ROAD TO ZERO
THE SAFE SYSTEM APPROACH
JACKSON COUNTY

VISION ZERO
ACTION PLAN

RURAL JACKSON COUNTY

MAY 2025

Jackson County
ILLINOIS

GREATER EGYPT
REGIONAL PLANNING & DEVELOPMENT COMMISSION

Acknowledgements

Jackson County and 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 (VZAP).

SAFETY COMMITTEE

The Safety Committee serves as the cornerstone in the development, implementation, and monitoring of the Jackson County VZAP. This plan covers the rural area of Jackson County. Comprised of a diverse, multi-disciplinary group of key agencies and community stakeholders, this committee plays a critical role in ensuring the VZAP remains relevant and impactful in the years to come. Through collaborative efforts, the Jackson County 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 two to three months - to provide essential input and review.

- Jackson County Highway Department:
  Mitch Burdick, P.E., County Engineer
- Jackson County Board of Directors:
  Jan L. Phillips, District 1 Board Member
- Greater Egypt Regional Planning Commission:
  Cary Minnis, Executive Director
- Jackson County Sheriff Department:
  Captain Carson Bunton
- Jackson County Health Department:
  Samantha Sullivan
- Jackson County Ambulance Department:
  Kenton Schafer, Chief
- Jackson County Emergency Management Agency:
  Orval Rowe, Coordinator/Emergency Manager
- Jackson County Mass Transit:
  Shawn Freeman, Director
- Regional Office of Education #30:
  Mathew Hickam, Regional Superintendent
- City of Grand Tower Volunteer Fire Department:
  T. C. Schaefer, Fire Chief
- IDOT/District 9-Program Development:
  Doug Keirn, Programming Engineer
- IDOT/District 9-Local Roads:
  Jay Kranz, Local Roads Engineer

Illinois Department of Transportation

ARORA and ASSOCIATES, P.C.
Consulting Engineers
www.arorapc.com

SE3

IMAGES INC

STAKEHOLDERS

Jackson County Highway Department
Mitch Burdick
County Engineer

Greater Egypt Regional Planning and Development Commission
Cary Minnis
Executive Director
Katie Zanotti
Transportation Planner

Jackson County Emergency Mangement Agency (EMA)
Mark Kuhns
Deputy Chief-Jackson County Ambulance Service
Orval Rowe
Coordinator/Emergency Manager

Jackson County Health Department
Samantha Sullivan

Jackson County Ambulance Department
Kenton Shafer

Illinois Department of Transportation (IDOT)
Carrie Nelson
Program Development Engineer, District 9
Doug Keirn
Programming Engineer, District 9
Jay Kranz
Local Roads Engineer, District 9
Annie Prothro
Bureau of Safety Programs and Engineering
Tim Peters
Bureau of Local Roads and Streets
Tom Caldwell
Central Bureau of Planning and Programming

Illinois State Police (ISP)
Captain Joshua Anderton
Illinois State Police Troop 10
Brad Brachear
Traffic Crash Reconstruction Unit

Illinois Department of Human Services
Jason Edwards

Federal Highways Administration (FHWA), Illinois Division
Alan Ho

Jackson County Sherrif's Department
Carson Bunton
Captain

Regional Office of Education (ROE) 30
Matthew Hickam

Grand Tower Fire Department
T. C. Schaefer
Gary Collins

PROJECT TEAM MEMBERS

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

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

SE3
Brian Scifers
Will Lorton

Images, Inc.
Tracy Morse
Brad Hahn

Collaborative efforts and partnerships provide a foundation to achieve safe roads, safe road users, safe vehicles, safe speeds, and essential post-crash care in Jackson County Illinois.

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 rural Jackson County roads.

CHAPTER ONE

Executive Summary

Jackson County's Vision Zero Action Plan (VZAP) is an encouragement and a road map for how the region can significantly reduce the number of fatalities and serious injuries on their roadway network. Fatalities and serious injuries that result from roadway crashes are preventable and therefore unacceptable. Past efforts to improve the effectiveness of roadway safety, vehicles, drivers, and post-crash care have saved thousands of lives by making the transportation system safer. More work can still be done as the problem remains. Fatalities and serious injuries impact more than just the victims, it impacts friends and family members. This VZAP is a collaborative approach to improve roadway safety for motorized and non-motorized users.

Stakeholder and community engagement are key elements of the Jackson County VZAP. 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. Jackson County engaged a multi-disciplinary team of stakeholders comprised of federal, state, and local members of the engineering, enforcement, education, and emergency response communities to aid in developing this plan. The VZAP provides a framework for identifying, analyzing, and prioritizing safety improvements on state and local roads within Jackson County. This plan is tailored specifically for this region's needs and shortfalls. The data analysis identifies key focus areas and a list of issues, recommends potential countermeasures, and guides the identification of specific projects that can be undertaken to reduce fatalities and serious injuries for people that use the transportation network in the rural Jackson County area.

Jackson County's mission, vision and goals are:

MISSION

Prioritize safety through a data-driven, collaborative, and multi-disciplinary process which identifies and implements equitable safety strategies to eliminate traffic-related fatalities and serious injuries

VISION

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

This VZAP uses the Safe System Approach to create the framework for achieving this goal. Adopted by the United States Department of Transportation (U.S. DOT) National Roadway Safety Strategy and Illinois' Strategic Highway Safety Plan (SHSP), the Safe System Approach is based on the principles that the humans are vulnerable and make mistakes, responsibility is shared, safety is proactive, redundancy is crucial, and it is unacceptable that these mistakes result is death or serious injury. The VZAP aligns with the Illinois 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.

An analysis of 5 years (2018-2022) of crash data for state and local roadways within the rural Jackson County area identified historical crash trends. A total of 1,658 crashes, 124 of which resulted in a fatal or serious injury occurred during the five-year period. This is an annual average of 4 fatal (and 21 serious injury crashes on state and local roadways within the area.

Based on the data analysis and discussions with the Jackson County stakeholders, the following Focus Areas were identified:

- **Roadway Departure**
- **Younger Driver (16-20)**
- **Unrestrained Occupants**
- **Distracted/Fatigued Driver**
- **Intersection Related**
- **Speeding/Aggressive Driving**

A corridor and intersection analysis were conducted to identify road segments and intersections with the highest concentration of fatal and serious injury crashes, ensuring resources are allocated to the most critical safety needs. This was complemented by a systemic safety analysis that examined roadway features and contextual patterns among fatal and severe injury crashes associated with corridors and intersections.

Based on data analysis, stakeholder input, safety concerns, and regional priorities, 12 safety strategies have been proposed in the VZAP. Each of these strategies includes several action items. The Safe System Approach elements work as a guide for integrating focus areas, strategies, and action items into the plan. The 12 safety strategies include safe system administration, planning and policies, intersections, roadway departures, young drivers, speeding/aggressive driving, unrestrained occupants, distracted driving, innovative technology, emergency response and post-crash care, and safe vehicles.

The stakeholders identified various strategies and action items including but not limited to:

- Establish a Jackson County Safety Committee and meet regularly to discuss safety concerns
- Enhance curve delineation and edge line/shoulder treatments to address roadway departure incidents
- Improve intersections and turn lanes to reduce conflicts at intersecting roadways and positively direct traffic through intersections
- Strengthen laws to address impaired driving, speeding, occupant protection, and distracted driving
- Increase training for law enforcement, and emergency service personnel on current technologies, techniques, procedures available in post-crash care
- Expand driver education programs, particularly those associated with young drivers
- Utilize new technology (e.g., Waze, Google Maps, safety cameras)

A comprehensive project prioritization process was developed to identify the most critical safety improvement needs across the Jackson County area. This process is built upon findings from the safety analysis and stakeholder input, incorporating both data-driven insights and local knowledge. The ranking of intersections and segments considered low, medium, or high-priority tiers, number of fatal and serious injury crashes, proximity to hospitals and schools, and location within an area of persistent poverty. 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. Implementing the strategies contained herein and the stakeholder-identified projects will advance the mission, vision and goals of this VZAP for creating a transportation system that is safe for all users.

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 traffic 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 stance on traffic safety, Vision Zero operates on the belief that traffic deaths are preventable. While human error is inevitable, roadway systems can be designed and operated 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 Jackson County Vison Zero Action Plan aims 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 (see Figure 1) creates a framework for achieving this goal. Adopted by the United States Department of Transportation (U.S. DOT) National Roadway Safety Strategy and the Illinois Strategic Highway Safety Plan (SHSP), the Safe System Approach is comprised of a set of principles and elements that considers all road users and acknowledge human error and vulnerability. The rural Jackson County area and its communities adopt the Safe System Approach, recognizing this is how they reach their goal of Vision Zero.

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 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).

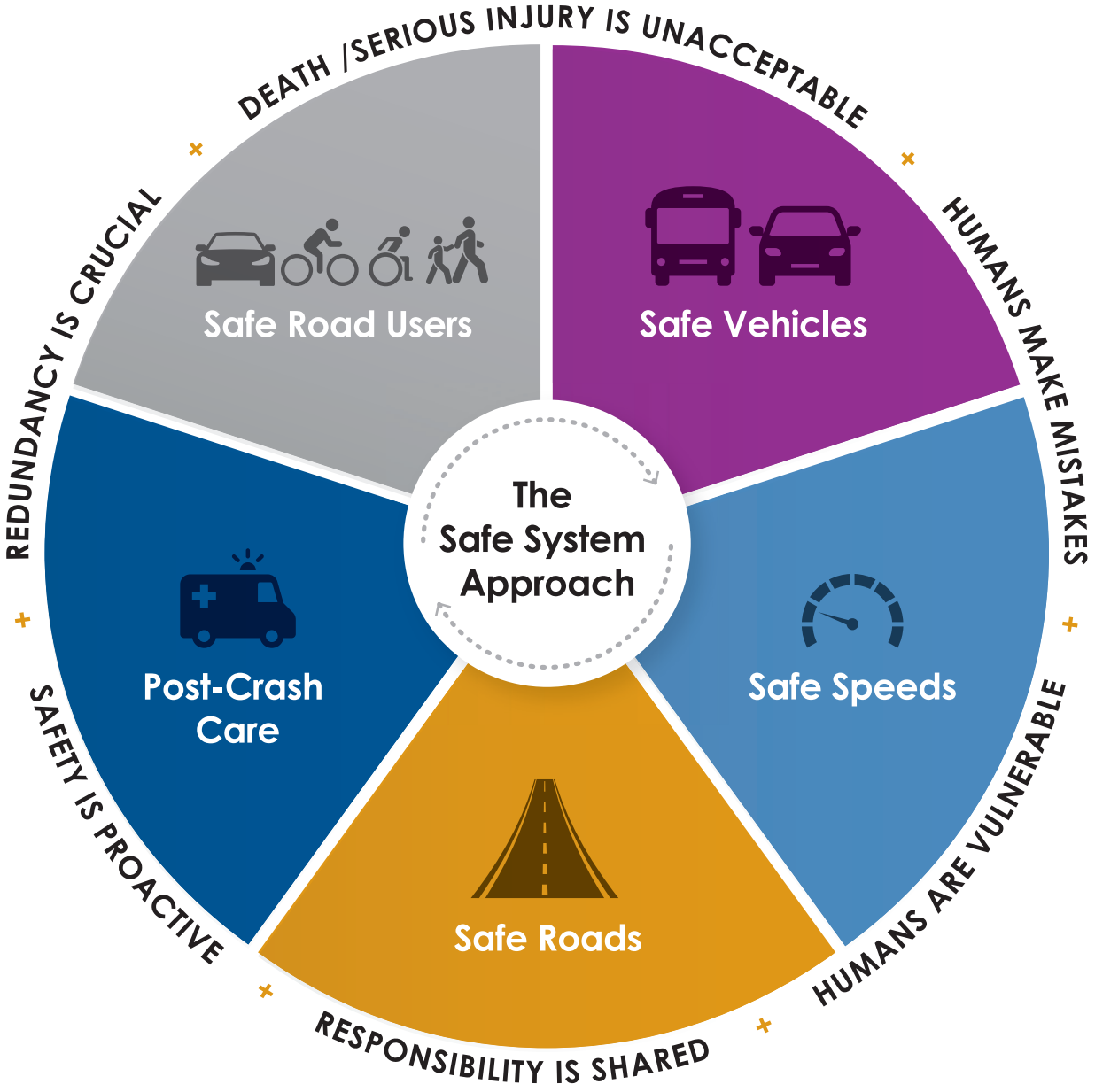


Figure 1 Safe System Approachand Its Principles

Safe System Elements

Implementation of the principles of the Safe System Approach are accomplished through five elements (see Figure 1). The Jackson County 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 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 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 a crash.

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.

Ultimately, the Safe System Approach puts safety at the forefront and shifts how transportation investments are prioritized. Jackson County and its stakeholders, using this Approach for the development and implementation of its 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. This includes government at all levels, planners, transportation engineers, managers, policymakers, industry, researchers, educators, advocates, and vehicle manufacturers. It recognizes and accommodates human error in the planning, design, and operation of transportation infrastructure. For the communities within the Jackson County region, adopting 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		Design for human mistakes/limitations
Control speeding	VS.	Reduce speed
Individuals are responsible		Share responsibility
React based on crash history		Proactively identify & address risks

Figure 2 Traditional approach to safety vs the Safe System Approach

Vision, Misson, & Goal

The Vision, Mission, and Goal statements for this plan were developed as part of an iterative and collaborative process with stakeholders and project team members over numerous VZAP workshops and safety 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 Jackson County Safety Committee meeting in October 2024, committee members refined and finalized the statements. These statements were presented at the second VZAP in November 2024.

They reflect the Safe System Approach principles that death and serious injuries are unacceptable and shared responsibility by all stakeholders is necessary. The Vision demonstrates the intent that all users of the transportation system within the Jackson County region 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. These were the basis for the resolution passed by the Jackson County Board. 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.

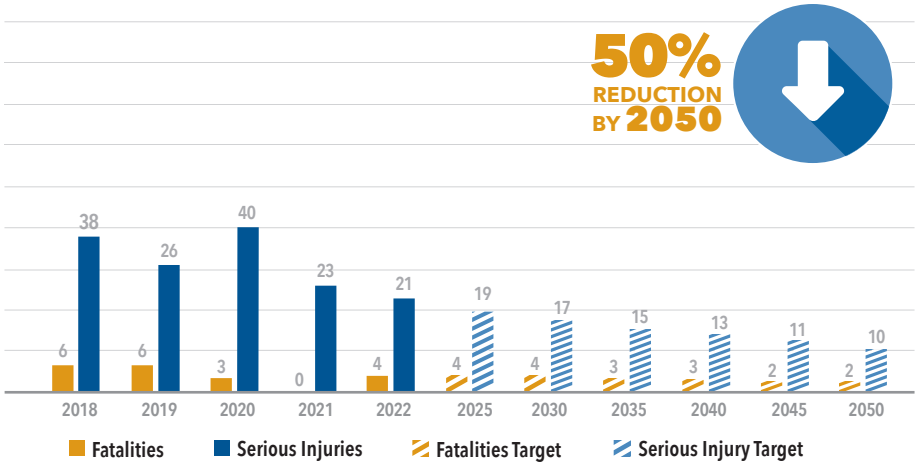


Figure 3 Proposed Fatality and Setious Injuries Reduction

Mission Statement

Prioritize safety through a data-driven, collaborative, and multi-disciplinary effort which identifies and implements equitable safety strategies to eliminate traffic-related fatalities and serious injuries.

Vision Statement

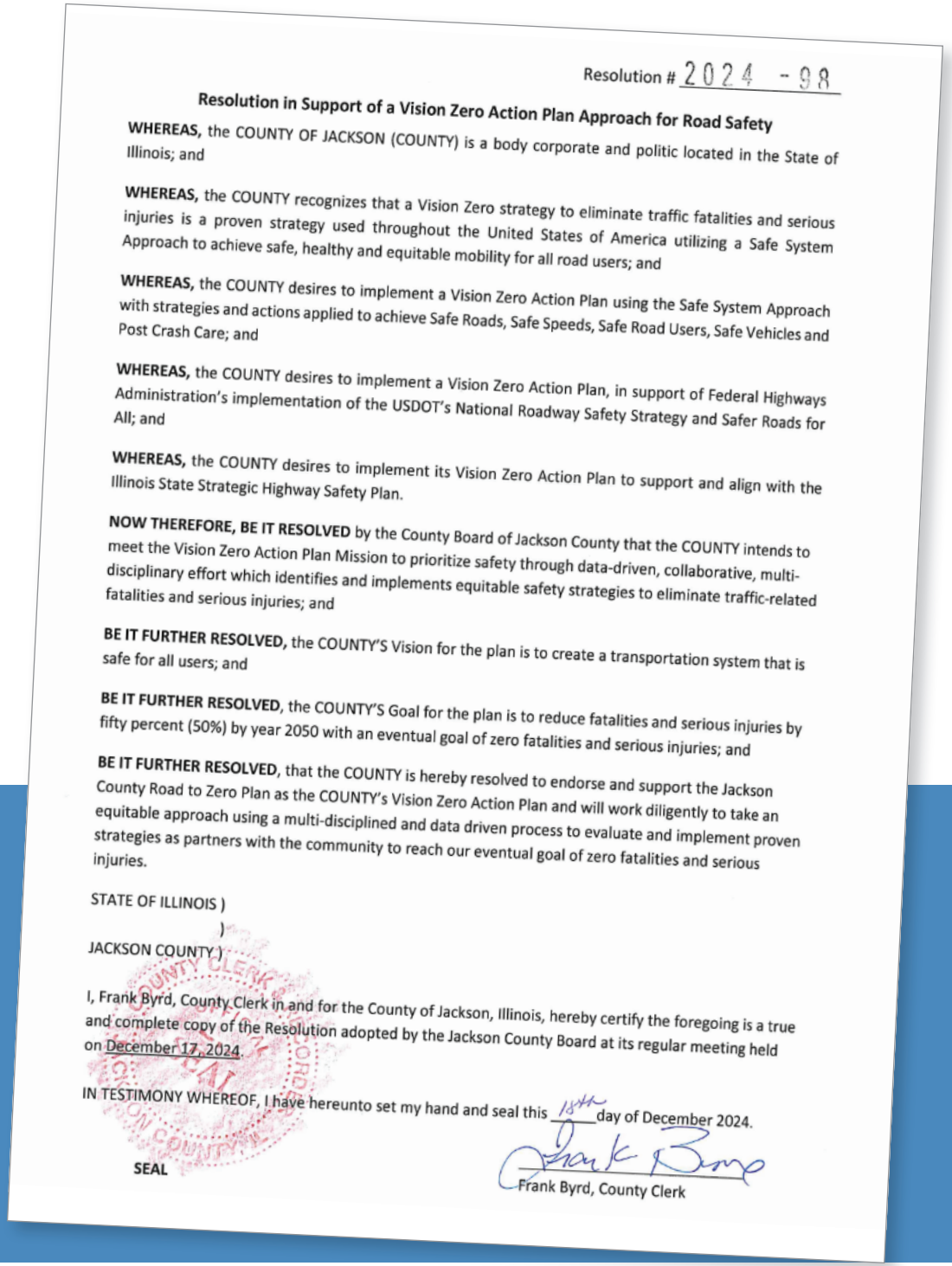
A transportation system that is safe for all users.

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

On December 18, 2024, the Jackson County Board adopted a resolution calling for the elimination of fatalities and serious injuries on the County's roadways. The adoption of this resolution is a significant milestone for Jackson County and its communities 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 adopted resolution is included below.



Resolution # 2024 - 98

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

WHEREAS, the COUNTY OF JACKSON (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 Jackson 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 strategies 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 Jackson 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)
)
JACKSON COUNTY)

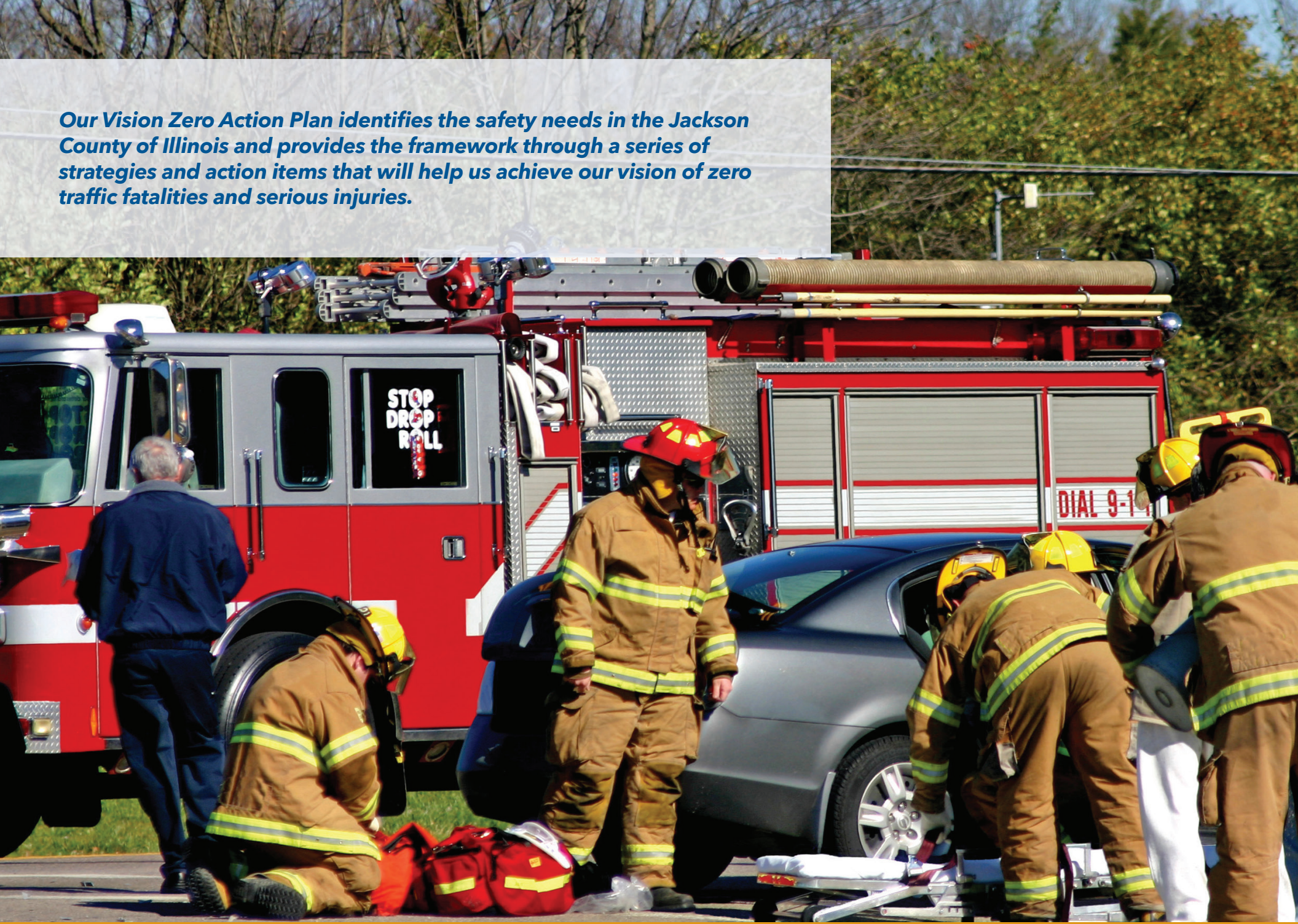
I, Frank Byrd, County Clerk in and for the County of Jackson, Illinois, hereby certify the foregoing is a true and complete copy of the Resolution adopted by the Jackson County Board at its regular meeting held on December 17, 2024.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 18th day of December 2024.

SEAL

Frank Byrd, County Clerk

Our Vision Zero Action Plan identifies the safety needs in the Jackson County of Illinois 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 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 (according to National Highway Traffic Safety Administration (NHTSA) Fatal Analysis Reporting System (FARS). In Illinois the annual number of traffic fatalities has increased 26% 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 U.S. DOT 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. The Illinois SHSP aligns with the NRSS.

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 Jackson County VZAP 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 rural Jackson County.

The Jackson County's VZAP embraces the Vision Zero initiative, aiming for zero roadway fatalities or serious injuries—a fundamental shift in traffic safety.

To accomplish this, this VZAP 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 Jackson County Safety Committee in development of the VZAP
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 VZAP

Study Area Overview

Jackson County, Illinois, is in the southern part of Illinois, and encompasses approximately 583 square miles. The population is roughly 53,000 residents and is primarily rural. While Jackson County does have some larger cities such as Murphysboro and Carbondale, the focus of this study was the rural sections, outside of the SIMPO designated area of Jackson County as shown in Figure 4. The county maintains nearly 152 miles of highway and has 52 bridges within its jurisdiction. The rural portion of Jackson County encompasses many smaller communities represented within this plan that include:

- Ava
- Campbell Hill
- Cora
- De Soto
- Degognia
- Dowell
- Elkville
- Etherton
- Glenn
- Gorham
- Grand Tower
- Grimsby
- Hallidayboro
- Harrison
- Howardton
- Jacob
- Makanda
- Mt. Carbon
- Neunert
- Oraville
- Pomona
- Raddle
- Sand Ridge
- Vergennes
- West Point

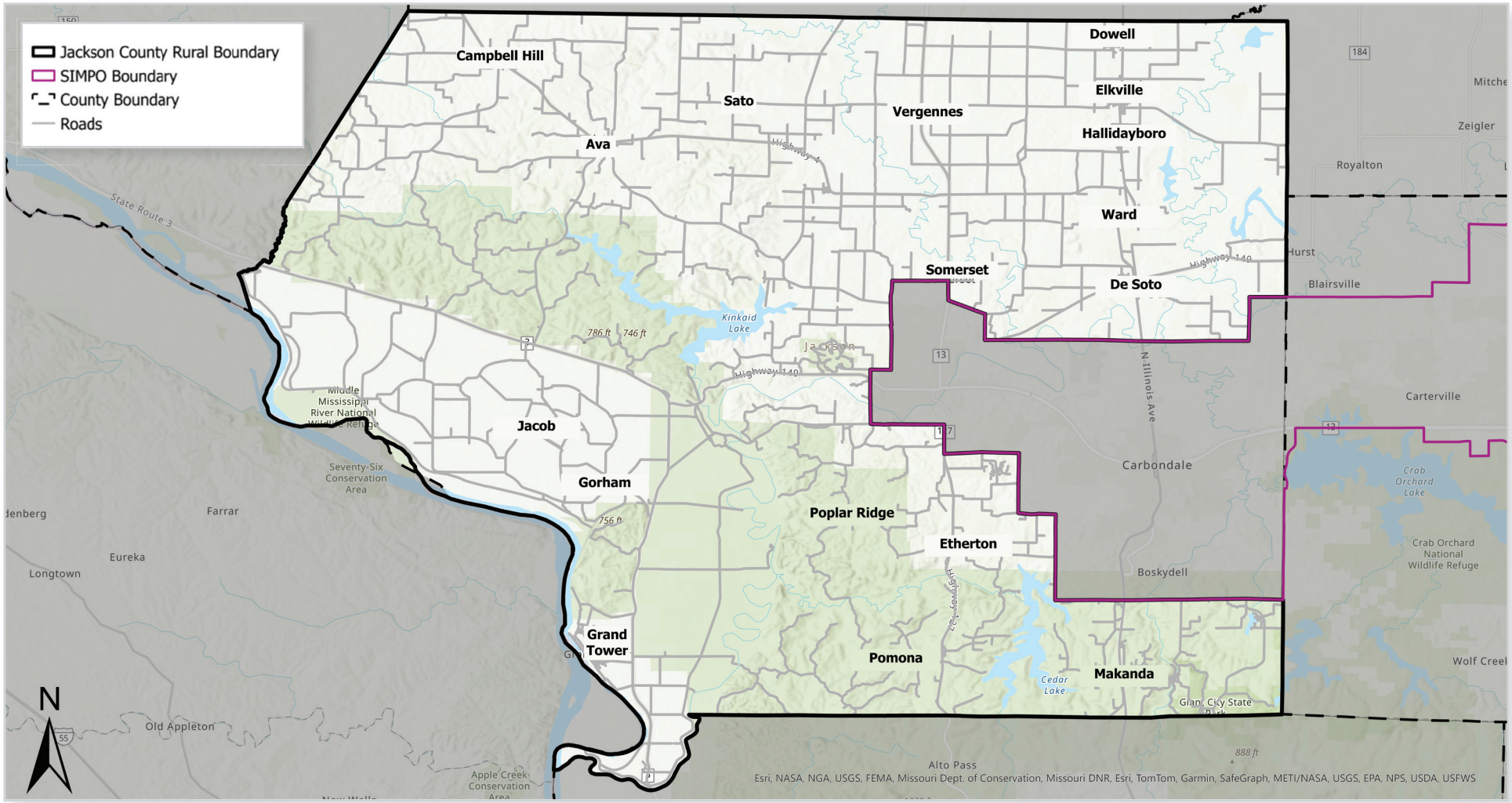


FIGURE 4 Project Limits of the Rural Jackson County Boundary

Both the unincorporated and urban areas of Jackson County within the planning area of what is commonly referred to as the Southern Illinois Metropolitan Planning Organization (SIMPO) (See outline area in Figure 4) are covered by the Greater Egypt-SIMPO VZAP. This provides complete coverage of Jackson County for purposes of addressing safety.

How the Plan Came Together

The development of the Jackson County VZAP unfolded over several months as a collaborative and strategic effort to enhance roadway safety across the region. Spearheaded by the Illinois Department of Transportation (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 Safe Streets for All (SS4A) implementation funding.

The VZAP integrates data-driven analysis with community input to pinpoint and address priority corridors and intersections. Central to this process is a timeline graphic, 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 champion and 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 late spring 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

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

How to Use This Plan

The Jackson County 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, VZAP offers actionable guidance tailored to the unique needs of these counties.

This plan serves as a practical resource for engineers, planners, policymakers, and elected officials to implement safety-focused changes in their communities. The graphic below Figure 6 explains the process used to develop the VZAP and the components of each step.

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 of the 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.

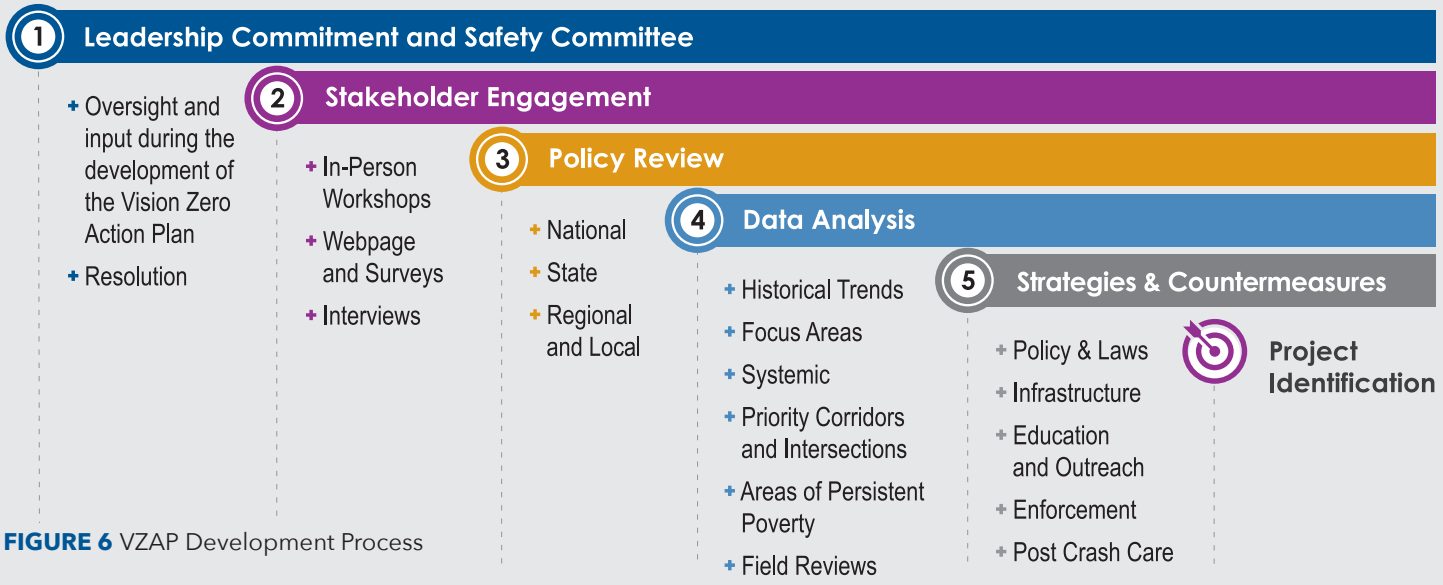


FIGURE 6 VZAP Development Process

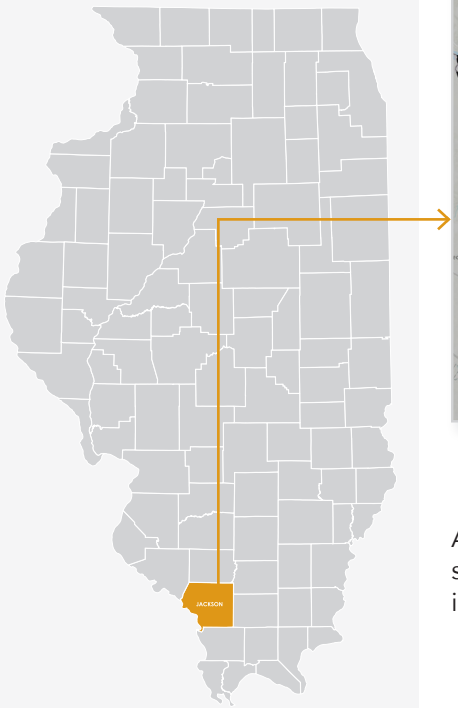
"When the public is involved, solutions become smarter, stronger, and truly serve the people they're meant to protect."

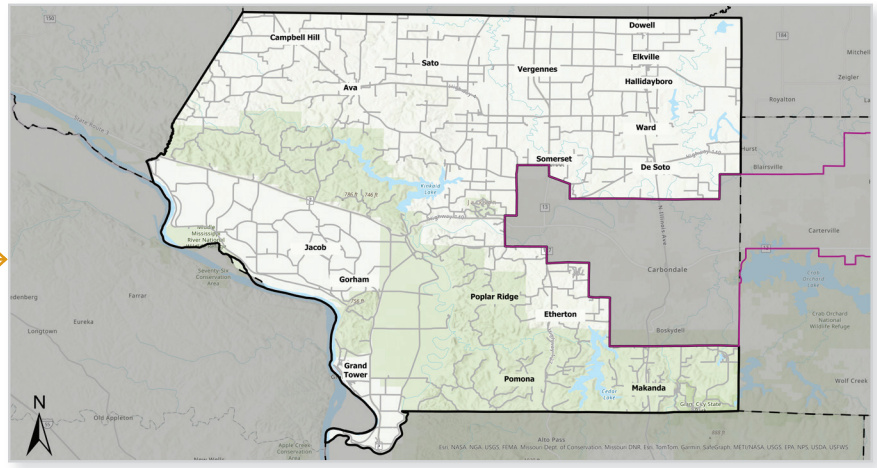
CHAPTER FOUR

Stakeholder and Community Engagement

Robust Stakeholder and Community Engagement is the cornerstone of the Jackson County 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 Jackson County VZAP proceeded with an understanding that while stakeholders throughout County face many of the same transportation safety challenges, there are unique experiences and concerns that must be identified and addressed throughout the rural areas of the County. It is important to note that a separate VZAP encompassing the southern Illinois metropolitan area of Jackson County (e.g., cities of Carbondale and Murphysboro) has also been created.





Public outreach focused on reaching communities and interests throughout the County and was conducted in coordination with IDOT's Office of Planning and Programming (OPP) and the Jackson County Highway Department. A wide range of stakeholders and interests were contacted and invited to participate in a number of opportunities, including membership on the Jackson County 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 travelers using the transportation system in rural Jackson County.

ROAD TO ZERO
THE SAFE SYSTEM APPROACH
JACKSON COUNTY

Project Branding and Welcome Packet

Project branding illustrating 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 changing behavior and ultimately seeing 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 were unfamiliar with the planning process involved with developing a VZAP . To facilitate their participation and continued engagement, Welcome Packets were created, which 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

The Jackson County Highway Department County Engineer serves as a safety champion for the rural Jackson County region, leading efforts to obtain funding, perform safety studies to facilitate the development and implementation of infrastructure improvement projects to address the safety needs of the region. The Highway Department provided leadership, support and resources and established and engaged the Jackson County Safety Committee. This Safety Committee is comprised of a diverse group of individuals representing State and local agencies and organizations from Jackson County rural communities. 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 VZAP and monitor its implementation.

Safety Committee Membership

- **Jackson County Highway Department**
- **Greater Egypt Regional Planning Commission**
- **Jackson County Board**
- **Jackson County Sheriff**
- **Jackson County Health Department**
- **Jackson County Ambulance Department**
- **Jackson County Emergency Management Agency**
- **Jackson/Perry County Regional Office of Education**
- **IDOT District 9, Bureau of Programming Development**
- **IDOT District 9, Bureau of Local Roads**
- **Illinois State Police (ISP)**
- **Grand Tower Fire Department**

The initial gathering of the Safety Committee occurred during the first stakeholder engagement workshop in August 2024. This provided a foundation for the overall effort and facilitated a commitment to serve as a member of the Safety Committee.

SAFETY COMMITTEE MEETINGS

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

1

October 8, 2024:

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

2

January 30, 2025:

Discussion included: VZAP 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

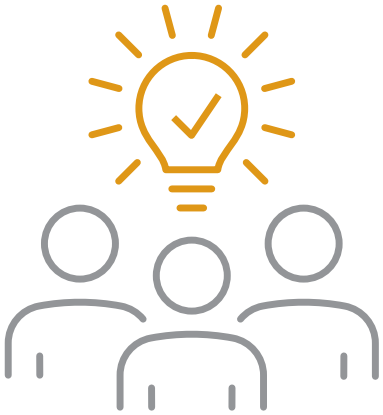
May 2025 (In-Person):

Discussion included: Direction on comments received from the draft VZAP, measuring performance, and next steps.

Stakeholder Engagement Workshops

Stakeholder Engagement Workshops were held in-person at the Carbondale City Hall/Civic Center 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 VZAPs, review data and other pertinent information, discuss potential strategies, and identify priority improvement projects.

Each workshop was held as a joint meeting with representatives of Jackson County and the Greater Egypt Regional Planning Commission. In addition to the project team staff and subject matter experts from IDOT and FHWA, the workshop participants included representatives of:



- **Jackson County Highway Department**
- **Jackson County Sheriff**
- **Illinois State Police**
- **Jackson County Health Department**
- **Jackson County Ambulance Department**
- **Jackson County Emergency Management Agency**
- **Jackson County Mass Transit**
- **Regional Office of Education #30**
- **Illinois Department of Human Services**

REAL safety solutions start with REAL voices.

THREE STAKEHOLDER ENGAGEMENT WORKSHOPS WERE HELD:

WORKSHOP #1

August 21, 2024

Carbondale City Hall/
Civic Center,
200 S. Illinois Ave.
Carbondale, IL 62901

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 13, 2024

Carbondale City Hall/
Civic Center,
200 S. Illinois Ave.
Carbondale, IL 62901

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 26, 2024

Carbondale City Hall/
Civic Center,
200 S. Illinois Ave.
Carbondale, IL 62901

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

Key stakeholders that represent the multidisciplinary aspects of traffic safety within the rural Jackson County region were interviewed. The objective included obtaining information that would inform the development of the VZAP, understanding the processes, policies, and practices that influence traffic safety, and the needs and challenges faced. The following reflects the organizations and individuals interviewed:

+ **Mitch Burdick,** Jackson County Highway Department
+ **Carson Bunton,** Jackson County Sheriff's Department
+ **Kenton Shafer,** Jackson County Ambulance
+ **Matthew Hickam,** Regional Office of Education 30
+ **Doug Keirn,** IDOT District 9
+ **Alicia Barr,** ISP
+ **Bradley Brachear,** ISP

Additional Community Outreach and Engagement

Members of the Jackson County 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 project 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.

Fifty-one responses were received from stakeholders in the rural Jackson County region over multiple weeks in late 2024 and early 2025, with key takeaways! →

98%

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

41%

respondents agree or strongly agree that streets in rural Jackson County are safe.

50%

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

Top 5 safety concerns

- **68%** Speeding/ Aggressive Driving
- **62%** Distracted/ Fatigued Driving
- **34%** Imparied Driving
- **30%** Distracted Pedestrians and Lack of Sidewalks

Top 5 improvement strategies

- Better Road Maintenance **60%**
- Making Walking Safer **40%**
- Complete Street Elements **28%**
- Signage and Striping Improvements **28%**

Respondents rated their preferences for being informed of regional safety issues as:

- **56%** Social Media
- **28%** Website
- **14%** Radio
- **14%** Utility Bill

Respondents also highlighted:

- Safety concerns with speed, crossing, turning and signage on Peace Road
- Safety concerns near Giant City Road and Pleasant Hill
- Safety & speed concerns on Perry Road
- Interest in more bike paths
- Sidewalk decay, including crumbling in Murphysboro
- Possibility of increasing timing from red light to green light delays

Key Engagement Takeaways

Through the public outreach detailed above, key and common takeaways were identified for further investigation and potential network improvement areas:

Regarding potential improvements in the rural Jackson County area:

- ✓ Jackson County is able to perform needed striping, signing, raised pavement markers and guardrail improvements with in-house forces. Higher cost projects are funded through grants such as HSIP
- ✓ Consider flexible delineators used on the inside of some curves in lieu of striping (limited cases)
- ✓ Consider vehicle actuated flashing stop signs to increase compliance

Regarding potential improvements involving IDOT within the rural Jackson County region:

- ✓ Add shoulder rumble/mumble strips where sufficient width is available; bike policy limits use on narrow shoulders
- ✓ Centerline rumble strips avoided due to accelerated pavements deterioration but may use where crossover/ head-on crash issues are observed. Mumble strips on the centerline may be more advantageous
- ✓ Improved lighting at intersections
- ✓ IDOT is investigating a districtwide program with edge lit flashing stop signs
- ✓ Use chevrons where curve related crashes observed
- ✓ Implement IDOT ICE (Intersection Control Evaluation) policy Increased interest in roundabouts at intersections, except where capacity is an issue
- ✓ Potential addition of preemption for ambulances/emergency vehicles

Regarding transportation safety associated with or nearby schools within the rural Jackson County region:

- ✓ Increase and expand public driving education, especially for young drivers, partnering with law enforcement and transportation officials
- ✓ Add strategies to support legislation that would facilitate and streamline the process for reciprocity of bus driver licensing of individuals, especially from neighboring states
- ✓ Increase bus driver education on alternative intersections/ interchange types (e.g. navigating roundabouts, flashing yellow arrows (FYA)) – curriculum established at state level
- ✓ Host traffic safety events – regional programs
- ✓ There is an interest in speed safety cameras near school zones

Regarding Emergency services and post-crash services within the rural Jackson County area:

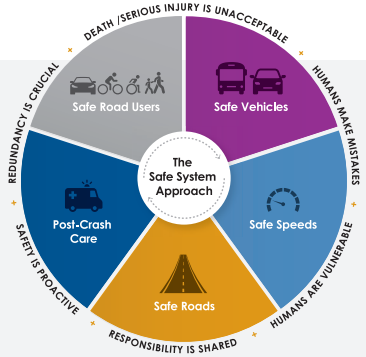
- ✓ Create educational campaign emphasizing "Move to Right for Sirens and Lights" law
- ✓ Provide additional training for the Patient Data Entry Portals that EMS personnel must complete. Specifically need feedback from NHTSA, Illinois, and/or local hospitals on the correctness and completeness of the data being provided
- ✓ Add fire extinguishers for electric vehicles which cannot be safely extinguished with water in case of a crash resulting in a fire
- ✓ Stronger reporting of localized traffic congestion to make navigating roadways easier and reduce response times

CHAPTER FIVE

Policy Review and Existing Efforts

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 Jackson County Vision Zero Safety Plan.



SAFE SYSTEM APPROACH

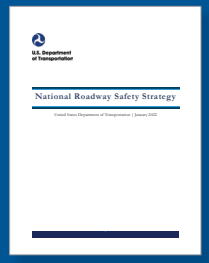
The Safe System Approach recognizes and anticipates that people make mistakes which may lead to crashes. However, these mistakes should not result in death or injury. Implementation of the Safe System Approach places priority on safety.

VISION ZERO

Vision Zero was first implemented in Sweden in the 1990's and now, 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

The 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 USDOT 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 areas focuses on specific contributing factors (e.g., roadway departure, intersections, impaired driving). Three priority focus areas are 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 Jackson County VZAP aligns with the Illinois SHSP and incorporates many of the strategies.

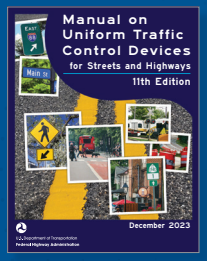
ILLINOIS VULNERABLE ROAD USER (VRU) SAFETY ASSESSMENT

Illinois VRU Safety Assessment is a part of the SHSP. It includes the results of analyzed data 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 for achieving 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 Highway Safety Plan (HSP) provides an overview of IDOT's plan to utilize federal highway safety funds provided by National Highway Traffic Safety Administration (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.

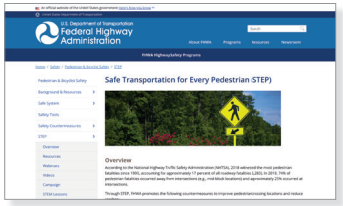
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 11TH EDITION



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 and in Illinois. 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

Illinois has several laws, policies, programs and initiatives in place that focus on reducing fatal and serious injury crashes across the state. Implementation of these within Jackson County are aimed at improving safety for all road users. Strengthening and expanding the policies, programs, and practices developed and implemented by the counties and communities can further enhance safety for the individuals traveling in Jackson County.

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 is allowed to stop a 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% (2024) . Unfortunately, the usage rate in Illinois has declined slightly each year since 2018 . The usage rate in the downstate area, which includes Jackson County, is lower (89.7%) than the overall statewide rate.

CPS Resource Centers (5 regions) staffed by traffic safety liaisons (TSLs) conduct public information and education campaigns: Chicago, Cook and Collar Counties, Northwest, Central, and Southern. 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 child restraint system inspection stations statewide, which include stand-alone CPS Week/Seat Check Saturday events. The Illinois Secretary of State participates in child safety seat promotional activities. Expanded implementation can create Safe Road Users and reduce fatal and serious injury crashes in Jackson County.

[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 .08 percent. For commercial drivers, the legal limit is 0.04 percent. There is a zero tolerance (0% BAC) for underage drivers. Numerous education/outreach and enforcement activities by ISP, the sheriff departments of both counties, and the local law enforcement agencies are implemented to reduce the occurrences of impaired driving and resulting crashes. The legalization of marijuana use has created challenges associated with impaired driving.

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. Stakeholders in the rural Jackson County region communicated that distracted driving is a concern. Promoting Illinois' Drop It and Drive campaign in Jackson County, supplemented with high visibility enforcement (HVE) in four hour blocks of time (morning and evening) educates the public to the dangers of distracted driving and deters this high risk behavior.

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

GRADUATED DRIVERS LICENSING (GDL)

The Graduated Driver Licensing (GDL) Program is a system that 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
+ Complete 50 hours of driving under supervised by parent or adult age 21 or older with valid driver's license.
+ Must comply with nighttime 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 (10 hours nighttime) 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

www.itsnotagameillinois.com

"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 are a deterrent to higher risk driving behaviors and this law supports that; however, it does not address fatal crashes due to negligent behavior.

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.

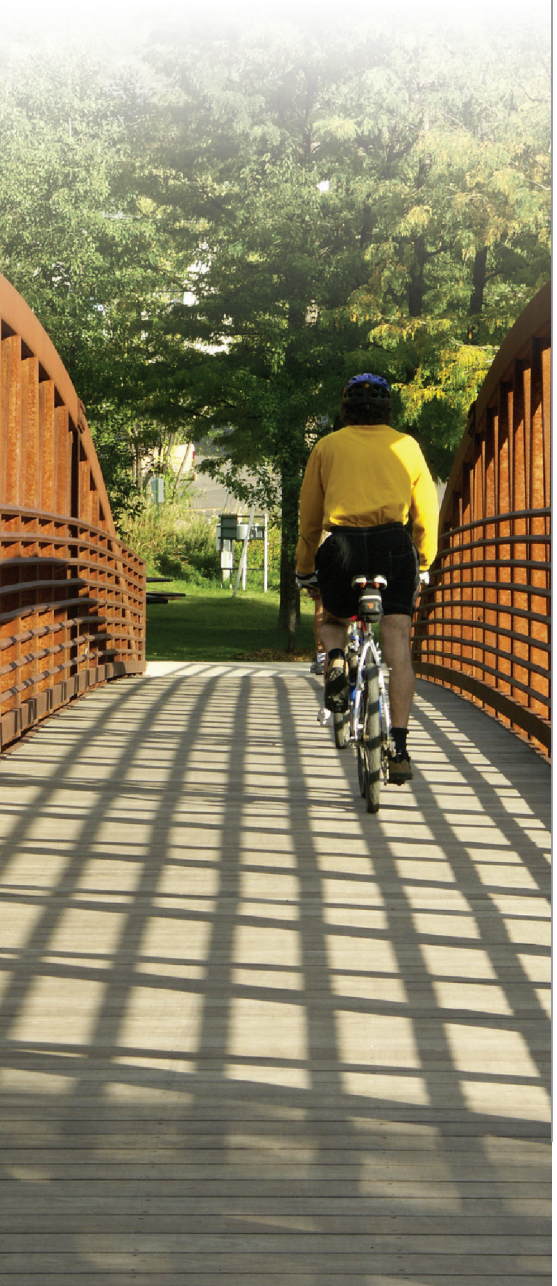
INNOVATIVE TECHNOLOGY- IN-CAR NOTIFICATIONS

Illinois State Police (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, 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 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 within rural community town boundaries.



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% of its allocated HSIP funding to address fatal and serious injury crashes on local roads. However, in 2023, IDOT increased HSIP funding to 30% 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.

The County typically pursues HSIP funding to address larger safety improvement projects. Most recent efforts include the following:

- **Airport Rd west of US Rt 51 (2023) –** Work included paving shoulders, minor pavement widening, rumble strips, and curve warning signs.
- **Airport Rd from IL 13 to US 51 (2025) –** Work includes paving shoulders to accommodate a bike lane, longitudinal rumble strips, lane widening, and advance warning signs and pavement markings.

REGIONAL & LOCAL POLICIES, PROGRAMS AND PRACTICES

As a part of the project a review of the pertinent documents and stakeholder discussion was undertaken identifying various existing efforts that have been implemented or are planned in Jackson County. This included various studies, transportation improvement programs and efforts by Greater Egypt and local communities. Some of the plans reviewed included:

- Greater Egypt Long Range Transportation Plan (LRTP)
- 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 diverse investment, operational, and technological options, while ensuring community involvement reflects the needs and goals of all stakeholders. The community's top three priorities are having infrastructure that is maintainable and safe while providing additional transportation choices. The following are examples of these goals:

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

Diverse Investments

Because of limited available funding, the counties and other local agencies pursue a variety of grant funding to implement safety improvements.

These have included:

- HSIP grants
- Federal STR grants
- EDP
- TARP
- ITEP
- FLAP (Federal Land Access Program) – conservation area grants.

Maintenance & Low-Cost Safety Improvements:

Jackson County typically performs installation of pavement markings, signing, raised pavement markers (RPMs), and guardrail improvements in-house. Several strategies the two counties have implemented include the following:

- Flexible delineators are used on the inside of some curves in lieu of striping (limited cases).
- RPMs are used systemwide, except seal coat roads.
- Sign strategies implemented:
  - Double up stop signs (left and right) at 4-way stops with state routes.
  - Beacons/flashing beacons.
  - Stop ahead warning signs used aggressively.
  - Started adding reflective strips to sign posts.
  - Oversized double arrow at T intersections.
- Now include paved shoulders as part of resurfacing contracts (Jackson County).
- High visibility signs are used in unlit rural areas.
- Except for seal coat roads where only a centerline stripe is used, both centerline and edge line 4" striping is installed.
- Rumble stripes are placed to accommodate shoulder width for bicyclists

Figure 8 ISP Rollover Simulation (Source: The Southern Illinoisan)

Figure 9 Seat Belt Convincer (Source: The Purple Clarion)[1]

Figure 10 Impaired Driving Simulation (Traffic Safety Days) (Source: The Southern Illinoisan)[1]

ENHANCED TEEN DRIVING EDUCATION:

The counties and communities within the rural Jackson Count area consistently indicated a desire to enhance drivers' education of young drivers. While outside of the Jackson County region, various stakeholders referenced Traffic Safety Days hosted by the City of Marion, further discussed below.

The City of Marion took over the Williamson County Traffic Safety Days event in 2020. This annual event has several stakeholders fund, support, and participate in this event that attracts local high school students. Expanding this program to include the rural Jackson County area communities and rural Jackson County would help to reduce crashes associated with young drivers across the region. The participants learn about safe driving by creating learning opportunities for young drivers on a variety of topics. These include experiencing driving under the influence using goggles and pedal scooter, crash and seat belt simulators, observing blind spots of heavy vehicles, work zone safety, and many more topics. The students interact with local and ISP law enforcement officials and other traffic safety experts. ISP is a major contributor to the Traffic Safety Days and brings multiple simulators to the event for students to witness and experience. The following is a list of simulators and exhibits ISP has implemented at this event in the past:

- **Rollover Simulator**
- **Mock Traffic Stop**
- **Seat Belt Convincer**
- **Fatal Vision – Impaired Driving Experience**

The ISP's rollover simulator is non-participatory simulation of a driver and passengers experiencing a roll over crash. Crash test dummies are positioned in the simulator to demonstrate the occupants' experience when with and without a seat belt. Figure 8 the use of the rollover simulation in front of a student audience at the Traffic Safety Days.

The Seat Belt Convincer is an interactive experience that allows students to feel the effects of 5-7 mile per hour crash using a ramped sled. *Figure 9* depicts a student using the Seat Belt Convincer; participants are typically surprised at the force involved in this low-speed simulation.

The Mock Traffic Stop involves students watching a textbook traffic stop by a law enforcement officer and a student actor. The student is shown providing identification and proof of car insurance when asked by the officer. The student is portrayed as making slow and deliberate movements at the request of the officer and always faces forward with their hands on the steering wheel when not complying with the officer's directions.

The Fatal Vision exhibit is an impaired driver interactive simulation that has students wear impairment goggles that disorient the user's vision. The student is then placed on a pedal scooter to attempt to navigate around a driving course (See Figure 10).

[1]https://hhspurpleclarion.org/2305/news/students-get-safe-during-traffic-safety-days/#

By creating learning opportunities for younger drivers on a variety of topics, participants learn about safe driving.

Figure 11 Williamson County Traffic Safety Days (Source: The Southern Illinoisan)

Sponsored by the Illinois Trucking Association, a "No Zone" simulation exhibit (See Figure 11) shows students the "No Zone" or blind spots from the driver's point of view in passenger cars and semitrucks. Members of the Illinois Trucking Association and other stakeholders guide students into multiple vehicles positions around the exhibit area so they may experience blind spots in a safe environment and discuss safe passing maneuvers while encountering these situations while driving on the roadway. This exhibit is important for young drivers as Interstate 57 (I-57), which carries significant truck traffic, is a major freight corridor through the southern Illinois area.

Inter-Agency Coordination

IDOT District 9 staff have been working to implement several districtwide safety initiatives that would also benefit rural Jackson County communities. These include items such as:

- Flashing yellow arrows (FYA) at signalized intersections with a dedicated left turn lane
- Yellow retro-reflectorized backplates for all traffic signal heads at state and local signalized intersections
- Districtwide pavement marking contract
- Districtwide flashing LED edged stop sign

IDOT has implemented FYAs to replace the solid green ball on the traffic signal head where permitted left turn signal phasing is used and drivers mistakenly think they have the right of way. A FYA indicates to drivers that they must yield to cross traffic before proceeding through the intersection and caution must be taken while performing a turning maneuver. A FYA could be encountered after a solid green arrow indicating the motorist has a protected turn movement. Data suggests younger and older drivers are more likely to be involved in a crash at an intersection due to failure to yield the right of way. This initiative seeks to address this safety issue.

Yellow retro-reflectorized backplates were added to traffic signal heads to improve the visibility of the traffic signal by generating a contrast against the background with a 1" to 3" retroreflective border. Signals with retroreflective borders are more visible in both daytime and nighttime conditions.

IDOT District 9 facilitates an annual districtwide pavement marking contract that allows multiple counties within the region to implement pavement marking improvements on County maintained roadways. This has proven to be an effective and economical way for these counties to maintain their pavement markings.

EDUCATION AND ENFORCEMENT EFFORTS

Mobilization

In an effort to change driver and passenger behavior, IDOT, with funding from NHTSA, funds a number of education/outreach and law enforcement initiatives in partnership with the Illinois State Police (ISP), county, and municipal law enforcement agencies. These efforts aim to encourage people to buckle up, drive sober, avoid distracted driving, and use proper child restraint devices. IDOT makes highway safety funds available annually through NHTSA and currently has an open solicitation for behavior safety grants:

https://idot.illinois.gov/transportation-system/transportation-safety/safety-grants/apply.html

Enforcement Grants

Highway Safety Program grants ("Section 402") are designed to help state agencies, counties and communities initiate programs to address traffic safety related problems and generally to promote traffic safety on our roadways. Jackson County participates in Sustained Traffic Enforcement Program (STEP) grants for impaired driving and seat belt enforcement.

+ **Impaired Driving**

  Penalties for DUI in Illinois vary depending on the circumstances of the arrest and conviction. These circumstances may include the driver's age, BAC level, whether the driver was transporting a child under the age of 16, and whether the driver has previous DUI convictions.

+ **Occupant Protection**

  Illinois state law requires that all children under the age of eight, when transported in a motor vehicle, must be properly restrained in an appropriate child restraint system-**EVERY TRIP, EVERY TIME!**

Choose The Right Seat

The use of lap and shoulder belts has been proven to lower the risk of fatal injury to motor vehicle occupants. Nearly all states have enacted some form of seat belt law, although the strength of the law varies.

Illinois law requires all drivers and passengers (front and back seat) aged eight and older to wear safety belts, even if the vehicle is equipped with airbags. Passengers under the age of eight must be secured in an appropriate child restraint system, as mandated by the Child Passenger Protection Act.

Every year, Illinois participates in "Click It or Ticket" enforcement and media campaigns during the Memorial Day travel period to reinforce seat belt safety awareness statewide. An intense paid media campaign is conducted concurrently with high-visibility enforcement to elevate the importance of the benefits of safety belt use, including issuance of citations for safety belt violations.

+ Distracted Driving

Each year, IDOT's Bureau of Safety Programs and Engineering (IDOT, BSPE) provides grant funding to enforcement agencies throughout the State of Illinois for enhanced enforcement activities. These grant-funded local and state police agencies are required to focus their enforcement efforts on occupant protection, impaired driving violations and other traffic-related violations. As part of this effort, distracted driving enforcement activities are included, and participating agencies submit annual reports.

+ Speeding

Illinois uses a variety of methods to enforce speed limits, including photo speed enforcement, red light running enforcement, and handheld radar:

- Photo speed enforcement: Used in work zones by ISP to reduce the number and severity of crashes caused by speeding. Photo enforcement vans are marked and have large signs that display the speed approaching vehicles. Outside of work zones, automated speed enforcement is not permitted except in the City of Chicago.
- Handheld radar: Used by the ISP to measure vehicle speed.
- Other methods used to enforce speed limits include Moving radar, Pacing, Laser speed measurement devices, Air speed measurement, and Fixed-wing aircraft.

Penalties for speeding in Illinois include:

- 1–25 miles per hour (mph) over the limit: $164 in fines.
- 26–34 mph over the limit: Class B misdemeanor, up to six months in jail, and a $1,500 fine.
- 35 mph or more above the limit: Class A misdemeanor, up to one year in jail, and a $2,500 fine.

+ Hire Back Campaign

The IDOT Hire Back Campaign is a traffic safety initiative funded by IDOT. This program provides grants to 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 campaign are to reduce incidents of distracted driving, enforce seat belt use, and prevent DUI offenses.

Key features of the IDOT Hire Back Campaign include:

- Increased Patrols: Law enforcement officers are hired back on overtime to conduct additional patrols focused on traffic safety.
- Targeted Enforcement: The campaign targets specific behaviors that contribute to traffic crashes, such as speeding, distracted driving (e.g., cell phone use), and failure to use seat belts.
- Public Awareness: The campaign is accompanied by pre- and post-campaign press releases to inform the public about the enforcement efforts and the importance of safe driving behaviors.
- Observation Points: Officers often set up observation points at intersections and other high-traffic areas to monitor and address distracted driving and other violations.
- The campaign aims to create a visible law enforcement presence to deter unsafe driving behaviors and enhance overall road safety.

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. In the Fall of 2025, the TES will celebrate its 74th year of providing local, state and federal agencies, consulting and contracting firms, and university faculty and students a place to learn and share knowledge on the latest safety treatment options.

STOP THE BLEED

The American College of Surgeons have trained over 4 million people to Stop the Bleed. Jackson and Williamson Counties and the communities within are included in those that have been training. 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 Jackson County area would like to see an even greater emphasis on this live saving technique be 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 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 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.*

LAW ENFORCEMENT TRAINING

Training and specialty equipment continue to evolve in order to thoroughly investigate and enforce traffic safety laws, including crash investigation. The ISP provides instruction to its officers on properly completing crash reports through its academy. This address the need for all of its officers to be aware of changes in crash reports and understand the value of and how the reports are used to identify safety issues (e.g., location, trends, crash characteristic). A similar type of training is not necessarily provided to local law enforcement on an on-going basis.

Some areas 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). Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training builds on SFST and includes significant in-class coursework and field certification.

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 and local law enforcement officers that can provide these services.

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.

Policy and Programming Needs and Challenges

NEGLIGENT HOMICIDE

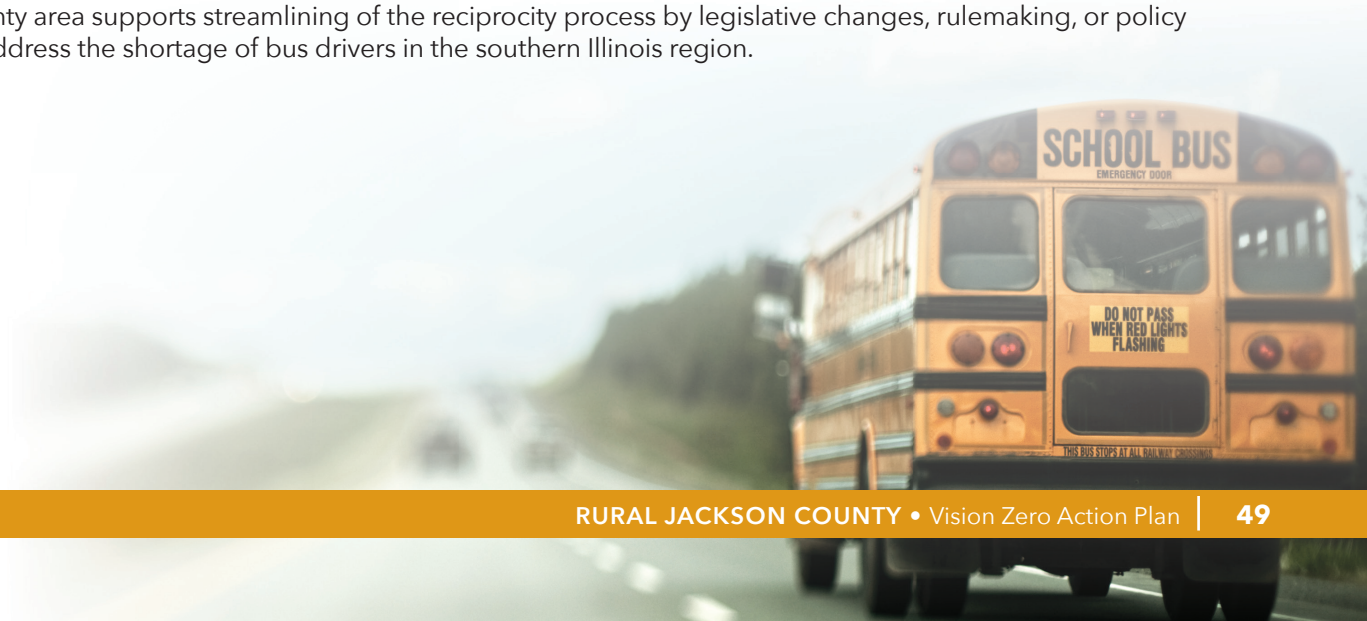
The Illinois Vehicle Code addresses situations where a traffic crash is due to reckless driving results in the fatality of another individual. It does not provide any penalty beyond a traditional traffic citation if recklessness is not involved. Typically, recklessness is defined as having at least three 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 southern metropolitan area supports establishing 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 Jackson County area supports streamlining of the reciprocity process by legislative changes, rulemaking, or policy changes to address the shortage of bus drivers in the southern Illinois region.



SAFETY CAMERAS

Safety cameras that provide 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 countermeasures 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)

Unsafe 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. Jackson County supports investigating 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

According to the Office of the Illinois Secretary of State, a school bus permit is required for any individual planning to 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:

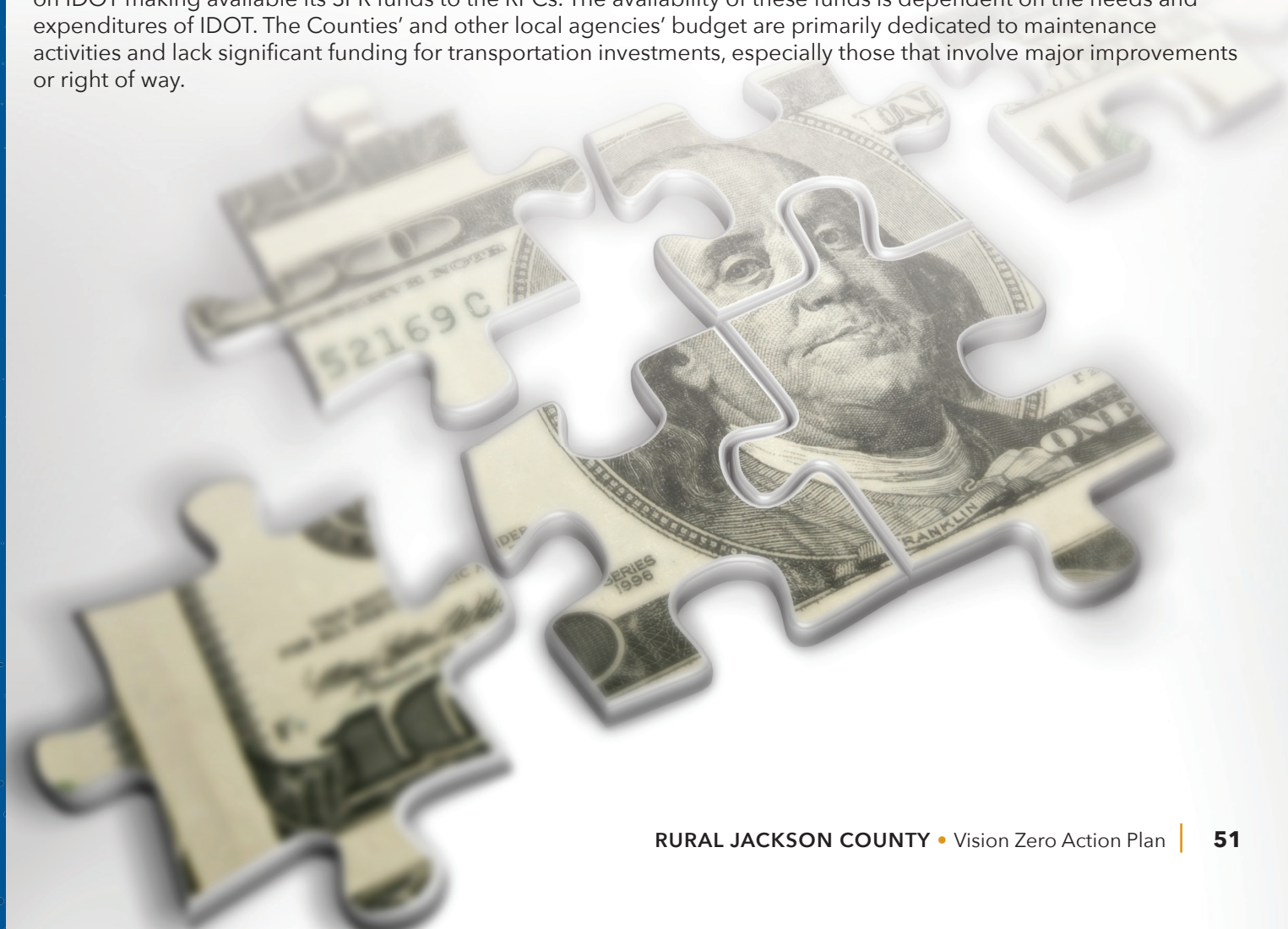
- Travel to training programs in rural communities
- Tuition costs (programs not eligible for Pell grants)
- Conflicts with balancing working a job and going to school
- Limited number of available locations to obtain the necessary training

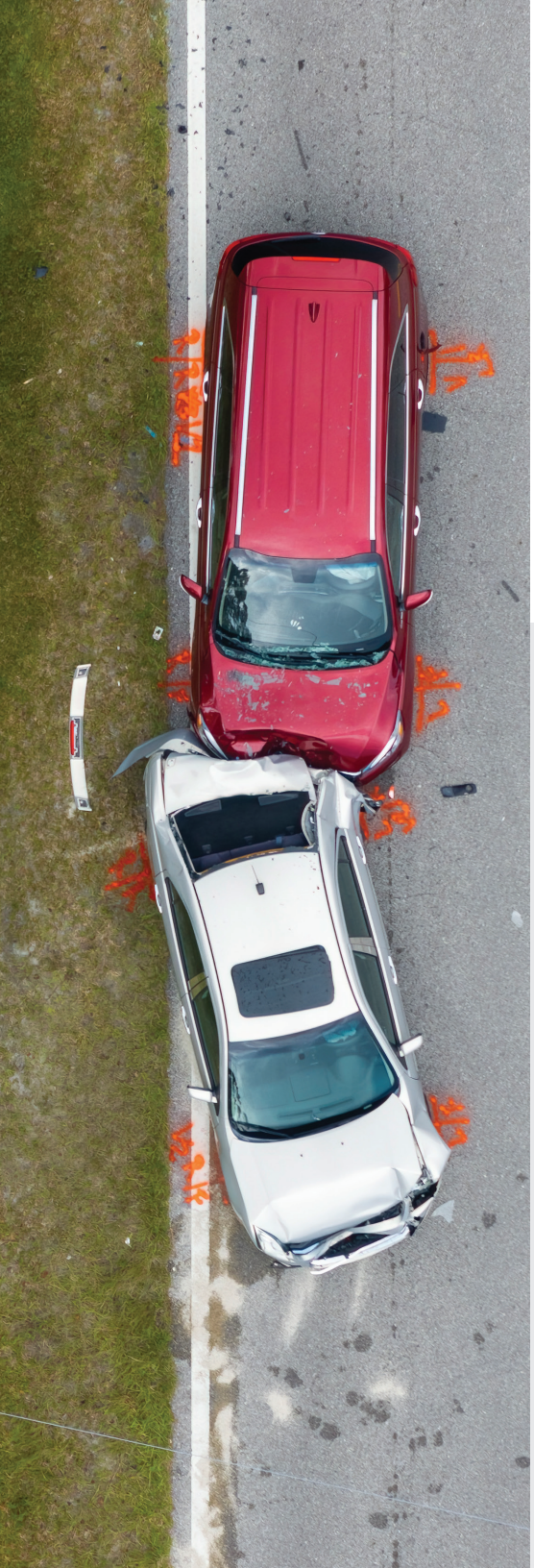
In Jackson County region several financial barriers can limit the capacity to implement safety investments.

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

In the Jackson County region, several financial barriers can limit the capacity to implement safety investments. Greater Egypt would 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 is 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.



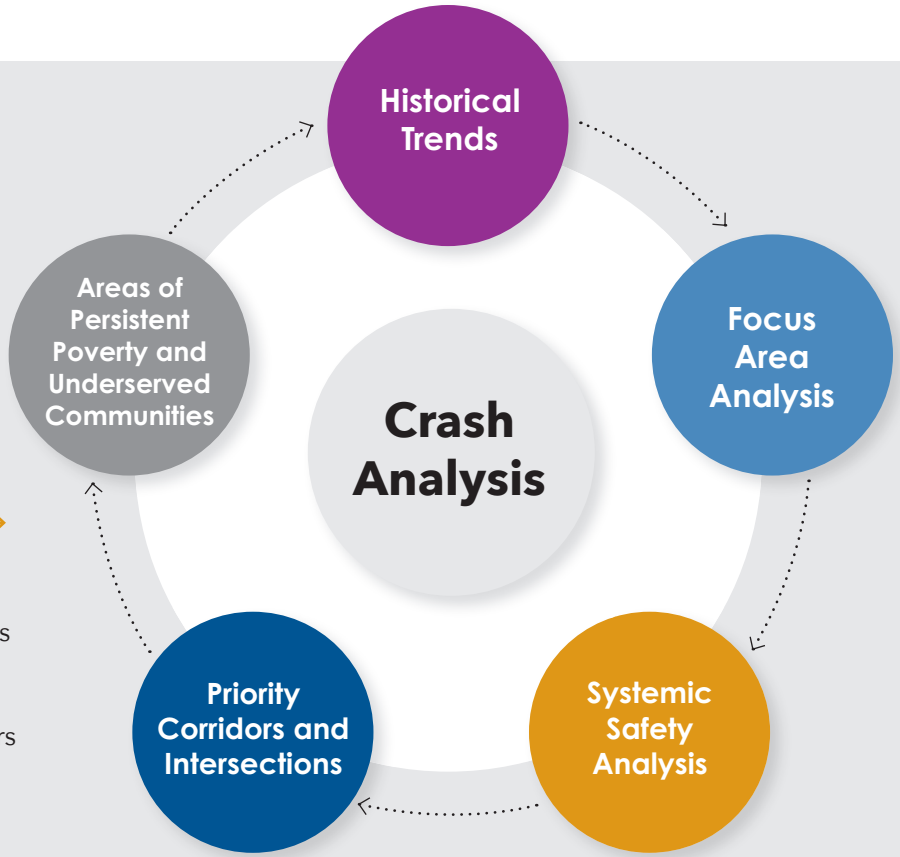


CHAPTER SIX

Safety Analysis

The safety analysis is a summary of existing safety conditions on the streets of Jackson County rural area based on crashes that occurred between 2018 and 2022. The analysis focuses on those crashes that resulted in deaths or serious injuries, highlighting severe crash trends and the conditions, environments, crash types, and locations that are associated with greater risks of the most severe crashes. Analyses also illustrate who is most affected by severe or fatal crashes and any disparities.

The crash analysis is broken down into five sections:
Historical Trends, Focus Area Analysis, Systemic Safety Analysis, Priority Corridors and Intersections, and Areas of Persistent Poverty and Underserved Communities. These analyses, with input from stakeholders and community members, were used to develop strategies and projects found in subsequent sections of the VZAP.



CRASH DATA

Crash analysis for the Jackson County rural area was conducted using crash data from IDOT for the 5-year period of 2018-2022. IDOT data only include reported crashes that meet the department's definition of a crash and reporting requirements. Therefore, crashes that were not reported to law enforcement and crashes that did not involve a motor vehicle are not included in the analysis.

Crashes included in the analysis included all crashes occurring within the Jackson County areas during this period on state, county, and local road networks; however, crashes on interstates were excluded. Crashes were identified based on the recorded geolocation in crash reports. The resulting dataset included 1,658 crashes, 124 of which resulted in fatalities or serious injuries.

ROADWAY & INTERSECTION DATA

Roadway data was compiled from the Illinois Roadway Information System (IRIS), a database that contains roadway information collected by IDOT, including functional classification, jurisdiction, number of lanes, among other roadway characteristics. Intersection data was also used from IDOT, including all signal types and intersections on both state and local road networks. This data was used to identify roadway and intersection characteristics that are associated with higher crash rates and greater crash severity.

AREAS OF PERSISTENT POVERTY AND UNDERSERVED COMMUNITIES DATA

Data identifying areas of present poverty and underserved communities was analyzed. The U.S. DOT defines these as:

- Any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census.
- Any census tract with a poverty rate of at least 20 percent as measured by the 2014 – 2018 5-year data series available from the American Community Survey of the Bureau of the Census
- Any territory or possession of the United States

The U.S. DOT's Safe Systems for All (SS4A) Underserved Communities Tool is an interactive web application used to identify the U.S. Census tracts within the Jackson County that are considered underserved communities (areas of persistent poverty).

Historical Trends

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

Between 2018 and 2022, Jackson Rural area saw a total of 1,658 crashes on state, county and local roadways, excluding interstate routes. On average, this equates to 332 crashes per year. Of these crashes, 124 resulted in fatalities or serious injuries, an average of 25 per year. See Table 1 for a breakdown of crashes by year.

	Rural Jackson County Area	
	Total Crashes	Total Fatal and Serious Injury Crashes
2018	428	31
2019	384	25
2020	314	33
2021	280	17
2022	252	18
TOTAL	**1,658**	**124**
AVERAGE	*332*	*25*

Table 1 Total crashes and KA crashes in Rural Jackson County, IL (2018-2022)

FATALITIES AND SERIOUS INJURIES

The total number of crashes which resulted in fatal and serious injuries is approximately 7.5% of the total crashes. The total crashes that occurred in Jackson County make up 1.12% of the total statewide crashes between the same timeframes.

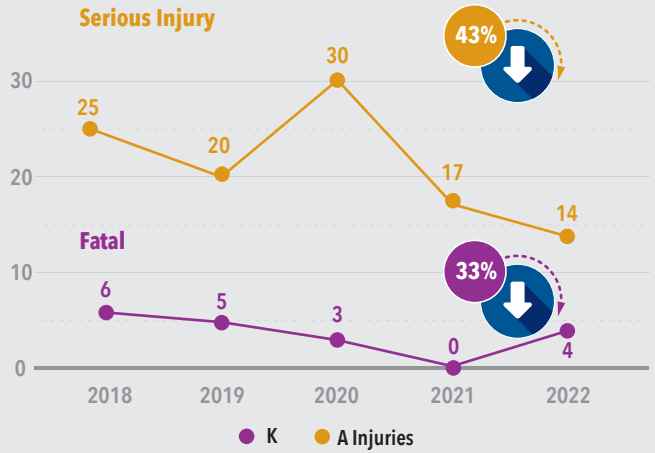


Figure 12 K and A injury crashes on Rural Jackson County Roads

Similarly, the fatal and serious injury crashes that occurred in Jackson County make up 2.82% of the statewide fatal and serious injury crashes. As depicted in *Figure 12*, during the study period, K and A- injury crashes decreased by 43% and 33% respectively.

STATE VS LOCAL ROADWAY CRASHES (2018 – 2022)

During the timeframe studied, there were a total of 931 crashes on state routes within Jackson County, with an average of 186 crashes per year. Similarly, there were a total of 66 fatal and serious injury crashes on state routes, with an average of 13 per year. This resulted in a total crash versus fatal and serious injury crashes rate of approximately 7.1% for state routes in Jackson County.

On roadways which are not maintained by the State (i.e. Local, Municipal or County), there were a total of 727 crashes in Jackson County, which averages 145 crashes per year. Similarly, there were a total of 58 fatal and serious injury crashes on local roadways, which average 12 crashes per year. This resulted in a total crash versus fatal and serious injury crashes rate of approximately 8.0% for local roadways in Jackson County. See Table 2 for a breakdown of crashes by year.

	Rural Jackson County Area			
	Total Crashes on State Routes	Total Fatal and Serious Injury Crashes on State Routes	Total Crashes on Local Routes	Total Fatal and Serious Injury Crashes on Local Routes
2018	254	19	174	12
2019	220	14	164	11
2020	169	16	145	17
2021	150	7	130	10
2022	138	11	114	7
TOTAL	**931**	**67**	**727**	**57**
5 YR AVERAGE	*186*	*13*	*145*	*11*

Table 2 Total and KA crashes on State vs. Local Roadways (2018-2022)

Crash Types

In the following sections, take a deep dive into the relationships between fatal and serious injury crash types, the causes of these crashes and where and when they occur.

Relationship between Crash Types

In the Jackson County Rural Area, during the study period, **roughly 70% of all crashes on all roadway types (i.e. Local, municipal, county, State) were due to the following maneuvers:**

Fixed Object (approx. 37%)

Overturned (approx. 15%)

Front to Front (Head on) (approx. 9%)

Turning (approx. 9%)

The remainder of the crashes recorded were due to various actions such as Animal, Angle, Front to Rear, Sideswipe Opposite Direction, Head on, Parked motor Vehicle, Pedestrian, Other Non-Collision, Pedalcyclist, Rear End and Sideswipe same, from 8% to 1%. Table 3 explores the breakdown of crash types on all roads and local roads.

	Jackson County Crashes All Roads			Jackson County Crashes Local Roads		
CRASH TYPE	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
Fixed Object	8	38	**46**	6	19	**25**
Overturned	1	18	**19**	1	11	**12**
Front to Front	5	6	**11**	2	2	**4**
Turning	0	11	**11**	0	2	**2**
Animal	1	9	**10**	1	3	**4**
Angle	0	8	**8**	0	4	**4**
Front to Rear	0	6	**6**	0	3	**3**
Sideswipe Opposite Direction	0	3	**3**	0	0	**0**
Head On	0	2	**2**	0	0	**0**
Parked Motor Vehicle	0	2	**2**	0	2	**2**
Pedestrian	2	0	**2**	1	0	**1**
Other Non-Collision	1	0	**1**	0	0	**0**
Pedalcyclist	0	1	**1**	0	1	**1**
Rear End	0	1	**1**	0	0	**0**
Sideswipe Same Direction	0	1	**1**	0	0	**0**

Table 3 KA Crashes on All Roadways vs Local Roads in Jackson County

Fatalities and Serious Injuries by Crash Action

There were multiple crash actions which were reported on all roadways (i.e. Local, municipal, county, State).

Roughly 67% of the crashes recorded were due to the following actions:

- Failure to Yield (approx. 22%)
- Unknown (approx. 23%)
- Too Fast for Conditions (approx. 22%)

The remainder of the crashes recorded were due to actions such as Improper Lane change, Improper Passing, Wrong way, Disregarding control devices, Cell Phone use other than Text, and Improper Turn. These varied in averages from roughly 9% down to 1.0% each. Table 4 depicts the crash actions of the KA crashes that occurred on all roads versus local roads within Jackson County.

ALL ROADWAYS

LOCAL ROADWAYS

	Jackson County Crashes All Roads			Jackson County Crashes Local Roads		
ACTION	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
Failure to Yield	0	16	**16**	0	5	**5**
Unknown	1	16	**17**	1	7	**8**
Too Fast For Conditions	2	14	**16**	0	9	**9**
Improper Lane Change	1	6	**7**	1	2	**3**
Improper Passing	2	5	**7**	2	2	**4**
Wrong Way/Side	0	3	**3**	0	1	**1**
Disregarded Control Devices	4	2	**6**	2	0	**2**
Cell Phone Use Other Than Text	0	1	**1**	0	1	**1**
Improper Turn	0	1	**1**	0	0	**0**

Table 4 Crash Action of KA Crashes on All Roads vs Local Roadways in Jackson County

Fatalities and Serious Injuries by Functional Class

On all roadway types within Jackson County roughly 75% of all KA crashes were observed on the following functional roadway classifications:

Other Principal Arterial

Local Road or Street

Major Collector

Similarly for local roadways, roughly 87% of the KA crashes were observed on the following functional roadway classifications:

Local Road or Street

Major Collector

Minor Arterial

Table 5 details the number of KA crashes on all roadways versus local roadways within Jackson County on all functional roadway classifications.

	Jackson County Crashes All Roads			Jackson County Crashes Local Roads		
FUNCTIONAL CLASS	**K (Fatal) Crash**	**A Injury Crash**	**Total KA Crashes**	**K (Fatal) Crash**	**A Injury Crash**	**Total KA Crashes**
Other Principal Arterial	6	38	**44**	0	0	**0**
Minor Arterial	3	20	**23**	2	8	**10**
Major Collector	4	20	**24**	4	13	**17**
Local Road or Street	3	23	**26**	3	21	**24**
Minor Collector	1	5	**6**	1	5	**6**
(UNK)	1	0	**1**	1	0	**1**

Table 5 KA Crashes by Functional Roadway Classification for All Roadways and Local Roadways

Fatalities and Serious Injuries

AGE

Historically, crashes are commonly caused by two distinct age groups, younger and older drivers. For the purposes of this report, young drivers are commonly identified between the ages of 16-20 years old while older drivers are identified as over the age of 65 years old. Utilizing the data while examining how age impacts crashes within Jackson County the following observations were made:

AGE GROUP BY 5-YEAR INCREMENTS	Jackson County Crashes All Roads			Jackson County Crashes Local Roads		
	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
15-20	1	18	**19**	1	6	**7**
20-25	1	14	**15**	0	5	**5**
25-30	5	11	**16**	2	2	**4**
30-35	1	14	**15**	0	8	**8**
35-40	1	11	**12**	1	6	**7**
40-45	2	7	**9**	2	4	**6**
45-50	2	4	**6**	1	3	**4**
50-55	2	10	**12**	1	5	**6**
55-60	0	3	**3**	0	0	**0**
60-65	0	11	**11**	0	4	**4**
65-70	1	3	**4**	1	0	**1**
70-75	0	3	**3**	0	1	**1**
75-80	0	1	**1**	0	0	**0**
80-85	0	2	**2**	0	2	**2**
85-90	0	0	**0**	0	0	**0**
90>	0	0	**0**	0	0	**0**

Table 6 KA Crashes on All Roadways and Local Roadways by Age

Young Drivers (16-20 Years Old)

ALL CRASH SEVERITIES

45.4% of all crashes on state and local roadways were caused by drivers 30 and under

36.8% of drivers are 25 and under

46.5% of crashes on local roads were caused by drivers 30 and under

36.9% of drivers are 25 and under

KA CRASHES

47.4% of all crashes on state and local roadways were caused by drivers 30 and under

36.0% of drivers are 25 and under

40.3% of crashes on local roads were caused by drivers 30 and under

26.4% of drivers are 25 and under

Table 6 details the K and A-injury crashes on all roadways versus local only roads by age range.

AGE GROUP BY 5-YEAR INCREMENTS	Jackson County Crashes All Roads			Jackson County Crashes Local Roads		
	Female	Male	Total KA Crashes	Female	Male	Total KA Crashes
15-20	9	14	**23**	2	7	**9**
20-25	9	12	**21**	1	5	**6**
25-30	9	10	**19**	2	2	**4**
30-35	7	13	**20**	4	6	**10**
35-40	3	14	**17**	1	7	**8**
40-45	3	10	**13**	3	6	**9**
45-50	4	8	**12**	1	6	**7**
50-55	5	9	**14**	2	5	**7**
55-60	1	4	**5**	0	1	**1**
60-65	7	9	**16**	2	3	**5**
65-70	1	7	**8**	0	3	**3**
70-75	1	2	**3**	0	1	**1**
75-80	0	1	**1**	0	0	**0**
80-85	1	2	**3**	2	1	**2**
85-90	0	0	**0**	0	0	**0**
90>	0	0	**0**	0	0	**0**

Table 7 KA Crashes based on Age Range and Gender

When factoring gender into all crash severities, male drivers are the cause of 59.4% of crashes on state and local roads and 59.7% on local roads. Furthermore, male drivers under the age of 30 are responsible for 26.3% of all crashes on state and local roads and 26.8% on local roads.

Male Drivers

Isolating the crash severity to KA crashes, male drivers are responsible for the following:

76.0% of the fatalities on state and local roadways

84.6% of the fatalities on local roadways

64.0% of the serious injuries (A-injuries) on state and local roadways

74.0% of the serious injuries (A-injuries) on local roadways

59.0% of the KA crashes involve drivers under 30 years of age on state and local roads

68.9% of the KA crashes involve drivers under 30 years of age on local roads.

Table 7 details the KA crashes on all roadways versus local only roads by age range and gender.

TEMPORAL TRENDS

The highest number of KA crashes occurred during the summer months of June, August, and September. The following are theories as to why this might occur:

Increase in Traffic not Familiar with the Area:
As college students moving in/out of apartments and dormitories, there is an influx of crashes

More Teenage Drivers:
Less experienced drivers are out of school and on the roads more frequently.

More Pedestrian and Cyclists:
Warmer weather leads to more people walking, running, biking which could leads to a higher risk of pedestrian related crashes.

More Roadway Construction:
Peak season for road repairs and construction projects which leads to more congestion and detours.

More Impaired Driving:
Summer holidays (i.e. Memorial Day, 4th of July, Labor Day where celebrations include alcohol consumption which could relate to an increase of DUIs.

Tables 8 and 9 details the K and A injury crashes throughout the year, sorted by months and throughout a week.

As seen in Table 8, the highest number of fatalities on all roadways typically occur in January, May, July and November. On local roadways, the months of July and November are highest. These months correspond to major holidays like New Years Day, Memorial Day, Fourth of July and Thanksgiving. It is common for travel patterns and volumes to increase around these holidays.

Table 8 KA Crashes by Monthly Trends

	Jackson County Crashes All Raods			Jackson County Crashes Local Roads		
MONTH	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
January	2	10	**12**	1	5	**6**
February	0	4	**4**	0	2	**2**
March	0	7	**7**	0	2	**2**
April	1	6	**7**	0	3	**3**
May	2	10	**12**	1	4	**5**
June	0	15	**15**	0	5	**5**
July	1	9	**10**	1	4	**5**
August	3	11	**14**	1	5	**6**
September	3	11	**14**	3	6	**9**
October	2	2	**4**	2	1	**3**
November	1	13	**14**	1	6	**7**
December	3	8	**11**	1	4	**5**
DAY						
Monday	4	15	**19**	2	3	**5**
Tuesday	1	17	**18**	1	7	**8**
Wednesday	2	9	**11**	0	3	**3**
Thursday	2	12	**14**	1	6	**7**
Friday	4	19	**23**	3	8	**11**
Saturday	1	14	**15**	1	8	**9**
Sunday	4	20	**24**	3	12	**15**

Table 9 KA Crashes by Weekly Trends

When observing KA crashes throughout a typical day, the highest number of crashes occurred during the weekday morning, midday and evening peak commuting hours. The following are potential reasons:

Higher Traffic Volume:
More vehicles are on the road as people commute to/from school, work, etc.

Rushed and Distracted Driving:
In the morning peak hours drivers may be in a hurry to get to their destination which leads to speeding or aggressive driving behaviors. During the midday and evening peak hours drivers are often distracted/ multitasking along with being fatigued or impatient

Weather or Visibility Factors:
Morning and evening peak hours may involve fog, sun glare or wet roads due could factor into the drivers' inability to operate their vehicle in a normal manor.

Driver Fatigue and Stress:
In the morning peak hours drivers may not be fully awake or alert. In the evening peak hours drivers may be fatigued from a long workday leading to poor decision making.

As depicted in Table 10, Sundays at 6:00 PM and Fridays at 5:00 PM experience the highest number of KA crashes.

	TIME																							
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
Sunday	1	1	1	1	1	1	2	1	0	2	0	0	0	0	0	2	1	1	5	2	1	0	0	1
Monday	1	1	0	0	0	0	2	0	0	1	1	1	1	1	2	1	2	1	1	3	0	0	0	0
Tuesday	2	0	0	0	0	1	0	2	0	3	1	2	1	0	1	1	1	2	0	0	0	0	0	1
Wednesday	0	1	1	0	0	0	0	1	1	1	0	0	1	1	0	0	1	0	0	0	0	1	2	0
Thursday	0	0	0	0	2	0	1	1	0	0	2	0	0	1	0	2	2	1	1	0	0	0	1	0
Friday	1	1	2	0	0	0	0	3	2	0	0	1	0	0	0	3	1	4	0	2	1	0	1	1
Saturday	0	2	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	1	3	2	1

Table 10 KA Crashes on All Roadway Types during an Average Weekday

As depicted in Table 11, local roadways experience the highest number of crashes on Sunday's at 6:00 PM, Friday's at 5:00 PM, Saturday's at and 9:00 PM and 10:00 PM, and Friday's at 5:00 PM. It should be noted that 5:00 PM experiences a high number of KA crashes from Sunday to Thursday.

	TIME																							
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
Sunday	1	0	0	0	1	1	2	0	0	1	0	0	0	0	0	1	1	0	4	2	0	0	0	1
Monday	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	2	0	0	0	0
Tuesday	0	0	0	0	0	0	0	1	0	1	1	2	0	1	1	0	1	0	0	0	0	0	0	1
Wednesday	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Thursday	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	0
Friday	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	2	0	1	1	0	1	1
Saturday	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1

Table 11 KA Crashes on Locall Roadway Types during an Average Weekday

THE HIGHEST NUMBER OF KA CRASHES typically occur at 5 PM **SUNDAY** thru **THURSDAY**

PEAK PERIOD OF KA CRASHES
11AM to 6PM

In further analyzing the crash trends and separating K and A-injury crashes, fatalities are occurring throughout the day with the highest hours being between 5:00 PM and10:00 PM hours on both all roadway and local roadways.

Table 12 details the K and A injury breakdown by hour for all roadways. Table 13 details the K and A injury by hour for local roadways.

	TIME																							
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
K (Fatal) Crashes	2	1	1	0	1	0	0	0	1	1	0	1	0	0	0	2	2	0	2	1	0	1	2	0
A Injury Crashes	3	5	3	2	2	2	5	9	2	6	5	3	4	3	3	7	6	9	6	7	3	3	4	4
Total Crashes	**5**	**6**	**4**	**2**	**3**	**2**	**5**	**9**	**3**	**7**	**5**	**4**	**4**	**3**	**3**	**9**	**8**	**9**	**8**	**8**	**3**	**4**	**6**	**4**

Table 12 Average K and A-Injury Crashes by Hour of Dy on All Roadways

	TIME																							
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
K (Fatal) Crashes	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	1	2	0	1	1	0	1	2	0
A Injury Crashes	1	1	1	1	2	1	2	5	1	2	1	2	0	1	2	2	4	2	3	5	1	1	2	4
Total Crashes	**1**	**1**	**2**	**1**	**3**	**1**	**2**	**5**	**1**	**2**	**1**	**3**	**0**	**1**	**2**	**3**	**6**	**2**	**4**	**6**	**1**	**2**	**4**	**4**

Table 13 Average K and A-Injury Crashes by Hour of Day on Local Roadways

THE HIGHEST NUMBER OF INJURIES typically occur at **11AM** and from **5 PM to 6 PM** hours. These correlate to the mid-day and evening peak periods.

Focus Areas Analysis

Focus Areas reflect crash characteristics that are most likely to result in serious injury or death, allowing decision makers to strategically target interventions to address high risk factors. Focus Areas were identified through data analysis and input from stakeholders over the course of the project. The categories of Focus Areas used are consistent with those found in IDOT's Strategic Highway Safety Plan, ensuring alignment with frameworks used by the state and FHWA.

FOCUS AREAS

To determine if a Focus Area warranted further investigation, the VZAP utilized statewide fatal and serious injury crash trends. If a Jackson County Focus Area exceeded the statewide percentages, that Focus Area was deemed to be problematic. Table 14 details the fatal and serious injury crashes, with percentage, of Statewide, all roads in Jackson County, local roads in Jackson County, and state roads in Jackson County.

	Statewide		Jackson County (All Rods)		Jackson County (Local Roads)		Jackson County (State Roads)	
DESCRIPTION	Crashes	%	Crashes	%	Crashes	%	Crashes	%
Roadway Departure	13,370	15.5%	79	**63.7%**	41	**70.1%**	38	**57.6%**
Impaired Driver	5,058	5.9%	11	**8.9%**	7	**12.1%**	4	**6.1%**
Unrestrained Occupants	4,133	4.8%	25	**20.2%**	15	**25.9%**	10	**15.2%**
Intersection Related	17,037	19.8%	21	**16.9%**	7	**12.1%**	14	**21.2%**
Speeding/Aggressive Driver	6,680	7.8%	10	**8.1%**	6	**10.3%**	4	**6.1%**
Older Driver (65+)	7,256	8.4%	15	12.1%	6	**10.3%**	9	**13.6%**
Younger Driver (16-20)	6,720	7.8%	28	**22.6%**	10	17.2%	18	27.3%
Motorcycle	4,414	5.1%	9	7.3%	6	10.3%	3	4.5%
Heavy Vehicle	3,852	4.5%	10	8.1%	4	6.9%	6	9.1%
Pedestrian	5,443	6.3%	2	1.6%	1	1.7%	1	1.5%
Pedalcyclist	1,783	2.1%	1	0.8%	1	1.7%	0	0.0%
Work Zone	778	0.9%	0	0.0%	0	0.0%	0	0.0%
Distracted/Fatigued Driver	9,599	11.1%	12	9.7%	4	6.9%	8	12.1%

Table 14 Focus Areas For Statewide, All Jackson County Roads, Local Jackson County Roads, State Jackson County Roads.

The following Jackson County Focus Areas exceed statewide averages, as shown in Table 14, were chosen for further analysis.

+ Roadway Departure (All Road, Local Road, & State Road)
+ Unrestrained Occupants (All Road, Local Road, & State Road)
+ Intersection Related (All Road & State Road)
+ Speeding/Aggressive Driver (All Road & Local Road)
+ Younger Driver (16-20) (All Road, Local Road, & State Road)
+ Distracted and Fatigued Driver (All Road, Local Road, & State Road)

FOCUS AREA MATRIX

For this VZAP, the interconnections of the Focus Areas were evaluated. This can be developed using the secondary cause of the crashes within the standard Illinois Traffic Crash Report form. Table 15 depicts the interconnections between Focus Areas for fatal and serious injury crashes on all roadway jurisdictions for all roads, whereas Table 16 depicts the Focus Areas along local roads.

JACKSON COUNTY FOCUS AREA COMPARISON (2018 - 2022 FATAL AND SERIOUS INJURY CRASHES) (ALL ROADS)													
	Roadway Departure	Impaired Driver	Unrestrained Occupants	Intersection Related	Speeding/ Aggressive Driver	Older Driver (65+)	Younger Driver (16-20)	Motorcycle	Heavy Vehicle	Pedestrian	Pedalcyclist	Work Zone	Distracted/ Fatigued Driver
Roadway Departure	79	9	17	6	6	8	18	3	3	0	0	0	7
	100%	11%	22%	8%	8%	10%	23%	4%	4%	0%	0%	0%	9%
Impaired Driver	9	11	4	0	0	0	0	0	0	0	0	0	3
	82%	100%	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Unrestrained Occupants	17	4	25	4	1	3	7	0	2	1	0	0	3
	68%	16%	100%	16%	4%	12%	28%	0%	8%	4%	0%	0%	14%
Intersection Related	6	0	4	21	2	4	8	0	1	0	0	0	0
	29%	0%	19%	100%	10%	19%	38%	0%	5%	0%	0%	0%	0%
Speeding/ Aggressive Driver	6	0	1	2	10	1	2	1	0	1	0	0	2
	60%	0%	10%	20%	100%	10%	20%	10%	0%	10%	0%	0%	13%
Older Driver (65+)	8	0	3	4	1	15	0	2	3	0	0	0	3
	53%	0%	20%	27%	7%	100%	0%	13%	20%	0%	0%	0%	11%
Younger Driver (16-20)	18	0	7	8	2	0	28	0	4	0	0	0	0
	64%	0%	25%	29%	7%	0%	100%	0%	14%	0%	0%	0%	0%
Motorcycle	3	0	0	0	1	2	0	9	2	0	0	0	2
	33%	0%	0%	0%	11%	22%	0%	100%	22%	0%	0%	0%	20%
Heavy Vehicle	3	0	2	1	0	2	4	0	10	0	0	0	0
	30%	0%	20%	10%	0%	30%	40%	0%	100%	0%	0%	0%	0%
Pedestrian	0	0	1	0	1	0	0	0	0	2	0	0	0
	0%	0%	50%	0%	50%	0%	0%	0%	0%	100%	0%	0%	0%
Pedalcyslist	0	0	0	0	0	0	0	0	0	0	1	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	n/a	0%
Distracted/ Fatigued Driver	7	0	3	3	0	2	3	0	2	0	0	0	12
	58%	1%	25%	25%	0%	17%	25%	0%	17%	0%	0%	0%	100%

Table 15 Focus Areas Comparison for KA Crashes on All Jackson County Roads

JACKSON COUNTY FOCUS AREA COMPARISON (2018 - 2022 FATAL AND SERIOUS INJURY CRASHES) (LOCAL ROADS)													
	Roadway Departure	Impaired Driver	Unrestrained Occupants	Intersection Related	Speeding/ Aggressive Driver	Older Driver (65+)	Younger Driver (16-20)	Motorcycle	Heavy Vehicle	Pedestrian	Pedalcyclist	Work Zone	Distracted/ Fatigued Driver
Roadway Departure	40	6	9	1	3	5	7	3	2	0	0	0	2
	100%	15%	23%	3%	8%	13%	18%	8%	5%	0%	0%	0%	5%
Impaired Driver	6	7	2	0	0	0	0	0	0	0	0	0	0
	86%	100%	29%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Unrestrained Occupants	9	2	14	2	0	2	2	0	2	0	0	0	2
	64%	14%	100%	14%	0%	14%	14%	0%	14%	0%	0%	0%	14%
Intersection Related	1	0	2	7	1	1	4	0	1	0	0	0	1
	14%	0%	29%	100%	14%	14%	57%	0%	14%	0%	0%	0%	14%
Speeding/ Aggressive Driver	3	0	1	1	5	0	2	1	0	1	0	0	0
	60%	0%	20%	20%	100%	0%	40%	20%	0%	20%	0%	0%	0%
Older Driver (65+)	5	0	2	1	0	6	0	0	1	0	0	0	0
	83%	0%	33%	17%	0%	100%	0%	0%	17%	0%	0%	0%	0%
Younger Driver (16-20)	7	0	2	4	2	0	10	0	2	0	0	0	1
	70%	0%	20%	40%	20%	0%	100%	0%	20%	0%	0%	0%	10%
Motorcycle	3	0	0	0	1	0	0	6	0	0	0	0	0
	50%	0%	0%	0%	17%	0%	0%	100%	0%	0%	0%	0%	0%
Heavy Vehicle	2	0	2	1	0	1	2	0	4	0	0	0	1
	50%	0%	50%	25%	0%	25%	50%	0%	100%	0%	0%	0%	25%
Pedestrian	0	0	1	0	1	0	0	0	0	1	0	0	0
	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%
Pedalcyslist	0	0	0	0	0	0	0	0	0	0	1	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0	0
	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Distracted/ Fatigued Driver	2	0	2	1	0	0	1	0	1	0	0	0	4
	50%	0%	50%	25%	0%	0%	25%	0%	25%	0%	0%	0%	100%

Table 16 Focus Area Comparison for K&A Crashes on Local Jackson County Roads

FOCUS AREA: ROADWAY DEPARTURE

A roadway departure crash involves a vehicle leaving its lane of travel. This can occur as a single vehicle collision or involve a collision with another vehicle. These typically include hitting a fixed object (e.g., tree, embankment, guardrail), overturning, a head-on, or opposite direction sideswipe crash. Fixed object and overturning combined represent 82% (65) of the roadway departure crashes resulting in fatal or serious injuries. See Figure 13 for KA crashes in the rural Jackson County region.

Roadway departure crashes resulting in fatal or serious injuries on all roads in the rural Jackson County area represent 63.7% (79) of the total fatal and serious injury crashes. Similarly, roadway departure crashes resulting in a fatal or serious injury on local roads (i.e. Municipal or County) in the rural Jackson County area represents 70.2% (40) of the total fatal and serious injury crashes on local roads. Roadway departure crashes resulting in a fatal or serious injury on state roads in the rural Jackson County area represent 56.3% (36) of the total fatal and serious injury crashes on state roads.

Young drivers, unrestrained occupants, and impaired drivers represent groups that were prevalent in the roadway departures crashes.

Approximately 42% of the total fatal and serious injury roadway departure crashes occurred in darkness. Roadway departure crashes tend to occur more frequently around the weekend with 68% occurring Friday through Monday.

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

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

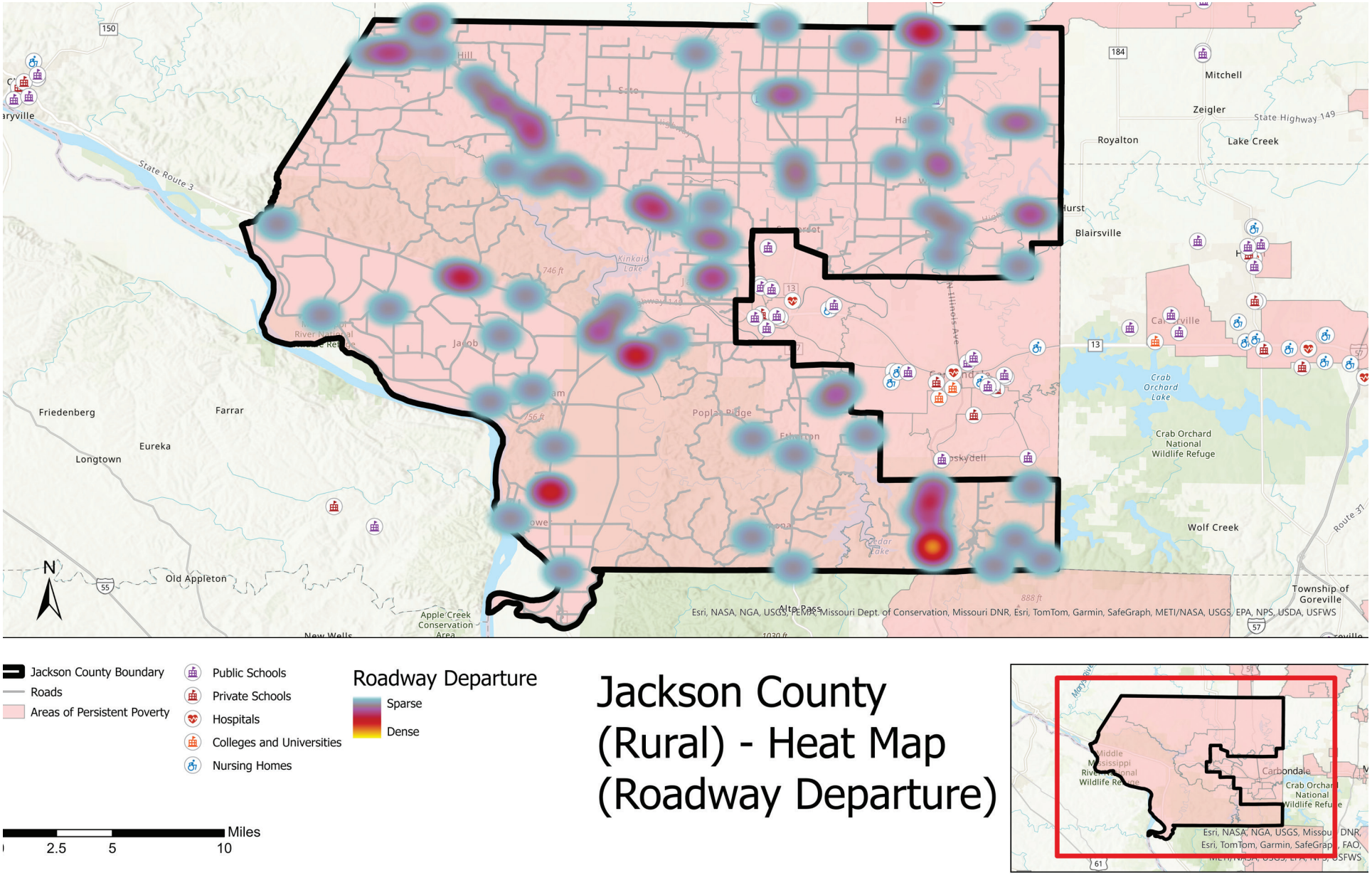


Figure 13 Heat Map of KA Roadway Departure Crashes in Rural Jackson County

FOCUS AREA: UNRESTRAINED OCCUPANTS

Unrestrained occupants are those defined as individuals in a vehicle who are not secured by a seatbelt or proper child restraint device during a crash. Several contributing factors include:

- Failure to Use Seat Belts: Personal behavior due to comfort, forgetfulness or not thinking they're necessary for short trips
- Vehicle Type and Design: Lack of seat belt design in older vehicles or certain vehicle types (i.e. buses, RVs).
- Inadequate Enforcement and Awareness: Lack of enforcement and low awareness or public education campaigns
- Impaired Driving: Influence of Alcohol or Drugs where individuals neglect to wear seat belts or fail to ensure others are secured

See Figure 14 for KA crashes in the rural Jackson County region. Unrestrained occupant related crashes resulting in a fatal or serious injury on all roads in the rural Jackson County area represent 20.2% (25). Similarly, unrestrained occupant-related crashes resulting in a fatal or serious injury on local roads (i.e. Municipal or County) in the rural Jackson County area represents 26.3% (15). Unrestrained occupant related crashes resulting in a fatal or serious injury on state roads in the rural Jackson County area represents 15.6% (10).

Roadway departure is a predominant characteristic of unrestrained occupant related crashes, accounting for 68% of the unrestrained occupant related crashes. Younger and impaired drivers comprise a combined 44% of the subject unrestrained occupant related crashes.

Unrestrained occupant crashes occurred during darkness 36% of the time.

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

1. Vehicle safety features including airbags and improved vehicle design to sustain crashes
2. Remove obstructions from the roadside and provide gentler side slopes to reduce potential crash severity for unrestrained occupants

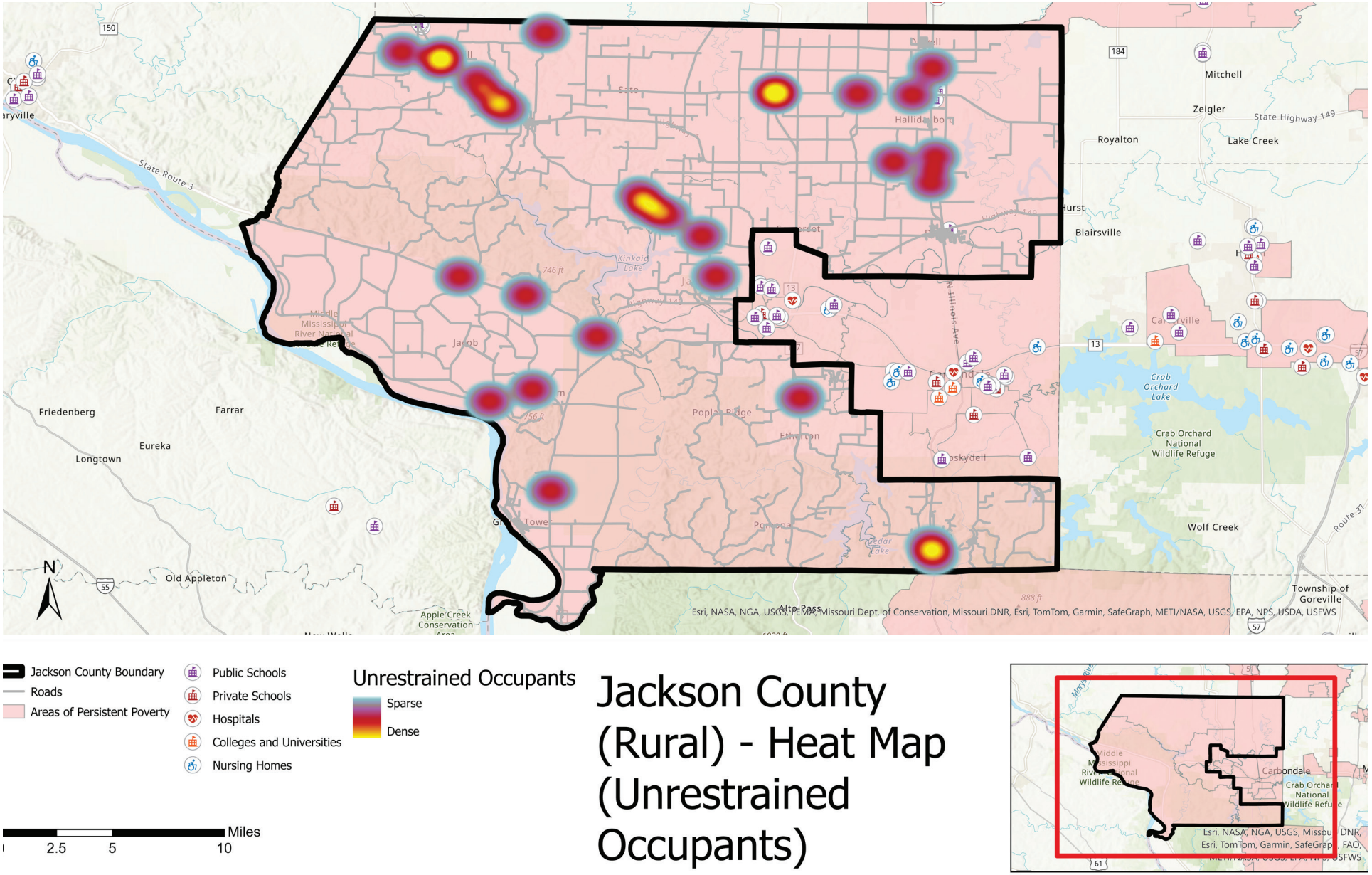


Figure 14 Heat Map of KA Unrestrained Occupant Crashes in Rural Jackson County

FOCUS AREA: INTERSECTION RELATED

Intersections facilitate the movement of vehicles, pedestrians, and bicyclists from one roadway to another; however, the resulting conflict points create potential situations for crashes. This is controlled by the number of approach legs, lanes of travel, geometric configurations, traffic control type (i.e., uncontrolled, stop-controlled, signalized), and turning movements. Crash severity is dependent on variables such as number and type of conflict points, collision angle, and vehicle speed. See Figure 15 for KA crashes in the rural Jackson County region.

Intersection related crashes resulting on all roads in the rural Jackson County area represent 16.9% (21) of the fatal and serious injury crashes. Similarly, intersection related crashes resulting in a fatal or serious injury on local roads (i.e. Municipal or County) in the rural Jackson County area represents 12.3% (7) of the fatal and serious injury crashes. Intersection related crashes resulting in a fatal or serious injury on state roads in the rural Jackson County area represents 21.9% (14) of the fatal and serious injury crashes.

Key contributing characteristics with intersection related crashes are roadway departure, younger & older drivers, as well as unrestrained occupants. Approximately 52% of the subject intersection related crashes occurred on arterial roadways.

Angle and turning crashes were the most common type of crash, representing approximately 57% of the total intersection related crashes. Fixed object crashes represent another 19%, with rear end crashes representing another 14%.

The most frequent time of day for intersection related crashes was at 7-8 AM with 19% of the total crashes. Failure to yield is the predominant driver action noted (53%) for all intersection related crashes.

Mitigating intersection related crashes involve implementation of safety countermeasures that align with the following approaches:

1. Minimizing and modifying conflict points
2. Reducing vehicle speeds
3. Improving visibility at intersections

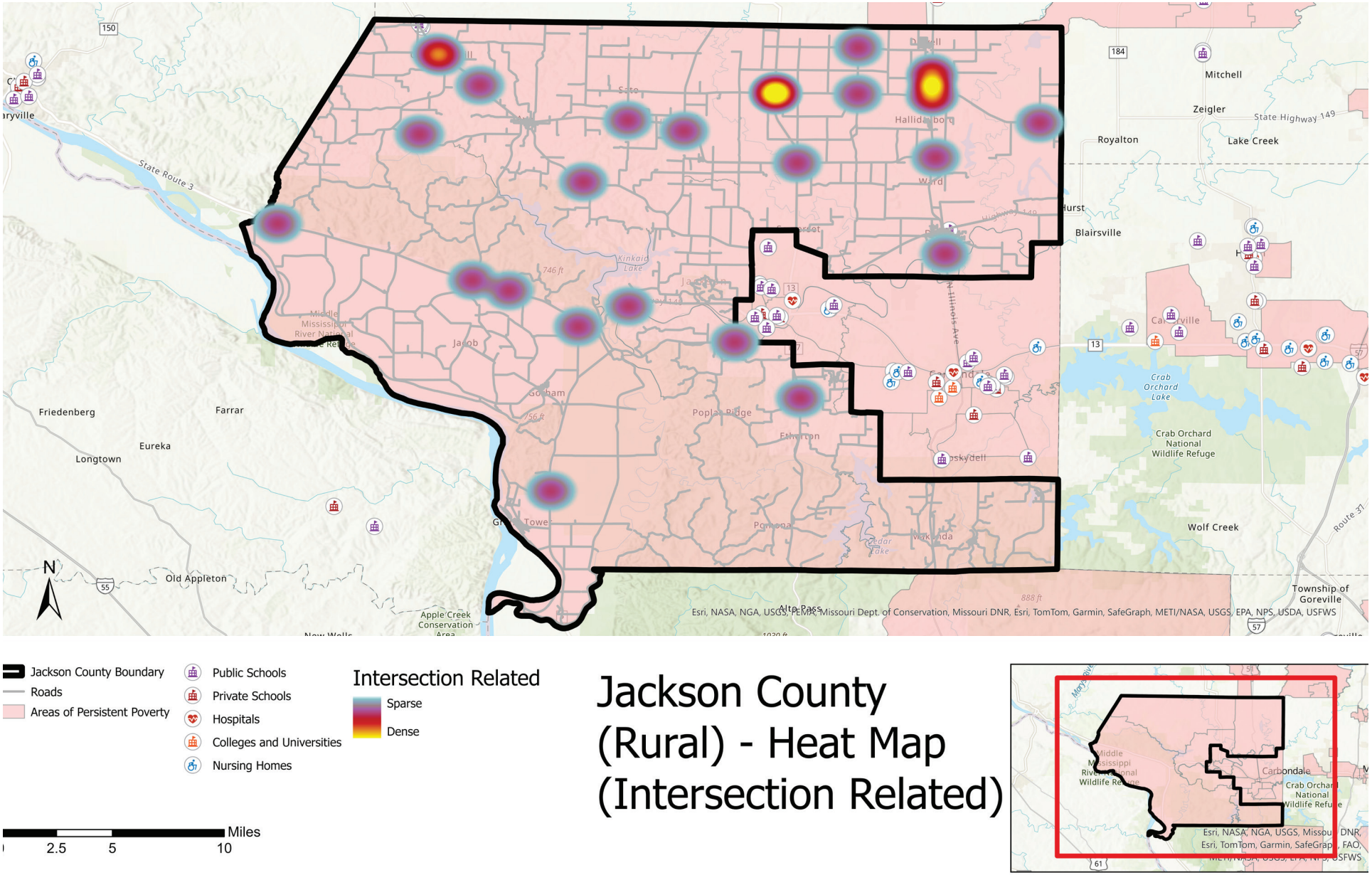


Figure 15 Heat Map of KA Intersection Related Crashes in Rural Jackson County

FOCUS AREA: YOUNGER DRIVERS (16-20 YEARS OF AGE)

Younger drivers are those defined as being between the ages of 16 through 20 years of age. In the State of Illinois, the Graduated Driver Licensing (GDL) program consists of three stages:

- Instruction Permit – Age 15
- Initial (Probationary) Driver's License – Ages 16-17
- Full (Unrestricted) Driver's License – Age 18+

Younger drivers face a higher risk of crashes due to lack of experience, risk-taking behavior, and distractions. See Figure 16 for KA crashes in the rural Jackson County region.

Younger Drivers (16-20 Years of Age) crashes resulting in a fatal or serious injury on all roads in the rural Jackson County area represent 22.6% (28) of the fatal and serious injury crashes. Similarly, Younger Drivers (16-20 Years of Age) crashes resulting in a fatal or serious injury on local roads (i.e. Municipal or County) in the rural Jackson County area represents 17.5% (10) of the fatal and serious injury crashes. Younger Drivers (16-20 Years of Age) crashes resulting in a fatal or serious injury on state roads in the rural Jackson County area represents 26.6% (17) of the fatal and serious injury crashes.

Key contributors to the prevalence of Younger Drivers (16-20 Years of Age) crashes include roadway departure, intersection related, and unrestrained occupants. Nearly 68% of the Younger Drivers (16-20 Years of Age) crashes occurred on arterial roadways.

Mitigating Younger Drivers (16-20 Years of Age) crashes involves implementation of safety countermeasures that align with the following approaches:

1. Provide driver education and training when possible
2. Strong Law Enforcement and Awareness Campaigns

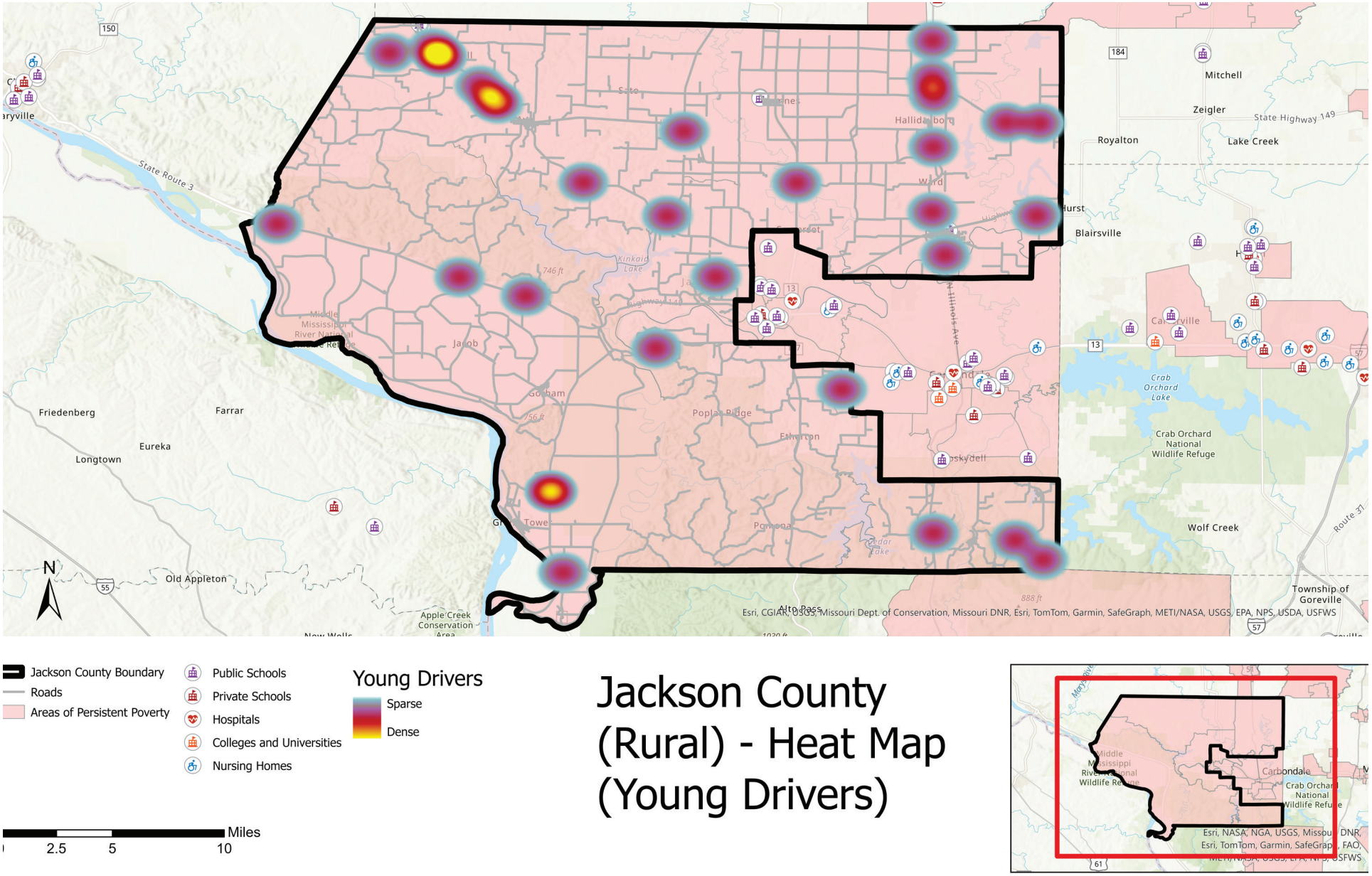


Figure 16 Heat Map of KA Younger Driver Crashes in Rural Jackson County

FOCUS AREA: DISTRACTED/FATIGUED DRIVER

A distracted/fatigued driver crash involves a set of circumstances where the driver was either distracted or fatigued, which may be caused by several factors. Driver distraction refers to any activity that takes a driver's attention away from the primary task of operating a vehicle. This includes visual, manual, and cognitive distractions. Driver fatigue is understood as a condition where a driver is tired and less alert. Fatigue can be caused by various factors, including lack of sleep, driving too long, and being exposed to monotonous environments. Both distracted driving and fatigue significantly increase the risk of crashes, injuries, and fatalities. These issues are also linked to impaired performance, slower reaction times, and poor judgment. See Figure 17 for KA crashes in the rural Jackson County region.

Distracted/fatigued driver crashes resulting in a fatal or serious injury on all roads in the rural Jackson County area represent 9.7% (12) of the fatal and serious injury crashes. Similarly, distracted/fatigued driver crashes resulting in a fatal or serious injury on local roads (i.e. Municipal or County) in the rural Jackson County area represents 7.0% (4) of the fatal and serious injury crashes. Distracted/fatigued driver crashes resulting in a fatal or serious injury on state roads in the rural Jackson County area represents 12.5% (8) of the fatal and serious injury crashes.

Key contributors to the prevalence of distracted/fatigued driver crashes include young drivers and unrestrained occupants, predominantly occurring in roadway departure and intersection related crashes. Approximately 58% of the distracted/fatigued driver crashes occurred on arterial roadways.

Mitigating distracted/fatigued driver crashes involves implementation of safety countermeasures that align with the following approaches:

1. Rumble strips
2. Driver education about the risks of distracted/fatigued driving
3. Advocate hands free device usage and support vehicle manufacturer development that restricts infotainment operations while vehicle is in motion

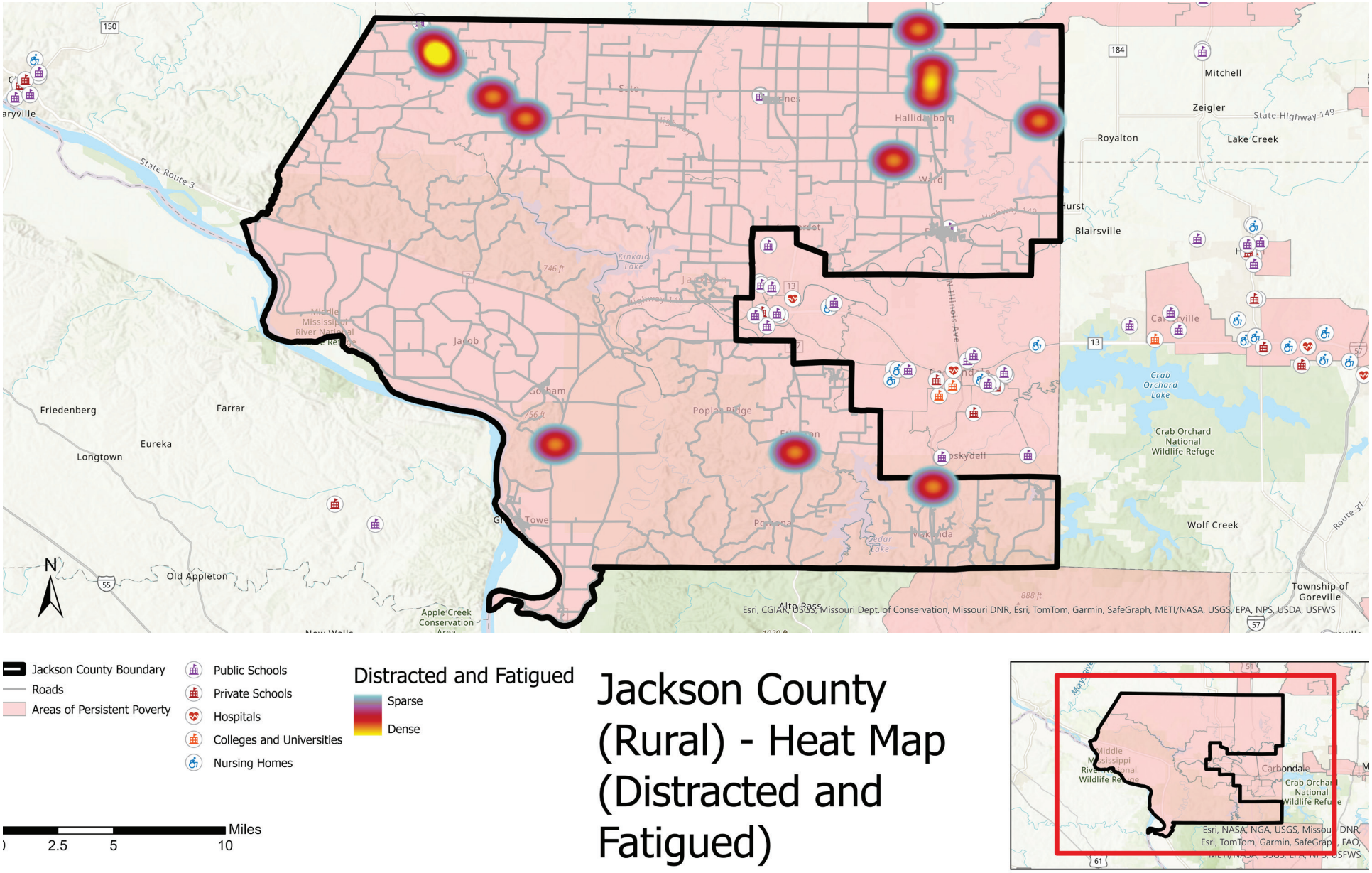


Figure 17 Heat Map of KA Distracted/Fatigued Driver Crashes in Rural Jackson County

FOCUS AREA: SPEEDING/AGGRESSIVE DRIVING

Speeding/Aggressive Driving is defined as operating a vehicle with the combination of unsafe driving behaviors that endanger others, including speeding, tailgating, and failing to yield. Several contributing factors include:

- Road Rage: Emotional response to traffic conditions or other motorists can trigger aggressive driving including tailgating, excessive speeding or weaving
- Lack of Consequence: In areas where traffic laws are not strictly enforced,drivers may feel emboldened to speed or drive aggressively
- Impaired Driving: Alcohol or drug use increases the likelihood of aggressive driving and speeding.
- Inexperienced or Lake of Driving Skills: Younger or less experienced drivers may lack the ability to anticipate and react appropriately to road conditions, leading towards poor decision making such as speeding or aggressive driving

See Figure 18 for KA crashes in the rural Jackson County region Speeding/Aggressive Driving related crashes resulting in a fatal or serious injury on all roads in the rural Jackson County area represent 8.1% (10). Similarly, speeding/aggressive driving related crashes resulting in a fatal or serious injury on local roads (i.e. Municipal or County) in the rural Jackson County area represents 8.8% (5). Speeding/ aggressive driving related crashes resulting in a fatal or serious injury on state roads in the rural Jackson County area represents 4.7% (3).

Prevalent characteristics include young drivers (20%) involved in roadway departure (60%) and intersection related (20%) speeding/aggressive driver crashes.

Mitigating speeding/aggressive related crashes involves implementation of safety counter measures that align with the following 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

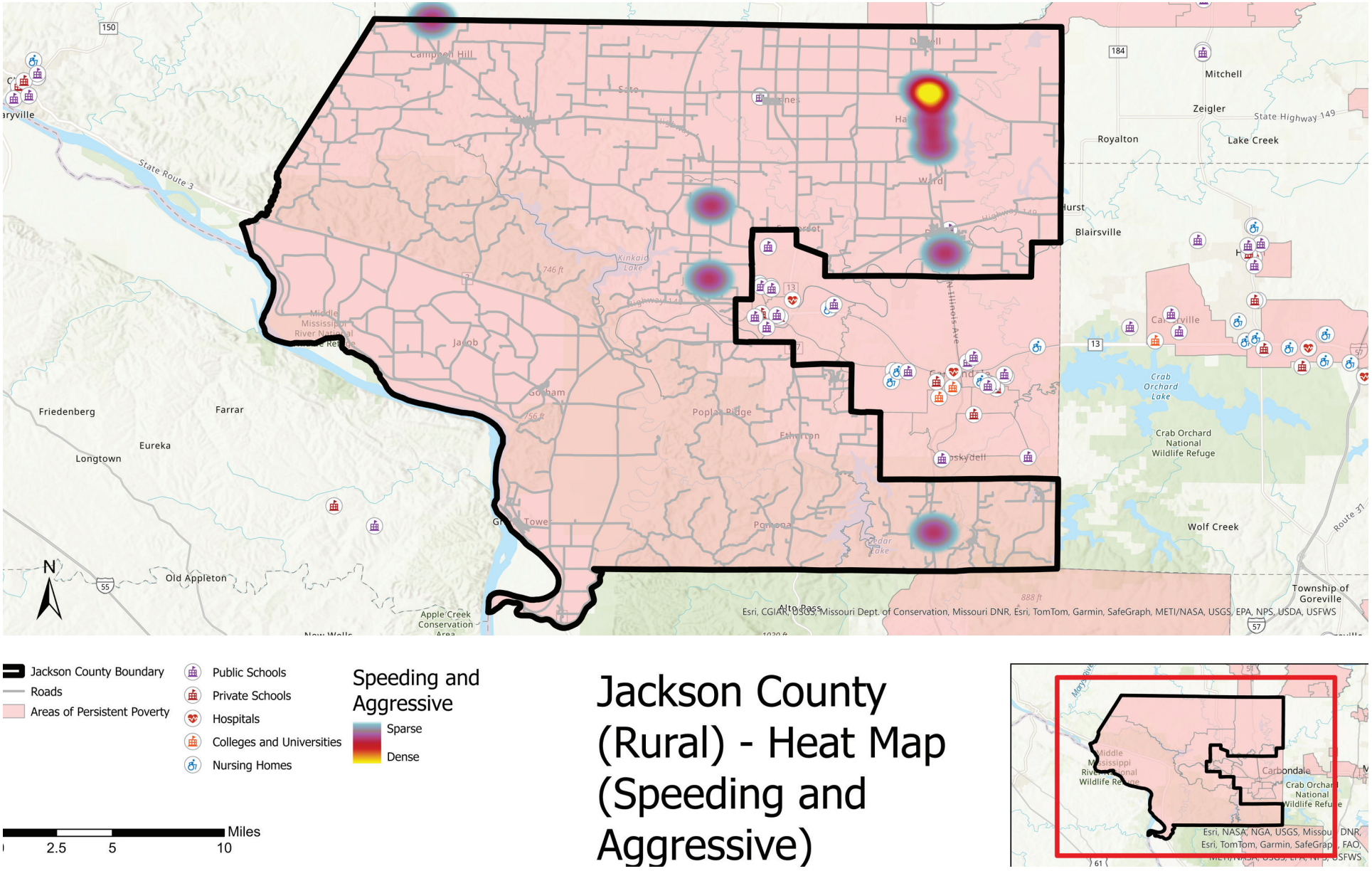


Figure 18 Point map of KA Speeding/Aggressive Driver Crashes in Rural Jackson County

Systemic Safety Analysis

The goal of the systemic analysis is to identify crash patterns and characteristics which systemically experience higher fatal and serious injury crash frequency. This approach supplements traditional site analysis, providing a more comprehensive method for safety planning and implementation. A system analysis allows decisions makers to understand what types of locations should be prioritized for future investments. Below is systemic analysis conducted for facility type severity, crash type severity, and characteristic features for both intersections and segments.

FACILITY TYPE SEVERITY

In Jackson County between 2018 and 2022, the most common facility with K and A crashes was other principal arterial, making up 36% of all K and A (See Table 17). Following the other principal arterial, was local roads making up 21%, then major collectors making up 19%, and then minor arterials at 19%.

FUNCTIONAL CLASS	K (Fatal) Crash	A Injury Crash	Total KA Crashes
Other Principal Arterial	6	38	44
Local Road or Street	3	23	26
Major Collector	4	20	24
Minor Arterial	3	20	23
Minor Collector	1	5	6
(UNK)	1	0	1

Table 17 Fatal and Serious Injury Crashes by Functional Class All Roads

CRASH TYPE ANALYSIS (MOTOR VEHICLE CRASHES)

In Jackson County between 2018 and 2022, the most common crash type in Jackson County was Fixed Object crashes, making up 37% of fatal and serious injury crashes. During that same period Overturned crashes made up 15% of fatal and serious injury crashes and Turning crashes made up 9% of fatal and serious injury crashes combined. Lastly, Front to Front (Head On) for 9% of fatal and serious injury crashes. Table 18 shows the breakdown of crash type by fatal and serious injury crash.

Crash Type	K (Fatal) Crash	A Injury Crash	Total KA Crashes
Fixed Object	8	38	46
Overturned	1	18	19
Turning	0	11	11
Front to Front	5	6	11
Animal	1	9	10
Angle	0	8	8
Front to Rear	0	6	6
Sideswipe Opposite Direction	0	3	3
Head On	0	2	2
Parked Motor Vehicle	0	2	2
Pedestrian	2	0	2
Pedalcyclist	0	1	2
Rear End	0	1	1
Sideswipe Same Direction	0	1	1
Other Non-Collision	1	0	1

Table 18 Crash Type by Severity (KA) All Roads

HIGH RISK FEATURE ANALYSIS: INTERSECTIONS

RURAL INTERSECTIONS

Rural intersections within Jackson County were reviewed with features linked to the crashes. 67% of all intersection crashes occurred at 3 legged intersections. 67% of all crashes occurred on State Roads. 24% of crashes occurred

on roadways on curves.

HIGH RISK FEATURE ANALYSIS: SEGMENTS

Jackson County Road segments were analyzed and various road features identified to determine their impact on the crashes/mile rates. Among the features explored include AADT, functional class, number of lanes, Ownership/ Jurisdiction, signalization, and posted speed limit.

Priority Corridors & Intersections

WEIGHTED ANALYSIS 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 system locations identified through the systemic analysis. The analysis is based on only fatal and serious injury crashes between the years of 2018 and 2022. The priority corridors and intersections were distributed in three categories: High, Medium and Low.

The Illinois crash data was parsed down to include only rural Jackson County. A road segment layer was created and aggregated to display only the roads within rural Jackson County. Points were then generated along the roads with a 1-mile distance. Road segments were then split at the points within a search radius of 2 feet. Road segments under 100 ft (0.019 miles) were merged by matching road names. Any segments under 10 feet (0.0019 miles) were deleted. Fatal and serious injury crashes within 50 feet of road segments were assigned to the segment. For intersections, the intersections within rural Jackson County were made into a layer. Fatal and serious injury crashes within 150 feet of intersection were assigned to the intersection, producing the weighted network analysis.

WEIGHTED CRASH FREQUENCY ANALYSIS: 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 weight value which were then placed into the three categories: High, Medium, and Low. The High tier category results in 7 (12%) intersection locations, the Medium Tier results in 24 (42%) intersection locations, and the low tier category results in 26 (46%) intersection locations within Rural Jackson County.

County	Number of Analyzed Crashes	Total Roadway Miles	50% Threshold			65% Threshold			80% Threshold		
			KAB	Miles	%	KAB	Miles	%	KAB	Miles	%
Jackson County	124	823.44	65	25.30	3.07%	82	41.24	5.01%	104	54.40	6.61%

County	Number of Analyzed Crashes	Total Roadway Miles	50% Threshold			65% Threshold			80% Threshold		
			KAB	Miles	%	KAB	Miles	%	KAB	Miles	%
Jackson County	124	823.44	64	31.31	3.80%	87	43.10	5.23%	103	53.22	6.46%

RURAL SEGMENTS

When compared to the baseline KAB crashes per mile, the rural segments have features that provide much greater representation of the KAB crashes. On 40mph+ segments the KAB is 2.7 times higher than the baseline. On State Jurisdiction segments the KAB is 3.9 times higher. Arterials account for 4 times higher KAB crash rates. On segments with AADTs greater than 7,500 the KAB is 8.6 times higher while segments with AADTs between 2,500 and 7,500 the KAB is 4.6 times higher.

URBAN SEGMENTS

When compared to baseline KAB crashes per mile, the urban segments have features that represent much higher rates of KAB crashes. On urban road segments of 2+ lanes, the KAB is 3 times higher. On urban 40mph+ segments the KAB is 2.1 times higher. On state owned/jurisdiction the rate of KAB is 2.1 times higher and while on county owned/jurisdiction segments it is 1.1 times higher.

The percentage of roadway miles in the weighted analysis corridor indicates how K, A, and B crashes in Jackson County are dispersed. For instance, at the 50% threshold, 4.75% of its roadway network is in the weighted analysis corridor. At the 80% threshold, 7.69% of its roadway network is in the weighted analysis corridor. Therefore, the number of K, A, and B crashes are spread out across a larger percentage of total roadway miles.

Crashes per mile (CPM) were calculated by dividing the number of crashes by the total length (in miles) of the weighted analysis corridor. Corridors less than one mile in length were adjusted to one mile so that they would not be weighted higher than crashes on longer segments. For instance, a half-mile corridor with two crashes would be adjusted to two crashes per mile; otherwise, it would be calculated as four crashes per mile, representing double the number of crashes on that corridor, which would be inaccurate since the adjacent segments did not contain any crashes.

To determine whether crashes were reported as K, A, or B crashes, the crash data was spatially joined to the weighted analysis corridor data and the number of K, A, or B crashes were tallied per weighted analysis corridor. To prioritize the corridors based on the severity of the crashes, the crashes were weighted as follows:

- K crashes = 25 points
- A crashes = 10 points
- B crashes = 1 point

These weighting values are the same as what has been used to calculate the PSI number for IDOT's Safety Tiers. The "Weighted CPM" was then calculated for each weighted analysis corridor as follows:

[{# of K crashes x 25} + {# of A crashes x 25} + {# of B crashes x 25}]/Corridor Miles

Each threshold (50%, 65%, and 80%) for each of the six countries was sorted by the Weighted CPM to establish "Tier" rankings of high, medium, and low priority by searching for a "natural break" in the weighted CPM. The tier levels were split into three categories, low priority, medium priority, and high priority. The tier levels are shown:

High Priority	Medium Priority	Low Priority
>40 cpm	40-20 cpm	<20 cpm

High Priority	Medium Priority	Low Priority
>60 cpm	59-20 cpm	<20 cpm

Rural Priority Corridors & Intersections
Priority Projects: Countywide Systemic

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 ASSIGNMENTS

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 7 (12%) intersection locations, The medium tier category resulted in 24 (42%) of intersection locations, and the low tier category resulted in 26 (46%) of intersection locations within Jackson County. Figure 19 shows the Intersections tiers locations.

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, A =10 and B = 5. 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 51 (25%) segment locations, The medium tier category resulted in 70 (33%) of segment locations, and the low tier category resulted in 86 (42%) of segment locations within rural Jackson County. Figure 19 shows the segment tiers locations.

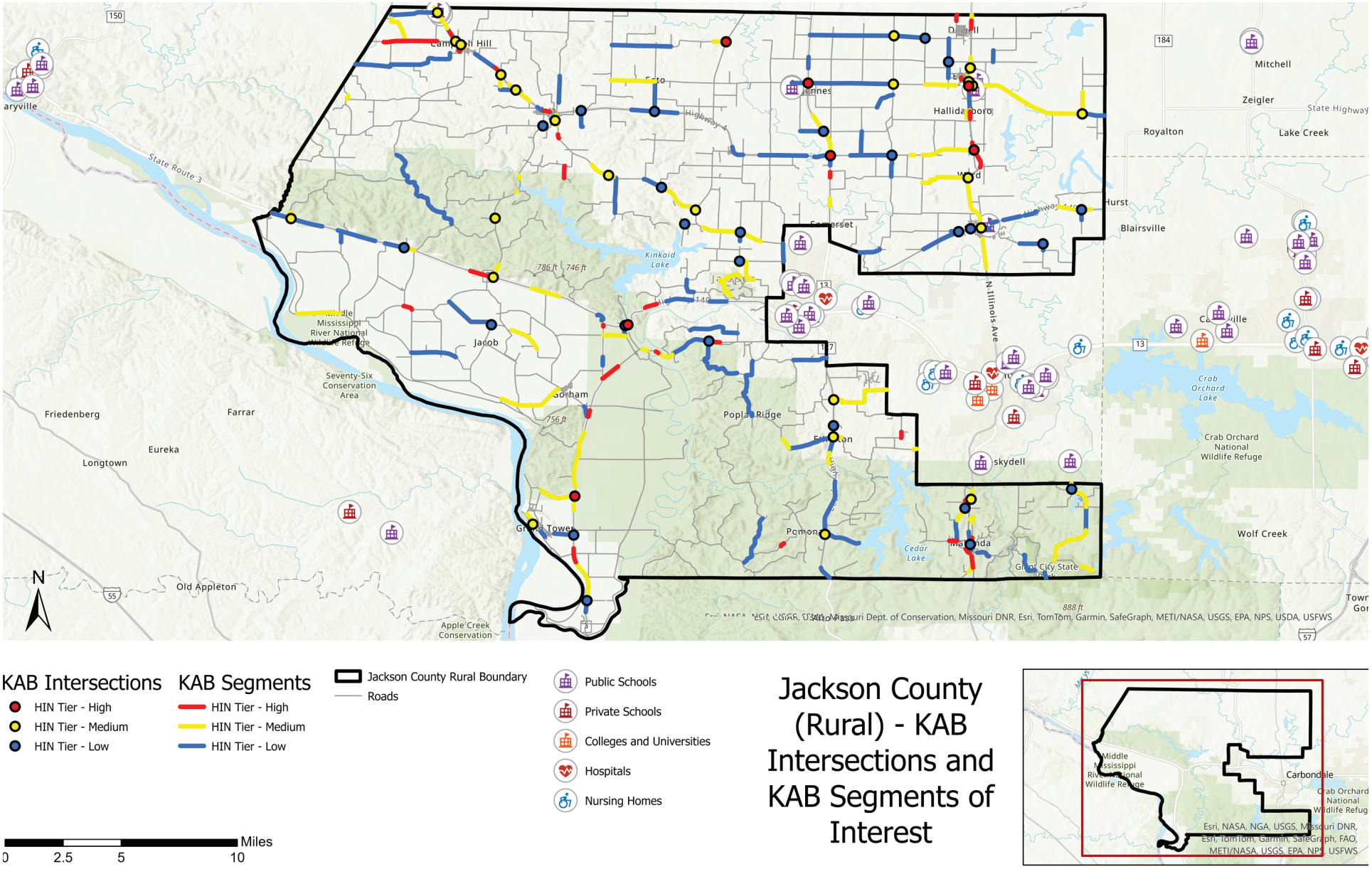


Figure 19 KAB Crash Frequency Intersection Locations and KA Crash Frequency Segments Locations

Priority Intersections

TIER RESULTS

Priority intersections were developed by taking the systemic and crash frequency locations and determining if any locations overlapped to create the priority intersection locations. The tier categories were distributed in three categories: High, Medium and Low. The analysis determined 7 High locations, 24 medium locations, and 26 low locations. 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.

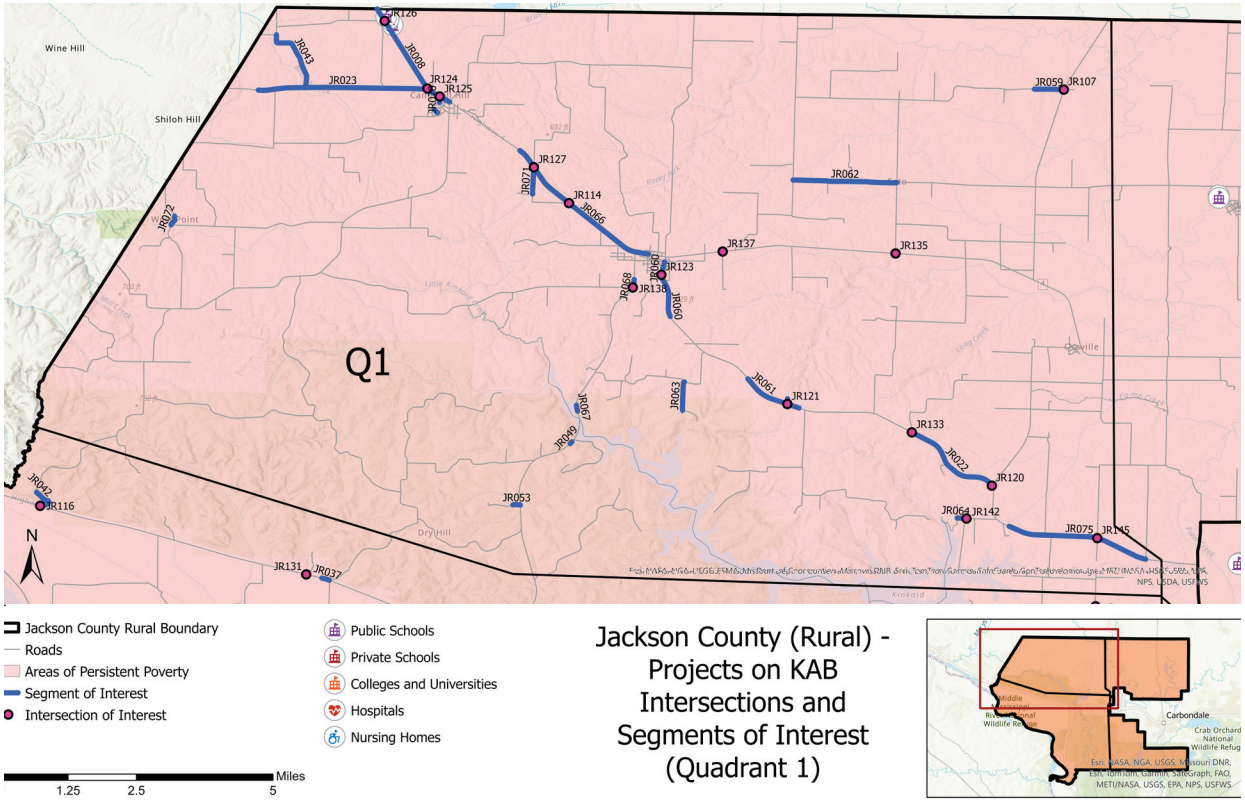


Figure 20 Priority Locations, Northwest Quadrant

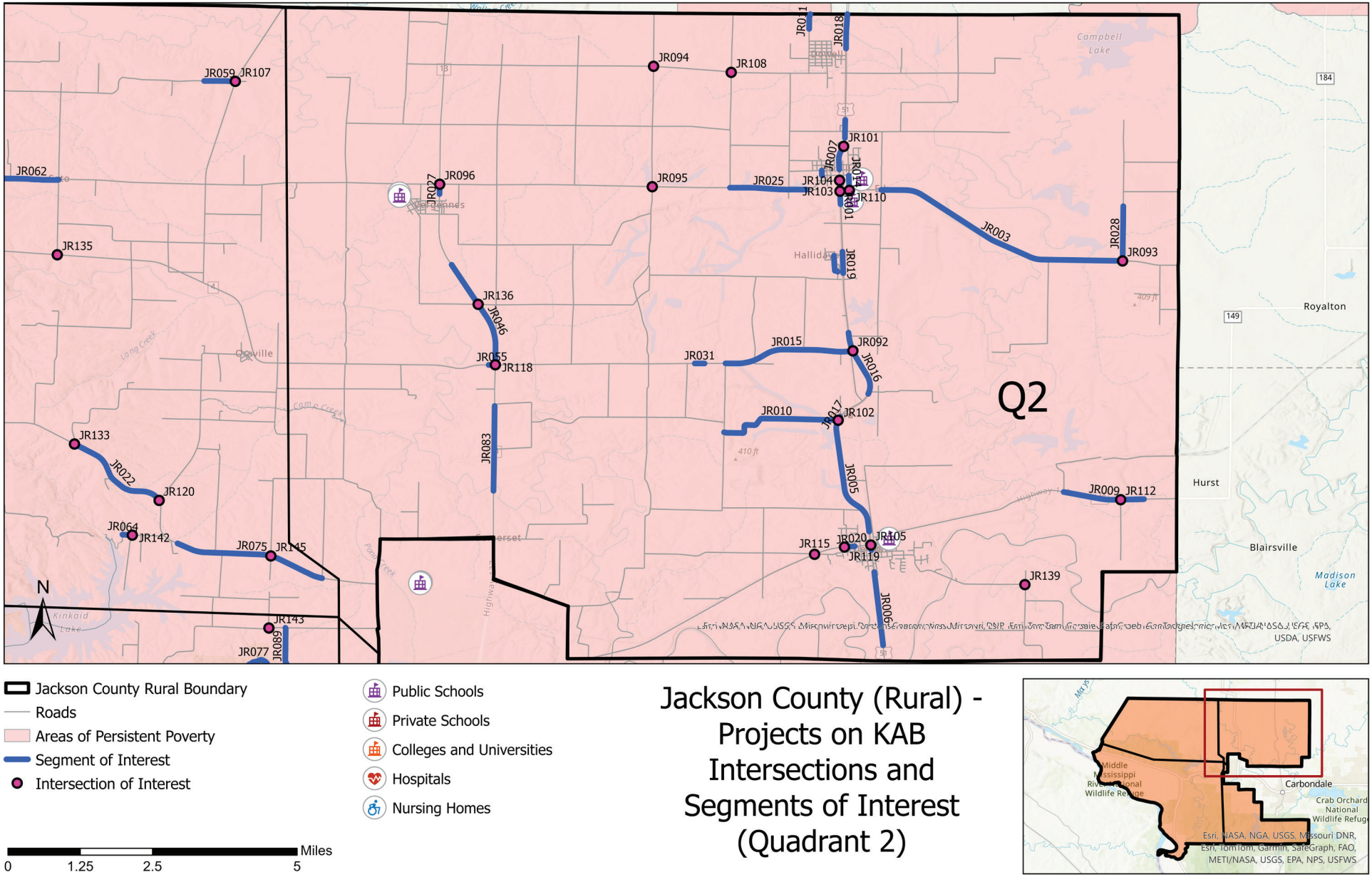


Figure 21 Priority Locations, Northeast Quadrant

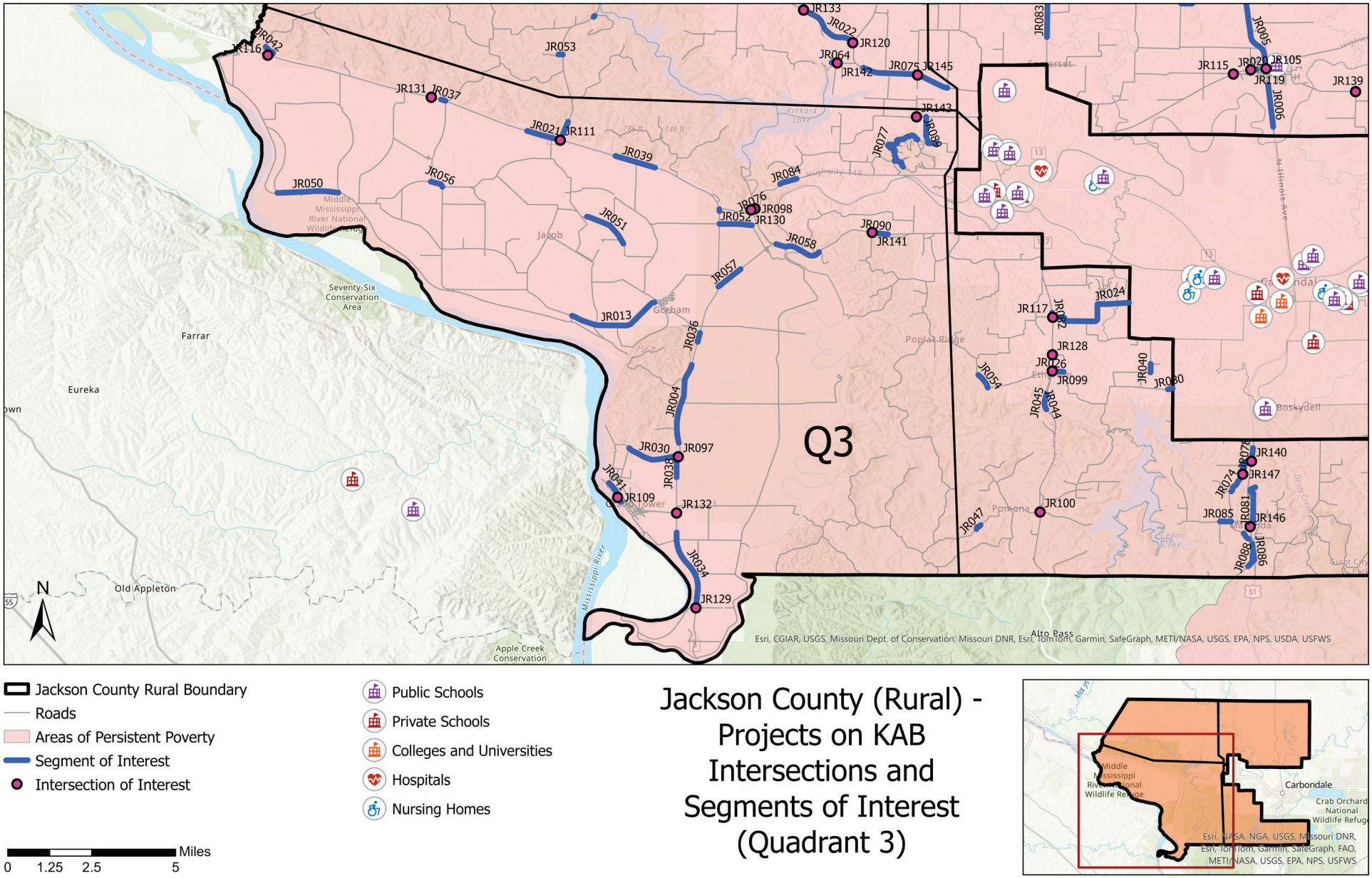


Figure 22 Priority Locations, Southwest Quadrant

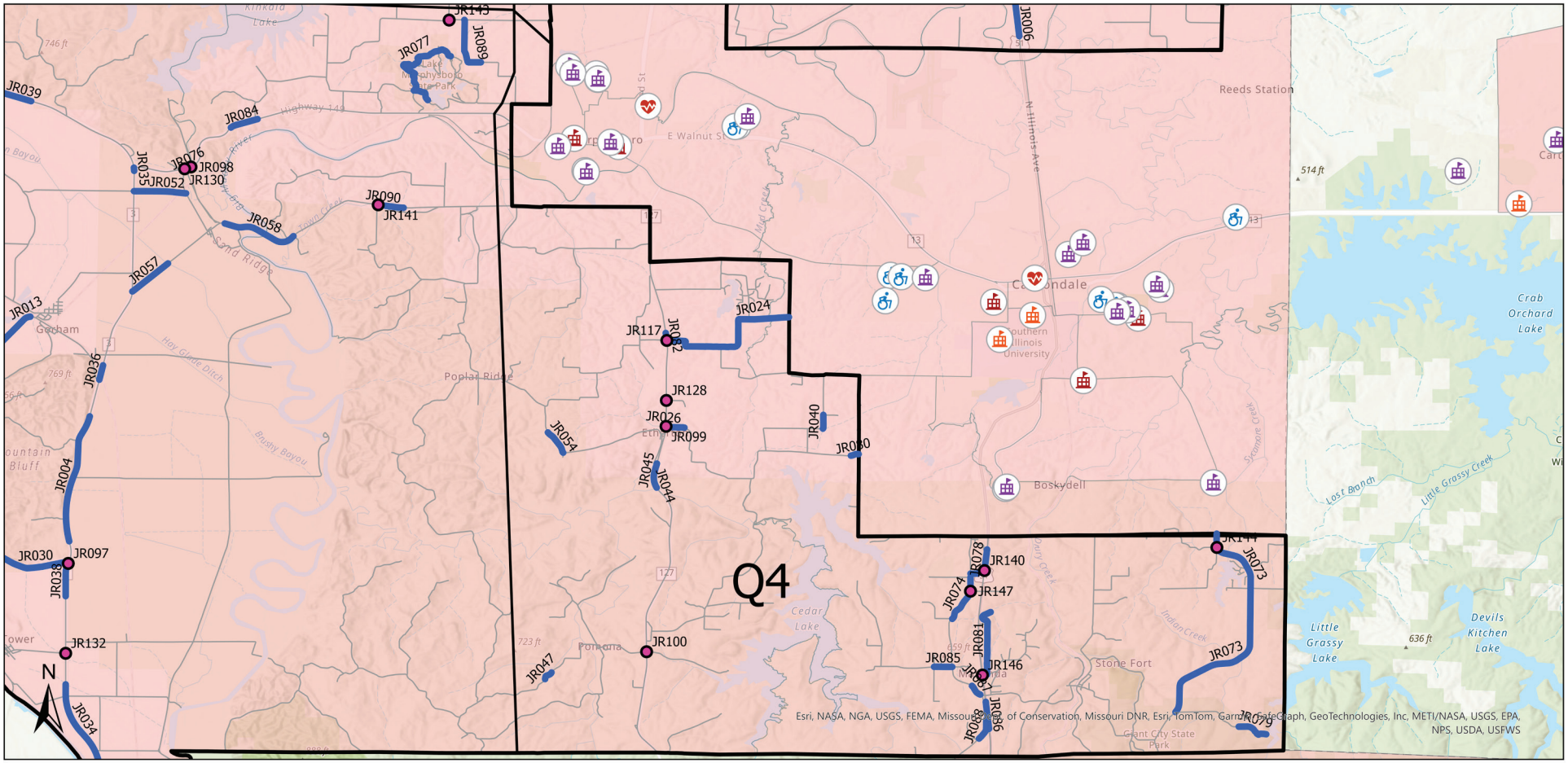


Figure 23 Priority Locations, Southeast Quadrant

Priority Corridors

TIER RESULTS

Priority corridors were developed by taking the systemic and crash frequency locations and determining if any locations overlapped to create the priority locations. The tier categories were distributed in three categories: High, Medium and Low. The analysis determined 119 High locations, 66 Medium locations, and 22 Low locations. Table 23 shows a list of locations that were identified in one of the three tiers for corridor locations. Figure 24 shows the locations of the High, Medium, and Low tier locations in Jackson County.

Segment ID	Road Name	Beginning Station	End Station	County	Tier Levels		
					HIN	Systemic	Priority Corridor
19	Hoghill Road	11.16	11.58	Jackson	Medium	Medium	High
20	GRR	0.06	1.86	Jackson	Low	High	High
38	Brick Plant Road	2.78	2.85	Jackson	High	Medium	High
39	Highway 4	1.45	1.64	Jackson	Low	Medium	Medium
71	Kincaid Stone Road	1.55	5.78	Jackson	Low	Low	Low
276	Tanner Road	3.01	3.69	Jackson	Low	Low	Low
326	Mcguire Road	1.08	1.34	Jackson	High	Low	High

Table 23 Example of The Priority Corridor Segment Locations

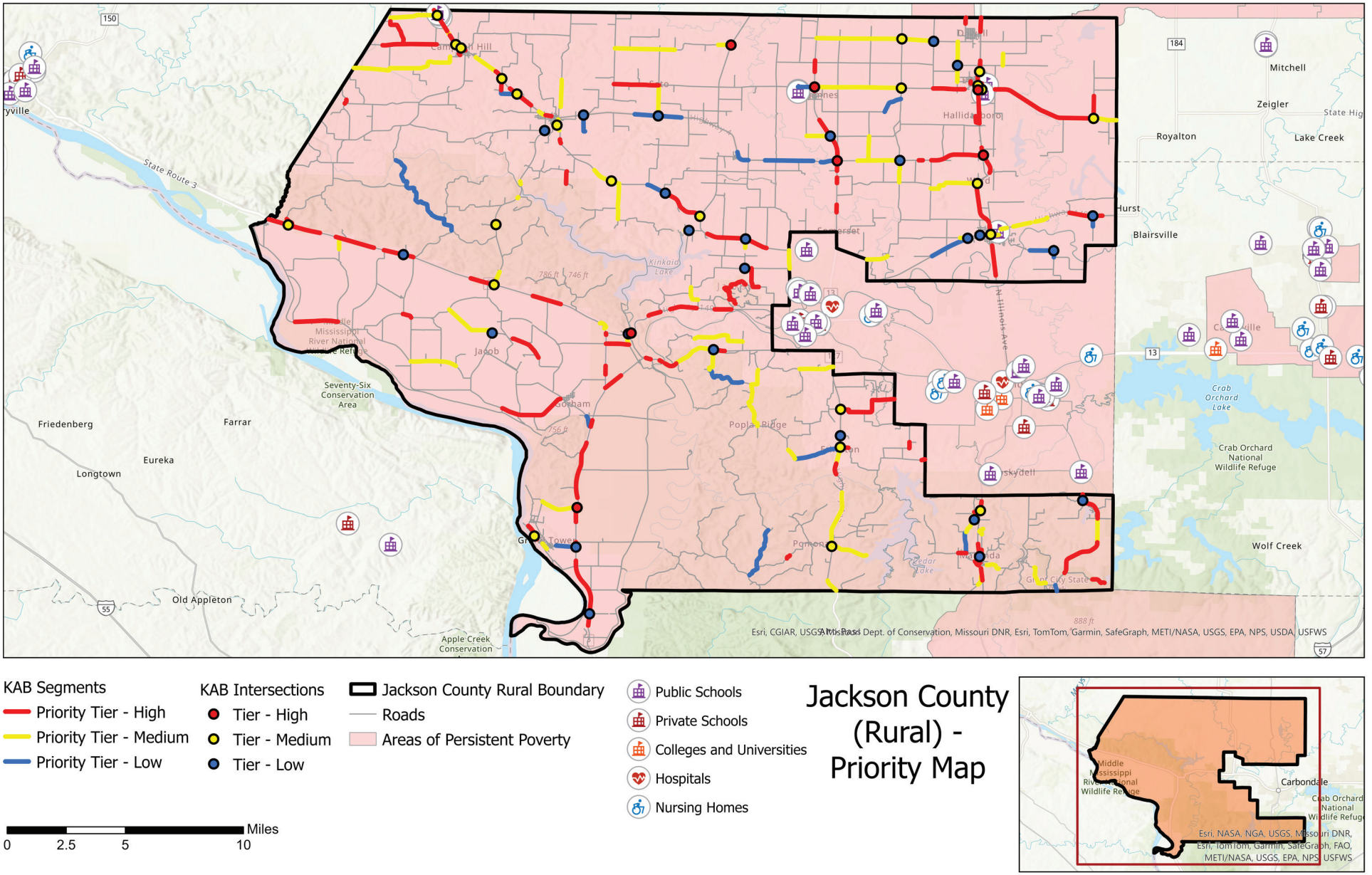


Figure 24 Priority Corridor Locations

SITE VISITS

While navigating the local roadway system within Jackson County, it was observed that roadway striping was often worn and/or faded and some signage was not MUTCD compliant. Observed issues include signage mounted too high or signs smaller than MUTCD minimums. Sidewalk and pedestrian facilities throughout the region fluctuated in availability and ADA compliance. Along some of the more rural routes within Jackson County the No Passing Signs were missing within the double yellow no passing zones. In addition, paved shoulder width varied from narrow to non-existent in some areas and centerline rumble strips were uncommon.

Areas of Persistant 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. All of Jackson County is identified as an area of persistent poverty and an underserved community (See Figure 25).

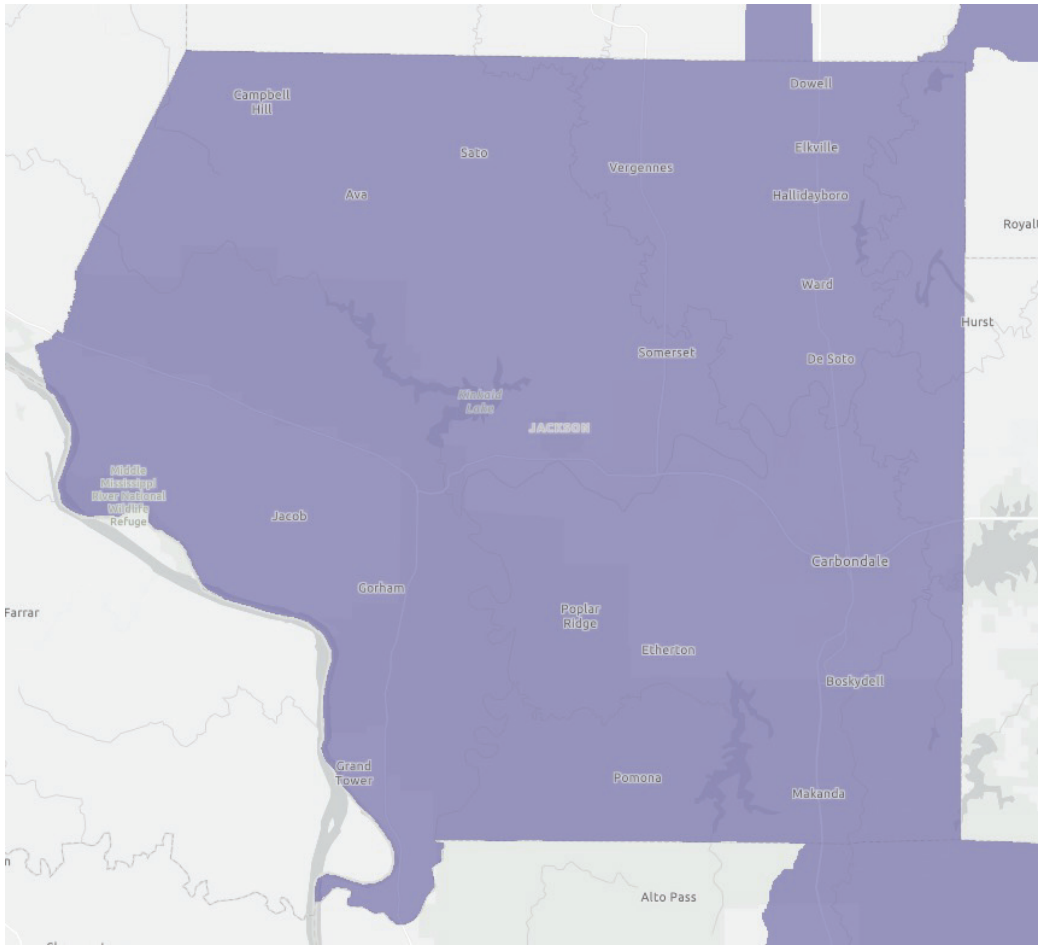


Figure 25 SS4A Underserved Communities Map of Jackson County, IL

Our road to zero traffic fatalities and serious injuries requires implementation of strategies that include roadway improvements, education and outreach, enforcement of traffic laws, and emergency medical services.

CHAPTER SEVEN

Our Plan: Countermeasures & Strategies

Our VZAP identifies a comprehensive list of strategies and action items that can be considered for implementation. They 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.

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 Jackson County. These strengthen and expand the current collaborative efforts, leverage limited resources, formalize practices, and support legislative changes.

HIGH SCHOOL ROAD SAFETY CAMPAIGNS

Figure 26 Memorial Display (Source: The Purple Clarion; Richard Dwyer)

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. Figure 26 Memorial Display (Source: The Purple Clarion; Richard Dwyer).

Recommendations:

Expand the Williamson County Traffic Safety Days program to include all of the Jackson County 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.

There is a need to increase and retain EMT/EMS jobs via apprenticeships and work force development. The last time a class was held in the southern Illinois region was five years ago. The demand far exceeds the supply of available trained paramedics. This need can be addressed 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.

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. 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

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

There is an active Amish community living within the Greater Egypt region.

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, adding wider shoulders is challenging due to funding availability, right of way needs, and ancillary construction needs (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. These animals Individuals operating these vehicles are not required to be licensed and maybe younger children. While the buggy may have signs or reflectors to increase its visibility at night, horses may be dark and not have any 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 represents a major contributing associated with the frequency and severity of crashes in Jackson County. 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, enforcement, 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
+ Investigate legislation to allow the use of speed safety cameras in Jackson County

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 two 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 potential legislation to facilitate the establishment of law which can ensure better adjudication of impaired driving laws, 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 Jackson County to facilitate the establishment of law can lead to ultimately reducing fatal and serious injury crashes.

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]

Safety Strategies

Jackson County and its stakeholders evaluated the results of the data analysis, the safety concerns, and priorities of the region, and established the strategies and action items represented in the LRSP 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. LRSP emphasis areas, strategies, and action items are correlated with the Safe System elements which when implemented with leadership and partnership support and input will achieve the Jackson County safety goals. However, in a cost-constrained environment, not all actions will take place simultaneously.

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

- FHWA's Proven Safety Countermeasures
- NHTSA's "Countermeasures that Work"
- FHWA's Crash Modification Factors Clearinghouse
- 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.[6] NHTSA's publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices[5] contains star ratings to measure the effectiveness of behavior-related (education and enforcement) countermeasures that are used most regularly by State Highway Safety Offices.

[5] https://safety.fhwa.dot.gov/provencountermeasures/

[6] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf

[7] http://www.cmfclearinghouse.org/

Behavior Countermeasure Star Ratings

★★★★ or ★★★★★
Effective

☆ ☆
Effectiveness Still Undetermined

★★★
Promising, and Likely To Be Effective

☆
Limited or No High-Quality Evaluation Evidence

Source: NHTSA Countermeasures That Work)[5]

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). Below are PSCs that most relate to addressing rural Jackson County 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

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 attribute 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 SafeEdge 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" edge line to a 6" 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

PEDESTRIANS

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

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

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

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 Vision Zero Action Plan implementation to reduce fatal and serious injury crashes on all roads in the region. Strategies and action items accomplish this by:

1. Promoting and ensuring collaboration, coordination, and implementation of policies, procedures, and practices
2. Allocating and directing resources (e.g., funding, capacity building, training, data improvements) to implement the VZAP
3. Monitoring performance of the VZAP

Action Item	Strategy Description	Focus Area	Supporting Agencies	CMF / NHT-SA Rating	Timeline Short/Mid/Long	Cost
1.A.1	Maintain a Safety Committee that includes multiple-disciplinary perspectives and agencies/ organizations within the County and/or region and conduct regular meetings to collaborate on activities. This committee will oversee the development, implementation and monitoring of this VZAP and report annually to the public on its progress.	All	Jackson County Safety Committee	N/A	Short	$
1.A.2	Prepare and release a Vision Zero report at milestone dates documenting progress in achieving overall goals. Report on an established set of performance measures for long-term tracking..	All	Jackson County Safety Committee	N/A	Mid	$$
1.A.3	Maintain communications channels to regularly share crash data and road safety metrics with local agencies and other community partners.	All	Jackson County Safety Committee IDOT	N/A	Mid	$$
1.A.4	Encourage coordination of periodic safety assessment of the transportation network and identify countermeasures to implement.	All	Jackson County Safety Committee IDOT	N/A	Mid	$$

Action Item	Strategy Description	Focus Area	IDOT	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
1.A.5	Coordinate and review the priority corridors and intersections and update regularly.	All	Jackson County Safety Committee	N/A	Long	$$
1.A.6	Assist in strengthening the capacity and resources for local agencies to implement safety strategies and improvements.	All	Jackson County Safety Committee Community Partners	N/A	Long	$$
1.A.7	Work to facilitate coordination of safety priorities, grants and funding opportunities with partner agencies within the County.	All	Jackson County Safety Committee Community Partners	N/A	Short	$
1.A.8	Review of traffic safety data versus plan goals at Safety Committee meetings.	All	Jackson County Safety Committee	N/A	Short	$
1.A.9	Support training 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	Jackson County Safety Committee	N/A	Short	$
1.A.10	Encourage in-person refresher law enforcement training for at-scene crash investigation.	All	Jackson County Safety Committee	N/A	Short	$$

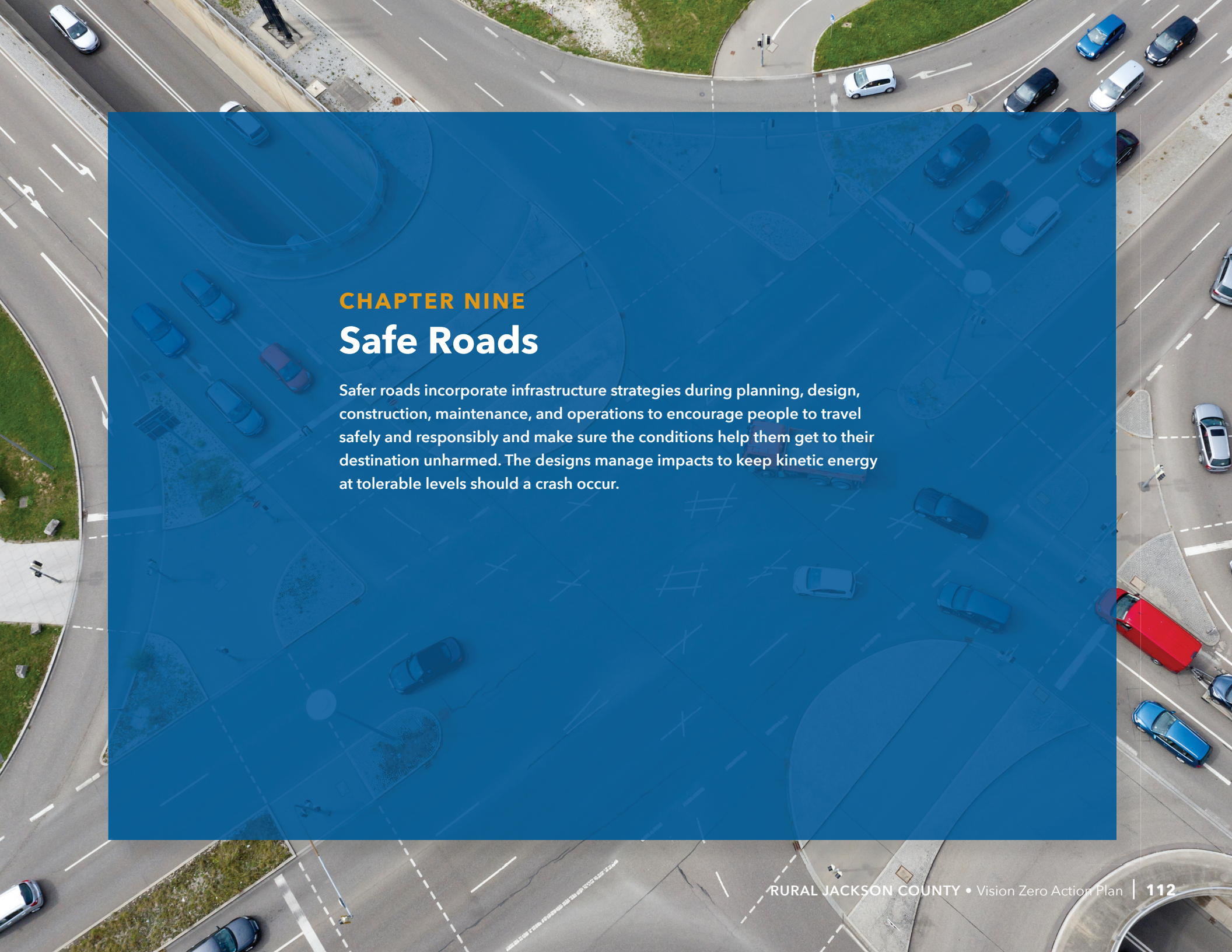
Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
1.A.11	Collaborate with partners to increase the Illinois Law Enforcement Training and Standards Board (ILETSB) specialized training activities.	All	Jackson County Safety Committee	N/A	Short	$
1.A.12	Encourage and provide support to municipalities in adopting Complete Streets policies and design guidelines consistent with the Region.	All	Jackson County Safety Committee Local Municipalities	N/A	Mid	$
1.A.13	Encourage the creation of an Illinois Safety Circuit Rider Program to support local agency safety efforts through training, technical assistance, and technology transfer.	All	Jackson County Safety Committee	N/A	Long	$$$
1.A.14	Advocate for a local agency representation on IDOT's Illinois SHSP Executive Safety Committee.	All	Jackson County Safety Committee	N/A	Mid	$
1.A.15	Encourage funding, support, and sustainability of rural transportation planning.	All	Jackson County Safety Committee Greater Egypt Regional Planning	N/A	Mid	$
1.A.16	Partner with IDOT to implement districtwide safety countermeasures (e.g., signing, pavement markings, rumble strips).	All	Jackson County 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

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
1.B.1	Encourage/support integration of Complete Streets principles into county and municipal plans. Encourage and provide support in adopting Complete Streets policies and design guidelines.	All	Greater Egypt County Community Development Local Planning Departments	N/A	Mid	$
1.B.2	Conduct as needed safety field reviews at new fatal crash locations in coordination with law enforcement and community partners.	All	Jackson County Safety Committee Law Enforcement Community Partners	N/A	Mid	$
1.B.3	Assist in the corrdination of conducting Road Assist in coordinating Road Safety Audits on the High Priority Network.	All	Jackson County Safety Committee IDOT	N/A	Mid	$$
1.B.4	Work to facilitate coordination of safety priorities, grants and funding opportunities with partner agencies within the County.	All	County Highway Department	N/A	Short	$
1.B.5	Explore legislation to streamline reciprocity of licensing of out-of-state school bus drivers.	All	Jackson County Safety Committee Local Elected Officials	N/A	Mid	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
1.B.6	Explore legislation to expand blood draws for impaired driving for marijuana to include EMS/certified professional to address the state statute of 2 hour required timeframe.	All	Greater Egypt Jackson County Safety Committee Law Enforcement Local Elected Officials	N/A	Mid	$$
1.B.7	Explore legislation to establish negligent homicide (misdemeanor offense) as a category for non-DUI related traffic deaths, filling the gap between a traffic citation and reckless homicide (felony).	All	Jackson County Safety Committee Law Enforcement Local Elected Officials	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	Jackson County Safety Committee County Highway Department Community Partners	N/A	Mid	$$$
2.A.2	Investigate Complete Streets Policy and incorporate Complete Streets principles into county design guidelines.	Speeding/ Aggressive Behavior Intersection Related Pedestrians/ Bicyclists	Jackson County Highway Department	N/A	Mid	$$
2.A.3	Identify priority intersections or corridors with greatest opportunity for safety improvements and funding to these projects.	All	Jackson County Highway Department	N/A	Short	$$$
2.A.4	Promote videos and other information on new intersection designs (roundabouts, R-Cuts, J- turns, Diverging Diamond Interchange, and features) to educate the public on these innovative designs.	Intersection Related	Jackson County Safety Committee	N/A	Short	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.5	Coordinate with transportation agencies to consider emergency preemption devices at intersection locations as appropriate.	Intersections	Jackson County Safety Committee	N/A	Long	$$$
2.A.6	Advocate for training for transit drivers of new intersection designs and features.	Intersections	Jackson County Safety Committee	N/A	Mid	$$
2.A.7	Investigate how to 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	Jackson County Highway Department IDOT	CMF ID: 8922, 4792, 8867, 8870 4 star	Short	$
2.A.8	Review and improve intersections as needed to provide proper guidance through signage and striping.	Intersection Related	Jackson County Highway Department IDOT	N/A	Short	$
2.A.9	Upgrade and modernize traffic signals.	Intersection Related	Jackson County Highway Department IDOT	CMF ID: 3941, 3943 3 star	Short	$$
2.A.10	Construct positive offset left-turn lanes at intersections to improve sight lines of vehicles turning left and opposing through vehicles.	Intersection Related	Jackson County Highway Department IDOT	CMF ID: 6095, 3 star	Mid	$$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.11	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	Jackson County Highway Department IDOT	CMF ID: 285, 289 4 star	Mid	**$$**
2.A.12	Investigate opportunities to realign intersection approaches to reduce or eliminate intersection skew.	Intersection Related Older Driver Younger Driver Motorcycles	Jackson County Highway Department IDOT	CMF ID: 11273, 4 star	Long	**$$$**
2.A.13	Consider roundabouts or other innovative intersection designs (e.g., reduced crossing U-turn (RCUT) at priority intersections.	Intersection Related Older Driver Younger Driver Motorcycles	Jackson County Highway Department IDOT	CMF ID: 211, 226 3 star	Long	**$$$**
2.A.14	Implement intersection conflict warning systems at unsignalized intersections where appropriate.	Intersection Related Speeding/ Aggressive Behavior Younger Driver Older Driver	Jackson County Highway Department IDOT	CMF ID: 8474 5 star	Short	**$**
2.A.15	Optimize clearance intervals at signalized intersections.	Intersection Related	Jackson County Highway Department IDOT	CMF ID: 4221, 4 star	Short	**$**
2.A.16	Coordinate closely spaced signals near at-grade railroad crossings	Intersection Related	IDOT	CMF ID: 7922, 4 star	Long	**$$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.17	Revise geometry of complex intersections	Intersection Related, Pedestrians/Bicyclists	IDOT	CMF ID: 211, 226 3 star	Long	**$$$**
2.A.18	Reduce midblock turning conflicts through access management.	Intersection Related	IDOT	CMF ID: 179, Star 3	Mid	**$$$**
2.A.19	Provide all-red clearance intervals at intersections	Intersection Related	IDOT	0.6-0.8 CRF ID: 4029, 4030 1 star	Short	**$**
2.A.20	Improve right turn channelization at signalized intersections	Intersection Related	IDOT	CMF ID: 8428 4 Start	Mid	**$$**
2.A.21	Provide protected left signal phases at intersections with higher speeds.	Older Driver Younger Driver Motorcycles Intersection Related Speeding/Aggressive Behavior	IDOT	0.69 CMF ID: 10233 3 star	Short	**$**

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.22	Evaluate and post reasonable, safe and consistent speed limits in advance of intersection approaches.	Intersection Related Speeding/ Aggressive Behavior	Jackson County Highway Department IDOT	N/A	Short	$$
2.A.23	Employ signal coordination at signalized intersections.	Intersection Related	IDOT	CMF ID: 10559 4 star	Mid	$$
2.A.24	Investigate if speed feedback signs at intersections with recurring speeding issues will reduce speeding behaviors.	Older Driver, Intersection Related, Speeding/ Aggressive Behavior	Jackson County Highway Department IDOT	CMF ID: 6885 4 star	Short	$$
2.A.25	Pnstall Leading Pedestrian Intervals (LPI) and No Right Turn on Red restrictions (e.g., LED Blank Out signs) on the Priority Network following the phasing in the infrastructure prioritization recommendations..	Intersection Related, Pedestrians/ Bicyclists	Jackson County Highway Department IDOT	CMF ID: 9918 5 star	Short	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.26	Replace transverse crosswalk markings with high visibility markings.	Intersection Related, Pedestrians/ Bicyclists	Jackson County Highway Department IDOT	CMF ID: CMF ID: 4124 2 star	Short	$
2.A.27	Enhance Pedestrian Signing (e.g. turning vehicles yield to Peds, Pedestrian Crossing Signs) at unsignalized intersections.	Intersection Related, Pedestrians/ Bicyclists	Jackson County Highway Department	CMF ID: 9017 3 star	Short	$
2.A.28	Install median or pedestrian refuge islands to allow pedestrians to safely cross one direction of traffic at a time.	Intersection Related, Pedestrians/ Bicyclists	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 the most effective safety improvements.	Roadway Departure Young Driver Impaired Driver	Jackson County Highway Department IDOT	N/A	Mid	$$
2.B.2	Enhance, or maintain center line and edge line pavement markings to provide enhanced visibility of the travel lane, especially through curves where applicable.	Roadway Departure	Jackson County Highway Department IDOT	CMF ID: 9812 5 star	Short	$
2.B.3	Consider installing 6" wide edge lines to provide enhance delineation of the travel lane, especially for horizontal curves, particularly in rural areas.	Roadway Departure Impaired Driver	Jackson County Highway Department IDOT	CMF ID: 4737 4 star	Mid	$$
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	Jackson County Highway	0.65-0.85 5 star	Mid	$

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	Jackson County Highway Department 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.	Roadway Departure Young Driver Impaired Driver	Jackson County Highway Department IDOT	CMF ID: 10333, 10342 5 star	Mid	$$
2.B.7	Install shoulder rumble strips/mumble strips on two lane roads as part of resurfacing schedule.	Roadway Departure Young Driver Impaired Driver Distracted Driving	Jackson County Highway Department IDOT	CMF ID: 3425, 3648 3 star	Mid	$$
2.B.8	Install center line rumble strips	Roadway Departure Young Driver Impaired Driver Distracted Driving	Jackson County Highway Department IDOT	CMF ID: 3356, 3358 4 star	Mid	$$
2.B.9	Widen and/or pave shoulders where feasible to provide a recovery area for drivers and safe riding area for bicyclists.	Roadway Departure Bicyclists	Local transportation agencies IDOT	CMF ID: 6702 3 star	Mid	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.B.10	Improve as feasible and maintain clear zones, especially at curves, by providing for a safe recovery should vehicles leave the lane of travel or roadway.	Roadway Departure Young Driver Older Drivers Impaired Driver	Jackson County Highway Department IDOT	0.56-0.92 3 star	Mid	**$$**
2.B.11	Install SafetyEdge and/or install and maintain shoulder transition when resurfacing to address edge drop-offs and give drivers the opportunity to return to the travel lane and maintain control of the vehicle.	Roadway Departure Young Driver Older Drivers Impaired Driver	Jackson County Highway Department IDOT	CMF ID: 9211 5 star	Mid	**$$**
2.B.12	Establish an inventory of guardrail and other roadside device (e.g.., guardrail/end treatments, signposts, light poles).	Roadway Departure	Jackson County Highway Department IDOT	N/A	Short	**$$**
2.B.13	Reduce crash severity by upgrading or installing crash worthy roadside devices (e.g.., guardrail/end treatments, signposts, light poles).	Roadway Departure	Jackson County Highway Department IDOT	CMF ID: 10308 3 star	Mid	**$$**

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	Jackson County Highway Department IDOT	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	Jackson County Highway Department IDOT	N/A	Mid	$$
2.C.3	Identify opportunities for use of Intelligent Transportation System (ITS), such as emergency vehicle preemption.	All	Jackson County Highway Department IDOT	N/A	Mid	$

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.

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.

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

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/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.A.1	Assess priority corridors at intersections near schools and places where there is increased younger driver activity to identify potential safety improvements.	Young Driver Intersections Roadway Departure Speeding Impaired Driving	Jackson County Safety Committee	N/A	Mid	$$
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	Jackson County Safety Committee	Unknown	Short	$
3.A.3	Explore partnerships 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.	Young Driver Intersections Roadway Departure Speeding Pedestrians/ Bicyclists	Jackson County Safety Committee	N/A	Short	$
3.A.4	Promote Educating young drivers and their parents on Illinois' Graduating Drivers Licensing (GDL) and Zero Tolerance Laws.	Young Driver Intersections Roadway Departure Speeding Impaired Driving	Jackson County Safety Committee	Unknown	Short	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.A.5	Encourage and assist 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	Jackson County Safety Committee	N/A	Mid	$
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	Jackson County Safety Committee	N/A	Short	$
3.A.7	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.	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Jackson County Safety Committee	2 stars	Mid	$$
3.A.8	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	Jackson County Safety Committee	2 stars	Short	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.A.9	Implement strategies to reduce roadway departure incidents associated with younger drivers.	Young Driver Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Jackson County Highway Department IDOT	N/A	Mid	**$$**
3.A.10	Implement strategies to reduce intersection related crashes associated with younger drivers.	Young Driver Intersections	Jackson County Highway Department IDOT	N/A	Mid	**$$**

3B. Unrestrained Occupants

RIncrease 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.B.1	Promote IDOT and ISP to conduct an observational survey of seat belt use in the region to identify areas of focus and need.	Unrestrained Occupants	Jackson County Safety Committee	N/A	Mid	$$
3.B.2	Promote IDOT's statewide campaign "It's Not a Game" https://www.itsnotagameillinois.com/ which provides interactive information on occupant safety.	Unrestrained Occupants Younger Drivers	Jackson County Safety Committee	Unknown	Short	$
3.B.3	Promote the "Buckle Up Illinois" and national "Click It or Ticket" campaign on agency and partner websites, social media, and at events.	Unrestrained Occupants	Jackson County Safety Committee	5 stars	Short	$$
3.B.4	Promote the distribution 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	Jackson County Safety Committee	N/A	Short	$
3.B.5	Support 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 Mgmt. 4. Pinckneyville Elementary School	Unrestrained Occupants	Jackson County Safety Committee Fire Departments Law Enforcement	3 stars	Short	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.B.6	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.	Unrestrained Occupants	Jackson County Safety Committee Fire Departments Law Enforcement	N/A	Short	$$
3.B.7	Look for ways to partner with CPS Resource Center, car dealerships, and other organizations to provide/assist and install the proper child safety restraints for vehicles.	Unrestrained Occupants	Jackson County Safety Committee Fire Departments Law Enforcement	N/A	Short	$$
3.B.8	Promote and participate in the Child Passenger Safety (CPS) Week and Saturday events.	Unrestrained Occupants	Jackson County Safety Committee	N/A	Short	$$
3.B.9	Utilize the Seat Belt Convincer/Sled at school and public events to demonstrate how the seat belt engages and holds occupants in place during a rollover crash.	Unrestrained Occupants	Fire Departments	N/A	Short	$$
3.B.10	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).	Younger Drivers	Law Enforcement	N/A	Short	$$
3.B.11	Promote the Saved by the Belt award to increase public awareness of the benefits or use of seat belts. Identify and nominate individuals whose lives are saved, or injuries significantly reduced because they were properly wearing a seat belt.	Unrestrained Occupants	Jackson County Safety Committee	N/A	Short	$$

https://idot.illinois.gov/transportation-system/transportation-safety/roadway-safety/education/traffic-safety-campaigns/buckle-up-illinois/seat-belts.html

3C. 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.C.1	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on impaired driving. https://www.itsnotagameillinois.com/	Impaired Driver Younger Drivers	Jackson County Safety Committee	N/A	Short	$
3.C.2	Encourage education and outreach on the effects of drug use and impairment and Illinois' DUI laws.	Impaired Driver Younger Drivers Older Drivers	Jackson County Safety Committee	N/A	Short	$$
3.C.3	Promote safe ride alternative transportation to reduce impaired driving.	Impaired Driving	Jackson County Safety Committee Area Higher Education Organizations	3 stars	Short	$
3.C.4	Perform high-visibility enforcement (HVE) of impaired driving laws, particularly during the holiday periods.	Impaired Driving Speeding Unrestrained Occupants	Law Enforcement	4 stars	Short	$$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.C.5	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	Jackson County Safety Committee	N/A	Short	$$
3.C.6	Support resources for Drug Recognition Experts (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and phlebotomy training for law enforcement officers.	Impaired Driving	Jackson County Safety Committee	N/A	Mid	$$
3.C.7	Support and promote Illinois' teen "Zero Tolerance" law to discourage underage drinking.	Impaired Driving Younger Drivers	Jackson County Safety Committee	N/A	Short	$$

3D. Distracted Driving:

Reduce distracted driving.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.D.1	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on distracted driving. https://www.itsnotagameillinois.com/	Unrestrained Occupants	Local Law Enforcement ISP IDOT Local Transportation Agencies	N/A	Mid	$$
3.D.2	Encourage distracted driving enforcement during morning and evening rush hours, school zones, work zones.	Unrestrained Occupants Young Drivers	Local Transportation Agencies Safety Committee	Unknown	Short	$
3.D.3	Assist in the education and outreach on the effects of distracted driving.	Unrestrained Occupants	Local Transportation Agencies Safety Committee	5 stars	Short	$$

3E. 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.E.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	$$
3.E.2	Facilitate increased awareness by the horse and buggy's operators of motorized vehicles and rules of operation on roadways.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$
3.E.3	Investigate installing horse and buggy signage and/or pull offs where appropriate.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$
3.E.4	Facilitate education/outreach of laws for use of recreational (e.g. ATVs and UTVs) vehicle operators.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$
3.E.5	Facilitate training of recreational (e.g. ATVs and UTVs) vehicle operators.	Distracted Driving	Local Transportation Agencies IDOT	N/A	Mid	$$

CHAPTER ELEVEN

Safe Speeds

Promote safer driver 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 (see figure 3) 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	Implement traffic calming countermeasures to achieve safe target speeds.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Jackson County Highway Department IDOT	Varies	Short	$$
4.2	Review locations where pedestrian and bicyclist activity is expected to occur, consider land use and roadway design, and determine if speed limits should be reduced to achieve target speeds.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Jackson County Highway Department IDOT	CMF ID: 6885	Short	$
4.3	Adopt policies that support safe turning speeds at intersections.	Speeding/ Aggressive Behavior Pedestrians/ Bicyclists	Jackson County Highway Department IDOT	Unknown	Mid	$
4.4	Conduct feasibility studies to determine where road diets are an effective alternative for reducing speeds and enhancing safety.	Speeding/ Aggressive Behavior	IDOT	0.53-0.81	Long	$$$
4.5	Install speed feedback signs on roads with recurring speeding issues.	Speeding/ Aggressive Behavior	Jackson County Highway Department	CMF ID: 6885 4 star	Short	$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
4.6	Install and utilize dynamic message boards on key routes to communicate road conditions that warrant reduced speeds	Speeding/ Aggressive Behavior	IDOT	CMF ID: 11002, 11003, 11005 3 star	Short	$
4.7	Promote IDOT's statewide campaign "It's Not a Game" which provides interactive information on speeding awareness. https://www.itsnotagameillinois.com/	Speeding/ Aggressive Behavior	Jackson County Safety Committee	Unknown	Short	$
4.8	Encourage education and outreach to communicate the impacts of speeding.	Speeding/ Aggressive Behavior	Jackson County Safety Committee	3 Stars	Short	$
4.9	Engage state legislative offices to gain support for expanded legislation of automated speed enforcement to reduce speeding and aggressive driving.	Speeding/ Aggressive Behavior	Jackson County Safety Committee	5 Stars	Mid	$$$
4.10	Request and investigate findings from Police Department's and Sheriff's Office traffic investigation team for crashes and speed data.	Speeding/ Aggressive Behavior	Jackson County Highway Department IDOT	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

5. 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
5.1	Encourage vehicles owned or operated by or on behalf of government jurisdictions to increase safety of fleet vehicles.	All	Fleet Vehicle Managers and Department Directors with fleet vehicles or utilizing contractors.	N/A	Long	$$
5.2	Encourage large vehicles owned or operated by or on behalf of government jurisdictions to be fitted with side-underrun guards to prevent people walking, biking, or driving motorcycles from falling between the wheels of a large vehicle during a crash.	All	Fleet Vehicle Managers and Department Directors with fleet vehicles or utilizing contractors.	N/A	Mid	$$
5.3	Upgrade transit vehicles with safety technology.	All	Transit Agencies	N/A	Short	$$
5.4	Upgrade emergency vehicles with emergency preemption equipment as appropriate.	All	Emergency Responders	N/A	Short	$
5.5	Upgrade vehicle radios to improve interoperability between key stakeholders (e.g., transportation, law enforcement, EMS, fire).	All	Emergency Responders	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.

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	Emergency Responders	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	Jackson County Safety Committee	N/A	Mid	$
6.3	Encourage coordination between transportation agencies and emergency responders for access.	All	Jackson County Safety Committee	N/A	Short	$
6.4	Improve EMS responder and motorist safety by partnering with EMS and other emergency personnel to plan and execute incident/scene management.	All	Jackson County Safety Committee Emergency Responders	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	Emergency Responders	N/A	Short	$$
6.6	Improve data collection and analysis capabilities related to EMS tracking and reporting.	All	Emergency Responders	N/A	Long	$$
6.7	Promote and provide "Stop the Bleed" training.	All	Emergency Responders	N/A	Short	$
6.8	Obtain "Stop the Bleed" kits and stations.	All	Emergency Responders	N/A	Short	$
6.9	Partner with trauma centers and hospitals to receive data and improve serious injury and fatality data sets.	All	Emergency Responders	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	Emergency Responders	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	$$$

EMS and post-crash care are the last best chance to prevent death or serious injury to a crash.

CHAPTER FOURTEEN

Implementation

Implementation of this VZAP is accomplished through a four-step process (see Figure 27). 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 is the criteria or process to obtain that funding. Our VZAP considers each of these to identify priority projects.

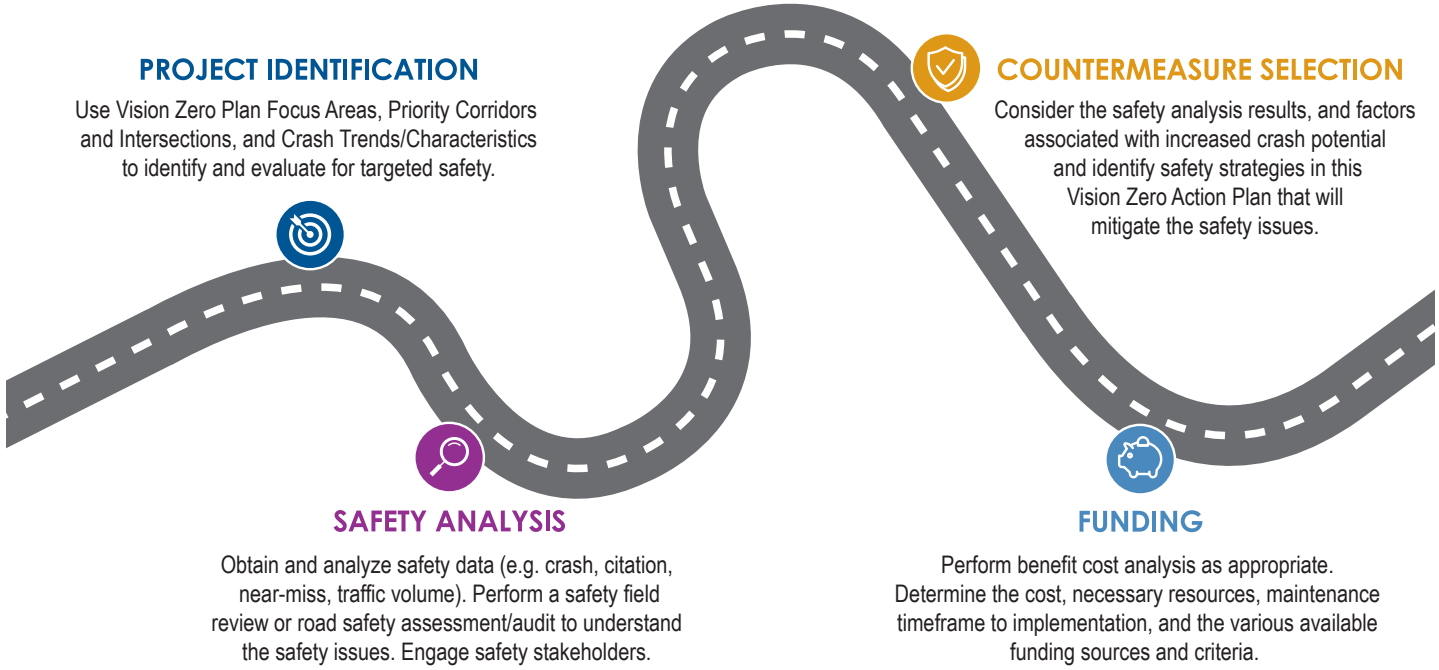


Figure 27 Four Step Process to Implementation

PRIORITY 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 southern Illinois metropolitan area. These projects also include locations highlighted through stakeholder engagement and community input. Additionally, the implementation of strategies included within this VZAP are inherently considered as priority projects. This approach allows us to respond to both data-driven needs and local priorities. The goal 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.

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 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.

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 Jackson County area, 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 creates barriers to employment and necessary services. 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
VZAP Focus Area Alignment	Intersection Related; Impaired Driver; Roadway Departure; Young Driver; Older Driver; Pedestrians; Motorcycles; Unrestrained Occupants Speeding and Aggressive Driver	YES
		NO

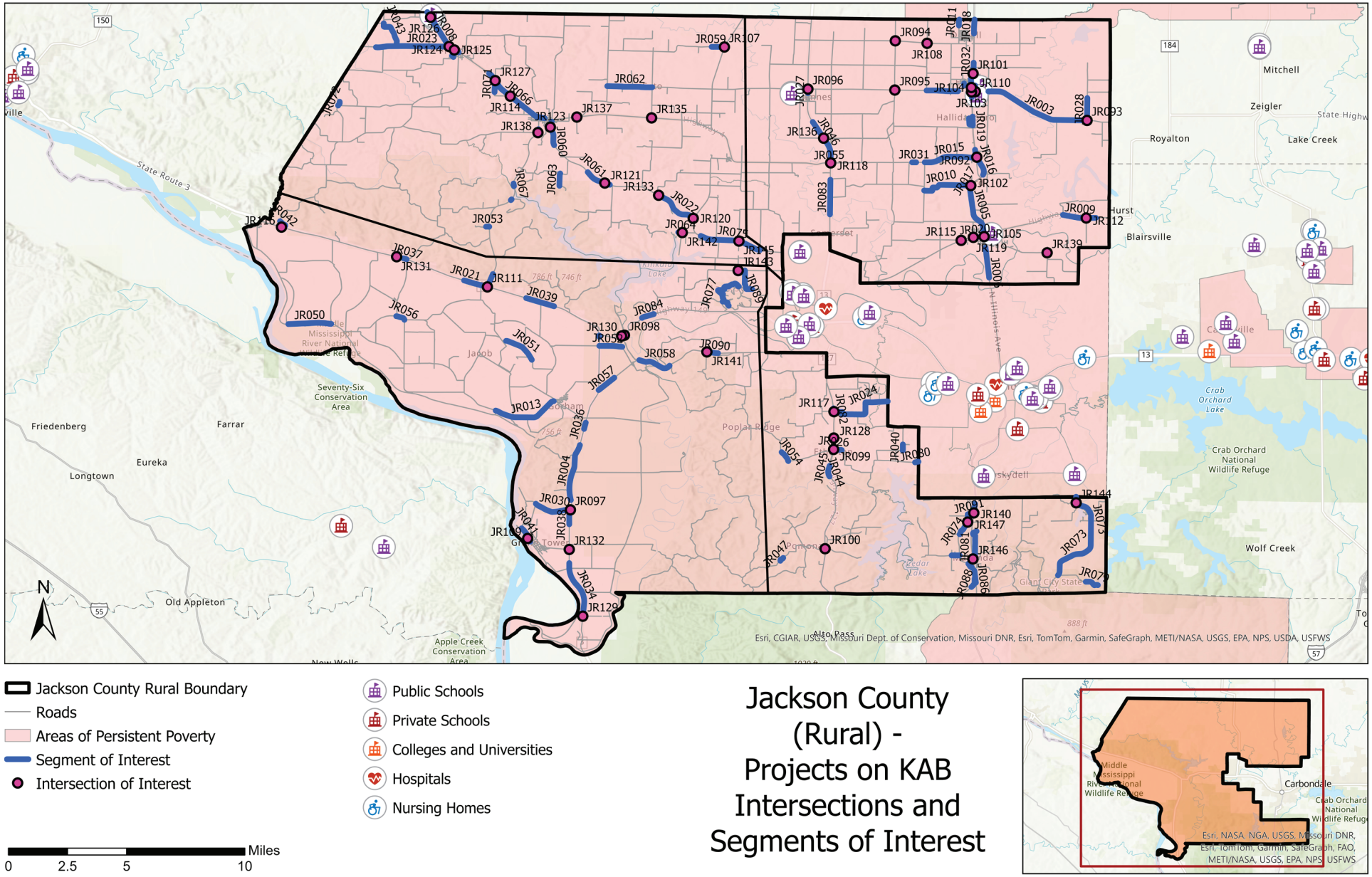


Figure 28 Priority Projects and Areas of Persistent Poverty

PRIORITY PROJECT TABLE

The priority projects identified below represent the minimum improvements that should be considered. Additional improvements at these locations as well as identified priority locations may be considered.

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	Quadrant
Systemic: Pavement marking upgrades from 4" to 6". Centerline and edge line enhancement and marking replacement.	County	Safe Roads	Roadway Departure Intersections		$$	HSIP	All
Systemic: Shoulder Review and layout of Systemic: Curve Enhancement. Additional delineation using oversize chevrons and advance warning signs with retroreflective post strips, and pavement markings.	County	Safe Roads	Roadway Departure		$$	HSIP	All
Systemic: Roadway sign visibility enhancement. Inventory of all existing roadway signs and improving their retro reflectivity as well as adding retroreflective strips on the signposts.	County	Safe Roads	Roadway Departure Intersections		$$	HSIP	All
Systemic: Roadway Sign Assessment. Install additional regulatory and warning signs based on speed limits, no passing zones, curves.	County	Safe Roads	Roadway Departure Intersections Speeding		$$	HSIP	All
Systemic: Improvement of rural intersections through the use of pavement markings and signing	County	Safe Roads Safe Road Users	Intersections Roadway Departure Younger Drivers		$$$	HSIP	All

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	Quadrant
Systemic: Shoulder Review and layout of SafetyEdge. Installation at high-risk area in conjunction with roadway resurfacing	County	Safe Roads	Roadway Departure		$$$	HSIP	All
Systemic: Rumble Strips, centerline and edge line as necessary. FHWA: Longitudinal Rumble Strips and Stripes.	County	Safe Roads	Roadway Departure Speeding		$$$	HSIP	All
Systemic: Systemic improvement of guardrail (lengths, height, and end treatments) and other roadside safety devices	County	Safe Roads	Roadway Departure		$$$	HSIP	All
Systemic: Audit of available routes and reaction speeds for optimized response to crashes.	County	Post Crash Care	EMS Response		$$$	HSIP	All

Jackson County Quadrant 1

PRIORITY PROJECTS

The priority projects identified below represent the minimum improvements that should be considered. Additional improvements at these locations as well as identified priority locations may be considered.

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR107	N Mudline Rd and E Stein Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q1
JR114	State Rte 4 and Tanner Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q1
JR120	Ava Rd and S Mudline Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings,intersection design)	Local County	Safe Roads	Intersections		$$	HISP	Q1
JR121	Ava Rd and Fairview Ln: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HISP	Q1

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR121	Ava Rd and Fairview Ln: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q1
JR123	S Third St and E Fults St Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q1
JR124	State Rte 4 and Brick Plant Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County IDOT	Safe Roads	Intersections		$$	HISP	Q1
JR125	State Rte 4 and Pine St Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County IDOT	Safe Roads	Intersections		$$	HISP	Q1
JR126	State Rte 4 and Post Oak Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County IDOT	Safe Roads	Intersections		$$	HISP	Q1
JR127	State Rte 4 and Tanner Rd Implement intersection improvements (e.g., channelization, signing, intersection design)	Local County IDOT	Safe Roads	Intersections		$$	HISP	Q1

Jackson County Quadrant 2

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
	Conduct an engineering study/assessment to determine the appropriate treatments at various intersections countywide to determine appropriate intersection improvements (e.g., channelization, signing, intersection design).	IDOT Local County	Safe Roads	Intersections		$$$	HSIP STP	Q2
JR092	New US 51 and Truax Traer Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HSIP	Q2
JR093	Royalton Rd and Krelo Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HISP	Q2
JR094	Dowell Rd and Coffer Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HISP	Q2

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR095	Elkville Rd and Coffer Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HSIP	Q2
JR096	IL 13 and Beaucop Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HSIP	Q2
JR101	New US 51 and Sixth St Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HISP	Q2
JR102	New US 51 and Landfill Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HISP	Q2
JR103	Fourth St (US 51) and Kimmel St Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HISP	Q2
JR104	Fourth St (US 51) and Board St Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HISP	Q2

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR105	Chestnut St (US 51) and W Lincoln Ave (IL 149) Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HSIP	Q2
JR108	Dowell Rd and Chamness Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local Count	Safe Roads	Intersections		$$	HSIP	Q2
JR110	Kimmel St and S Sixth Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local Count	Safe Roads	Intersections		$$	HISP/STP	Q2
JR112	IL 149 and Hicks Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HSIP/STP	Q2
JR115	IL 149 and Crane Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		$$	HSIP	Q2
JR118	IL 13 and Truax Traer Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT County	Safe Roads	Intersections		$$	HISPww	Q2

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR119	W Lincoln Ave and N Plum St Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q2
JR136	IL 13 and Gale Rd: Implement intersection improvements (e.g., channelization, signing, pavement markings, intersection design	IDOT Local County	Safe Roads	Intersections		$$	HSIP	Q2
JR139	Reed Station Rd and Kuehn Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q2

Jackson County Quadrant 3

TIME FRAME: **COST:**

Short Time  Medium Time Frame  Long Time Frame  Low **$** Medium Cost **$$** High Cost **$$$**

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR097	IL 3 and Power Plant Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		**$$**	HSIP	Q3
JR098	IL 149 and Spillway Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		**$$**	HSIP	Q3
JR109	Front St and Park Rd Curve Improvements (e.g., advance warning signing, pavement markings, rumble strips, chevrons, retroreflective post strips)	Local County	Safe Roads	Intersections, Younger Drivers		**$$**	HISP/STP	Q3
JR111	IIL 3 and Kent Keller Highway Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT	Safe Roads	Intersections		**$$**	HSIP/STP	Q3
JR116	IL 3 and Hoghill Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT	Safe Roads	Intersections		**$$**	HSIP	Q3

TIME FRAME: **COST:**

Short Time  Medium Time Frame  Long Time Frame 

Low $ Medium Cost $$ High Cost $$$

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR129	(GRR) and Lower Chute Rd Implement intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County IDOT	Safe Roads	Intersections		$$	HSIP	Q3
JR130	IL 149 and Grimsby Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County IDOT	Safe Roads	Intersections		$$	HSIP	Q3
JR131	(GRR) and Matusky Hollow Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design	Local County IDOT	Safe Roads	Intersections		$$	HISP	Q3
JR132	I(GRR) and Grand Tower Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County IDOT	Safe Roads	Intersections		$$	HSIP	Q3
JR141	Town Creek Rd and Pond Ridge Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q3

TIME FRAME:

Short Time  Medium Time Frame  Long Time Frame 

COST:

Low $ Medium Cost $$ High Cost $$$

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR143	Cedar Rd and Mt Joy Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		$$	HSIP	Q3

Jackson County Quadrant 4

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

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

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR099	IL 127 and Grammer Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		**$$**	HSIP	Q4
JR100	IL 127 and Pomona Rd/ Boat Dock Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	IDOT Local County	Safe Roads	Intersections		**$$**	HSIP	Q4
JR117	IL 127 and Chautauqua Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		**$$**	HISP	Q4
JR128	IL 127 and Caraway Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County IDOT	Safe Roads	Intersections		**$$**	HSIP	Q4
JR140	New US 51 and White Deer Run Rd- Implement intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		**$$**	HSIP	Q4

TIME FRAME:

Short Time 

Medium Time Frame 

Long Time Frame 

COST:

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

Project Number	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources	Quadrant
JR144	Giant City Rd and Schoolhouse Rd: Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		**$$**	HSIP	Q4
JR146	New US 51 and Hartline Rd Implement "T" intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		**$$**	HSIP	Q4
JR147	Old US 51 and Potters Rd Implement intersection improvements (e.g., channelization, signing, pavement markings, intersection design)	Local County	Safe Roads	Intersections		**$$**	HISP/STP	Q4

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
Expanded Traffic Safety Days for Teen Safe Driving	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		$$$	SS4A IDOT-NHTSA
Emergency Pre-Emption	Various	Post-Crash Care	Intersection Related		$$$	SS4A IDOT-NHTSA

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
Amish Roadway Manual	Various	Safe Road Users	All		**$$$**	SS4A IDOT- NHTSA
Training for Post-Crash Care	Various	Post-Crash Care	All		**$$$**	SS4A HSIP IDOT - NHTSA

Safety Funding and 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 U.S. Department of Transportation (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 VZAPs, 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 e nforcement 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% by 2050 was set. Figure 29 is a linear depiction of this goal being met.

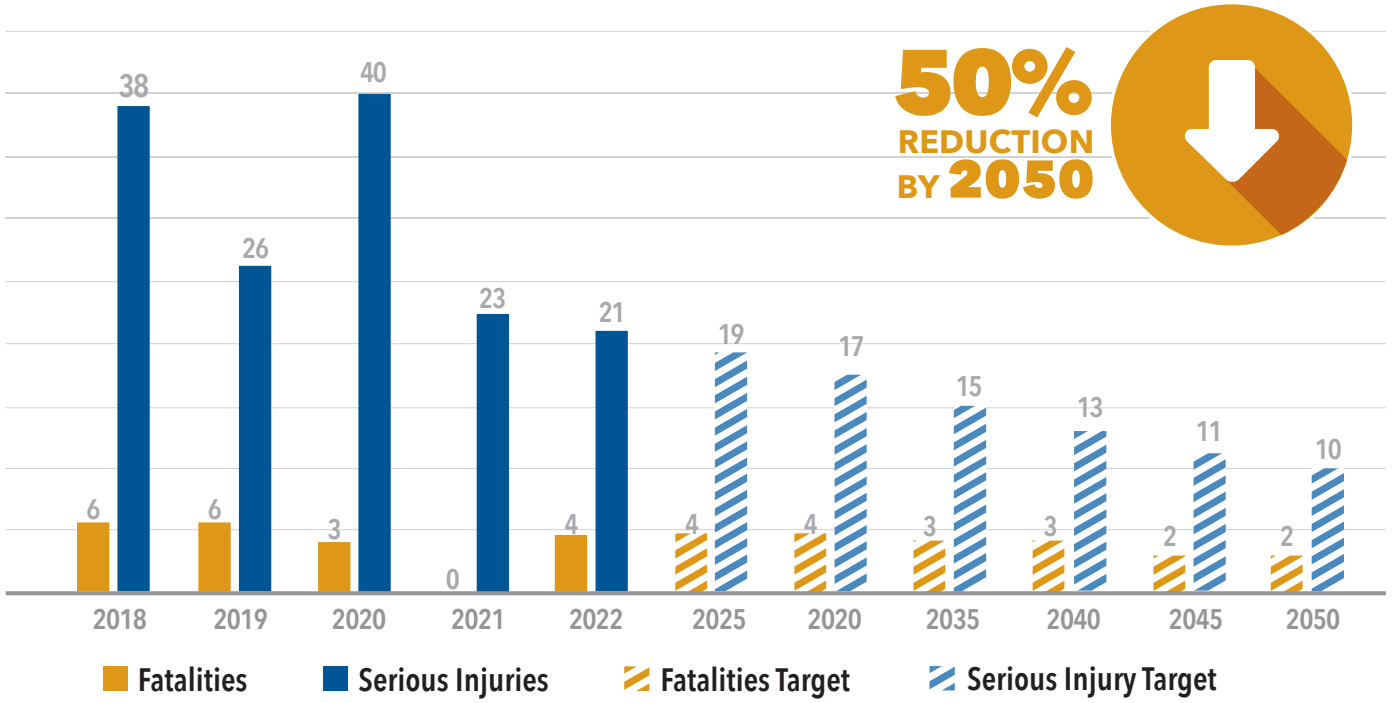


Figure 29 Performance Measure & Benchmarking by 2050

ased on the 2022 five-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 33 serious injuries. 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 VZAP 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 VZAP, Jackson County 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 five-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 Jackson County 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 rural Jackson County area, these are:

- Roadway Departure – approx. 64% of fatal and serious injury crashes on all roads
- Younger Driver (16-20) – approx. 23% of fatal and serious injury crashes on all roads
- Unrestrained Occupants - approx. 20% of fatal and serious injury crashes on all roads

This VZAP document has shown that the other focus areas of intersection related, speeding/aggressive driver, and distracted and fatigued 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 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.

ROAD TO ZERO

THE SAFE SYSTEM APPROACH

JACKSON COUNTY