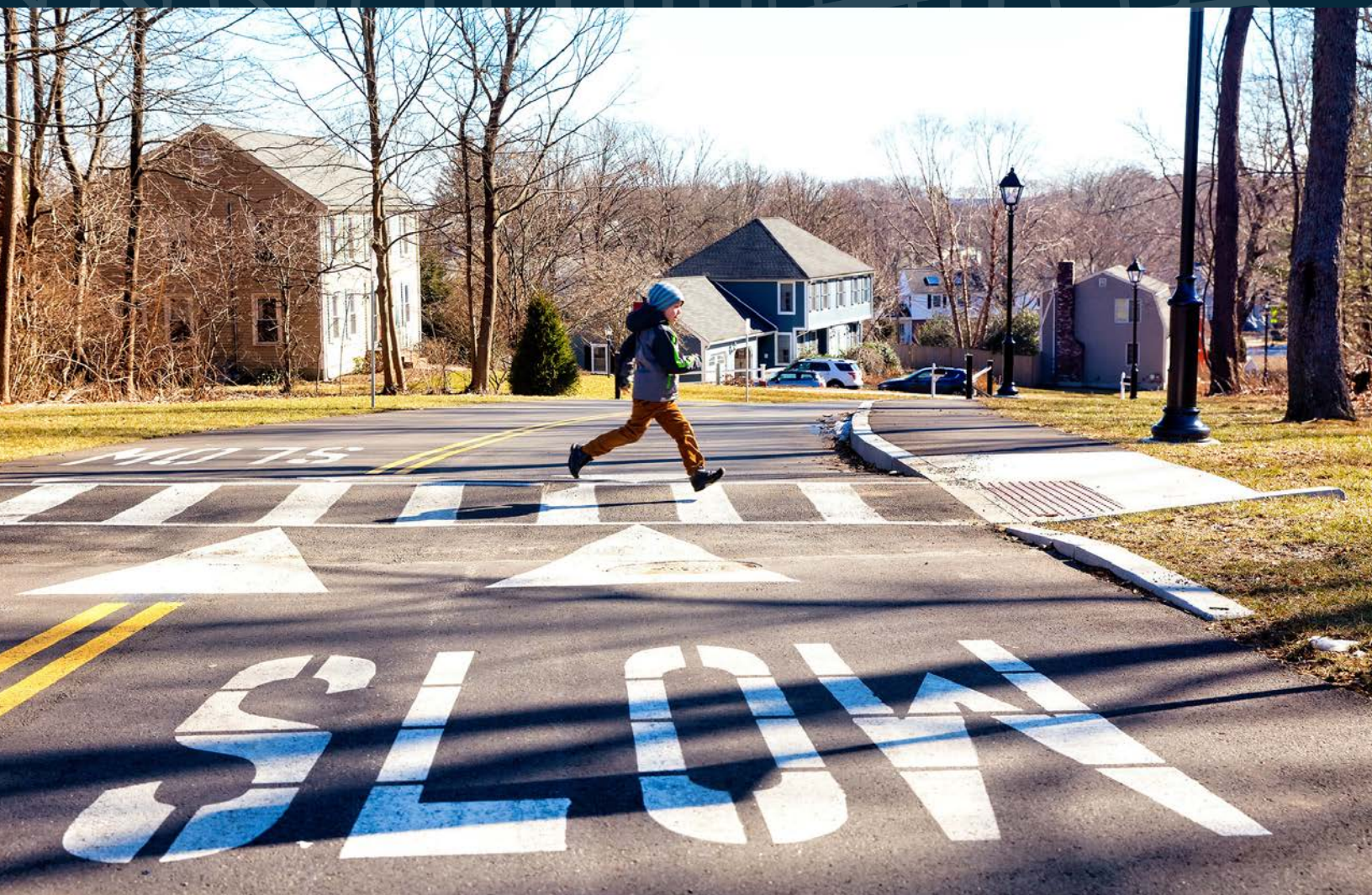
TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

ADOPTED JUNE 4, 2025



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RESOLUTION 25-71

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO ADOPT THE TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN AND VISION ZERO GOAL.

WHEREAS, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area and has a direct influence in advancing regional transportation safety; and

WHEREAS, the Commission recognizes the escalating number of traffic-related deaths and serious injuries, including the year 2020 with reduced traffic volumes; and

WHEREAS, the Federal Highway Administration and Federal Transit Administration have adopted the Safe Systems Principles to achieve Vision Zero, which is the goal of zero deaths and serious injuries due to traffic crashes; and

WHEREAS, the Safe Systems Principles emphasize safety for all road users, safer vehicles and roadway designs, speed management, high-quality post-crash care and in-depth post-crash traffic incident analysis; and

WHEREAS, a Comprehensive Safety Action Plan (CSAP) aligned with U.S. Department of Transportation requirements will enable all jurisdictions in the region to qualify for Safe Streets and Roads for All (SS4A) discretionary grant funding; and

WHEREAS, the Commission secured $400,000 in FY 2022 SS4A funds and allocated $100,000 in local funds to develop the Tri-County CSAP, supporting both Vision Zero and the Illinois Department of Transportation's Zero Fatality Goal; and

WHEREAS, the Commission affirms that crash-related fatalities and serious injuries must never be treated with indifference, nor accepted as inevitable; and

WHEREAS, the CSAP and Vision Zero will be integrated into the region's long-range transportation planning process.

THEREFORE, BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:
That the Tri-County Regional Planning Commission hereby adopts the Tri-County Comprehensive Safety Action Plan and the Vision Zero Goal to guide highway management policy and roadway design, aiming to eliminate traffic deaths and serious injuries in the Tri-County region by 2050, and will incorporate Vision Zero into its long-range planning processes.

Presented this 4th day of June 2025
Adopted on this 4th day of June 2025

Greg Menold, Chairman
Tri-County Regional Planning Commission

ATTEST:

Eric Miller, Executive Director
Tri-County Regional Planning Commission

Traffic crashes are a leading cause of preventable death in the United States. According to the National Highway Traffic Safety Administration (NHTSA), 2021 saw nearly 43,000 traffic deaths across the nation, a 16-year high. Almost 43,000 people were again killed in traffic crashes in 2022.

This comprehensive safety action plan identifies actionable strategies to make Tri-County streets safer, not just for motorists, but for all users including those who bike, walk, roll, or use public transportation.

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Peoria, IL

PURPOSE & COMMITMENT

The purpose of the Tri-County Safety Action Plan is to comprehensively assess roadway safety challenges across our three counties and facilitate targeted interventions to enhance public safety.

PURPOSE AND COMMITMENT STATEMENT FOR THE TRI-COUNTY SAFETY ACTION PLAN

The purpose of the Tri-County Comprehensive Safety Action Plan (TCSAP) is to identify and address roadway safety issues across the three counties through a collaborative and data-driven approach. This plan brings together the Tri-County Regional Planning Commission, local governments, community organizations, and the public to prioritize actions aimed at eliminating traffic deaths and serious injuries by 2050. Every year, crashes affect countless lives and cost our communities millions, emphasizing the urgent need for effective safety measures.

The leadership across the Tri-County Metropolitan Planning Area, Illinois, is committed to fostering a safer transportation environment for all users, including vulnerable populations such as pedestrians and cyclists. By setting clear safety goals and focusing on high-crash areas, the TCSAP aims to implement targeted safety improvements. Together, we are dedicated to creating a culture of safety that reflects the values of our communities and promotes access to safe transportation for everyone.

INTRODUCTION

Established in 1958, Tri-County Regional Planning Commission (TCRPC) serves the Tri-County Region of Peoria, Tazewell, and Woodford Counties, located in Central Illinois. The Tri-County Region is comprised of three counties, supporting 48 communities, and over 350,000 residents. The primary function of TCRPC is to study the needs and conditions of our region and to develop strategies that enhance the region's communities.

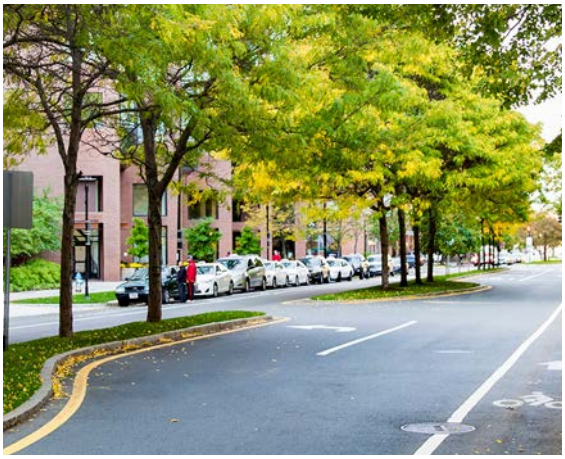
Traffic crashes are a leading cause of preventable death in the United States. According to the National Highway Traffic Safety Administration (NHTSA), 2021 saw nearly 43,000 traffic deaths across the nation, a 16-year high. Almost 43,000 people were again killed in traffic crashes in 2022. Since 2020, notable increases include:

- Fatalities on urban roads up 16%
- Pedestrian fatalities up 13%
- Bicycle fatalities up 5%
- Speeding related fatalities up 5%

Throughout the Tri-County area, around 36 people are killed each year in traffic crashes, and another 340 are seriously injured based on recent trends. The Tri-County Comprehensive Safety Action Plan is a strategic step toward engaging and coordinating with the public, planners, engineers, law enforcement, and first responders to improve traffic safety for all users. It will take a concerted and organized effort from various stakeholders and agencies to ensure this plan is implemented and zero traffic deaths and serious injuries becomes a reality.

The Tri-County Comprehensive Safety Action Plan is aimed at eliminating fatal and serious injury crashes. The Plan combines an analysis of crash patterns with actionable strategies to make Tri-County streets safer, not just for motorists, but for all users including those who bike, walk, roll, or use public transportation. The Tri-County Comprehensive Safety Action Plan meets all the requirements of the Safe Streets and Roads for All (SS4A) program and will allow localities in the study area to apply for SS4A implementation grant funding for safety improvements.

SAFETY ACTION PLAN



The Tri-County Comprehensive Safety Action Plan is designed to guide the implementation of strategies and projects aimed at reducing and eliminating fatalities and serious injuries on the area's roadways. The Plan incorporates data-informed decision-making, equity-focused interventions, and proven safety countermeasures from national best practices, while leveraging input from local stakeholders and communities.

The strategies and projects selected for the Comprehensive Safety Action Plan are based on the findings from the technical safety analysis and the policy and process review and align with federal and state priorities. The approach is centered on the Safe System Approach, a framework that emphasizes designing roadways that account for human error, reducing crash forces to prevent fatalities and serious injuries, and promoting shared responsibility among all road users, designers, and policy makers.

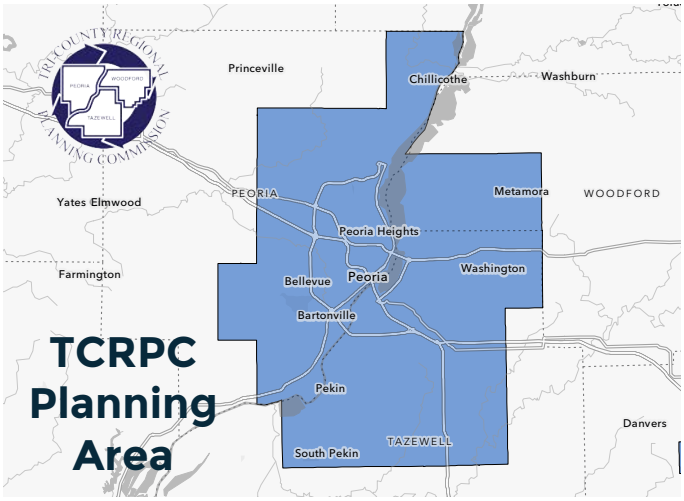
ELEMENTS OF THE PLAN

The Tri-County Comprehensive Safety Action Plan is structured around key elements designed to address both the systemic and localized nature of traffic safety. These elements include:

VISION	CONTEXT	OUTREACH	ANALYSIS	TOOLKIT	PLAN
Goals & Objectives	Setting the Stage	Community Involvement	Trends & Focus Areas	Proven Safety Measures	Strategies & Actions

BACKGROUND

This project was initiated by the Tri-County Regional Planning Commission (TCRPC), the federally designated Metropolitan Planning Organization (MPO) for 24 municipalities across Peoria, Tazewell, and Woodford counties.



Tri-County's commitment to safer streets is grounded in the understanding that traffic-related deaths and injuries are preventable. By adopting a proactive, data-driven approach, Tri-County aims to systematically address safety risks and prioritize interventions in areas with high safety concerns. The Plan focuses on improving safety for all road users, with a particular emphasis on vulnerable populations such as pedestrians, bicyclists, and transit riders. The approach aligns with national, state, and local safety goals to create a transportation network that is safe, equitable, and accessible.

This section of the plan provides essential background information, including related planning efforts, a description of the Safe Systems Approach, and outlines the key focus areas and implementation sub-groups that guide the plan. Additional chapters will cover the community engagement process, results from the data-driven analysis highlighting high injury networks and equitable target areas, context-sensitive proven safety countermeasures, and actionable strategies aimed at helping local leaders achieve the goal of zero traffic deaths and serious injuries.

SAFE STREETS AND ROADS FOR ALL (SS4A)

The U.S. Department of Transportation (USDOT) has identified the need for comprehensive safety strategies that address the rising number of traffic-related deaths. The Tri-County SS4A Comprehensive Safety Action Plan reflects the core principles of the National Roadway Safety Strategy (NRSS), released by the USDOT in 2022, which emphasizes the adoption of a "Safe System Approach"that promotes shared responsibility among all road users, policymakers, engineers, and planners.

The SS4A initiative is a national program aimed at supporting local governments and metropolitan planning organizations (MPOs) in developing comprehensive safety action plans. The program, part of the Bipartisan Infrastructure Law (BIL), allocates funding to local agencies to reduce traffic-related fatalities and serious injuries. Under this initiative, USDOT encourages regional organizations like TCRPC to adopt evidence-based safety strategies and implement them through targeted investments in infrastructure and policy changes.

SS4A ELIGIBILITY

Safety action plan eligibility is determined by the SS4A Self-Certification Eligibility Worksheet.The requirements are listed belowand next to each requirement is the page number of this plan document on which the information satisfying that requirement may be found.[1]

Safety Action Plan Requirements	Page
Public Commitment to Zero Fatalities and Serious Injuries	i
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The Tri-County Safety Action Plan will allow agencies to apply for SS4A implementation grant funding for safety improvements.

1 https://www.transportation.gov/grants/ss4a/self-certification-worksheet

THE SAFE SYSTEMS APPROACH[2]

The Safe Sytem Approach is the guiding paradigm of the USDOT National Road Safety Strategy for addressing roadway safety.

A commitment to zero traffic deaths and serious injuries requires a shift in philosophy to address roadway safety. This shift is demonstrated by a Safe Systems Approach which focuses on both human mistakes and human vulnerability to design a transportation system with redundancies built in to protect all users. The Safe Systems Approach is a holistic and human centered approach to roadway safety. The principles of the safe systems approach are:

Death and serious injuries are unacceptable.
The safe systems approach is an ethical principle that no one should suffer death or serious injury while using the transportation system.

Humans make mistakes.
People will inevitably make mistakes but the transportation system can be designed to mitigate human mistakes to avoid death and serious injury.

Humans are vulnerable.
Human bodies have physical limits for tolerating trauma, therefore, it is critical to design a transportation systems that accommodates physical human vulnerabilities.

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

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

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

2 https://www.transportation.gov/safe-system-approach

Components of the Safe System Approach

IMPLEMENTING THE SAFE SYSTEM APPROACH

Implementation of the Safe Systems Approach revolves around five objectives, each with its own relevant actions.

Safer People

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds

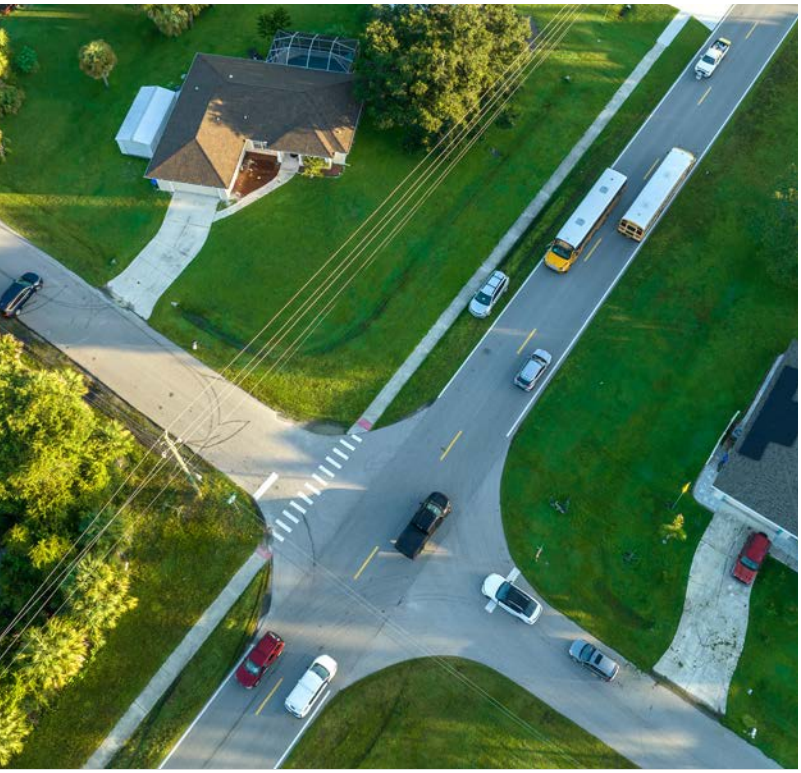
Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

FOCUS AREAS

The focus areas, or implementation sub-groups, are those areas that are observed to have higher rates of fatal or serious injury crashes but have distinct characteristics that require unique potential solutions.



The focus areas, or implementation sub-groups, are those areas that are observed to have higher rates of fatal or serious injury crashes but have distinct characteristics that require unique potential solutions. Focus areas are referenced throughout the plan and can be helpful to prioritize improvements or strategies where prevailing crash trends are subject to particular conditions. This includes

- Intersections
- Pedestrian and Bicycle Facilities
- Safe Roadway Education
- Safe Speeds

The Plan builds on and advances related safety programs, plans, and projects of regional, state, and federal agencies.

As part of the SS4A federal grant program, the Plan illustrates the need for a comprehensive set of strategies to improve roadway safety and the implementation of a Safe System Approach.

SAFE INTERSECTIONS

Intersections are conflict points with high exposure to vehicles, pedestrians, and bicyclists.

Intersections often see high rates of angle and turning crashes and can be problematic in both urban and rural areas.

Key considerations

- Signal timing
- Sightlines and visibility
- Dedicated turn lanes
- Safe crossings
- Lighting and signage

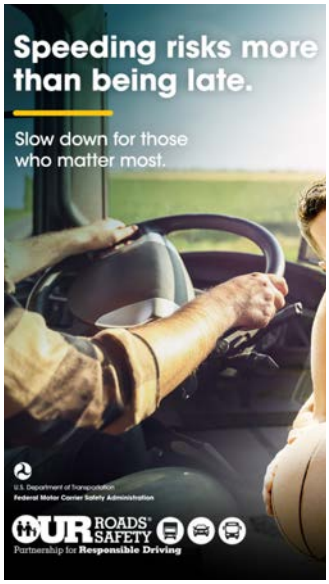
SAFE PEDESTRIAN & BICYCLE FACILITIES

Pedestrian and bicyclist involved crashes are five times more likely to result in a fatal or serious injury compared to vehicle only crashes.

Bicyclists and pedestrian infrastructure ensures the safety of all road users.

Key considerations

- Continuity
- Maintenance
- Buffers/protections
- Accessible crossings
- Lighting and signage



SAFE ROADWAY EDUCATION[3]

Effective education programs can reduce risky driving practices, improve pedestrian and bicyclist safety, and support community-wide efforts to prevent traffic fatalities and serious injuries.

Key considerations

Safety Awareness Campaign:

- Targeted efforts
- Engage schools
- Use social media
- Coordinate with enforcement and engineering efforts

SAFE SPEEDS

Implementing effective speed management strategies, including enforcement, engineering, and public education, helps create safer roadways for all users by encouraging appropriate and consistent speeds.

Key considerations

- Context-sensitive speed limits
- Traffic calming
- Automated speed enforcement
- Speed feedback signs

3 https://www.fmcsa.dot.gov/ourroads/cmv-safe-speed-campaign

KEY CONCEPTS

This plan does not live in a vacuum, but rather within a complex environment of interrelated concepts, programs, and terminology. The following descriptions are intended to clarify some common concepts that relate to safety and safety action plans in general.

VISION ZERO

Vision Zero is the global movement to end traffic-related fatalities and serious injuries by incorporating a Safe System Approach to roadway safety. Though sometimes used interchangeably, Vision Zero is the goal and a Safe System Approach is the way to achieve that goal.

TOWARD ZERO DEATHS

Toward Zero Deaths is another traffic safety program focused on reducing traffic fatalities to zero. Toward Zero Deaths and Vision Zero are complimentary efforts that support the same goals and the use of a Safe System Approach. Toward Zero Deaths emphasizes the development of educational programing and safe driving behaviors.

VULNERABLE ROAD USERS

Vulnerable Road User is a term meant to describe those who are most at risk in the event of a crash. The term is often applied to pedestrians and bicyclists

but sometimes broadened to include motorcyclists or specified to the elderly or the disabled. The concept of a vulnerable road user is important because they account for a growing share of roadway fatalities in the U.S.[4]

UNDERSERVED OR DISADVANTAGED COMMUNITY

Underserved and disadvantaged communities are those that face systemic barriers to full economic, social, and civic participation and experience disproportionately high health, environmental, and economic impacts.[5]

TRANSPORTATION EQUITY

Transportation equity is fairness with respect to the distribution of access, mobility, connectivity, opportunity, benefits, and impacts of circumstances affecting the provision of a safe, reliable, and affordable transportation system and services.[6]

Transportation equity can be classified into three types:

- Procedural equity is focused on the involvement of diverse public stakeholders in the processes by which transportation decisions are made.
- Geographic equity focuses on the distribution of impacts across geography and space.
- Social equity is focused on the distribution across population groups.

4 https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/ VRU%20
5 https://www.transportation.gov/sites/dot.gov/files/2022-04/ Equity_Action_Plan.pdf
6 https://www.vtpi.org/equity.pdf

CRASHES, NOT ACCIDENTS

The specific language used to describe events can significantly alter the meaning. Fatal and serious injuries have a real impact on crash victims and families who must face the realities of an unforgiving transportation system. The term 'accident' implies there is little that can be done

to prevent an event where no fault is evident. However, crashes are preventable, and changing semantics can profoundly alter people's perception of the problem and empower communities to end traffic violence and make safer streets.

INJURY CLASSIFICATIONS

Each record in the crash data represents one crash and includes an injury status for each crash. Different levels of injury severity carry distinct implications for public health, emergency response, and roadway improvements. Injury classifications are defined as follows:

Fatal Injury: Any injury that results in death within a 30 day period after the crash occurred.

Incapacitating Injury: A non-fatal injury that prevents the injured person from walking, driving,or normally continuing the activities the person was capable of performing before the injury.

Incapacitating injuries are also referred to as serious injuries and together with fatal injuries are the target of this safety action plan.

Non-incapacitating Injury: An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment.

Possible Injury: Any injury reported or claimed which is not visible.

Property Damage Only (PDO): No apparent injuries.

To better summarize trends and patterns, injury classifications are grouped into three groups:

- Killed or Seriously Injured (KSI) - K and A crashes
- Minor Injury - B and C crashes
- Property Damage Only (PDO) - O crashes

ENGAGEMENT OVERVIEW

Public and stakeholder engagement is a critical component of any successful planning process and aims to increase transparency, build trust and credibility, and promote collaboration between members of the community, experts in the field, and agency decision makers.

STEERING COMMITTEE

The Tr-County Comprehensive Safety Action Plan Steering Committee was established to provide the MPO and project team with expert knowledge and connections to various groups and industries. The Steering Committee was tasked with assisting in the development, implementation, and monitoring of the plan in compliance with requirement number two in the SS4A Self-Certification Eligibility Worksheet.

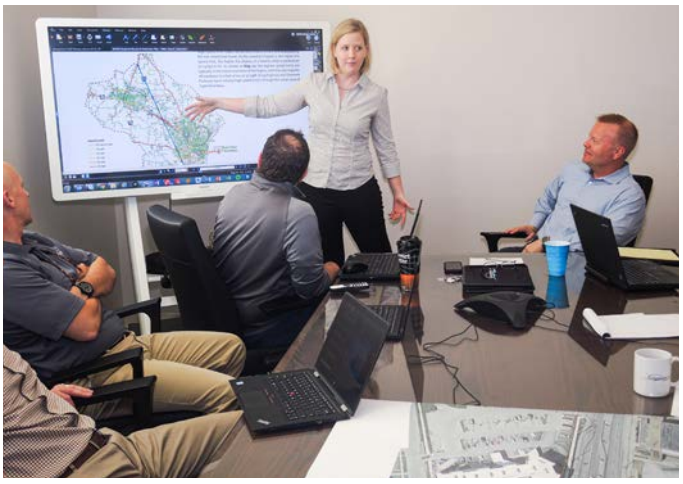
The Steering Committee is composed of various City departments including engineering, planning, police, fire, and the Mayor's office. Steering Committee members committed to membership responsibilities including:

- Sharing knowledge and ideas with the project team,
- Encouraging others to get involved,
- Assuming leadership roles to ensure the plan is implemented, and
- Developing a program to monitor the plan's success.

PUBLIC OUTREACH

During the development of the Comprehensive Safety Action Plan, a strategic engagement process was conducted to ensure broad community involvement and meaningful feedback. The process began in early 2024 with the formation of a Steering Committee and the launch of a project website featuring interactive feedback tools. An initial stakeholder list was created to support communication and outreach efforts. A community survey was then developed in both English and Spanish, accompanied by a promotional campaign including social media, email blasts, flyers, and postcards distributed throughout the Tri-County area.

Public meetings were held both in person and virtually to present findings and gather further input. The engagement concluded in spring 2025 with the collection of final public comments, ensuring that the community's voice influenced the comprehensive safety action plan. The engagement process is detailed on the following pages.



SURVEY RESULTS SUMMARY

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In a survey hosted online, survey respondents primarily said that they use driving as their main mode of transportation, with many also reporting use of cars, trucks, motorcycles, and e-bikes or motorized scooters in their household. Comfort levels varied widely: while most felt comfortable driving, many expressed discomfort or very low comfort biking and walking in the area. Key traffic safety concerns consistently highlighted were high vehicle speeds, distracted and aggressive driving, poorly maintained roads, lack of sidewalks and bike lanes, insufficient street lighting, and unsafe driver behaviors such as not stopping for pedestrians or passing bicyclists recklessly.

High priority improvements identified by respondents include stricter enforcement of speed limits, better road maintenance, enhanced signage and striping, complete street elements like sidewalks and bike lanes, installation of roundabouts, and safety education campaigns. These results demonstrate a strong desire for safer, more accessible transportation for all users.

95% 

Percent of respondents who say they drive single occupancy vehicle as their primary mode of transportation on a typical week.

12% 

Percent of respondents who say they are comfortable biking in their area.

30% 

Percent of respondents who say they **disagree or strongly disagree** with the statement that "Tri-County Streets are Safe."

53% 

Percent of respondents who say they can identify specific locations on the transportation network where they experience their top safety concerns.

PUBLIC OUTREACH

OPEN HOUSE

During the public open house for the Tri-County Comprehensive Safety Action Plan, community members provided valuable input highlighting a range of safety concerns across Peoria, Tazewell, and Woodford counties. Key themes included calls for road diets and traffic calming on high-speed, multi-lane streets in Peoria—particularly downtown—to improve safety. Participants noted hazardous road surfaces, such as on University Street, and emphasized the importance of work zone safety funding. Sidewalk deficiencies and pedestrian crashes were reported on Muller Road in Tazewell, with requests for improved enforcement of speed limits and additional traffic control measures like stoplights and speed bumps.

In Woodford County, concerns about risky teen driving, traffic accidents near commercial areas like the Mount Vernon and Washington Road intersection, and animal hazards on roads were raised. Suggestions included exploring innovative safety measures such as animal crossings, similar to those used in Alaska. Public input mapping identified 358 specific safety concern locations, with the most frequent issues being insufficient pedestrian and bicycle infrastructure, speeding vehicles, dangerous intersections , and road maintenance needs. Other concerns included running red lights, unsafe or aggressive driving, and lack of pedestrian yielding. The maps shown at right were included in the public meeting materials. A comments from each county is included next to each map.

Peoria County

Convert high-speed dangerous, multi-lane one-way streets [in downtown Peoria] to traffic calmed two-way streets.

Tazewell County

Need stoplights, speed bumps, enforcements… Sidewalks need to be improved, in some areas there are no sidewalks.

Woodford County

Animals create a hazard, but want to appreciate them. Alaska has animal crossings which would be good to try.

ONLINE SURVEY

The purpose of the survey was to gather public preference for topics to address in the plan, assess general attitudes and behaviors that impact roadway safety, and identify safety improvements that generate broad public support.

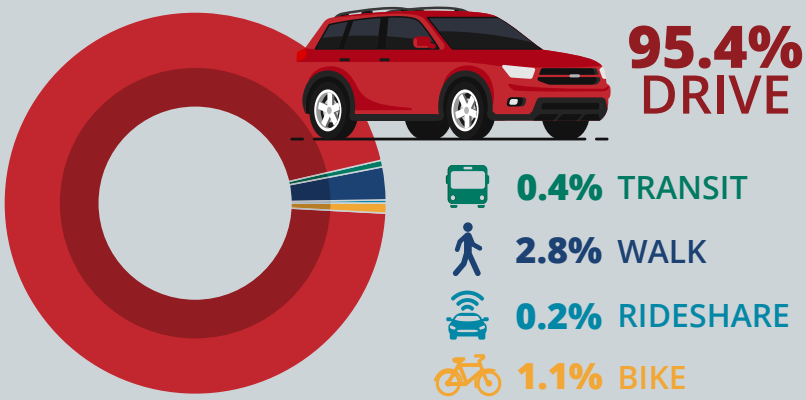
The public input survey was available to the public for approximately four months from late June to late October of 2024. The public input received from the survey was incorporated into the overall strategy of the plan as well as specific safety improvements.

Results from the ten primary questions are charted at right. Respondents' safety concerns are similar to national sentiment, highlighting distracted driving and vehicular speeds. Furthermore, user level of comfort responses align with a need to address and improve conditions for Vulnerable Road Users.

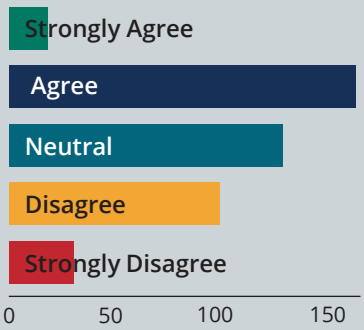
The survey concluded with optional demographic questions, and responses were not provided from all respondents for every question. The results obtained from the four demographic questions are also shown at right.

SURVEY RESULTS

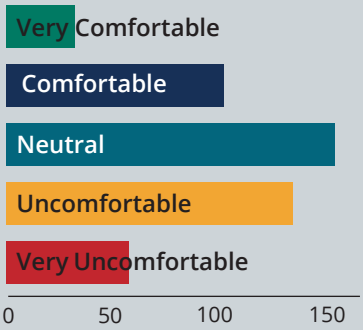
What is your Primary Mode of Transportation?



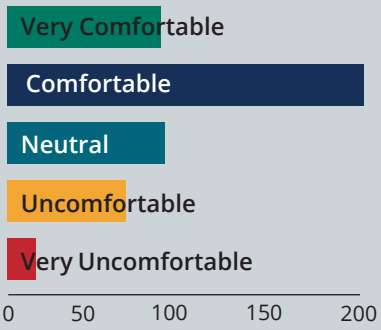
Do you agree that Tri-County streets are safe?



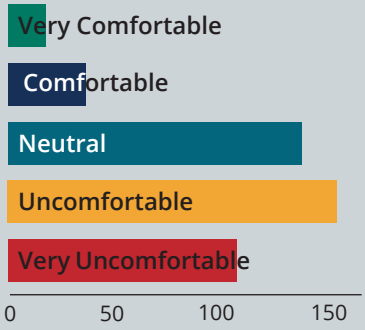
How comfortable do you feel walking in the region?



How comfortable do you feel driving in the region?



How comfortable do you feel biking in the region?



SURVEY RESULTS

Top 5 Safety Concerns

Distracted Driving

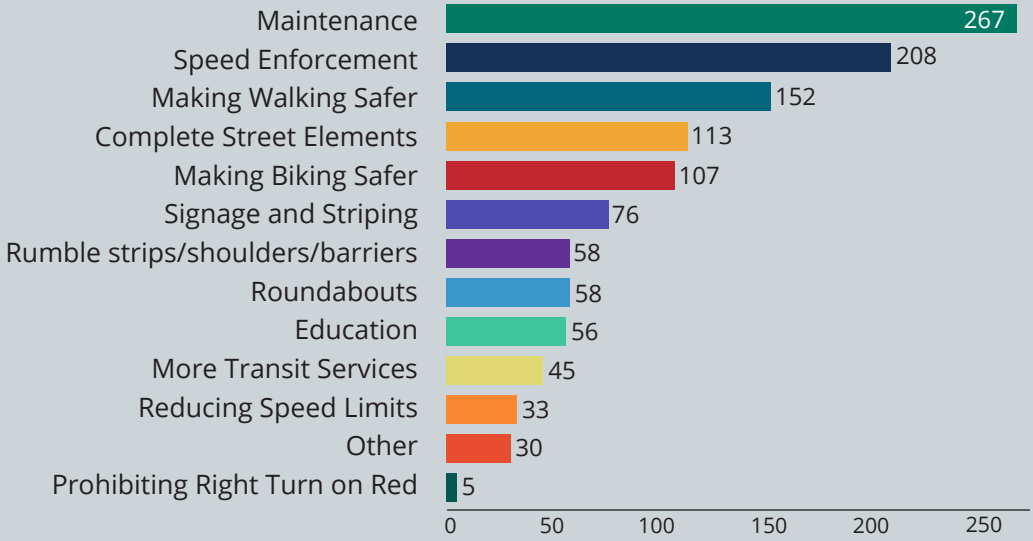
Road Maintainance

High Vehicle Speeds

Aggressive Driving

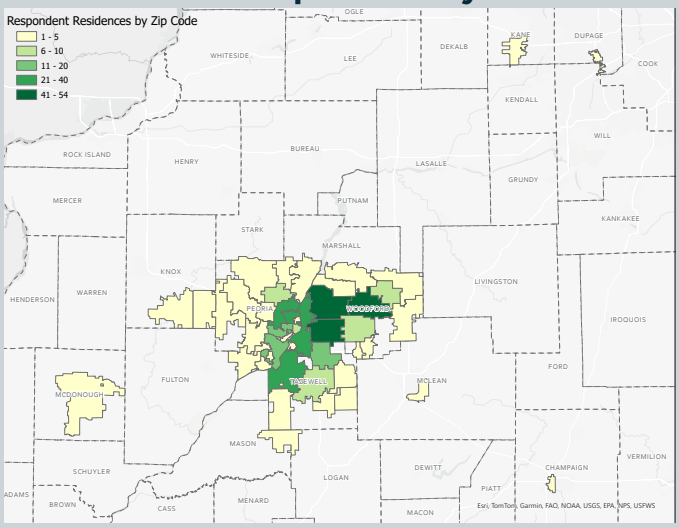
Lack of Sidewalks

Top Voted Transportation Safety Strategies

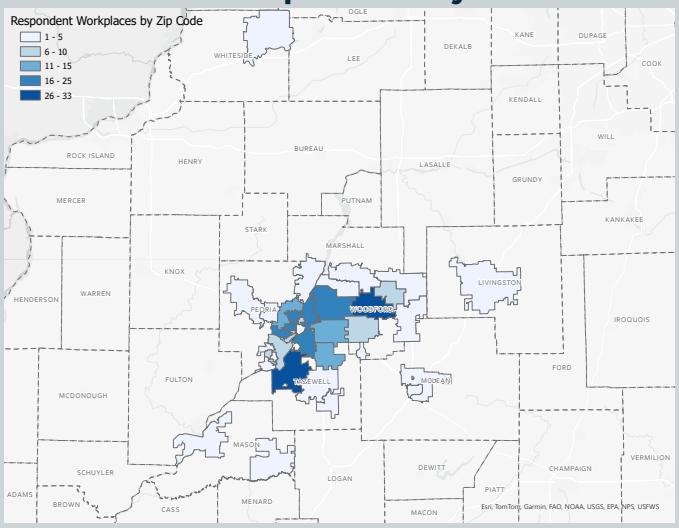


Survey Respondent Zip Codes

Where People Said they Live



Where People Said they Work



PUBLIC INPUT MAP

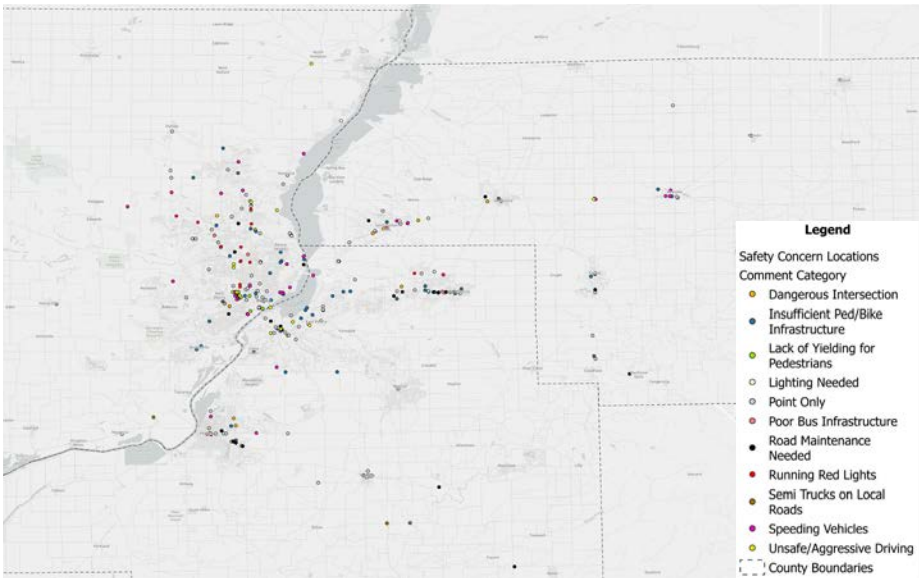
RESULTS OF THE PUBLIC MAPPING SURVEY

The safety survey is a primary step in development of a TCRPC Comprehensive Safety Action Plan, which will serve as a guiding document to identify safety challenges and action steps to make streets and roads safer.

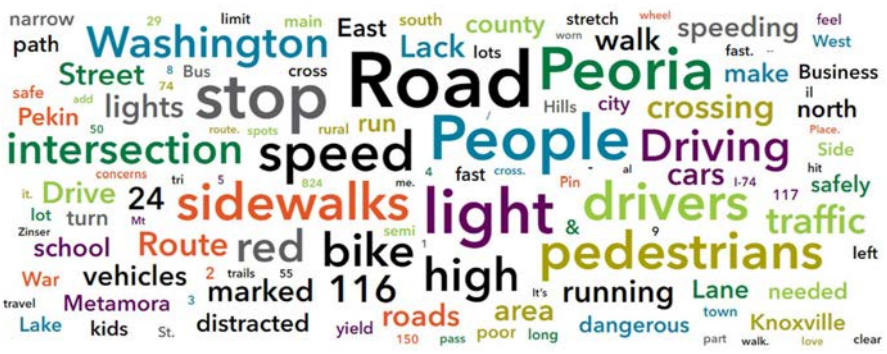
TCRPC encouraged community members to share their experiences, insights and ideas to improve roadway safety by participating in a public survey. The roadway safety survey served as a guiding document for Peoria, Tazewell and Woodford Counties to identify safety challenges in the region and action steps to make area streets and roads safer.

Through the survey, residents shared how they travel within the area, their safety experiences while walking, driving, or biking, and other insights. The survey also included an interactive map that allowed survey participants to pinpoint the locations of their top safety concerns. 358 safety concern locations were identified, and 223 of those were supported with narrative remarks. The results of the mapping exercise are shown above.

The categorized locations are shown in the map and summary table at right. The Word Cloud visually represents the most frequently stated words in the narrative remarks, showing that Road, Peoria, Light, and People were the most mentioned in this survey. A detailed report on the results of the online and mapping surveys including ages, incomes, and other demographic data is included in the Appendix.



Concern Category	Count	Percent
Point Only (No Comment)	135	38%
Insufficient Ped/Bike Infrastructure	67	18%
Speeding Vehicles	39	11%
Dangerous Intersection	29	8%
Road Maintenance Needed	29	8%
Running Red Lights	18	5%
Unsafe/Aggressive Driving	16	5%
Lack of Yielding for Pedestrians	14	4%
Semi-Trucks on Local Roads	5	1%
Lighting Needed	3	1%




ONLY

SAFETY ANALYSIS

The purpose of the Tri-County Safety Action Plan is to comprehensively assess roadway safety challenges across our three counties and facilitate targeted interventions to enhance public safety.

The purpose of the Tri-County Comprehensive Safety Action Plan (TCSAP) is to identify and address roadway safety issues across the three counties through a collaborative and data-driven approach. This plan brings together the Tri-County Planning Commission, local governments, community organizations, and the public to prioritize actions aimed at eliminating traffic deaths and serious injuries by 2050. Every year, accidents affect countless lives and cost our communities millions, emphasizing the urgent need for effective safety measures.

The systemic safety analysis is a data-driven, multi-step process that includes identifying and evaluating risk factors, identifying locations with the greatest risk, and selecting appropriate countermeasures to mitigate risk and improve safety outcomes. Different from a typical network screening methodology that relies on observed crash history to identify high crash locations, such as the high injury network, a systemic safety analysis identifies high-risk roadway features throughout the network to identify locations with the greatest risk. The purpose of the systemic safety analysis is to evaluate the risk of roadway characteristics, identify locations with the greatest risk of fatal and serious injuries, and to develop systemic safety countermeasures to improve safety outcomes throughout the network.

CRASH ANALYSIS

The Plan incorporates data from local crash reports, traffic studies, and other analyses to identify high-risk locations and prioritize interventions. This data-driven approach ensures that resources are allocated efficiently to areas where they will have the greatest impact.

The Tri-County MPO's transportation safety analysis reviews crash data from 2017 to 2022 to guide strategic investments aimed at reducing traffic fatalities and serious injuries. This effort provides a comprehensive look at crash trends, driver behaviors, roadway conditions, and risk locations across rural and urban areas to inform safer roadway design and policy. The crash statistics that follow highlight specific trends that guide Tri-County's approach to roadway safety planning.

CRASH SEVERITY

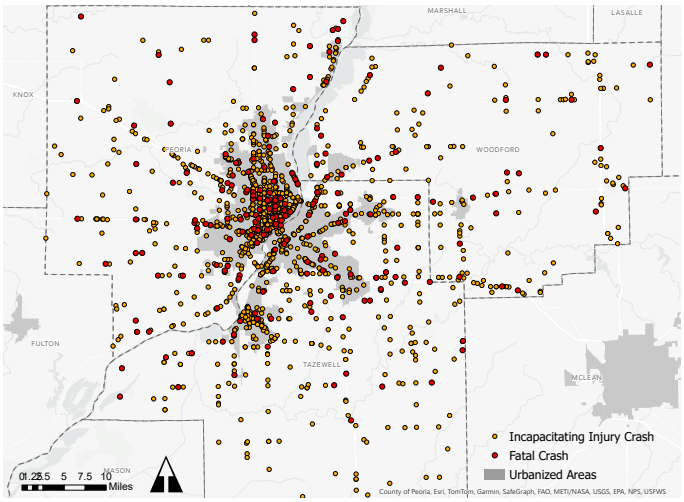
The data assigns a crash severity rating to each crash, fatal, injury, and property damage. Between 2017 and 2022, there were 41,440 total crashes in the Tri-County region. While the majority (74.5%) resulted in property damage only, over 25% involved injuries, and 198 crashes were fatal—accounting for 0.5% of all crashes. Notably, fatal crashes have trended upward since 2020, peaking at 40 in both 2020 and 2022.

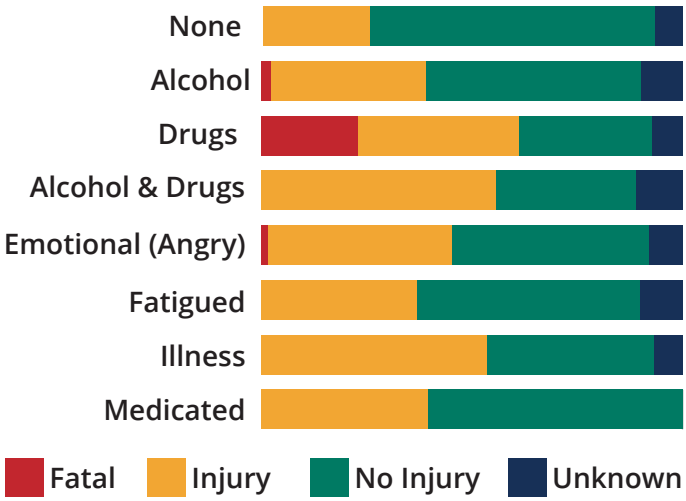
Crashes by Severity, Per Year

	2017	2018	2019	2020	2021	2022	Total	
Fatal	26	31	22	40	39	40	198	0.5%
Injury	1,797	1,836	1,673	1,565	1,833	1,676	10,380	25.0%
Property Damage	5,170	5,591	5,260	4,623	5,184	5,034	30,862	74.5%
Grand Total	6,993	7,458	6,955	6,228	7,056	6,750	41,440	100%

Number of Fatalities & Injuries, Per Year

	2017	2018	2019	2020	2021	2022	Total
Fatalities	29	32	24	46	40	44	211
Incapacitating Injuries	397	406	337	312	293	291	2,036
Non-Incapacitating Injuries	971	1,016	1,061	972	1,271	1,129	6,420
Other Injuries	1,188	1,137	963	920	1,015	993	6,216
Total Injuries	2,556	2,559	2,361	2,204	2,579	2,413	14,672
Grand Total	2,585	2,591	2,385	2,250	2,619	2,457	14,883





CRASH LOCATION

Crash records from 2019 onward include the designation of rural or urban depending on where the crash took place. With this analysis including crash records from 2018 and 2017, which don't include a rural or urban location designation, crashes from all years were compared against the Census' Urbanized Area boundaries and each crash was assigned rural or urban based on these boundaries.

Crash location plays a significant role in severity. Although rural crashes represent a lower percentage of all crashes, they are twice as likely to result in a fatal or serious injury. A rural crash is twice (2x) as likely to be fatal or serious injury compared to an urban crash.

While 76% of crashes occurred in urban areas, more than 50% of fatal crashes occurred in rural areas, despite these areas representing only 24% of total crashes. This highlights the disproportionate fatality risk on rural roads, likely due to higher speeds and delayed emergency response times.

DRIVER BEHAVIOR

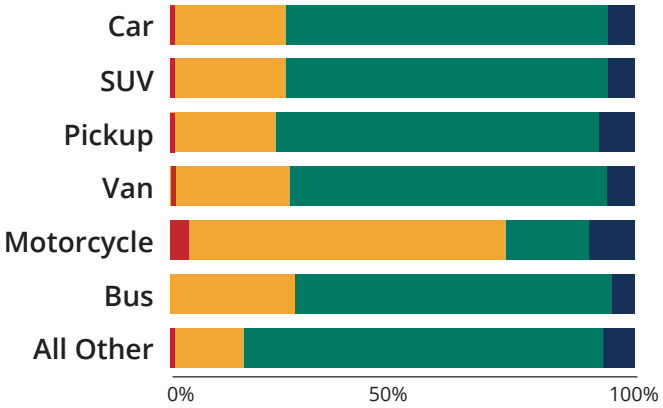
Driver behavior significantly influences crash severity in the Tri-County region. A large portion of fatal crashes involved individuals not wearing seat belts or helmets, underscoring the life-saving importance of safety device use. Non-use of safety devices, such as seat belts or helmets, is strongly associated with the severity of injuries. In the Tri-County region, the chance of experiencing a fatal or injury crash when not wearing a seatbelt was 338% higher than for those wearing one.

Speeding was another key factor—crashes involving excessive speed were far more likely to result in death or serious injury, especially in rural areas where higher speeds and longer emergency response times amplify the danger.

Alcohol also played a role: from 2017 to 2022, over 700 injuries and 11 fatalities in 2022 alone were linked to DUI-related crashes, whether as a primary or secondary cause.

VEHICLE TYPE

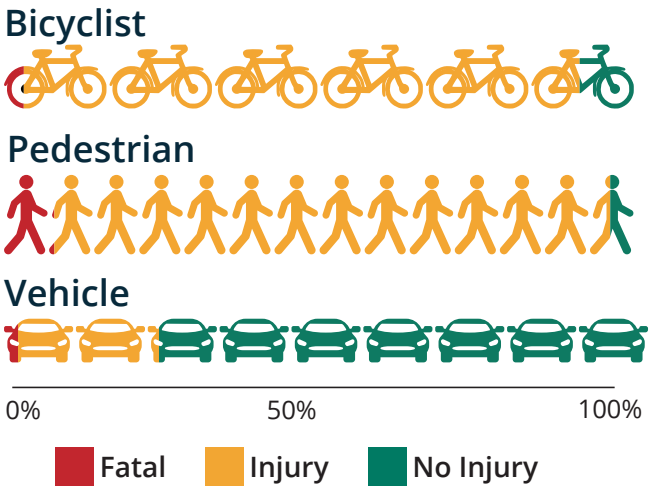
Passenger vehicles account for 56% of total crashes, SUVs account for around 18% of crashes and pickups account for around 13% of crashes. The chart at right shows the crash severity by vehicle type. Of motorcycle involved crashes, 4% of crashes are fatal and nearly 70% result in injury. This is a large contrast when looking at overall vehicle types, with motorcycle involved crashes accounting for just 1% of all crashes.



VULNERABLE ROAD USERS

A bicyclist or pedestrian involved in a crash is over *ten times* (10x) as likely to be killed or seriously injured compared to a person in a vehicle only crash, as shown in the chart above. As such, bicyclists and pedestrians remain some of the most vulnerable users on the road, representing a disproportionate share of traffic fatalities and serious injuries.

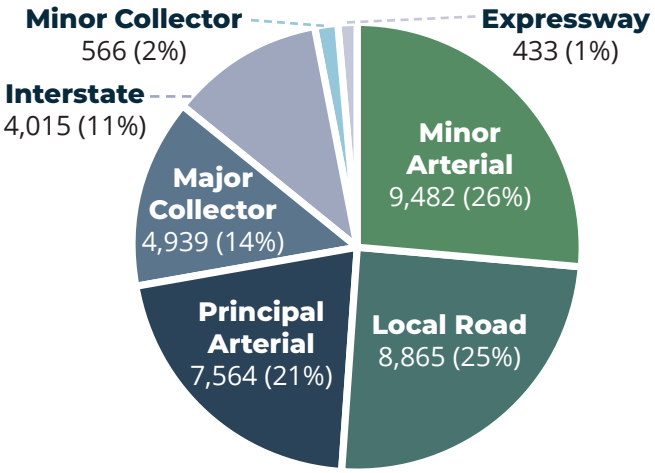
Between 2017 and 2022, there were 29 fatalities and over 500 injuries involving these groups in the Tri-County area. Pedestrian crashes were more likely to be fatal than those involving bicyclists, with rural pedestrian crashes especially deadly. Furthermore, road function played a significant role in crash severity—higher-speed and higher-volume roadways, such as arterials and highways, consistently experienced more severe crashes than lower-volume local streets, particularly in rural settings.



FUNCTIONAL CLASSIFICATION

Functional classification is a hierarchy of roadways based on function within the transportation system. In the Tri-County area minor arterial roads have the highest total number of crashes (9,482), likely due to their role in connecting local roads to major highways, leading to higher traffic volumes and more opportunities for collisions.

Local roads also show a high number of crashes, which can be attributed to the dense traffic and frequent intersections in residential and urban areas. Principal arterial roads serve as major routes for long-distance travel and heavy traffic, contributing to their high crash rates. Interstate roads, while having fewer total crashes, report a higher number of fatal crashes, possibly due to higher speeds and longer travel distances.



KEY CRASH TRENDS

CRASH ANALYSIS SUMMARY

The identification of crash trends does not mean that a certain roadway feature contributes or causes fatal or serious injury crashes. Rather, crash trends are simply used to identify common features of roadways or patterns of driver behavior which lead to increased numbers of fatal and serious injury crashes in order to identify other roadways or patterns that may have similar risk.

By analyzing local crash trends, the project team identified patterns related to crash severity such as not wearing a seatbelt, speeding and other reckless behavor, urban versus rural crash charactersitics, and roadway classification characteristics. With this information the Tri-County area is able to effectively target high risk crash types and driver behaviors and offer solutions to achieve the largest reduction in fatal and serious injury crashes.

338%

Higher chance of experiencing a fatal or injury crash when not wearing a seatbelt vs wearing a seatbelt.

75%

Higher chance of experiencing a fatal or serious injury when speeding vs not speeding.

230%

Higher chance of a pedestrian crash being fatal in rural areas than in urban areas.

52%

Higher chance of experiencing a fatal or injury crash on a minor arterial vs an interstate.

SYSTEMIC SAFETY ANALYSIS

The systemic safety analysis development is a process of network screening aimed at identifying corridors and intersections that are observed to have relatively high crash frequency and/or high rates of fatal and serious injury crashes.

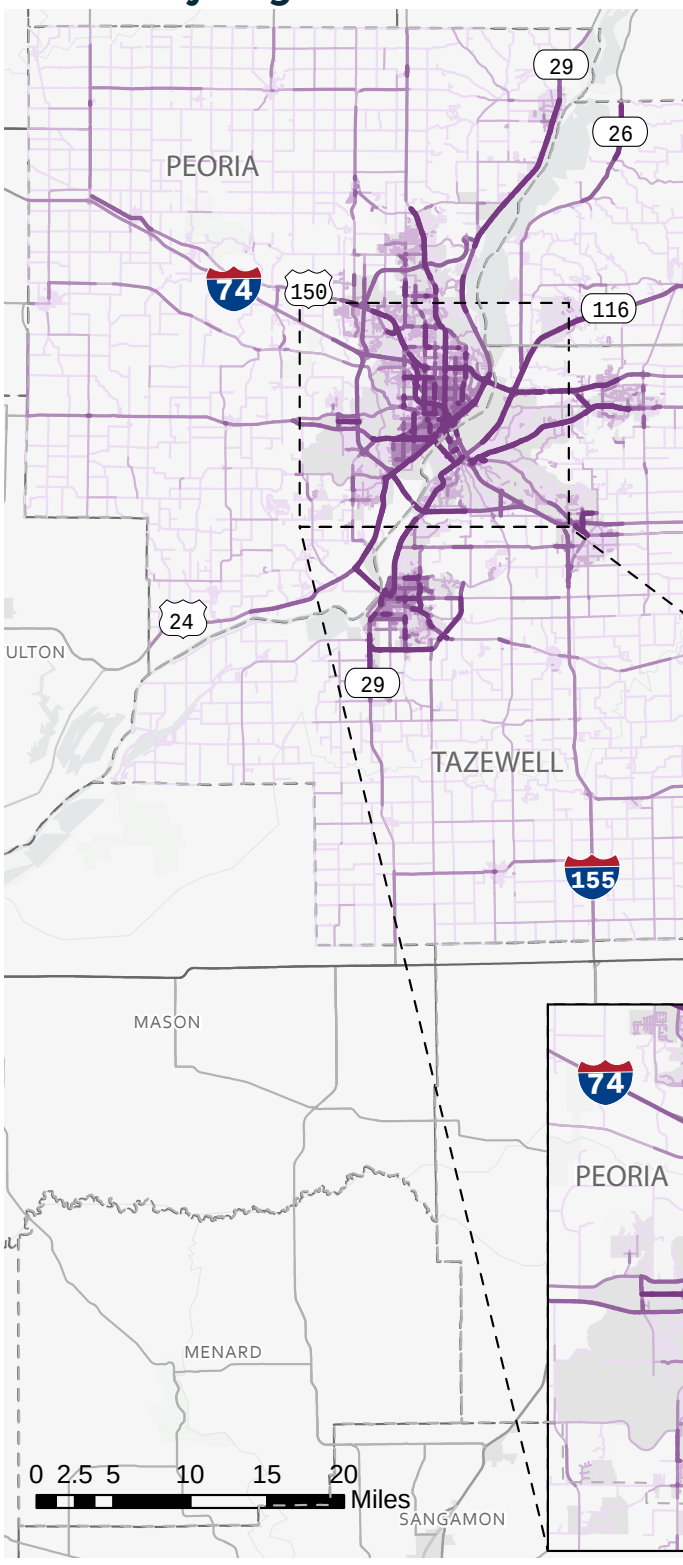
The systemic safety analysis is a data-driven, multi-step process that includes identifying and evaluating risk factors, identifying locations with the greatest risk, and selecting appropriate countermeasures to mitigate risk and improve safety outcomes. Different from a typical network screening methodology that relies on observed crash history to identify high crash locations, such as the high injury network, a systemic safety analysis identifies high-risk roadway features throughout the network to identify locations with the greatest risk. The purpose of the systemic safety analysis is to evaluate the risk of roadway characteristics, identify locations with the greatest risk of fatal and serious injuries, and to develop systemic safety countermeasures to improve safety outcomes throughout the network.

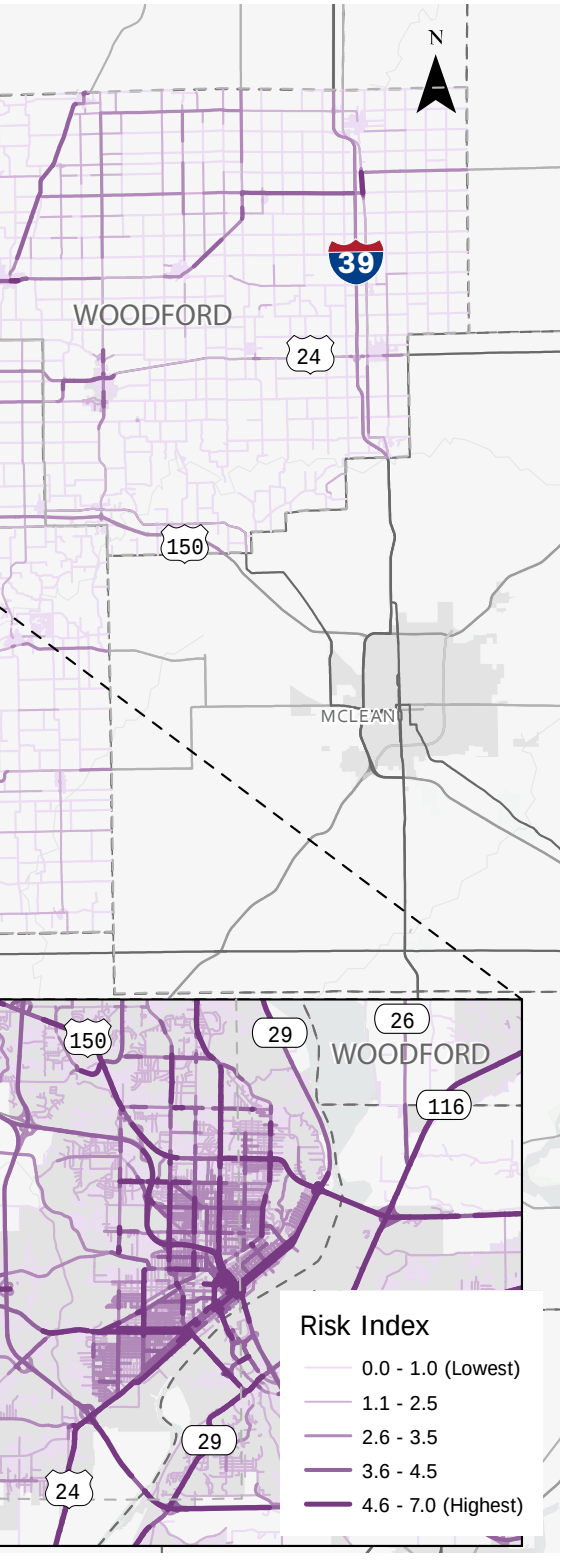
REGIONAL RISK INDEX

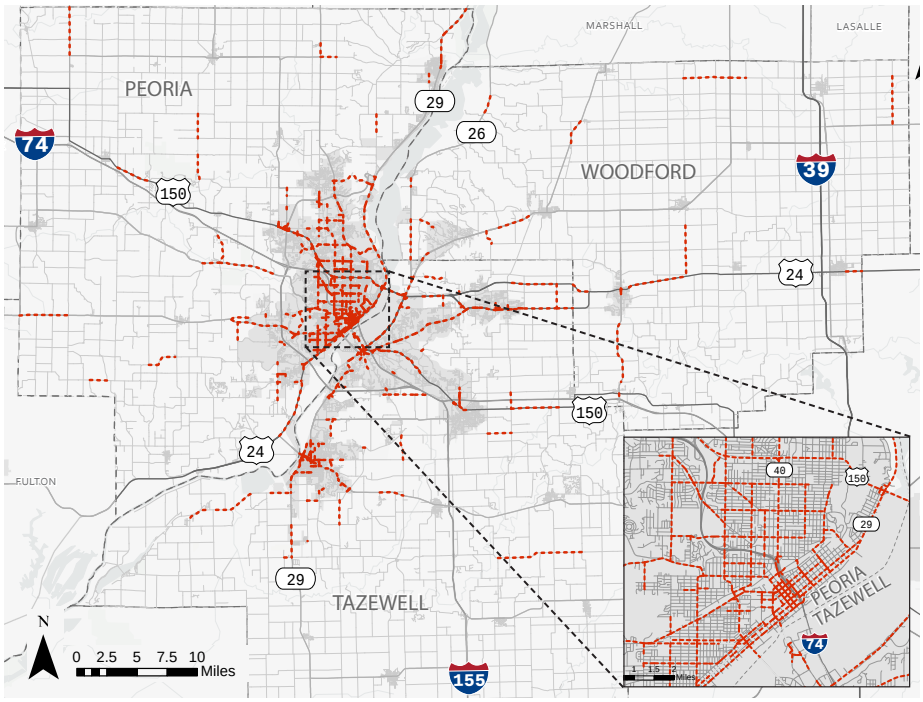
To assess risk throughout the entire Tri-County regional network, risk factors were used to develop a risk index scoring system that was applied to the regional roadway network. The scoring system follows the process outlined in the Federal Highway Administration's (FHWA) "Systemic Safety Project Selection Tool". Roadway features that were found to have risk factors greater than one are considered high-risk features and are therefore included in the composite risk index.

The score for each high-risk feature is based on a confidence metric (KSI crash overrepresentation) and the total share of KSI crashes. High-risk features with a confidence of 10% or more are given a score of 1. All other high-risk features are given a score of 0.5. Note: The multimodal activity risk factor was given a score of 1 despite not meeting the confidence criteria. The risk index scoring is shown in Table 8. The scores for all high-risk features are summed to create the risk index with a maximum score of 7. The regional risk index is described in detail in the Appendix.

Tri-County Regional Risk Index







HIGH INJURY NETWORK (HIN)

The HIN is a crucial element in the Tri-County safety strategy that is used to identify and prioritize locations for safety improvements. It represents the small number of roadways that experience the majority of fatal and serious-injury crashes based on a safety index score that was calculated for each roadway segment and intersection. The safety index score evaluated segments and intersections based on the crash history (2017-2022).

Two metrics are included in the safety index score:

Crash Frequency: the number of crashes per year (and per mile for roadway segments) that occurred along segments or at intersections.

Weighted Crash Frequency: Crash Frequency weighted by the equivalent property damage only (EPDO) crash cost.

Higher safety index scores mean more fatal and serious injury crashes at a particular location and roadway segments and intersections with the highest safety index scores were made into the HIN. More information about the HIN can be found in the Appendix.

Over 56% of the Tri-County HIN is located in Peoria County, 33% in Tazewell County, and 11% in Woodford County. The table at right summarizes the HIN by functional classification. Principal and minor arterials make up over 70% of the HIN. Minor arterials make up the majority of the HIN, around 39%, followed by principal arterials (28%), and major collectors (27%). The detailed HIN analysis is shown in the Appendix.

COMMUNITY MAKEUP

A safe and fair transportation system expands access to opportunities for all residents.

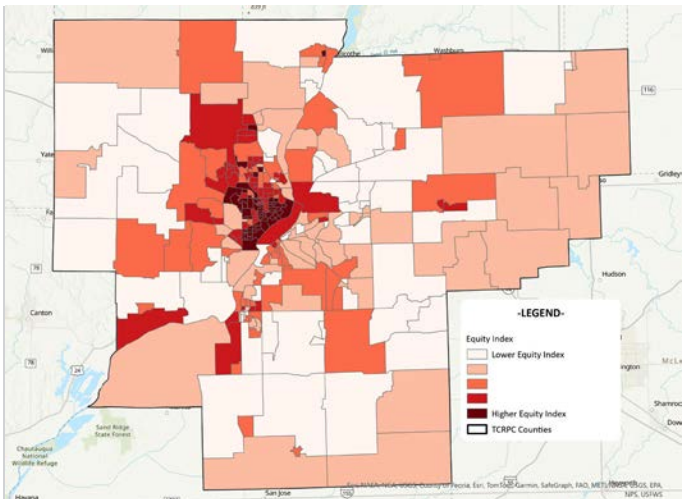
Peoria, Tazewell, and Woodford Counties are committed to a fair distribution of safety improvements so that all residents can feel safe when traveling.

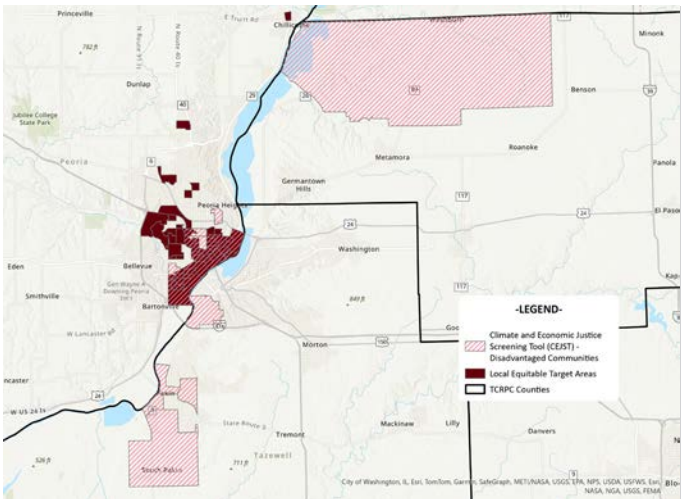
PURPOSE OF EVALUATING COMMUNITY MAKEUP IN A SAFETY ACTION PLAN

A safe transportation system expands access to opportunities for all residents and helps reduce any disparate economic, environmental, and health burdens experienced by communities. Historically underserved populations such as people of color, people living in poverty, and people with limited English proficiency may rely on alternative modes of transportation such as walking, biking, and transit.

Disadvantaged communities experience higher rates of traffic-related injuries and deaths, prompting federal initiatives such as Justice40 to address these disparities by directing funding to underserved areas

To confront and address decades of underinvestment, the Justice40 Initiative, established by the Biden-Harris Administration, made it a goal that 40% of benefits of certain Federal investments flow to disadvantaged communities. The USDOT's SS4A program is covered by the Justice40 Initiative, and eligible safety action plans are required to consider the equity of projects and strategies.





CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL (CEJST) & LOCAL EQUITY INDEX

The Climate and Economic Justice Screening Tool (CEJST) is an interactive mapping tool that is used to identify communities that meet or exceed the threshold for one or more environmental, climate, or other burdens. The map above shows the CEJST disadvantaged communities and the results of the equity index analysis. The CEJST identifies twenty-two Census tracts in the Tri-County area that meet the required threshholds.

In addition to the CEJST disadvantaged community, a local equity index was created to narrow down local areas of concern related to equity. The local equity index is a composite of the demographic indicators where higher index values indicate higher concentrations of key equity demographics.

EQUITABLE TARGET AREAS

Since higher equity index scores mean higher percentages of targeted equity demographics, census block groups with local equity index scores in the 80th percentile and above were combined with the CEJST disadvantaged communities to establish equity target areas (ETAs).

ETAs are communities to target and prioritize safety improvements to improve equitable outcomes throughout the City. The ETAs are primarily located around the City of Peoria. Despite making up 15% of the total population and 16% of households, ETAs are home to 51% of the total non-white population, 39% of total households in poverty, and 50% of total households with limited English proficiency.

POLICY & PROCESS REVIEW

Policies, procedures, and programs are important strategies to improve safety outcomes for all users throughout the region.

The safety action strategy includes recommendations to address roadway safety and reduce fatal and serious injury crashes in the region. By assessing of existing policies and procedures, policy and program recommendations can be tailored to specific needs within the Tri-County area that are aligned with national best practices, wherever appropriate. Each recommended strategy is a starting point from which municipalities can begin working, along with their partners, to adjust and implement policies.

To assess policies and process in Peoria, Tazewell, and Woodford Counties, a questionnaire was provided to all 17 Technical Committee jurisdictions to determine if each has a formalized process addressing the topics identified as priorities for the CSAP. In this context formalized processes refer to project selection procedures, design guidelines, speed management policies, and performance management processes. Seven (7) jurisdictions, including the Illinois Department of Transportation (IDOT), responded to the questionnaire resulting in the identification of 16 topics across five Policy Emphasis Areas, which were guided by the policy and process assessment. A thorough report on this process is included in the appendix and the resulting emphasis areas are described on the following pages.

POLICY EMPHASIS AREAS

These Policy Emphasis Areas and recommendations are the result of analyzing the policies and processes identified by respondents and the ensuing collaboration with the Steering Committee. Categorized by emphasis area, the seven policy and process recommendations at right offer opportunities to implement best practices for safe streets. The full analysis and resulting recommendations are included in the Appendix.

TOPICS BY EMPHASIS AREA

The 16 topics idenitifed through the policy and program quiestionnaire and subsequent analysis were grouped into seven Emphasis Areas, which were guided by the policy and process assessment. Resources are identified for each topic as general information or to support and guide the implementation of the identified recommendations.

The focus areas, or implementation sub-groups, are those areas that are observed to have higher rates of fatal or serious injury crashes but have distinct characteristics that require unique potential solutions.

1 Americans with Disabilities Act (ADA) Compliance

The Americans with Disabilities Act (ADA) is a federal civil rights law that prohibits discrimination against people with disabilities in everyday activities, and it guarantees that people with disabilities have the same opportunities as everyone else to enjoy employment opportunities, purchase goods and services, and participate in state and local government programs.

Furthermore, the updated Public Right of Way Accessibility Guidelines (PROWAG) were finalized on August 8, 2023. Identifying and inventorying accessibility barriers and non-compliances that exist within a transportation network enable agencies to prioritize and incorporate needed improvements into projects.

ADA Transition Plan

An effective means to document such needs is with an ADA Transition Plan , which is required for agencies with 50 or more employees and solidifies a community's effort to improve accessibility. A plan also acts as a tool to assess, document, and monitor locations for ADA compliance.

The FHWA provides comprehensive guidance and resources for communities to address ADA compliance when undergoing roadway and transportation projects, and a guide to best management practices for ADA Transition Plans is available for use.

Steering Committee Collaboration

As noted in the survey response

analysis, the municipalities required to establish Transition Plans have plans in place and either have updated the plans or are going through the update process.

The 2023 update to PROWAG is an ideal trigger to review a plan for currency, and SS4A funding can be competitively sought after to update Transition Plans. Should an entity desire to conduct another plan update, FHWA provides an overview and self-evaluation basics for agencies and also recommends suggests the City of Rancho Cordova transition plan as an example document.

2 COMPLETE STREETS

A variety of safety concerns regarding bicyclists and pedestrians were noted in the public survey results, and Complete Streets is a holistic approach to roadway planning and design, encompassing all types of road users (pedestrians, bicyclists, motorists, and transit users of all ages and abilities) and encouraging safety and inclusion.

Complete Streets

Smart Growth America and the National Complete Streets Coalition identify a Complete Streets Policy Framework, which lists ten ideal elements of a policy establishing including a vision and commitment, addressing all projects and phases, allowing only for clear exceptions, adopting excellent design guidance, and creating a plan for implementation. The Elements of a Complete Streets Policy are explored and explained in further detail to help communities develop and/or implement policies and practices.

As noted in the survey results, the City of Peoria adopted a 2015 Complete Streets Policy. Furthermore, the City also developed a Complete Streets Manual for use to ensure compliance with its Complete Streets Policy; however, the information contained in the manual is informative and valuable and could be utilized by other entities,

Similarly, the Ozarks Transportation Organization, the Metropolitan Planning Organization of Springfield, Missouri, hosts a Complete Streets Toolbox on its website, which provides access to a variety of Complete Streets resources for its members.

Land Development

Established and adopted policies can ensure the consistent incorporation of VRU accommodations as communities develop. The 2019 document titled Lessons Learned in Implementation of Pedestrian-Oriented Zoning Provisions provides useful information, community references, and catalysts for implementing zoning changes.

The promotion of pedestrian and bicycle supportive development is also addressed in FHWA's 2016 report titled Noteworthy Local Policies That Support Safe and Complete Pedestrian and Bicycle Networks.

Narrow Lanes

The narrowing of roadway travel lanes is a common consideration of a Complete Street. Accordingly, lane narrowing is covered in the Complete Streets resources identified.

Roundabout Pedestrian Crossings

Accommodating pedestrians safely within roundabouts can be challenging. FHWA offers a summary brochure that highlights key elements for pedestrian, and bicycle, accommodation in addition to educational resources.

Enhancing pedestrian experiences at roundabouts is also the topic of a 2023 Minnesota research study, which articulates the associated challenges, relevant case studies, and recommended design guidance to better assimilate pedestrians in the roundabout setting.

Traffic Operations

In urban and high-pedestrian volume corridors, vehicular traffic and pedestrians must operate harmoniously. One mode cannot prevent the other from operating safely and effectively. Considering level of service for pedestrians is a means to support the interactions between the two.

In addition to the Complete Streets resources for designing roadways for all users, Sacramento's Best Practices for Pedestrian Master Planning and Design touches on level of service from the pedestrian's perspective. It identifies a Pedestrian Level of Service tool that can be used to measure impacts to walkability, which can inform vehicular operational decision during project development.

Steering Committee Collaboration

In many Illinois rural communities, a State route can dominate the landscape as it bisects a town. This often includes transitional areas where highway speeds are drastically reduced to accommodate side streets, driveways, local businesses, and even school crossings within town. Despite posted speed limits, the result can still be higher

than desired or safe vehicular speeds through the community. Implementing desired pedestrian/bicycle or parking improvements on or across State routes can be difficult because the community has no control (jurisdiction) over the facility. The challenge can be further enhanced when these types of improvements are not of equal priority to the municipality and the State, understandably due to a wide range of responsibilities and commitments.

3 Data-based Decision-making

Comprehensive data and information are necessities for making sound transportation investments. Understanding and utilizing the available data and information brings the decision-making process full circle.

Equity

Disadvantaged communities have been underserved and overburdened. Identifying such communities and understanding the relevant data is foundational in order to address inequities in communities and improve roadway safety for all users. Prioritizing new and additional funding for projects in these areas is a means to improve roadway safety for the underserved. Using a community's equity data and information, multiple resources are available for integrating equity into procedures.

FHWA's "Integrating Equity into Transportation Planning" article is informative, summarizes the USDOT Equity Action Plan, and identifies additional resources. The Victoria Transport Institute offers comprehensive guidance titled "Evaluating Transportation Equity" to analyze equity and best incorporate equity during the decision-making process. The Mobility Equity Framework (How to Make Transportation Work for People) provides similar useful and informative guidance.

Funding

Targeted funding is a key strategy to address inequities in communities regarding roadway safety for all users. Many funding programs instituted under the 2021 Infrastructure Investment and Jobs Act (IIJA) focus on, or at a minimum incorporate, equity in transportation. Similarly, agencies or municipalities can designate funding that prioritizes or incorporates equity. "Generating and Prioritizing Funding for Active Transportation" highlights a case study example of such a measure, where the Los Angeles County transportation agency passed a sales tax increase that focused on prioritizing equity, and other measures, for improvements via funding guidelines.

Performance Management

Performance management is the process by which safety targets are monitored over time to assess the outcomes of projects. Safety projects should go under regular evaluations to assess safety performance by tracking the number and rate of fatalities, number and rate of serious injuries, and number of non-motorized fatalities and serious injuries. The following resources provide guidance for communities to employ performance management processes in efficient and beneficial ways.

The FHWA maintains a Transportation Performance Management (TPM) website that contains a wealth of information, which is supplemented by the TPM Toolbox. Additional resources for incorporating performance management into the planning process are the Transportation Safety Planning and the Zero Deaths Vision technical report and the Safety Performance Management Target Setting Communication Plan and Toolkit.

Project Selection

With competing interests and entities, project selection needs to be rooted in priorities. Once defined, prioritization can be developed to objectively support transportation decision-making. Modern Project Prioritization for Transportation Investments offers a well-rounded assessment of and recommendations for prioritizing transportation projects overall, including scoring objectives and recommended evaluation criteria. Focusing on VRUs, the Vision Zero Network identifies five key steps to develop a robust and equity-centered prioritization process, which aligns nicely with the intent of the Safe Streets and Roads for All (SS4A) program and the safety action planning process. The National Center for Safe Routes to School also identifies a process for safety-based prioritization of schools for Safe Routes to School (SRTS) infrastructure projects, which is applicable to the SRTS emphasis area.

Steering Committee Collaboration

Some IDOT programs have incorporated the equity element into selection processes, such as the Illinois Transportation Enhancement Program (ITEP) community score or the ability to receive 100% funding. Opportunities such as these should continue to be identified and pursued by local agencies.

Generally speaking, a project that serves an underserved location garners more regional attention when prioritization is applied and projects are selected; however, this prioritization is not necessarily based on policy or quantifiable processes. The CSAP's equity and crash data analyses combined will provide the region with strong data to identify and support equity-based projects.

A plethora of tools and resources (e.g., Justice40, CEJST, ETC, DECO, iRoads, etc.) are available from a wide range or sources to support decision making, and beginning to use the resources effectively can be overwhelming individual agencies.

4 Safe Routes to School (SRTS)

SRTS programs are required to have a designated coordinator and typically include safety education for students, targeted traffic enforcement, encouragement activities such as Walk to School Day or "walking school buses," and can incorporate infrastructure improvements to slow vehicular traffic near schools or provide contiguous sidewalk connections. Additionally, the intent is to embed safety knowledge and mindfulness into the young minds of students. The Safe Routes Partnership is a national non-profit organization that serves as a resource for understanding and developing SRTS programs. The Safe Routes to School Online Guide is a similar resource useful information.

School Zones

A school zone is a unique location that often accommodates high pedestrian, bicycle, vehicular, and bus traffic daily during short windows in time. Understanding this setting, with respect to each individual school layout, is important to determining traffic calming needs and other opportunities. Guidance for understanding the environment around the school is offered by the SRTS Guide.

Although not a SRTS program, the City of Markham (near Toronto, Canada) is currently developing a School Zone Safety Guide to improve safety for all road users in the vicinity of its schools. Although the guide is not yet complete, the objectives are comprehensive, and the results will ultimately include policy improvements, engineering measures, and education and outreach recommendations.

From the vehicular perspective, traffic calming strategies can increase safety for students in school zones and also for the walking public at any appropriate location. Traffic calming treatments are intended to reduce vehicle speed and encourage more deliberate driving behavior. Basic examples of traffic calming measures include speed bumps, crosswalks, and high visibility crosswalks.

Steering Committee Collaboration

Strong emphasis on traffic safety and care is generally made at schools and within School Zones; however, safety emphasis can decline sharply outside of the immediate school area. Student and pedestrian safety emphasis needs to extend beyond the immediate school zone, as if the school is the epicenter rather than the boundary.

The CSAP's data analysis, combined with public involvement results, will provide useful information for school boards and student/safety advocates to utilize in pursuit of improvements and funding. For example, the results can help identify opportunities to pursue IDOT's SRTS funding for either construction-type projects or to develop SRTS programs.

Pedestrian elements could be better assessed and emphasized in the vicinity of school grounds, and this is challenging when multiple entities have jurisdiction over the roads in the school area (e.g., County, State, City). Schools can struggle with understanding how to navigate these overlapping jurisdictions in order to improve transportation/pedestrian/bicycle safety for students (See RECOMMENDATION #1).

5 Vehicular Speeds

Law enforcement and engineering measures can be effective tools to mitigate dangerous driving behaviors such as distracted driving (top public survey concern), speeding (third highest public survey concern), and aggressive driving (fourth highest public survey concern).

Speed Limits

Several committee members reported that they have a formalized policy or process for determining speed limits, which ensures consistency within a jurisdiction. In addition, IDOT offers approaches to setting consistent speed limits.

Speed Management

Multiple traffic calming measures are noted throughout the resources in this document, and the Speed Enforcement Program Guidelines identify a variety of countermeasures and strategies that can be deployed to manage traffic speeds. However, identifying locations where such measures need to be applied is not as straightforward.

Although vehicular speed data and crash history can be easily collected, perspectives and perceptions can vary between users (pedestrians, vehicles, bicyclists), between residents and passers-by, and between other variants of transportation network users. Offering a mechanism to obtain the public's requests to manage speed can supplement speed data or help pinpoint locations where speed data should be analyzed.

Steering Committee Collaboration

Speed setting policies are generally in place or approaches are available, and members generally offer means for citizens to report concerns.

6 Educational Campaigns

The National Highway Traffic Safety Administration (NHTSA) Communication Resources webpage offers a plethora of safety marketing tools for use by partner organizations and highway safety professionals. Similarly, the Federal Motor Carrier Safety Administration (FMCSA) offers All Our Roads, Our Safety campaign resources related to commercial motor vehicles.

Steering Committee Collaboration

Aside from IDOT, members generally do not maintain policies or procedures regarding public educational efforts.

7 Vision Zero

As part of the CSAP development process, TCRPC will be committing to a Vision Zero goal and/or targets.

Vision Zero

A Vision Zero commitment is the foundation of a Vision Zero action planning process, and the Vision Zero Network offers Nine Components of a Strong Vision Zero Commitment to help guide entities such as TCRPC. A Vision Zero Model Resolution Template is available, including supportive background information, for consideration as a means to establish formalize the commitment without making it part of a municipal code. The City of Houston example and MPO example resolutions are also available for review. A large list of example plans is also offered by FHWA.

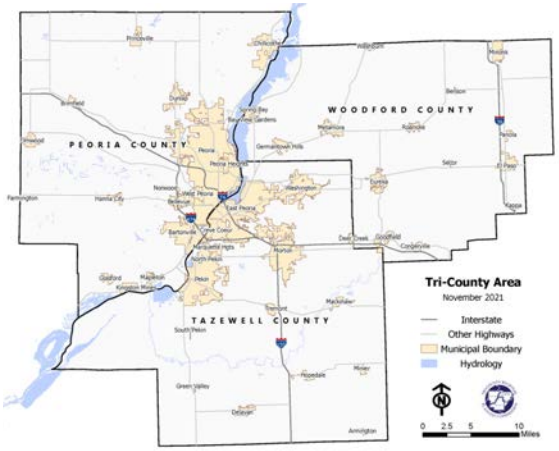
Steering Committee Collaboration

Aside from IDOT, no member agencies have established vision zero goals or targets, and municipalities may not necessarily know where to begin. The resources identified above can be utilized to initiate a Vision Zero commitment and goal.

Source: https://visionzeronetwork.org/resources/vision-zero-communities/

RECOMMENDATIONS & SAFETY TARGET PLAN

Policies, procedures, and programs are important strategies to improve safety outcomes for all users throughout the region.



The safety action strategy includes recommendations to address roadway safety and reduce fatal and serious injury crashes in the region. Each recommended strategy is a starting point from which municipalities can begin working, along with their partners, to adjust and implement policies.

To assess policies and process in Peoria, Tazewell, and Woodford Counties, a questionnaire was provided to all 17 Technical Committee jurisdictions to determine if each has a formalized process addressing the topics identified as priorities for the CSAP. In this context formalized processes refer to project selection procedures, design guidelines, speed management policies, and performance management processes. Seven (7) jurisdictions, including the Illinois Department of Transportation (IDOT), responded to the questionnaire resulting in the identification of 16 topics across five Policy Emphasis Areas, which were guided by the policy and process assessment. A thorough report on this process is included in the appendix and the resulting emphasis areas are described on the following pages.

RECOMMENDATIONS

This guidance can outline how the safety analysis information can be appropriately utilized to prioritize project decisions and to support funding efforts.

1 ***Develop guidance for navigating multi-jurisdictional landscapes within communities.***

Developing guidance to outline different roadway types (e.g., state highway, county road, local street), identify jurisdictional agencies (e.g, IDOT, county, township, city), and stakeholders (e.g., roadway entities, enforcement agencies, school districts), along with their associated legal responsibilities and constraints. The information would improve the understanding of responsibilities and limitations in multi-jurisdictional areas, both in the vicinity of schools and especially in transitional segments.

2 ***Develop a "road map" of available data resources.***

TCRPC can host an inventory of data resources that are available to members. For each resource, identify what information is contained, how it can be utilized, and when it should be used.

3 ***Host Equitable Target Area (ETA) and High Injury Network (HIN) information on the TCRPC website.***

In addition to being incorporated in the CSAP, make the ETA and HIN information available on, or linked from, the TCRPC website.
To make this data more understandable, and therefore informative, to both member agencies and the public, it is recommended that adequate guidance be developed to supplement the information, such as:

- Define map elements
- What is an ETA?
- How can ETA information be utilized to prioritize and/or develop projects?
- What does an HIN segment or intersection represent?

For decision-makers, the guidance can outline how the ETA and HIN information can be appropriately utilized (not misinterpreted) to prioritize project decisions and to support funding efforts.

4 ***Enhance the Long-Range Transportation Plan (LRTP) to better incorporate equity elements.***

The CSAP will clearly identify ETAs, which represent underserved populations. Although underserved populations are mentioned in the 2020-2045 LRTP, they are not clearly identified. The LRTP can be improved to incorporate additional equity-related content, clearly identify underserved populations, and enhance funding prioritization goals with respect to equity.
Safe Routes to School (SRTS)
SRTS programs encourage walking and biking to and from schools with an emphasis on safety.

5 ***Establish Safe Routes to School (SRTS) programs.***

Agencies can partner with their school districts to develop and implement SRTS programs. The Online Guide provides 8 Steps to Creating a SRTS Program, which outlines how to develop and establish a SRTS program, evaluate the program, and make improvements to the program.

6 ***Partner with law enforcement agencies to implement targeted enforcement efforts.***

The information resulting from the CSAP, such as the HIN locations, crash history, locations of public concern, and specifically the speeding locations identified through the interactive public survey, can be utilized to determine target locations for speed enforcement.

7 ***Utilize transportation educational campaign materials available from USDOT.***

Utilize or "piggyback" off USDOT public information resources and materials publicly available through NHTSA and FMCSA for social media, newsletter, and other distribution means.

SUMMARY OF POLICY AND PROCESS RECOMMENDATIONS

#	Emphasis Area	Recommendation	Responsibility	Safe System Approach Element
1	Complete Streets	Develop guidance for navigating multi-jurisdictional landscapes within communities.	TCRPC	Safer Roads
2	Data-based Decision-making	Develop a “road map” of available data resources.	TCRPC	Safer Speeds, Safer Roads, Safer People
3	Data-based Decision-making	Host Equitable Target Area (ETA) and High Injury Network (HIN) information on the TCRPC website.	TCRPC	Safer People
4	Data-based Decision-making	Enhance the Long-Range Transportation Plan (LRTP) to better incorporate equity elements.	TCRPC	Safer People
5	Safe Routes to School (SRTS)	Establish Safe Routes to School (SRTS) programs.	Members	Safer Speeds, Safer Roads, Safer People
6	Vehicular Speeds	Partner with law enforcement agencies to implement targeted enforcement efforts.	Members/TCRPC	Safer Speeds
7	Public Educational Campaigns	Utilize transportation educational campaign materials available from USDOT.	Members/TCRPC	Safer People

SAFETY TARGETS, REPORTING, & MONITORING

Yearly progress on safety performance targets is linked with the MPO Annual Safety Transportation Performance Measure requirement.

The TCRPC Vision Zero resolution at the start of this document formalizes the regional commitment to achieving zero deaths and serious injuries on Tri-County roadways by 2050. As the designated MPO for the Peoria-Pekin Urbanized Area, the Commission recognizes the escalating number of traffic-related deaths, including increases during periods of reduced traffic volume, such as in 2020.

The resolution embraces the Federal Highway Administration's (FHWA) and Federal Transit Administration's (FTA) Safe Systems Principles, which guide a comprehensive approach to improving safety. These principles focus on protecting all road users—including pedestrians, bicyclists, and other non-motorized users—supporting street designs that reduce collision risks, reducing roadway speeds to lower impact forces, redesigning roadways to lessen crash severity, and enhancing post-crash care and incident analysis.

As part of this CSAP, TCRPC has established a framework for measuring and reporting annual progress on safety performance targets. This framework includes a detailed, user-friendly template to calculate and report yearly reductions in roadway-related fatalities and serious injuries (KSI crashes). Performance measures are set with a baseline KSI target of 335 through 2025, followed by staged annual reductions ranging from 4% to 50%, ultimately aiming to eliminate fatalities and severe injuries by 2050 as shown on the following page.

To monitor and share progress, TCRPC will maintain an online dashboard hosting key safety metrics displayed through clear, visual illustrations updated annually. This interactive public dashboard offers stakeholders and the broader community accessible, up-to-date information on both local safety performance targets and FHWA-required safety measures.

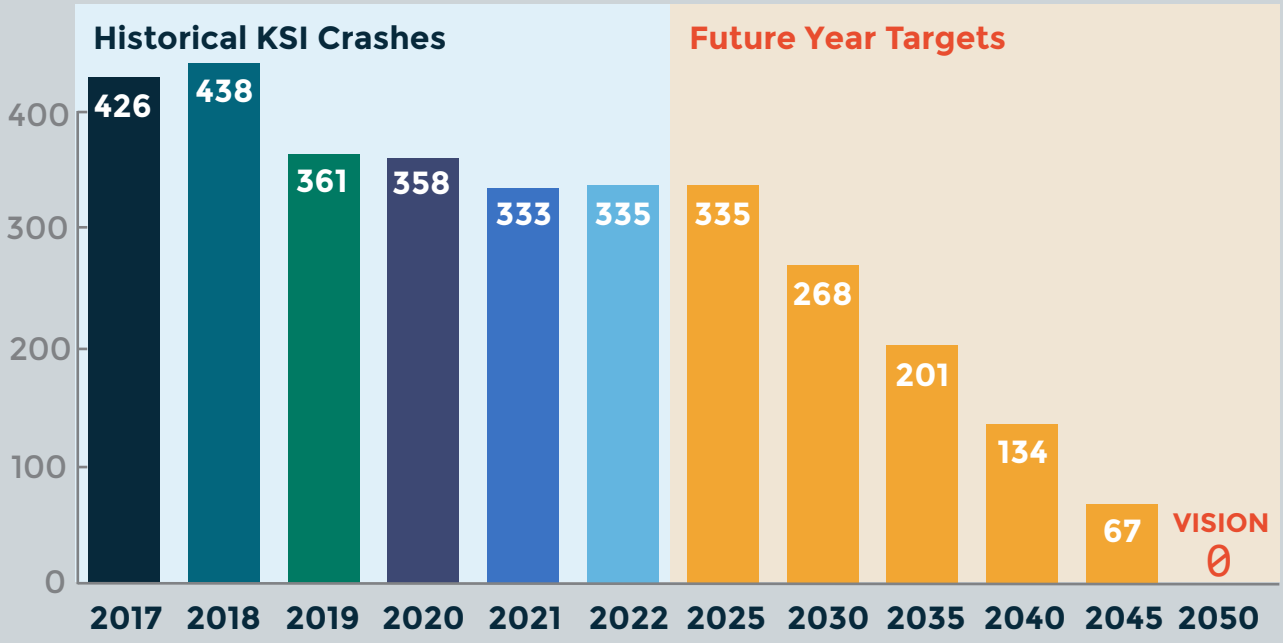
The dashboard is hosted on the Tri-County safety website (tricountysafety.org), which also serves as the central hub documenting the CSAP planning process. This site will continue as the platform for sharing ongoing performance monitoring metrics with the public, supporting transparency and community engagement. Its user-friendly interface presents vital safety indicators in an accessible format, empowering awareness and participation. A snapshot of the crash dashboard page is provided at the bottom of the following page.

Tricountysafety.org embodies the MPO's commitment to eliminating fatalities and serious injuries in the region by 2050. This digital resource strengthens accountability and equips users with the information needed to support and advocate for safer streets across all jurisdictions.

Additionally, a guide describing the target tracking process and dashboard usage will be provided to TCRPC staff to ensure consistent annual reporting and sustained public engagement. This structured approach establishes a clear pathway to enhance safety and reduce crashes for all road users throughout the Tri-County region.

By aligning safety targets with Vision Zero and federal guidance, the Tri-County Comprehensive Safety Action Plan furthers the Illinois Department of Transportation's Zero Fatality Goal and positions all jurisdictions within the region to be competitive for USDOT's Safe Streets and Roads for All (SS4A) discretionary grant funding.

VISION ZERO SAFETY TARGETS



TCRPC ONLINE CRASH DASHBOARD


SPEED
HUMP

SAFETY TOOLKIT OVERVIEW

The Tri-County Safety Toolkit provides a menu of potential safety countermeasures that can be implemented to enhance transportation safety for all road users.

The Safety Toolkit serves as an essential appendix to the Safety Action Plan developed by Lochmueller. This toolkit is designed to enhance the practical application of the Safety Action Plan by providing comprehensive, targeted resources and information regarding various safety countermeasures.

The toolkit includes a wide array of data, structured to deliver digestible information that supports informed decision-making and prioritization of safety initiatives. For each safety countermeasure, the toolkit details:

- Purpose and Description: Clear explanations of what each countermeasure is and how it functions effectively within the transportation network.
- Appropriate Locations: Guidance on where each countermeasure is most applicable, making it easier for implementing parties to identify suitable scenarios for their application.
- Safety Benefits: Insight into how each countermeasure contributes to reducing risks and enhancing safety in the community.
- Secondary Benefits: Identification of additional advantages that may arise from implementing specific countermeasures, contributing to overall community well-being.
- Cost Estimates: An overview of the expected financial implications associated with each countermeasure, assisting stakeholders in budgeting and resource allocation.
- Targeted Primary Users: Information on the intended audience for each countermeasure, ensuring that the right stakeholders are engaged in the implementation process.

See Appendix B for the Safety Toolkit.

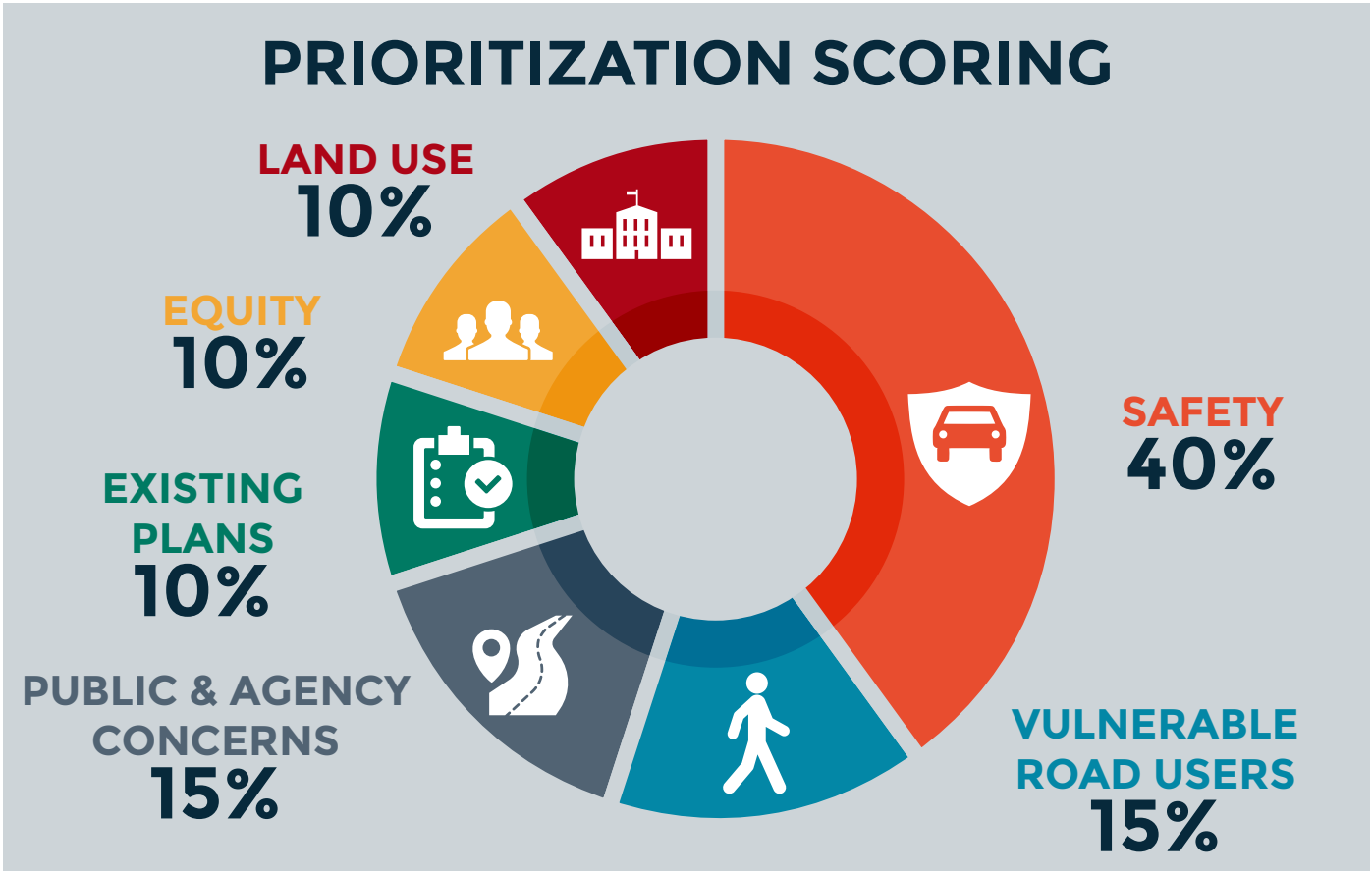
PROJECT PRIORITIZATION

The goal of the prioritization process was to narrow down the most dangerous segments on the High Injury Network in the region to develop projects that would provide the highest possible reduction in crashes and loss of life.

PRIORITIZATION PROCESS

The project team has developed a comprehensive evaluation process to assess potential improvement projects that will enhance multimodal safety in the Tri-County region and promote efficient use of agency resources. Using a six-part scoring system, all possible project locations along the High Injury Network (HIN) have been prioritized and ranked across the Tri-County area. For the top 10 overall scores, the project team has included information such as crash history, maps, potential safety improvements, and Crash Modification Factors (CMFs). Separate priority lists are also provided for each county in the study area (Peoria, Woodford, and Tazewell).

Each category used a unique methodology for assigning points, which are described below. The combined overall scoring system was out of 100 points and split into six different categories, with the following proportion of points per category:



Safety

Project locations were selected from the High Injury Network (HIN), which includes road segments with the highest safety risk based on crash frequency and severity. Because some scores were extreme outliers, the safety scores were adjusted using a logarithmic scale to balance the data and fairly assign points across all segments. This method helps focus on the most dangerous areas to reduce crashes and save lives.

Multimodal/Vulnerable Road Users (VRU)

SS4A Projects, by definition, should not only target vehicle safety but also reduce crashes for vulnerable, non-motorized users, such as those biking, walking, or rolling. The VRU category was based on the 2023 State of Illinois VRU Safety Assessment's VRU HIN that categorized road segments and intersections into low, medium, and high priority tiers.

Public & Agency Concerns

Over 350 community-identified locations were mapped to HIN segments. Segments with multiple noted concerns received more points.

Critical Land Use

Additional consideration was given to roadways surrounding schools and hospitals due to their high numbers of transportation users during peak periods. A 0.25-mile buffer zone was created around each point and segments that fall within this buffer area were given the full land use score.

Equity/Underserved Communities

The most recent SS4A Notice of Funding Opportunity (2025) defines underserved communities as census tracts where 20% or more of the population is below the federal poverty level, as of the 2014-2018 5-Year ACS Estimates. Road segments and intersections that fall within any of these census tracts were given a full 10 points.

Supports Existing Plans

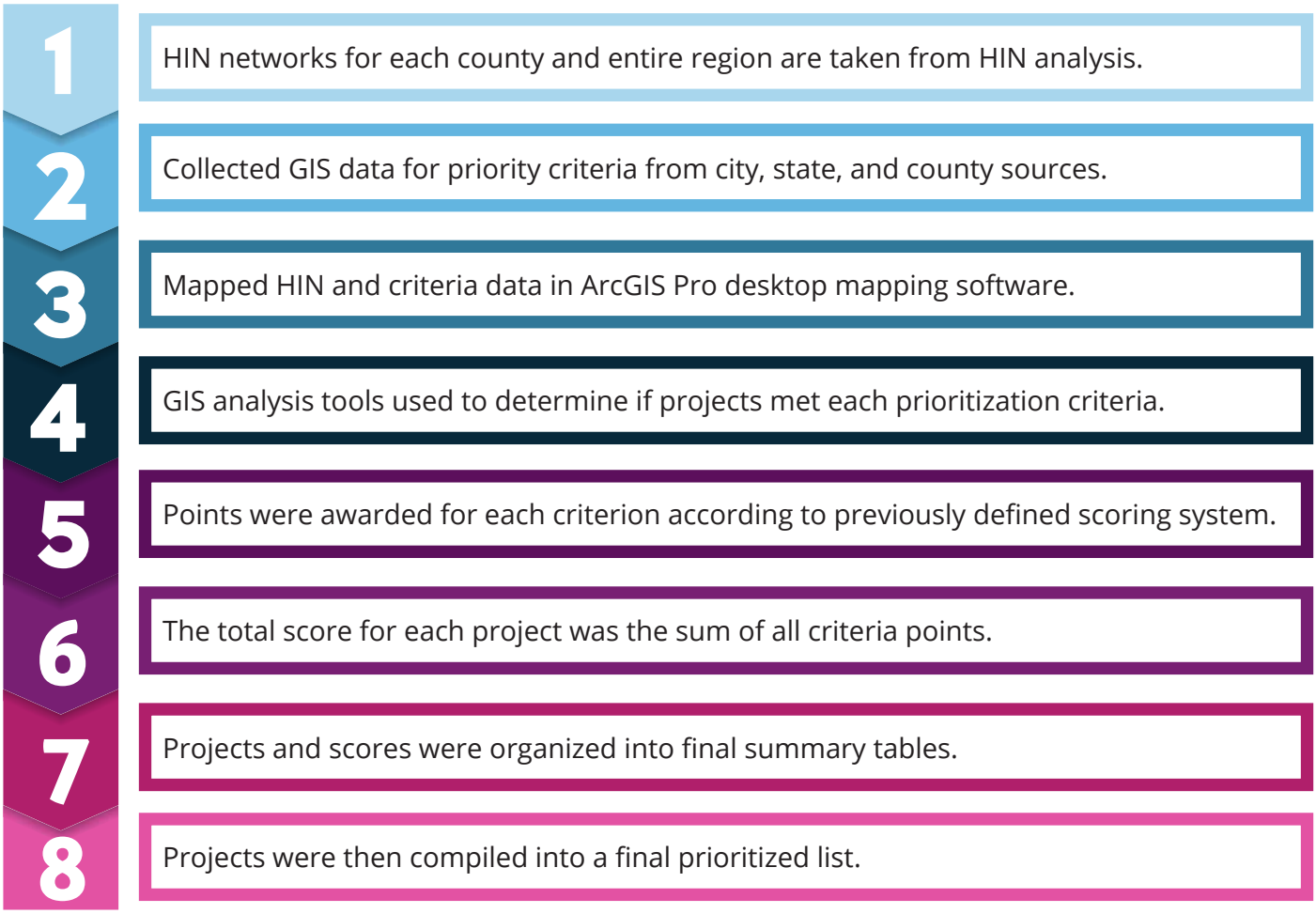
Projects already included in regional or local transportation plans received 10 points, with full credit for funded projects and partial credit for illustrative (unfunded) projects.

The table below shows the full matrix used to assign points to each HIN segment location.

Category	Possible Points	High Score (Points)	Med-High Score (Points)	Med-Low Score (Points)	Low Score (Points)
Safety	40	Index >1 (40)	index 0 - 1 (30)	Index -1 - 0 (20)	Index <-1 (10)
Multi-modal/VRU	15	IDOT High-Priority VRU Tier (15)	IDOT Medium-Priority VRU Tier (10)	IDOT Low-Prioirity VRU Tier (5)	Not VRU Prioirity Tier (0)
Public/ Agency Concerns	15	>2 Comments/ Concerns (15)	-	1 Comment/ Concern (7.5)	No Comments/ Concerns (0)
Land Use	10	W/in 0.25 mi of Critical Land Use (10)	-	-	No Critical Land Use (0)
Equity	10	>20% Poverty Rate (10)	-	-	<20% Poverty Rate (0)
Existing Plans	10	In Existing Plan (10)	-	In existing plan as an “illustrative” project (5)	Not identified in any existing plans (0)

PRIORITIZATION STEPS

The figure below illustrates the data driven project prioritization approach. Projects were prioritized using a scoring system that includes levels of expected crash reductions, roadway volume, locality, potential for interaction with vulnerable road users, and other metrics, as described above.



TOP 10 PRIORITIZED CORRIDORS

The prioritized projects focus on proven safety countermeasures for critical locations based on the data-driven analysis and benefit-cost evaluation to reduce fatal and severe injury crashes.

PRIORITIZED CORRIDORS

The top prioritized corridors for each county and the Tr-County area are found below. The aim was to provide a list of the top 10 locations, however in some cases multiple segments had the same priority score and thus were all included in each relevant list.

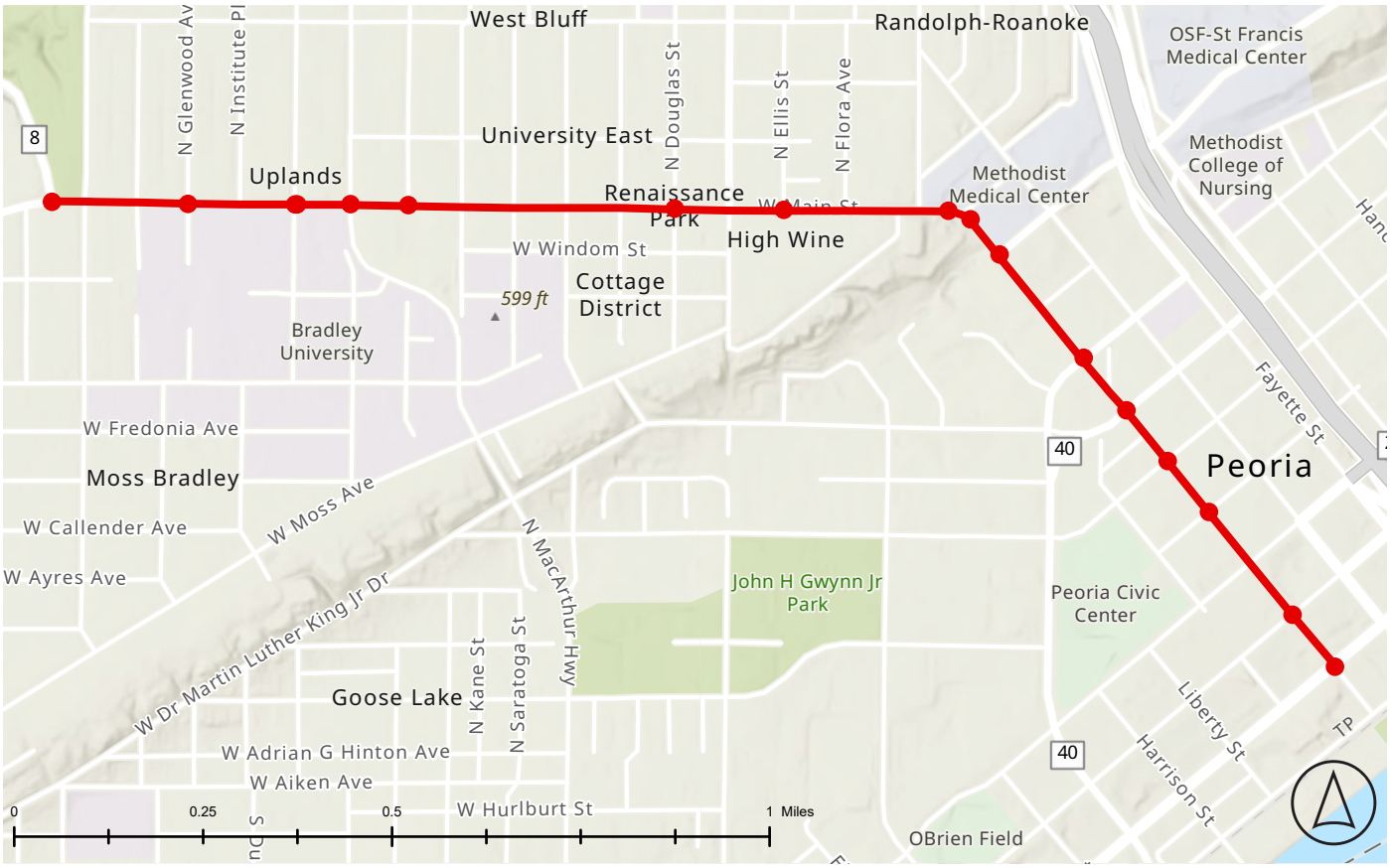
The project team encourages the agencies to consider all projects listed for each region. The table that follows lists the results of this analysis. The remainder of this report details each of the below projects followed by the top corridors for each county. Detailed information on the types of improvements included in these projects can be found in the Safety Toolkit (Appendix B).

#	Score	County	Jurisdiction	Road	Start	End	Length (Miles)
1	85	Peoria	City of Peoria	Main St	Farmington Rd	NE Water Street	1.98
2	82.5	Peoria	IDOT	Knoxville Ave	War Memorial Drive	I-74	1.97
3	75	Tazewell	Pekin	Parkway Dr	Broadway	Court Street	0.65
4	75	Peoria	IDOT/Peoria	Jefferson Ave	Van Buren St	MacArthur Hwy	2.92
5	75	Tazewell	Pekin	Broadway Rd	Veterans Drive	S 3rd Ave	1.82
6	75	Tazewell	IDOT	Main St (US24/150)	Wesley Road	Blackjack Blvd	2.17
7	75	Tazewell	IDOT	Washington Rd (BUS24)	Main St	McCluggage Rd	2.66
8	72.5	Peoria	IDOT/Peoria	Adams St	Van Buren St	MacArthur Hwy	2.92
9	70	Peoria	City of Peoria	Sheridan Rd	W McClure Ave	Main St	1.25
10	70	Peoria	Peoria/West Peoria	Sterling Ave	W Farmington Rd	War Memorial Drive	2.97

PROJECT 1: MAIN STREET
City of Peoria, Peoria County

CHARACTERISTICS

Main Street in Peoria is a 2-mile minor arterial stretching from NE Water Street in downtown Peoria to the intersection of Farmington Road and Western Ave. It has an AADT of approximately 10,800. The route is primarily 4 lanes near downtown but transitions to a 2-lane roadway with a center turn lane closer to Bradley University. The roadway currently has on-street parking on many segments but lacks significant multimodal facilities. Per the Tri-County LRTP, Main Street will be reconstructed in the next 5 years with upgraded ADA, pedestrian, and bicycle accommodations.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	10/10	85/100

CRASH HISTORY

Number of KSI* Crashes: **29**
Number of non-motorized crashes: **21**

Crash Factor	#	%
Disregarding Traffic Signals	9	31.0
Failing to Yield Right of Way	6	20.7
Failing to Reduce Speed to Avoid Crash	4	13.8
Improper Lane Usage	2	6.9
Operating Vehicle In Reckless Manner	2	6.9
Under Influence of Alcohol/ Drugs	2	6.9
Other	1	3.4
Disregarding Stop Sign	1	3.4
Distraction - From Inside Vehicle	1	3.4
Vision Obscured	1	3.4

*Killed or Serious Injury (KSI) Crashes

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF*
Yellow Change Intervals	0.92
Systemic Application at Stop Intersections	0.90
Dynamic Speed Monitoring	0.59
Retroreflective Signal Backplates	0.76
Vertical Deflections	0.55

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement[1]	0.68
RRFB's	0.31
Roundabouts	0.58

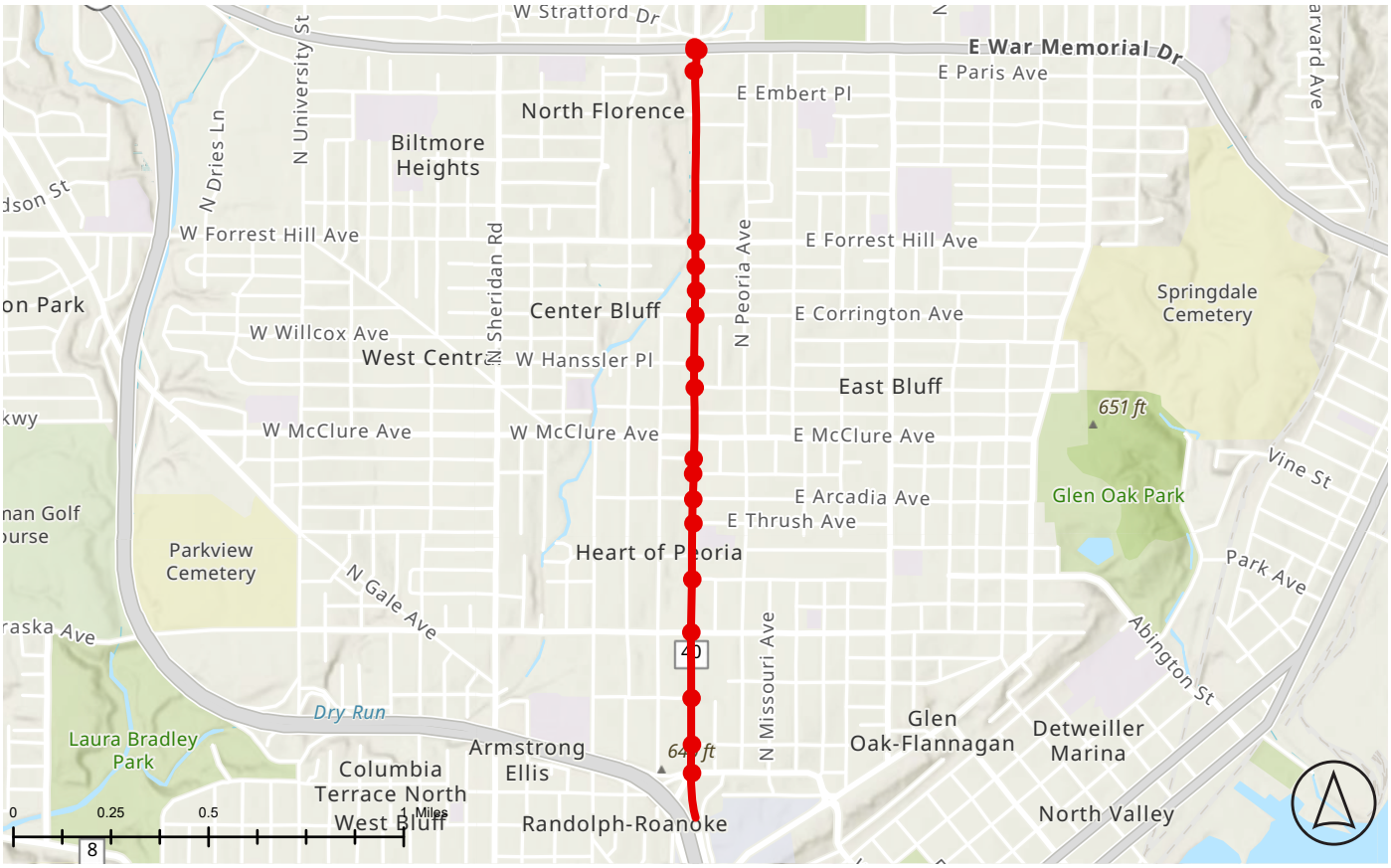
*Crash Modifcation Factor (see Appendix C)
1 The Illinois Vehicle Code only allows for speed enforcement in safety zones and work zones. for more information see the Safety Toolkit in Appendix B.

PROJECT 2: KNOXVILLE AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Knoxville Avenue is a state-owned principal arterial serving 23000 vehicles per day through central Peoria, connecting I-74 and US-150 with key residential and commercial areas. The roadway is typically 4 lanes wide with a center turn lane in the middle.

Sidewalks can be found on one or both sides of the roadway, but no bicycle facilities are present. Per IDOT's Multi-Year Plan, the roadway will be reconstructed with ADA improvements in the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	7.5/15	10/10	10/10	0/10	82.5/100

CRASH HISTORY

Number of KSI Crashes: **49**
Number of non-motorized crashes: **19**

Crash Factor	#	%
Failing to Yield Right of Way	18	36.7
Disregarding Traffic Signals	10	20.4
Failing to Reduce Speed to Avoid Crash	8	16.3
Under Influence of Alcohol/ Drugs	4	8.2
Improper Lane Usage	2	4.1
(N/A)	1	2.0
Distraction - From Outside Vehicle	1	2.0
Distraction/ Other Electronic Device (Navigation Device / DVD Player / etc.)	1	2.0
Equipment-Vehicle Condition	1	2.0
Operating Vehicle In Reckless Manner	1	2.0
Physical Condition of Driver	1	2.0
Unable to Determine	1	2.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Yellow Change Intervals	0.92
Dilemma Zone Detection	0.56
Dynamic Speed Monitoring	0.59
Retroreflective Signal Backplates	0.76
Vertical Deflections	0.55
Leading Pedestrian Intervals	0.9

Long-Term (5+ Years)

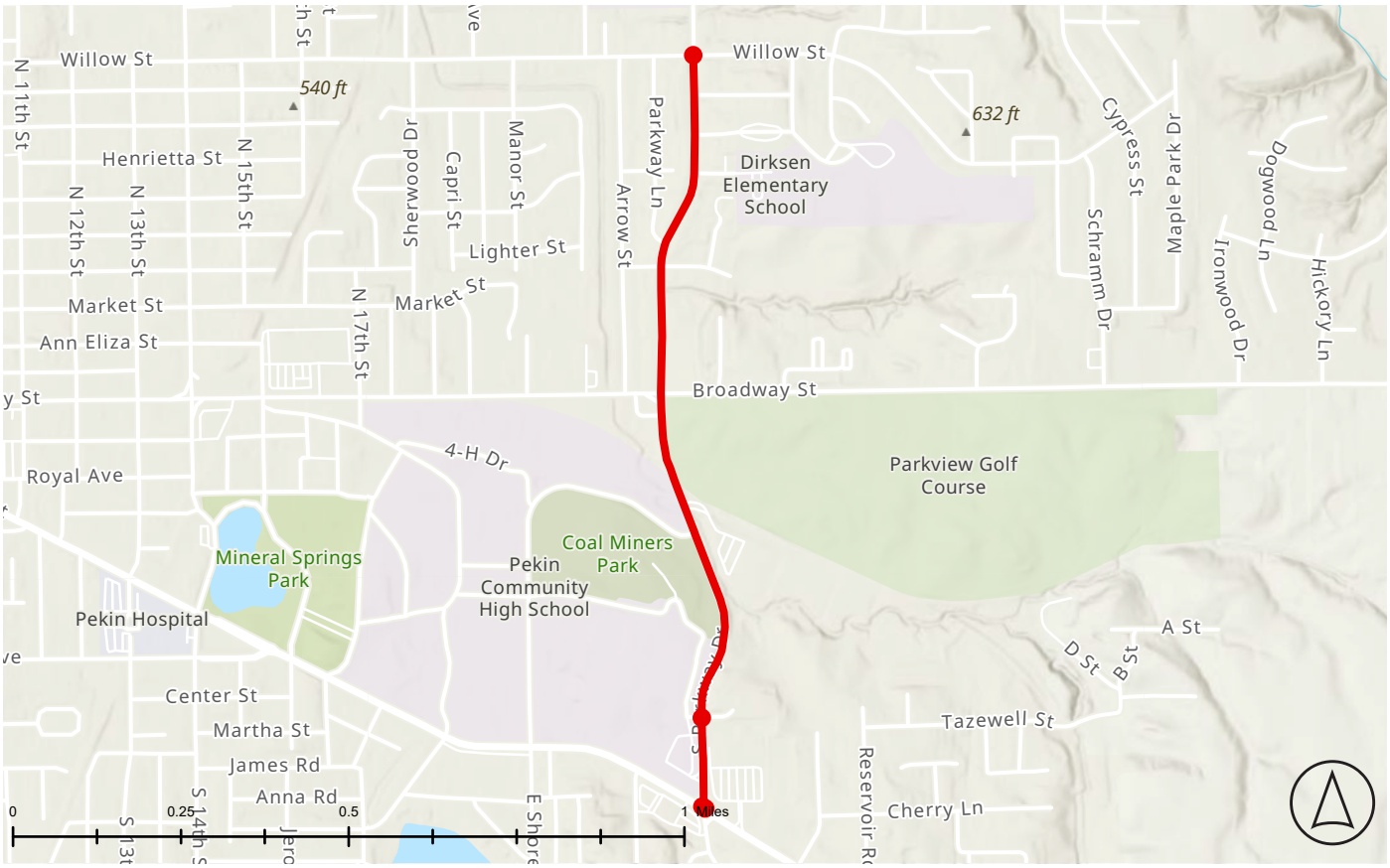
Improvement	CMF
Automated Enforcement	0.68
Roundabouts	0.58

PROJECT 3: PARKWAY DRIVE
City of Pekin, Tazewell County

CHARACTERISTICS

Parkway Drive in Pekin is a 4-lane minor arterial roadway with a typical AADT value around 11,400. The highest priority segment passes close to Pekin Community High school and portions of the Pekin Park District Trail.

The CityLink Route #17 (Pekin North) also runs through this segment of Parkway Drive, connecting residents to downtown Pekin and surrounding commercial areas. Currently a sidewalk is only present on one side of the roadway. Per the 2050 LRTP, ADA ramps and bus stop improvements are planned for the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: **5**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Disregarding Yield Sign	1	20.0
Exceeding Authorized Speed Limit	1	20.0
Failing to Reduce Speed to Avoid Crash	1	20.0
Failing to Yield Right of Way	1	20.0
Physical Condition of Driver	1	20.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Dynamic Speed Monitoring	0.59
Signage	0.75
Retroreflective Signal Backplates	0.76

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52

PROJECT 4: JEFFERSON AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Jefferson Avenue in Peoria is a 3- to 4-lane one-way arterial roadway with an average daily traffic volume of 5900. The road joins with Adams St to form a key east-west corridor running through the center of downtown Peoria, connecting residential and commercial destinations.

Road ownership is split between IDOT (northeast of I-74) and the City of Peoria. While there is appropriate sidewalk connectivity along most of the corridor, there are no bicycle facilities. Regional long-range plans suggest converting Jefferson and Adams to 2-way traffic. Several sections are currently being reconstructed or have recently been reconfigured for two-way traffic, road diets with new traffi c signals, and bicycle facilities. This includes the Pecan/ Persimmon to Walnut section in the Warehouse District and 2 way conversion from Walnut to Fayette.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	0/15	10/10	0/10	10/10	75/100

CRASH HISTORY

Number of KSI Crashes: **28**
Number of non-motorized crashes: **20**

Crash Factor	#	%
Disregarding Traffic Signals	5	17.9
Failing to Reduce Speed	4	14.3
Unable to Determine	4	14.3
Failing to Yield Right of Way	3	10.7
Driving Skills/Knowledge	2	7.1
Improper Lane Usage	2	7.1
Under Influence of Alcohol/ Drugs	2	7.1
Distraction - From Inside Vehicle	1	3.6
Following Too Closely	1	3.6
Improper Turning/No Signal	1	3.6
Operating Vehicle In Reckless Manner	1	3.6
Physical Condition of Driver	1	3.6
Vision Obscured	1	3.6

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Dilemma Zone Detection	0.56

Long-Term (5+ Years)

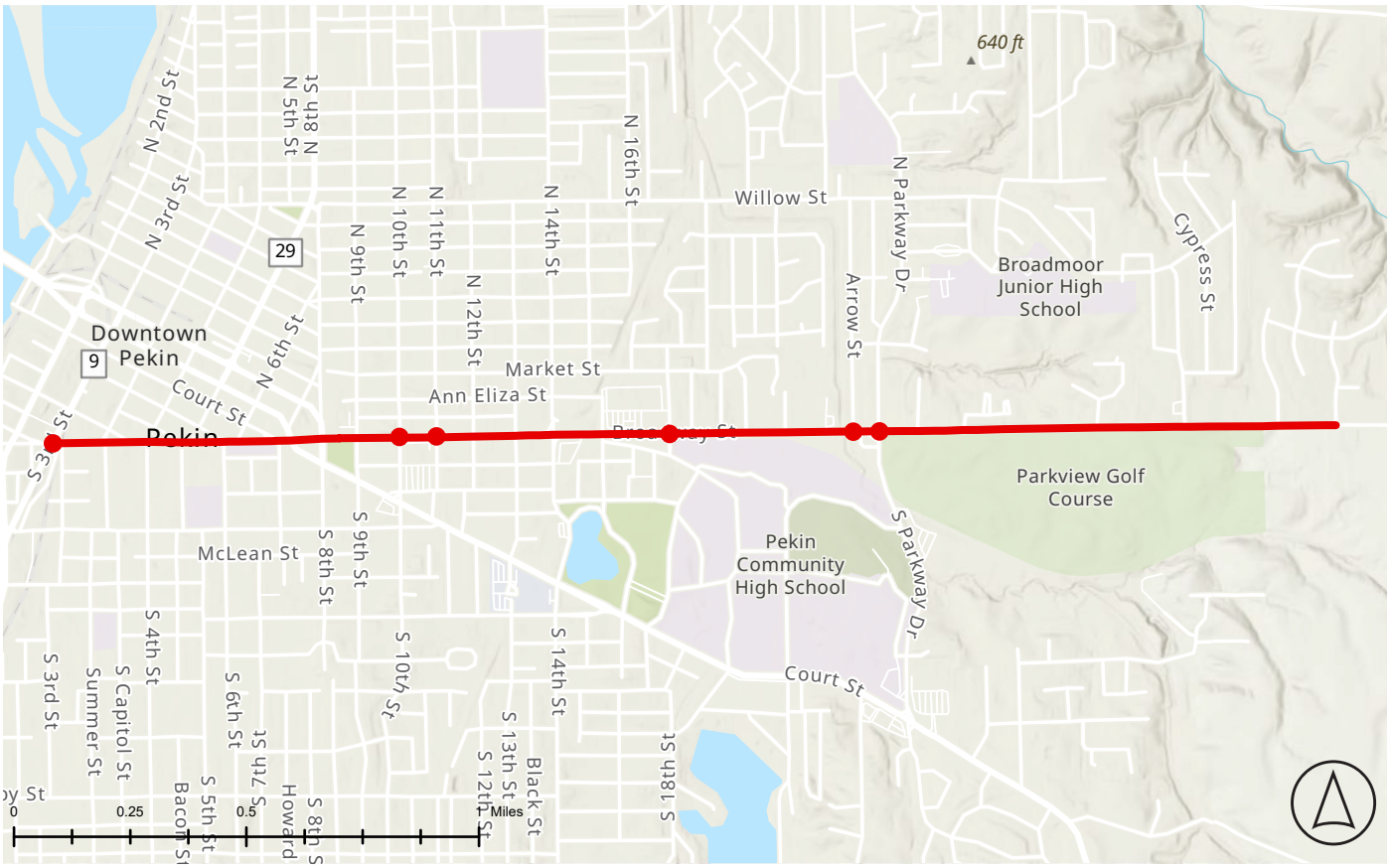
Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 5: BROADWAY ROAD
City of Pekin, Tazwell County

CHARACTERISTICS

Broadway Road is a city-owned minor arterial roadway (AADT: 11,300) that runs east-west through central Pekin. It has 2 lanes from IL-9 to 8th street, then becomes 4 lanes with a center turn lane until Schramm Drive then converts back to 2 lanes until Veteran's Drive.

CityLink's Route #17 travels on Broadway, but sidewalks are not present on many portions of the roadway. ADA, Pedestrian Crossing, and bus stop improvements are planned for the corridor in the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	0/15	10/10	0/10	10/10	75/100

CRASH HISTORY

Number of KSI Crashes: **14**
Number of non-motorized crashes: **12**

Crash Factor	#	%
Uknown	2	14.3
Failing to Yield Right of Way	2	14.3
Physical Condition of Driver	2	14.3
Weather	2	14.3
Disregarding Stop Sign	1	7.1
Disregarding Traffic Signals	1	7.1
Failing to Reduce Speed	1	7.1
Had Been Drinking	1	7.1
Operating Vehicle In Reckless Manner	1	7.1
Road Engineering/Surface Defects	1	7.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Application at Stop Intersections	0.9
Retroreflective Signal Backplates	0.76
Bicycle Lanes	0.44
Enhanced Delineation	0.53

Long-Term (5+ Years)

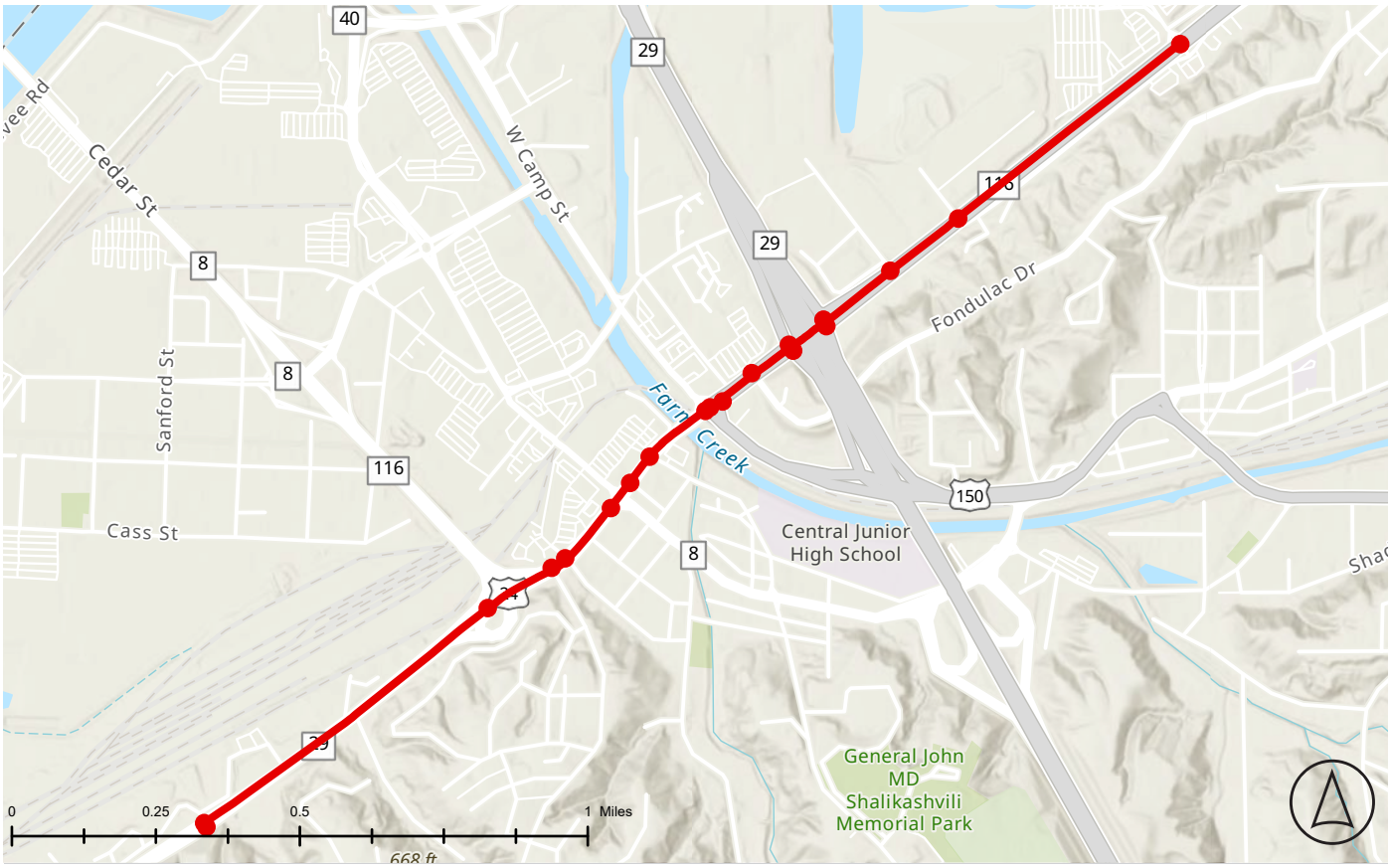
Improvement	CMF
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 6: MAIN STREET
City of East Peoria, Tazwell County

CHARACTERISTICS

Main Street in East Peoria is a 4- to 6-lane principal arterial roadway that connects to I-74, US-150, shopping centers, and Caterpillar industrial facilities. The state-owned roadway sees 25,000 VPD and has a high number of concentrated intersections in central East Peoria.

The roadway lacks significant ped/bike facilities, especially northeast of I-74. Improvements to pedestrian and bicycle crossings are planned in the 0-to-5-year timeframe.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	15/15	10/10	0/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: **26**
Number of non-motorized crashes: **4**

Crash Factor	#	%
Failing to Yield Right of Way	11	42.3
Failing to Reduce Speed to Avoid Crash	7	26.9
Disregarding Traffic Signals	3	11.5
Distraction - From Inside Vehicle	2	7.7
Driving On Wrong Side/Wrong Way	1	3.8
Improper Turning/No Signal	1	3.8
Physical Condition of Driver	1	3.8

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Corridor Access Management	0.69
Dilemma Zone Detection	0.56
Signage	0.75
Retroreflective Signal Heads	0.76
Permissive to Protected Left Turns	0.53

Long-Term (5+ Years)

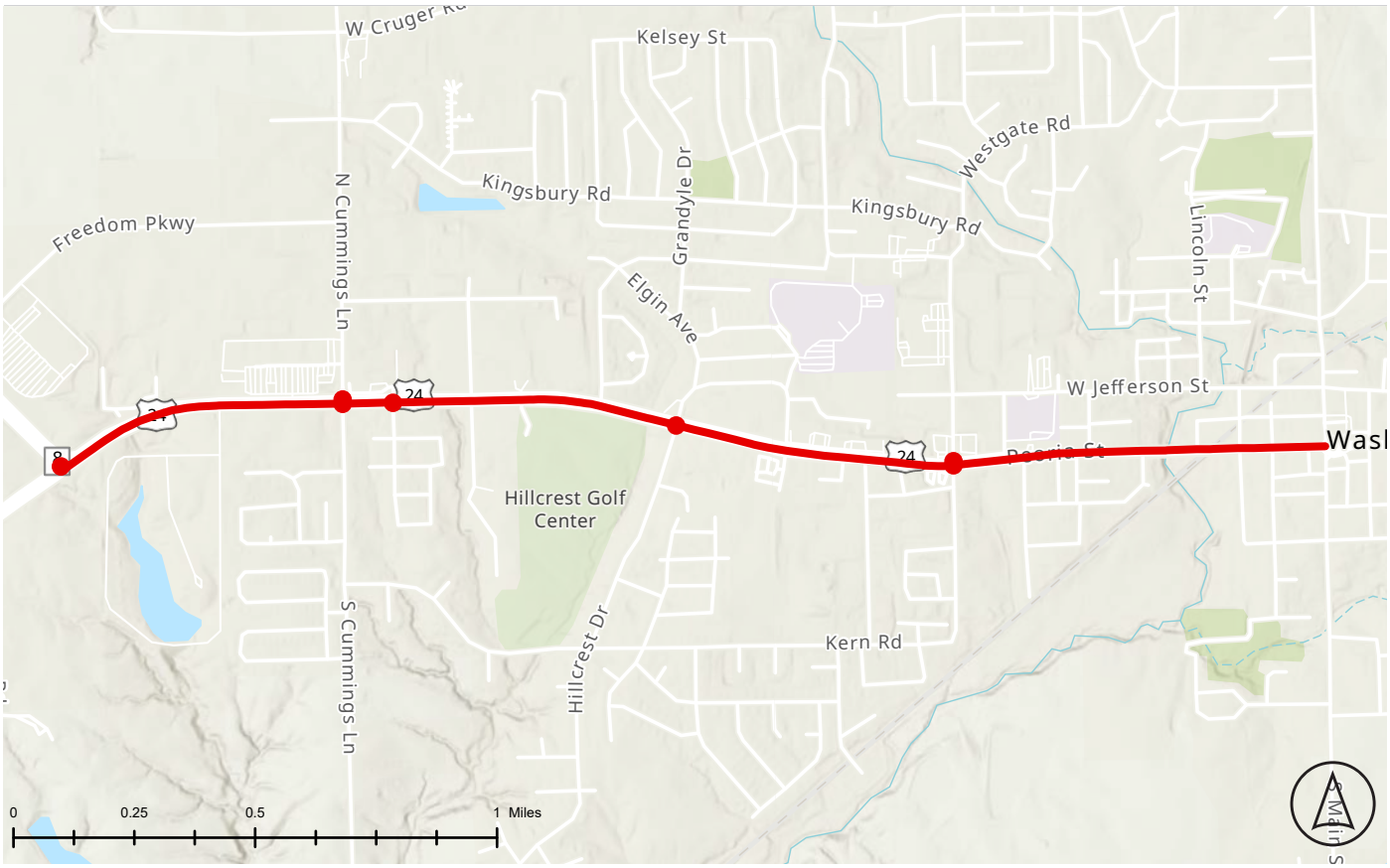
Improvement	CMF
Roundabouts	0.52
Automated Enforcement	0.52

PROJECT 7: WASHINGTON ROAD
City of Washington, Tazewell County

CHARACTERISTICS

Washington Road (also labeled US-24 Business and Peoria Street) is a state-owned minor arterial in the Peoria suburb of Washington that serves up to 16,000 vehicles per day. It is a 4-lane divided highway from McCluggage Road to Wilmor Road and reduces to 2-lanes with a center turn lane to Main Street in downtown Washington.

The facility lacks significant pedestrian or bicycle accommodations, but the road is planned to be reconstructed by IDOT in the 0-5 year time horizon with curb and gutter upgrades.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: **7**
Number of non-motorized crashes: **7**

Crash Factor	#	%
Disregarding Traffic Signals	3	42.9
Failing to Yield Right of Way	3	42.9
Improper Turning/No Signal	1	14.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.75
Retroreflective Signal Heads	0.76
Dilemma Zone Detection	0.56
Sidewalks	0.6

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.52
Roundabouts	0.52

PROJECT 8: ADAMS STREET
City of Peoria, Peoria County

CHARACTERISTICS

Adams Street in Peoria is the second half of the two one-way streets through downtown Peoria, along with Jefferson Avenue. The 2.92-mile corridor is primarily 3 lanes with some on-street parking (AADT: 8300). Sidewalks are present on one or both sides of the street, but no bicycle facilities exist along the corridor.

Plans suggest converting Jefferson and Adams to 2-way traffic within the 11–25-year time horizon, complete with signal and multimodal facility upgrades.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	7.5/15	10/10	0/10	0/10	72.5/100

CRASH HISTORY

Number of KSI Crashes: **23**
Number of non-motorized crashes: **18**

Crash Factor	#	%
Disregarding Traffic Signals	9	39.1
Failing to Yield Right of Way	4	17.4
Unable to Determine	3	13.0
Disregarding Other Traffic Signs	1	4.3
Exceeding Authorized Speed Limit	1	4.3
Exceeding Safe Speed For Conditions	1	4.3
Failing to Reduce Speed to Avoid Crash	1	4.3
Following Too Closely	1	4.3
Improper Lane Usage	1	4.3
Operating Vehicle In Reckless Manner	1	4.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Dilemma Zone Detection	0.56

Long-Term (5+ Years)

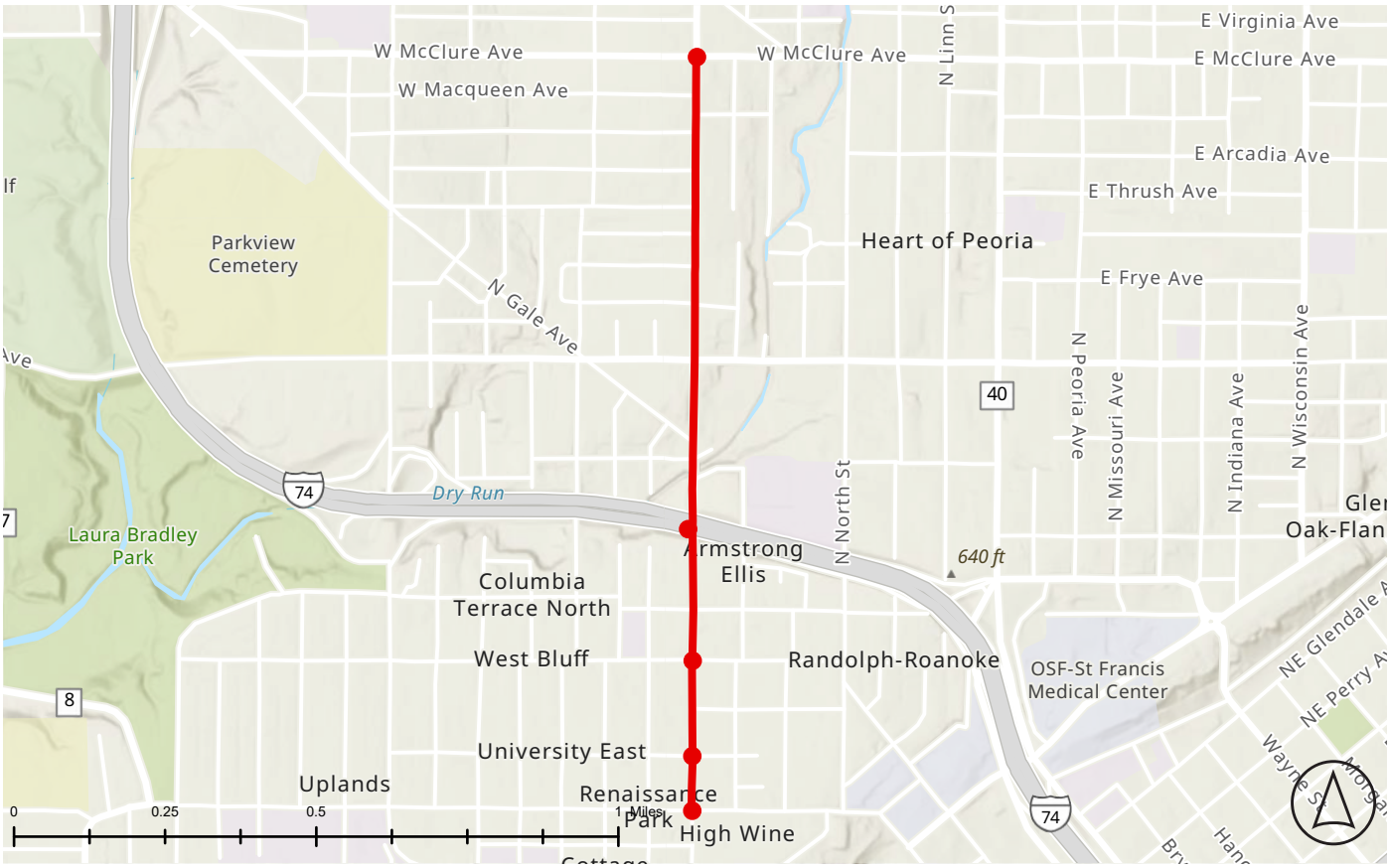
Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 9: SHERIDAN ROAD
City of Peoria, Peoria County

CHARACTERISTICS

Sheridan Road is a north/south minor arterial that traverses much of central and north Peoria, including Peoria High School and many residential areas. The corridor from Main Street to McClure Avenue has typically been a 4-lane roadway but only sees an AADT of 6200.

Recent upgrades have been in progress to reduce it to 2 lanes with a center turn lane and bicycle lanes. Since crash data was sourced from 2017 to 2022, it is possible that these recent improvements are not reflected in the crash data. An analysis of future crash data is recommended to determine if these improvements have indeed resulted in a reduction in crashes.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	5/15	15/15	0/10	10/10	10/10	70/100

CRASH HISTORY

Number of KSI Crashes: **11**
Number of non-motorized crashes: **7**

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	3	27.3
(N/A)	2	18.2
Failing to Yield Right of Way	2	18.2
Disregarding Traffic Signals	1	9.1
Exceeding Authorized Speed Limit	1	9.1
Following Too Closely	1	9.1
Unable to Determine	1	9.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Vertical Deflections	0.55
Signage	0.75
Retroreflective Signal Backplates	0.85

Long-Term (5+ Years)

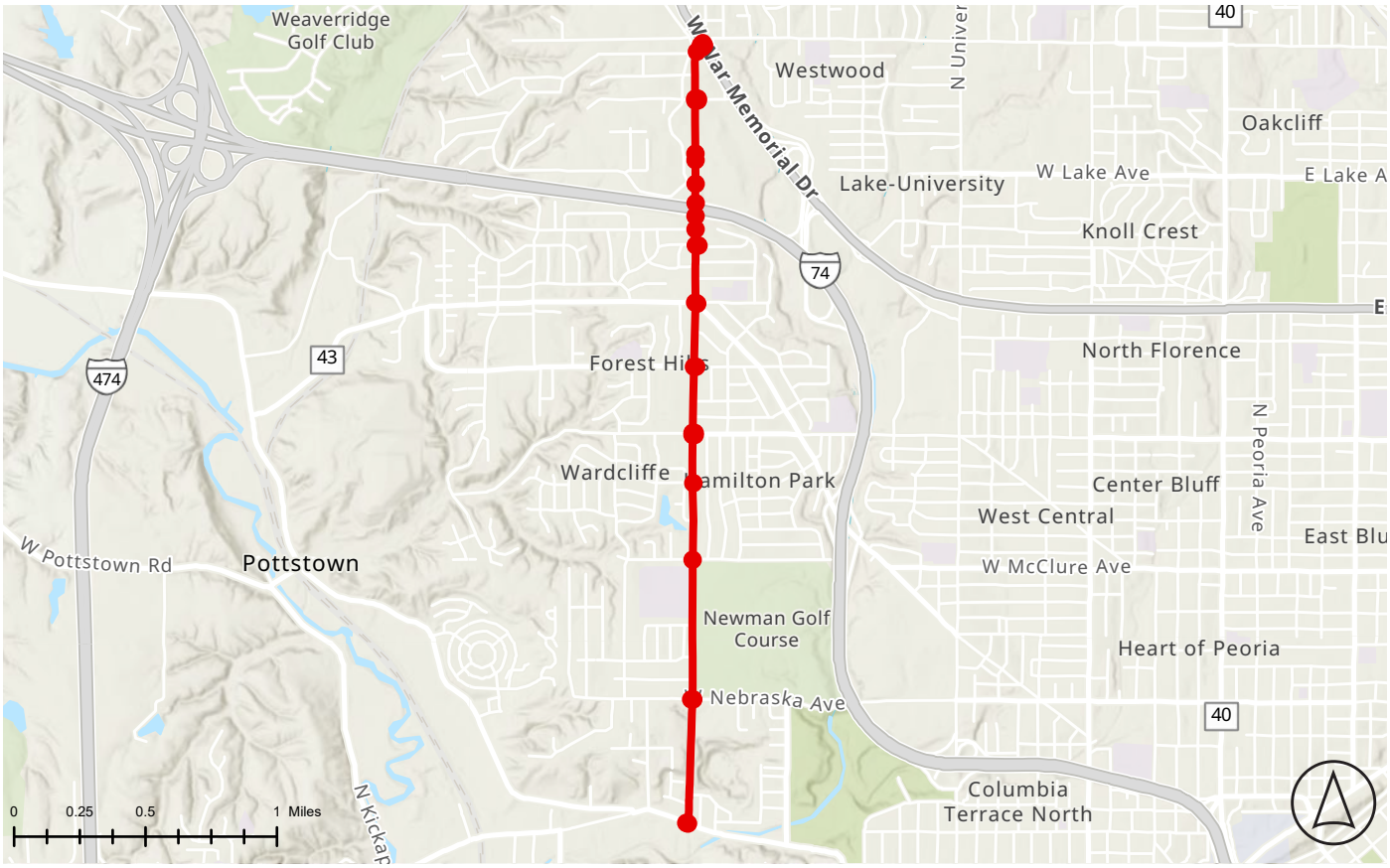
Improvement	CMF
Automated Enforcement	0.52

PROJECT 10: STERLING AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Sterling Avenue is a 4-lane minor arterial that runs mostly through the municipality of Peoria and has a short segment within West Peoria. It serves 15,100 vehicles per day. Sterling Avenue crosses I-74, War Memorial Drive, and also serves as the primary access point for the Northwoods Mall in northwest Peoria.

The roadway is typically 2 lanes in each direction with a center turn lane, with acceptable sidewalk connectivity and several segments that have been expanded to serve as multi-use pathways. Sterling Avenue from Farmington Road to Nebraska Avenue has been reconstructed in the last 10 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	0/15	0/10	10/10	10/10	70/100

CRASH HISTORY

Number of KSI Crashes: **30**
Number of non-motorized crashes: **7**

Crash Factor	#	%
Failing to Yield Right of Way	10	33.3
Disregarding Traffic Signals	5	16.7
Failing to Reduce Speed to Avoid Crash	3	10.0
Improper Lane Usage	2	6.7
(N/A)	1	3.3
Distraction - From Inside Vehicle	1	3.3
Driving Skills/Knowledge/ Experience	1	3.3
Following Too Closely	1	3.3
Improper Turning/No Signal	1	3.3
Physical Condition of Driver	1	3.3
Unable to Determine	1	3.3
Under Influence of Alcohol/ Drugs	1	3.3
Vision Obscured	1	3.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Permissive to Protected Left Turns	0.94

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

Peoria, IL

PEORIA COUNTY PRIORITY CORRIDORS

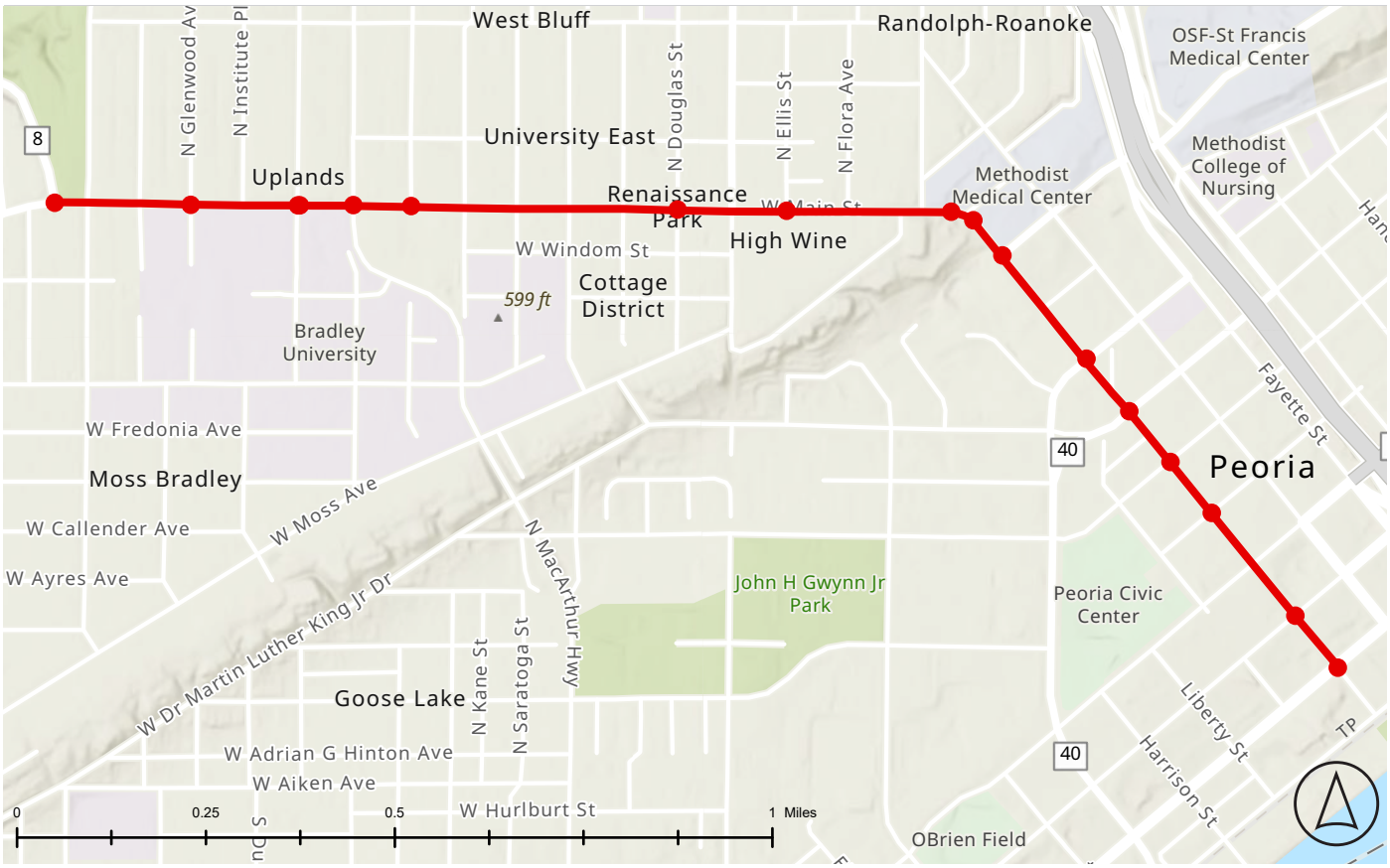
#	Score	County	Jurisdiction	Road	Start	End	Length (Miles)
1	85	Peoria	City of Peoria	Main	Farmington Rd	NE Water Street	1.98
2	82.5	Peoria	IDOT	Knoxville Ave	War Memorial Drive	I-74/ Pennsylvania Ave	1.97
3	75	Peoria	IDOT/Peoria	Jefferson St	Van Buren St	MacArthur Hwy	2.92
4	72.5	Peoria	IDOT/Peoria	Adams	Van Buren St	MacArthur Hwy	2.93
5	70	Peoria	City of Peoria	Sheridan Rd	W McClure Ave	Main St	1.25
6	70	Peoria	IDOT	Western Ave	Main St	Lincoln Ave (IL116)	1.29
7	70	Peoria	Peoria/West Peoria	Sterling Ave	W Farmington Rd	War Memorial Drive	2.97
8*	65	Peoria	City of Peoria	Nebraska Ave	N University Ave	N Wisconsin Ave	1.51
9*	65	Peoria	City of Peoria	McClure Ave	N Prospect Rd	North Street	1.12
10*	65	Peoria	City of Peoria	Glen Oak Ave	Spring St	E Nebraska Ave	0.32
11*	65	Peoria	City of Peoria	Abington St	NE Perry Ave	NE Jefferson St	0.26
12*	65	Peoria	IDOT	Spalding Ave	I-74/ Pennsylvania Ave	NE Perry Ave	0.25
13*	65	Peoria	IDOT	War Memorial Drive	Knoxville Ave	E Harvard Ave	1.77

*Corridors 8 - 13 are all tied at 65 points.

PROJECT 1: MAIN STREET
City of Peoria, Peoria County

CHARACTERISTICS

Main Street in Peoria is a 2-mile minor arterial stretching from NE Water Street in downtown Peoria to the intersection of Farmington Road and Western Ave. It has an AADT of approximately 10,800. The route is primarily 4 lanes near downtown but transitions to a 2-lane roadway with a center turn lane closer to Bradley University. The roadway currently has on-street parking on many segments but lacks significant multimodal facilities. Per the Tri-County LRTP, Main Street will be reconstructed in the next 5 years with upgraded ADA, pedestrian, and bicycle accommodations.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	10/10	85/100

CRASH HISTORY

Number of KSI Crashes: **29**
Number of non-motorized crashes: **21**

Crash Factor	#	%
Disregarding Traffic Signals	9	31.0
Failing to Yield Right of Way	6	20.7
Failing to Reduce Speed to Avoid Crash	4	13.8
Improper Lane Usage	2	6.9
Operating Vehicle In Reckless Manner	2	6.9
Under Influence of Alcohol/ Drugs	2	6.9
Other	1	3.4
Disregarding Stop Sign	1	3.4
Distraction - From Inside Vehicle	1	3.4
Vision Obscured	1	3.4

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Yellow Change Intervals	0.92
Systemic Application at Stop Intersections	0.90
Dynamic Speed Monitoring	0.59
Retroreflective Signal Backplates	0.76
Vertical Deflections	0.55
Medians	0.29

Long-Term (5+ Years)

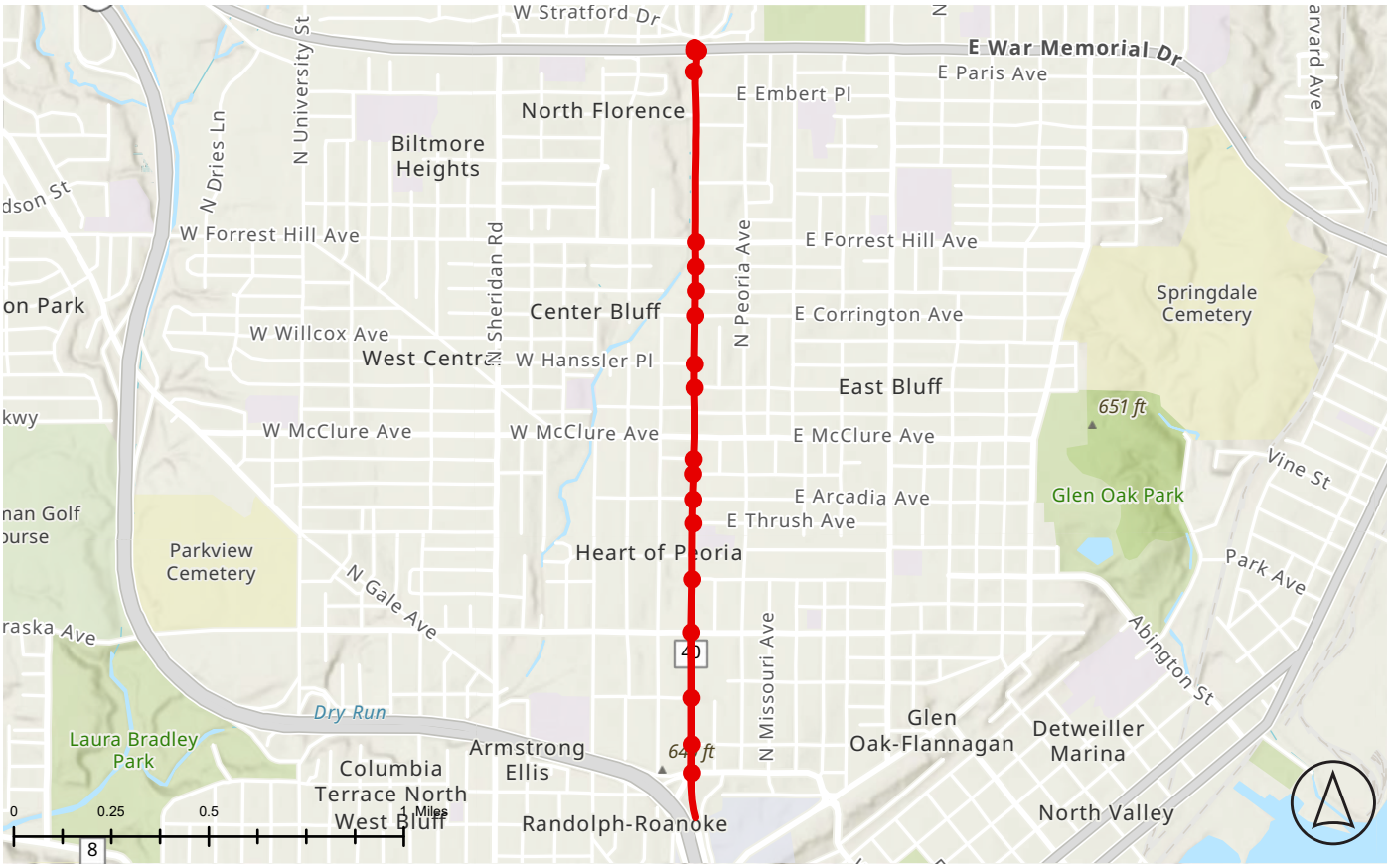
Improvement	CMF
Automated Enforcement	0.68
RRFB's	0.31
Roundabouts	0.58

PROJECT 2: KNOXVILLE AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Knoxville Avenue is a state-owned principal arterial serving 23000 vehicles per day through central Peoria, connecting I-74 and US-150 with key residential and commercial areas. The roadway is typically 4 lanes wide with a center turn lane in the middle.

Sidewalks can be found on one or both sides of the roadway, but no bicycle facilities are present. Per IDOT's Multi-Year Plan, the roadway will be reconstructed with ADA improvements in the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	7.5/15	10/10	10/10	0/10	82.5/100

CRASH HISTORY

Number of KSI Crashes: **49**
Number of non-motorized crashes: **19**

Crash Factor	#	%
Failing to Yield Right of Way	18	36.7
Disregarding Traffic Signals	10	20.4
Failing to Reduce Speed to Avoid Crash	8	16.3
Under Influence of Alcohol/ Drugs	4	8.2
Improper Lane Usage	2	4.1
(N/A)	1	2.0
Distraction - From Outside Vehicle	1	2.0
Distraction/ Other Electronic Device (Navigation Device / DVD Player / etc.)	1	2.0
Equipment-Vehicle Condition	1	2.0
Operating Vehicle In Reckless Manner	1	2.0
Physical Condition of Driver	1	2.0
Unable to Determine	1	2.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Yellow Change Intervals	0.92
Dilemma Zone Detection	0.56
Dynamic Speed Monitoring	0.59
Retroreflective Signal Backplates	0.76
Vertical Deflections	0.55
Leading Pedestrian Intervals	0.9

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.68
Roundabouts	0.58

PROJECT 3: JEFFERSON AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Jefferson Avenue in Peoria is a 3- to 4-lane one-way arterial roadway with an average daily traffic volume of 5900. The road joins with Adams Street to form a key east-west corridor running through the center of downtown Peoria, connecting residential and commercial destinations.

Road ownership is split between IDOT (northeast of I-74) and the City of Peoria. While there is appropriate sidewalk connectivity along most of the corridor, there are no bicycle facilities.

Regional long-range plans suggest converting Jefferson Avenue and Adams Street to 2-way traffic. Several sections are currently being reconstructed or have recently been reconfigured for two-way traffic, road diets with new traffic signals, and bicycle facilities. This includes the Pecan/Persimmon Street to Walnut Street section in the Warehouse District and 2 way conversion from Walnut Street to Fayette Street.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	0/15	10/10	0/10	10/10	75/100

CRASH HISTORY

Number of KSI Crashes: **28**
Number of non-motorized crashes: **20**

Crash Factor	#	%
Disregarding Traffic Signals	5	17.9
Failing to Reduce Speed	4	14.3
Unable to Determine	4	14.3
Failing to Yield Right of Way	3	10.7
Driving Skills/Knowledge	2	7.1
Improper Lane Usage	2	7.1
Under Influence of Alcohol/ Drugs	2	7.1
Distraction - From Inside Vehicle	1	3.6
Following Too Closely	1	3.6
Improper Turning/No Signal	1	3.6
Operating Vehicle In Reckless Manner	1	3.6
Physical Condition of Driver	1	3.6
Vision Obscured	1	3.6

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Dilemma Zone Detection	0.56

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 4: ADAMS STREET
City of Peoria, Peoria County

CHARACTERISTICS

Adams Street in Peoria is the second half of the two one-way streets through downtown Peoria, along with Jefferson Avenue. The 2.92-mile corridor is primarily 3 lanes with some on-street parking (AADT: 8300). Sidewalks are present on one or both sides of the street, but no bicycle facilities exist along the corridor.

Plans suggest converting Jefferson Avenue and Adams Street to 2-way traffic within the 11–25-year time horizon, complete with signal and multimodal facility upgrades.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	7.5/15	10/10	0/10	0/10	72.5/100

CRASH HISTORY

Number of KSI Crashes: **23**
Number of non-motorized crashes: **18**

Crash Factor	#	%
Disregarding Traffic Signals	9	39.1
Failing to Yield Right of Way	4	17.4
Unable to Determine	3	13.0
Disregarding Other Traffic Signs	1	4.3
Exceeding Authorized Speed Limit	1	4.3
Exceeding Safe Speed For Conditions	1	4.3
Failing to Reduce Speed to Avoid Crash	1	4.3
Following Too Closely	1	4.3
Improper Lane Usage	1	4.3
Operating Vehicle In Reckless Manner	1	4.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Dilemma Zone Detection	0.56

Long-Term (5+ Years)

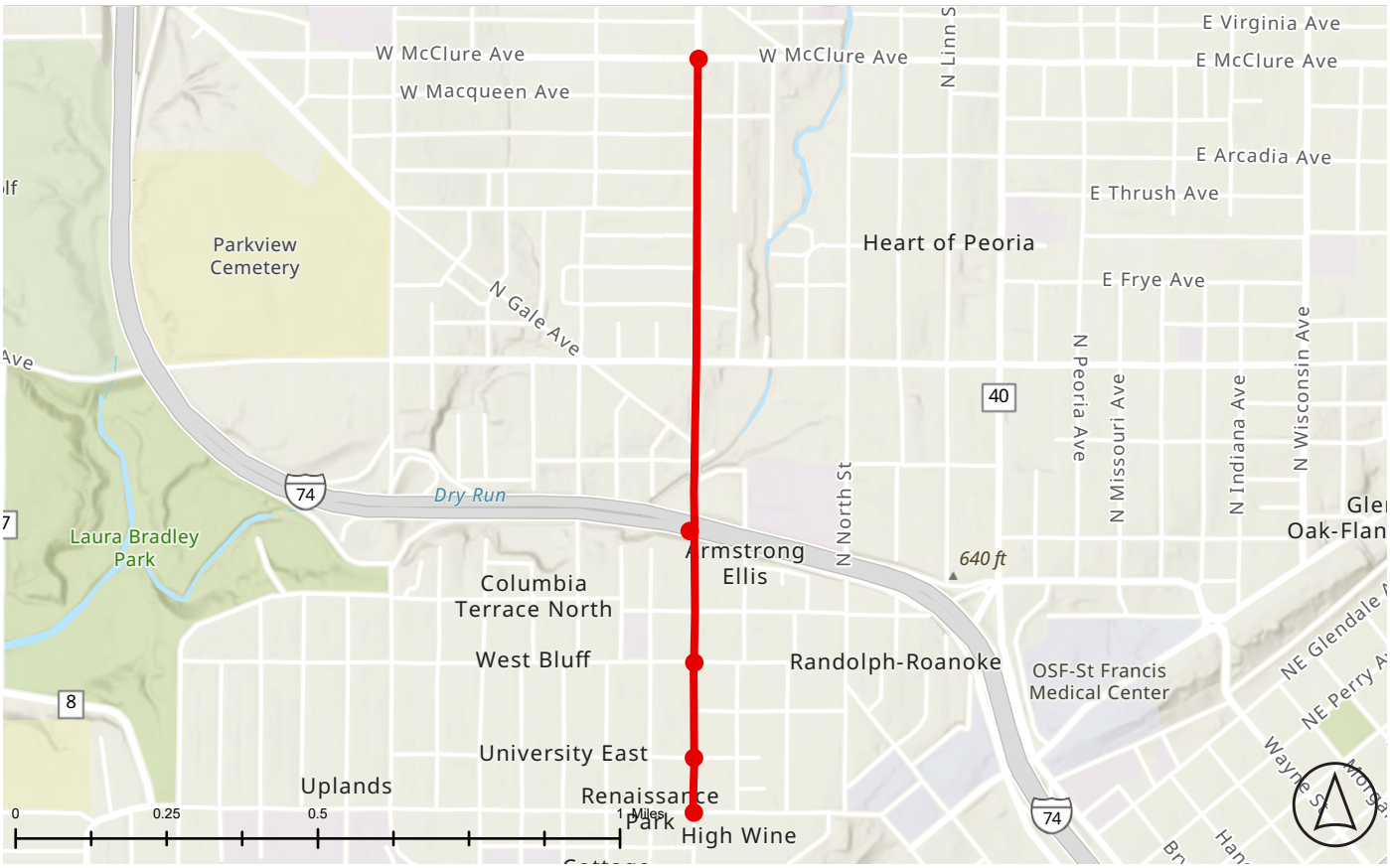
Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 5: SHERIDAN ROAD
City of Peoria, Peoria County

CHARACTERISTICS

Sheridan Road is a north/south minor arterial that traverses much of central and north Peoria, including Peoria High School and many residential areas. The corridor from Main Street to McClure Avenue has typically been a 4-lane roadway but only sees an AADT of 6200.

Recent upgrades have been in progress to reduce it to 2 lanes with a center turn lane and bicycle lanes. Since crash data was sourced from 2017 to 2022, it is possible that these recent improvements are not reflected in the crash data. An analysis of future crash data is recommended to determine if these improvements have indeed resulted in a reduction in crashes.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	5/15	15/15	0/10	10/10	10/10	70/100

CRASH HISTORY

Number of KSI Crashes: **11**
Number of non-motorized crashes: **7**

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	3	27.3
(N/A)	2	18.2
Failing to Yield Right of Way	2	18.2
Disregarding Traffic Signals	1	9.1
Exceeding Authorized Speed Limit	1	9.1
Following Too Closely	1	9.1
Unable to Determine	1	9.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Vertical Deflections	0.55
Signage	0.75
Retroreflective Signal Backplates	0.85

Long-Term (5+ Years)

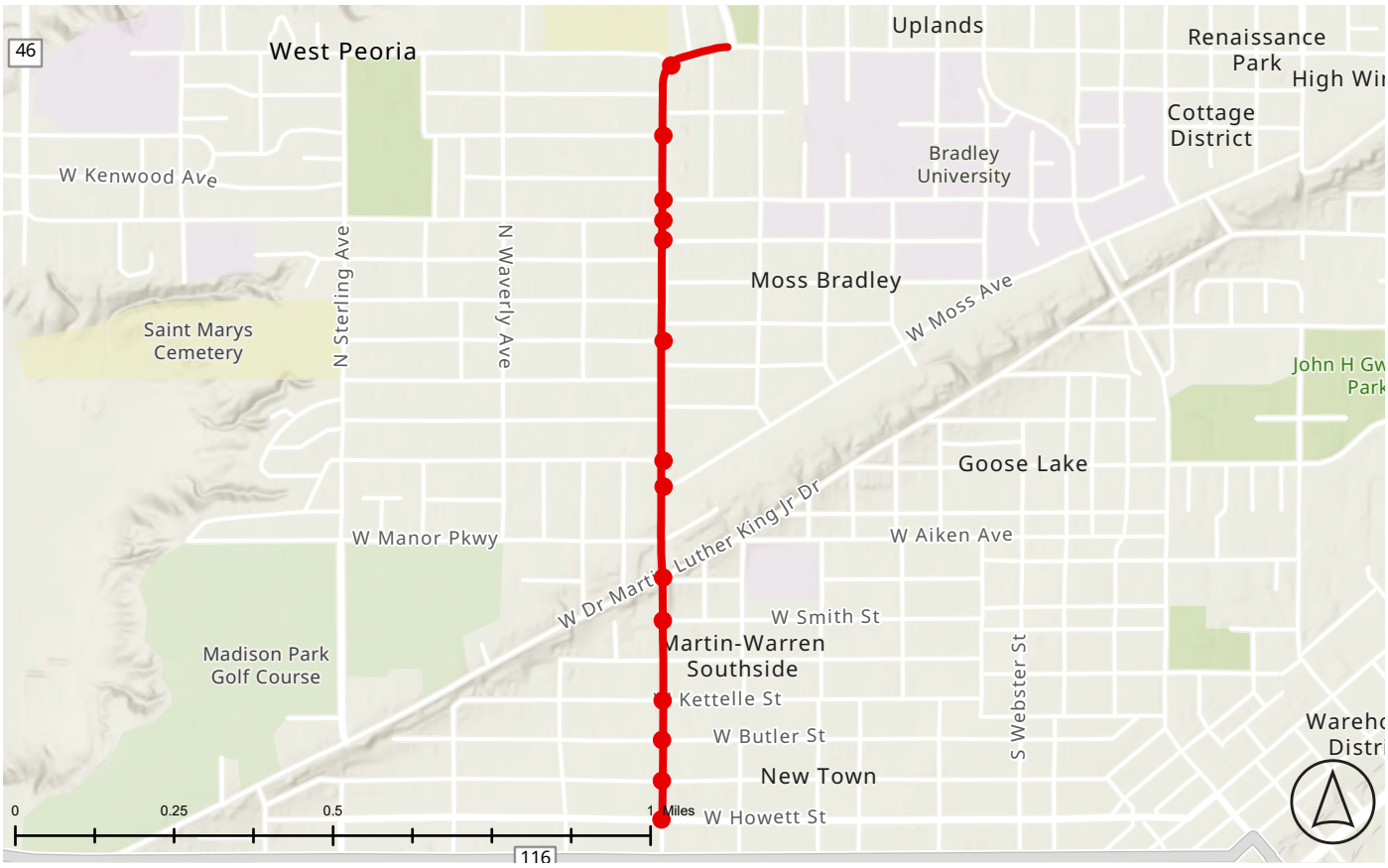
Improvement	CMF
Automated Enforcement	0.52

PROJECT 6: WESTERN AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Western Avenue is a 4-lane, minor arterial roadway in Peoria with an average daily traffic of 11,100 vehicles. The section from Lincoln Avenue to Main Street is typically 2 lanes in each direction and a center turn lane, with sidewalks on both sides of the roadway.

It passes by mostly residential areas on the western side of the city, along with some commercial uses on the corridor. The corridor is owned by IDOT and is planned to be reconstructed with new sidewalks and ADA improvements by 2030.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	0/15	10/10	10/10	0/10	70/100

CRASH HISTORY

Number of KSI Crashes: **22**
Number of non-motorized crashes: **13**

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	5	22.7%
Disregarding Traffic Signals	4	18.2%
Failing to Yield Right of Way	4	18.2%
Distraction - From Inside Vehicle	2	9.1%
Improper Turning/No Signal	2	9.1%
Under Influence of Alcohol/ Drugs	2	9.1%
(N/A)	1	4.5%

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.92
Signage	

Long-Term (5+ Years)

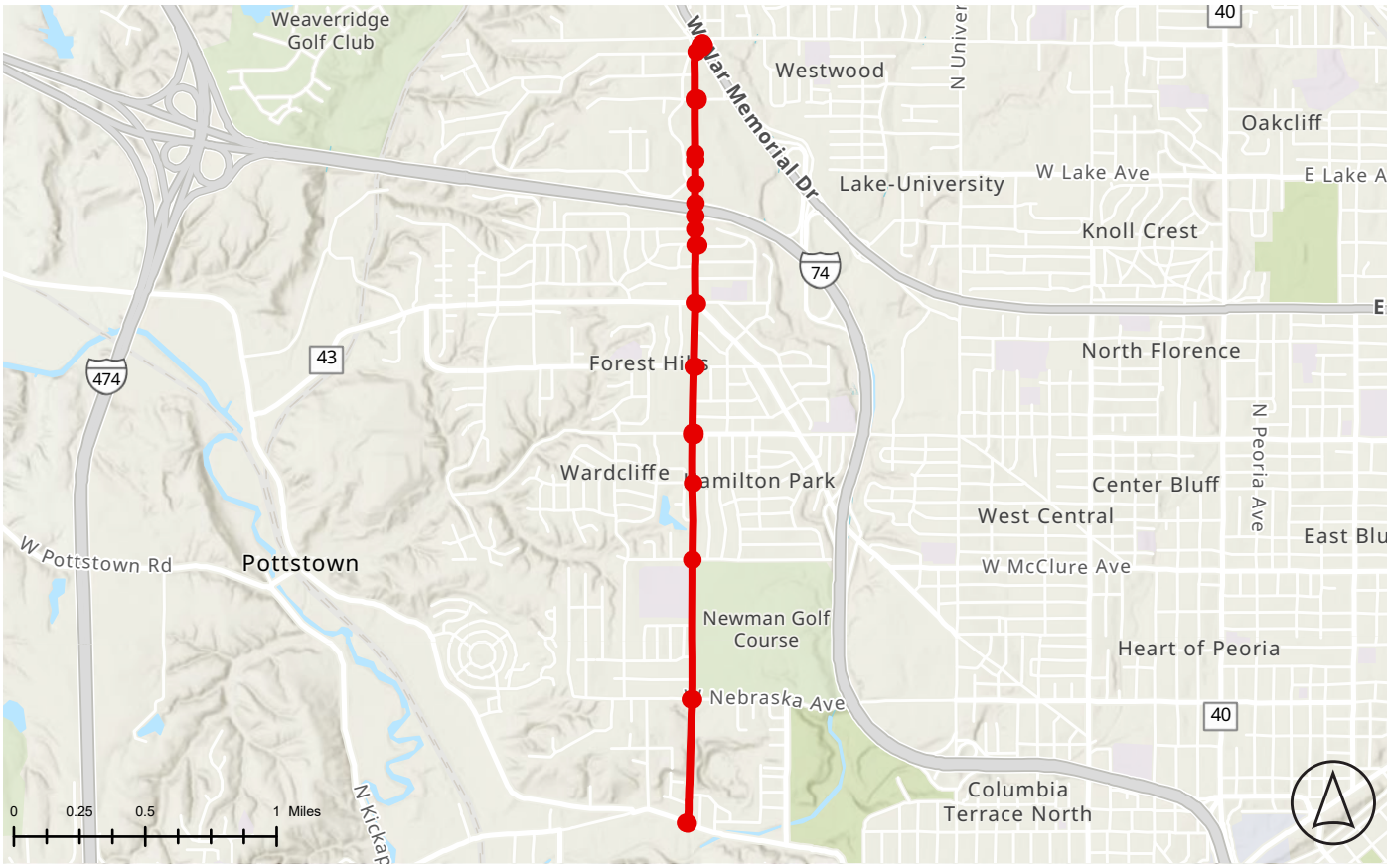
Improvement	CMF
Road Diet	0.53
Roundabouts	0.52
Automated Enforcement	0.52

PROJECT 7: STERLING AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Sterling Avenue is a 4-lane minor arterial that runs through the municipality of Peoria and has a short segment in West Peoria. It serves 15,100 vehicles per day. Sterling Avenue crosses I-74, War Memorial Drive, and also serves as the primary access point for the Northwoods Mall in northwest Peoria.

The roadway is typically 2 lanes in each direction with a center turn lane, with acceptable sidewalk connectivity and several segments that have been expanded to serve as multi-use pathways. Sterling Avenue from Farmington Road to Nebraska Avenue has been reconstructed in the last 10 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	0/15	0/10	10/10	10/10	70/100

CRASH HISTORY

Number of KSI Crashes: **30**
Number of non-motorized crashes: **7**

Crash Factor	#	%
Failing to Yield Right of Way	10	33.3
Disregarding Traffic Signals	5	16.7
Failing to Reduce Speed to Avoid Crash	3	10.0
Improper Lane Usage	2	6.7
(N/A)	1	3.3
Distraction - From Inside Vehicle	1	3.3
Driving Skills/Knowledge/ Experience	1	3.3
Following Too Closely	1	3.3
Improper Turning/No Signal	1	3.3
Physical Condition of Driver	1	3.3
Unable to Determine	1	3.3
Under Influence of Alcohol/ Drugs	1	3.3
Vision Obscured	1	3.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Yellow Change Intervals	0.88
Vertical Deflections	0.55
Permissive to Protected Left Turns	0.94

Long-Term (5+ Years)

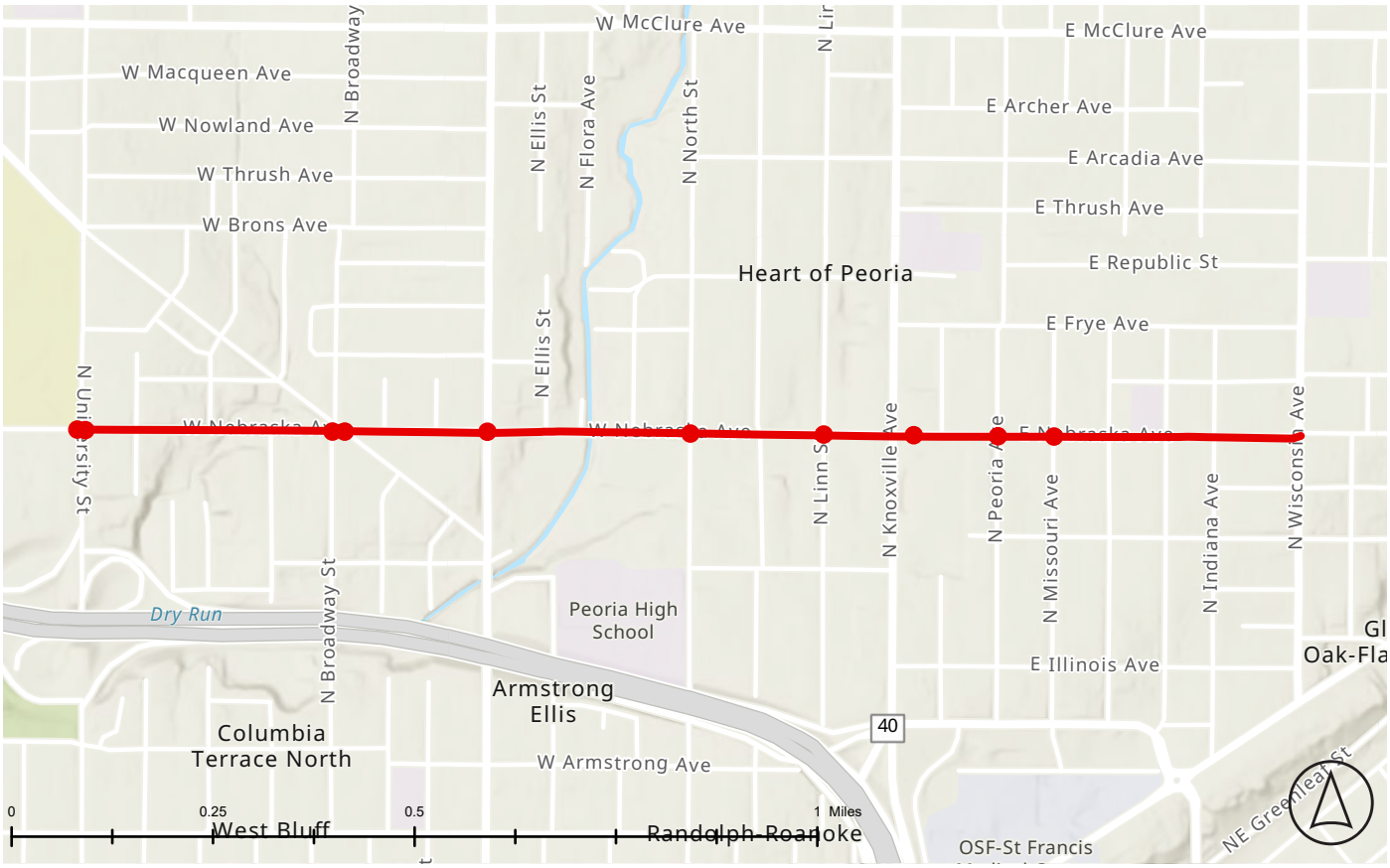
Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 8: NEBRASKA AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Nebraska Avenue is a major collector roadway running east-west through central Peoria (AADT 4800). It is primarily a 2-lane roadway, with some on-street parking and sidewalks on most of the corridor, albeit with no bicycle facilities.

The roadway passes through primarily residential areas and has a high concentration of cross-streets that are primarily stop-controlled, with signalized intersections at Knoxville Avenue, Sheridan Road, and University Street. Future plans for the corridor suggest roadway and sidewalk reconstruction and upgraded traffic signals.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	10/10	0/10	10/10	65/100

CRASH HISTORY

Number of KSI Crashes: **13**
Number of non-motorized crashes: **11**

Crash Factor	#	%
Failing to Yield Right of Way	3	23.1
Disregarding Stop Sign	2	15.4
Disregarding Traffic Signals	2	15.4
(N/A)	1	7.7
Exceeding Authorized Speed Limit	1	7.7
Failing to Reduce Speed to Avoid Crash	1	7.7
Following Too Closely	1	7.7
Improper Lane Usage	1	7.7
Unable to Determine	1	7.7

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Application at Stop Intersections	0.73
Vertical Deflections	0.55
Permissive to Protected Turn Lanes	0.53
Retroreflective Signal Backplates	0.85
Medians	0.29

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.52
Roundabouts	0.52
Bicycle Lanes	0.44

PROJECT 9: MCCLURE AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

McClure Avenue from Prospect Road to North Street is a 2-lane major collector with an average ADT of 5200. The road runs east/west through many residential neighborhoods in central Peoria and connects to the Peoria Zoo and Glen Oak Park.

On-street parking and sidewalks are present along the corridor, but no bicycle facilities. Many crashes on the corridor have occurred at both signalized and stop-controlled intersections. No future improvements are planned for the corridor, per the 2050 Long-Range Transportation Plan.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	0/10	10/10	10/10	65/100

CRASH HISTORY

Number of KSI Crashes: **15**
Number of non-motorized crashes: **9**

Crash Factor	#	%
Failing to Yield Right of Way	6	40.0
Disregarding Stop Sign	3	20.0
Failing to Reduce Speed to Avoid Crash	2	13.3
Disregarding Traffic Signals	1	6.7
Operating Vehicle In Reckless Manner	1	6.7
Physical Condition of Driver	1	6.7
Unable to Determine	1	6.7

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Application at Stop Intersections	0.9
Vertical Deflections	0.55
Retroreflective Signal Backplates	0.85

Long-Term (5+ Years)

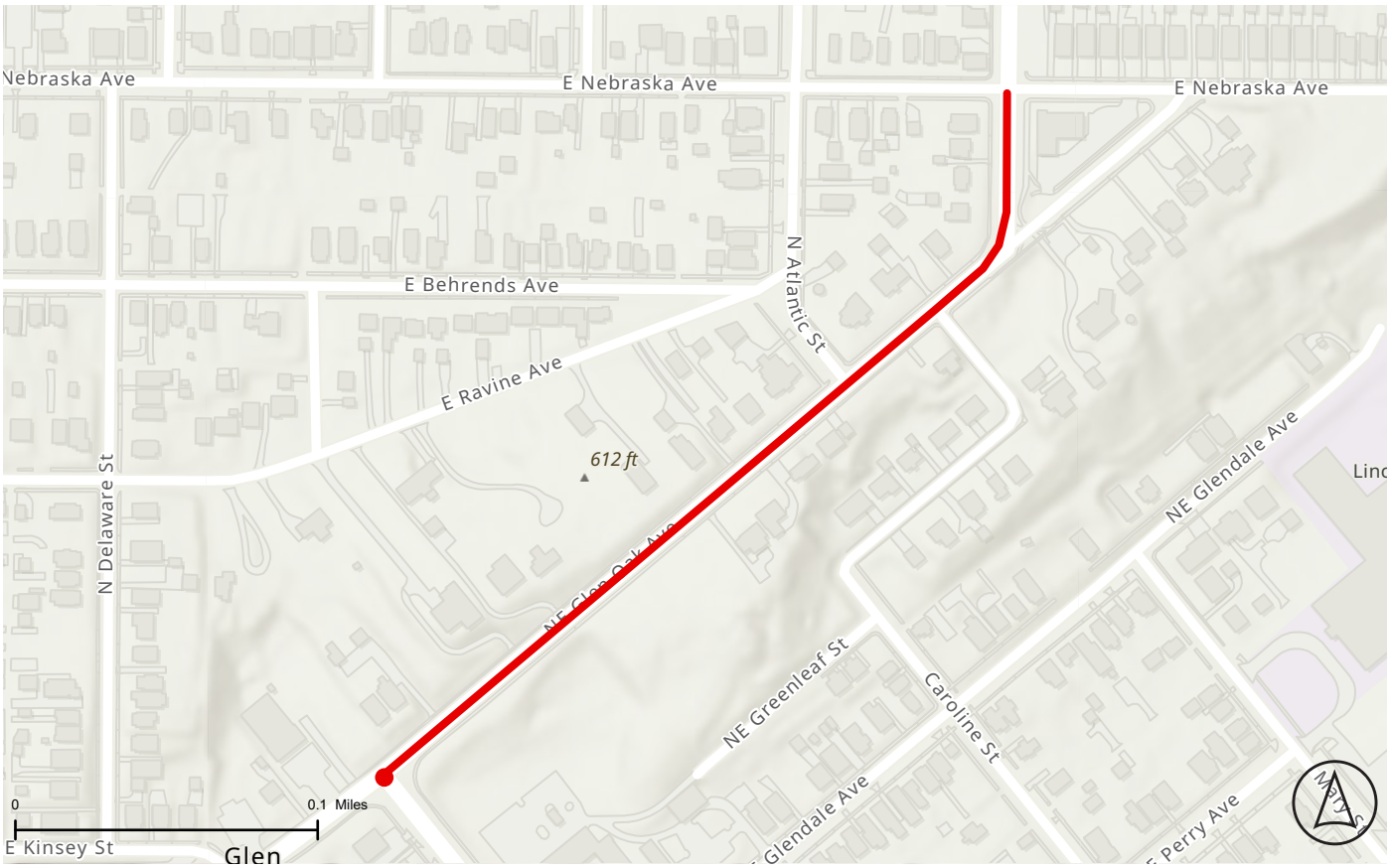
Improvement	CMF
Roundabouts	0.52
Bicycle Lanes	0.44

PROJECT 10: GLEN OAK AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

The prioritized section of Glen Oak Avenue is 0.32 miles long minor arterial running from Spring Street to East Nebraska Avenue, seeing 4300 AADT. It is 2 lanes wide with sidewalks on both sides, and is designated as a bike route within this segment.

Only a handful of KSI crashes have been recorded on this corridor, but the sharp curve and downhill slope could pose future safety risks for the roadway. No improvements are curently planned for the roadway, but advance curve warning signs appear to have been installed between 2019 and 2023.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	0/10	10/10	10/10	65/100

CRASH HISTORY

Number of KSI Crashes: **3**
Number of non-motorized crashes: **1**

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	2	66.7
Improper Lane Usage	1	33.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Curve Warning	0.7
Vertical Deflections	0.55
Dynamic Speed Monitoring	0.59

Long-Term (5+ Years)

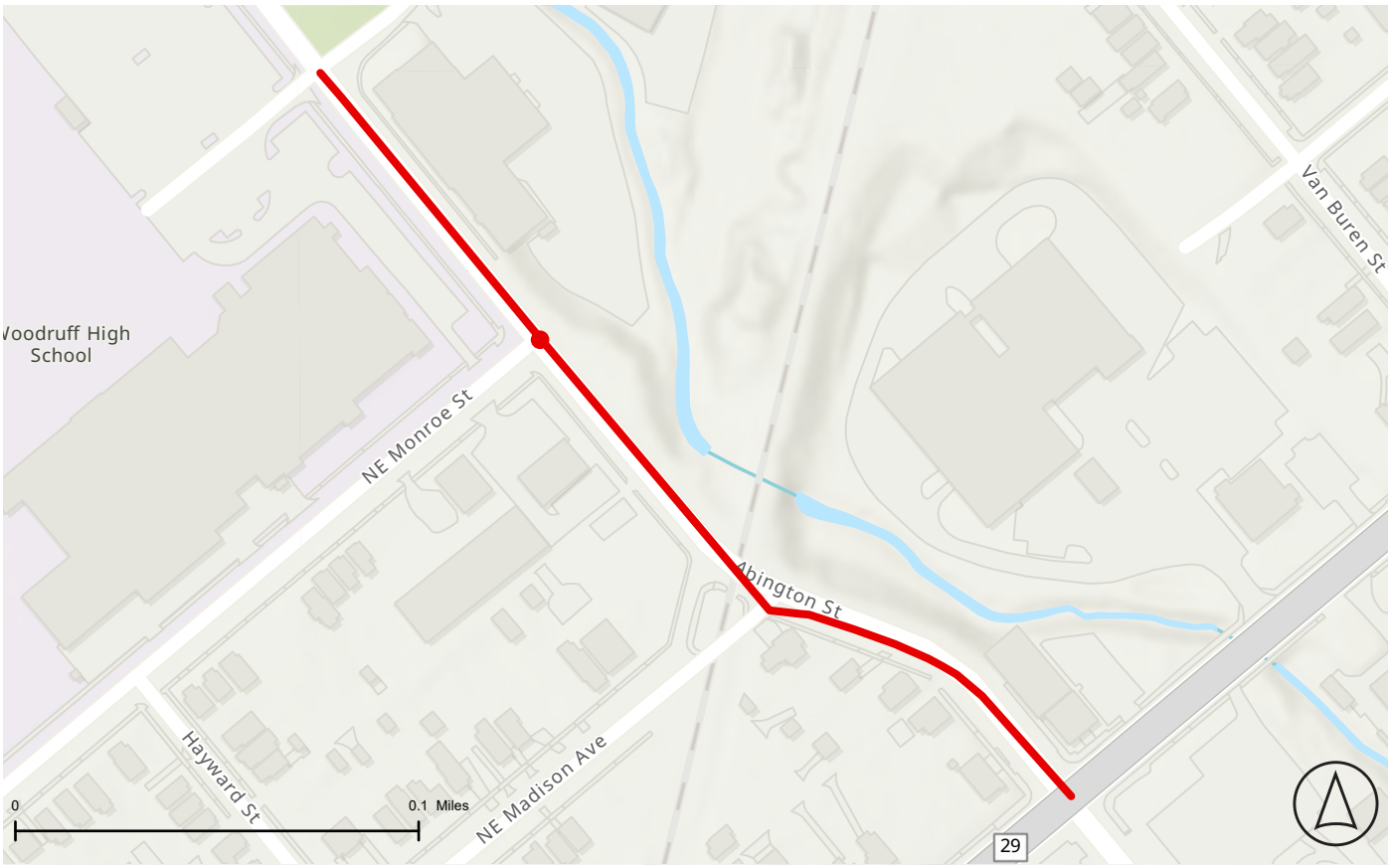
Improvement	CMF
Curve Improvements	0.1

PROJECT 11: ABINGTON STREET
City of Peoria, Peoria County

CHARACTERISTICS

Abington Street is a major collector (AADT 1100) in eastern Peoria that connects North Prospect Road with Adams Street and Jefferson Avenue, passing by the Woodruff Technical School and the CityLink #12 bus route.

It is currently a 2-lane roadway with on-street bicycle lanes. Within the next 5 years, a multi-use path is planned to be constructed along the roadway.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	10/10	10/10	0/10	65/100

CRASH HISTORY

Number of KSI Crashes: **2**
Number of non-motorized crashes: **2**

Crash Factor	#	%
Disregarding Stop Sign	1	50.0
Failing to Reduce Speed to Avoid Crash	1	50.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Applications at Stop Intersection	0.73
Vertical Deflections	0.55

Long-Term (5+ Years)

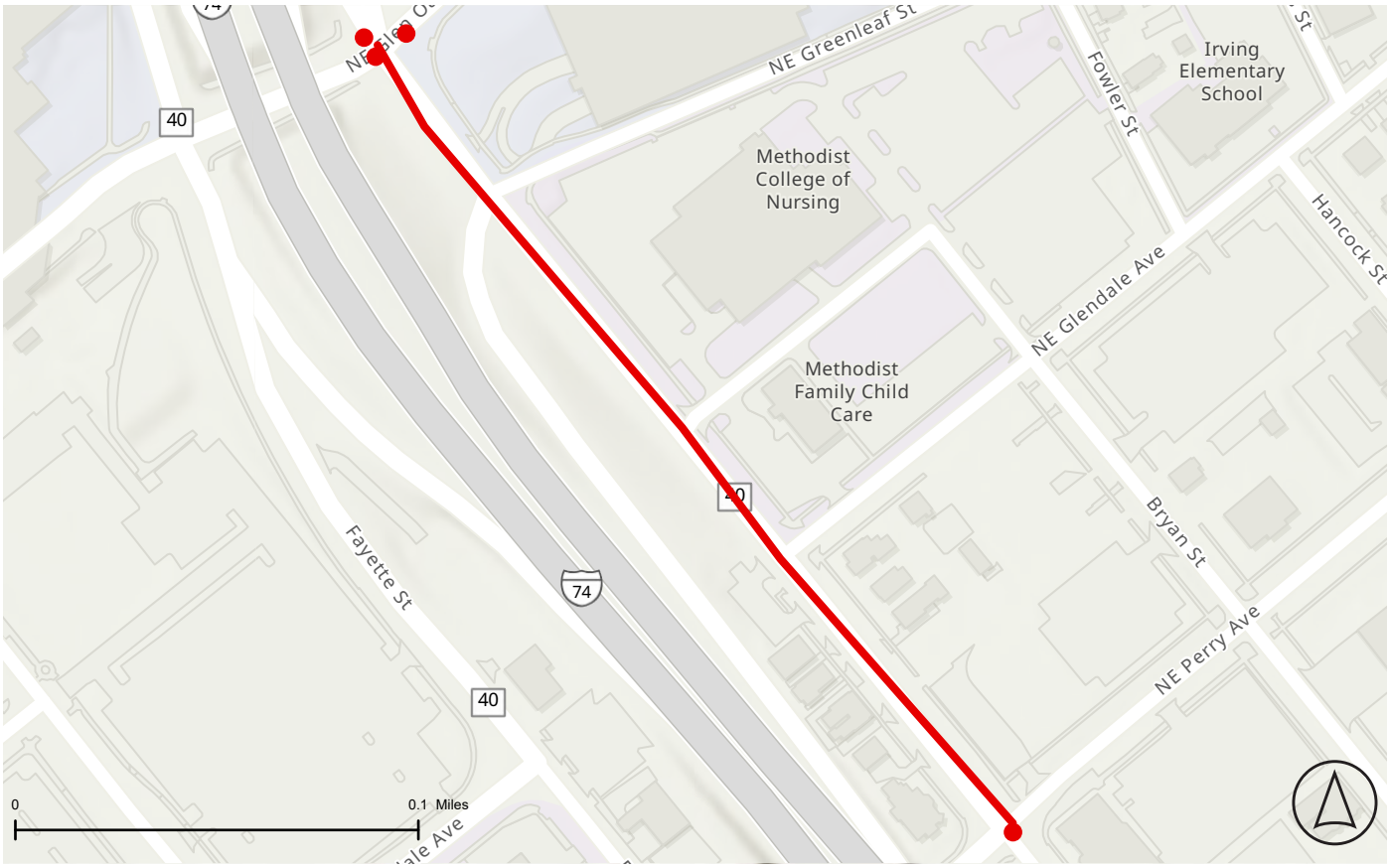
Improvement	CMF
Roundabouts	0.52

PROJECT 12: SPALDING AVENUE
City of Peoria, Peoria County

CHARACTERISTICS

Spalding Avenue from Perry Avenue to Glen Oak Avenue is a 0.25-mile segment of State Route 40 in downtown Peoria that connects to I-74, Knoxville Avenue, and the OSF St. Francis Medical Center. It is a one-way street up to 5 lanes wide with a sidewalk on the northeast side of the street and has an AADT of 6100.

All of the crashes recorded on this segment from 2017 to 2022 have occurred at the intersection of Glen Oak Avenue. No plans for improvement have been stated by any agency.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	0/10	10/10	10/10	65/100

CRASH HISTORY

Number of KSI Crashes: **5**
Number of non-motorized crashes: **3**

Crash Factor	#	%
Disregarding Traffic Signals	4	80.0
Unable to Determine	1	20.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Signage	0.85
Dilemma Zone Detection	0.56

Long-Term (5+ Years)

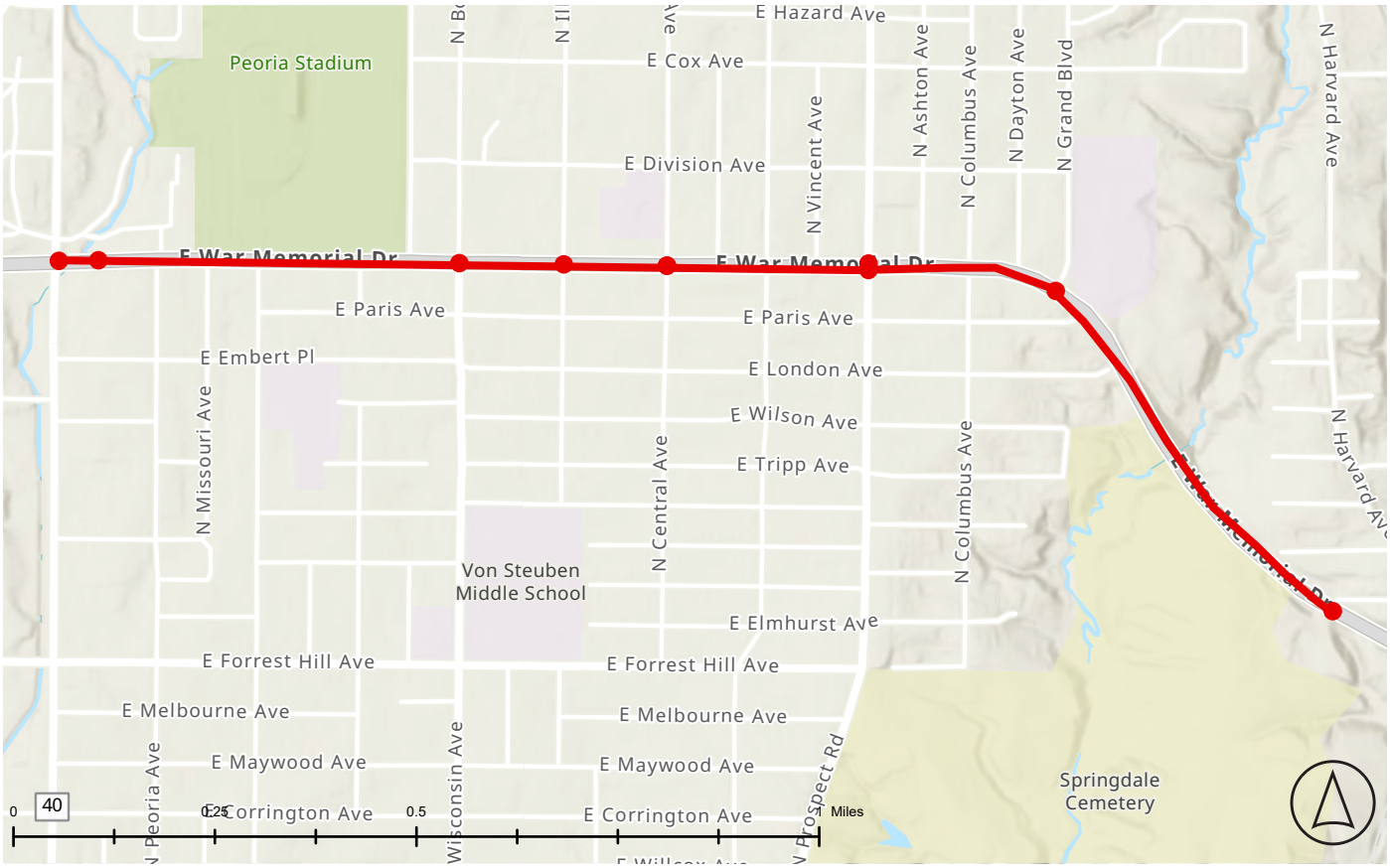
Improvement	CMF
Automated Enforcement	0.52

PROJECT 13: WAR MEMORIAL DRIVE
City of Peoria, Peoria County

CHARACTERISTICS

War Memorial Drive (US-150) is a state-owned principal arterial roadway in north-central Peoria with an AADT of 26,500. The road connects residential areas in Peoria Heights and Peoria across Peoria Lake and towards I-74.

The segment from Knoxville Avenue to IL-29 is typically 4 lanes wide with a center turn lane, with sidewalks on one or both sides. Many serious crashes on this segment have occurred at the intersection of Knoxville Avenue and along curves.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	15/15	0/10	0/10	0/10	65/100

CRASH HISTORY

Number of KSI Crashes: **32**
Number of non-motorized crashes: **6**

Crash Factor	#	%
Failing to Yield Right of Way	11	34.4
Disregarding Traffic Signals	4	12.5
Failing to Reduce Speed to Avoid Crash	4	12.5
Driving Skills/Knowledge	2	6.3
Operating Vehicle In Reckless Manner	2	6.3
Unable to Determine	2	6.3
(N/A)	1	3.1
Driving On Wrong Side/Wrong Way	1	3.1
Equipment-Vehicle Condition	1	3.1
Improper Lane Usage	1	3.1
Physical Condition of Driver	1	3.1
Under Influence of Alcohol/ Drugs	1	3.1
Vision Obscured	1	3.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Permissive to Protected Left Turns	0.9
Dilemma Zone Detection	0.56
Signage	0.85

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.52
Shared Use Path	0.55

East Peoria, IL

TAZEWELL COUNTY PRIORITY CORRIDORS

#	Score	Municipality	Jurisdiction	Road	Start	End	Length (Miles)
1	75	Washington	IDOT	Washington Rd (BUS24)	Main St	McCluggage Rd	2.66
2	75	Pekin	Pekin	Parkway Dr	Sheridan Road	Court Street	1.16
3	75	Pekin	Pekin	Broadway Rd	Veterans Drive	S 3rd Ave	2.54
4	75	East Peoria	IDOT	Main St (US24/150)	Wesley Road	Blackjack Blvd	2.17
5	65	Pekin	Pekin	Court St	Veterans Drive	Broadway Street	3.09
6	62.5	Pekin	IDOT	Margaret St	Broadway Street	N 2nd Street	0.46
7	60	Pekin	IDOT/Pekin	5th St/8th St (IL29)	Ann Eliza St	Coolidge Ave	1.21
8	60	Pekin	IDOT/Pekin	Ann Eliza	Broadway Street	N 2nd Street	0.57
9*	55	Washington	Washington	School St		Washington Corp Limits	0.35
10*	55	Pekin	Pekin	14th St	Broadway Street	Park Ave	0.41
11*	55	East Peoria	IDOT	E Washington St (IL8)	Spinder Drive	School St	6.42
12*	55	Pekin	Pekin	8th St	Willow St	Washington St (Pekin)	0.57

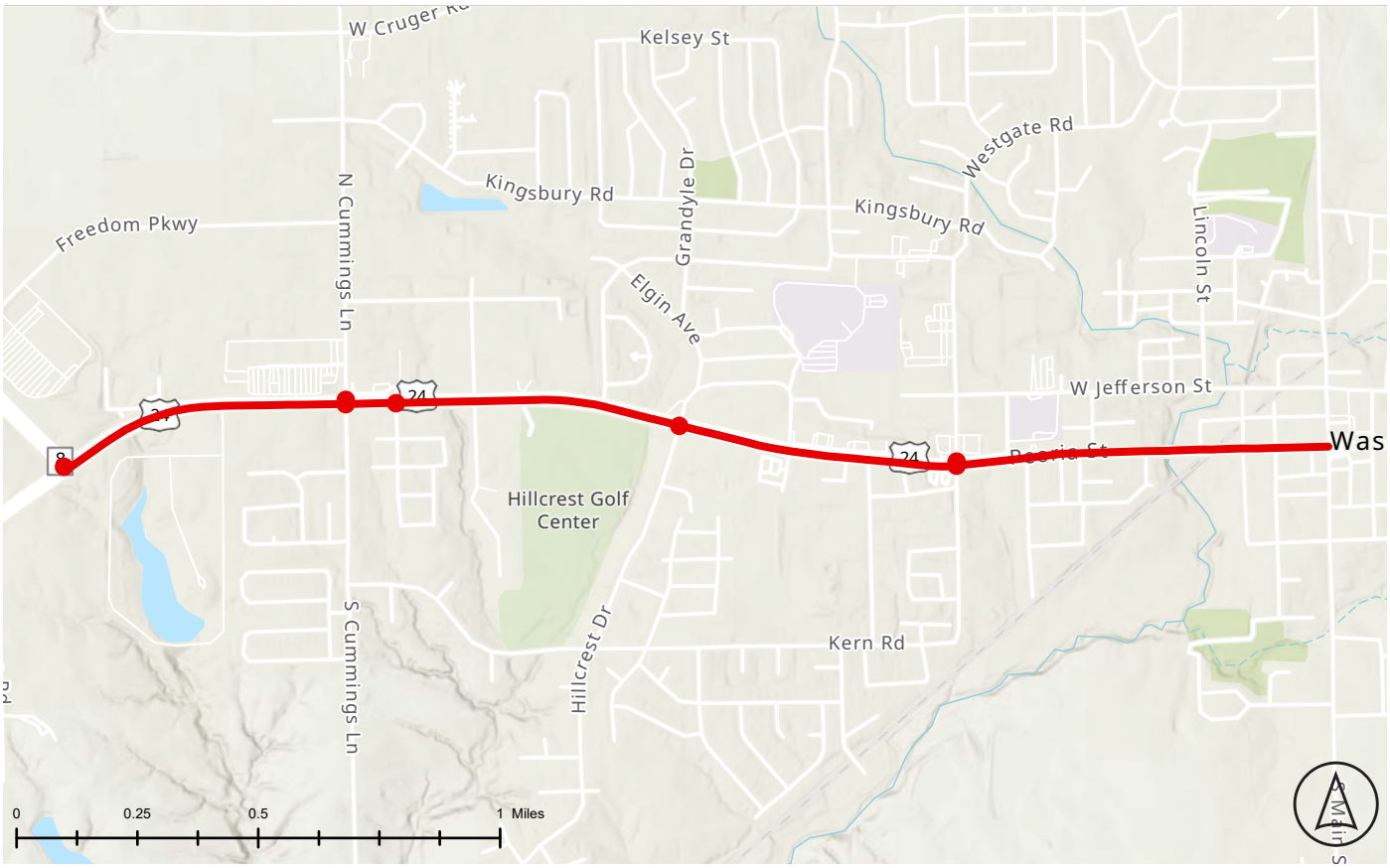
*Corridors 8 - 12 are all tied at 55 points.

PROJECT 1: WASHINGTON ROAD
City of Washington, Tazwell County

CHARACTERISTICS

Washington Road (also labeled US-24 Business and Peoria Street) is a state-owned minor arterial in the Peoria suburb of Washington that serves up to 16,000 vehicles per day. It is a 4-lane divided highway from McCluggage Road to Wilmor Road and reduces to 2-lanes with a center turn lane to Main Street in downtown Washington.

The facility lacks significant pedestrian or bicycle accommodations, but the road is planned to be reconstructed by IDOT in the 0-5 year time horizon with curb and gutter upgrades.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: **7**
Number of non-motorized crashes: **7**

Crash Factor	#	%
Disregarding Traffic Signals	3	42.9
Failing to Yield Right of Way	3	42.9
Improper Turning/No Signal	1	14.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.75
Retroreflective Signal Heads	0.76
Dilemma Zone Detection	0.56
Sidewalks	0.6

Long-Term (5+ Years)

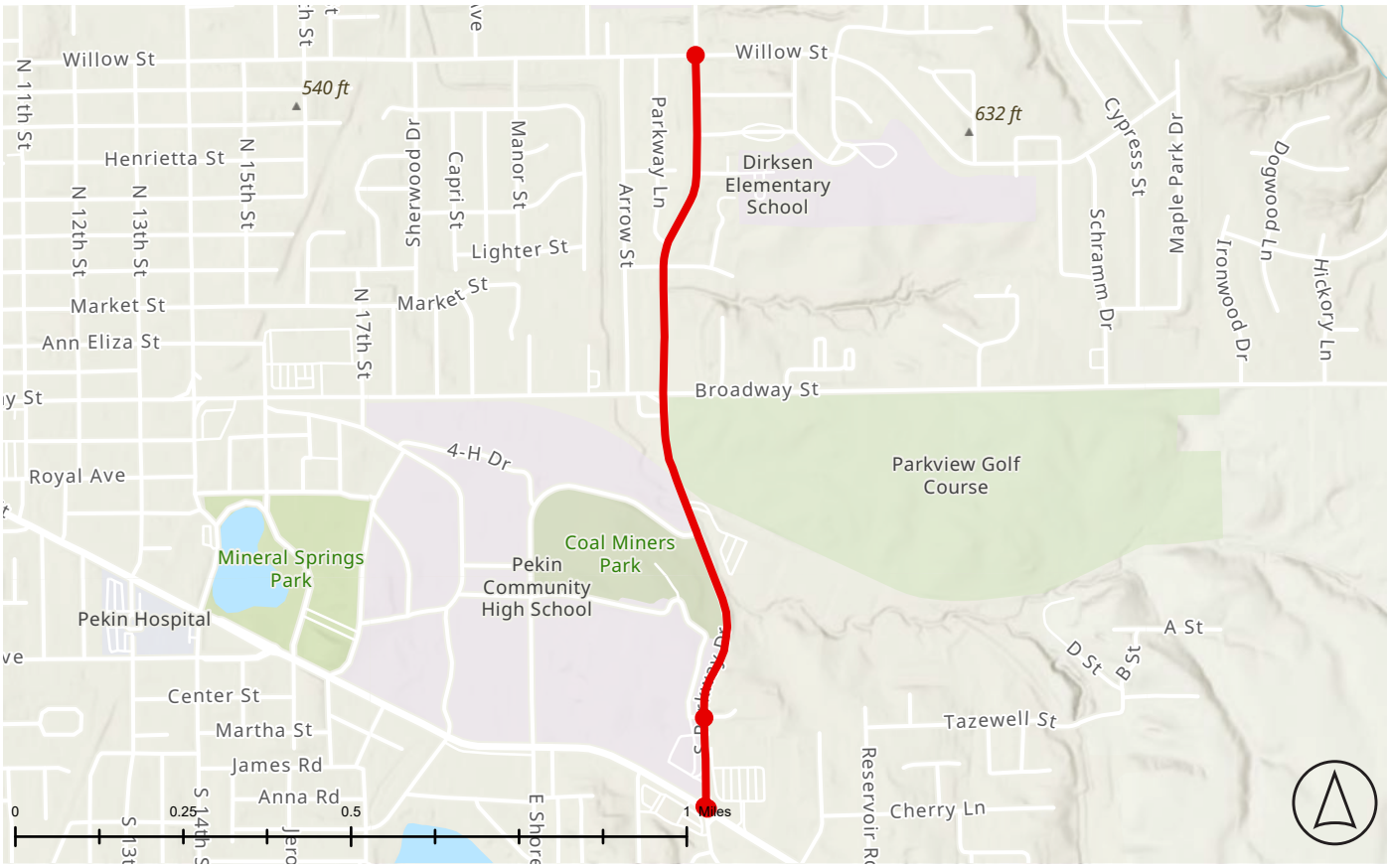
Improvement	CMF
Automated Enforcement	0.52
Roundabouts	0.52

PROJECT 2: PARKWAY DRIVE
City of Pekin, Tazewell County

CHARACTERISTICS

Parkway Drive in Pekin is a 4-lane minor arterial roadway with a typical AADT value around 11,400. The highest priority segment passes close to Pekin Community High school and portions of the Pekin Park District Trail.

The CityLink Route #17 (Pekin North) also runs through this segment of Parkway Drive, connecting residents to downtown Pekin and surrounding commercial areas. Currently a sidewalk is only present on one side of the roadway. Per the 2050 LRTP, ADA ramps and bus stop improvements are planned for the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	10/10	10/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: **5**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Disregarding Yield Sign	1	20.0
Exceeding Authorized Speed Limit	1	20.0
Failing to Reduce Speed to Avoid Crash	1	20.0
Failing to Yield Right of Way	1	20.0
Physical Condition of Driver	1	20.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Dynamic Speed Monitoring	0.59
Signage	0.75
Retroreflective Signal Backplates	0.76

Long-Term (5+ Years)

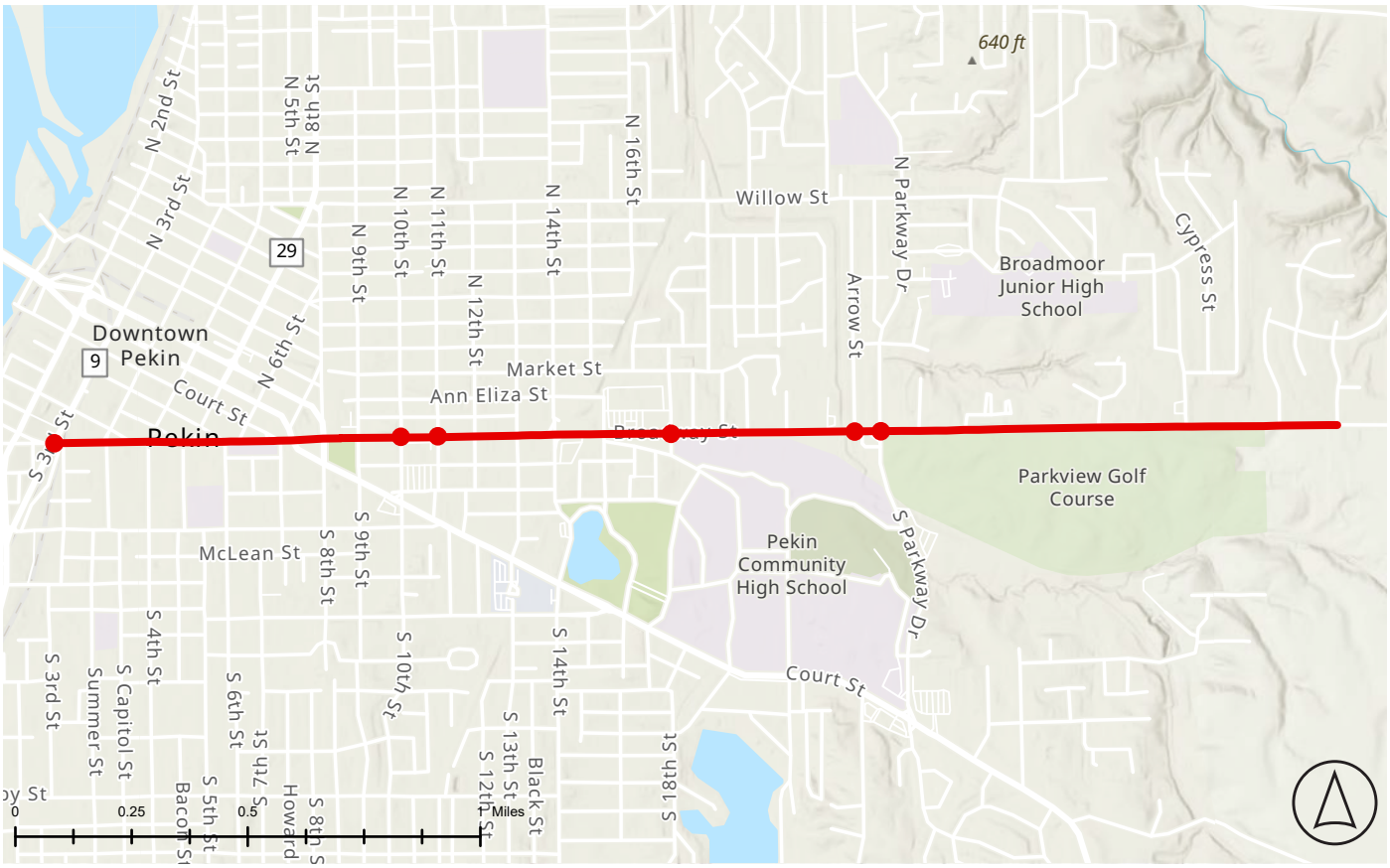
Improvement	CMF
Road Diet	0.53
Automated Enforcement	0.52

PROJECT 3: BROADWAY ROAD
City of Pekin, Tazwell County

CHARACTERISTICS

Broadway Road is a city-owned minor arterial roadway (AADT: 11,300) that runs east-west through central Pekin. It has 2 lanes from IL-9 to 8th street, then becomes 4 lanes with a center turn lane until Schramm Drive then converts back to 2 lanes until Veteran's Drive.

CityLink's Route #17 travels on Broadway Road, but sidewalks are not present on many portions of the roadway. ADA, Pedestrian Crossing, and bus stop improvements are planned for the corridor in the next 5 years.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	15/15	0/15	10/10	0/10	10/10	75/100

CRASH HISTORY

Number of KSI Crashes: **14**
Number of non-motorized crashes: **12**

Crash Factor	#	%
Uknown	2	14.3
Failing to Yield Right of Way	2	14.3
Physical Condition of Driver	2	14.3
Weather	2	14.3
Disregarding Stop Sign	1	7.1
Disregarding Traffic Signals	1	7.1
Failing to Reduce Speed	1	7.1
Had Been Drinking	1	7.1
Operating Vehicle In Reckless Manner	1	7.1
Road Engineering/Surface Defects	1	7.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Application at Stop Intersections	0.9
Retroreflective Signal Backplates	0.76
Bicycle Lanes	0.44
Enhanced Delineation	0.53

Long-Term (5+ Years)

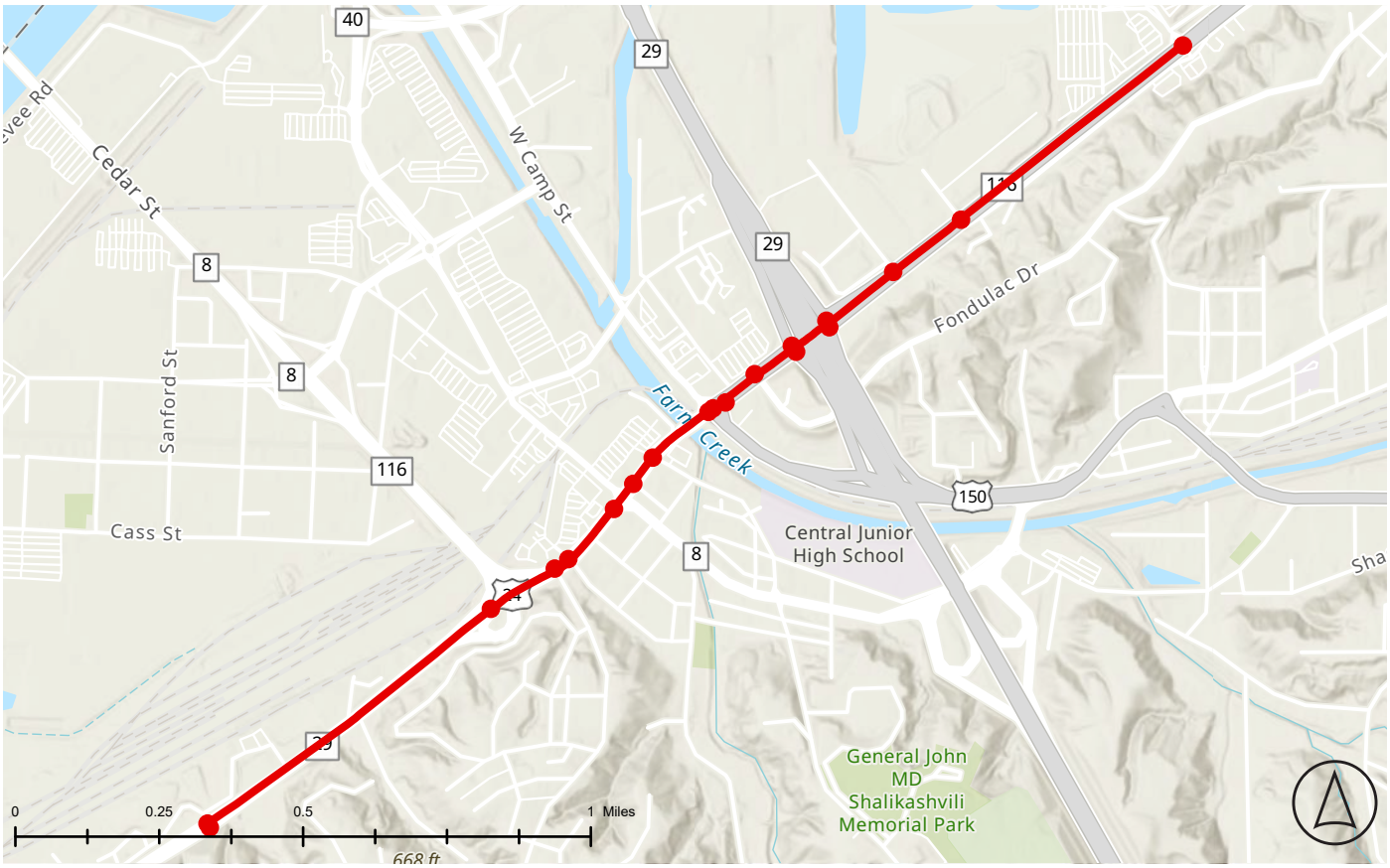
Improvement	CMF
Automated Enforcement	0.52
Roundabouts	0.58

PROJECT 4: MAIN STREET
City of East Peoria, Tazwell County

CHARACTERISTICS

Main Street in East Peoria is a 4- to 6-lane principal arterial roadway that connects to I-74, US-150, shopping centers, and Caterpillar industrial facilities. The state-owned roadway sees 25,000 VPD and has a high number of concentrated intersections in central East Peoria.

The roadway lacks significant ped/bike facilities, especially northeast of I-74. Improvements to pedestrian and bicycle crossings are planned in the 0-to-5-year timeframe.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	15/15	10/10	0/10	0/10	75/100

CRASH HISTORY

Number of KSI Crashes: **26**
Number of non-motorized crashes: **4**

Crash Factor	#	%
Failing to Yield Right of Way	11	42.3
Failing to Reduce Speed to Avoid Crash	7	26.9
Disregarding Traffic Signals	3	11.5
Distraction - From Inside Vehicle	2	7.7
Driving On Wrong Side/Wrong Way	1	3.8
Improper Turning/No Signal	1	3.8
Physical Condition of Driver	1	3.8

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Corridor Access Management	0.69
Dilemma Zone Detection	0.56
Signage	0.75
Retroreflective Signal Heads	0.76
Permissive to Protected Left Turns	0.53

Long-Term (5+ Years)

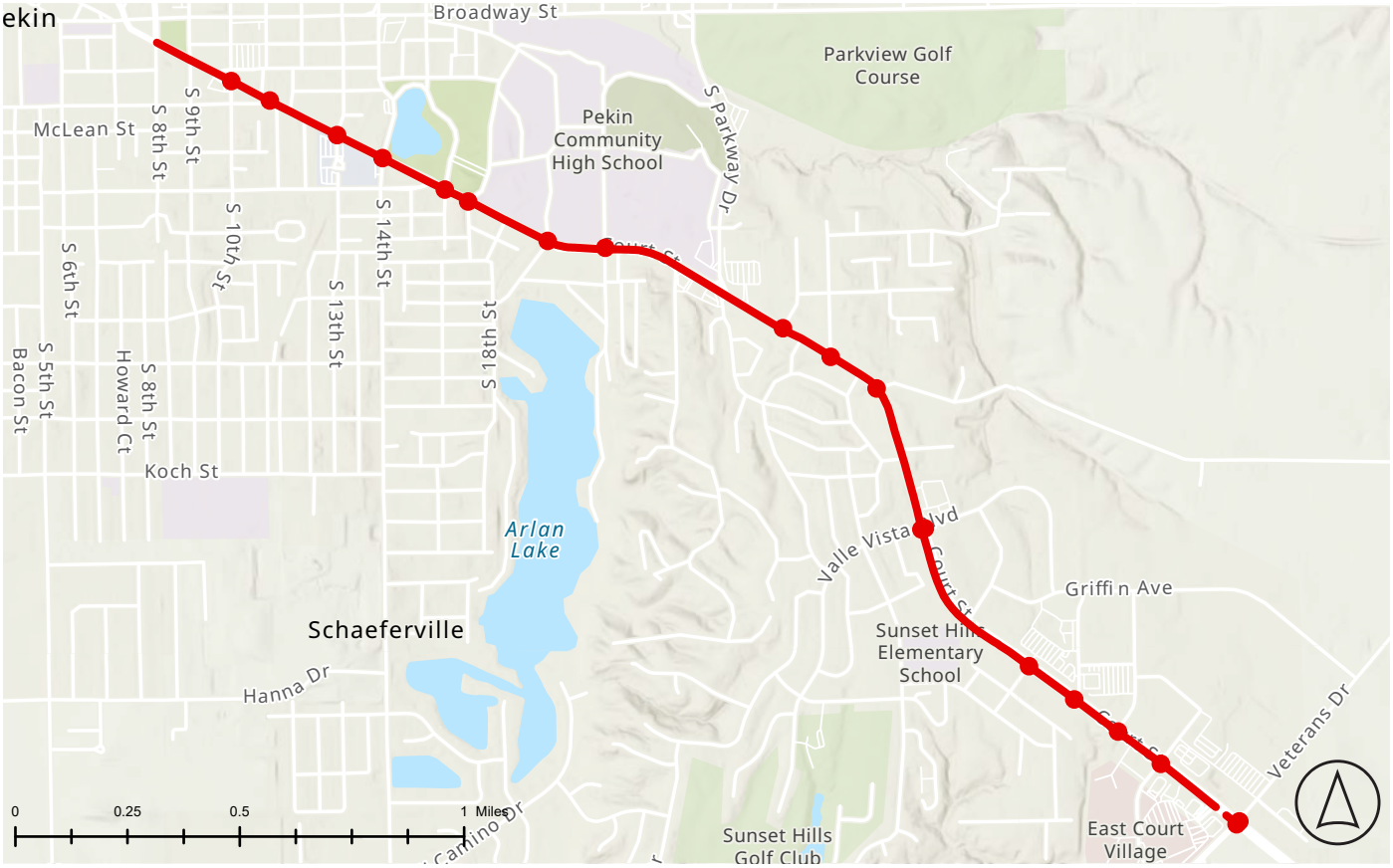
Improvement	CMF
Roundabouts	0.52
Automated Enforcement	0.52

PROJECT 5: COURT STREET
City of Pekin, Tazewell County

CHARACTERISTICS

Court Street is a 4-lane principal arterial in Pekin (AADT 18500), serving as a key connecting between downtown Pekin and numerous residential and commercial areas southwest of the city. It has 2 lanes in each direction and a center turn lane throughout most of the corridor.

Segments of the corridor have already been rehabilitated since 2019, with new sidewalks, curbs, and intersection improvements planned for the remainder of the corridor after 2025. Improvements are underway on 8th Street to Hilltop Drive, including new 6-foot sidewalks, resurfacing, and upgraded intersections.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	10/15	15/15	0/10	10/10	0/10	65/100

CRASH HISTORY

Number of KSI Crashes: **14**
Number of non-motorized crashes: **10**

Crash Factor	#	%
Disregarding Traffic Signals	2	14.3
Failing to Reduce Speed to Avoid Crash	2	14.3
Failing to Yield Right of Way	2	14.3
Disregarding Stop Sign	1	7.1
Disregarding Yield Sign	1	7.1
Driving Skills/Knowledge/ Experience	1	7.1
Exceeding Safe Speed For Conditions	1	7.1
Had Been Drinking	1	7.1
Improper Lane Usage	1	7.1
Physical Condition of Driver	1	7.1
Under Influence of Alcohol/ Drugs	1	7.1

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.85
Permissive to Protected Left Turns	0.91
Signage	0.85

Long-Term (5+ Years)

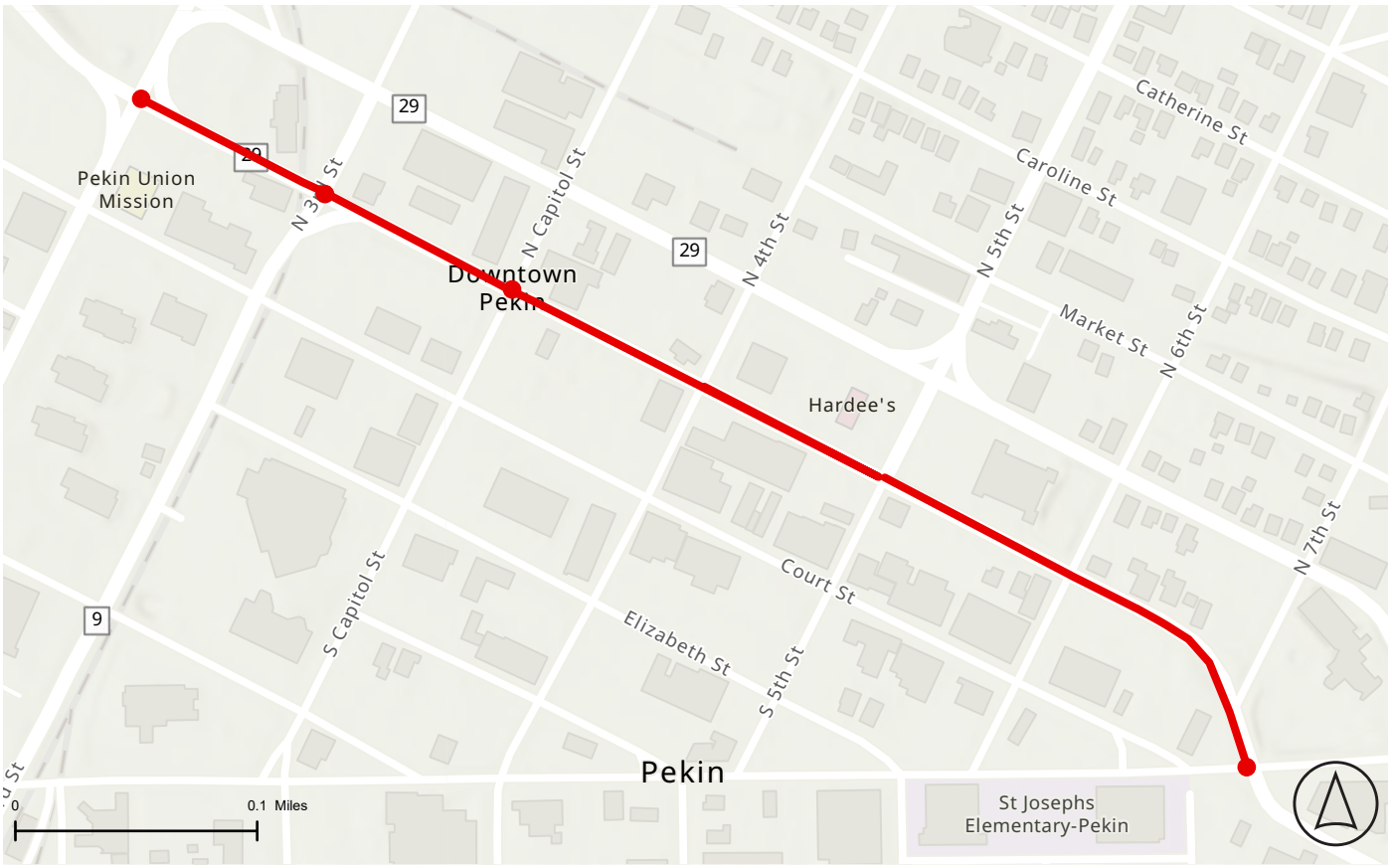
Improvement	CMF
Automated Enforcement	0.52
Corridor Access Management	0.69
Shared Use Path	0.55

PROJECT 6: MARGARET STREET
City of Pekin, Tazewell County

CHARACTERISTICS

Margaret Street in Pekin is a one-way principal arterial roadway with an average daily traffic of 6100. It travels southeast from IL-29 (3rd Avenue) to Broadway Street for a total length of 0.46 miles, through residential and commercial areas in downtown Pekin.

A typical section is 2-3 lanes wide with sidewalks on both sides but no parking or multimodal facilities. No future plans are suggested for this roadway.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
30/40	5/15	7.5/15	0/10	10/10	10/10	62.5/100

CRASH HISTORY

Number of KSI Crashes: **2**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Disregarding Traffic Signals	1	50
Road Engineering/Surface/ Marking Defects	1	50

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.85
Retroreflective Signal Backplates	0.71

Long-Term (5+ Years)

Improvement	CMF
Automated Enforcement	0.52

PROJECT 7: NORTH 8TH/5TH STREET
City of Pekin, Tazewell County

CHARACTERISTICS

North 8th/5th Street is a state arterial roadway running through central and northern Pekin, seeing 3,500 vehicles per day. The route serves both residential and commercial areas in Pekin, as well as the Citylink Route 23 (Pekin Connector).

North of downtown, the route is typically 4 lanes wide with a center turn lane and sidewalks, but no bicycle accommodations. No future improvements are planned for this section of North 8th/5th Street.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	10/10	10/10	60/100

CRASH HISTORY

Number of KSI Crashes: **13**
Number of non-motorized crashes: **5**

Crash Factor	#	%
Disregarding Traffic Signals	4	30.8
Failing to Reduce Speed to Avoid Crash	3	23.1
Animal	1	7.7
Disregarding Other Traffic Signs	1	7.7
Distraction - From Outside Vehicle	1	7.7
Failing to Yield Right of Way	1	7.7
Had Been Drinking	1	7.7
Operating Vehicle In Reckless Manner	1	7.7

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.85
Retroreflective Signal Backplates	0.71
Vertical Deflections	0.55

Long-Term (5+ Years)

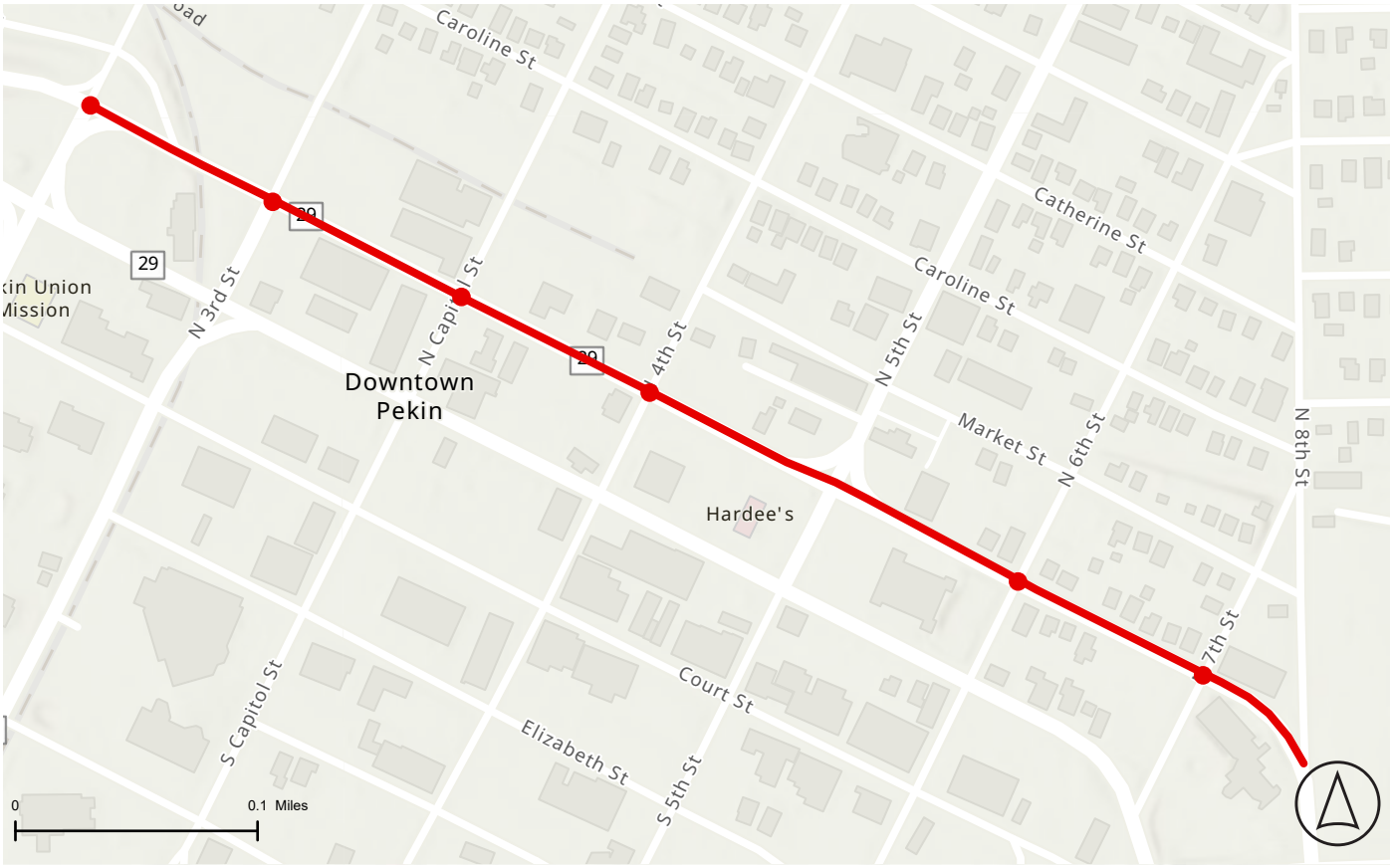
Improvement	CMF
Road Diet	0.52
Automated Enforcement	0.53

PROJECT 8: ANN ELIZA STREET
City of Pekin, Tazewell County

CHARACTERISTICS

Ann Eliza Street in Pekin is a principal arterial roadway with an AADT of 8,300. It is a one-way street parallel to Margaret Street, heading northwest. This section of roadway is typically 2-3 lanes wide, with sidewalks but no on-street parking.

The route is IDOT-owned from 2nd Street to 5th Street, then managed by Pekin from 5th Street to Broadway Avenue.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	10/15	0/15	0/10	0/10	10/10	60/100

CRASH HISTORY

Number of KSI Crashes: **12**
Number of non-motorized crashes: **4**

Crash Factor	#	%
Disregarding Traffic Signals	6	50.0
Failing to Yield Right of Way	2	16.7
Disregarding Other Traffic Signs	1	8.3
Driving Skills/Knowledge/ Experience	1	8.3
Failing to Reduce Speed to Avoid Crash	1	8.3
Unable to Determine	1	8.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.85
Retroreflective Signal Backplates	0.71
Dilemma Zone Detection	0.56
Permissive to Protected Left Turns	0.91

Long-Term (5+ Years)

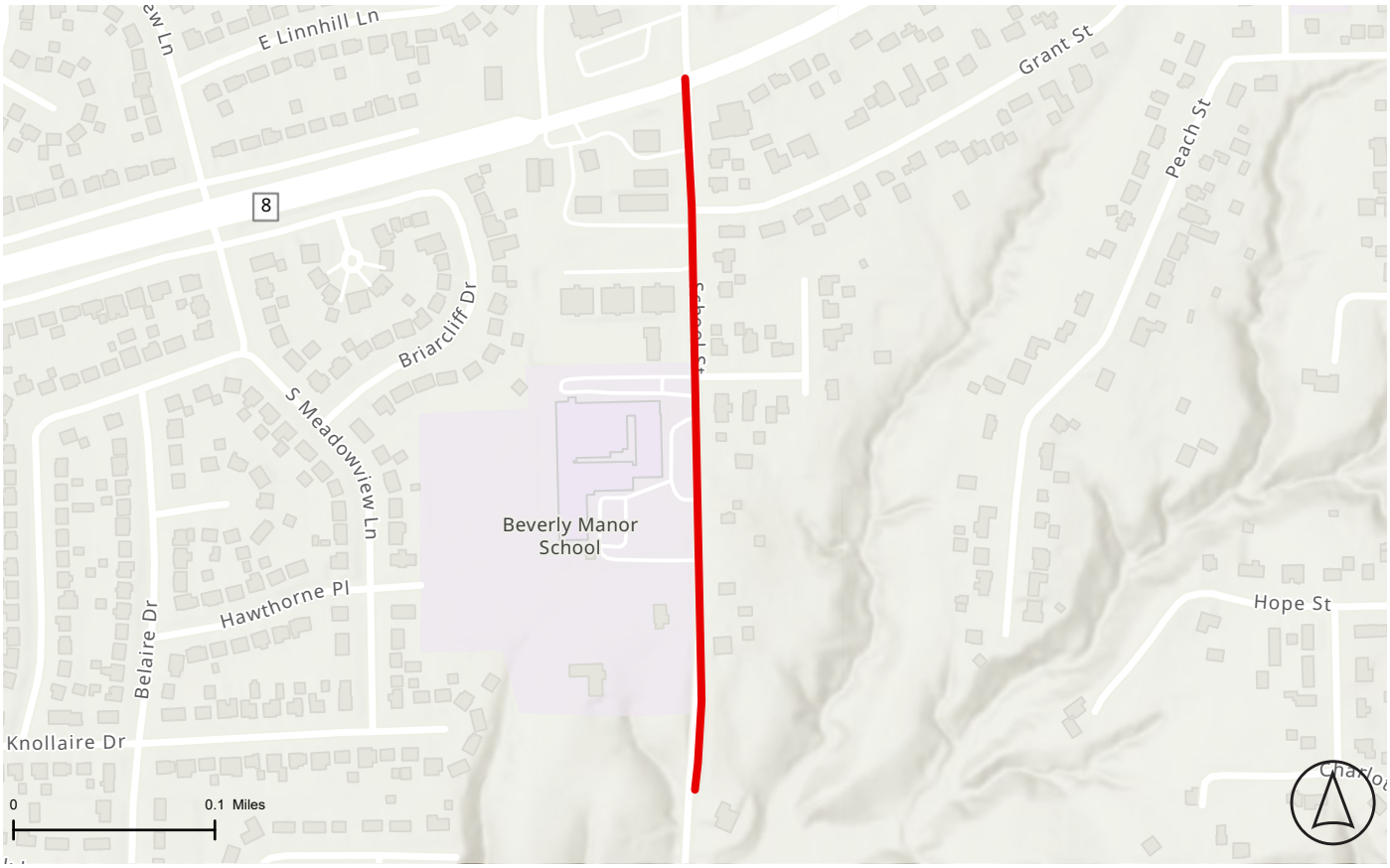
Improvement	CMF
Automated Enforcement	0.53
Roundabouts	0.52

PROJECT 9: SCHOOL STREET
City of Washington, Tazewell County

CHARACTERISTICS

School Street in the city of Washington is a 2-lane collector roadway between Washington Road (IL-8) and the city limits. It connects residential and commercial areas to Beverly Manor Middle School, but lacks sidewalks on both sides of the roadway.

No future improvements are planned for the roadway.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	0/10	10/10	0/10	55/100

CRASH HISTORY

Number of KSI Crashes: **4**
Number of non-motorized crashes: **2**

Crash Factor	#	%
Disregarding Other Traffic Signs	1	25.0
Disregarding Traffic Signals	1	25.0
Failing to Reduce Speed to Avoid Crash	1	25.0
Failing to Yield Right of Way	1	25.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Crosswalk Enhancement	0.35
Retroreflective Signal Backplates	0.71
Signage	0.85
Vertical Deflections	0.55

Long-Term (5+ Years)

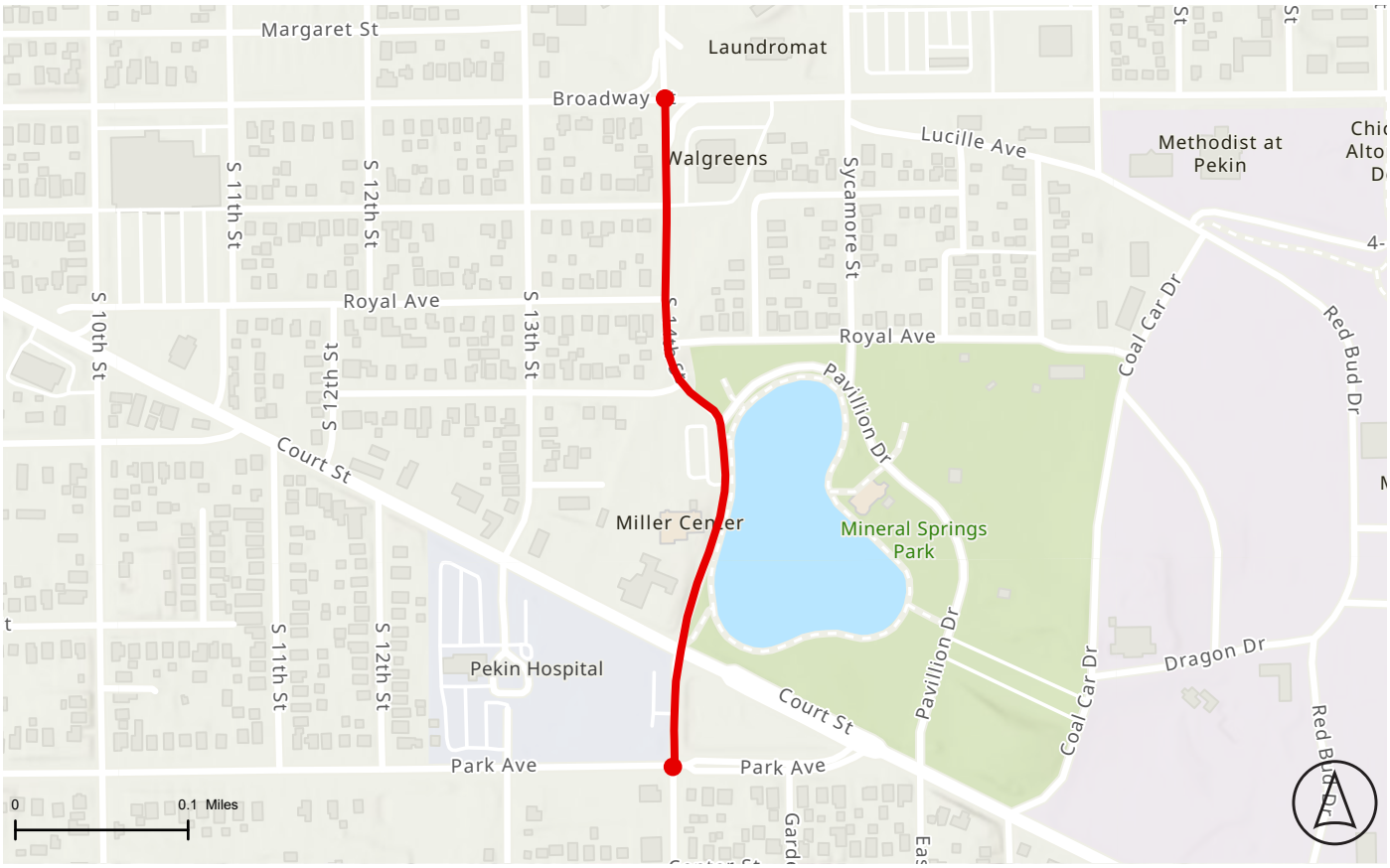
Improvement	CMF
Sidewalks	0.60

PROJECT 10: 14TH STREET
City of Pekin, Tazewell County

CHARACTERISTICS

14th Street is a minor arterial running north/south through central Pekin. It is typically 2 lanes wide and sees an AADT of 7,000. The segment of interest connects Court Street and Broadway Avenue, next to Mineral Springs Park and Carle Hospital.

No future improvements are planned for the roadway.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	0/10	10/10	0/10	55/100

CRASH HISTORY

Number of KSI Crashes: **5**
Number of non-motorized crashes: **4**

Crash Factor	#	%
Driving Skills/Knowledge/ Experience	1	20.0
Failing to Reduce Speed to Avoid Crash	1	20.0
Failing to Yield Right of Way	1	20.0
Had Been Drinking	1	20.0
Unable to Determine	1	20.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Bicycle Lanes	0.44
Vertical Deflections	0.55
Systemic Applications at Stop Intersections	0.81
Medians	0.29

Long-Term (5+ Years)

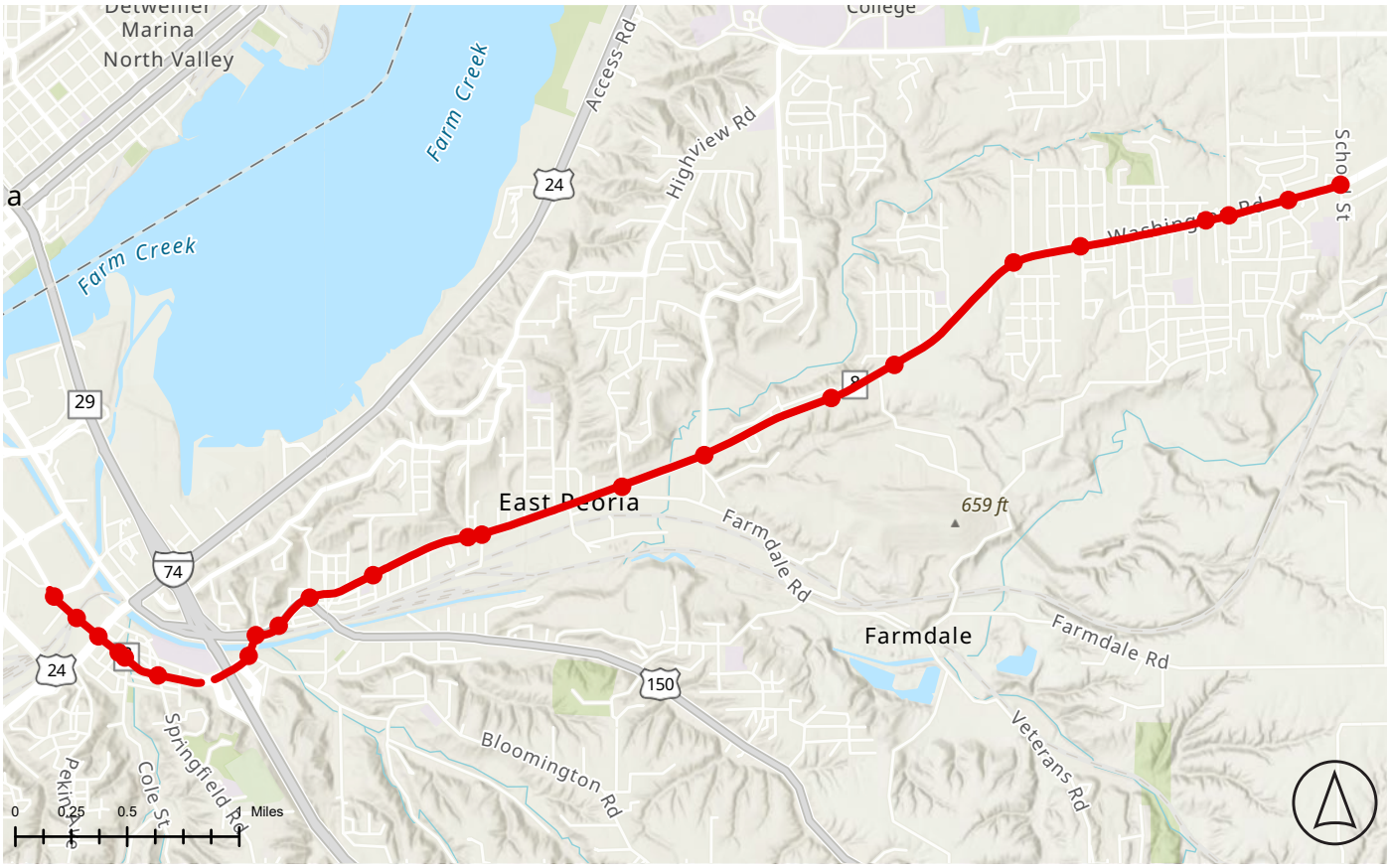
Improvement	CMF
Automated Enforcement	0.53

PROJECT 11: WASHINGTON STREET
City of East Peoria, Tazewell County

CHARACTERISTICS

Washington Street in East Peoria is a Minor arterial roadway stretching from IL-29/I-74 to School Street (6.4 miles). It sees 20,200 VPD and is primarily a 4-lane divided highway, sometimes with a center turn lane. There are typically sidewalks on at least one side of the roadway.

No improvements are planned for this section of IL8.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
20/40	10/15	15/15	0/10	10/10	0/10	55/100

CRASH HISTORY

Number of KSI Crashes: **28**
Number of non-motorized crashes: **15**

Crash Factor	#	%
Failing to Yield Right of Way	13	46.4
Failing to Reduce Speed to Avoid Crash	4	14.3
Distraction - From Inside Vehicle	2	7.1
Unable to Determine	2	7.1
(N/A)	1	3.6
Disregarding Other Traffic Signs	1	3.6
Disregarding Traffic Signals	1	3.6
Driving Skills/Knowledge/ Experience	1	3.6
Evasive Action Due to Animal / Object / Non-Motorist	1	3.6
Physical Condition of Driver	1	3.6
Under Influence of Alcohol/ Drugs	1	3.6

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Permitted to Protected Left Turns	0.91
Leading Pedestrian Intervals	0.90
Retroreflective Signal Backplates	0.85
Corridor Access Management	0.69

Long-Term (5+ Years)

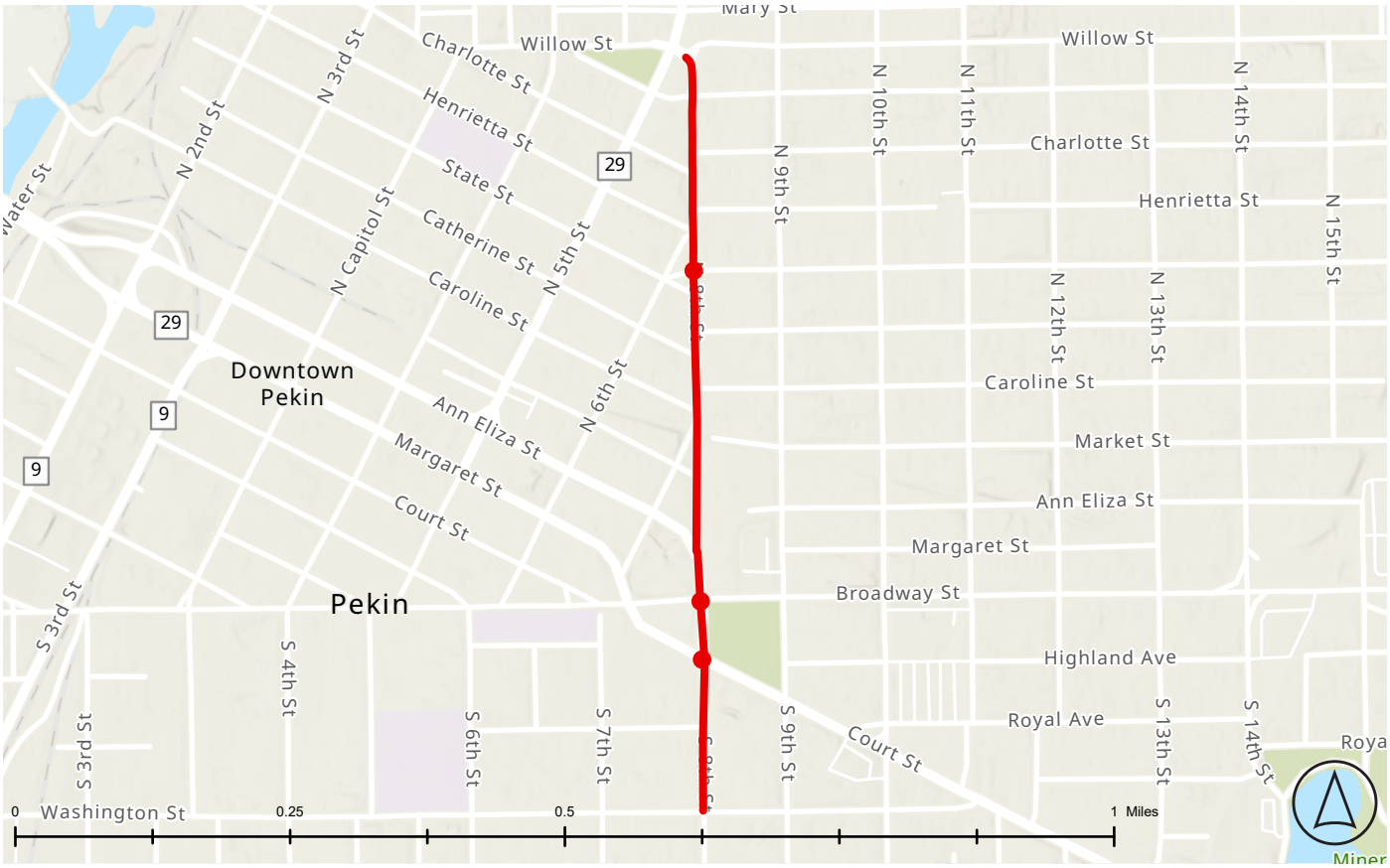
Improvement	CMF
Roundabouts	0.52
Automated Enforcement	0.53

PROJECT 12: 8TH STREET
City of Pekin, Tazewell County

CHARACTERISTICS

8th Street is a minor collector roadway in Pekin (AADT: 1600), running through residential and commercial areas in the center of the city. It has sidewalks on one or both sides of the roadway, and no on-street parking.

The intersection of 8th Street and Court Street is planned to be reconstructed as part of the 8th Street to 10th Street improvement project. No additional improvements are planned for this section of 8th Street.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	15/15	0/10	0/10	0/10	55/100

CRASH HISTORY

Number of KSI Crashes: **7**
Number of non-motorized crashes: **2**

Crash Factor	#	%
Failing to Yield Right of Way	3	42.9
Disregarding Traffic Signals	2	28.6
Distraction - From Outside Vehicle	1	14.3
Weather	1	14.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Permitted to Protected Left Turns	0.94
Retroreflective Signal Backplates	0.85
Signage	0.85

Long-Term (5+ Years)

Improvement	CMF
Roundabouts	0.52
Automated Enforcement	0.53

Woodford County, IL

WOODFORD COUNTY PRIORITY CORRIDORS

#	Score	Municipality	Jurisdiction	Road	Start	End	Length (Miles)
1	57.5	Eureka	IDOT	Main St (IL117)	Timberline Road	Prairie Ridge Court	6.58
2	57.5	Eureka	IDOT	Center St (US24)	Major St	County Line	3.25
3	47.5	Metamora	IDOT	Niles St (IL89)	N Wiedman St	IL116	0.64
4	47.5	Germantown Hills	IDOT	Caterpillar Trl (IL 116)	Arbor Vista Drive	N Hoppe Ln	3.41
5	45	Spring Bay	IDOT	Spring Bay Road (IL26)	W Missouri St	Santa Fe Trail	2.54
6*	40	N/A	Woodford County	CR2200 N	CR 2200 E	IL117	1.00
7*	40	N/A	Township	Nofsinger Rd	IL116	Tazewood Rd	2.00
8*	40	Washburn	IDOT	State St (IL89)	Madison St	N Jefferson St	0.06
9*	40	N/A	IDOT	IL89	Clark St (Lowpoint)	Main St (Cazenovia)	1.75
10*	40	N/A	IDOT	IL26	Lourdes Road	Bricktown Road	4.50
11*	40	Germantown Hills	GH	Woodland Knolls Rd	IL116	Jubilee Lane	0.07
12*	40	N/A	Township	Woodland Knolls Rd	Upper Spring Bay Road	N Paradise Drive	1.05
13*	40	El Paso	IDOT	US24 (El Paso)	I-39	N 1500 E Road (County Line)	3.03

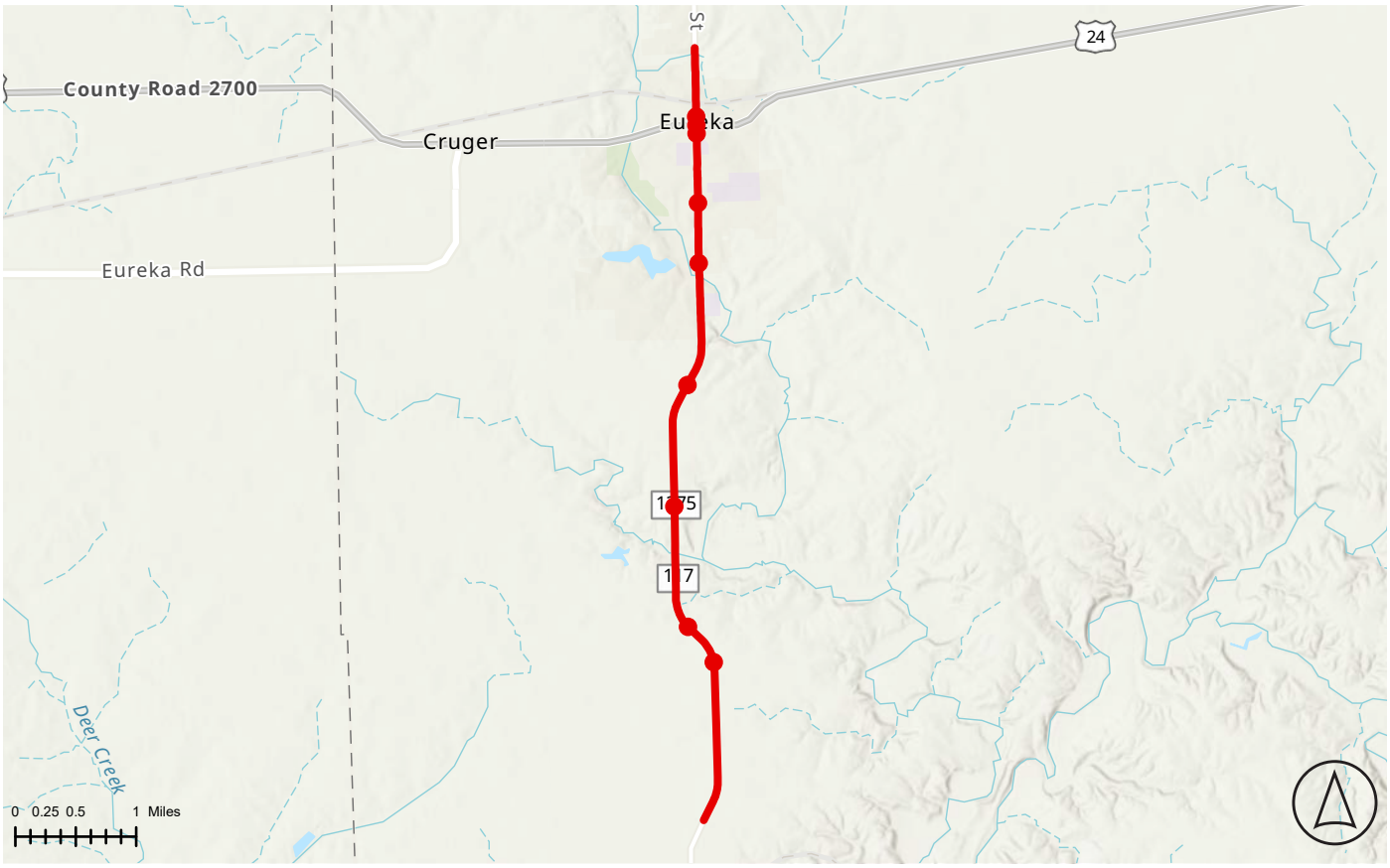
*Corridors 6 - 12 are all tied at 40 points.

PROJECT 1: MAIN STREET/ILLINOIS ROUTE 117
City of Eureka, Woodford County

CHARACTERISTICS

Main Street (IL-117) is a state-owned minor arterial roadway running south from Eureka to I-74, for a total length of 6.5 miles. The road is a rural, 2-lane roadway that has narrow shoulders and little to no multimodal infrastructure.

No future improvements are planned for this roadway.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	7.5/15	0/10	10/10	0/10	57.5/100

CRASH HISTORY

Number of KSI Crashes: **10**
Number of non-motorized crashes: **2**

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	3	30
Failing to Yield Right of Way	2	20
(N/A)	1	10
Driving Skills/Knowledge/ Experience	1	10
Evasive Action Due to Animal / Object / Non-Motorist	1	10
Improper Lane Usage	1	10
Unable to Determine	1	10

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Rumble Strips	0.91
Systemic Applications at Stop Intersections	0.73
Signage	0.85
Dynamic Speed Monitoring	0.59
Vertical Deflections	0.55

Long-Term (5+ Years)

Improvement	CMF
Shared Use Path	0.55
Roundabouts	0.52

PROJECT 2: CENTER STREET/U.S. ROUTE 24
City of Eureka, Woodford County

CHARACTERISTICS

U.S. Route 24, known locally as Center Street, is a rural principal arterial roadway that connects US-24 through Eureka and towards Peoria. It serves 5400 vehicles per day, and typically has 1 lane in each direction and limited shoulders.

No future improvements are planned for the roadway.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	7.5/15	0/10	10/10	0/10	57.5/100

CRASH HISTORY

Number of KSI Crashes: **3**
Number of non-motorized crashes: **1**

Crash Factor	#	%
Failing to Yield Right of Way	1	33.3
Texting	1	33.3
Weather	1	33.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.85
High-Friction Surface Treatments	0.53
Systemic Applications at Stop Intersections	0.73

Long-Term (5+ Years)

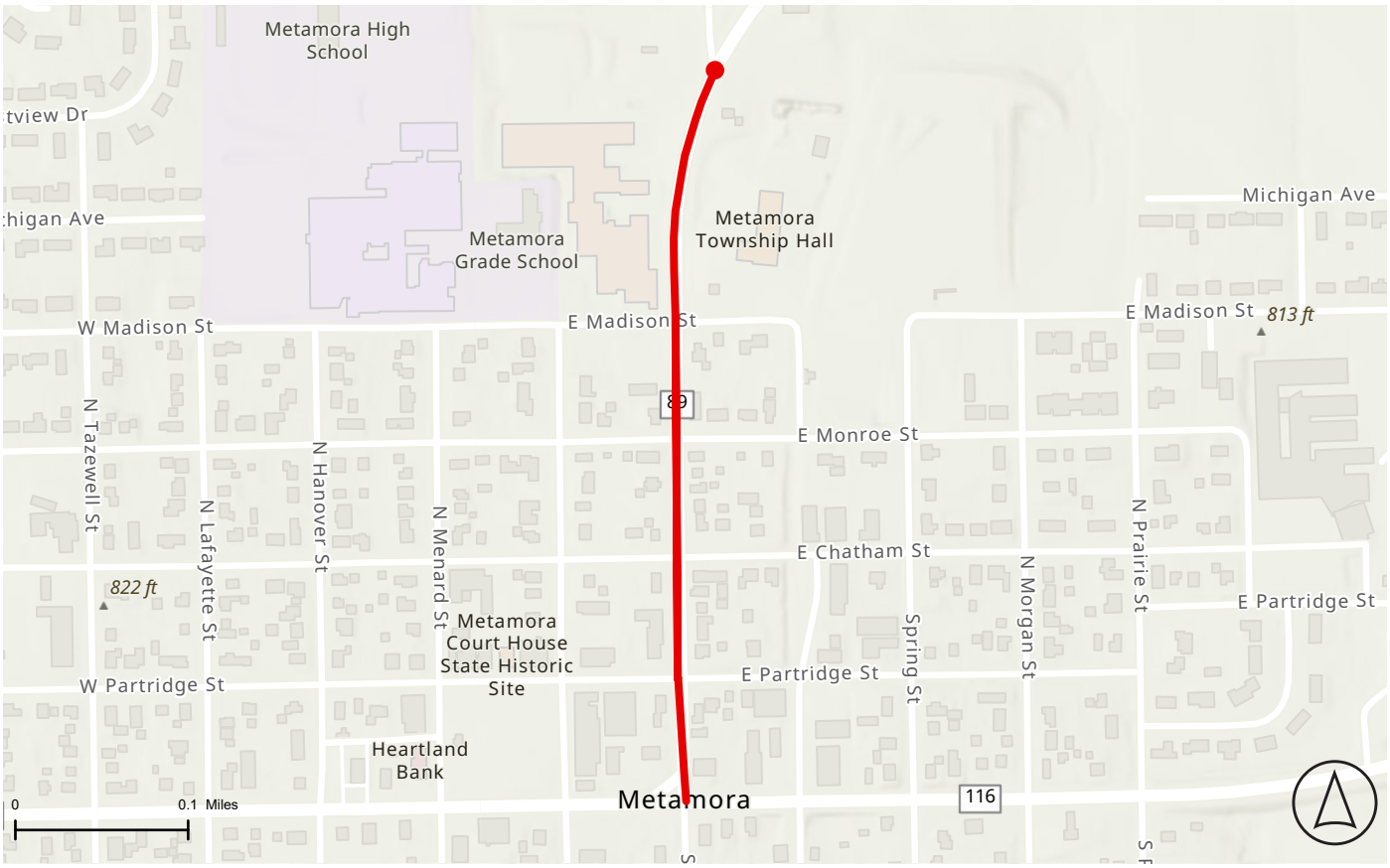
Improvement	CMF
Intersection Conflict Warning Systems	0.7
Roundabouts	0.52

PROJECT 3: NILE STREET
Village of Metamora, Woodford County

CHARACTERISTICS

Illinois Route 89 through Metamora, also called Niles Street is a minor arterial roadway serving 5700 vehicles per day. This section from East Mount Vernon Street (IL-116) to Wiedman Road is a 2-lane roadway with sidewalks on both sides, serving the residents of Metamora.

No future improvements are planned for the segment.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	7.5/15	0/10	0/10	0/10	47.5/100

CRASH HISTORY

Number of KSI Crashes: **0 (4 "other" injury)**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Failing to Yield Right of Way	1	25.0
Following Too Closely	1	25.0
Failing to Reduce Speed	1	25.0
N/A	1	25.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Vertical Deflections	0.55
Systemic Applications at Stop Intersections	0.73
Dynamic Speed Monitoring	0.59

Long-Term (5+ Years)

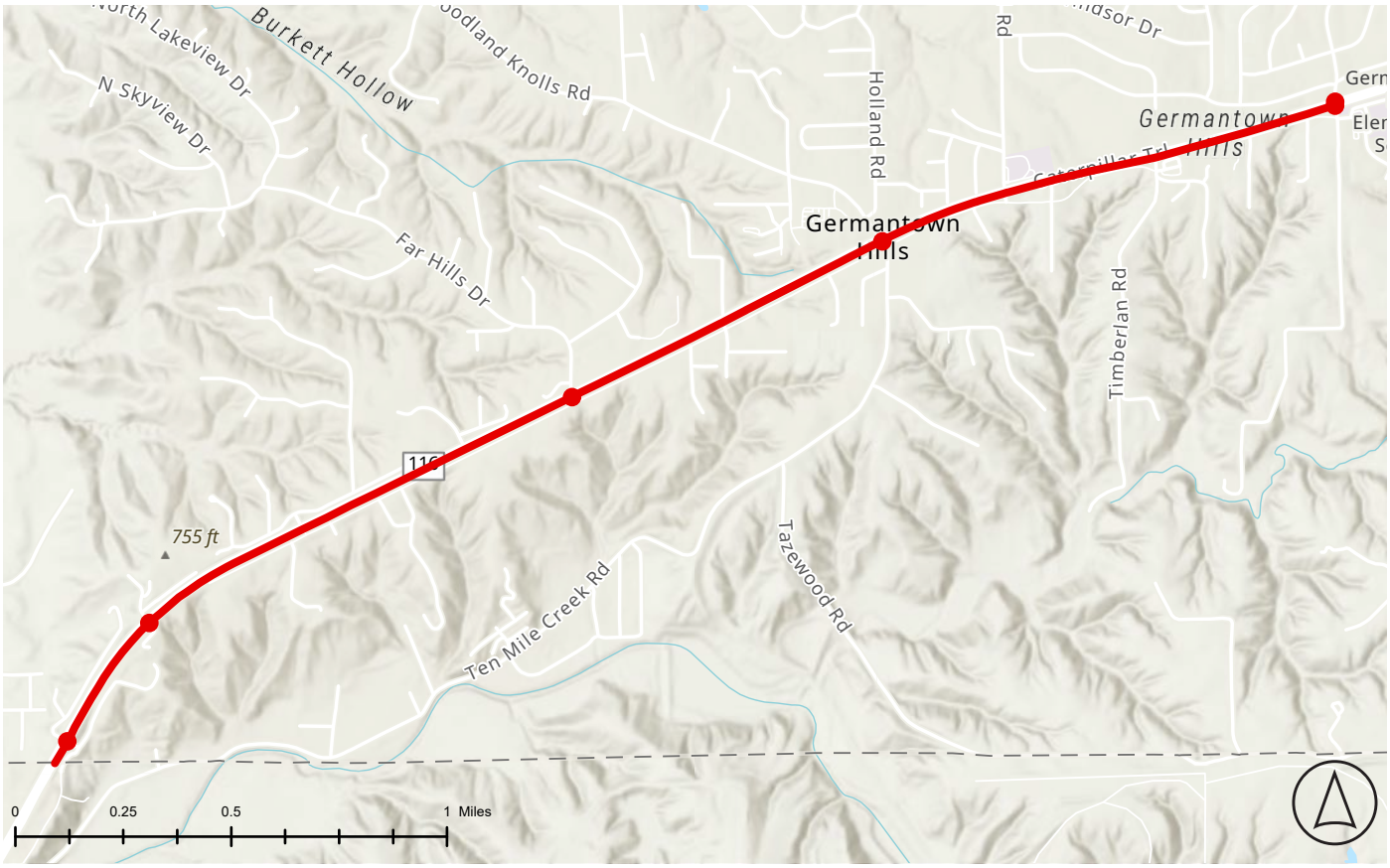
Improvement	CMF
Roundabouts	0.53

PROJECT 4: ILLINOIS ROUTE 116
Village of Germantown Hills, Woodfor County

CHARACTERISTICS

Illinois Route 116 through the Village of Germantown Hills is a minor arterial roadway connecting East Peoria with Woodford County, and sees an AADT of 13,700. It is typically a 4-lane divided roadway, and lacks sidewalks or multimodal facilities on many segments of this corridor.

No future improvements are planned for this roadway.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	7.5/15	0/10	/10	0/10	47.5/100

CRASH HISTORY

Number of KSI Crashes: **7**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Improper Lane Usage	2	28.6
(N/A)	1	14.3
Disregarding Stop Sign	1	14.3
Failing to Yield Right of Way	1	14.3
Following Too Closely	1	14.3
Under Influence of Alcohol/ Drugs	1	14.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Applications at Stop Intersections	0.73
Signage	0.85
Intersection Conflict Warning System	0.70

Long-Term (5+ Years)

Improvement	CMF
Road Diet	0.53
Sidewalks/Shared Use Path	0.6

PROJECT 5: SPRING BAY ROAD

Village of Spring Bay/Bay View Gardens, Woodford County

CHARACTERISTICS

Illinois Route 26 (IL-26), known locally as Spring Bay Road, is a North/South minor arterial roadway running on the east side of Upper Peoria lake, serving both residential and rural areas. It is typically 2 lanes, with narrow shoulders and no sidewalks.

There are no future improvements planned for this corridor.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	5/15	0/15	0/10	0/10	0/10	45/100

CRASH HISTORY

Number of KSI Crashes: **7**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	2	28.6
(N/A)	1	14.3
Driving On Wrong Side/Wrong Way	1	14.3
Exceeding Safe Speed For Conditions	1	14.3
Improper Overtaking/Passing	1	14.3
Under Influence of Alcohol/ Drugs	1	14.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Dynamic Speed Monitoring	0.59
Enhanced Delineation	0.53
Signage	0.85
Medians	0.57

Long-Term (5+ Years)

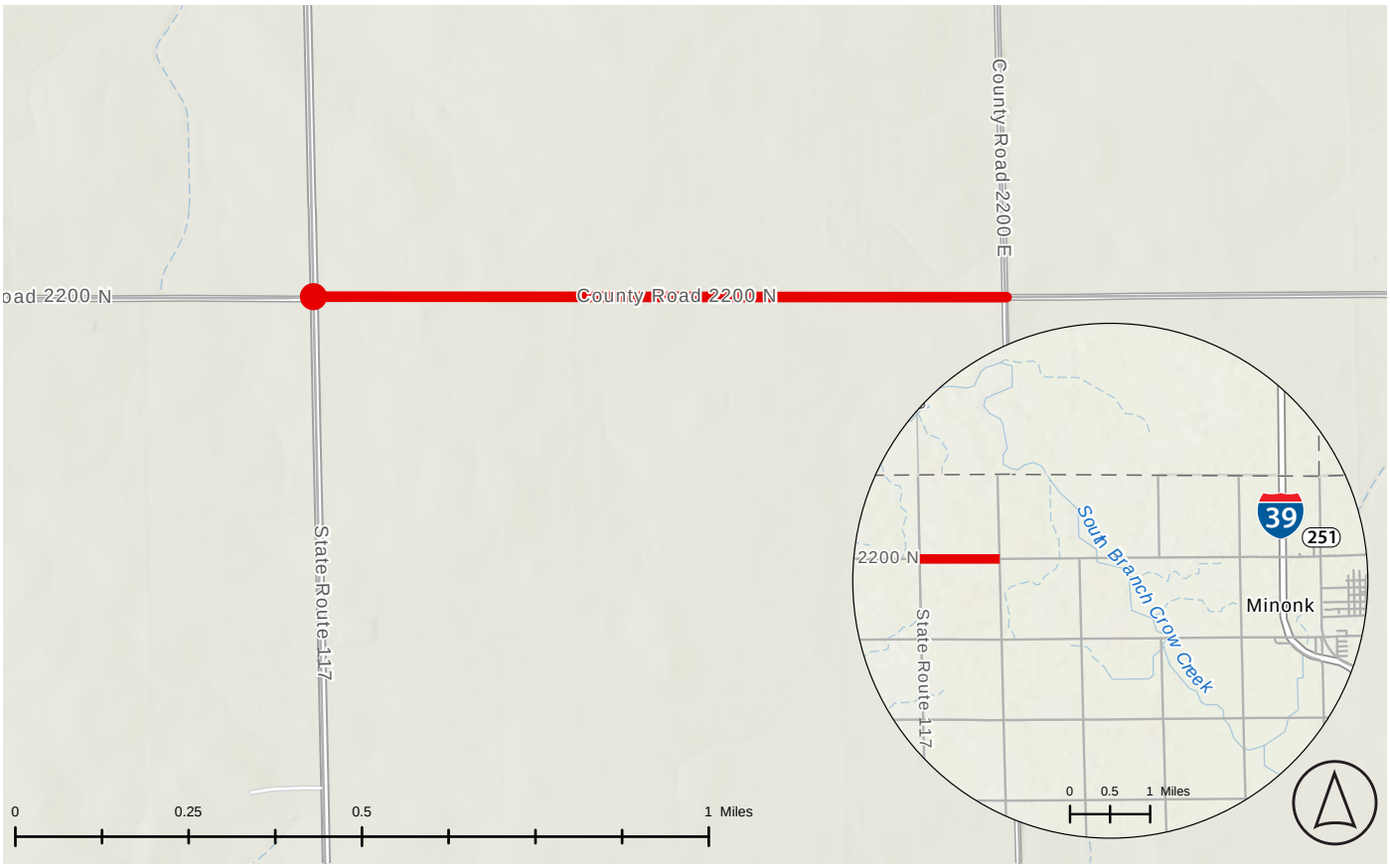
Improvement	CMF
Sidewalks	0.6

PROJECT 6: COUNTY ROAD 2200 NORTH
City of Minonk, Woodford County

CHARACTERISTICS

County road 2200 N is a major collector roadway in northeast Woodford County, seeing 575 vehicles per day. It connects to IL-117 and Interstate 39, and is a rural 2-lane roadway with no sidewalks. 3 out of the 5 crashes on this corridor have occurred at the intersection with IL-117.

No future improvements are planned for the corridor.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **5**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Under Influence of Alcohol/ Drugs	2	40.0
Weather	2	40.0
Failing to Yield Right of Way	1	20.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Systemic Applications at Stop Intersections	0.73
High Friction Surface Treatments	0.53
Enhanced Delineation	0.53

Long-Term (5+ Years)

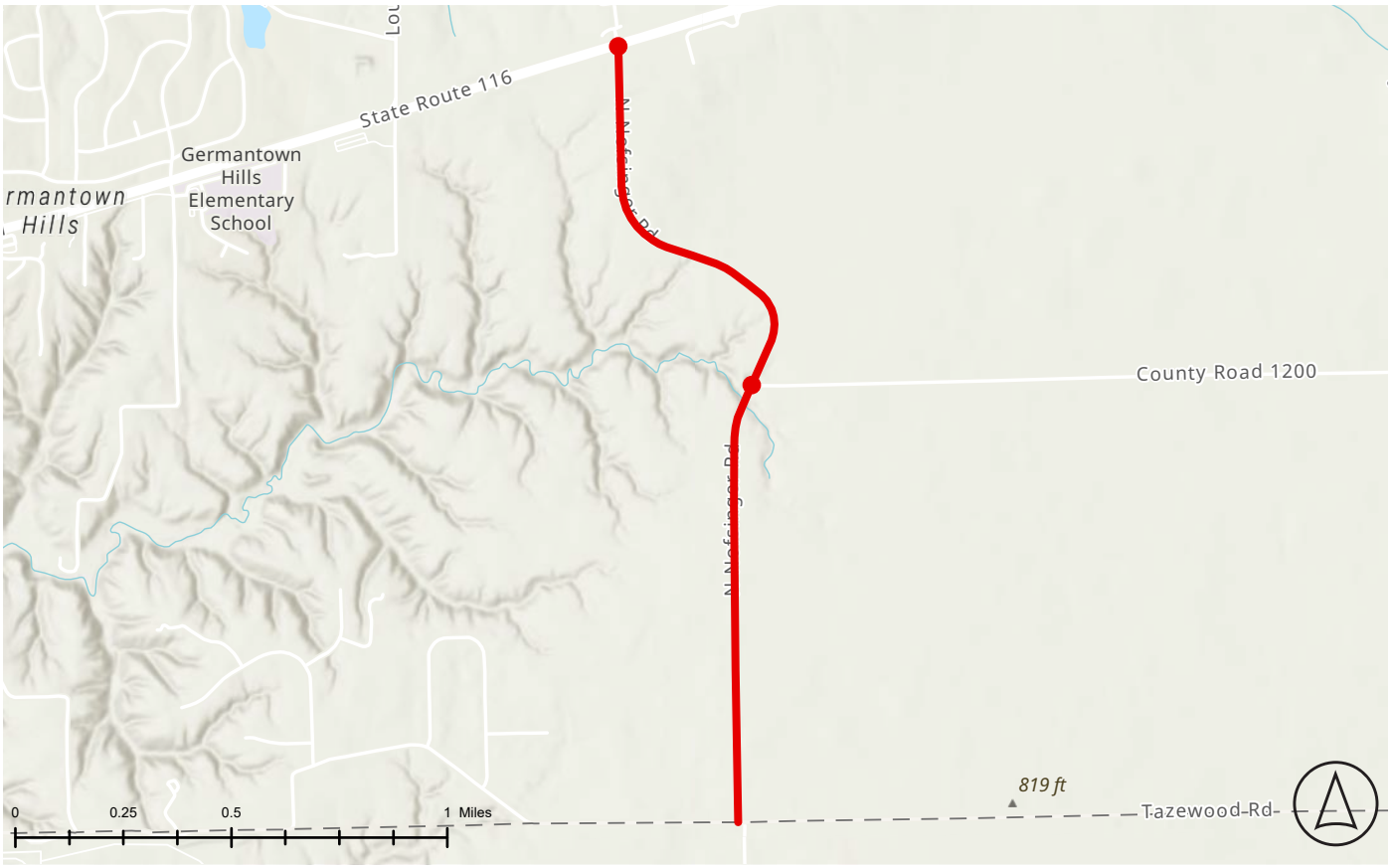
Improvement	CMF
Roundabouts	0.52

PROJECT 7: NOFSINGER ROAD
Village of Germantown Hills, Woodford County

CHARACTERISTICS

Nofsinger Road, near Germantown Hills, is a major collector roadway between IL-116 and Tazewood Road (AADT: 1750) and connects Germantown Hills to Washington. It is a rural, 2-lane roadway passing through low-density residential areas, but does not have sidewalks or paved shoulders.

No future improvements are planned for this roadway.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **4**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Exceeding Safe Speed For Conditions	1	25.0
Failing to Reduce Speed to Avoid Crash	1	25.0
Physical Condition of Driver	1	25.0
N/A	1	25.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Curve Warning Signs	0.56
Rumble Strips	0.84

Long-Term (5+ Years)

Improvement	CMF
Curve improvements	0.10

PROJECT 8: ILLINOIS ROUTE 89
Village of Washburn, Woodford County

CHARACTERISTICS

llinois Route 89 (IL-89) traverses the Village of Washburn via a pair of 90-degree turns that route traffic along Parkside Drive, Jefferson Street, and State Street. The northern turn, which connects Jefferson Street to State Street, carries approximately 2,450 vehicles per day. While IL-89 is primarily a 2-lane rural highway through central Woodford County, this HIN segment retains some urban characteristics, including sidewalks and on-street parking.

No future improvements are planned for this corridor.

PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **1 (2 "other")**
Number of non-motorized crashes: **0**

KSi Crash Factors	#	%
Failing to Reduce Speed to Avoid Crash	1	100.0

Non-KSi Crash Factors	#	%
Under Influence of Alcohol	1	50.0
N/A	1	50.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Curve Warning Signs	0.56
Enhanced Delineation	0.53
High Friction Surface Treatments	0.53

Long-Term (5+ Years)

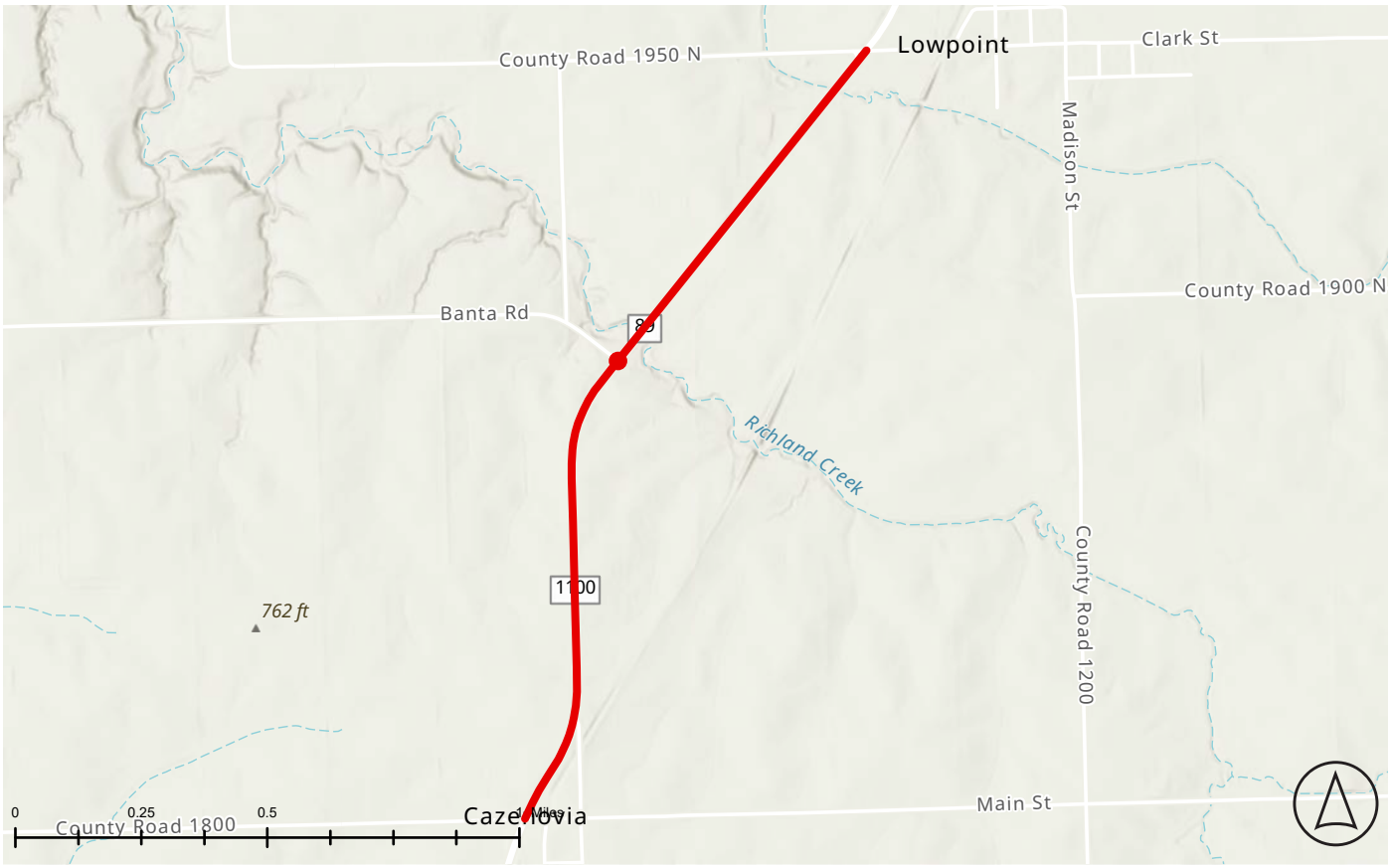
Improvement	CMF
Curve improvements	0.1

PROJECT 9: ILLINOIS ROUTE 89
Lowpoint to Cazanovia, Woodford County

CHARACTERISTICS

This segment of IL-89 is a minor arterial roadway running between the unincorporated communities of Lowpoint and Cazenovia. It is a 2-lane rural highway with shoulders but lacks multimodal facilities.

No future improvements are planned for this segment.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **1 (2 "other")**
Number of non-motorized crashes: **0**

KSI Crash Factor	#	%
Under Influence of Alcohol/ Drugs	1	100.0

Non-KSI Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	1	50.0
Distraction – From Inside Vehicle	1	50.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Signage	0.85
Rumble Strips	0.84
Intersection Conflict Warning System	0.70

Long-Term (5+ Years)

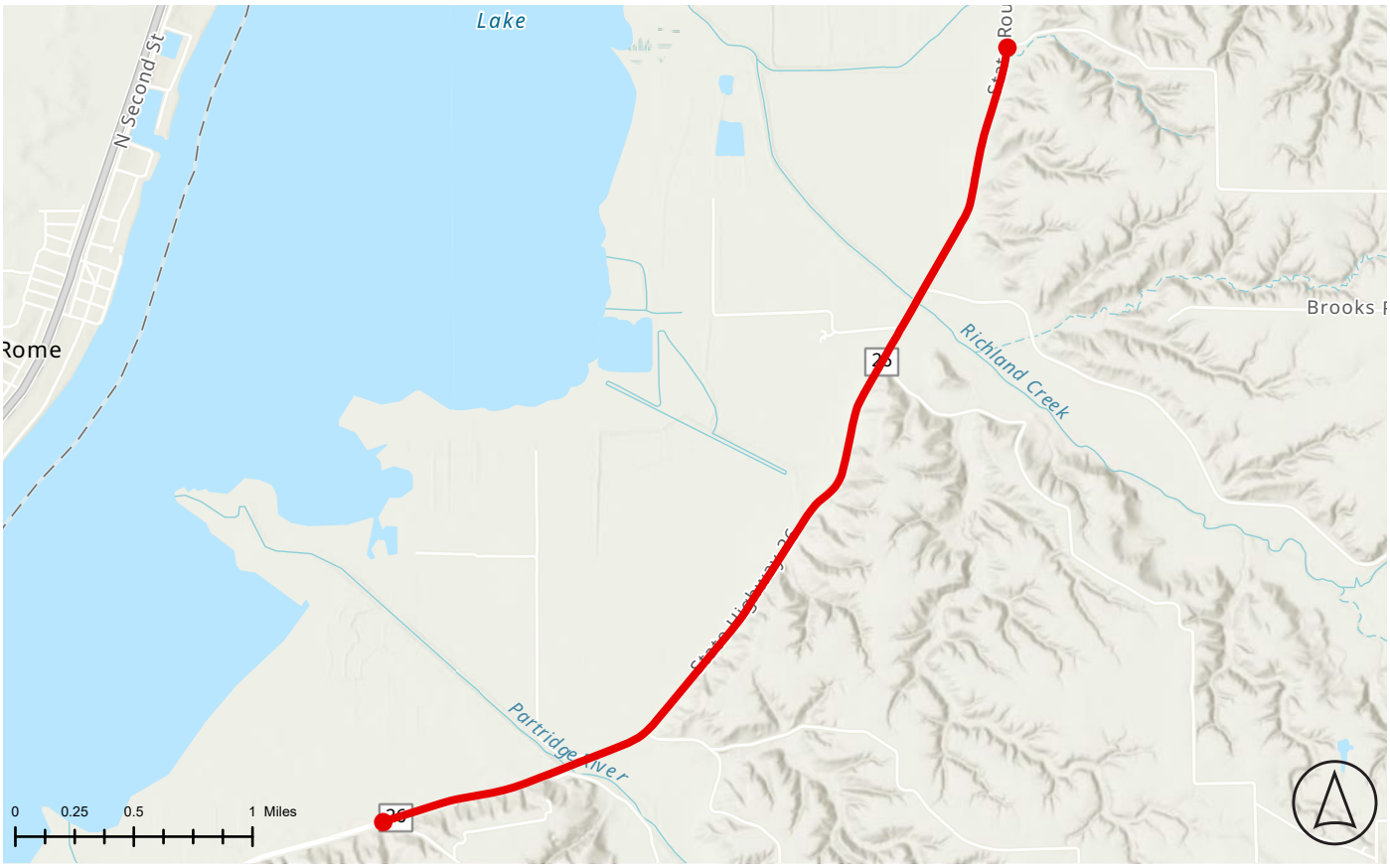
Improvement	CMF
Automated Enforcement	0.52
Curve Improvements	0.1

PROJECT 10: ILLINOIS ROUTE 26
Village of Metamora, Woodford County

CHARACTERISTICS

IL-26 is a state-owned minor arterial roadway on the west side of Woodford County (AADT: 1750). The priority segment runs from Lourdes Road to Bricktown Road (north of Spring Bay) for a length of approximately 4.5 miles.

The roadway is a rural 2-lane highway with no or narrow shoulders and no multimodal facilities. Crack and Joint Sealing is scheduled during FY25, but no other improvements are planned.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **7**
Number of non-motorized crashes: **0**

Crash Factor	#	%
Failing to Reduce Speed to Avoid Crash	2	28.6
Driving On Wrong Side/Wrong Way	1	14.3
Exceeding Safe Speed For Conditions	1	14.3
Improper Overtaking/Passing	1	14.3
Under Influence of Alcohol/ Drugs	1	14.3
N/A	1	14.3

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Curve Warning Sign	0.56
Median	0.57
Rumble strips/shoulders	0.84

Long-Term (5+ Years)

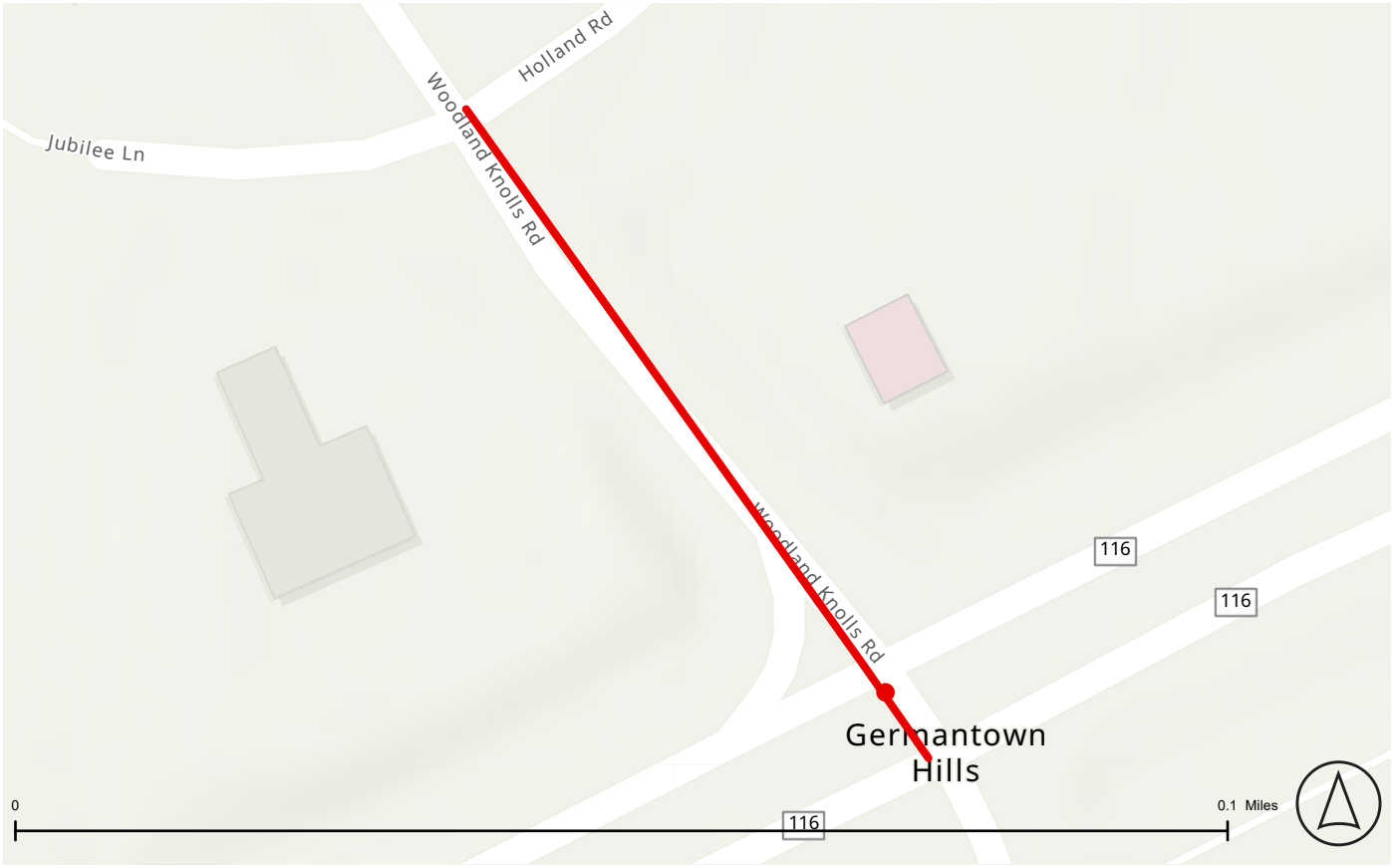
Improvement	CMF
Curve Improvements	0.1

PROJECT 11: WOODLAND KNOLLS ROAD (1)
Village of Germantown Hills, Woodford County

CHARACTERISTICS

Woodland Knolls Road is a local minor collector roadway in Germantown Hills serving 5,600 vehicles per day. The priority segment connects Illinois Route 116 to commercial and residential areas to the north. This segment is a 2-lane roadway with a center turn lane, and sidewalks on at least one side of the road.

No future improvements are planned for the corridor.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **2 (10 "other")**
Number of non-motorized crashes: **0**

KSI Crash Factor	#	%
Under Influence of Alcohol/ Drugs	1	50.0
(N/A)	1	50.0

KSI Crash Factor	#	%
Disregarding Other Traffic Signs	2	20.0
Failing to Reduce Speed to Avoid Crash	2	20.0
Failing to Yield Right of Way	2	20.0
Under Influence of Alcohol/ Drugs	2	20.0
Turning Right on Red	1	10.0
Disregarding Traffic Signals	1	10.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Retroreflective Signal Backplates	0.76
Signage	0.85
Permitted to Protected Turn Lanes	0.91

Long-Term (5+ Years)

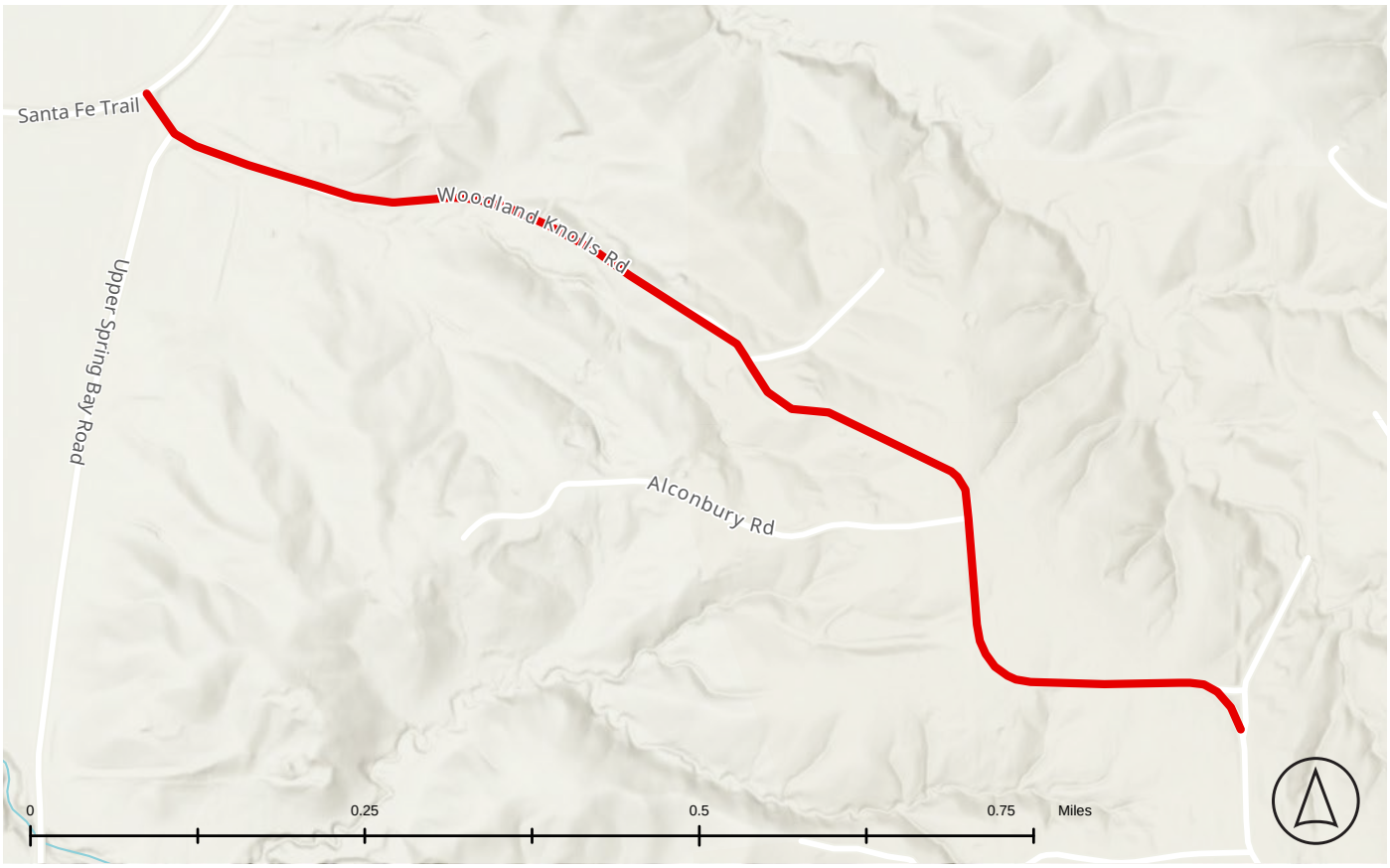
Improvement	CMF
Automated Enforcement	0.53
Roundabouts	0.52

PROJECT 12: WOODLAND KNOLLS ROAD (2)
Village of Germantown Hills, Woodford County

CHARACTERISTICS

The second priority segment of Woodland Knolls Road is also minor collector but only sees around 550 AADT. This segment is more rural in character and has only one lane in each direction and no shoulders or sidewalks. It is maintained by Worth township rather than the village.

No future improvements are planned for the corridor.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **1 (5 "other")**
Number of non-motorized crashes: **0**

KSI Crash Factor	#	%
Road Engineering/Surface/ Marking Defects	1	100.0

KSI Crash Factor	#	%
Animal	1	20.0
Driving Skills/Knowledge/ Experience	1	20.0
Equipment-Vehicle Condition	1	20.0
Under Influence of Alcohol/ Drugs	1	20.0
Unable to Determine	1	20.0

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
High Friction Surface Treatments	0.53
Curve Warning Signs	0.56
Enhanced Delineation	0.73

Long-Term (5+ Years)

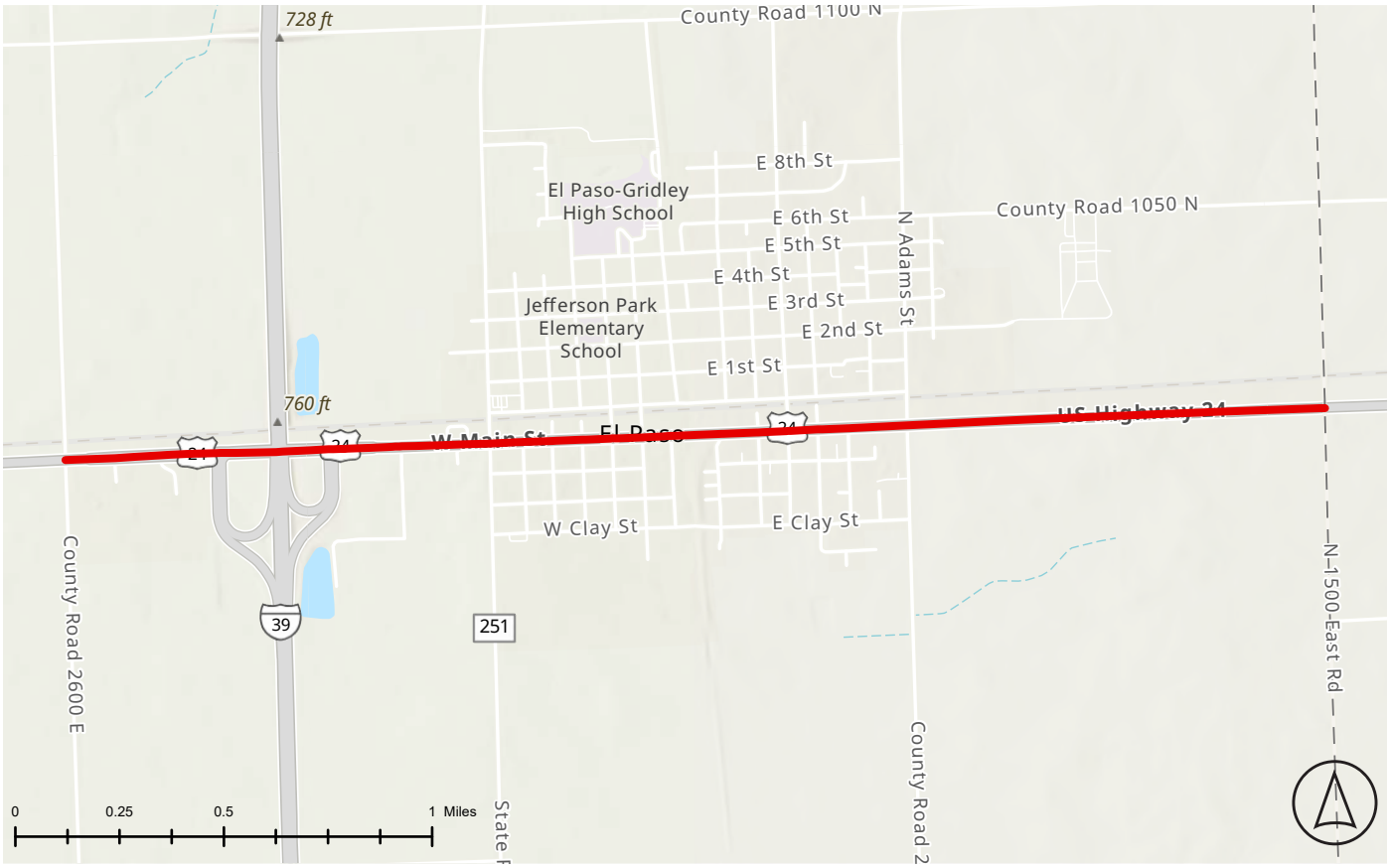
Improvement	CMF
Curve improvements	0.1

PROJECT 12: US ROUTE 24
City of El Paso, Woodford County

CHARACTERISTICS

Main Street in El Paso, Illinois, (also part of US-24) is a principal arterial roadway that connects to Interstate 39 and State Route 251 (AADT: 4,150). It passes through downtown El Paso, serving commercial and residential destinations along and crossing the El Paso Walking Trail.

It is typically 2 lanes wide with sidewalks on most of the segment. No future improvements are planned for the corridor.



PRIORITIZATION SCORES

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
40/40	0/15	0/15	0/10	0/10	0/10	40/100

CRASH HISTORY

Number of KSI Crashes: **1 (8 "other")**
Number of non-motorized crashes: **1**

KSI Crash Factor	#	%
Distraction - From Inside Vehicle	1	100.0

KSI Crash Factor	#	%
Failing to Yield Right of Way	2	25.0
N/A	2	25.0
Failing to Reduce Speed	1	12.5
Distraction – From Inside Vehicle	1	12.5
Vision Obscured	1	12.5
Under Influence of Alcohol/ Drugs	1	12.5

POTENTIAL SAFETY IMPROVEMENTS

Low Cost/Short-Term (0-5 Years)

Improvement	CMF
Vertical Deflections	0.55
Systemic Applications at Stop Intersections	0.73
Crosswalk Enhancements	0.35
Medians	0.57
RRFBs	0.31

Long-Term (5+ Years)

Improvement	CMF
Shared Use Path	0.55
Roundabouts	0.52

APPENDIX A

Public Engagement

Fostering transparency, building trust, and promoting collaboration between the community and decision-makers.

PUBLIC ENGAGEMENT

Public input was gathered continuously throughout the project and incorporated into the final plan and recommendations.

As a foundational part of the TCRPC Comprehensive Safety Action Plan (CSAP) the planning team conducted a robust and inclusive public involvement process to guide the plan's development.

The engagement process aimed to foster meaningful engagement with a wide range of stakeholders including community groups, advocacy organizations, social services, small businesses, health care providers, places of worship, and vulnerable road user representatives.

STEERING COMMITTEE

In the spring of 2024, the engagement process began with the formation and kickoff of the Steering (Safety) Committee, which provided oversight and guidance throughout the planning effort. The Safety Committee was tasked with assisting in the development, implementation, and monitoring of the plan in compliance with the SS4A Safety Action Plan requirements. The Safety Committee also aided in developing a comprehensive stakeholder list to ensure targeted outreach to key groups.

WEBSITE

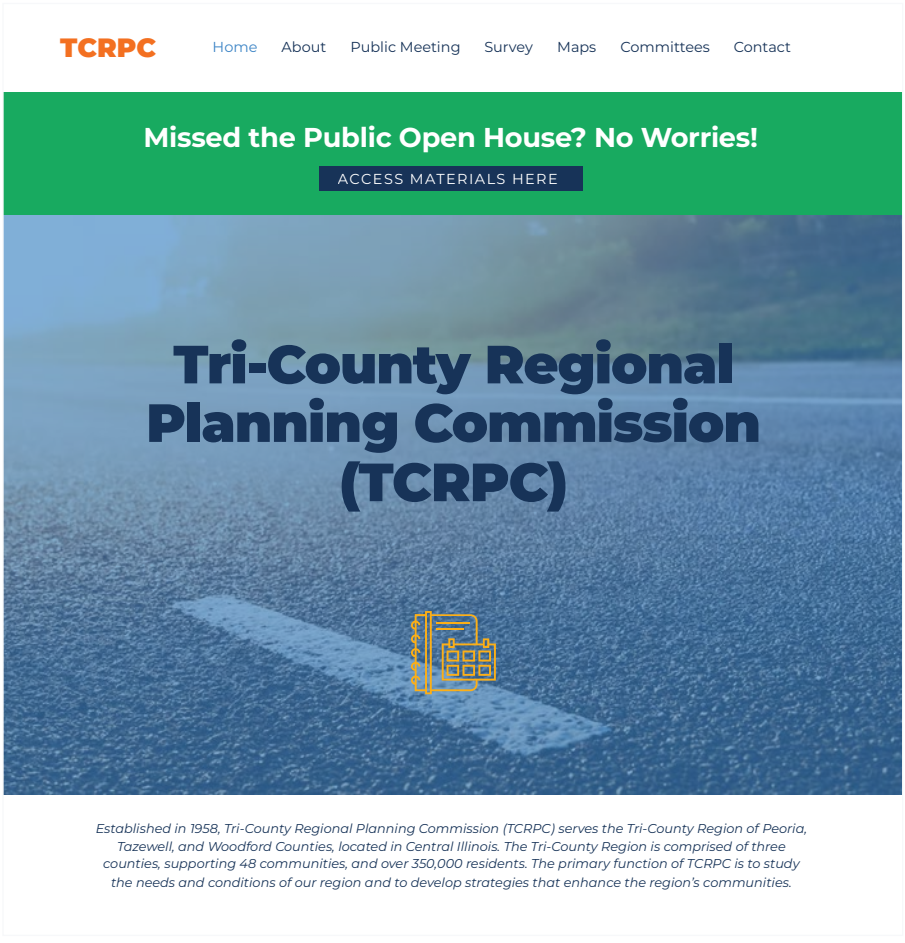
During this period, a project website was developed and launched, featuring interactive tools for feedback, detailed project information, and an updated events calendar.

SURVEY

A bilingual community survey was created, tested, and prepared for launch, supported by an array of promotional materials including social media content, e-blasts, flyers, and postcards in both English and Spanish. Throughout the summer of 2024, the community survey was hosted online alongside an extensive outreach campaign. During this time, the Safety Committee and a newly established Advocacy Group convened regularly to review survey progress and coordinate outreach activities, ensuring sustained engagement and broad representation. The detailed survey results are included on the following page.

OPEN HOUSES

In-person public engagement consisted of two open house events to gather input and solicit feedback on the Comprehensive Safety Action Plan. The first open house introduced the public to the project with the project purpose, background information, crash data, and preliminary community survey results. The second open house presented technical findings, safety analyses, and final recommendations. Summaries of the two events are included after the survey results that follow.



PUBLIC ENGAGEMENT SURVEY RESULTS

The TCRPC CSAP public engagement survey was developed using the Survey 123 platform and was publicly available online from June 27 to October 23, 2024. A total of 461 respondents participated in the survey.

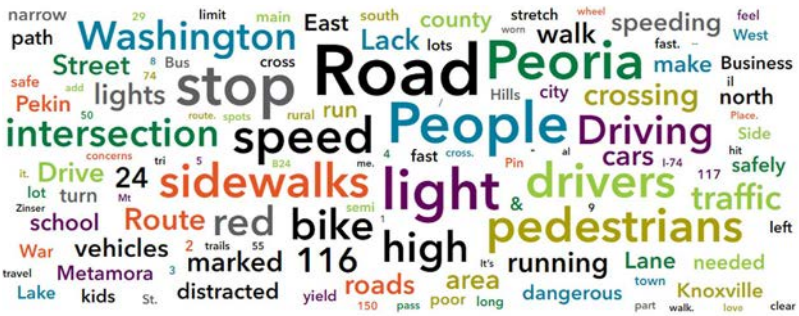
An advertisement for the public survey is shwon at right. Results from the ten primary questions are charted in this summary report. Overall, respondents' safety concerns are similar to national sentiment, highlighting distracted driving and vehicular speeds. The survey gathered input on travel habits, safety perceptions, concerns, and preferences for improvements across the Tri-County area.

When asked about comfort levels while traveling, responses varied by mode: drivers generally reported feeling comfortable to very comfortable, while many pedestrians, cyclists, and scooter users indicated discomfort or neutral feelings about traveling conditions. Based on these results, user level of comfort responses show a need to address and improve conditions for Vulnerable Road Users.

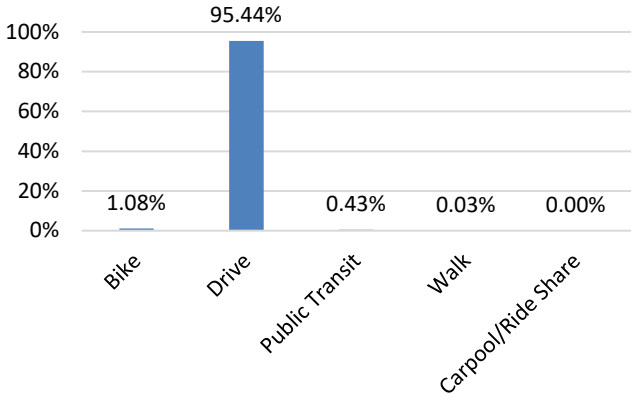
Mode	Uncomfortable	Comfortable
Driving	18%	63%
Biking	58%	12%
Walking	40%	28%

In addition to comfortability by mode shown above, respondents identified key safety issues through the survey such as distracted and aggressive driving, high vehicle speeds, and inadequate infrastructure including poorly maintained roads, sidewalks, and bike lanes, as shown in the word cloud below that was generated based on survey responses.

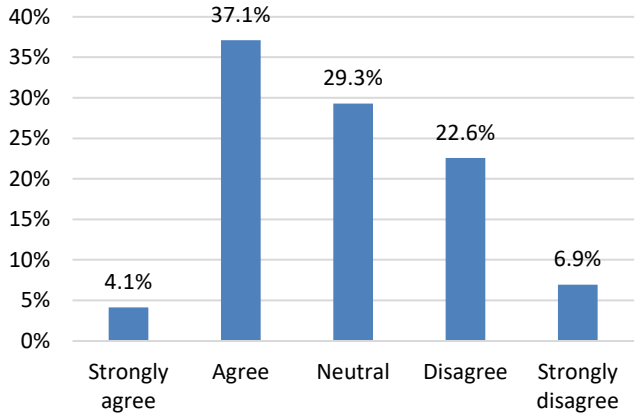
The following page includes detailed charts illustrating responses to each of the ten core survey questions.



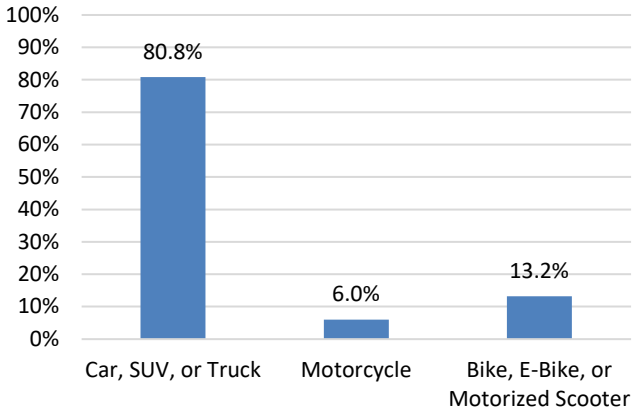
Q1. In a typical week (2024) how do you mainly get around on Tri-County streets?



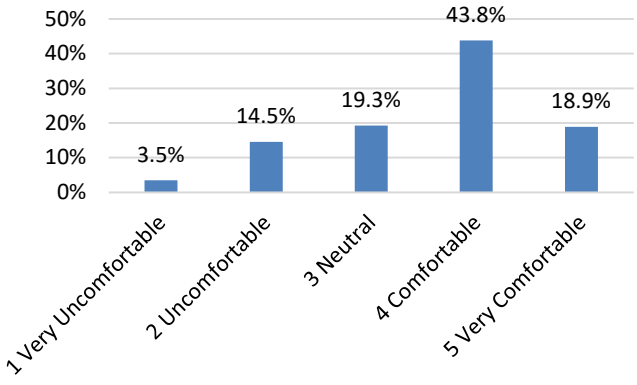
Q2. Based on your experience traveling in the Tri-County Region, do you agree that Tri-County streets are safe?



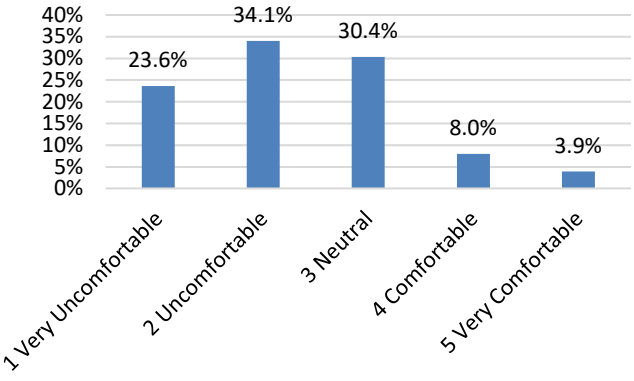
Q3. What modes of vehicular transport are used in your household?



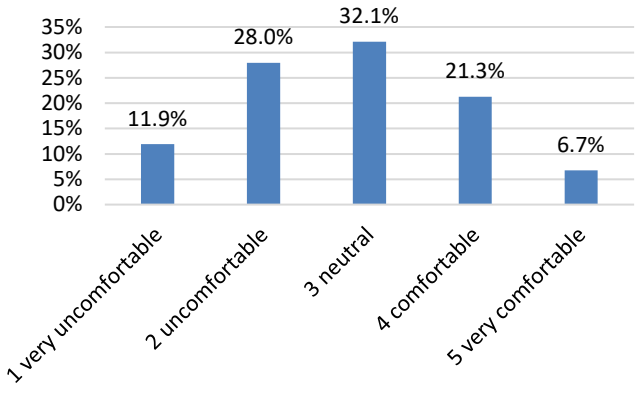
Q4. On a scale of 1 – 5 (where 1 is very uncomfortable and 5 is very comfortable), how comfortable do you feel driving in the Tri-County Region?



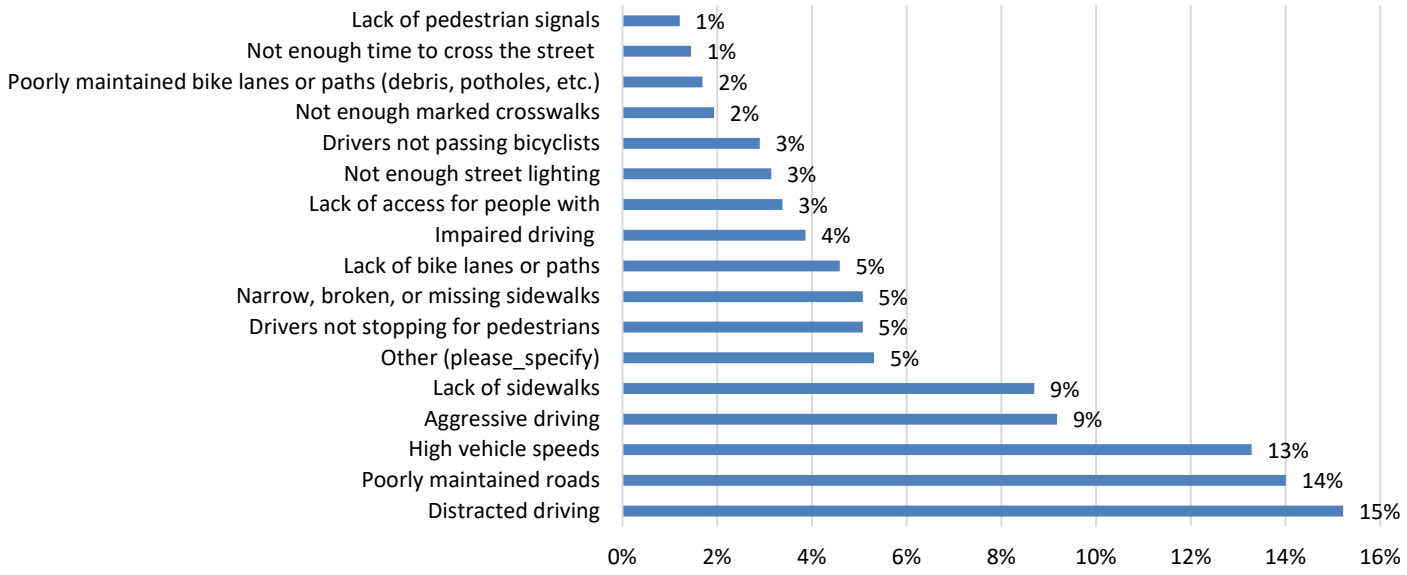
Q5. On a scale of 1 – 5 (where 1 is very uncomfortable and 5 is very comfortable), how comfortable do you feel biking in the Tri-County Region?



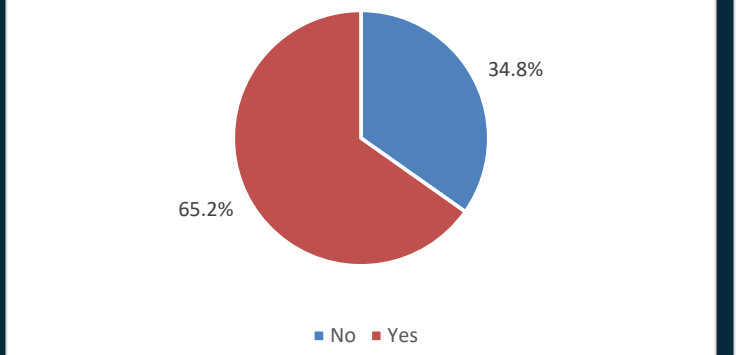
Q6. On a scale of 1 – 5 (where 1 is very uncomfortable and 5 is very comfortable), how comfortable do you feel walking in the Tri-County Region?



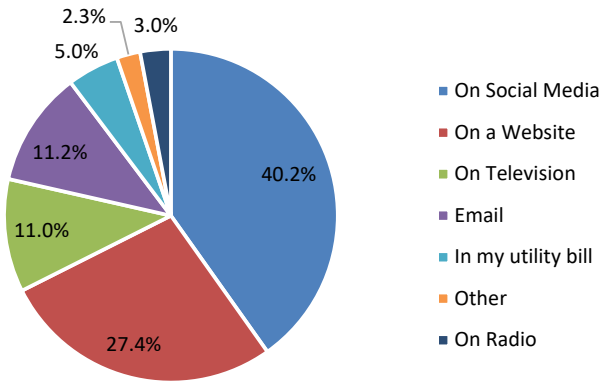
What are your top five traffic safety concerns in the Tri-County Region?



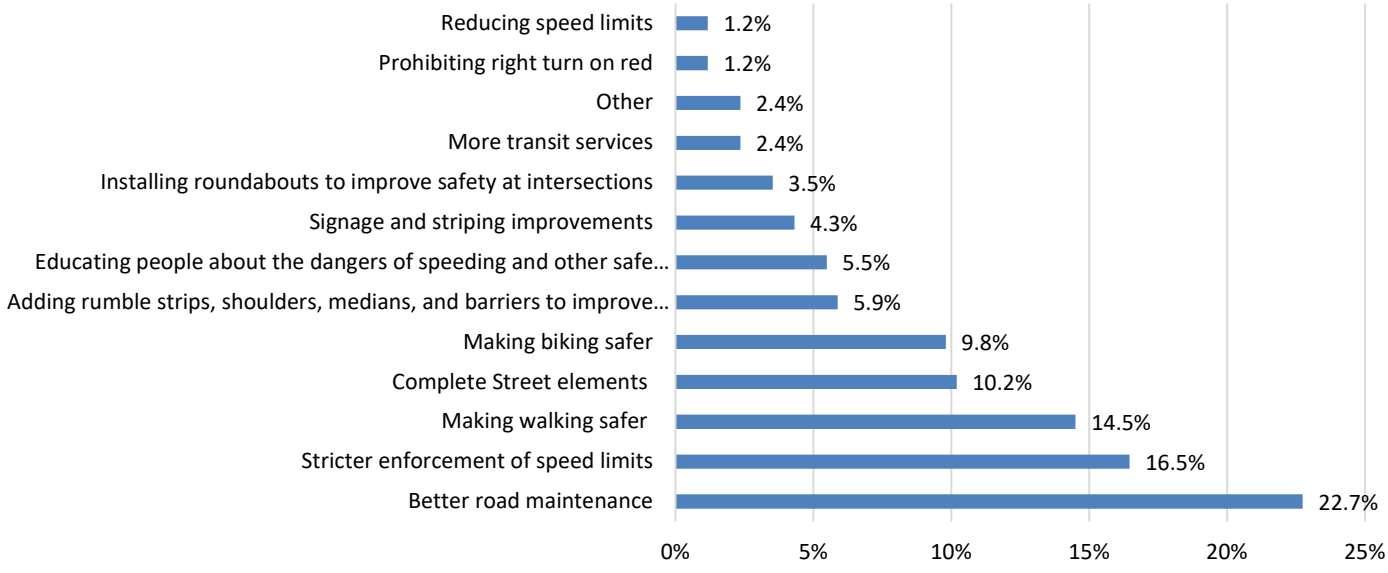
Thinking about your Top 5 traffic safety concerns , are there specific locations you can provide where you experience these concerns?

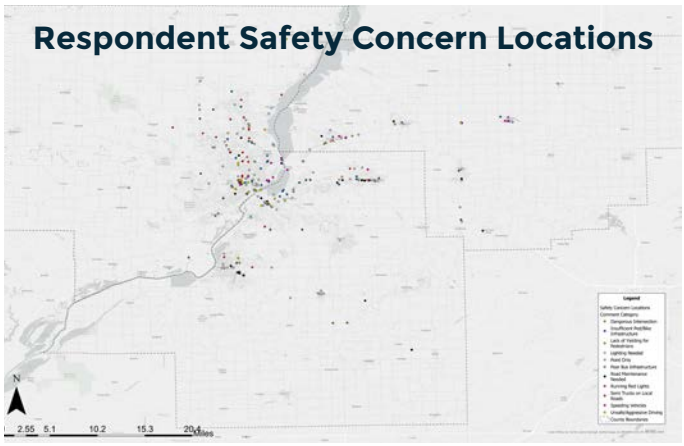


If you were given a choice, how would you like to learn about traffic safety issues?



Which of the following transportation strategies should be the region's top priorities?





INTERACTIVE MAPPING AND COMMENTARY

Respondents had the option to identify specific locations of safety concerns in the Tri-County region, categorize the concern, and provide comments to describe the specific concern. 358 safety concern locations were identified, and 223 of those were supported with narrative remarks.

The categorized locations are shown on the map above and summarized in the table below. A Word Cloud was also developed to summarize the narrative remarks and is displayed on page A-4 above. The Word Cloud visually represents the most frequently stated words in the narrative remarks, showing that Road, Peoria, Light, and People were the most mentioned in this survey.

Concern Category	#	%
Dangerous Intersection	29	8%
Insufficient Ped/Bike Infrastructure	67	18%
Lack of Yielding for Pedestrians	14	4%
Lighting Needed	3	1%
Point Only (No Comment)	135	38%
Poor Bus Infrastructure	3	1%
Road Maintenance Needed	29	8%
Running Red Lights	18	5%
Semi-Trucks on Local Roads	5	1%
Speeding Vehicles	39	11%
Unsafe/Aggressive Driving	16	5%

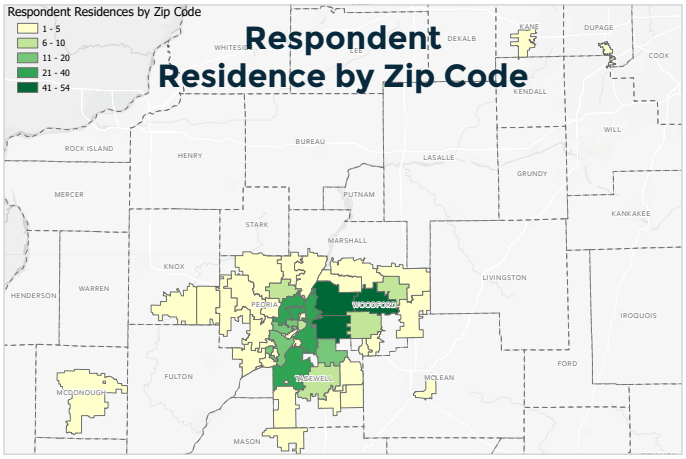
DEMOGRAPHICS

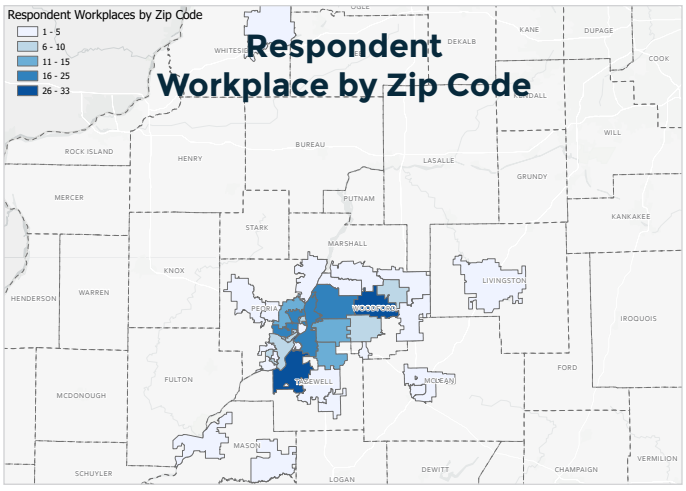
The survey concluded with optional demographic questions, and responses were not provided from all respondents for every question. The results obtained from the four demographic questions are charted below.

The first map geographically displays the zip codes boundaries where survey respondents reside. The most survey responses were provided by respondents who reside in the vicinity of Germantown Hills and Metamora.

The second map geographically displays the zip codes boundaries where survey respondents work. The most survey responses were provided by respondents who work in the vicinity of Roanoke.

Two additional questions gave respondents the option to provide their names and email addresses to receive future communication, and 100 respondents supplied the contact information.





OPEN HOUSE #1

Comments received from the public at the first open house generated valuable input that informed subsequent analyses and project development.

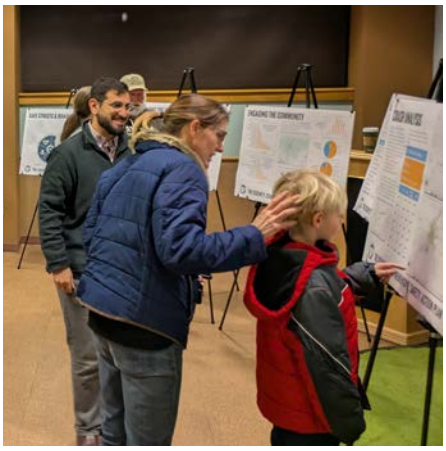
The first open house, held in January 2025, set the stage for attendees with detailed information and background on the project's purpose and scope. Three members of the public attended and signed-in. Participants reviewed results from the community survey and from the interactive public mapping tool.

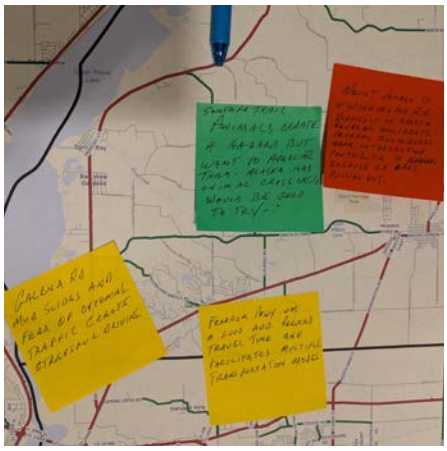
The open house also included a presentation of the crash data analysis, highlighting key areas of concern. Attendees were invited to provide feedback through comment cards and by identifying and mapping specific concern locations on a regional map.

Comments received reflected diverse safety issues across the region, ranging from safety concerns in downtown Peoria to concern for wildlife in the more rural areas. Concerns and comments included:

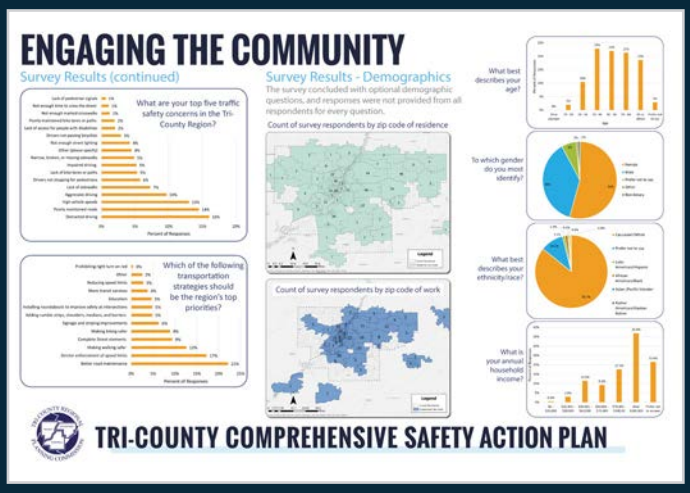
- Requests for road diets on primary streets in Peoria
- Converting dangerous, high-speed one-way downtown streets into calmer two-way roads
- Wildlife hazards were noted on Mossville Road, with suggestions to explore animal crossing solutions similar to those implemented in Alaska
- Poor road surface conditions on University Street
- The need for improved work zone safety funding
- A lack of sidewalks leading to pedestrian crashes on Muller Road in Tazewell
- Requests for more stoplights, speed bumps, and law enforcement to address speeding
- Additional comments highlighted stress caused by mudslides and traffic on Galena Road, difficulties crossing busy intersections in Woodford County, and a desire to balance animal safety with roadway safety.

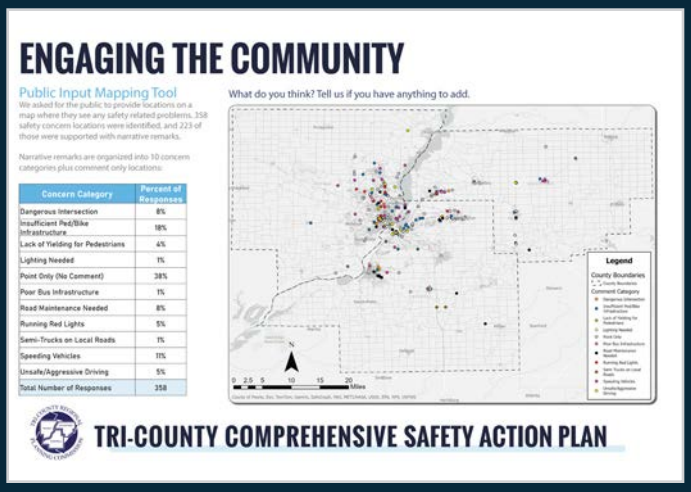
Photographs of the event are shown below and images of the presentation boards are shown on the following pages.

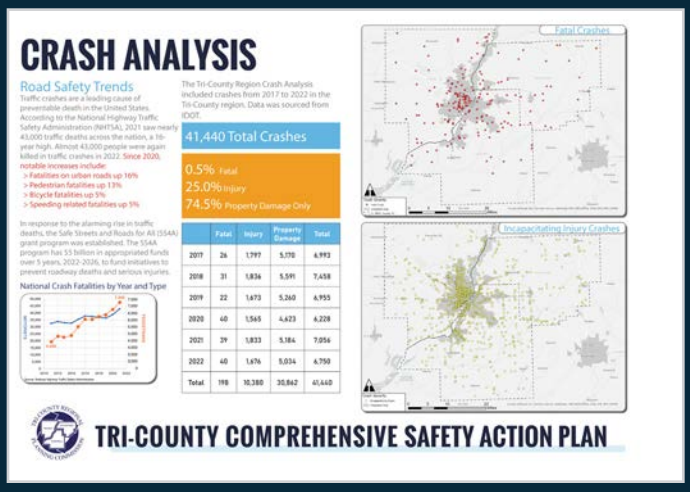




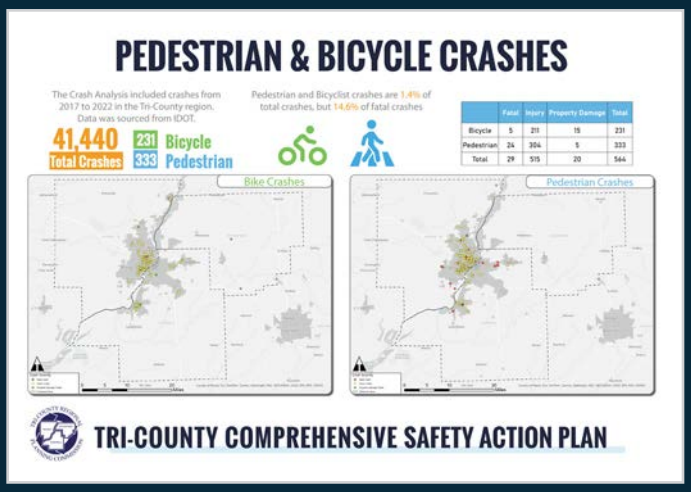
OPEN HOUSE #1 BOARDS

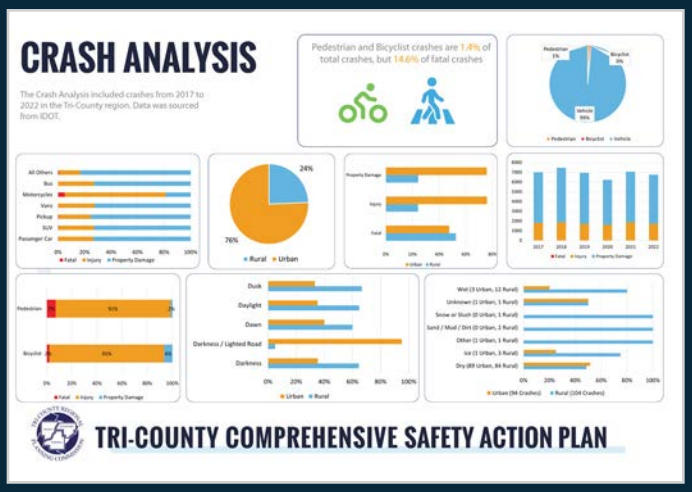


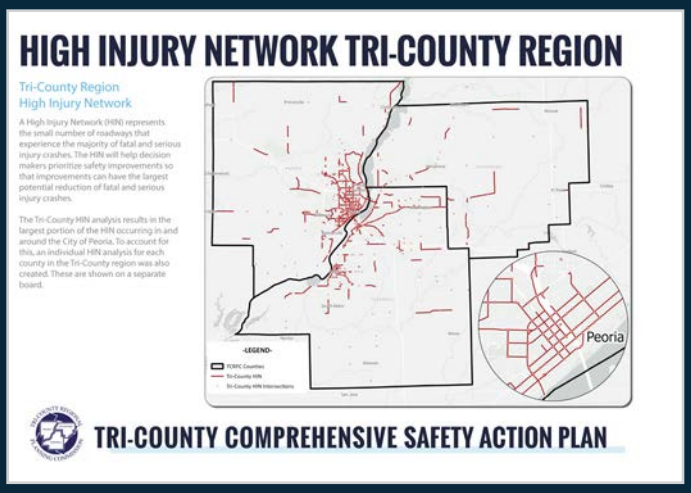


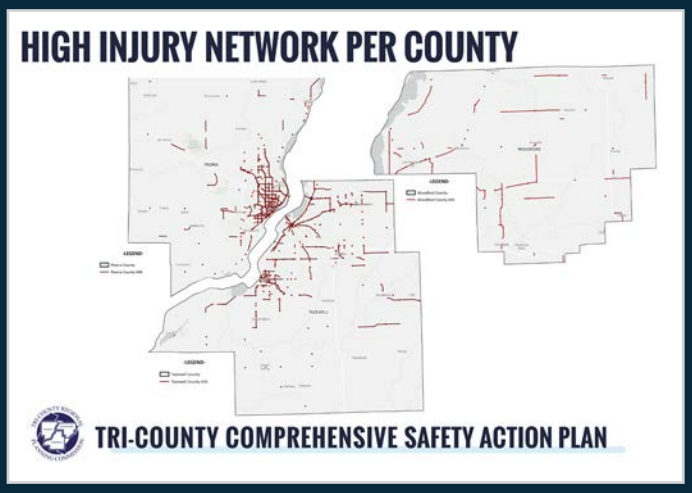


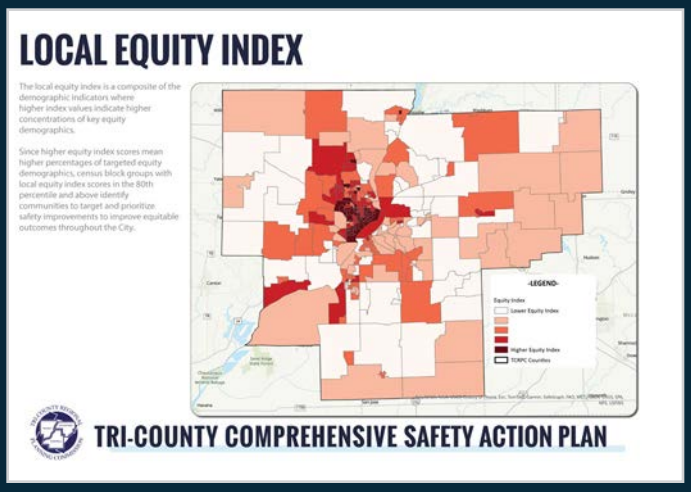
OPEN HOUSE #1 BOARDS











OPEN HOUSE #2

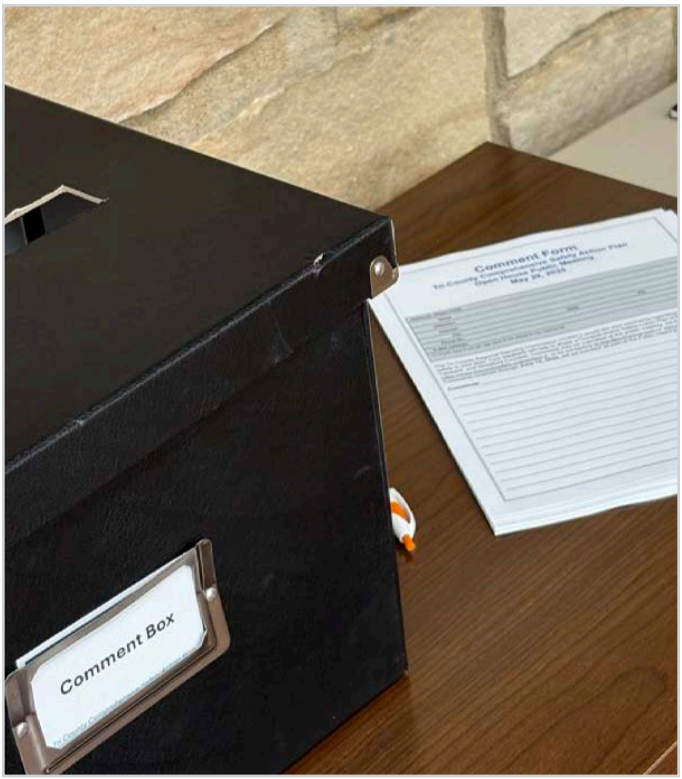
This event served as a critical opportunity to share finalized planning outputs with the community, gather further feedback, and build consensus around the recommended strategies to improve transportation safety throughout the region..

The second open house took place in May 2025 and focused on presenting the updated technical findings and final safety improvement recommendations. There were 21 meeting participants who signed in, in addition to a handful of other participants who did not sign in. Attendees reviewed the high injury network and risk analysis that identified priority locations for safety interventions.

The meeting showcased policy recommendations and safety concepts drawn from a curated safety toolkit of proven Safety Countermeasures. The project prioritization process was also explained, leading into detailed presentations of the lists of identified priority projects.

No formal comments were submitted during the meeting, however project team members had many productive conversations with attendees and received overwhelmingly positive feedback from the public.

Photographs of the event are shown below and images of the presentation boards are shown on the following pages.



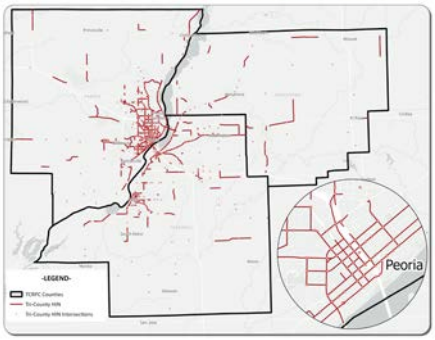
OPEN HOUSE #2 BOARDS

HIGH INJURY NETWORK TRI-COUNTY REGION

Tri-County Region
High Injury Network

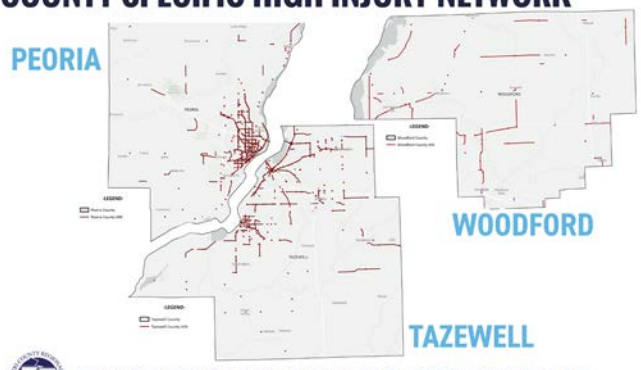
A ***High Injury Network (HIN)*** represents the small number of roadways that experience the ***majority of fatal and serious injury crashes.*** The HIN will help decision makers prioritize safety improvements so that improvements can have the largest potential reduction of fatal and serious injury crashes.

The Tri-County HIN analysis results in the largest portion of the HIN occurring in and around the City of Peoria. To account for this, an individual HIN analysis for each county in the Tri-County region was also created. These are shown on a separate board.



TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

COUNTY SPECIFIC HIGH INJURY NETWORK



TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

POLICY RECOMMENDATIONS

Process Overview

Existing Policy Assessment
- Questionnaire sent to 17 Technical Committee jurisdictions
- 7 jurisdictions responded
- Results presented to TCRPC and Steering Committee
- Challenges and further desired needs for safety improvements were identified

Emphasis Areas Identified
- Topics of existing policies grouped into 7 Emphasis Areas
  - → ADA Compliance
  - → Complete Streets
  - → Data-based Decision-making
  - → Safe Routes to School
  - → Vehicular Speeds
  - → Public Educational Campaigns
  - → Vision Zero

Resources for Emphasis Areas
- General information to support and guide implementation

Recommendations
- Analysis of policies and processes from jurisdiction responses
- Steering Committee collaboration
- Best practices review

Policy Recommendations

No.	Emphasis Area	Recommendation	Responsible Party	Safe System Approach Element
1	Complete Streets	Develop guidance for navigating multi-jurisdictional landscapes within communities.	TCRPC	Safer Roads
2	Data-based Decision-making	Develop guidance for navigating multi-jurisdictional landscapes within communities.	TCRPC	Safer Speeds, Safer Roads, Safer People
3	Data-based Decision-making	Host Equitable Target Area (ETA) and High Injury Network (HIN) information on the TCRPC website.	TCRPC	Safer People
4	Data-based Decision-making	Enhance the Long-Range Transportation Plan (LRTP) to better incorporate equity elements.	TCRPC	Safer People
5	Safe Routes to School (SRTS)	Establish Safe Routes to School (SRTS) programs.	Members	Safer Speeds, Safer Roads, Safer People
6	Vehicular Speeds	Partner with law enforcement agencies to implement targeted enforcement efforts.	Members/TCRPC	Safer Speeds
7	Public Educational Campaigns	Utilize transportation educational campaign materials available from IDOT.	Members/TCRPC	Safer People

TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

RISK ANALYSIS

Systematic Safety Analysis

Systemic interventions are based on the identified risk factors and the associated KSI crash types.

Killed or Serious Injury: KSI crashes are any crash that results in a fatal or serious injury.

Risk Factors: roadway characteristic or other contextual feature that increases risk of a KSI crash; risk factors are rates based on the percentage of KSI crashes and the amount of roadway with a particular characteristic.

High-Risk Roadway Feature: roadway features with a risk factor greater than one are considered high-risk roadway features.

Risk: exposure to a crash that results in a fatal or serious injury.

Risk Index: a composite index that combines includes all high-risk roadway features in a single index score that can be mapped and visualized to assess overall risk throughout the network.

High Risk Feature - Risk Index Scoring

Characteristic	High-Risk Feature	Risk Factor	Percent of Crashes	Confidence	Risk Index
Functional Class	Major Collector	1.3	16.5%	3.5%	0.5
	Freeway/Expressway	1.0	1.1%	0.7%	0.5
	Interstate	1.4	18.9%	7.7%	0.5
	Minor Arterial	4.0	30.2%	22.6%	1
	Principal Arterial	8.1	24.4%	21.3%	1
Jurisdiction Type	Illinois Division of Highways	3.8	50.5%	37.2%	1
Number of Lanes	More than 4 Lanes	2.8	1.1%	0.7%	0.5
	1 Lane	3.1	5.0%	3.3%	0.5
	4 Lanes	3.9	21.8%	15.6%	1
	3 Lanes	8.5	2.1%	1.9%	0.5
	More than 12 Ft.	1.9	16.7%	7.9%	0.5
Lane Width	11 Ft.	2.2	17.2%	9.4%	0.5
	12 Ft.	3.9	40.7%	30.3%	1
Area Type	Urban	1.8	62.9%	27.8%	1
Multimodal	Multimodal Location	1.3	41.2%	8.3%	1
Equity	Disadvantaged Community	2.3	29.8%	16.4%	1

Regional Risk Index

TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

SAFETY TOOLKIT

Proven Safety Strategies

The Safety Toolkit provides a collection of proven safety strategies aimed at reducing traffic fatalities and serious injuries. These strategies are based on the Safe System Approach, emphasizing that while human errors are inevitable, transportation infrastructure should minimize the risk and severity of crashes. The toolkit draws from national best practices endorsed by agencies like the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA).

The Safety Toolkit provides safety countermeasures intended for location-specific implementations as well as systemic applications. The Safety Toolkit includes key information for each proven safety countermeasure such as expected safety benefits, applicable locations, important design considerations, and cost estimates.

COST ESTIMATES PER UNIT

$ Less than $100k
$$ $100k - $500k
$$$ $500k - $1M
$$$$ $1M+

Safety Countermeasure	Safety Benefits	Cost
Automated Enforcement	20% fatal & injury crashes	$
Bicycle Lanes (On Road)	49% all crashes	$-$$$
Corridor Access Management	25% fatal & injury crashes along urban/suburban arterials	$$$
Crosswalk Enhancements	25% ped crashes	$
Curb Extensions	Increase ped visibility, reduce ped/veh crossing distance	$$
Curve Improvements	30% fatal & injury crashes	$-$$$$
Dedicated Turn Lanes	48% all crashes; 46% turn lane crashes; 63% fatal & injury crashes (right turn lanes)	$$$
Dilemma Zone Detection	Effective at reducing red-light running and rear end crashes	$
Dynamic Speed Monitoring Systems	Effective at reducing vehicle speeds, improving driver awareness, and preventing red-light running behaviors	$
Enhanced Delineation	Effective at alerting drivers to oncoming curves and reducing run off roadway crashes	$
High Friction Surface Treatments	43% reduction in fatal crashes at intersections; 49% reduction in injury crashes at curves	$
Improved Right Turn Angle	70% reduction in right-turn crashes at intersections	$$
Intersection Conflict Warning Systems	30% reduction in intersection crashes	$$
Leading Pedestrian Intervals	13% reduction in pedestrian crashes	$
Medians	46% fatal & injury reduction in pedestrian crashes	$$$
Pedestrian Hybrid Beacon (PHB)	29% reduction in fatal crashes; 55% reduction in pedestrian crashes	$$
Pedestrian Refuge Island	56% reduction in pedestrian crashes	$
Permissive/Protected Left Turns	58% reduction in left turn crashes at intersections	$
Rectangular Rapid Flashing Beacon (RRFB)	47% reduction in pedestrian crashes	$
Reduced Left-Turn Conflict Intersections	63% reduction in fatal and injury crashes	$$$
Retroreflective Backplates	15% reduction in total crashes	$
Road Diets	19%-47% reduction in fatal and injury crashes	$$$
Road Safety Audits	Effective at identifying and mitigating roadway hazards	$
Roadway Lighting	30%-50% reduction in total crashes at night	$$
Roundabouts	70%-82% reduction in fatal and injury crashes	$$$
Rumble Strips	29%-51% reduction in run of road or cross crashes (shoulder); 45-66% reduction in sideswipe crashes (centerline)	$
Shared Use Paths	69% reduction in non-motorist crashes	$$$
Signage	Effective at alerting drivers to oncoming hazards and reducing crashes	$
Systemic Application of Stop Intersections	18% reduction in fatal and injury crashes	$
Vertical Deflections	39%-93% reduction in total crashes	$
Walkways	65%-89% reduction in pedestrian crashes	$$
Yellow Change Intervals	13% reduction in injury crashes	$

TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

SAFETY TOOLKIT: COUNTERMEASURE EXAMPLES

SIGNALS

Rectangular Rapid Flashing Beacon (RRFB)

Pedestrian Hybrid Beacon

SIGNAL PROGRAMMING & EQUIPMENT

Permissive to Protected Left Turn
Yellow Change Intervals
Retroreflective Backplates

Leading Pedestrian Interval

MULTIMODAL FACILITIES

Walkways

Shared Use Path

Bicycle Lanes

TECHNOLOGY

Dilemma Zone Detection
Automated Enforcement
Intersection Conflict Warning System

Dynamic Speed Monitoring Display

GEOMETRIC DESIGN

Improved Right Turn Angle
Pedestrian Refuge Island
Vertical Deflections
Road Diet
Curb Extensions
Dedicated Left- and Right-Turn Lanes at Intersections

Curve Improvements

Median

Roundabouts

SIGNING & STRIPING

Signage
Enhanced Delineation

Crosswalk Enhancements

PAVEMENT & LIGHTING

High Friction Surface Treatments
Roadway Lighting

Rumble Strips

POLICY & MANAGEMENT

Corridor Access Management

TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

OPEN HOUSE #2 BOARDS

PROJECT PRIORITIZATION PROCESS

1. Review HIN networks for individual counties and entire region.
2. Collect GIS data for priority criteria.
3. Map HIN and priority criteria data.
4. Data analyzed to determine if projects meet each prioritization criteria.
5. Award points to projects for each criterion according to 4-part scoring system.
6. Calculate the total score for each project as the sum of all criteria points.
7. Organize projects and scores into final summary tables.
8. Compile final prioritized project list with descriptions and maps.

Category & Percentage Points		Score Assignments			
	SAFETY 40%	40 Standardized Safety Index greater than 1	30 Standardized Safety Index between 0 and 1	20 Standardized Safety Index between 1 and 0	10 Standardized Safety Index less than -1
	VULNERABLE ROAD USERS 15%	15 Segment is an IDOT VRU High-Priority Tier	10 Segment is an IDOT VRU Medium-Priority Tier	5 Segment is an IDOT VRU Low-Priority Tier	0 Segment is not identified as an IDOT VRU priority tier
	PUBLIC CONCERNS 10%	15 Two or more public comments identified at segment location	-	7.5 One public comment identified at segment location	0 No public comments identified at segment location
	LAND USE 10%	10 Location is within 0.25 miles of critical land use	-	-	0 Location is not within 0.25 miles of critical land use
	EQUITY 10%	10 Location is within a census tract with >20% Poverty Rate	-	-	0 Location is not within a census tract with >20% Poverty Rate
	SUPPORTS EXISTING PLANS 15%	10 Segment is identified in an existing plan	-	5 Segment is identified in an existing plan as an "illustrative" project	0 Segment is not identified in any existing plans

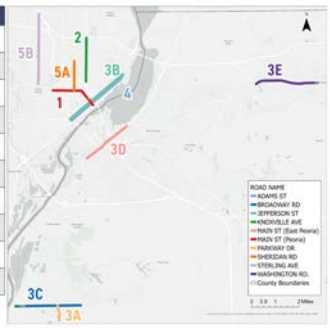
TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

TRI-COUNTY REGION PRIORITY PROJECTS

Tri-County Prioritized Corridors

Rank	Total Score	County Name	Jurisdiction	Road Name	Begin	End	Length (Miles)
1	85	PEORIA	City of Peoria	MAIN ST	Farmington Rd	NE Water Street	1.98
2	82.5	PEORIA	IDOT	KNOXVILLE AVE	War Memorial Drive	I-74	1.97
3A	75	TAZEWELL	Pekin	PARKWAY DR	Broadway	Court Street	0.65
3B	75	PEORIA	IDOT/Peoria	JEFFERSON AVE	Van Buren St	MacArthur Hwy	2.92
3C	75	TAZEWELL	Pekin	BROADWAY RD	Veterans Drive	S 3rd Ave	1.82
3D	75	TAZEWELL	IDOT	MAIN St (US24/150)	Wesley Road	Blackjack Blvd	2.77
3E	75	TAZEWELL	IDOT	WASHINGTON RD, (IRUS24)	Main St	McClugage Rd	2.66
4	72.5	PEORIA	IDOT/Peoria	ADAMS ST	Van Buren St	MacArthur Hwy	2.92
5A	70	PEORIA	City of Peoria	SHERIDAN RD	W McClure Ave	Main St	1.25
5B	70	PEORIA	Peoria/West Peoria	STERLING AVE	W Farmington Rd	War Memorial Drive	2.97

Tri-County Prioritized Corridors



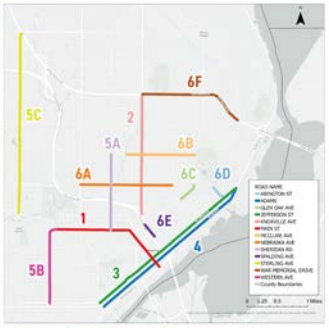
TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

PEORIA COUNTY PRIORITY PROJECTS

Peoria County Prioritized Corridors

Rank	Total Score	Municipality	Jurisdiction	Road Name	Begin	End	Length (Miles)
1	85	Peoria	City of Peoria	MAIN	Farmington Rd	NE Water Street	1.98
2	82.5	Peoria	IDOT	KNOXVILLE AVE	War Memorial Drive	I-74/Pennsylvania Ave	1.97
3	75	Peoria	IDOT/Peoria	JEFFERSON ST	Van Buren St	MacArthur Hwy	2.92
4	72.5	Peoria	IDOT/Peoria	ADAMS	Van Buren St	MacArthur Hwy	2.93
5A	70	Peoria	City of Peoria	SHERIDAN RD	W McClure Ave	Main St	1.25
5B	70	Peoria	IDOT	WESTERN AVE	Main St	Lincoln Ave (IL116)	1.29
5C	70	Peoria	Peoria/West Peoria	STERLING AVE	W Farmington Rd	War Memorial Drive	2.97
6A	65	Peoria	City of Peoria	NEBRASKA AVE	N University Ave	N Wisconsin Ave	1.51
6B	65	Peoria	City of Peoria	MCCLURE AVE	N Prospect Rd	North Street	1.12
6C	65	Peoria	City of Peoria	GLEN OAK AVE	Spring St	E Nebraska Ave	0.32
6D	65	Peoria	City of Peoria	ABINGTON ST	NE Perry Ave	NE Jefferson St	0.26
6E	65	Peoria	City of Peoria	SPALDING AVE	I-74/Pennsylvania Ave	NE Perry Ave	0.25
6F	65	Peoria	IDOT	WAR MEMORIAL DR	Knoxville Ave	E Harvard Ave	1.77

Peoria County Prioritized Corridors



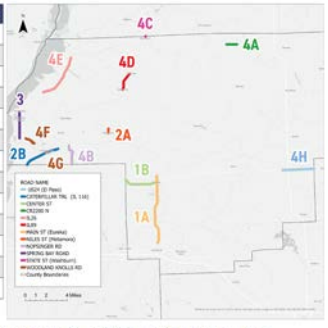
TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

WOODFORD COUNTY PRIORITY PROJECTS

Woodford County Prioritized Corridors

Rank	Total Score	Municipality	Jurisdiction	Road Name	Begin	End	Length (Miles)
1A	57.5	Eureka	IDOT	MAIN ST (IL117)	Timberline Road	Prairie Ridge Court	6.58
1B	57.5	Eureka	IDOT	CENTER ST (US24)	Major St	County Line	3.25
2A	47.5	Metamora	IDOT	NILES ST (IL89)	N Wiedman St	IL116	0.64
2B	47.5	Germantown Hills	IDOT	Caterpillar Trl (IL 116)	Arbor Vista Drive	N Hoppe Ln	3.41
3	45	Spring Bay	IDOT	Spring Bay Road (IL24)	W Missouri St	Santa Fe Trail	2.54
4A	40	N/A	Woodford County	CR2200 N	CR 2200 E	IL117	1.00
4B	40	N/A	Township	Nofsinger Rd	IL116	Tazewood Rd	2.00
4C	40	Washburn	IDOT	STATE ST (IL89)	Madison St	N Jefferson St	0.26
4D	40	N/A	IDOT	IL89	Clark St (Low-point)	Main St (Ca-zenovia)	1.75
4E	40	N/A	IDOT	IL24	Lourdes Road	Bricktown Road	4.50
4F	40	Germantown Hills	GH	WOODLAND KNOLLS RD	IL116	Jubilee Lane	0.07
4G	40	N/A	Township	WOODLAND KNOLLS RD	Upper Spring Bay Road	N Paradise Drive	1.05
4H	40	El Paso	IDOT	US24 (El Paso)	I-39	N 1500 E Road (County Line)	3.03

Woodford County Prioritized Corridors



TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

WOODFORD COUNTY PRIORITY PROJECTS

Woodford County Prioritized Corridors

Rank	Total Score	Municipality	Jurisdiction	Road Name	Begin	End	Length (Miles)
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2B	47.5	Germantown Hills	IDOT	Caterpillar Trl (IL 116)	Arbor Vista Drive	N Hoppe Ln	3.41
3	45	Spring Bay	IDOT	Spring Bay Road (IL24)	W Missouri St	Santa Fe Trail	2.54
4A	40	N/A	Woodford County	CR2200 N	CR 2200 E	IL117	1.00
4B	40	N/A	Township	Nofsinger Rd	IL116	Tazewood Rd	2.00
4C	40	Washburn	IDOT	STATE ST (IL89)	Madison St	N Jefferson St	0.26
4D	40	N/A	IDOT	IL89	Clark St (Low-point)	Main St (Ca-zenovia)	1.75
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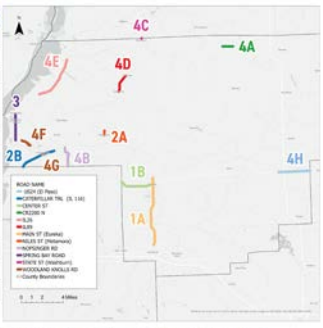
4H	40	El Paso	IDOT	US24 (El Paso)	I-39	N 1500 E Road (County Line)	3.03

Woodford County Prioritized Corridors



TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

VISION ZERO & CERTIFICATION CHECKLIST

What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

Vision Zero is a vision for zero traffic-related deaths and severe injuries based on the premise that people make mistakes, but mistakes should not be fatal. Its emphasis includes design solutions that account for human error and awareness to improve human behavior. Reducing fatal and serious injury crashes is the primary focus for the plan.

The TCRPC Comprehensive Safety Action Plan is one step the region is taking to reach Vision Zero. The Safety Action Plan combines data-driven decision-making with public input to prioritize safety improvements, programs, and policies that bring to life the region's vision for zero traffic deaths and severe injuries.

Policies and Practices

Vision Zero takes more than just lowering speed limits or constructing bike lanes. There are a variety of policies and practices that can help make the Tri-County region roads safer and more enjoyable places for everyone in the community.

Self-Certification Eligibility Worksheet

A Safety Action Plan is eligible for SS4A grant funding if the plan meets the following two conditions:

Condition 1
Meet All 3 Requirements
- Safety Analysis
- Strategy and Project Selections
- Action Plan Date

Condition 2
Meet 3 of 5 Requirements
- Leadership Commitment & Goal Setting
- Planning Structure
- Engagement and Collaboration
- Policy and Process Changes
- Progress and Transparency

TRADITIONAL APPROACH		VISION ZERO
Traffic deaths are **INEVITABLE**		Traffic deaths are **PREVENTABLE**
PERFECT human behavior		Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**	VS	Prevent **FATAL & SEVERE CRASHES**
INDIVIDUAL responsibility		**SYSTEMS** approach
Saving lives is **EXPENSIVE**		Saving lives is **NOT EXPENSIVE**

TRI-COUNTY COMPREHENSIVE SAFETY ACTION PLAN

APPENDIX B

Tri-County
COMPREHENSIVE SAFETY ACTION PLAN
SAFETY TOOLKIT

Strategies to reduce crashes and keep our communities safe

Sources: U.S. Department of Transportation Federal Highway Administration, National Highway Traffic Safety Administration, NACTO, Caltrans

Introduction

Ensuring safety within local transportation systems is paramount for the well-being of all road users, including cyclists, drivers, and pedestrians. The Tri-County Safety Toolkit provides a menu of potential safety countermeasures that can be implemented to enhance transportation safety for all road users. This guide highlights the importance of targeted interventions to address specific safety challenges and reduce risks effectively. Implementing evidence-based countermeasures can significantly improve the safety of transportation networks, fostering a more secure environment for everyone in the community. The Toolkit provides key information for each safety countermeasure including the purpose and a description of the treatment, locations where the countermeasure is appropriate, safety benefits, secondary benefits, cost estimate, and targeted primary users.

Legend

COST

$ Less than $100k

$$ $100k - $500k

$$$ $500k - $1M

$$$$ $1M+

PRIMARY USER

Vehicle

Bicycle

Pedestrian

SECONDARY BENEFITS

Secondary benefits described for each countermeasure highlight potential benefits thay may be realized upon implementation. Actual secondary benefits are location, context, and project dependent.

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Increase Business
- ☑ Enhanced Sense of Safety
- ☑ Improve Aesthetics
- ☑ Increase Property Values
- ☑ Increase Foot Traffic

TRANSIT IMPACT

- ☑ Safer Access to Transit
- ☑ Better Accessibility
- ☑ Better Connectivity
- ☑ Enhanced Transit Vehicle Mobility

SPEED MANAGEMENT

- ☑ Smooth Traffic Flow
- ☑ Traffic Calming
- ☑ Encourage Compliance
- ☑ Improve Driver Awareness
- ☑ Reduce Turning Speed

Table of Contents

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

PURPOSE

This systemic approach to intersection safety involves deploying a package of multiple low-cost countermeasures, including enhanced signing and pavement markings, at a large number of stop-controlled intersections within a jurisdiction. These countermeasures increase driver awareness and recognition of the intersections and potential conflicts.

There are several benefits to systemically applying multiple low-cost countermeasures at stop-controlled intersections, including:

- Resources are maximized because the treatments are low cost.
- A high number of intersections can receive treatment.
- Improvements are highly cost-effective, with an average benefit-cost ratio of 12:1, even assuming a conservative 3-year service life.

DESCRIPTION

On the Through Approach:

- Doubled-up (left and right), oversized advance intersection warning signs, with supplemental street name plaques (can also include flashing beacon).
- Retroreflective sheeting on sign posts.
- Enhanced pavement markings that delineate through lane edge lines.

On the Stop Approach:

- Doubled-up (left and right), oversized advance ”Stop Ahead“ intersection warning signs (can also include flashing beacon).
- Doubled-up (left and right), oversized Stop signs.
- Retroreflective sheeting on sign posts.
- Properly placed stop bar.
- Removal of vegetation, parking, or obstructions that limit sight distance.
- Double arrow warning sign at stem of T-intersections.

APPLICABLE LOCATIONS

Stop-controlled intersections.

SAFETY BENEFITS

10% reduction of fatal and injury crashes at all locations/types/areas.

15% reduction of nighttime crashes at all locations/types/areas.

27% reduction of fatal and injury crashes at rural intersections.

19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

☑ Increase Business

TRANSIT IMPACT

☑ Safer Access to Transit

**$**$$$

More information

Reduced Left-Turn Conflict Intersections

PURPOSE

These intersections simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle.

DESCRIPTION

Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur.

The Restricted Crossing U-Turn (RCUT) intersection, also known as a J-Turn, Superstreet, or Reduced Conflict Intersection (RCI), modifies the direct left-turn and through movements from side-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location—either signalized or unsignalized—to continue in the desired direction.

The Median U-Turn (MUT) intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection.

$$$$

More information

APPLICABLE LOCATIONS

The RCUT is suitable for and adaptable to a wide variety of circumstances, ranging from isolated rural, high-speed locations to urban and suburban high-volume, multimodal corridors. It is a competitive and less costly alternative to constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.

The MUT is an excellent choice for intersections with heavy through traffic and moderate left-turn volumes.

SAFETY BENEFITS

Studies have shown that installing an RCUT can result in a 30% increase in throughput and a 40% reduction in network intersection travel time.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhanced Sense of Safety
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Traffic Calming

TRANSIT IMPACT

- ☑ Safer Access to Transit
- ☑ Better Accessibility

Dedicated Left- and Right-Turn Lanes at Intersections

PURPOSE

Turn lanes can be designed to provide for deceleration prior to a turn, as well as for storage of vehicles that are stopped and waiting for the opportunity to complete a turn.

DESCRIPTION

Auxiliary turn lanes—either for left turns or right turns—provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections.

APPLICABLE LOCATIONS

While turn lanes provide measurable safety and operational benefits at many types of intersections, they are particularly helpful at two-way stop-controlled intersections. Crashes occurring at these intersections are often related to turning maneuvers. Installing left-turn lanes and/or right-turn lanes should be considered for the major road approaches for improving safety at both three- and four-leg intersections with stop control on the minor road, where significant turning volumes exist, or where there is a history of turn-related crashes.

Pedestrian and bicyclist safety and convenience should also be considered when adding turn lanes at an intersection. Specifically, offset left- and right-turn lanes will lengthen crossing distances for pedestrians.

SAFETY BENEFITS

Left-Turn Lanes saw a 28-48% reduction in total crashes. Right-Turn Lanes saw a 14-26% reduction in total crashes.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhanced Sense of Safety
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Traffic Calming

TRANSIT IMPACT

- ☑ Enhanced Transit Vehicle Mobility

**$$$**$

More information

Roundabouts

PURPOSE

Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

DESCRIPTION

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic.

APPLICABLE LOCATIONS

Roundabouts can be implemented in both urban and rural areas under a wide range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

SAFETY BENEFITS

Roundabouts are not only a safer type of intersection; they are also efficient at keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Improve Aesthetics
- ☑ Enhanced Sense of Safety
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Traffic Calming

$$$$

More information

Improved Right Turn Angles

PURPOSE

Improving the right turn angle at intersections aims to enhance safety and efficiency for vehicles making right turns. By optimizing the turn angle, drivers can maintain better control and visibility, reducing the likelihood of collisions and near-misses with other vehicles, pedestrians, and cyclists.

DESCRIPTION

Improving the right turn angle involves redesigning the intersection geometry to create a sharper, more perpendicular right turn rather than a sweeping, high-speed turn. This can be achieved by adjusting the curb radius, implementing curb extensions, or adding channelization islands. The goal is to reduce the speed of turning vehicles, improve sightlines, and encourage drivers to make safer, more deliberate turns.

APPLICABLE LOCATIONS

Enhanced right turn angles are beneficial at:

- Urban intersections: Where pedestrian and bicycle activity is high, and slower vehicle speeds improve safety.
- Suburban and rural intersections: Where right turn speeds are typically higher, increasing the risk of run-off-road crashes.
- High-crash intersections: Locations with a history of right-turn-related collisions.

SAFETY BENEFITS

Improving the right turn angle can significantly reduce crash rates at intersections. Sharper turn angles force drivers to slow down, improving reaction times and reducing the severity of collisions. Enhanced turn geometry also improves sightlines, making it easier for drivers to see oncoming traffic, pedestrians, and cyclists. Research indicates that improving the right turn angle can reduce right-turn-related crashes by up to 50%.

SECONDARY BENEFITS

SPEED MANAGEMENT

☑ Reduce Turning Speed

TRANSIT IMPACT

☑ Safer Access to Transit

**$$**$$

More information

Automated Enforcement

PURPOSE

Agencies can use speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding.

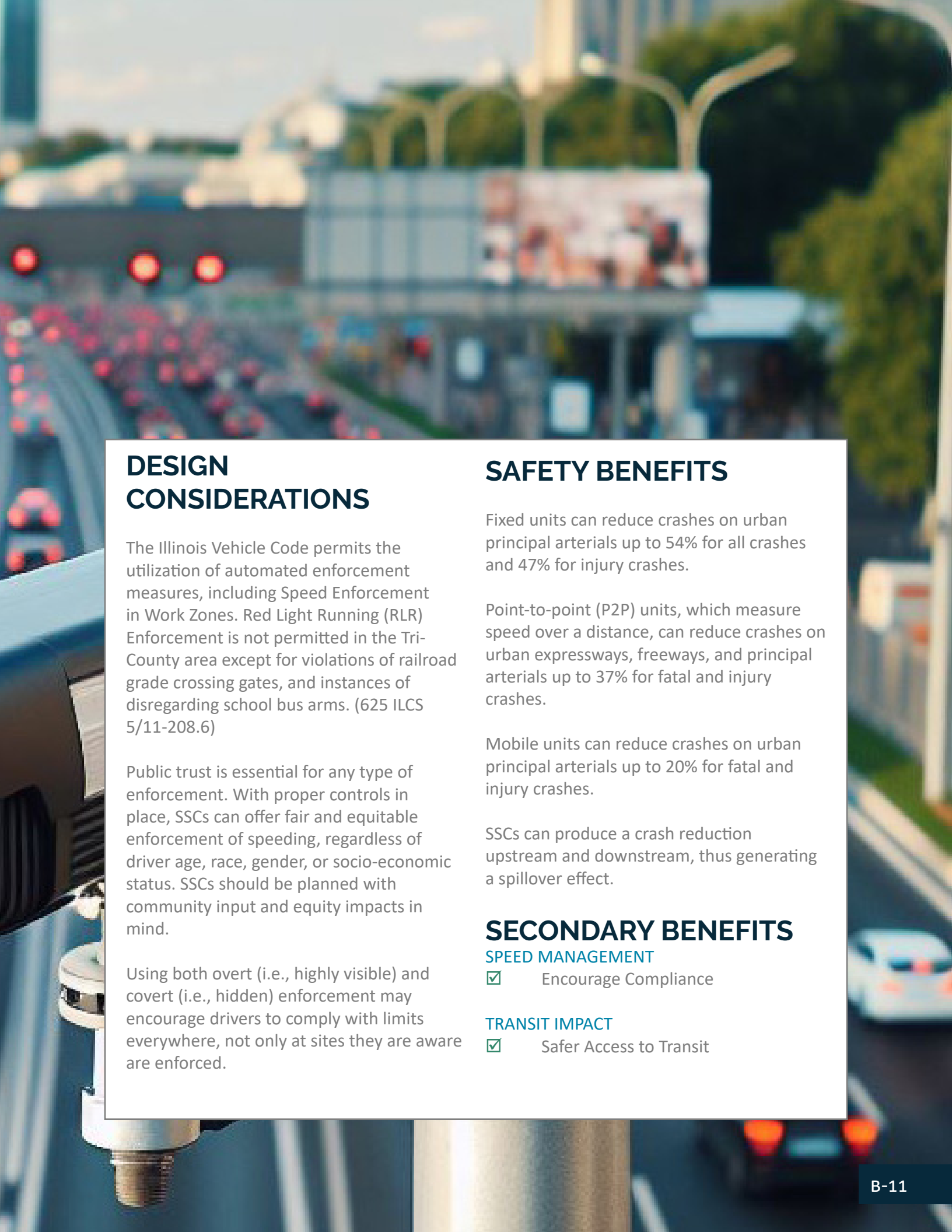
DESCRIPTION

SSCs use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold.

APPLICABLE LOCATIONS

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists).

**$**$$$



DESIGN CONSIDERATIONS

The Illinois Vehicle Code permits the utilization of automated enforcement measures, including Speed Enforcement in Work Zones. Red Light Running (RLR) Enforcement is not permitted in the Tri-County area except for violations of railroad grade crossing gates, and instances of disregarding school bus arms. (625 ILCS 5/11-208.6)

Public trust is essential for any type of enforcement. With proper controls in place, SSCs can offer fair and equitable enforcement of speeding, regardless of driver age, race, gender, or socio-economic status. SSCs should be planned with community input and equity impacts in mind.

Using both overt (i.e., highly visible) and covert (i.e., hidden) enforcement may encourage drivers to comply with limits everywhere, not only at sites they are aware are enforced.

SAFETY BENEFITS

Fixed units can reduce crashes on urban principal arterials up to 54% for all crashes and 47% for injury crashes.

Point-to-point (P2P) units, which measure speed over a distance, can reduce crashes on urban expressways, freeways, and principal arterials up to 37% for fatal and injury crashes.

Mobile units can reduce crashes on urban principal arterials up to 20% for fatal and injury crashes.

SSCs can produce a crash reduction upstream and downstream, thus generating a spillover effect.

SECONDARY BENEFITS

SPEED MANAGEMENT

☑ Encourage Compliance

TRANSIT IMPACT

☑ Safer Access to Transit

Dilemma Zone Detection

PURPOSE

The dilemma zone, where drivers may be unsure whether to stop or proceed during a yellow traffic signal, can significantly increase the risk of accidents at signalized intersections. This uncertainty can lead to rear-end collisions, red-light running, and other types of intersection-related crashes.

Dilemma Zone Detection systems are designed to enhance driver decision-making and improve safety by detecting vehicles approaching an intersection and adjusting the signal timing to mitigate the risks associated with the dilemma zone.

DESCRIPTION

Dilemma Zone Detection systems use advanced sensor technology, such as radar or inductive loop detectors, to monitor vehicle speed and location as they approach an intersection. When a vehicle is detected within the dilemma zone, the system can extend the green signal phase or provide an early warning to drivers about an impending signal change.

This proactive approach helps reduce the occurrence of abrupt stops or dangerous accelerations.

APPLICABLE LOCATIONS

Dilemma Zone Detection systems are particularly effective at intersections with high-speed approaches, typically where speed limits exceed 35 miles per hour.

They are also useful in areas with a high incidence of red-light running or where the timing of traffic signals has been identified as a contributing factor to crashes. Transportation agencies should assess the specific traffic conditions and crash history at each intersection to determine the suitability of Dilemma Zone Detection systems.

SAFETY BENEFITS

Dilemma Zone Detection systems can reduce red-light running and rear-end collisions by up to 39%. They also improve overall intersection safety by optimizing signal timing to account for the varying speeds and behaviors of approaching vehicles.

SECONDARY BENEFITS

SPEED MANAGEMENT

☑ Smooth Traffic Flow

☑ Encourage Compliance

**$**$$$

More information

Permissive to Protected Left Turns

PURPOSE

Permissive left turns, where drivers must yield to oncoming traffic and pedestrians, can create safety concerns due to the complexity and judgment required by drivers. Converting permissive left turns to protected left turns, where left-turn movements have a dedicated signal phase without conflicting traffic or pedestrian movements, can enhance safety and reduce collision risks.

DESCRIPTION

Protected left turn phases are implemented through dedicated signal displays, such as a green arrow, indicating that left-turning vehicles have the exclusive right of way. This approach eliminates conflicts with oncoming vehicles and crossing pedestrians during the left-turn movement, thereby reducing the likelihood of crashes.

APPLICABLE LOCATIONS

Protected left turns are particularly beneficial at intersections with high traffic volumes, frequent left-turning movements, or a history of left-turn-related collisions. They are also effective in areas with complex intersection geometries or significant pedestrian activity. Transportation agencies should evaluate traffic conditions, collision history, and intersection layout to determine the need for protected left-turn phases.

SAFETY BENEFITS

Protected left turn phases can significantly reduce the risk of collisions involving left-turning vehicles. Research indicates that converting permissive left turns to protected left turns can reduce left-turn crashes by approximately 50% and improve overall intersection safety.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhanced Sense of Safety
- ☑ Increase Business

$$$$

More information

Dynamic Speed Monitoring Displays

PURPOSE

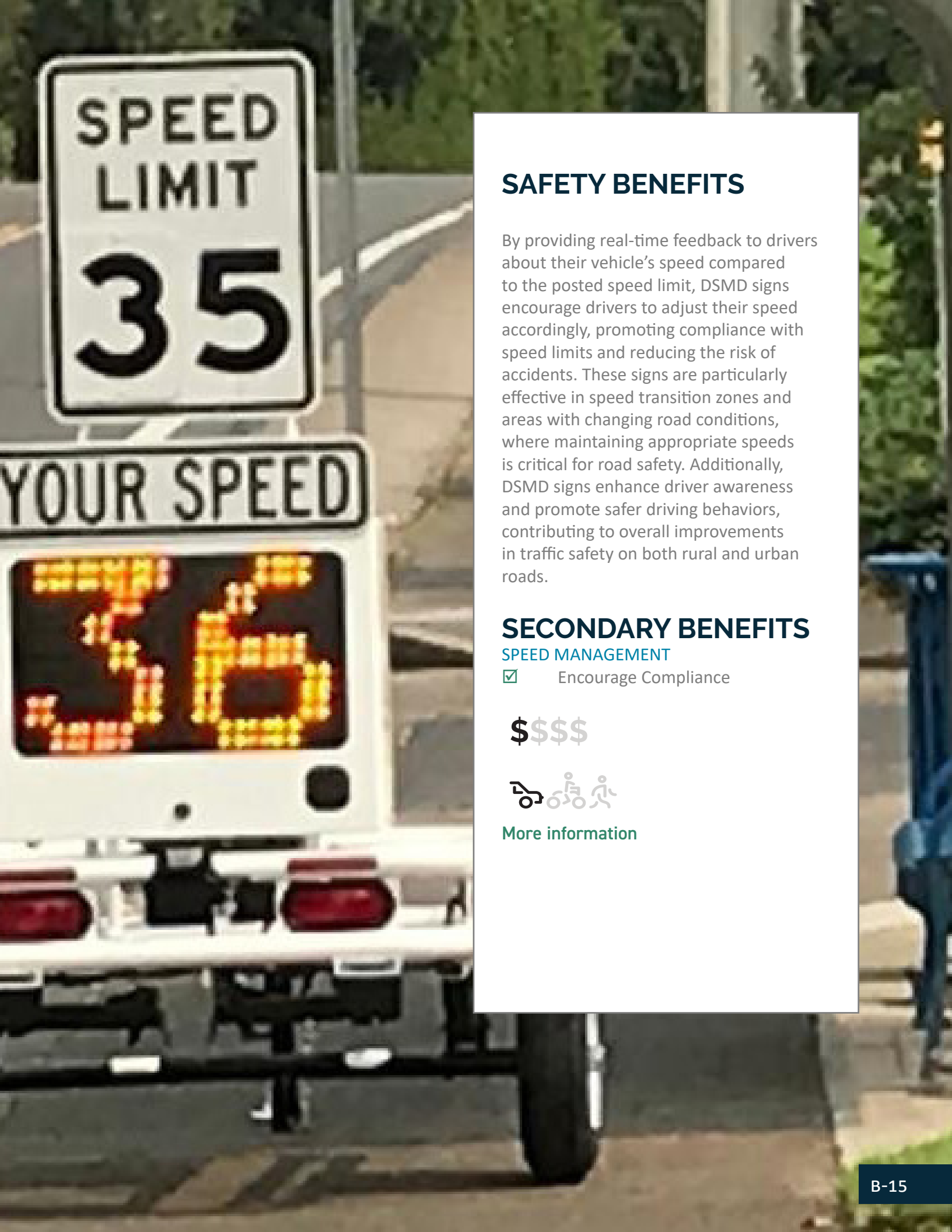
Dynamic Speed Monitoring Display (DSMD) signs actively manage vehicle speeds through real-time feedback to drivers. By measuring the speed of approaching vehicles and displaying this information on dynamic message displays, DSMD signs encourage drivers to adjust their speed to comply with posted speed limits, ultimately reducing the risk of accidents and improving overall traffic safety.

DESCRIPTION

DSMD signs are advanced traffic control devices that utilize Intelligent Transportation System (ITS) technology. These signs incorporate radar sensors to measure the speed of oncoming vehicles and then relay this information to drivers via dynamic message displays. Positioned alongside standard static regulatory speed limit signs, DSMD signs provide drivers with real-time feedback about their current speed compared to the posted speed limit. This interactive approach aims to encourage drivers to adhere to speed limits and promote safer driving behavior, particularly in areas where speed limits change, such as speed reduction transition zones. Dynamic signs can be used to alert other street users of approaching transit vehicles, and to regulate turns and other movements that are prohibited when transit vehicles are approaching.

APPLICABLE LOCATIONS

DSMD signs are applicable in various locations where managing vehicle speeds is crucial for road safety. These signs are particularly effective in speed reduction transition zones, where speed limits change from higher to lower speeds, such as rural highways entering urbanized areas. Additionally, DSMD signs can be beneficial in residential neighborhoods, school zones, work zones, and areas with high pedestrian activity. They are also useful on roads with frequent speed limit changes, curves, or hazardous conditions, where maintaining appropriate speeds is essential for preventing accidents.



SAFETY BENEFITS

By providing real-time feedback to drivers about their vehicle's speed compared to the posted speed limit, DSMD signs encourage drivers to adjust their speed accordingly, promoting compliance with speed limits and reducing the risk of accidents. These signs are particularly effective in speed transition zones and areas with changing road conditions, where maintaining appropriate speeds is critical for road safety. Additionally, DSMD signs enhance driver awareness and promote safer driving behaviors, contributing to overall improvements in traffic safety on both rural and urban roads.

SECONDARY BENEFITS

SPEED MANAGEMENT

☑ Encourage Compliance

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More information

Intersection Conflict Warning Systems

PURPOSE

An Intersection Conflict Warning System (ICWS) enhances intersection safety by providing real-time alerts to drivers about potential conflicts with other vehicles. These systems are particularly useful in reducing crashes at intersections, especially where visibility is limited or where high-speed approaches are common.

DESCRIPTION

ICWS uses a combination of sensors, signs, and communication technology to monitor traffic movements and alert drivers to potential conflicts. The system detects vehicles approaching or within the intersection and activates warning signs to alert drivers of cross-traffic. The alerts can be visual (flashing lights or digital message signs) and sometimes auditory, depending on the system design. This increased awareness helps drivers make safer decisions when approaching or navigating intersections.

APPLICABLE LOCATIONS

ICWS is particularly effective at rural intersections with limited visibility, intersections with high-speed approaches, and locations with a history of angle or side-impact collisions. They are also beneficial in areas where traffic volumes are unpredictable or where traditional traffic control measures (like traffic signals) may not be feasible or sufficient.

SAFETY BENEFITS

ICWS can significantly reduce the incidence of intersection-related crashes by improving driver awareness and reaction times. Studies have shown that these systems can reduce total crashes at treated intersections by up to 30%, with notable decreases in severe crashes, such as right-angle collisions. By alerting drivers to potential conflicts, ICWS enhances decision-making and reduces the likelihood of crashes.

SECONDARY BENEFITS

SPEED MANAGEMENT

- ☑ Improved Driver Awareness
- ☑ Encourage Compliance

**$$**$$

More information

Retroreflective Backplates

PURPOSE

Backplates with retroreflective borders improve the visibility of the illuminated face of the signal. Signal heads that have backplates equipped with retroreflective borders are more visible and conspicuous in both daytime and nighttime conditions.

This treatment is recognized as a human factors enhancement of traffic signal visibility, conspicuity, and orientation for both older and color vision deficient drivers. This countermeasure is also advantageous during periods of power outages when the signals would otherwise be dark, providing a visible cue for motorists to stop at the intersection ahead.

DESCRIPTION

Backplates added to a traffic signal head introduce a controlled-contrast background. The improved visibility of a signal head with a backplate is made even more conspicuous by framing it with a 1- to 3-inch yellow retroreflective border.

APPLICABLE LOCATIONS

The most efficient means of implementing this proven safety countermeasure is to adopt it as a standard treatment for signalized intersections across a jurisdiction or State.

SAFETY BENEFITS

15% reduction in total crashes

SECONDARY BENEFITS

SPEED MANAGEMENT

- ☑ Smooth Traffic Flow
- ☑ Improved Driver Awareness

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More information

Yellow Change Intervals

PURPOSE

Since red-light running is a leading cause of severe crashes at signalized intersections, it is imperative that the yellow change interval be appropriately timed. Too brief an interval may result in drivers being unable to stop safely and cause unintentional red-light running. Too long of an interval may result in drivers treating the yellow as an extension of the green phase and invite intentional red-light running. Factors such as the speed of approaching and turning vehicles, driver perception-reaction time, vehicle deceleration, and intersection geometry should all be considered in the timing calculation.

DESCRIPTION

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and that a red will soon follow.

APPLICABLE LOCATIONS

Signalized intersections

SAFETY BENEFITS

36-50% reduction in red light running
8-14% reduction in total crashes
12% reduction in injury crashes

SECONDARY BENEFITS

SPEED MANAGEMENT

☑ Encourage Compliance

TRANSIT IMPACT

☑ Safer Access to Transit

**$**$$$

More information

Vertical Deflections

PURPOSE

Vertical deflections are traffic calming measures designed to reduce vehicle speeds and enhance safety for all road users. These measures include raised intersections, raised crosswalks, speed humps, and speed tables. Vertical deflections force drivers to slow down, thereby reducing the likelihood and severity of crashes.

DESCRIPTION

Raised Intersections: Entire intersections are elevated to the level of the sidewalk, creating a flat, raised surface that forces vehicles to slow down while also providing a safer crossing environment for pedestrians.

Raised Crosswalks: Pedestrian crossings are elevated above the roadway surface, making pedestrians more visible to drivers and encouraging vehicles to reduce speed as they approach.

Speed Humps: Rounded, raised areas placed across the roadway that reduce vehicle speeds to around 15-20 mph.

Speed Tables: Longer and flatter than speed humps, speed tables can accommodate vehicles at slightly higher speeds (25-30 mph) and are often used in conjunction with pedestrian crossings.

APPLICABLE LOCATIONS

Residential areas: To control speeds and improve safety in neighborhoods.

School zones: To protect children by slowing down traffic near schools.

Urban areas with high pedestrian activity: To enhance pedestrian safety and comfort.

Roadways with documented speeding issues: To address and mitigate speed-related safety concerns.

SAFETY BENEFITS

Vertical deflections are effective in reducing vehicle speeds, which directly contributes to improved safety. Research shows that these measures can reduce crashes by 30-50%. Specifically, speed humps can reduce speeds by approximately 20-25%, and raised crosswalks and intersections can significantly improve pedestrian safety by increasing driver awareness and reducing speeds at critical crossing points.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

☑ Improve Aesthetics
☑ Increase Business

SPEED MANAGEMENT

☑ Traffic Calming

TRANSIT IMPACT

☑ Safer Access to Transit

**$**$$$

More information


DO NOT CROSS
Wait For Your
Walk Signal
STEADY
START CROSSING
Stay Alert For
Turning Vehicles
STEADY
DO NOT START
Finish Crossing
If Already Started
FLASHING

Leading Pedestrian Intervals

PURPOSE

Leading pedestrian intervals (LPIs) allow pedestrians to better establish their presence in the crosswalk before vehicles have priority to turn right or left.

DESCRIPTION

A leading pedestrian interval gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.

APPLICABLE LOCATIONS

Several cities across the U.S. have decided to install LPIs across systems of signalized intersections to improve pedestrian safety.

Agencies prioritize the intersections in places where there are high numbers of crashes, frequent pedestrians crossing, and vulnerable populations.

They may be especially useful at one-way streets or at T-intersections.

SAFETY BENEFITS

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection

Leading pedestrian intervals can create a 13% reduction in pedestrian-vehicle crashes at intersections

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

☑ Enhanced Sense of Safety
☑ Increase Business

TRANSIT IMPACT

☑ Safer Access to Transit

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More information

Rectangular Rapid Flashing Beacons (RRFB)

PURPOSE

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian visibility and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign.

DESCRIPTION

RRFBs consist of two, rectangular- shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

APPLICABLE LOCATIONS

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multi-lane crossings with speed limits less than 40 miles per hour. Research suggests RRFBs can result in motorist yielding rates as high at 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes. RRFBs can also accompany school or trail crossing warning signs. Agencies should consult the Manual on Uniform Traffic Control Devices (MUTCD) for more information.

SAFETY BENEFITS

RRFBs can reduce crashes up to 47% for pedestrian crashes. RRFBs can increase motorist yielding rates up to 98%.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhanced Sense of Safety
- ☑ Increase Business

TRANSIT IMPACT

- ☑ Safer Access to Transit

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More information

Curb Extensions

PURPOSE

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees

DESCRIPTION

Curb extensions involves extending the curb into the street, decreasing roadway space and increasing pedestrian space.

APPLICABLE LOCATIONS

Curb extensions may be implemented on downtown, neighborhood, and residential streets, large and small.

Mid-block curb extensions, known as pinchpoints or chokers, which may include cut-throughs for bicyclists.

Curb extensions used as gateways to minor streets known as neckdowns.

Offset curb extensions that force vehicles to move laterally, known as chicanes.

Curb extensions at bus (or transit) stops, also known as bus bulbs.

DESIGN CONSIDERATIONS

Where application of a curb extension adversely impacts drainage, curb extensions may be designed as edge islands with a 1–2-foot gap from the curb or a trench drain.

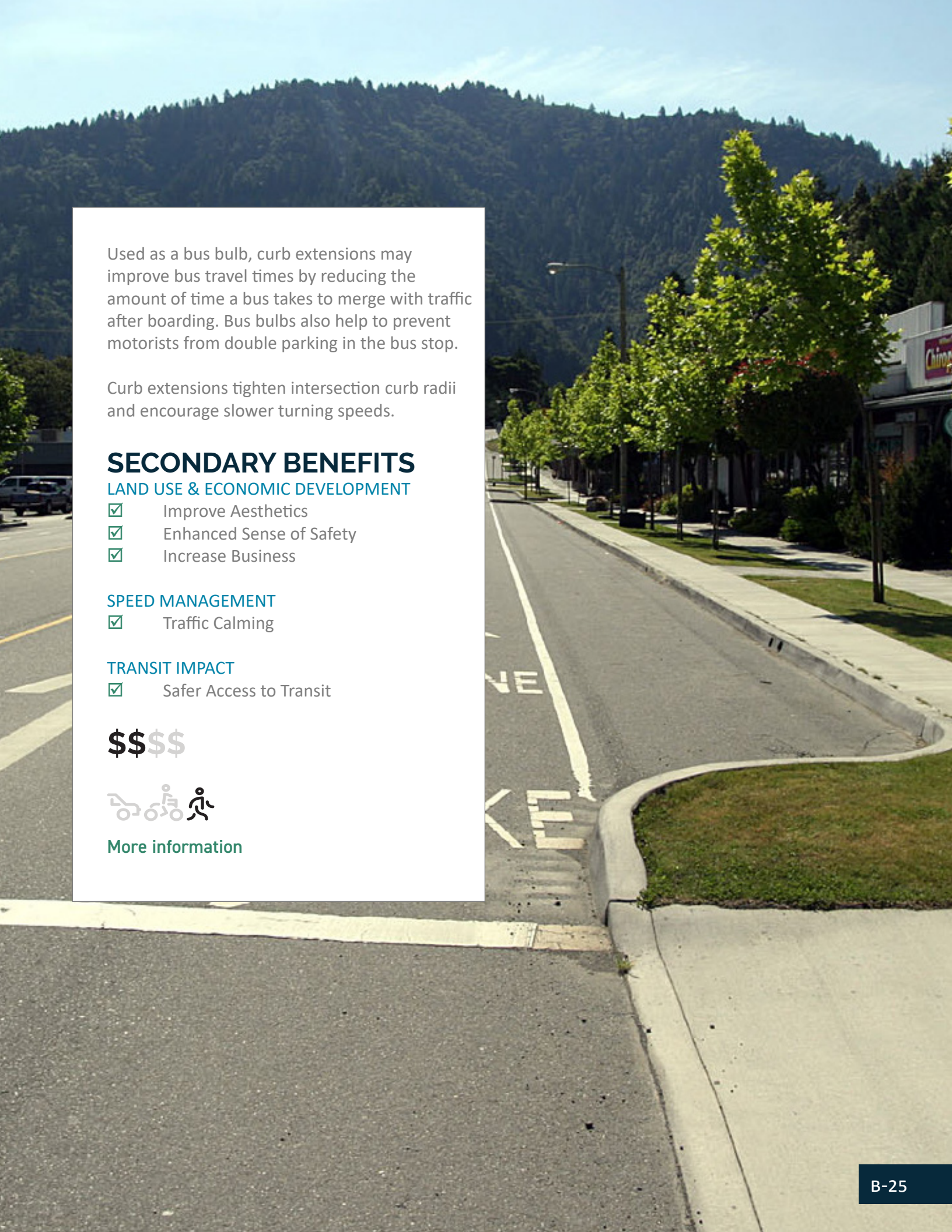
Installation of curb extensions may require moving a fire hydrant to maintain adequate curbside access in case of a fire. In such cases, a curb extension may incur additional expense or be reoriented to avoid conflict with the hydrant.

Generally, curb extensions should be designed to be 1-2 feet less than the space provided by the adjacent parking lane.

SAFETY BENEFITS

Curb extensions decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering a neighborhood street or area.

Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians, creating more time for preferential treatments such as leading pedestrian interval and transit signal priority.



Used as a bus bulb, curb extensions may improve bus travel times by reducing the amount of time a bus takes to merge with traffic after boarding. Bus bulbs also help to prevent motorists from double parking in the bus stop.

Curb extensions tighten intersection curb radii and encourage slower turning speeds.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Improve Aesthetics
- ☑ Enhanced Sense of Safety
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Traffic Calming

TRANSIT IMPACT

- ☑ Safer Access to Transit

**$$**$$

More information

Pedestrian Hybrid Beacons

PURPOSE

The pedestrian hybrid beacon (PHB) is a traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.

DESCRIPTION

The beacon head consists of two red lenses above a single yellow lens. The lenses remain ”dark“ until a pedestrian desiring to cross the street pushes the call button to activate the beacon, which then initiates a yellow to red lighting sequence consisting of flashing and steady lights that directs motorists to slow and come to a stop, and provides the right-of-way to the pedestrian to safely cross the roadway before going dark again.

APPLICABLE LOCATIONS

New Roads/Existing roads through modifications.

DESIGN CONSIDERATIONS

In general, PHBs are used where it is difficult for pedestrians to cross a roadway, such as when gaps in traffic are not sufficient or speed limits exceed 35 miles per hour. They are very effective at locations where three or more lanes will be crossed or traffic volumes are above 9,000 annual average daily traffic.

Installation of a PHB must also include a marked crosswalk and pedestrian countdown signal. If PHBs are not already familiar to a community, agencies should conduct appropriate education and outreach as part of implementation.

SAFETY BENEFITS

Nearly 74% of pedestrian fatalities occur at non-intersection locations, and vehicle speeds are often a major contributing factor. Pedestrian hybrid beacons also allow motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay. 55% reduction in pedestrian crashes, 29% reduction in total crashes, and 15% reduction in serious injury and fatal crashes.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhanced Sense of Safety
- ☑ Increase Business

TRANSIT IMPACT

- ☑ Safer Access to Transit
- ☑ Better Accessibility

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More information

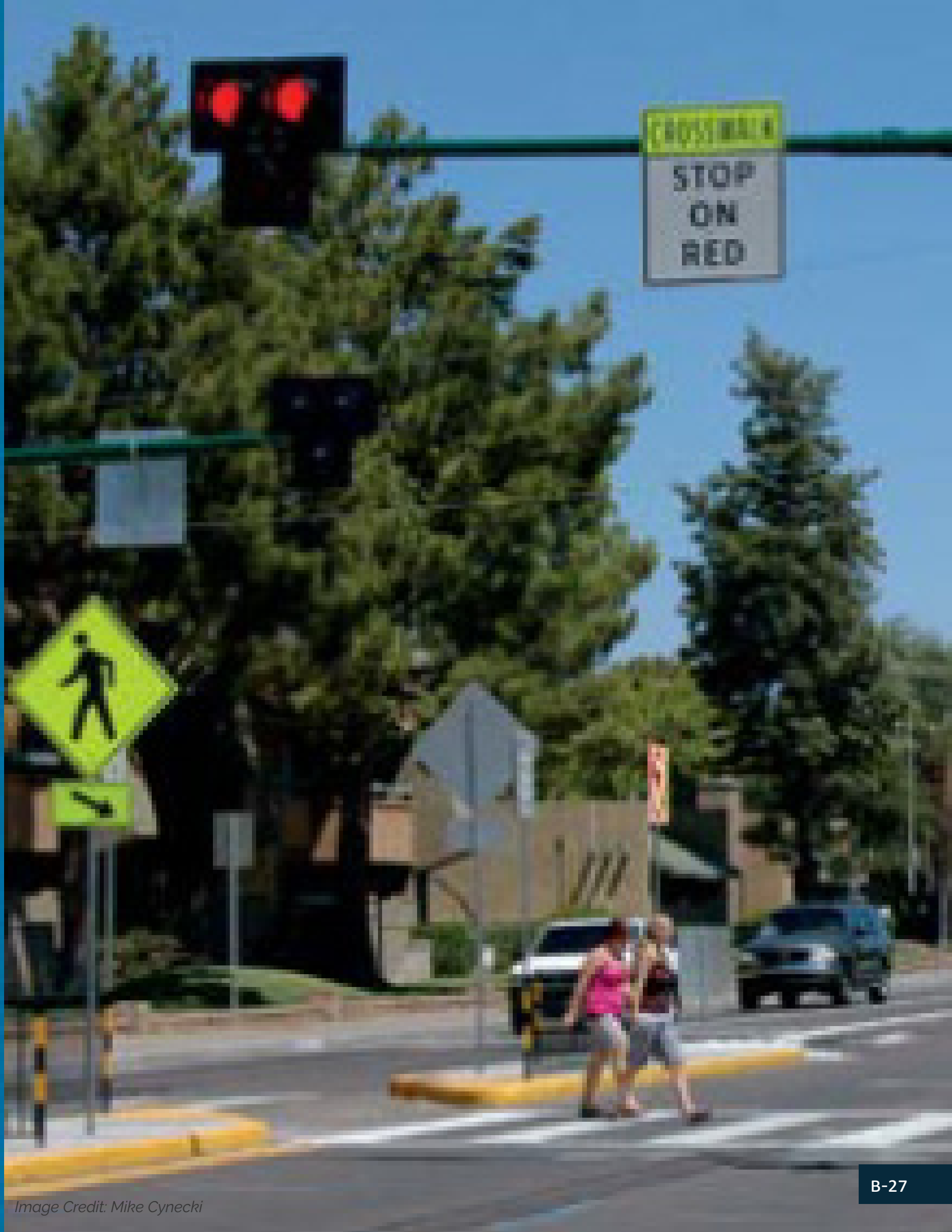

Image Credit: Mike Cynecki


STOP

Crosswalk Enhancements

DESCRIPTION

Poor lighting conditions, obstructions such as parked cars, and horizontal or vertical roadway curvature can reduce visibility at crosswalks, contributing to safety issues. For multilane roadway crossings where vehicle volumes are in excess of 10,000 Average Annual Daily Traffic (AADT), a marked crosswalk alone is typically not sufficient. Under such conditions, more substantial crossing improvements could prevent an increase in pedestrian crash potential.

DESIGN CONSIDERATIONS

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for high reflectivity and durability. High visibility crosswalks should be considered at all midblock pedestrian crossings and uncontrolled intersections. These improvements can reduce pedestrian injury crashes up to 40%.

-IMPROVED LIGHTING-

The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

76% of pedestrians were killed in collisions that occurred when it was dark, with another 4% occurring during dusk or dawn (Schneider, 2020). Retting (2021) notes that during the years 2010-2019 —a time when pedestrian fatalities have been increasing—the number of pedestrian fatalities that occurred in the dark increased by 58%, while daylight fatalities increased by 16%.

-ENHANCED SIGNING AND PAVEMENT MARKINGS-

On multilane roadways, agencies can use ”YIELD Here to Pedestrians“ or ”STOP Here for Pedestrians“ signs 20 to 50 feet in advance of a marked crosswalk to indicate where a driver should stop or yield to pedestrians. To supplement the signing, agencies can also install a STOP or YIELD bar pavement markings. In-street signing, such as ”STOP Here for Pedestrians“ or ”YIELD Here to Pedestrians“ may be appropriate on roads with two- or three-lane roads where speed limits are 30 miles per hour or less.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhanced Sense of Safety
- ☑ Increase Foot Traffic
- ☑ Increase Business

TRANSIT IMPACT

- ☑ Safer Access to Transit
- ☑ Better Accessibility

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More information

Bicycle Lanes

PURPOSE

Aligns with the Safe Systems Approach principle of recognizing human vulnerability and separates users in space.

DESCRIPTION

Bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling.

APPLICABLE LOCATIONS

New roads/existing roads through modifications. Bicycle facilities can be appropriate within various roadway contexts however, roadway context determines the appropriate facility type and design.

SAFETY BENEFITS

Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can reduce crashes up to **53%** for bicycle/vehicle crashes

Bicycle lane additions can reduce crashes up to **49%** for total crashes on urban 4-lane undivided collectors and local roads

30% reduction for total crashes on urban 2-lane undivided collectors and local roads.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Increase Property Values
- ☑ Increase Business

TRANSIT IMPACT

- ☑ Safer Access to Transit

**$**$$$

More information

DESIGN CONSIDERATIONS

In order to maximize a roadway's suitability for riders of all ages and abilities, bicycle lane design should vary according to roadway characteristics (number of lanes, motor vehicle and truck volumes, speed, presence of transit), user needs (current and forecasted ridership, types of bicycles and micromobility devices in use within the community, role within the bicycling network), and land-use context (adjacent land uses, types and intensity of conflicting uses, demands from other users for curbside access). Separated bicycle lanes are recommended on roadways with higher vehicle volumes and speeds, such as arterials.

City and State policies may require minimum bicycle lane widths, although desirable bicycle lane widths can differ by agency and functional classification of the road, current and forecasted bicycle volumes, and contextual attributes such as topography.

Studies have found that roadways did not experience an increase in crashes or congestion when travel lane widths were decreased to add a bicycle lane.

Studies and experience in U.S. cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity.

In rural areas, rumble strips can negatively impact bicyclists' ability to ride if not properly installed. Agencies should consider the dimensions, placement, and offset of rumble strips when adding a bicycle lane.

Bicycle lanes should be considered on roadways where adjacent land use suggests that trips could be served by varied modes, particularly to meet the safety and travel needs of low-income populations likely to use bicycles to reach essential destinations.

Walkways

PURPOSE

Defined space for pedestrians.

DESCRIPTION

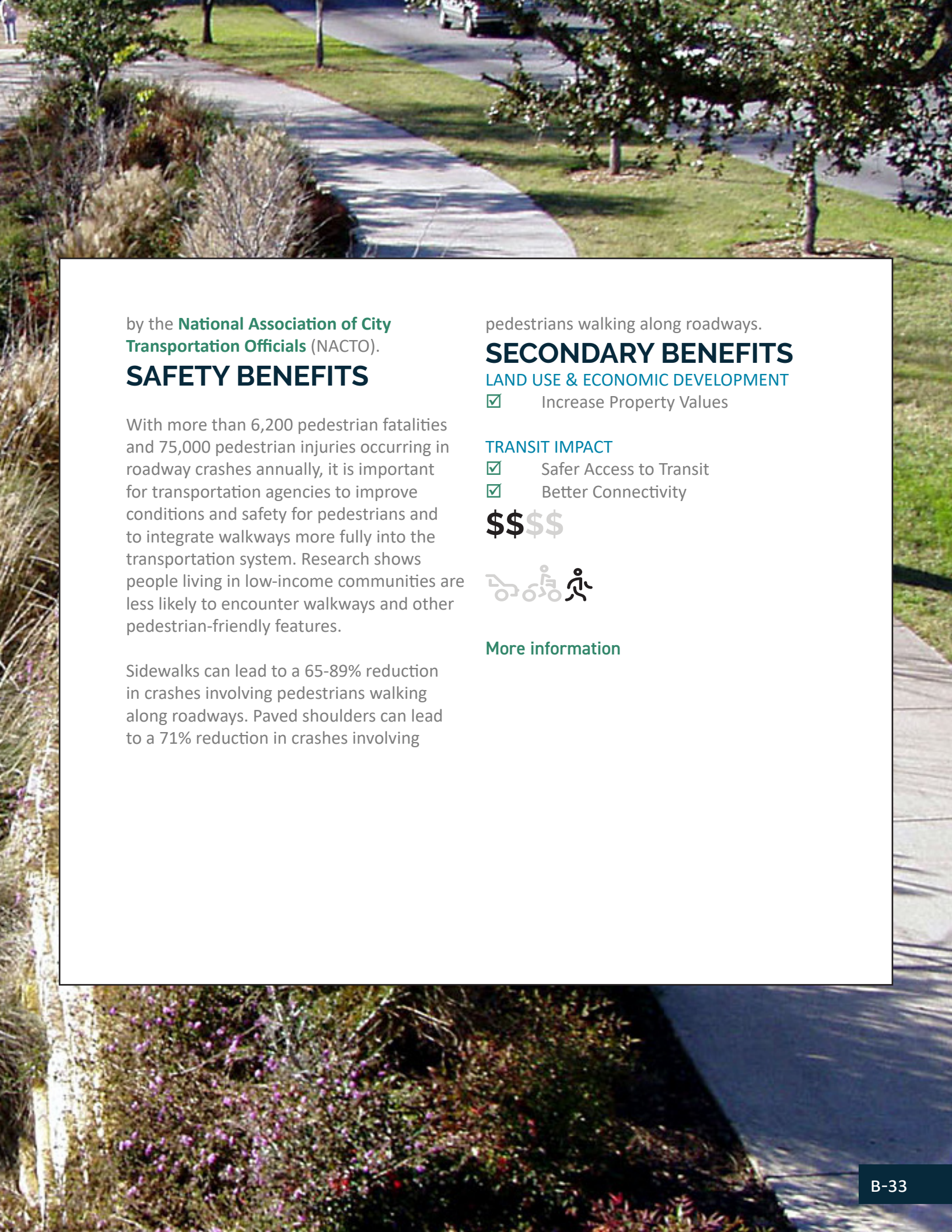
A walkway is any type of defined space or pathway for use by a person traveling by foot or using a wheelchair. These may be pedestrian walkways, shared use paths, sidewalks, or roadway shoulders.

APPLICABLE LOCATIONS

Transportation agencies should work towards incorporating pedestrian facilities into all roadway projects unless exceptional circumstances exist. It is important to provide and maintain accessible walkways along both sides of the road in urban areas, particularly near school zones and transit locations, and where there is a large amount of pedestrian activity.

DESIGN CONSIDERATIONS

Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians. Pedestrians should have direct and connected network of walking routes to desired destinations without gaps or abrupt changes.
Design of walking facilities depends on the context of the location they will serve. Minimum through zones, buffer distances, and facility widths are described in detail



by the **National Association of City Transportation Officials** (NACTO).

SAFETY BENEFITS

With more than 6,200 pedestrian fatalities and 75,000 pedestrian injuries occurring in roadway crashes annually, it is important for transportation agencies to improve conditions and safety for pedestrians and to integrate walkways more fully into the transportation system. Research shows people living in low-income communities are less likely to encounter walkways and other pedestrian-friendly features.

Sidewalks can lead to a 65-89% reduction in crashes involving pedestrians walking along roadways. Paved shoulders can lead to a 71% reduction in crashes involving pedestrians walking along roadways.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

☑ Increase Property Values

TRANSIT IMPACT

☑ Safer Access to Transit

☑ Better Connectivity

**$$**$$

More information

Shared Use Paths

PURPOSE

Shared use paths provide a safe, dedicated space for non-motorized users, such as pedestrians, cyclists, and other forms of micromobility. These paths are designed to separate non-motorized traffic from motor vehicle traffic, reducing conflicts and enhancing safety and accessibility for all users.

DESCRIPTION

A shared use path is a type of infrastructure that is physically separated from motor vehicle traffic by an open space or barrier. These paths are typically at least 10 feet wide to accommodate two-way travel and are used by a variety of non-motorized users, including pedestrians, bicyclists, and skaters. Shared use paths can be located along natural corridors, such as rivers and rail lines, or within urban areas to connect parks, schools, and neighborhoods.

APPLICABLE LOCATIONS

Shared use paths are suitable for various locations, including urban, suburban, and rural areas. They are particularly effective in:

- Recreational areas, parks, and greenways.
- Corridors with limited space for separate pedestrian and bicycle facilities.
- Routes connecting key community destinations, such as schools, libraries, and shopping areas.
- Areas with high pedestrian and bicycle traffic.

SAFETY BENEFITS

Shared use paths can significantly improve safety by reducing the number of conflict points between motor vehicles and non-motorized users. Research indicates that shared use paths can reduce crashes involving non-motorized users by up to 60%. These paths also encourage active transportation, contributing to public health and reducing traffic congestion.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

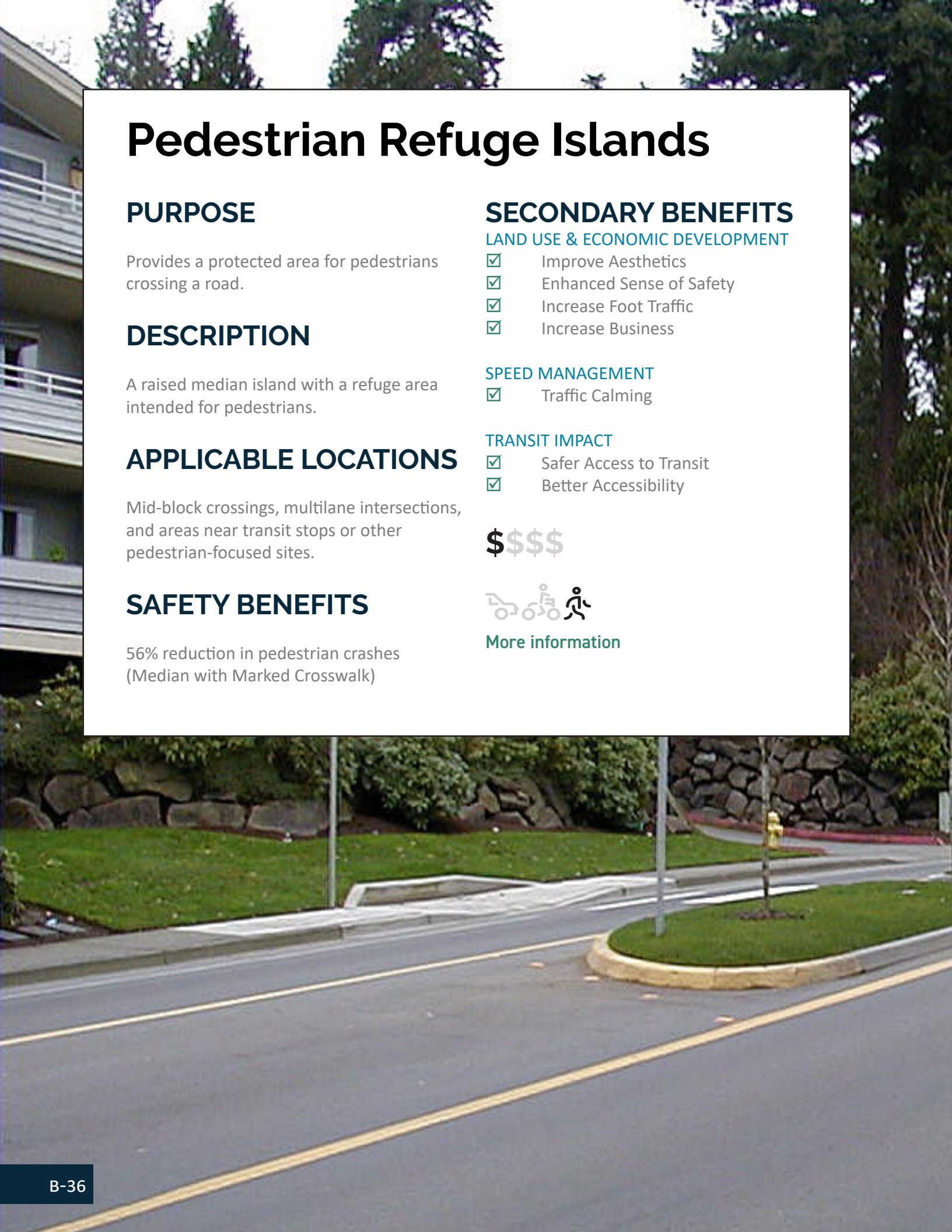
- ☑ Improve Aesthetics
- ☑ Increase Property Values
- ☑ Increase Foot Traffic
- ☑ Increase Business

TRANSIT IMPACT

- ☑ Safer Access to Transit
- ☑ Better Connectivity
- ☑ Better Accessibility

**$$$**$

More information



Pedestrian Refuge Islands

PURPOSE

Provides a protected area for pedestrians crossing a road.

DESCRIPTION

A raised median island with a refuge area intended for pedestrians.

APPLICABLE LOCATIONS

Mid-block crossings, multilane intersections, and areas near transit stops or other pedestrian-focused sites.

SAFETY BENEFITS

56% reduction in pedestrian crashes (Median with Marked Crosswalk)

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Improve Aesthetics
- ☑ Enhanced Sense of Safety
- ☑ Increase Foot Traffic
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Traffic Calming

TRANSIT IMPACT

- ☑ Safer Access to Transit
- ☑ Better Accessibility

**$**$$$

More information

Curve Improvements

PURPOSE

Curve improvements aim to enhance road safety by addressing issues that can lead to crashes on curved road segments. Improving the design and visibility of curves helps drivers navigate them more safely, reducing the risk of run-off-road crashes, head-on collisions, and other curve-related crashes.

DESCRIPTION

Curve improvements encompass various measures, including geometric design enhancements, increased signage, improved pavement markings, and the addition of safety features like guardrails and rumble strips. Geometric enhancements might involve adjusting the curve radius, superelevation, and widening the lanes or shoulders to provide more room for maneuvering. Increased signage and pavement markings make curves more visible and provide advance warning to drivers, while guardrails and rumble strips help prevent vehicles from leaving the roadway.

APPLICABLE LOCATIONS

Curve improvements are particularly beneficial on rural roads with sharp or poorly visible curves, urban areas with high traffic volumes, and roadways with a history of curve-related crashes. They are also effective in areas with challenging weather conditions that can reduce visibility and traction, making curves more dangerous.

SAFETY BENEFITS

Curve improvements can significantly reduce the incidence and severity of crashes. Enhancements such as better signage and markings can decrease crash rates by up to 30%, while geometric improvements can lead to a reduction in crashes by up to 50%. Implementing these measures improves overall road safety by ensuring drivers can navigate curves more safely and effectively.

SECONDARY BENEFITS

SPEED MANAGEMENT

☑ Improved Driver Awareness

**$$**$$

More information

High Friction Surface Treatments

PURPOSE

High Friction Surface Treatments (HFST) are applied to road surfaces to significantly improve pavement friction and enhance vehicle traction, especially in areas prone to skidding and slipping. These treatments are designed to reduce crashes, particularly on curves, ramps, intersections, and areas with steep grades.

DESCRIPTION

HFST involves applying a layer of high-quality, durable aggregate to the road surface using a strong polymer binder. This creates a textured surface with significantly higher friction than standard pavement. The treatment is particularly effective in locations where vehicles are prone to losing control due to sharp turns, wet conditions, or high traffic volumes.

APPLICABLE LOCATIONS

Curves: Where vehicles are more likely to skid due to the change in direction.

Intersections: Where stopping distances are crucial, and vehicles often need to brake suddenly.

Steep grades: Where vehicles can lose control due to gravity and wet conditions.

Pedestrian crossings: To enhance safety for pedestrians by ensuring vehicles can stop more quickly.

SAFETY BENEFITS

Studies have shown that HFST can reduce total crashes by up to 52% and wet weather crashes by up to 83%. By providing enhanced friction, these treatments help reduce the risk of run-off-road incidents, rear-end collisions, and intersection-related crashes.

SECONDARY BENEFITS

SPEED MANAGEMENT

☑ Smooth Traffic Flow

$$$$

Medians

PURPOSE

Provides separation between opposing vehicle travel lanes, supports improved safety and traffic flow, and creates space for landscaping or visual enhancements.

DESCRIPTION

Area between opposing lanes of traffic, excluding turn lanes. Can be defined by pavement markings, raised medians, or islands.

APPLICABLE LOCATIONS

Mid-block crossings, multilane intersections, and areas near transit stops or other pedestrian-focused sites.

SAFETY BENEFITS

46% reduction in pedestrian crashes (median with marked crosswalk)

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Improve Aesthetics
- ☑ Increase Property Values
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Traffic Calming

TRANSIT IMPACT

- ☑ Safer Access to Transit

$$$$

More information

Rumble Strips

PURPOSE

Rumble strips are designed to alert inattentive drivers through vibration and sound when they depart from their travel lane. These safety features can prevent roadway departure crashes, including run-off-road and head-on collisions. There are three main types of rumble strips: shoulder rumble strips, centerline rumble strips, and transverse rumble strips.

DESCRIPTION

Shoulder Rumble Strips: Installed on the shoulder of the roadway to alert drivers when they are leaving the travel lane. These are typically found on rural highways.

Centerline Rumble Strips: Placed along the centerline of two-lane roads to reduce head-on collisions and opposite-direction sideswipe crashes.

Transverse Rumble Strips: Installed across the travel lane to alert drivers of upcoming changes in the road, such as stop signs, toll booths, or sharp curves.

APPLICABLE LOCATIONS

Rumble strips are particularly effective in:

Rural highways: Where there is a higher risk of run-off-road crashes.

Two-lane roads: Where head-on collisions and opposite-direction sideswipe crashes are a concern.

Approaches to intersections: To alert drivers of an upcoming stop or change in road conditions.

High-speed roadways: Where driver inattention or drowsiness is a significant concern.

SAFETY BENEFITS

Shoulder Rumble Strips can reduce run-off-road crashes by 29-51%. Centerline Rumble Strips: Can reduce head-on collisions and opposite-direction sideswipe crashes by 44-64%. Transverse Rumble Strips: Effectively reduce vehicle speeds and improve driver awareness at critical points on the road.

SECONDARY BENEFITS

SPEED MANAGEMENT

- ☑ Encourage Compliance
- ☑ Improved Driver Awareness

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More information

Roadway Lighting

PURPOSE

Roadway lighting improves visibility for drivers, pedestrians, and cyclists during nighttime and low-light conditions, reducing the likelihood of crashes and enhancing overall road safety. Proper illumination helps road users see obstacles, road geometry, signs, and each other more clearly, leading to safer navigation and decision-making.

DESCRIPTION

Roadway lighting involves installing lights along roadways, at intersections, pedestrian crossings, and other critical points to ensure adequate visibility. These installations can include streetlights, illuminated signs, and enhanced lighting at high-risk locations. The design of roadway lighting considers factors such as light intensity, placement, uniformity, and glare control to optimize visibility without causing visual discomfort to road users.

APPLICABLE LOCATIONS

Urban and suburban areas: To enhance visibility in densely populated regions with high pedestrian and vehicular traffic.

Rural roads: Where natural light is minimal, and there are fewer ambient light sources.

Intersections and crosswalks: To improve safety where pedestrians and vehicles interact.

High-crash locations: Areas with a history of nighttime crashes benefit significantly from enhanced lighting.

SAFETY BENEFITS

Improved roadway lighting can lead to a substantial reduction in crashes. Studies have shown that roadway lighting can reduce nighttime crashes by 30% to 50%. Enhanced visibility helps drivers detect hazards sooner, improves reaction times, and reduces the likelihood of collisions. Effective lighting also improves pedestrian safety by making them more visible to drivers.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Improve Aesthetics
- ☑ Enhanced Sense of Safety
- ☑ Increase Property Values

TRANSIT IMPACT

- ☑ Safer Access to Transit

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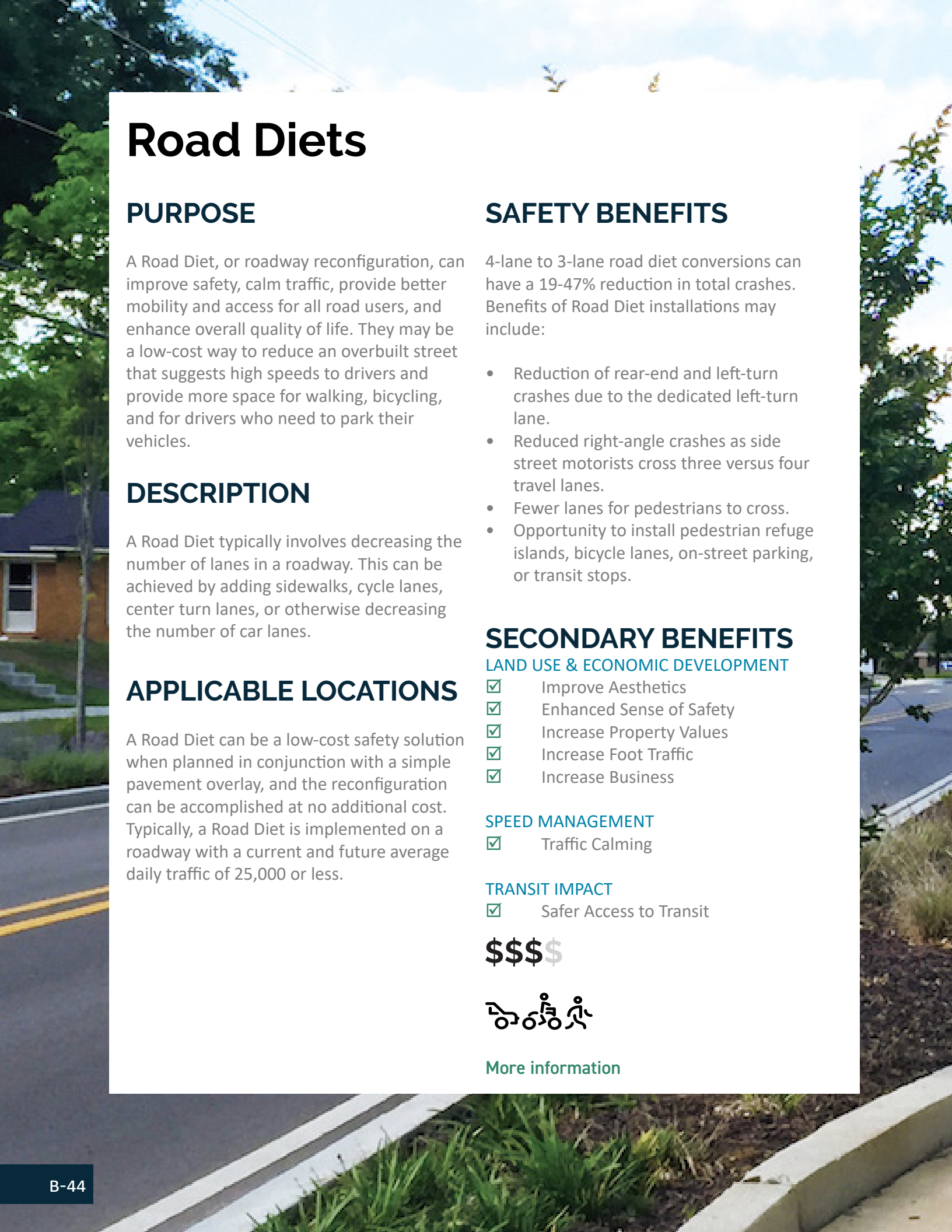
More information



Road Diets

PURPOSE

A Road Diet, or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life. They may be a low-cost way to reduce an overbuilt street that suggests high speeds to drivers and provide more space for walking, bicycling, and for drivers who need to park their vehicles.

DESCRIPTION

A Road Diet typically involves decreasing the number of lanes in a roadway. This can be achieved by adding sidewalks, cycle lanes, center turn lanes, or otherwise decreasing the number of car lanes.

APPLICABLE LOCATIONS

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost. Typically, a Road Diet is implemented on a roadway with a current and future average daily traffic of 25,000 or less.

SAFETY BENEFITS

4-lane to 3-lane road diet conversions can have a 19-47% reduction in total crashes. Benefits of Road Diet installations may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Improve Aesthetics
- ☑ Enhanced Sense of Safety
- ☑ Increase Property Values
- ☑ Increase Foot Traffic
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Traffic Calming

TRANSIT IMPACT

- ☑ Safer Access to Transit

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More information

Corridor Access Management

PURPOSE

Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.

DESCRIPTION

Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.
The following access management strategies can be used individually or in combination with one another:

- Reduce density through driveway closure, consolidation, or relocation.
- Manage spacing of intersection and access points.
- Limit allowable movements at driveways (such as right-in/right-out only).
- Place driveways on an intersection approach corner rather than a receiving corner, which is expected to have fewer total crashes.
- Implement raised medians that preclude across-roadway movements.
- Utilize designs such as roundabouts or reduced left-turn conflicts (such as restricted crossing U-turn, median U-turns, etc.).
- Provide turn lanes (i.e., left-only, right-only, or interior two-way left).
- Use lower speed one-way or two-way off-arterial circulation roads.

APPLICABLE LOCATIONS

Every intersection, from a signalized intersection to an unpaved driveway, has the potential for conflicts between vehicles, pedestrians, and bicyclists. The number and types of conflict points—locations where the travel paths of two users intersect—influence the safety performance of the intersection or driveway.

SAFETY BENEFITS

Reducing driveway density 5-23% reduction in total crashes along 2-lane rural roads

25-31% reduction in fatal and injury crashes along urban/suburban arterials.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

☑ Improve Aesthetics
☑ Increase Business

SPEED MANAGEMENT

☑ Smooth Traffic Flow

TRANSIT IMPACT

☑ Safer Access to Transit
☑ Better Accessibility

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Signage

PURPOSE

Signs serve a crucial purpose in ensuring the safe and efficient movement of people and vehicles. They provide vital information regarding directions, speed limits, hazards, and regulations, aiding navigation and decision-making for drivers, pedestrians, and cyclists alike. By communicating standardized symbols and messages, signs help to establish order and predictability on roads, highways, railways, and waterways, reducing the risk of accidents and promoting smoother traffic flow. Whether indicating a sharp curve ahead or directing travelers to the nearest exit, the purpose of signs in transportation is ultimately to foster a safer, more organized, and user-friendly environment.

DESCRIPTION

Regulatory signs include those used to communicate required or prohibited movements. Flashing beacons can be used to enhance overhead and other regulatory signage, indicating to drivers and other users when the transit lane is in force. Overhead signs above transit lanes and transitways alert drivers and other street users by placing critical information about lane use in a prominent location. Dynamic signs can be used to alert other street users of approaching transit vehicles, and to regulate turns and other movements that are prohibited when transit vehicles are approaching.

APPLICABLE LOCATIONS

Signage finds application in various settings including highways, roads, and streets. They are often particularly important near intersections and busy areas.

SAFETY BENEFITS

A number of types of signs have been shown to provide safety benefits. For instance, advance yield signs have been shown to be effective in decreasing rear end and sideswipe crashes. Fluorescent curve signs have been shown to reduce crashes during nighttime and at non-intersections.

SECONDARY BENEFITS

LAND USE & ECONOMIC DEVELOPMENT

- ☑ Enhanced Sense of Safety
- ☑ Increase Foot Traffic
- ☑ Increase Business

SPEED MANAGEMENT

- ☑ Encourage Compliance
- ☑ Improved Driver Awareness

TRANSIT IMPACT

- ☑ Safer Access to Transit

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More information


MAY USE
FULL LANE
211

Enhanced Delineation

PURPOSE

Enhanced delineation improves the visibility of road features and boundaries, especially under low visibility conditions such as nighttime, fog, or heavy rain. This can be achieved through various measures like wider edge lines, reflective markers, and improved signage to provide better guidance for drivers, reduce lane departure incidents, and enhance overall road safety.

DESCRIPTION

Enhanced delineation can include increasing the width of edge lines, using reflective pavement markers, installing larger and more reflective signs, and marking high-visibility crosswalks. Wider edge lines, for example, increase visibility and help drivers maintain lane discipline. Reflective pavement markers provide visual and tactile feedback, especially useful at night and in adverse weather conditions. Improved signage ensures critical warnings and guidance are visible from greater distances, while high-visibility crosswalks make pedestrian crossings more noticeable to drivers.

APPLICABLE LOCATIONS

These measures are particularly effective on rural roads where street lighting is minimal, curvy roads needing better navigation aids, high-speed roadways, and intersections or pedestrian crossings requiring enhanced visibility to protect pedestrians and reduce vehicle-pedestrian conflicts.

SAFETY BENEFITS

Enhanced delineation significantly improves road safety by providing clearer guidance and reducing lane departure incidents. For instance, wider edge lines can reduce total crashes by up to 15% and fatal or injury crashes by up to 30%. Reflective pavement markers can decrease nighttime crashes by up to 40%, while improved signage and delineators enhance driver awareness and reaction times, leading to fewer crashes.

SECONDARY BENEFITS

SPEED MANAGEMENT

- ☑ Encourage Compliance
- ☑ Improved Driver Awareness

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More information

APPENDIX B

CRASH MODIFICATION FACTORS (CMF)

by Area Type, Crash Severity, Crash Type, and Rating

Crash Modification Factors

DEFINITION
A crash modification factor (CMF) is used to compute the expected number of crashes after implementing a countermeasure on a road or intersection.

USEFULNESS
A CMF provides a quantitative estimate of the effectiveness of a countermeasure.

HOW TO INERPRET
CMFs with a value less than 1.0 indicate an expected decrease in crashes. CMFs greater than 1.0 indicate an expected increase in crashes.

SOURCE
The Crash Modification Factors Clearinghouse provides a searchable database of CMFs along with guidance and resources on using CMFs in road safety practice.

HOW TO SEARCH
Users should enter a search term in the text box on the home page of the Crash Modification Factor Clearinghouse website, linked below, and select an option in the pull-down menu as to what field to search. The search term to be entered depends on what field is being searched. The default search field is “Countermeasure Name”. Known CMFs can be searched by entering the CMF ID and changing the search field to “Single CMF ID”

Search the CMF Clearinghouse **here**.

COUNTERMEASURE	CMF ID	CMF	AREA TYPE	CRASH SEVERITY	CRASH TYPE	RATING (SCALE 1-5)
Signal Heads with Retroreflective Backplates	7792	0.76	Rural	ABC	All	3
	1410	0.85	Urban	KABCO	All	4
	4111	0.90	Urban	KABC	Nighttime	5
	3941	0.71	Urban	KABC	All	3
Bicycle Lanes (On Road)	10737	0.44	Urban	All	All	4
Bicycle Lanes (elevated Cycle Track)	11552	0.55	All	All	All	4
	11296	0.47	Urban	-	Vehicle/Bicycle	4
Crosswalk Enhancements	3019	0.35	All	All	All	3
	2697	0.63	Urban	All	Vehicle/Pedestrian	4
	9147	0.79	Urban	All	Vehicle/Pedestrian	3
	136	0.55	Urban/Suburban	ABC	Vehicle/Pedestrian	3
	135	0.64	Urban/Suburban	ABC	All	3
	11181	0.82	Urban	All	Vehicle/Pedestrian	4
Curb Extensions[1]	-	-	-	-	-	-
Dynamic Speed Monitoring Systems	79	0.59	-	ABC	All	3
	6886	0.93	Rural	ABC	All	4
Enhanced Delineation	4789	0.53	Rural	KA	All	3
	4777	0.75	Rural	KA	All	4
	4767	0.79	Rural	KA	All	4
	101	0.76	Rural	ABC	All	3
	10612	0.82	Rural	KABC	Non-intersection	5
	10613	0.73	Rural	All	Non-intersection	5
High Friction Surface Treatments	10318	0.53	Urban/Rural	All	All	5
Improved Right Turn Angle	8428	0.56	Urban/Rural	All	All	4
	8498	0.41	-	All	All	4
	8496	0.56	-	All	All	4
Leading Pedestrian Intervals	9901	0.90	Urban/Suburban	All	All	5
Medians	43	0.70	Rural	ABC	All	3
	42	0.57	Rural	K	All	3
	2219	0.29	Urban	All	All	4
Pedestrian Refuge Island	175	0.54	Urban/Suburban	All	Vehicle/Pedestrian	3
Pedestrian Hybrid Beacon (PHB)	10585	0.88	Urban/Suburban	All	All	5
	9021	0.43	Urban/Suburban	All	Vehicle/Pedestrian	4
Roadway Lighting - corridor	5711	0.31	All	K	All	3
	7774	0.63	All	KABC	All	4

[1]Curb Extensions are a “best practice” in traffic calming but are not yet a part of the CMF Clearing house. Curb Extensions are on the **CMF Most Wanted List**.

COUNTERMEASURE	CMF ID	CMF	AREA TYPE	CRASH SEVERITY	CRASH TYPE	RATING (SCALE 1-5)
Roadway Lighting - intersection	2376	0.67	Rural	All	Angle	4
	10993	0.79	Rural	All	All	4
	433	0.62	-	ABC	Nighttime	3
Roundabouts	4868	0.58	All	ABC	All	4
	227	0.56	All	All	All	3
	225	0.52	All	All	All	3
Rectangular Rapid Flashing Beacon (RRFB)	11158	0.31	All	All	Vehicle/Pedestrian	4
Rumble Strips	3346	0.91	Urban	KAB	All	4
	9763	0.84	-	All	All	4
	124	0.86	Rural	All	All	4
	3342	0.89	Rural	All	All	4
Shared Use Paths	11552	0.55	All	All	All	4
Sidewalks	11246	0.60	-	All	Vehicle/Pedestrian	4
Curve Improvements (Curve Warning)	10612	0.82	Rural	KABC	Non-intersection	5
	10613	0.73	Rural	All	Non-intersection	5
	71	0.70	-	ABC	All	3
	1851	0.61	-	All	All	4
	8982	0.56	-	All	Nighttime	4
Curve Improvements	4130	0.10	Rural	KABC	Ran Off Road	3
	10302	Equation	Rural	All	Ran Off Road, Head On, Fixed Object, Sideswipe	4
	9270	Equation	Rural	All	All	4
Dedicated Turn Lanes	268	0.52	Rural	All	All	4
	289	0.74	All	All	All	4
	6096	0.64	-	KABC	All	3
Dilemma Zone Detection	4854	0.56	-	All	Angle	3
Intersection Conflict Warning Systems	8453	0.83	Rural	All	All	5
	8438	0.73	Rural	All	All	5
	8474	0.70	Rural	All	All	5
Permissive to Protected Left Turns	4653	0.94	-	All	All	HSM
	10028	0.53	-	All	Left Turn	3
	4169	0.91	Urban	KABC	All	4
Signage	62	0.85	Urban	ABC	All	3
	9017	0.75	Urban/Suburban	All	Vehicle/Pedestrian	3
Systemic Application at Stop Intersections	8867	0.90	All	KABC	All	4
	8874	0.73	Rural	KABC	All	4
	8893	0.81	All	KABC	All	4

COUNTERMEASURE	CMF ID	CMF	AREA TYPE	CRASH SEVERITY	CRASH TYPE	RATING (SCALE 1-5)
Vertical Deflections	136	0.55	Urban/Suburban	ABC	Vehicle/Pedestrian	3
	135	0.64	Urban/Suburban	ABC	All	3
	134	0.50	Urban/Suburban	ABC	All	3
	4039	0.49	Urban/Suburban	All	Vehicle/Bicycle	3
Yellow Change Intervals	380	0.92	-	All	All	2
	384	0.88	-	ABC	All	2
Automated Enforcement	2921	0.52	Urban	ABC	All	4
	7582	0.80	Urban	KABC	All	5
	7711	0.68	Urban	All	All	5
	4673	0.76	-	ABC	Speed Related	3
	9180	0.53	Urban	All	All	4
Corridor Access Management	178	0.69	Urban/Suburban	ABC	All	3
	179	0.75	Urban/Suburban	ABC	All	3
	2219	0.29	Urban	All	All	4
Reduced Left-Turn Conflict Intersections	10867	0.70	Urban/Suburban	ABC	All	5
	9985	0.78	Suburban	KABC	All	3
	4884	0.37	Rural	KABC	All	3
Road Diets	2841	0.53	Urban/Suburban	All	All	5
	5554	0.81	Urban	All	All	4