



Midlothian

Safety Action Plan

JULY 2026



Chicago Metropolitan
Agency for Planning

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Executive summary

Midlothian's streets connect residents to schools, parks, businesses, transit, and one another, but they are also the setting for preventable deaths and life-altering injuries. Since 2020, Midlothian has experienced six traffic fatalities and 33 serious injuries, underscoring the need for a coordinated, proactive approach to roadway safety. The Village's first Safety Action Plan provides a data-driven and community-informed roadmap to eliminate traffic fatalities and serious injuries by 2050.

Crash analysis shows that Midlothian's most severe safety issues are concentrated on a small share of the roadway network. From 2020 to 2024, the Village saw 1,383 total crashes (just over 276 annually), with severe crashes concentrated along the large, multilane arterial corridors of 147th Street, Cicero Avenue, Pulaski Road, and Kedzie Avenue. The High Injury Network, developed to identify roadways with the highest crash concentration, represents just 5 percent of roadway miles but accounts for 66 percent of fatal, A-, and B-injury crashes. This indicates that targeted improvements on key corridors can have an outsized safety benefit.

The plan is grounded in the Safe System Approach, which recognizes that people make mistakes and that the transportation system should be designed so those mistakes do not result in death or serious injury. It focuses on people walking, biking, rolling, taking transit, and accessing schools, since crashes involving vulnerable roadway users

are disproportionately severe. The plan places particular emphasis on youth safety, recognizing that students are especially vulnerable when walking, biking, or crossing major streets near schools and community destinations, such as parks or the library.

Community engagement validated and reinforced the plan's technical findings. Residents identified speeding, reckless driving, unsafe crossings, sidewalk gaps, and cut-through traffic on local streets as key concerns. The planning process included surveys, community events, stakeholder interviews, and online mapping, reaching more than 150 participants.

The plan organizes recommended actions into an action plan roadmap, outlining priority actions over the next five years. Early actions focus on building the foundation of a safety program through increased reporting, engagement, grant applications, and high-impact corridor studies. Later actions institutionalize safety and advance infrastructure projects, including school-zone improvements, neighborhood greenways, and 147th Street corridor recommendations. Together, these actions position Midlothian to build a sustained, community-centered traffic safety program. A summarized version of the action plan roadmap is shown on the next page.

Action plan roadmap summary table

2027 Action Plan	
2027.1	Launch a traffic safety reporting program
2027.2	Apply for Safe Routes to School funding
2027.3	Integrate safety engagement into Village events and outreach
2027.4	Hold a back-to-school safety event led by police
2027.5	Update e-mobility regulations to align with state legislation
2027.6	Launch a corridor safety study for 147th Street to identify and prioritize corridor-wide safety improvements
2028 Action Plan	
2028.1	Update municipal vehicle operator training to include safe speeds and safe operations near pedestrians and bicyclists
2028.2	Formalize a fatal and serious injury crash review team
2028.3	Continue traffic safety engagement and outreach
2028.4	Begin Safe Routes to School education and encouragement programming
2028.5	Implement Phases I and II of the Neighborhood Greenways Gameplan
2029 Action Plan	
2029.1	Evaluate traffic-calming opportunities during resurfacing and roadway projects on the Neighborhood Greenway Priority Network
2029.2	Implement Safe Routes to School infrastructure project
2029.3	Inventory existing school-zone boundaries and signage
2029.4	Advocate for lower speed limits on 147th Street through IDOT speed studies, pending corridor safety study recommendations
2029 Action Plan continues on next page	

2029 Action Plan

2029.5	Review and expand no-right-turn-on-red restrictions where pedestrian and cyclist injuries have occurred
2029.6	Implement Phase III of the Neighborhood Greenways Gameplan

2030 Action Plan

2030.1	Adopt a Multimodal Development Review Checklist
2030.2	Implement downtown placemaking strategies identified in Midlothian Made Downtown Plan
2030.3	Implement Phase IV of the Neighborhood Greenways Gameplan
2030.4	Coordinate with IDOT and Cook County on safety-focused signal timing
2030.5	Coordinate with IDOT and Cook County on intersection treatments such as continental crosswalks and curb extensions through roadway projects
2030.6	Coordinate with IDOT and Cook County to improve striping of existing medians, lane markings and parking lines
2030.7	Continue sidewalk gap identification and funding

2031 Action Plan

2031.1	Evaluate and improve school-zone limits, signage, and traffic control
2031.2	Implement Phase V of the Neighborhood Greenways Gameplan
2031.3	Advance recommended 147th Street corridor concepts into project development, grant applications, and interagency coordination
2031.4	continue updating the Active Transportation Plan to reflect completed projects, emerging needs, the High Injury Network, and the Neighborhood Greenway Priority Network

Ongoing: Revise Safety Action Plan with updated crash data every 5 years

A Metra train stopped at the Midlothian Station



Introduction



The Village of Midlothian is committed to the goal of reducing traffic fatalities and serious injuries to

ZERO by
2050

On behalf of the village of Midlothian, we proudly present the Midlothian Safety Action Plan.

After a year of hard work coordinating with the Chicago Metropolitan Agency for Planning, the Midlothian Police Department, and most importantly, hundreds of Midlothian residents, our village has completed our plan to make the streets of Midlothian safe for all. We would like to extend our thanks to everyone involved in this collaborative project.

Since 2020, six lives have been lost, and 33 serious injuries have occurred on streets within the village of Midlothian. These numbers represent friends, neighbors, and families whose lives have been forever changed by traffic crashes and serve as a close-to-home reminder of a worrying national trend of increased traffic fatalities, which claim over 40,000 lives nationwide every year.

In response to this trend, we took action to organize a broad coalition of residents, planners, community advocates, and engineers — working collaboratively to envision and plan a safer future on the roads for our village's families and neighbors.

Through in-person events, an open house, surveys, and interviews with key community members, our team learned firsthand about traffic safety concerns, problem areas, and preferred solutions from those most affected. A site walk along 147th Street, the Village's primary safety concern corridor, provided an opportunity to evaluate existing conditions firsthand and collaborate with regional partners. By integrating community feedback, field observations, and technical analysis, the team developed an achievable roadmap to improve safety and guide future investments.

The product of a year's worth of effort, the Midlothian Safety Action Plan, is the first step towards a village where we all work together to ensure everyone can walk, bike, drive, roll, and ride safely and comfortably.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary L'Heureux".

Gary L'Heureux, President
Village of Midlothian



Traffic safety trends

In recent years, traffic deaths and injuries have increased nationwide, underscoring the urgent need for safer transportation systems. Northeastern Illinois and the Village of Midlothian have not been immune to these trends.

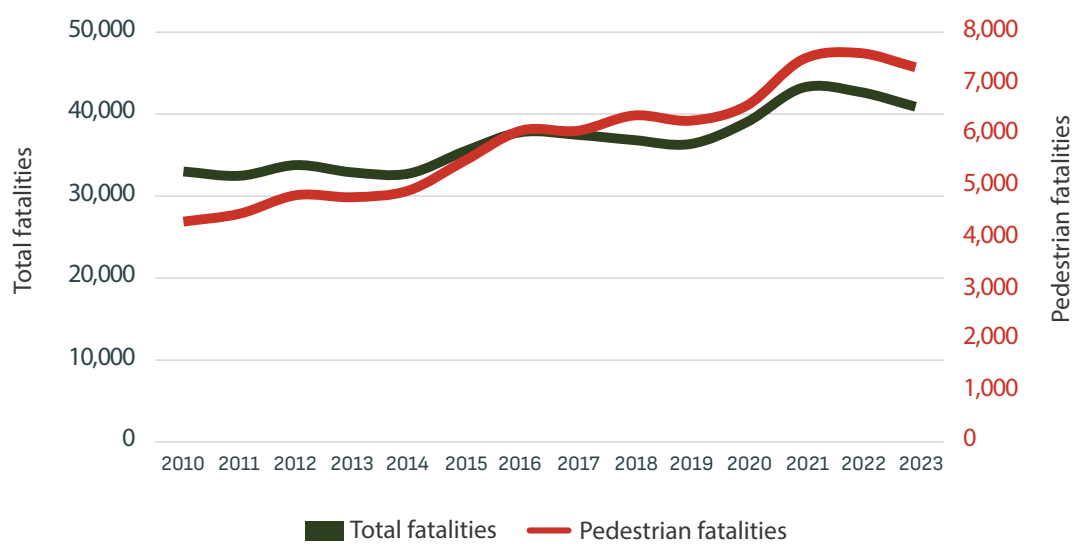
Traffic safety trends

National trends

In 2023, 40,901 people were killed in traffic crashes nationally, a 19 percent increase compared to 2010, and 7,314 pedestrians were killed, which is 41 percent increase compared to 2010. These tragedies disproportionately affect certain populations, with people of color and individuals with lower incomes and lower educational attainment being more likely to be injured or killed in a crash. These alarming trends have sparked interest in communities across the country in proactive approaches to reduce and eliminate roadway fatalities and serious injuries through initiatives such as Vision Zero. Vision Zero is the belief that traffic

fatalities are preventable and that no one should die as a result of a crash on our roadways, This requires a commitment to prioritizing safety above all else and to reducing systemic risks, such as speed and kinetic energy in the transportation system. CMAP and many of its partners, including Midlothian, are committed to achieving Vision Zero by 2050

Figure 1: Total U.S. traffic crash fatalities and pedestrian fatalities (2010–2023)



Source: NHTSA, Fatality Analysis Reporting System

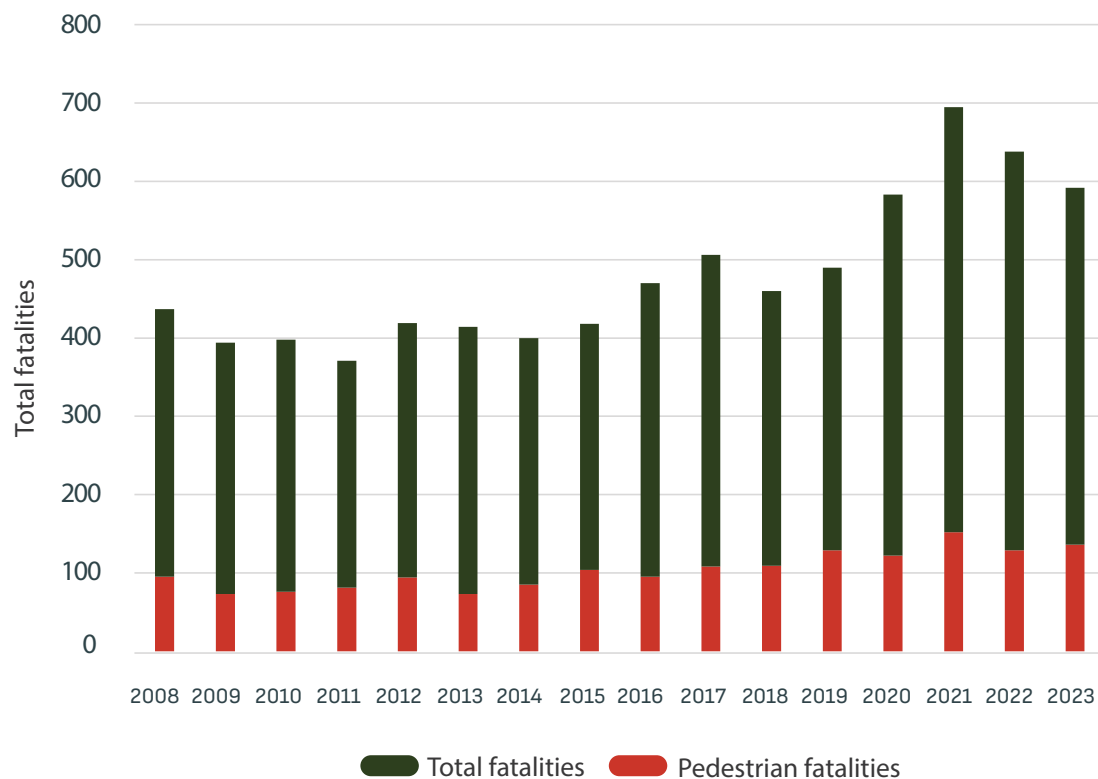
Regional trends

Traffic fatalities in northeastern Illinois have followed similar patterns to those seen across the country. Traffic fatalities have been on the rise since 2014, peaking in 2021 when fatal crashes rose 20 percent from the year prior. Traffic fatalities decreased in 2022 and 2023, but remain elevated when compared to the previous decade. Pedestrian fatalities have had a more pronounced upward trend over the last decade, with twice the fatalities in 2021 compared to 2010.



Pedestrian crossing sign in Midlothian

Figure 2: CMAP region traffic fatalities and pedestrian fatalities (2008–2023)



Source: NHTSA, Fatality Analysis Reporting System

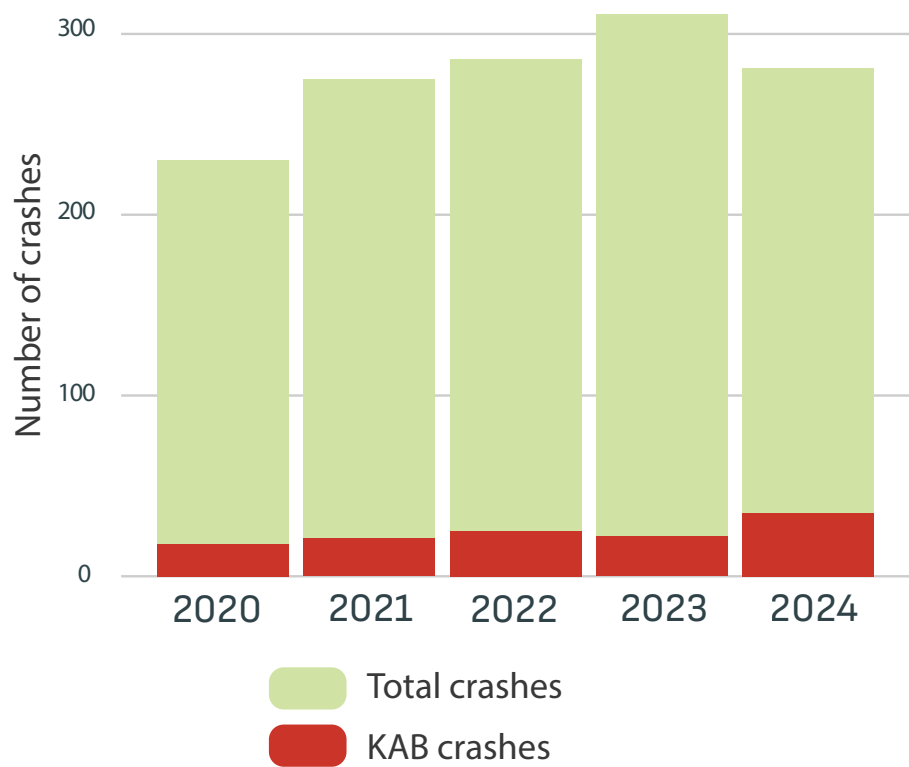
Local trends

A-injury, B-injury, and fatal crashes

Between 2020 and 2024, Midlothian saw a total of 1,383 crashes — an average of 277 crashes per year. Of these crashes, 121 crashes resulted in fatalities (K), serious injuries (A), or non-incapacitating injuries (B) (referred to as KAB crashes throughout the report), an average of 24.2 KAB crashes per year. Both KAB crashes and total crashes have generally trended up since 2020, with KAB crashes peaking at 35 in 2024 and total crashes exceeding 300 in 2023.

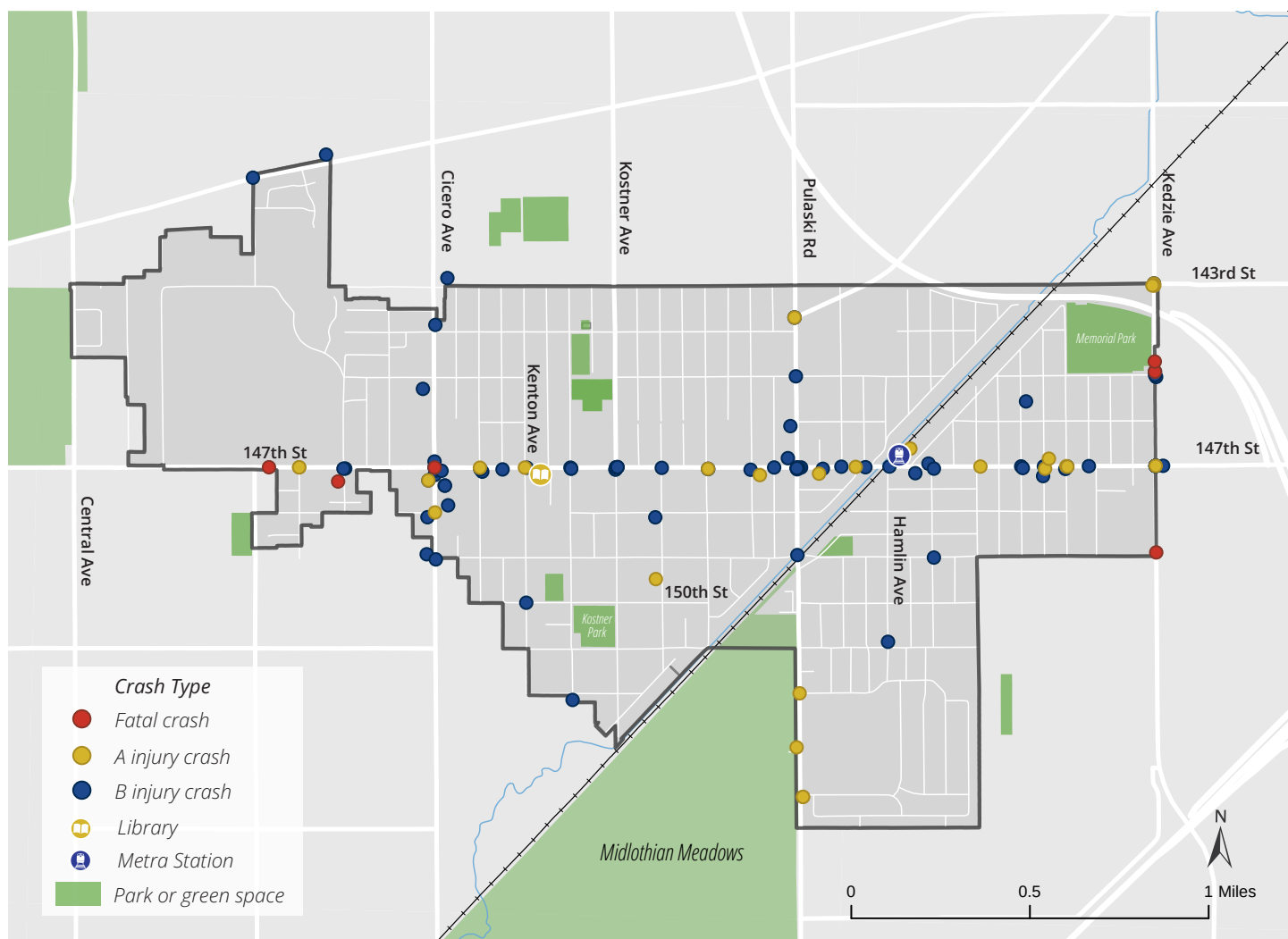
Traffic safety action plans typically focus on fatalities (K's) and serious injuries (A's), as they are the priority when it comes reaching vision zero. For Midlothian, many analyses also consider non-incapacitating injuries (B) to increase the number of data points that indicate risk in Midlothian.

Figure 3: CMAP region traffic fatalities and pedestrian fatalities (2008–2023)



Source: NHTSA, Fatality Analysis Reporting System

Figure 4: KAB crashes in Midlothian (2020–2024)

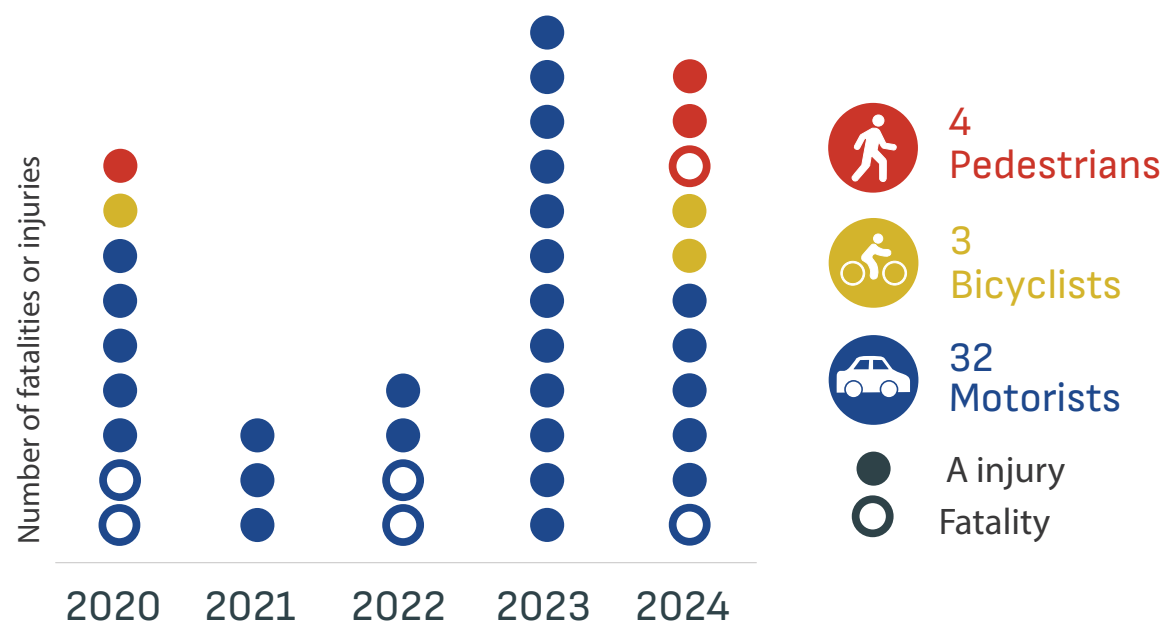


Nearly all KAB crashes occurred on multi-lane arterial roadways, including 147th Street, Cicero Avenue, Pulaski Road and Kedzie Avenue. Fifty percent of fatal crashes in the village occurred along Kedzie Avenue with the other half occurring along 147th at or west of Cicero Avenue. The intersection of 147th Street and Cicero Avenue saw the highest number of KAB crashes.



64% of KAB crashes
in Midlothian occur on
147th Street

Figure 5: Fatalities and serious injuries by mode (2020–2024)



Source: IDOT

Fatalities and serious injuries

In Midlothian, 32 fatal and serious injury crashes occurred between 2020 and 2024, resulting in 33 serious injuries (6.6 annually) and six fatalities (1.2 annually). During these five years, the Village saw 32 percent fewer serious injuries per capita than Cook County and 13 percent more fatalities per capita than Cook County. 2024 accounted for the highest share of pedestrian (three) and bicyclist (two) fatalities and serious injuries. Of the six fatalities occurring over this five-year period, five were motorists and one was a pedestrian. Among those suffering serious injuries, 27 were motorists, three were bicyclists and three were pedestrians.



Pedestrians walking in Midlothian

The Safe System Approach

Achieving zero fatalities and serious injuries requires a shift in how our transportation system is planned, designed, and maintained. The traditional approach to traffic safety often places the burden on individual road users and focuses on eliminating all crashes. This approach has not been effective, as evidenced by the national trends in roadway fatalities. In response to these trends, the Federal Highway Administration (FHWA) adopted the Safe System Approach, which serves as a guiding framework for the Midlothian Safety Action Plan. Implementing the Safe System Approach on roads in Midlothian will require partnerships with IDOT and Cook County. Collaboration will be necessary to achieve broad and impactful changes in supporting the safety and mobility of people walking and bicycling, and reducing the kinetic energy of vehicles.

The Safe System Approach recognizes that people make mistakes and our transportation system should be designed to prevent those mistakes from resulting in death or serious injury. It is a proactive, holistic approach that emphasizes strategies that reduce the impact of crashes, creates layers of interventions to mitigate the number of crashes and their severity, and reframes safety as a shared responsibility among planners, engineers, policymakers, and the public.

Safe System Approach Principles

The Safe System Approach is guided by six principles:

- 1 **Deaths and serious injuries are unacceptable**
- 2 **Humans make mistakes**
- 3 **Humans are vulnerable**
- 4 **Responsibility is shared**
- 5 **Safety is proactive**
- 6 **Redundancy is crucial**

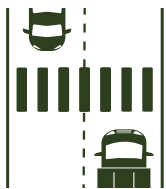
Figure 6: Safe System Approach wheel



Source: Federal Highway Administration

Safe System Approach Objectives

These six principles, describes above, inform the five objectives of the Safe System Approach:



Safer Streets: Design roads that encourage safe behavior, minimize the impact of human error, and protect the most vulnerable road users.



Safer People: Encourage safe, responsible behavior among all road users and create conditions to help them reach their destination unharmed.



Safer Vehicles: Expand vehicle features that prevent crashes and encourage the use of vehicles that reduce harm for people inside and outside the vehicle.



Safer Speeds: Ensure safe speeds on roadways through smart road design and proper education and enforcement.



Post-crash Care: Provide fast, reliable emergency services that help increase the chances of survival for victims of crashes while keeping first responders safe and preventing secondary crashes.

The Safe System Approach in Cook County

In 2025, Cook County completed its Safety Action Plan. This plan, developed in partnership with CMAP, is part of Safe Travel for All, a regionwide initiative that works to reduce and eliminate serious injuries and deaths on northeastern Illinois' roads through the Safe System Approach. This approach shifts away from the traditional vehicle-centered traffic safety lens and instead creates multiple layers of protection against crashes, with increased emphasis on safety for people walking and biking to encourage those modes of travel and reduce kinetic energy in the transportation system.

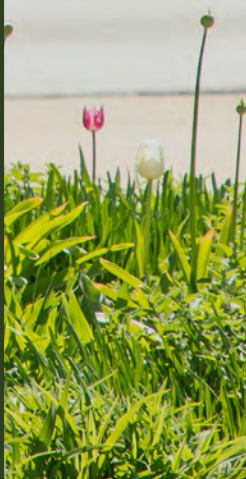
Cook County's commitment to safer roads is grounded in the fundamental belief that traffic-related deaths and serious injuries are preventable. By adopting a proactive, data-driven Safety Action Plan, the county aims to systematically address safety risks and promote a culture of safety across all transportation modes in Cook County, with the goal of **zero fatalities and serious injuries by 2050**.

This Safety Action Plan for the Village of Midlothian affirms the village's commitment to helping achieve this countywide goal using a safe system approach. The Village of Midlothian aims to eliminate traffic fatalities and serious injuries by 2050.



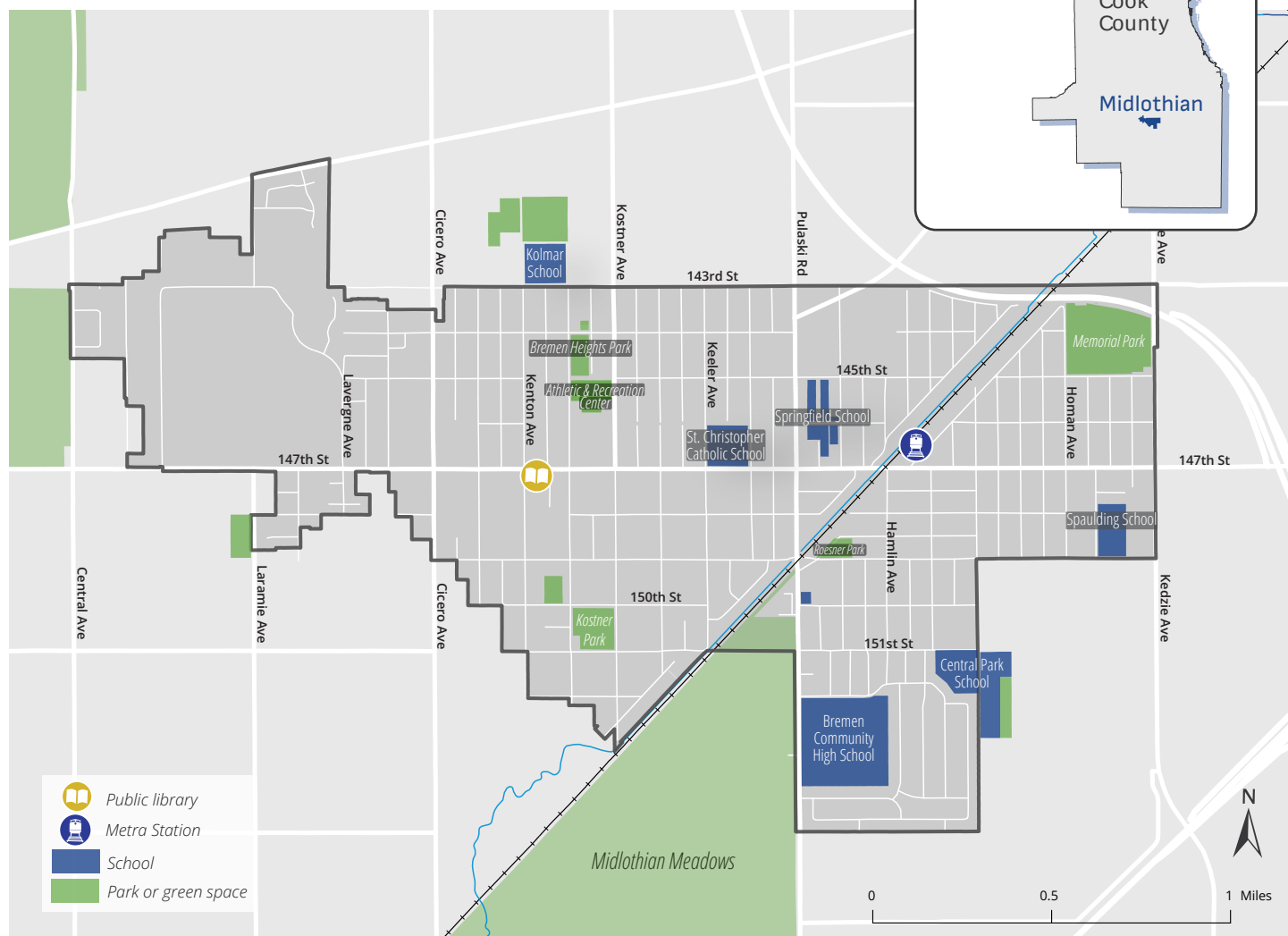
Community context

While broad crash trends in the village of Midlothian generally reflect trends occurring nationally, understanding the community's demographic and travel characteristics is key to addressing local traffic safety issues.



Midlothian at a glance

Figure 7: Village of Midlothian key destinations



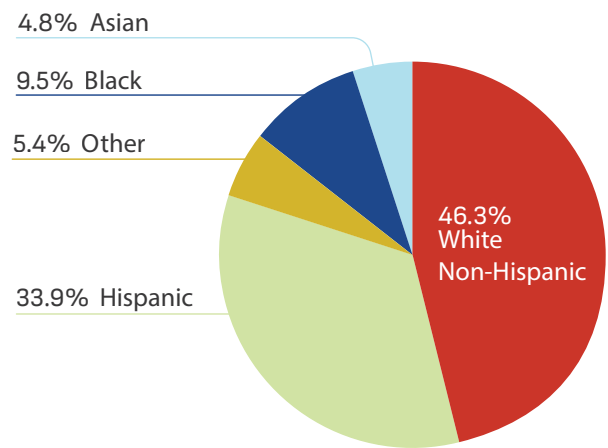
Located in the southwestern portion of Cook County, the village of Midlothian is a diverse, suburban community of more than 14,000 residents. The village is anchored by a well-integrated network of community hubs and destinations, including several neighborhood parks, multiple schools, civic facilities and a station along Metra's

Southwest Service (SWS) line. While many of these destinations are embedded in the neighborhoods on local streets, many residents must cross major roadways to reach them. Midlothian's downtown commercial district runs along 147th Street between the railroad crossing and Pulaski Avenue.

Village demographics

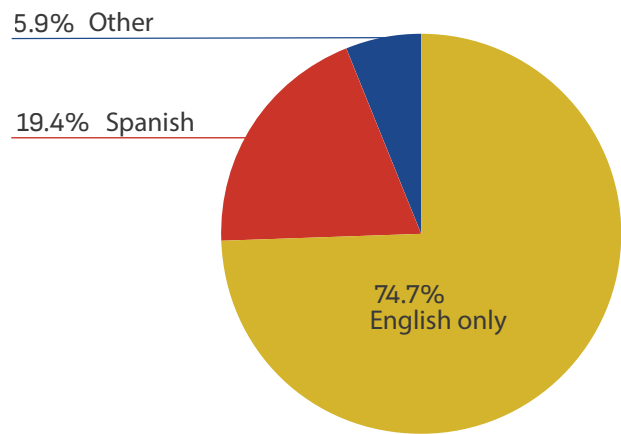
The village of Midlothian’s population profile has become more diverse in recent years. While white residents make up the largest share of the population at 46.3 percent, the community has seen steady growth in its Hispanic or Latino population over the past 20 years. The share of Hispanic or Latino residents in Midlothian increased from under 20 percent in 2000 to nearly 40 percent between 2018 and 2022. This proportion is notably higher than the regional share of 22.5 percent and Cook County’s 26.5 percent. Most residents in Midlothian report speaking only English at home.

Figure 8: Residents by race/ethnicity (2020–2024)



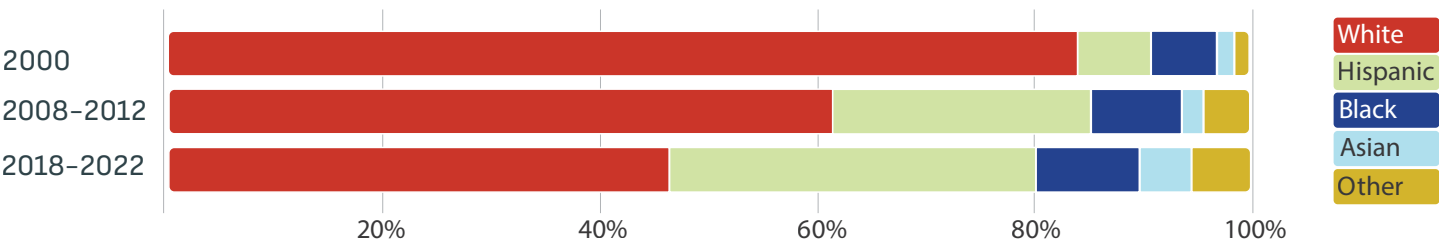
Source: 2020-2024 American Community Survey

Figure 9: Language spoken at home (2020–2024)



Source: 2020-2024 American Community Survey

Figure 10: Change in race/ethnicity within Midlothian (2000–2022)



Source: 2020-2024 American Community Survey

More than a quarter of Midlothian residents are 19 or younger and 15 percent are older than 65. While similar to the county and region, these age cohorts are slightly higher. Larger numbers of older and younger residents may be associated with increased reliance on walking, bicycling, and transit for travel. Children and older adults are less likely to drive due to licensing restrictions and access to a vehicle, placing extra importance on safe multimodal travel options.

Travel to work

Commuting patterns in Midlothian are oriented toward driving at higher rates than the countywide average.

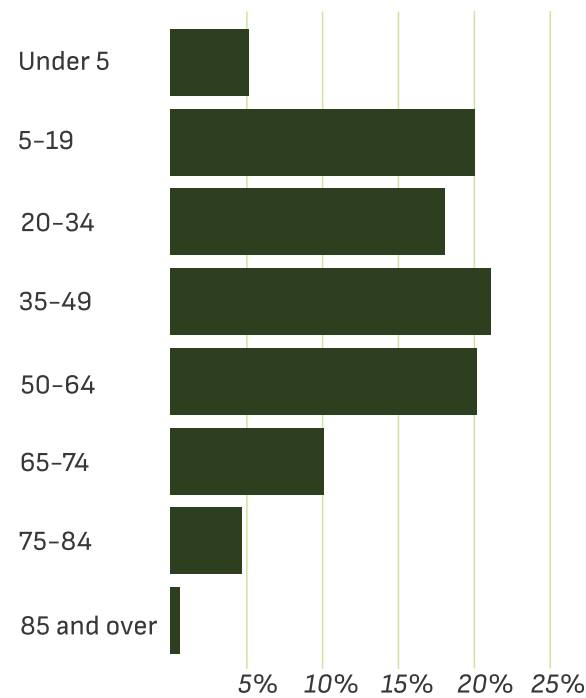
41%

more likely to drive to work than the average Cook County resident.

79%

less likely to walk, bike, or take transit to work than the average Cook County resident.

Figure 11: Midlothian residents by age (2020–2024)



Source: 2020–2024 American Community Survey

Figure 12: Age cohorts in Midlothian, Cook County and CMAP region (percent) (2020–2024)

	Midlothian	Cook County	CMAP region
Under 5	5.2	5.7	5.7
5–19	20.1	18.1	19.2
20–34	18.2	22.3	20.6
35–49	21.1	20.0	19.9
50–64	20.1	18.6	19.3
65–74	10.0	8.9	9.0
75–84	4.7	4.3	4.3
85 and over	0.6	2.0	1.9

Source: 2020–2024 American Community Survey

A speed feedback sign to encourage slow vehicle speeds



Identifying the problem

Roadway safety in Midlothian is shaped by where crashes happen, who is most affected, and how streets are designed. The most severe crashes are concentrated on a small share of major roads with higher traffic volumes, multiple lanes, and limited median protection.

These conditions can make it harder and less safe for people to walk, bike, drive, roll, and take transit, especially near schools, parks, and other community destinations. People walking and biking, particularly young people, are overrepresented in injury crashes. Understanding these patterns can help the village and its partners focus safety improvements where they are needed most.

Safety on major roadways

While much of Midlothian's road network is made up of low-volume residential streets, most safety issues are concentrated on a few major roadways with higher traffic volumes and speeds. Arterial roadways in particular have been an ongoing concern in Midlothian. The Village has been working to address these concerns by initiating planning studies on Cicero Avenue, Kedzie Avenue, and 147th Street, which serve as important commercial centers for the local economy. The village seeks to improve connectivity and comfort for pedestrians and bicyclists with these revitalization plans.

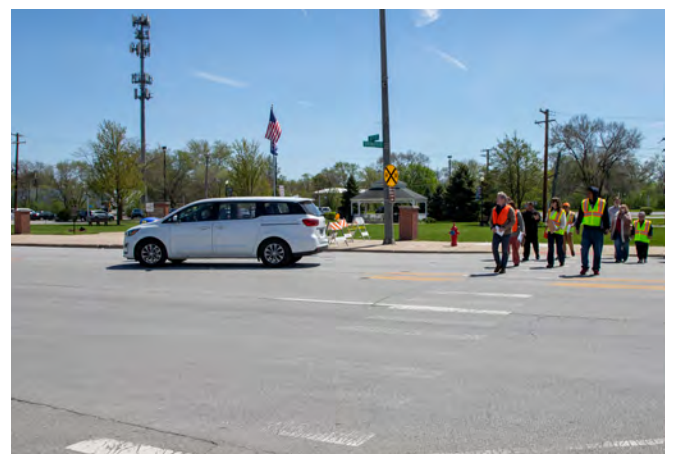
People don't respect speed limits on 147th. We need more lighting and traffic lights on side streets intersecting with 147th. I was a victim of an accident in 2019 at 147th and Central Park walking home from the train station — the driver said they didn't see me.
-Midlothian resident



Truck traffic on Pulaski Road

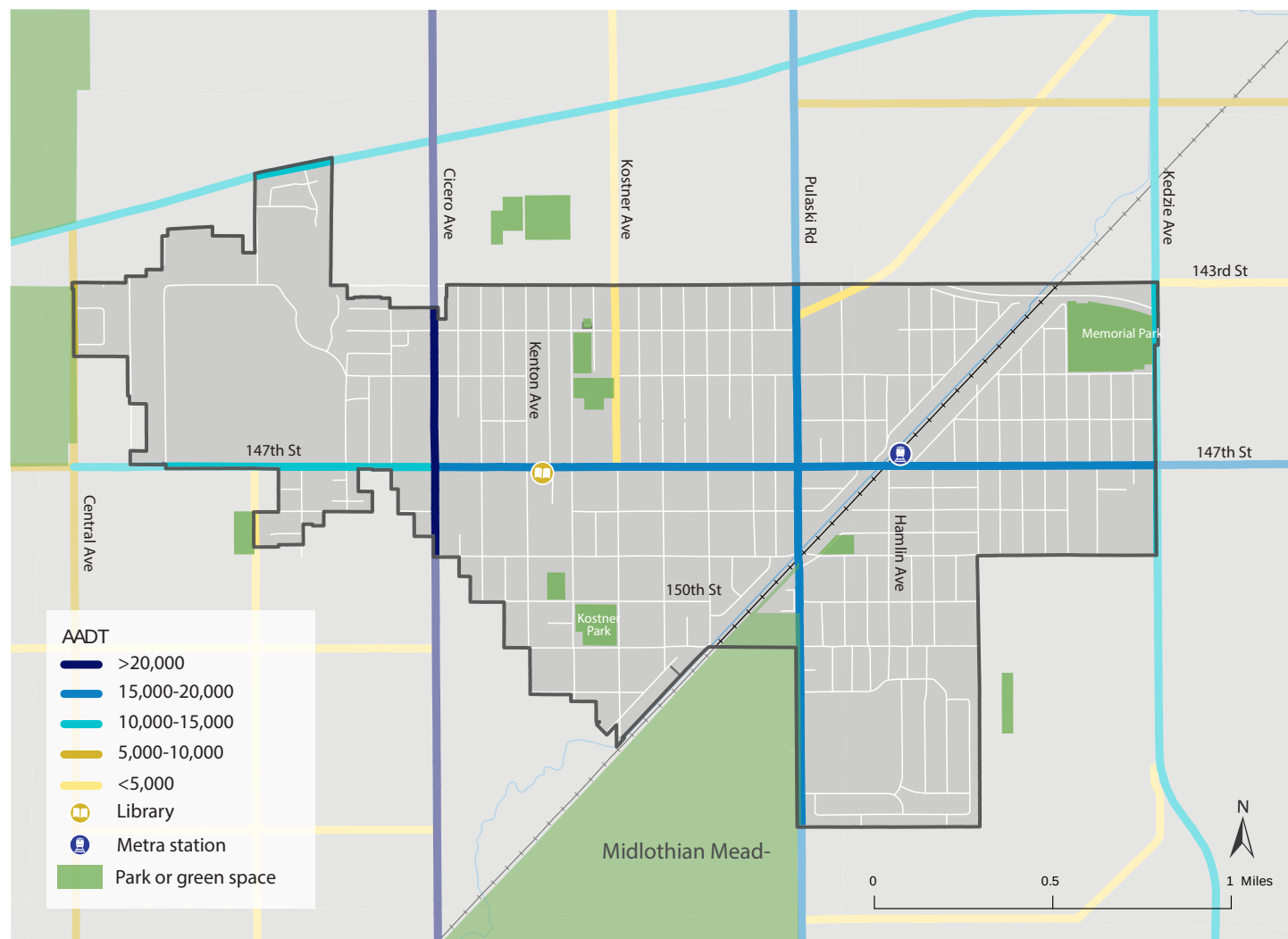


A speed limit sign on 147th Street adjacent to the Metra Station



A mid-block crossing on 147th Street at Springfield Avenue

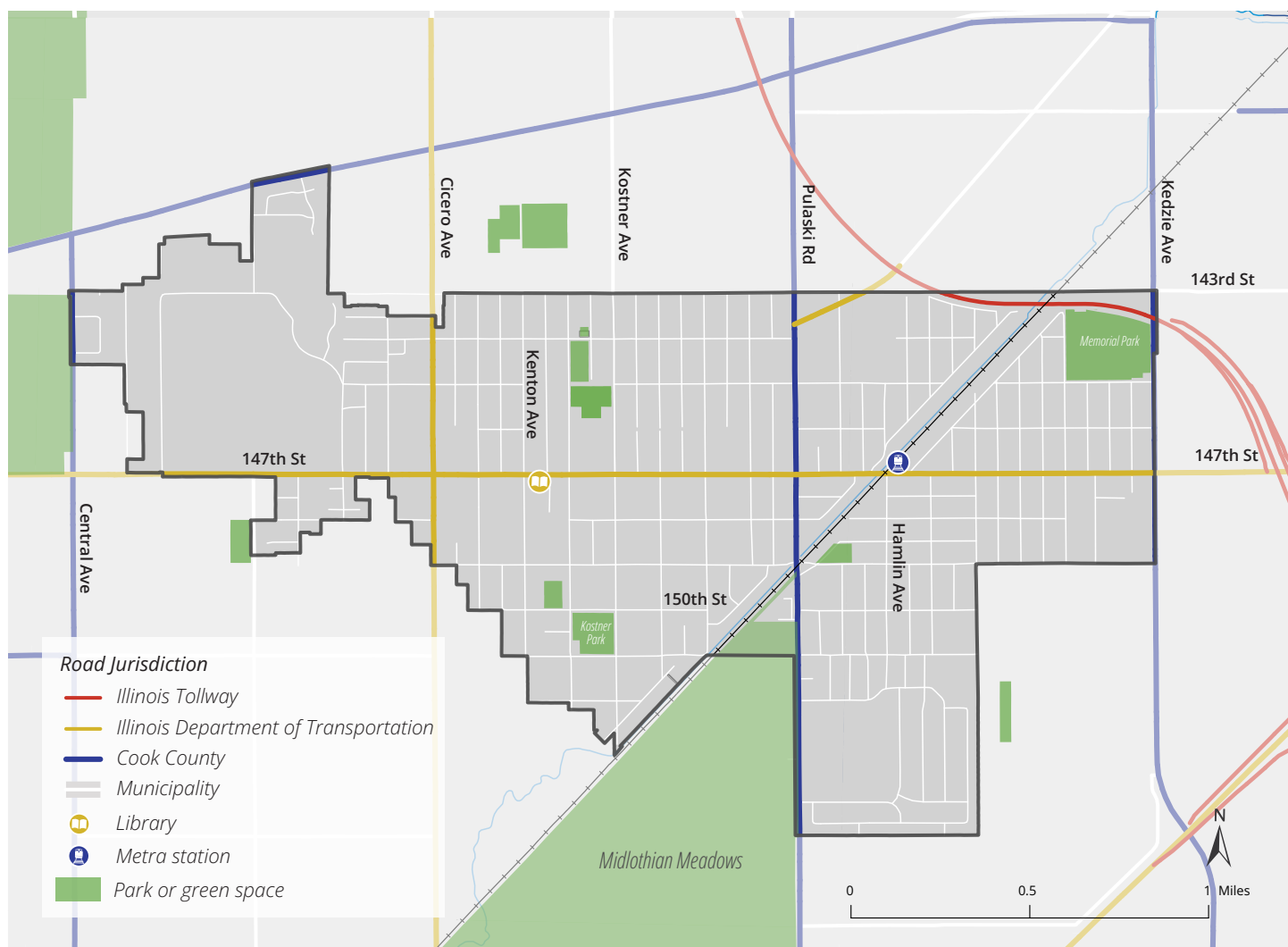
Figure 13: Annual average daily traffic (AADT) in Midlothian



Midlothian is largely defined by four high-volume arterial roadways with average daily traffic volumes of 14,000 to over 25,000 vehicles per day. While these corridors are important for regional mobility, they run directly through residential neighborhoods and community destinations in Midlothian, creating local challenges. These high-volume, multi-lane roadways can make it

difficult for residents to comfortably and safely access destinations throughout the village, especially by walking, biking, or taking transit.

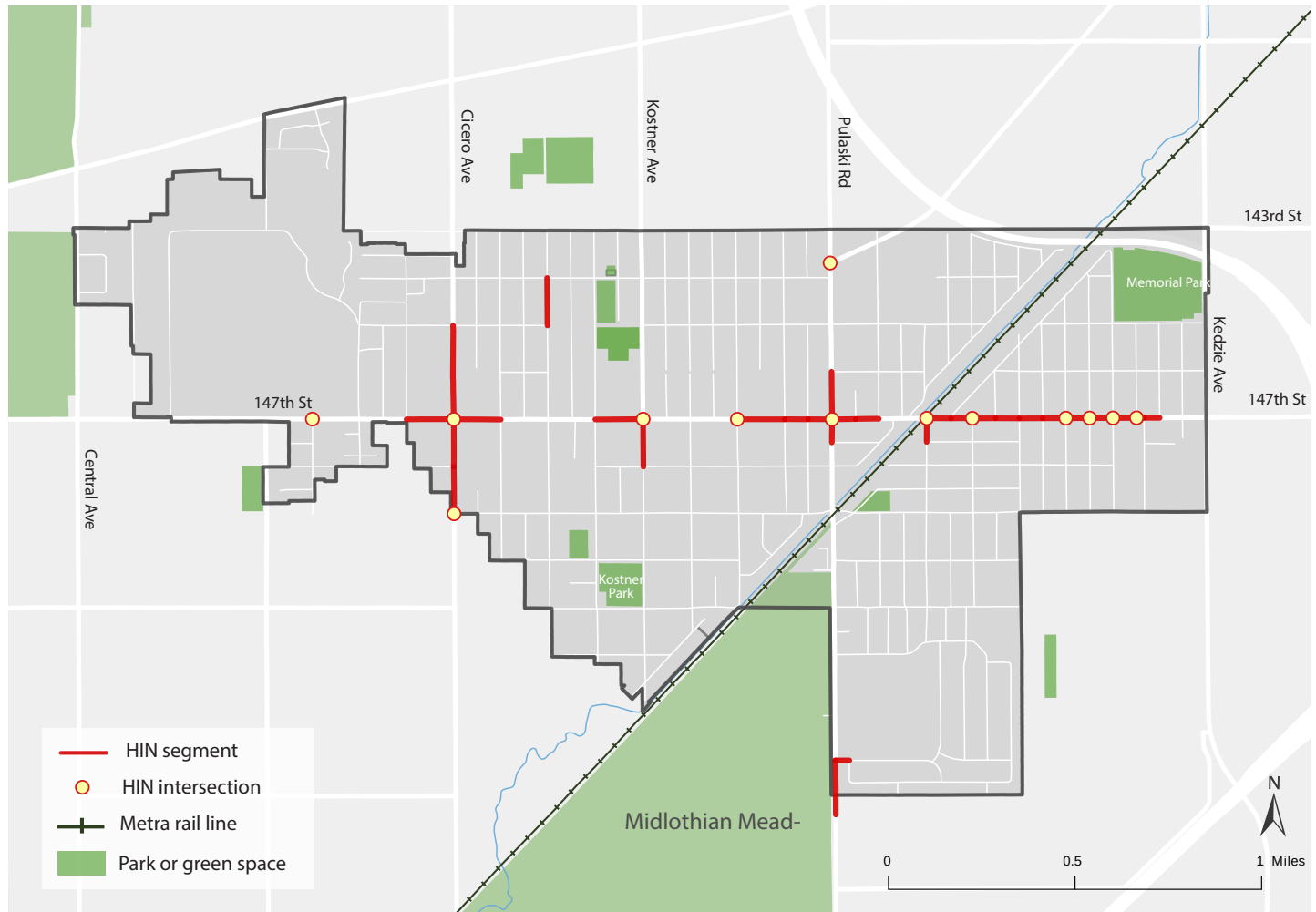
Figure 14: Road ownership in Midlothian



The four main arterial roads running through the village are 147th Street, Cicero Avenue, Pulaski Road and Kedzie Avenue. These roads are under the jurisdiction of the Illinois Department of Transportation (IDOT) and Cook County. 147th Street and Cicero Avenue are state-owned, while Pulaski Road and Kedzie Avenue are county-owned. Notably, the highest

volume roads in the village are not under Midlothian's control.

Figure 15: Midlothian high injury network (HIN)



Part of Midlothian's Safety Action Plan (SAP) analysis included the development of a high injury network (HIN) which identified portions of roadways in the village with more acute safety concerns. Midlothian's HIN consists of just 5 percent of the roadway miles in the village, but 66 percent of all KAB crashes occurred at these locations. The majority of the HIN consists of the major arterials within the village,

along with street segments leading to those arterials.

The 2025 Cook County Safety Action Plan indicates that the four arterial roadways within Midlothian's HIN — along with several intersecting minor streets — are also identified as safety concern locations for the county as a whole.

Systemic analysis

A systemic analysis identifies *where severe and fatal crashes are most likely to happen* based on past crash trends. It tells us what roadway features are most associated with severe crashes so that safety improvements can be proactively made to prevent severe and fatal crashes.

Because Midlothian's crash data alone represents a limited sample size, the analysis included severe and fatal crash histories across South Cook County, including crashes south of Calumet Sag Channel to 34th Street (shown in Figure 16). The analysis identified patterns and locations with elevated crash risk across different intersection and roadway features, including number of lanes, traffic volumes, road jurisdiction, the presence of medians, and signalization. These features were selected based on available data.

The systemic findings reinforce existing concerns about arterial and collector roads. These major streets carry the majority of traffic through Midlothian and are adjacent to key destinations such as schools, libraries, and commercial locations. While major streets serve as connectors in Midlothian, they are also responsible for the bulk of severe and fatal crashes in the village. These types of streets saw disproportionately high crashes regionally, validating the local findings of the analysis.

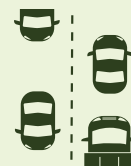
Systemic analysis takeaways

The systemic analysis reveals that the certain roadway characteristics are more associated with severe crashes across South Cook County:



Number of lanes

Fatal and serious injury (KA) crashes are **10 times higher** on high-volume roadways with more than 3 lanes compared to those with less than 3 lanes.



Roadway volume

KA crashes are **8 times higher** on roadways with AADT of more than 20,000.



Median type

KA crashes are **3 times higher** on roadways with no median compared to those with curbed or barrier medians.



Signalization

Fatal crashes are **14 times more common at high-volume, signalized intersections** compared to the baseline.



Intersection volume

KA crashes are 78 percent more frequent at signalized intersections with a combined AADT of more than 20,000.

Figure 16: Systemic analysis study area

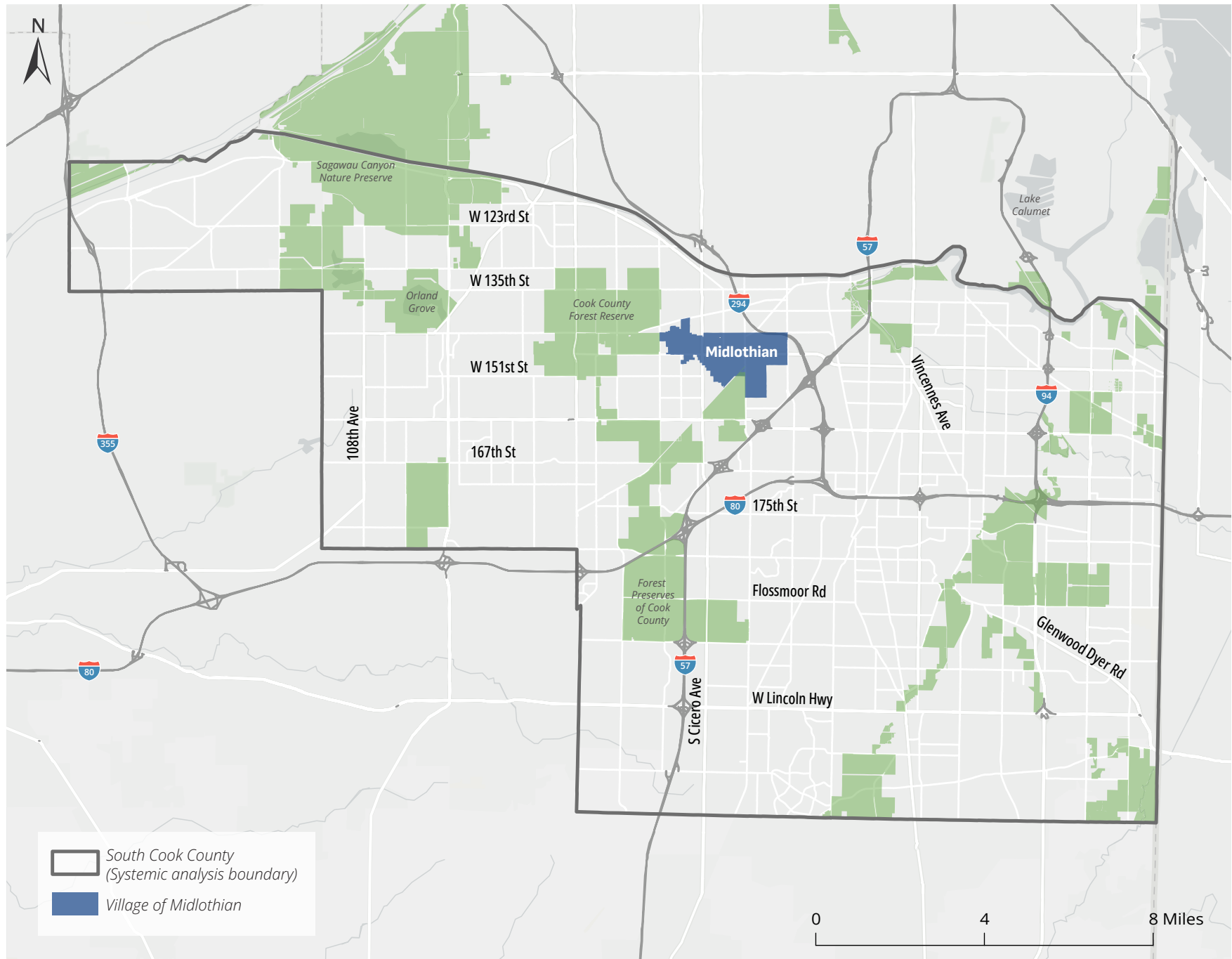


Figure 17: Arterial and collector roads with 3+ lanes in Midlothian



Higher risk feature: segments

Average annual daily traffic (AADT) and number of lanes

Across South Cook County, fatal and severe injury crashes are more acute on higher volume major roads. As volumes increase on major roadways, KA crash risks are also elevated. KA crashes on roadways with AADT over 20,000 occur 8 times more

frequently than the average roadway.

KA crash risk is pronounced on high-volume roadways with three or more lanes, which make up many of the village's major corridors. People are 10 times more likely to be killed or seriously injured on a higher volume major roadway (>20,000 AADT) with three or more lanes than one with two or less lanes and the same volumes.

Figure 18: Arterial and collector roadways by median type in Midlothian

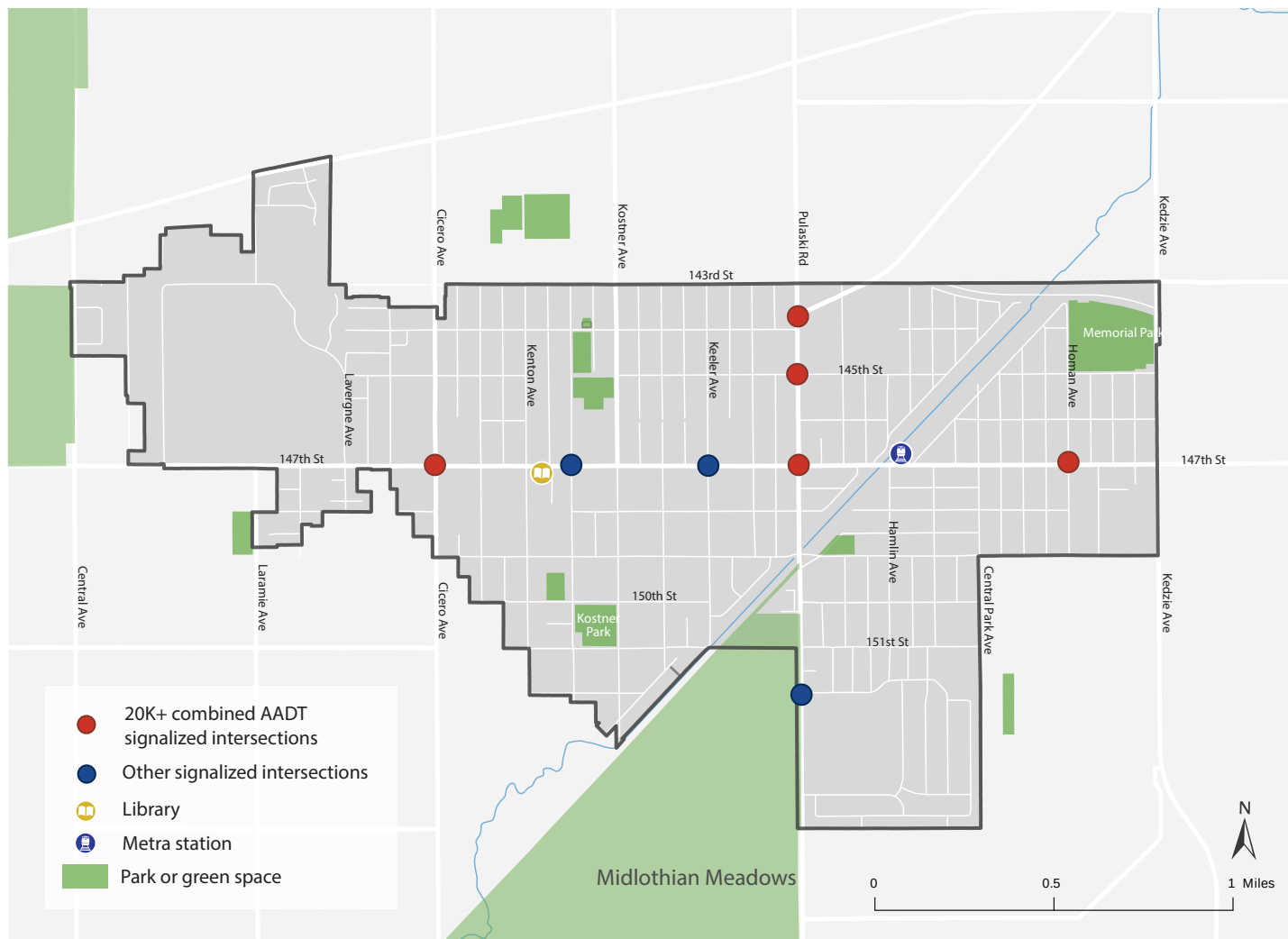


Center median type

In South Cook County, the presence and type of center median plays a major role in severe crash outcomes on higher-volume roadways. On arterial and collector roadways carrying over 20,000 vehicles per day, segments with curbed or barrier medians have substantially lower rates of KA crashes compared to those with traversable or no medians.

KA crash risk is approximately 1.5 times higher on roadways with traversable medians and three times higher on roadways with no median at all, relative to those with curbed or barrier medians. In Midlothian, roughly 57 percent of arterial or collector roadways lack a median while 43 percent have a traversable median, providing an opportunity for safety improvements.

Figure 19: Signalized intersections in Midlothian with increased KA crash risk



Higher risk feature: intersections

Traffic control type and average annual daily traffic (AADT)

Across South Cook County, the crash risks at high-volume intersections are consistent with the trends on high-volume segments, especially those that are signalized. Fatal crashes occur 14 times more often at signalized intersections with an AADT of

20,000 or higher compared to the average across all South Cook County intersections. Signalized intersections with a combined AADT of more than 20,000 have 78% more severe and fatal crash frequency than signalized intersections with lower combined volumes. The majority of these intersections are on 147th Street.

School and neighborhood safety

There are six public or private schools in Midlothian, including three elementary schools. Many schools are located near high-risk roads and intersections. Between 2020 and 2024, 30 KAB crashes occurred within 1/8 mile of a school, including one fatal crash, eight A injury crashes, and 21 B injury crashes.



Central Park Elementary School

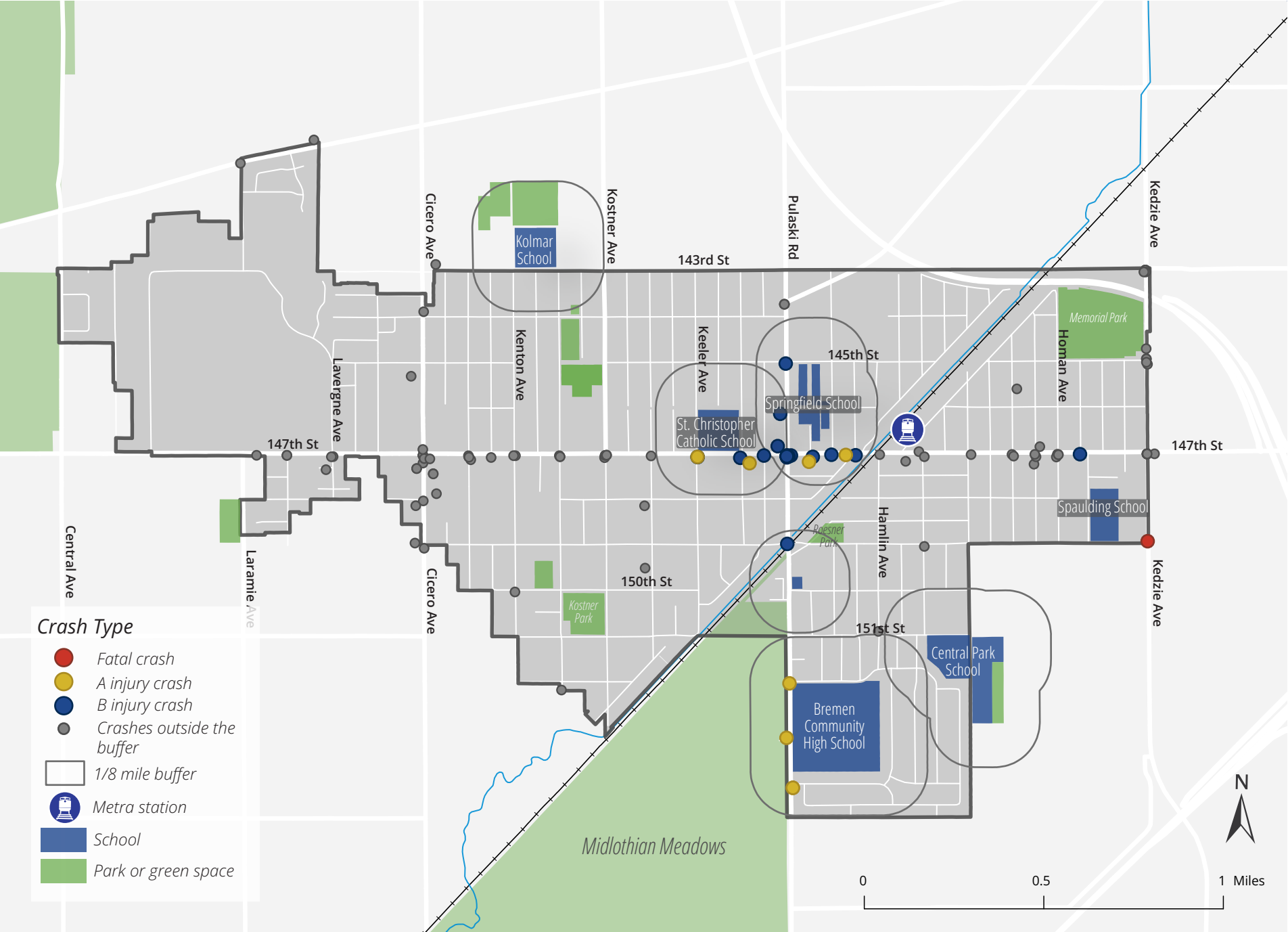
We need sidewalks and speed bumps, especially on the streets by schools. Kids are almost getting run off the road by cars.
-Midlothian resident

Table 1: Distribution of K, A injury, B injury and total KAB crashes within 1/8 mile of a school in Midlothian (2020–2024)

School	Fatal crash	A injury crash	B injury crash	Total KAB crash
Springfield School	0	2	16	18
Saint Christopher Catholic School	0	2	6	8
Bremen High School	0	4	0	4
Spaulding School	1	0	1	2
Kolmar School	0	0	0	0
Central Park School	0	0	0	0

Note: counts not summable, as some crashes occurred within 1/8 mile of multiple schools.

Figure 20: Schools within 1/8 mile of a K, A or B-injury crash in Midlothian (2020–2024)



Temporal trends

The highest rate of crashes in Midlothian occur from 3:00 PM to 6:00 PM. The highest concentration of crashes occurred on Fridays at 5:00 PM. There is also a consistent trend of crashes occurring around school dismissal times with with 18 or more crashes occurring on weekdays at 3:00 PM, over the five-year study period.

Because the KAB crash sample is small, an analysis with KAB crashes does not show a definitive trend. However, the crash numbers generally line up with crashes peaking in the afternoon between 3:00 PM and 5:00 PM. KAB crashes are notably low on weekends during overnight hours.

There are many cars that speed and ignore stop signs around school areas and on residential streets.
-Midlothian resident

Figure 21: All crashes by hour and day, Midlothian (2020–2024)

	12am	1am	2am	3am	4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Monday	2	4	4	0	1	4	4	9	9	6	10	15	8	6	9	24	17	21	9	11	7	6	1	3
Tuesday	1	1	5	3	4	2	6	8	14	2	5	6	13	8	8	18	17	15	14	11	8	8	6	5
Wednesday	1	2	1	3	4	2	4	5	9	7	5	10	13	8	11	25	22	14	18	11	7	6	3	5
Thursday	3	1	4	4	0	1	13	15	16	10	6	11	7	10	12	21	10	14	17	9	9	3	2	4
Friday	2	3	4	4	6	2	10	21	18	8	6	5	18	7	6	20	12	27	16	13	14	9	8	5
Saturday	5	7	4	3	4	3	0	2	6	7	10	10	17	20	10	11	13	11	10	8	11	4	11	8
Sunday	6	8	5	1	2	6	2	2	3	6	10	10	7	11	10	11	8	13	10	10	9	6	7	5

Figure 22: KAB crashes by hour and day, Midlothian (2020–2024)

	12am	1am	2am	3am	4am	5am	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Monday	0	2	0	0	1	1	0	1	0	0	0	3	0	0	1	1	1	3	0	0	1	1	0	0
Tuesday	0	0	0	0	0	0	1	0	2	0	0	0	1	2	0	2	1	1	1	1	1	1	1	0
Wednesday	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	1	1	0	2	0	0	1
Thursday	0	0	0	1	0	0	1	1	1	0	0	0	1	0	0	3	1	0	2	1	2	0	0	0
Friday	1	1	1	0	1	0	2	1	0	1	1	1	0	1	1	0	1	2	1	0	1	0	1	0
Saturday	1	0	0	2	0	0	0	1	0	1	2	0	1	1	0	1	1	1	0	3	2	1	2	1
Sunday	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	4	0	4	3	3	1	1	1	0

Source: IDOT

Vulnerable road users

For the purposes of this analysis, VRUs include pedestrians and bicyclists within the village. While people walking and biking account for two percent of all crashes, they represent roughly six times the share of KAB crashes. This disparity highlights the disproportionate risk that cyclists and pedestrians currently face in the village.

Addressing injury crash risk among vulnerable road users (VRUs) is crucial to advancing safety in Midlothian. Unlike motorists, VRUs are not physically protected by an external “shield,” such as vehicle structure or safety features like airbags.

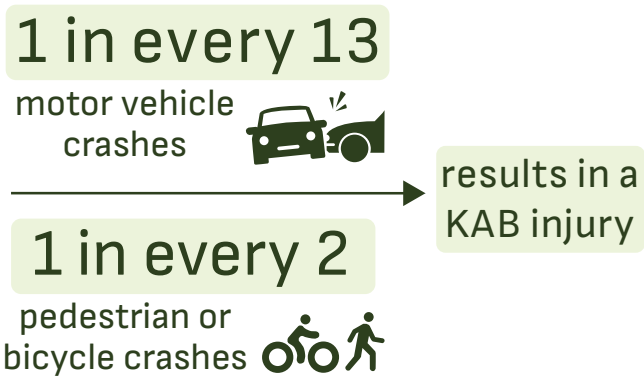
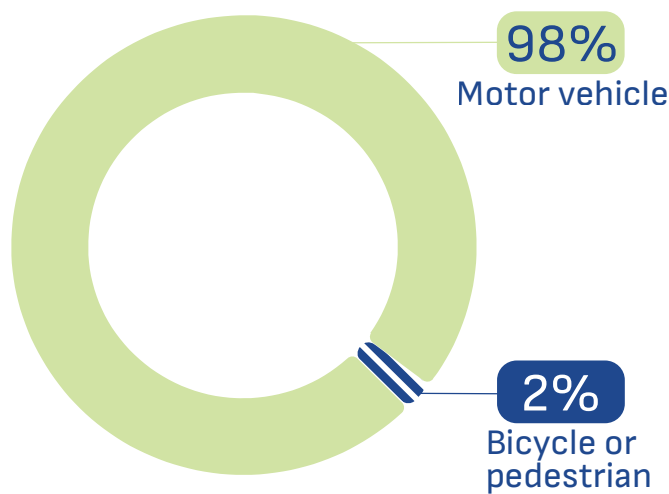
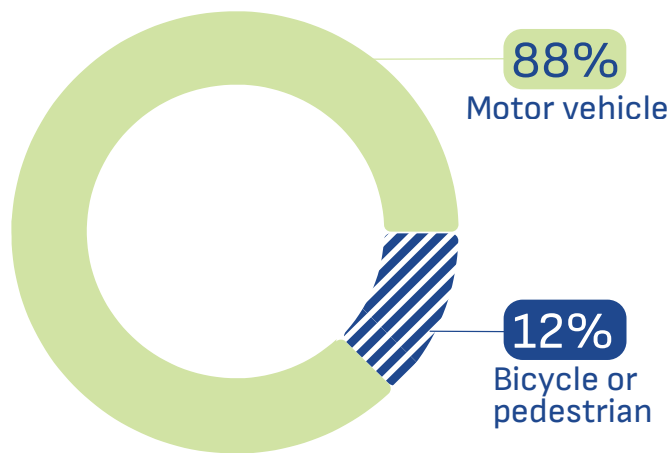


Figure 23: All crashes by mode, Midlothian (2020–2024)



Source: IDOT

Figure 24: KAB crashes by mode, Midlothian (2020–2024)



Source: IDOT

Age distribution

Bike and pedestrian victim age

Young people face elevated crash injury risks because they are more likely to walk or bike and are more exposed to potential crashes. In Midlothian, residents aged 5 to 19 (school-aged children and teenagers) are under 20 percent of the population but account for 43 percent of bike and pedestrian crash victims. Addressing safety concerns affecting young people who walk and bike in the village will also improve the experience of older residents walking and biking in the village.

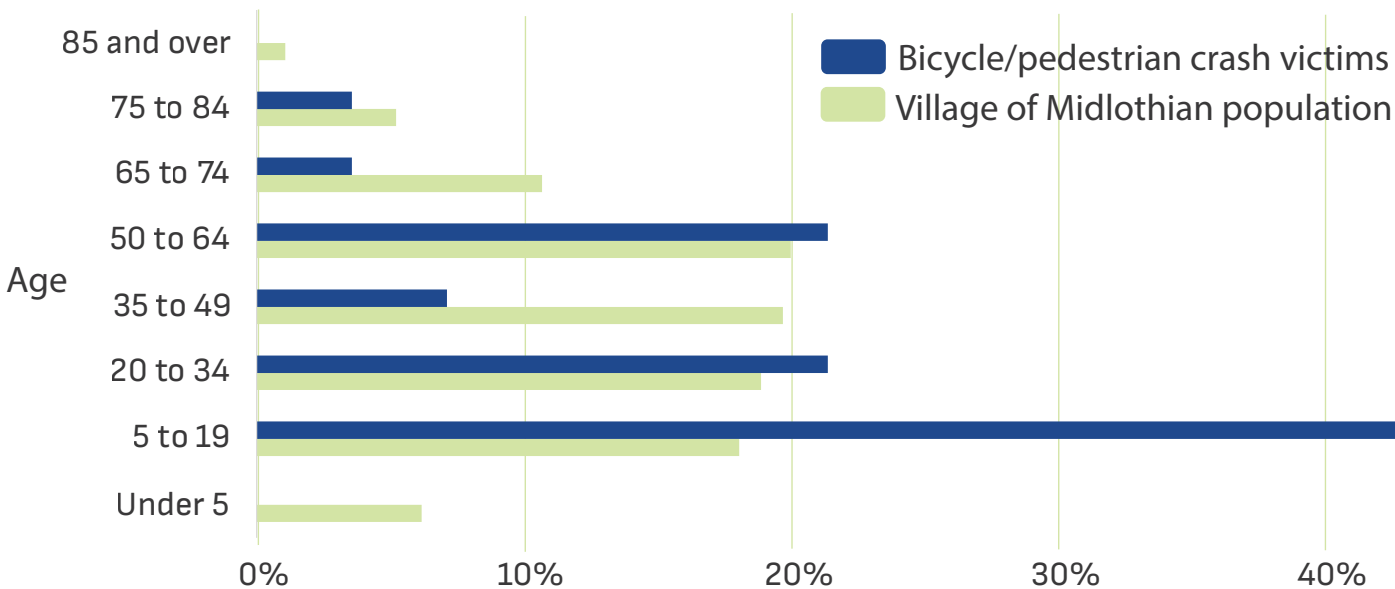


Midlothian youth aged 5–19 are

2.4 times

overrepresented in bicycle and pedestrian crashes

Figure 25: Age distribution of bicycle/pedestrian crash victims vs. population in Midlothian (2020–2024)



Source: IDOT

Key crash characteristics

Key crash characteristics provide important context for understanding not just where crashes occur and who is involved, but how and why crashes happen.

Crash type

Turning crashes account for the largest share of both total crashes and KAB crashes in Midlothian, making this a critical crash type to address. Collectively, turning and angle crashes account for more than 50 percent of KAB crashes, an over representation compared to their total share of crashes, indicating more severe outcomes on average. These crashes are found all along major roadways and reflect

the presence of numerous conflict points, including driveways, commercial access points, and intersections, which contribute to both crash frequency and severity.

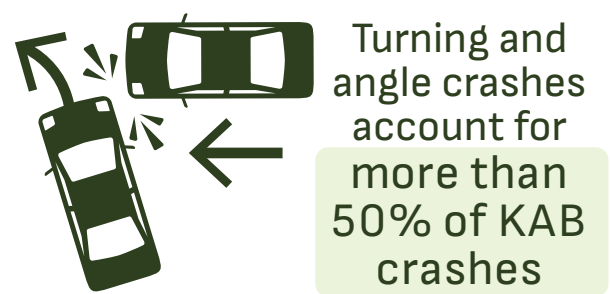
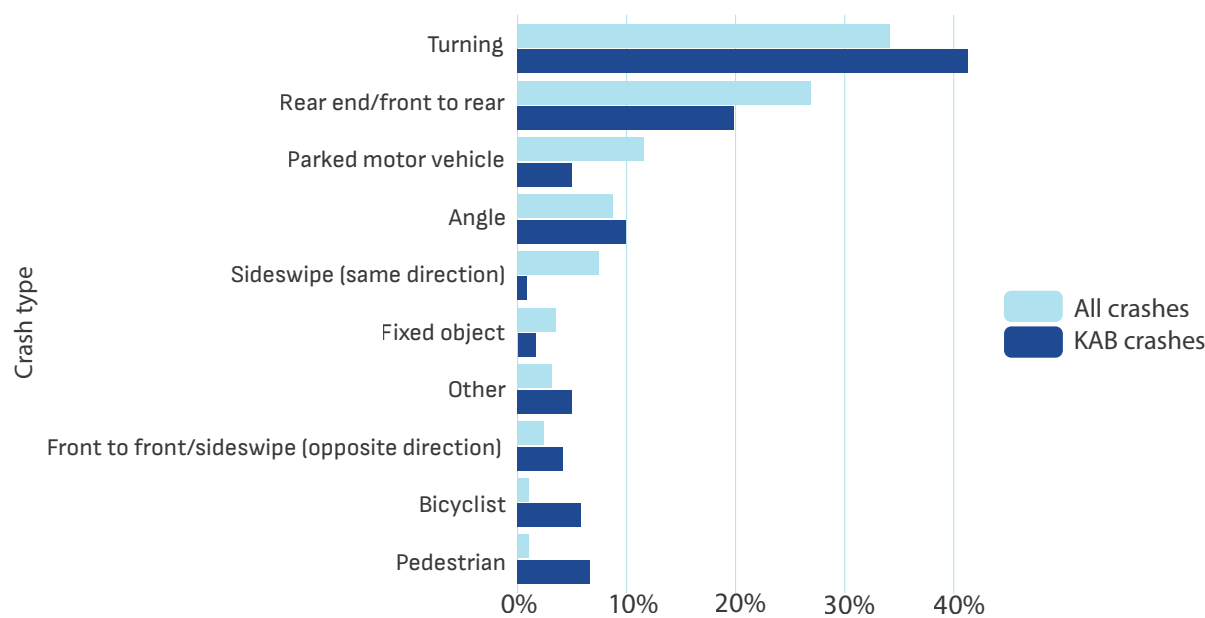


Figure 26: Crash types for all crashes and KAB crashes, Midlothian (2020–2024)



Source: IDOT

Crash cause

Failure to yield the right-of-way and speeding are the two most common known causes of KAB crashes. Combined, these crash causes account for more than 50 percent of KAB crashes, a disproportionately large share relative to total crashes, indicating more severe outcomes on average.

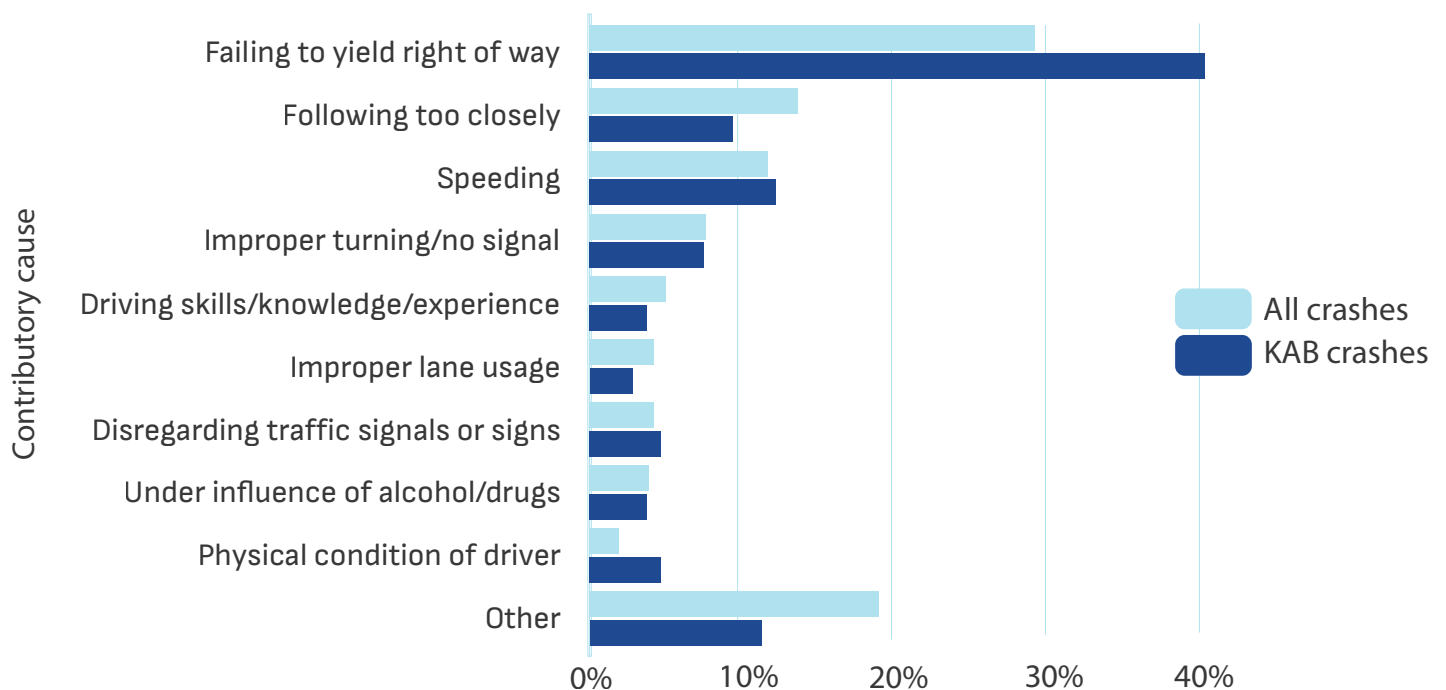
These top causes align with the high prevalence of turning and angle crash types in Midlothian. Poor yielding behavior and high speeds combined with numerous conflict points lead to a higher severe crash risk. These behaviors are most common on the village's high-volume, multi-lane arterial

streets, where frequent turning movements and higher operating speeds increase the likelihood of a crash. Notably, only a small share of KAB crashes involve driver condition or intoxication, indicating that most crashes are associated with behaviors that can be prevented with targeted countermeasures.



Failure to yield and speeding contribute to more than 50% of KAB crashes

Figure 27: Contributory causes for all crashes and KAB crashes, Midlothian (2020–2024)



Source: IDOT



What we heard

Engaging Midlothian community members is essential to understanding traffic safety issues and developing a Safety Action Plan that is responsive to local concerns. Over the course of the plan's development, input was collected from residents and stakeholders through in-person events and virtual engagement activities to understand key traffic safety issues and the types of strategies people would like to see to address them.

Outreach and engagement

Events

The project team attended two events to promote the plan, distribute surveys, and facilitate interactive mapping activities. The first event was Midlothian's annual Scarecrow Fest in October 2025, where community members were invited to map out locations where they have experienced or witnessed traffic safety issues.

The second event complemented an open house for the *Midlothian Made Downtown Plan*. Attendees were presented with a visual preference survey to identify what safety countermeasures they would like to see on major streets and neighborhood streets.



The project team at the Midlothian Scarecrow Fest

Community surveys

Two surveys were conducted over the course of the plan's development. The first survey focused on how community members travel around Midlothian, how safe they feel using different transportation modes, and what traffic safety concerns they have. The second survey concerned what types of strategies the plan should focus on, safety countermeasures community members would like to see, and where interventions should be prioritized.

Online mapping activity

Over the duration of the plan, an interactive map was hosted on the project website, providing an opportunity for people to pinpoint locations that are perceived as dangerous and identify where safety improvements are most needed.

Stakeholder interviews

Several interviews were conducted with key stakeholders who are especially familiar with traffic safety issues in Midlothian and/or have a significant role to play in supporting safer streets. These stakeholders included:

- Midlothian Public Library
- Midlothian Police Department
- Midlothian Park District
- Midlothian Safety Committee
- Bremen High School District 228
- Midlothian School District 143

Key findings

- **Speeding and reckless driving** were the predominant safety concerns among community members. Drivers running red lights or failing to stop at stop signs were also frequently mentioned.
- Survey respondents cited **poorly maintained infrastructure, roads that encourage or allow for high vehicle speeds, and unsafe crossings** for pedestrians or bicyclists as the top road design factors that contribute most to traffic safety issues.
- A handful of locations were repeatedly cited as hot spots for traffic safety issues, including: 147th Street, Cicero Avenue, and the intersections of 147th Street and Kostner Avenue, 147th Street and Cicero Avenue, and 147th Street and Kilpatrick Avenue. All of these locations with the exception of 147th Street and Kilpatrick Avenue are on the HIN.
- Residents are concerned about **traffic cutting through neighborhood streets**, resulting in high speeds and higher traffic volumes.
- When asked what safety treatments they would most like to see on major streets, survey respondents selected **filling sidewalk gaps, improving mid-block crossings, and**

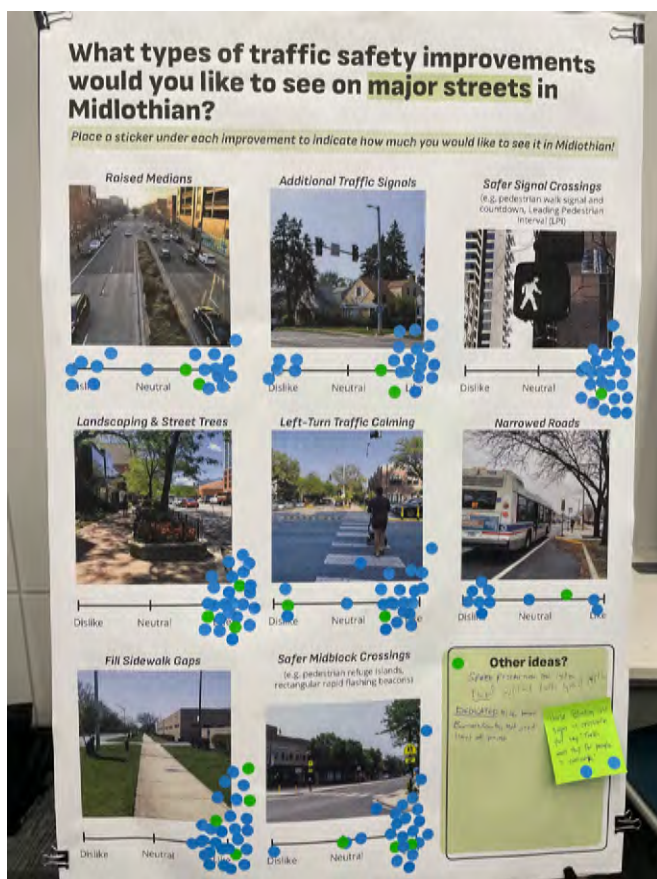


An engagement activity at the Midlothian Scarecrow Fest

I want to emphasize the speed bumps...I have people going down the street where I live at easily 40 mph when it's a 20 mph speed limit.
-Midlothian resident

landscaping and trees most often. On neighborhood streets, survey respondents selected **filling sidewalk gaps and improving lighting**.

- Stakeholders and residents are generally supportive of the Village adding dedicated facilities and wayfinding for bicycles and low-speed mobility devices to designated neighborhood streets.



Visual survey responses at the Downtown Midlothian Streetscape Plan Open House

Engagement by the numbers



2 community events



12 stakeholders interviewed



150+
people reached through
surveys and events



Policy & process review

This section evaluates Midlothian's existing policies, procedures, and internal processes to determine how effectively they support the Village's traffic safety goals. Policies are organized by their relative impact, informed by the [Safe System Pyramid](#), and aligned with the Safe System approach objectives: Safe Streets, Safe Speeds, Safe People, Safe Vehicles, and Post-Crash Care.

By reviewing policies through both an impact lens and a Safe System framework, the Village can identify strengths, gaps, and opportunities for refinement.

Safe Streets

Significant impact			
Policy	Description	Status	Opportunities
Complete Streets Policy (local)	Policy directing streets to be planned, designed, operated, and maintained to safely serve people of all ages and abilities using all modes	Exists	With a Complete Streets Policy already in place, there is an opportunity to further operationalize its principles through clearer implementation tools and integration into day-to-day project delivery processes.
Local design guidance	Context-sensitive local design guidance for pedestrian and bicycle facilities applied to Village-led projects	Does not exist	Guidance could be consolidated and clarified through a Local Street Design Manual that aligns with contemporary national and state multimodal design standards.
Capital budgeting priority for safety	Capital improvement prioritization process that incorporates safety-based scoring and crash risk considerations	Does not exist	The current annual budgeting process presents an opportunity to more systematically incorporate traffic safety into capital project prioritization.

Safe Streets

Significant impact			
Policy	Description	Status	Opportunities
Signal timing and modification policy	Guidance for adjusting traffic signal equipment and timing to improve safety for all road users	Does not exist	Signal timing and upgrades provide periodic opportunities to incorporate safety enhancements in coordination with state and county agencies.
Traffic-calming program	A municipal program that uses physical and operational street design changes to slow vehicle speeds and improve safety on neighborhood and collector streets	Does not exist	Neighborhood speed concerns could be more systematically addressed with a clearer framework linking resurfacing projects and resident input to consistent traffic-calming responses.
Active transportation plan	A community plan that identifies priority walking and biking routes, safety issues, infrastructure gaps, and recommended improvements to support safe, multimodal travel for all ages and abilities	Exists	The Active Transportation Plan provides a framework that could be more directly integrated into capital planning, resurfacing, and corridor prioritization decisions.
No right turn on red	A traffic control policy prohibiting right turns on red at designated intersections to reduce conflicts with pedestrians and bicyclists	Exists at certain locations	Regular review of pedestrian and cyclist injury data could inform ongoing updates to no right turn on red locations over time.

Safe Streets

Moderate impact

Policy	Description	Status	Opportunities
Design/control vehicle policy	Guidance for selecting appropriate design and control vehicles to support compact intersections and safer turning movements	Does not exist	The absence of formal guidance on design and control vehicles presents an opportunity to clarify how intersection geometry and turning movements balance safety objectives with vehicle accommodation.
Intersection daylighting ordinance/policy	Regulations restricting parking near intersections and crosswalks to improve sight lines and reduce pedestrian and bicyclist conflicts	Update needed	The Village could more explicitly center safety within its policy framework, including clearer guidance on daylighting and crosswalk standards.
Multimodal MOT policy	Requirements to maintain safe, accessible pedestrian, bicycle, and transit routes during construction and work zones	Does not exist	Work zone practices do not appear to be governed by a formal multimodal access policy, creating potential gaps in pedestrian, bicycle, and ADA accommodations during construction.

Safe Streets

Moderate impact			
Policy	Description	Status	Opportunities
Multimodal development design standards	Standards requiring new development and redevelopment to provide safe, accessible walking and biking connections	Does not exist	Clearer development standards could ensure pedestrian and bicycle connectivity is addressed systematically rather than through case-by-case negotiation.
Freight policy	Guidelines that define where trucks can travel, deliver, and stage within the village, minimizing heavy-vehicle impacts	Does not exist	The Village could work with freight and regional stakeholders to more clearly define preferred truck routes and reduce potential conflicts on local streets.

Safe People

Significant impact			
Policy	Description	Status	Opportunities
Inclusive engagement policy	Guidance for incorporating community input into transportation planning and safety decisions	Does not exist	Existing public engagement practices provide a platform for incorporating traffic safety topics and continuing to gather input from residents most affected by safety concerns.
Public awareness campaign	Coordinated communication efforts to educate residents about traffic safety issues, promote safe driving, walking, and biking behaviors, and build public support for safety initiatives	Does not exist	Coordinated safety messaging could enhance public understanding of traffic risks and reinforce behavior change initiatives.
Safe Routes to School	A structured program that improves the safety, comfort, and accessibility of walking and biking routes to schools through engineering upgrades, education, enforcement, and community engagement	Does not exist	A formal Safe Routes to School framework would better coordinate engineering, education, and enforcement efforts around school travel corridors.

Safe People

Moderate impact

Policy	Description	Status	Opportunities
School driver education and training	Driver education provided through the local school system at no cost to students	Exists	Assessing current school-based driver education practices could identify opportunities to reinforce local traffic safety priorities.

Low impact

Policy	Description	Status	Opportunities
Employee driver education and training	Training for municipal employees on safe driving practices, especially around pedestrians and bicyclists	Exists	Village fleet operations present an opportunity to reinforce safe driving practices and multimodal awareness among municipal employees.

Safe Speeds

Significant impact			
Policy	Description	Status	Opportunities
Low default local speed limit	Established default speed limit for local streets to support safer operating conditions	Exists	The existing default local speed limit presents an opportunity to reassess whether current thresholds align with residential context and safety performance goals.
Automated red light camera enforcement	Authorization for automated enforcement of red light violations at eligible intersections	Does not exist	High-injury intersections may warrant evaluation of automated enforcement tools based on crash history and safety considerations.
Speed zone limit setting	Authority and process to establish and adjust speed zones using local engineering and context criteria	Exists	With authority to establish speed zones already in place, there is an opportunity to ensure context-sensitive criteria and safety considerations are consistently applied.

Safe Vehicles

Moderate impact

Policy	Description	Status	Opportunities
Target speed policy	Policy aligning street design and posted speeds with intended safe operating speeds	Does not exist	Street design and posted speed practices present an opportunity to better align operating speeds with land use context and safety objectives.
Vehicle seizure & impoundment	A policy allowing the village to impound vehicles used in serious traffic violations—such as DUI, reckless driving, or repeated dangerous behavior	Exists	Existing impoundment authority presents an opportunity to consider how enforcement data may inform broader safety planning and high-risk behavior trends.

Low impact

Policy	Description	Status	Opportunities
Safe vehicle procurement standards	Procurement practices prioritizing safer vehicle sizes and enhanced safety technologies for the municipal fleet	Does not exist	Incorporating vehicle size and advanced safety technology considerations into procurement practices would enhance municipal fleet safety over time.

Post-Crash Care

Low impact

Policy	Description	Status	Opportunities
E-Device policy	Current policy prohibits operating any self-powered motorized scooter, moped, electric personal mobility device, or any other unlicensable vehicle upon any street within the village	Exists	The Village's current blanket prohibition on motorized devices could be reviewed to better align with evolving state regulations related to low-speed micromobility devices.
Fatal crash response team	Process for reviewing fatal crashes and identifying potential engineering and operational improvements	Does not exist	Establishing a clearer post-crash review structure would support consistent identification and tracking of engineering and operational improvements.

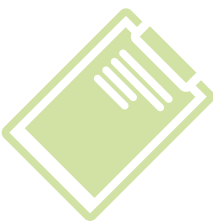


Action plan roadmap

The following actions translate the Safety Action Plan's priorities into clear, implementable steps outlined across a five-year plan. Actions are organized by focus area and categorized as either programmatic (policy, coordination, education) or infrastructure (physical street improvements), with responsible parties and effort levels identified to support accountability and phased implementation. Together, these actions provide a practical roadmap for improving safety across major corridors, neighborhood streets, and school areas while coordinating with regional partners where necessary.

Action Items

A comprehensive set of action items has been developed to address the traffic safety issues identified in the village of Midlothian. These actions are organized into focus areas that align with the Village’s overall safety goals and provide a framework for implementation over the next five years. To support planning and prioritization, each action is categorized according to its primary implementation approach:



Programmatic actions

Actions focused on policies, programs, education, and coordination efforts that can often be implemented more quickly and with less capital investment.



Infrastructure actions

Actions that involve physical improvements to streets and intersections and typically require design, engineering, and capital investment.

Focus areas



Traffic safety governance, reporting & data modernization



School and youth safety



Major streets



Neighborhood traffic calming

Supporting actions also include detailed information on the following:

Geographic application

Where the action is most relevant (village-wide, major streets, neighborhood streets, signalized intersections, etc.)

Principal and supporting parties

The primary entity responsible for implementation and key collaborators, including village staff, Midlothian Police Department, IDOT, Cook County Department of Transportation and Highways (CCDOH), and other community partners.

Estimated level of effort and resources

The relative staff time, coordination, and funding required

- ○ ○ Low (<\$25,000)
- ● ○ Moderate (\$25,000-\$250,000)
- ● ● High (\$250,000+)

2027 Action Plan

Action 2027.1

Governance & Reporting

Programmatic

Post a publicly accessible annual traffic safety report on the Village website so the Village can track key traffic safety metrics and investments to increase transparency and public engagement. Initial request for data should include the most recent five-years of data and be updated annually to incorporate the most recent year of crash data that is available.

Key metrics to report:

Metric	Source
Total crashes	Request from CMAP
Total fatalities	Request from CMAP
Total serious injuries	Request from CMAP
Total bicycle and pedestrian fatalities and serious injuries	Request from CMAP
Percent change versus previous five-year period for each metric	Request from CMAP
Traffic safety investments made in previous year	Village of Midlothian
Summary of traffic safety public outreach	Village of Midlothian

Improves safety:	Primary agency/ organization:	Supporting agency/ organization:	Effort:
Village-wide	Village staff	CMAP	



2027 Action Plan continues on next page

Action 2027.2



School and youth safety



Programmatic

Apply for Safe Routes to School funding to implement school-focused infrastructure and programming improvements.

Potential infrastructure projects (within a 2-mile radius of a school)

- Close sidewalk gaps and improve accessibility along key student walking routes by constructing missing sidewalks, upgrading curb ramps, and repairing deficient pedestrian facilities.
- Enhance school crossings with high-visibility crosswalks, pedestrian refuge islands, curb extensions, flashing beacons, and improved signage at locations with documented safety concerns.
- Improve walking and biking connections to schools through traffic calming, shared-use paths, protected bike facilities, or neighborhood greenway treatments that reduce conflicts with vehicles.

Potential education and encouragement programs

- Establish Walk and Roll to School programs, including recurring Walk and Bike to School Days, walking school buses, and bike trains to encourage active transportation.
- Provide traffic safety education consistent with the Bike Walk Education in Schools Act (HB 4799) for students, parents, and drivers through classroom activities, assemblies, school newsletters, and community events focused on speeding, yielding, and safe travel behaviors.
- Develop school travel plans and encouragement campaigns using student travel surveys, route assessments, and incentive programs to identify barriers and increase walking and biking participation.

Improves safety:	Primary agency/ organization:	Supporting agency/ organization:	Effort:
School zones	School district, village staff	Police department	



2027 Action Plan continues on next page

Action 2027.3*Governance & reporting**Programmatic*

Integrate traffic safety engagement into existing Village processes using simple tools such as brief surveys, comment forms, and project-based outreach. Prioritize input from high-injury corridors, school communities, and people who walk or bike. Engage residents through existing community events, such as the Library Summer Reading Kickoff, Touch-a-Truck, school events, and National Night Out, with a focus on gathering feedback, increasing awareness, and educating residents about the impacts of speeding and other traffic safety concerns.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff

Supporting agency/
organization:School district,
park district, library,
police department

Effort:

**Action 2027.4***School and youth safety**Programmatic*

Conduct an annual police-led, back-to-school traffic safety event. Activities may include school assemblies, Safety Town programs, bicycle and pedestrian safety demonstrations, and outreach to students and parents focused on school zone safety, safe walking and biking practices, e-mobility safety, speeding awareness, and distracted driving prevention.

Improves safety:

Village-wide

Primary agency/
organization:

Police department

Supporting agency/
organization:

School district

Effort:



2027 Action Plan continues on next page

Action 2027.5*Governance & reporting**Programmatic*

Update the Village's e-mobility regulations to remain consistent with evolving Illinois legislation. Ensure the regulation clearly distinguishes prohibited vehicles from permitted micromobility devices, while supporting safe and appropriate use throughout the community. Pair these updates with a coordinated effort to direct and encourage micromobility use along the neighborhood greenway network.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff

Supporting agency/
organization:

CMAP

Effort:

**Action 2027.6***Major streets**Programmatic*

Launch a corridor safety study for 147th Street to identify and prioritize corridor-wide safety improvements. The study should evaluate crash patterns, speeding, pedestrian and bicycle safety, intersection operations, and roadway design, and develop a phased implementation plan to advance infrastructure, traffic calming, and operational improvements. The study should also assess the feasibility of a road diet on key segments, identify opportunities for access and driveway consolidation, and use the [Safety Action Plan site walk concepts](#) as a starting point for evaluating improvements in the downtown area.

Improves safety:

147th Street

Primary agency/
organization:

Village staff

Supporting agency/
organization:

Police department

Effort:



2028 Action Plan

Action 2028.1



Governance & reporting



Programmatic

Launch a standardized annual training module for all Village employees who operate municipal vehicles (public works, police, fire, code enforcement), with a focus on safe speeds, and operating near pedestrians, bicyclists, and transit users.

Improves safety:

Village-wide

Primary agency/
organization:

Police department,
Village staff

Supporting agency/
organization:

Effort:



Action 2028.2



Governance & reporting



Programmatic

Formalize a fatal & serious injury crash review team that convenes biannually or as needed following severe crashes, using a standardized post-crash checklist to document potential engineering, enforcement, and operational improvements and assign follow-up responsibility.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff

Supporting agency/
organization:

Police department,
public works

Effort:



2028 Action Plan continues on next page

Action 2028.3*Governance & reporting**Programmatic*

Maintain and adapt the traffic safety engagement launched in Action 2027.3 to support ongoing safety initiatives. Engage residents through community events, public meetings, and transportation projects to share progress, promote the annual traffic safety report, and gather feedback on completed and planned improvements. Use community input and lessons learned to refine engagement strategies, address emerging concerns, and inform future traffic safety investments.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff

Supporting agency/
organization:School district,
park district, library,
police department

Effort:

**Action 2028.4***School and youth safety**Programmatic*

Implement the Safe Routes to School education and encouragement program funded through the Village's Safe Routes to School grant application.

Improves safety:

School zones

Primary agency/
organization:Village staff, school
districtSupporting agency/
organization:

Police department

Effort:



Action 2028.5			
 <i>Neighborhood Greenway Gameplan</i>			
 <i>Programmatic</i>			
Implement Phase I and Phase II of the Neighborhood Greenways Gameplan.			
Improves safety: Neighborhood streets	Primary agency/ organization: Village staff	Supporting agency/ organization: Public works, police department, neighborhood groups	Effort:

Traffic turning at Pulaski Road and 147th Street



2029 Action Plan

Action 2029.1



Governance & reporting



Programmatic

For all resurfacing and roadway projects programmed in the annual budget that fall on the [Neighborhood Greenway Priority Network](#), evaluate opportunities to implement traffic calming measures from the [Neighborhood Traffic Calming Toolkit](#) and incorporate feasible improvements as part of project delivery, following the process established in [Phase I](#) of the Neighborhood Greenways Gameplan.

Improves safety:

Neighborhood streets

Primary agency/
organization:

Village staff, public works

Supporting agency/
organization:

Effort:



Action 2029.2



School and youth safety



Infrastructure

Implement the Safe Routes to School infrastructure project funded through the Village's Safe Routes to School grant application.

Improves safety:

School zones

Primary agency/
organization:

School districts

Supporting agency/
organization:

Village staff, police department, public works

Effort:



2029 Action Plan continues on next page

Action 2029.3*School and youth safety**Infrastructure*

Inventory existing school zones by compiling Village records, reviewing existing signage, and coordinating with IDOT and Cook County to obtain traffic orders and speed zone documentation for roads under their jurisdiction. Request additional signage to fill gaps where school zones are not adequately signed.

Improves safety:

School zones

Primary agency/
organization:School districts,
village staffSupporting agency/
organization:IDOT, police
department

Effort:

**Action 2029.4***Major streets**Programmatic*

Advocate for lowered speed limits on 147th Street by formally requesting IDOT speed studies and speed limit reviews in accordance with the recommendations of the 147th Street Corridor Safety Study, following the [Speed Limit Reduction Guidance](#).

Improves safety:

147th Street

Primary agency/
organization:

Village staff, IDOT

Supporting agency/
organization:

Police department

Effort:



2029 Action Plan continues on next page

Action 2029.5*Major streets**Infrastructure*

Expand existing no right turn on red policy to include additional intersections where pedestrian and cyclist injuries have occurred. Review and update intersections based on ongoing review of pedestrian and cyclist crash data.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff

Supporting agency/
organization:

Police department

Effort:

**Action 2029.6***Neighborhood Greenway Gameplan**Infrastructure*

Implement [Phase III](#) of the Neighborhood Greenways Gameplan.

Improves safety:

Neighborhood
streetsPrimary agency/
organization:Village staff, public
worksSupporting agency/
organization:Village staff, police
department, public
works

Effort:



2030 Action Plan

Action 2030.1



Governance & reporting



Programmatic

In support of the existing Complete Street Policy (adopted 2016), implement a standardized Multimodal Development Review Checklist (following [CMAP Complete Streets Guidelines](#) and [IDOT BDE Chapter 17](#)) to ensure all development, redevelopment, resurfacing, capital, and permitting processes consistently evaluate the inclusion of high-quality pedestrian, bicycle, and transit accommodations.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff, public
works

Supporting agency/
organization:

CMAP, IDOT,
CCDOTH

Effort:



Action 2030.2



Major streets



Infrastructure

Implement placemaking strategies identified in the Midlothian Made Downtown Plan to support traffic safety, economic vitality, and community identity.

Improves safety:

Downtown

Primary agency/
organization:

Village staff

Supporting agency/
organization:

Police department,
public works

Effort:



2030 Action Plan continues on next page

Action 2030.3*Neighborhood Greenway Gameplan**Infrastructure*

Implement [Phase IV](#) of the Neighborhood Greenways Gameplan.

Improves safety:

Major streets

Primary agency/
organization:

Village staff, public
works

Supporting agency/
organization:

IDOT, CCDOTH

Effort:

**Action 2030.4***Major streets**Infrastructure*

Coordinate with IDOT and Cook County to incorporate safety-focused signal timing updates into routine signal reviews and corridor projects, prioritizing pedestrian and bicyclist safety through measures such as leading pedestrian intervals, extended crossing times, slower progression speeds, protected turn phases, and rest-in-red.

Improves safety:

Major streets

Primary agency/
organization:

Village trustee,
public works

Supporting agency/
organization:

IDOT, CCDOTH

Effort:



2030 Action Plan continues on next page

Action 2030.5*Major streets**Infrastructure*

Coordinate with IDOT and Cook County to incorporate safety-focused treatments into routine resurfacing and intersection improvements, such as continental crosswalks and curb extensions.

Improves safety:

Major streets

Primary agency/
organization:Village trustee,
public worksSupporting agency/
organization:

IDOT, CCDOTH

Effort:

**Action 2030.6***Major streets**Infrastructure*

Coordinate with IDOT and Cook County to improve striping of existing medians, lane markings and parking lines, particularly on Cicero Avenue, 147th Street, and Pulaski Road.

Improves safety:

Major streets

Primary agency/
organization:Village trustee,
public worksSupporting agency/
organization:

IDOT, CCDOTH

Effort:



Action 2030.7			
Major streets			
Infrastructure			
Continue to identify sidewalk gaps and program funding for sidewalk infill projects through the annual capital budgeting process. Prioritize improvements that close gaps along key pedestrian routes, near schools, parks, transit stops, commercial areas, and other community destinations.			
Improves safety:	Primary agency/ organization:	Supporting agency/ organization:	Effort:
Village-wide	Village staff, public works	School district, park district, police department	



School bus behind a Welcome to Midlothian sign

2031 Action Plan

Action 2031.1



School and youth safety



Infrastructure

Evaluate existing school zones and identify opportunities to improve or expand school zone limits, signage, and traffic control measures where needed. Coordinate with schools and roadway agencies to ensure school zones adequately reflect student travel patterns and support safe walking and biking to school.

Improves safety:

School zones

Primary agency/
organization:

Village staff, school
districts

Supporting agency/
organization:

Police department,
public works

Effort:



Action 2031.2



Neighborhood Greenway Gameplan



Infrastructure

Implement [Phase V](#) of the Neighborhood Greenways Gameplan.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff, public
works

Supporting agency/
organization:

Effort:



2031 Action Plan continues on next page

Action 2031.3*Major streets**Infrastructure*

Advance preferred concept alternatives identified in the 147th Street Corridor Safety Study as planning-level guidance to support project development, grant applications, interagency coordination, and implementation of corridor safety, accessibility, and streetscape improvements.

Improves safety:

147th Street

Primary agency/
organization:

Village staff

Supporting agency/
organization:

IDOT, CCDOTH

Effort:

**Action 2031.4***Major streets**Programmatic*

Regularly update the Village's Active Transportation Plan to reflect completed projects, emerging needs, and changing priorities. Use plan updates to refine the prioritization of walking and biking improvements along the High Injury Network, Neighborhood Greenway Priority Network, and other key community corridors.

Improves safety:

Village-wide

Primary agency/
organization:

Village staff

Supporting agency/
organization:

Effort:



2031 Action Plan continues on next page

SPEED LIMIT REDUCTION GUIDANCE

In support of [Action 2029.4](#), this framework outlines the basic IDOT process for evaluating and establishing roadway speed limits. It begins with identifying the roadway type and context to identify a baseline speed limit percentile, then considers supplementary safety factors that may justify reductions, followed by a formal speed study and calculation of the proposed speed limit.

1

DEFINE THE PROPOSED SPEED ZONE

Clearly outline segment limits, document existing segment speeds and adjacent speed limits.

Note: differences in posted speeds between adjacent altered speed zones should not be more than 10 mph.

2

CLASSIFY THE ROADWAY TYPE AND CONTEXT TO GET BASELINE PERCENTILE SPEED

Table 2: Baseline percentile by roadway context and functional classification

	Rural	Rural town	Suburban	Urban	Urban core
Interstates/freeways/expressway	85th	85th	85th	85th	85th
Principal/minor arterial	85th	85th	85th	50th	50th
Collector/local	85th	50th	50th	50th	50th

3

EVALUATE SUPPLEMENTARY SAFETY FACTORS

High-crash (safety tier-high) segments or intersections	-10%
	40 or less: -0%
Driveway and intersection density (access conflicts per mile)	41-60: -5%
	61 or more: -10%
High pedestrian activity where no sidewalks are provided or where sidewalks are located immediately behind the curb	-5%
High bicycle activity without bike lanes	-5%
On-street parking adjacent to travel lanes	-5%
Other roadway constraints (lane width, alignment, sight distance) via engineering judgment	

4

CONDUCT FORMAL SPEED STUDIES

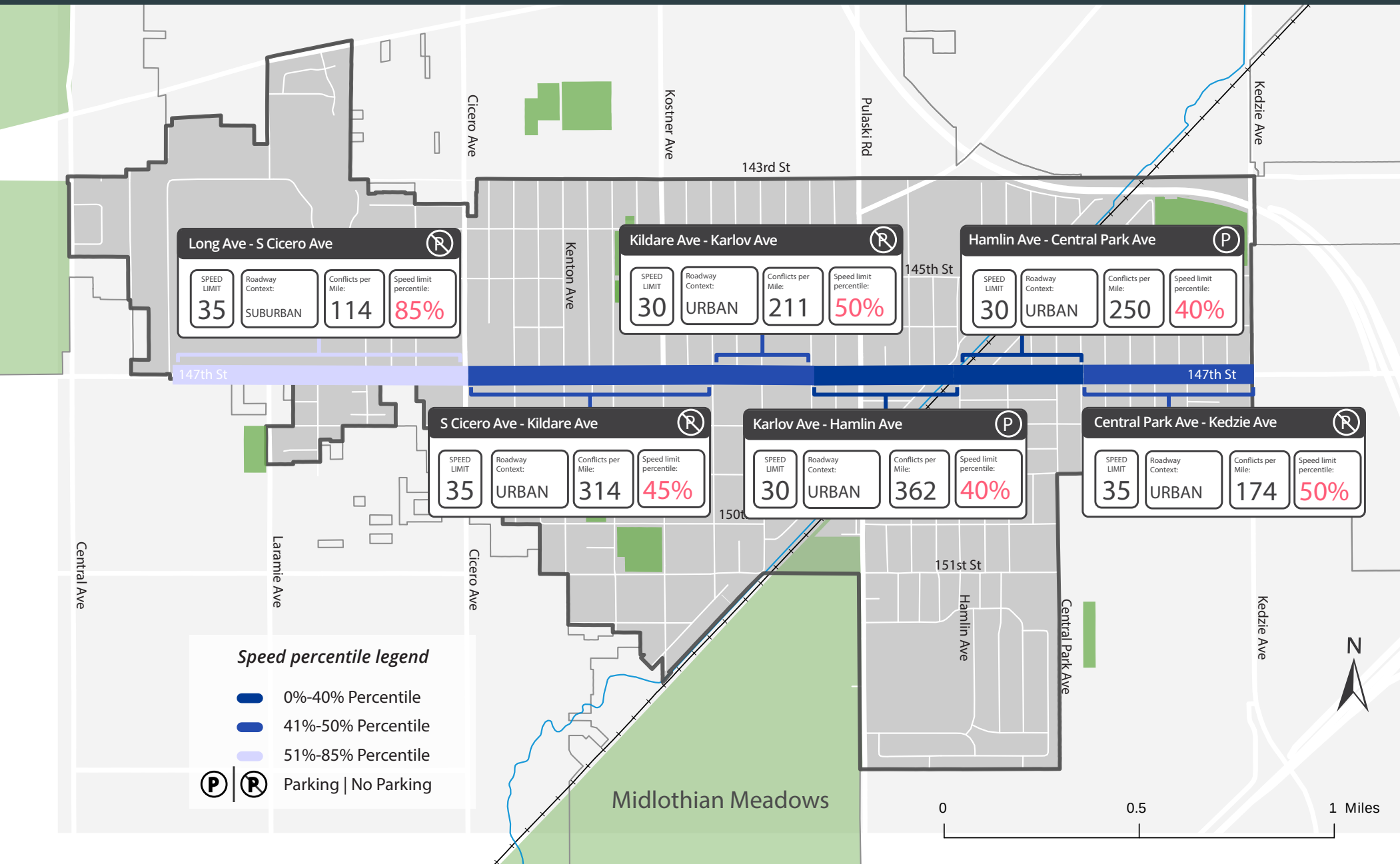
Spot speed studies should be conducted under free-flow conditions using a minimum of 100 passenger vehicles per lane in each direction, with speeds from trucks over 4 tons excluded. Speed zones exceeding 1 mile in rural areas or ½ mile in urban areas should include studies at two or more locations within the corridor.

5

CALCULATE PROPOSED SPEED LIMIT

147th Street Speed percentile map

The 147th Street Speed Percentile Map applies steps 1 through 3 to illustrate how key characteristics, such as roadway context, access conflict density, and on-street parking, inform recommended speed percentiles along 147th Street. The map identifies segment-level speed percentiles to help highlight where lower target speeds may be most appropriate in the event of formal speed studies.



Child on a bicycle on a neighborhood sidewalk



Neighborhood Greenway Gameplan

The Neighborhood Greenway Gameplan outlines a phased, practical approach to creating a connected network of low-speed, low-stress streets that prioritize walking and biking across Midlothian. Building on the Active Transportation Plan and Safety Action Plan findings, the gameplan identifies priority routes, implementation steps, and a toolbox of traffic calming and branding treatments that can be deployed over time.

Neighborhood Greenway Gameplan

The Neighborhood Greenway Gameplan provides a scalable roadmap for improving safety on local streets. Phase 1 focuses on reaffirming the Midlothian Bike Loop as a visible connected route that prioritizes low speeds, safe crossings, and key destinations such as schools, parks, and neighborhoods. Subsequent phases expand the network and build on early improvements, using pilot projects, targeted upgrades, and coordination with major roadway crossings to create a cohesive, low-stress system for walking and biking. The five objectives of the Neighborhood Greenway are:

1 *Reduce speed*

Managing vehicle speeds is one of the most effective ways to reduce crash risk and the severity of injuries. The Safety Action Plan prioritizes low-cost, context-sensitive traffic calming measures to create self-enforcing slow streets. These tools help align driver behavior with the intended function of neighborhood streets and improve comfort for people walking and biking.

2 *Reduce cut-through traffic*

Neighborhood streets are not designed to function as bypass routes for longer trips. The plan includes traffic management tools that discourage unnecessary through travel while maintaining local access, including bike, pedestrian, and emergency access. Applied selectively, these treatments reduce traffic volumes, and improve safety and quality of life.

3 *Branding and wayfinding*

Branding and wayfinding help make safety investments visible and self-reinforcing. Treatments help communicate to drivers that these streets prioritize low speeds and shared use, while also helping people walking and biking navigate comfortably to key destinations like the Metra station and the commercial core along 147th Street. These treatments strengthen community identity and support a recognizable neighborhood greenway system.

4 *Priority crossings*

Crossings are where many conflicts occur and where safety improvements can have the greatest impact. The plan prioritizes high-visibility crosswalks, daylighting, and pedestrian refuge islands to reduce exposure, improve sight lines, and reinforce yielding behavior. Where signals are present on major roads, safety-oriented timing such as LPIs and adequate walk times are recommended to improve crossing safety.

5 *On-street bicycle network*

A low-stress bike network expands safe travel options for residents of all ages and abilities. The plan emphasizes neighborhood greenway treatments such as marked neighborhood greenways, advisory bike lanes, and bike-priority markings. These facilities are designed to work with traffic calming to create comfortable routes that support walking and biking.

Neighborhood Greenway Action Steps

1

Adopt a Neighborhood Traffic Calming & Greenway Policy

- Define eligible streets, target speeds, and program goals
- Adopt the Neighborhood Traffic Calming Toolkit
- Establish a Traffic-Calming Program that creates a formal process for implementing traffic calming measures. As part of this program, all resurfacing and roadway projects programmed in the annual budget that fall on the Neighborhood Greenway Priority Network will be reviewed for opportunities to implement improvements from the Neighborhood Traffic Calming Toolkit, with feasible improvements incorporated into project delivery.

Primary agency/organization:	Supporting agency/organization
Village staff, public works	Police department

2

Formalize the Neighborhood Greenway Priority Network

- Establish the [Midlothian Bike Loop as a catalyst of the Neighborhood Greenway program](#)
- Expand the branding and signage to clearly demarcate greenway routes
- Prioritize connections to schools, parks, and key neighborhood destinations

Primary agency/organization:	Supporting agency/organization
Village staff, public works	IDOT, CCDOTH, school districts, police department, park district

3 Pilot temporary traffic calming improvements (3–5 Locations)

- Use [existing guidance](#) to deploy quick-build treatments
- Focus on speed reduction, visibility, and comfort for walking and biking
- Collect before/after speed and volume data

Primary agency/organization:

Supporting agency/organization

Village staff, public works

Police department

4 Target key arterial crossings along greenway routes

- Coordinate safety improvements at crossings of major roads, including:
 - » 147th Street at Kilbourn Avenue, Hamlin Avenue, and Homan Avenue
 - » Pulaski Road at Waverly Avenue and 145th Street

Primary agency/organization:

Supporting agency/organization

Village staff, public works, IDOT,
CCDOTH

Police department

5 Iterate, scale, and institutionalize

- Convert successful pilots into permanent improvements during resurfacing or capital work
- Institutionalize traffic calming measures within resurfacing and capital programs
- Update the priority network as conditions and needs evolve
- Identify next round of pilot improvements

Primary agency/organization:

Supporting agency/organization

Village staff

IDOT, CCDOTH, school districts,
police department

Neighborhood Traffic Calming Toolkit

1 REDUCE SPEEDS



SPEED HUMPS & TABLES

A speed humps and tables are traffic calming device installed on roadways to reduce vehicle speeds. Both are typically used in residential areas, school zones, and pedestrian corridors.

Safety benefits

- Reduces operating speeds by creating a self-enforcing vertical deflection
- Enhances neighborhood comfort by discouraging aggressive driving and speeding on local streets
- Can be implemented as [quick-build pilots](#) (where appropriate) and upgraded to permanent treatments through resurfacing or capital projects



NEIGHBORHOOD TRAFFIC CIRCLE

A neighborhood traffic circle is a small roundabout-style feature installed at local street intersections to slow vehicles and reduce the severity of crashes. Traffic circles can be built as temporary “quick-build” installations (paint and posts) or as permanent landscaped islands, and are especially effective on neighborhood greenways and local streets where speeding is a concern.

Safety benefits

- Requires drivers to slow and navigate a curved path through the intersection
- Lowers crash severity by reducing right-angle conflicts and discouraging high-speed movements
- Discourages cut-through driving by making long, fast routes less attractive while maintaining local access
- Can support placemaking and neighborhood identity

1 REDUCE SPEEDS

2 BRANDING & WAYFINDING



SPEED FEEDBACK SIGNS

Speed feedback signs (radar speed display signs) provide real-time information to drivers about their current speed and reinforce the intended speed environment. They are a low-cost tool that can be deployed quickly on corridors with speeding concerns and can be moved periodically to maintain effectiveness.

Safety benefits

- Encourages speed compliance
- Can reduce the frequency of speeding by providing immediate, visible feedback
- Useful for supporting traffic calming and enforcement efforts

GREENWAY ROUTE SIGNAGE AND PAVEMENT MARKING

Greenway route signage and pavement markings clearly identify neighborhood greenways and reinforce that these streets are intended for lower speeds and shared use. Wayfinding signs, bike boulevard markings, and “shared street” pavement symbols help users navigate comfortably and make the network visible to drivers.

Safety benefits

- Reinforces driver expectations for slower speeds and increased pedestrian/bicycle activity
- Improves route clarity and reduces unpredictable movements by people walking and biking
- Strengthens network legibility, encouraging use of safer, lower-stress routes

Neighborhood Traffic Calming Toolkit

2 BRANDING & WAYFINDING



GATEWAY TREATMENTS AT GREENWAY ENTRIES

Gateway treatments (signage, pavement markings, curb extensions, planters, or vertical elements) mark the entrances to neighborhood greenways and signal a transition into a lower-speed environment. These treatments function as a visual cue that drivers are entering a shared, safety-prioritized street.

Safety benefits

- Encourages speed reduction through visual narrowing and increased driver awareness
- Improves recognition of greenways as priority routes for walking and biking
- Creates consistent entry points that support compliance with neighborhood slow zone goals

NEIGHBORHOOD IDENTITY ELEMENTS

Neighborhood identity elements add placemaking features along greenway corridors such as banners, planters, public art, or neighborhood branding to make routes feel intentional, inviting, and community-oriented. These elements can be temporary (pilot) or permanent, scaled to local capacity.

Safety benefits

- Supports lower speeds by increasing visual interest and reinforcing a people-oriented street context
- Improves comfort and perceived safety for pedestrians and cyclists, encouraging more active travel
- Builds community ownership and support for safety projects, improving long-term sustainability

Neighborhood Traffic Calming Toolkit

2 BRANDING & WAYFINDING

3 REDUCE CUT-THROUGH TRAFFIC



WAYFINDING TO SCHOOLS, PARKS, AND COMMERCIAL AREAS

Wayfinding uses signs and markings to direct people along safe routes to key destinations, such as schools, parks, transit, and commercial areas. Wayfinding is most effective when paired with a consistent greenway network and identifiable gateways.

Safety benefits

- Guides users toward safer crossings and lower-stress streets, reducing exposure to high-speed traffic
- Reduces confusion and mid-block crossings by making preferred routes more obvious
- Supports Safe Routes to School and increases walking/biking use by making destinations easier to reach

PARTIAL TRAFFIC DIVERTERS

Partial traffic diverters use geometric design (e.g., curb extensions, islands, planters, or posts) to restrict certain vehicle movements, such as prohibiting one direction of through travel or a specific turn, while still allowing local access. Quick-build approaches using posts and landscaping can provide quick interventions to measure the effectiveness of diverters at specific locations.

Safety benefits

- Reduces cut-through traffic volumes on residential streets while maintaining local access
- Lowers vehicle speeds by changing driver expectations and limiting continuous through movement
- Improves comfort and safety for people walking and biking

Neighborhood Traffic Calming Toolkit

3 REDUCE CUT-THROUGH TRAFFIC



TURN RESTRICTIONS

Turn restrictions limit specific movements (e.g., “no left turn,” “no right turn,” or time-of-day restrictions) at select intersections to discourage through-routing on neighborhood streets and reduce conflict points. Restrictions can be permanent or applied during peak periods when diversion pressures are highest.

Safety benefits

- Reduces high-risk turning conflicts for pedestrians and bicyclists at targeted locations
- Discourages non-local traffic from using residential streets as shortcuts, improving neighborhood livability
- Can simplify intersection operations and reduce aggressive driving behavior in constrained locations

MODAL FILTERS

Modal filters are design features that restrict through travel for general vehicle traffic in one or both directions, while allowing access for bicycles, pedestrians, and emergency vehicles (e.g., using a barrier, offset openings, or mountable elements). They are a core tool for neighborhood greenways because they preserve connectivity for active transportation while discouraging shortcut driving.

Safety benefits

- Reduces traffic volumes and speeds on neighborhood streets while maintaining walking/ biking connectivity
- Creates a low-stress environment that supports the on-street bike network and Safe Routes to School
- Helps prevent residential streets from functioning as bypass routes, improving safety and quality of life

Neighborhood Traffic Calming Toolkit

4 PRIORITY CROSSINGS



CURB EXTENSIONS

Curb extensions extend the sidewalk and align with the parking lane at intersections or mid-block. In the short term, curb extensions can be installed using paint, bollards, and/or planters. When installed permanently, curb extensions require rebuilding the curb and sidewalk, or can be installed as detached curb extensions. Permanent curb extensions can be concrete or landscaping.

Safety Benefits

- Shortens crossing distances for pedestrians and increases visibility for motorists
- Forces vehicles to make turns at slower speeds
- Narrows the roadway to slow speeds traveling through intersections
- Can reduce crashes of all severities by 30 percent

HIGH VISIBILITY CROSSWALK MARKINGS

High visibility crosswalks are more visible to drivers than standard parallel crosswalk lines, alerting them to the presence of pedestrians.

Safety benefits

- Increase crossing visibility to motorists
- Improve yielding behavior among motorists
- Supports Safe Routes to School and key crossings near transit and parks

Neighborhood Traffic Calming Toolkit

4 PRIORITY CROSSINGS



DAYLIGHTING AND CURB EXTENSIONS

Daylighting restricts parking near corners and crosswalk approaches to improve sight lines, while curb extensions narrow the roadway at crossings and shorten the distance pedestrians must travel. Together, they improve visibility and slow turning movements.

Safety benefits

- Improves sight distance between drivers and pedestrians, especially at corners
- Reduces turning speeds and increases yielding compliance
- Shortens crossing distance, reducing time pedestrians are exposed to traffic.

MEDIAN REFUGES

Median refuges provide a protected space in the middle of the roadway so pedestrians can cross in two stages. They are most appropriate on wider streets with higher volumes or speeds where a full crossing is difficult in one signal cycle.

Safety benefits

- Medians with pedestrian refuge islands result in an 56 percent reduction in pedestrian crashes
- Allows pedestrians to cross multiple lanes of traffic in two stages
- Reduces crossing distances
- Reduces vehicle speeds and enhances the visibility of crossings

Neighborhood Traffic Calming Toolkit

4 PRIORITY CROSSINGS



RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

RRFBs are pedestrian-activated, high-intensity flashing lights installed at crosswalks, typically at unsignalized locations, to increase driver awareness and improve yielding. RRFBs are most effective where pedestrians are crossing higher-volume or higher-speed roads and need a more visible warning to drivers than signs and markings alone.

Safety benefits

- Increases driver yielding by drawing attention to the crosswalk when a pedestrian is present
- Improves crossing visibility at locations with long crossing distances or limited sight lines
- Can be paired with high-visibility crosswalks, refuge islands, and daylighting to reduce pedestrian exposure and improve comfort

RAISED INTERSECTIONS OR CROSSINGS

[Raised intersections](#) and [raised crosswalks](#) elevate the crossing to sidewalk level, functioning as a speed table while improving pedestrian prominence. They are well-suited for neighborhood greenways, school routes, and local street crossings.

Safety benefits

- Reduces vehicle speeds at the crossing, improving yielding behavior
- Shortens crossing exposure by reinforcing a pedestrian-priority zone
- Improves accessibility and comfort by creating a level, continuous walkway



SHORT CONNECTOR SEGMENTS LINKING GREENWAYS TO PRIORITY DESTINATIONS

Connector segments are short, targeted bicycle and pedestrian improvements that close gaps between greenways and key destinations such as schools, parks, the Metra station, and trails within nearby nature preserves. These can include short bike lanes, signed connections, crossings, or small infrastructure upgrades.

Safety benefits

- Eliminates network gaps that force bicyclists onto high-speed streets or unsafe crossings
- Strengthens Safe Routes to School and improves access to parks and trails
- Increases overall network usefulness by ensuring continuous, direct connections

Midlothian Safety Action Plan

SHARED LANE MARKINGS ON LOW-SPEED GREENWAY STREETS

Shared lane markings (“sharrows”) are pavement markings that indicate where bicyclists are expected to ride and remind drivers to share the roadway. They are most effective on low-speed, low-volume streets — such as neighborhood greenways — where traffic calming is already reinforcing slower driving.

Safety benefits

- Reinforces that bicyclists belong on the street and increases driver awareness
- Encourages predictable bicyclist positioning and reduces close passing
- Supports neighborhood greenway identity when paired with speed management and signage



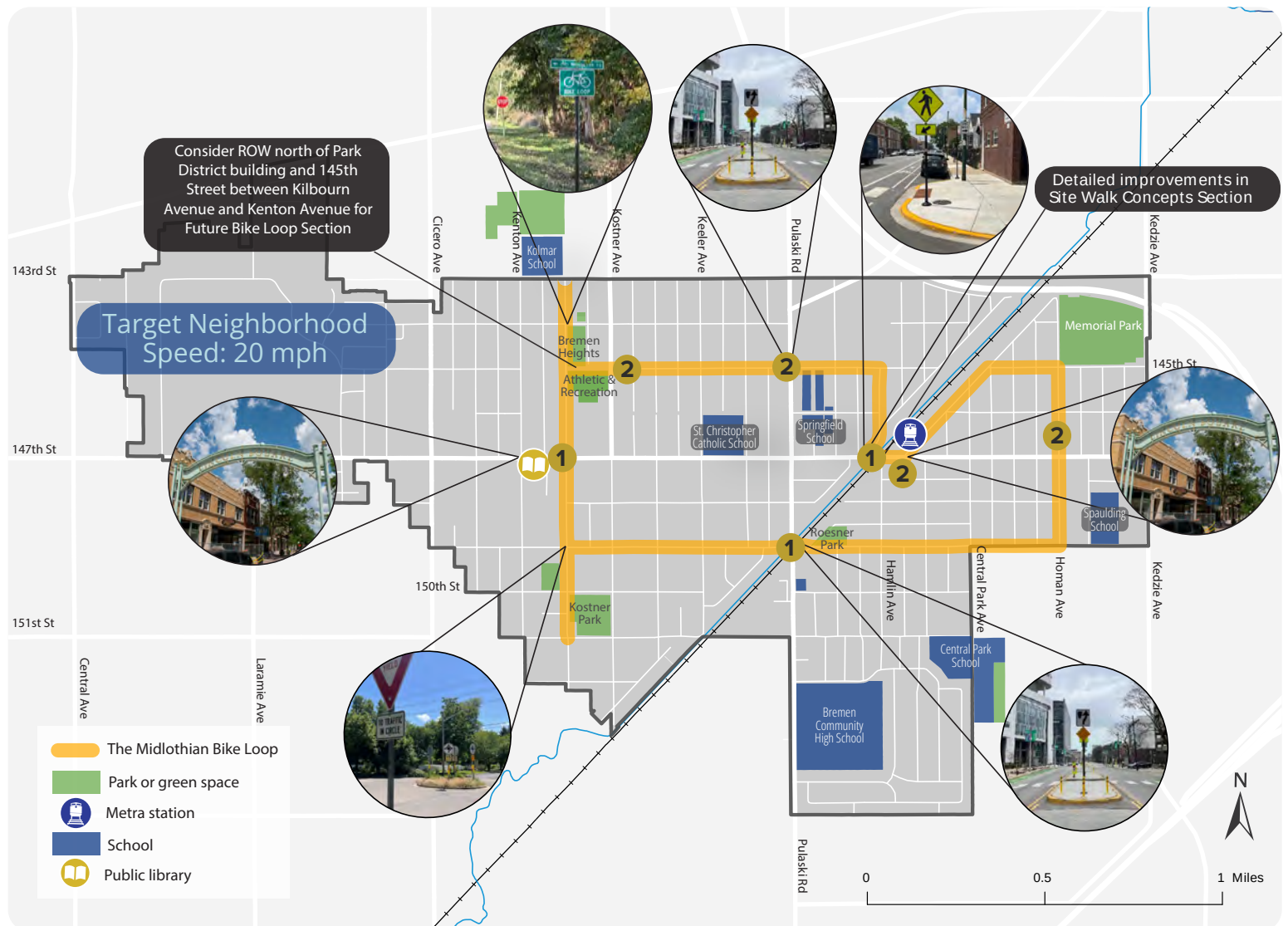
SEPARATED BIKE LANES

A separated bike lane is physically separated from motor traffic using a variety of treatments such as on-street parking, raised curbs or medians, bollards, landscaping, planters, concrete barriers and/or distinctive paving.

Safety benefits

- Provides a dedicated transportation facility for people riding bikes with physical separation from motor vehicle traffic
- Would connect urban streets to planned regional trail projects
- Can reduce bicycle crashes of all severities by 59 percent

Neighborhood Greenway Priority Network Phase 1 – The Midlothian Bike Loop & Key Crossings



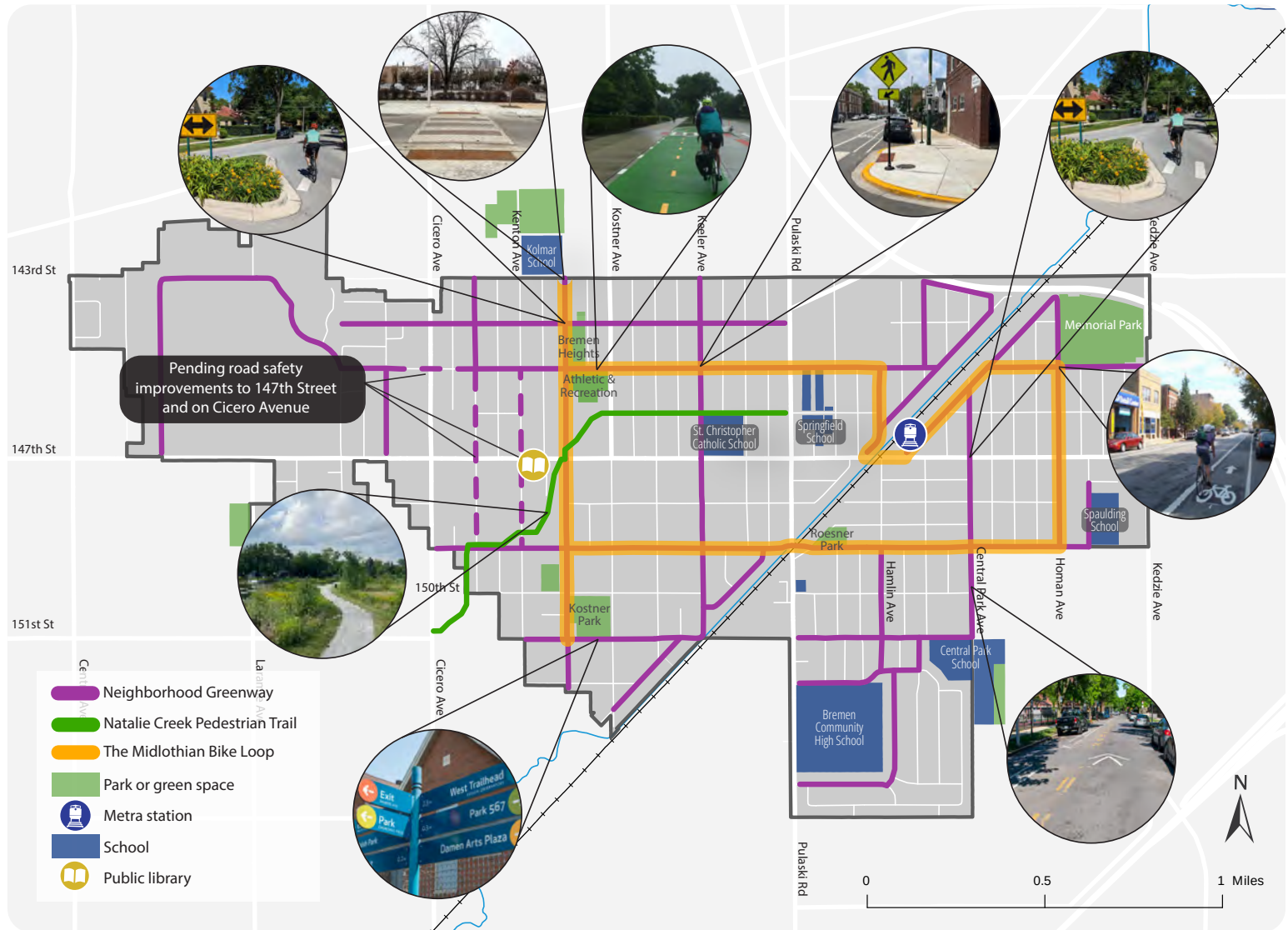
1

Major intersections: Crossings should prioritize speed reduction, visibility, and clear right-of-way for people walking and biking on the Midlothian Bike Loop. This includes **tightening curb radii, eliminating or modifying channelized right turns, adding high-visibility crosswalks and refuge islands, and using leading pedestrian intervals** where feasible. Excess pavement and unnecessary lane width should be minimized to **shorten crossing distances and reduce turning speeds on 147th Street and Pulaski Road, creating a safer and more legible intersection for all users.**

2

Gateways & branding: Gateway and branding elements should be incorporated to **clearly signal that these streets are designed for low speeds and shared use.** Entry signage, pavement markings, wayfinding, landscaping, and neighborhood identity elements can reinforce driver expectations, reduce speeds, and improve visibility for people walking and biking. Beyond safety benefits, these treatments help **establish a recognizable greenway system, strengthen community identity, and support local placemaking goals** by making the routes feel intentional, welcoming, and connected to Midlothian's character. These elements reinforce that greenway streets are designed for lower speeds and shared use.

Neighborhood Greenway Priority Network Phase 2 – Expanded Network & Key Destinations

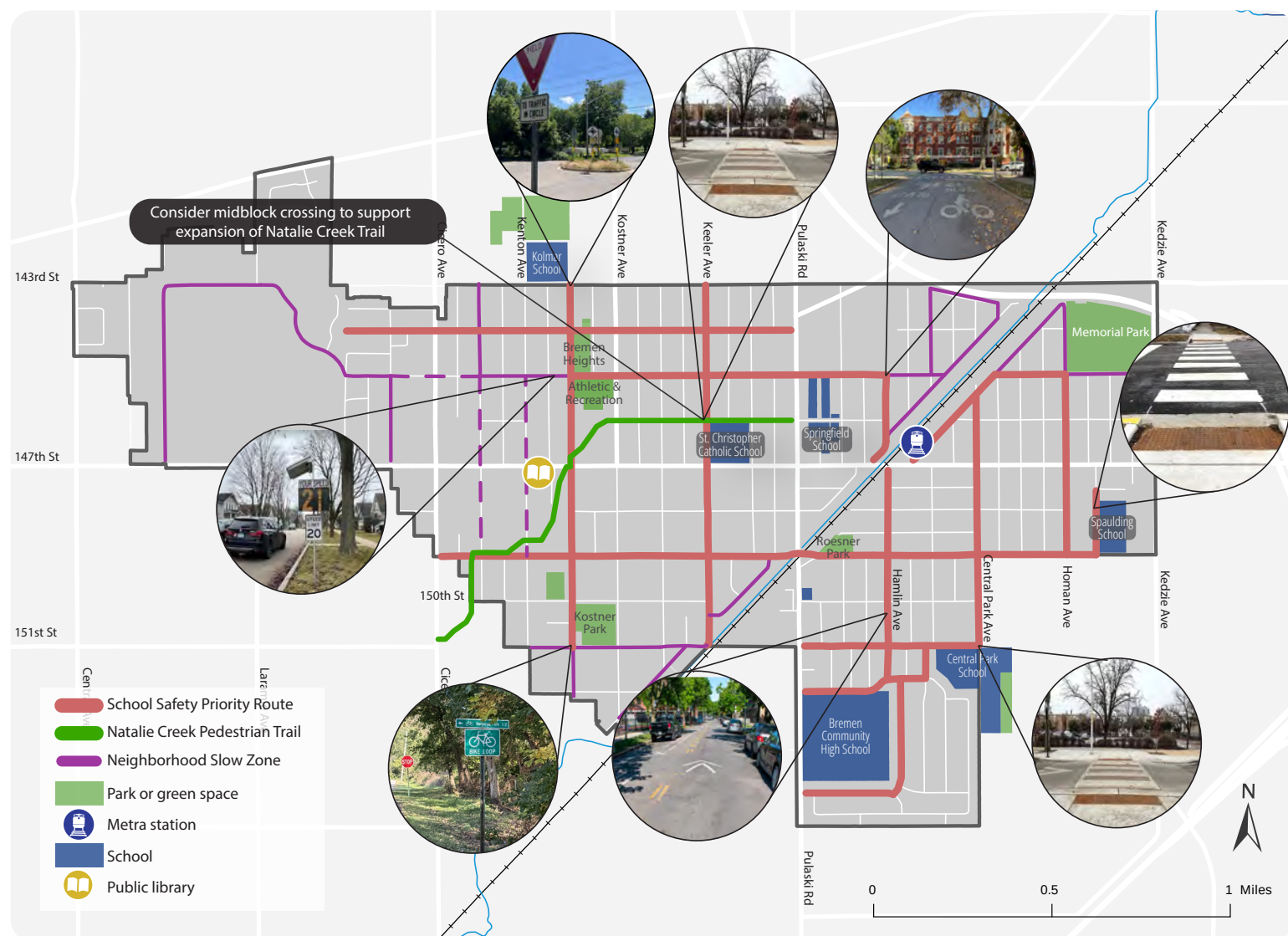


The Neighborhood Greenway Network: The neighborhood greenway network will use **residential streets as low-speed, low-stress routes for walking and biking**. Through targeted **traffic calming, visual narrowing, and selective diversion**, these streets will prioritize slower vehicle speeds and reduce conflicts while maintaining local access. The greenways will create **comfortable, connected routes** that support everyday mobility and neighborhood quality of life.

Natalie Creek Pedestrian Trail: The expansion of the Natalie Creek Pedestrian Trail will provide an off-street, **accessible walking connection that links neighborhoods, parks, and community destinations** like the public library while reducing exposure to vehicle traffic. The trail enhances safety by offering a separated facility for pedestrians and complements the on-street greenway network by expanding safe travel options across the village.

The Midlothian Bike Loop: The Midlothian Bike Loop designates a priority route for pedestrians and bicyclists along low-volume streets, reinforced by **traffic calming, pavement markings, and intersection improvements**. By managing speeds and **improving crossings at major roads**, the improved Loop will create a continuous, low-stress spine within the village's pedestrian and bike network, **connecting residential areas to key destinations safely and comfortably**.

Neighborhood Greenway Priority Network Phase 3 – School Safety and Neighborhood Slow Zones



School safety route countermeasures

- Pedestrian-activated beacons (RRFBs) at key crossings
- School-zone speed limit signage and pavement markings
- Speed feedback signs along approach corridors
- Daylighting at intersections near school entrances
- Curb extensions at major crossing points
- Crossing guard locations
- Safe drop-off and pick-up circulation zones
- ADA-compliant curb ramps and accessible routes
- No-turn-on-red or turn restrictions where applicable

Neighborhood slow zones

- Maintain a target speed of 20 mph using signage, pavement markings, and design treatments
- Implement traffic calming measures such as speed tables, curb extensions, traffic circles, and visual narrowing to create self-enforcing slow streets
- Prioritize slow zones near schools, parks, and high pedestrian activity areas, and align treatments with neighborhood greenway routes to improve safety and comfort for walking and biking
- Integrate slow zones into the Neighborhood Traffic Management and Calming Program



Site walk concepts

A multi-agency site walk was conducted along 147th Street between Pulaski Road and the Metra station and railroad crossing near Hamlin Avenue to document existing safety and access conditions within Midlothian's downtown corridor. Joining the CMAP project team were representatives from the Village, Cook County, IDOT, Pace and Metra. Midlothian participants included elected officials, staff from public works and police officers.

Short-, medium-, and long-term concepts are presented in this section to address the key issues observed on the site walk, and to position Midlothian to advance targeted safety improvements on one of the village's most important roadways.



Overview

Three stops were identified along the site walk to capture distinct observations of transportation and safety patterns. Stops were cross-referenced with detailed crash descriptions to ensure observations reflected documented crash patterns as well as real-time operational conditions. The walk aimed to address:

- 1 Improving pedestrian comfort and crossing safety
- 2 Strengthening safe access to downtown businesses and the Metra station
- 3 Identifying near-, medium-, and long-term strategies to manage speeds and reduce conflicts within corridor constraints



Stops along the 147th Street site walk

Key takeaways

Crossing safety is the core need: Concepts prioritize high-visibility crosswalks, shorter crossing distances, refuge islands/raised medians, and curb extensions.

Speeding is the dominant corridor issue: Concepts emphasize lane narrowing, clearer striping/edge definition, and reallocation of excess pavement to reinforce lower speeds.

Unclear curbside/parking and excess pavement: Short-term concepts include parking and lane striping upgrades; medium-term concepts can reclaim unused concrete/asphalt for medians, corners, or sidewalks.

Metra access and wayfinding are unclear: Concepts add wayfinding and pedestrian routing improvements connecting parking lots, bus stops, and the platform, paired with a more reliable crossing treatment.

Rail operations constrain design and require coordination: Long-term concepts should include signal/queue coordination (with IDOT/Cook County and rail timing) and test scenarios before major reconfiguration.

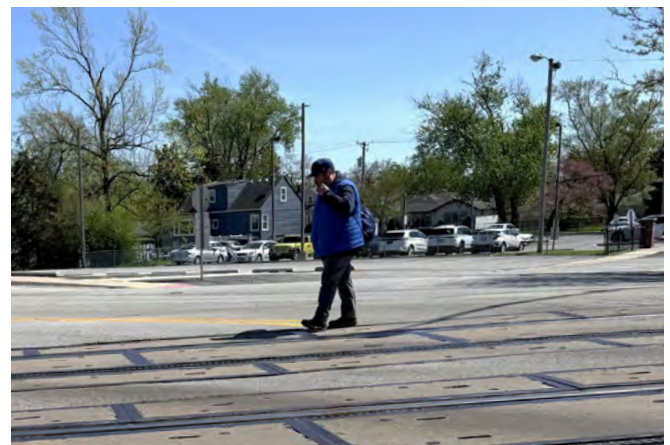
People bike along the corridor, but safe accommodations are limited: Concepts support the bike network via clear low-stress connections and safer major-road crossings (e.g., marked crossings).



A bicyclist observed riding through the Pulaski Road intersection



Site walk attendees observing crossing operations at the railroad



A pedestrian observed crossing at the unsignalized railroad crossing

Short-term concepts

Short-term strategies focus on quick-build, low-cost improvements (e.g., paint, signs, and minor operational changes) that can be implemented quickly to address immediate safety needs. Short-term strategies include:

- Repaint crosswalks and replace missing signage
- Refresh lane and parking striping to clarify curbside use
- Improve wayfinding to the Metra station and parking areas
- Explore near-term signal timing adjustments and rail coordination

Medium-term concepts

Medium-term strategies include targeted redesign that restructures portions of the roadway (e.g., medians, refuge islands, curb extensions, and reclaimed pavement) to improve safety and comfort. Medium-term strategies include:

- Narrow travel lanes and add raised medians/pedestrian refuge islands
- Reduce crossing distances with curb extensions
- Reclaim excess pavement for sidewalk expansion and corner treatments
- Improve sidewalk continuity and curb ramp configurations

Long-term concepts

Long-term strategies involve corridor reconfigurations such as roadway redesigns, signal coordination changes, and potential road diets, often supported by analysis and modeling that require interagency coordination. Long-term strategies include:

- Model corridor scenarios (including train-related queuing) to test feasibility
- Improve corridor-wide signal coordination, including rail interfaces
- Explore comprehensive corridor redesigns and potential road diet options
- Explore a new traffic signal and high-visibility crossings at the railroad crossing

Site walk concept - short-term

1

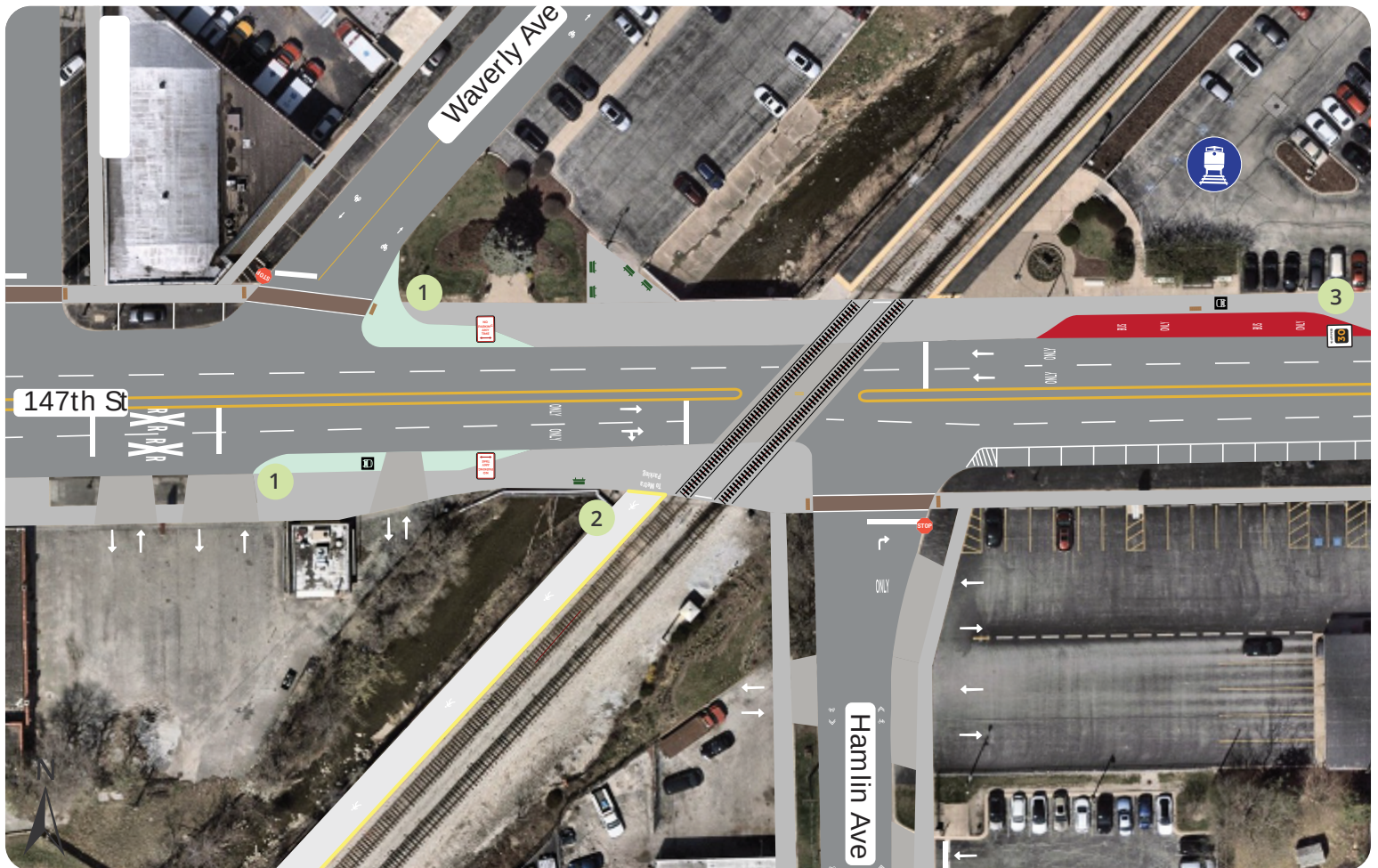
Adding a painted median visually narrows the roadway, reduces turning conflicts, and organizes traffic movements while providing space for pedestrian refuge islands. As a quick-build treatment, it allows the Village to test the operational and safety impacts of a center median before committing to permanent reconstruction.

2

Formalizing the right-of-way and parking striping on 147th Street can clarify lane edges, better define curbside space, and reduce the perception of excess roadway width, helping to calm traffic and improve overall safety. At the same time, clearly delineating where parking is not permitted through updated striping and signage can reduce ambiguity, improve sight lines at crossings and driveways, and reinforce a more orderly, safety-focused curbside environment.

3

Painting a curb extension at the existing Springfield Avenue pedestrian crossing would shorten crossing distance, improve visibility between drivers and pedestrians, and reinforce slower turning speeds while allowing the Village to test the treatment before committing to permanent improvements.

Site walk concept - short-term

- 1 Installing a painted curb extension at Waverly Avenue and at the existing bus stop would shorten pedestrian crossing distances, improve visibility, and visually narrow 147th Street to reinforce slower speeds. The straight and right turn only arrows also helps to reinforce left-turn restrictions onto and from Hamlin Avenue.
- 2 Adding pedestrian wayfinding signage and sidewalk markings would help guide people to the safest crossing locations and provide clearer connections between the Metra station, parking lots, bus stops, and downtown businesses. Improving route visibility can reduce unsafe midblock crossings and reinforce safer, more predictable pedestrian movements in this constrained area.

- 3 A speed feedback sign directly responds to documented speeding concerns by providing real-time speed awareness to drivers and reinforcing the intended lower-speed environment. As a visible, data-driven measure, it can both encourage voluntary compliance and help the Village collect before-and-after speed information to inform future traffic calming or corridor redesign decisions.

Site walk concept - medium-term

1

A landscaped median can help calm traffic and improve pedestrian safety by visually narrowing the roadway, reducing turning and passing conflicts, and providing space for pedestrian refuge islands.

2

Extending the existing sidewalk into underused pavement extends the pedestrian realm without removing vehicle lanes, and provides opportunities for placemaking, seating, and landscaping.

3

Restricting left turns onto and from 147th Street at strategic locations reduces turning conflicts and improves traffic flow and transit operations by reducing interruptions in the through lanes and limiting risky midblock turning behavior.

4

A midblock pedestrian crossing near the Metra station and Pace stops, paired with improved wayfinding, would formalize observed crossing demand and would improve safety and comfort while maintaining vehicle and transit operations within railroad constraints.

5

Lane narrowing reduces vehicle speeds throughout the corridor while also creating opportunities to reallocate excess pavement for bike facilities, medians, and sidewalk improvements that better support downtown access and multimodal travel.

6

Where left turns are permitted along 147th Street, the feasibility of dedicated left-turn lanes (10 foot raised median minimum) should be evaluated to reduce turning conflicts, while considering potential tradeoffs such as reduced curbside space.

Site walk concept – medium-term

- 1 Extending the sidewalk and installing curb extensions can improve pedestrian comfort and safety by shortening crossing distances and narrowing the roadway to slow turning vehicles. These treatments also create opportunities for placemaking features that reinforce a downtown, pedestrian-oriented environment.
- 2 Moving the existing westbound bus stop to a safer, designated turnout location on the far side of the intersection would create clearer curbside operations, improving safety and wayfinding for transit users. All proposed stop relocations will be thoroughly reviewed in coordination with Pace as part of any forthcoming corridor study.

- 3 A raised median would prevent left turns, reducing high-risk turning conflicts near the railroad crossing, simplifying vehicle and transit operations, and helping prevent queuing during peak periods or train events. The raised curb median should be designed in accordance with BDE Manual Figure 7-3.E to allow for an escape area.



Appendix A

High Injury Network

High Injury Network list*Intersections*

Number	Location
1	147th St and Le Claire Ave
2	147th St and Cicero Ave
3	147th St and Kostner Ave
4	147th St and Keeler Ave
5	147th St and Pulaski Rd
6	147th St and Hamlin Ave
7	147th St and Lawndale Ave
8	147th St and St Louis Ave
9	147th St and Trumbull Ave
10	147th St and Homan Ave
11	147th St and Turner Ave (north of 147th)
12	Pulaski Rd and S Claire Blvd
13	Cicero Ave and 149th St

High Injury Network list*Segments*

Number	Location
1	147th St between Lamon Ave and Kilpatrick Ave
2	Cicero Ave between 145th St and 149th St
3	Kenton Ave between 144th St and 145th St
4	147th St between Kilbourn Ave and Kostner Ave
5	Kostner Ave between 147th St and 148th St
6	147th St between Keeler Ave and Springfield Ave
7	Pulaski Rd between 145th St and 147th Pl
8	147th St between Hamlin Ave and Spaulding Ave
9	Hamlin Ave between 147th St and 147th Pl
10	Pulaski Rd between 153rd St and 154th Pl
11	153rd St between Pulaski Rd and Harding Ave



Appendix B: Plan and Programming Review

Plan and Programming Review		
Plan/Program/Policy	Year	Overview
Village Center Enhancement Plan	2005	This plan is a transit-oriented development study in line with the comprehensive planning effort around the vicinity of the Midlothian Metra Station.
Village Center Enhancement Plan Phase II	2008	Improvement modifications were made to the Transportation and Circulation component of the 2005 Village Center Enhancement Plan.
Midlothian Active Transportation Plan	2011	The plan establishes a vision to improve access to key landmarks, districts and major transportation systems.
Complete Streets Policy	2016	The policy reflected Midlothian's commitment to creating a safe, convenient, and interconnected multimodal transportation system.
Midlothian 147th Street Corridor Plan	2017	The Village, in partnership with the Chicago Metropolitan Agency for Planning(CMAP) established a vision for improving pedestrian conditions and addressing stormwater management along 147thStreet.
Cook County Safety Action Plan	2025	The Cook County Safety Action Plan is a countywide strategy to reduce severe traffic injuries and fatalities, and it identifies several priority locations within Midlothian where targeted safety improvements are most needed
Downtown Streetscape Enhancement Plan	Ongoing	The plan supports a vision for Midlothian's Downtown streetscapes, pedestrian areas, intersections, parking lots, and building facades.
IDOT Phase I Study for Cicero Ave at 147th St	Ongoing	IDOT Phase I study for preliminary engineering of improvements along Cicero Avenue near 147th Street.

Plan and Programming Review		
Plan/Program/Policy	Year	Overview
Road Resurfacing Projects	Ongoing	Joint project with the Village of Crestwood to resurface 143rd Street from Pulaski Rd to Cicero Avenue.
Road Resurfacing Projects	Ongoing	Anticipated pavement rehab of Pulaski at 146th Street and 137th Street to 135th Street (Fall 2026).
Pulaski Road Corridor Study	Ongoing	The Cook County Department of Transportation and Highways (DoTH) is proposing improvements to Pulaski Road between 159th Street and 127th Street. The project is broken into four phases with two of the phases within Midlothian between 159th Street to Metra Crossing and Metra Crossing to Tri-State Tollway. Proposed updates include modernizing the roadway to a four 11-foot travel lane with 12-foot flush center median/left turn lanes, new sidewalks and shared-use path.
Village of Midlothian Code of Ordinance		Title 10, Chapter 18 of the Village Ordinance governs traffic regulations. These provisions ensure consistent speed control across residential areas
Village of Midlothian Code of Ordinance		Title 10, 15-26 prohibits the use of Go-carts, minibikes and motorized recreational off-road vehicles in the village. Any person violating any provision of the section may be charged with a violation of this code and be fined not less than (\$25.00).
Child Restraint Seat Checks Program		The Midlothian Police Department offers car seat safety inspections to assist residents in ensuring that child restraint seats are properly installed and used safely.



Appendix C: Areas of Persistent Poverty

While Midlothian does not contain any Areas of Persistent Poverty (AoPP), the project team mapped AoPP adjacent to the Village, largely along the eastern boundary. This underscores how improvements to regional roadways leading to AoPP can benefit nearby disadvantaged communities. In addition, the Mobility and Economic Hardship Index developed for the Cook County Safety Action Plan shows that roughly half of Midlothian's census tracts, primarily on the east side of the Village, rank in the upper 50 percent of the index, further supporting focused investment along 147th Street near downtown.

