go:safe McLean County

Action Plan Update 2025

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MCRPC
McLean County
Regional Planning Commission

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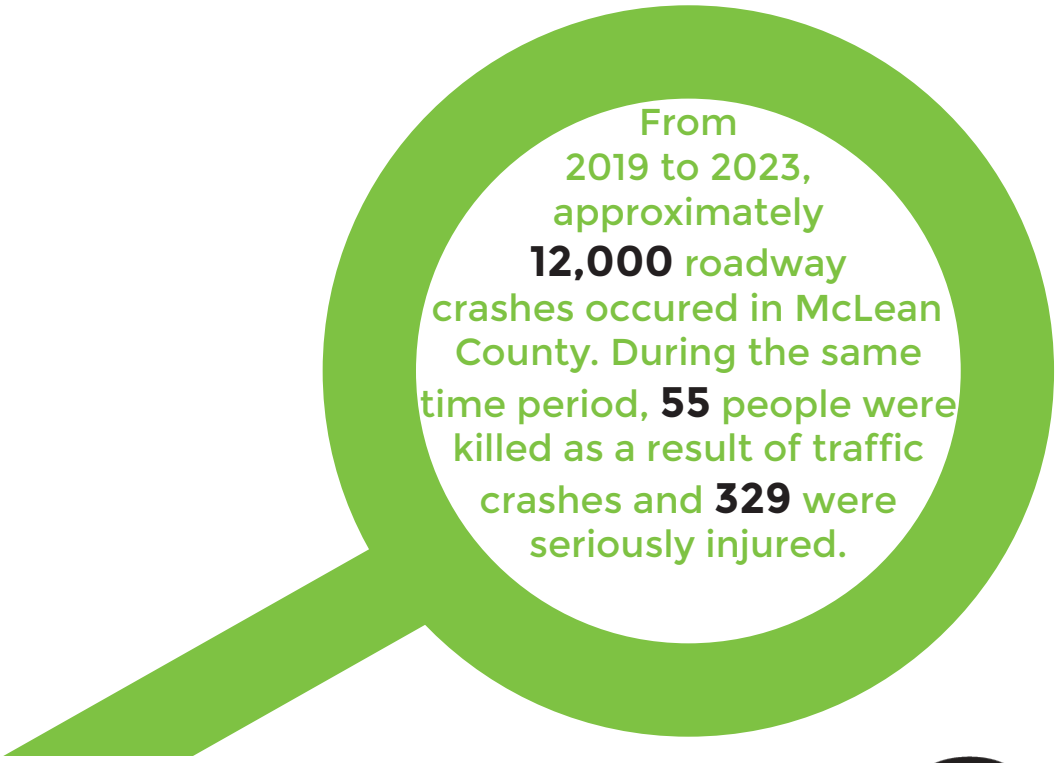


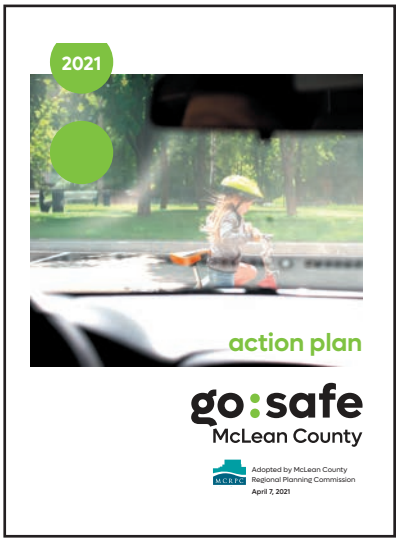
go:safe McLean County

Background & Purpose

Purpose

This project was initiated by the McLean County Regional Planning Comission (MCRPC) to update the **2021 Go:Safe Action Plan**. The project is made possible through the Federal Highway Administration's (FHWA) Safe Streets and Roads for All (SS4A) program. This safety action plan (SAP)meets all requirements for SS4A certification.

2021 GO:SAFE ACTION PLAN



In 2021, MCRPC adopted the 2021 Go:Safe Action Plan which provided a framework and language for prioritizing safety across jurisdictions within McLean County transportation systems. The "focused and collaborative safety effort was intended to empower citizens of the Bloomington-Normal urbanized area to participate in the transportation system as user-owners, bolster competitive applications for public funding opportunities, and **ultimately eliminate fatalities and life-changing injuries** from our community."

GO:SAFE MCLEAN COUNTY ACTION PLAN UPDATE 2025

In 2025, MCRPC initiated an update to the 2021 Go:Safe Action Plan which will serve to reinforce the region's commitment to eliminating fatal and serious injury crashes. The **Go:Safe McLean County Action Plan Update 2025, hereafter referred to as "the Plan",** will further the work accomplished in the 2021 Go:Safe Action Plan by expanding the Plan to include all of McLean County. Focus for this update is directed toward users more at risk, including pedestrians, cyclists, motorcyclists, children, the elderly, persons with disabilities, and underserved communities. The Plan evaluates a High Injury Network (HIN) using recent data, identifies underserved community target areas, assesses current policies, re-prioritizes projects and priority locations, and provides a Safety Toolkit for use by area transportation agencies.

Ensuring the overall safety of our transportation system — regardless of age, physical ability, neighborhood, or mode of choice — is critical for responsibly promoting the use of the system the community relies on and enjoys.

Previous Planning Efforts

Over the last decade, MCRPC has partnered with the City of Bloomington, the Town of Normal, McLean County Highway Department, Connect Transit, and the Illinois Department of Transportation (IDOT) to develop and publish a wide range of plans to advance transportation safety in the Bloomington-Normal urbanized area. These plans are documented in detail in the policy assessement section of the Plan. Through these cumulative efforts, local agencies, in collaboration with local governments, have a long history of working together to prioritize transportation safety. This Plan is the next step in a long line of transportation safety efforts in the region.

Renewed Commitment & Timeline

McLean County, through the Plan update, is committing to a clear and urgent goal: Zero traffic-related deaths and serious injuries by the year 2035.

Commitment

The 2021 Go:Safe Action Plan commitment to zero fatalities or life-changing injuries was identified through the 2017 BN Mobile: Long Range Transportation Plan 2045 (LRTP), and first adopted through the 2021 Go:Safe Action Plan. The Plan furthers the work accomplished in the 2021 Go:Safe Action Plan by expanding the scale to include all of McLean County. Focus for this update will be directed toward vulnerable road users, underserved communities, as well as comprehensive policy assessment.

The leadership across the McLean County area, through the planning process with MCRPC, 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 MCRPC aims to implement targeted safety improvements. Together with its partners, MCRPC is dedicated to creating a culture of safety that reflects the values of our communities and promotes access to safe transportation for everyone.

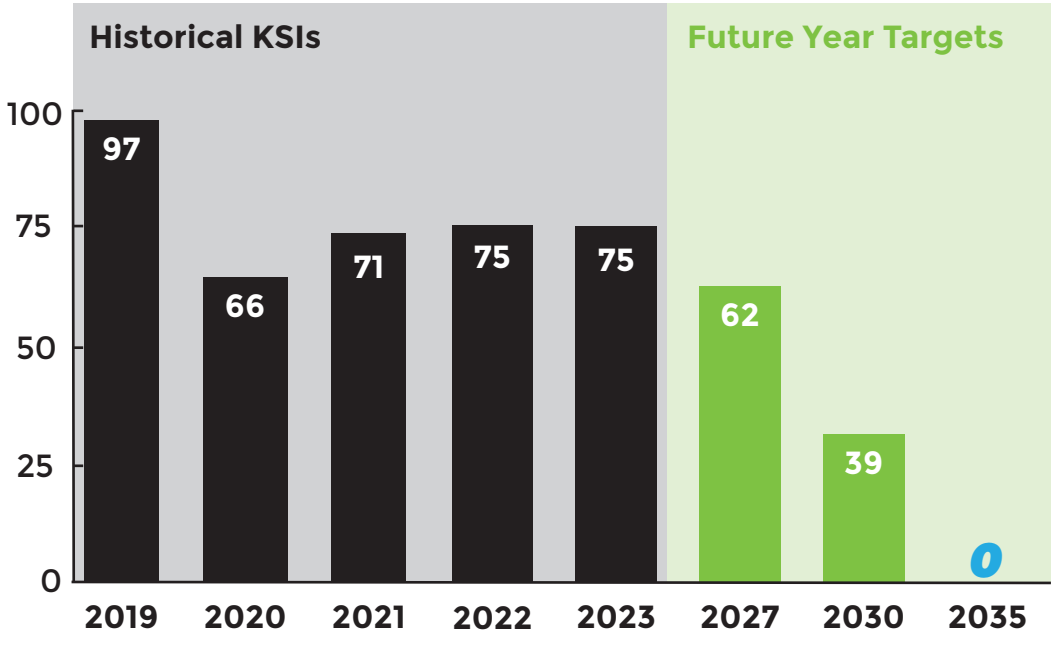
Timeline

Rather than dismiss traffic crashes as "accidents," the Plan defines traffic crashes as preventable incidents for which system designers and users accept responsibility — not to assert blame, but to claim control and set an agenda for change.

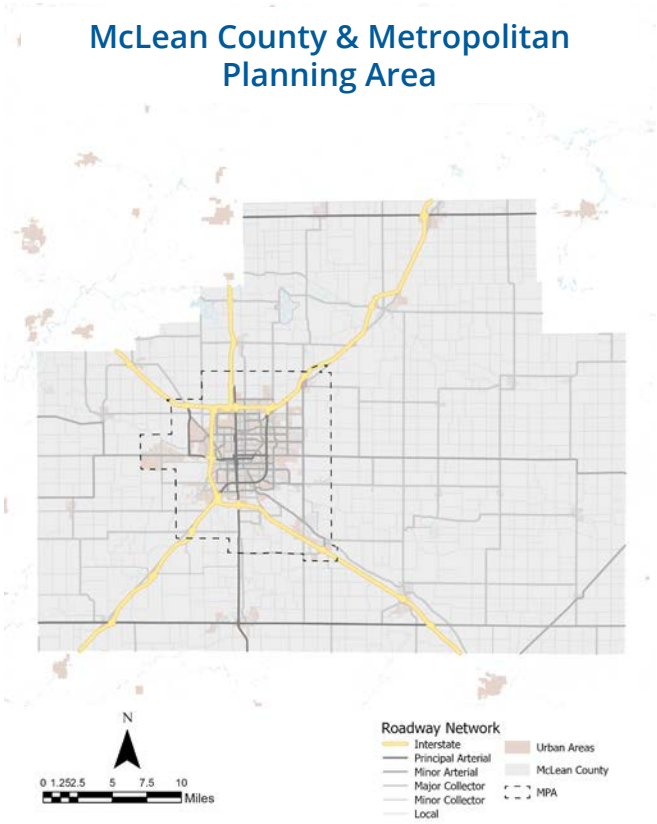
Addressing preventable traffic incidents throughout the McLean County regional transportation system begins with setting a single-minded target: **zero fatalities or life-changing injuries by 2035.** This goal applies to traffic crashes occurring on non-expressway and non-interstate roads. The Plan outlines clear milestones and measurable sub-targets over the next decade to reach the 2035 target. By setting near-, mid, and long-term targets, the region aims to maintain momentum, ensure accountability, and foster a culture of safety that protects all road users, regardless of age, mode, or neighborhood.

MCRPC's efforts to plan, adapt, evolve, and continuously improve the system will remain anchored in the highest, most-widely shared priority: protecting human life. An ambitious target of zero fatalities or life-changing injuries by 2035 reflects McLean County's commitment to protecting the community.

McLean County Vision Zero Targets



MCRPC Project Approach



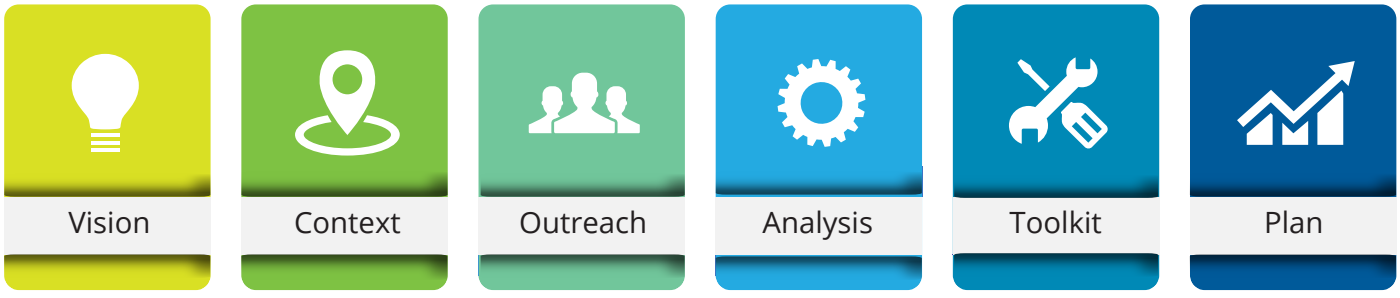
Through MCRPC, the McLean County region's commitment to safer streets is grounded in the understanding that traffic-related deaths and injuries are preventable. By adopting a proactive, data-driven approach, McLean County aims to systematically address safety risks and prioritize interventions in areas with high safety concerns.

The Plan covers both the Metropolitan Planning Area (MPA), which MCRPC plans for, and all of McLean County. The focus of the Plan is to improve safety for all road users, with a particular emphasis on vulnerable populations such as pedestrians, bicyclists, and transit users. The approach aligns with national, state, and local safety goals to create a transportation network that is safe, equitable, and accessible.

The Plan provides essential background information, including a description of the SS4A program and the Safe System Approach. The Plan will cover the community engagement process, results from the data-driven analysis, context-sensitive proven safety countermeasures, and actionable strategies aimed at helping local leaders achieve the goal of zero traffic deaths and serious injuries.

Elements of the Plan

The Plan update is structured around key elements designed to address both the systemic and localized nature of traffic safety. These elements include:



Planning Structure

The Project Steering Committee (PSC) participated in the development of the plan while the Go:Safe Task Force will be responsible for monitoring the implementation of the Plan.

Project Steering Committee

The Go:Safe PSC was charged with oversight of the SAP development, allowing the Plan to meet SS4A requirements for certification. The PSC provided MCRPC and the plan development team with expert knowledge and connections to various groups and industries. The PSC assisted with the development and revising of the Plan in compliance with requirement number two in the SS4A Self-Certification Eligibility Worksheet.

The PSC is composed of various municipal, county, and federal representatives including agencies for engineering, planning, health, transportation, and safety. Steering Committee members agreed to membership responsibilities including:

- Sharing knowledge and ideas with the plan development 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.

PSC MEMBERSHIP

The PSC is comprised of 15 members representing 11 distinct agencies and organizations across McLean County.

Entities Represented on the PSC

1. FHWA - Illinois Division
2. Bureau of Safety Programs and Engineering, IDOT
3. McLean County Highway Dept.
4. City of Bloomington
5. Friends of Constitution Trail
6. Town of Normal
7. City of Lexington
8. State Farm
9. MCRPC
10. NAACP
11. Connect Transit

Go:Safe Task Force

The Go:Safe Task Force (GSTF) will be charged with monitoring the implementation of the Plan. Through the Plan development process, members of the Go:Safe Task Force were strategically chosen to provide best support implementation of the Plan. Members are largely drawn from the PSC and will serve the important role moving forward in supporting MCRPC as it strives to reach zero fatalities or life-changing injuries by 2035.

The GSTF will be responsible for tracking Vision Zero milestones and collecting data related to key performance measures. Progress will be published in an annual report publicly available on the Go:Safe webpage.

The GSTF is comprised of the following entities:

- MCRPC
- City of Bloomington
- Town of Normal
- McLean County Highway Department
- Connect Transit
- McLean County Health Department

Program & Funding

What is a Safety Action Plan?

The Plan, an extension of the SS4A program, 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, community-focused interventions, and proven safety countermeasures from national best practices, while leveraging input from local stakeholders and community members.

The strategies and projects selected for the Plan are based on the findings from the technical safety analysis and the policy and process review which align with federal and state priorities. These priorities are 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.

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 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.

The SS4A initiative is a national program aimed at supporting local government agencies in developing 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 MCRPC to adopt evidence-based safety strategies and implement them through targeted investments in infrastructure and policy changes.

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.

SS4A Eligibility

Safety Action Plans are eligible for SS4A Implementation Funding if all elements of the SS4A Self-Certification Eligibility Worksheet are determined to be met. The requirements are listed below and next to each requirement is the page number of this plan document on which the information satisfying that requirement is found.[2]

#	Safety Action Plan Requirements[2]	Page
1	**Leadership Commitment and Goal Setting**	
1A	**Public Commitment to Zero Fatalities and Serious Injuries**	3
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2	**Planning Structure**	
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4A	**Public Engagement**	10
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7A	**Progress Metrics**	42
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[2] SS4A-FY25-Self-Certification-Worksheet

Implementing the Safe System Approach

The Safe System 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 System 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 System Approach is a holistic and human centered approach to roadway safety. The principles of the Safe System approach adapted for the Plan are:

Traffic deaths are preventable and unacceptable.

Human life is our highest priority.

Preserving human life takes priority over convenience.

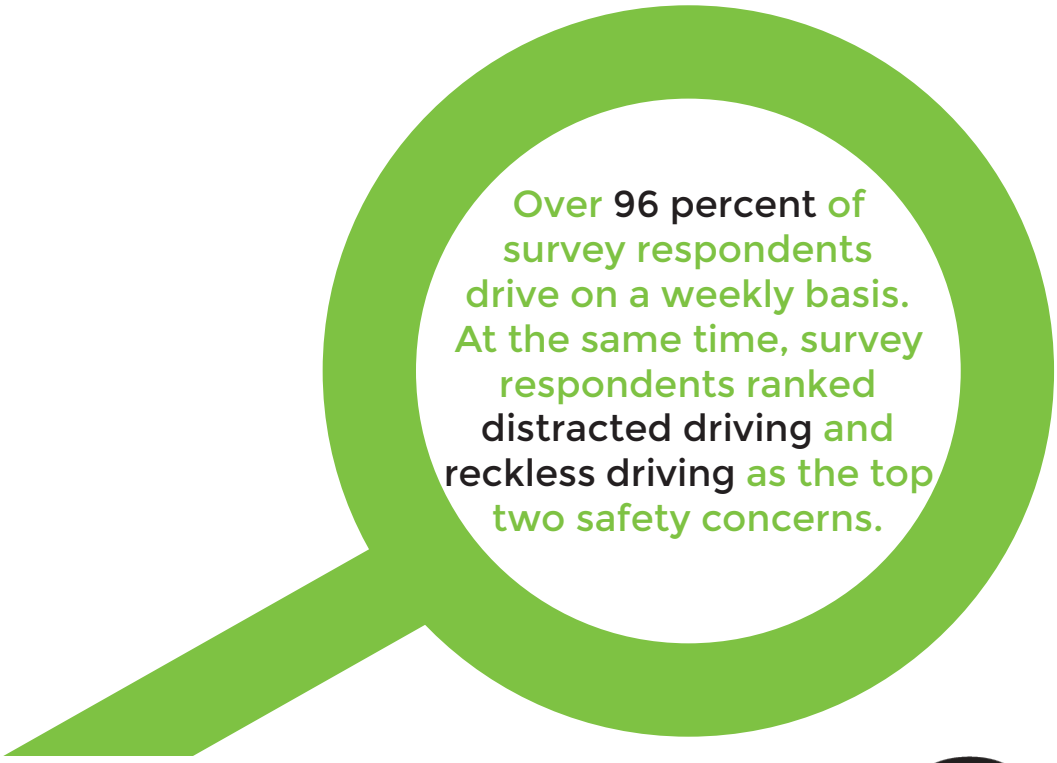
Saving lives is not expensive.

McLean County's transportation system should be safe for all users.

Human error is inevitable and predictable. Our transportation system should be designed to anticipate human error, so that the consequence is not death or severe injury.

Safe human behaviors, education, and traffic safety enforcement are essential contributors to a safe transportation system.

People are inherently vulnerable to crash injury, and speed, and speed is a fundamental predictor of crash survival. Our transportation system should be designed for speeds that protect human life.



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Engagement Overview

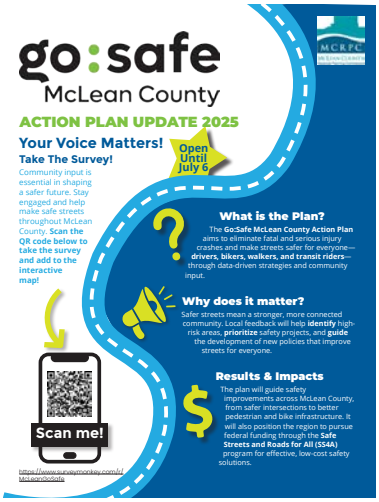
Public Engagement Goals:

- Promote transparency and trust between the Plan development team and the community.
- Engage a diverse range of McLean County residents and stakeholders in the planning process, including underserved populations.
- Gather information that is not captured in crash statistics, such as “close calls” and safety perception.
- Inform the public about SAP Update development, crash trends and ways to improve transportation safety.
- Collect input from the public on potential future safety improvement projects.
- Incorporate public input into the SAP Update.

Public Engagement Outreach & Events

The Go:Safe planning process kept the public informed and engaged by using a variety of outreach methods, including surveys, handouts, interactive displays and maps, media coverage, and social media.

The process began in Spring 2025 with the formation of the PSC and the launch of a project website featuring interactive feedback tools. A 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 McLean County.



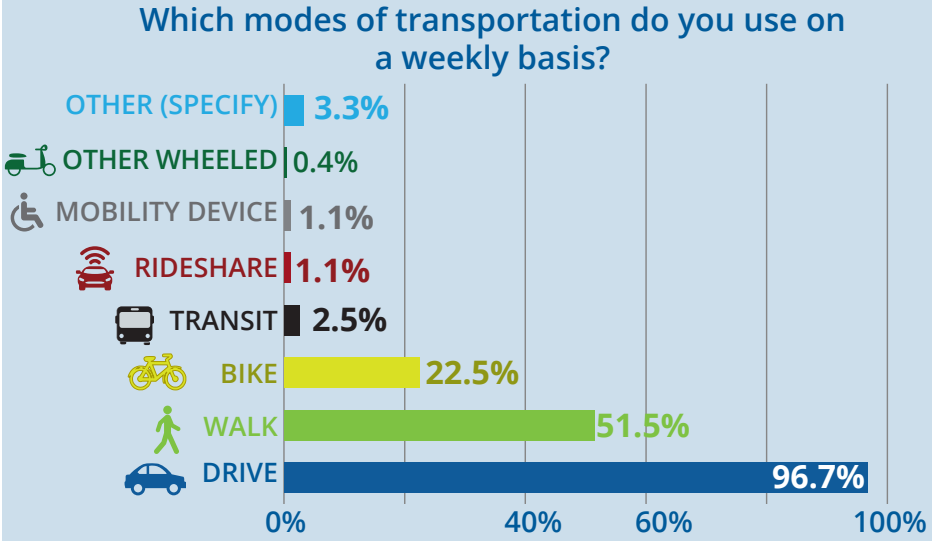
Public meetings were held in person to present findings and gather further input. The engagement concluded in Summer 2025 with the collection of final public comments, ensuring that the community’s voice influenced the comprehensive safety action plan. The engagement process is detailed on the following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

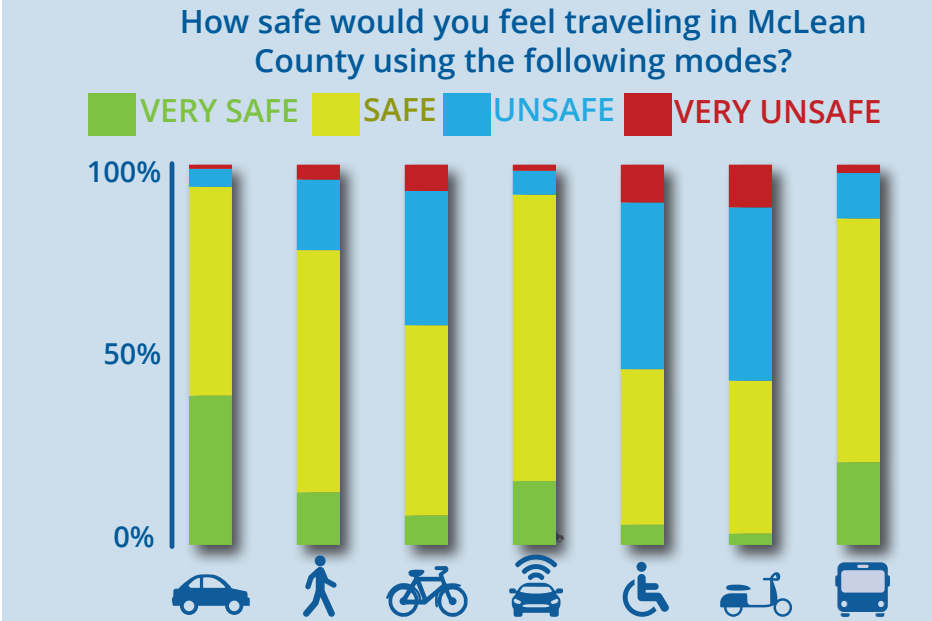
Online Survey

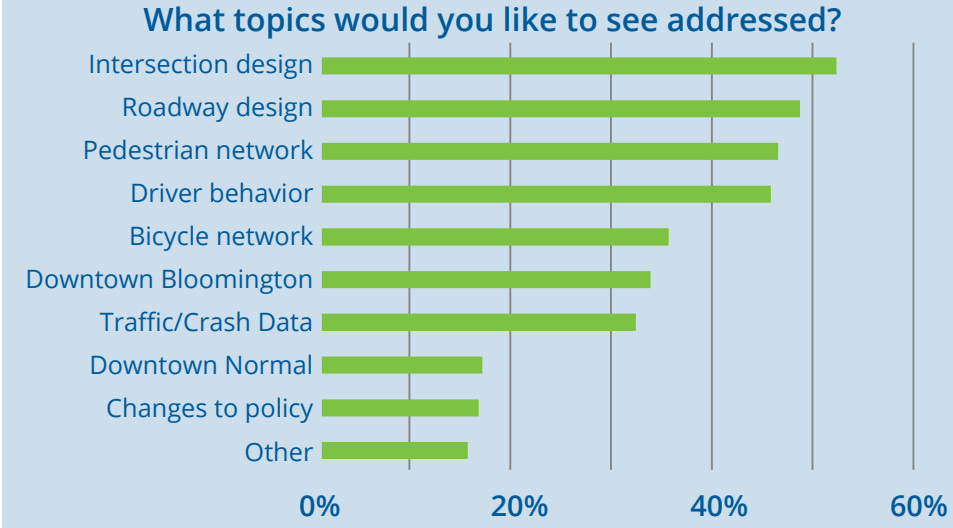
The purpose of the survey was to gather public preference on topics to address in the plan, and provide guidance for local agencies' approaches to making streets safer and more accessible for all users in McLean County.

The community survey was conducted from June 5, 2025, to July 7, 2025. The survey received 276 responses from residents, offering insights into how people travel, what safety concerns they experience, and which improvements they support. Responses highlighted a need for improved roadway design, needs for additional bicycle/pedestrian facilities, and concern for unsafe driving behaviors.

Results from key survey questions are graphed to the right and on the following page. 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 VRUs. The full survey results, including optional demographic responses, are included in the Appendix.







Survey Results

Top Five Safety Issues Facing the Region

Distracted or Impaired Driving

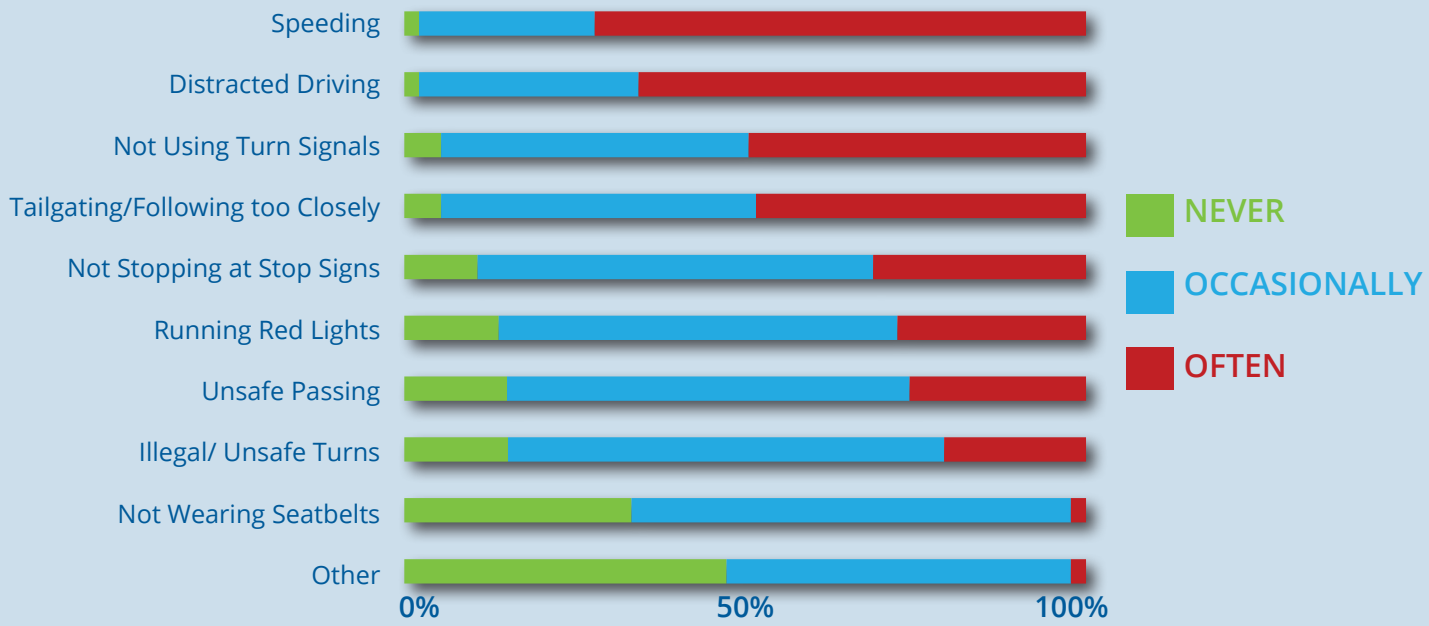
Reckless Driving

Poorly Maintained Roads

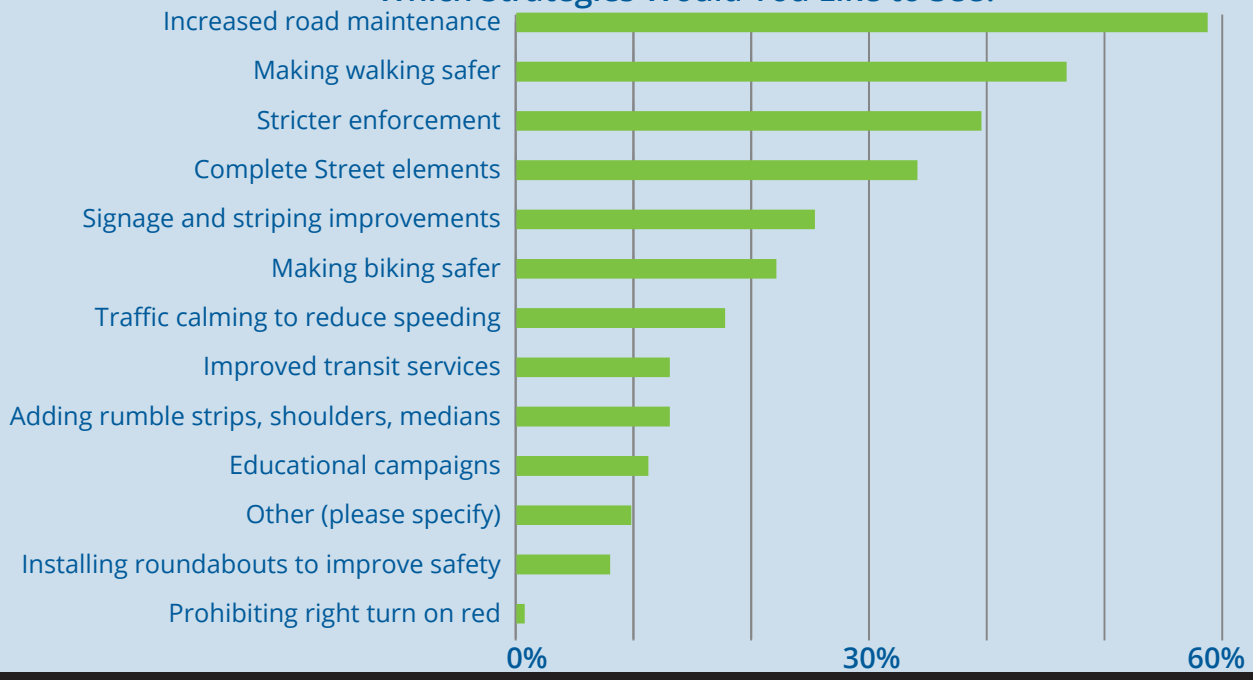
Running Red Lights

Speeding

How Frequently Do You Observe the Following?



Which Strategies Would You Like to See?



Public Input Map

Map Purpose

The public input map of McLean County is shown below. The interactive map allowed participants to identify specific safety concern locations, opportunities for improvement, and identify ideas and suggestions. In addition to points on the map, 31 comments were submitted by participants describing safety concerns.

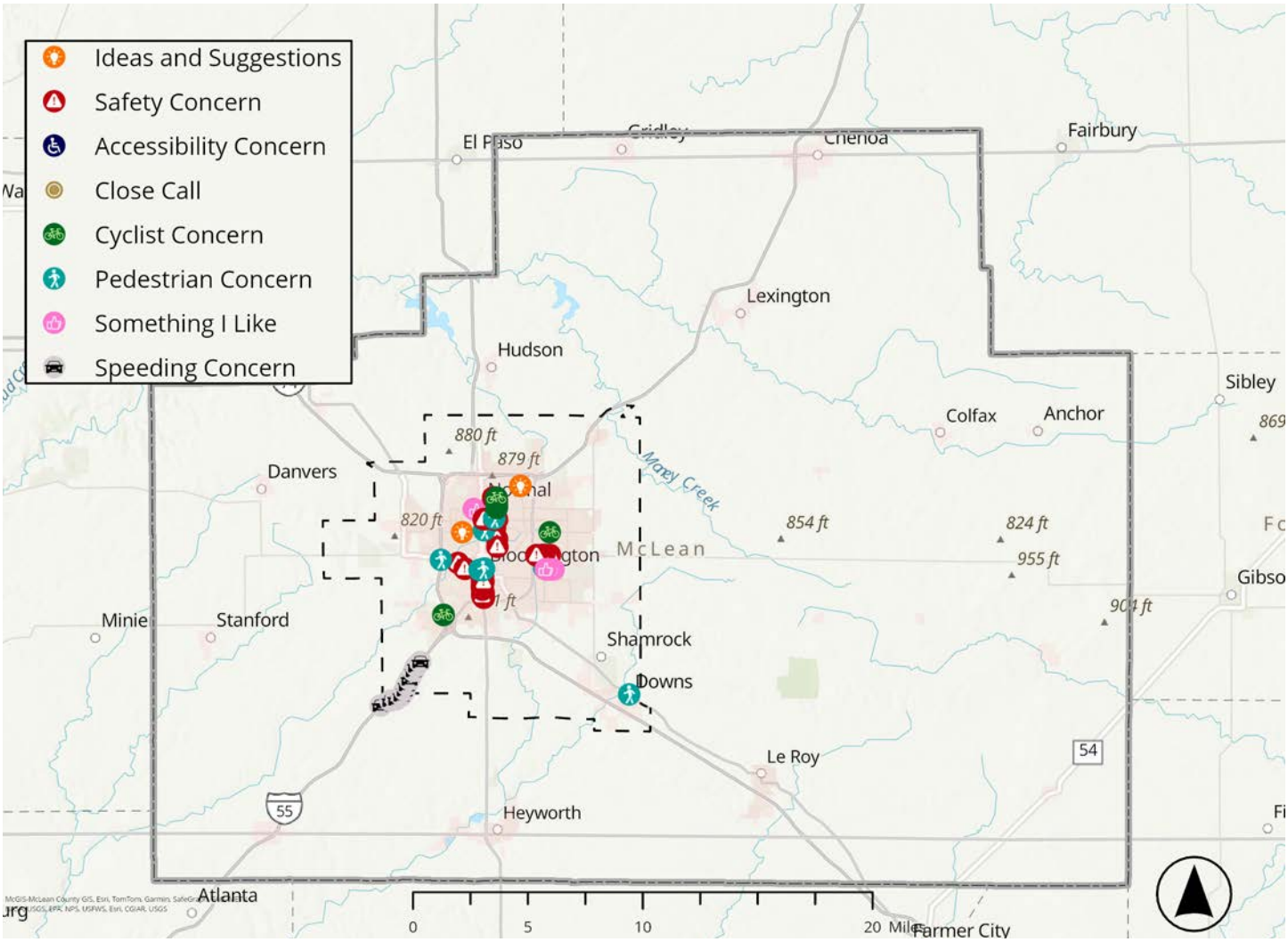
Key Themes

The comments submitted are largely general safety concerns and pedestrian concerns. Safety concerns highlighted locations with reduced visibility, poor road quality, and unsafe driving behavior such as speeding.

Residents noted areas that lack safe pedestrian crossings (short crossing times, vehicles not stopping, poor crosswalk markings) and adequate sidewalk connectivity.

Respondents expressed their appreciation of the 4-way stop at Gregory Street and Adelaide Street, dedicated bus boarding bays at Cardinal Court, and traffic calming on East Washington Street at Hershey Road. Additional suggestions from the public included protected bike lanes, traffic circles (at Raab Road/Towanda Avenue and at Hovey Avenue/Cottage Court), and pedestrian refuge islands at trail crossings. Finally, multiple close calls were noted on W College Avenue at Fell Avenue and at Broadway.

McLean County Public Input Map (2019-2023)



Key Stakeholder Interviews

Key stakeholder interviews gathered insight from various agencies and stakeholders from a broad transect of the community. Key themes from each interview are summarized below.

Public Safety Representatives

Various public safety personnel contributed to the discussion, stating that public safety in McLean County is a concern for all levels of public servants in the area. Traffic safety issues differ between various place types in the county. Campus safety concerns deal with bicycle and scooter traffic mixing with pedestrians. New policies to address concerns, such as dismount zones, are challenging to implement. Rural and urban areas also deal with different safety concerns. Rural areas deal with high-speed related issues while the downtown areas have greater issues with distracted driving and greater populations of VRUs.

Data-driven approaches to traffic enforcement and increased education are proposed solutions that are feasible given the limited resources available.

Healthcare

The Community Health Improvement Plan identifies transportation as a barrier to accessing healthcare for vulnerable populations. Participants in the interview discussed transportation safety concerns as adding to the transportation barrier. These concerns include the location of bus stops, condition of streets and sidewalks, and the need for more and safer pedestrian crossings. Healthcare professionals interviewed emphasized the importance of addressing these issues to ensure safe access to healthcare facilities. The loss of bus routes was further highlighted as a significant barrier for patients to reach their healthcare needs.

Pedestrian & Bicycle

Interview participants highlighted the importance of existing trails for bicyclists and the importance of pedestrian access to historic districts. Other destinations include Tipton Park, Underwood Park, and Hidden Creek among others.

Challenges for bicyclists are most acute east of Veterans Parkway where roads are wide and fast with limited safe north-south routes. Veterans Parkway also limits connectivity to the south side of Bloomington. Route 9 and Hershey Road were also cited as great concerns for bicyclists. Driver behavior is another major concern for vulernable road users. Visual campaigns, education campaigns, and non-traditional outreach events to increase awareness and empathy of drivers towards other road users were suggested.

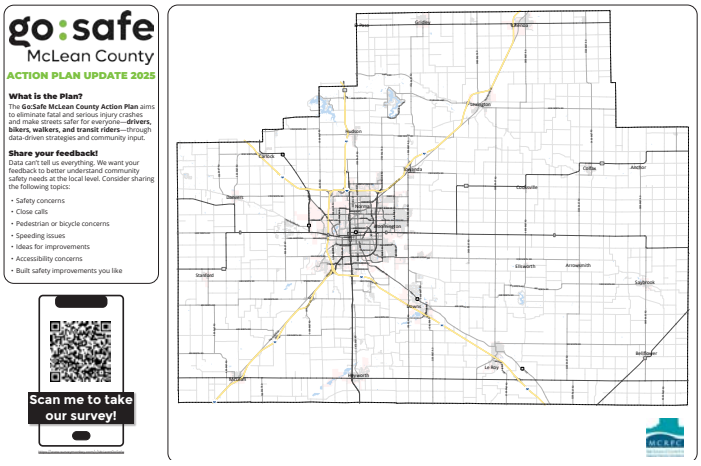
Educational Institutions

Local colleges discussed safety concerns in and around their jurisdictions. Many concerns centered on the mixing of pedestrian traffic with wheeled multi modal devices. Pedestrian safety is especially of concern at Main Street and pedestrian crossings near the edge of campuses. Traffic enforcement and increased education were identified as the greatest needs for improved safety on local campuses.

Engagement Events

Tabling Events

The project tream attended the Downtown Bloomington Farmer's Market and the LeRoy Farmer's Market in June 2025. These tabling events allowed the team to engage directly with community members while promoting online engagement opportunities.

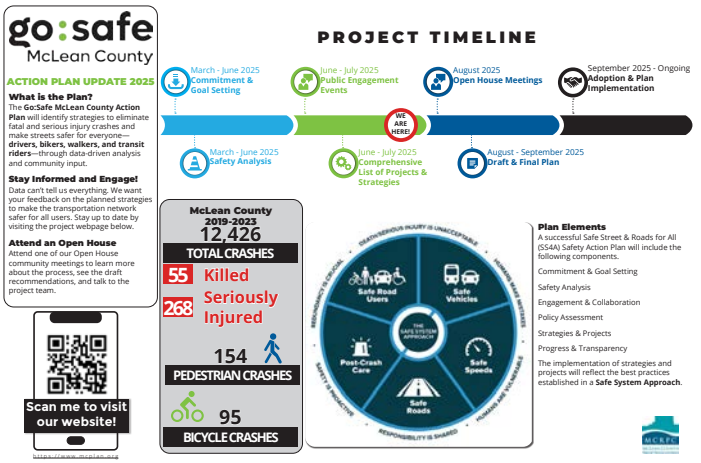



June 2025 Tabling Event


June 2025 Tabling Event

County Fair

MCRPC staff attended the McLean County Fair in July 2025 to engagement with members of the community and promote the Open House meetings and the public review of draft implementation strategies.



June 2025 Tabling Event

June 2025 Tabling Event

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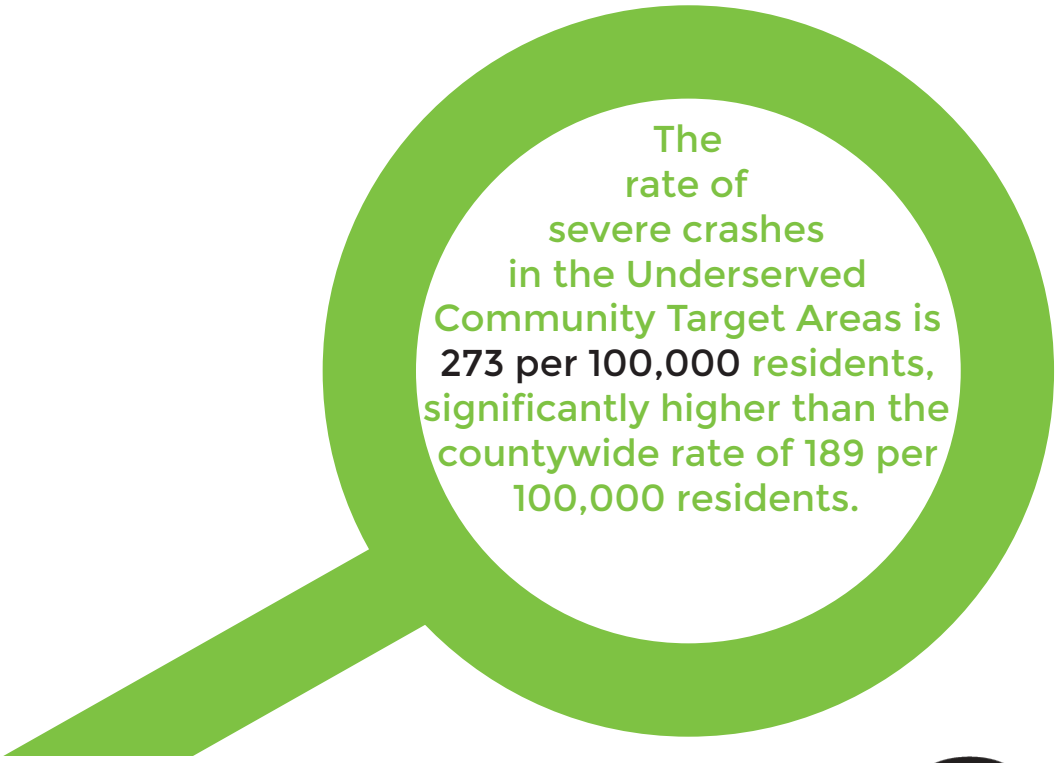

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Community Makeup

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

BACKGROUND

A safe transportation system expands access to opportunities for all residents and helps reduce 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. Equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities, can assist in addressing this disparity.

CRITERIA

Underserved and disadvantaged communities, referred to as Underserved Community Target Areas (UCTAs), are key inputs for assessing the impacts of proposed projects and strategies identified in the Plan.

Areas were classified based on two federal measures identifying disadvantaged or historically underserved communities:

- Areas of Persistent Poverty (APP) are defined as counties that consistently had greater than or equal to 20 percent of the population living in poverty or census tracts with poverty rates of 20 percent or higher, according to the 2014–2018 American Community Survey.
- Historically Disadvantaged Communities are identified by the Climate and Environmental Justice Screening Tool (CEJST). This federal measure includes communities that meet thresholds in at least one area of burden, such as climate change, transportation, energy, health, housing, or pollution.

Underserved Communities Assessment

APPLICATION

The Plan used criteria from APP and the CEJST to define the UCTAs, allowing for a wider consideration of indicators impacting communities. APP identify communities only within the urban portions of McLean County. CEJST measures highlight a rural area outside the MPA—along IL Route 165 and near the Village of Colfax—offering an opportunity to broaden traffic safety conversations to topics more relevent to rural communities.

UNDERSERVED COMMUNITY TARGET AREAS

In total, seven UCTAs were identified through the analysis. Indicators used are detailed in the table below with the UCTAs mapped on the next page.

The UCTAs make up 21 percent of McLean County's land area, and 13 percent of the county's residents live within an UCTA. 20 percent of all traffic crashes occur within the UCTAs, along with 19 percent of traffic crashes resulting in serious injuries or fatalities. ***The rate of severe crashes in the UCTAs is 273 per 100,000 residents, significantly higher than the countywide rate of 189 per 100,000 residents.***

Underserved Community Target Areas as a Share of McLean County

Metric	UCTAs
Share of County Population	13%
Share of County Land Area	21%
Share of All Traffic Crashes	20%
Share of KSI Crashes	19%

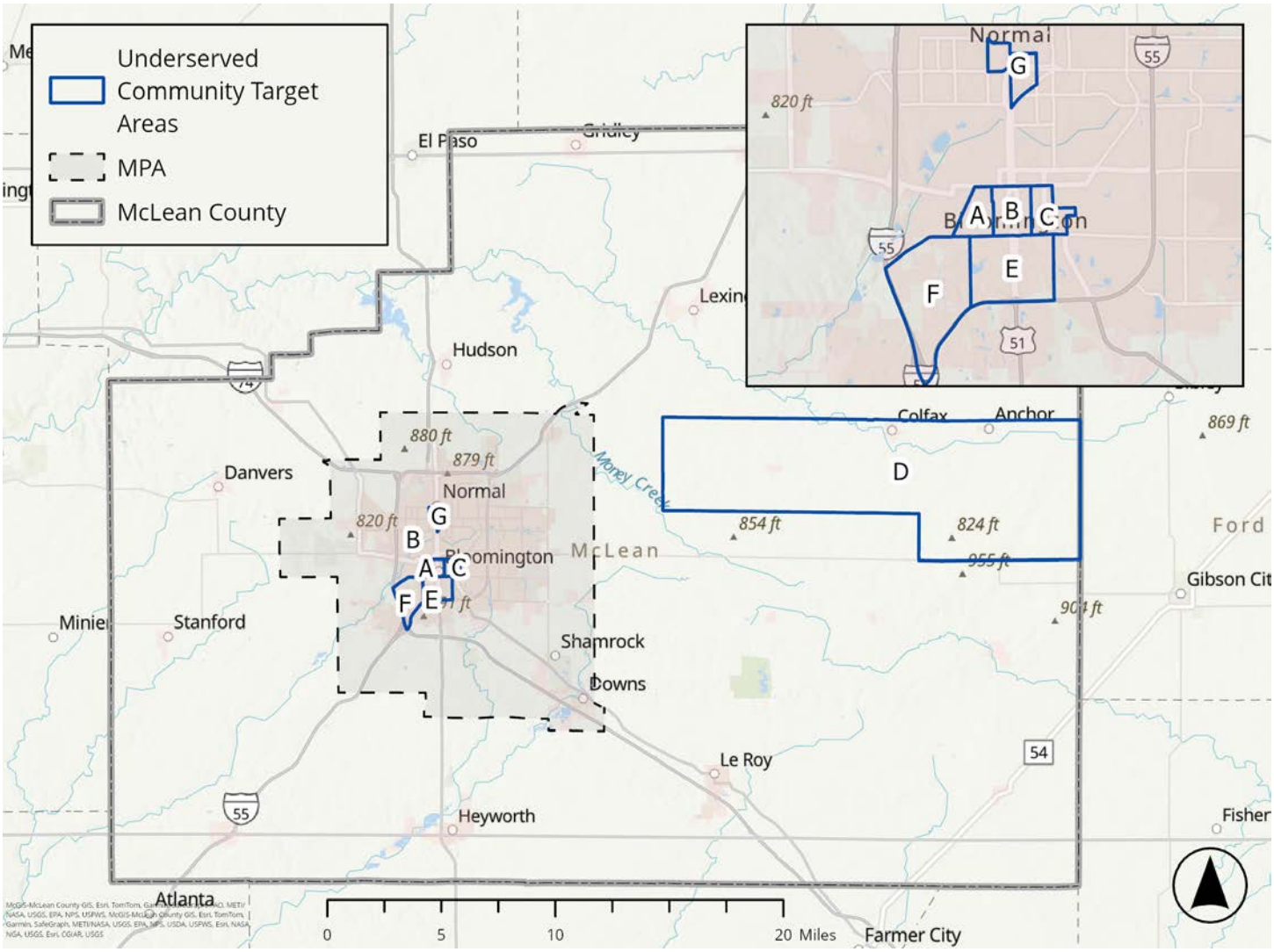
The fact that a larger share of KSI crashes occur within UCTAs compared to their proportion of the population underscores the relevance of prioritizing these communities in transportation safety strategies and plans.

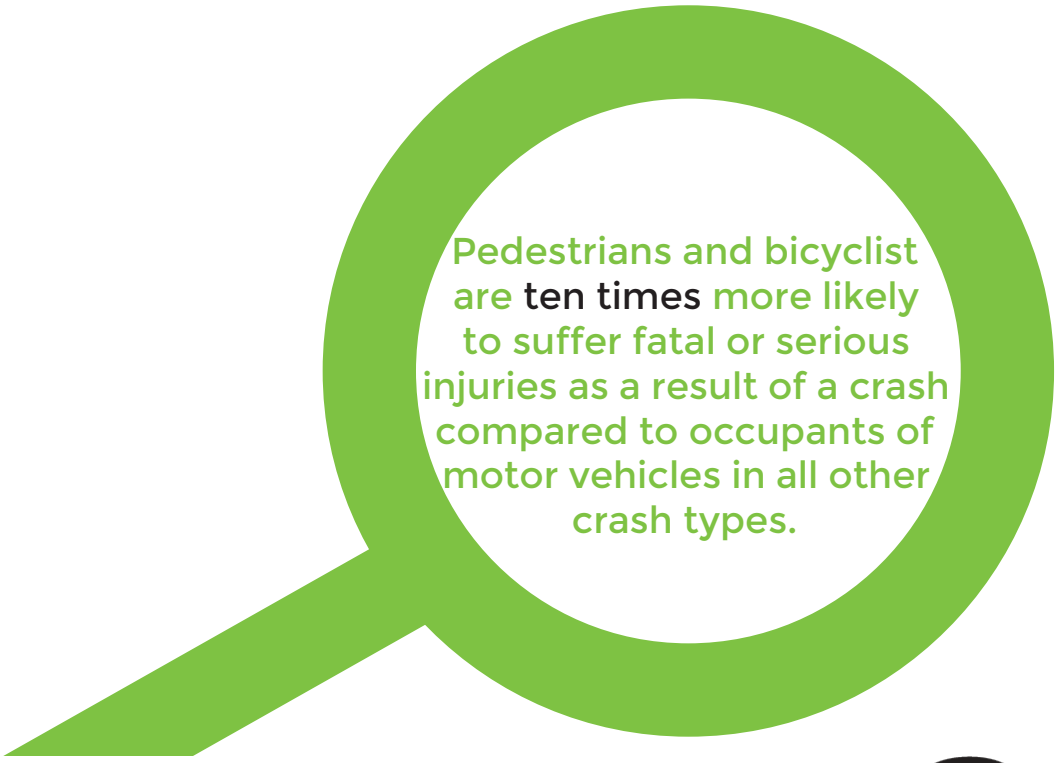
Indicators of Disadvantage for Underserved Community Target Areas

Criteria	UCTA - A	UCTA - B	UCTA - C	UCTA - D	UCTA - E	UCTA - F	UCTA - G
Location	Urban	Urban	Urban	Rural	Urban	Urban	Urban
City	Bloomington	Bloomington	Bloomington	--	Bloomington	Bloomington	Normal
APP Census Tract	Yes	Yes	Yes	No	Yes	Yes	Yes
Count of Thresholds Exceeded	4	2	2	2	2	1	1
Workforce Development	Yes	No	No	No	Yes	No	Yes
Housing	Yes	Yes	Yes	Yes	No	No	No
Pollution	No	No	No	Yes	No	No	No
Health	Yes	No	No	No	No	Yes	No
Water and wastewater	Yes	Yes	Yes	No	Yes	No	No
Transportation	No	No	No	No	No	No	No
DOT Travel Barrier Percentile	14%	5%	19%	85%	0%	5%	56%
Traffic Proximity & Volume Percentile	57%	83%	70%	0%	72%	51%	76%

Underserved Communities Assessment

McLean County Communities Identified as underserved and disadvantaged





go:safe McLean County

Safety Analysis

The Plan utilizes a data-driven approach to identify high-risk locations and prioritize interventions. A data-driven approach efficiently guides resource allocation to areas where they will have the greatest impact.

PURPOSE

The purpose of the Plan is to establish an implementation guide for strategies to reduce and eliminate roadway fatalities and serious injuries. The Plan relies on a complete understanding of observed crash patterns throughout the county to best inform effective strategies to improve safety.

Regional crash data was sourced from the Illinois Department of Transportation (IDOT) for the years 2019-2023. Freeway crashes were excluded from the core data analysis.

The safety analysis provides insights necessary for identifying high-risk areas, understanding the circumstances surrounding crashes, and identifying and prioritizing interventions to mitigate potential safety issues. The following pages detail the technical safety analysis including regional crash trends, the HIN, and high-risk roadway features.

KSI CRASHES

Killed or seriously injured crashes, also known as KSI crashes, reflect "K" crashes (fatal) and "A" crashes (suspected serious injury) as defined by the Illinois Traffic Crash Reporting System.

INTERSTATE CRASHES

Although McLean County freeway (interstate) crashes are not included in the core of this project's analysis and recommendations, crashes on these facilities still impact the residents, business owners, emergency responders, and medical providers. From 2019-2023, there were an average of 400 crashes per year including over 14 KSI crashes per year. More information on these crashes can be found in the Safety Analysis appendix. Freeways excluded from the core analysis include:

- I-39
- I-55
- I-74

Illinois Traffic Crash Reporting (SR 1050) Injury Classification System

(K) Fatal Injury – Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred

(A) Suspected Serious Injuries – Any injury other than fatal which results in one or more of the following:

- Severe laceration
- Broken or distorted extremity
- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns
- Unconsciousness when taken from the crash scene
- Paralysis

(B) Suspected Minor Injury – any injury that is evident at the scene of the crash, other than fatal or serious injuries

(C) Possible Injury – any injury reported or claimed which is not fatal, suspected serious, or suspected minor injury.

(O) No Apparent Injury

Crash Analysis

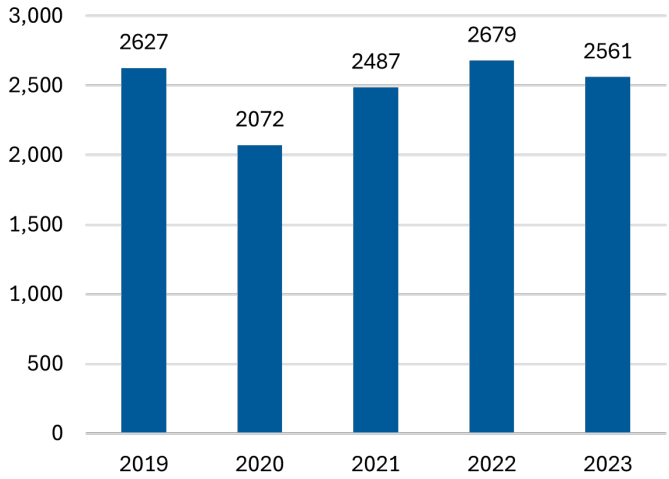
CRASHES BY YEAR

From 2019 to 2023, McLean County experienced a total of 12,426 crashes, averaging about 2,486 incidents annually. Crash incidents rose after the 2020 pandemic with 2022 marking the crash incident peak, followed by a decline in 2023.

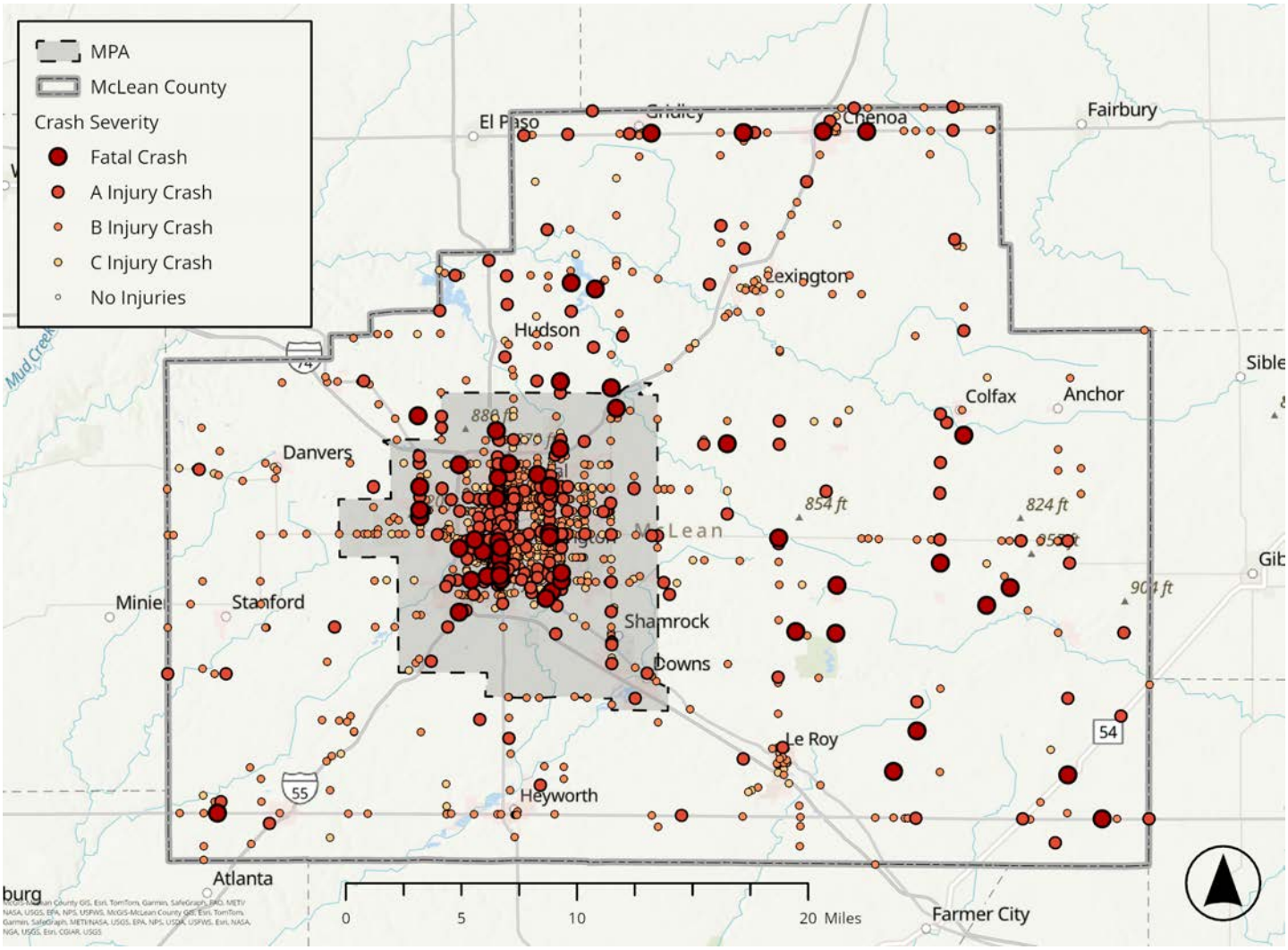
CRASHES BY LOCATION

Crashes by severity are shown geographically below. Crashes are dispersed throughout McLean County, with fewer crash hotspots in rural areas and higher concentrations in the urban core where there is generally more traffic and more conflict points. Crashes are also seen in relatively higher concentrations along major thoroughfares leading in and out of the urban core.

McLean County Crashes by Year (2019-2023)



McLean County All Crashes by Severity (2019-2023)



Crash Analysis

RURAL VS. URBAN CRASHES

Analyzing the crash trends between urban and rural areas gives further insight into where and how serious and fatal crashes occur. Concentrations of crashes throughout McLean County in both the rural areas (outside the MPA) and the urban area (inside of the MPA) were analyzed.

Throughout the five-year study period, 10,866 crashes occurred within the MPA, and 1,560 occurred outside of the MPA. The majority of crashes occurred within the MPA, which accounts for 87.4% of total crashes. Despite the majority of crashes happening within the urban area, rural crashes tend to result in higher rates of fatal and serious injury crashes as seen in the table (right). Urban and rural crashes are mapped on the next page.

McLean County All Crashes Rural vs. Urban (2019-2023)

	Urban Crashes		Rural Crashes	
	Count	Percent	Count	Percent
Killed	31	0.3%	24	1.5%
Serious Injury	198	1.8%	70	4.5%
Minor Injury	2,147	19.8%	330	21.2%
No Injury	8,490	78.1%	1,136	72.8%
Total	**10,866**	**100%**	**1,560**	**100%**

VRU CRASHES

Compared to all crashes, pedestrian/bicyclist-related incidents reflected a higher rate of severity in terms of fatalities and serious injuries. Over the five-year period, McLean County experienced 154 pedestrian crashes and 95 bicyclist involved crashes. Of these crashes, 35 pedestrian crashes and 20 bicyclist crashes resulted in a fatality or a serious injury. This accounts for 22.7% of pedestrian crashes and 21.1% of bicyclist crashes, much higher than crashes as a whole where 2.6% of crashes resulted in a fatality of serious injury.

McLean County Pedestrian and Bicyclist Crashes (2019-2023)

	Pedestrian Crashes	Bicyclist Crashes
KSI	35	20
Minor Injury	117	69
No Injury	2	6
Total	**154**	**95**

KSI CRASHES

Analysis of KSI crashes can help uncover factors contributing to severity, such as roadway conditions or design issues as well as behavioral factors such as speeding or distracted driving, This data-driven approach aims to spend funding wisely, concentrating on areas where it will have the most significant impact on reducing fatalities and injuries, rather than distributing resources evenly across less critical areas.

Overall, the five-year crash data recorded 323 KSI crashes leading to 55 fatalities and 329 serious injuries. Most KSI crashes occured in the urban area and were often caused by factors such as:

- Higher Pedestrian and Cyclist Exposure
- Complex Intersections
- Distracted Drivers

KSI crashes by crash type are shown in the table to the right. All crashes are mapped by severity on the previous page. Contributing factors to KSI crashes are discussed further on the following page.

McLean County KSI Crash Types (2019-2023)

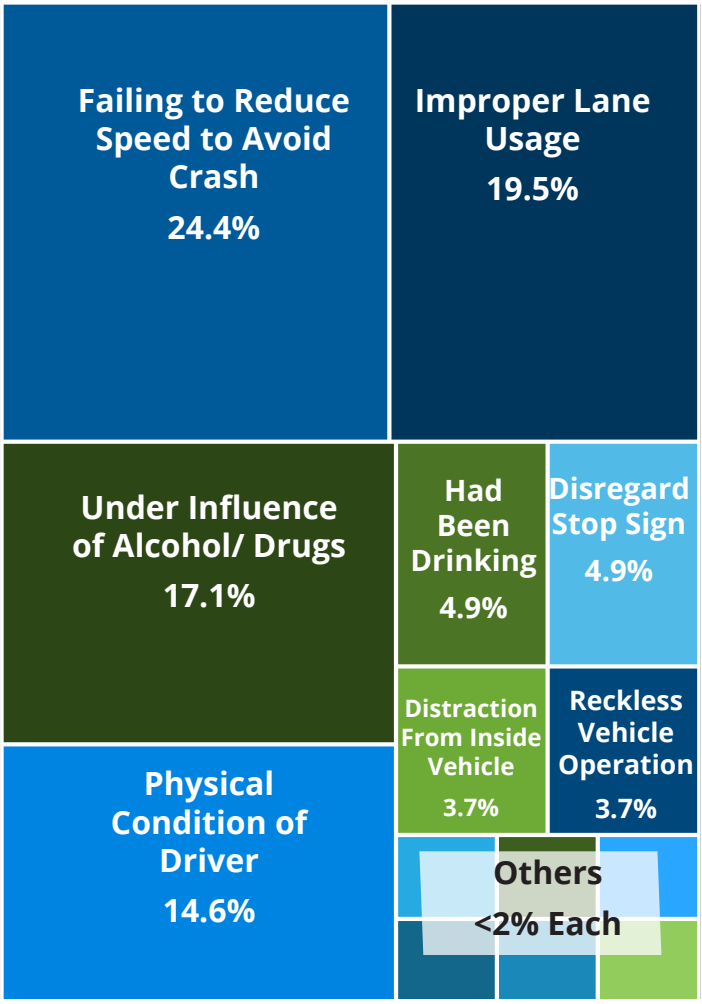
Crash Type	Number of Crashes
Fixed Object	63
Angle	60
Turning	56
Pedestrian	35
Front to Rear	25
Overturned	23
Pedalcyclist	20
Front to Front	13
Other Non-Collision	9
Other Object	8
Parked Motor Vehicle	5
Train	2
Animal	2
Sideswipe Same Direction	1
Sideswipe Opposite Direction	1
Total	**323**

Crash Analysis

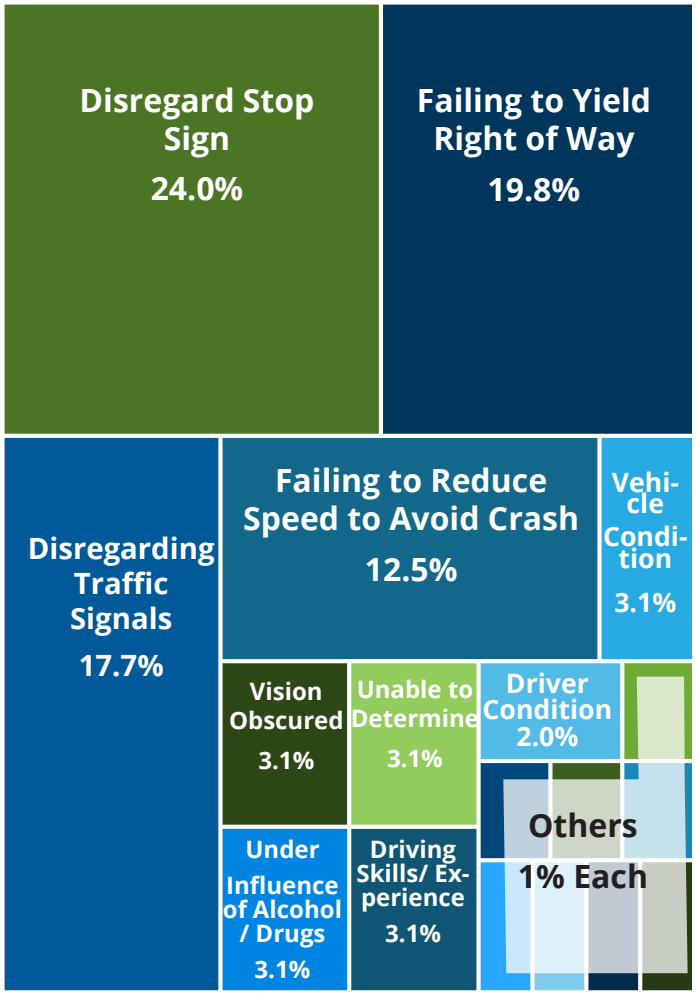
KSI CRASH CONTRIBUTING FACTORS

The most common KSI crash types include Fixed Object (63), Angle (60), Turning (56), and combined Bicyclist/ Pedestrian (55). Contributing factors for each of these crash types are shown graphically below.

Most Common Contributing Factors for Fixed Object Crash Chart McLean County Crashes (2019-2023)



Most Common Contributing Factors for Angle Crashes McLean County Crashes (2019-2023)



FIXED OBJECT CRASHES

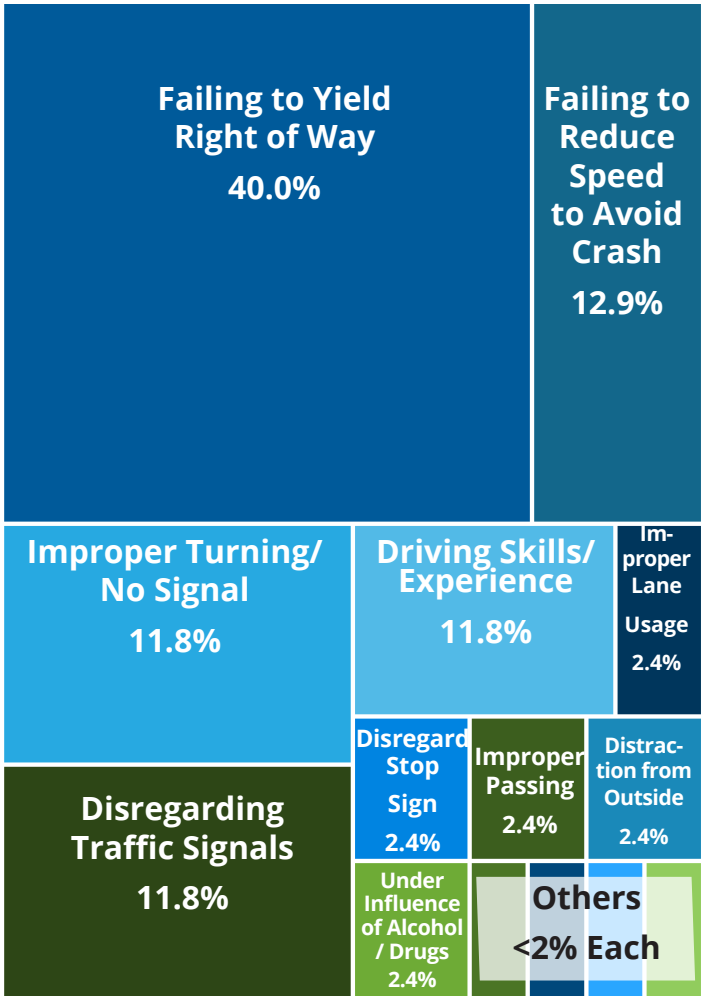
Fixed Object crashes occur when a driver loses control and leaves the roadway prior to striking an object. Nearly one quarter of contributing factors involved drivers failing to reduce their speed to avoid the crash. Improper lane usage, the influence of drugs or alcohol, and the physical condition of the driver were also common factors. Enhanced delineation, lighting and signage, targeted enforcement, and educational campaigns are effective strategies to reduce severe fixed object crashes.

ANGLE CRASHES

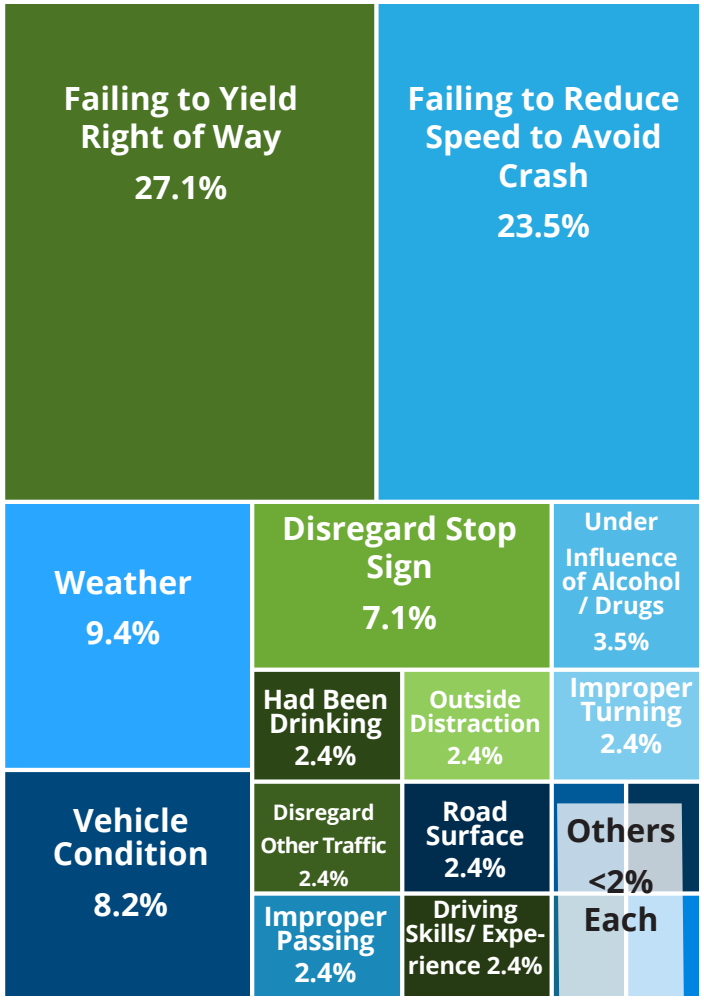
Angle crashes occur at intersections where both vehicles are intending to travel straight. The three most frequent contributing factors (disregarding stop sign, failing to yield right of way, and disregarding traffic signals) all primarily relate to conflicting movements at intersections. Advanced warning systems, smart signals, targeted enforcement, and educational campaigns are effective strategies to reduce severe angle crashes.

Crash Analysis

Most Common Contributing Factors for Turning Crashes McLean County Crashes (2019-2023)



Most Common Contributing Factors for Ped/Bike Crashes McLean County Crashes (2019-2023)



TURNING CRASHES

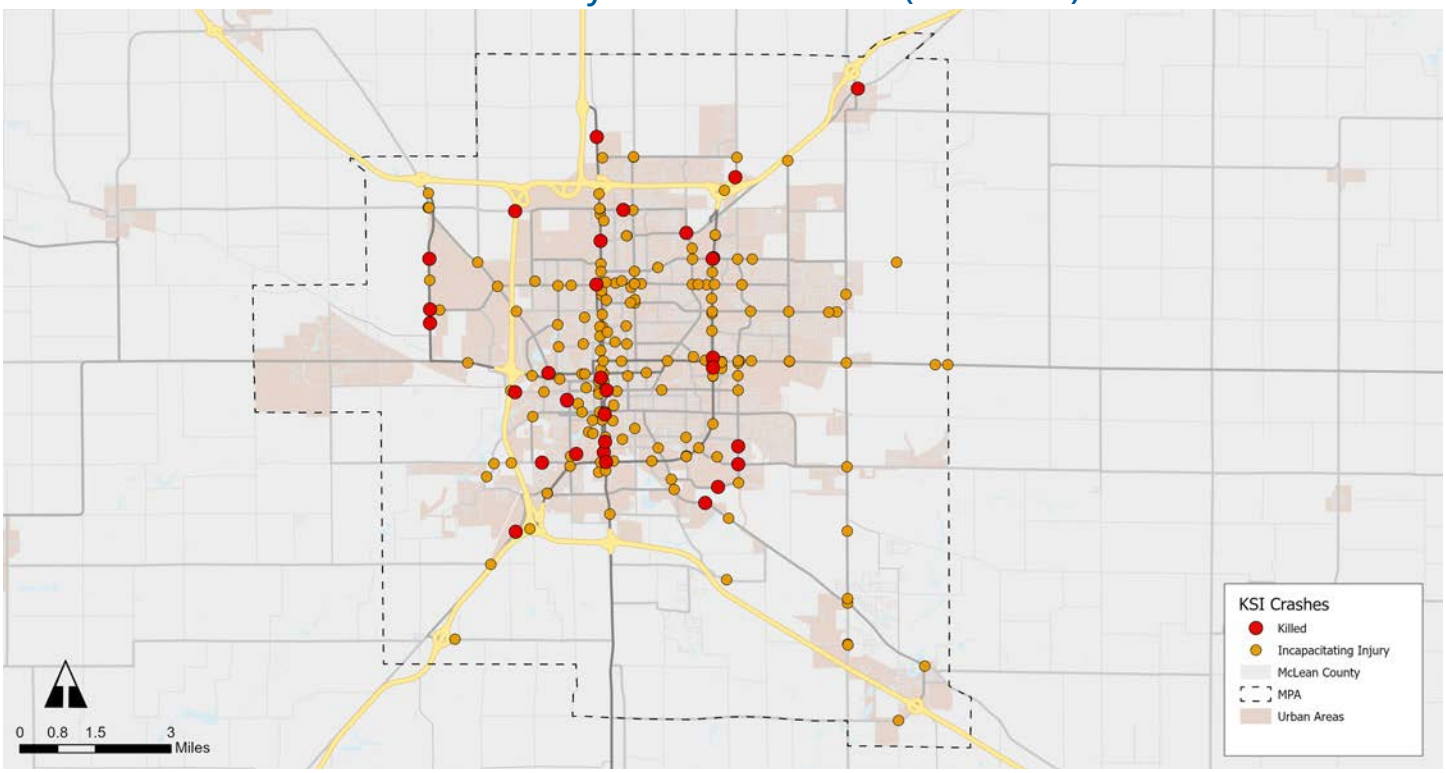
Turning crashes occur at intersections where at least one vehicle is attempting a turning maneuver. 40 percent of all contributing factors for this crash type involved a driver failing to yield right of way. Failing to reduce speed, improper turning/use of a turning signal, and disregard for traffic signals are the next three most common factors. Traffic calming, smart signals, lighting/ signage are effective strategies to reduce severe turning crashes.

PEDESTRIAN CRASHES

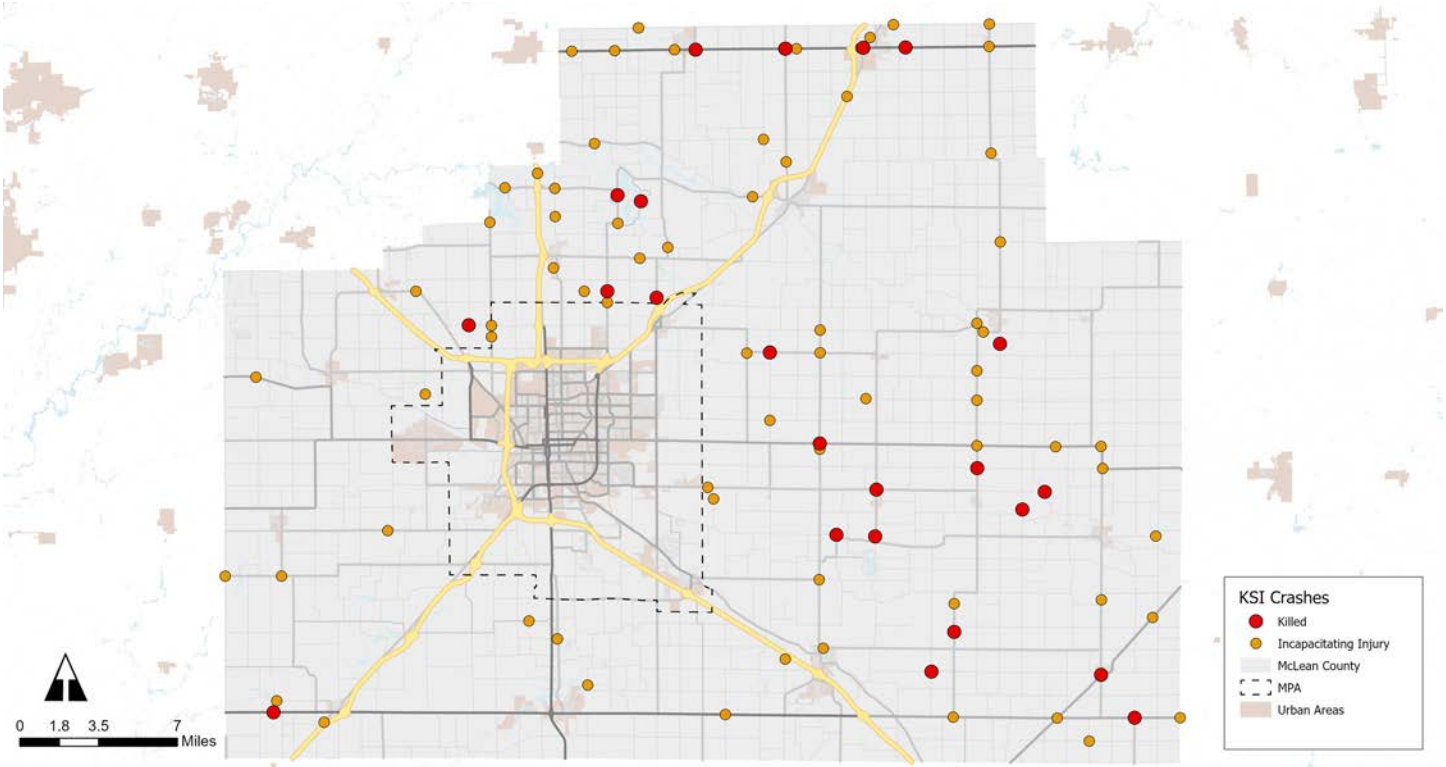
Pedestrian/Bicyclist crashes are crashes that involve a both a vehicle and a pedestrian or bicyclist. Failing to yield right of way and failing to reduce speed each represented roughly one quarter of all contributing factors. Weather conditions, vehicular equipment issues, and disregard for stop signs were the next three most common factors. Traffic calming, crosswalk enhancements, sidewalks, and bikeways are effective strategies to reduce pedestrian and bicyclist crashes.

Urban versus rural KSI crashes are shown below. Although a greater number of crashes occur in urban areas, rural crashes tend to be more severe.

McLean County Urban KSI Crashes (2019-2023)

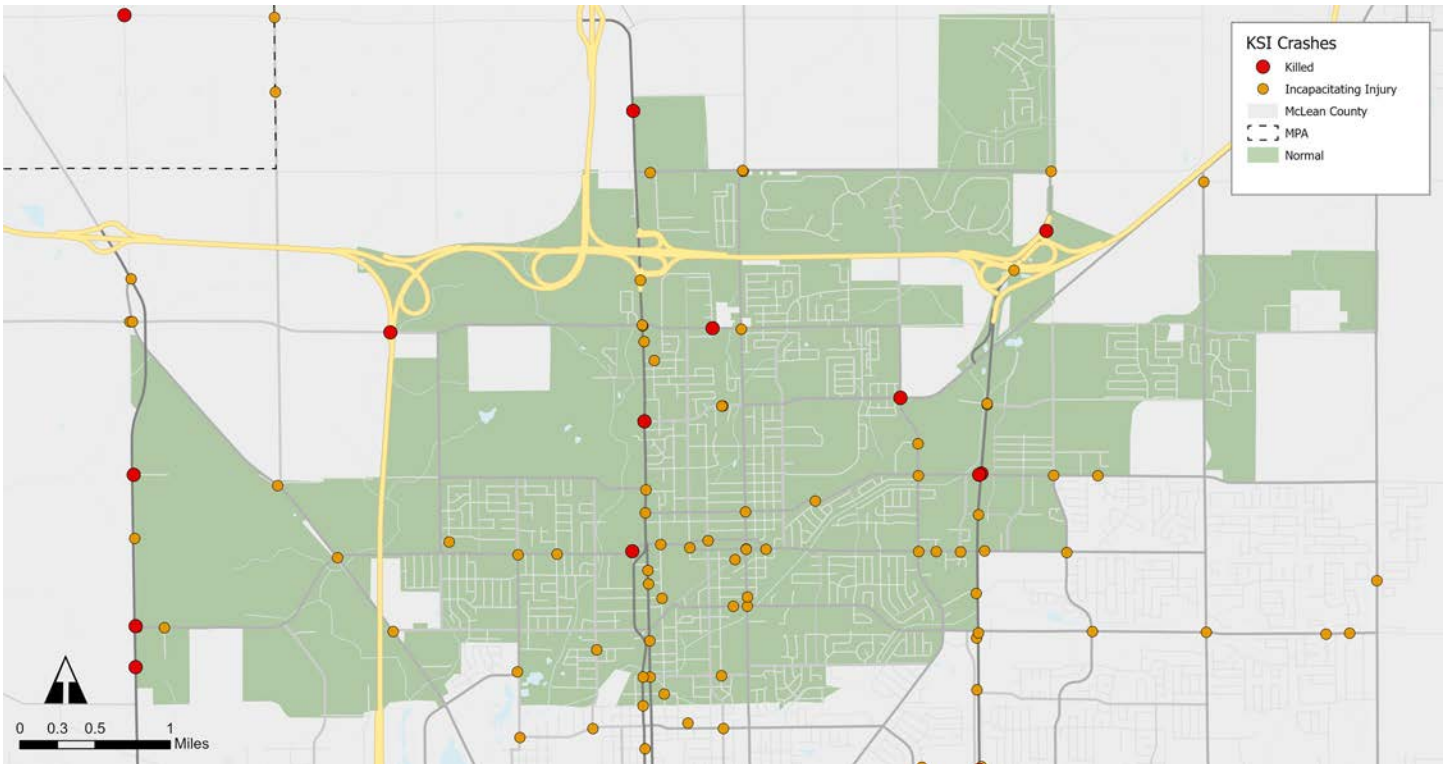


McLean County Rural KSI Crashes (2019-2023)

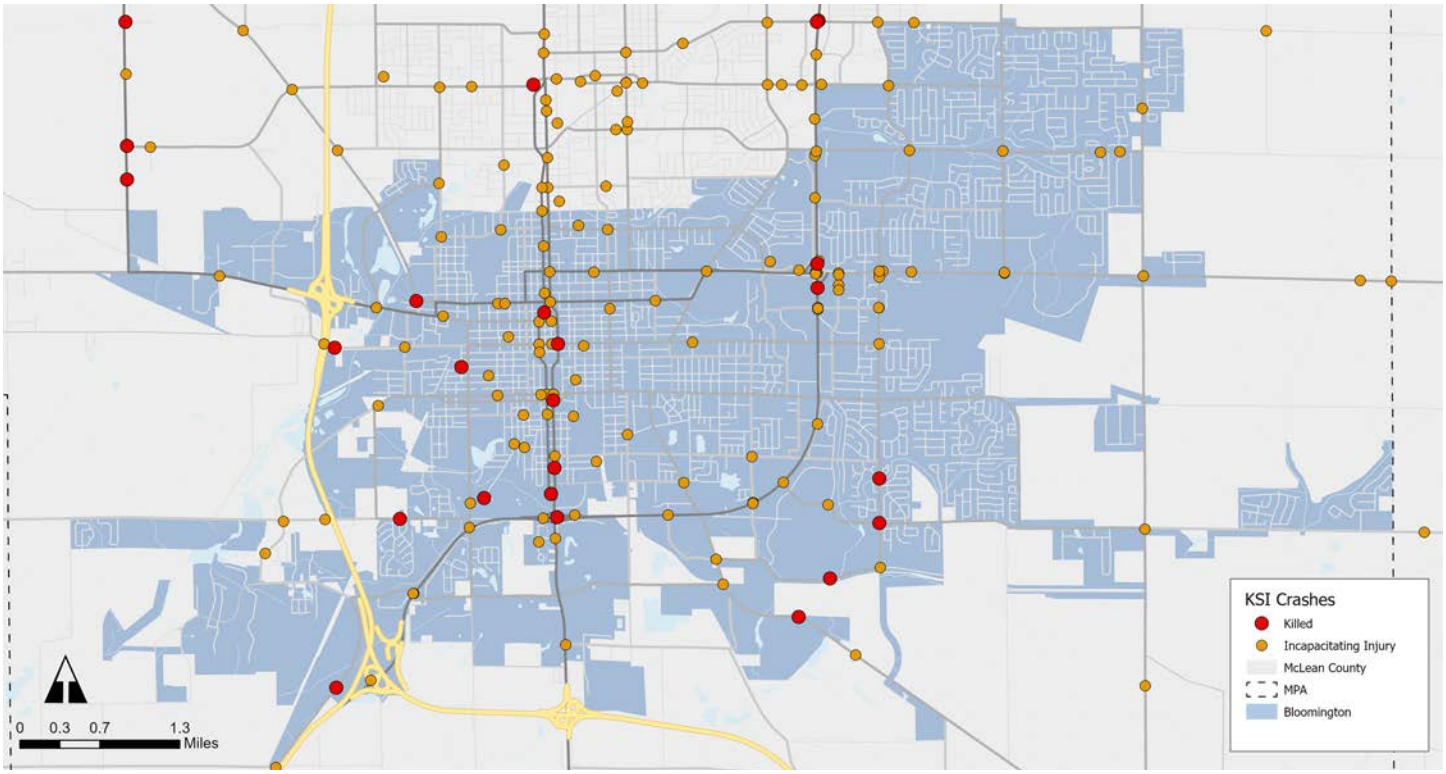


KSI crashes that occurred in the city limits of Normal and the city limits of Bloomington are mapped below.

Normal KSI Crashes (2019-2023)



Bloomington KSI Crashes (2019-2023)



High Injury Network

A high injury network (HIN) is a visualization tool aimed at identifying streets and intersections that experience higher rates of traffic fatalities and serious injuries.

HIN DEVELOPMENT PROCESS

The HIN is developed by aggregating network crash statistics and is intended to help prioritize safety improvements along key corridors. The HIN is used to identify locations that experience a high number of fatal and serious injury crashes and to prioritize locations where implementing safety countermeasures will have the largest potential reduction in serious injury crashes.

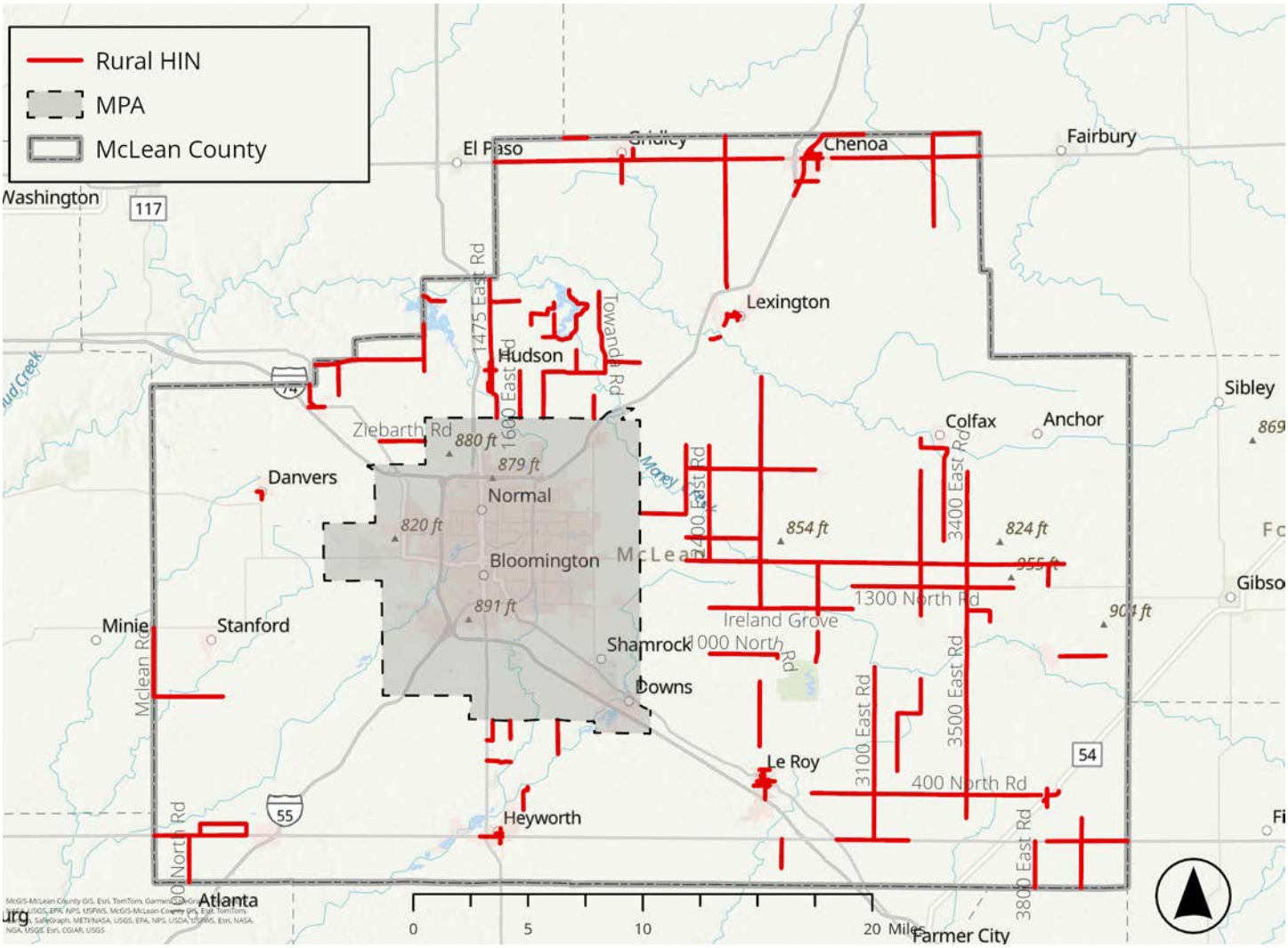
The statistical analysis assigns a safety index score to each roadway segment, and top 20% of safety index scores were identified as the HIN.

URBAN VS. RURAL

Since the HIN is identified according to the safety index score relative to other corridors, urban and rural HINs were developed separately to remove urban area bias from the countywide data and to illustrate needs throughout all of McLean County. Not only does this allow for greater rural representation on the HIN, but it more fully and clearly illustrates the extent of urban needs.

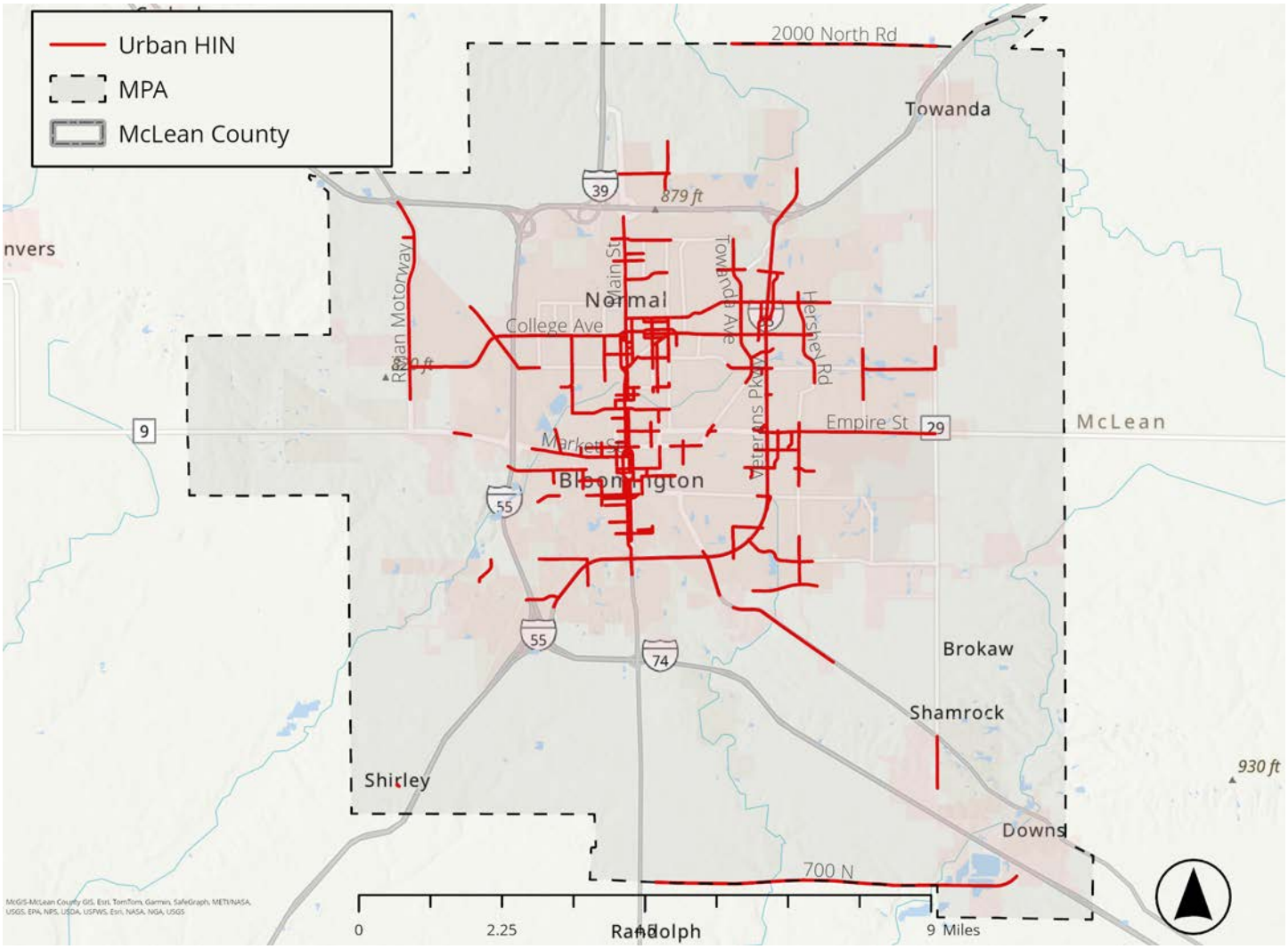
The urban area HIN is shown below and the rural HIN is shown on the following page.

Rural HIN



High Injury Network

Urban HIN

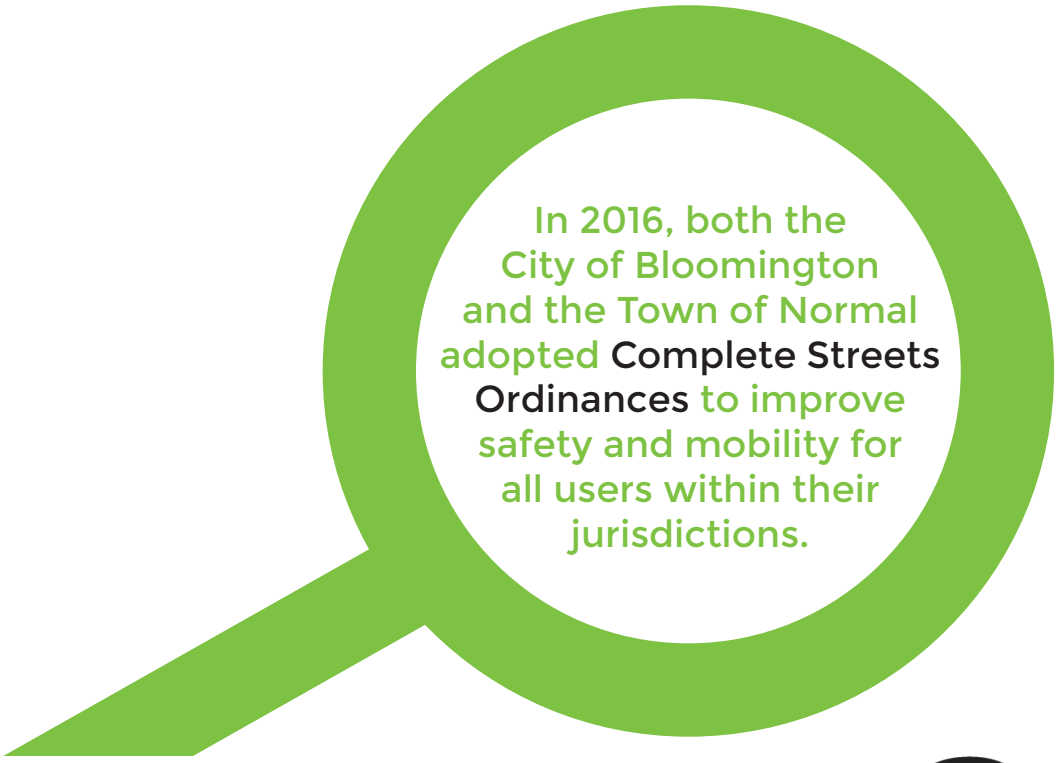


Veterans Parkway

This regionally significant corridor from I-74/I-55 in the southern portion of the urban area to I-55 in the northern portion is entirely part of the urban HIN. In 2024, MCRPC, IDOT, and local partners launched the ***Reinvent Veterans Parkway Corridor Plan*** to re-envision the parkway focused on safety for vehicles, pedestrians, bicyclists, and transit riders.

"Veterans Parkway was designed as a bypass of the community, not as a commercial center, nor to accommodate modes other than vehicular traffic. As such, the road lacks Complete Streets infrastructure needed to protect the present day, multi-modal users of the facility and surrounding commercial area."

-Go:Safe McLean County Action Plan (2021)



go:safe McLean County

Policy Assessment

A review of existing policies and procedures across local jurisdictions in addition to analyzing best practices in peer cities and counties provided the foundation for the Plan policy assessment.

Assessment Approach

An assessment of existing transportation safety policies across local jurisdictions, targeted conversations with MCRPC, McLean County, Town of Normal, and City of Bloomington staff, and results from a practitioner policy survey provided key insights into existing policies and practices.

PEER JURISDICTION PLAN REVIEW

A review of Vision Zero policy memoranda from peer cities and counties identified comparative methods and practices. Scale, existing framework, and location were all considered in determining the most effective approach for the MCRPC.

EXISTING POLICY AND PLAN INVENTORY

Existing resources identified by staff across McLean County jurisdictions relating to policy affecting traffic safety were obtained. Documents were reviewed as a whole, but with a focus on areas most related to safety policy. See table of plans reviewed below.

POLICY PRACTITIONER SURVEY

A survey was distributed to transportation practitioners countywide. Questions assessed familiarity and existing commitments to traffic safety, catalogued design policies and priorities, and inventoried barriers to safe streets.

STAFF INTERVIEWS

Three interviews with engineering staff at McLean County, the Town of Normal, and the City of Bloomington were conducted to gather additional details and context not captured in the survey.

MCRPC STAFF WORKSHOP

A workshop was held with MCRPC transportation staff to better understand the policy landscape in McLean County, including past and ongoing policy efforts and known barriers.

Existing Policies and Plans Reviewed

Municipal Organization	Safe System Policy or Plan	Year
McLean County Regional Planning Commission	Go:Safe Action Plan	2021
	Complete Streets Implementation Study for McLean County Plan	2019
	Bloomington-Normal Urbanized Area Metropolitan Long-Range Transportation Plan 2050	2022
McLean County	McLean County Local Road Safety Plan	2021
City of Bloomington	City of Bloomington Bicycle Master Plan	2015
	City of Bloomington Sidewalk Plan	2015
	City of Bloomington Complete Streets Ordinance	2016
	City of Bloomington Complete Streets Report	2018
Town of Normal	Town of Normal Complete Streets Ordinance	2016
	Town of Normal, Illinois Bicycle & Pedestrian Master Plan Update	2020

Existing Policies and Process

Summary of Existing Process

Since the adoption of Complete Streets policies in 2016, the Town of Normal and the City of Bloomington have worked to improve safety, access, and mobility for all users through local implementation strategies. Local plans developed between 2015 and 2020 outline specific project recommendations, key objectives, and best practices for improving roadway design with a focus on safety in targeted corridors. These plans also highlight how each municipality has conducted analysis and engaged the community to build ongoing support for connected, comprehensive, and integrated transportation networks. Conversations with representatives from both municipalities indicate that, while external funding is coordinated regionally, local governments retain primary authority in selecting projects. These conversations with municipal representatives can be organized under the following six themes.

1 PROJECT SELECTION AND FUNDING

In McLean County, the process for selecting transportation projects is relatively informal. The County, Town of Normal, and City of Bloomington each identify their own priorities and submit projects to MCRPC for support and inclusion in the Transportation Improvement Plan (TIP). This approach allows jurisdictions to focus on known needs, however, the decentralized structure can make it difficult to assess or guide the overall safety impact of projects funded in the county

2 DESIGN POLICIES AND STANDARDS

The Town of Normal and City of Bloomington's 2016 Complete Streets ordinances provide a strong foundation for safety-focused street design. Their effectiveness is reflected in municipal efforts to redesign streets in line with Complete Streets principles, often selecting projects specifically to improve safety.

3 SAFETY DATA AND CRASH REVIEW

Traffic crash data plays an important role in decision-making when available, but real-time availability is often inconsistent and informal. The jurisdictions generally follow a regular review process with annual crash analyses, but these practices are not formally documented.

4 COMMUNICATION

Bloomington and Normal have developed communication strategies to raise public awareness and gather input on street redesigns. Both municipalities have occasionally encountered public pushback when implementing safety projects, but elected officials remain committed to improving safety for all transportation modes.

Public engagement practices vary. Bloomington gathers feedback through its Transportation Commission, while Normal organizes input on a project-by-project basis. Staff expressed satisfaction with these methods but agreed that a shared, high-quality online resource explaining the purpose and benefits of common safe streets infrastructure would help streamline and standardize communication efforts.

Existing Policies and Process

5 RURAL AREA SAFETY

The geography and demographics of McLean County directly impact access to post-crash care. As the largest county in Illinois by land area, McLean County's two trauma centers are concentrated in the urban core of Bloomington-Normal (see Figure on following page), creating disparities for rural residents.

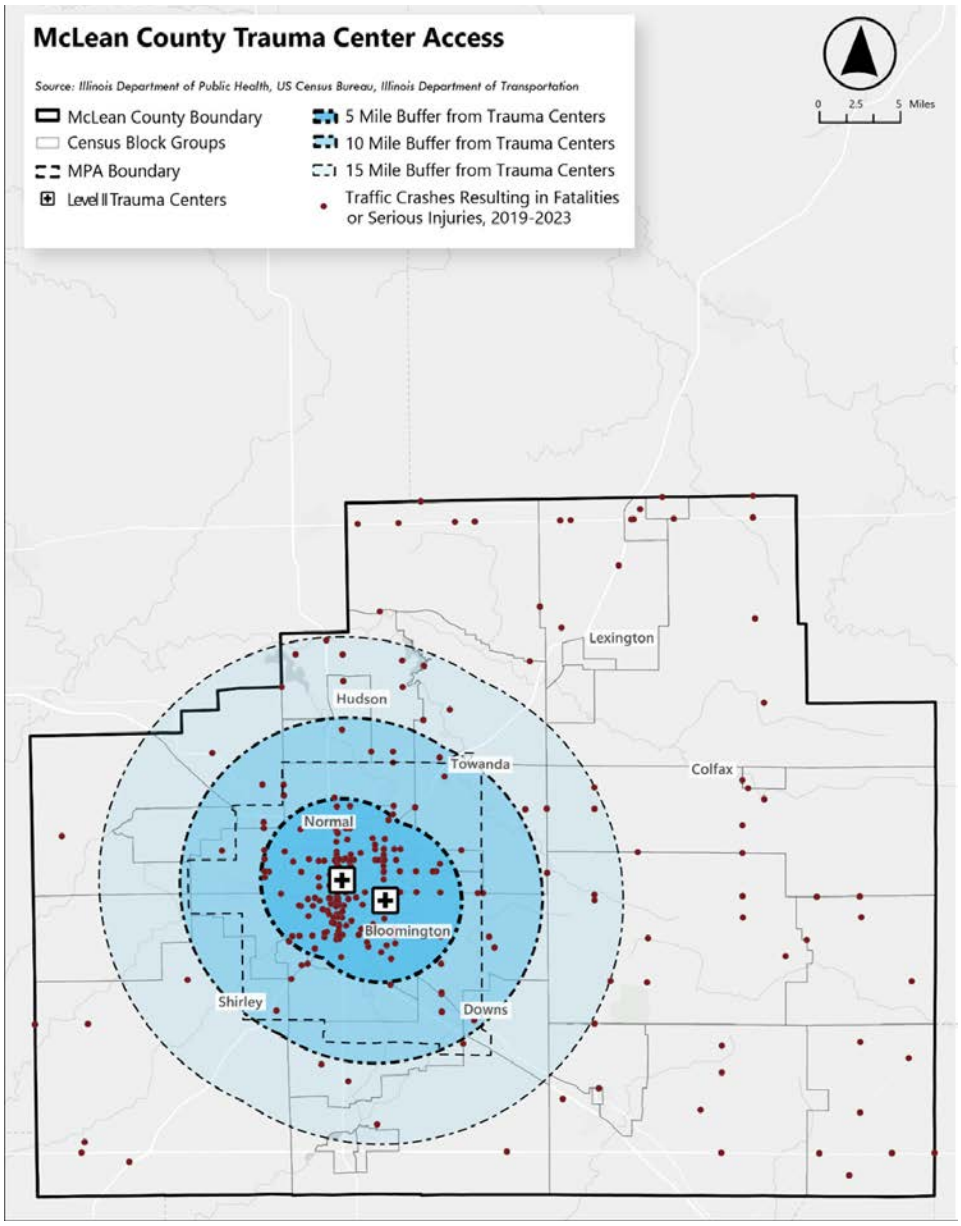
Roadway agencies in rural areas often lack the resources to support pedestrian facilities. While county-level strategies around resurfacing projects have emphasized safety improvements along corridors, funding for pedestrian facilities and upgrades on county jurisdiction roadways must be provided by rural municipalities.

6 SAFE VEHICLE OPPORTUNITIES

Local agencies within McLean County currently do not yet have dedicated policies addressing municipal and contractor fleet vehicle safety, including technologies that prioritize the safety of other roadway users. While general transportation safety measures have focused on roadway design and law enforcement, interview participants and survey respondents shared that there are no existing efforts focused on the safety of municipal or contractor fleets.

National best practices offer clear guidance for safe vehicle strategies. The USDOT's SS4A program encourages local governments to conduct fleet safety assessments and adopt technologies such as automatic emergency braking (AEB), pedestrian detection systems, and telematics for driver monitoring.[8]

McLean County Trauma Center Access



McLean County Access to Level I and Level II Trauma Centers

	5 Miles	10 Miles	15 Miles	Over 15 Miles
Proportion of Population	70%	83%	87%	13%
Proportion of Serious Crashes (2019-2023)	62%	73%	80%	20%

[8]U.S. Department of Transportation, Safe Streets and Roads for All: Action Plan Guidance (Washington, DC: USDOT, 2022).

Gaps, Barriers, and Opportunities

The table below outlines key gaps, barriers, and opportunities identified in McLean County's current policies, practices, and institutional processes. Understanding these factors is critical to advancing a Safe System approach by revealing areas for improvement, challenges to meeting safety goals, and opportunities to enhance coordination, policy, and investment to better protect all road users.

Category	Findings
Gaps	• TIP development, selection, and tracking does not formally prioritize safety. MCRPC typically defers to local jurisdictions regarding projects that are proposed for inclusion in the TIP. • No formal safety coordination body or fatal crash review process currently exists. • Real-time availability of crash data is inconsistent. • Public communication materials are not consistently made available for non-English speaking residents. • No standard online resources exist to share information with the public on the intent of safe streets infrastructure. • Roadway agencies do not have standard design details available for all typical safety infrastructure that would improve the agencies' ability to implement across project types and on tight timelines. • No existing safe fleet requirements.
Barriers	• State jurisdiction over key arterial roads limits local ability to improve roadway safety, due to IDOT design guidelines and timelines. • No regional framework for jointly addressing IDOT-controlled roads across jurisdictions. • Public response to safety projects is often mixed, creating resistance to change. • Limited staff capacity for prolonged outreach or engagement. • Limited law enforcement capacity for traffic enforcement. • Some resistance to automated enforcement from community members and elected officials (e.g., speed cameras). • Many in rural areas live over 5 miles from nearest trauma center. • Rural municipalities lack funding and staff for pedestrian or multimodal projects. • Rural communities lack dedicated engineering staff. • Pedestrian facility additions to County jurisdiction resurfacing projects require local match funds.
Opportunities	• MCRPC's existing strength in engaging elected officials on regional safety priorities can be an asset in building support for Go:Safe plan update goals. • Potential to introduce safety considerations through non-scoring TIP criteria. • Strong existing working relationships among local governments and MCRPC provide opportunity for expanded collaboration. • City and Town have many safety-related project ideas ready for advancement. • Local agencies are nimble and testing quick-build strategies to deliver safety projects. • Opportunity to create shared messaging and public information tools to standardize communications and raise awareness of common safety tools and their benefits. • Room to expand complete streets implementation tools across roadway jurisdiction with project checklist. • Existing informal conversations between partners can evolve into structured fatal crash reviews. • Interest in passive and/or design-based alternatives to enforcement provide a platform for growth. • County is collaborating with municipalities to creatively manage jurisdiction and project delivery, with opportunity to expand this thinking further. • Expansion of funding for safe streets in rural cities and villages is possible through a variety of sources, including Safe Streets and Roads for All (SS4A), Safe Routes to School (SRTS), and the Transportation Alternatives Program (TAP), with additional technical assistance.

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go:safe McLean County

Implementation Plan

Strategic Policies

Strategic policy recommendations are the result of the regional policy assessment including the identification of critical gaps, barriers, and opportunities. There are seven strategic policy goals, with lead and supporting agencies identified. For each policy goal, a series of objectives detail the framework for how MCRPC and its partner agencies can implement an effective approach to developing safe systems.

Strategic Policies shape the framework of a consistent and effective approach to developing safe systems.

P1 FORMALIZE SAFETY AS A REGIONAL POLICY PRIORITY

Lead: MCRPC
Supports: City of Bloomington, Town of Normal, McLean County, & Rural Municipalities

Encourage the adoption of policy resolutions across jurisdictions aligning with the updated Go:Safe Vision Zero goal of eliminating traffic fatalities and serious injuries by 2035, aligning with Safe System principles to frame future planning and project evaluation.

Incorporate Go:Safe Project Prioritization Score and a "Safety Impact" field into the TIP Project Submission Process. Safety does need not be present for funding, but requiring submissions to detail safety impact may serve to have jurisdictions think through safety impact and enable tracking.

Add Scope Detail Requirements in TIP Submissions to clearly define how projects support safe system principles (e.g., design speed, VRU considerations).

Incorporate a "Safety Impact Tracking Field" into the TIP to allow for tracking and evaluation.

P2 ESTABLISH CROSS-JURISDICTIONAL SAFETY AND DATA COORDINATION GROUP

Lead: MCRPC
Supports: City of Bloomington, Town of Normal, McLean County, IDOT, & Law Enforcement Agencies

Establish a Go:Safe Task Force to convene regularly around plan implementation and address crash trends, high-risk corridors, and cross-agency collaboration.

Develop Joint Local Priorities on IDOT Jurisdictional Roads, highlighting shared redesign priorities and advocating for flexible, safety-focused standards.

Formalize Process for Joint Advocacy on State Design and Legislative Policy.

Reinitiate Fatal and Serious Crash Reviews through a structured, multi-agency, multi-disciplinary partnership aimed at identifying root causes and identifying actionable changes.

Develop a Regional Safety Report that communicates progress on key safety metrics from the Go:Safe McLean County Action Plan Update 2025.

P3 BUILD CAPACITY FOR PUBLIC COMMUNICATION AND ENGAGEMENT AROUND SAFETY-FOCUSED INSTALLATIONS

Lead: MCRPC
Supports: City of Bloomington, Town of Normal, McLean County, & Rural municipalities

Publish a Countywide Online Roadway Safety Toolkit for use by agencies in engaging elected officials, the public, and media—should include sample graphics, case studies, and FAQs.

Develop Standard Multilingual Communication Materials to support safe streets outreach and engagement with non-English-speaking populations, prioritizing Spanish and other locally spoken languages. Prioritize starting with the countywide online roadway safety toolkit as a multilingual, accessible resource.

Create a Safe Streets Pop-Up Project Kit to be shared across jurisdictions. This kit would serve as a shared resource of materials, temporarily demonstrating potential street design elements to the public.

P4 EXPAND REGIONAL SAFETY DESIGN POLICY AND SUPPORT

Lead: MCRPC
Supports: Councy & Municipal Public Works Departments

Develop a Regional Safety Design Checklist that helps jurisdictions assess every project for opportunities to design for target speed and incorporate context-sensitive pedestrian, bicycle, and traffic-calming features.

P5 ENCOURAGE DESIGN-BASED ENFORCEMENT ALTERNATIVES

Lead: MCRPC & Law Enforcement
Supports: Community Stakeholders

Promote Use of Speed Feedback Signage as a non-punitive traffic calming method, especially in school zones and rural main streets.

Support Shift Toward Self-Enforcing Road Design (e.g., narrower lanes, curb extensions, vertical elements) in policy language to reduce reliance on enforcement.

P6 ENHANCE SUPPORT FOR RURAL SAFETY AND CAPACITY BUILDING

Lead: MCRPC
Supports: Rural Municipalities & County Highway Department

Create a Grant Assistance Resource for rural cities and villages that lack full-time engineering staff—could include template applications and grant calendars.

Promote the Development of a Rural Road Safety Resource Guide, including examples of lower-cost countermeasures (e.g., signage, RRFBs, curb extensions), to communicate options with local staff or elected officials.

Identify Additional Funding Sources for Pedestrian Enhancements in County-Led Projects when feasible.

P7 PURSUE SAFE VEHICLE FLEET POLICIES

Lead: City of Bloomington, Town of Normal, McLean County
Supports: MCRPC

Conduct a Comprehensive Fleet Safety Audit that assesses the current condition and age of the fleet, as well as the presence or absence of key safety technologies. The results of this audit can guide procurement updates.

Adopt Advanced Safety Standards in Vehicle Procurement, requiring the inclusion of safety technologies and equipment in new municipal vehicle purchases, including Automatic Emergency Braking, lane departure warnings, and large vehicle lateral protection devices.

Implement Contractor Compliance Regulations, mandating that vehicles used by contractors on county or municipally funded projects meet the same standards as institutional fleets as a condition of contracting.

Education & Messaging

Roadway design and engineering solutions offer proven benefits to improve safety outcomes. A broader culture change ensures shared responsibility but requires direct engagement and effective safety educational campaigns and initiatives. Safe users and a proactive approach are critical to encourage safe driving behaviors. The following education strategies are recommended to shift towards a more safety focused culture.

GO:SAFE COMMUNITY CAMPAIGN

Go:Safe messaging can be achieved through different strategies like improving knowledge and/or awareness of risks and preventative behaviors, changing underlying factors known to influence behaviors, modifying problem behaviors, and maintaining or encouraging safety-conscious behaviors. Marketing and education campaigns should be targeted to specific users groups and/or specific behaviors such as:

- Distracted driving
- Impaired driving
- Speeding
- Pedestrian safety
- Cyclist safety
- Young drivers
- Rule of the road

Road safety educational campaigns are flexible safety tools used by national, state, local, and non-profit agencies. Resources are available for assisting in the development of education focused materials:

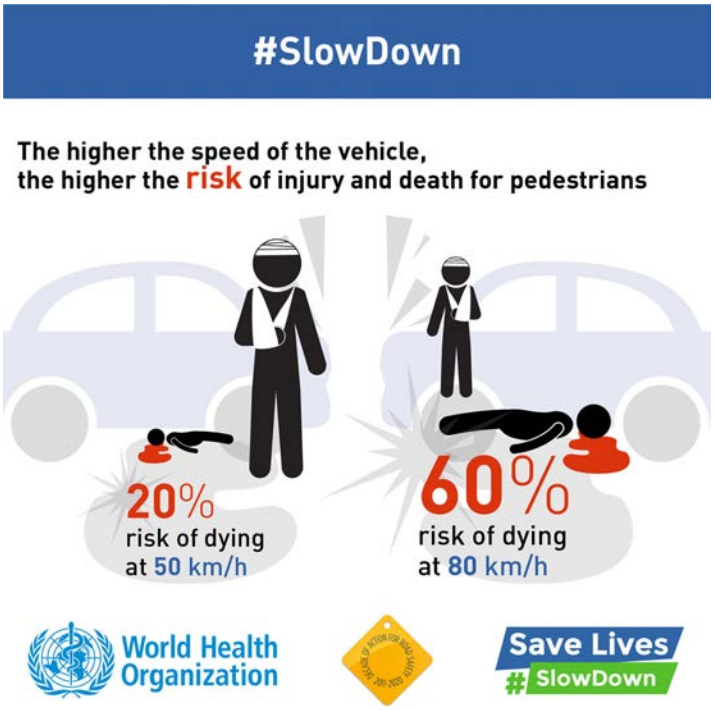
National Highway Transportation Safety Administration

World Health Organization

Traffic Injury Research Foundation

GO:SAFE WEBSITE

A digital presence is vital for effective education and messaging. MCRPC will host and promote the Go:Safe webpage with regular updates, campaign materials, and information on public events and marking opportunities.

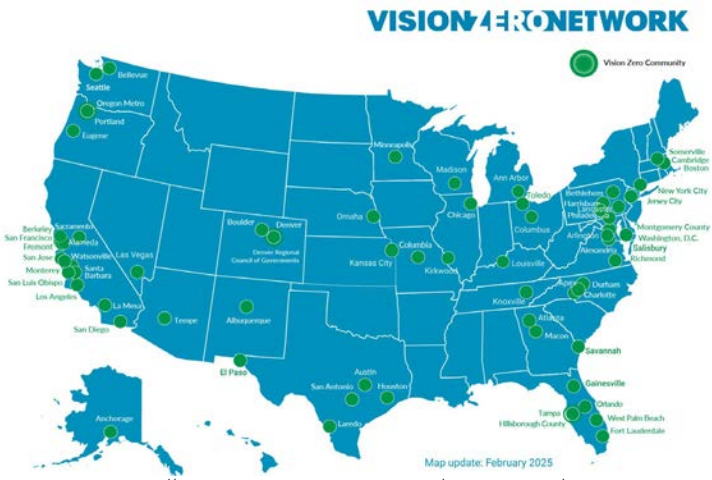


Education & messaging strategies encourage safer driving behaviors through marketing and engagement.

Progress & Transparency

Grounded in community priorities and national best practices, the Plan outlines clear milestones and measurable sub-targets over the next decade. By setting near-, mid-, and long-term goals, the region aims to maintain momentum, ensure accountability, and foster a culture of safety that protects all road users, regardless of age, mode, or neighborhood. The timeline that follows highlights how the MCRPC and stakeholders throughout the county will advance toward the goal of Vision Zero. The milestones allow for funding alignment, coordination across roadway agencies, and phased implementation of strategic safety improvements across the county.

While McLean County's Vision Zero sub-targets are structured by timeframe, their implementation will not always follow a linear path. Some projects—particularly those involving infrastructure retrofits or interagency coordination—depend heavily on securing external funding, aligning capital improvement schedules, and leveraging state or federal grants. Progress may accelerate in some areas while others advance more incrementally. This flexible and adaptive approach ensures that the county can pursue its safety goals strategically while responding to funding opportunities, community priorities, and capacity constraints.



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

SHORT-TERM MILESTONES (2025-2027)

Interim Goal: Achieve a 20% reduction in traffic fatalities and serious injuries from the baseline of the 2019-2023 average (77 KSI) by 2027.

Sub Targets:

- Achieve a 20% reduction in bicycle and pedestrian crashes by 2027.
- Go:Safe Action Plan and Vision Zero goal adopted by at least three partners beyond MCRPC
- Launch Go:Safe Task Force as an interagency implementation body
- Develop a programming strategy for all priority projects with 60% completed, in progress, or in process for funding allocation by 2027.

MID-TERM MILESTONES (2028-2030)

Interim Goal: Achieve a 50% reduction in traffic fatalities and serious injuries from the baseline of the 2019-2023 average (77 KSI) by 2030.

Sub Targets:

- Achieve a 50% reduction in bicycle and pedestrian crashes by 2030.
- 100% of priority projects completed, in progress, or in process for funding allocation by 2030.
- Identify a next tier of priority projects from the HIN with an accompanying programming strategy.

LONG-TERM MILESTONES (2030-2035)

Interim Goal: Achieve a 100% reduction in traffic fatalities and serious injuries from the baseline of the 2019-2023 average (77 KSI) by 2035.

Sub Targets:

- Achieve a 100% reduction in bicycle and pedestrian crashes by 2035.
- 100% of initial priority projects completed or in progress by 2035.
- 100% of next tier priority projects from HIN in mid-term years programmed for funding by 2035.

Progress and transparency are MCRPC committments to ensure accountability and public trust.

Progress & Transparency

PERFORMANCE MANAGEMENT

As part of Go:Safe implementation framework, MCRPC has established a performance management plan for measuring and reporting annual progress on safety performance targets. This framework includes the establishment of the Go:Safe Task Force (GSTF) charged with collecting and evaluating data on performance metrics and reporting progress to the public. The GSTF is comprised of the following entities:

- MCRPC
- City of Bloomington
- Town of Normal
- McLean County Highway Department
- Connect Transit
- McLean County Health Department

Annual calendar year data will be collected and reported according to the performance management cycle outlined below.

2026 Performance Management Cycle

- July – Collect 2025 Baseline data
- August– Assess 2025 Baseline data
- September– Assemble and distribute Baseline report for Calendar Year 2025

2027 Performance Management Cycle

- July – Collect 2026 data
- August– Assess 2026 data
- September– Assemble and distribute report for Calendar Year 2026

2028 - 2035 Performance Management Cycle repeated as in previous years.

The collected information will be summarized in a reader-friendly Annual Go:Safe Action Plan Performance Management Report that aims to document annual change and/or improvement. The report is to be of minimal length, relying on the effective usage of tables, charts, and graphics to convey progress, rather than in-depth narrative descriptions.

The published report will be made publicly available on the MCRPC webpage. Optionally, the report can be provided to stakeholders, shared via social media platforms, and sent to email distribution lists for mass dissemination.

Performance Metrics	Measurement
Crash Data	
Total crashes	Quantity
Crashes by severity	Quantity
VRU crashes	Quantity
Urban and rural crashes	Quantity
Individuals fatally injured (K*) and seriously injured (A*)	Quantity
Action Plan Project & Strategies	
Vision Zero interim target comparison	Calculated
Priority Project crash rate	Calculated
Priority Project and Strategy implementation status	Qualitative
Infrastructure	
Complete Streets improvements completed	Quantity
Complete Streets exceptions granted	Quantity
New trail (shared use path)/lanes available	Length
New sidewalk construction	Length
ADA ramp improvements completed	Quantity

**Per Illinois Crash Report Injury Classification coding, "K" is fatal injury, and "A" is suspected serious injury.*

Systemic Strategies

A systemic safety analysis is a data-driven, multi-step process that includes identifying risk characteristics, prioritizing locations with the greatest risk, and selecting safety countermeasures appropriate for systemic applications.

Systemic emphasis areas are associated with certain crash types as well as roadway characteristics. For each risk, a set of recommended systemic strategies is shown to improve safety outcomes throughout the network. Systemic strategies are low-cost and meant to improve safety outcomes at the system level.

Systemic strategies target known risks rather than specific locations in order to reduce crashes throughout the system.

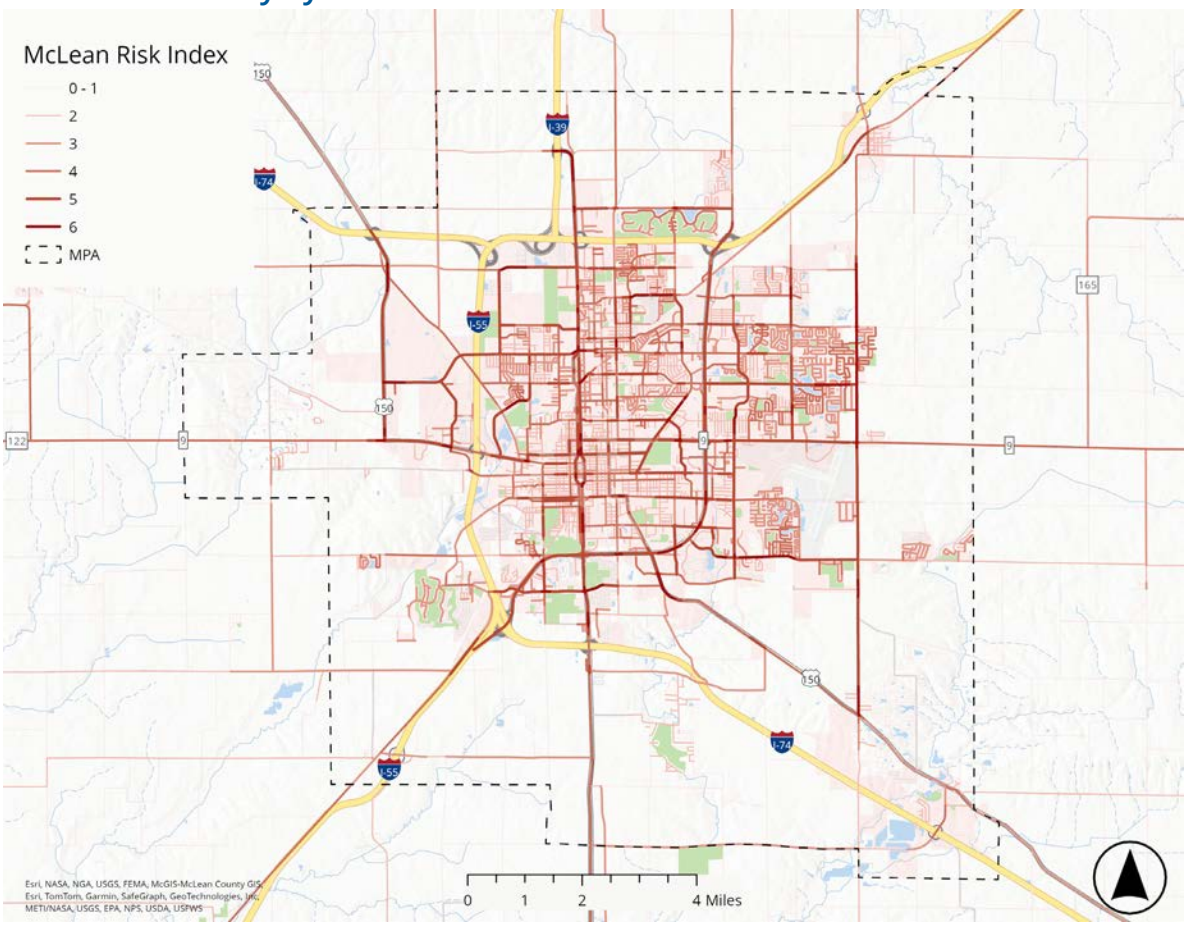
Systemic Strategies by Crash Types

Emphasis Area (Risk)	Description	Systemic Strategies
Crash Types		
Fixed Object	Crashes when a driver loses control and leaves the roadway prior to striking an object	Enhanced Delineation Lighting & Signage Dynamic Speed Displays Curve Improvements
Angle	Crashes at intersections where both vehicles are intending to travel straight	Intersection Conflict Warning Systems Retroreflective Backplates Dilemma Zone Detection Lighting & Signage
Turning	Crashes at intersections where at least one vehicle is attempting a turning maneuver	Intersection Conflict Warning Systems Lighting & Signage Permissive to Protected Left Turn Signal Phase Traffic Calming
Pedestrian/ Bicyclist	Crashes that involve a vehicle and a pedestrian or bicyclist	Traffic Calming Crosswalk Enhancements Sidewalks Bikeways

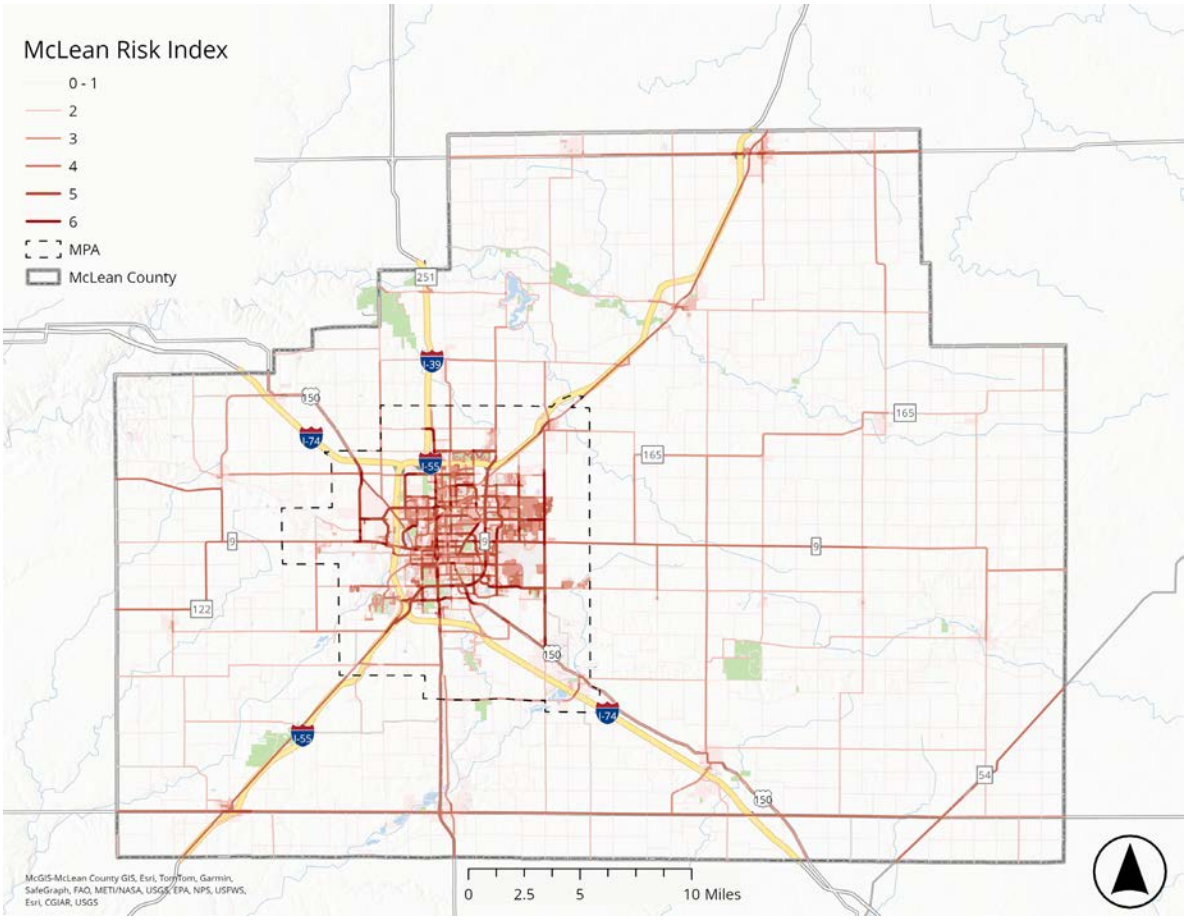
Systemic Strategies by Roadway Characteristic

Emphasis Area (Risk)	Description	Systemic Strategies
Roadway Characteristics		
Principal/ Minor Arterials	High-speed, wide, multilane roadways	*Rural:* Enhanced Delineation Rumble Strips Curve Improvements Lighting & Signage Dynamic Speed Displays *Urban:* Corridor Access Management Median Barriers Sidewalks Shared Use Paths Pedestrian Refuge Islands Dilemma Zone Detection Permissive to Protected Left Turn Signal Phase
IDOT Owned	Owned and maintained by IDOT for regional mobility	Intersection Conflict Warning Systems Dynamic Speed Displays Enhanced Delineation Median Barriers Enhanced Crosswalks
County Owned	Owned and maintained by McLean County in rural areas	Enhanced Delineation Lighting & Signage Dynamic Speed Displays Curve Improvements Intersection Conflict Warning Systems
Local Owned	Owned and maintained by local agencies in urban areas	Sidewalks Shared Use Paths Pedestrian Refuge Islands Leading Pedestrian Intervals RRFBs Bicycle Lanes Lighting & Signage Traffic Calming Permissive to Protected Left Turn Signal Phase
Multimodal	Near multimodal facilities such as signed/marked bike routes, on-street bike lanes, off-street shared use paths	Traffic Calming Enhanced Crosswalks Lighting & Signage Pedestrian Refuge Islands Leading Pedestrian Intervals RRFBs and/or PHBs

McLean County Systemic Risks



A higher risk index score means more high-risk features on a corridor.



HIN Project Prioritization

A comprehensive evaluation methodology was developed to assess the HIN and rank locations based on safety need and regional priorities. Six prioritization criteria were used to evaluate and rank HIN locations. Each criteria used a unique methodology for assigning points, which are described below, with a total maximum score of 100.

Since urban and rural HIN networks were identified separately, the prioritization methodology was also applied separately to urban and rural areas. The result is urban and rural priorty locations that include additional contextual information and potential safety countermeasures.

Project Prioritization identifies locations based on a data-informed process that includes regional priorities.

Urban and Rural HIN networks.

Collected and mapped GIS data priority criteria from city, state, and county sources.

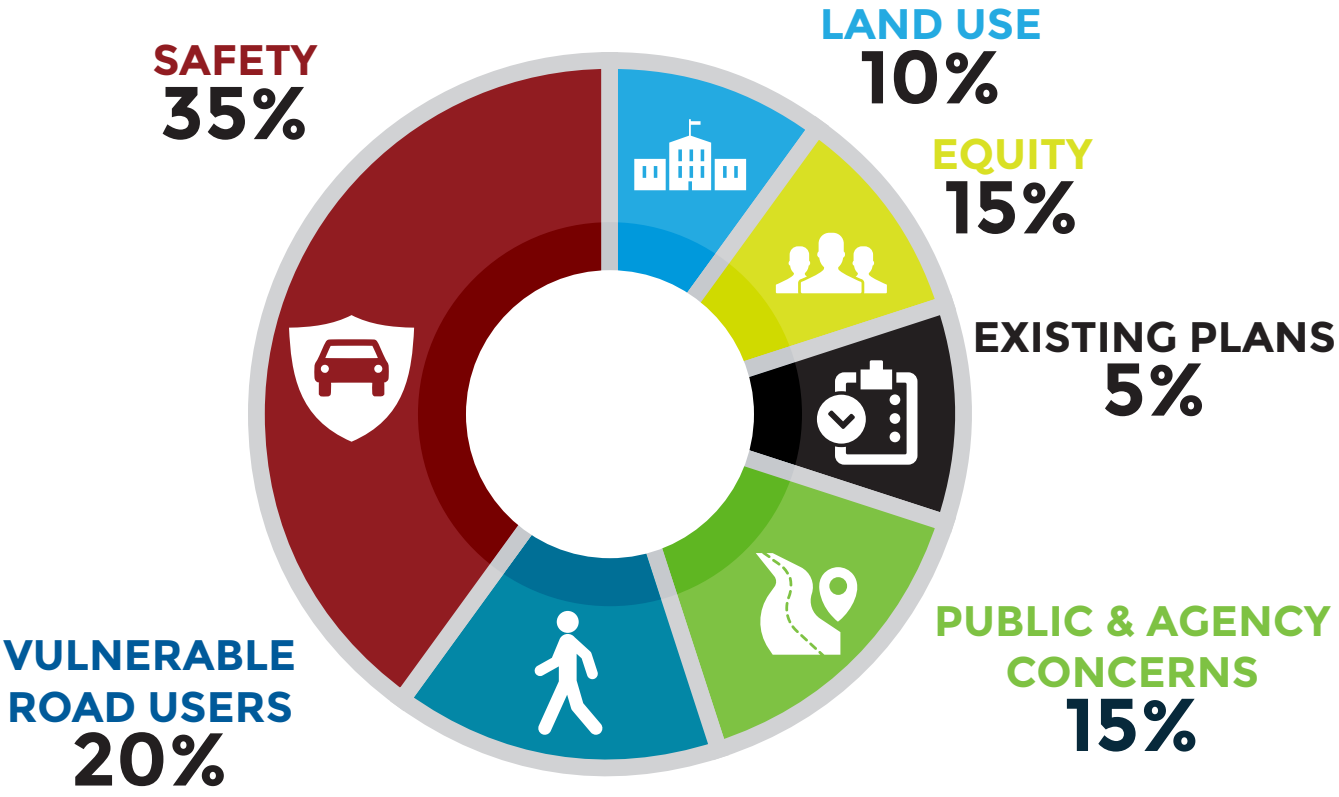
GIS analysis tools used to determine if projects met each prioritization criteria.

Points were awarded for each criterion according to scoring system.

The total score for each project was the sum of all criteria points.

Projects were then compiled into a final prioritized list.

Prioritity Scoring



HIN Project Prioritization

SAFETY
Project locations were selected from the HIN, which includes corridors with the highest safety risk based on crash frequency and severity. Safety score percentiles were used to group and score each segment. This method helps focus on the most dangerous areas to reduce crashes and save lives.

MULTIMODAL/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 30 community-identified locations were mapped to HIN segments. Public agencies were also surveyed to identified locations of concern. 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.

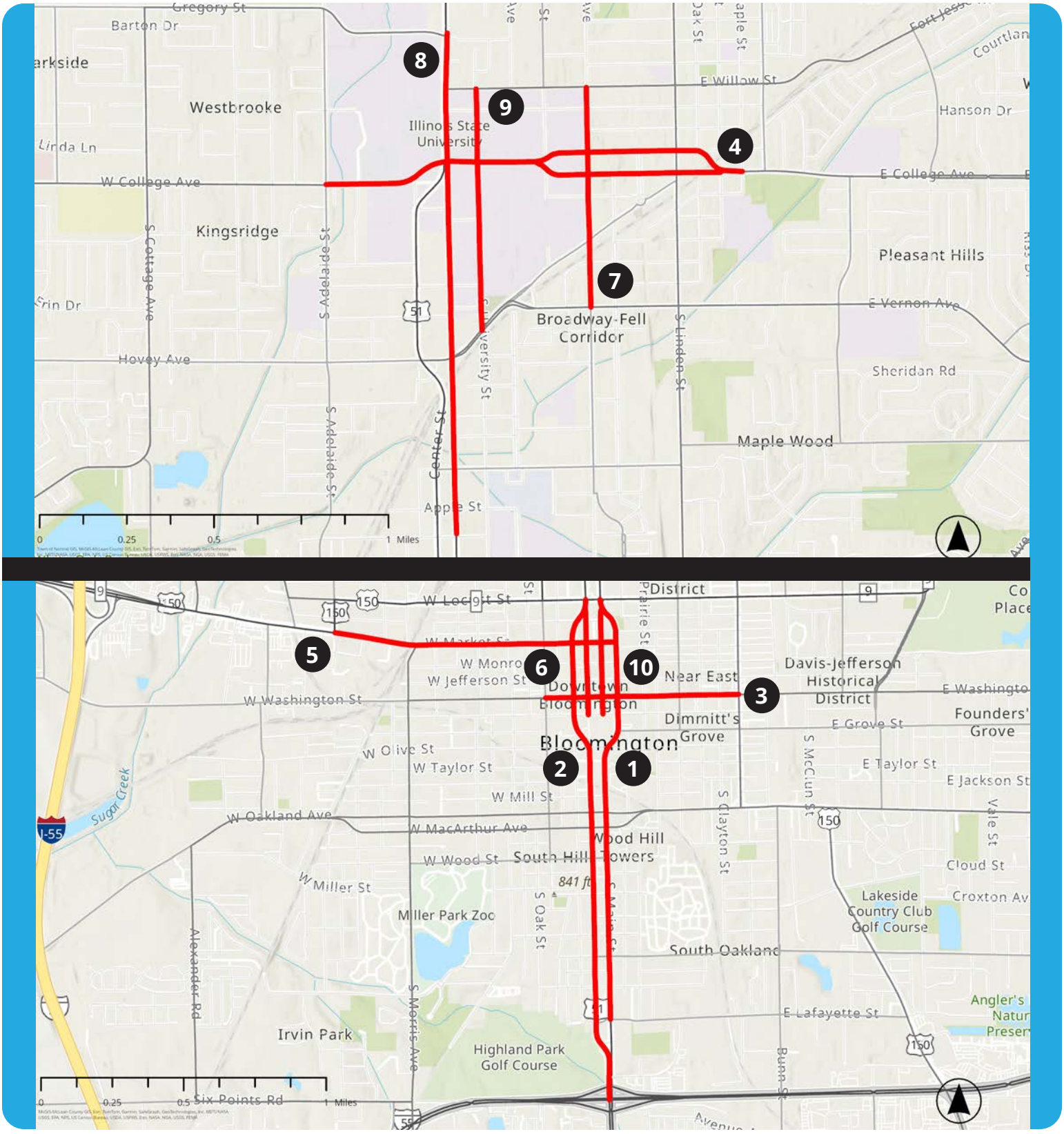
EQUITY/UNDERSERVED COMMUNITIES
Underserved Community Target Areas (UCTA) are those identified as Areas of Persistent Poverty (APP) or Historically Disadvantaged. Corridors located with UCTAs were given the full score.

SUPPORTS EXISTING PLANS
Projects already included in regional or local transportation plans received a score, with full credit for funded projects and partial credit for illustrative (unfunded) projects.

Urban Priority Corridors

Rank	Total Score	Jurisdiction	Road Name	Start	End	Length (Miles)
1	87.5	IDOT	East St/Main St (US51)	E Lafayette Street	W Locust Street	1.50
2	80	IDOT	Madison St/ Center St (US51)	W Locust St	E Lafayette St	1.8
3	79.5	Bloomington	Washington St	N Clinton St	N Lee St	0.68
4	77.5	Normal	College Ave	N Maple St	Adelaide St	1.8
5	77	Bloomington	Markets St	US150/N Hinshaw Ave	East St	0.99
6	75	Bloomington	Center St	W Locust St	Market St	0.13
7	75	Normal	Fell Ave	E Vernon Ave	E Willow St	0.63
8	75	IDOT	Main St (Normal)	Division St	Gregory St	1.4
9	74.5	Normal	University St	Beaufort St	W Willow St	0.69
10	74.5	Bloomington	Main St (Bloomington)	E Front St	US51	0.37

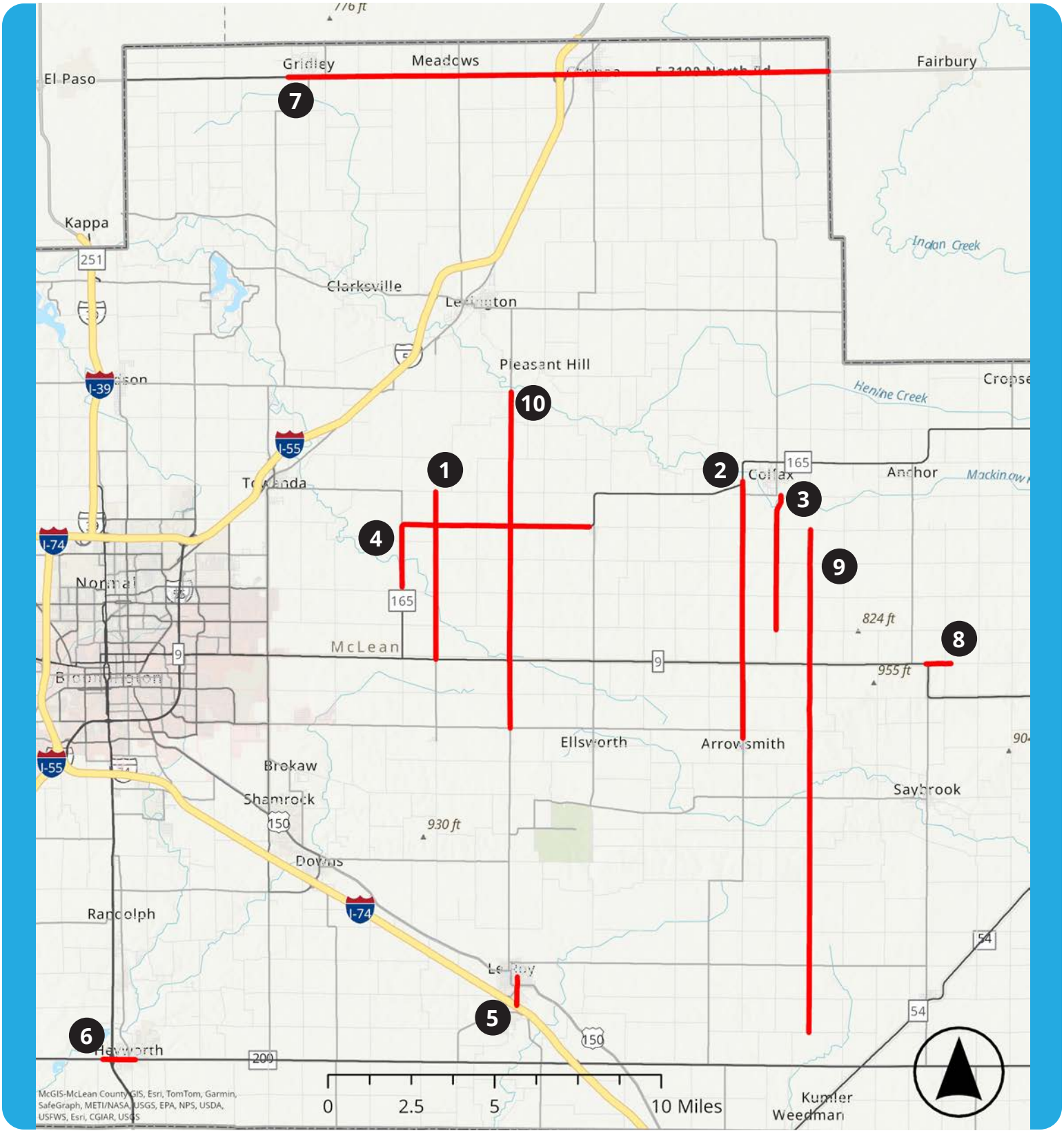
Urban Priority Corridors



Rural Priority Corridors

Rank	Total Score	Jurisdiction	Road Name	Start	End	Length (Miles)
1	50	Blue Mound Township	2400 East Rd	E 1900 North Rd	IL9	5.0
2	50	McLean County	3300 East Rd	IL-165	South of E 1200 North Rd	6.6
3	50	Martin Township	3400 East Rd	E 1900 North Rd	E 1500 North Rd	4.1
4	50	IDOT	IL165	N Jeffry St (Cooksville)	North of E 1600 North Rd	7.5
5	45	Le Roy	East St	E Oak St (Le Roy)	I-74	0.86
6	45	IDOT	Cleveland St (Heyworth)	Rowe Dr	Newell St	0.98
7	45	IDOT	US24	1980 East Rd	N 1800 East Rd	14.9
8	40	Anchor Township	1400 North Rd	IL9	East of N 3900 East Rd	0.75
9	40	Arrowsmith, Martin, & West Townships	3500 East Rd	E 1800 North Rd	E 300 North Rd	15.1
10	40	McLean County	N 2600 East	E 2200 North Rd	E 1200 North Rd	10.1

Rural Priority Corridors



Urban 1: East St/Main St (US51)
IDOT

EXISTING CONDITIONS

US Business Route 51 is a state-owned principal arterial roadway consisting of two parallel one-way roads through downtown Bloomington, serving a total of 18,000 to 20,000 vehicles per day (9-10,000 NB). The northbound segment from I-74 to Olive Street is designated as Main Street, and as East Street from Olive to Locust Street before transitioning back to Main Street until the city's corporate limits. It is typically 2-4 lanes wide in one direction with sidewalks and some on-street parking while also serving as many as nine different Connect Transit routes. Per the state's Multi-Year Highway Plan, ADA improvements, traffic signal modernization, and road overlays are planned in the next several years.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **29**

Number of bike/ped crashes: **21**

KSI Crash Types

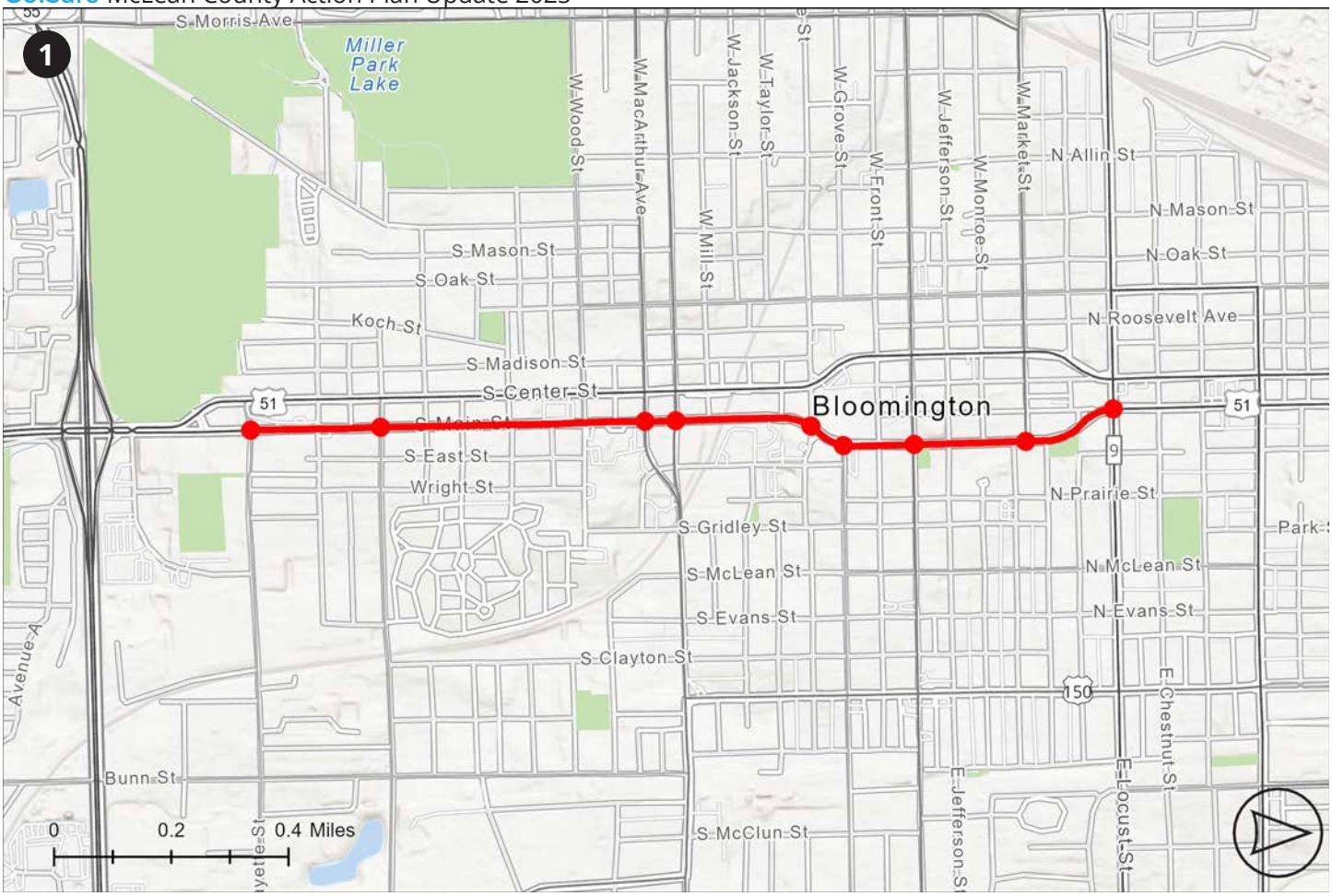
Crash Type	Count	Percent
Angle	6	66.7%
Parked	1	11.1%
Pedestrian	1	11.1%
Turning	1	11.1%

KSI Contributing Factors

Crash Factors	Count	Percent
Disregarding Traffic Signals	5	55.6%
Unable to Determine	3	33.3%
Improper Overtaking/ Passing	1	11.1%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	15/20	7.5/15	5/5	10/10	15/15	87.5/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
Leading Pedestrian Intervals	$
ADA Improvements	$
Signage	$
Dilemma Zone Detection	$

Long-Term

Countermeasure	Cost
Buffered Bike Lanes	$$
Road Diet	$$$
Curb Extentions	$$

Urban 2: Madison St/Center St (US51)
IDOT

EXISTING CONDITIONS

The southbound segment of US51 Business in Bloomington is designated Center Street from Division to Locust, then Madison through downtown, then back to Center Street until Veterans Parkway. The route is typically 2-4 lanes wide and has an AADT value of 9,000 to 11,000. There are sidewalks on both sides of the street but no on-street parking or bicycle facilities. The southbound segment is also scheduled to be repaved and widened by IDOT in 2025.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **7**

Number of bike/ped crashes: **7**

KSI Crash Types

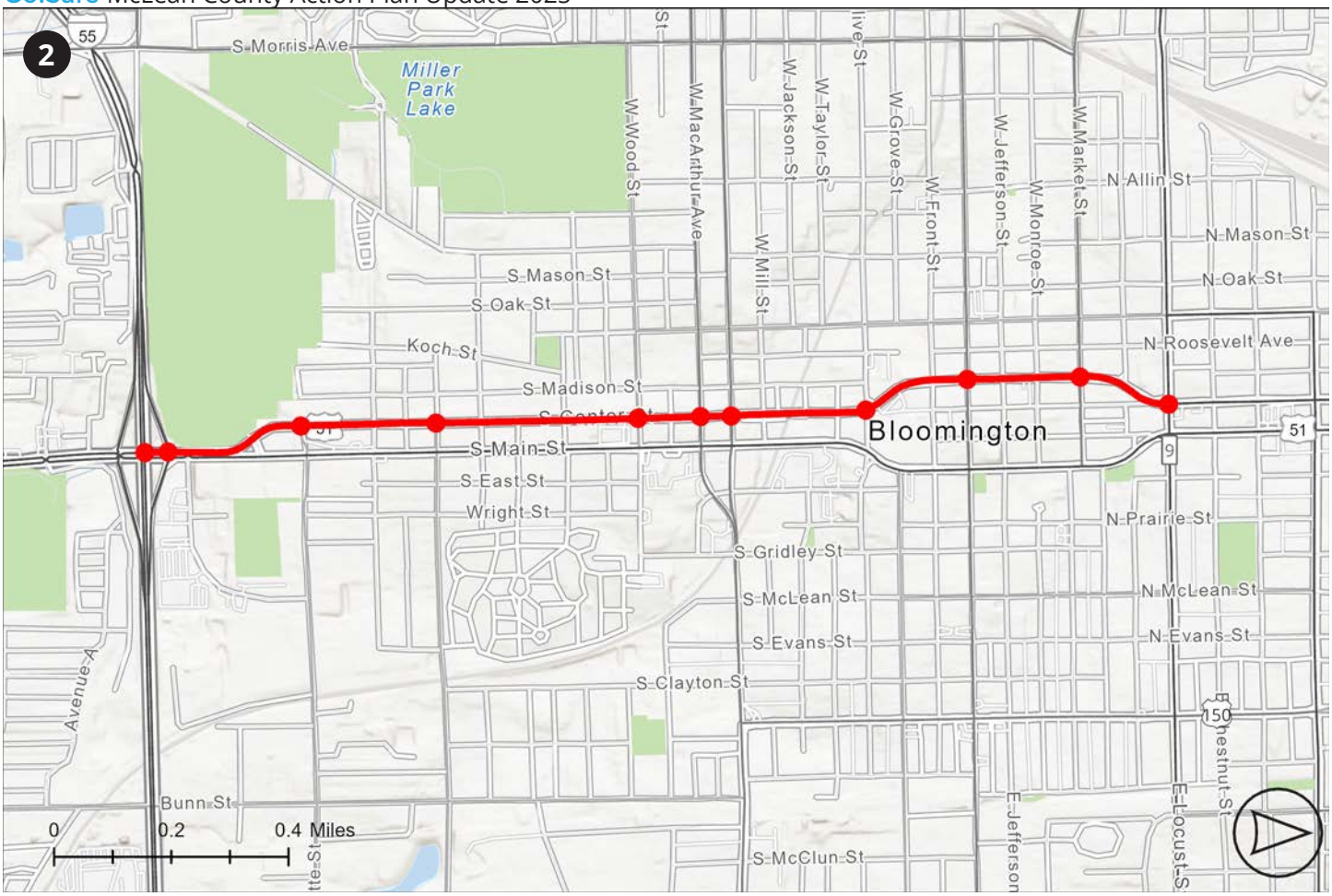
Crash Type	Count	Percent
Angle	3	42.9%
Fixed Object	3	42.9%
Turning	1	14.3%

KSI Contributing Factors

Crash Factors	Count	Percent
Disregarding Traffic Signals	3	42.9%
Failing to Reduce Speed to Avoid Crash	1	14.3%
Had Been Drinking	1	14.3%
Improper Lane Usage	1	14.3%
Physical Condition of Driver	1	14.3%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	15/20	0/15	5/5	10/10	15/15	80/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
Leading Pedestrian Intervals	$
ADA Improvements	$
Signage	$
Dilemma Zone Detection	$

Long-Term

Countermeasure	Cost
Buffered Bike Lanes	$$
Road Diet	$$$
Curb Extentions	$$

Urban 3: Washington St
Bloomington

EXISTING CONDITIONS

Washington Street is an east-west minor arterial roadway in downtown Bloomington seeing 7,500 vehicles per day including the Connect Transit Gold bus route. It is owned by the City of Bloomington and is typically two lanes wide with a center turn lane, along with sidewalks and on-street parking facilities. A rebuild of Washington Street is listed as an illustrative project in the Long-Range Transportation Plan in 2032.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **6**

Number of bike/ped crashes: **9**

KSI Crash Types

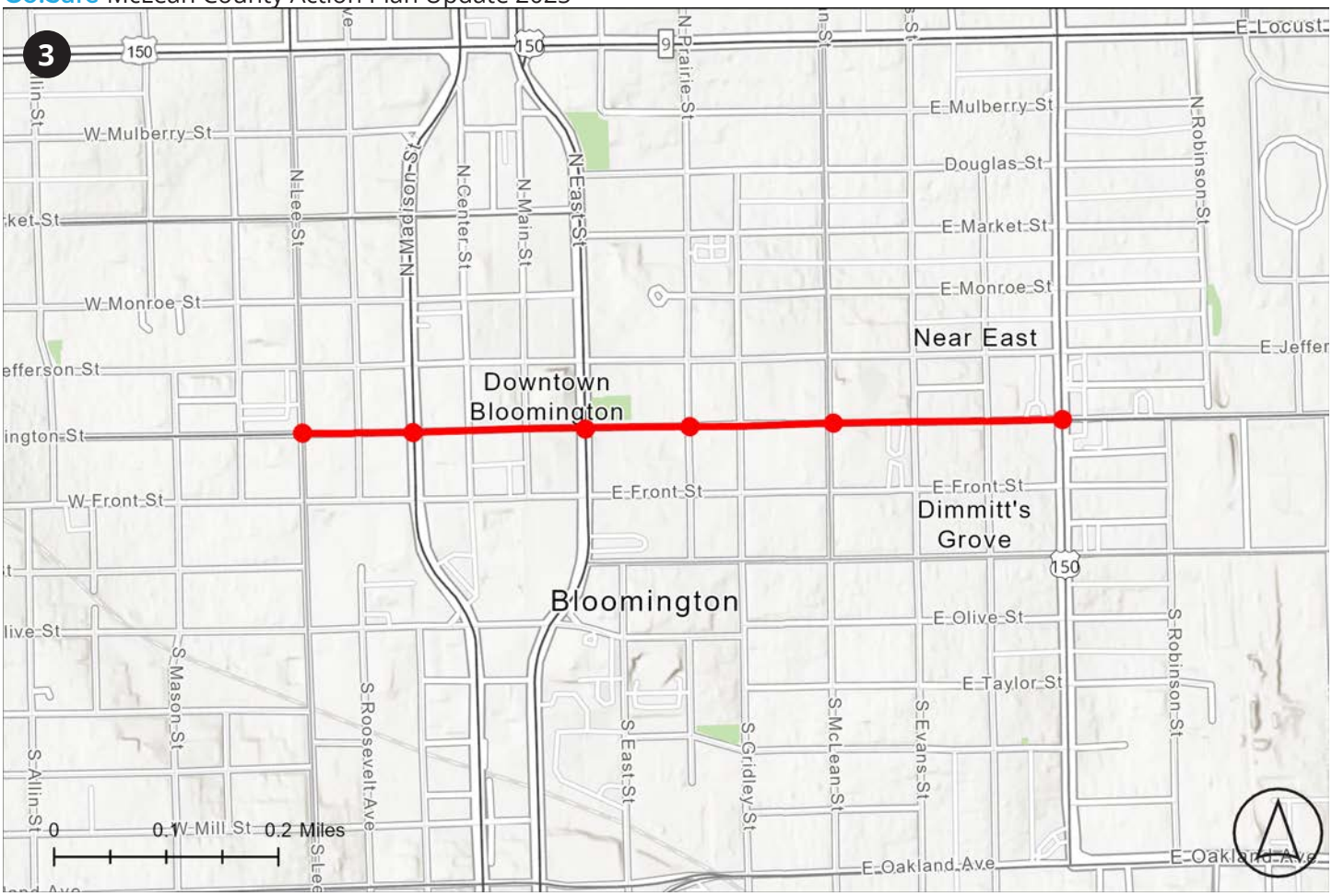
Crash Type	Count	Percent
Angle	5	83.3%
Pedestrian	1	16.7%

KSI Contributing Factors

Crash Factors	Count	Percent
Disregarding Traffic Signals	3	50.0%
Failing to Reduce Speed to Avoid Crash	1	16.7%
Improper Overtaking/ Passing	1	16.7%
Unable to Determine	1	16.7%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	10/20	7.5/15	2/5	10/10	15/15	79.5/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
Leading Pedestrian Intervals	$
ADA Improvements	$
Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at unsignalized intersections	$$

Long-Term

Countermeasure	Cost
Curb Extensions	$$
Pedestrian Refuge Islands	$$
Vertical Deflections - Rasied Intersections or Crosswalks	$$$

Urban 4: College Ave
Normal

EXISTING CONDITIONS

College Avenue in Normal runs right through the heart of Illinois State University's campus, serving over 16,000 vehicles, five Connect Transit routes, and 20,000 ISU students per day. It is a 4-lane minor arterial owned by the Town of Normal but splits into two one-way segments between S School Street and S Walnut Street. The roadway has sidewalks on both sides and intersects with the Constitution Trail, putting it in the "High" priority tier for VRUs. There are no existing plans to improve the roadway. Quick build projects have been identified along College Avenue as part of the Pedestrian & Roadway Campus Safety Iniative.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **9**

Number of bike/ped crashes: **28**

KSI Crash Types

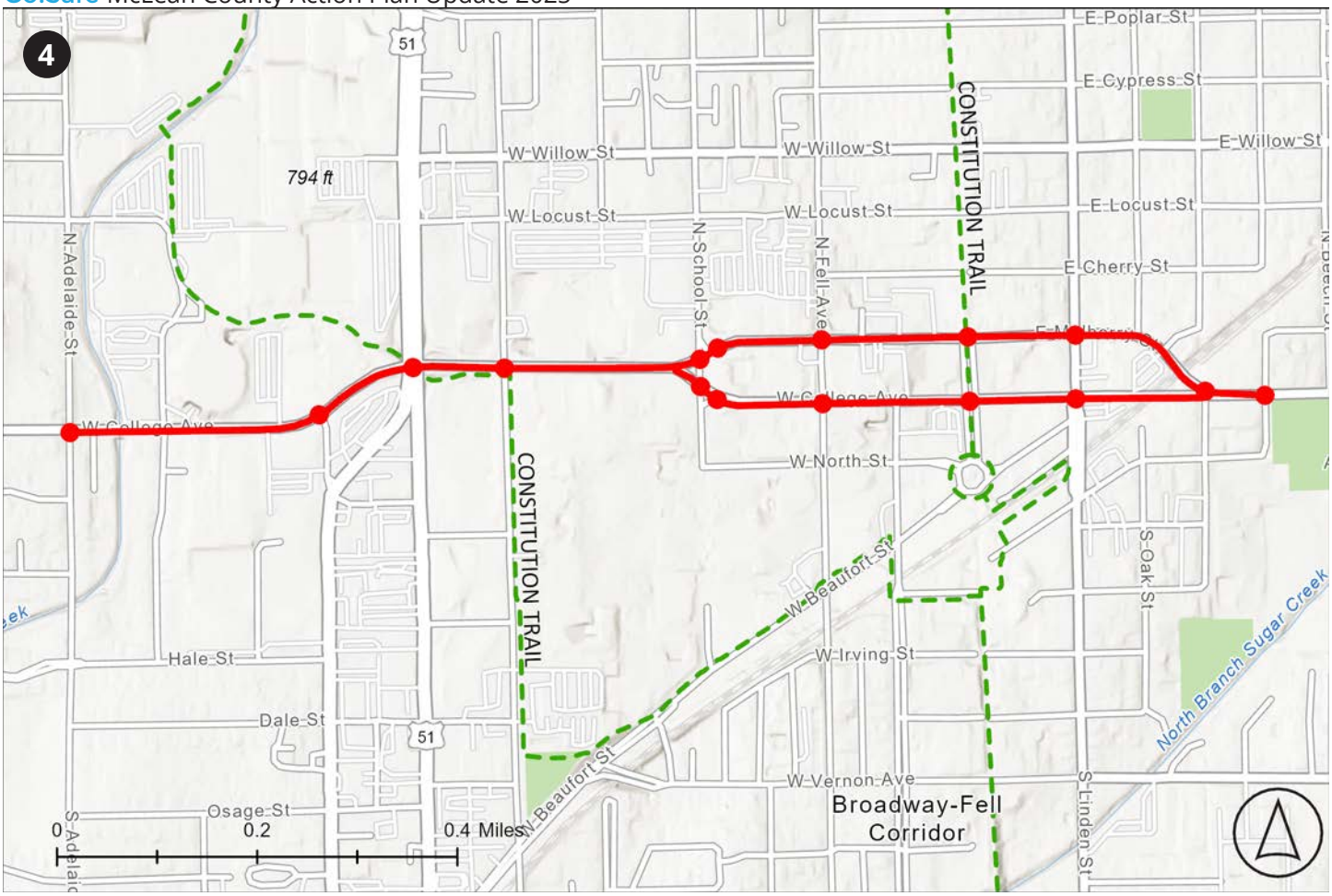
Crash Type	Count	Percent
Pedestrian	8	88.9%
Turning	1	11.1%

KSI Contributing Factors

Crash Factors	Count	Percent
Failing to Yield Right of Way	4	44.4%
Failing to Reduce Speed to Avoid Crash	2	22.2%
Disregarding Other Traffic Signs	1	11.1%
Improper Turning/No Signal	1	11.1%
Under Influence of Alcohol/ Drugs	1	11.1%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	20/20	7.5/15	0/5	10/10	15/15	77.5/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Bicycle Lanes	$
Crosswalk Enhancements	$
Curb Extensions (painted)	$

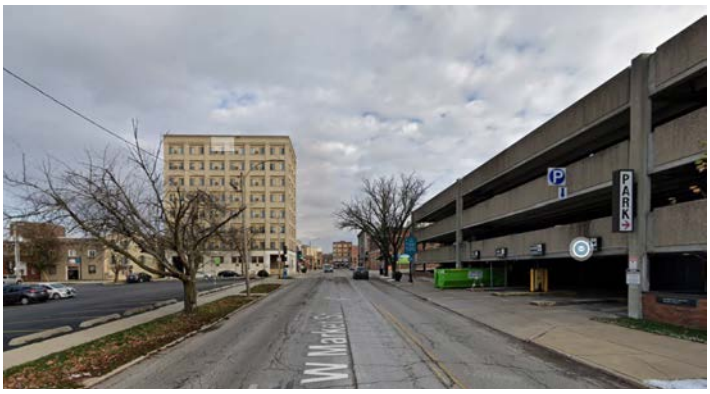
Long-Term

Countermeasure	Cost
Shared Use Path	$$$
Road Diet	$$$
Pedestrian Refuge Islands	$$
Raised Crosswalks and/or Intersections	$$$

Urban 5: Market St
Bloomington

EXISTING CONDITIONS

The priority corridor of Market Street is a city-owned minor arterial (6600 AADT) running between East Street in downtown Bloomington and Hinshaw Street (where the road enters IDOT jurisdiction as US 150). It is typically two lanes wide with some sidewalks and on-street parking near downtown, while also serving the Connect Transit Lime bus route. Streetscape improvements are potentially planned by 2029, pending funding.



CRASH HISTORY (2019-2023)

Number of KSI crashes: **3**

Number of bike/ped crashes: **11**

KSI Crash Types

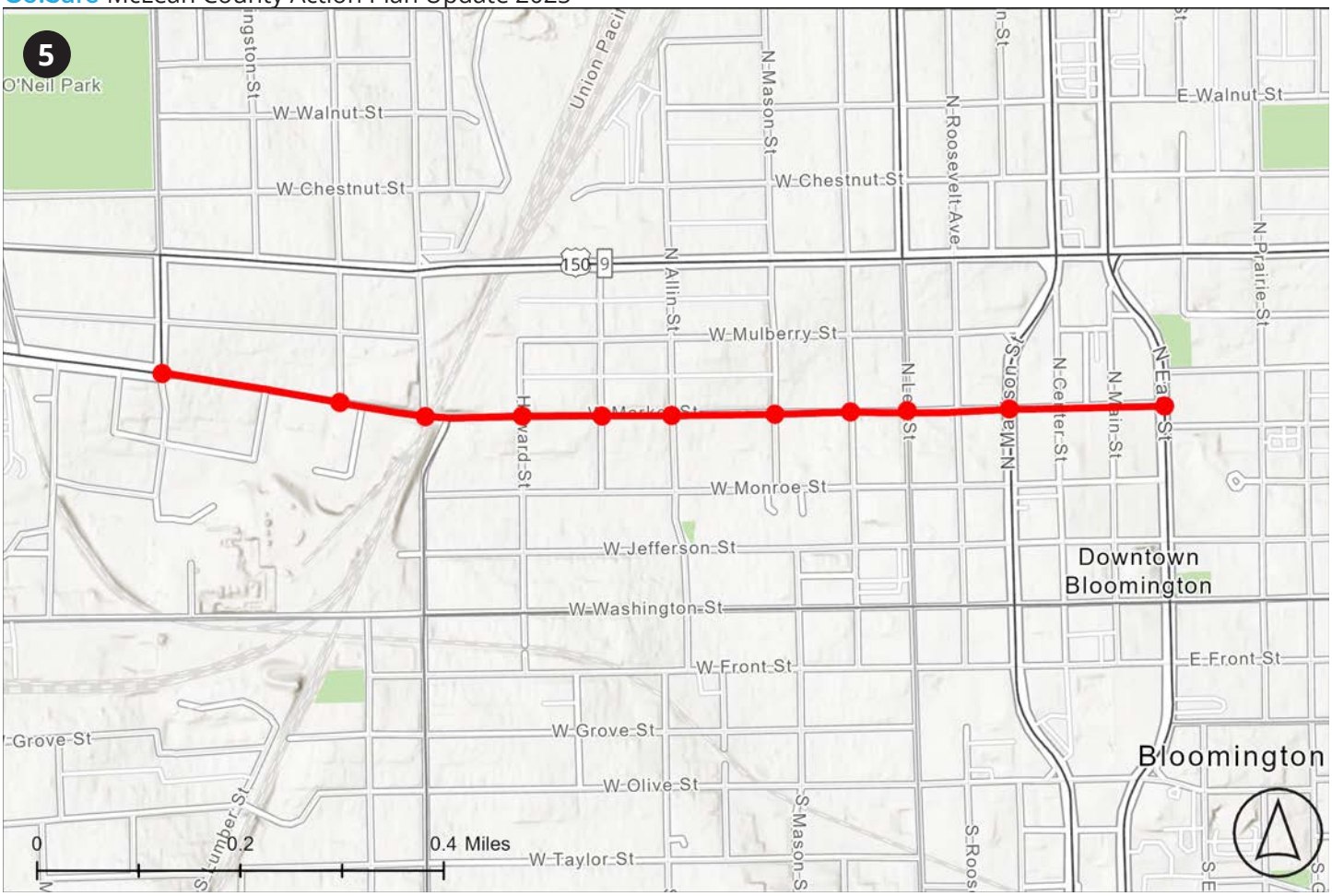
Crash Type	Count	Percent
Angle	1	33.3%
Parked Motor Vehicle	1	33.3%
Turning	1	33.3%

KSI Contributing Factors

Crash Factors	Count	Percent
Disregarding Traffic Signals	1	33.3%
Failing to Yield Right of Way	1	33.3%
Physical Condition of Driver	1	33.3%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	15/20	0/15	2/5	10/10	15/15	77/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
Systemic Traffic Calming	$
Leading Pedestrian Intervals	$
ADA Improvements	$
Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at unsignalized intersections	$$

Long-Term

Countermeasure	Cost
Pedestrian Refuge Islands	$$
Curb Extensions	$$
Raised Crosswalks and/or Intersections	$$$

Urban 6: N Center St
Bloomington

EXISTING CONDITIONS

Just south of where Business Route 51 diverges toward Madison Street in downtown Bloomington, Center Street continues as a southbound one-way roadway until West Front Street. It is operated by the City of Bloomington and serves 1,650 vehicles per day. The roadway is typically two lanes wide with sidewalks and on-street parking on both sides of the street. The road runs through an area of Bloomington designated as an underserved community target area.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **1**

Number of bike/ped crashes: **8**

KSI Crash Types

Crash Type	Count	Percent
Pedestrian	1	100.0%

Crash Types (All)

Crash Type	Count	Percent
Angle	11	28.9%
Pedestrian	8	21.1%
Sideswipe Same Direction	6	15.8%
Front to Rear	3	7.9%
Parked Motor Vehicle	3	7.9%
Fixed Object	2	5.3%
Other Object	2	5.3%
Turning	2	5.3%
Rear to Front	1	2.6%

KSI Contributing Factors

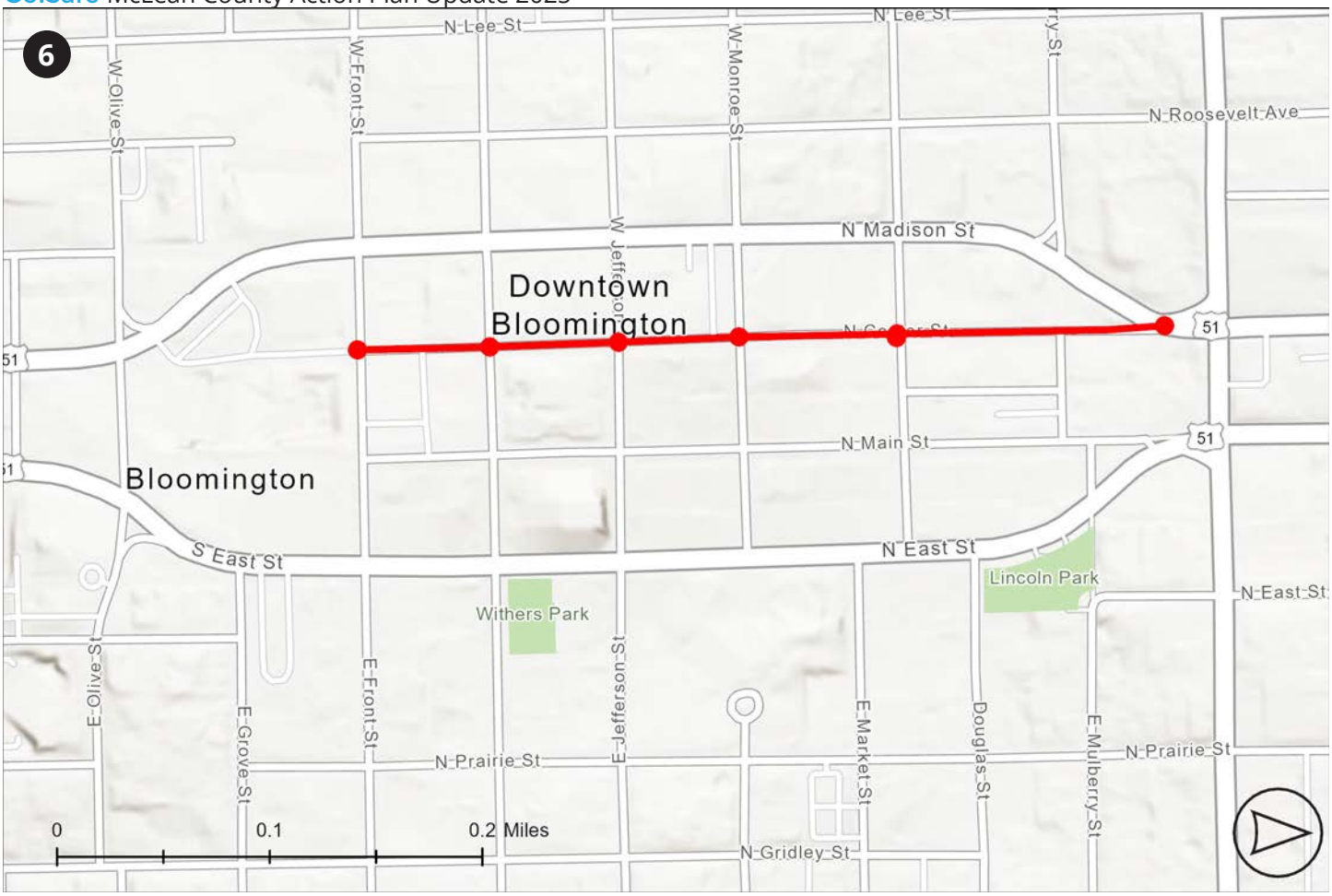
Crash Factors	Count	Percent
Unknown	1	100.0%

Contributing Factors (All)

Crash Factors	Count	Percent
Disregarding Traffic Signals	6	15.8%
Failing to Yield Right of Way	6	15.8%
Failing to Reduce Speed to Avoid Crash	5	13.2%
Improper Lane Usage	5	13.2%
Unable to Determine	5	13.2%
Improper Turning/No Signal	3	7.9%
(N/A)	2	5.3%
Improper Backing	2	5.3%
Disregarding Stop Sign	1	2.6%
Driving On Wrong Side/ Wrong Way	1	2.6%
Had Been Drinking	1	2.6%
Physical Condition of Driver	1	2.6%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	15/20	0/15	0/5	10/10	15/15	75/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
Systemic Traffic Calming	$
Leading Pedestrian Intervals	$
ADA Improvements	$
Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at unsignalized intersections	$$

Long-Term

Countermeasure	Cost
Pedestrian Refuge Islands	$$
Curb Extensions	$$
Raised Crosswalks and/or Intersections	$$$

Urban 7: Fell Ave
Normal

EXISTING CONDITIONS

Fell Avenue in Uptown Normal between Vernon Avenue and Willow Street is a locally-owned major collector roadway (AADT: 5500) that connects residential, commercial, and ISU campus destinations. It is a 2-way, 2-lane road with sidewalks and on-street parking from Vernon to North before expanding to four lanes wide until Locust Street. No future improvement plans exist for the roadway. Quick build projects have been identified at Fell Avenue and Beaufort Street as part of the Pedestrian & Roadway Campus Safety Iniative.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **1**

Number of bike/ped crashes: **7**

KSI Crash Types

Crash Type	Count	Percent
Pedestrian	1	100.0%

Crash Types (Injuries)

Crash Type	Count	Percent
Angle	16	47.1%
Pedestrian	6	17.6%
Front to Rear	4	11.7%
Turning	4	11.7%
Sideswipe same direction	2	5.8%
Bicyclist	1	2.9%
Rear to side	1	2.9%

KSI Contributing Factors

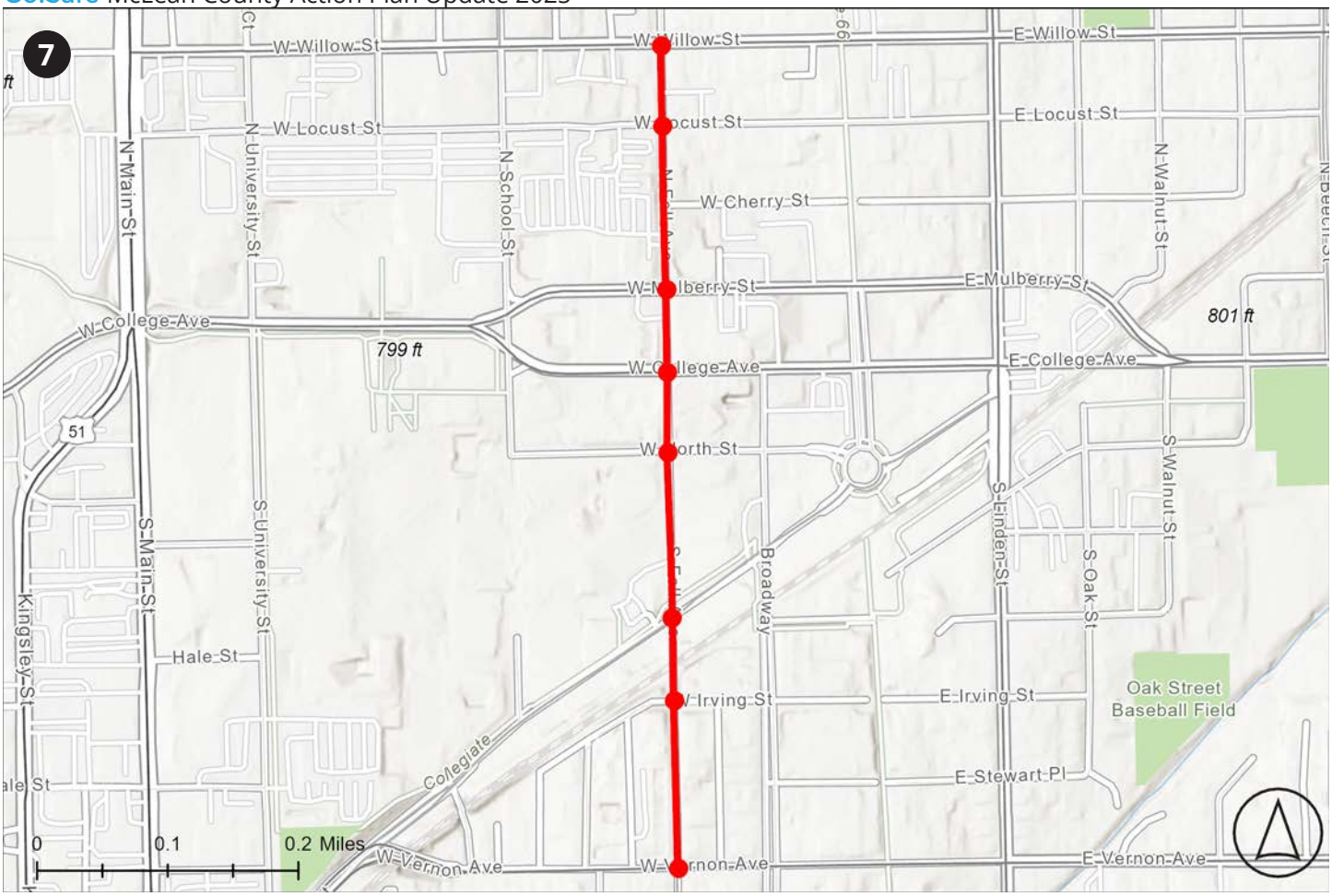
Crash Factors	Count	Percent
Failing to Yield Right of Way	1	100.0%

Contributing Factors (Injuries)

Crash Factors	Count	Percent
Failing to Yield Right of Way	11	32.3%
Disregarding Traffic Signals	8	23.5%
Disregarding Stop Sign	3	8.8%
Failing to Reduce Speed to Avoid Crash	2	5.8%
Following Too Closely	2	5.8%
Improper Turning/No Signal	2	5.8%
(N/A)	1	2.9%
Distraction - From Inside Vehicle	1	2.9%
Equipment-Vehicle Condition	1	2.9%
Evasive Action Due to Animal / Object / Non-Motorist	1	2.9%
Improper Lane Usage	1	2.9%
Weather	1	2.9%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	15/20	0/15	0/5	10/10	15/15	75/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
ADA Improvements	$
Systemic Traffic Calming	$
Leading Pedestrian Intervals	$
Curb Extensions (painted)	$

Long-Term

Countermeasure	Cost
Curb Extensions	$$
Raised Crosswalks and/or Intersections	$$$
Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at unsignalized intersections	$$

Urban 8: Main St (US51)
IDOT

EXISTING CONDITIONS

US Business Route 51 in Normal is a state-owned principal arterial roadway serving upwards of 23,000 vehicles per day. It is a 2-lane, one-way segment beginning at Beaufort Street before merging into a bidirectional road north of College Avenue. There are sidewalks and multi-use paths on both sides of the street but no on-street parking facilities. Per IDOT's Multi-Year Plan, improvements are scheduled beginning in 2025.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **6**

Number of bike/ped crashes: **14**

KSI Crash Types

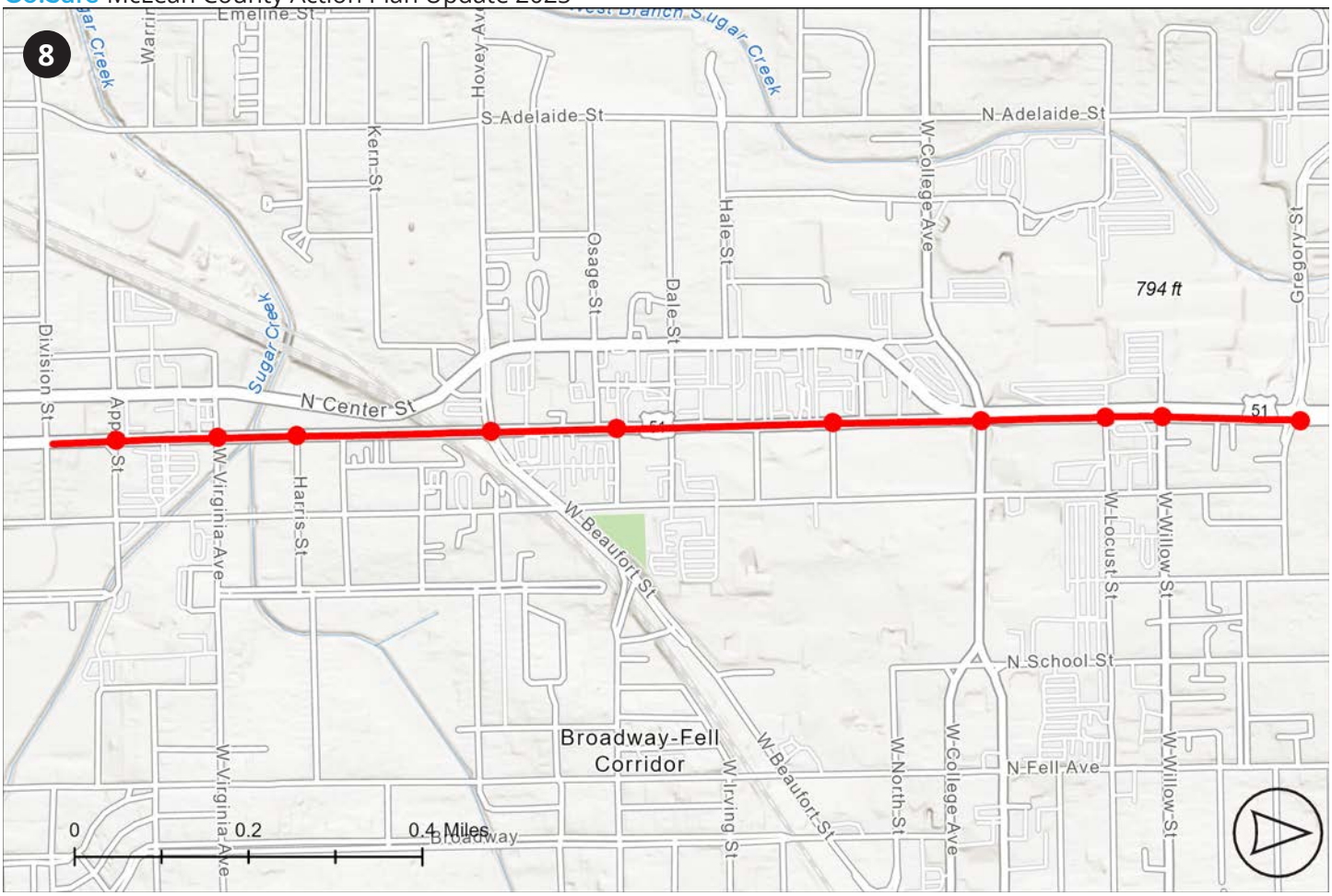
Crash Type	Count	Percent
Pedestrian	2	33.3%
Turning	2	33.3%
Fixed Object	1	16.7%
Front to Rear	1	16.7%

KSI Contributing Factors

Crash Factors	Count	Percent
Failing to Yield Right of Way	2	33.3%
Disregarding Traffic Signals	1	16.7%
Distraction - From Inside Vehicle	1	16.7%
Improper Lane Usage	1	16.7%
Unknown	1	16.7%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	20/20	0/15	5/5	10/10	15/15	75/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
ADA Improvements	$
Leading Pedestrian Intervals	$
Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at unsignalized intersections and/or mid-block crossings	$$

Long-Term

Countermeasure	Cost
Curb Extensions	$$
Buffered Bike Lanes	$$
Road Diet (lane narrowing)	$$
Pedestrian Refuge Islands	$$
Raised Crosswalks and/or Intersections	$$$

Urban 9: University St
Normal

EXISTING CONDITIONS

University Street is a 2-lane local roadway (AADT: 4,650) in Normal that passes through ISU's campus. It has sidewalks and on-street parking and serves part of the Redbird Express bus route. Reconstruction of the roadway is listed as an illustrative project in the region's 2026-2030 TIP. Quick build projects have been identified along Univerisity Street as part of the Pedestrian & Roadway Campus Safety Iniative.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **3**

Number of bike/ped crashes: **11**

KSI Crash Types

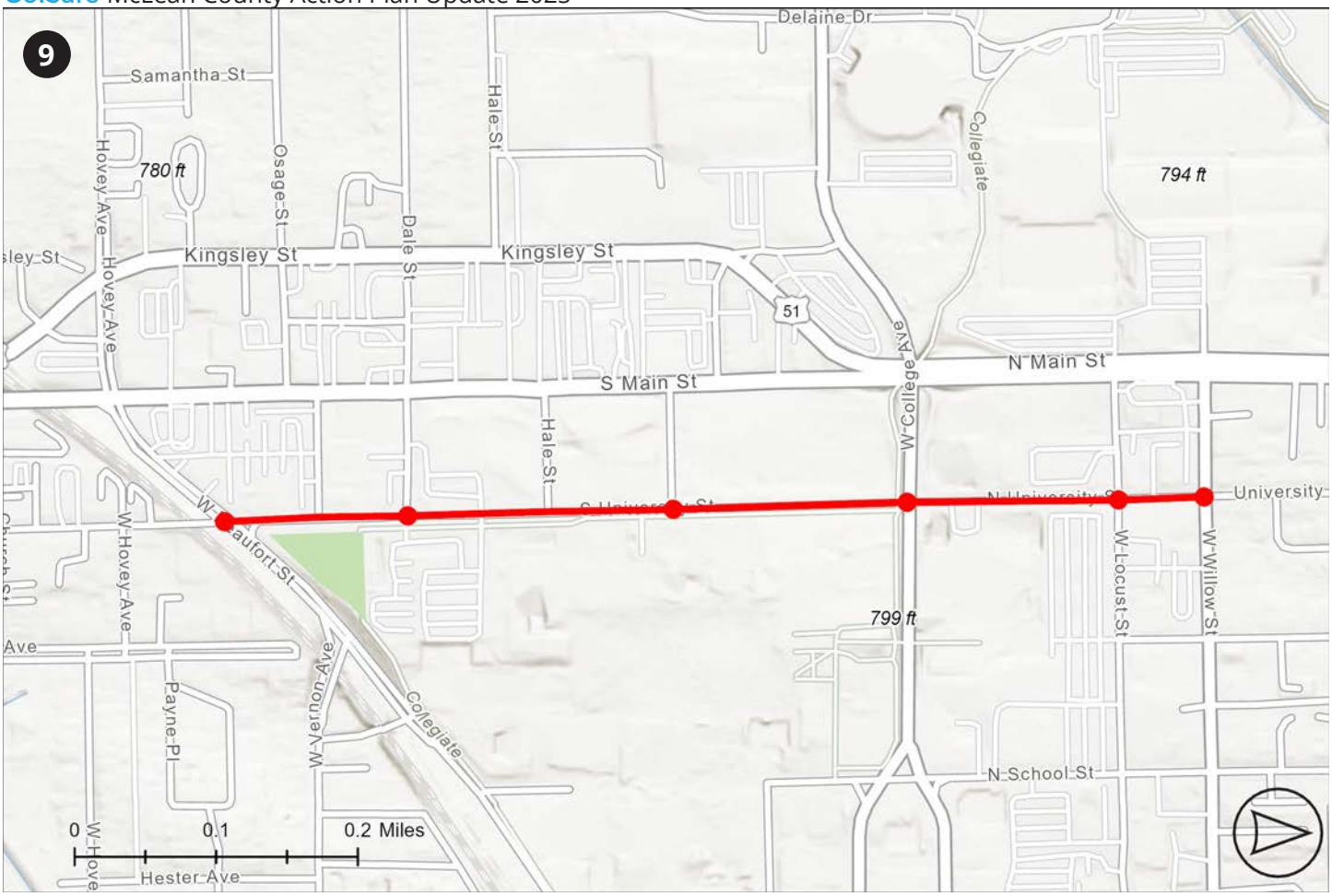
Crash Type	Count	Percent
Bicyclist	1	33.3%
Pedestrian	1	33.3%
Turning	1	33.3%

KSI Contributing Factors

Crash Factors	Count	Percent
Failing to Yield Right of Way	2	66.7%
Improper Turning/No Signal	1	33.3%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	15/20	7.5/15	2/5	10/10	15/15	74.5/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
Leading Pedestrian Intervals	$
Rectangular Rapid Flashing Beacons (RRFB) at unsignalized intersections and/or mid-block crossings	$$

Long-Term

Countermeasure	Cost
Curb Extensions	$$
Road Diet (lane narrowing)	$$
Raised Crosswalks and/or Intersections	$$$
Corridor Access Management	$$$$

Urban 10: Main St
Bloomington

EXISTING CONDITIONS

From Front Street to Mulberry Street, Main Street in downtown Bloomington is a local roadway that travels north from BUS 51 serving key commercial areas. The corridor has an AADT of just over 1,000 and is a 2-lane, one-way roadway with sidewalks and on-street parking. Streetscape improvements are listed in the illustrative section of the 2026-2030 TIP.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **2**

Number of bike/ped crashes: **6**

KSI Crash Types

Crash Type	Count	Percent
Pedestrian	1	50.0%
Turning	1	50.0%

Crash Types (Injuries)

Crash Type	Count	Percent
Pedestrian	5	31.2%
Angle	3	18.8%
Turning	3	18.8%
Front to Rear	1	6.2%
Other Object	1	6.2%
Bicyclist	1	6.2%
Rear to Front	1	6.2%
Sideswipe Same Direction	1	6.2%

KSI Contributing Factors

Crash Factors	Count	Percent
Failing to Reduce Speed to Avoid Crash	1	50.0%
Failing to Yield Right of Way	1	50.0%

Contributing Factors (Injuries)

Crash Factors	Count	Percent
Failing to Yield Right of Way	7	43.8%
Disregarding Traffic Signals	2	12.5%
Failing to Reduce Speed to Avoid Crash	2	12.5%
(N/A)	1	6.2%
Disregarding Other Traffic Signs	1	6.2%
Improper Lane Usage	1	6.2%
Related to Bus Stop	1	6.2%
Unable to Determine	1	6.2

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	15/20	7.5/15	2/5	10/10	15/15	74.5/100

POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
Systemic Traffic Calming	$
Leading Pedestrian Intervals	$
ADA Improvements	$
Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at unsignalized intersections	$$

Long-Term

Countermeasure	Cost
Pedestrian Refuge Islands	$$
Curb Extensions	$$
Raised Crosswalks and/or Intersections	$$$

Rural 1: 2400 East Rd
Blue Mound TWP

EXISTING CONDITIONS

This priority corridor is a local roadway in eastern McLean County with an AADT of approximately 50. It is a rural 2-lane corridor with narrow lanes and no shoulders. The roadway is also located in an underserved community. No future plans exist for this corridor.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **2**

Number of bike/ped crashes: **1**

KSI Contributing Factors

Crash Factors	Count	Percent
Unknown	1	50.0%
Disregarding Stop Sign	1	50.0%

KSI Crash Types

Crash Type	Count	Percent
Angle	1	50.0%
Bicyclist	1	50.0%

Crash Types (All)

Crash Type	Count	Percent
Fixed Object	5	55.6%
Angle	1	11.1%
Front to Rear	1	11.1%
Overturned	1	11.1%
Bicyclist	1	11.1%

Contributing Factors (All)

Crash Factors	Count	Percent
Failing to Reduce Speed to Avoid Crash	2	22.2%
Weather	2	22.2%
(N/A)	1	11.1%
Disregarding Stop Sign	1	11.1%
Disregarding Traffic Signals	1	11.1%
Distraction – Other Electronic Device	1	11.1%
Driving Skills/Knowledge/ Experience	1	11.1%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	0/20	0/15	0/5	0/10	15/15	50/100

POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Enhanced Delineation	$
Edgeline Rumble Strips	$
Signage	$

Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Dedicated Left- or Right- Turn Lanes at Intersections (IL9, IL165)	$$$

Rural 2: 3300 East Rd
McLean County

EXISTING CONDITIONS

This roadway is a county-maintained major collector roadway in eastern McLean County, passing through the town of Arrowsmith and crossing State Route 9. It sees approximately 500-800 vehicles per day as a paved 2-lane roadway with shoulders and is designated as a Class II Truck Route by the county.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **5**

Number of bike/ped crashes: **0**

KSI Crash Types

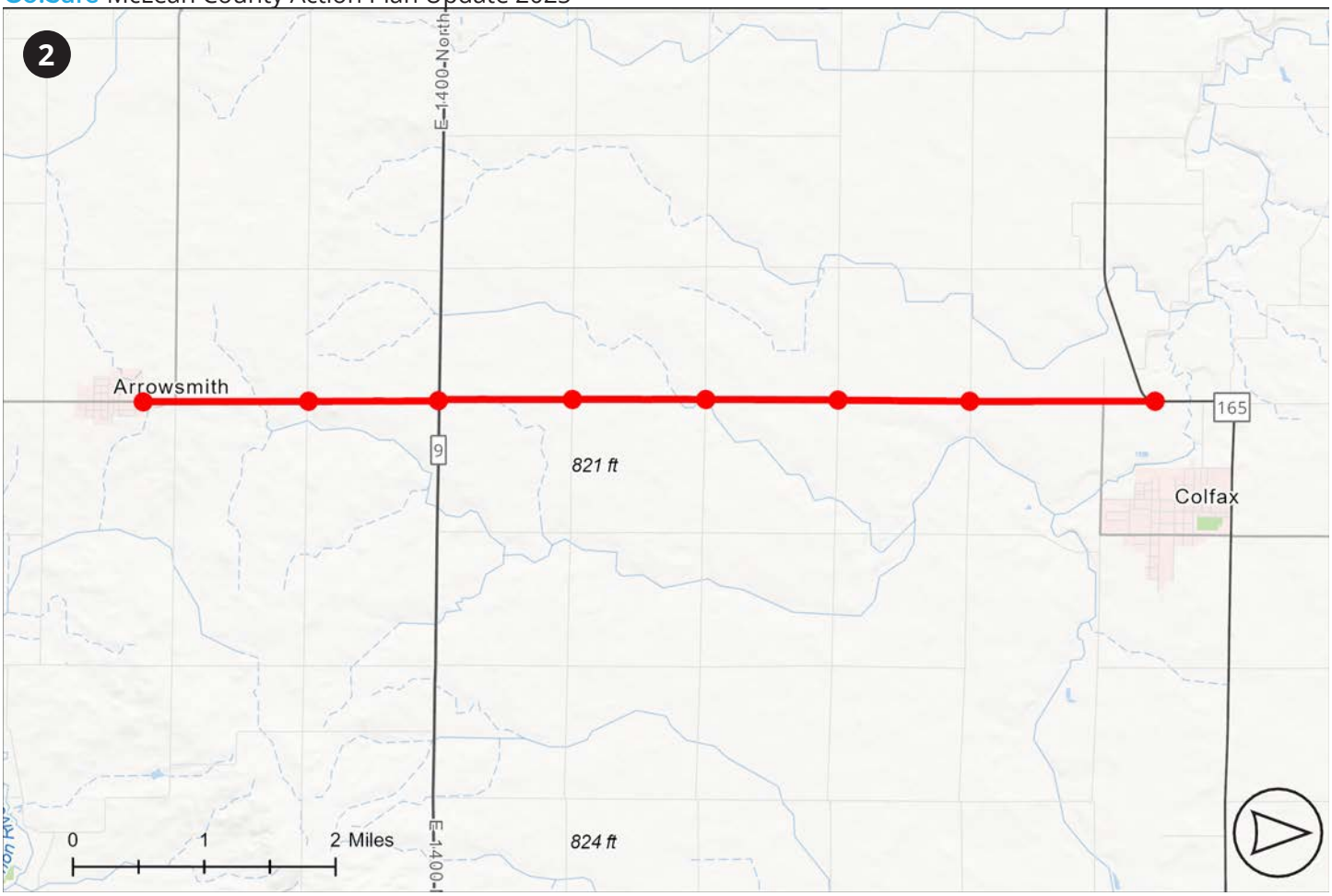
Crash Type	Count	Percent
Angle	2	40.0%
Front to Front	1	20.0%
Sideswipe Opposite Direction	1	20.0%
Turning	1	20.0%

KSI Contributing Factors

Crash Factors	Count	Percent
Improper Lane Usage	2	40.0%
Disregarding Stop Sign	1	20.0%
Failing to Yield Right of Way	1	20.0%
Improper Overtaking/ Passing	1	20.0%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	10/20	0/15	0/5	0/10	15/15	50/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Enhanced Delineation	$
Signage	$
Systemic Applications at Stop Controlled Intersections	$

Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Dedicated Left- or Right- Turn Lanes at Intersections (IL9, IL165)	$$$
Curve Improvements/ Realignments (IL9, IL165)	$$$$
Reduced Left-Turn Conflict Intersection (IL9, IL165)	$$$$$

Rural 3: 3400 East Rd
Martin TWP

EXISTING CONDITIONS

County Road 3400 East is a local rural roadway running north/south from the town of Colfax to just north of IL-165. It is a 2-lane road with no lane markings, shoulders, or sidewalks. No improvements are planned for the facility.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **2**

Number of bike/ped crashes: **0**

KSI Crash Types

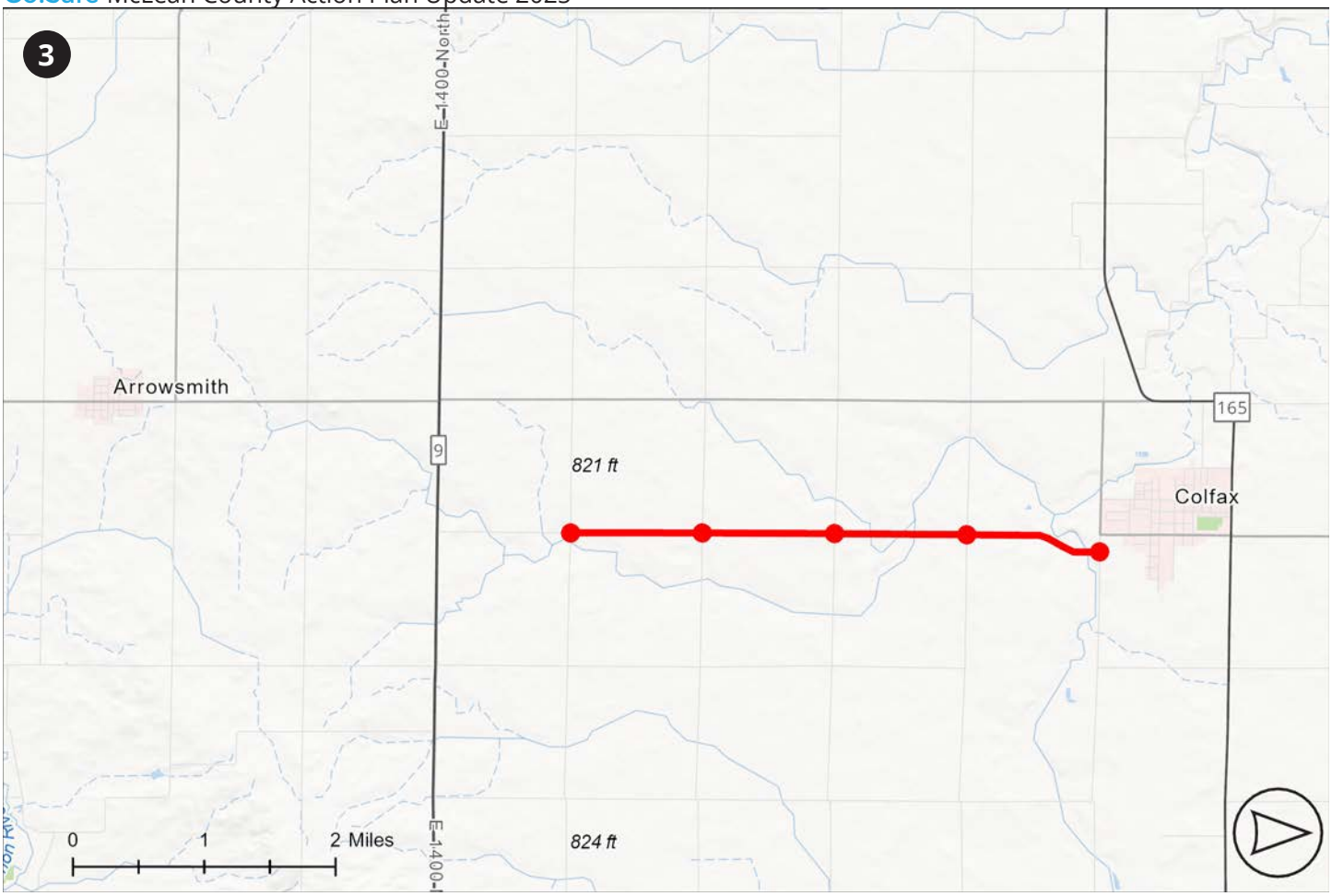
Crash Type	Count	Percent
Fixed Object	2	100.0%

KSI Contributing Factors

Crash Factors	Count	Percent
(N/A)	1	50.0%
Unable to Determine	1	50.0%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	0/20	0/15	0/5	0/10	15/15	50/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Enhanced Delineation	$
Signage	$
Edgeline Rumble Strips	$
Systemic Applications at Stop Controlled Intersections	$

Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Curve Improvements/ Guardrails	$$

Rural 4: IL-165
IDOT

EXISTING CONDITIONS

State Route 165 is a major collector roadway with an average daily traffic of 2,900, heading north and east from Bloomington towards IL-47. It is a rural, 2-lane highway with lane markings but limited shoulders and no sidewalks. The roadway also has several curved segments which may contribute to a higher risk of crashes.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **3**

Number of bike/ped crashes: **0**

KSI Crash Types

Crash Type	Count	Percent
Angle	2	66.7%
Other Non-Collision	1	33.3%

Crash Types (All)

Crash Type	Count	Percent
Angle	5	35.7%
Fixed Object	3	21.4%
Other Non-Collision	3	21.4%
Animal	1	7.1%
Other Object	1	7.1%
Overturned	1	7.1%

KSI Contributing Factors

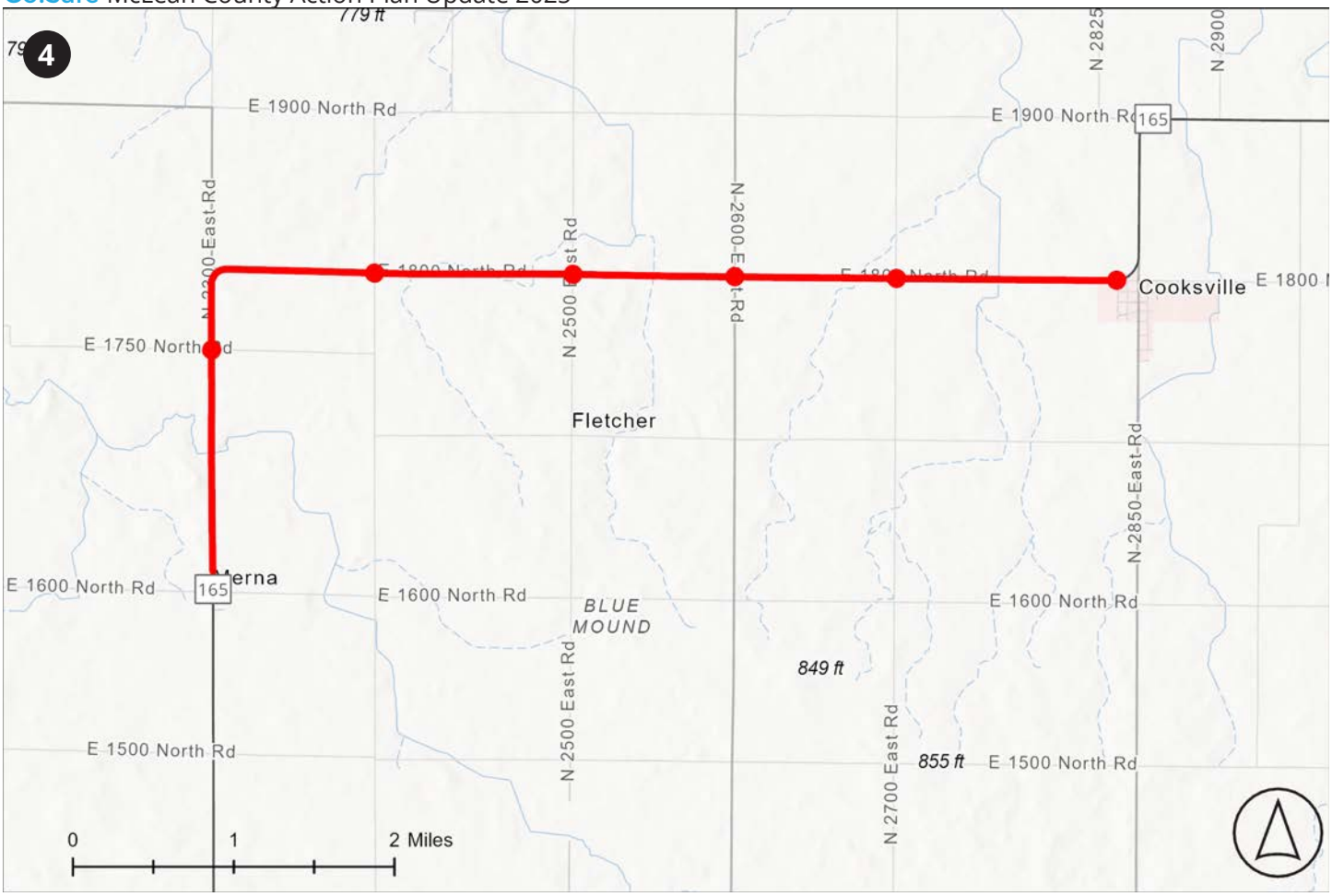
Crash Factors	Count	Percent
(N/A)	1	33.3%
Disregarding Stop Sign	1	33.3%
Under Influence of Alcohol/ Drugs	1	33.3%

Contributing Factors (All)

Crash Factors	Count	Percent
Failing to Yield Right of Way	4	28.6%
Weather	3	21.4%
Animal	2	14.3%
(N/A)	1	7.1%
Disregarding Stop Sign	1	7.1%
Failing to Reduce Speed to Avoid Crash	1	7.1%
Road Engineering/Surface/ Marking Defects	1	7.1%
Under Influence of Alcohol/ Drugs	1	7.1%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	0/20	0/15	0/5	0/10	15/15	50/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Enhanced Delineation	$
Signage	$
Edgeline & Centerline Rumble Strips	$
Systemic Applications at Stop Controlled Intersections	$
High Friction Surface Treatments	$

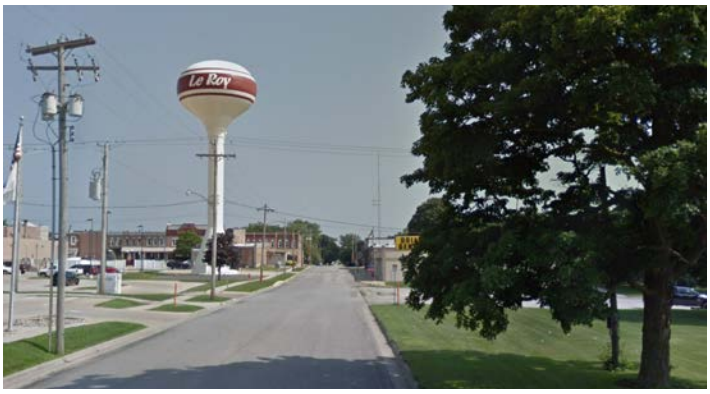
Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Guardrails	$$
Curve Improvements	$$
Reduced Left-Turn Conflict Intersection (N 2300 East)	$$$$$

Rural 5: East St
LeRoy

EXISTING CONDITIONS

East Street is a local roadway in the city of LeRoy that connects US 150 and I-74 with nearby residential areas and LeRoy Schools. The route is a 2-lane roadway with limited sidewalk access and some on-street parking, while it is considered in the "Low" safety tier for VRUs. No future improvements are planned for the roadway.



CRASH HISTORY (2019-2023)

Number of KSI crashes: **0**

Number of bike/ped crashes: **0**

Crash Types (All)

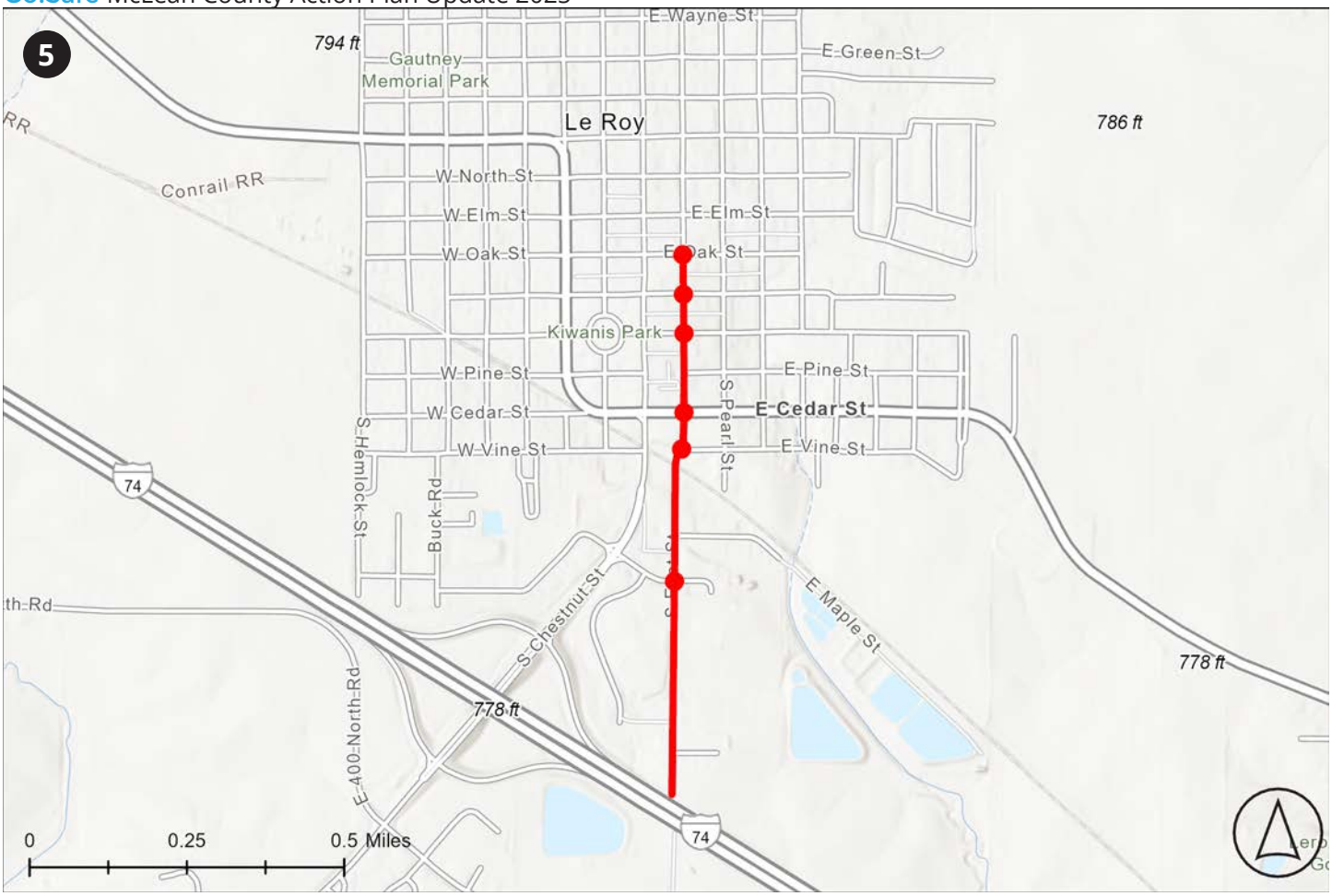
Crash Type	Count	Percent
Angle	2	28.6%
Fixed Object	1	14.3%
Front to Rear	1	14.3%
Parked Motor Vehicle	1	14.3%
Sideswipe Opposite Direction	1	14.3%
Turning	1	14.3%

Contributing Factors (All)

Crash Factors	Count	Percent
(N/A)	2	28.6%
Disregarding Stop Sign	1	14.3%
Driving Skills/Knowledge/ Experience	1	14.3%
Failing to Yield Right of Way	1	14.3%
Had Been Drinking	1	14.3%
Improper Backing	1	14.3%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	10/20	0/15	0/5	10/10	0/15	45/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Signage	$
Systemic Applications at Stop Controlled Intersections	$
Crosswalk Enhancements	$
ADA Improvements	$

Long-Term

Countermeasure	Cost
Lighting	$$
Sidwalks	$$
Shared Use Paths	$$$

Rural 6: US136/Cleveland St
IDOT

EXISTING CONDITIONS

This 1-mile HIN segment is located where US Route 136 intersects with US51 and passes through the village of Heyworth. It is a 2-lane principal arterial roadway that sees 6,500 vehicles per day with sidewalks and center turn lanes. The roadway is also adjacent to Heyworth community schools and the Heyworth Public Library.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **0**

Number of bike/ped crashes: **2**

Crash Types (All)

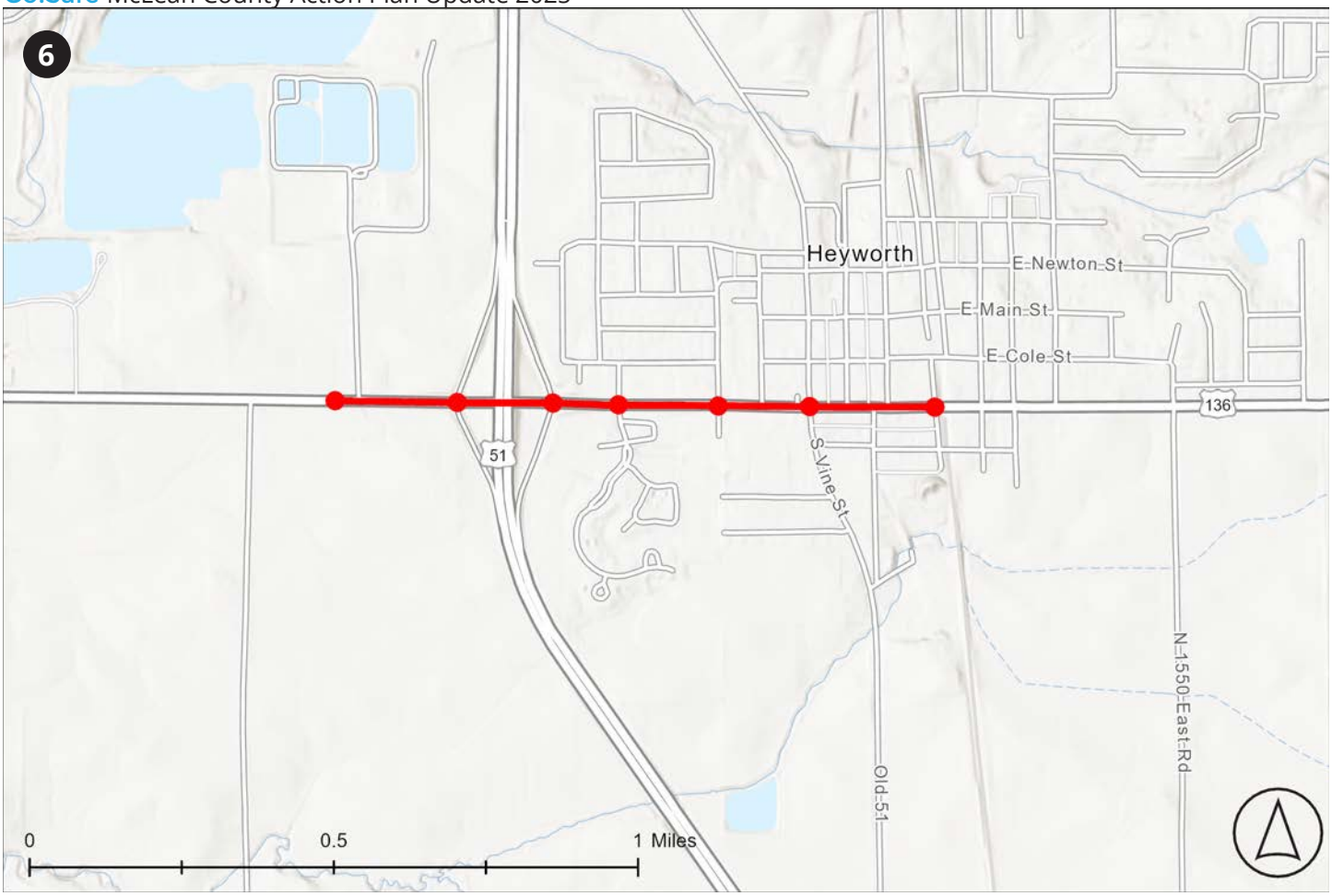
Crash Type	Count	Percent
Turning	6	46.2%
Front to Rear	3	23.1%
Pedestrian	2	15.4%
Fixed Object	1	7.7%
Other Object	1	7.7%

Contributing Factors (All)

Crash Factors	Count	Percent
(N/A)	2	15.4%
Disregarding Stop Sign	2	15.4%
Failing to Yield Right of Way	2	15.4%
Weather	2	15.4%
Disregarding Other Traffic Signs	1	7.7%
Equipment-Vehicle Condition	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%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	10/20	0/15	0/5	10/10	0/15	45/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Crosswalk Enhancements	$
ADA Improvements	$
Signage	$
Systemic Applications at Stop Controlled Intersections	$
Systemic Traffic Calming	$

Long-Term

Countermeasure	Cost
Lighting	$$
Pedestrian Refuge Islands	$$
Rectangular Rapid Flashing Beacons (RRFB) or Pedestrian Hybrid Beacon (PHB) at unsignalized intersections	$$

Rural 7: US24
IDOT

EXISTING CONDITIONS

US24 is a principal arterial roadway (AADT: 5,300) in northern McLean County connecting I-55 with the communities of Gridley, Chenoa, and others. It is typically two lanes wide but expands to four lanes with turn lanes near I-55. The road has narrow shoulders, and some sidewalks along the route in Chenoa and Gridley. It is in the "Low" safety tier for VRUs, but no improvements are planned for the roadway.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **10**

Number of bike/ped crashes: **2**

KSI Crash Types

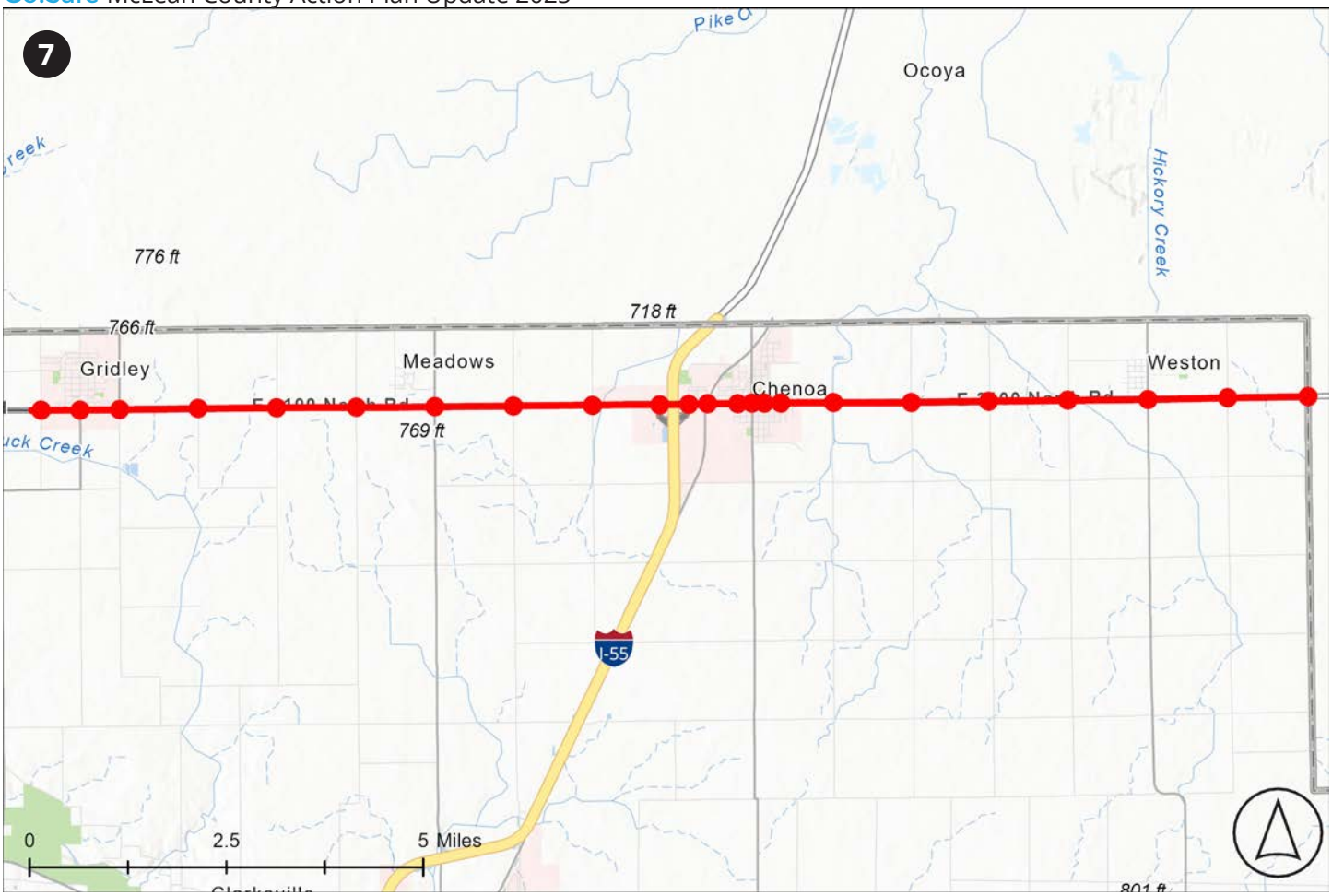
Crash Type	Count	Percent
Angle	3	30.0%
Front to Front	2	20.0%
Turning	2	20.0%
Fixed Object	1	10.0%
Bicyclist	1	10.0%
Pedestrian	1	10.0%

KSI Contributing Factors

Crash Factors	Count	Percent
Disregarding Stop Sign	4	40.0%
Failing to Yield Right of Way	2	20.0%
Improper Lane Usage	2	20.0%
Distraction - From Inside Vehicle	1	10.0%
Equipment-Vehicle Condition	1	10.0%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
35/35	10/20	0/15	0/5	0/10	0/15	45/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Signage	$
Systemic Applications at Stop Controlled Intersections	$
Edgeline & Centerline Rumble Strips	$
Crosswalk Enhancements (Chenoa)	$
Rectangular Rapid Flashing Beacons (RRFB) (Chenoa)	$

Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Curve Improvements	$$
Reduced Left-Turn Conflict Intersection (N 2300 East)	$$$$$
Bicycle Lanes (Chenoa)	$

Rural 8: 1400 N Road
Anchor TWP

EXISTING CONDITIONS

This priority corridor is a 0.75-mile local corridor that intersects IL-9 at a stop sign as it curves southward. 1400 N Rd is a rural, 2-lane highway with no paved shoulders or sidewalks. The corridor is also located within an underserved community.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **1**

Number of bike/ped crashes: **0**

KSI Crash Types

Crash Type	Count	Percent
Overturned	1	100.0%

KSI Contributing Factors

Crash Factors	Count	Percent
Improper Lane Usage	1	100.0%

Crash Types (All)

Crash Type	Count	Percent
Animal	1	33.3%
Front to Rear	1	33.3%
Overturned	1	33.3%

Contributing Factors (All)

Crash Factors	Count	Percent
Animal	1	33.3%
Failing to Reduce Speed to Avoid Crash	1	33.3%
Improper Lane Usage	1	33.3%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	0/20	0/15	0/5	0/10	15/15	40/100

POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Enhanced Delineation	$
Signage	$
Edgeline & Centerline Rumble Strips	$
High Friction Surface Treatments	$

Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Curve Improvements	$$
Reduced Left-Turn Conflict Intersection (IL9)	$$$$$

Rural 9: 3500 East Rd

Arrowsmith, Martin, & West TWPs

EXISTING CONDITIONS

3500 East Road is a 15-mile stretch of local roadway that runs through eastern McLean County. The roadway sees fewer than 50 vehicles per day and maintains a rural character with narrow lanes, no lane markings, and no paved shoulders. No future improvements are planned for the roadway.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **1**

Number of bike/ped crashes: **0**

KSI Crash Types

Crash Type	Count	Percent
Train	1	100.0%

KSI Contributing Factors

Crash Factors	Count	Percent
Failing to Yield Right of Way	1	100.0%

Crash Types (All)

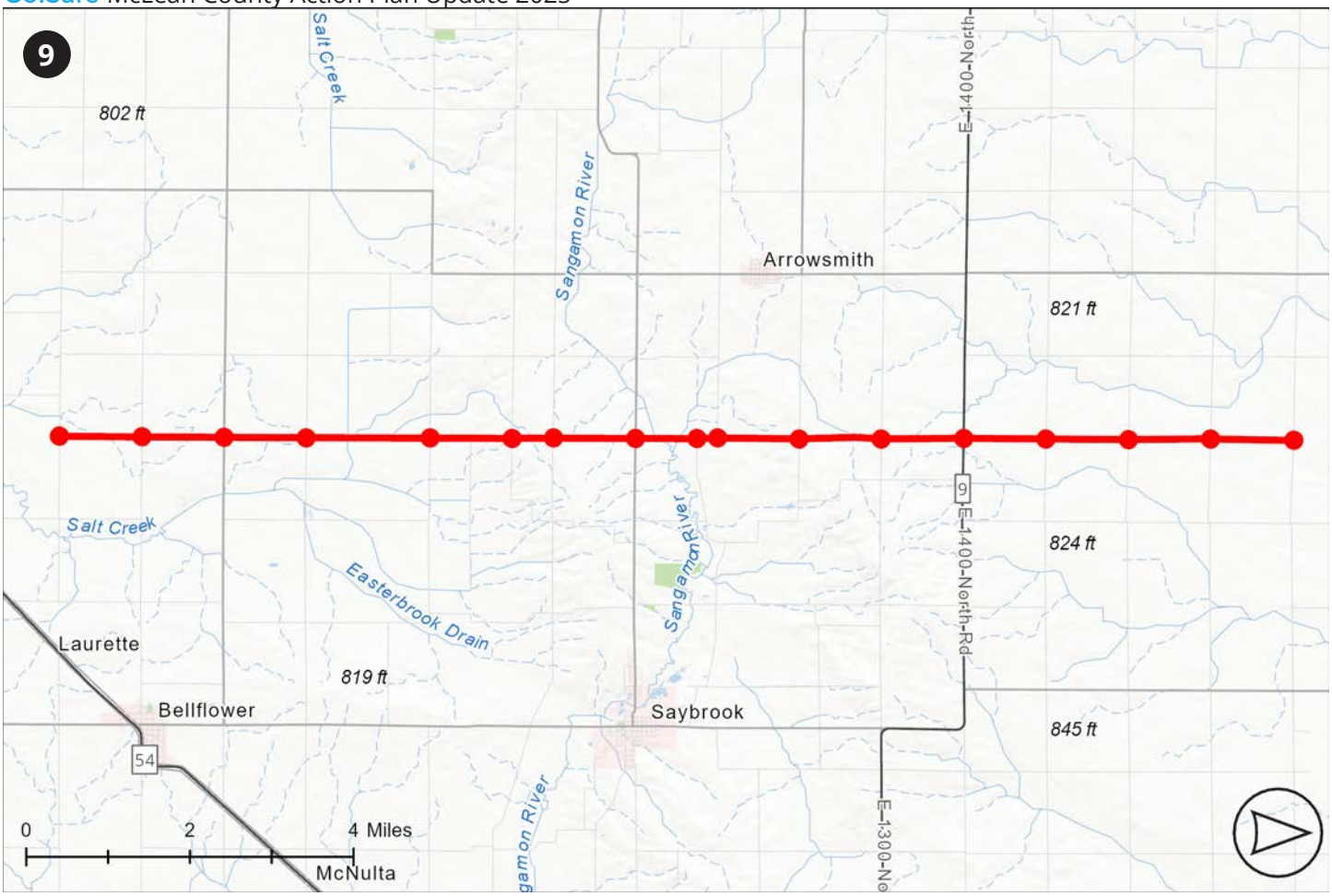
Crash Type	Count	Percent
Fixed Object	2	40.0%
Angle	1	20.0%
Train	1	20.0%
Turning	1	20.0%

Contributing Factors (All)

Crash Factors	Count	Percent
Improper Lane Usage	2	40.0%
(N/A)	1	20.0%
Failing to Yield Right of Way	1	20.0%
Weather	1	20.0%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	0/20	0/15	0/5	0/10	15/15	40/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Enhanced Delineation	$
Edgeline & Centerline Rumble Strips	$
Systemic Applications at Stop Controlled Intersections	$

Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Dedicated Left- or Right- Turn Lanes at Intersections (IL9)	$$$
Curve Improvements/ Realignments (IL9)	$$$$

Rural 10: N 2600 East

McLean County

EXISTING CONDITIONS

2600 East Road is a county-owned major collector roadway (AADT: 1,200) that travels north/south for 10 miles between the communities of LeRoy and Lexington. It is a rural 2-lane highway and has narrow shoulders and no sidewalks. No future improvements are planned for the corridor.

CRASH HISTORY (2019-2023)

Number of KSI crashes: **5**

Number of bike/ped crashes: **0**

KSI Crash Types

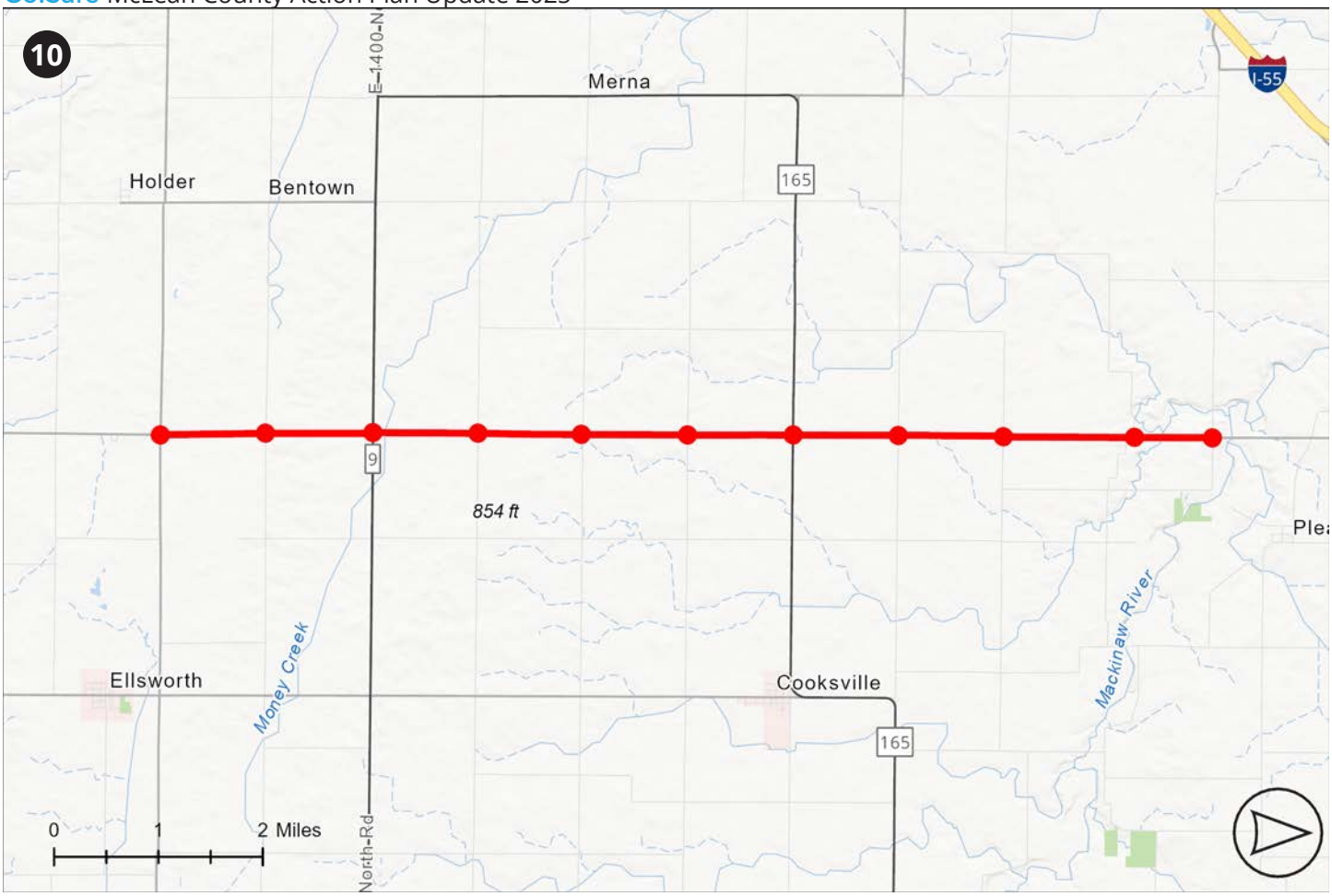
Crash Type	Count	Percent
Angle	3	60.0%
Fixed Object	1	20.0%
Other Object	1	20.0%

KSI Contributing Factors

Crash Factors	Count	Percent
Disregarding Stop Sign	2	40.0%
(N/A)	1	20.0%
Failing to Reduce Speed to Avoid Crash	1	20.0%
Unable to Determine	1	20.0%

Prioritization Scores

Safety	VRU	Concerns	Existing Plans	Land Use	Equity	Total
25/35	0/20	0/15	0/5	0/10	15/15	40/100



POTENTIAL IMPROVEMENTS

Short Term

Countermeasure	Cost
Enhanced Delineation	$
Edgeline & Centerline Rumble Strips	$
Systemic Applications at Stop Controlled Intersections	$

Long-Term

Countermeasure	Cost
Lighting	$$
Intersection Conflict Warning Systems	$$
Dedicated Left- or Right- Turn Lanes at Intersections (IL9, IL165)	$$$

go:safe

McLean County

Action Plan Update 2025