan in 2016 and the latest update to the Will County Complete Streets policy (2023). A note in the 2025 to 2029 TIP, which is similar in the other TIP documents states:

“Although this Plan contains no separate bicycle facilities, the WCDOT commits to including potential pedestrian and bicycle facilities in order to comply with the WCDOT’s Complete Streets Policy. One way to accomplish this is earlier and more frequent coordination with the Forest Preserve District of Will County (FPDWC) and associated Local Agencies when in the Phase 1 Study process.”

Given the important role that the Will County LRTP plays in the selection of projects programed in the TIP, a greater emphasis on bicycle and pedestrian facilities in the LRTP scoring process should be considered to ensure that multimodal facilities are more prevalent in Will County’s TIP in future years. Currently this category is weighted at 15% and an increase in the weighting of this category could result in greater funding for bike facilities in the future.

Opportunities: As stated previously, and as noted in the latest adopted TIP, **earlier and more frequent coordination with the FPDWC and other local agencies will be critical and can have a positive impact on increased inclusion of bike facilities in future Will County TIPs.** An

increase to the weighting of scoring related to the inclusion of active transportation elements, including bike facilities, should also be considered as part of the LRTP project scoring criteria as a way to further prioritize projects that include these facilities. Clear communication by WCDOT in future TIP documents about which projects included have incorporated bike and pedestrian facilities would also help to communicate to the public that this is a priority for the County.

Need for Continued Focus on the Safety Impacts of Freight Traffic

Gaps and Barriers: The expansion of warehousing across Will County, and the increase in freight traffic that this investment brings, is a known challenge for Will County leaders, stakeholders, and the public. While this investment brings significant benefits, including job creation and increased economic activity across the county, the resulting rise in freight traffic introduces potential transportation safety risks. The influx of heavy vehicles heightens the danger for all road users, particularly in areas where freight routes intersect with active transportation corridors or users. Planning efforts, like the Will County Community Friendly Freight Mobility Plan (2017), the Will County-Joliet Intermodal Study (2022), the Moving Will County Plan (2022), and CMAP's Regional Strategic Freight Direction Study (2018) have studied the challenges and proposed recommendations for better coordination around freight traffic, land use, and truck routing as a way to minimize and consolidate the roadways where heavy vehicles are frequently operating.

The Will County Community Friendly Freight Mobility Plan noted that (at the time of the plan in 2017) not all technical stakeholders were clear on how to designate truck routes using IDOT's current truck route designation process and would like clearer guidance on how to do so. Will County coordinated follow up training on this process for all local agencies after completion of the Community Friendly Freight Mobility Plan. While this previous concern is not a focus area that the project team was able to re-explore in greater detail, it is possible that this is still a challenge for some local communities across Will County, particularly for smaller municipalities and communities. **Ensuring that roadways are appropriately designated in IDOT's current truck route database, and that they continue to be appropriately designated, will be important as new warehouses and freight facilities are developed in Will County.**

Opportunities: There may be opportunity for Will County to serve as a leader in this area for communities across the county and provide technical assistance or refresher training (as needed) to smaller municipalities as it relates to managing and updating truck routes. This could be especially important in communities where new warehouses are typically being built rapidly or when proposed developments are working through local or County permitting processes. Will County taking a more proactive approach in this area could help to alleviate issues that become increasingly difficult to address after a warehouse or freight facility project is built.

Additionally, there is an opportunity for Will County to continue to highlight and explain

the potential negative downstream effects on transportation safety that can result from permitting new warehouse developments in community contexts that may be incompatible with an increase in freight traffic.

An Overreliance on Enforcement as a Primary Safety Solution

Gaps and Barriers: The Will County SAP Steering Committee was made up of a diverse cross section of organizations, backgrounds, and community and department leaders, including law enforcement. One responsibility of law enforcement involves traffic enforcement, including issuing citations for speeding, reckless driving, and other driving-related infractions. Early in the project, it was clear that some members of the committee viewed enforcement as a primary solution to improving safety outcomes, although it was also noted that staffing challenges have made this a less effective strategy. Additionally, some of the public comments received throughout the project also seemed to lean heavily on the need for greater traffic enforcement to improve safety outcomes and encourage safer driving behaviors.

While it is recognized that enforcement needs to be a component of Will County's ongoing safety commitment, an overreliance on traffic enforcement will not provide the results that are needed for Will County to achieve its long-term safety goal by 2040. It is understood that there are law enforcement staffing challenges that need to be addressed to ensure that more

efficient traffic enforcement can be a part of achieving this goal. However, **it will be critical for Will County and its municipal partners to be clear in their messaging that long-term safety will be achieved most effectively through the implementation of projects, programs, and policies that directly lead to reduced speeds and reduced reckless driving behaviors on Will County's roadways.**

Opportunity: Will County and its partners should encourage a safety culture that is inherently more reliant on transportation safety infrastructure (which, by default, directly encourages safer driver behavior) and more prominent and effective safety messaging that is less reliant on correcting unsafe driver behaviors after the fact (in the small number of cases when a citation for a traffic violation is issued). **By keeping the safety focus on the implementation of proven crash countermeasures, safety-related policies, and safety education campaigns – while still acknowledging the public need for a baseline level of traffic enforcement – Will County and municipal leaders can help to shift the narrative around the most effective ways to improve safety on Will County's transportation network.**

Need for More Formal Project Development Coordination

Gaps and Barriers: Based on discussions with the Will County Division of Transportation (WCDOT) team, as well as a review of recommendations from previous planning

documents, inclusion of active transportation infrastructure in projects is considered through a rather informal process when the County and its partners (such as the Forest Preserve District of Will County (FPDWC) or local municipalities and townships) coordinate through the project development process.

The 2016 County Bikeway Plan, as part of the Will Connects 2040 Long-Range Transportation Plan (LRTP), noted that bikeways are often an afterthought in the roadway project development process. The plan recommended adopting a project development process to ensure that bikeways are considered from the start of a roadway project. Based on discussions with Will County DOT, this project development coordination process has improved, but continues to be more of an informal process than a formal process. While it has not been documented that any potential active transportation improvements have been overlooked due to the current informal project development process, formalizing this process in a more meaningful manner would better ensure that improvements are fully considered and institutionalized into practice. Making this process begin during the kickoff of a project will provide the greatest opportunity for active transportation elements to be integrated into project designs and consistently considered throughout the development and engineering phases.

Opportunities: **Developing a more clear and formal process, including a project development Complete Streets**

checklist, could be an opportunity to show further commitment to the inclusion of Complete Streets and/or proven safety countermeasures in projects on Will County's roadways. Municipalities and townships should also consider similar project checklists for their roadway capital project delivery processes.

Need for Increased Collaboration with External DOT Partners

Gaps and Barriers: Many of the severe crashes across Will County occur on streets or at intersections that are not under the County's jurisdiction. Without investment in safety in these locations, Will County, as a whole, will not be able to reach the identified safety goals and ensure safer outcomes for residents all across the county. In discussions with WCDOT staff, it was noted that coordination with IDOT and municipal and township engineering departments is typically limited to discussions around ongoing or future projects. At the outset of this planning process, there did not yet seem to be a particular person, or group, who would be considered a "champion" for multi-jurisdictional coordination around transportation safety in Will County. While there is a cordial relationship between WCDOT engineers, IDOT engineers, and other local and municipal engineers, more opportunities for informal collaboration and communication - specifically around the sharing of best practices and local lessons learned from past and ongoing transportation safety projects - would help to solidify that Will County and partner agencies are further committed to a cross-jurisdictional culture of transportation safety.

Opportunity: There is an opportunity, following the conclusion of this planning process, for WCDOT to take on a greater leadership role in communicating, organizing, and coordinating a multi-jurisdictional group of county-wide engineers and municipal staff who have responsibility over the design of roads across the county, including state, county, and municipal roads. **Organizing a technical working group around transportation design and implementation would open the door for additional sharing of safety strategies and increased informal coordination and networking that could further strengthen partnerships, thereby positively improving safety outcomes for residents across the county.** To lead this coordination effort, Will County should consider establishing a Safety Analyst or Safety Manager position. Through effective coordination, the County and its partners can build understanding and confidence with implementing proven safety countermeasures. This more frequent coordination may then lead to more formalized reviews of multi-jurisdictional projects – through all phases of project development – to identify opportunities to incorporate appropriate safety countermeasures.

Need for Sufficient Funding

Gaps and Barriers: Current funding levels for traffic safety efforts do not match the magnitude and volume of traffic safety issues contributing to the trends described in the SAP. This is a widespread issue across jurisdictions

in Will County, but it is particularly problematic for smaller cities and villages who have limited resources, both in terms of staffing and capital funding for infrastructure projects. While dedicated safety programs like the Highway Safety Improvement Program (HSIP) have funded critical projects across Will County, they do not cover all needs, including short-term and proactive safety improvements. Of particular concern is the challenge of funding the construction of sidewalks – or even future maintenance of sidewalks – for projects that extend outside of the County’s jurisdiction along roadways as they are expanded or reconstructed during larger corridor capital projects. While right-of-way is preserved until future funding can be identified, this process is leaving gaps in the sidewalk network without a clear future plan for resolving.

Opportunities: **Achieving eligibility to compete for federal SS4A funding could help Will County advance short-term, high-impact safety projects more rapidly.**

Outside of the SS4A funding program, the Will County SAP could provide the pathway to a greater emphasis on prioritizing investment of available capital funds where they are most needed – through the lens of transportation safety – and can help to educate the public and decision makers about the level and location of safety improvement needs. The Will County SAP could also be used to better screen potential projects for non-SS4A funded grant programs that emphasize safety, such as HSIP, BUILD, and other local, state, or federal roadway funding programs.

Identifying current transportation related revenue sources that could be reallocated towards safety specific projects would also allow for more targeted spending on transportation safety without the need to generate new revenue to fund those improvements. One source that should be considered is using some or all of Will County’s annual allocation of Regional Transit Authority (RTA) Tax funds, which make up 24 percent of the transportation funding that WCDOT receives annually, according to the 2025 to 2029 Will County TIP. These tax funds, estimated at \$33 million for FY 2025, are currently used for highway projects in Will County. Repurposing a portion or all of these dollars to be targeted more towards safety improvement projects, instead of highway or road expansion projects, would make a significant difference in safety improvements along Will County’s HIN.

Identifying opportunities for cost-sharing of road safety improvements, particularly for smaller cities and villages, could help to move forward important safety projects that would otherwise not be possible due to funding constraints at the local and municipal level. Example programs (which are not specifically safety related) include the Oakland County (MI) Road Commission’s Tri-Party Program and the Indiana Department of Transportation’s Community Crossing Matching Grant program, which sets funding match requirements for municipalities based on population (less required funding match for smaller population municipalities).

In short, funding transportation safety projects in Will County will require a two-pronged approach: identifying new fundings sources for projects that align with specific grant programs, but also prioritizing existing revenue sources towards projects that are more specifically focused on safety, rather than roadway expansion or general road maintenance projects.

Accessibility of Data and Barriers to Sharing

Gaps and Barriers: While IDOT hosts annual crash data on the agency’s online GIS open data portal, there is no similar local – or even regional – data portal that hosts or displays crash data. This means that each individual agency within Will County that has jurisdiction over certain roads would need to access and filter IDOT’s crash data individually in order to utilize it during project planning and project design. Making crash data more readily available, easily viewable, and quickly exportable would reduce the friction of implementing this data within research, planning, and decision-making processes for local staff, department heads, and possibly even local community members.

While Will County does have a GIS webpage with access to downloadable GIS shapefiles, the County currently does not have a modern geographic information system (GIS) open data portal – such as ESRI’s ArcGIS Hub – that makes accessing and embedding hosted geospatial data more convenient. Such a system would



not only allow for the easier sharing and updating of crash data, but also easier sharing of other critical spatial datasets that are continuously updated for use by various County departments, agencies, vendors, and consultants.

Direct consultation of historic crash data during project planning and design also seems limited, based on discussions with Will County DOT staff. Further integration of crash data into planning and design processes would strengthen the process to identify appropriate safety countermeasures and the process of implementing these countermeasures within road projects.

Opportunities: Will County should consider the implementation of a modern GIS open data portal, as described above. In the short-term, hosting Will County crash data on the

County’s existing GIS datasets would be a positive step toward making this data more readily available to County departments, other municipalities, and the public.

Hiring (or contracting) a data analyst – either within WCDOT or as a shared role between WCDOT and Will County’s GIS Department – would be another positive step toward expanding Will County’s data analysis capabilities, with a specific focus on analyzing crash and safety data. This role could also perform analysis across jurisdictional boundaries, assisting public works or DOT staff from municipalities and working closely with IDOT engineering staff as well.

CMAQ does have an open data portal ([CMAQ Data Hub](#)) that serves as a convenient and accessible landing page for online-hosted and consolidated regional geospatial information.

Adding regional crash data within this database would be a positive first step to centralizing crash data for cities, villages, and communities across northeastern Illinois. There is also an opportunity for CMAQ to further simplify the process of accessing regional crash data – and even allowing for the filtering of data by county or municipality – through the implementation of an online geospatial dashboard. There are many examples of crash dashboards available from communities across the country, which are detailed in [Chapter 3](#).

Need for a More Formal and Transparent Post-Crash Review Process

Gaps and Barriers: In an ideal world, traffic safety issues are addressed so that fatal crashes do not occur, which is the goal outlined for Will County in this plan. However, given the time

that it will take to implement safety projects, programs, and policies, unfortunately it is expected that there will continue to be fatal crashes on roads within Will County in the short-term. **One way to show a commitment to reducing the likelihood of these fatal crashes is to improve and bring more transparency to the process of reviewing fatal crashes and removing risks of recurrence.**

Based on discussions with the WCDOT team, this is currently more of an informal process for the County. Typically, this process includes the Will County Sheriff’s Office and WCDOT. Crash reports are provided by the Sheriff’s Office and WCDOT reviews to identify if there is need for safety interventions to reduce the likelihood of another fatal crash in the future. However, there is not currently any public transparency built into this process or the outcomes of these reviews, such as a publicly available document

that summarizes what was considered in response to the crash and why a safety improvement was, or was not, implemented. Outside of any safety improvements that may be implemented as a result of a post-crash review, the public has no knowledge or insight into this process. **Improved transparency and publicly available information summarizing the collective responses to these crashes by Will County, municipal partners, and IDOT will be critical in displaying and communicating a greater emphasis and commitment to traffic safety across the county.**

Opportunities: Communities across the US have begun to implement Fatal Crash Review Boards or Fatal Crash Review Committees as a way to formalize the post-crash review process for any fatal crashes that occur on public roads. There is an opportunity for Will County, led by WCDOT, to set the standard for fatal crash reviews in Will County by setting up a similar Fatal Crash Review Committee. This committee could be staffed by representatives of WCDOT, the Will County Executive Office, the Will County Board, local safety advocacy organizations, local law enforcement and emergency responders, and members of the general public. While quick, short-term improvements should be implemented when possible to remove a safety issue discovered through a fatal crash review, part of this crash review process could also include recommendations to conduct road safety audits (RSAs) to gain a greater understanding of the safety problem and potential solutions to address it in the long-term.



By formalizing this process and publicly documenting these crashes and any resulting safety interventions, Will County can increase transparency and further showcase the County's commitment to improving transportation safety outcomes.

Considering How to Improve Post-Crash Care Response Times

Gaps and Barriers: Improvements to post-crash care can be among the more challenging improvements to make due to the coordination with new partners that is required to assess any potential gaps and barriers in this area. It is typical that DOTs have less coordination with emergency medical service (EMS) and critical care hospital providers than they do with other key safety partners, such as local law enforcement. This

seems to also be the case within Will County. While the SAP steering committee did not rank post-crash care as a particular high priority or specific area of challenge in discussions and polling, there are always opportunities to improve the speed and efficiency of medical care following crashes in order to save lives.

Opportunities: The first step would be to ensure that medical service providers stay involved and engaged in safety planning work in Will County following this SAP planning process and that they have a role in the future Transportation Safety Steering Committee. **Continuing to build these relationships will help to further understand specific gaps that can or should be addressed to increase the likelihood of saving lives following severe crashes.**

Additional analysis could help to identify more remote areas that are located further away from medical facilities. This could lead to prioritizing safety improvements in these areas as a path towards directly improving safety outcomes and minimizing the amount of post-crash care that needs to be administered on a regular basis. Other opportunities for improvement could include gathering emergency responder input on any bottlenecks that are impacting emergency service response times to or from these more remote locations. Expanding emergency vehicle signal preemption at these known bottlenecks in the transportation network could help to alleviate delays, potentially saving lives in the aftermath of serious crashes.

Chapter 3

Safety Analysis

A comprehensive analysis of five years of crash data (from 2018 to 2022) was completed for the Will County Safety Action Plan study area. Applying data-driven solutions is a guiding principle of this Action Plan and is essential for successful implementation. By mapping the crash data, identifying a High Injury Network (HIN), and identifying key focus areas - which were identified following a systemic analysis of the crash data along with input provided by the Steering Committee about high-ranking transportation safety concerns - the safety analysis completed provides a picture of the physical locations in greatest need for roadway safety interventions, along with identifying higher risk roadway types and roadway characteristics that are further detailed later in [Chapter 2](#).

Crash Mapping

Will County's goal is to significantly reduce and then eliminate fatal and serious injury crashes by 2040. From 2018 to 2022, a **total of 2,054 crashes have resulted in people being killed or seriously injured, with another 4,233 crashes resulting in non-incapacitating (minor) or possible injuries.**

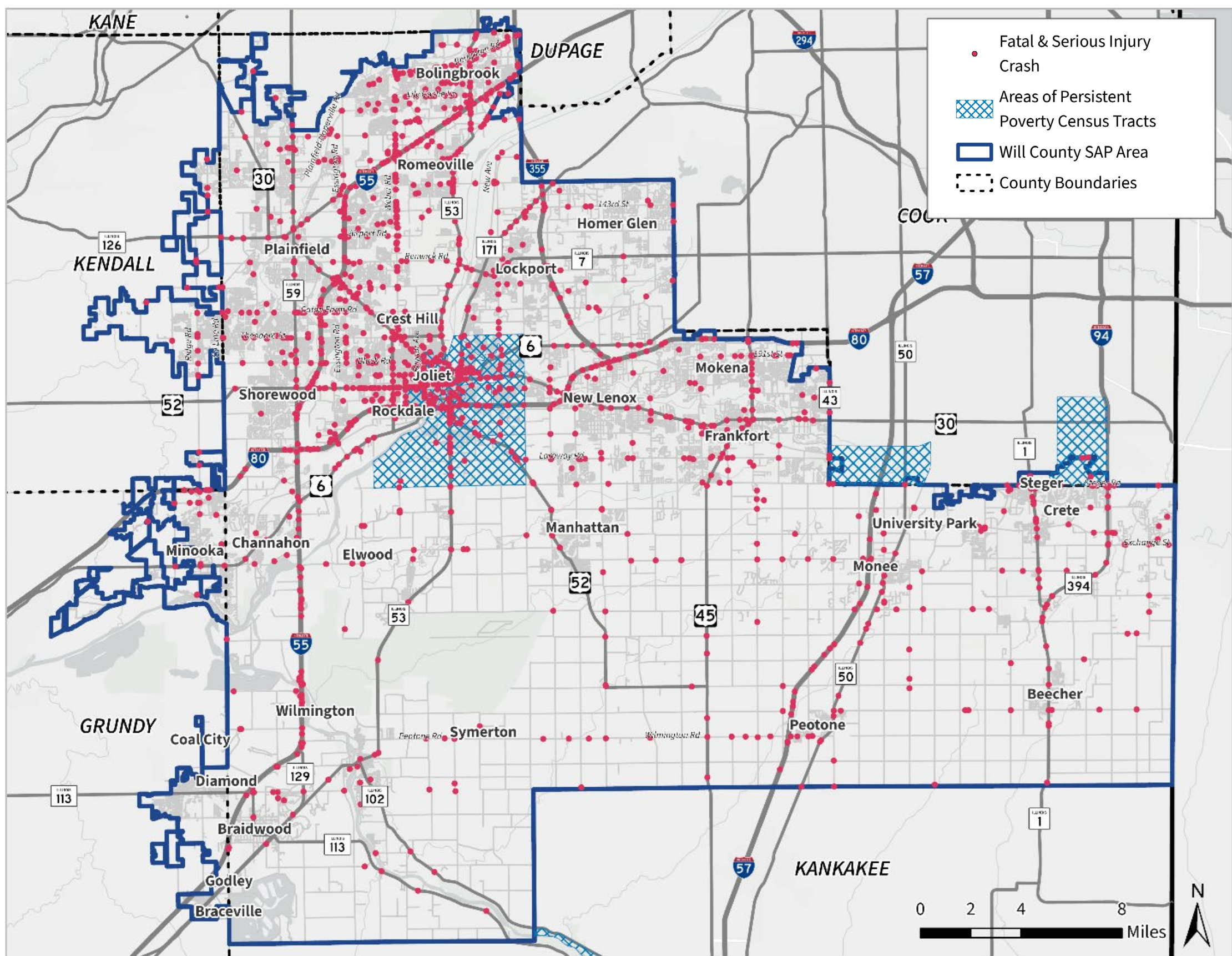


Figure 13: All fatal and serious injury (KSI) crashes in the Will County SAP study area (2018 to 2022 IDOT crash data)

A map of all crashes involving at least one person being killed or seriously injured (KSI) is shown in **Figure 13**. Although non-injury crashes (also known as property damage only crashes) account for more than three-quarters (77.8%) of all crashes in the Will County study area, the data analysis for the Safety Action Plan focuses only on KSI crashes because they are by far the most impactful and life-altering type of crashes. By mapping crashes through multiple methods, Will County can identify where safety countermeasures can have the greatest impact on reducing fatalities and serious injuries, focusing the County’s limited resources – including funding and staff capacity – to target these critical areas.

In particular, **areas of persistent poverty** (as identified by the US Department of Transportation) **are more likely to be impacted** by fatal and serious crashes: they account for 12.6% of KSI crashes but 5.9% of roadway miles. By prioritizing the areas of greatest need, the disparities in KSI crash rates for overrepresented populations in areas of persistent poverty will also be reduced. By simply following the data, Will County and its partner agencies can start implementing safety improvements that reduce serious injuries and death for all users of Will County’s transportation network.

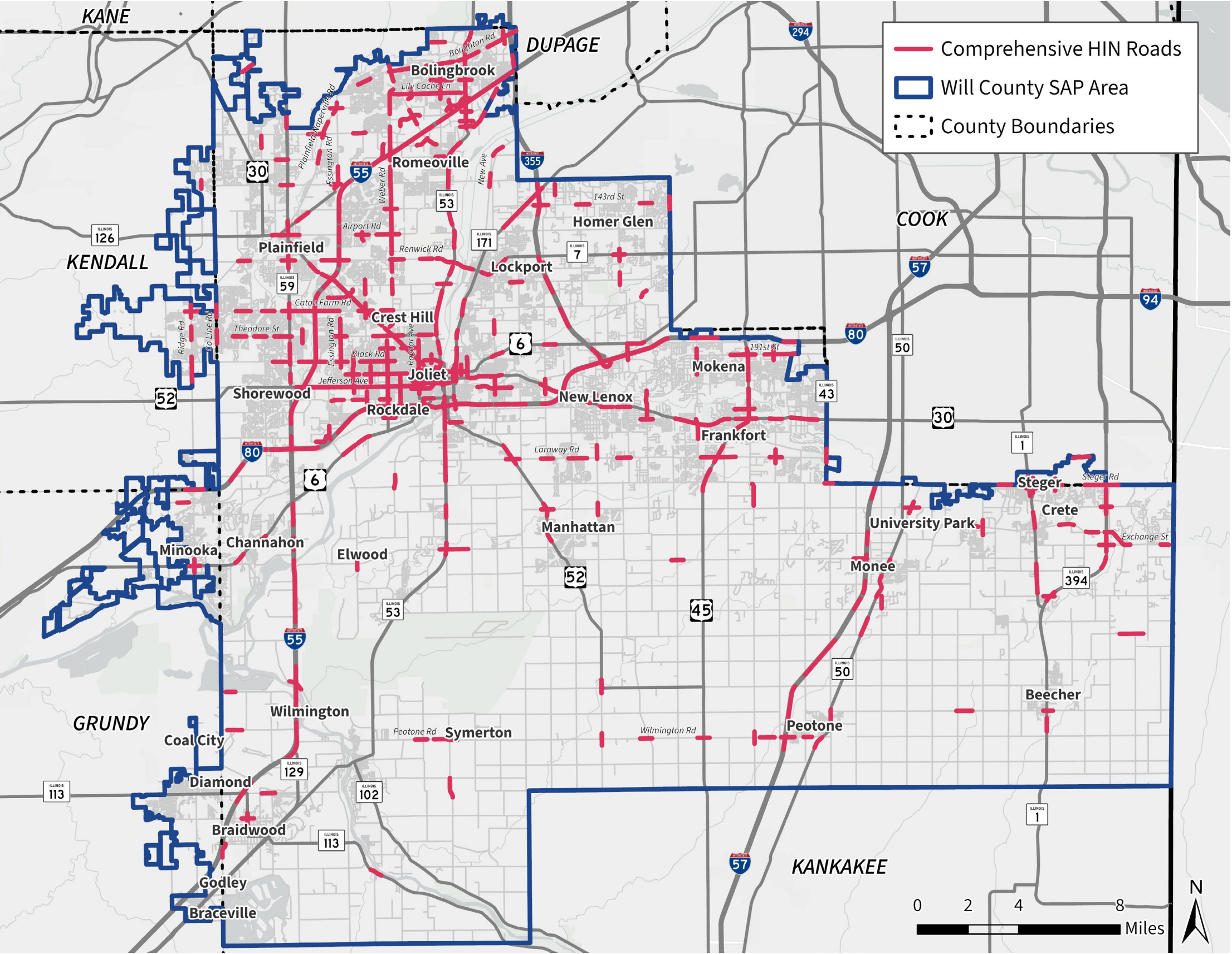


Figure 14: Comprehensive High Injury Network Map

High Injury Network

The High Injury Network (HIN) is a mapping tool to help identify where the highest number of people are being killed and seriously injured (KSI) on Will County’s transportation system. This data-driven approach helps focus resources in areas of most urgent need. At the time of the study, the most recently available five years of crash data (2018–2022) was used to create the HIN.

Two High Injury Networks were developed. The Comprehensive High Injury Network (**Figure 14**) includes all types of roadways, including limited access roadways such as Interstates and Expressways, while the Contextual High Injury Network (**Figure 15**) only includes surface streets. The Comprehensive HIN accounts for 68.2% of KSI crashes but only 6.3% of road miles. This shows that **on these 265.9 miles of Comprehensive HIN roadways, KSI crashes are approximately 11 times more likely to occur.** The Contextual High Injury Network, on the other hand, accounts for 60.2% of KSI crashes but only 5.2% of road miles. This shows that **on these 265.9 miles of Contextual HIN roadways, KSI crashes are over 12 times more likely to occur.**

Reference Appendix C for more detailed area maps.

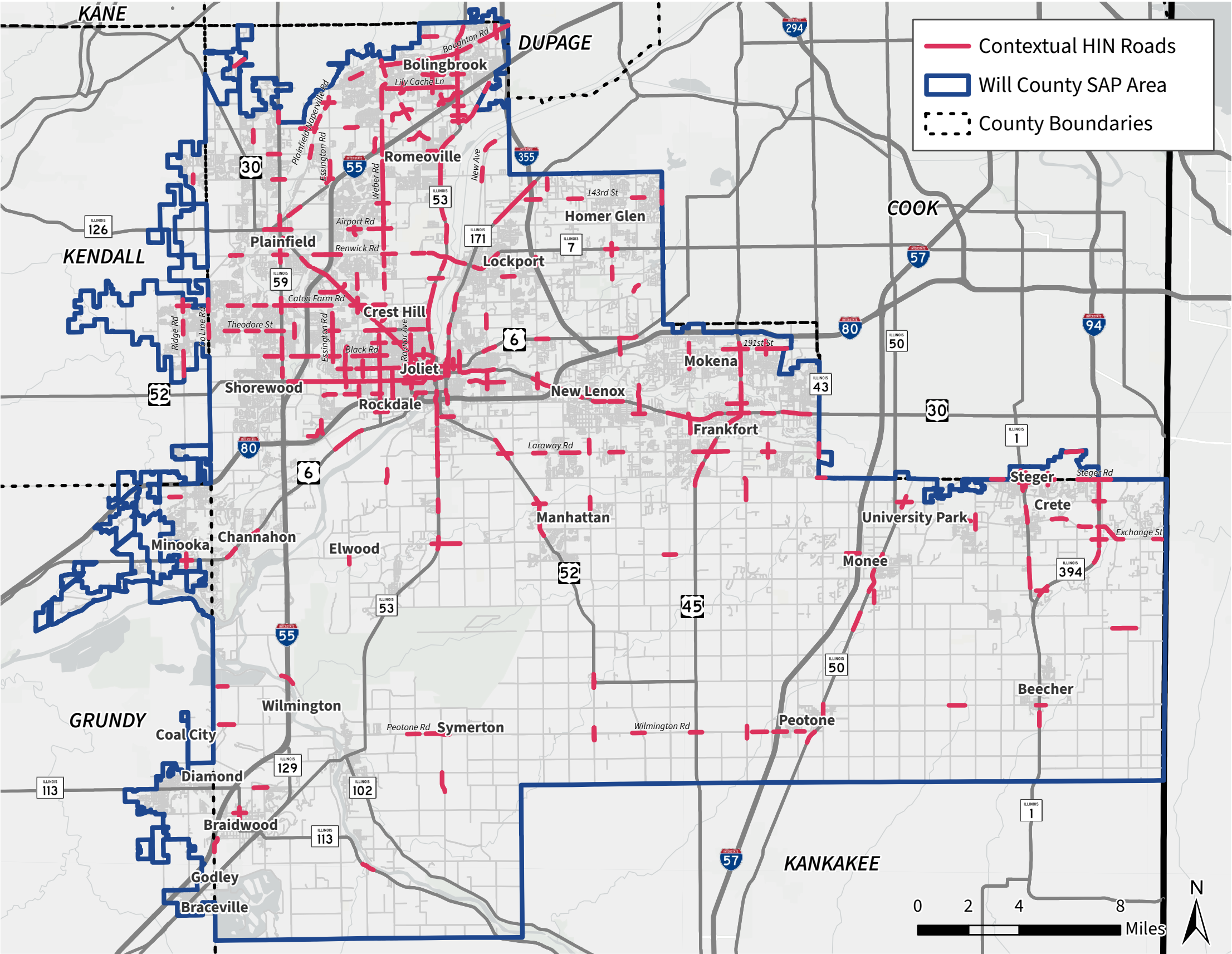


Figure 15: Contextual High Injury Network Map



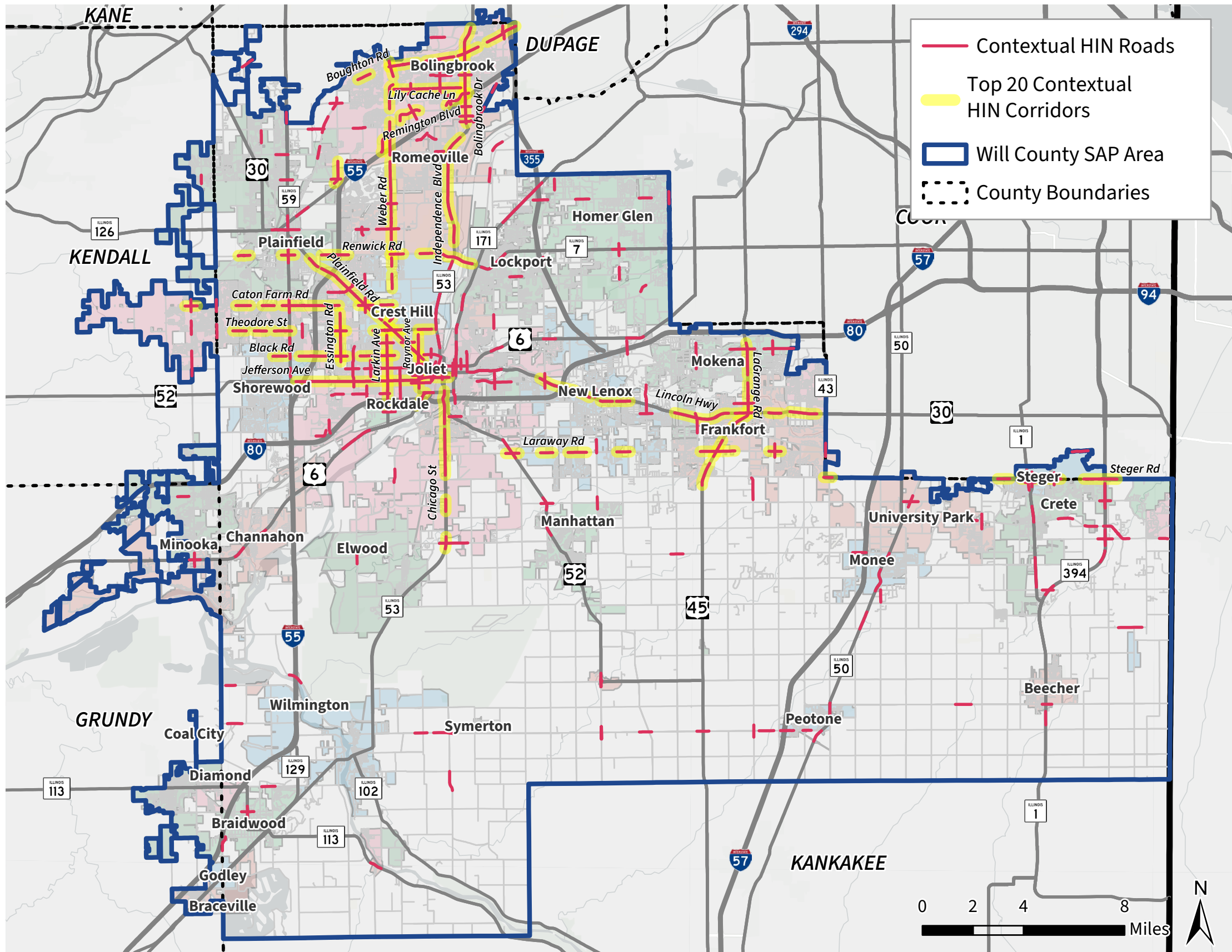


Figure 16: Top 20 Corridors on the Contextual High Injury Network Map

Contextual High Injury Priority Corridors

The top 20 Contextual HIN corridors, by fatal and serious injury crashes, are summarized below in **Table 4** and mapped in **Figure 16**. These corridors have the highest prevalence of fatal and serious injury crashes and should be considered as priority corridors for future safety improvements. These roadways are primarily multi-lane arterials, heavily concentrated in Joliet, Plainfield, Romeoville, and Bolingbrook; however, there are some collector streets included as well, such as Lily Cache Lane and Remington Boulevard in Bolingbrook. All of the top 20 Contextual HIN corridors are concentrated in the more heavily populated areas in the northern part of the county, as illustrated in **Figure 16**.



Table 4: High Injury Network Statistics

	KSI Crashes		Road Miles		KSI Probability
	#	%			
Comprehensive HIN	1,217	68.2%	265.9	6.3%	10.8 x
Contextual HIN	1,074	60.2%	209.8	5.0%	12.1 x
Full study area	1,785	100.0%	4,218.7	100.0%	-

Table 5: Top 20 Contextual HIN Corridors Based on Total KA Crashes

Corridor Name	Extents (Approximate)	Fatal + Serious Injury Crashes (KA)	Fatal + Injury Crashes (KABC)	Length (Mi)	AADT	Fatal and Serious Injury (KA) Crashes Per 100M VMT	Fatal + Injury (KABC) Crashes Per 100M VMT
JEFFERSON ST	DuPage River to Scott St	60	664	6.07	18,400	150	1,630
WEBER RD	Plainfield Rd to Boughton Rd	46	456	7.85	26,956	60	590
LINCOLN HWY	Gougar Rd to IL-43	39	224	7.63	21,930	60	370
PLAINFIELD RD	Raynor Ave to Renwick Rd	39	369	5.94	18,272	100	930
BOLINGBROOK DR	Marquette Dr to Saint Andrews Dr	34	269	3.84	9,450	260	2030
BOUGHTON RD	Kings Rd to I-355	33	249	5.03	27,543	70	490
96TH AVE/LAGRANGE RD	Steger Rd to I-355	28	186	5.02	23,592	60	430
INDEPENDENCE BLVD	Renwick Rd to Bolingbrook Dr	28	169	4.12	24,550	80	460
CHICAGO ST / IL- 53	Manhattan Rd to McDonaugh St	27	195	4.18	18,917	90	680
STEGER RD	Kings Rd to IL-394	26	116	3.47	8,621	240	1,060
CATON FARM RD	Ridge Rd to Weber Rd	25	291	4.93	19,875	70	810
LARKIN AVE	I-80 to Theodore St	22	272	2.85	28,700	70	910
LARAWAY RD	US-52 to Pfeifer Rd	20	91	4.13	9,342	140	650
RAYNOR AVE	McDonaugh St to Theodore St	18	119	2.76	5,725	310	2,060
RENWICK RD	S State St to Drauden Rd	17	136	4.69	13,256	70	600
THEODORE ST	Center St to Gaylord Rd	17	181	3.95	10,438	110	1,200
BLACK RD	Midland Ave to River Rd	16	150	3.60	19,825	60	580
LILY CACHE LN	Weber Rd to Bolingbrook Dr	16	78	2.58	12,217	140	680
REMINGTON BLVD	Weber Rd to Bolingbrook Dr	15	105	2.67	9,700	160	1,110
ESSINGTON RD	W Main St to Lily Cache Creek	14	88	2.85	16,975	80	500



Focus Areas

The Will County SAP project team determined five focus areas based on the findings of the data analysis. Focus areas identify specific issues for the action plan to address. These include:

1. Vulnerable Road Users
2. Speed
- 3.Arterial & Collector Roads
- 4.Heavy Vehicles
- 5.Impaired Driving & Distracted Driving

The following sections highlight the relationship between each focus area,

KSI crashes, and their respective over- or under-representation in the data. The term “representation ratio” in the upcoming sections refers to the proportion of KSI crashes to the given attribute (e.g. distracted driver, intersection type, transportation mode).

A representation ratio of 1.0 means that KSI crashes are equally represented to the attribute, 3.0 would mean KSI crashes are three times overrepresented, and 0.5 means KSI crashes are only half of what would be expected.

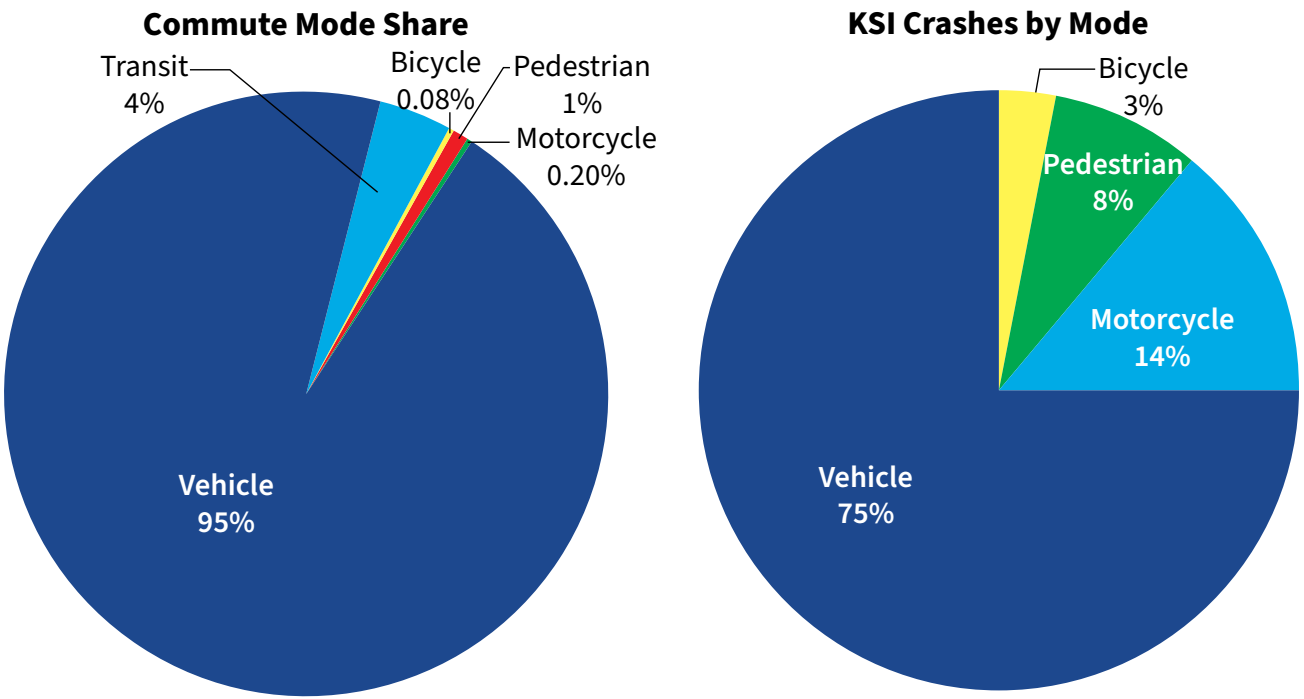
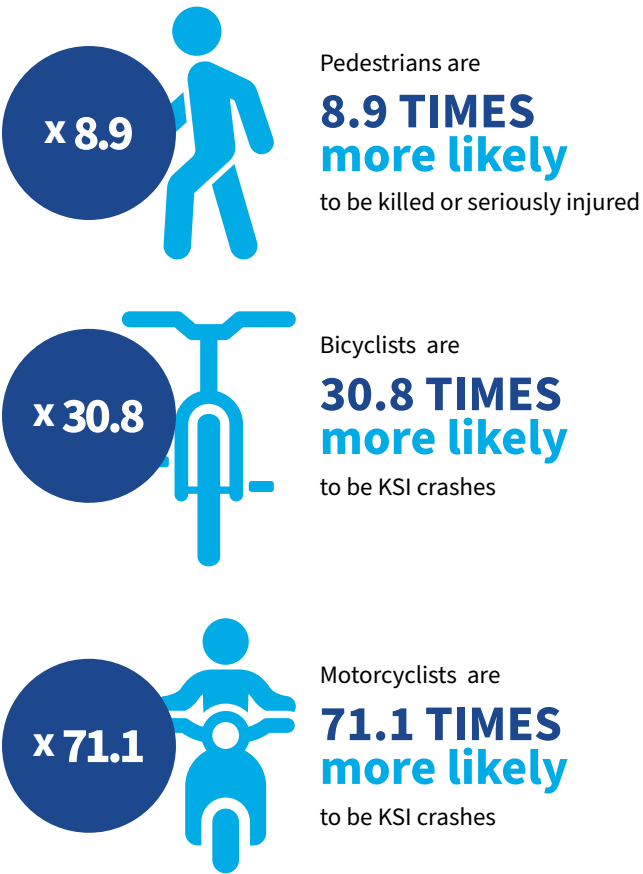


Figure 17: Commute mode share in Will County compared to KSI crashes by mode.

Vulnerable Road Users

Vulnerable road users (VRUs) are any users of the transportation network without the physical protections that a vehicle’s steel frame provides. **Within the Will County SAP study area, 25% of all fatal and serious injury crashes involved vulnerable road users, even though vulnerable road user trips account for only 5.2% of overall trips countywide.** This means that vulnerable road users in Will County are significantly overrepresented in KSI crashes:



The data also shows that there is a noticeably higher risk of vulnerable road user crashes near Metra commuter rail stations (Figure 18), which include areas where pedestrian activity is likely to be higher.

Similar trends are noticeable along roadways with bus routes, with vulnerable road users experiencing elevated risks along roads with bus routes compared to roads without bus routes. Data accessed via Replica – a travel analysis software tool – was also added to this analysis to estimate the level of vulnerable road user activity level per weekday, ranging from Low (0 to 25 VRU trips) to Medium (26 to 99 VRU trips) to High (100+ VRU trips), if data was available. As shown in Figure 19, **regardless of the volume of VRU activity (low, moderate, or high), roadways with bus routes see vastly elevated risks (six to ten times the level of risk) when compared to roadways without bus routes.** Most bus routes mainly operate on arterial streets or collector streets, connecting people to major employment, retail, and community destinations. Safety improvements on these roadways can therefore have a major positive impact on safety outcomes for all users, including transit riders, pedestrians, bicyclists, and other more vulnerable road users.

Speed

Speed is one of the – if not the most – important factors that dictate if a crash results in a serious injury or fatality rather than a minor injury or merely property damage. Roads with posted speed limits 35 mph or lower represent 79.7% of all roads but were the location of 57% of KSI crashes; this means **43% of crashes occurred on roads with speed limits above 35 mph, which are only around 20% of all roads.**

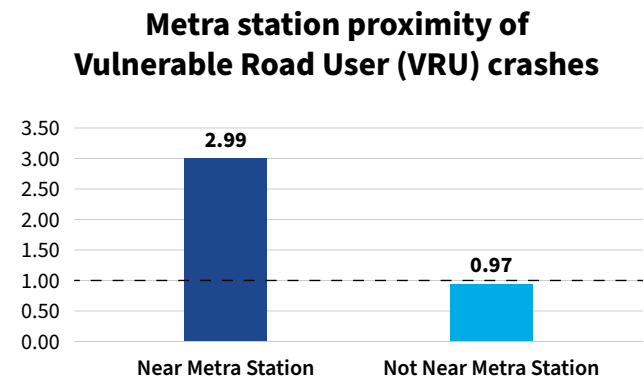


Figure 18: Metra station proximity of Vulnerable Road User (VRU) crashes

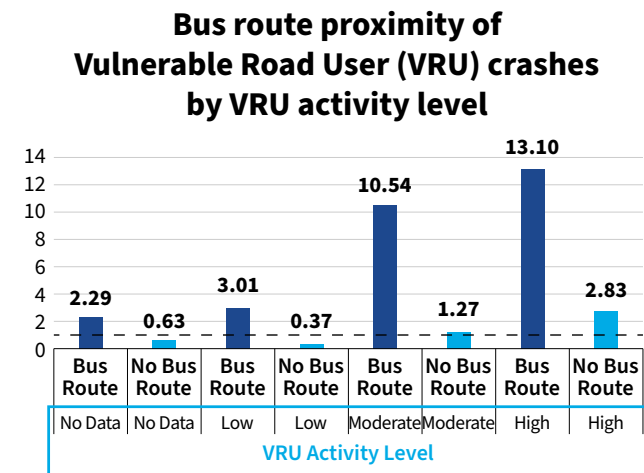


Figure 19: Bus route proximity of Vulnerable Road User (VRU) crashes by VRU activity level

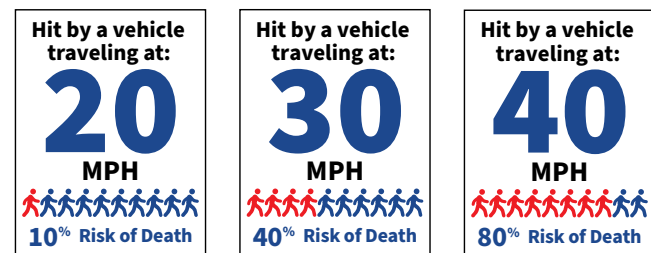


Figure 20: Risk of death for pedestrians at different vehicular speeds

Arterial	Interstate
	Freeway/Expressway
	Other Principal
Collector	Minor
	Major
	Minor
Local	

Table 6: Roadway Functional Classes

The likelihood of fatality increases exponentially with vehicle speed; for every 10 mph increase, the likelihood of a fatality doubles. Speed is such an impactful factor within crashes for several reasons, including:

- The higher the speed, the more forceful the crash
- The higher the speed, the narrower the field of vision drivers have
- The higher the speed, the less time to react
- The higher the speed, the farther in advance drivers must brake in order to stop in time to avoid a crash

Greater speed has a particularly strong correlation with an increased risk of death for pedestrians, bicyclists, and other vulnerable road users, as shown in **Figure 22**. Beginning from 20 mph of vehicular speed, the risk of death exponentially increases for every additional 10 mph of vehicular speed, with risk of death reaching 80 percent at 40 mph or greater (**Figure 20**).

Both the all-mode and vulnerable road user analyses reveal that streets with speed limits below 25 mph are generally the safest for all road users. However, as speed limits increase, the risk of injury crashes does not always follow a consistent pattern. For example, while roads with speed limits of 40 to 50 mph and 55 mph+ show significant risks for all road users, **roads with speed limits of 30 to 35 mph, in particular, present**

Speed Limit (All Crash Types)

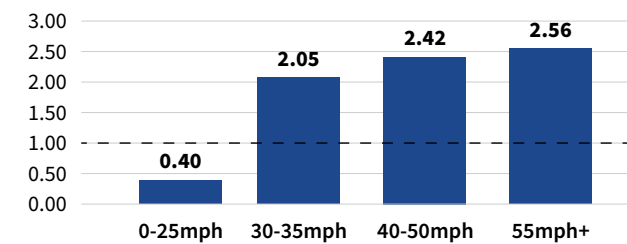


Figure 21: Risk by Speed Limit (all KSI crashes)

heightened risks specifically for vulnerable road users, while roadways of 55 mph or greater have a decreased risk for vulnerable road users. This is likely due to the fact that pedestrians and bicyclists are more likely to be active on lower speed roads than higher speed roads, similar to the reduction in risk on six-lane roads mentioned in the next section on Arterials & Collector Roads.

Arterials & Collector Roads

Roadway functional classification (see **Table 6** and functional class definitions in the **Definitions** section) significantly impacts the risk of injury crashes, with higher functional classifications typically associated with an increased risk of injury crashes. This pattern holds true within Will County, where **there is a noted increase in the risk of fatal or serious injury crashes on roadways classified as Interstates, Arterials (including Principal and Minor Arterials), and Major Collectors (Figure 23)**. Interstates and Other Principal Arterials, despite making up a small percentage of roadway miles, disproportionately contribute to a significant share of injury crashes.

Speed Limit (VRU Crashes)

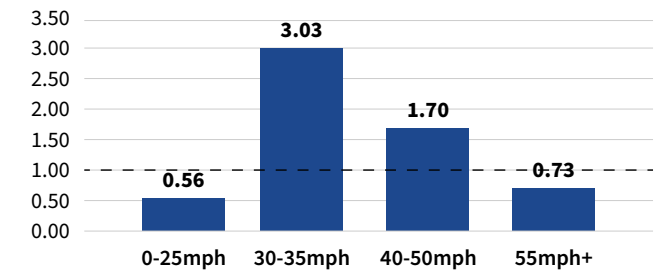


Figure 22: Risk by Speed Limit (VRU crashes only)

While Will County and local municipalities do not have jurisdiction over Interstates – and therefore have limited, if any, ability to influence or implement safety improvements on those roads – **Arterial roadways present the greatest opportunity for improved safety outcomes through the implementation of proven crash countermeasures**. Since local emergency response units have the responsibility of providing post-crash care on Interstates, any safety improvements implemented by IDOT will not only improve safety outcomes but will also help to reduce the local resources needed to respond to Interstate crashes.

The vulnerable road user analysis shows that Principal Arterials also present a noticeably higher risk of injury crashes for vulnerable road users compared to Minor Arterials, Collectors, and Local Streets (**Figure 24**).

The analysis also shows a clear relationship between roadway lane configuration and injury crash risk. Roadways with more lanes generally have higher injury crash rates when all-user crashes are analyzed (Figure 25). Specifically, six-lane roads exhibit the highest

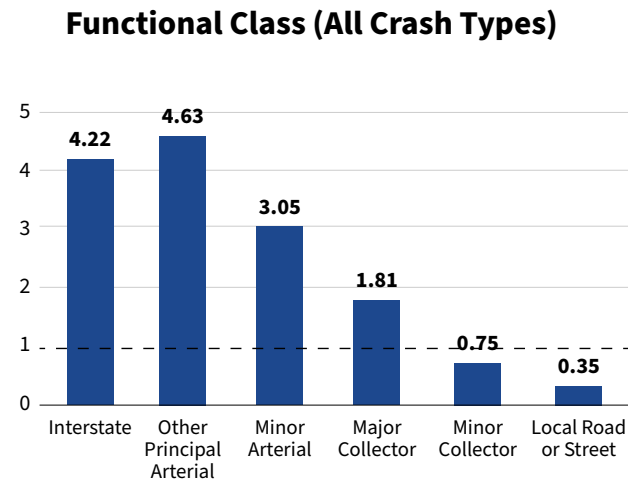


Figure 23: Risk by Roadway Functional Class (all KSI crashes)

risk, followed by three-lane and four-lane roads, which typically would be classified as Arterial roadways.

For vulnerable road users, three-lane and four-lane roads also present the greatest risk, although it is worth noting that five-lane and six-lane roads show a reduced risk compared to all users (Figure 25). This reduced risk on six-lane roads in particular (since five-lane roads are less common) may be related to the fact that six-lane roadways are often not designed in a manner that would accommodate active transportation users. Although there are exceptions, six lane roadways typically do not have sidewalks or bicycle facilities, and many are also limited access highways that specifically restrict non-motorists from using them, which aligns with the sharp drop off in risk for vulnerable road users on these roads when compared to the risk for all road users.

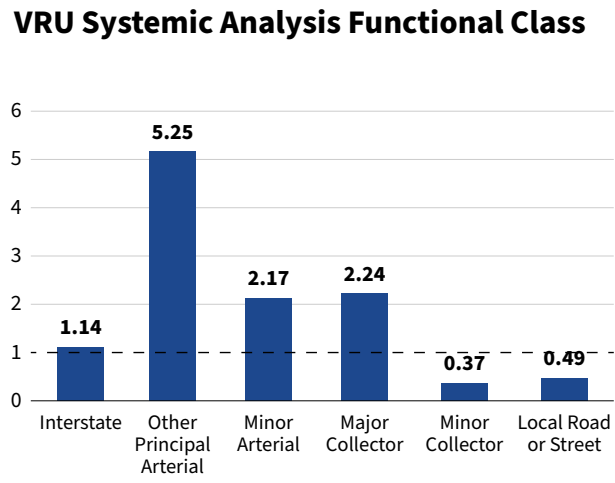


Figure 24: Risk by Speed Limit (VRU crashes only)

Heavy Vehicles

From 2018 to 2022, heavy vehicles were involved in 82,777 crashes in the northeastern Illinois region, accounting for 7.9% of all crashes. Of those crashes involving heavy vehicles, 1,717 (or 2.1%) resulted in serious injuries or fatalities.

Analyzing county-level crash data involving heavy vehicles offers insights into the distribution and local variations in crash patterns from 2018 to 2022. Cook County, being the most populous county in the state and a major transportation and freight hub, consistently reports the highest number of heavy vehicle crashes. However, **Will County, a rapidly growing area with major freight corridors and nodes, experiences the highest percentage of heavy vehicle crashes relative to total crashes and leads in the percentage of fatal and serious injury**

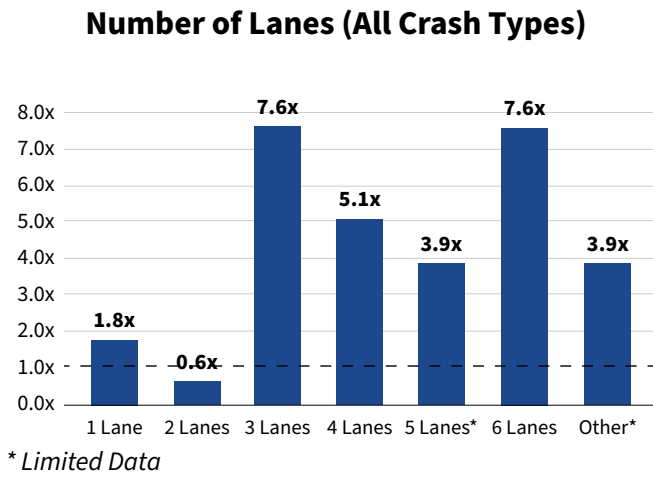


Figure 25: Risk by Number of Through Lanes (all KSI crashes)

crashes, nearly double the average regional rate (Table 7).

Figure 27, a heat map of heavy vehicle crashes across the six-county Safe Travel for All regional study area, reveals clear patterns of hotspots clustering along the region’s major highways and freight corridors. **Areas in Will County with heightened heavy vehicle crashes include the area near I-55 and IL-53 in Bolingbrook, truck routes near downtown Joliet, and the larger**

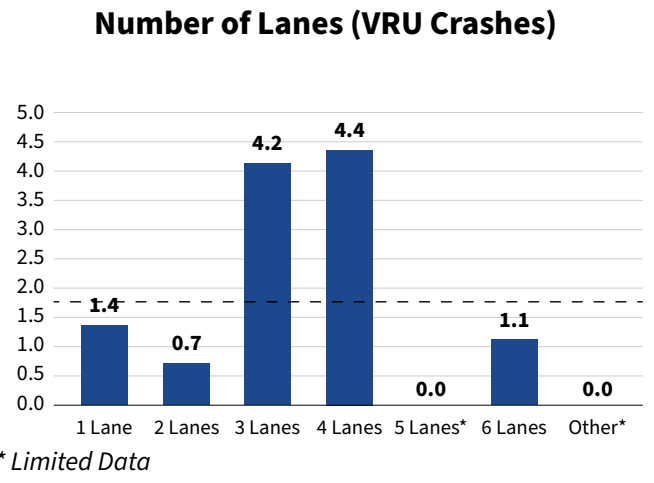


Figure 26: Risk by Number of Through Lanes (VRU crashes only)

I-55 and I-80 corridors. The highlighted clusters around these routes indicate areas of heightened risk, particularly in regions near industrial zones and freight hubs where large trucks are more prevalent. **Figure 28** shows how these heavy vehicle crashes are particularly concentrated along or closely adjacent to designated truck routes in Will County, as well as along certain rural corridors like Wilmington-Peotone Road. These key freight corridors have the highest need for targeted heavy vehicle safety countermeasures.

Table 7: County-Level Heavy Vehicle Crash Data

County	Heavy Vehicle Crashes	Total Crashes	Percent of Total Crashes	Heavy Vehicle KSI* Crashes	Total KSI* Crashes	Percent of KSI* Crashes
Will County	7,596	68,365	11.1%	210	1,838	11.4%
DuPage County	6,384	84,149	7.6%	124	1,780	7.0%
Cook County	61,792	763,731	8.1%	1,146	17,591	6.5%
Lake County	3,348	60,256	5.6%	115	1,770	6.5%
Kane County	2,619	48,425	5.4%	85	1,392	6.1%
McHenry County	1,038	21,505	4.8%	37	741	5.0%
Total	82,777	1,046,431	7.9%	1,717	25,112	6.8%

Data Source: IDOT IRIS *KSI crashes = Fatal and serious injury crashes

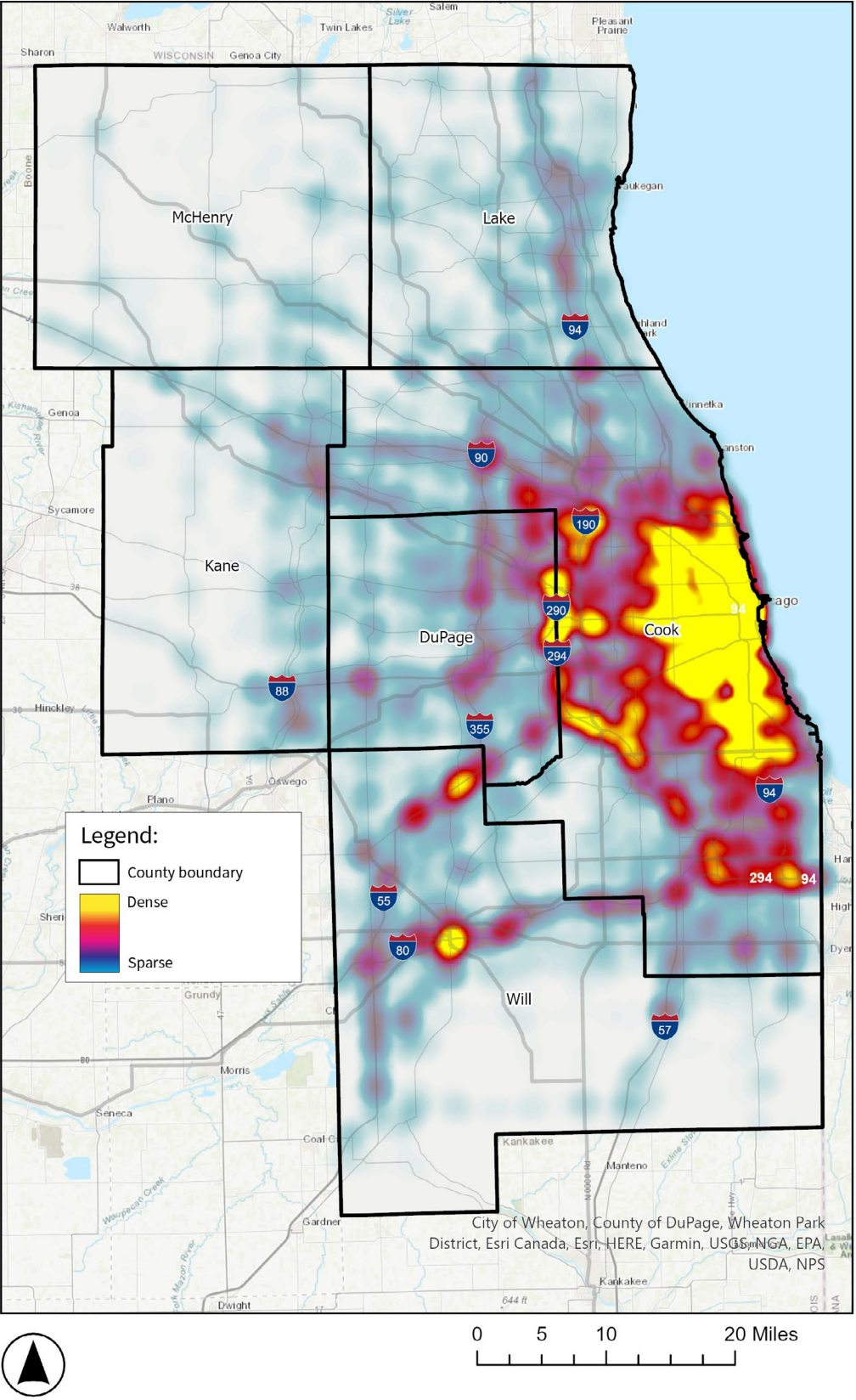


Figure 27: Heat Map of Heavy Vehicle Crashes Across Northeastern Illinois Safe Travel for All Counties

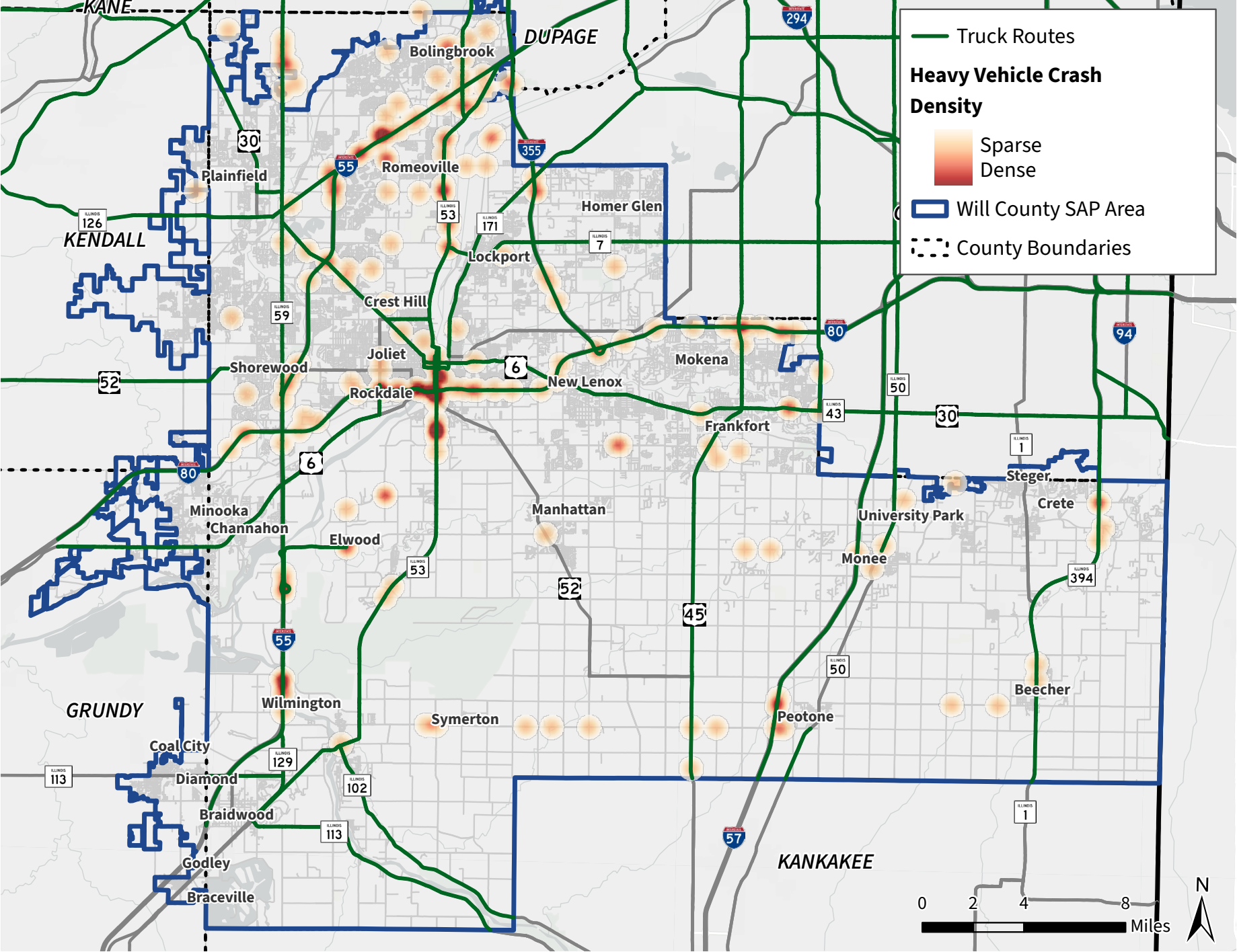


Figure 28: Heat Map of Heavy Vehicle Crashes with Will County Truck Routes



Impaired Driving & Distracted Driving

People sometimes make mistakes and poor decisions when driving, such as driving while distracted or driving impaired (under the influence of alcohol or drugs). These poor decisions often result in serious consequences for at fault drivers as well as innocent road users impacted by these drivers’ actions; however, no one should have to pay with their life, or live their life permanently altered

by injury because of a crash caused by impaired or distracted driving or distracted driving. Unfortunately, these two behaviors – distracted driving and impaired driving - often have an outsized impact on KSI crashes.

In Will County, crashes involving an impaired driver or a distracted driver are more likely on average to result in a fatal or serious/disabling injury. **Approximately 30% of impaired driving and 18% of distracted driving crashes result in fatal or serious injuries, as opposed to just 2.7% of crashes overall (Figure 30).**

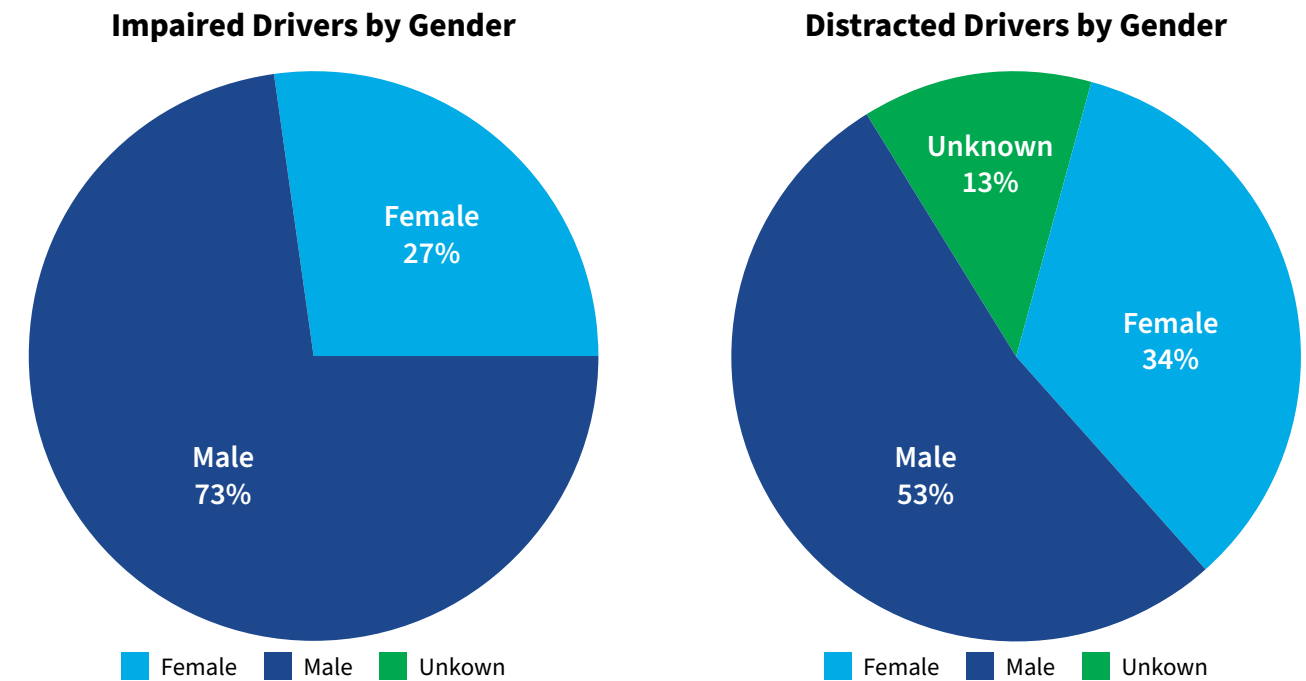


Figure 29: Percentage of Impaired and Distracted Driving Crashes by Gender

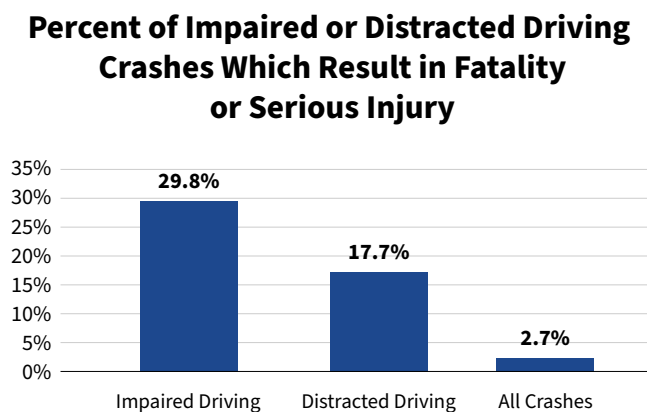


Figure 30: Percentage of Impaired or Distracted Driving Crashes Which Result in Fatality or Serious Injury

Despite being only half the population, men make up about 73% of the impaired drivers, and a little over half of distracted drivers (Figure 29). In addition, young impaired drivers under age 45, are notably overrepresented in impaired driving crashes resulting in fatality or serious injury (Figure 31). Young distracted drivers follow a similar trend, with drivers under the age of 45 overrepresented in distracted driving crashes resulting in fatality or serious injury (Figure 32).

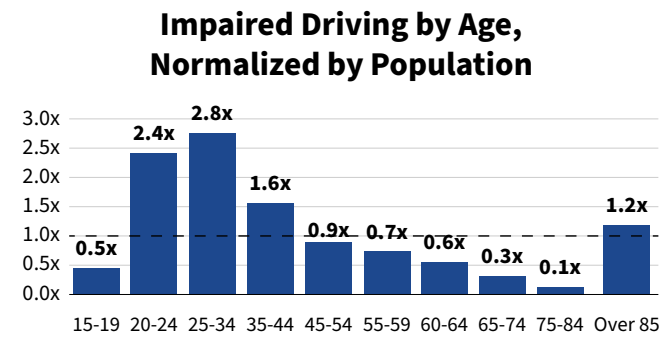


Figure 31: Impaired Driving by Age, Normalized by Population

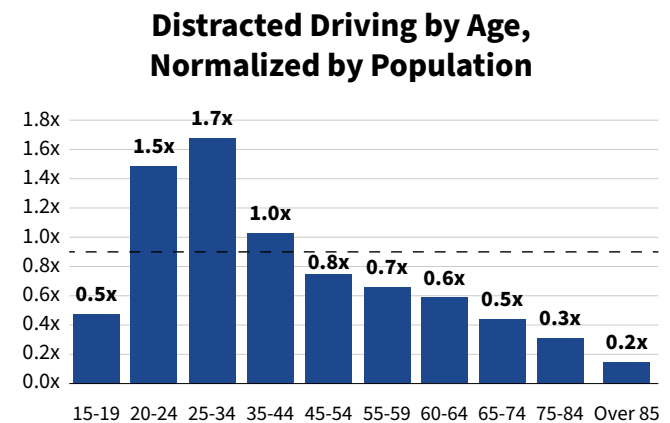


Figure 32: Distracted Driving by Age, Normalized by Population

Chapter 4 Implementation Plan

Comprehensive Safety Strategies: Policies, Programs, & Procedures

By implementing changes to policies, programs, and procedures, Will County and its partners can build out a multi-jurisdictional safety culture that will expedite safety improvements across Will County's transportation network. Through these changes, the County and its partners can make substantial short-term progress toward reducing the prevalence of serious injuries and fatalities on State, County, and municipal roadways and also take significant steps toward the long-term goal of arriving at zero fatal and serious injury crashes by 2040.

Table 8 on the next page lists nine comprehensive safety strategies and the Safe System elements that would be addressed by each strategy. Subsequent pages then list specific recommended actions for each strategy, along with estimated timelines, responsible agency/department, and links to best practices or case studies to consider (where appropriate).

These safety strategies and recommended actions are meant to improve Will County and municipal policies, programs, practices, and procedures related to transportation safety. The recommended actions – some broad and some more specific – include ideas such as

strengthening partnerships, implementing or advocating for legislative changes (locally, statewide, and nationally), updates to County processes and procedures, standing up new programs, and implementing policy changes. Many of these were included in the assessment of gaps, barriers, and opportunities provided earlier in this plan; however, some have been added based on best safety practices from other communities and places.

The recommended Transportation Safety Steering Committee that continues this implementation work following plan adoption may choose to update or revise these strategies from time to time as new information, community feedback, and other results from evaluation are received and to reflect emerging and innovative solutions.

Table 8: Nine Recommended Comprehensive Safety Strategies for Will County

Strategy		Safe System Element Addressed				
		Safer Users	Safer Vehicles	Safer Speeds	Safer Roads	Post Crash Care
1	Launch a Countywide Safety Campaign	X		X		
2	Reduce Speeding Throughout Will County	X		X	X	
3	Build a Culture of Shared Responsibility within County and Municipal Government	X		X	X	
4	Eliminate Severe Crashes and Decrease Speeding on the HIN through Targeted Infrastructure Projects	X		X	X	
5	Prioritize the Buildout of Safe Multimodal Networks	X			X	
6	Mitigate Safety Concerns around Heavy Vehicles		X	X	X	
7	Promote Safe Fleets through County and Municipal Procurement and Maintenance		X			
8	Respond to Fatal Crashes with Urgency	X			X	X
9	Evaluate Progress Towards Safety Goals	X	X	X	X	X



Launch a Countywide Safety Campaign

With this safety action plan as the foundation, a communications committee – formed out of the recommended Transportation Safety Steering Committee (see Safety Strategy 9) – should launch a countywide safety campaign directed at a wide array of audiences. Information should be communicated across multiple County and municipal communication mediums, including social media, news publications, County and municipal email newsletters, and newsletters from local elected officials, as well as through in-person learning activities and community events, such as the Will County Fair.

Table 9: Launch a Countywide Safety Campaign

Related Action	Timeframe	Action Assignment
Continue to emphasize driver education and awareness of safe driving behaviors through diversion programs (like the Will County Traffic Safety School , operated by the Will County Bar Association) as an additional tool to correct unsafe driving behaviors after the issuance of a citation. Consider removing or reducing the existing registration fee to make this a more accessible option for Will County residents.	Ongoing	Will County Bar Association , WCEO, WC Board
Target dangerous driving behaviors and key safety topics – like speeding, red light running, impaired and distracted driving, pedestrian safety, and work zone safety – by executing a continuous traffic safety campaign focused on reducing serious injuries and deaths. Case Study: Consider using IDOT’s “It’s Not a Game” safety campaign toolkit.	Within the next year	WCEO (Communications) , WCDOT, WC Board, Municipalities, CMAP, IDOT
Convene a working group – out of the recommended Will County Transportation Safety steering committee – to guide all messaging and the engagement strategy. CMAP should also continue its regionwide transportation safety initiatives and consider setting up a similar regional safety communications working group. Case Study: Vision Zero Network’s Communication Strategies Case Study Summary could be a useful tool.	Within the next year	WCEO (Communications) , WCDOT, CMAP
Set up a Safe Routes to School in-class education program that works with students and regional schools, focusing on safe driving behaviors and alternatives to driving. Case Study: Oregon DOT provides good examples for educational materials and educational videos .	Within the next 3+ years	CMAP , WCEO (Communications), WCDOT, local Will County school districts

Reduce Speeding throughout Will County

Vehicles traveling at unsafe speeds in excess of legal limits are a major contributor to deaths and serious injuries countywide. To combat this issue, Will County and its partners should take multiple steps to proactively reduce the prevalence of speeding, through audits of existing infrastructure, quick-build speed reduction countermeasures, changes to roadway design criteria, and advocating for automated speed enforcement at the state-level.

Table 10: Reduce Speeding throughout Will County

Related Action	Timeframe	Action Assignment
As streets are resurfaced, reconstructed, and redesigned, revise designs to achieve the appropriate speed given the land use context and then adjust the posted speed limit accordingly. Case Studies: Consider Maine Department of Transportation’s Speed Limit & Context policy (2024) which created guidelines for speed limits around context instead of roadway types.	Within the next 1-2 years	WCDOT , Municipal DOTs, Township DOTs, IDOT
Review speed limits on County roadways – in particular, along the HIN – and assess whether changes to speed limits are warranted based on crash history, recent changes to land use, or other notable factors. Encourage municipal partners and IDOT to do the same for roads within their jurisdictional boundaries in Will County.	Within the next 1-2 years	WCDOT , Municipal DOTs, IDOT
Ensure that proper and sufficient signage is installed on major streets to regularly communicate the posted speed limit to drivers, especially in areas where speeding is known to be a problem.	Within the next 1-2 years	WCDOT , WCSO, Municipal DOTs, Municipal PDs, IDOT, ISP
Implement speed feedback signs along high injury corridors where speeding is a known issue and collect data on pre- and post-installation speeds. Case Studies: Iowa DOT’s statewide program or Jefferson County’s (CO) speed feedback sign program could be an example to emulate.	Within the next 1-2 years	WCDOT , WCSO, Municipal DOTs, Municipal PDs

Table 10 (Continued): Reduce Speeding throughout Will County

Related Action	Timeframe	Action Assignment
Create low-speed zones by implementing changes to speed limits and self-enforcing roadway design – such as speed humps, curb bumpouts, and raised crosswalks – in areas with high numbers of vulnerable road users such as schools, parks, community centers, and senior housing. Collect speed data pre- and post-installation as a way to measure successes and have data to support future grant funding applications for full-build implementation.	Within the next 3+ years	WCDOT , Municipal DOTs, IDOT
To further curtail dangerous driving behaviors and speeding, advocate for Illinois legislation that would permit IDOT, Counties, and municipalities to implement automated speed enforcement on roadways within their jurisdictions (currently only permitted in IDOT work zones and Chicago DOT safety zones).	Within the next 3+ years	WCEO , WC Board, Municipal Mayors



Build a Culture of Shared Safety Responsibility Across Will County

This safety action plan is a critical tool for beginning the process of eliminating all deaths and serious injury crashes across the county. This major first step has brought stakeholders together to identify design countermeasures and safety policies that can be put into action in the short, medium, and long term. To meet the goal, Will County should lead by example and set the standard around transportation safety culture, encourage its municipal partners to also implement changes to improve their safety culture, and work closely with them to share lessons learned and best practices from past and ongoing projects.

Table 11: Build a Culture of Shared Safety Responsibility Across Will County

Related Action	Timeframe	Action Assignment
Build awareness of Safe System concepts and practices through training and messaging for WCDOT and municipal DOT staff. Training & Certification Recommendations: Consider ITE's Implementing the Safe System Approach online course. For certification, consider the Road Safety Professional certification.	Within the next 1-2 years	WCDOT , Municipal DOTs, IDOT
Formulate and execute a workflow that requires all new and existing engineering policies, standards, and guidance to adhere to the Safe System principles as defined by this plan. Recommended Tool: The FHWA's Safe System Policy-based Alignment Framework is a good tool to assess through a Safe System lens.	Within the next 1-2 years	WCDOT , Municipal DOTs, IDOT
Update Will County's Complete Streets ordinance to remove or reduce the list of exceptions included in the current policy, as a way to strengthen and further commit to a Complete Streets policy that is better aligned with the Safe System approach. Will County's Complete Streets policy should serve as a model for local municipalities across Will County, and WCDOT should strongly encourage other municipalities to adopt their own local Complete Streets policy, or update to strengthen existing policy, as needed. Case Study: Consider Montgomery County, Maryland's Complete Streets Policy as a best practice example of a wholistic Complete Streets ordinance at the county-level. Recommended Tools: Smart Growth America's Complete Streets Policy Framework and CMAP's Complete Streets Toolkit are good examples of both national and regional tools available to help craft stronger Complete Streets policies.	Within the next 1-2 years	WCEO , WC Board, WCDOT, Municipal DOTs, Municipal Mayors and Councils

Table 11 (Continued): Build a Culture of Shared Safety Responsibility Across Will County

Related Action	Timeframe	Action Assignment
Launch a countywide safety working group of DOT engineering staff from Will County, local municipalities, and IDOT (District 1). This multi-jurisdictional group should be centered around the sharing of safety strategies, best safety practices, and local lessons learned from past and ongoing safety projects, with a secondary result of increased opportunity for informal networking to further strengthen partnerships and coordination on key safety projects.	Within the next 1-2 years	WCDOT , Municipal DOTs, IDOT
Create and implement a Complete Streets checklist as a way to formalize coordination between departments and key stakeholders during the early stages of engineering project development. Require this checklist to be used for all capital engineering projects and that the completed forms be saved for documentation of completion. Case Study: Alameda County (CA) Transportation Commission's Complete Streets checklist is a positive example to reference.	Within the next 1-2 years	WCDOT , Municipal DOTs, IDOT
Continuously improve IDOT and partner local agencies' ability to implement best-in-class design treatments by updating design guidance and policies through review of emerging literature and best practices, participation in peer exchange groups (such as the Association of Pedestrian and Bicycle Professionals) and experimentation with new treatments. County and local municipalities should strive to implement new and emerging safety countermeasures within appropriate roadway contexts.	Within the next 1-2 years	IDOT , WCDOT, Municipal DOTs
Develop and implement a safer driver training program for all County and Municipal employees who drive as part of their regular duties, with an emphasis on speeding, distracted driving, and safe operations around people walking and biking and in work zones. Include findings from the SAP to emphasize the critical importance of County and municipal staff in setting the standard for safe driving for the community.	Within the next 3+ years	WCEO , Municipal Mayors

Eliminate Severe Crashes on the HIN through Targeted Infrastructure Investments

The Safe System approach prioritizes targeted efforts in areas where transportation practitioners can drive the most significant change. Accordingly, this safety action plan focuses on addressing safety concerns through a list of projects targeting a subset of roads – the High Injury Network (HIN) – rather than applying changes countywide. Using the HIN as a tool, the County should take quick action to deploy crash safety countermeasures while revising internal processes and procedures to further expedite progress.

Table 12: Eliminate Severe Crashes on the HIN through Targeted Infrastructure Investments

Related Action	Timeframe	Action Assignment
Encourage municipal partners (and IDOT) to implement new safety countermeasures when engaging in street resurfacing or redesign. WCDOT should lead by example along county-owned roadways.	Ongoing	WCDOT, Municipal DOTs, IDOT
Coordinate with Will County’s municipal partners to encourage their use of the SAP to pursue SS4A implementation funds, build consensus around safety within their communities, and begin addressing HIN corridors within their local jurisdiction.	Within the next 6 months	WCDOT, Municipal DOTs
Update the Will County Long Range Transportation Plan project scoring criteria and methodology to emphasize projects that are located on the Will County SAP HIN. Update category weighting to more heavily prioritize projects on these corridors that integrate appropriate safety countermeasures to improve safety outcomes.	Within the next 1-2 years	WCDOT
Conduct high-level review of all HIN corridors under County jurisdiction for safety improvements and implement at least three corridor safety projects per year using a combination of rapid delivery (paint and post), signal timing, or enhanced signage and signal installations. Encourage municipalities to do similar high-level review and rapid delivery safety enhancements by proactively deploying countermeasures matched to historical crash types.	Within the next 1-2 years	WCDOT, Municipal DOTs, IDOT
Complete Road Safety Audits (RSAs) at particularly concerning HIN corridors or intersections, as a more thorough method of understanding safety challenges and to identify safety countermeasures that would be most effective in improving safety outcomes. Case Studies: Middlesex County (NJ) is a good example of a county that has pursued RSAs following the identification of a HIN. Example RSA reports are accessible on the County’s Office of Planning webpage.	Within the next 1-2 years	WCDOT, Municipal DOTs, IDOT

Table 12 (Continued): Eliminate Severe Crashes on the HIN through Targeted Infrastructure Investments

Related Action	Timeframe	Action Assignment
Implement new or updated training for DOT maintenance staff to learn to install/deploy components of quick build improvements, such as bollards, pre-cast concrete curbs, temporary speed bumps, etc. Or, consider a contractor who could focus on quick-build installations, partnering with municipalities in the contracting process so that all communities can benefit from the installation of quick-build improvements.	Within the next 1-2 years	WCDOT, Municipal DOTs
Prioritize addressing safety concerns on HIN corridors in close proximity to sensitive land uses, such as schools/colleges, parks, recreation centers, senior centers, transit centers, and Metra stations. Prioritize pedestrian and bicyclist safety, especially at intersections and crossings.	Within the next 1-2 years	WCDOT, Municipal DOTs, Pace, Metra



Prioritize the Buildout of Safe Multimodal Networks

People walking, biking, and using mobility devices (such as wheelchairs and walkers) are considered vulnerable roadway users because they lack the obvious physical protections afforded to drivers of motor vehicles. On all but limited access roadways – such as freeways and interstates – vulnerable roadway users should be made to feel welcome and safe. Will County and its partner agencies must ensure that streets across the county are intentionally designed to move all people – including those walking, biking, or rolling – safely to where they want to go.

Table 13: Prioritize the Buildout of Safe Multimodal Networks

Related Action	Timeframe	Action Assignment
Continue to build out the regional trail network that provides recreational opportunities and serves as active transportation corridors throughout Will County.	Ongoing	FPDWC , Municipal DOTs
Improve street lighting at multi-use trail crossings and high-risk pedestrian crossings. To help with first-mile, last-mile commute challenges, this is especially important along key transit corridors and near Metra stations. Utilize lighting systems that minimize light pollution in the more rural contexts of Will County.	Ongoing	Municipal DOTs , FPDWC, Pace, Metra
Encourage Will County’s municipal partners to conduct sidewalk gap analyses to identify locations where new multimodal facilities should be constructed. Also capture data on sidewalk conditions. Will County should lead by example and conduct a sidewalk gap analysis or update any existing data about existing sidewalks or sidewalk gaps.	Within the next year	WCDOT , Municipal DOTs
Implement quick-build pedestrian safety improvements along roadway segments or at intersections with identified pedestrian safety concerns. These safety improvements may include, for example: curb extensions, refuge islands, high visibility crosswalk markings, signage, signals, and beacons. Also consider similar quick-build improvements near Metra stations.	Within the next 1-2 years	WCDOT , Municipal DOTs, IDOT, Pace, Metra
Identify long gaps in pedestrian crossings – or any sidewalk condition issues - along key roadways, commercial corridors, transit corridors, or near Metra stations and implement new sidewalks and pedestrian crossings with modern signal equipment, where most needed. Consider adding mid-block crossings where crossing distances between existing signals are far.	Within the next 1-2 years	WCDOT , Municipal DOTs, Pace, Metra, IDOT
Identify corridors where separated or protected on-street bicycle facilities would be appropriate, based on traffic speeds and gaps in connectivity to the regional trail network. Incorporate on-street bicycle facilities into ongoing corridor projects or quick-build road diet projects.	Within the next 3+ years	WCDOT , Municipal DOTs
Regularly update the Will County Bikeway Plan every 5 to 10 years.	Within the next 3+ years	FPDWC , WCDOT

Mitigate Safety Concerns Around Heavy Vehicles

The presence of heavy vehicles – including semi-trucks – is a notable safety challenge in Will County when compared to other counties across the northeastern Illinois region, as demonstrated through the data analysis completed for this plan. However, there are ways to mitigate safety impacts of these vehicles, including through improved planning and management of truck routes, continued comprehensive planning that addresses the incompatibility of heavy vehicles and certain land uses, promoting truck safety campaigns, and strengthened training for CDL licensing. By maintaining a focus on the safety impacts of heavy vehicles in Will County, these safety issues can be mitigated to improve safety outcomes for all users.

Table 14: Mitigate Safety Concerns Around Heavy Vehicles

Related Action	Timeframe	Action Assignment
Continue to advocate for consideration of land use planning as it relates to the location of potential new industrial developments that would bring additional freight traffic to the area. This includes articulating the potential negative downstream effects on transportation safety that could come as a result of permitting new warehouse developments in incompatible community contexts	Ongoing	WC Land Use Department , WCEO, WC Board, WCDOT, Municipal Mayors, Municipal Councils
Provide technical assistance or additional training (as needed) to municipalities as it relates to managing and updating truck routes, with a particular focus on smaller municipalities.	Within the next 1-2 years	IDOT , WCDOT, CMAP
Promote safety initiatives and communications around motorist interactions with heavy vehicles and trucks. Best Practice: Virginia Tech Transportation Institute’s Sharing the Road with Trucks program .	Within the next 1-2 years	WCEO (Communications) , WCDOT, IDOT, Municipalities
Mitigate negative results of crashes resulting from fatigued truck drivers by implementing rumble strips on truck route roadways, with a particular emphasis on HIN corridors.	Within the next 1-2 years	WCDOT , IDOT, Municipal DOTs
Advocate for strengthened CDL training requirements and greater enforcement of CDL licensing.	Within the next 3+ years	TBD
Increase and strengthen truck maintenance programs and inspection performance.	Within the next 3+ years	TBD
Modify speed limits and increase enforcement to reduce truck speeds on roadways where there are noted truck safety issues, especially related to speeding.	Within the next 3+ years	IDOT , WCDOT, Municipal DOTs

Promote Safe Fleets through County Procurement and Maintenance

When considering the Safe System approach, local Safety Action Plans are limited in their ability to influence the Safer Vehicles element due to federal control of vehicle standards. However, the County and its partner agencies do have the ability to influence changes to any fleet vehicles used by public staff – and potentially the vehicles used by County contractors – during their duties as public employees or contracted service providers. The County can also advocate for new policies at the federal level around safety standards, safety features, and vehicle design.

Table 15: Promote Safe Fleets through County Procurement and Maintenance

Related Action	Timeframe	Action Assignment
Adopt updated safety standards for County procurements of fleet and service vehicles. Encourage larger municipal governments in the county to do the same. Safety standards/features to include: Side and rear guards (for heavy vehicles), blind spot mirrors, side and backup cameras, GPS technology to identify dangerous driving behaviors like speeding or sudden stopping events. Guidance: Guidance on safe fleets is available here from the Vision Zero Network.	Within the next 1-2 years	WC Board
Encourage County and municipal contractors to voluntarily adopt these new safety standards for their vehicle fleets used in service to the County or municipalities.	Within the next 3+ years	WC Purchasing
Advocate for the adoption of new standards and best practices for improved vehicle safety technology at the federal level, including pedestrian crash standards, advanced safety systems, and vehicle body design standards that are safer for pedestrians, among other features. Guidance: Potential safety strategies and policies related to regulations for safer vehicle design can be found on this USDOT National Roadway Safety Strategy dashboard.	Within the next 3+ years	WCEO, WC Board
Explore the feasibility of installing speed limiters on (non-emergency response) County fleet vehicles and/or scoping this technical feature into future County fleet vehicle procurements. Case Study: Although the context is noticeably different, consider lessons learned from the New York City Intelligent Speed Assistance Pilot Evaluation, completed by USDOT’s Volpe Center.	Within the next 3+ years	WC Purchasing , Municipal procurement offices

Respond to Fatal Crashes with Urgency

While this Safety Action Plan identifies a target year of 2040, Will County and its partners understand that implementation will take time and tragic crashes will, unfortunately, continue to occur in the near term. However, Will County and its partner agencies have a responsibility to respond to all severe crashes with urgency while also working to increase their understanding of the causes of severe crashes. By making crash data available, providing opportunities for public input on crash risk areas, launching a Vision Zero safety program, and reviewing and responding to fatal crashes in a publicly accessible manner, the County can further demonstrate its commitment to improving transportation safety rapidly and proactively.

Table 16: Respond to Fatal Crashes with Urgency

Related Action	Timeframe	Action Assignment
Design and implement safety improvements at fatal crash locations expeditiously, either based on staff recommendations and/or findings from Crash Review Commission reports.	Ongoing	WCDOT , Municipal DOTs, IDOT
Create – via County ordinance or Executive Order – a Fatal Crash Review Commission that is responsible for reviewing the contributing factors of each fatal crash on Will County roadways. This Commission will be tasked with reviewing, responding to, and publicly reporting on all crashes on roadways under Will County’s jurisdiction. This interdisciplinary group should include participants from WCDOT, law enforcement, other relevant County departments, and interested residents and non-profit advocacy partners. Encourage municipalities to also create Fatal Crash Review Commissions, with Will County’s program serving as the model. Case Studies: Consider the City of Indianapolis or the City of Atlanta as relevant case studies for setting up a Fatal Crash Review Commission. The City of Chicago also passed an ordinance in 2023 to strengthen their crash review process and make crash review summary reports more publicly accessible.	Within the next year	WCDOT , WCEO, WC Board, Municipal DOTs

Table 16 (Continued): Respond to Fatal Crashes with Urgency

Related Action	Timeframe	Action Assignment
Create a county or regional near-miss online reporting system (ideally with interactive mapping), to be used by the public and stakeholders to call attention to locations where they have experienced or witnessed near-miss crashes, or where there are unsafe road conditions that may lead to severe or fatal crashes if not addressed. Case Study: Consider Northern Virginia Families for Safe Streets' near miss tracking dashboard as a relevant case study.	Within the next 1-2 years	TBD
For Will County and larger municipalities – such as Joliet, Plainfield, Romeoville, and Bolingbrook – launch a Vision Zero program and strongly consider staffing a dedicated transportation safety engineer to manage this program, with the main responsibility of coordinating and implementing short- and long-term policy, program, and project recommendations from this SAP. Case Study: The Vision Zero program of the City of Cincinnati (OH) is a relevant case study to consider.	Within the next 1-2 years	WCDOT, Municipal DOTs, IDOT
Collaborate with medical professionals, hospital executives, and first responders to discuss shortfalls in the current system of post-crash care. Discuss ways to shorten response times, improve reporting, and influence the siting of new emergency response locations.	Within the next 3+ years	TBD
Convene a severe crash survivors' network. Case Study: Families for Safe Streets is an example.	Within the next 3+ years	TBD
Explore new or expanded locations for signal preemption or priority for emergency response vehicles to promote faster and safer response to crashes and other locations (as well as transporting injured persons to medical facilities).	Within the next 3+ years	Municipal DOTs, WCDOT, IDOT

Monitor and Evaluate Progress Towards Safety Goals

This Safety Action Plan is a major step forward towards a vision of zero fatal or severe injury crashes across Will County. But to be effective, progress must be monitored, and all parties must be accountable for any assigned actions. Will County must take on the role of convener and leader of a Transportation Safety Steering Committee that will continue this important work through the implementation of policies, programs, processes, and projects. Additionally, CMAP and Will County must continue their partnership in this critical task via an ongoing, annual evaluation of progress toward Will County's target safety goal.

Table 17: Monitor and Evaluate Progress Towards Safety Goals

Related Action	Timeframe	Action Assignment
Create and convene a Transportation Safety Steering Committee to guide the implementation of this SAP. This committee should be led by the Will County Executive Office and should include those interested from the SAP project steering committee plus key representatives from public agencies and non-profit organizations, including WCDOT, IDOT, municipal DOTs, transit providers (Metra and Pace), other Will County departments, the Will County Board, the Will County Sheriff's Office, first responders, community members, and/or non-profit/advocacy leaders. Form a separate Technical Committee out of technical members of this group to guide engineering- and design-related recommendations from this SAP. These committees should meet quarterly to review and track progress, next steps, and ongoing commitments toward achieving Will County's long-term safety goal.	Within the next 6 months	WCEO, WCDOT, Municipal DOTs, IDOT, WCEO, WC Board
Implement a process to create an annual report of progress made toward the Will County SAP recommendations. This should include annual crash trend reports, policy and program successes, and lists of implemented projects. Present annual findings to the Will County Board. Continue to evaluate when the SAP will need a more substantial update, based on availability of updated crash data, likely every 3 to 5 years.	Within the next year	WCDOT, WCEO, WC Board, Municipal DOTs
Make regional fatal and serious injury crash statistics and crash location data available to the public and decisionmakers via an online dashboard with interactive map. Case Studies: Best practice examples include the Milwaukee County (WI) vehicle crash dashboard and the Bay Area Metropolitan Transportation Committee (CA) Vision Zero dashboard (BayVIZ) .	Within the next year	CMAP

Table 17 (Continued): Monitor and Evaluate Progress Towards Safety Goals

Related Action	Timeframe	Action Assignment
Consider conducting follow-up road safety audits (RSAs) on corridors or intersections where safety improvements have been implemented, as a way to document safety improvement results and compile data on the effectiveness of particular safety countermeasures included.	Within the next 1-2 years	WCDOT, Municipal DOTs, IDOT



Roadway Typologies

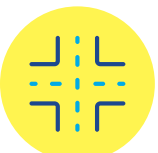
Roadway typologies serve to identify common roadways seen throughout Will County that face similar safety concerns due to shared roadway design characteristics and comparable land use. Once roadway typologies are determined, countermeasures to prevent and mitigate severe and fatal crashes can be applied to the roadway characteristic that matches the typologies. Each typology will include an overview, mapping of the locations, risk factors, and countermeasures which are detailed in the [Countermeasure Toolbox](#) section.”

Purpose

The purpose of identifying and addressing safety issues within the county’s roadway typologies is to develop targeted solutions that respond to the unique risks associated with each type of roadway. Whether rural, suburban, or urban, each typology presents specific challenges, such as varying traffic volumes, speeds, or user behaviors. By analyzing crash patterns and systemic issues, tailored interventions can be applied, like traffic calming measures, enhanced signage, or improved pedestrian crossings. These tools aim to not only reduce crash frequency but also help mitigate crash severity.

The selection of roadway typologies was designed to represent an array of roadways across the county, ensuring a comprehensive approach to addressing safety challenges. The five typologies selected capture a wide range of road types, including urban, suburban, and rural roadways, while also accounting for the vast majority of fatal and serious crashes within the county. Each typology has a variety of countermeasures that could apply, which are detailed in the following section.

By categorizing roads based on their function, design, and surrounding context, planners and engineers can apply countermeasures that are tailored to specific conditions. This approach allows for the development of context-sensitive solutions, ensuring that safety improvements align with the unique needs of each roadway type. For instance, multi-lane urban/suburban streets might benefit from measures such as pedestrian crossings and speed management, while rural roads and intersections may require enhanced visibility and rumble strips. By associating specific countermeasures with each typology, stakeholders can streamline decision-making, allocate resources efficiently, and achieve measurable improvements in road safety and performance.

Will County Roadway Typologies	 Roads near schools or senior living facilities
 Multi-lane urban/ suburban streets	 Roadways with high truck traffic
 Rural roads and intersections	 Residential collector streets

 **Multi-Lane Urban/
Suburban Streets**

Multi-lane urban/suburban streets are a critical component of the transportation network in Will County, accommodating high vehicular traffic volumes and serving as vital corridors for commuting, commerce, and regional connectivity. These roadways typically consist of two or more lanes in each direction, sometimes separated by a median or turn lane to manage traffic flow. The design prioritizes efficient vehicular movement while also accommodating access to adjacent land uses such as shopping centers, residential neighborhoods, and industrial areas. These conflicting goals of facilitating through-traffic and providing local access, create a unique set of challenges and opportunities. The majority of multi-lane urban/suburban streets are located in northern Will County, with concentrations primarily north of I-80 and US-30.

A defining feature of these streets in Will County is their speed limits, which generally range from 35 to 45 mph, although some sections have speed limits up to 55 mph. This range reflects their role as intermediate roadways – faster than local streets but not as high-speed as expressways. Many of these streets intersect with highways, contributing to their importance as key links within the broader regional transportation system. Major intersections are often signalized, with turn lanes and designated crosswalks to manage the mix of people driving, walking, biking, and using transit.

The surrounding context of multi-lane urban/suburban streets in Will County varies. In urbanized areas, these roadways are often lined with commercial establishments and residential developments, with many driveways. More suburban areas may transition to serving larger residential subdivisions, industrial parks, and open spaces, with fewer driveways, but greater



reliance on vehicle travel. Different approaches in design and countermeasures are needed to improve safety in the varying contexts.

Safety is a significant challenge on multi-lane urban/suburban streets, given the mix of vehicle types and higher operating speeds.

Common issues include rear-end and angle crashes at intersections, conflicts involving left-turning vehicles, and crashes involving people walking or biking. Improving safety often involves implementing countermeasures that

enhance visibility, slow traffic, reduce conflict points, or provide physical separation from moving traffic. Countermeasures may include curb radii reduction, dedicated turn lanes, signal improvements, pedestrian refuge islands, roadway reconfiguration, lane narrowing, and enhanced lighting. Additionally, access management strategies, such as consolidating driveways and access points or adding median barriers to restrict certain turning movements, can enhance safety by reducing crash points, further contributing to network safety.

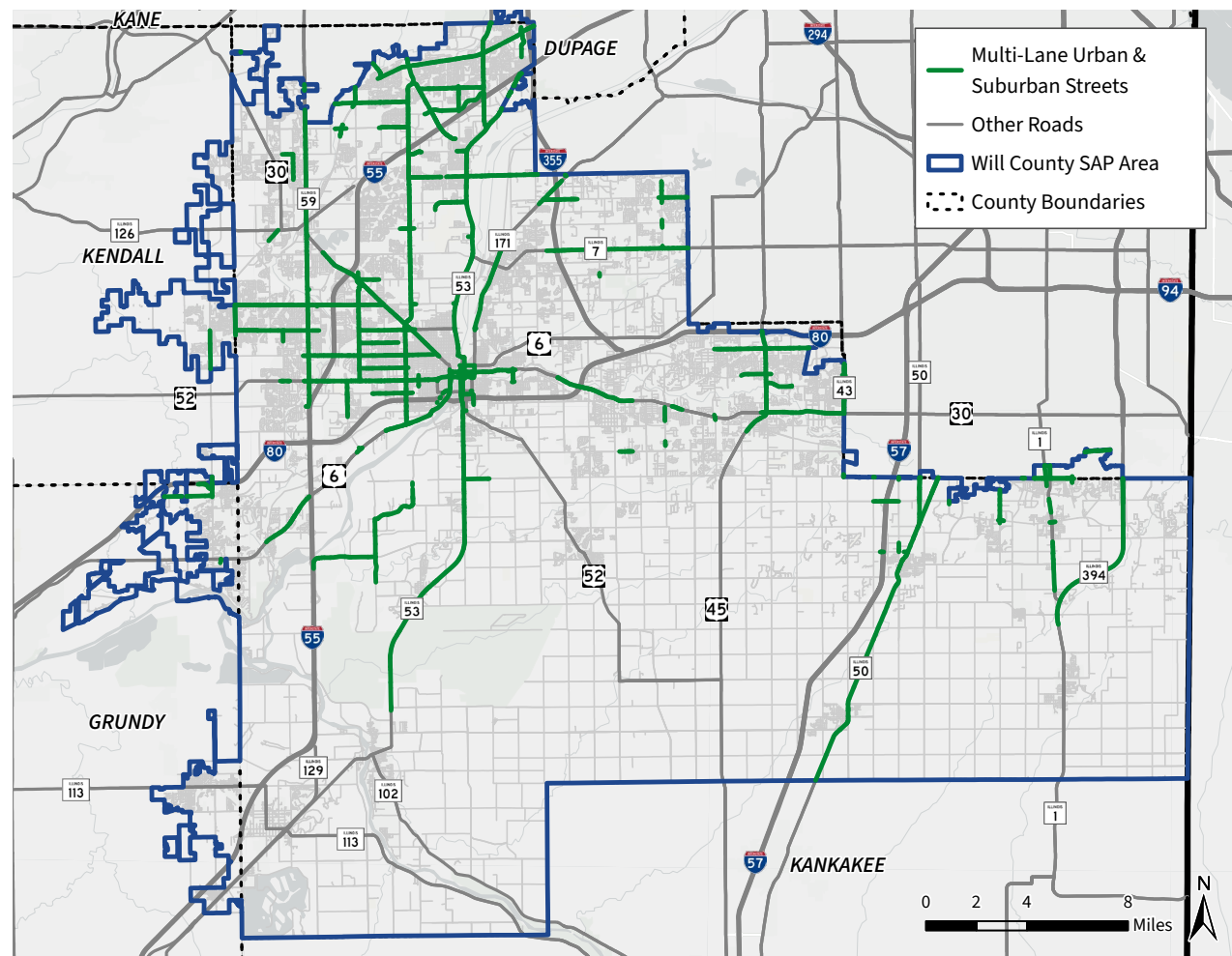


Figure 33: Map of Multi- Lane Urban/Suburban Streets in Will County

Risk Factors of Multi-Lane Urban and Suburban Streets

High Speeds

Due to the width of roadways designed to accommodate multiple lanes and wider lane configurations, speeding is a common issue, particularly during non-peak periods. When roads are designed with excess capacity to handle peak commuting periods, this often results in surplus lanes and underutilized space during off-peak hours, encouraging higher speeds and unsafe driving behaviors.

Greater lane widths also contribute to higher speeds by giving drivers a perception of reduced risk. These high speeds create significant safety concerns, including reduced driver reaction time and increased crash severity. Speeding drivers may also misjudge gaps in traffic when changing lanes, increasing the likelihood of collisions. **While higher speeds endanger all road users, they pose the greatest risk to vulnerable road users — such as people walking or biking, older adults, individuals with disabilities, and children — who face a significantly higher**

likelihood of serious injury or fatality in the event of a crash.

Complicated Turns

At major intersections and access points on multi-lane roadways, dual left-turn lanes and other complex turning lane configurations are often present. These configurations increase the number of conflict points between turning vehicles and through traffic, raising the potential for collisions. Drivers navigating these lanes may struggle to determine the correct turning path, leading to improper yielding or unsafe merging behaviors.

Unprotected turning movements—such as left turns without dedicated signal phases—add to the danger by requiring drivers to judge gaps in traffic accurately. Misjudging traffic speeds or gaps, especially on roadways with high-speed traffic, frequently results in side-impact crashes. This challenge can create significant safety risk especially for larger vehicles, such as trucks and buses, and inexperienced or distracted drivers.

The complexity of these intersections and turning movements also poses significant risks for people walking or biking, whose safe navigation may be impeded by turning vehicles and fast-moving traffic.

High Traffic Volume

Multi-lane urban and suburban streets are designed to carry high vehicular traffic volumes and maximize throughput of vehicles. However, higher traffic volumes increase the likelihood of severe and fatal crashes simply due to the greater

number of vehicles on the roadway at any given time, which raises the potential for crashes. Additionally, the presence of multiple conflict points, which increase with more lanes and intersections, can further contribute to crash risk in these environments.

Inadequate Active Transportation Infrastructure

The focus on throughput of vehicles frequently results in limited or nonexistent infrastructure for people walking and biking, leaving these road users without safe or comfortable options for travel. Furthermore, auto-oriented land development patterns in these areas discourage walking and biking, contributing to low usage of the limited active transportation infrastructure available.

However, for those who have no other option but to walk or bike, these conditions force them to navigate unsafe environments, such as busy roadways or inadequate off-street paths. The low visibility of pedestrians and cyclists in these areas, combined with drivers focusing primarily on navigating a volume of vehicle traffic, increases the risk of crashes. Drivers are often unprepared to encounter pedestrians and cyclists, further compounding the danger for vulnerable road users.

Non-Present or Unsafe Crossings

There is often a lack of safe crossings for pedestrians and cyclists along multi-lane urban and suburban streets, forcing them to navigate these roadways at unsafe or unmarked locations. Even where crossings exist, they are often spaced

far apart, leaving pedestrians and cyclists with the difficult choice of traveling significantly out of their way to use a marked crossing or risking an unsafe, unmarked crossing.

When crossings are present, they are frequently designed with multiple wide lanes, forcing pedestrians and cyclists to cross longer distances. This increases their exposure time to traffic and can be especially intimidating for individuals who may struggle to travel longer distances. Longer crossing distances also create more opportunities for blind spots, confusion, and hesitation, further decreasing safety for pedestrians and cyclists.

These challenges highlight the critical need for safe, accessible, and well-placed crossing infrastructure.

Sudden Lane Changes

Sudden lane changes are unexpected maneuvers drivers make on multi-lane roads as drivers quickly make lane usage decisions, move into shorter lane queues, or avoid turning/slowing traffic. These are often maneuvers that lack sufficient indication. This behavior increases the risk of sideswipe or rear-end crashes, particularly in high-speed environments. Sudden lane changes often result from unclear signage, inconsistent markings, or inadequate lane designation for turning or through traffic.

Aggressive Driving

Aggressive driving is often a direct result of compounding risk factors on the roadway. High speeds, complex roadway designs, and

driver frustration can lead to behaviors such as tailgating, erratic lane changes, and risky passing maneuvers. As these risk factors accumulate, the likelihood of aggressive driving increases, creating a more dangerous environment for all road users, particularly for people walking and biking, inexperienced drivers, and older drivers.



Rural Roads and Intersections

Rural roads and intersections form an essential part of Will County's transportation network, providing connectivity between smaller communities, agricultural areas, and natural spaces. These roadways typically feature one lane in each direction without a median, reflecting their primary function as low-to-moderate volume routes that balance mobility and local access. Their design often prioritizes vehicular travel, with minimal additional infrastructure, which distinguishes them from the more heavily developed urban and suburban roadways. Rural roads and intersections are found throughout Will County, with the majority in the southeastern and southern portions of the county, primarily south of the I-80 corridor.

Speed limits on rural roads in Will County commonly range between 45 and 55 mph, reflecting the lower density of development and fewer conflict points at intersections, which allow for higher speeds. Shoulders, when present, may be paved or unpaved, and often provide a limited buffer for vehicles



and occasional use for emergencies or farm equipment. However, many rural roads lack these features, which can contribute to increased crash risk for roadway departures. Intersections are typically unsignalized, relying on stop or yield signs to manage traffic. However, higher-volume crossroads may include signals and/or turning lanes.

A notable characteristic of rural roads and intersections in Will County is the lack of dedicated infrastructure for people walking and biking. This absence reflects the auto-oriented nature of rural roadways and surrounding low-density development, where people walking and biking are somewhat uncommon. The lack of dedicated infrastructure means that drivers

and people walking and biking are expected to share the road. This also poses challenges for safety and accessibility, particularly in areas experiencing growth or recreational areas that attract people walking and biking.

Safety is a significant concern on rural roads and intersections, as their design and setting often contribute to unique risk factors. **High speeds, narrow lanes, sharp curves, slow-moving and oversized farm equipment, and limited sight distances can increase the likelihood of crashes,** including roadway departure and head-on crashes. Inadequate signage, insufficient lighting, or drivers misjudging gaps in oncoming traffic can create conflicts at intersections. Wildlife crossings also pose a hazard, especially

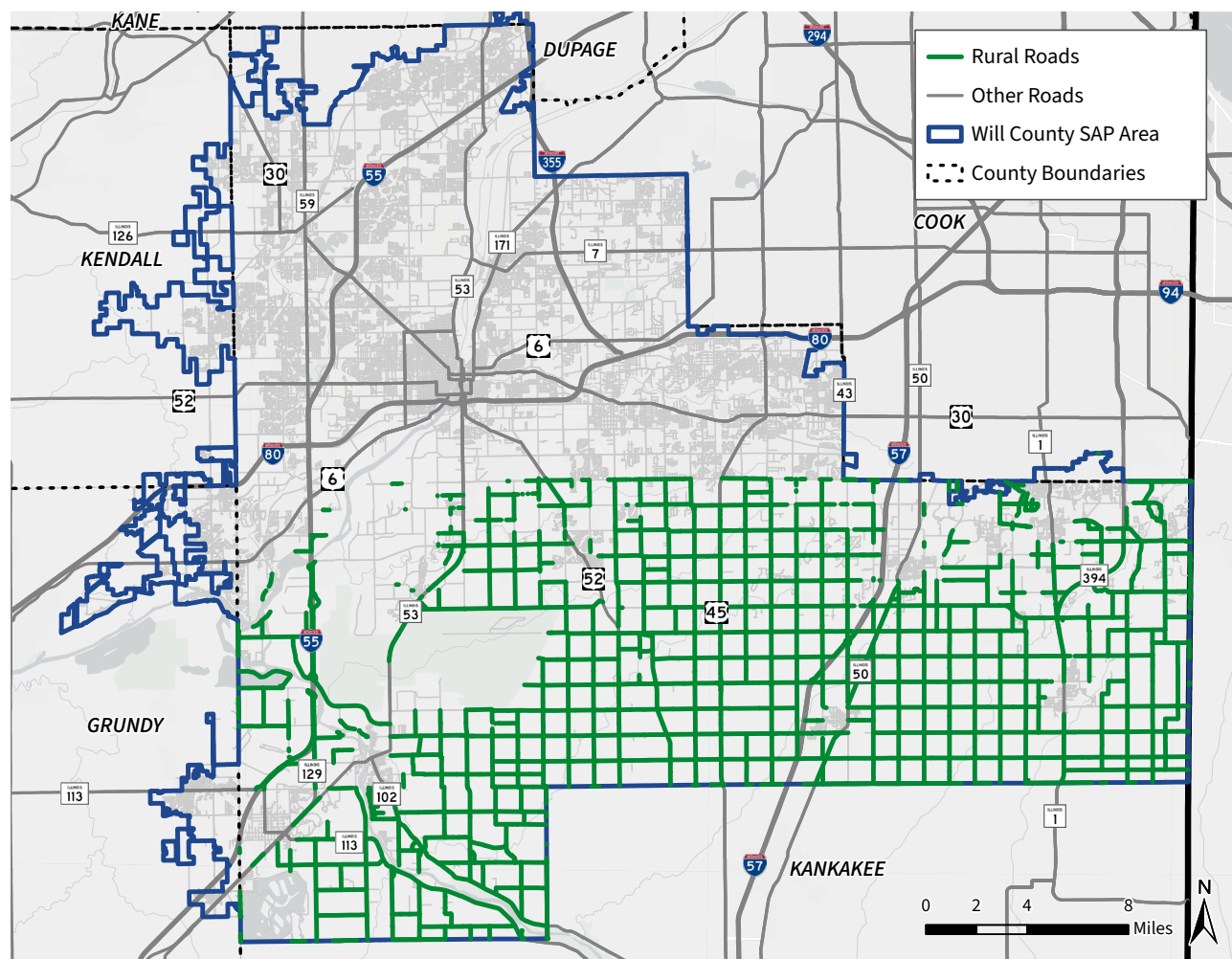


Figure 34: Map of Rural Roads and Intersections in Will County

during dawn and dusk hours. To address these risks, common countermeasures include the installation of rumble strips, enhanced signage, and improved road markings to increase driver awareness. For intersections, safety can be improved through upgrades such as flashing beacons, advance warning systems, or the conversion of traditional intersections into roundabouts.

In Will County, rural roads are closely tied to the region's agricultural and rural character, supporting farming operations, small businesses, and access to natural

areas. Balancing the preservation of this character with the need for safety and efficiency remains a key planning challenge. Future efforts may involve integrating context-sensitive solutions, such as low-cost safety enhancements and selective improvements for non-motorized users, particularly in areas transitioning from rural to suburban contexts. Additionally, initiatives to educate drivers about rural road safety and enforce speed limits can play a crucial role in reducing crash risks while maintaining the vital function these roads serve in the county.

Risk Factors of Rural Roads and Intersections

High Speeds

Rural roads and intersections often have high speed limits that drivers tend to exceed, which reduces driver reaction time and increases the crash risk and severity. Due to speeding, drivers might also have a difficult time judging gaps in traffic when making lane changes or attempting to pass slower vehicles, sometimes using the oncoming lane. Higher speeds put all road users at risk, especially vulnerable road users, such as pedestrians and cyclists, who are often not anticipated users of rural roads and intersections.

Limited Visibility on Curves and Hills and When Crops Are in Season

Sharp curves and blind hills are common on rural roads and intersections. These often obstruct sightlines, which makes it difficult to anticipate oncoming traffic, including oversized slow moving farm equipment or other hazards. Limited visibility increases the risk of head-on crashes, particularly when drivers attempt to pass slower vehicles in the oncoming lane. Poor signage or inadequate warning systems further increase this crash risk.

Narrow or Non-Existent Shoulders

Many rural roads and intersections lack adequate shoulders or lack shoulders entirely. This forces drivers, bicyclists, and operators of farm equipment to operate close to the edge of the pavement, which can lead to roadway departure – especially in adverse weather conditions. In the event of an unforeseen hazard or emergency,

this leaves little to no space for road users to maneuver or pull over, heightening crash risk. Narrow or non-existent shoulders also limit the ability to enforce speed limits as there is no safe space to pull over.

Conflicts with Animals and Wildlife

Rural roads frequently pass through open areas, increasing the risk of unexpected wildlife crossings. Along high-speed rural roads, these crashes can be severe, endangering vehicle occupants and causing significant vehicle damage. Drivers may also swerve to avoid animals, leading to roadway departure crashes.

Roadway Departure Crashes

Roadway departure crashes are common on rural roads and intersections due to factors such as speeding, sharp curves, and inattentive driving. When vehicles leave the roadway, they often collide with trees, ditches, culverts, or other fixed objects, frequently resulting in severe injuries or fatalities. Additionally, steep side slopes along roads not only exacerbate the severity of roadway departures but also increase the risk of rollover crashes, which are inherently more dangerous to vehicle occupants.

Limited Lighting

Limited lighting reduces visibility for road users, particularly during nighttime or adverse weather conditions. Without adequate lighting, it becomes more difficult to see hazards such as wildlife, unexpected obstacles, or other vehicles, increasing the likelihood of crashes. Rural roads and intersections often have higher speed limits and fewer visual cues, such as signage, clear

pavement markings, and clear delineation of curves or intersections. **This lack of visual guidance can make it harder for drivers to anticipate changes in the roadway or the presence of other road users, particularly in low-visibility conditions.** When combined with insufficient lighting, these challenges are further compounded, as poor lighting hinders drivers' ability to judge distances accurately and react promptly to potential risks, increasing the likelihood of crashes.

Increased Emergency Response Time

Increased emergency response time impacts the survival and recovery outcomes of crash victims. Rural areas often have fewer emergency services and greater distances between incidents and medical facilities, which can extend the time it takes for first responders to arrive and provide medical transport. Additionally, rural roads may be harder to navigate due to poor signage, unpaved surfaces, or remote locations, further slowing response efforts.

Inadequate Active Transportation Infrastructure

People walking, biking, and using transit are typically not anticipated users of rural roads and intersections, as the road design is primarily oriented towards moving vehicles along long stretches of road. As a result, there is often no dedicated infrastructure for people walking or biking, creating inaccessible or unsafe conditions for anyone outside of a vehicle.



Roads Near Schools or Senior Living Facilities

Roads near schools – including preschools, elementary schools, middle schools, high schools, and colleges – or senior facilities are typically two-lane roadways, with one lane traveling in each direction. Near schools, school zone signage is prominently displayed. Other features that may be included on these roadways include loading/unloading zones and turn lanes. The standard widths of the lanes typically range from 10 to 12 feet, with a varying shoulder width depending on the area where it is located. Schools often have designated areas or lanes designed for dropping off or picking up students. It is also common for schools to have separate bus zones where buses are able to pick up and drop off students safely. In Will County, roads near schools or senior facilities are concentrated in and around urban areas, especially the Joliet area.

While this specific typology - and the text that follows - is more focused around schools and senior living facilities, the roadway characteristics and risk factors listed for this typology are also typical for roadways near other sensitive land uses where there are often higher levels of pedestrian activity. This would include Metra stations, transit hubs, public parks, and universities. **For purposes of this SAP, any risk factors or countermeasures that are included for Roads Near Schools and Senior Living**

Facilities can also be appropriately applied to roadways near Metra stations, transit hubs, public parks, and universities.

School zone speed limits are often 15 to 25 mph during school hours or when there are students present. These reduced speeds help create a safer environment for people walking and biking. The speed limits may increase outside of school hours, so to reinforce compliance during the reduced speed limit times, school zone signs and flashing lights are placed in visible locations to alert drivers of students and the reduced speed limits. Speed limits are not usually reduced near senior facilities.

The type of pedestrian and bicycle infrastructure surrounding schools or senior facilities varies significantly depending on the location. In suburban areas, schools or senior facilities are often surrounded by institutional or residential land uses and may include features like marked crosswalks near entrances and sidewalks on both sides of the street.

However, bicycling infrastructure is generally absent even in these suburban areas. In rural areas, schools or senior facilities are often surrounded by agricultural land, with limited or no pedestrian and bicycling infrastructure. These areas typically lack proper lighting until directly adjacent to the school. The disparities between suburban and rural contexts highlight the need for tailored solutions to address the distinct challenges in each setting.

Roads near schools or senior facilities face several safety challenges, including speeding, lack of adequate lighting, traffic congestion during arrival and dismissal times, inexperienced drivers, distracted or slow-moving pedestrians, and the presence of multiple modes of transportation. Obstructions such as parked vehicles, overgrown vegetation, or poorly placed signage can further reduce visibility and increase risks. Addressing these safety challenges requires a nuanced understanding of each location and its specific conditions to ensure all road users can navigate the area safely.



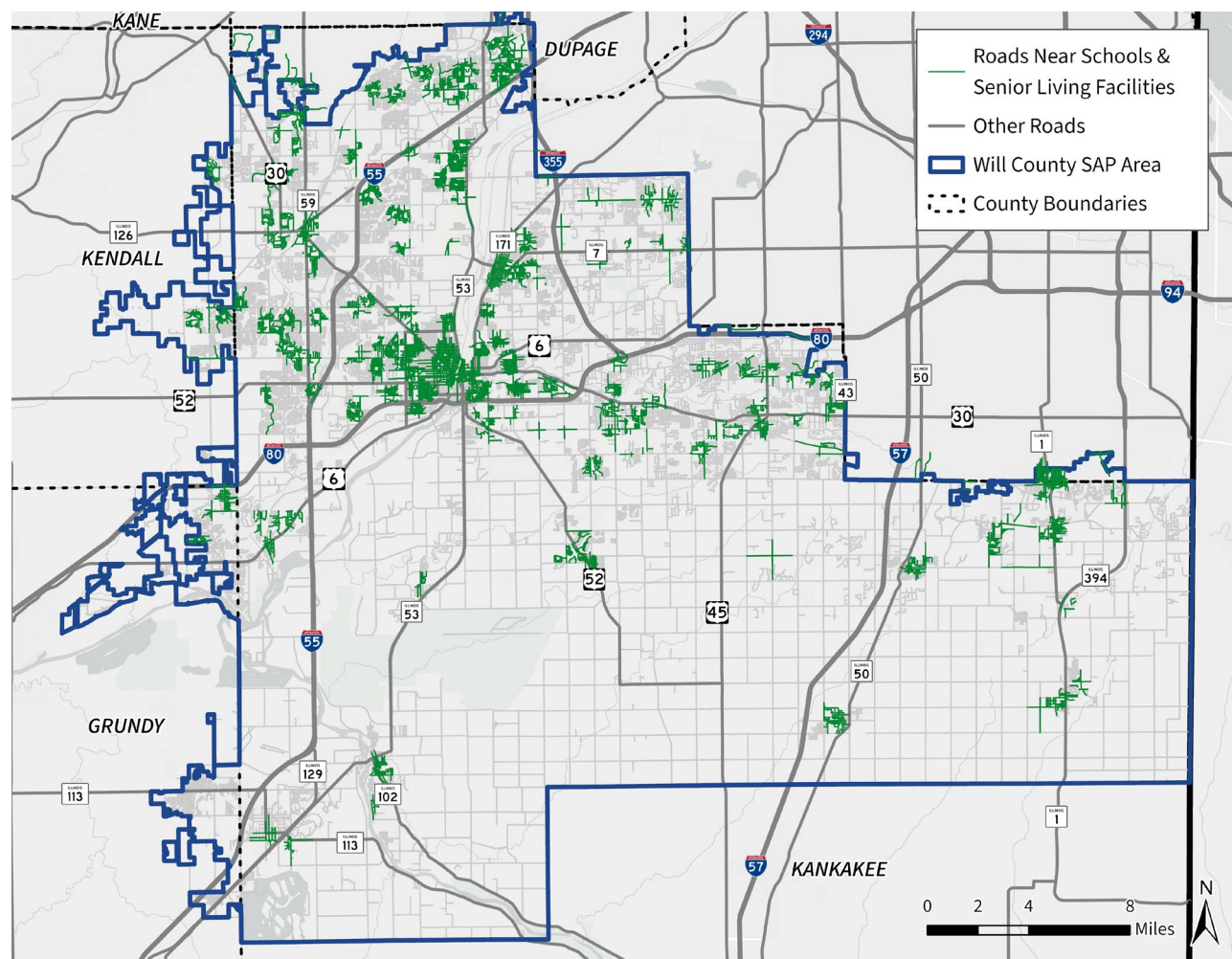


Figure 35: Map of Roads Near Schools or Senior Facilities in Will County

Risk Factors of Roads Near Schools and Senior Living Facilities

Land Use

In Will County and similar types of growing counties, schools and senior facilities are often developed on farmland away from other development due to the higher cost of developed property and the large amount of land needed for the facilities. This places the facilities away from residential areas, causing driving to be the only convenient option to access the facilities. This creates more traffic

and an unsafe walking and biking environment for vulnerable road users such as older adults and students.

Unsafe Crossings

Some schools and senior facilities do not have adequately designed pedestrian crossings. The lack of safe crossings puts students and their families at risk when walking to and from school. Near senior facilities, older residents are put at risk when trying to navigate their community without the use of a car or vehicle-based mobility service.

Existing crosswalks may be located too far from schools or senior facilities or other key locations. They may be inadequately marked, leading to unsafe crossings at unmarked locations. Other inadequate traffic calming measures, such as missing signage or speed humps, which are used to slow drivers down, often lead to drivers failing to yield to pedestrians, especially during busy times, such as during school drop off and pick up. Additionally, pedestrian refuge islands or proper pedestrian signals might be absent outside of senior facilities, where older residents might need more time when crossing the street. Without the proper crossing measures in place, students, older residents, and their families are forced to travel through complex traffic patterns, increasing their risk of being involved in a crash.

Insufficient Active Transportation Infrastructure

Roadways near schools or senior facilities typically lack the necessary infrastructure in rural areas for people walking, rolling, and biking, discouraging people from using more sustainable, healthier modes of transportation. Sidewalks may be poorly maintained, too narrow, not protected enough from high-speed traffic, inaccessible for older residents, or might not be present at all. The lack of proper or safe sidewalk facilities forces older residents and students to walk dangerously close to traffic. Without proper ADA-accessible sidewalks, older residents might not be able to travel safely throughout their community at their leisure. If bike lanes are present, they are typically unprotected or do not adequately connect riders to residential neighborhoods,

making biking a less appealing option. While suburban schools and senior facilities typically have better pedestrian and bicyclist infrastructure in the surrounding area, there can still be gaps in the network. The lack of safe infrastructure is a key factor for people choosing to use cars for commuting to school or running errands, something that might not be an option for older adults who may not drive anymore.

Driver Behavior and Non-Compliance

Driver behavior and non-compliance significantly contribute to safety concerns on roadways near sensitive areas. For example, near senior facilities, there may be a lack of signage alerting drivers to the presence of older residents walking or biking, who often have slower reflexes and may move at a slower pace. Speeding is a major concern in these areas, as it poses a heightened risk to older residents, who may require more time to navigate roadways and are more vulnerable to the physical impact of a fast-moving vehicle. Senior facilities typically do not have the same reduced speed limits as a school, putting older residents at risk of higher speeds. Additionally, due to a decrease in vision and reflexes, older adults who drive might be putting other road users at risk.

Near schools, drivers are often distracted by other vehicles, mobile devices, the activity of students outside the car, and people walking or biking nearby, increasing the risk of crashes. One such recurring problem is the non-compliance with school zone traffic rules, such as ignoring crossing guards, the school zone speed limit, or stop signs. Unique arrival and

dismissal processes near schools result in drivers having to make stops more frequently, accelerate abruptly, and, at times, make sharp turns. Navigating these challenges during an oftentimes stressful arrival and dismissal process can result in unsafe driving behaviors, including illegal U-turns and double parking, which disrupt the traffic flow and create hazards for people walking and biking and other drivers.

Traffic Congestion

Arrival and dismissal times often lead to significant traffic congestion for short periods of time near schools, potentially creating stressful and risky traffic conditions. Buses, student drivers, students, staff, and parents all converge in a small, designated location. Poor driver behavior and non-compliance with traffic laws often leads to unsafe lane changes, blocked crosswalks, and double parking. Because of the higher traffic volumes and congestion, people walking and biking are forced to navigate an environment that is difficult to travel through safely, especially with drivers making unsafe or illegal maneuvers to avoid getting stuck in traffic queues. This creates additional risk, particularly for younger students who are often less aware of their surroundings and are less visible to drivers due to their smaller size.

Inadequate Drop-Off/Pick-Up Zones and Waiting Areas

Congestion near schools often stems from insufficient or poorly designed drop-off and pick-up zones. These issues can lead to drivers

blocking driveways, stopping in no-parking areas, or double parking, which increases the risk of crashes. When these zones are poorly planned or missing, students may be forced to enter or exit vehicles unsafely in the middle of traffic. Similarly, outside senior facilities, older residents may have to wait in unsafe locations for public transit or community shuttles. These waiting areas are often near busy roadways, putting their safety at risk. Additionally, they may lack adequate shelter or seating, leaving older residents exposed to harsh weather conditions while they wait for transportation.

Lack of Sufficient Lighting

Adequate lighting might also be lacking near schools or senior facilities, especially in rural communities. Due to typically having lower vision, older residents rely on proper lighting to help them navigate throughout the community. Being able to see oncoming traffic and where to safely cross is crucial to the safety of older residents. Additionally, without proper lighting, drivers have trouble seeing pedestrians of all ages, increasing the risk of traffic crashes.

Multiple Modes

Roads near schools or senior facilities face unique challenges because of the multiple modes of transportation present. There are pedestrians, bicycles, scooters, mobility devices, buses, cars, and more. This can pose a unique challenge for students and older adults to navigate due to inexperience and/or slower reaction times. The different transportation modes that older residents and students use must be considered to address safety needs for

all road users. Safer roadways near schools and senior facilities help younger and older residents safely enjoy all of the benefits their communities have to offer.



Roads with High Heavy Vehicle Traffic

Roads with high heavy vehicle traffic are vital to Will County's economic infrastructure, supporting North America's largest inland port and the many manufacturing and distribution centers in the county. Heavy vehicles include buses with capacity for up to 15 passengers, buses with capacity over 15 passengers, single-unit trucks, tractors with a semitrailer, or tractors without a semitrailer. Roads designed to accommodate the heavy vehicles and freight traffic typical of industrial operations provide connections between manufacturing facilities, warehouses, and regional transportation hubs. **Their design must balance the needs of heavy vehicles with the safety and accessibility for other road users.** These roads are located throughout Will County, primarily along state routes.

According to road data provided by IDOT, the speed limits on roadways with heavy vehicle traffic in Will County generally range from 35 to 45 mph, reflecting the dual need to facilitate efficient freight movement while maintaining safe operating conditions within industrial zones. These roads often feature wider lane widths, typically spanning approximately 12 feet, to accommodate the dimensions of heavy vehicles. Shoulders may be present but are designed for vehicle use rather than for people walking or

biking. In emergencies, these shoulders may not provide a safe refuge for vulnerable road users. Additionally, industrial roadways often include dedicated turn lanes or acceleration/deceleration lanes to manage high traffic volumes at access points. Still, these features can complicate emergency responses or create hazards for people walking or biking in the area.

Due to their size and weight, heavy vehicles have large blind spots that can prevent them from seeing people walking and biking. They also are more likely to cause death and serious injury upon impact. Operators of heavy vehicles must be expected to take extreme caution, especially in urban areas and when making turning movements. Due to these factors, roads with high heavy vehicle traffic should have separated or protected facilities for people walking and biking.

Land use patterns in Will County's industrial areas are defined by large tracts of land occupied by manufacturing plants, distribution centers, and related facilities. These zones often have limited direct access points, with intersections positioned to facilitate the smooth flow of heavy vehicles entering and exiting industrial properties.

Safety is a key concern on roads with high heavy vehicle traffic, given the unique challenges posed by the mix of heavy vehicles, passenger cars, and vulnerable users. Intersections in these areas are often sizeable and can be complex, with multiple turning movements and high heavy vehicle traffic increasing the potential for crashes. Addressing these safety challenges may involve installing high-visibility signage and lighting to guide both

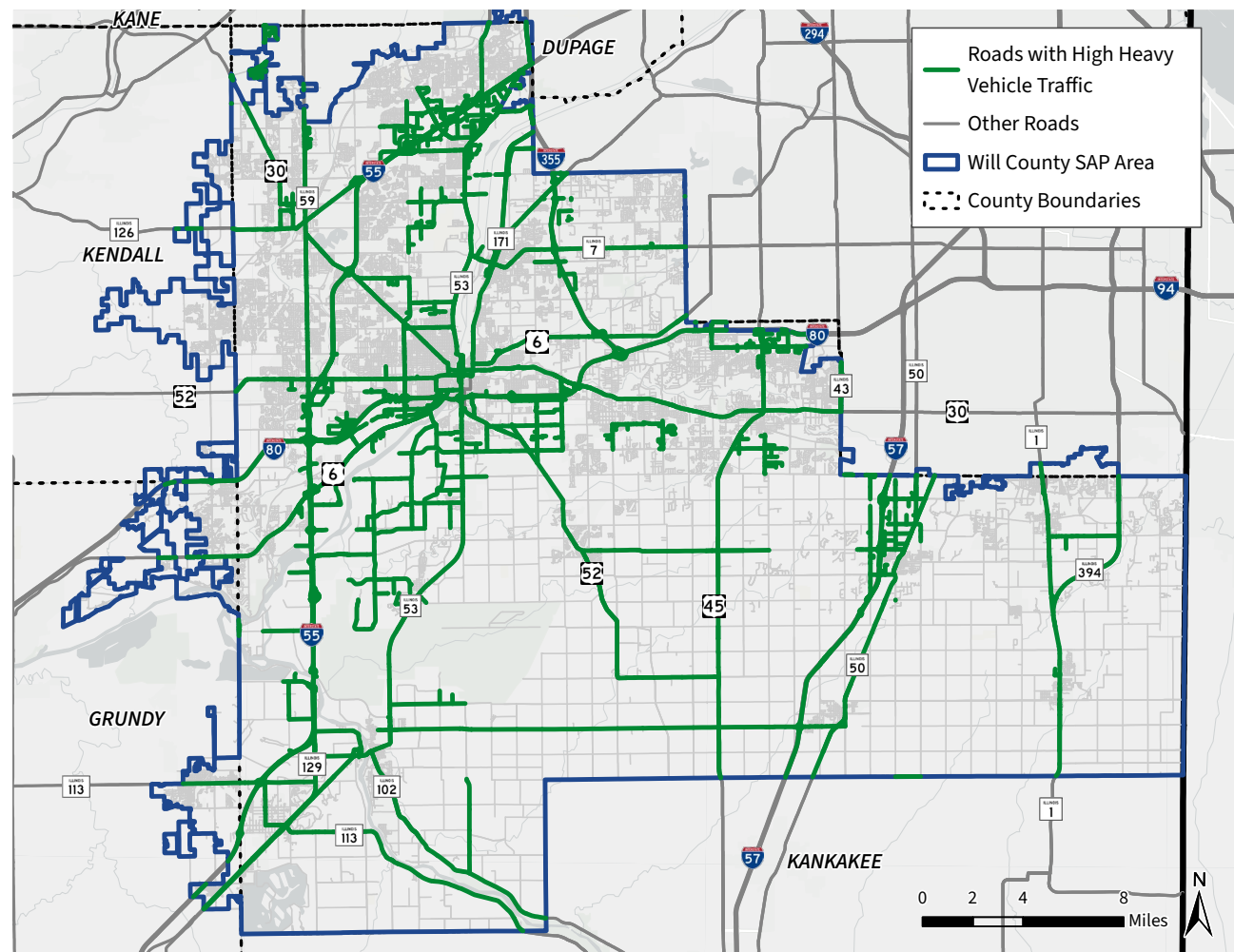


Figure 36: Map of Roads with High Heavy Vehicle Traffic in Will County

heavy vehicle and passenger vehicle movements. Additionally, providing pedestrian and bicycle facilities can improve safety by creating separation between heavy vehicles and vulnerable road users.

Risk Factors of Roads with High Heavy Vehicle Traffic

Heavy Vehicles

Will County is home to the largest inland port in North America (the CenterPoint Intermodal Center in Elwood), with a high composition of industrial land use. Industrial areas house a high volume of heavy vehicles, like semi-trucks, and these vehicles must also use dedicated truck routes to travel throughout the county. **Heavy vehicles require more space, longer starting and stopping distances, and more room to maneuver, and have large blind spots, all of which increase crash risk and potential congestion.** Additionally, due to the size and weight of heavy vehicles, crashes they are involved in can be more severe.

Lack of Visibility

Large industrial buildings and heavy vehicles may decrease sightlines, providing poor visibility which increases the likelihood of crashes. Inadequate visibility can also make it difficult for drivers to anticipate movements of the road users around them, further decreasing safety.

Inadequate Active Transportation Infrastructure

Industrial areas are primarily designed to accommodate heavy vehicle traffic, often neglecting the needs of people walking, biking, or

taking transit. Truck routes are often designed to accommodate larger vehicles, sometimes at the expense of space for vulnerable road users. This focus results in inadequate active transportation infrastructure, leaving these users to seek less direct routes, share the road with heavy vehicles, navigate off-street paths, or utilize unprotected sidewalks and crossings, which significantly increases the risk of crashes. Furthermore, the lack of infrastructure limits mobility options for workers in industrial areas who rely on active transportation or transit.

Lack of Safe Crossings

Additionally, the absence of safe crossings exacerbates the safety challenges for people walking and biking. With few or no designated crossings, these users are forced to cross sporadically, often at unmarked or unsafe locations. Drivers in industrial areas or on truck routes, primarily focused on heavy vehicle movement, may not expect or adequately watch for people walking or biking, further diminishing safety and increasing the likelihood of collisions.

Poor Lighting

Limited lighting reduces visibility for road users, particularly during nighttime or adverse weather conditions. Without adequate lighting, it becomes more difficult to see unexpected obstacles or other vehicles, increasing the likelihood of crashes. Industrial areas often have higher speed limits and fewer visual cues, which compounds the danger when lighting is insufficient. Additionally, the lack of lighting can hinder the ability of drivers to judge distances and react to potential risks in time.

Hazardous Material

Hazardous materials are transported through Will County, often in heavy vehicles, which could have severe environmental and public health consequences in the event of a crash. Crashes, spills, or leaks involving such materials can lead to fires, explosions, and/or contamination of air, soil, and water. Additionally, the complexity of responding to hazardous material crashes requires specialized training and resources, which can delay mitigation efforts.



Residential Collector Streets

Residential collectors are roadways that connect local roads to arterial roads. Collectors balance several different needs, including access for multiple modes, throughput, and parking. Residential collectors commonly consist of one travel lane in each direction with parking allowed on one side or both sides. Roadway widths typically range from 32 to 38 feet and are designed for moderate volumes of traffic. **These roadways often serve important routes that traverse residential areas, providing people access from their residence to different community destinations, such as schools, work, parks, and community centers.** Residential collectors prioritize local connectivity over high-speed mobility. Because of this, these roads are important to consider and not overlook when improving transportation functionality and safety. Residential collector streets are found throughout Will County, with the majority

located towards the northern suburban areas of the county.

Speed limits on residential collectors typically range from 25 to 35 mph; however, speeding is prevalent on these types of roadways. They often do not have traffic signals and frequently rely on stop signs or yield signs at intersections. Active transportation infrastructure is usually present, most commonly including sidewalks and crosswalks. Still, overall connectivity of walking and biking networks might be inconsistent with a lack of dedicated bike lanes, sidewalk gaps, and missing crosswalks and other proper intersection infrastructure.

Lighting is a critical safety measure for residential collectors. However, lighting is often insufficient reducing visibility near parks, schools, and other high-pedestrian-traffic areas. Additional safety challenges that exist along some residential collector streets include the absence or narrowness of shoulders, high driveway density, reduced visibility and conflicts due to on-street parking, cut-through traffic, and congestion from schools and other major trip generators. Addressing these issues is essential to enhance safety and functionality for all users of residential collectors.

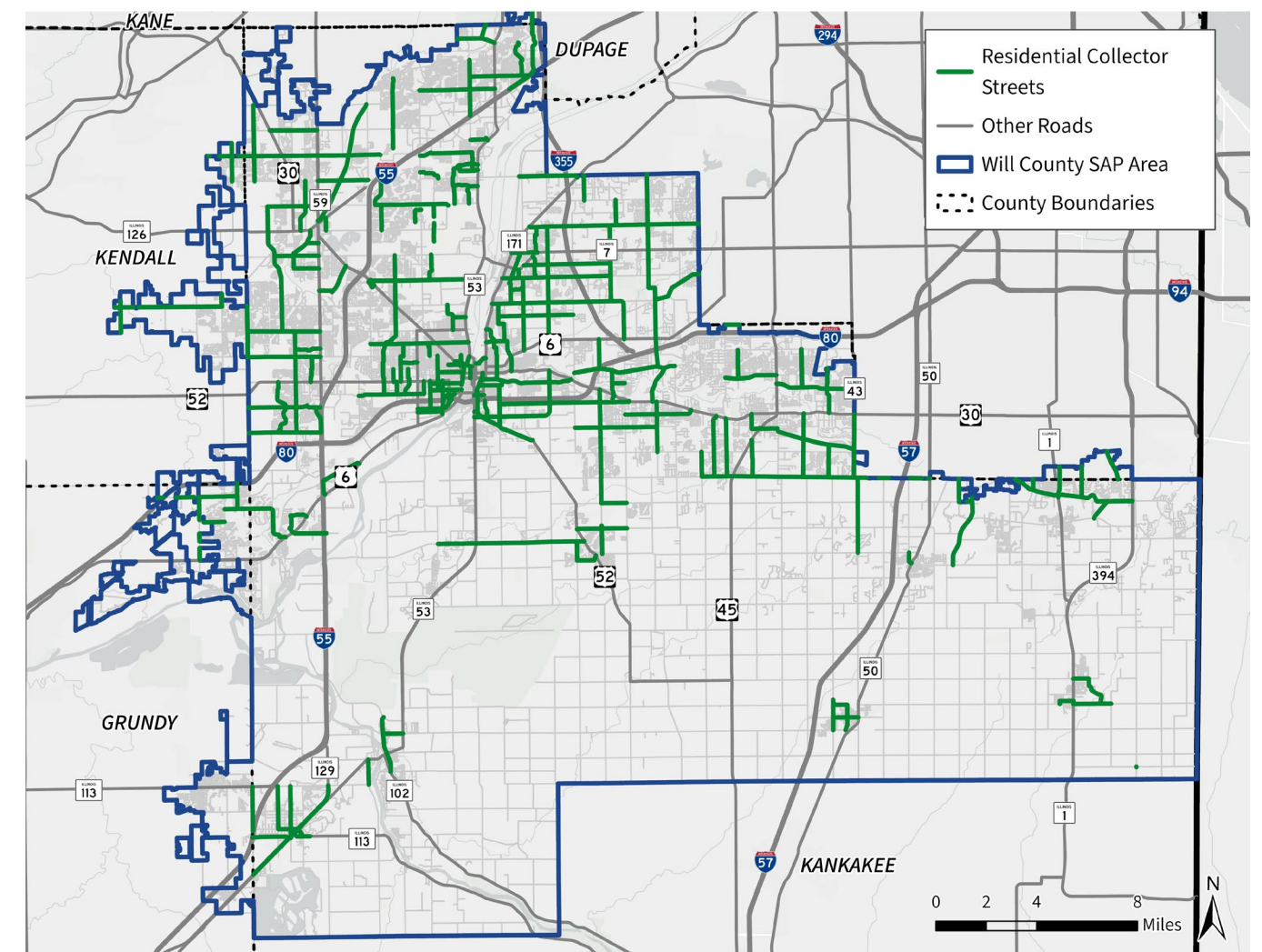


Figure 37: Map of Residential Collector Streets in Will County

Risk Factors of Residential Collector Streets

High Driveway Density

Due to the residential nature of development along many residential collectors, these roadways are likely to have a more frequent presence of driveways. This increases the likelihood of conflicts between drivers, people walking, people biking, and young children due to limited visibility when a driver is entering or exiting a driveway.

Inconsistent Active Transportation Infrastructure

Residential collectors often lack safe crossings and consistent active transportation infrastructure, creating hazardous conditions for people walking or biking. Inadequately marked or unsignalized intersections contribute to unsafe driving behaviors or operator mistakes, such as drivers failing to yield, overlooking people walking or biking, or misjudging traffic gaps. Additionally, some residential collectors lack adequate biking infrastructure or continuous sidewalks, forcing people biking to share the road with vehicles without separation or protection, and people walking to walk on uneven, inaccessible paths or directly on the roadway. These safety concerns are further exacerbated during peak travel times due to higher volumes of fast-moving vehicles.

High Speeds

Speeding is an ongoing issue for residential collector streets. Oftentimes, drivers on these

roads exceed the posted speed limit, creating an unsafe environment for other road users, especially vulnerable road users.

Cut-Through Traffic

Due to congestion on larger nearby roads, drivers often use residential collectors as a cut-through to avoid the larger congested roadways. This cut-through traffic often results in higher speeds and increased traffic volumes on residential collectors than they were designed for, creating unsafe conditions for residents and other road users.

School Zone Congestion

When residential collectors are located near schools, they often experience an increase in traffic volumes, especially during arrival and dismissal hours. The high volume of automobiles, buses, and people walking and biking, creates congestion and unpredictable traffic patterns, heightening safety concerns and increasing the risk of traffic crashes.

More details on specific safety issues and challenges around school zones is detailed in the prior “Roads Near Schools or Senior Living Facilities” section.

Countermeasure Toolbox

The Countermeasure Toolbox outlines the various safety interventions proposed in the plan, organizing them by the type of crash or conflict each countermeasure most effectively addresses. Estimated implementation cost and effectiveness are also denoted for each countermeasure.



The Countermeasure Toolbox serves as a practical resource to guide Will County, municipalities, townships, and state and regional agencies in selecting and implementing effective safety countermeasures tailored to the unique characteristics of a roadway. Its primary purpose is to provide a curated list of proven interventions categorized by crash types and settings, enabling stakeholders to address specific safety challenges systematically. By organizing countermeasures based on their crash type or conflict, estimated implementation cost, effectiveness, and relevant road type, the toolbox ensures that decision-makers can identify feasible and impactful solutions to improve roadway safety for all users.

Each countermeasure is supported by data and research, offering evidence-based options for achieving measurable safety improvements.

Whether addressing pedestrian conflicts, speeding-related crashes, or roadway departures, the toolbox equips planners and engineers with actionable solutions that align with both local and countywide priorities. Additionally, its structured approach fosters consistency and collaboration among agencies, ensuring resources are directed toward the most effective countermeasures.

The toolbox is also designed to promote accessibility by highlighting solutions that address the needs of vulnerable road users, such as pedestrians, cyclists, and individuals with disabilities. Moreover, the inclusion of relative cost categories empowers communities with limited budgets to implement impactful measures, ensuring that all jurisdictions can contribute to the shared vision of safer roads in Will County.

Cost & Effectiveness

The relative cost category in the Countermeasure Toolbox is designed to provide clarity on the range of financial investment required for each intervention, helping stakeholders prioritize projects within their budgets. Interventions categorized as Low Cost are those that could be completed by an in-house maintenance crew, such as installing signage, pavement markings, or signal timing adjustments. These measures are quick to deploy and ideal for addressing immediate safety concerns or complementing larger projects. Moderate Cost interventions typically involve purchasing new equipment or implementing moderate construction improvements, such as installing Rectangular Rapid Flashing Beacons (RRFBs) or adding pedestrian refuge islands, which offer significant safety benefits without requiring extensive design or construction. High Cost interventions include infrastructure-intensive projects like roundabouts, shared use trails, or grade separated bridges, which deliver transformative safety improvements but require careful planning, permitting, and design, as well as larger capital investments.

Effectiveness is categorized into Low, Moderate, and High to reflect the proven impact of each countermeasure on reducing crashes, fatalities, and injuries. Low Effectiveness measures, such as speed humps or parking restrictions near crosswalks, often yield incremental safety improvements, but

are important methods of quickly improving safety for all users. Low Effectiveness measures also serve other purposes beyond just safety such as speed reduction, driver compliance, and an overall improved perception of safety. Moderate Effectiveness measures, like dynamic speed feedback signs or guardrails, address specific crash types or risk factors, often requiring strategic placement to maximize their impact. High Effectiveness measures, such as roundabouts or pedestrian hybrid beacons, consistently achieve significant reductions in crashes, particularly in high-risk settings. If “No data available” is included for a countermeasure under the Relative Effectiveness column, this means that there is no empirical data that points to how effective the countermeasure is.

By pairing cost and effectiveness categories, the toolbox enables stakeholders to make informed decisions about the most impactful and feasible safety interventions for their communities. As an example, Protected Left-Turn Phases, High-Visibility Crosswalks, and Leading Pedestrian Intervals (LPI) all offer low relative cost and high relative effectiveness making these options attractive for quick implementation.



Resource Guidance

These recommendations were informed by national design guidance and best practices, including resources from the Federal Highway Administration (FHWA), National Association of City Transportation Officials (NACTO), and the American Association of State Highway and Transportation Officials (AASHTO). The strategies draw from evidence-based research and case studies outlined in documents such as the FHWA’s Safe System Approach and NACTO’s Urban Street Design Guide. Additionally, input from local and regional stakeholders, combined with insights from tactical urbanism initiatives nationwide, ensures that these countermeasures are both effective and adaptable to Will County’s unique safety challenges.



Table 18: Countermeasures Toolbox

The following are potential countermeasures for **all typologies mentioned**, tailored to address their unique safety challenges.

CRASH TYPE/ CONFLICT	COUNTERMEASURE	RELATIVE COST OF IMPLEMENTATION	RELATIVE EFFECTIVENESS	APPROPRIATE ROAD TYPES	DESCRIPTION
Intersection Crashes 	Roundabouts	High	High		Makes all drivers stop or yield when approaching an intersection. Slows speeds through intersection, decreasing risk of serious injury crashes.
	Dedicated, Longer Turn Lanes	High	High		Dedicates extended lanes for turning vehicles to reduce conflicts with through traffic and prevent rear-end collisions.
	Restricted Left Turn Intersections	High	High		Simplifies decision-making and reduces conflict points. Includes right-in-right-outs, restricted crossing U-turns, and median U-turns.
	Protected Left-Turn Phases	Low	High		Designates a signal phase for left turns with a green arrow, preventing conflicts with oncoming vehicles.
	Flashing Yellow Arrows	Moderate	Moderate		Improves driver awareness of their need to yield when turning, reducing left-turn crashes.
	All-Way Stop	Low	Low		Makes all drivers stop when approaching an intersection.
	Improved Lighting	Moderate	High		Increases visibility at intersections and/or crossings.
	Signal Timing Adjustments	Low	Moderate		Adjusts signals to manage queuing during peak hours and reduce spillback.
	Access Management	Moderate	High		Consolidates driveways or moves driveways to side streets to reduce conflict points on main route.
	Enhanced Pavement Markings	Low	Moderate		Adds "STOP AHEAD" pavement markings to provide additional advance warning. Uses high-visibility stop bars to clearly indicate where vehicles drivers should stop.
	Reduced Turn Radius	Moderate	Moderate		Reduces turning radii to encourage slower turning movements for vehicles.
	Sight Distance Improvement Program	Low	Moderate		Creates a program to mow tall grasses, remove tall crops or obstructions within a turning vehicles view.
	Positive Offset Left Turn Lanes	Moderate	Moderate		Creates an offset in the opposing left turn lanes as a way to increase visibility of oncoming traffic for drivers turning left.
Pedestrian Conflicts 	No Right Turn on Red	Low	Low		Prohibits right turning movements at red lights as a way to reduces conflicts with crossing pedestrians at signalized intersections.
	High-Visibility Crosswalks	Low	High		Enhances visibility of crossings in high-traffic areas to clearly communicate the need to be aware of pedestrians crossing.
	Pedestrian Countdown Timers	Moderate	Low		Provides clear countdown of remaining time for pedestrians to use a crossing.
	Leading Pedestrian Intervals (LPI)	Low	High		Provides pedestrians a head start when crossing at intersections to improve visibility of pedestrians and minimize conflicts with vehicles.
	Accessible Pedestrian Signals (APS)	Moderate	Low		Assists pedestrians with visual or hearing impairments by providing auditory, tactile, and visual information about the WALK and DON'T WALK intervals.
	Rectangular Rapid Flashing Beacons	Moderate	High		Pedestrian-activated flashing light crossing signage to alert drivers of active pedestrian crossings.
	Pedestrian Hybrid Beacons (HAWK)	Moderate	High		Pedestrian-activated signals used to stop traffic temporarily for safe crossings.
	Grade Separated Pedestrian Bridges or Underpasses	High	High		Provides a separated crossing for pedestrians and bicyclists over or under high-traffic roads or railroads.

Road Types

Multi-Lane Urban/Suburban Streets

Rural Roads and Intersections

Roads Near Schools or Senior Facilities

Roadways with High Heavy Vehicle Traffic

Residential Collector Streets

CRASH TYPE/ CONFLICT	COUNTERMEASURE	RELATIVE COST OF IMPLEMENTATION	RELATIVE EFFECTIVENESS	APPROPRIATE ROAD TYPES	DESCRIPTION
Pedestrian Conflicts (continued) 	Medians and Pedestrian Refuge Islands	Moderate	High	    	Provides a refuge space for pedestrians and bicyclists in the middle of a crossing, typically along high-traffic multilane roads.
	Curb Extensions (Painted or Concrete)	Low-Moderate	Moderate	   	Extends the curb to narrow the roadway and/or lane width, encouraging slower speeds, enhancing visibility of (and for) pedestrians, and shortening the crossing distance.
	Sidewalks & Sidepaths (or Multi-Use Paths)	High	Moderate	    	Provides dedicated space for pedestrians and bicyclists, fully separated from vehicular traffic.
	Mid-Block Crossings	Moderate	Moderate	    	Provides additional crossing locations for pedestrians where there is a large gap in crossing locations, providing a more direct route and discouraging crossing at unmarked locations.
	Raised Crosswalks	Moderate	High	  	A crosswalk that also serves as a speed reduction device, providing dedicated crossing space for pedestrians while slowing speeds through the crossing.
	School Zone Signage	Low	Moderate	   	Alerts drivers of speed reductions and to expect increased pedestrian activity during school dropoff and pickup hours.
	Access Management	Moderate	High	    	Consolidates driveways or moves driveways to side streets to reduce conflict points on main route.
	Lower Speed Limits	Low	Moderate	    	A way to reduce speeds in areas with unique safety challenges due to a change in land use, an area with higher pedestrian activity, and/or a roadway geometry that requires reduced speeds (such as a sharp turn).
	Parking restrictions at corners	Low	Moderate	   	Removes obstructions blocking the view of oncoming traffic at intersections, improving safety for crossing pedestrians and vehicles.
	Open Streets events	Low	High	 	Events that close streets temporarily to vehicular traffic in order to create a larger area for pedestrians and other non-motorists.
	Designated Pedestrian Loading	Low	No Data Available	 	Creates designated spaces for pick up/drop off of pedestrians in areas of high pedestrian activity, such as schools or transit stations.
	Visible police presence	Low	No Data Available	 	Encourages safer driver behavior in areas at greater risk of crashes or speeding or which have greater levels of pedestrian activity.
	Managed School Loading	Low	No Data Available		Develops clear programs, policies, and procedures for student pick up/drop off.
	Extend Crossing Signal Time	Low	No Data Available	    	Longer WALK phase gives pedestrians sufficient time to cross an intersection.
	In-Street Pedestrian Crossing Signs	Low	Low	  	Brings greater attention to where pedestrians cross, communicating to drivers to be more alert.
Bicyclist Conflicts 	Sidepath (Multi-Use Path)	High	Moderate	    	Provides dedicated space for bicyclists separated from vehicular traffic.
	Separated, Buffered, or Protected Bikes Lanes	High	High	  	Creates dedicated bike lane space to separate bicyclists from vehicular traffic.
	Bicyclist Boxes	Low	Moderate	   	Provides a visible space for bicyclists to wait at intersections ahead of vehicle stop lines.
	Protected Intersections	High	High	   	Provides bicyclists with a separated, protected crossing facility at intersections, increasing visibility of bicyclists for turning drivers.
	Pop-Up Protected Bike Lanes	Low	Moderate	   	Creates dedicated, temporary bike lanes to separate and protect bicyclists from vehicular traffic. Allows for piloting and observation of traffic behavior before full implementation.
	Mid-Block Crossings	Moderate	Moderate	    	Provides additional crossing locations for bicyclists where there is a large gap in crossing locations, providing a more direct route and discouraging crossing at unmarked locations.
	Rectangular Rapid Flashing Beacons	Moderate	High	    	Pedestrian-activated flashing light crossing signage to alert drivers of active pedestrian crossings.
	Pedestrian Hybrid Beacons (HAWK)	Moderate	High	    	Pedestrian-activated signals used to stop traffic temporarily for safe crossings.

Road Types



Multi-Lane Urban/Suburban Streets



Rural Roads and Intersections



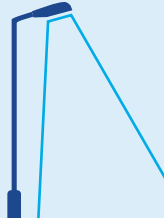
Roads Near Schools or Senior Facilities



Roadways with High Heavy Vehicle Traffic



Residential Collector Streets

CRASH TYPE/ CONFLICT	COUNTERMEASURE	RELATIVE COST OF IMPLEMENTATION	RELATIVE EFFECTIVENESS	APPROPRIATE ROAD TYPES	DESCRIPTION
Bicyclist Conflicts (continued) 	Access Management	Moderate	High	    	Consolidates driveways or moves driveways to side streets to reduce conflict points on main route.
	Lower Speed Limits	Low	Moderate	    	Minimizes speed disparity between drivers and bicyclists
	Dedicated Bicycle Signal and Phase	Moderate	Low	    	Adds a signal for bicyclists in complex intersections to eliminate conflicts with turning or through traffic. Increases bicyclist signal compliance
	Wayfinding	Low	No Data Available	    	Directs bicyclists to designated paths/trails/lanes to travel to desired destination.
	Grade Separated Bridges and Underpasses	High	High	    	Provides a separated crossing for pedestrians and bicyclists over or under high-traffic roads or railroads.
Speed-Related Crashes 	Pedestrian Hybrid Beacons (HAWK)	Moderate	High	    	Pedestrian-activated signals used to stop traffic temporarily for safe crossings.
	Dynamic Speed Feedback Signs	Low	Low	    	Provides immediate feedback on vehicular speed to drivers to encourage speed reduction.
	Road Diets	High	Moderate	  	Reallocates road space. Provides for dedicated spaces for multiple modes. Slows traffic through narrower or reduced thru lanes.
	Speed Humps and Speed Cushions	Low	Moderate	 	Slows down traffic in residential areas and near schools through vertical deflection.
	Chicanes	Moderate	Low		Creates curves in a roadway as a way to slow traffic speeds.
	Automated Speed Enforcement	Moderate	High	    	Records and sends citations to drivers exceeding the speed limit.
	Lower Speed Limits	Low	Moderate	    	Indicates to drivers the presence of a slower speed zone.
	Variable Speed Limits	Low	No Data Available	    	Dynamic signs which change the speed limit to adapt to changing roadway circumstances, including weather, visibility, congestion, time of day, etc.
	Reduced Lane Widths	Moderate	Moderate	    	Narrows travel lanes to 10' or 11' and parking lanes to 7' or 8' to slow traffic.
	Red-Light Cameras	Moderate	High	    	Records and sends citations to drivers running a red light.
	Widened Centerlines	Low	Moderate	  	Widens the space between the double yellow centerline markings to narrow travel lanes.
	Roundabouts	High	High	    	Makes all drivers stop or yield when approaching an intersection. Slows speeds through intersection, decreasing risk of serious injury crashes.
	Traffic Circles	Moderate	No Data Available	 	Small, raised islands in center of residential intersections to slow speeds and increase driver attentiveness.
	Intersection Painting and Murals	Low	Low	    	Introduces art into the streetscape as a visual way to slow speeds, especially at pedestrian crossings.
Visibility Issues 	Improved Lighting	Moderate	High	    	Allows for clear navigation and visibility of all road users.
	Enhanced Pavement Marking	Low	Moderate	    	Adds pavement marking on shoulders, centerlines, stop bars, advanced warning, and additional guidance
	Sight Distance Improvement Program	Low	Moderate	    	Creates a program to mow tall grasses, remove tall crops or obstructions within a turning vehicles view
	Larger Signs	Low	No Data Available	    	Increases sign sizes in areas of sign congestion, high speed limits, or non-compliance.
	Sign Backplates or Signal Backplates	Low	No Data Available	    	Adds retroreflective backplates on existing or new signs or signals for added visibility in low-light conditions.
	Advanced Warning Signs	Low	Moderate	    	Alerts drivers of an upcoming visibility issue.
	Transverse Rumble Strips	Moderate	No Data Available	    	Places rumble strips on the approach to an intersection or visibility issue to alert drivers
	Lower Speed Limits	Low	Moderate	    	Uses appropriate speed limits based on site conditions.

Road Types



Multi-Lane Urban/Suburban Streets



Rural Roads and Intersections



Roads Near Schools or Senior Facilities



Roadways with High Heavy Vehicle Traffic



Residential Collector Streets

CRASH TYPE/ CONFLICT	COUNTERMEASURE	RELATIVE COST OF IMPLEMENTATION	RELATIVE EFFECTIVENESS	APPROPRIATE ROAD TYPES	DESCRIPTION
Roadway Departure Crashes 	Dynamic Curve Signing	Low	Moderate	    	Enhances delineation and warning in advance of a curve in the roadway.
	Longitudinal Rumble Strips	Moderate	High	    	Alerts drivers through vibration and sound that their vehicle is crossing the shoulder or center line.
	Guardrails	Moderate	High	    	Shields drivers from unmovable objects or steep embankments.
	Safety Edge	Moderate	High	    	Slopes the edge of pavement to limit edge drop-offs and increase recoverability for vehicles.
	High Friction Surface Treatments	Moderate	High	    	Enhances friction and skid resistance for vehicles, leading to decreased roadway departure.
	Enhanced Clear Zones	Moderate	High	    	Removes obstacles and flattens embankment slopes along the roadway to increase recoverability.
	Paved Shoulders	Moderate	High	    	Widens shoulders to use for pedestrians, cyclists, and as potential recovery zones for vehicles.
	Wider Edge Lines	Low	Moderate	    	Uses thicker white shoulder striping to create a clear edge of lane.
Animal- Involved Crashes 	Wildlife Crossing Signs	Low	Low	    	Warns drivers of areas with frequent wildlife activity.
	Animal Fencing and Grade Separated Crossings	High	High	    	Uses fencing and overpasses/underpasses to guide wildlife safely across the roadway.
Railroad Grade Crossings 	Automatic Pedestrian Gates at Railroad Grade Crossings	High	High	    	Automatic gates prevent pedestrians from crossing the tracks when a train is approaching
	Four Quadrant Crossing Gates and Medians at Railroad Grade Crossings	High	High	    	Blocks road users from entering and exiting the grade crossing while activated by an approaching train
	Quick-Build Traffic Channelization Using Vertical Delineator Flexposts or Panels	Low	High	    	Prevents motorists from maneuvering around traffic gates while activated
	Enhanced or Retroreflective Railroad Grade Crossing Advance Warning Pavement Markings	Low	Moderate	    	Retroreflective white markings used to alert drivers to the presence of a railroad crossing.
	Variable Message Signs (VMS) at Railroad Grade Crossings	High	Moderate	    	Used to provide drivers with dynamic, real-time information about train activity, including warning drivers of an approaching train, providing alternate routes, or communicating safety information.

Road Types

 Multi-Lane Urban/Suburban Streets

 Rural Roads and Intersections

 Roads Near Schools or Senior Facilities

 Roadways with High Heavy Vehicle Traffic

 Residential Collector Streets



Comprehensive Safety Projects

Using all of the data and input gathered through community outreach and stakeholder engagement, along with the identified high injury network, a list of comprehensive safety projects has been identified across Will County. This section of the document provides a description of the methodology used to identify project locations and prioritize those project locations for safety improvements. A table is then provided of the identified project locations where safety improvements should be implemented,

including potential crash countermeasures to consider in the short-, medium-, and long-term.

The project selection criteria identified projects and corresponding countermeasures that support county and regional safety goals, ensuring alignment with the Safe System approach. Eligible projects span a variety of types – including infrastructure enhancements and educational campaigns – and may receive implementation funding through the Safe Streets and Roads for All (SS4A) program.

Table 19: Eligible Project Types for Implementation Funding

Project Types	Description
Low-Cost Safety Treatments	Projects implementing cost-effective safety solutions are eligible for funding. Examples include adding turn lanes at intersections, installing centerline and shoulder rumble strips, widening edge lines, applying high-friction surface treatments, and enhancing curve delineation with signage and lighting.
Network Risk Reduction	Addressing systemic safety risks across a network qualifies for funding. Examples include upgrading pedestrian crosswalks with high-visibility markings, improved lighting, and enhanced signage, particularly in areas near transit stops or along busy transportation routes.
Pedestrian Safety Enhancements	Eligible projects include filling pedestrian network gaps by adding sidewalks, installing raised or high-visibility crosswalks, implementing rectangular rapid-flashing beacons and pedestrian hybrid beacons, creating refuge islands, and introducing signal enhancements like leading pedestrian intervals and audible pedestrian signals. These measures improve safety for people walking, rolling, or using mobility devices.

Table 19 (Continued): Eligible Project Types for Implementation Funding

Project Types	Description
Speed Management	Funding is available for projects that address speed-related crashes. Eligible activities include implementing traffic-calming designs, infrastructure improvements on speeding-prone corridors, conducting outreach and education campaigns, strategically using speed cameras, and setting context-sensitive speed limits.
Safe Routes to School and Transit	Creating safer connections to schools and public transit is an eligible activity. This includes infrastructure improvements such as crosswalk enhancements and bike lanes, as well as safety programs that encourage walking, biking, and rolling.
Safety Technologies and Strategies	Funding is available to introduce innovative safety technologies, such as intelligent transportation systems or adaptive signal controls, in order to protect vulnerable road users and manage interactions with commercial motor vehicles. These technologies are particularly beneficial in high-traffic areas.
Education Initiatives	Funding is available for public education campaigns that support infrastructure changes, such as roundabouts, pedestrian hybrid beacons, or newly established pedestrian zones. These initiatives ensure users understand and adapt to new safety features.
Roadway Departure Reduction	Projects that address roadway departure crashes through improved delineation, shoulder widening, rumble strips, and roadside safety measures qualify for funding. These treatments are essential for reducing crashes on rural roads and high-speed corridors.
Intersection Improvements	Enhancing intersection safety through innovative designs, better delineation, and advanced warning systems is an eligible activity. These improvements focus on reducing crashes and conflicts at high-risk intersections.
Safety Strategies Identified in Other Plans	Projects and strategies from existing safety reports or plans may be eligible if they align with Will County SAP goals and address identified safety problems. These projects must demonstrate safety benefits and be consistent with the recommendations in the Action Plan.

Over 100 projects within Will County have been identified and would be eligible for SS4A funding, with projects ranked based on how they score using criteria described in this section. Project rankings can be used to guide where resources and funding efforts should be directed. The project selection criteria focus on scoring projects that are most feasible to implement with the highest expected safety

improvements, in addition to considering community input and improving multimodal access across the county.

Scores across the sub-criteria are weighted to compute the final score, which is compared and ranked across all projects. Safety is the largest sub-criterion, taking into account whether or not a project is located along the

high-injury network or at a community-identified high-risk location, and if any proven safety countermeasures are enlisted.

Project Location Selection Methodology

Project location selection was completed through a mix of stakeholder engagement, targeted high injury locations, and community involvement. The selection methodology produced a project location list that will help the County prioritize future projects, enabling County staff to prioritize resources and funding toward the most pressing safety issues at the locations with the highest risk of serious crashes.

An initial list of project locations was first created through engagement with WCDOT staff and DOT staff from the four key municipal partners – Joliet, Peotone, Romeoville, and Wilmington. This list was made up of locations which were identified as particularly dangerous and in need of safety improvements. These projects were located throughout the county and fell under a variety of road typologies.

Next, project locations that were not on the County DOT and municipal partner list were added based on the HIN and public comment. Areas with a high number of fatal and serious injury crashes, which were located on the HIN, were added to the project location list. If the area on the HIN was centralized around an intersection, the project location was listed as an intersection project. If the area on the HIN was the entirety or a good portion of the roadway, or

a mix of roadway and several intersections, the project location was instead added to the list as a corridor project or a combination of intersection and roadway projects.

For example, several intersections along Wilmington-Peotone Road, as well as the entire roadway, made the list as selected project locations. Wilmington-Peotone Road is located on the HIN at different intersections and stretches throughout the corridor and received a large number of public comments requesting safety improvements be made to the roadway.

Public comments via an interactive map were utilized to further determine which areas on the HIN were the most important to target. Additionally, some project locations were added to the list that were not located on the HIN. These project locations were selected due to the high number of public comments provided specific to these areas.

For example, the intersection of Laraway Road and Owens Road is not located on the HIN but is one of the selected project locations due to the large number of comments at the intersection. Many comments focused on vehicles – including heavy trucks – driving through red lights, the presence of a nearby middle school, and students using the intersection to reach the school.

Additionally, several roadways were selected for potential road diets. These locations were selected based on current ADT, HIN locations, and current roadway lane configuration.

Countermeasure Selection

To improve safety at each of the selected project locations, proven safety countermeasures were selected based on the identified typology of the roadway (as outlined in the [Typology Chapter](#)). From there, appropriate countermeasures, as prescribed in the [Typology Chapter](#) and the [Countermeasure Toolbox](#), were selected based on the project's specific location and context. Unique solutions specific to the location were added if warranted. The selected countermeasures serve as a list of safety improvement options that WCDOT and partner agencies can pursue when implementing the selected projects.

Each countermeasure is supported by data and research, offering evidence-based options for achieving measurable safety improvements. Whether addressing pedestrian conflicts, speeding-related crashes, or roadway departures, the countermeasures are actionable solutions that align with best practices from communities across the US, as well as aligning with local and countywide safety priorities.

Different countermeasures are suitable for different types of roadways. On urban or suburban roadways, certain countermeasures are more appropriate given higher population density, employment density, and multimodal transportation needs based on a greater mix of land uses. In these areas, bicyclist and pedestrian safety countermeasures are a high priority. These countermeasures can



include improvements such as protected bike lanes, high-visibility crosswalks, pedestrian refuge islands, and pedestrian-scale lighting. Additional countermeasures could include roundabouts and road diets, which are highly effective but do require more substantial investment and coordination through planning and design. Low-cost solutions, such as signal timing adjustments and speed humps, offer immediate improvements at minimal cost, particularly in residential neighborhood settings.

Rural roadways located in less dense areas face unique issues such as higher-speed roadways with fewer bicycle and pedestrian facilities. Countermeasures such as rumble strips and curve warning signs provide cost-effective solutions to reduce roadway departures, while high-cost interventions such as guardrails and roundabouts focus on preventing

severe crashes. Enhanced crosswalk markings, sidewalks, and Rectangular Rapid Flashing Beacons (RRFBs) address rural pedestrian safety in areas with limited infrastructure. Other rural countermeasures include improved lighting, reduced speed limits, and wider shoulders.

Meanwhile, roadways located in areas with high truck traffic require a different set of countermeasures to best address their safety needs. Interventions include dedicated turn lanes at key intersections, improved access management to better handle the flow of heavy vehicle traffic, and improved truck route planning to avoid dangerous situations in higher pedestrian areas. Low-cost countermeasures, such as improved enhanced pavement markings and signage, offer more immediate improvements at stop-controlled intersections with minimal cost. The countermeasures chosen for the selected projects were informed by national design

guidance and best practices, including resources from FHWA, NACTO, and AASHTO. The strategies draw from evidence-based research and case studies outlined in documents such as the FHWA's Safe System Approach and NACTO's Urban Street Design Guide.

Prioritization Methodology

The purpose of the project selection criteria is to rank eligible roadway safety projects, prioritizing projects that offer the greatest safety benefits and that are the most feasible. Safety impact is the most significant factor, with higher priority given to projects located in the HIN corridors or projects at locations that have been identified by the community as a high-risk location.

Proven countermeasures that align with FHWA-approved safety strategies also received additional consideration, along with precedence given to projects that improve multimodal access through pedestrian and bicycle infrastructure improvements. The feasibility of each project – including its current stage of development – affects its ranking, as projects that are further along can often be implemented more quickly and may be more competitive for state and federal grants. Additionally, funding availability is taken into account, with priority given to projects that have already secured funding or are likely to obtain funding in the future.

Table 20: Project Selection Criteria

Criteria Category	Sub-Criteria	Evaluation Factors	Rationale for Inclusion	Maximum Points
Safety Impact	High-Crash/High-Risk Location	Project is within an identified high-crash corridor or has been identified by the community as a high-risk location.	Focusing on areas with frequent fatal and serious injury crashes or perceived safety concerns helps make the biggest impact in reducing injuries and saving lives. The HIN map and public comments inform project selection in this category.	30 points
	Proven Countermeasures	Incorporates FHWA-endorsed safety measures (e.g., roundabouts, raised medians, pedestrian crossings).	Prioritizing evidence-based safety solutions increases the likelihood of effective crash reduction and improved roadway conditions.	20 points
Multimodal and Safety Access	Pedestrian/Bicycle Facilities	Creates separate spaces for each mode and reduces conflicts between modes.	The public and stakeholders have expressed a desire to evaluate projects based on their impact on all road users, including multimodal users.	25 points
Funding and Feasibility	Project Readiness	Project planning and/or design has not yet begun: 0 Points	Assessing a project's level of project readiness helps prioritize initiatives that can be implemented quickly, efficiently and effectively. Projects that are closer to construction will get more points to support current safety related initiatives.	15 points
		Recommended in a previous plan: 5 Points		
		Phase I initiated: 10 Points		
		Phase II initiated: 12 Points		
		Right-of-way not needed or already acquired: 3 Points		
	Funding Availability	Funding for design is secured or easily obtainable for implementation.	Considering funding sources ensures that recommended safety improvements are financially feasible and more likely to be implemented.	10 points
Total				100 points

The following steps were taken to score projects using the selection criteria described in **Table 20**:

- **Data Compilation:** Review relevant data on crashes, high-speed corridors, and multimodal infrastructure gaps.
- **Project Evaluation:** Score each project for each sub-criterion. The project will score 0 if it does not incorporate said sub-criterion. The project will score 1 if it does incorporate said sub-criterion.
- **Weight Application:** Multiply the score by the points assigned to each sub-criterion, as shown in Table 20.
- **Prioritization and Categorization:** Rank projects by total scores and categorize the countermeasures into short-term, medium-term, and long-term for phased implementation.

Table 21 provides an example of how two different projects might score, depending on the different selection criteria. **Project A** is located in a high-crash and high-risk location and

includes proven countermeasures and improved multimodal access through pedestrian/bicycle facilities. While the project is “Yet to Begin,” it does have funding availability. Because of these factors, **Project A** is awarded **85 out of 100 points**.

Project B is not located in a high-crash/ high-risk location but does include proven countermeasures. It does not include improved multimodal access. Additionally, the project has funding availability, has begun Phase II engineering, and does not need right-of-way. Based on these factors, **Project B** is awarded **45 out of 100 points**.

Based on this scenario, **Project A** would be ranked higher and should be prioritized over **Project B**. Although both projects incorporate the same number of sub-criteria, **Project A** scores higher since it is located at a high-crash/ high-risk location and includes pedestrian/ bicycle facilities.

Table 21: Project Selection Criteria Comparison

Example Project	Sub-Criteria	Evaluation Factors	Score	Points
Project A	High-Crash/High-Risk Location		1	30
	Proven Countermeasures		1	20
	Pedestrian/Bicycle Facilities		1	25
	Project Readiness	Yet to Begin	1	0
		Recommended in a Previous Plan	0	0
		Phase I Initiated	0	0
		Phase II Initiated	0	0
		ROW not Needed or Acquired	0	0
	Funding Availability		1	10
Total				85
Project B	High-Crash/High-Risk Location		0	0
	Proven Countermeasures		1	20
	Pedestrian Bicycle Facilities		0	0
	Project Readiness	Yet to Begin	0	0
		Recommended in a Previous Plan	0	0
		Phase I Initiated	0	0
		Phase II Initiated	1	12
		ROW not Needed or Acquired	1	3
	Funding Availability		1	10
Total				45

Prioritizing the selected projects based on this methodology will help create a safer Will County. The ranking prioritizes projects that are in dangerous locations, utilize proven countermeasures, and meet the needs of a variety of roadway users. By doing this, the County ensures that the areas with the most need for safety improvements will be prioritized, setting up the County for greater success at reducing fatalities and serious injuries.

Timeline

The countermeasures chosen for the selected projects are broken into short-term, medium-term, and long-term projects. Different countermeasures involve different levels of cost, design, and implementation time necessary to properly implement the safety solutions.

Short-term countermeasures include quicker-to-implement and lower-cost safety solution interventions, which can be used to address immediate safety concerns. These solutions typically involve minimal design and do not involve major alterations to the roadway geometry or operations. The changes can be made almost immediately. Short-term countermeasures can include high visibility crosswalks, enhanced signing and pavement markings, signal improvements, longitudinal rumble strips and rumble stripes, parking restrictions at corners, temporary traffic signals, and reduced speed limits.

Medium-term countermeasures involve more design and time for implementation than short-term countermeasures. The design process for medium-term countermeasures is more involved since the solutions typically involve more significant alterations to the roadway geometry and operations. Interventions include accessible

pedestrian signals, medians, pedestrian refuge islands, improved lighting, and improved truck route planning.

Long-term countermeasures are the most intensive safety countermeasures for the County to implement. The interventions will typically cost more and require more time to properly design and implement the safety solutions, because they will involve the most significant alterations to existing roadway geometry and operations. Solutions include roundabouts, new traffic signals, dedicated turn lanes, sidewalks, bicycle facilities, and road diets.

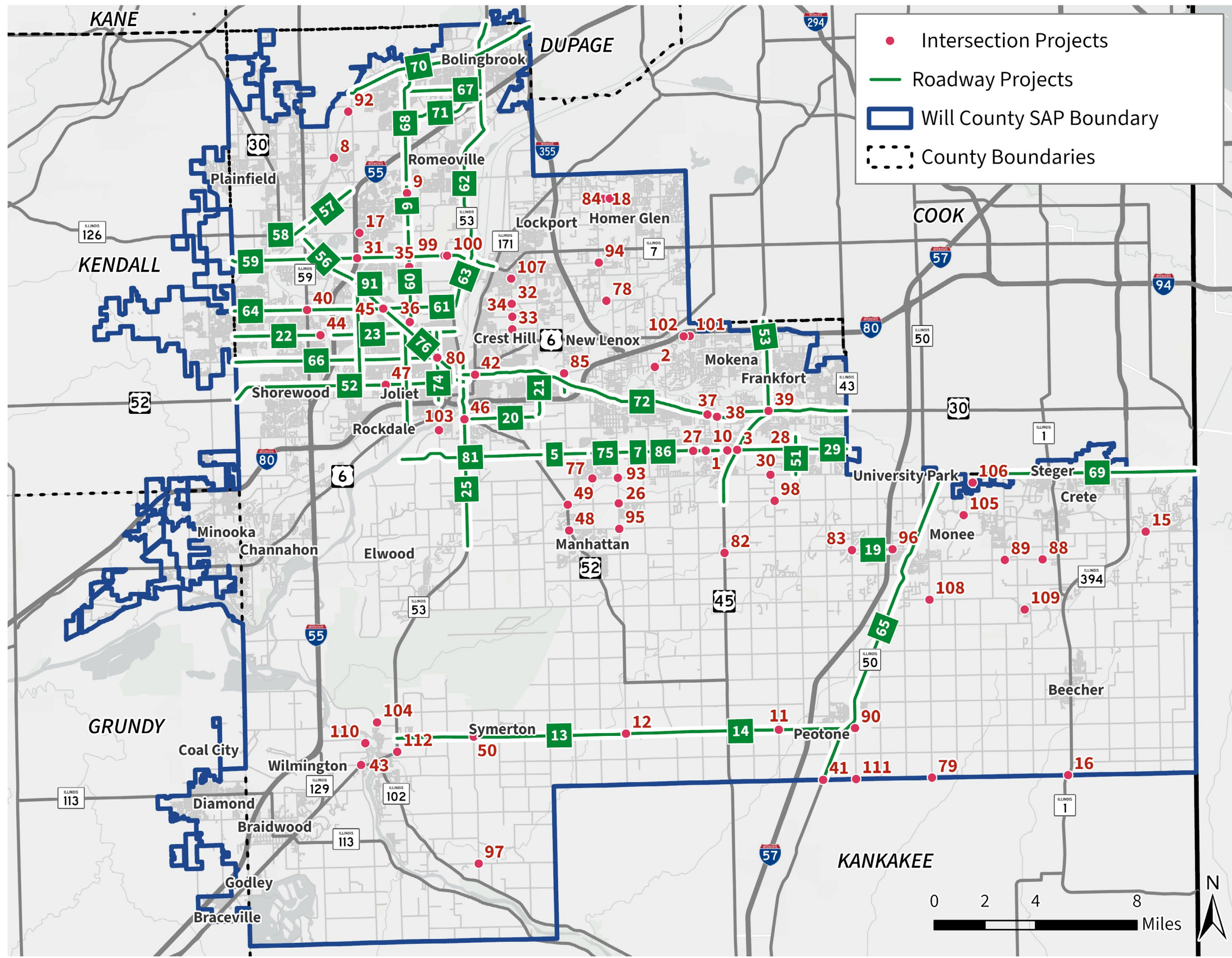


Figure 38: Map of Proposed Project Locations

Table 22: List of Prioritized Project Locations and Safety Countermeasures

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
1	CH 74 (Laraway Road) and 116th Avenue/Owens Road	Intersection Project	Roads Near Schools or Senior Facilities Residential Collector Roadways	Visible Police Presence, Positive offset turn lanes, Retroreflective Backplates	APS, Medians and Pedestrian Refuge Islands, LPI, Speed Management, Automated Speed Enforcement, Red Light Cameras		County, Frankfort	Frankfort	97
2	CH 64 (Francis Road) at Marley Road	Intersection Project	Residential Collector Roadways	Temporary Signal	Improved Lighting	Realign Marley Road to Eliminate Skew, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes, Add Traffic Signals or Add Roundabout, Roadway Design Improvements at Curves	County, Township	Will County	97
3	CH 74 (Laraway Road) and US 45 (La Grange Road)	Intersection Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Signal Improvements, Reduced Speed Limits, Reduce Turn Radius	Improved Lighting	Roundabout, Sidewalks, Bicycle Facilities	State, County	Frankfort, Will County	97
4	CH 87 (Gougar Road) from Ferro Drive to CH 64 (Francis Road)	Roadway Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Signal Improvements at US 30, Positive offset left turn lanes at Ferro Drive	Improved Lighting, Median or Pedestrian Refuge Island, RRFB at trail crossing, Protected only left turns at US 30	Dedicated Two-way left turn lanes, Sidewalks, Bicycle Facilities, New signal or roundabout at Ferro Drive	County	New Lenox, Joliet, Will County	97
5	CH 74 (Laraway Road) from Cherry Hill Road to Nelson Road	Roadway Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Signal Improvements, Reduced Speed Limits	APS, Improved Lighting, LPI, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, Bicycle Facilities	County	New Lenox	97
6	CH 88 (Weber Road) from Airport Road to 135th Street	Roadway Project	Urban & Suburban Multi-Lane Roadways Roads Near Schools or Senior Facilities	Highly Visible Crosswalks, Reduce Turn Radius	Improved Lighting, Median or Pedestrian Refuge Islands, Automated Speed Enforcement, , APS, LPI	Access Management, Sidewalks, Bicycle Facilities	County	Romeoville	97
7	CH 74 (Laraway Road) from Calistoga Drive to Spencer Road	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements, Reduced Speed Limits, Positive offset left turn lanes	APS, Improved Lighting, LPI, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, Bicycle Facilities	County	New Lenox, Will County	97
8	CH 14 (Plainfield-Naperville Road) at 127th Street	Intersection Project	Residential Collector Roadway	Enhanced Signing and Pavement Markings, Temporary Traffic Signals	Improved Lighting	Roundabout, Sidewalks, Bicycle Facilities	County, Plainfield, Bolingbrook	Plainfield, Bolingbrook	97
9	CH 88 (Weber Road) at South Carillon Drive	Intersection Project	Urban & Suburban Multi-Lane Roadways Residential Collector Roadways	Reduce Turn Radius, Visible Police Presence	Improved Lighting, Automated Speed Enforcement	Add Traffic Signals, Restricted Left Turn Intersection, Sidewalks, Bicycle Facilities	County, Romeoville	Romeoville, Will County	97
10	CH 74 (Laraway Road) and Heritage Drive	Intersection Project	Rural Roadways Residential Collector Roadways	Reduce Turn Radius, Improve Sight Distance	Improved Lighting, Speed Management	Roundabout, Add traffic signals, Dedicated Turn Lanes, Widen Shoulders	County, Frankfort	Frankfort, Will County	97
11	CH 19 (Center Road) at CH 25 (Wilmington-Peotone Road)	Intersection Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Enhanced Signing and Pavement Markings, Temporary Traffic Signals, Positive offset left turn lanes	Improved Lighting	Add Traffic Signals, Roundabout with Truck Aprons, Reduced Left-Turn Conflict Intersections, Sidewalks, Bicycle Facilities	County, Township	Will County	95
12	CH 25 (Wilmington-Peotone Road) at Cedar Road	Intersection Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Enhanced Signing and Pavement Markings, Temporary Traffic Signals, Reduced Speed Limits	Improved Lighting, Dedicated Turn Lanes	Add Traffic Signals, Roundabout with Truck Aprons, Reduced Left-Turn Conflict Intersections, Sidewalks, Bicycle Facilities	County, Township	Will County	95
13	CH 25 (Wilmington-Peotone Road) from IL Route 53 to CH 10 (Will-Center Road)	Roadway Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Signal Improvements, Highly Visible Crosswalks, Enhanced Signing and Pavement Markings, Positive offset left turn lanes, Reduced Speed Limits	Improved Lighting, Speed Management, Truck Route Planning	Add Traffic Signals or Roundabouts, Dedicated Turn Lanes, Sidewalks, Bicycle Facilities, Restricted Left-Turn Intersections, Consider 3-lane or 5-lane configuration	County	Wilmington, Will County	95
14	CH 25 (Wilmington-Peotone Road) from CH 10 (Will-Center Road) to CH 70 (Drecksler Road)	Roadway Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Signal Improvements, Highly Visible Crosswalks, Enhanced Signing and Pavement Markings, Temporary Signal at I-57, Positive offset left turn lanes, Reduced Speed Limits	Improved Lighting, Speed Management, Truck Route Planning	Add Traffic Signals or Roundabouts, Dedicated Turn Lanes, Sidewalks, Bicycle Facilities, Restricted Left-Turn Intersections, Consider 3-lane or 5-lane configuration	County	Peotone, Will County	95

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
15	CH 49 (Exchange Street) at Burville Road	Intersection Project	Rural Roadways		Improved Lighting	Roadway Realignment, Dedicated Turn Lanes, Roundabout, Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves	County, Township	Will County	95
16	CH 58 (County Line Road) at IL Route 1 (Dixie Highway)	Intersection Project	Rural Roadways	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Enhanced Signing and Pavement Markings	Improved Lighting	Roundabout	State, County	Will County	95
17	Airport Road/Lockport Road and I-55 Frontage Road	Intersection Project	Rural Roadways	Enhanced Signing and Pavement Markings	Improved Lighting	Add Traffic Signals or Roundabout, Dedicated Turn Lanes, Widened Shoulders,	State, Romeoville	Romeoville	95
18	CH 37 (143rd Street) at Crème Road	Intersection Project	Roads Near Schools or Senior Facilities Rural Roadways	Visible Police Presence	Speed Management, Automated Speed Enforcement	Dedicated turn lanes, Sidewalks, Bicycle Facilities	County, Homer Glen	Homer Glen	95
19	CH 6 (Manhattan-Monee Road) from Ridgeland Ave to I-57	Roadway Project	Rural Roadways	Enhanced Signing and Pavement Marking, Wayfinding Signage	Improved Lighting	Roundabouts, Sidewalks	State, County	Monee	95
20	CH 51 (Mills/Cherry Hill Road) from US 52 (Manhattan Road) to CH 55 (Cherry Hill Road)	Roadway Project	Residential Collector Roadways Rural Roadways	Positive offset left turn lanes at Briggs Street	Improved Lighting, Medians and Pedestrian Refuge Islands	Add Traffic Signals, Sidewalks, APS, LPI, Bicycle Facilities, Roadway Design Improvements at Curves	County	Joliet, Will County	95
21	CH 55 (Cherry Hill Road) from CH 51 (Mills/Cherry Hill Road) to US 30	Roadway Project	Rural Roadways High Heavy Vehicle Traffic Roadways	Reduced Speed Limits	Improved Lighting, Medians and Pedestrian Refuge Islands	Add Traffic Signals, Sidewalks, APS, Bicycle Facilities, LPI, Roadway Design Improvements at Curves	County	Joliet, Lenox, Will County	95
22	Theodore Street from County Line Road to Bronk Road	Roadway Project	Urban & Suburban Multi-Lane Roadways Residential Collector Roadways Roads Near Schools or Senior Facilities	Signal Improvements, Visible Police Presence	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Managment	Access Management, Sidewalks, Bicycle Facilities, LPI, Add Traffic Signals or Roundabout, Safe Routes to School, Road Diet from County Line Road to IL 59, Improve Sight Distance at Fall Creek Drive	Joliet, Township	Joliet	95
23	Theodore Street from I-55 Frontage Road to IL Route 53 (Broadway Street)	Roadway Project	Urban & Suburban Multi-Lane Roadways High Heavy Vehicle Traffic Roadways Roads Near Schools or Senior Facilities	Signal Improvements, Visible Police Presence	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Managment	Access Management, Sidewalks, Bicycle Facilities, LPI, Add Traffic Signals, Safe Routes to School, Road Diet from Essington Road to Plainfield Road	State, Joliet, Township	Joliet, Crest Hill, Will County	95
24	Essington Road from US 52 (Jefferson Street) to Hennepin Drive	Roadway Project	Urban & Suburban Multi-Lane Roadways Roads Near Schools or Senior Facilities	Signal Improvements, Positive offset left turn lanes at Black Road and Caton Farm Road	Improved Lighting, Medians and Pedestrian Refuge Islands, Add protected signal phasing at Black Road and Caton Farm Road	Access Management, Sidewalks, APS, Bicycle Facilities, Add Traffic Signals	Joliet	Joliet, Will County	95
25	IL Route 53 (Chicago Street) from CH 17 (Manhattan Road) to Mills Road	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, , Medians and Pedestrian Refuge Islands, Truck Route Planning	Access Management, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes, LPI, Add Traffic Signals, Hazard Material Safety Procedures	State	Joliet, Will County	95
26	CH 4 (Cedar Road) at Baker Road	Intersection Project	Rural Roadways	Positive offset left turn lanes, Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider edge lines, Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Roundabout, Sidewalks, Bicycle Facilities, Dedicated eastbound/westbound left turn lanes	County, Manhattan	Manhattan, Will County	90
27	CH 74 (Laraway Road) at Scheer Road	Intersection Project	Roads Near Schools or Senior Facilities Residential Collector Roadways	Temporary Signal	Improved Lighting, Speed Management	Roundabout, Add Traffic Signals, Dedicated Turn Lanes, APS, LPI, Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves	County, Township, Frankfort	Frankfort, Will County	90

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
28	CH 74 (Laraway Road) at 88th Avenue/Pfeiffer Road	Intersection Project	Rural Roadways High Heavy Vehicle Traffic Roadways	Temporary Signal, Positive offset turn lanes	Improved Lighting	Roundabout, Add Traffic Signals, Side Walks, Bicycle Facilities	County, Frankfort	Frankfort, Will County	90
29	CH 74 (Laraway Road) from US 45 to Harlem Avenue	Roadway Project	Rural Roadways Roads Near Schools or Senior Facilities High Heavy Vehicle Traffic Roadways	Rumble Strips	Improved Lighting, Speed Management	Roundabouts, Dedicated Turn Lanes, Widen Shoulders, Access Management, Sidewalks, Bicycle Facilities	County	Frankfort, Will County	90
30	CH 19 (Center Road) at Steger Road	Intersection Project	Rural Roadways Residential Collector Roadway High Heavy Vehicle Traffic Roadways	Improve Sight Distance, Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Roundabout with Truck Apron, Realign Intersection, Roadway Design Improvements at Curves, Sidewalks, Bicycle Facilities	County, Frankfort, Township	Frankfort, Will County	85
31	CH 36 (Renwick Road) at East I-55 Frontage Road	Intersection Project	Rural Roadways	Improve Sight Distance, Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Add Traffic Signals, Dedicated turn lanes, Roundabout, Sidewalks, Bicycle Facilities	State, County	Will County	85
32	CH 62 (North Briggs Street) at Bruce Road	Intersection Project	Residential Collector Roadways Rural Roadways	Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Traffic Signals or Roundabout, Sidewalks, Bicycle Facilities	County, Township	Will County	85
33	CH 62 (North Briggs Street) at Rosalind Street	Intersection Project	Residential Collector Roadways Rural Roadways	Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Roundabout, Sidewalks, Bicycle Facilities	County, Township	Joliet, Will County	85
34	CH 62 (North Briggs Street) at Oak Avenue	Intersection Project	Residential Collector Roadways Rural Roadways	Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Roundabout, Sidewalks, Bicycle Facilities	County, Lockport	Lockport, Will County	85
35	CH 88 (Weber Road) at McGilvray Drive	Intersection Project	Urban & Suburban Multi-Lane Roadways		Improved Lighting	Add Traffic Signals, Restricted Left Turn Intersection, Sidewalks, Bicycle Facilities	County, Township, Crest Hill	Crest Hill, Will County	85
36	CH 88 (Weber Road) at Knapp Drive	Intersection Project	Urban & Suburban Multi-Lane Roadways Roads Near Schools or Senior Facilities	Reduce Turn Radius, Improve Sight Distance	Improved Lighting, Speed Management	Roundabout, Add traffic signals, Dedicated Turn Lanes, Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves	County, Crest Hill	Crest Hill	85
37	US 30 (Lincoln Highway/Plainfield Road) and Ridgemoore Road/Owens Road	Intersection Project	Urban & Suburban Multi-Lane Roadways Residential Collector Roadways	Signal Improvements, Enhanced Signing and Pavement Marking, Appropriate Speed Limits	APS, Medians and Pedestrian Refuge Islands, Red Light Camera	Restricted Left Turn Intersections, Access Management	State, Mokena	Mokena	85
38	US 30 (Lincoln Highway/Plainfield Road) and Wolf Road	Intersection Project	Urban & Suburban Multi-Lane Roadways	Signal Improvements, Reduce Turn Radius, Enhanced Signing and Pavement Marking, Appropriate Speed Limits	Coordinate U-Turns with right turns or restrict U-Turns, APS, LPI, Medians and Pedestrian Refuge Islands	Access Management	State, Mokena, Frankfort	Mokena, Frankfort	85
39	US 30 (Lincoln Highway/Plainfield Road) and US 45 (LaGrange Road/North Street)	Intersection Project	Urban & Suburban Multi-Lane Roadways	Signal Improvements, Reduce Turn Radius, Enhanced Signing and Pavement Marking, Appropriate Speed Limits	APS, Medians and Pedestrian Refuge Islands, Red Light Camera	Restricted Left Turn Intersections, Access Management	State	Frankfort	85
40	CH 5 (Caton Farm Road) at IL Route 59	Intersection Project	Urban & Suburban Multi-Lane Roadways	Signal Improvements, Reduce Turn Radius, Enhanced Signing and Pavement Marking, Appropriate Speed Limits	APS, Medians and Pedestrian Refuge Islands, Red Light Camera	Restricted Left Turn Intersections, Access Management	State, Joliet	Joliet	85
41	IL Route 50 and County Line Road	Intersection Project	Rural Roadways	Improved Lighting, Enhanced Signing and Pavement Markings		Add Traffic Signals, Dedicated turn lanes	State, Township	Will County	85
42	US 6/US 30 (Collins Street) and US 30 (Cass Street)	Intersection Project	Urban & Suburban Multi-Lane Roadways	Signal Improvements, Reduce Turn Radius, Enhanced Signing and Pavement Marking	LPI, APS	Medians and Pedestrian Refuge Islands, Access Management	State	Joliet	85
43	CH 29 (Strip Mine Road) and IL Route 53	Intersection Project	High Heavy Vehicle Traffic Roadways	Signal Improvements	Truck Route Planning	Sidewalks, Bicycle Facilities	State, County	Wilmington	85

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
44	Bronk Road and Theodore Street	Intersection Project	Urban & Suburban Multi-Lane Roadways Roads Near Schools or Senior Facilities	Highly Visible Crosswalks	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Management, Automated Speed Enforcement	Bicycle Facilities, APS, LPI	Joliet	Joliet	85
45	US 30 (Plainfield Road) and Caton Farm Road and Gaylord Road	Intersection Project	Urban & Suburban Multi-Lane Roadways Roads Near Schools or Senior Facilities High Heavy Vehicle Traffic Roadways Residential Collector Roadways	Highly Visible Crosswalks, Reduce Turn Radius, Signal Improvements	Automated Speed Enforcement, APS, LPI	Roundabout, Realign Gaylord Road to intersect Plainfield Road at a 90 degree angle away from Caton Farm Road, Access Control, Sidewalks, Bicycle Facilities	State, County, Crest Hill	Crest Hill	85
46	IL Route 53 (Chicago Street) and Mills Road	Intersection Project	Residential Collector Roadways	Highly Visible Crosswalks	Improved Lighting, Truck Route Planning, Positive offset left turn lanes, Protected-only left turn signals	Sidewalks, Bicycle Facilities, Dedicated Turn Lanes	County, State	Joliet	85
47	US 52 (Jefferson Street) and Joyce Road	Intersection Project	Residential Collector Roadways High Heavy Traffic Roadways Urban & Suburban Multi-Lane Roadways	Enhanced Signing and Pavement Marking	RRFB, Speed Management	Add Traffic Signals, Restricted Left Turn Intersection, Pedestrian Crossing Grade Separation, Access Management	Joliet	Joliet	85
48	US 52 and Smith Road	Intersection Project	Rural Roadways		Improved Lighting	Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves	State, Township, Manhattan	Manhattan	85
49	US 52 and Baker Road	Intersection Project	Rural Roadways		Improved Lighting	Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves	State, Township	Will County	85
50	CH 7 (Old Chicago Road) at CH 25 (Wilmington-Peotone Road)	Intersection Project	High Heavy Traffic Roadways Rural Roadways	Enhanced Signing and Pavement Marking, Positive offset left turn lanes	Improved Lighting, Speed Management	Roundabout	County	Will County	85
51	88th Avenue/Pfeiffer Road from CH 47 (Sauk Trail) to Steger Road	Roadway Project	Rural Roadways Residential Collector Roadways	Improve Sight Distance	Improved Lighting, Speed Managment	Roundabouts, Sidewalks, Connected Bicycle Facilities	Frankfort	Frankfort	85
52	US 52 (Jefferson Street) from County Line Road to Mayor Art Schultz Drive	Roadway Project	High Heavy Vehicle Traffic Roadways Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Managment	Access Management, Sidewalks, Bicycle Facilities, LPI, Add Traffic Signals	State	Shorewood, Joliet, Will County	85
53	US 45 (LaGrange Road) from CH 18 (Stuenkel Road) to County Border	Roadway Project	Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Managment	Sidewalks, Bicycle Facilities, Add Traffic Signals, LPI, Reduced Left-Turn Intersections, Roundabouts	State	Frankfort, Mokena, Tinley Park, Will County	85
54	IL Route 53/US 6 (Chicago Street) from Osgood Street to IL Route 53 (Columbia Street/Ruby Street)	Roadway Project	Urban & Suburban Multi-Lane Roadways High Heavy Vehicle Traffic Roadways Roads Near Schools or Senior Facilities	Signal Improvements, High-Visibility Crosswalks, Enhanced Signing and Pavement Markings, Parking restrictions at corners, Reduced Speed Limits, No Right Turn on Red, Raised Crosswalks, Designated Pedestrian Loading, Open Streets, Consider Ottawa Street one-way south between Jackson Stret and Ohio Street	Improved Lighting, Curb Extensions	Access Management, Bicycle Facilities, Add Traffic Signals, Dedicated Turn Lanes, APS, LPI	State, Joliet	Joliet	85
55	IL Route 53/US 6/US 52 (Chicago Street) from Doris Avenue to Osgood Street	Roadway Project	Urban & Suburban Multi-Lane Roadways High Heavy Vehicle Traffic Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Bicycle Facilities, Add Traffic Signals, Dedicated Turn Lanes, APS, LPI	State	Joliet	85

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
56	US 30 (Lincoln Highway/Plainfield Road) from Caton Farm Road to IL Route 59	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements, Enhanced Signing and Pavement Markings	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes, LPI, Add Traffic Signals	State	Plainfield, Joliet, Crest Hill	85
57	IL Route 126 (Main Street) from IL Route 59 to Essington Road	Roadway Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, Truck Route Planning, Red Light Camera	Sidewalks, APS, Bicycle Facilities, Dedicated Turn Lanes, LPI, Add Traffic Signals	State	Plainfield, Will County	85
58	IL Route 126 (Main/Lockport) from Van Dyke Road to IL Route 59	Roadway Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, APS, LPI	Sidewalks, Bicycle Facilities, Dedicated Turn Lanes	State	Plainfield	85
59	CH 36/IL Route 7 (Renwick Road) from County Line Road to IL Route 171 (State Street)	Roadway Project	Residential Collector Roadways Rural Roadways Roads Near Schools or Senior Facilities High Heavy Vehicle Traffic Roadways		Improved Lighting	Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves, Roundabouts, Add Traffic Signal, Intersection realignment at US 30 (Joliet Road)	County, Township, Plainfield	County, Plainfield, Joliet, Romeoville, Crest Hill	85
60	CH 88 (Weber Road) from US 30 (Lincoln Highway/Plainfield Road) to Airport Road	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways		Improved Lighting, Red Light Cameras	Access Management, Sidewalks, Bicycle Facilities, Add Traffic Signals	County	Bolingbrook, Romeoville	85
61	Caton Farm Road from Gaylord Road to Broadway Street	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways Roads Near Schools or Senior Facilities High Heavy Vehicle Traffic Roadways	Signal Improvements	Speed Management, Improved Lighting, Medians and Pedestrian Refuge Islands, APS	Access Management, Sidewalks, Bicycle Facilities	County, Crest Hill	Crest Hill, Will County	85
62	IL Route 53 (Broadway Street/Independence Boulevard/Bolingbrook Drive) from IL 7 (Renwick Road/9th Street) to County Border	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Management, APS	Access Management, Sidewalks, Bicycle Facilities	State	Bolingbrook, Romeoville	85
63	IL Route 53 (Broadway Street) from Caton Farm Road to IL 7 (Renwick Road/9th Street)	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, APS	Access Management, Sidewalks, Bicycle Facilities	State	Crest Hill	85
64	Caton Farm Road from County Line Road to US 30 (Plainfield Road/Lincoln Highway)	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements, Highly Visible Pedestrian Crosswalks	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, APS, Bicycle Facilities, Add Traffic Signals, Road Diet	Joliet	Joliet	85
65	US 50 (Governors Highway) from County Line Road to North County Border	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways			Access Management, Add Traffic Signals, Sidewalks, Bicycle Facilities, Road Diet	State	Peotone, Monee, University Park, Will County	85
66	CH 56 (Black Road) from County Line Road to Raynor Avenue	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways Roads Near Schools or Senior Facilities Residential Collector Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, APS, Bicycle Facilities, Add Traffic Signals, Road Diet	County, Joliet, Shorewood	Joliet, Shorewood, Will County	85
67	Lily Cache Lane from CH 88 (Weber Road) to IL Route 53 (Bolingbrook Drive)	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways Residential Collector Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, APS, LPI, Bicycle Facilities, Add Traffic Signals	Bolingbrook	Bolingbrook	85

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
68	CH 88 (Weber Road) from 135 St to CH 67 (Boughton Road)	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, APS, Bicycle Facilities, Add Traffic Signals	County, Naperville, Bolingbrook	Bolingbrook, Romeoville	85
69	Steger Road from CH 53 (Western Avenue) to Longwood Drive	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, APS, Bicycle Facilities, Add Traffic Signals	County	Park Forest, Steger, Crete, Sauk Village, Will County	85
70	CH 67 (Boughton Road) from Plainfield-Naperville Road to County Border	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Management	Access Management, Sidewalks, Bicycle Facilities	County, Bolingbrook	Bolingbrook	85
71	Remington Boulevard from CH 88 (Weber Road) to IL Route 53 (Bolingbrook Drive)	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways High Heavy Vehicle Traffic Roadways	Signal Improvements, Highly Visible Pedestrian Crosswalks	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes	Bolingbrook, Romeoville	Bolingbrook, Romeoville	85
72	US 30 (Lincoln Highway) from Chicago Street to County Border	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways High Heavy Vehicle Traffic Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Management, APS, LPI	Access Management, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes, Reduced Left-Turn Conflict Intersections	State	Joliet, New Lenox, Mokena, Frankfort, Will County	85
73	IL Route 7 (Larkin Avenue) from US 6 (Channahon Road) to US 30 (Lincoln Highway/Plainfield Road)	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes	State	Crest Hill, Joliet, Rockdale	85
74	Raynor Avenue from Cochrane Avenue to Theodore Street	Roadway Project	Rural Roadways High Heavy Vehicle Traffic Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands	Sidewalks, Bicycle Facilities, Roundabouts	State, Joliet	Joliet	85
75	CH 74 (Laraway Road) from Nelson Road to Calistoga Drive	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways	Signal Improvements	Improved Lighting, Medians and Pedestrian Refuge Islands, Speed Management	Access Management, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes	County	New Lenox , Will County	85
76	US 30 (Lincoln Highway/Plainfield Road/Center Street) from Lafayette Street to Caton Farm Road	Roadway Project	Urban & Suburban Multi-Lane Roadways Rural Roadways High Heavy Vehicle Traffic Roadways	Signal Improvements	Improved Lighting, Median and Pedestrian Refuge Islands, APS, LPI	Improved Lighting, Median and Pedestrian Refuge Islands	State	Plainfield, Joliet, Crest Hill	85
77	Nelson Road at Delaney Road	Intersection Project	Rural Roadways Residential Collector Roadways Roads Near Schools or Senior Facilities	Four Way Stop, Reduced Speed Limits	Improved Lighting	Roundabout or Add Traffic Signal with Dedicated Turn Lanes, Sidewalks, Bicycle Facilities	Township, New Lenox	New Lenox, Will County	85
78	CH 4 (Cedar Road) at Bruce Road	Intersection Project	Residential Collector Roadways Rural Roadways	Reduced Speed Limits	Improved Lighting, Speed Management	Realign Intersections to be Perpendicular with Curves, Eliminate Curves and Install Roundabouts	County	Homer Glen	75
79	CH 58 (County Line Road) at Will Center Road	Intersection Project	Rural Roadways	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Enhanced Signing and Pavement Markings	Improved Lighting		County	Will County	75

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
80	US 30 (Lincoln Highway/Plainfield Road), Ruby Street/Black Road, and Raynor Avenue	Intersection Project	Urban & Suburban Multi-Lane Roadways High Heavy Traffic Roadways Roads Near Schools or Senior Facilities	Signal Improvements, Realign crosswalks to be perpendicular and move stop bars back	APS, LPI, Improved Lighting, Median and Pedestrian Refuge Islands	Roundabout. Consider realigning two legs of the intersection	State, Joliet	Joliet	75
81	CH 74 (Laraway Road) from Des Plaines River to Cherry Hill Road	Roadway Project	High Heavy Vehicle Traffic Roadways Rural Roadways	Reduced Speed Limits, Signal Improvements	Improved Lighting	Dedicated Turn Lanes	County, Township, Joliet	Joliet, Will County	72
82	CH 6 (Manhattan-Monee Road) at US 45 (LaGrange Road)	Intersection Project	Rural Roadways		Speed Management	Roundabout, Dedicated Turn Lanes, Bicycle Facilities	State, County	Will County	67
83	CH 6 (Manhattan-Monee Road) at Harlem Avenue	Intersection Project	Rural Roadways Residential Collector Roadways	Enhanced Signing and Pavement Marking	Speed Management	Roundabout, Dedicated Turn Lanes, Bicycle Facilities, Widened Shoulder	County, Township	Will County	67
84	CH 37 (143rd Street) at Cedar Road	Intersection Project	Roads Near Schools or Senior Facilities Rural Roadways	Visible Police Presence	Speed Management, Automated Speed Enforcement	Dedicated Turn Lanes, Sidewalks, Bicycle Facilities	County, Homer Glen	Homer Glen	67
85	CH 52 (Gougar Road) at CH 64 (Francis Road)	Intersection Project	Residential Collector Roadways Rural Roadways	Enhanced Signing and Pavement Marking, Wayfinding Signage		Realign to Eliminate Skew, Roundabout, Dedicated Turn Lanes, Sidewalks, Bicycle Facilities	County	Joliet, Will County	67
86	CH 74 (Laraway Road) from Spencer Road to Scheer Road	Roadway Project	Rural Roadways Roads Near Schools or Senior Facilities High Heavy Vehicle Traffic Roadways	Positive offset left turn lanes, Reduced Speed Limit, Signal Improvements	Speed Management, Improved Lighting	Sidewalks, APS, Bicycle Facilities, LPI	County	New Lenox, Frankfort, Will County	67
87	CH 74 (Laraway Road) from Scheer Road to Wolf Road	Roadway Project	Roads Near Schools or Senior Facilities	Positive offset left turn lanes, Reduced Speed Limit, Visible Police Presence	Median or Pedestrian Refuge Island, Automated Speed Enforcement, Red Light Cameras, APS, LPI		County	Frankfort, Will County	67
88	CH 21 (Crete-Monee Road) at Sangamon Street	Intersection Project	Roads Near Schools or Senior Facilities	Highly Visible Crosswalks	Improved Lighting	Dedicated turn lanes, Traffic Signals or Roundabout, Sidewalks, Bicycle Facilities, Add Traffic Signals	County, Township	Will County	65
89	CH 53 (Western Avenue) at CH 21 (Crete-Monee Road)	Intersection Project	Rural Roadways Roads Near Schools or Senior Facilities	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Enhanced Signing and Pavement Markings	Improved Lighting	Roundabout or Dedicated turn lanes, Widen Shoulders, Sidewalks, Bicycle Facilities	County	University Park, Will County	65
90	CH 25 (Wilmington-Peotone Road) at Drechtsler Road	Intersection Project	Rural Roadways	Enhanced Signing and Striping	Improved Lighting	Roundabout, Sidewalks	County	Peotone, Will County	65
91	Division Street/16th Street from Mall Loop Road to Gaylord Road	Roadway Project	Urban & Suburban Multi-Lane Roadways High Heavy Vehicle Traffic Roadways	Enhanced Signing and Pavement Markings	Improved Lighting, Medians and Pedestrian Refuge Islands	Access Management, Sidewalks, Bicycle Facilities, Dedicated Turn Lanes, Add Traffic Signals, Road Diet	Township, Joliet, Crest Hill	Joliet, Crest Hill	60
92	CH 14 (Plainfield-Naperville Road) at Essington Road	Intersection Project	Rural Roadways Residential Collector Roadways		Improved Lighting, Speed Management	Roundabout, Sidewalks, Bicycle Facilities	County, Bolingbrook	Bolingbrook, Will County	55
93	CH 4 (Cedar Road) at Delaney Road	Intersection Project	Rural Roadways	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Roundabout, Sidewalks, Bicycle Facilities	County, Township	Will County	55

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
94	CH 4 (Cedar Road) at 163rd Street	Intersection Project	Residential Collector Roadways, Roads Near Schools or Senior Facilities	Highly Visible Crosswalks	Improved Lighting	Roundabout, Sidewalks, Bicycle Facilities	County, Township	Homer Glen, Will County	55
95	CH 4 (Cedar Road) at Smith Road	Intersection Project	Rural Roadways	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Wider Edge Lines, Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Roundabout, Sidewalks, Bicycle Facilities	County, Manhattan, Township	Manhattan, Will County	55
96	CH 6 (Manhattan-Monee Road) at Hamilton Avenue	Intersection Project	High Heavy Vehicle Traffic Roadways		Improved Lighting	Access Management, Eliminate Offset Intersection, Add Traffic Signals, Sidewalks	County, University Park, Monee	University Park, Monee	55
97	CH 8 (Manteno Road/Deselm Road) at Old Chicago Road	Intersection Project	Rural Roadways	Enhanced Signing and Striping	Improved Lighting	Roundabout, Sidewalks	State, County	Will County	55
98	CH 19 (Center Road) at Stuenkel Road	Intersection Project	Rural Roadways	Enhanced Signing and Striping	Improved Lighting	Roundabout, Sidewalks	County, Township	Will County	55
99	CH 36 (Renwick Road) at George Michas Drive	Intersection Project	Rural Roadways	Positive offset left turn lanes	Improved Lighting	Roundabout, Add Traffic Signals with Emergency Vehicle Preemption, Sidewalks, Bicycle Facilities	County, Crest Hill, Romeoville	Crest Hill, Romeoville	55
100	CH 36 (Renwick Road) at Wilco Drive	Intersection Project	Rural Roadways			Close Wilco Boulevard and Combine with George Michas Drive	County, Crest Hill, Romeoville	Crest Hill, Romeoville, Will County	55
101	CH 38 (Marley Road/187th Street) at Townline Road	Intersection Project	Rural Roadways Residential Collector Roadways	Reduce Turning Radii, Improve Sight Distance, Enhanced Signing and Pavement Markings		Roundabout, Add Traffic Signals, Sidewalks, Bicycle Facilities	County, Township	Mokena, Will County	55
102	CH 38 (Marley Road/187th Street) at West Warren Drive	Intersection Project	Rural Roadways Residential Collector Roadways	Reduce Turning Radii, Improve Sight Distance, Enhanced Signing and Pavement Markings		Roundabout, Add Traffic Signals, Sidewalks, Bicycle Facilities	County, Township	Will County	55
103	CH 42 (Brandon Road) at Patterson Road	Intersection Project	High Heavy Vehicle Traffic Roadways	Highly Visible Crosswalks, Enhanced Signing and Pavement Markings	Improved Lighting, Speed Management	Roundabout, Sidewalks, Roadway Design Improvements at Curves	County, Township	Will County	55
104	CH 44 (North River Road) at Kankakee Street	Intersection Project	Rural Roadways	Enhanced Signing and Pavement Marking	Improved Lighting, Speed Management	Roundabout, Add Left Turn Lane, Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves	County, Wilmington	Wilmington	55
105	CH 48 (Steger-Monee Road) at University Parkway	Intersection Project	Residential Collector Roadways	Enhanced Signing and Pavement Marking, Improve Sight Distance	Improved Lighting	Roundabout, Sidewalks, Bicycle Facilities, Roadway Design Improvements at Curves	County, University Park	University Park, Will County	55
106	CH 48 (Steger-Monee Road) at Tampa Street	Intersection Project	Roads Near Schools or Senior Facilities	Reduce Turn Radius	Improved Lighting, Speed Management	Dedicated Turn Lanes, Restricted Left Turn Intersection, Roadway Design Improvements at Curves	County, Park Forest	Park Forest, Will County	55
107	CH 75 (Division Street) at Briggs Street	Intersection Project	Residential Collector Roadways	Highly Visible Pedestrian Crosswalks, Enhanced Signing and Pavement Marking	Median or Pedestrian Refuge Island, Improved Lighting	Dedicated Turn Lanes	County, Lockport	Lockport, Will County	55
108	CH 10 (Will Center Road) at CH 23 (Pauling/Goodenow Road)	Intersection Project	Rural Roadways		Improved Lighting	Roundabout, Sidewalks, Bicycle Facilities	County	Will County	45

ID	Project Location	Project Type	Typology	Countermeasures			Jurisdiction	Geographic location	Score
				Short Term	Mid Term	Long Term			
109	CH 23 (Goodenow Road) at Oriole Lane	Intersection Project	Rural Roadways	Reduced Speed Limits, Improve Sight Distance	Improved Lighting	Sidewalks, Bicycle Facilities, Dedicated Turn Lanes	County, Private	Will County	45
110	CH 31 (Soldiers Widows Road) at eastern curve along river	Intersection Project	High Heavy Vehicle Traffic Roadways	Rumble Strips, Enhanced Clear Zones, High-Friction Surface Treatments, Reflective Signage, Chevrons, Enhanced Signage and Pavement Markings	Improved Lighting	Sidewalks, Bicycle Facilities, Widen Shoulder	County	Wilmington	45
111	CH 70 (Drecksler Road) at County Line Road	Intersection Project	Rural Roadways	Longitudinal Rumble Strips and Stripes on Two-Lane Roads, Enhanced Signing and Pavement Markings	Improved Lighting		County	Will County	45
112	IL Route 53 (Baltimore Street) Curve at 126th Avenue	Intersection Project	High Heavy Vehicle Traffic Roadways	Rumble Strips, Enhanced Clear Zones, High-Friction Surface Treatments, Reflective Signage, Chevrons, Enhanced Signage and pavement markings	Improved Lighting	Sidewalks, Bicycle Facilities, Widen Shoulder	State	Wilmington	45



Monitoring & Accountability

The Will County SAP provides a clear, comprehensive path forward to meet the County’s goal of eliminating fatal and serious injury crashes within Will County by 2040. While this goal is achievable, the task ahead may not always provide linear results. To be successful over the long-term, Will County and its partners must be open to committing to new processes, programs, and procedures, even when different than present day operations and the current organizational mindset around transportation safety. Recognizing the immense work ahead to modify driver behavior and institute systemic change across a fast-growing Will County, the path to reach a vision of zero fatalities and serious injuries will require flexibility and a willingness to change the status quo.

Many of the SAP’s recommended strategies around policies, programs, and processes can be implemented within one or two years, but some may take longer or may require an ongoing effort. In addition, the list of projects will require a multi-decade effort through planning, design, and construction. Will County recognizes that it is not a realistic goal to assume that it will complete all the listed strategies and projects within 2 years, 10 years, or even 15 years. To maximize transportation safety, the County and its partners must

purposefully adopt safety-driven policies and procedures and strategically direct investments toward those parts of the network where they will yield the greatest improvements.

Through the SAP, Will County aims to establish a comprehensive safety program with a clear framework for monitoring and evaluation as a way to show incremental progress each year, with built-in flexibility to change course should progress towards the safety goal ever slow or reverse.

Performance Measures

Through the Will County SAP, the County adopts the program-level, outcome-based performance measures shown in **Table 23**, which derive the eight listed 2040 target metrics from five required safety metrics (the first five listed) and three additional safety target metrics unique to Will County (the last three listed). SAP performance measures could be expanded in future years should understanding of severe crashes shift or change. As a reminder, the baseline evaluation metrics (from the final year of data analyzed for this SAP, 2022) are based on the Will County SAP study area, which differs from Will County’s official boundary.

Table 23: Will County Performance Measures

Performance Measure	Data Source(s)	Baseline 2018-2022 Five-Year Rolling Average	Target Goal 2040
Number of roadway fatalities	IDOT crash data	61.6	0
Number of roadway serious injuries	IDOT crash data	387.4	0
Roadway fatalities per vehicle miles traveled (i.e., fatality rate)	IDOT crash data and IDOT VMT travel statistics	1.0	0
Roadway fatalities per 100 million vehicle miles traveled (i.e., fatality rate)	IDOT crash data and IDOT VMT travel statistics	6.3	0
Roadway serious injuries per 100 million vehicle miles traveled (i.e., serious injury rate)	IDOT crash data	41.2	0
Number of serious injuries and fatalities resulting from heavy vehicle crashes	IDOT crash data	49.8	0
The percentage of roadway projects built on a high injury network corridor that incorporate a contextually appropriate proven safety countermeasure	Will County, IDOT, and municipal project data	N/A	100%
Total miles of sidewalks and multi-use paths built annually	IDOT crash data	N/A	N/A

SAP Implementation and Responsibilities

Following the adoption of the SAP, Will County is committing to form a new Transportation Safety Steering Committee adding additional municipal and organizational partners, as needed. It is expected that the Committee will meet on a regular basis - ideally quarterly - to identify implementation priorities and challenges and to align countywide implementation efforts. It is also expected to serve in an oversight capacity to assist County staff in developing, reviewing, and approving a required annual report to be publicly posted online and to be presented to the Will County Board. The Committee should also consider establishing technical working groups and assign subject area experts to assist with

developing and implementing various activities and tasks for each SAP strategy.

The Transportation Safety Steering Committee’s primary responsibility will be to hold County and municipal DOTs and other departmental partners accountable to progress toward implementation of the recommended safety strategies and safety projects included in this plan, along with any other safety strategies and projects that may be identified in the future.

It is recommended that the Committee’s first order of business should be to determine and initiate the highest priority strategies and actions included in this plan. This includes beginning to address policies, programs, and processes that may need to be strengthened to see more

rapid safety results. Additionally, this group should expect to provide additional insight into priority safety improvement locations that are most critical to address, some of which might not be captured in this plan. As part of this task, the Committee should also further identify (or revise) the responsible agencies or department(s), supporting staff, external partners, and potential resources to advance each priority action.

Reporting Progress

In partnership with the Transportation Safety Steering Committee, Will County commits to publish an annual report including:

1. Progress made toward Will County's safety goal to eliminate fatal and serious injury crashes;
2. The status of and updates to the recommended SAP strategies; and
3. An overall evaluation of the County and partner agencies' efforts.

This report will be publicly available on Will County's webpage and also presented to the County Executive and Will County Board.

The Will County Executive Office, Will County Board, and WCDOT staff are expected to co-lead the development of the annual report, with technical assistance provided by CMAP as needed, to calculate updates to the target metrics included in this plan. Multiple agencies and/or departments should be expected to contribute to this annual report to provide a comprehensive county-wide assessment of safety – not just safety on Will County

jurisdiction roadways – and to ensure that the responsibility and accountability to implement the SAP is a multi-jurisdictional effort.

The experiences, feedback, and perspectives of Will County residents will be critical to shaping the County's understanding of the public perception of safety progress and the challenges that still remain. As part of Will County's commitment to safety, Will County staff commit to engaging county residents prior to publishing the annual report through surveys and through regular community engagement on ongoing capital projects. This engagement will help staff and leadership better understand residents' thoughts on how safety projects and strategies are working, how the County can continue to improve in its safety efforts, identify additional high-risk locations, and how the County may need to update or revise its approach to safety in order to achieve its ambitious goal of no fatalities and serious injuries by 2040.