go:safe McLean County

Action Plan Update 2025

MCRPC
McLean County
Regional Planning Commission


go:safe
McLean County

Appendix A – Engagement

Public Engagement Plan
for the
McLean County Go:Safe Action Plan
Update 2025

Prepared for the
McLean County Regional Planning Commission
July 1, 2025

Contents

1. Introduction and Goals

Introduction

McLean County, located in central Illinois, is the largest county by land area in the state of Illinois. The County seat is Bloomington, which anchors the Bloomington-Normal Metropolitan Statistical Area (MSA). The County is home to a multi-modal transportation network including roadways, sidewalks, trails, passenger rail, and two public transportation providers. Public transit is provided by Connect Transit, servicing both Bloomington and Normal and, starting July 1, 2025, offering Connect Go Transit Service for rural McLean County. Passenger rail is accessible via the Amtrak stop in Normal. Through pursuing a Safety Action Plan (SAP), McLean County Regional Planning Commission (MCRPC) officials have committed to improving this existing transportation network by setting the goal of significantly reducing roadway fatalities and serious injuries using the Safe System Approach. In 2021, MCRPC adopted the McLean County Go:Safe Action Plan which will be updated through this planning process.

This Public Engagement Plan (PEP) details a variety of methods for engaging the public during the McLean County Go:Safe Action Plan Update (SAP Update). It is important to listen to the voices of the community and to incorporate their feedback throughout the planning process. By engaging with the public, the County can ensure that future safety investments reach beyond crash statistics and fully reflect the community's needs and desires.

Public Involvement Goals

The goals of this Public Engagement Plan are to:

- 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 and disadvantaged 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.

2. Plan Development Team

The McLean County Regional Planning Commission (MCRPC) selected Lochmueller Group and T.Y. Lin, the “Plan Development Team,” to update the Go:Safe Action Plan using Safe Streets and Roads for All (SS4A) planning and demonstration funds in coordination with MCRPC staff and the Go:Safe Project Steering Committee (PSC). The Plan Development Team will work with MCRPC staff to identify appropriate personnel and agency representatives for the PSC. The PSC is tasked with the plan’s development.

3. Go:Safe Project Steering Committee (PSC)

To meet SS4A requirements for SAP certification, the Plan Development Team in coordination with MCRPC staff has established the following PSC charged with oversight of the SAP update development. Members have volunteered to serve on the PSC and understand the responsibility of the committee both during and after the SAP Update development process.

Member	Department/Agency	Title
Anna Musial	Federal Highway Administration - Illinois Division	Transportation Planning Specialist
Daniel Bilbrey	Bureau of Safety Programs and Engineering, IDOT	Senior Safety Evaluation Engineer
Dave White	Connect Transit	Safety and Training Director
Jerry Stokes	McLean County Highway Department	County Engineer
Jessica McKnight	McLean County Health Department	Administrator
Jim Karch	City of Bloomington	Engineering Director
Kevin Jackson	NAACP	Representative
Kevin Trapp	Bureau of Safety Programs and Engineering, IDOT	Operations Planning & Design Engineer; head of D-5 Safety Committee
Patrick Dullard	Friends of Constitution Trail	President
Raymond Lai	MCRPC	Executive Director
Ryan Otto	Town of Normal	Director of Public Works & Engineering
Spencer Johansen	City of Lexington	Mayor; Chairman of McLean County Mayors Association
Vince Hummel	State Farm	Senior Research System Analyst
STAFF		
Raymond Lai	MCRPC	Executive Director
Jennifer Sicks	MCRPC	Senior Transportation Planner

Upon completion of the Go:Safe Action Plan Update, a separate committee, the Go:Safe Task Force (GSTF), will be formed and tasked with the implementation and monitoring of the Action Plan.

4. Key Stakeholders

Target audiences for this public engagement plan include McLean County residents and businesses, government transportation-related agencies, emergency responders, underserved populations, bicyclists, pedestrians, and stakeholders with limited mobility. The Plan Development Team will gather and update information for a stakeholder database, which will be used to keep the public informed throughout the SAP development.

McLean County Residents

Although McLean County is traversed by three Interstates, County residents are the primary users of the transportation network and will be most affected by the SAP's outcomes. Particular impact will be felt by residents of Bloomington-Normal, as it supports the highest traffic volumes in the region and densest roadway network. It is important to solicit input from both urban and rural residents on their safety concerns and where taxpayer investments can have the greatest impact in reducing serious and fatal crashes. A great way to reach individual households is through neighborhood groups, apartment/condo management, and community email distribution lists, when available.

Business Community

Safe access for customers and employees and the timely, reliable movement of goods is crucial to supporting economic development. This stakeholder group includes retail businesses, corporate offices, and commercial and residential land developers. The business community can help the Plan Development Team collect input for commuters, shoppers, and potential future residents.

Government Transportation Agencies

The surface transportation network in McLean County is maintained by a combination of transportation and engineering agencies across local, county, and state government – in addition to any private roads. State and county facilities include the highest speed and highest volume facilities, which are likely to be among the "high injury network" of priority intersections and road segments. Leaders from the Illinois Department of Transportation, McLean County Highway Department, municipal public works departments, public transportation agencies, and MCRPC staff can provide insights into motorist trends, funding opportunities, and planned initiatives and improvement projects.

Enforcement and Emergency Response Agencies

State, county and local police and emergency response agencies can provide input on ways to improve the effectiveness of traffic violation enforcement and emergency response to crash scenes.

Underserved Populations

The Plan Development Team will actively seek input from areas and populations with high percentages of low-income, minority, limited English-speaking individuals, children, and elderly.

Bicyclists and Pedestrians

Local organizations that promote bicycling, running, and walking can provide valuable input on the needs of McLean County's most vulnerable roadway users. They can also help to promote engagement in the SAP and help build trust between the MCRPC planning staff and the community. If the public feels

safe shifting travel to non-motorized forms, it can reduce traffic congestion that leads to crashes while improving air quality and overall public health.

Populations with Limited Mobility

It is important to remember that not everyone has the ability to safely drive a personal vehicle. The Plan Development Team will seek input from populations who have a variety of physical, mental, and age limitations. This includes advocates for the aging and the disabled and operators of public transportation, including representatives from various school districts.

Other Community Organizations

Other regulatory and public health agencies and community organizations can provide valuable input into the feasibility and environmental impacts of safety improvements. This includes state and local public health advocates, including local hospitals.

5. Education, Outreach and Engagement Tools

Using a variety of methods to engage the public – including a survey, handouts, interactive displays and maps, media relations, and social media – will ensure that the public is informed about the SAP and has an opportunity to provide input.

Survey

The Plan Development Team will prepare an online survey to gather community input on transportation safety perception and concerns. The survey will be simple and short to encourage more people to respond. The link to the survey will be posted on the MCRPC website and promoted using a QR (quick response) code. The survey will be available on mobile devices so visitors can provide real-time feedback instead of being encouraged to do so on a computer at home.

The online survey will be made available in hard copy form at up to five locations within the Bloomington-Normal MPA to gather feedback from those residents with no computer or internet access. The completed hard copy surveys will be retrieved from the locations they are made available after the survey period ends.

Mapping Tool

As a part of the survey, the Plan Development Team will incorporate an interactive mapping tool. The mapping tool will allow survey respondents to provide specific, location-based feedback to better pinpoint safety concerns, problem areas, and opportunities for improvement.

Handouts and Flyers

The Plan Development Team will create handouts to print and distribute when interacting with the public. A separate handout will be designed with more information, which will also be available for viewing and download as a PDF file. Handouts will contain a QR code that can be scanned by mobile devices and will refer the public to web resources, such as the online survey.

Interactive Displays

At stationary public engagement opportunities like community events, the Plan Development Team will

develop interactive exercises and displays to gather quick input from members of the public passing by. For example, push-pins can be used on a mounted foam map for people to designate intersections where they have safety concerns or have observed close calls.

Media Relations

Earned news media coverage provides an additional touchpoint with the public to raise awareness of the SAP. It will serve as a third-party validator and refer new participants to public input opportunities such as information housed on the MCRPC website. As requested, the Plan Development Team will provide proposed press announcements and speaking points as needed for use and distribution to area media outlets.

Social Media

Social media is an essential part of public engagement in today's communications environment. It provides messaging that is fast and easy for social media users to share with their followers.

The Plan Development Team will provide post text and graphics to MCRPC staff for posting on its social media channels. The posts will inform users of the SAP process, promote official opportunities to provide public input, and keep users informed of SAP development progress. Posts can include a link for users to learn more and provide public input.

Social media is intended to be a two-way communication channel. MCRPC staff, in coordination with the Plan Development Team, will endeavor to respond to questions or feedback submitted to SAP posts.

Additional Communications Channels

The Plan Development Team will work with the PSC to identify existing communications channels to residents and customize content to suit them. Example communication channels include electronic newsletters, the NextDoor social media channel, and utility bills.

6. Events and Outreach

Community Events

The Plan Development Team will work with MCRPC staff and PSC to identify up to three well-timed and well-attended events to reach engage the public in plan development. The Plan Development Team and MCRPC staff will distribute handouts and invite attendees to participate in interactive displays and mobile surveys to provide input to the Plan Development Team.

Stakeholder Virtual Interviews

The Plan Development Team will coordinate with MCRPC staff to gather contact information and schedule virtual meetings with up to four stakeholder groups in early Summer 2025 before the Public Open House. Each focus group meeting is expected to be about 45-60 minutes long. The Plan Development Team will provide proposed discussion questions with the invitation to the meetings, and participants may separately provide comments by phone or email. Stakeholder interviewees will be identified in coordination with MCRPC staff and the PSC.

Public Open House

The Public Open House will give the public a chance to learn about the SAP development process and to review preliminary Go:Safe Action Plan Update recommendations. Participants will be encouraged to provide feedback using input-seeking display boards, in-person comment forms, or using contact information including phone and email. Members of the Plan Development Team and MCRPC staff will be present at community events and the Public Open House to gather in-person feedback.

7. Incorporating Community Feedback

The traveling public has eyes, ears, and lived experiences that extend across McLean County. They have information beyond the crash statistics, including close calls and safety perception. Public input collected at each stage of community involvement will inform the various elements of the SAP.

8. Outreach Schedule

Below is an anticipated public outreach schedule for the SAP, which is expected to be completed by September 10, 2025. The Plan Development Team will provide updates on the public engagement schedule as plan development progresses.

- **May 2025:** Public Engagement Plan (living document that will be updated throughout the planning process)
- **June 2025:** Launch community survey and safety mapping tool
- **June 2025:** Small-group virtual interviews with stakeholder groups
- **June – July 2025:** Outreach at community events
- **June - July 2025:** Draft project list for Go:Safe PSC review
- **July 2025:** Administrative Draft
- **August 2025:** Public Open House
- **August 2025:** Final Go:Safe Action Plan Update
- **September 2025:** Publish updated Plan and present for final approval

Key Messaging

The McLean County Go:Safe Action Plan Update requires a shared understanding of key ideas and concepts to move forward the recommendations of the plan. The key terms listed here are those items that elicit confusing or unclear interpretations. By defining key terms, the Plan Development Team, PSC, and MCRPC staff can provide consistent and clear messaging to the public while obtaining valuable and informed feedback.

The key terms below constitute the Key Messaging that will be incorporated into all outreach materials through the planning process.

- **Accessibility** – Accessibility is the concept that refers to one's ability to reach a desired destination. Accessibility is the potential for interaction.
- **Americans with Disabilities Act (ADA)** – ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life including transportation.
- **Barriers** – Barriers are conditions, policies, or attitudes that prevent, or make difficult, the use and enjoyment of services, amenities, practices, products, and information, as well as those personal and social hurdles that many people must surmount in day-to-day life.
- **Complete Streets** – Complete streets are streets for everyone. Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
- **Mobility** – Mobility is the concept that refers to the efficient or quick movements of people, goods, or services. Mobility is the potential for movement.
- **Safe System Approach** – The Safe System Approach is a holistic and human centered approach to roadway safety. The principles of the Safe System Approach are:
    - *Death and serious injuries are unacceptable*. The Safe Systems Approach is an ethical principle that no one should suffer death or serious injury while using the transportation system.
    - *Humans make mistakes*. People will inevitably make mistakes, but the transportation system can be designed to mitigate human mistakes to avoid death and serious injury.
    - *Humans are vulnerable*. Human bodies have physical limits for tolerating trauma, therefore it is critical to design a transportation system that accommodates physical human vulnerabilities.
    - *Responsibility is shared*. All stakeholders, including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.
    - *Safety is proactive*. Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
    - *Redundancy is crucial*. Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.
- **Safety Countermeasure** – Safety countermeasures are strategies or treatments that are effective at reducing fatal and serious injury crashes.
- **Transportation Equity** – Transportation Equity is fairness with respect to the distribution of access, mobility, connectivity, opportunity, benefits, and impacts of circumstances affecting the

provision of a safe, reliable, and affordable transportation system and services. Transportation equity can be classified into three types:

- *Procedural equity*. Procedural equity is focused on the degree of involvement of diverse public stakeholders in the processes by which transportation decisions are made.
- *Geographic equity*. Geographic equity focuses on the distribution of impacts across geography and space.
- *Social equity*. Social equity is focused on the distribution across population groups that can be equal or differ by income, social class, and mobility ability.

- **Underserved Communities** – Underserved communities are populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the definition of equity.
- **Vision Zero** – Vision Zero is the global movement to end traffic-related fatalities and serious injuries by incorporating the Safe Systems Approach to roadway safety.

McLean County Go:Safe Action Plan Update Survey

McLean County Regional Planning Commission (MCRPC), in coordination with local leaders, is studying existing roadway safety needs throughout McLean County including Bloomington-Normal. Your input is valuable in developing strategies to improve roadway safety for all users.

The Go:Safe Action Plan was originally approved in 2021. This effort to update the Plan will identify locations with high crash rates, develop potential improvements to increase safety for all users, and prioritize improvements to strategically plan for funding opportunities.

With your help, we can identify behaviors and attitudes that impact roadway safety, identify barriers to traveling throughout the community, and develop community supported improvements to increase roadway safety for all users. There are 6 required questions in this survey, which should take less than 10 minutes to complete.

In addition to this survey, please visit the Interactive Mapping tool (https://lochgroup.maps.arcgis.com/apps/instant/reporter/index.html?appid=2dc346234f744312a52e90565fc0a8b8) to help us identity safety concerns and opportunities that are important to you.

Note that required questions are indicated by an asterisk.

* 1. Which modes of transportation do you use on a weekly basis? (Select all that apply)

- [ ] Personal Vehicle
- [ ] Walk or running
- [ ] Biking
- [ ] Public Transit
- [ ] Carpool or Rideshare Service
- [ ] Mobility assistance device (i.e. wheelchair)
- [ ] Other wheeled device (i.e. scooter)
- [ ] Other (please specify)

* 2. How safe would you feel traveling in McLean County using the following modes?

	Very Safe	Safe	Unsafe	Very Unsafe
Personal Vehicle	○	○	○	○
Walking or running	○	○	○	○
Biking	○	○	○	○
Carpool or Rideshare	○	○	○	○
Mobility assistance device (i.e. wheelchair)	○	○	○	○
Other wheeled device (i.e. scooter)	○	○	○	○
Public Transit	○	○	○	○

* 3. How frequently do you observe the following?

	Never	Occasionally	Often
Impaired driving	○	○	○
Distracted driving (such as using a cell phone)	○	○	○
Speeding	○	○	○
Not stopping at stop signs or crosswalks	○	○	○
Illegal/unsafe turns	○	○	○
Tailgating/following too closely	○	○	○
Not using turn signals	○	○	○
Running red lights	○	○	○
Illegal/unsafe passing	○	○	○
Not wearing seatbelts	○	○	○

* 4. Rank the following safety issues in order of what is most important to you.

≡ ▲▼ Speeding

≡ ▲▼ Distracted or impaired driving

≡ ▲▼ Pedestrian safety

≡ ▲▼ Bicyclist safety

≡ ▲▼ Poorly maintained roads

≡ ▲▼ Poorly maintained bike lanes or paths

≡ ▲▼ Lack of sidewalks and pedestrian crossings

≡ ▲▼ Lack of access for people with disabilities

≡ ▲▼ Not stopping at stop signs or crosswalks

≡ ▲▼ Reckless driving (illegal/unsafe passing, tailgating, lack of turn signals, no seatbelt, etc.)

≡ ▲▼ Running red lights

* 5. What topics would you like to see addressed in the MCRPC Go:Safe Action Plan Update?

- [ ] Roadway design
- [ ] Intersection design
- [ ] Pedestrian network
- [ ] Bicycle network
- [ ] Downtown Bloomington
- [ ] Downtown Normal
- [ ] Driver behavior (via roadway safety educational campaigns)
- [ ] Changes to policy and project prioritization process
- [ ] Traffic/Crash Data
- [ ] Other (please specify)

* 6. According to you, which of the following transportation strategies should be the Plan's top priorities? (Select top 3 items)

- [ ] Traffic calming to reduce speeding
- [ ] Stricter enforcement of speed limits and distracted driving
- [ ] Prohibiting right turn on red
- [ ] Signage and striping improvements
- [ ] Adding rumble strips, shoulders, medians, and barriers to improve roadway safety
- [ ] Installing roundabouts to improve safety
- [ ] Complete Street elements such as lighting, street trees, public art, sidewalks, bikeways, etc.
- [ ] Making walking safer (more sidewalks, well-marked crosswalks, pedestrian islands, non-intersection crossing, etc.)
- [ ] Making biking safer (more bike lanes, separation from vehicle traffic)
- [ ] Improved transit services
- [ ] Increased road maintenance
- [ ] Educational campaign addressing speeding and other unsafe driver behaviors)
- [ ] Other (please specify)

7. What other, specific concerns or suggestions do you have for the MCRPC Go:Safe Action Plan Update?

8. Please provide your email address if you'd like to receive updates on plan progress and future events.

9. What zip code do you live in?

10. If you are employed, what zip code do you work in?

11. What best describes your age?

- 15 or younger
- 16-18
- 19-29
- 30-39
- 40-49
- 50-59
- 60-69
- 70 or older

12. What best describes your ethnicity/race?

- Native American or Alaska Native
- Asian or Asian American
- Black or African American
- Hispanic or Latin American
- Native Hawaiian or other Pacific Islander
- White
- Another race

13. What is your gender?

- Female
- Male
- Non-binary
- Other (please specify)

14. What is your annual household income?

- ◯ $0 – $15,000
- ◯ $15,001 - $30,000
- ◯ $30,001 - $60,000
- ◯ $60,001 - $75,000
- ◯ $75,001 - $100,00
- ◯ Over $100,000

Completed surveys can submitted in one of the following ways:

-Placed in the envelope marked "Completed MCRPC Surveys"

-Mailed to or brought to the MCRPC Office located at
115 E. Washington Street, Suite M103, Bloomington IL 61701

Please contact Jennifer Sicks with any questions:

jsicks@mcplan.org
(309) 828-4331

go:safe McLean County

ACTUALIZACIÓN DEL PLAN DE ACCIÓN 2025

Encuesta

La Comisión Regional de Planeación del Condado de McLean (MCRPC), en coordinación con dirigentes locales, está investigando las necesidades actuales de seguridad vial en todo el condado, incluyendo la zona metropolitana de Bloomington-Normal. Tu opinión es muy valiosa para ayudarnos a desarrollar estrategias que mejoren la seguridad en las calles para todas las personas.

El Plan de Acción Go:Safe fue aprobado por primera vez en 2021. Esta actualización del plan ayudará a identificar lugares con altos niveles de choques, proponer mejoras para hacer las calles más seguras para todos, y priorizar los proyectos que puedan recibir fondos.

Con tu ayuda, podemos entender los comportamientos y actitudes que afectan la seguridad vial, detectar barreras que dificultan moverse con seguridad por la comunidad, y desarrollar mejoras basadas en lo que la misma comunidad considera importante. Esta encuesta incluye 6 preguntas obligatorias y no debería tarde más de 10 minutos.

Además de esta encuesta, puedes visitar la mapa interactivo. Visite el enlace para ir al mapa interactivo (https://lochgroup.maps.arcgis.com/apps/instant/reporter/index.html?appid=2dc346234f744312a52e90565fc0a8b8) para compartir directamente los lugares donde te preocupan la seguridad o ves oportunidades de mejora.

MCRPC
MCLEAN COUNTY
Regional Planning Commission

Deja/envíe esta copia impresa a:

McLean County Regional Planning Commission (MCRPC)
Government Center
115 E. Washington St, Suite M-103
Bloomington, IL 61701

(309) 828-4331
jsicks@mcplan.org

1. ¿Qué medios de transporte usas cada semana? (Marca todas las opciones que correspondan)

- ☐ Vehículo personal
- ☐ Caminar o correr
- ☐ Bicicleta
- ☐ Transporte público
- ☐ Viajes compartidos o servicio de transporte
- ☐ Dispositivo de asistencia para la movilidad
- ☐ Otro vehículo con ruedas
- ☐ Otro (especificar)_____

2. ¿Qué tan seguro(a) te sentirás al viajar por el Condado de McLean usando lo siguientes medios de transporte?

	Muy Seguro	Seguro	Inseguro	Muy Inseguro
Vehículo personal				
Caminar o correr				
Bicicleta				
Transporte público				
Viajes compartidos o servicio de transporte				
Dispositivo de asistencia para la movilidad				

3. ¿Con qué frecuencia observas lo siguiente?

	Nunca	A veces	Siempre
Conducir bajo los efectos			
Conducir distraído			
Exceso de velocidad			
No detenerse en las señales de alto o en cruces peatonales			
Vueltas ilegales o peligrosas			
Seguir muy de cerca a otro vehículo			
No usar las direccionales			
Pasarse los semáforos en rojo			
Adelantamiento ilegal y peligroso			
No usar el cinturón de seguridad			

4. Califica los siguientes problemas de seguridad de 1 a 11 (1 = más importante, 11 = menos imporante).

_ Exceso de velocidad
_ Conducir bajo los efectos
_ Seguridad peatonal
_ Seguridad ciclista
_ Calles en malas condiciones
_ Ciclovías en malas condiciones
_ Falta de banquetas/cruces peatonales
_ Falta de acceso para personas con discapacidades
_ No detenerse en las señales de alto o en cruces peatonales
_ Conducción temeraria
_ Pasarse los semáforos en rojo

5. ¿Qué temas de gustaría que se abordaran en la actualización del Plan de acción Go:Safe? Marque con un "X".

_ Diseño de calles/carreteras
_ Diseño de cruces viales
_ Red peatonal
_ Red de ciclismo
_ Zona centro de Bloomington
_ Zona "Uptown" de Normal
_ Comportamiento de conductor
_ Cambios en las políticas de transporte
_ Datos de trafico y accidentes
_ Otra tema_____

6. Según su opinión, ¿cuáles de las siguientes estrategias de transporte deberían ser las principales prioridades del Plan? (Seleccione 3 opciones)

_ Reducción de velocidad
_ Más vigilancia vial
_ Prohibir vuelta en rojo
_ Mejor señalización
_ Franjas y barreras
_ Glorietas
_ Calles con más instalaciones
_ Seguridad peatonal
_ Seguridad ciclista
_ Mejor transporte público
_ Mantenimiento vial
_ Campaña educativa
_ Otra estrategia_____

7. ¿Qué otras preocupaciones o sugerencias específicas tiene para la actualización del Plan de acción Go:Safe?

8. Ingrese su correo electrónico para recibir actualizaciones del Plan y futuros eventos.

_____

9. ¿Cuál es su código postal (ZIP) de residencia?

_____

10. ¿Si estás empleado(a), en que código postal (ZIP) trabajas?

_____

11 ¿Cuál opción describe mejor su edad? Marque con un "X".

__ 15 años o menos
__ 16 años - 18 años
__ 19 años - 29 años
__ 30 años - 39 años
__ 40 años - 49 años
__ 50 años - 59 años
__ 60 años - 69 años
__ 70 años o más

12. ¿Cuál opción describe mejor su origen étnico o raza? Marque con un "X".

__ Indígena estadounidense o nativo de Alaska
__ Asiático o asiático estadounidense
__ Afroamericano o negro
__ Hispano o latinoamericano
__ Nativo hawaiano u otro isleño del Pacífico
__ Blanco
__ Otro_____

13. ¿Cuál es su género?

__ Masculino
__ Femenino
__ No binario / Género no conforme
__ Otro género_____

14. ¿Cuál es el ingreso anual de su hogar?

__ $0 - $15,000
__ $15,001 - $30,000
__ $30,001 - $60,000
__ $60,001 - $75,000
__ $75,001 - $100,000
__ $100,000 o más

¡Fin de la encuesta, gracias por su participación!

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¿Preguntas? Contacta:

Jennifer Sicks, AICP
jsicks@mcplan.org
(309) 828-4331

LOCHMUELLER GROUP

MEMO

To: McLean County Regional Planning Commission (MCRPC)

From: Lochmueller Group

Date: July 10, 2025

Subject: Go:Safe Online Survey Results

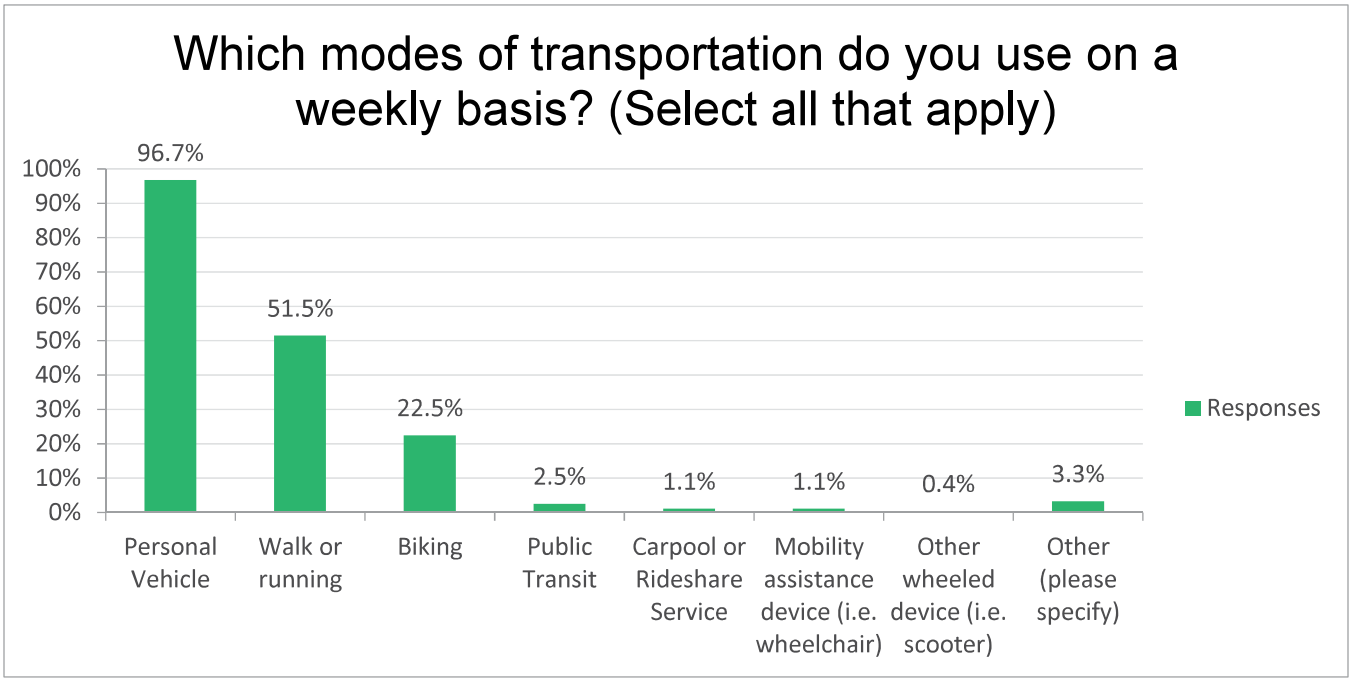
McLean County Go:Safe Action Plan Update Public Input Summary

A survey for the McLean County Go:Safe Action Plan 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, additional bicycle/pedestrian facilities, and concern for unsafe driving behaviors. The feedback gathered through this survey will guide local agencies' approaches to making streets safer and more accessible for all users in McLean County.

Which modes of transportation do you use on a weekly basis?

Nearly all participants (96%) reported using a personal vehicle weekly. However, a significant number (51%) also reported walking or running on a weekly basis, while 22% said they regularly bike. This points to an active community with a diverse set of mobility needs beyond driving.

FIGURE 1



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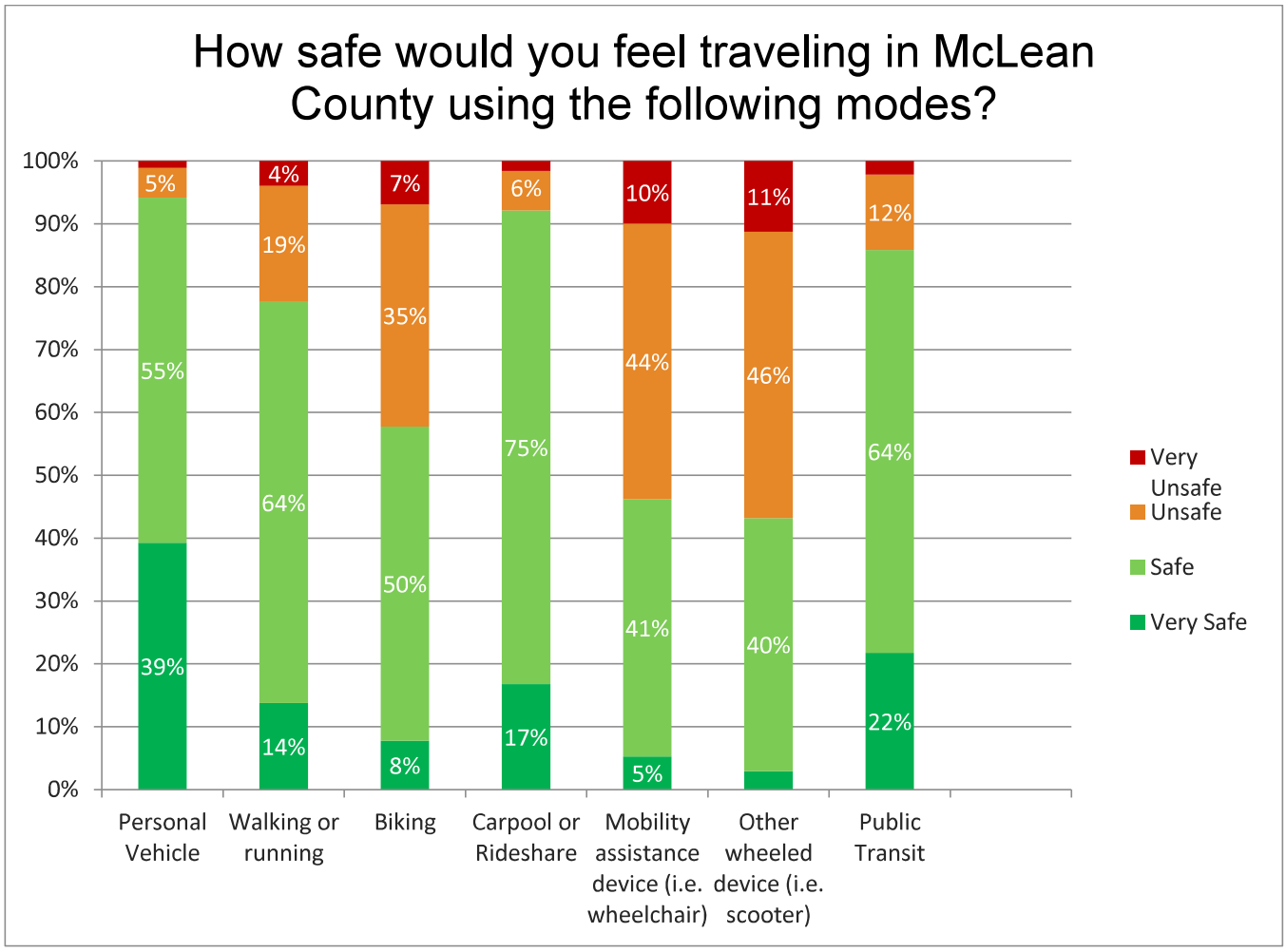
How safe would you feel traveling in McLean County using the following modes?

Participants felt safest in personal vehicles: about 39% reported feeling “very safe” and 55% said they felt “safe.” Walking also perceived to be relatively safe, as 77% of respondents said they felt “safe” or “very safe” while on foot. On the other hand, 42% considered biking to be “unsafe” or “very unsafe”, while over 50% said the use of mobility assistance devices or scooters would be unsafe. Surprisingly, 86% of respondents considered public transit to be “safe” or “very safe”, despite just 2.5% taking transit on a weekly basis. These findings suggest a need to invest in multimodal infrastructure that improves bike safety and encourages alternative, non-traditional modes of travel.

FIGURE 2



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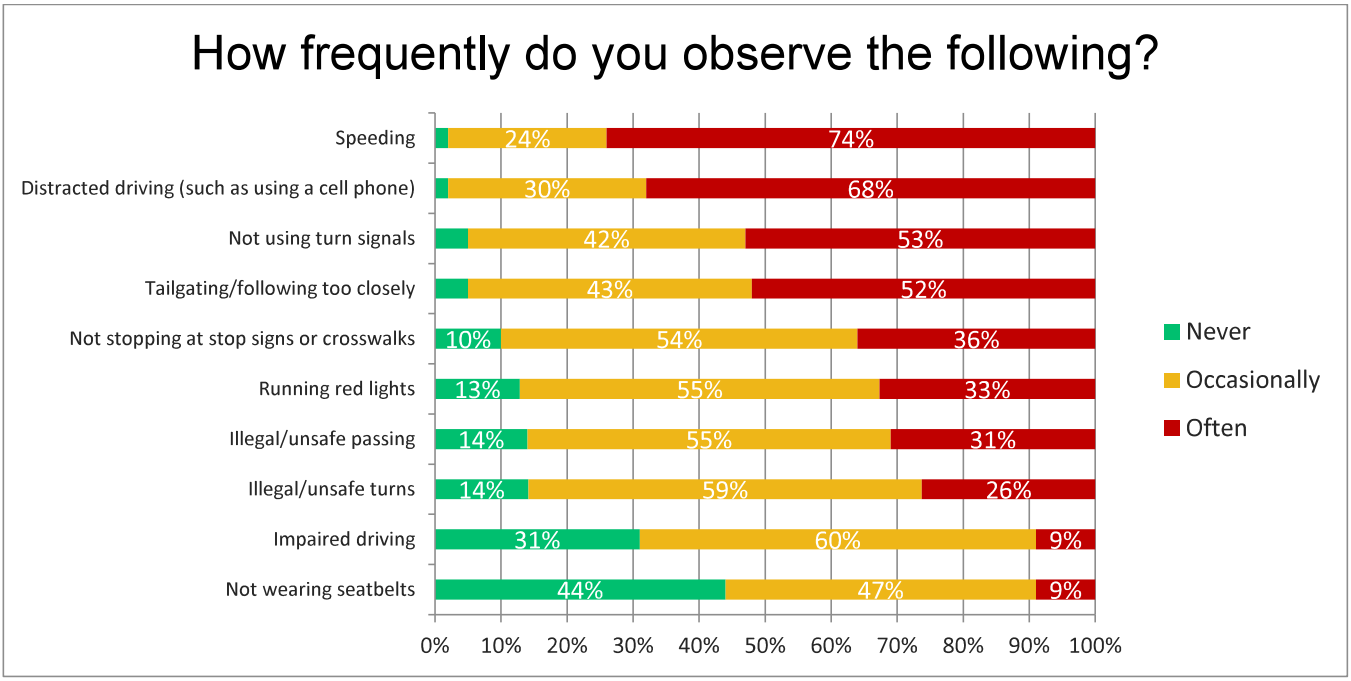
How frequently do you observe the following?

Participants were asked to rate how often they observed 10 different unsafe driving behaviors such as speeding, impaired driving, and running red lights. Behaviors that were most described as being observed “often” include speeding (73%), distracted driving (68%), not using turn signals (53%), and tailgating/following too closely (52%). The least commonly observed driving habits were impaired driving (9%) and not wearing seatbelts (9%). Based on these results, both engineering improvements (such as traffic calming) and increased outreach/enforcement may be effective solutions to improve safety in McLean County.

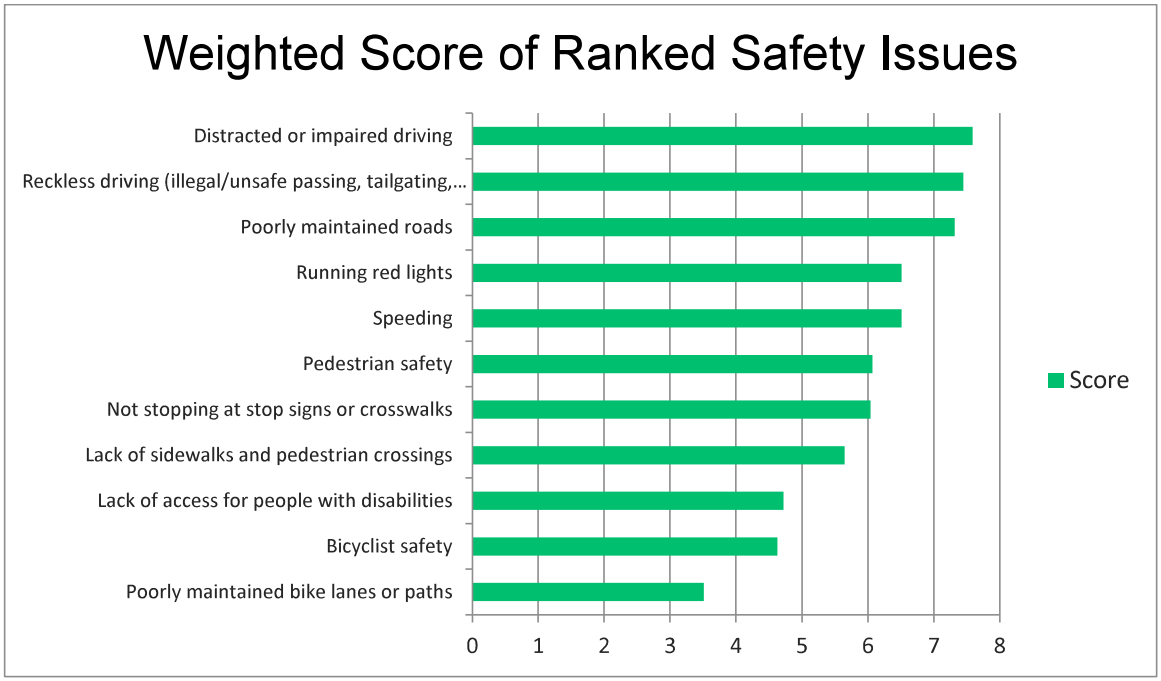
FIGURE 3



Rank the following safety issues in order of what is most important to you.

For this question, respondents ranked 11 different safety issues, with the most common issues ranked first being poorly maintained roads (29%), distracted driving (18%) and reckless driving (15%). Responses were also aggregated to calculate a weighted score where the top ranked issue was given 11 points, the 2nd-ranked response 10 points, and so forth. The safety issue with the highest weighted score was distracted and impaired driving (7.6), along with reckless driving (7.5) and poorly maintained roads (7.3).

FIGURE 4



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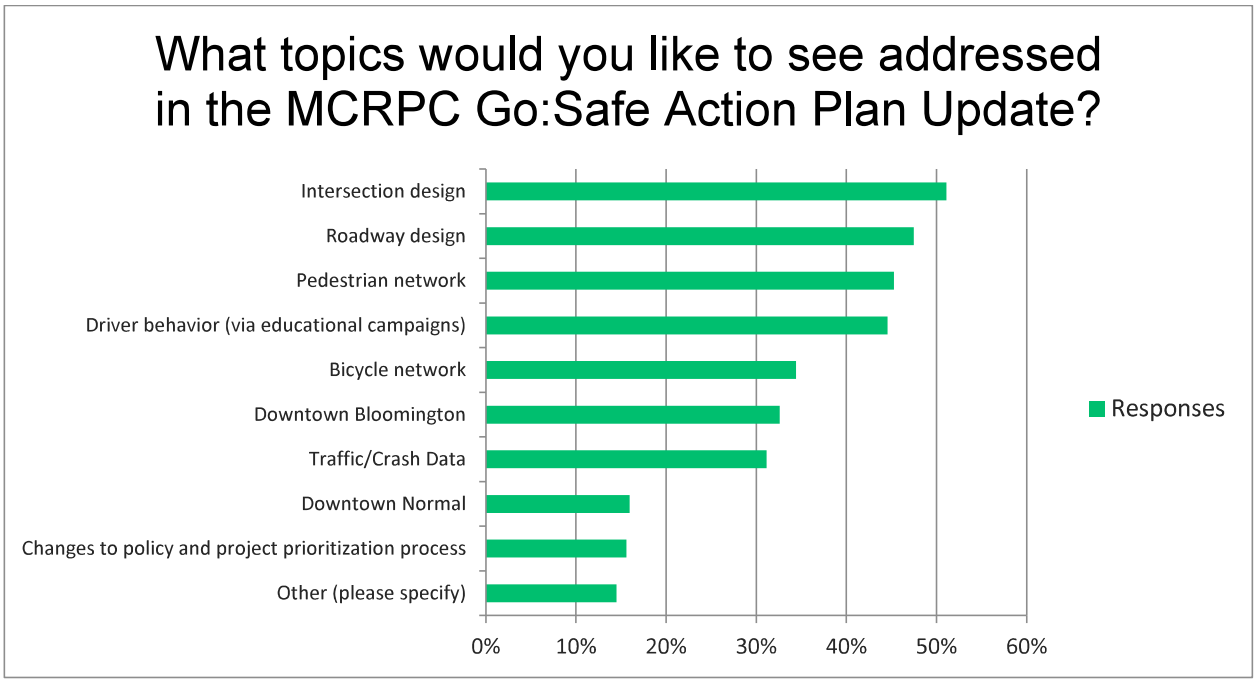
What topics would you like to see addressed in the MCRPC Go:Safe Action Plan Update?

For this question, participants identified intersection design, roadway design, and the pedestrian network as topics they would most like to see addressed in the plan's update.

FIGURE 5



40 participants selected "other" and provided additional suggestions. Residents commonly named road maintenance, improved safety and accessibility at pedestrian crossings, and more frequent bus times as important issues. Many respondents also requested stronger enforcement of unsafe driving practices and education programs for multimodal users (especially students and those on electronic mobility devices such as e-bikes).

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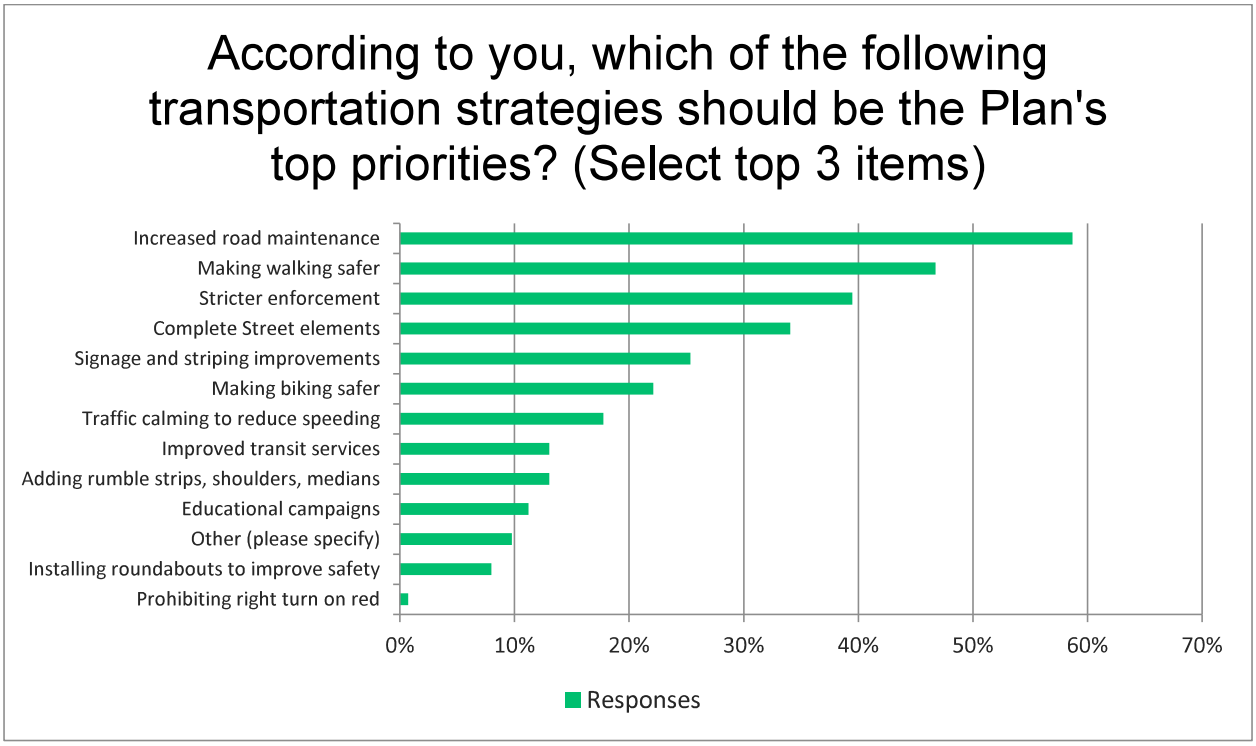
According to you, which of the following transportation strategies should be the Plan's top priorities? (Select top 3 items)

Increased road maintenance was the most frequent strategy selected by respondents at 59%, along with “making walking safer” (47%), “stricter enforcement of speed limits and distracted driving” (39%), and complete street elements 34%).

FIGURE 6



27 respondents identified other transportation strategies such as adding more protected left turns, speed limit monitoring, pedestrian crossing signals, and traffic calming that does not interfere with emergency vehicles.

What other, specific concerns or suggestions do you have for the MCRPC Go:Safe Action Plan Update?

97 comments were provided in this question of the survey. Below are some key themes identified by the respondents:

- **Road and Sidewalk Infrastructure:** There is an overwhelming demand for basic road repairs and maintenance such as fixing potholes, more visible striping, and ensuring proper sight distances. Residents expressed concerns over poorly planned construction zones and uneven investment in particular neighborhoods. Sidewalks are perceived as unsafe or inaccessible, particularly for people with disabilities and families.
- Many respondents requested more widespread and consistent traffic calming (such as speed humps) in residential areas. Issues were also identified with signal timing, railroad crossings, and ensuring coordination between local public agencies.
- **Traffic Enforcement and Unsafe Driving Behaviors:** There is a strong perception of a lack of enforcement of speeding, red light running, tailgating, and distracted driving. Respondents encouraged traffic cameras and stricter penalties for unsafe drivers, especially in residential areas and school zones.
- **Bicycle Infrastructure:** Many respondents identify a need for more off-street paths and connections to schools, residential areas, and major employers such as State Farm and Rivian. However, some also expressed concern that on-street bicycle facilities are too expensive, underutilized, and create additional conflicts between drivers and cyclists. Others mentioned the need to hold cyclists and e-bike/scooter riders accountable for disregarding traffic laws.
- **Location-Specific Comments:** Veterans Drive was the most identified roadway as having issues for both drivers and pedestrians, specifically at Empire Street and Washington Street. College Avenue, School Street, Willow Street, and US51 through downtown Bloomington were also named as needing improvement.

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Demographic Questions

Respondents had the option of providing basic demographic information including home zip code, work zip code, age, gender, race, and annual household income. The most popular zip codes for respondents were 61701, 61704, and 61761 which make up most of the Bloomington-Normal urban area.

FIGURE 7 - NUMBER OF SURVEY RESPONDENTS BY HOME ZIP CODE

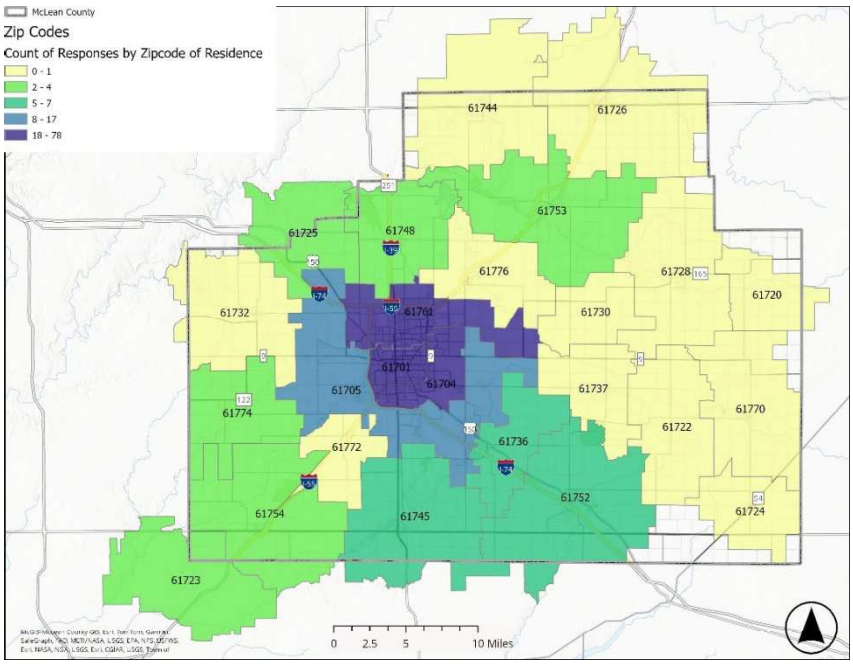
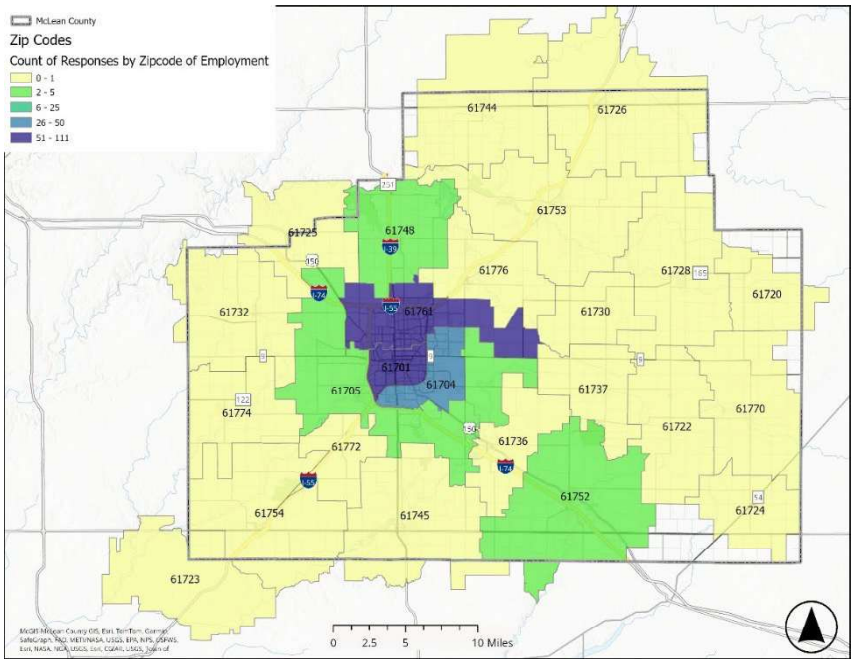


FIGURE 8 - NUMBER OF SURVEY RESPONDENTS BY WORK ZIP CODE



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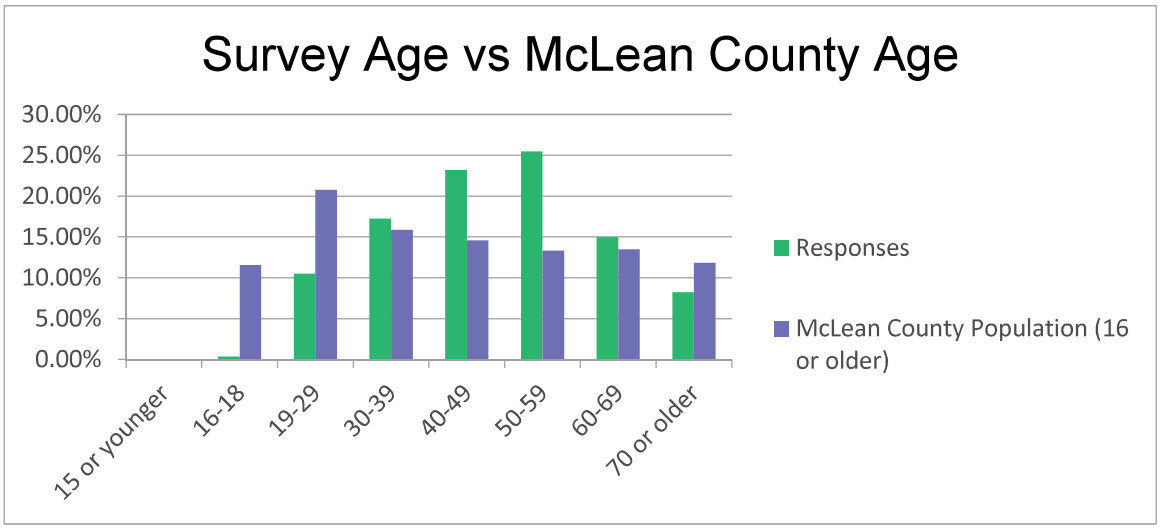
Out of the 267 responses to the question asking for the respondent's age, all but one described themselves as age 19 or older. Nearly 50% of respondents were between 40 and 59 years old, with the highest percentage of respondents being between 50 and 59 years old.

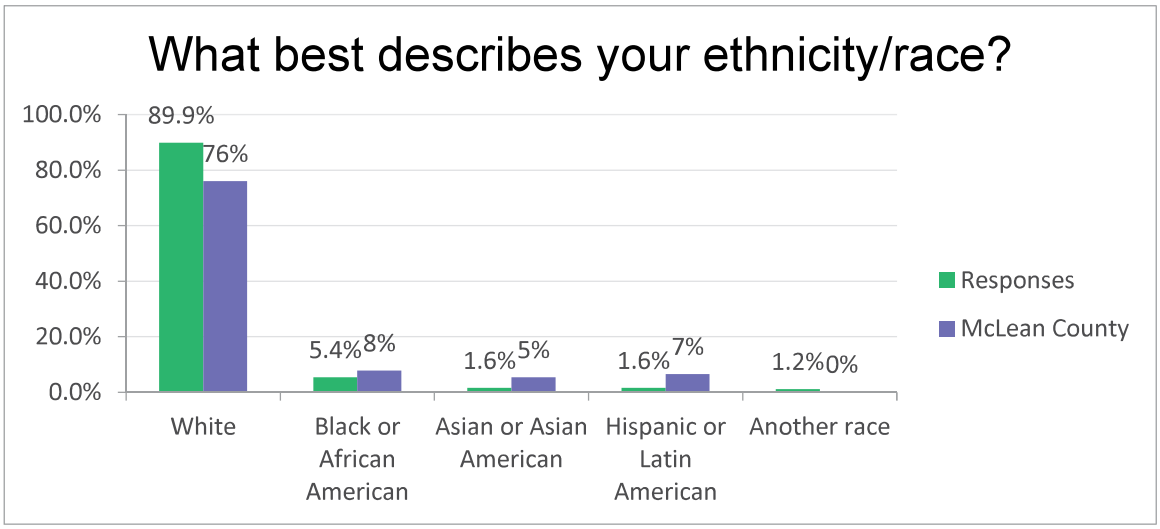
These results contrast slightly with the demographic profile of McLean County as a whole. 21% of the county's population falls between ages 19 and 29 compared to just 10% of survey responses. Likewise, 8.2% of respondents were 70 or older compared to 11% of the population. The median age of the survey response was in the 40-49 age category, while the median age of McLean County is 35.0.

FIGURE 9



Racial and ethnic demographics generally corresponded to the population makeup of the county, with some slight differences.

FIGURE 10



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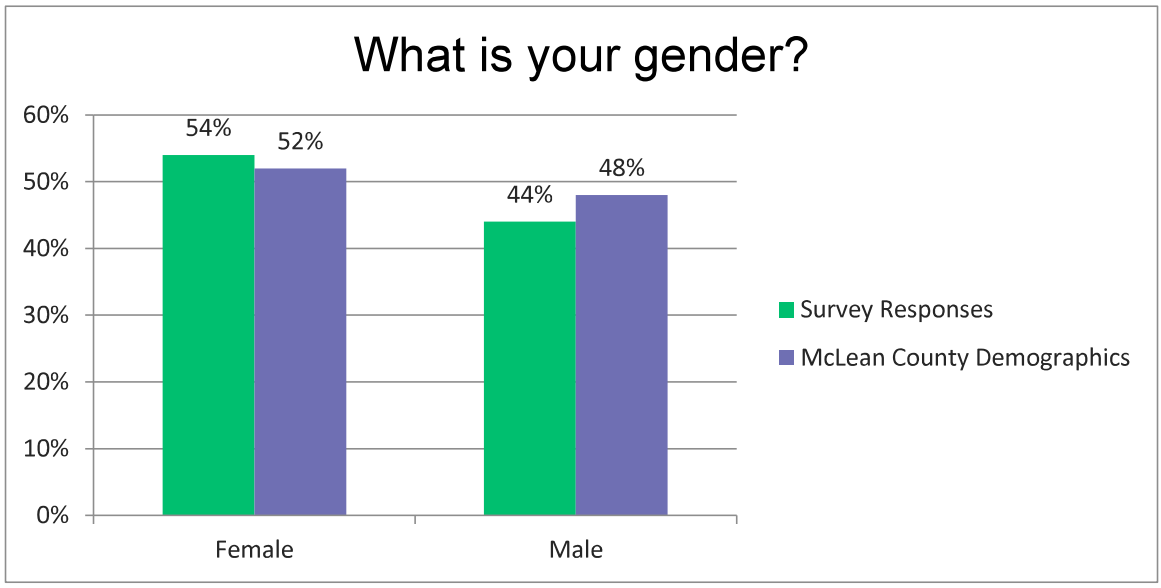
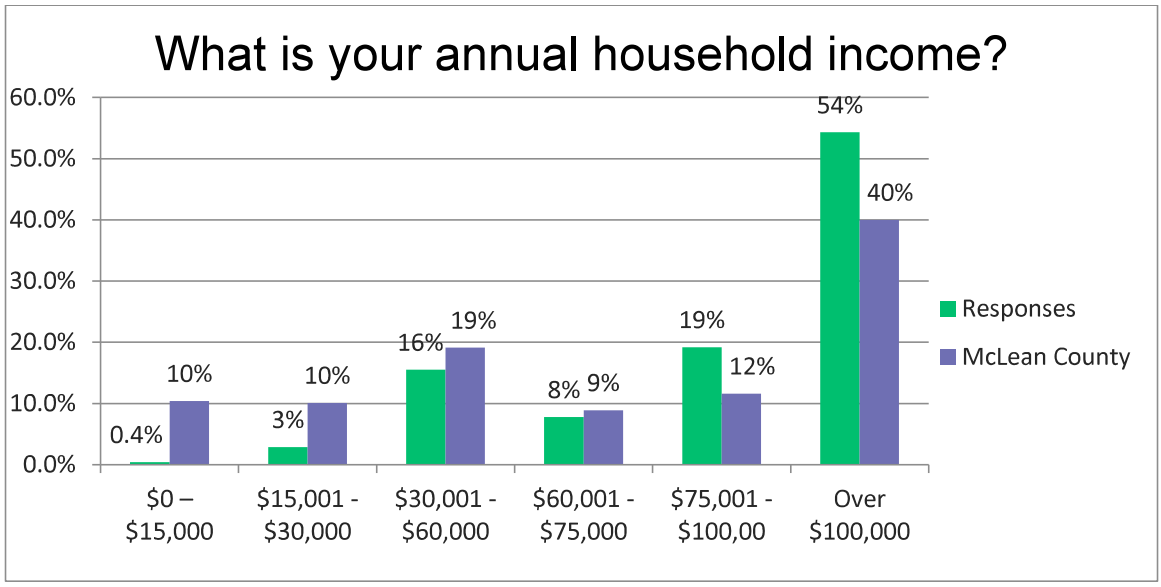
In McLean County, females make up 52% of the population compared to 48% males, per 2023 American Community Survey data.

FIGURE 11



The chart below shows the income distribution of survey respondents compared to the McLean County population.

FIGURE 12



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MCRPC Safety Action Plan Online Map Input Summary

Public comments were collected through an interactive map as part of the GoSafe Safety Action Plan outreach. A total of 31 comments were submitted by participants (although multiple locations were allowed per comment), highlighting specific locations where they experience safety concerns or see opportunities for improvement. Each comment was categorized by topic—pedestrian, cyclist, speeding, and safety concerns; as well as close calls, ideas/suggestions and “something I like”. This feedback paints a clear picture of community priorities and reveals several areas with strong consensus for change.

Key Themes

General safety concerns and pedestrian concerns tied for the most comments at 10 each. 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 (fast crossing times, vehicles not stopping, poor crosswalk markings) or adequate sidewalk connectivity.

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

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FIGURE 13 - PUBLIC COMMENT SURVEY LOCATIONS (COUNTY-WIDE)

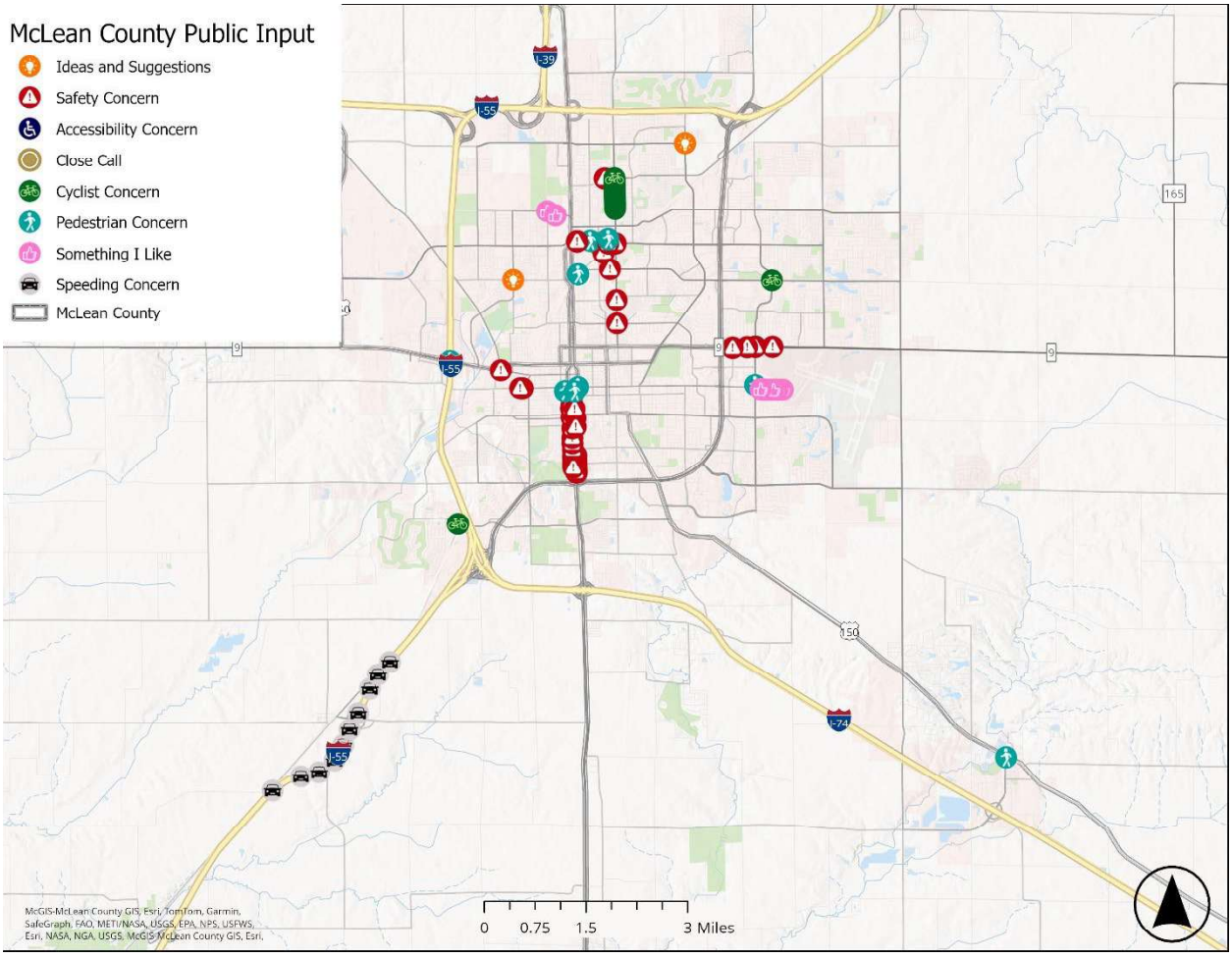


FIGURE 14 - PUBLIC COMMENT SURVEY LOCATIONS (BLOOMINGTON)

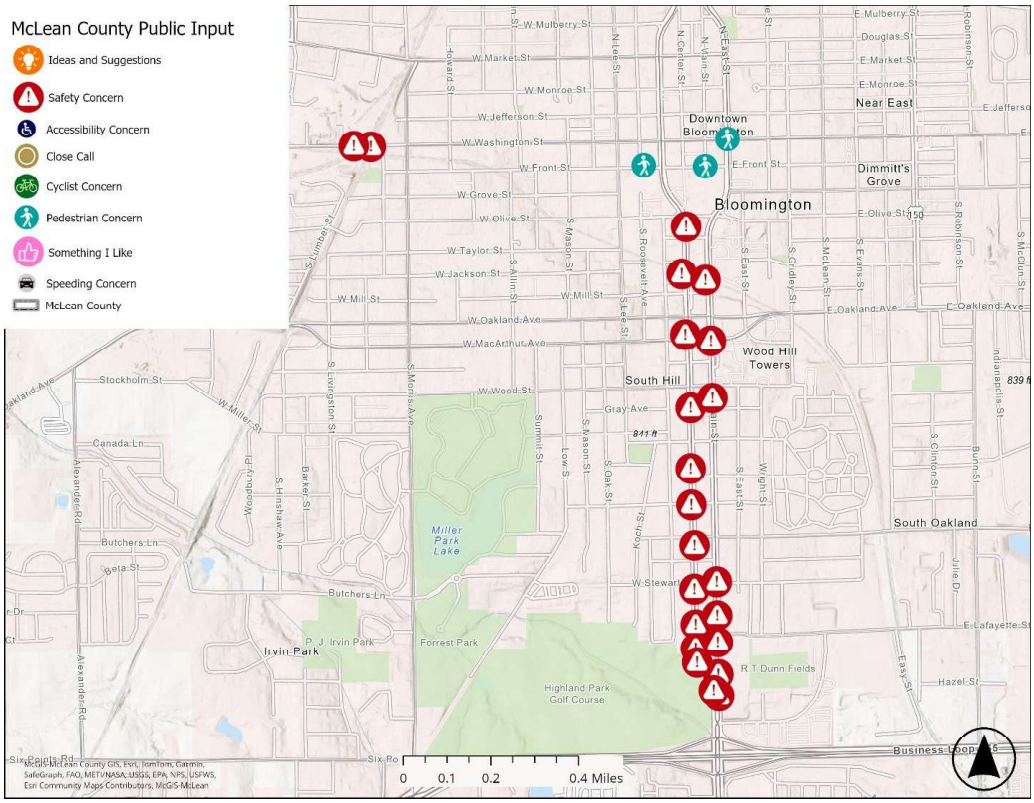
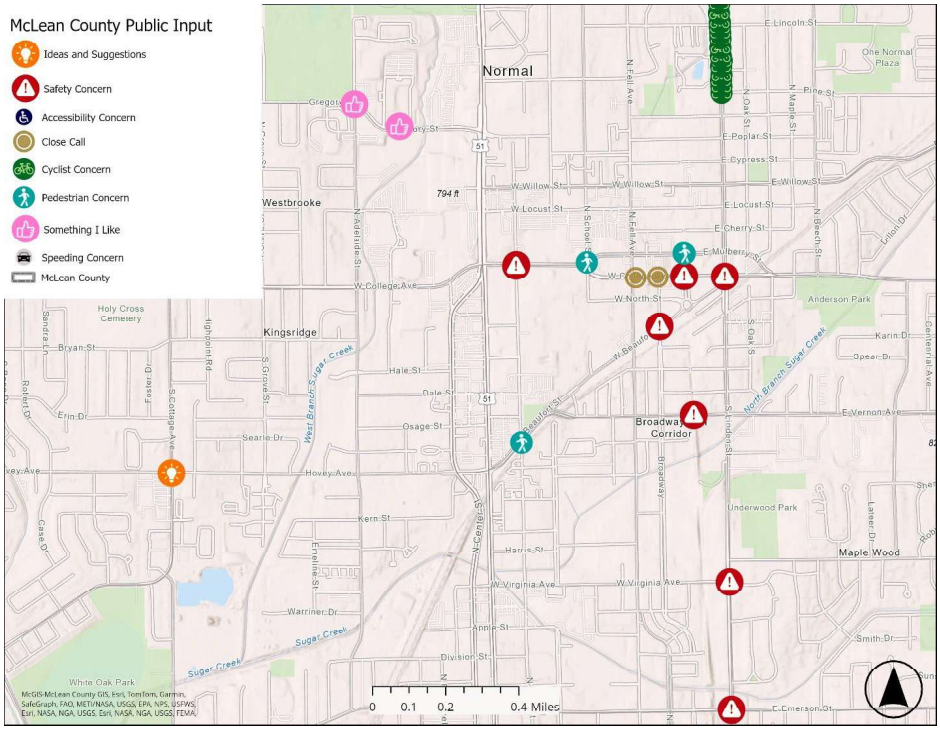


FIGURE 15 - Public Comment Survey Locations (Normal)



Comparison with Safety Analysis:

It is useful to compare these survey results with the previously completed data-driven safety analysis to identify areas of contrast and overlap between public concerns and identified risks.

There were many public comments regarding unsafe driving behaviors, and likewise traffic control violations, speeding, and improper maneuvers were the three highest contributing factors in McLean County crashes. Several respondents noted frequent incidents of tailgating, however, crashes caused by vehicles following too closely typically only lead to minor injuries. Despite numerous complaints about poor road quality, these conditions do not appear to be linked to serious crashes.

Cyclist infrastructure and behavior was another major point of concern in this survey. Based on the systemic risk factor analysis, multimodal locations were in fact associated with higher rates of crashes than non-multimodal locations. Furthermore, pedestrians and pedalcyclists are ten times more likely to suffer a fatal or serious injury as a result of a crash compared to occupants of motor vehicles in all other crash types. However, this points to the need to expand and improve the multimodal network throughout the county rather than attempting to reduce the number of on-street bicycle facilities, as some responses suggested.

The majority of the location-specific comments matched up with locations identified as being on the High Injury Network (HIN). Corridors such as US-51 through downtown Bloomington, Washington Street, East Empire Street, and College Avenue all received multiple public comments and scored in the 90th percentile or higher on the safety index. There were a limited number of comments outside the urbanized area, and none corresponded to the rural High Injury Network.

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ACTION PLAN UPDATE 2025

Your Voice Matters!

Take The Survey!

Open Until July 6

Community input is essential in shaping a safer future. Stay engaged and help make safe streets throughout McLean County. **Scan the QR code below to take the survey and add to the interactive map!**

Scan me!

https://www.surveymonkey.com/r/McLeanGoSafe

What is the Plan?

The **Go:Safe McLean County Action Plan** aims to eliminate fatal and serious injury crashes and make streets safer for everyone—**drivers, bikers, walkers, and transit riders**—through data-driven strategies and community input.

Why does it matter?

Safer streets mean a stronger, more connected community. Local feedback will help **identify** high-risk areas, **prioritize** safety projects, and **guide** the development of new policies that improve streets for everyone.

Results & Impacts

The plan will guide safety improvements across McLean County, from safer intersections to better pedestrian and bike infrastructure. It will also position the region to pursue federal funding through the **Safe Streets and Roads for All (SS4A)** program for effective, low-cost safety solutions.

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ACTION PLAN UPDATE 2025

Get Involved! Attend an Open House

Community input is essential to shaping a safer future. Stay engaged and help make safe streets throughout McLean County. Attend an **Open House** and visit the project webpage to learn more about the planning process.

We Listened

Results from the online survey and mapping tool were used to develop strategies to improve safety and priority locations for investment.

Scan me!

For more information, contact:
Jennifer Sicks
JSicks@mcplan.org
309-828-4513

https://www.mcplan.org

What is the Plan?

The **Go:Safe McLean County Action Plan Update** aims to eliminate fatal and serious injury crashes and make streets safer for everyone—**drivers, bikers, walkers, and transit riders**—through data-driven strategies and community input.

Stay Informed

We want your feedback on the planned strategies to make the transportation network safer for all users. Stay up to date by visiting the project webpage using the QR code or www.mcplan.org.

Attend an Open House

Two public Open House meetings will be held to present the draft plan and gather additional input on recommended strategies.

Open House #1

August 7, 2025 (Thursday)
5-7pm, brief presentations at 5pm & 6pm
Bloomington Public Library (Community Room)
205 E. Olive St, Bloomington, IL

Open House #2

August 13, 2025 (Wednesday)
5-7pm, brief presentations at 5pm & 6pm
McLean County Highway Department
102 S. Towanda Barnes Rd, Bloomington, IL

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DRAFT PLAN FOR REVIEW

REVIEW OPEN UNTIL AUGUST 24

The draft **Go:Safe McLean County Action Plan Update 2025** is available now for public review.

Community input is essential to shaping a safer future. Get involved and help make safe streets throughout McLean County.

https://www.mcplan.org

What is the Plan?

The **Go:Safe McLean County Action Plan Update 2025** aims to eliminate fatal and serious injury crashes and make streets safer for everyone—**drivers, bikers, walkers, and transit riders**—through data-driven strategies and community input.

How can I submit feedback?

The draft Plan can be viewed both online and in-person!

Online: Review the draft Plan by visting the project webpage at www.mcplan.org or by scanning the QR code to the left.

In-person: Hard copies are available at the Bloomington and Normal Public Libraries and at the MCRPC office located at 115 E Washington St. Suite M103, Bloomington, IL 61701.

Let us know what you think. By **August 24, 2025**, PLEASE PROVIDE YOUR COMMENTS TO:

Jennifer Sicks
JSicks@mcplan.org | 309-828-4331 ext. 4

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ACTION PLAN UPDATE 2025

What is the Plan?

The Go:Safe McLean County Action Plan identifies strategies to eliminate fatal and serious injury crashes and make streets safer for everyone—drivers, bikers, walkers, and transit users—through data-driven analysis and community input.

Stay Informed and Engage!

Data can't tell us everything. We want your feedback on the planned strategies to make the transportation network safer for all users. Stay up to date by visiting the project webpage below.

Scan me to visit our website!

https://www.mcplan.org

PROJECT TIMELINE

- March - June 2025 — **Commitment & Goal Setting**
- March - June 2025 — **Safety Analysis**
- June - July 2025 — **Public Engagement Events**
- June - July 2025 — **Comprehensive List of Projects & Strategies**
- August 2025 — **Open House Meetings**
- WE ARE HERE!
- August - September 2025 — **Draft & Final Plan**
- September 2025 - Ongoing — **Adoption & Plan Implementation**

McLean County 2019-2023

12,426 TOTAL CRASHES

55 Killed

329 Seriously Injured

154 PEDESTRIAN CRASHES

95 BICYCLIST CRASHES

Vision Zero Commitment

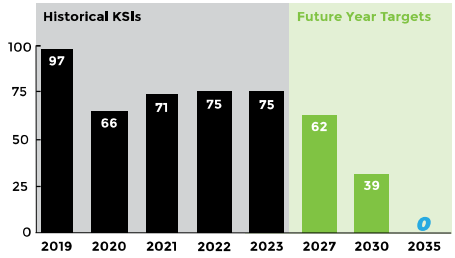
McLean County, through the Plan update, is committing to a clear and urgent goal:

Zero traffic-related deaths and serious injuries by the year 2035.

Go:Safe Task Force

The Go:Safe Task Force (GSTF) is charged with monitoring the implementation of the Plan. Members are largely drawn from the MCRPC partner agencies and serve the important role moving forward in supporting MCRPC as it strives to reach zero fatalities or life-changing injuries by 2035. The GSTF is responsible for tracking Vision Zero milestones and collecting data related to key performance measures.

Vision Zero Targets



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SAFE STREETS & ROADS FOR ALL

Safe Streets & Roads for All (SS4A)

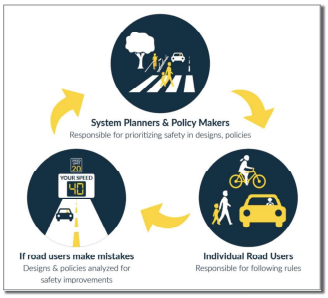
The SS4A initiative is a national program aimed at supporting local government agencies in developing safety action plans and reaching zero roadway fatalities and serious injuries. The program, part of the Bipartisan Infrastructure Law (BIL), allocates funding to local agencies to reduce traffic-related 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.

Plan Elements

A successful SS4A Safety Action Plan will include the following components.

- ☑ Commitment & Goal Setting
- ☑ Safety Analysis
- ☑ Engagement & Collaboration
- ☑ Policy Assessment
- ☑ Strategies & Projects
- ☑ Progress & Transparency

The implementation of strategies and projects will reflect the best practices established in a **Safe System Approach**.



Safe System Approach

In support of the USDOT National Roadway Safety Strategy and the national goal of zero roadway deaths, a ***Safe System Approach*** has been adopted as the new guiding paradigm to address roadway safety. A Safe System Approach focuses on both human mistakes and human vulnerability and recommends a transportation system with redundancies built in to protect all users. A Safe System Approach is a holistic and human centered approach to roadway safety.

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 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 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 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.

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ACTION PLAN UPDATE 2025

PUBLIC ENGAGEMENT

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 Plan 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 Plan Update.

Online Survey

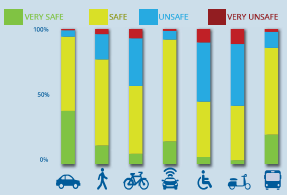
The purpose of the survey was to gather public preference on topics to address in the Plan and provide guidance for local agencies' approaches to making streets safer and more accessible for all users in McLean County.

Stakeholder Inteviews

Key stakeholder interviews gathered insight from various agencies and stakeholders from a broad spectrum of the community.

Safety Perception

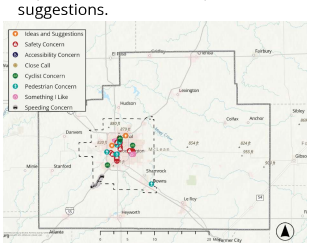
How safe would you feel traveling in McLean County using the following modes?



Respondents' safety concerns are similar to national sentiment, highlighting distracted driving and vehicular speeds. Furthermore, user level of comfort responses align with a need to address and improve conditions for vulnerable road users (VRUs).

Public Input Map

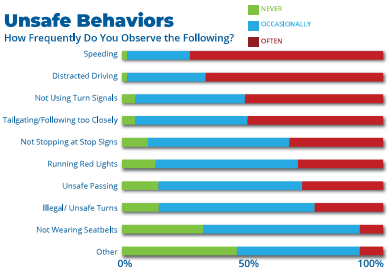
The interactive map allowed participants to identify specific safety concern locations, opportunities for improvement, and identify ideas and suggestions.



Top Five Safety Issues Facing the Region

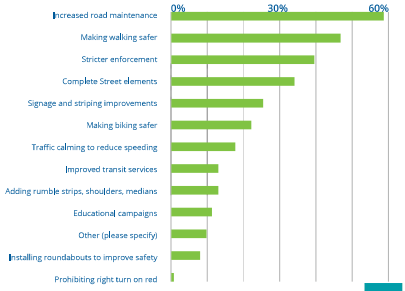
Unsafe Behaviors

How Frequently Do You Observe the Following?



Improvements

Which Strategies Would You Like to See?



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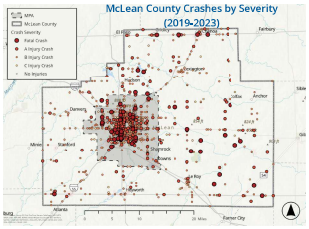
ACTION PLAN UPDATE 2025

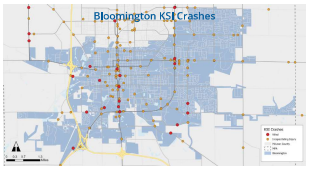
CRASH ANALYSIS

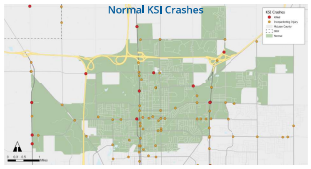
McLean County Pedestrian and Bicyclist Crashes (2019-2023)

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

KSI = Killed or Serious Injury







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 the greatest impact can be achieved.

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%**

McLean County KSI Crash Types (2019-2023)

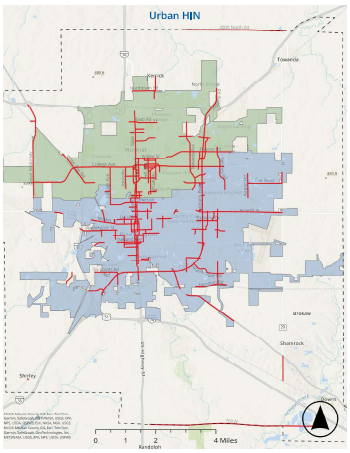
Crash Type	Number of Crashes
Fixed Object	63
Angle	60
Turning	56
Pedestrian	35
Front to Rear	25
Overturned	23
Pedalcyclist	20
Front to Front	13
Other Non-Collision	9
Other Object	8
Parked Motor Vehicle	5
Train	2
Animal	2
Sideswipe Same Direction	1
Sideswipe Opposite Direction	1
Total	**323**

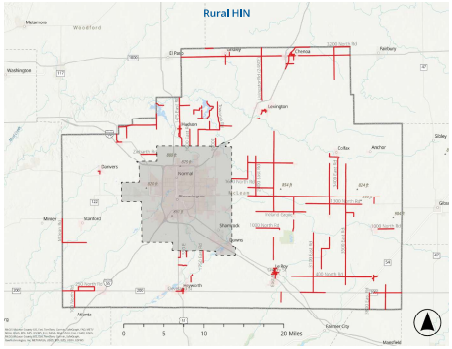
High Injury Network

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.

Urban & Rural

Since the HIN is identified 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.





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ACTION PLAN UPDATE 2025

IMPLEMENTATION - POLICIES

Policy & Process Review

Existing Policy Assessment

Existing assessment approach included:

- Peer jurisdiction plan review
- Existing policy and plan review
- Practioner survey
- Staff interviews
- MCRPC staff workshop

Summary of Existing Process

Six themes of opportunity emerged from the policy assessment:

- Project selection and funding
- Design policies and standards
- Safety data and crash review
- Communication
- Rural area safety
- Safe vehicle opportunities

Gaps, Opportunities, & Barriers

Factors to advance a Safe System Approach by:

- Revealing areas for improvement
- Identifying challenges to meeting safety goals
- Advancing opportunities to enhace coordination, policy, and investments to better projct all road users

Recommendations

Strategic Policies

	Policy	Lead	Supports	Objectives
1	Formalize safety as a regional policy priority	MCRPC	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, vulnerable road user considerations). • Incorporate a "Safety Impact Tracking Field" into the TIP to allow for tracking and evaluation.
2	Establish cross-jurisdicational safety and data coordination group	MCRPC	City of Bloomington Town of Normal McLean County IDOT Law Enforcement	• 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 Plan Update.
3	Build institutional capacity for public communication and engagement around safety-focused installations	MCRPC	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.
4	Expand regional safety design policy and support	MCRPC	County & 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.
5	Encourage design-based enforcement alternatives	MCRPC Law Enforcement	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.
6	Enhance support for rural safety and capacity building	MCRPC	Rual 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.
7	Pursue safe vehicle fleet policies	City of Bloomington Town of Normal McLean County	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.

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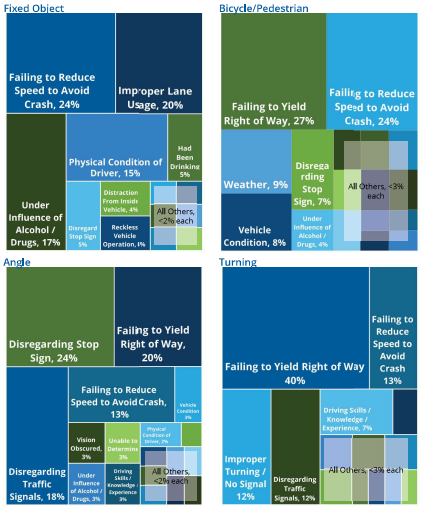
ACTION PLAN UPDATE 2025

IMPLEMENTATION - SYSTEMIC

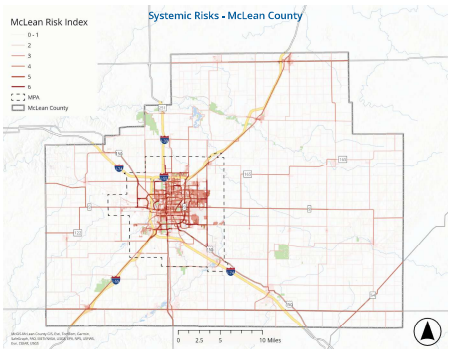
Systemic Strategies

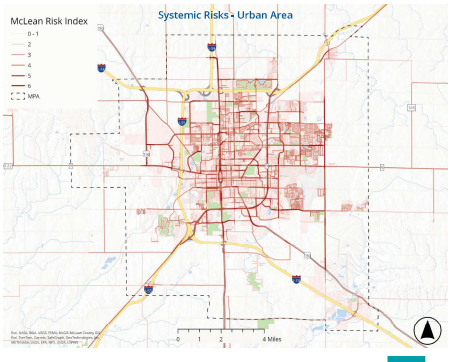
Systemic strategies target known risks rather than specific locations in order to reduce crashes throughout the system. Systemic emphasis areas are associated with certain crash types or roadway characteristics. For each risk, a set of recommended systemic strategies is identified to improve safety outcomes throughout the network. Systemic strategies are low-cost and meant to improve safety outcomes at the system level.

Contributring Factors for KSI Crash Types



Emphasis (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
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





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

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IMPLEMENTATION - HIN PRIORITIES

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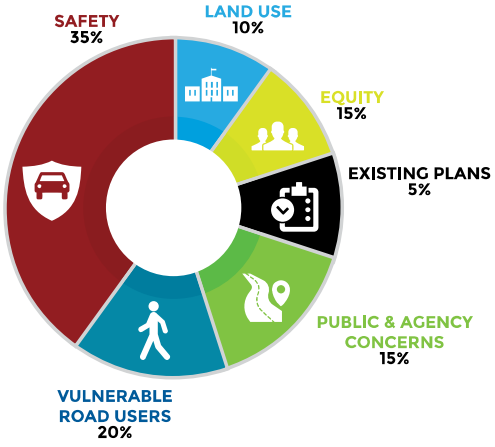
Project Prioritization

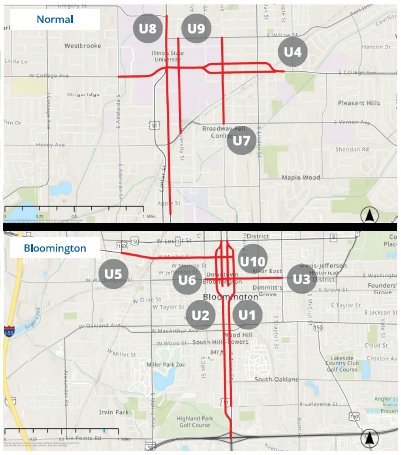
The project prioritization identifies locations on the HIN based on a data-informed process that includes regional priorities. Six prioritization criteria were used to evaluate and rank HIN locations. Each criterion used a unique methodology for assigning points with a total maximum score of 100.

Priority Scoring



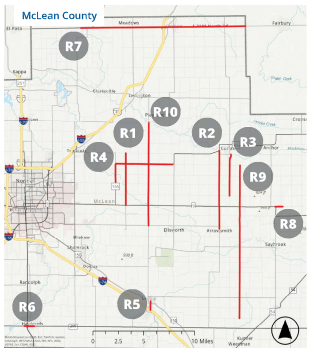
Urban Priorty Corridors

	Total Score	Jurisdiction	Road Name	Start	End	Length (Miles)
U1	87.5	IDOT	East St/Main St (US51)	E Lafayette St	W Locust St	1.50
U2	80	IDOT	Madison St/Center St (US51)	W Locust St	E Lafayette St	1.8
U3	79.5	Bloomington	Washington St	N Clinton St	N Lee St	0.68
U4	77.5	Normal	College Ave	N Maple St	Adelaide St	1.8
U5	77	Bloomington	Markets St	US150/N Hinshaw Ave	East St	0.99
U6	75	Bloomington	Center St	W Locust St	Market St	0.13
U7	75	Normal	Fell Ave	E Vernon Ave	E Willow St	0.63
U8	75	IDOT	Main St (Normal)	Division St	Gregory St	1.4
U9	74.5	Normal	University St	Beaufort St	W Willow St	0.69
U10	74.5	Bloomington	Main St (Bloomington)	E Front St	US51	0.37



Rural Priorty Corridors

	Total Score	Jurisdiction	Road Name	Start	End	Length (Miles)
R1	50	Blue Mound Township	2400 East Rd	E 1900 North Rd	IL9	5.0
R2	50	McLean County	3300 East Rd	IL-165	South of E 1200 North Rd	6.6
R3	50	Martin Township	3400 East Rd	E 1900 North Rd	E 1500 North Rd	4.1
R4	50	IDOT	IL165	N Jeffry St (Cooksville)	North of E 1600 North Rd	7.5
R5	45	Le Roy	East St	E Oak St (Le Roy)	I-74	0.86
R6	45	IDOT	Cleveland St (Heyworth)	Rowe Dr	Newell St	0.98
R7	45	IDOT	US24	1980 East Rd	N 1800 East Rd	14.9
R8	40	Anchor Township	1400 North Rd	IL9	East of N 3900 East Rd	0.75
R9	40	Arrowsmith, Martin, & West Townships	3500 East Rd	E 1800 North Rd	E 300 North Rd	15.1
R10	40	McLean County	N 2600 East	E 2200 North Rd	E 1200 North Rd	10.1



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SAFETY TOOLKIT

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ACTION PLAN UPDATE 2025

Geometric Design

Improved Right Turn Angle

Dedicated Turn Lanes at Intersections

Reduced Left-Turn Conflic Intersections

Roundabouts

Signal Operations & Warnings

Permissive to Protected Left Turn

Dilemma Zone Detection

Retroreflective Backplates

Yellow Change Intervals

Intersection Conflict Warning System

Dynamic Speed Monitoring Display

Multimodal Treatments

Vertical Deflections

Leading Pedestrian Interval

Rectangular Rapid Flashing Beacon (RRFB)

Curb Extensions

Pedestrian Hybrid Beacon

Crosswalk Enhancements

Bicycle Lanes

Walkways

Shared Use Path

Pedestrian Refuge Island

Segment/Roadside Treatments

Curve Improvements

High Friction Surface Treatments

Medians

Rumble Strips

Roadway Lighting

Road Diet

Corridor Access Management

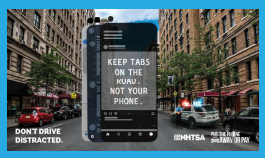
Signage

Enhanced Delineation

Policy & Planning

Local Road Safety Plans

Road Safety Audit



Education Safety Campaigns

Safe Routes National Center for Safe Routes to School

Safe Routes to School

Complete Streets Policies

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McLean County

Appendix B – Underserved Communities Assessment

Assessment of Underserved Communities

Go:Safe McLean County Plan Update

July 2025 – FOR REVIEW

MCRPC McLean County

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PREPARED IN ASSOCIATION WITH:

LOCHMUELLER GROUP

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INTRODUCTION AND KEY TAKEAWAYS

Underserved Community Target Areas Overview

The analysis presented in this memo provides an overview of demographic trends and identifies underserved and disadvantaged communities, referred to as Underserved Community Target Areas (UCTAs), within McLean County. These UCTAs may be a key input for assessing the impacts of proposed projects and strategies identified in the Go:Safe McLean County Safety Action Plan update planning process.

To identify UCTAs for McLean County, 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.[1]
- 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.

After examining the McLean County geographies identified by these measures (Figure 1 and Figure 2 below), the project team recommends focusing on the disadvantaged communities using CEJST measures as the defined UCTAs for the Go:Safe planning process and recommendations.

The APP make up the entirety of the urbanized portion of the McLean County Regional Planning Commission Area (MPA area). As a result, the CEJST-identified communities within the urban area allow for a more targeted focus for plan engagement and potential project prioritization. The areas identified using CEJST also include a portion of McLean County outside the MPA boundaries – the area surrounding IL Route 165 east of the metropolitan area and the Village of Colfax. Including a more rural area may help further broaden the traffic safety conversations to topics more relevant for communities outside of the MPA.

Table 1 below provides a breakdown of factors that inform why each UCTA is categorized as disadvantaged, along with data from two additional metrics from the CEJST that further characterize transportation within communities.[2] These additional factors were incorporated into the McLean County analysis to add dimension to the data beyond the CEJST standard thresholds,

[1] Consistent poverty levels of greater than or equal to 20 percent of the population living in poverty in all three of the following data sets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent *(2022)* Small Area Income Poverty Estimates.

[2] The DOT traffic barrier variable used in the CEJST tool is referenced from the first release of the United States Department of Transportation (USDOT) Equitable Transportation Community (ETC) Explorer in January 2022.

as none of the UCTAs meet the standard transportation threshold. See Appendix 3 for definitions of the factors listed.

Figure 1: Communities in McLean County Identified as Underserved with Various Indicators

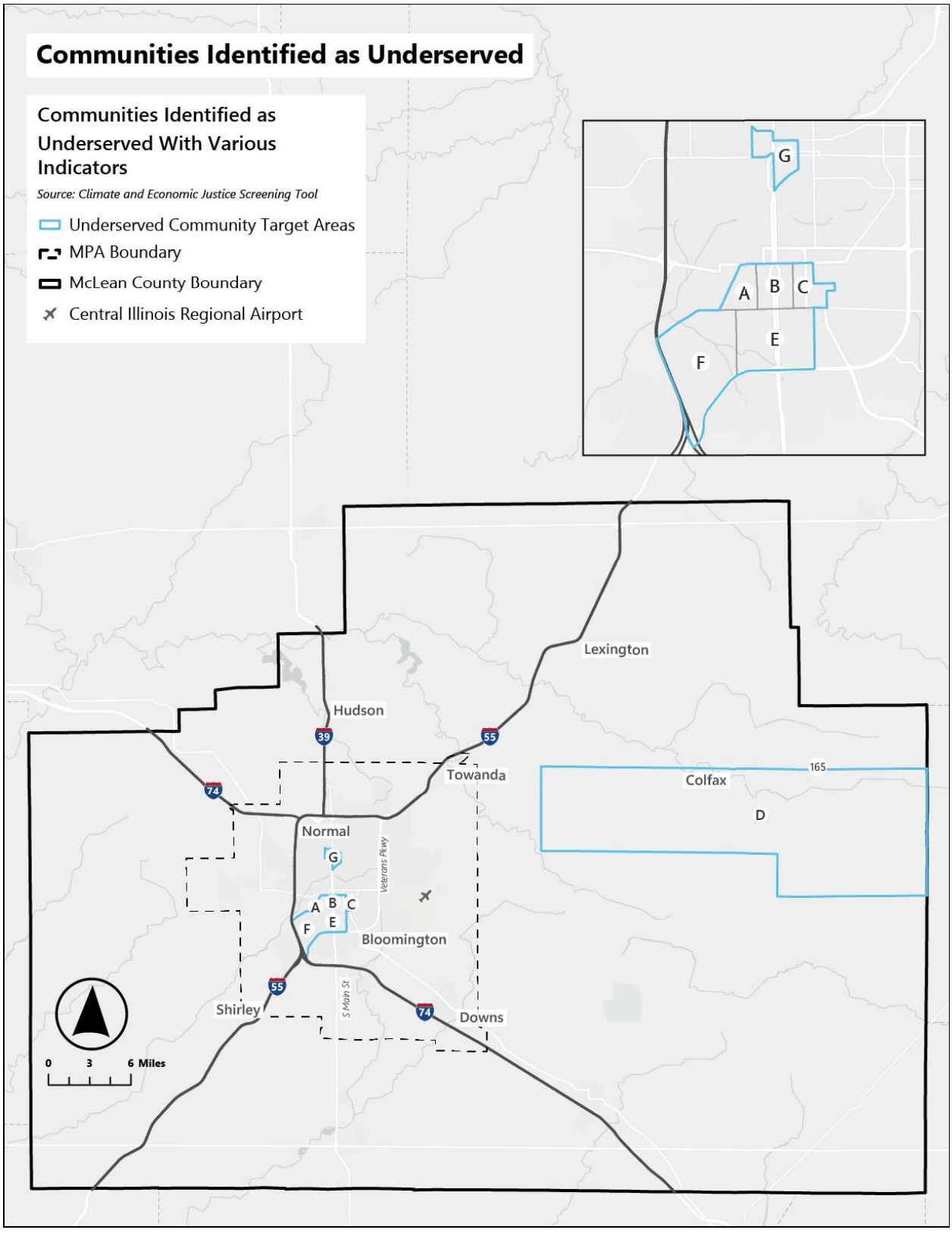


Table 1: Indicators of Disadvantage for Underserved Community Target Areas

	UCTA A	UCTA B	UCTA C	UCTA D	UCTA E	UCTA F	UCTA G
Location	MPA- City of Bloomington	MPA- City of Bloomington	MPA- City of Bloomington	Outside MPA	MPA- City of Bloomington	MPA- City of Bloomington	MPA- Town of 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%

Source: Climate and Economic Justice Screening Tool (CEJST)

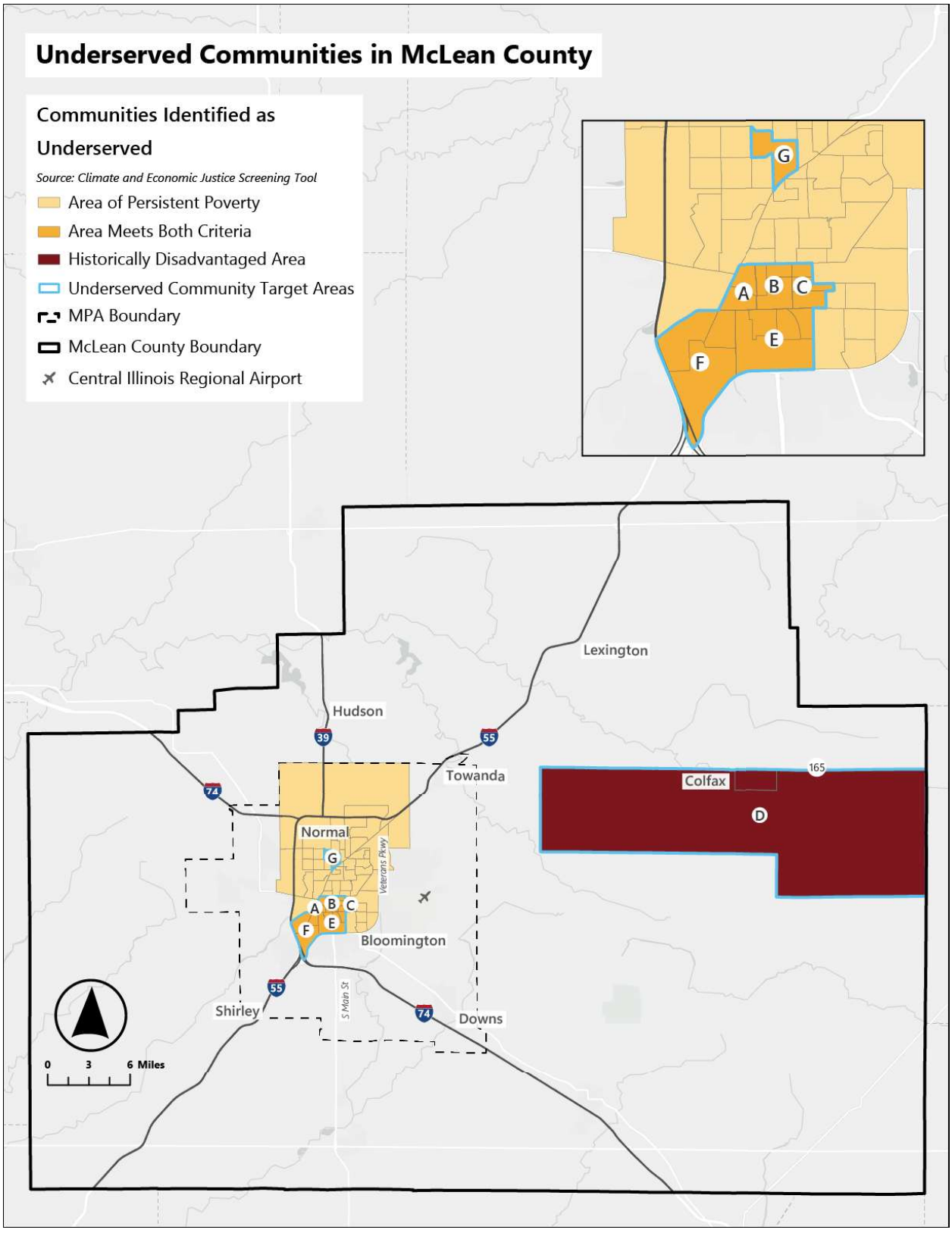
Overall, the UCTAs make up 21 percent of McLean County's land area, and 13 percent of the county's residents live within a UCTA (see Table 2). Twenty percent of all traffic crashes occur within the UCTAs, along with 19 percent of traffic crashes resulting in serious injuries or fatalities. The rate of severe crashes in the UCTAs is 273 per 100,000 residents, significantly higher than the countywide rate of 189 per 100,000 residents.[3] The fact that a substantially larger share of crashes occurs within UCTAs compared to their proportion of the population, and the mismatch in the severe crash rate, underscores the relevance of prioritizing these communities in transportation safety strategies and plans.

Table 2: Underserved Community Target Areas as a Share of McLean County

	Underserved Community Target Areas
Share of County Population	13%
Share of County Land Area	21%
Share of All Traffic Crashes	20%
Share of Severe Traffic Crashes	19%

[3] Severe crashes are those resulting in fatalities or serious injuries. The Illinois Department of Transportation defines a serious injury as any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities as before the injury occurred. This includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.

Figure 2: Disadvantaged Areas in McLean County based on Climate and Environmental Justice Screening Tool



Key Takeaways

This report's analysis identifies needs that may shape the allocation of resources and areas of focus in later stages of the Go:Safe McLean County Safety Action Plan update, including community engagement, countermeasures and strategies, and project prioritization.

Demographic Profile

The demographic profiles of urban and rural areas in McLean County differ significantly. The majority of residents (83 percent) live within the urbanized Metropolitan Planning Area (MPA), where population density is considerably higher than in rural parts of the county.

Communities within the MPA also account for an overwhelming majority, 94 percent, of the non-white population of McLean County. The MPA has a higher share of young adults (13 percent compared to 6 percent outside the MPA), while areas outside the MPA have a higher proportion of population 55 years and above (33 percent compared to 25 percent in the MPA). The Town of Normal also has a higher share of young adults (22 percent), age 20 to 24 years, compared to the City of Bloomington (4 percent)

People living in the MPA areas also make up a larger proportion (14 percent) of the population living below the federal poverty level, compared to 7 percent outside the MPA. The Town of Normal also includes a higher proportion of households living below the poverty level (21 percent). Additionally, these areas include Underserved Community Target Areas (UCTA) where people spend over 30 percent of their income on transportation, despite being close to downtown Bloomington and having a higher score on the National Walkability Index.

Traffic Crash Exposure

When considering transportation safety, areas within the MPA account for 72 percent of fatal and serious injury crashes, likely related to the high density in this area relative to that of the more rural non-MPA areas.[4] Following national trends, the county's non-white population experiences a higher traffic fatality exposure rate than the white population, with a traffic fatality rate of 49 per 100,000 population for black residents. At the same time, residents of the county who are over 65 have a serious injury or fatal crash exposure rate of 202 per 100,000 population, significantly lower than the rates for the age groups 20 to 29 and 30 to 39.

Transportation Characteristics

Notably, while rural areas are more sparsely populated and less racially diverse, they have a greater share of residents 65 years and above (18 percent) compared to Illinois (17 percent) and the county (14 percent), highlighting a need for safe and accessible transportation options across a range of ages and ability levels. Only three percent of households outside the MPA have no access to vehicles, compared to the 6 percent in the MPA, indicating a slightly greater dependency on motor

[4] IDOT, 2019-2023

vehicles outside of the MPA. Another key takeaway for areas outside the MPA is the disparity in average commute times to work. A larger portion of residents (68 percent) who live there spend over the average 18.5 minutes (rounded to 19 minutes) it takes a resident in McLean County commuting to work. These patterns underscore the importance of assessing where people live, as well as how socio-economic factors such as race, income, age, and ability influence mobility and safety.

DEMOGRAPHIC PROFILE

Background

McLean County, located in the east-central region of Illinois, spans 1,186 square miles and serves a population of 170,882 residents. This analysis examines areas within the MPA, which includes the Bloomington-Normal urbanized area and nearby communities such as Downs and Towanda (see Figure 2), as well as areas outside the MPA, including Lexington, Colfax, Heyworth, and unincorporated portions of the county. The methodology guiding the selection of the MPA areas for demographic analysis by U.S. Census block groups is outlined in Appendix 1.

Population

With a population density of 144 people per square mile, McLean County is less densely populated than the state average for Illinois, primarily influenced by its rural areas (see Table 3).

A closer look at the county reveals the population distribution between the urban and rural areas of McLean County. The MPA, which includes the urban core, contains 84 percent of the county's population (142,959) but only 17 percent of its land area (205 square miles). This results in a relatively higher population density of 699 people per square mile. Figure 3 shows a significant concentration of residents within the Town of Normal and the City of Bloomington. The City of Bloomington alone accounts for 55 percent of the population in McLean County and a high density of 2,824 people per square mile. Similarly, the Town of Normal accounts for a larger cluster of residents with 2,796 people per square mile (Table 3). In comparison, the areas outside the MPA account for 83 percent of the land (982 square miles) but only 16 percent of the population (27,923), with a low density of 28 people per square mile. These figures highlight the concentration of population and more compact development within the MPA, as well as the sparse and dispersed nature of the county's rural areas.

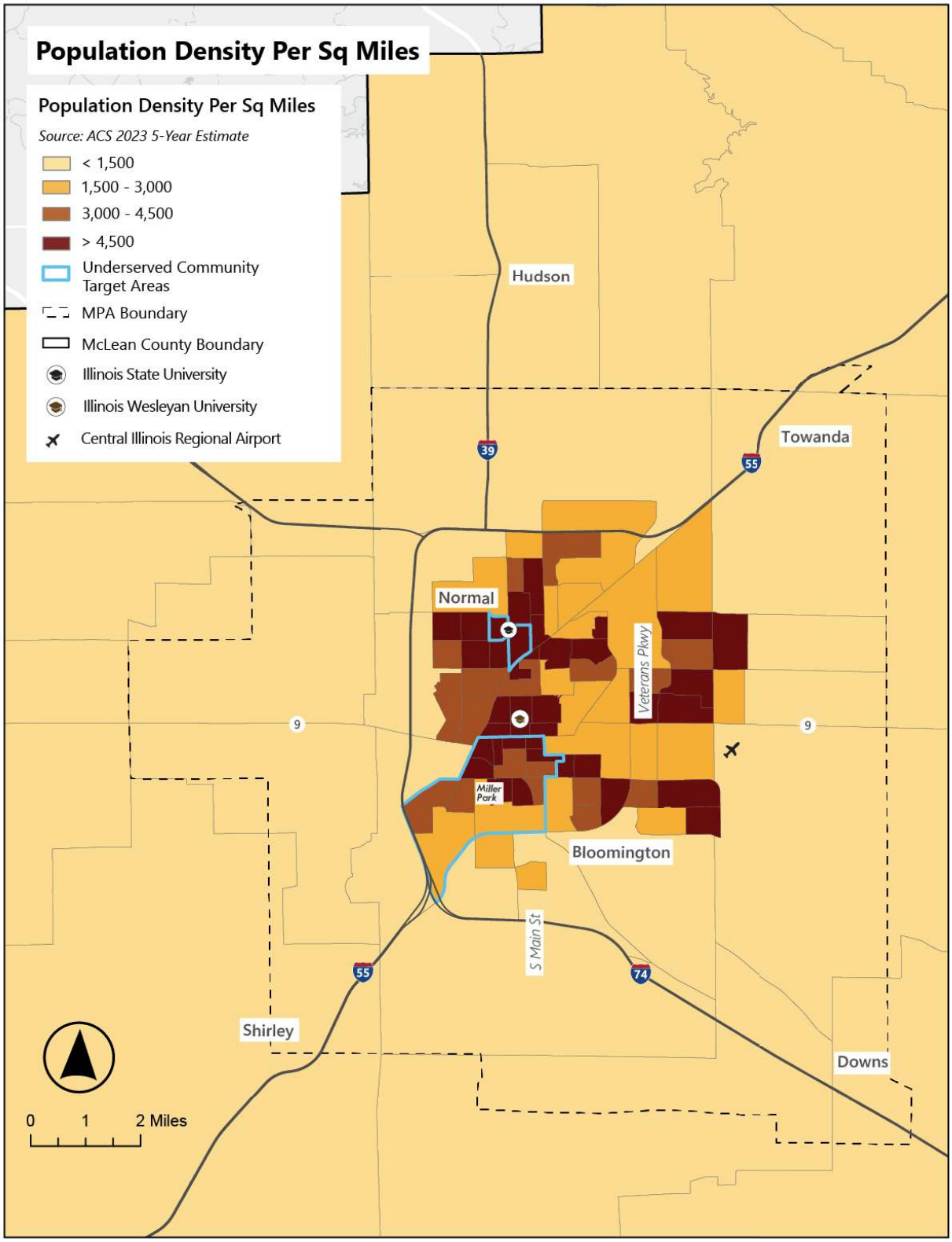
The UCTAs in McLean County, which span both within and outside the MPA, have a population density that exceeds both the state and county averages but remains below the density of the urban MPA core. This moderate level of density highlights the need for interventions not only to address the physical disparities of the county but also to address the social and economic barriers that residents may face, ensuring that safety improvements are context-sensitive.

Table 3: Population Density in Illinois, McLean County, MPA and Non-MPA Block Groups

	Total Population	Area, Square Miles	Population Density per Square Mile
Illinois	12,692,653	57,593	220
McLean County	170,882	1,186	144
MPA	142,959	205	699
Non-MPA	27,923	982	28
Underserved Community Target Areas (UCTAs)	22,658	93	244
City of Bloomington	78,703	28	2,824
Town of Normal	52,908	19	2,796

Source: ACS 2023, 5-Year Estimate

Figure 3: Population Density Per Sq Miles in McLean County



Race and Ethnicity

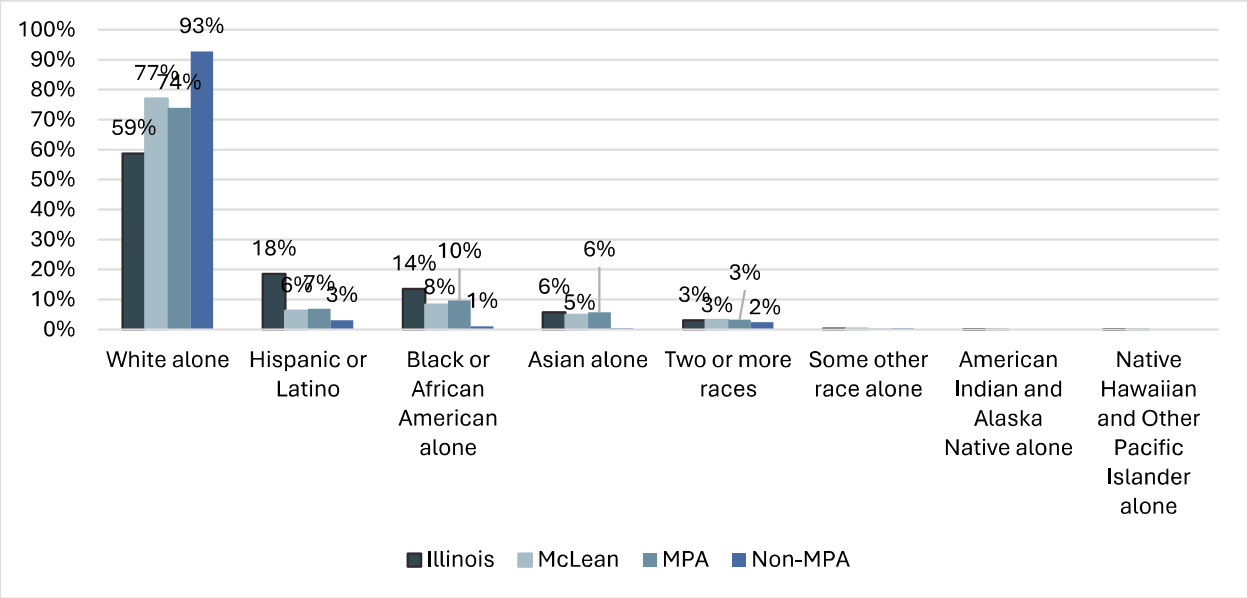
Nationally, people of color face an outsized transportation safety risk. According to data from the National Highway Traffic Safety Administration (NHTSA), nationwide, the traffic fatality rate for Black or African American individuals was 17.5 per 100,000 people, compared to 11.0 for White individuals, and an overall rate of 13.0.[5] Research published in the American Journal of Preventive Medicine found that fatality rates per 100 million miles traveled are systematically higher for Black and Hispanic Americans for all modes of transportation and notably higher for vulnerable modes. For example, Black Americans died at more than four times the rate of White Americans while cycling.[6] These trends underscore the need to address systemic community-specific needs in transportation infrastructure and safety planning.

Compared to statewide percentages, McLean County has less racial and ethnic diversity, especially in its rural areas (see Figure 4). More than three-quarters of the County's population is White (77 percent), compared to 59 percent for Illinois overall. Outside of the MPA, 93 percent of the population is White. Communities within the MPA have a higher share of Black (10 percent), Hispanic or Latino (7 percent), and Asian (6 percent) residents than both the County overall and areas outside of the MPA. Similar trends in racial and ethnic diversity are observed in the City of Bloomington and Town of Normal. Black (10 percent in Bloomington and 11 percent in Normal), Asian (8 percent in Bloomington and 4 percent in Normal) and Hispanic (7 percent in Bloomington and 7 percent in Normal) residents make up a smaller share of the population. Despite having a less diverse population than Illinois overall, many of the nationwide trends related to safety risk by race and ethnicity are also apparent in McLean County.

[5] Traffic Safety Facts 2021 Data – Race and Ethnicity. NHTSA. DOT HS 813 572.

[6] Disparities in Activity and Traffic Fatalities by Race/Ethnicity. Raifman, Matthew A. et al. American Journal of Preventive Medicine, Volume 63, Issue 2, 160 - 167

Figure 4: Percentage of Race Distribution in Illinois, McLean County, MPA and Non-MPA Block Groups



Source: ACS 2023, 5-Year Estimate

Table 4: Percentage of Race Distribution in the City of Bloomington and the Town of Normal

	City of Bloomington	Town of Normal
White alone	71%	75%
Black or African American alone	10%	11%
Asian alone	8%	4%
Hispanic	7%	7%
Two or more races	4%	2%

Source: ACS 2023, 5-Year Estimate

Within McLean County, fatal traffic crashes have an outsized impact across racial and ethnic groups. According to NHTSA data from 2019 through 2022, 35 people are killed each year in traffic crashes per 100,000 residents in McLean County (see Table 5). Black, non-Hispanic residents experience a traffic fatality rate of 49 per 100,000 residents, the highest rate of any racial or ethnic group in the County and 40 percent higher than the rate for the overall population.

Table 5: McLean County Traffic Fatality Rates by Racial and Ethnic Groups, 2019-2022

Race / Ethnicity	Traffic Fatality Rate per 100k Residents
White, non-Hispanic	36

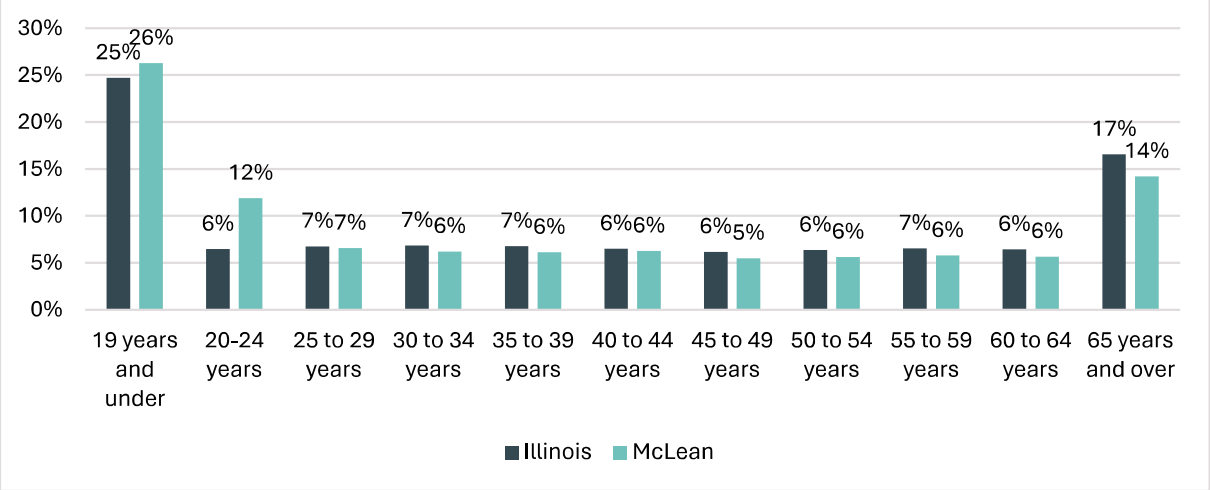
Hispanic	37
Black, non-Hispanic	49
Total Population	35

Source: NHTSA, 2019-2022

Age

The age distribution in McLean County is nearly aligned with statewide patterns but reveals some local differences that may impact transportation needs and planning priorities. Youth under 19 comprise 26 percent of the population across both MPA and non-MPA areas, slightly above the Illinois average of 25 percent. Similarly, residents under 19 in the City of Bloomington (26 percent) and Town of Normal (27 percent) are higher than the Illinois proportion, suggesting a potential focus on safe routes to schools and other youth-serving infrastructure (see Figure 5).

Figure 5: Percentage of Age Distribution in Illinois, McLean County, MPA and Non-MPA Block Groups



Source: ACS 2023, 5-Year Estimate

The MPA and Town of Normal has a notably higher share of young adults aged 20 to 24 (13 percent and 22 percent, respectively), likely due to the presence of higher education institutions such as the Illinois State University (ISU) and Illinois Wesleyan University. In contrast, areas outside the MPA have a higher share of older adults aged 55 to 64 and 65 and over (combined 33 percent), compared to only 25 percent within the MPA, 25 percent in the City of Bloomington and 20 percent in the Town of Normal (see Table 6). This older demographic in rural areas may face greater mobility challenges, particularly given the high reliance on personal vehicles and limited public transit access. These patterns underscore the importance of designing transportation systems that cater to both younger populations in urban areas and older residents in rural areas.

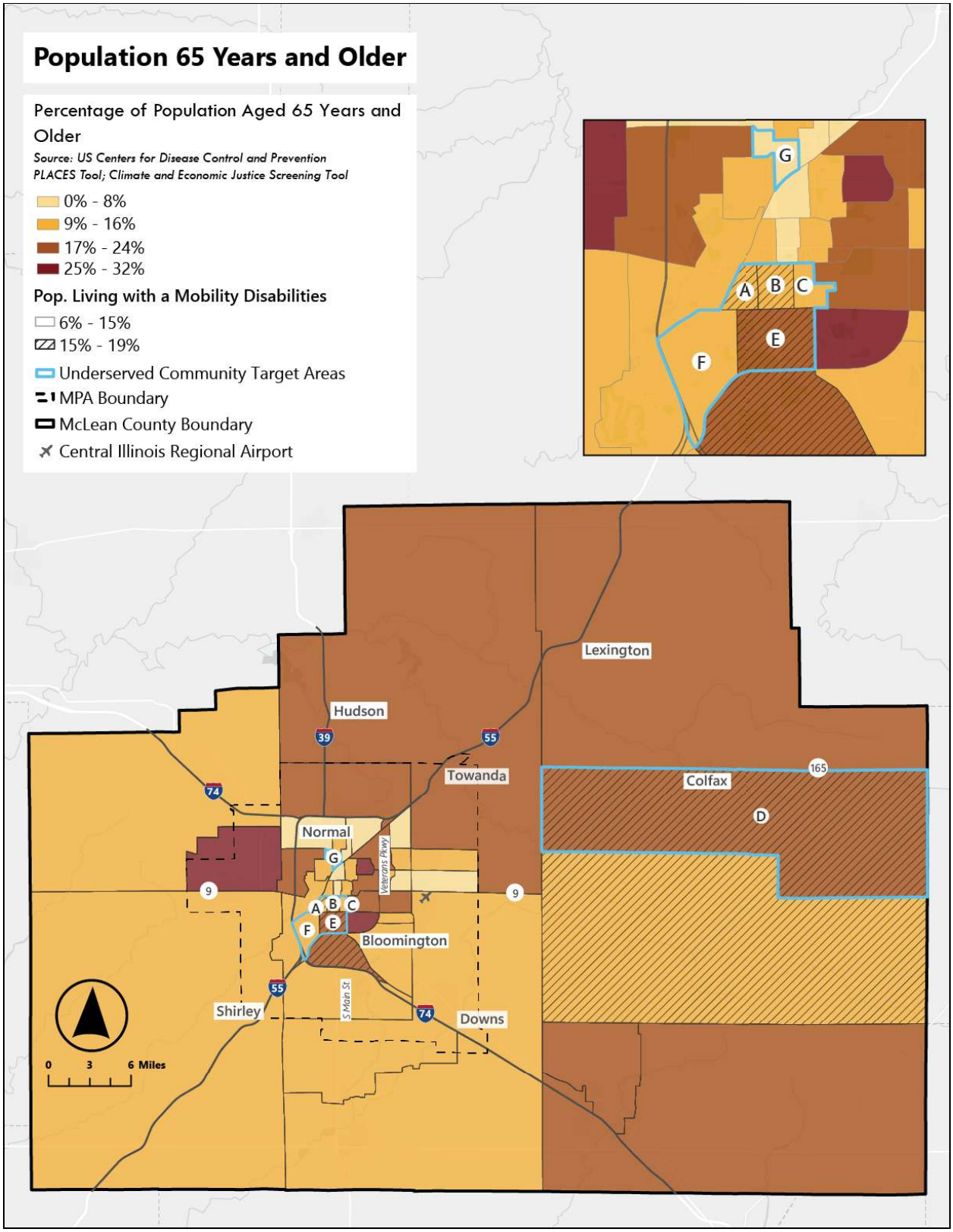
Table 6: Percentage of Age Distribution in Illinois, McLean County, MPA, Non-MPA Block Groups, City of Bloomington and the Town of Normal

Row Labels	Bloomington city, Illinois	Normal town, Illinois
19 years and under	26%	27%
20-24 years	8%	22%
25 to 29 years	8%	7%
30 to 34 years	7%	5%
35 to 39 years	7%	6%
40 to 44 years	7%	5%
45 to 49 years	6%	4%
50 to 54 years	6%	5%
55 to 59 years	6%	4%
60 to 64 years	5%	4%
65 years and over	14%	12%

Source: ACS 2023, 5-Year Estimate

In several areas, the population aged 65 and over, as well as residents living with a mobility disability in McLean County, cluster in UCTAs (see Figure 6). For instance, in areas such as Miller Park, and north of I-74, where people 65 years and above make up 17-24 percent of the population, 15-19 percent of the residents in those areas live with a mobility disability. Similar patterns are evident in rural communities such as Colfax and Anchor, where 17–24 percent of the population is 65 or older. While these overlaps highlight potential focus populations within specific areas, the proportion of the UCTA population with mobility disabilities is nearly proportional to the county's overall population.

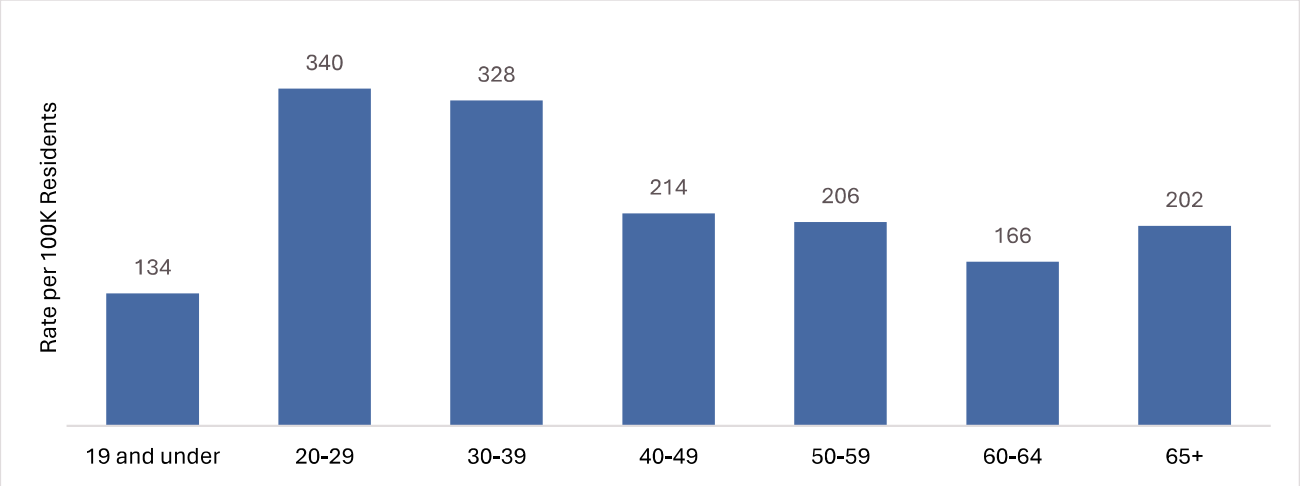
Figure 6: Percentage of Population 65 Years and Older in Illinois, McLean County, MPA and Non-MPA Block Groups



Crash Exposure by Age Group

Older adults are especially at risk in traffic crashes, largely due to increased susceptibility to injury when involved in a crash.[7] As a result, across the United States, drivers 70 years and above have higher crash death rates per 1,000 crashes than middle-aged drivers (35 to 54 years old).[8] Despite these national findings, in McLean County, residents between 20 and 40 have the highest exposure to crashes resulting in serious injuries and fatalities (see Figure 7). This finding may provide both a population of focus for recommendations and further evidence of the importance of safety investments in areas with high concentrations of these populations, including the Illinois State and Illinois Wesleyan campuses.

Figure 7: Fatal and Serious Injuries Crash Exposure Rates by Age Group, McLean County, 2019-2023



Source: ACS 2023, 5-Year Estimate, IDOT, 2019-2023

Poverty Status

Poverty level is determined by comparing a person's total family income with the poverty threshold appropriate for that person's family size and composition. College students living in dormitories are excluded from poverty status calculations, while those residing off-campus are included. Individuals with incomes below the federal poverty line often face limited or no mobility options to meet essential travel needs.[9] As a result, poverty is a critical factor to consider when prioritizing

[7] Cicchino, JB. (2015, October). *Why have fatality rates among older drivers declined?* Accident Analysis & Prevention

[8] Cox AE and Cicchino JB. (2021). *Continued trends in older driver crash involvement rates in the United States: Data through 2017–2018.* Journal of Safety Research.

[9] Zhao, F., & Gustafson, T. (2013, February). *Transportation needs of disadvantaged populations: Where, when, and how?* (FTA Report No. 0030). Federal Transit Administration. Center for Special Needs of Special Populations (TRANSPO), Florida International University.

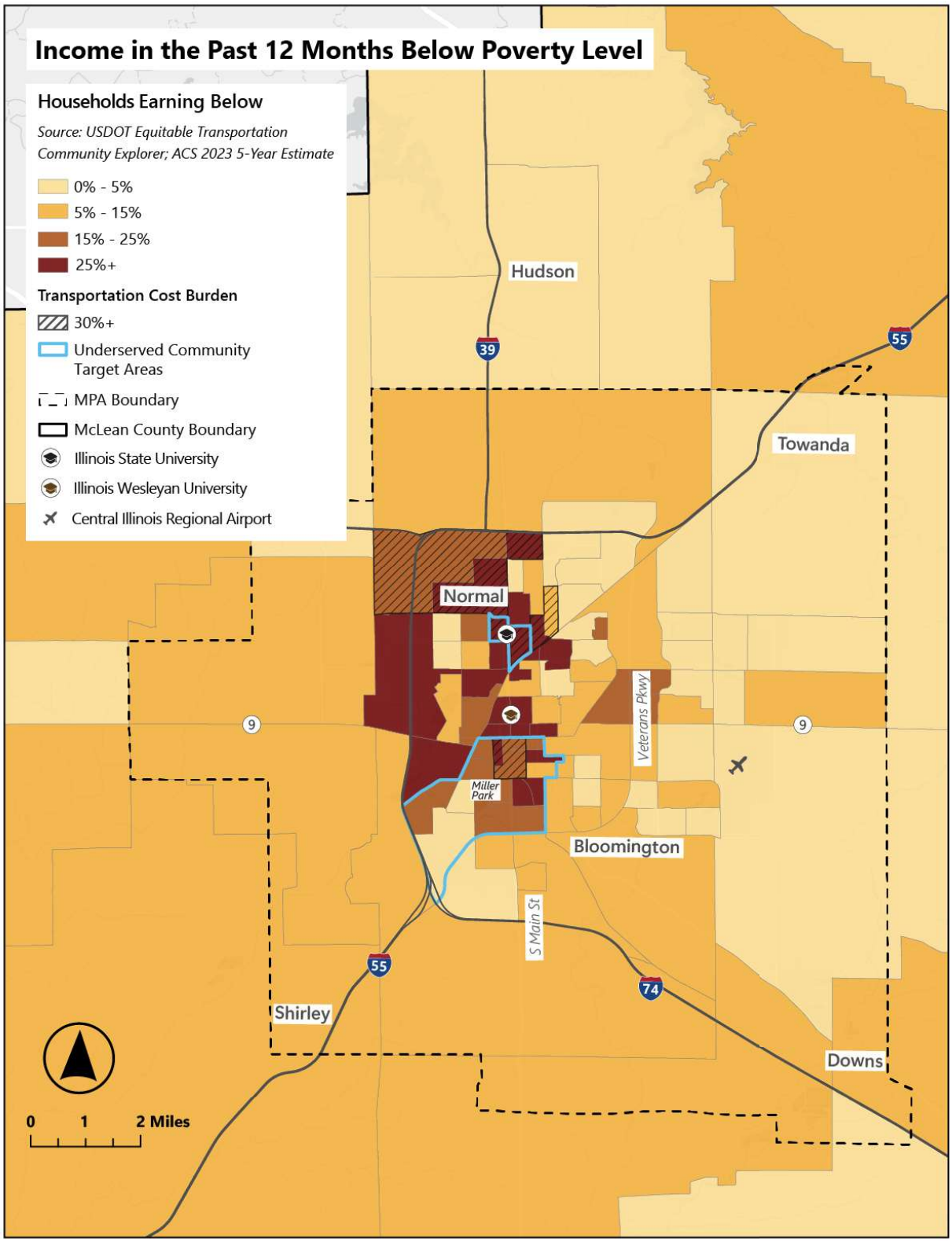
transportation safety. In McLean County, this issue is particularly evident. Poverty rates are higher in the urbanized areas of the county, with 14 percent of the population living below the poverty line compared to 7 percent in rural areas (see Table 7). Within the MPA, the poverty rate is 14 percent—one percentage point higher than the countywide average and two points higher than the statewide rate of 12 percent. The Town of Normal also includes nearly twice the share (21 percent vs 12 percent in Illinois) of households living below the poverty level. Notably, people living below poverty thresholds in McLean County primarily reside in and around disadvantaged areas, particularly near Illinois State University and in parts of downtown Bloomington. These higher concentrations may be partly attributable to the off-campus student population in these areas. Some of the locations with the highest share of residents living in poverty also overlap with locations where the average household spends over 30 percent of its income on transportation costs (see Figure 8). Incorporating poverty status into transportation safety planning helps prioritize improvements in communities facing economic and infrastructure-related disadvantages, supporting safer access to essential destinations in McLean County.

Table 7: Percentage of Households Living Below Poverty Levels in the Last 12 Months in Illinois, McLean County, MPA, Non-MPA Block Groups, City of Bloomington and the Town of Normal

	Illinois	McLean	MPA	Non-MPA	City of Bloomington	Town of Normal
Income in the past 12 months below poverty level	12%	13%	14%	7%	11%	21%

Source: ACS 2023, 5-Year Estimate

Figure 8: Percentage of Households Earning Below Poverty Levels in Illinois, McLean County, MPA and Non-MPA Block Groups



Employment Status

The percentage of residents in the labor force across McLean County is generally consistent with statewide averages, with residents living within the MPA and the City of Bloomington participating at nearly the same rate as those outside the MPA. However, the Town of Normal has the lowest share of residents in the labor force (62%). The proportion of active participants in the labor force for the Town of Normal can be linked to block groups within and around Illinois State University which have the lowest share of the population that is employed. This is likely due to the high concentration of students in the area, many of whom are not actively participating in the labor force. Notably, some areas outside the MPA, where the population in the labor force is 56-76%, coincide with areas where the average commute time to work exceeds the average time for residents commuting to work in McLean County (19 minutes).[10]

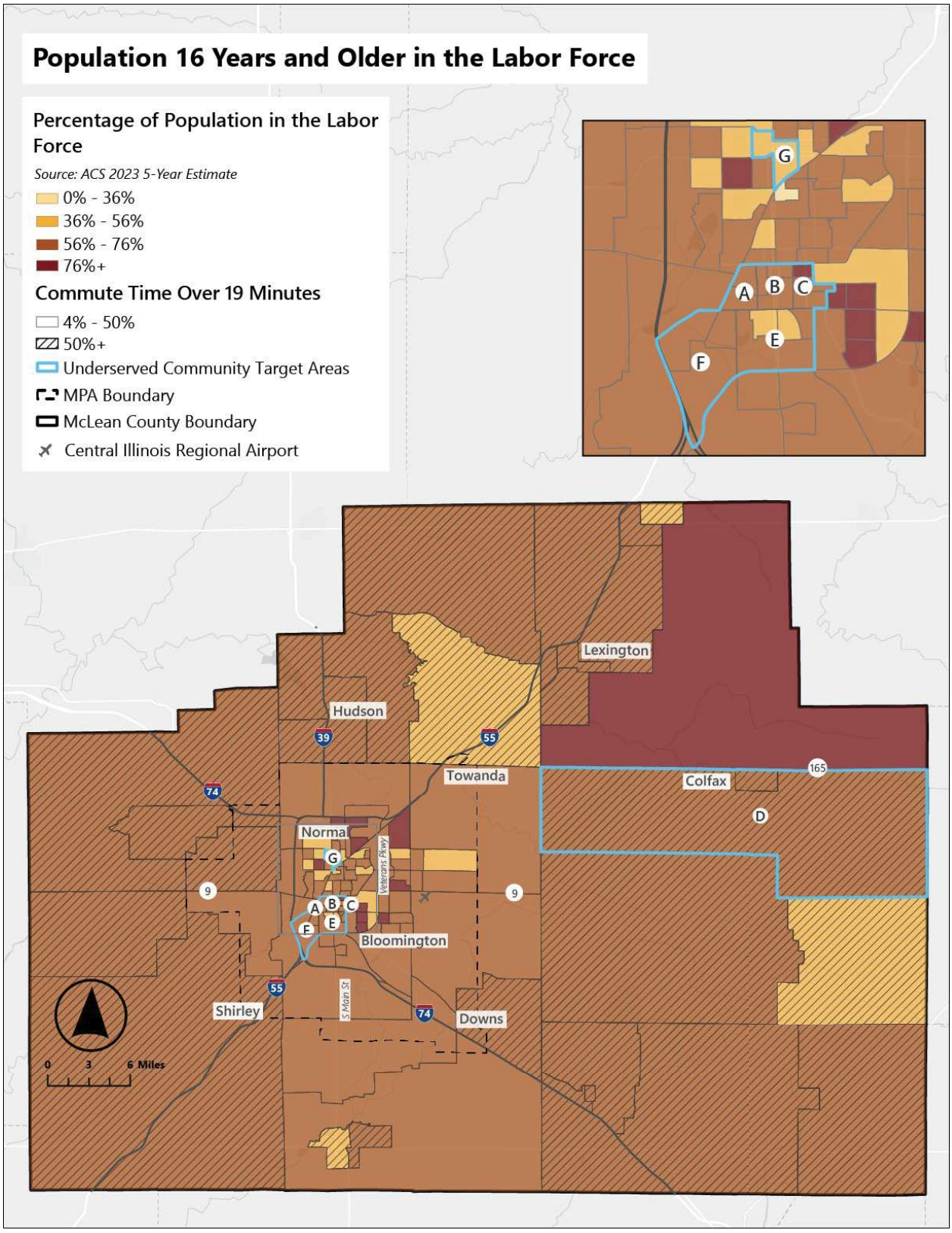
Table 8: Percentage of Population 16 Years and Over in Labor Force in Illinois, McLean County, MPA, Non-MPA Block Groups, City of Bloomington and the Town of Normal

	Illinois	McLean	MPA	Non-MPA	City of Bloomington	Town of Normal
In Labor Force	65%	64%	64%	65%	65%	62%

Source: ACS 2023, 5-Year Estimate

[10] U.S. Census Population estimates, July 1, 2024. McLean County, Illinois QuickFacts.

Figure 9: Percentage of Population 16 Years and Over in Labor Force in McLean County



Educational Attainment

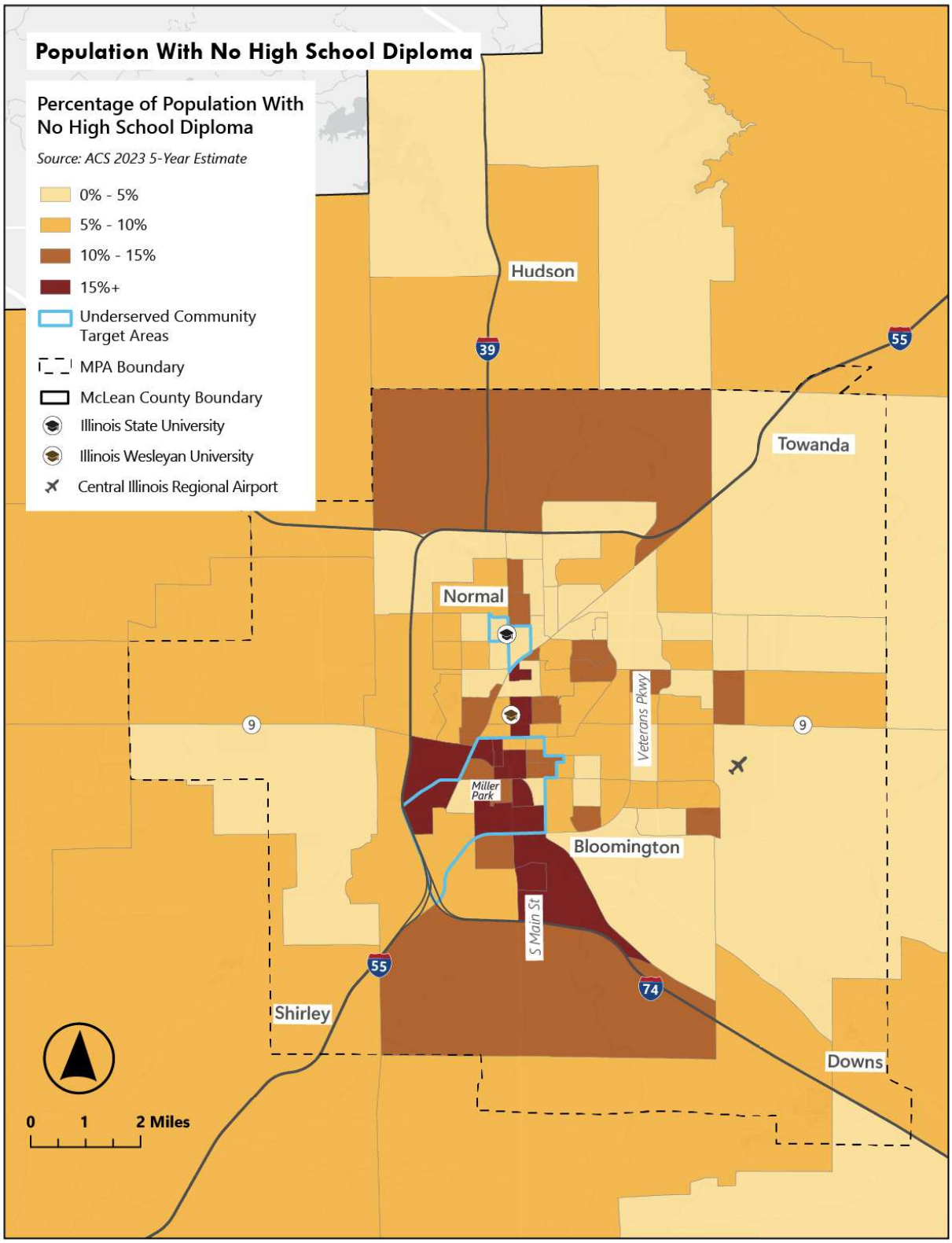
Educational attainment in McLean County surpasses statewide averages. Countywide, only four percent of residents have no high school degree, which is six percent lower than statewide (10 percent). There is a cluster of block groups in Bloomington that are identified as UCTAs where over 15 percent of the population does not have at least a high school diploma (see Figure 10).

Table 9: Percentage of Population 25 and Over with no High School Degree in Illinois, McLean County, MPA, Non-MPA Block Groups, the City of Bloomington and the Town of Normal

	Illinois	McLean	MPA	Non-MPA	City of Bloomington	Town of Normal
Percentage with no high school degree	10%	4%	4%	4%	5%	3%

Source: ACS 2023, 5-Year Estimate

Figure 10: Percentage of Population 25 and Over with no High School Degree in McLean County



Vehicle Ownership

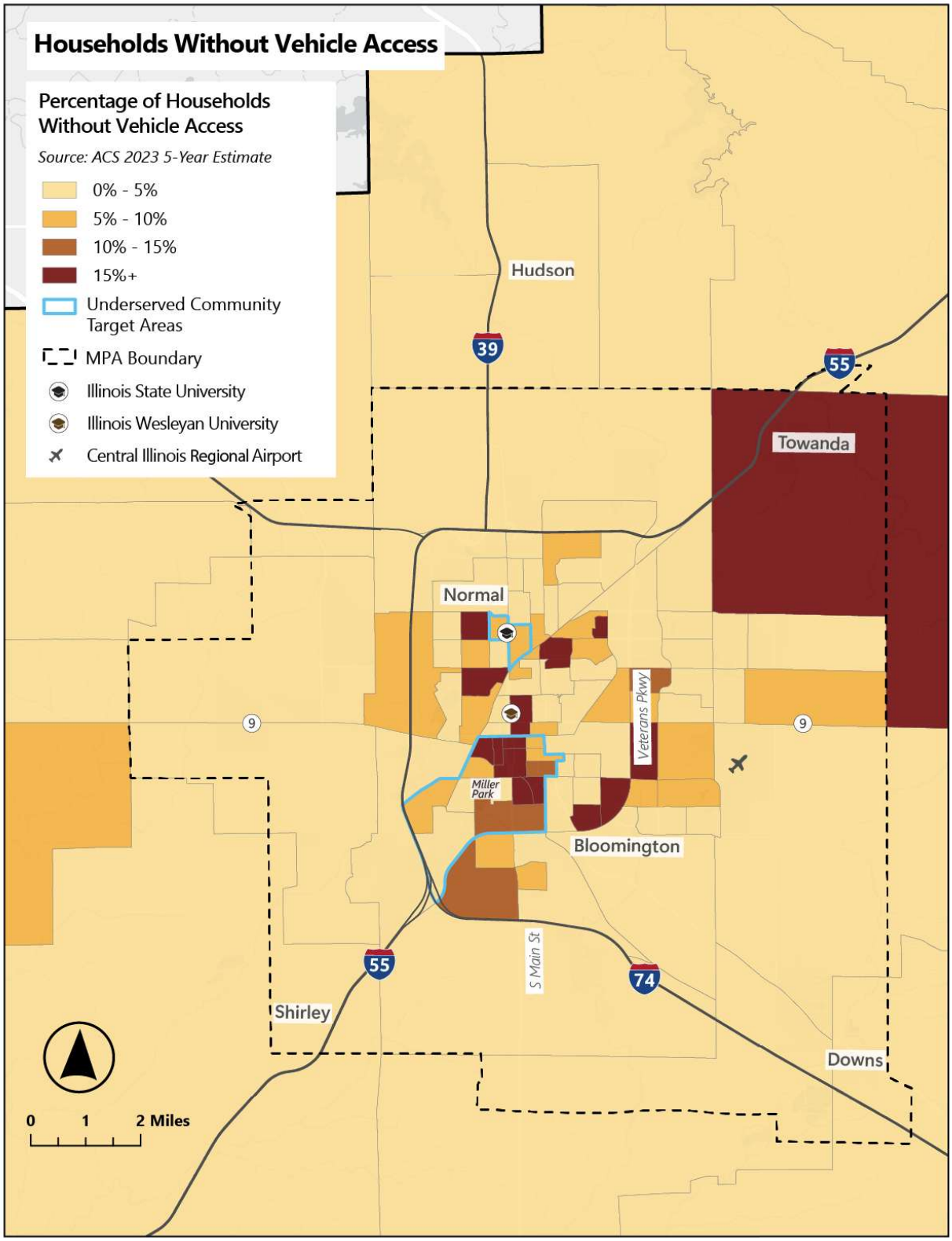
The percentage of households without access to a vehicle is lower in McLean County, Town of Normal (6 percent) and the City of Bloomington (7 percent) compared to the statewide average (11 percent). Outside the MPA, three percent of households do not have access to a vehicle. The areas with the highest share of households without access to a vehicle (over 15 percent) are concentrated within the downtown Bloomington area, overlapping with the identified UCTAs (see Figure 11). The Village of Towanda, which spans both urban and rural portions of the county, is another area where household vehicle ownership is relatively low.

Table 10: Percentage of Households with No Vehicle Access in Illinois, McLean County, MPA, Non-MPA Block Groups, the City of Bloomington and the Town of Normal

	Illinois	McLean	MPA	Non-MPA	City of Bloomington	Town of Normal
Percentage of households with no vehicle access	11%	6%	6%	3%	7%	6%

Source: ACS 2023, 5-Year Estimate

Figure 11: Percentage of Households with No Vehicle Access in McLean County

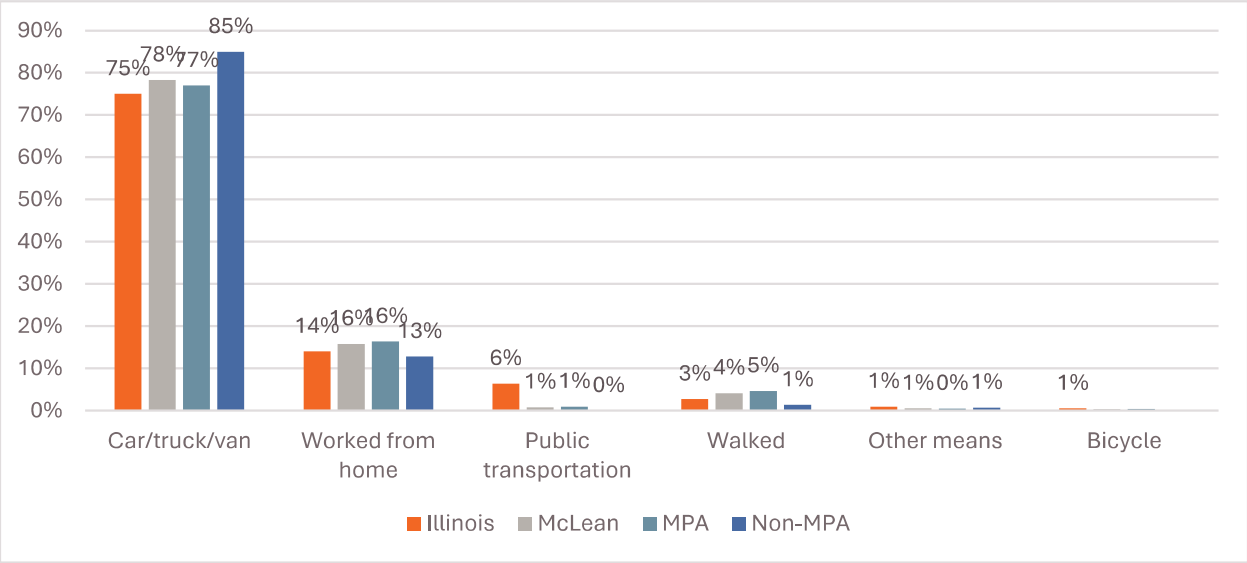


Means of Transportation to Work

In McLean County, 78 percent of commuters use a car, truck, or van to commute to work, which is slightly higher than the statewide average of 75 percent (see Figure 12). Outside the MPA, the reliance on vehicles to get to work is even greater, with 85 percent of residents commuting to work by personal vehicle.

Walking accounts for four percent of commutes in McLean County, with a slightly higher rate (5 percent) in the MPA, likely due to the more dense, walkable environment in some areas of Bloomington and Normal. Moreover, the EPA National Walkability Index (Figure 13) also shows a mix of walkable areas within UCTAs in the MPA. The National Walkability Index accounts for intersection density, public transit proximity, and land use diversity, but not the actual availability of pedestrian-friendly infrastructure such as sidewalks and crosswalks.

Figure 12: Means of transport to work for the population 16 years and over in Illinois, McLean County, MPA and Non-MPA Block Groups



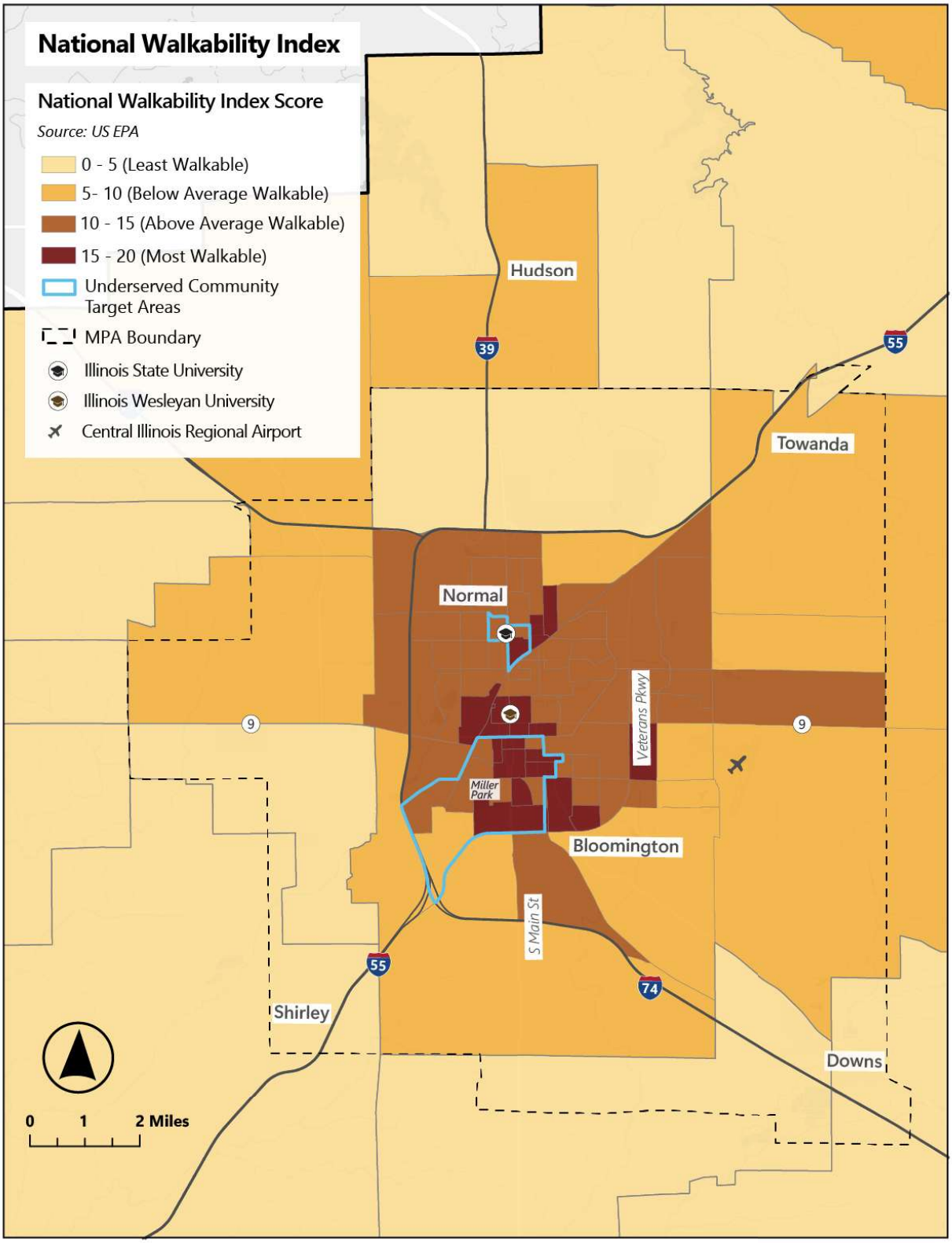
Source: ACS 2023, 5-Year Estimate

Table 11: Means of transport to work for the population 16 years and over in the City of Bloomington and the Town of Normal

	City of Bloomington	Town of Normal
Car, truck, or van - drove alone	70%	76%
Worked from home	19%	12%
Walked	2%	4%
Public transportation (excluding taxicab)	1%	1%
Taxicab, motorcycle, bicycle, or other means	1%	1%

Source: ACS 2023, 5-Year Estimate

Figure 13: National Walkability Index in McLean County

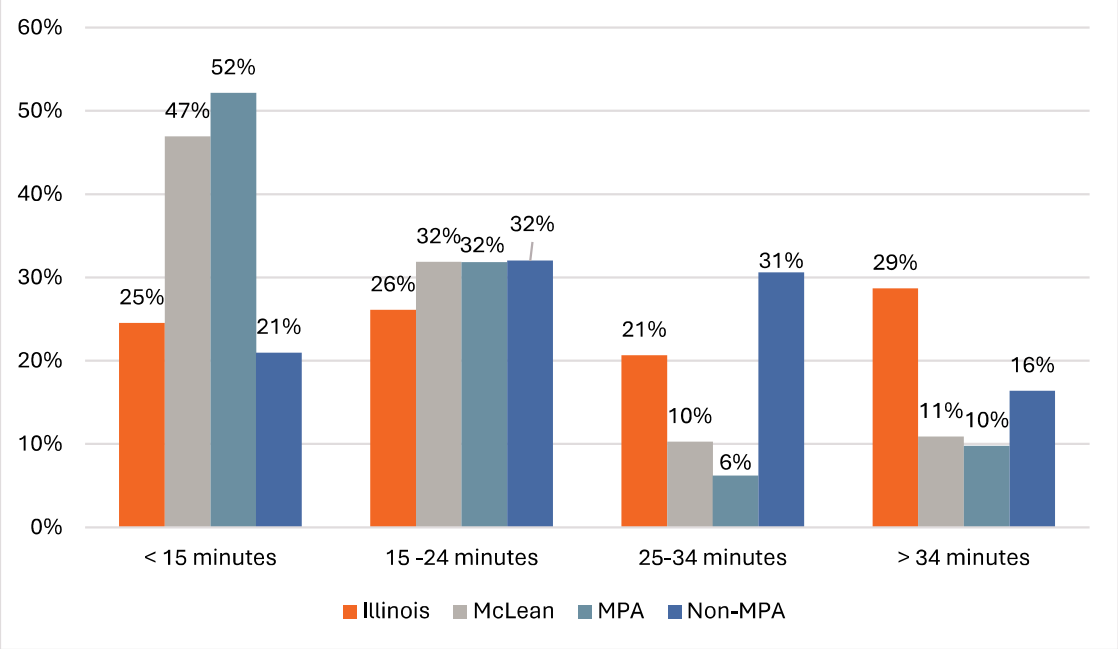


Commute Time to Work

Commute time data in McLean County shows a clear divide between urban and rural areas, with important connections to how people travel to work. Nearly half of all commuters in the county have commute times of less than 15 minutes, compared to just 25 percent across Illinois (see Figure 14), with an average commute time of 18.5 minutes.[11] This is especially true within the MPA, where 75 percent of workers have commute lengths under the county average (see Figure 15). Similarly, the City of Bloomington and the Town of Normal, which are largely located within the MPA have a larger share of the population (76 percent and 77 percent respectively) commuting less than 20 minutes to work (see Table 12). These patterns reflect the more compact development found in urbanized zones, allowing MPA residents easier access to key destinations such as workplaces, schools, and services.

In contrast, the rural areas outside the MPA experience slightly longer travel times, with 31 percent of residents commuting between 25 and 34 minutes and 16 percent commuting more than 34 minutes. These longer trips in rural areas may reflect the physical distance residents must travel to reach employment centers.

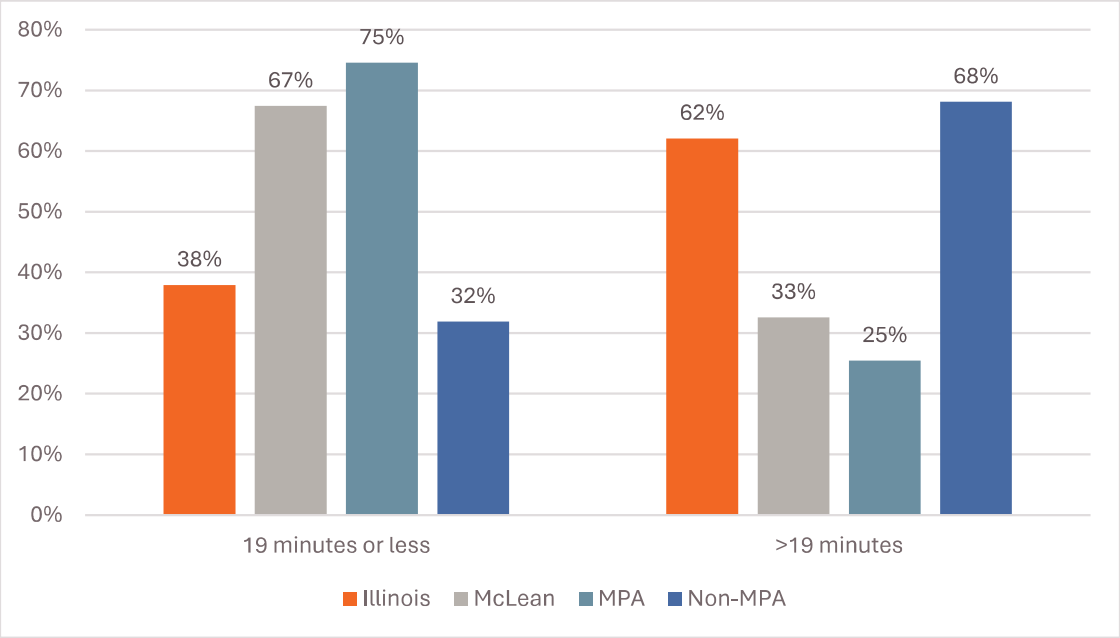
Figure 14: Commute time to work for population 16 years and over in Illinois, McLean County, MPA and Non-MPA Block Groups



Source: ACS 2023, 5-Year Estimate

[11] McLean County, Illinois QuickFacts, U.S. Census Bureau, July 1, 2024.

Figure 15: Commute time to work for population 16 years and over based on average commute time in Illinois, McLean County, MPA and Non-MPA Block Groups



Source: ACS 2023, 5-Year Estimate

Table 12: Commute time to work for the population 16 years and over based on average commute time in the City Bloomington and the Town of Normal

Commute Time to Work	City of Bloomington	Town of Normal
19 minutes or less	76%	77%
> 19 minutes	25%	23%

Source: ACS 2023, 5-Year Estimate

Appendix

Appendix 1: Methodology

Census block groups were used as the main unit of analysis throughout this memo. However, in cases where additional sources such as the CEJST were cited, census tracts were referenced. Block groups enable a detailed level of spatial analysis, and new demographic data is released annually for block groups as part of the American Community Survey. In addition to these benefits, many census tracts in McLean County span the Metropolitan Planning Area (MPA) boundary. In contrast, block groups exhibited smaller areas of overlap, making them more appropriate for this localized study.

Out of the 119 block groups within the MPA, 16 block groups overlap with the MPA boundary. If 15 percent or more of a block group's area falls within the MPA, it was designated as being within the MPA; otherwise, it was designated as outside the MPA. An exception to the methodology were two block groups along I-74, I-55 and S Main St. Those locations are in the City of Bloomington, which is an area already primarily within the MPA. For consistency, all block groups with these areas are considered part of the MPA. This brings the total number of block groups considered as an MPA area to 93 block groups.

Appendix 2: Demographic Data

Race

Table 13: Race Distribution in Illinois, McLean County, MPA and Non-MPA Block Groups

	Illinois	McLean	MPA	Non-MPA
Hispanic or Latino	2,348,118	10,700	9,857	843
Non-Hispanic				
White alone	7,456,575	131,654	105,762	25,892
Black or African American alone	1,719,887	14,159	13,874	285
Asian alone	730,106	8,352	8,228	124
Two or more races	383,121	5,415	4,742	673
Some other race alone	43,037	473	376	97
American Indian and Alaska	8,843	114	112	2

Native alone				
Native Hawaiian and Other Pacific Islander alone	2,966	15	8	7
Total	12,692,653	170,882	142,529	28,353

Source: ACS 2023, 5-Year Estimate

Age

Table 14: Age Distribution in Illinois, McLean County, MPA and Non-MPA Block Groups

	Illinois	McLean	MPA	Non-MPA
19 years and under	3,136,309	44,891	37,730	7,161
20-24 years	817,737	20,299	18,516	1,783
25 to 29 years	856,434	11,185	9,945	1,240
30 to 34 years	866,468	10,587	8,711	1,876
35 to 39 years	857,996	10,450	8,852	1,598
40 to 44 years	823,085	10,700	9,026	1,674
45 to 49 years	782,261	9,371	7,688	1,683
50 to 54 years	805,594	9,584	7,948	1,636
55 to 59 years	829,085	9,865	7,928	1,937
60 to 64 years	815,851	9,665	7,308	2,357
65 years and over	2,101,833	24,285	19,307	4,978
Total	12,692,653	170,882	142,959	27,923

Source: ACS 2023, 5-Year Estimate

Crash Exposure in McLean County and MPA Areas

Table 15: Total Crash Events in McLean County by Crash Injury Severity

Crash Injury Severity	Count of Crash Injury Severity	Percentage of Crash Injury Severity
Fatal Crash	55	< 1%
A Injury Crash	268	2%
B Injury Crash	1,280	10%
C Injury Crash	1,197	10%
No Injuries	9,626	77%
Total Crash Events	12,426	100%

Source: IDOT, 2019-2023

Table 16: Total Crash Events in the MPA by Crash Injury Severity

Crash Injury Severity	Count of Crash Injury Severity	Percentage of Crash Injury Severity
Fatal Crash	32	< 1%
A Injury Crash	200	2%
B Injury Crash	1,012	9%
C Injury Crash	1,141	10%
No Injuries	8,513	78%
Total Crash Events	10,898	100%

Source: IDOT, 2019-2023

Poverty Status

Table 17: Households Living Below Poverty Levels in the Last 12 Months in Illinois, McLean County, MPA and Non-MPA Block Groups

	Illinois	McLean	MPA	Non-MPA
Income in the past 12 months below poverty level	1,429,024	20,879	18,988	1,891
Income in the past 12 months at or above poverty level	10,946,877	140,627	114,788	25,839

Total	12,375,901	161,506	133,776	27,730

Source: ACS 2023, 5-Year Estimate

Educational Attainment

Table 18: Population 25 and Over with no High School Degree in Illinois, McLean County, MPA and Non-MPA Block Groups

	Illinois	McLean	MPA	Non-MPA
Total population with no high school degree	675,097	4,436	3,667	769
Total population 25 years and over	6,599,151	105,692	86,713	18,979

Source: ACS 2023, 5-Year Estimate

Vehicle Ownership

Table 19: Households with No Vehicle Access in Illinois, McLean County, MPA and Non-MPA Block Groups

	Illinois	McLean	MPA	Non-MPA
Households with no vehicle access	545,425	3,975	3,683	292
Total number of households	5,001,904	69,072	58,330	10,742

Source: ACS 2023, 5-Year Estimate

Employment Status

Table 20: Population 16 Years and Over in Labor Force in McLean County

	Illinois	McLean	MPA	Non-MPA
In labor force	6,658,874	89,043	74,754	14,289
Not in labor force	3,564,754	49,381	41,790	7,591
Total	10,223,628	138,424	116,544	21,880

Source: ACS 2023, 5-Year Estimate

Means of Transportation

Table 21: Means of Transport to Work for the Population 16 Years and Over

Commute Time	Illinois	McLean	MPA	Non-MPA
Car/truck/van	4,610,090	66,081	54,493	11,588
Worked from home	860,338	13,327	11,581	1,746
Public transportation	392,650	664	664	-
Walked	167,591	3,481	3,295	186
Other means	58,095	445	347	98
Bicycle	32,408	266	259	7
Taxicab	19,591	115	115	-
Motorcycle	4,075	24	14	10
Total	6,144,838	84,403	70,768	13,635

Source: ACS 2023, 5-Year Estimate

Commute Time

Table 22: Commute Time to Work for Population 16 Years and Over

Commute Time	Illinois	McLean	MPA	Non-MPA
< 15 minutes	1,296,819	33,359	30,864	2,495
15 -24 minutes	1,379,549	22,655	18,848	3,807
25-34 minutes	1,091,794	7,312	3,673	3,639
> 34 minutes	1,516,338	7,750	5,802	1,948
Total	5,284,500	71,076	59,187	11,889

Source: ACS 2023, 5-Year Estimate

Table 23: Commute Time to Work for the Population 16 Years and Over Based on Average Commute Time in McLean County

Commute Time	Illinois	McLean	MPA	Non-MPA
19 minutes or less	2,004,122	47,918	44,127	3,791
>19 minutes	3,280,378	23,158	15,060	8,098
Total	5,284,500	71,076	59,187	11,889

Source: ACS 2023, 5-Year Estimate

Appendix 3: Definition of CEJST Factors for Disadvantaged Communities Included

Factor	Definitions	Variables Considered
Workforce Development	The burdens in the workforce development category aim to identify census tracts that would benefit from greater workforce development. This is in line with the goal of promoting training and workforce development related to climate, clean energy, and other related categories.	-Linguistic isolation ≥ 90th percentile OR -Low median income ≥ 90th percentile OR -Poverty ≥ 90th percentile OR -Unemployment ≥ 90th percentile They must also meet the threshold of the socioeconomic indicator, which is that fewer than 10 percent of people ages 25 or older have a high school education (i.e., graduated with a high school diploma).9
Housing	The burdens in the housing category aim to measure the housing cost, the degree of lead paint exposure in housing, historic underinvestment due to redlining, lack of green space, and the share of structures without indoor plumbing or kitchens within a census tract.	-Historic underinvestment = Yes OR -Housing cost ≥ 90th percentile OR -Lack of green space ≥ 90th percentile OR -Lack of indoor plumbing ≥ 90th percentile -Lead paint ≥ 90th percentile

Pollution	The burdens in the legacy pollution category aim to measure how much legacy, current, and potential pollution a census tract has through abandoned mines, Formerly Used Defense Sites (FUDS), proximity to hazardous waste facilitates, Risk Management Plan (RMP) facilities, and Superfund sites (otherwise known as National Priorities List (NPL).	-Abandoned mine land present = Yes OR -Formerly Used Defense Site (FUDS) present = Yes OR -Proximity to hazardous waste facilities ≥ 90th percentile OR -Proximity to Superfund or National Priorities List (NPL) sites ≥ 90th percentile OR -Proximity to Risk Management Plan (RMP) sites ≥ 90th percentile
Health	The burdens in the health category aim to identify areas facing high rates of asthma, diabetes, heart disease, and low life expectancy within a census tract.	-Asthma ≥ 90th percentile OR -Diabetes ≥ 90th percentile OR -Heart disease ≥ 90th percentile OR -Low life expectancy ≥ 90th percentile -They must also meet the threshold for the low-income burden, which is at or above the 65th percentile.
Water and wastewater	The burdens in the water and wastewater category aim to measure the census tract's proximity to toxicity-weighted wastewater discharges and underground storage tanks that may leak.	-Underground storage tanks and releases ≥ 90th percentile OR -Wastewater discharge ≥ 90th percentile -They must also meet the threshold for the low-income burden, which is at or above the 65th percentile.
Transportation	The burdens in the transportation category aim to measure transportation-related pollution, transportation barriers, and traffic-related noise and proximity within a census tract.	-Diesel particulate matter ≥ 90th percentile OR -Transportation barriers ≥ 90th percentile OR -Traffic proximity and volume ≥ 90th percentile -They must also meet the threshold for the low-income burden, which is at or above the 65th percentile.
DOT Travel Barrier Percentile	Environmental, climate, or other burdens used to assess transportation as a factor for disadvantaged communities	Average relative cost and time spent on transportation relative to all other tracts.
Traffic Proximity & Volume Percentile		Count of vehicles at major roads within 500 meters, divided by distance in meters. This is compiled from DOT traffic data from 2017.

Source: Climate and Economic Justice Screening Tool (CEJST)[12][13]

[12] White House Council on Environmental Quality. (2024, December). *Climate and Economic Justice Screening Tool: Technical support document (Version 2.0)*. https://screeningtool.geoplatform.gov/

[13] Other factors such as climate change, energy and proximity to other disadvantaged communities are not included in this summary.


go:safe
McLean County

Appendix C – Safety Analysis

LOCHMUELLER GROUP

MEMO

To: McLean County Regional Planning Commission (MCRPC)

From: Lochmueller Group

Date: June 6, 2025

Subject: McLean Go:Safe Action Plan – Safety Analysis Memo

Safety Analysis

Introduction

The McLean County Go:Safe Action Plan (the Plan) Update will establish an implementation guide for strategies to reduce and eliminate roadway fatalities and serious injuries. The Plan will rely on a complete understanding of observed crash patterns throughout the County to best inform effective strategies to improve safety. This memorandum details the technical safety analysis including regional crash trends, the high injury network, and high-risk roadway features.

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. Crash data include the following crash severity classifications:

- K – Fatal: Crash in which at least one person dies within 30 days of the crash.
- A – Incapacitating Injury: Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of before the injury. This includes sever lacerations, broken limbs, skull injuries, chest injuries, and abdominal injuries.
- B – Non-Incapacitating Injury: Any injury, other than a fatal or incapacitating injury, which is evident to observers at the crash scene. This includes lumps on the head, abrasions, bruises, and minor lacerations.
- C – Reported/Not Evident: Any injury reported or claimed which is not listed above. This includes momentary unconsciousness, claims of injury not evident, limping, complaints of pain, nausea, and hysteria.
- O – No Indication of Injury.

In addition to the crash severity classifications used by IDOT, this memo utilizes other terms to describe crash injury severity as shown in Table 1.

June 6, 2025
Page 2

TABLE 1 CRASH SEVERITY TERMS

Crash Severity Classification		
K	Fatal	Killed
A	Incapacitating	Seriously Injured
B	Non-Incapacitating	Minor Injury
C	No Injury	No Injury
O	No Injury	No Injury

**Killed or Seriously Injured (KSI) reflects K (fatal) and A (incapacitating) crashes.*

Crash data for McLean County was analyzed over the 5-year period from 2019 to 2023. This analysis provides insights necessary for identifying high-risk areas, understanding the circumstances surrounding crashes, and identifying and prioritizing interventions to mitigate potential safety issues. From 2019 to 2023, McLean County experienced a total of 12,426 crashes, averaging about 2,486 incidents annually (Figure 1). Crash incidents were rising after the 2020 pandemic with 2022 marking the crash incident peak, followed by a decline in 2023.

FIGURE 1 CRASHES PER YEAR, MCLEAN COUNTY, 2019-2023

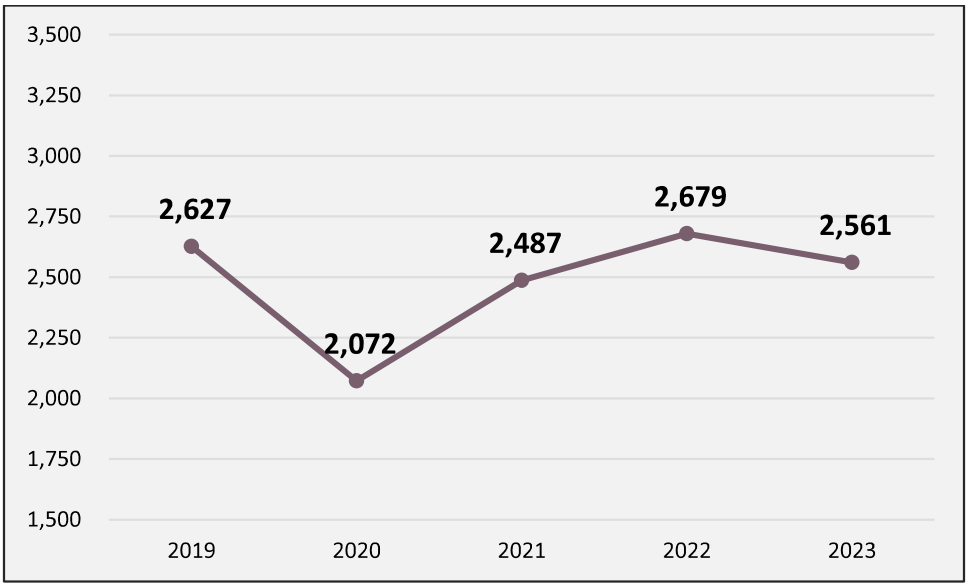


Figure 2 and Figure 3 show concentrations of crashes throughout McLean County in both the rural areas (outside of the Metropolitan Planning Area (MPA)) and the urban area (inside of the MPA). Identifying locations with higher densities of crashes can aid in identifying potential priority investment areas. In addition to geographic location, the crash density map is weighted by crash severity, such that more severe crashes are weighted more heavily, fatalities and severe injuries represent the most critical outcomes in traffic crashes. By giving more weight to these incidents, the weighted heatmap helps to prioritize areas that pose the highest risk to human life and well-being.

As shown, 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 potential conflict points. Crashes are also seen in relatively higher concentrations along major thoroughfares leading in and out of the urban core such as Main Street (Business 51), Veterans Parkway (Business 55), and College Avenue. Following the maps below is a comprehensive breakdown of crash type, crash cause, and other crash factors seen in the analysis.

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FIGURE 2 RURAL CRASH HEATMAP (OUTSIDE OF MPA)

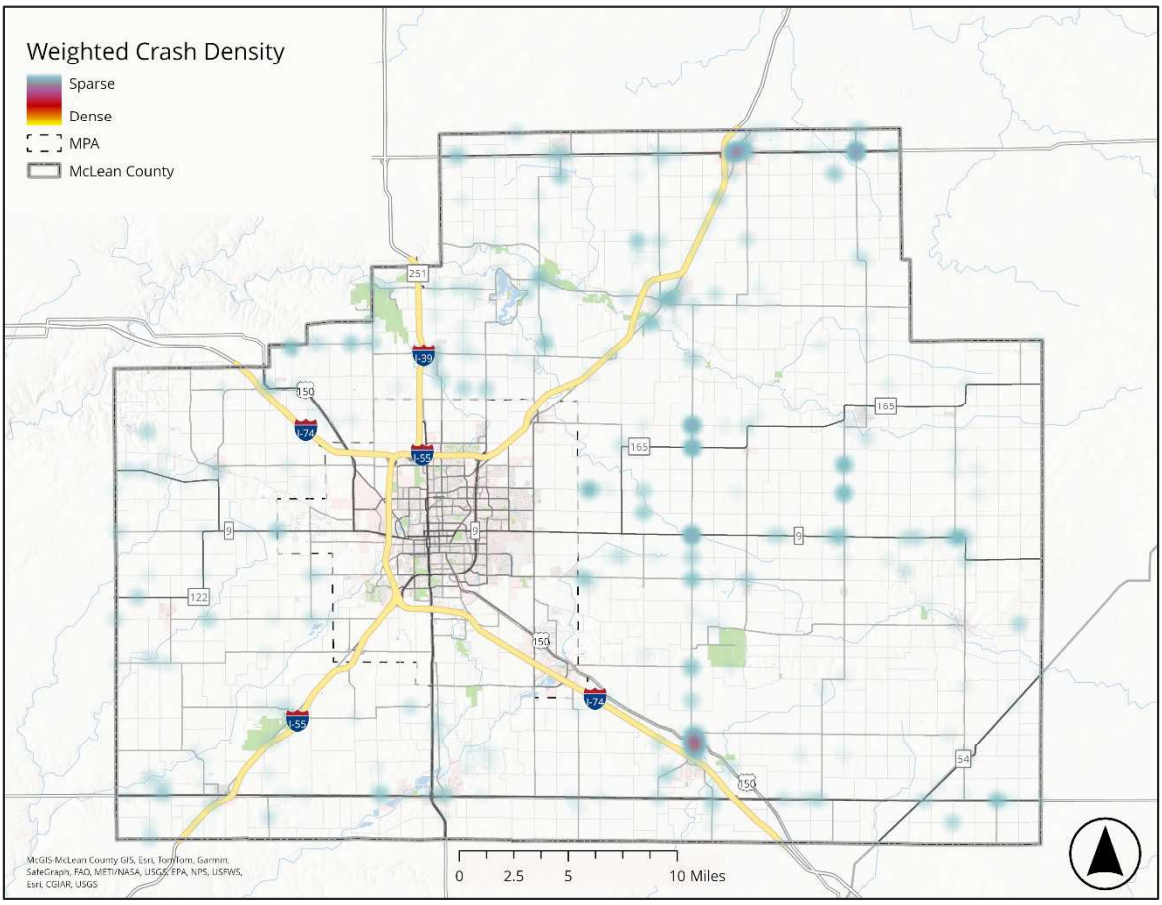

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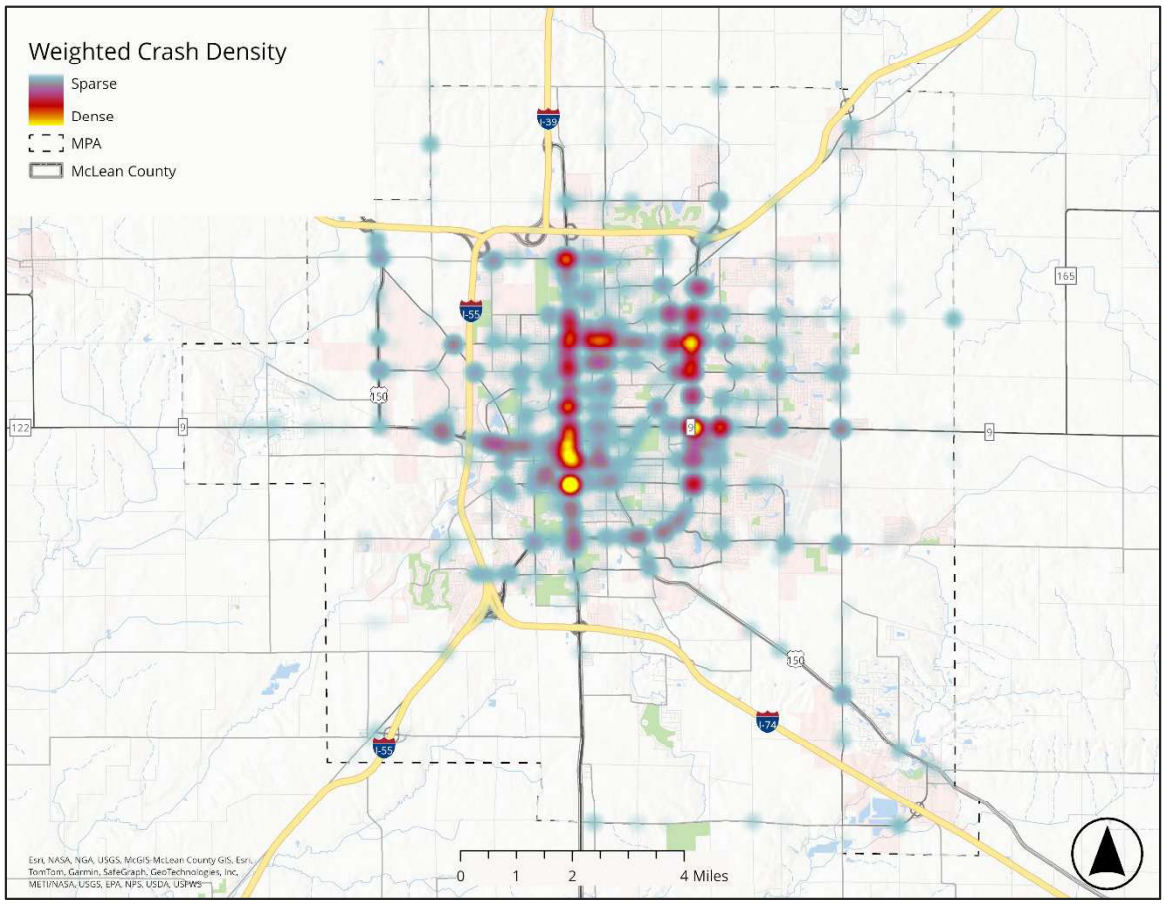
FIGURE 3 URBAN CRASH HEATMAP (INSIDE OF MPA)



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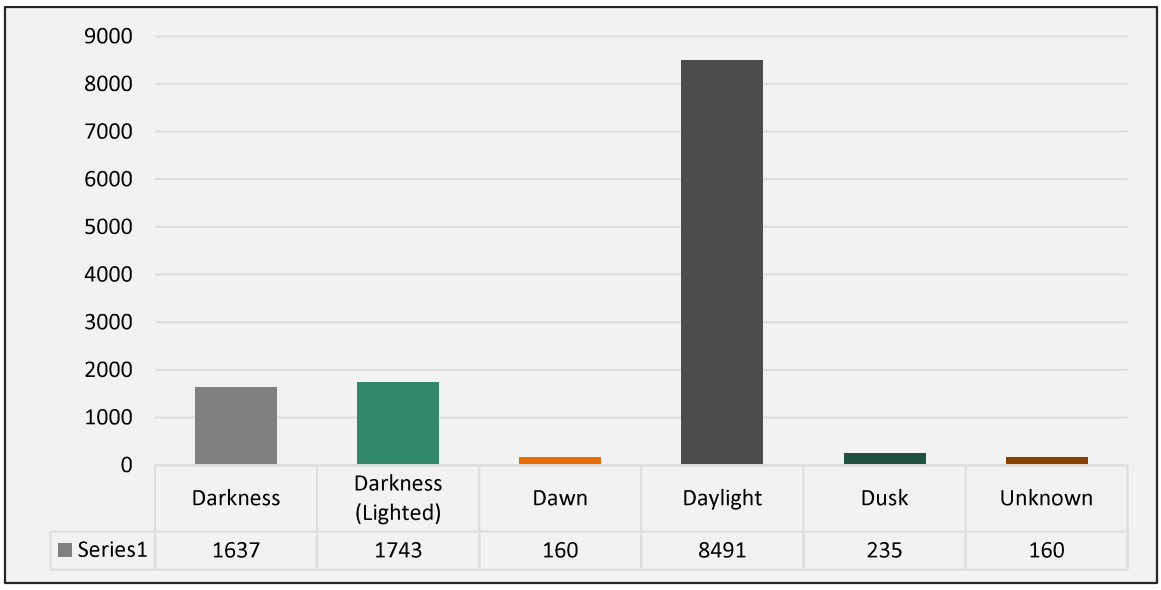
Crash Trends

An analysis of crash trends can aid in identifying persistent safety issues as well as locations where crashes occur frequently or where severe outcomes (injuries and fatalities) are prevalent. By pinpointing high-risk areas, the roadway owners can prioritize these areas for safety interventions and target infrastructure improvements such as road redesign, signage enhancement, or traffic signal adjustments. Identifying specific, persistent characteristics also enables agencies to develop targeted safety countermeasures. For instance, if a significant number of crashes occur under poor weather conditions, investing in improved drainage, better road materials, or public awareness campaigns about driving in adverse conditions can become a priority.

Lighting

2019 through 2023 crash data in the study area showed that a majority of crashes, nearly 70%, occurred during daylight. More crashes occurring during daylight hours can seem counterintuitive, as one might expect higher visibility to lead to safer driving conditions. However, several factors contribute to higher crash rates during daylight, such as a higher number of vehicles on the road, especially during rush hours. The higher volume of vehicles increases the likelihood of crashes and may require safety interventions related to traffic management or enhancing public transportation options to reduce the number of vehicles on the road.

FIGURE 4 CRASHES BY LIGHTING, MCLEAN COUNTY, 2019-2023



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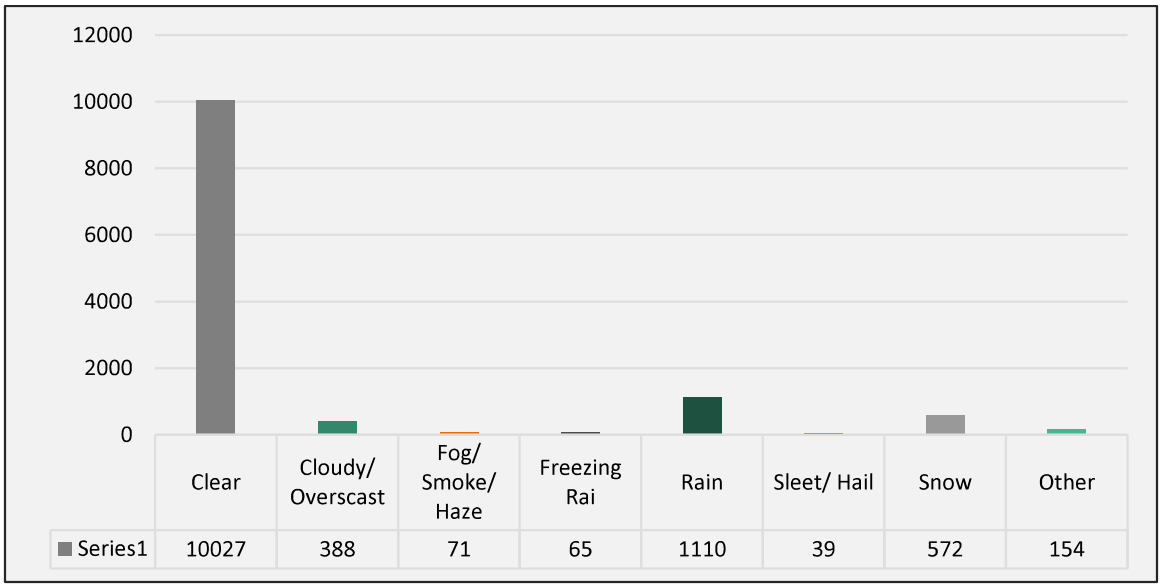
Weather

The results of weather-related crash statistics show about 20% of crashes in McLean County occur in weather that is not clear. If crashes spike during inclement weather, measures such as better road maintenance, timely snow and ice removal, and public awareness campaigns about driving in adverse weather conditions can be implemented.

FIGURE 5 CRASHES BY WEATHER, MCLEAN COUNTY, 2019-2023



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Primary Factors

Noteworthy primary factors contributing to McLean County crashes included a trend in crashes related to traffic control violations and speeding. Behavioral factors such as these are also top contributors identified by the US DOT and indicate a need for education and enforcement campaigns, among other safety countermeasures[1]. Table 2 shows the primary factors for the crash analysis, sorted in order of the largest combined number of associated crashes.

TABLE 2 PRIMARY FACTORS, MCLEAN COUNTY, 2019-2023

Primary Factor	Killed	Incapacitating Injury	Minor Injury	No Injury	Total
Traffic Control Violations	19	102	1,036	2,289	3,446
Speed Related Factors	7	40	499	1,890	2,436
Improper Maneuvers	9	19	237	1,916	2,181
Other	13	42	191	891	1,137
Environmental/ External Factors	0	7	78	744	829
Following too Closely	0	2	85	635	722
Driver Impairment	3	39	147	285	474
Weather	0	2	65	369	436
Distracted Driver	2	7	55	227	291
Driver Capability	0	3	42	207	252
Vehicle Factors	0	4	20	126	150
Reckless Operation	2	1	22	47	72
Total	**55**	**268**	**2,477**	**9,626**	**12,426**

Traffic control violations, speed related factors, and improper maneuvers make up the top three primary crash factors. Traffic control violations include the following behaviors:

- Disregarding other traffic signs
- Disregarding road markings
- Disregarding stop sign
- Disregarding traffic signals
- Disregarding yield sign
- Driving on wrong side/wrong way
- Failing to yield right of way

The speed related factors category includes the following behaviors:

- Exceeding authorized speed limit
- Exceeding safe speed for conditions
- Failing to reduce speed to avoid crash

The improper maneuver category includes crashes that were reported with the following primary factors:

- Improper backing
- Improper lane usage
- Improper passing
- Improper turning

The high rates of traffic control violations may be reduced through enforcement and educational campaigns. For crashes stemming from speed related factors, traffic calming treatments may help mitigate these crashes. Improper maneuver as the primary crash factor indicates a need for focused safety interventions that target driver education, roadway design, and enforcement strategies to improve overall safety.

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Urban/Rural

Analyzing the crash trends between urban and rural areas gives further insight into where and how serious and fatal crashes occur. 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, the severity of crashes differs between urban and rural. Rural crashes tend to result in higher rates of fatal and serious injury crashes as seen in Table 3. In urban areas, 0.3% of crashes resulted in a fatality, slightly less than crashes overall (0.4%), while 1.5% of rural crashes resulted in a fatality. In all crashes, 2.2% result in a serious injury. This is 1.8% in urban areas and 4.5% in rural areas. The higher rates of fatal and serious injury crashes in rural areas can be attributed to multiple factors such as the lack of lighting/signage, higher road speeds, or sightline issues.

TABLE 3 URBAN & RURAL CRASHES BY SEVERITY

	Urban Crashes		Rural Crashes	
	Count	*Percent*	*Count*	*Percent*
Killed	31	0.3%	24	1.5%
Incapacitating 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%

Table 4 shows the breakdown of urban and rural crashes resulting in a fatality or serious injury (KSI) by lighting conditions. Fatal and serious injury crashes occurring in the darkness were much more common amongst rural crashes, accounting for 34%, than amongst urban crashes, accounting for 13.1% of crashes. This disparity may be attributed to the lower frequency of lighting in rural areas compared to urban areas.

TABLE 4 URBAN & RURAL KSI CRASHES BY LIGHTING

	Urban KSI Crashes		Rural KSI Crashes	
	Count	*Percent*	*Count*	*Percent*
Darkness	30	13.1%	32	34%
Darkness / Lighted Road	48	21%	-	-
Dawn	9	3.9%	2	5.3%
Daylight	140	61.1%	15	57.4%
Dusk	2	0.9%	-	-
Unknown	-	-	3	3.2%
Total	229	100%	94	100%

Table 5 and Table 6 show the primary crash factors for rural and urban crashes, respectively. For urban crashes, the three most common factors include traffic control violations, speed related factors, and improper maneuvers. For rural crashes, the three most common crash factors are environmental/external factors, traffic control violations, and improper maneuvers.

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TABLE 5 URBAN CRASHES BY PRIMARY FACTOR

Primary Factor	Killed	Incapacitating Injury	Minor Injury	No Injury	Total
Traffic Control Violations	9	86	959	2,179	3,233
Speed Related Factors	6	33	462	1,786	2,287
Improper Maneuvers	6	10	208	1,789	2,013
Other	6	28	150	777	961
Following too Closely	-	1	81	622	704
Environmental/ External Factors	-	4	31	327	362
Driver Impairment	2	26	94	228	350
Weather	-	-	48	279	327
Distracted Driver	1	5	47	203	256
Driver Capability	-	3	32	172	207
Vehicle Factors	-	2	16	83	101
Reckless Operation	1	-	19	45	65
Total	**31**	**198**	**2,147**	**8,490**	**10,866**

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TABLE 6 RURAL CRASHES BY PRIMARY FACTOR

Primary Factor	Killed	Incapacitating Injury	Minor Injury	No Injury	Total
Environmental/ External Factors	-	3	47	417	467
Traffic Control Violations	10	16	77	110	213
Other	7	14	41	114	176
Improper Maneuvers	3	9	29	127	168
Speed Related Factors	1	7	37	104	149
Driver Impairment	1	13	53	57	124
Weather	-	2	17	90	109
Vehicle Factors	-	2	4	43	49
Driver Capability	-	-	10	35	45
Distracted Driver	1	2	8	24	35
Following too Closely	-	1	4	13	18
Reckless Operation	1	1	3	2	7
Total	**24**	**70**	**330**	**1,136**	**1,560**

Killed Or Seriously Injured Crash Risks

Analyzing killed or seriously injured crashes (KSI) can help uncover environmental 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 ensures that funding is spent 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 55 fatalities, with fatalities peaking in 2022. Serious injuries totaled 268, with the highest number occurring in 2019, but showing mostly a downward trend thereafter. Most KSI crashes occur in the urban area and are often caused by factors such as:

- Higher Pedestrian and Cyclist Exposure: Urban areas tends to have significantly more traffic from vulnerable road users such as pedestrians and cyclists which can lead to fatal or severe injury crashes even at lower speeds.
- Complex Intersections: Multi-lane intersections with multiple conflict points are a common characteristic of urban roadway networks. These more complex intersections can lead to confusion for drivers and create a higher chance for conflict between vehicles.
- Distracted Drivers: Urban environments are dense with signage, businesses, traffic, and pedestrian activity. These factors may cause drivers to become distracted.

Figure 6 details the locations of crashes and their severity in the County, and Table 7 shows crashes per year by severity.

FIGURE 6 CRASH SEVERITY MAP

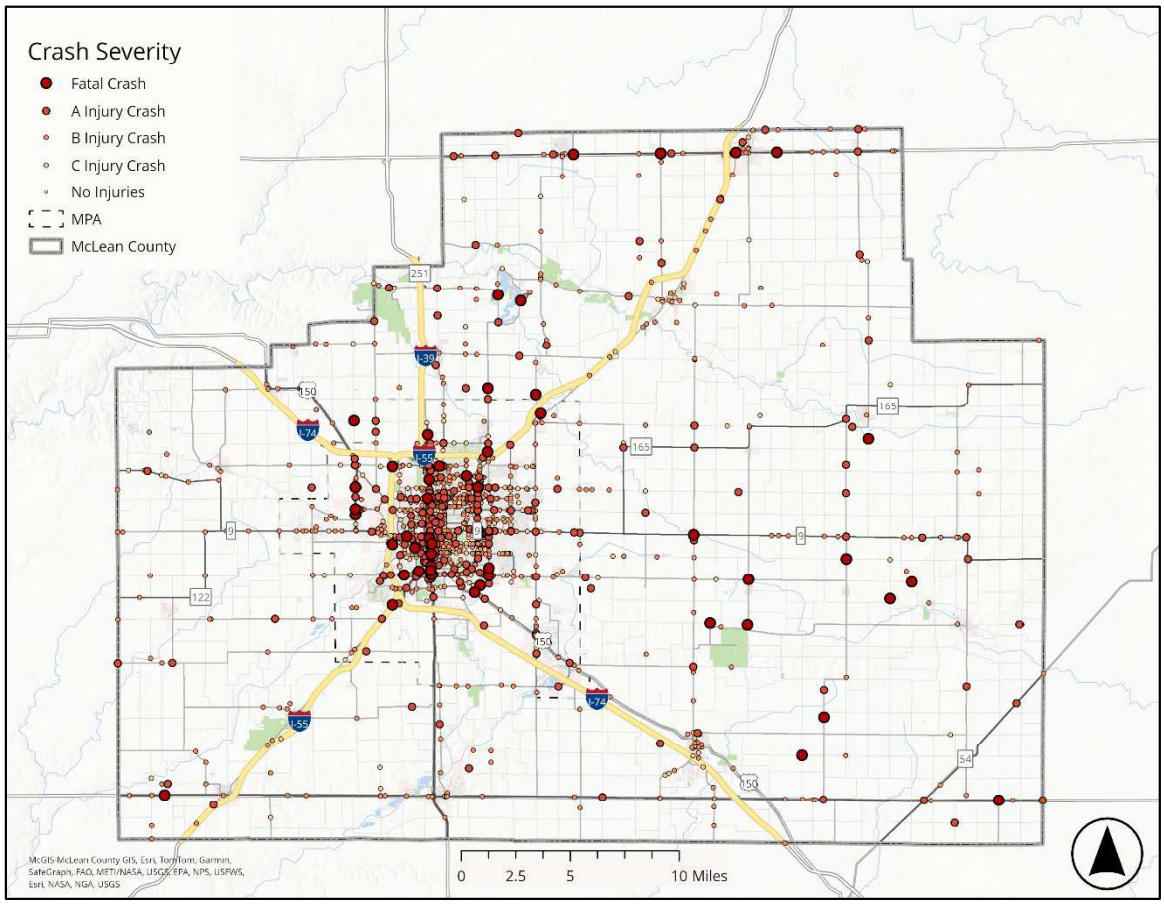

TABLE 7 CRASHES BY SEVERITY, MCLEAN COUNTY, PER YEAR 2019-2023

	2019	2020	2021	2022	2023
No Injury	2,064	1,579	1,938	2,073	1,972
Minor Injury	487	434	487	541	528
KSI	76	59	62	65	61
Total	2,627	2,072	2,487	2,679	2,561

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Table 8 shows crash types for KSI crashes. The most common KSI crash types include Fixed Object (63), Angle (60), Turning (56), and combined Pedalcyclist/Pedestrian (55). Fixed Object crashes occur when a driver loses control and leaves the roadway prior to striking an object. Angle crashes occur at intersections where both vehicles are intending to travel straight. Turning crashes occur at intersections where at least one vehicle is attempting a turning maneuver. Pedestrian/Pedalcyclist crashes are crashes that involve a both a vehicle and a pedestrian or pedalcyclist.

TABLE 8 KSI CRASH TYPES, MCLEAN COUNTY, 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
Grand Total	**323**

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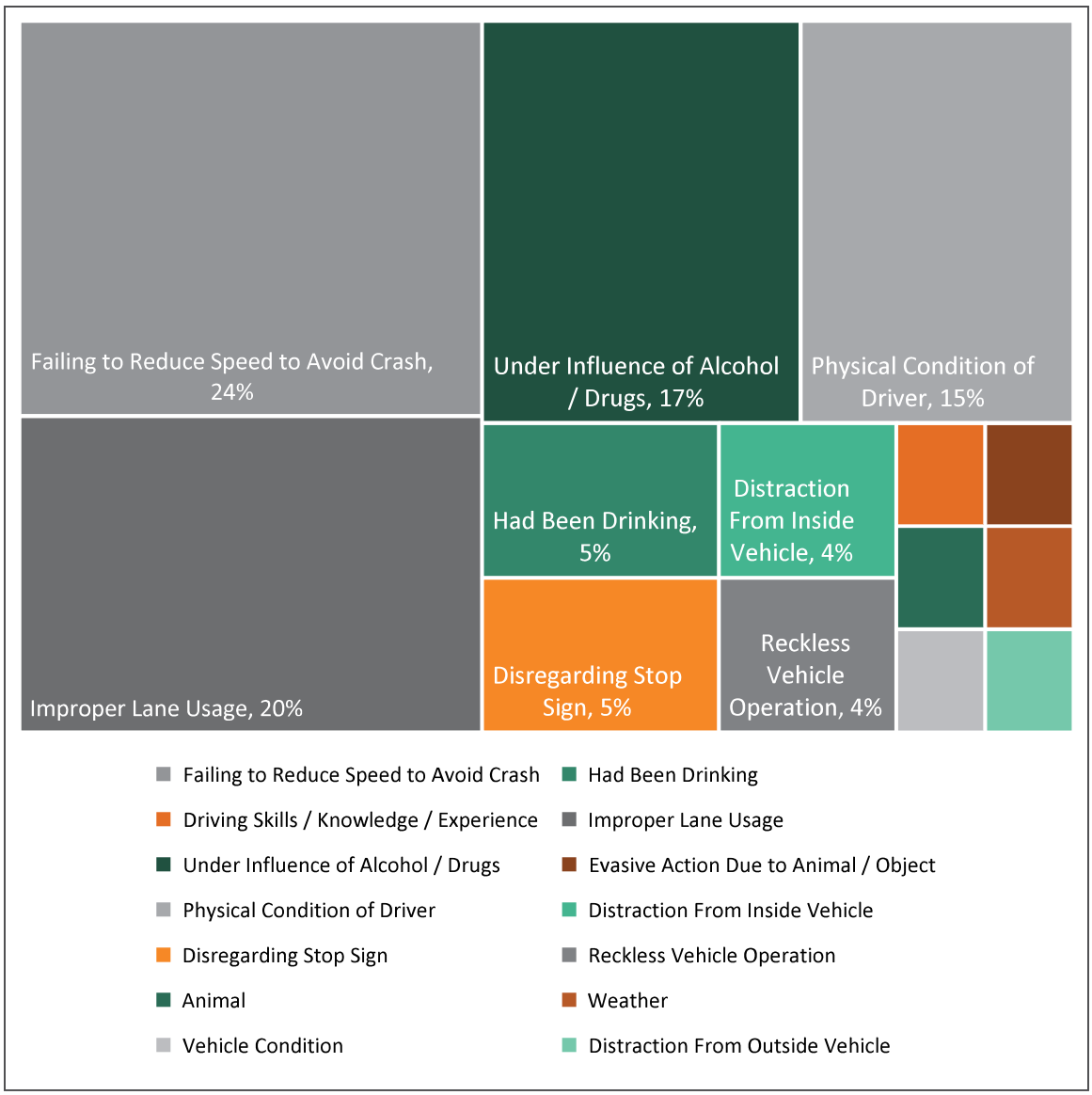
Fixed Object

Figure 7 shows the most common contributing factors for fixed object crashes. 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/signage, targeted enforcement, and educational campaigns are effective strategies to reduce severe fixed object crashes.

FIGURE 7 FIXED OBJECT KSI CRASHES, CONTRIBUTING FACTORS



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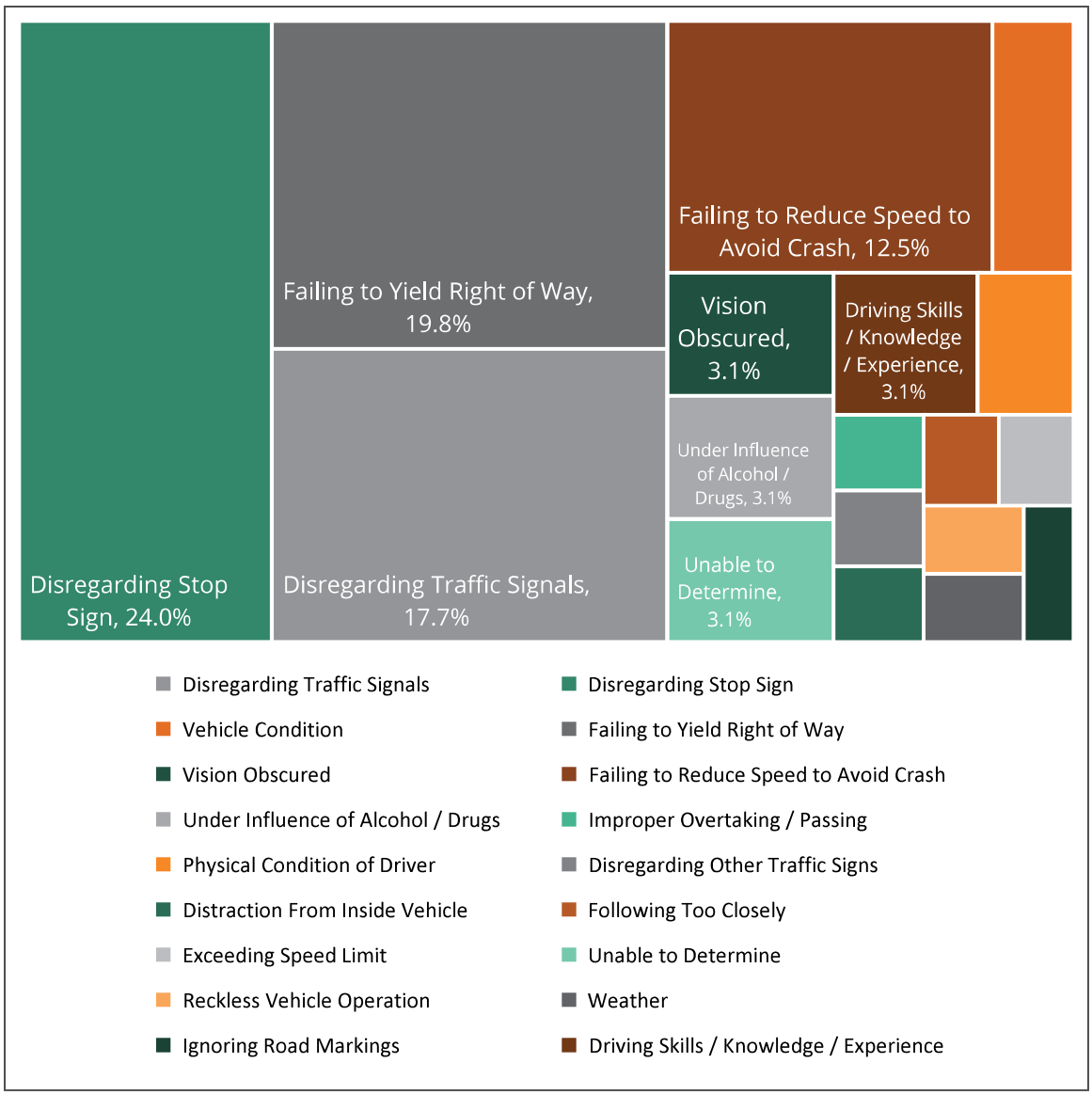
Angle

Figure 8 shows the most common contributing factors for Angle crashes. 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.

FIGURE 8 ANGLE KSI CRASHES, CONTRIBUTING FACTORS



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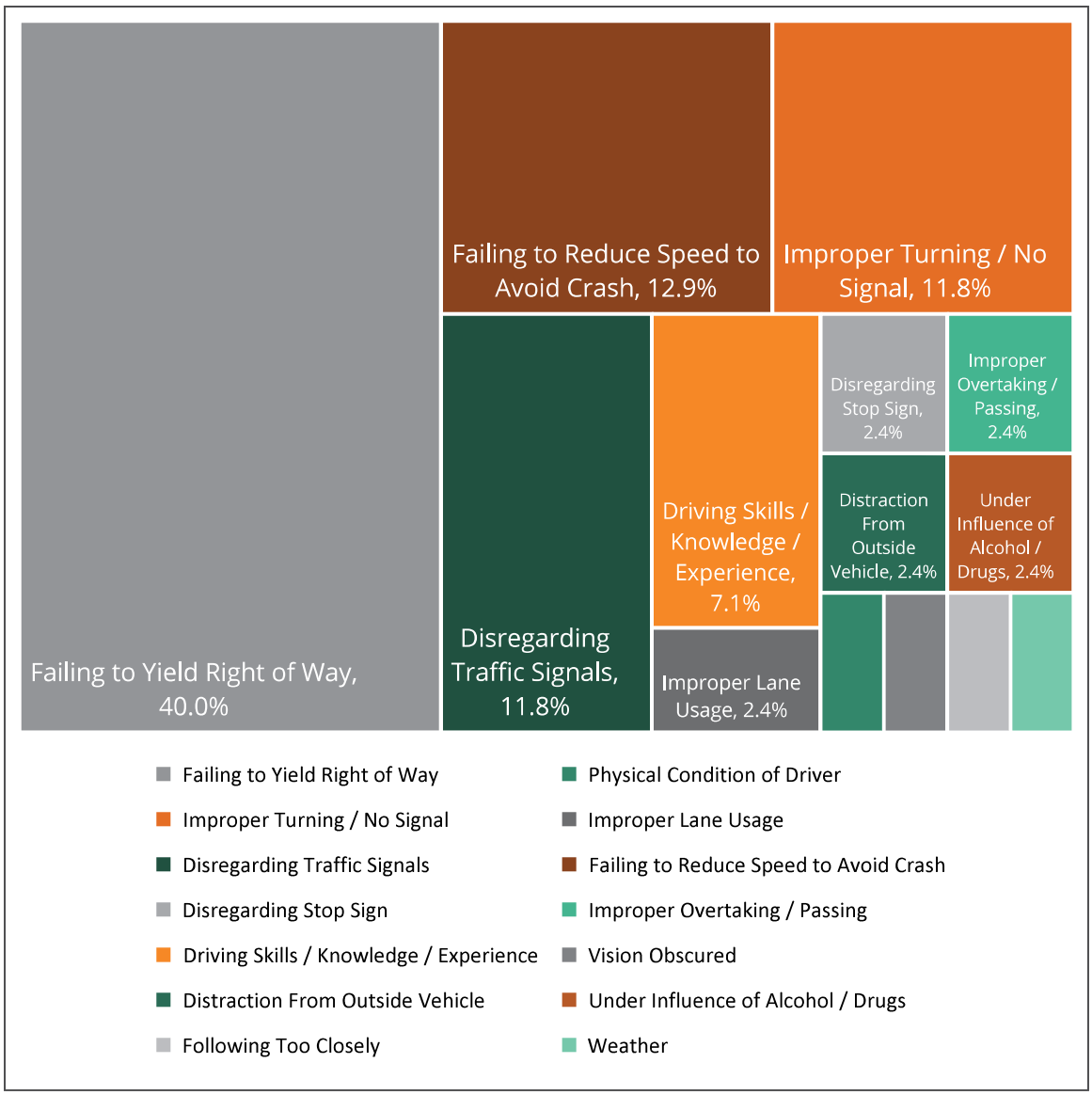
Turning

Figure 9 shows the most common contributing factors for Turning crashes. 40% 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.

FIGURE 9 TURNING KSI CRASHES, CONTRIBUTING FACTORS



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Pedestrian/Pedalcyclist

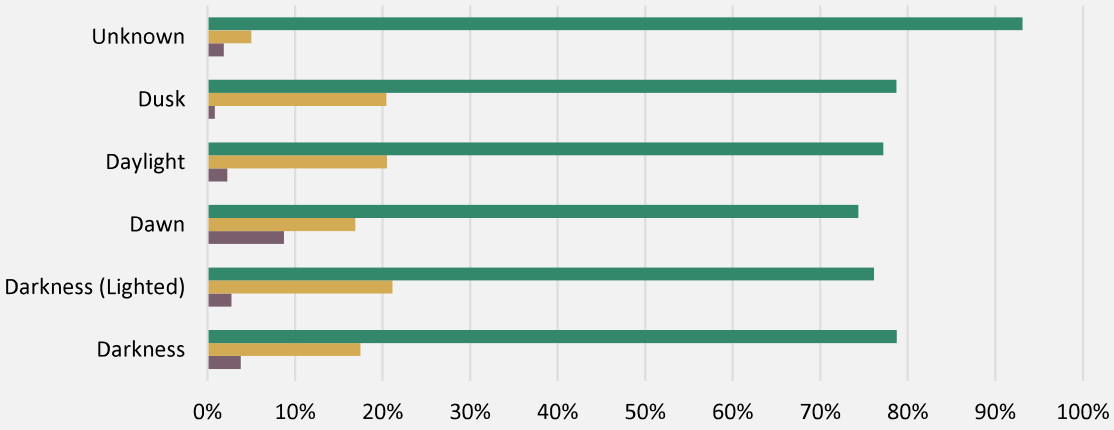
Figure 10 shows the most common contributing factors for crashes involving cyclists or pedestrians. Failing to yield right of way and failing to reduce speed each represented roughly one quarter of all contributing factors. Weather conditions, vehicular equipment issues, and disregard for stop signs were the next three most common factors. Traffic calming, crosswalk enhancements, sidewalks, and bikeways are effective strategies to reduce pedestrian and pedalcyclist crashes.

FIGURE 10 PEDESTRIAN/PEDALCYCLIST KSI CRASHES, CONTRIBUTING FACTORS

Time of Day

Figure 11 shows KSI crashes compared to No Injury crashes by lighting conditions. Dawn is the condition with the highest percentage of KSI crashes (8.8%) almost four times higher than Daylight. Darkness also has a significantly higher rate of KSI crashes (3.8%). Darkness (Lighted) is much closer to Daylight in terms of the KSI rate showing the increased or enhanced lighting can play a significant role in reducing KSI crashes in areas with poor lighting at night.

FIGURE 11 KSI CRASHES BY LIGHTING CONDITIONS, MCLEAN COUNTY, 2019-2023



	Darkness	Darkness (Lighted)	Dawn	Daylight	Dusk	Unknown
No Injury	78.7%	76.1%	74.4%	77.2%	78.7%	93.1%
Minor Injury	17.5%	21.1%	16.9%	20.5%	20.4%	5.0%
KSI	3.8%	2.8%	8.8%	2.3%	0.9%	1.9%

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Shown in Figure 12, time of day and time of the year are significant circumstances to the prevalence of KSI crashes. Generally, the 3pm – 6pm experiences the most KSI crashes which corresponds to the evening commute and school dismissal. The month of May sees the most KSI crashes followed by the fall months of October and November. These months correspond to pleasant temperatures that encourage folks to be active and outside.

FIGURE 12 KSI CRASHES BY TIME OF DAY AND MONTH, MCLEAN COUNTY, 2019-2023

Hour	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
6am	1	1	0	0	2	1	0	0	0	1	3	3	12
7am	2	1	4	2	0	2	2	0	1	1	1	3	19
8am	0	0	1	0	1	2	0	0	1	1	1	1	8
9am	0	2	0	1	2	1	2	2	1	4	1	0	16
10am	0	0	0	0	4	0	1	3	1	1	4	0	14
11am	0	1	2	0	1	0	0	3	0	3	0	0	10
12pm	3	1	3	1	0	4	1	1	2	2	1	3	22
1pm	1	2	0	1	3	3	0	1	0	2	3	1	17
2pm	0	1	2	2	1	1	2	3	2	0	1	2	17
3pm	1	3	1	1	7	2	1	0	1	7	1	2	27
4pm	1	0	2	1	4	3	0	4	1	3	2	0	21
5pm	1	0	3	1	2	0	0	2	0	2	4	0	15
6pm	1	0	1	3	2	1	1	1	3	2	2	4	21
7pm	2	1	1	0	2	0	1	0	1	4	2	1	15
8pm	0	2	3	1	0	2	1	0	2	3	3	1	18
9pm	0	1	0	2	1	0	0	2	1	0	1	1	9
10pm	0	1	1	1	0	2	2	2	2	1	2	1	15
11pm	1	1	0	2	2	0	2	1	1	0	0	0	10
12am	0	0	1	2	2	2	0	1	2	1	3	0	14
1am	0	0	0	1	0	1	1	1	0	0	0	0	4
2am	0	0	0	0	2	0	0	0	0	0	1	0	3
3am	1	0	1	0	1	2	0	0	1	0	0	0	6
4am	0	0	0	0	1	1	1	0	1	1	1	0	6
5am	0	1	0	0	0	2	0	0	0	0	0	1	4
Total	**15**	**19**	**26**	**22**	**40**	**32**	**18**	**27**	**24**	**39**	**37**	**24**	**323**

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Vulnerable Road Users

Compared to all crashes, pedestrian/pedalcyclist-related incidents reflected a higher rate of severity in terms of fatalities and serious injuries. Recent increases in pedestrian fatalities in urban areas have led to national vulnerable road user (VRU) safety initiatives such as the Safe Transportation for Every Pedestrian (STEP) program[2], guidance in the National Roadway Safety Strategy (NRSS)[3], the Safe Systems Approach and Vision Zero[4], VRU Safety Assessments[5], and various other more targeted programs such as the VRU Special Rule[6].

Over the five-year period, McLean County experienced 154 pedestrian crashes and 95 pedalcyclist involved crashes. Of these crashes, 35 pedestrian crashes and 20 pedalcyclist crashes resulted in a fatality or a serious injury. This accounts for 22.7% of pedestrian crashes and 21.1% of pedalcyclist crashes, much higher than crashes as a whole where 2.6% of crashes result in a fatality of serious injury. This highlights how much more dangerous crashes can be when involving VRUs. Table 9 shows the counts of pedestrian- and pedalcyclist-involved crashes by severity, and Figure 13 shows the difference in crash severity between pedestrian/pedalcyclist crashes and all other crash types. Pedestrians and pedalcyclists are ten times more likely to suffer a fatal or serious injury as a result of a crash compared to occupants of motor vehicles in all other crash types.

TABLE 9 PEDESTRIAN & PEDALCYCLIST CRASHES BY SEVERITY, MCLEAN COUNTY, 2019-2023

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

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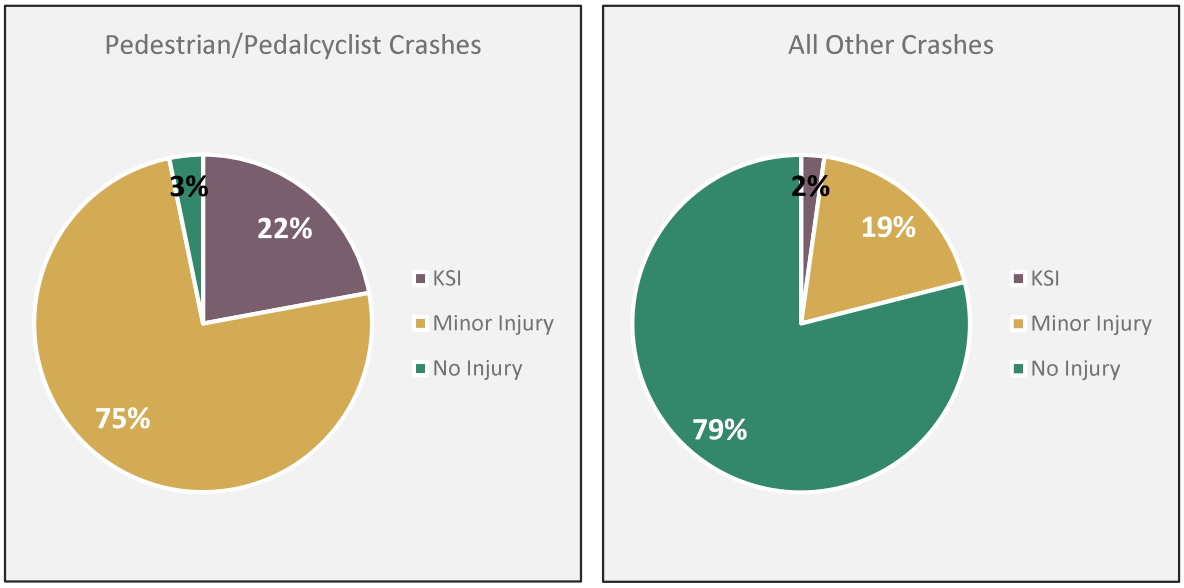
FIGURE 13 PEDESTRIAN/PEDALCYCLIST CRASH SEVERITY COMPARISON



For an interactive experience with the crash data, visit the online crash dashboard.

https://lochgroup.maps.arcgis.com/apps/dashboards/41c314120b0d410da9377f7bcbbbc9cc

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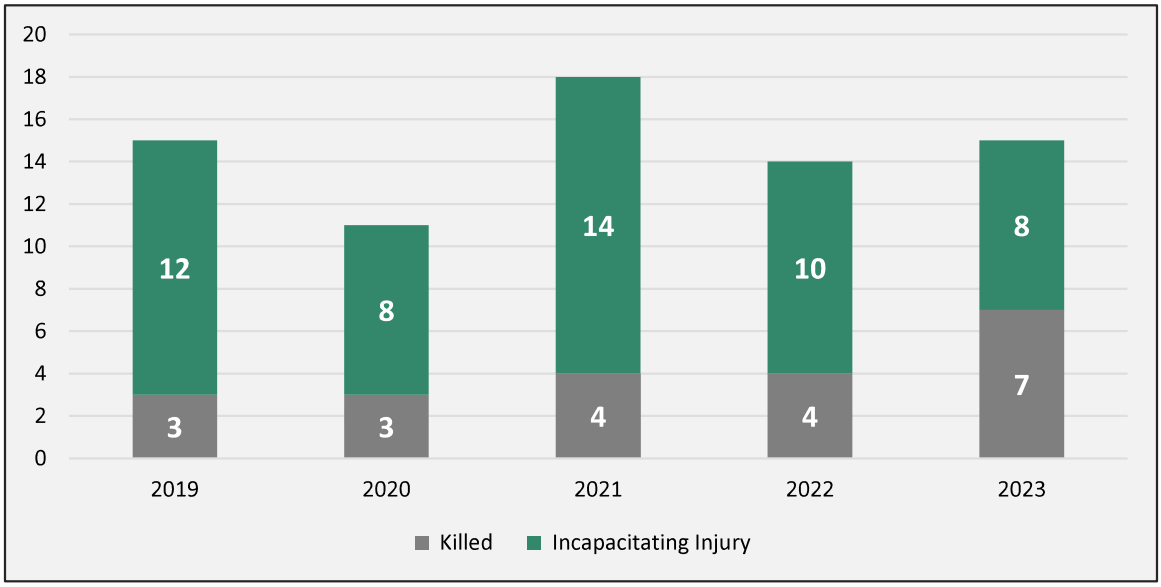
Freeway Crash Analysis

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. Over the five-year period, there were 2,133 interstate crashes (over 400 per year, more than one every day). Twenty-one resulted in fatalities and 52 resulted in incapacitating injuries. Figure 14 shows the yearly counts of fatal and incapacitating injury crashes along interstates/freeways.

FIGURE 14 FATAL & INCAPACITATING FREEWAY CRASHES, MCLEAN COUNTY, PER YEAR 2019-2023



Freeway crashes resulting in a fatality or incapacitating injury occurred at a higher rate than non-freeway crashes in McLean County. This may be attributed to the higher speeds on freeways. Nearly 43% of fatal crashes and 35% of incapacitating injury crashes involved speed.

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Shown in Table 10, speed related factors account for the second most common primary factor for both fatal and incapacitating injury crashes and rank as the third most common crash factor overall. The most common factor for fatal crashes on interstates is improper maneuvers while the most common factor for incapacitating crashes is driver impairment.

TABLE 10 FREEWAY CRASHES BY PRIMARY FACTOR, MCLEAN COUNTY, 2019-2023

Primary Factor	Killed	Incapacitating Injury	Minor Injury	No Injury	Total
Improper Maneuvers	7	10	47	369	433
Environmental/External Factors	0	3	29	351	383
Speed Related Factors	4	10	68	287	369
Weather	0	5	48	310	363
Vehicle Factors	1	2	16	181	200
Driver Impairment	2	14	39	61	116
Other	3	0	2	69	74
Traffic Control Violations	2	3	9	54	68
Following too Closely	0	0	10	50	60
Driver Capability	1	3	7	29	40
Distracted Driver	1	1	3	19	24
Reckless Operation	0	1	0	2	3
Total	**21**	**52**	**278**	**1,782**	**2,133**

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High Injury Network Development

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. 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.

Note: Interstate/Freeway crashes were not included in the development of the McLean County HIN.

Network Crash Statistics

Network crash statistics were aggregated to create a safety index for each roadway segment in the GIS. The safety index evaluated each segment by the network crash statistics and represents a data-driven metric for overall roadway safety. Higher safety index scores means more fatal and serious injury crashes.

The network crash statistics used to create the safety index are shown below:

- K (fatal) Crashes per Mile
- A (incapacitating) Crashes per Mile
- B (minor injury) Crashes per Mile
- C, O (no injury) Crashes per Mile

Each network crash statistic was weighted according to societal crash costs[7]. Weight factors based on societal crash costs were adjusted to reflect equivalent O crash costs as shown in Table 11.

TABLE 11 HIN SEVERITY WEIGHT FACTORS

Crash Severity	Severity Weight Factor
K (fatal)	6,245,736
A (incapacitating)	336,521
B (minor injury)	123,079
C, O (no injury)	1

Network crash statistics were calculated for each roadway segment. Then, statistics were standardized (scaled) using a minimum-maximum method[8] to allow variables to be aggregated and to mitigate the influence of outliers in the data. The standardized variables were weighted according to the severity weight factors shown above and aggregated for each segment to establish the safety index (scaled from 1 to 10). The top 20% of safety index scores were identified as the HIN. The final HIN was cleaned to remove any remaining outliers or gaps.

Since the HIN is identified according to the safety index score relative to other corridors, to remove urban area bias and to attempt to illustrate need throughout the entire MCRPC region, separate urban and rural HINs were developed. Not only does this allow for greater rural representation on the HIN, but it more fully and clearly illustrates the extent of urban needs. Figure 15 shows a map of the rural HIN and Figure 16 shows a map of the urban HIN.

To view the High Injury Network on an interactive web map, see the link below.

https://lochgroup.maps.arcgis.com/apps/mapviewer/index.html?webmap=0c2b2f6af7054c74b07858eca1402816

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FIGURE 15 RURAL HIN

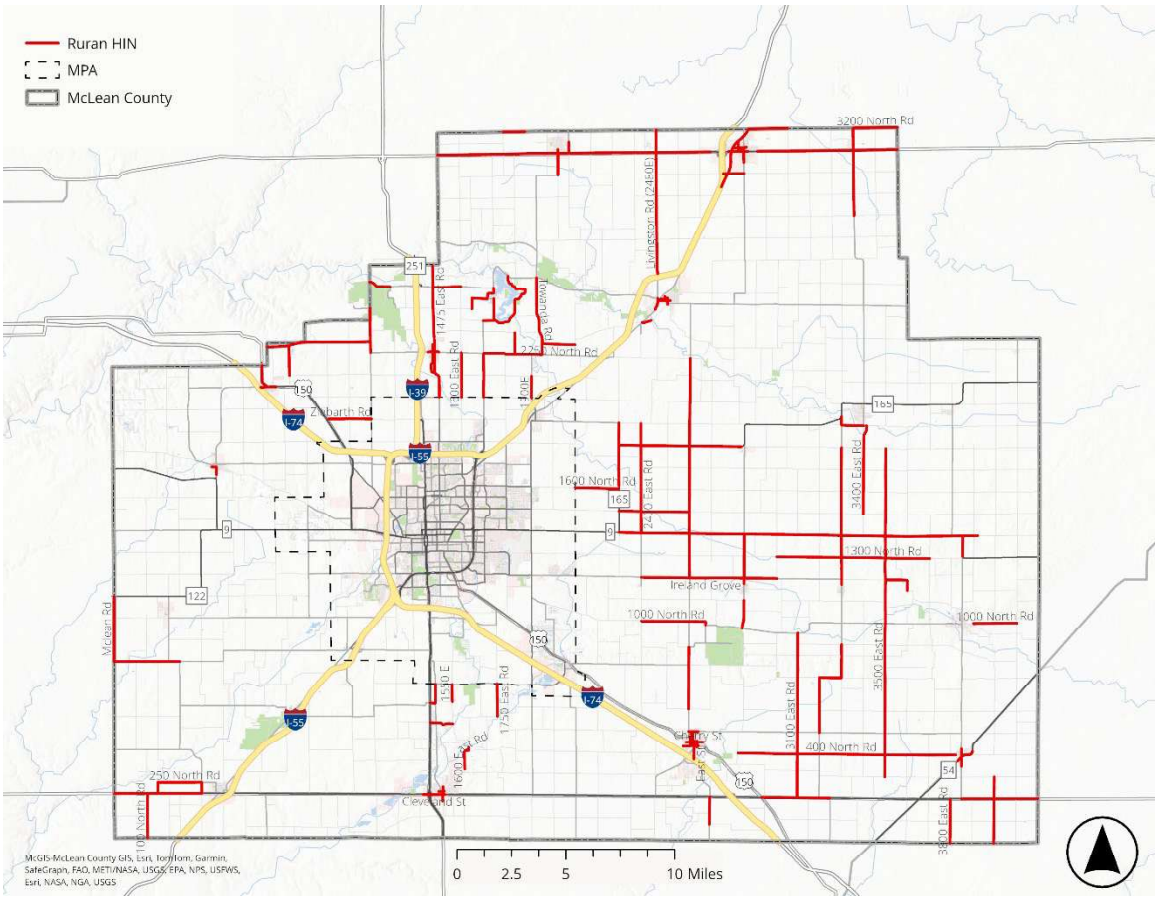

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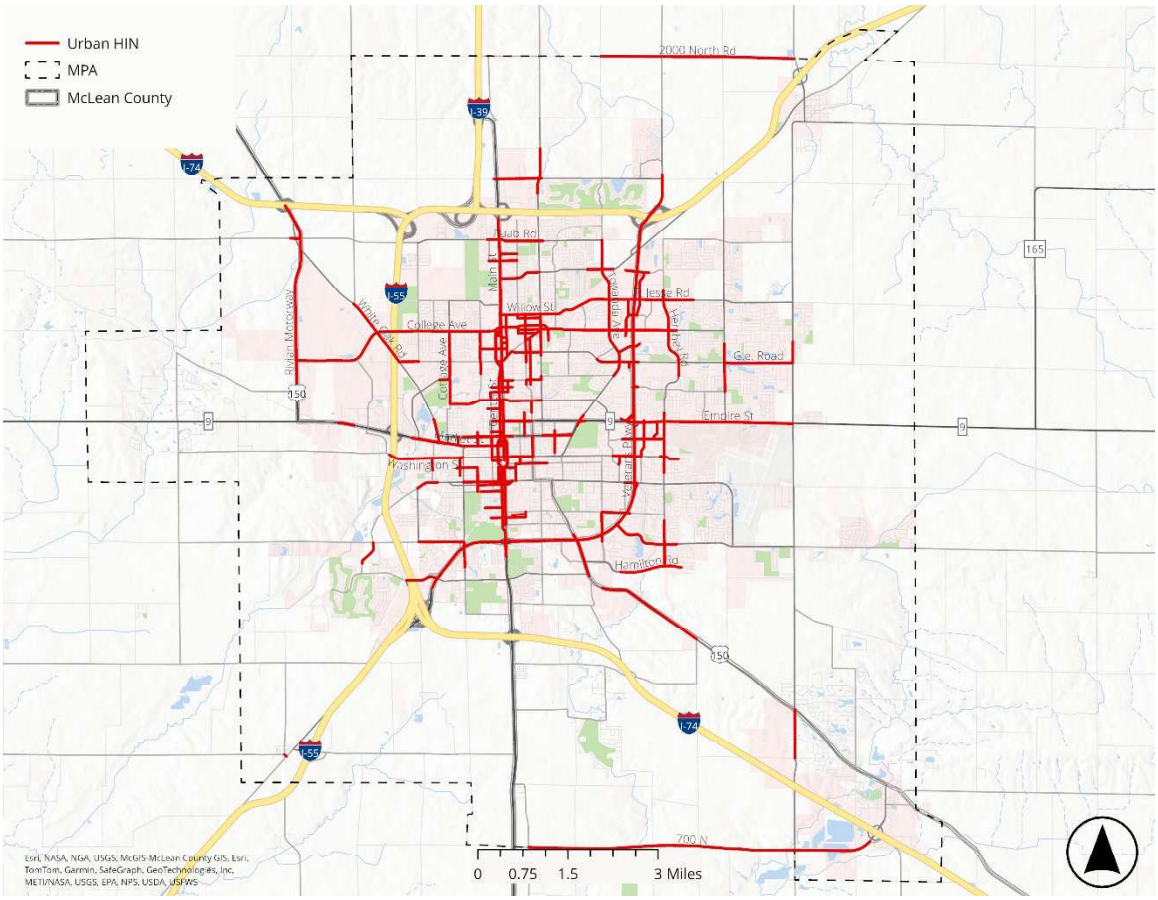
FIGURE 16 URBAN HIN



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Systemic Safety Analysis

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

Note: The identification of risk factors does not mean that a certain roadway feature contributes to or causes fatal or serious injury crashes. Rather, risk factors are simply used to identify common features of roadways on which fatal and serious injury crashes occur in order to identify other roadways with similar risks.

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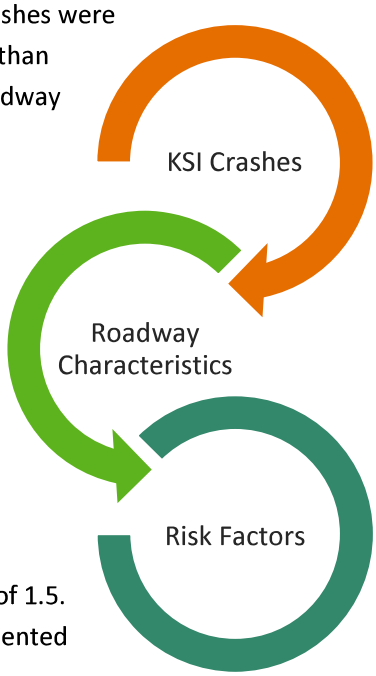
Risk Factors

Six roadway characteristics were analyzed in the development of risk factors. Roadway characteristics were selected based on the availability of data and/or roadway characteristics commonly observed alongside high vehicle speeds, unsafe conflicts, and serious collisions. For each roadway characteristic, the percentage of KSI crashes was compared to the percentage of roadway length determining the risk factor for that characteristic. Only KSI crashes were used in the risk analysis. Roadway features with a risk factor greater than one have a higher-than-average risk and are considered high-risk roadway features. The six roadway characteristics include:



- Functional Classification
- Jurisdiction Type
- Shoulder Type
- Number of Lanes
- Lane Width
- Multimodal Activity

Example Risk Factor

If 30% of KSI crashes occurred along 20% of roadways (length) with a given feature, the risk factor calculation is 30%/20% for a risk factor of 1.5. In this example, roadways with the given risk feature are over-represented and have 1.5 times the expected number of KSI crashes.

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Functional Classification

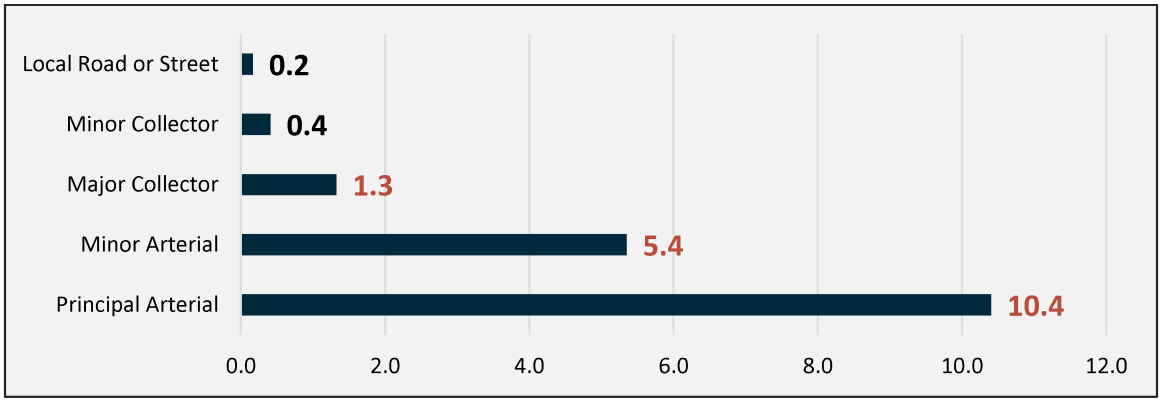
Streets and highways are grouped into classes according to the character of the service they are designed and intended to provide. Roadways with higher classifications (arterials) serve the mobility needs of a greater number of travelers and typically carry more traffic volume. Roadways with lower classifications (local roads) provide access to individual properties. While most roadways provide some combination of access and mobility, the functional classification indicates a roadway's primary purpose which, in turn, influences roadway design.

Roadways in McLean County with the following functional classifications have risk factors greater than one:

- Principal Arterial
- Minor Arterial
- Major Collector

These roadway types experience a greater share of KSI crashes than expected and should be treated with systemic countermeasures to improve safety outcomes systemwide.

FIGURE 17 FUNCTIONAL CLASSIFICATION RISK FACTORS, MCLEAN COUNTY



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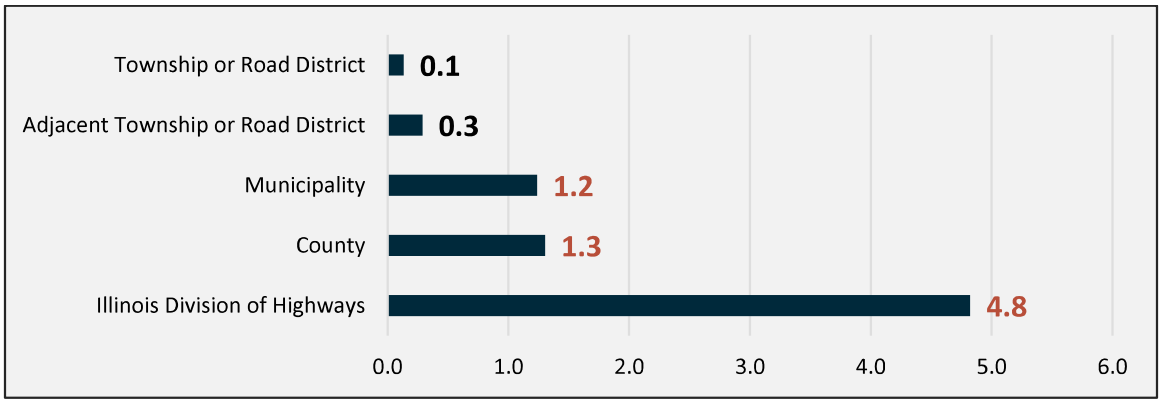
Jurisdiction Type

Transportation assets within the roadway network are owned by, and are the responsibility of, multiple government agencies throughout the region. Each government agency has their own competing responsibilities, priorities, design standards, funding, and constituencies.

IDOT is the agency responsible for around 10% of the roadway mileage in the County, but approximately 47% of KSI crashes occur on these roadways, leading to a risk factor of 4.8. Similarly, County owned/maintained roadways have a risk factor of 1.3 and local municipal roadways have a risk factor of 1.2.

FIGURE 18 JURISDICTION TYPE RISK FACTORS, MCLEAN COUNTY



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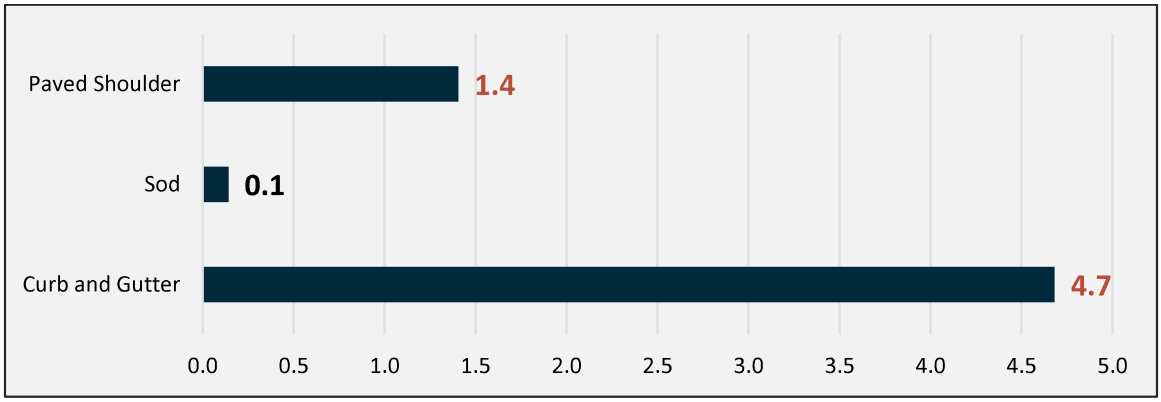
Shoulder Type

The outside shoulder is the space outside of the through lane. Shoulders vary in type and width depending on roadway design and context. Shoulder type can impact run off the road actions, speed, emergency response, pedestrian access, and stormwater management. The most common shoulder types include curb and gutter, paved shoulders, and earth/grassy shoulders.

Curb and gutters are typical in urban areas and consist of a raised edge and a sidewalk. Roadways with curb and gutters have a risk factor of 4.7. Paved shoulders are common in both urban and rural contexts, can be concrete or asphalt, and are typically from two feet to ten feet wide. Roadways with paved shoulders have a risk factor of 1.4 in McLean County.

FIGURE 19 SHOULDER TYPE RISK FACTORS, MCLEAN COUNTY



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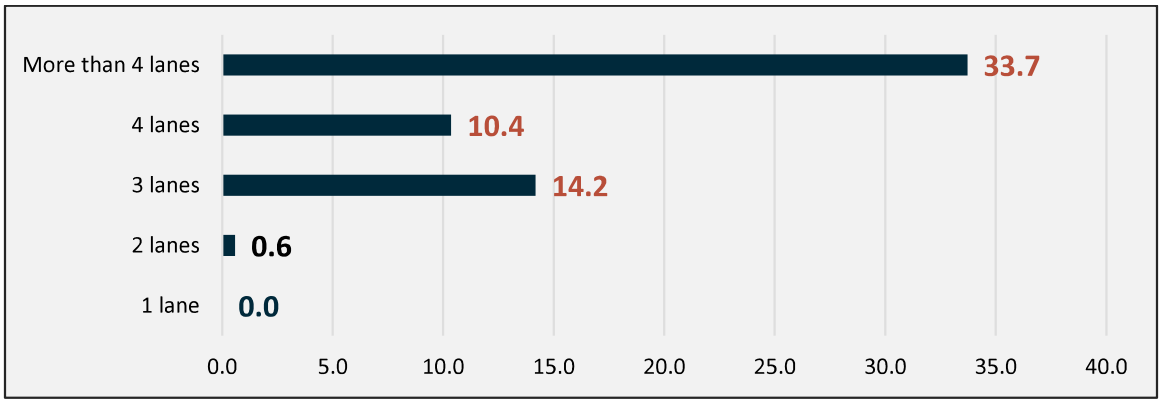
Number of Lanes

The number of lanes refers to the prevailing number of through lanes in both directions along a section of roadway. Turn lanes, parking lanes, or other auxiliary lanes are not included. The greater number of lanes equates to more vehicles, more conflict points, wider roadways, and higher speeds. These attributes typically create conditions with increased risk for fatal and serious injury crashes. Over 95% of the roadway mileage in the County is two lane roads.

Generally, as the number of lanes increases, so does the risk factor. Larger roads with three lanes (14.2), four lanes (10.4), or more than four lanes (33.7) have high risk factors.

FIGURE 20 NUMBER OF LANES RISK FACTORS, MCLEAN COUNTY



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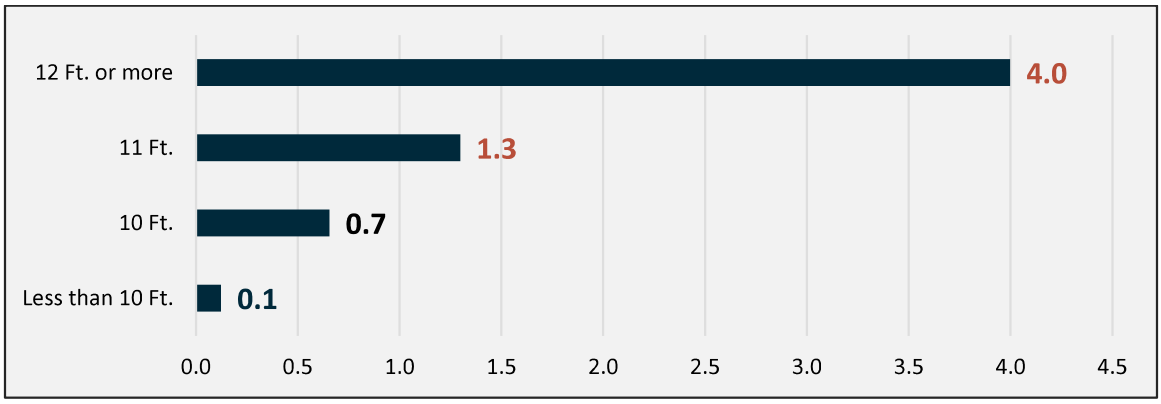
Lane Width

Lane width refers to the prevailing width for through lanes, rounded down to the nearest foot. Turn lanes, parking lanes, or other auxiliary lanes are not included. Wider travel lanes are associated with higher travel speeds, which can lead to more serious crashes. Conversely, narrower travel lanes effectively reduce vehicle speeds and lessen crash severity while promoting safer movements for pedestrians.

Similar to the number of lanes characteristic, as lane widths increase so too does the risk factor. Roadways with lane widths of eleven feet (1.3) and twelve feet or more (4.0) have risk factors greater than one. Approximately 67% of KSI crashes occurred along roadways with 12 foot or wider lane widths.

FIGURE 21 LANE WIDTHS RISK FACTORS, MCLEAN COUNTY



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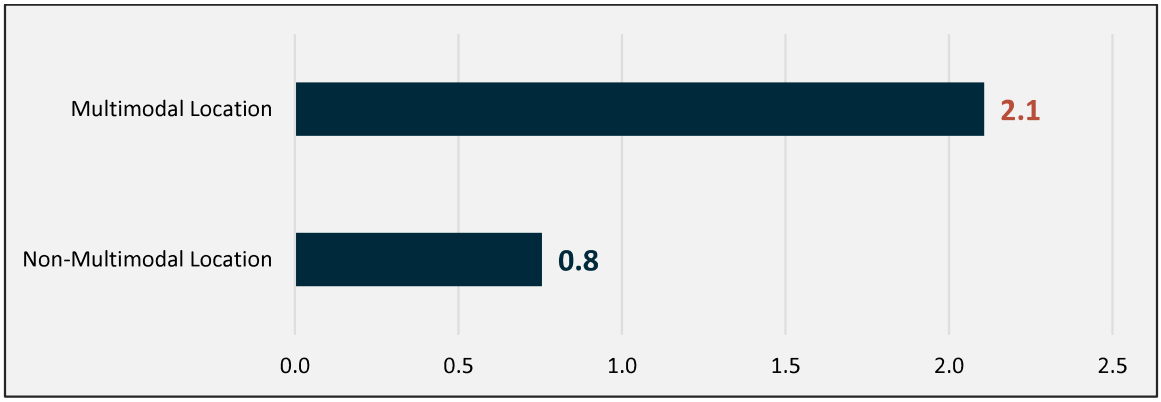
Multimodal Activity

Multimodal activity refers to roadways that are near (within 100 feet) of a multimodal facility. Multimodal facilities may include signed/marked bike routes, on-street bike lanes, or off-street multi-use paths. Multimodal facilities attract demand for non-motorized travel, creating the potential for increased conflicts between vehicles and more vulnerable road users. Generally, multimodal facilities are proven safety countermeasures for their ability to provide dedicated space for pedestrians or cyclists and/or slow vehicles. However, gaps in the multimodal network or a lack of appropriate traffic calming, lighting, or signage can lead to unsafe conditions.

Throughout the region, approximately 20% of roadways have or are near a multimodal facility but these roadways experience nearly 40% of KSI crashes leading to a multimodal activity risk factor of 2.1.

FIGURE 22 MULTIMODAL ACTIVITY RISK FACTORS, MCLEAN COUNTY



Risk Index

To assess risk throughout the entire McLean County network based on physical roadway characteristics, risk factors were used to develop a risk index scoring system that was applied to the roadway network. The scoring system follows the process outlined in the Federal Highway Administration's (FHWA) *Systemic Safety Project Selection Tool*[9]. Roadway features that were found to have risk factors greater than one are considered high-risk features and are therefore included in the composite risk index.

The score for each high-risk feature is based on a confidence metric (KSI crash overrepresentation) and the total share of KSI crashes. High-risk features with a confidence of 10% or more are given a score of 1. All other high-risk features are given a score of 0.5. The risk index scoring is shown in Table 12. The scores for all high-risk features are summed to create the risk index with a maximum score of 6. The risk index is shown in Figure 23 and Figure 24.

TABLE 12 HIGH-RISK FEATURES, RISK INDEX SCORING

Characteristic	High-Risk Feature	Risk Factor	Percent of Crashes	Confidence	Score
Functional Class	Principal Arterial	10.4	31.6%	28.5%	1.0
	Minor Arterial	5.4	34.1%	27.7%	1.0
	Major Collector	1.3	21.4%	5.3%	0.5
Jurisdiction Type	IDOT	4.8	47.1%	37.3%	1.0
	County	1.3	16.7%	3.9%	0.5
	Municipality	1.2	28.5%	5.5%	0.5
Shoulder Type	Curb and Gutter	4.7	58.2%	45.8%	1.0
	Paved Shoulder	1.4	31.3%	9.0%	0.5
Lanes	3 lanes	14.2	4.0%	3.7%	0.5
	4 lanes	10.4	30.7%	27.7%	1.0
Lane Width	More than 4 lanes	33.7	9.3%	9.0%	0.5
	11 Ft.	1.3	17.3%	4.0%	0.5
	12 Ft. or more	4.0	67.2%	50.4%	1.0
Multimodal	Multimodal Location	2.1	38.1%	20.0%	1.0

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FIGURE 23 MCLEAN COUNTY RISK INDEX

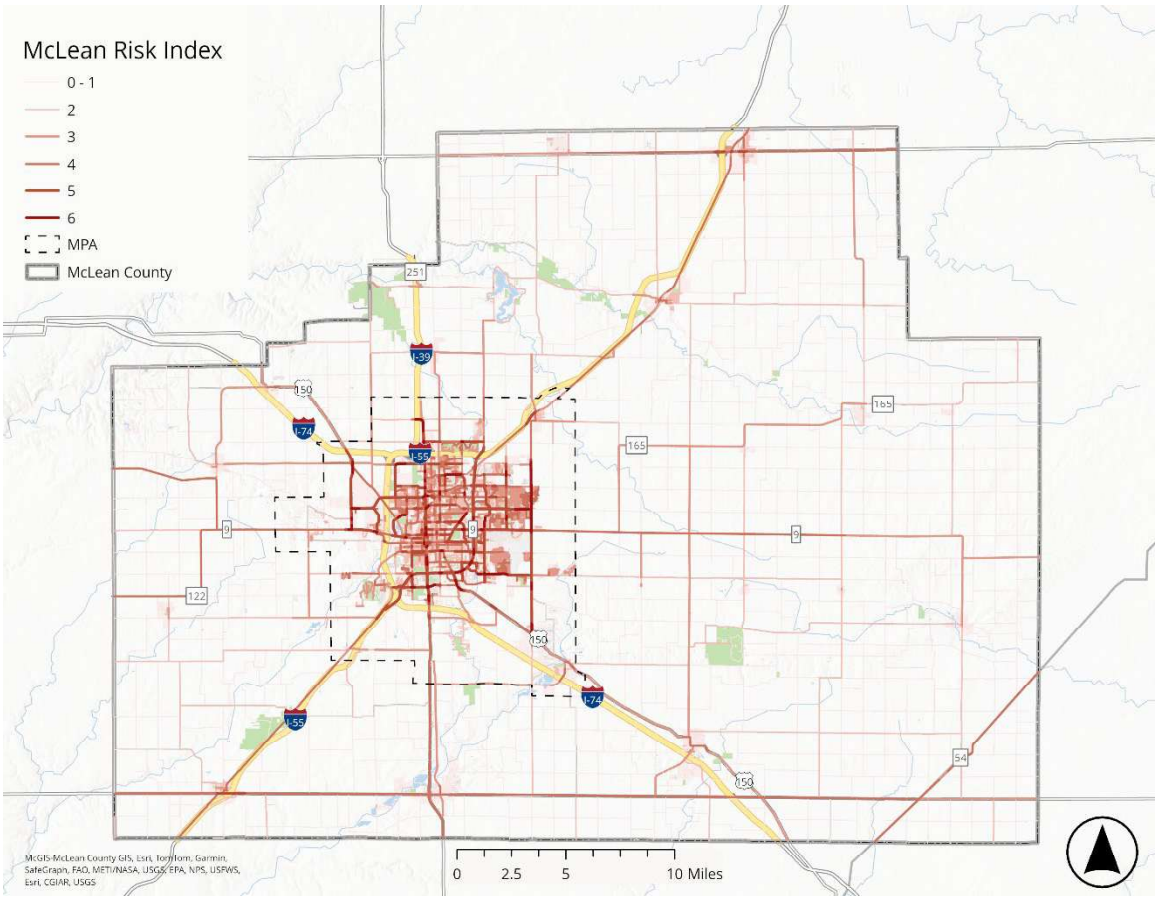

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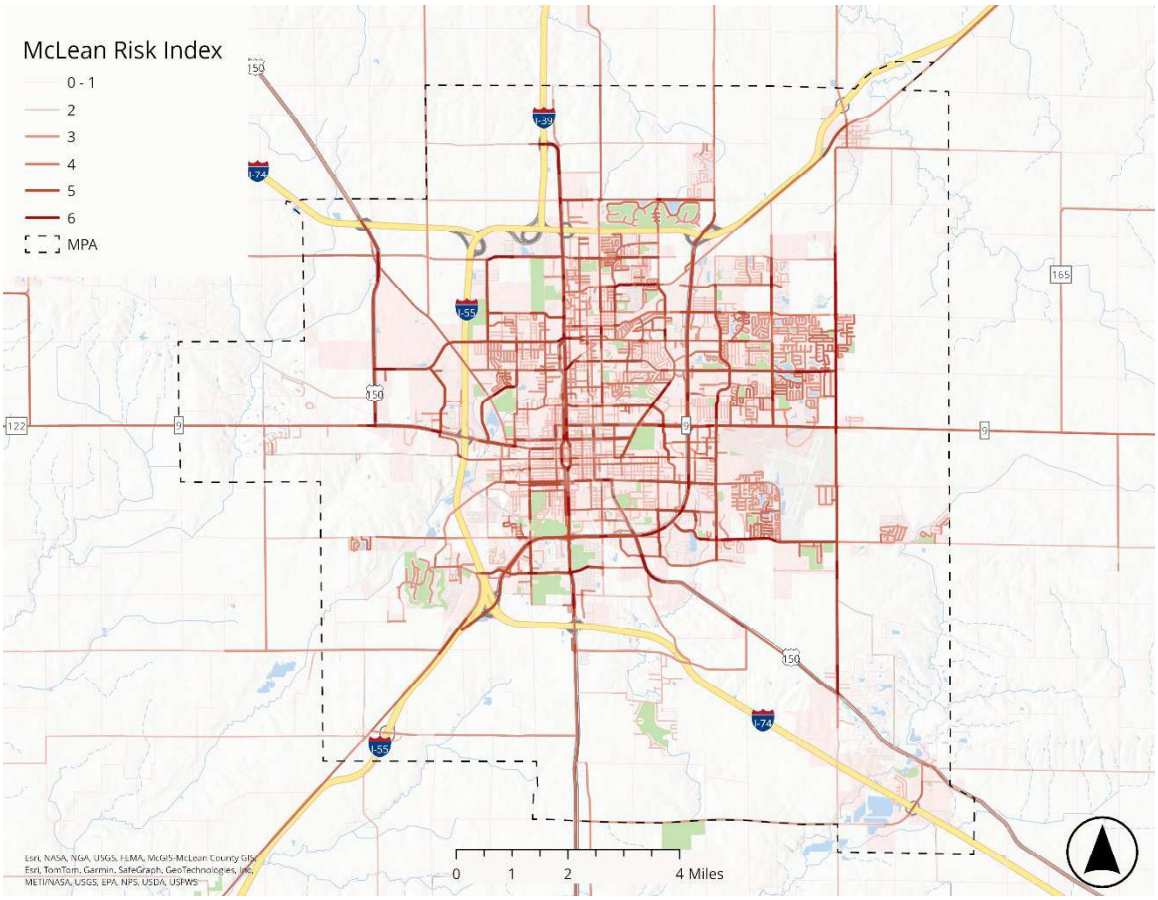
FIGURE 24 MCLEAN MPA RISK INDEX



[1] https://www.nhtsa.gov/risky-driving
[2] https://highways.dot.gov/safety/pedestrian-bicyclist/step
[3] https://www.transportation.gov/sites/dot.gov/files/2022-02/USDOT-National-Roadway-Safety-Strategy.pdf
[4] https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/FHWA_SafeSystem_Brochure_V9_508_200717.pdf
[5] https://highways.dot.gov/safety/hsip/vru-safety-assessment-guidance
[6] https://safety.fhwa.dot.gov/hsip/rulemaking/docs/Section148_SpecialRule_Guidance.pdf
[7] https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/fhwasa17071.pdf
[8] https://pro.arcgis.com/en/pro-app/latest/tool-reference/data-management/standardizefield.htm
[9] ps://safety.fhwa.dot.gov/systemic/fhwasa13019/sspst.pdf


go:safe
McLean County

Appendix D – Policy Assessment

Policy Assessment

Go:Safe McLean County Plan Update

July 2025 – FOR REVIEW

MCRPC McLean County Regional Planning Commission

TYLin

PREPARED IN ASSOCIATION WITH:

LOCHMUELLER GROUP

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INTRODUCTION

Overview

Achieving and sustaining a safe transportation system within McLean County requires a comprehensive, consistent, and proactive approach to traffic safety intervention. Policy affects the ability of local agencies across the County to reach traffic safety goals at nearly all levels. It shapes the framework of a consistent and effective approach to developing safe systems. Internal municipal and planning commission processes, municipal and county ordinances, and design policies across jurisdictions all shape how safety projects and programs are delivered, as well as when and where safety countermeasures are implemented.

This assessment focuses on the jurisdictions within McLean County, including those encompassed by the McLean County Regional Planning Commission (MCRPC). The project team recognizes that responsibility for creating a safe system is shared broadly and that policies, both inside and outside the direct control of these entities, should be assessed. McLean County and its municipalities have authority over ordinances, typical practices, standard operating procedures, engineering guidelines, and standards, among other standards. The development of this technical memorandum outlines the analysis conducted by the project team in collaboration with the MCRPC and its local jurisdictions to inform policy recommendations for inclusion in the Go:Safe McLean County Plan Update.

Safe System Approach

Changes in policy and processes constitute one of eight components endorsed by the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) initiative.[1] In alignment with the principles of the Safe System, policies and actions should recognize the shared responsibility that all levels of government, the private sector, and the public have in eliminating severe crashes. While the prevailing approach to roadway safety has placed the greater portion of responsibility on individual roadway users, the Safe System approach places the largest share of responsibility for creating safe streets on the professionals who plan, design, operate, and maintain the transportation network. Continuously assessing policies and procedures for opportunities to enhance internal safety culture to improve outcomes is thus of great importance.

The Safe System approach is organized around five elements: Safe People, Safe Roads, Safe Vehicles, Safe Speeds, and Post-Crash Care (see Figure 1). This approach acknowledges that while human errors are inevitable, fatalities and serious injuries are not. Consequently, policies should be designed to establish systems that can accommodate mistakes without leading to severe harm. Similarly, the Safe System recognizes that preventing deaths and serious injuries from crashes depends on redundant, overlapping protections in case one or more layers were to fail.

[1] The Safe System Approach framework is referenced from the United States Department of Transportation (USDOT) National Roadway Safety Strategy released in January 2022.

Figure.7¿The.Safe.System.Approach

Source: FHWA

Safe People

This element aims to encourage safe, responsible behavior by road users, and emphasizes the importance of a transportation system that is safe for all types of road users. This can be achieved through education, enforcement, and supportive policy – focused on reducing risky behaviors such as impaired or distracted driving and promoting protective behaviors such as seat belt use. Local enforcement is often a component of a safety management program.

Safe Roads

The *Safe Roads* element focuses on planning, designing, and managing roads to reduce crash likelihood and severity. This can include implementing measures to separate users where possible or improve visibility. The goal is to design environments that minimize human mistakes and resulting serious injuries, especially in areas with higher crash rates.

Safe Vehicles

Safe vehicles refers to the use of design and technology to reduce the likelihood and severity of crashes. This includes equipping municipal and contractor vehicles with features such as automatic emergency braking (AEB), blind spot detection, intelligent speed assistance (ISA), and side underrun guards. These features help protect all road users, especially pedestrians and cyclists, by

compensating for human error and improving visibility.

Safe Speeds

This element is centered on managing speeds to levels survivable for all users. This can involve setting appropriate speed limits, redesigning streets to encourage lower speeds, and using automated enforcement where appropriate. Overall, this element pertains to the management of speeds to reduce the risk of crashes and the severity of outcomes when crashes occur for all modes.

Post-Crash Care

Post-crash care is a vital element of the Safe System approach, focusing on minimizing the consequences of crashes through rapid emergency response and effective medical treatment and maximizing insights from crashes that occur through data collection, sharing and analysis. It ensures timely access to rescue, medical care, and rehabilitation services to reduce fatalities and serious injuries. Coordination among emergency services, clear communication systems, and well-equipped trauma care are central to successful post-crash care. This element acknowledges that while crashes may still occur, prompt care can save lives and support recovery.

Assessment of Current Policies and Practices

To assess policy across levels and Safe Systems elements within McLean County, the project team reviewed best practices in peer cities and counties, reviewed documentation of existing local traffic safety policies, conducted targeted conversations with MCRPC, McLean County, Town of Normal, and City of Bloomington staff, and collected input from an online practitioner policy survey.

- *Peer Jurisdiction Plan Review* – Project staff examined Vision Zero policy memoranda from peer cities and counties to identify 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* – Project staff received existing resources identified by staff across McLean County jurisdictions relating to policy affecting traffic safety. See Table 1 for an inventory of local plans and policies reviewed. Documents were reviewed as a whole, but with a focus on areas most related to safety policy.
- *Policy Practitioner Survey* – A survey was designed in partnership with MCRPC and 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* - Project staff conducted three interviews with engineering staff at McLean County, the Town of Normal, and the City of Bloomington to gather additional details and context not captured in the survey.
- *MCRPC Staff Workshop* – The project team held a workshop with MCRPC transportation staff to better understand the policy landscape in McLean County, including past and ongoing policy efforts and known barriers.

Existing Policy Inventory and Stakeholder Engagement

Within McLean County, existing legislative and planning efforts have addressed safe streets policies, at the County government, planning commission, and municipal levels. Table 1 summarizes some safety-driven plans and policies reviewed within McLean County, including those located within the MCRPC, itself, as well as peer jurisdictions outside its boundaries.

Table.7¿Existing.Policies.and.Plans.Reviewed

Municipal Organization	Safe Systems Policy or Plan	*Year*
McLean County Regional Planning Commission	Go:Safe Action Plan	2021
	Complete Streets Implementation Study for McLean County	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

Since the 2016 passage of complete streets policies, the Town of Normal and City of Bloomington have been implementing Complete Streets strategies to improve safety, access, and mobility for all users within their jurisdictions. Conversations with representatives from each locality revealed that while external funding for projects is coordinated at the regional level, the local governments have generally held primary decision-making authorities in selecting which projects receive funding. Local plans (developed between 2015 and 2020) contain a range of specific project recommendations, key objectives, and best practices applicable to improving roadway design with a safety focus within specific corridors. These plans describe how each municipality has conducted analysis and community engagement to establish continued support for the development of connected, comprehensive, and integrated transportation networks.

The MCRPC Go:Safe Action Plan (2021) is focused around traffic safety and is one of the multiple documents defining goals for the regional transportation system. The 2021 Go:Safe plan was developed alongside a rigorous community engagement effort, with outcomes supported by the McLean Local Road Safety Plan. The crash analysis within the report was designed to improve safety by identifying roadway design solutions based on crash type. The McLean County Planning

Commission's *Creating Complete Corridors* study further informs this regional approach, framing additional complete street priorities in relation to projects that are both planned and in progress.

Common Themes

Several common themes related to policy emerged from this assessment, including project selection & funding, design, implementation, data, outreach, rural safety, and safe vehicles.

Project Selection and Funding

The process of selecting transportation projects for funding in McLean County is relatively informal. Representatives from the relevant jurisdictions, mainly the County, Town of Normal and City of Bloomington, decide on projects and funding needs independently and submit projects to MCRPC for support and eventual inclusion in the Transportation Improvement Plan (TIP). This process enables each jurisdiction to prioritize based on its known needs and programs, fostering a collegial atmosphere. At the same time, this decentralized decision-making may also make it challenging to guide and track the overall safety impact of projects funded in the County. Conversations with county-level stakeholders revealed the lack of dedicated decision-making systems for projects to be identified beyond local expertise.

Design Policies and Standards

Town of Normal and City of Bloomington Complete Streets policies set an effective foundation for safety-focused street designs on the municipal level. The success of the Normal and Bloomington policies, adopted in 2016, is evident as policymakers and staff implement complete streets redesigns. Municipal projects are often selected specifically to enhance safety and meet Complete Streets standards. Both ordinances reference adherence to updated design guidelines and national standards, including American Association of State Highway and Transportation Officials (AASHTO) guidelines, the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, and Illinois Department of Transportation (IDOT) standards to inform roadway improvements.[2]

Municipal stakeholders generally expressed having a solid handle of safety programs on their local roadways. State jurisdiction roadways present a significant safety challenge; they typically carry higher traffic volumes and operate at higher speeds than local jurisdiction roadways. Coordination with IDOT is necessary to make changes on these roadways and requires compliance with state processes and standards.

Municipalities are generally comfortable navigating design processes on local roadways part of their routine responsibilities. Supplemental tools, such as a design checklist and standard details for common installations based on safe systems approaches referenced in existing documents, can help standardize processes across projects, maximize opportunities for implementation, and ensure

[2] Between 2016 and 2017, the City of Bloomington and Town of Normal have adopted Complete Streets Ordinances to guide roadway design improvements consistent with national standards.

safety improvements are always explored and evaluated during project development.

Safety Data and Crash Review

Traffic crash data is a key input to decision-making when it is accessible; however, its real-time availability can be inconsistent.

The local agencies surveyed have positive relationships with local law enforcement and generally are aware of serious crashes when they occur, though communication about the occurrence of crashes is informal. This sometimes leads to situations where municipal staff do not have the most up-to-date safety data when assessing project locations.

The process of reviewing crashes to identify safety opportunities varies across jurisdictions and is informal.

The jurisdictions generally follow a regular review process where they analyze crashes on at least an annual basis, but this process is not officially detailed. While the process is efficient for the current staff, transitions in staff or limited staff capacity may impact an agency's ability to continue carrying out effective crash and safety reviews when staff turn over.

Additionally, while information about recent crashes may be generally reported or shared, there is formal regional review of severe crashes that could potentially result in shared learnings about problem location types and grow knowledge about mitigations.

Communication

Bloomington and Normal have developed communication strategies around street redesigns that generate public input and awareness. In implementing safe streets projects, both Bloomington and Normal have at times received public pushback to safety-focused transportation elements. Stakeholders from the Town of Normal have expressed awareness of community opposition towards proposing slower speed limits or reductions in travel lanes. Representatives from the City of Bloomington anecdotally shared strong resident resistance towards red light cameras. At the same time, municipal staff have found general support from elected officials, emphasizing their strong desire to improve safety for all modes of transportation.

Public input on transportation projects varies between the municipalities, with the City of Bloomington receiving input from a Transportation Commission, while the Town of Normal organizes input opportunities on a by-project basis. Staff expressed satisfaction with these existing strategies but agreed that a high-quality shared online resource communicating the function and benefits of common safe streets infrastructure would help to streamline and standardize communication efforts.

Rural Area Safety

The geography and demographics of McLean County directly influence access to post-crash care. Research on health outcomes after injuries has found that the probability of death increases by eight percent for every 5-mile increase in distance to the nearest trauma center. The County is the largest in Illinois by land area, with its two designated trauma centers are located in the urbanized center around Bloomington-Normal (see Figure 2). This creates a disparity in access to critical care for residents in the outlying rural areas. Across the County, 30% of residents live more than five miles

from the nearest Level I or II trauma center (see Table 2). Research on health outcomes after injuries has found that the probability of death increases by eight percent for every 5-mile increase in distance to the nearest trauma center, with highest odds of death for patients injured at locations farthest from trauma centers.[3] When traffic injuries occur in rural areas of the County — including as a result of roadway collisions — response times are often longer due to the distance from trauma facilities. In time-sensitive situations, such delays can result in negative health outcomes, including increased mortality and long-term disability.[4]

Table.8¿McLean.County.Access.to.Level.I.and.II.Trauma.Centers

	Within 5 Miles of Trauma Center	Within 10 Miles of Trauma Center	Within 15 Miles of Trauma Center	Over 15 Miles from a Trauma Center
Proportion of Population	70%	83%	87%	13%
Proportion of Severe Crashes (2019-2023)	62%	73%	80%	20%

Source: ACS 2023, 5-Year Estimate, IDOT Crash Data (2019-2023), IDPH Hospital Inventory

Beyond efforts to expand trauma care in rural areas, prioritizing roadway redesigns that reduce the likelihood and severity of crashes in McLean County's rural areas is essential to improving overall safety and reducing injury severity. The County is actively working to reduce the frequency and severity of crashes on rural roads with infrastructure upgrades, including rumble strips and wider shoulders. These improvements serve as a critical counterbalance to the lack of nearby trauma care, ultimately enhancing public health outcomes in the areas of the county's most underserved by trauma care.

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. Resources at this level can be scarce, and communities are often forced to forgo the opportunity for facilities. County staff have found ways to support rural municipalities and utilize their limited resources effectively. They have arranged for jurisdictional transfers from the County to municipalities and have helped facilitate grant funding for communities seeking external resources. Expanded coordination and support of rural municipalities in applying for funding could expand possibilities for safety upgrades in these communities.

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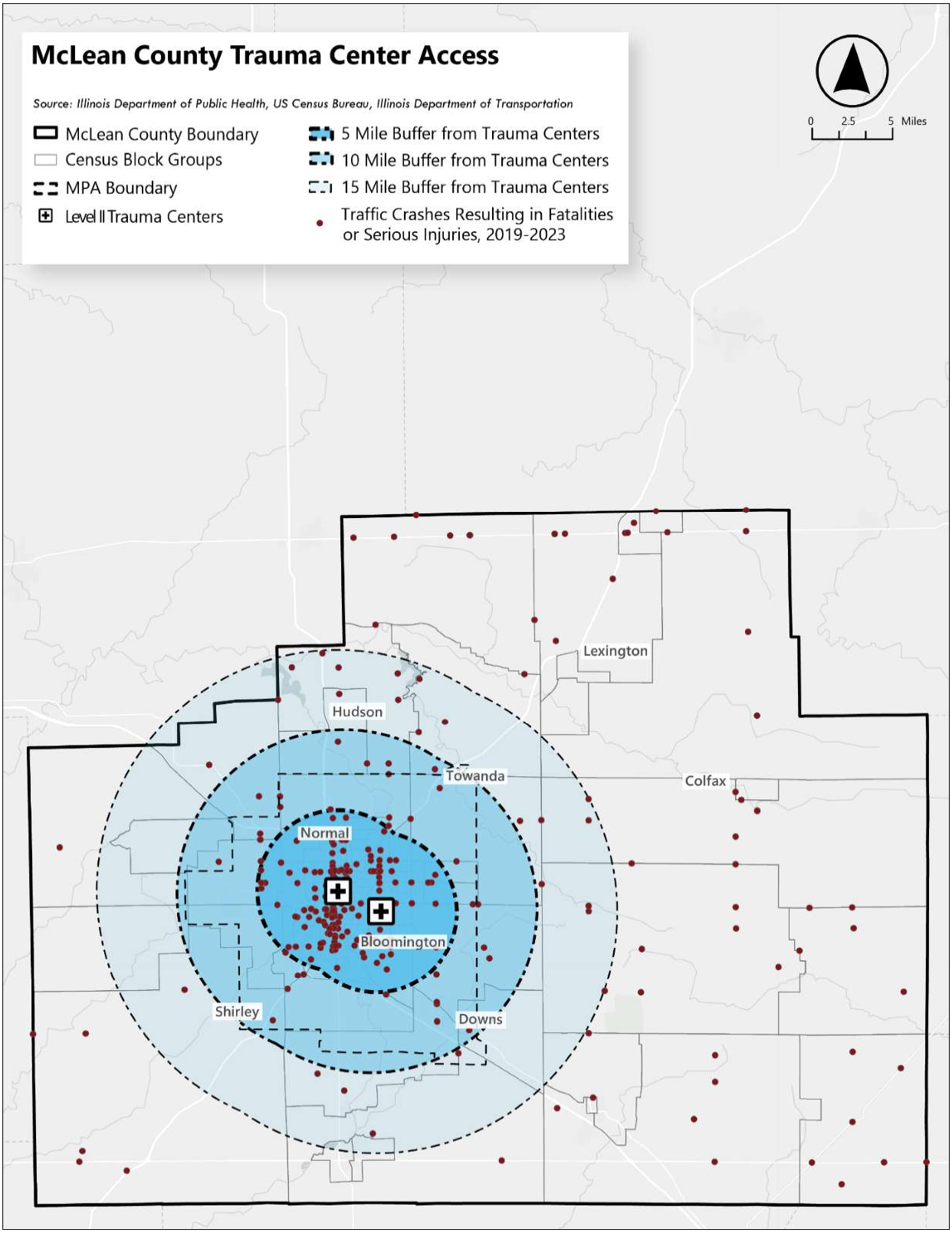
[3] Matthew D. McHugh et al., "Hospitals with Higher Nurse Staffing Had Lower Odds of Mortality and Failure to Rescue than Hospitals with Lower Staffing," Health Affairs 32, no. 3 (2013): 580–88, https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5875389/.

[4] National Highway Traffic Safety Administration, *The Association Between Crash Proximity to Level 1 and 2 Trauma Centers and Crash Scene Mortality of Drivers Injured in Fatal Crashes*, Research Note DOT HS 811 599 (Washington, DC: NHTSA, March 2012).

Figure.8¿McLean.County.Trauma.Center.Access



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. This presents an opportunity, as national guidance increasingly recognizes vehicle-based safety technologies such as intelligent speed assistance (ISA), blind-spot mitigation systems, and side underrun protection as critical tools in reducing fatalities and serious injuries among pedestrians and cyclists.[5]

Best practices from national reports and plans provide guidance for safe vehicle strategies. The USDOT's *Safe Streets and Roads for All* program encourages local governments to conduct fleet safety assessments and implement vehicle-based improvements such as automatic emergency braking (AEB), pedestrian detection systems, and telematics for driver monitoring.[6] NACTO's *Optimizing Large Vehicles for Urban Environments* report further recommends that cities [7] The Volpe Center's *Truck Side Guard Technical Report* offers detailed specifications for implementing these safety devices on municipal and contractor-owned fleets.[8]

Jurisdictions leading the way in fleet safety have revised their procurement policies to require modern safety technologies. For example, Cambridge, Massachusetts, passed a Truck Side Guard Ordinance in 2016 requiring that all city-owned and contractor-operated heavy-duty trucks be equipped with side underrun guards, cross-over mirrors, and additional safety features to improve driver visibility and protect pedestrians and cyclists. This ordinance applies to both new vehicle purchases and retrofits for existing fleet vehicles. The policy was developed in collaboration with the U.S. DOT Volpe Center and demonstrates how small- to mid-sized municipalities can take meaningful, low-cost steps to improve vehicle safety through procurement policies and contractor compliance requirements[9].

Boston, Massachusetts has also mandated side guards, crossover mirrors, and blind spot detection on both city-owned and contractor-operated vehicles under its Truck Side Guard Ordinance[10]. Meanwhile, Chicago, Illinois' Vision Zero program applies similar fleet safety standards to contractors by ordinance, a policy that could be easily adapted in counties and suburban municipalities across Illinois[11]. Portland, Oregon's *CityFleet Strategic Plan* evaluates all fleet purchases based on safety

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[5] National Association of City Transportation Officials, Optimizing Large Vehicles for Urban Environments (New York: NACTO, 2018).
[6] U.S. Department of Transportation, *Safe Streets and Roads for All: Action Plan Guidance* (Washington, DC: USDOT, 2022).
[7] National Association of City Transportation Officials, Optimizing Large Vehicles for Urban Environments (New York: NACTO, 2018).
[8] Volpe National Transportation Systems Center, *Truck Side Guard Technical Report: Technical Development Document* (Cambridge, MA: U.S. Department of Transportation, 2017).
[9] City of Cambridge, Massachusetts, *Truck Side Guard Ordinance*, Ordinance No. 1398 (Cambridge, MA: 2016).
[10] City of Boston, *Truck Side Guard Ordinance*, Boston Municipal Code Chapter 16-19 (Boston, MA: 2019).
[11] City of Chicago, *Vision Zero Chicago: Action Plan 2017–2019* (Chicago, IL: City of Chicago, 2020).

scores and lifecycle cost, integrating safety into financial decision-making[12]. These examples underscore the feasibility of municipal-level vehicle safety strategies.

Identified Gaps, Barriers, and Opportunities

The following section summarizes the key gaps, barriers, and opportunities identified through the review of existing policies, practices, and institutional processes within McLean County and its municipalities. Understanding these factors is essential to advancing a Safe System approach, as they highlight where current practices may be improved, what challenges must be addressed to achieve traffic safety goals, and where there is potential to strengthen coordination, policies, and investments to better protect all road users.

Table.9¿Policy.Findings.by.Identified.Gaps?Barriers?and.Boundaries

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.

[12] City of Portland, *CityFleet Strategic Plan 2021–2024* (Portland, OR: City of Portland, 2021).

	• 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.

Draft Recommendations

1. Formalize Safety as a Regional Policy Priority

Lead: MCRPC
Supports: Bloomington, 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, vulnerable road user considerations).
- **Incorporate a "Safety Impact Tracking Field" into the TIP** to allow for tracking and evaluation.

2. Establish Cross-Jurisdictional Safety and Data Coordination Group

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

- **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 Plan Update.

3. Build Institutional Capacity for Public Communication and Engagement around Safety-Focused Installations

Lead: MCRPC
Supports: Bloomington, 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.

4. Expand Regional Safety Design Policy and Support

Lead: MCRPC
Supports: County and 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.

6. Encourage Design-Based Enforcement Alternatives

Lead: MCRPC and 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.

7. 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.

8. 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.

go:safe

McLean County

Action Plan Update 2025