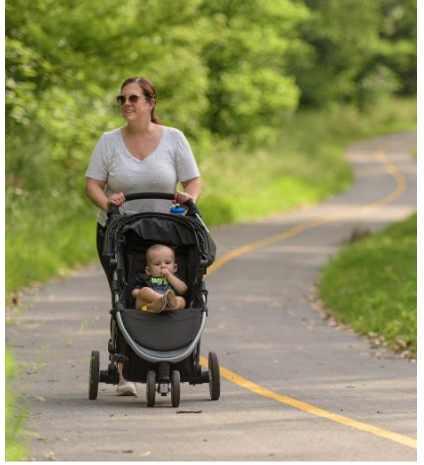
Chicago Metropolitan Agency for Planning

Transportation Technology and Operations Coalition

August 7, 2025

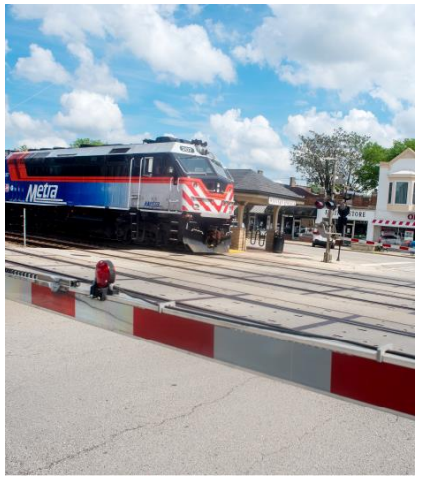
9:30 – 11:00 a.m.

When you are not speaking, please mute your microphone to reduce background noise.

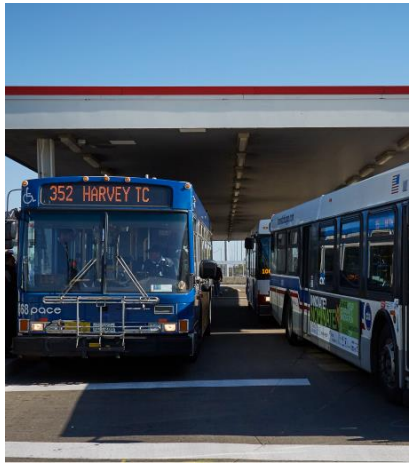


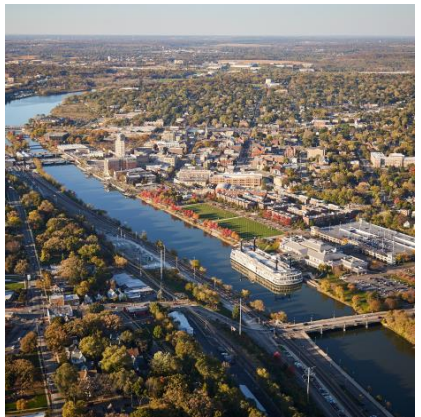




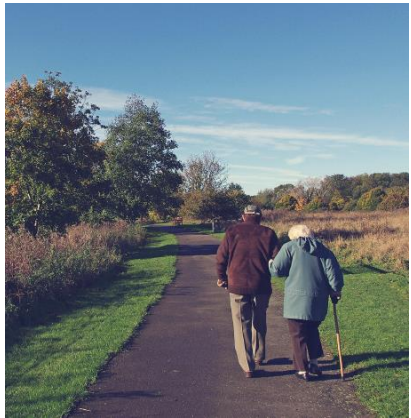












1.0 Welcome

Stephen Zulkowski, DuDOT (Chair)

2.0 Agency updates

Open discussion among TTOC members regarding current work projects, topics of interest for upcoming meetings, etc.

3.0 CMAP announcements

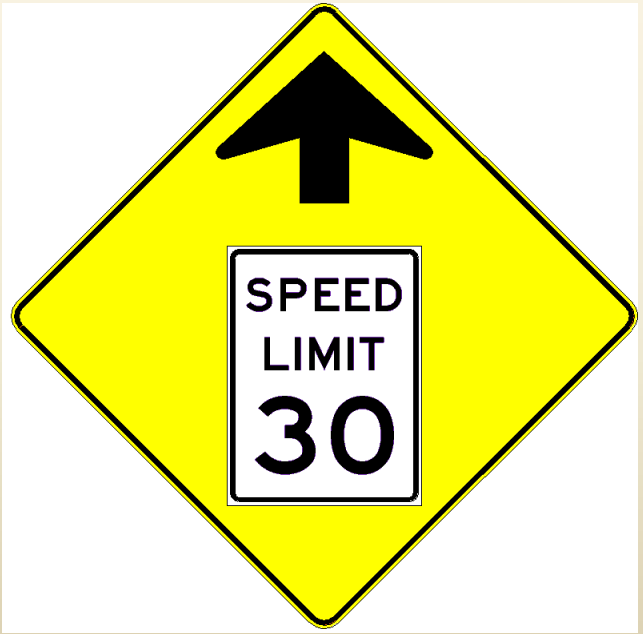
4.0 IDOT speed limit policy

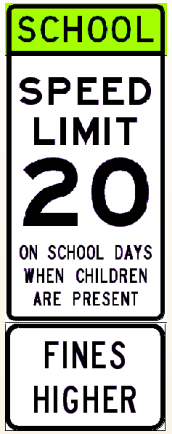
Kyle Armstrong, IDOT

IDOT Speed Limit Policy Update - 2025









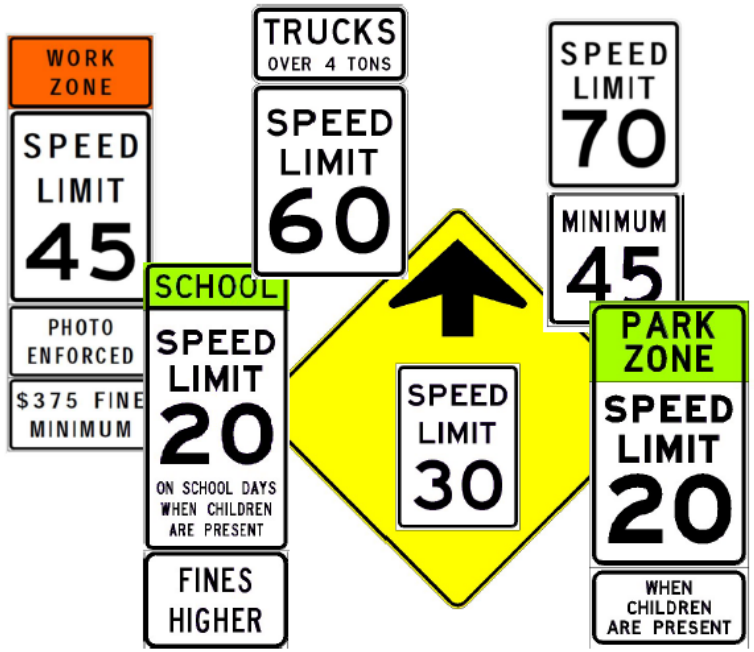
Statutory Speed Limits

- Established by Section 11-601 of the Illinois Vehicle Code and are enforceable without signing
  - Interstate Highways – 70 mph (65 mph for buses; 60 mph for trucks over certain weight depending on location)
  - Non-Interstate Freeway/Expressway roads outside of urban districts – 65 mph (all vehicle types)
  - Non-Freeway/Expressway roads outside of urban districts – 55 mph (all vehicle types)
  - All streets and highways inside urban districts – 30 mph (all vehicle types)
  - Alleys – 15 mph (All vehicle types)
  - Urban district limits and not corporate limits determine these speeds

Illinois Statutes and Regulations

- Section 11-602 of the Illinois Vehicle Code:
  - IDOT is granted the ability to establish a posted speed limit which differs from a statutory speed limit
  - An engineering or traffic investigation is required to alter a statutory speed limit
  - An engineering study is also required by the Federal Manual on Uniform Traffic Control Devices (MUTCD)

Details for speed study procedures may be found in Policy on Establishing and Posting Speed Limits on the State Highway System – June 2025



Policy on Establishing and Posting Speed Limits on the State Highway System

Effective June 2025

Illinois Department of Transportation

IDOT Speed Policy Procedures

- An altered speed limit is primarily based on prevailing speed of free-flowing traffic
- In the past, prevailing speed was based on the average of:
  - 85^{th} percentile speed
  - Upper limit of the 10-mph pace
  - Average test run speed

IDOT Speed Policy Revisions

- 50th and 85th percentile speed
  - Revised policy now establishes different percentile speeds to be used based on roadway type and context

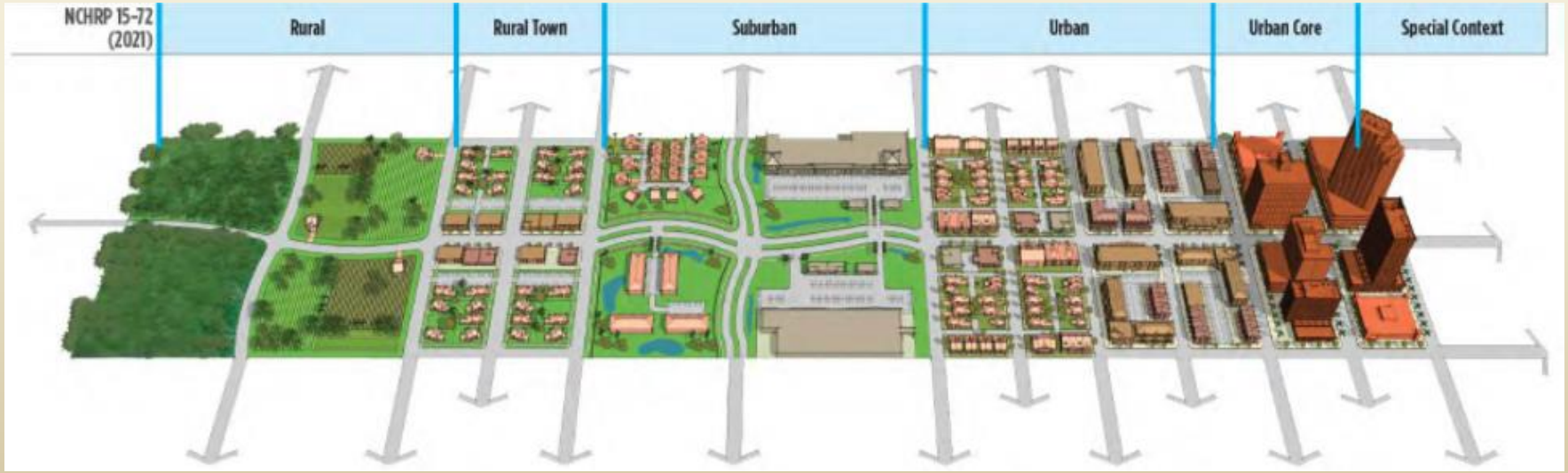
Roadway Type	Roadway Context				
	Rural	Rural Town	Suburban	Urban	Urban core
Interstates/Freeways/ Expressway	85th	85th	85th	85th	85th
Principal/Minor Arterial	85th	85th	85th	50th	50th
Collector/Local	85th	50th	50th	50th	50th

IDOT Speed Policy Revisions

- Roadway type and context must be considered

- Interstates/Freeways/Expressways
- Principal Arterials
- Minor Arterials
- Collectors
- Locals

- Rural
- Rural Town
- Suburban
- Urban
- Urban Core



IDOT Speed Policy Revisions

- 10 mph pace is no longer used as part of the prevailing speed calculation
- Average Test Run Speed
  - Not required, but may be used for locations where objective speed measurements cannot be obtained
  - Five vehicle runs in each direction over the length of the studied zone
  - Match the speed of traffic

Supplementary Investigations

- Safety Factor:
  - % Reduction can be applied if the studied zone contains a high-crash location.
- Access Control:
  - % Reduction based on the number of entrances/intersections within the studied zone.
- Pedestrian Activity:
  - % Reduction where pedestrian activity is high, and sidewalks are not present or are located immediately behind curb. This can also include areas with uncontrolled pedestrian crossings.
- Bicycle Activity:
  - A new supplementary investigation % reduction added specifically for areas where bicycle activity is high and where no bike lanes or no separated bike lanes are present.
- Parking:
  - % reduction where parking is allowed next to traffic lanes.

Selection of Altered Speed Limits

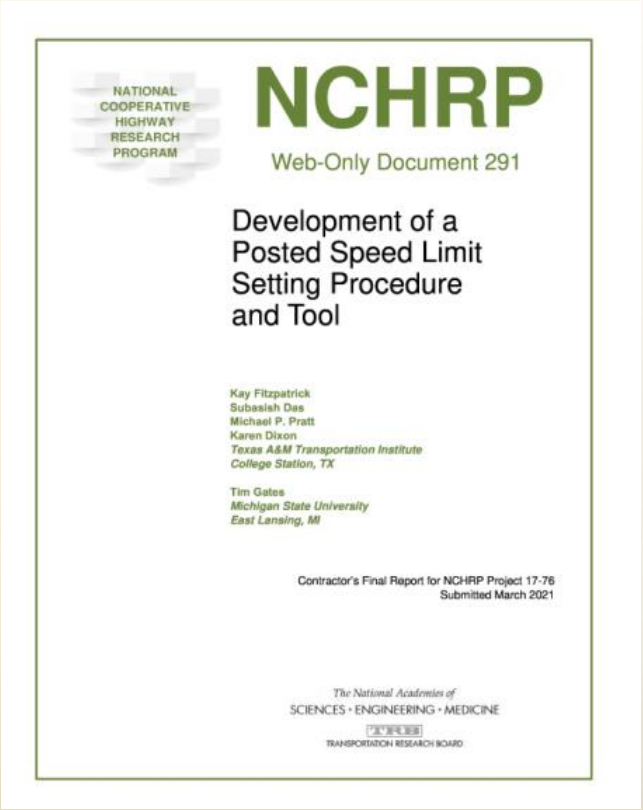
- Begin with calculated prevailing speed and apply percentage reductions based on applicable supplementary investigations.
- Select the closest 5 mph increment.
- Where 50th percentile speed is used, the proposed altered speed should not differ from the prevailing speed by more than 5 mph.
- Where 85th percentile speed is used, percentage reductions should not change the calculated prevailing speed by more than 9 mph or 20%.
- Consider the following if anticipated violation rate will be more than 50%:
  - Increased law enforcement efforts
  - Future implementation of speed management strategies and geometric design features.

Reasoning for Policy Revisions

- IDOT's Speed Limit Policy had not been updated in 10 years
- NCHRP 17-76 research was completed in 2021 to establish new recommendations for establishing speed limits
- 11th Edition of the MUTCD now requires roadway context be considered for speed studies
- Improved consideration of vulnerable road user safety, particularly in more urban environments

NCHRP Project 17-76

- National research was conducted to develop updated procedures in establishing speed limits
- Research was published in 2021 and contains recommendations including using different percentile speeds based on roadway type and context
- Recommendation of 50th percentile in urban core areas rather than 85th percentile
- https://nap.nationalacademies.org/catalog/26200/development-of-a-posted-speed-limit-setting-procedure-and-tool



Questions?

Kyle Armstrong, P.E., PTOE
Engineer of Operations
IDOT Bureau of Operations
kyle.armstrong@illinois.gov
217/782-2076

5.0 Regional safety action planning

Victoria Barrett, CMAP

SAFE TRAVEL FOR ALL

Transportation Technology and Operations Coalition

August 7, 2025



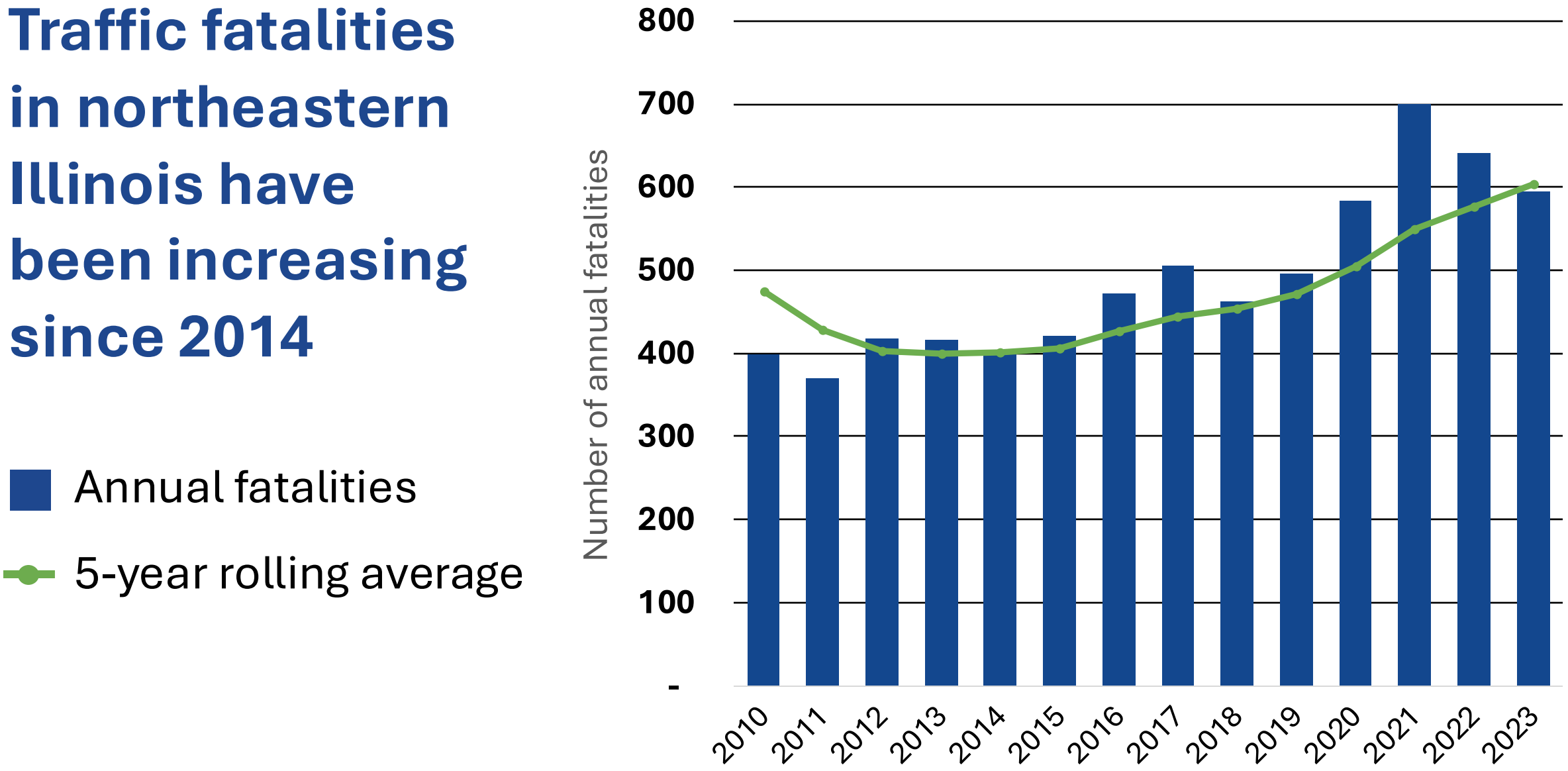
Agenda

- Reminder why we're doing this work
- County safety action plans
- Highlights
- Next steps



Photo by Christopher Burke Engineering

Traffic fatalities in northeastern Illinois have been increasing since 2014



Source: CMAP analysis of Illinois Department of Transportation data

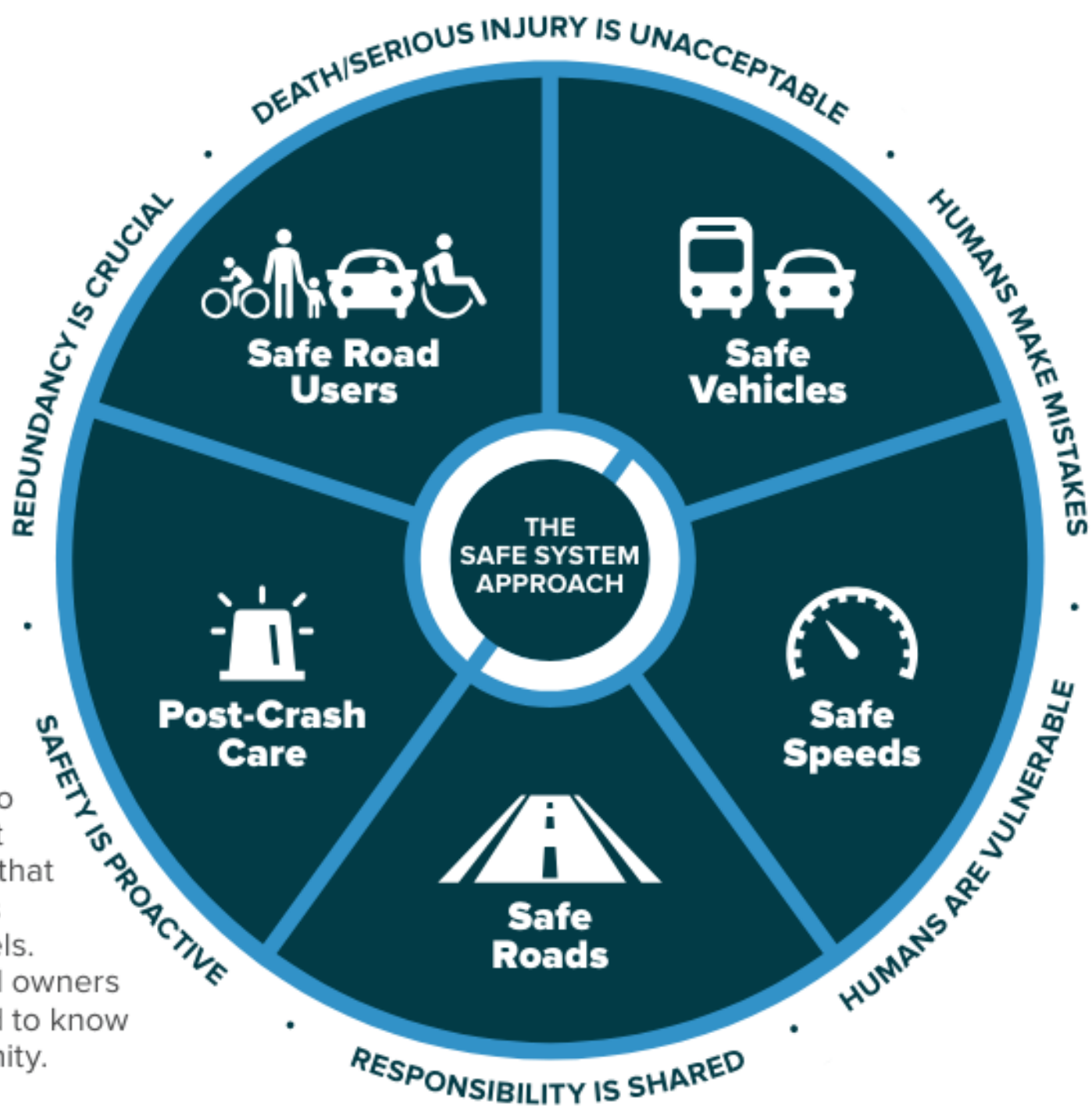
Chicago Metropolitan Agency for Planning

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



County safety action plans – highlights

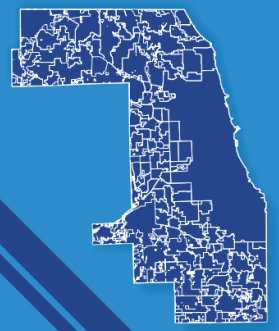


SAFE TRAVEL FOR ALL

Kane County Safety Action Plan

Final Plan
May 23, 2025

COOK COUNTY
ILLINOIS

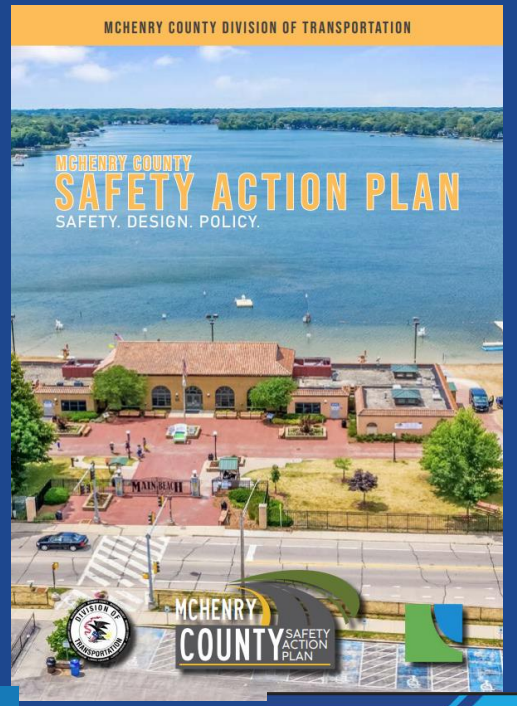


SAFE TRAVEL FOR ALL

Safety Action Plan

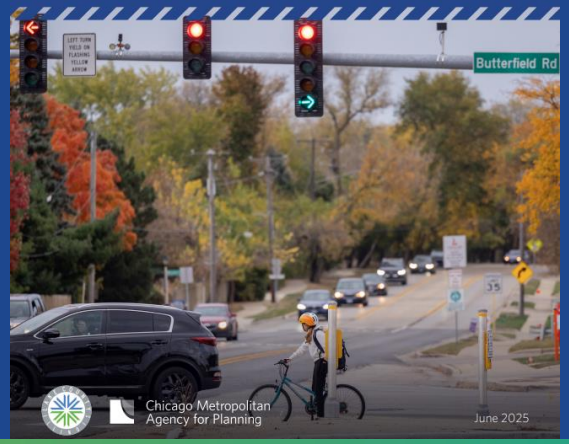
MAY 2025

MCHENRY COUNTY DIVISION OF TRANSPORTATION



SAFE TRAVEL FOR ALL

Lake County
Safety Action Plan





DuPage County Safety Action Plan

MAY 2025

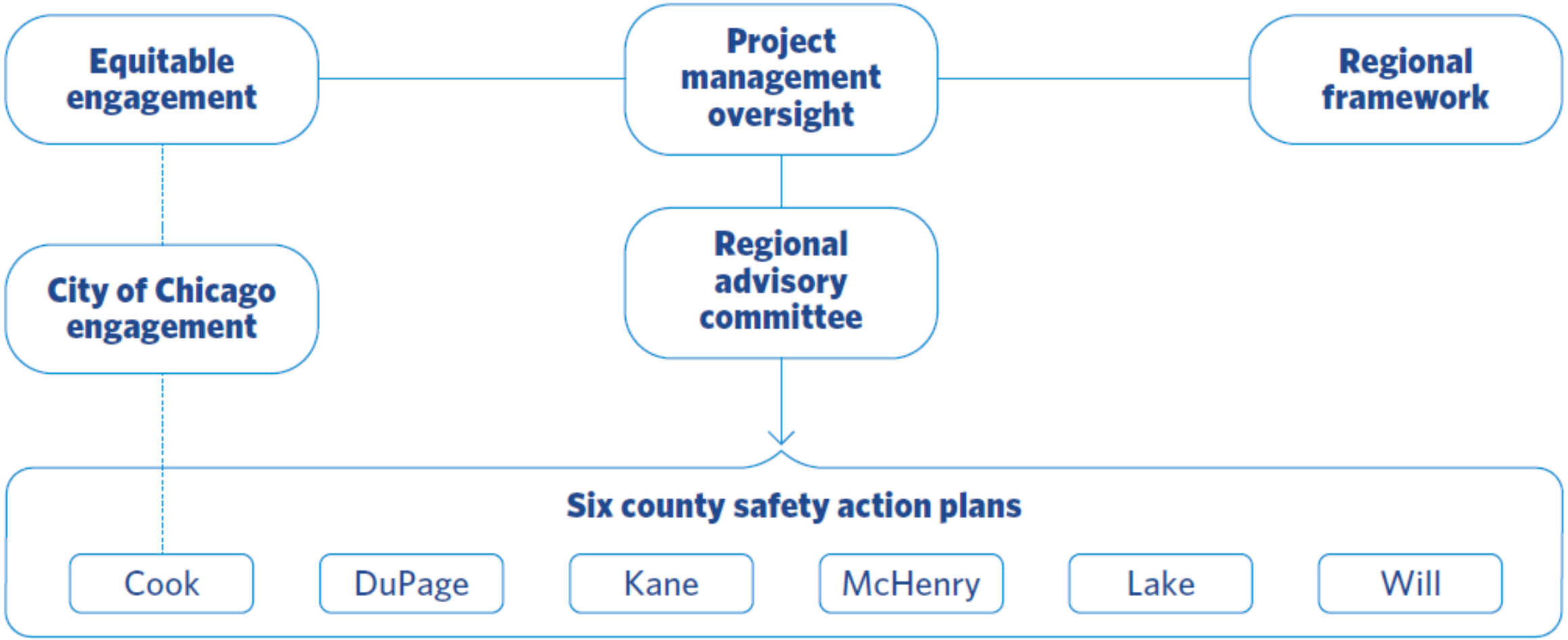
SAFE TRAVEL FOR ALL

May 2025

Will County Safety Action Plan



Safe Travel for All: Organizational Chart



Chicago Metropolitan Agency for Planning

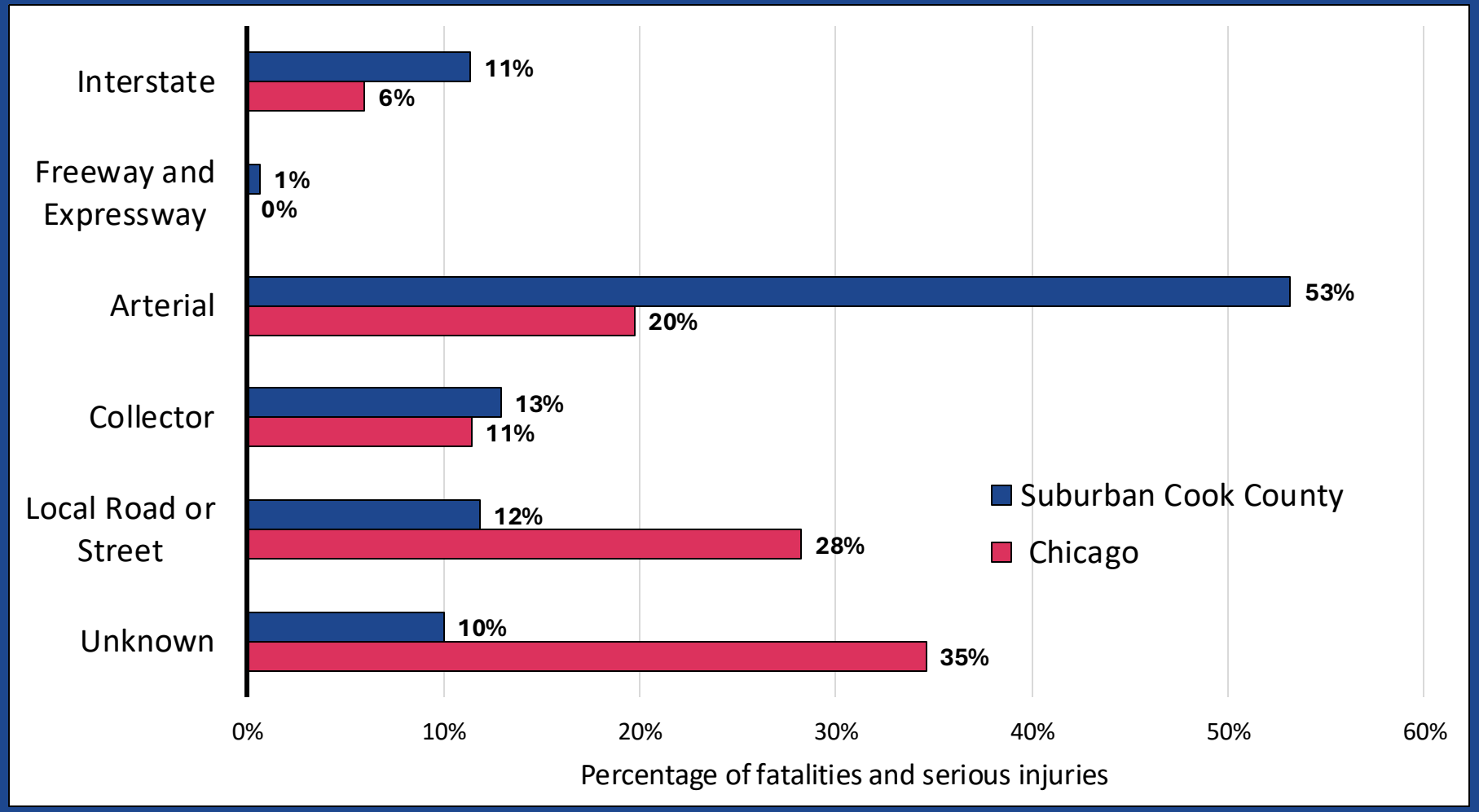
Highlights

- Great data, increased knowledge, awareness and action
- Consensus on speeding, and the importance of addressing bicycle and pedestrian crashes but varied approaches
- Partner coordination: emergency services, public health, unhoused groups, high schools, equity partners, and more.
- SS4A applications submitted this June
- High-injury network maps for each county
- Systemic analyses

Cook County

- Between 2018 and 2022, traffic fatalities **increased by more than 50%.**
- While **people outside of cars** comprise only 3% of total crashes, they represent **25% of fatal and serious injuries.**
- **Turning and angle crashes** are the most frequent type for serious and fatal crashes.
- **Aggressive driving** was the primary cause of crashes, contributing to almost **60% of fatalities and serious injuries.**

Fatal and serious injuries by functional class in suburban Cook County vs. Chicago (2018-2022)



Suburbs: Arterials ~53%

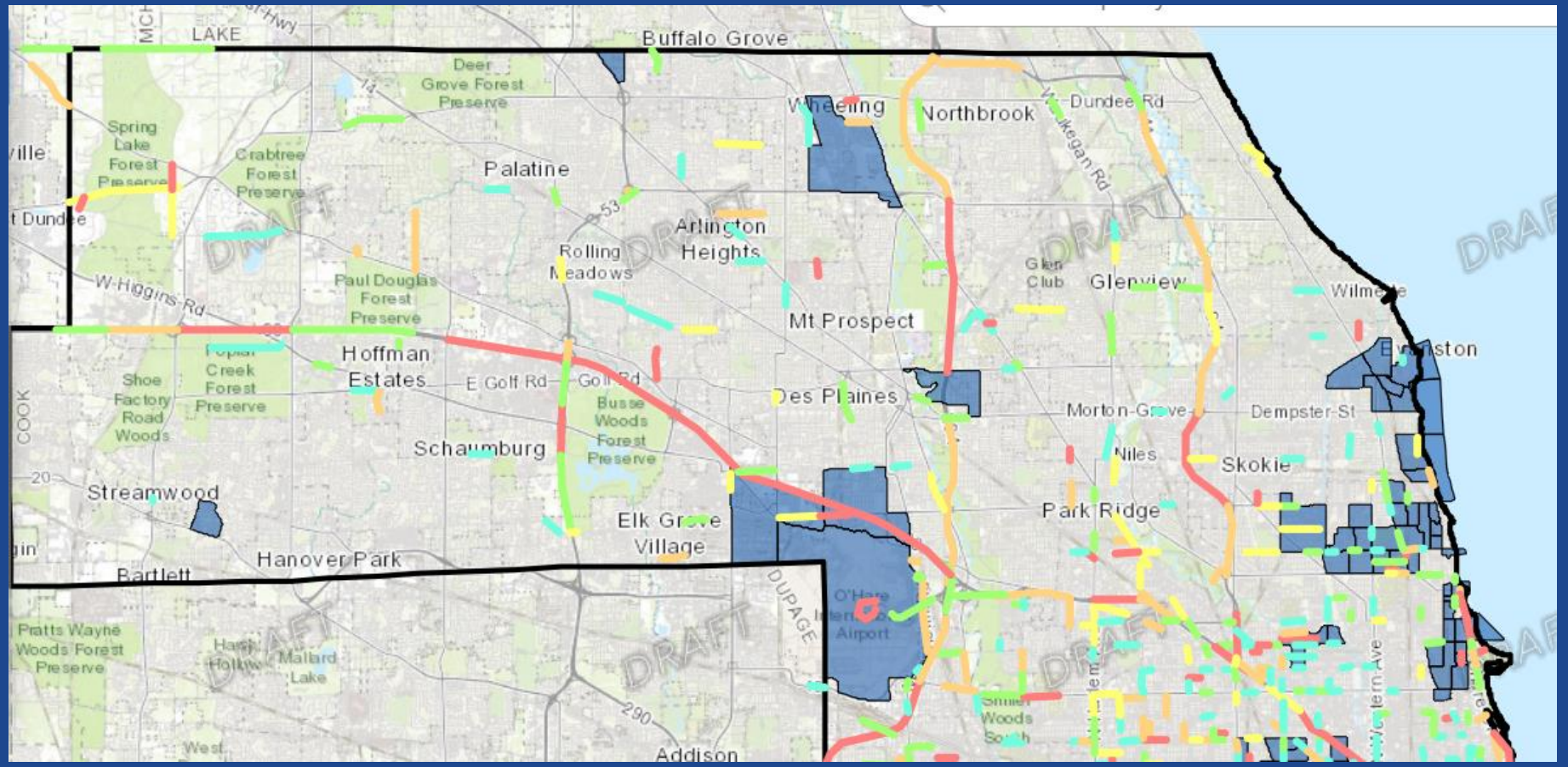
Chicago: Unknowns ~35%

Cook County

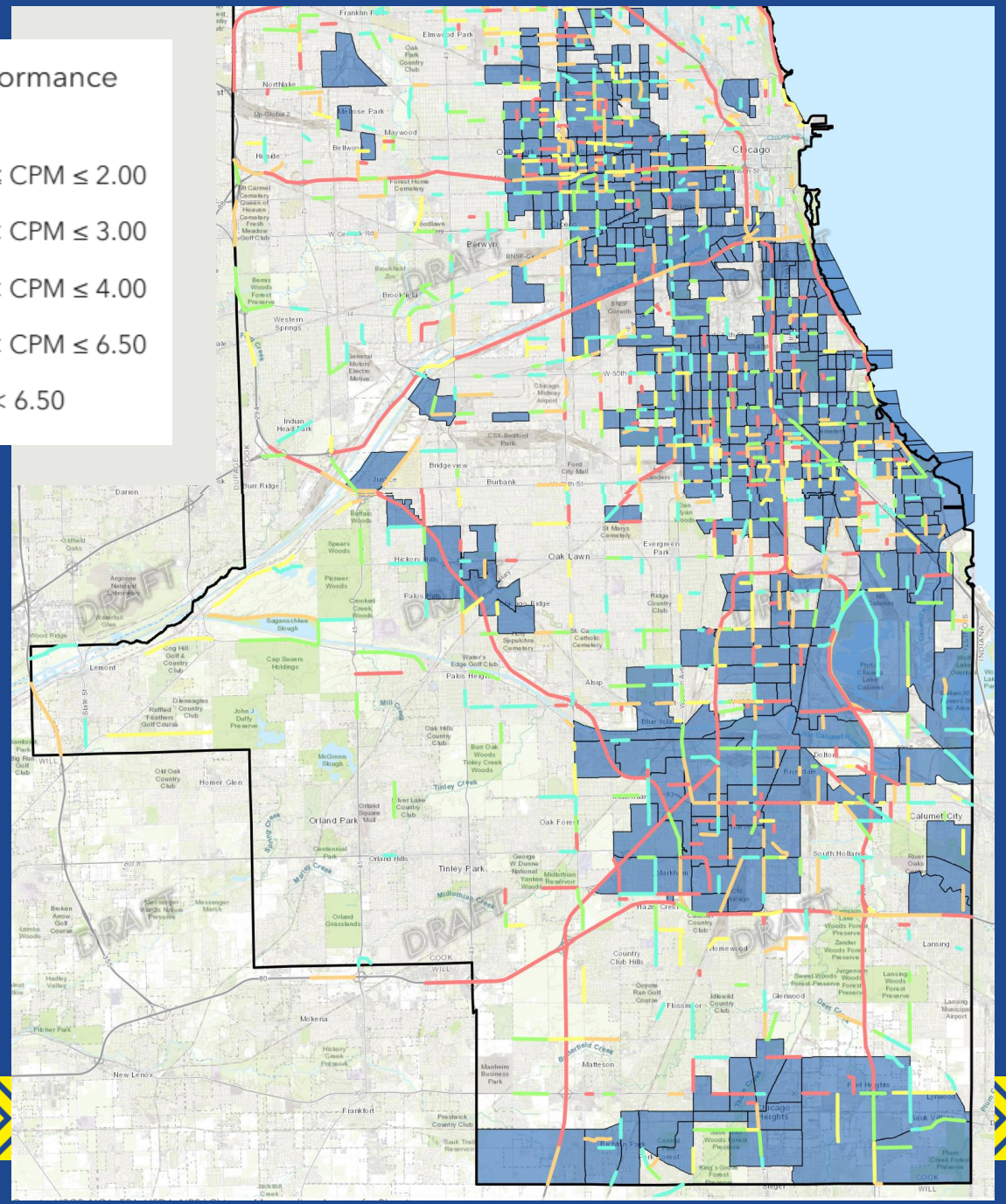
Combined Performance Metric (CPM)

- 1.56 ≤ CPM ≤ 2.00
- 2.00 < CPM ≤ 3.00
- 3.00 < CPM ≤ 4.00
- 4.00 < CPM ≤ 6.50
- CPM < 6.50

CPM assesses the frequency and rate of serious and fatal crashes.



Cook County


Combined Performance Metric (CPM)
1.56 ≤ CPM ≤ 2.00
2.00 < CPM ≤ 3.00
3.00 < CPM ≤ 4.00
4.00 < CPM ≤ 6.50
CPM < 6.50
DRAFT
Chicago
Berwyn
Brookfield
Oak Lawn
Orland Park
Tinley Park
Mokena
New Lenox
Frankfort
Calumet City
Lansing
Matteson
Burbank
Bridgeview
Hickory Hills
Palos Heights
Lemont
Homer Glen
Darien
Burr Ridge
Western Springs
Elmwood Park
Maywood
Bellwood
Hillside
Forest Home Cemetery
Indian Head Park
Oak Forest
Country Club Hills
Glenwood
Flossmoor
Chicago Heights
Sauk Village
Dolton
South Holland
Markham
Evergreen Park
Alsip
Palos Hills
Orland Hills
Orland Grasslands
Centennial Park
Orland Square Mall
Oak Hills Country Club
Tinley Creek
Midlothian Creek
Bluestem Creek
Hazel Creek
Deer Creek
Lake Calumet
Indiana
Wisconsin

DuPage County

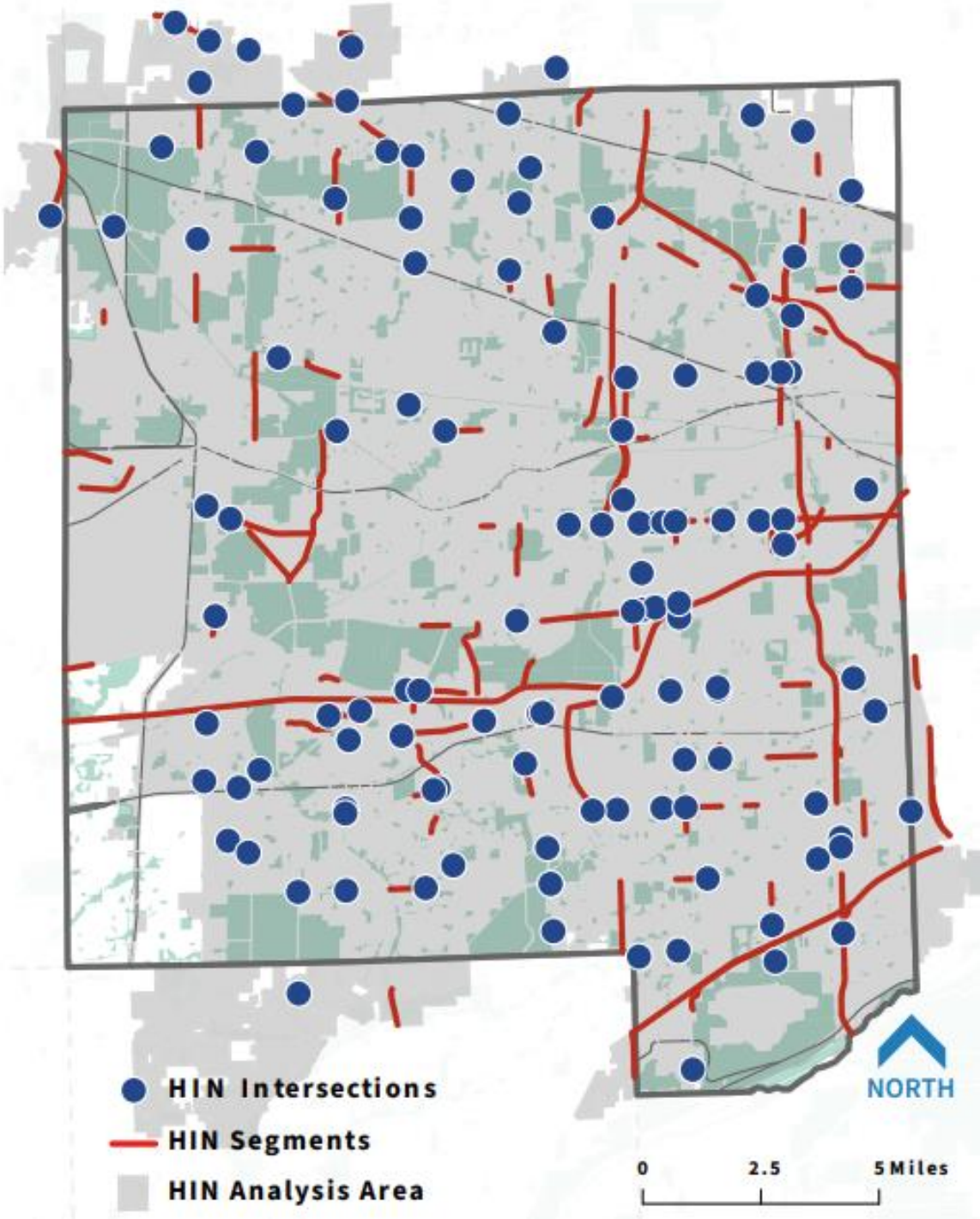
- **71% of severe crashes involve aggressive driving** behaviors (speeding, disregarding signs, failure to yield, etc.).
- At least one of these four "emphasis areas" was identified in **85% of fatal and serious injury crashes.**
- 58% of severe crashes occur on **arterial streets** which represent only 13% of street miles in the county.

Emphasis areas

- Speeding
- Intersections
- Older drivers
- People walking and biking

DuPage County

- This High Injury Network (HIN) map shows the comprehensive network, inclusive of highways, with significant portions of IL-83, as well as IL-56 and IL-38.
- The top 10 corridors did not include any highways, because their serious crash rate per mile was not high enough.

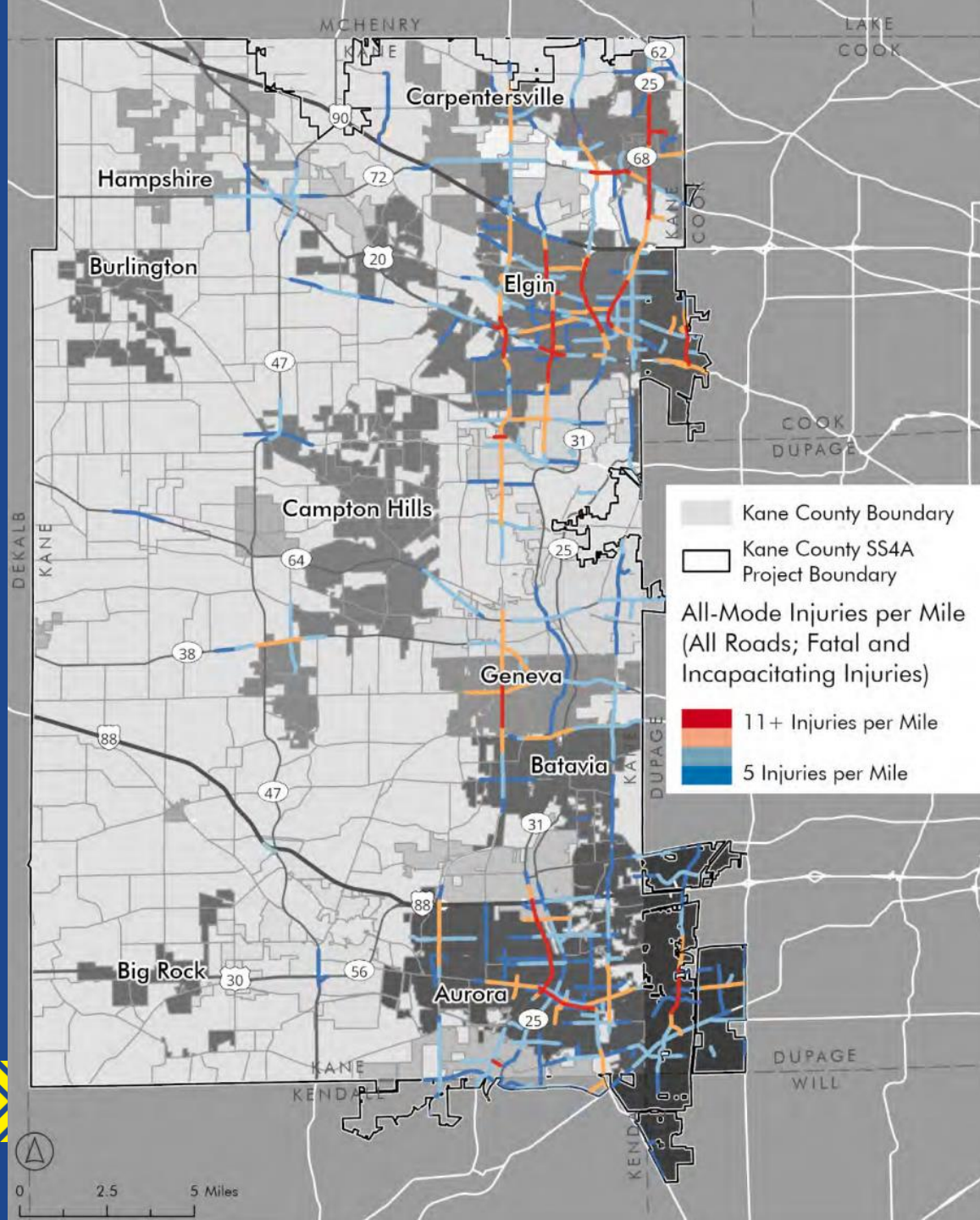


Kane County

- The top three “emphasis areas” for fatal and serious injury crashes are: **intersection, speeding, and roadway departure**
- **Roadway departure** crashes are twice as common in unincorporated areas as municipalities, where **intersection crashes** are more dominant.
- Roadways with the **highest relative risk** are those non-freeway arterials with 4+ lanes, a speed limit of 30 or less, for all roads with more than 2,000 average vehicles per day.

Kane County

- The HIN accounts for **77.8%** of fatal and serious injury crashes on just **10.4%** of the road network
- This map shows HIN roads that have 5+ serious injury or fatal crashes per mile; the red lines have 11+ per mile.
- Urban non-freeway arterials with 4+ lanes had the **highest relative risk.**

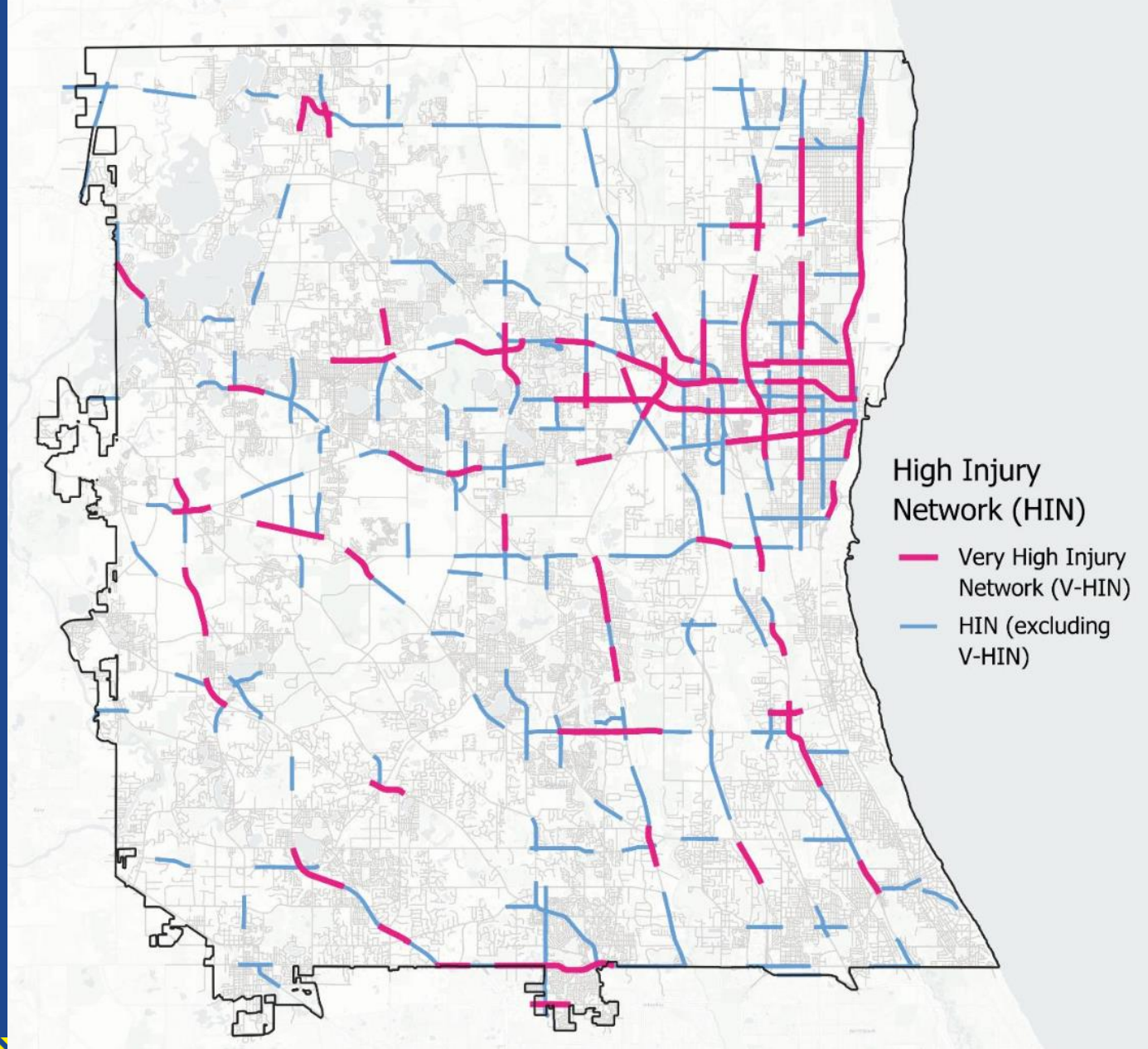


Lake County

- The top “emphasis areas” for fatal and serious injury crashes are: **intersection, speeding, roadway departure, and impaired driving.**
- **Fixed object, pedestrian, and head-on** crashes are over-represented in fatal and serious injury crashes.
- **Minor arterials and other principal arterials** account for the largest share of fatal and serious injury crashes, especially those with 4+ lanes, a speed limit of 45+, and more than 2,500 average vehicle per day.

Lake County

- The HIN accounts for **66%** of fatal and serious injury crashes on just **7.5%** of the road network
- The HIN accounts for **35%** of fatal and serious injury crashes on just **2.4%** of the road network

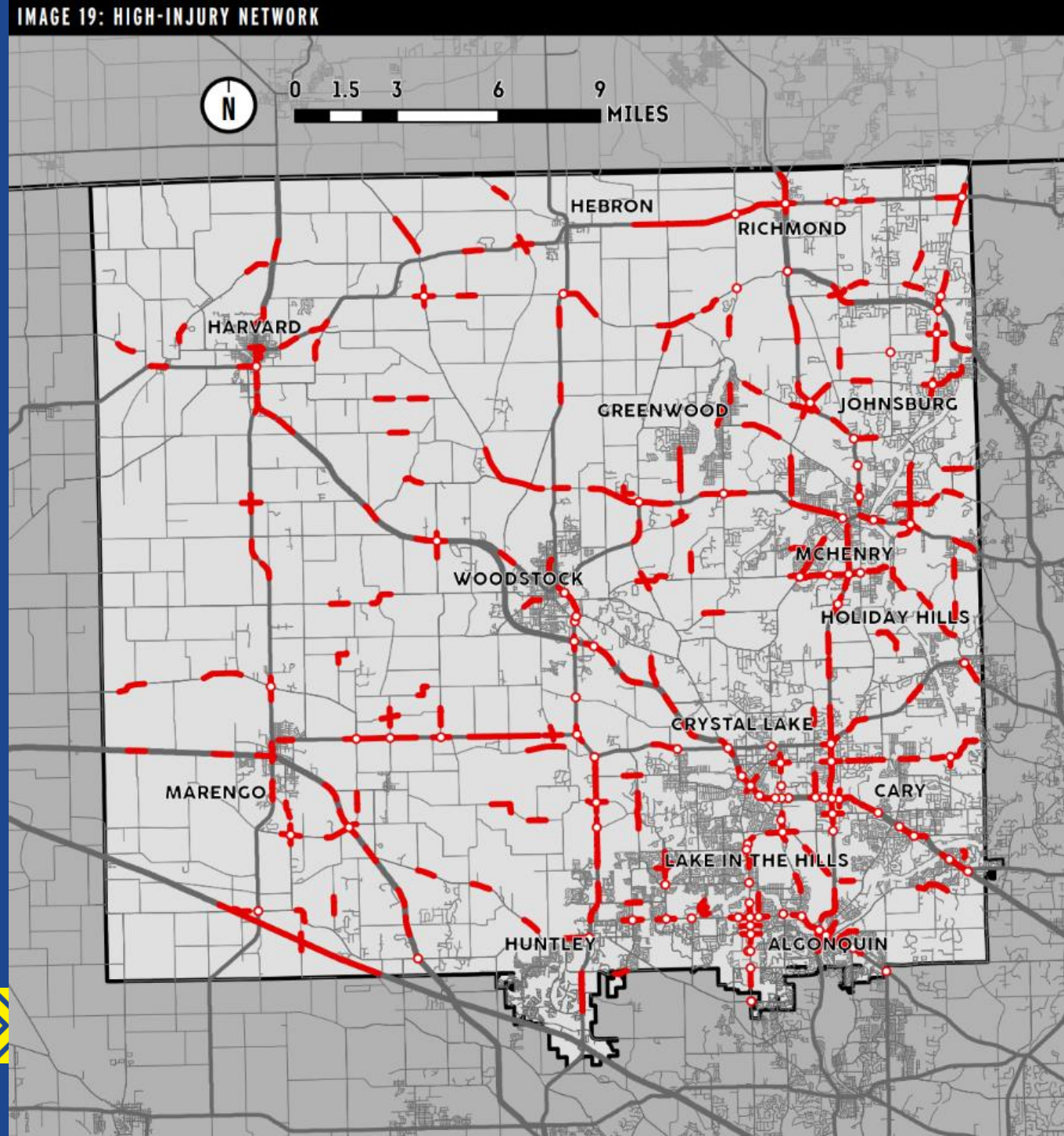


McHenry County

- For each of the below “emphasis areas” the share of fatal and serious injury crashes is **more than double** the share of total crashes.
    - Pedestrian
    - Motorcycle
    - Impaired driving
    - Bicyclist
    - Wrong way
    - Unrestrained
    - Roadway departure
- The **top three emphasis areas** for total fatal and serious injury crashes are: **speeding, intersection, and roadway departure.**
- McHenry County adopted a Vision Zero resolution on May 20, 2025.

McHenry County

- **Major collector roads** have the highest fatal/serious injury crash rates per vehicle miles traveled (64.7), **interstates** have the lowest (0.9).
- **Principal arterials** have the highest crash rate per mile or roadway

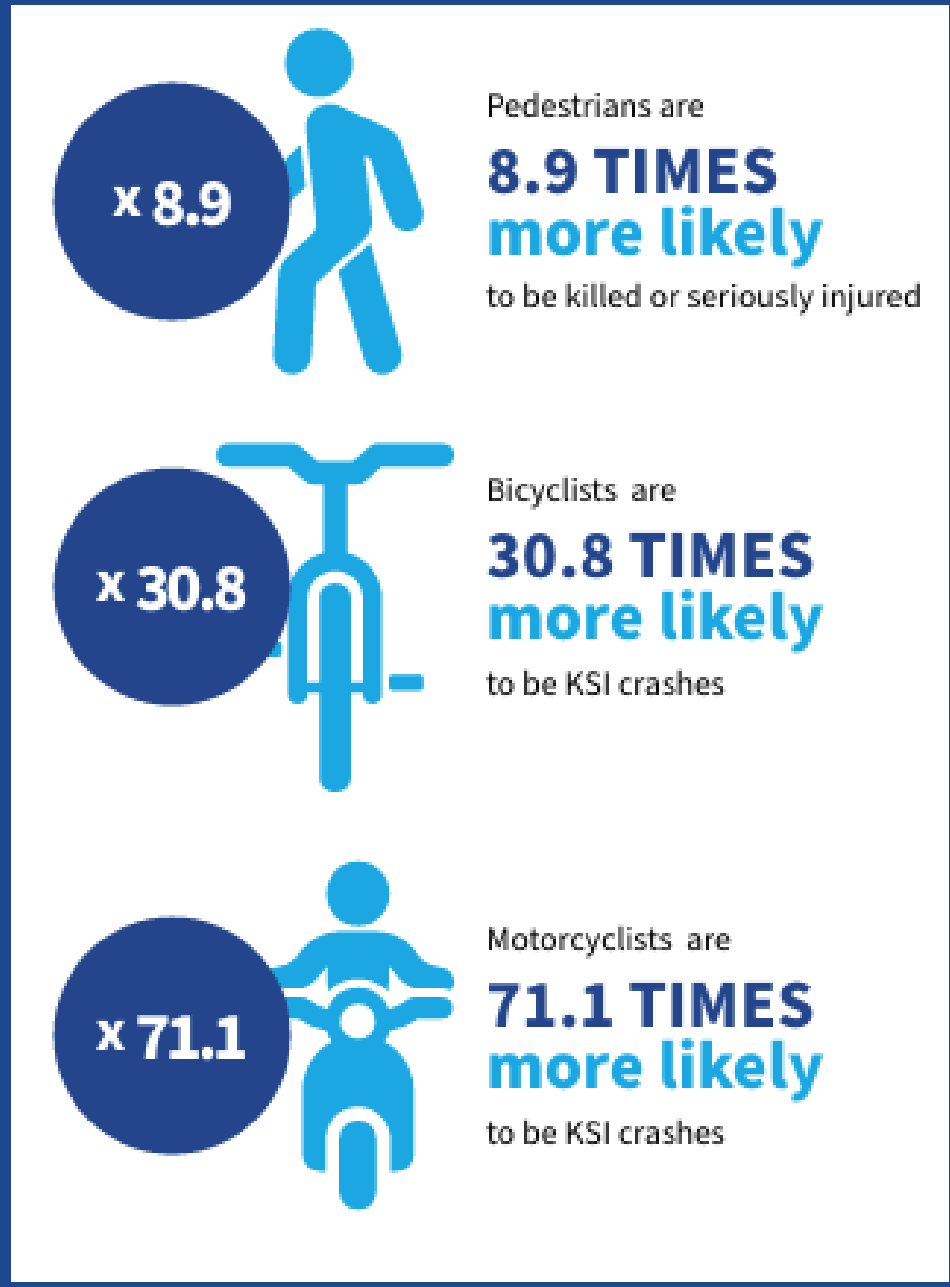


Will County

- Roadways with **speed limits above 35 mph** are about 20% of area roads, but account for 43% of fatal and serious injury crashes
- Nearly 13% of fatal and serious injury crashes occurred in **Areas of Persistent Poverty (APP)**, which only have 5.9% of roadway miles.
- Will County adopted a Vision Zero resolution on May 15, 2025.

Will County

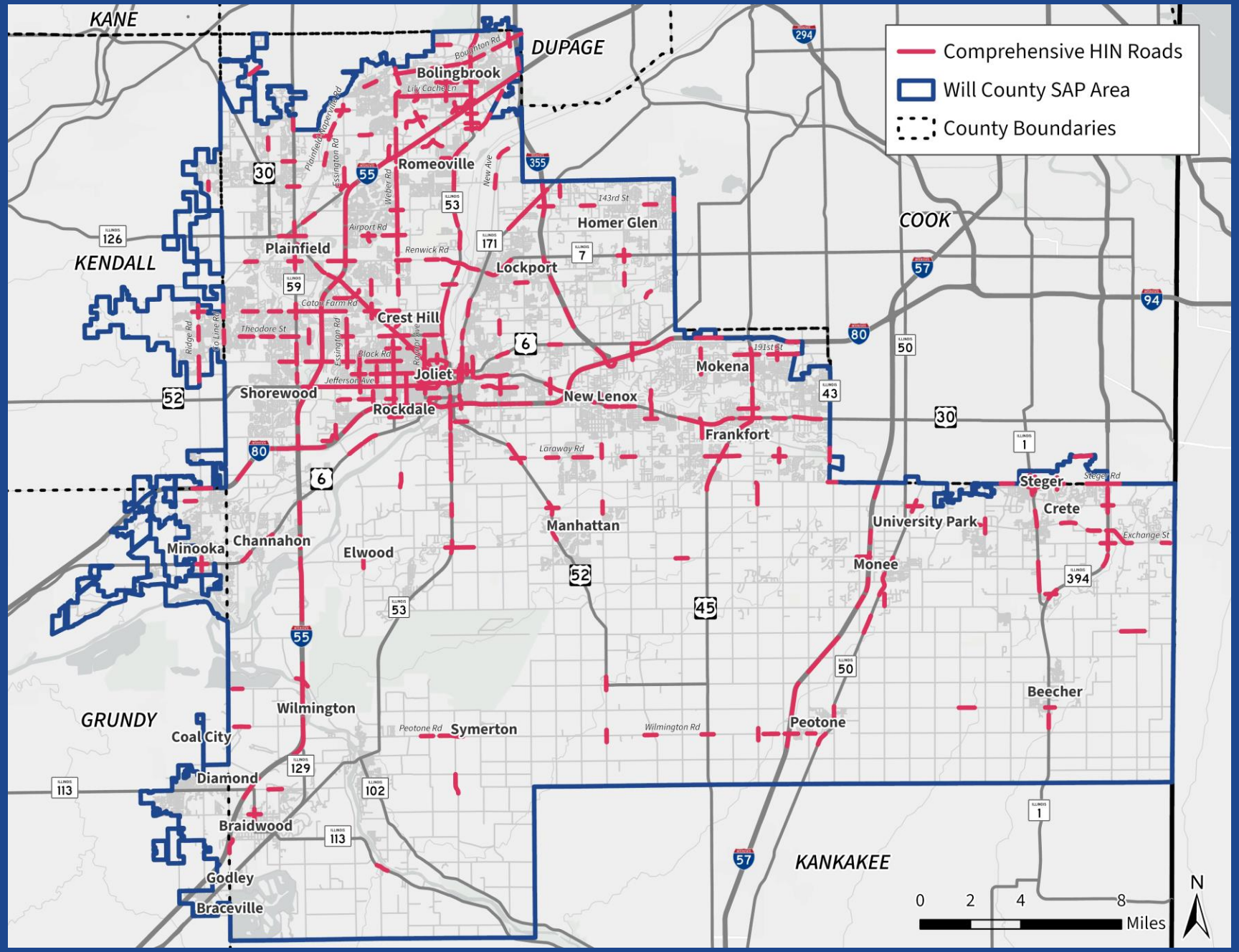
- Within the Will County SAP Study area, 25% of all fatal and serious injury crashes involved vulnerable road users, even though VRU trips account for only 5.2% of overall trips countywide.



Will County

Over 68% of fatal and serious injury crashes occurred **on just 6.3% of the county's roadways**.

Severe crashes are **11 times more likely** to occur on these roadways.



Many thanks to the consultant teams

Cook County	Jacobs Engineering Group
DuPage County	TYLin
Kane County	H.W. Lochner
Lake County	HDR
McHenry County	Epstein
Will County	WSP
Project management and oversight	AECOM
Regional engagement and branding	Daylight / Span

Continuing the work

- Safe Systems program area
- Pop-up engagement events
- Toolkits for countermeasures and engagement
- Enhanced systemic analysis
- Rail safety and grade crossing prioritizations



Synthesizing plans

Lake	LPol08	Sidewalk Master Plan		Vulner	
Lake	LPol09	Bicycle Master Plan		Vulner	
Lake	LPol10	Mid-Block Crossing Policy		Vulner	
Cook	CPol01	Accelerate Complete Streets Implementation		Compl	
Cook	CPol02	Expand and Improve Automated Traffic Enforcement Systems		Enforc	
Cook	CPol03	Set Safe Speed Limits		Speed	
Cook	CPol04	Create Safer Vehicles Through the Safe Systems Approach		Vehicle	
Cook	CPol05	Improve Policy and Design Guidance for Safer Streets		Policy/	
Cook	CPol06	Enhance Policies to Improve Pedestrian Safety		Vulner	
Cook	CPol07	Improve Crash Data		Data	
Cook	CPol08	Strategy and Countermeasure Recommendations			
Kane	KPol01	Consider Formalizing Standard Practices into Policies and Guidance Documents to Ensure Consistent and Effective Implementation		Policy/	
Kane	KPol02	Develop Policies that can be Tailored to a Community		Policy/	
Kane	KPol03	Speed Management		Speed	
Kane	KPol04	Electric Bicycles, Scooters, and Mopeds		Vulner	
Kane	KPol05	Law Enforcement Staffing and Training		Enforc	
Kane	KPol06	Consider Supporting Legislation for Increased Penalties Associated with Fatal Crashes		Enforc	
Kane	KPol07	Rail Safety and Suicide Prevention		Rail sa	
Kane	KPol08	Explore Legislation for Expanding Blood Draw Tests to Detect Impairment		Impaired drivers	Potential Strategy
McHenry	MPol01	Safety Educational Curriculum		Culture/behavior	Proposed Policy or Program
McHenry	MPol02	Safe Ride Home Program	Program		Proposed Policy or Program

COUNTERMEASURE	Cook	DuPage	Kane	Lake	McHenry	Will	Count
Sidewalks and/or Sidepaths (or Multi-Use Paths)	X	X	X	X	X	X	6
Bike Lanes: Dedicated, Separated, Buffered, or Protected Bikes Lanes & Shared-Use Paths	X	X	X		X	X	5
High-Visibility Crosswalks		X	X	X	X	X	5
Roundabouts (including mini or pop-up)	X		X	X	X	X	5
Automated Enforcement / Automated Speed Enforcement / Automated traffic enforcement tools	X		X		X	X	4
Dedicated Turn Lanes (Left, Right, Longer, Offset)	X			X	X	X	4
Flashing Yellow Arrows	X	X			X	X	4
Four Quadrant Crossing Gates, Medians, or Beacons at Railroad Grade Crossings	X		X		X	X	4
Intersection Daylighting / Parking restrictions at corners / Parking Restrictions Near Crosswalks	X	X			X	X	4
Leading Pedestrian Intervals (LPI)	X		X		X	X	4
Lower/Variable Speed Limits or Slow Zones	X		X	X		X	4
Positive/Zero Offset Turn Lanes		X		X	X	X	4
Road diets (lane reduction, rightsizing)		X		X	X	X	4
Access Management		X		X		X	3
Curb Extensions (e.g., concrete or painted)	X				X	X	3
Dynamic Speed Feedback Signs	X				X	X	3
High friction surface treatment (HFST)	X				X	X	3
Intersection lighting	X	X		X			3
Medians and Pedestrian Refuge Islands				X	X	X	3
Pedestrian Hybrid Beacons (HAWK)	X				X	X	3
Pedestrian Refuge Islands	X	X	X				3
Protected Left-Turn Phasing	X				X	X	3
Raised Crosswalks	X				X	X	3
Rectangular Rapid Flashing Beacons (RRFB)	X				X	X	3
Rumble Strips / Rumble Strips Guardrails / Rumble strips/stripes	X		X		X		3
SafetyEdge				X	X	X	3
Wider Edge Lines			X	X		X	3
Accessible pedestrian signals (APS)	X					X	2
Advance Stop (Bars or Yield Lines)			X		X		2
Advanced Warning Signs / Advanced Intersection Warning Beacons/Signs			X			X	2
All-Way Stop					X	X	2
Animal Fencing and Crossings/Grade Separated Crossings					X	X	2

Regional Safety Strategy

- Evaluate and summarize plans
- Find alignment
- Detailed policy development
- Identify opportunities in legislation, policy, guidance, processes, funding programs



Questions?

SAFE TRAVEL FOR ALL

6.0 Adjournment

Next meeting:

November 6, 2025

Chicago Metropolitan Agency for Planning

Transportation Technology and Operations Coalition

Noah Harris

nharris@cmap.illinois.gov

Aaron Brown

abrown@cmap.illinois.gov

@cmapillinois







