

9. PROJECTS AND STRATEGIES



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The SS4A Action Plan must contain effective strategies and project recommendations to achieve Vision Zero. Investments in engagement, education, and infrastructure all play a critical role in reducing fatal and serious injury crashes in Highland. We have conducted an extensive analysis of the Town's crash data (Section 4), developed an extensive engagement process (Section 5), and reviewed its existing program and policies (Sections 7 and 8), which culminate in the following project recommendations and strategies.

In December 2024, Highland passed a Vision Zero resolution to reduce fatal and serious injury crashes by 40% by 2040. Vision Zero is not just a goal. It reframes the way Highland views transportation safety. Vision Zero promotes thinking about transportation safety holistically, considering all transportation users, and incorporating strategies and recommendations that are more than just infrastructure improvements.

The SS4A Action Plan recommendations were developed through engagement with the Steering Committee. The SS4A Action Plan is about people, and the plan's recommendations must reflect that.

In developing recommendations for the SS4A Action Plan, we reviewed strategies to reduce fatal and serious injury (FSI) crashes endorsed by state and federal officials. The plan incorporates USDOT's Proven Safety Countermeasures and recommendations.

9.1 SCORING CRITERIA FOR SS4A PROJECT PROPOSALS

A list of potential projects has been compiled in the development of Highland's safety action plan, combining safety data, analysis, equity considerations, stakeholder and community input, and proven safety countermeasures. The resulting project list serves as a roadmap for prioritizing and executing safety projects aimed at achieving Vision Zero within the Town.

PROJECT IDENTIFICATION METHODOLOGY

Corridor segments and intersections identified within the High Injury Network (HIN) automatically qualified for inclusion in the project list. This strategic approach targeted areas with a history of recurring safety issues, supported by robust crash data analysis. The HIN, pinpointing locations with the highest fatal and injury crash frequencies, formed a solid foundation for identifying areas most in need of safety enhancements.

Additionally, the project list incorporates locations where safety projects have recently been completed or are nearing implementation. Some of these projects align with areas identified through safety analysis as high-crash locations, demonstrating proactive safety improvement efforts by transportation agencies. Moreover, input from the steering committee, leveraging their extensive knowledge of transportation safety needs in Highland, has enriched the project list.

Each location on the preliminary project list underwent evaluation across four emphasis areas outlined in the plan:

- Total Crash Rate
- Fatal & Injury Crash Rate
- Environmental Justice
- Public Input

While all four elements are considered vital to the development of the Highland Safety Action Plan, collaboration among the steering committee defined the weight of each element in the project scoring criteria to be used. The resulting scoring system placed greater emphasis on elements that the steering committee deemed to be of greater importance in shaping its plan.

Furthermore, a specific scale was applied to evaluate each element, considering the range of values within each category. A points system was then devised to score the projects, assigning a maximum total number of points in each category based on their relative importance in the scoring system. For each project, the points awarded in each category were multiplied by a whole number weightage factor (2 or 3 based on the assigned weightage) and added together to create a total weighted score.

The weighted scoring system used to evaluate potential projects is depicted in **Table 9**.

Table 9: Scoring Criteria for SS4A Project Proposals

TOTAL CRASH RATE

The SS4A program targets improving safety and mobility for all users. Analysis of the Town's roadway network was employed to identify locations with significant crash recurrence.

Criteria: Locations in the high injury network (HIN) or a crash "hotspot" identified through the SS4A safety analysis.

Projects were scored on the individual site's total crash frequency rate (all crashes).

30% weightage

FATALITY & INJURY CRASH RATE

Taking action toward Vision Zero involves addressing locations that have a recurring crash history. The plan intends to implement safety countermeasure projects at those locations that have the highest potential for safety improvement.

Criteria: Locations in the high injury network (HIN) or a crash "hotspot" identified through the SS4A safety analysis.

Projects were scored on the individual site's fatal and injury (F&I) crash frequency rate.

30% weightage

ENVIRONMENTAL JUSTICE

The SS4A program prioritizes equitable transportation access and outcomes for all community members.

Criteria: Projects located within or immediately adjacent to Environmental Justice (EJ) areas, as identified by the equity analysis, receive points for promoting inclusive transportation access and addressing disparities in underserved communities.

Projects were scored on the individual site location relative to an EJ area.

20% weightage

PUBLIC FEEDBACK

The CSAP is greatly dependent on the community's input due to their unique knowledge and experience with transportation issues within the Town of Highland. Most importantly, the community is the end user of the town's transportation facilities.

Criteria: Location was identified as a safety concern through the public engagement survey or previously noted by the public through the steering committee's input.

Projects were scored on the number of mentions of individual sites in the public engagement survey.

20% weightage

Table 10: Scoring Key for SS4A Project Proposals

TOTAL CRASH RATE (30% Weight)	POINTS	ENV. JUSTICE CRITERIA (20% Weight)	POINTS	F&I CRASH RATE (30% Weight)	POINTS	STAKEHOLDER AND PUBLIC INPUT CRITERIA (20% Weight)	POINTS
600 segment, <0.6 intersection	1	Not in EJ Area	0	0-50 segment, <0.06 intersection	1	0	0
600-1200 segment, 0.6-1.2 intersection	2	Partially in EJ Area	3	50-100 segment, 0.06-0.09 intersection	2	1 segment, 1-7 intersection	2
1200-1800 segment, 1.2-1.8 intersection	3	In EJ Area	5	100-150 segment, 0.09-0.12 intersection	3	2-3 segment, 8-14 intersection	3
1800-2400 segment, 1.8-2.4 intersection	4			150-200 segment, 0.12-0.15 intersection	4	4-5 segment, 15-22 intersection	4
>2400 segment, >2.4 intersection	5			>200 segment, >0.15 intersection	5	>5 segment, >22 intersection	5

9.2 PROJECT OVERVIEW

The compiled projects list was scored in accordance with the criteria presented in Section 9.1. The weighted total score of the project defined implementation priority. A 3-tier system was assigned for projects based on the range of scores to give the highest priority to projects that obtained the greater total weighted scores. Therefore, projects that were determined to have the highest need for improvement will be expected to have the highest priority for funding and implementation.

The tier system to correspond with a tentative implementation time frame is defined as follows:

- **Tier 1:** Scores > 25, Implementation 2025-2030 (Short-term/Highest priority)
- **Tier 2:** Scores >15 to ≤ 25, Implementation 2030-2035 (Interim/Medium priority)
- **Tier 3:** Scores ≤ 15, Implementation 2035+ (Long-term/Lower priority)

The resulting projects with their total weighted scores, implementation timeframe, and proposed countermeasures for segments are summarized in **Table 11** and for intersections in **Table 12**. The complete Comprehensive Safety Action Plan Project List is provided in Appendix E.

Table 11: Comprehensive Safety Action Plan Projects Scoring Summary – Roadway Segments (1 of 2)

PROJECT LOCATION	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
1. 41st St - Kennedy Ave to Ellen Dr	37	Tier 1	ST: Signal Backplates, Install RRFBs, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Speed Feedback Signs, Restripe to Reduce Lane Width, Add Flashing Beacons for School Warning Signs. LT: Add Turn Lanes, Raised Median, Raised Crosswalks, Construct Curb Bulb-Outs. NOTE: PLANNED SHORT-TERM IMPROVEMENTS EXIST FOR THIS ROADWAY SEGMENT.
2. Highway Ave - 1st to 5th	36	Tier 1	ST: Add signal backplates, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Install Speed Feedback Signs, Install RRFBs at Trail Crossing. LT: Install Median, Install Raised Crosswalks, Access Management, Consider Roundabout Corridor. NOTE: PLANNED SHORT-TERM IMPROVEMENTS EXIST FOR THIS ROADWAY SEGMENT.
3. Kleinman Rd - Clough Ave to 41st Ln	28	Tier 1	ST: Access Management, Signal Backplates, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Install Midblock Crosswalks. LT: Construct Sidewalks, Install Lighting, Add Dedicated Bike Lanes, Add Raised Crosswalks/Intersections.
4. Kennedy Ave - 81st St to Main St	28	Tier 1	ST: Access Management, Signal Backplates, renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Install Midblock Crosswalks, Speed Feedback Signs. LT: Road Diet Implementation, Add Raised Median, Add Turn Lanes, Install/Improve Lighting, Install Bike Lanes.
5. 45th St - Wildwood Ct to SR 912/ Cline Ave	25	Tier 2	ST: Access Management, Signal Backplates, renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Install Midblock Crosswalks, Speed Feedback Signs, Enhance railroad crossing visibility. LT: Evaluate Road Diet Implementation, Add Raised Median, Add Turn Lanes, Install/Improve Lighting, Install Bike Lanes.

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

*Denotes projects within joint jurisdiction (Town and INDOT)

Table 11: Comprehensive Safety Action Plan Projects Scoring Summary – Roadway Segments (2 of 2)

PROJECT LOCATION	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
6. US 41 - Hart to S/O Industrial Drive*	25	Tier 2	ST: Access management, signal backplates, renew all signs and striping, Crosswalk visibility enhancements (continental style striping), speed feedback signs. LT: Install Midblock Crosswalks with HAWK Signals, Install Raised Median with Directional Openings at Strategic Locations, Add Turn Lanes, Install/Improve Lighting, Install Bike Lanes.
7. Main St - Kennedy Ave to West of Prairie Ave	25	Tier 2	ST: Access Management, Signal Backplates, renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Speed Feedback Sign. LT: Evaluate Road Diet Implementation, Construct Sidewalk on South Side of Road, Add Raised Median, Add Turn Lanes, Install/Improve Lighting, Install Bike Lanes.
8. Ridge Rd - 5th St to Grace St	22	Tier 2	ST: Access Management, Signal Backplates, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Speed Feedback Signs. LT: Evaluate Road Diet Implementation, Install HAWK Signal Near Main Square Park, Add Raised Median with Directional Openings, Add Turn Lanes, Install/Improve Lighting, Install Bike Lanes.
9. US 41 - Ridge Rd to Hart Rd*	22	Tier 2	ST: Access Management, Signal Backplates, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Speed Feedback Signs. LT: Install Midblock Crosswalks with HAWK Signals, Install Raised Median with Directional Openings at Strategic Locations, Add Turn Lanes, Install/Improve Lighting, Install Bike Lanes.
10. US 41 - 81st to Town Limits*	19	Tier 2	ST: Install Trail Crossing with HAWK Signal, Pavement Friction Management, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Speed Feedback Signs. LT: Install Sidewalks Along Road for Connecting Residential Area to Businesses Across Little Calumet River and Trails Access, Install Raised Median with Directional Openings, Add Turn Lanes, Install/Improve Lighting.
11. SR 912 - Ridge Rd to 179th St/River Rd*	15	Tier 3	ST: Access Management, Install Signal Backplates, Optimize Signal Timings to Improve Corridor Progression, Evaluate Optimal Lane Configurations. LT: Install Sidewalks, Install Directional Median Openings, Add Turn Lanes, Install/Improve Lighting, Increase Clear Zone on West Side of Road.
12. Ridge Rd - Parkway Dr to Kennedy Ave	12	Tier 3	ST: Access Management, Signal Backplates, Renew all signs and striping, Install Midblock Crosswalks, Crosswalk visibility enhancements (continental style striping), Speed Feedback Signs. LT: Re-Evaluate Osborne Rd and Highway Ave Intersections Area as A Potential HAWK Location, Install Raised Median with Directional Openings, Add Turn Lanes, Install/Improve Lighting, Install Bike Lanes.

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

*Denotes projects within joint jurisdiction (Town and INDOT)

Table 12: Comprehensive Safety Action Plan Projects Scoring Summary – Intersections (1 of 2)

PROJECT LOCATION	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
1. Kennedy Ave & 45th St	43	Tier 1	ST: Install Retroreflective Borders on Signal Head Backplates, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Upgrade Lighting, Install Reduced Left-Turn Conflict Intersection, Consolidate Driveways Within Functional Area of Intersection
2. Kennedy Ave & Main St	32	Tier 1	ST: Install Retroreflective Borders on Signal Head Backplates, Renew all signs and striping, Optimize signal timing and clearance intervals. NOTE: PLANNED SHORT-TERM IMPROVEMENTS CURRENTLY EXIST FOR INTERSECTION. LT: Install Median, Upgrade Lighting, Install Exclusive Turn Lanes
3. US 41 & 45th St*	27	Tier 1	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Connect Sidewalks on All Legs
4. US 41 & Ridge Rd*	24	Tier 2	ST: Install Signal Head Backplates with Retroreflective Borders, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Channelizing Right-Turn Islands to Shorten Pedestrian Crossing Distances
5. Ridge Rd & Grace St	22	Tier 2	ST: Install Signal Head Backplates with Retroreflective Borders, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Access Management: Condense Driveways, Install Median, Upgrade Lighting
6. SR 912 & Ridge Rd**	21	Tier 2	ST: Install Signal Head Backplates with Retroreflective Borders, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Access Management: Condense Driveways, Upgrade Lighting, Install Pedestrian Features, Connect Sidewalks on Intersection Approaches
7. SR 912 & 179th/ River Rd**	18	Tier 2	ST: Install Signal Head Backplates with Retroreflective Borders, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Install Median, Upgrade Lighting
8. SR 912 & Wirth Rd**	18	Tier 2	ST: Install Signal Head Backplates with Retroreflective Borders, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Upgrade Lighting, Install Pedestrian Features, Connect Sidewalks on Intersection Approaches
9. 41st St & Ellen Dr	18	Tier 2	ST: Improve SE Corner Sidewalk Landing Pad, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Install Median, Install Lighting, Install Roundabout

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

*Denotes projects within joint jurisdiction (Town and INDOT)

**Denotes projects within joint jurisdiction (Town of Highland, Town of Griffith and INDOT)

Table 12: Comprehensive Safety Action Plan Projects Scoring Summary – Intersections (2 of 2)

PROJECT LOCATION	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
10. Kennedy Ave & Lincoln St	16	Tier 2	ST: Install Signal Head Backplates with Retroreflective Borders, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Exclusive Turn Lanes, Upgrade Lighting, Connect Sidewalks on Intersection Approaches
11. Kennedy Ave & Trail Crossing	16	Tier 2	ST: Install HAWK Signal, Renew all signs and striping, Crosswalk visibility enhancements (continental style striping) LT: Install Lighting, Install Raised Intersection
12. US 41 & Hart Rd*	15	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Exclusive Turn Lanes, Upgrade Lighting, Connect Sidewalks on Intersection Approaches
13. 45th St & Farmer Dr	15	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Remove Paving on NE Corner Area to Avoid Driver Confusion LT: Exclusive Turn Lanes, Install Median, Install Lighting, Connect Sidewalks on Intersection Approaches, Access Management: Consolidate Driveways Within Functional Area of Intersection
14. US 41 & Lincoln St*	15	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping) LT: Exclusive Turn Lanes, Upgrade Lighting, Connect Sidewalks on Intersection Approaches, Access Management: Consolidate Driveways Within Functional Area of Intersection
15. Ridge Rd & 5th St	13	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping), Pavement Friction Management LT: Exclusive Turn Lanes, Install Median, Install Lighting, Connect Sidewalks on Intersection Approaches, Install Crosswalk with HAWK Signal
16. US 41 & Martha St*	12	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping) LT: Exclusive Turn Lanes, Protected Left-Turn Phasing, Upgrade Lighting
17. Kennedy Ave & Jewett Ave	12	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Exclusive Turn Lanes, Install Median, Install Lighting, Access Management: Consolidate Driveways Within Functional Area of Intersection
18. 45th St & Spring St	12	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping) LT: Install Median, Install Roundabout, Install Raised Intersection, Realign Spring St Approaches
19. 45th St & Lillian St/ Liable Rd	9	Tier 3	ST: Renew all signs and striping, Crosswalk visibility enhancements (continental style striping). LT: Exclusive Turn Lanes, Install Median, Install Lighting, Option 1: Install Roundabout

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

*Denotes projects within joint jurisdiction (Town and INDOT)

**Denotes projects within joint jurisdiction (Town of Highland, Town of Griffith and INDOT)

9.3 STRATEGY RECOMMENDATIONS

While infrastructure plays an important role in achieving Highland’s Vision Zero goal, strategies that focus on enforcement, education, and engagement are just as critical to adopting a holistic multi-disciplinary approach to safety. To develop strategies for the SS4A Action Plan, we reviewed the historical crash data records, public feedback, and state and federal resources.

The initial twelve strategies, categorized by the Safe System Element they address, are summarized in **Table 13**. Each strategy comprises various components aimed at furthering its objectives. For a more comprehensive understanding of the proposed actions, anticipated implementation timelines, and the departments accountable for execution—as well as supporting departments where applicable—please refer to the subsequent sections. It’s worth noting that the Steering and Implementation Committee reserves the right to amend or refine these strategies based on evolving information, community input, considerations of equity impacts, and insights gleaned from ongoing evaluations.

Table 13: Highland CSAP Comprehensive Safety Strategies

NO.	STRATEGY	SAFE SYSTEM ELEMENT ADDRESSED
1	Launch a Comprehensive Safety Campaign	Safe Users, Safe Vehicles
2	Implement Measures to Reduce Speeding Townwide	Safe Users, Safe Vehicles, Safe Speeds
3	Foster a Culture of Shared Responsibility within the Town	Safe Users, Safe Vehicles, Safe Speeds
4	Target High Injury Areas to Reduce Severe Crashes and Speeds	Safe Users, Safe Vehicles
5	Transform Residential Streets into Safe, Low-Speed, Low-Stress Environments	Safe Users, Safe Streets
6	Develop Commercial Streetscapes Promoting Safe Speeds and Crossings	Safe Users, Safe Streets
7	Implement Systemic Improvements at High-Risk Locations	Safe Users, Safe Vehicles, Safe Speeds
8	Establish Safe, Accessible Networks for Pedestrians, Cyclists, and Assistive Device Users	Safe Users, Safe Streets
9	Ensure Equity in Access to Safe Vehicles	Safe Users, Safe Vehicles
10	Rapid Response to Fatal Crashes	Safe Users, Safe Vehicles, Safe Speeds, Post-Crash Care
11	Utilize Data and Technology to Understand High-Risk Behaviors and Streets	Safe Users, Safe Vehicles, Safe Speeds, Safe Streets
12	Monitor Progress towards Safety Goals	Safe Users, Safe Vehicles, Safe Speeds, Safe Streets, Post-Crash Care

STRATEGY 1: LAUNCH A COMPREHENSIVE SAFETY CAMPAIGN

Establishing a comprehensive safety culture throughout Highland, embraced by all sectors, including the public, initiates raising awareness about the Town's significant crash challenges, their impact, causative factors, and preventive measures. Campaign messages, disseminated across diverse platforms, must center on severe crashes and emphasize the detrimental impact of speed on crash severity. Our messaging strategy should be tailored to inspire the behavioral shifts essential for mitigating and eradicating severe crashes.

Table 14: Strategy 1 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Create a culturally relevant traffic safety campaign aimed at reducing severe injuries and fatalities by addressing speeding and dangerous driving behaviors such as running red lights and failing to yield to pedestrians.	Within the next 1-3 years	Town of Highland (Redevelopment Commission, Public Works), Media Services
Prioritize driver education and awareness through civilian staff warnings and diversion programs before enforcing fines at high-crash locations and areas with heightened dangerous driving behaviors.	Within the next 1-3 years	Town of Highland (Police Department, School Board, Local Chambers of Commerce)
Communicate information about the Town's speed limits and any future changes to speed limits through social media and other channels available to the Town.	Within the next 1-3 years	Town of Highland (Traffic Safety Commission), Media Services
Expand the Safe Routes to School in-class education program to high schools, focusing on safe driving behaviors and alternatives to driving.	Within the next 1-3 years	School Town of Highland, Local Hospitals

STRATEGY 2: IMPLEMENT MEASURES TO REDUCE SPEEDING TOWNWIDE

The Town recognizes that solely relying on messaging won't ensure all drivers slow down. Therefore, Highland is committed to designing our streets to encourage safe speeds for pedestrians, cyclists, and those using assistive devices. This includes adjusting posted speed limits to align with our desired target speeds for safer streets. Additionally, we'll explore alternative enforcement approaches, carefully considering their equity implications.

Table 15: Strategy 2 Action Items Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Ensure that adequate signage is placed on major streets to alert drivers of the designated speed limit.	Within the next 1-3 years	Town of Highland (Traffic Safety Commission, Public Works Department)
Establish zones with reduced speed limits by implementing changes to speed regulations and implementing road designs that naturally encourage compliance, particularly in areas with a high concentration of vulnerable road users such as schools, parks, community centers, and housing facilities for seniors and transitional residents.	Within the next 1-3 years	Town of Highland (Traffic Commission, Public Works)
Evaluate the fairness, uniformity, effectiveness, and equity considerations of existing traffic enforcement methods, fines, and legal procedures.	Within the next 3-5 years	Town of Highland (Clerk-Treasurer)
Explore the potential implementation of automated systems or unarmed civilian enforcement to address dangerous driver behaviors like speeding, drawing inspiration from initiatives in other US counties.	Within the next 3-5 years	Town of Highland (Public Works), Local and/or State Law Enforcement Agencies

STRATEGY 3: FOSTER A CULTURE OF SHARED RESPONSIBILITY WITHIN THE TOWN

The Safe System Approach underscores the shared responsibility in reducing severe crashes, emphasizing that everyone has a role to play. Highland has an opportunity to take the lead by fully embracing the goal of eliminating severe crashes and integrating the Safe System approach into all Town services and operations. The role of Town employees in setting an example through their behaviors is equally crucial. If Highland is committed to achieving the townwide goal of eliminating traffic crashes, it is imperative that the Town holds itself accountable and refuses to tolerate unsafe driving practices among Town employees.

Table 16: Strategy 3 Action Items Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Train and educate Town staff, contractors, and government partners on Safe System concepts and practices to raise awareness.	Within the next 1-3 years	Town of Highland (Town Council)
Create and execute a driver training program for employees who operate vehicles during work duties, focusing on safe driving practices, particularly regarding speed and interactions with pedestrians, cyclists, scooter riders, and individuals using assistive devices.	Within the next 3-5 years	Town of Highland (Town Council)

STRATEGY 4: TARGET HIGH INJURY AREAS TO REDUCE SEVERE CRASHES AND SPEEDS

For a long time, severe crashes have been seen as an unavoidable part of operating, making the Town's goal difficult to achieve. However, by investing in the HIN, Highland has the chance to significantly reduce severe crashes and prove that eliminating roadway fatalities and serious injuries is achievable. As we enhance the HIN, we must assess the extent of our progress and adjust our priorities as needed to ensure we continue to focus on the most valuable safety investments.

Table 17: Strategy 4 Action Items Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Integrate the High Injury Network (HIN) into the yearly major street resurfacing plan and maintain safety enhancements during resurfacing projects.	Within the next 1-3 years	Town of Highland (Redevelopment Commission, Traffic Safety Commission, Public Works)
Review all High Injury Network (HIN) corridors managed by the Town for safety enhancements and execute a minimum of one corridor safety project annually. These projects will utilize a blend of quick-delivery enhancements like striping and signal adjustments alongside capital investments such as RRFBs, curb extensions, and refuge islands.	At least biennial	Town of Highland (Redevelopment Commission, Traffic Safety Commission, Public Works)
Regularly update the High Injury Network (HIN) every 3 to 5 years using current crash data to pinpoint new areas for enhancement and showcase successful declines in severe and fatal crashes.	At least every 5 years	Town of Highland (Redevelopment Commission, Traffic Safety Commission, Public Works Department)

STRATEGY 5: TRANSFORM RESIDENTIAL STREETS INTO SAFE, LOW-SPEED, LOW-STRESS ENVIRONMENTS

Although most severe crashes happen on busy arterial and collector streets, the Town must prioritize safety on low-traffic residential streets, which serve as essential pathways for pedestrians and cyclists accessing neighborhood amenities like parks and schools in Highland.

Table 18: Strategy 5 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Continue seeking federal and state Safe Routes to School (SRTS) grants for safety enhancements around local schools and explore collaborations with other town departments to implement broader safety measures in upcoming years.	Ongoing	Town of Highland (Redevelopment Commission, Public Works Department)
Continue seeking federal and state Safe Routes to School (SRTS) grants for safety enhancements around local schools and explore collaborations with other town departments to implement broader safety measures in upcoming years.	Within the next 3-5 years	Town of Highland (Redevelopment Commission, Public Works Department), Local Chambers of Commerce
Implement a trial Slow Street Network initiative and assess its effectiveness using safety data and feedback from residents.	Within the next 5+ years	Town of Highland (Street Department, Public Works Department)

STRATEGY 6: DEVELOP COMMERCIAL STREETSCAPES PROMOTING SAFE SPEEDS AND CROSSINGS

It is crucial to create inviting environments that cater to all individuals, where economic vitality, social interaction, and community development thrive without being compromised by hazardous street conditions to maximize the benefits of the commercial streets in Highland.

Table 19: Strategy 6 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Include speed reduction measures in all streetscape initiatives and adjust speed limits to align with target speeds whenever possible.	Within the next 1-3 years	Town of Highland (Redevelopment Commission, Traffic Safety Commission, Public Works Department)
Broaden the criteria for selecting streetscape projects to encompass areas with elevated severe crash rates and risky roadway characteristics.	Within the next 3-5 years	Town of Highland (Redevelopment Commission, Public Works Department)

STRATEGY 7: IMPLEMENT SYSTEMIC IMPROVEMENTS AT HIGH-RISK LOCATIONS

The review of severe crashes, vulnerable road users, and high-risk road attributes reveals opportunities for significant investments in preemptive measures to prevent severe crashes. By acting quickly, the Town can implement and evaluate new countermeasures while refining internal procedures to enhance safety.

Table 20: Strategy 7 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Deploy and evaluate rapid implementation of countermeasures matched for crash types identified in Section 4 of the report.	Within the next 1-3 years	Town of Highland (Public Works Department)
Expedite systemic safety improvements through the Right-of-Way permitting process.	Within the next 3-5 years	Town of Highland (Public Works Department, Plan Commission)

STRATEGY 8: ESTABLISH SAFE, ACCESSIBLE NETWORKS FOR PEDESTRIANS, CYCLISTS, AND ASSISTIVE DEVICE USERS

Through the adopted resolution, the Town has pledged to guarantee safe and convenient mobility for all residents of Highland, regardless of their mode of transportation. Recognizing the increased vulnerability of pedestrians, cyclists, and individuals using assistive devices, Highland intentionally designs its streets to facilitate their safe movement to desired destinations.

Table 21: Strategy 8 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Improve lighting at pedestrian crossings and trail crossings	Within the next 1-3 years	Town of Highland (Public Works Department, Parks and Recreation)
Enhance safety at intersection pedestrian crossings with proven measures like curb extensions, refuge islands, high-visibility crosswalk markings, signage, signals, and beacons.	Within the next 1-3 years	Town of Highland (Public Works Department)
Install mid-block crossings between major pedestrian areas where crossing distances between existing signals or enhanced crossings are impractical.	Within the next 3-5 years	Town of Highland (Public Works Department)

STRATEGY 9: ENSURE EQUITY IN ACCESS TO SAFE VEHICLES

Explore avenues to enhance the safety of the existing vehicle users in Highland, ensuring that all residents (including those who cannot afford new vehicles or choose not to drive) are accounted for in safety initiatives.

Table 22: Strategy 9 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Create concise policies regarding the deployment and usage of micromobility devices.	Within the next 3-5 years	Town of Highland (Plan Commission, Town Council)
Promote accessible and attractive alternatives to owning personal vehicles, such as shared mobility, public transit, walking, and cycling, through investments, pilot initiatives, subsidies for low-income individuals, and incentives.	Within the next 5+ years	Town of Highland (Economic Development, Redevelopment Commission)

STRATEGY 10: RAPID RESPONSE TO FATAL CRASHES

As the Town enacts the safety plan and fosters collaborations and a collective safety mindset among various sectors and the community, it recognizes that unfortunate crashes may still happen. It's crucial to not only react to severe crashes but also to increase the understanding of their causes and effects.

Table 23: Strategy 10 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Regularly provide the public and decision-makers with access to statistics regarding fatal crashes.	Every 3 to 5 years	Town of Highland (Redevelopment Commission, Traffic Safety Commission), Media Services
Implement safety enhancements at locations where fatal crashes have occurred.	Within the next 3+ years	Town of Highland (Redevelopment Commission, Public Works)
Work with medical experts to merge hospital and crash data, enhancing the understanding of severe crash demographics, enhancing behavioral intervention effectiveness, and accessing additional funding streams.	Within the next 5 years	Town of Highland (Traffic Safety Commission), Local Health Partners Foundation
Explore traffic signal priority measures for emergency vehicles to expedite and ensure safer response times to crashes and medical emergencies.	Within the next 1-3 years	Town of Highland (Traffic Safety Commission, Public Works), Local Health Partners Foundation

STRATEGY 11: UTILIZE DATA AND TECHNOLOGY TO UNDERSTAND HIGH-RISK BEHAVIORS AND STREETS

Highland relies on police reports to gauge severe and fatal crashes' severity, location, and nature. However, this data source offers only a partial view of high-risk behaviors and may overlook crucial opportunities for intervention. To comprehensively evaluate and address these areas, Highland must access additional relevant data from various existing and emerging sources to enhance safety planning, evaluation, and monitoring efforts.

Table 24: Strategy 11 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Gather and centralize data on severe crashes, speeds, and risky driving behaviors to gain deeper insights into current and potential locations of severe crashes and their impact on road users.	Within the next 3-5 years	Town of Highland (Redevelopment Commission, Traffic Safety Commission)
Enhance data collection and analysis techniques to assess the impact of countermeasures efficiently through customized, streamlined, and automated tools and dashboards.	Within the next 3-5 years	Town of Highland (Redevelopment Commission, Traffic Safety Commission)
Obtain subscription to big data analytics company such as Streetlight/INRIX to determine where and when speeding occurs throughout the Town.	Within the next 5 years	Town of Highland (Redevelopment Commission, Traffic Safety Commission)

STRATEGY 12: MONITOR PROGRESS TOWARDS SAFETY GOALS

Enhancing road safety in Highland relies on its capacity to learn from its initiatives and enhance the procedures continually. Evaluation serves as a means of accountability. Further details on the evaluation methods, progress tracking, and coordination of implementation are outlined in the following progress and transparency section.

Table 25: Strategy 12 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Annually review the progress of the Comprehensive Safety Action Plan (CSAP) strategies, presenting the findings to the Steering & Implementation Committee. Assess the need for updates to the CSAP based on the evaluation results.	Annually	Town of Highland (Steering Committee, Traffic Safety Commission)
Annually assess the effectiveness of the corridor safety projects by analyzing crash data, gathering resident feedback, and utilizing other relevant data sources. Identify any necessary further improvements based on the evaluation results.	Annually	Town of Highland (Steering Committee, Traffic Safety Commission)