

VISION ZERO ACTION PLAN



**GREATER EGYPT REGIONAL PLANNING
DEVELOPMENT COMMISSION (GREATER EGYPT)**

SOUTHERN ILLINOIS METROPOLITAN PLANNING AREA (SIMPO)

JUNE 9, 2025

Acknowledgements

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 Greater Egypt Regional Planning and Development Commission (Greater Egypt) - Southern Illinois Metropolitan Planning Area (SIMPO) VZAP. This plan covers the urban areas in Jackson and Williamson Counties. 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 Greater Egypt-SIMPO 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.

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The Westminster Drive bridge was constructed as part of the Crab Orchard Greenway and includes a 10 foot bike path. It serves as a tribute to those that served our nation.

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

ACRONYMS

A

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

ARIDE

Advanced Roadside Impaired
Driving Enforcement.

B

Non-Incapacitating Injury
(KABCO Injury Scale)

BAC

Blood Alcohol Content

C

Possible Injury (KABCO Injury Scale)

CAD

Computer Aided Dispatch

CPS

Child Passenger Safety

CSAP

Comprehensive Safety Action Plan

CUSD

Community Unit School District

DECP

Drug Evaluation and
Classification Program

DOT

Department of Transportation

DRE

Drug Recognition Expert

DUI

Driving Under the Influence

FARS

Fatal Analysis Reporting System

FHWA

Federal Highway Administration

FMCSA

Federal Motor Carrier Safety
Administration

HSP

Highway Safety Plan

HSIP

Highway Safety Improvement
Program

HVE

High-Visibility Enforcement

IDOT

Illinois Department of Transportation

ILETSB

Illinois Law Enforcement Training
and Standards Board

ISP

Illinois State Police

ITEP

Illinois Transportation Enhancement
Program

K

Fatality (KABCO Injury Scale)

KA

Fatal and Serious Injury Crashes
(KABCO Injury Scale)

KABC

Fatal and All Injury Crashes
(KABCO Injury Scale)

KABCO

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

LEL

Law Enforcement Liaison

LPI

Leading Pedestrian Interval

MADD

Mothers Against Drunk Driving

MPO

Metropolitan Planning Organization

MTP

Metropolitan Transportation Plan

NHTSA

National Highway Traffic Safety
Administration

O

Property Damage Only
(KABCO Injury Scale)

OPP

Office of Planning and Programming

PHB

Pedestrian Hybrid Beacon

PSC

Proven Safety Countermeasure
(As identified by FHWA)

ROE

Regional Office of Education

RRFB

Rectangular Rapid Flashing Beacon

RSA

Road Safety Audit/Road Safety
Assessment

SIMPO

Southern Illinois Metropolitan
Planning Organization

SHSP

Strategic Highway Safety Plan

SRTS

Safe Routes to School

SS4A

Safe Streets and Roads for All

SFST

Standardized Field Sobriety Test

STEP

Sustained Traffic Enforcement Program

TIP

Transportation Improvement Program

U.S.

United States

VFD

Volunteer Fire Department

VRU

Vulnerable Road User

VZAP

Vision Zero Action Plan

Everyone has a role in eliminating traffic fatalities and serious injuries on all roads in the southern Illinois metropolitan area.



CHAPTER ONE

Executive Summary

The Greater Egypt Regional Planning and Development Commission (Greater Egypt) and the Southern Illinois Metropolitan Planning Organization (SIMPO)'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 Greater Egypt-SIMPO 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. Greater Egypt and SIMPO engaged a multi-disciplinary team of stakeholders comprised of federal, state, and local members of the engineering, enforcement, education, and emergency response communities to aide in developing this plan. The VZAP provides a framework for identifying, analyzing, and prioritizing safety improvements on state and local roads within the southern Illinois metropolitan area. 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 southern Illinois metropolitan area.

The Greater Egypt- SIMPO Region's VZAP's mission, vision and goals are:



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 in 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 southern Illinois metropolitan area identified historical crash trends. A total of 9,468 crashes, 393 of which resulted in a fatality or serious injury occurred during the five-year period. This is an annual average of 8 fatal and 71 serious injury crashes on state and local roadways within the area.

Based on the data analysis and discussions with the Greater Egypt-SIMPO stakeholders, the following Focus Areas were identified:

- > **Intersection Related**
- > **Roadway Departure**
- > **Younger Driver (16-20)**
- > **Older Driver (65+)**
- > **Motorcycle**
- > **Speeding/Aggressive Driving**
- > **Unrestrained Occupants**
- > **Impaired Driver**
- > **Pedestrian**

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, 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 safety strategies include safe system administration, planning and policies, intersections, roadway departures, young drivers, older drivers, motorcycle safety, speeding/ aggressive driving, unrestrained occupants, impaired driving, pedestrian safety, distracted driving, innovative technology, emergency response and post-crash care, and safe vehicles.

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

- > Maintain a Greater Egypt-SIMPO Safety Committee and meet regularly to discuss safety concerns.
- > Strengthening 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.
- > Upgrade traffic signal equipment (e.g. one traffic signal head per lane, pedestrian countdown signal heads, pedestrian push buttons, emergency pre-emption, etc.) and signal timing phasing (e.g., flashing yellow area, leading pedestrian interval).
- > Expand driver education programs, particularly those associated with young drivers.
- > Utilize new technology (e.g., Waze, Google Maps, safety cameras).
- > Assess existing sidewalk networks and create additional connections between communities.
- > Continue building bicycle and multi-use paths throughout the southern Illinois metropolitan area.
- > Place greater emphasis on Complete Streets techniques (e.g. roundabouts, bump-outs, road diets).

A comprehensive project prioritization process was developed to identify the most critical safety improvement needs across the southern Illinois metropolitan 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 Greater Egypt -SIMPO VZAP aims to achieve zero roadway fatalities and 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 Greater Egypt-SIMPO 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 Vision Zero Action Plan (VZAP).

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

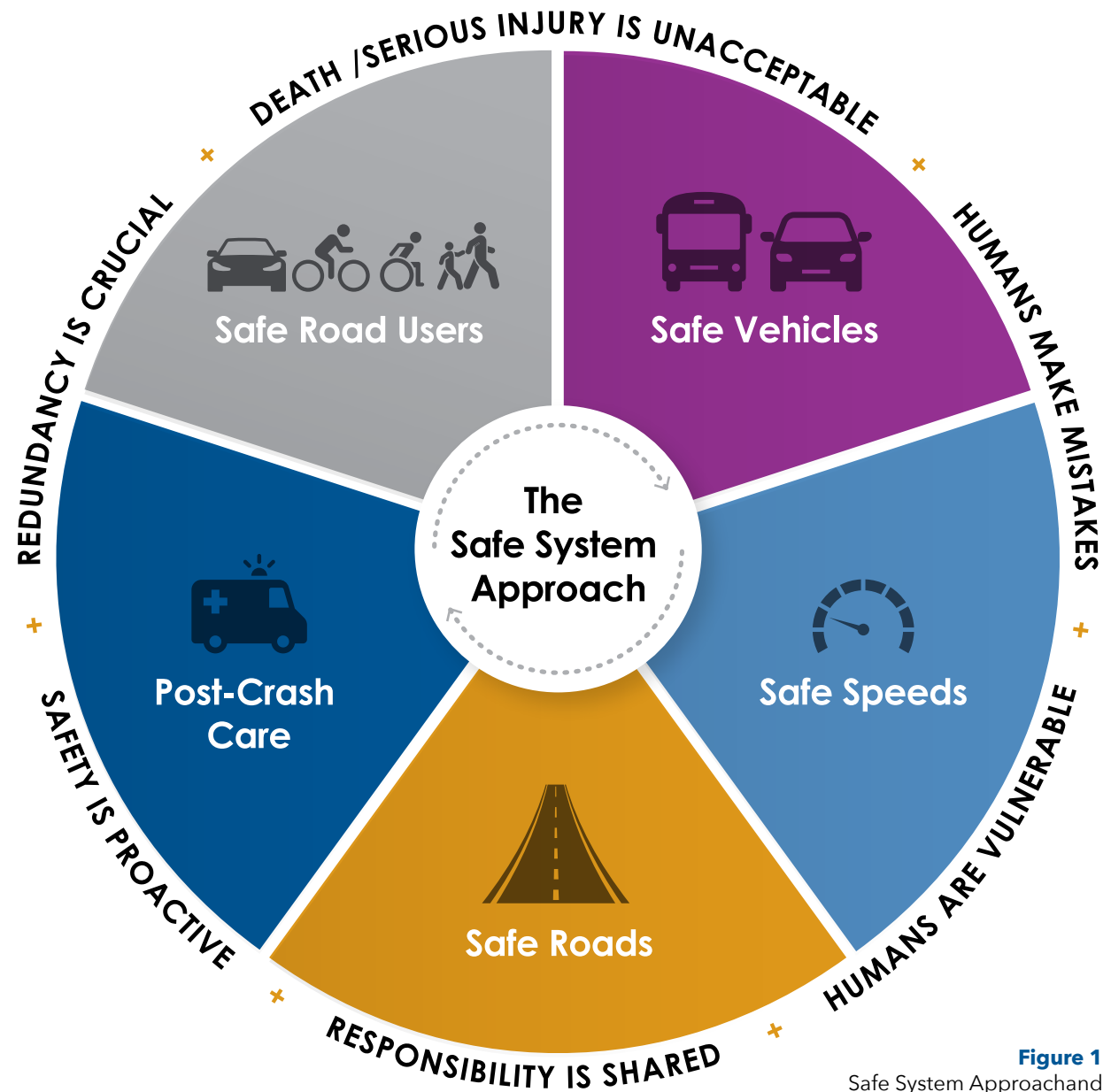


Figure 1
Safe System Approach and Its Principles and Elements

Safe System Elements

Implementation of the principles of the Safe System Approach are accomplished through five elements (See Figure 1). The Greater Egypt-SIMPO VZAP uses the five elements of the Safe System Approach as the framework for organizing emphasis and key focus areas and strategies.

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

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

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

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

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

Ultimately, the Safe System Approach puts safety at the forefront and shifts how transportation investments are prioritized. Greater Egypt-SIMPO 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 Greater Egypt and the communities within the southern Illinois metropolitan area, adopting Vision Zero will mean adopting a proactive approach to road safety by identifying and addressing risks before they lead to harm and by 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	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, Mission, & Goal

The Vision, Mission, and Goal statements for this plan were developed as part of an iterative and collaborative process with stakeholders over numerous 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 Greater Egypt-SIMPO Safety Committee meeting in October 2024, committee members refined and finalized the statements. These statements were presented at the second workshop 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 southern Illinois metropolitan area reach their destination safely. The Mission statement recognizes that a collaborative effort by all the safety partners is necessary to achieve the reductions in traffic-related fatalities and serious injuries set forth by the Goal (See Figure 3). These were the basis for the resolution passed by the Greater Egypt 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.

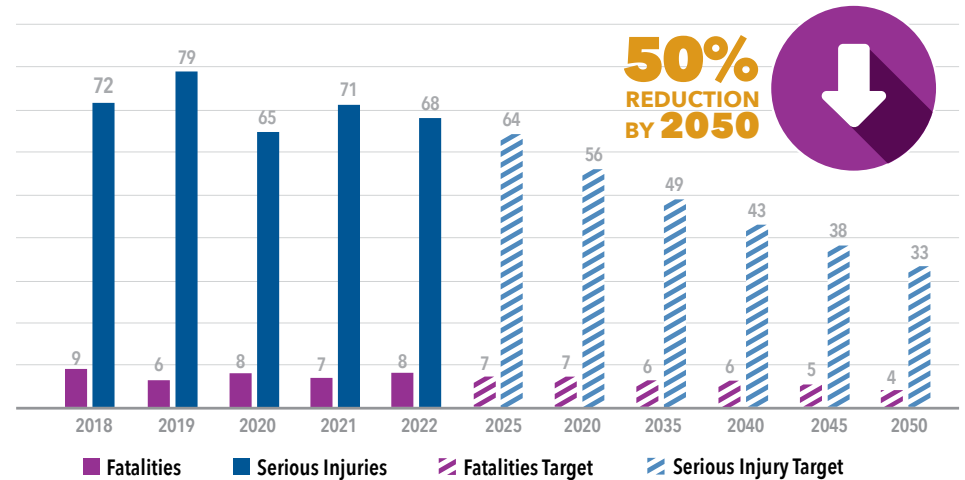


Figure 3 Proposed Fatality and Serious Injuries Reduction

Mission Statement



Prioritize safety through a data-driven, collaborative, and multi-disciplinary process to identify and implement equitable safety solutions aimed at eliminating 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 February 11, 2025, the Greater Egypt Board adopted a resolution acknowledging that everyone has a role in achieving a vision of safe streets and in eliminating fatalities and serious injuries on the community's roadways. The adoption of this resolution is a significant milestone for Greater Egypt and the communities within the southern Illinois metropolitan area as it allows them to join a coalition of communities across the state of Illinois and the U.S. working to intentionally prioritize traffic safety for all roadway users. The resolution also adopts the VZAP and is included on the right.

Resolution # 2-2-2025

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

WHEREAS, the GREATER EGYPT REGIONAL PLANNING and DEVELOPMENT COMMISSION (COMMISSION) is a body corporate and politic located in the State of Illinois; and

WHEREAS, the COMMISSION was established by Franklin, Jackson, Jefferson, Perry, and Williamson County to "provide a plan for the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the Franklin, Jackson, Jefferson, Perry, and Williamson County region, and of public improvement and utilities therein for the purpose of best-promoting health, safety, morals, order, convenience, prosperity, efficiency and economy in the process of development and the general welfare of the said region."

WHEREAS, the COMMISSION was the lead entity for the Southern Illinois Metropolitan Planning Organization (SIMPO), a recognized Metropolitan Planning Organization in the State of Illinois from 2013-2024, that covered the urban areas in Jackson and Williamson Counties.

WHEREAS, the COMMISSION 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 COMMISSION desires to implement a Vision Zero Action Plan in its five county region including the SIMPO area 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 COMMISSION desires to implement a Vision Zero Action Plan in its five county region including the SIMPO area, in support of Federal Highways Administration's implementation of the USDOT's National Roadway Safety Strategy and Safer Roads for All; and

WHEREAS, the COMMISSION desires to implement a Vision Zero Action Plan in its five county region including the SIMPO area to support and align with the Illinois State Strategic Highway Safety Plan.

NOW THEREFORE, BE IT RESOLVED by the Board of the Greater Egypt Regional Planning and Development Commission that the COMMISSION 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 COMMISSION'S Vision for the plan is to create a transportation system that is safe for all users; and

BE IT FURTHER RESOLVED, the COMMISSION'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

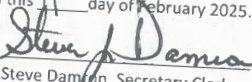
BE IT FURTHER RESOLVED, that the COMMISSION is hereby resolved to adopt the Southern Illinois Metropolitan Planning Organization (SIMPO) Road to Zero Plan as the COMMISSION'S Vision Zero Action Plan for the SIMPO area contained within the COMMISSION'S region; and

BE IT FURTHER RESOLVED, that the COMMISSION will work collaboratively with the various stakeholders through the Greater Egypt Safety Committee and the planning process to facilitate implementation of multi-discipline safety strategies and projects to reach our eventual goal of zero fatalities and serious injuries.

GREATER EGYPT REGIONAL PLANNING AND DEVELOPMENT COMMISSION

I, Steve Damron, Secretary for the Commission, hereby certify the foregoing is a true and complete copy of the Resolution adopted by the Greater Egypt Regional Planning and Development Commission Board at its regular meeting held on February 11, 2025.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 11 day of February 2025.


Steve Damron, Secretary Clerk

Our Vision Zero Action Plan identifies the safety needs in the southern metropolitan area 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 Greater Egypt to develop a SS4A VZAP. The VZAP 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 Greater Egypt-SIMPO 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 the southern Illinois metropolitan area.

Greater Egypt - SIMPO 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 Greater Egypt-SIMPO 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

The southern Illinois metropolitan area spans the urbanized area of Jackson and Williamson counties (See Figure 4), in the southern portion of Illinois near the state borders of Missouri and Kentucky. This includes the following communities as well as the unincorporated areas within the planning boundary:

- + City of Murphysboro
- + City of Herrin
- + Village of Colp
- + City of Carbondale
- + City of Marion
- + Village of Crainville
- + City of Cartersville
- + Village of Cambria
- + Village of Energy

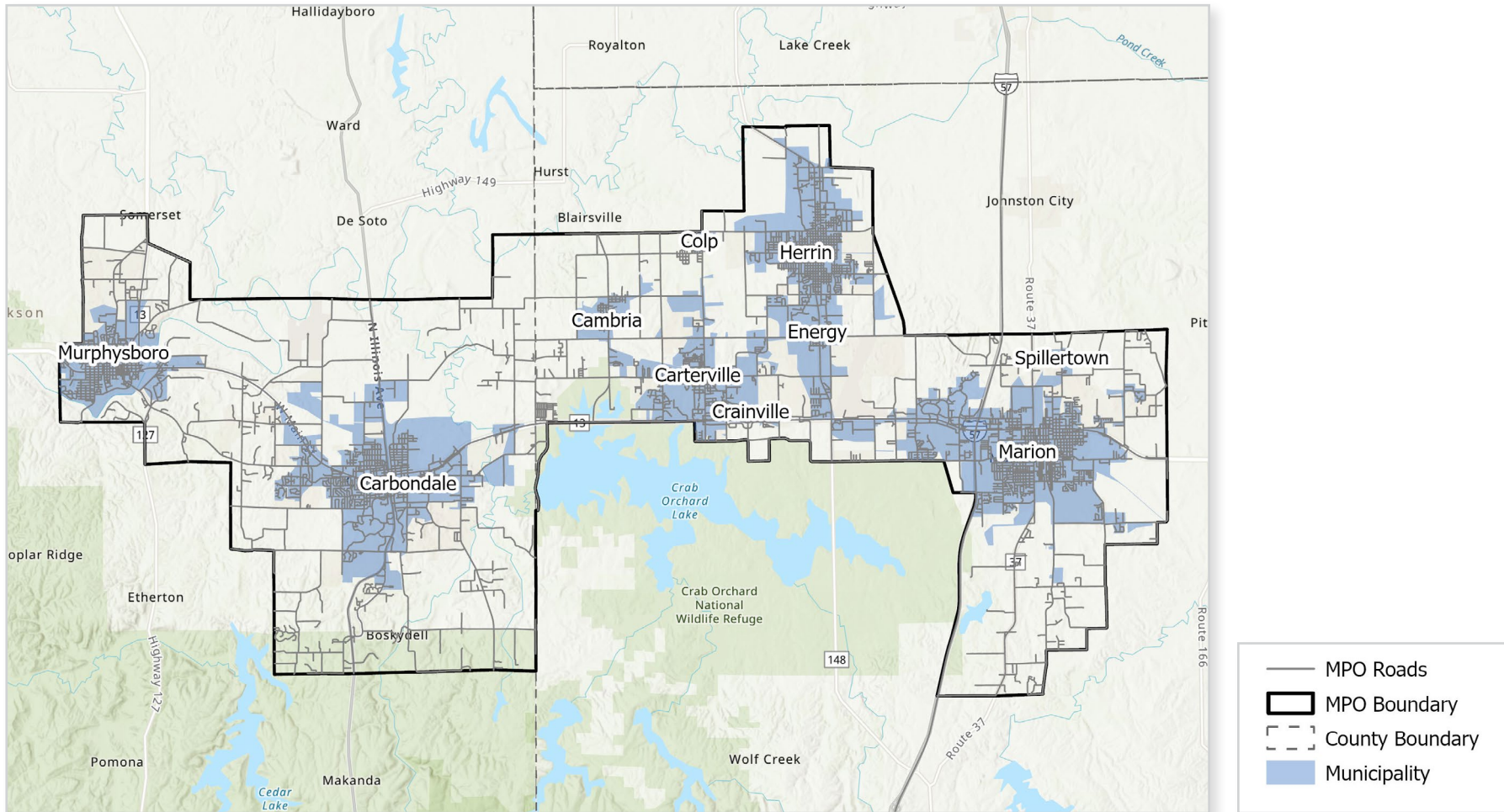


FIGURE 4 Project Limits of the SIMPO Regional Boundary

This area was part of SIMPO which was created in 2013 but was decommissioned on June 30, 2024, due to the 2020 U.S. Census and/or revisions to the metropolitan area delineation process. The U.S. Census 2020 population for the area is 98,100. Jackson County had a population decrease of 12 percent between 2010 and 2020, while Williamson County saw a slight increase of 1.2 percent in the same period. The resulting decrease in population and decommissioning resulted in elimination of federal and state funds routed to the MPO. The southern Illinois metropolitan area is well known to the community and for the purposes of this study, SIMPO and the southern Illinois metropolitan area name shall be utilized.



How the Plan Came Together

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

The VZAP integrates data-driven analysis with community input to pinpoint and address priority corridors and intersections. Central to this process is a timeline graphic (See Figure 5), which outlines key objectives and project milestones. It kicked off with IDOT's funding announcement in early 2024, followed by initial meetings with the Greater Egypt Executive Director (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 developing a vision, mission, and 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 communities within the southern Illinois metropolitan area 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 Greater Egypt -SIMPO VZAP is a roadmap designed to guide future safety improvements in the transportation system, with the ultimate goal of reducing fatal and severe injury crashes across the region. It encompasses a multifaceted approach - integrating enhancements to physical infrastructure, updates to policies, educational initiatives, and targeted enforcement activities. Rooted in historical crash data, stakeholder insights, and current best practices, the VZAP offers actionable guidance tailored to the unique needs of these communities.

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 (See 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. This resulted in numerous potential countermeasures and strategies and recommended projects for consideration by the communities within the southern Illinois metropolitan area alongside potential funding sources. These recommendations provide a foundation for future grant applications, offering a general scope for project design and implementation.

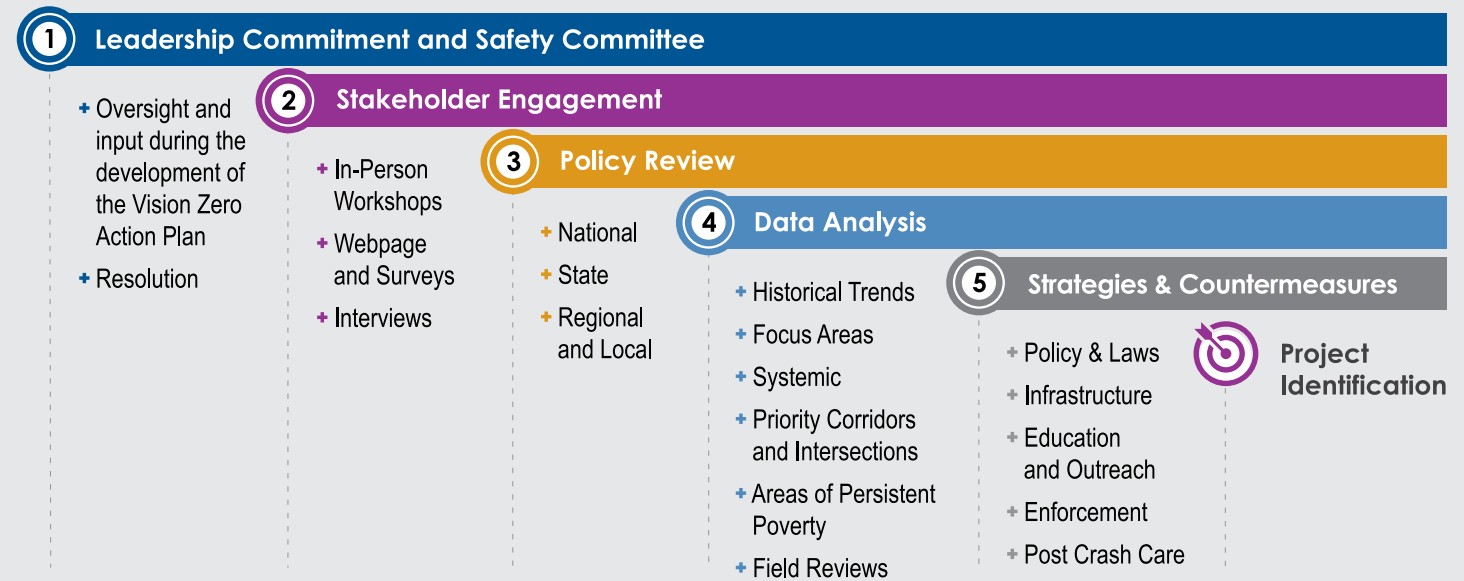


FIGURE 6 VZAP Development Process



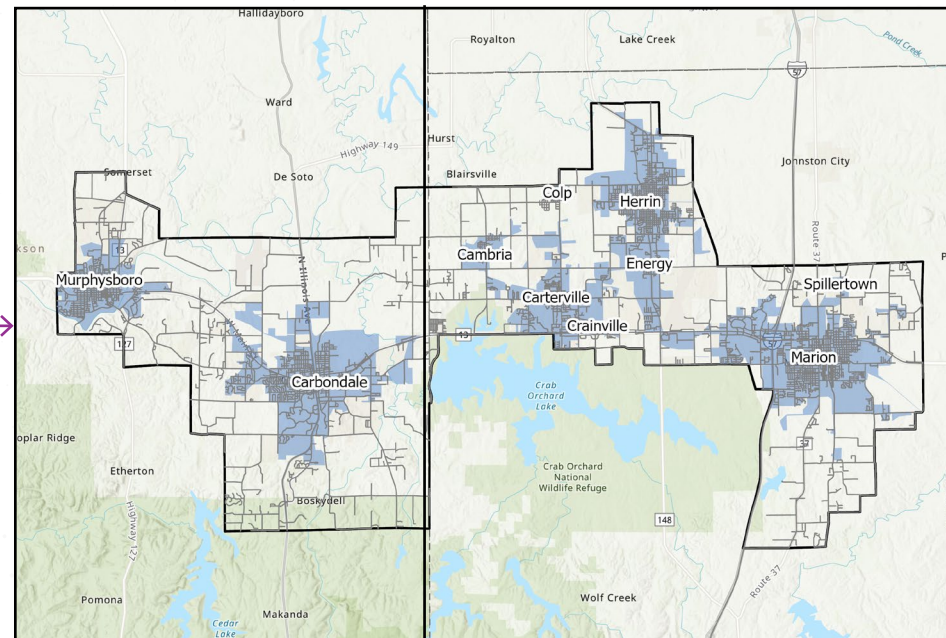
"When the public is involved, solutions become smarter, stronger, and truly serve the people they're meant to protect."

CHAPTER FOUR

Stakeholder and Community Engagement

Robust Stakeholder and Community Engagement is the cornerstone of the Greater Egypt SIMPO 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 VZAP proceeded with an understanding that while stakeholders throughout the southern Illinois metropolitan area face many of the same transportation safety challenges, there are unique experiences and concerns that must be addressed within individual communities like the cities of Carbondale, Cambria, Cartersville, Herrin, and Marion, along with unincorporated areas in Jackson and Williamson Counties.



Cambria, Cartersville, Herrin, and Marion, along with unincorporated areas in Jackson and Williamson Counties.

Public outreach focused on reaching communities and interests throughout the region and was conducted in coordination with the IDOT's OPP and Greater Egypt. A wide range of stakeholders were invited to participate in a number of opportunities, including membership on the Greater Egypt-SIMPO 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 report, stakeholder feedback played a critical role in delivering comprehensive suggestions addressing everything from roadway design and signage to driver training and technology, in an effort to improve safety for all travelers using the transportation system in the southern Illinois metropolitan area.



Project Branding and Welcome Packet

Project branding illustrating the safety goal and focus on all road users was created and launched to build a project identity that was easily recognizable to stakeholders.

The project title Road to Zero was created to capture the universal goal of reaching the 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 encourage all of its users to deliver safer outcomes.

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

Welcome Packet VZAP FACT SHEET

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

Safety Champion and Safety Committee

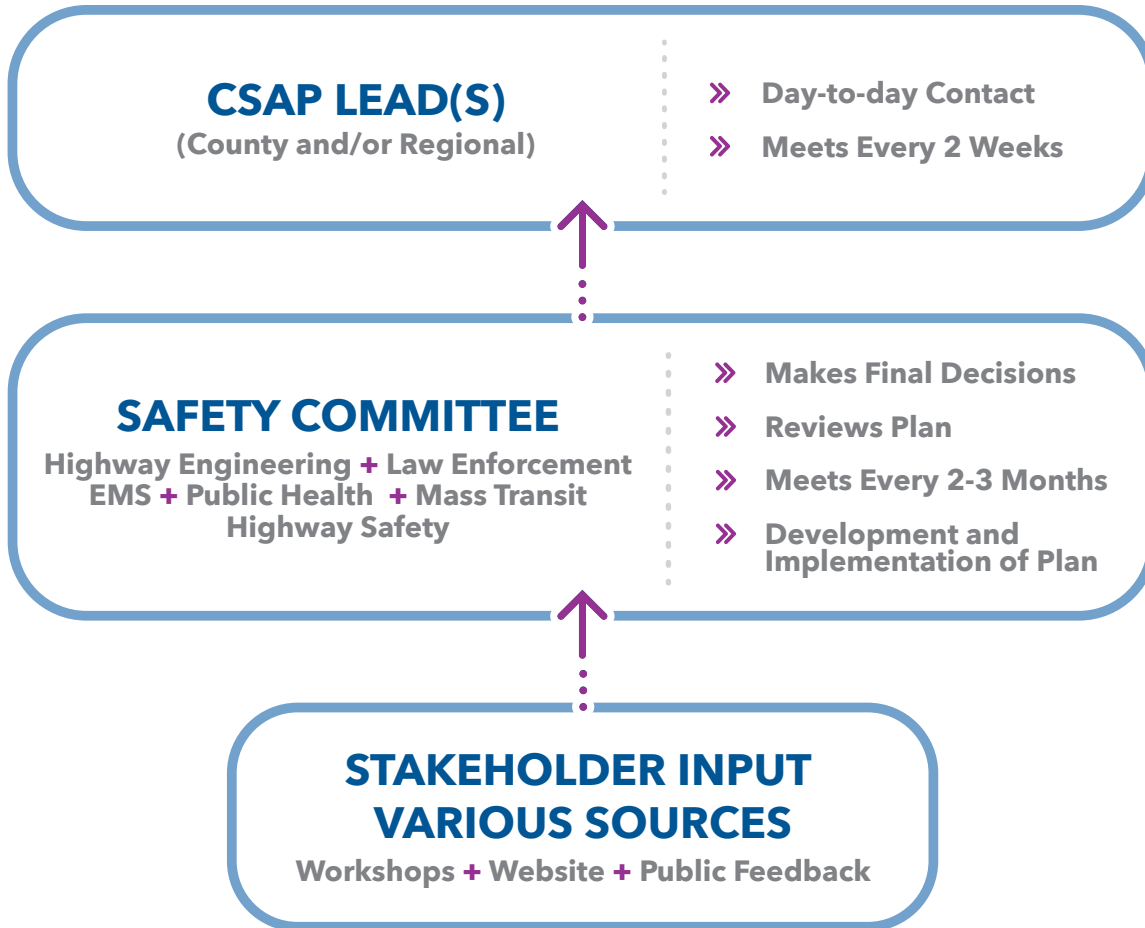
Greater Egypt and its Executive Director serve as a safety champion for the southern Illinois metropolitan area, leading efforts to obtain funding and perform safety studies to facilitate the development of projects to address the safety needs of the region. The Greater Egypt Executive Director provided leadership support and resources and established and engaged the Greater Egypt-SIMPO Safety Committee. This Safety Committee is comprised of a diverse group of individuals representing State and local agencies and organizations from the southern Illinois metropolitan 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

- + **Greater Egypt Regional Planning and Development Commission**
- + **City of Carbondale Public Works**
- + **City of Carbondale Police Department**
- + **City of Carbondale Fire Department**
- + **City of Marion Fire Department**
- + **City of Marion Street Department**
- + **City of Carterville**
- + **Regional Office of Education (ROE) #30**
- + **RIDES Mass Transit**
- + **Public Safety, Southern Illinois University (SIU)**
- + **Illinois State Police (ISP)**
- + **DOT District 9, Bureau of Program Development**
- + **IDOT District 9, Bureau of Local Roads**

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 Vision Zero 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 13, 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 comprehensive safety action plans, 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 the Greater Egypt -SIMPO and Jackson County. In addition to the project team staff and subject matter experts from IDOT and Federal Highway Administration (FHWA), the workshop participants included representatives of:



- + **Village of Crainville (Police, Streets and Sewer)**
- + **City of Carbondale (Community Development, Development Management, Economic Development, Fire, Garage, Parks and Recreation, Police, Public Works)**
- + **City of Carterville (Fire, Police, Streets)**
- + **City of Herrin (Fire, Police)**
- + **City of Marion (Fire, Police, Streets)**
- + **City of Murphysboro (Police, Street Maintenance)**
- + **Southern Illinois University (Public Safety)**
- + **Regional Office of Education #30**
- + **RIDES Mass Transit District**
- + **Southern Illinois Healthcare**
- + **Jackson County (Health, Highway, Sheriff)**
- + **Jackson County Emergency Management Agency (EMA)**
- + **Williamson County Highway Department**
- + **Williamson County EMA**
- + **Franklin-Williamson Bi-County Health Department**
- + **IDOT (Central Office, District 9)**
- + **ISP**
- + **Illinois Department of Human Services**
- + **FHWA, Illinois Division**

REAL safety solutions start with **REAL** voices.

THREE STAKEHOLDER ENGAGEMENT WORKSHOPS WERE HELD:



1

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



2

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
- ✓ Areas of Persistent Poverty analysis
- ✓ Strategies and solutions



3

WORKSHOP #3

February 26, 2025

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 southern Illinois metropolitan area 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:

- + **Cody Moake**, City of Marion
- + **Jennifer Olsen**, City of Marion
- + **Tim Barnett**, City of Marion Fire Department
- + **Chief Stan Reno**, City of Carbondale Police Department
- + **Robert Hardin**, City of Carbondale
- + **Karl Mueller**, City of Carbondale
- + **Molly Maxwell**, City of Carbondale
- + **Brad Robinson**, Mayor of the City of Carterville & Carterville EMT
- + **Tom Somers**, City of Herrin
- + **Mitch Burdick**, Jackson County
- + **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 Greater Egypt-SIMPO Safety Committee and Stakeholder Engagement Workshop participants were charged with serving as advocates throughout the life of the initiative, promoting VZAP development information, and encouraging public feedback within their respective constituencies.

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

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

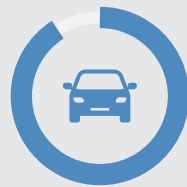


Online Information Hub & Public Survey

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

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

One-hundred-and-one responses were received from stakeholders in the SIMPO region over multiple weeks in late 2024 and early 2025, with key takeaways! →



91%
respondents use
a car as the most frequent
mode of transportation.

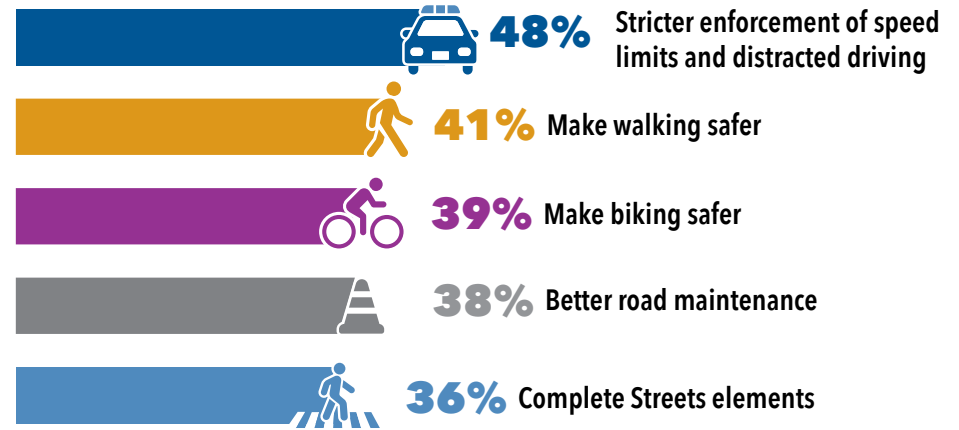


53%
respondents disagree or
strongly disagree that streets
in the SIMPO region are safe.



58%
respondents would like
to be informed of safety issues
through social media platforms.

Top 5 strategies for transportation network improvements



Key Engagement Takeaways

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

Regarding improvements within the southern Illinois metropolitan area, including the municipalities of Carbondale, Marion, Cambria, Carterville and Herrin:

- ✓ Pursue law enforcement funding to obtain additional staff and technology.
- ✓ Install emergency pre-emption at traffic signals (Carbondale was an exception due to railroad crossing priority exemption).
- ✓ Improve or expand pedestrian/bicycle facilities by installing bike lanes, sidewalks and ADA ramps.
- ✓ Improve highway and intersection lighting.
- ✓ Improve safety and traffic circulation measures around schools.
- ✓ Add enhanced pedestrian signage, high visibility crosswalks, and sidewalks to and from parks, schools, and residential areas to address safe movement of all road users.
- ✓ Assess and evaluate speed limits on state and local roads to consider location and surrounding land use (e.g., Pleasant Hill Road, Giant City Road).
- ✓ Upgrade traffic signal equipment (e.g. one traffic signal head per lane, pedestrian countdown signal heads, pedestrian push buttons, emergency pre-emption, etc.) and signal timing phasing (e.g., flashing yellow area, leading pedestrian interval).
- ✓ Consider speed safety cameras, especially in school zones.

Regarding potential improvements in the rural and unincorporated southern Illinois metropolitan 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 Highway Safety Improvement Program (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 law enforcement, Emergency Medical Services (EMS), and post-crash services within the southern Illinois metropolitan area:

- ✓ 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.
- ✓ Explore dedicated law enforcement traffic units to document traffic law violations.
- ✓ 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.
- ✓ Addition of emergency pre-emption devices on traffic signals.

Regarding transportation safety associated with or near schools within the southern Illinois metropolitan area:

- ✓ Increase and expand public driving education, especially for young drivers, partnering with law enforcement and transportation officials.
- ✓ Add strategies to explore 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 potential improvements involving IDOT within southern Illinois metropolitan area:

- ✓ 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.
- ✓ IDOT is implementing FYA districtwide where there is not a protected left turn movement and there is evidence of motorists not yielding on the green ball indication for left turn movements. The FYA would reinforce the need for motorists to yield to oncoming vehicles.
- ✓ Use chevrons where curve related crashes observed.
- ✓ Address red light running issues found to occur during the all-red portion of the phasing (traffic trying to “beat the light”).
- ✓ Implement IDOT Intersection Control Evaluation (ICE) policy. Increased interest in roundabouts at intersections, except where capacity is an issue.
- ✓ Potential addition of pre-emption for ambulances/emergency vehicles.

CHAPTER FIVE

Policy Review and Existing Efforts

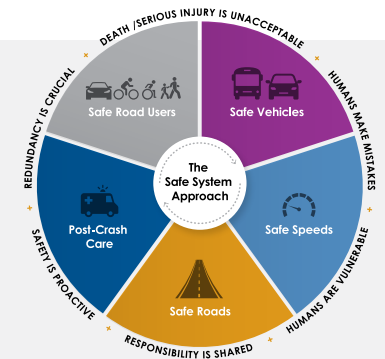
In performing the policy review and in discussions with the stakeholders, there are a multitude of ongoing commitments and advances in roadway safety through policies, plans, and programs in the southern Illinois metropolitan area. Positive examples that have been accomplished or are under development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

Guiding Safety Concepts and Resources

National programs, standards, and practices focused on eliminating traffic related fatalities and serious injuries on all public roads provide a foundation that guides the development and implementation of Illinois' safety program, and ultimately, the Greater Egypt-SIMPO VZAP.

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 serious 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 is now one of three national programs focused on eliminating traffic fatalities and serious injuries on all roadways in the U.S., expanding to more than 60 communities across the country. Vision Zero supports the Safe System Approach and leads with the principle that traffic deaths are a public health issue and are preventable.

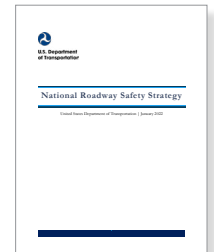


TOWARDS ZERO DEATHS (TZD): A NATIONAL STRATEGY ON HIGHWAY SAFETY

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.

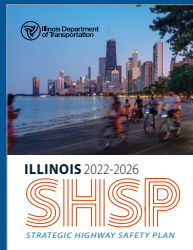
NATIONAL ROADWAY SAFETY STRATEGY

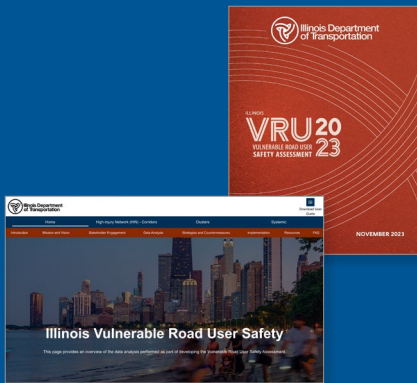
The U.S. DOT's *National Roadway Safety Strategy* outlines its comprehensive approach to significantly reduce fatal and serious injury crashes on all public roads nationwide. It establishes a long-term goal of reaching zero roadway fatalities and adopts the Safe System Approach to achieve this goal.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



ILLINOIS STRATEGIC HIGHWAY SAFETY PLAN (SHSP) 2022-2026

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



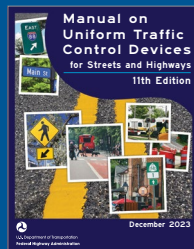
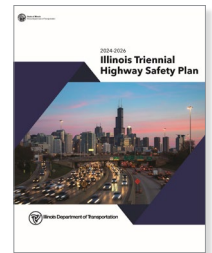


ILLINOIS VULNERABLE ROAD USER (VRU) SAFETY ASSESSMENT

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

ILLINOIS HIGHWAY SAFETY PLAN (HSP)

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

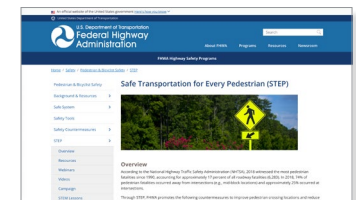


MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 11TH EDITION

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

SAFE TRANSPORTATION FOR EVERY PEDESTRIAN INITIATIVE (STEP)

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



Policy and Programming Strengths

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 the Greater Egypt region are aimed at improving safety for all road users. Strengthening the policies, programs, and practices developed and implemented by the jurisdictions can further enhance safety for the individuals traveling in the southern Illinois metropolitan area.

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)¹. Unfortunately, the usage rate in Illinois has declined slightly each year since 2018². The usage rate in the downstate area, which includes the southern Illinois metropolitan area, is lower (89.7%) than the overall statewide rate.

The southern Illinois metropolitan area and its State (e.g., IDOT and ISP) and local stakeholders conduct seat belt safety education and outreach campaigns combined with high visibility enforcement (HVE) to encourage proper use of a seat belt. The Child Passenger Seat (CPS) Resource Center in the southern region of the state, staffed by traffic safety liaisons (TSLs), conducts public information and education campaigns. IDOT funds 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 the southern Illinois metropolitan area.

¹ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813682>

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



DRIVING UNDER THE INFLUENCE (DUI) LAW

Illinois state statute prohibits motorists from driving under the influence of alcohol when the person's blood alcohol content (BAC) is .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.



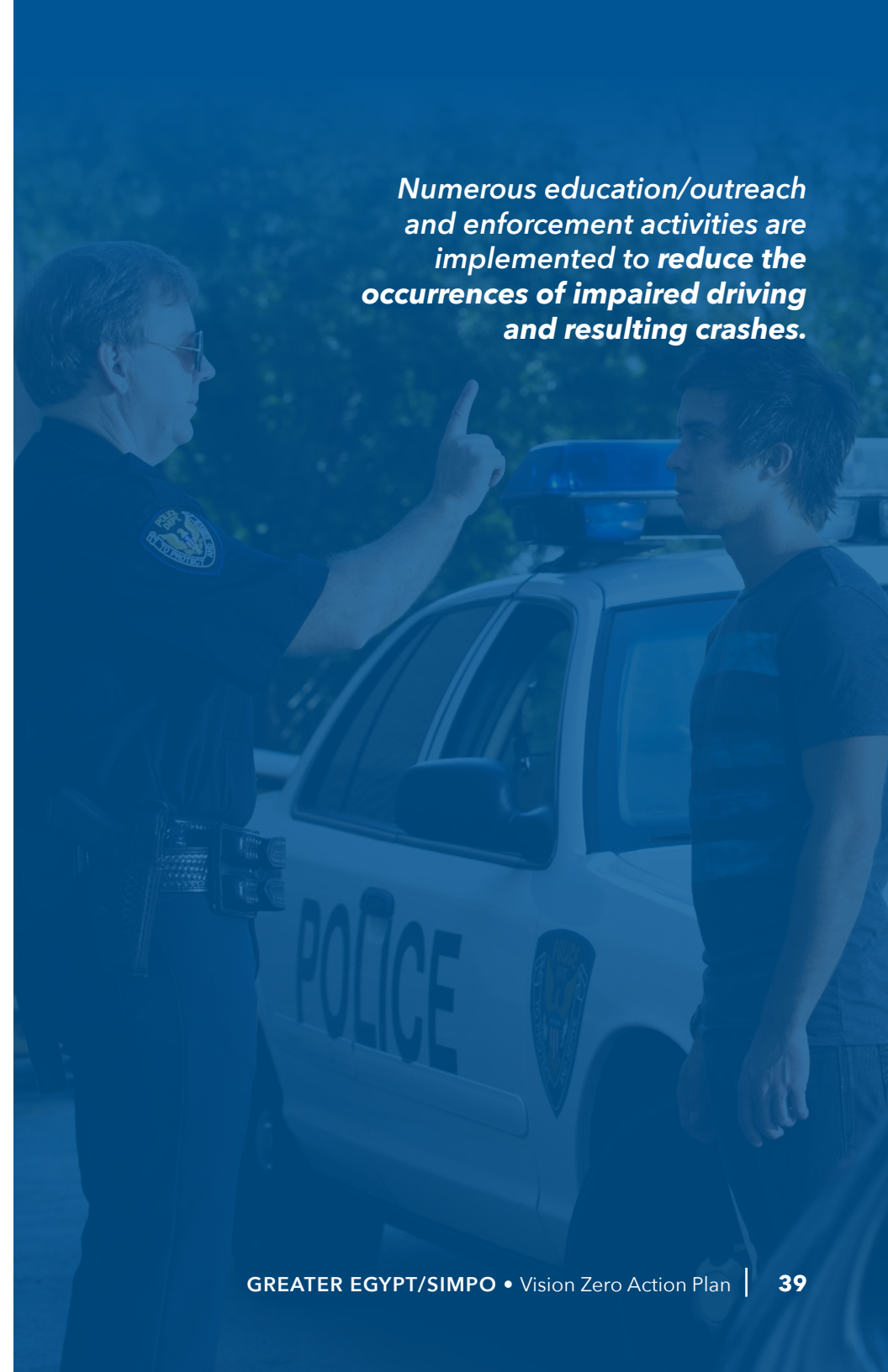
ILLINOIS DISTRACTED DRIVING

Illinois law prohibits the use of hand-held cellphones, texting or using other electronic communications while operating a motor vehicle. Hands-free devices or Bluetooth technology is allowed for persons aged 19 and older. Drivers who are in a crash resulting from

distracted driving may face criminal penalties and incarceration. Stakeholders in the Greater Egypt region communicated that distracted driving is a concern. Promoting Illinois' Drop It and Drive campaign in the southern Illinois metropolitan area, supplemented with 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.





www.itsnotagameillinois.com



GRADUATED DRIVERS LICENSING (GDL)

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

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

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

Initial (Provisional) Licensing Phase (16-17 years old)

- + Must have completed a state-approved drivers education program
- + The 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.

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.



BICYCLE AND WALKING EDUCATION

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

INNOVATIVE TECHNOLOGY- IN-CAR NOTIFICATIONS

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

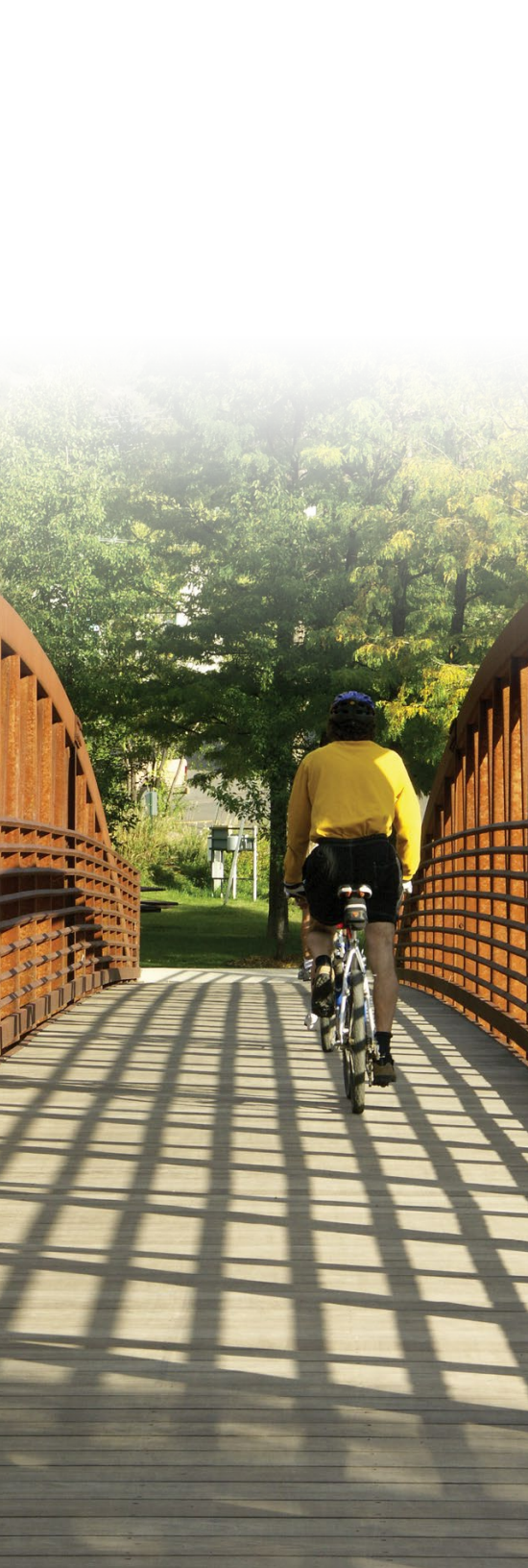


FIGURE 7 Illinois mumble (sinusoidal) strips

RUMBLE STRIPS/MUMBLE STRIPS

IDOT and many of the local agencies across the State, including the southern metropolitan area of Illinois, 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 (See Figure 7) on two-lane and multi-lane roadways. Mumble strips vary from the traditional rumble strip in that it uses a sinusoidal wave pattern ground into the pavement, lessening the external noise produced when vehicles travel across them. The application of this newer treatment is ideal for addressing roadway departure crashes, considering the more urban environment of the southern Illinois metropolitan area.





HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)-LOCAL ROADS SAFETY

The HSIP is a federally funded program focused on reducing fatal and serious injury crashes through safety improvements. IDOT has historically provided 20% 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. Communities in southern Illinois metropolitan area have applied and been awarded multiple HSIP funded projects. The following is a sample of awarded projects:

- + **City of Marion** - Market Street Improvements from Boyton Street to south of Texas Avenue (approx. \$750,000, FY 2026)
- + **Williamson County** - Increase to the previously awarded Cambria Road & West Grand Avenue/Cardinal Road Roundabout (approx. \$1,500,000, FY 2026)
- + **Jackson County** - Airport Road Improvements from IL Route 13 to US 51 (approx. 1,900,000, FY 2025)
- + **City of Carbondale** - Preliminary Engineering study of a road diet and multi-use path along East Grand Avenue from South Washington Street to South Wall Street (approx. \$300,000, FY 2025)

REGIONAL & LOCAL POLICIES, PROGRAMS AND PRACTICES

During an extensive document review, stakeholder discussions, and field reviews of several miles of locally owned roads within the southern Illinois metropolitan area, various existing efforts were identified as recently implemented or are planned. Several plans from Greater Egypt, the former SIMPO, and local municipalities recommended polices, programs, and other initiatives targeted towards improving the region's future road safety, active transportation infrastructure, emergency response, and law enforcement efforts. Some of the plans reviewed include:

- + Greater Egypt Long Range Transportation Plan (LRTP)
- + Southern Illinois Metropolitan Planning Organization (SIMPO) LRTP 2045
- + SIMPO Safety Study
- + SIMPO East-West Corridor Study
- + Multiple Bike Plans in the Cities of Marion and Carbondale
- + Downtown Planning Studies for the Cities of Herrin, Murphysboro, Marion, and Carbondale
- + Traffic & Access Management Study for Giant City Road in Carbondale

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

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. Greater Egypt also focuses on improving safety data to make more informed decisions and better direct resources. For example, the Illinois Traffic Records Coordinating Committee (ITRCC) includes Greater Egypt (Executive Director) as a representative for Crash, Roadway, Data, and Integration.

Diverse Investments

The agencies within the southern metropolitan area leverage their available funding and resources to implement a variety of safety initiatives and improvements. Historically, Greater Egypt pursues State Planning and Research (SPR) grant funding through IDOT to assist with safety studies.

- + HSIP grants
- + Federal STR grants
- + EDP
- + TARP
- + ITEP
- + SRTS
- + Federal Land Access Program (FLAP) - conservation area grants.
- + Various NHTSA (behavior safety grants) funded through IDOT.

As previously stated, SIMPO lost its MPO designation in June of 2024 and therefore lost access to a pool of available planning funding via the Local SPR Funds. This has been significantly impactful to planning efforts and providing transit services within the region.

Maintenance & Low-Cost Safety Improvements:

Jackson and Williamson counties typically perform 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 including paved shoulders as part of resurfacing contracts (Jackson County).



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

ENHANCED TEEN DRIVING EDUCATION:

The counties and communities within the southern Illinois metropolitan area consistently indicated a desire to enhance young drivers' education. One of the most successful regional driver education campaigns has been the Williamson County Traffic Safety Days. This program, started in 2012 by Williamson County Sheriff's Office in partnership with ISP, the Operation Lifesaver Program, and local emergency medical technicians (EMT), has reached over 1,000 students in the southern Illinois high schools. In 2020, the City of Marion took over this annual event. It is broadly supported by stakeholders and funded with grants from State Farm and others.

By creating learning opportunities for younger drivers on a variety of topics, participants learn about safe driving. These demonstrations include simulating 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, EMTs, 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
- + Seat Belt Convincer
- + Mock Traffic Stop
- + Fatal Vision - Impaired Driving Experience



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

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 with and without a seat belt. *Figure 8* illustrates the use of the rollover simulation in front of a student audience at the Williamson County/City of Marion Traffic Safety Days



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

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 making slow and deliberate movements at the request of the officer and always faces forward with their hands on the steering wheel when waiting for 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 "No Zone" Simulation
(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 through multiple vehicles positions around the exhibit area to observe blind spots in a safe environment and discuss safe passing maneuvers while encountering these situations on the roadway. This exhibit is important for young drivers as Interstate 57 (I-57) is a major freight corridor through the southern Illinois metropolitan area.

Inter-Agency Coordination

The southern Illinois metropolitan area has been working with IDOT District 9 staff to implement several districtwide safety initiatives. These include items such as:

- + 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, if appropriate, 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.



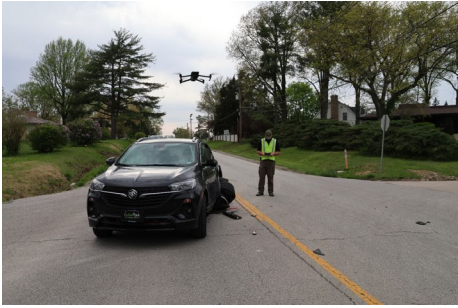


Figure 12 ISP TCRU -Crash Reconstruction and UAS

The local law enforcement agencies work closely with ISP to reconstruct fatal crashes within the Greater Egypt region. The City of Carbondale Police Department has one crash reconstructionist, and Jackson County Sheriff’s Department has two reconstructionists with a third being trained. They handle all of their own reconstructions. The ISP provides technology expertise, assisting them with unmanned aircraft system (UAS) diagramming (See Figure 12) occasionally and with Airbag Control Module downloads. Williamson County Sheriff’s Department and Marion Police Department used to have their own reconstructionists but utilize ISP’s Traffic Crash Reconstruction Unit (TCRU) as there are multiple officers living within these areas.

ENFORCEMENT

Local law enforcement agencies and ISP perform a variety of outreach efforts and enforcement efforts to address traffic laws associated with traffic safety and reducing the frequency and severity of crashes. This includes occupant protection laws to increase proper use of seat belts and child safety seats and participate in the Click It or Ticket National Mobilization. Specific communities on this national campaign include the following:

- + Carterville (City of)
- + Jackson County
- + Marion, City of
- + Williamson County



In 2023, ISP, in partnership with the Carbondale Police Department, established the Southern Team IL Youth Police Camp (TIYPC) held in the Southern Illinois University campus. The camp is typically held in the summer months and is a weeklong event. They are based upon a military model and are geared toward teenagers between 13 and 17 years old. Participants or Cadets will experience physical fitness exercises, marching drills, and classroom instruction. The classroom activities include instruction on leadership development, substance abuse resistance, team building principles and other life enhancing skills. Some of the Traffic Safety Day exhibits have also been featured during the camp. The camp promotes positive rapport and interaction between law enforcement officials and the Cadets.

Alternative Transportation Choices

Examples of the southern Illinois metropolitan area utilizing additional transportation choices are:

- + Two public transit operators: RIDES and the Jackson County Mass Transit District (JMTD)
 - RIDES services Southern Illinois University (SIU) and the City of Carbondale.
 - JMTD operates as a curb-to-curb service.
- + Creating a connected bicycle and pedestrian multi-use paths along IL Route 13 from Murphysboro to Marion

To further promote pedestrian and bicycle circulation throughout the region, the stakeholders have utilized road diets, curb bump-outs, planned additional bike path connections, and wayfinding signs. Road diets are a traffic calming technique that reduces the number of travel lanes, for example reducing 4 lanes to 3 lanes (1 lane in each direction

with a center left turn lane). This can open opportunities to add bicycle lanes within the existing roadway width or provide a dedicated shoulder in both directions of travel. The City of Carbondale will be implementing road diets on Wall Street from Main Street to Park Street, and Grand Avenue from Washington Street to Wall Street. Both projects will reduce the travel lanes from 4 to 3 with added multi-use paths, sidewalks, and ADA ramps. The Wall Street road diet is anticipated to be constructed during the summer of 2025 while the Grand Avenue road diet project will be implemented under phased construction over the next 5+ years.

The City of Marion is also exploring a comprehensive strategy for integrating bicycle infrastructure into the existing network to increase bike friendliness. The plan emphasizes creating a network of low-stress bikeways that cater to cyclists of all ages and abilities. This involves designing infrastructure that minimizes interaction with high-speed or high-volume traffic. Implementing traffic calming measures is a critical component of the plan. These measures include reducing vehicle speeds in areas with significant bicycle traffic, enhancing signage, and installing physical barriers to protect cyclists. Two significant projects for the Crab Orchard Greenway have been pursued and awarded ITEP funding. They are as follows:

- + IL Route 148 and Transit Connection - An approximately 2.5-mile segment of the proposed greenway, \$2,000,000 of ITEP funding was awarded.
- + Marion High School Connection - An approximately 3.3-mile segment of the proposed greenway, \$2,000,000 of ITEP funding was awarded.

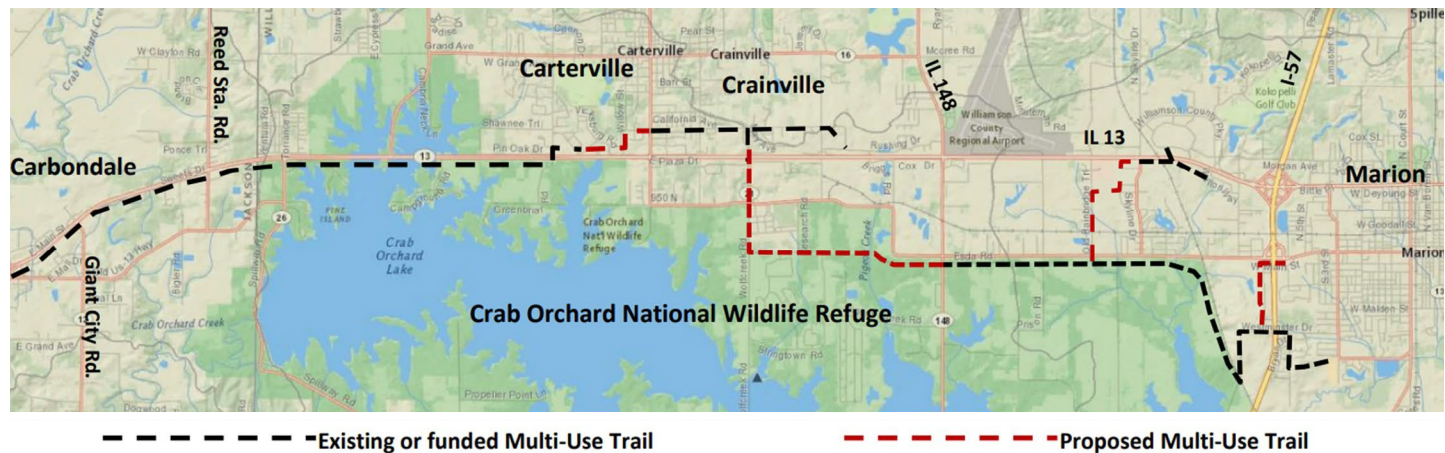


Figure 13 Crab Orchard Greenway Project Map (Source: Greater egypt.org)¹

The greenway will provide access to Crab Orchard National Park Wildlife Refuge, Marion High School Sports Complex, and the Historical Village on John A. Logan’s College Campus. The funded and proposed portions of the Crab Orchard Greenway project is depicted in *Figure 13*.

Several challenges and barriers to implementation have been identified in the city. Marion currently has approximately 3.4 miles of bicycle infrastructure, which is concentrated in the northern part of the city and is oriented in an east/west direction. This limits connectivity to specific retail corridors, leaving many areas underserved. Significant gaps exist in areas like Tower Square, where the lack of bike parking, infrastructure, and safe streets limits the number of riders willing to commute there. Natural and man-made obstacles exist, complicating connectivity in areas such as West End Creek, Crab Orchard Creek, Interstate 57, and IL Route 13, which are difficult to traverse without extensive detours or other overpass/underpass structures.

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 purpose of the Stop the Bleed program is to build resilience by better preparing the public to save lives through basic actions that stop life threatening bleeding following everyday emergencies, including crashes. 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. Jackson and Williamson Counties and the communities have been very active in providing this training, contributing to over 4 million people trained nationally by the American College of Surgeons. Jackson and Williamson Counties and the communities within are included in those that have been training. "Stop the Bleed" kits are sold for use by the everyday person. The stakeholders in the southern Illinois metropolitan area would like to see an even greater emphasis on this life saving technique being taught within the community.



REVIEW OF EMS FORMS

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

MOTORCYCLE TRAINING

The Motorcycle Rider Program conducts free motorcycle training programs held at the Southern Illinois University campus in Carbondale. The courses are designed to provide a foundation of knowledge and skill 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

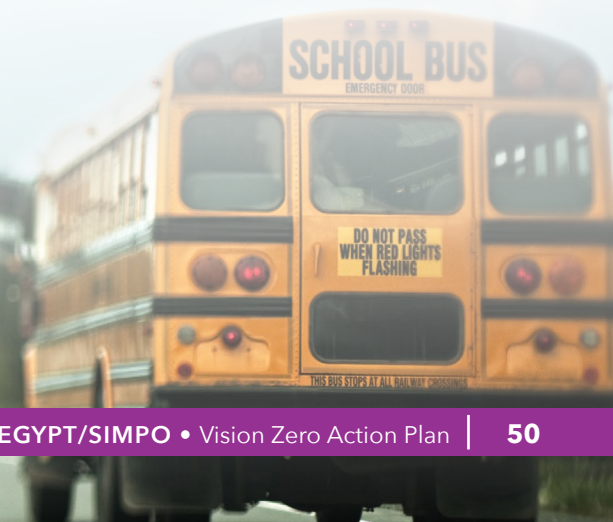
The Illinois Vehicle Code addresses situations where a traffic crash is due to reckless driving results in the fatality of another individual. It does not provide any penalty beyond a traditional traffic citation if recklessness is not involved. Typically, recklessness is defined as having at least three 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 recognizes the need 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 southern Illinois metropolitan area identified a need for 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. Expanding the use of automated enforcement and safety cameras beyond the current jurisdictions would address an enforcement need and facilitate reducing fatal and serious injury crashes.

EMERGENCY RESPONSE

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

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



In the southern Illinois metropolitan area and the Greater Egypt 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 usage to police, fire and emergency personnel vehicles only.

FINANCIAL BARRIERS

In the southern Illinois metropolitan area and the Greater Egypt region, several financial barriers can limit the capacity to implement safety investments. With the decommissioning of SIMPO, funds previously available to perform planning activities and provide transit services are unavailable. 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 regional planning commissions. 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. Likewise, at many intersections, the number of pedestrians and cyclists does not warrant major investments despite their significant capacity to increase safety.



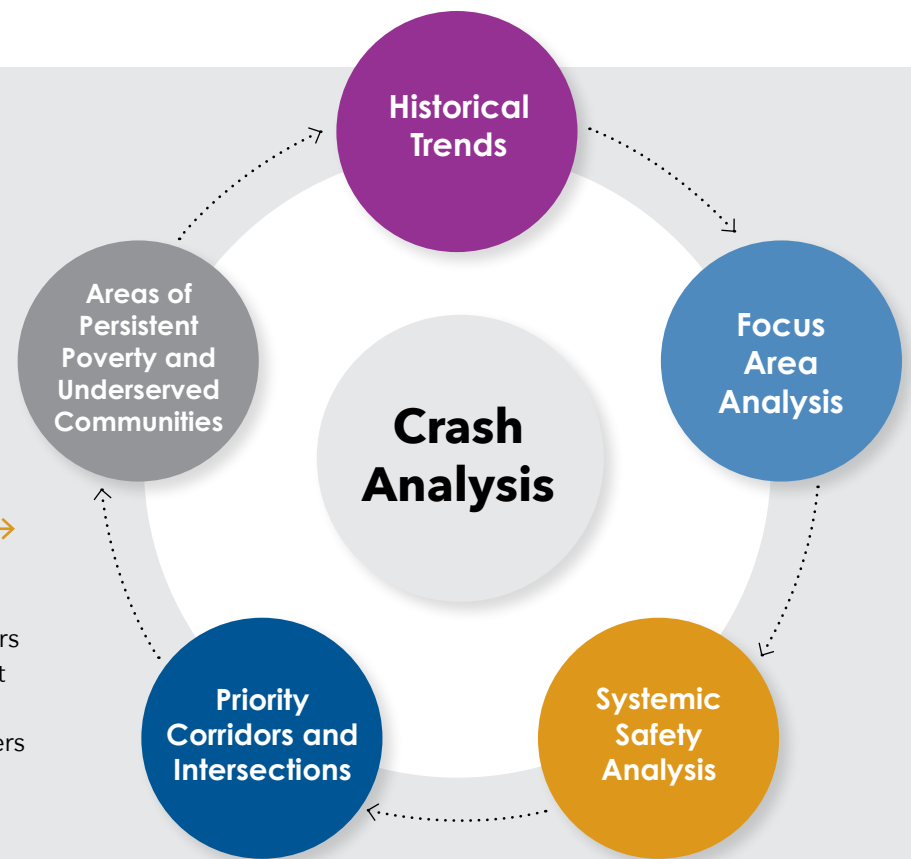
CHAPTER SIX

Safety Analysis

The safety analysis is a summary of existing safety conditions on the streets of SIMPO metropolitan 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 serious injury or fatal crashes and any co-incident 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 southern Illinois metropolitan 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 southern Illinois metropolitan areas in Jackson and Williamson Counties 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 9,468 crashes, 393 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. These data were 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*⁴ is an interactive web application used to identify the U.S. Census tracts within the southern Illinois metropolitan area of Jackson and Williamson counties that are considered underserved communities (areas of persistent poverty).

⁴<https://usdot.maps.arcgis.com/apps/dashboards/9806be8527b14f93be311f0fb57d336e>



Historical Trends

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

Between 2018 and 2022, the southern Illinois metropolitan area saw a total of 9,468 crashes on state, county, and local roadways, excluding interstate routes. On average, this equates to 1,894 crashes per year. Of these crashes, 393 resulted in fatal or serious injury crashes (KA), an average of 79 per year. See Table 1 for a breakdown of crashes by year.

SIMPO Area		
	Total Crashes All Roads, Excluding Interstates	Total Fatal and Serious Injury Crashes (KA) All Roads, Excluding Interstates
2018	2,053	81
2019	1,967	85
2020	1,549	73
2021	1,998	78
2022	1,901	76
TOTAL	9,468	393 (4.2% of total crashes)
AVERAGE	1,894	79

Table 1 Total crashes and KA crashes in SIMPO Area, IL (2018-2022)

FATALITIES AND SERIOUS INJURIES

When isolating the fatal and series injury crashes into separate K and A crashes it is observed that there was an average of 8 K and 71 A injury crashes on both state and local roadways during the study period. As depicted in *Figure 14*, during the study period, K and A injury crashes decrease by 0.2% and 0.8%, respectively.

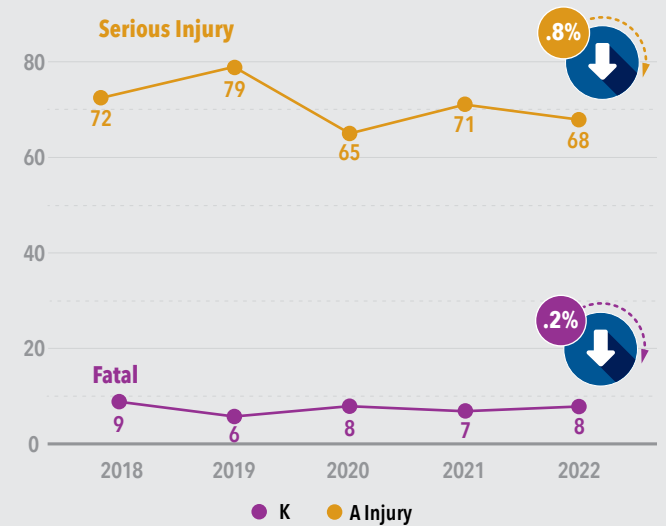


Figure 14 K and A injury crashes on State and Local SIMPO roadways

The total number of crashes which resulted in KA crashes is approximately 4.2% of the total crashes. The total crashes that occurred in the southern Illinois metropolitan area make up 0.64% of the total statewide crashes between the same timeframes. Similarly, the KA crashes that occurred in the southern Illinois metropolitan area make up 0.90% of the statewide KA crashes.



STATE VS LOCAL ROADWAY CRASHES (2018 - 2022)

During the studied timeframe, there were a total of 4,111 crashes on state routes within the southern Illinois metropolitan area, with an average of 822 crashes per year. Similarly, there were a total of 201 KA crashes on state routes, with an average of 40 per year. This resulted in a total crash versus KA rate of approximately 4.9% for state routes in the southern Illinois metropolitan area.

On roadways which are not maintained by the State (i.e. Local, Municipal or County), there were a total of 5,231 crashes in the southern Illinois metropolitan area, which averages 1,046 crashes per year. Similarly, there were a total of 190 KA crashes on local roadways, which average 38 crashes per year. This resulted in a total crash versus KA rate of approximately 3.6% for local roadways in the southern Illinois metropolitan area. See *Table 2* for a breakdown of crashes by year.

SIMPO 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	900	46	1,133	35
2019	896	41	1,055	44
2020	698	42	831	30
2021	826	35	1,135	42
2022	791	37	1,077	39
TOTAL	4,111	201	5,231	190
AVERAGE	822	40	1,046	38

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

Based on the data in Table 2, 55% of the total crashes occurred on the local roadway system within the southern Illinois metropolitan area, however, 51% of the total KA crashes occurred on the state highway system.

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 southern Illinois metropolitan 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. 25%)



Turning (approx. 19%)



Angle (approx. 16%)



Pedestrian (approx. 10%)

The remainder of the crashes recorded were due to various actions such as Rear End, Sideswipe Same Direction, Parked Motor Vehicle, Head On, Side Swipe Opposite Direction, Overturned, averaging roughly 2.0%. *Table 3* explores the breakdown of crash types on all roads and local roads.

	SIMPO Crashes All Roads			SIMPO Crashes Local Roads		
	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
MANEUVER						
Fixed Object	8	84	92	3	46	49
Turning	3	69	72	2	35	37
Angle	1	59	60	0	33	33
Pedestrian	11	24	35	4	18	22
Front to Rear	2	26	28	0	8	8
Overturned	2	20	22	2	7	9
Rear End	0	17	17	0	7	7
Sideswipe Same Direction	0	13	13	0	3	3
Pedalcyclist	1	11	12	1	4	5
Other Non-Collision	2	7	9	2	0	2
Front to Front	3	5	8	0	3	3
Animal	0	6	6	0	1	1
Other Object	1	5	6	0	2	2
Parked Motor Vehicle	1	5	6	1	3	4
Sideswipe Opposite Direction	2	3	5	1	2	3
Head On	1	1	2	0	1	1

Table 3 KA Crashes on All Roadways vs Local Roads in SIMPO

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 **60%** of the crashes recorded were due to the following actions:



Failure to Yield (approx. 32%)



Disregarded Control Devices (approx. 17%)



Too Fast for Conditions (approx. 13%)

The remainder of the crashes recorded were due to actions such as Texting, Improper Passing, Cell Phone Use Other Than Text, Improper Backing, Overcorrected. These averaged roughly 1.0% each. *Table 4* depicts the crash actions of the KA crashes that occurred on all roads versus local roads within the southern Illinois metropolitan area.

ALL ROADWAYS



SPEEDING
12.7%



NO RESTRAINTS
11.2%



IMPAIRED
9.7%



DISTRACTED
7.6%

LOCAL ROADWAYS



SPEEDING
16.3%



NO RESTRAINTS
9.5%



IMPAIRED
9.5%



DISTRACTED
6.8%

ACTION	SIMPO Crashes All Roads			SIMPO Crashes Local Roads		
	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
Failure to Yield	1	81	82	1	41	42
Unknown	5	46	51	2	23	25
Disregarded Control Devices	6	45	51	2	18	20
Too Fast for Conditions	1	28	29	1	17	18
Improper Lane Change	2	18	20	0	3	3
Followed Too Closely	0	10	10	0	5	5
Improper Turn	0	7	7	0	3	3
Overcorrected	1	3	4	1	2	3
Cell Phone Use Other Than Text	0	3	3	0	1	1
Evading Police Vehicle	0	3	3	0	3	3
Improper Passing	1	2	3	1	2	3
Emergency Vehicle on Call	0	1	1	0	1	1
Improper Backing	0	1	1	0	1	1
Texting	0	1	1	0	0	0
Wrong Way/Side	0	1	1	0	1	1

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

Fatalities and Serious Injuries by Functional Class

On all roadway types within the southern Illinois metropolitan area roughly **75% of all KA crashes** were observed on the following functional roadway classifications:



Similarly for local roadways, roughly 95% of the KA crashes were observed on the following functional roadway classifications:



Table 5 details the number of KA crashes on all roadways versus local roadways within the southern Illinois metropolitan area on all functional roadway classifications.

Fatalities and Serious Injuries by Transportation Mode

Comparing the KA crashes based on mode of transportation, it was observed that 13.5% of these crashes involved a vulnerable road user (i.e. pedestrians or pedalcyclist/bicyclist) on state and local roadways. This percentage increases to 16.5% involving vulnerable road users on local roadways. Table 6 details the breakdown of KA crashes by transportation mode.

It is further noted that 18.1% of the KA crashes involved a motorcycle and 7.6% involved a heavy vehicle on all roadway types. On the local roadway system, 15.8% involved motorcycles and 5.8% involved heavy vehicles.

FUNCTIONAL CLASS	SIMPO Crashes All Roads			SIMPO Crashes Local Roads		
	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
Other Principal Arterial	11	108	119	0	0	0
Minor Arterial	11	81	92	5	42	47
Major Collector	3	77	80	3	67	70
Local Road or Street	7	62	69	6	55	61
Interstate	4	17	21	0	0	0
Minor Collector	2	8	10	2	8	10
Blank	0	1	1	0	0	0
(UNK)	0	1	1	0	0	0

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

TRANSPORTATION MODE	SIMPO Crashes All Roads			SIMPO Crashes Local Roads		
	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
Vehicle	26	320	346	12	151	163
Pedestrian	11	24	35	4	18	22
Pedalcyclist	1	11	12	1	4	5

Table 6 KA Crashes by Transportation Mode for All Roadways and Local Roadways

AGE

Historically, crashes are commonly caused by two distinct age groups, younger and older drivers. For the purposes of this report, younger 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 the SIMPO area the following observations were made:

AGE GROUP BY 5-YEAR INCREMENTS

	SIMPO Crashes All Roads			SIMPO Crashes Local Roads		
	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
15-20	5	57	62	2	31	33
20-25	2	91	93	1	47	48
25-30	8	75	83	4	38	42
30-35	8	69	77	4	37	41
35-40	7	44	51	3	17	20
40-45	8	40	48	2	18	20
45-50	3	42	45	0	18	18
50-55	3	32	35	1	15	16
55-60	6	38	44	3	17	20
60-65	6	35	41	2	16	18
65-70	3	27	30	1	16	17
70-75	7	18	25	1	10	11
75-80	1	12	13	0	6	6
80-85	1	11	12	0	5	5
85-90	1	4	5	1	0	1
90>	1	3	4	0	0	0

Table 7 KA Crashes for All Roadways and Local Roadways by Age

Young Drivers (16-20 YEARS OLD)

ALL CRASH SEVERITIES



11.7% of all crashes on state and local roadways were caused by drivers 15-20



26.3% of drivers are 25 and under



37.9% of crashes on local roads were caused by drivers 30 and under

KA CRASHES



9.3% of all crashes on state and local roadways were caused by drivers 15-20



23.2% of drivers are 25 and under



35.6% of crashes on local roads were caused by drivers 30 and under

Older Drivers (65+ YEARS OLD)

ALL CRASH SEVERITIES



13.5% of all crashes on state and local roadways were caused by drivers 65 and older



13.9% of crashes on local roads were caused by drivers 65 and older

KA CRASHES



13.3% of all crashes on state and local roadways were caused by drivers 65 and older



13.2% of crashes on local roads were caused by drivers 65 and older

FATAL AND SERIOUS INJURY CRASHES

	SIMPO Crashes All Roads			SIMPO Crashes Local Roads		
	Female	Male	Total KA Crashes	Female	Male	Total KA Crashes
15-20	25	37	62	13	20	33
20-25	40	53	93	23	25	48
25-30	28	55	83	15	27	42
30-35	26	51	77	8	33	41
35-40	16	35	51	6	14	20
40-45	16	32	48	5	15	20
45-50	18	27	45	9	9	18
50-55	24	11	35	10	6	16
55-60	17	27	44	9	11	20
60-65	10	31	41	6	12	18
65-70	18	12	30	9	8	17
70-75	6	19	25	2	9	11
75-80	6	7	13	4	3	7
80-85	2	10	12	1	4	5
85-90	4	1	5	2	0	2
90>	0	4	4	0	0	0

Table 8 KA Crashes based on Age Range and Gender

When factoring gender into all crash severities, **male drivers are the cause of 52.5% of crashes on state and local roads** and **51.4% on local roads**. Furthermore, male drivers under the age of 30 are responsible for 37.9% of all crashes on state and local roads and 38.7% on local roads.

Male Drivers

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

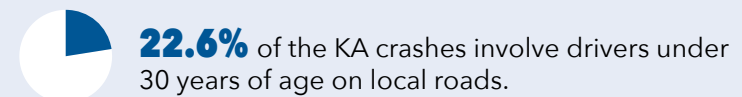
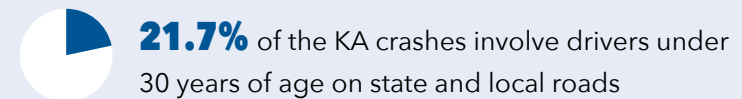
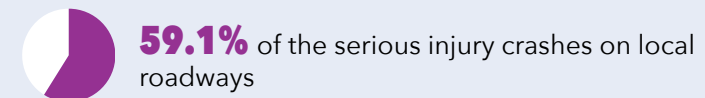
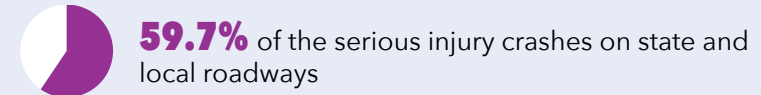
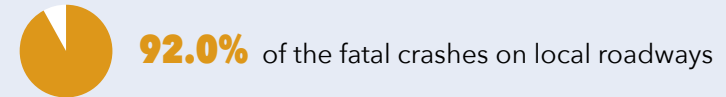
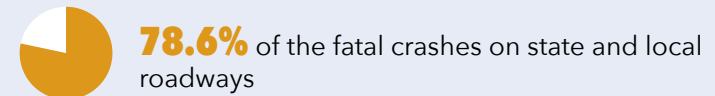


Table 8 details the KA crashes on all roadways versus local only roads by age range and gender

TEMPORAL TRENDS

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

The highest number of KA crashes occurred during the summer months of June and August. 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 experience 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.

As seen in Table 9, 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.

MONTH	SIMPO Crashes All Roads			SIMPO Crashes Local Roads		
	K (Fatal) Crash	A Injury Crash	Total KA Crashes	K (Fatal) Crash	A Injury Crash	Total KA Crashes
January	5	26	31	1	10	11
February	2	21	23	1	9	10
March	1	33	34	1	13	14
April	1	28	29	1	14	15
May	5	28	33	2	15	17
June	4	42	46	0	24	24
July	5	27	32	3	10	13
August	3	43	46	2	22	24
September	3	36	39	2	11	21
October	1	34	35	0	12	18
November	6	18	24	2	8	12
December	2	20	22	1	9	9
DAY						
Monday	4	42	46	2	20	22
Tuesday	4	50	54	2	23	25
Wednesday	6	43	49	3	17	20
Thursday	6	60	66	2	30	32
Friday	4	52	56	0	28	28
Saturday	9	60	69	5	27	32
Sunday	5	48	53	2	27	29

Table 9 KA Crashes by Month and Weekly Trends

The overall highest number of KA crashes occur from Thursday through Sunday. However, when observing KA crashes throughout a typical day, the highest number of crashes occurred during the weekday morning, midday and evening peak commute 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.

Table 10 details the KA crash patterns on all roadways by day of week and hour. As depicted in Table 10, Wednesday's at 11:00 AM and Thursday's at 6:00 PM experience the highest number of of KA crashes. It should be noted that 5:00 PM experiences a high number of KA crashes from Sunday to Friday.

	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	2	3	0	1	0	1	1	1	0	2	4	2	3	2	3	3	6	5	3	0	1	0	2
Monday	0	0	4	1	0	1	2	2	2	3	3	4	3	2	3	1	5	7	3	3	3	2	0	0
Tuesday	0	2	1	1	1	1	0	1	1	4	2	7	2	2	3	3	2	6	1	1	3	2	3	0
Wednesday	3	2	0	1	1	1	1	1	1	6	0	9	3	5	6	0	2	7	1	2	5	5	4	0
Thursday	1	1	0	0	0	0	1	2	1	1	3	2	4	2	5	3	1	7	9	3	3	4	2	1
Friday	3	2	0	2	0	1	2	4	3	3	7	2	1	1	6	5	7	3	5	2	3	1	4	2
Saturday	3	3	1	1	3	0	0	3	0	0	5	4	0	1	1	5	2	5	1	5	2	5	1	2

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 5:00 PM and Friday's at 4:00 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	0	1	0	0	1	0	0	0	1	0	0	3	1	2	2	1	1	6	1	0	0	1	0	1
Monday	0	0	1	1	0	0	0	1	1	0	2	0	2	0	2	1	2	5	1	3	3	0	0	0
Tuesday	0	1	0	0	0	0	0	1	0	0	1	5	1	0	2	0	1	3	0	0	3	1	1	0
Wednesday	2	1	0	1	0	0	0	0	0	3	0	5	2	3	3	0	1	4	0	1	4	1	1	0
Thursday	1	1	0	0	0	0	0	2	0	1	2	1	2	1	1	2	0	3	2	3	3	2	1	0
Friday	0	1	0	2	0	0	1	3	0	2	2	0	0	1	2	3	6	0	3	1	2	0	3	0
Saturday	1	2	1	0	1	0	0	0	0	0	4	2	0	0	1	3	1	1	1	2	2	5	1	1

Table 11 KA Crashes on Local 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 between 5:00 PM and 10:00 PM hours on both all roadway and local roadways. *Table 12* details the K and A injury breakdown by hour for 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	1	1	1	1	1	2	1	0	0	1	2	2	0	1	1	2	1	4	4	1	2	6	3	0
A Injury Crashes	10	11	8	5	5	2	6	14	9	16	20	30	15	15	25	18	21	37	21	18	17	14	11	7
Total Crashes	11	12	9	6	6	4	7	14	9	17	22	32	15	16	26	20	22	41	25	19	19	20	14	7

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

The highest number of A-injuries typically occur at 11:00 AM and from 5:00 PM to 6:00 PM hours. These correlate to the mid-day and evening peak periods.

	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	1	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0	2	3	0	2	3	0	0
A Injury Crashes	4	6	2	3	2	0	0	7	2	6	10	15	8	7	13	9	12	20	25	10	15	7	7	2
Total Crashes	4	7	2	4	2	0	1	7	2	6	11	16	8	7	13	10	12	22	28	10	17	10	7	2

Table 13 K and A-Injury Crashes by Hour of Day on All 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 fatalities or serious injuries, allowing decision makers to strategically target interventions to address these 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 SHSP, 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 SIMPO Focus Area exceeded the statewide percentages, that Focus Area was considered. *Table 14* details potential Focus Areas and the associated KA crashes, with percentage, of Statewide, All Roads in SIMPO and Local Roads in SIMPO. SIMPO Focus Areas (bolded values) exceed statewide averages:

FATAL AND SERIOUS INJURY CRASHES

DESCRIPTION	Statewide		SIMPO (All Roads)		SIMPO (Local Roads)	
	Crashes	%	Crashes	%	Crashes	%
Intersection Related	17,037	19.8%	176	22.8%	93	24.4%
Roadway Departure	13,370	15.5%	127	16.4%	63	16.5%
Young Driver (16-20)	6,720	7.8%	77	10.0%	38	10.0%
Older Driver (65+)	7,256	8.4%	75	9.7%	37	9.7%
Motorcycle	4,414	5.1%	71	9.2%	30	7.9%
Speeding/Aggressive Driver	6,680	7.8%	50	6.5%	31	8.1%
Unrestrained Occupants	4,133	4.8%	44	5.7%	18	4.7%
Impaired Driver	5,058	5.9%	38	4.9%	18	4.7%
Pedestrian	5,443	6.3%	37	4.8%	23	6.0%
Heavy Vehicle	3,852	4.5%	30	3.9%	11	2.9%
Distracted/Fatigued Driver	9,599	11.1%	30	3.9%	13	3.4%
Pedalcyclist	1,783	2.1%	12	1.6%	5	1.3%
Work Zone	778	0.9%	6	0.8%	1	0.3%

Table 14 Focus Areas for Statewide, all SIMPO Roads, and Local SIMPO Roads

As shown in *Table 14*, the following SIMPO Focus Areas (bolded values) exceed statewide averages:

- + Intersection Related (All Road & Local Road)
- + Roadway Departure (All Road & Local Road)
- + Younger Driver (16-20) (All Road & Local Road)
- + Older Driver (65+) (All Road & Local Road)
- + Motorcycle (All Road & Local Road)
- + Speeding/Aggressive Driving (Local Road)
- + Unrestrained Occupants (All Road)

Of these Focus Areas, Intersection Related, Younger Driver (16-20) and Motorcycle had the largest percentage differential between statewide and SIMPO KA crashes.

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

EMPHASIS AREA 1: Safe System Administration

This includes collaboration through the Greater Egypt-SIMPO Safety Committee, and implementation, monitoring, and reporting of the VZAP. It also includes safety data improvement.

EMPHASIS AREA 2: Safe Roads

FOCUS AREAS

- + Intersection Related
- + Roadway Departure

EMPHASIS AREA 3: Safe Road Users

FOCUS AREAS

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

EMPHASIS AREA 4: Safe Vehicles

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

EMPHASIS AREA 5: Safe Speeds

FOCUS AREA:

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

EMPHASIS AREA 6: Post Crash Care

Strategies address the following items that cover all crashes.

- + Emergency Medical Services
- + Traffic Incident Management

FOCUS AREA MATRIX

For this VZAP, the interconnections of the Focus Areas were evaluated for all roadway types except for interstates. 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.

SIMPO ROADS FOCUS AREA COMPARISON (2018 - 2022 Fatal and Serious Injury Crashes) (All Roads)													
	Intersection Related	Roadway Departure	Younger Driver (16-20)	Older Driver (65+)	Motorcycle	Speeding/Aggressive Driver	Unrestrained Occupants	Impaired Driver	Pedestrian	Heavy Vehicle	Distracted/Fatigued Driver	Pedalcyclist	Work Zone
Intersection Related	176	21	41	42	25	17	11	6	10	16	8	3	1
	100%	12%	23%	24%	14%	10%	6%	3%	6%	9%	5%	2%	1%
Roadway Departure	21	127	19	14	23	29	28	24	1	10	13	0	2
	17%	100%	15%	11%	18%	23%	22%	19%	1%	8%	10%	0%	2%
Younger Driver (16-20)	41	19	77	8	13	10	5	3	5	3	9	0	1
	53%	25%	100%	10%	17%	13%	7%	4%	7%	4%	12%	0%	1%
Older Driver (65+)	42	14	8	75	8	7	6	5	8	10	6	0	2
	56%	19%	11%	100%	11%	9%	8%	7%	11%	13%	8%	0%	3%
Motorcycle	25	23	13	8	71	8	0	3	0	12	4	0	0
	35%	32%	18%	11%	100%	11%	0%	4%	0%	17%	6%	0%	0%
Speeding/Aggressive Driver	17	29	10	7	8	50	13	12	0	3	4	2	2
	34%	58%	20%	14%	16%	100%	26%	24%	0%	6%	8%	4%	4%
Unrestrained Occupants	11	28	5	6	0	13	44	18	0	4	4	0	1
	25%	64%	11%	14%	0%	30%	100%	41%	0%	9%	9%	0%	2%
Impaired Driver	6	24	3	5	3	12	18	38	2	0	1	0	1
	16%	63%	8%	13%	8%	32%	47%	100%	5%	0%	3%	0%	3%
Pedestrian	10	1	5	8	0	0	0	2	37	0	2	0	0
	27%	3%	14%	22%	0%	0%	0%	5%	100%	0%	5%	0%	0%
Heavy Vehicle	16	10	3	10	12	3	4	0	0	30	0	0	0
	53%	33%	10%	33%	40%	10%	13%	0%	0%	100%	0%	0%	0%
Distracted/Fatigued Driver	8	13	9	6	4	4	4	1	2	0	30	0	2
	27%	43%	30%	20%	13%	13%	13%	3%	7%	0%	100%	0%	7%
Pedalcyclist	3	0	0	0	0	2	0	0	0	0	0	12	0
	25%	0%	0%	0%	0%	17%	0%	0%	0%	0%	0%	100%	0%
Work Zone	1	2	1	2	0	2	1	1	0	0	2	0	6
	17%	33%	17%	33%	0%	33%	17%	17%	0%	0%	33%	0%	100%

Table 15 Focus Area Comparison for KA Crashes on All SIMPO Roads

The interconnections between Focus Areas can be observed in the example of Intersection Related crashes of which there were 176 KA crashes. Looking across the Intersection Related row, it is observed that Younger and Older Drivers contribute approximately 50% of the secondary causes of these crashes. This indicates that these driver types contribute to Intersection Related crashes with the SIMPO area.

The VZAP also evaluated the Focus Areas interconnections utilizing just fatality data to ensure Focus Areas with a high probability of a fatality were not omitted from consideration. Utilizing this data, it was observed that when Impaired Drivers or Pedestrian were involved in the crash, the risk of a fatality percentage was high based on the total number of crashes. Therefore, the Focus Areas for the SIMPO area were expanded to include Pedestrians and Impaired Road Users. In addition, the interconnections of the Focus Areas were evaluated for local roadways. *Table 16* depicts these interconnections.

SIMPO ROADS FOCUS AREA COMPARISON (2018 - 2022 Fatal and Serious Injury Crashes) (Local Roads)													
	Intersection Related	Roadway Departure	Younger Driver (16-20)	Older Driver (65+)	Motorcycle	Speeding/Aggressive Driver	Unrestrained Occupants	Impaired Driver	Pedestrian	Heavy Vehicle	Distracted/Fatigued Driver	Pedalcyclist	Work Zone
Intersection Related	93	11	20	23	11	8	4	2	9	7	4	2	1
	100%	12%	22%	25%	12%	9%	4%	2%	10%	8%	4%	2%	1%
Roadway Departure	11	64	12	8	12	20	14	12	1	3	20	0	0
	17%	100%	19%	13%	19%	31%	22%	19%	2%	5%	6%	0%	0%
Younger Driver (16-20)	20	12	40	4	8	7	4	2	3	1	6	0	0
	50%	30%	100%	10%	20%	18%	10%	5%	8%	3%	15%	0%	0%
Older Driver (65+)	23	8	4	37	3	2	2	1	6	6	3	0	0
	62%	22%	11%	100%	8%	5%	5%	3%	16%	16%	8%	0%	0%
Motorcycle	11	12	8	3	30	7	0	3	0	6	2	0	0
	37%	40%	27%	10%	100%	23%	0%	10%	0%	20%	7%	0%	0%
Speeding/Aggressive Driver	8	20	7	2	7	31	8	7	0	1	2	1	0
	26%	65%	23%	7%	23%	100%	26%	23%	0%	3%	7%	3%	0%
Unrestrained Occupants	4	14	4	2	0	8	18	5	0	1	2	0	0
	22%	78%	22%	11%	0%	44%	100%	28%	0%	6%	11%	0%	0%
Impaired Driver	2	12	2	1	3	7	5	18	2	0	1	0	0
	11%	67%	11%	6%	17%	39%	28%	100%	11%	0%	6%	0%	0%
Pedestrian	9	1	3	6	0	0	0	2	24	0	2	0	0
	38%	4%	12%	25%	0%	0%	0%	8%	100%	0%	8%	0%	0%
Heavy Vehicle	7	3	1	6	6	1	1	0	0	11	0	0	0
	64%	27%	9%	55%	55%	9%	9%	0%	0%	100%	0%	0%	0%
Distracted/Fatigued Driver	4	4	6	3	2	2	2	1	2	0	13	0	0
	31%	31%	46%	23%	15%	15%	15%	8%	15%	0%	100%	0%	0%
Pedalcyclist	2	0	0	0	0	1	0	0	0	0	0	5	0
	40%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	100%	0%
Work Zone	1	0	0	0	0	0	0	0	0	0	0	0	1
	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%

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

When isolating the Focus Area Matrix to local roads only, a similar trend is observed with Intersection Related, Roadway Departure, Younger and Older Drivers, and Speeding and Aggressive Drivers making up the top five crash types on local roadways.



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.



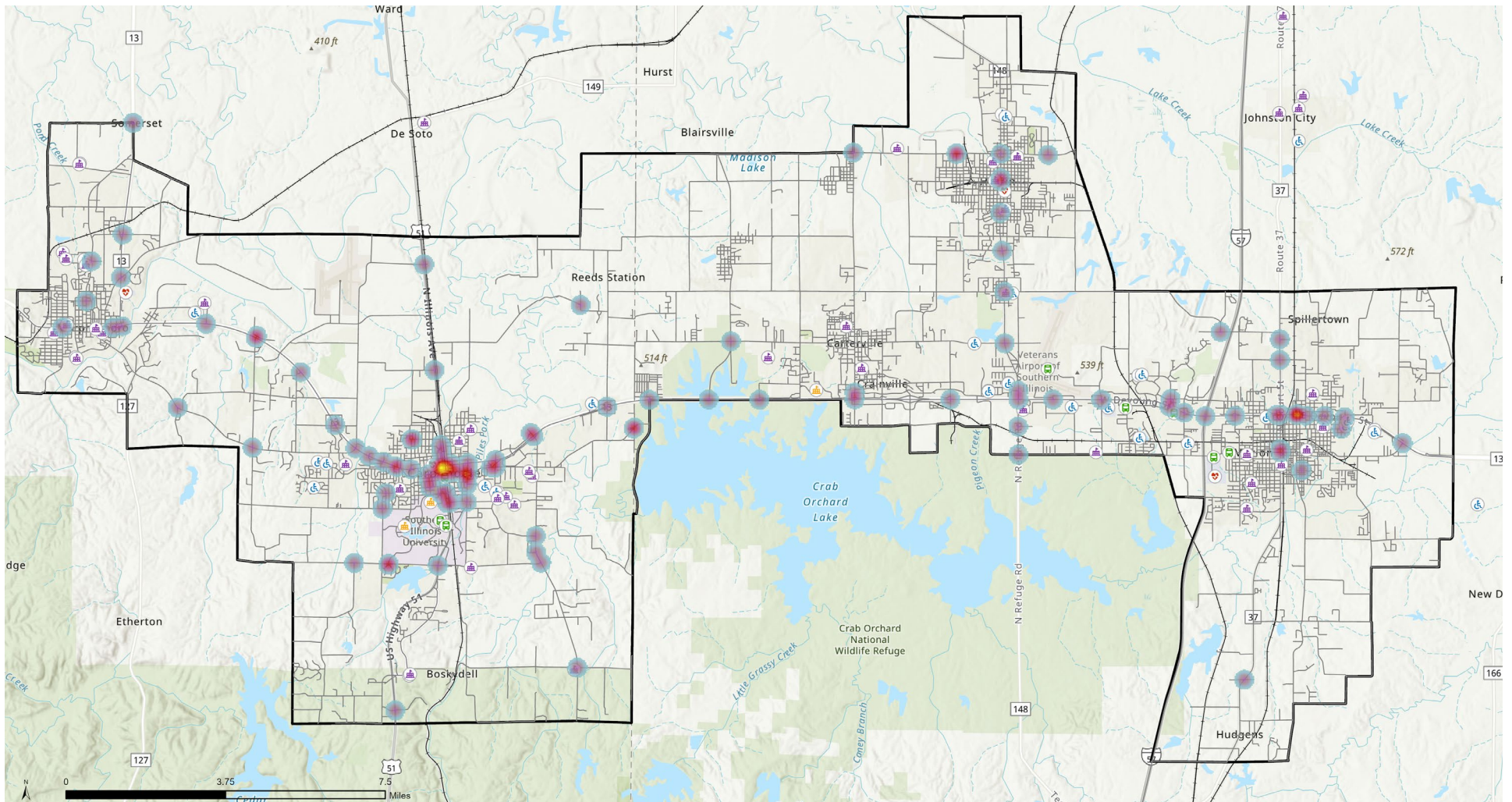
Intersection related crashes in the southern Illinois metropolitan area represent 22.8% (176) of the fatal and serious injury crashes on all roads. Similarly, intersection-related on local roads (i.e. Municipal or County) represents 24.4% (93) of the fatal and serious injury crashes. Intersection crashes exceed the statewide average.

Other characteristics associated with intersection related fatal and serious injury crashes in the southern Illinois metropolitan area include the following:

- + Turning and angle crashes account for 65% of intersection related crashes
- + Failure to yield and disregarding traffic control account for 72% of intersection related crashes
- + Younger drivers (16-20 years of age) and Old Drivers (65 years of age or older) combined account for 47% of intersection related crashes
- + Younger and older drivers accounted for 46% of crashes on local roads (i.e. Municipal and County).
- + Peak hours between 11am to 2pm account for approximately 20% and 3pm to 7pm accounts for approximately 27% of 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
4. Providing pedestrian accommodation



- Transit Stop
- School
- Nursing Home
- Hospital
- College

- MPO Roads
- Railroad
- SIMPO

Focus Areas - Intersection Fatal and Serious Injury Crashes



Figure 15 Heat map of Intersection Related KA Crashes in SIMPO'S Jackson and Williamson County Areas



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.

Roadway departure crashes in the southern Illinois metropolitan area represent 16.4% (127) of the fatal and serious injury crashes on all roads. Similarly, roadway departure crashes on local roads (i.e. Municipal or County) in the area represent 16.5% (63) of the fatal and serious injury crashes. Roadway Departure crashes exceed the statewide average.



Other characteristics associated with roadway departure total crashes in the southern Illinois metropolitan area include the following:

- + Excessive speeding/aggressive driving, failure to use occupant restraints, and driver impairment collectively account for 65% of roadway departure crashes
- + Fixed object account for 76% of roadway departure crashes
- + Crashes in darkness account for 38% of roadway departure crashes
- + Not divided roadways account for 59% of roadway departure crashes
- + Approximately 50% of roadway departure crashes occurred during summer months (May-September) and weekends (Friday-Sunday)
- + Peak hours between 1am to 5am account for approximately 20% and 1pm and 6pm account for 33% of roadway departure crashes

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

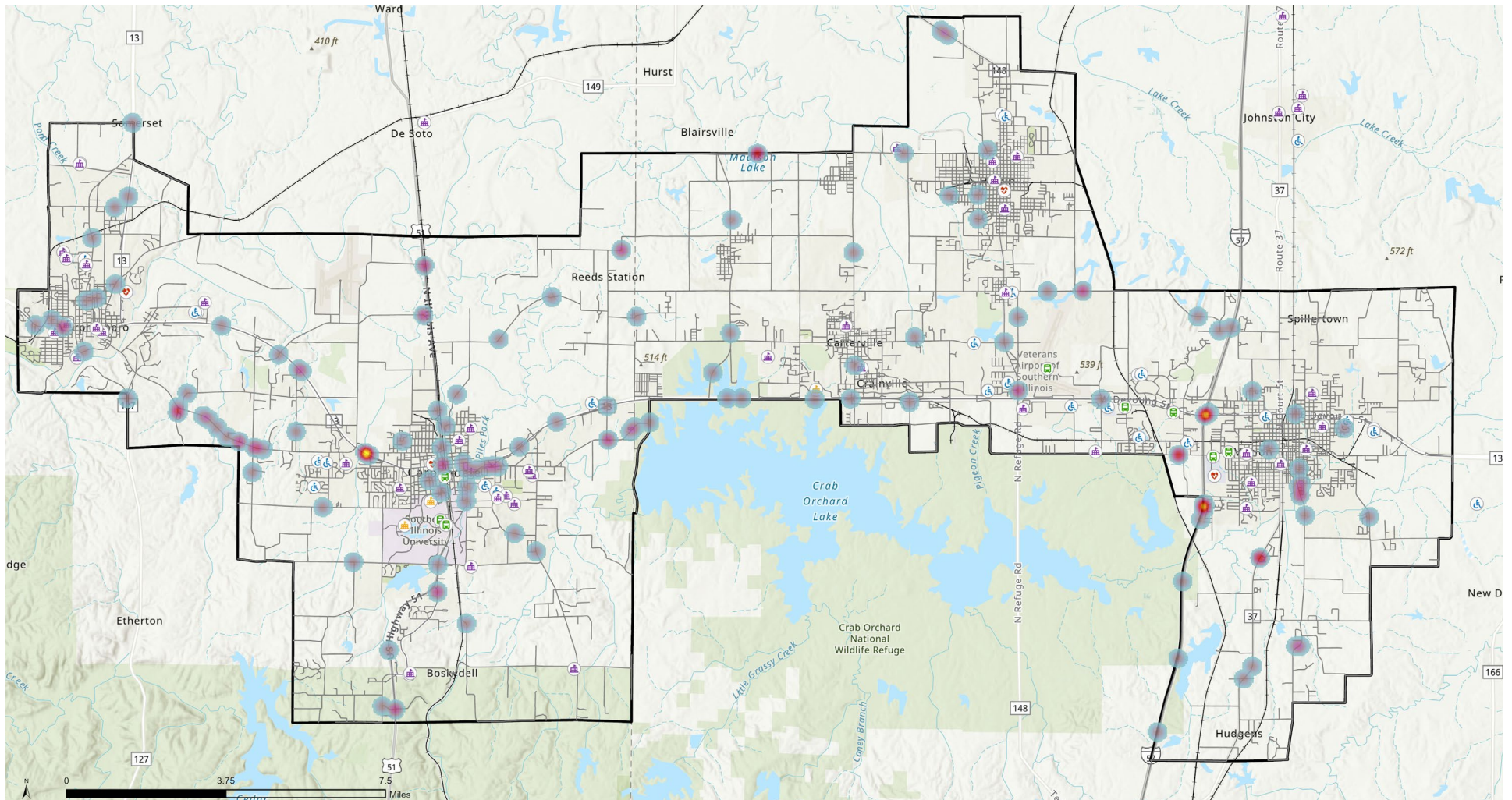


Figure 16 Heat map of Roadway Departure Related KA Crashes in SIMPO'S Jackson and Williamson County Areas

Focus Areas - Roadway Departure Fatal and Serious Injury Crashes





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

Younger drivers are those defined as being between the ages of 16 through 20 years of age. Young drivers face a higher risk of crashes due to lack of experience, risk-taking behavior, and distractions. In the State of Illinois, the 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+



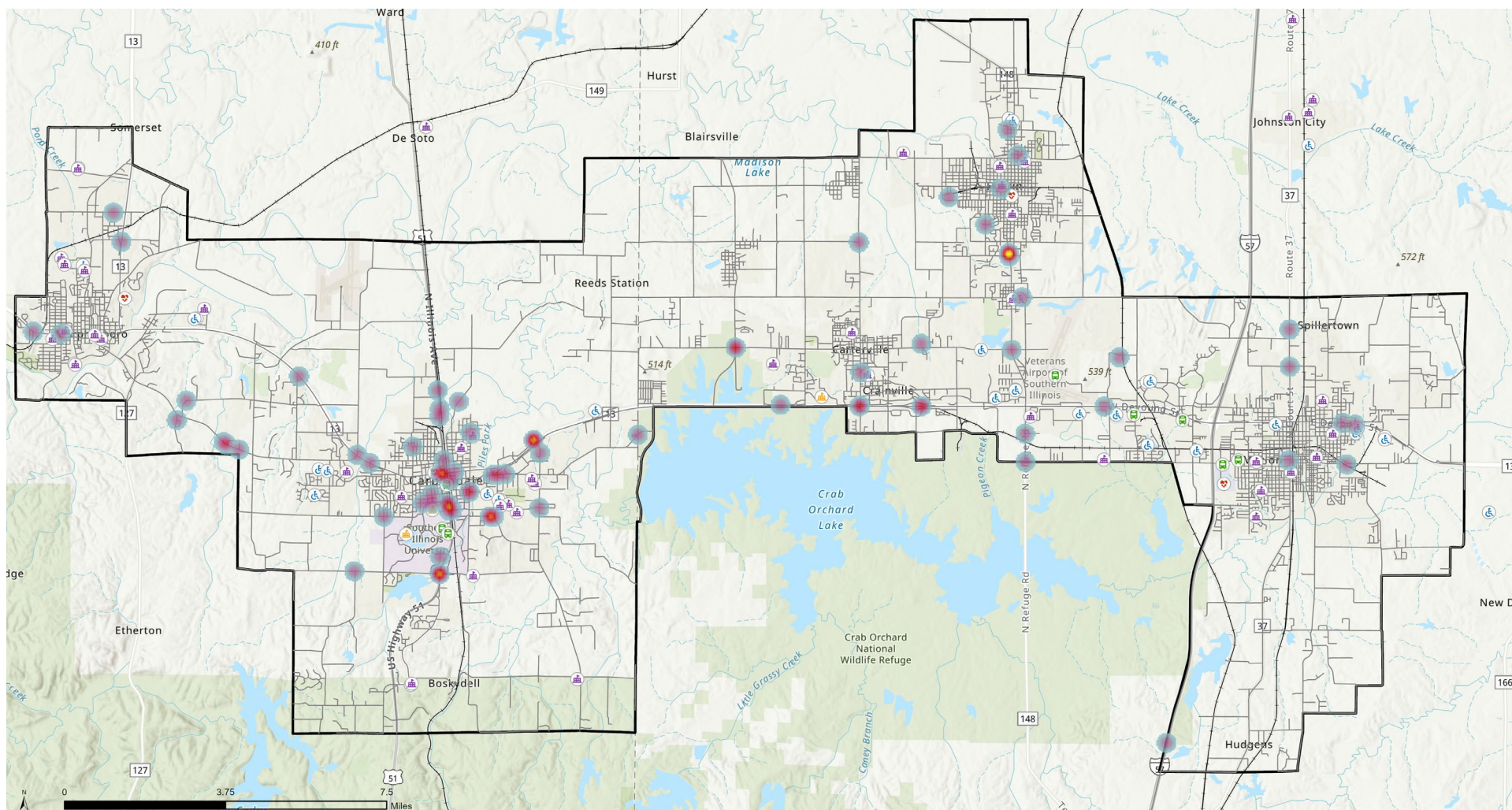
Young Drivers (16-20 Years of Age) crashes in the southern Illinois metropolitan area represent 10.0% (77) of the fatal and serious injury crashes on all roads. Similarly, Young Drivers (16-20 Years of Age) crashes on local roads (i.e. Municipal or County) in the area represents 10.0% (38) of the fatal and serious injury crashes. Younger Driver crashes exceed the statewide average.

Other characteristics associated with Young Driver (16-20 Years of Age) total crashes in the southern Illinois metropolitan area include the following:

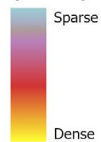
- + Excessive speeding/aggressive driving, distractions, failure to use occupant restraints, and driver impairment account for 35% of younger driver crashes
- + Failure to yield and disregarding traffic control devices account for 72% of young driver crashes
- + Angle, Turning, Fixed Object, and Rear End crashes account for 70% of young driver crashes
- + Crashes in darkness account for 30% of young driver crashes
- + Approximately 55% of young driver crashes occurred during summer months (May-September) with 35% occurring on weekends (Friday-Sunday)
- + Peak hours between 3pm to 7pm account for approximately 29% of young driver crashes

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

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



Younger Driver
(16-20)



- Transit Stop
- School
- Nursing Home
- Hospital
- College

- MPO Roads
- Railroad
- SIMPO

Focus Areas - Younger Driver
Fatal and Serious Injury Crashes



Figure 17 Heat map of Younger Driver Related KA Crashes in SIMPO'S Jackson and Williamson County Areas



FOCUS AREA: OLDER DRIVERS (65 YEARS OF AGE AND OLDER)

Older drivers are those defined as being greater than 65 years of age. Old drivers are involved in more crashes due to a combination of physical, cognitive, and situational factors. Several contributing factors include:

- + Declining Vision: Reduced ability to see at night or in low-light conditions, difficulty with glare from head lights or the sun.
- + Slower Reaction Time: Age-related decline in reflexes and increased difficulty in making quick decisions at intersections or heavy traffic.
- + Cognitive Decline: Slower information processing which affects decision-making, reduced ability to multitask and memory issues which could lead to confusion.
- + Physical Limitations: Arthritis, joint stiffness or muscle weakness can make driving more difficult
- + Difficulty with Complex Traffic Infrastructure: Navigating roundabouts, merging onto highways and handling busy intersections could be more challenging

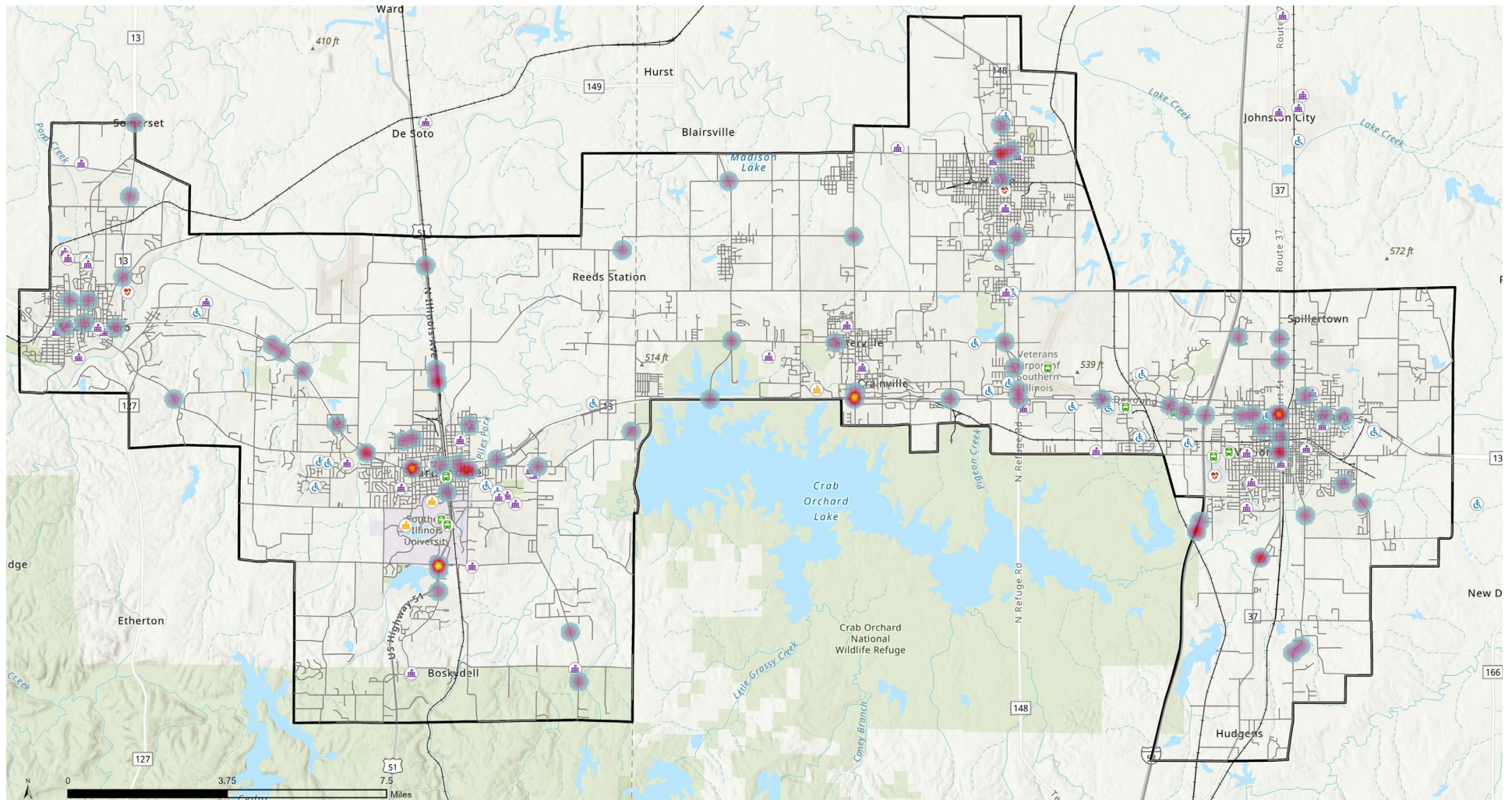
Old Drivers (65 Years of Age and Older) crashes in the southern Illinois metropolitan area represent 9.7% (75) of the fatal and serious injury crashes on all roads. Similarly, Old Drivers (65 Years of Age and Older) crashes on local roads (i.e. Municipal or County) in the area represent 9.7% (37) of the fatal and serious injury crashes. Older Driver crashes exceed statewide crashes.

Other characteristics associated with Old Drivers (65 Years of Age and Older) total crashes in the southern Illinois metropolitan area include the following:

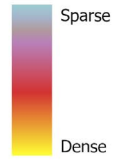
- + Excessive speeding/aggressive driving, distractions, failure to use occupant restraints, and driver impairment account for 35% of old driver crashes
- + Failure to yield and disregarding traffic control devices account for 57% of old driver crashes
- + Angle, Turning, and Rear End crashes account for 59% of old driver crashes
- + Not divided roadways account for 44% of old driver crashes
- + Approximately 51% of old driver crashes occurred during summer months (May-September) with 41% occurring on weekends (Friday-Sunday)
- + Peak hours between 9am to 12pm account for approximately 25% and 1pm to 6pm account for approximately 40% of old driver crashes

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

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



Older Driver (65+)



- Transit Stop
- School
- Nursing Home
- Hospital
- College

- MPO Roads
- Railroad
- SIMPO

Focus Areas - Older Driver
Fatal and Serious Injury Crashes



Figure 18 Heat map of Older Driver Related KA Crashes in SIMPO'S Jackson and Williamson County Areas

FOCUS AREA: MOTORCYCLISTS

Motorcyclists are involved in driving-related crashes for several reasons, many of which stem from their increased vulnerability on the road. Several contributing factors include:

- + Lack of Visibility: Motorcycles are smaller and therefore harder to see compared to other drivers.
- + Road Features: Potholes, wet roads, edge drop-offs, and debris pose a greater risk to motorcycles than cars.
- + Speed and Reckless Riding: Motorcyclists tend to engage in excessive speeding, weaving between cars and perform risky maneuvers.
- + Car Driver's Errors: Many crashes happen because other drivers fail to yield the right of way to motorcyclists.

Motorcyclist related crashes in the southern Illinois metropolitan area represent 9.2% (71) of the fatal and serious injury crashes on all roads. Similarly, motorcyclist related crashes on local roads (i.e. Municipal or County) in the area represents 7.9% (30) of the fatal and serious injury crashes. Motorcyclist related crashes exceed the statewide average.

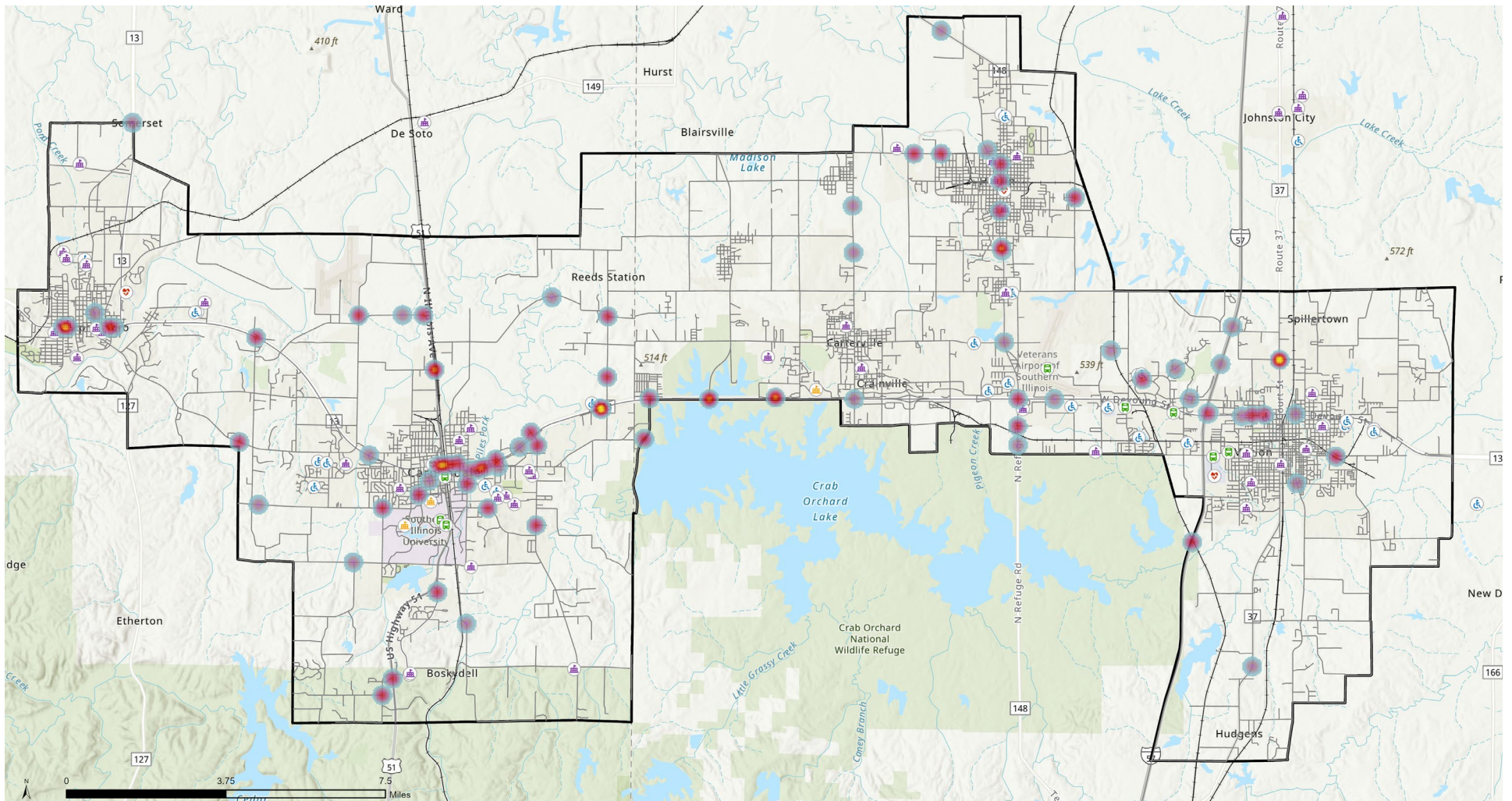
Other characteristics associated with motorcyclist related total crashes in southern Illinois metropolitan area include the following:

- + Failure to yield, driving too fast for conditions, and disregarding traffic control devices account for 67% of motorcyclist related crashes
- + Turning, Angle, Fixed Object, and Overturned crashes account for 48% of motorcyclist related crashes
- + Younger drivers (16-20 years of age) and Old Drivers (65 years of age or older) combined account for 30% of motorcyclist related crashes
- + Not divided roadways account for 48% of motorcyclist related crashes
- + Approximately 62% of motorcyclist related crashes occurred during summer months (May-September) with 50% occurring on weekends (Friday-Sunday)
- + Peak hours between 3pm to 7pm account for approximately 42% of motorcyclist related crashes

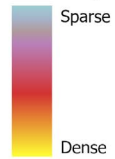
Mitigating motorcyclist related crashes involve implementation of safety countermeasures that align with the following three approaches:

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








Motorcycle Crash



-  Transit Stop
-  School
-  Nursing Home
-  Hospital
-  College

-  MPO Roads
-  Railroad
-  SIMPO

Focus Areas - Motorcyclist Fatal and Serious Injury Crashes



Figure 19 Heat map of Motorcyclist Related KA Crashes in SIMPO'S Jackson and Williamson County Areas



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.



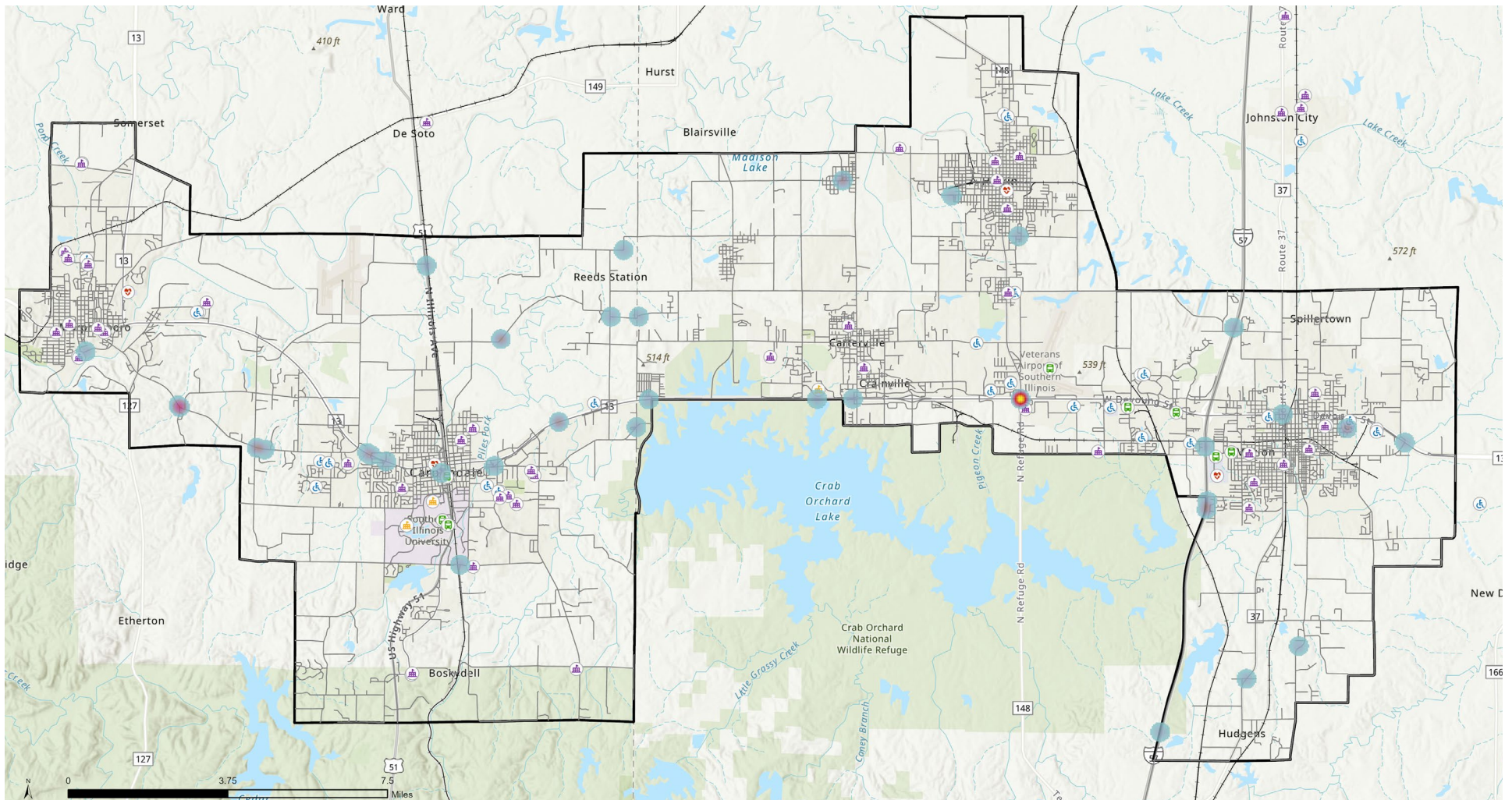
Unrestrained occupant related crashes in the southern Illinois metropolitan area represent 5.7% (44) of the fatal and serious injury crashes on all roads. Similarly, unrestrained occupant related crashes on local roads (i.e. Municipal or County) in the area represents 4.7% (18) of the fatal and serious injury crashes. Unrestrained crashes on the state roads exceed statewide average but are below the statewide average for local roads.

Other characteristics associated with unrestrained occupant total crashes in the southern Illinois metropolitan area include the following:

- + Excessive speeding/aggressive driving, distractions, and driver impairment collectively account for 80% of unrestrained occupant crashes
- + Driving too fast for conditions, disregarding traffic control devices, and failure to yield account for 55% of unrestrained occupant crashes
- + Crashes in darkness account for 55% of unrestrained occupant crashes
- + Not divided roadways account for 52% of unrestrained occupant crashes
- + Peak hours between 9am and 23pm account for approximately 36% of unrestrained occupant crashes

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

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



Unrestrained Occupants

Sparse

Dense

- Transit Stop
- School
- Nursing Home
- Hospital
- College

- MPO Roads
- Railroad
- SIMPO

Focus Areas - Unrestrained Occupant Fatal and Serious Injury Crashes



Figure 20 Heat map of Unrestrained Occupant Related KA Crashes in SIMPO'S Jackson and Williamson County Areas



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 Lack 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.

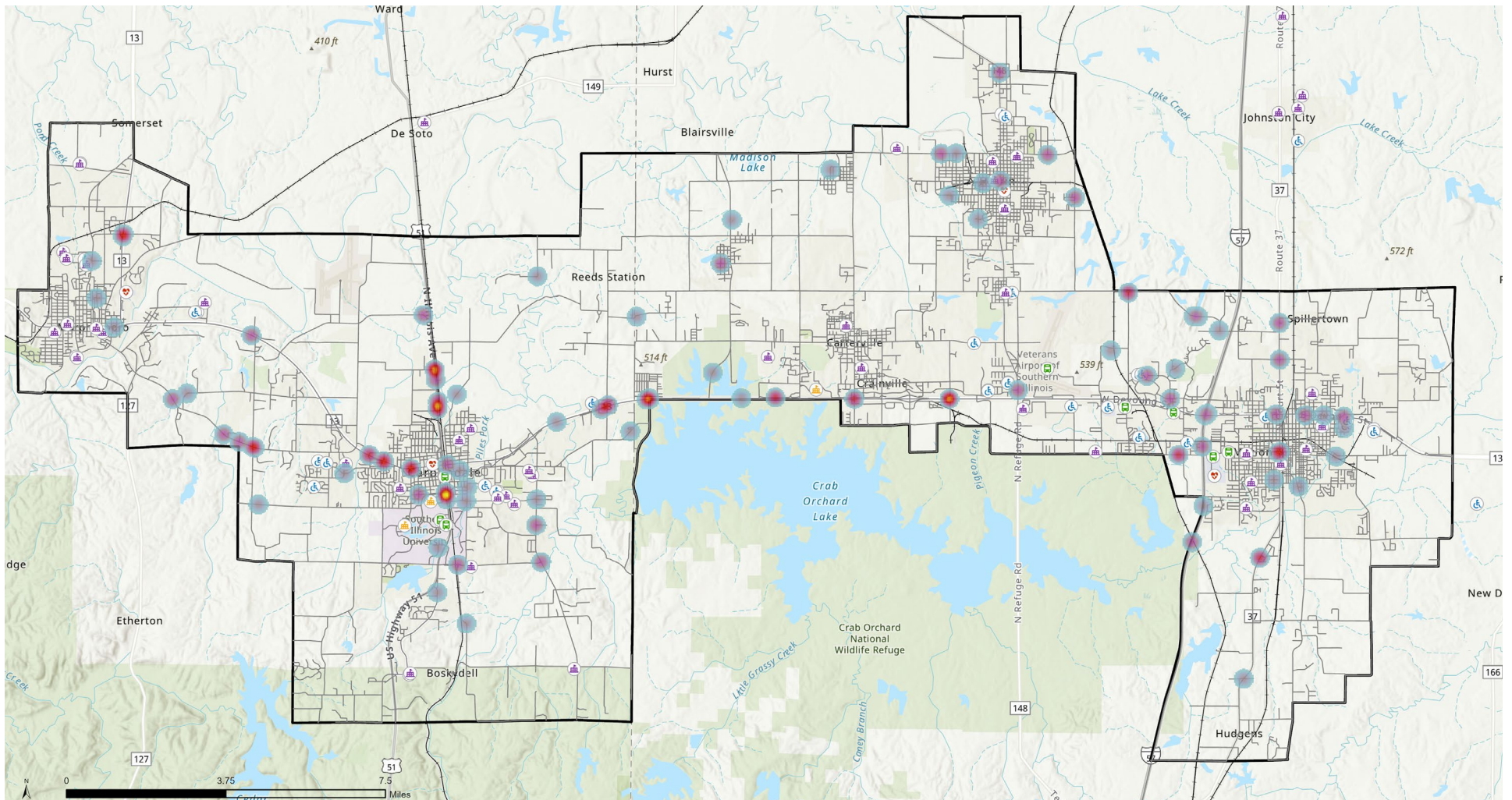
Speeding/Aggressive Driving related crashes in the southern Illinois metropolitan area represent 6.5% (50) of the fatal and serious injury crashes on all roads. Similarly, speeding/aggressive driving related crashes on local roads (i.e. Municipal or County) in the area represents 8.1% (31) of the fatal and serious injury crashes. Speeding/Aggressive Driver crashes on the local roads exceed statewide average but are below the statewide average for state roads.

Other characteristics associated with speeding/aggressive driving related to total crashes in the southern Illinois metropolitan area include the following:

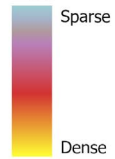
- + Distractions, lack of occupant restraints, and driver impairment account for 58% of speeding/aggressive driving crashes
- + Driving too fast for conditions, disregarding traffic control devices, and failure to yield account for 55% of speeding/aggressive driving crashes
- + Younger drivers (16-20 years of age) and Old Drivers (65 years of age or older) combined account for 34% of speeding/aggressive driving crashes
- + Not divided roadways account for 56% of speeding/aggressive driving crashes
- + Crashes in darkness account for 48% of speeding/aggressive driving crashes
- + Approximately 45% of speeding/aggressive driving crashes occurred during summer months (May-September) with 50% occurring on weekends (Friday-Sunday)
- + Peak hours between 3pm and 7pm account for approximately 32% of speeding/aggressive driving crashes

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

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



Aggressive Driver



- Transit Stop
- School
- Nursing Home
- Hospital
- College

- MPO Roads
- Railroad
- SIMPO

**Focus Areas - Aggressive Driver
Fatal and Serious Injury Crashes**



Figure 21 Heat map of Aggressive Driver Related KA Crashes in SIMPO'S Jackson and Williamson County Areas



FOCUS AREA: PEDESTRIANS

Pedestrian related crashes occur based on several factors, including human error, environmental conditions, and infrastructure issues. Several contributing factors include:

- + Driving Related Factors: Failure to yield, distracted driving, speeding, low-visibility conditions, and impaired driving.
- + Pedestrian Related Factors: Jaywalking, distracted walking, ignoring traffic signals, wearing dark clothing and impaired walking.
- + Environmental & Infrastructure Issues: Lack of crosswalks or sidewalks, poorly designed intersections with lack of street lighting and high traffic areas.



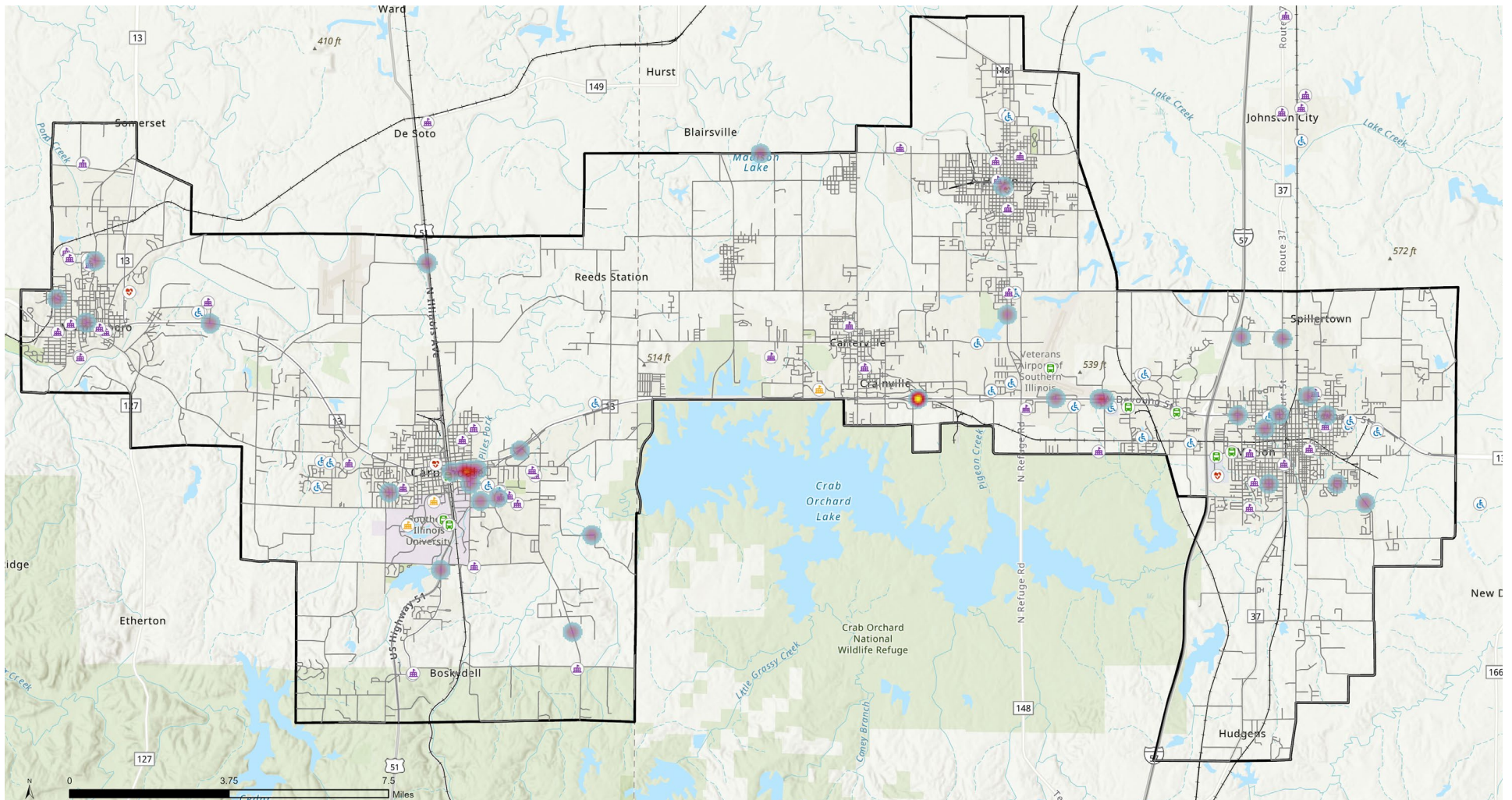
Pedestrian related crashes in the southern Illinois metropolitan area represent 4.8% (37) of the fatal and serious injury crashes on all roads. Similarly, pedestrian crashes on local roads (i.e. Municipal or County) in the area represents 6.0% (23) of the fatal and serious injury crashes. Pedestrian crashes on the local roads exceed statewide average but are below statewide average for state roads.

Other characteristics associated with pedestrian total crashes in SIMPO area include the following:

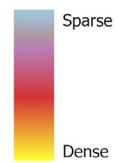
- + Younger drivers (16-20 years of age) and Old Drivers (65 years of age or older) combined account for 35% of pedestrian related crashes
- + Failure to yield account for 63% of pedestrian related crashes
- + Crashes in darkness account for 70% of pedestrian related crashes
- + Approximately 55% of pedestrian related crashes occur during summer months (May-September) with 45% occurring on weekends (Friday-Sunday)
- + Peak hours between 7pm to 11pm account for approximately 49% of pedestrian related crashes

Mitigating pedestrian crashes involves implementation of safety countermeasures that align with the following four approaches:

1. Drivers need to slow down approaching intersections, stay alert to avoid distractions and yield to pedestrians
2. Pedestrians need to use crosswalks, stay visible, avoid distractions, and follow traffic signals
3. Municipalities should improve lighting, add provide pedestrian accommodation (e.g., sidewalks, crosswalk) and enforce traffic laws
4. Reduce the crash severity



Pedestrian Crash



- Transit Stop
- School
- Nursing Home
- Hospital
- College

- MPO Roads
- Railroad
- SIMPO

**Focus Areas - Pedestrians
Fatal and Serious Injury Crashes**



Figure 22 Heat map of Pedestrian Related KA Crashes in SIMPO'S Jackson and Williamson County Areas



FOCUS AREA: IMPAIRED ROAD USERS

Impaired road users are defined as operating a vehicle under the influence of alcohol, drugs (illegal or legal) or both. Several contributing factors include:

- + Reduced Reaction Time & Awareness: Impaired drivers take longer to respond to traffic signals, hazards or other sudden changes on the road.
- + Poor Judgement & Decision Making: Alcohol and drug use impair judgement, leading to reckless behavior like speeding, running red lights or unsafe lane changes.
- + Decreased Coordination: Physical impairment affects motor skills, making it harder to steer, brake and accelerate properly.
- + Risk Taking Behavior: Some substances increase confidence and aggression, leading to dangerous maneuvers.



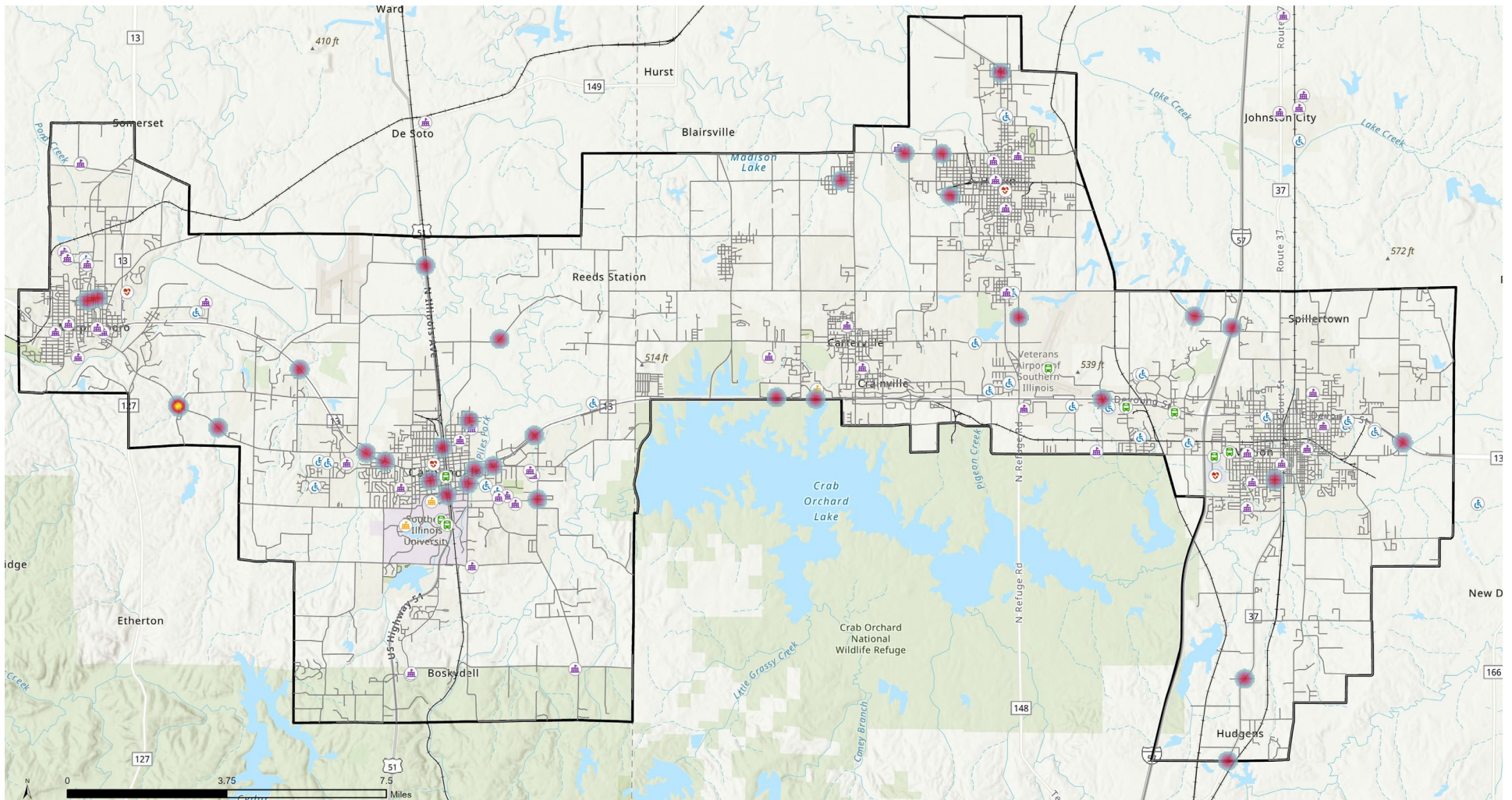
Impaired road user crashes in the southern Illinois metropolitan area represent 4.9% (38) of the fatal and serious injury crashes. Similarly, impaired road user crashes on local roads (i.e. Municipal or County) in the area represents 4.7% (18) of the fatal and serious injury crashes. Impaired road user crashes are below the statewide average.

Other characteristics associated with impaired road user related to total crashes in SIMPO region include the following:

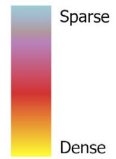
- + Distractions, lack of occupant restraints, and speeding/aggressive driving account for 82% of impaired driving related crashes.
- + Driving too fast for conditions, disregarding traffic control devices, and failure to yield account for 53% of impaired driving related crashes
- + Approximately 55% of impaired driving related crashes involved fixed objects
- + Not divided roadways account for 61% of impaired driving related crashes
- + Approximately 59% of impaired driving related crashes involved drivers between the ages of 25-40
- + Crashes in darkness account for 65% of impaired driving related crashes
- + Approximately 45% of impaired driving related crashes occurred during summer months (May-September) with 45% occurring on weekends (Friday-Sunday)

Mitigating impaired road user crashes involves implementation of safety countermeasures that align with the following three approaches:

1. Strict DUI checkpoints and sobriety tests, zero tolerance laws and harsher penalties
2. Public awareness and education, anti-drunk driving campaigns, and employer/workplace programs
3. Reduce the crash severity



Impaired Driver



- Transit Stop
- School
- Nursing Home
- Hospital
- College

- MPO Roads
- Railroad
- SIMPO

Focus Areas - Impaired Driver Fatal and Serious Injury Crashes



Figure 23 Heat map of Impaired Driver Related KA Crashes in SIMPO'S Jackson and Williamson County Areas

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 systemic analysis allows decision makers to understand what types of locations should be prioritized for future investments. Below is systemic analysis conducted for facility type severity, mode severity, crash type severity, and characteristic features for both intersections and segments.

FACILITY TYPE SEVERITY

In the SIMPO area the functional classification was looked at to determine where most fatal and serious injury crashes occurred. *Table 17* shows the breakdown of the functional classification by severity (KA) crashes for both intersection and segments. The top three functional classifications were, other principal arterial, major collector and minor arterial that accounted for fatal and serious injury crashes for both intersections and segments. However, intersections had a higher fatal and serious crash frequency in other principal arterials while segments were minor arterial that had a higher fatal and serious crash frequency.

FUNCTIONAL CLASSIFICATION	Intersections				Segments			
	K	A	Total	%	K	A	Total	%
Other Principal Arterial	2	51	53	30%	2	24	26	20%
Major Collector	1	36	37	21%	1	21	22	17%
Minor Arterial	1	35	36	20%	8	21	29	22%
Local Road or Street	4	30	34	19%	1	20	21	16%
Minor Collector	1	8	9	5%	0	4	4	3%
Blank	0	5	5	3%	2	17	19	15%
Interstate	0	2	2	1%	2	6	8	6%
Total	9	167	176	100%	16	113	129	100%

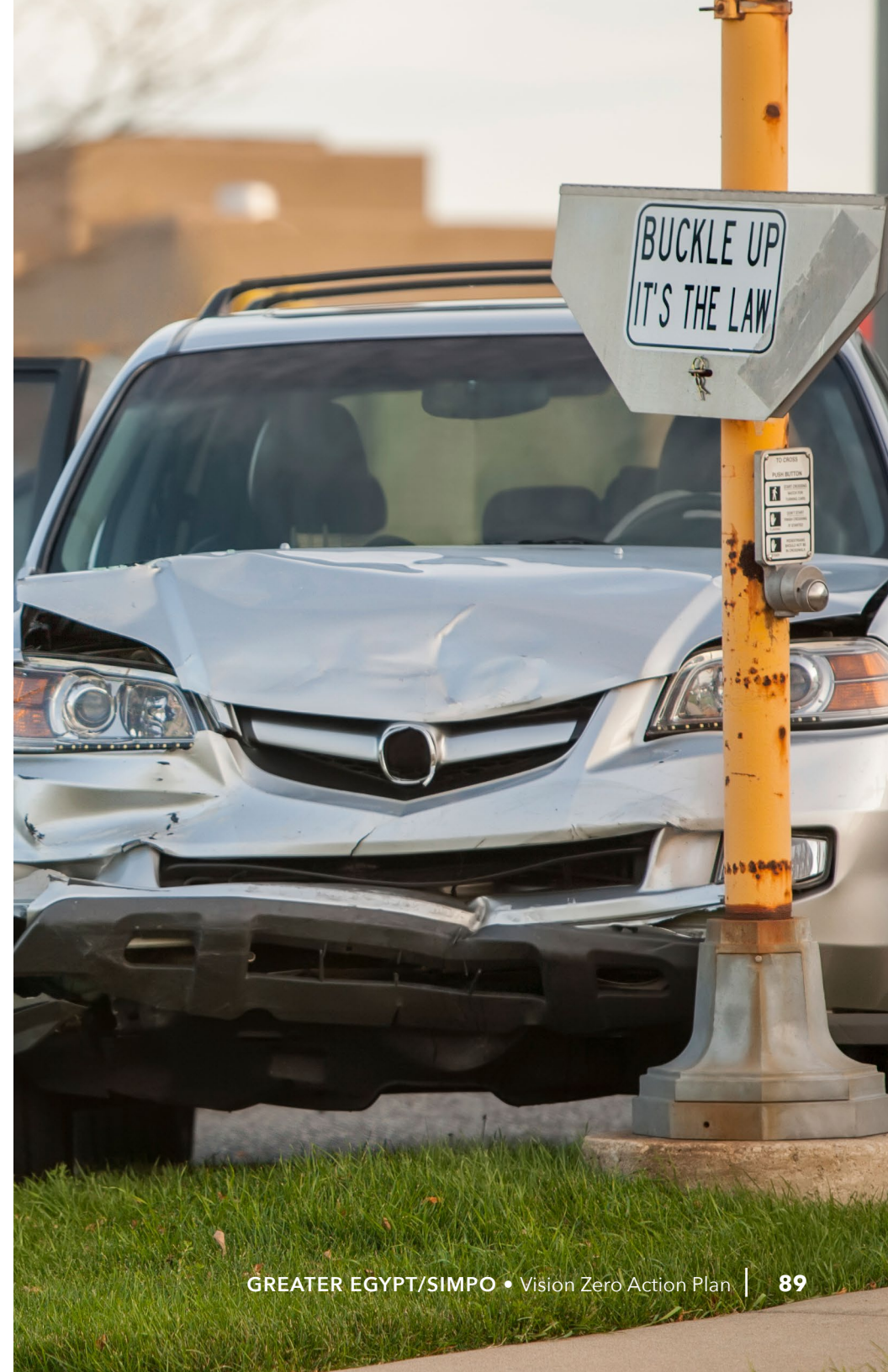
Table 17 Systemic Intersections and Segments by Functional Classification

CRASH TYPE ANALYSIS (MOTOR VEHICLE CRASHES)

In the SIMPO area between 2018 and 2022, the most common crash type in SIMPO was Fixed Object crashes, making up 26% of fatal and serious injury crashes. During that same period, Turning and Angle crashes made up 37% of fatal and serious injury crashes combined. Lastly, Pedestrian accounted for 12% 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	3	46	49
Turning	2	35	37
Angle	0	33	33
Pedestrian	4	18	22
Front to Rear	0	8	8
Overtaken	2	7	9
Rear End	0	7	7
Sideswipe Same Direction	0	3	3
Pedalcyclist	1	4	5
Other Non-Collision	2	0	2
Front to Front	0	3	3
Animal	0	1	1
Other Object	0	2	2
Parked Motor Vehicle	1	3	4
Sideswipe Opposite Direction	1	2	3
Head On	0	1	1
TOTAL	16	173	189

Table 18 Crash Type by Severity (KA)



HIGH RISK FEATURE ANALYSIS: INTERSECTIONS

Specific intersection features were identified across different intersection types within SIMPO and compared to determine characteristics to prioritize locations. Based on data quality and available data for intersections, the following features were included in the analysis:

- + Average Annual Daily Traffic (AADT)
- + Functional Classification
- + Road System (Local vs. State)
- + Traffic Control (i.e. signalized or stop controlled)
- + Number of legs

Characteristics that stood out from the analysis were:

- + Unsignalized intersections
- + Urban minor stop controlled with 3 legged intersections
- + Urban minor stop controlled with 4 legged intersections

Tier Results

A risk factor value was applied to the intersections based on functional class and the number of crashes of the features discussed above divided by the total number of crashes within that functional classification to obtain a relative risk for each location. The tier categories were distributed in three categories: High, Medium and Low. The high tier category resulted in 172 (5%) intersection locations, The medium tier category resulted in 1,050 (34%) intersection locations, and the low tier category resulted in 1,893 (61%) intersection locations within southern Illinois metropolitan area. *Figure 24* shows the locations of the intersection tiers.

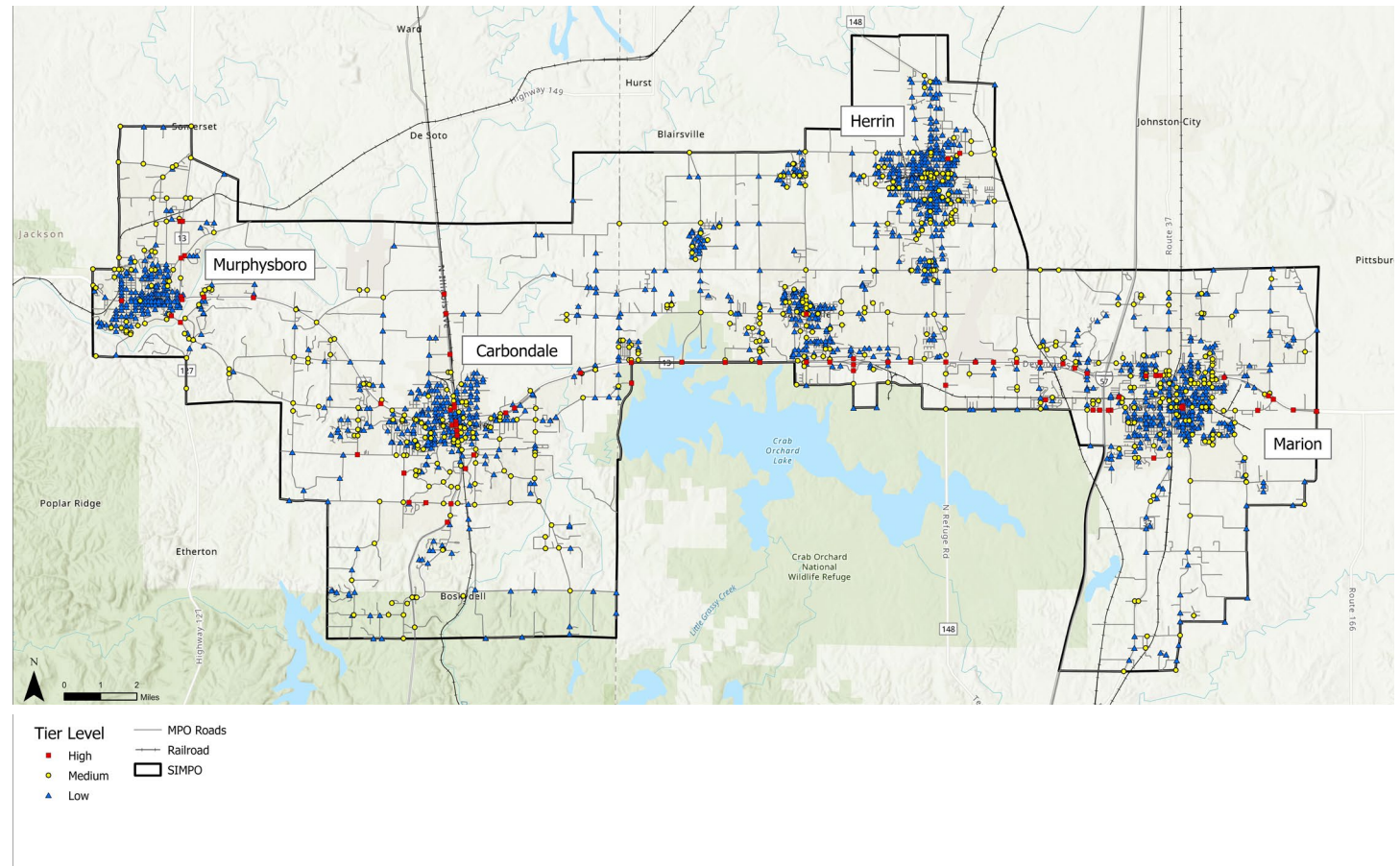


Figure 24 Systemic Intersection Tier Locations

HIGH RISK FEATURE ANALYSIS: SEGMENTS

Specific roadway segment features were identified across different facility type roadways within SIMPO and compared to determine characteristics to prioritize locations. Based on data quality and available data for intersections, the following features were included in the analysis:

- + Average Annual Daily Traffic (AADT)
- + Functional Classification
- + Road System (Local vs. State)
- + Number of lanes
- + Lane widths
- + Shoulder widths

Characteristics that stood out from the analysis were:

- + Other principal Arterial and Minor Arterials
- + 2 lane roadways
- + Lane widths of 12 ft or less
- + Shoulder width of 4 ft or less

Tier Results

A risk factor was applied based on functional class and the number of crashes of the features discussed above divided by the total number of crashes within that functional classification to obtain a relative risk for each location. The tier categories were distributed in three categories: High, Medium and Low. The High tier category resulted in 224 segment locations which account for 26 miles, The medium tier category resulted in 1,247 segment locations which account for 176 miles, and the low tier category resulted in 4,688 segment locations which account for 604 miles within SIMPO boundary. *Figure 25* shows the segment tiers.

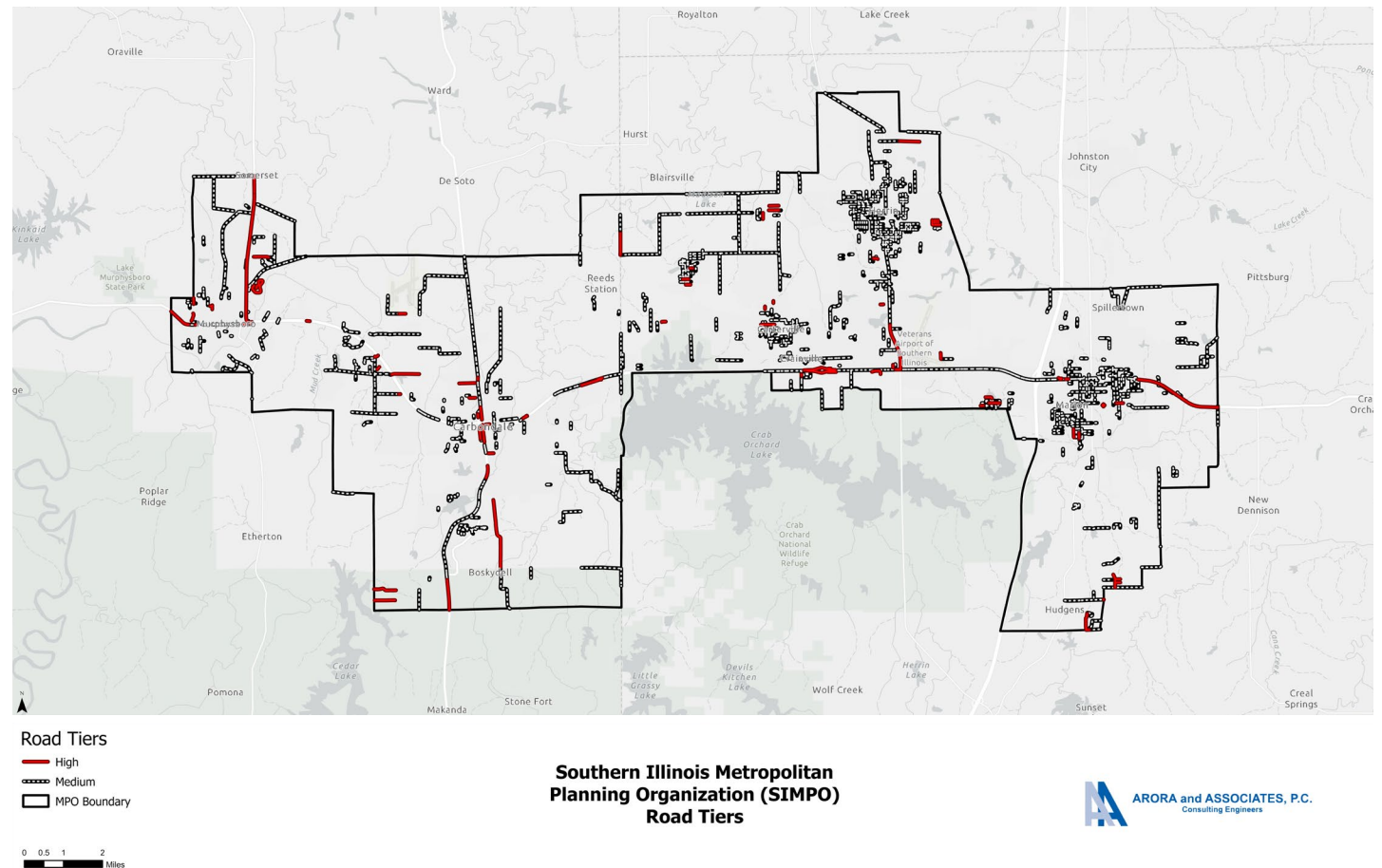


Figure 25 Systemic Segment Tier Locations



Priority Corridors & Intersections

METHODOLOGY

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

DATA PREPARATION

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

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

CRASH 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 15 (9%) intersection locations (See Table 19), The medium tier category resulted in 71 (43%) of intersection locations, and the low tier category resulted in 79 (48%) intersection locations within SIMPO boundary. *Figure 26* shows the Intersections tiers locations.

Intersection ID	Major Road	Minor Road	Crash Count	K	A	B	Weighted KAB Crashes	Tier Weight
18	DILLINGER RD	RUSSELL RD	1	1	0	0	25.0	High
164	S WALL ST	E COLLEGE ST	1	1	0	0	25.0	High
2713	S MECHANIC ST	ALLEN AVE	1	1	0	0	25.0	High
3395	N COURT ST	BELL LA	1	1	0	0	25.0	High
3441	N 14TH ST	SUBURBAN DRIVE	1	1	0	0	25.0	High
3512	DEYOUNG ST	N OTIS ST	1	1	0	0	25.0	High
3227	Unknown	FOX RD	2	1	1	0	17.5	High
3622	Unknown	BAINBRIDGE TRAIL	2	1	1	0	17.5	High
3477	EAST DIAGONAL	PROFESSIONAL PARK DR	3	1	2	0	15.0	High
3229	Unknown	FREEDOM RD	2	1	0	1	15.0	High
3541	OLD RT 13	OLD ROUTE 13	2	1	0	1	15.0	High
3616	Unknown	WATSON RD	3	1	1	1	13.3	High
3636	PARK AVE	CHERRY ST	3	1	0	2	11.7	High
3652	Unknown	W STRIEGEL RD	3	1	0	2	11.7	High
3632	PARK AVE	E. MONROE ST	4	1	1	2	11.3	High

Table 19 Crash Frequency High Tier Intersection Locations

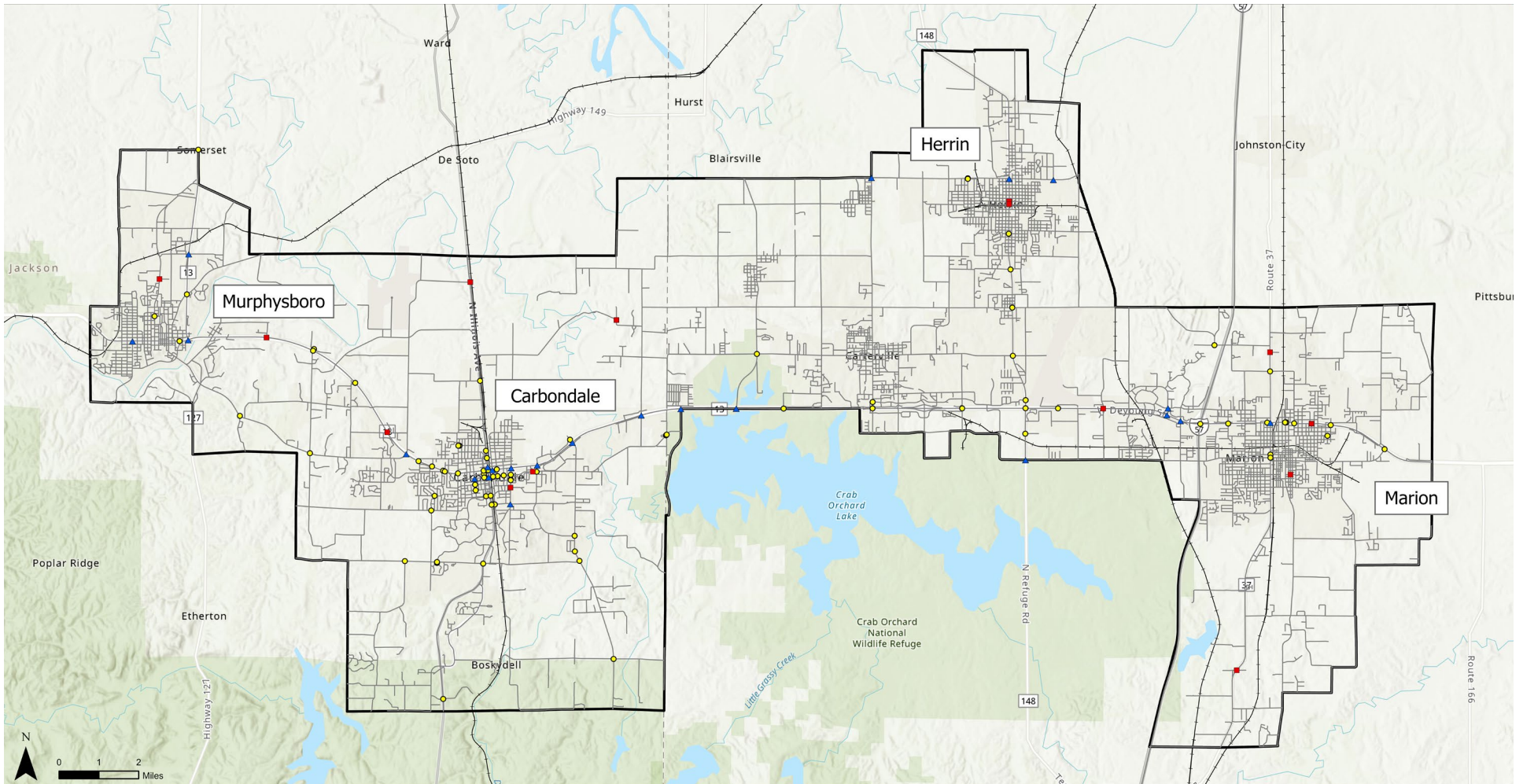


Figure 26 KAB Crash Frequency Intersection Locations

- | | |
|--------------------|----------------|
| Tier Weight | — MPO Roads |
| ■ High | - - - Railroad |
| ● Medium | ▭ SIMPO |
| ▲ Low | |



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 16 (20%) intersection locations (See Table 20), The medium tier category resulted in 25 (32%) of intersections locations, and the low tier category resulted in 38 (48%) of intersections locations within SIMPO boundary. Figure 27 shows the segment tiers locations.

Road Segment ID	Road Name	Municipality	Tier Weight
Seg0111	TERMINAL DR	Williamson County	High
Seg0014	ALLEN AVE	Marion	High
Seg0115	W GRANGE HALL RD	Jackson County	High
Seg0081	PIN OAK DR	Williamson County	High
Seg0034	E CLARK TRAIL	Herrin	High
Seg0039	E PARK ST	Jackson County	High
Seg0032	DOGWOOD RD	Williamson County	High
Seg0006	IL 149	Murphysboro	High
Seg0016	BOYTON	Marion	High
Seg0021	CLIFFORD RD	Williamson County	High
Seg0077	OLD US 51	Herrin	High
Seg0007	IL 127	Murphysboro	High
Seg0020	CIVIC CIR BLVD	Marion	High
Seg0018	CARBON LAKE RD	Jackson County	High
Seg0019	CHAUTAUQUA RD	Carbondale	High
Seg0009	IL 13	Williamson County	High

Table 20 Crash Frequency High Tier Segment Locations

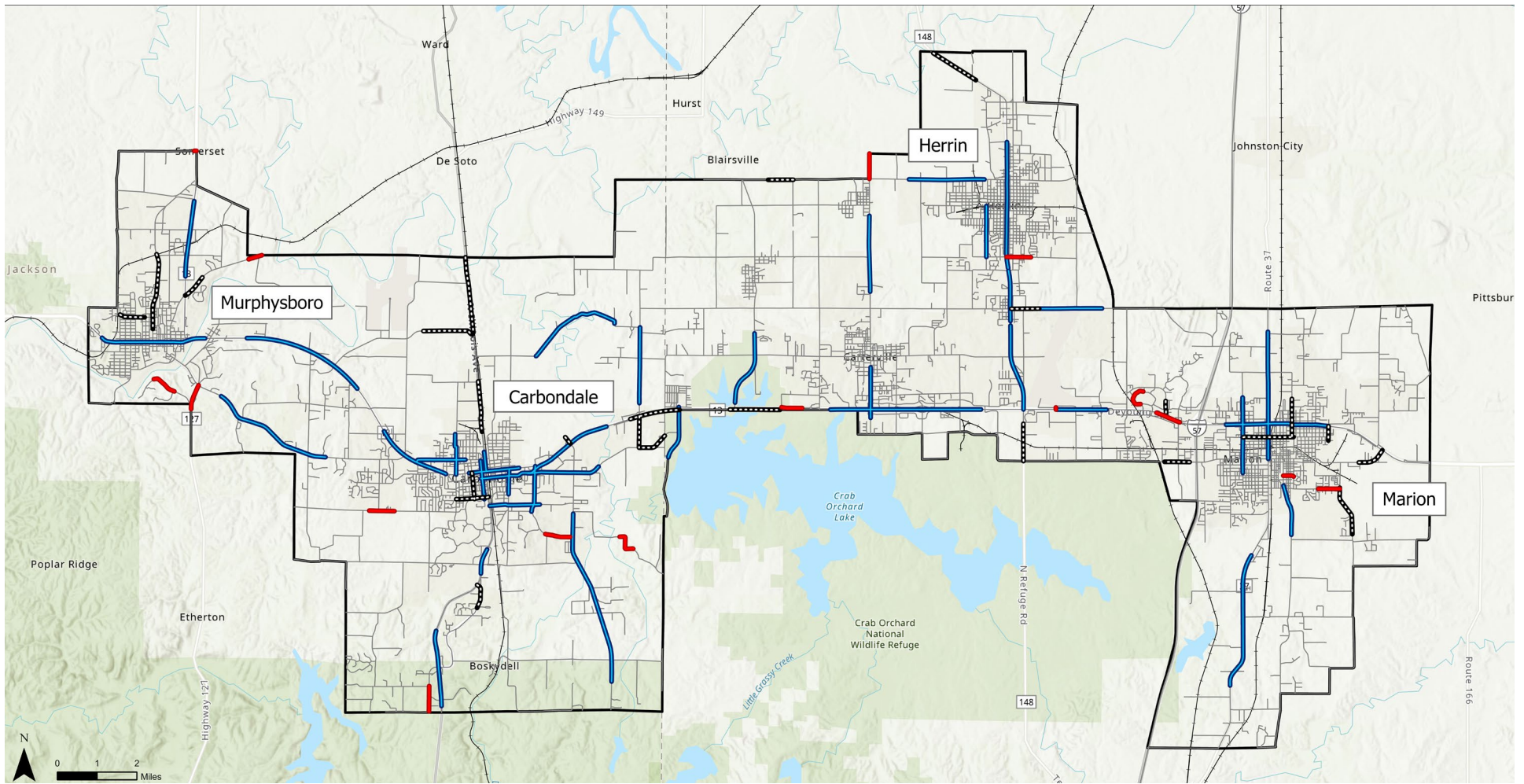


Figure 27 KA Crash Frequency Segment Locations

- | | |
|---------------|--------------|
| Ranked | — MPO Roads |
| High | --- Railroad |
| Medium | SIMPO |
| Low | |

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 high tier category resulted in 172 (5%) intersection locations, The medium tier category resulted in 1,050 (34%) intersection locations, and the low tier category resulted in 1,893 (61%) intersection locations within southern Illinois metropolitan area. *Figure 28* shows the priority intersection locations.

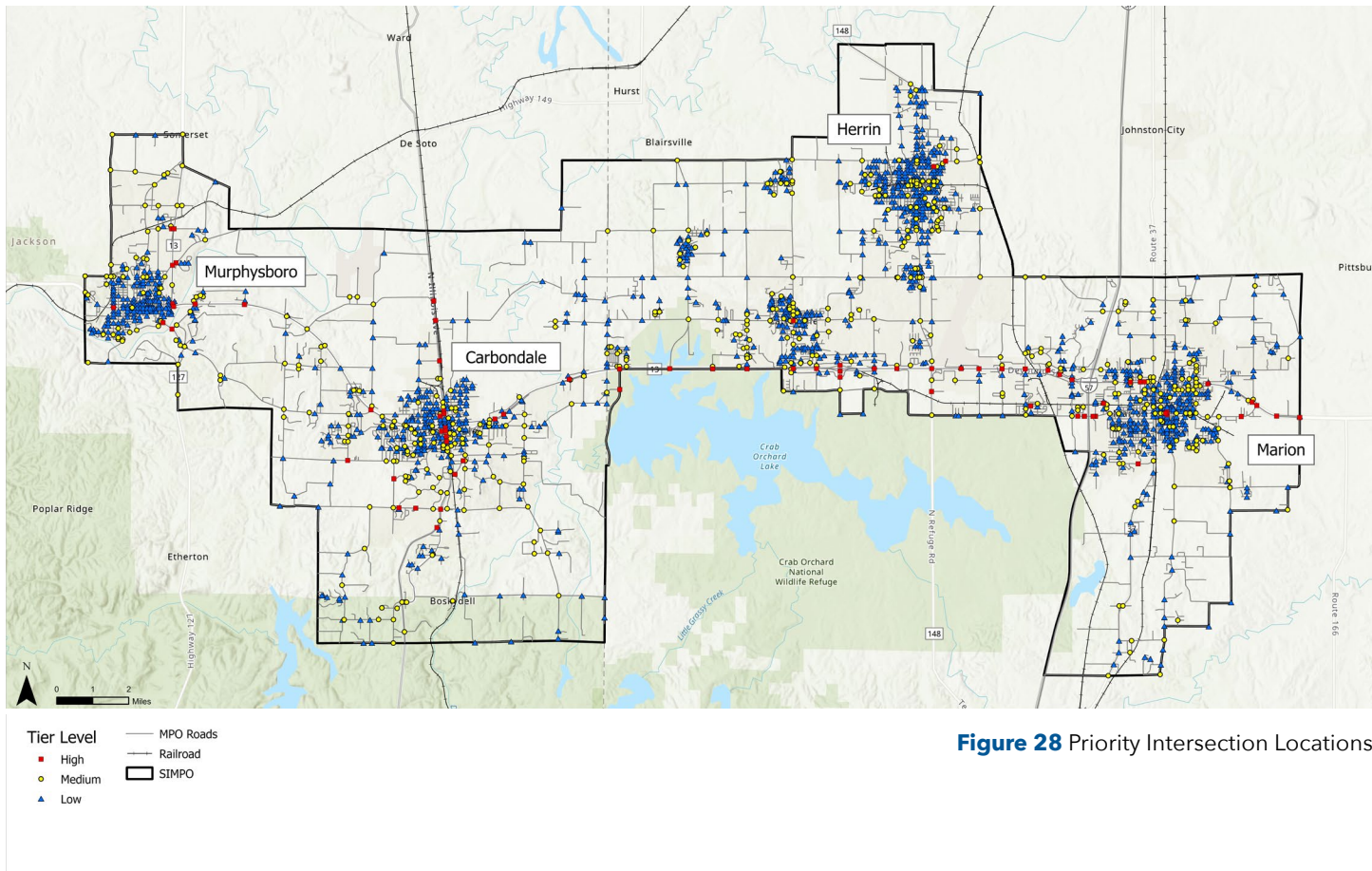


Figure 28 Priority Intersection Locations



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 7 High locations, 24 medium locations, and 55 low locations. Table 21 shows a list of locations that were identified for the High Tier and half of the locations of the medium tier.

Segment ID	Road Name	Beginning Station	End Station	County	Tier Levels		
					HIN	Systemic	Priority Corridor
Seg0018	Carbon Lake Rd	0	0.75	Jackson	High	Medium	High
Seg0021	Clifford Rd	2.51	2.65	Williamson	High	Medium	High
Seg0032	Dogwood Rd	0.16	0.26	Jackson	High	Medium	High
Seg0060	N Illinois Ave	14.63	14.68	Jackson	Medium	High	High
Seg0034	Park Ave	0.17	0.23	Williamson	High	Medium	High
Seg0115	W Grange Hall Rd	0	0.51	Jackson	High	Medium	High
Seg0001	IL 13	8.9	8.91	Jackson	Low	High	Medium
Seg0002	US 51	8.29	8.31	Jackson	Medium	Medium	Medium
Seg0016	Boyton	0.13	0.22	Williamson	High	Low	Medium
Seg0018	Carbon Lake Rd	0	0.75	Jackson	High	Low	Medium
Seg0019	Chautauqua Rd	4.17	4.2	Jackson	High	Low	Medium
Seg0020	Civic Cir Blvd	0	0.26	Williamson	High	Low	Medium
Seg0028	Deyoung St	11.27	11.3	Williamson	Low	High	Medium
Seg0034	E Clark Trail	0.41	0.78	Williamson	High	Low	Medium
Seg0037	E Main St	6.36	6.88	Williamson	Medium	Medium	Medium
Seg0039	E Park St	0	0.16	Jackson	High	Low	Medium
Seg0050	East Diagonal	16.57	16.6	Jackson	Low	High	Medium
Seg0048	Herrin Rd	0.14	0.56	Williamson	Medium	Medium	High

Table 21 Priority Corridor Segment Locations for High and Medium Tiers

Figure 29 shows the Priority Corridors for High, Medium and low tier locations in the southern Illinois metropolitan area.

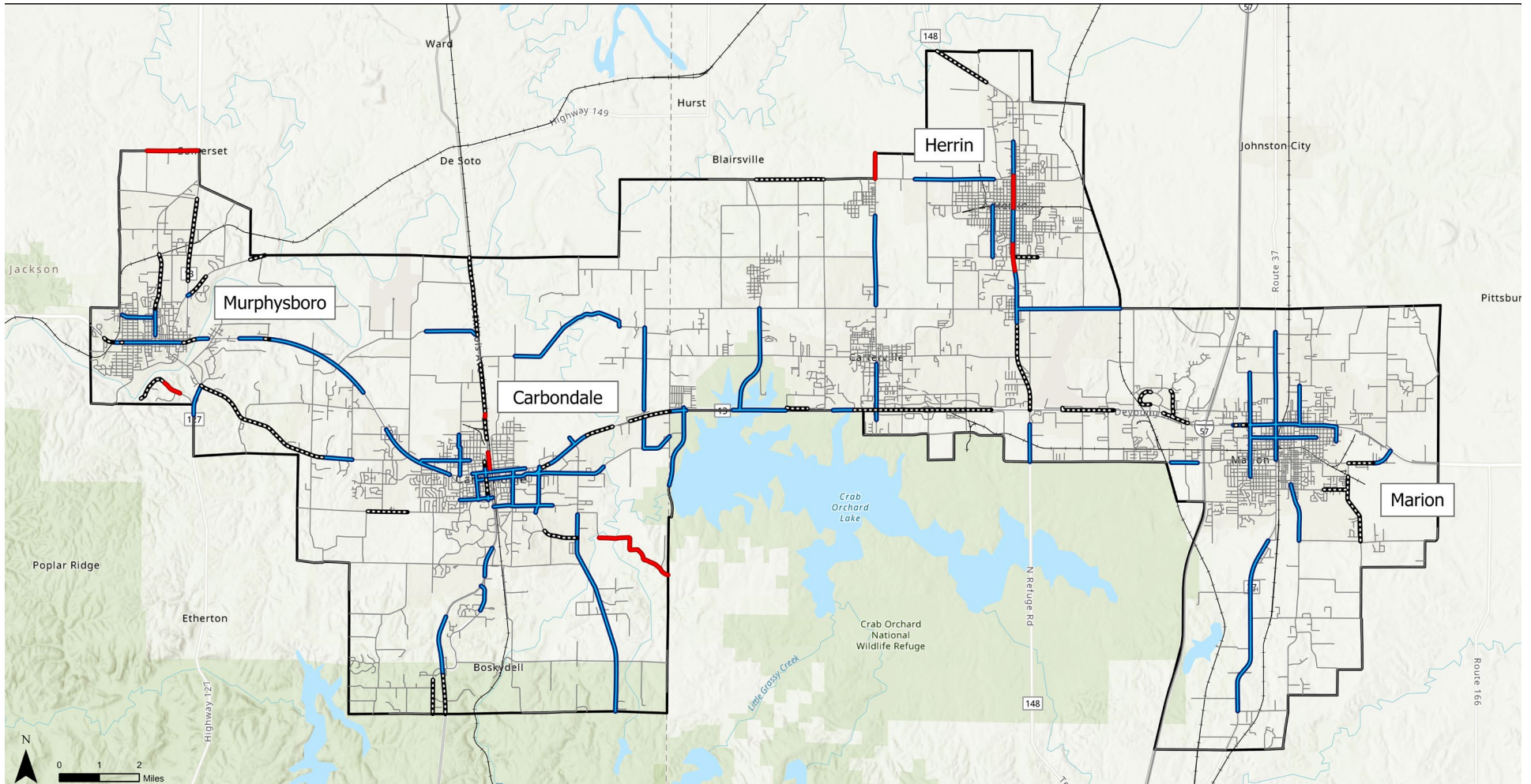


Figure 29 Priority Corridor Locations

- | | |
|-------------|-------------|
| Tier | — MPO Roads |
| — Low | — Railroad |
| --- Medium | ▭ SIMPO |
| — High | |

SITE VISITS

While navigating the local roadway system within the SIMPO area, it was observed that roadway striping was often worn and/or faded, and some signage was not MUTCD compliant. Of the signage issues observed included, signage mounted too high or signs smaller than MUTCD minimums. As an example, the yield sign for the westbound approach to W. Boulevard Street & Russel Street roundabout in Marion was mounted 7-8 feet high. This made sign visibility difficult while at the yield bars. A stop sign at E Boulevard & Russell Streets in Marion appeared to be undersized. Lastly, the mast arm street sign text appeared to be small and could be difficult to see as many routes in the area are 40 mph posted speed limits and greater.

Sidewalk and pedestrian facilities throughout the area fluctuated in availability and ADA compliance. ADA ramps were present at most intersections; however, the use of truncated domes was typically only seen at signalized intersections along the state routes. In addition, conventional crosswalk striping was present at most intersections and high-visibility crosswalks were typically observed at recently improved intersections and W. Walnut Street (EB IL Route 13) in Carbondale.

Signalized intersections along State Routes had yellow reflectorized backplates for all traffic signal heads and lighting. However, pedestrian accommodations appear to be discouraged based on the lack of sidewalks, crosswalks, ADA ramps, and pedestrian signal heads even when commercial districts are present on both sides of the roadway. It should be noted that the City of Carbondale does have pedestrian accommodation within the downtown area along IL Route 13 and at a few intersections along the multi-use path that parallels Route 13.

Along some of the more rural routes within SIMPO the No Passing Signs were missing within the double yellow no passing zones. In addition, paved shoulders were narrow, or non-existent and centerline rumble strips were uncommon.

Areas of Persistent Poverty and Underserved Communities

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

- + All of Jackson County.
- + Six U.S. Census tracts within southern Illinois metropolitan area-Williamson County.
 - Cartersville (partial)
 - Crainville (partial)
 - Dewmaine
 - Herrin (partial)
 - Marion (partial)

Figure 30 illustrates these areas and the priority corridors and intersections. Several of the identified priority corridors and intersections are fully located within the areas that are considered as underserved.

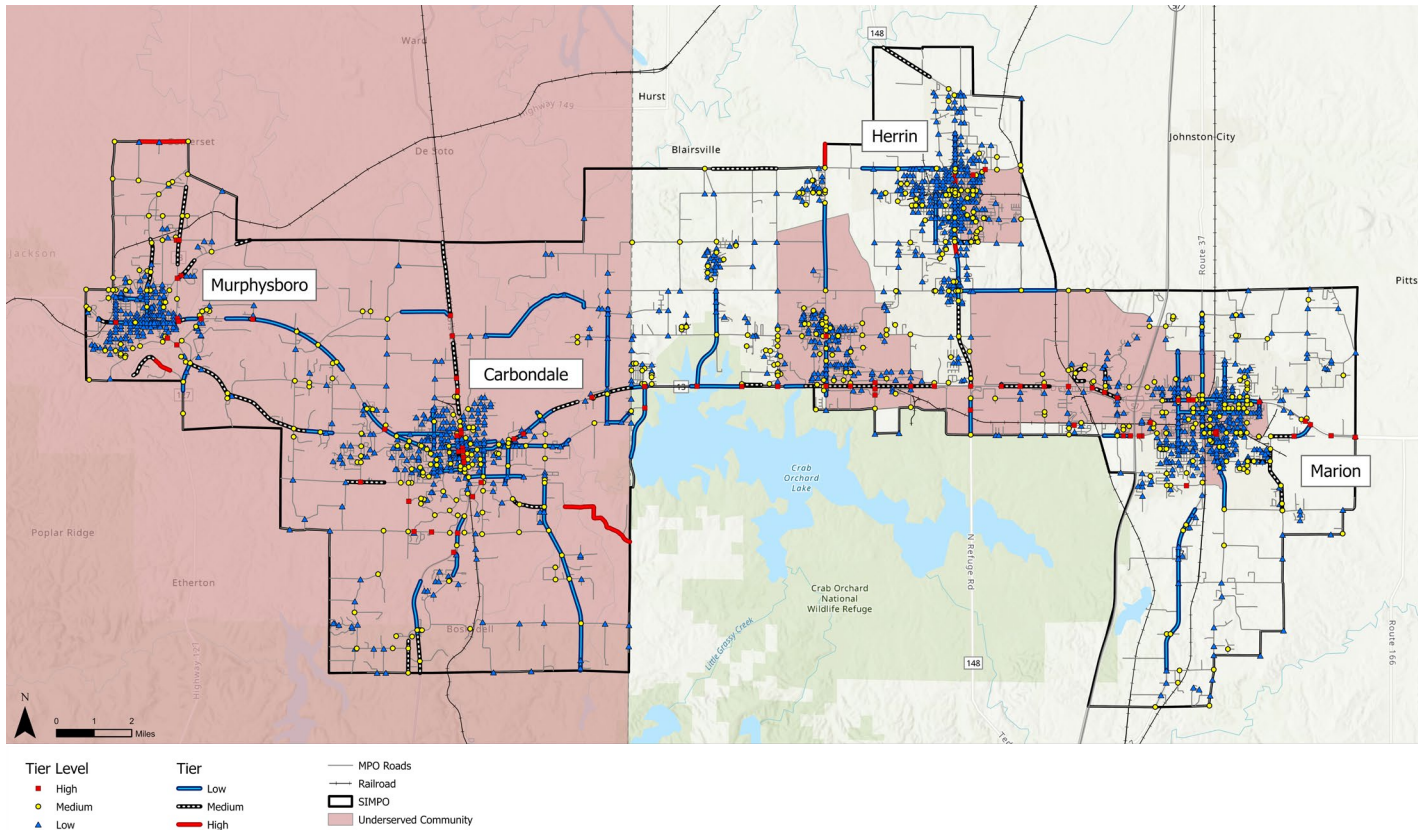
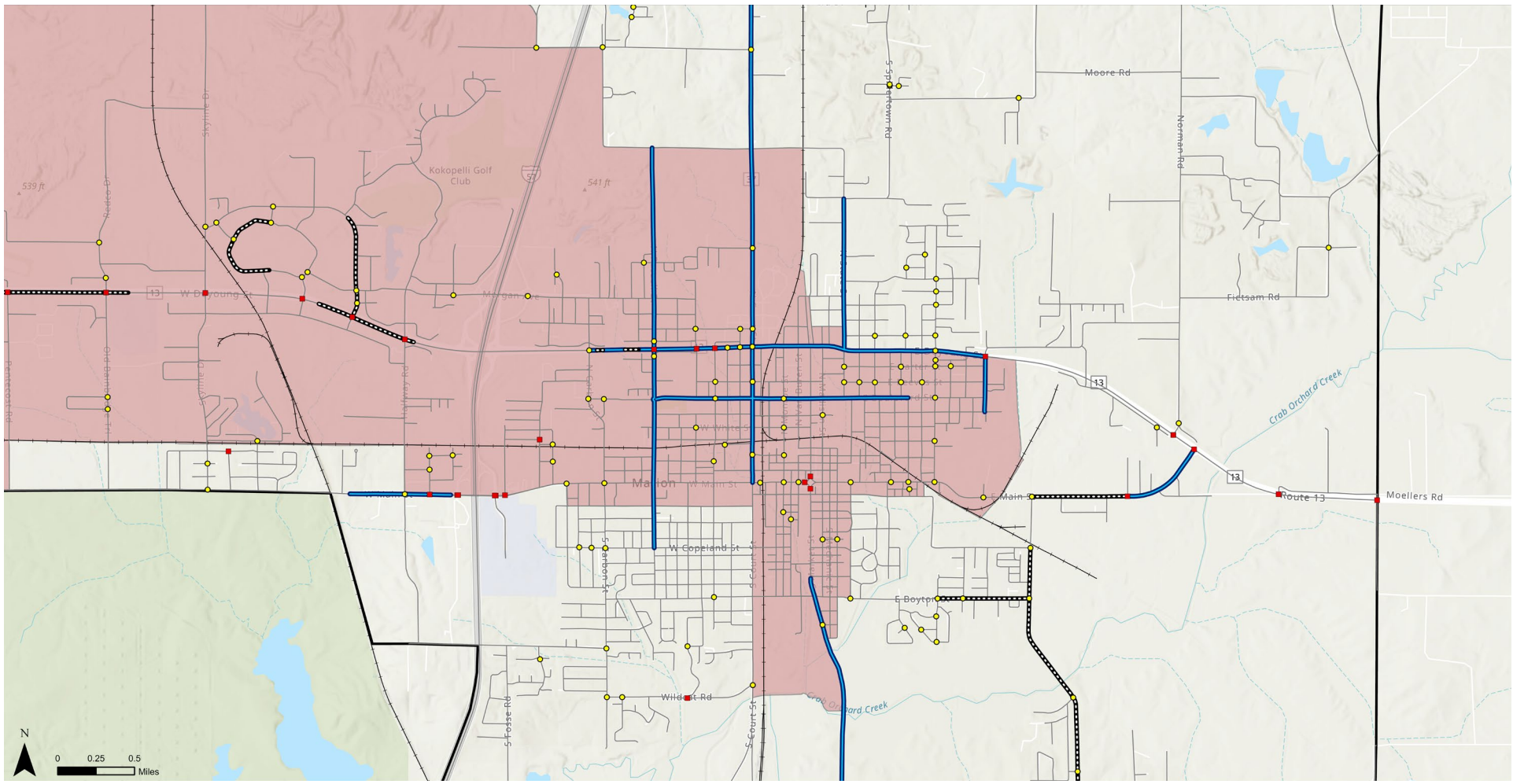
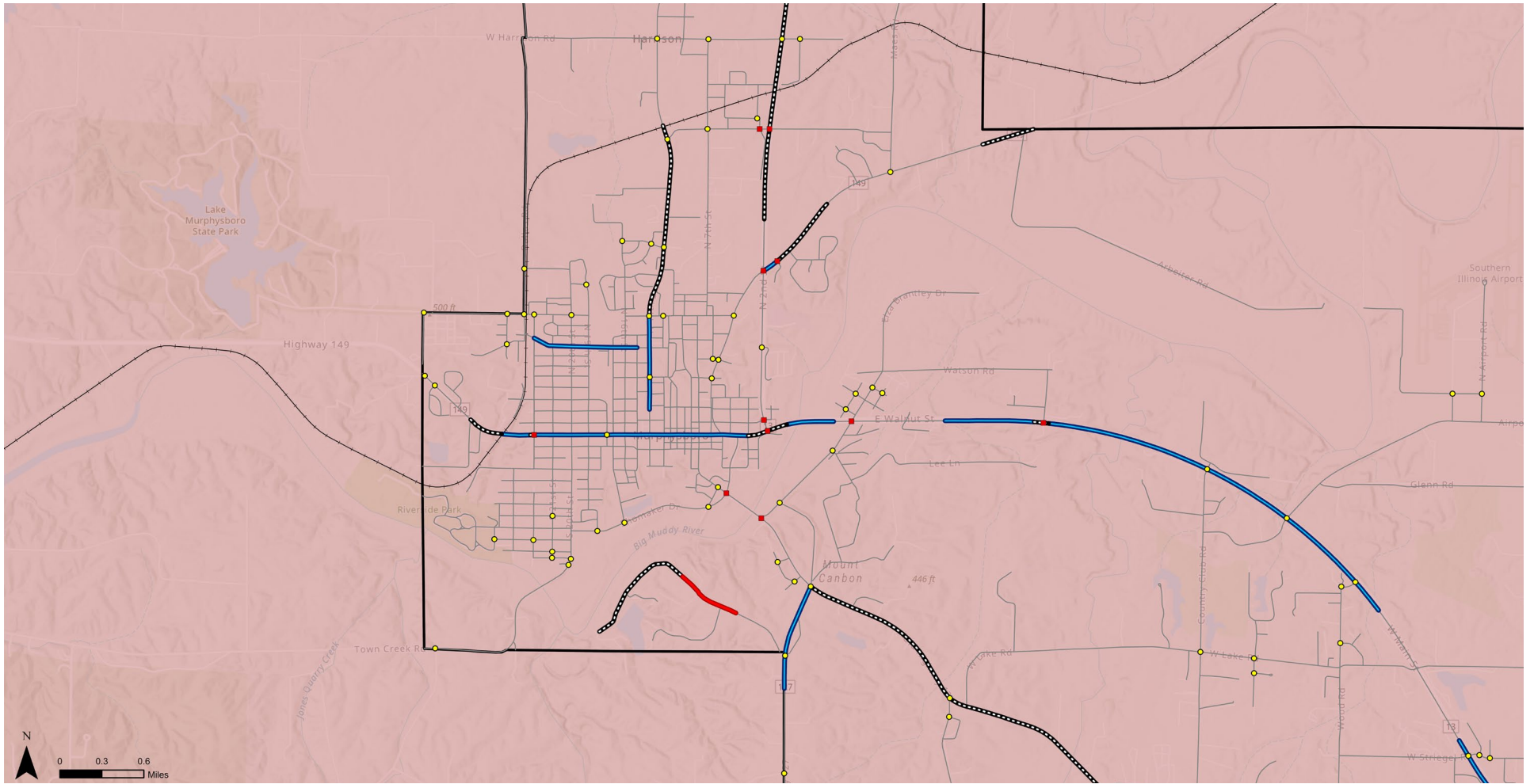


Figure 30 Areas of Persistent Poverty and Underserved Communities- Priority Corridors and Intersections



- | | | |
|-------------------|--------------|-------------------------|
| Tier Level | Tier | — MPO Roads |
| ■ High | — Low | —+— Railroad |
| ● Medium | - - - Medium | ▬ SIMPO |
| | — High | ■ Underserved Community |

Marion



Murphysboro

Tier Level

- High
- Medium

Tier

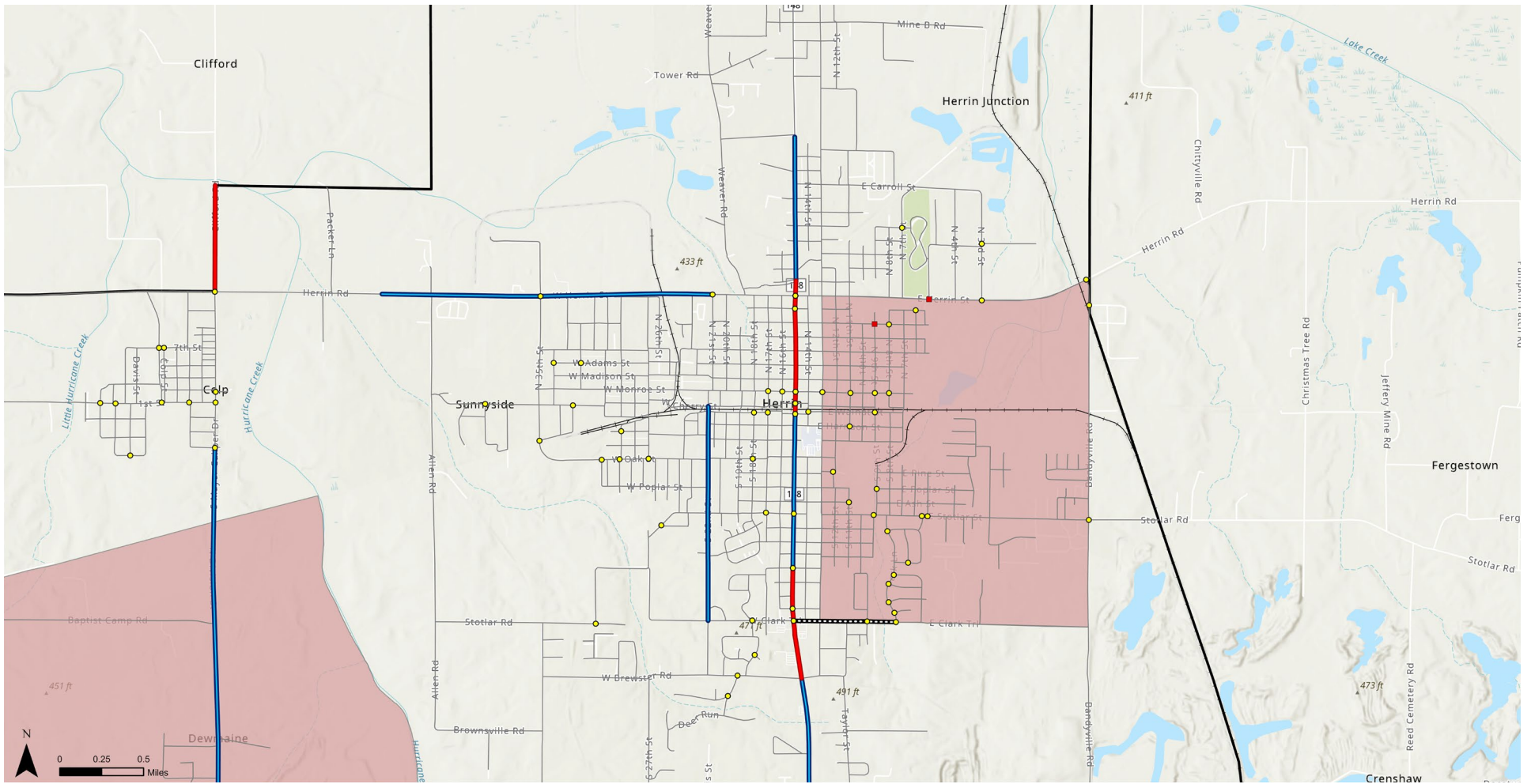
- Low
- Medium
- High

MPO Roads

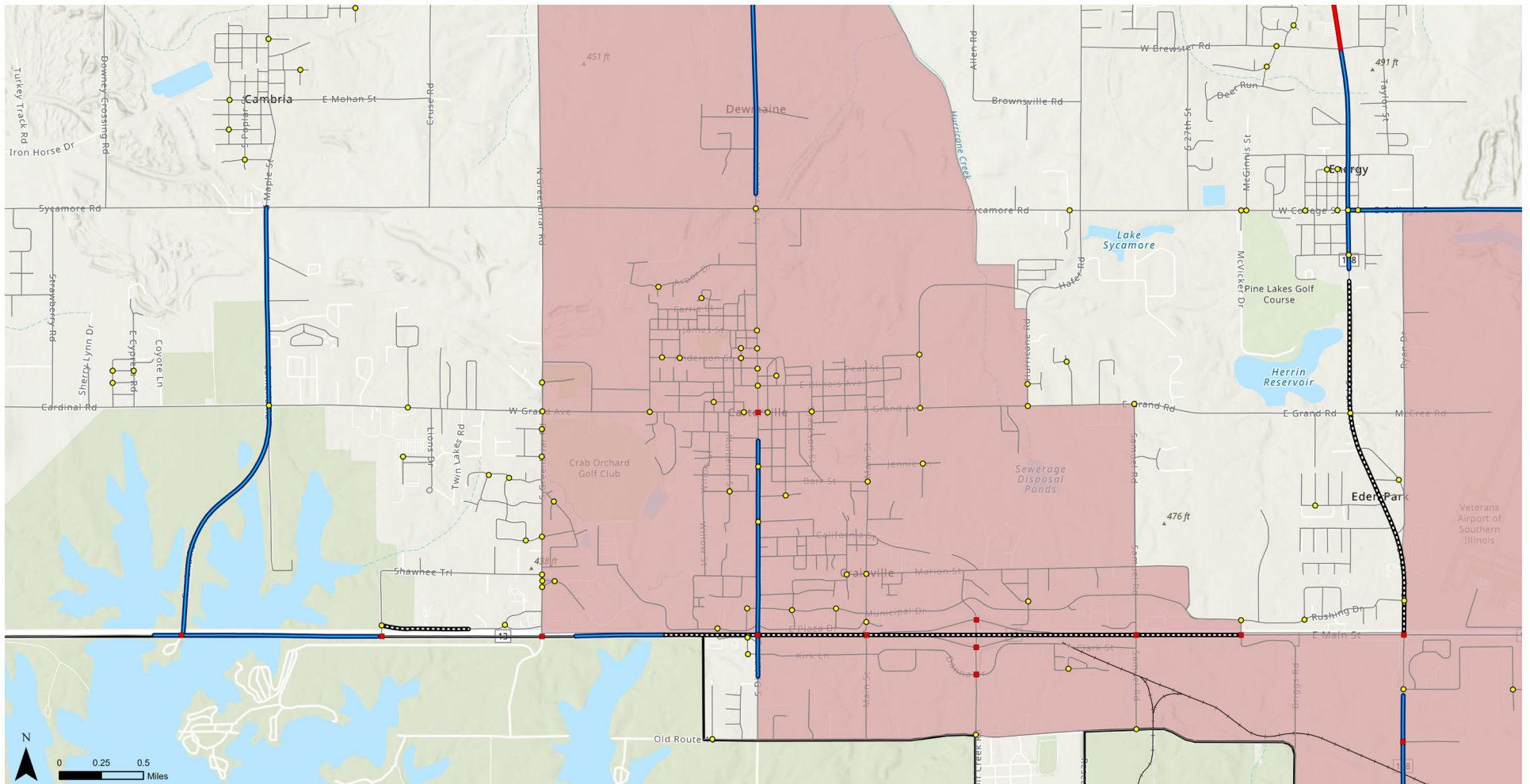
— Railroad

— SIMPO

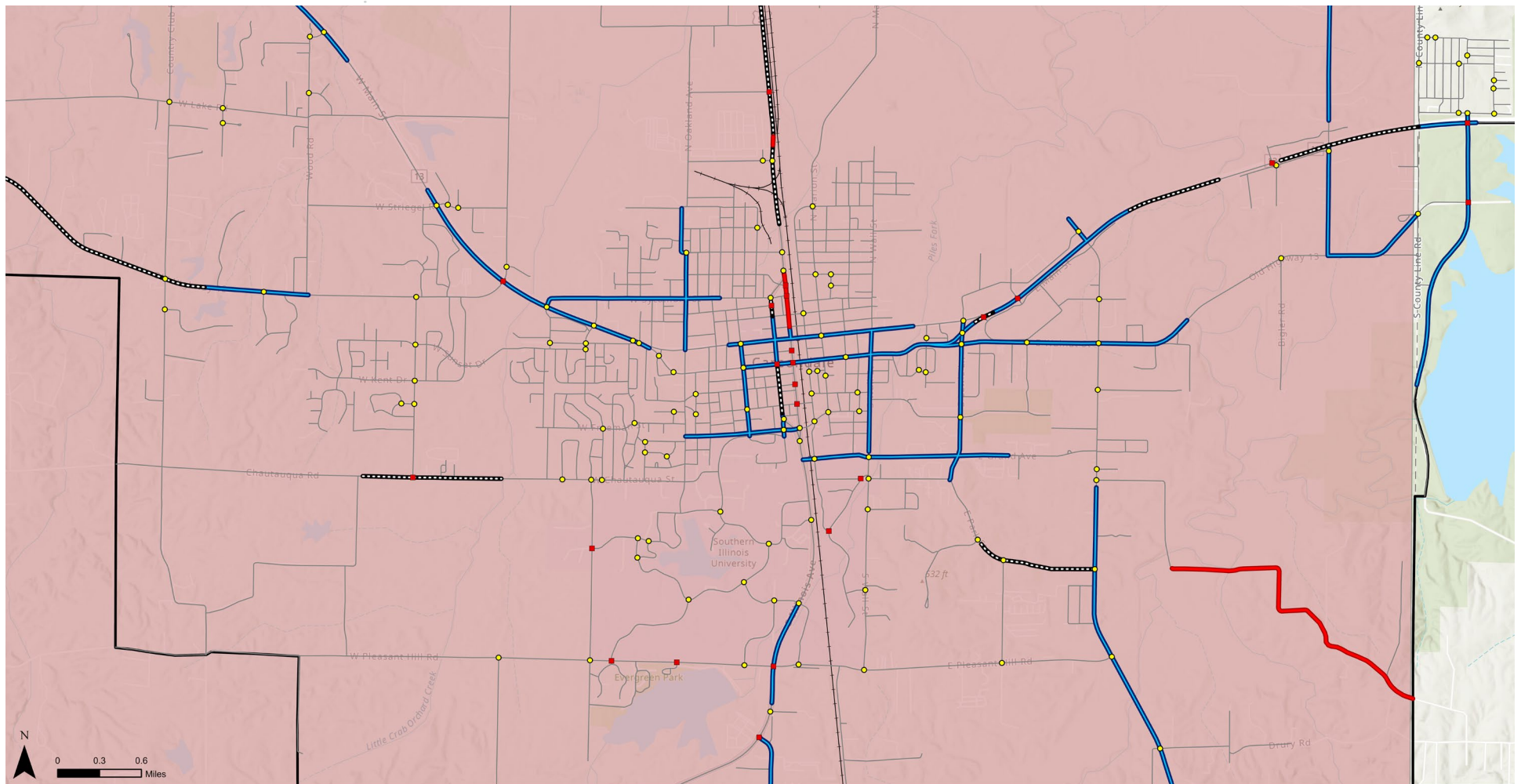
— Underserved Community



Herrin



Carterville



Carbondale

- | | | |
|-------------------|-------------|-------------------------|
| Tier Level | Tier | — MPO Roads |
| ■ High | — Low | — Railroad |
| ● Medium | — Medium | ▭ SIMPO |
| | — High | ■ Underserved Community |

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

Furthermore, the cost burden associated with the percentage of household income spent on transportation expenses (e.g., auto ownership and maintenance, commuting, transit) is high. There are Census tracts in this area where over 40% of the population in the tract are at or below 200% of the federal poverty line. This has been further compounded by the decommissioning of the SIMPO which has resulted in significant loss of funding to provide for services that would address some of these challenges and needs.

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 and 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 species), 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 the southern Illinois metropolitan area. These strengthen and expand the current collaborative efforts, leverage limited resources, formalize practices, and support legislative changes.

HIGH SCHOOL ROAD SAFETY CAMPAIGNS

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

Recommendations:

Expand the Williamson County Traffic Safety Days program to include all of the southern Illinois metropolitan area communities and rural Jackson County. 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.



Figure 31 Memorial Display (Source: The Purple Clarion; Richard Dwyer)

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 reach 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. Support the development of a mobile ambulance training classroom. This would provide realistic medical intervention training as part of their formal class room education.
2. Investigate and encourage accreditation of John A. Logan College (JALC) and other regional community colleges to facilitate increase availability of EMT/EMS training
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.



ELECTRIC BICYCLES, SCOOTERS, AND MOPEDS

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

Recommendations:

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

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, widening the roadway and adding paved shoulders is challenging due to funding availability, right of way needs, and ancillary construction needed (e.g., drainage, side roads, driveways). The horse drawn buggies travel at slow speeds (around 10 mph) and while professionally trained horses are primarily used, these animals may be spooked. These animals Individuals operating these vehicles are not required to be licensed and may be younger children. While the buggy may have signs or reflectors to increase its visibility at night, horses may be dark and 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 the Greater Egypt region. Research has shown that as vehicle speeds increase, the survivability of a crash decreases, especially with pedestrians and bicyclists.

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

Recommendations:

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

- + Adopt and implement IDOT's new speed limit setting policy.
- + Assess and evaluate speed limits on roadways where speeding is a factor and also where there is higher pedestrian and bicyclist activity, especially in areas where there are pedestrian generators (e.g., restaurants, hospitals, shopping areas, convenience stores).
- + Develop a Speed Display policy/guidance document reflecting implementation, 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.
- + Explore legislation to allow the use of speed safety cameras in the southern metropolitan area.

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 swabs 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 legislation by Jackson and Williamson Counties and their communities 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 and Williamson Counties and their communities to facilitate the establishment of law can lead to ultimately reducing fatal and serious injury crashes.

Safety Strategies

In collaboration with our stakeholders, we evaluated the results of the data analysis, the safety concerns, and priorities of the region, and established the strategies and action items represented in this VZAP with consideration of the Safe System Approach. Each Safe System element: Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care acts as the pillar for which implementation occurs. Our VZAP emphasis areas and focus areas, strategies, and action items align with the Safe System elements which when implemented with leadership and partnership support and input will achieve the Southern Illinois metropolitan area 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 Offices⁵ contains star ratings to measure the effectiveness of behavior-related (education and enforcement) countermeasures that are used most regularly by State Highway Safety Offices.

⁸https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf

⁹<http://www.cmfclearinghouse.org/>

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 ($100 \times 0.80 = 80$). 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 ($500 \times 1.10 = 550$).

(Source: FHWA CMF Clearinghouse)⁶

Behavior Countermeasure Star Ratings

★★★★ or ★★★★★

Effective

★★★

Promising, and Likely To Be Effective

☆☆

Effectiveness Still Undetermined

☆

Limited or No High-Quality Evaluation Evidence

(Source: NHTSA Countermeasures That Work)⁵



Proven Safety Countermeasures

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

SPEED MANAGEMENT

Appropriate Speed Limits for All Road Users

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

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

PEDESTRIAN/BICYCLIST

Bicycle Lanes

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

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

Crosswalk Visibility Enhancements

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

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



Leading Pedestrian Interval

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

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

Medians and Pedestrian Refuge Islands

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

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

Pedestrian Hybrid Beacons

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

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

Rectangular Rapid Flashing Beacons (RRFBs)

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

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

Road Diets

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

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



Walkways

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

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



ROADWAY DEPARTURE

Enhanced Delineation for Horizontal Curves

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

- + Horizontal curves with radii between 500 and 1,200 feet.
- + Traffic volumes are between 500 and 1,000 per day.
- + Locations with visual traps (e.g., intersections).
- + Where there is little to no shoulder as these factors influence the potential for crashes involving curves.

<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>

INTERSECTIONS

Corridor Access Management

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

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

Dedicated Turn and Acceleration at Intersections

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

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

Reduced Left Turn Conflict Intersections

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

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

Roundabouts

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

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

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

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

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

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





Yellow Change Intervals

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

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

CROSSCUTTING

Pavement Friction Management

Pavement friction can be critical to the driver's experience through certain maneuvers and the ability to measure and monitor existing friction can lead to better conditions for drivers by improving locations where friction is not maintained. Friction demand is typically higher on horizontal and vertical curves, interchange ramps, and intersection approaches. The available friction may not meet the demand. Rural and urban roadways require more pavement friction than interstates because of the changing geometrics and required driving maneuvers. 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 VZAP 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	Participating Agencies	CMF/NHTSA 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	Various Key Stakeholders	N/A	Short	\$
1.A.2	Prepare and release an annual Vision Zero report documenting progress in achieving overall goals.	All	Greater Egypt 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	Safety Committee Greater Egypt IDOT Law Enforcement Various Stakeholders	N/A	Mid	\$\$
1.A.4	Encourage and coordinate periodic safety assessment of the transportation network and identify countermeasures to implement.	All	Greater Egypt Safety Committee	N/A	Mid	\$\$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
1.A.5	Coordinate and review the priority corridors and intersections regularly.	All	Greater Egypt Safety Committee IDOT	N/A	Long	\$\$
1.A.6	Assist in strengthening the capacity and resources (e.g. funding, available personnel) for local agencies to implement safety strategies and improvements.	All	Greater Egypt Safety Committee IDOT	N/A	Long	\$\$
1.A.7	Work to facilitate coordination of safety priorities, grants and funding, and project implementation with partner agencies within the region.	All	Greater Egypt Safety Committee IDOT Community Safety Partners	N/A	Short	\$
1.A.8	Review traffic safety data and metrics at Safety Committee meetings.	All	Greater Egypt 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 circumstances, particularly for travelers walking, bicycling, and using micromobility.	All	Greater Egypt Safety Committee Law Enforcement	N/A	Short	\$
1.A.10	Encourage in-person refresher law enforcement training for at-scene crash investigation.	All	Greater Egypt Safety Committee Law Enforcement	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	Greater Egypt Safety Committee Law Enforcement	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	Greater Egypt 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	Greater Egypt Safety Committee IDOT	N/A	Long	\$\$\$
1.A.14	Advocate for a local agency representation on IDOT's Illinois SHSP Executive Safety Committee.	All	Greater Egypt Safety Committee IDOT	N/A	Mid	\$
1.A.15	Encourage funding, support, and sustainability of rural transportation planning.	All	Greater Egypt Safety Committee IDOT	N/A	Mid	\$
1.A.16	Partner with IDOT to implement districtwide safety countermeasures (e.g., signing, pavement markings, rumble strips).	All	Greater Egypt Safety Committee IDOT	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 a safety field review as needed at all new fatal crash locations in coordination with law enforcement, IDOT and community partners.	All	Safety Committees Transportation agencies Law Enforcement	N/A	Mid	\$
1.B.3	Assist in the coordination of conducting Road Safety Audits on the High Priority Network.	All	Safety Committees Transportation agencies Law Enforcement	N/A	Mid	\$\$
1.B.4	Work to facilitate coordination of safety priorities, grants and funding, and project implementation with partner agencies within the region.	All	Greater Egypt Safety Committees All Safety Partners	N/A	Short	\$
1.B.5	Explore legislation to streamline reciprocity of licensing of out-of-state school bus drivers.	All	Greater Egypt Safety Committee All safety partners 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 professionals to address the state statute of 2 hour required timeframe.	All	Greater Egypt Safety Committee Law Enforcement Local Elected Officials Post Crash Care safety partners	N/A	Mid	\$\$
1.B.7	Explore legislation to increase penalties for fatal crashes including establishing 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	Greater Egypt Safety Committee Law Enforcement Local Elected Officials All safety partners	N/A	Mid	\$



CHAPTER NINE

Safe Roads

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

Safe Roads

2A. Intersections

Mitigate intersection related critical conflicts and crashes by:

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

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

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.5	Coordinate with transportation agencies and emergency response agencies to install emergency preemption devices at intersection locations as appropriate.	Intersections	Local transportation agencies IDOT Law enforcement Emergency response agencies/ organizations	N/A	Long	\$\$\$
2.A.6	Encourage training for transit drivers of new intersection designs and features	Intersections	Transit agency Local transportation agencies IDOT	N/A	Mid	\$\$
2.A.7	Review and improve intersections as needed to provide proper guidance through enhanced signing (e.g., advance warning signs with name plaques, advisory speed limit as appropriate, doubled up STOP sign) and pavement markings.	Intersection Related Older Driver Younger Driver Motorcycles	Local transportation agencies IDOT	CMF ID: 8922, 4792, 8867, 8870 4 star	Short	\$
2.A.8	Assess intersections to ensure signage and pavement markings are in place and in good condition to provide proper guidance to motorists.	Intersection Related	Local transportation agencies IDOT	N/A	Short	\$
2.A.9	Assess intersection sight distance for visual obstructions (e.g. vegetation, signage) and modify as needed to improve sight lines.	Intersection Related, Pedestrians/ Bicyclists	Local transportation agencies IDOT	0.53 (CMF ID:307) 3 star	Short	\$
2.A.10	Install/add one signal head per lane.	Intersection Related	Local transportation agencies IDOT	CMF ID: 1485	Short	\$\$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.11	Upgrade and modernize traffic signals.	Intersection Related	Local transportation agencies IDOT	CMF ID: 3941, 3943 3 star	Short	\$\$
2.A.12	Install and upgrade signing and pavement markings at locations where there is increased potential for wrong way driving incidents.	Intersection Related Older Driver Younger Driver Impaired Driving	Local transportation agencies IDOT	CMF ID: 11507, 11508 5 stars	Short	\$
2.A.13	Construct positive offset left-turn lanes at intersections to improve sight lines of vehicles turning left and opposing through vehicles.	Intersection Related Older Driver Younger Driver Motorcycles	Local transportation agencies IDOT	CMF ID: 6095 3 star	Mid	\$\$\$
2.A.14	Construct offset right-turn lanes at intersections with moderate a high frequency of crashes between vehicles on the minor road that are turning left, turning right, or proceeding straight through, and vehicles on the major road.	Intersection Related Older Driver Younger Driver Motorcycles	Local transportation agencies IDOT	CMF ID: 285, 289 4 star	Mid	\$\$
2.A.15	Realign intersection approaches to reduce or eliminate intersection skew.	Intersection Related Older Driver Younger Driver Motorcycles	Local transportation agencies IDOT	CMF ID: 11273 4 star	Long	\$\$\$
2.A.16	Adopt a Roundabout (or mini traffic circles) First Policy that designs for existing motor vehicle traffic volumes and if needed may preserve right-of-way for planning year design volumes.	Intersection Related Older Driver Younger Driver Motorcycles	Local transportation agencies IDOT	CMF ID: 211, 226 3 star	Mid	\$\$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.17	Implement roundabouts or other innovative intersection designs (e.g., reduced crossing U-turn (RCUT) at priority intersections.	Intersection Related Speeding/ Aggressive Behavior Young Driver Older Driver	Local transportation agencies IDOT	CMF ID: 211, 226 3 star	Long	\$\$\$
2.A.18	Implement intersection conflict warning systems at unsignalized intersections where appropriate.	Intersection Related Older Driver Younger Driver Motorcycles	Local transportation agencies IDOT	CMF ID: 8474 5 star	Short	\$
2.A.19	Optimize clearance intervals at signalized intersections.	Intersection Related	Local transportation agencies IDOT	CMF ID: 4221 4 star	Short	\$
2.A.20	Coordinate closely spaced signals near at-grade railroad crossings	Intersection Related	Local transportation agencies IDOT	CMF ID: 7922 4 star	Long	\$\$
2.A.21	Revise geometry of complex intersections.	Intersection Related Pedestrians Bicyclists	Local transportation agencies IDOT	CMF ID: 211, 226 3 star	Long	\$\$\$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.22	Reduce midblock turning conflicts through access management.	Intersection Related	Local transportation agencies IDOT	CMF ID: 179 Star 3	Mid	\$\$\$
2.A.23	Provide all-red clearance intervals at intersections.	Older Driver Younger Driver Intersection Related Speeding/ Aggressive Behavior	Local transportation agencies IDOT	0.6-0.8 CRF ID: 4029, 4030 1 star	Short	\$
2.A.24	Improve right turn channelization at signalized intersections	Intersection Related, Pedestrians/ Bicyclists	Local transportation agencies IDOT	CMF ID: 8428 4 Star	Mid	\$\$
2.A.25	Provide protected left signal phases at intersections with higher speeds.	Older Driver Younger Driver Motorcycles Intersection Related Speeding/ Aggressive Behavior	Local transportation agencies 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.26	Convert from a green ball to a flashing yellow arrow at locations where protected left signal phases are not warranted.	Older Driver Younger Driver Motorcycles Intersection Related Speeding/ Aggressive Behavior	Local transportation agencies IDOT	CMF ID: 7684 3 star	Short	\$
2.A.27	Evaluate and post reasonable, safe and consistent speed limits in advance of intersection approaches.	Intersection Related Speeding/ Aggressive Behavior	Local transportation agencies IDOT	N/A	Short	\$\$
2.A.28	Employ traffic calming measures (e.g. curb bump-outs, road diets).	Intersection Related, Pedestrians Bicyclists Speeding/ Aggressive Behavior	Local transportation agencies IDOT	0.53-0.81 4 star	Mid	\$\$\$
2.A.29	Employ signal coordination at signalized intersections.	Intersection Related	Local transportation agencies IDOT	CMF ID: 10559 4 star	Short	\$
2.A.30	Install speed feedback signs at intersections with recurring speeding issues.	Older Driver Intersection Related Speeding/ Aggressive Behavior	Local transportation agencies IDOT	CMF ID: 6885 4 star	Short	\$\$
2.A.31	Provide adequate street lighting for all road users beginning with locations on the High Priority Network and following the phasing tiers. Use a context sensitive approach to ensure adequate illumination of both streets and sidewalks.	Intersection Related, Pedestrians Bicyclists	Local transportation agencies IDOT	CMF ID: 436 3 star	Mid	\$\$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.A.32	Install Leading Pedestrian Intervals (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	Local transportation agencies IDOT	CMF ID: 9918 5 star	Short	\$\$
2.A.33	Replace transverse crosswalk markings with high visibility markings.	Intersection Related, Pedestrians Bicyclists	Local transportation agencies IDOT	CMF ID: 4124 2 star	Short	\$
2.A.34	Enhance Pedestrian Signing (e.g. turning vehicles yield to Peds, Pedestrian Crossing Signs) at unsignalized intersections.	Intersection Related, Pedestrians Bicyclists	Local transportation agencies IDOT	CMF ID: 9017 3 star	Short	\$
2.A.35	Install median or pedestrian refuge islands to allow pedestrians to safely cross one direction of traffic at a time.	Intersection Related, Pedestrians Bicyclists	Local transportation agencies IDOT	CMF ID: 175 3 star	Long	\$\$

2B. Roadway Departure

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

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

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.B.1	Conduct safety audits where roadway departure crashes are most common to understand and identify the most effective safety improvements.	Roadway Departure Young Driver Impaired Driver	Local transportation agencies IDOT Law Enforcement	N/A	Mid	\$\$
2.B.2	Install, enhance, or maintain center line and edge line pavement markings to provide enhanced visibility of the travel lane, especially through curves.	Roadway Departure	Local transportation agencies IDOT	CMF ID: 9812 5 star	Short	\$
2.B.3	Install 6" wide edge lines to provide enhanced delineation of the travel lane, especially for horizontal curves, particularly in rural areas.	Roadway Departure Impaired Driver	Local transportation agencies 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	Local transportation agencies IDOT	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	Local transportation agencies IDOT	CMF ID: 4729 2 star	Short	\$
2.B.6	Monitor and enhance pavement friction with high friction surface treatment or other friction enhancement surface treatments, especially in curves where friction demand is greatest.	Roadway Departure Young Driver Impaired Driver	Local transportation agencies IDOT	CMF ID: 10333, 10342 5 star	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	Local transportation agencies IDOT	CMF ID: 3425, 3648 3 star	Mid	\$\$
2.B.8	Install center line rumble strips	Roadway Departure Young Driver Impaired Driver Distracted Driving	Local transportation agencies IDOT	CMF ID: 3356, 3358 4 star	Mid	\$\$
2.B.9	Widen and/or pave shoulders where feasible to provide a recovery area for drivers and a safe riding area for bicyclists.	Roadway Departure Bicyclists	Local transportation agencies IDOT	CMF ID: 6702, 4075 3 star	Mid	\$\$

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
2.B.10	Improve and maintain clear zones, especially at curves, by providing for a safe recovery should vehicles leave the lane of travel or roadway through the use of culvert extensions, traversable slopes, and obstruction-free clear zone (e.g., tree/vegetation, utility poles, mailboxes, advertising/business signs).	Roadway Departure Young Driver Older Drivers Impaired Driver	Local transportation agencies IDOT	0.56-0.92 3 star	Mid	\$\$
2.B.11	Install SafetyEdge when resurfacing to address edge drop-offs and give drivers the opportunity to return to the travel lane and maintain control of the vehicle.	Roadway Departure Young Driver Older Drivers Impaired Driver	Local transportation agencies IDOT	CMF ID: 9211 5 star	Mid	\$\$
2.B.12	Establish an inventory of guardrail and other roadside device (e.g., guardrail/end treatments, signposts, light poles).	Roadway Departure	Local transportation agencies IDOT	N/A	Short	\$\$
2.B.13	Reduce crash severity by upgrading or installing crash worthy roadside devices (e.g., guardrail/end treatments, signposts, mailboxes, light poles).	Roadway Departure	Local transportation agencies 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	Local Transportation Agencies IDOT Law Enforcement EMS and Other Post Crash Care Stakeholders	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	IDOT Local transportation agencies	N/A	Mid	\$\$
2.C.3	Identify opportunities for use of Intelligent Transportation System (ITS), such as emergency vehicle preemption.	All	Local Transportation Agencies IDOT Law Enforcement EMS and Other Post Crash Care Stakeholders	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.

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	Local Transportation Agencies School Districts	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	Local Transportation Agencies School Districts	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	Local Transportation Agencies School Districts	N/A	Short	\$
3.A.4	Promote educating younger drivers and their parents on Illinois' Graduating Drivers Licensing (GDL) and Zero Tolerance Laws.	Young Driver Intersections Roadway Departure Speeding Pedestrians/ Bicyclists	Local Transportation Agencies School Districts	Unknown	Short	\$

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

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
3.A.9	Develop a program to provide real life experience training to young drivers (teens and college age).	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts College/Universities Local Law Enforcement	N/A	Short	\$\$
3.A.10	Partner with law enforcement, high schools, universities/colleges, and other entities to implement "Cops In Shops" or similar programs to support investigators trained in the Straight ID to prevent the sale of alcohol to minors.	Young Driver Intersections Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts College/Universities Local Law Enforcement	2 star	Short	\$
3.A.11	Implement strategies to reduce roadway departure incidents associated with younger drivers.	Young Driver Roadway Departure Speeding Impaired Driving Unrestrained Occupants	Local Transportation Agencies School Districts College/Universities Local Law Enforcement	Unknown	Mid	\$
3.A.12	Implement strategies to reduce intersection related crashes associated with younger drivers.	Young Driver Intersections	Local Transportation Agencies School Districts College/Universities Local Law Enforcement	N/A	Mid	\$\$

3B. Older Drivers

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

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

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

3C. Motorcycle Riders:

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

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

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

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

3D. Unrestrained Occupants:

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

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

Table of Actions, Unrestrained Occupants

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

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

3E. Impaired Driving:

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

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

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

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

3F. Pedestrian and Bicyclists:

Improve pedestrian and bicyclist safety by:

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

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

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

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

3G. Distracted Driving: Reduce distracted driving.

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

3H. Alternative Road Users:

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

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

CHAPTER ELEVEN

Safe Speeds

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



SAFE SPEEDS

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

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

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

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

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



CHAPTER TWELVE Safe Vehicles

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

Safe Vehicles

5A. Safe Vehicles:

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

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
5.A.1	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.A.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.A.3	Upgrade transit vehicles with safety technology.	All	Fleet Vehicle Managers and Department Directors with fleet vehicles or utilizing contractors.	N/A	Short	\$\$
5.A.4	Upgrade emergency vehicles with emergency preemption equipment as appropriate.	All	Local Transportation Agencies	N/A	Short	\$
5.A.5	Upgrade vehicle radios to improve interoperability between key stakeholders (e.g., transportation, law enforcement, EMS, fire).	All	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Short	\$

CHAPTER THIRTEEN

Post Crash Care

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

POST CRASH CARE

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Action Item	Strategy Description	Focus Area	Participating Agencies	CMF/NHTSA Rating	Timeline Short/Mid/Long	Cost
6.1	Coordinate with transportation agencies to Install emergency preemption devices at intersection locations as appropriate.	Intersections	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Short	\$\$
6.2	Coordinate with EMS officials to determine challenges in getting crash victims medical care and determine strategies for improvement and training opportunities.	All	Local Transportation Agencies Local Emergency Services	N/A	Mid	\$
6.3	Improve coordination between transportation agencies and emergency responders for access.	All	Local Transportation Agencies Local Law Enforcement Local Emergency Services	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	Local Transportation Agencies Local Law Enforcement Local Emergency Services	N/A	Long	\$

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

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

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



CHAPTER FOURTEEN

Implementation

Implementation of this VZAP is accomplished through a four-step process (See Figure 32). 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.

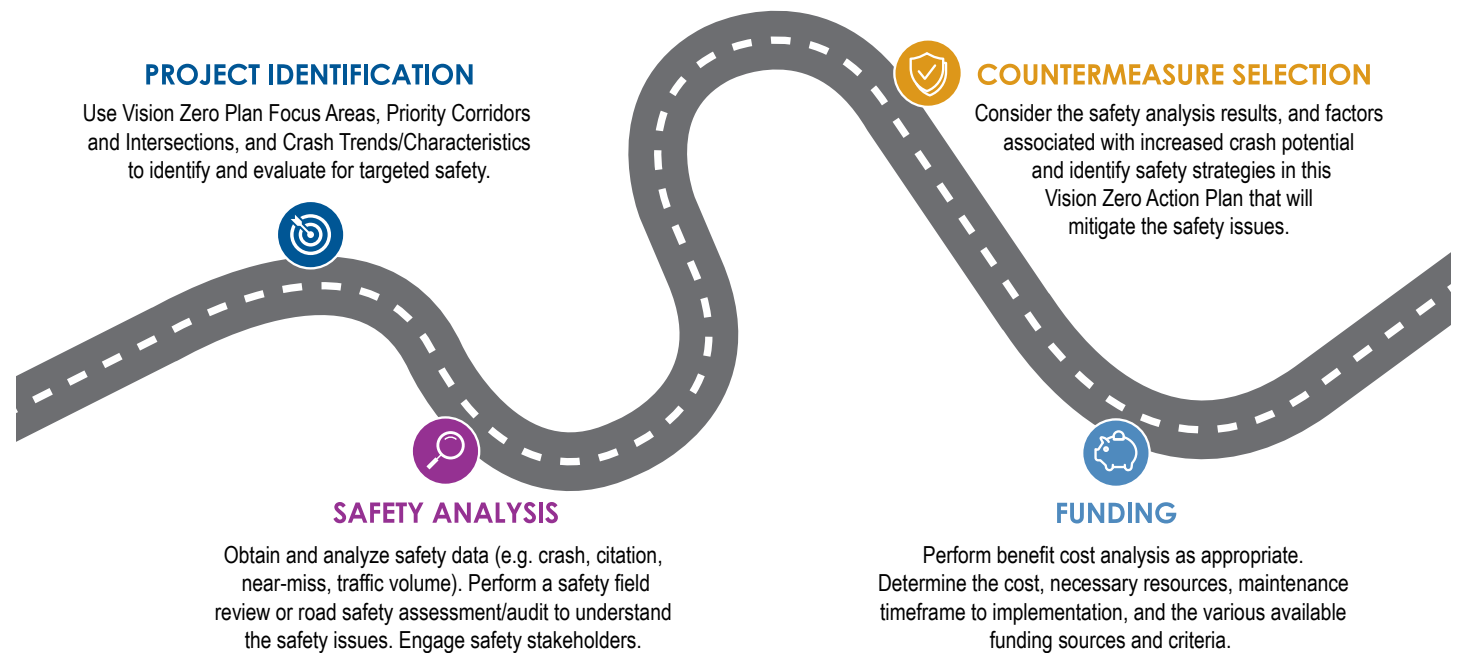


Figure 32 Four Step Process to Implementation

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 species), 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 SIMPO 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

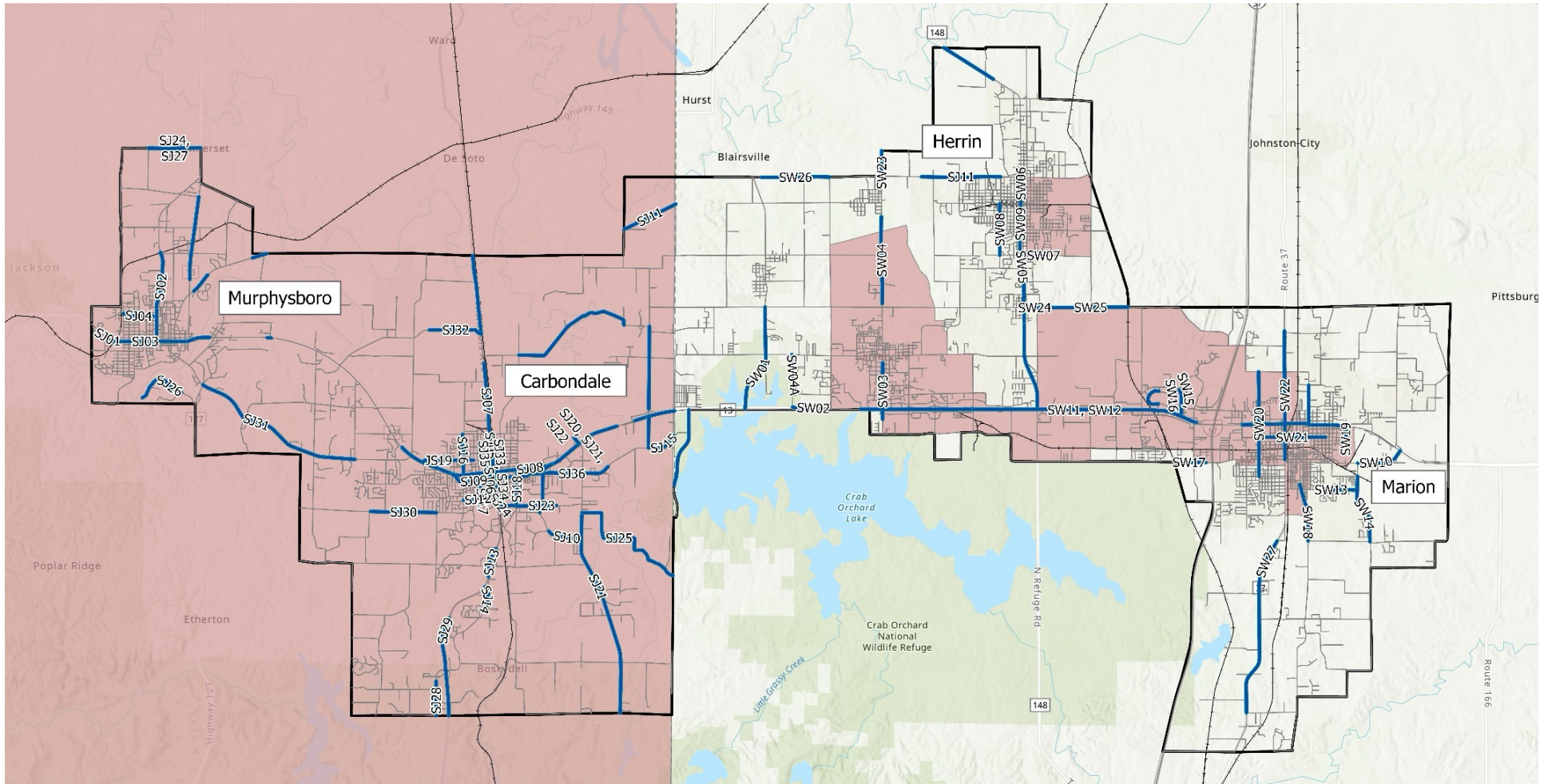


Figure 33 Priority Projects and Areas of Persistent Poverty

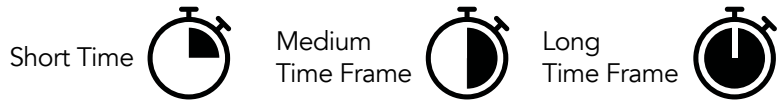
PRIORITY PROJECT TABLE

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

The tables below are a list of priority projects in the Jackson County section of the southern Illinois metropolitan area, by Municipality.






City of Murphysboro

TIME FRAME:



COST:


Low \$ Medium Cost \$\$ High Cost \$\$\$

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SJ01	Curve Improvements – Walnut Street (IL 13) from Wolf Hill Rd to N 22nd St Install large chevrons and advanced warning signs	IDOT	Safe Roads	Roadway Departure		\$	HSIP
SJ02	N 14th Street from Illinois Avenue to RR Tracks Construct wider shoulders and install T-intersection warning signs and lighting at intersections.	IDOT	Safe Roads	Intersection Related Pedestrians		\$\$	STP
SJ03	Walnut Street (IL 13) from 22nd Street to 10th Street Perform a safety study to evaluate the feasibility of a road diet.	IDOT	Safe Roads	Pedestrian		\$\$	SPR HSIP
SJ03	Walnut Street (IL 13) from 22nd Street to 10th Street: Construct a road diet.	IDOT	Safe Roads	Pedestrian		\$\$	SPR HSIP
SJ04	Gartside Street from N 22nd Street to N 15th Street Upgrade pavement markings, upgrade signs to MUTCD compliance and construct ADA ramps	IDOT	Safe Roads	Pedestrian Intersection Related		\$\$	SPR HSIP

City of Carbondale

TIME FRAME:






COST:









Short Time 









Medium Time Frame 






Long Time Frame 

Low \$ Medium Cost \$\$ High Cost \$\$\$

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SJ05	N. Illinois Avenue (NB US 51) from Jackson Street to Willow Street Add bump outs, install high visibility pedestrian crosswalks, upgrade pavement markings	IDOT	Safe Roads Safe Road Users	Pedestrians		\$\$	ITEP STP HSIP
SJ06	University Avenue (SB US 51) from Sycamore Street to Mill Street Pedestrian and bicycle Improvements	IDOT	Safe Roads Safe Road Users	Pedestrians Pedalcyclist		\$\$	ITEP STP HSIP
SJ07	N. Illinois Avenue (US 51) from Dillinger Road to Willow Street Conduct an engineering Safety Study to determine intersection improvements (e.g., signal timing, intersection design)	IDOT	Safe Roads	Intersection Related		\$\$	SPR STP HSIP
SJ08	Main Street/Walnut Street (IL 13) from Sycamore Street to McKinney Avenue Conduct an engineering study of IL 13 One-Way Pairs Corridors	IDOT	Safe Roads Safe Road Users	Intersection Related Pedestrians Pedalcyclist		\$\$	SPR STP HSIP
SJ09	Main Street/Walnut Street (IL 13) from Sycamore Street to McKinney Avenue Corridor improvements from engineering study (e.g., lane management signs, intersection modifications)	IDOT	Safe Roads Safe Road Users	Intersection Related Pedestrians Pedalcyclist		\$\$\$	STP HSIP


ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SJ10	E. Park Street from Brush Hill Road to Giant City Road Pavement friction enhancement, sight distance, pedestrian/bicycle improvements	Local	Safe Roads Safe Road Users	Roadway Departure Pedestrians Pedalcyclist		\$\$\$	ITEP STP HSIP
SJ11	Herrin Road Extension from Williamson County Line to Reed Station Road Construct an extension road.	IDOT	Safe Roads	Intersection Pedestrians		\$\$\$	STP
SJ12	W. Mill Street from S Oakland Avenue to S Illinois Avenue Conduct a safety study to evaluate construction of a road diet and sidewalk	Local	Safe Roads Safe Road Users	Intersection Related Pedestrians Pedalcyclist		\$\$\$	SPR STP HSIP
SJ12	W. Mill Street from S Oakland Avenue to S Illinois Avenue Construction of road diet and sidewalk	Local	Safe Roads Safe Road Users	Intersection Related Pedestrians Pedalcyclist		\$\$\$	STP HSIP
SJ13	S. Illinois Avenue (US 51) from Saluki Drive to Arnold Lane Curve improvements, pavement friction enhancement	IDOT	Safe Roads	Road Departure		\$\$	STP HSIP
SJ14	S. Illinois Avenue (US 51) and Pleasant Hill Road Conduct a safety study to investigate intersection improvement alternatives	IDOT	Safe Roads	Intersection Related		\$\$	SPR STP HSIP
SJ14	S. Illinois Avenue (US 51) and Pleasant Hill Road Construct intersection improvements	IDOT	Safe Roads	Intersection Related		\$\$	STP HSIP
SJ15	Old Highway 13 from S. County Line Road to Reed Station Road Horizontal/Vertical curves-pavement friction enhancement; install advance curve and intersection ahead warning signs, wider shoulders, install Share The Road signs	IDOT	Safe Roads Safe Road Users	Road Departure Pedalcyclist		\$\$	STP HSIP

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SJ16	N. Oakland Avenue from Rigdon Street to Walnut Street (IL 13) Install traffic calming measures, ADA Ramps, Speed Feedback signs	Local	Safe Roads	Aggressive Driving Pedestrian		\$\$	STP HSIP
SJ17	S. Poplar Street from W. Main Street (IL 13) to W. Mill Street Pavement friction enhancement and pavement markings upgrade	Local	Safe Roads	Intersection Related		\$\$	STP HSIP
SJ18	S. Wall Street from W. Main Street (IL 13) to E. Mill Street Road diet and intersection improvements	Local	Safe Roads	Pedestrians Intersection Related		\$\$	STP HSIP
SJ19	W. Sycamore Street from IL 13 to N Almond Street ADA Ramps, Speed Feedback Signs	Local	Safe Roads Safe Road Users	Pedestrian Aggressive Driving		\$\$	STP HSIP
SJ20	Giant City Road from E. Main Frontage Road N to E. Main Frontage Road S Corridor and intersection improvements	IDOT Local	Safe Roads	Intersection Related		\$\$\$	STP HSIP
SJ21	Giant City Road & E. Main Frontage Road N Conduct an engineering study to evaluate roundabout	Local	Safe Roads	Intersection Related		\$\$\$	SPR STP HSIP
SJ22	E. Main Frontage Road and S Roadway Realignment	Local	Safe Roads	Intersection Related		\$\$\$	STP HSIP
SJ23	E Grand Avenue from Carbondale Middle School to Washington Street Road Diet and Multi-Use Paths	Local	Safe Roads Safe Road Users	Pedestrian Intersection Related Aggressive Driving		\$\$\$	STP HSIP

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SJ24	S. Illinois Avenue/S. University Avenue (US 51) & W. Mill Street Roundabout	IDOT	Safe Roads Safe Road Users	Intersection Related Aggressive Driving Pedestrian		\$\$\$	STP HSIP
SJ33	University Avenue/Illinois Avenue from W. Chestnut Street to W. Mill Street One-way to Two-way Feasibility Study	IDOT	Safe Roads	Intersection Related		\$\$	SPR STP HSIP
SJ34	University Avenue/Illinois Avenue from W. Chestnut Street to W. Mill Street One-way to Two-way Feasibility Study Implementation	IDOT	Safe Roads	Intersection Related		\$\$	STP HSIP
SJ35	University Avenue/Illinois Avenue from W. Chestnut Street to W. Mill Street Wrong Way Driving Treatment	IDOT	Safe Roads	Intersection Related		\$	STP HSIP
SJ36	Giant City Road & Walnut Street Intersection Improvements	IDOT Local	Safe Roads Safe Road Users	Intersection Related Pedestrian		\$\$	STP HSIP

Unincorporated Areas of Jackson County

TIME FRAME:






Short Time 



Medium Time Frame 

Long Time Frame 

COST:

Low \$ Medium Cost \$\$ High Cost \$\$\$

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SJ25	Dogwood Road from west of Cameron Drive to Giant City Road Install larger chevron signs with reflective strips on posts, advance warning Curve Ahead signage, and upgrade to wider edge line pavement markings	Local	Safe Roads	Roadway Departure		\$	STP HSIP
SJ26	Carbon Lake Road from east of Worthen Road to Mt Kaydee Drive Install larger chevron signs with reflective strips on posts, advance warning Curve Ahead signage and Intersection Ahead signage	Local	Safe Roads	Intersection Related Roadway Departure		\$	STP HSIP
SJ28	Old US 51 from Elstrom Drive to Raccoon Valley Road Install wide pavement markings and edge line and centerline rumble strips, advance warning Intersection ahead signage	IDOT	Safe Roads	Intersection Related Roadway Departure		\$	STP HSIP
SJ29	New US 51 from north of Cashen Drive to south of Old US 51 Shoulder Widening, rumble strips, advanced warning signs	IDOT	Safe Roads	Roadway Departure Intersection Related		\$\$	STP HSIP
SJ30	Chautauqua Road (CH13) from Rowden Road to S McLafferty Road Improve pavement friction, install wider bicycle lanes and extend existing bike lanes	County	Safe Roads	Pedalcyclist		\$\$	STP HSIP

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SJ31	Old Highway 13 from IL 127 to Irish Rose Lane Upgrade signing and pavement markings for No Passing Zones, Curve Ahead and Chevron signs	IDOT	Safe Roads	Road Departure		\$	STP HSIP
SJ32	Airport Road west of US Route 51 Install paved shoulders, pavement widening, rumble strips and curve ahead signs	Local	Safe Roads	Road Departure		\$\$	STP HSIP


The Tables below are a list of priority projects in the Williamson County section of the southern Illinois metropolitan area, by Municipality.

Village of Cambria

TIME FRAME:

COST:

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


ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW01	Cambria Road from Sycamore Road to IL 13 Chevron and Advance Curve Ahead warning signs, upgrade pavement markings	County IDOT	Safe Roads	Roadway Departure		\$	HSIP

Village of Colp

TIME FRAME:

COST:


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

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW23	Herrin Road and Clifford Road Upgrade pavement markings and provide stop bars	IDOT	Safe Roads	Intersection Related		\$	HSIP

City of Carterville

TIME FRAME:





COST:

Short Time 

Medium Time Frame 

Long Time Frame 


Low \$ Medium Cost \$\$ High Cost \$\$\$

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW02	Pin Oak Drive from Shawnee Trail to Conestoga Trail Engineering Study	Local	Safe Roads	Road Departure Intersection Related		\$	HSIP SPR
SW03	Division Street from Venable Drive to Michigan Avenue Overhead lane control signage at IL 13, speed feedback signs	Local	Safe Roads	Speed/ Aggressive Driving		\$\$	HSIP
SW04	Division Street from Sycamore Road to Taylor Avenue Rumble strips, no passing zones, intersection ahead warning signs, speed feedback signs	Local	Safe Roads	Road Departure Intersection Related Speed/ Aggressive Driving		\$\$	HSIP
SW04A	Carterville High School By-pass New Road connection from Grand Avenue to Shawnee Trail	Local	Safe Roads	Intersection Related		\$\$\$	HSIP

City of Herrin

TIME FRAME:






COST:

Short Time 

Medium Time Frame 

Long Time Frame 

Low \$ Medium Cost \$\$ High Cost \$\$\$

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW05	Park Avenue (IL 148) from W. Brewster Road to Hemlock Street Corridor improvement study	IDOT	Safe Roads	Pedestrians Intersection Related		\$	SPR HSIP
SW06	Park Avenue (IL 148) from Walnut Street to Pacific Street Upgrade Signalized Intersection to MUTCD standards, ADA Ramps, pedestrian countdown signal head and push buttons, curb bump-outs in downtown area	IDOT	Safe Roads Safe Road Users	Pedestrians Intersection Related		\$\$\$	ITEP HSIP
SW07	Clark Trail from S Park Avenue (IL 148) to Park Lane Sidewalks and ADA ramps, high-visibility crosswalks, lane lines and stop bars	Local	Safe Road Users	Pedestrians		\$\$	ITEP HSIP
SW08	S 22nd Street from W Clark Trail to W Cherry Street Shoulder Widening, rumble strips, speed feedback signs	Local	Safe Roads	Aggressive Driving Roadway Departure		\$\$	HSIP
SW09	Park Avenue (IL 148) from Hemlock Street to Walnut Street ADA ramps, upgrade to pedestrian countdown signal heads, restripe	IDOT	Safe Roads	Pedestrian		\$\$	HSIP

Village of Energy

TIME FRAME:



COST:

Short Time 

Medium Time Frame 

Long Time Frame 


Low \$ Medium Cost \$\$ High Cost \$\$\$

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW24	College Street from Pershing Street (IL 148) to Cardinal Lane Upgrade striping, add shoulders, construct rumble strips, and install NO PASSING signs	Local	Safe Roads	Intersection Related		\$\$	HSIP
SW25	Crenshaw Road from Cardinal Lane to RR tracks Add shoulders, Upgrade striping, add rumble strips, evaluate NO PASSING zones signs, add speed reduction signage, add stop ahead at Cardinal Lane and rumble stripes	Local	Safe Roads	Intersection Related		\$\$	HSIP

City of Marion

TIME FRAME:







COST:

Short Time 

Medium Time Frame 

Long Time Frame 

Low \$ Medium Cost \$\$ High Cost \$\$\$


ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW10	E. Main Street from Old Creal Spring Road to Route 13 Widen shoulders and install rumble strips	Local	Safe Roads	Road Departure		\$\$	HSIP STP
SW11	Deyoung Street (IL 13) from Terminal Drive to E. Mill Street Corridor safety study	IDOT	Safe Roads	Intersection Related Pedestrian		\$\$	HSIP
SW12	Deyoung Street (IL 13) from Terminal Drive to E. Mill Street Construct improvements from the corridor safety study (e.g. overhead lane control signage, traffic signal timing improvements, pedestrian safety improvements)	IDOT	Safe Roads Safe Road Users	Intersection Related Pedestrian		\$\$\$	HSIP
SW13	Boyton Street from Cedar Lane to Old Creal Springs Road Add double yellow lines by stop bar, stop ahead signs	Local	Safe Roads	Intersection Related		\$	HSIP
SW14	Old Creal Springs Road from Park Lane to Golf Course Road High Friction Surface Treatment on horizontal curves, larger chevrons, advanced curve warning signs	Local	Safe Roads	Roadway Departure		\$\$	ST HSIP
SW15	Williamson County Parkway & Outer Drive/17th Street Roundabout study	Local	Safe Roads	Intersection Related		\$	SPR HSIP

ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW16	Williamson County Parkway & Outer Drive/17th Street Construct roundabout	Local	Safe Roads	Intersection Related		\$\$\$	HSIP
SW17	W. Main Street & Halfway Road ADA ramp, high visibility crosswalk, pedestrian countdown signal heads and push buttons	Municipality	Safe Roads	Intersection Related		\$\$	ITEP HSIP
SW18	S. Market Street from Golf Course Road to Jones Road Curve Ahead warning signs, high friction surface, wider shoulders	County	Safe Roads	Road Departure		\$\$	HSIP
SW19	N. Radcliff Street & E Boulevard Street Create T-Intersection	Local	Safe Roads	Intersection Related		\$\$	HSIP
SW20	Russell Street from Copeland Street to Longstreet Road Speed feedback signs, upgrade pavement markings	Local	Safe Roads	Aggressive Driving		\$\$	HSIP
SW21	W. Boulevard Street from Russell Street to N Otis Street Sidewalks, ADA ramps, high-visibility crosswalks, inter- section lighting	Local	Safe Roads	Pedestrian		\$\$	ITEP HSIP
SW22	N Court Street (IL 37) & Longstreet Road Stop Ahead signs on minor approach, stop bars	IDOT	Safe Roads	Intersection Related		\$	HSIP

Unincorporated Areas in Williamson County

TIME FRAME:



COST:

Short Time 

Medium Time Frame 

Long Time Frame 

Low \$ Medium Cost \$\$ High Cost \$\$\$


ID	Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
SW26	Herrin Road from Cambria Road to Greenbriar Road Upgrade pavement markings, construct centerline rumble strip	IDOT	Safe Roads	Road Departure		\$	HSIP
SW27	S. Court Street (IL 37) from Crites Road to Hudgens Road Reevaluate No Passing Zones, upgrade pavement markings, construct centerline rumble strips	IDOT	Safe Roads	Roadway Departure		\$	HSIP

Systemic Improvements

The goal of systemic improvements is to identify locations with crash patterns and characteristics which systemically experience higher fatal and serious injury crashes. Implementing some of these systemic improvements into roadway or intersection improvement plans or into routine maintenance projects could reduce crashes thereby contributing towards meeting the intent of this VZAP. These improvements identified countermeasures and where to apply them.

TIME FRAME:







COST:





Short Time 








Medium Time Frame 

Long Time Frame 

Low \$ Medium Cost \$\$ High Cost \$\$\$

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Horizontal Curves – Shoulder Widening	Various	Safe Roads	Roadway Departure		\$\$	HSIP
Horizontal Curves – Larger Chevron and Advance Curve Warning Signs	Various	Safe Roads	Roadway Departure		\$	HSIP
Horizontal Curves – Upgrade Edge Lines to 6" Wide	Various	Safe Roads	Roadway Departure		\$	HSIP
Horizontal Curves – Edge Line Rumble Strips	Various	Safe Roads	Roadway Departure		\$	HSIP
Horizontal Curves – Centerline Rumble Strips	Various	Safe Roads	Roadway Departure		\$	HSIP
Horizontal Curves – Pavement Friction Enhancement/High Friction Surface Treatment/Superelevation Adjustment	Various	Safe Roads	Roadway Departure		\$\$\$	HSIP

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Horizontal Curves - Evaluate sightlines near intersections, remove vegetation to improve sightlines	Various	Safe Roads	Intersection Related		\$	HSIP
Rural Intersections (4-way/T) – Double Stop Ahead Signs, Double Stop Signs, Intersection Ahead Signs with Road Name Placard. Consider adding LED STOP signs at locations where the Minor Approach was the Major Road (e.g., County Road intersects with State Route).	Various	Safe Roads	Intersection Related		\$	HSIP
Rural Intersection (4-way/T)– Stop Ahead Pavement Markings	Various	Safe Roads	Intersection Related		\$	HSIP
T-Intersection – Improve visibility of unsignalized rural intersections, add Stop Bars with Double Yellow Centerline Striping, Double Arrow sign opposite of Minor Approach; consider adding LED STOP signs at locations with higher crash rates and/or volumes	Various	Safe Roads	Intersection Related		\$	HSIP
Vertical Curves – Evaluate Sight Distance, Double Yellow Centerline Striping, No Passing Zone Signs, intersection warning signs in advance of intersections with vertical curves	Various	Safe Roads	Roadway Departure		\$	HSIP
Rural Roads – Upgrade Centerline and Edge Line Striping from 4" to 6" Wide	Various	Safe Roads	Roadway Departure		\$	HSIP
Urban Intersections – Pedestrian Facilities (e.g. ADA Ramps with Detectible Warning Surface, High Visibility Crosswalks	Various	Safe Road Users	Intersection Related Pedestrians		\$\$	HSIP


Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Signalized Intersections – Install retroreflective backplates	Various	Safe Roads	Intersection Related		\$	HSIP
Signalized Intersections – Upgrade Traffic Signal Heads (e.g. One Signal Head per Lane)	Various	Safe Roads	Intersection Related		\$\$	HSIP
Signalized Intersections – Signal timing modification	Various	Safe Roads	Intersection Related		\$	HSIP
Signalized Intersections—Leading Pedestrian Interval (LPI) at locations where pedestrian activity is high	Various	Safe Roads	Intersection Related		\$\$	HSIP
Signalized Intersections – Pedestrian Facilities (e.g. Countdown Pedestrian Signal Head with Pedestrian Push Buttons)	Various	Safe Roads	Intersection Related		\$\$	HSIP
Bicycle Lanes – Share the Road Striping and/or Signs	Various	Safe Road Users	Pedalcyclist		\$	HSIP ITEP
Speed Assessments – Perform speed assessments on priority corridors in support of IDOT’s newly adopted speed limit guidance	Various	Safe Roads	Speeding/ Aggressive Driver		\$	HSIP

Non-Infrastructure Projects

The goal of systemic improvements is to identify locations with crash patterns and characteristics which systemically experience higher fatal and serious injury crashes. Implementing some of these systemic improvements into roadway or intersection improvement plans or into routine maintenance projects could reduce crashes thereby contributing towards meeting the intent of this VZAP. These improvements identified countermeasures and where to apply them.

TIME FRAME:




COST:




Short Time 

Medium Time Frame 

Long Time Frame 

Low \$ Medium Cost \$\$ High Cost \$\$\$

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
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

Project Name/Description	Lead Agency	Safe System Element	Focus Area	Time Frame	Cost	Potential Funding Sources
Emergency Pre-Emption	Various	Post Crash Care	Intersection Related		\$\$\$	SS4A IDOT- NHTSA
Amish Roadway Manual	Various	Safe Road Users	All		\$\$\$	SS4A IDOT - NHTSA
Training for Post-Crash Care	Various	Post-Crash Care	All		\$\$\$	SS4A 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 VZAP 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: <ul style="list-style-type: none"> • 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	<p>NHTSA Section 402, Section 405, and 1906 funds and State of Illinois funds.</p> <ul style="list-style-type: none"> • 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) <p>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.</p>	Local law enforcement agencies, local civic organizations, public and private schools, colleges and universities, hospitals, public health departments, local governmental agencies, nonprofit groups, and under limited circumstances private individuals and businesses.	IDOT/NHTSA	Competitive (Annually, January-early March)
State and Community Highway Safety/National Priority Safety Program; Sustained Traffic Enforcement Program (STEP)	NHTSA Section 402, Section 405, and 1906 funds and State of Illinois funds. The STEP focuses on High Visibility Enforcement (HVE) at specific times on specific dates throughout the year. The enforcement efforts are designed to reduce highway deaths and injuries through occupant protection programs, state traffic safety information system improvements, impaired driving countermeasures, passage of effective laws to reduce distracted driving, implementation of motorcyclist safety programs, racial profiling data, and the implementation of graduated driving licensing laws.	Local law enforcement agencies. There are six (6) required campaigns for this program. Applicants also have the opportunity to participate in optional campaigns and/or additional traffic safety enforcement.	IDOT/NHTSA	Competitive

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

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

Measuring & Reporting Success

The ultimate goal of this plan is to eliminate all roadway fatal and serious injury crashes. Roadway fatalities and serious injuries are preventable and therefore unacceptable. As defined in this plan's goals, a target of reducing the number of fatal and serious injury crashes 50% by 2050 was set. Figure 34 is a linear depiction of this goal being met.

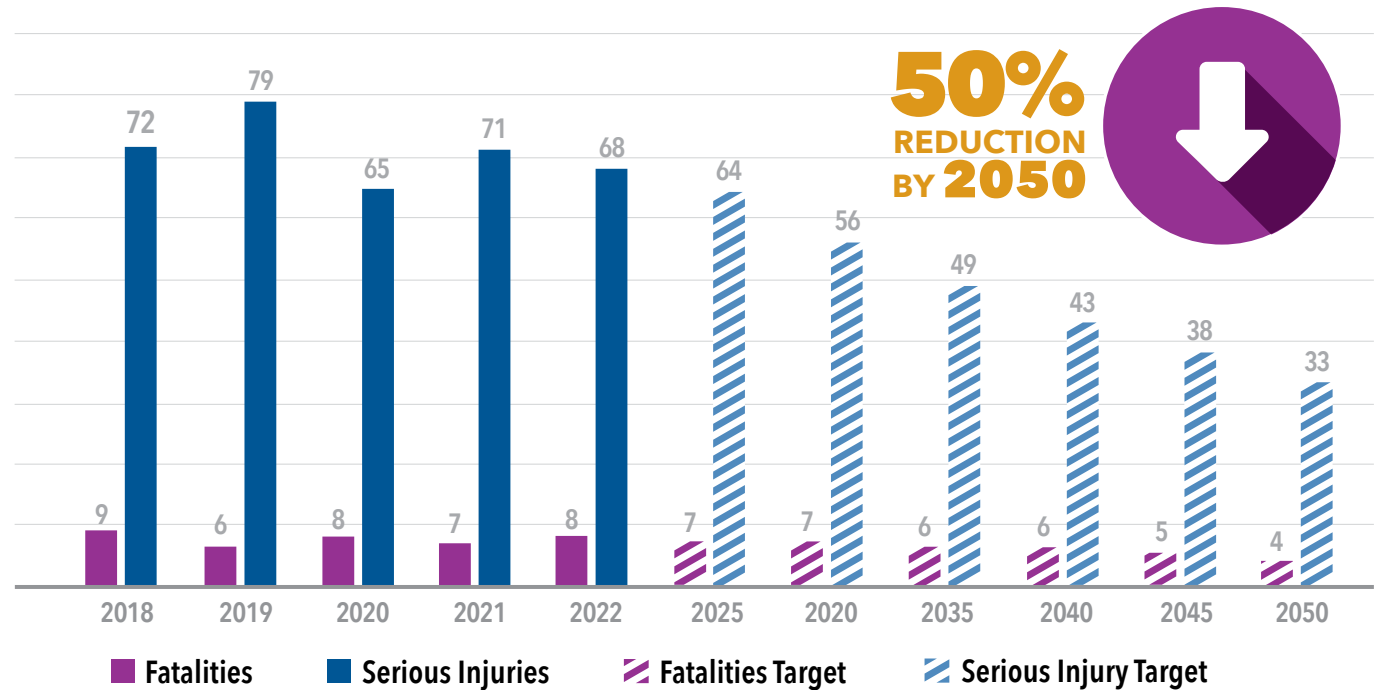


Figure 34 Proposed Fatality and Serious Injuries Reduction

Based 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 than 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, Greater Egypt will coordinate with the Greater Egypt-SIMPO Safety Committee to prepare and publish an annual performance report that provides updates on progress made in reducing fatalities, serious injuries, and traffic crashes. It will document the changes in fatal and serious injury crashes overall as well as those for each of the focus areas for the southern Illinois metropolitan area.

- + Fatalities: The number of fatalities from fatal (K) crashes each year
- + Serious injuries: The number of serious injuries (A-injuries) 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 completed each year.
- + Programs/Projects: The number of programs and projects (e.g., safety studies, 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 Greater Egypt - SIMPO 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 southern Illinois metropolitan area, these are:

- + Intersection Related – approx. 23% of fatal and serious injury crashes on all roads
- + Roadway Departure – approx. 16% of fatal and serious injury crashes on all roads
- + Speeding/Aggressive Driver - approx. 8% of fatal and serious injury crashes on local roads

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

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

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

Step 3–Identify potential high priority intersections and corridors

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

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

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

Step 5-Pursue grant funding as it becomes available.

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

