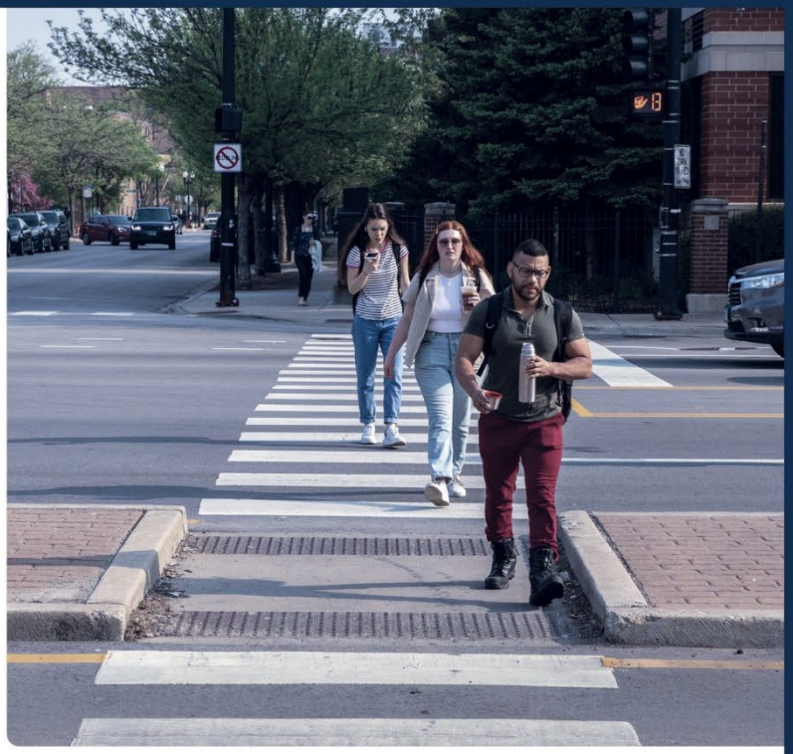


CHICAGO SAFE INTERSECTIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS PROGRAM

Safe Streets and
Roads for All (SS4A)
Grant Application 2025

CDOT
Chicago Department
of Transportation

Table of Contents

List of Tables

List of Figures

List of Appendices

Project Website:
https://ss4asiapsprogram.cnectchicago.com

1. Overview

The Chicago Department of Transportation (CDOT) is seeking $6,400,000 in Safe Streets and Roads for All (SS4A) funding to improve safety at eight intersections through the Chicago Safe Intersections with Accessible Pedestrian Signals (SIAPS) Program. The SIAPS Program provides systemic intersection safety improvements for outdated intersections citywide. The SS4A funding will support improvements at seven high injury network (HIN) intersections with outdated signal infrastructure and adds one warranted new traffic signal. Under this Program, post-mounted, substandard signal heads are replaced with 12" LED signal heads designed to make signals more visible to drivers as well as adding pedestrian countdown signals and accessible pedestrian signals (APS) at intersections across the city.

The eight intersections in the SIAPS Program have a major street with Average Annual Daily Traffic (AADT) from approximately 10,000 to 30,000 vehicles per day. Between 2019 and 2023, the seven signalized intersections collectively experienced 113 crashes, 17 of which caused severe injury, and have been identified in the 2025 *Cook County Safe Travel For All Safety Action Plan (Cook County SAP)* and/or the 2023 Illinois Department of Transportation (IDOT) *Vulnerable Road User Safety Assessment (VRUSA)* as part of the HIN. The SIAPS Program will address the outdated technology and design at these intersections that are contributing to the number of crashes and negatively impacting vehicular and pedestrian mobility.

At present, none of the intersections provide APS, and three of the seven signalized intersections lack any sort of pedestrian signal across one or more of the marked crossings. Between 2019 and 2023, the inherent safety risks involved with crossing at the existing signals resulted in 11 crashes involving vulnerable road users (VRUs). Pedestrian signals are essential for vulnerable road users to be able to cross the street safely. APS push buttons and signals provide auditory and tactile feedback to enable safe crossing for users who are blind, have impaired vision, or are hard of hearing and are included in the Public Right-of-Way Guidelines.

Additionally, reconstructed intersections will include improvements that foster increased safety and efficiency for all road users, which include but are not limited to providing bike signals, bus queue jump signals, transit signal priority, accessible curb ramps, curb extensions, other geometric and ADA improvements in alignment with the countermeasure strategies recommended in the *Cook County SAP* for multilane signalized intersections. The SIAPS Program aims to implement these countermeasures in alignment with the *Cook County SAP* goal to achieve zero fatalities and serious injuries by 2050.

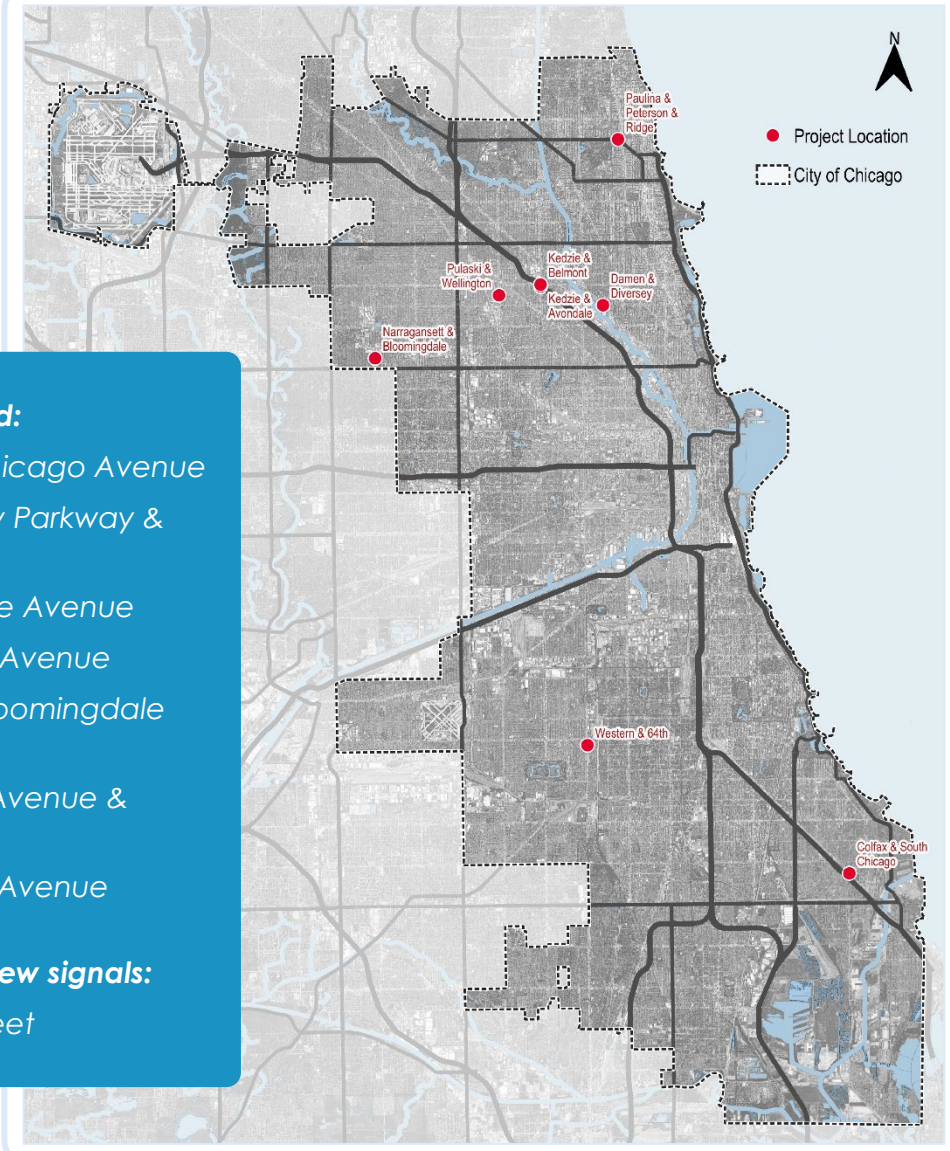
The SIAPS program is part of the City of Chicago's efforts to modernize traffic signals and update intersection designs across the city. CDOT has modified over 100 traffic signals in the last five years. The improved intersections are designed to meet CDOT's *Complete Streets Guidelines* and *Strategic Plan for Transportation*. The SS4A funds will support the continued success of the SIAPS Program, while using the strategies and countermeasures identified in the *Cook County SAP* to support a safer roadway experience for all road users.

2. Project Location

The SIAPS Program will improve seven HIN intersections and add one warranted signal within the City of Chicago, Cook County, Illinois (see Figure 1). The seven signalized intersections in the SIAPS Program have been identified on the HIN in the 2023 IDOT *VRUSA* and/or the *Cook County SAP*. This Program will implement countermeasures and strategies identified in the *Cook County SAP*. Table 1 in **Criterion 1: Safety Need** provides a summary of intersection HIN inclusion.

All eight intersections include roadways under IDOT jurisdiction that are maintained by the City of Chicago. Two of the intersections are signalized 6-legged complex intersections with two intersecting streets.

Figure 1. Project Location Map



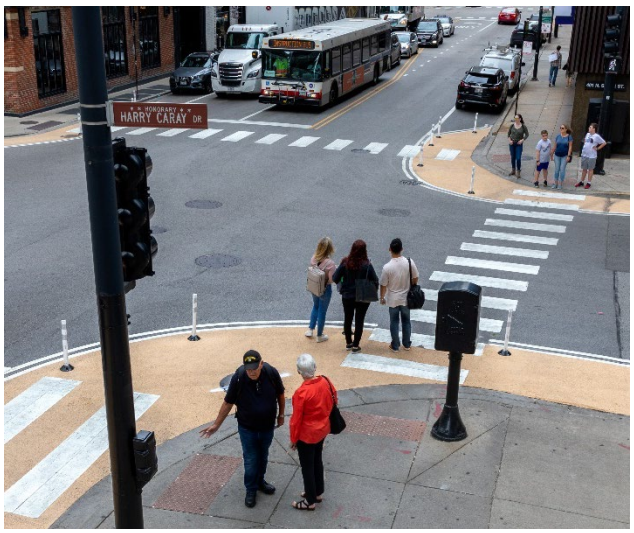
Intersections to be modernized:

- *Colfax Avenue & South Chicago Avenue*
- *Damen Avenue & Diversey Parkway & Clybourn Avenue*
- *Kedzie Avenue & Avondale Avenue*
- *Kedzie Avenue & Belmont Avenue*
- *Narragansett Avenue & Bloomingdale Avenue*
- *Paulina Street & Peterson Avenue & Ridge Avenue*
- *Pulaski Road & Wellington Avenue*

Intersections with warranted new signals:

- *Western Avenue & 64th Street*

3. Response to Selection Criteria



Criterion #1: Safety Need

The City of Chicago is committed to addressing the safety needs of all road users by minimizing crashes on its streets. According to the most recent *Chicago Traffic Crashes Annual Report 2024*, 2,337 people were seriously injured in crashes around the city in 2023, which is approximately 6% lower than the 2021 peak. While recent efforts have coincided with reduced crashes, the City is working to implement effective measures that reduce the number of crashes and injuries. Among the many tools to accomplish this is the SIAPS Program.

CDOT has adopted plans and strategies aimed at improving roadway safety, including the *Vision Zero Chicago Action Plan* and CDOT's current *Strategic Plan for Transportation*. This commitment to safety is further demonstrated by the City's programs and initiatives that lead to the implementation of cost-saving technology, design, and enforcement measures that create a safer environment for all. Initiatives include the City's *Complete Streets Chicago Design Guidelines*, *Guidelines for the Evaluation of Complete Streets Design Elements*, the Smart Streets Pilot Program, which uses camera technology to enhance enforcement of parking and standing violations, as well as the Smart Signal System, which includes upgrades to traffic control signals, providing each with the ability to communicate with other signals, collect data, detect traffic and adapt to real-time conditions.

The *Cook County SAP* was drafted in collaboration with the City of Chicago and considered the successor to the *Vision Zero Chicago Action Plan*. The plan analyzes detailed crash data to provide a comprehensive understanding of crash patterns and trends in the region. Key findings of the *Cook County SAP* include a trend of increasing fatalities on roadways since 2018, a large proportion of injuries among vulnerable road users, and increasing crashes linked to distracted driving. A major component of the plan is the creation of its HIN, which is comprised of a series of segments and intersections that experience high concentrations of fatalities and serious injuries in Cook County. A full list of relevant Plans and Policies can be found in Appendix D.

Intersections chosen for the SIAPS Program were assessed by qualitative and quantitative analytical methods to determine those most suitable for the program and SS4A funding. This application focuses on eight intersections deemed most in need of improvement, based on the age of the traffic signals or warrant for traffic signals, outdated intersection design, crash history, and traffic volumes. The improvements that will be implemented under this Program are proven countermeasures identified in the *Cook County SAP* that will reduce severe crashes and increase accessibility for all road users while improving the efficient movement of people and goods, resulting in substantial cost savings. A detailed map of intersection locations can be found in Appendix E.

Seven of the eight intersections are included in the *Cook County SAP* and/or the *VRUSA* as part of a HIN. The *Cook County SAP* identifies intersections and roadway segments on its HIN by analyzing five years of IDOT crash data to create a combined performance measure score. This score incorporates both frequency and rate of fatalities and serious injuries at a particular location. IDOT's *2022-2026 Strategic*

Highway Safety Plan and the *VRUSA* identify a state-wide HIN focused on VRUs. This VRU high injury network prioritized roadway segments as low, medium, or high tier, and the *VRUSA* also includes an analysis of crash clusters involving VRUs which are categorized similarly. Table 1 summarizes each intersection's inclusion in either HIN.

While the intersection of Western Avenue and 64th Street is not included in a HIN, it is located near a school. A traffic signal warrant analysis (Appendix F) determined that a traffic signal is warranted based on Manual on Uniform Traffic Control Devices (MUTCD) Warrant 2 and Warrant 5, particularly due to the large number of school-aged children crossing at this intersection.

Table 1. Intersection by Inclusion in HIN

Intersection	Cook County Intersection	Cook County Segment	IDOT Cluster	IDOT Segment
Colfax Avenue & South Chicago Avenue				Yes
Damen Avenue & Diversey Avenue & Clybourn Avenue	Yes		Yes	Yes
Kedzie Avenue & Avondale Avenue				Yes
Kedzie Avenue & Belmont Avenue	Yes			Yes
Narragansett Avenue & Bloomingdale Avenue				Yes
Paulina Street & Peterson Avenue & Ridge Avenue				Yes
Pulaski Road & Wellington Avenue	Yes	Yes		Yes
Western Avenue & 64th Street				

From 2019 to 2023 IDOT Division of Traffic Safety reported 491 crashes and 117 injuries that occurred within 100 feet of the Program intersections. Table 2 shows the number of injuries by severity at each intersection. The highest number of injuries occurred at the Kedzie Avenue & Belmont Avenue, Damen Avenue & Diversey Avenue & Clybourn Avenue, and Pulaski Road & Wellington Avenue intersections. A detailed crash exhibit showing crashes by road user, crash type, and contributing factors is available in Appendix G.

Table 2. Number of Injuries by Severity by SIAPS Intersection

Intersection	Fatalities	Incapacitating Injuries	Non-Incapacitating Injury	Injury Reported / Not Evident	*Total Injuries*
Colfax Avenue & South Chicago Avenue	0	0	4	3	***7***
Damen Avenue & Diversey Avenue & Clybourn Avenue	0	4	14	9	***27***
Kedzie Avenue & Avondale Avenue	0	2	4	0	***6***
Kedzie Avenue & Belmont Avenue	0	5	29	7	***41***
Narragansett Avenue & Bloomingdale Avenue	0	1	4	1	***6***
Paulina Street & Peterson Avenue & Ridge Avenue	0	0	5	5	***10***
Pulaski Road & Wellington Avenue	0	5	4	7	***16***
Western Avenue & 64th Street	0	0	3	1	***4***
Total	***0***	***17***	***67***	***33***	***117***

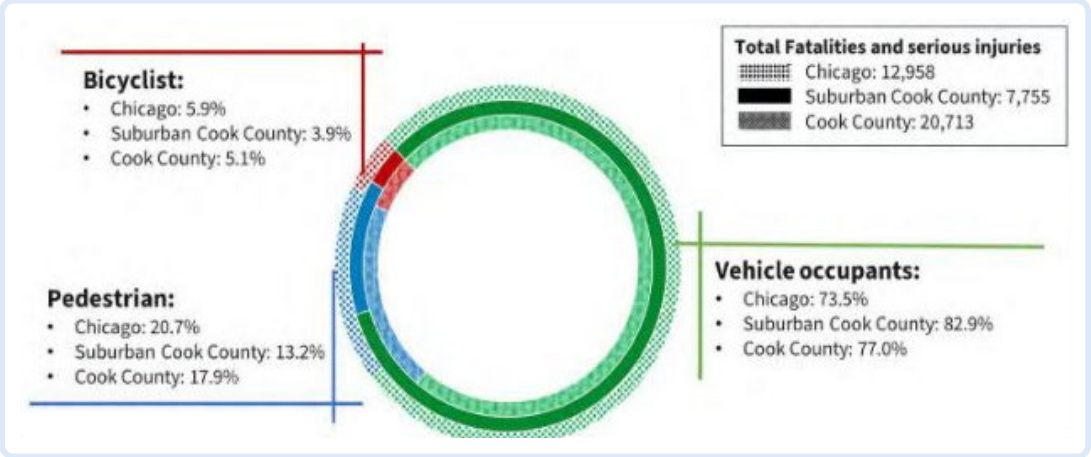
The *VRUSA* found that within the City of Chicago, over 25% of VRU crashes occurred at signalized intersections. Table 3 shows seven bicycle crashes and four pedestrian crashes at the identified SIAPS intersections between 2019 and 2023. Two of these crashes involved incapacitating injuries.

Table 3. Number of Vulnerable Road User Injuries by Severity along the SIAPS Intersections

Intersection	Fatalities	Incapacitating Injuries	Non-Incapacitating Injury	Injury Reported / Not Evident	*Total Injuries*
Pedestrian	0	0	4	0	***4***
Pedalcyclists	0	2	4	1	***7***

Figure 2 Distribution of fatalities and serious injuries by user types from the *Cook County SAP* analysis shows that pedestrians in Chicago are more often involved in serious crashes compared to surrounding areas or Cook County as a whole.

Figure 2. Distribution of Fatalities and Serious Injuries by User Type



The *VRUSA* found that two of the most common factors in crashes involving bicyclists or pedestrians was nighttime and left-turning vehicles. Nighttime crashes accounted for 22.1% of bicycle crashes and 31.1% of pedestrian crashes, while left-turning vehicles accounted for 15% of bicycle crashes and 19.1% of pedestrian crashes.

The *Cook County SAP* reinforces these findings, reporting that turning and angle crashes account for 41.3% of fatal and serious injury crashes, and 36.3% of fatal and serious injury-crashes occurred on lighted roads during darkness. The proposed improvements will reduce crashes that result from three of these factors: darkness, angle, and left-turning vehicle-type crashes. Table 4 shows the number of turning and angle crashes and crashes that occurred during darkness. The improvements at the intersections increase signal visibility, which combats crashes during darkness as well as turning and angle-type crashes.

Table 4.Common Factors and Safety Concerns at SIAPS Intersections

Crash Type – Angle	Crash Type – Turning	Light Condition – Darkness	*Total Crashes*
76 (15.5%)	116 (23.6%)	154 (31.3%)	***491***

The *Cook County SAP* identifies specific countermeasures recommended by typology in the *Plan's Appendix D*. The SIAPS Program's improvements fulfill multiple countermeasure approaches for multi-lane and two-lane signalized intersections. These include signal timing and operations enhancements, improved visibility of signals, and multimodal safety features such as accessible pedestrian signals and pedestrian countdown signals.

Intersections were also selected through community engagement and public feedback. As part of its public involvement efforts, the *Cook County SAP* included an online interactive map that asked the public to identify dangerous roads, intersections, and streets throughout Cook County. Members of the public highlighted areas of concern and left comments that provided valuable contextual information. Please see **Criterion 3: Engagement and Collaboration** for more about public engagement.

Criterion #2: Safety Impact

Crashes specific to the SIAPS Program intersections were analyzed in more detail and described in the sections below. Crashes within 100 feet of the project intersections were identified by mapping 2019-2023 crash data from the IDOT Division of Traffic Safety, and countermeasures were evaluated. More details on the crash analysis, including crash maps, are available in Appendix E and G.

Seven of the eight intersections in this program have obsolete traffic signals lacking modern safety features. These will be modernized to include the features described below. One location is currently unsignalized, and this program will install one. See **2. Project Location** for list of Program intersections as well as a map showing intersection locations.

Modernizing Existing Traffic Signals

Signal visibility improvements will be achieved at all the intersections by installing longer mast arms with one signal head per lane. Four locations in this program have no mast arms on some or all legs of the intersection, and four more have mast arms that do not provide separate indications for each lane (see Table 5). This improved visibility is expected to reduce crashes at all signalized intersections. The study *Evaluating the Safety Impacts of Improving Signal Visibility at Urban Signalized Intersections* found that improved signal visibility results in a crash reduction factor of 3% for fatal and injury crashes and 6% for all crashes. From 2019-2023, the intersections to be modernized experienced 468 total crashes. 80 of those resulted in one or more injuries, and 11 crashes resulted in incapacitating injuries.

Table 5. Existing Traffic Signal Equipment

Intersection	Mast Arm Mounted Signals	One Overhead Signal Head Per Through Lane
Colfax & South Chicago	Yes	Yes
Damen & Diversey	Yes	Yes
Kedzie & Avondale	Yes	No
Kedzie & Belmont	Some legs	No
Narragansett & Bloomingdale	Some legs	No
Paulina & Peterson & Ridge	Yes	No
Pulaski & Wellington	No	No

Accessible Pedestrian Signals (APS) will be added to all signalized intersections. All seven signals to be modernized lack APS equipment (see Table 6). APS are installed routinely in the City of Chicago as part of all projects that include signal improvements. APS technology provides audible and tactile feedback, which greatly enhances safety for pedestrians with disabilities, children, and seniors. Additionally, all curb ramps at the signals in our project scope will be built to current ADA standards.

- Recommended measure in the Illinois Strategic Highway Safety Plan to reduce pedestrian exposure
- Recommended in the Illinois VRU Safety Assessment as a moderate impact, lower level of effort strategy to increase pedestrian safety
- Recommended in the Cook County Safety Action Plan as a strategy to address pedestrian and bicyclist crashes.

Table 6. Existing APS Equipment

Intersection	APS Present
Colfax & South Chicago	No
Damen & Diversey	No
Kedzie & Avondale	No
Kedzie & Belmont	No
Narragansett & Bloomingdale	No
Paulina & Peterson & Ridge	No
Pulaski & Wellington	No

Pedestrian Countdown Timers will be included on all the signals in this program. Four of the intersections to be modernized lack pedestrian signal heads for some or all the crosswalks, and all four of these are also missing pedestrian countdown timers for some or all the crosswalks (see Table 7). Countdown timers have a crash reduction factor of 4.8% according to the study *Developing Crash Modification Factors to Quantify Impacts of Pedestrian Countdown Signals to Drivers, Kitali et al., 2017*. Between 2019 and 2023, 5 pedestrian crashes occurred at the intersections to be modernized. Four of these crashes resulted in injuries.

- Recommended measure in the Illinois Strategic Highway Safety Plan to reduce pedestrian exposure
- Recommended in the Illinois VRU Safety Assessment as a moderate impact, lower level of effort strategy to increase pedestrian safety

Table 7. Existing Pedestrian Signal Equipment

Intersection	Pedestrian Signal Heads Present	Pedestrian Countdown Signals Present
Colfax & South Chicago	No	No
Damen & Diversey	Yes	Yes
Kedzie & Avondale	Yes	Yes
Kedzie & Belmont	Yes	Yes
Narragansett & Bloomingdale	No	No
Paulina & Peterson & Ridge	Some legs	Some legs
Pulaski & Wellington	No	No

Leading Pedestrian Intervals (LPI) are proposed all signalized intersections. Leading Pedestrian Intervals are expected to reduce pedestrian-vehicle crashes by 13% at intersections, according to *FHWA-SA-21-032*. Between 2019 and 2023, seven pedestrian crashes occurred at the intersections to be modernized. Six of these crashes resulted in injuries.

- Recommended measure in the Illinois Strategic Highway Safety Plan to reduce pedestrian exposure
- Recommended in the Cook County Safety Action Plan as a strategy to address pedestrian and bicyclist crashes

Table 8.Status of Existing Leading Pedestrian Interval Equipment

Intersection	LPI Present
Colfax & South Chicago	No
Damen & Diversey	No
Kedzie & Avondale	No
Kedzie & Belmont	No
Narragansett & Bloomingdale	No
Paulina & Peterson & Ridge	No
Pulaski & Wellington	No

A quarter of the crashes that occurred at SIAPS intersections are attributed to turning. There are two possible countermeasures to mitigate crashes caused by lacking appropriate left-turn infrastructure that can be installed at SIAPS intersections where needed, installing left-turn lanes and adding left turn phasing. These countermeasures are identified as crash mitigation strategies in the *Cook County SAP*.

To reduce risk of rear-end and sideswipe collisions, CDOT will consider **installing left turn lanes**. A study titled *A full Bayes multivariate intervention model with random parameters among matched pairs for before-after safety evaluation, El-Basyouny and Sayed, 2011* found a crash reduction factor of 21% for fatal and injury crashes from adding left turn lanes to intersections in urban areas.

To reduce risk of left-turn collisions, CDOT will consider **adding left-turn phasing**. Changing from permissive left turns to protected-permissive left turn phasing results in crash reduction factors for fatal and injury crashes ranging from 0.5% to 4.2%, depending on roadway characteristics, according to the study *Crash Modification Factors for Changing Left Turn Phasing*.

Installing New Traffic Signals

Western Avenue and 64th Street, which is currently stop-controlled on the minor street, will be upgraded with new traffic signals. This signal is warranted according to MUTCD guidelines based on Warrant 2 (4-hour Vehicular Volume) and Warrant 5 (School Crossing). The full warrant study is available in Appendix F.

Western Avenue is a major arterial street carrying 29,000 vehicles per day as of 2022, according to the Illinois Department of Transportation's Annual Average Daily Traffic map. At 64th Street, uncontrolled crosswalks in the north and south legs are designated school crossings for Claremont Academy, a STEM Magnet School for Pre-Kindergarten to 8th Grade located approximately 345 feet east of Western Avenue. The warrant study found that the required gap for children to cross Western Avenue did not occur during the peak hour for pedestrian crossings. A total of 27 school aged children crossed Western

Avenue, during the highest crossing hour. The new traffic signal will provide a safer route for these children who cross twice per day every school day. It will greatly reduce their risk of serious injury or fatality at this difficult crossing and ensure they get to school and back home safely.

Safe System Approach

The SIAPS Program will also reconstruct intersections to install any necessary improvements that foster increased safety and efficiency for all road users, which include but are not limited to providing bike signals, bus queue jump signals, transit signal priority, accessible curb ramps, curb extensions, other geometric and ADA improvements. This approach to redesigning safety is aligned with *Cook County SAP* recommended implementation of the Safe System Approach.

The *Cook County SAP* shifts away from the traditional vehicle-centered traffic safety lens and instead embraces the Safe System Approach (SSA). This approach creates multiple layers of protection against crashes, with increased emphasis on safety for people walking and biking. It proactively works toward zero traffic fatalities and serious injuries, rather than accepting that some fatalities are inevitable. The *Cook County SAP* recommends municipalities follow the Safe System Roadway Design Hierarchy. This is a tool to evaluate engineering and infrastructure countermeasures and strategies based on their alignment with the SSA, providing a structured framework for prioritizing safety improvements, as shown in Figure 3. This hierarchy encourages the development of transportation systems that eliminate or reduce conflicts between road users and separate vulnerable road users from traffic.

These proposed intersection improvements emphasize a proactive and continuous commitment to minimizing risk and accommodating human errors, ensuring that safety is not just a one-time intervention but a sustained effort throughout the lifecycle of the transportation system. This approach ensures that countermeasures and strategies extend beyond initial implementation and will address the evolving needs of a dynamic transportation network.

Figure 3. Safe System Roadway Design Hierarchy

Source: FHWA, 2024

Criterion #3: Engagement and Collaboration

The SIAPS Program is part of an ongoing CDOT effort to modernize traffic signals citywide. CDOT identifies intersections for upgrading through this program based on the age and condition of the traffic signal and an analysis of crashes recorded at intersections across the City. The modernization of traffic signals and the rapid delivery of safety countermeasures including signal timing and operations, geometric improvements, enhanced visibility, transit priority measures, and multimodal safety features are strategies identified in the *Cook County SAP*.

Through the SIAPS Program and other initiatives, CDOT has implemented many of these strategies throughout the City with great success in the last five years. According to crash analysis completed for the *Chicago Traffic Crashes Annual Report 2024*, Chicago recorded a 27% decrease in traffic fatalities from the peak in 2021. Among the many tools to accomplish this has been the SIAPS Program and the safety improvements deployed at intersections without severely impacting vehicular capacity or the movement of vehicles.

The SIAPS Program is a citywide program. Throughout the City, 46% of census tracts are identified as underserved, according to the Areas of Persistent Poverty definition. Among the eight intersections that will be improved with this SS4A funding, 48% of census tracts are identified as underserved. A list of census tracts identified as Areas of Persistent Poverty is included in Appendix H.

The public's support for CDOT's focus on intersection safety and the SIAPS Program has been solidified through the public engagement completed as part of the Cook County Safety Action Plan. The public engagement for this plan included a Steering Committee, a public survey, and five outreach events to gather community feedback. Of the five outreach events, two outreach events were readily accessible to Chicago residents.

Source: CMAP

The *Cook County SAP* was guided by a Steering Committee that was comprised of municipal staff, leaders of community organizations, and groups representing those most affected by severe crashes in Cook County, including Chicagoans. Additionally, the Cook County Safety Action Plan project team closely collaborated with the City of Chicago, which was a Key Municipal Partner that helped identify recommended strategies. The Steering Committee and Key Municipal Partners contributed to and supported the recommended strategies to improve intersections, which align with the SIAPS Program, as described in **Criterion #1 Safety Need**. Many of these local organizations and community organizations have submitted Letters of Support for this application.

Letters of Support are found in Appendix I. Between October 2024 and March 2025, 5,350 people visited the engagement site and 655 people completed the survey. Many public survey respondents acknowledged the small-scale changes and wanted to see more systemic changes, therefore showing support for programs such as the SIAPS Program. The primary safety concern identified by public survey respondents is feeling unsafe while walking. The SIAPS Program addresses this by improving safety at intersections, where pedestrians are most likely to come into conflict with vehicles.

As part of the public survey, an online interactive safety hotspots comment map was available for respondents to call out certain locations. A total of 1,331 pins were added to the safety hotspots map. Of the pins added to the maps, unsafe intersections or unsafe crossings were among the most common concern highlighted in Chicago, further cementing the public's support for the SIAPS Program's focus on intersections.

Many of the intersections called out by survey respondents include intersections near interstate on- and off- ramps, complex intersections, and intersections near parks and schools. Chicagoans are very concerned about interstate underpasses, noting that proper traffic control at these locations is essential to keep everyone safe and ensure traffic moves smoothly. Three out of the eight intersections that are part of this SIAPS Program bundle are adjacent to interstate highways.

At complex intersections, public survey respondents noted that the especially long crossing distances are a barrier for pedestrians. Furthermore, left turns at complex intersections are difficult for vehicles, affecting everyone's safety and worsening traffic. There is one complex intersection that will be improved through this SIAPS Program bundle by installing modern signals and exploring the potential of adding bump outs and bike signals.

At intersections near parks and schools, public survey respondents stated an overall concern for crossing safety. Several public survey respondents noted that drivers tend to ignore pedestrian safety, even during school pick-up and drop-off when families with children are most often traveling near parks and schools. The SIAPS Program is designed to address all these concerns at intersections using proven countermeasures.

Damen & Diversey & Clybourn

"Just a generally terrible intersection. Cars do not check for bikes or pedestrians when crossing."

Paulina & Peterson & Ridge

"There's a sidewalk on the north side of the street here, but it suddenly ends to the west of the bridge and dumps you into the center of a weird 3-way stop with no crosswalk or curb ramps or anything."

4. Consideration: Project Readiness

The SIAPS Program is a priority for Chicago and the metropolitan region. CDOT has secured funding for the Preliminary Engineering Phase as well as the Design Engineering Phase with construction expected to begin in 2027. CDOT is well-versed in modernizing and improving traffic signals throughout the City, having modernized over 100 traffic signals on state and local roadways in the last five years, and has established a process with IDOT to quickly design and implement intersection improvements. As discussed in **Criteria 3 Engagement and Collaboration**, signal modernization and improvements like those in the SIAPS Program are supported by residents, local organizations, and elected officials. Letters of Support are found in Appendix I. CDOT is moving quickly to complete engineering plans and to oblige SS4A funds with the same urgency and priority. Appendix J contains a letter of Funding Commitment. Table 9 shows the SIAPS Program schedule.

Schedule

Table 9. SIAPS Program Schedule

Project Milestone	Date
SS4A Funds Awarded	December of 2025
Phase I (Funded by IDOT)	December 2025 - May 2026
Phase II (Funded by IDOT)	May 2026 to November 2026
Design Approval	December 2026
Project Letting	March 2027
Construction Start	July 2027
Construction End	July 2028

With grant funding assumed to be awarded in December of 2025, obligation is anticipated to occur no later than 12 months thereafter. The proposed budget for the intersection improvements is available in Appendix A.

The SIAPS Program is well-positioned to complete construction before the end of the five-year performance period, expected to be December 2030. As shown in the schedule, earlier phases of the project have already received funding and are expected to begin the design process in December 2025. The proposed design will adhere to all applicable state and local standards. Right-of-way acquisition, other than temporary easements for construction, will not be required. While watermain and sewer work is expected, relocation of private utilities is not anticipated which reduces the risk to the project schedule. There are no wetlands or floodplains adjacent to the Program intersections, thus environmental impacts are likely to be limited. The Program is anticipated to qualify for a Categorical Exclusion under 23 CFR 77.1.117 C. The project intersections are currently not incorporated within the Chicago Metropolitan Agency for Planning's (CMAP) Transportation Improvement Program (TIP) but will begin coordination with CMAP to update the TIP.