



WILL COUNTY SAFETY ACTION PLAN

SAFETY STEERING COMMITTEE FRAMEWORK

December 2025 | WSP

SAFE TRAVEL FOR ALL

Recommended Steps Towards Implementing a Safety Steering Committee in Will County, IL

In 2025, with the approval of the County's Safety Action Plan (SAP), the Will County Executive office and the Will County Department of Transportation (WCDOT), along with the Will County Board; Illinois Department of Transportation (IDOT); and Chicago Metropolitan Agency for Planning (CMAP), set an ambitious goal to **eliminate all serious injuries and fatalities on roadways within Will County by 2040**. The Plan and its goal come at a pivotal time when an average of 55 fatal crashes occur each year county-wide. To achieve the Vision Zero goal, Will County seeks to implement the strategies laid out in its SAP. As a first step, a Safety Steering Committee consisting of representatives from across the county in various industries and with various interests will be convened.

This document defines the recommended committee structure and the tasks that should be pursued in the first year of the Committee's creation.



Forming the Safety Steering Committee

23 stakeholders representing various municipal, advocacy, and first responder organizations, supported the development of the Safety Action Plan. During the Plan's development, four Steering Committee meetings were held at key project milestones to gather feedback and direction. As we move forward into the implementation phase, the purpose of the Steering Committee must evolve from plan creation to strategy implementation.

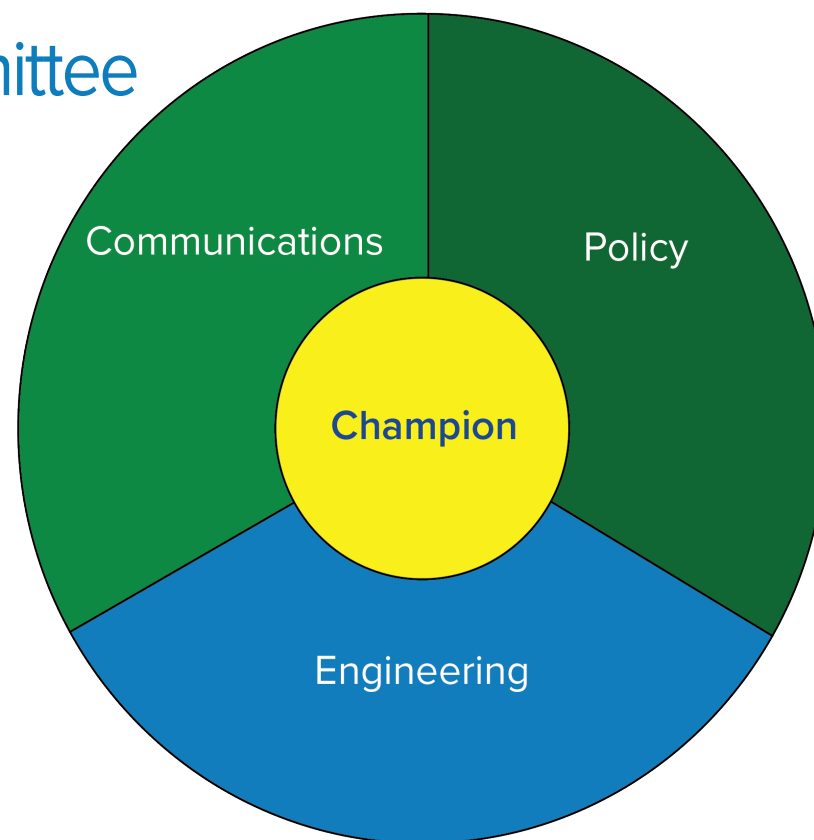
Committee Leadership and Members

The Steering Committee should be led by a single **champion** responsible for overseeing progress and holding members accountable for tasks assigned to them.

The Steering Committee will be staffed by **supporters, influencers, and implementors** with various backgrounds and expertise. Roles and responsibilities for each of these committee members should be selected in a way that highlights their strengths and positions them for success.

Committee Structure

Meeting the County's Vision Zero goal will take a multi-faceted approach that combines elements of policy, communications, and engineering. Goals and strategies should each fall into one of these three categories to be focused on by a subset of the steering committee whose role and interests most closely align with those specific goals and strategies.



Thoughts on Subcommittee Inclusion:

It will be helpful to determine early on what subcommittee structure would work best for Will County. A “hard” subcommittee structure would involve members meeting externally outside of the larger group but reporting back to the champion on progress made during full committee meetings. A “soft” structure would include all members in all meetings.

The benefit to the “hard” approach is that members can spend more time focused on topics of relevance to them.

Implementation Plan

Getting Started

The Champion should begin the committee's creation by developing a list of supporters, influencers, and implementors that should be involved with driving forward the priority actions defined in the SAP's implementation plan. This list should include representatives from Will County, CMAP, IDOT, the Emergency Medical Services community, and municipalities within Will County. With the overarching Vision Zero goal in place and a set of SAP implementation strategies defined, the path to progress is possible. This process will be full of trial and error; the following are recommended steps for the first year following committee creation. Each recommendation comes directly from the list of strategies defined in the SAP and further sorted into the Steering Committee Strategies Spreadsheet (Appendix A). Where applicable, the corresponding action number has been included.

Task 1: Up and Running (Months 1 - 3)



Task 2: Building the Foundation (Months 4 - 6)



Task 3: Turning Outward (Months 7 - 9)



Task 4: Institutionalizing Safety (Months 10 - 12)

Task 1: Up and Running

Task 1 focuses on the initial phase of implementation (1-3 months), focusing on building momentum and laying the foundation for long-term success. During the first three months, the priority is to convene the committee, establish clear roles, and set expectations for the rest of the year. This stage emphasizes early wins and visible progress. Convene the committee and document its purpose. The champion should develop a roadmap for the next year and bring the group up to speed on the goals and expectations of the next 365 days. [1.C, 3.D, 8.E, 9.A, 9.B]

Task 1 Recommendations

Corresponding Action Number	Proposed Task	Notes
4.B	Introduce the Will County SAP for anyone unfamiliar	Spend time discussing the Vision Zero goal, Safe System Approach, and provide an overview of the Implementation Section.
4.E	Provide information on the Road Safety Audit (RSA) conducted in December 2025 and the plan for future ones	In the future, conduct three RSAs per year for the next three years.
	Celebrate existing safety wins	Ask committee members to begin compiling a list of safety related achievements from 2025. Focus on the Safe System. This will become the foundation of annual reporting and goal tracking. Some examples include: • Safe Users: # of cohorts for Will County Traffic Safety School • Safe Vehicles: Miles of new truck routes built to keep heavy vehicles out of areas with sensitive land uses • Safe Speeds: # of speed feedback signs deployed or # of “low speed zones” implemented • Safe Roads: # of signal backplates installed, streetlight bulbs changed, # of miles of new trails, sidewalks or bike lanes • Post Crash Care: Any updates to the data reporting system
	Setup committees that aligns with members’ interests and expertise	The committees should focus on communication, engineering, and policy.

Task 2: Building the Foundation

In task 2, the committee shifts from planning to action by rolling out target safety campaigns and developing systems to track progress. The primary focus is on public engagement, policy updates, and the creation of tools to monitor and communicate safety improvements. By addressing dangerous driving behaviors, updating key ordinances, and prioritizing multimodal infrastructure, the committee can strengthen the foundational support needed for lasting changes across Will County.

Task 2 Recommendations

Corresponding Action Number	Proposed Task	Notes
	Review the Steering Committee Strategies Spreadsheet and assign responsibilities	The spreadsheet should form the foundation for what the steering committee strives to accomplish.
8.C	Develop a template for annual progress reporting	Track crash trends each year and report out to the public (see Boward County for example). Include near-misses as a data point.
2.A - 2.5, 4.G, 5.A - 5.D, and 9.C	Create a Safe Travel for All - Will County Website	The website should include: - the full list of actions taken towards building a safer travel network and track progress on them, - a web-map showing crashes and near misses, - and the order in which each action should be accomplished.
1.B	Launch a traffic safety marketing campaign	The campaign should target dangerous driving behaviors and key safety topics - like speeding, red light running, impaired and distracted driving, pedestrian safety, and work zone safety.

Task 3: Turning Outward

With foundational systems in place, task 3 focuses on expanding its reach to the broader community and partner organizations, emphasizing a shared culture of safety, piloting new projects, and implementing corridor safety projects. This also includes an emphasis on training sessions, educational initiatives, and rapid development of safety improvements to help build community capacity and support amongst stakeholders.

Task 3 Recommendations

Corresponding Action Number	Proposed Task	Notes
3.A	Share the culture of safety with others outside the steering committee	Launch the Will County Traffic Safety School to emphasize the importance of education and awareness of safe driving behaviors.
3.B	Develop and implement a Safe System pilot workflow	
1.A, 3.G, and 3.H	Hold Safe System training session for WCDOT and municipal Department of Transportation (DOT) staff	At the session, equip them with necessary tools to review emerging safety literature and best practices.
4.F	Conduct quick build training for DOT and municipal maintenance staff	
4.D	Implement at least three corridor safety projects per year on High-Injury Network corridors	The Project Briefs should be used as a starting point.
8.A	Deploy quick build safety improvements at fatal crash locations where possible	These projects will help to gain support from the community. Pair their rollout with the traffic safety marketing campaign.

Task 4: Institutionalizing Safety

Task 4 focuses on establishing long-term (10-12 months) action items within the following strategies listed below; intended to embed safety practices into the county's transportation system. These initiatives are designed to create sustainable improvements beyond the initial implementation phase.

Task 4 Recommendations

Corresponding Action Number	Proposed Task	Notes
1.D	Launch Safe Routes to School in-class education programs for students and faculty	Some of our community's most vulnerable roadway users are children. Meet them where they are to share important information about transportation safety and what to be aware of when walking and rolling in their neighborhood.
2.F	Advocate at the state level for automated enforcement	Automated enforcement is a valuable tool in the fight against fatal and severe injury crashes but is often sidelined due to lack of political will.
7.A and 7.D	Develop a plan to transition the Will County vehicle fleet and vehicles of municipalities within Will County to updated safety standards	"Safer vehicles" is an often-overlooked slice of the Safe System pie chart. Making safety-focused decisions about new vehicle purchases and existing vehicle retrofits can save lives.
7.B	Consider what opportunities exist to improve the safety of contractor vehicles	When hiring contractors to provide various services, request that their vehicles be equipped with necessary internal and external safety devices such as lane departure warning systems (internal) and mounted emergency lights (external).
8.D	Institutionalize safety at municipalities across Will County by encouraging them to launch their own Vision Zero programs	Use the Will County SAP as the foundation of individual municipal Vision Zero or Safety Action plans.
9.B and 9.D	Conduct RSAs and after studies at locations across the county where safety improvements have been implemented	Share these results with the public.

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APPENDIX A | STEERING COMMITTEE STRATEGIES

NUMBER	ACTION	Task Order	TIMEFRAME	ASSIGNMENT	TYPE	KPI	SUCCESS CRITERIA	STATUS
Launch a Countywide Safety Campaign								
1.a	Continue to emphasize driver education and awareness of safe driving behaviors through diversion programs (like the Will County Traffic Safety School, operated by the Will County Bar Association) as an additional tool to correct unsafe driving behaviors after the issuance of a citation. Consider removing or reducing the existing registration fee to make this a more accessible option for Will County residents.	3	Ongoing		COMMUNICATIONS	# of cohorts for Will County Traffic Safety School	0	
1.b	Target dangerous driving behaviors and key safety topics – like speeding, red light running, impaired and distracted driving, pedestrian safety, and work zone safety – by executing a continuous traffic safety campaign focused on reducing serious injuries and deaths.	2	Within the next year		COMMUNICATIONS	Revise program to remove registration fee	YES	
1.c	Convene a working group – out of the recommended Will County Transportation Safety steering committee – to guide all messaging and the engagement strategy. CMAP should also continue its region-wide transportation safety initiatives and consider setting up a similar regional safety communications working group.	1	Within the next year		ALL MEMBERS	Launch a traffic safety campaign	YES	
1.d	Set up a Safe Routes to School in-class education program that works with students and regional schools, focusing on safe driving behaviors and alternatives to driving.	4	Within the next 3+ years		COMMUNICATIONS	Convene a working group	YES	
						Launch a Safe Routes to School in-class education program	YES	
Reduce Speeding Throughout Will County								
2.a	As streets are resurfaced, reconstructed, and redesigned, revise designs to achieve the appropriate speed given the land use context and then adjust the posted speed limit accordingly.	2	Within the next 1-2 years		ENGINEERING	# of center line miles right-sized	100	
2.b	Review speed limits on County roadways – in particular, along the HIN – and assess whether changes to speed limits are warranted based on crash history, recent changes to land use, or other notable factors. Encourage municipal partners and IDOT to do the same for roads within their jurisdictional boundaries in Will County.	2	Within the next 1-2 years		ENGINEERING	# of center line miles assessed	100	
2.c	Ensure that proper and sufficient signage is installed on major streets to regularly communicate the posted speed limit to drivers, especially in areas where speeding is known to be a problem.	2	Within the next 1-2 years		ENGINEERING	# of center line miles assessed	100	
2.d	Implement speed feedback signs along high injury corridors where speeding is a known issue and collect data on pre- and post installation speed.	2	Within the next 1-2 years		ENGINEERING	# of speed feedback signs deployed	100	
2.e	Create low-speed zones by implementing changes to speed limits and self-enforcing roadway design – such as speed humps, curb bump outs, and raised crosswalks – in areas with high numbers of vulnerable road users such as schools, parks, community centers, and senior housing. Collect speed data pre- and post-installation as a way to measure successes and have data to support future grant funding applications for full-build implementation.	2	Within the next 3+ years		ENGINEERING	# of "low speed zones" implemented	100	
2.f	To further curtail dangerous driving behaviors and speeding, advocate for Illinois legislation that would permit IDOT, Counties, and municipalities to implement automated speed enforcement on roadways within their jurisdictions (currently only permitted in IDOT work zones and Chicago DOT safety zones).	4	Within the next 3+ years		POLICY	Advocate for automated enforcement	YES	
Build a Culture of Shared Responsibility within County and Municipal Government								
3.a	Build awareness of Safe System concepts and practices through training and messaging for WCDOT and municipal DOT staff.	3	Within the next 1-2 years		COMMUNICATIONS	Hold Safe System training session for WCDOT and municipal DOT staff	YES	
3.b	Formulate and execute a workflow that requires all new and existing engineering policies, standards, and guidance to adhere to the Safe System principles as defined by this plan.	3	Within the next 1-2 years		POLICY	Develop and implement a Safe System pilot workflow	YES	
3.c	Update Will County's Complete Streets ordinance to remove or reduce the list of exceptions included in the current policy, as a way to strengthen and further commit to a Complete Streets policy that is better aligned with the Safe System approach. Will County's Complete Streets policy should serve as a model for local municipalities across Will County, and WCDOT should strongly encourage other municipalities to adopt their own local Complete Streets policy, or update to strengthen existing policy, as needed.	2	Within the next 1-2 years		POLICY	Update Will County's Complete Streets Ordinance	YES	
3.d	Launch a countywide safety working group of DOT engineering staff from Will County, local municipalities, and IDOT (District 1). This multi-jurisdictional group should be centered around the sharing of safety strategies, best safety practices, and local lessons learned from past and ongoing safety projects, with a secondary result of increased opportunity for informal networking to further strengthen partnerships and coordination on key safety projects.	1	Within the next 1-2 years		POLICY	Launch a countywide safety working group	YES	
3.f	Create and implement a Complete Streets checklist as a way to formalize coordination between departments and key stakeholders during the early stages of engineering project development. Require this checklist to be used for all capital engineering projects and that the completed forms be saved for documentation of completion.	2	Within the next 1-2 years		POLICY	Create and implement a Complete Streets checklist	YES	
3.g	Continuously improve IDOT and partner local agencies' ability to implement best-in-class design treatments by updating design guidance and policies through review of emerging literature and best practices, participation in peer exchange groups (such as the Association of Pedestrian and Bicycle Professionals) and experimentation with new treatments. County and local municipalities should strive to implement new and emerging safety countermeasures within appropriate roadway contexts.	3	Within the next 1-2 years		POLICY	Encourage engineering staff to review emerging safety literature and best practices	YES	
3.h	Develop and implement a safer driver training program for all County and Municipal employees who drive as part of their regular duties, with an emphasis on speeding, distracted driving, and safe operations around people walking and biking and in work zones. Include findings from the SAP to emphasize the critical importance of County and municipal staff in setting the standard for safe driving for the community.	3	Within the next 3+ years		POLICY	Develop and implement a safer driver training program for all employees	YES	
Eliminate Severe Crashes and Decrease Speeding on the HIN through Targeted Infrastructure Projects								
4.a	Encourage municipal partners (and IDOT) to implement new safety countermeasures when engaging in street resurfacing or redesign. WCDOT should lead by example along county-owned roadways.	3	Ongoing		POLICY	Implement new safety countermeasures	# of safety countermeasures deployed	
4.b	Coordinate with Will County's municipal partners to encourage their use of the SAP to pursue SS4A implementation funds, build consensus around safety within their communities, and begin addressing HIN corridors within their local jurisdiction.	1	Within the next 6 months		ENGINEERING	Use the SAP as a tool to drive ahead safety goals	YES	
4.c	Update the Will County Long Range Transportation Plan project scoring criteria and methodology to emphasize projects that are located on the Will County SAP HIN. Update category weighting to more heavily prioritize projects on these corridors that integrate appropriate safety countermeasures to improve safety outcomes.	2	Within the next 1-2 years		ENGINEERING	Update County L RTP scoring criteria to prioritize safety	YES	
4.d	Conduct high-level review of all HIN corridors under County jurisdiction for safety improvements and implement at least three corridor safety projects per year using a combination of rapid delivery (paint and post), signal timing, or enhanced signage and signal installations. Encourage municipalities to do similar high-level review and rapid delivery safety enhancements by proactively deploying countermeasures matched to historical crash types.	3	Within the next 1-2 years		ENGINEERING	Implement at least three corridor safety projects per year on HIN	3 projects per year	

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NUMBER	ACTION	Task Order	TIMEFRAME	ASSIGNMENT	TYPE	KPI	SUCCESS CRITERIA	STATUS
4.e	Complete Road Safety Audits (RSAs) at particularly concerning HIN corridors or intersections, as a more thorough method of understanding safety challenges and to identify safety countermeasures that would be most effective in improving safety outcomes.	1	Within the next 1-2 years		ENGINEERING	Conduct RSAs at corridors of concern along HIN	3 RSAs per year	
4.f	Implement new or updated training for DOT maintenance staff to learn to install/deploy components of quick build improvements, such as bollards, pre-cast concrete curbs, temporary speed bumps, etc. Or, consider a contractor who could focus on quick-build installations, partnering with municipalities in the contracting process so that all communities can benefit from the installation of quick-build improvements.	3	Within the next 1-2 years		ENGINEERING	Conduct 1 quick build training for DOT maintenance staff	1	
4.g	Prioritize addressing safety concerns on HIN corridors in close proximity to sensitive land uses, such as schools/colleges, parks, recreation centers, senior centers, transit centers, and Metra stations. Prioritize pedestrian and bicyclist safety, especially at intersections and crossings.	2	Within the next 1-2 years		ENGINEERING	Similar to 2.e. - # of safety countermeasures constructed near sensitive land uses	100	
Prioritize the Build-out of Safe Multi-modal Networks								
5.a	Continue to build out the regional trail network that provides recreational opportunities and serves as active transportation corridors throughout Will County.	2	Ongoing		ENGINEERING	# of new trail miles built	100	
5.b	Improve street lighting at multi-use trail crossings and high-risk pedestrian crossings. To help with first-mile, last-mile commute challenges, this is especially important along key transit corridors and near Metra stations. Utilize lighting systems that minimize light pollution in the more rural contexts of Will County.	2	Ongoing		ENGINEERING	# of locations at which new lighting installed	100	
5.c	Encourage Will County's municipal partners to conduct sidewalk gap analyses to identify locations where new multi-modal facilities should be constructed. Also capture data on sidewalk conditions. Will County should lead by example and conduct a sidewalk gap analysis or update any existing data about existing sidewalks or sidewalk gaps.	2	Within the next year		ENGINEERING	Conduct sidewalk gap analyses	YES	
5.d	Implement quick-build pedestrian safety improvements along roadway segments or at intersections with identified pedestrian safety concerns. These safety improvements may include, for example: curb extensions, refuge islands, high visibility crosswalk markings, signage, signals, and beacons. Also consider similar quick-build improvements near Metra stations.	2	Within the next 1-2 years		ENGINEERING	# of quick-build pedestrian safety improvements implemented	100	
5.e	Identify long gaps in pedestrian crossings – or any sidewalk condition issues - along key roadways, commercial corridors, transit corridors, or near Metra stations and implement new sidewalks and pedestrian crossings with modern signal equipment, where most needed. Consider adding mid-block crossings where crossing distances between existing signals are far	4	Within the next 1-2 years		ENGINEERING	Same as 4.c	YES	
5.f	Identify corridors where separated or protected on-street bicycle facilities would be appropriate, based on traffic speeds and gaps in connectivity to the regional trail network. Incorporate on-street bicycle facilities into ongoing corridor projects or quick-build road diet projects.	4	Within the next 3+ years		ENGINEERING	Construct separated or protected on-street bicycle facilities	100 miles	
5.g	Regularly update the Will County Bikeway Plan every 5 to 10 years. (Current as of 2016)	2	Within the next 3+ years		ENGINEERING	Update the Will County Bikeway plan every 5 to 10 years	Complete an update by 2026	
Mitigate Safety Concerns around Heavy Vehicles								
6.a	Continue to advocate for consideration of land use planning as it relates to the location of potential new industrial developments that would bring additional freight traffic to the area. This includes articulating the potential negative downstream effects on transportation safety that could come as a result of permitting new warehouse developments in incompatible community contexts	4	Ongoing		POLICY	Limit permits of new warehouse developments to certain areas	YES	
6.b	Provide technical assistance or additional training (as needed) to municipalities as it relates to managing and updating truck routes, with a particular focus on smaller municipalities.	4	Within the next 1-2 years		POLICY	Provide technical assistance to municipalities on managing and updating truck routes	YES	
6.c	Promote safety initiatives and communications around motorist interactions with heavy vehicles and trucks.	4	Within the next 1-2 years		COMMUNICATIONS	Promote safety initiatives around heavy vehicles and trucks.	YES	
6.d	Mitigate negative results of crashes resulting from fatigued truck drivers by implementing rumble strips on truck route roadways, with a particular emphasis on HIN corridors.	4	Within the next 1-2 years		ENGINEERING	Implement rumble strips on truck routes	100 sets	
6.e	Advocate for strengthened CDL training requirements and greater enforcement of CDL licensing.	4	Within the next 3+ years		POLICY	Advocate for better CDL training and license enforcement	YES	
6.f	Increase and strengthen truck maintenance programs and inspection performance.	4	Within the next 3+ years		ENGINEERING	Increase and strengthen truck maintenance program	YES	
6.g	Modify speed limits and increase enforcement to reduce truck speeds on roadways where there are noted truck safety issues, especially related to speeding	4	Within the next 3+ years		ALL MEMBERS	Improve safety along truck routes	100 miles of safety	
Promote Safe Fleets through County and Municipal Procurement and Maintenance								
7.a	Adopt updated safety standards for County procurement of fleet and service vehicles. Encourage larger municipal governments in the county to do the same. Safety standards/ features to include: Side and rear guards (for heavy vehicles), blind spot mirrors, side and backup cameras, GPS technology to identify dangerous driving behaviors like speeding or sudden stopping events.	4	Within the next 1-2 years		POLICY	Transition County vehicle fleet to updated safety standards	# of vehicles to receive safety improvements	
7.b	Encourage County and municipal contractors to voluntarily adopt these new safety standards for their vehicle fleets used in service to the County or municipalities.	4	Within the next 3+ years		POLICY / COMMUNICATIONS	Encourage contractors vehicle fleet to adopt updated safety standards		
7.c	Advocate for the adoption of new standards and best practices for improved vehicle safety technology at the federal level, including pedestrian crash standards, advanced safety systems, and vehicle body design standards that are safer for pedestrians, among other features.	4	Within the next 3+ years		COMMUNICATIONS	Advocate for safer vehicles at federal level		
7.d	Explore the feasibility of installing speed limiters on (non-emergency response) County fleet vehicles and/or scoping this technical feature into future County fleet vehicle procurement.	4	Within the next 3+ years		ENGINEERING	Transition County vehicle fleet to updated safety standards	# of vehicles to receive speed limiters	

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NUMBER	ACTION	Task Order	TIMEFRAME	ASSIGNMENT	TYPE	KPI	SUCCESS CRITERIA	STATUS
Respond to Fatal Crashes with Urgency								
8.a	Design and implement safety improvements at fatal crash locations expeditiously, either based on staff recommendations and/or findings from Crash Review Commission reports.	3	Ongoing		ENGINEERING	Deploy quick build safety improvements at fatal crash locations	improvements deployed at fatal crash locations	
8.b	Create – via County ordinance or Executive Order – a Fatal Crash Review Commission that is responsible for reviewing the contributing factors of each fatal crash on Will County roadways. This Commission will be tasked with reviewing, responding to, and publicly reporting on all crashes on roadways under Will County's jurisdiction. This interdisciplinary group should include participants from WCDOT, law enforcement, other relevant County departments, and interested residents and non-profit advocacy partners. Encourage municipalities to also create Fatal Crash Review Commissions, with Will County's program serving as the model.	3	Within the next year		COMMUNICATIONS	Create a Fatal Crash Review Commission	YES	
8.c	Create a county or regional near-miss online reporting system (ideally with interactive mapping), to be used by the public and stakeholders to call attention to locations where they have experienced or witnessed near-miss crashes, or where there are unsafe road conditions that may lead to severe or fatal crashes if not addressed.	2	Within the next 1-2 years		COMMUNICATIONS	Create a county or regional near-miss online reporting system	YES	
8.d	For Will County and larger municipalities – such as Joliet, Plainfield, Romeoville, and Bolingbrook – launch a Vision Zero program and strongly consider staffing a dedicated transportation safety engineer to manage this program, with the main responsibility of coordinating and implementing short and long-term policy, program, and project recommendations from this SAP.	4	Within the next 1-2 years		POLICY	Launch a vision zero program at larger municipalities	YES	
8.e	Collaborate with medical professionals, hospital executives, and first responders to discuss shortfalls in the current system of post-crash care. Discuss ways to shorten response times, improve reporting, and influence the siting of new emergency response locations.	1	Within the next 3+ years		COMMUNICATIONS	Include medical professionals, hospital executives, and first responders in conversations around safety	YES	
8.f	Convene a severe crash survivors' network.	3	Within the next 3+ years		COMMUNICATIONS	Convene a severe crash survivors' network.	YES	
8.g	Explore new or expanded locations for signal preemption or priority for emergency response vehicles to promote faster and safer response to crashes and other locations (as well as transporting injured persons to medical facilities).	4	Within the next 3+ years		ENGINEERING	Identify locations for signal preemption for EMS vehicles	100 locations	
Monitor and Evaluate Progress Towards Safety Goals								
9.a	Create and convene a Transportation Safety Steering Committee to guide the implementation of this SAP. This committee should be led by the Will County Executive Office and should include those interested from the SAP project steering committee plus key representatives from public agencies and non-profit organizations, including WCDOT, IDOT, municipal DOTs, transit providers (Metra and Pace), other Will County departments, the Will County Board, the Will County Sheriff's Office, first responders, community members, and/or non-profit/advocacy leaders. Form a separate Technical Committee out of technical members of this group to guide engineering- and design-related recommendations from this SAP. These committees should meet quarterly to review and track progress, next steps, and ongoing commitments toward achieving Will County's long-term safety goal.	1	Within the next 6 months		ALL MEMBERS	Create and convene a Safety Steering Committee	YES	
9.b	Implement a process to create an annual report of progress made toward the Will County SAP recommendations. This should include annual crash trend reports, policy and program successes, and lists of implemented projects. Present annual findings to the Will County Board. Continue to evaluate when the SAP will need a more substantial update, based on availability of updated crash data, likely every 3 to 5 years.	1	Within the next year		ALL MEMBERS	Track progress towards the vision zero goal with annual reports	YES	
9.c	Make regional fatal and serious injury crash statistics and crash location data available to the public and decision makers via an online dashboard with interactive map	2	Within the next year		ALL MEMBERS	Create online fatal crash dashboard with interactive map	YES	
9.d	Consider conducting follow-up road safety audits (RSAs) on corridors or intersections where safety improvements have been implemented, as a way to document safety improvement results and compile data on the effectiveness of particular safety countermeasures included.	4	Within the next 1-2 years		ENGINEERING	Conduct (RSAs) where safety improvements have been implemented	10	

