

SAFE TRAVEL FOR ALL



May 2025

Will County Safety Action Plan

APPENDIX A - WILL COUNTY SAFETY RESOLUTION





**RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS**

Establishing Will County as a Vision Zero County

WHEREAS, the life and health of all people living and traveling within Will County is our utmost priority, and no one should die or be seriously injured while traveling in the County; and

WHEREAS, a basic tenet of Vision Zero is that fatal and severe crashes are not inevitable, and death and severe injury are not an acceptable cost for using our public roadway system; and

WHEREAS, fatal and serious injury crashes result in significant societal costs and cause irreparable harm to those involved and their families; and

WHEREAS, according to a Safety Action Plan being prepared by the County in collaboration with the Chicago Metropolitan Agency on Planning, between 2018 and 2022 there were 273 fatal crashes, 1,781 serious/disabling injury crashes, 14,503 injury crashes and a fatal crash rate of 8.0 fatal crashes per 100,000 people per year over this period in Will County, compared to 6.7 in the northeastern Illinois region; and

WHEREAS, mitigating these crashes should be a top priority of Will County; and

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans; and

WHEREAS, crashes on County roads necessitate a comprehensive and specific approach to planning, design, policy, enforcement, legal processes, education and communication in order to provide the most powerful solution to solve the problem; and

WHEREAS, the County will need to implement common sense, best-practice programs and policies, and proven safety countermeasures when implementing projects on the County's roadway system; and

WHEREAS, The County will continue to work with other transportation partners including IDOT, Illinois State Toll Highway Authority, and Will County municipalities, villages and townships to reduce and eliminate serious injury and fatal crashes throughout the county.

NOW, THEREFORE, BE IT RESOLVED, that Will County adopts the goal of eliminating all traffic deaths and serious injuries by 2040 with a continuing decline in the interim and endorses Vision Zero as a comprehensive holistic approach to achieving this goal.

BE IT FURTHER RESOLVED, That the County will incorporate this vision into the implementation of all relevant existing plans and policies.

BE IT FURTHER RESOLVED, Will County supports collaboration with local jurisdictions, public safety and emergency response agencies, transit operators, school districts and colleges, community-based organizations, business stakeholders, health care organizations, the State of Illinois and other federal, state, and regional organizations that have similar goals to achieve Vision Zero.

BE IT FURTHER RESOLVED, that Will County will work with partners in the region who own and manage streets to influence the street planning, design, maintenance, operations, and law enforcement, including the State of Illinois and all municipalities and townships within its jurisdiction to combine similar efforts and leverage individual work efforts to contribute to improvements in safety county-wide.

BE IT FURTHER RESOLVED, that continued work beyond the Safety Plan will use data and best practices to outline concrete steps in planning, engineering, policy, enforcement and education to reach interim steps toward zero deaths.

BE IT FURTHER RESOLVED, that the Preamble of this Resolution is hereby adopted as if fully set forth herein. This Resolution shall be in full force and effect upon its passage and approval as provided by law

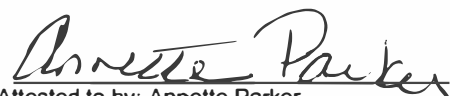
Adopted by the Will County Board this 15th day of May, 2025.

AYES: VanDuyne, Deane-Schlottman, Ogalla, Pretzel, Butler, Newquist, Balich, Richmond, Oxley, Williams, Brooks Jr., Winfrey, Bullock, Logan, Freeman, Mitchell, Ortiz, Berkowicz, Hickey, Costa, Traynere
ABSENT: Revis

Result: Approved - [Unanimous]

Approved this 28 day of May, 2025.


Jennifer Bertino-Tarrant
Will County Executive


Attested to by: Annette Parker.
County Clerk

(SEAL)

SAFE TRAVEL FOR ALL



May 2025

Will County Safety Action Plan

APPENDIX B - SELF-CERTIFICATION CHECKLIST



All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant:

Will County, Illinois

UEI:

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Will County Safety Action Plan	SAP will be uploaded	May 2025
Will County Safety Action Plan Appendices	SAP appendices will be uploaded	May 2025



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☒ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Will County Safety Action Plan	23
Will County Safety Action Plan Appendix A	A2-A3

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☒ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Will County Safety Action Plan	33-35



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☒ YES

☐ NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Will County Safety Action Plan	72-93
Will County Safety Action Plan Appendix E	A87-A152

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☒ YES

☐ NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Will County Safety Action Plan	31-53
Will County Safety Action Plan Appendix D	A27-A86



5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☒ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Will County Safety Action Plan	29-30, 54-71
Will County Safety Action Plan	95-110
Will County Safety Action Plan Appendix F	A153-A166

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☒ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Will County Safety Action Plan	131-171



7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☒ **YES**

☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Will County Safety Action Plan	173-175

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☒ **YES**

☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Will County Safety Action Plan	May 30, 2025	Cover page



SAFE TRAVEL FOR ALL



May 2025

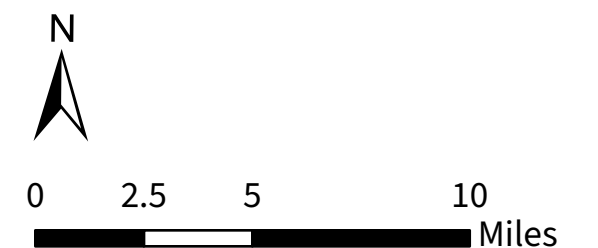
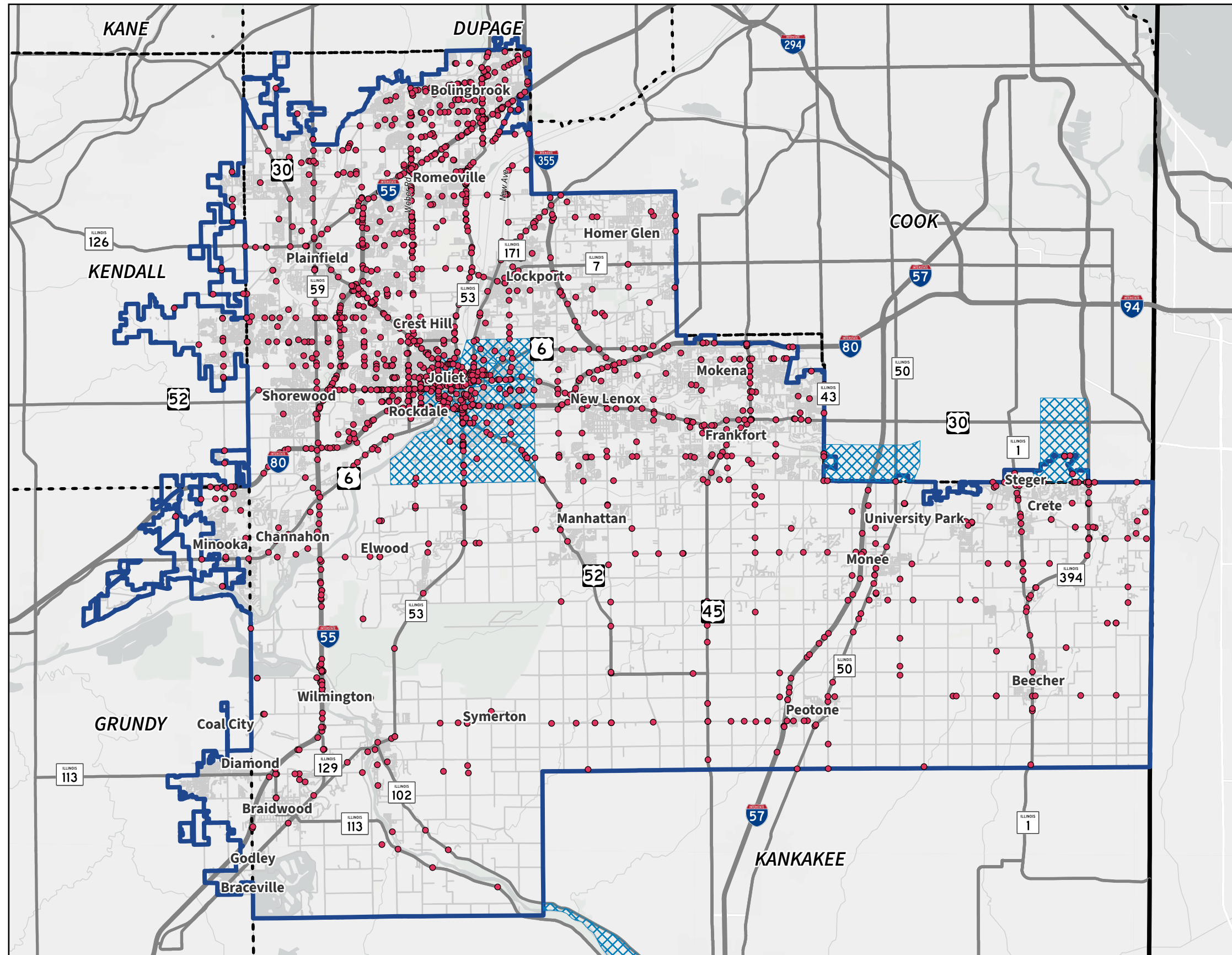
Will County Safety Action Plan

APPENDIX C - MAPS



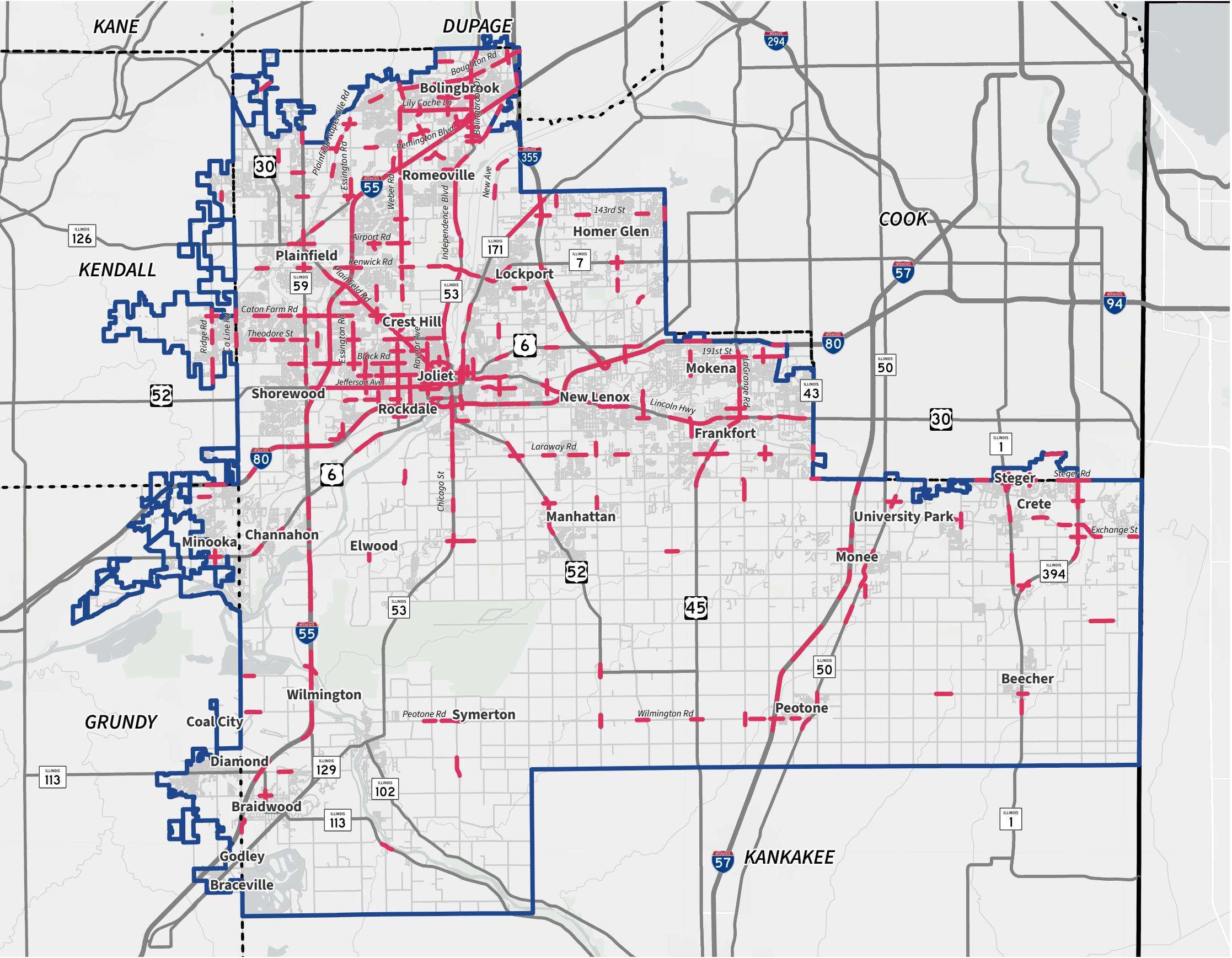
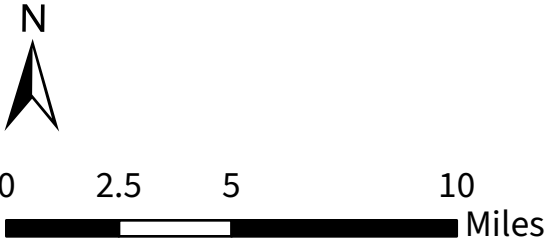
Fatal & Serious Injury Crash Locations

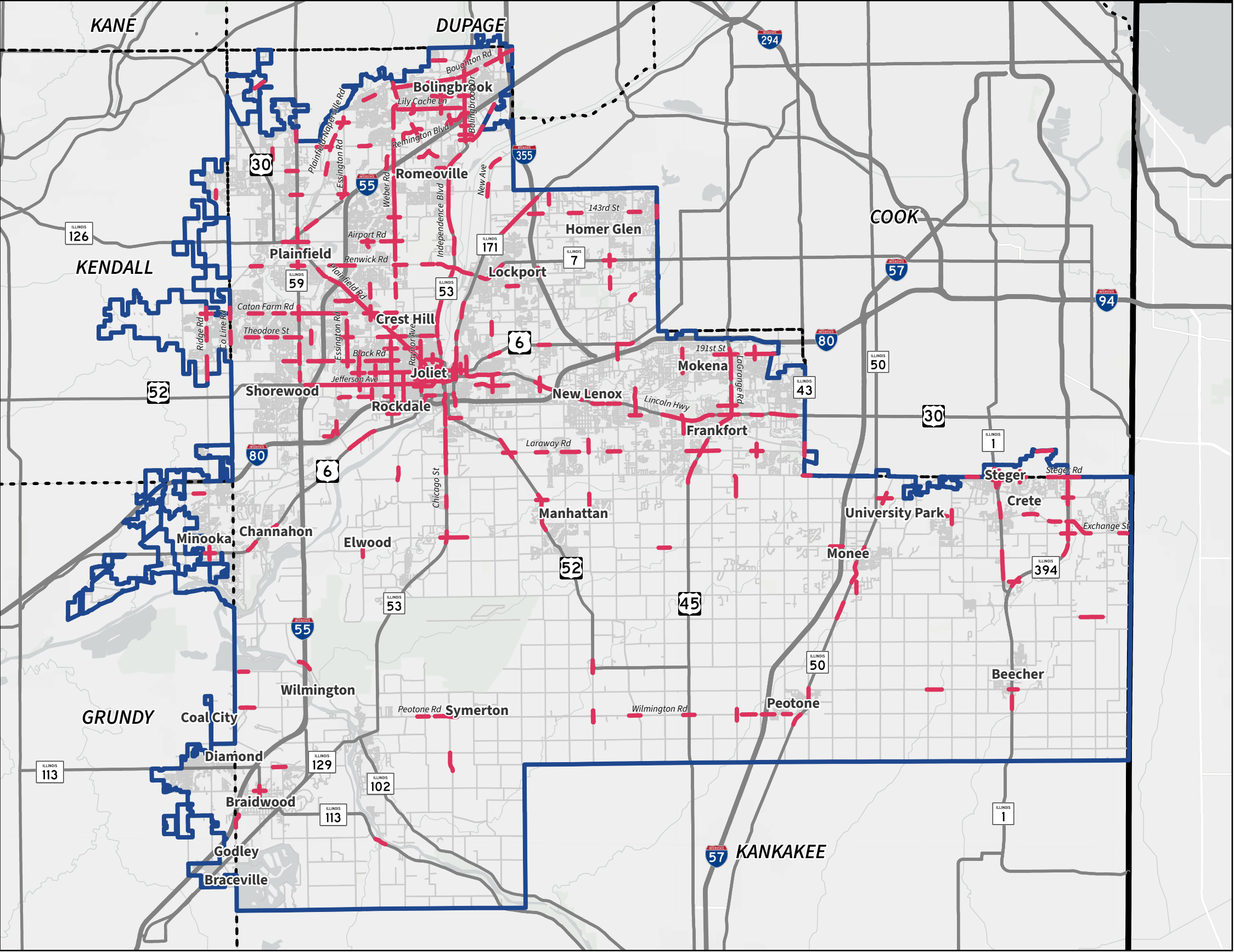
- Fatal & Serious Injury Crash
- Areas of Persistent Poverty Census Tracts
- Will County SAP Area
- County Boundaries



Comprehensive High Injury Network (HIN) Roads

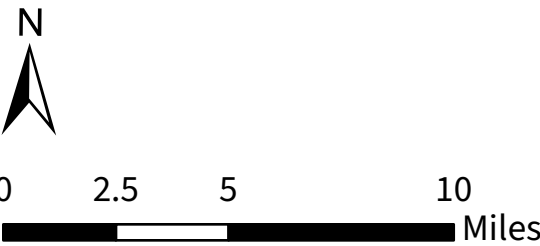
- Comprehensive HIN Roads
- Will County SAP Area
- County Boundaries





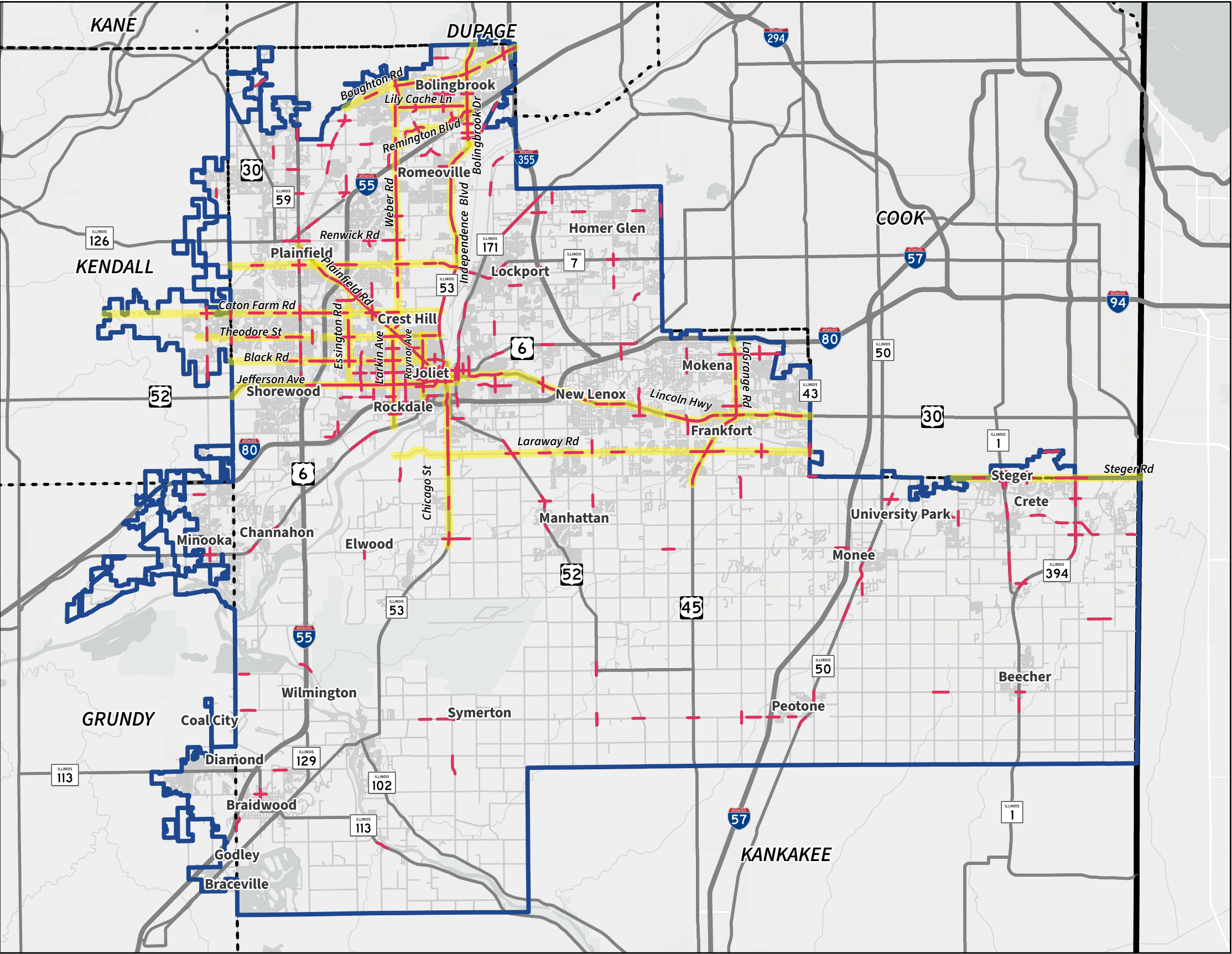
Contextual High Injury Network (HIN) Roads

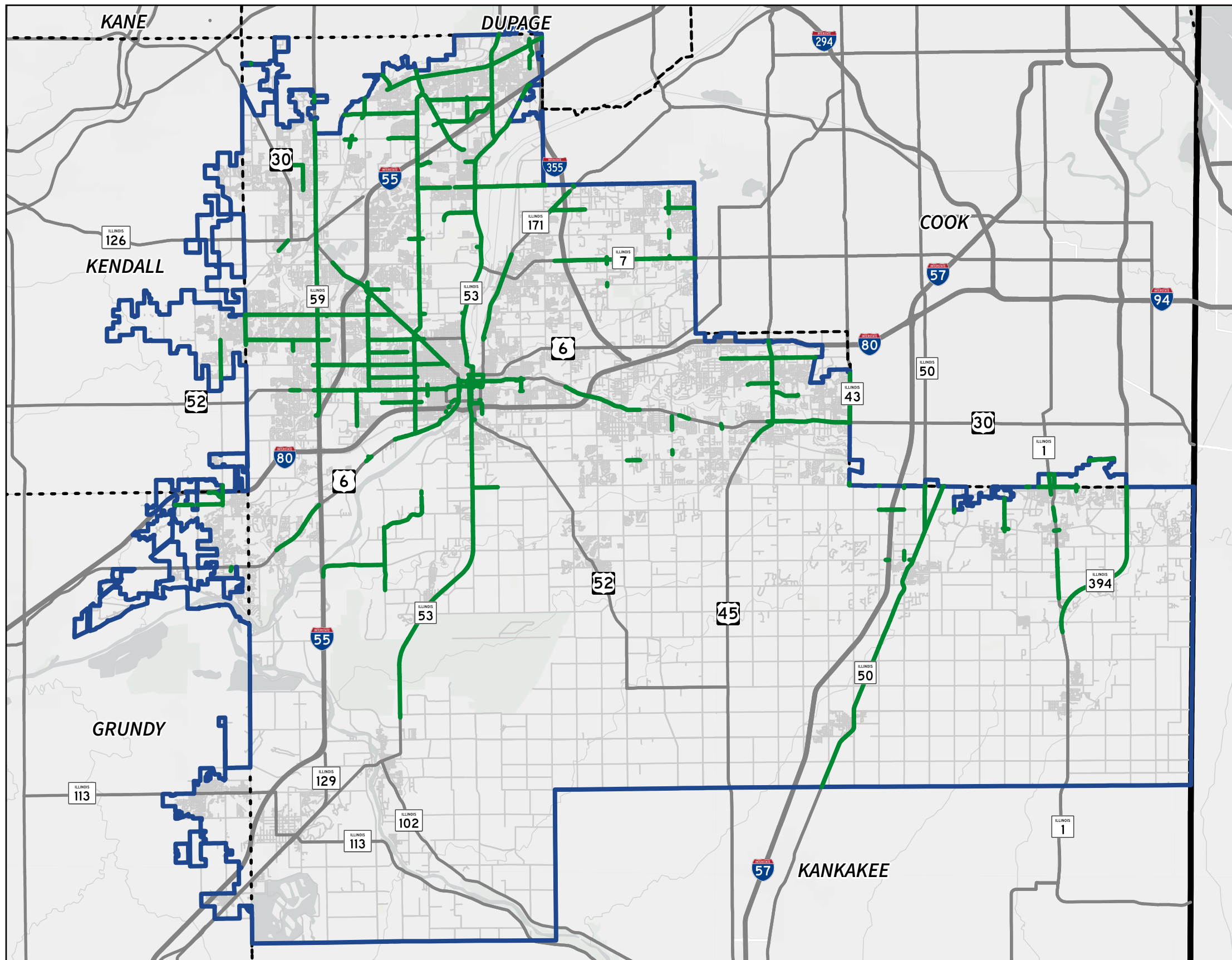
- Contextual HIN Roads
- Will County SAP Area
- County Boundaries



Contextual High Injury Network (HIN) Top 20 Corridors

- Contextual HIN Roads
- Top 20 Contextual HIN Corridors
- Will County SAP Area
- County Boundaries



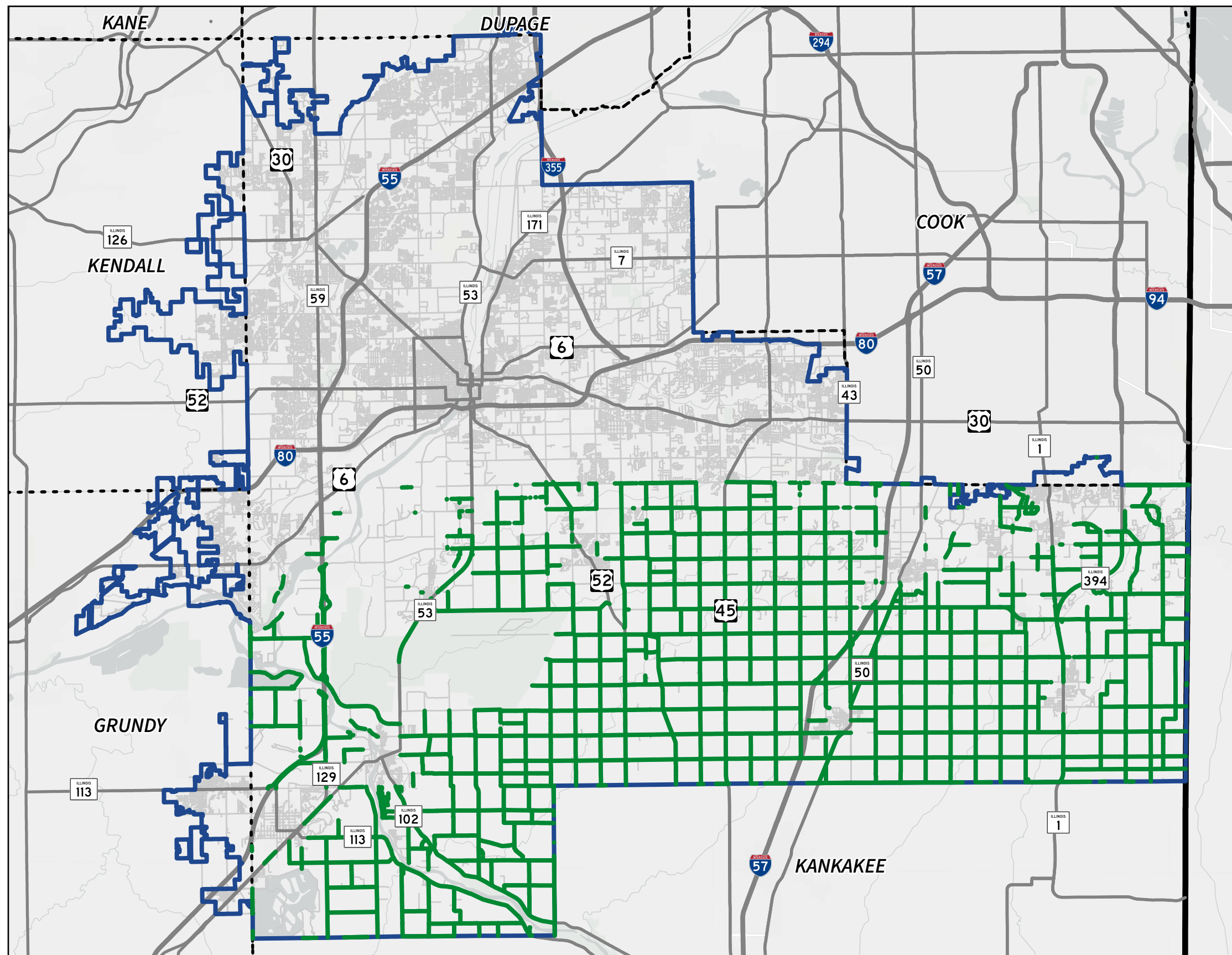


Typology: Multi-Lane Urban & Suburban Streets

- Multi-Lane Urban & Suburban Streets
- Other Roads
- Will County SAP Area
- County Boundaries



0 2.5 5 10 Miles

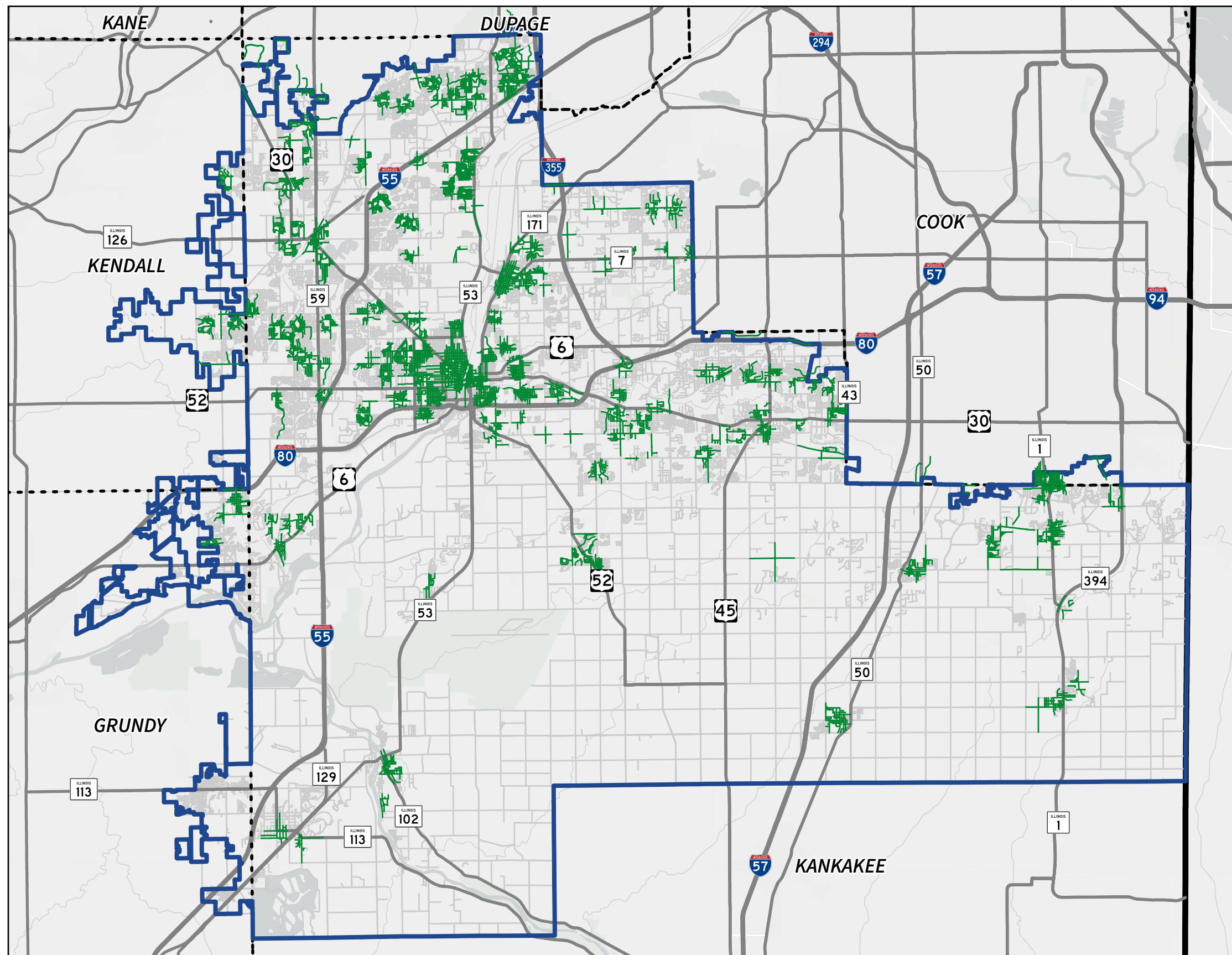


Typology: Rural Roads

- Rural Roads
- Other Roads
- ▭ Will County SAP Area
- - - County Boundaries



0 2.5 5 10 Miles

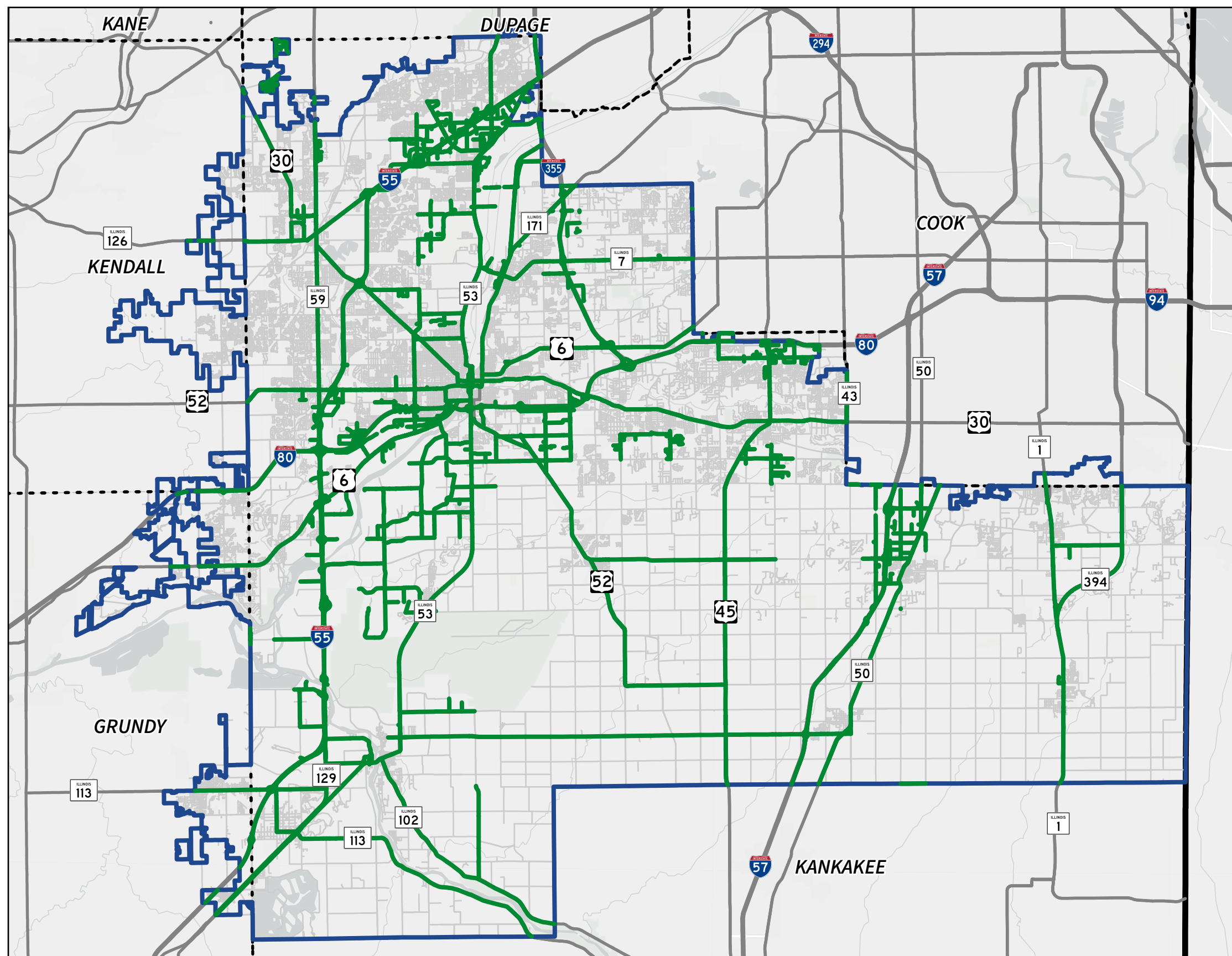


Typology: Roads Near Schools & Senior Living Facilities

- Roads Near Schools & Senior Living Facilities
- Other Roads
- Will County SAP Area
- County Boundaries

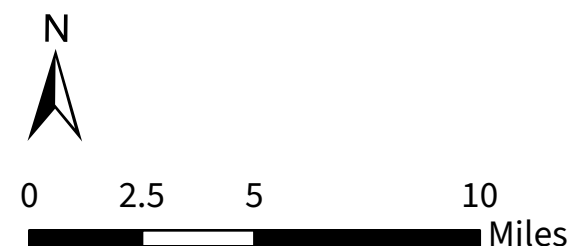


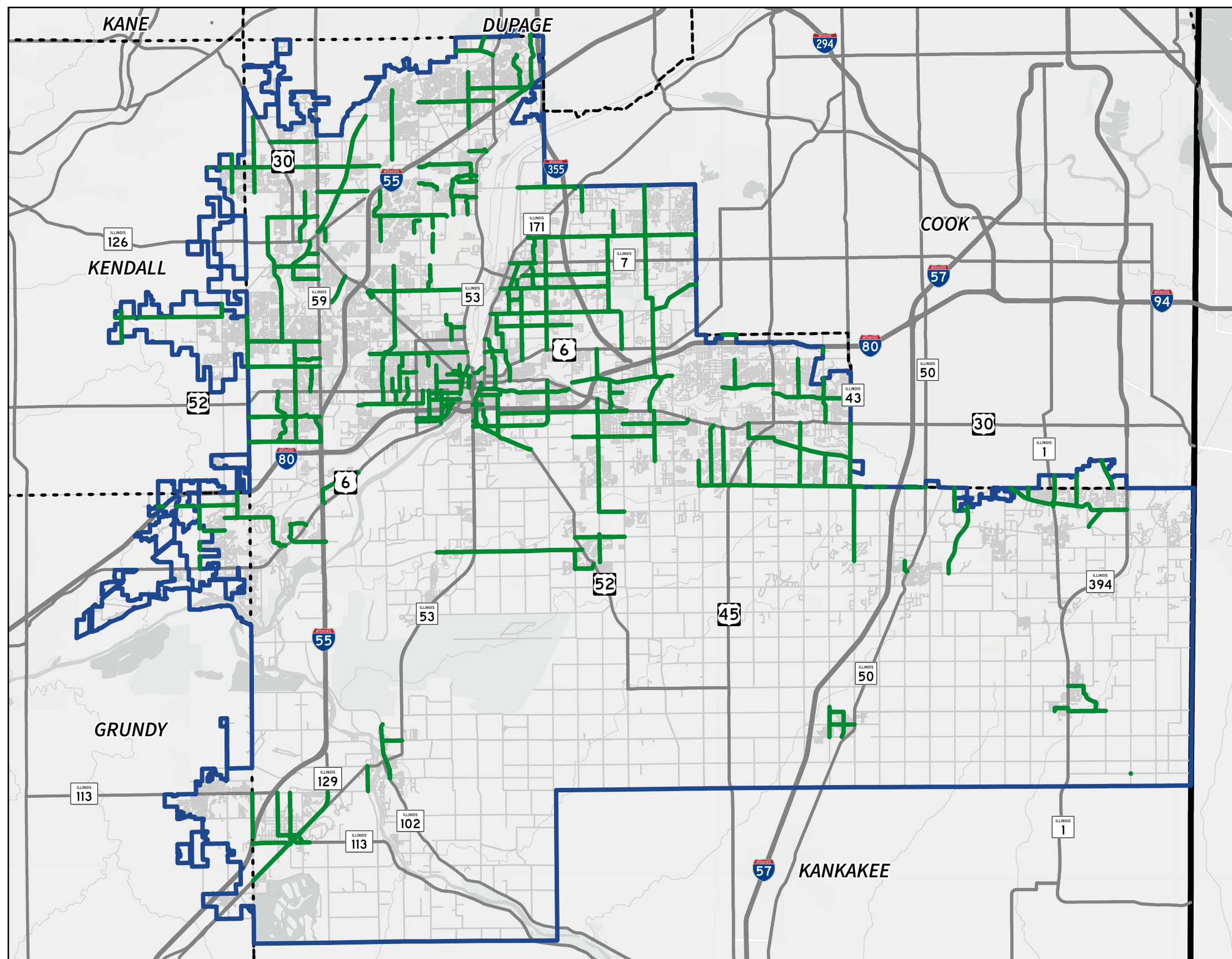
0 2.5 5 10 Miles



Typology: Roads with High Heavy Vehicle Traffic

- Roads with High Heavy Vehicle Traffic
- Other Roads
- Will County SAP Area
- County Boundaries



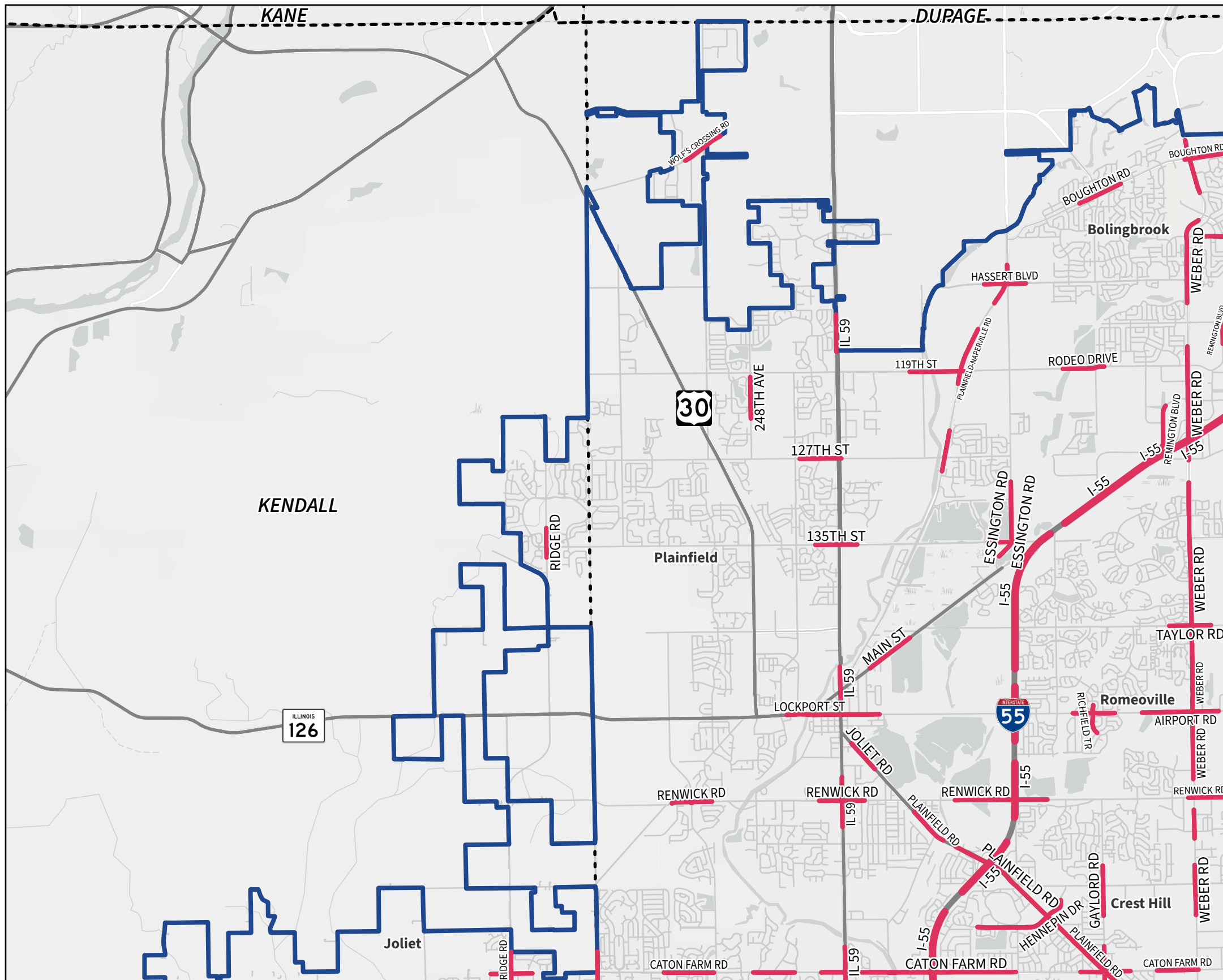


Typology: Residential Collector Streets

- Residential Collector Streets
- Other Roads
- Will County SAP Area
- County Boundaries

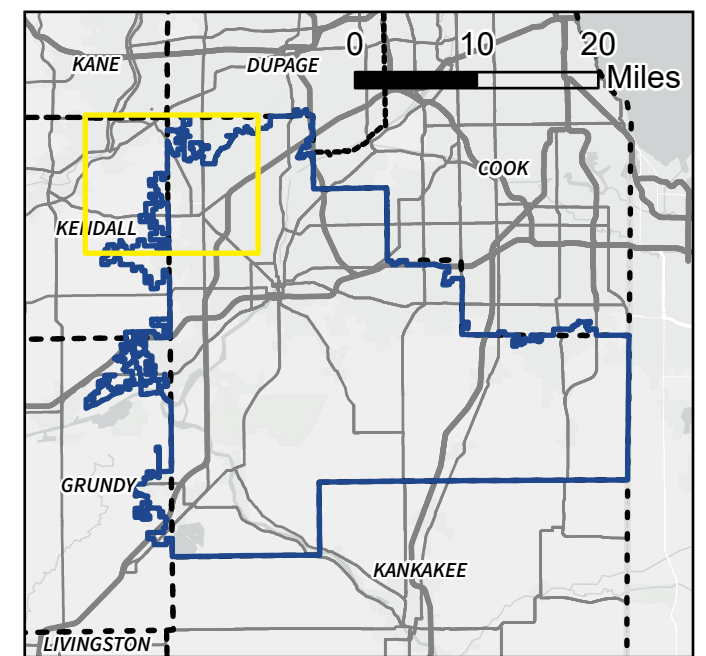


0 2.5 5 10 Miles

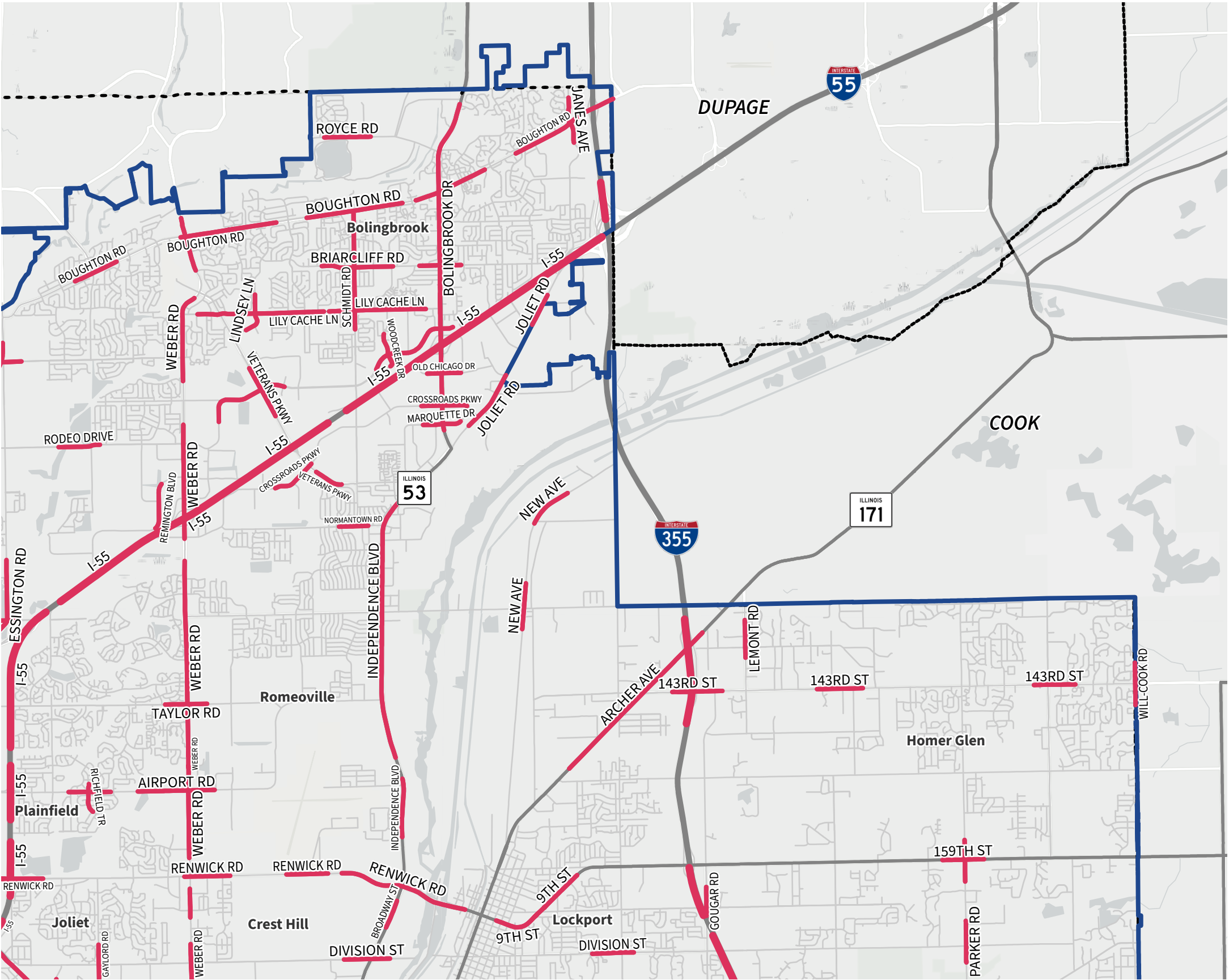


Comprehensive High-Injury Network (HIN) Roads: Northwest

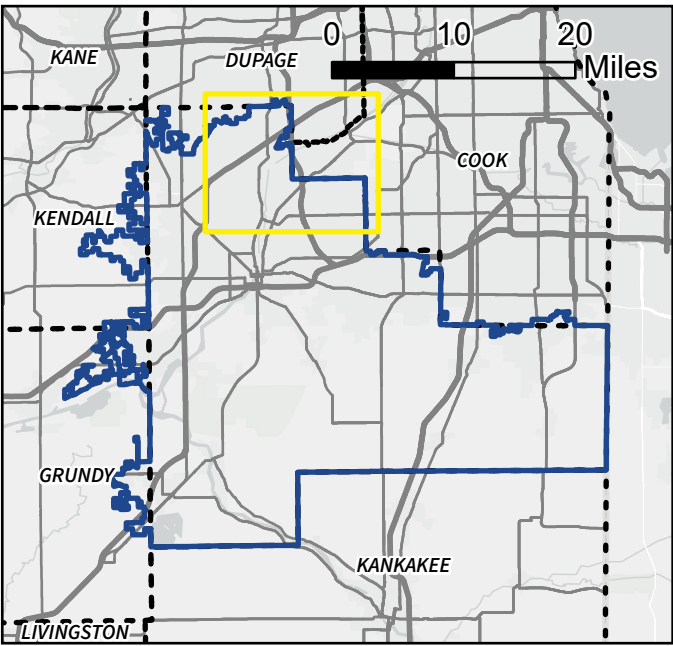
- Comprehensive HIN Roads
- Will County SAP Area
- County Boundaries
- Map Extent



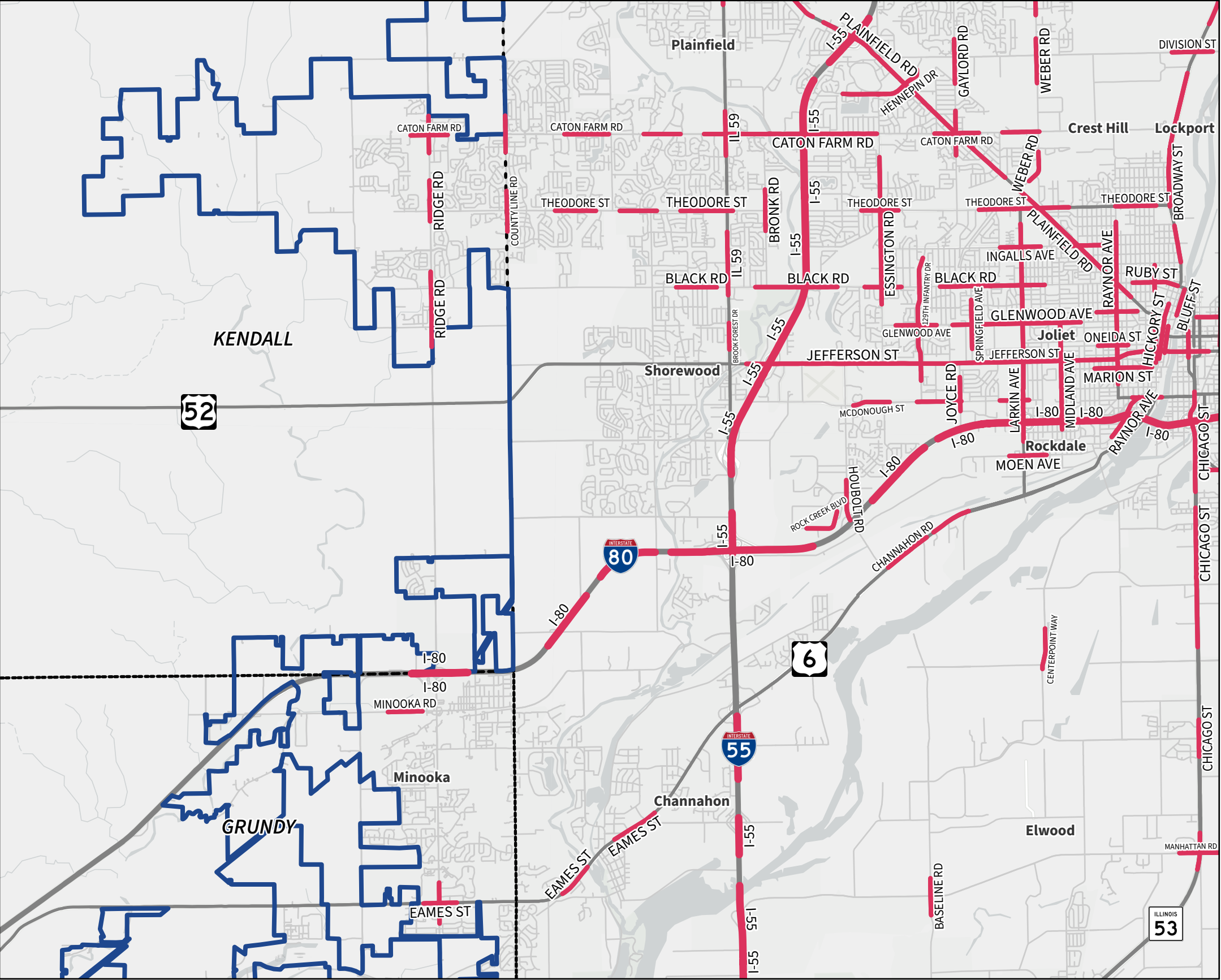
Comprehensive High-Injury Network (HIN) Roads: North



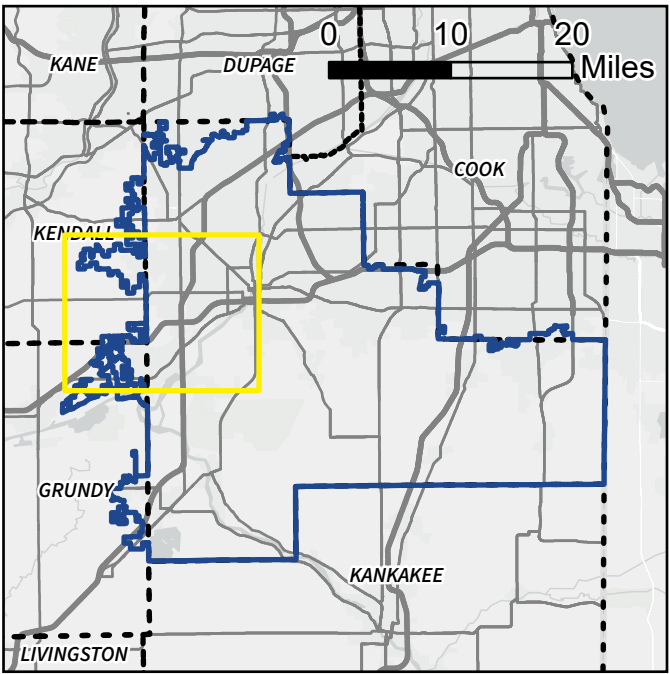
- Comprehensive HIN Roads
- Will County SAP Area
- County Boundaries
- Map Extent



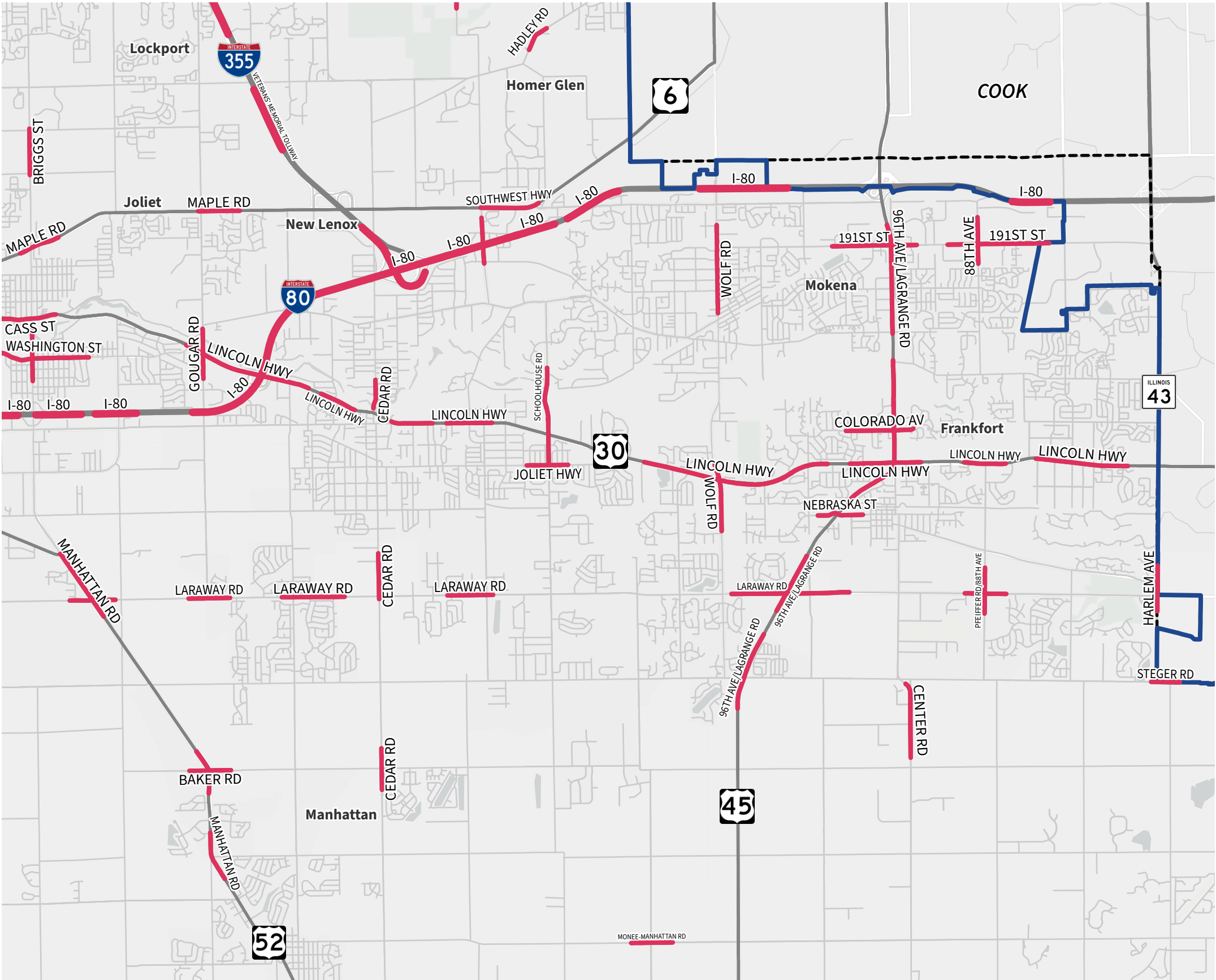
Comprehensive High-Injury Network (HIN) Roads: West



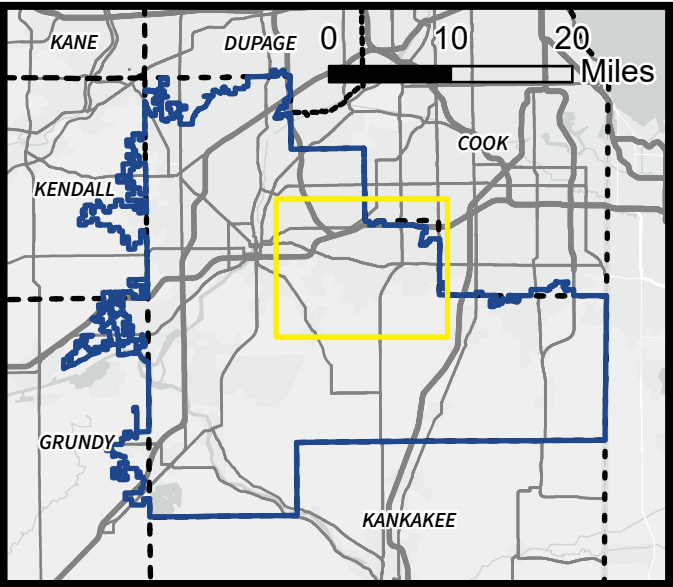
- Comprehensive HIN Roads
- Will County SAP Area
- County Boundaries
- Map Extent



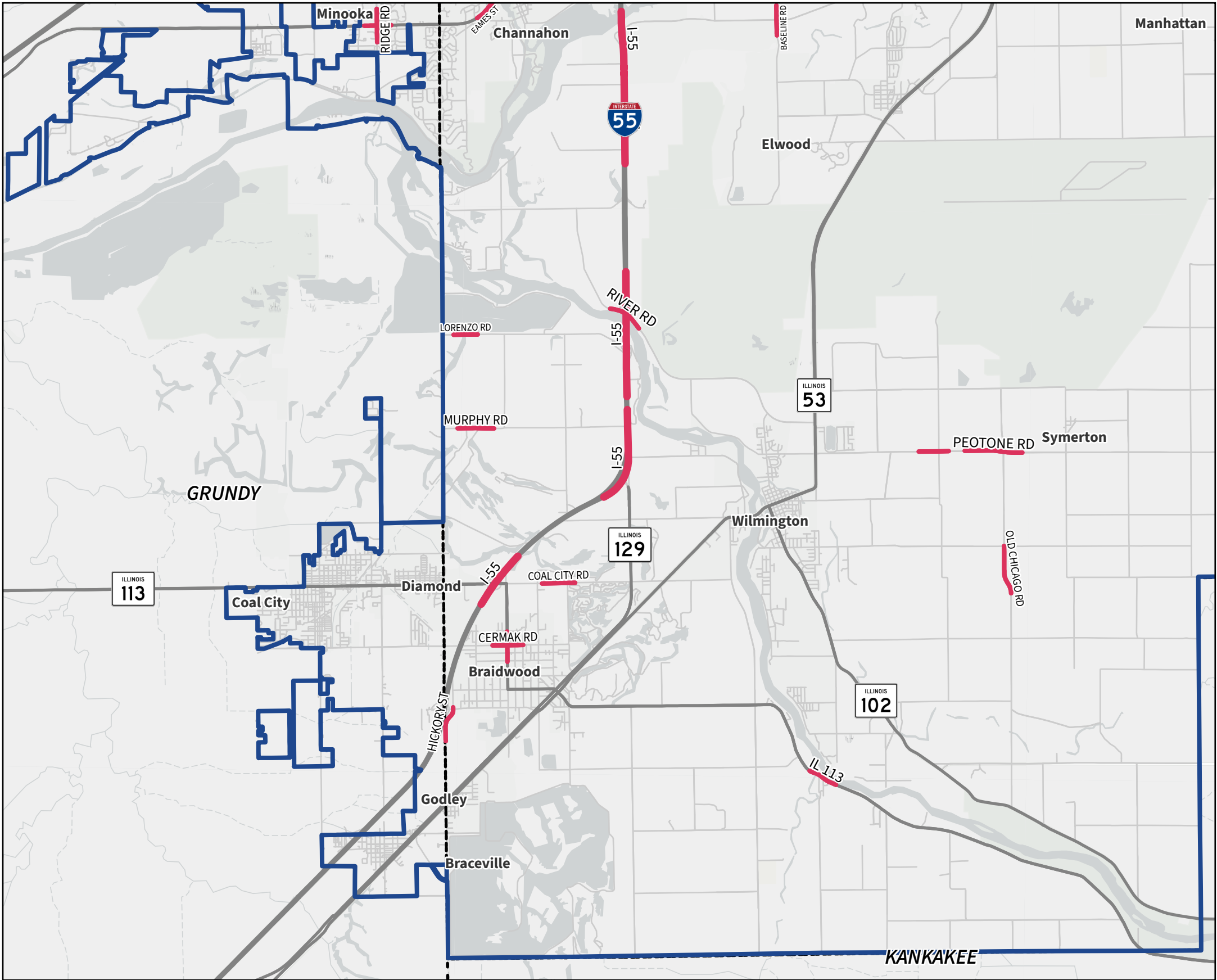
Comprehensive High-Injury Network (HIN) Roads: Central



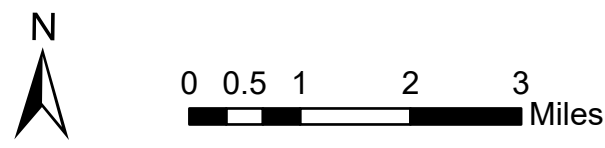
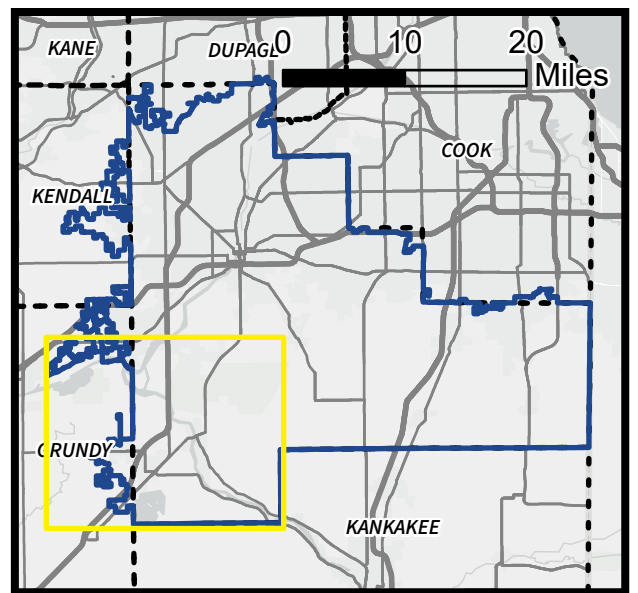
- Comprehensive HIN Roads
- Will County SAP Area
- County Boundaries
- Map Extent



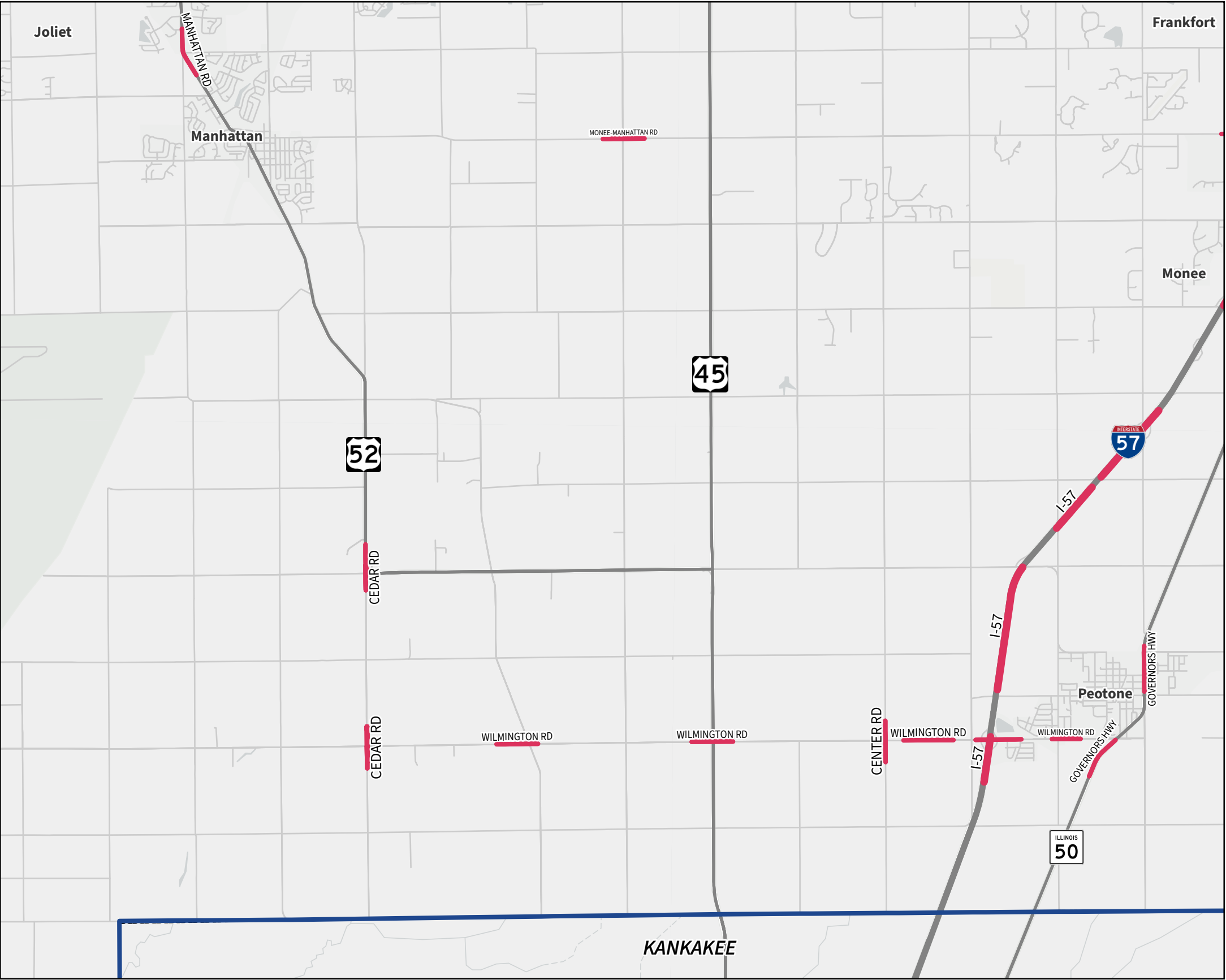
Comprehensive High-Injury Network (HIN) Roads: Southwest



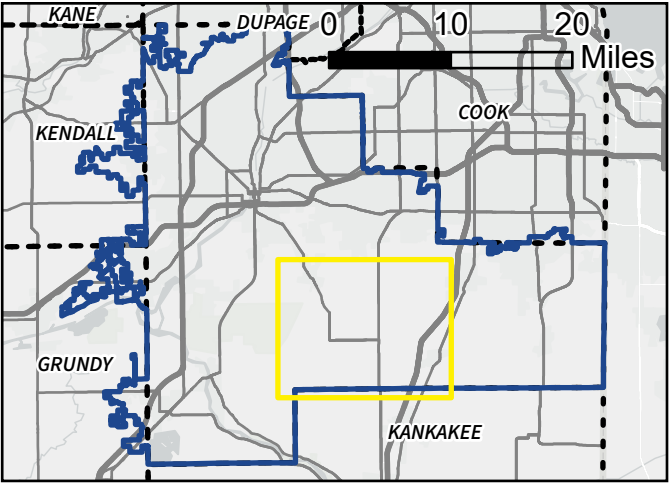
- Comprehensive HIN Roads
- Will County SAP Area
- County Boundaries
- Map Extent



Comprehensive High-Injury Network (HIN) Roads: South



- Comprehensive HIN Roads
- Will County SAP Area
- County Boundaries
- Map Extent



SAFE TRAVEL FOR ALL



May 2025

Will County Safety Action Plan

APPENDIX D - SURVEY RESPONSE DATA



Survey /// Encuesta --- Will County

SURVEY RESPONSE REPORT

01 August 2024 - 31 March 2025

PROJECT NAME:

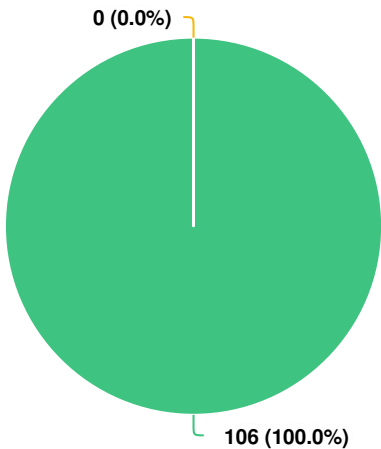
Will County Safety Action Plan





SURVEY QUESTIONS

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

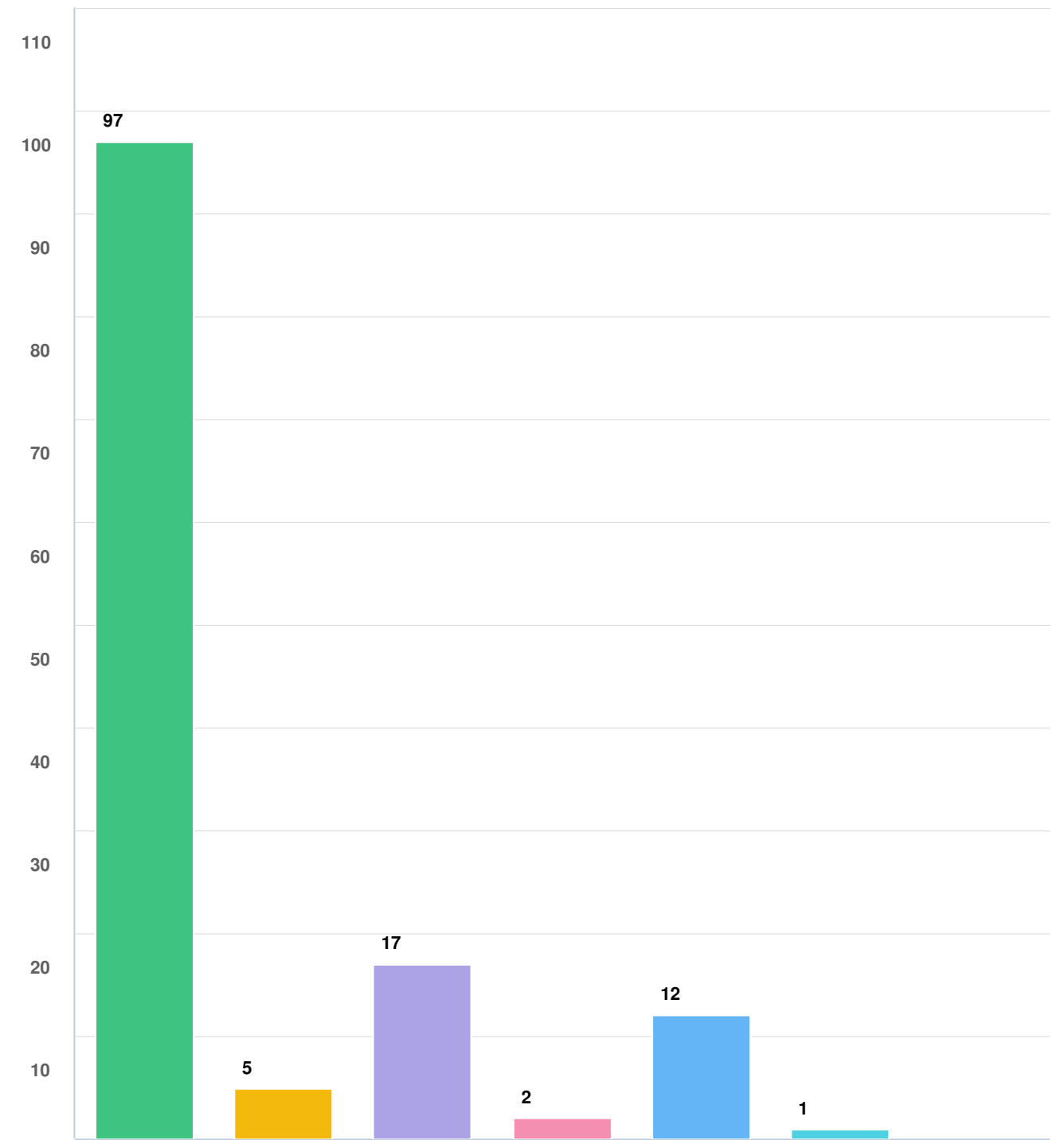


Question options

English Español

Mandatory Question (106 response(s))
Question type: Radio Button Question

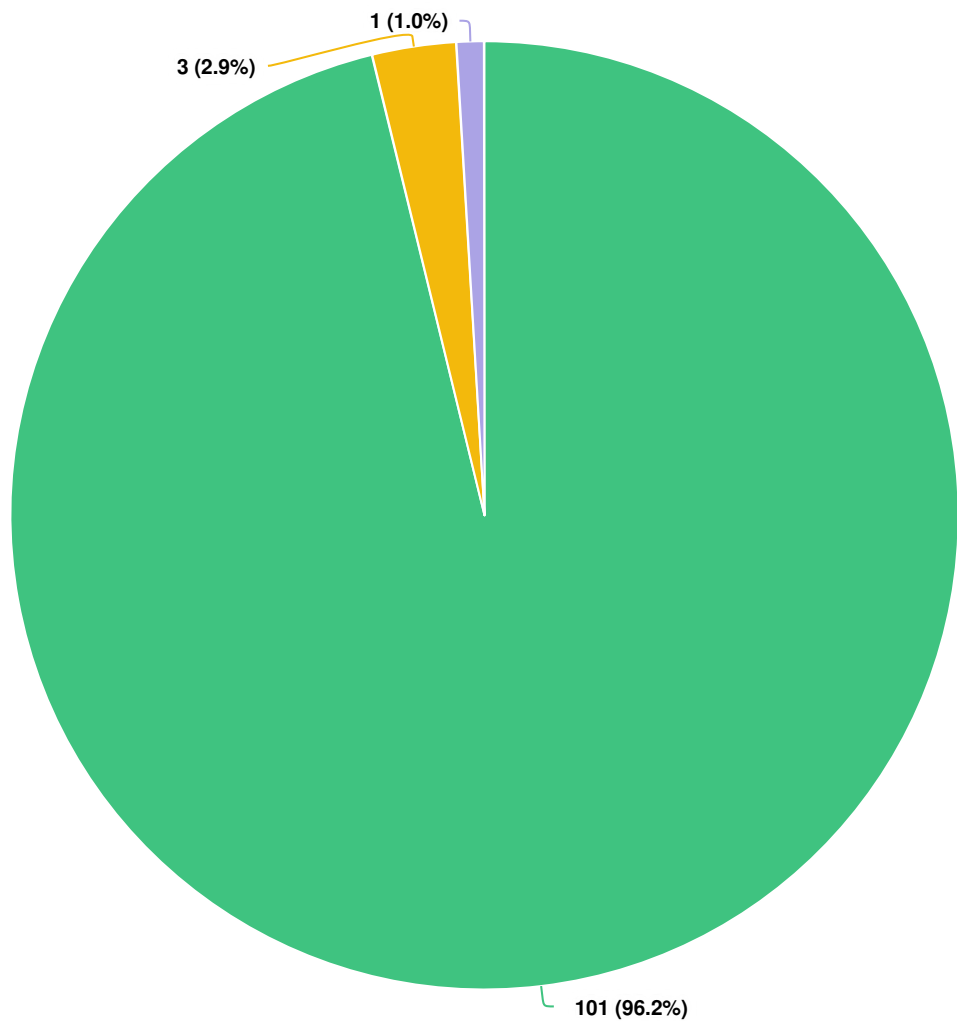
Q2 How do you get around most of the time?



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

Optional question (106 response(s), 0 skipped)
Question type: Checkbox Question

Q3 Do you have reliable access to a car?

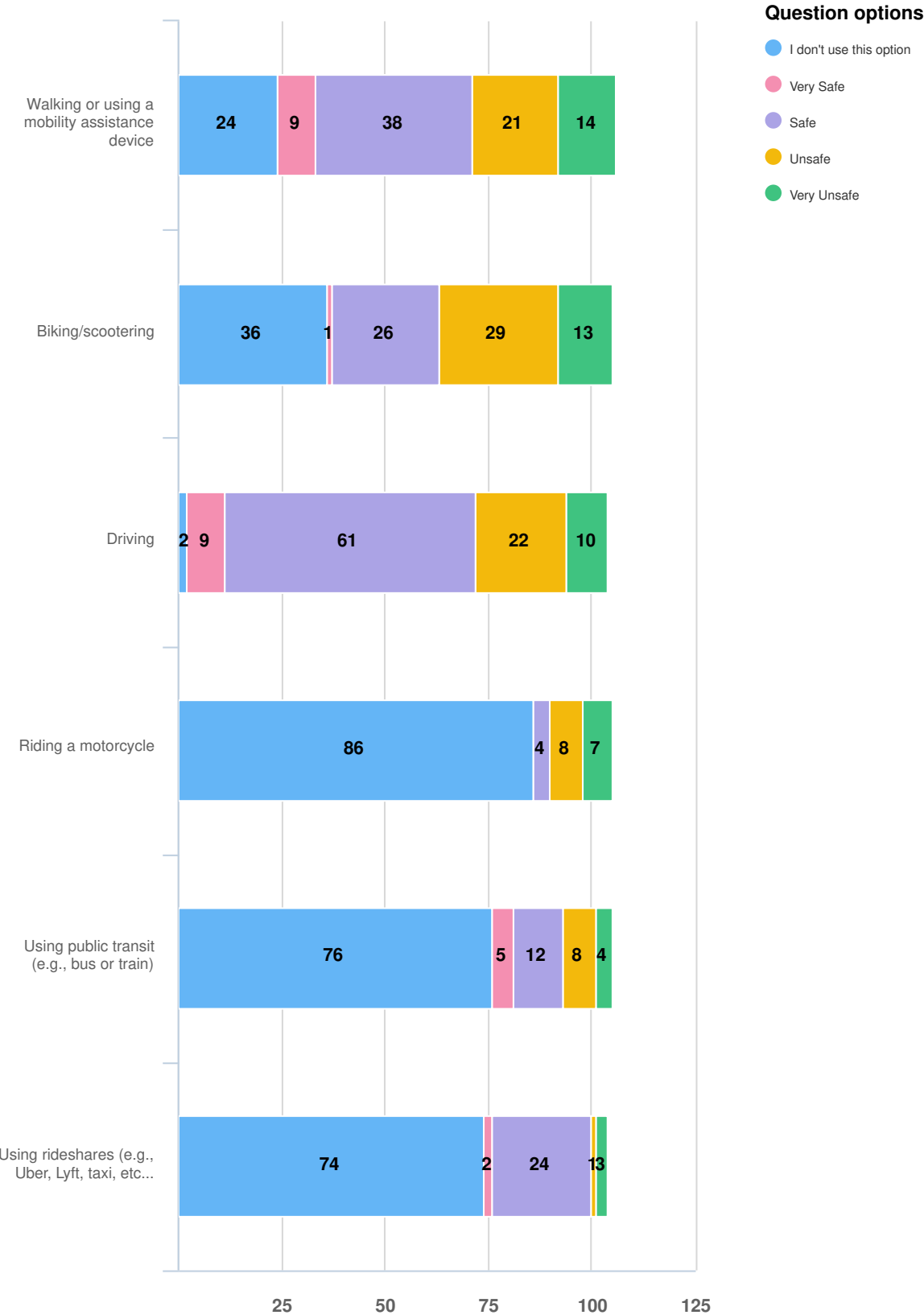


Question options

Yes No Other:

Optional question (105 response(s), 1 skipped)
Question type: Radio Button Question

Q4 How safe do you feel while...



Optional question (106 response(s), 0 skipped)
Question type: Likert Question

Q4 | How safe do you feel while...

Walking or using a mobility assistance device

I don't use this option : 24



Very Safe : 9



Safe : 38



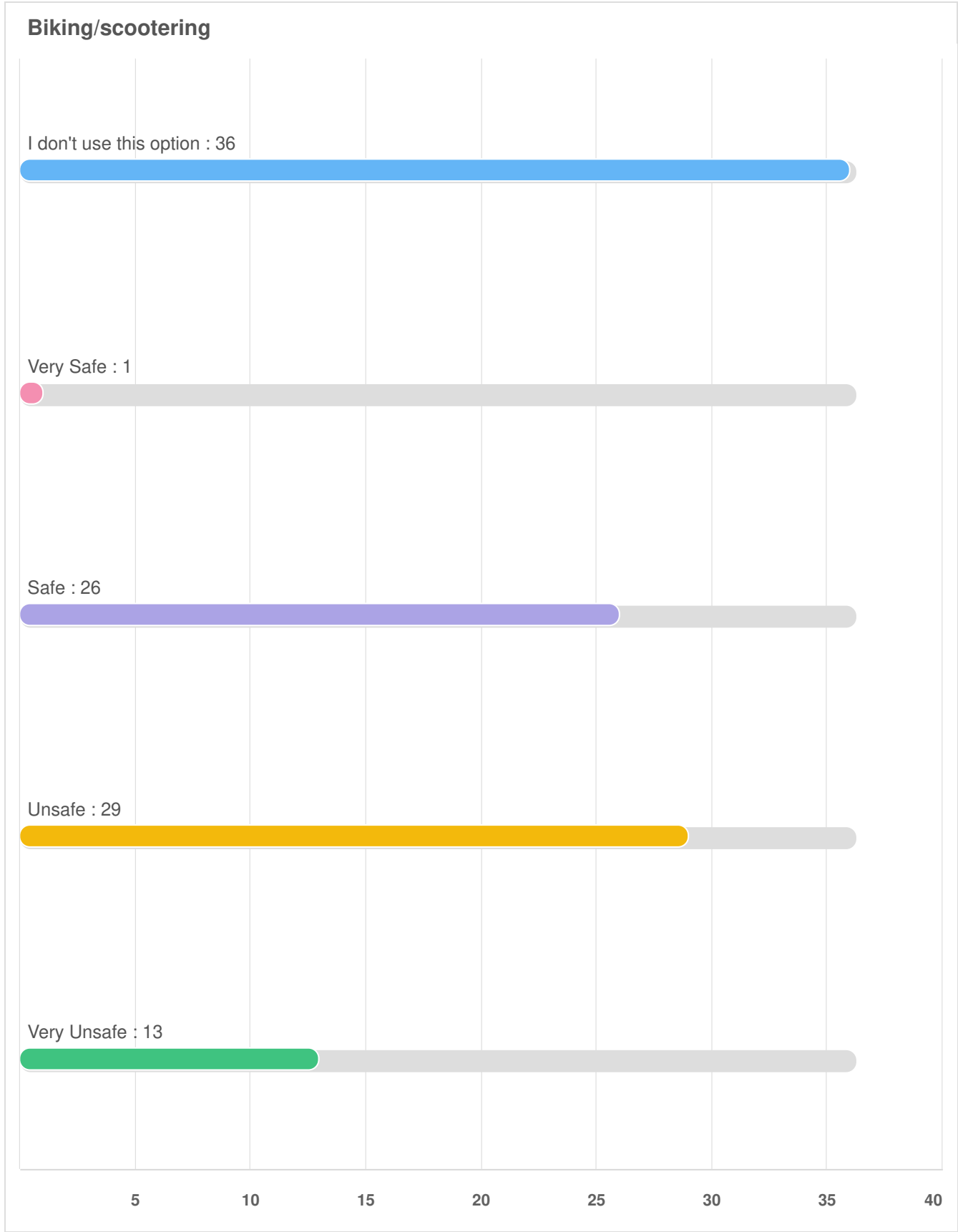
Unsafe : 21

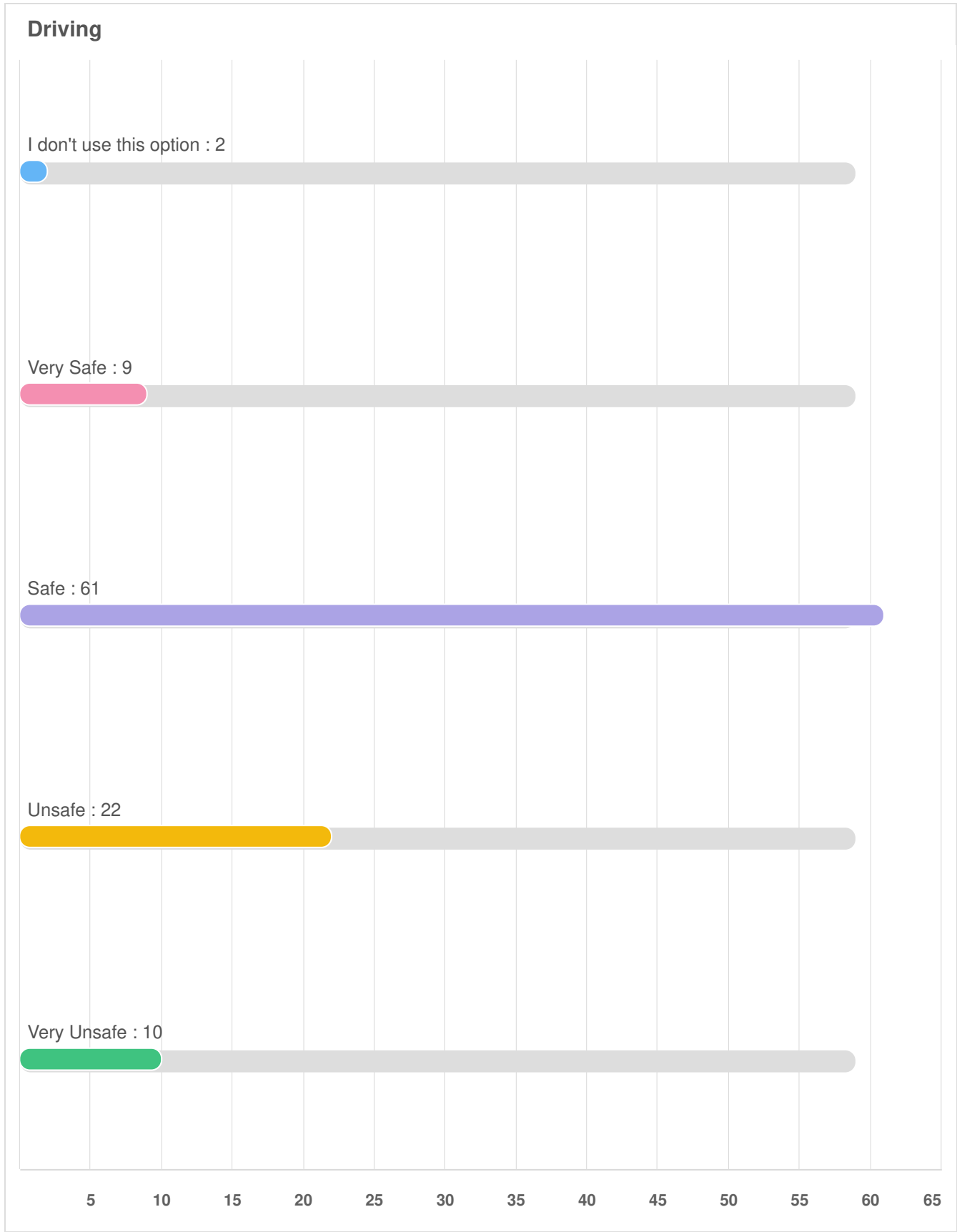


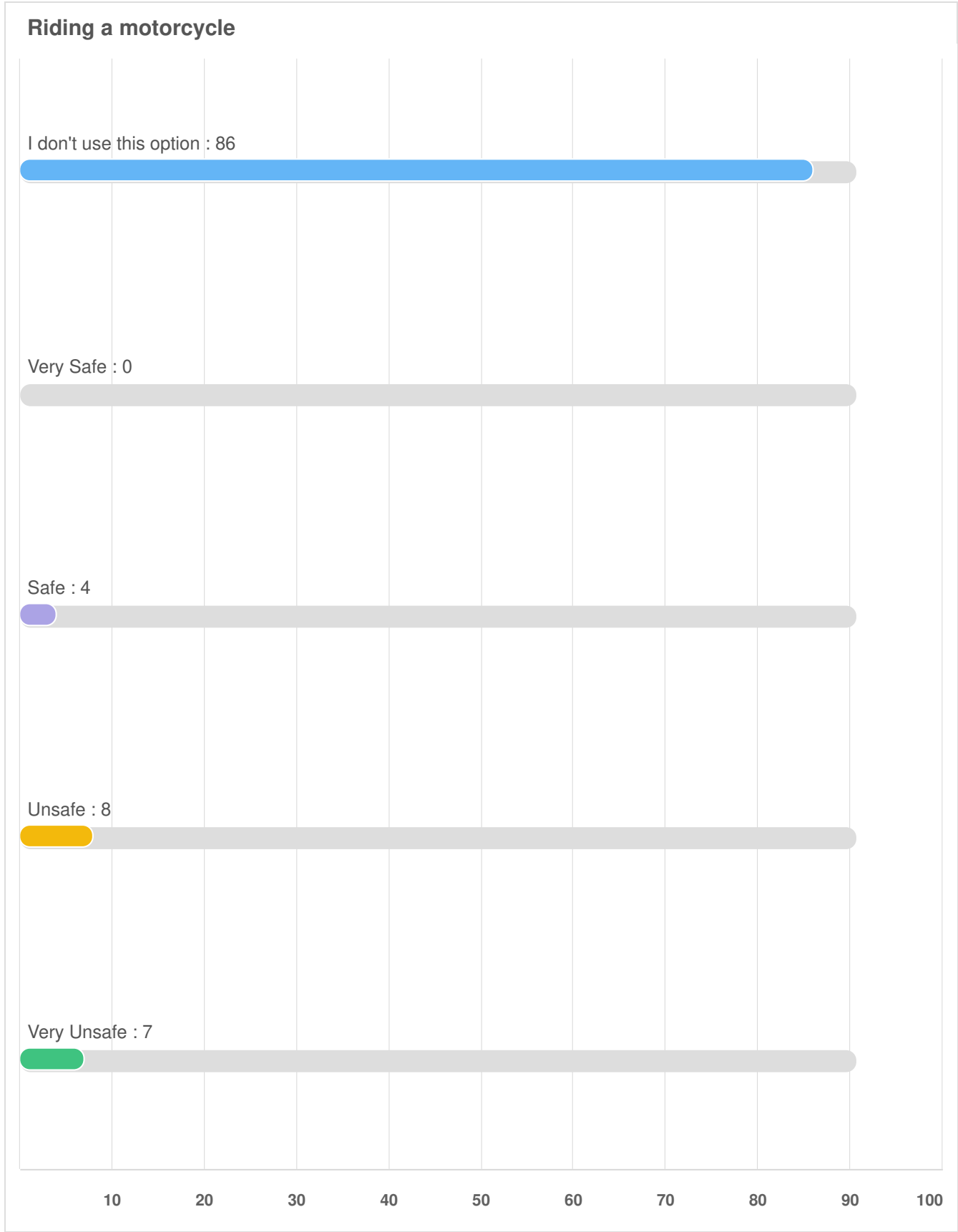
Very Unsafe : 14

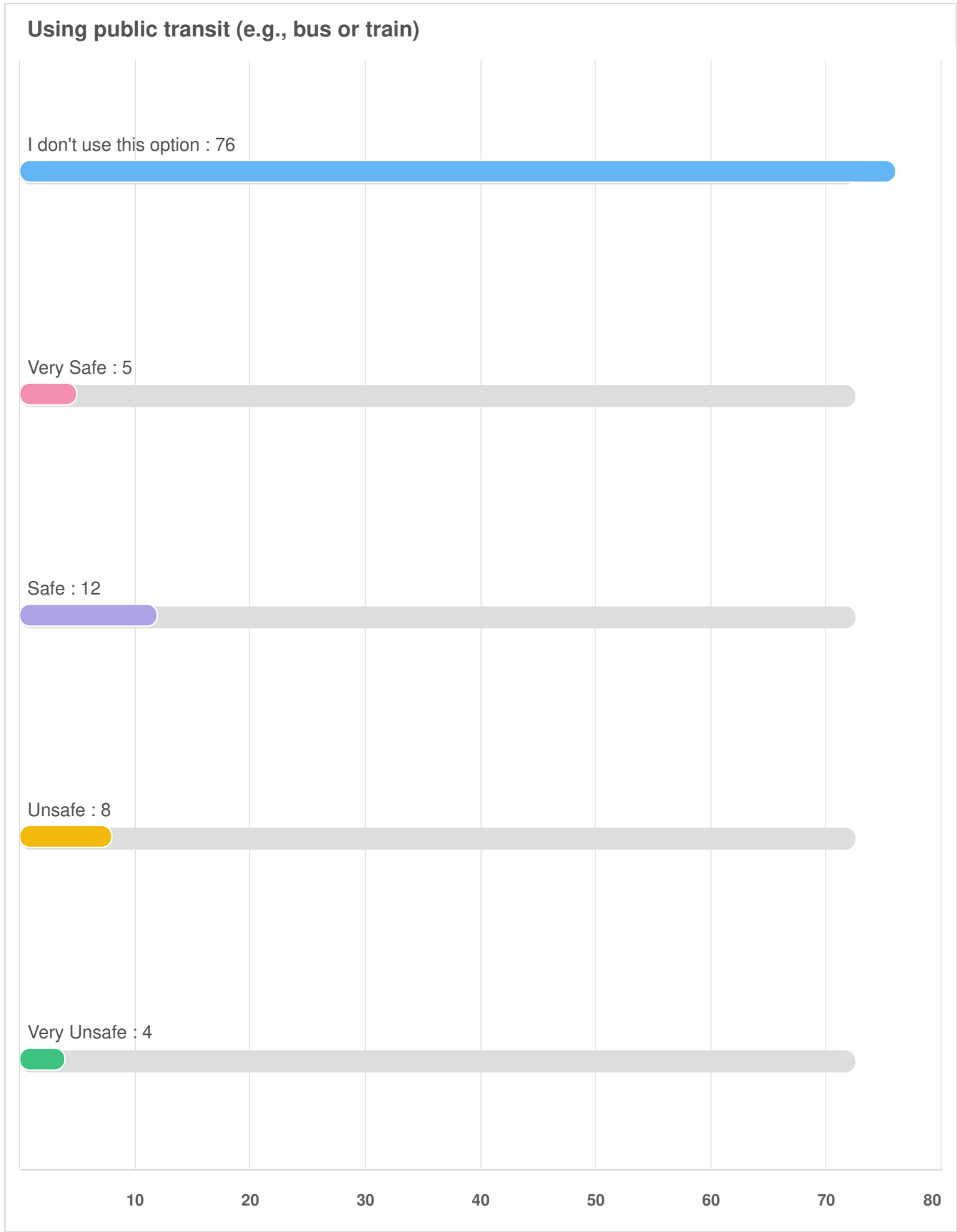


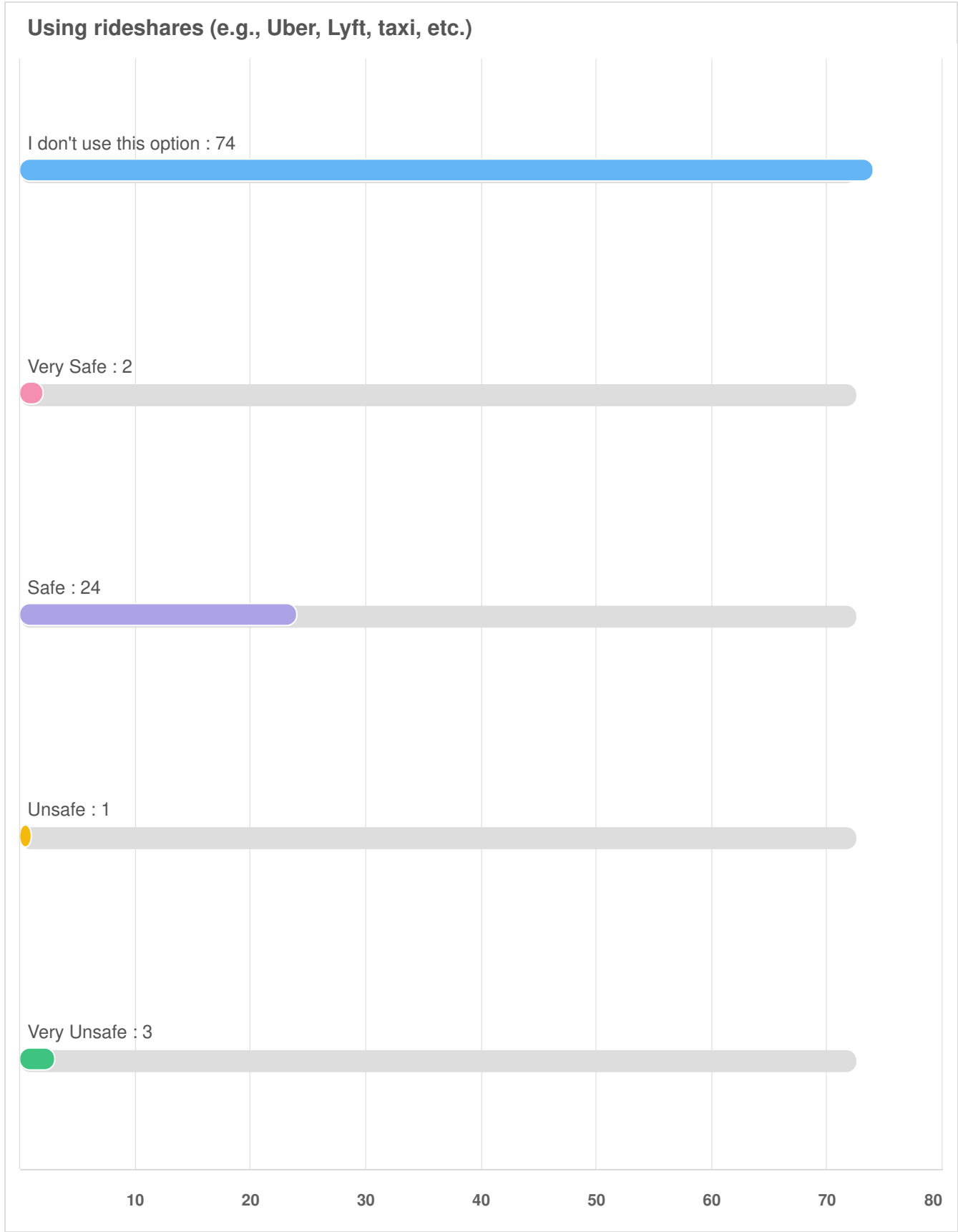
5 10 15 20 25 30 35 40



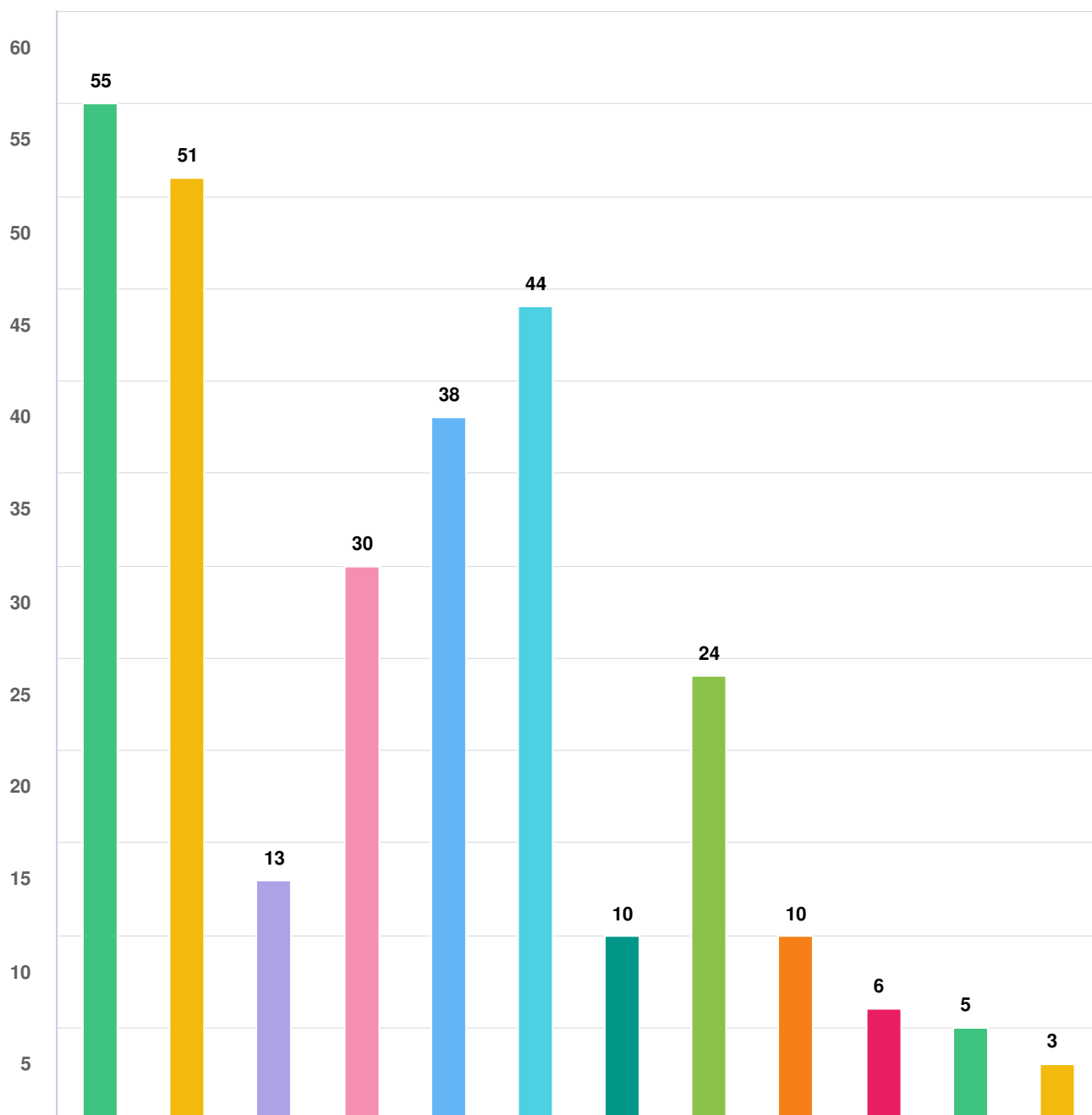








Q5 When you are walking, using a mobility assistance device, or biking, what are your main traffic safety concerns? Select your top 3 concerns.



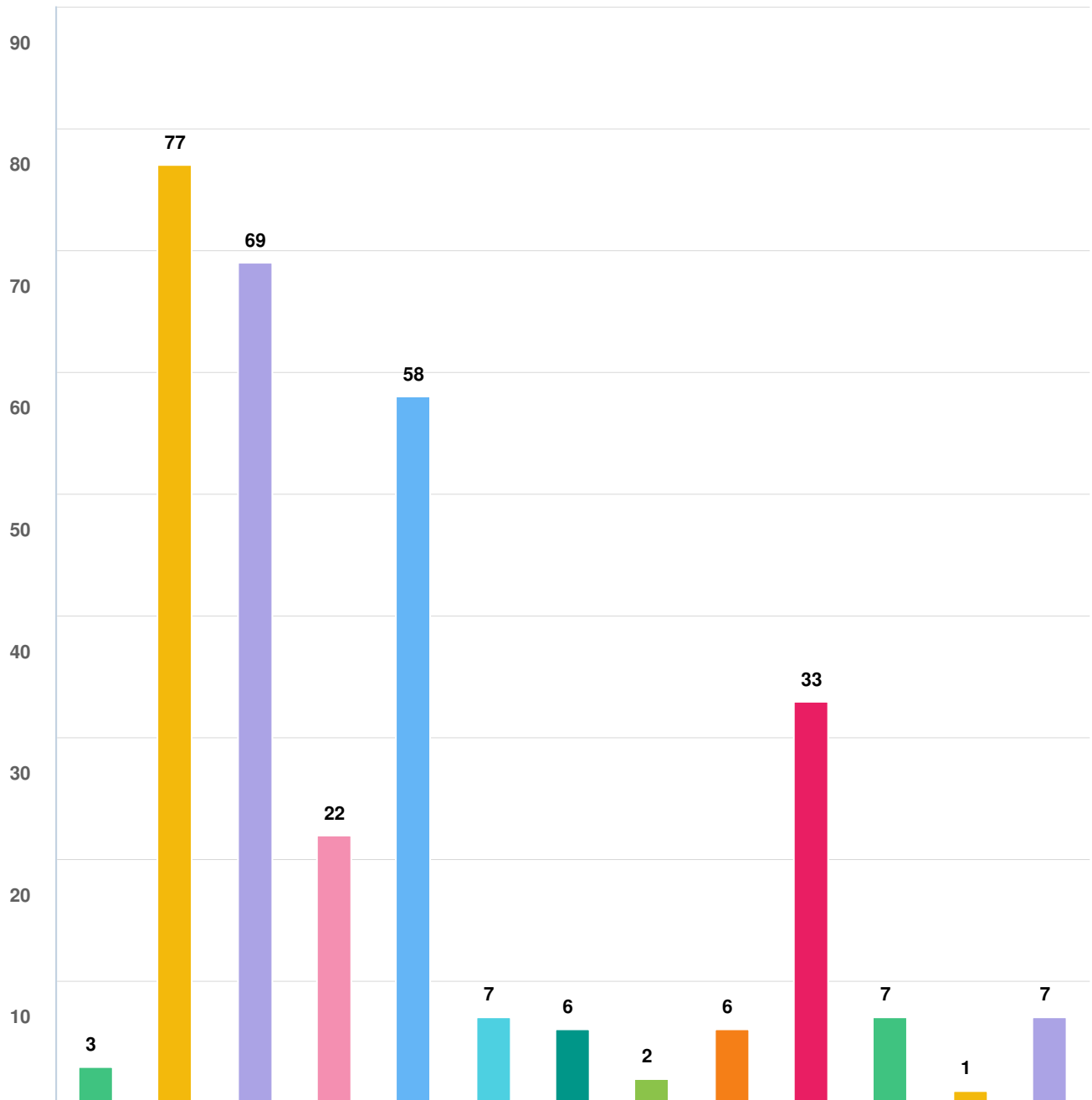
Question options

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

Optional question (102 response(s), 4 skipped)

Question type: Checkbox Question

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



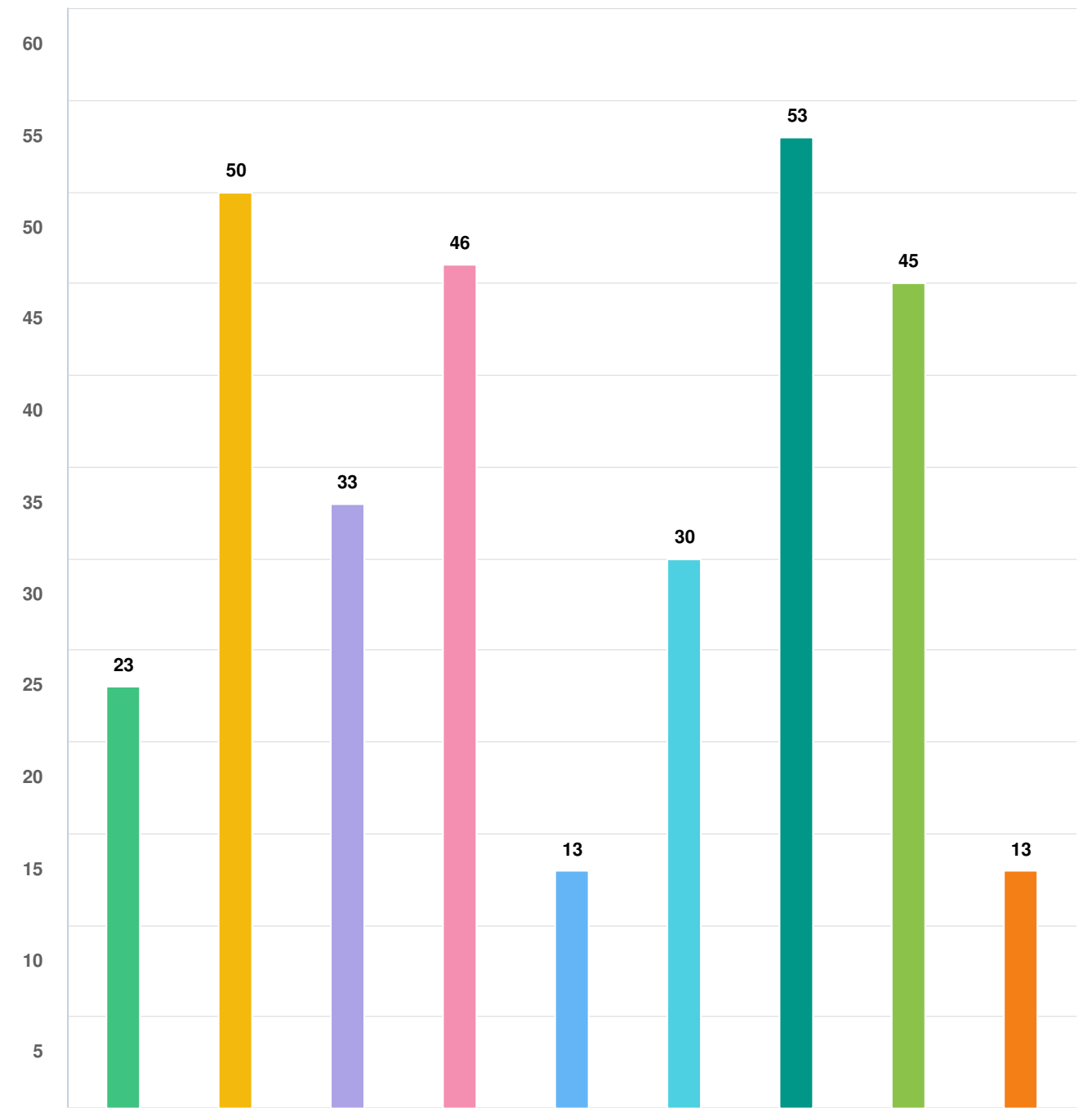
Question options

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

Optional question (105 response(s), 1 skipped)

Question type: Checkbox Question

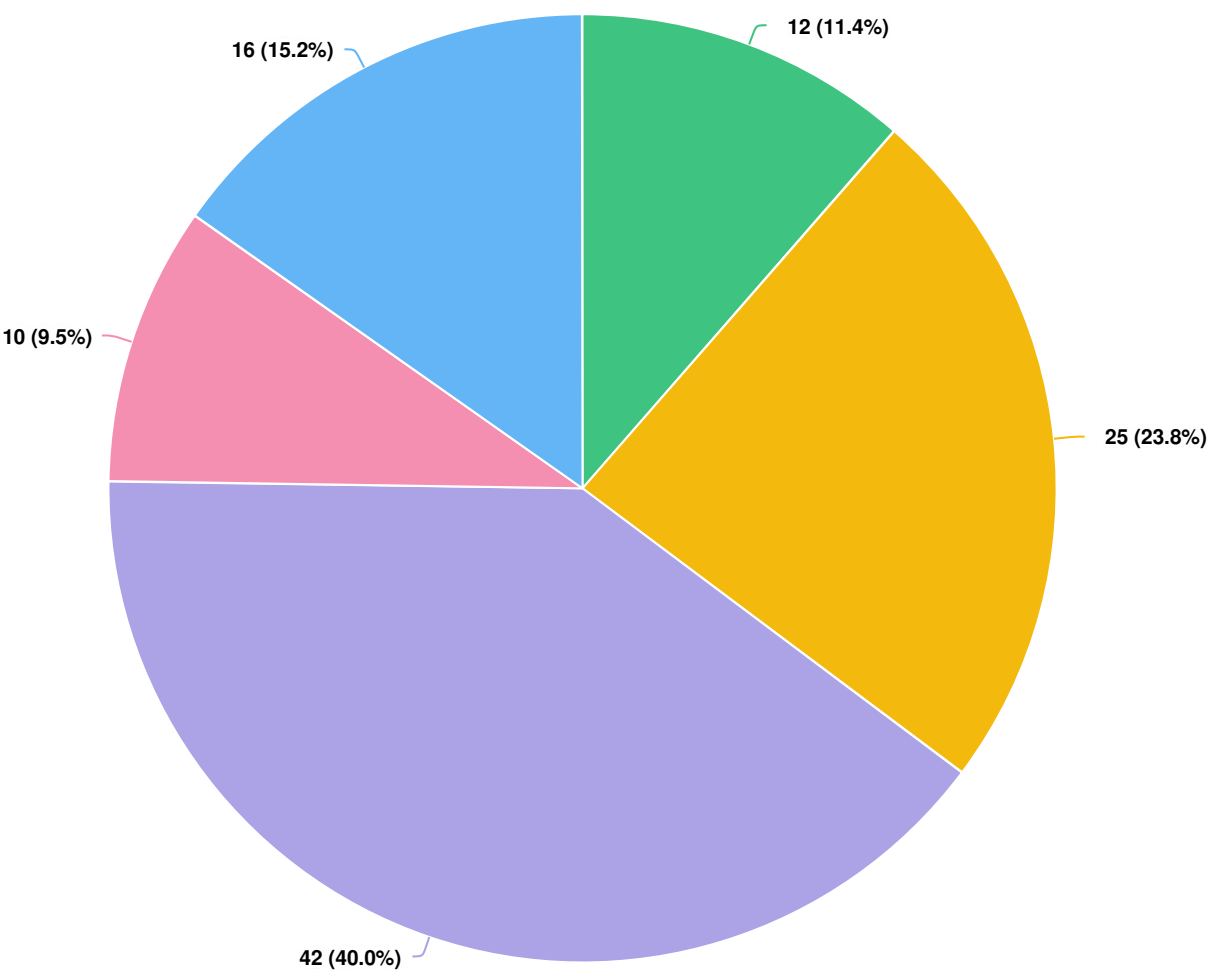
Q7 | What do you think Will County's highest transportation safety priorities should be?
Select your top 3 priorities.



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

Optional question (105 response(s), 1 skipped)
Question type: Checkbox Question

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

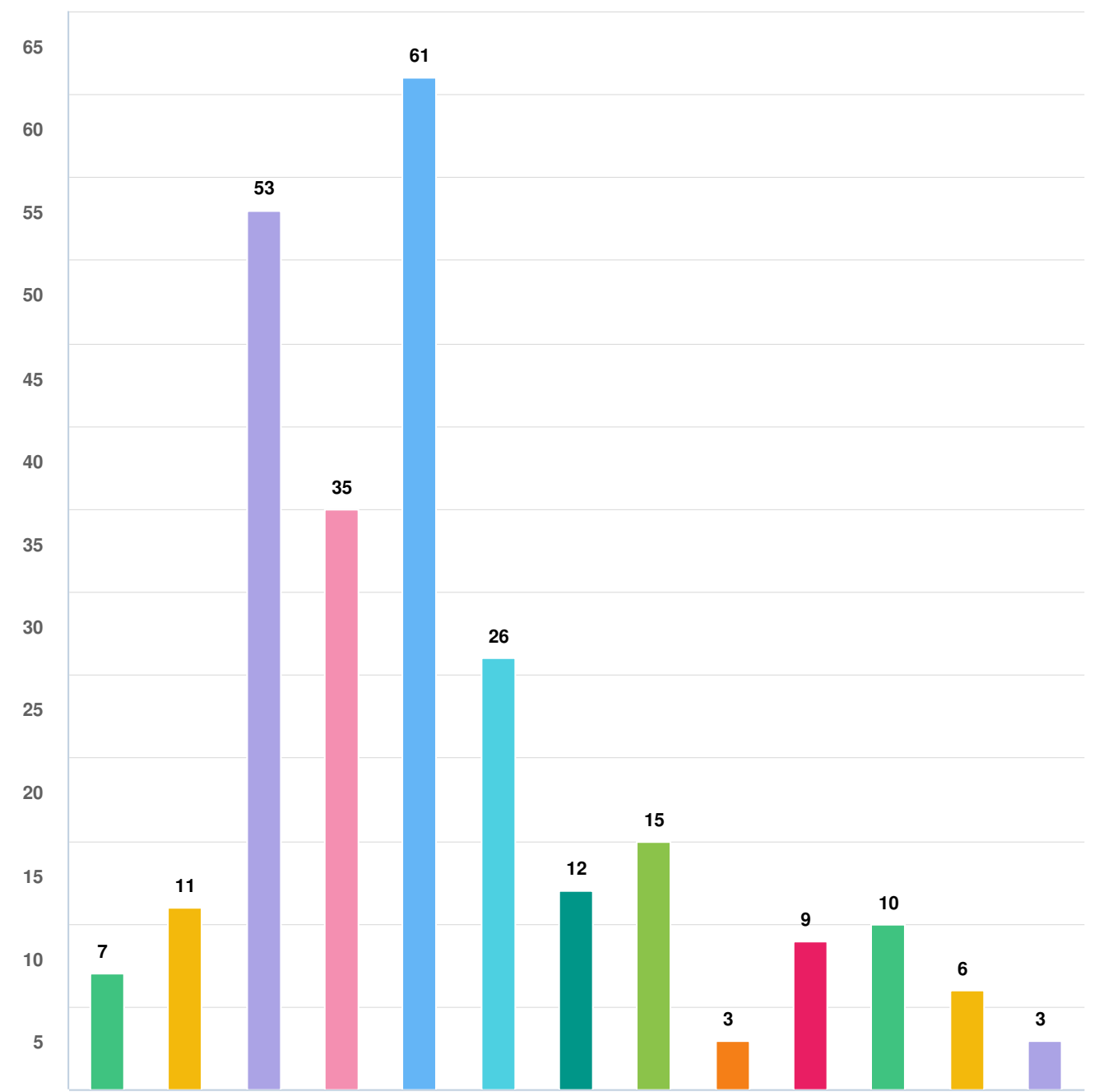


Question options

Steady decline Slight decline No change Slight improvement Steady improvement

Optional question (105 response(s), 1 skipped)
Question type: Radio Button Question

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



Question options

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

Optional question (105 response(s), 1 skipped)
Question type: Checkbox Question

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

Anonymous

9/11/2024 05:50 PM

Terrible accidents in the Manhattan area due to lack of lighting at many intersections, including RT 52.

Anonymous

9/12/2024 11:50 AM

Trucks! Municipalities and county government continue to approve major industrial parks with huge warehouses....all the truck traffic is impeding communities and neighborhoods with major rigs hauling tons of products through residential corridors. Also, distracted driving: marijuana use impairs drivers! Cell phone use impairs drivers! Heavy fines need to be placed on those drivers who are impaired due to drug or cell phone use.

Anonymous

9/12/2024 01:36 PM

Crossing Wolf Road at the Old Plank Road Trail; there is heavy traffic that often will not stop. There should be flashing lights there at the minimum, or another way to get cars to stop for bikes and pedestrians.

Anonymous

9/13/2024 08:12 AM

Any and all streets at or above 40mph with insufficient shoulder width. Best to designate E/W, N/S corridors for bikes, ideally bike/pedestrian only trails, but if shared well marked with wide shoulders - ideally with separation from road. Any dead end street should have a curb cut out if crossing a busier road. Deadends often ideal for bikes because of reduced traffic.

Anonymous

9/13/2024 10:49 AM

The heavy truck traffic through residential areas

Anonymous

9/13/2024 11:26 AM

Driver's going through red lights - especially happening when lights are turning to red and drivers not paying attention.

Anonymous

9/13/2024 10:24 PM

The dangerous intersection of County Line Road and RT 52. Too hard to cross with corn fields and the speed of the cars. Many accidents. This is traveled often for the area to obtain the high schools.

Anonymous

9/14/2024 07:53 AM

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.

Anonymous

9/14/2024 08:12 AM

Finding bike safe routes through city areas

Anonymous

9/14/2024 09:06 AM

Busy traffic on narrow roads without space for safe bicycling

Anonymous

9/14/2024 04:13 PM

Many need striping and/or lane lines repainted. Example-Delaney Road has None in many spots. Too dangerous to drive and safety features on newer autos cannot function.

Anonymous

9/15/2024 09:07 AM

Distracted driving. The amount of drivers that are clearly looking at their phones while driving is unimaginable. Also, there seems to be no traffic enforcement whatsoever on I-355, 55, 80, etc. Understand that may fall under the purview of the state troopers, but the county should be pressuring that agency to increase patrols and presence on our local highways.

J.R.

9/15/2024 09:30 PM

Intersections with poor visibility that make seeing oncoming traffic difficult and dangerous.

Anonymous

9/16/2024 09:02 AM

Delaney Road and Nelson Road intersection. It's a death-trap. Also, Cedar Road and Delany.

Anonymous

9/16/2024 02:57 PM

151st street in Homer Glen. I have asked the mayor, and lieutenant of Will County Sheriff on more than one occasion to slow down traffic and issue tickets more often. Homer Glen put in a 103 acre park between Eagle Ridge Drive and Creme road and now more people are using 151st street more often because there is only one entrance to this park by vehicle. I was complaining before this was a park and have been ignored since 2007. Now with more kids walking, biking, and using motorized vehicles some one is going to get killed. In the past five years a gas main has been hit and a telephone pole has been snapped in half by speeding drivers off of 151st and Eagle Ridge Drive. The speed limit is 35 mph but people do 55-60 mph regularly. Need help before someone gets killed.

Anonymous

9/17/2024 05:07 AM

Aggressive drivers

Anonymous 9/17/2024 06:27 AM	The large amount of car accidents in Manhattan IL Stop signs apparently aren't helping. People speeding and blowing stop signs needs to be monitored and enforced by pulling people over. Knowing these areas are being patrolled will lead to less reckless driving and less accidents
Anonymous 9/17/2024 12:08 PM	The lack of bicycle lanes - for example on 88th avenue & Pauling road, there are no shoulders, and no bike lanes. I can't bike here and I live in the area. On top of that, bicycle groups come to the country to bicycle and make it unsafe for drivers and themselves
Anonymous 9/18/2024 12:00 PM	Lack of police pulling people over for speeding and disobeying traffic laws
Anonymous 9/18/2024 12:00 PM	People running red lights on weber and continuing to turn without an arrow.
Anonymous 9/18/2024 12:29 PM	What I already mentioned above. The intersection on Lockport Street and front Road and also the intersection on Renwick and frontage road there really should be a traffic light not just a red flashing light. It is terrible to try to make a left turn onto Renwick Road from frontage Road.
Anonymous 9/18/2024 12:56 PM	Airport Road and 155 exchange having a pedestrian path
Anonymous 9/18/2024 01:06 PM	Lack of the police enforcing traffic signals. And please don't say they do. I sat at intersections and watch people blow the red light and a police officer Just sit there.
Anonymous 9/18/2024 03:12 PM	Frontage and renwick road intersection
Anonymous 9/19/2024 09:53 AM	Drivers who drive too fast.
Anonymous 9/21/2024 11:53 AM	Intersection of Renwick and Frontage Rd. A stoplight needs to be put in place with the amount of increased traffic that uses the intersection, especially after they made it a detour route for Airport Rd and opening of the stores/restaurants just down the road. Also, many school buses use that intersection and god forbid one gets hit by a

car because everybody is too cheap to put in a stoplight.

Anonymous

9/21/2024 02:33 PM

No side walk next to Weber rd

Anonymous

9/21/2024 10:16 PM

The speeding and dangerous driving. Everyday I see people not stopping at stop signs, speeding and driving aggressively. I truly think we need speed cameras. I live on Troxell and many of the cars and motorcycles are going well in excess of the speed limit. Sometimes more than double.

Anonymous

9/22/2024 08:37 AM

traffic

Anonymous

9/23/2024 08:17 AM

Distracted drivers

Anonymous

9/23/2024 08:48 AM

Large rigs converging on Rt 30 at Rt59 in Plainfield. It can be very difficult to change lanes with the large rigs blocking my sightlines. The other issue is clearing the intersection before the light turns red because traffic was stopped when it appeared that I could clear the intersection.

Anonymous

9/24/2024 04:51 PM

Drivers not obeying the traffic signals and laws and causing or almost causing accidents. The intersection of Rt 53 and Normantown Rd is one comes to mind often. People do not care about the red lights even when it comes to making a left turn. People will continue to go even when they don't have the right of way.

Anonymous

9/25/2024 09:17 AM

Semi-trucks on the highway!!!

Anonymous

9/25/2024 04:03 PM

distracted drivers and lack of enforcement

Anonymous

9/27/2024 07:53 PM

Having to cross 2 or more lanes with oncoming traffic. For example, crossing route 30 in Frankfort coming out of the Meijer/JCPenney shopping mall just west of wolf road. There is a lot of oncoming traffic and takes time and patience to make sure it's safe to cross with cars also coming in and out of the strip mall across the Street.

Anonymous

9/28/2024 12:21 AM

Cars pulling out from side streets (and even running stop signs) when you are on a major road so that you have to slam on the brakes so that you don't hit them

Anonymous

9/28/2024 01:40 PM

I walk a few times per week. Speeding and distracted drivers is the number one thing.

Anonymous

9/29/2024 08:33 PM

Entrance to Lincoln Way Central HS on schoolhouse Road. A traffic light is needed.

Anonymous

9/30/2024 09:47 AM

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

Anonymous

9/30/2024 11:33 AM

People in cars being rude to cyclists . Cutting them off or not understanding they can ride in the roads.

Anonymous

10/02/2024 08:05 AM

High speed trucks on narrow roads. ie. Route 30 north of Plainfield. South Will County areas.

Anonymous

10/05/2024 11:26 AM

Distracted drivers on their phones

mcassidy

10/16/2024 10:57 AM

The intersections of Frontage Road and Airport Road (just east of I-55) and Frontage Road and Renwick Road (just east of I-55) in Romeoville. need traffic signals installed. There has been a massive increase in population and these areas have a large volume of cars using these intersections every day. At peak times it is very difficult (borderline dangerous) to turn off of the frontage roads onto either Renwick or Airport roads. I have witnessed numerous accidents, and many more "close calls".

Anonymous

11/08/2024 04:41 PM

Lack of court enforcement of traffic violators. Safety act should be abolished.

Anonymous

12/06/2024 05:13 PM

Speeding

Anonymous

I am EXTREMELY concerned about traffic around our schools. More

12/06/2024 08:09 PM

controlling/calming measures, including traffic lights should be used to ensure the safety of children, families, and high school drivers. I live in Plainfield School District.

Anonymous

12/06/2024 08:14 PM

People speeding, texting, even in hazardous conditions

Anonymous

12/08/2024 12:32 PM

People running stop lights. Walking around town there's not a safe way to cross over busy roads ie Route 53

Anonymous

12/12/2024 01:28 PM

Briarcliff Road in Bolingbrook is listed as a bike route but there is no bike lane at all. The intersection at Route 53 and Briarcliff is dangerous for people riding bikes and pedestrians.

Anonymous

12/20/2024 11:18 AM

The number of vehicles that continue to go through the intersection after the light turns red (including school buses).

Anonymous

12/20/2024 01:07 PM

Merging from Route 53 to I-55 North. On ramp is always congested and too short. There is more than enough room to use the right shoulder as an additional line for the less than 1 mile to the I355 exit to solve the problem.

Anonymous

12/20/2024 03:44 PM

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

Anonymous

12/20/2024 08:37 PM

Cell phone use while driving

Anonymous

12/20/2024 09:58 PM

Distracted drivers.

Anonymous

12/21/2024 12:18 PM

The intersection of Rt. 113 and River/Zilmer Rd is dangerous. Going east, the speed limit changes from 55 to 45, but drivers don't reduce speed. Visibility to 113 from River/Zilmer is not good. Many accidents or near accidents occur at that corner. Consider making it a 4-way stop or roundabout.

Anonymous

12/27/2024 04:24 PM

Drivers who are erratic and then get upset with drivers who are following the rules.

Anonymous

12/27/2024 08:53 PM

Speeding and aggressive drivers make it difficult to cross roads at marked crossings like on River Road and Seil Rd. I fell and sprained my ankle badly on Seil trying to use the bike lane for walking. The uneven pavement from road to curb.

Anonymous

12/27/2024 09:46 PM

People running red lights.

Anonymous

12/31/2024 06:28 PM

Living on Manhattan Road in ELWOOD. The cars speeding between Route 53 and the "warehouse" in both directions every day even though the posted speed limit is 45MPH. The semi trucks going back and forth from Route 53 and the "warehouses" every day even though there are many weight limit signs posted with 5 ton weight limit. These drivers are oblivious to the laws! Millsdale Road and Route 53. Cars are double turning to go North on Route 53.

Anonymous

1/08/2025 03:11 PM

Enclosed pedestrian too narrow

Anonymous

1/08/2025 03:18 PM

More pedestrian paths should be considered

Anonymous

1/13/2025 12:16 PM

Driving over Desplains river bridge on i55. Between the pothole, debris on the roads and distracted, aggressive drivers it is constantly an accident waiting to happen.

Anonymous

1/13/2025 02:30 PM

Wilmington - Peotone Rd

Anonymous

1/13/2025 04:42 PM

Too many irresponsible drivers and bad roadways

Anonymous

1/13/2025 11:08 PM

Pot holes , horrible road conditions

ggall661

1/15/2025 09:54 AM

Des Plains Bridge on I-55

Anonymous

1/15/2025 04:18 PM

I walk to and from work everyday, no one wants to stop at crosswalks, or pays attention to pedestrians crossing with the correct signals. Also lack of shoveling and proper salting.

Anonymous

1/15/2025 07:08 PM

Semi truck traffic

Anonymous

1/15/2025 11:04 PM

Speeding, distracted driving, road rage.

Anonymous

1/16/2025 07:08 AM

Too many roads that are two lanes only. We should have widened 119th and 127th streets years ago. Also, there is not an easy way to get through downtown Plainfield.

Anonymous

1/16/2025 08:37 AM

Distracted drivers and I'm seeing more and more drivers running red lights.

Anonymous

1/16/2025 08:54 AM

The incredibly poor accessibility for people with disabilities.

Anonymous

1/16/2025 10:32 AM

Rt 7 & State Street Lockport, IL. People drive like they are in a race and there are no police officers to be found. The traffic is off the charts.

Anonymous

1/16/2025 11:48 AM

#1 Blocked vision at intersections, fencing , signs, etc. ---- #2 Weber Road and Ryan Drive, the turning lane going North on Weber Rd. at Ryan Dr. continues straight through to the turning lane for Renwick Road. Near miss accident when turning South from Ryan Dr. with green light, when a car driving North on Weber Rd. uses Ryan Dr. turning lane as third lane to beat Renwick red light. Car drove 45 mph through red light on Weber using turning lane to avoid stopped vehicles in both North bound lanes . Turning lane at Ryan Dr. should end at Ryan Dr. and should Not continue on to third lane on Weber Rd. before Renwick Rd.

Anonymous

1/16/2025 11:56 AM

Large trucks like F150, F250, F350. Distracted drivers driving these expensive vehicles are older and do not care about pedestrians and drive while texting.

Anonymous

1/16/2025 01:13 PM

The east side I55 frontage road on Caton farm road! Needs to have a signal light installed! It is extremely dangerous! No one does the speed limit on Caton farm road. So it makes it even more difficult to make turns here! Speed on Caton Farm road is a big issue! And Joliet refuses to do anything about it! We as tax paying citizens have been

asking Them (Joliet) for years to get a signal light installed here!
Maybe now the county will listen to us???

Anonymous

1/16/2025 07:41 PM

Potholes. Due to lack of more expressways/highways, everyone tries to speed in existing highly populated roads.

Anonymous

1/17/2025 08:11 AM

The intersection at Mills road and Richards Street. I was hit at this intersection approximately 20 years ago and it is still very dangerous.

Pvonosinski

1/17/2025 09:27 AM

For me, exiting out of Riverside townhomes going West on Caton Farm Rd.

Anonymous

1/17/2025 05:34 PM

Distracted drivers

Anonymous

1/17/2025 06:11 PM

80th Avenue between 183rd & 191st. The lanes are too narrow for some traffic.

Anonymous

1/17/2025 10:57 PM

Lack of continuous bike path/sidewalks across railroad tracks and unsafe/unlit crossings along the Old Plant Trail at Nelson, Cedar, Spencer - all the way to Wolf Rd. Lack of traffic lights at Delaney and Cedar and Delaney and Nelson in New Lenox. The influx of semi-truck traffic thru New Lenox - especially along Laraway Rd.

Anonymous

1/18/2025 06:20 AM

Traffic on route 59 and route 30 in Plainfield as well as the railroad tracks on Eastern Avenue that are in desperate need of repairs in Plainfield

Anonymous

1/18/2025 06:23 AM

135th and rt 53 in romeoville

Anonymous

1/18/2025 07:22 AM

The failure of drivers yielding to pedestrians.

suer

1/18/2025 08:54 AM

More and more cars are getting their windows tinted. There is a law in IL that doesn't allow front windshields and driver's side windows from being tinted too dark, yet no one is enforcing it. There is no way the drivers can see everything when the windows are that dark. It's scarier when you are walking or riding a bike and are at an intersection. You can't tell if the driver sees you or is waving you on.

I've almost been run over before because I couldn't tell where the driver was looking.

Anonymous

1/18/2025 01:54 PM

Cell phone use. Every day I see people on their phones-NOT HANDSFREE., either driving or at stop lights missing turn arrows!

Anonymous

1/19/2025 02:11 PM

Traversing left from Stoll Road onto Wolf Road in Frankfort , Illinois. The North bound traffic comes up the hill too fast as there is a depression in the road on Wolf not allowing turning vehicles to quickly accelerate to avoid being T-Boned.

Anonymous

1/20/2025 08:43 AM

The amount of semi trucks on routes that are only 2 lanes. For example, in Plainfield on Rt 30, new developments are starting, thus more personal vehicle traffic. The volume of semi traffic pose a risk to other drivers in the area, especially on two lane roads.

Anonymous

1/21/2025 11:19 AM

Center Road and Steger Road intersection. Many vehicles on Steger do not stop when crossing over Center Road. There have been many accidents here. It is a bad area given the S curve in the road. I feel something needs to be done to make this a safer area! Traffic is much heavier on Steger Road than it was years ago. I would like to avoid this intersection but can't due to where I live.

Anonymous

1/22/2025 11:29 AM

People on their phones. Daily.

Anonymous

2/21/2025 08:07 AM

Curb-tight sidewalks along roads with 35+ mph speed limit. When there's a car accident there is nothing stopping it from flatting you. The crosswalks are also not remotely safe, especially with the left turn starting first and many crosswalks having a green turn arrow. You have a narrow window to cross and even then you have to hope the cars see you and yield to you. Also many crosswalks the buttons don't even work (I have submitted tickets to get them fixed but they are resolved without fixing the issue).

Optional question (92 response(s), 14 skipped)

Question type: Essay Question

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

Anonymous

9/11/2024 05:50 PM

Bike paths in rural areas would be great, at least on main roads between subdivisions,

Anonymous

9/12/2024 11:50 AM

Be relieved that my children will not be hit on the way to and from school!

Anonymous

9/12/2024 01:36 PM

Get to more places near our home in Frankfort. Where there are no bike trails, many of the roads are impossible. Also all the driveways in and out of shopping areas are very dangerous even for alert cyclists and pedestrians.

Anonymous

9/13/2024 08:12 AM

Biking/walking is a community activity where you will socialize more than if in a car - by car the more frequent communication is expressed by one's middle finger.

Anonymous

9/13/2024 10:49 AM

i could engage in recreational activities, walking or bicycling

Anonymous

9/13/2024 11:26 AM

Perhaps more time for distracted drivers to pay attention if not driving so fast - even though most don't follow posted MPH

Anonymous

9/13/2024 10:24 PM

I would walk further than my local neighborhood

Anonymous

9/14/2024 07:53 AM

Take my little kids on walks. If lite better I'd feel safer when darker.

Anonymous

9/14/2024 08:12 AM

Ride to the store to buy groceries

Anonymous

9/14/2024 09:06 AM

I could ride my bicycle more often with far less stress

Anonymous

9/15/2024 09:07 AM

Leave my community on a bicycle, while running, walking, etc. I live on Gougar Rd. which has no sidewalk, so I'm restricted to walking in my community for fear I'll be hit by a distracted/speeding driver.

J.R.

9/15/2024 09:30 PM

Null change for myself, most places close enough to walk are already walkable, places further are too far to walk to. However there could

be a great benefit for others to improve walkability and bicycle safety.

Anonymous

9/16/2024 09:02 AM

Bike ride more often

Anonymous

9/16/2024 02:57 PM

It only takes one person getting killed to wake everyone up. I hope it doesn't happen, but in today's society we don't put safety in before something tragic happens.

Anonymous

9/17/2024 05:07 AM

It would benefit everyone

Anonymous

9/17/2024 06:27 AM

Get out more and be more active

Anonymous

9/17/2024 12:08 PM

Walk more and bicycle more where I live

Anonymous

9/18/2024 12:00 PM

Walk or ride my bike to where I want to go

Anonymous

9/18/2024 12:56 PM

My kids could access parks

Anonymous

9/18/2024 01:06 PM

Speed has nothing to do with making the roads safer. You can get hit by a car doing 5 miles an hour and still get killed.

Anonymous

9/18/2024 03:12 PM

Feel less anxiety when going outside

Anonymous

9/19/2024 05:54 AM

Run outside safely without fear of being attacked

Anonymous

9/19/2024 09:53 AM

I would like to walk or bike to my destination on occasion, but it just is not an efficient use of time for me right now. I do bike ride often though and would love to see more bike lanes available.

Anonymous

9/21/2024 11:53 AM

Use less car transportation to get around to places in my local area.

Anonymous

9/21/2024 10:16 PM

People don't obey the laws now. It would be good to connect paths on the other side of Weber road on airport road.

Anonymous

9/22/2024 08:37 AM

nothing

Anonymous

9/23/2024 08:17 AM

I would be able to ride a bike to work occasionally

Anonymous

9/23/2024 08:48 AM

enjoy driving more.

Anonymous

9/24/2024 04:51 PM

I could go on walks more often for exercise instead of having to work out at home all the time. I could also enjoy our town more.

Anonymous

9/25/2024 12:51 PM

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.

Anonymous

9/25/2024 04:03 PM

walk more often

Anonymous

9/28/2024 12:21 AM

I might feel more comfortable walking after dark.

Anonymous

9/28/2024 01:40 PM

I could walk more places. I have to do the exact walk each time I do. That's definitely not safe for a woman, even in daylight. I have limited areas.

Anonymous

9/29/2024 08:33 PM

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

Anonymous

9/30/2024 11:33 AM

I could get out more

Anonymous

10/02/2024 08:05 AM

Ride or walk to more local destinations like schools or stores.

Anonymous

10/05/2024 11:26 AM

Be less worried about accidents

mcassidy

10/16/2024 10:57 AM

Access shopping and recreation areas with my family. For example there isn't a pedestrian crossing over I-55 from Airport Road into Plainfield. My family cannot safely access Four Seasons Park (on foot / bicycle), nor can we safely access the Lake Renwick Preserve. People without driver's licenses / personal vehicles would have an easier time accessing health care, shopping, and job opportunities. My children would not have to rely on bus transportation to get to school, they would be able to safely ride their bike to school (from Weslake subdivision to Creekside Elementary School. Weber Road should have sidewalks on both sides of the road from I-55 to Joliet; I feel bad for any of the pedestrians who have to tightrope walk on the curbs of Weber Road as cars fly past them at really high speeds.

Anonymous

11/08/2024 04:41 PM

Do nothing different.

Anonymous

12/06/2024 05:13 PM

Nor be so worked up

Anonymous

12/06/2024 05:45 PM

Yes

Anonymous

12/06/2024 08:09 PM

Get more exercise.

Anonymous

12/06/2024 08:14 PM

Take longer walks with my disabled kid.

Anonymous

12/08/2024 12:32 PM

Get more exercise

Anonymous

12/12/2024 01:28 PM

Walk to work instead of drive.

Anonymous

12/20/2024 11:18 AM

Take advantage of the nicer weather and walk to more destinations.

Anonymous

12/20/2024 03:44 PM

consider walking but I really live too far to walk anywhere I need to go.

Anonymous

12/20/2024 08:37 PM

Driving slower does NOT solve the problem. Driving rights should be more strict with laws enforced with consequences.

Anonymous

12/20/2024 09:58 PM

Be able to ride a bike to more places.

Anonymous

12/21/2024 12:18 PM

Feel more safe when I travel, especially at night and in bad weather, and know my neighbors are safer. I li it my night and weather driving now, and could do more things and go more placees if I felt safer dresiving during those times.

Anonymous

12/27/2024 04:24 PM

Utilize our bikes and walk much more

Anonymous

12/27/2024 08:53 PM

Walk my dogs safely on more routes.

Anonymous

12/27/2024 09:46 PM

I could bike and walk more frequently.

Anonymous

1/08/2025 03:11 PM

I would feel so confident travelling at night

Anonymous

1/08/2025 03:18 PM

I would not freak out even travelling late at night

Anonymous

1/13/2025 12:16 PM

Would be physically more active leading to improved health.

Anonymous

1/13/2025 04:42 PM

Get around better

Anonymous

1/13/2025 11:08 PM

Get more excercise

Anonymous

1/15/2025 04:18 PM

i would have less anxiety and stress during my walk to and from work.

Anonymous

1/15/2025 11:04 PM

Feel that my children are safer.

Anonymous 1/16/2025 08:37 AM	I could ride my bicycle more often and reduce the number of cars on the roads.
Anonymous 1/16/2025 08:54 AM	Walk more, drive less.
Anonymous 1/16/2025 11:48 AM	Walk / bike to stores in area.
Anonymous 1/16/2025 11:56 AM	Live a more enjoyable life. Not fear for my daughters life.
Anonymous 1/16/2025 01:13 PM	Get to and from work safer. With feeling like I'm going to be hit all the time. While I'm driving!!!
Anonymous 1/17/2025 08:11 AM	I would feel safe taking a walk daily and other people who have no transportation could be safer walking to local businesses.
Pvonosinski 1/17/2025 09:27 AM	Safer
Anonymous 1/17/2025 05:34 PM	Need more walkable amenities
Anonymous 1/17/2025 10:57 PM	I'd be able to walk/bike much farther and be safe at crossings
Anonymous 1/18/2025 06:23 AM	easier to get around
Anonymous 1/18/2025 07:22 AM	Feel safer walking
suer 1/18/2025 08:54 AM	Feel more comfortable crossing busier streets.
Anonymous 1/18/2025 01:54 PM	I'm mobility challenged, not sure if I would be out and about more.
Anonymous	be more comfortable with driving. The moment I leave my

1/19/2025 09:47 PM

neighborhood; someone is tailgating me. I am one of the few drivers who want to drive the speed limit apparently. I would feel more comfortable taking my bike to school.

Anonymous

n/a

1/20/2025 08:43 AM

Anonymous

Maybe walk? Probably not though

1/22/2025 11:29 AM

Anonymous

Get to more destinations on my bike and almost never use my car

2/21/2025 08:07 AM

Optional question (77 response(s), 29 skipped)

Question type: Essay Question

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

Anonymous

Thank you for paving Baker Road!

9/11/2024 05:50 PM

Anonymous

Government needs to reconsider planning and development with relation to busing kids 30-40 minutes from school due to residential housing sprawled in the middle of a corn field. Schools and localities need to reconsider where they are developing so children are not as impacted by increased traffic today.

9/12/2024 11:50 AM

Anonymous

Will County should be investing heavily in separated bike lanes. Many of the streets are wide enough to add them without difficulty and at low cost.

9/12/2024 01:36 PM

Anonymous

Initially you'll get pushback by some but as proven around the world build it and they will come

9/13/2024 08:12 AM

Anonymous

Developing an enforcement process/department to free local police from monitoring trucks with safety inspections, traveling through restricted areas and overweight/oversize violations . Develop and enforce designated Non Radioactive Hazardous Material (NRHM) routes throughout Will County

9/13/2024 10:49 AM

Anonymous

9/13/2024 11:26 AM

Our volume of traffic has increased causing more issues as stated above. There are multiple crashes daily at intersections due to distractions, speeding, etc. Maybe more turnabouts in busy areas would work better than traffic signals that are ingorned.

Anonymous

9/14/2024 07:53 AM

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

Anonymous

9/14/2024 08:12 AM

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

Anonymous

9/14/2024 09:06 AM

More safe bike lanes

Anonymous

9/14/2024 04:13 PM

Traffic flow at Laraway and Pfeiffer is hindered at busy times since four way stop signs were installed a few years ago. I travel Sauk Trail /Laraway a lot and it is crazy how this is the only intersection that does not have traffic control signals. I then tried Delaney road and it has no painted center or lane lines in many sections. The intersection of Harlem and Delaney needs attention also as the visibility is very limited

Anonymous

9/15/2024 09:07 AM

The intersection at Gougar Rd. and Route 30 needs improvement. Traffic is already backing severely and with the new industrial complex going in south of route 30, it will only continue to get worse. That intersection needs and overpass.

J.R.

9/15/2024 09:30 PM

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.

Anonymous

9/16/2024 09:02 AM

Start enforcing the law against off-road vehicles/motorcycles/golf carts on public roadways racing at excessive speeds and disobeying the law.

Anonymous

9/18/2024 12:00 PM

More sidewalks on Weber road since all shopping is over there and I pass many disabled people walking or on their scooters in the roadway trying to get groceries. A pedestrian bridge to cross over 53 to get to the only biking path we have in town.

Anonymous

9/18/2024 12:00 PM

Budler Road between Taylor Road and Lakewood Falls Drive needs to be marked. There are zero painted lines. People make their own driving lanes during school hours and it becomes dangerous to everyone around. Bus drivers have had cars driving head on with them because of this. There are two elementary schools in this location, and it has become unsafe at the beginning and end of school days.

Anonymous

9/18/2024 01:06 PM

I would like to see the police enforcing the more serious laws not the stupid petty ones. I'm talking the ones where people speed up to blow a red light. The person blowing that red light has already made the decision they don't mind killing somebody..

Anonymous

9/19/2024 09:53 AM

I appreciate the effort to improve transportation safety and the Safety Hotspots Map is the greatest. Folks who experience consistently unsafe conditions identifying the problem areas is perfect. I hope there is an assertive effort to respond to the reports and make repairs/changes.

Anonymous

9/21/2024 10:16 PM

Troxell really has gotten bad with speeding. Speed tables on Troxell and cameras on Taylor/airport to bring in revenue

Anonymous

9/22/2024 08:37 AM

crossing Weber on a bicycle is tuff.. powerline paths are great ..

Anonymous

9/23/2024 08:17 AM

Start a education campaign to curtail distracted driving.

Anonymous

9/23/2024 08:48 AM

The emphasis on warehouses and new housing developments without proper available infrastructure is very concerning. Traffic is being added before any road improvements are there to handle the increased traffic.

Anonymous

9/25/2024 09:17 AM

Houbolt Rd NEW interchange difficult to drive thur because of the layout and semi-trucks everywhere it's difficult to see the lane layout.

Anonymous

9/25/2024 12:51 PM

Accessibility and ease of public traffic need to be the main priorities!

Anonymous

9/25/2024 04:03 PM

motorists who believe they own the road need to be put in jail for a day or 2, but instead the court system rules in favor of the motorists.

Anonymous

9/28/2024 12:21 AM

Sometimes vehicles will honk at you when you have to slow down to make a turn (and you have your turn signal on) or you are waiting for vehicles to pass when they have the right of way.

Anonymous

9/29/2024 08:33 PM

Road delineator post would be helpful on street corner i.e. Owens & Rt 30. <https://encrypted-tbn0.gstatic.com/images?q=tbn:ANd9GcTEy8t0ldcTLmIFqx2dXysS5jFDkQrS8wELjQ&w&s>

Anonymous

10/02/2024 08:05 AM

Yes. Continue to work on another crossing of ship canal in Joliet/lockport. It is disappointing not to continue with caton farm road study and crossing. The region needs another crossing and rerouting of I 7.

Anonymous

10/05/2024 11:26 AM

I would LOVE more accessible and efficient public transit options.

mcassidy

10/16/2024 10:57 AM

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!

Anonymous

11/08/2024 04:41 PM

The will county court needs to push back on the SAFE T act. Making sure legislation preventing the prosecution of traffic violators never is put into law.

Anonymous

12/06/2024 05:13 PM

Listen to the people that deal with this everyday

Anonymous

12/06/2024 05:45 PM

Better signal for ppl to cross the street

Anonymous

12/06/2024 08:09 PM

The speed limit on Naperville-Plainfield Rd., north of Reagan Blvd and Plainfield East High School needs to be reduced to 40 mph max.

Anonymous

12/08/2024 12:32 PM

It'd be nice to have more walking paths that are shaded with trees.

Anonymous

12/20/2024 03:44 PM

Having a specific number to call to report truck drivers driving too fast, all over the lanes, driving for miles in inside lanes , holding up the flow of traffic, etc A license tag number would be provided by the caller as well as the name of the trucking company, the location of the truck at the time of the call, and what the problematic issue is. This information would be routed to the appropriate police department so an officer can come to the area.

Anonymous

12/20/2024 08:37 PM

Start enforcing the laws

Anonymous

12/20/2024 09:58 PM

Expand dedicated bike trails.

Anonymous

12/21/2024 12:18 PM

Rt 113 between Kankakee and Wilmington has a lot of heavy truckk traffic. I suspect a lot of this is trucks going between I57 and and I55. It would be a big project, but could a connector road be built to directly link the two interstates without putting that traffic through small communities? It would also reduce wear and tear on 113 (potholes, specifically), and dangerous driving by cars passing trucks on 113.

Anonymous

12/27/2024 04:24 PM

There is so much building going on in Shorewood and the surrounding area that a daily drive within the town can be difficult and unsafe to maneuver. I have a new driver with a permit who has already seen the craziness of just local drivers.

Anonymous

12/27/2024 09:46 PM

Needs to be a stoplight at County line and 52.

Anonymous

12/31/2024 06:28 PM

Reckless driving on Manhattan Road in ELWOOD. Route 53 and Millsdale Road needs a stoplight or Police presence. Manhattan Road in ELWOOD is a county road, but rarely is anyone stopped by the Will County Sheriff.

Anonymous

1/08/2025 03:11 PM

I think potholes should be treated urgently

Anonymous

1/08/2025 03:18 PM

Another thing I would love to see is more zebra crossing

Anonymous

1/13/2025 12:16 PM

The garbage disposal trucks should have a better cover system to keep debris from leaving the trucks. I have had to dodge debris and the trash all over the roads is disgusting.

Anonymous

1/13/2025 04:42 PM

Better at fixing roads

Anonymous

1/13/2025 11:08 PM

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

Anonymous

1/15/2025 04:18 PM

Between the city building on Lockport st up to VanDyke, no one shovels the snow.

Anonymous

1/16/2025 10:32 AM

Let the police officers start doing their jobs. We have so many illegal drivers on the roads.

Anonymous

1/16/2025 11:48 AM

Thank you for looking into these safety issues.

Anonymous

1/16/2025 11:56 AM

Tax by vehicle weight. Limit trucks for work use only. Ban trucks from residential streets.

Anonymous

1/16/2025 01:13 PM

Yes the exit ramp coming off of I55 south bound is extremely unsafe! It needs to be separated from the highway. And route 30 needs to be widened there as well at I55! It can't handle all of the traffic! Why why why was there never an off ramp added at I55 and Caton Farm roads? Considering most people are exiting at route 30 to go over to caton farm road!

Anonymous

1/16/2025 07:41 PM

Please build more highways connecting north to south. Existing highways are already full.

Anonymous

Yes. A speed trap needs to be installed on David Ave. The workers

1/17/2025 08:11 AM

and visitors drive to fast on this street. There are children, pets and elderly people in the neighborhood.

Pvonosinski

1/17/2025 09:27 AM

No parking on the streets, we all have driveways and garages.
Parking only on one side. No parking at least 30 feet from corners.

Anonymous

1/17/2025 05:34 PM

No

Anonymous

1/17/2025 10:57 PM

The east/west train line thru New Lenox south of Rt. 30 is a single track from just west of Nelson to Wolf Rd. Trains sit and idle overnight along the tracks waiting for trains coming from the other direction to pass. The rumble of the idling trains west of Nelson is very loud.

Anonymous

1/18/2025 06:23 AM

more police

Anonymous

1/18/2025 07:22 AM

Law enforcement needs to actual enforce traffic laws instead of ignoring them

suer

1/18/2025 08:54 AM

Enforce IL law on tinted front windshields and driver's side windows. Also, can something be done about how bright headlights are getting? Can we ban headlights that have a blue tint to them? I know I'm not the only person who gets temporarily blinded by them when driving when it's dark.

Anonymous

1/18/2025 01:54 PM

More turn on arrow only, more surveillance of certain roads as to speeding, tailgating, etc. There is a terrible intersection at Renwick and Frontage Road. Accidents so very often it it would be easier/cheaper to install a traffic light than constant replacement of guard rails and costs of insurance, medical treatments, etc.

Anonymous

1/19/2025 09:47 PM

I would like the speed limit to be reduced by 5 mph. Maybe that can help with speeding.

Anonymous

1/20/2025 08:43 AM

I believe the intersection of Rt 59 and 135th in Plainfield is an issue that has cause a number of accidents over the last several months. I would think that this is a concern. Additionally, intersections with trains continue to be a problem that causes traffic. If the implementation of viaducts or bridges could be introduced into the

area, I believe that would be safer.

Anonymous

1/21/2025 11:19 AM

I hope something is done about the roads I mentioned! I also wish there was more enforcement of speeding drivers. The speed in which they are going is crazy and not safe for anyone around them.

Anonymous

1/22/2025 11:29 AM

Need to get people off their phones. Hennepin road by target and dicks needs work. As well as rt 30 and hennepin

Anonymous

2/21/2025 08:07 AM

We need more separated bike paths. The few painted on bike lanes we have are not safe and are not utilized because of it. We need to make biking safer for those too young/unable to drive. Getting safe bike paths to our schools should be our highest priority

Optional question (65 response(s), 41 skipped)

Question type: Essay Question

Q24 | Where do you live? Feel free to write your street address or the nearest cross streets. (e.g. Second Ave. and Jefferson St.)

Anonymous

9/11/2024 05:50 PM

Near Baker Road and Schoolhouse.

Anonymous

9/12/2024 11:50 AM

Frankfort

Anonymous

9/12/2024 01:36 PM

8818 Indiana Harbor Dr., Frankfort

Anonymous

9/13/2024 10:49 AM

Jefferson st area

Anonymous

9/13/2024 11:26 AM

Shorewood, between River and County Line. County Line and Black is a very busy intersection and could use a turn about.

Anonymous

9/13/2024 10:24 PM

Off of Theodore

Anonymous

Jeanette and Stoll

9/14/2024 06:03 AM

Anonymous

Off of harlem and Rte 30

9/14/2024 07:53 AM

Anonymous

Ring and Washington

9/14/2024 08:12 AM

Anonymous

135th & Weber Rd

9/14/2024 09:06 AM

Anonymous

St. John, Indiana

9/14/2024 04:13 PM

Anonymous

15780 Valley View St.

9/15/2024 09:07 AM

J.R.

Egyptian Trail and Sutton Place, Monee

9/15/2024 09:30 PM

Anonymous

Foxwood Dr and Delaney Rd

9/16/2024 09:02 AM

Anonymous

151st and Eagle Ridge Drive.

9/16/2024 02:57 PM

Anonymous

Channahon

9/17/2024 05:07 AM

Anonymous

Arabian and 52

9/17/2024 06:27 AM

Anonymous

27203 S 88th Ave., Monee, IL

9/17/2024 12:08 PM

Anonymous

Belmont and Montrose

9/18/2024 12:00 PM

Anonymous

Airport Road and Budler Road

9/18/2024 12:00 PM

Anonymous

9/18/2024 12:29 PM

Weslake

Anonymous

9/18/2024 01:06 PM

Murphy and 53

Anonymous

9/18/2024 03:12 PM

Stone bluff drive

Anonymous

9/19/2024 05:54 AM

Taylor and budler

Anonymous

9/19/2024 09:53 AM

Sunset Strip in Parkview Subdivision

Anonymous

9/21/2024 11:53 AM

Airport Rd and Budler Rd

Anonymous

9/21/2024 02:33 PM

Lakewood falls plainfield

Anonymous

9/21/2024 10:16 PM

310 Drewsbury lane, Romeoville

Anonymous

9/22/2024 08:37 AM

Romeoville

Anonymous

9/23/2024 08:17 AM

27132 so 104 th ave Monee

Anonymous

9/23/2024 08:48 AM

Airport Road and Weber in Romeoville

Anonymous

9/24/2024 04:51 PM

Fenton Ave

Anonymous

9/25/2024 07:25 AM

Indian Trail North Channahon

Anonymous

9/25/2024 12:51 PM

194th and Harlem

Anonymous

9/25/2024 04:03 PM

Marley & rt30

Anonymous

9/27/2024 07:53 PM

Owens road and Route 30

Anonymous

9/28/2024 12:21 AM

Gum Street and Cedar Road

Anonymous

9/29/2024 08:33 PM

Prairie Ridge Mokena, Illinois

Anonymous

9/30/2024 09:47 AM

Between Peotone and Manhattan

Anonymous

9/30/2024 11:33 AM

Channahon

Anonymous

10/01/2024 10:16 AM

812 Madison Blvd Bolingbrook

Anonymous

10/02/2024 08:05 AM

Plainfield. 135th Route 30

Anonymous

10/05/2024 11:26 AM

New Lenox

mcassidy

10/16/2024 10:57 AM

Weslake Subdivision in Romeoville (Taylor and Budler Road)

Anonymous

11/08/2024 04:41 PM

I live in the neighborhood.

Anonymous

12/06/2024 05:13 PM

0

Anonymous

12/06/2024 05:45 PM

Bluebird

Anonymous

12/06/2024 08:09 PM

Winding Way & River Hills Ln., Bolingbrook

Anonymous

12/06/2024 08:14 PM

Boughton Rd and Plainfield Naperville

Anonymous

12/08/2024 12:32 PM

Olympic drive, Bolingbrook

Anonymous

12/12/2024 01:28 PM

561 Redwood Rd

Anonymous

12/20/2024 11:18 AM

Innecircle Drive and Hosmer

Anonymous

12/20/2024 01:07 PM

Bolingbrook, off Boughton between Rt53 an Weber

Anonymous

12/20/2024 03:44 PM

Outside of downtown Wilmington off Hwy 102

Anonymous

12/20/2024 08:37 PM

Caton Farm and 59 vicinity

Anonymous

12/20/2024 09:58 PM

Cranbrook St, Naperville

Anonymous

12/21/2024 12:18 PM

Irish Lane and Rt. 113

Anonymous

12/27/2024 04:24 PM

407 Thames Dr

Anonymous

12/27/2024 08:53 PM

Kensington

Anonymous

12/27/2024 09:46 PM

River and David A Barry

Anonymous

12/28/2024 01:03 AM

Wintercrest Lane Shorewood

Anonymous

19844 W Manhattan Road

12/31/2024 06:28 PM

Anonymous

6170,W Grand Ave

1/08/2025 03:11 PM

Anonymous

11244 W Lincoln HWY

1/08/2025 03:18 PM

Anonymous

745 E. Richard Court Godley 60407. It is a Grundy county zip but is in will county limits.

1/13/2025 12:16 PM

Anonymous

Symerton Il

1/13/2025 02:30 PM

Anonymous

Godley

1/13/2025 04:42 PM

Anonymous

Godley

1/13/2025 11:08 PM

ggall661

150 S Kankakee St

1/15/2025 09:54 AM

Anonymous

w main st Plainfield il

1/15/2025 04:18 PM

Anonymous

1502 S Regan Rd

1/15/2025 11:04 PM

Anonymous

306 Louisa St. N Shorewood, Il

1/16/2025 04:52 AM

Anonymous

119th Street and Van Dyke

1/16/2025 07:08 AM

Anonymous

Feeney and rt 59 in Plainfield

1/16/2025 08:37 AM

Anonymous

Ridge St, Wilmington, IL

1/16/2025 08:54 AM

Anonymous

1/16/2025 10:32 AM

State St.and Hughes Ave

Anonymous

1/16/2025 11:48 AM

Weber Road and Mc Gilvray Drive.

Anonymous

1/16/2025 11:56 AM

Plainfield. Fraser and 59

Anonymous

1/16/2025 01:13 PM

3916 Bergstrom street joliet

Anonymous

1/16/2025 07:41 PM

Plainfield

Anonymous

1/17/2025 08:11 AM

Richards Street and David Ave.

Pvonosinski

1/17/2025 09:27 AM

4510 Olé Farm Rd, Bronk and Caton Farm Rd.

Anonymous

1/17/2025 05:34 PM

19724 Silverside Drive

Anonymous

1/17/2025 06:11 PM

191st & 80th Avenue

Anonymous

1/17/2025 10:57 PM

Near Nelson and Delaney

Anonymous

1/18/2025 06:20 AM

Springhill and hawthorn circle in Plainfield

Anonymous

1/18/2025 06:23 AM

22 E Romeo rd

Anonymous

1/18/2025 07:22 AM

State st

suer

1/18/2025 08:54 AM

Near Budler and Airport Rd

Anonymous

1/18/2025 01:54 PM

Renwick Road and Carillon Lakes Drive

Anonymous

1/19/2025 02:11 PM

22400 MERRITTON RD

Anonymous

1/19/2025 09:47 PM

Clark st and Ada st

Anonymous

1/20/2025 08:43 AM

127th and Van Dyke in Plainfield

Anonymous

1/21/2025 11:19 AM

Harvest Hills Rd and Center Rd.

Anonymous

1/22/2025 11:29 AM

Caton farm road and roadway

Anonymous

2/21/2025 08:07 AM

Bolingbrook near the airport

Anonymous

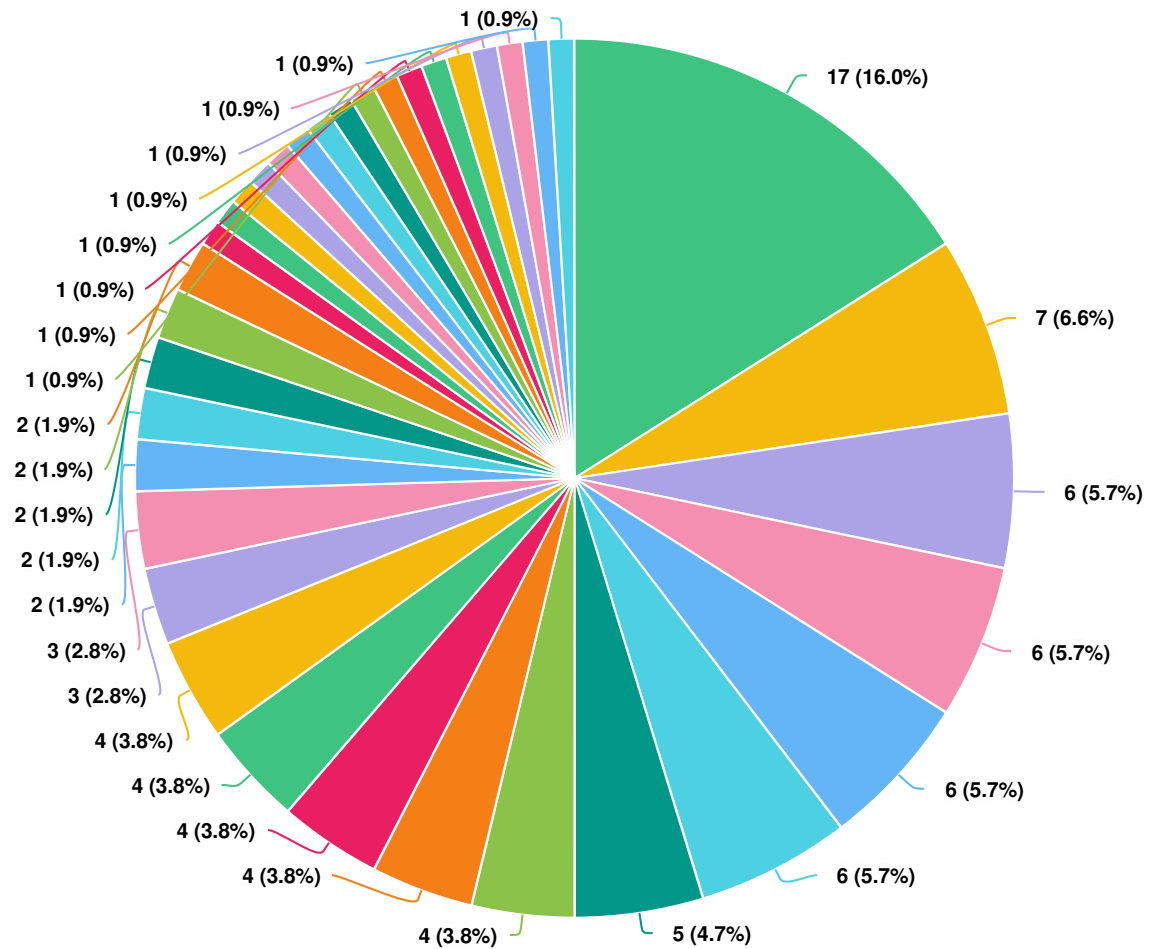
3/19/2025 03:37 PM

Plainfield

Optional question (97 response(s), 9 skipped)

Question type: Single Line Question

Q25 What is your zip code?

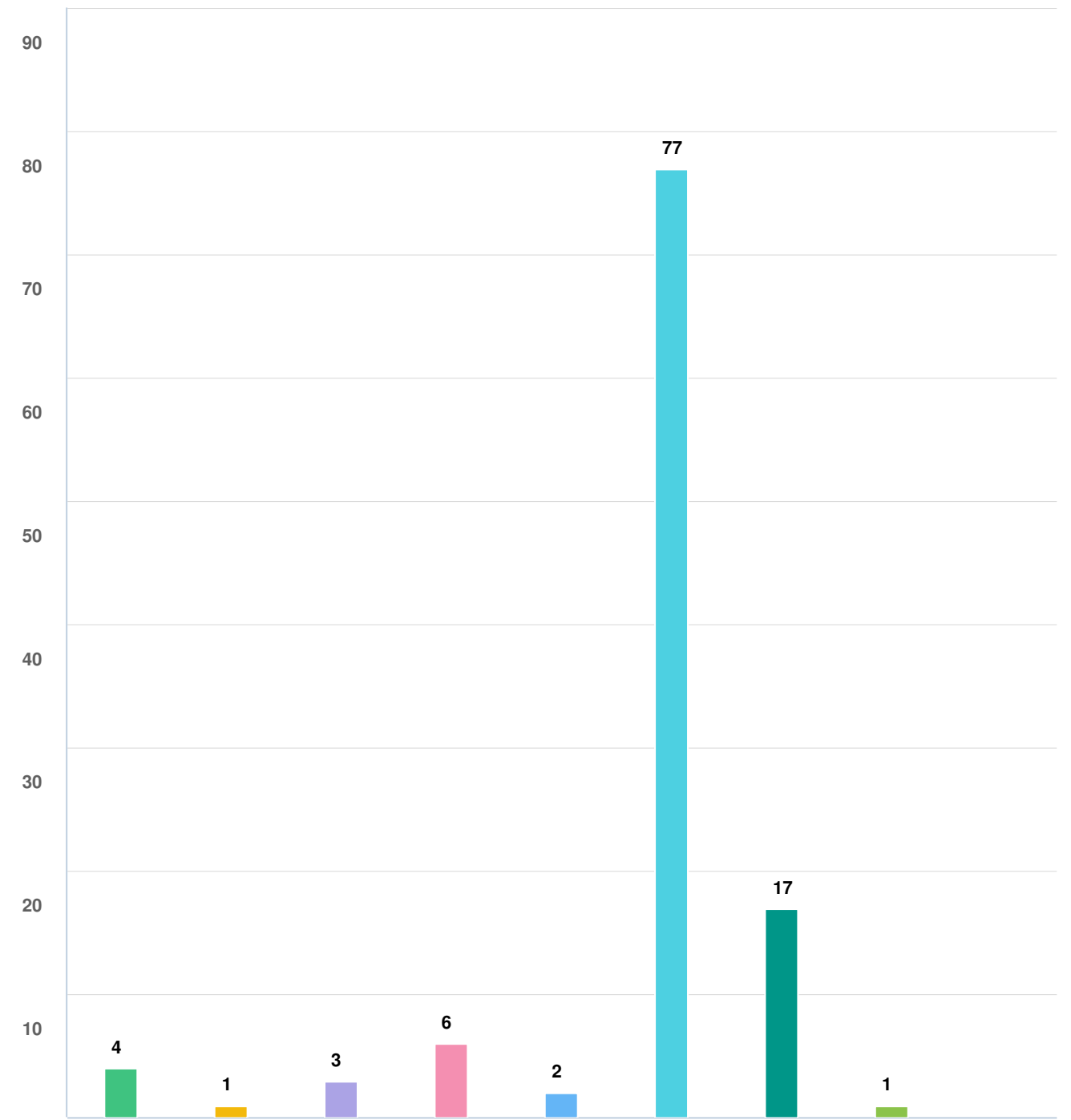


Question options

- Naperville, IL 60565
- Downers Grove, IL 60516
- Custer Park, IL 60481
- Joliet, IL 60436
- Lockport, IL 60441
- Monee, IL 60449
- Godley, IL 60407
- Frankfort, IL 60423
- Saint John, IN 46373
- Shorewood, IL 60431
- Elwood, IL 60421
- Plainfield, IL 60585
- Bolingbrook, IL 60490
- Plainfield, IL 60544
- New Lenox, IL 60451
- Homer Glen, IL 60491
- Ritchie, IL 60481
- Gurnee, IL 60031
- Manhattan, IL 60442
- Shorewood, IL 60404
- Romeoville, IL 60446
- Peotone, IL 60468
- Naperville, IL 60564
- Joliet, IL 60432
- Wilmington, IL 60481
- Joliet, IL 60435
- Joliet, IL 60431
- Plainfield, IL 60586
- Symerton, IL 60481
- Tinley Park, IL 60487
- Channahon, IL 60410
- Bolingbrook, IL 60440
- Crest Hill, IL 60403

Mandatory Question (106 response(s))
Question type: Region Question

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

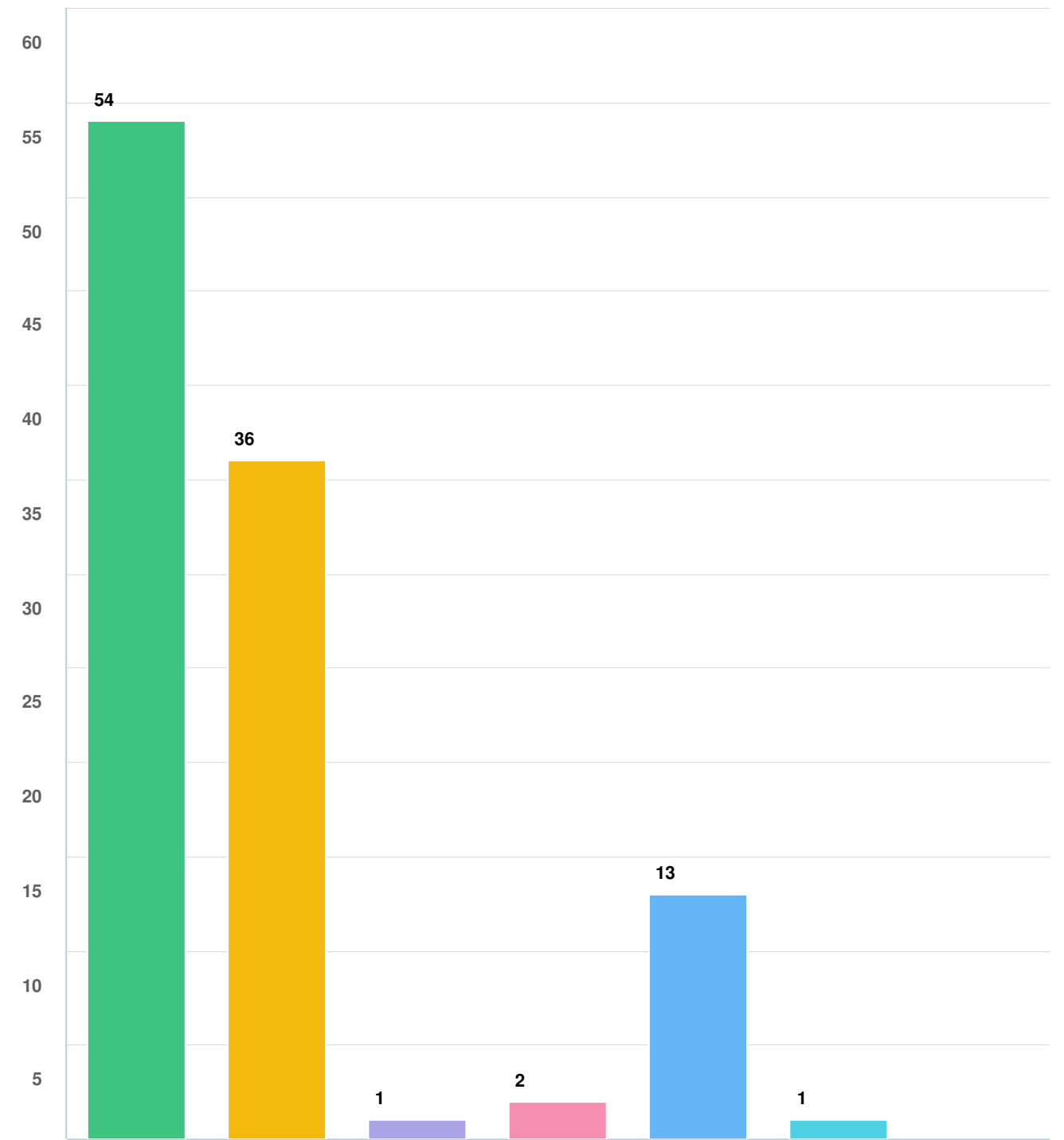


Question options

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

Optional question (105 response(s), 1 skipped)
Question type: Checkbox Question

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

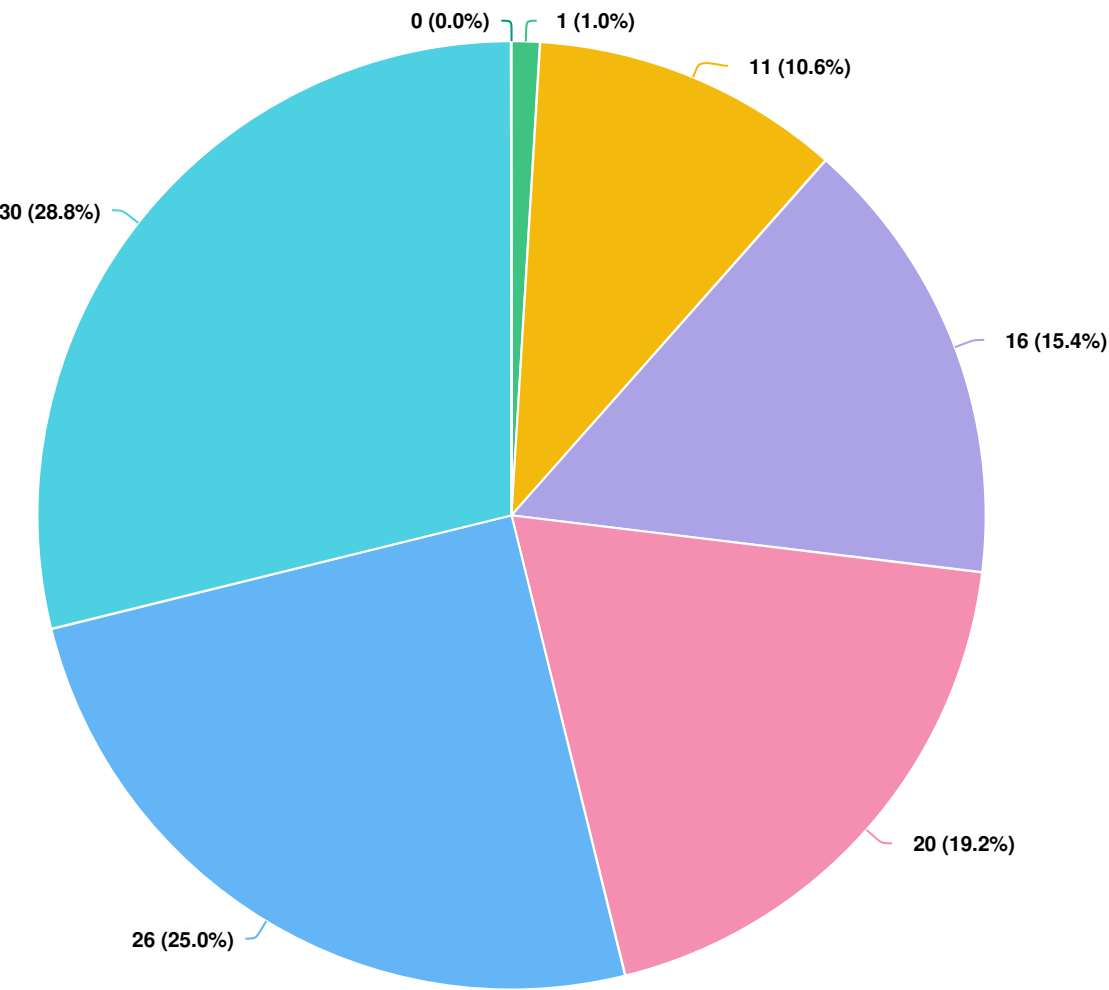


Question options

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

Optional question (105 response(s), 1 skipped)
Question type: Checkbox Question

Q28 | What is your age group?

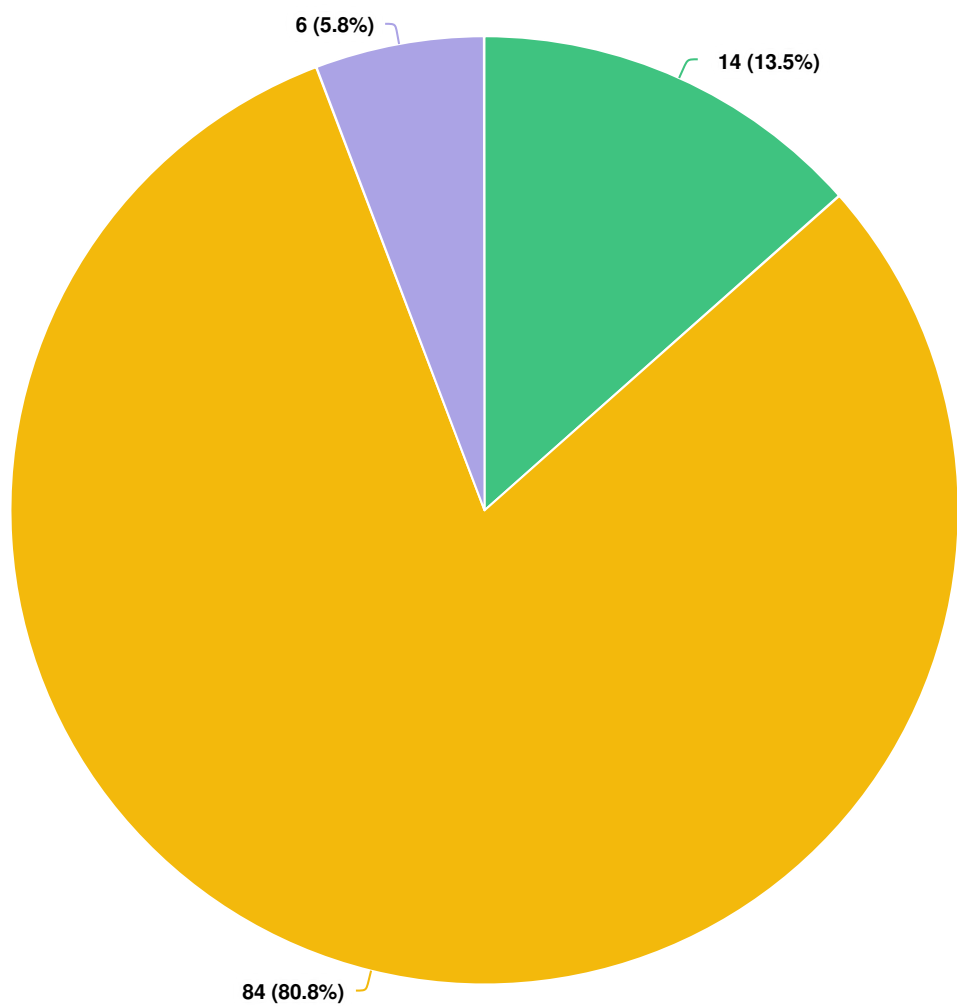


Question options

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

Optional question (104 response(s), 2 skipped)
Question type: Radio Button Question

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



Question options

☐ Prefer not to say ☐ No ☐ Yes

*Optional question (104 response(s), 2 skipped)
Question type: Radio Button Question*

Q30 What is your email address?

Anonymous
9/11/2024 05:50 PM
jeeperz97@gmail.com

Anonymous
9/12/2024 11:50 AM
kandmtravels@gmail.com

Anonymous
9/12/2024 01:36 PM
pbarry.chicago@gmail.com

Anonymous
9/13/2024 08:12 AM
echertcj@gmail.com

Anonymous
9/13/2024 10:49 AM
praketic@unitedbridgepartners.com

Anonymous
9/13/2024 11:26 AM
kaa5454@sbcglobal.net

Anonymous
9/14/2024 08:12 AM
bikeadvocate@icloud.com

Anonymous
9/14/2024 09:06 AM
dfkc51@yahoo.com

Anonymous
9/14/2024 04:13 PM
rdahlberg@comcast.net

Anonymous
9/15/2024 09:07 AM
cjrobuck74@gmail.com

J.R.
9/15/2024 09:30 PM
yayiranamile@gmail.com

Anonymous
9/16/2024 02:57 PM
tompet46@yahoo.com

Anonymous
9/17/2024 05:07 AM
annette.bauer100@gmail.com

Anonymous

9/17/2024 06:27 AM

kristina.verduyn@gmail.com

Anonymous

9/17/2024 12:08 PM

kimkoran95@gmail.com

Anonymous

9/18/2024 12:00 PM

dzalez@icloud.com

Anonymous

9/18/2024 12:00 PM

amanade9@gmail.com

Anonymous

9/18/2024 01:06 PM

xajb10@gmail.com

Ki

9/18/2024 01:28 PM

po@aol.com

Anonymous

9/19/2024 09:53 AM

teenamackey@yahoo.com

Anonymous

9/21/2024 11:53 AM

mlaiter@gmail.com

Anonymous

9/21/2024 10:16 PM

lfbexplorer@gmail.com

Anonymous

9/22/2024 08:37 AM

billstartz@gmail.com

Anonymous

9/23/2024 08:17 AM

ggroaddistrict@gmail.com

Anonymous

9/23/2024 08:48 AM

tjl1968@gmail.com

Anonymous

9/24/2024 04:51 PM

sassygirl0242002@hotmail.com

Anonymous

9/25/2024 12:51 PM

riley@drcjoliet.org

Anonymous

9/28/2024 12:21 AM

danielandsuewillenb@gamil.com

Anonymous

9/29/2024 08:33 PM

ckyles123@gmail.com

Anonymous

9/30/2024 11:33 AM

ramsan24@comcast.net

Anonymous

10/02/2024 08:05 AM

krcmu91@aol.com

Anonymous

10/05/2024 11:26 AM

marissa.w24@gmail.com

mcassidy

10/16/2024 10:57 AM

mr.matt.cassidy@gmail.com

Anonymous

12/06/2024 05:13 PM

cubsfan14@comcast.net

Anonymous

12/06/2024 05:45 PM

chavez87812@yahoo.com

Anonymous

12/06/2024 08:14 PM

atadelle@hotmail.com

Anonymous

12/12/2024 01:28 PM

didisparkles@gmail.com

Anonymous

12/20/2024 11:18 AM

lhopwood@fountaindale.org

Anonymous

12/20/2024 03:44 PM

Zhanna.121212@yahoo.com

Anonymous

12/20/2024 08:37 PM

prufftri@sbcglobal.net

Anonymous

12/21/2024 12:18 PM

vesparider2@yahoo.com

Anonymous

12/27/2024 04:24 PM

amsmith3@msn.com

Anonymous

12/27/2024 08:53 PM

maspeanuts@gmail.com

Anonymous

12/28/2024 01:03 AM

lister-patties-5m@icloud.com

Anonymous

12/31/2024 06:28 PM

gperkins@krausonline.com

Anonymous

1/08/2025 03:11 PM

amberjo23447@gmail.com

Anonymous

1/08/2025 03:18 PM

henrystones267@gmail.com

Anonymous

1/13/2025 12:16 PM

schottcheryl@yahoo.com

Anonymous

1/13/2025 02:30 PM

villageofsymerton@yahoo.com

Anonymous

1/13/2025 04:42 PM

momjenn512@yahoo.com

Anonymous

1/13/2025 11:08 PM

michelleread15@yahoo.com

ggall661

1/15/2025 09:54 AM

vofgodley@yahoo.com

Anonymous

1/15/2025 04:18 PM

megbrooks316@gmail.com

Anonymous

1/15/2025 11:04 PM

lizlyons7@gmail.com

Anonymous

ehettman@comcast.net

1/16/2025 04:52 AM

Anonymous

mebert72@gmail.com

1/16/2025 08:37 AM

Anonymous

brent@lookingwest.us

1/16/2025 08:54 AM

Anonymous

steve-h-20648@sbcglobal.net

1/16/2025 11:48 AM

Anonymous

jwlawrence2507@gmail.com

1/16/2025 11:56 AM

Anonymous

mikeandang91@att.net

1/16/2025 01:13 PM

Anonymous

koustubh_dixit@yahoo.com

1/16/2025 07:41 PM

Anonymous

garnet11359@gmail.com

1/17/2025 08:11 AM

Pvonosinski

pvonosinski@yahoo.com

1/17/2025 09:27 AM

Anonymous

lisahansen61@hotmail.com

1/17/2025 05:34 PM

Anonymous

judyf815@comcast.net

1/17/2025 06:11 PM

Anonymous

glassuile@aol.com

1/17/2025 10:57 PM

Anonymous

dlsybert@hotmail.com

1/18/2025 06:23 AM

suer

sue.rn@live.com

1/18/2025 08:54 AM

Anonymous

1/18/2025 01:54 PM

gblaszak@sbcglobal.net

Anonymous

1/19/2025 02:11 PM

frankkrupa684@gmail.com

Anonymous

1/19/2025 09:47 PM

fativillagomez21@gmail.com

Anonymous

1/20/2025 08:43 AM

md127011@ohio.edu

Anonymous

1/21/2025 11:19 AM

BJL24150@aol.com

Anonymous

1/22/2025 11:29 AM

stevenjastre@yahoo.com

Anonymous

2/21/2025 08:07 AM

freyaknarr@gmail.com

Anonymous

3/19/2025 03:37 PM

ewalker@atproperties.com

Optional question (76 response(s), 30 skipped)

Question type: Email Question

SAFE TRAVEL FOR ALL



May 2025

Will County Safety Action Plan

APPENDIX E - ROADWAY & RAIL SAFETY ANALYSIS



SAFE TRAVEL FOR ALL

Will County Safety Action Plan



Existing Safety Conditions Memo (Final)

May 22, 2025



WILL COUNTY, ILLINOIS
Division of Transportation



Chicago Metropolitan
Agency for Planning

Analysis Overview

Quick Statistics and Project Purpose

From 2018 to 2022, within Will County, Illinois, there were:

- **273** fatal crashes (an average of 55 crashes per year)
- **1,781** serious/disabling injury crashes (an average of 356 crashes per year)
- **14,503** combined fatal and injury crashes (an average of 2,900 crashes per year)
- **\$7.5 BILLION** cost to society (an average of \$1.5 bn/year)

Will County's crash fatality rate is approximately 8.0 fatal crashes per 100,000 people per year over this period, compared to 6.7 in the northeastern Illinois region and 10.9 in the United States (US). While this crash rate is generally lower than the US average, it is higher than the northeastern Illinois average.

The statewide crash rate for the same period in Illinois was 8.5 fatal crashes per 100,000 residents. This analysis explores crash trends to inform a roadway safety strategy for Will County.

Study Area

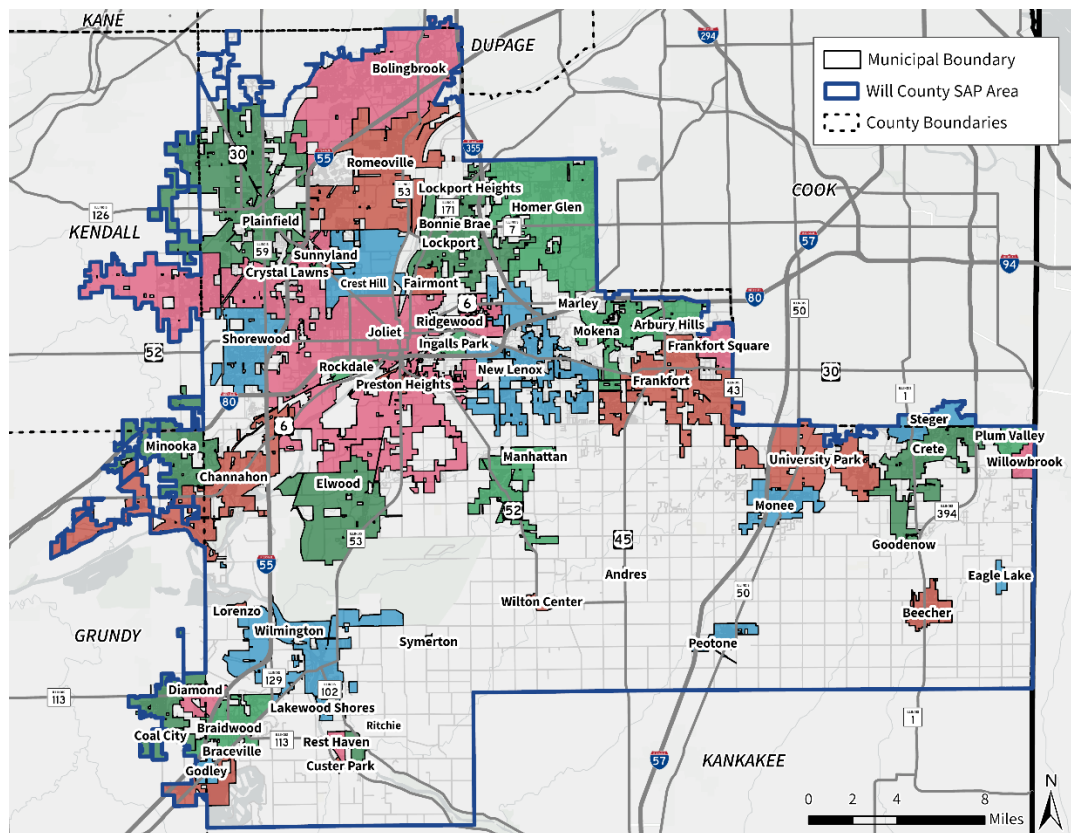


Figure 1: Study Area Boundary

The focus of this analysis is on Will County, Illinois, one of seven counties in the Northeast Illinois region and one of six counties included in CMAP's Safe Travel for All initiative. There are several communities that overlap multiple counties that also have active safety action plans underway. CMAP has provided guidance on assignment of border municipalities and roadways, which are used in this analysis.

Border Municipalities Included in Will County Analysis	Border Municipalities Excluded from Will County Analysis
• Bolingbrook • Romeoville • Homer Glen • Frankfort • Steger • Crete • University Park • Plainfield • Lockport	• Aurora • Lemont • Naperville • Park Forest • Orland Park • Tinley Park • Matteson • Richton Park • Park Forest • South Chicago Heights • Sauk Village • Woodridge

Table 1: Municipalities on the Border of Will County and Other Counties

(Note: Braceville, Braidwood, Channahon, Coal City, Diamond, Godley, Joliet, Minooka, and Plainfield all have corporate limits that also extend beyond Will County, but they border counties without an ongoing safety action plan.)

Several municipalities along the border of Will County were excluded from this analysis, due to their inclusion in adjacent county safety action plans as part of the CMAP Safe Travel for All program. This includes Aurora, Naperville, Park Forest, Orland Park, Tinley Park, Matteson, Richton Park, Park Forest, South Chicago Heights, and Sauk Village. Crash data within these municipalities was therefore excluded from this analysis and the study area was updated to reflect the removal of these municipalities from the Will County Safety Action Plan.

Unless otherwise noted, this analysis includes Illinois Department of Transportation (IDOT) injury crashes from 2018-2022 in the above-referenced study area, as this was the most recent data available at the start of the study. It excludes any crashes that have not been geocoded for any reason. Any future analysis of data for future updates will include more recent crash data, as there continue to be serious injury and fatal crashes throughout Will County.

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.

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.

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.

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.

Analysis Approach

This analysis combines several analysis techniques to provide an overview of the state of traffic safety in Will County. The [Crash Statistics Overview](#) provides a look at crash trends, locations, and contributing circumstances of crashes that occurred from 2018 to 2022. The [Areas of Persistent Poverty Analysis](#) (completed prior to Executive Order 14151 taking effect) examines the location of crashes in relation to census tracts identified as Areas of Persistent Poverty, as defined by the US Census Bureau. A separate analysis of [Railroad Incidents](#) includes an analysis of crashes on railroad corridors or crossings. The [High Injury Network](#) analysis highlights key corridors and intersections with a higher concentration of crashes. Finally, the [Systemic Analysis](#) explores particular roadway attributes that are associated with a higher relative crash risk or that should be prioritized for safety features.

The source of the data used for this analysis is crash data provided by IDOT from the years 2018 to 2022, which was the most recent five years of crash data available at the start of the study.

Only crashes within the study area are included in this 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, **O** for no injuries. Those acronyms will be used across the rest of this memo. Property Damage Only (PDO) crashes (crashes that did not result in an apparent injury) are not included in this analysis.

Network and roadway attribute data used in the analysis are provided by CMAP. A variety of demographic data is provided by the United States Census Bureau, accessed at the time of analysis.

Crash Statistics Overview

Crash Severity and Trends (2018 to 2022)

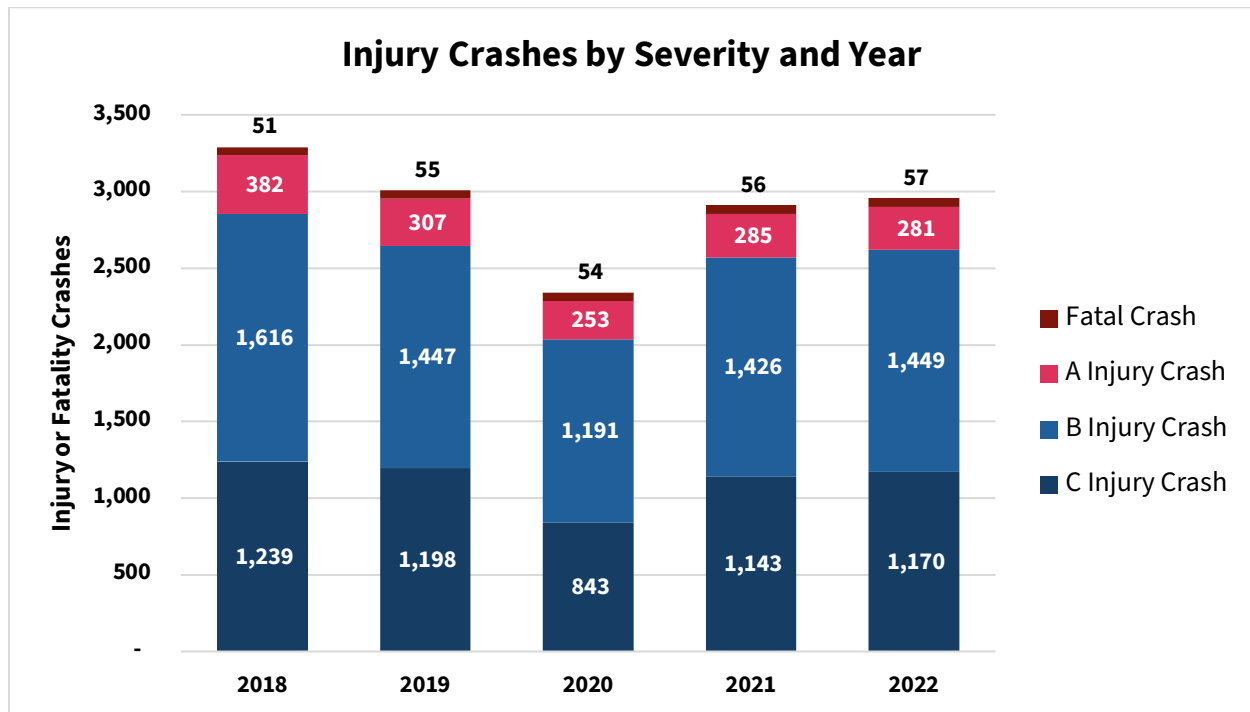


Figure 2: Injury Crashes by Severity and Year (2018 to 2022)

A high-level review of crash severity statistics by year from 2018 to 2022 shows that fatal crashes have remained quite constant, averaging 54 fatal crashes per year across the study area. A fatal crash is defined as a crash that includes at least one fatality, but fatal crashes could also have resulted in more than one fatality. This number of fatal crashes remained constant even through the drop in overall injury crashes during the COVID-19 pandemic in 2020, when injury crashes decreased approximately 23 percent. Injury crashes quickly rebounded from their 2020 pandemic-era low, with 2021 and 2022 minor injury crashes approaching similar numbers as 2019 and serious injury crashes only nine percent lower than 2019. Property Damage Only (PDO) crashes (crashes that resulted in property damage but did not result in an apparent injury) are not included in this analysis.

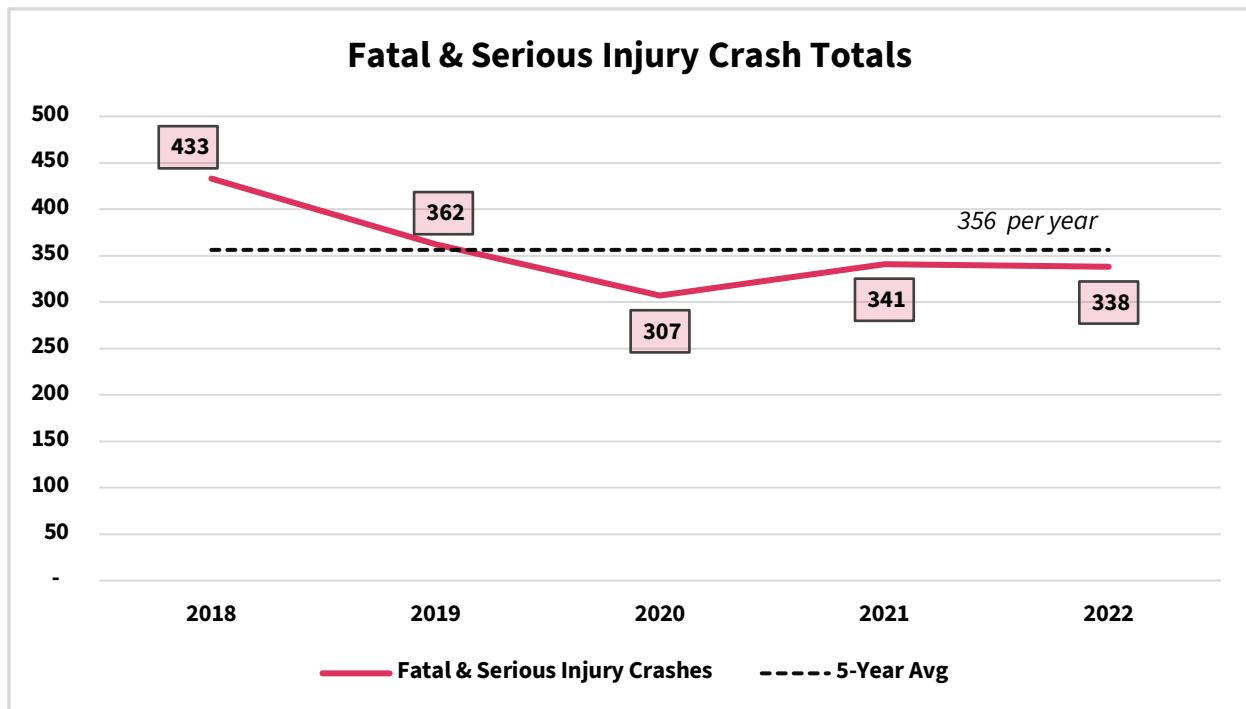


Figure 3: Fatal and Serious Injury Crashes per Year (2018 to 2022)

Cost to Society

Motor vehicle crashes result in a significant cost to society. Societal crash costs aim to incorporate a broad range of costs associated with crashes, including tangible items like medical bills, property damage, and insurance, as well as costs like lost productivity or the loss of quality of life. The most severe crashes have the highest costs, with a single fatal crash estimated to cost over \$12.5 million¹.

In Will County, there were 14,503 fatal and injury crashes within the study area over a 5-year period from 2018-2022, with a combined estimated cost to society of nearly \$7.5 billion (in 2022 dollar terms, based on crash costs developed for the USDOT²).

¹ The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403.pdf>

² [Benefit Cost Analysis Guidance 2024 Update.pdf \(transportation.gov\)](#)

	Severity Level	Cost (2022\$) ³	Crashes	Total Cost
K	Fatal	\$ 12,500,000	273	\$3,412,500,000
A	Incapacitating/ Serious	\$ 1,188,200	1,508	\$1,791,805,600
B	Non-Incapacitating	\$ 233,800	7,129	\$1,666,760,200
C	Possible Injury	\$ 111,700	5,593	\$624,738,100
O	No Injury	\$ 5,000		
Total			14,503	\$ 7,495,803,900

Table 2: Crash Costs by Injury Severity Level for Will County, IL (2018-2022)

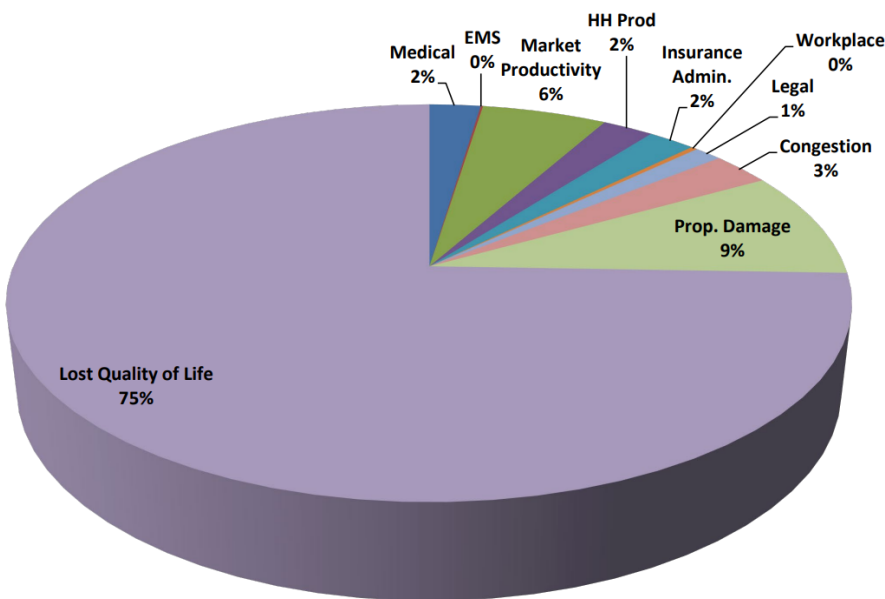


Figure 4: The Economic and Societal Impact of Motor Vehicle Crashes in Will County (2018-2022)⁴

³ USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs, page 39.

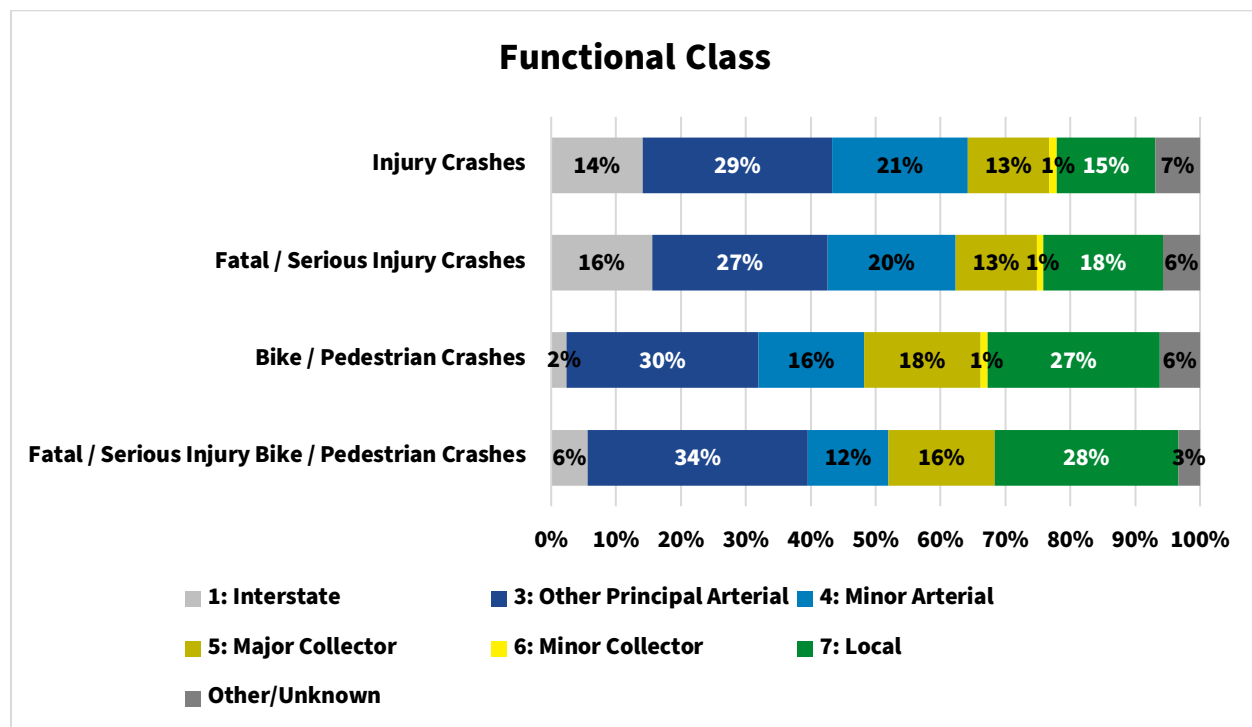
<https://www.transportation.gov/sites/dot.gov/files/2023-12/Benefit%20Cost%20Analysis%20Guidance%202024%20Update.pdf#page=40>

⁴ Ibid.

General Crash Locations

This analysis explores the location of crashes, including the functional class of the roadway where the crash occurred, whether the crash occurred at an intersection or mid-block/segment location, and the specific area type of the location.

Functional class refers to the general size and operational characteristics of a roadway as prescribed by the Federal Highway Administration. Interstate Highways are the top functional class, followed by non-Interstate limited access highways (of which there are none in Will County), Principal and Minor Arterials (major surface roadways with intersections and other access points), Major and Minor Collector roadways, and Local roadways. For most crash types, Principal Arterial and Minor Arterial streets accounted for about half of crashes.



Note: Totals may exceed 100% due to rounding.

Figure 5: Crashes by Functional Class by Crash Type

The **crash location** refers to whether a crash occurred at a specific intersection or between intersections, referred to as a segment. A majority of crashes occur at intersection locations, with crashes involving bicyclists or pedestrians even more likely to happen at intersection locations when compared to all crashes.

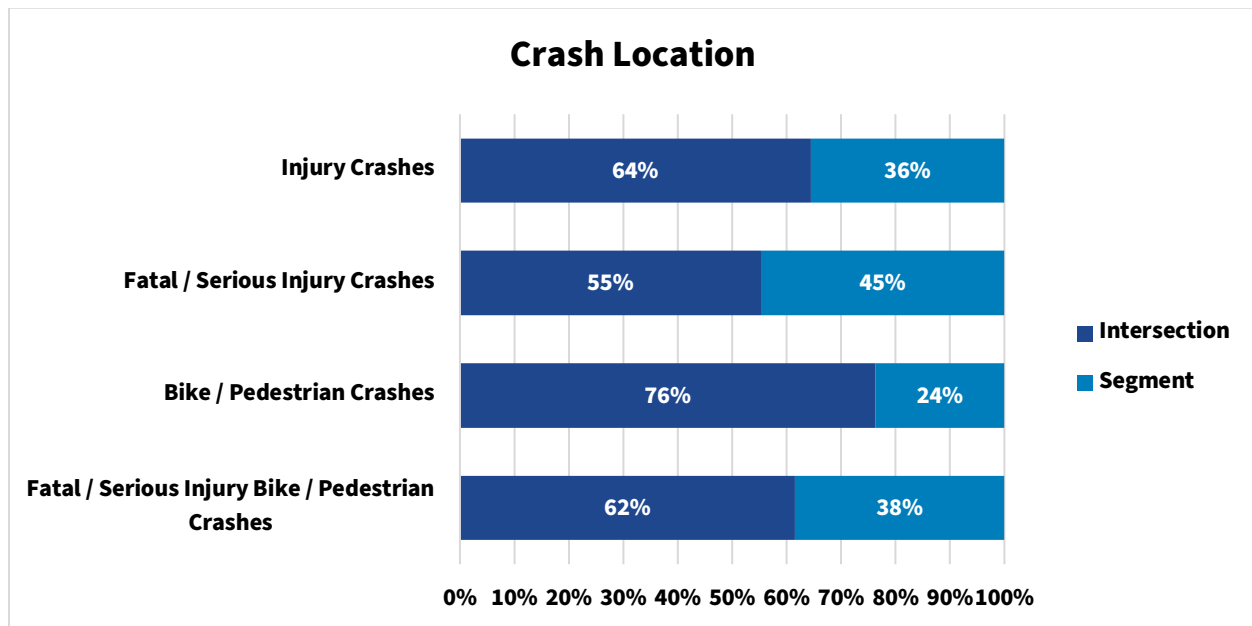


Figure 6: Intersection vs. Segment Location by Road User Type and Crash Severity

Area type refers to whether a crash occurred in an incorporated (urban) or unincorporated (rural) area. For this study, a crash was considered urban if it occurred within the corporate limits of a municipality within the study area, regardless of the population density or the overall development character of an area. Using this definition, most crashes occurred within an urban area, and an even greater share of bicycle or pedestrian crashes occurred in these areas.

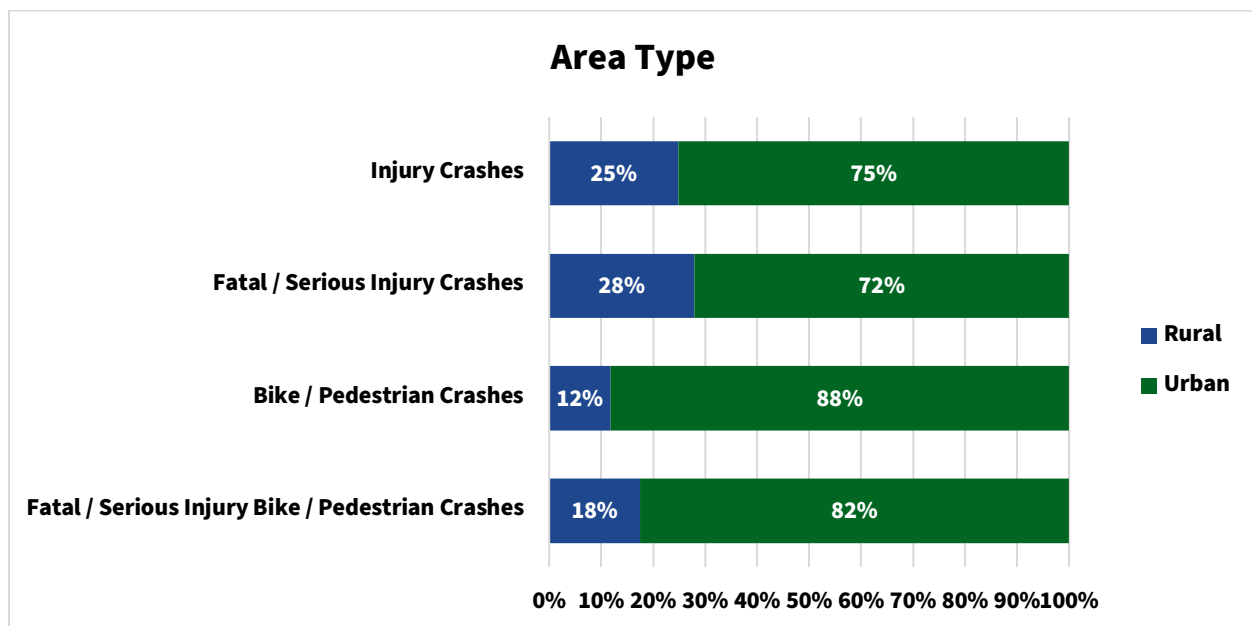


Figure 7: Urban vs. Rural by Road User Type and Crash Severity

Combining the area type and crash location type helps to better understand what types of crashes are happening at specific locations. For this analysis, urban and rural crashes were further divided between intersection crashes, highway segment crashes, and surface street (non-highway) segment crashes (identified as “Other Segment” in [Figure 8](#)). Segment crashes are crashes that occur in the areas outside of the radius of an intersection. This analysis shows that a greater share of urban crashes occur at intersections than on highway segments or surface street segments. However, in rural areas, the percentage of intersection crashes are more comparable to the percentages of highway segment crashes, and surface street segment crashes. Additionally, it is worth noting that 70% of bicycle and pedestrian crashes occur at urban intersection locations.

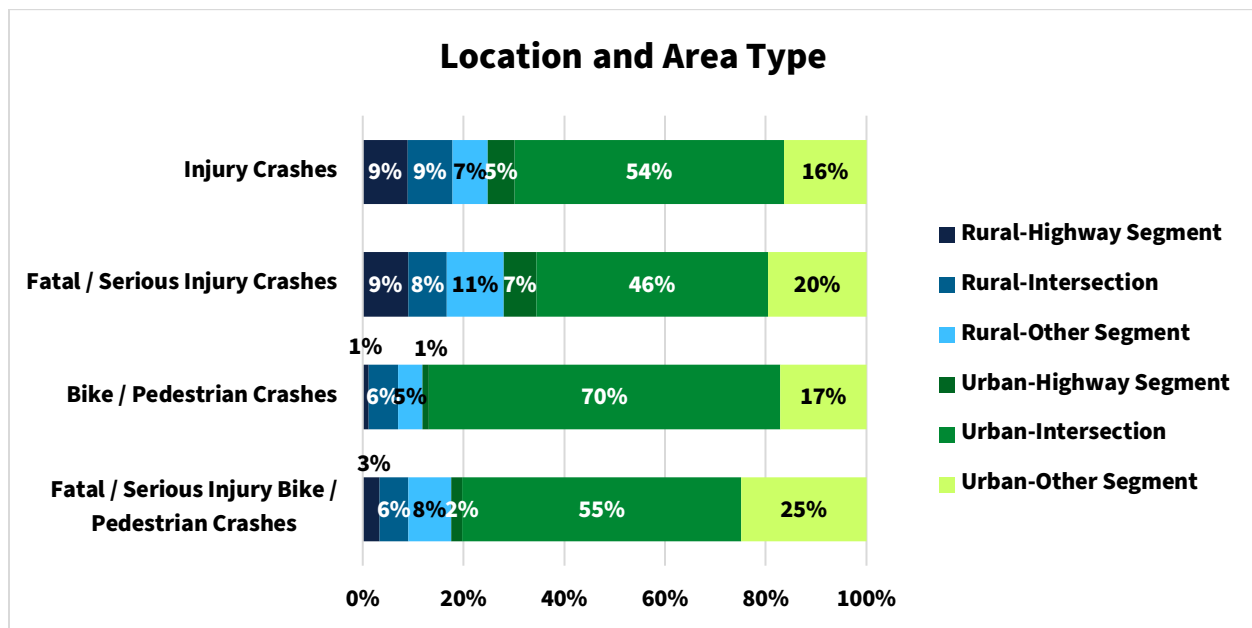


Figure 8: Location and Area Type by Road User Type and Crash Severity

Crash Types

Crash type refers to the specific users and movements of vehicles or people involved in crashes.

Crash Type	Fatal Crash	Serious Injury Crash	B Injury Crash	C Injury Crash	Fatal + Serious Injury Crashes	% of Fatal + Serious Crashes	% of Injury Crashes	% Resulting in Fatal + Serious Injury Crash
Angle	49	521	2684	2287	570	32%	38%	10%
Animal	0	11	61	32	11	1%	1%	11%
Backing	0	2	18	16	2	0%	0%	6%
Bike/Ped	36	141	334	115	177	10%	4%	28%
Head On	33	81	168	70	114	6%	2%	32%
Object/ Parked Car	84	331	1341	547	415	23%	16%	18%
Other	3	32	100	26	35	2%	1%	22%
Overturned	15	81	231	66	96	5%	3%	24%
Rear End	41	247	1778	2173	288	16%	29%	7%
Sideswipe	11	60	413	260	71	4%	5%	10%
Train	1	1	1	1	2	0%	0%	50%

Table 3: Crash Totals by Crash Type and Severity

Table 3 provides a summary of crash types by injury severity. For the purposes of this report, the following crash categories were combined into a single category:

- **Angle** includes Angle and Turning crashes
- **Animal** includes collisions with an animal
- **Backing** includes Rear to Front, Rear to Side, and Rear to Rear crashes
- **Bicycle or Pedestrian** includes Pedestrian, Bicyclist, and Pedalcyclist crashes
- **Head On** includes Front to Front and Head On crashes
- **Object/Parked Car** includes Fixed Object, Other Object, and Parked Motor Vehicle crashes
- **Other** includes Other Non-Collision crashes
- **Rear End** includes Front to Rear and Rear End Crashes
- **Sideswipe** includes Sideswipe Same Direction and Sideswipe Opposition Direction crashes
- **Train** includes crashes involving a train

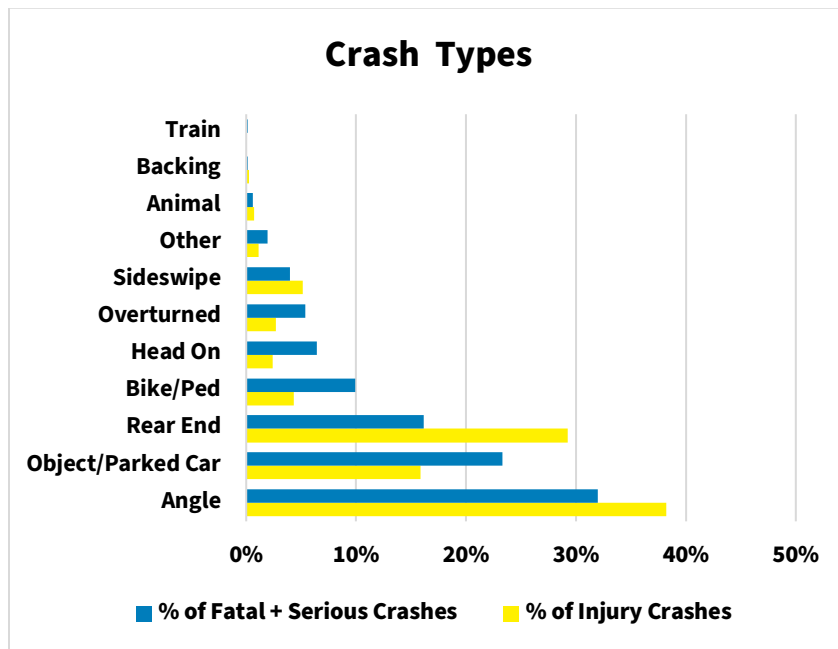


Figure 9: Crash Types and Injury Severity

Figure 9 compares all injury crashes to fatal and serious injury crashes. Angle crashes comprise a plurality of most crash types, whether they are all injury crashes or just fatal and serious injury crashes.

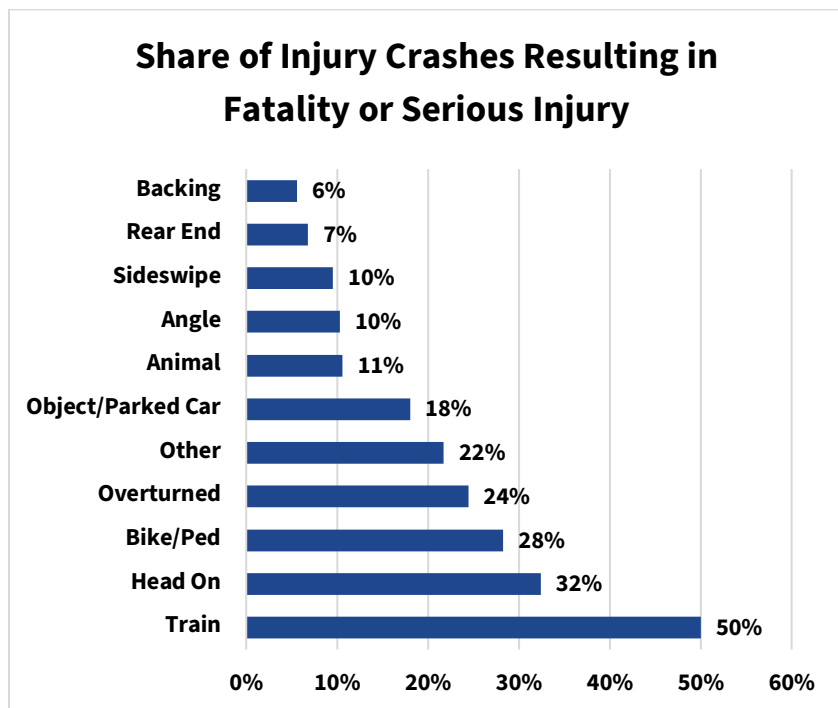


Figure 10: Severe Crashes by Crash Type

Figure 10 shows the share of crashes by crash type resulting in a fatal or serious injury. While train crashes have the highest share of injury crashes resulting in serious injuries or fatalities, head-on crashes are second, followed by a bicycle or pedestrian crash and crashes resulting in an overturned vehicle(s).

Contributing Circumstances

Crash causes are determined as a part of a law enforcement investigation following a crash. Most injury and fatal and serious injury crashes were the result of speed, failing to yield right of way, improper lane use, or disregarding traffic signals. Drug and alcohol use were generally not prevalent in most injury crashes, but were prevalent in up to 6% of fatal and serious injury crashes.

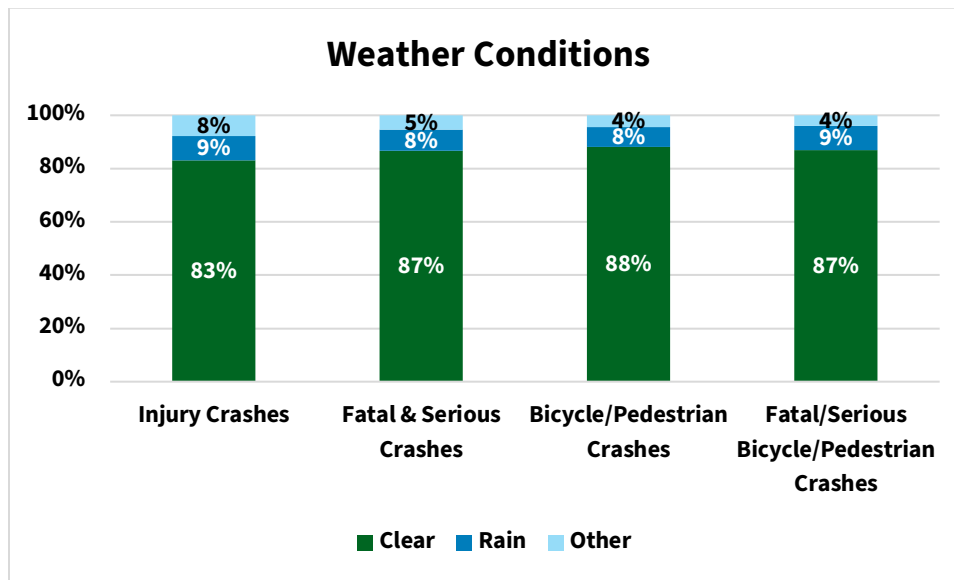
Crash Cause	Crashes	% of Crashes
Failing to Reduce Speed to Avoid Crash	3,894	27%
Failing to Yield Right of Way	3,505	24%
Improper Lane Usage	1,083	7%
Disregarding Traffic Signals	698	5%
Following Too Closely	625	4%

Table 4: Top 5 Causes of Injury Crashes

Crash Cause	Crashes	% of Crashes
Failing to Yield Right of Way	396	22%
Failing to Reduce Speed to Avoid Crash	367	21%
Improper Lane Usage	173	10%
Under Influence of Alcohol/Drugs	112	6%
Unable to Determine	87	5%

Table 5: Top 5 Causes of Fatal & Serious Injury Crashes

The overwhelming majority of crashes occurred during clear weather conditions, with no clear differences for fatal or serious injury crashes or bicycle/pedestrian crashes. A majority of crashes occurred during daylight hours for injury crashes, fatal and serious injury crashes, and bicycle/pedestrian injury crashes. However, a much larger share of fatal and serious injury bicycle or pedestrian crashes happened during the dark or during the dark with streetlights on.



* Note: A weather condition of “Other” includes blowing snow, fog, smoke haze, freezing rain, severe cross wind, sleet/hail, snow, and unknown.

Figure 11: Weather Conditions by Crash Severity/Type

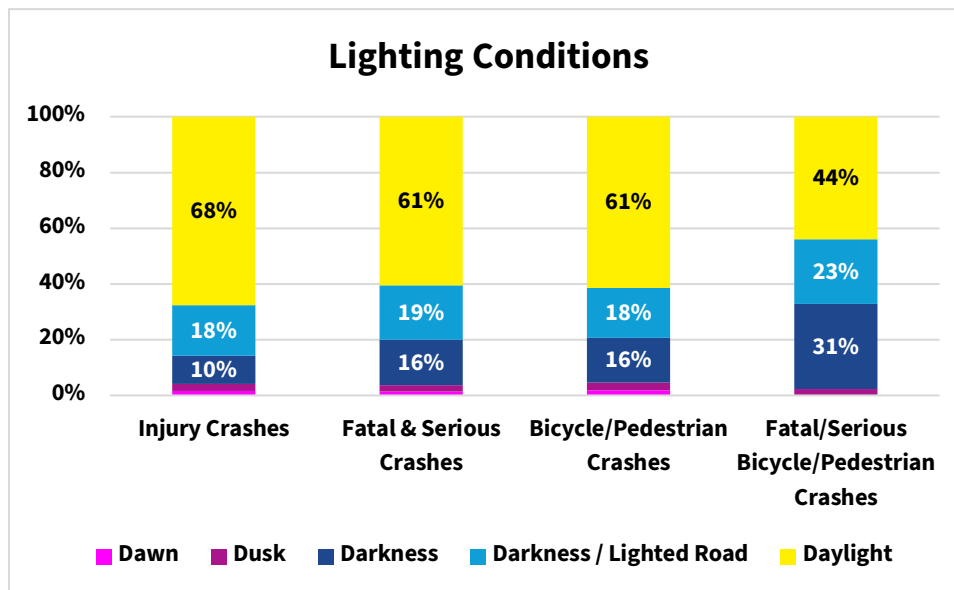


Figure 12: Lighting Conditions by Crash Severity/Type

Figure 13 through Figure 16 show crash totals by month and time of day for all injury crashes, fatal and serious crashes, bicycle and pedestrian crashes, and fatal and serious bicycle and pedestrian crashes. The bolded numbers within Figures 13, 14, 15, and 16 represents crashes that occurred during the hours of sunset in a given month (as sunset times change throughout the year). There does not appear to be a strong time of day pattern related to sunset in the figures.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
12:00 AM	16	16	14	15	24	13	15	19	23	26	19	15
1:00 AM	22	14	19	7	16	26	22	19	18	11	22	24
2:00 AM	14	17	16	10	15	20	18	10	22	19	17	15
3:00 AM	8	22	13	6	15	21	11	18	10	22	13	19
4:00 AM	26	11	18	16	16	13	14	24	17	16	15	18
5:00 AM	41	31	25	29	30	34	23	26	21	31	36	31
6:00 AM	56	42	37	41	32	31	31	42	44	70	40	50
7:00 AM	58	72	44	50	59	34	47	64	77	62	71	49
8:00 AM	65	55	41	38	38	36	44	57	70	54	47	49
9:00 AM	55	51	32	31	48	49	42	45	48	61	50	57
10:00 AM	36	40	35	35	51	62	53	64	57	49	49	51
11:00 AM	39	51	41	43	64	70	59	73	51	66	58	62
12:00 PM	61	57	52	56	72	91	71	78	70	87	72	74
1:00 PM	54	63	57	61	80	80	82	80	73	73	54	68
2:00 PM	94	51	58	61	100	103	87	95	80	92	82	71
3:00 PM	79	89	71	81	121	99	110	115	128	142	102	101
4:00 PM	75	79	99	79	105	126	110	114	119	118	99	96
5:00 PM	101	71	65	67	86	96	95	119	92	111	132	135
6:00 PM	74	88	61	51	71	81	86	102	93	100	93	79
7:00 PM	47	36	43	31	57	54	52	62	68	77	59	52
8:00 PM	32	36	37	38	42	55	50	49	42	45	44	52
9:00 PM	27	27	30	26	54	51	45	58	33	33	24	33
10:00 PM	24	31	23	26	27	30	48	32	35	41	21	27
11:00 PM	16	20	29	32	28	23	34	22	22	25	26	21

Figure 13: All Injury Crashes by Month and Time of Day

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
12:00 AM			3	3	2	2	1	2	5	7	3	2
1:00 AM	2		5	1	3	8	6	8	4	3	3	1
2:00 AM	2	2	1	4	4	2	3	3	2	6	4	1
3:00 AM		3	2		3	6	5	2	1	5	5	2
4:00 AM	7	1	2	2	5	3	2	7	1	3	3	
5:00 AM	3	1	3	5	6	4	2	4	3	3	5	4
6:00 AM	5	4	3	7	4	5	4	9	5	6	4	5
7:00 AM	5	5	8	2	4	9	7	8	5	5	3	4
8:00 AM	6	7	1	3	6	4	7	4	7	6	1	3
9:00 AM	7	6	2		7	7	7	3	7	7	5	12
10:00 AM	9	3	4	4	4	10	7	11	7	6	5	1
11:00 AM	5	7	3	5	8	15	6	10	4	5	7	3
12:00 PM	9	8	7	3	12	10	7	6	6	11	10	13
1:00 PM	4	8	4	5	9	6	5	7	6	8	6	10
2:00 PM	10	3	8	4	12	13	11	11	10	6	5	7
3:00 PM	2	7	10	7	16	10	16	10	15	18	10	6
4:00 PM	6	8	8	7	12	7	12	17	13	9	11	7
5:00 PM	9	2	5	5	12	8	16	14	5	7	14	17
6:00 PM	14	9	12	9	11	10	11	12	18	13	5	11
7:00 PM	6	7	9	6	9	10	5	16	13	10	8	8
8:00 PM	4	5	8	2	4	12	7	7	4	10	6	9
9:00 PM	5	3	6		8	10	5	13	10	5	5	
10:00 PM	5	8	4	4	7	11	11	4	8	3	6	1
11:00 PM	1	4	10	4	6	7	3	4	2	6	5	3

Figure 14: Fatal and Serious Crashes by Month and Time of Day

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
12:00 AM		1		2			1	2				
1:00 AM						1	2	1	1			
2:00 AM						1	1	2		1		
3:00 AM					1					2	1	1
4:00 AM			1			1		4		1	1	
5:00 AM	2		1	1				1	2	1	2	2
6:00 AM	3	2	1			1		1		4		4
7:00 AM	3	1	2	2	5	1	1	5	7	1	1	1
8:00 AM		2		3	1	2		2	4	4	4	1
9:00 AM					6	2	3		1	5	4	1
10:00 AM	2		1	1	1		3	8	4	2	2	
11:00 AM		2	3		1	5	3	7		1	1	3
12:00 PM	1			2	1	2	1	2	2	2		5
1:00 PM	3	3		2	3	3	5	7	1	2	1	
2:00 PM	1		2	2	6		4	8	4	5	2	1
3:00 PM		4	2	3	3	3	9	12	9	5	4	5
4:00 PM		2	4	1	3	3	9	8	3	6	1	3
5:00 PM	3	1	3	1	2	2	3	8	6	4	8	9
6:00 PM	4	5	5	2	6	8	4	6	8	5	3	5
7:00 PM	4	1	2		6	4	2	8	8	8	4	5
8:00 PM	2	2	3	2	1	6	3	4	3	4	2	3
9:00 PM	1	1		2	3	2	8	3	1	4	2	1
10:00 PM	2	1	1	2	2				3	2		
11:00 PM		1	2	3	2		2	3	1	3	2	1

Figure 15: All Bicycle/Pedestrian Injury Crashes by Month and Time of Day

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
12:00 AM				1				1				
1:00 AM						1	1					
2:00 AM							1	1				
3:00 AM											1	1
4:00 AM						1		3				
5:00 AM			1	1						1		2
6:00 AM		1	1			1		1				1
7:00 AM	1	1	1		1	1			1			
8:00 AM					1				1	1		
9:00 AM						2	1				2	
10:00 AM	1						1	1		1	1	
11:00 AM		1	1			2		2			1	
12:00 PM						1	1			1		1
1:00 PM		2				1	1	1				
2:00 PM	1			1	2		2	3		1		
3:00 PM		1				1	1	2	1	2	1	
4:00 PM			2	1	1		2	1				
5:00 PM	2		1	1				3		1	4	3
6:00 PM	4	3	1	1	1	1	1	1	3			3
7:00 PM	2	1	2			2	1	1	5	1	1	1
8:00 PM	2	2	2	1		4				2	1	3
9:00 PM	1				1	1	2	1		2	2	
10:00 PM	1			1						1	1	
11:00 PM		1	2	2	1		1	2		2	2	

Figure 16: Fatal and Serious Bicycle/Pedestrian Crashes by Month and Time of Day

Bicycle and pedestrian injury crashes appear to be most subject to seasonality, with elevated crashes during warmer weather months. As can be seen below in [Figure 17](#), crashes peak in the month of August, which is also when the school year typically begins.

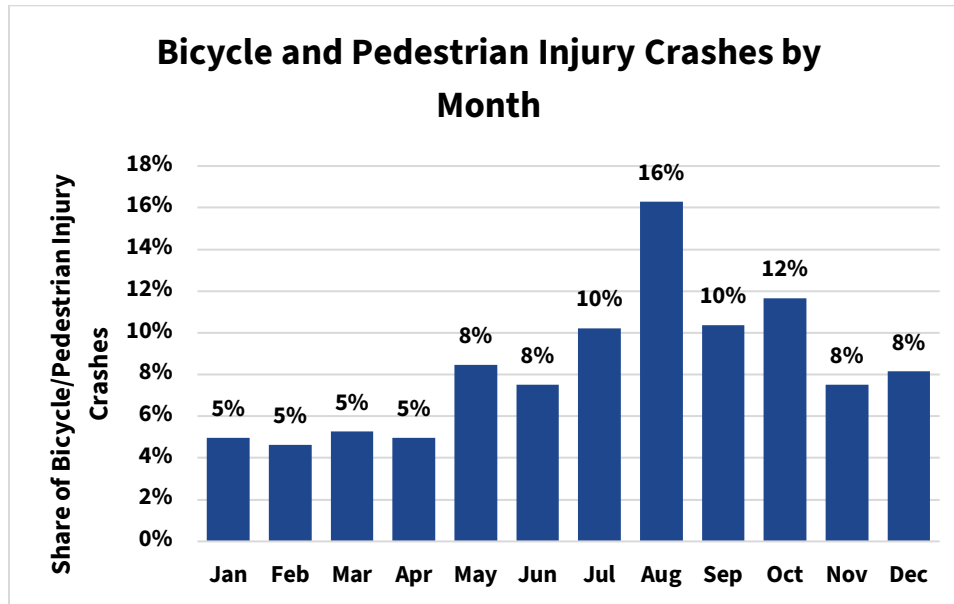


Figure 17: Bicycle/Pedestrian Injury Crashes per Month

Rate Maps

Rate maps help to highlight where crashes are concentrated within Will County. The crash densities mapped in [Figures 18 to 23](#) have been normalized by population, land area, and centerline miles of roadway. Overall, the densest concentrations of fatal and serious injury crashes are in Joliet, Bolingbrook, and Romeoville. However, when looking at fatal and serious injury crash rate per 100,000 residents, areas in the more southern and more rural portion of Will County also begin to show increased crash rates.

Bicycle and pedestrian fatal and serious injury crashes are particularly concentrated in the northern urban and suburban areas of Will County, where land use is more supportive of active transportation use. The map for bicycle and pedestrian injury crashes per 100,000 residents does show a noticeable increase in crash rates within census tracts that are parallel or adjacent to I-55, potentially signaling an increase in bicycle and pedestrian crashes near Interstate highway on-ramps and off-ramps.

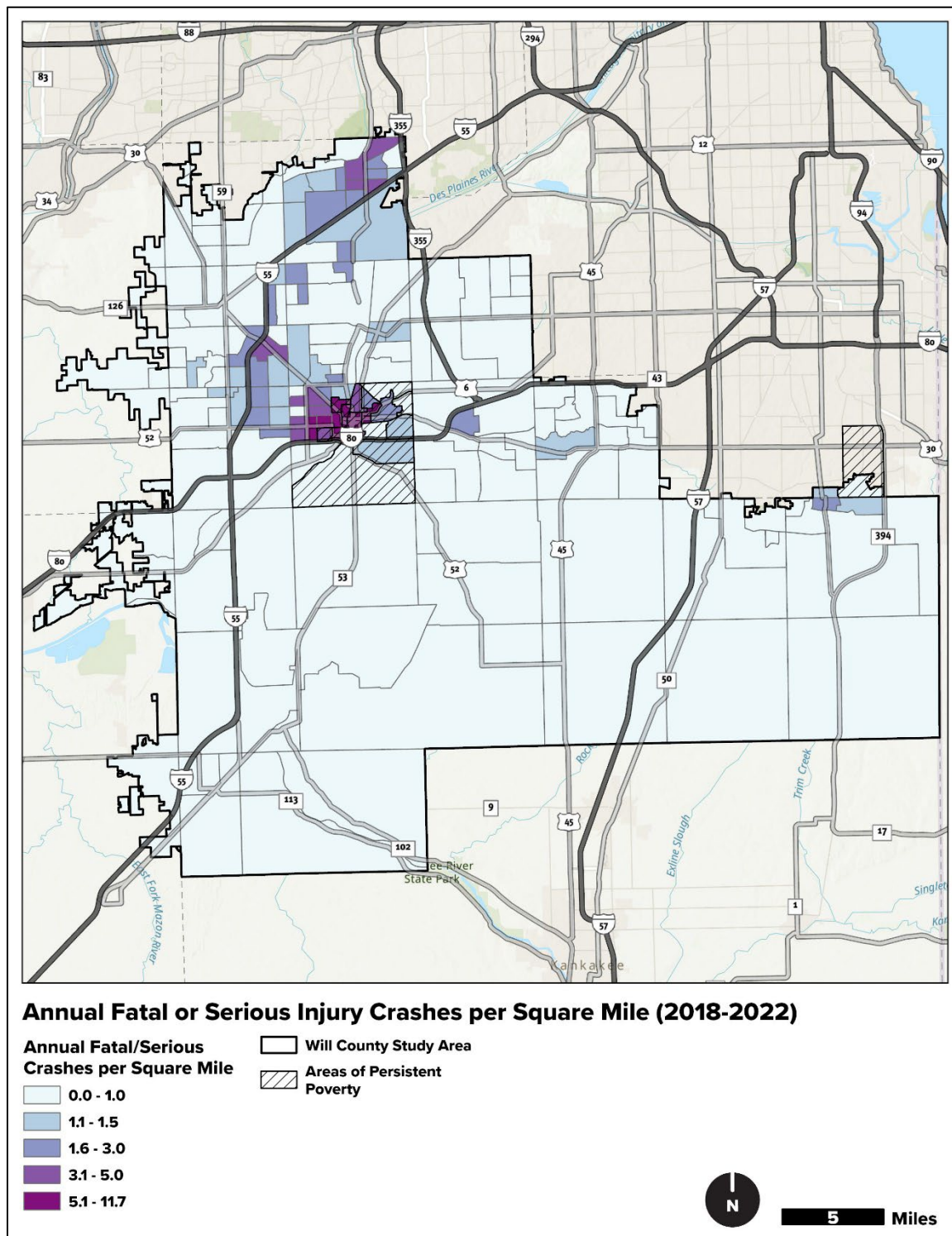


Figure 18: Annual Fatal or Serious Injury Crashes per Square Mile by Census Tract, 2018-2022

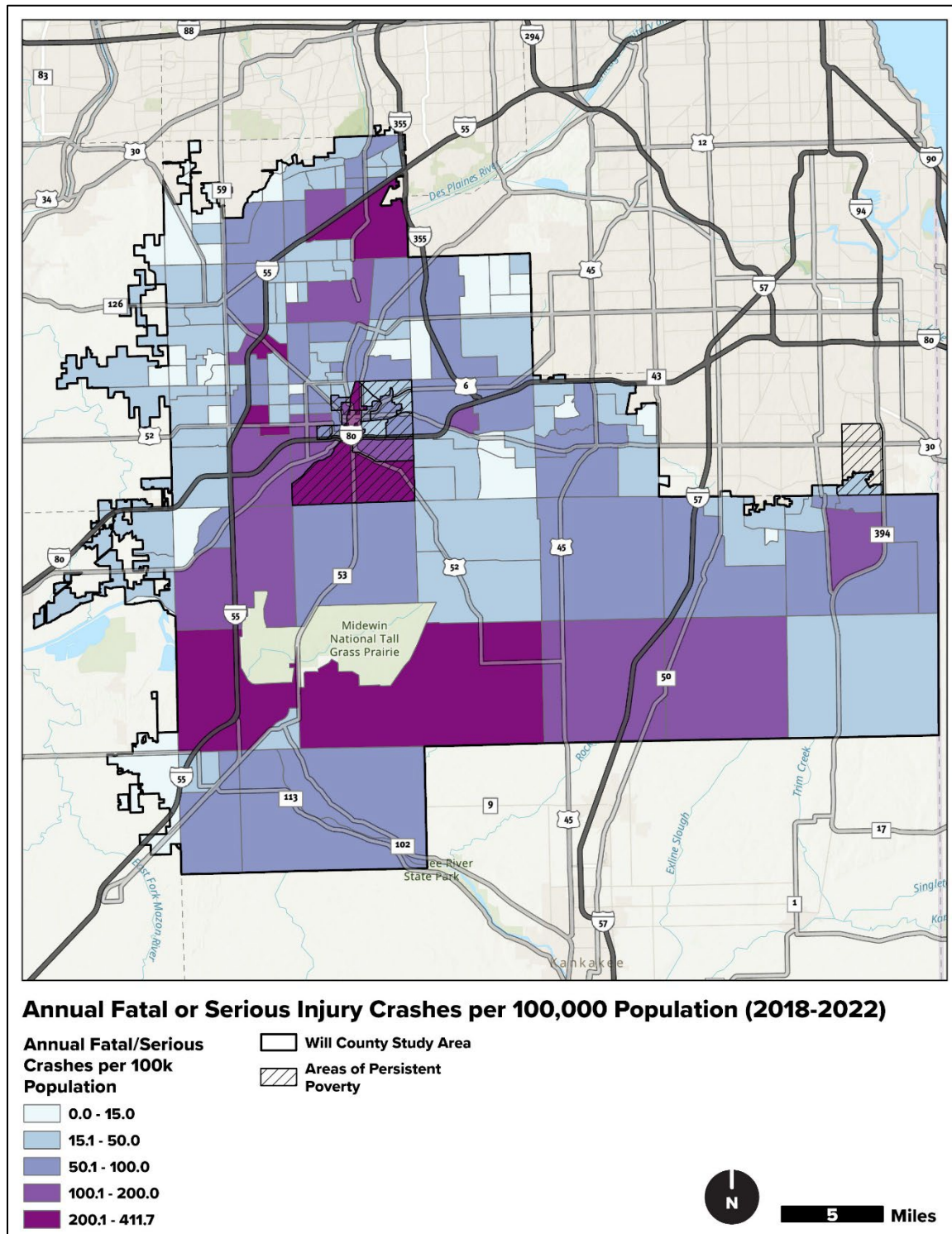


Figure 19: Annual Fatal or Serious Injury Crashes per 100,000 Residents by Census Tract, 2018-2022

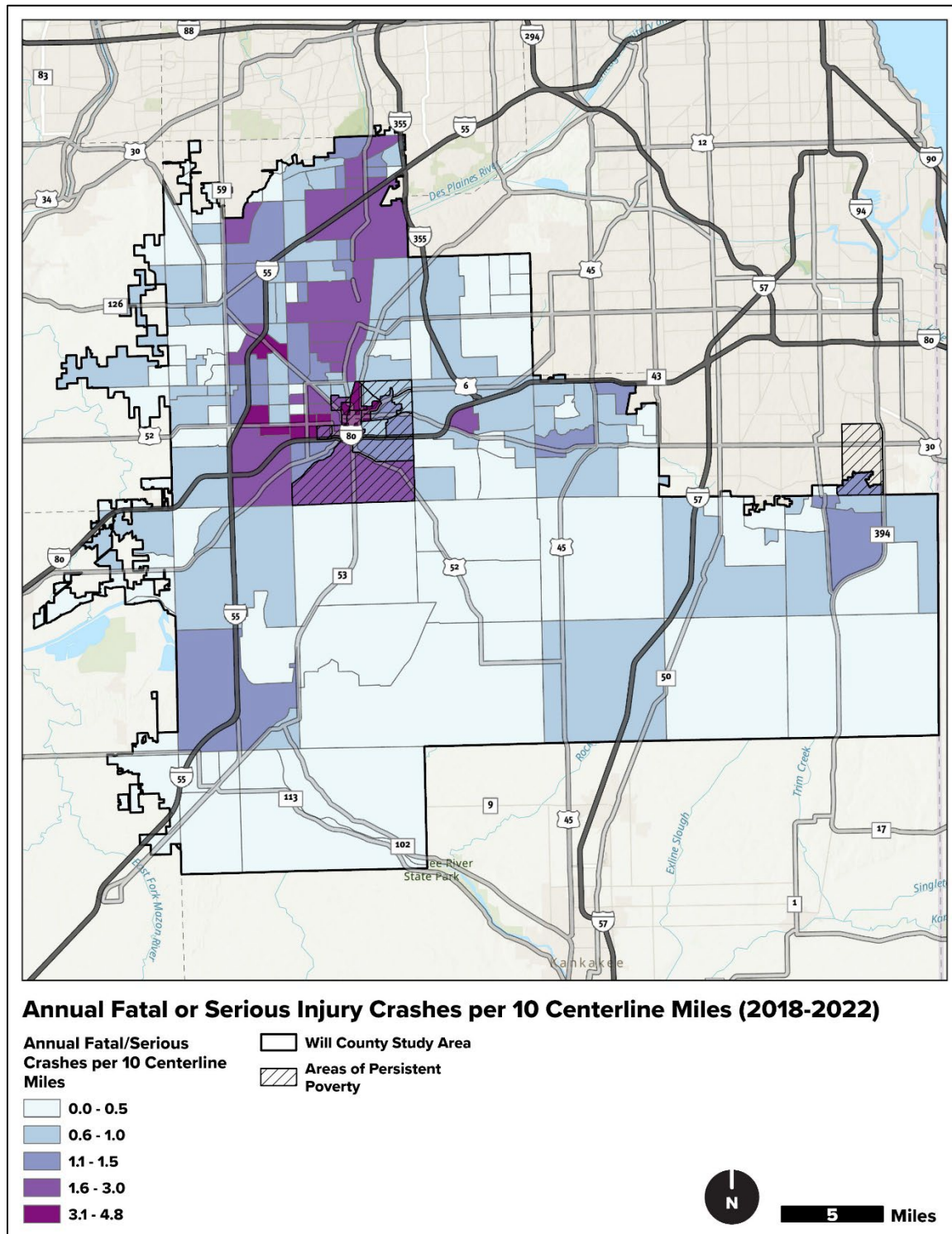


Figure 20: Annual Fatal or Serious Injury Crashes per 10 Centerline Miles by Census Tract, 2018-2022

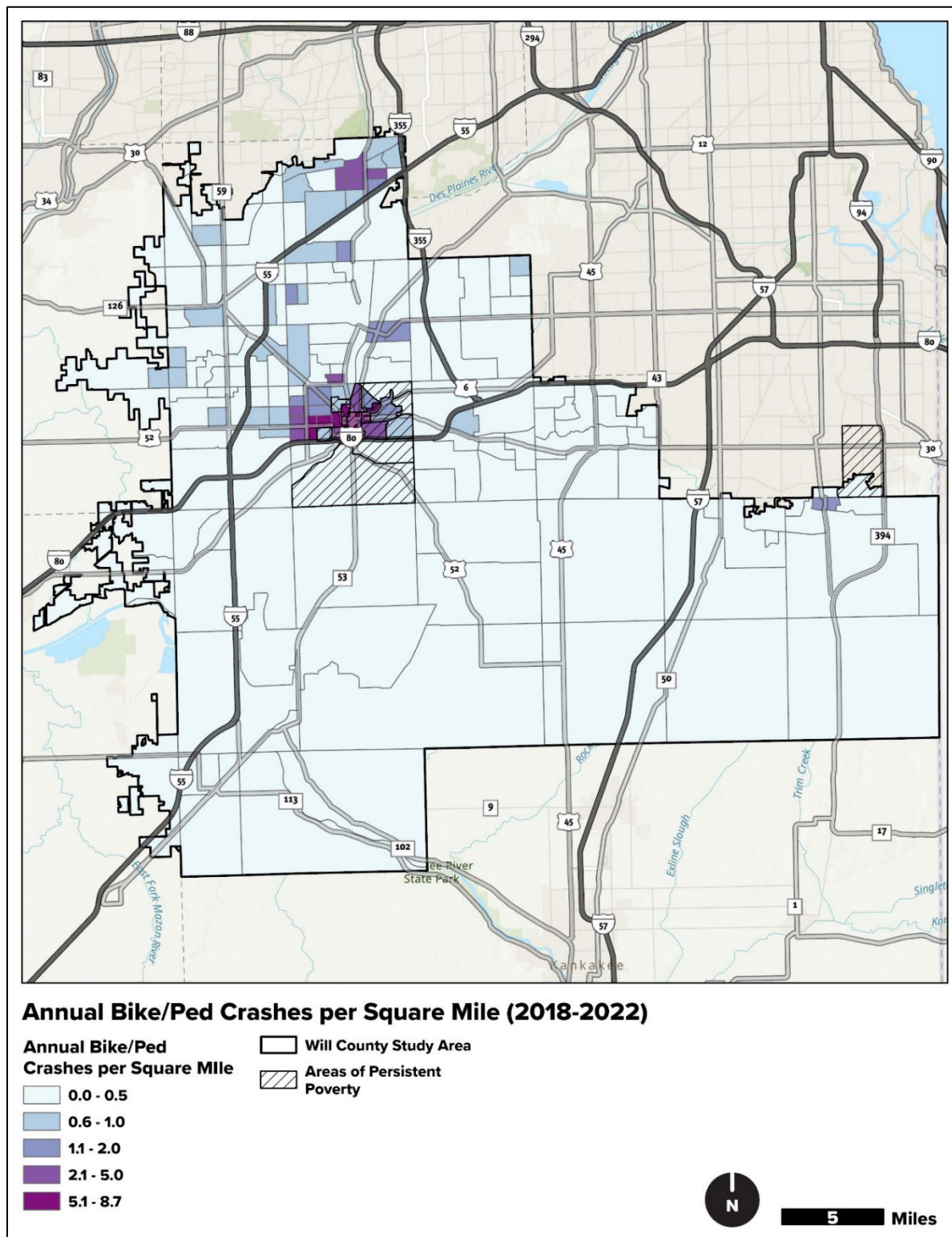


Figure 21: Annual Bicycle/Pedestrian Injury Crashes per Square Mile by Census Tract, 2018-2022

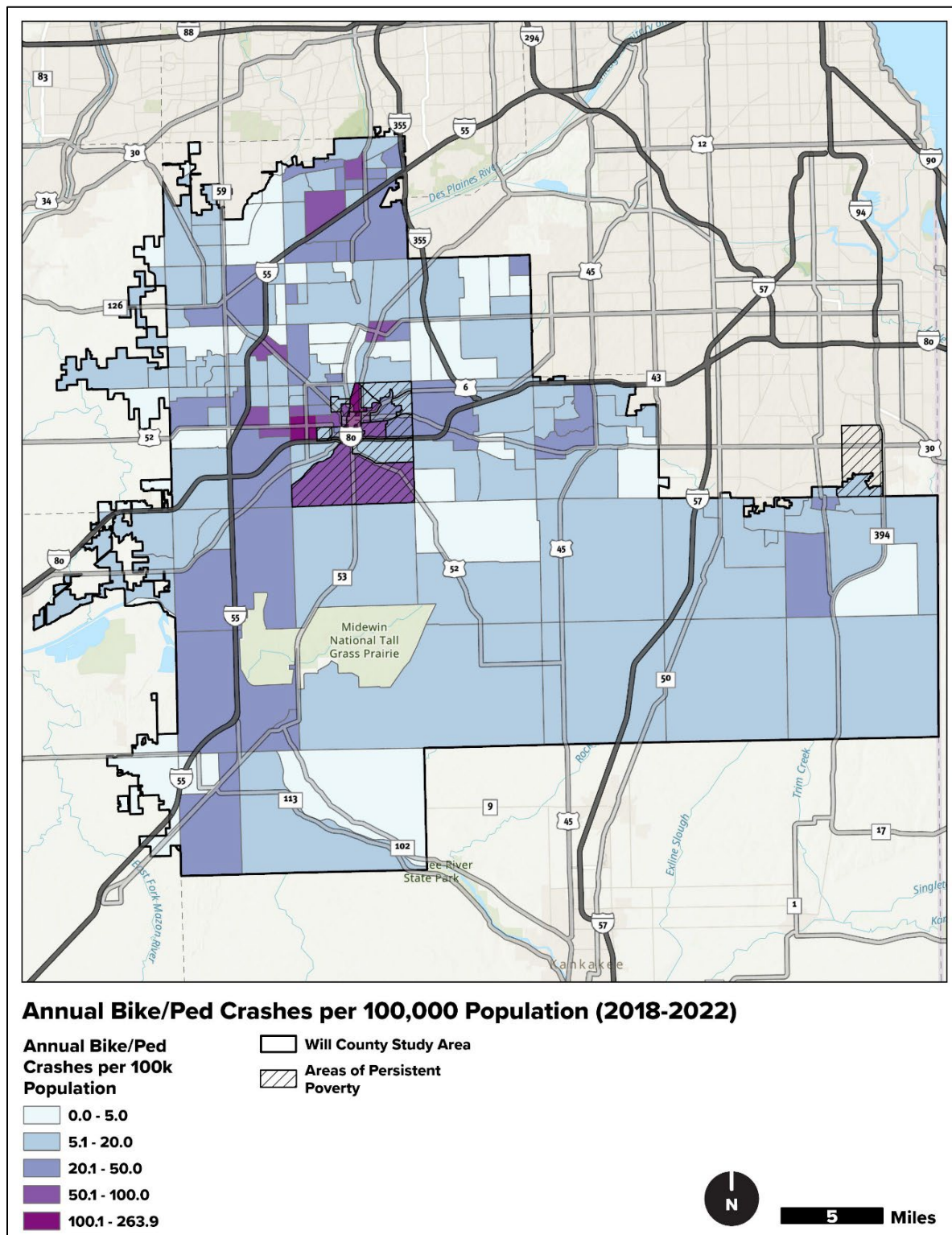


Figure 22: Annual Bicycle/Pedestrian Injury Crashes per 100,000 Population by Census Tract, 2018-2022

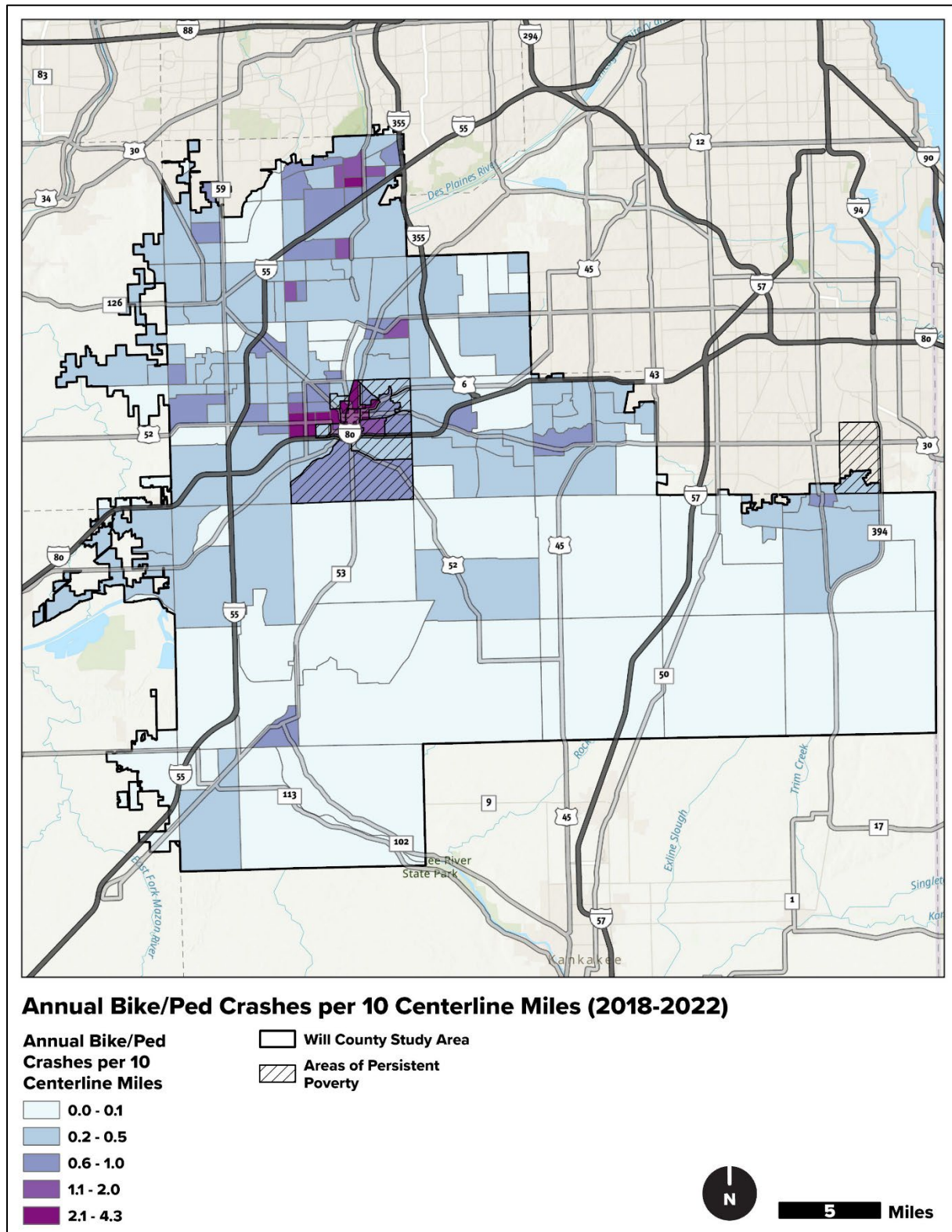


Figure 23: Annual Bicycle/Pedestrian Injury Crashes per 10 Centerline Miles by Census Tract, 2018-2022

Municipality Summaries

Looking at fatal and serious injury crashes by municipality shows that the vast majority of these crashes are occurring in unincorporated areas of Will County or in Joliet. Joliet experiences the highest number of fatal crashes, by far, of any municipality or unincorporated Will County (which includes all areas of Will County not within a municipality). The municipalities in the northern and eastern urban and suburban areas of Will County, including Joliet, Bolingbrook, Romeoville, Plainfield, and Frankfort, are experiencing the most fatal and serious injury crashes.

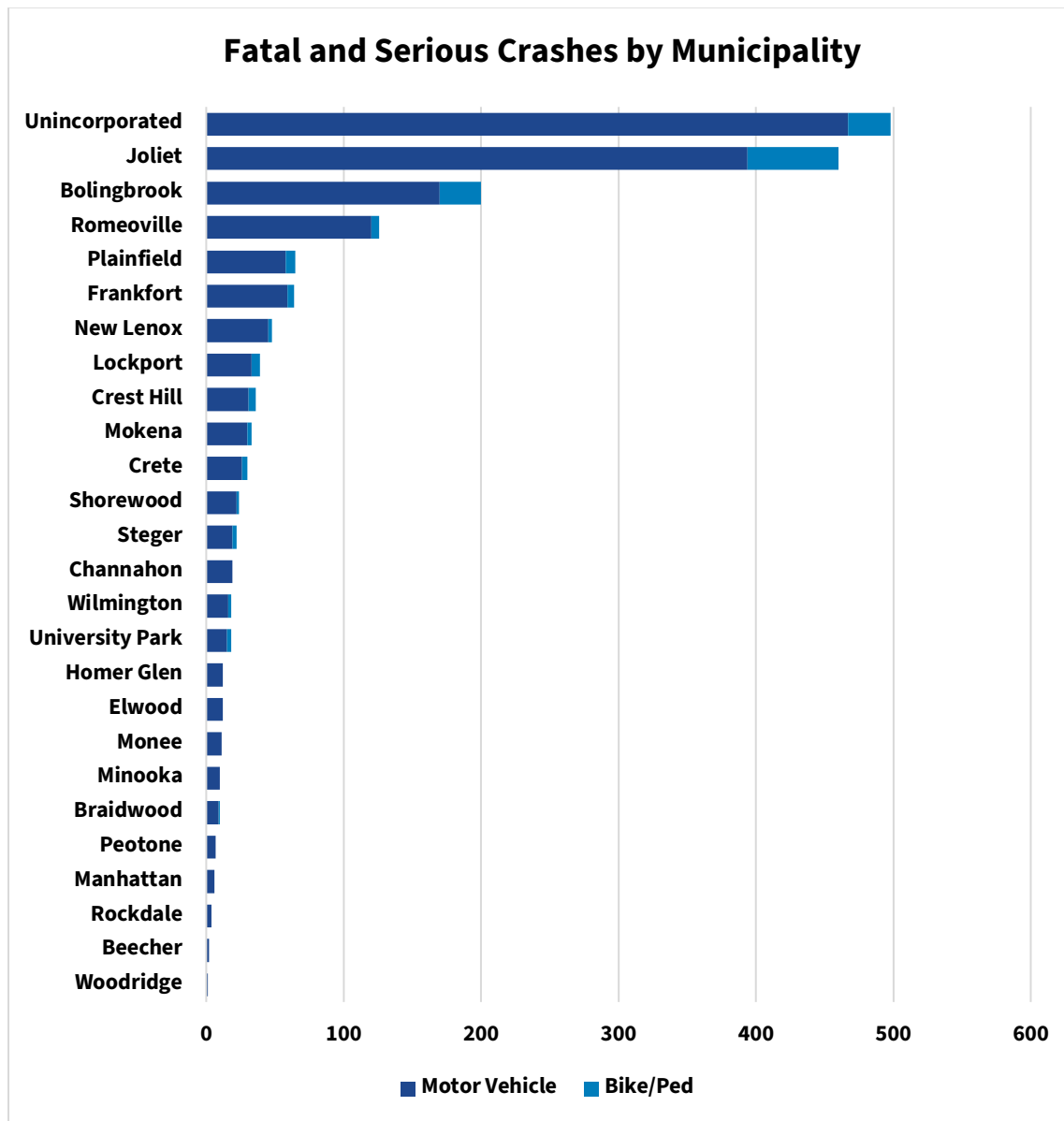


Figure 24: Fatal and Serious Injury Crashes by Municipality

When looking at crashes per 100,000 population, some smaller cities and villages, such as Elwood (population 2,229 in the 2020 census), Minooka (population 12,750 in the 2020 census), and Crete (population 8,465 in the 2020 census) move towards the top of the list. These higher crash rates in Elwood and Minooka are likely driven partly due to their location adjacent to major roadways, including IL-53 and I-80, respectively. However, Joliet and unincorporated Will County still rank within the top five when data is normalized by population.

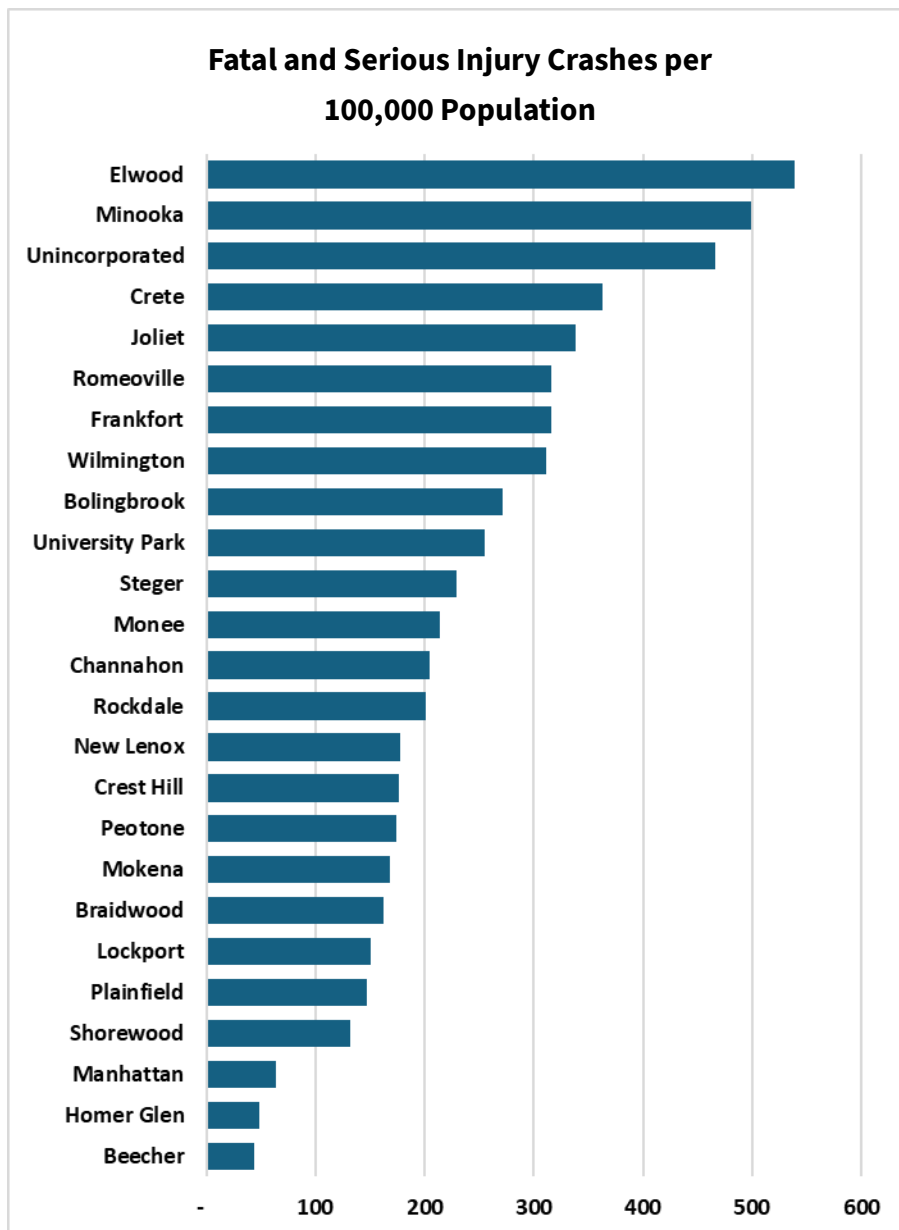


Figure 25: Fatal and Serious Injury Crashes per Capita by Municipality

Several communities within the Will County SAP project boundary did not experience fatal or serious injury crashes during the period of data analyzed (2018 to 2022) and are therefore not included in [Figure 25](#). This includes Braceville, Coal City, Diamond, Godley, and Symerton.

Emphasis Area Summary Statistics

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

Speeding, intersections, and roadway departures were the top emphasis areas for fatal and serious injury crashes in Will County. Meanwhile, motorcycle, non-motorist, and pedestrian emphasis area crashes were the most likely to result in a fatal or serious injury crash.

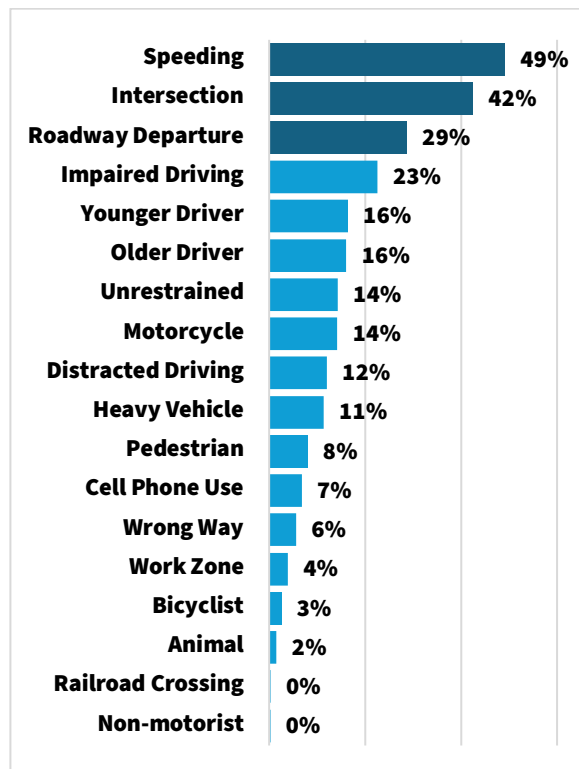


Figure 26: Share of Fatal and Serious Injury Crashes by Emphasis Area

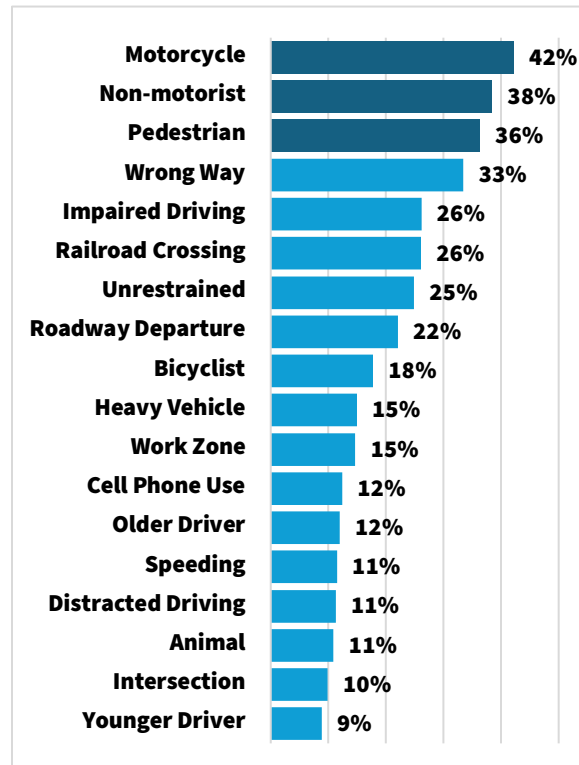


Figure 27: Likelihood of Fatal or Serious Injury Crash by Emphasis Area

The maps in [Figures 28 to 33](#) show the density of fatal and serious injury crashes for speeding, intersection, roadway departure, motorcycle, and vulnerable road user (bicycle or pedestrian) crashes.

Speeding-related crashes are prolific throughout Will County but concentrated on limited access highways like I-55 and I-80 as well as in Joliet.

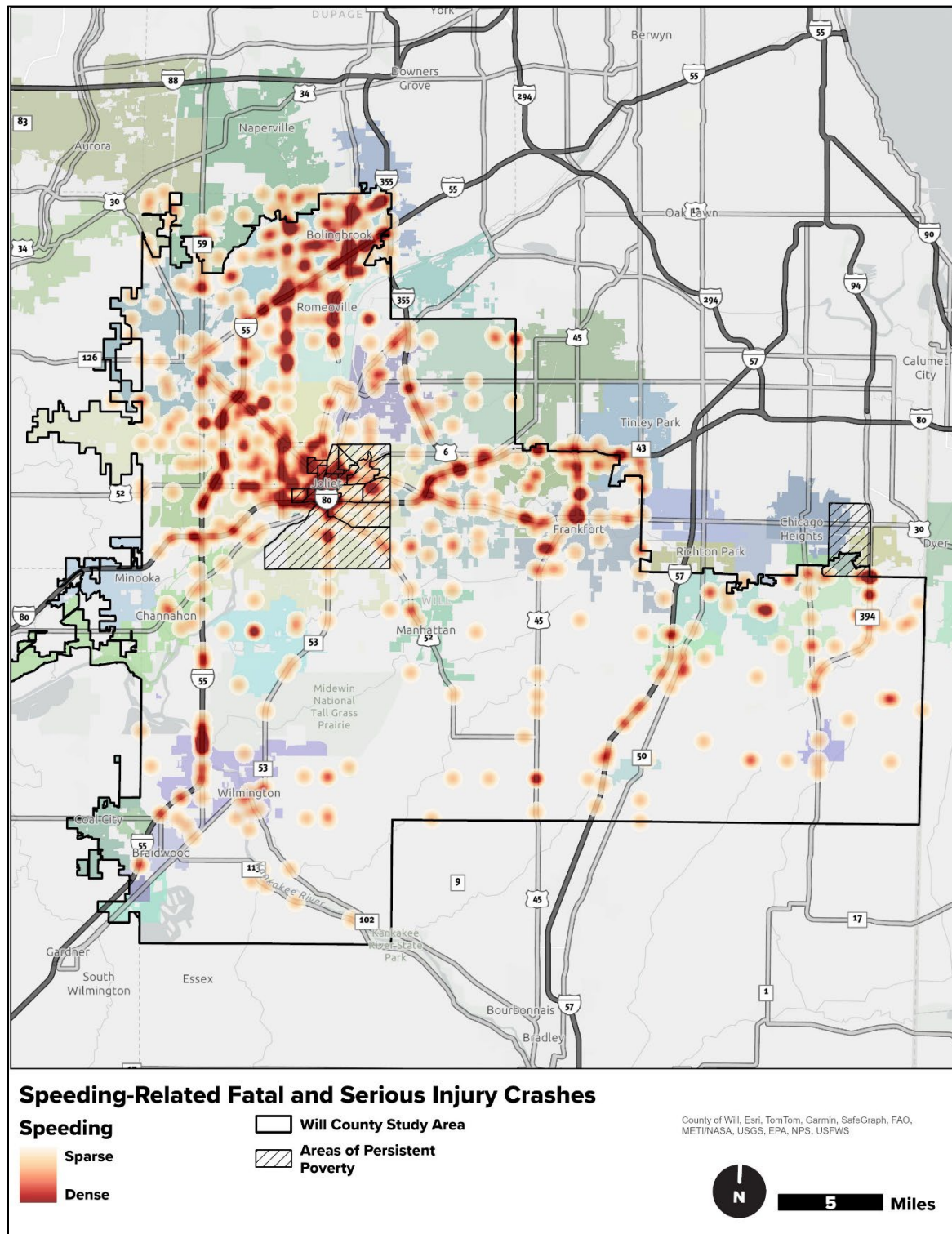


Figure 28: Speeding Emphasis Area Heatmap

Intersection-related crashes are concentrated in more dense, urbanized areas and along commercial corridors, such as in Joliet, Bolingbrook, Romeoville, and Frankfort.

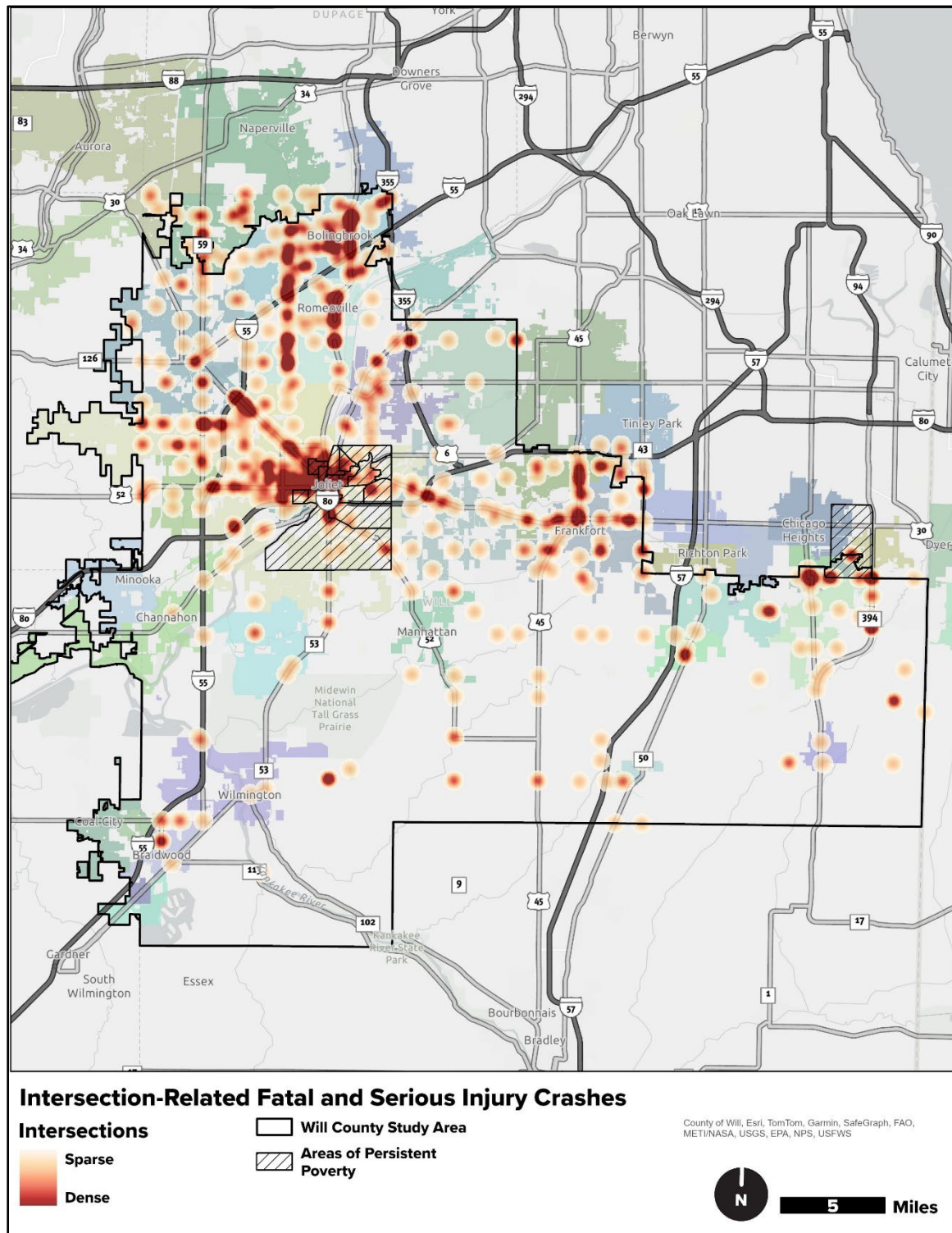


Figure 29: Intersections Emphasis Area Heatmap

Roadway departure crashes are concentrated along Interstate highways and rural roads.

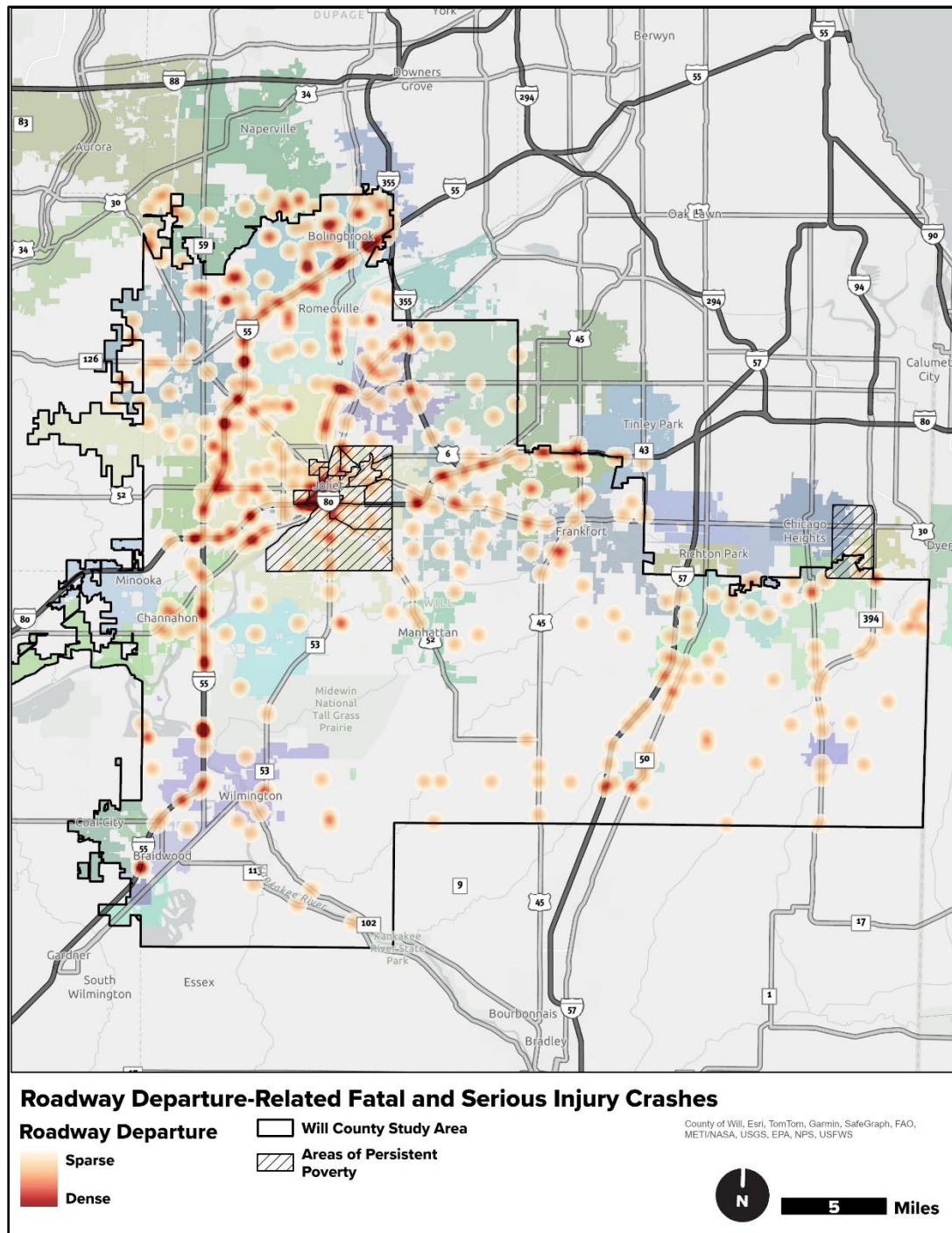


Figure 30: Roadway Departure Emphasis Area Heatmap

Motorcycle crashes are predominantly located along isolated hotspots on I-55 and US-30, as well as portions of Joliet and Frankfort.

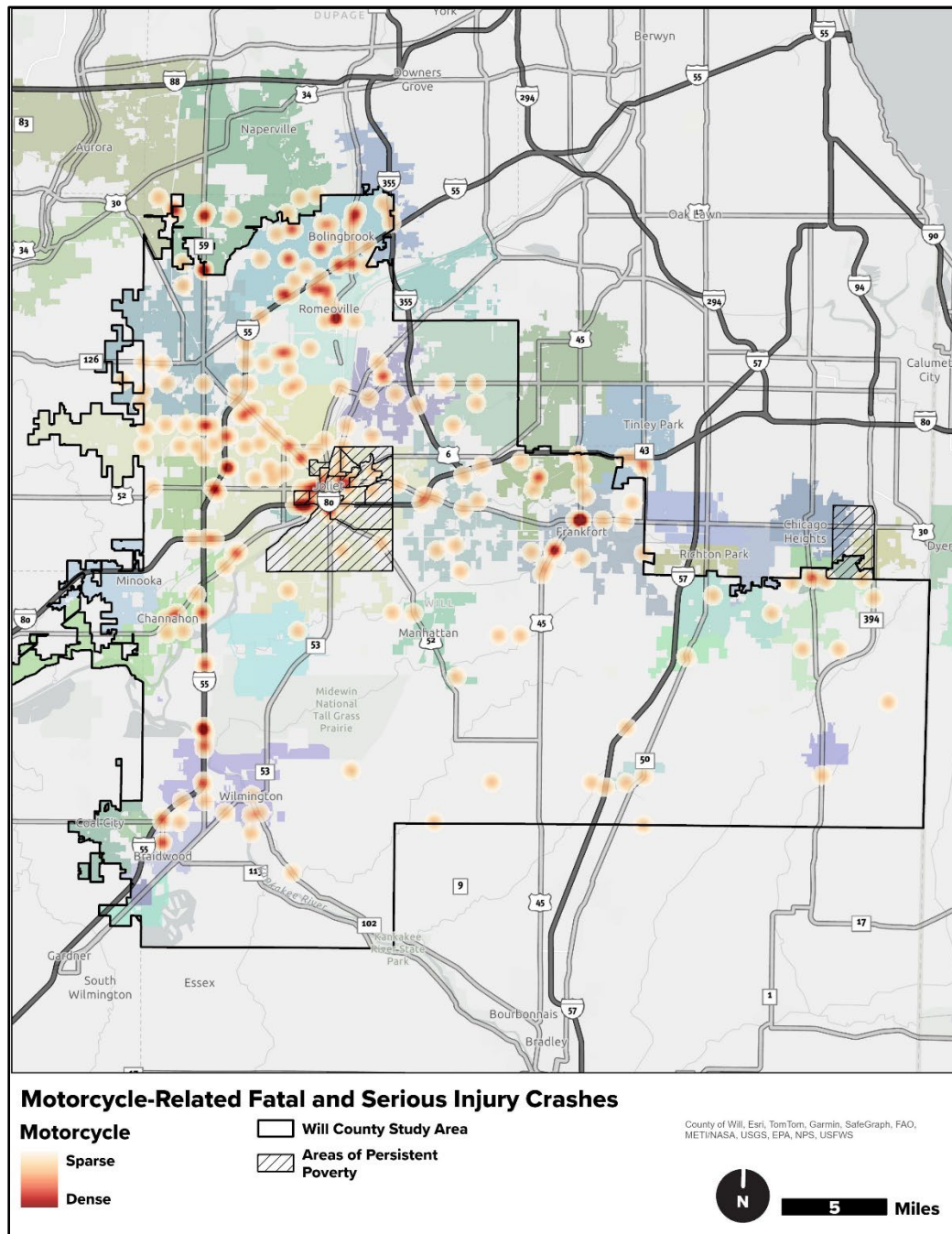


Figure 31: Motorcycle Emphasis Area Heatmap

Heavy vehicle crashes are predominantly located along Interstate corridors and on IL 53 near logistics facilities and warehouses.

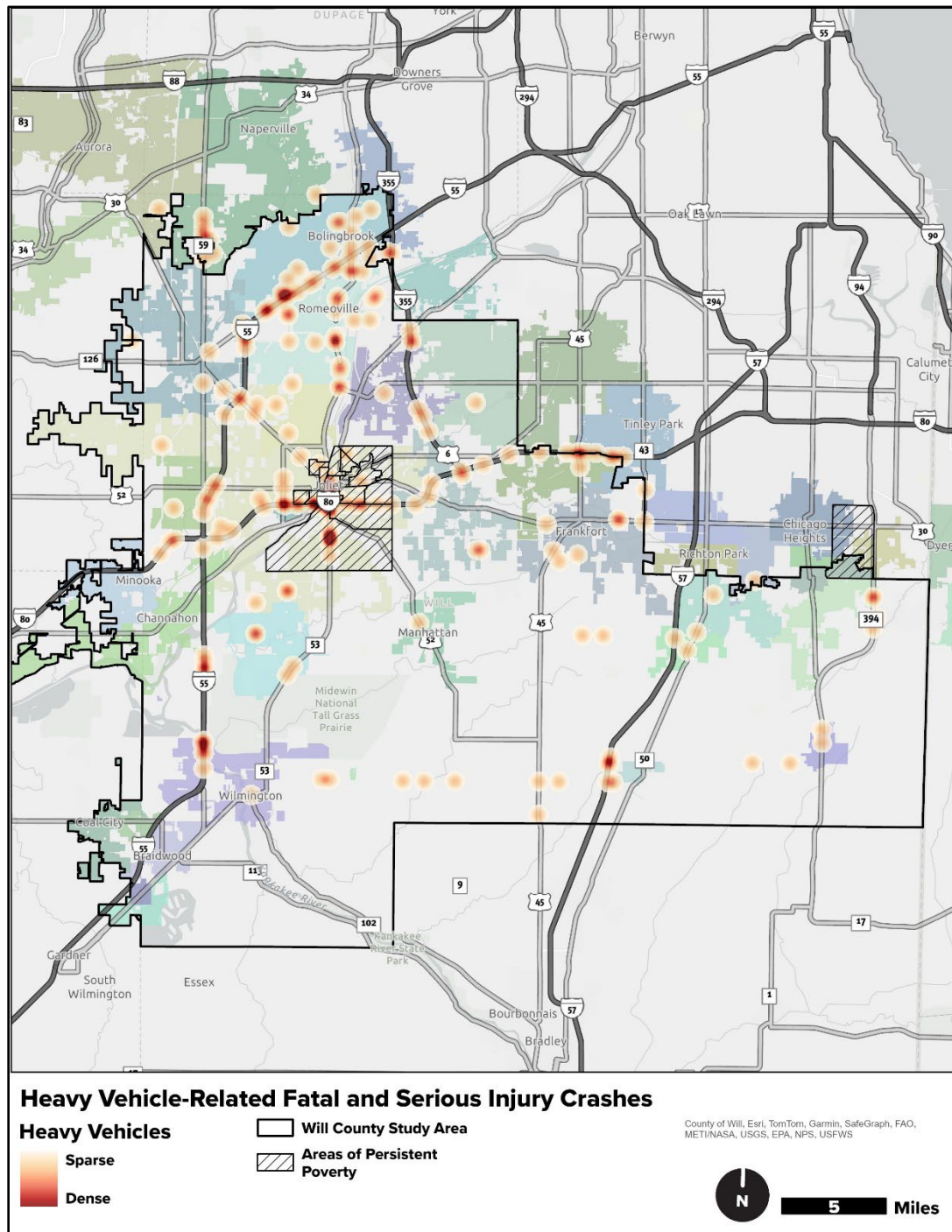


Figure 32: Heavy Vehicle Emphasis Area Heatmap

Bicycle and pedestrian crashes are most heavily concentrated in the urban and suburban areas of Will County, with an increased amount occurring within Joliet. These areas are typically where nonmotorized trips are most prevalent, given the land use context and higher development density.

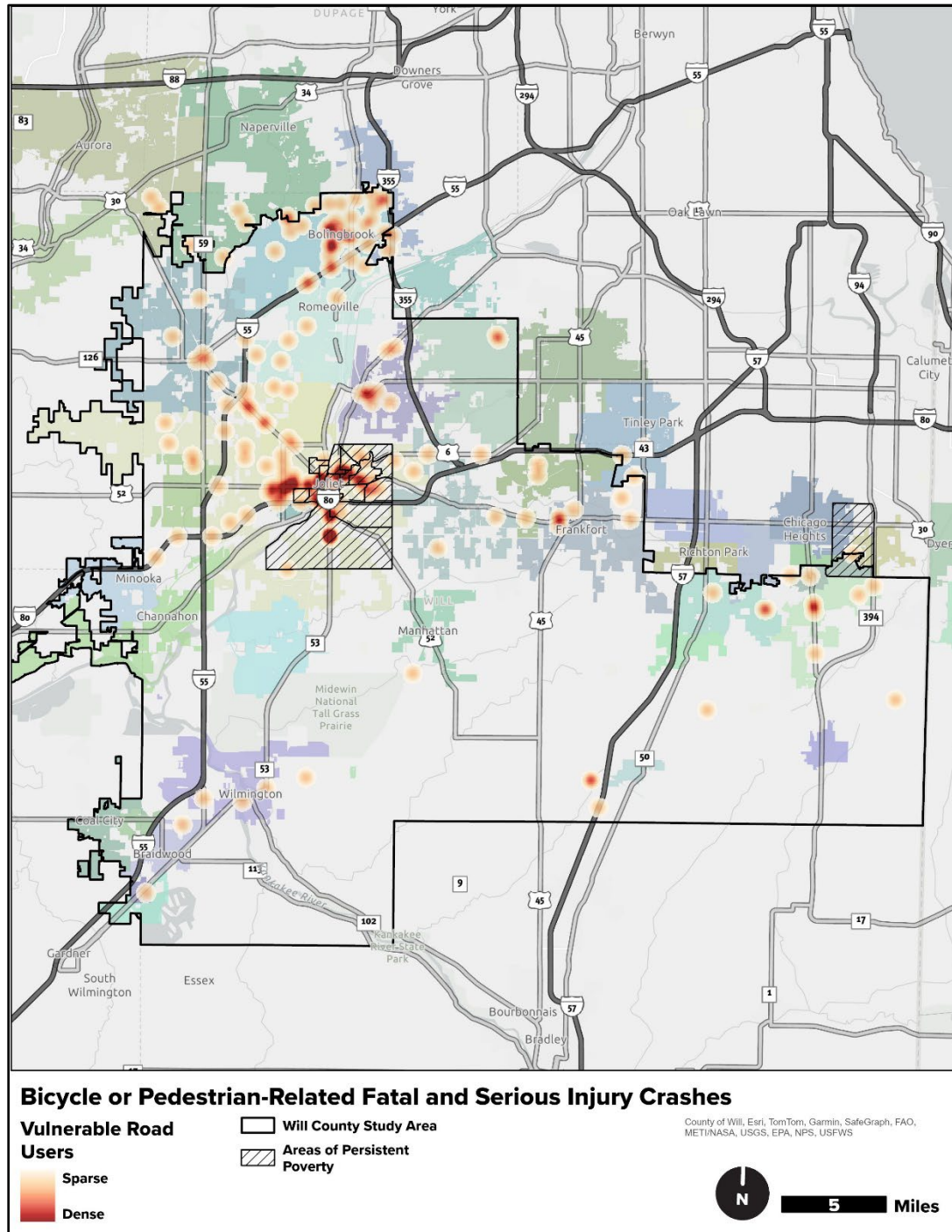


Figure 33: Bicycle/Pedestrian Emphasis Area Heatmap

Areas of Persistent Poverty Overlay Analysis

Note: The analysis presented in this section was completed prior to Executive Order 14151 taking effect.

USDOT has identified several Areas of Persistent Poverty within Will County. 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. In Will County, these census tracts are primarily located in Joliet, Ridgewood, Rockdale, and Ingalls Park, with an additional tract in a portion of Steger and extending outside of the SAP study area.

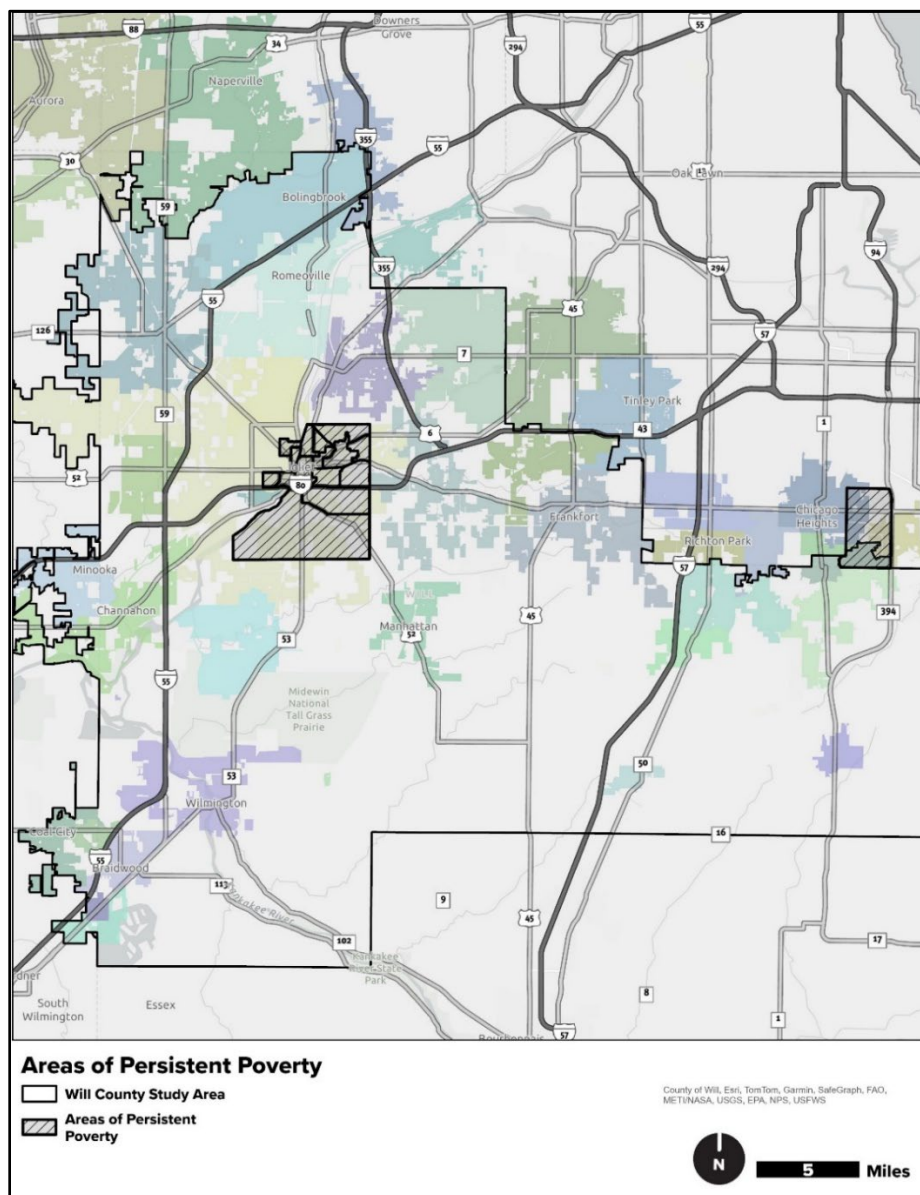


Figure 34: Areas of Persistent Poverty Census Tracts in Will County, IL

Areas of Persistent Poverty census tracts had about 12% of fatal or serious injury crashes within Will County, yet these areas contain only 7% of the population and 6% of the roadways. A typical roadway in an Area of Persistent Poverty tract had about two times the number of fatal or serious injury crashes than the countywide average.

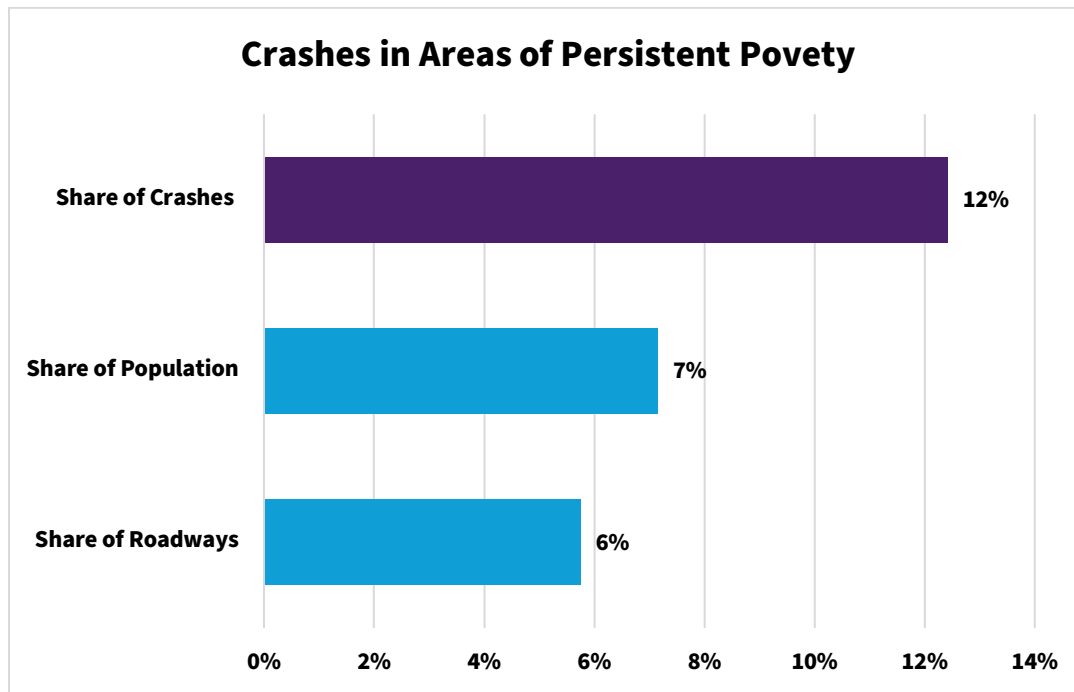


Figure 35: Share of Fatal and Serious Injury Crashes vs. Share of Population and Roadways in Areas of Persistent Poverty Census Tracts

Railroad Safety Analysis

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

The four Metra lines that operate in Will County are the Heritage Corridor, Metra Electric, Rock Island, and Southwest Service lines.

Railroad Incidents

Railroad incidents can occur at at-grade crossings or as the result of trespassing on railroad right-of-way. Railroad incidents are reported to the Federal Railroad Administration, the Illinois Emergency Management Agency, and the national Railroad Construction and Maintenance Association. Data for the CMAP region were made available for the years 2012-2021. This reporting is separate from roadway crashes. During this period, there have been 78 incidents that have occurred resulting in 32 fatalities and 44 injuries. This includes all incidents, inclusive of any pedestrian and bicycle railroad incidents.

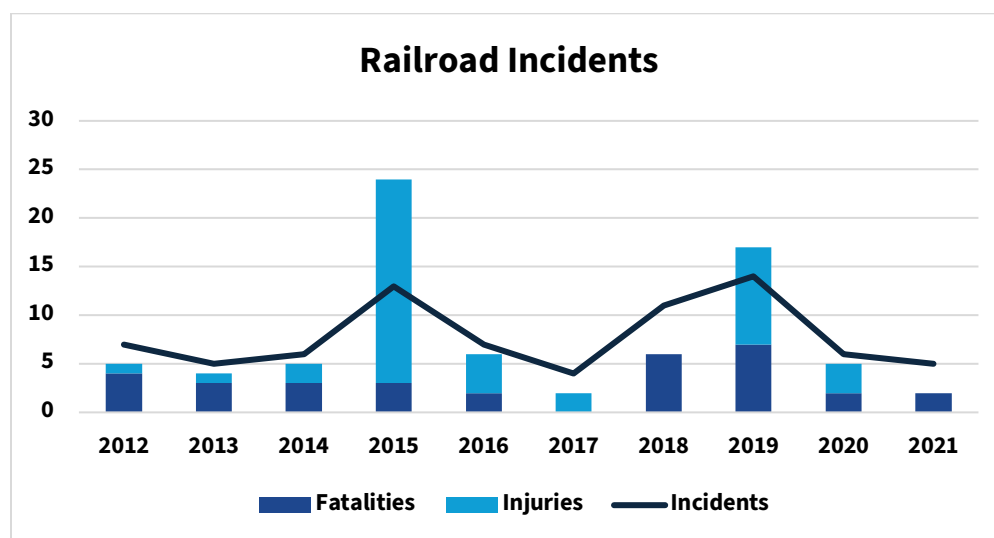


Figure 36: Incidents, Fatalities, and Injuries per year, 2012-2021

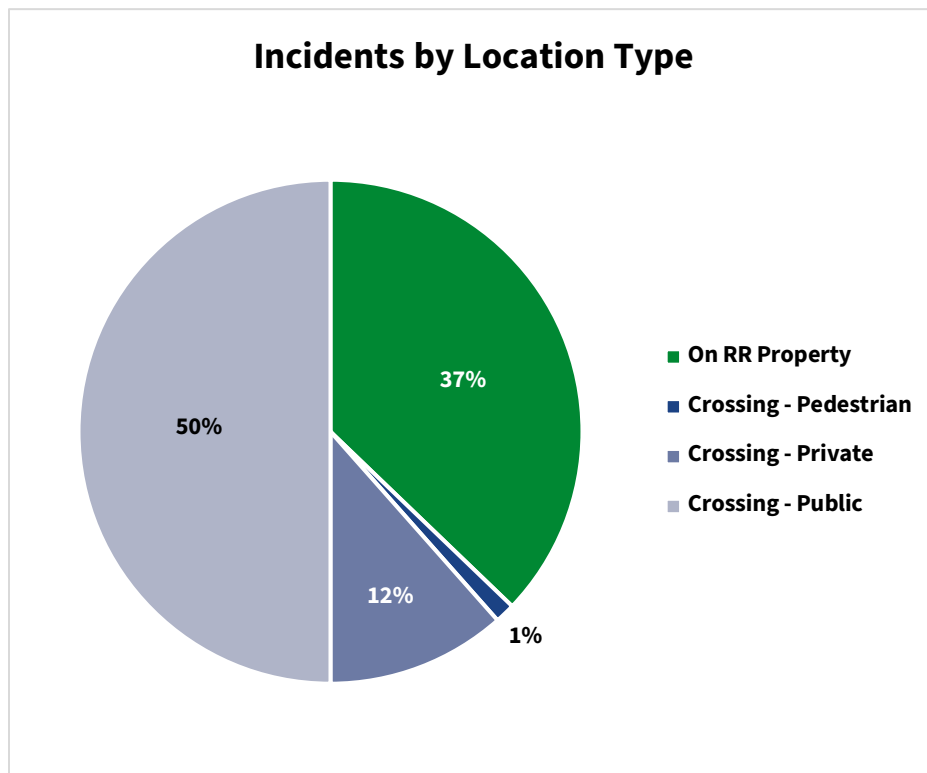


Figure 37: Railroad Incidents, Fatalities, and Injuries per year, 2012-2021

Around half of all incidents occurred at public at-grade crossings of railroads. A little over one third of incidents occurred as the result of someone being on railroad property away from a crossing.

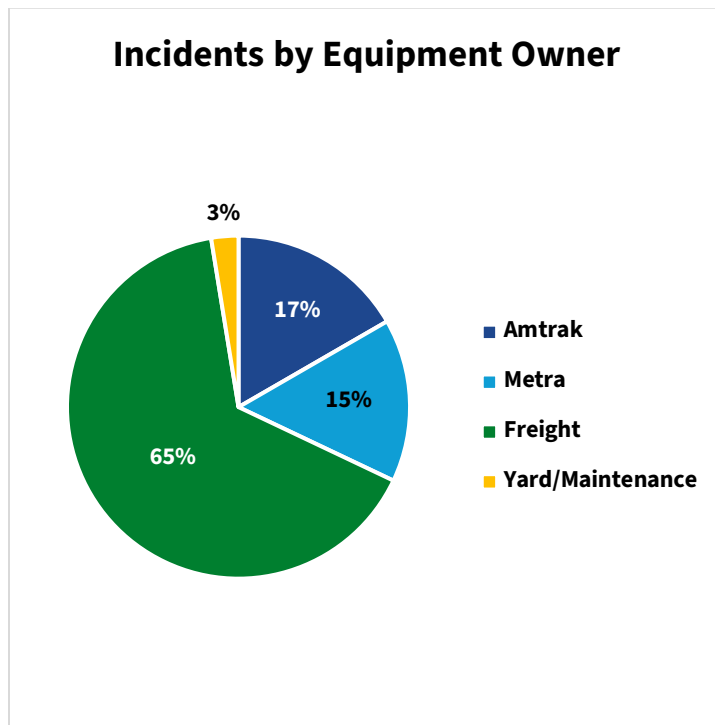


Figure 38: Incidents by Equipment Owner (Passenger Rail vs. Freight)

63% of incidents occurred at crossings, while 37% were the result of someone walking along railroad property (these crashes are considered “trespasses” in railroad safety terminology). 65% of incidents involved a freight train, while 32% involved passenger rail, which includes intercity passenger and commuter rail trains. There were 10 rail crossings with more than one incident, as outlined in the table below.

Crossing	Street Name	Railroad Operator	Incidents	Fatalities	Injuries	AADT
260567V	111th St	Wisconsin Central	3	0	0	10,650
004381E	Patterson Rd	BNSF	3	1	2	1,574
289680Y	University Pkwy	Illinois Central	2	0	0	7,650
260565G	Wolf's Crossing Rd	Wisconsin Central	2	0	0	7,250
289771E	University Pkwy	Union Pacific	2	1	1	7,150
260564A	Hafenrichter Rd	Wisconsin Central	2	1	6	4,350
167499U	Exchange St	Union Pacific	2	0	4	3,950
290486C	Millsdale Rd East	Union Pacific	2	0	1	3,250
290498W	Kankakee River Dr	Union Pacific	2	1	0	650
972535G	Private	Private	2	0	0	N/A
Total			22	4	14	-

Table 6: Rail Crossings with Multiple Incidents (2012 to 2021)

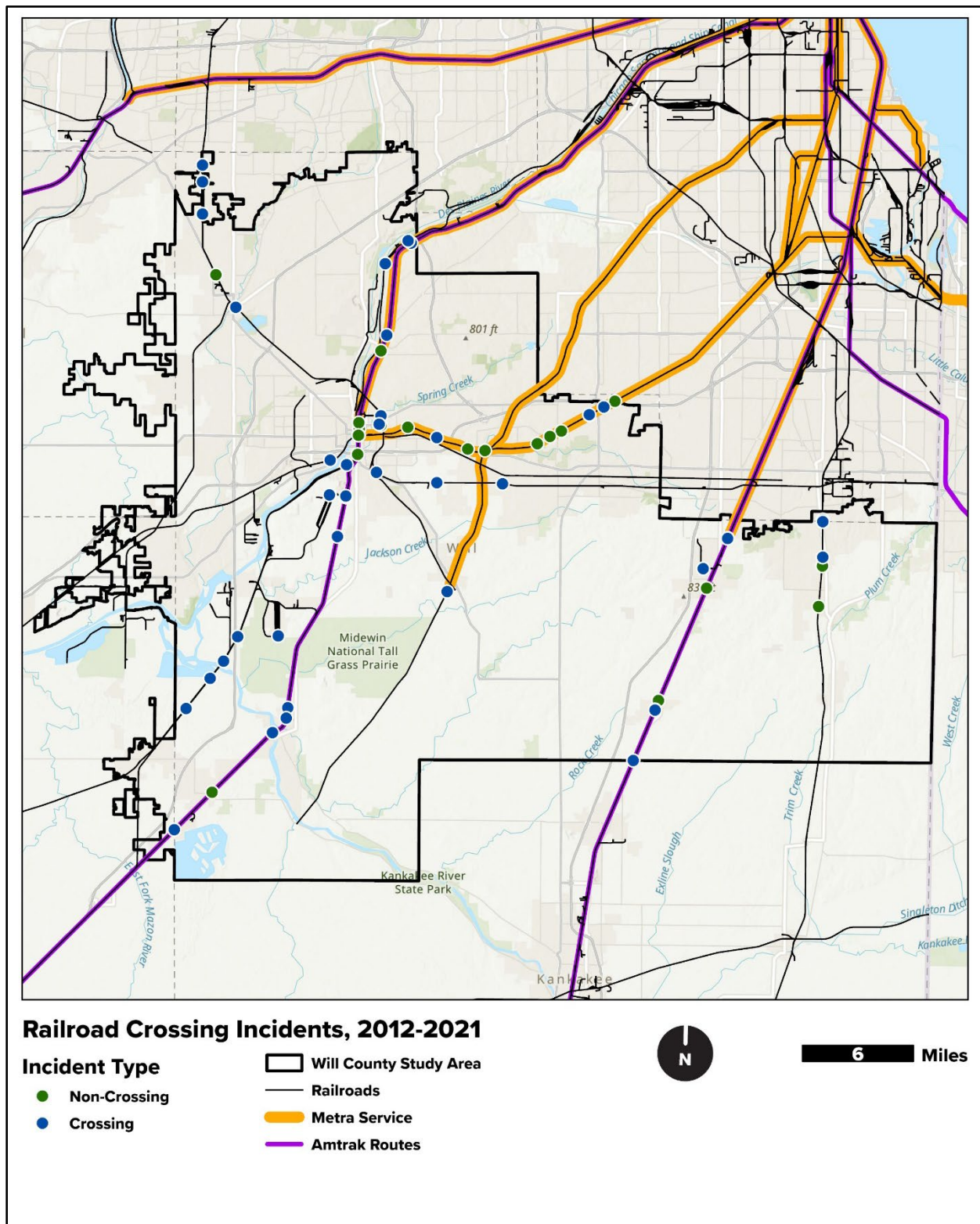


Figure 39: Map of Railroad Incidents

High Injury Network

A High Injury Network (HIN) is a selection of the roadways in an area with the highest incidences of fatal and serious injury crashes. To produce the HIN, fatal and serious injury crashes from 2018 to 2022 were used. Intersection crashes were divided between each intersecting road, so that crashes occurring at intersections were only counted once in the network overall.

To identify HIN corridors, a “sliding window average” of crashes per centerline mile was averaged over a distance of 2,600 feet (a sliding window average divides a roadway segment into small, evenly-spaced segments). The window of a specified length (in this case, 2,600 feet) is used to average out crashes within the window, in order to account for the variation in crash locations along a roadway corridor.

Sliding Window Approach to Identifying High-Injury Roadway Segments

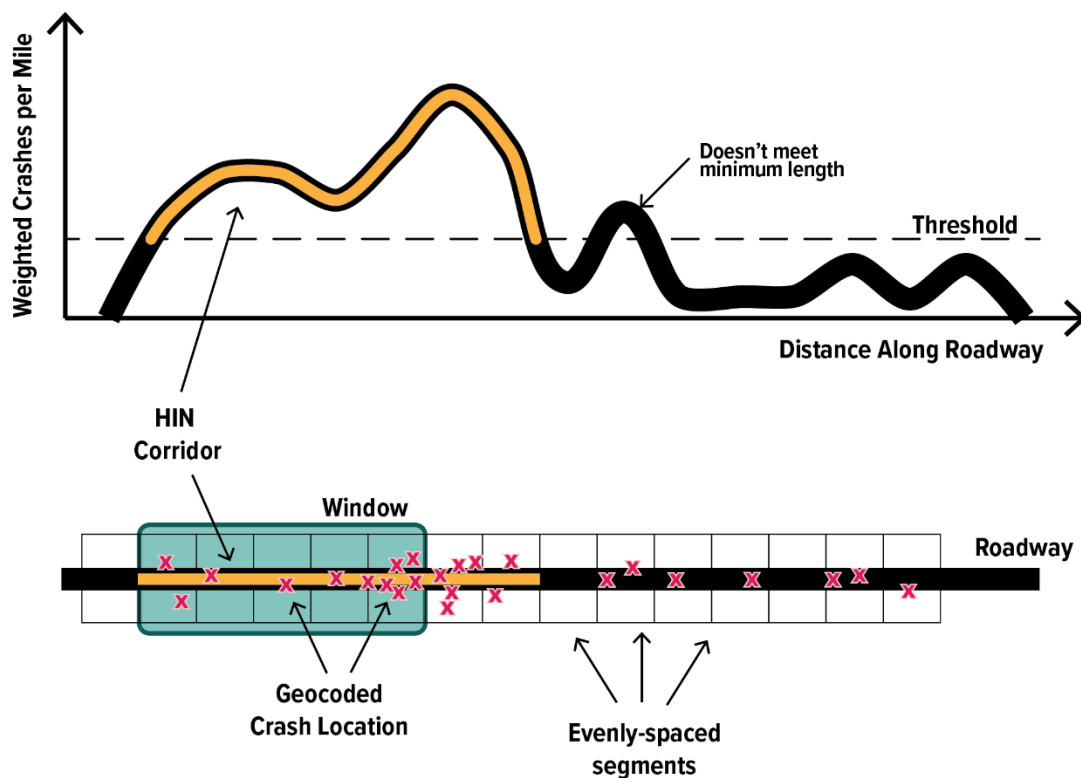


Figure 40: Illustration of the Sliding Window Analysis Method (WSP)

Only corridors over a half mile long were considered. HIN corridors had a minimum length of 1,500 feet. Segments that were closer than 900 feet together were merged.

Two HINs were created. The **Comprehensive HIN** (see [Figure 41](#)) includes all roadways within the County, including limited access highways such as Interstates. A separate **Contextual HIN** (see [Figure 42](#)) excludes these limited access highways. A map showing the HIN, including both the Contextual and Comprehensive HIN networks, is included below. Also included is a list of the top 20 injury corridors for both the Comprehensive and Contextual HIN networks and a map of the top 20 Contextual HIN corridors (see [Figure 43](#)).

Just 6.3% of the roadways (266 miles) in Will County experienced 59% of fatal and serious injury crashes (1,217 fatal and serious injury crashes). High risk roadway characteristics that are clearly present within the HIN map include multi-lane urban and suburban roadways, two-lane rural arterials, residential collector streets, roadways along truck routes and within industrial areas, and arterial roadways near sensitive land uses, such as schools and senior living centers. With input provided by the Will County SAP steering committee, the prevalence of these roadway characteristics throughout the HIN led to these roadway types being chosen as typologies to be further studied for the implementation portion of this safety action plan.

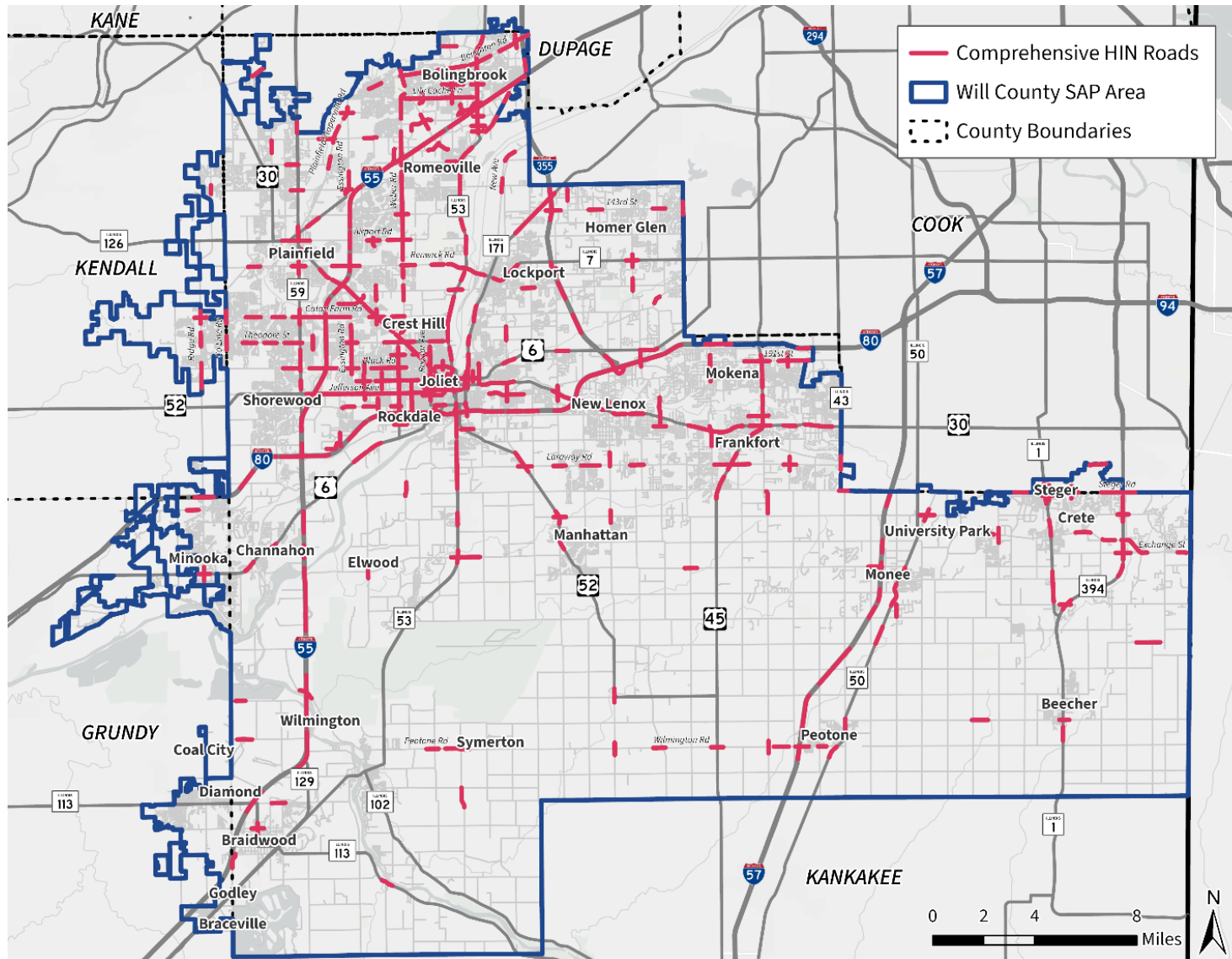


Figure 41: Will County Comprehensive HIN map



Corridor Name	Extents (Approximate)	Fatal + Serious Injury Crashes (KA)	Fatal + Injury Crashes (KABC)	HIN Length (Mi)	AADT	Fatal and Serious Injury (KA) Crashes Per 100M VMT	Fatal + Injury (KABC) Crashes Per 100M VMT
I-55	I-355 to Coal City Rd	78	423	25.5	65,665	10	70
JEFFERSON ST	DuPage River to Scott St	60	664	6.1	18,400	150	1630
I-80	Ridge Rd to LaGrange Rd	47	305	19.6	74,139	10	60
WEBER RD	Plainfield Rd to Boughton Rd	46	456	7.9	26,956	60	590
PLAINFIELD RD	Raynor Ave to Renwick Rd	39	369	5.9	18,272	100	930
LINCOLN HWY	Gougar Rd to IL-43	39	224	7.6	21,930	60	370
BOLINGBROOK DR / IL-53	Marquette Dr to Saint Andrews Dr	34	269	3.8	9,450	260	2030
BOUGHTON RD	Kings Rd to I-355	33	249	5.0	27,543	70	490
INDEPENDENCE BLVD / IL-53	Renwick Rd to Bolingbrook Dr	28	169	4.1	24,550	80	460
96TH AVE/LAGRANGE RD	Steger Rd to I-355	28	186	5.0	23,592	60	430
CHICAGO ST / IL- 53	Manhattan Rd to McDonough St	27	195	4.2	18,917	90	680
STEGER RD	Kings Rd to IL-394	26	116	3.5	8,621	240	1060
CATON FARM RD	Ridge Rd to Weber Rd	25	291	4.9	19,875	70	810
LARKIN AVE	I-80 to Theodore St	22	272	2.9	28,700	70	910
LARAWAY RD	US-52 to Pfeifer Rd	20	91	4.1	9,342	140	650
RAYNOR AVE	McDonough St to Theodore St	18	119	2.8	5,725	310	2060
THEODORE ST	Center St to Gaylord Rd	17	181	4.0	10,438	110	1200
RENWICK RD	S State St to Drauden Rd	17	136	4.7	13,256	70	600
LILY CACHE LN	Weber Rd to Bolingbrook Dr	16	78	2.6	12,217	140	680
BLACK RD	Midland Ave to River Rd	16	150	3.6	19,825	60	580

Table 7: Top 20 Injury Corridors (Comprehensive HIN)

Corridor Name	Extents (Approximate)	Fatal + Serious Injury Crashes (KA)	Fatal + Injury Crashes (KABC)	HIN 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	1630
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 / IL-53	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 / IL-53	Renwick Rd to Bolingbrook Dr	28	169	4.12	24,550	80	460
CHICAGO ST / IL- 53	Manhattan Rd to McDonough St	27	195	4.18	18,917	90	680
STEGE RD	Kings Rd to IL-394	26	116	3.47	8,621	240	1060
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	McDonough St to Theodore St	18	119	2.76	5,725	310	2060
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	1200
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	1110
ESSINGTON RD	W Main St to Lily Cache Creek	14	88	2.85	16,975	80	500

Table 8: Top 20 Injury Corridors (Contextual HIN)

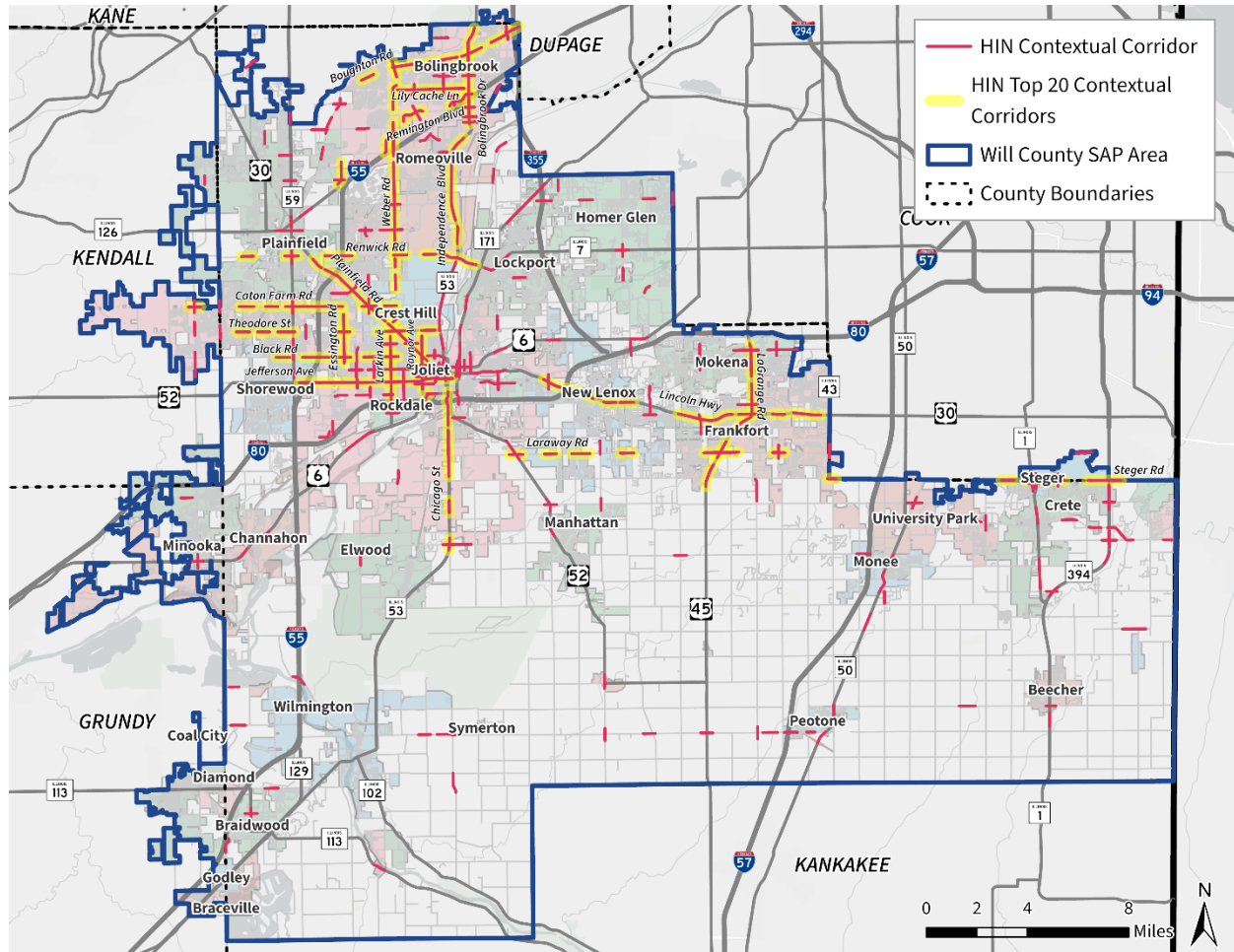


Figure 43: Top 20 Contextual HIN corridors map, with municipalities

Systemic Analysis

Systemic analysis helps to evaluate the relative risk or impact of a particular roadway characteristic on fatal or serious injury crashes. While the relationship between these factors is not causal (for example, proximity to schools is not necessarily itself a cause of crashes), they can indicate the need for extra focus and priority on roadways with these features.

To measure the relative impact of a roadway feature on crash rates, a representation ratio metric is created for various groupings of roadway attributes. This metric represents the share of crashes on a particular roadway type divided by the share of roadways of that roadway type. As a hypothetical example, if roadways with a transit stop have 20% of crashes but are only 10% of roadway centerline miles, roadways with a transit stop would have a representation ratio of 2.0. A representation ratio higher than 1 indicates a higher-than-average crash risk for that roadway attribute.

Area Context

Urban vs. Rural Area

This analysis compares injury representation ratios between rural and urban areas. As a reminder, urban areas, in this context, refers to areas within an incorporated area (municipality), while rural areas are refers to areas outside of an incorporated area. In rural areas, the injury representation ratio is 0.57, while in urban areas, it is significantly higher at 1.19. This suggests that injury incidents are more frequent in urban settings compared to rural areas. The higher ratio in urban areas could be attributed to factors such as increased traffic volume, higher population density, or more complex roadway systems.

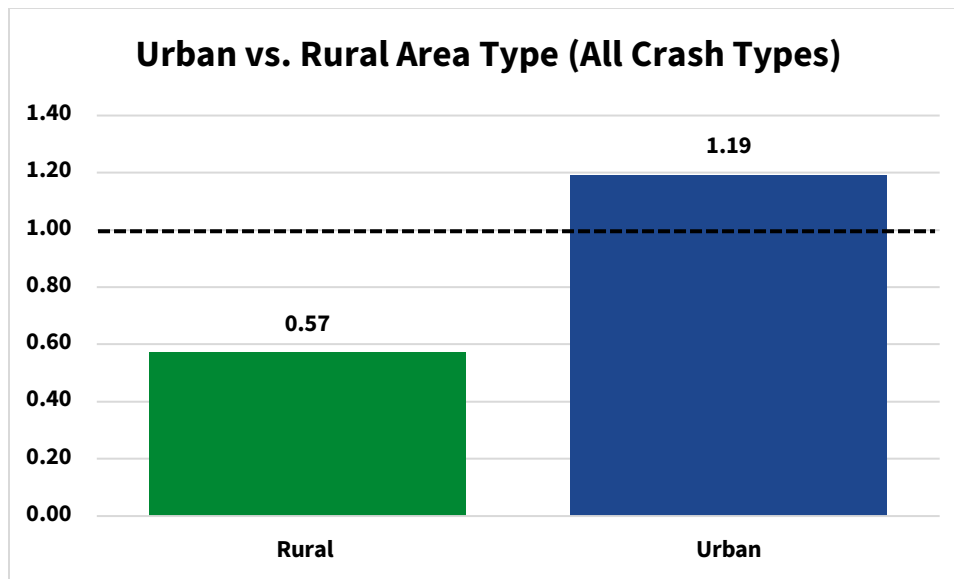


Figure 44: Crash Representation Ratio by Area Type (All Crash Types)

The vulnerable road user (VRU) targeted analysis reveals a similar pattern. This analysis compares injury representation ratios between rural and urban areas. Injury crashes involving pedestrians and bicyclists are found to be four times more likely in urban areas than in rural areas. This discrepancy is

likely due to the higher population density and greater pedestrian and cyclist activity in urban settings, leading to a significantly higher risk of injury crashes for vulnerable road users in these environments.

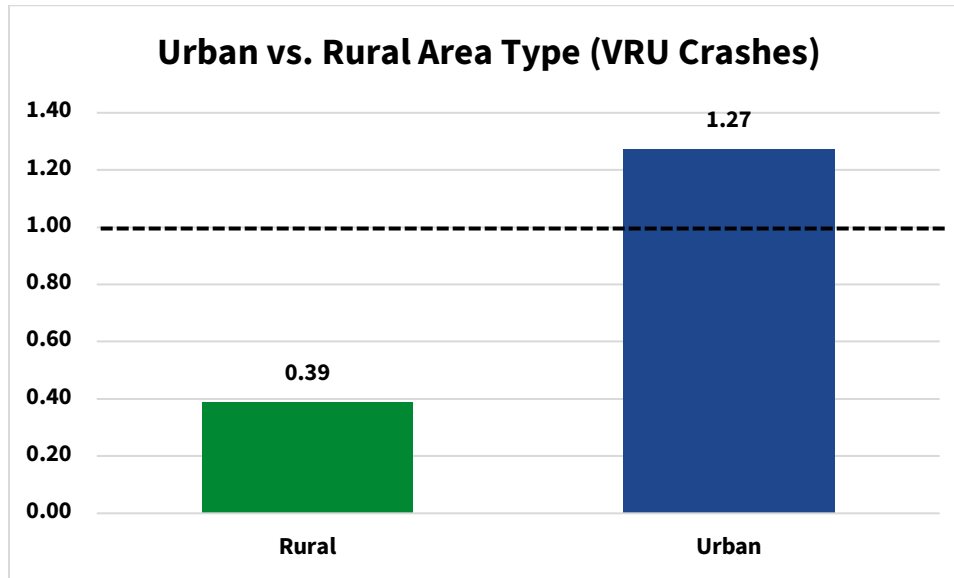


Figure 45: Crash Representation Ratio by Area Type (VRU Crashes)

The intersection systemic analysis indicates that while urban areas maintain an equal level of injury risk at intersections, rural areas present a slightly elevated risk.

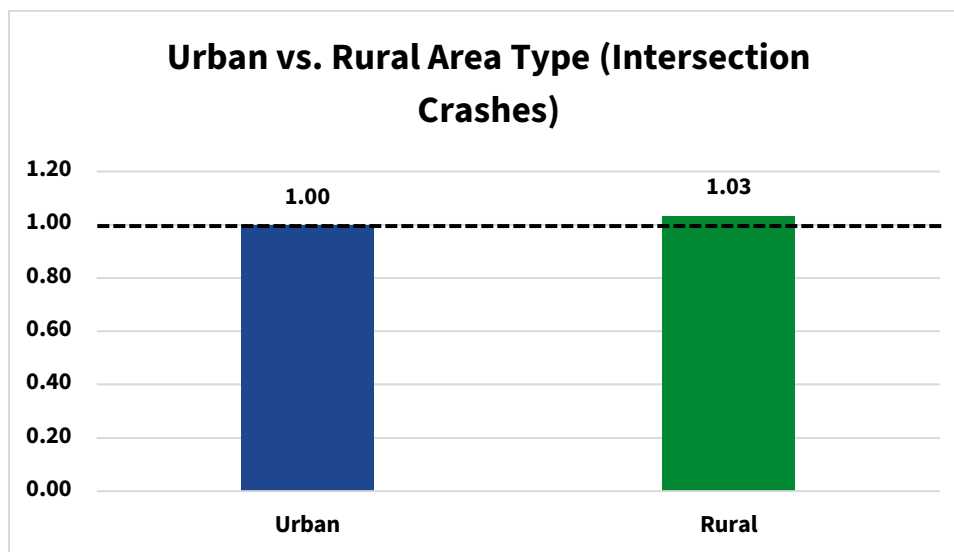


Figure 46: Crash Representation Ratio by Area Type (Intersection Crashes)

Proximity to Transit (Metra stations and bus stops)

Areas within 0.5 miles of Metra stations show an elevated risk for all crash types as well as for vulnerable road user injury crashes. The likelihood of overall injury crashes more than doubles in areas near Metra stations, with an even more pronounced impact observed for vulnerable road user crashes, which are nearly three times more likely to occur within 0.5 miles of Metra stations compared to areas farther away. This trend is also evident for intersection crashes, where injury crashes also increase by nearly double.

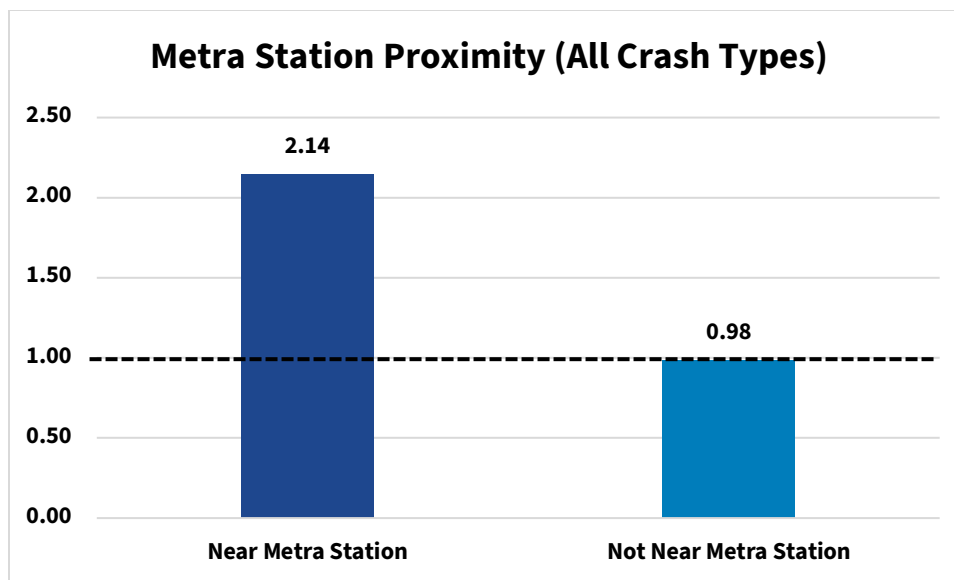


Figure 47: Crash Representation Ratio by Metra Station Proximity (All Crash Types)

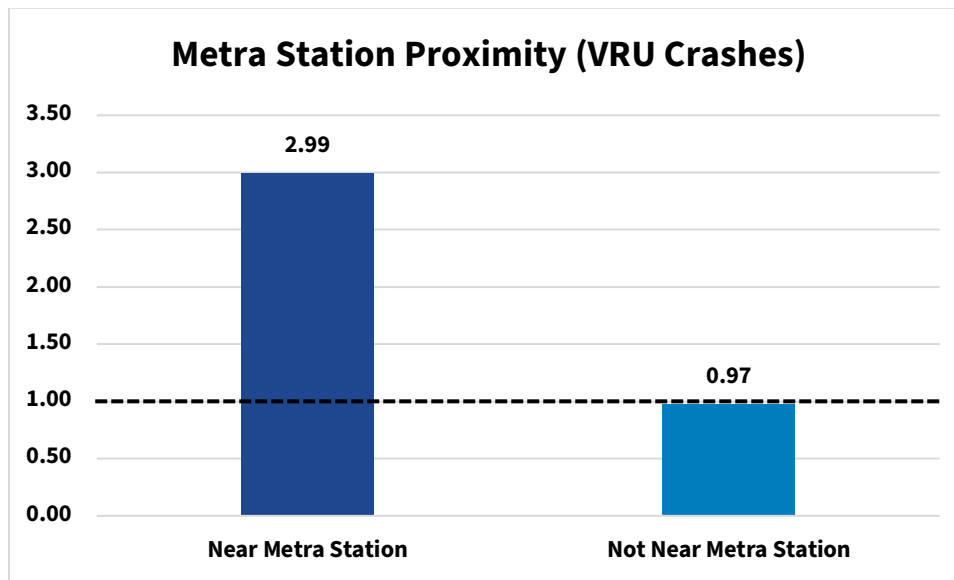


Figure 48: Crash Representation Ratio by Metra Station Proximity (VRU Crashes)

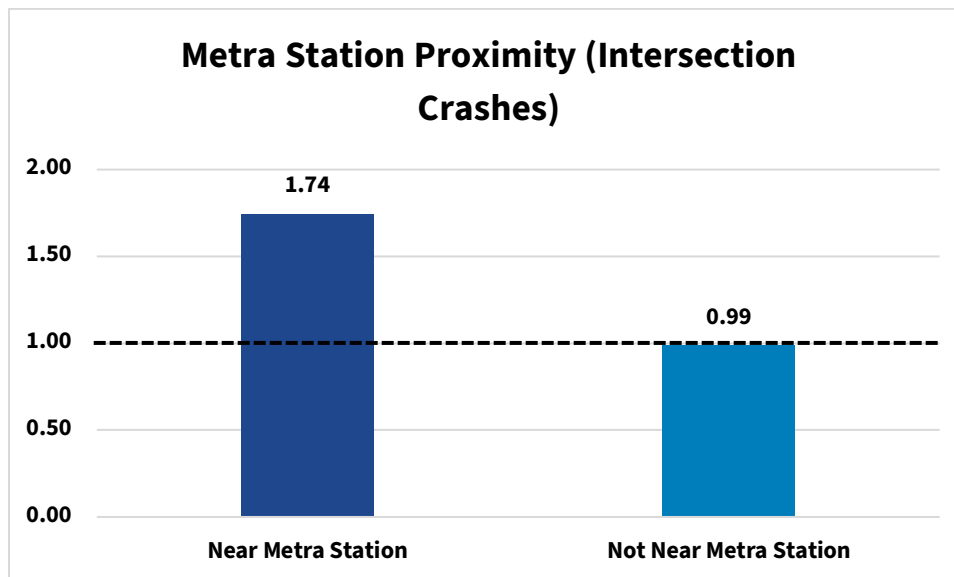


Figure 49: Crash Representation Ratio by Transit Proximity (Intersection Crashes)

Bus routes, operated in Will County by suburban transit provider Pace, typically connect areas with high population density, employment centers, and business districts. The development density and increased traffic volumes in these areas likely explain the overrepresentation of injury crashes on roads with bus routes.

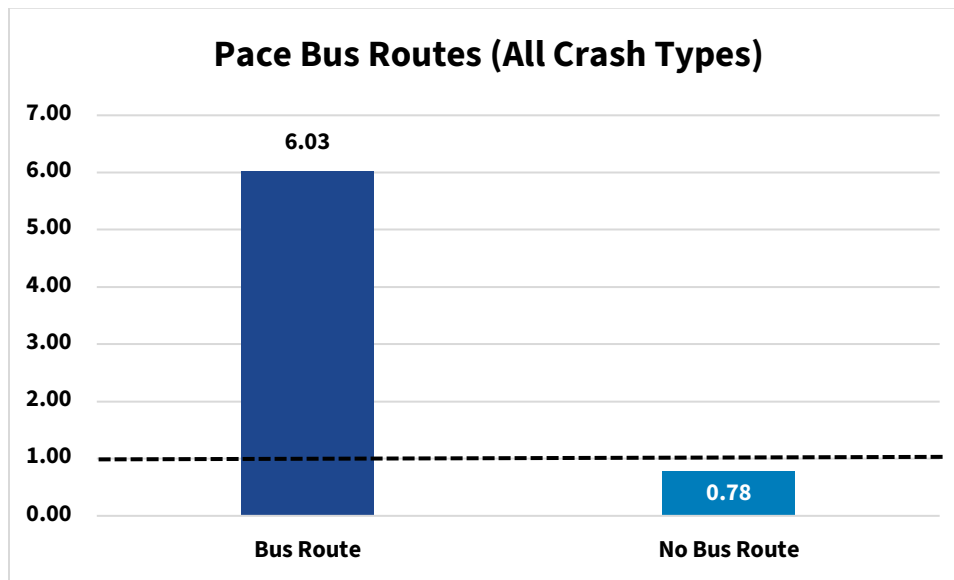


Figure 50: Crash Representation Ratio by Bus Route (All Crash Types)

Further analysis of vulnerable road user crashes shows that vulnerable road users experience 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. The analysis shown in [Figure 51](#) shows that all corridors with bus routes have higher risk of vulnerable road user crashes, but areas with moderate and high vulnerable road user activity levels experience a substantially increased risk of crashes.

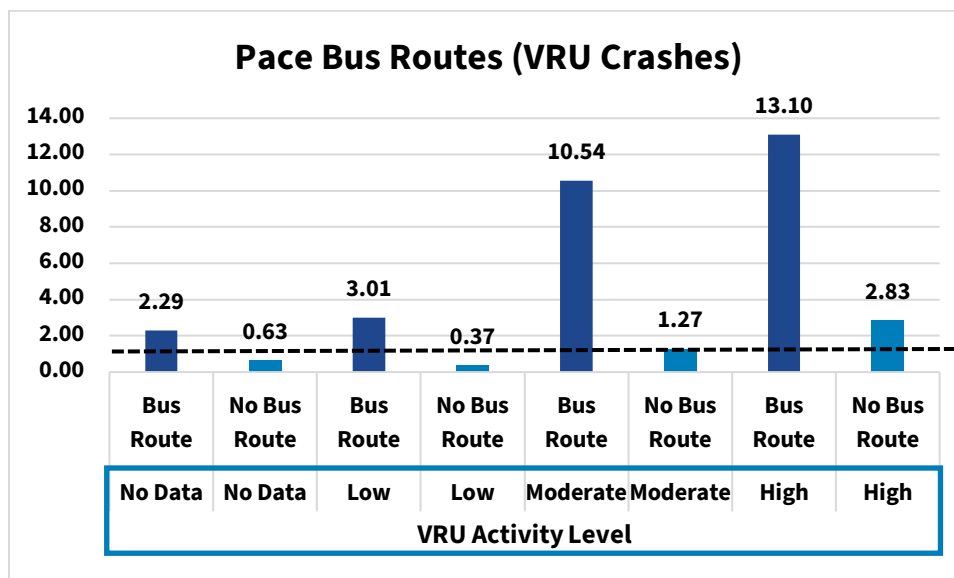


Figure 51: Crash Representation Ratio by Bus Route (VRU Crashes)

Proximity to Schools

In this analysis, areas within one mile from a college or a half mile from other schools are classified as areas with school proximity. The result shows that proximity to schools does not significantly alter the likelihood of all crash types.

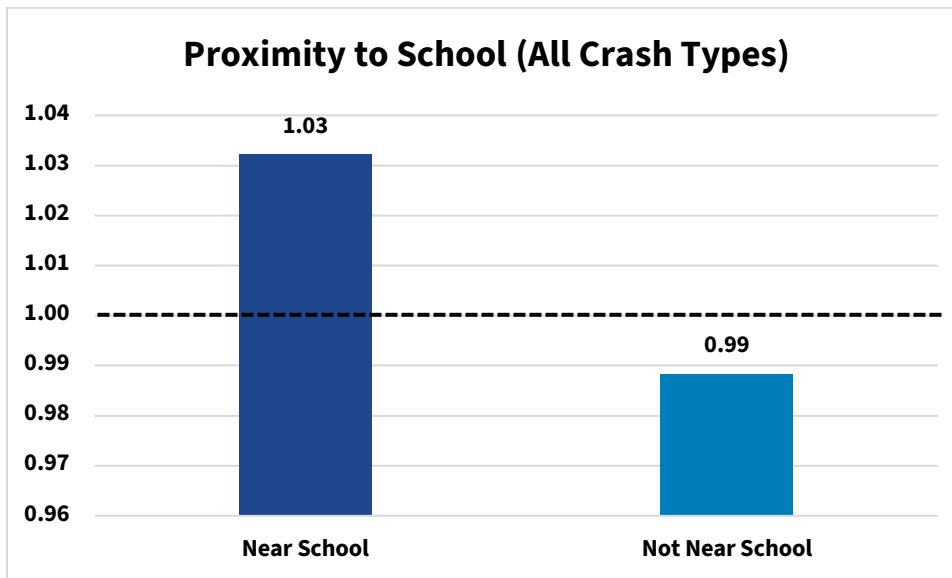


Figure 52: Crash Representation Ratio by Proximity to School (All Crash Types)

However, the analysis of vulnerable road user crashes reveals a different trend based on proximity to schools when taking into account vulnerable road user activity levels (again, identified as “low”, “moderate”, or “high” activity levels).

Areas categorized as "Not Near School" show relatively lower injury ratios, particularly in low vulnerable road user activity areas, suggesting a decreased likelihood of injury crashes for vulnerable road users in these locations.

In contrast, and as seen in [Figure 53](#), areas classified as "Near School" and which also have “moderate” or “high” levels of vulnerable road user activity levels are shown to have significantly higher injury representation ratios. Areas of “moderate” activity level near schools indicate a heightened risk of injury crashes for vulnerable road users, while areas with “high” activity levels near schools present an alarmingly elevated risk. The analysis of injury representation ratios at intersections reveals that areas classified as "Near School" actually have a lower likelihood of injury crashes for vulnerable road users, however, as shown in [Figure 54](#).

Proximity to School (VRU Crashes)

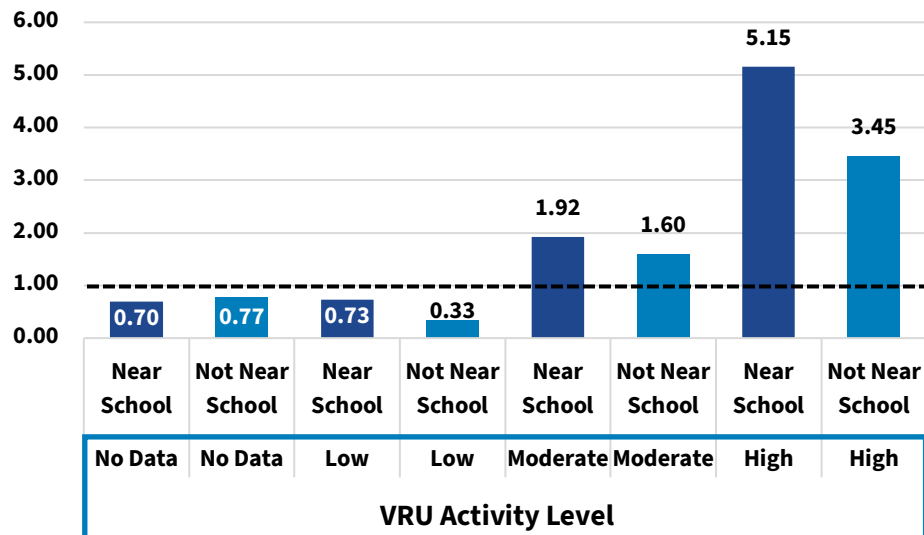


Figure 53: Crash Representation Ratio by Proximity to School (VRU Crashes)

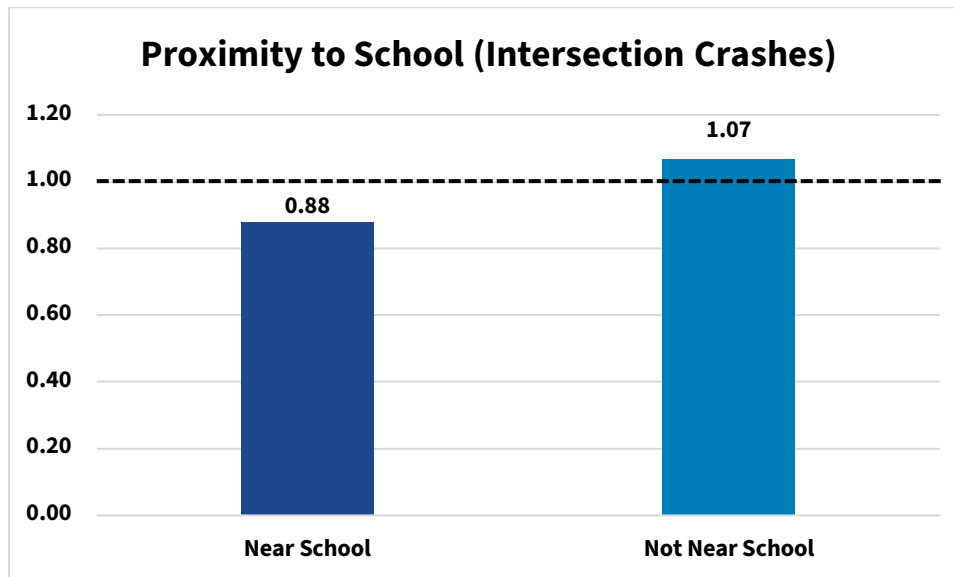


Figure 54: Crash Representation Ratio by Proximity to School (Intersection Crashes)

Roadway Characteristics

A variety of roadway features are analyzed to understand their representation in overall crashes and crashes involving pedestrians and cyclists. The roadway features analyzed include functional classification, traffic volume, speed limit, number of lanes, presence of median, roadway ownership/jurisdiction, traffic control type, and number of legs of the intersection.

Functional Class

Roadway functional class significantly impacts the risk of injury crashes. Higher functional classes are associated with an increased risk of injury crashes.

Interstates and Other Principal Arterials, despite making up a small percentage of roadway miles, disproportionately contribute to a significant share of injury crashes, as shown in [Figure 55](#). This trend highlights that roadways with higher functional classes pose a greater risk than lower classes. A map of Interstates, Principal Arterials, and Minor Arterials is shown in [Figure 56](#).

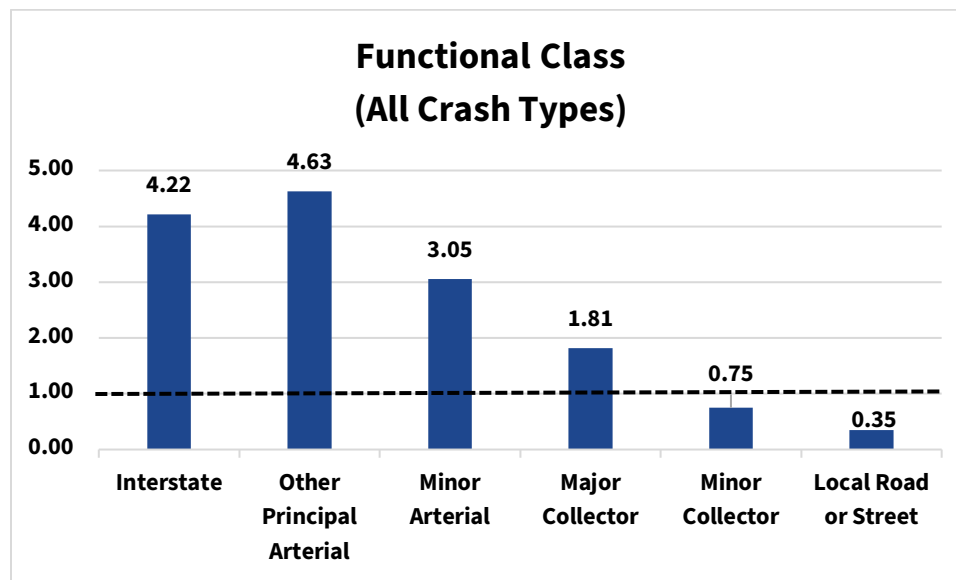


Figure 55: Crash Representation Ratio by Functional Class (All Crash Types)

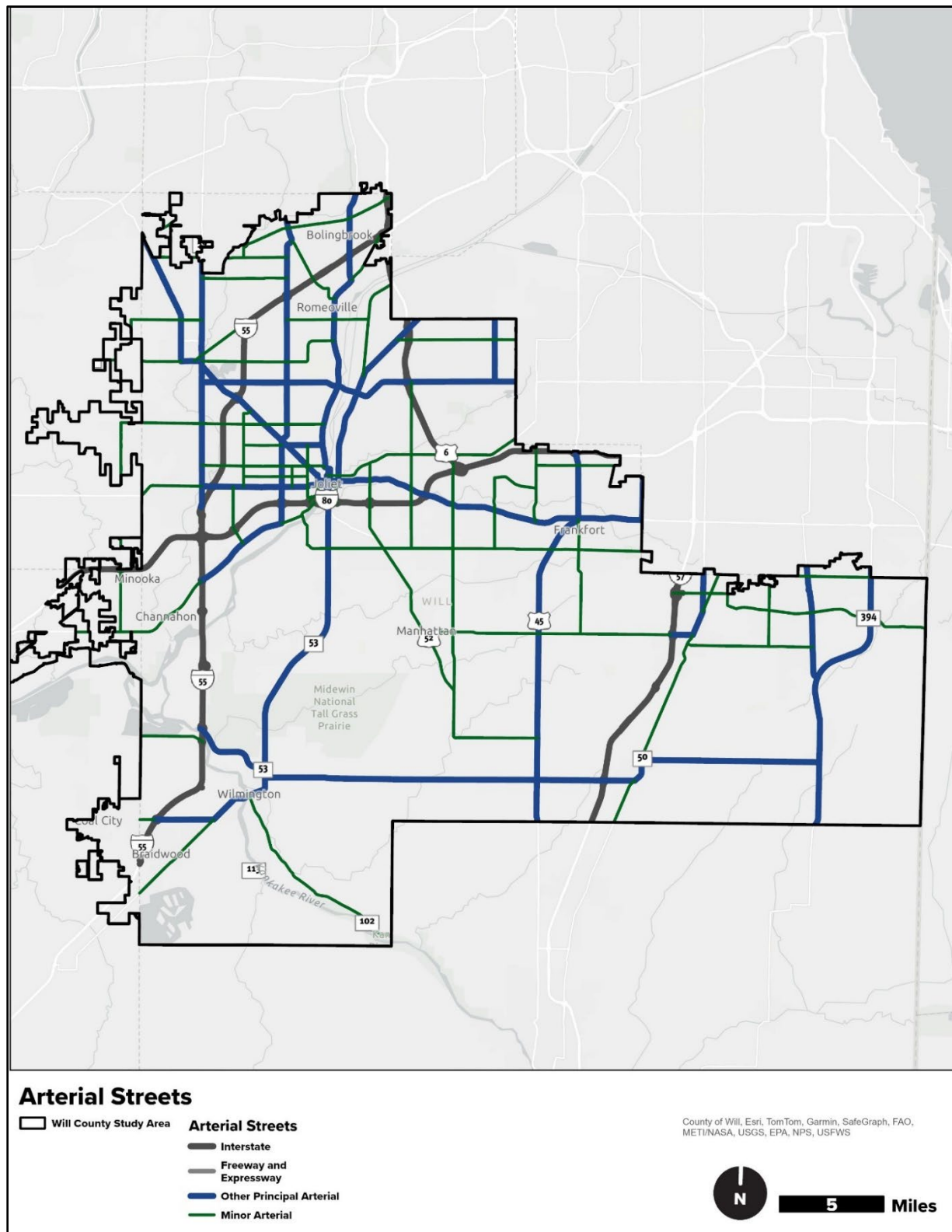


Figure 56: Map of Interstates, Other Principal Arterials, and Minor Arterials

The vulnerable road user analysis also shows that principal arterials present the highest risk of injury crashes for vulnerable road users compared to minor arterials, collectors, and local streets. Interstates are noticeably lower given that pedestrians and cyclists are not permitted on limited access highways.

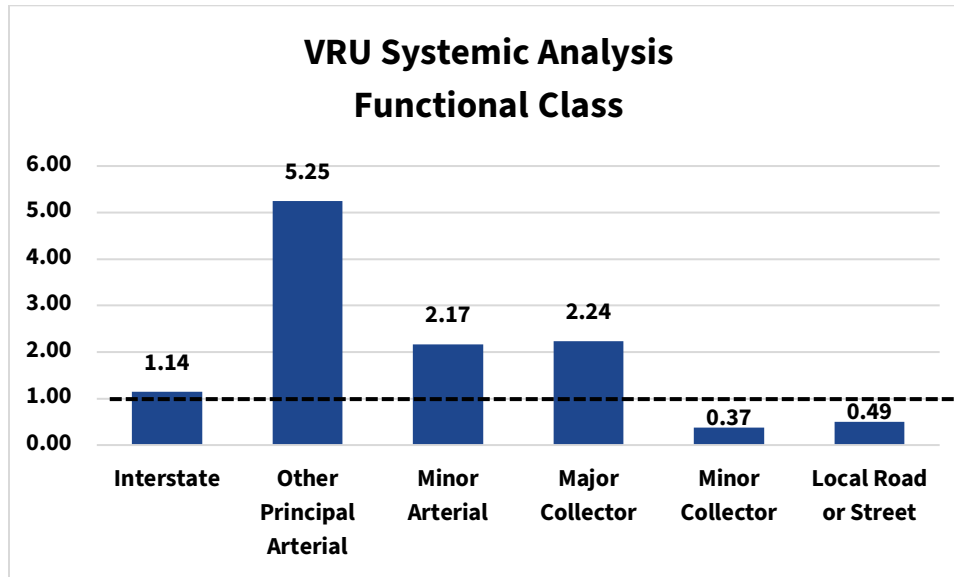


Figure 57: Crash Representation Ratio by Functional Class (VRU Crashes)

Average Annual Daily Traffic (AADT)

Crash data analysis also shows that with an increase in traffic volume the risk of crashes also increases. This finding is consistent with the analysis of functional class, indicating that roadways that are typically more heavily traveled present greater exposure to injury crash risks.

The analysis reveals a clear trend correlating roadway traffic volume with the frequency of injury crashes. As traffic volumes increase, the risk of injury crashes tends to rise significantly. For all modes of travel, roadways with traffic volumes exceeding 20,000 vehicles per day present the highest risk of injury crashes, while those with lower volumes exhibit notably lower risks, as shown in [Figure 58](#). A map of high traffic volume roadways is shown in [Figure 59](#).

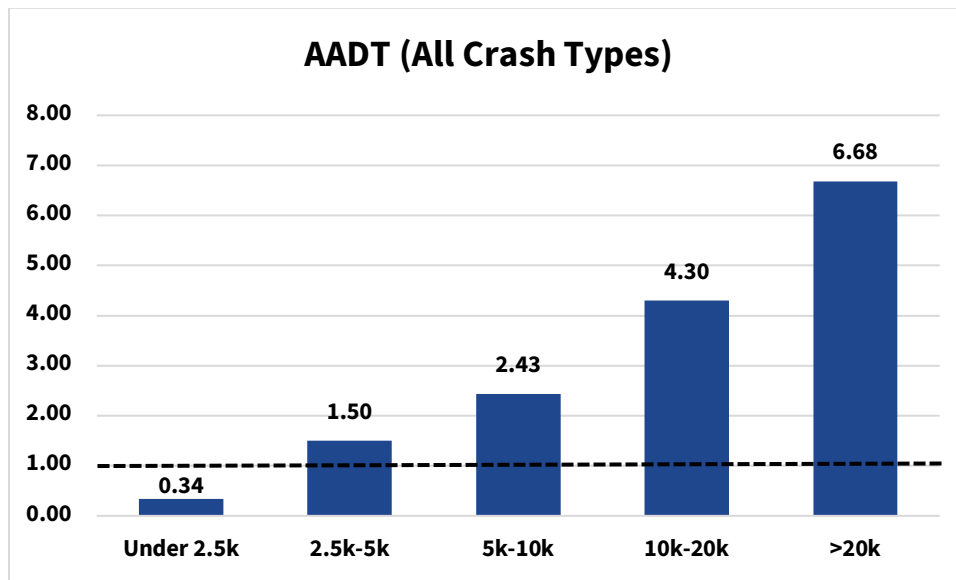


Figure 58: Crash Representation Ratio by AADT (All Crash Types)

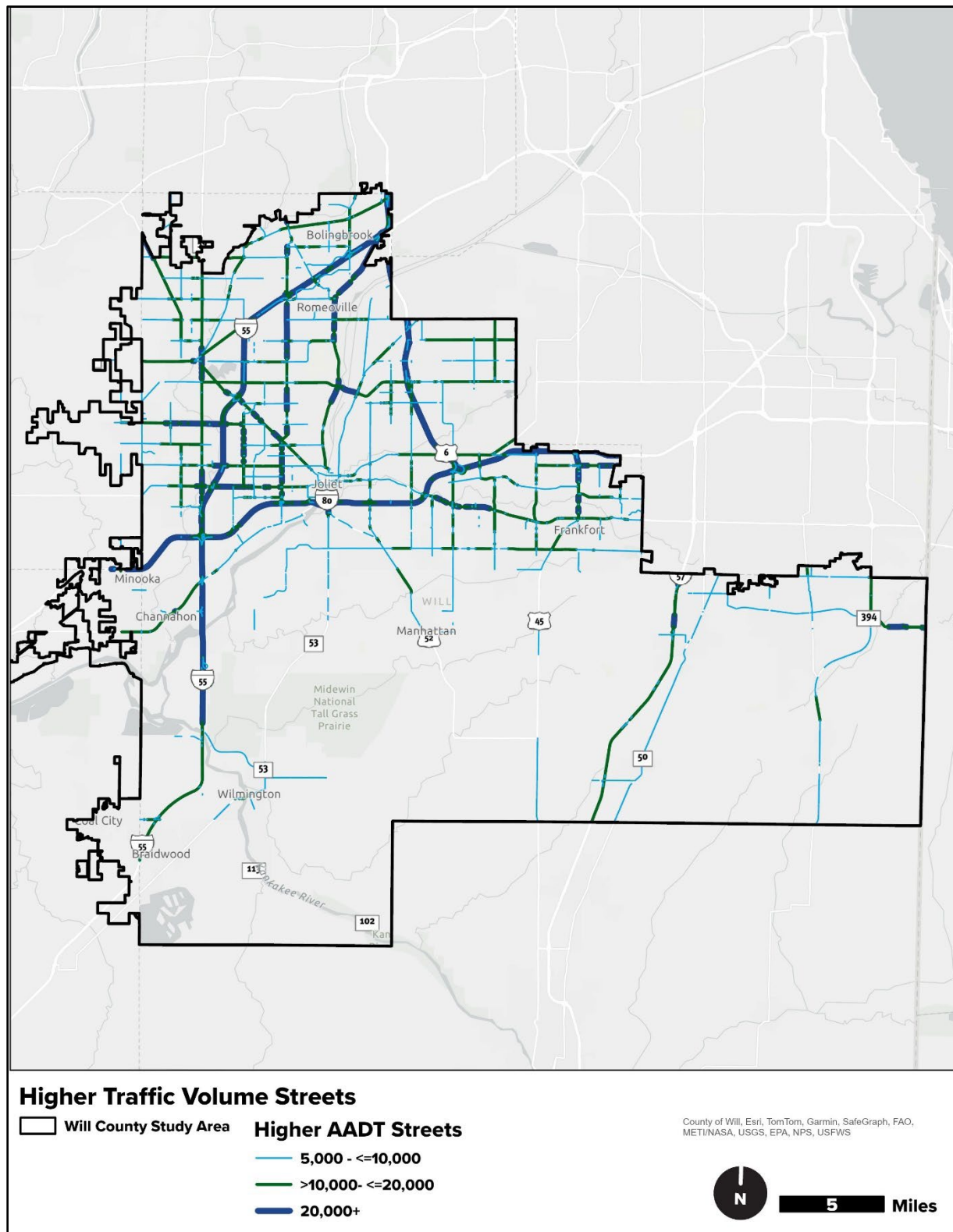


Figure 59: Roadways with High Traffic Volumes (5,000+ ADT)

A similar trend is observed for vulnerable road users where higher traffic volumes correlate with increased risks of injury. The most significant risks for vulnerable road users occur on roadways with higher vehicle counts.

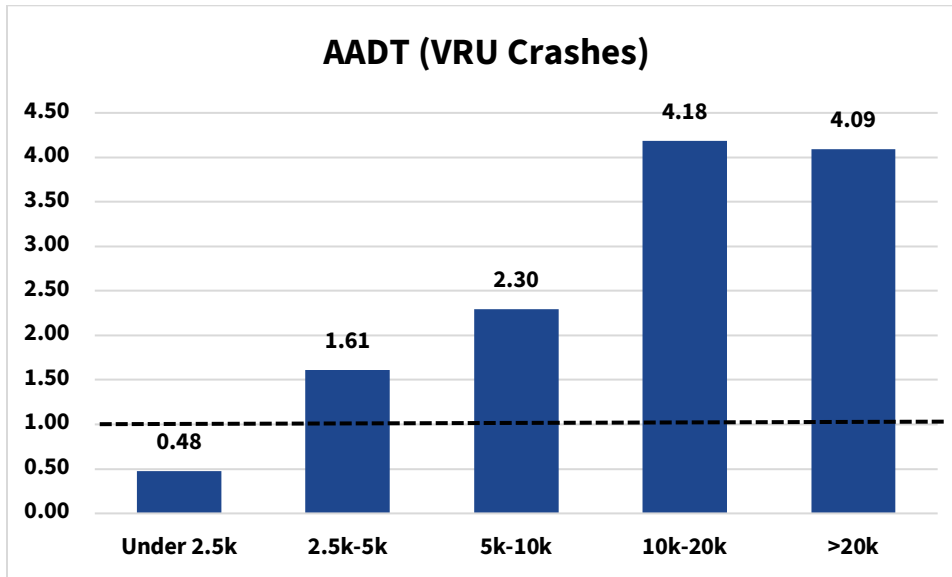


Figure 60: Crash Representation Ratio by AADT (VRU Crashes)

When examining intersections, locations with higher traffic volumes also experience a greater incidence of injury crashes. Intersections with AADT volumes over 10,000 vehicles per day present the highest risk.

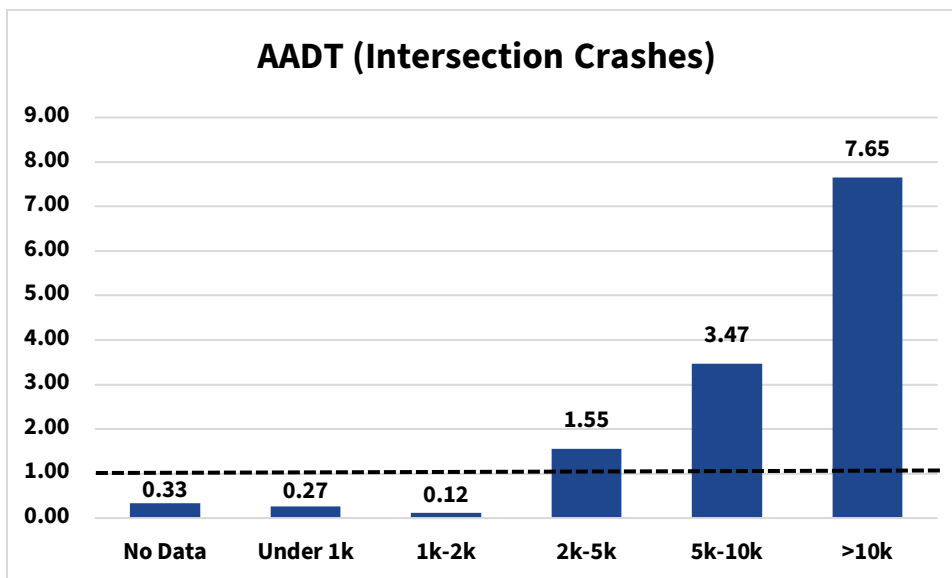


Figure 61: Crash Representation Ratio by AADT (Intersection Crashes)

Speed Limit

Traffic speed is highly correlated with the severity of injury crashes. While actual travel speeds on each road segment are difficult to collect, speed limits serve as a useful proxy in this analysis to understand how speed relates to injury crash risk in Will County.

The all crash types analysis as well as the vulnerable road user crash analysis 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, the lower speed limits (30-35 mph) present heightened risks specifically for vulnerable road users. This is likely due to the fact that vulnerable road users are more likely to be active on lower speed streets and also not permitted on limited access highways.

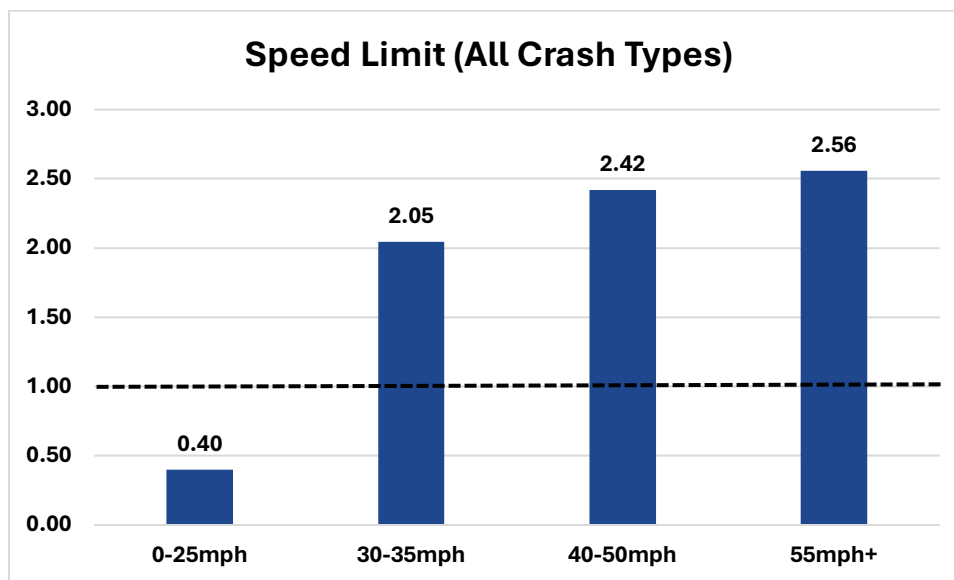


Figure 62: Crash Representation Ratio by Speed Limit (All Crash Types)

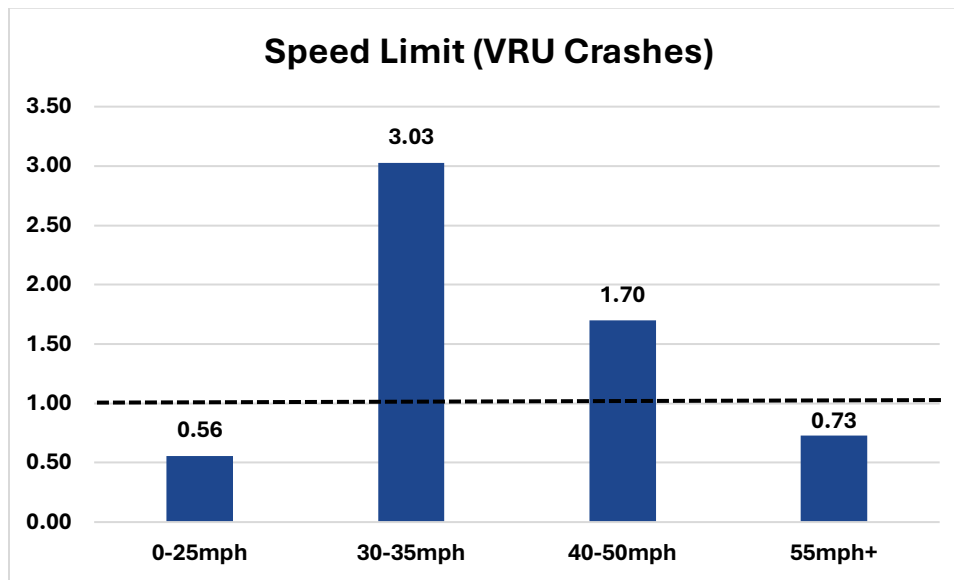


Figure 63: Crash Representation Ratio by Speed Limit (VRU Crashes)

Number of Lanes

The analysis shows a clear correlation between roadway lane configuration and injury crash risk. Roadways with more lanes generally have higher injury crash rates when all crash types are analyzed. Specifically, six-lane roads exhibit the highest risk, followed by four-lane roads, while one- and two-lane roads demonstrate significantly lower risks.

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. 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 be attractive to 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.

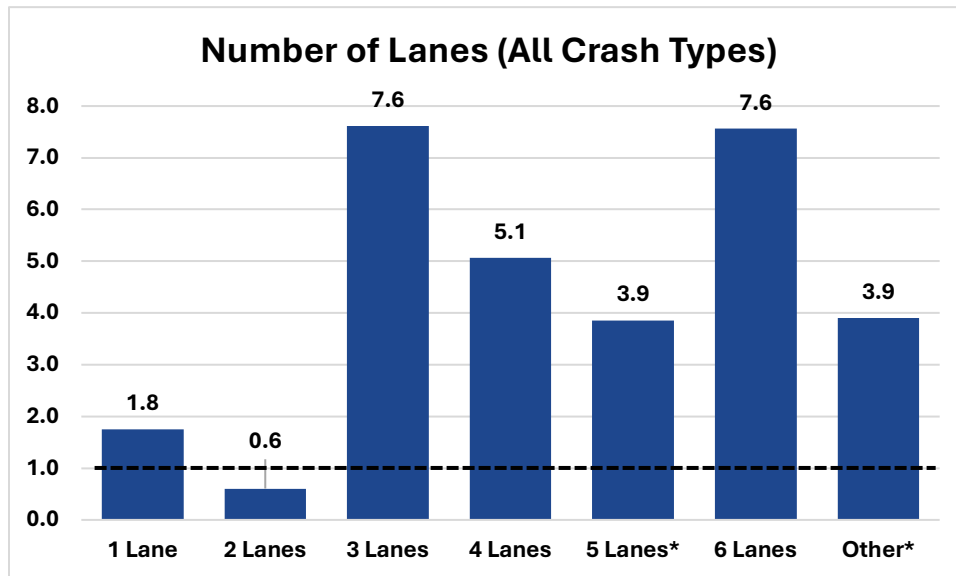
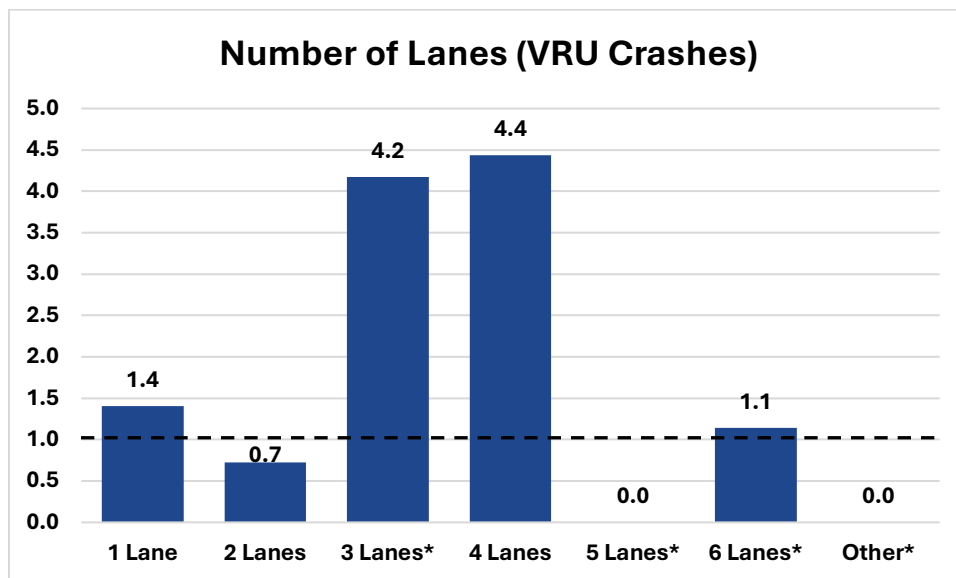


Figure 64: Crash Representation Ratio by Number of Lanes (All Crash Types)



*Limited Data

Figure 65: Crash Representation Ratio by Number of Lanes (VRU Crashes)

Presence of Median

Surprisingly, roadways with physical medians exhibit a higher representation ratio of injury crashes than those without. This trend likely stems from the fact that roads with medians are often highways or major arterials, which typically feature additional factors that elevate crash risks, such as high traffic volumes and more travel lanes.

In the all crash types analysis, the representation ratio for roadways with medians is notably higher, while the ratio for vulnerable road users is lower. This suggests that the presence of a median may offer some protection for pedestrians and cyclists when crossing the street, reducing their exposure to injury crash risks.

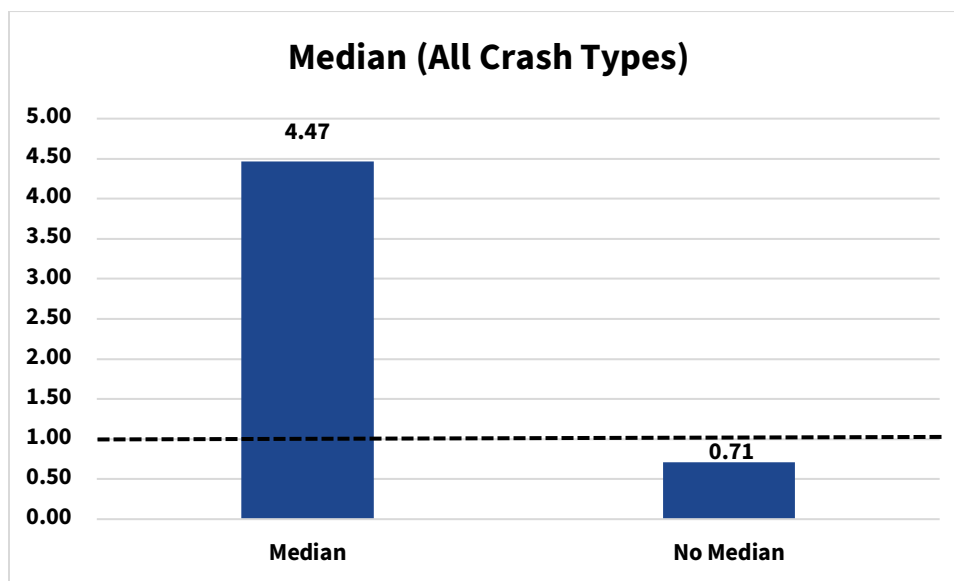


Figure 66: Crash Representation Ratio by Presence of Median (All Crash Types)

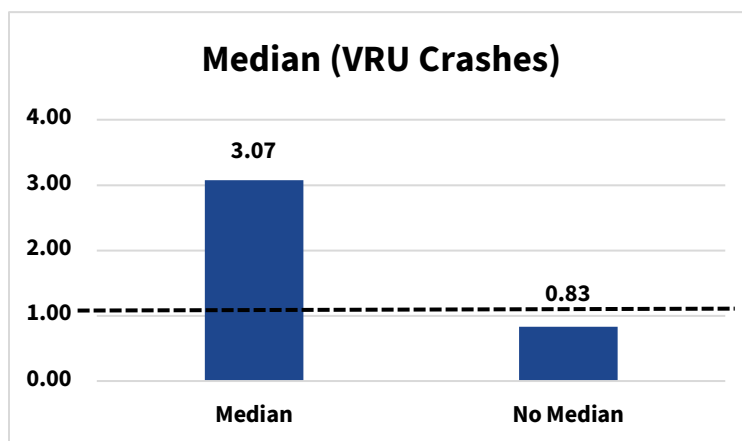


Figure 67: Crash Representation Ratio by Presence of Median (VRU Crashes)

Jurisdictional Responsibility

In Will County, roadway miles are distributed across various jurisdictions. While a significant portion of roads fall under local control, such as municipalities and townships, the analysis shows that roads under the jurisdiction of IDOT are disproportionately represented in injury crashes. Despite covering a relatively small portion of roadway miles, IDOT-managed roads account for a substantial share of injury crashes, with a representation ratio of 3.89. However, it is worth noting that IDOT has jurisdiction over all interstates and many state routes (classified as principal arterials) throughout Will County, which are all high-volume, multi-lane, and high-speed roadways, which the analysis have shown have the greatest risk. This helps to explain why the risk on IDOT roadways is so drastically elevated.

County jurisdiction roads also present an elevated risk, whereas roads under local jurisdictions including municipalities and townships, tend to exhibit lower injury crash risks.

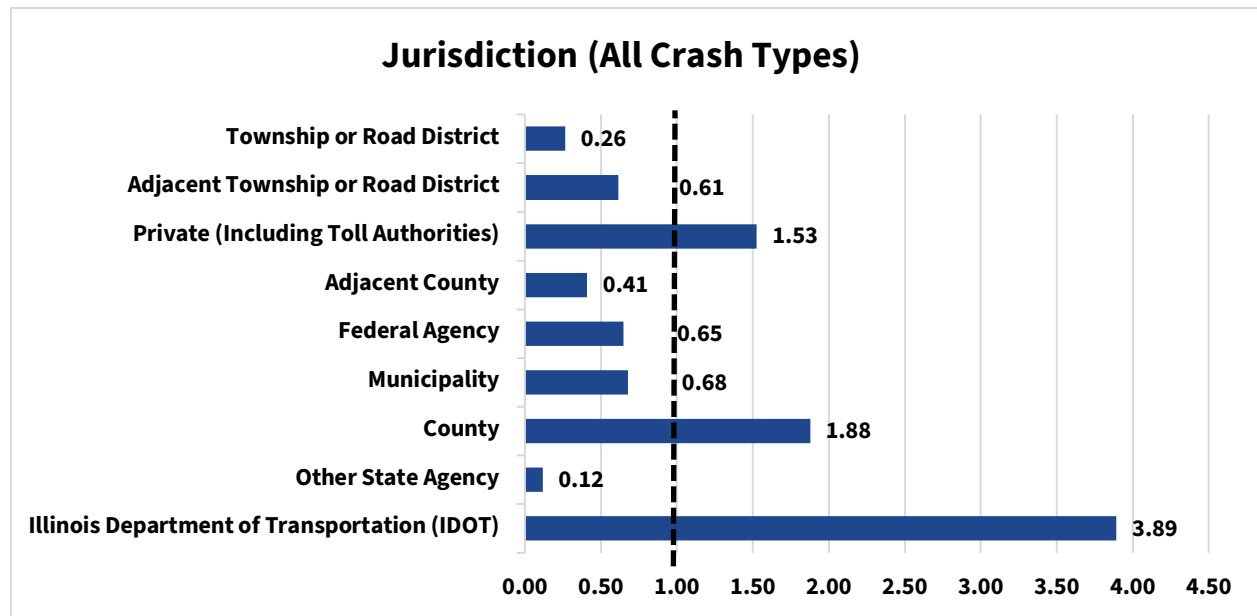


Figure 68: Crash Representation Ratio by Jurisdiction (All Crash Types)

Traffic Control Type

The data indicates that signalized intersections, though comprising a smaller proportion of total intersections, are significantly overrepresented in injury crashes, with a representation ratio of 15.91. All-stop intersections also show elevated injury crash risks, with a representation ratio of 3.03.

Unknown intersection control types (due to gaps in roadway data) account for a smaller share of injury crashes, with a ratio of 0.47. These are likely two-way stop intersections on minor roads, where the overall crash risk is lower compared to signalized and all-stop intersections.

This data shows that signalized intersections are an area where additional consideration of safety and improved safety countermeasures are strongly needed, as the crash risk at this type of intersection vastly exceeds the risk at all-way stop intersections. Since signalized intersections are also typically along roadways with higher volumes and higher speed limits, this elevated risk of crashes is likely also resulting in injury crashes that are more severe.

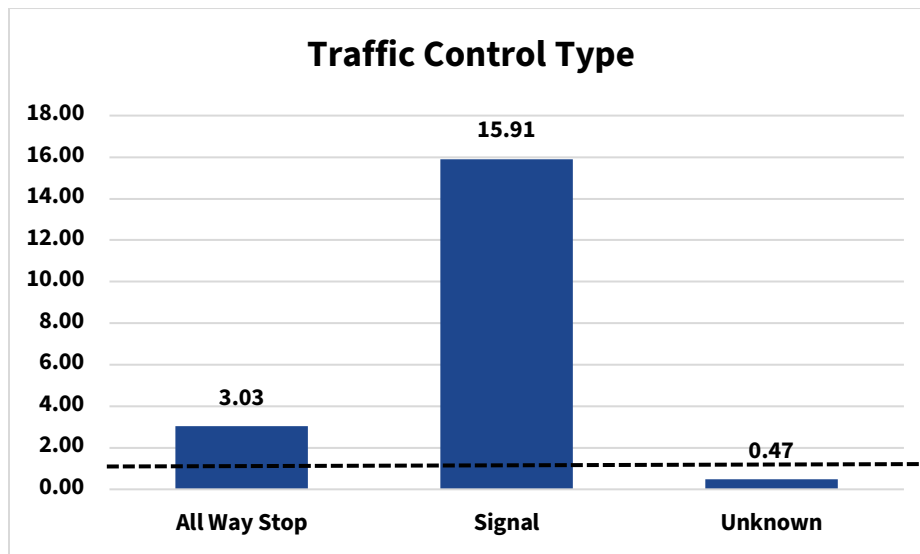


Figure 69: Crash Representation Ratio by Traffic Control Type (Intersection Crashes)

Number of Intersection Legs

Injury crash risks are notably higher at four-legged intersections compared to three-legged ones, with a representation ratio of 2.98 versus 0.50. This can be attributed to more conflict points, higher traffic volumes, and potentially more complex signal phasing at 4-legged intersections.

Intersections with five or more legs present the highest risk, with a representation ratio of 8.33, indicating that the complexity of these intersections leads to a greater potential for injury crashes. Intersections with unknown configurations (due to gaps in existing roadway data) have a lower crash risk, with a ratio of 0.38.

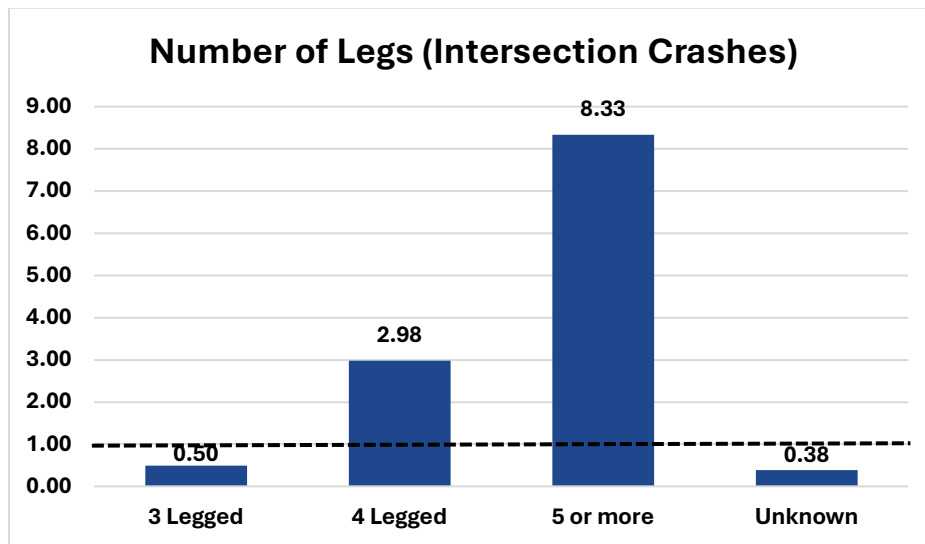


Figure 70: Crash Representation Ratio by Number of Legs (Intersection Crashes)

SAFE TRAVEL FOR ALL



May 2025

Will County Safety Action Plan

APPENDIX F - REVIEW OF PLANS, POLICIES, AND
STUDIES





Will County Safety Action Plan

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

1.0 INTRODUCTION

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. This section summarizes the existing plans, policies, and procedures which reference or relate to transportation safety, and which have been created, implemented, and/or adopted by Will County and four key municipal partners (Joliet, Peotone, Romeoville, and Wilmington).

2.0 STATE PLANS

2.1 *Illinois Highway Safety Plan (2024)*

Each year, the State of Illinois publishes a Highway Safety Plan (HSP) which provides an annual update on the overall condition of safety on Illinois roads. The HSP outlines the mission and vision of the Illinois Department of Transportation (IDOT), focusing on reducing fatalities and serious injuries through data-driven strategies. Additionally, the plan outlines the highway safety planning process describing data sources, participants, and methods used to identify and address highway safety problems within Illinois. The most recent HSP available is the [FY 2024-2026 Triennial Highway Safety Plan](#). The ultimate purpose of the HSP is to reduce crashes, fatalities, injuries, and property damage by addressing several road user target groups (e.g., young drivers), behavioral issues (e.g., impaired driving, occupant protection, and speeding), police traffic services, emergency medical services, motorcycle safety, and traffic records improvements.

Also included in the HSP is a section on Program Performance, which sets annual targets for safety metrics, such as traffic fatalities, serious injuries, and various emphasis area metrics. The performance metrics are based on five years of base data and targets are set for the following three fiscal years (IDOT fiscal years run from July 1st through June 30th). The report also notes whether the State is on track to meet the previous year's performance metric targets.

The HSP also includes summaries of primary program areas which IDOT is most focused on for improving safety outcomes, based on a data-driven understanding of the most critical safety needs. Each program area includes supportive data that was used in the analysis to identify the program area, performance measures that can be utilized to track safety progress, and primary countermeasure strategies. The following program areas are included in the latest triennial plan:

1. Occupant Protection
2. State Traffic Safety Information System Improvements
3. Impaired Driving
4. Distracted Driving
5. Motorcycle Safety
6. Young Drivers
7. Nonmotorized Safety
8. Planning & Administration
9. Racial Profiling

- 10. Speed Management
- 11. Police Traffic Services

An HSP committee comprises various Bureau of Safety Programs and Engineering members from many disciplines that guide the development of the HSP. There is a subcommittee that is responsible for scoring, reviewing, and selecting highway safety grant applications. Additionally, outside stakeholders are brought from the Law Enforcement Liaison Program and Impaired Driving Task Force which assist in developing the highway safety programs.

How this plan influenced or relates to the Will County Safety Action Plan (SAP):

The primary program areas identified in the 2024 to 2026 Illinois HSP aligns with several of the most pressing safety focus areas identified in the Will County SAP. This includes Impaired Driving, Distracted Driving, Nonmotorized Safety, and Speed Management, which were all key safety areas identified by Will County staff and stakeholders. Additionally, the HSP uses five key performance measures defined by the Federal Highway Administration, including Number of Fatalities, Fatality Rate, Number of Serious Injuries, Serious-Injury Rate, and Number of Non-Motorized Fatalities and Serious Injuries. These are five of the eight identified key performance measures also included in the Will County SAP.

3.0 REGIONAL PLANS

3.1 CMAP ON TO 2050 (2022)

[ON TO 2050](#) is a comprehensive plan that guides regional priorities and transportation investments in northeastern Illinois. The plan is built around identifying a shared vision of what the region should look like in 2050 in order to improve economic prosperity and quality of life. The plan was developed in 2018 and updated in 2022 with input from many regional partners and stakeholders. The plan is organized by guiding principles, a view of the region today, goals and recommendations, and resources, and outlines how the plan is to be implemented. The plan is updated every four years to address new realities of the region.

The plan highlights many safety concerns and recommendations on how to address those concerns. The mobility chapter provides statistics and recommendations on how to address safety challenges for all users of the region. A series of strategies help guide the reduction of crashes in the area these are as follows:

1. Continue to update roadway designs to reduce speeding and crashes
2. Invest in safe bike and pedestrian pathways to desired destinations
3. Improve incident detection and management
4. Expand regional data collection and analysis on safety to support programming decisions
5. Improve driver training and equitable traffic safety enforcement policies

How this plan influenced or relates to the Will County SAP:

The Will County SAP aligns with many of the recommendations around traffic safety that are included in the ON TO 2050 comprehensive plan. The SAP incorporates recommendations to update roadway design standards in order to reduce speeding and, by result, reduce the likelihood of serious injuries and fatalities when crashes do occur. The SAP also recommends better investment in bike and pedestrian infrastructure through improvements to the Will County Complete Streets Policy and proposed countermeasures to add sidewalks and bike facilities on high injury network (HIN) corridors. The SAP also includes recommendations on how to improve regional data collection and the availability of crash data for all counties, municipalities, and stakeholders across the region through the implementation of a regional crash data dashboard.

3.2 *CMAP Complete Streets Toolkit (2015)*

The [Complete Streets Toolkit](#) is a guide for local planning, design, and construction processes for the Chicago region. The toolkit includes a summary of Complete Streets, a guide for policy development, a policy implementation guide, Complete Streets design concepts, and examples of various bicycle and pedestrian facility design treatments. The guide was developed by CMAP in partnership with the Active Transportation Alliance and National Complete Streets Coalition.

How this plan influenced or relates to the Will County SAP:

In addition to the [Smart Growth America Complete Streets Policy Framework](#), the CMAP Complete Streets Toolkit is referenced in the Will County SAP as a tool for municipalities to use when developing policy language for a Complete Streets ordinance or policy.

3.3 *Metropolitan Planning Council: Where the Sidewalk Ends (2021)*

[Where the Sidewalk Ends](#) is a report that documents a first-of-its-kind assessment in the Chicago region of the status and quality of Americans with Disabilities Act (ADA) transition plans for the public right-of-way. The Metropolitan Planning Council (MPC) and the Great Lakes ADA Center at the University of Illinois at Chicago (UIC) worked with students in UIC's urban studies program to study the presence and quality of ADA transition plans in the Chicago region. The team surveyed 200 municipalities in the region (those municipalities with 50 or more employees) to establish whether they had a plan. Using a standardized audit tool, the team analyzed the plans found through the survey.

The report found that only 22 municipalities (11%) of the 200 surveyed had an ADA transition plan. Additionally there are five required elements of an ADA transition plan: identification of barriers in public rights-of-way, identification of a public official responsible for implementation, description of methods that will be used to remove barriers, prioritized schedule for barrier removal, and opportunities for public engagement with the plan. None of the plans met all five required elements, with significant variation in quality. Larger communities with greater financial resources and more public employees were more likely to have plans. However, poor public engagement and lack of implementation details were prevalent in the plans. Surprisingly, communities with higher percentages of people with disabilities had fewer or lower-quality plans.

How this plan influenced or relates to the Will County SAP:

ADA-compliance is an important factor in whether people with disabilities can travel safely in Will County. Projects to improve pedestrian accessibility through the implementation of sidewalks and safer crossings are included. Also, recommendations around sidewalk gap analyses and modernization of crossings with accessible pedestrian signals (APS) are also included in the SAP.

4.0 WILL COUNTY PLANS

4.1 *Will County Community Friendly Freight Mobility Plan (2017)*

The [Will County Community Friendly Freight Mobility Plan](#) was developed in collaboration with Will County and the Will County Center for Economic Development to address freight mobility issues within the county. It encompassed a holistic planning approach covering freight mobility, land-use integration, workforce development, education/training, and community livability. The plan aimed to gain a better understanding of Will County's freight economy to seek greater economic opportunities by identifying projects that would help alleviate the need for freight trucks to move onto neighborhood streets. The projects were identified and ranked to help inform funding decisions.

Several plan-specific goals and objectives were identified to meet the overall aim and goal of the plan. One of the goals was specifically related to safety: **"Provide a safe multimodal transportation system for motorized and non-motorized users."** The safety section of the plan centered around the reduction of freight-related incidents specifically with freight trucks; however, at-grade rail crossings were also identified as an area of attention. In particular, the plan called out five objectives towards improving safety outcomes for the movement of freight and goods:

1. Emphasize safety in all elements of transportation planning and project development and incorporate freight safety countermeasures, based on the context in which a project is proposed.
2. Mitigate safety issues that arise from freight movement.
3. Provide alternative routes in case of emergencies and extreme weather events.
4. Reduce the incidence of crashes on the system, particularly at high-crash locations.
5. Reduce crashes at at-grade rail crossings.

Performance measures identified as methods to track progress of freight safety included: the total number of fatalities involving trucks in Will County; the total number of serious injuries involving trucks in Will County; and the rate of collisions at at-grade rail crossings.

How this plan influenced or relates to the Will County SAP:

The Will County SAP has a particular emphasis on heavy vehicle crashes, based on feedback on safety concerns shared by the project team, stakeholders, and project steering committee. The SAP includes a particular section on crash analysis that shows that heavy vehicle crashes resulting in fatalities and serious injuries are a larger problem in Will County when compared to other counties in the region. Heavy vehicle corridors were also included as a specific road typology, with crash countermeasures that work best for roadways with higher levels of freight movement. Many of these freight corridors and roadways within industrial areas are included in Will County's HIN, which should result in more targeted safety improvements and investment to these corridors in the future.

Additionally, the SAP includes the total number of fatalities and serious injuries in crashes involving heavy vehicles as one of the performance measures to be used to track safety progress over time, aligning with two of the Will County Community Friendly Freight Mobility Plan's performance measures.

4.2 Will Connects: 2040 Long-Range Transportation Plan (2017)

The [Will Connects: Long-Range Transportation Plan \(LRTP\)](#) is a comprehensive transportation plan examining unique transportation issues and needs to 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, while at the same time considering known financial constraints. The vision statement included in the plan envisions “A thriving County with a regionally and nationally significant transportation network that connects all users, places and products through a balanced multimodal transportation network that facilitates economic vitality, is coordinated with land use, enhances quality of life, and recognizes our diversity, from urban and suburban lifestyles, to our agricultural roots.”

One of the goals of the plan is to improve the safety on 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 so appropriate countermeasures can be implemented, and includes a map of roadways where there is a high prevalence of fatal, serious injury, and minor injury crashes. Additionally, the plan is jurisdiction agnostic, committing to work with transportation system partners to implement countywide solutions to improve safety for all users and proposes future transportation projects on county, local, and state roadways.

To guide the selection and prioritization of transportation projects, the LRTP provides [evaluation criteria and a rating system](#) that rates 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), which. Based on the rating system rubric, it is not evident that the *Preservation & Safety* category takes crash data into account in the rating of this category. It is more focused on the existing physical condition of roadway and transportation infrastructure. The end result of all of this is that safety is diminished as a primary prioritization category for project selection.

Currently, Will County is working on a revised 2050 LRTP. Knowing this, there is a clear opportunity to integrate that plan with the Will County SAP in order to ensure that safety is more heavily prioritized in project selection. This could potentially be accomplished through the integration of Will County's high-injury network (HIN) into the 2050 LRTP project selection process and project rating criteria.

How this plan influenced or relates to the Will County SAP:

In response to reviewing this plan, a recommendation was included in the Will County SAP to increase the priority of safety in the project scoring methodology for the 2050 LRTP. It is recommended that the final HIN dataset be used to identify whether or not projects are located along an HIN corridor and positively score any projects that are located along an HIN corridor. The goal is that this will result in more projects being elevated for inclusion in Will County's Transportation Improvement Program that have a particular emphasis on improving safety and less of a focus on projects that increase roadway capacity.

4.3 *Will Connects: 2040 County Bikeway Plan (2016)*

The [Will County Bikeway Plan](#) was the County's first planning effort to develop a comprehensive countywide bikeway network. The plan was created in tandem with the Will Connects 2040 LRTP. Prepared under the guidance of the Forest Preserve District of Will County and supported by the Will County DOT, the plan documented the existing bikeway system and identified gaps in the existing network. The plan included specific corridor recommendations on how to address those gaps to develop a seamless countywide bicycle network, connecting residential communities to key local and regional destinations and the regional trail network. To identify the future bike network, a connectivity analysis was conducted assessing existing bikeways and low-stress roadways, major bikeway gaps, barriers, and community-identified priority connections.

The safety of cyclists was a key component of the plan, with a stated goal to “**enhance infrastructure and provide education and enforcement strategies to improve safety for bicyclists and other road users and foster the development of mutual respect between road users.**” As for policies and procedures, several needs and issues were identified to help expand and prioritize the bicycle network. One such issue noted was 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 process has improved, but is more of an informal process than a formal process and typically includes coordination between the DOT and the Forest Preserve District.

How this plan influenced or relates to the Will County SAP:

The Will County SAP recommends improved coordination of projects earlier in the project development process in order to ensure that projects along key future bikeway corridors have a higher likelihood of including bike infrastructure enhancements. The list of prioritized project locations along the HIN also includes countermeasure recommendations to improve bicycle facilities where appropriate given the roadway and land use context.

The SAP also recommends a more formal “Complete Streets Checklist” be implemented to replace the more informal project development review process, which will result in better documentation of the coordination that occurs around the inclusion of multimodal facilities in future projects.

4.4 *Moving Will County Plan (2021)*

The [Moving Will County Plan](#) was developed to build on the recommendations from the Will County Community Friendly Freight Mobility Plan. The plan included a truck routing and community study paired with a land use strategy. These two efforts were combined into one project due to geographic overlap and efficiencies that could be achieved. The goal of the plan was to achieve a balance between truck traffic and routing, existing freight land use clusters and new development, agricultural business, natural and cultural resources, residential neighborhoods, and other sensitive areas.

The guiding principles of the plan are organized around the themes of prosper, nurture, and balance. The plan address then need to consider economic growth, environmental protection, and community well-being in decisions regarding freight and land use. With this, recommendations were provided for future truck routes and land use strategies were proposed to reduce conflicts between trucks and passenger vehicles. By better coordinating freight investments with an eye towards land use, quality of life can be improved for Will County residents by mitigating the impacts of truck traffic. Positive benefits of better coordination can result in increased safety, connectivity, and mobility, while also allowing for economic growth and opportunity within Will County.

The plan identified means to assist local municipal leaders with freight truck issues such as changes in Illinois laws for designation of truck routes and restrictions. Through the process, stakeholders provided feedback that they are **not clear on how to designate truck routes going through IDOT's process** and would like clearer guidance on how to do so. Given this, there may be opportunity to improve processes and/or programs to provide assistance to municipalities in managing and updating truck routes.

How this plan influenced or relates to the Will County SAP:

The Will County SAP recommends that the County continue to take a leadership role in advocating for appropriate land use coordination and land use decisions related to the future location of warehouses and industrial developments in Will County. The plan also reiterates WCDOT's role in providing technical assistance and training, as needed, to local municipalities and local DOT staff who need to manage the designation of truck routes through their communities.

4.5 Will County Joliet Intermodal Transportation Master Plan (2022)

The [Will County Joliet Intermodal Transportation Master Plan](#) was created to build consensus among local stakeholders on a priority list of improvements to the transportation system in west-central Will County. The area has seen rapid development of industrial and logistic facilities in recent years, leading to an increase in local traffic and freight truck traffic. The main purpose of the plan was to create a multijurisdictional Transportation Improvement Program (TIP). The TIP ranks projects into tiers reflecting the priority of each project to the study area. A draft project list was created and scored utilizing criteria which was reviewed by an advisory committee.

Safety concerns were brought up in the plan at intersections near intermodal yards. The locations of these safety concerns specifically included Arsenal Road, CenterPoint Way, Elwood International Port Road, Mississippi Street, Schweitzer Road, and Walter Strawn Drive. These concerns centered around the need for **geometric improvements and signalization improvements** or the need for **signalized intersections**. The plan identified 51 projects as part of the TIP, many of which focused on safety. Most of the projects included in the final recommended TIP were also identified in previous planning efforts, including the Will Connects 2040 LRTP, the Will County Community Friendly Freight Mobility Plan, and Moving Will County.

How this plan influenced or relates to the Will County SAP:

The Will County SAP's identified HIN included corridors along segments or at intersections of several of the identified areas of safety concern in the Joliet Intermodal Transportation Plan, including Arsenal Road, Centerpoint Way, Elwood International Port Road, Schweitzer Road, and Walter Strawn Drive. The inclusion of these corridors in the HIN will ensure that future safety improvements can be implemented at the highest risk locations along these important freight corridors in the future.

4.6 Will County Americans with Disabilities Act (ADA) Transition Plan (2022)

The [Will County ADA Transition Plan](#) was part of a self-evaluation process to examine the current facilities relative to the accessibility requirements of the ADA. Following this evaluation process, Will County Division of Transportation (WCDOT) developed the transition plan to address any accessibility deficiencies in its public facilities. The plan identified physical obstacles that limit accessibility, outlined the methods used to make the facility accessible, provided a schedule for

making access modifications, identified public officials responsible for the implementation, and established a grievance procedure to address future or existing access needs.

The plan created a self-evaluation checklist with common locations of need, such as sidewalks, traffic signal systems, curb ramps, and bus stops. The plan also associated possible barriers for each of those areas of need. This process ultimately led to a prioritization plan in which WCDOT and its partners will systematically make its existing right-of-way facilities fully accessible to people of all abilities. As part of the plan, WCDOT committed to eliminating all existing barriers and to ensure compliance with ADA requirements for all future projects. The following commitments are addressed in the plan:

1. WCDOT will review new construction, reconstruction, roadwork construction or alterations for compliance under current ADA standards.
2. WCDOT will maintain, review, and update its ADA Prioritization Plan and Schedule annually with input from governmental partners (GPs).
3. WCDOT will investigate alternative funding opportunities and resources.

The plan addresses ADA compliance in seven steps that are detailed in the plan:

1. Identify an ADA Coordinator.
2. Include public participation opportunities.
3. Establish a grievance procedure.
4. Develop or adopt design standards.
5. Perform a self-evaluation to identify barriers to access.
6. Create a plan, including time and budget, to remove barriers.
7. Reevaluate and update the plan.

How this plan influenced or relates to the Will County SAP:

ADA-compliance is an important factor in whether people with disabilities can travel safely in Will County. Projects to improve pedestrian accessibility through the implementation of sidewalks and safer crossings are included. Also, recommendations around sidewalk gap analyses and modernization of crossings with accessible pedestrian signals (APS) are also included in the SAP.

The SAP also recommends a new position of Safety Analyst or Safety Manager for WCDOT. This person could also potentially serve as the ADA Coordinator for Will County, allowing the County to place a greater emphasis on updating, reporting, and managing the ADA Transition Plan in the future.

4.7 Will County Complete Streets policy (2023)

The [Will County Complete Streets Policy](#) was established to provide a formal process for WCDOT to utilize when considering transportation projects on the County Highway System. It provides general principles and policies that WCDOT will utilize to determine how and when to incorporate complete streets principles into projects. The purpose of the policy is **to promote safe, accessible, and integrated transportation options that balance the needs of all corridor users**. The application of complete streets policy will be done in the following manner:

1. The policy applies to new construction or reconstruction projects, except in pavement overlays that do not widen the existing travel way.
2. 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 multi-modal network of transportation options. This network of transportation options will be provided to improve travel options in a balanced, responsible, and equitable manner consistent with and supportive of the surrounding community.
3. WCDOT shall implement policies and procedures in the construction, reconstruction, or other changes of the County Highway System to support the creation of complete streets.

4. In planning projects for the long-term, design and construction will need to anticipate future demands for pedestrian and bicycle travel, and not preclude the provision of future enhancements for these modes.

However, in addition to the listed items above the policy does list exemptions to the policy which are as follows:

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, as well as the funding scenarios included in the policy, do provide many justifications for necessary bicycle and pedestrian facilities to remain unfunded and unbuilt, even on corridors where there is significant need or opportunity to provide for meaningful multi-modal connectivity.

How this policy influenced or relates to the Will County SAP:

The Will County SAP specifically noted the areas where Will County's existing Complete Streets Policy could be improved. This included a recommendation to reduce the number of exceptions that are currently included in the policy, with a particular emphasis on removing exception 3 (ROW restrictions), exception 4 (Lack of support from the community), exception 5 (There are safety risks that cannot be overcome), and exception 7 (Other factors indicating the absence of need). The SAP recommends that the County consult [Smart Growth America's Complete Streets Policy Framework](#) or CMAP's Complete Streets Toolkit (in particular the [Policy Development and Adoption guide](#)) in order to strengthen the policy in the future.

4.8 Will County Transportation Improvement Plan (2024)

The [2025 to 2030 Transportation Improvement Plan \(TIP\)](#) exists as a planning tool for Will County, Local Agencies, and the IDOT to coordinate planning, design, and construction activities within Will County. The Plan endeavors to meet the needs of the motoring public, the demands of previous and future development, while providing acceptable transportation performance, and protecting environmental and natural resources. The latest TIP was adopted by the Will County Board in June 2024.

The Will County TIP is influenced largely by previous planning studies completed, including the Will Connects 2040 LRTP, the Will County Community Friendly Freight Mobility Plan, and the Will County-Joliet Intermodal Study. Projects selected for the TIP are typically included in one or more of those plans.

It is worth noting that the latest adopted TIP does not include any separate bicycle facilities, even with the adoption of the Countywide Bikeway Plan in 2016 and the latest iteration of the Will County Complete Streets Policy (2023). Given the important role that the Will County LRTP plays in the selection of projects programed in the TIP, the integration of a specific safety criteria for project ratings and a greater emphasis on bicycle and pedestrian facilities may need to be considered to ensure that multi-modal facilities are more prevalent in Will County's TIP in future years.

How this plan influenced or relates to the Will County SAP:

In response to reviewing this plan, a recommendation was included in the Will County SAP to increase the priority of safety in the project scoring methodology for the 2050 LRTP, which should result in more safety-focused projects being included in Will County TIPs in the future. It is recommended that the final HIN dataset be used to identify whether or not projects are located along an HIN corridor and positively score any projects that are located along an HIN corridor.

The Will County SAP also recommends improved coordination of projects earlier in the project development process in order to ensure that projects that include bikeway infrastructure have a higher likelihood of being included in future Will County TIPs.

5.0 MUNICIPAL PLANS

5.1 *Village of Peotone Active Transportation Vision (2024)*

The purpose of this plan is to provide the Village of Peotone and its stakeholders with a framework for growing and developing its active transportation network. A key component of this framework is to specifically focus on building its trail network by leveraging its existing assets to connect to nearby trail networks, neighboring communities, and key destinations. The Village owns a high-quality right-of-way corridor that has the potential to serve as a trail “spine” to which future trails may connect. The Village already owns this asset, and its land use pattern helps to ensure this travels through the center of the community.

The plan provides a series of infrastructure recommendations for the Peotone Village Trail and the River and Creek Trail Network. The plan also makes policy and program recommendations for bike parking and a bike safety town. Of particular note is the recommendation for the Village to establish an active transportation target fund within its municipal budget to be used for the pursuit and implementation of active transportation capital projects and maintenance of active transportation facilities. This particular fund could be helpful when opportunities arise to partner with other agencies – like WCDOT or IDOT – on active transportation improvements on County or State-owned roadways.

How this plan influenced or relates to the Will County SAP:

The proposed bike and trail networks identified in the Village of Peotone Active Transportation Vision Plan intersect with segments of the Will County SAP HIN, including IL-50 and Wilmington Road. The proposed trail is not included as a safety project in the Will County SAP, however coordination will be required in the future to ensure that any future safety improvements along these HIN corridors take into account future trail crossings.

5.2 *Village of Peotone Comprehensive Plan*

The Village of Peotone Comprehensive Plan acts as a policy guide for decisions about the physical development of the community. Included in the plan are recommendations to guide residential development, including building character, variety of housing types, and density; street design standards, including connectivity, traditional street grids, and multi-modal access; landscape design standards; and bicycle and pedestrian design standards, including bike path, pedestrian path, and signage standards.

In particular, the plan states that “the Village of Peotone, as a matter of policy, has determined that a system of integrated pedestrian and bicycle paths are necessary for the health, safety, and welfare of the community,” and that all new residential projects developed should provide bicycle or pedestrian paths within their projects.

How this plan influenced or relates to the Will County SAP:

There are no specific items included in the Will County SAP that directly relate to this plan; however, as noted under the Village of Peotone Active Transportation Vision Plan, coordination of future pedestrian and bicycle paths will be needed to ensure safety improvements are incorporated along HIN segment that cross or are adjacent to future trail crossings.

5.3 *Village Romeoville Comprehensive Plan (2017)*

In 2017 the Village of Romeoville published its comprehensive plan. While somewhat dated, Village officials stated that the plan is still in use and projects identified have been and are currently being implemented. The plan provides recommendations and strategies for the following areas: land use, economic development, housing, transportation, and community infrastructure.

Related to transportation, the plan states that “a multimodal transportation network that is strong in all of its components, not just roadways, will enable residents, visitors, and employees to have choices in how they connect to neighborhoods, commercial districts, and employment centers.” The plan specifically calls out a need for a Complete Streets policy, which has since been adopted by the Village. The plan also details the link between land use and transportation, with one of the transportation guiding principles being to “encourage development patterns that minimize conflicts between regular auto traffic and trucks,” with specific project recommendations to improve connectivity for trucks and passenger vehicles, implement traffic calming measures, align vehicular access points in new developments, and coordinate truck route designations with IDOT.

The plan also calls for the need to create “safe and connected pathways for pedestrians and bicyclists, particularly along major corridors, major intersections, and within mixed use nodes.” Recommendations in this area include integrating bicycle and pedestrian projects into the capital improvement program, filling gaps in the sidewalk network, collaborating with agencies to link bicycle trails appropriately to and from Romeoville, ensure that public right-of-way is safe and accessible for all users, utilize “bulb-outs” and other street design elements to improve street crossing conditions, and enhance safety at existing at-grade railroad crossings, among others.

A matrix of proposed transportation projects, programs, and policies are included in the document, including timeline, priority, and responsibilities.

How this plan influenced or relates to the Will County SAP:

There are several noted projects included in the Village of Romeoville Comprehensive Plan that are aligned with recommendations in the Will County SAP. This includes developing a Complete Streets Policy (which Romeoville accomplished in 2020), improving safety through the inclusion of traffic signals at specific intersections on corridors that have since been identified on the Will County SAP HIN (including IL-53, Weber Road, and Renwick Drive), and improving safe access to schools through the construction of sidewalks in neighborhoods that currently lack sidewalk connections.

5.4 Village of Romeoville Complete Streets Policy (2020)

The purpose of this policy is to incorporate the needs of all users of the Village’s transportation network and provide additional streets and roads as viable modes of transportation for bicycles, pedestrians, and vehicles. Such improvements will be achieved through planning, design, approval, and implementation through the construction, reconstruction, and retrofitting of streets, roads, and shared paths that have been identified as necessary improvements for the safety and convenience of all users. Of particular note, the plan states that “when possible, pedestrian and bicycle facilities shall be designed to exceed the minimum standards. This type of forward-thinking will assist in planning for future demands of such facilities and eliminate the need to retrofit facilities in the future.”

The policy outlines standards and practices to be used when implementing complete streets. Additionally, the policy provides exceptions when complete streets can not be implemented, and outlines performance measures, and implementation strategies.

The exceptions included in the policy are as follows:

1. The project only involves routine maintenance to ensure the facility is in an acceptable condition. Such activities may include patching, crack sealing, minor repairs and routine cleaning and maintenance.
2. The cost of such improvements to accommodate pedestrians and/or bicycles is disproportionate to the overall cost of the project and not deemed a necessary benefit of the project at this time.
3. There are no supporting documents for the current and future needs of such a facility.
4. Non-motorized users are not permitted on the roadway.

How this policy influenced or relates to the Will County SAP:

While Romeoville has less exceptions to the Village’s Complete Streets Policy, this policy should also be reviewed for opportunities for improvements, similar to the recommendation for Will County’s Complete Streets Policy. In particular,

exception 3 (There are no supporting documents for the current and future needs of such a facility) is overly broad and could lead to pedestrian and bicycle improvements being left out of future infrastructure projects. In light of this, the Will County SAP included a recommendation to use the Smart Growth American Complete Streets Policy Framework and CMAP's Complete Streets toolkit to screen for opportunities to improve County and municipal Complete Streets policies and ordinances, which also applies the Village of Romeoville's Complete Streets Policy.

5.5 Village of Romeoville Americans with Disabilities Act Facilities Transition Plan (2020)

In 2020, the Village implemented an ADA facility transition plan which defines the Village's approach to establishing, maintaining, and administering mobility and accessibility practices within the jurisdictional authority of Village-owned and Village-maintained right-of-way. The plan sets standards and outlines requirements. The plan also resulted in a self-evaluation that examined the village's roadway network and identified areas that need to be addressed. The plan also provides an implementation schedule and public outreach strategy.

How this plan influenced or relates to the Will County SAP:

ADA-compliance is an important factor in whether people with disabilities can travel safely in Will County. Projects to improve pedestrian accessibility through the implementation of sidewalks and safer crossings are included. Also, recommendations around sidewalk gap analyses and modernization of crossings with accessible pedestrian signals (APS) are also included in the SAP.

5.6 Route 53 Corridor Plan (2013)

The Corridor Plan for IL Route 53 included a study of the Route 53 corridor between Joliet and Braidwood. The plan was heavily focused on corridor branding, identity, gateways, and tourism nodes along the corridor, but also provided recommendations on transportation needs, including proposed intersection improvements, interchange improvements, vehicular turning lanes, and additional lane capacity improvements. Also included was a recommendation to implement a recreational bike trail on each side of the Route 53 corridor, to provide access for pedestrians and bicyclists along the entirety of the corridor.

How this plan influenced or relates to the Will County SAP:

IL-53 is a particularly high risk corridor throughout Will County, as evidenced by its inclusion on the Will County SAP HIN. While the segment between Joliet and Braidwood that was studied in the Route 53 Corridor Plan is less prominent on the HIN compared to the section of IL-53 north of Joliet, there are still particular segments of the corridor included on the HIN between Joliet and Elwood. The Countermeasure Toolbox should be consulted for any future safety improvements along this more rural segment of IL-53, which is also a regionally significant freight corridor as well.

5.7 City of Joliet Downtown Development Plan (2015)

The City of Joliet's Downtown Development Plan, completed in 2015, outlines a plan for the enhancement of downtown Joliet as a regional destination. While the plan is heavily focused on economic development, there are portions of the plan related to transportation safety. In particular, the plan notes that the reconfiguration of downtown streets from one-way to two-way would provide benefits in both safety and placemaking, although it noted that was unlikely that IDOT would support these two-way conversions along IDOT jurisdiction roadways. The plan also notes that downtown Joliet's street network is very auto-oriented, but that investments into bicycle infrastructure can create a more bike-friendly atmosphere and be a catalyst for shifting the perception of downtown as an auto-oriented place. A bike network would also provide opportunities for connections to the regional bike and trail systems, with recommendations included for both north-south and east-west connections within the plan. The redesign of Chicago Street in downtown Joliet was also proposed as part of the plan, with the Chicago Street Corridor Plan (2018) coming as result of this recommendation. Chicago Street is currently under construction, with completion expected in 2025.

How this plan influenced or relates to the Will County SAP:

Many of the proposed HIN corridors throughout Joliet, including Jefferson Street in Downtown Joliet, have recommendations for new bicycle facilities as a safety countermeasure as part of long-term capital projects. There are no recommendations for Chicago Street, as it is not on the HIN and construction is also planned to be completed in 2025.

5.8 City of Wilmington Downtown Plan (2018)

The City of Wilmington completed a Downtown Plan in June 2018. The plan provides a framework and vision for future investments in downtown Wilmington, with a specific focus on land use and development, image/branding, streetscaping, the local economy, transportation and mobility, and natural resources.

Specific to transportation safety, the plan notes that downtown Wilmington generally has poor sidewalk condition, sidewalk gaps, a lack of bicycle infrastructure, and a high volume of truck traffic. Related to truck traffic, the plan calls for the City to re-evaluate truck routes in and through downtown to ensure that existing ordinance language is appropriate and that the roadways, as designed, can support overweight truck traffic.

The plan also calls for improvements to key pedestrian crossings in the downtown area, including at Route 53 intersections at Kankakee Street and North Park Street. Signalized intersections or HAWK pedestrian signals were recommended at these two intersections. The plan also calls for the implementation of improved crosswalk markings, switching from standard two-stripe crosswalks to continental crosswalk markings, which are more visible to motorists. The implementation of traffic calming improvements at the main downtown intersection of Route 53, Route 102, and North Water Street was also recommended as a way to reduce crossing distances and increase visibility of pedestrians at the intersection.

Finally, the plan calls for the implementation of local bicycle facilities along local roads, including Kankakee Street, Main Street, Jackson Street, Park Street, Barnes Drive, and Kahler Road. Providing connections to regional bicycle routes and open space destinations are also proposed, including prioritizing connections to Midewin National Tallgrass Prairie and Kankakee River State Park. Continued coordination with local, regional, and state partners is encouraged in order to work towards truly regional bikeway connectivity for the City of Wilmington.

How this plan influenced or relates to the Will County SAP:

There are no roadways within the City of Wilmington that are represented on the Will County SAP HIN. However, there are still opportunities to improve safety along roadways in and through Wilmington using the countermeasure toolbox. Applying appropriate safety countermeasures based on road type can result in slower speeds at important pedestrian crossings and along future bicycle facilities, improving short-term and long-term safety outcomes.

5.9 City of Wilmington ADA Transition Plan (2016)

The City of Wilmington adopted an ADA Transition Plan ordinance in July 2016. The ordinance states that the City “intends to bring all of its sidewalks and curb ramps into compliance with ADA standards as funds are available,” and that “the City has determined that to effectively comply with the provisions of the Act the City will be divided into five zones with the goal to bring each zone on a consecutive basis into compliance within a two year time span.” Included in the ordinance is a map of areas with completed sidewalks and the boundaries of the five zones identified in the ordinance language. A more comprehensive ADA Transition Plan that notes the non-compliant infrastructure and a prioritization process to address accessibility issues would be a positive step for the City to improve upon this previously adopted plan.

How this plan influenced or relates to the Will County SAP:

ADA-compliance is an important factor in whether people with disabilities can travel safely in Will County. Projects to improve pedestrian accessibility through the implementation of sidewalks and safer crossings are included. Also, recommendations around sidewalk gap analyses and modernization of crossings with accessible pedestrian signals (APS) are also included in the SAP.

If progress hasn't been made on the City of Wilmington's plan to bring each of the five zones into compliance, a refreshed ADA Transition Plan with a new goal should be prioritized.

5.10 City of Wilmington Comprehensive Plan (2008)

The City of Wilmington Comprehensive Plan was adopted in September 2008. While somewhat dated, the plan addressed the topics of land use planning and transportation planning within the City of Wilmington. Specifically related to transportation, the plan provides planning guidelines for major thoroughfares, secondary thoroughfares, collector thoroughfares, and local streets. While safety is not explicitly stated, there are recommendations for thoroughfares that have impacts on safety, including limiting the number of curb/driveway cuts, limiting access points through shared entrances and drives, providing signalization (where warranted), and integrating pedestrian and bicycle facilities. The plan also states that all new developments should include pedestrian-friendly facilities and that the City should plan to add sidewalks where they are currently not existing to increase pedestrian connectivity. Specific bike path connections to the Wauponsee Glacial Trail and Midewin Nation Tallgrass Preserve are called out, with bicycle paths are recommended on the collector street network, in particular.

How this plan influenced or relates to the Will County SAP:

There are no roadways within the City of Wilmington that are represented on the Will County SAP HIN and because of this there are no specific safety improvement locations identified within the City of Wilmington. However, recommendations to conduct a sidewalk gap analysis and an updated Will County bike plan would help make progress towards a more robust plan to improve pedestrian and bicycle safety and connectivity within the City of Wilmington. The Will County SAP countermeasure toolbox can be used to support these planning efforts in the future.