ROAD TO ZERO
THE SAFE SYSTEM APPROACH
FRANKLIN, JEFFERSON, & PERRY COUNTIES

VISION ZERO
ACTION PLAN

GREATER EGYPT REGIONAL PLANNING AND DEVELOPMENT COMMISSION

FRANKLIN, JEFFERSON, AND PERRY COUNTIES

JUNE 2025

Franklin County
Where History and Progress Meet

JEFFERSON COUNTY EST. 1819

COUNTY OF PERRY, ILLINOIS 1827

Acknowledgements

The project team is grateful for the support and participation of the stakeholders for this project. Additionally, the Greater Egypt Regional Planning and Development Commission (Greater Egypt) would like to thank the Illinois Department of Transportation (IDOT) for providing funding and support to develop this Vision Zero Action Plan.

SAFETY COMMITTEE

The Safety Committee serves as the cornerstone in the development, implementation, and monitoring of the Franklin-Jefferson-Perry Counties Vision Zero Action Plan. Comprised of a diverse, multi-disciplinary group of key agencies and community stakeholders, this committee plays a critical role in ensuring the Vision Zero Action Plan remains relevant and impactful in the years to come. Through collaborative efforts, the Greater Egypt-Franklin-Jefferson-Perry Counties Safety Committee guides the plan toward achieving meaningful traffic safety improvements while maintaining realistic and achievable goals. Representatives from various fields, including highway engineering, law enforcement, public health, emergency medical services, education, highway safety, public transit, and other sectors, convened regularly - approximately every 3 months - to provide essential input and review. The following persons participated in the safety committee meetings for the project. Providing the project team with feedback and guidance as the study progressed.

- Cary Minnis, Executive Director, *Greater Egypt Regional Planning Commission*
- Katie Zanotti, Transportation Planner, *Greater Egypt Regional Planning Commission*
- Doug Keirn, Programming Engineer, *IDOT District 9, Program Development*
- Matthew Barnett, County Engineer, *Franklin County*
- Brandon Simmons, County Engineer *Jefferson County*
- Brian Otten, County Engineer, *Perry County*
- Kenny Hayes, Highway Commissioner, *Mount Vernon Township*
- Doug Hill, Street Department Director, *City of DuQuoin*
- Chuck Genesio, Coordinator, *Perry County Emergency Management*
- Jay Kranz, Local Roads and Streets Engineer, *IDOT, District 9*
- Clint Willis, Captain, *West Frankfort Police Department*
- Andrew Dagner, Superintendent, *Pinckneyville Community High School*
- Thomas Caldwell, *Central Bureau of Planning and Programming, IDOT*
- Brad Ruble, City Engineer, *City of Mount Vernon*
- Matt Donkin, *West Frankfort Schools*
- Brandon Geber, Section Chief, *Metropolitan Program Planning, IDOT*
- Keith Hertenstein, Asst. County Coordinator, *Jefferson County Emergency Management*
- Derek Salliez, Fire Chief, *West Frankfort Fire*

STAKEHOLDERS

Several agencies were consulted on the project to gain feedback on the study results and potential projects and programs. The individuals below represented their respective agency at one or more project workshop.

City of DuQuoin
Doug Hill

City of Mt. Vernon
Matt Fauss
Brad Ruble
Mary Ellen Bechtel
Nathan McKenna

City of Sesser
Sean Payne

Federal Highway Administration (FHWA), Illinois Division
Alan Ho

Franklin County Highway Department
Matt Barnett

IDOT Bureau of Safety Planning and Engineering
Annie Prothro

IDOT Central Office, Bureau of Local Roads and Streets
Tim Peters

IDOT District 9 Program Development
Doug Keirn

IDOT District 9, Local Roads
Jay Kranz

Illinois State Police (ISP)
Brad Brachear
Alicia Barr

Jefferson County
Brandon Simmons

Jefferson County EMA
James Hertenstein
Steve Leuker
Janice Gahagan
Keith Hertenstein
Steven Warner

Jefferson County Sheriff's Office
Destiny Newton
John Prudent

Mt. Vernon Fire Department
Chris Yenne

Mt. Vernon Township Highway Department
Kenny Hayes

Perry County Highway Department
Brian Otten

West Frankfort Fire Department
Derek Salliez

West Frankfort Police Department
Clint Willis

INTERVIEWEES

The individuals listed below provided invaluable assistance to the project team by participating in one-on-one interviews, offering detailed insights into traffic safety challenges and concerns specific to the region. Their contributions were essential to the development of a thorough and well informed plan, and the project team expresses its sincere gratitude for their time and the depth of information they shared.

Illinois State Police (ISP)
Brad Brachear
Alicia Barr

Mount Vernon Township Roads
Kenny Hayes

West Frankfort
Derek Sailliez

Jefferson County EMA
Steve Leuker
Keith Hertenstein

Jefferson County Highway Department
Brandon Simmons

DuQuoin Community Schools
Diana Rea

Pinckneyville Community High School District
Andrew Dagner

Sheriff Franklin County
Kyle Bacon

IDOT
Doug Keirn

Perry County Highway Department
Brian Otten

Franklin County Highway Department
Matthew Barnett

City of Mt. Vernon
Brad Ruble
Nathan McKenna

PROJECT TEAM

Illinois Department of Transportation, Office of Planning and Programming
Brandon Geber
Doug Delille
Tom Caldwell

Arora and Associates, P.C.
Priscilla Tobias, Project Manager
Jerrid Dinnen
Filiberto Sotelo
Madison Kitchen

Images, Inc.
Tracy Morse
Brad Hahn

AtkinsRéalis
Dante Perez-Bravo
Patrick Cawley
Jeff Bagdade
Ganapathi Badireddi
Md Nasim Khan
Nischal Bhattarai

Collaborative efforts and partnerships provide a foundation to achieve safe roads, safe road users, safe vehicles, safe speeds, and essential post-crash care in Franklin, Jefferson, and Perry Counties.

Table of Contents

ACRONYMS

A
Suspected Serious Injury/
A-Injury (KABCO Injury Scale)

ARIDE
Advanced Roadside Impaired Driving Enforcement.

B
Non-Incapacitating Injury
(KABCO Injury Scale)

BAC
Blood Alcohol Content

C
Possible Injury (KABCO Injury Scale)

CAD
Computer Aided Dispatch

CPS
Child Passenger Safety

CSAP
Comprehensive Safety Action Plan

CUSD
Community Unit School District

DECP
Drug Evaluation and Classification Program

DOT
Department of Transportation

DRE
Drug Recognition Expert

DUI
Driving Under the Influence

FARS
Fatal Analysis Reporting System

FHWA
Federal Highway Administration

FMCSA
Federal Motor Carrier Safety Administration

HSP
Highway Safety Plan

HSIP
Highway Safety Improvement Program

HVE
High-Visibility Enforcement

IDOT
Illinois Department of Transportation

ILETSB
Illinois Law Enforcement Training and Standards Board

ISP
Illinois State Police

ITEP
Illinois Transportation Enhancement Program

K
Fatality (KABCO Injury Scale)

KA
Fatal and Serious Injury Crashes
(KABCO Injury Scale)

KABC
Fatal and All Injury Crashes
(KABCO Injury Scale)

KABCO
All Crashes, including Property Damage Only (KABCO Injury Scale)

LEL
Law Enforcement Liaison

LPI
Leading Pedestrian Interval

MADD
Mothers Against Drunk Driving

MPO
Metropolitan Planning Organization

MTP
Metropolitan Transportation Plan

NHTSA
National Highway Traffic Safety Administration

O
Property Damage Only
(KABCO Injury Scale)

OPP
Office of Planning and Programming

PHB
Pedestrian Hybrid Beacon

PSC
Proven Safety Countermeasure
(As identified by FHWA)

ROE
Regional Office of Education

RRFB
Rectangular Rapid Flashing Beacon

RSA
Road Safety Audit/Road Safety Assessment

SIMPO
Southern Illinois Metropolitan Planning Organization

SHSP
Strategic Highway Safety Plan

SRTS
Safe Routes to School

SS4A
Safe Streets and Roads for All

SFST
Standardized Field Sobriety Test

STEP
Sustained Traffic Enforcement Program

TIP
Transportation Improvement Program

U.S.
United States

VFD
Volunteer Fire Department

VRU
Vulnerable Road User

VZAP
Vision Zero Action Plan

Everyone has a role in eliminating traffic fatalities and serious injuries on all roads in the Franklin, Jefferson and Perry Counties.

CHAPTER ONE

Executive Summary

The Franklin, Jefferson, and Perry Counties Vision Zero Action Plan (VZAP) aims to enhance roadway safety for all users and reduce fatalities and serious injuries across the region. This data-driven initiative identifies key focus areas, pinpoints high-risk locations, and recommends effective safety strategies for implementation. It supports Greater Egypt's comprehensive efforts to address safety in its five county region, ensuring that all counties and communities are part of a VZAP. Based on the Safe System Approach, the plan incorporates principles such as human vulnerability, the inevitability of human errors, shared responsibility, proactive safety measures, and redundancy in safe systems, asserting that traffic fatalities and serious injuries are unacceptable. By developing the action plan, counties and cities within the region will be eligible for federal funding through the Safe Streets for All (SS4A) program, bypassing initial barriers for local agencies. The action plan serves as a roadmap for future safety improvements in the transportation system, aiming to reduce fatal and severe injury crashes across the region. It encompasses a multifaceted approach, integrating enhancements to physical infrastructure, updates to policies, educational initiatives, and targeted enforcement activities. Rooted in historical crash data, stakeholder insights, and current best practices, the action plan offers actionable guidance tailored to the unique needs of these counties.

The Franklin, Jefferson and Perry Counties VZAP's mission, vision and goals are:

MISSION

Prioritize safety through a data-driven, collaborative, multi-disciplinary effort that identifies and implements equitable safety strategies to reduce traffic-related fatalities and serious injuries, with the ultimate goal of zero.

VISION

Create a transportation system that is safe for all users.

GOAL

Reduce traffic-related fatalities and serious injuries by 50% by 2050, with the ultimate objective of achieving zero fatalities and serious injuries.

Stakeholder and community engagement are key elements of the Vision Zero Action Plan. The project schedule and milestones were designed to ensure ongoing public engagement, providing multiple platforms for stakeholders to share experiences, offer feedback, and build a foundation for impactful safety improvement recommendations for the transportation network. Outreach efforts for the development of the Vision Zero Action Plan were conducted with the understanding that while stakeholders throughout the three-county region face many of the same transportation safety challenges, there are unique experiences and concerns within individual municipalities and communities that must be addressed. Public outreach focused on reaching diverse communities and interests throughout the region and was conducted in coordination with the Illinois Department of Transportation's (IDOT) Office of Planning and Programming (OPP) and Greater Egypt.

A wide range of stakeholders were contacted and invited to participate in various opportunities, including membership of the Franklin, Jefferson, and Perry Counties Safety Committee, participation in workshops, taking public surveys, engaging in one-on-one interviews, and providing feedback to the project team through an intuitive VZAP development website.

A safety analysis was conducted to identify historical trends and locations with the highest frequencies of fatal and serious injury crashes in Franklin, Jefferson, and Perry counties. Crash data from 2018 to 2022 was obtained from the IDOT Safety Dashboard for all roadways in this region. During this period, Franklin County experienced 3,952 crashes, including 273 fatal or serious injury crashes; Jefferson County had 4,924 crashes, with 277 fatal or serious injury crashes; and Perry County saw 1,999 crashes, with 138 fatal or serious injury crashes. There was a notable decline in crash frequency across all counties, particularly in 2020. Jefferson County consistently recorded the highest total crashes and Franklin County had the highest proportion of KA crashes.

The Vision Zero Action Plan aligns with the Illinois State Strategic Highway Safety Plan (SHSP) and incorporates the principles and elements of the Safe System Approach, including Safe Roads, Safe Road Users, Safe Vehicles, Safe Speeds, and Post-Crash Care. By aligning with the state SHSP, the plan ensures consistency and effectiveness in addressing roadway safety. Based on data analysis and discussions with safety stakeholders, nine emphasis areas were selected: roadway departure, intersection-related crashes, young drivers, older drivers, unrestrained occupants, speeding/aggressive driving, impaired driving, motorcycles, and heavy vehicles.

A corridor and intersection analysis was conducted to identify road segments and intersections with the highest concentration of severe crashes, ensuring that resources are allocated to the most critical safety needs. The spatial analysis involved developing a High Injury Network by pinpointing areas with the highest concentration of fatal and severe crashes. This was complemented by a systemic safety analysis that examined roadway features and contextual patterns among fatal and severe injury crashes, facilitating the development of intersection and corridor typologies and the generation of risk scores within the region.

Based on data analysis, stakeholder input, safety concerns, and regional priorities, safety strategies have been proposed in the action plan. These strategies are grounded in the pillars of the Safe System Approach with each strategy addressing at least one of the safe system element/emphasis areas. The safety strategies include safe system administration, planning and policies, intersections, roadway departures, young drivers, older drivers, motorcycle safety, speeding and aggressive behavior, unrestrained occupants, impaired driving, pedestrian and bicyclist safety, distracted driving, innovative technology, emergency response and post-crash care, safe vehicles, and heavy vehicles.

A comprehensive project prioritization process was developed to identify the most critical safety improvement needs across the three-county region. This process is built upon findings from the Priority Network (intersections and corridors with higher frequency fatal and injury crashes), Systemic Safety Analysis, and stakeholder input, incorporating both data-driven insights and local knowledge. Intersections and segments were ranked separately, and final scores were used to classify each project into low, medium or high-priority tiers. This prioritization process will guide the implementation of cost-effective safety improvements, ensuring that limited resources are directed toward projects with the greatest potential to reduce fatal and serious injury crashes. This plan serves as a practical resource for engineers, planners, policymakers, and elected officials to implement safety-focused changes in their communities.

Our commitment is to achieve Zero traffic fatalities and serious injuries. The Safe System Approach is how we get there.

CHAPTER TWO

Our Commitment to Vision Zero

What is Vision Zero?

Vision Zero represents a transformative approach to traffic safety, based on the premise that no one should die or suffer from a serious injury as a result of a crash. It prioritizes the safe movement of people over the mere flow of vehicles and recognizes that many factors (e.g., roadway design, speeds, behaviors, technology, and policies) contribute to safe mobility for all. By adopting a proactive and preventative approach towards traffic safety, Vision Zero operates on the belief that traffic deaths are preventable. While human error is inevitable, roadway systems can be designed to ensure these mistakes do not lead to severe injuries or fatalities. This multi-disciplinary initiative fosters collaboration among diverse stakeholders to create forgiving roadways that reduce harm when crashes occur. Embracing Vision Zero, the Franklin, Jefferson and Perry Counties Vision Zero Action Plan (VZAP) aim to achieve zero roadway fatalities or serious injuries.

What is a Safe System Approach?

While Vision Zero sets a goal of eliminating serious injuries and fatalities, the Safe System Approach creates a framework for achieving this goal. Adopted by the United States Department of Transportation (USDOT) National Roadway Safety Strategy and the Illinois Strategic Highway Safety Plan (SHSP), the Safe System Approach comprises a set of principles and elements that considers all road users and acknowledge human error and vulnerability. The three counties and stakeholder communities included in the project adopted the Safe System Approach, recognizing this is how they will reach their goal of Vision Zero.

Principles of a Safe System

The Safe System Approach is guided by six principles (See *Figure 1*) that align with the vision, mission, and goal of the Vision Zero Action Plan (VZAP).

- **DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE:** While any crash is undesirable, the Safe System Approach recognizes that fatal and serious injury crashes should be prioritized.
- **HUMANS MAKE MISTAKES:** People are not infallible, and crashes will happen. Transportation systems should accommodate mistakes and limitations and mitigate their impact.
- **HUMAN VULNERABILITY:** The human body has physical limitations for tolerating crash impact forces. The transportation systems should be human centric and accommodate human vulnerabilities.
- **SHARED RESPONSIBILITY:** Transportation safety is a complex issue and involves the collective effort of all. Collaboration is essential for success.
- **PROACTIVE SAFETY MEASURES:** Adopting a forward-thinking approach to safety is vital. Risks should be identified and addressed before crashes occur, rather than reacting after incidents happen.
- **REDUNDANCY IS CRUCIAL:** All aspects of the transportation system should include multiple layers of protection and be strong enough that if one part fails other parts can mitigate the severity of potential crashes (e.g., Swiss Cheese Model).

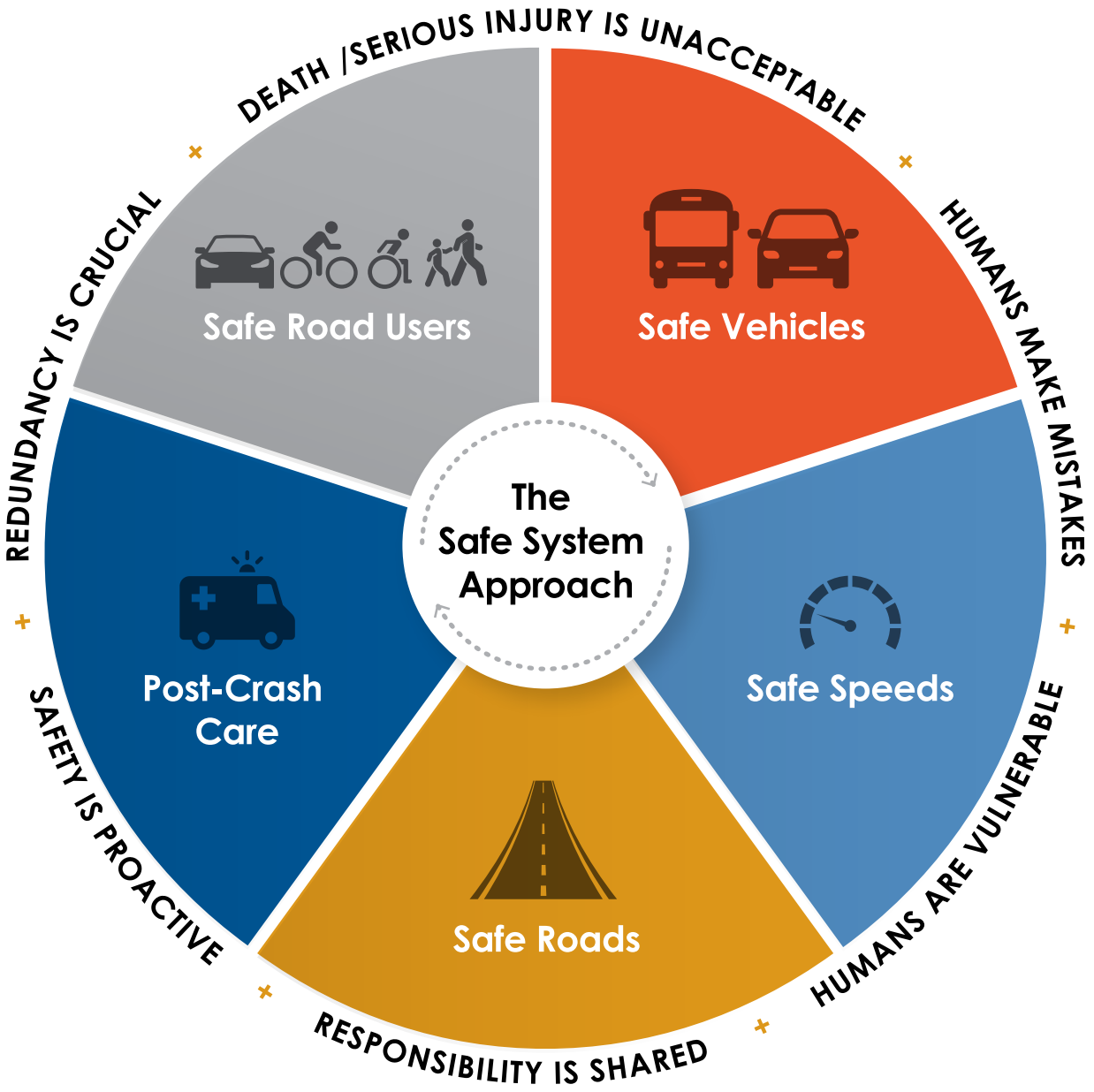


Figure 1 Safe System Approach and Its Principles and Elements

Safe System Elements

Implementation of the principles of the Safe System Approach are accomplished through five elements (See Figure 1). The Franklin, Jefferson, and Perry Counties VZAP uses the five elements of the Safe System Approach as the framework for organizing emphasis and key focus areas and strategies.

Safe Roads: Safer roads incorporate infrastructure strategies during planning, design, construction, maintenance, and operations to encourage people to travel safely and responsibly while making sure the conditions help them get to their destination unharmed. The designs manage impacts to keep kinetic energy at tolerable levels should a crash occur.

Safe Road Users: Encourage people to travel safely and responsibly and make sure conditions help them get to their destination unharmed. This represents all users and all modes of travel. Their capabilities are influenced by factors such as age, level of impairment, and other behaviors. System owners and other stakeholders can use strategies such as signing, enforcement, and education campaigns to address these limitations and encourage behavioral change.

Safe Speeds: Promote safer driving speeds with smart road design, proper speed limits, education, and enforcement. As speeds increase, the risk of death and serious injury dramatically increase. This is especially true for pedestrians where the risk of death doubles for a pedestrian when speeds increase from 32 mph to 42 mph, and triples at 50 mph. Safe speeds increase the likelihood of an individual surviving a crash. Appropriate speed limits and signing, as well as radar speed feedback signs, help reduce the speed of users. These can be reinforced with enforcement and education campaigns.

Safe Vehicles: Expand vehicle features including the use of new technology to prevent crashes from occurring, and if they do, reduce the severity of crashes.

Post-Crash Care: Increase crash survival by providing fast emergency care, keeping first responders safe, and preventing secondary crashes through good traffic management. This includes the first responders' ability to quickly locate and safely respond to the crash, stabilize the injured, and transport the individual to medical facilities to receive the appropriate care. Accurate and complete data collection for reporting is crucial for informed decision making, leading to better investments in safety.

Ultimately, the Safe System Approach puts safety at the forefront and shifts how transportation investments are prioritized. For Franklin, Jefferson and Perry counties and its stakeholders, using this approach for the development and implementation of the VZAP can have success in reducing traffic fatalities and serious injuries on its streets and roads.

Achieving Vision Zero

Achieving Vision Zero requires system-level changes in how we think about and approach transportation safety and investment decisions (See Figure 2). While traditional traffic safety methods focus on preventing all crashes and emphasizing individual responsibility, the Safe System Approach prioritizes reducing crash severity and promoting shared responsibility among all roadway users, government at all levels, planners, transportation engineers, managers, policymakers, industry, researchers, educators, advocates, and vehicle manufacturers. It recognizes and accommodates human error and limitations in the planning, design, and operation of transportation infrastructure. For the three-county area and the communities within this region, achieving Vision Zero will mean adopting a proactive approach to road safety, by identifying and addressing risks before they lead to harm and implementing thoughtful, long-term changes that put people first.

TRADITIONAL		SAFE SYSTEM
Prevent crashes		Prevent deaths & serious injuries
Improve human behavior	VS.	Design for human mistakes/limitations
Control speeding		Reduce speed
Individuals are responsible		Share responsibility
React based on crash history		Proactively identify & address risks

Figure 2 Safe System Approach versus Traditional Road Safety

Vision, Mission, & Goal

The project stakeholders adopted the Vision, Mission, and Goal statements developed during the interactive workshops and committee meetings. During the first workshop in August 2024, stakeholders voted on several potential Mission, Vision, and Goal statements. Participants discussed the merits of achieving zero fatalities and serious injuries and potential timeframes to achieve safety goals. During the first Safety Committee meeting in October 2024, committee members refined and finalized the statements. These statements were presented at the second CSAP in November 2024.

These statements reflect the Safe System Approach principles, that death and serious injuries are unacceptable, and the shared responsibility by all stakeholders is necessary. The Vision demonstrates the intent that all users of the transportation system within the area reach their destination safely. The Mission statement recognizes that a collaborative effort by all the safety partners is necessary to achieve the reductions in traffic-related fatalities and serious injuries set forth by the Goal (See Figure 3). These principles were the basis for the resolutions passed by each county and the Strategies and action items identified in later sections of this VZAP reflect elements of the Safe System Approach and support achieving the Vision, Mission, and Goal.

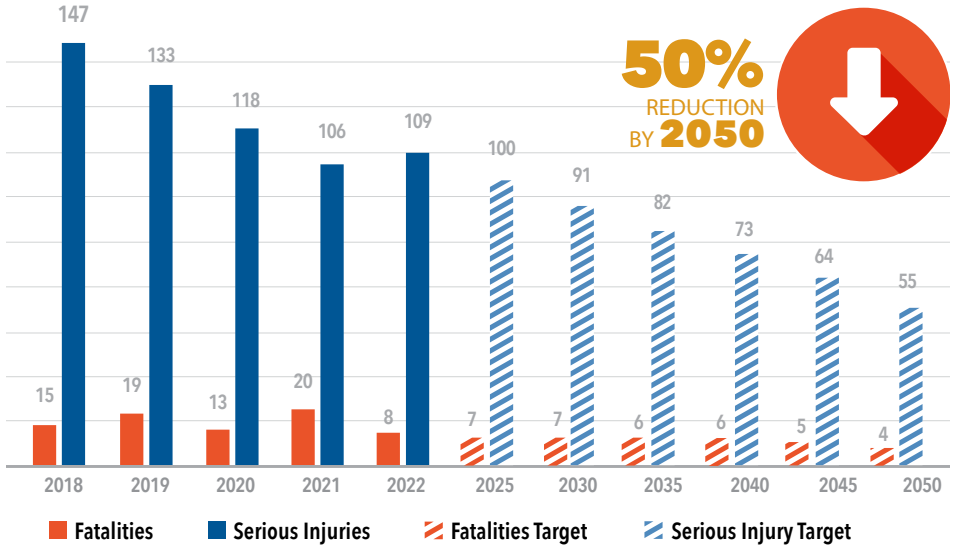


Figure 3 Proposed Fatality and Setious Injuries Reduction

Mission Statement

Prioritize safety through a data-driven, collaborative, multi-disciplinary effort which identifies and implements equitable safety strategies to reduce traffic related fatalities and serious injuries to an ultimate goal of zero.

Vision Statement

Create a transportation system that is safe for all users.

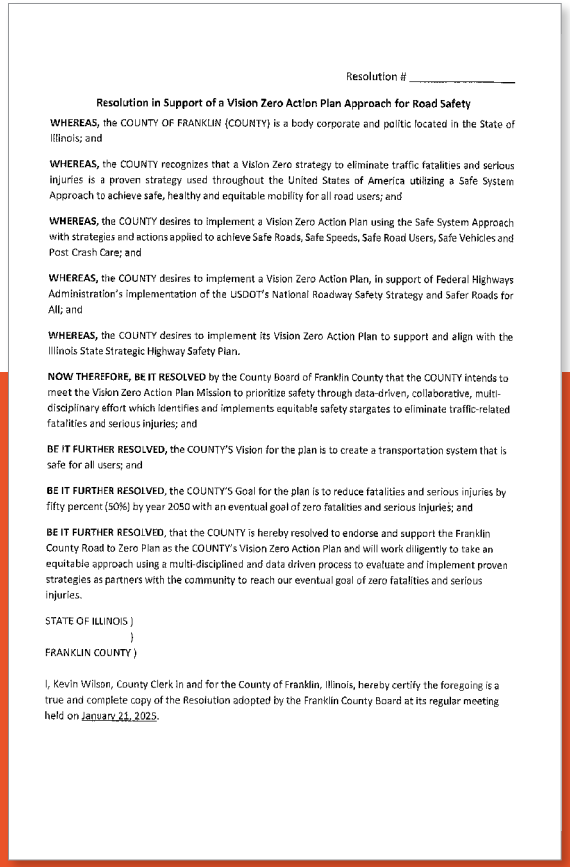
Goal Statement

Reduce traffic-related fatalities and serious injuries by 50% by 2050, with the ultimate objective of achieving zero fatalities and serious injuries.

Resolution Statement

In January 2025, the Boards of Franklin, Jefferson, and Perry Counties adopted a resolution acknowledging that we all have a role to play in achieving a vision of safe streets and calling for the elimination of fatalities and serious injuries on the community's roadways. The adoption of this resolution is a significant milestone for Franklin, Jefferson and Perry counties as it allows them to join a coalition of communities across the state of Illinois and across the U.S. in working to intentionally prioritize traffic safety for all roadway users.

The three counties each advocate a vision zero approach to traffic safety within their boundaries. To demonstrate their commitment each county has individually provided a resolution of support for these efforts.



Resolution # _____

Resolution in Support of a Vision Zero Action Plan Approach for Road Safety

WHEREAS, the COUNTY OF FRANKLIN (COUNTY) is a body corporate and politic located in the State of Illinois; and

WHEREAS, the COUNTY recognizes that a Vision Zero strategy to eliminate traffic fatalities and serious injuries is a proven strategy used throughout the United States of America utilizing a Safe System Approach to achieve safe, healthy and equitable mobility for all road users; and

WHEREAS, the COUNTY desires to implement a Vision Zero Action Plan using the Safe System Approach with strategies and actions applied to achieve Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles and Post Crash Care; and

WHEREAS, the COUNTY desires to implement a Vision Zero Action Plan, in support of Federal Highways Administration's implementation of the USDOT's National Roadway Safety Strategy and Safer Roads for All; and

WHEREAS, the COUNTY desires to implement its Vision Zero Action Plan to support and align with the Illinois State Strategic Highway Safety Plan.

NOW THEREFORE, BE IT RESOLVED by the County Board of Franklin County that the COUNTY intends to meet the Vision Zero Action Plan Mission to prioritize safety through data-driven, collaborative, multi-disciplinary effort which identifies and implements equitable safety stargates to eliminate traffic-related fatalities and serious injuries; and

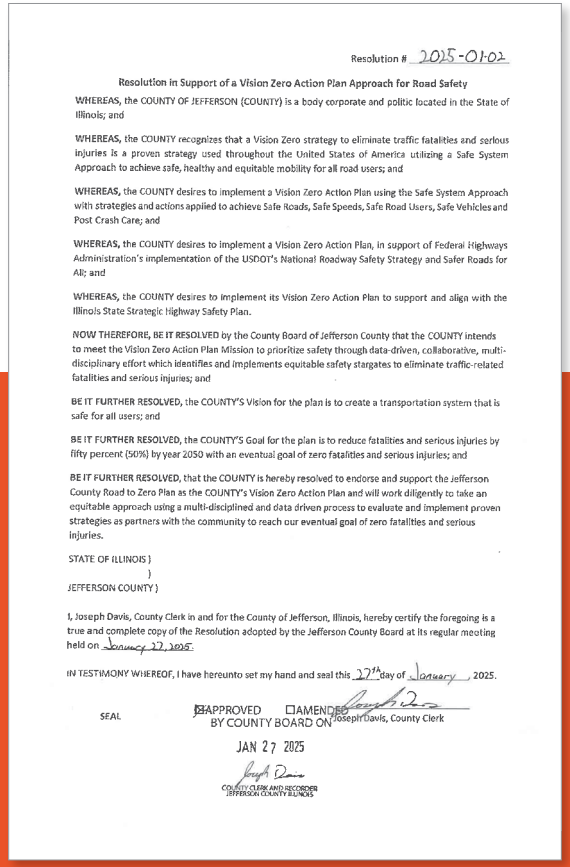
BE IT FURTHER RESOLVED, the COUNTY'S Vision for the plan is to create a transportation system that is safe for all users; and

BE IT FURTHER RESOLVED, the COUNTY'S Goal for the plan is to reduce fatalities and serious injuries by fifty percent (50%) by year 2050 with an eventual goal of zero fatalities and serious injuries; and

BE IT FURTHER RESOLVED, that the COUNTY is hereby resolved to endorse and support the Franklin County Road to Zero Plan as the COUNTY's Vision Zero Action Plan and will work diligently to take an equitable approach using a multi-disciplined and data driven process to evaluate and implement proven strategies as partners with the community to reach our eventual goal of zero fatalities and serious injuries.

STATE OF ILLINOIS)
)
FRANKLIN COUNTY)

I, Kevin Wilson, County Clerk in and for the County of Franklin, Illinois, hereby certify the foregoing is a true and complete copy of the Resolution adopted by the Franklin County Board at its regular meeting held on January 21, 2025.



Resolution # 2025-01-02

Resolution in Support of a Vision Zero Action Plan Approach for Road Safety

WHEREAS, the COUNTY OF JEFFERSON (COUNTY) is a body corporate and politic located in the State of Illinois; and

WHEREAS, the COUNTY recognizes that a Vision Zero strategy to eliminate traffic fatalities and serious injuries is a proven strategy used throughout the United States of America utilizing a Safe System Approach to achieve safe, healthy and equitable mobility for all road users; and

WHEREAS, the COUNTY desires to implement a Vision Zero Action Plan using the Safe System Approach with strategies and actions applied to achieve Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles and Post Crash Care; and

WHEREAS, the COUNTY desires to implement a Vision Zero Action Plan, in support of Federal Highways Administration's implementation of the USDOT's National Roadway Safety Strategy and Safer Roads for All; and

WHEREAS, the COUNTY desires to implement its Vision Zero Action Plan to support and align with the Illinois State Strategic Highway Safety Plan.

NOW THEREFORE, BE IT RESOLVED by the County Board of Jefferson County that the COUNTY intends to meet the Vision Zero Action Plan Mission to prioritize safety through data-driven, collaborative, multi-disciplinary effort which identifies and implements equitable safety stargates to eliminate traffic-related fatalities and serious injuries; and

BE IT FURTHER RESOLVED, the COUNTY'S Vision for the plan is to create a transportation system that is safe for all users; and

BE IT FURTHER RESOLVED, the COUNTY'S Goal for the plan is to reduce fatalities and serious injuries by fifty percent (50%) by year 2050 with an eventual goal of zero fatalities and serious injuries; and

BE IT FURTHER RESOLVED, that the COUNTY is hereby resolved to endorse and support the Jefferson County Road to Zero Plan as the COUNTY's Vision Zero Action Plan and will work diligently to take an equitable approach using a multi-disciplined and data driven process to evaluate and implement proven strategies as partners with the community to reach our eventual goal of zero fatalities and serious injuries.

STATE OF ILLINOIS)
)
JEFFERSON COUNTY)

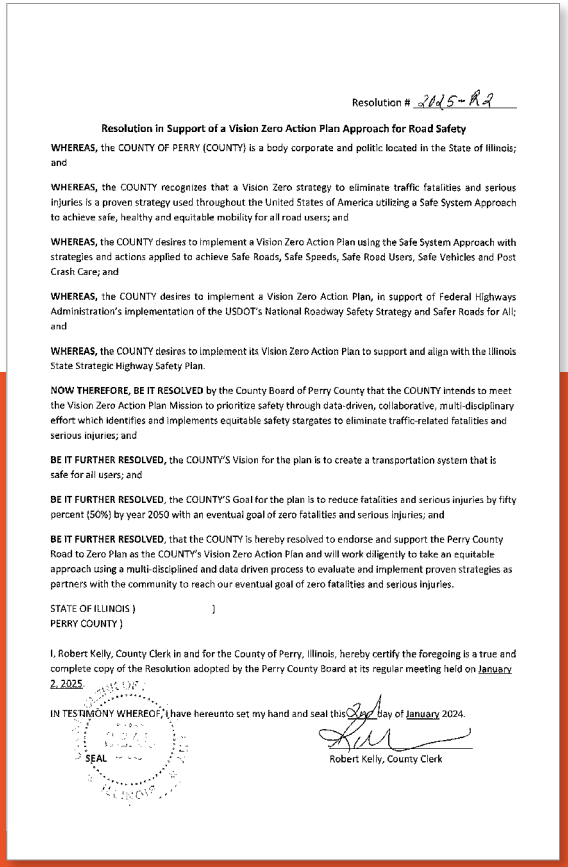
I, Joseph Davis, County Clerk in and for the County of Jefferson, Illinois, hereby certify the foregoing is a true and complete copy of the Resolution adopted by the Jefferson County Board at its regular meeting held on January 27, 2025.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 27th day of January, 2025.

SEAL

☒APPROVED ☐AMENDED
BY COUNTY BOARD ON
JAN 27 2025
COUNTY CLERK AND RECORDER
JEFFERSON COUNTY ILLINOIS

Joseph Davis, County Clerk



Resolution # 2025-R2

Resolution in Support of a Vision Zero Action Plan Approach for Road Safety

WHEREAS, the COUNTY OF PERRY (COUNTY) is a body corporate and politic located in the State of Illinois; and

WHEREAS, the COUNTY recognizes that a Vision Zero strategy to eliminate traffic fatalities and serious injuries is a proven strategy used throughout the United States of America utilizing a Safe System Approach to achieve safe, healthy and equitable mobility for all road users; and

WHEREAS, the COUNTY desires to implement a Vision Zero Action Plan using the Safe System Approach with strategies and actions applied to achieve Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles and Post Crash Care; and

WHEREAS, the COUNTY desires to implement a Vision Zero Action Plan, in support of Federal Highways Administration's implementation of the USDOT's National Roadway Safety Strategy and Safer Roads for All; and

WHEREAS, the COUNTY desires to implement its Vision Zero Action Plan to support and align with the Illinois State Strategic Highway Safety Plan.

NOW THEREFORE, BE IT RESOLVED by the County Board of Perry County that the COUNTY intends to meet the Vision Zero Action Plan Mission to prioritize safety through data-driven, collaborative, multi-disciplinary effort which identifies and implements equitable safety stargates to eliminate traffic-related fatalities and serious injuries; and

BE IT FURTHER RESOLVED, the COUNTY'S Vision for the plan is to create a transportation system that is safe for all users; and

BE IT FURTHER RESOLVED, the COUNTY'S Goal for the plan is to reduce fatalities and serious injuries by fifty percent (50%) by year 2050 with an eventual goal of zero fatalities and serious injuries; and

BE IT FURTHER RESOLVED, that the COUNTY is hereby resolved to endorse and support the Perry County Road to Zero Plan as the COUNTY's Vision Zero Action Plan and will work diligently to take an equitable approach using a multi-disciplined and data driven process to evaluate and implement proven strategies as partners with the community to reach our eventual goal of zero fatalities and serious injuries.

STATE OF ILLINOIS)
PERRY COUNTY)

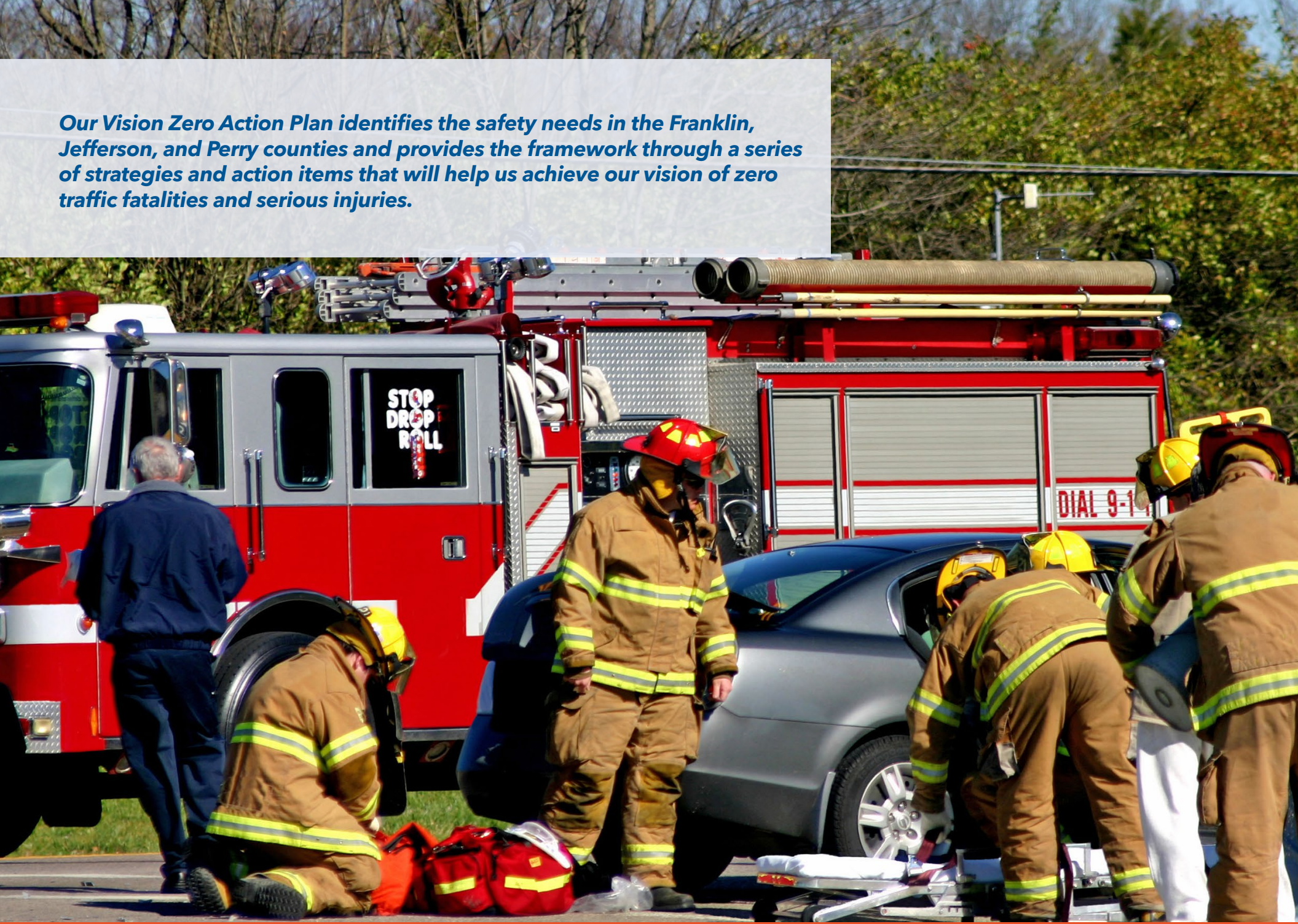
I, Robert Kelly, County Clerk in and for the County of Perry, Illinois, hereby certify the foregoing is a true and complete copy of the Resolution adopted by the Perry County Board at its regular meeting held on January 2, 2025.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 2nd day of January 2024.

SEAL

Robert Kelly, County Clerk

Our Vision Zero Action Plan identifies the safety needs in the Franklin, Jefferson, and Perry counties and provides the framework through a series of strategies and action items that will help us achieve our vision of zero traffic fatalities and serious injuries.



CHAPTER THREE

Introduction: Project Background & Purpose

In the U.S., roadway deaths across the nation have continued to increase in recent years. There were just under 33,000 traffic related fatalities in 2010 and in 2023 the number of deaths on roadways had increased to over 40,000 based on National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS) data. In Illinois the annual number of traffic fatalities has increased 26 percent since 2019.

The U.S. DOT is committed to a long-term goal of reaching zero roadway fatalities and has adopted the Safe System Approach to achieve this goal. The USDOT published the National Roadway Safety Strategy (NRSS) in 2022. It outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

As a part of the Infrastructure Investment and Jobs Act (IIJA) the Safe Streets for All (SS4A) program provides discretionary funding to prevent roadway deaths and injuries. This funding is eligible to counties, cities, towns, transit agencies, tribal governments and other special districts.

Through support and coordination with the Illinois Department of Transportation (IDOT), Office of Planning and Programming (OPP), the project team worked with this community to develop a SS4A Vision Zero Safety Plan. The Vision Zero Safety Plan will identify and support State and local initiatives to reduce/prevent transportation related deaths and serious injuries and improve road safety.

VZAP Plan Purpose

The purpose of the Franklin, Jefferson and Perry Counties Vision Zero Action Plan is to identify the traffic safety needs and the strategies and actions that through implementation will improve roadway safety for all users, ultimately eliminating fatal and serious injury crashes in Franklin, Jefferson, and Perry counties.

The Franklin, Jefferson and Perry County Vision Zero Action Plan embraces the Vision Zero initiative, aiming for zero roadway fatalities or serious injuries—a fundamental shift in traffic safety.

To accomplish this, this Vision Zero Action Plan has the following objectives:

1. Identify focus areas based on the historical crash trends and characteristics.
2. Identify priority corridors and intersections that represent locations with higher frequency of fatal and serious injury crashes.
3. Work collaboratively with stakeholders and the Franklin, Jefferson, and Perry Counties in development of the Vision Zero Action Plan.
4. Identify projects that through implementation can facilitate efforts to achieve the goal of eliminating fatal and serious injury crashes.
5. Provide an opportunity for the counties, municipalities, and stakeholders to pursue funding based on the Vision Zero Action Plan.

Study Area Overview

The study area (Figure 4) includes the three-county area of Franklin, Jefferson and Perry counties. Located near the state borders of Missouri and Kentucky and within the IDOT District 9, this region reflects a blend of rural character and emerging community hubs. Spanning approximately 1,300 square miles, the Franklin, Jefferson, and Perry counties area is predominantly rural, characterized by expansive farmland and small towns, yet it features growing urban centers that serve as economic and community hubs. The study area includes notable municipalities such as Benton and West Frankfort in Franklin County, Mount Vernon in Jefferson County, and Du Quoin in Perry County. Major routes like IL Route 37, IL Route 149, and IL Route 154 connect these communities, supporting a mix of agricultural, commercial, and residential traffic.

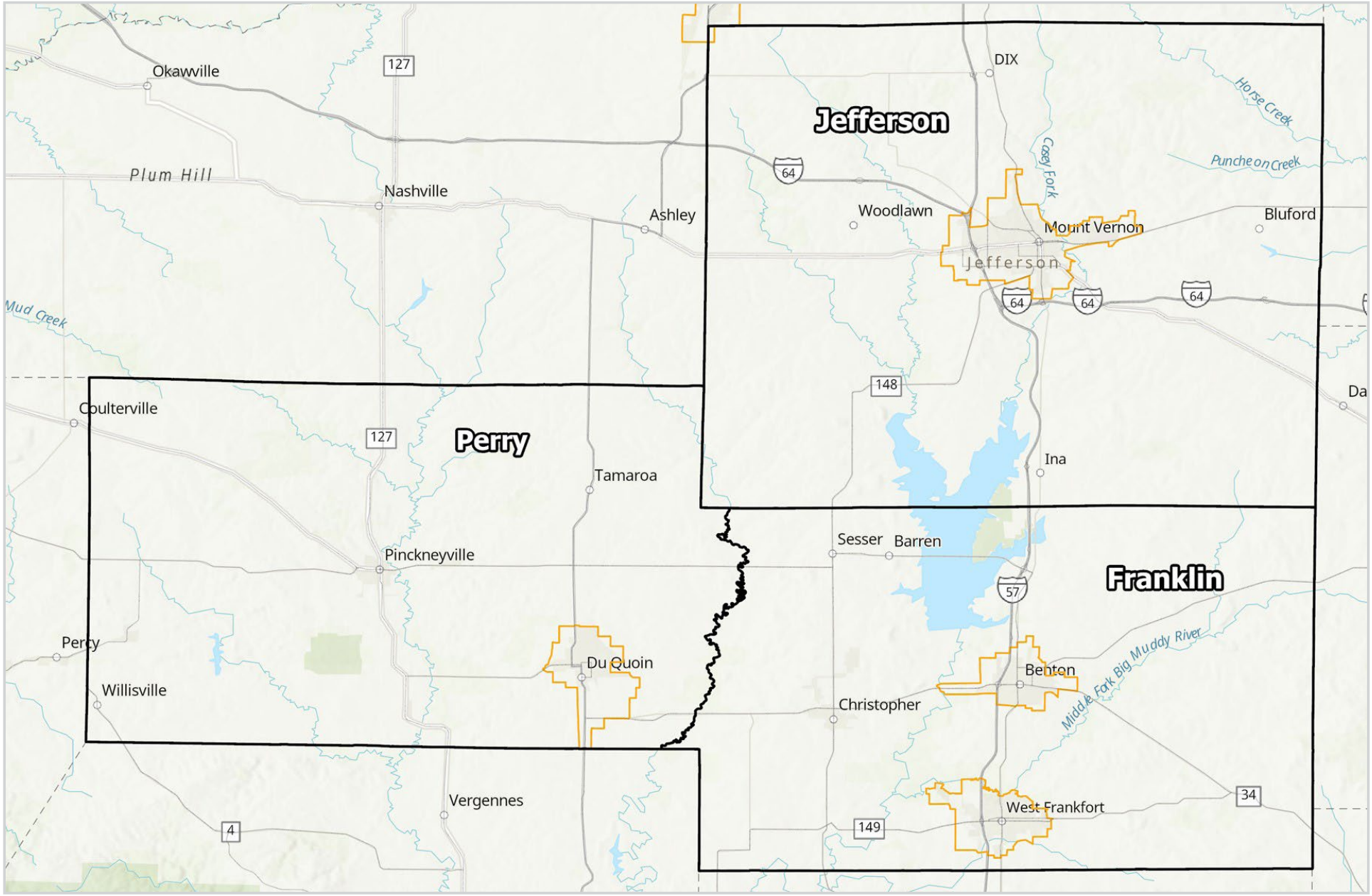


FIGURE 4 Study Area and County Boundaries

How the Plan Came Together

The development of the Franklin, Jefferson, and Perry Counties VZAP unfolded over several months as a collaborative and strategic effort to enhance roadway safety across the region. Spearheaded by the IDOT, this initiative aimed to reduce fatal and severe crashes on local roads by funding the creation of safety action plans for counties statewide. This proactive step streamlined access to safety funding, bypassing initial barriers for local agencies and positioning them to secure SS4A implementation funding.

The Vision Zero Action Plan integrates data-driven analysis with community input to pinpoint and address priority corridors and intersections. Central to this process is a timeline graphic (Figure 5), which outlines key objectives and project milestones. It kicked off with IDOT's funding announcement in early 2024, followed by initial meetings with the safety committee to align priorities. The data collection phase gathered crash statistics, traffic patterns, and public feedback to identify critical areas, laying the groundwork for a vision, mission, goals, and selection of priority focus areas. Actionable strategies were identified through workshops, safety committee discussions, field reviews, and stakeholder interviews conducted throughout mid-to-early 2025. Key milestones included the stakeholder-related efforts, culminating in the draft VZAP by spring 2025 and a final report by summer 2025. This report delivers a suite of strategies and projects, empowering the counties to pursue implementation funding and work toward safer streets.

FIGURE 5 Vision Zero Action Plan Timeline

How to Use This Plan

The Franklin, Jefferson, and Perry Counties VZAP is a roadmap designed to guide future safety improvements in the transportation system, with the ultimate goal of reducing fatal and severe injury crashes across the region. It encompasses a multifaceted approach, integrating enhancements to physical infrastructure, updates to policies, educational initiatives, and targeted enforcement activities. Rooted in historical crash data, stakeholder insights, and current best practices, the Vision Zero Action Plan offers actionable guidance tailored to the unique needs of these counties.

The graphic below (Figure 6) breaks down its components—such as "Project Identification," "Data Insights," "Countermeasures and Strategies," and "Funding"—offering a clear visual for navigating its applications.

The VZAP's development began with a data-driven approach, analyzing safety trends unique to each county to spotlight local challenges, key focus areas, and potential solutions. This initial phase was enhanced by consulting with local stakeholders to obtain their preferences and conducting field visits to confirm on-the-ground conditions, ensuring the plan reflects real-world needs. The resulting "Countermeasures and Strategies" section is a report detailing recommended projects for the three-county area alongside potential funding sources. These recommendations provide a foundation for future grant applications, offering a general scope for project design and implementation.

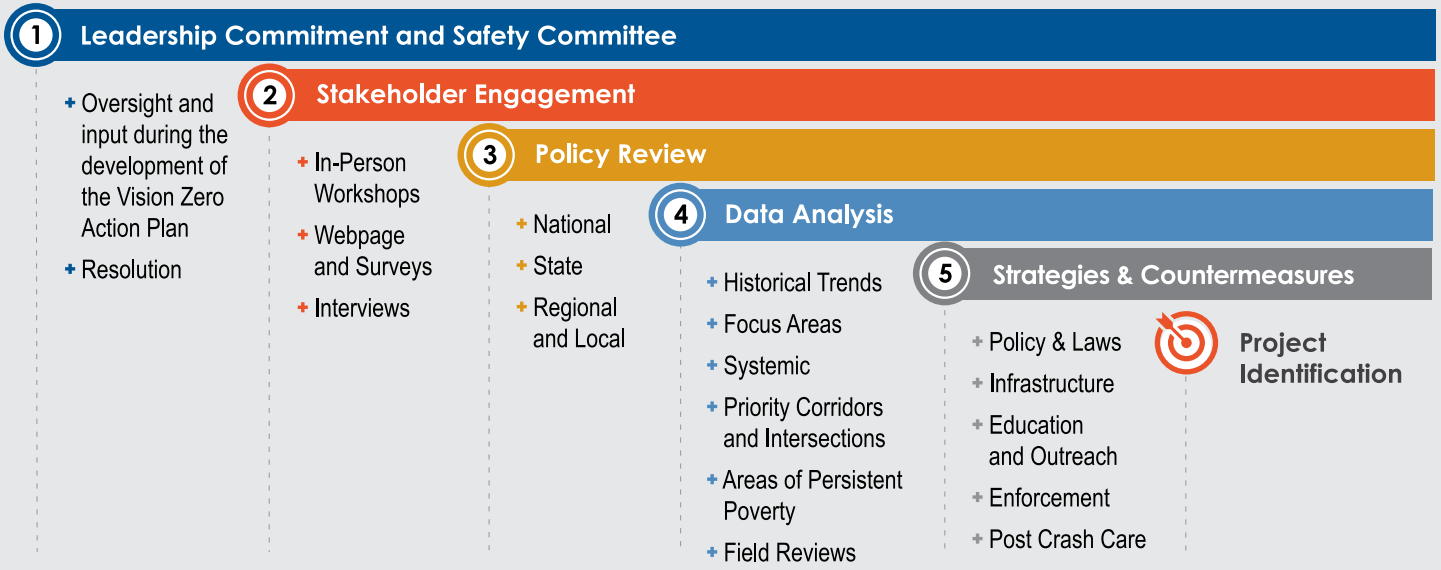


FIGURE 6 VZAP Development Process

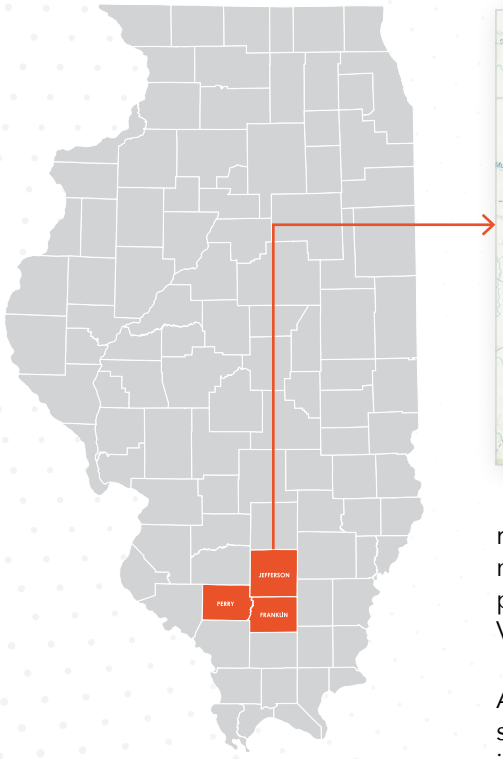
This plan serves as a practical resource for engineers, planners, policymakers, and elected officials to implement safety-focused changes in their communities.

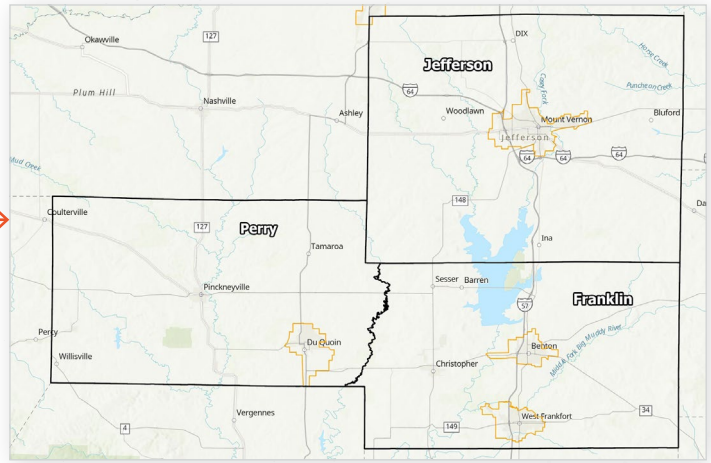
"When the public is involved, solutions become smarter, stronger, and truly serve the people they're meant to protect."

CHAPTER FOUR

Stakeholder Engagement

Robust Stakeholder and Community Engagement is the cornerstone of the Franklin, Jefferson, and Perry Counties VZAP. The project schedule and milestones were created to ensure ongoing public engagement, providing multiple platforms for stakeholders to share experiences, offer feedback, and ultimately build a foundation for the project team to respond with meaningful, difference making safety improvement recommendations to the transportation network.





Outreach efforts for the development of the Vision Zero Action Plan proceeded with an understanding that while stakeholders throughout the three-county region face many of the same transportation safety challenges, there are unique experiences and concerns that must be addressed within individual municipalities and communities. It is important to note that this Vision Zero Plan supports the Greater Egypt's comprehensive efforts to address safety in its five-county region, ensuring that all counties and communities within the region are part of a VZAP.

Public outreach focused on reaching communities and interests throughout the region and was conducted in coordination with the IDOT's Office of Planning and Programming (OPP) and the Greater Egypt. A wide range of stakeholders and interests were contacted and invited to participate in a number of opportunities, including membership on the Franklin, Jefferson, and Perry Counties Safety Committee, participation at workshops, taking a public survey, participating in one-on-one interviews, and providing feedback to the project team through an intuitive VZAP development website.

As detailed throughout this plan, stakeholder feedback ultimately played a critical role in delivering comprehensive suggestions addressing everything from roadway design and signage to driver training and technology, in an effort to improve safety for all travelers using the transportation system in the three-county region.

ROAD TO ZERO
THE SAFE SYSTEM APPROACH
FRANKLIN, JEFFERSON, & PERRY COUNTIES

Project Branding and Welcome Packet

Project branding highlighting safety challenges was created and launched to build a project identity that was easily recognizable to stakeholders.

The project title Road to Zero was created to capture the universal goal of reaching the ultimate goal of zero traffic fatalities, while recognizing that it is an ongoing process. The theme was further enhanced with the tagline of "The Safe System Approach," to highlight improving multiple aspects of the transportation system and all of its users to deliver safer outcomes.

Many of the stakeholders are unfamiliar with the planning process involved with developing a VZAP. To facilitate their participation and continued engagement, Welcome Packets were created. These included a VZAP Development Fact Sheet that provided background information on the VZAP, Safe System Approach, and Safe Streets for All (SS4A) grants. The Welcome Packets were tailored to the anticipated role an individual and/or organization was asked to perform – Safety Committee member or stakeholder. This included discussion on their role and responsibilities as well as the requested level of participation.

Welcome Packet
VZAP FACT SHEET

+ **What is a VZAP?**
+ **What is the purpose of a VZAP?**
+ **Key components of a successful VZAP**
+ **Benefits of a VZAP**
+ **What is the Safe System Approach**
+ **Roles and Responsibilities**
+ **Proposed VZAP Development Schedule**
+ **SS4A Grants**

Safety Champion and Safety Committee

Greater Egypt and its Executive Director works collaboratively with Franklin, Jefferson, and Perry counties to obtain funding and perform safety studies to facilitate the development and implementation of infrastructure improvement projects to address the safety needs of the region. The Greater Egypt Executive Director provided leadership support and resources and engaged each of the County Engineers for Franklin, Jefferson, and Perry counties to establish a Safety Committee that would collectively represent the three-counties. This Safety Committee is comprised of a diverse group of individuals representing State and local agencies and organizations from the three counties and the communities within those counties.

Safety Committee Membership

- **Greater Egypt Regional Planning and Development Commission**
- **Franklin County Highway Department**
- **Mount Vernon Township**
- **City of DuQuoin**
- **City of Mount Vernon**
- **Jefferson County Highway Department**
- **Jefferson County Emergency Management**
- **Perry County Highway Department**
- **Perry County Emergency Management**
- **West Frankfort Fire Department**
- **West Frankfort Police Department**
- **West Frankfort Schools**
- **Illinois State Police (ISP)**
- **Pinckneyville Community High School**
- **IDOT District 9, Bureau of Program Development**
- **IDOT District 9, Bureau of Local Roads**

These representatives include experts in engineering, planning, enforcement, education, and emergency medical services. Their objective was to provide ongoing, small group feedback during the development of the Vision Zero Action Plan and monitor its implementation.

SAFETY COMMITTEE MEETINGS

Subsequent to the first workshop, two Safety Committee meetings were held virtually and one in-person:

1

October 17, 2024:

Discussion included: VZAP project overview, a recap of the first in-person workshop meeting, feedback regarding Vision Zero Action Plan mission, vision, and goal statements, and focus area selection.

2

January 30, 2025:

Discussion included: Vision Zero Action Plan leadership commitment, review and analysis of policies, programs, data and public feedback to date, potential improvement strategies, priority corridors, project prioritization, and next steps.

3

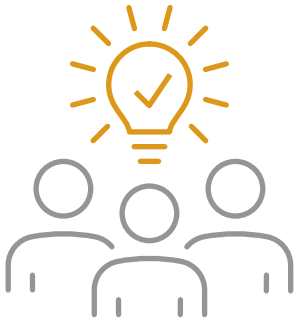
May 13, 2025 (In-Person):

Discussion included: Direction on comments received from the draft Vision Zero Safety Plan, measuring performance, and next steps.

Stakeholder Engagement Workshops

Stakeholder Engagement Workshops were held in-person in the City of Mount Vernon to bring larger groups of interests and representatives together to share their experiences using the regional transportation network and to provide valuable feedback to guide potential solutions. Specifically, the workshops provided an opportunity for participants to learn about safety action plans, review data and other pertinent information, discuss potential strategies, and identify priority improvement projects.

The workshop was held as a joint meeting with representatives of Franklin, Jefferson, and Perry Counties and the Greater Egypt Regional Planning and Development Commission. In addition to the project team staff and subject matter experts from IDOT and FHWA, workshop participants included representatives of:



- **City of West Frankfort**
- **Franklin County**
- **City of Mt. Vernon**
- **Mt. Vernon Police Department**
- **Mt. Vernon Fire Department**
- **Regional Office of Education #30**
- **Pinckneyville Community High School**
- **West Frankfort School District**
- **City of DuQuoin**
- **DuQuoin Fire Department**
- **Perry County Emergency Management Agency**
- **Perry County Sheriff's Office**
- **Jefferson County**
- **City of Benton**
- **Jefferson County Sheriff's Office**
- **Perry County**
- **City of Sesser**
- **Perry County Health Department**
- **Jefferson County Emergency Management Agency**
- **DuQuoin Community Unit School District 300**
- **ISP**

REAL safety solutions start with REAL voices.

THREE STAKEHOLDER ENGAGEMENT WORKSHOPS WERE HELD:

WORKSHOP #1

August 20, 2024

Mt. Vernon Airport,
100 Aviation Dr.,
Mount Vernon

Discussion included:

- ✓ Overview of VZAP and Safe System Approach
- ✓ VZAP development process
- ✓ Illinois SHSP emphasis areas and focus areas
- ✓ Leadership commitment and goal setting
- ✓ Preliminary data analysis and priorities
- ✓ Safety concerns and challenges
- ✓ Implementation of public feedback
- ✓ Mission, Vision, and Goal statements

WORKSHOP #2

November 14, 2024

Rolland Lewis
Community Building,
800 S. 27th St.,
Mount Vernon

Discussion included:

- ✓ Mission, Vision, and Goal statements established by Safety Committee
- ✓ Aligned VZAP Emphasis Areas with the Safe System Approach to shape the VZAP framework
- ✓ VZAP Focus Areas
- ✓ Public survey results
- ✓ Historical crash trends, systematic safety characteristics, and intersection and corridors with higher concentration of fatal and serious injury crashes
- ✓ Breakout discussions regarding priority corridors, systematic analysis, and alignment with identified locations
- ✓ Equity analysis
- ✓ Strategies and solutions

WORKSHOP #3

February 25, 2025

Mt. Vernon Airport,
100 Aviation Dr.,
Mount Vernon

Discussion included:

- ✓ VZAP progress update
- ✓ Review and feedback on VZAP safety countermeasures
- ✓ Project prioritization methodology
- ✓ Review and feedback on identified priority projects
- ✓ Identification of any additional strategies, priority corridors/ intersections, and/or projects
- ✓ Next steps, including expectation of draft plan by end of May, 2025

Stakeholder Interviews

A series of interviews were conducted in December of 2024 through February 2025 to gather feedback, one on one, from local stakeholders. Detailed questions and conversations regarding traffic safety issues, policies / procedures and impediments to improvements were discussed. Representatives of the following organizations participated:

- Mount Vernon Township Roads
- West Frankfort Fire Department
- Jefferson County EMA
- Jefferson County Engineering
- DuQuoin Community Schools
- Pinckneyville Community High School
- Franklin County Sheriff
- Illinois Department of Transportation – District 9
- Perry County Highway Department
- Franklin County Highway Department
- City of Mt. Vernon
- Illinois State Police

Additional Community Outreach and Engagement

Members of the Franklin, Jefferson, and Perry Counties Safety Committee and Stakeholder Engagement Workshop participants were charged with serving as advocates throughout the life of the initiative, promoting VZAP development information, and encouraging public feedback within their respective constituencies.

As part of that effort, promotional material kits, including flyers, social media content and electronic email were created and distributed to representatives to use in introducing the initiative and informational website, as well as a public survey opportunity.

At the same time, area media was contacted with project and survey information and received follow-up communications to encourage coverage of the project and public participation in the survey.

Online Information Hub & Public Survey

An intuitive, interactive website, **ILSafetyActionPlans.org**, was launched to serve as the hub for all project information and public involvement opportunities. In addition to providing project information, public involvement opportunities, and the opportunity to provide comment at any time, the site was home to a public survey for transportation network users.

The safety survey served as a primary step in the development of this plan. Through the survey, participants were able to share how they travel within the area, and share their safety experiences while walking, riding or driving.

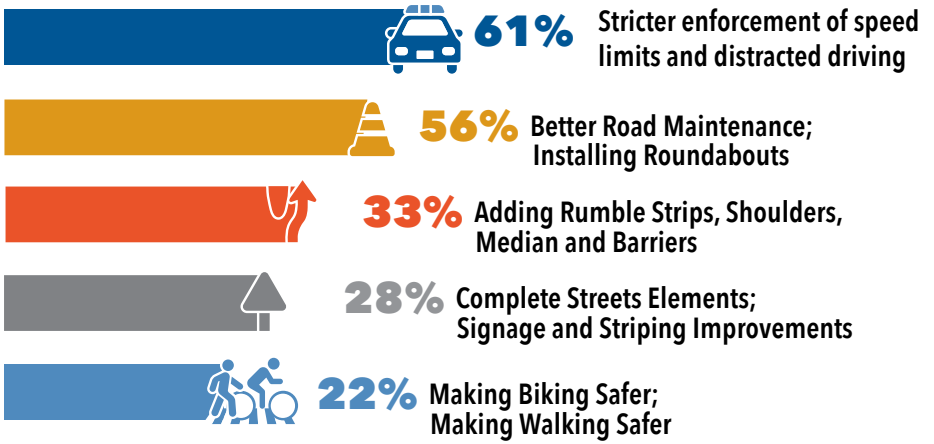
Eighteen Survey responses were received from stakeholders in Frankin, Jefferson and Perry counties over multiple weeks in late 2024 and early 2025, with key takeaways!

94%
respondents use a car as the most frequent mode of transportation.

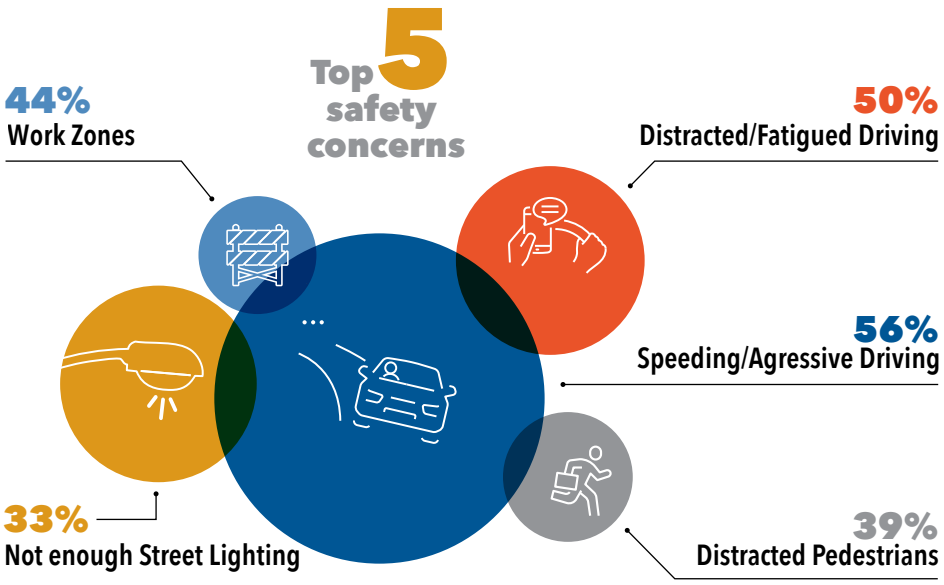
56%
respondents agree or strongly agree that streets in the Franklin, Jefferson and Perry Counties region are safe.

44%
respondents would like to be informed of safety issues through social media platforms.

Top 5 strategies for transportation network improvements



Top 5 safety concerns



Key Engagement Takeaways

Through workshops, interviews, surveys, and Safety Committee meetings conducted in Franklin, Jefferson, and Perry counties, stakeholders provided critical feedback that shaped the Vision Zero Action Plan. The following takeaways, informed by survey responses, workshops, and one-on-one interviews, highlight key safety concerns, challenges, and desired improvements as expressed by stakeholders.

General Safety Concerns:

Stakeholders consistently cited speeding/aggressive driving, distracted driving, work zone safety, and rural road conditions as top issues, worsened by frequent interstate construction, side-by-side/4-wheeler safety equipment deficiencies, and high-speed intersections. Poor lighting, road debris, and vandalism of signs were also reported as ongoing safety challenges.

Infrastructure Improvement Needs:

High-priority solutions include installing roundabouts to curb speeding, enhanced stop signs (e.g., LED, flashing beacons), rumble strips, chevrons, improved guardrails, shoulder enhancements, 6-inch striping, road widening, better cross slopes, and improved intersection lighting and lane markings.

Emergency Response Enhancements:

Stakeholders emphasized improving emergency access by addressing limited freeway turnarounds, navigation challenges for fire engines, and communication dead spots, with calls for upgraded dispatch systems, digital communication, and specialized equipment like electric vehicle fire extinguishers.

School and Community Safety Priorities:

Increased bus services, Safe Routes to School initiatives, after-school programs, and pedestrian infrastructure (e.g., bike trails around Rend Lake) were proposed, alongside expanded driving education for young drivers and bus driver training for student / crosswalk supervision.

Funding and Policy Challenges:

Limited funding from local taxes, gas taxes, and grants (e.g., HSIP, SS4A) was a major barrier, alongside challenges in gaining acceptance for new traffic control measures (Flashing yellow arrow), constrained right-of-way, and enforcement of speed limits and safety regulations.

Coordination and Communication Needs:

Stakeholders sought stronger collaboration with IDOT, law enforcement, and EMS, to prioritize projects and improve incident response through enhanced dispatch and text alert systems.

These takeaways identify critical areas for further investigation, focusing on reducing speeding and distracted driving, enhancing infrastructure, improving emergency response, and supporting community safety while addressing funding and coordination challenges. They provide actionable strategies for implementation in the Vision Zero Action Plan.

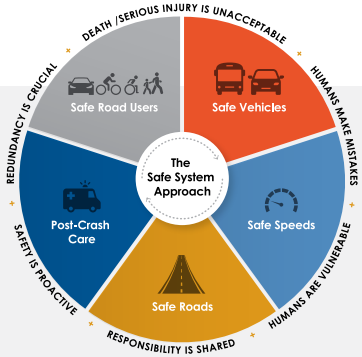
CHAPTER FIVE

Policy Review and Existing Efforts

In performing the policy review and in discussions with the stakeholders, there are a multitude of ongoing commitments and advances in roadway safety through policies, plans, and programs in the southern metropolis area. Positive examples that have been accomplished or are under development by agencies within the State of Illinois, the Greater Egypt Regional Planning Commission, and municipalities within the three county area are provided below.

Guiding Safety Concepts and Resources

National programs, standards, and practices focused on eliminating traffic related fatalities and serious injuries on all public roads provide a foundation that guides the development and implementation of Illinois' safety program, and ultimately, the Franklin, Jefferson and Perry Counties Vision Zero Safety Plan.



SAFE SYSTEM APPROACH

The Safe System Approach recognizes and anticipates that people make mistakes which may lead to crashes. However, these mistakes should not result in death or injury. Implementation of the Safe System Approach places priority on safety.

VISION ZERO

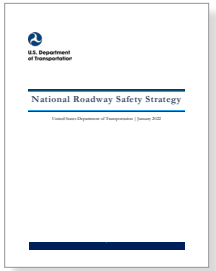
Vision Zero was first implemented in Sweden in the 1990s and now it is one of three national programs focused on eliminating traffic fatalities and serious injuries on all roadways in the U.S. It has since expanded to more than 60 communities across the U.S. Vision Zero supports the Safe System Approach and leads with the principle that traffic deaths are a public health issue and are preventable.

TOWARDS ZERO DEATHS (TZD): A NATIONAL STRATEGY ON HIGHWAY SAFETY

Towards Zero Deaths *(TZD): A National Strategy on Highway Safety* adopts the principle that zero traffic-related fatalities is the only acceptable goal for the U.S. Developed in partnership with federal, state and local agencies, national organizations, and private industry, TZD identifies six areas of emphasis framed around the Safe System Approach. It provides strategies, tools, and resources to mobilize collaborative efforts that will reduce fatal and serious injury crashes.

NATIONAL ROADWAY SAFETY STRATEGY

The U.S. DOT's *National Roadway Safety Strategy* outlines its comprehensive approach to significantly reduce fatal and serious injury crashes on all public roads nationwide. It establishes a long-term goal of reaching zero roadway fatalities and adopts the Safe System Approach to achieve this goal. Implementation is achieved through the Safe System Approach elements. The U.S. DOT has encouraged States to adopt the National Strategy.

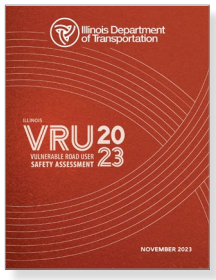


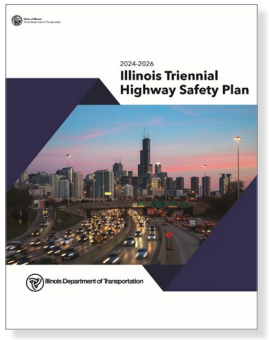
ILLINOIS STRATEGIC HIGHWAY SAFETY PLAN (SHSP) 2022-2026

The *Illinois SHSP 2022-2026* builds off of the National Strategy and establishes the framework to support achieving a vision of zero traffic fatalities on all public roads in the State of Illinois. It adopts the Safe System Approach and uses the Safe System elements as the basis for its emphasis areas. Based on statewide data analysis and diverse stakeholder collaboration, the Illinois SHSP identifies the safety needs and priorities. Each emphasis area focuses on specific contributing factors (e.g., roadway departure, intersections, impaired driving). Three priority focus areas are as follows: speeding and aggressive driving, pedestrians, and roadway departure. The goal for the Illinois SHSP is to achieve a two percent annual reduction in fatalities and serious injuries. The Franklin, Jefferson and Perry counties VZAP aligns with the Illinois SHSP and incorporates many of the strategies.

ILLINOIS VULNERABLE ROAD USER (VRU) SAFETY ASSESSMENT

The *Illinois VRU Safety Assessment* is a part of the SHSP. It includes the results of the data analyzed and identifies safety trends associated with pedestrians, bicyclists, and other vulnerable road users. It identifies priority locations to focus implementation efforts in-line with the Safe System Approach and to achieve Illinois' zero-fatality (and serious injuries) vision. IDOT created a VRU dashboard as a resource to identify specific high injury corridors and clusters, and systemic characteristics.



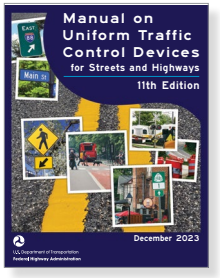


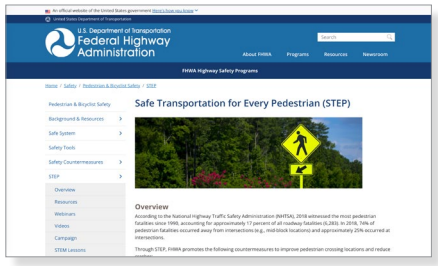
ILLINOIS HIGHWAY SAFETY PLAN (HSP)

The Illinois HSP provides an overview of IDOT's plan to utilize federal highway safety funds provided by NHTSA aimed at modifying road user behavior. Focused on preventing fatal and serious injury crashes, the programs and strategies identified in the Illinois HSP include highway safety enforcement and educational activities. IDOT uses a County Population Model to enhance its problem identification process and based on this, selects 21 counties representing 85 percent of Illinois' population. Counties in southern Illinois are not identified as part of the 21-County Population Model; however, are included in Illinois' overall safety efforts.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 11TH EDITION

The 11th Edition of the MUTCD establishes uniform national criteria for the use of traffic control devices (e.g., signs, pavement markings, traffic signals) on all public roads, and pedestrian and bicycle facilities. It supports the Safe System Approach as traffic control devices guide roadway users toward uniform and predictable behavior; direct roadway users on safe operating speeds; and, combined with other roadway infrastructure elements, separate users in time and space. The 11th Edition provides new guidance on topics such as pedestrian safety, speed limit setting, signal warrants, pavement marking retroreflectivity, and horizontal curves.





SAFE TRANSPORTATION FOR EVERY PEDESTRIAN INITIATIVE (STEP)

Pedestrian fatalities have continued to rise nationwide, in Illinois, and in the three-county area. FHWA encourages the implementation of a variety of safety countermeasures, many of which are identified by FHWA as proven to be effective, to improve pedestrian safety and reduce fatal and serious injury crashes.

Policy and Programming Strengths

The traffic safety framework for Franklin, Jefferson, and Perry counties is bolstered by a combination of state-level policies and localized efforts designed to address the region's unique needs. These strengths create a solid platform for advancing the VZAP's goal of eliminating roadway fatalities and serious injuries.

STATE-LEVEL LAWS, POLICIES, AND PROGRAMS

Various stakeholders use education and outreach activities to inform the public of the laws and the consequences of risky driving behavior. This is reinforced with state and local law enforcement efforts.

PRIMARY SEAT BELT LAW

Proper use of a seat belt or child restraint system is the single most effective way to save lives and reduce injuries in crashes. Illinois has recognized the importance of this and has continued to strengthen its primary seat belt law which requires all drivers and all passengers (front and back) age 8 years and older to wear a seat belt and for passengers under age 8 years to be in a child restraint system. Law enforcement officers are allowed to stop motorists if they or their passengers are observed to not be in compliance of the law. Illinois has a 92.4 percent seat belt usage rate (2024) which is higher than the current national usage rate of 91.2 percent (2024) . Unfortunately, the usage rate in Illinois has declined slightly each year since 2018 . The usage rate in the downstate area, which includes Franklin, Jefferson and Perry counties, is lower (89.7%) than the overall statewide rate.

The three county area and its State (e.g., IDOT and ISP) and local stakeholders conduct seat belt safety education and outreach campaigns combined with high visibility enforcement (HVE) to encourage proper use of a seat belt. The Child Passenger Seat (CPS) Resource Center in the southern region of the state staffed by traffic safety liaisons (TSLs) conducts public information and education campaigns. IDOT funds various efforts including child restraint system inspection stations statewide, which also include stand-alone CPS Week/Seat Check Saturday events. The Illinois Secretary of State also participates in child safety seat promotional activities. Expanded implementation can create Safe Road Users and reduce fatal and serious injury crashes in the area.

[1] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813682

[2] https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/safety/evaluations/safety-belt-observation-reports/2024%20Technical%20Results.pdf

DRIVING UNDER THE INFLUENCE (DUI) LAW

Illinois state statute prohibits motorists from driving under the influence of alcohol when the person's blood alcohol content (BAC) is 0.08 percent. or commercial drivers, the legal limit is 0.04 percent. There is a zero tolerance (0% BAC) for underage drivers.

ILLINOIS DISTRACTED DRIVING

Illinois law prohibits the use of hand-held cellphones, texting or using other electronic communications while operating a motor vehicle. Hands-free devices or Blue Tooth technology is allowed for persons age 19 and older. Drivers who are in a crash resulting from distracted driving may face criminal penalties and incarceration.

Numerous education/outreach and enforcement activities are implemented to reduce the occurrences of impaired driving and resulting crashes.

www.itsnotagameillinois.com

GRADUATED DRIVERS LICENSING (GDL)

Illinois has a strong GDL Program which allows young drivers to gain valuable driving experience and skills prior to obtaining a full drivers' license. This program is accomplished in 3 stages: learner's permit, provisional license, and full license.

Learner's Permit Phase (at least 15 years of age)

- Enrolled in a driver's education course (in the Greater Egypt region, this is primarily through the schools).
- Complete 50 hours (10 hours nighttime) of driving under supervision of a parent or adult age 21 or older with a valid driver's license
- Must comply with night-time driving restrictions
- Permit is valid for 2 years

Initial Licensing Phase (16-17 years old)

- Must have completed a state-approved drivers education program
- Parent/ legal guardian must certify that 50 hours of driving have been completed
- Must comply with nighttime driving restrictions

Full Licensing Phase (be over 18 years of age or older)

- If a driver is between 18-20 years old and did not take an approved driver education course, they must successfully complete a six-hour adult education course before obtaining a driver's license

IDOT's "IT'S NOT A GAME" campaign targets young drivers, touching on many safety issues. It includes games, videos, and a road safety quiz. The consensus among stakeholders is that young drivers need more hands-on and "real world" driving experience to better safely navigate the roadways.

RECKLESS HOMICIDE

Illinois State statute (720 ILCS 5/9-3(a)) establishes a reckless homicide as the unintentional killing of an individual while operating (lawfully or unlawfully) a motor vehicle with reckless conduct. It includes driving a vehicle on an incline in a roadway (e.g., hill, railroad crossing, bridge) and the vehicle becomes airborne. The key element is recklessness. According to NHTSA, Stricter laws

SCOTT'S LAW OR THE "MOVE OVER" LAW

Scott's Law, also known as the "Move Over" Law (625 ILCS 5/11-907(c)) makes it mandatory for all motorists to slow down and move over, leaving a safe distance, for authorized emergency vehicles or an emergency scene. Penalties for violation of this law includes fines of $250 to $10,000, suspension of driving privileges, and possible jail time if a crash results in injury. This law is expanded (625 ILCS 5/11-908) to include highway construction or maintenance areas/zones with fines up to $25,000 and possible jail time. Extensive effort has been made to educate the public and enforce this law.

BICYCLE AND WALKING EDUCATION

Crashes involving pedestrians and bicyclists have a higher risk of resulting in a fatality or injury. The Illinois Compiled Statutes (ILCS) ILCS 5/27-24.2 requires schools to provide safety education to students in each of the Grades 1-8 about walking and biking to school. This is a topic area that can be further promoted to students as well as parents in the area.

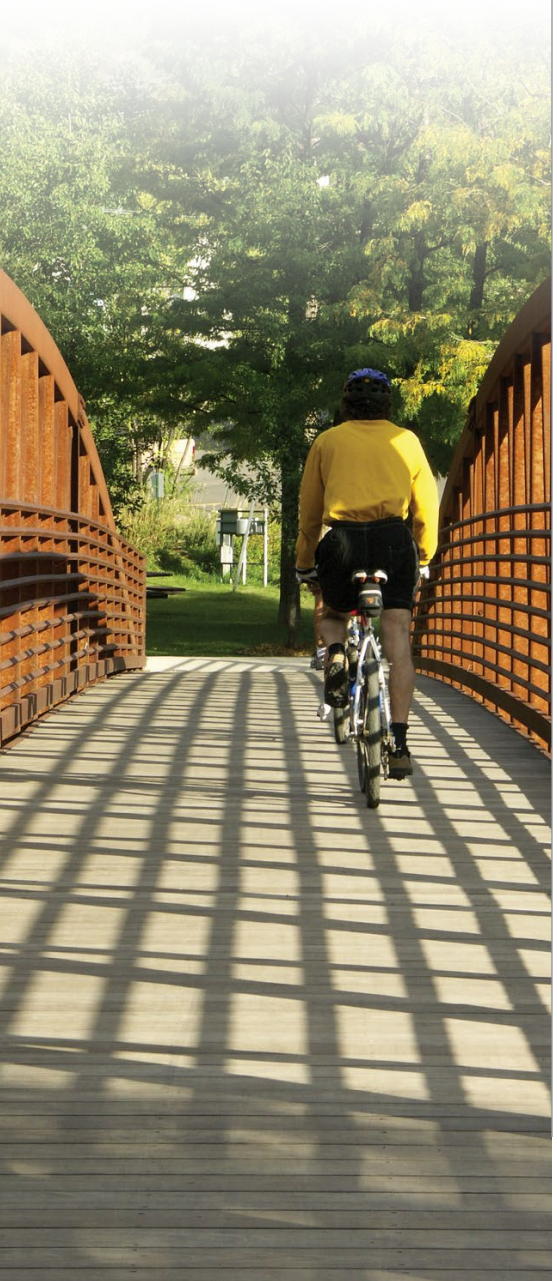
INNOVATIVE TECHNOLOGY- IN-CAR NOTIFICATIONS

ISP and the Illinois Department of Innovation and Technology partnered with the Chicago-based company HAAS Alert to expand in-car notifications when there is an incident involving ISP personnel on the road. Notifications are available in Chrysler, Dodge, Jeep, Ram, Mercedes-Benz and Volkswagen vehicles starting with those made in model year 2018. People also receive alerts when using the navigation app Waze or Apple Maps.

Figure 7 Illinois mumble (sinusoidal) strips

RUMBLE STRIPS/MUMBLE STRIPS

IDOT and many of the local agencies across the State, including the Franklin, Jefferson and Perry Counties, use rumble strips, a FHWA proven safety countermeasure, most commonly under the edge line at the shoulder or on the shoulders to alert motorists through noise and vibration should they leave their lane of travel. These have been effective at reducing roadway departure crashes. Where there are documented cases of head-on crashes, transportation agencies may use center line rumble strips. Because of noise issues near residences, these are not often used in urban areas. DOT is transitioning from rumble strips to mumble strips (Figure 7) on two-lane and multi-lane roadways. Mumble strips vary from the traditional rumble strip in that it uses a sinusoidal wave pattern ground into the pavement, lessening the external noise produced when vehicles travel across them. The application of this newer treatment is ideal for addressing roadway departure crashes, in the more urban environments of the area.



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)-LOCAL ROADS SAFETY

The HSIP is a federally funded program focused on reducing fatal and serious injury crashes through safety improvements. IDOT has historically provided 20 percent of its allocated HSIP funding to address fatal and serious injury crashes on local roads. However, in 2023, IDOT increased HSIP funding to 30 percent in an effort to better assist local agencies to address the safety needs on their roadways. IDOT's Bureau of Local Roads and Streets (BLRS) provides an annual Circular Letter notifying local agencies of the funding opportunity and call for projects. To ensure strong applications that can contribute to the reduction of fatalities and serious injuries on local roads, IDOT hosts a webinar to inform local agencies of the HSIP process and present examples of approved or denied applications. Several communities in the three county area have applied for and received HSIP grant funding. Example projects include:

- **Mt. Vernon** - 42nd Street - Upgrade to 3-Lane Section with center TWLTL
- **Benton** - South McLeansboro - Upgrade Roadway & Provide Turn Lanes Where Needed
- **West Frankfort** - West Cleveland Street - Upgrade Intersection & Provide Turn Lanes Where Needed
- **DuQuoin** - East Jackson St. & Line St. - Signalize Intersection
- **Pinckneyville** - East Randolph Street - Upgrade Roadway
- **Mt. Vernon** - Veteran's Pkwy & 34th St. - Signalize Intersection
- **Thompsonville** (Franklin County) - North Thompsonville Road - Upgrade Roadway Shoulders with 4-foot HMA

HIRE BACK CAMPAIGN

The IDOT provides grants for local law enforcement agencies to increase their presence on the roads during high-traffic periods, such as holidays and the summer months. The primary goals of the hire back campaign are to reduce incidents of distracted driving, enforce seat belt use, and prevent DUI offenses.

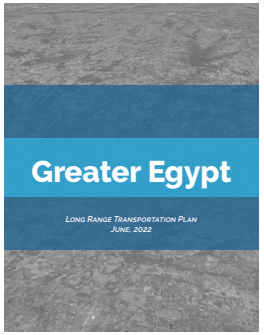
The community's ***top three priorities*** *are having infrastructure that is maintainable and safe while providing additional transportation choices*

REGIONAL & LOCAL POLICIES, PROGRAMS AND PRACTICES

As a part of the project a thorough review of the pertinent documents and stakeholder discussion was undertaken identifying various existing efforts that have been implemented or are planned in Jefferson, Perry, and Franklin counties. This included various studies, transportation improvement programs and efforts by the RPC and local communities. Additionally, safety endeavors via education or enforcement programs are also documented.

The Greater Egypt Regional Planning and Development Commission (Greater Egypt), which includes Jefferson, Perry and Franklin counties as well as Jackson and Williamson counties prioritizes safety and has conducted multiple studies aimed at improving safety in the region. Both the short term and long-term goals include safety elements, reflecting their commitment to enhancing the transportation system.

- Greater Egypt Long Range Transportation Plan
- Greater Egypt Regional Safety Study for Rural Municipalities
- Greater Egypt Workforce Transit Plan
- Greater Egypt Regional Planning and Development Commission Safety Plan
- Greater Egypt Rural Freight Study



The plans mentioned above typically focus on a diverse set of investments, with operational and technological options, while ensuring community involvement reflects the needs and goals of all stakeholders. The community's top priorities include having infrastructure that is maintainable, safe infra-structure and providing additional transportation choices.

Several local community efforts have been gathered and reviewed in the course of the project. Each report included elements pertaining to transportation safety. These included the following reports:

- Mount Vernon Bicycle Plan
- Mount Vernon Comprehensive Plan 2022-2032
- Benton Bicycle Plan

Additionally, the planned projects in the area were examined from the long-range plan and the transportation improvement plan. These documents identified over 35 planned projects with safety improvements included. Guardrail upgrades are included as part of these efforts. The three counties utilize IDOT's districtwide pavement marking contract as part of their county-wide maintenance activities.

The IDOT also has several planned projects in the three county area. Many of them are relevant to the interstate freeway network system. However, one in particular has local safety impacts. That includes the I-57/64 & IL-15 Project Report in which IDOT conducted a series of Preliminary Engineering Studies for improvements at the I-57/I-64 interchange with IL Route 15 in Mount Vernon. The interchange type study report evaluated both Diverging Diamond Interchange (DDI) and Single Point Urban Interchange (SPUI) options. The final recommendation was to construct a diverging diamond interchange.

Capacity Building

ILLINOIS TRAFFIC ENGINEERING AND SAFETY (TES) CONFERENCE

The University of Illinois hosts an annual conference that provides the most current information on a variety of topics, including new laws, associated with improving safety and operations on all roadways. It is a great forum to network with other peers / professionals and gain knowledge on traffic safety topics. Several members of the stakeholder groups have indicated past or future attendance aims.

STOP THE BLEED

The American College of Surgeons have trained over 4 million people to Stop the Bleed. Jefferson County EMA and the Franklin County Sherriff are included in those that participated in the training. Additionally, the Jefferson County EMA regular receives training through the IEMA. This training teaches participants to control bleeding, thereby keeping the blood inside the body. This training is not just for emergency responders. Anyone, even grade school students, can be taught to pack a wound and use a tourniquet. The stakeholders in the three county area would like to see an even greater emphasis on this life saving technique being taught within the community.

REVIEW OF EMS FORMS

EMS personnel complete patent data entry forms when responding to every call for assistance. This data is received by the State of Illinois, local hospitals and NHTSA. Historically, once the data is received, feedback to EMS personnel has not been provided. The EMS personnel of the three county area would like an opportunity to discuss the form's accuracy and completeness with the various parties to improve the accuracy of the data provided.

MOTORCYCLE TRAINING

The Motorcycle Rider Program conducts free motorcycle training programs held at the Southern Illinois University campus in Carbondale. The courses are designed to provide a foundation of knowledge and skills for people who have never ridden as well as those who are experienced riders. This course mirrors the Cycle Rider Safety Training Program (SRSTP) offered by IDOT and is available to any Illinois resident 16 years or older. The program allows graduates, when they are 18 or older, to waive the riding and written portions of the Illinois motorcycle license test.

*Training takes **time and resources,** demand often exceeds the availability of the necessary courses, and there is **limited availability of instructors** for many of these courses. Despite these challenges, it is important that the region continue to support training for its law enforcement agencies.*

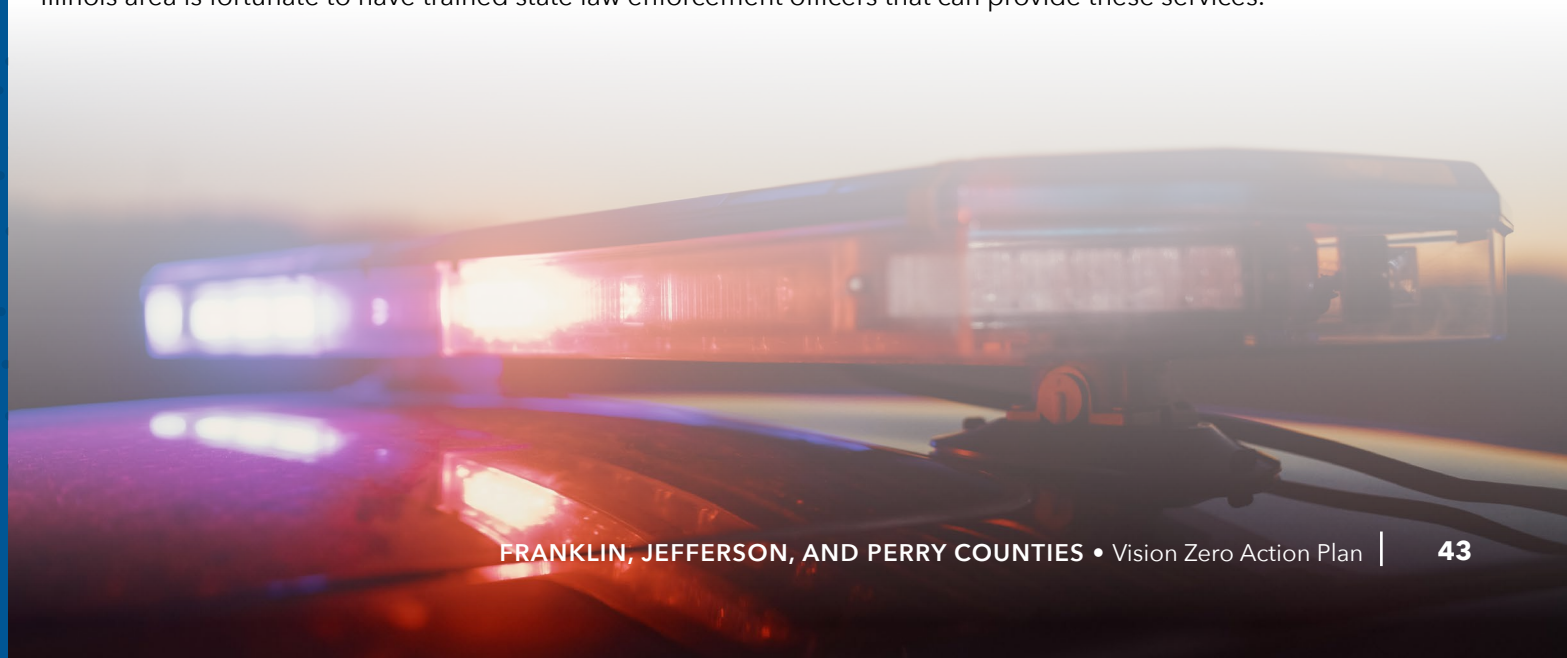
LAW ENFORCEMENT TRAINING

Training and specialty equipment continue to evolve in order to thoroughly investigate and enforce traffic safety laws, including crash investigation. Some areas of of expertise require highly specialized technical and complex training. For example, effective detection, identification, and enforcement of driving while impaired (alcohol and drug) requires significantly more training than what would be required for the foundational Standardized Field Sobriety Testing (SFST).

The Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Recognition Expert (DRE) programs both work to identify and reduce drug related impaired driving. The ARIDE program training for law enforcement officers provides a hands on approach to improved observing, identifying and articulating the signs of impairment. To bridge the gap between standard sobriety testing and DRE's it is used by officers in the field. DREs participate in an immersive training and certification to identify impairment, drug effects and the types of use. It is highly beneficial to the successful prosecution of drugged driving offenses

Crash report training is routinely performed by agencies including with the ISP within their academy. As the crash report forms change over time and up to date training is needed. Additionally, the emphasis on the value of the data and how the reports are used by professional to identify safety issues (e.g., location, trends, crash characteristics, narratives) needs to be reinforced frequently.

Crash reconstructions require an enhanced ability to investigate and reconstruct the events of a collision, strengthening the ability to perform and understand crash physics and dynamics and mastering the complexities of analyzing collisions. It also requires expertise using technology (e.g., computer software, GPS, lasers, software) during the reconstruction. This requires significant training to initially be certified and maintain that expertise. The southern Illinois area is fortunate to have trained state law enforcement officers that can provide these services.



Policy and Programming Needs and Challenges

NEGLIGENT HOMICIDE

The Illinois Vehicle Code addresses situations where a traffic crash is due to reckless driving results in the fatality of another individual. It does not provide any penalty beyond a traditional traffic citation if recklessness is not involved. Typically, recklessness is defined as having at least three moving law violations. Increased consequences for negligent driving behavior (e.g., distracted driving and speeding) that results in a traffic death is a deterrent against these high-risk behaviors. The three county area supports investigating a law that provides for stricter penalties for negligent driving behaviors that results in death.

RECIPROCITY OF OUT OF STATE SCHOOL BUS DRIVERS

According to the Office of the Illinois Secretary of State, a school bus permit is required for any individual planning to transport school children grade 12 or below for a public, private or religious school, including a nursery school, if you drive:

- a yellow school bus, or
- any other approved vehicle, owned or operated by a school or religious institution, used for this purpose over a regularly scheduled route

Applicants must follow multiple steps and criteria to obtain this permit that is valid for one year. One of the criteria is that the individual must be in possession of a valid and properly classified Illinois driver's license, or a valid license issued by Indiana, Michigan, Wisconsin, Iowa, Missouri or Kentucky. This license must contain a School Bus Endorsement "S" endorsement. The process to become licensed in Illinois as a school bus driver through reciprocity is difficult. The Franklin, Jefferson and Perry Counties area supports streamlining of the reciprocity process by legislative changes, rulemaking, or policy changes to address the shortage of bus drivers in the region.

SAFETY CAMERAS

Safety cameras that provide for automated enforcement utilize effective and reliable technology to supplement traditional enforcement efforts and improve safety by changing driver behavior, ultimately assisting to eliminate fatal and severe injury crashes. They are a FHWA proven safety countermeasure and are identified as a safety countermeasure and part of the implementation of several focus areas within the Illinois SHSP. The Illinois Vehicle Code prohibits the use of automated enforcement for speeding and red light running in southern Illinois and currently only allows automated enforcement in specific cases and areas of the State.

- Speed enforcement (statewide) by IDOT and ISP in work zones
- Speed enforcement in safety zones (schools and parks) by Chicago DOT
- Red light running (RLR) enforcement on state and local roads in eight counties in the Metro East and Chicago area
- Railroad grade crossing gate violations (statewide)
- School bus arm violations (statewide)

Speed is a common characteristic associated with fatal and serious injury crashes. Similarly, red light running often results in angle and turning crashes, those that are most severe. Due to limited resources, enforcing set speed limits and red-light running is often difficult. Safety cameras can be a deterrent to these risky behaviors. This plan recommends considering the expansion of the use of automated enforcement and safety cameras beyond the current jurisdictions to facilitate reducing fatal and serious injury crashes.

EMERGENCY RESPONSE

The first 60 minutes following a traumatic injury are critical to saving lives. This is particularly challenging in rural areas. There is a lack of regional, accessible emergency care in the southern Illinois counties. The travel to the nearest hospital for some of these areas is well over 60 minutes. EMT/EMS response is a crisis point due to the shortage of trained paramedics, and this only continues to get worse. For example, in one community, there is a need for five paramedics and there are only eight for the entire region going through the training. The shortage has resulted in unprecedented overtime, fatigue, burnout, and increased expenses. The EMT/EMS shortage is attributed to the following:

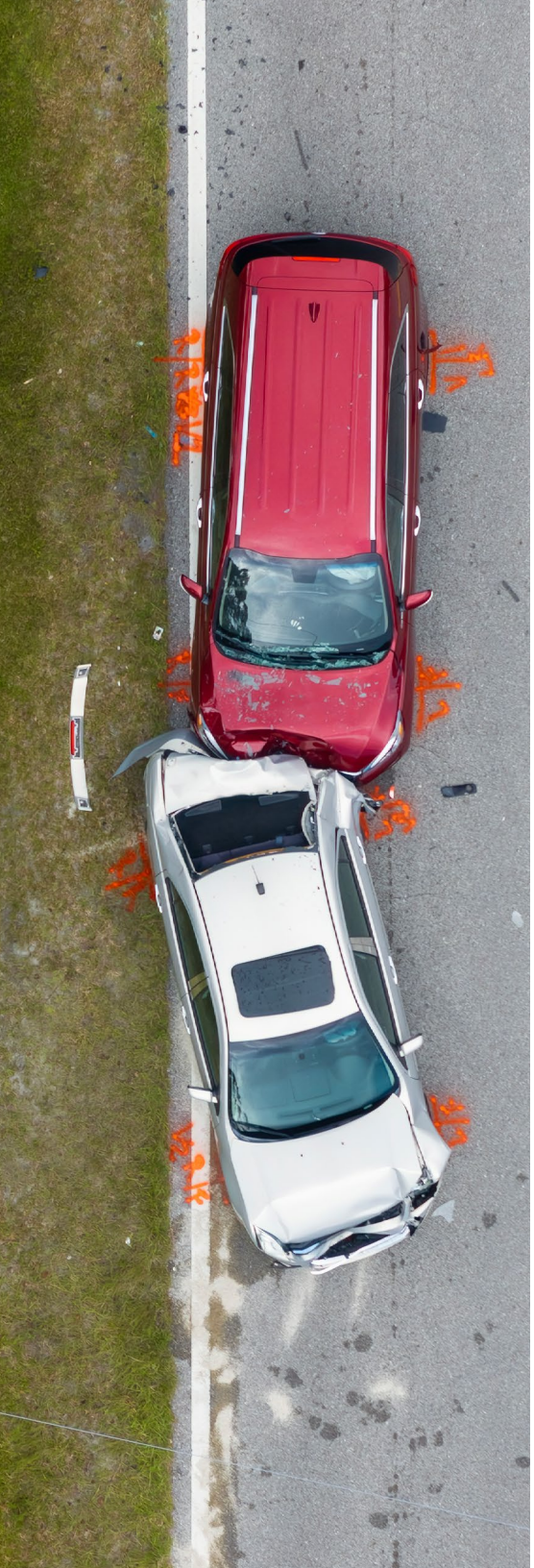
- Travel to training programs in rural communities
- Tuition costs (programs not eligible for Pell grants)
- Conflicts with balancing working a job and going to school
- Limited number of available locations to obtain the necessary training

Within the Franklin, Jefferson, and Perry Counties area and the Greater Egypt region as whole, several financial barriers can limit the capacity to implement safety investments.

The stakeholder workshops and interviews indicated a need to enhance coordination between local and state law enforcement, identify priority corridors for emergency vehicle signal preemption, and update regional ITS architecture to improve emergency response. IDOT also supports the use of emergency preemption devices on state owned traffic signal equipment. However, IDOT has stated that they would want to limit the usage to police, fire, and emergency personnel vehicles only.

FINANCIAL BARRIERS

Within the Franklin, Jefferson, and Perry Counties area and the Greater Egypt region as whole, several financial barriers can limit the capacity to implement safety investments. Greater Egypt would typically perform rural planning activities to facilitate safety improvements. However, these efforts are dependent on IDOT making available its SPR funds to the RPCs. The availability of these funds are dependent on the needs and expenditures of IDOT. The counties' and other local agencies' budget are primarily dedicated to maintenance activities and lack significant funding for transportation investments, especially those that involve major improvements or right of way. Likewise, at many intersections, the number of pedestrians and cyclists does not warrant major investments despite their significant capacity to increase safety.



CHAPTER SIX

Safety Analysis

A safety analysis was completed to identify historical trends and the locations of the highest frequencies of fatal and serious injury crashes in the Franklin, Jefferson, and Perry counties. Crash data from 2018 to 2022 was obtained from the IDOT Safety Dashboard for all roadways in this region.

The crash data is broken down into five sections:

- **Historical trends:** Analysis to determine the baseline level of crashes involving fatalities and serious injuries for all modes in the three-county region
- **Focus Area Analysis:** Identify high-risk crash characteristics likely to cause fatalities or serious injuries, enabling targeted interventions based on data analysis and stakeholder input
- **Systemic safety analysis:** Proactively identifies and prioritizes high-risk locations for safety improvements by analyzing crash patterns and geometric characteristics that consistently result in higher frequencies of fatal and serious injury crashes across a transportation network
- **Priority Corridors and Intersection:** Identify specific corridors and intersections with the most fatal and serious injury crashes considering all modes, bikes and pedestrian-related crashes, contributing factors, Underserved communities, and interstate-only crashes to guide targeted safety improvements
- **Areas of Persistent Poverty:** Evaluates transportation insecurity by analyzing access barriers, cost burdens, and safety risks in communities, correlating population characteristics with fatal and serious injury crashes to inform equitable project and strategy development

These analyses, with input from stakeholders and community members, were used to develop strategies and projects found in subsequent sections of the Vision Zero Action Plan.

The different types of data used in conducting the safety analysis and their sources are listed on the following pages.

CRASH DATA

The 5-year crash data from 2018 to 2022, used for the safety analysis in Franklin, Jefferson, and Perry counties, was obtained from the IDOT data. The dataset includes a range of information pertinent to each crash, such as the time and date of the crash, crash type, specific location (latitude, longitude), contributing circumstances, and environmental conditions like lighting and weather. The severity of a crash is based on the assessment of the responding law enforcement officer using the KABCO scale.

Crashes analyzed included all crashes within Franklin, Jefferson, and Perry counties during the study period on state, county, and local road networks, excluding interstates. The crash dataset included 10,875 crashes and 688 fatal or serious injury (KA) crashes.

ROADWAY AND INTERSECTION DATA

The roadway data for the three counties, which served as the basis for this analysis, was sourced from the Illinois Roadway Information System (IRIS). The IRIS data contains roadway information collected by IDOT, including functional class, jurisdiction, number of lanes, and other variables. IDOT's intersection data was used to for intersection analysis. The layer contains traffic control type, number of legs, among other characteristics. Both datasets were used to for the development of the high priority corridor and intersections and identifying roadway and intersection characteristics associated with fatal and severe injury crash occurrence.

AREAS OF PERSISTENT POVERTY

An analysis of poverty areas and underserved communities was conducted using the Equitable Transportation Community (ETC) Explorer, an interactive web tool that assesses relative transportation disadvantage across communities. The tool normalizes indicators related to transportation insecurity, climate and disaster risk, environmental burden, health vulnerability, and social vulnerability to create a cumulative disadvantage index. For this study, census tracts in Franklin, Jefferson, and Perry counties were compared to all census tracts in Illinois, enabling the identification of communities facing significant transportation access barriers, cost burdens, and safety risks to inform targeted and equitable safety interventions.

Historical Trends

TOTAL CRASHES VS FATAL AND SERIOUS INJURY CRASH TRENDS (2018-2022)

Between 2018 and 2022, Franklin, Jefferson, and Perry counties saw a total of 10,875 crashes, including 3,952 in Franklin County (273 fatal or serious injury crashes), 4,924 in Jefferson County (277 KA crashes), and 1,999 in Perry County (138 KA crashes), as shown in Table 1. There was a notable decline in crash frequency across all counties, particularly in 2020. Jefferson County consistently recorded the highest total crashes and Franklin County had the highest proportion of KA crashes.

	Franklin County	Jefferson County	Perry County
	Total Crashes (All Roads, Excluding Interstates)	Total Crashes (All Roads, Excluding Interstates)	Total Crashes (All Roads, Excluding Interstates)
2018	902	1,036	435
2019	856	1,065	471
2020	654	837	379
2021	777	1067	345
2022	763	919	369
TOTAL	**3,952**	**4,924**	**1,999**
AVERAGE	**1,317**	**985**	**400**

Table 1 Total crashes and KA crashes inl Franklin, Jefferson, and Perry counties (2018-2022)

FATALITIES AND SERIOUS INJURIES

When separating fatal (K) and serious injury (A) crashes, it was observed that an average of 15 fatal (K) and 123 serious injury (A) crashes occurred annually during the study period on both state and local roadways. As shown in Figure 8, over the five-year study period, fatal crashes (K) decreased by 2.8%, while serious injury crashes (A) declined by 7.0%. Crashes resulting in serious outcomes (K and A combined) accounted for 6.3% of all crashes during the study period. Additionally, the total number of crashes occurring in Franklin, Jefferson, and Perry counties represented 0.7% of the statewide total. However, K and A crashes in these three counties made up 1.6% of all serious crashes statewide.

[4]https://usdot.maps.arcgis.com/apps/dashboards/9806be8527b14f93be311f0fb57d336e

STATE VS LOCAL ROADWAY CRASHES (2018 – 2022)

Figure 8 shows the 5-year trends of fatal and serious injury (KA) crashes in Franklin, Jefferson, and Perry counties from 2018 to 2022 across different road types. The figures show a general decline across all roadway systems.

On all roads (top left), Franklin County consistently had the highest KA crash counts, dropping from 70 in 2018 to 45 in 2022, while Jefferson County fell from 62 in 2018 to 42 in 2022, and Perry varied between 22 and 34, suggesting Franklin County faces ongoing safety challenges.

State roads (top right) saw sharper declines, with Franklin County dropping from 42 in 2018 to 23 in 2022, Jefferson County from 31 in 2018 to 18 in 2022, and Perry County dipping from 16 in 2018 to 7 in 2020 before rising to 13 in 2022, indicating state roads were more affected by 2020's traffic drop.

On local roads (bottom left), the trends were less severe, with Franklin County decreasing from 33 in 2018 to 13 in 2022, Jefferson County from 26 in 2018 to 19 in 2022, and Perry County remaining relatively stable, ranging from 7 to 12. Overall, KA crashes across all road types generally declined over the period, with the most significant reductions observed in 2020, likely influenced by reduced traffic during the COVID-19 pandemic.

+ Across all road types, Franklin County recorded the highest number of KA crashes each year, with the most notable decline on state roads from 42 in 2018 to 23 in 2022
+ State roads experienced a significant drop in KA crashes in 2020, with Perry County seeing the largest relative decrease from 16 to 7
+ KA crashes on local roads showed the least variation, with Perry County maintaining the lowest and most stable counts, fluctuating between 7 and 12 over the 5-year period

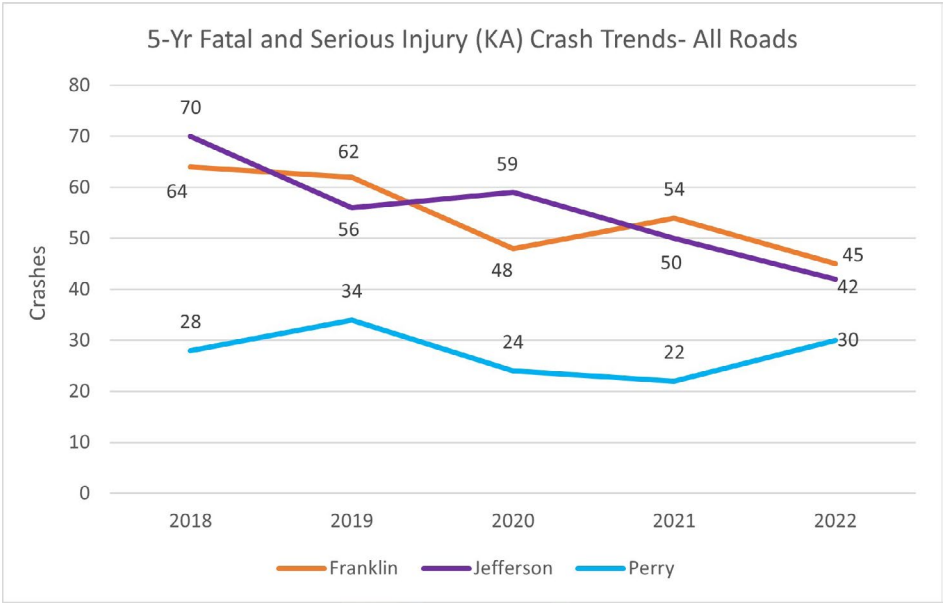
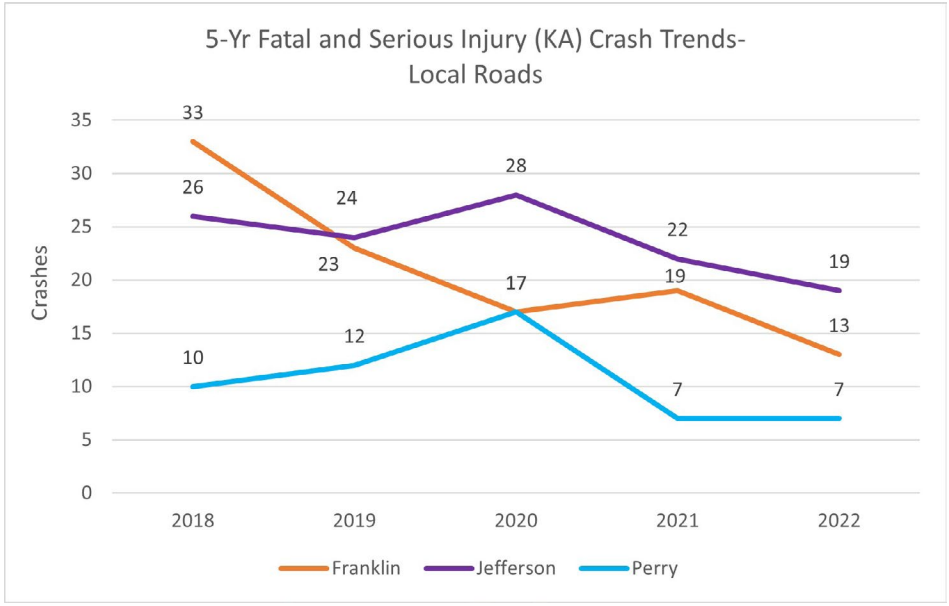


Figure 8 Fatal and Serious Injury Crash Trend, All Roads



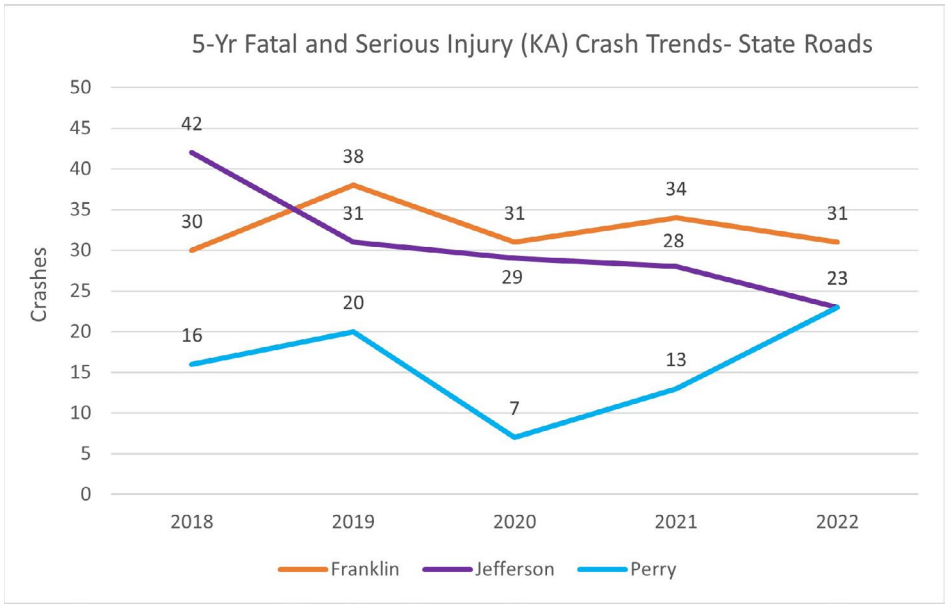
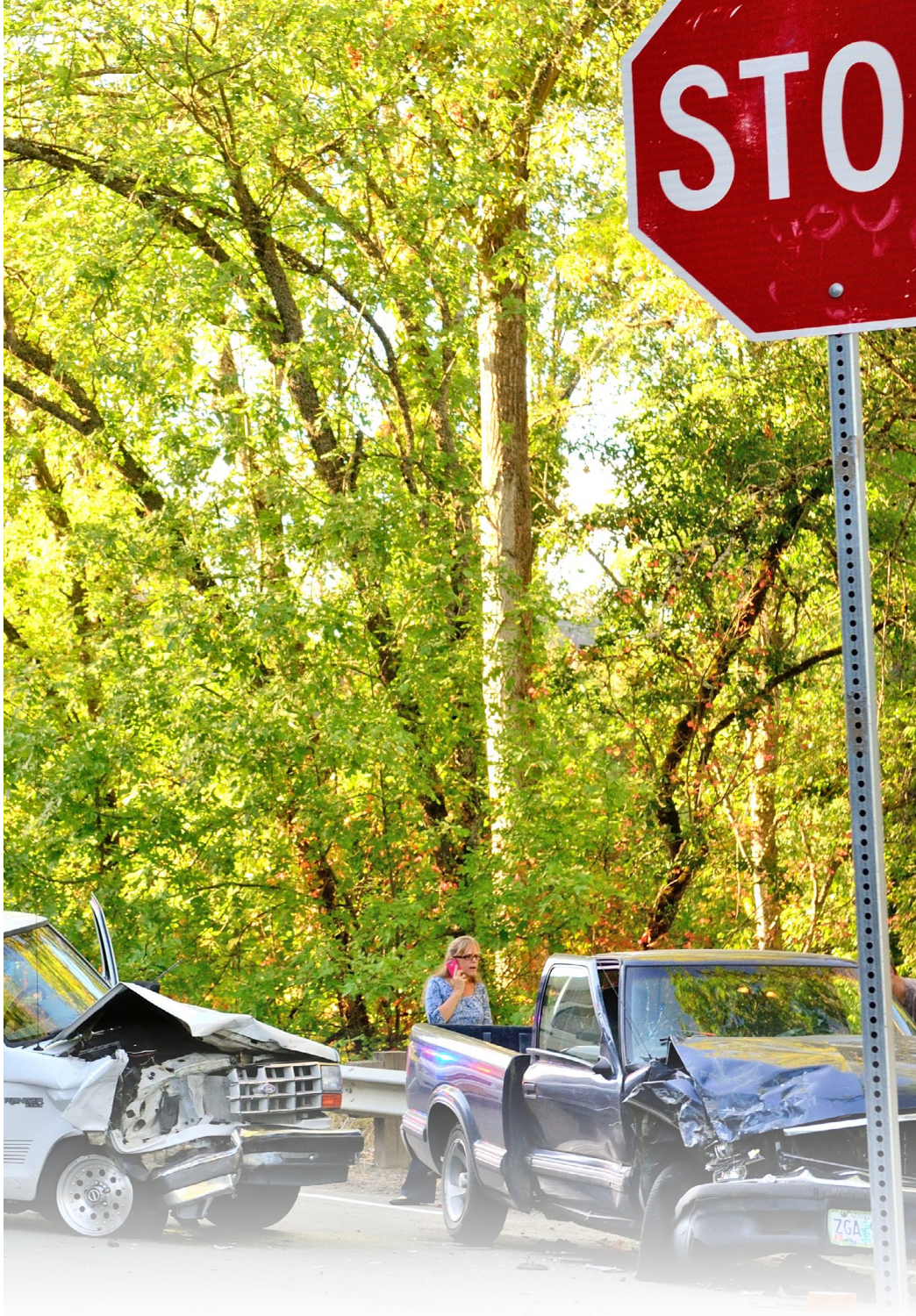


Figure 8 Cont'd Fatal and Serious Injury Crash Trend, All Roads



Fatal and Severe Crash Trends

CRASH DENSITY MAPS (2018 – 2022)

Figures 9–11 present the fatal and serious injury (KA) crash density maps for Franklin, Jefferson, and Perry Counties from 2018 to 2022, highlighting areas with concentrated crash risk.

In Franklin County, the crash density map shows a significant concentration of fatal and serious injury (KA) crashes in the central region, around the city of Benton. Major roads in this area include IL-37 and IL-14, which intersect near downtown Benton and are known for higher traffic volumes serving as primary routes connecting to surrounding areas.

Jefferson County, displays the highest crash density in its central urban area, around the primary city of Mount Vernon. Major roads converging in this area include I-57, I-64, and IL-15, with IL-15 running through the heart of Mount Vernon and intersecting with local arterials like Broadway Street.

In Perry County, the crash density is lower and more dispersed, with a hotspot in the central area around the city of Pinckneyville. The figure shows IL-13 and IL-127 as key roads passing through Pinckneyville, with IL-127 running north-south and IL-13 east-west, likely contributing to the central crash cluster due to their role as primary routes in a more rural setting. These maps emphasize the need for targeted safety interventions on these identified roads, tailored to each county's traffic and geographic context.

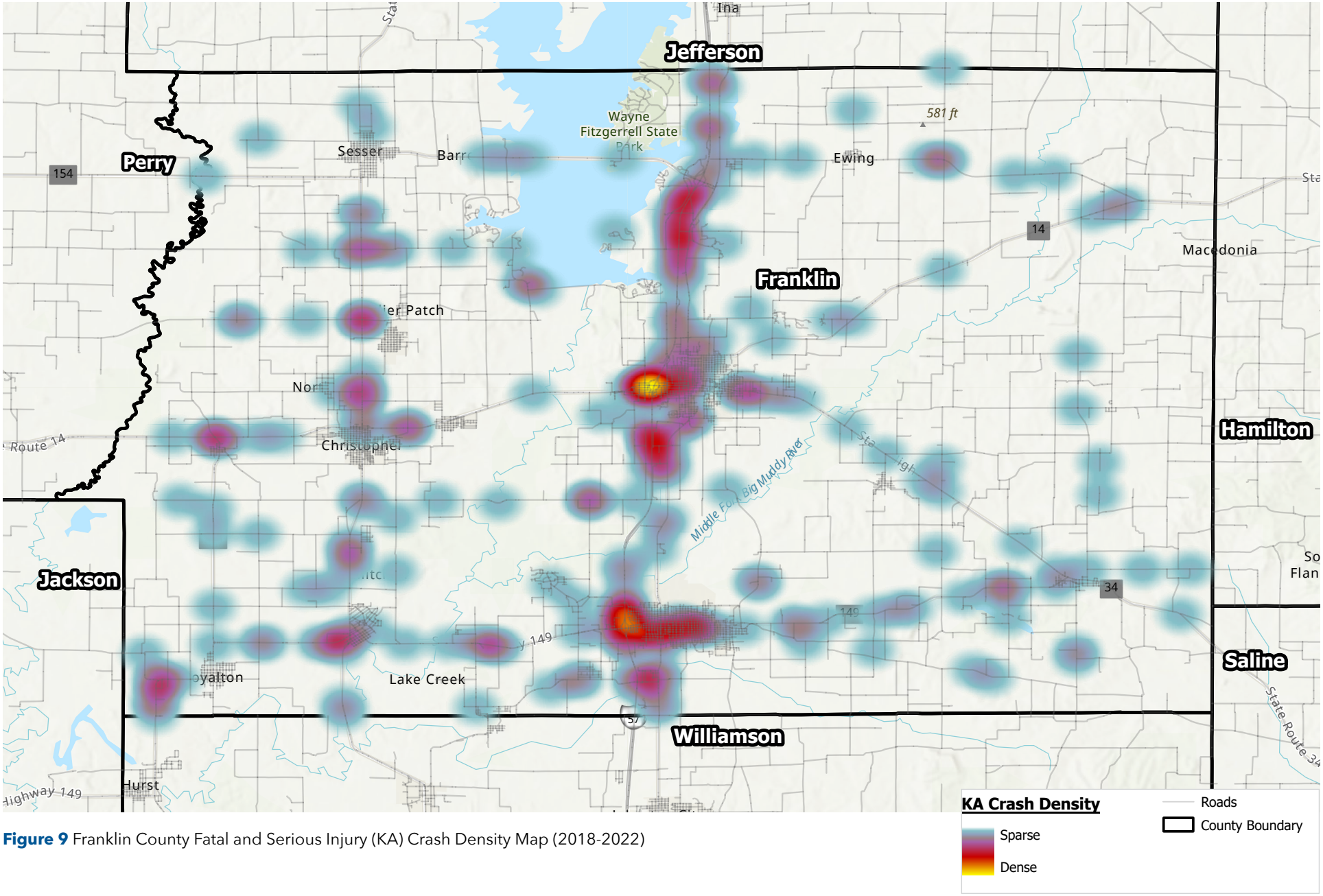


Figure 9 Franklin County Fatal and Serious Injury (KA) Crash Density Map (2018-2022)

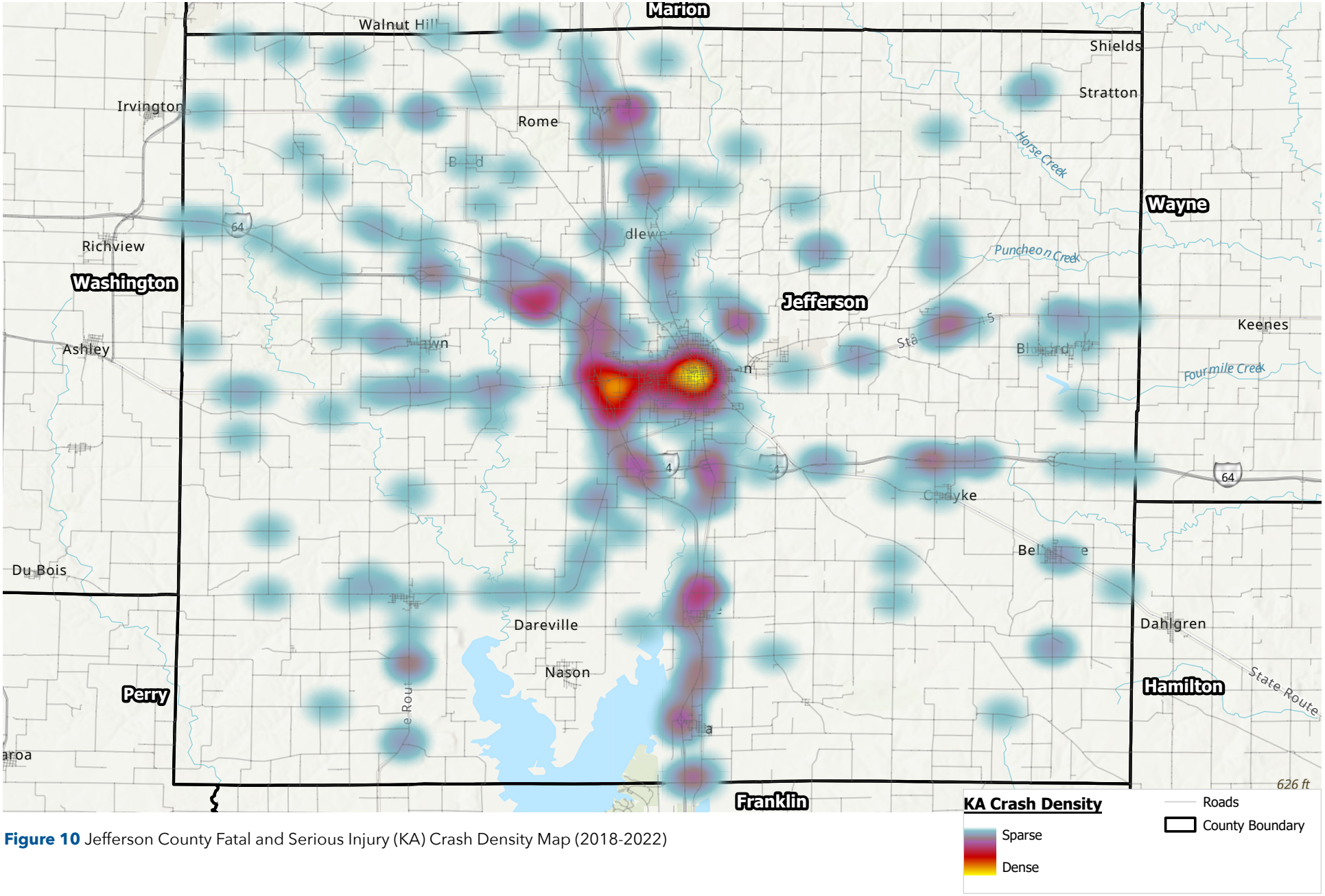


Figure 10 Jefferson County Fatal and Serious Injury (KA) Crash Density Map (2018-2022)

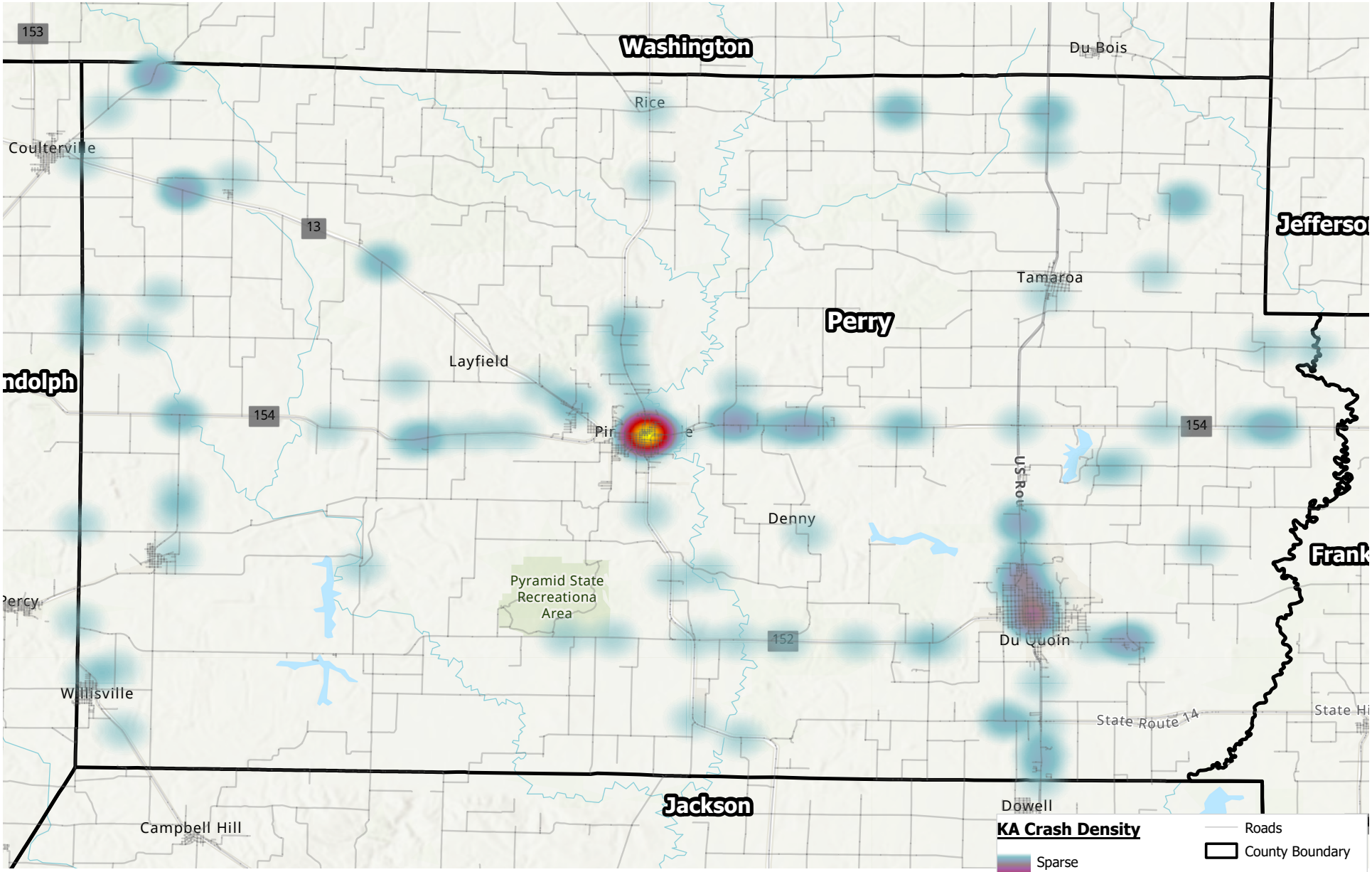


Figure 11 Perry County Fatal and Serious Injury (KA) Crash Density Map (2018-2022)

CRASH TREND BY CRASH TYPES

In safety analysis, crash types are specific categories used to classify the nature of traffic incidents based on the actions and circumstances of the involved parties. Understanding crash types helps analysts identify patterns, assess risks, and develop targeted interventions to improve road safety.

Table 2 summarizes fatal and serious injury (KA) crashes in Franklin, Jefferson, and Perry counties, identifying fixed object crashes as the predominant type across all counties on both all roads and local roads, with a notably higher share on the local system, especially in Perry County at 49 percent. The other top crash types on all roads across the region are overturned, front-to-rear, turning, and angle crashes. On the local system, animal crashes rank among the top five crash types. This suggests a regional need to prioritize safety measures for fixed object and overturned crashes, while also addressing angle and animal-related risks on local roads through targeted infrastructure improvements.

	Franklin County		Jefferson County		Perry County	
CRASH TYPE	**All Roads**	**Local Roads**	**All Roads**	**Local Roads**	**All Roads**	**Local Roads**
Fixed Object	77 (28%)	32 (30%)	71 (26%)	43 (36%)	52 (38%)	26 (49%)
Overturned	36 (13%)	17 (16%)	32 (12%)	20 (17%)	18 (13%)	7 (13%)
Front to Rear	24 (9%)	2 (2%)	34 (12%)	5 (4%)	11 (8%)	1 (2%)
Turning	24 (9%)	9 (9%)	30 (11%)	13 (11%)	15 (11%)	4 (8%)
Angle	23 (8%)	15 (14%)	21 (8%)	12 (10%)	6 (4%)	2 (4%)
Animal	13 (5%)	4 (4%)	13 (5%)	9 (8%)	9 (7%)	4 (8%)
Front to Front	12 (4%)	4 (4%)	11 (4%)	3 (3%)	8 (6%)	1 (2%)
Other non-collision	14 (5%)	5 (5%)	9 (3%)	4 (3%)	2 (1%)	1 (2%)
Rear End	10 (4%)	2 (2%)	13 (5%)	3 (3%)	2 (1%)	1 (2%)
Sideswipe Opposite Direction	10 (4%)	3 (3%)	6 (2%)	0 (0%)	7 (5%)	3 (6%)
Pedestrian	8 (3%)	2 (2%)	9 (3%)	1 (1%)	4 (3%)	0 (0%)
Other Object	10 (4%)	4 (4%)	4 (1%)	2 (2%)	1 (1%)	0 (0%)
Sideswipe Same Direction	4 (1%)	0 (0%)	10 (4%)	0 (0%)	0 (0%)	0 (0%)
Pedalcyclist	5 (2%)	4 (4%)	3 (1%)	2 (2%)	2 (1%)	2 (4%)
Head On	1 (0%)	1 (1%)	4 (1%)	0 (0%)	1 (1%)	1 (2%)
Parked Motor Vehicle	2 (1%)	1 (1%)	4 (1%)	1 (1%)	0 (0%)	0 (0%)
Train	0 (0%)	0 (0%)	3 (1%)	1 (1%)	0 (0%)	0 (0%)
Total	**273 (100%)**	**105 (100%)**	**277 (100%)**	**119 (100%)**	**138 (100%)**	**53 (100%)**

Table 2 Fatal and Serious Injury (KA) Crash Types by County (2018-2022)

CRASH TREND BY CONTRIBUTING FACTORS

Table 3 shows the primary contributing factors across Franklin, Jefferson, and Perry counties. Failing to reduce speed and improper lane usage are the top contributors, particularly on all roads. Local roads show that factors like failing to yield, and animal-related crashes are more prominent. These factors underscore the need for tailored interventions, such as speed management, education, and addressing alcohol/drug-related impairments, to enhance road safety across the region.

	Franklin County		Jefferson County		Perry County	
ACTION	**All Roads**	**Local Roads**	**All Roads**	**Local Roads**	**All Roads**	**Local Roads**
Failing to Reduce Speed to Avoid Crash	51 (19%)	18 (17%)	43 (16%)	12 (11%)	28 (20%)	9 (17%)
Improper Lane Usage	25 (9%)	1 (1%)	34 (12%)	0 (0%)	20 (14%)	6 (12%)
(N/A)	30 (11%)	14 (13%)	33 (12%)	18 (17%)	4 (3%)	2 (4%)
Failing to Yield Right of Way	23 (8%)	13 (12%)	25 (9%)	8 (7%)	10 (7%)	2 (4%)
Animal	18 (7%)	10 (10%)	18 (7%)	12 (11%)	11 (8%)	5 (10%)
Unable to Determine	21 (8%)	6 (6%)	19 (7%)	9 (8%)	6 (4%)	5 (10%)
Under the Influence of Alcohol/Drugs	12 (4%)	5 (5%)	14 (5%)	8 (7%)	8 (6%)	4 (8%)
Physical Condition of Driver	13 (5%)	2 (2%)	13 (5%)	1 (1%)	7 (5%)	3 (6%)
Disregarding Stop Sign	12 (4%)	7 (7%)	9 (3%)	8 (7%)	6 (4%)	2 (4%)
Weather	6 (2%)	3 (3%)	12 (4%)	7 (6%)	4 (3%)	3 (6%)
Equipment-Vehicle Condition	7 (3%)	1 (1%)	8 (3%)	3 (3%)	3 (2%)	2 (4%)
Had Been Drinking	8 (3%)	4 (4%)	3 (1%)	2 (2%)	3 (2%)	1 (2%)
Driving On Wrong Side/Wrong Way	7 (3%)	4 (4%)	3 (1%)	0 (0%)	3 (2%)	1 (2%)
Driving Skills/Knowledge/Experience	5 (2%)	2 (2%)	4 (1%)	2 (2%)	4 (3%)	2 (4%)
Disregarding Traffic Signals	2 (1%)	2 (2%)	10 (4%)	3 (3%)	0 (0%)	0 (0%)
Improper Overtaking/Passing	6 (2%)	1 (1%)	4 (1%)	0 (0%)	2 (1%)	0 (0%)
Distraction - From Inside Vehicle	4 (1%)	3 (3%)	4 (1%)	3 (3%)	3 (2%)	1 (2%)
Exceeding Safe Speed for Conditions	4 (1%)	2 (2%)	3 (1%)	2 (2%)	3 (2%)	1 (2%)
Evasive Action Due to Animal / Object / Non-Motorist	1 (0%)	0 (0%)	3 (1%)	3 (3%)	5 (4%)	0 (0%)
Operating Vehicle in Reckless Manner	4 (1%)	2 (2%)	0 (0%)	0 (0%)	2 (1%)	0 (0%)
Other	14 (5%)	5 (5%)	13 (5%)	7 (6%)	6 (4%)	3 (6%)
Total	**273**	**105**	**275**	**108**	**138**	**52**

Table 3 Fatal and Serious Injury (KA) Crash Contributing Factors by County (2018-2022)

CRASH TRENDS BY FUNCTIONAL CLASSIFICATION

Table 4 summarizes fatal and serious injury (KA) crashes by road type. Minor arterials and major collectors are the most common locations for KA crashes on all roads. On local roads, major collectors and local roads experienced most of the KA crashes, with local roads accounting for 50 percent in Franklin, 39 percent in Jefferson, and 53 percent in Perry, while major collectors are significant in Franklin (46%), Jefferson (45%), and Perry (40%) counties.

	Franklin County		Jefferson County		Perry County	
CRASH TYPE	**All Roads**	**Local Roads**	**All Roads**	**Local Roads**	**All Roads**	**Local Roads**
Fixed Object	77 (28%)	32 (30%)	71 (26%)	43 (36%)	52 (38%)	26 (49%)
Overturned	36 (13%)	17 (16%)	32 (12%)	20 (17%)	18 (13%)	7 (13%)
Front to Rear	24 (9%)	2 (2%)	34 (12%)	5 (4%)	11 (8%)	1 (2%)
Turning	24 (9%)	9 (9%)	30 (11%)	13 (11%)	15 (11%)	4 (8%)
Angle	23 (8%)	15 (14%)	21 (8%)	12 (10%)	6 (4%)	2 (4%)
Animal	13 (5%)	4 (4%)	13 (5%)	9 (8%)	9 (7%)	4 (8%)
Front to Front	12 (4%)	4 (4%)	11 (4%)	3 (3%)	8 (6%)	1 (2%)
Other non-collision	14 (5%)	5 (5%)	9 (3%)	4 (3%)	2 (1%)	1 (2%)
Rear End	10 (4%)	2 (2%)	13 (5%)	3 (3%)	2 (1%)	1 (2%)
Sideswipe Opposite Direction	10 (4%)	3 (3%)	6 (2%)	0 (0%)	7 (5%)	3 (6%)
Pedestrian	8 (3%)	2 (2%)	9 (3%)	1 (1%)	4 (3%)	0 (0%)
Other Object	10 (4%)	4 (4%)	4 (1%)	2 (2%)	1 (1%)	0 (0%)
Sideswipe Same Direction	4 (1%)	0 (0%)	10 (4%)	0 (0%)	0 (0%)	0 (0%)
Pedalcyclist	5 (2%)	4 (4%)	3 (1%)	2 (2%)	2 (1%)	2 (4%)
Head On	1 (0%)	1 (1%)	4 (1%)	0 (0%)	1 (1%)	1 (2%)
Parked Motor Vehicle	2 (1%)	1 (1%)	4 (1%)	1 (1%)	0 (0%)	0 (0%)
Train	0 (0%)	0 (0%)	3 (1%)	1 (1%)	0 (0%)	0 (0%)
Total	**273 (100%)**	**105 (100%)**	**277 (100%)**	**119 (100%)**	**138 (100%)**	**53 (100%)**

Table 4 Fatal and Serious Injury (KA) Crashes by Functional Classification (2018-2022)

	All Roads			Local Roads		
	Pedestrian	Bicyclist	Motor Vehicle	Pedestrian	Bicyclist	Motor Vehicle
Franklin	9	5	259	2	4	99
Jefferson	9	3	265	1	2	116
Perry	4	2	132	3	2	51
Total	**22**	**10**	**656**	**6**	**8**	**266**

Table 5 Fatal (K) and Serious Injury (A) Crash by Mode

CRASH TRENDS BY ROAD USER

In Franklin, Jefferson, and Perry counties, Table 5 shows that vulnerable road users (pedestrians or bicyclists) were involved in 4.7 percent of KA crashes (32 out of 688) across all roads. This number rises to 5 percent (14 out of 280) on local roads. Pedestrian-related crashes are more common on all roads, totaling 22 compared to 10 for bicyclists, though bicyclist crashes rise slightly to 8 on local roads.

CRASH TRENDS BY AGE AND GENDER

In Franklin, Jefferson, and Perry counties, crash trends shown in Table 6 and Table 7 show the significant impact of age on crash occurrences and all roads and local roads, focusing on younger drivers (under 20) and older drivers (over 65). Younger drivers contribute heavily to crashes, including those aged 25 and under accounting for a substantial portion of both all crash severities and KA crashes on all roads and local roads, particularly on local roads where their involvement is even higher, likely due to inexperience and riskier behavior. Drivers aged 30 and under also show as a predominant groups in crashes, further emphasizing the role of younger age groups. Older drivers, aged 65 and above, have a smaller but consistent share across both KA crashes, reflecting their increased vulnerability to injury despite potentially safer driving habits. These findings highlight the need for tailored safety strategies, such as enhanced driver education for younger drivers and infrastructure improvements to protect older drivers.

	Franklin County			Jefferson County			Perry County		
AGE	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**
15-20	25 (10%)	19 (14%)	44 (11%)	24 (8%)	18 (13%)	42 (9%)	20 (17%)	8 (11%)	28 (15%)
20-25	22 (8%)	19 (14%)	41 (10%)	31 (10%)	21 (15%)	52 (12%)	20 (17%)	8 (11%)	28 (15%)
25-30	27 (10%)	7 (5%)	34 (9%)	32 (11%)	17 (12%)	49 (11%)	14 (12%)	6 (8%)	20 (10%)
30-35	29 (11%)	14 (10%)	43 (11%)	24 (8%)	11 (8%)	35 (8%)	10 (8%)	10 (14%)	20 (10%)
35-40	21 (8%)	8 (6%)	29 (7%)	27 (9%)	8 (6%)	35 (8%)	13 (11%)	4 (5%)	17 (9%)
40-45	23 (9%)	8 (6%)	31 (8%)	28 (9%)	7 (5%)	35 (8%)	5 (4%)	5 (7%)	10 (5%)
45-50	20 (8%)	13 (9%)	33 (8%)	26 (9%)	12 (8%)	38 (9%)	8 (7%)	6 (8%)	14 (7%)
50-55	20 (8%)	18 (13%)	38 (10%)	23 (8%)	5 (4%)	28 (6%)	5 (4%)	2 (3%)	7 (4%)
55-60	18 (7%)	8 (6%)	26 (7%)	30 (10%)	11 (8%)	41 (9%)	8 (7%)	8 (11%)	16 (8%)
60-65	22 (8%)	9 (6%)	31 (8%)	12 (4%)	12 (8%)	24 (5%)	4 (3%)	7 (10%)	11 (6%)
65-70	13 (5%)	6 (4%)	19 (5%)	14 (5%)	8 (6%)	22 (5%)	5 (4%)	1 (1%)	6 (3%)
70-75	8 (3%)	4 (3%)	12 (3%)	9 (3%)	4 (3%)	13 (3%)	1 (1%)	1 (1%)	2 (1%)
75-80	4 (2%)	4 (3%)	8 (2%)	11 (4%)	4 (3%)	15 (3%)	2 (2%)	6 (8%)	8 (4%)
80-85	5 (2%)	2 (1%)	7 (2%)	6 (2%)	3 (2%)	9 (2%)	2 (2%)	0 (0%)	2 (1%)
85-90	4 (2%)	0 (0%)	4 (1%)	2 (1%)	1 (1%)	3 (1%)	0 (0%)	1 (1%)	1 (1%)
90-95	0 (0%)	0 (0%)	0 (0%)	1 (0%)	0 (0%)	1 (0%)	1 (1%)	0 (0%)	1 (1%)
95-100	0 (0%)	0 (0%)	0 (0%)	2 (1%)	0 (0%)	2 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	**261 (100%)**	**139 (100%)**	**400 (100%)**	**302 (100%)**	**142 (100%)**	**444 (100%)**	**118 (100%)**	**73 (100%)**	**191 (100%)**

Table 6 KA Crashes Based on Age and Gender (All Roads)

Younger drivers: Drivers under 25, especially on local roads, are a major factor in KA crashes due to inexperience.

Older drivers: Drivers over 65 consistently contribute to crashes across all roads and local roads, showing their vulnerability to severe injuries.

	Franklin County			Jefferson County			Perry County		
AGE	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**	**Male**	**Female**	**Total**
15-20	12 (14%)	11 (19%)	23 (16%)	13 (12%)	8 (13%)	21 (13%)	9 (19%)	1 (6%)	10 (16%)
20-25	9 (10%)	10 (17%)	19 (13%)	20 (19%)	4 (7%)	24 (14%)	9 (19%)	4 (25%)	13 (20%)
25-30	12 (14%)	3 (5%)	15 (10%)	11 (10%)	8 (13%)	19 (11%)	8 (17%)	1 (6%)	9 (14%)
30-35	11 (13%)	8 (14%)	19 (13%)	6 (6%)	5 (8%)	11 (7%)	4 (8%)	3 (19%)	7 (11%)
35-40	9 (10%)	2 (3%)	11 (8%)	6 (6%)	4 (7%)	10 (6%)	4 (8%)	0 (0%)	4 (6%)
40-45	4 (5%)	4 (7%)	8 (6%)	8 (7%)	3 (5%)	11 (7%)	2 (4%)	1 (6%)	3 (5%)
45-50	2 (2%)	5 (9%)	7 (5%)	8 (7%)	8 (13%)	16 (10%)	4 (8%)	2 (13%)	6 (9%)
50-55	7 (8%)	6 (10%)	13 (9%)	7 (7%)	2 (3%)	9 (5%)	1 (2%)	0 (0%)	1 (2%)
55-60	4 (5%)	2 (3%)	6 (4%)	9 (8%)	5 (8%)	14 (8%)	2 (4%)	1 (6%)	3 (5%)
60-65	7 (8%)	4 (7%)	11 (8%)	3 (3%)	3 (5%)	6 (4%)	1 (2%)	3 (19%)	4 (6%)
65-70	3 (3%)	1 (2%)	4 (3%)	2 (2%)	3 (5%)	5 (3%)	1 (2%)	0 (0%)	1 (2%)
70-75	2 (2%)	1 (2%)	3 (2%)	2 (2%)	2 (3%)	4 (2%)	1 (2%)	0 (0%)	1 (2%)
75-80	0 (0%)	1 (2%)	1 (1%)	5 (5%)	2 (3%)	7 (4%)	1 (2%)	0 (0%)	1 (2%)
80-85	2 (2%)	0 (0%)	2 (1%)	4 (4%)	2 (3%)	6 (4%)	0 (0%)	0 (0%)	0 (0%)
85-90	2 (2%)	0 (0%)	2 (1%)	2 (2%)	1 (2%)	3 (2%)	0 (0%)	0 (0%)	0 (0%)
90-95	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (2%)	0 (0%)	1 (2%)
95-100	0 (0%)	0 (0%)	0 (0%)	1 (1%)	0 (0%)	1 (1%)	0 (0%)	0 (0%)	0 (0%)
Total	**86 (100%)**	**58 (100%)**	**144 (100%)**	**107 (100%)**	**60 (100%)**	**167 (100%)**	**48 (100%)**	**16 (100%)**	**64 (100%)**

Table 7 KA Crashes Based on Age and Gender (Local Roads)

TEMPORAL TRENDS

This section examines temporal trends in KA crashes using Figure 12, Figure 13, and Figure 14. These figures illustrate crash patterns by time of day, day of the week, and month.

The highest number of KA crashes in Franklin, Jefferson, and Perry counties occurred in July, with additional peaks in July, September, and October. The following are potential reasons for these trends:

- **Increased Holiday Travel:** Months like July and November align with holidays such as Fourth of July, and Thanksgiving, increasing travel volumes
- **Unfamiliar Drivers:** In July, college students moving in/out may contribute to crashes due to unfamiliarity with the area
- **More Teenage Drivers:** School breaks in July lead to more inexperienced teenage drivers on the roads
- **More Pedestrians and Cyclists:** Warmer weather in July increases pedestrian and cyclist activity, raising accident risks
- **Roadway Construction**: Summer is peak season for road repairs, causing congestion and detours
- **Impaired Driving:** Holidays in these months often involve alcohol consumption, potentially increasing DUIs

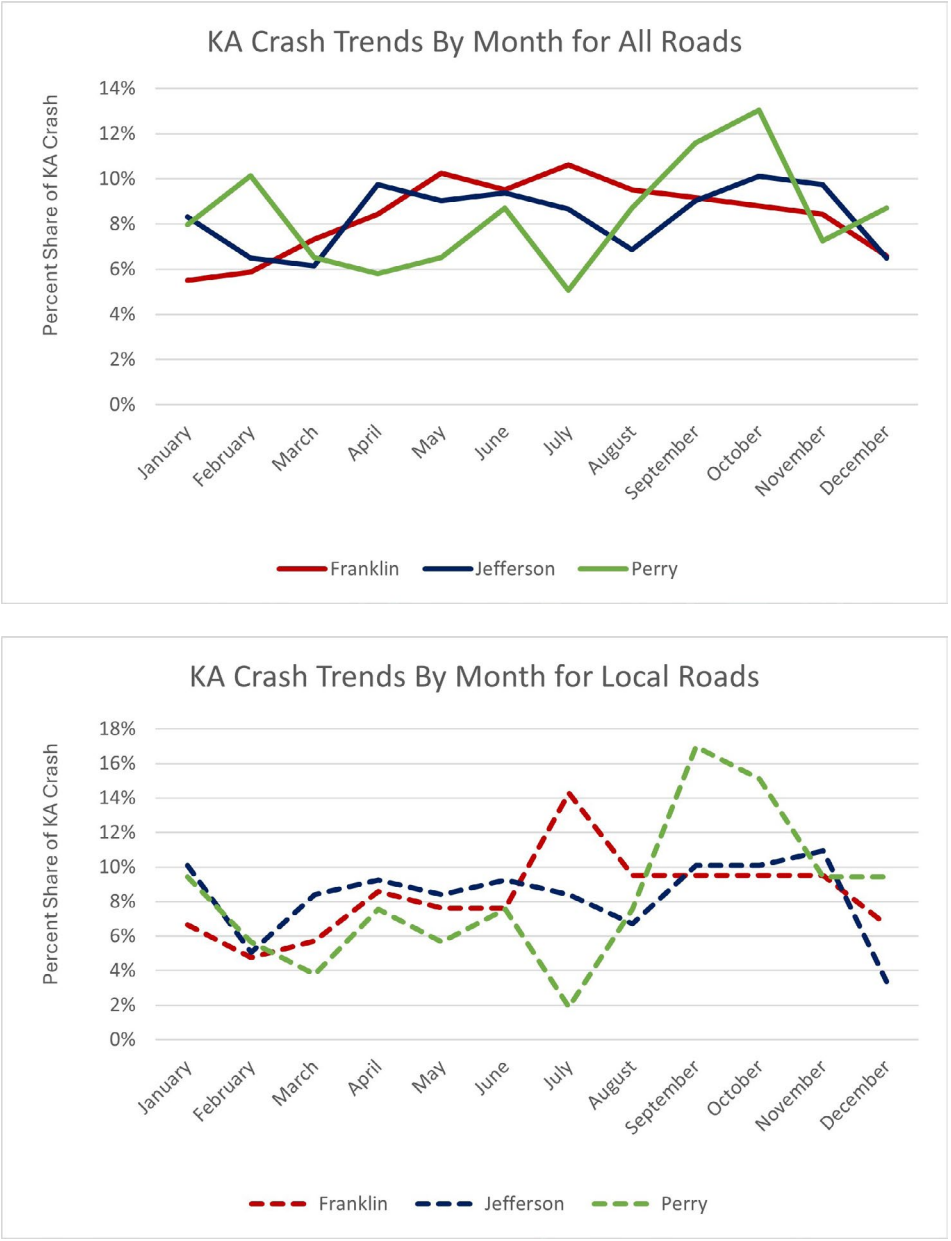


Figure 12 Percent Share of KA Crashes by Month

On all roads, Franklin County (red) shows a peak on Saturdays (around 20%), Jefferson County (blue) has a higher share on Mondays (around 15%), and Perry County (green) peaks on Thursdays (around 20%) (see Figure 13). On local roads, Franklin County peaks on Wednesday, Friday and Saturday (around 20%), Jefferson County on Thursdays (up to 20%), and Perry County on Thursday (around 20%). The data on local roads highlights distinct crash patterns, with Franklin County showing elevated risks across midweek and weekend days, possibly due to a mix of commuting and recreational travel. Jefferson County and Perry County both peak on Thursdays, suggesting a mid-to-late week trend that may be linked to increased local activity or commuting on these days.

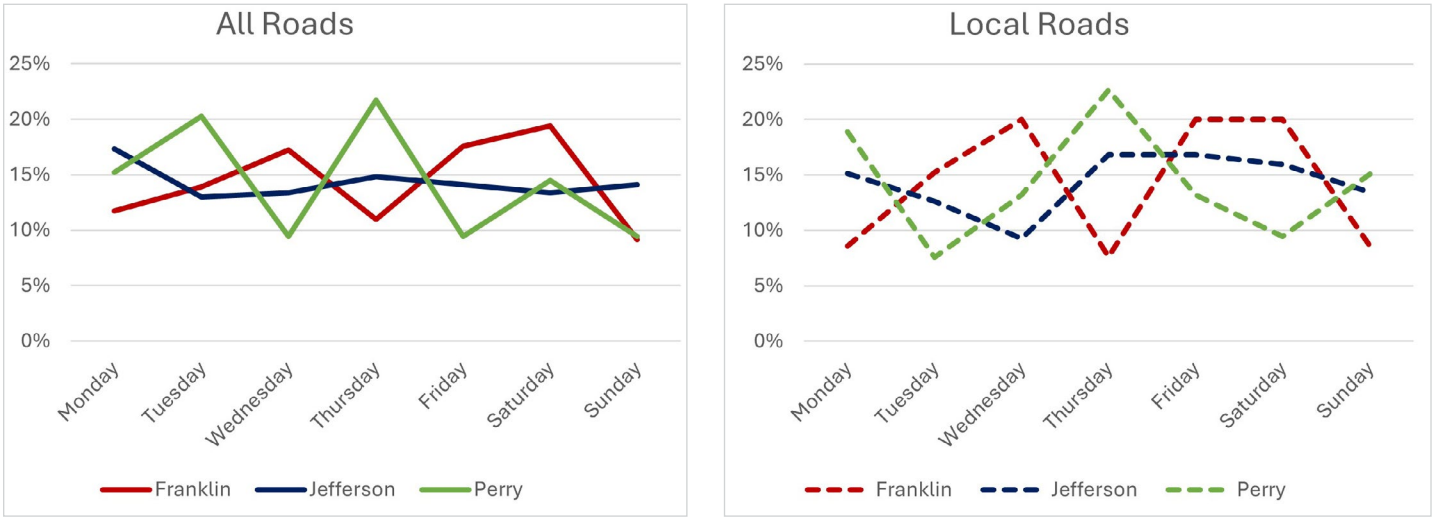


Figure 13 Percent Share of KA Crashes Day of Week

On all roads, Perry County (green) peaks slightly higher in the morning around 6:00 am (around 8%) compared to Franklin County (red) and Jefferson County (blue). In the afternoon, all three counties show high percentage of KA crashes, particularly around 2:00 pm to 6:00 pm and 10:00 pm, reaching up to 8 percent.

On local roads, the trend is similar: Perry again peaks slightly higher in the morning, while all three counties see elevated frequencies in the afternoon, especially around 2:00 to 6:00 pm, and 9:00 to 10:00 pm. This indicates that morning and afternoon hours, particularly during commute times, are high-risk periods across all counties, with Perry County showing a slightly greater morning risk on both road types. Late evening spikes suggesting additional risks possibly tied to recreational or post-work activities.

The data analysis considered the over-representation of major crash types and their relationship with each other to guide the selection of the focus areas. The emphasis/focus areas identified in the 2022-2026 Illinois SHSP serve as a starting point for the analysis. This ensures that the safety action plan aligns with the SHSP while also addressing the safety needs within the Franklin, Jefferson, and Perry counties.

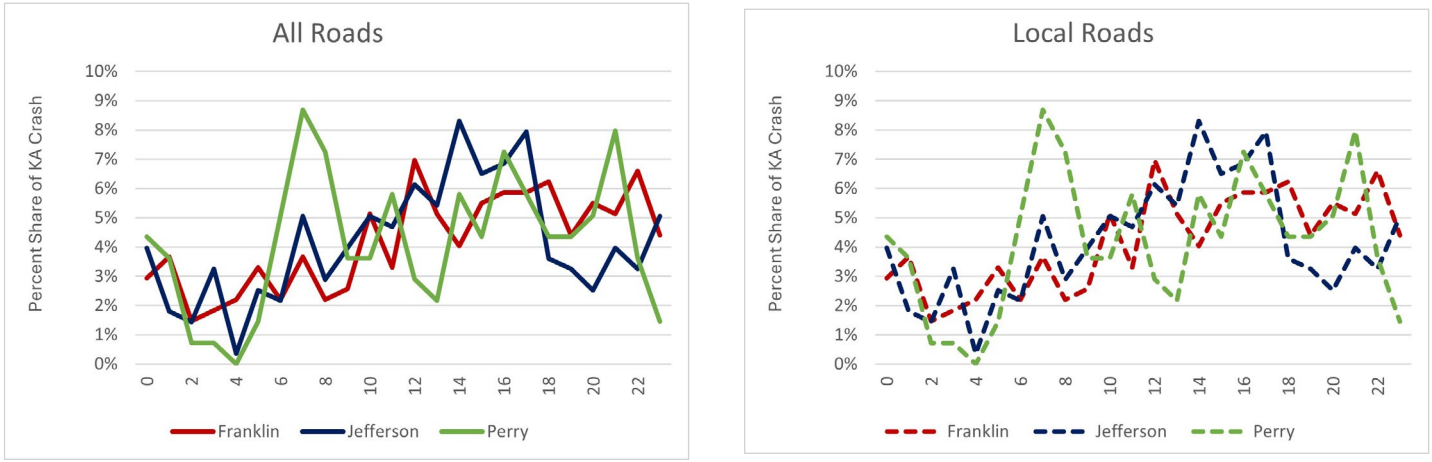


Figure 14 Percent Share of KA Crashes by Time of Day

FOCUS AREA ANALYSIS

The VZAP identifies and addresses the safety needs of the region/county/city based on the objective to reduce fatal and serious injury crashes. It should align with the Illinois State Strategic Highway Safety Plan (SHSP) and incorporate the Safe System Approach principles and elements (Safe Roads, Safe Road Users, Safe Vehicles, Safe Speeds, and Post Crash Care). The State SHSP uses several of the Safe System elements or a version of them as its Emphasis Areas and what is traditionally the emphasis areas (e.g., roadway departure, intersection safety) are the focus areas. The VZAP's Emphasis Areas are as follows:

- Safe Roads
- Safe Road Users
- Safe Vehicles
- Safe Speeds
- Post Crash Care
- VZAP and Safe System Administration

FOCUS AREAS

Focus Areas were identified by comparing the distribution of fatal and serious injury crashes in Franklin, Jefferson, and Perry counties against statewide percentages. Table 8 and Table 9 show the distribution of KA for all roads and local roads, respectively, in Franklin, Jefferson, and Perry counties. The highlighted values indicate that the target road crash percentage exceeds that of the comparison group (statewide percentages). All the categories where the percentage of crashes exceeds that of the statewide average percentage for the same categories are considered potential focus groups for this safety plan.

FOCUS AREAS	Statewide (All Roads)		Franklin County (All Roads)		Jefferson County (All Roads)		Perry County (All Roads)		Three County Area (All Roads)	
Roadway Departure	13,370	30.4%	135	49.5%	120	43.3%	85	61.6%	340	49.4%
Intersection Related	17,037	38.7%	57	20.9%	56	20.2%	30	21.7%	143	20.8%
Younger Driver (16-20)	6,720	15.3%	53	19.4%	48	17.3%	31	22.5%	132	19.2%
Older Driver (65+)	7,256	16.5%	49	17.9%	54	19.5%	19	13.8%	122	17.7%
Unrestrained Occupants	4,133	9.4%	43	15.8%	43	15.5%	27	19.6%	113	16.4%
Speeding/ Aggressive Driver	6,680	15.2%	41	15.0%	42	15.2%	18	13.0%	101	14.7%
Motorcycle	4,414	10.0%	45	16.5%	29	10.5%	15	10.9%	89	12.9%
Heavy Vehicle	3,852	8.8%	41	15.0%	39	14.1%	8	5.8%	88	12.8%
Impaired Driver	5,058	11.5%	26	9.5%	31	11.2%	21	15.2%	78	11.3%
Distracted/Fatigued Driver	9,599	21.8%	20	7.3%	15	5.4%	14	10.1%	49	7.1%
Work Zone	778	1.8%	21	7.7%	5	1.8%	3	2.2%	29	4.2%
Pedestrian	5,443	12.4%	9	3.3%	9	3.2%	4	2.9%	22	3.2%
Pedalcyclist	1,783	4.1%	5	1.8%	3	1.1%	2	1.4%	10	1.5%

Table 8 Fatal and Serious Injury Crashes Focus Area Comparison, All Roads (2018-2022)

Crashes involving roadway departures represent the highest number and percentage of fatal and serious injury crashes on all roads in the three-county area, accounting for approximately 50 percent of crashes. Although intersection-related crashes are not above the statewide average for that category, they represent the second-highest category among emphasis areas. These crashes account for approximately 21 percent of all fatal and severe injury crashes on all roads and 26 percent on local roads. Therefore, it is crucial to consider intersection-related crashes as a focus area for this VZAP.

The focus areas, determined by the stakeholders with inputs from the study team, should align with the appropriate Safe System element and enable the safety stakeholders to better direct efforts and allocate available resources. The focus areas should help them achieve the goal and targets set forth in the VZAP. While there is not a set number, it should be data driven, realistic and consider the various safety stakeholders (e.g., behavior related as well as infrastructure) efforts to reduce fatal and serious injury crashes.

	Statewide (Local Roads)		Franklin County (Local Roads)		Jefferson County (Local Roads)		Perry County (Local Roads)		Three County Area (Local Roads)	
FOCUS AREAS	**Crashes**	**%**	**Crashes**	**%**	**Crashes**	**%**	**Crashes**	**%**	**Crashes**	**%**
Roadway Departure	6,987	28.0%	56	53.3%	66	55.5%	37	69.8%	159	57.4%
Intersection Related	11,296	45.3%	34	32.4%	30	25.2%	9	17.0%	73	26.4%
Younger Driver (16-20)	3,921	15.7%	26	24.8%	21	17.6%	14	26.4%	61	22.0%
Older Driver (65+)	3,873	15.5%	12	11.4%	20	16.8%	3	5.7%	35	12.6%
Unrestrained Occupants	2,041	8.2%	15	14.3%	19	16.0%	12	22.6%	46	16.6%
Speeding/ Aggressive Driver	3,579	14.3%	20	19.0%	22	18.5%	10	18.9%	52	18.8%
Motorcycle	2,381	9.5%	17	16.2%	14	11.8%	7	13.2%	38	13.7%
Heavy Vehicle	1,559	6.2%	5	4.8%	5	4.2%	2	3.8%	12	4.3%
Impaired Driver	2,602	10.4%	9	8.6%	17	14.3%	10	18.9%	36	13.0%
Distracted/Fatigued Driver	6,619	26.5%	4	3.8%	7	5.9%	5	9.4%	16	5.8%
Work Zone	217	0.9%	4	3.8%	1	0.8%	0	0.0%	5	1.8%
Pedestrian	3,592	14.4%	2	1.9%	1	0.8%	0	0.0%	3	1.1%
Pedalcyclist	1,335	5.4%	4	3.8%	2	1.7%	2	3.8%	8	2.9%

Table 9 Fatal and Serious Injury Crashes Focus Area Comparison, Local Roads (2018-2022)

Based on the data presented and local expertise, the study stakeholders selected the following are the focus areas, reflecting the greatest safety need on all roads and local roads in Franklin, Jefferson and Perry counties:

+ **Roadway Departure** (All Roads and Local Roads)
+ **Intersection Related** (second highest category)
+ **Younger Drivers (16-20)** (All Roads and Local Roads)
+ **Older Driver (65+)** (All Roads and Local Roads)
+ **Unrestrained Occupants** (All Roads and Local Roads)
+ **Speeding/Aggressive Driving** (local roads only)
+ **Motorcycles** (All Roads and Local Roads)
+ **Heavy Vehicles** (All roads only)
+ **Impaired Driver** (local roads only)

Our VZAP uses the Safe System Approach elements as the basis for our emphasis areas. The Focus Areas align with the appropriate emphasis area and are as follows:

EMPHASIS AREA 1:
Safe System Administration

This includes collaboration through the Franklin, Jefferson, and Perry Counties Safety Committee, and implementation, monitoring, and reporting of the VZAP. It also includes safety data improvement.

EMPHASIS AREA 2:
Safe Roads:

FOCUS AREAS

+ Intersection Related
+ Roadway Departure

EMPHASIS AREA 3:
Safe Road Users

FOCUS AREAS

+ Younger Drivers
+ Older Drivers
+ Motorcyclists
+ Impaired Driving
+ Unrestrained Vehicle Occupants

EMPHASIS AREA 4:
Safe Vehicles

Strategies would address vehicle technology, inspection, education, and enforcement of laws related to various vehicles.

+ Heavy Vehicles

EMPHASIS AREA 5:
Safe Speeds

FOCUS AREA:

+ Speeding

Strategies address speeding and speed management through design, enforcement, and outreach.

EMPHASIS AREA 6:
Post Crash Care

Strategies address the following items that cover all crashes.

+ Emergency Medical Services
+ Traffic Incident Management

Table 10, Table 11, and Table 12 illustrate the focus areas matrix for the fatal and serious injury crashes within Franklin, Jefferson, and Perry counties. This relationship allows stakeholders to leverage resources and address multiple emphasis areas simultaneously. The matrix is read by selecting the focus area at the top and then reading down the column to determine that portion of KA crashes associated with the focus area listed in the row header. For example, of the total roadway departure crashes in Franklin County, 30 crashes (13 percent) involved younger drivers between the age of 16 and 20 years. Similarly, of all the crashes involving unrestrained occupants, 13 crashes (28 percent) had impaired drivers. It is important to note that the percentages listed in each column do not sum to 100 percent, as multiple factors can be present in a single crash.

FRANKLIN COUNTY ROADS **FOCUS AREA COMPARISON** (2018 - 2022 Fatal and Serious Injury Crashes) (All Roads)													
	Roadway Departure	Intersection Related	Younger Driver (16-20)	Older Driver (65+)	Unrestrained Occupants	Motorcycle	Impaired Driver	Heavy Vehicle	Speeding/ Aggressive Driver	Distracted/ Fatigued Driver	Work Zone	Pedestrian	Pedacyclist
Roadway Departure	203	13	30	31	47	13	32	14	28	16	12	0	0
	100%	6%	15%	15%	23%	6%	16%	7%	14%	8%	6%	0%	0%
Intersection Related	13	97	28	22	10	17	5	9	9	3	0	0	4
	13%	100%	29%	23%	10%	18%	5%	9%	9%	3%	0%	0%	4%
Younger Driver (16-20)	30	28	79	7	9	10	3	4	8	1	1	2	2
	38%	35%	100%	9%	11%	13%	4%	5%	10%	1%	1%	3%	3%
Older Driver (65+)	31	22	7	78	9	10	6	12	4	3	3	0	0
	40%	28%	9%	100%	12%	13%	8%	15%	5%	4%	4%	0%	0%
Unrestrained Occupants	47	10	9	9	61	0	13	7	10	4	3	1	0
	77%	16%	15%	15%	100%	0%	21%	11%	16%	7%	5%	2%	0%
Motorcycle	13	17	10	10	0	66	6	13	10	1	3	0	0
	20%	26%	15%	15%	0%	100%	9%	20%	15%	2%	5%	0%	0%
Impaired Driver	32	5	3	6	13	6	46	4	5	3	3	1	0
	70%	11%	7%	13%	28%	13%	100%	9%	11%	7%	7%	2%	0%
Heavy Vehicle	14	9	4	12	7	13	4	52	10	9	4	0	0
	27%	17%	8%	23%	13%	25%	8%	100%	19%	17%	8%	0%	0%
Speeding/Aggressive Driver	28	9	8	4	10	10	5	10	45	4	5	1	0
	62%	20%	18%	9%	22%	22%	11%	22%	100%	9%	11%	2%	0%
Distracted/Fatigued Driver	16	3	1	3	4	1	3	9	4	26	2	1	0
	62%	12%	4%	12%	15%	4%	12%	35%	15%	100%	8%	4%	0%
Work Zone	12	0	1	3	3	3	3	4	5	2	21	2	0
	57%	0%	5%	14%	14%	14%	14%	19%	24%	10%	100%	10%	0%
Pedestrian	0	0	2	0	1	0	1	0	1	1	2	12	0
	0%	0%	17%	0%	8%	0%	8%	0%	8%	8%	17%	100%	0%
Pedacyclist	0	4	2	0	0	0	0	0	0	0	0	0	5
	0%	80%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Table 10 Focus Area Correlation Matrix, Franklin County

JEFFERSON COUNTY ROADS **FOCUS AREA COMPARISON** (2018 - 2022 Fatal and Serious Injury Crashes) (All Roads)													
	Roadway Departure	Intersection Related	Younger Driver (16-20)	Older Driver (65+)	Unrestrained Occupants	Motorcycle	Impaired Driver	Heavy Vehicle	Speeding/ Aggressive Driver	Distracted/ Fatigued Driver	Work Zone	Pedestrian	Pedacyclist
Roadway Departure	194	14	32	25	41	14	32	15	25	12	3	0	0
	100%	7%	16%	13%	21%	7%	16%	8%	13%	6%	2%	0%	0%
Intersection Related	14	94	25	32	8	12	10	7	6	8	1	2	2
	15%	100%	27%	34%	9%	13%	11%	7%	6%	9%	1%	2%	2%
Younger Driver (16-20)	32	25	75	6	10	6	10	6	9	5	0	3	0
	43%	33%	100%	8%	13%	8%	13%	8%	12%	7%	0%	4%	0%
Older Driver (65+)	25	32	6	83	3	11	5	8	5	5	3	0	3
	30%	39%	7%	100%	4%	13%	6%	10%	6%	6%	4%	0%	4%
Unrestrained Occupants	41	8	10	3	61	0	17	5	9	5	2	0	1
	67%	13%	16%	5%	100%	0%	28%	8%	15%	8%	3%	0%	2%
Motorcycle	14	12	6	11	0	44	5	8	4	0	2	0	0
	32%	27%	14%	25%	0%	100%	11%	18%	9%	0%	5%	0%	0%
Impaired Driver	32	10	10	5	17	5	52	3	9	2	0	1	0
	62%	19%	19%	10%	33%	10%	100%	6%	17%	4%	0%	2%	0%
Heavy Vehicle	15	7	6	8	5	8	3	55	5	1	1	4	0
	27%	13%	11%	15%	9%	15%	5%	100%	9%	2%	2%	7%	0%
Speeding/Aggressive Driver	25	6	9	5	9	4	9	5	44	2	1	1	0
	57%	14%	20%	11%	20%	9%	20%	11%	100%	5%	2%	2%	0%
Distracted/Fatigued Driver	12	8	5	5	5	0	2	1	2	23	1	0	1
	52%	35%	22%	22%	22%	0%	9%	4%	9%	100%	4%	0%	4%
Work Zone	3	1	0	3	2	2	0	1	1	1	8	0	0
	38%	13%	0%	38%	25%	25%	0%	13%	13%	13%	100%	0%	0%
Pedestrian	0	2	3	0	0	0	1	4	1	0	0	13	0
	0%	15%	23%	0%	0%	0%	8%	31%	8%	0%	0%	100%	0%
Pedacyclist	0	2	0	3	1	0	0	0	0	1	0	0	6
	0%	33%	0%	50%	17%	0%	0%	0%	0%	17%	0%	0%	100%

Table 11 Focus Area Correlation Matrix, Jefferson County

PERRY COUNTY ROADS **FOCUS AREA COMPARISON** (2018 - 2022 Fatal and Serious Injury Crashes) (All Roads)													
	Roadway Departure	Intersection Related	Younger Driver (16-20)	Older Driver (65+)	Unrestrained Occupants	Motorcycle	Impaired Driver	Heavy Vehicle	Speeding/ Aggressive Driver	Distracted/ Fatigued Driver	Work Zone	Pedestrian	Pedacyclist
Roadway Departure	125	11	25	13	33	7	24	9	12	9	1	0	0
	100%	9%	20%	10%	26%	6%	19%	7%	10%	7%	1%	0%	0%
Intersection Related	11	44	13	16	8	4	4	3	4	4	1	0	1
	25%	100%	30%	36%	18%	9%	9%	7%	9%	9%	2%	0%	2%
Younger Driver (16-20)	25	13	48	5	10	3	8	3	4	4	1	0	1
	52%	27%	100%	10%	21%	6%	17%	6%	8%	8%	2%	0%	2%
Older Driver (65+)	13	16	5	29	3	2	1	2	1	4	0	0	1
	45%	55%	17%	100%	10%	7%	3%	7%	3%	14%	0%	0%	3%
Unrestrained Occupants	33	8	10	3	42	0	12	0	7	4	1	0	0
	79%	19%	24%	7%	100%	0%	29%	0%	17%	10%	2%	0%	0%
Motorcycle	7	4	3	2	0	18	0	2	3	0	1	0	0
	39%	22%	17%	11%	0%	100%	0%	11%	17%	0%	6%	0%	0%
Impaired Driver	24	4	8	1	12	0	29	0	3	0	0	1	0
	83%	14%	28%	3%	41%	0%	100%	0%	10%	0%	0%	3%	0%
Heavy Vehicle	9	3	3	2	0	2	0	14	0	0	0	0	0
	64%	21%	21%	14%	0%	14%	0%	100%	0%	0%	0%	0%	0%
Speeding/Aggressive Driver	12	4	4	1	7	3	3	0	18	0	2	1	0
	67%	22%	22%	6%	39%	17%	17%	0%	100%	0%	11%	6%	0%
Distracted/Fatigued Driver	9	4	4	4	4	0	0	0	0	15	0	0	0
	60%	27%	27%	27%	27%	0%	0%	0%	0%	100%	0%	0%	0%
Work Zone	1	1	1	0	1	1	0	0	2	0	3	0	0
	33%	33%	33%	0%	33%	33%	0%	0%	67%	0%	100%	0%	0%
Pedestrian	0	0	0	0	0	0	1	0	1	0	0	5	0
	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	100%	0%
Pedacyclist	0	1	1	1	0	0	0	0	0	0	0	0	2
	0%	50%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Table 12 Focus Area Correlation Matrix, Perry County

The matrix table reveals that a significant portion of fatal and serious injury crashes involve lane departures or occur at intersections. Additionally, the VZAP focus areas—roadway departure, speeding, impaired driving, and unrestrained occupants—are closely interrelated. The implementation of recommended strategies and action items will take these relationships into account.

When examining each emphasis area individually, approximately 58 percent of fatal and serious injury crashes involved either younger or older drivers. About 26 percent of motorcycle crashes also occurred at intersections. Impaired driving is strongly associated with unrestrained occupants, with about 33 percent of impaired driver crashes involving unrestrained occupants and about 26 percent of crashes involving unrestrained occupants involving impaired drivers.

As previously mentioned, the VZAP includes nine focus areas that present the greatest opportunities for significantly reducing traffic-related fatal and serious injury crashes, thereby achieving the safety goals of the VZAP. These focus areas are integrated within the framework of the five elements of the Safe System Approach. Each of the focus areas is described in the following section.

TOTAL 3 COUNTY (FRANKLIN, JEFFERSON AND PERRY) EMPHASIS AREAS ROADS **FOCUS AREA COMPARISON** (2018 - 2022 Fatal and Serious Injury Crashes) (All Roads)

	Roadway Departure	Intersection Related	Younger Driver (16-20)	Older Driver (65+)	Unrestrained Occupants	Motorcycle	Impaired Driver	Heavy Vehicle	Speeding/ Aggressive Driver	Distracted/ Fatigued Driver	Work Zone	Pedestrian	Pedacyclist
Roadway Departure	522	38	87	69	121	34	88	38	65	37	16	0	0
	100%	7%	17%	13%	23%	7%	17%	7%	12%	7%	3%	0%	0%
Intersection Related	38	235	66	70	26	33	19	19	19	15	2	2	7
	16%	100%	28%	30%	11%	14%	8%	8%	8%	6%	1%	1%	3%
Younger Driver (16-20)	87	66	202	18	29	19	21	13	21	10	2	5	3
	43%	33%	100%	9%	14%	9%	10%	6%	10%	5%	1%	2%	1%
Older Driver (65+)	69	70	18	190	15	23	12	22	10	12	6	0	4
	36%	37%	9%	100%	8%	12%	6%	12%	5%	6%	3%	0%	2%
Unrestrained Occupants	121	26	29	15	164	0	42	12	26	13	6	1	1
	74%	16%	18%	9%	100%	0%	26%	7%	16%	8%	4%	1%	1%
Motorcycle	34	33	19	23	0	128	11	23	17	1	6	0	0
	27%	26%	15%	18%	0%	100%	9%	18%	13%	1%	5%	0%	0%
Impaired Driver	88	19	21	12	42	11	127	7	17	5	3	3	0
	69%	15%	17%	9%	33%	9%	100%	6%	13%	4%	2%	2%	0%
Heavy Vehicle	38	19	13	22	12	23	7	121	15	10	5	4	0
	31%	16%	11%	18%	10%	19%	6%	100%	12%	8%	4%	3%	0%
Speeding/Aggressive Driver	65	19	21	10	26	17	17	15	107	6	8	3	0
	61%	18%	20%	9%	24%	16%	16%	14%	100%	6%	7%	3%	0%
Distracted/Fatigued Driver	37	15	10	12	13	1	5	10	6	64	3	1	1
	58%	23%	16%	19%	20%	2%	8%	16%	9%	100%	5%	2%	2%
Work Zone	16	2	2	6	6	6	3	5	8	3	32	2	0
	50%	6%	6%	19%	19%	19%	9%	16%	25%	9%	100%	6%	0%
Pedestrian	0	2	5	0	1	0	3	4	3	1	2	30	0
	0%	7%	17%	0%	3%	0%	10%	13%	10%	3%	7%	100%	0%
Pedacyclist	0	7	3	4	1	0	0	0	0	1	0	0	13
	0%	54%	23%	31%	8%	0%	0%	0%	0%	8%	0%	0%	100%

Table 13 Focus Area Correlation Matrix: Franklin, Jefferson, and Perry Counties-All Roads

ROADWAY DEPARTURE

Roadway departure crashes occur when a vehicle crosses an edge line, road edge, or centerline, or otherwise leaves its travel lane. These crashes include head-on collisions, impacts with fixed objects, overturns, rollovers, and sideswipes in both opposite and same directions. Such incidents are particularly dangerous and often result in severe outcomes, including fatalities and serious injuries. In the Franklin, Jefferson, and Perry three-county region, approximately 50 percent of all fatal and serious injury crashes are roadway departure crashes.

A review of crash data in the three-county area indicates that unrestrained occupants, impaired driving, and younger drivers are the three major contributing factors to fatalities and serious injuries in roadway departure crashes. Unrestrained occupants account for 23 percent of these crashes. Figure 15 maps the locations of fatal and serious injury roadway departure crashes in the three-county region.

Mitigating roadway departure crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Keep vehicles on the roadway and in their appropriate lane.
2. Provide for a safe recovery should vehicles leave the lane or the roadway.
3. Reduce the crash severity.

Low-cost safety countermeasures such as enhanced pavement markings, shoulder and centerline rumble strips, shoulder widening, chevrons, and remove fixed objects from the clear zone, can effectively address roadway departure crashes. Combining these engineering-related countermeasures with enforcement and education strategies can help reduce the incidence of roadway departure crashes.

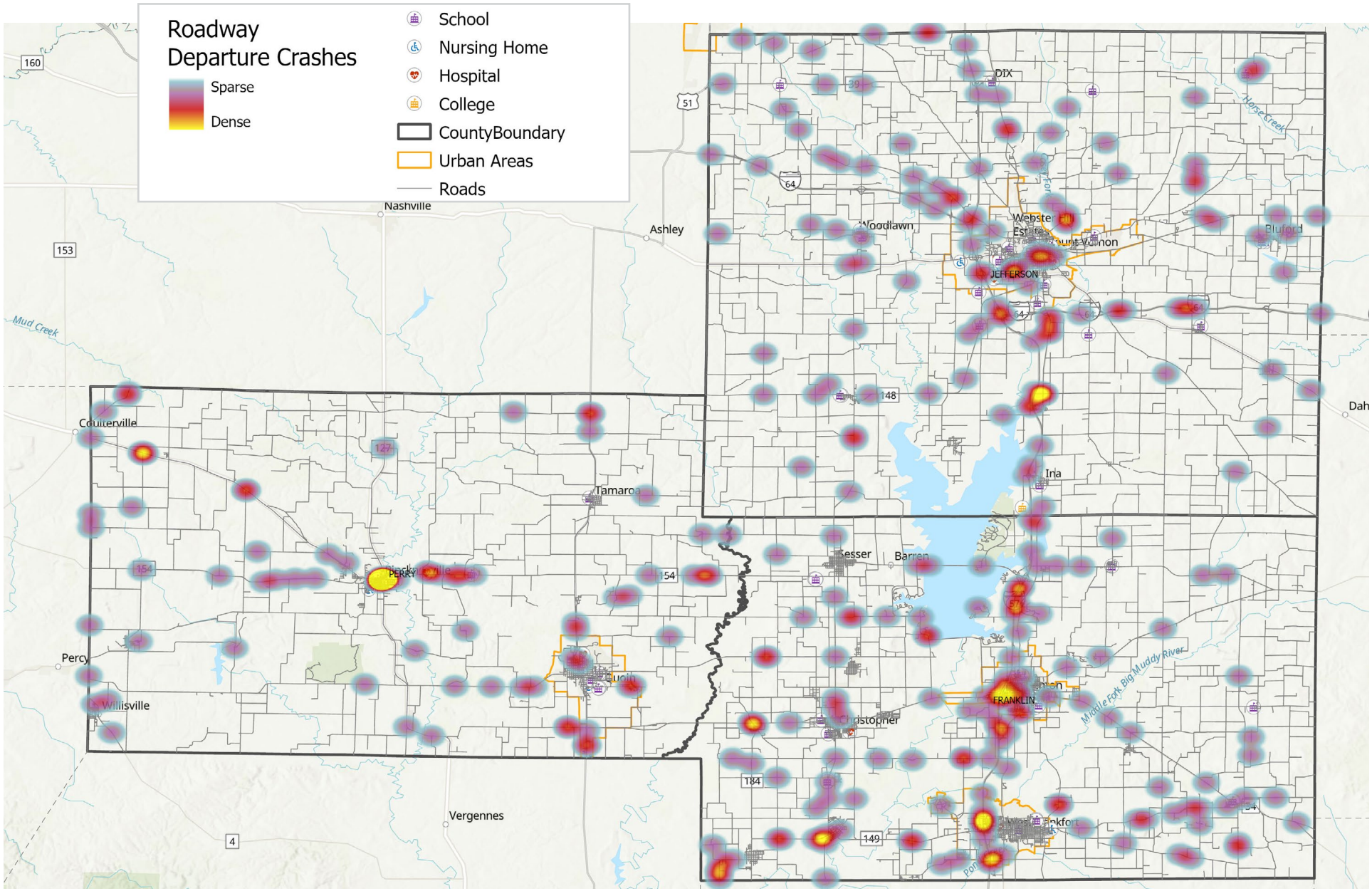


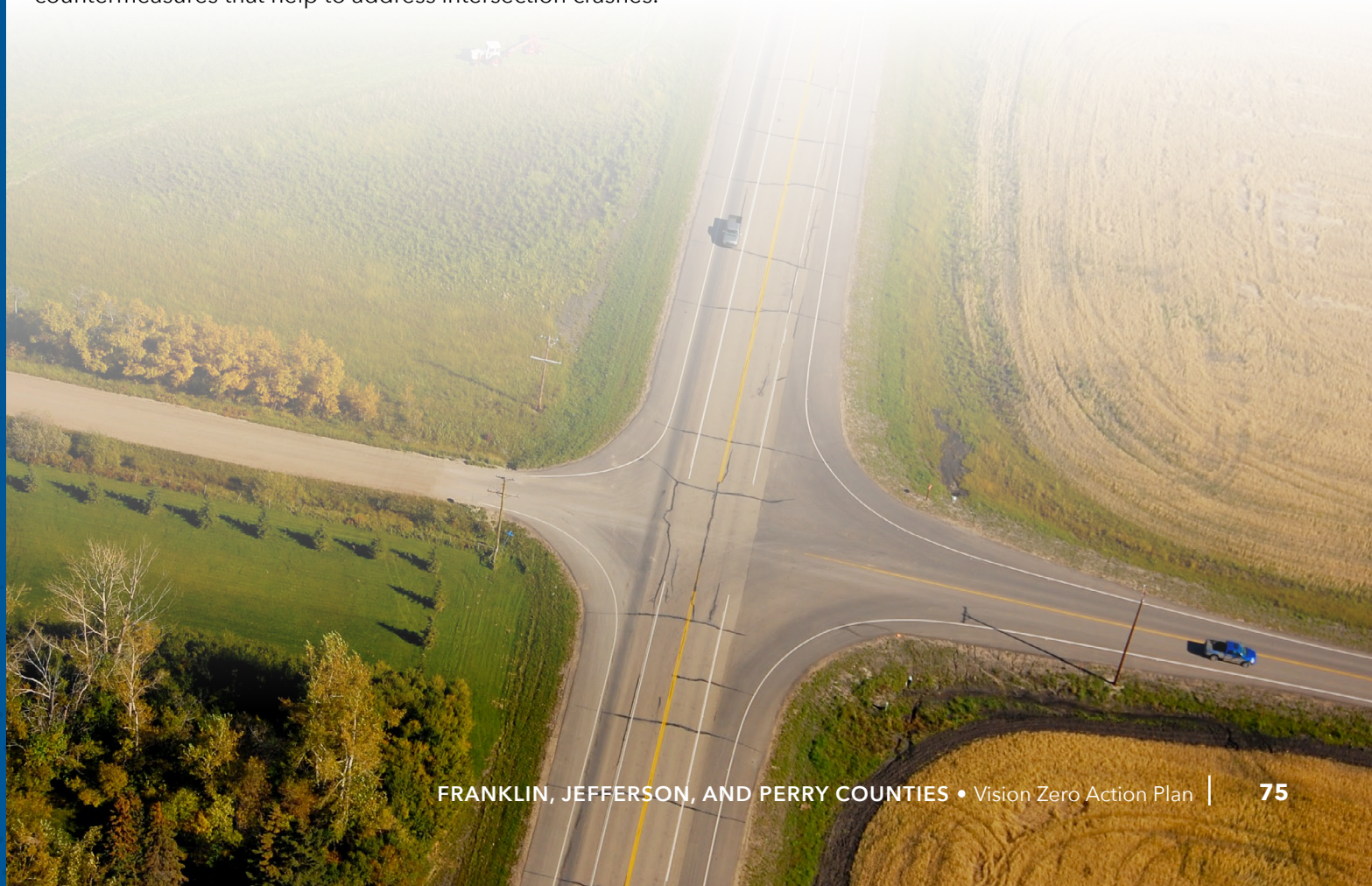
Figure 15 Roadway Departure Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: INTERSECTION RELATED

Intersection-related crashes occur at or near intersections, where vehicles cross paths or merge. These crashes can involve various collision types, such as angle collisions, rear-end impacts, and sideswipes. Intersections are complex environments with multiple conflict points, making them particularly prone to accidents. Intersection-related crashes account for nearly 21 percent of the fatal and serious injury crashes in the three-county region.

Generally, factors contributing to intersection-related crashes include driver distraction, failure to yield, running red lights, and improper turns. In the three-county area, both younger and older drivers, as well as roadway departures, are significantly correlated withintersection related crashes. Figure 16 presents the locations of fatal and serious injury intersection-related crashes in the three-county region.

Enhanced pavement markings, advance intersection warning signs, and improved lighting are some of the low-cost countermeasures that help to address intersection crashes.



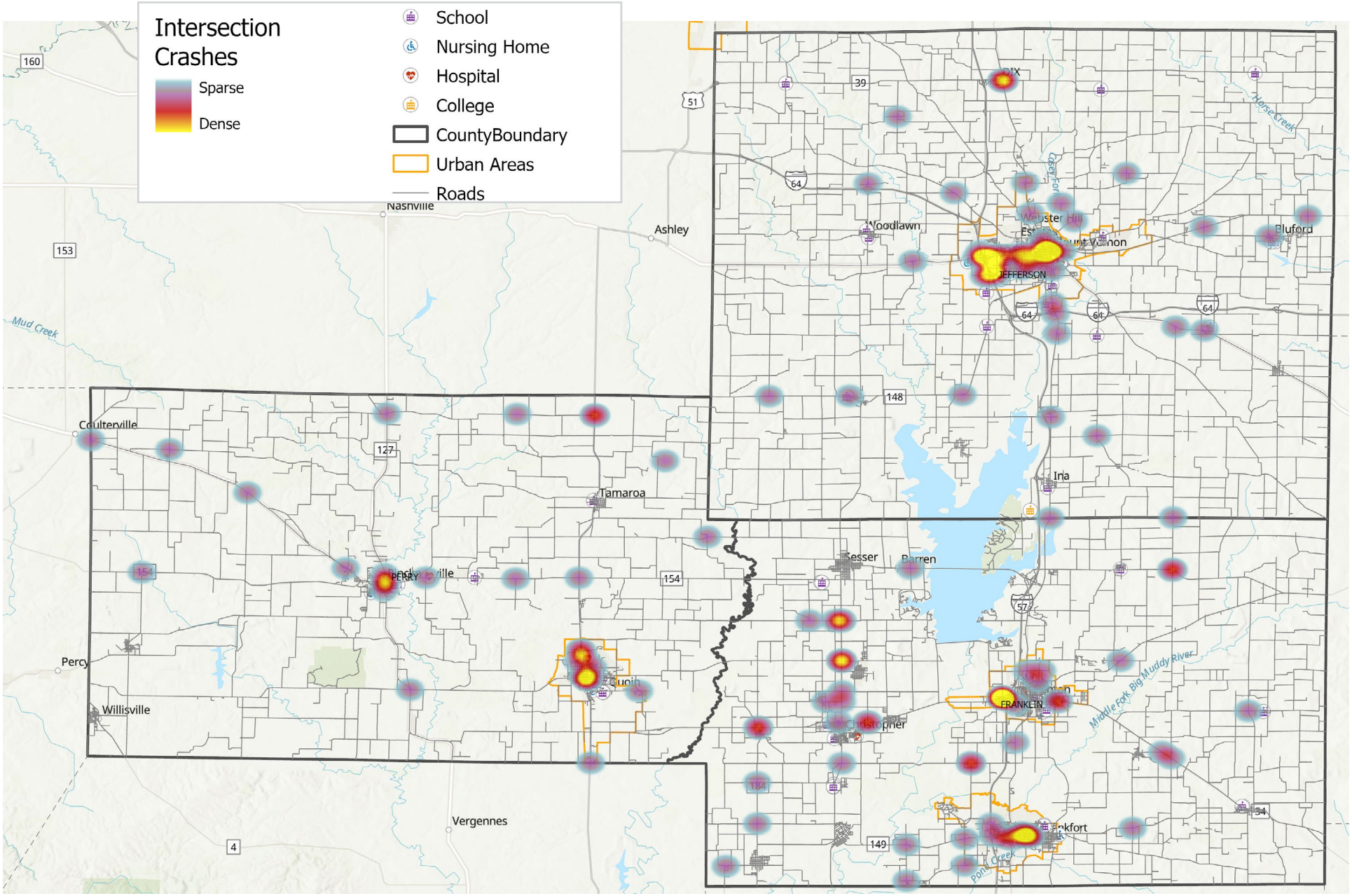


Figure 16 Intersection-related Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: YOUNGER DRIVERS (16-20)

Crashes involving younger drivers (aged 16-20) account for approximately 19 percent of fatalities and serious injuries in the region, exceeding the statewide average. The primary factors contributing to these crashes in the three-county area are speeding and failure to yield the right of way. Most younger driver crashes in the region involve roadway departures or occur at intersections.

Mitigating Young Drivers crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Provide driver education and training when possible
2. Strong Law Enforcement and Awareness Campaigns
3. Reduce the crash severity

When implementing solutions for younger driver-related crashes, it is important to consider factors such as inexperience, risk-taking behaviors, distraction, and impaired driving. Additional low-cost countermeasures include enhanced driver education programs, public awareness campaigns, increased enforcement, and technology solutions for monitoring speed. Figure 17 presents the locations of fatal and serious injury crashes involving younger drivers in the three-county region.

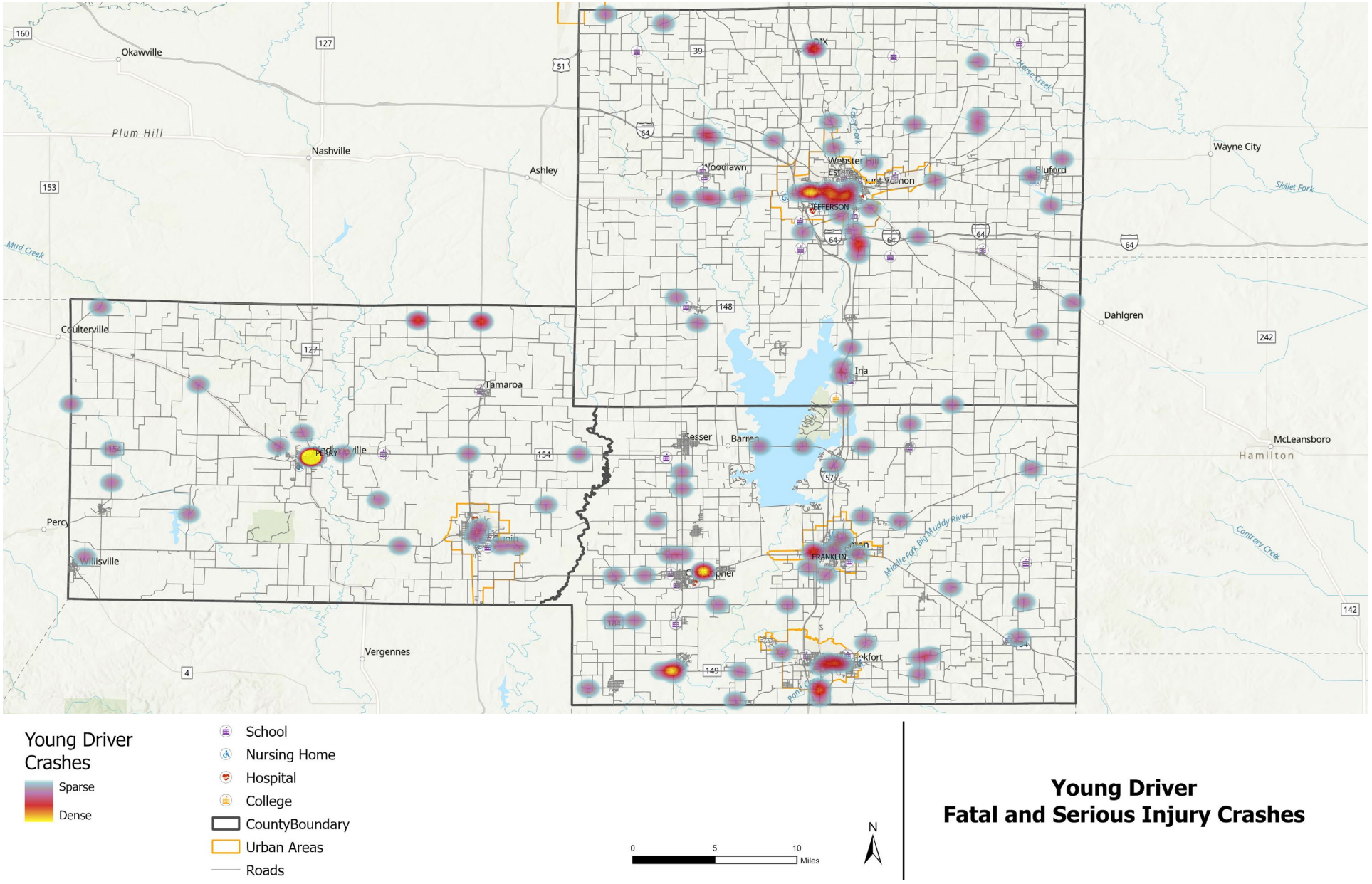


Figure 17 Younger Drivers Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: OLDER DRIVERS (65+)

Older-driver crashes involve drivers aged 65 and older, who are at higher risk due to age-related changes in vision, physical functioning, and cognitive abilities. Due to increased fragility, older adults are more vulnerable to serious injury or death in a crash.

Exceeding the statewide average, crashes involving older drivers (aged 65+) account for approximately 18 percent of fatalities and serious injuries in the three-county region. Speeding/failure to control speed, failure to yield the right of way and improper lane usage are the primary contributing factors for these crashes in the region. A significant percentage of older driver crashes in the region involve roadway departures or occur at intersections. Figure 18 shows the locations of fatal and serious injury older driver crashes in the three-county region.

Mitigating Old Drivers (65 Years of Age or Older) crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Safe Driving Practices and Defensive Driving and Education.
2. Alternative Transportation Planning
3. Reduce the crash severity

Enhanced Signage and Pavement Markings, improved lighting, and older driver education programs are some of the low-cost countermeasures for addressing older driver crashes.

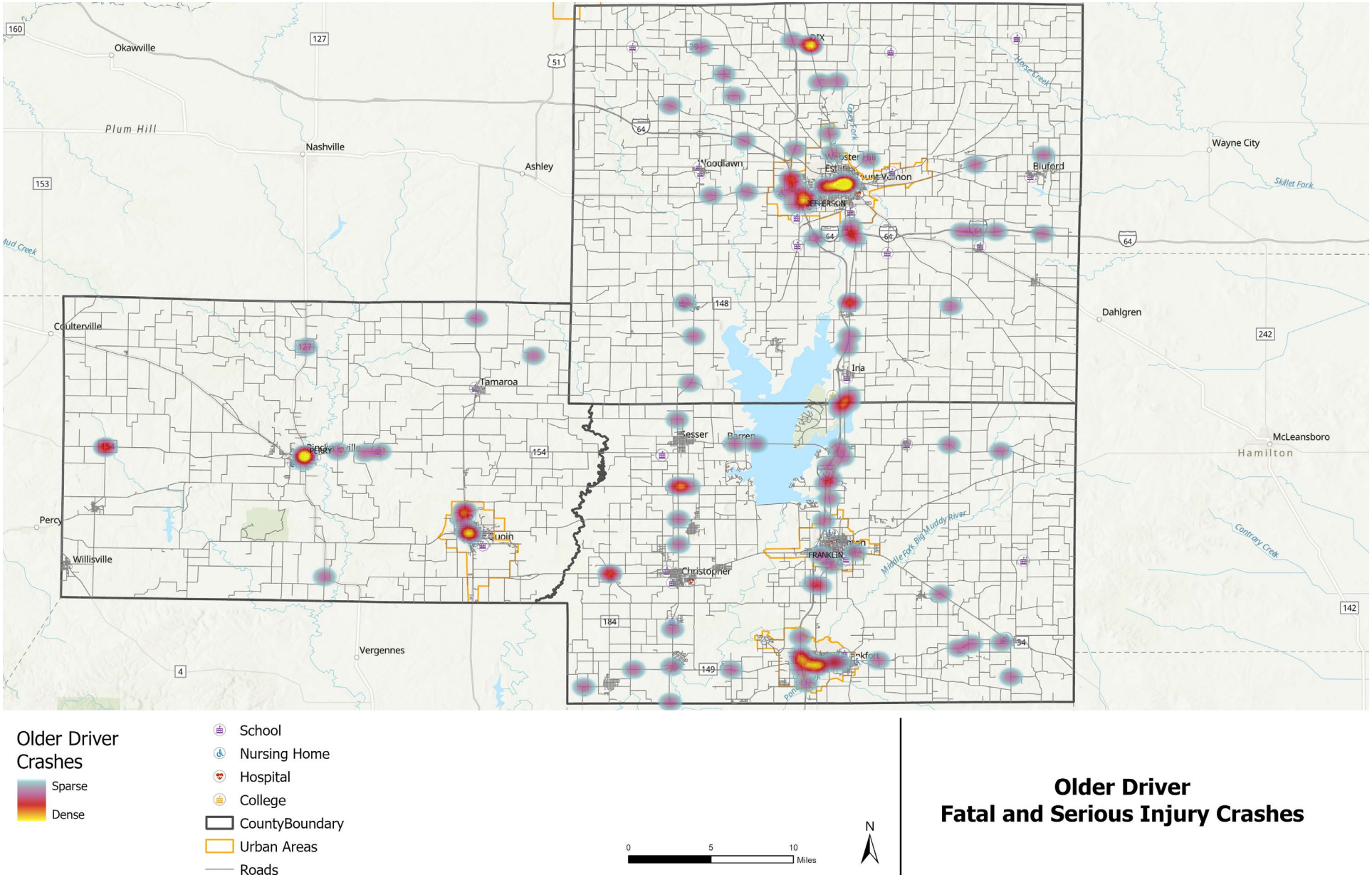


Figure 18 Older Drivers Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: UNRESTRAINED OCCUPANTS

Unrestrained crashes involve occupants who are not wearing seat belts or using appropriate child restraints at the time of a collision. These crashes are particularly dangerous, as unrestrained occupants are more likely to be ejected from the vehicle or suffer severe injuries upon impact. Despite widespread awareness of seat belt laws and the proven effectiveness of restraints in preventing injuries and fatalities, unrestrained crashes remain a significant issue.

Approximately 16 percent of fatal and serious injury crashes in the three-county region involved unrestrained occupants. There is a strong correlation between these crashes and roadway departures as well as impaired driving. Speeding/failure to control speed and improper lane usage are the primary contributing factors to these incidents in the region.

Mitigating unrestrained occupant related crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Advanced Driver Assistance Systems (ADAS), Automatic Emergency Breaking (AEB), Lane Keeping Assist (LKA) and Blind Spot Monitoring
2. Vehicle safety features including airbags and improved vehicle design to sustain crashes
3. Reduce the crash severity.

Enforcement and education strategies can help reduce the incidence of these crashes. Effective measures include public awareness campaigns, increased enforcement, and seat belt reminder systems.

The locations of fatal and serious injury crashes involving unrestrained occupants in the three-county region are presented on Figure 19.

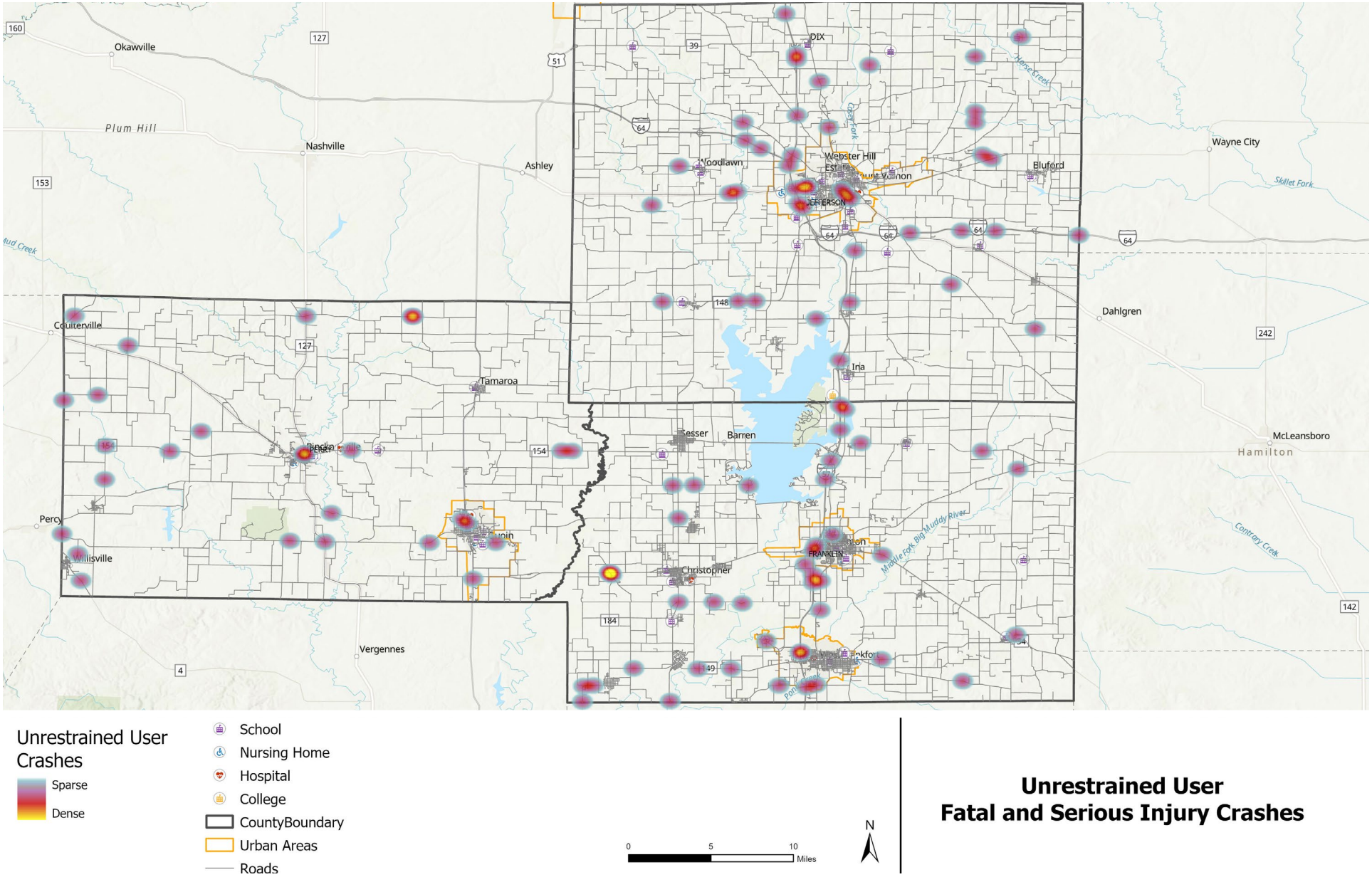


Figure 19 Unrestrained Occupants Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: SPEEDING/AGGRESSIVE DRIVING

Speeding involves driving at speeds higher than the posted limits or too fast for road conditions, while aggressive driving includes behaviors such as tailgating, frequent lane changes, and running red lights. These actions increase the risk of losing vehicle control, reduce the effectiveness of safety equipment, and heighten the severity of crashes. As speeds increase, the risk of death and serious injury dramatically increases, especially when pedestrians and bicyclists are involved. Higher speeds require longer stopping distances and influence the ability of drivers to control their vehicles and avoid a crash.

In the three-county region, about 15 percent of fatal and serious injury crashes are due to speeding or aggressive driving. Speeding is closely related to roadway departures, younger drivers, unrestrained occupants, and impaired driving.

Mitigating speeding/aggressive related crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Traffic calming measures, speed limits signage, intelligent traffic signals and roadway design improvements.
2. Automated speed enforcement, increased police presence and license penalties.
3. Reduce the crash severity.

Speed feedback signs, improved signage and pavement markings, road diets, public awareness campaigns, and increased enforcement are some of the low-cost countermeasures for speeding-related crashes. Figure 20 shows the locations of fatal and serious injury speeding crashes in the three-county region.

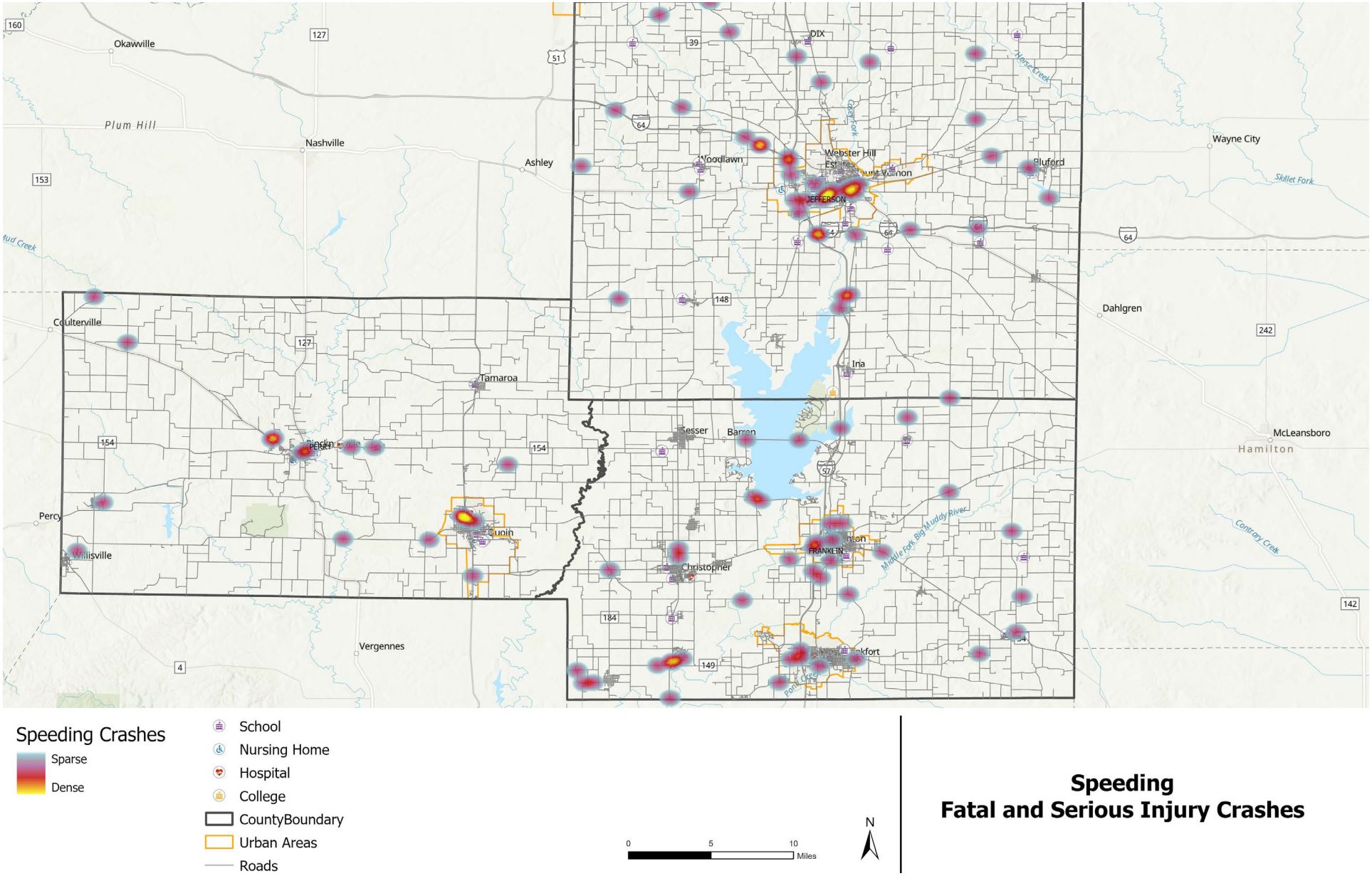


Figure 20 Speeding Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: IMPAIRED DRIVER

Impaired driver crashes involve drivers under the influence of alcohol or drugs, significantly increasing the risk of traffic incidents. Impaired driving affects critical driving skills such as reaction time, coordination, and judgment, leading to severe outcomes, including fatalities and serious injuries.

Impaired drivers account for approximately 11 percent of the fatal and serious injury crashes in the three-county region. Roadway departure, unrestrained occupants, and younger driver crashes are closely related to crashes involving impaired drivers.

High visibility enforcement, enhanced public awareness campaigns, and ignition interlock devices are some of the strategies that help in reducing impaired driver crashes. The locations of fatal and serious injury crashes involving impaired drivers in the three-county region are shown on Figure 21.

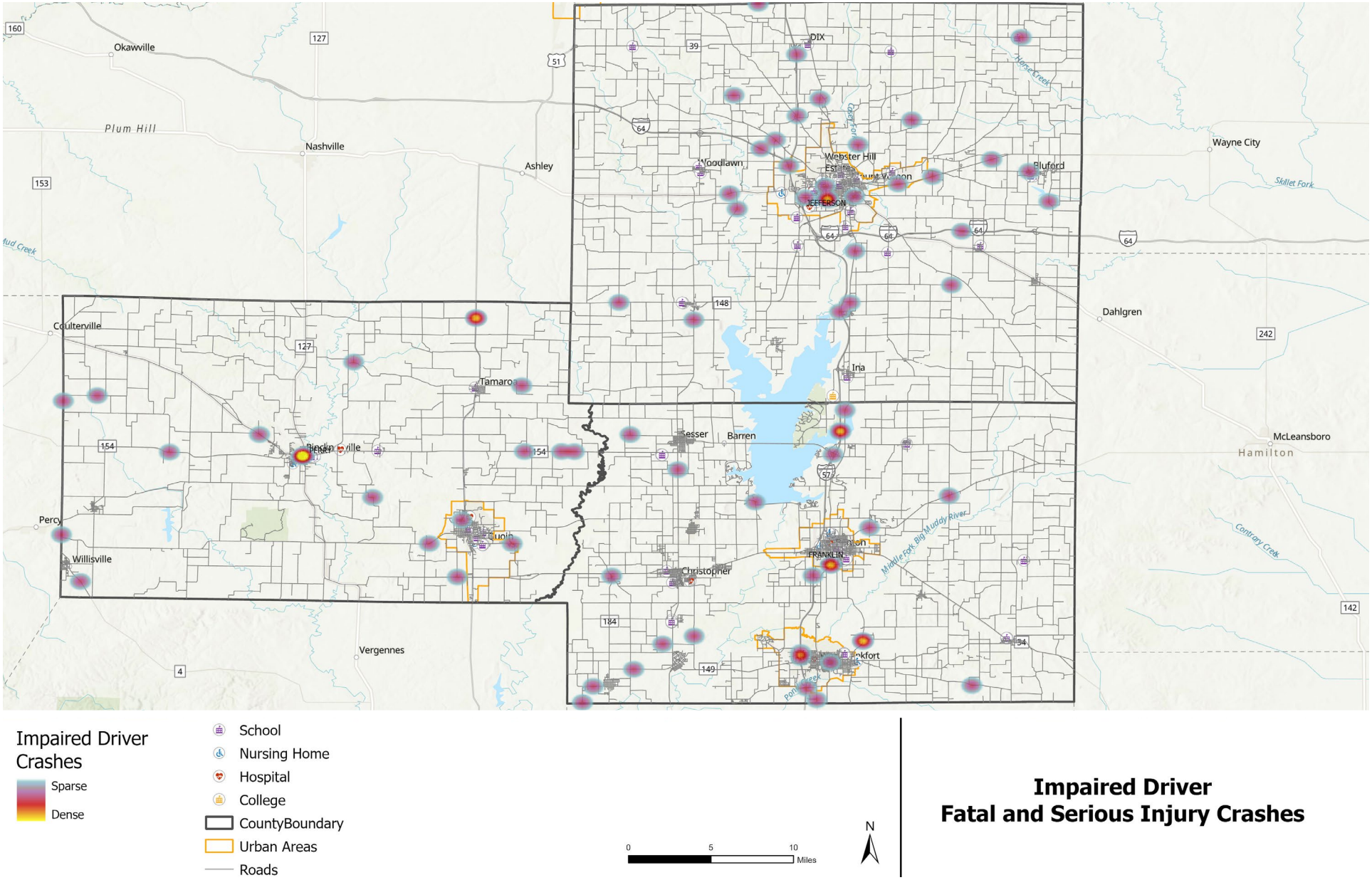


Figure 21 Impaired Driver Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: MOTORCYCLISTS

Motorcycle crashes are a significant safety concern due to the vulnerability of riders and the high risk of severe injuries or fatalities. Motorcyclists are exposed and less protected compared to occupants of other vehicles, making them more susceptible to fatal and serious injuries. Common causes of motorcycle crashes include speeding, inexperience, distracted driving, and lack of protective gear.

Approximately 13 percent of the fatal and serious injury crashes in the three-county region involve motorcycles, which is above the statewide average. Animals, Speeding and failing to yield right of way are the top contributing factors for motorcycle crashes in the region. A significant number of motorcycle crashes are roadway departures or occur at intersections. Figure 22 presents the locations of fatal and serious injury motorcycle crashes in the three-county region.

Mitigating motorcyclist-related crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Wear protective gear and reflective and bright colors
2. Ride defensively, maintaining safe following distance and avoiding blind spots
3. Reduce the crash severity

Enhanced signage and pavement markings, improved lighting, public awareness campaigns, and roadside design improvements (such as rumble strips and barriers) are some of the low-cost countermeasures when applied can lead to significant reductions in motorcycle crashes.

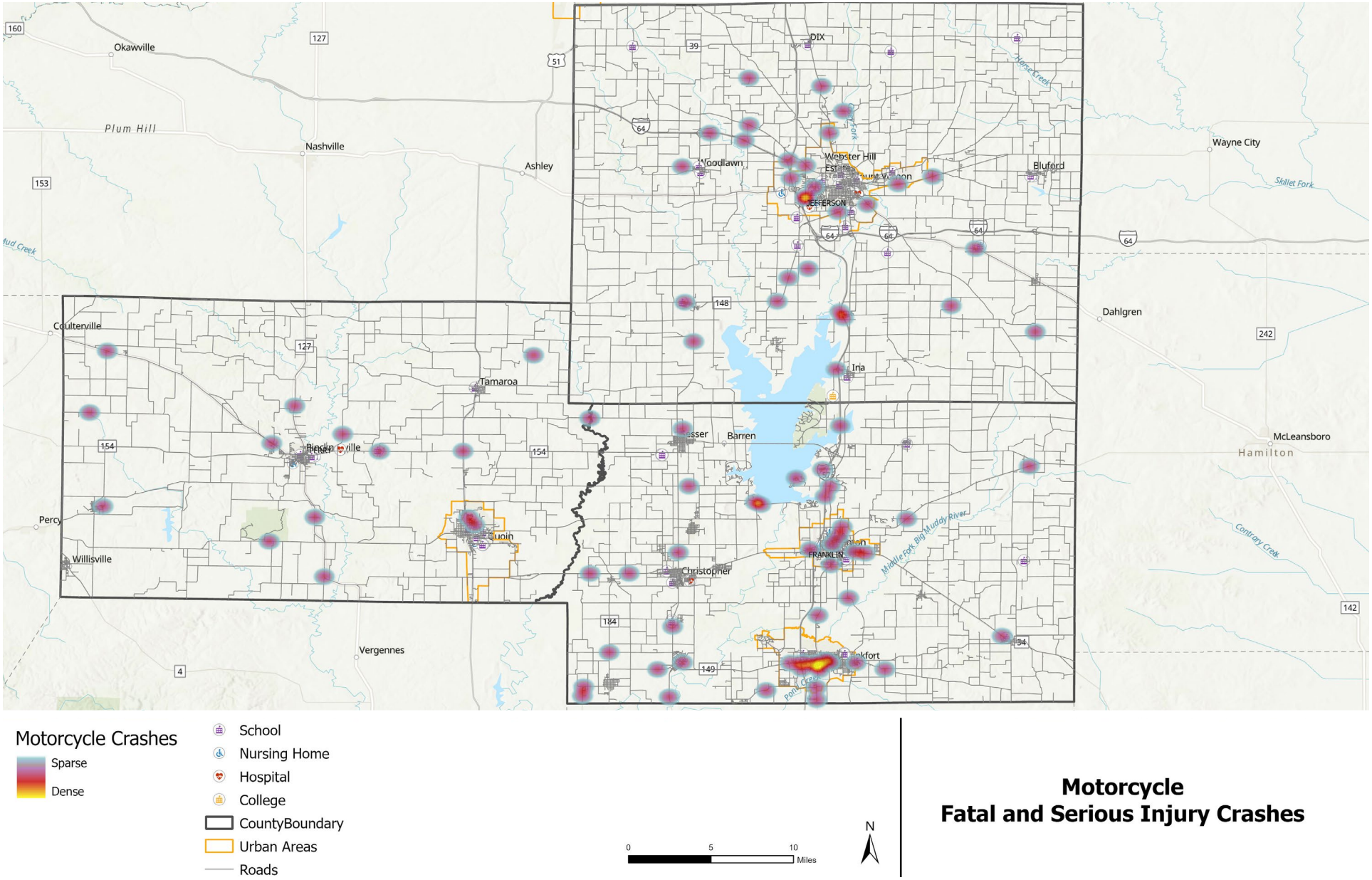


Figure 22 Motorcycle Fatal and Serious Injury Crashes (2018-2022)

FOCUS AREA: HEAVY VEHICLES

Heavy vehicle crashes involve large trucks, buses, and other substantial vehicles, which pose unique safety challenges due to their size and weight. These crashes can result in severe outcomes, including fatalities and serious injuries, especially for occupants of smaller vehicles and vulnerable road users like pedestrians and cyclists. Factors contributing to heavy vehicle crashes include driver fatigue, impaired driving, speeding, and inadequate vehicle maintenance.

Approximately 13 percent of the fatal and serious injury crashes in the three-county region involve heavy vehicles, which is above the statewide average. Speeding and improper lane usage are the top contributing factors for heavy vehicle crashes in the region. A significant number of heavy vehicle crashes are roadway departures and involve older drivers or motorcycles. Figure 23 presents the locations of fatal and serious injury heavy vehicle crashes in the three-county region.

Mitigating heavy vehicle-related crashes involves three key approaches:

1. Enhanced Enforcement: Target patrols on high-traffic routes, enforce hours-of-service with Electronic Logging Device (ELDs), and increase penalties for violations like overloading or speeding

2. Training and Awareness: Train drivers on defensive driving and blind spot awareness, launch campaigns to educate the public on sharing roads safely, and promote workplace safety programs with trucking companies

3. Reduce Crash Severity: Add wider lanes and guardrails at high-risk spots, encourage Automatic Emergency Braking (AEB) and underride guards on vehicles, and train first responders for faster crash response

Enhanced signage and pavement markings, improved lighting, regular vehicle maintenance checks and roadside design improvements (such as rumble strips and barriers) are some of the low-cost counter-measures when applied can lead to significant reductions in heavy vehicle crashes.

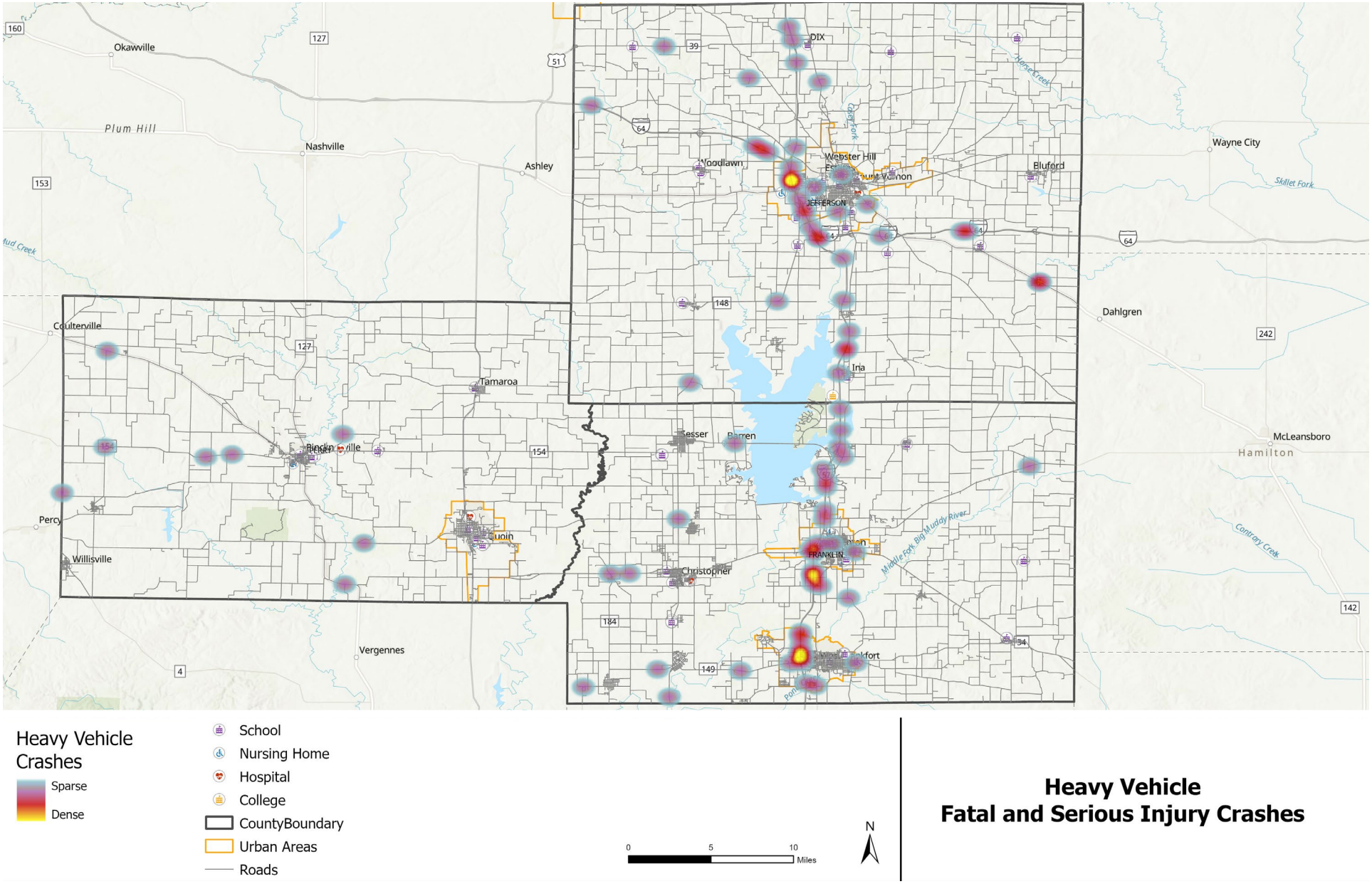


Figure 23 Heavy Vehicle Fatal and Serious Injury Crashes (2018-2022)

CRASH TREES

Crash data trees are valuable tools for visualizing where fatal and serious injury (K, A) crashes are occurring within the Franklin, Jefferson, and Perry counties roadway system. The crash data trees for the combined counties (total KA 682) highlights that 58 percent of the KA crashes occurred on the state system, followed by 41 percent KA on the local system. Figure 24 shows that 127 (46 percent) KA crashes occurred on load streets. Within these roads, KA crashes on rural roads, account for 79 percent, and they are evenly distributed between segments and intersections. At intersections, 89 percent occurred at minor stop-controlled intersections, and the predominant crash types are fixed object and angle. The remaining crash data trees are located in Appendix C. The local system crash data tree shows that major collectors on the local system account for 122 KA (44 percent), with the majority occurring in rural segments. The primary crash types are fixed object and overturned. The state system crash data tree shows that on the state system, rural minor arterial segments account for about 50 percent of the KA. Fixed object, overturned, rear end and head on are the primary crash types. The second state system crash data tree shows that on principal arterials (23 percent of KA) urban minor leg stop-controlled intersections carry 25 percent of the KA crashes in this road type. Angle and rear end are the primary crash types. Note that the crash tree diagrams include crashes in all facility types including interstates.

The crash data tree analysis highlights the critical need for targeted safety measures in rural segments, local road intersections with minor stop control, and urban principal arterial minor stop-controlled intersections to address the predominant fixed-object, overturned, rear end, and angle crashes.

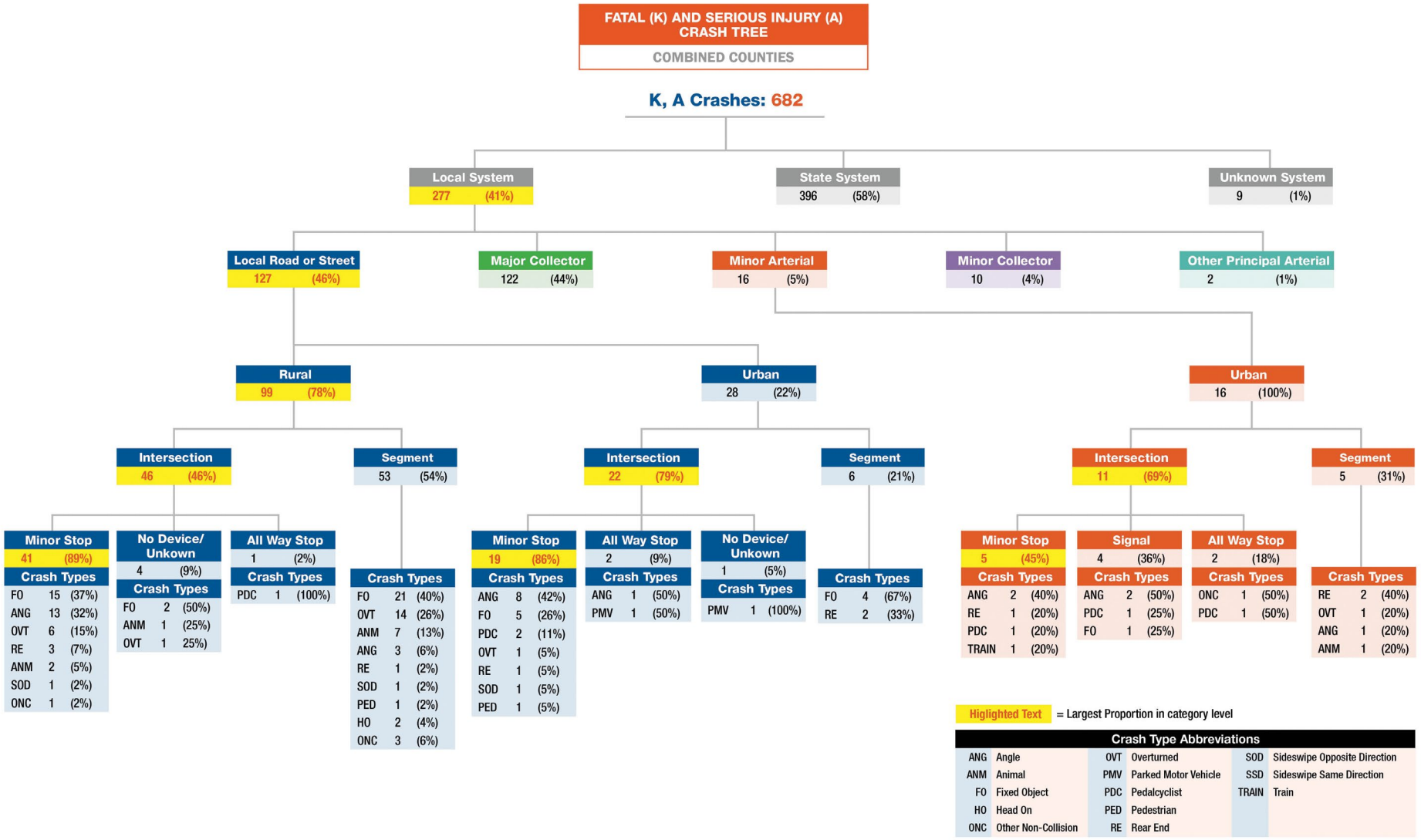


Figure 24 Fatal (K) and Serious Injury (A) Crash Tree (2018-2022)

SYSTEMIC SAFETY ANALYSIS

Traditional methods for identifying potential safety improvements often focus on locations with a history of severe crashes, known as hot spots. However, evidence indicates that severe crashes are dispersed across state and local highway systems, with few rural or local areas experiencing high numbers of severe crashes. Therefore, a broader approach is necessary, beyond just high-crash locations. Systemic safety analysis offers a solution by implementing widespread improvements based on high-risk roadway features linked to severe crash types. This approach supplements traditional site analysis, providing a more comprehensive method for safety planning and implementation. It enables agencies to expand their traffic safety efforts by considering both risk and crash history when identifying low-cost safety improvements. Using data-driven techniques, the systemic approach identifies sites for potential safety improvements and suggests projects not typically recognized through traditional site analysis. Its goal is to enhance traditional site analysis and offer a proactive method for preventing severe crashes on roadways. Systemic analysis addresses crash types that result in many fatal and serious injury crashes across the network, rather than focusing solely on specific sites with a history of severe crashes. While it does not replace traditional site analysis, which still requires attention to high-crash locations, both approaches are essential for a comprehensive safety management program. The systemic approach examines risk factors such as geometry and volume that frequently influence severe crashes, prioritizing locations with few or no crashes. The main focus is deploying low-cost countermeasures to address the identified primary contributing factors.

The systemic safety planning process consists of several steps. It begins with identifying focus crash types and risk factors through detailed crash analysis and data trees. This approach prioritizes risk over specific locations, enabling agencies to proactively address widespread risk factors. Next, it evaluates these risk factors and screens candidate locations by analyzing network elements such as curves and intersections. Proven countermeasures are then identified, evaluated, and selected for deployment. Finally, projects are prioritized by developing safety solutions and creating a decision-making process for countermeasure selection. For this VZAP, separate systemic analyses are conducted for intersections and segments. The following section describes the process and findings of the systemic safety analysis.

Data Collection and Processing

Two separate databases were created to conduct the systemic safety analysis: one for segments and one for intersections. Data were developed using several sources, including OpenStreetMap, Illinois Roadway Information System (IRIS), geolocated crash data provided by IDOT, and Google Street View images. All the data were then merged into a comprehensive dataset to conduct the analysis. Note that intestate crashes were not included in the systemic safety as well as high-injury network analysis.

Identity Focus Crash Type

Crash data tree diagrams were used to identify the facility types where KA crashes occur most frequently. These diagrams help pinpoint where specific crash types are most prevalent. Five years of crash data, from 2018 to 2022, were used to create the crash tree diagrams.

Select Risk Factors

To identify the risk factors, patterns in the data were analyzed to determine characteristics associated with a higher likelihood of crashes. An initial set of risk factors for segments and intersections was selected from the available data, and the over-representation of crashes was investigated. Finally, several variables were identified for conducting the risk analysis.

For intersections, the variables used include functional class, rural vs urban, control type, AADT of major legs, number of legs, number of lanes (major legs), presence of median (major legs), and safety lighting.

For segments, the variables used to identify risk factors include jurisdiction, functional class, rural vs urban, AADT, number of lanes, shoulder width, and presence of median.

The analysis revealed the following patterns for intersection crashes (as shown in Table 14):

+ 29% on rural arterial roads
+ 50% at rural stop-controlled intersections
+ 40% at rural intersections with AADT more than 1000
+ 26% at rural 3-legged intersections
+ 35% at rural intersections with no streetlights
+ 25% on urban arterial roads
+ 38% at urban stop-controlled intersections
+ 39% at urban intersections with AADT more than 1000
+ 29% at urban intersections with 4 or more legs

For segment crashes (as shown in Table 15):

+ 51% on rural roads under the state system
+ 55% on rural roads with AADT more than 1000
+ 42% on rural arterial roads
+ 89% on rural roads with 2 or fewer lanes (both directions)
+ 74% on rural roads with shoulder width of 2 feet or less

FACTORS	CATEGORIES	Rural				Urban			
		KA Crash Count	% (Total)	% (Rural)	Intx Count	KA Crash Count	% (Total)	% (Urban)	Intx Count
Functional Class	Local	35	13%	24%	1,046	35	13%	26%	2,350
	Arterial	82	29%	57%	1,194	71	25%	53%	1,129
	Collector	28	10%	19%	389	29	10%	21%	506
	Total	**145**	**52%**	**100%**	**2,629**	**135**	**48%**	**100%**	**3,985**
Control Type	1 or 2 Way Stop	141	50%	97%	1,900	96	34%	71%	2,657
	All Way Stop	1	0%	1%	8	9	3%	7%	411
	Signal	0	0%	0%	0	27	10%	20%	40
	Unk/Other	3	1%	2%	721	3	1%	2%	877
	Total	**145**	**52%**	**100%**	**2,629**	**135**	**48%**	**100%**	**3,985**
AADT (Major)	0-100	6	2%	4%	869	0	0%	0%	676
	100-500	14	5%	10%	878	13	5%	10%	1,609
	500-1000	13	5%	9%	199	13	5%	10%	718
	1000-2000	20	7%	14%	154	7	3%	5%	317
	2000-4000	58	21%	40%	346	12	4%	9%	199
	4000-6000	28	10%	19%	125	23	8%	17%	158
	6000+	6	2%	4%	58	67	24%	50%	308
	Total	**145**	**52%**	**100%**	**2,629**	**135**	**48%**	**100%**	**3,985**

Table 14 Risk Factors for Intersections

FACTORS	CATEGORIES	Rural				Urban			
		KA Crash Count	% (Total)	% (Rural)	Intx Count	KA Crash Count	% (Total)	% (Urban)	Intx Count
Number of Legs	3	75	27%	52%	2,100	53	19%	39%	2,382
	4 or More	70	25%	48%	529	82	29%	61%	1,603
	Total	**145**	**52%**	**100%**	**2,629**	**135**	**48%**	**100%**	**3,985**
Number of Lanes (Major)	2 or Less	144	51%	99%	2,623	98	35%	73%	3,871
	More Than 2	1	0%	1%	6	37	13%	27%	114
	Total	**145**	**52%**	**100%**	**2,629**	**135**	**48%**	**100%**	**3,985**
Median (Major)	Yes	3	1%	2%	24	16	6%	12%	51
	No	142	51%	98%	2,605	119	43%	88%	3,934
	Total	**145**	**52%**	**100%**	**2,629**	**135**	**48%**	**100%**	**3,985**
Street Lighting	Yes	40	14%	28%	583	102	36%	76%	2,081
	No	98	35%	68%	1,535	30	11%	22%	1,865
	Unk	7	3%	5%	511	3	1%	2%	39
	Total	**145**	**52%**	**100%**	**2,629**	**135**	**48%**	**100%**	**3,985**

Table 14 (cont'd) Risk Factors for Intersections

FACTORS	CATEGORIES	Rural				Urban			
		KA Crash Count	% (Total)	% (Rural)	Intx Count	KA Crash Count	% (Total)	% (Urban)	Intx Count
Jurisdiction	Township	47	17%	19%	1,885	0	0%	0%	66
	Municipality	6	2%	2%	250	9	3%	30%	314
	County	68	25%	28%	425	4	1%	13%	14
	State	126	45%	51%	311	17	6%	57%	47
	Private	0	0%	0%	5	0	0%	0%	3
	Total	**247**	**89%**	**100%**	**2,877**	**30**	**11%**	**100%**	**445**
ADT	0-100	21	8%	9%	1,180	0	0%	0%	52
	100-500	50	18%	20%	1,155	0	0%	0%	167
	500-1000	31	11%	13%	187	3	1%	10%	117
	1000-2000	20	7%	8%	119	3	1%	10%	34
	2000-4000	94	34%	38%	179	7	3%	23%	24
	4000-6000	27	10%	11%	50	6	2%	20%	17
	6000+	4	1%	2%	6	11	4%	37%	33
	Total	**247**	**89%**	**100%**	**2,877**	**30**	**11%**	**100%**	**445**

Table 15 Risk Factors for Segments

FACTORS	CATEGORIES	Rural				Urban			
		KA Crash Count	% (Total)	% (Rural)	Intx Count	KA Crash Count	% (Total)	% (Urban)	Intx Count
Functional Class	Arterial	115	42%	47%	237	22	8%	73%	65
	Collector	73	26%	30%	413	7	3%	23%	84
	Local	59	21%	24%	2,226	1	0%	3%	296
	Total	**247**	**89%**	**100%**	**2,877**	**30**	**11%**	**100%**	**445**
Number of Lanes	2 or Less	247	89%	100%	2,874	27	10%	90%	430
	More Than 2	0	0%	0%	3	3	1%	10%	15
	Total	**247**	**89%**	**100%**	**2,877**	**30**	**11%**	**100%**	**445**
Shoulder Width	2 or Less	204	74%	83%	2,777	28	10%	93%	432
	3 to 5	27	10%	11%	65	1	0%	3%	5
	6 or More	16	6%	6%	35	1	0%	3%	7
	Total	**247**	**89%**	**100%**	**2,877**	**30**	**11%**	**100%**	**445**
Median	Yes	0	0%	0%	7	3	1%	10%	8
	No	247	89%	100%	2,870	27	10%	90%	437
	Total	**247**	**89%**	**100%**	**2,877**	**30**	**11%**	**100%**	**445**

Table 15 (cont'd) Risk Factors for Segments

SCORING, NETWORK SCREENING, AND PRIORITIZATION

To determine the score and select priority locations, all possible peer groups were first identified based on risk factors and variables, with each peer group representing locations with similar roadway characteristics. Subsequently, fatal and severe injury crash rates were calculated for each peer group, with intersections measured by the number of crashes per intersection and segments by the number of crashes per mile. Relative risk was then calculated for each peer group by normalizing the values. Subsequently, peer groups were assigned into four tiers based on percentile distribution: Tier 0 for no risk, Tier 1 for low risk, Tier 2 for medium risk, and Tier 3 for high risk.

The resulting Tier 3 intersections represent 1.6 percent of total intersections in the three county area while accounting for 27.4 percent of fatal and severe crashes. Similarly, Tier 2 intersections represent 8.4 percent of intersections, accounting for 42.1 percent of fatal and severe crashes. Tier 1 intersections represent 35 percent of intersections, accounting for the remaining 30.4 percent of fatal and severe crashes. Figure 25 provides systemic safety analysis for intersections.

For segments, Tier 3 segments represent 1 percent of total mileage in the three-county region while account ing for about 9.7 percent of fatal and severe crashes. Similarly, Tier 2 segments represent 10.1 percent of total mileage, accounting for 51.6 percent of fatal and severe crashes. Tier 1 segments represent 74.3 percent of total mileage, accounting for the remaining 38.6 percent of fatal and severe crashes. Figure 26 provides systemic safety analysis for segments.

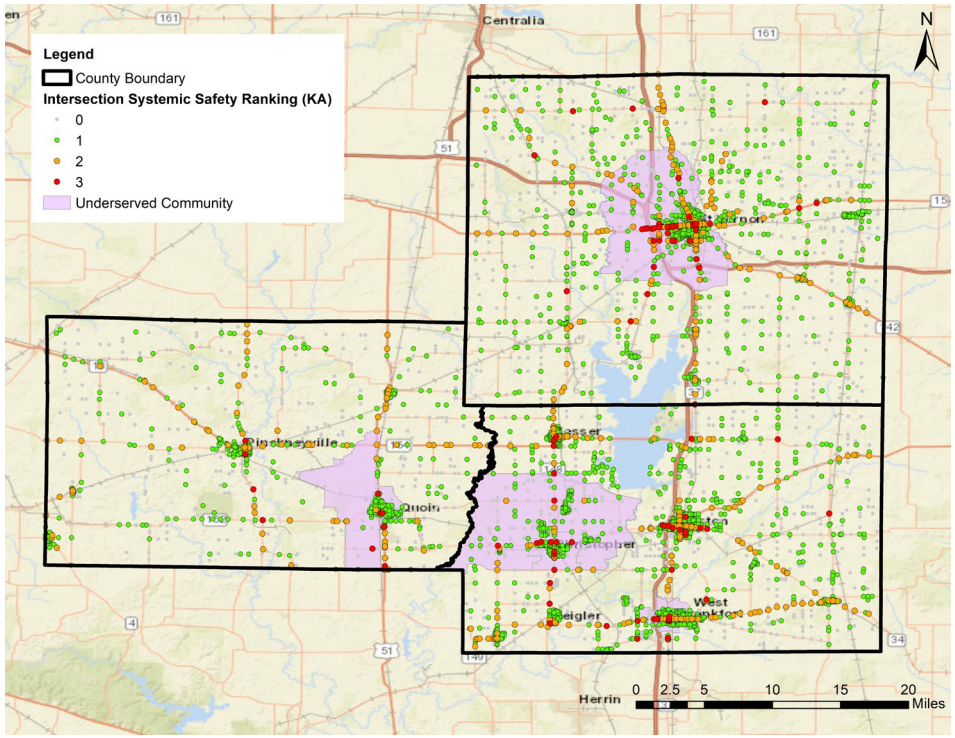


Figure 25 Systemic Safety Analysis for Intersections

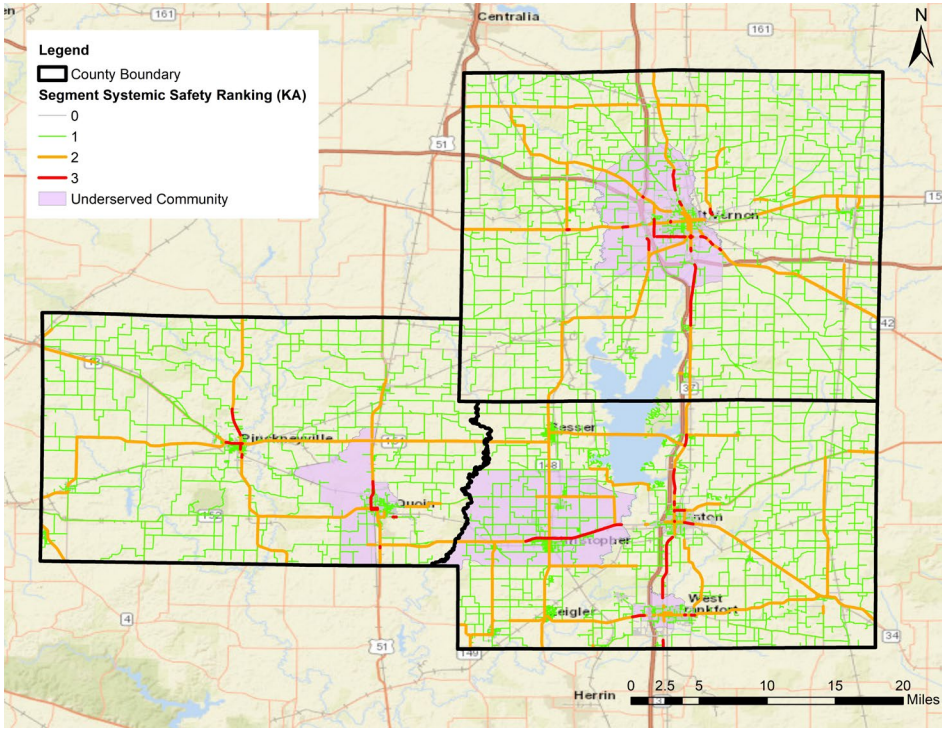


Figure 26 Systemic Safety Analysis for Segments

Priority Corridors & Intersections

METHODOLOGY

Priority Corridors and Intersections were identified based on a combination of segments and intersections with the highest fatal and serious injury frequency locations and systemic locations identified through the systemic analysis. The analysis is based on only fatal and serious injury crashes between the years 2018 and 2022. The Priority corridors and intersections were distributed in three categories: High, Medium and Low.

DATA PREPARATION

Due to the distinct types of crashes and related safety countermeasures at intersections and segments, the methodology to determine Priority Corridors and Intersections evaluated intersections and street segments separately.

Intersections included all signal types and intersections on both state and local road networks. Segments did not include interstates in the analysis. Segments were prepared to ensure that any segments were continuous between the nearest intersections; however, segment lengths were broken up where lengths exceeded 1 mile. Any segments shorter than 0.1 mile were removed from the analysis.

CRASH ASSIGNMENT

Crashes were assigned to intersections or segments to determine fatal and serious injury crash history at each intersection or segment. Any crash within 150 feet of an intersection was classified as an intersection crash. Any remaining crashes were then assigned as corridor crashes if they were within 50 feet of a segment.

FATAL AND SERIOUS INJURY (KA) CRASH FREQUENCY: INTERSECTIONS

After crashes were assigned, each intersection had a weighted criteria applied to the crash severity as follows K=25, A =10 and B = 5. This provided a weighted value which were then placed into the three categories: High, Medium and Low. The High tier category resulted in 28 (13%) intersection locations. The Medium tier category resulted in 26 (12%) intersection locations, and the Low tier category resulted in 166 (75%) intersection locations within Franklin, Jefferson, and Perry County boundary (Figure 27).

FATAL AND SERIOUS INJURY (KA) CRASH FREQUENCY: SEGMENTS

After crashes were assigned, each segment had a weighted criteria applied to the crash severity as follows K=25 and A =10. Additionally, for segments the length and crashes per mile were taken into consideration when providing a weighted value to each location. This provided a weighted value which were then placed into the three categories: High, Medium and Low. The High tier category resulted in 9.6 miles (5%) of segment length, The medium tier category resulted in 45.3 miles (23%) of segment length, and the low tier category resulted in 144 (72%) of segment length within Franklin, Jefferson, and Perry counties boundary.

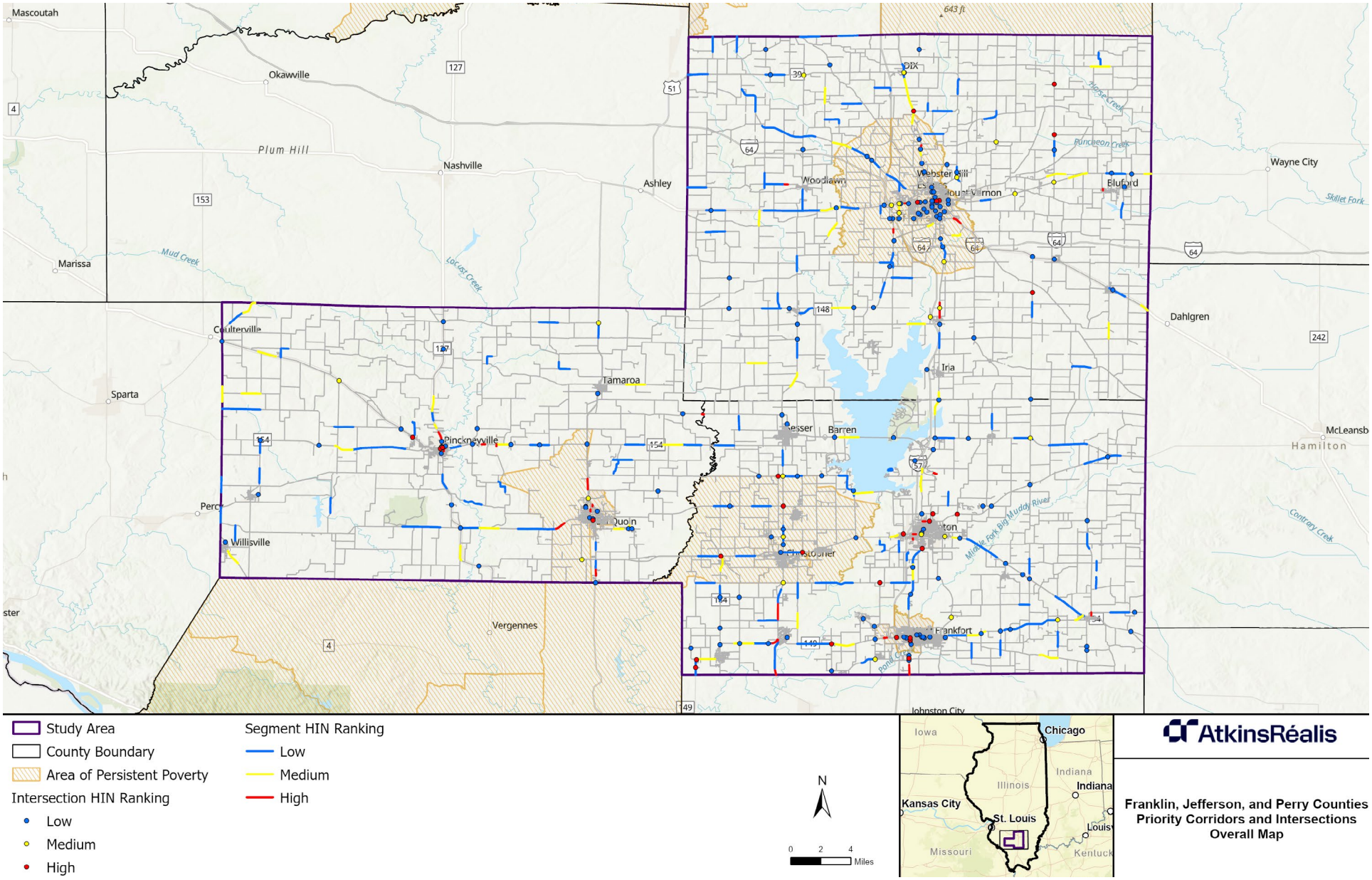


Figure 27 KA Crash Frequency Segments and Intersection Locations

PRIORITY CORRIDORS

Tier Results

Priority corridors were developed by taking the systemic and crash frequency locations and determining whether any locations overlapped to create the priority locations. The tier categories were distributed in three categories: High, Medium and Low. The analysis determined 37 High locations, 20 Medium locations, and 26 Low locations. Figure 28 shows Priority Corridors and intersections for High, Medium and Low tier locations and Table 16 shows the list of High Locations. The detailed tier locations maps and tables can be found in appendices A and B.

Project ID	Project Name	Location Type	County	Tier Levels		
				Priority	Systemic	Priority Corridor
5	Vets Memorial Dr widening	Segment	Jefferson	Low	High	High
6	42nd St widening	Segment	Jefferson	High	High	High
10	42nd St TWLTL addition	Segment	Jefferson	High	High	High
17	Wells Bypass -roundabout	Segment	Jefferson	High	High	High
30	Broadway (IL-15) sidewalk gaps	Segment	Jefferson	High	Medium	High
34	Main - Broadway (IL-15) pedestrian signals with countdown timers	Segment	Jefferson	High	Medium	High
36	Signal retiming - FYA - Broadway	Segment	Jefferson	High	Medium	High
40	Main St (IL-152) - full shoulder/curve warning/chev-rons	Segment	Perry	High	Medium	High
51	SH 127 - Rumble strips and wider pavement mark-ings	Segment	Perry	High	High	High
54	SH 51 - Wider Pavement Markings	Segment	Perry	High	High	High
59	CR 37 - Add 4 ft paved shoulders / wider pavement markings /	Segment	Jefferson	High	High	High
61	CR 148 - add rumble strips / wider pavement markings	Segment	Franklin	High	Medium	High
64	CR 37 - Access Management Study / 10 ft Shoulder / wider pavement markings	Segment	Franklin	High	High	High
27	Harmony Ln/IL-15	Intersection	Jefferson	Medium	High	High

Table 16 Priority Corridor Segment and Intersection Locations – High Tier

Project ID	Project Name	Location Type	County	Tier Levels		
				Priority	Systemic	Priority Corridor
33_B	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
33_C	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
33_D	IL-15 Signal Pre-emption	Intersection	Jefferson	High	High	High
33_E	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
33_F	IL-15 Signal Pre-emption	Intersection	Jefferson	High	High	High
33_G	IL-15 Signal Pre-emption	Intersection	Jefferson	High	High	High
33_H	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
33_I	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
33_K	IL-15 Signal Pre-emption	Intersection	Jefferson	Medium	High	High
33_L	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
33_O	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
33_P	IL-15 Signal Pre-emption	Intersection	Jefferson	Low	High	High
41	IL-14/Sam Pyle Bridge Rd - sign improvements (curve/side rd combo, dual R1-1)	Intersection	Franklin	High	Medium	High
42	IL-14 (Main)/Central St - advance flasher signage (W3-3 or W3-4)	Intersection	Franklin	High	High	High
43	Yellow Banks/Orient Blacktop - improve signage and markings	Intersection	Franklin	High	Low	High
44	IL-149/Elkville Blacktop - signage - curve/side rd sign, chevrons. speed panel	Intersection	Franklin	High	Medium	High
45	Greens Market Rd/Wells St - signage and guardrail upgrades	Intersection	Perry	Medium	High	High
49	Water St / Locust St - Intersection improvements	Intersection	Perry	High	Medium	High
50	St Louis St / S Walnut St - Intersection Improvements	Intersection	Perry	High	Medium	High
55	Signal Retiming and traffic signal backplates	Intersection	Perry	High	High	High
67	S 10th St / Broadway St - Signal Retiming	Intersection	Jefferson	High	High	High
68	S 12th St / Broadway St - Signal Retiming	Intersection	Jefferson	High	High	High

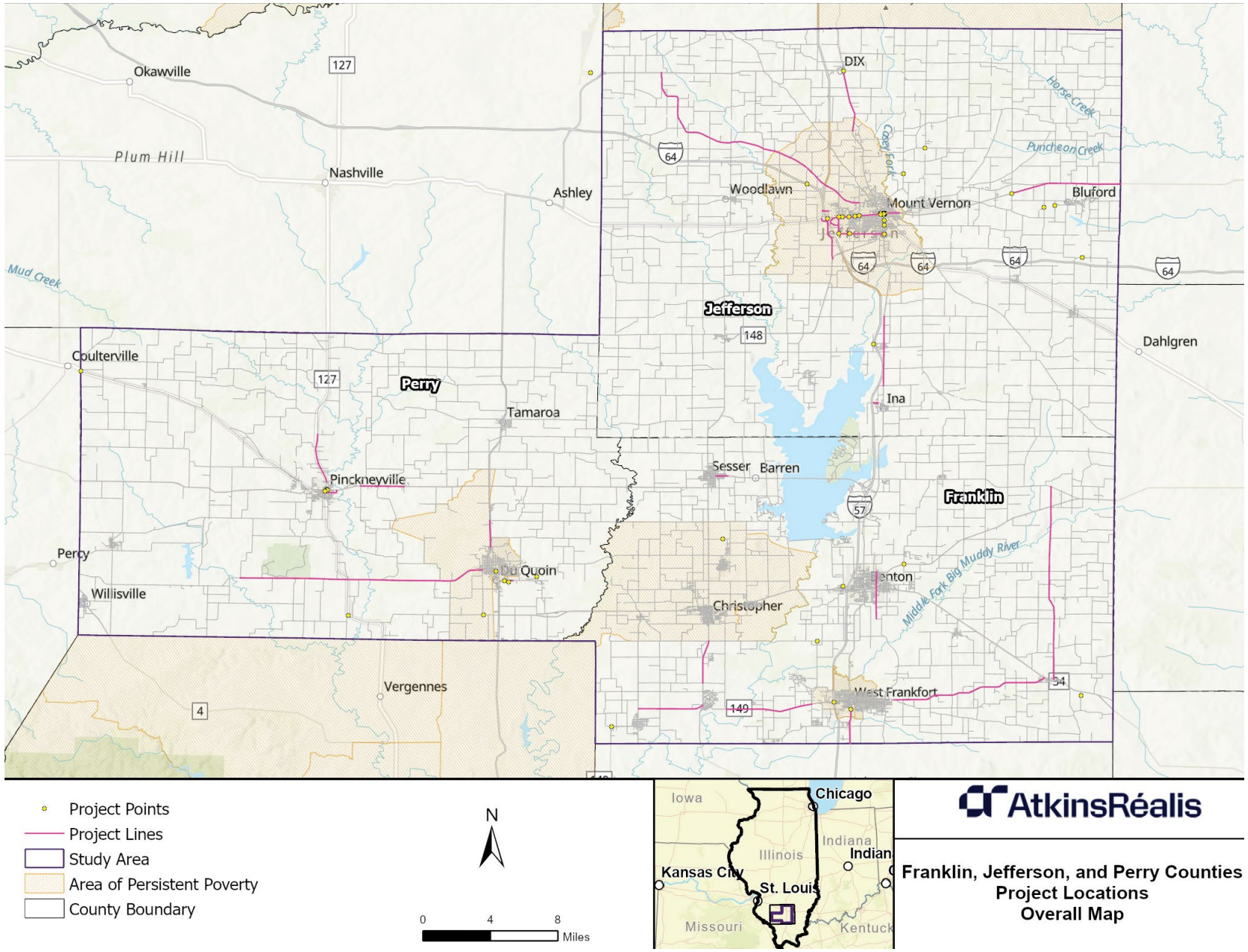


Figure 28 Priority Corridors and Intersections

Site Visit Summary

Site visits were conducted in Franklin, Jefferson, and Perry counties between December 9 and 11, revealing several safety concerns across the roadway network. At several locations signs were non-MUTCD compliant, with improper combinations, especially at railroad crossings where warning signs were incorrectly paired. A number of intersections included blunt ends on culverts within the clear zone, indicating a need for protective measures. Rural roads frequently lacked shoulders and showed pavement edge rutting and drop-offs, increasing the risk of roadway departure and overturn crashes. In downtown Mount Vernon, signal timing improvements and coordination are likely needed. Parking placement needs adjustment, as vehicles parked too close to crosswalks at intersections obstructing visibility and compromising pedestrian safety. Below is a list of locations with observed safety issues identified during the site visit.

- Ewing Rd\Webb Hill Rd.
- IL-14/ Sam Pyle Bridge Rd.
- East Illinois St./ Renshaw Lane
- Fairland/ Bailey Lane
- IL-37/ Wastena Rd.
- IL-14 (Main)/ Central
- Logan (IL-37/ Main (149)
- Yellow Banks/ Orient Blacktop
- Yellow Banks at IL-148
- Elkville Blacktop/ IL-149
- IL-184/ IL-14
- Greens Market/Wells Street Rd.
- US 51/ 6th
- IL-13/ 127/Matthews
- Park Street / IL-148
- 148/ Division St.
- IL-14/ Urbane
- Peach Orchard/ IL-148
- Peach Orchard/ Center Rd.
- Falcon/ US-51
- County Road 600 N/Il-37
- Log Cabin/ Davis
- Dix-Irvington/ Copple Lane
- S. Main (IL – 37) / South Street / County Rd. 2150 N
- IL-37 / Violet (Co Rd. 1900 N)
- Carthage / Co Rd. 1900N
- Harmony Lane / Swan Lane
- Harmony Lane / IL-15
- Dartmouth Ln / IL-15
- 10th St / IL-15 (WB)
- 12th / IL-15 (EB)
- 10th Street (IL-37) / IL-15 (Broadway)
- 27th / IL-15
- 42nd / IL-15
- IL-15 / Ramp to I-57 N
- Campground / Hickory Lane

AREAS OF PERSISTENT POVERTY AND UNDERSERVED COMMUNITIES

An analysis was conducted to reveal where traffic safety impacts historically underserved communities that have experienced consistent poverty. The analysis results would help guide targeted interventions and investments to address areas where there are disparities in traffic safety impacts. The U.S. DOT Underserved Communities Tool displays all U.S. Census tracts and indicates which are identified as underserved. Within the study area this includes portions of each of the three counties. The following are identified as an area of persistent poverty and an underserved community:

- Six census tracts in Mount Vernon and the surrounding areas of Jefferson County
- Two U.S. Census tracts within Perry County including DuQuion, St. Johns and areas north and south
- Four tracts in Franklin County which includes West Frankfort as well as the west central portion of the county (North City, Christopher and Valier Patch included)

Jefferson County is located southern Illinois situated between Evansville, Indianapolis and St. Louis, with a 8.4 percent decrease in population between 2010 and 2020, is the 64th ranked county in terms of growth in Illinois based on the ILLINOIS: 2020 Census[3]. With this negative growth it is important to understand where the Underserved communities exist and what the impacts may be. The SS4A Underserved Communities tool provides the following information for Jefferson County:

- **Total Population Living in Jefferson County: 37,113**
- Total Population of Jefferson County Living in Underserved Census Tracts: 16,763
- Percent of Jefferson County Population Living in Underserved Census Tracts: 45%
- Percent of Underserved Census Tracts in Jefferson County: 55%

Franklin County is located southern Illinois situated between Evansville, Indianapolis and St. Louis, with a 8.3 percent decrease in population between 2010 and 2020, is the 35th most populous county in Illinois based on the ILLINOIS: 2020 Census[4]. With this growth it is important to understand where the Underserved communities exist and what the impacts may be. The USDOT ETC Explorer tool provides the following information for Jefferson County:

- **Total Population Living in Franklin County: 37,804**
- Total Population of Franklin County Living in Underserved Census Tracts: 10,852
- Percent of Franklin County Population Living in Underserved Census Tracts: 29%
- Percent of Underserved Census Tracts in Franklin County: 33%

[3]https://www.census.gov/library/stories/state-by-state/illinois-population-change-between-census-decade.html
[4]https://www.census.gov/library/stories/state-by-state/illinois-population-change-between-census-decade.html

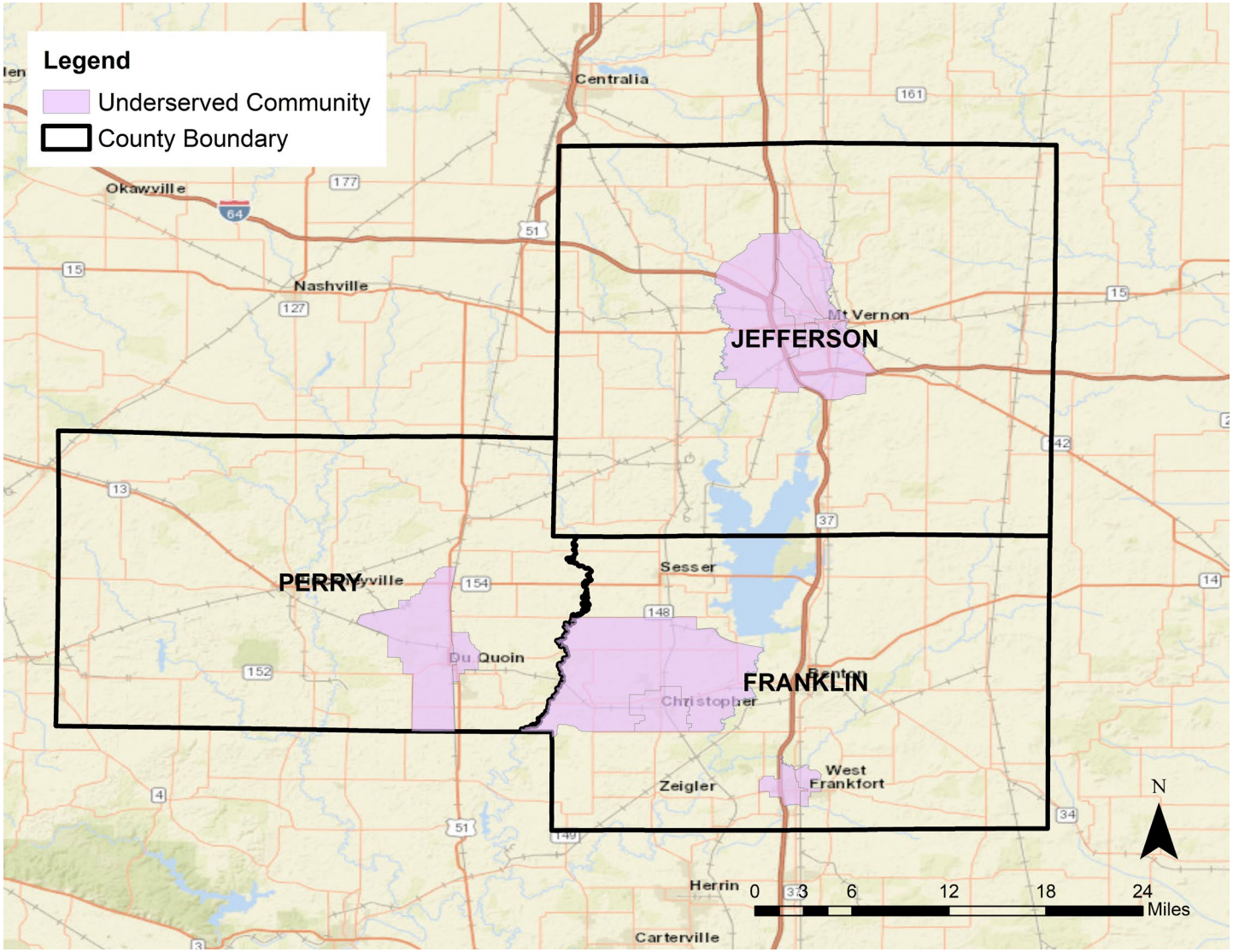


Figure 29 Underserved Communities

The Perry County is located southern Illinois situated between Evansville Indianapolis and St. Louis, with a 8.8 percent decrease in population between 2010 and 2020, is the 57th most populus county in Illinois based on the ILLINOIS: 2020 Census[5]. With this negative growth it is important to understand where the Underserved communities exist and what the impacts may be. The USDOT ETC Explorer tool provides the following information for Jefferson County:

- **Total Population Living in the Perry County: 21,100**
- Total Population of Perry County Living in Underserved Census Tracts: 6,342
- Percent of Perry County Population Living in a Underserved Census Tracts: 30%
- Percent of Underserved Census Tracts in Perry County: 33%

[5] https://www.census.gov/library/stories/state-by-state/illinois-population-change-between-census-decade.html

In addition to this tabular information, the SS4A tool provides a map of the Underserved Census tracts with various mapping layers. The shaded purple areas on the map denote the Underserved Census tracts (See Figure 29). Detailed analysis can be found in Appendix B.

The analysis of the U.S. Census tracts within these underserved communities indicates that transportation access and cost burden are challenges faced by people living in these areas. Points of interest (e.g., adult education, grocery stores, medical facilities, parks) are generally not within walking distance and the estimated drive time to be up to 60 minutes. People do not have the ability to safely and reliably get to where they need to as part of their regular daily life activities. The challenges faced include lengthy commute time or limited access to vehicles or public transit that creates barriers to employment and necessary services.

Furthermore, the cost burden associated with the percentage of household income spent on transportation expenses (e.g., auto ownership and maintenance, commuting, transit) is high. There are Census tracts in this area where over 40% of the population in the tract are at or below 200% of the federal poverty line.

CHAPTER SEVEN

Our Plan: Countermeasures and Strategies

Our VZAP identifies a comprehensive list of strategies and action items that can be considered for implementation. These include engineering/infrastructure, enforcement, education/outreach, and emergency medical services and involve shared efforts by all stakeholders. The strategies and action items align with the Emphasis Areas and Focus Areas and reflect current policies, practices, and programs in the region, including those that are best practices, statewide priorities and programs, and countermeasures that are proven to be effective at the national level. They were selected considering the analysis results, stakeholder input, and the goal of reducing fatal and serious injury crashes associated with all road users on all roadways. It is recognized that implementation of the strategies and action items are dependent on several factors, including applicability, existing site conditions, right-of-way width, environmental conditions (e.g., wetlands, endangered specifies), crash potential and level of exposure, traffic volumes, available funding, ease and time to implement, necessary coordination, and staffing levels.

Prioritizing safe behavior by users of the roadway network reduces the occurrence of crashes that result in fatalities and serious injuries. Regardless of the mode of transportation, all road users should be able to get to where they are going safely. Everyone shares the roadway system and the responsibility of maintaining safety. As much as drivers should be watching out for pedestrians and bicyclists that might be using the roadway network, pedestrians and cyclists should be making sure they can be seen. Education and training on safe road behaviors is paramount to building safe road users. This inclusivity is especially important for areas of persistent poverty. Prioritizing safety creates a positive culture where road users look out for each other.

POLICY AND PROGRAMMING RECOMMENDATIONS

The policy reviews and stakeholder engagement identified opportunities to build on current policies, programs, and processes, some of which are best practices, and advance safety in Franklin, Jefferson, and Perry Counties. These strengthen and expand the current collaborative efforts, leverage limited resources, formalize practices, and investigating legislative changes.

Figure 30 Memorial Display (Source: The Purple Clarion; Richard Dwyer)

HIGH SCHOOL ROAD SAFETY CAMPAIGNS

High school-based education and outreach campaigns are effective in influencing safe driving behavior and attitudes of younger drivers. These programs teach safe driving habits and can be expanded to teach safe roadway skills for all users like motorcyclists, bicyclists, pedestrians, scooters, and ATVs. High school-based road safety campaigns are very versatile and can address all nine of the focus areas as well as other areas of concern.

Recommendations:

Expand the Williamson County Traffic Safety Days program to include all of the Franklin, Jefferson, and Perry Counties and their communities. This would help reduce crashes associated with young drivers across the region.

- Work with existing partnerships and consider expanding partners to include County Mass Transit, Public Works Departments, Local Police and/or Health Departments to develop/support safety education and outreach
- Consider incorporating safe speeds, defensive driving, courteous driving, and safe practices for pedestrians, cyclists, and scooters in addition to the seatbelt use, impaired driving, rollover simulator, motorcycles, ATV crashes, mock traffic stop, and vehicle blind spot experience

FACILITATE PARAMEDIC/EMT TRAINING FOR POST CRASH CARE

Post-crash care is an essential element of the Safe System Approach as it directly affects the outcome of a crash and the survivability of the crash victim. The first 60 minutes following a traumatic injury are critical to saving lives. Unfortunately, this is particularly challenging in rural areas where the travel time to the crash scene and to the nearest hospital exceeds 60 minutes. The stakeholder engagement identified a lack of regional, accessible emergency care in the southern Illinois counties that has reached a point where EMT/EMS response is a crisis due to the shortage of trained paramedics.

While the West Franklin Fire Department has held an extraction event at homecomings, there have been no auto extraction classes in 5 years. In 2020, the State of Illinois eliminated the tuition waiver for EMT/EMS training. There is a need to increase and retain EMT/EMS jobs via apprenticeships and work force development. This can be accomplished by expanding the availability of training in the southern Illinois region. Rend Lake College provides EMT/EMS training, but available seating is very limited. John A. Logan College (JALC) and Southeastern Illinois College are two other colleges that could be considered for EMT/EMS accreditation. An additional avenue to address this critical need is to create a mobile ambulance training classroom. This requires the procurement of equipment and ambulances and providing funding for travel and training classroom.

Recommendations:

1. Investigate and encourage accreditation of John A. Logan College (JALC) and other regional community colleges to facilitate increase availability of EMT/EMS training.
2. Support the development of a mobile ambulance training classroom. This would provide realistic medical intervention training as part of their formal classroom education.
3. Facilitate the development of online hybrid classes.
4. Purchase synthetic cadavers and equipment necessary to furnish a mobile ambulance training classroom.
5. Support the procurement of ambulances to provide training and post-crash care.
6. Coordinate with the Department of Labor and other stakeholders to enroll students in apprenticeship programs.
7. Investigate partnership with IDOT to establish a program similar to the testing/construction inspection classes provided by community colleges funded by IDOT.
8. The goal would be to provide 40 new graduates per year.

DEVELOP POLICIES THAT CAN BE TAILORED TO A COMMUNITY

Multiple communities expressed interest in developing policies specific to bicycles and pedestrians. A base framework for specific policies and guidelines can be developed which would allow communities to modify and tailor to their specific needs. This can facilitate the implementation of safety countermeasures that address safety needs, particularly those associated with vulnerable road users.

Recommendations

+ Develop a bicycle and pedestrian design policy.
+ Develop a pedestrian safety tool box.
+ Develop a bicycle routes safety countermeasure application tool box.

ELECTRIC BICYCLES, SCOOTERS, AND MOPEDS

The popularity of electric bicycles, scooters, mopeds and other micromobility modes of transportation continues to increase. Laws and ordinances are in place that govern the use of these devices; however, the technology is changing much more rapidly than the laws/ordinances. For example, electric bikes do not require a driver's license or vehicle registration, and they can travel at speeds of 30 miles per hour. At this higher rate of speed, it is difficult for these road users as well as other road users to react to quickly changing conditions (e.g., pedestrians crossing, motorists turning).

Recommendations:

+ Review of ordinances and laws associated with electric bikes, scooters, mopeds, and motorcycles. This would include items such as licensing, registration, speed, and technology
+ Develop an education program that will highlight safe use (e.g., speed, helmets, awareness of other road users) of these micromobility modes of transportation

ATV ROAD USERS-OUTREACH AND EDUCATION

The use of outdoor recreational vehicles such as All-Terrain Vehicles (ATVs) or "side by sides" has increased in popularity, especially in rural environments where a wide range of recreational and occupational activities (e.g., farming) are more prominent. These vehicles are not required to be registered, nor are the operators required to be licensed. The use of these outdoor recreational vehicles are not designed for on-road use and are prohibited on State and county roads except to cross the road; however, many operators still drive on these roadways. City ordinances may be passed that allow their use on specific roads. Operators of these vehicles use them to go between towns; some travel from counties outside of the area to drive them recreationally. Their increased use has also resulted in a significant increase in fatal and serious injury crashes. While several of these occur on private property, many also occur on roadways. Common factors include loss of control resulting in rollovers and involvement with younger male drivers, inexperience, carrying passengers, riding the wrong size ATV, speeding, use of alcohol, and lack of helmet.

Recommendations:

+ Promote and provide support for the development of education and outreach program (e.g., material, online sources, public service announcements) focused on ATV laws and how to drive these vehicles
+ Consider expanding the IDOT sponsored Cycle Rider Safety Training Program provided by SIU Carbondale to include ATVs

AMISH ROAD USERS-OUTREACH AND EDUCATION

There is an active Amish community living within the Greater Egypt region and the three counties. These road users travel via horse-drawn buggies or on bicycles. While they are located more predominantly in the rural area, they do travel from the rural areas into the cities and towns within the region to acquire goods. With the rolling terrain and curvy roads commonly found in rural areas, visibility of a slow-moving road user can be difficult. With the lower volume roadways, widening the roadway and adding paved shoulders is challenging due to funding availability, right of way needs, and ancillary construction needed (e.g., drainage, side roads, driveways). The horse-drawn buggies travel at slow speeds (around 10 mph), and while professionally trained horses are primarily used, these animals may be spooked. Individuals operating these vehicles are not required to be licensed and may be younger children. While the buggy may have signs or reflectors to increase its visibility at night, horses may be dark and do not have reflectors. Crashes involving these road users are often more severe. This is an area that the Greater Egypt communities believe should have increased focus.

Recommendations:

+ Engage the Amish community to understand and address safety needs
+ Investigate strategies to increase the visibility of Amish road users (e.g., flag on buggy and bicycles)
+ Support the development of an Amish road user handbook. This can be provided to motorists in the area so that they also better understand how to operate their motorized vehicle safely around the non-motorized vehicles
+ Consider installing signs to increase awareness of these road users

SPEED MANAGEMENT

Speed is a major contributing factor associated with the frequency and severity of crashes in the Greater Egypt region. Research has shown that as vehicle speeds increase, the survivability of a crash decreases, especially with pedestrians and bicyclists.

Speed management supports the Safe System Approach element, Safe Speeds, as it is effective at reducing fatal and serious injury crashes. It can be accomplished through engineering, enforcement, and education/outreach efforts. IDOT is revising its speed limit setting policy to adopt many of the findings in the National Cooperative Highway Research Program (NCHRP). It will introduce a matrix based on roadway type and roadway context to establish whether the 85th percentile or 50th percentile speed should be used as the baseline for speed studies.

Recommendations:

Local agencies are not mandated to follow IDOT's speed limit setting policy, but it is encouraged since it is an established procedure and promotes uniformity in establishing speed limits for all roads in Illinois.

+ Adopt and implement IDOT's new speed limit setting policy.
+ Assess and evaluate speed limits on roadways where speeding is a factor and also where there is higher pedestrian and bicyclist activity, especially in areas where there are pedestrian generators (e.g., restaurants, hospitals, shopping areas, convenience stores).
+ Develop a Speed Display policy/guidance document reflecting implementation, enforce County Mass Transit, Public Works Departments, Local Police and/or Health Departments to develop/support safety education and outreach approach. This would be particularly beneficial on roadways where speed limits have been reduced.
+ Supplement reduced speed limits with enforcement and education/outreach efforts.
+ Explore legislation to allow the use of speed safety cameras in the Franklin, Jefferson, and Perry counties.

EXPLORE LEGISLATION FOR MARIJUANA/DRUG USE BLOOD DRAW

The legalization of marijuana has impacts associated with traffic safety that involve enforcement, testing, and training. The Tetrahydrocannabinol (THC) concentration in a driver's system is used to determine the level of impairment. THC levels generally peak and exit the bloodstream in less than a few hours; however, impairment can last up to eight hours. This means a blood test taken after a DUI traffic stop may fail to identify impairment due to marijuana use. While police officers can use mouth swabs that detect whether someone has used marijuana, these swaps do not show the blood level of marijuana.

Motorists suspected of being drug impaired must have a trained professional administer a more-invasive type of test. If someone refuses to do the swab, the police will then need to obtain a search warrant, which is time-consuming. Currently Illinois statute requires law enforcement officers to obtain blood draws/test within 2 hours of an incident to establish intoxication. This can be difficult due to notification and arrival of a law enforcement officer and transfer to a hospital or medical facility for the testing. This often results in delay.

Recommendations:

Establishing a law that allows for trained and certified professionals (e.g., emergency medical technician) to obtain blood would expedite this process. EMTs are often the first responders to a crash scene, initiating the necessary medical treatment to stabilize and transport injured individuals. The investigation of legislation by Franklin, Jefferson, and Perry counties and their communities to facilitate the establishment of law which can ensure better adjudication of impaired driving laws, which will deter risky behavior and ultimately reduce fatal and serious injury crashes.

EXPLORE LEGISLATION FOR INCREASED PENALTIES ASSOCIATED WITH FATAL CRASHES

According to NHTSA, stricter laws are a deterrent to higher risk driving behaviors. Reckless homicide is established by Illinois State statute (720 ILCS 5/9-3(a)) and is defined as the unintentional killing of an individual while operating (lawfully or unlawfully) a motor vehicle with reckless conduct. It includes driving a vehicle on an incline in a roadway (e.g., hill, railroad crossing, bridge) and the vehicle becomes airborne. Typically, for an individual to be charged with reckless homicide (a felony charge) should a fatal crash occur, the motorist would be required to have violated at least three moving law violations (e.g., speeding, distracted driving, and disobeying a traffic control device). The Illinois Vehicle Code does not provide any penalty beyond a traditional traffic citation if recklessness is not involved.

Recommendations:

Establishing a law for negligent driving (e.g., less than three moving law violations) that results in a fatal crash death would fill the gap between reckless homicide and a standard traffic violation. Providing for stricter penalties (e.g., misdemeanor) can be a deterrent against high-risk behaviors (e.g., distracted driving and speeding). The investigation of legislation by Franklin, Jefferson, and Perry counties and their communities to facilitate the establishment of law, ultimately reducing fatal and serious injury crashes.

Safety Strategies

In collaboration with our stakeholders, we evaluated the results of the data analysis, the safety concerns, and priorities of the region, and established the strategies and action items represented in this Vision Zero Action Plan with consideration of the Safe System Approach. Each Safe System element, Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care, acts as the pillar for which implementation occurs. Our Vision Zero Action Plan emphasis areas and focus areas, strategies, and action items align with the Safe System elements, which when implemented with leadership and partnership support and input will achieve the Franklin, Jefferson, and Perry Counties' safety goals. However, in a cost-constrained environment, not all actions will take place simultaneously.

Multiple resources were used to develop the appropriate safety strategies and action items and identified the effectiveness (if available). These include the following:

- FHWA's Proven Safety Countermeasures (See Figure 33)[6]
- NHTSA's "Countermeasures that Work"[7]
- FHWA's Crash Modification Factors Clearinghouse[8]
- Illinois SHSP
- Illinois HSP

The effectiveness of an engineering related action item is measured by a crash modification factor (CMF) from the FHWA Crash Modification Factors Clearinghouse.[8] NHTSA's publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices[7] contains star ratings to measure the effectiveness of behavior-related (education and enforcement) countermeasures that are used most regularly by State Highway Safety Offices.

[6] https://safety.fhwa.dot.gov/provencountermeasures/
[7] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf
[8] http://www.cmfclearinghouse.org/

Behavior Countermeasure Star Ratings

★★★★ or ★★★★★
Effective

★★★
Promising, and Likely To Be Effective

☆☆
Effectiveness Still Undetermined

☆
Limited or No High-Quality Evaluation Evidence

(Source: NHTSA Countermeasures That Work)[5]

What is a crash modification factor (CMF)?

A CMF is an estimate of the change in crashes expected after the implementation of a countermeasure. For example, an intersection is experiencing 100 angle crashes and 500 rear-end crashes per year. If you apply a countermeasure that has a CMF of 0.80 for angle crashes, then you can expect 80 angle crashes per year following the implementation of the countermeasure (100 x 0.80 = 80). If the same countermeasure also has a CMF of 1.10 for rear-end crashes, you will also expect 550 rear-end crashes per year following implementation (500 x 1.10 = 550).

(Source: FHWA CMF Clearinghouse)[6]

Proven Safety Countermeasures

The FHWA has identified a collection of 28 countermeasures and strategies that are effective in reducing roadway fatalities and serious injuries, identified as Proven Safety Countermeasures (PSC). These countermeasures and strategies are recommended to be implemented to work towards safety goals. The PSCs are effective for all road users and all roads with implementations from urban to rural cross sections as well as roads of various volumes. The FHWA has grouped them into focus areas. The focus areas identified by FHWA are Speed Management, Pedestrian/ Bicyclist, Roadway Departure, Intersections, and Crosscutting (strategies that may address multiple focus areas).

SPEED MANAGEMENT

Appropriate Speed Limits for All Road Users

Agencies should set appropriate speed limits for all users, to reduce risks that drivers impose on other road users (especially vulnerable road users) and themselves. Factors to consider are land use context, roadway geometry, roadside conditions, traffic volume, and observed speeds. Strategies to consider are self-enforcing roadway design, traffic calming, and speed safety cameras.

https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users

PEDESTRIAN/BICYCLIST

Bicycle Lanes

A designated portion of the roadway that is either marked or separated for exclusive use of bicyclist. Separation can be achieved by use of lateral offset and buffers (i.e. flexible delineators, curbs) Bicycle Lane design should vary by roadway characteristics and classification.

https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes

Crosswalk Visibility Enhancements

The use of lighting, signage, and enhance striping can improve pedestrian crossing. High visibility crosswalks patterns increase the distance at which they are visible. The use of lighting to illuminate the crosswalk would make drivers more aware of pedestrians. Enhanced signing consists of the use of advanced signs, signs indicating stopping location for drivers, and potentially in street signage (where speed limit is 30mph or less).

https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements

Leading Pedestrian Interval

Leading pedestrian intervals (LPIs) give pedestrians their indication to enter the crosswalk 3 to 7 seconds prior to the corresponding green for vehicles. This gives the pedestrians the opportunity to establish their presence and be more visible to turning vehicles. It is recommended to implement LPIs when turning volumes and pedestrian volumes are expected to be high.

https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval

Medians and Pedestrian Refuge Islands

Medians and pedestrian refuge islands should be considered in areas where traffic volumes exceed 9,000 vehicles per day and travel speed are equal to or exceed 35 mph. The width should be a minimum of 4′ wide and 8′ or wider for comfort.

https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas

Pedestrian Hybrid Beacons

Pedestrian Hybrid Beacons (PHB) are traffic control devices used to help pedestrians cross safely at midblock crossings and uncontrolled intersections. PHBs act as an intermediate option between a flashing beacon and a traffic signal and provides the right-of-way for pedestrians. PHBs are typically used in situations very similar to Medians and Pedestrian refuge islands, where gaps are not sufficient for pedestrians to cross, where speeds exceed 35 mph, multilane approaches, and over 9,000 ADT.

https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons

Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs are two rectangular shaped yellow indications, that have an LED array light source that flashes to warn drivers of crossing pedestrians. RRFBs are typically effective at multilane crossings where speeds are less than 40 mph.

https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb

Road Diets

A road diet is a reconfiguration of the existing lanes to promote better mobility, reduce travel speeds, improve safety, and increase access. It can be a low-cost solution as the reconfiguration can easily achieved during pavement overlay projects. It is recommended on roadways with an ADT of 25,000 or less.

https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration

Walkways

Walkways refer to all pedestrian facilities, and it is recommended to include walkways/pedestrian facilities in all roadway projects, unless there are specific circumstances that dictate that a pedestrian facility would not be feasible. Walkways can include sidewalks, shared-use paths, and roadway shoulders.

https://highways.dot.gov/safety/proven-safety-countermeasures/walkways

ROADWAY DEPARTURE

Enhanced Delineation for Horizontal Curves

Enhanced delineation for horizontal curves can be implemented in advance of or within curves to alert drivers. Advance delineation can include pavement markings, in lane curve warning pavement markings, chevrons signs, retroreflective strips on sign posts, enhanced signage size, fluorescent, retro reflectivity, and dynamic curve warning signs (which can include drive feedback signs).

https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves

Longitudinal Rumble Strips and Stripes

Longitudinal rumble strips are milled or raised elements on the pavement with the intention of alerting drivers through sound and vibration that their vehicle has left their travel lane. They can be used on the shoulder, the edge line, or within the centerline of an undivided roadway. Where noise concerns exist, the rumble strips can be designed using an oscillating sine wave pattern and provide a reduced noise outside of the vehicle. These are often called "mumble strips."

https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads

Roadside Design Improvements at Curves

Roadside Design Improvements at curves is a strategy of treatments that target the higher risk roadside environment that can contribute to roadway departure. Considerations for roadside design can be wider shoulders, an appropriate clear zone, flattening side slopes or installation of barriers.

https://highways.dot.gov/safety/proven-safety-countermeasures/roadside-design-improvements-curves

SafetyEdge

The SafetyEdge takes the edge of pavement and shapes it at approximately 30 degrees from the cross slope during the paving process to eliminate the potential vertical drop off at the edge of the pavement. It has minimal to no impact on cost and has the potential to improve pavement durability. Exposed vertical edges on pavement can cause vehicles to become unstable, the SafetyEdge provides a gentler slope to return to their lane without total loss of control.

https://highways.dot.gov/safety/proven-safety-countermeasures/safetyedgesm

Wider Edge Lines

Wider edge lines are an increase from the typical 4-inch edge line to a 6-inch line to enhance visibility. By increasing visibility, the drivers are more aware of the edge and can provide a safety benefit on both urban and rural facilities. It is relatively low cost and can be implemented during restriping and resurfacing.

https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines

INTERSECTIONS

Corridor Access Management

Access management is the design and control of access (exit and entry) points along a corridor (roadway) that can include intersections with adjacent roads, driveways, and private access points. By implementing access management, you can enhance the safety of the entirety of a corridor for all users, reducing trip delays and congestion. Good practices for access management reduce the density of driveways by either consolidation or relocation.

https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management

Dedicated Turn and Acceleration at Intersections

Dedicated turn and acceleration lanes provide separation between turning movements and through movements, where turn lanes should be designed so that they provide enough deceleration distance through their taper and storage. Turn lanes should be considered at all major roads, and in certain circumstances, dual turning lanes can be provided when volumes for turning movements exceed 300 vehicles per hour. Additionally, opposing left turns can be offset to increase sight distance.

https://highways.dot.gov/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections

Reduced Left Turn Conflict Intersections

Reduced left turn conflict intersections are intersections that modify the layout to reduce the number of conflict points. Examples include the RCUT (Restricted crossing U-turn) and MUT (Median U-Turn). The RCUT is also known as a J-turn, superstreet, or reduced conflict intersection. It eliminates the thru and left movements for the side street, making them turn right and then a U-turn at a designated location. It can be used in both rural and urban areas and is typically less expensive than constructing an interchange. The MUT intersection removes left turns from all legs at the intersection and vehicles pass through the intersection and make their left at a designated U-turn location.

https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections

Roundabouts

Roundabouts are an intersection in a circular configuration that increases both the safety and efficiency of traffic. Approaches are curved and channelized to provide positive guidance upon entry, with entry vehicles yielding to traffic within the roundabout. The number of conflict points are reduced from a traditional intersection which results in a reduction in crash severity. Roundabouts also force a change in the direction of all vehicles which leads to reduced speeds.

https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

System application of multiple low-cost countermeasures at stop-controlled intersections involves implementation of multiple countermeasures, low in cost, that can be applied to many locations to maximize the resources and improvements system wide to meet driver expectations.

Countermeasures can include doubling up and oversizing advanced intersection warning signs, potentially including a supplemental plaque with street names and a flashing beacon, retroreflective sheeting on signposts, or improved pavement markings to delineate edge lines for through lanes, doubled up and oversized stop signs, properly placed stop bars, and sight distance improvements (removal of vegetation, parking and other obstructions)

https://highways.dot.gov/safety/proven-safety-countermeasures/systemic-application-multiple-low-cost-countermeasures-stop

Yellow Change Intervals

The yellow change interval is the length of time that the yellow indication is displayed immediately following a green signal indication, this yellow provides motorists with the guidance that the signal is going to be red and should act accordingly. Appropriately timing the yellow change interval can work to manage driver expectations and reduce red light running. The approach speed, driver perception-reaction, intersection geometry, and deceleration distance are all key factors in timing this change interval.

https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals

CROSSCUTTING

Pavement Friction Management

Pavement friction can be critical to the driver's experience through certain maneuvers and the ability to measure and monitor existing friction can lead to better conditions for drivers by improving locations where friction is not maintained. Friction demand is typically higher on horizontal and vertical curves, interchange ramps, and intersection approaches. The available friction may not meet the demand. Rural and urban roadways require more pavement friction than interstates because of the changing geometrics and required driving manuevers. Locations with history or rear ends, wet related, red light running, and failure to yield crashes, as well on all approaches with crosswalks. Friction enhancement treatments (e.g., resurfacing, surface grooving, high friction surface treatment) can be implemented to extend the life of the friction on the surface.

https://highways.dot.gov/safety/proven-safety-countermeasures/pavement-friction-management

Road Safety Audit

Road Safety Audits (RSA) are performed by a multidisciplinary team. RSAs look at all road users, accounting for human factors and their capabilities, and are documented in a formal report. Potential safety countermeasures are identified to address specific crash types of the specific project. RSAs can be performed at any phase of the project development but should be conducted as early as possible.

https://highways.dot.gov/safety/proven-safety-countermeasures/road-safety-audit

OVERVIEW OF IDENTIFIED STRATEGIES

The Safe System Approach (SSA) is FHWAs proactive framework created to help organize and establish strategies based on key principles and elements to eliminate fatal and serious injuries on roadways with an emphasis on impacting the transportation system. Individual strategies can be developed for each of the five key elements of the SSA; Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post Crash Care.

Safe Road Users should implement strategies that promote and encourage positive behavior in drivers, pedestrians, cyclists, and transit users (all road users). One example strategy would be to provide outreach to the community and users promoting the use of seat belts/helmets.

Safe Vehicles should implement strategies that promote advanced vehicle technology to prevent crashes and reduce the overall severity. This can be achieved through newer technologies which include automatic braking, lane departure warning systems/lane keeping systems, more robust and crashworthy vehicle designs.

Safe Speeds should implement strategies to match speeds with road conditions and design criteria. Strategies that emphasize speeds based on context such as lower speed limits in urban sections where heavy pedestrian volumes are expected to promote multimodal users.

Safe Roads implement strategies to design them in such a way they reduce the risk and severity of crashes while emphasizing protecting the roadway users.

Post Crash Care implements strategies to minimize impacts after a crash and work towards quick and effective emergency response.

CHAPTER EIGHT

Safe System Administration

Provide leadership and oversight of the Vision Zero Action Plan implementation to reduce fatal and serious injury crashes on all roads in the region.

Safe System Administration

A. Administration and Leadership

Provide leadership and oversight of the VZAP implementation to reduce fatal and serious injury crashes on all roads in the region.

1. Promote and ensure collaboration, coordination, and implementation of policies, procedures, and practices.
2. Allocate and direct resources (e.g., funding, capacity building, training, data improvements) to implement the VZSAP.
3. Monitoring performance of the Vision Zero CSAP.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHT-SA Rating	Timeline Short/Mid/Long	Cost
1A. 1	Maintain a Safety Committee that includes multiple-disciplinary perspectives and agencies/organizations within the Greater Egypt region and conduct regular meetings to collaborate on activities. This committee will oversee the implementation and monitoring of this VZSAP and report annually to the public on its progress.	All	Safety Committee	N/A	Short	$
1A.2	Release an annual Vision Zero report to demonstrate progress to safety partners and the public. Report on an established set of performance measures for long term tracking.	All	Safety Committee	N/A	Mid	$$
1A. 3	Establish communications channels to regularly share crash data and road safety metrics with local agencies and other community partners.	All	Safety Committee	N/A	Short	$$
1A. 4	Review and update the priority corridors and intersections every five (5) years.	All	Safety Committee	N/A	Long	$$
1A. 5	Strengthen the capacity and resources for local agencies to implement safety strategies and improvements	All	Safety Committee	N/A	Long	$$
1A. 6	Host annual workshop with municipalities to facilitate coordination of safety priorities, grants and funding, and project implementation.	All	Safety Committee	N/A	Short	$

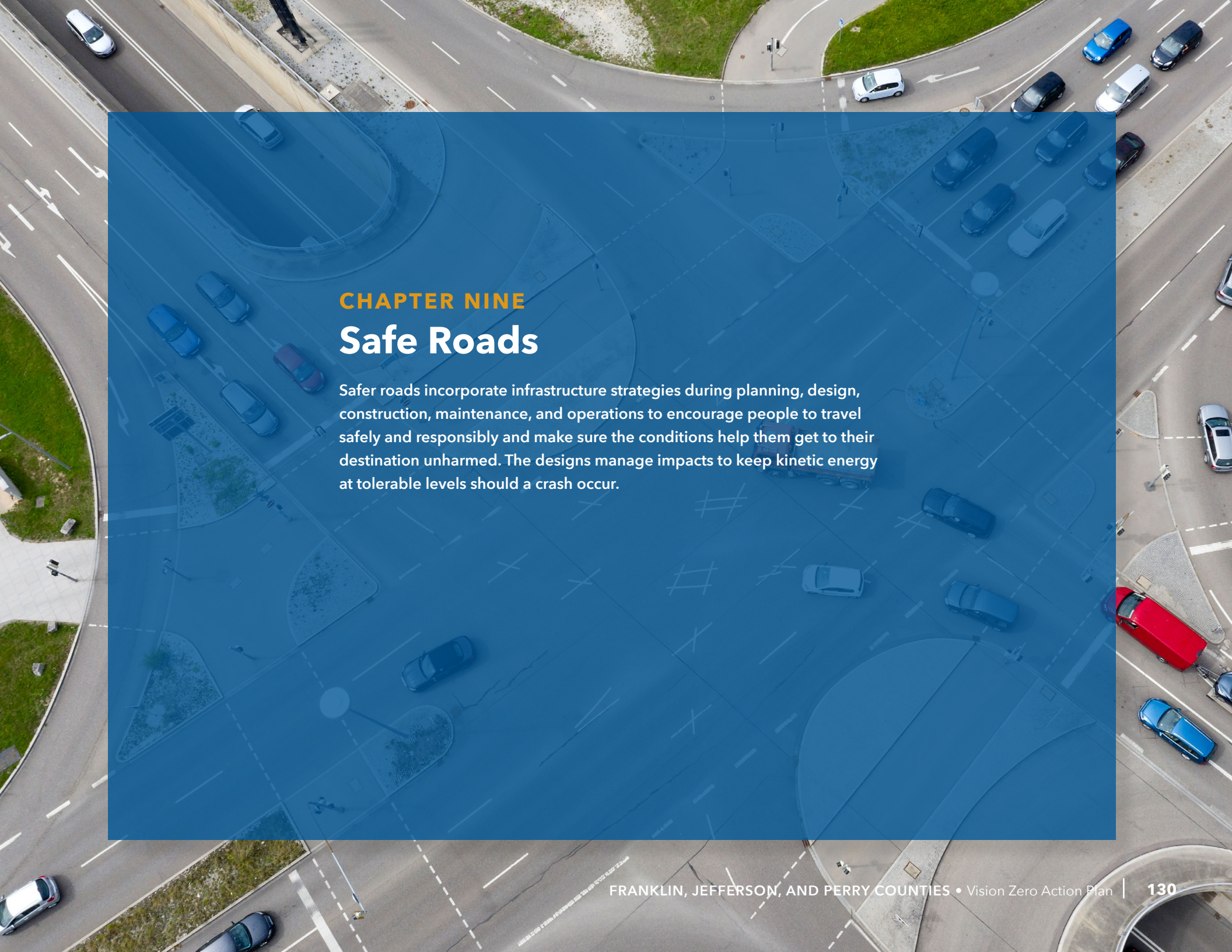
Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHT-SA Rating	Timeline Short/Mid/Long	Cost
1A. 7	Encourage communications channels to regularly share crash data and road safety metrics with municipalities and other community partners.	All	Safety Committee	N/A	Short	$
1A. 8	Include review of traffic crash data, equity data, and traffic safety metrics at Safety Committee meetings.	All	Safety Committee Local Law Enforcement	N/A	Short	$
1A. 9	Encourage training to be provided for law enforcement officials responsible for crash reporting to address attributes required to accurately report crash circumstance, particularly for travelers walking, bicycling, and using micromobility.	All	Safety Committee Local Law Enforcement	N/A	Mid	$
1A.10	Collaborate with partners to increase the Illinois Law Enforcement Training and Standards Board (ILETSB) specialized training activities.	All	Safety Committee Local Law Enforcement	N/A	Short	$
1A.11	Encourage and provide support to municipalities in adopting Complete Streets policies and design guidelines consistent with the Region.	All	Safety Committee	N/A	Mid	$
1A.12	Encourage the creation of an Illinois Safety Circuit Rider Program to support local agency safety efforts through training, technical assistance, and technology transfer.	All	Safety Committee	N/A	Long	$$$
1A.13	Advocate for a local agency representation on IDOT's Illinois SHSP Executive Safety Committee.	All	Safety Committee	N/A	Mid	$

B. Planning and Policies

Develop, support, and implement planning efforts, policies, practices, and legislation to advance safety efforts that will lead to a reduction in fatal and serious injury crashes. Promote and ensure collaboration, coordination, and implementation of policies, procedures, and practices.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/ NHTSA Rating	Timeline Short/Mid/Long	Cost
1.B.1	Integrate Complete Streets principles into county and municipal plans. Encourage and provide support in adopting Complete Streets policies and design guidelines.	All	Safety Committee Local Planning Departments	N/A	Mid	$
1.B.2	Conduct a safety field review at all new fatal crash locations within 48 hours of any new fatal crash.	All	Local Transportation Agencies	N/A	Mid	$
1.B.3	Conduct Road Safety Audits on the High Priority Network.	All	Local Transportation Agencies	N/A	Mid	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/ NHTSA Rating	Timeline Short/Mid/Long	Cost
1.B.4	Work to facilitate coordination of safety priorities, grants and funding, and project implementation with partner agencies within the region.	All	Safety Committee All Safety Partners	N/A	Short	**$**
1.B.5	Explore legislation for streamline reciprocity of licensing of out of state school bus drivers.	All	Safety Committee All Safety Partners Local Elected Officials	N/A	Mid	**$**
1.B.6	Explore legislation to add obstruction charges for DUI test refusals when a search warrant is obtained.	All	Safety Committee Law Enforcement Local Elected Officials Post Crash Care Safety Partners	N/A	Mid	**$$**



CHAPTER NINE

Safe Roads

Safer roads incorporate infrastructure strategies during planning, design, construction, maintenance, and operations to encourage people to travel safely and responsibly and make sure the conditions help them get to their destination unharmed. The designs manage impacts to keep kinetic energy at tolerable levels should a crash occur.

Safe Roads

2A. Intersections

Mitigate intersection related critical conflicts and crashes by:

1. Improving driver awareness and visibility at intersections
2. Minimizing and modifying conflict points
3. Reducing vehicle speeds
4. Providing space and protection for pedestrians

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.1	Coordinate with IDOT to ensure investments at priority intersections and corridors under state jurisdiction.	Intersection Related Older Driver Younger Driver Motorcycles	Safety Committee IDOT Greater Egypt County Municipality	N/A	Mid	$$$
2.A.2	Consider adopting a Complete Streets Policy and incorporate Complete Streets principles into county design guidelines.	Speeding/ Aggressive Behavior Intersection Related Pedestrians/ Bicyclists	Greater Egypt County Municipality	N/A	Mid	$
2.A.3	Use prioritization approach to identify priority intersections or corridors with greatest opportunity for safety improvements and dedicate existing or future funding to these projects first.	All	Greater Egypt County Municipality IDOT	N/A	Short	$$$
2.A.4	Provide and promote videos and other information on new intersection designs (roundabouts, R-Cuts, J-turns, Diverging Diamond Interchange, and features) to educate the public on these innovative designs.	Intersection Related	Greater Egypt County Municipality IDOT	N/A	Short	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.5	Coordinate with transportation agencies to Install emergency preemption devices at intersection locations as appropriate.	Intersections	Local Transportation Agencies IDOT Law Enforcement Emergency Response Agencies/Organizations	N/A	Long	**$$$**
2.A.6	Provide training for transit drivers of new intersection designs and features.	Intersections	Transit Agency Local Transportation Agencies IDOT	N/A	Mid	**$$**
2.A.7	Improve visibility of intersections by providing enhanced signing (e.g., advance warning signs with name plaques, advisory speed limit as appropriate, doubled up STOP sign) and delineation	Intersection Related Older Driver Younger Driver Motorcycles	Local Transportation Agencies IDOT	CMF ID: 8922, 4792, 8867, 8870 4 star	Short	**$**
2.A.8	Assess intersections to ensure signage and pavement markings are in place to provide proper guidance to motorists	Intersection Related	Local Transportation Agencies IDOT	N/A	Short	**$**
2.A.9	Verify sight triangles and eliminate obstructions	Intersection Related, Pedestrians /Bicyclists	Local Transportation Agencies IDOT	0.53 (CMF ID: 307) 3 star	Short	**$**
2.A.10	Install/add one signal head per lane	Intersection Related	Local Transportation Agencies IDOT	CMF ID: 1485	Short	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.11	Upgrade and modernize traffic signals	Intersection Related	Local Transportation Agencies IDOT	CMF ID: 3941, 3943 3 star	Short	**$$**
2.A.13	Construct positive offset left-turn lanes at intersections to improve sight lines of vehicles turning left and opposing through vehicles.	Intersection Related Older Driver Younger Driver Motorcycles	Local Transportation Agencies IDOT	N/A	Medium	**$$$**
2.A.14	Construct offset right-turn lanes at intersections with moderate a high frequency of crashes between vehicles on the minor road that are turning left, turning right, or proceeding straight through, and vehicles on the major road.	Intersection Related Older Driver Younger Driver Motorcycles	Local Transportation Agencies IDOT	CMF ID: 285, 289 4 star	Medium	**$$$**
2.A.15	Realign intersection approaches to reduce or eliminate intersection skew	Intersection Related Older Driver Younger Driver Motorcycles	Local Transportation Agencies IDOT	CMF ID: 11273 4 star	Long	**$$$**
2.A.16	Consider a Roundabout or mini traffic circles that designs for existing motor vehicle traffic volumes and if needed may preserve right-of-way for planning year design volumes.	Intersection Related Older Driver Younger Driver Motorcycles	Local Transportation Agencies IDOT	N/A	Medium	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.17	Consider roundabouts at priority intersections.	Intersection Related Speeding/Aggressive Behavior Young Driver Older Driver	Local Transportation Agencies IDOT	0.18	Long	**$$$**
2.A.18	Consider intersection conflict warning systems at unsignalized intersections where appropriate.	Intersection Related Older Driver Younger Driver Motorcycles	Local Transportation Agencies IDOT	CMF ID: 8474 5 star	Short	**$**
2.A.19	Optimize clearance intervals at signalized intersections	Intersection Related	Local Transportation Agencies IDOT	CMF ID: 4221 4 star	Short	**$**
2.A.20	Coordinate closely spaced signals near at-grade railroad crossings	Intersection Related	Local Transportation Agencies IDOT	CMF ID: 7922 4 star	Long	**$$**
2.A.21	Revise geometry of complex intersections	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	CMF ID: 211, 226 3 star	Long	**$$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.22	Reduce midblock turning conflicts through access management.	Intersection Related	Local Transportation Agencies IDOT	CMF ID: 179 Star 3	Mid	**$$$**
2.A.23	Provide all-red clearance intervals at intersections	Older Driver, Intersection Related, Speeding/Aggressive Behavior	Local Transportation Agencies IDOT	0.6-0.8 CRF ID: 4029, 4030 1 star	Short	**$**
2.A.24	Improve right turn channelization at signalized intersections	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	CMF ID: 8428 4 Start	Medium	**$$**
2.A.25	Provide protected left signal phases at high speed intersections	Older Driver, Intersection Related	Local Transportation Agencies IDOT	0.69 CMF ID: 10233 3 star	Short	**$**
2.A.26	Convert from a green ball to a flashing yellow arrow at locations where protected left signal phases are not warranted.	Older Driver Younger Driver Motorcycles Intersection Related Speeding/Aggressive Behavior	Local Transportation Agencies IDOT	CMF ID: 7684 3 star	Short	**$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.27	Evaluate and post reasonable, safe and consistent speed limits in advance of intersection approaches	Intersection Related	Local Transportation Agencies IDOT	N/A	Short	**$$**
2.A.28	Employ traffic calming measures (e.g. curb bump-outs, road diets)	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	0.53-0.81 4 star	Short	**$**
2.A.29	Employ signal coordination at signalized intersections	Intersection Related	Local Transportation Agencies IDOT	CMF ID: 10559 4 star	Medium	**$$**
2.A.30	Increase presence of law enforcement in areas with known speeding issues	Intersection Related	Local Transportation Agencies IDOT	CMF ID: 6885 4 star	Short	**$$**
2.A.31	Provide adequate street lighting for all road users beginning with locations on the High Priority Network and following the phasing tiers. Use a context sensitive approach to ensure adequate illumination of both streets and sidewalks.	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	CMF ID: 436 3 star	Mid	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.32	Install Leading Pedestrian Intervals and No Right Turn on Red restrictions on the Priority Network following the phasing in the infrastructure prioritization recommendations.	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	CMF ID: 9918 5 star	Short	**$**
2.A.33	Replace transverse crosswalk markings with high visibility markings	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	CMF ID: 4124 2 star	Short	**$**
2.A.34	Enhance Pedestrian Signing (e.g. turning vehicles yield to Peds, Pedestrian Crossing Signs) at unsignalized intersections	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	CMF ID: 9017 3 star	Short	**$**
2.A.35	Install median or pedestrian refuge islands to allow pedestrians to safely cross one direction of traffic at a time.	Intersection Related, Pedestrians/Bicyclists	Local Transportation Agencies IDOT	CMF ID: 175 3 star	Long	**$$**

2B. Roadway Departure

Mitigating roadway departure crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Keep vehicles on the roadway and in their appropriate lane.
2. Provide for a safe recovery should vehicles leave the lane or the roadway.
3. Reduce the crash severity.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.B.1	Conduct safety audits where roadway departure crashes are most common to understand and identify most effective safety improvements.	Roadway Departure Young Driver Impaired Driver	Local Transportation Agencies IDOT Law Enforcement	N/A	Medium	$$
2.B.2	Install, enhance, or maintain center line and edge line pavement markings to provide enhanced visibility of the travel lane, especially through curves.	Roadway Departure	Local Transportation Agencies IDOT	CMF ID: 9812 5 star	Short	$
2.B.3	Install 6" wide edge lines to provide enhance delineation of the travel lane, especially for horizontal curves, particularly in rural areas.	Roadway Departure Impaired Driver	Local Transportation Agencies IDOT	0.66-0.89 (widened edge lines); 0.78-0.94 (enhanced delineation) CMF ID: 4737 4 star	Medium	$$
2.B.4	Provide positive guidance and curve delineation using advance curve warning signs, chevrons, reflective strips on signposts, and pavement markings.	Roadway Departure Impaired Driver	Local Transportation Agencies IDOT	0.65-0.85 5 star	Medium	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/ Long	Cost
2.B.5	Provide positive guidance and curve delineation using delineators where right of way may be limited.	Roadway Departure Impaired Driver	Local Transportation Agencies IDOT	CMF ID: 4729 2 star	Short	**$**
2.B.6	Monitor and enhance pavement friction with high friction surface treatment or other friction enhancement surface treatments, especially in curves where friction demand is greatest.	Roadway Departure Young Driver Impaired Driver	Local Transportation Agencies IDOT	CMF ID: 10333, 10342 5 star	Medium	**$$**
2.B.7	Install shoulder rumble strips on two lane roads as part of resurfacing schedule.	Roadway Departure Young Driver Impaired Driver Distracted Driving	Local Transportation Agencies IDOT	0.49-0.87 CMF ID: 3425, 3648 3 star	Medium	**$$**
2.B.8	Install center line rumble strips	Roadway Departure Young Driver Impaired Driver Distracted Driving	Local Transportation Agencies IDOT	CMF ID: 3356, 3358 4 star	Medium	**$$**
2.B.9	Widen and/or pave shoulders where feasible to provide a recovery area for drivers and safe riding area for bicyclists.	Roadway Departure Bicyclists	Local Transportation Agencies IDOT	CMF ID: 6702, 4075 3 star	Medium	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.B.10	Improve and maintain clear zones, especially at curves, by providing for a safe recovery should vehicles leave the lane of travel or roadway through the use of culvert extensions, traversable slopes, and obstruction-free clear zone (e.g., tree/ vegetation, utility poles, mail boxes, advertising/ business signs).	Roadway Departure Young Driver Older Drivers Impaired Driver	Local Transportation Agencies IDOT	0.56-0.92 3 star	Medium	**$$**
2.B.11	Install SafetyEdge when resurfacing to address edge drop-offs and give drivers the opportunity to return to the travel lane and maintain control of the vehicle.	Roadway Departure Young Driver Older Drivers Impaired Driver	Local Transportation Agencies IDOT	CMF ID: 9211 5 star	Medium	**$**
2.B.12	Establish an inventory of guardrail and other road side device (e.g., guardrail/end treatments, sign posts, mail boxes, light poles).	Roadway Departure	Local Transportation Agencies IDOT	N/A	Short	**$$**
2.B.13	Reduce crash severity by upgrading or installing crash worthy roadside devices (e.g., guardrail/end treatments, sign posts, mail boxes, light poles).	Roadway Departure	Local Transportation Agencies IDOT	CMF ID: 10308 3 star	Medium	**$$**

2C: Innovative Technology

Utilize innovative technology to improve traffic safety.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.C.1	Integrate route diversions and live traffic updates into Google Maps/Waze.	All	County Highway Department	N/A	Short	$
2.C.2	Pilot 'smart' technologies for pedestrian crossing systems, including passive detection or adaptive phases based on presence/demand.	Pedestrians/ Bicyclists	County Highway Department IDOT	N/A	Medium	$$
2.C.3	Identify opportunities for use of Intelligent Transportation System (ITS), such as emergency vehicle preemption.	All	Local EMS, County Highway Department	N/A	Medium	$

CHAPTER TEN

Safe Road Users

Encourage people to travel safely and responsibly and make sure conditions help them get to their destination unharmed. This represents all users of all modes of travel. Their capabilities are influenced by factors such as age, level of impairment, and other behaviors. System owners and other stakeholders can use strategies such as signing, enforcement, and education campaigns to address these limitations and encourage behavior change.

Safe Road Users

3A. Young Drivers

Prepare Young Drivers for driving and making safe driving decisions.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHT-SA Rating	Timeline Short/Mid/Long	Cost
3.A.1	Assess priority corridors and intersections near schools and places where there are increased younger driver activity to identify potential safety improvements	Young Driver Intersections Roadway Departure Speeding Impaired Driving	Local Transportation Agencies School Districts	N/A	Medium	$$
3.A.2	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on various focus areas https://www.itsnotagameillinois.com/	Speeding/Aggressive Driving	Local Transportation Agencies School Districts	Unknown	Short	$
3.A.3	Partner with drivers' education providers to include curriculum on sharing the road with people walking, biking, and using transit, as well as other safe driving practices. Report annually to the Safety Committee on number of participants and partners and percent of programs covered.	Young Driver Intersections Roadway Departure Speeding Pedestrians/Bicyclists	Local Transportation Agencies School Districts	N/A	Short	$
3.A.4	Educate younger drivers and their parents on Illinois' Graduating Drivers Licensing (GDL) and Zero Tolerance Laws	Young Driver Intersections Roadway Departure Speeding Impaired Driving	Local Transportation Agencies School Districts	Unknown	Short	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.A.5	Work with school officials and staff to develop a program to assist parents and guardians of young drivers in discussing safe driving practices with their children.	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Safe Routes to Schools Coordinators	N/A	Medium	**$**
3.A.6	Promote the Parent Teen Driving Guide in high schools and drivers education programs	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts	N/A	Short	**$**
3.A.7	Safety Education Officers (SEO) regularly go into schools and community organization events to educate young drivers, teachers and others about safe driving behaviors including increased safety belt use, speed awareness, reduced teenage alcohol use/offenses, and distracted driving	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts Local Law Enforcement	N/A	Short	**$**
3.A.8	Partner with surrounding schools, local agencies, and other partners (e.g., State Farm, universities/ colleges, private companies) to expand the "Traffic Safety Days" program to the region. Include high school and college age drivers. 1. Equipment - simulators (rollover, distracted driving, rural/urban, weather conditions), seat belt convincer, impaired driving golf carts 2. Training 3. Facilities 4. Transportation	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts Safety Committee	2 stars	Medium	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.A.9	Develop a program to provide real life experience training to young drivers (teens and college age)	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts Colleges/ Universities Local Law Enforcement	N/A	Short	**$$**
3.A.10	Partner with law enforcement, high schools, universities/colleges, and other entities to implement "Cops In Shops" or similar programs to support investigators trained in the Straight ID to prevent the sale of alcohol to minors.	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts Colleges/ Universities Local Law Enforcement	N/A	Short	**$**
3.A.11	Implement strategies to reduce roadway departure incidents associated with younger drivers.	Young Driver Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts Colleges/ Universities Local Law Enforcement	N/A	Medium	**$$**
3.A.12	Implement strategies to reduce intersection related crashes associated with younger drivers.	Young Driver Intersections	Local Transportation Agencies School Districts Colleges/ Universities Local Law Enforcement	N/A	Medium	**$$**

3B. Older Drivers

Reduce the frequency and severity of crashes involving older drivers, considering capabilities, limitations, and access to essential services.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.B.1	Assess priority corridors and intersections near hospitals, senior centers and places where there are increased older driver and pedestrian activity expected to identify potential safety improvements	Older Driver Intersections Roadway Departure	Local Transportation Agencies	N/A	Medium	**$$**
3.B.2	Develop and/or promote videos, public relations materials, and other informational material through social media, websites, and public outreach that describe new street design elements or safety strategies and the benefits of them.	Older Driver Intersections Roadway Departure	Local Transportation Agencies Safety Committee	Unknown	Medium	**$**
3.B.3	Support and promote driving courses for older drivers	Older Driver Intersections Roadway Departure	Local Transportation Agencies Safety Committee	0.81-0.98	Medium	**$$**
3.B.4	Increase size and letter height of roadway signs	Older Driver	Local Transportation Agencies	N/A	Short	**$$**
3.B.5	Assess transit availability and older driver needs	Older Driver	Local Transportation Agencies Mass Transit Companies	N/A	Short	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.B.6	Implement strategies to improve intersection safety and address older drivers	Older Driver Intersections	Local Transportation Agencies	N/A	Medium	**$$$**
3.B.7	Implement strategies to address roadway departure and older drivers	Older Driver Roadway Departure	Local Transportation Agencies	N/A	Medium	**$$$**

3C. Motorcycle Riders:

Strengthen awareness and education of motorcycle riders and their interaction among other road users, improve visibility of motorcyclists, consider motorcyclists in the design and operations of roadways, and enforce applicable laws.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.C.1	Strengthen awareness and education of motorcycle riders and their interaction among other road users, improve visibility of motorcyclists, consider motorcyclists in the design and operations of roadways, and enforce applicable laws	Motorcycles Roadway Departure Intersections	Local Transportation Agencies	Unknown	Short	$
3.C.2	Maintain the roadway to minimize surface irregularities and discontinuities	Motorcycles Roadway Departure	Local Transportation Agencies Department of Public Works	N/A	Short	$
3.C.3	Reduce roadway debris -- such as gravel, shorn treads, snow and ice control treatments (sand/salt).	Motorcycles Roadway Departure	Local Transportation Agencies Department of Public Works	Unknown	Short	$
3.C.4	Maintain roadway surfaces in work zones to facilitate safe passage of motorcycles	Motorcycles Roadway Departure	Local Transportation Agencies Department of Public Works Contractors	N/A	Short	$
3.C.5	Adopt and implement a policy that mitigates edge drop offs between travel lanes and at shoulders to accommodate motorcycles	Motorcycles Roadway Departure	Local Transportation Agencies	N/A	Short	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.C.6	Provide advance warning signs to alert motorcyclists of reduced traction and irregular roadway surfaces	Motorcycles Roadway Departure	Local Transportation Agencies	N/A	Medium	**$$$**
3.C.7	Provide full paved shoulders to accommodate roadside motorcycle recovery and breakdowns	Motorcycles Roadway Departure	Local Transportation Agencies	N/A	Medium	**$$$**
3.C.8	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on speeding awareness https://www.itsnotagameillinois.com/	Speeding/ Aggressive Driving	Local Transportation Agencies Safety Committee	Unknown	Short	**$**
3.C.9	Promote free Southern Illinois University (SIU) Motorcycle Rider Program and Courses (Basic Rider Course, Basic Rider 2, and Advanced Rider Course). Non-motorcyclists can benefit from these courses by learning on a first-hand basis what a motorcyclist experiences and the necessity for developing respect for all vehicles on the highway. https://mrp.siu.edu/	Motorcycles Roadway Departure Intersections Impaired Driving Speeding/ Aggressive Driving Older Drivers	SIU Local Transportation Agencies	N/A	Short	**$**
3.C.10	Promote free SIU Motorcycle Rider Program: 3-Wheeled Basic Rider Course (3WBRC) (Successful completion of this meets the requirements for a license waiver with a three wheeled restriction in Illinois. (J11 Restriction)) https://mrp.siu.edu/	Motorcycles Roadway Departure Intersections Impaired Driving Speeding/ Aggressive Driving Older Drivers	SIU Local Transportation Agencies	N/A	Short	**$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.C.11	Encourage and promote the use of motorcycle personal protective equipment through communication and outreach activities	Motorcycles Roadway Departure Intersections Impaired Driving Speeding/ Aggressive Driving Older Drivers	Local Transportation Agencies Safety Committee	N/A	Short	**$**
3.C.12	Partner with local motorcycle rider groups to identify opportunities to collaborate and implement strategies that will increase safety of motorcyclists	Motorcycles Roadway Departure Intersections Impaired Driving Speeding/ Aggressive Driving Older Drivers	Local Transportation Agencies Safety Committee	N/A	Short	**$**
3.C.13	Implement detection, enforcement, and sanction strategies to decrease impaired motorcyclists	Motorcycles Roadway Departure Intersections Impaired Driving Speeding/ Aggressive Driving Older Drivers	Local Transportation Agencies Safety Committee Local Law Enforcement	N/A	Medium	**$$**
3.C.14	Promote the Illinois Office of the Secretary of State's "Illinois Motorcycle Operator Manual" and practice exams to learn how to safely and skillfully operate a motorcycle. https://dmv-permit-test.com/illinois/motorcycle-handbook	Motorcycles Roadway Departure Intersections Impaired Driving Speeding/ Aggressive Driving Older Drivers	Local Transportation Agencies Safety Committee	N/A	Short	**$**

3D. Unrestrained Occupants:

Increase awareness of the importance of using safety belts, how to use them properly, and how to protect children using appropriate child passenger protection devices.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.D.1	Partner with IDOT and ISP to conduct an observational survey of seat belt use in the region to identify areas of focus and need.	Unrestrained Occupants	Local Law Enforcement ISP IDOT Local Transportation Agencies	N/A	Mid	**$$**
3.D.2	Promote IDOT's statewide campaign "It's Not a Game" https://www.itsnotagameillinois.com/ *which provides interactive information on occupant safety*	Unrestrained Occupants Young Drivers	Local Transportation Agencies Safety Committee	Unknown	Short	**$**
3.D.3	Promote the "Buckle Up Illinois" and national "Click It or Ticket" campaign on agency and partner websites, social media, and at events.	Unrestrained Occupants	Local Transportation Agencies Safety Committee	5 stars	Short	**$$**
3.D.4	Promote the distribution of public information and education materials at schools, medical facilities, and school/public events (e.g., State and County fair, Teen Safety Fairs, seasonal/sports events) that communicate the importance of proper use of safety belts and child safety restraints.	Unrestrained Occupants Young Drivers	Local Transportation Agencies Safety Committee Health Care Service Providers School Districts	N/A	Short	**$**
3.D.5	Support training and establish certified CPS inspectors in schools, agencies, and other organizations; provide and disseminate CPS inspector continuing education unit opportunities in the region.https://cert.safekids.org/	Unrestrained Occupants Young Drivers	Local Transportation Agencies Safety Committee School Districts Local Law Enforcement	3 stars	Short	**$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.D.6	Identify and promote (and expand) Child Restraint System Inspection Stations in the region through social media, websites, public events, and other activities. 1. Carbondale - SIU Head Start 2. Carbondale Police Department 3. Benton - Franklin County Emergency Management 4. Pinckneyville Elementary School	Unrestrained Occupants	Local Transportation Agencies Safety Committee Local Law Enforcement	3 stars	Short	**$$**
3.D.7	Promote and participate in the Office of the Secretary of State's statewide program "Keep Kids in Safe Seats" for safety seat inspections and presentation, and purchase car seats to distribute at events.	Unrestrained Occupants	Local Transportation Agencies Safety Committee School Districts Local Law Enforcement	N/A	Short	**$$**
3.D.8	Partner with CPS Resource Center, car dealerships, and other organizations to provide/assist and install the proper child safety restraints for vehicles.	Unrestrained Occupants	Local Transportation Agencies Safety Committee Local Law Enforcement	N/A	Short	**$$**
3.D.9	Promote and participate in the Child Passenger Safety (CPS) Week and Saturday events.	Unrestrained Occupants	Local Transportation Agencies Safety Committee Local Law Enforcement	N/A	Short	**$$**
3.D.10	Utilize the Seat Belt Convincer/Sled at school and public events to demonstrate how the seat belt engages and holds occupants in place during a rollover crash.	Unrestrained Occupants Young Drivers	Local Transportation Agencies Local Law Enforcement ISP	N/A	Short	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.D.11	Conduct high visibility enforcement (HVE) to enforce Illinois safety belt laws, partner with surrounding law enforcement agencies to maximize visibility and resources; utilize the Sustained Traffic Enforcement Program (STEP).	Unrestrained Occupants	Local Transportation Agencies Local Law Enforcement ISP	N/A	Short	**$$**
3.D.12	Promote the Saved by the Belt award to increase public awareness of the benefits or use of seat belts. Identify and nominate individuals whose lives are saved, or injuries significantly reduced because they were properly wearing a seat belt. https://idot.illinois.gov/transportation-system/transportation-safety/roadway-safety/education/traffic-safety-campaigns/buckle-up-illinois/seat-belts.html	Unrestrained Occupants	Local Transportation Agencies Local Law Enforcement ISP	N/A	Short	**$$**

3E. Impaired Driving:

Reduce excessive and underage drinking, improve public information, strengthen enforcement, prosecution and imposing sanctions associated with impaired driving.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.E.1	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on impaired driving. https://www.itsnotagameillinois.com/	Impaired Driver Young Drivers	Local Transportation Agencies Local Law Enforcement ISP	N/A	Short	$
3.E.2	Conduct education and outreach on the effects of drug use and impairment and Illinois' DUI laws.	Impaired Driver Young Drivers Older Drivers	Local Transportation Agencies Local Law Enforcement ISP School Districts	N/A	Short	$$
3.E.3	Promote safe ride alternative transportation to reduce impaired driving.	Impaired Driving	Local Transportation Agencies Local Law Enforcement ISP	3 stars	Short	$
3.E.4	Perform high-visibility enforcement (HVE) of impaired driving laws, particularly during the holiday periods.	Impaired Driving Speeding Unrestrained Occupants	Local Transportation Agencies Local Law Enforcement ISP	4 stars	Short	$$
3.E.5	Partner with various law enforcement and establish multi-agency teams to maximize resources and present a HVE presence.	Impaired Driving Speeding Unrestrained Occupants	Local Transportation Agencies Local Law Enforcement ISP	5 stars	Short	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.E.6	Collaborate with communities to implement multimedia traffic safety campaigns focused on impaired driving, distracted driving, and pedestrian/bicyclist safety.	Speeding/ Aggressive Behavior, Impaired Driver, Young Driver, Older Driver, Pedestrians/ Bicyclists	Local Transportation Agencies Local Law Enforcement Safety Committee	Unknown	Short	$
3.E.7	Partner with law enforcement, high schools, universities/colleges, and other entities to implement "Cops In Shops" or similar programs to support investigators trained in the Straight ID to prevent the sale of alcohol to minors.	Impaired Driving Younger Drivers	Local Law Enforcement ISP Colleges/Universities School Districts	N/A	Short	$$
3.E.8	Support and provide resources for Drug Recognition Experts (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and phlebotomy training for law enforcement officers.	Impaired Driving	Local Law Enforcement ISP	N/A	Mid	$$
3.E.9	Support and promote Illinois' teen "Zero Tolerance" law to discourage underage drinking.	Impaired Driving Younger Drivers	Local Law Enforcement ISP School Districts	N/A	Short	$$
3.E.10	Partner with MADD, AAIM, and other organizations to monitor DUI courts and adjudication.	Impaired Driving	Local Transportation Agencies Local Law Enforcement ISP	N/A	Short	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.E.11	Acquire the necessary breath test and oral fluid test devices.	Impaired Driving	Local Law Enforcement ISP	N/A	Short	**$**
3.E.12	Establish a DUI Court program.	Impaired Driving	Local Law Enforcement ISP	N/A	Short	**$$**
3.E.13	Utilize Traffic Safety Resource Prosecutor (TSRP).	Impaired Driving	Local Law Enforcement ISP	N/A	Short	**$$**
3.E.14	Partner with law enforcement, judicial, and insurance companies to encourage vehicle interlock for DUI offenders.	Impaired Driving	Local Law Enforcement ISP Local Court System Insurance Companies	N/A	Short	**$**

3F. Pedestrian and Bicyclists:

Improve pedestrian and bicyclist safety by:

1. Improve the visibility and awareness of pedestrians and bicyclists
2. Reduce pedestrian and pedalcyclist exposure to vehicles, and
3. Reduce vehicle speeds where interaction between vehicles and pedestrians/bicyclists

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.F.1	Develop campaigns for bike and pedestrian safety coinciding with students returning to schools and university/college campus.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	N/A	Short	$
3.F.2	Develop a Transportation Plan for schools, colleges/universities, and large employers, prioritizing the safety of pedestrians, bicyclists, and transit users.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	N/A	Mid	$
3.F.3	Implement a complete streets network.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	N/A	Mid	$$
3.F.4	Include bicycle, pedestrian, and disabled road users considerations into the scoping and planning of resurfacing, maintenance, and new development projects.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	N/A	Short	$
3.F.5	Incorporate safety improvements and bicycle/ pedestrian infrastructure into existing repaving and maintenance schedules.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	CMF ID: 10738, 10742 4 star	Mid	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.F.6	Continue to expand the multi-use path/trail network, emphasizing connections between existing trails and to key destinations, such as parks and schools.	Pedestrians/ Bicyclists	Local Transportation Agencies	N/A	Long	**$$$**
3.F.7	Install bike route signage and wayfinding tools to ensure easy and accessible navigation for active transportation users.	Pedestrians/ Bicyclists	Local Transportation Agencies	N/A	Mid	**$**
3.F.8	Provide safe, multi-modal access across all railroad crossings in the County.	Pedestrians/ Bicyclists	Local Transportation Agencies	N/A	Long	**$$**
3.F.9	Partner with transit authorities to increase the frequency and reliability of transit service provided to residents, in particular senior citizens and persons with disabilities, and improve first and last mile connections. Work with shared mobility device companies to identify key bikeshare and other micromobility stations.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	N/A	Long	**$$**
3.F.10	Assess and modify transit schedules and stop locations to provide for decreased exposure of users with traffic.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	N/A	Mid	**$$**
3.F.11	Advocate for, identify, pursue, and allocate funding to build complete and accessible pedestrian and bicycle facilities along the High Priority Network.	Pedestrians/ Bicyclists	Local Transportation Agencies	N/A	Mid	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.F.12	Pilot 'smart' technologies for pedestrian crossing systems, including passive detection or adaptive phases based on presence/demand.	Pedestrians/ Bicyclists Intersections	Local Transportation Agencies	N/A	Mid	**$$**
3.F.13	Review and update land use policies and development standards to prioritize the safety of all road users (e.g. block size, crosswalk spacing, access management).	Pedestrians/ Bicyclists	Local Transportation Agencies	N/A	Short	**$$**
3.F.14	Install pedestrian hybrid beacon (PHB), as appropriate, to help pedestrians safely cross higher-speed streets and roads at midblock crossings and uncontrolled intersections.	Pedestrians/ Bicyclists	Local Transportation Agencies	CMF ID: 9020, 2911 3 star	Short	**$**
3.F.15	Install median refuge island, as appropriate, to help pedestrian safely cross higher-speed streets and roads at midblock crossing and uncontrolled intersections.	Pedestrians/ Bicyclists	Local Transportation Agencies	CMF ID: 175, 9024 3 star	Mid	**$$**

3G. Distracted Driving: Programs and efforts to reduce distracted driving.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.G.1	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on distracted driving. https://www.itsnotagameillinois.com/	Young Drivers Distracted Driving	Local Transportation Agencies IDOT	N/A	Short	$
3.G.2	Conduct distracted driving enforcement during four-hour block morning and evening rush hours, school zones, work zones.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Short	$$
3.G.3	Conduct education and outreach on the effects of distracted driving.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Short	$

3H. Alternative Road Users:

Increase awareness, education/outreach, and rules of the road for other modes of transportation (e.g. horse and buggy, recreational vehicles).

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.H.1	Facilitate increased awareness by drivers of motorized vehicles of horse and buggies and their operation on roadways.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$
3.H.2	Facilitate increased awareness by the horse and buggy's operators of motorized vehicles and rules of operation on roadways.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$
3.H.3	Investigate installing horse and buggy signage and/or pull offs where appropriate.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$
3.H.4	Facilitate education/outreach of laws for use of recreational (e.g. ATVs and UTVs) vehicle operators.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$
3.H.5	Facilitate training of recreational (e.g. ATVs and UTVs) vehicle operators.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$

3I. Heavy Vehicles: Reduce heavy vehicle crashes.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.I.1	Increase efficiency of use of existing parking spaces	Impaired Road Users	Local Transportation Agencies IDOT	N/A	Short	$
3.I.2	Modify speed limits to reduce truck and other vehicle speeds	Speeding/ Aggressive Behavior, Roadway Departure	Local Transportation Agencies IDOT	CMF ID = 2929 / Three Star	Short	$$
3.I.3	Identify and treat truck crash roadway segments--signing	Roadway Departure	Local Transportation Agencies IDOT	CMF ID = 10130 / Three Star	Mid	$
3.I.4	Install rumble strips into new and existing roadways	Roadway Departure, Distracted Driving	Local Transportation Agencies IDOT	CMF ID=3566 / Five Star	Mid	$$
3.I.5	Increase and strengthen truck maintenance program and inspection performance	Roadway Departure	Local Transportation Agencies IDOT	N/A	Mid	$$

CHAPTER ELEVEN

Safe Speeds

Promote safer driving speeds with smart road design, proper speed limits, education, and enforcement. As speeds increase, the risk of death and serious injury dramatically increase. This is especially true for pedestrians where the risk of death doubles for a pedestrian when speeds increase from 32 mph to 42 mph, and triples at 50 mph. Safe speeds increase the likelihood of an individual surviving a crash. Appropriate speed limits and signing, as well as radar speed feedback signs, help reduce the speed of users. These can be reinforced with enforcement and education campaigns

SAFE SPEEDS

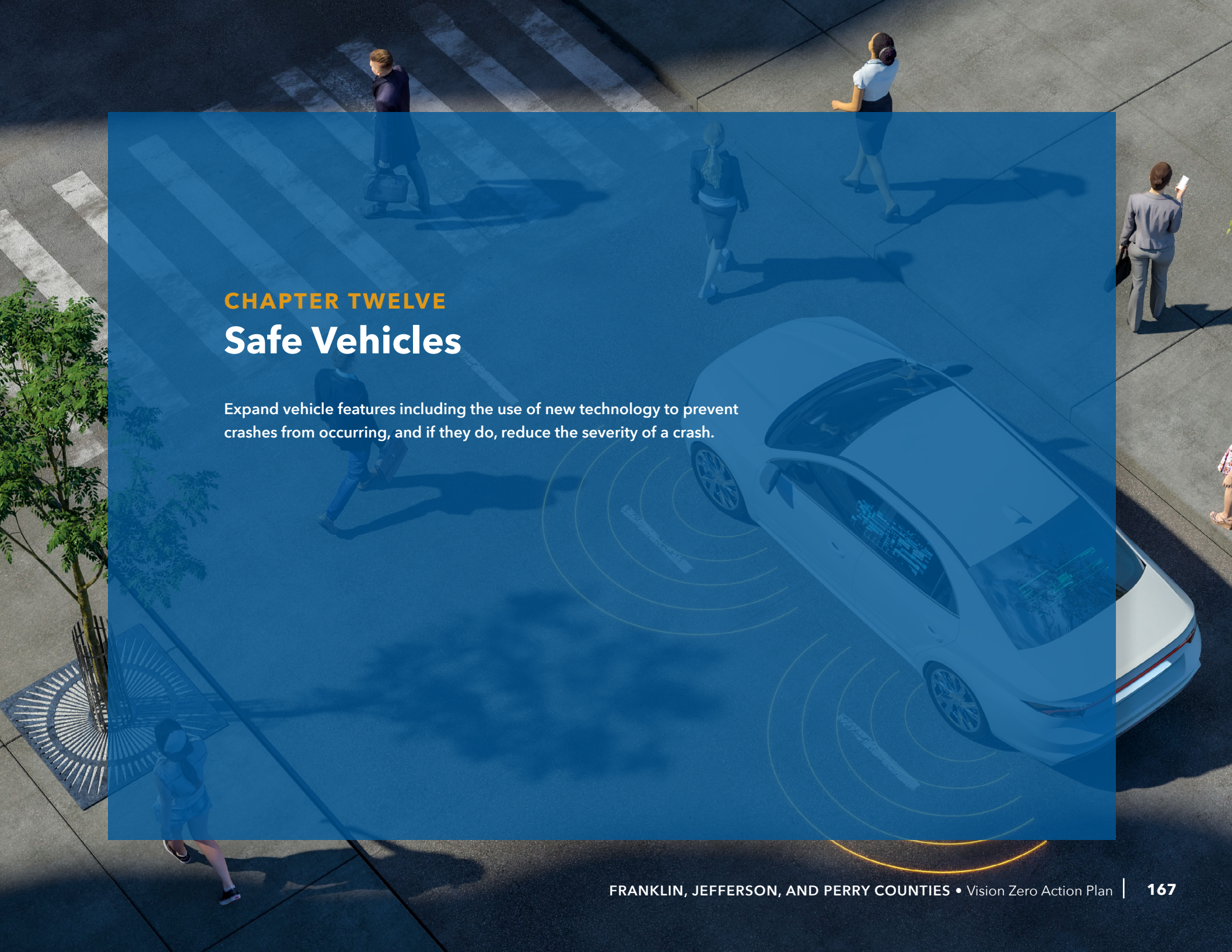
Manage travel speeds and aggressive driving through the use of techniques that consider all road users, roadway design, traffic and land use that:

1. Reduce impact forces to all road users.
2. Improve drivers' ability to see the surrounding roadway and road users.
3. Provide additional time for drivers to react, reduce speeds and stop.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
4.1	Evaluate the Priority Network for locations where speeding is an issue and investigate appropriate treatment.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Local Transportation Agencies Local Law Enforcement	5 stars	Mid	$$
4.2	Implement traffic calming countermeasures to achieve safe target speeds.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Local Transportation Agencies	Varies	Short	$$
4.3	Review locations where pedestrian and bicyclist activity is expected to occur, consider land use and roadway design, and determine if speed limits should be reduced to achieve target speeds.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Local Transportation Agencies	CMF ID: 6885	Short	$
4.4	Establish policies to set speed limits based on roadway design, traffic, road users, and surrounding land use.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Local Transportation Agencies	5 stars	Short	$$
4.5	Consider adoption of design guidelines and policies that support safe turning speeds at intersections.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Local Transportation Agencies	Unknown	Mid	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
4.6	Conduct feasibility studies to determine where road diets are an effective alternative for reducing speeds and enhancing safety.	Speeding/ Aggressive Behavior	Local Transportation Agencies	0.53-0.81	Long	$$$
4.7	Install speed feedback signs on roads with recurring speeding issues.	Speeding/ Aggressive Behavior	Local Transportation Agencies IDOT	CMF ID: 6885 4 star	Short	$
4.8	Install and utilize dynamic message boards on key routes to communicate road conditions that warrant reduced speeds	Speeding/ Aggressive Behavior	Local Transportation Agencies IDOT	CMF ID: 11002, 11003, 11005 3 star	Short	$
4.9	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on speeding awareness. https://www.itsnotagameillinois.com/	Speeding/ Aggressive Behavior	Local Transportation Agencies Local Law Enforcement	Unknown	Short	$
4.10	Use education and outreach to communicate the impacts of speeding.	Speeding/ Aggressive Behavior	Local Transportation Agencies Local Law Enforcement School Districts	3 Stars	Short	$
4.11	Engage state legislative offices to investigate expanded legislation of automated speed enforcement to reduce speeding and aggressive driving.	Speeding/ Aggressive Behavior	Local Transportation Agencies	5 stars	Mid	$$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
4.12	Conduct HVE to reduce speeding and aggressive driving.	Speeding/ Aggressive Behavior	Local Transportation Agencies Local Law Enforcement	3 Stars	Mid	$$
4.13	Share and discuss findings from Police Department's and Sheriff's Office traffic investigation team for crashes and speed data.	Speeding/ Aggressive Behavior	Local Transportation Agencies Local Law Enforcement	N/A	Short	$



CHAPTER TWELVE

Safe Vehicles

Expand vehicle features including the use of new technology to prevent crashes from occurring, and if they do, reduce the severity of a crash.

Safe Vehicles

5A. Safe Vehicles:

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on all road users.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
5.A.1	Require vehicles owned or operated by or on behalf of government jurisdictions to increase safety of fleet vehicles. This includes the installation of intelligent speed assistance technology (regulators), warning systems, cameras, and hands-free phone/GPS holders in existing fleet vehicles and the prioritizing the purchase of new vehicles with integrated safety technology.	All	Fleet Vehicle Managers and Department Directors with fleet vehicles or utilizing contractors.	N/A	Long	$$
5.A.2	Require large vehicles owned or operated by or on behalf of government jurisdictions to be fitted with side underrun guards to prevent people walking, biking, or driving motorcycles from falling between the wheels of a large vehicle during a crash.	All	Fleet Vehicle Managers and Department Directors with fleet vehicles or utilizing contractors.	N/A	Mid	$$
5.A.3	Upgrade transit vehicles with safety technology.	All	Fleet Vehicle Managers and Department Directors with fleet vehicles or utilizing contractors.	N/A	Short	$$
5.A.4	Upgrade emergency vehicles with emergency preemption equipment as appropriate.	All	Local Emergency Services	N/A	Short	$
5.A.5	Upgrade vehicle radios to improve interoperability between key stakeholders (e.g., transportation, law enforcement, EMS, fire).	All	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Short	$

CHAPTER THIRTEEN

Post Crash Care

Increase crash survival by providing fast emergency care, keeping first responders safe, and preventing secondary crashes through good traffic management. This includes the first responders' being able to quickly locate and safely respond to the crash, stabilize the injured, and transport the individual to medical facilities and receive the appropriate care. This also includes accurate and complete data collection and sharing of the data to facilitate improved decision-making and investments specifically in safety.

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. Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on all road users.

EMERGENCY RESPONSE AND 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.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
6.1	Coordinate with transportation agencies to Install emergency preemption devices at intersection locations as appropriate	Intersections	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Short	$$
6.2	Coordinate with EMS officials to determine challenges in getting crash victims medical care and determine strategies for improvement and training opportunities.	All	Local Transportation Agencies Local Emergency Services	N/A	Medium	$
6.3	Improve EMS responder and motorist safety by partnering with EMS and other emergency personnel to plan and execute incident/ scene management.	All	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Long	$
6.4	Improve EMS responder and motorist safety by partnering with EMS and other emergency personnel to plan and execute incident/ scene management.	All	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Long	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/ Long	Cost
6.5	Provide/support traffic incident management training	All	Local Law Enforcement Local Emergency Services	N/A	Short	$$
6.6	Improve data collection and analysis capabilities related to EMS tracking and reporting.	All	Local Emergency Services	N/A	Long	$$
6.7	Promote and provide "Stop the Bleed" training	All	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Short	$
6.8	Obtain "Stop the Bleed" kits and stations	All	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Short	$
6.9	Partner with trauma centers and hospitals to receive data and improve serious injury and fatality data sets.	All	Health Care Service Centers Local Law Enforcement Local Emergency Services	N/A	Long	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
6.10	Partner with trauma centers, trauma doctors, and nurses for training.	All	Health Care Service Centers Local Law Enforcement Local Emergency Services	N/A	Mid	$$
6.11	Investigate and encourage accreditation of John A. Logan College (JALC) and other regional community colleges to facilitate increased availability of EMT/EMS training.	All	Local Emergency Services Regional Community Colleges	N/A	Long	$$$
6.12	Support the development and procurement of a mobile ambulance training classroom to provide realistic medical intervention training as part of a formal classroom education. Additionally, explore purchasing synthetic cadavers and equipment for mobile training course.	All	Local Emergency Services	N/A	Long	$$$
6.13	Facilitate the development of online hybrid training.	All	Local Emergency Services	N/A	Mid	$$
6.14	Coordinate with the Department of Labor and other stakeholders to enroll students in apprenticeship programs.	All	Local Emergency Services Department of Labor	N/A	Long	$$$

CHAPTER FOURTEEN

Implementation

Implementation of this Vision Zero Action Plan is accomplished through a four-step process (Figure 33). This process starts with understanding the safety needs and priorities and identifying potential projects (e.g., safety improvements, education and outreach, enforcement activities, emergency medical response/ services) to address those needs and priorities. This is accomplished by using the focus areas (e.g., Roadway Departure, Intersections, Impaired Drivers), priority corridors and intersections, and crash trends and characteristics. Additional analysis of site-specific data supplemented with a site review will help to better define the safety issues at a particular location. Based on the analysis results, safety strategies and countermeasures are identified and considered based on effectiveness, cost, and time to implement. Funding the implementation of the safety strategies and countermeasures is essential. This requires considering the available resources, are partnerships available to leverage limited resources, what funding opportunities or grants are available, and what are the criteria or process to obtain that funding. Our Vision Zero Action Plan considers each of these to identify priority projects.

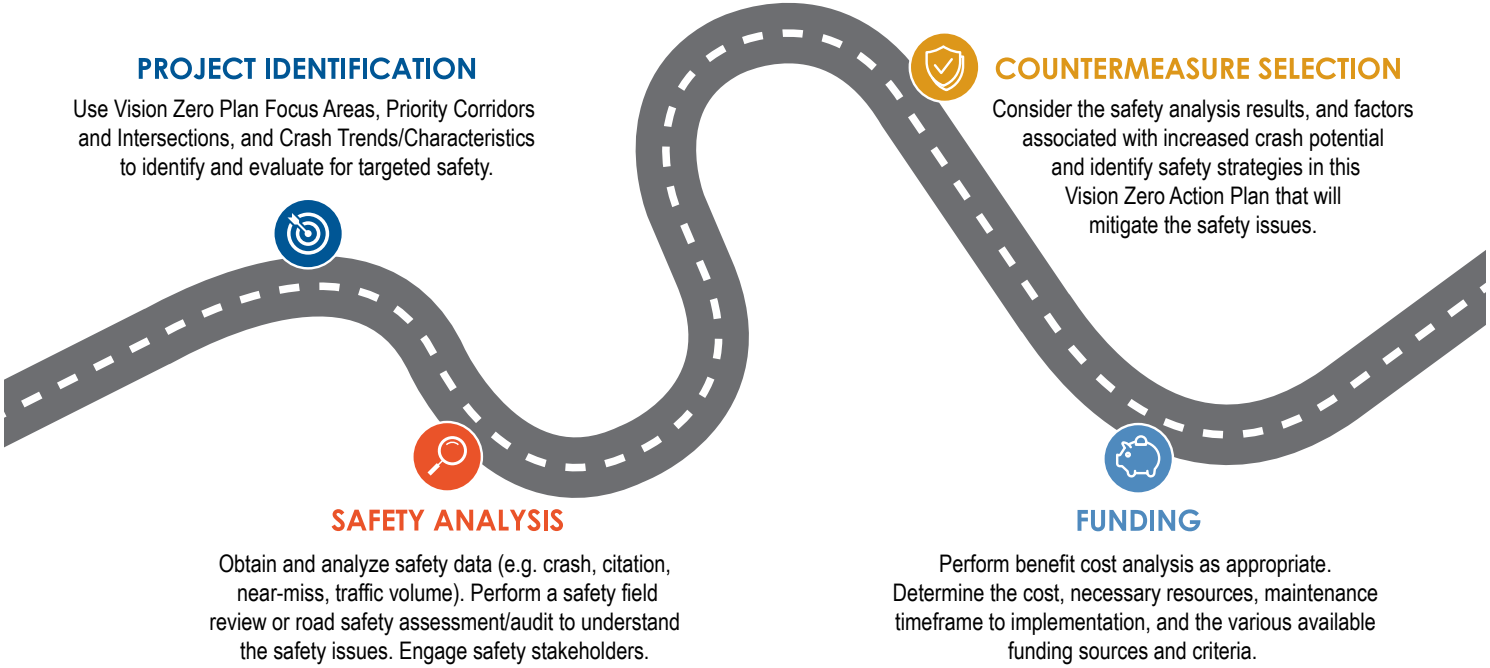


Figure 33 Four Step Process to Implementation

PRIORITIZED PROJECTS

Our VZAP identifies several priority projects that can be considered for implementation. They include engineering/ infrastructure, enforcement, education/outreach, and emergency medical services and involve shared efforts by all stakeholders. Priority projects are selected based on their alignment with focus areas and the priority corridors and intersections in the Franklin, Jefferson, and Perry Counties. These projects also include locations highlighted through stakeholder engagement and community input. Additionally, the implementation of strategies included within this Vision Zero Action Plan are inherently considered as priority projects. This approach allows us to respond to both data-driven needs and local priorities. The goals of these projects are to:

- Prioritize roads/intersections with greatest demonstrated safety need and opportunities to make progress toward mission, vision and goals of this plan
- Identify projects based on existing plans and studies.
- Identify projects capable of applying for and receiving competitive grant applications

The maps containing the prioritized projects is included in Appendix A.

It is recognized that implementation of these projects are dependent on several factors including applicability, existing site conditions, right-of-way width, environmental conditions (e.g., wetlands, endangered specifies), crash potential and level of exposure, traffic volumes, available funding, ease and time to implement, necessary coordination, and staffing levels.

Project Prioritization Process

To advance our transportation safety and mobility goals, we have developed a project prioritization process that identifies key infrastructure and non-infrastructure projects for the coming years. This process ensures that our efforts are focused on the most impactful locations and strategies. Priority projects are selected based on their alignment with focus areas across Franklin, Jefferson, and Perry counties and their municipalities along the high priority corridors and intersections, as well as locations highlighted through stakeholder engagement and community input. This approach allows us to respond to both data-driven needs and local priorities.

Selected projects include individual intersections or corridor segments ranked by cost effectiveness, potential implementation timeframe and alignment with safe system elements to support a comprehensive safety approach, proximity to schools and hospitals, and number of serious and fatal crashes. The objective is to develop a balanced pipeline of projects, for all the communities within the Franklin, Jefferson, and Perry counties region, that can be advanced through planning, design, and implementation in the near and long term, improving safety and transportation security across the system.

Metric	Description of Metric	Classification
Underserved Community or Area of Persistent Poverty	Gives an indication of the communities with populations below the poverty line. Transportation challenges faced include lengthy commute time or limited access to vehicles or public transit that create barriers to employment and necessary services. A higher portion of household income may be spent on transportation expenses.	Yes
		No
Implementation Timeframe	Lower cost projects can be implemented more quickly whereas larger projects require more time and are typically higher cost.	Short (<2 year)
		Mid (2-5 years)
		Long (5+ years)
Cost	The cost to implement a project (infrastructure). Non-infrastructure projects may have lower cost ranges.	Low (< $50,000 or less)
		Medium $50,000 - $250,000
		High> $250,000
Priority Corridor/Intersection	Intersection or corridor appears in safety analysis as a priority intersection or corridor due to higher fatal and serious injury crash history.	Yes, High or Medium Tier
		Partial, Low Tier
		No
Proximity to Schools, Hospitals, and Commercial Districts	How close the project is to a school, hospital or essential service	Within 1/8 Mile
		Within 1/2 Mile
		Not within 1/2 Mile
Number of Serious and Fatal Crashes	Referring to safety analysis work, how many crashes have historically been located there. More weight is put on locations with more crashes.	Tier 1 (4+crashes within 1/8th mile)
		Tier 2 (2-3 crashes within 1/8th mile)
		Tier 3 (1-2 crashes within 1/8th mile)
Systemic Project	Addresses identified factors/characteristics across the network	Yes
		No
Vision Zero Action Plan Focus Area Alignment	Intersection Related; Impaired Driver; Roadway Departure; Young Driver; Older Driver; Pedestrians; Motorcycles; Unrestrained Occupants Speeding and Aggressive Driver	Yes

PRIORITY PROJECT TABLE

Based on the analysis of crash data performed in this study and the project prioritization described above, projects have been identified. These projects have been grouped by the municipality they are located. The priority projects identified represent improvements that should be considered to improve the safety for all users of the network and reduce crashes to meet the Mission, Vision and Goals of this VZAP.

The tables below are a list of priority projects in the Franklin, Jefferson, and Perry County areas, by Municipality.

City of Mount Vernon

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
IL-15 (Broadway) railroad overpass – grade separation over (or under) Union Pacific and Norfolk Southern rail lines	IDOT City	Safe Roads	Intersection Related Post Crash Care		**$$$**	SS4A HSIP FRA-RCE RAISE INFRA
Vets Memorial Dr widening	City	Safe Roads	Roadway Departure		**$$**	SS4A HSIP
42nd St widening	City,	Safe Roads	Roadway Departure		**$$**	SS4A HSIP
I-64 at Shiloh Dr interchange construction	IDOT	Safe Roads	Intersection Related		**$$$**	SS4A HSIP

City of Mount Vernon Cont'd

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Potomac Blvd to 44th St Overpass construction (over I-64)	City IDOT	Safe Roads	Intersection related		$$$	SS4A HSIP
42nd St TWLTL addition (with traffic signal and pavement marking improvements)	City	Safe Roads	Intersection Related		$$	SS4A HSIP
Vets Pkwy & 34th St signalized intersection	City, County	Safe Roads	Intersection Related		$	SS4A HSIP
Wells Bypass -roundabout	County	Safe Roads	Intersection Related		$$	SS4A HSIP
Broadway (IL-15) sidewalk gaps	City, IDOT	Safe Roads Safe Users	Pedestrian		$$	SS4A HSIP ITEP
Broadway (Il-15) /11th -pedestrian crossing improvements	City, County	Safe Roads Safe Users	Intersection Related		$	SS4A HSIP SRTS ITEP
45th and Mateer Dr - street lighting	City	Safe Roads Safe Users	Intersection Related		$$	SS4A HSIP
Wet reflective Pavement Markings	City, County	Safe Roads Safe Users	Intersection Related		$	SS4A HSIP
IL-15 Signal preemption	City, IDOT	Safe Roads Safe Users	Intersection Related		$	SS4A HSIP

City of Mount Vernon Cont'd

TIME FRAME: **COST:**

Short Time  Medium Time Frame  Long Time Frame 

Low $ Medium Cost $$ High Cost $$$

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Main - Broadway (IL-15) Pedestrian signals with countdown timers	City, IDOT	Safe Roads Safe Users	Intersection Related		$	SS4A HSIP
Main - Broadway (IL-15) Parking restrictions (close to intersection)	City, IDOT	Safe Roads Safe Users	Intersection Related		$	SS4A HSIP
Signal retiming - FYA - Broadway	City, IDOT	Safe Roads Safe Users	Intersection Related		$	SS4A HSIP
Il-15 through I-64 interchange - non-motorized facilities	City, IDOT	Safe Roads Safe Users	Pedestrian		$$	SS4A HSIP ITEP
Broadway St - Access Management Study	City, IDOT	Safe Roads	Speeding/ Aggressive Driving		$	SS4A HSIP

City of Sesser

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
IL-154 (Franklin) - sidewalk Burlington Northern/Santa Fe to 500' east of Maple St	City IDOT	Safe Roads	Pedestrians		**$$**	SS4A ITEP HSIP

City of Pinckneyville

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
East Randolph St (IL-37 to H.S.) roadway upgrade with overlay, signs, markings and flashing beacons	City	Safe Roads	Intersection Related		**$$**	SS4A HSIP
Pinckneyville sidewalks (school area)	City	Safe Roads	Pedestrians		**$$**	SS4A ITEP HSIP SRTS
Water St/Main St - Intersection improvements	IDOT/ City	Safe Roads	Intersection Related		**$$**	SS4A HSIP
Water St/Locust St - Intersection improvements	IDOT/City	Safe Roads	Intersection Related		**$$**	SS4A HSIP
St Louis St/S Walnut St - Intersection Improvements	City	Safe Roads	Intersection Related		**$$**	SS4A HSIP

City of West Frankfort

TIME FRAME: **COST:**

Short Time  Medium Time Frame  Long Time Frame 

Low $ Medium Cost $$ High Cost $$$

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
West Frankfort - I-57/Il 149 Interchange modification	IDOT City	Safe Roads	Intersection Related		$$$	SS4A HSIP
West Cleveland St Intersection upgrade and turn lane additions	City	Safe Roads	Intersection Related		$$$	SS4A HSIP

City of DuQuoin

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
East Jackson St - SH 51 to South Line St school zone (traffic signal install, signage and pavement markings improvements)	City,	Safe Roads Safe Users	Pedestrians		$	SS4A HSIP SRTS
SH 51 - Wider Pavement Markings	IDOT	Safe Roads	Roadway departure		$	SS4A HSIP
Poplar St / Washington St - Signal Retiming and traffic signal backplates	IDOT	Safe Roads	Intersection Related		$	SS4A HSIP

City of Benton

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
South McLeansboro roadway upgrade and turn lane additions	City, County	Safe Roads	Intersection Related		**$$**	SS4A HSIP
South McLeansboro -Middle school access – traffic signals, pavement markings and crosswalk improvements	City	Safe Roads	Intersection Related		**$$**	SS4A HSIP

Jefferson County

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Markham City Rd Overpass rail crossing	County	Safe Roads	Intersection Related Post Crash Care		$$$	SS4A HSIP INFRA
Campground/Hickory Lane Guard Rail & approach improvements	County	Safe Roads	Intersection Related		$$	SS4A HSIP
Richview Road - Provide 4-ft shoulder	County	Safe Roads	Roadway Departure		$$	SS4A HSIP
Clear Vegetation/ Centerline Rumble Strips/wider pavement markings/speed feedback signs	County	Safe Roads	Roadway Departure		$$	SS4A HSIP
New Fairfield Rd - Wider pavement markings/rumble strips/ speed warning signs/add/ upgrade guardrails	IDOT	Safe Roads	Roadway Departure		$$	SS4A HSIP
IL 37 - Add 4-ft paved shoulders/wider pavement markings	IDOT	Safe Roads	Roadway Departure		$$	SS4A HSIP
CR 2150 N/S Main St. - Overhead flashing beacon/ intersection improvements	County IDOT	Safe Roads	Intersection Related		$$	SS4A HSIP

Jefferson County Cont'd

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Countywide – Add 4-ft shoulder/rumble strips/wider edge line markings	County	Safe Roads	Roadway Departure		$$	SS4A HSIP
Countywide – add/upgrade guardrails and end treatments	County	Safe Roads	Roadway Departure		$$	SS4A HSIP
Countywide – improve rural intersections with signage and pavement markings	County	Safe Roads	Intersection Related		$$	SS4A HSIP
Harmony Ln/Fairfield Rd – flashing beacon	County	Safe Roads	Intersection Related		$$	SS4A HSIP
Ina Rd – Reconstruction and resurfacing	County	Safe Roads	Roadway Departure		$$	ITEP

Franklin County

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
North Thompsonville Rd shoulder upgrades w/4-ft HMA (rumble strips and guard rail)	County	Safe Roads	Roadway Departure		**$$**	SS4A HSIP
Franklin County STEP	County	Safe Roads	Reduce Speed		**$**	SS4A HSIP
IL-14/Sam Pyle Bridge Rd - signage improvements (curve/side road combo, dual R1-1)	IDOT	Safe Roads	Intersection related		**$**	SS4A HSIP
IL 149 - Add 4-ft shoulder/wider pavement markings/flashing chevrons/improve surface condition	IDOT	Safe Roads	Roadway Departure		**$**	SS4A HSIP
IL 148 - add rumble strips/wider pavement markings	IDOT	Safe Roads	Roadway Departure		**$**	SS4A HSIP

Franklin County Cont'd

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
IL 149 - Add 4-ft Shoulders/rumble strips/clear vegetation	IDOT	Safe Roads	Roadway Departure		$	SS4A HSIP
IL 149 - Add 4-ft shoulder/rumble strips/wider pavement markings	IDOT	Safe Roads	Roadway Departure		$	SS4A HSIP
CR 37 - Access Management Study/10-ft shoulder/wider pavement markings	IDOT	Safe Roads	Roadway Departure		$	SS4A HSIP
W Main St./N Central St. - Redesign Intersection	IDOT	Safe Roads	Intersection Related		$ $	SS4A HSIP
Countywide – Add 4-ft shoulder /rumble strips/ wider edge line markings	County	Safe Roads	Roadway Departure		$ $	SS4A HSIP

Franklin County Cont'd

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Countywide – add/upgrade guardrails and end treatments	County	Safe Roads	Roadway Departure		$$	SS4A HSIP
Countywide – improve rural intersections with signage and pavement markings	County	Safe Roads	Intersection Related		$$	SS4A HSIP
Rend City Road - curve signage/ delineation/ shoulder improvements	County	Safe Roads	Roadway Departure		$	SS4A HSIP
Ewing Rd/Bean Rd - improve signage, widen approach	County	Safe Roads	Intersection Related		$	SS4A HSIP
Ewing Rd/Webb Hill Rd - curve/intersection ahead warning signage, reflective strips on Stop signs, culvert/side slope protection	County	Safe Roads	Intersection Related		$	SS4A HSIP
Log Cabin Rd/Franklin Rd - cross traffic does not stop placards, pavement markings, enhance Stop signs	County	Safe Roads	Intersection Related		$	SS4A HSIP

Franklin County Cont'd

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Peach Orchard Rd/E Center Rd - enhance Stop signs	County	Safe Roads	Intersection Related		$	SS4A HSIP
E Illinois Rd/Renshaw Ln - tree removal	County	Safe Roads	Intersection Related		$	SS4A HSIP

Perry County

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
US-51/Greens Market (IL-14) – signage (dual oversize R1-1 and W3-1)	IDOT	Safe Roads	Intersection Related		$	SS4A HSIP
US-51/Kimzey Rd/ Pigeon Rd – improve approach, improve signage(dual R1-1, curve warning)	IDOT	Safe Roads	Intersection Related		$	SS4A HSIP
IL-154/Conant Rd/ New Church	IDOT	Safe Roads	Intersection Related		$	SS4A HSIP
Countywide – tree removal/fixed object removal various corridors identified in recent roadside assessment	County	Safe Roads	Roadway Departure		$$	SS4A HSIP

Perry County Cont'd

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
IL-13/County Line Road - signage improvements (dual R-1-1, W3-1 OS)	County	Safe Roads	Intersection Related		$	SS4A HSIP
Main Street (152) - full shoulder/curve warning/chevrons	IDOT	Safe Roads	Roadway Departure		$$	SS4A HSIP
Greens Market Rd/Wells St - signage and guard rail upgrades	County	Safe Roads	Intersection Related		$$	SS4A HSIP
SH 127 - Rumble strips and wider pavement markings	IDOT	Safe Roads	Roadway Departure		$	SS4A HSIP
SH 154 - Wider Pavement markings	IDOT	Safe Roads	Roadway Departure		$	SS4A HSIP
W Main St - Widen to 4 ft Shoulders, rumble strips and curve chevrons	IDOT	Safe Roads	Roadway Departure		$$	SS4A HSIP
Countywide – Add 4 foot shoulder/rumble strips/wider edge line markings	County	Safe Roads	Roadway Departure		$$	SS4A HSIP
Countywide – add/upgrade guardrails and end treatments	County	Safe Roads	Roadway Departure		$$	SS4A HSIP
Countywide – improve rural intersections with signage and pavement markings	County	Safe Roads	Intersection Related		$$	SS4A HSIP

Non-Infrastructure Projects

Implementation of the Safe System Approach is a shared responsibility. The stakeholders identified a sample of priority non-infrastructure projects that take significantly more stakeholder involvement and collaboration as well as resources to implement. Additional priority projects associated with education and enforcement that address safe road users, speeds, and safe vehicles as well as post-crash care can aid in reducing fatal and serious injury crashes.

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

Low **$** Medium Cost **$$** High Cost **$$$**

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Traffic Safety Event for Teen Safe Driving (County Fair/other)	Various	Safe Road Users Safe Speeds Post Crash Care Safe Vehicles	All		$$$	SS4A IDOT-NHTSA
Speed Management-Priority Corridors	Various	Safe Roads Safe Speeds Safe Road Users	Roadway Departure Intersections Speeding		$$	SS4A HSIP IDOT -NHTSA
Multi-agency Training	Various	Post-Crash Care	All		$$$	SS4A IDOT-NHTSA

Non-Infrastructure Projects Cont'd

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Amish Roadway Manual	Various	Safe Road Users	All		$$$	SS4A IDOT-NHTSA
Training for Post-Crash Care	Various	Post-Crash Care	All		$$$	SS4A IDOT-NHTSA
Expanded Traffic Safety Days for Teen Safe Driving	Various	Safe Road Users Safe Speeds Post Crash Care Safe Vehicles	All		$$$	SS4A IDOT-NHTSA
Emergency Pre-Emption	Various	Post Crash Care	Intersection Related		$$$	SS4A IDOT-NHTSA

Funding & Grants

Several ways to position projects for competitive funding opportunities include the following:

- IDOT coordination: Hold semi-annual meetings to coordinate prioritizing projects for the IDOT multi-year plan.
- Local agency coordination and project tracking: The county/RPC/MPO should lead efforts to track progress on projects and plan implementation, including recommendation for future studies.
- Regional grants strategy: The county should prioritize and support regional projects for grant opportunities and align projects with grant programs available.
- Pursue appropriate grant programs. Work with local agencies and stakeholders to identify projects that are likely to be competitive from the funding programs list.
- Update the Vision Zero Action Plan regularly. Consider a period of every 5 years to align with the Illinois Strategic Highway Safety Plan (SHSP) and to best evaluate the effectiveness of safety efforts and the reduction of fatal and serious injury crashes.

Program	Description	Eligibility	Programming Agency	Programming Process
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant	Federal grant program that provides a unique opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives.	State highway agency, MPO, local government or agency	USDOT	Competitive
Safe Streets and Roads for All (SS4A)	Federal grant program that funds regional, local, and tribal safety initiatives to prevent roadway deaths and serious injuries. Designed to encourage communities to develop and carry out Vision Zero Action Plans, or comprehensive safety plans aimed at reducing road fatalities and injuries.	MPOs, RPC, local agencies and governments	USDOT 80%/20% match	Competitive

Program	Description	Eligibility	Programming Agency	Programming Process
Accelerated Innovation Deployment Demonstration Program (AID)	Provides funding as an incentive for eligible entities to accelerate the implementation of innovation in highway transportation	State highway agency, local government, or agency (must apply through State DOT as a subrecipient)	USDOT	Competitive
Motor Fuel Tax	Taxes operating motor vehicles on public highways and recreational watercraft on waterways in Illinois	All public roadways	Local	Programmed Directly
Motor Vehicle Registration	Motor vehicles purchased taxes (or acquired by gift or transfer) from another individual or private party	All public roadways	Local	Programmed Directly
Tax Increment Financing (TIF)	Supports infrastructure improvements within TIF district	All public roadways	Local	Programmed Directly
Business Improvement Districts	Tax is designed to fund the development or redevelopment of designated areas with a municipality	Proposed business district must be contiguous and blighted as defined in the Illinois Municipal Code, 65 ILCS 5/11-74.3-5	Local	Programmed Directly
Surface Transportation Block Grant (STBG): Rural (STR)	Funds are reserved for rural projects on any Federal-aid highway, including NHS, bridge or safety projects on any public road, transit capital projects and bus terminals and facilities.	All public roads	Local	Programmed Directly
Surface Transportation Block Grant (STBG): Urban (STU)	Funds are reserved for urban area projects on any Federal-aid highway, including NHS, and bridge or safety projects on any public road.	All public roads	MPO	Programmed Directly

Program	Description	Eligibility	Programming Agency	Programming Process
National Highway Performance Program (NHPP)	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	National Highway System (NHS) facilities.	IDOT/FHWA	Programmed Directly
Rural Surface Transportation Grant Program	Provides funds for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	All public roads	FHWA	Competitive
INFRA Nationally Significant Multimodal Freight and Highway Projects	Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements	All public roads	FHWA	Competitive
Statewide Planning and Research (SPR) Funds	Support planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation planning and research activities throughout the State.	Eligible activities include: Planning studies Data purchase, collection, and/or analysis Research activities Program development activities Performance management activities Coordination/outreach activities	IDOT	Competitive (Annually, spring)

Program	Description	Eligibility	Programming Agency	Programming Process
Highway Safety Improvement Program (HSIP)	Federal funded program to produce measurable and significant reduction in fatalities and serious injuries from traffic related crashes on all public roads	local roadways 90%/10% match	IDOT/FHWA	Competitive (Annually, April)
State and Community Highway Safety/National Priority Safety Program; Non-Enforcement	NHTSA Section 402, Section 405, and 1906 funds and State of Illinois funds. • Child Passenger Safety Resource Center (CPSRC) • DUI Court Program • Impaired Driving Prevention Program (IDP) • Injury Prevention Program (IP) • Law Enforcement Liaison Program (LEL) • Traffic Safety Resource Prosecutor (TSRP) Allowable Budget Items: Personnel, Fringe, Travel, Equipment, Supplies, Contractual Services and Sub Awards, Consultant, Occupancy, Research and Development, Telecommunications, Training and Education, Direct Administrative Costs, Miscellaneous Costs, and Indirect Costs.	Local law enforcement agencies, local civic organizations, public and private schools, colleges and universities, hospitals, public health departments, local governmental agencies, nonprofit groups, and under limited circumstances private individuals and businesses.	IDOT/NHTSA	Competitive (Annually, January-early March)
State and Community Highway Safety/National Priority Safety Program; Sustained Traffic Enforcement Program (STEP)	NHTSA Section 402, Section 405, and 1906 funds and State of Illinois funds. The STEP focuses on High Visibility Enforcement (HVE) at specific times on specific dates throughout the year. The enforcement efforts are designed to reduce highway deaths and injuries through occupant protection programs, state traffic safety information system improvements, impaired driving countermeasures, passage of effective laws to reduce distracted driving, implementation of motorcyclist safety programs, racial profiling data, and the implementation of graduated driving licensing laws.	Local law enforcement agencies. There are six (6) required campaigns for this program. Applicants also have the opportunity to participate in optional campaigns and/or additional traffic safety enforcement.	IDOT/NHTSA	Competitive

Program	Description	Eligibility	Programming Agency	Programming Process
HSIP-Railway (Section 130)	Federal funds for the elimination of hazards at railway-highway grade crossings	Local jurisdiction highway railroad crossings	IDOT/FHWA	Competitive
Rail Crossing Elimination (RCE)/Grade Crossing Protection Fund	Assists local jurisdictions in paying for safety improvements at highway-railway crossings on local roads and streets.	Local jurisdiction highway railroad crossings	Illinois Commerce Commission (ICC)	Competitive
Recreational Trails Program	Providing up to 80% funding assistance for acquisition, development, rehabilitation, and maintenance of motorized and non-motorized recreational trails	Recreational trails	Illinois Department of Natural Resources (IDNR)	Competitive
Transportation Alternatives (TA)/Safe Routes to School (SRTS)	Federal funded program to improve conditions (infrastructure improvements to the physical environment) and encourage (equipment/ education/enforcement) for students who walk or bike to school,	Local roads	IDOT/FHWA	Competitive
Illinois Transportation Enhancement Program (ITEP)	The ITEP purpose is to provide funding for community-based projects that connect and expand travel choices and enhance the transportation experience. The program focuses on providing alternative modes of transportation where the scope of transportation projects goes beyond the traditional accommodations for cars, trucks, and transit.	Eligible project sponsors are public entities with taxing authority that can guarantee matching funds to carry out the proposed project. Local governments and agencies, Education Organizations; Nonprofit Organizations; Other	IDOT	Competitive
Truck Access Route Program (TARP)	Helps local governments upgrade roads to accommodate 80,000-pound truck loads	Local jurisdiction roadways	IDOT	Competitive

Program	Description	Eligibility	Programming Agency	Programming Process
Special Services Areas	Typically includes but is not limited to public way maintenance and beautification; district marketing and advertising; business retention/ attraction, special events and promotional activities; auto and bike transit; security; façade improvements; and other commercial and economic development initiatives.	Local tax districts that fund expanded services and programs through a localized property tax levy within contiguous areas	Local	Competitive
Federal Lands Access Program (FLAP)	Established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.	The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.	IDOT/USDOT	Competitive
Real Estate Association Grant	Discretionary grants that may be available through Real Estate Associations to perform safety studies	Discretionary Grants	Real Estate Association	Competitive
Fire Protection and Safety Grants	Support projects that enhance the safety of the public and firefighters from fire and related hazards.	Discretionary Grants	Various	Competitive
Economic Development Program (EDP)	Provides assistance in improving highway access to new or expanding industrial distribution or tourism developments.	100% state route 50% local route	IDOT	Competitive
Technology Transfer (T2)	These federal funds are managed by the FHWA Division office and are used for research development, technology and innovation transfer, outreach and communication activities (e.g., peer exchanges, scan tours).	They are completely reimbursable for travel. A 20 percent match is required for other activities.	FHWA-IL Division	Competitive

Measuring & Reporting Success

The ultimate goal of this plan is to eliminate all roadway fatal and serious injury crashes. Roadway fatalities and serious injuries are preventable and therefore unacceptable. As defined in this plan's goals, a target of reducing the number of fatal and serious injury crashes 50 percent by 2050 was set. 1 is a linear depiction of this goal being met.

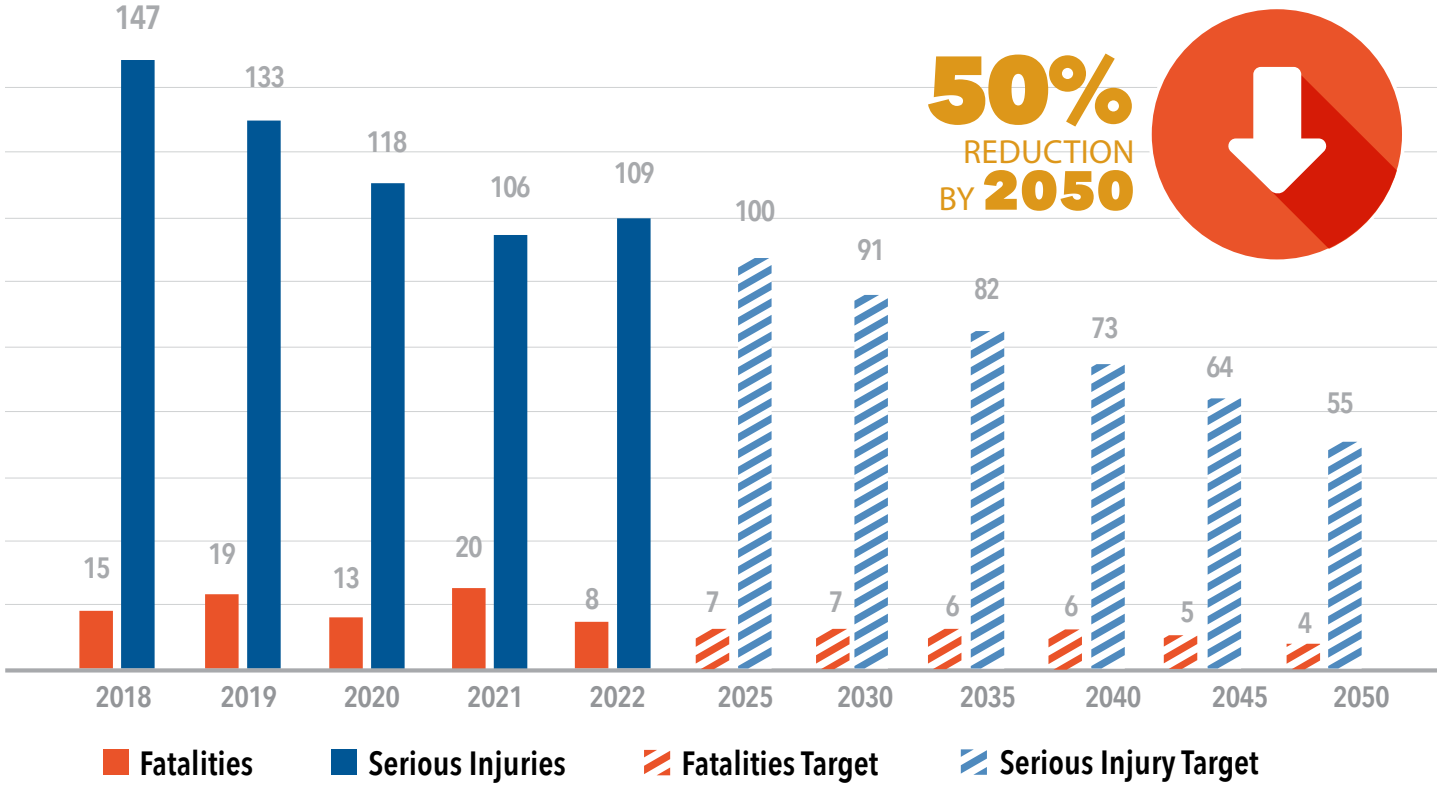


Figure 34 Performance Measures & Benchmarking by Year 2050

Based on the 2022 5-year rolling average (e.g., 2018-2022), the goal is for the 2050 five-year rolling average (e.g. 2045-2050) to be less that 4 fatalities and 55 serious injuries (Figure 34). This will be achieved by continuously monitoring and measuring the impact of safety projects and programs. It is essential to understand what components of the Vision Zero Action Plan are working well and where strategies need to be course-corrected to maximize impact. Reporting success is also essential to fostering a culture of transparency and shared responsibility by ensuring accountability among decision makers and giving stakeholders the data and information they need to meaningfully support and engage with safety initiatives. Tracking progress also provides the opportunity to celebrate achievements and maintain momentum for continued action.

PERFORMANCE MEASURES

To maintain transparency and accountability for implementing the Vision Zero Action Plan, Franklin, Jefferson, and Perry Counties will publish an annual report that provides updates on key safety metrics and other programmatic updates. These performance measures will identify how progress has been made in reducing fatalities, serious injuries, and traffic crashes. Likewise, programmatic updates will indicate how physical improvements and what kinds of safety improvements those improvements are targeting.

- **Serious injuries:** The number of A-injuries from crashes each year
- **Fatalities:** The number of fatalities from crashes each year
- **Year-over-year trends:** A comparison of the year's total A-injuries, total fatalities, and total A-injuries and fatalities to the previous 5-year average for each metric. This should include a percent change for each metric
- **Infrastructure Projects:** The number of infrastructure projects (repairs, installation, upgrades, etc.) completed each year
- **Programs/Projects:** The number of programs and projects (campaigns, trainings, plans developed, etc.) that were initiated or completed each year

SHARED RESPONSIBILITY

Share responsibility means that all stakeholders – ranging from local government and industry to community groups and the general public—have a role to play in reducing traffic fatalities and serious injuries.

CHAPTER FIFTEEN

Next Steps – Getting Started

The Franklin, Jefferson, and Perry Counties VZAP uses the Safe System Approach as its framework. Getting started will begin with the understanding that it takes shared responsibility by all, including our various safety partners and road users, to achieve our goal of zero fatalities and serious injuries. Our VZAP identifies focus areas, priority corridors and intersections, potential safety action items and strategies to be considered, and potential projects. Getting started begins with the Safety Committee, State and Local Governments, and the various stakeholders utilizing the findings in this document to begin implementation. A multi-pronged, proactive approach and continued collaboration are necessary.

Step 1 – Identify a Focus Area to target efforts.

This should target focus areas that have the largest impact on regional safety. In the three-county area, these are:

- Roadway Departure – approx. 50% of fatal and serious injury crashes on all roads
- Intersection Related – approx. 26% of fatal and serious injury crashes on all roads
- Younger Driver (16-20) - approx. 22% of fatal and serious injury crashes on local roads

This VZAP document has shown that the other focus areas of older driver, motorcycle, unrestrained occupants, impaired driver and speeding/aggressive driver are greatly influenced by the core three cited above. Consideration of these in the core three focus areas will have significant impact.

Step 2 – Identify low cost easily implemented strategies and action items to implement.

After a focus area has been selected, this VZAP document can be used to identify low-cost strategies and action items that can easily be implemented with existing resources in a shorter time frame. This may include collaborating between agencies to leverage existing resources for enforcement and outreach activities.

Step 3 – Identify potential high priority intersections and corridors

The lists of priority corridors and intersections and potential priority projects can be investigated to determine where low-cost strategies and action items can be implemented, and where/what longer term, more costly action items are required.

Step 4 – Identify projects that require long term, costly action items to implement

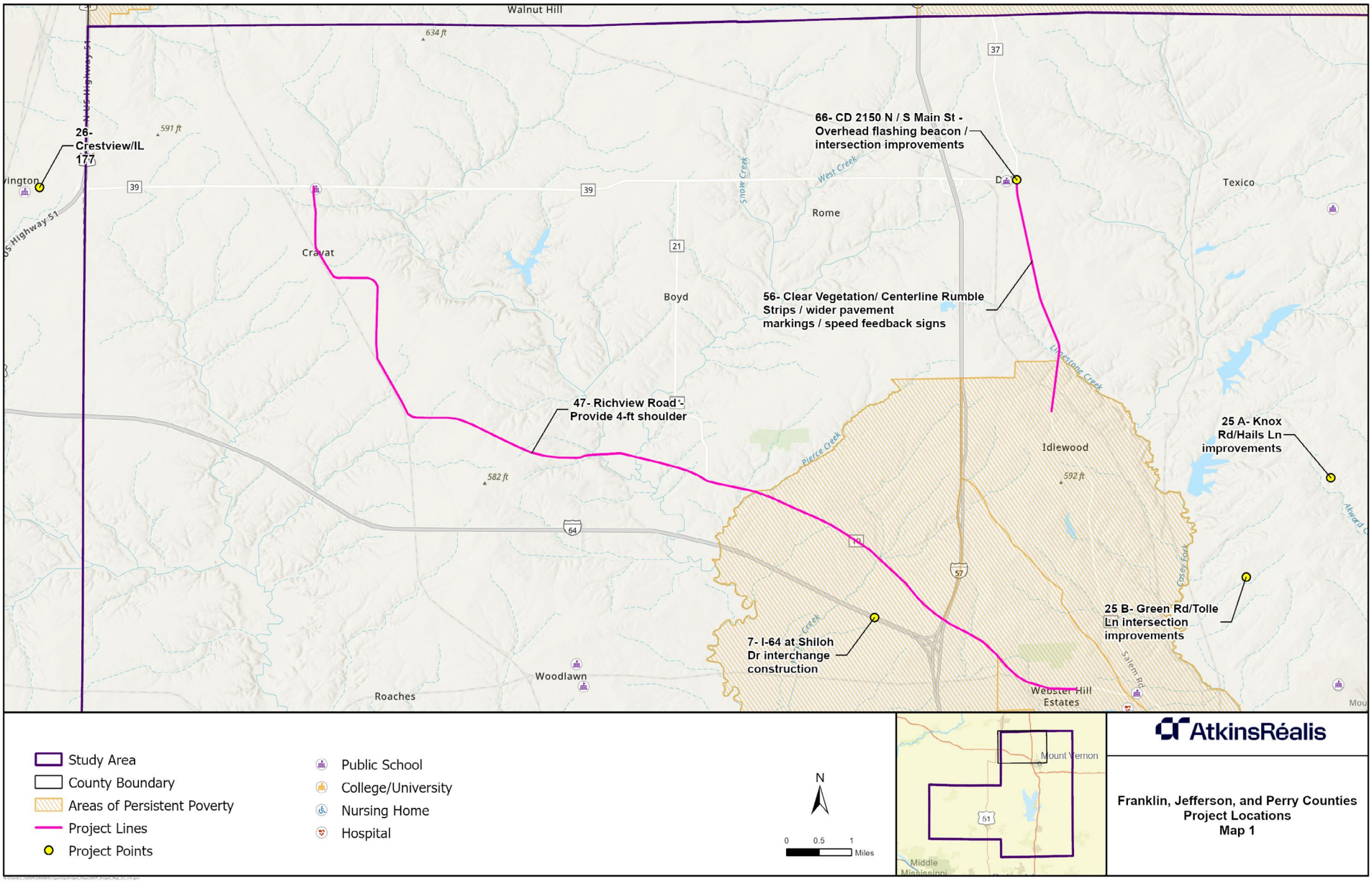
Identify a few priority projects that address the greatest needs and can be considered to pursue grant funding. Pursuit of these could be ongoing while implementation of the low-cost strategies are underway.

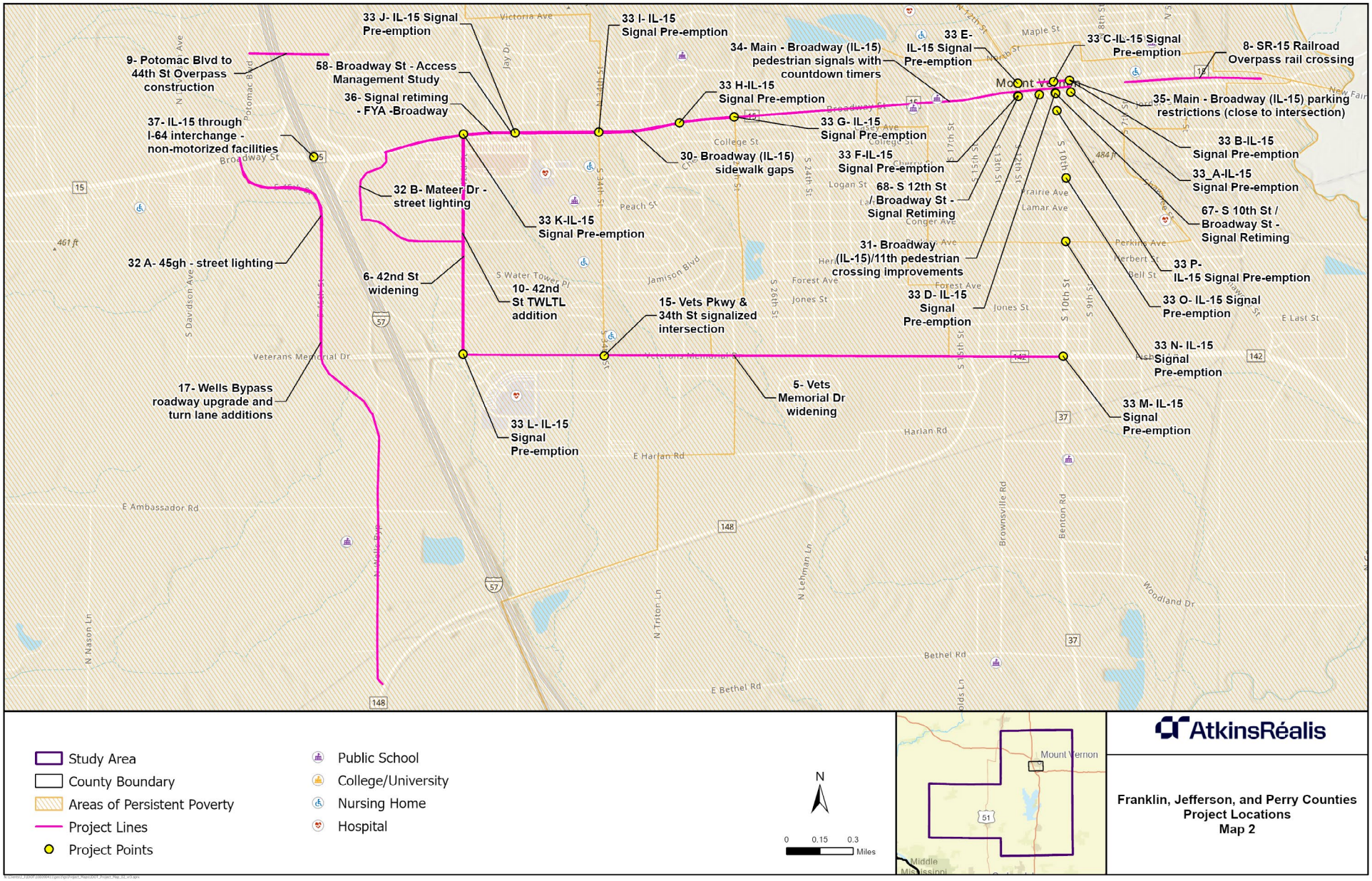
Step 5 – Pursue grant funding as it becomes available.

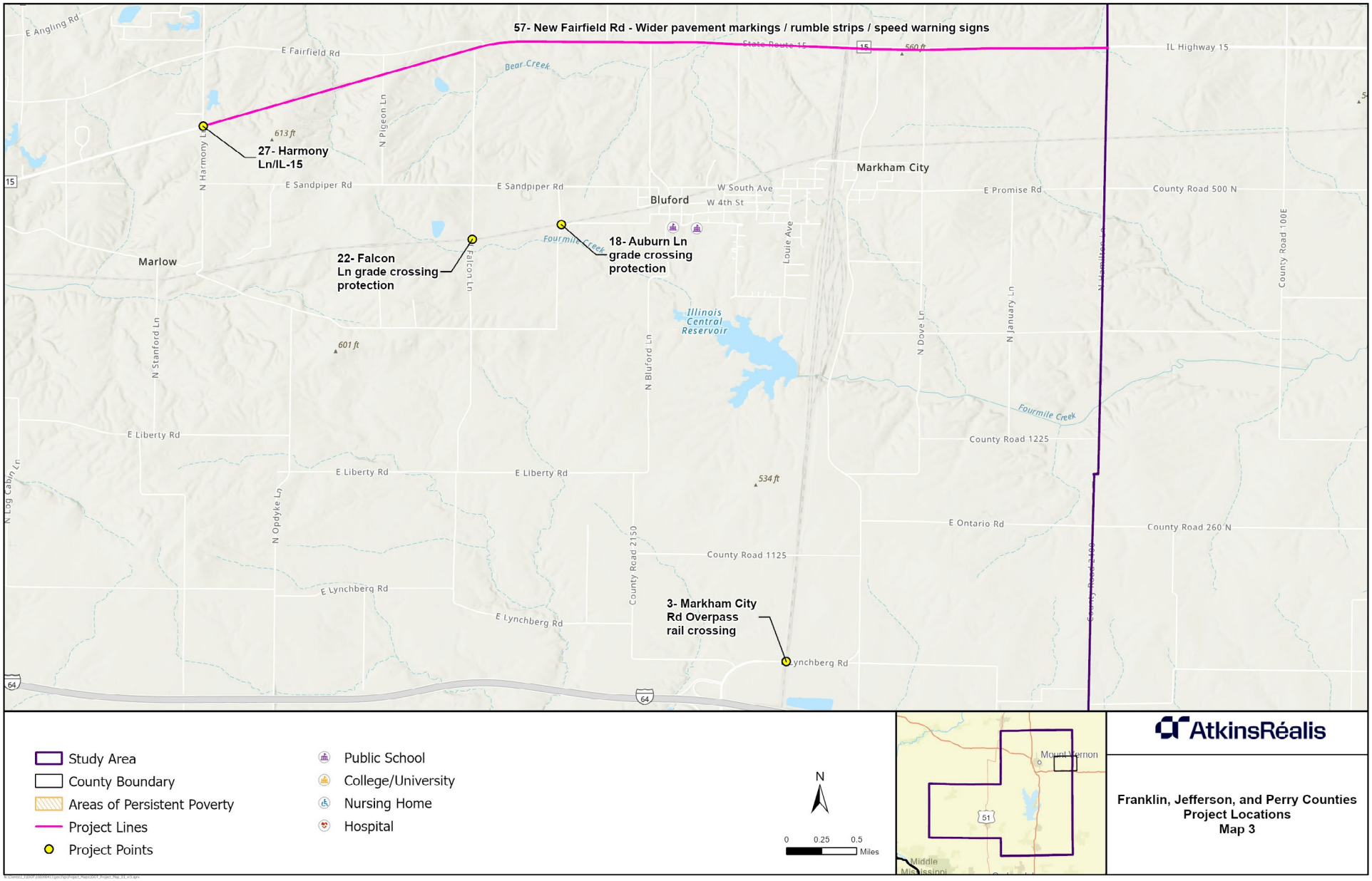
Various sources of grant funding becomes available annually, many on a regular cycle. Collaboration and prioritization of projects and the potential grants to pursue can aid in implementation.

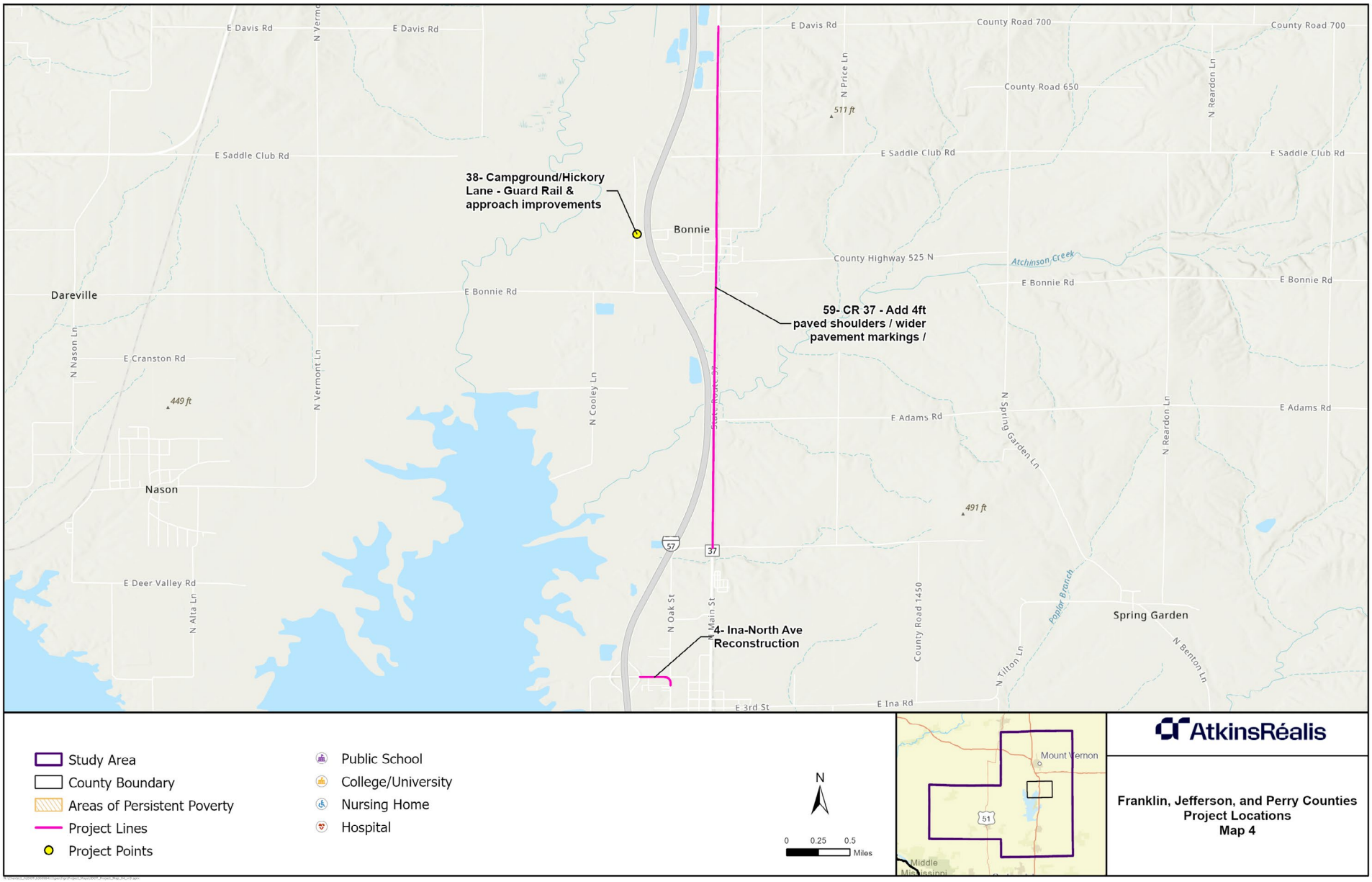
Appendix A

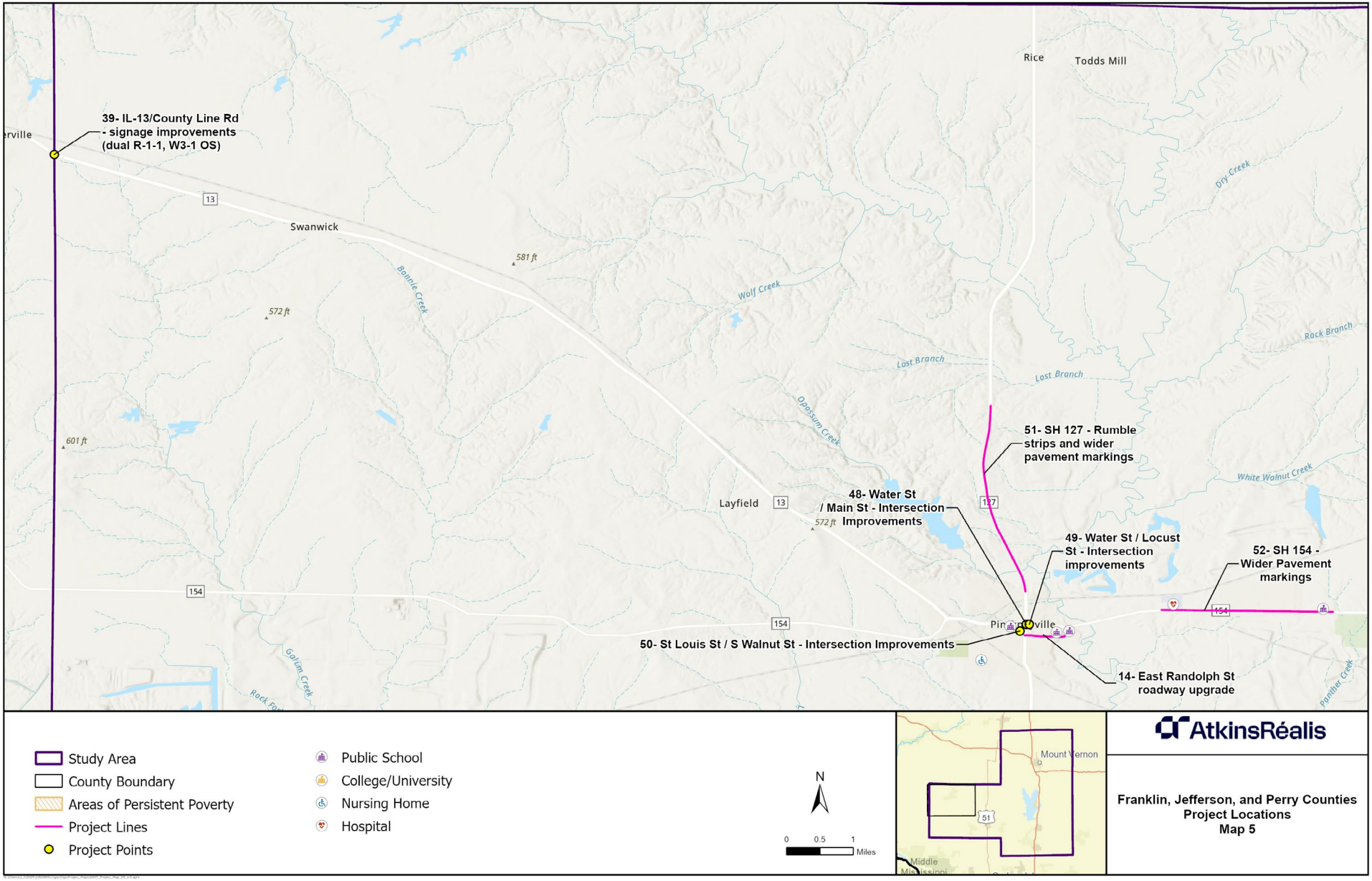
Priority Project Detailed Maps

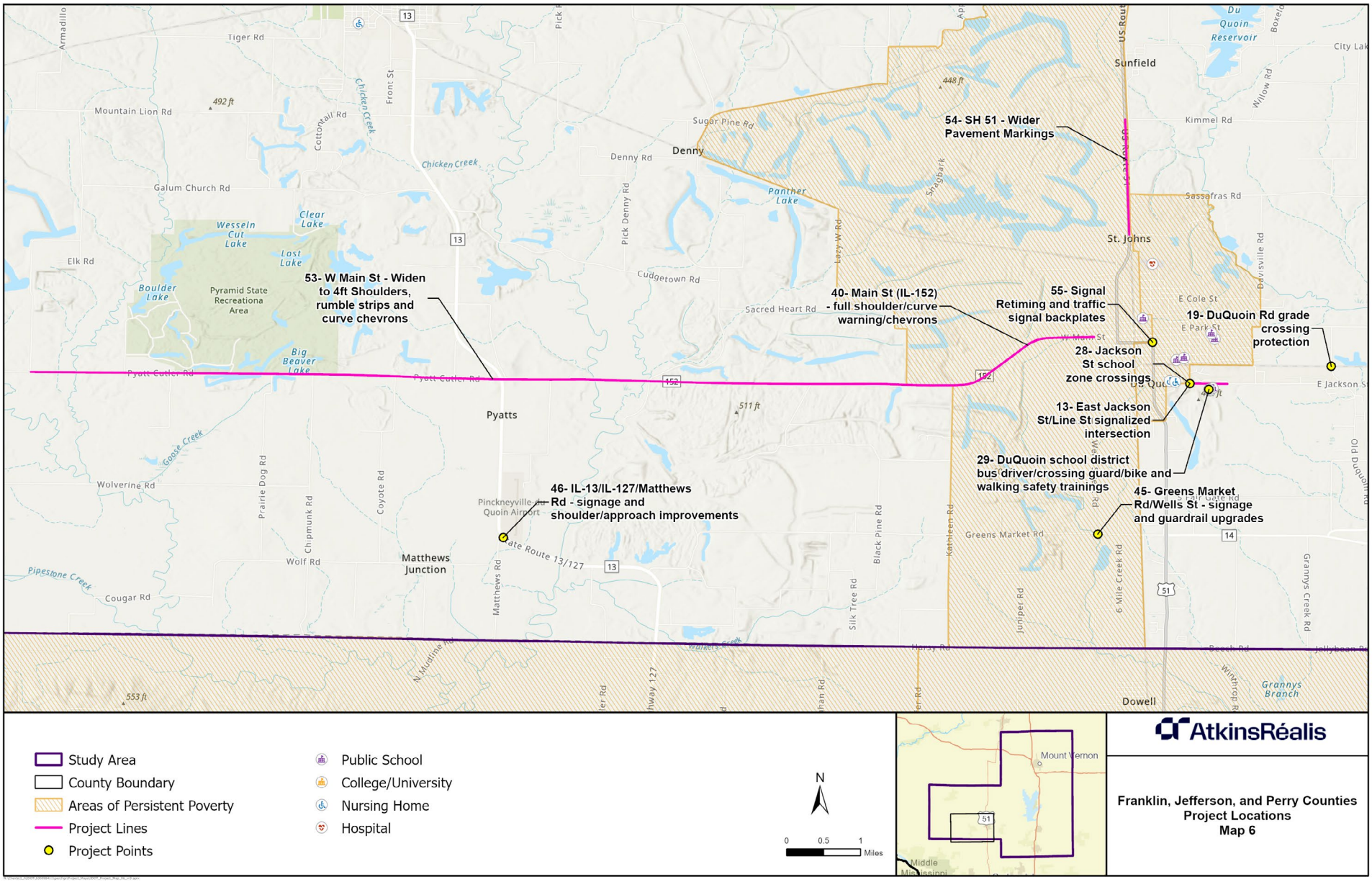

Walnut Hill
634 ft
591 ft
26- Crestview/IL 177
66- CD 2150 N / S Main St - Overhead flashing beacon / intersection improvements
Texico
Rome
Cravat
Boyd
56- Clear Vegetation/ Centerline Rumble Strips / wider pavement markings / speed feedback signs
47- Richview Road - Provide 4-ft shoulder
25 A- Knox Rd/Hails Ln improvements
Idlewood
592 ft
582 ft
25 B- Green Rd/Tolle Ln intersection improvements
7- I-64 at Shiloh Dr interchange construction
Woodlawn
Roaches
Webster Hill Estates
Study Area
County Boundary
Areas of Persistent Poverty
Project Lines
Project Points
Public School
College/University
Nursing Home
Hospital
N
0 0.5 1 Miles
Mount Vernon
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Map 1

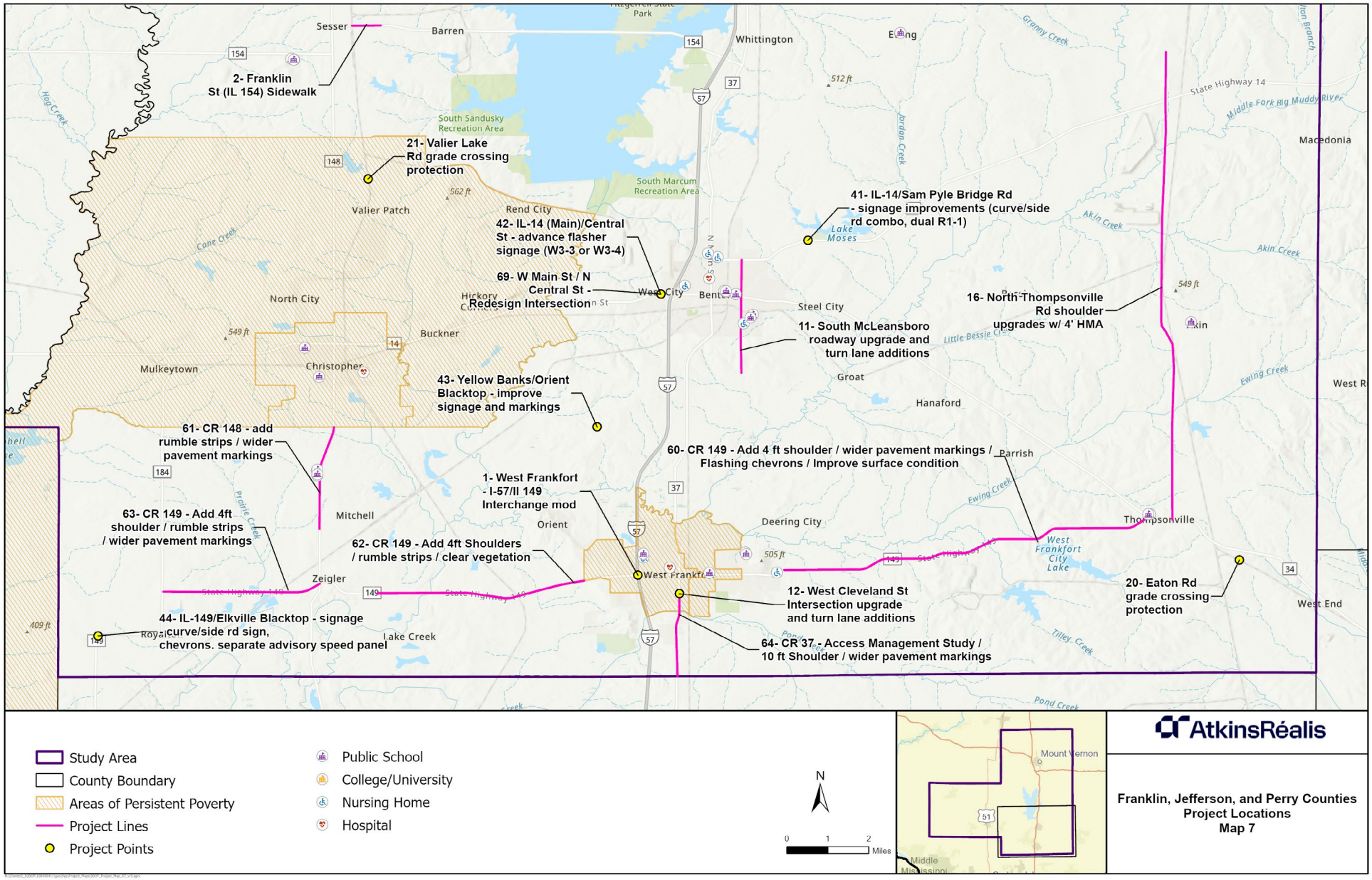

9- Potomac Blvd to 44th St Overpass construction
58- Broadway St - Access Management Study
36- Signal retiming - FYA -Broadway
37- IL-15 through I-64 interchange - non-motorized facilities
32 B- Mateer Dr - street lighting
32 A- 45gh - street lighting
6- 42nd St widening
10- 42nd St TWLTL addition
17- Wells Bypass roadway upgrade and turn lane additions
33 J- IL-15 Signal Pre-emption
33 I- IL-15 Signal Pre-emption
33 K-IL-15 Signal Pre-emption
33 L- IL-15 Signal Pre-emption
15- Vets Pkwy & 34th St signalized intersection
5- Vets Memorial Dr widening
34- Main - Broadway (IL-15) pedestrian signals with countdown timers
33 H-IL-15 Signal Pre-emption
33 G- IL-15 Signal Pre-emption
30- Broadway (IL-15) sidewalk gaps
33 E- IL-15 Signal Pre-emption
33 F-IL-15 Signal Pre-emption
68- S 12th St / Broadway St - Signal Retiming
31- Broadway (IL-15)/11th pedestrian crossing improvements
33 D- IL-15 Signal Pre-emption
33 C-IL-15 Signal Pre-emption
8- SR-15 Railroad Overpass rail crossing
35- Main - Broadway (IL-15) parking restrictions (close to intersection)
33 B-IL-15 Signal Pre-emption
33_A-IL-15 Signal Pre-emption
67- S 10th St / Broadway St - Signal Retiming
33 P- IL-15 Signal Pre-emption
33 O- IL-15 Signal Pre-emption
33 N- IL-15 Signal Pre-emption
33 M- IL-15 Signal Pre-emption
Study Area
County Boundary
Areas of Persistent Poverty
Project Lines
Project Points
Public School
College/University
Nursing Home
Hospital
N
0 0.15 0.3 Miles
Mount Vernon
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Map 2

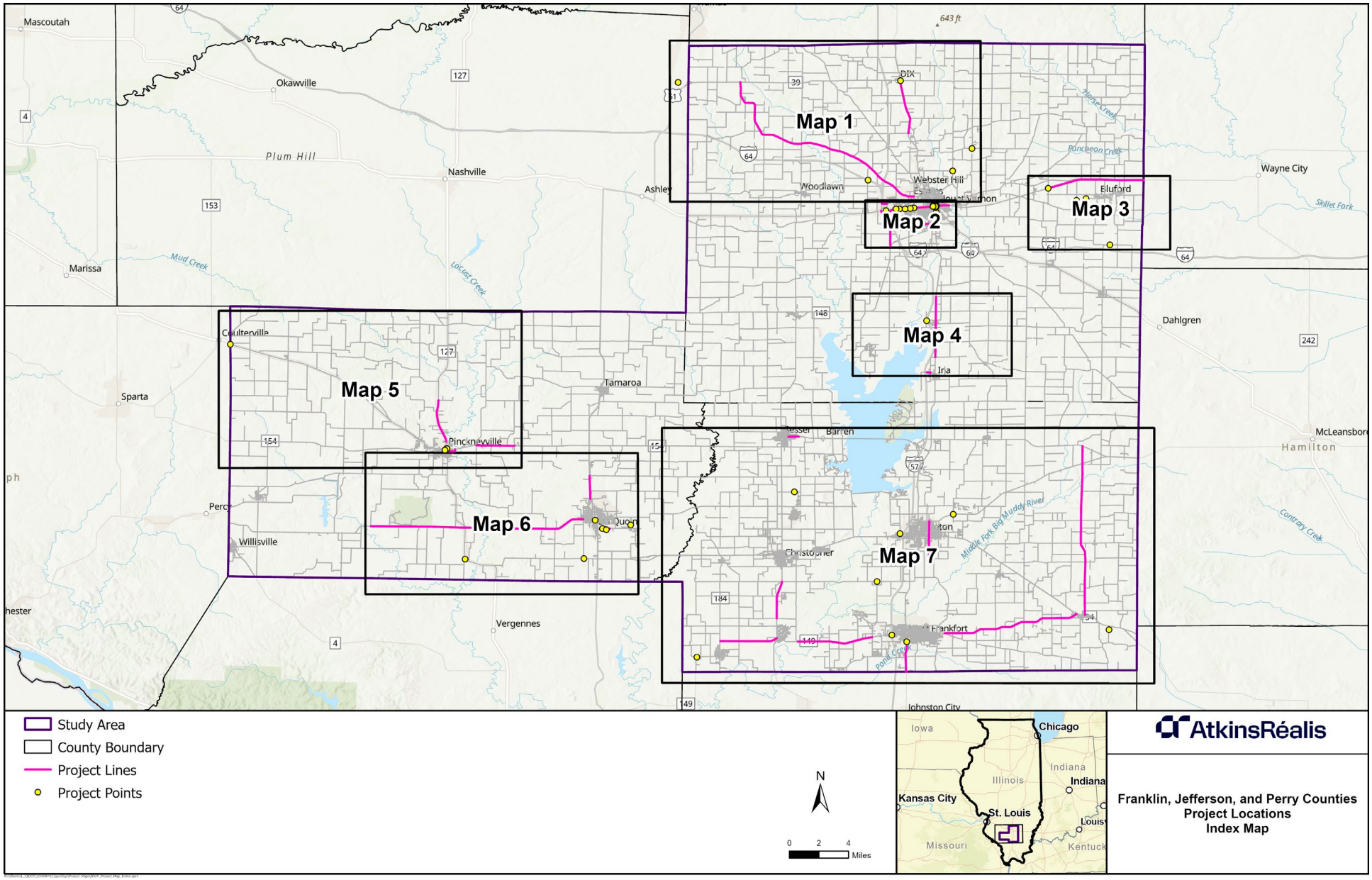

57- New Fairfield Rd - Wider pavement markings / rumble strips / speed warning signs
27- Harmony Ln/IL-15
22- Falcon Ln grade crossing protection
18- Auburn Ln grade crossing protection
3- Markham City Rd Overpass rail crossing
Markham City
Bluford
Marlow
Illinois Central Reservoir
Bear Creek
Fourmile Creek
E Fairfield Rd
E Sandpiper Rd
E Liberty Rd
E Lynchberg Rd
E Ontario Rd
County Road 1125
County Road 1225
County Road 500 N
County Road 260 N
IL Highway 15
613 ft
601 ft
534 ft
560 ft
Study Area
County Boundary
Areas of Persistent Poverty
Project Lines
Project Points
Public School
College/University
Nursing Home
Hospital
N
0 0.25 0.5 Miles
Mount Vernon
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Map 3

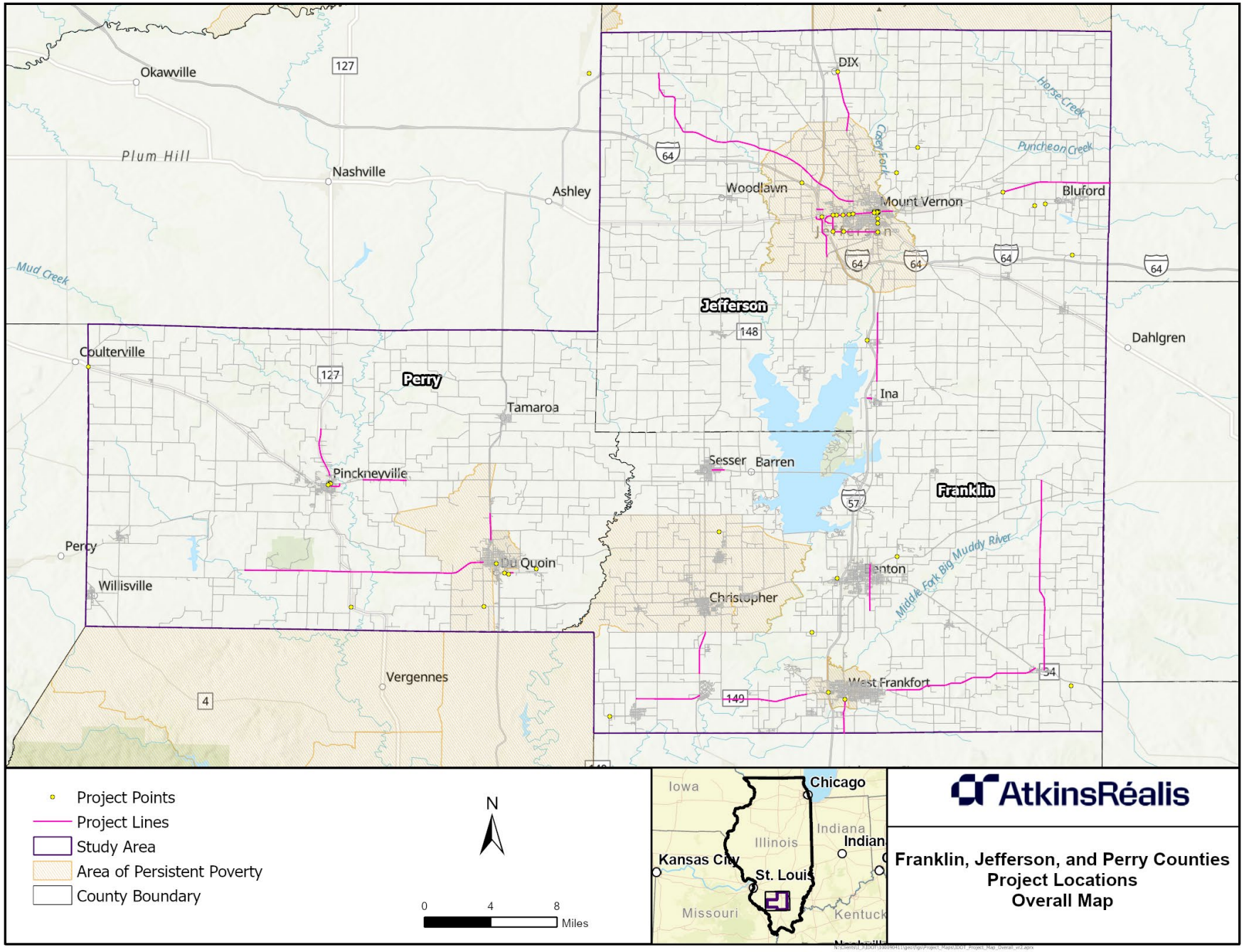

38- Campground/Hickory Lane - Guard Rail & approach improvements
59- CR 37 - Add 4ft paved shoulders / wider pavement markings /
4- Ina-North Ave Reconstruction
Bonnie
Dareville
Nason
Spring Garden
E Davis Rd
E Saddle Club Rd
E Bonnie Rd
E Cranston Rd
E Deer Valley Rd
E Adams Rd
E Ina Rd
E 3rd St
County Road 700
County Road 650
County Highway 525 N
N Price Ln
N Reardon Ln
N Nason Ln
N Vermont Ln
N Cooley Ln
N Oak St
N Main St
N Spring Garden Ln
N Alta Ln
N Tilton Ln
N Benton Ln
County Road 1450
Atchinson Creek
Poplar Branch
511 ft
449 ft
491 ft
57
37
Study Area
County Boundary
Areas of Persistent Poverty
Project Lines
Project Points
Public School
College/University
Nursing Home
Hospital
N
0 0.25 0.5 Miles
Mount Vernon
51
Middle
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Map 4


39- IL-13/County Line Rd - signage improvements (dual R-1-1, W3-1 OS)
Swanwick
Rice
Todds Mill
Dry Creek
Bonnie Creek
Wolf Creek
Rock Branch
Lost Branch
Opossum Creek
White Walnut Creek
Layfield
48- Water St / Main St - Intersection Improvements
51- SH 127 - Rumble strips and wider pavement markings
49- Water St / Locust St - Intersection improvements
52- SH 154 - Wider Pavement markings
50- St Louis St / S Walnut St - Intersection Improvements
14- East Randolph St roadway upgrade
Panther Creek
Study Area
County Boundary
Areas of Persistent Poverty
Project Lines
Project Points
Public School
College/University
Nursing Home
Hospital
N
0 0.5 1 Miles
Mount Vernon
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Map 5


53- W Main St - Widen to 4ft Shoulders, rumble strips and curve chevrons
40- Main St (IL-152) - full shoulder/curve warning/chevrons
54- SH 51 - Wider Pavement Markings
55- Signal Retiming and traffic signal backplates
19- DuQuoin Rd grade crossing protection
28- Jackson St school zone crossings
13- East Jackson St/Line St signalized intersection
29- DuQuoin school district bus driver/crossing guard/bike and walking safety trainings
45- Greens Market Rd/Wells St - signage and guardrail upgrades
46- IL-13/IL-127/Matthews Rd - signage and shoulder/approach improvements
Pyatts
Denny
Sunfield
St. Johns
Dowell
Matthews Junction
Pinckneyville-Du Quoin Airport
Pyatt Cutler Rd
Sacred Heart Rd
Cudgetown Rd
Greens Market Rd
Mountain Lion Rd
Galum Church Rd
Elk Rd
Wolverine Rd
Wolf Rd
Cougar Rd
Pipestone Creek
Chicken Creek
Goose Creek
Grannys Creek
Pyramid State Recreationa Area
Boulder Lake
Wesseln Cut Lake
Clear Lake
Lost Lake
Big Beaver Lake
Panther Lake
Du Quoin Reservoir
Study Area
County Boundary
Areas of Persistent Poverty
Project Lines
Project Points
Public School
College/University
Nursing Home
Hospital
N
0 0.5 1 Miles
Mount Vernon
Middle Mississippi
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Map 6

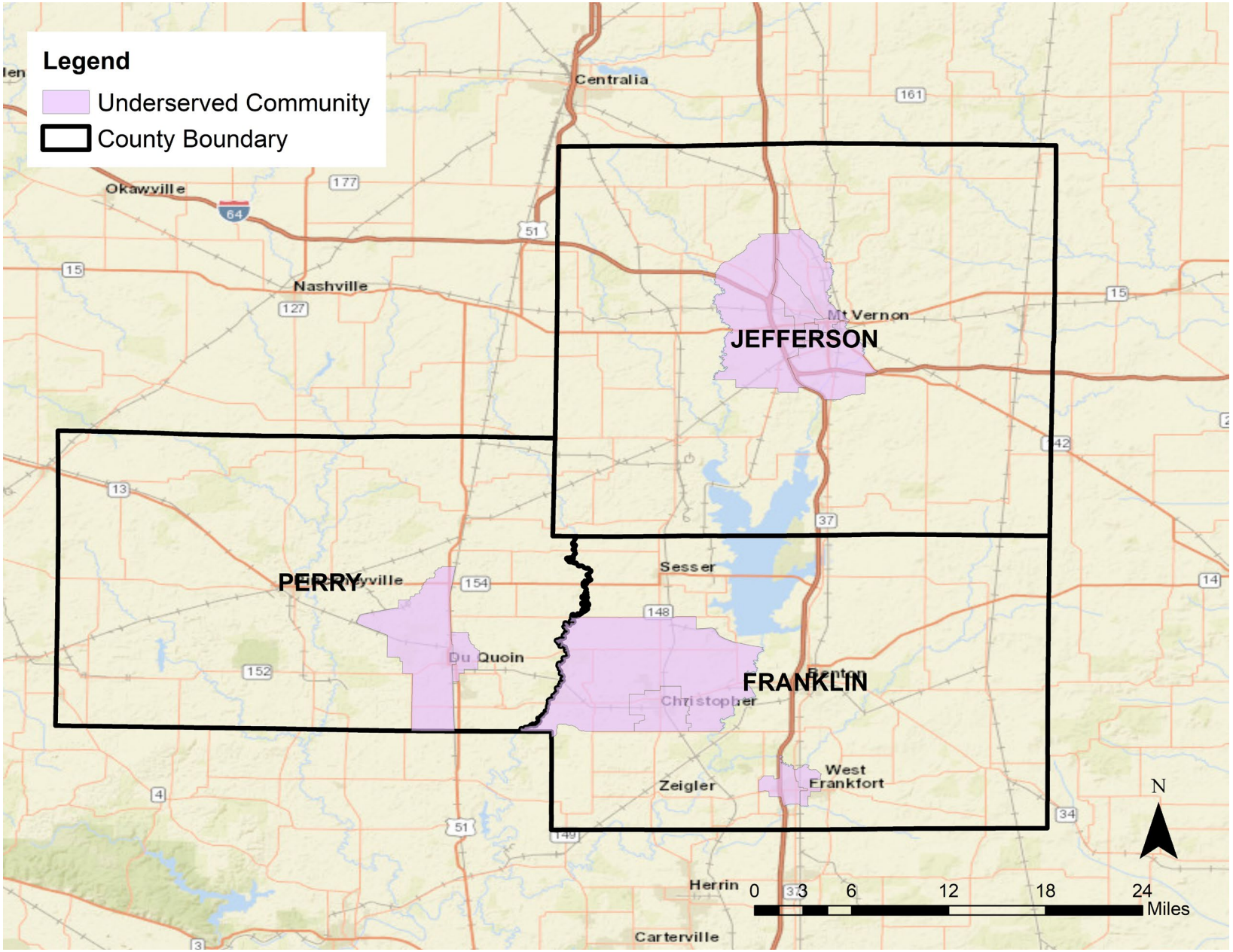

2- Franklin St (IL 154) Sidewalk
21- Valier Lake Rd grade crossing protection
42- IL-14 (Main)/Central St - advance flasher signage (W3-3 or W3-4)
69- W Main St / N Central St - Redesign Intersection
41- IL-14/Sam Pyle Bridge Rd - signage improvements (curve/side rd combo, dual R1-1)
16- North Thompsonville Rd shoulder upgrades w/ 4' HMA
11- South McLeansboro roadway upgrade and turn lane additions
43- Yellow Banks/Orient Blacktop - improve signage and markings
61- CR 148 - add rumble strips / wider pavement markings
60- CR 149 - Add 4 ft shoulder / wider pavement markings / Flashing chevrons / Improve surface condition
1- West Frankfort - I-57/Il 149 Interchange mod
63- CR 149 - Add 4ft shoulder / rumble strips / wider pavement markings
62- CR 149 - Add 4ft Shoulders / rumble strips / clear vegetation
12- West Cleveland St Intersection upgrade and turn lane additions
20- Eaton Rd grade crossing protection
44- IL-149/Elkville Blacktop - signage curve/side rd sign, chevrons. separate advisory speed panel
64- CR 37 - Access Management Study / 10 ft Shoulder / wider pavement markings
Study Area
County Boundary
Areas of Persistent Poverty
Project Lines
Project Points
Public School
College/University
Nursing Home
Hospital
N
0 1 2 Miles
Mount Vernon
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Map 7

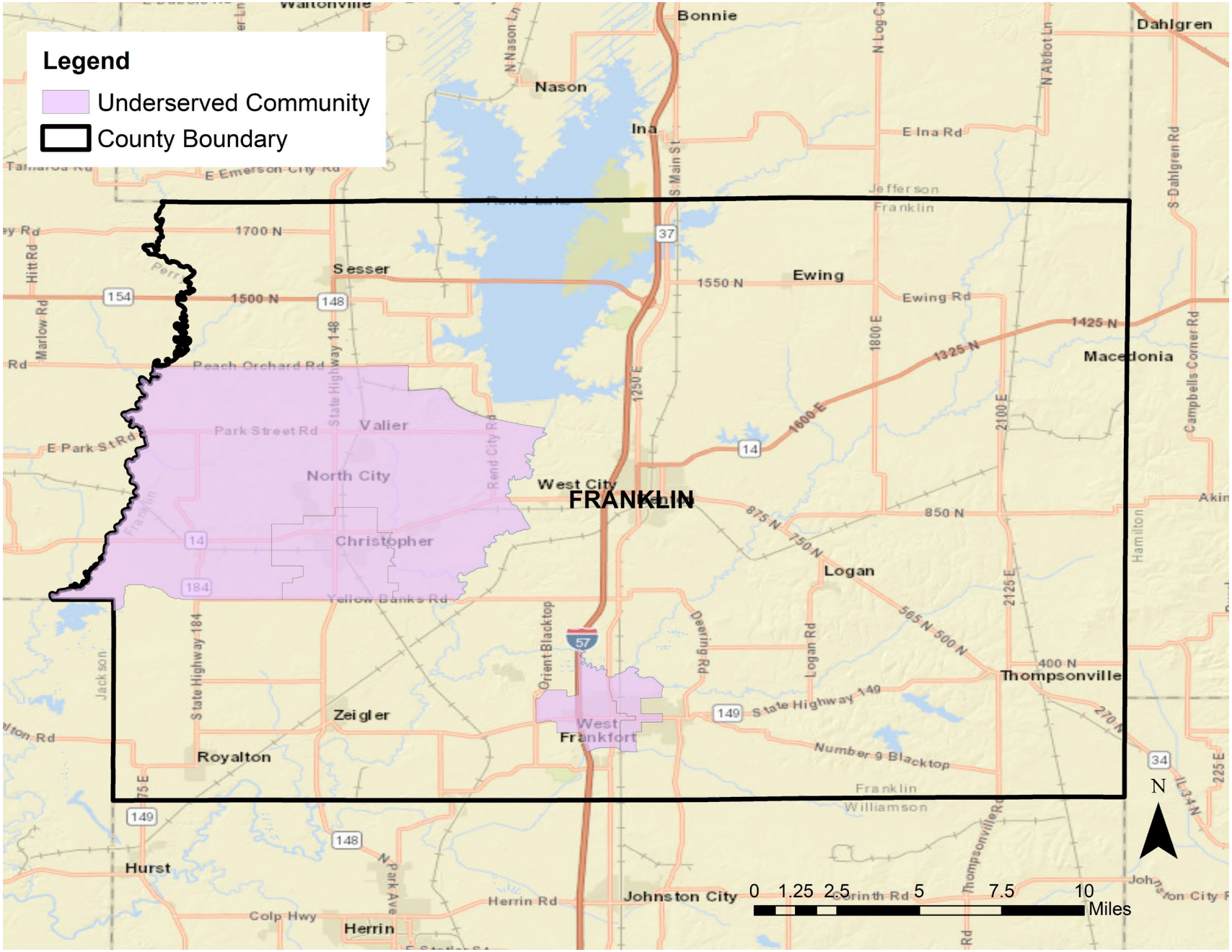

Map 1
Map 2
Map 3
Map 4
Map 5
Map 6
Map 7
Study Area
County Boundary
Project Lines
Project Points
N
0 2 4
Miles
Chicago
Indiana
Illinois
Kansas City
St. Louis
Missouri
Kentucky
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Index Map

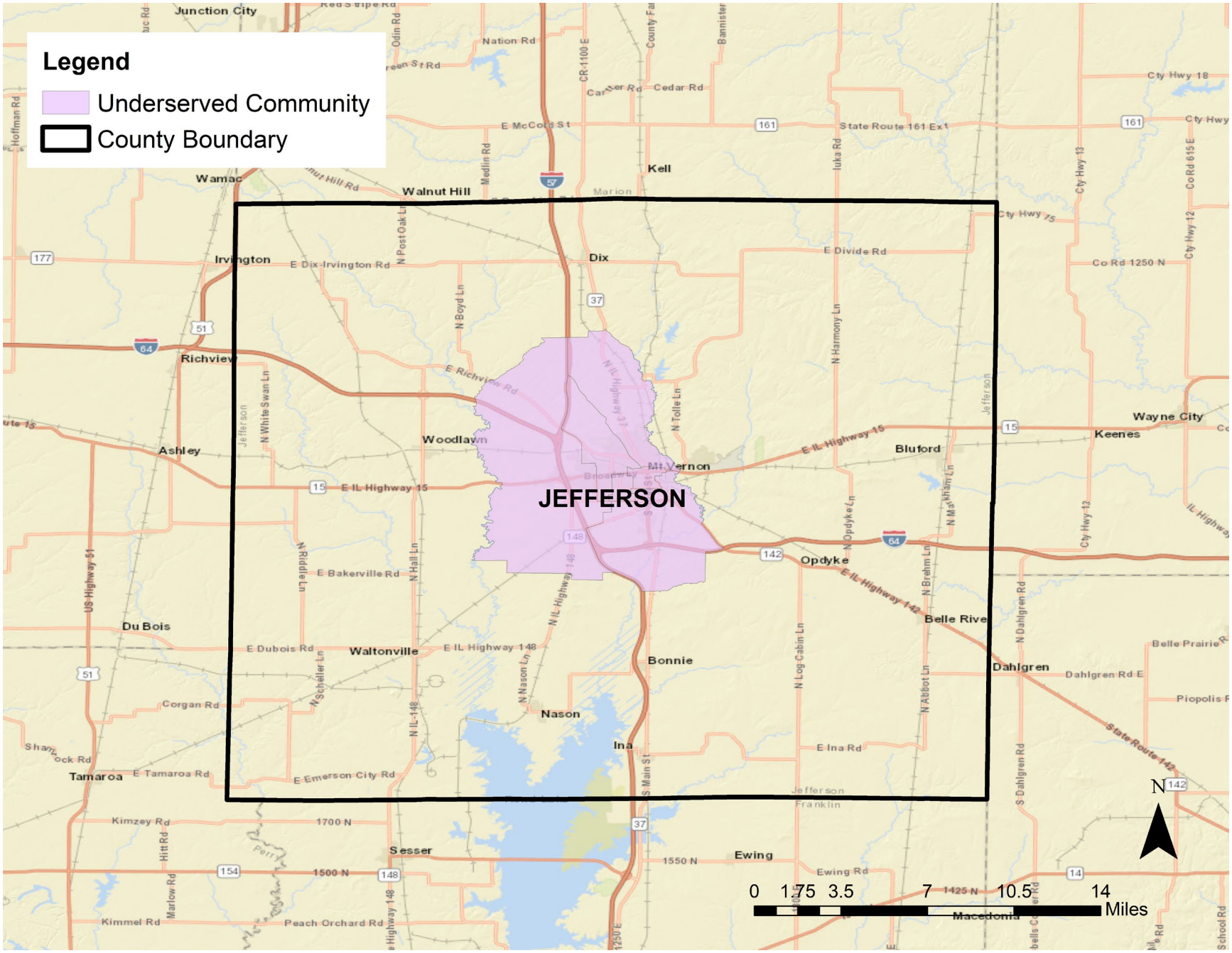

Okawville
127
Plum Hill
Nashville
Ashley
Mud Creek
Coulterville
127
Perry
Tamaroa
Pinckneyville
Percy
Willisville
Du Quoin
Vergennes
4
DIX
Horse Creek
Cozy Fork
Puncheon Creek
64
Woodlawn
Mount Vernon
Bluford
Jefferson
148
Dahlgren
Ina
Sesser
Barren
Franklin
57
Middle Fork Big Muddy River
Christopher
149
West Frankfort
54
Project Points
Project Lines
Study Area
Area of Persistent Poverty
County Boundary
N
0
4
8
Miles
Iowa
Chicago
Indiana
Illinois
Kansas City
St. Louis
Missouri
Kentuck
AtkinsRéalis
Franklin, Jefferson, and Perry Counties
Project Locations
Overall Map

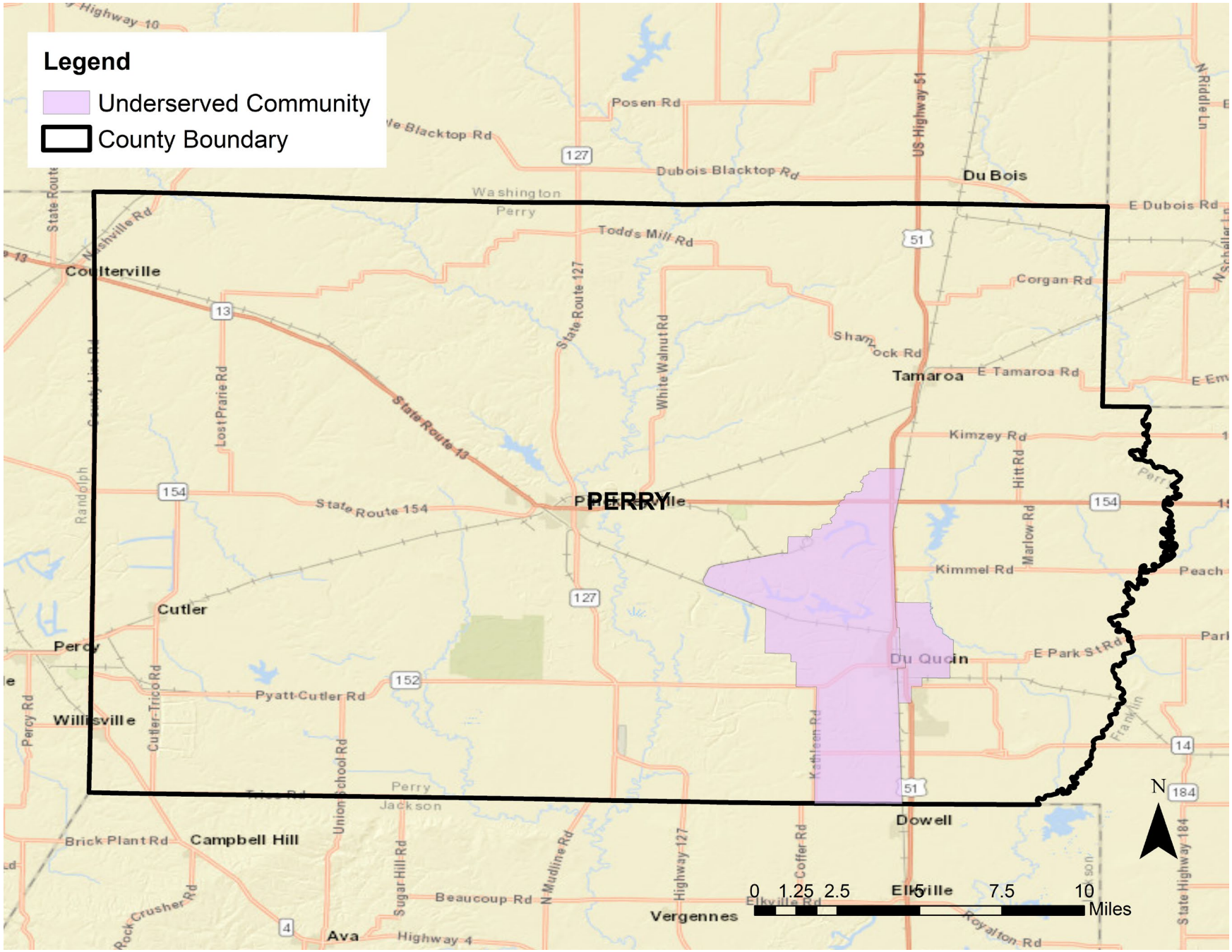
Appendix B

Underserved Communities Detailed Analysis


Legend
Underserved Community
County Boundary
Centralia
Okawville
Nashville
Mt Vernon
JEFFERSON
PERRY
Sesser
Du Quoin
FRANKLIN
Christopher
Zeigler
West Frankfort
Herrin
Carterville
N
0 3 6 12 18 24
Miles

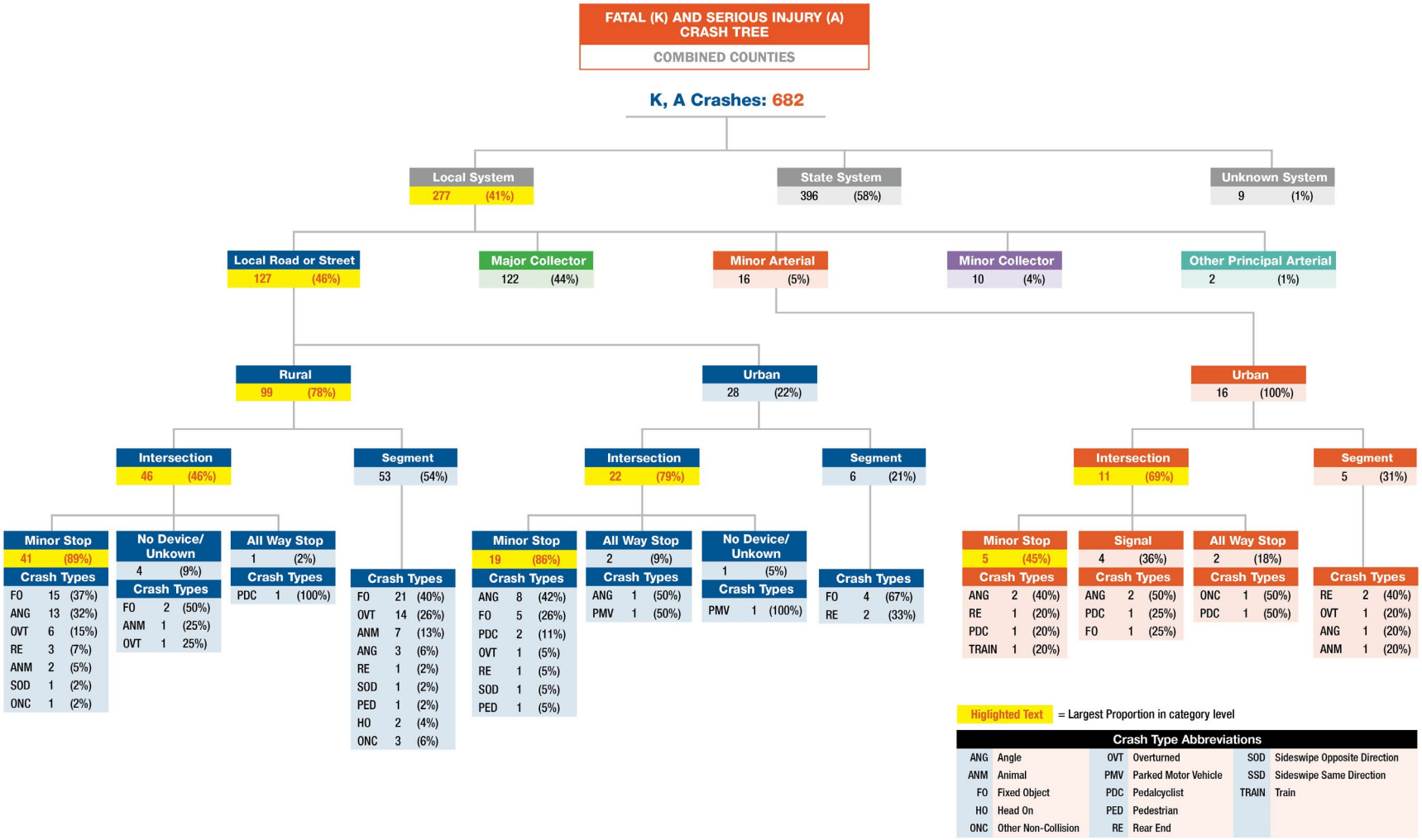

Legend
Underserved Community
County Boundary
Bonnie
Dahlgren
Nason
Ina
E Ina Rd
Jefferson
Franklin
1700 N
Sesser
1550 N
Ewing
Ewing Rd
1500 N
1425 N
Macedonia
1325 N
Peach Orchard Rd
Valier
Park Street Rd
E Park St Rd
North City
West City
FRANKLIN
850 N
875 N
750 N
Logan
Christopher
565 N
500 N
Yellow Banks Rd
400 N
Thompsonville
Zeigler
West Frankfort
State Highway 149
Number 9 Blacktop
Royalton
Franklin
Williamson
Hurst
Herrin Rd
Johnston City
Colp Hwy
Herrin
0 1.25 2.5 5 7.5 10
Miles
N

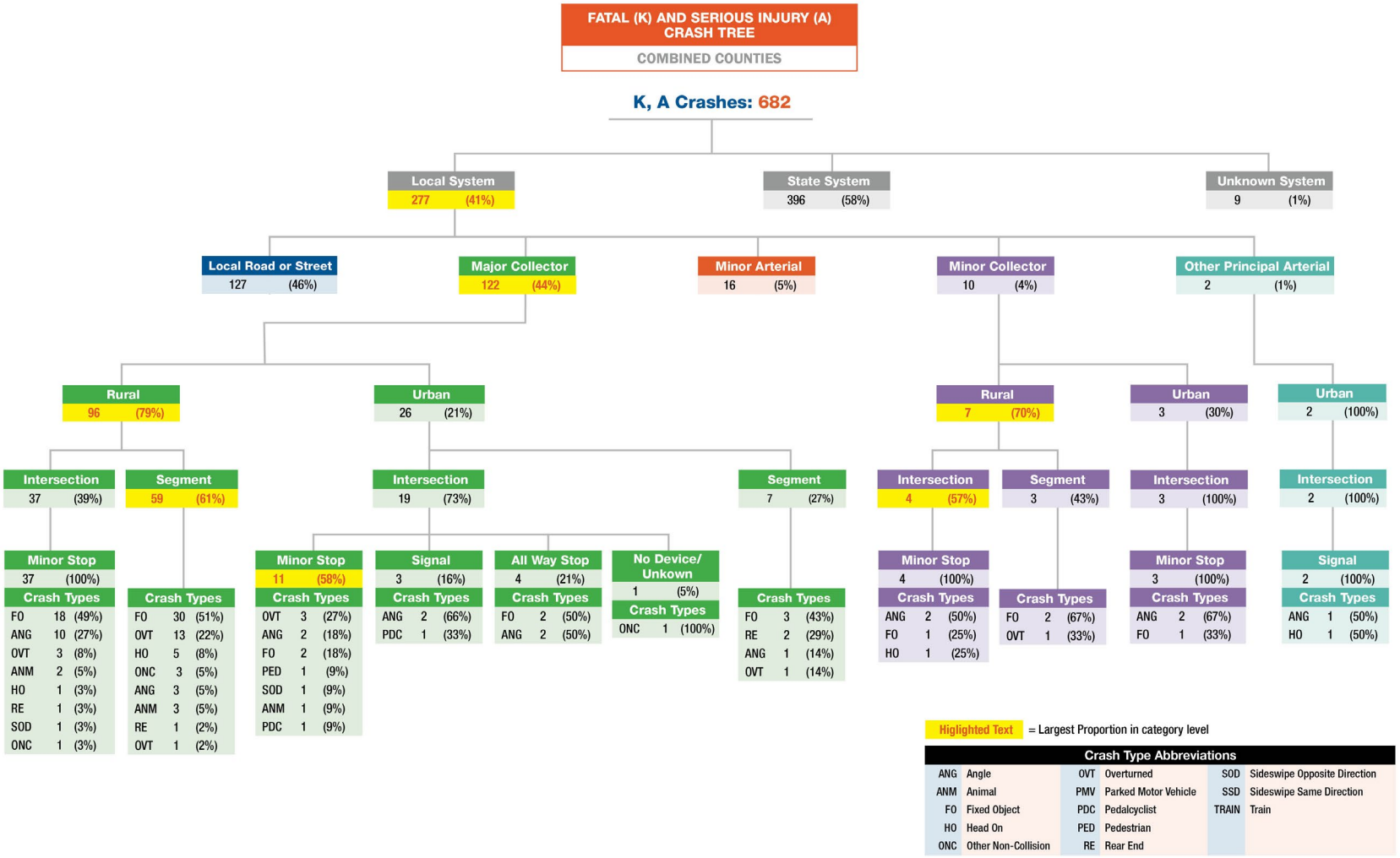

Legend
Underserved Community
County Boundary
JEFFERSON
Junction City
Wamac
Walnut Hill
Kell
Marion
Dix
Irvington
Richview
Woodlawn
Mt Vernon
Bluford
Wayne City
Keenes
Ashley
Opdyke
Belle Rive
Du Bois
Waltonville
Bonnie
Dahlgren
Nason
Ina
Tamaroa
Sesser
Ewing
Macedonia
Piopolis
Belle Prairie
Jefferson
Franklin
N
0 1.75 3.5 7 10.5 14
Miles

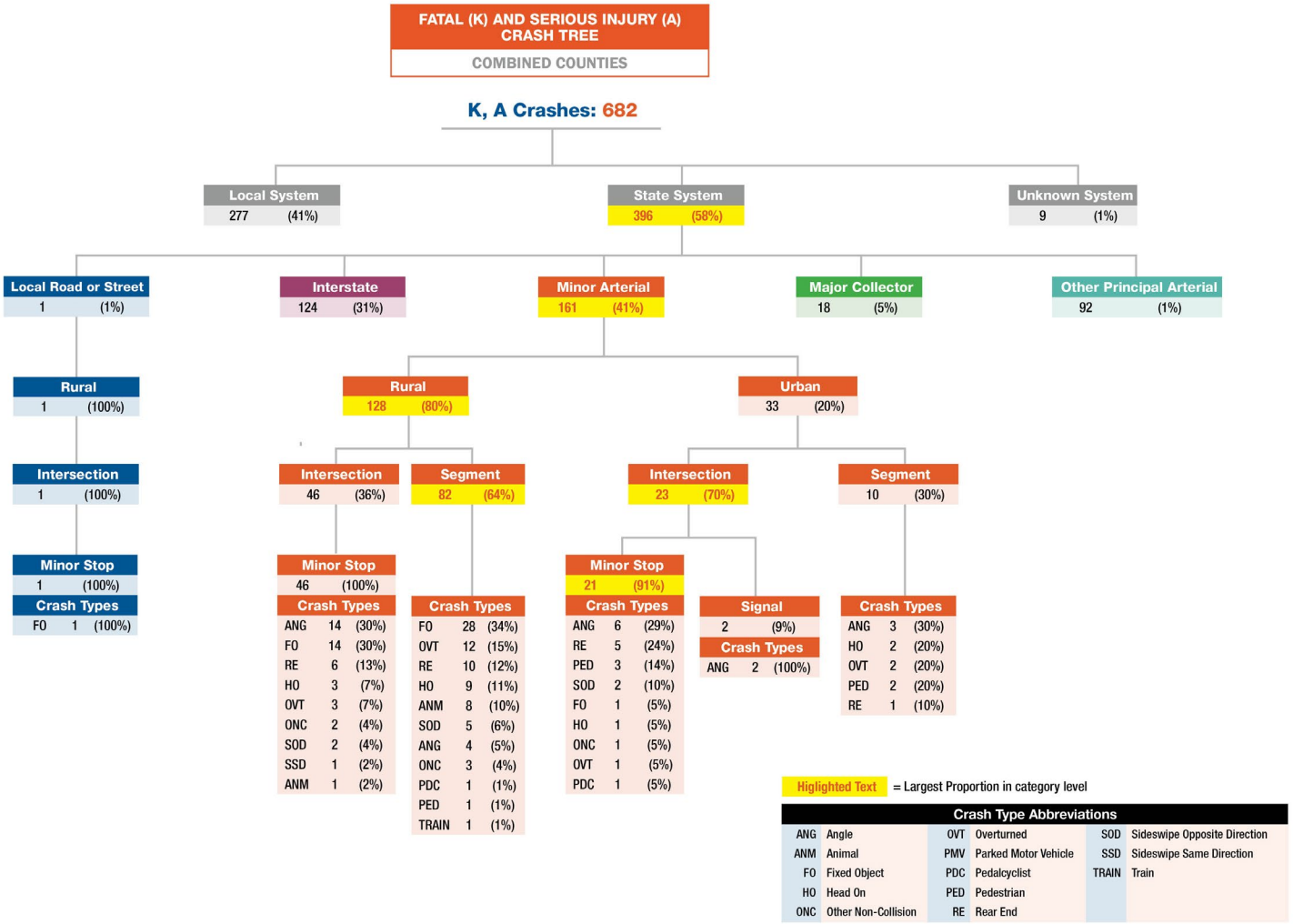

Legend
Underserved Community
County Boundary
PERRY
Du Bois
Coulterville
Tamaroa
Cutler
Percy
Willisville
Du Quoin
Dowell
Campbell Hill
Ava
Vergennes
Elkville
Pinckneyville
Posen Rd
Dubois Blacktop Rd
Todds Mill Rd
Corgan Rd
Shamrock Rd
E Tamaroa Rd
Kimzey Rd
Kimmel Rd
E Park St Rd
Pyatt-Cutler Rd
Brick Plant Rd
Beaucoup Rd
State Route 13
State Route 154
State Route 127
US Highway 51
Highway 127
Highway 4
Washington
Perry
Jackson
0 1.25 2.5 5 7.5 10
Miles
N

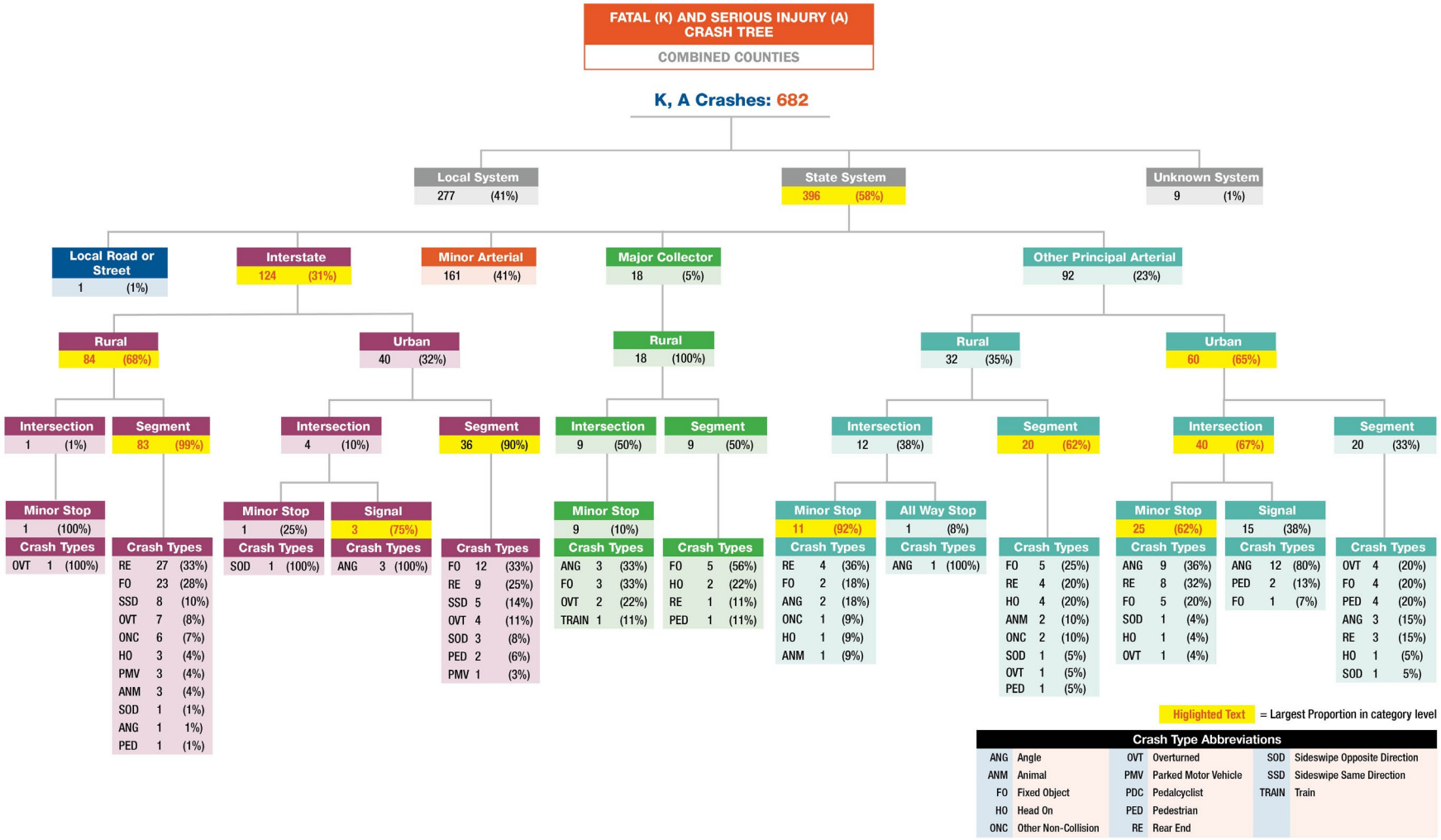
Appendix C

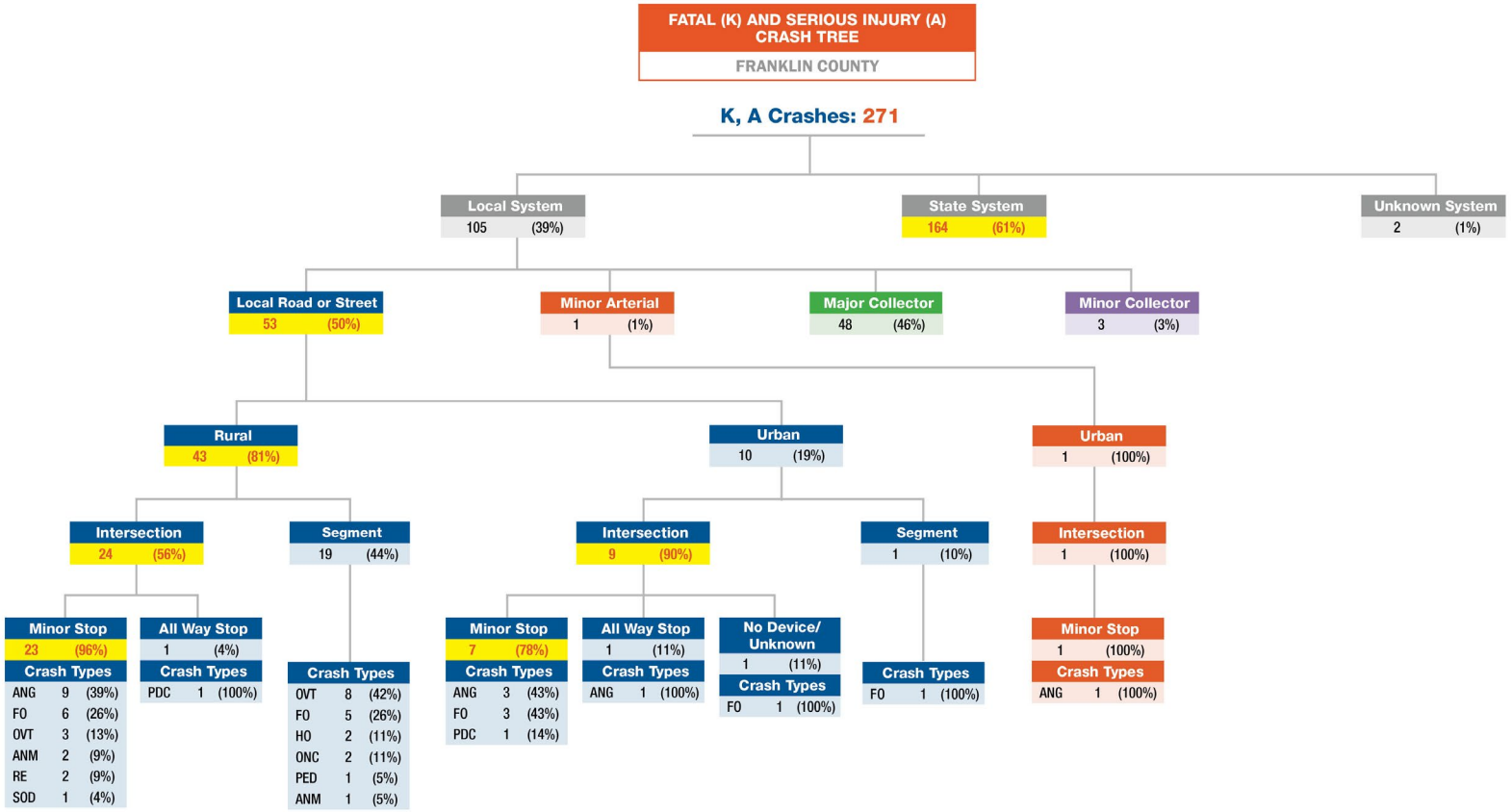
Crash Data Trees


FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
COMBINED COUNTIES
K, A Crashes: 682
Local System 277 (41%)
State System 396 (58%)
Unknown System 9 (1%)
Local Road or Street 127 (46%)
Major Collector 122 (44%)
Minor Arterial 16 (5%)
Minor Collector 10 (4%)
Other Principal Arterial 2 (1%)
Rural 99 (78%)
Urban 28 (22%)
Urban 16 (100%)
Intersection 46 (46%)
Segment 53 (54%)
Intersection 22 (79%)
Segment 6 (21%)
Intersection 11 (69%)
Segment 5 (31%)
Minor Stop 41 (89%)
Crash Types
FO 15 (37%)
ANG 13 (32%)
OVT 6 (15%)
RE 3 (7%)
ANM 2 (5%)
SOD 1 (2%)
ONC 1 (2%)
No Device/ Unkown 4 (9%)
Crash Types
FO 2 (50%)
ANM 1 (25%)
OVT 1 25%)
All Way Stop 1 (2%)
Crash Types
PDC 1 (100%)
Crash Types
FO 21 (40%)
OVT 14 (26%)
ANM 7 (13%)
ANG 3 (6%)
RE 1 (2%)
SOD 1 (2%)
PED 1 (2%)
HO 2 (4%)
ONC 3 (6%)
Minor Stop 19 (86%)
Crash Types
ANG 8 (42%)
FO 5 (26%)
PDC 2 (11%)
OVT 1 (5%)
RE 1 (5%)
SOD 1 (5%)
PED 1 (5%)
All Way Stop 2 (9%)
Crash Types
ANG 1 (50%)
PMV 1 (50%)
No Device/ Unkown 1 (5%)
Crash Types
PMV 1 (100%)
Crash Types
FO 4 (67%)
RE 2 (33%)
Minor Stop 5 (45%)
Crash Types
ANG 2 (40%)
RE 1 (20%)
PDC 1 (20%)
TRAIN 1 (20%)
Signal 4 (36%)
Crash Types
ANG 2 (50%)
PDC 1 (25%)
FO 1 (25%)
All Way Stop 2 (18%)
Crash Types
ONC 1 (50%)
PDC 1 (50%)
Crash Types
RE 2 (40%)
OVT 1 (20%)
ANG 1 (20%)
ANM 1 (20%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train


FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
COMBINED COUNTIES
K, A Crashes: 682
Local System 277 (41%)
State System 396 (58%)
Unknown System 9 (1%)
Local Road or Street 127 (46%)
Major Collector 122 (44%)
Minor Arterial 16 (5%)
Minor Collector 10 (4%)
Other Principal Arterial 2 (1%)
Rural 96 (79%)
Urban 26 (21%)
Rural 7 (70%)
Urban 3 (30%)
Urban 2 (100%)
Intersection 37 (39%)
Segment 59 (61%)
Intersection 19 (73%)
Segment 7 (27%)
Intersection 4 (57%)
Segment 3 (43%)
Intersection 3 (100%)
Intersection 2 (100%)
Minor Stop 37 (100%)
Crash Types
FO 18 (49%)
ANG 10 (27%)
OVT 3 (8%)
ANM 2 (5%)
HO 1 (3%)
RE 1 (3%)
SOD 1 (3%)
ONC 1 (3%)
Crash Types
FO 30 (51%)
OVT 13 (22%)
HO 5 (8%)
ONC 3 (5%)
ANG 3 (5%)
ANM 3 (5%)
RE 1 (2%)
OVT 1 (2%)
Minor Stop 11 (58%)
Crash Types
OVT 3 (27%)
ANG 2 (18%)
FO 2 (18%)
PED 1 (9%)
SOD 1 (9%)
ANM 1 (9%)
PDC 1 (9%)
Signal 3 (16%)
Crash Types
ANG 2 (66%)
PDC 1 (33%)
All Way Stop 4 (21%)
Crash Types
FO 2 (50%)
ANG 2 (50%)
No Device/ Unkown 1 (5%)
Crash Types
ONC 1 (100%)
Crash Types
FO 3 (43%)
RE 2 (29%)
ANG 1 (14%)
OVT 1 (14%)
Minor Stop 4 (100%)
Crash Types
ANG 2 (50%)
FO 1 (25%)
HO 1 (25%)
Crash Types
FO 2 (67%)
OVT 1 (33%)
Minor Stop 3 (100%)
Crash Types
ANG 2 (67%)
FO 1 (33%)
Signal 2 (100%)
Crash Types
ANG 1 (50%)
HO 1 (50%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train

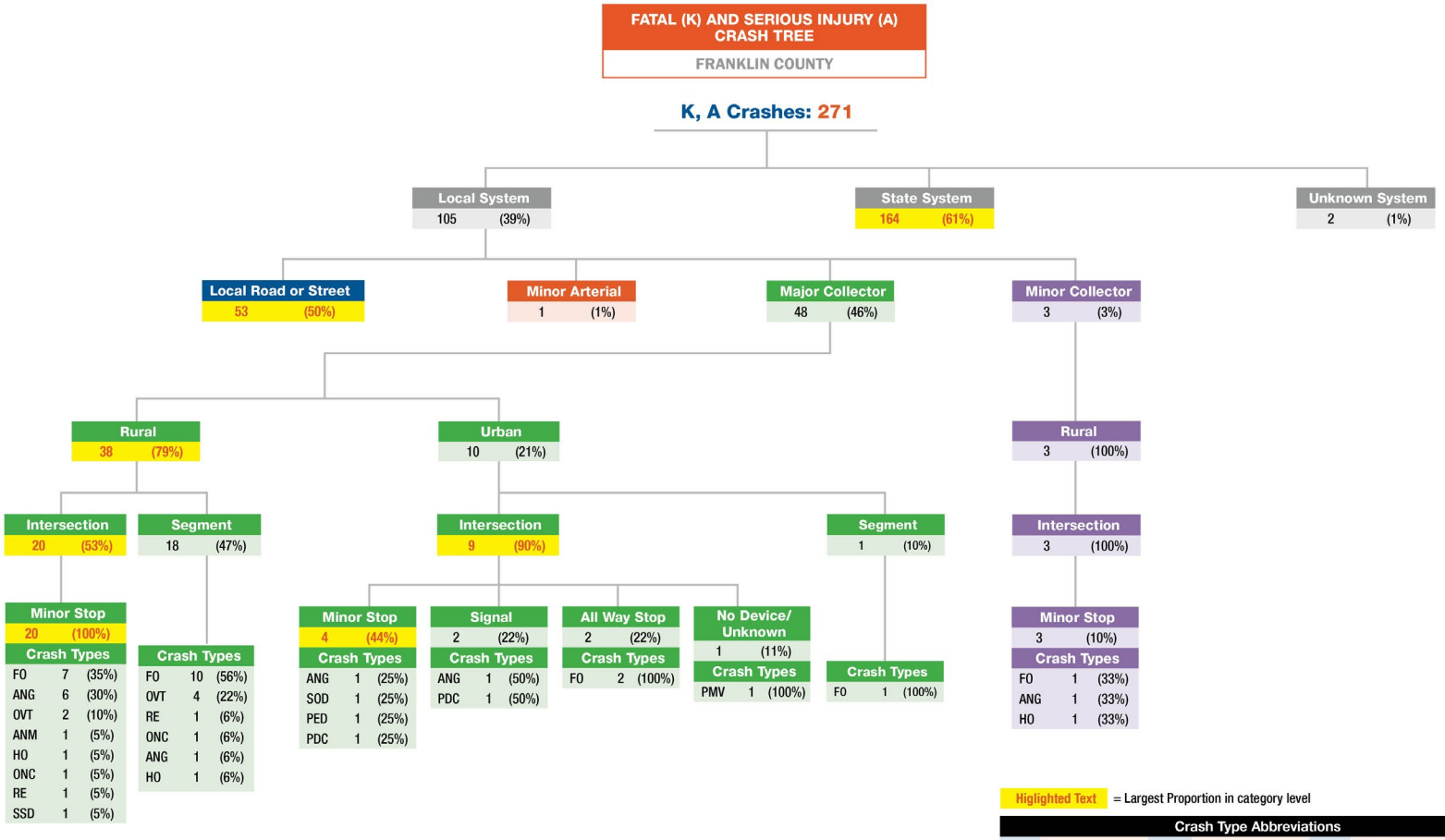

FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
COMBINED COUNTIES
K, A Crashes: 682
Local System 277 (41%)
State System 396 (58%)
Unknown System 9 (1%)
Local Road or Street 1 (1%)
Interstate 124 (31%)
Minor Arterial 161 (41%)
Major Collector 18 (5%)
Other Principal Arterial 92 (1%)
Rural 1 (100%)
Intersection 1 (100%)
Minor Stop 1 (100%)
Crash Types
FO 1 (100%)
Rural 128 (80%)
Intersection 46 (36%)
Minor Stop 46 (100%)
Crash Types
ANG 14 (30%)
FO 14 (30%)
RE 6 (13%)
HO 3 (7%)
OVT 3 (7%)
ONC 2 (4%)
SOD 2 (4%)
SSD 1 (2%)
ANM 1 (2%)
Segment 82 (64%)
Crash Types
FO 28 (34%)
OVT 12 (15%)
RE 10 (12%)
HO 9 (11%)
ANM 8 (10%)
SOD 5 (6%)
ANG 4 (5%)
ONC 3 (4%)
PDC 1 (1%)
PED 1 (1%)
TRAIN 1 (1%)
Urban 33 (20%)
Intersection 23 (70%)
Minor Stop 21 (91%)
Crash Types
ANG 6 (29%)
RE 5 (24%)
PED 3 (14%)
SOD 2 (10%)
FO 1 (5%)
HO 1 (5%)
ONC 1 (5%)
OVT 1 (5%)
PDC 1 (5%)
Signal 2 (9%)
Crash Types
ANG 2 (100%)
Segment 10 (30%)
Crash Types
ANG 3 (30%)
HO 2 (20%)
OVT 2 (20%)
PED 2 (20%)
RE 1 (10%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train


FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
COMBINED COUNTIES
K, A Crashes: 682
Local System 277 (41%)
State System 396 (58%)
Unknown System 9 (1%)
Local Road or Street 1 (1%)
Interstate 124 (31%)
Minor Arterial 161 (41%)
Major Collector 18 (5%)
Other Principal Arterial 92 (23%)
Rural 84 (68%)
Urban 40 (32%)
Rural 18 (100%)
Rural 32 (35%)
Urban 60 (65%)
Intersection 1 (1%)
Segment 83 (99%)
Intersection 4 (10%)
Segment 36 (90%)
Intersection 9 (50%)
Segment 9 (50%)
Intersection 12 (38%)
Segment 20 (62%)
Intersection 40 (67%)
Segment 20 (33%)
Minor Stop 1 (100%)
Crash Types OVT 1 (100%)
Crash Types RE 27 (33%) FO 23 (28%) SSD 8 (10%) OVT 7 (8%) ONC 6 (7%) HO 3 (4%) PMV 3 (4%) ANM 3 (4%) SOD 1 (1%) ANG 1 1%) PED 1 (1%)
Minor Stop 1 (25%)
Crash Types SOD 1 (100%)
Signal 3 (75%)
Crash Types ANG 3 (100%)
Crash Types FO 12 (33%) RE 9 (25%) SSD 5 (14%) OVT 4 (11%) SOD 3 (8%) PED 2 (6%) PMV 1 (3%)
Minor Stop 9 (10%)
Crash Types ANG 3 (33%) FO 3 (33%) OVT 2 (22%) TRAIN 1 (11%)
Crash Types FO 5 (56%) HO 2 (22%) RE 1 (11%) PED 1 (11%)
Minor Stop 11 (92%)
Crash Types RE 4 (36%) FO 2 (18%) ANG 2 (18%) ONC 1 (9%) HO 1 (9%) ANM 1 (9%)
All Way Stop 1 (8%)
Crash Types ANG 1 (100%)
Crash Types FO 5 (25%) RE 4 (20%) HO 4 (20%) ANM 2 (10%) ONC 2 (10%) SOD 1 (5%) OVT 1 (5%) PED 1 (5%)
Minor Stop 25 (62%)
Crash Types ANG 9 (36%) RE 8 (32%) FO 5 (20%) SOD 1 (4%) HO 1 (4%) OVT 1 (4%)
Signal 15 (38%)
Crash Types ANG 12 (80%) PED 2 (13%) FO 1 (7%)
Crash Types OVT 4 (20%) FO 4 (20%) PED 4 (20%) ANG 3 (15%) RE 3 (15%) HO 1 (5%) SOD 1 5%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train



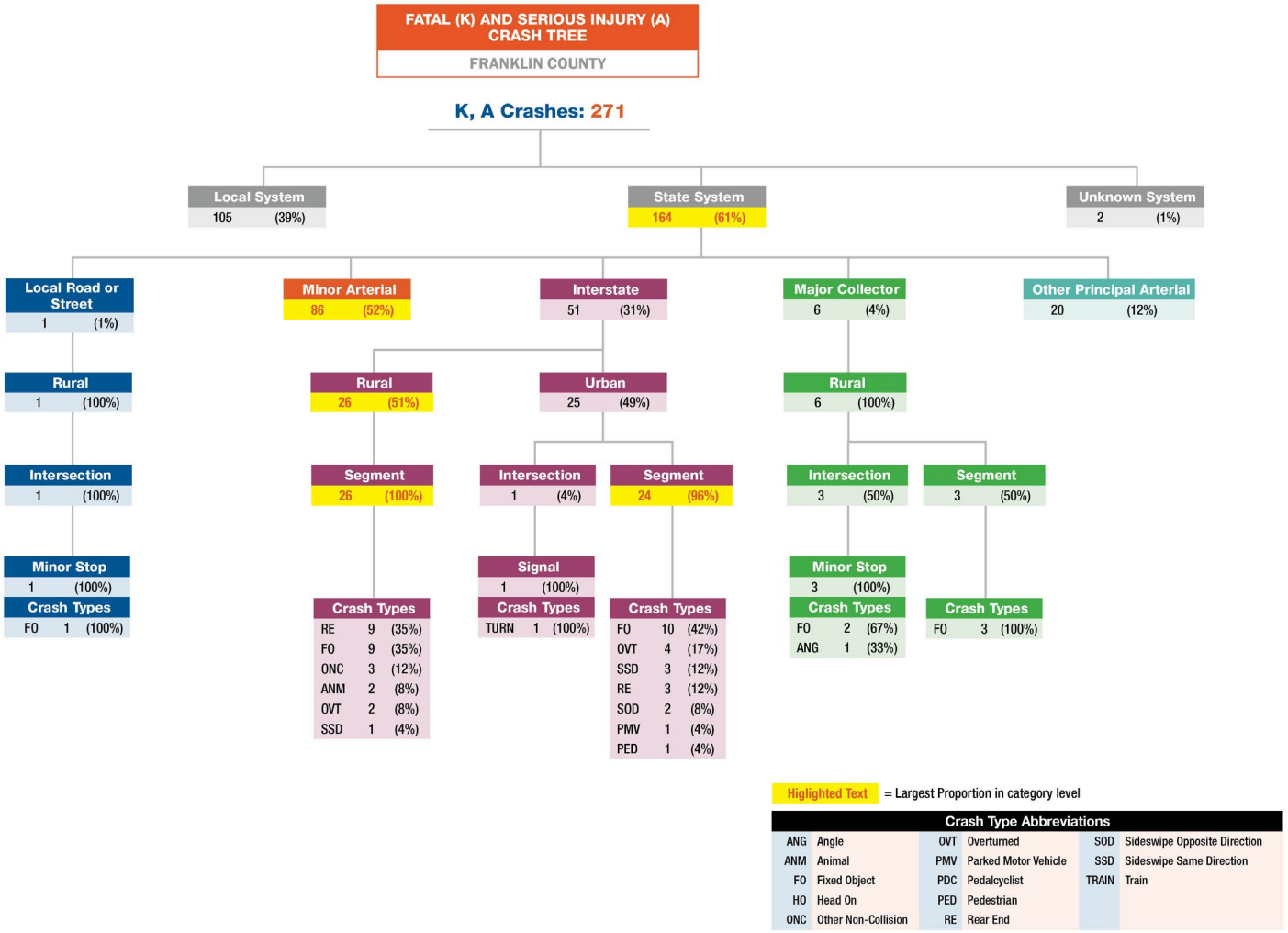
Higlighted Text = Largest Proportion in category level

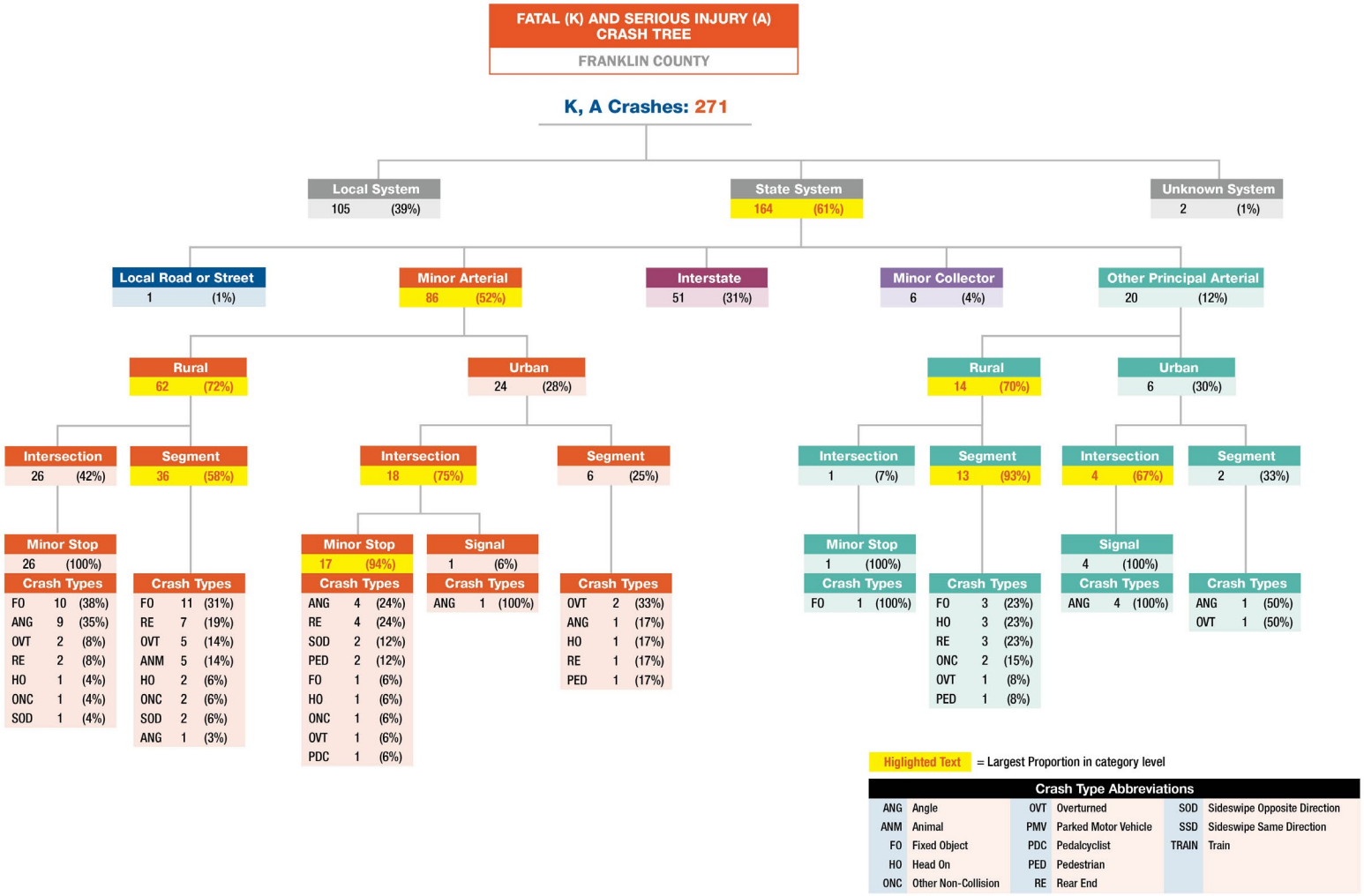
Crash Type Abbreviations					
ANG	Angle	OVT	Overturned	SOD	Sideswipe Opposite Direction
ANM	Animal	PMV	Parked Motor Vehicle	SSD	Sideswipe Same Direction
FO	Fixed Object	PDC	Pedalcyclist	TRAIN	Train
HO	Head On	PED	Pedestrian		
ONC	Other Non-Collision	RE	Rear End		

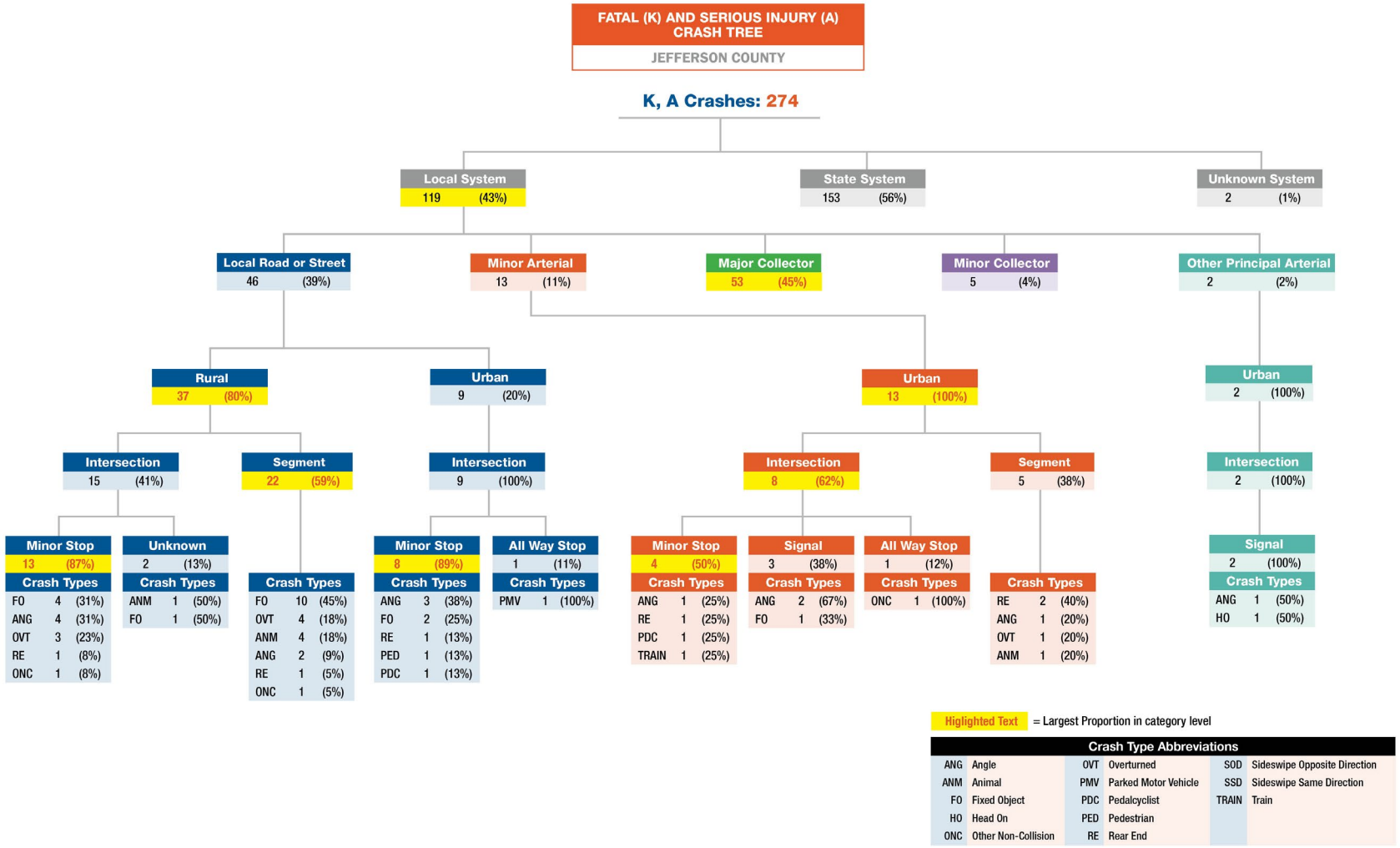


Higlighted Text = Largest Proportion in category level

Crash Type Abbreviations					
ANG	Angle	OVT	Overturned	SOD	Sideswipe Opposite Direction
ANM	Animal	PMV	Parked Motor Vehicle	SSD	Sideswipe Same Direction
FO	Fixed Object	PDC	Pedalcyclist	TRAIN	Train
HO	Head On	PED	Pedestrian		
ONC	Other Non-Collision	RE	Rear End		


FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
FRANKLIN COUNTY
K, A Crashes: 271
Local System 105 (39%)
State System 164 (61%)
Unknown System 2 (1%)
Local Road or Street 1 (1%)
Minor Arterial 86 (52%)
Interstate 51 (31%)
Major Collector 6 (4%)
Other Principal Arterial 20 (12%)
Rural 1 (100%)
Rural 26 (51%)
Urban 25 (49%)
Rural 6 (100%)
Intersection 1 (100%)
Segment 26 (100%)
Intersection 1 (4%)
Segment 24 (96%)
Intersection 3 (50%)
Segment 3 (50%)
Minor Stop 1 (100%)
Crash Types FO 1 (100%)
Crash Types RE 9 (35%) FO 9 (35%) ONC 3 (12%) ANM 2 (8%) OVT 2 (8%) SSD 1 (4%)
Signal 1 (100%)
Crash Types TURN 1 (100%)
Crash Types FO 10 (42%) OVT 4 (17%) SSD 3 (12%) RE 3 (12%) SOD 2 (8%) PMV 1 (4%) PED 1 (4%)
Minor Stop 3 (100%)
Crash Types FO 2 (67%) ANG 1 (33%)
Crash Types FO 3 (100%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train

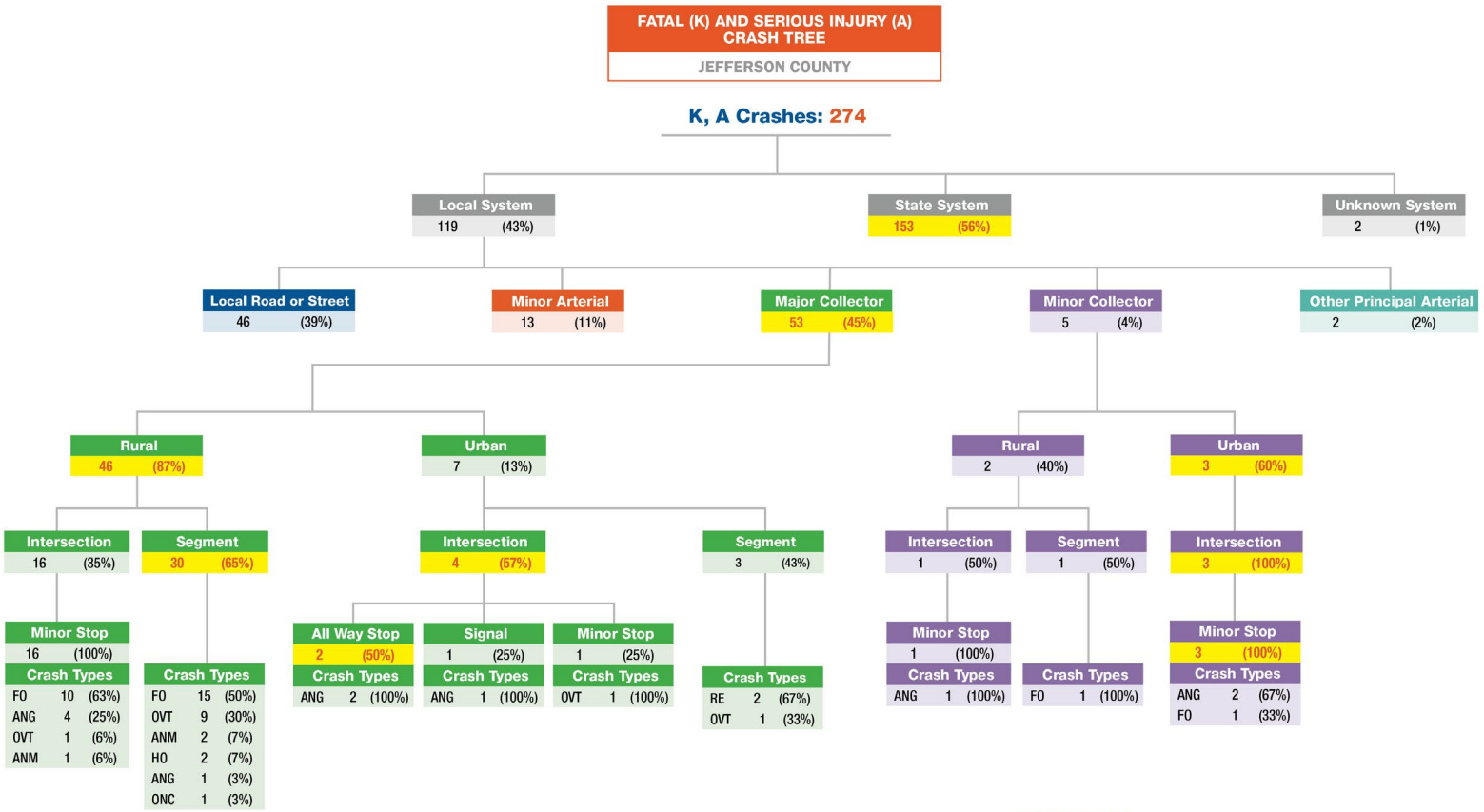

FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
FRANKLIN COUNTY
K, A Crashes: 271
Local System 105 (39%)
State System 164 (61%)
Unknown System 2 (1%)
Local Road or Street 1 (1%)
Minor Arterial 86 (52%)
Interstate 51 (31%)
Minor Collector 6 (4%)
Other Principal Arterial 20 (12%)
Rural 62 (72%)
Urban 24 (28%)
Rural 14 (70%)
Urban 6 (30%)
Intersection 26 (42%)
Segment 36 (58%)
Intersection 18 (75%)
Segment 6 (25%)
Intersection 1 (7%)
Segment 13 (93%)
Intersection 4 (67%)
Segment 2 (33%)
Minor Stop 26 (100%)
Crash Types
FO 10 (38%)
ANG 9 (35%)
OVT 2 (8%)
RE 2 (8%)
HO 1 (4%)
ONC 1 (4%)
SOD 1 (4%)
Crash Types
FO 11 (31%)
RE 7 (19%)
OVT 5 (14%)
ANM 5 (14%)
HO 2 (6%)
ONC 2 (6%)
SOD 2 (6%)
ANG 1 (3%)
Minor Stop 17 (94%)
Crash Types
ANG 4 (24%)
RE 4 (24%)
SOD 2 (12%)
PED 2 (12%)
FO 1 (6%)
HO 1 (6%)
ONC 1 (6%)
OVT 1 (6%)
PDC 1 (6%)
Signal 1 (6%)
Crash Types
ANG 1 (100%)
Crash Types
OVT 2 (33%)
ANG 1 (17%)
HO 1 (17%)
RE 1 (17%)
PED 1 (17%)
Minor Stop 1 (100%)
Crash Types
FO 1 (100%)
Crash Types
FO 3 (23%)
HO 3 (23%)
RE 3 (23%)
ONC 2 (15%)
OVT 1 (8%)
PED 1 (8%)
Signal 4 (100%)
Crash Types
ANG 4 (100%)
Crash Types
ANG 1 (50%)
OVT 1 (50%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train



Higlighted Text = Largest Proportion in category level

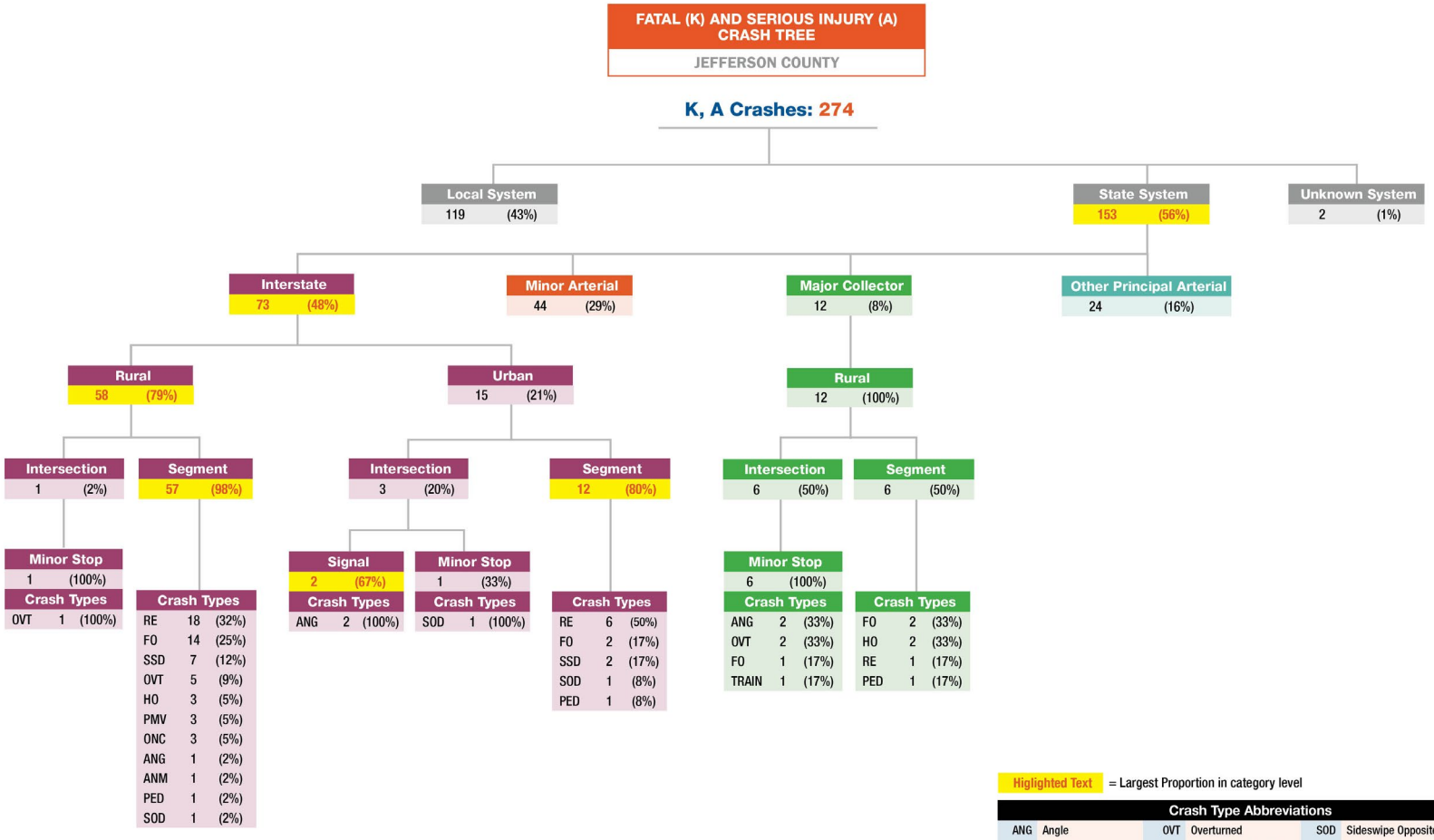
Crash Type Abbreviations

ANG	Angle	OVT	Overturned	SOD	Sideswipe Opposite Direction
ANM	Animal	PMV	Parked Motor Vehicle	SSD	Sideswipe Same Direction
FO	Fixed Object	PDC	Pedalcyclist	TRAIN	Train
HO	Head On	PED	Pedestrian		
ONC	Other Non-Collision	RE	Rear End		



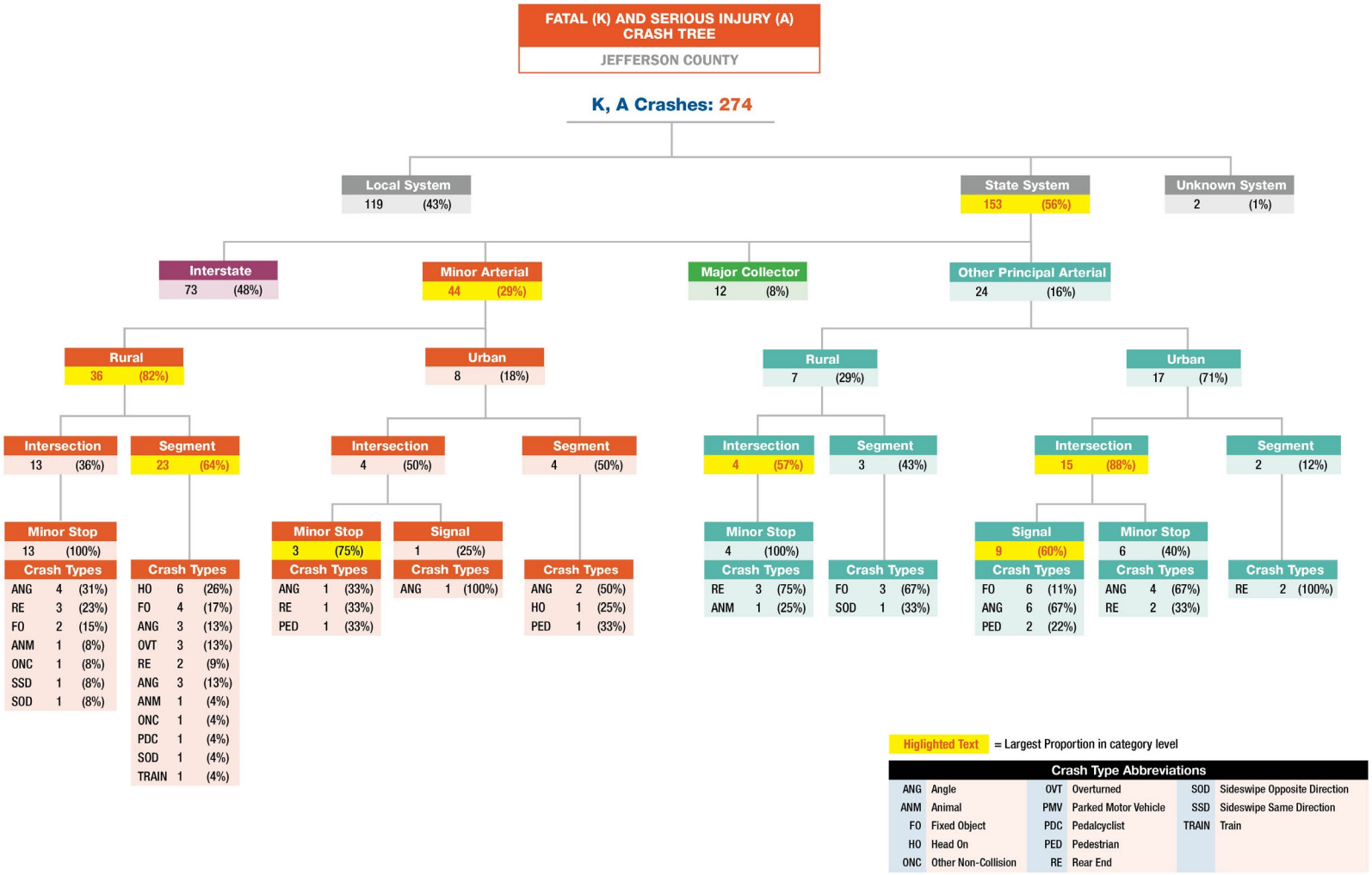
Higlighted Text = Largest Proportion in category level

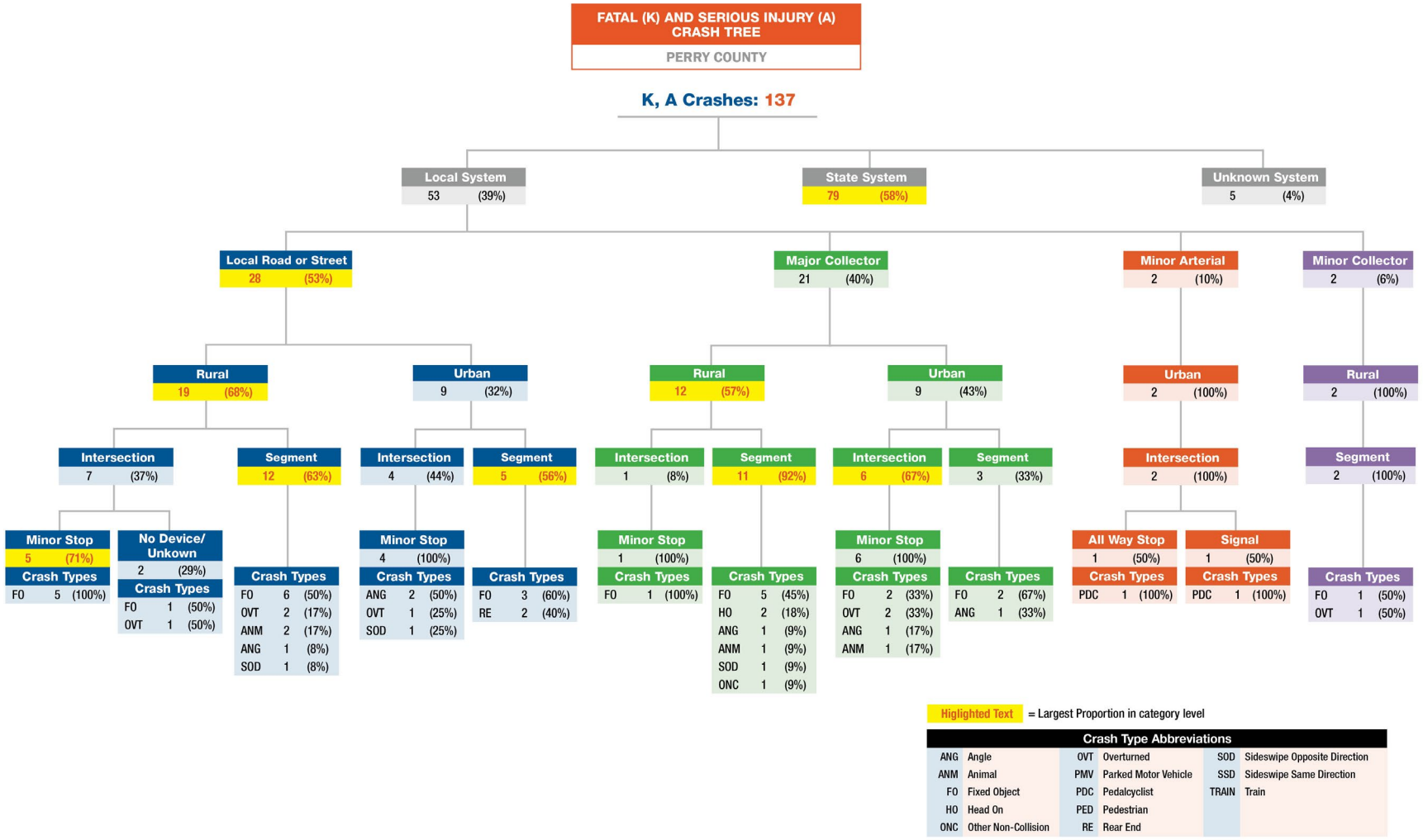
Crash Type Abbreviations					
ANG	Angle	OVT	Overturned	SOD	Sideswipe Opposite Direction
ANM	Animal	PMV	Parked Motor Vehicle	SSD	Sideswipe Same Direction
FO	Fixed Object	PDC	Pedalcyclist	TRAIN	Train
HO	Head On	PED	Pedestrian		
ONC	Other Non-Collision	RE	Rear End		

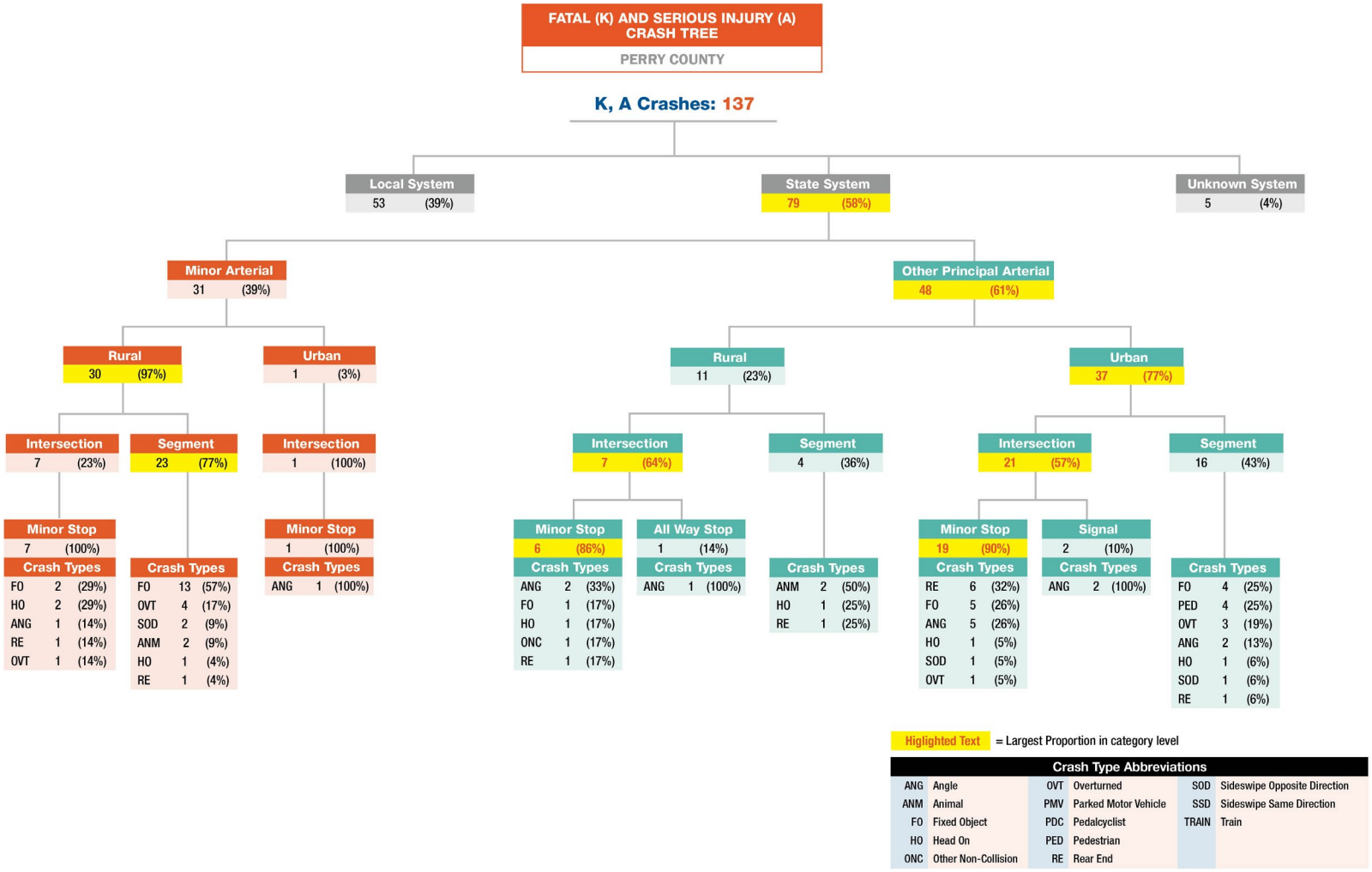


Higlighted Text = Largest Proportion in category level

Crash Type Abbreviations					
ANG	Angle	OVT	Overturned	SOD	Sideswipe Opposite Direction
ANM	Animal	PMV	Parked Motor Vehicle	SSD	Sideswipe Same Direction
FO	Fixed Object	PDC	Pedalcyclist	TRAIN	Train
HO	Head On	PED	Pedestrian		
ONC	Other Non-Collision	RE	Rear End		


FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
JEFFERSON COUNTY
K, A Crashes: 274
Local System 119 (43%)
State System 153 (56%)
Unknown System 2 (1%)
Interstate 73 (48%)
Minor Arterial 44 (29%)
Major Collector 12 (8%)
Other Principal Arterial 24 (16%)
Rural 36 (82%)
Urban 8 (18%)
Rural 7 (29%)
Urban 17 (71%)
Intersection 13 (36%)
Segment 23 (64%)
Intersection 4 (50%)
Segment 4 (50%)
Intersection 4 (57%)
Segment 3 (43%)
Intersection 15 (88%)
Segment 2 (12%)
Minor Stop 13 (100%)
Crash Types
ANG 4 (31%)
RE 3 (23%)
FO 2 (15%)
ANM 1 (8%)
ONC 1 (8%)
SSD 1 (8%)
SOD 1 (8%)
Crash Types
HO 6 (26%)
FO 4 (17%)
ANG 3 (13%)
OVT 3 (13%)
RE 2 (9%)
ANG 3 (13%)
ANM 1 (4%)
ONC 1 (4%)
PDC 1 (4%)
SOD 1 (4%)
TRAIN 1 (4%)
Minor Stop 3 (75%)
Crash Types
ANG 1 (33%)
RE 1 (33%)
PED 1 (33%)
Signal 1 (25%)
Crash Types
ANG 1 (100%)
Crash Types
ANG 2 (50%)
HO 1 (25%)
PED 1 (33%)
Minor Stop 4 (100%)
Crash Types
RE 3 (75%)
ANM 1 (25%)
Crash Types
FO 3 (67%)
SOD 1 (33%)
Signal 9 (60%)
Crash Types
FO 6 (11%)
ANG 6 (67%)
PED 2 (22%)
Minor Stop 6 (40%)
Crash Types
ANG 4 (67%)
RE 2 (33%)
Crash Types
RE 2 (100%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train


FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
PERRY COUNTY
K, A Crashes: 137
Local System 53 (39%)
State System 79 (58%)
Unknown System 5 (4%)
Local Road or Street 28 (53%)
Major Collector 21 (40%)
Minor Arterial 2 (10%)
Minor Collector 2 (6%)
Rural 19 (68%)
Urban 9 (32%)
Rural 12 (57%)
Urban 9 (43%)
Urban 2 (100%)
Rural 2 (100%)
Intersection 7 (37%)
Segment 12 (63%)
Intersection 4 (44%)
Segment 5 (56%)
Intersection 1 (8%)
Segment 11 (92%)
Intersection 6 (67%)
Segment 3 (33%)
Intersection 2 (100%)
Segment 2 (100%)
Minor Stop 5 (71%)
Crash Types FO 5 (100%)
No Device/ Unkown 2 (29%)
Crash Types FO 1 (50%) OVT 1 (50%)
Crash Types FO 6 (50%) OVT 2 (17%) ANM 2 (17%) ANG 1 (8%) SOD 1 (8%)
Minor Stop 4 (100%)
Crash Types ANG 2 (50%) OVT 1 (25%) SOD 1 (25%)
Crash Types FO 3 (60%) RE 2 (40%)
Minor Stop 1 (100%)
Crash Types FO 1 (100%)
Crash Types FO 5 (45%) HO 2 (18%) ANG 1 (9%) ANM 1 (9%) SOD 1 (9%) ONC 1 (9%)
Minor Stop 6 (100%)
Crash Types FO 2 (33%) OVT 2 (33%) ANG 1 (17%) ANM 1 (17%)
Crash Types FO 2 (67%) ANG 1 (33%)
All Way Stop 1 (50%)
Crash Types PDC 1 (100%)
Signal 1 (50%)
Crash Types PDC 1 (100%)
Crash Types FO 1 (50%) OVT 1 (50%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train


FATAL (K) AND SERIOUS INJURY (A) CRASH TREE
PERRY COUNTY
K, A Crashes: 137
Local System
53 (39%)
State System
79 (58%)
Unknown System
5 (4%)
Minor Arterial
31 (39%)
Other Principal Arterial
48 (61%)
Rural
30 (97%)
Urban
1 (3%)
Rural
11 (23%)
Urban
37 (77%)
Intersection
7 (23%)
Segment
23 (77%)
Intersection
1 (100%)
Intersection
7 (64%)
Segment
4 (36%)
Intersection
21 (57%)
Segment
16 (43%)
Minor Stop
7 (100%)
Crash Types
FO 2 (29%)
HO 2 (29%)
ANG 1 (14%)
RE 1 (14%)
OVT 1 (14%)
Crash Types
FO 13 (57%)
OVT 4 (17%)
SOD 2 (9%)
ANM 2 (9%)
HO 1 (4%)
RE 1 (4%)
Minor Stop
1 (100%)
Crash Types
ANG 1 (100%)
Minor Stop
6 (86%)
Crash Types
ANG 2 (33%)
FO 1 (17%)
HO 1 (17%)
ONC 1 (17%)
RE 1 (17%)
All Way Stop
1 (14%)
Crash Types
ANG 1 (100%)
Crash Types
ANM 2 (50%)
HO 1 (25%)
RE 1 (25%)
Minor Stop
19 (90%)
Crash Types
RE 6 (32%)
FO 5 (26%)
ANG 5 (26%)
HO 1 (5%)
SOD 1 (5%)
OVT 1 (5%)
Signal
2 (10%)
Crash Types
ANG 2 (100%)
Crash Types
FO 4 (25%)
PED 4 (25%)
OVT 3 (19%)
ANG 2 (13%)
HO 1 (6%)
SOD 1 (6%)
RE 1 (6%)
Higlighted Text = Largest Proportion in category level
Crash Type Abbreviations
ANG Angle
ANM Animal
FO Fixed Object
HO Head On
ONC Other Non-Collision
OVT Overturned
PMV Parked Motor Vehicle
PDC Pedalcyclist
PED Pedestrian
RE Rear End
SOD Sideswipe Opposite Direction
SSD Sideswipe Same Direction
TRAIN Train

ROAD TO ZERO

THE SAFE SYSTEM APPROACH

FRANKLIN, JEFFERSON, & PERRY COUNTIES