



WILL COUNTY SAFETY ACTION PLAN

PRIORITY SAFETY PROJECT BRIEFS

December 2025 | WSP

SAFE TRAVEL FOR ALL

CRASH SEVERITY

Crash severity is a way to classify how serious a crash is, based on the level of injury. The KABC scale runs from least severe (C or O: possible or no injury) to most severe (K: fatal), providing a consistent method for safety analysis and prioritizing improvements.

For the purposes of this report, Crash severity can be identified as:

- K Fatal Injury** Any injury that results in death within a 30 day period after the crash occurred.
- A Incapacitating Injury** Any non-fatal injury that prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Hospitalization is usually required.
- B Non Incapacitating Injury** Any injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment. Although, hospitalization is usually not required.
- C Possible Injury** Any injury reported or claimed which is not visible.

MOST SEVERE



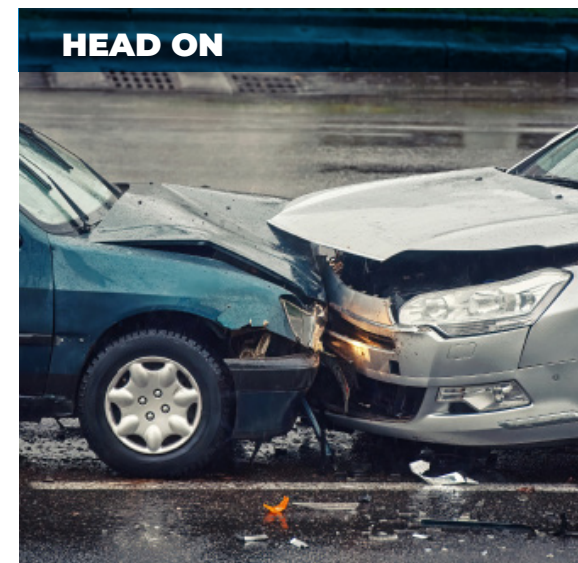
LEAST SEVERE

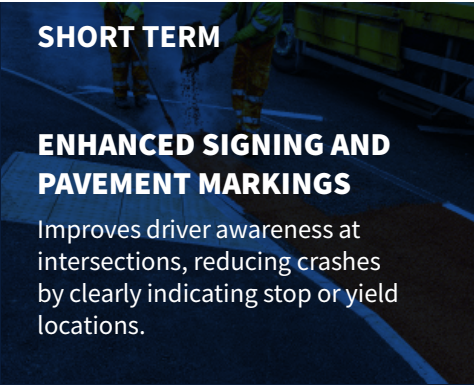
COLLISION TYPES

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

For the purposes of this report, all defined crash types were grouped into the following 8 categories:

- 1 Angle** includes Angle and Turning crashes.
- 2 Backing** includes Rear to Front, Rear to Side, and Backing crashes.
- 3 Bike/Ped** includes Pedestrian and Pedalcyclist crashes.
- 4 Head On** includes Front to Front and Head On crashes.
- 5 Object/Animal** includes Animal, Fixed Object, Other Object, and Parked Motor Vehicle crashes.
- 6 Other** includes Other Non-Collision and Train crashes.
- 7 Rear End** includes Front to Rear and Rear End Crashes.
- 8 Sideswipe** includes Sideswipe Same Direction and Sideswipe Opposition Direction crashes.





SHORT TERM

ENHANCED SIGNING AND PAVEMENT MARKINGS

Improves driver awareness at intersections, reducing crashes by clearly indicating stop or yield locations.



SHORT TERM

HIGHLY VISIBLE CROSSWALKS

Uses bold patterns to increase pedestrian visibility, improving yielding and reducing crash risk.



SHORT TERM

IMPROVE SIGHT DISTANCE

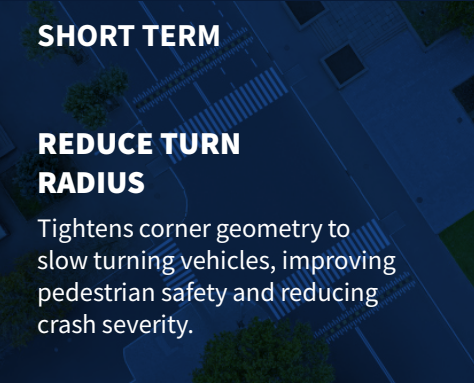
Removes obstructions and adjusts geometry to enhance visibility, reducing intersection conflicts and crashes.



SHORT TERM

POSITIVE OFFSET LEFT TURN LANES

Offsets lanes to improve sightlines for left turns, reducing angle and head-on collisions.



SHORT TERM

REDUCE TURN RADIUS

Tightens corner geometry to slow turning vehicles, improving pedestrian safety and reducing crash severity.



SHORT TERM

SIGNAL IMPROVEMENTS

Upgrades timing and hardware to enhance compliance, reducing crashes and improving multimodal safety.



SHORT TERM

TEMPORARY TRAFFIC SIGNALS

Controls alternating traffic during work zones, improving safety and reducing wrong-way movements.



SHORT TERM

VISIBLE POLICE PRESENCE

High-visibility enforcement deters risky driving behaviors, improving compliance and reducing crashes.



SHORT - MEDIUM TERM

IMPROVED LIGHTING

Provides adequate illumination at crossings and intersections, reducing nighttime crashes and enhancing security.



MEDIUM TERM

AUTOMATED SPEED ENFORCEMENT

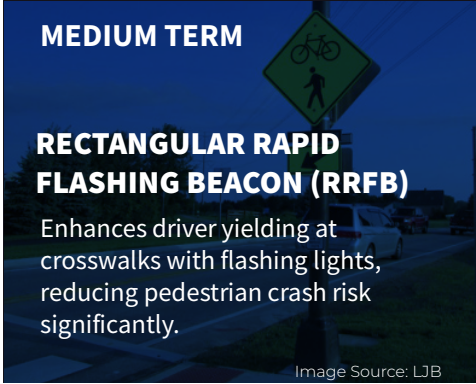
Uses speed cameras to enforce limits, reducing speeding-related crashes and improving safety systemically.



MEDIUM TERM

MEDIANS + PEDESTRIAN REFUGE ISLANDS

Offers safe waiting areas for pedestrians, reducing exposure and improving crossing safety on multilane roads.



MEDIUM TERM

RECTANGULAR RAPID FLASHING BEACON (RRFB)

Enhances driver yielding at crosswalks with flashing lights, reducing pedestrian crash risk significantly.

Image Source: LJB



MEDIUM TERM

SPEED MANAGEMENT

Implements traffic calming and enforcement to lower speeds, reducing crash severity and improving safety.



MEDIUM TERM

TRUCK ROUTE PLANNING

Designates safe routes for heavy vehicles, reducing conflicts and improving safety in pedestrian areas.



MEDIUM - LONG TERM

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

Provides audible and tactile cues for pedestrians, improving accessibility and crossing safety.



MEDIUM - LONG TERM

LEADING PEDESTRIAN INTERVAL (LPI)

Gives pedestrians a head start at signals, reducing conflicts and improving intersection safety.



LONG TERM

NEW TRAFFIC SIGNALS

Installs signals at warranted locations to manage conflicts, improving safety and reducing severe crashes.



LONG TERM

BICYCLE FACILITIES

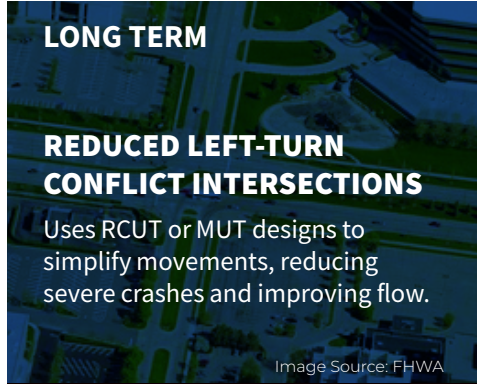
Adds dedicated lanes or paths, reducing bike-vehicle conflicts and improving cyclist safety.



LONG TERM

DEDICATED TURN LANES

Separates turning traffic from through lanes, reducing rear-end and angle crashes at intersections.

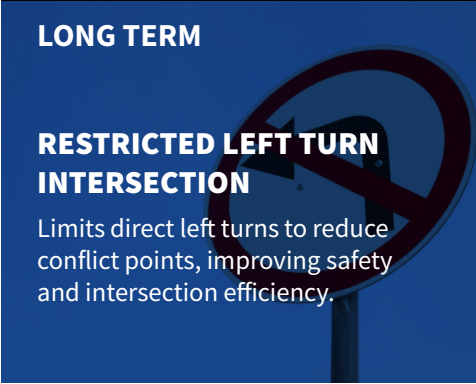


LONG TERM

REDUCED LEFT-TURN CONFLICT INTERSECTIONS

Uses RCUT or MUT designs to simplify movements, reducing severe crashes and improving flow.

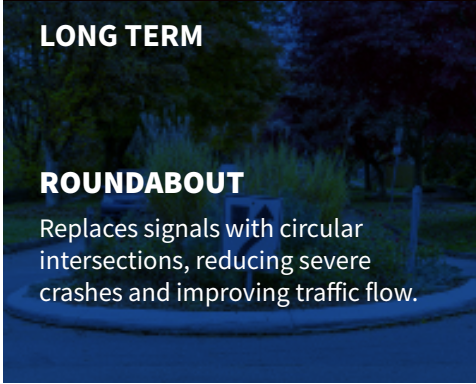
Image Source: FHWA



LONG TERM

RESTRICTED LEFT TURN INTERSECTION

Limits direct left turns to reduce conflict points, improving safety and intersection efficiency.



LONG TERM

ROUNDAABOUT

Replaces signals with circular intersections, reducing severe crashes and improving traffic flow.



LONG TERM

ROUNDAABOUT WITH TRUCK APRONS

Accommodates large vehicles while maintaining safety benefits of roundabouts for all users.



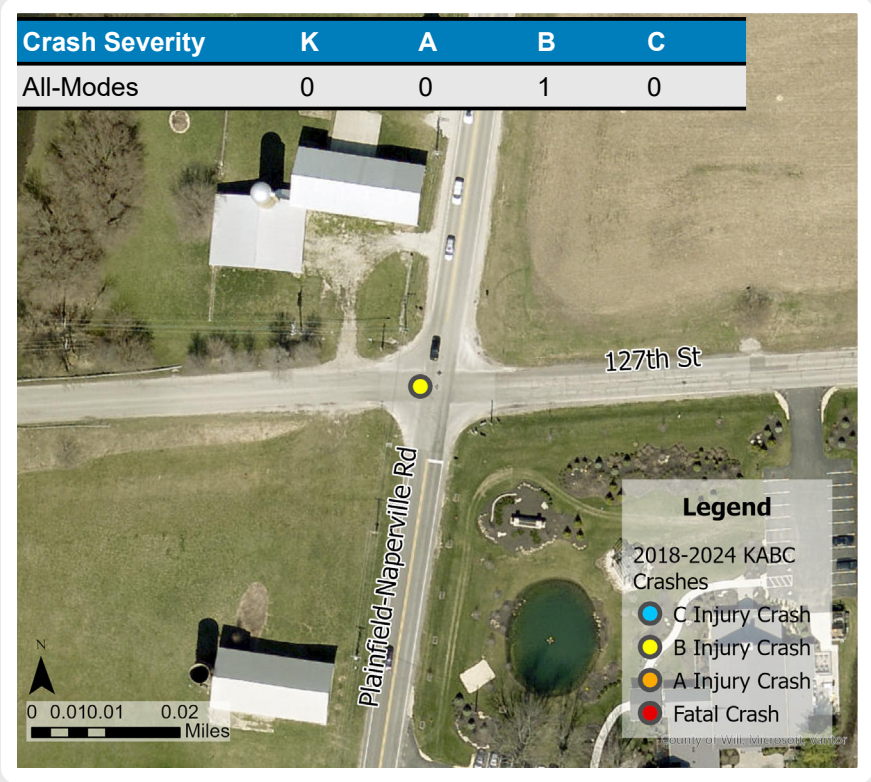
LONG TERM

SIDEWALKS

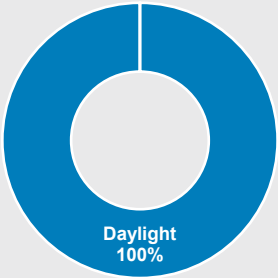
Provides dedicated pedestrian space, reducing exposure to traffic and improving walkability and safety.

INTERSECTION PROFILE: CH 14 (PLAINFIELD-NAPERVILLE ROAD) AT 127TH STREET

EXISTING CONDITIONS:



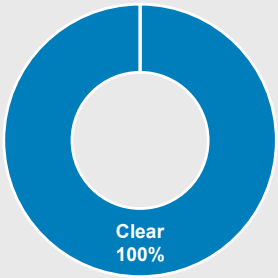
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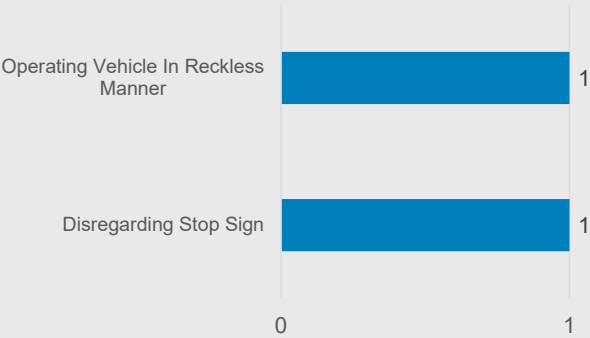
Collision Type



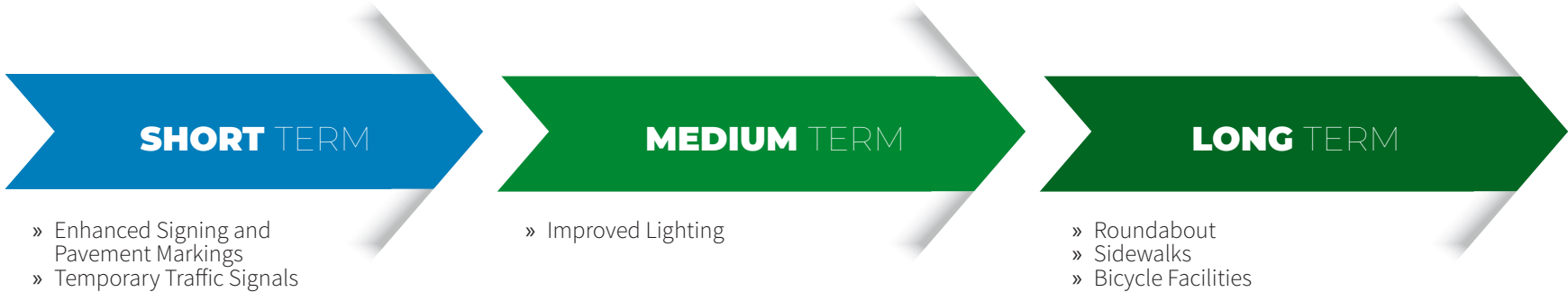
Weather Condition



Contributing Factors

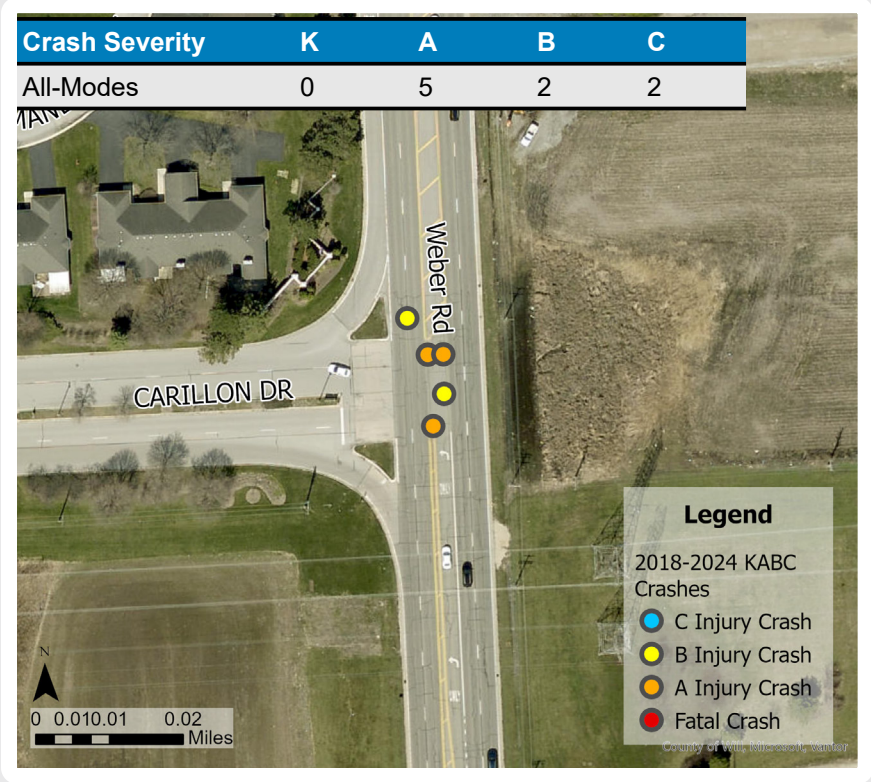


RECOMMENDED IMPROVEMENTS:

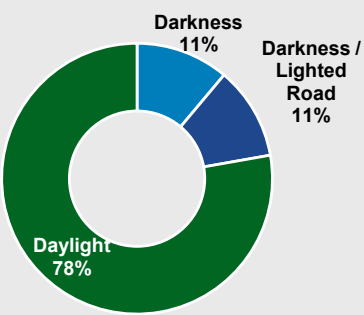


INTERSECTION PROFILE: CH 88 (WEBER ROAD) AT SOUTH CARILLON DRIVE

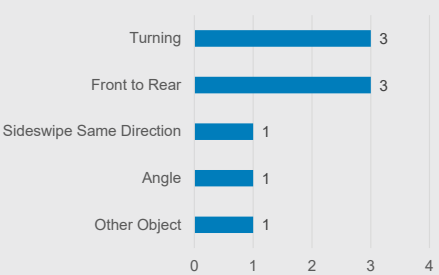
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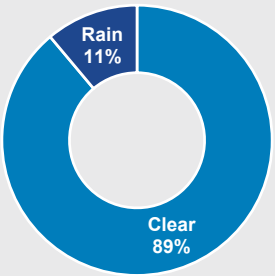
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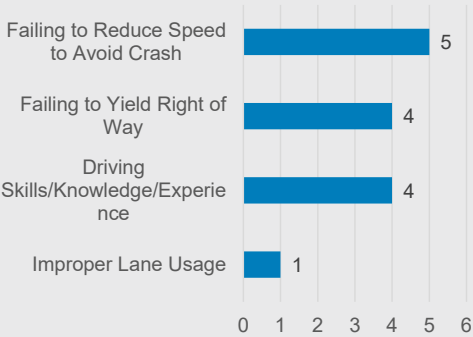
Collision Type



Weather Condition



Contributing Factors



RECOMMENDED IMPROVEMENTS:

SHORT TERM

- » Reduce Turn Radius
- » Visible Police Presence

MEDIUM TERM

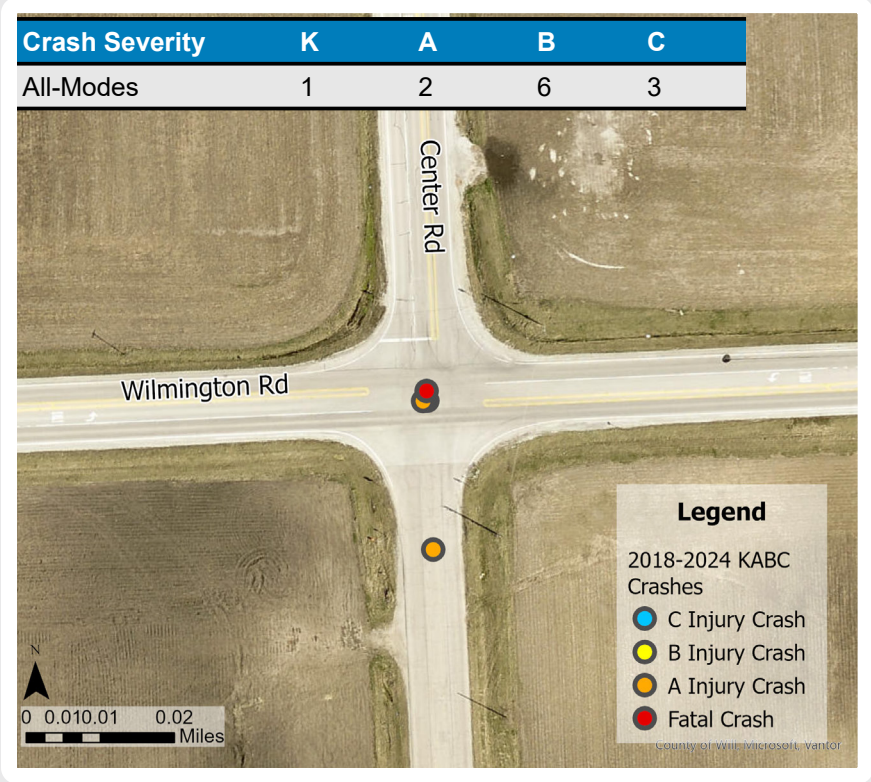
- » Improved Lighting
- » Automated Speed Enforcement

LONG TERM

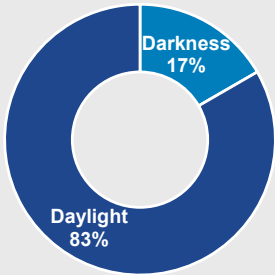
- » Add Traffic Signals
- » Restricted Left Turn Intersection
- » Sidewalks
- » Bicycle Facilities

INTERSECTION PROFILE: CH 19 (CENTER ROAD) AT CH 25 (WILMINGTON-PEOTONE ROAD)

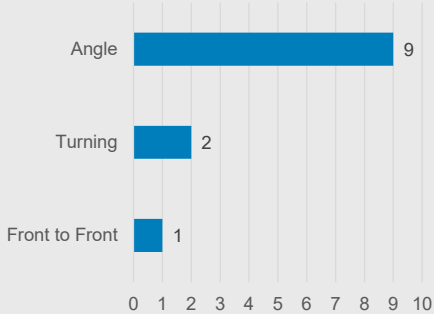
EXISTING CONDITIONS:



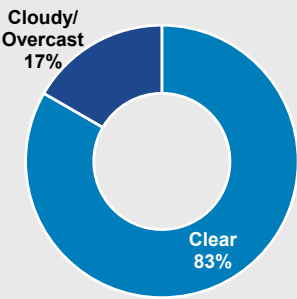
Lighting Condition



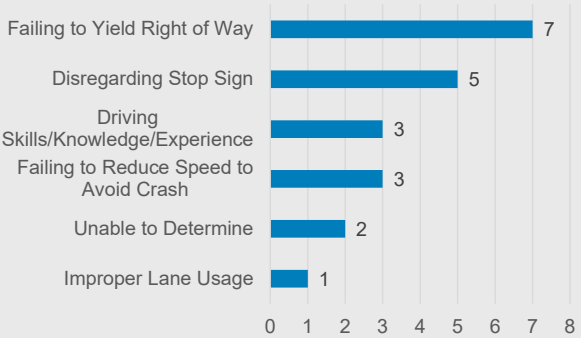
Collision Type



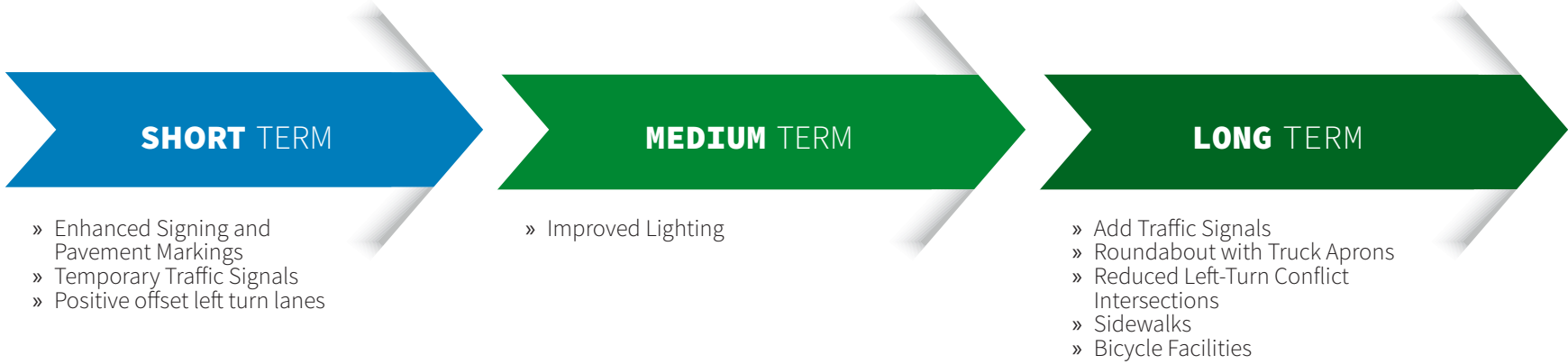
Weather Condition



Contributing Factors

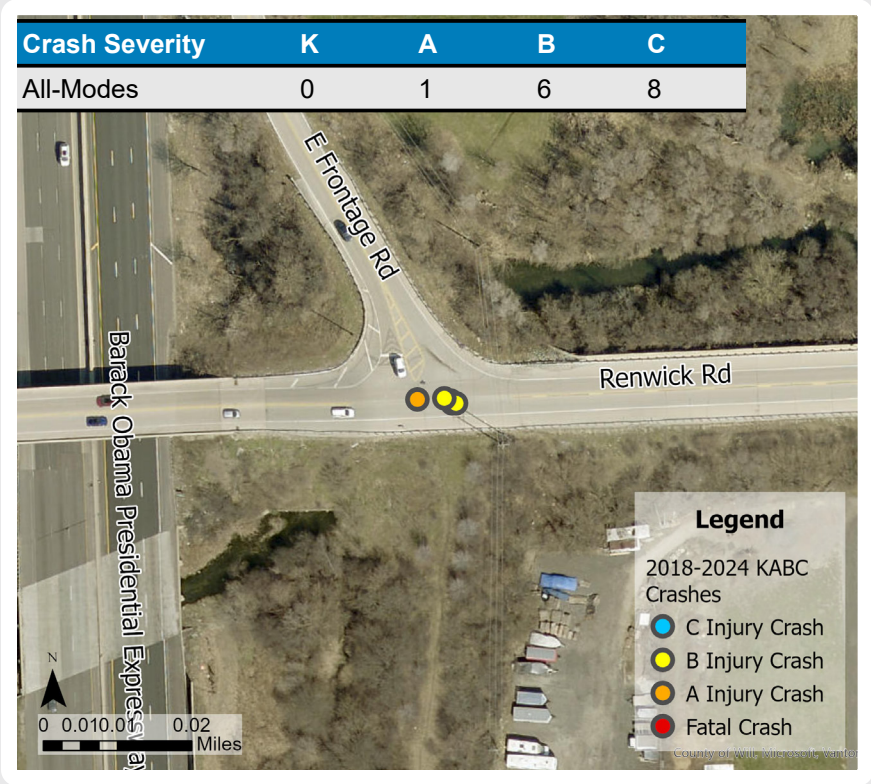


RECOMMENDED IMPROVEMENTS:

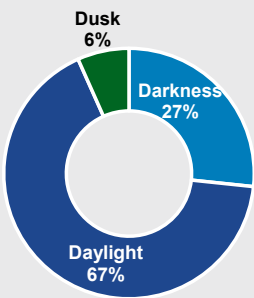


INTERSECTION PROFILE: CH 36 (RENNICK ROAD) AT EAST I-55 FRONTAGE ROAD

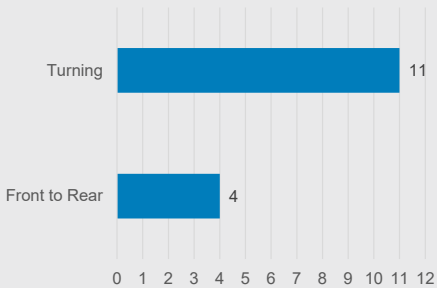
EXISTING CONDITIONS:



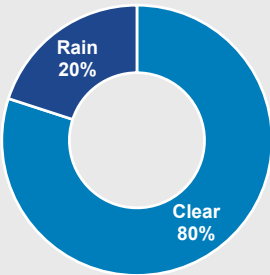
Lighting Condition



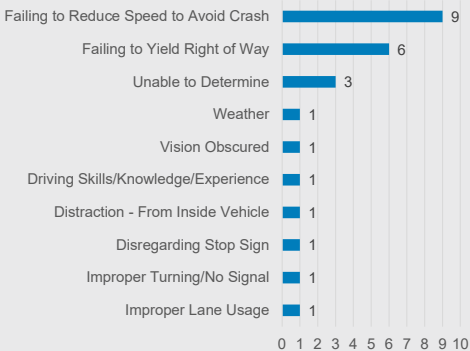
Collision Type



Weather Condition



Contributing Factors



RECOMMENDED IMPROVEMENTS:

SHORT TERM

- » Improve Sight Distance
- » Enhanced Signing and Pavement Markings

MEDIUM TERM

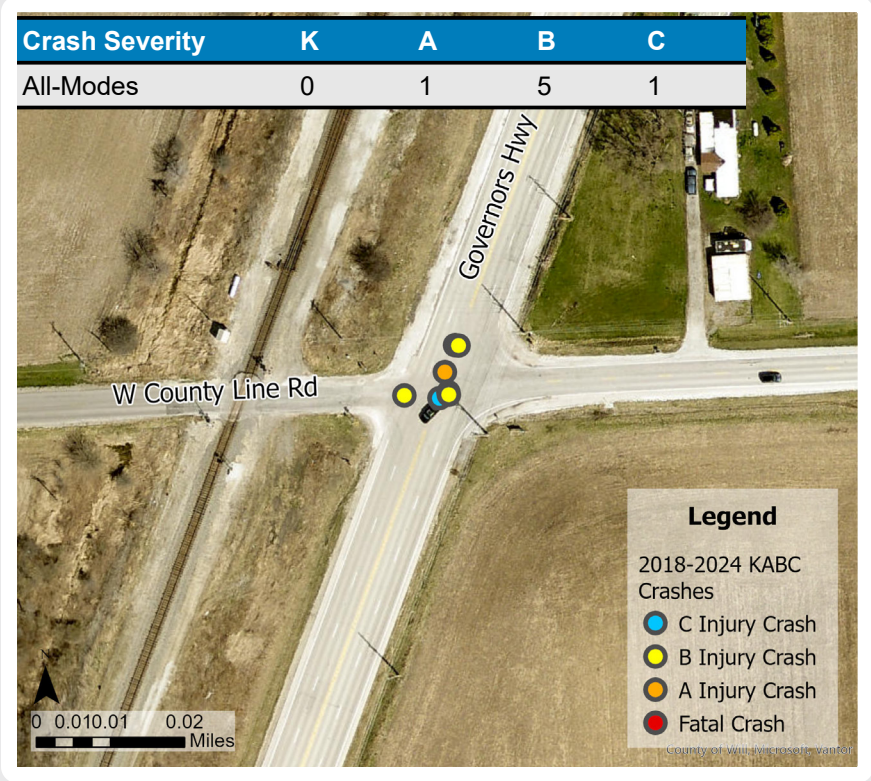
- » Improved Lighting
- » Speed Management

LONG TERM

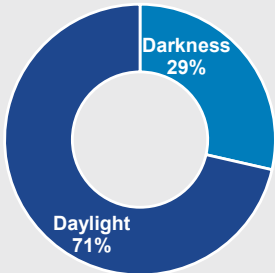
- » Add Traffic Signals
- » Dedicated turn lanes
- » Roundabout
- » Sidewalks
- » Bicycle Facilities

INTERSECTION PROFILE: IL ROUTE 50 AND COUNTY LINE ROAD

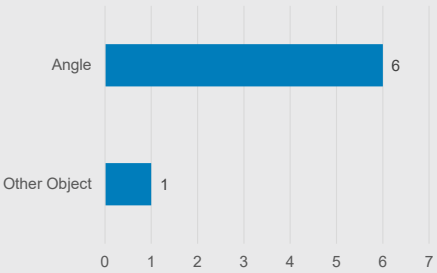
EXISTING CONDITIONS:



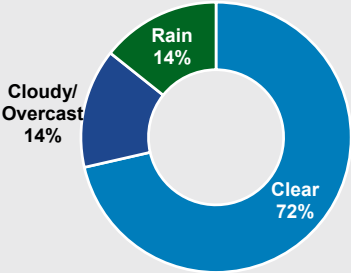
Lighting Condition



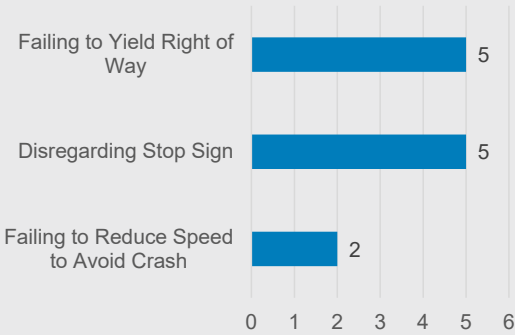
Collision Type



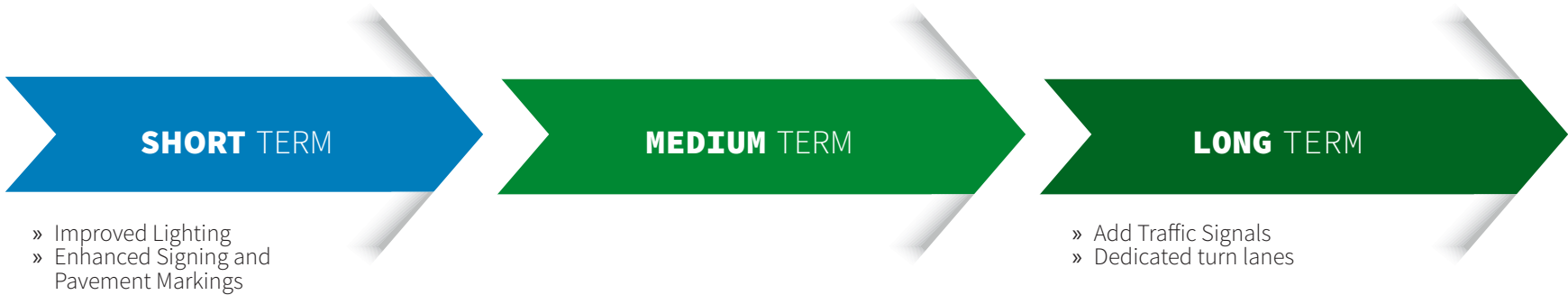
Weather Condition



Contributing Factors

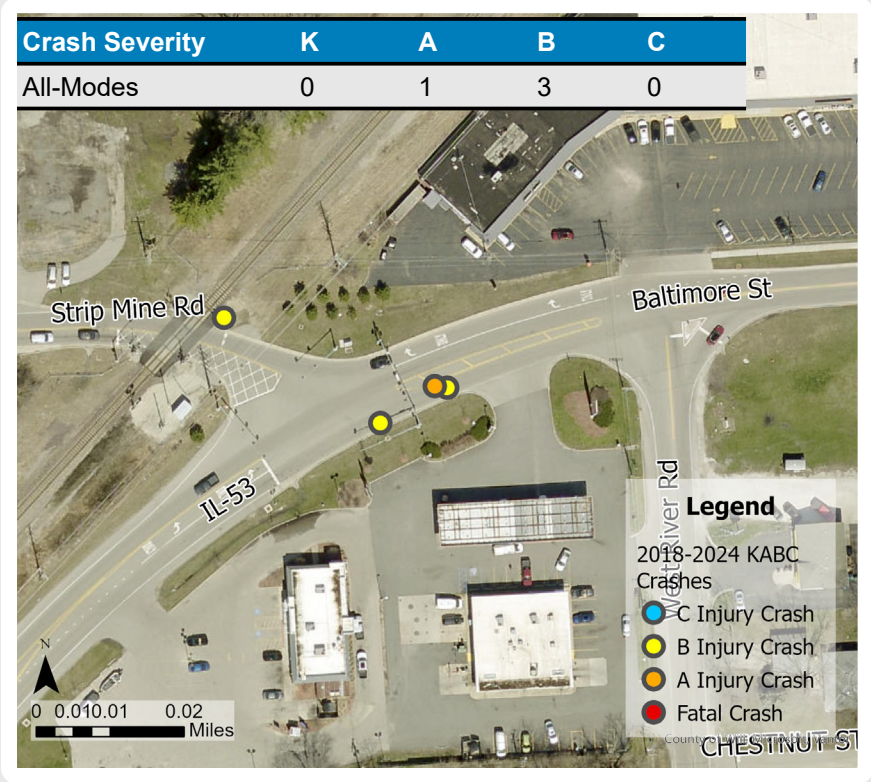


RECOMMENDED IMPROVEMENTS:

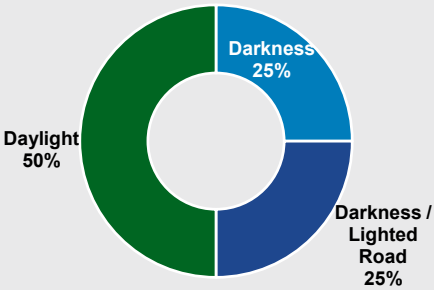


INTERSECTION PROFILE: CH 29 (STRIP MINE ROAD) AND IL ROUTE 53

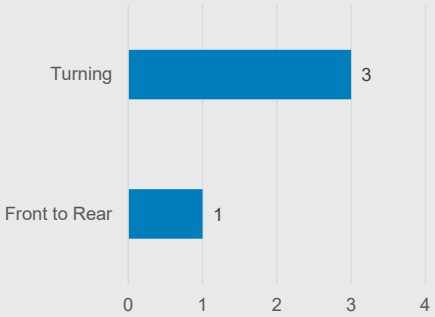
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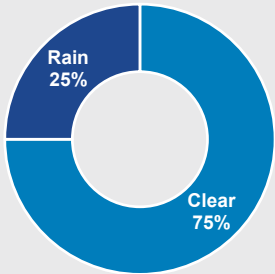
Lighting Condition



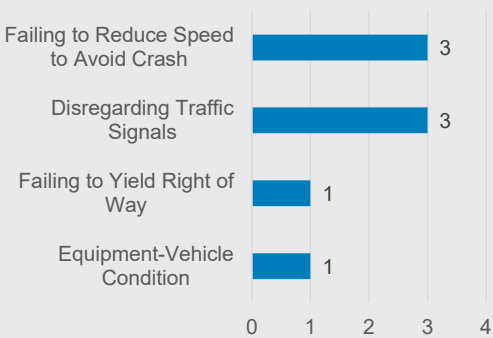
Collision Type



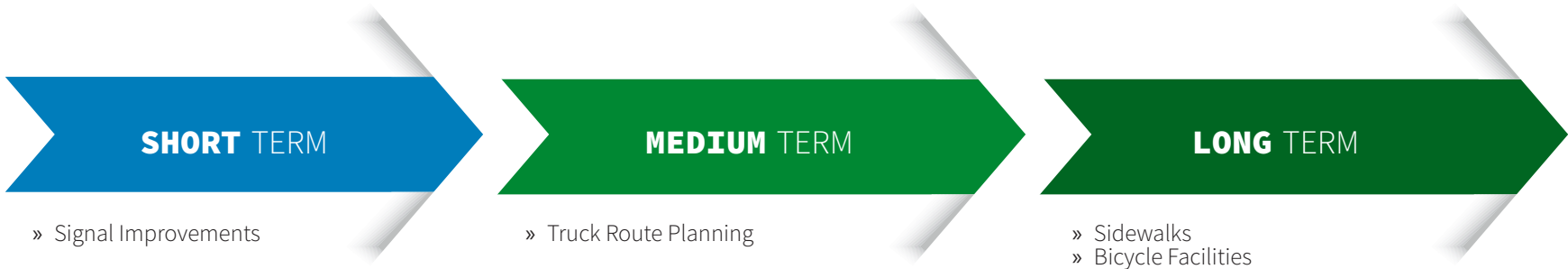
Weather Condition



Contributing Factors

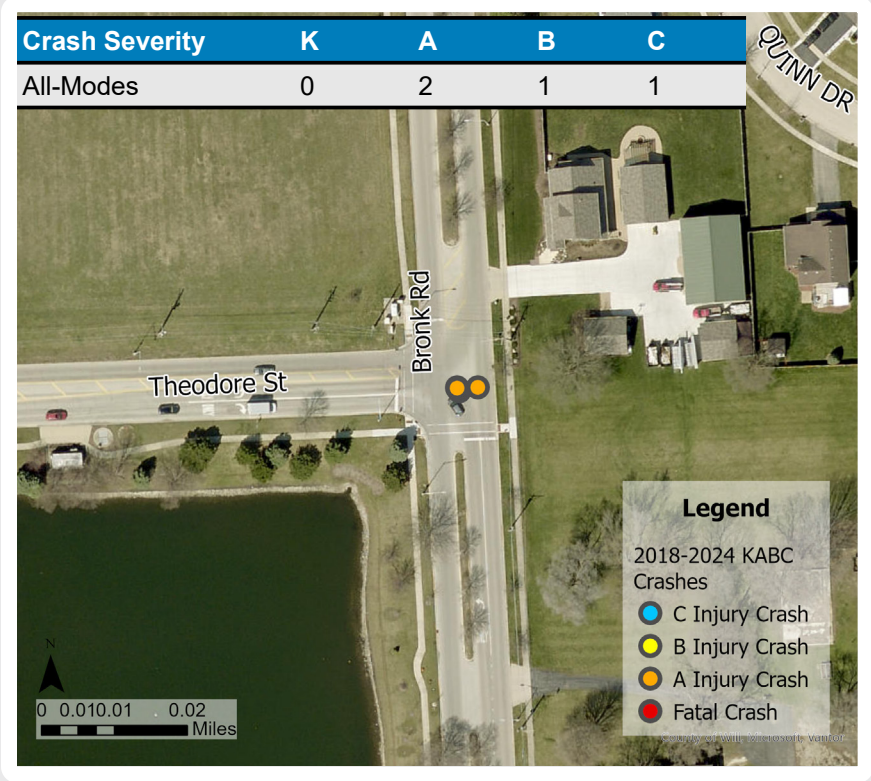


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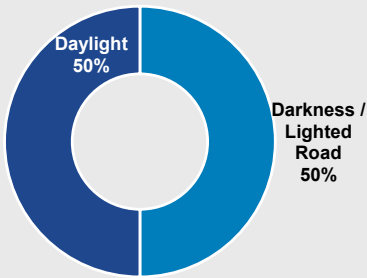


INTERSECTION PROFILE: BRONK ROAD AND THEODORE STREET

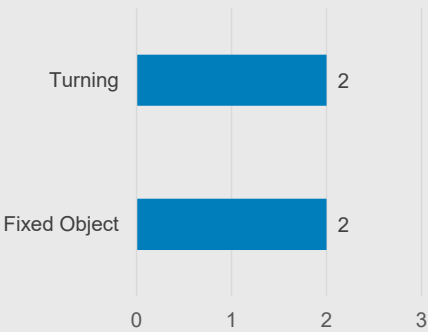
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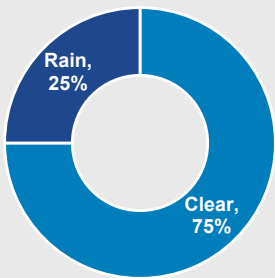
Lighting Condition



Collision Type



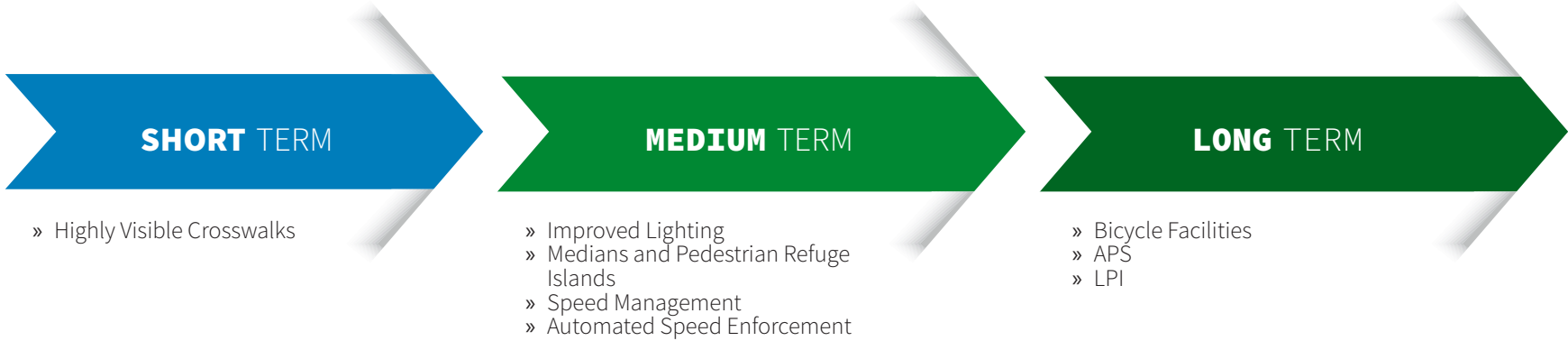
Weather Condition



Contributing Factors

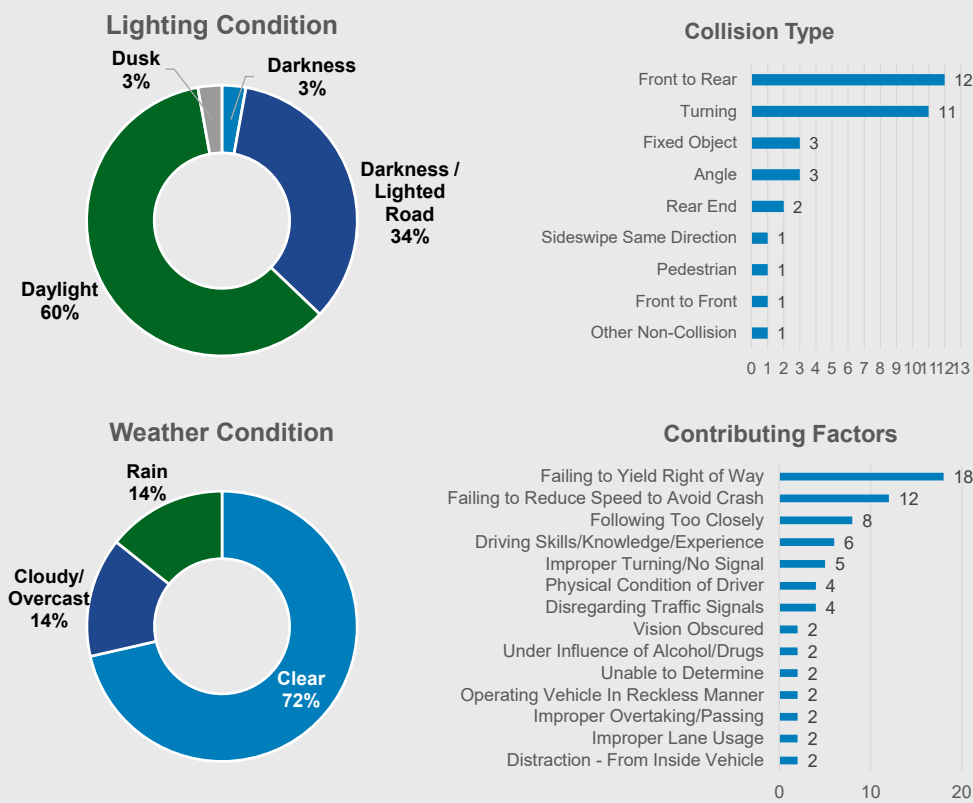
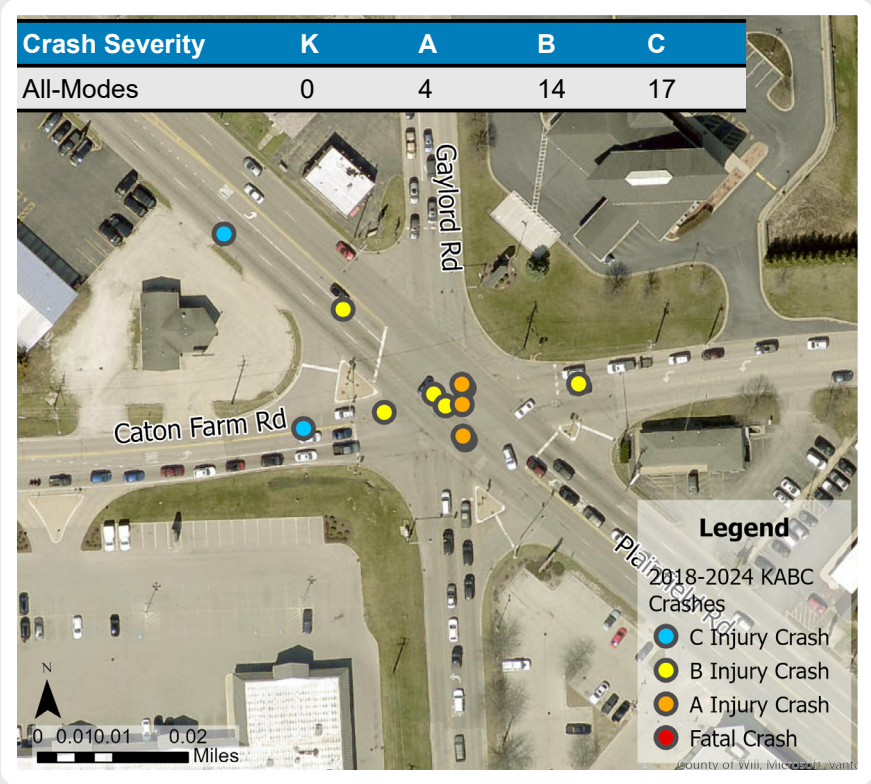


RECOMMENDED IMPROVEMENTS:

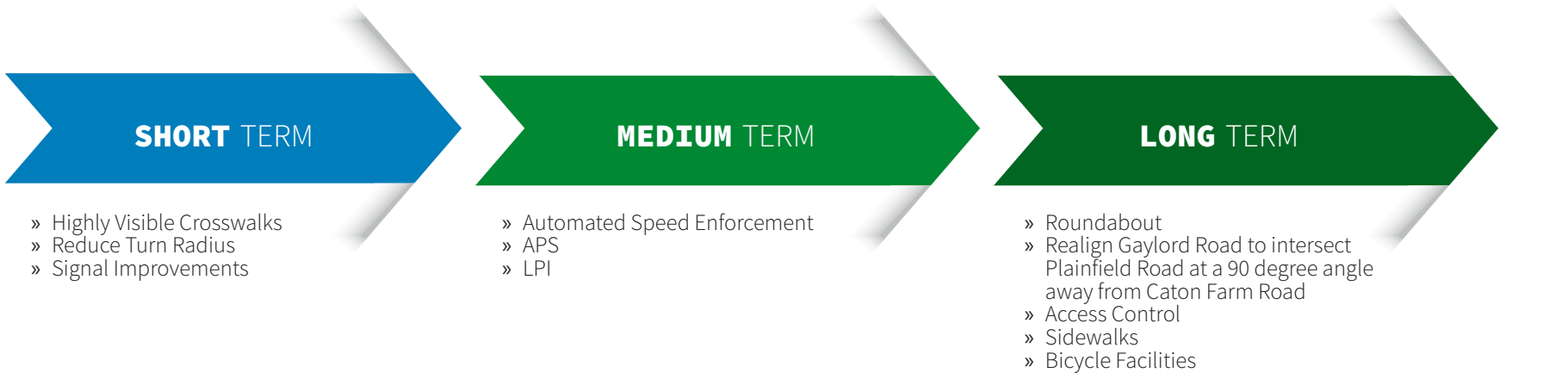


INTERSECTION PROFILE: US 30 (PLAINFIELD ROAD) AND CATON FARM ROAD AND GAYLORD ROAD

EXISTING CONDITIONS:

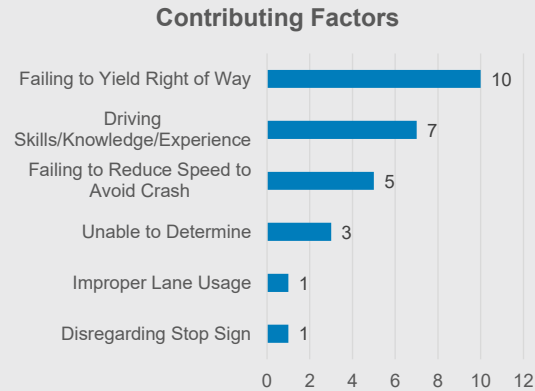
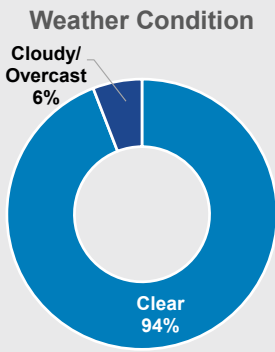
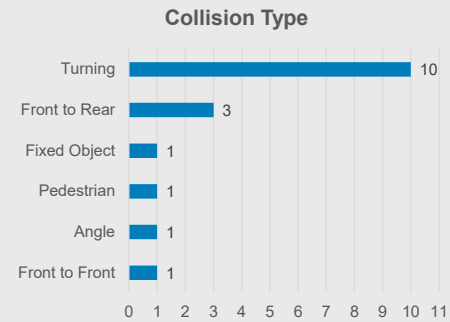
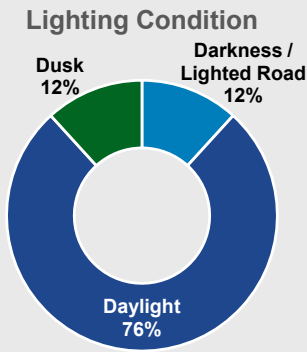
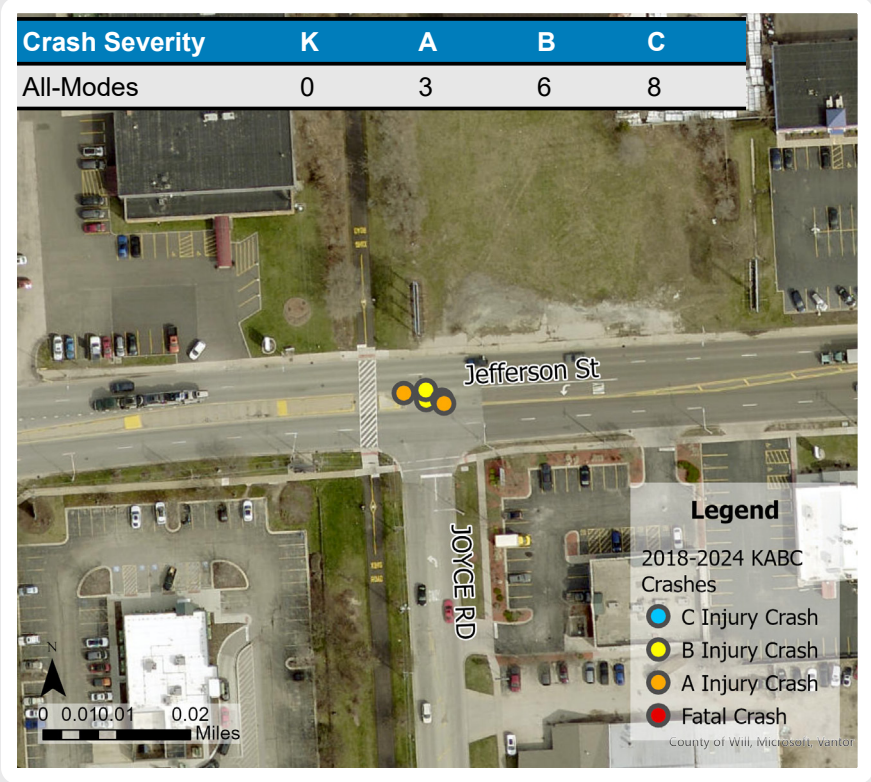


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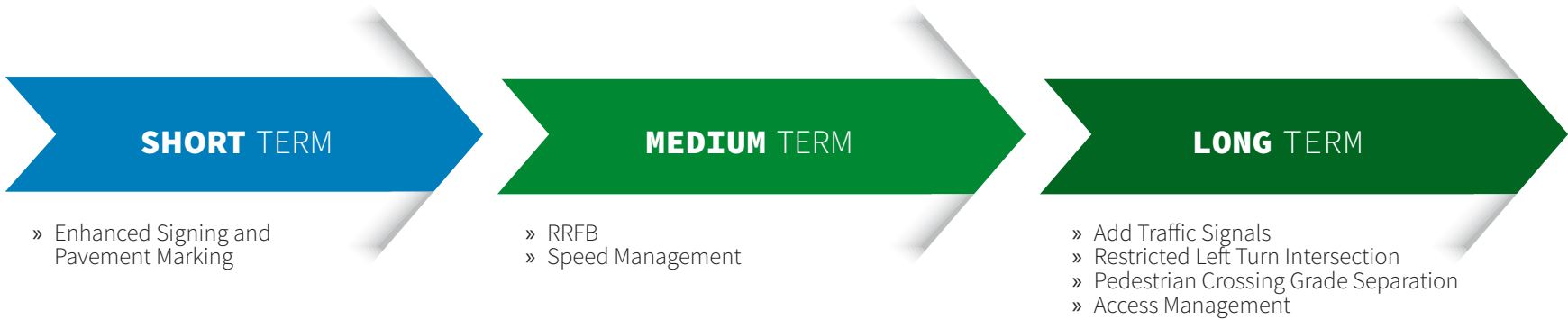


INTERSECTION PROFILE: US 52 (JEFFERSON STREET) AND JOYCE ROAD

EXISTING CONDITIONS:

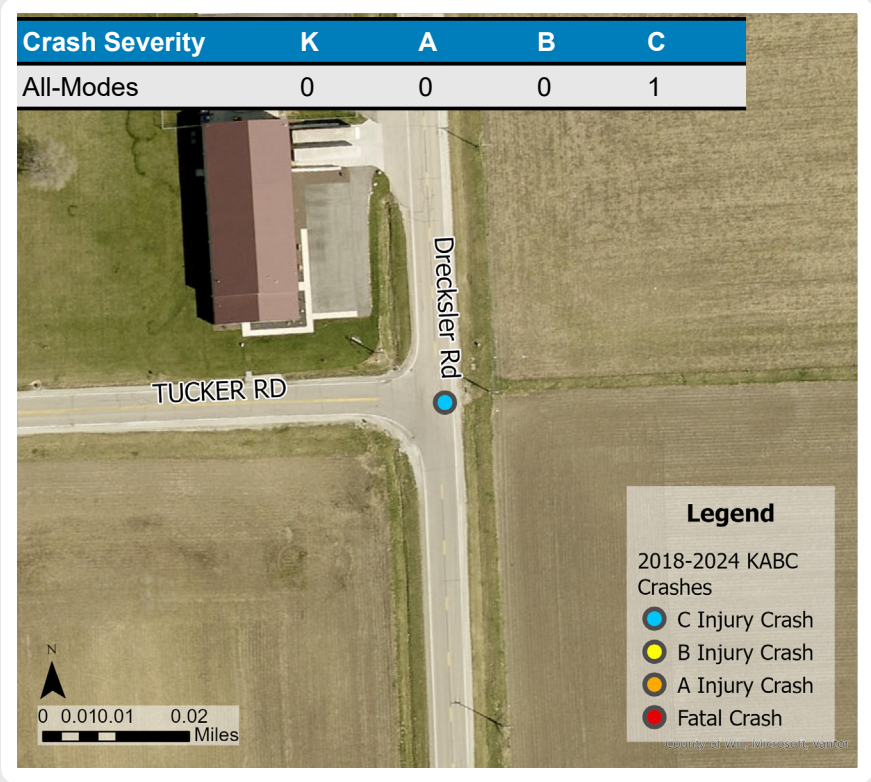


RECOMMENDED IMPROVEMENTS:

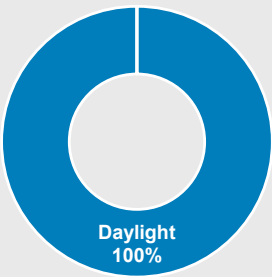


INTERSECTION PROFILE: CH 25 (WILMINGTON-PEOTONE ROAD) AT DRECKSLER ROAD

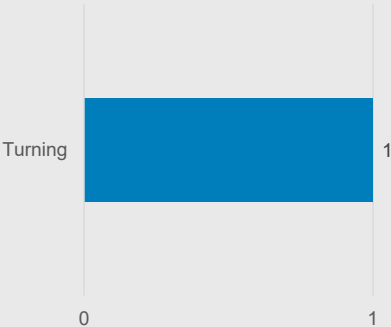
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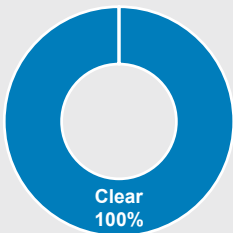
Lighting Condition



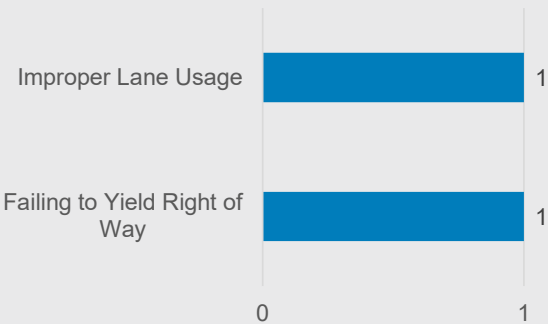
Collision Type



Weather Condition



Contributing Factors



RECOMMENDED IMPROVEMENTS:

