

Northwest Illinois SS4A Safety Action Plan

# FIRST RESPONDERS WORKSHOP

SEPTEMBER 10, 2024





# TODAY'S AGENDA - WHY ARE WE HERE?

## **I. Agenda – Why Are We Here?**

## **II. Overview of SS4A and the Safety Action Plan (SAP)**

## **III. Feedback Sources**

- a. Steering Committee
- b. Stakeholders
- c. First Responders < We are here
- d. Public Outreach

## **IV. Crash Analysis Overview**

- a. Overview of Results
- b. Hotspot/High Injury Locations

## **V. Identification of High-Risk Locations**

## **VI. Next Steps and How to Stay Involved**

# AGENCY LEADERS

**Blackhawk Hills Regional Council | Daniel Payette & Abigail Ebelherr**



**Stephenson County | Dale Rasmussen**

**Carroll County | Sara Renkes**

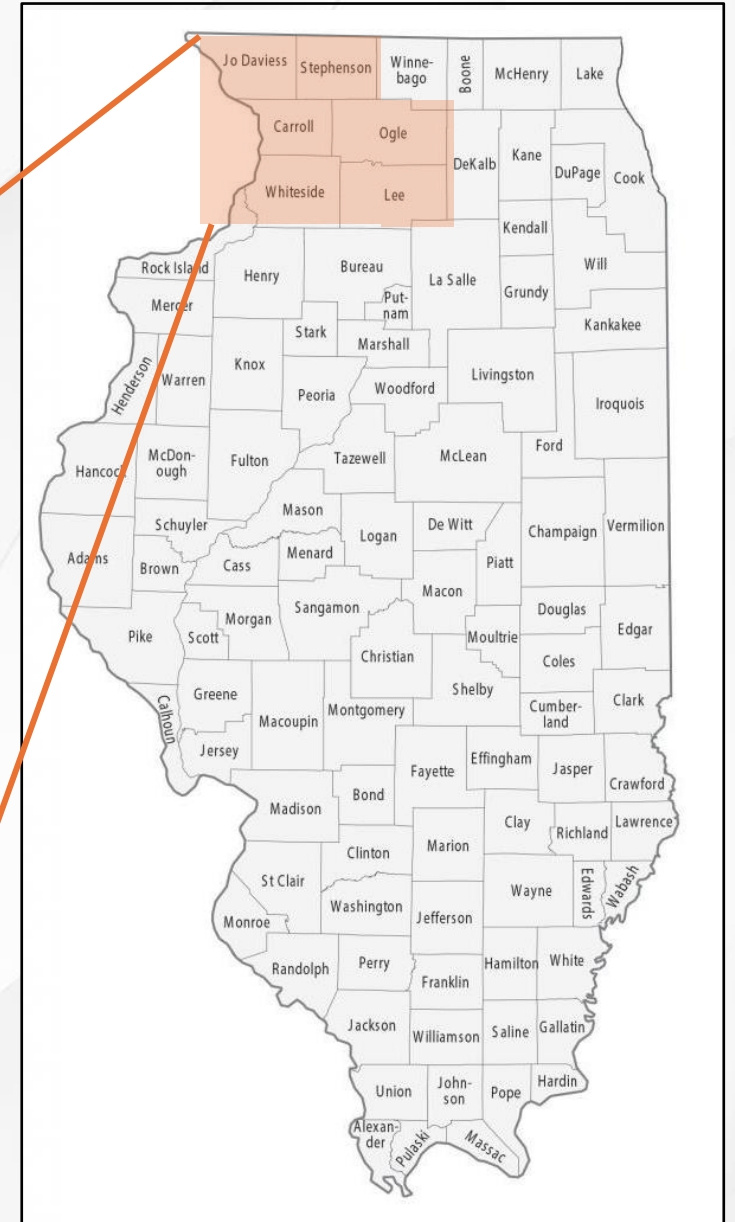
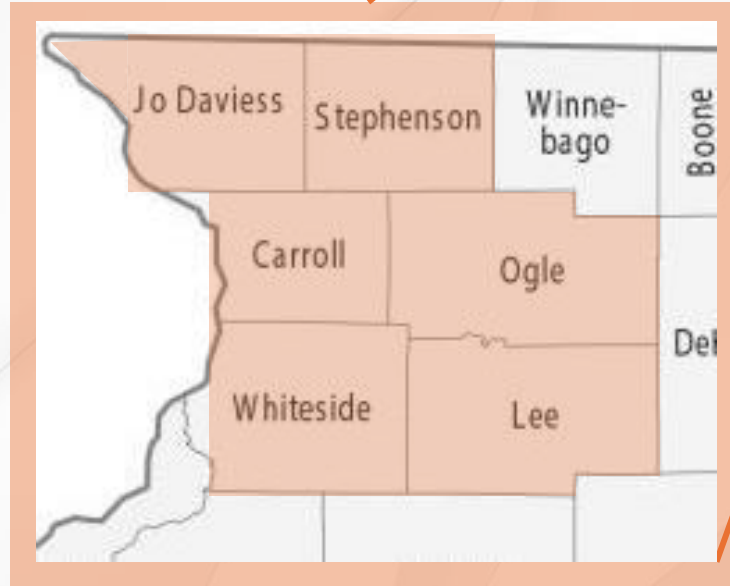
**Jo Daviess County | Stephen Keefer**

**Lee County | David Anderson**

**Ogle County | Jeremy Ciesiel**

**Whiteside County | Russ Renner**

**City of Freeport | Rob Boyer**



# MEETING HOUSEKEEPING



Please make sure you are on mute.



Raise your hand if you have a question or comment, and then you may unmute.



Cameras can be on or off. It is your preference.



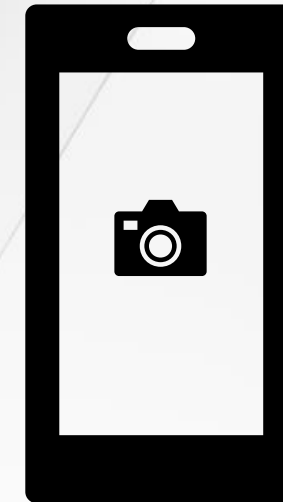

Polling will take place throughout the presentation.

# HOW TO USE POLLING

Join at [menti.com](https://menti.com) | use code **7669 9295** Mentimeter

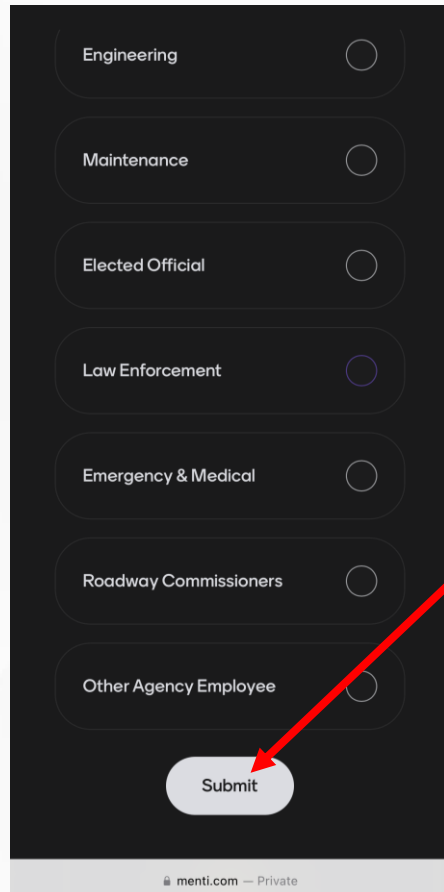
## What agency and/or field do you represent?

0	0	0	0
Health & Safety	Engineering	Maintenance	Elected Official
0	0	0	0
Emergency & Medical	Roadway Commissioners	Other Agency Employee	



Once the poll is announced and appears on screen, you can scan the QR code with your phone to access the poll form. Or you can go to [menti.com](https://menti.com) and type in the code displayed.

# HOW TO USE POLLING



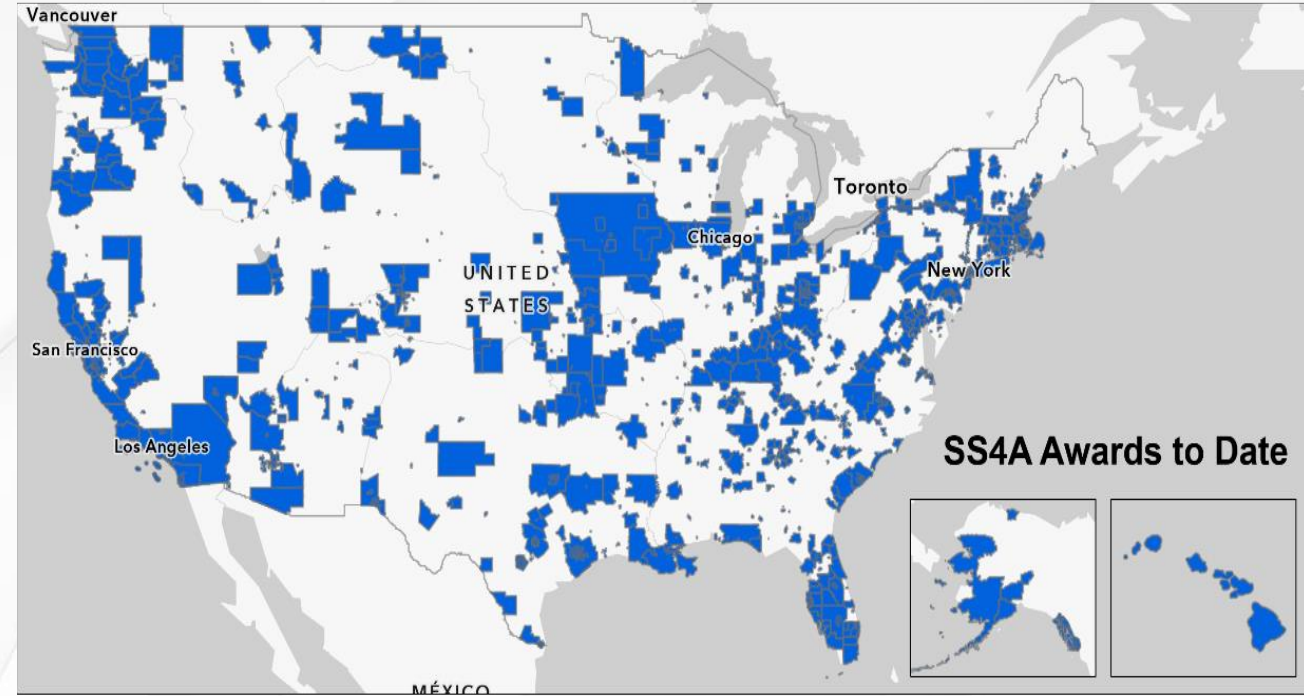
A screenshot of a Menti poll interface. The interface is dark-themed and displays a list of seven categories, each with a radio button to its right. The categories are: Engineering, Maintenance, Elected Official, Law Enforcement, Emergency & Medical, Roadway Commissioners, and Other Agency Employee. At the bottom of the list is a white 'Submit' button. A red arrow points from the text on the right to the 'Submit' button. At the bottom left of the screenshot, the text 'menti.com - Private' is visible.

Click “Submit” to get your responses directly to the Study Team!

**Once you have Menti pulled up to our polling, the polls will transition automatically**

# WHAT IS SAFE STREETS FOR ALL (SS4A)?

- Funding from the IIJA to improve roadway safety
- Funding based on merits, not technical capacity
- National Goal “Vision Zero” or “Toward Zero Deaths”
- Stephenson County and Blackhawk Hills Regional Council Received SS4A Funding to Complete a Traffic Safety Action Plan (SAP) for Stephenson, Ogle, Carroll, Lee, Jo Daviess, Whiteside Counties and the City of Freeport



\$1.7 Billion to over 1,000 communities in all 50 States

# WHAT IS A SAFETY ACTION PLAN (SAP)?

The goal of an SS4A SAP is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a community, region, or Tribe. The program supports the goal of zero roadway deaths using the Safety System Approach.

- The SAP will rely on data collected, surveys, and **stakeholder input** to suggest safety countermeasures that will be in accordance with SS4A program requirements.
- The SAP will be used as a **guide** for future infrastructure, design, engineering, and policy.

## Safe System Principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial





# What agency do you represent?

0

Fire Department

0

Emergency Medical Services (EMS)

0

Police Department



0

County Emergency Management Agency (EMA)

0

Other Agency



# FEEDBACK

## IDENTIFYING PROBLEM LOCATIONS

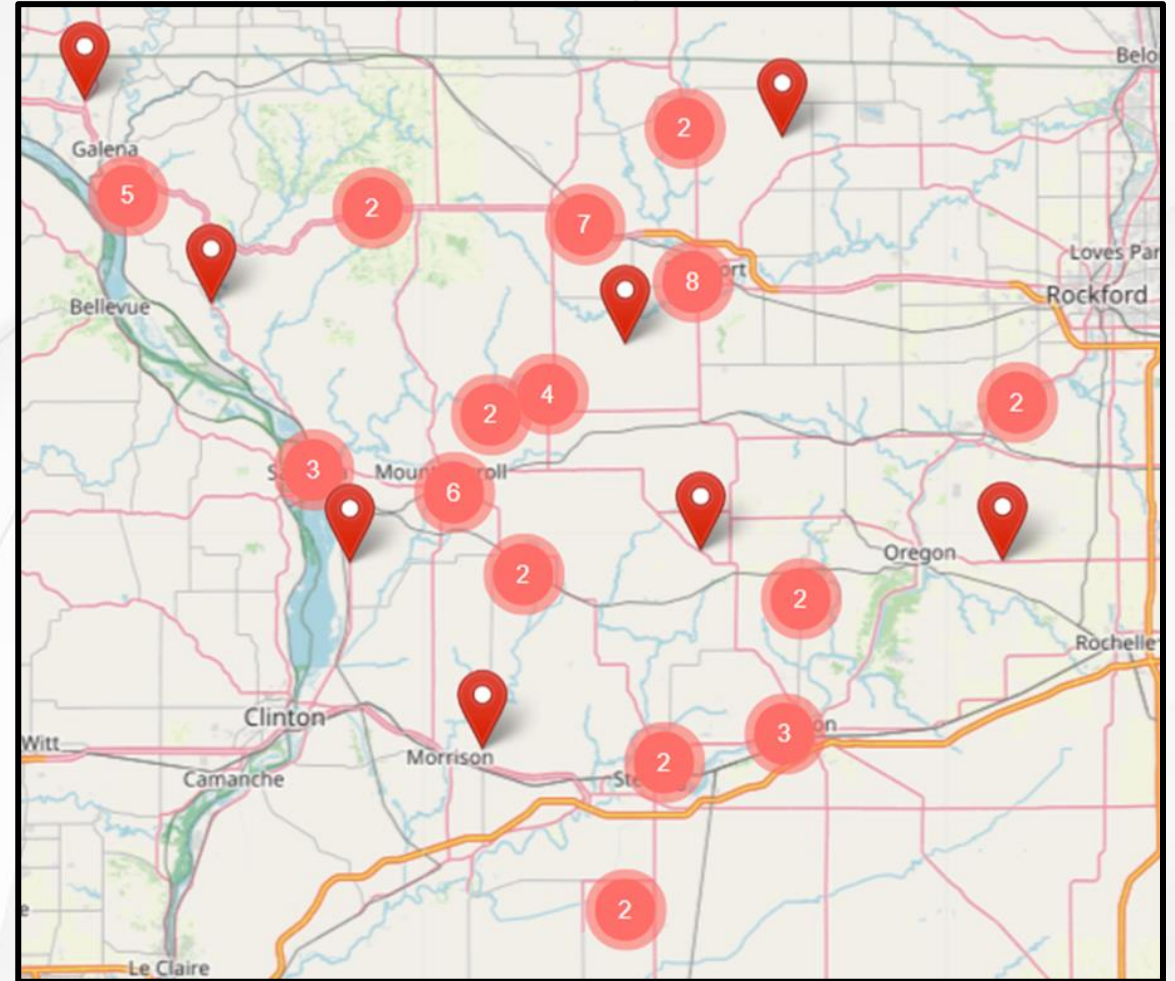
- Stakeholders Meetings
  - Public officials
  - County and City Engineers
  - Other transportation agencies officials
- Public Interaction
  - Website with interactive map
  - Targeted mailings and events
- **First Responder Meeting**
  - Law enforcement
  - Fire and rescue
  - EMS
  - Other responders



# STAKEHOLDER ENGAGEMENT

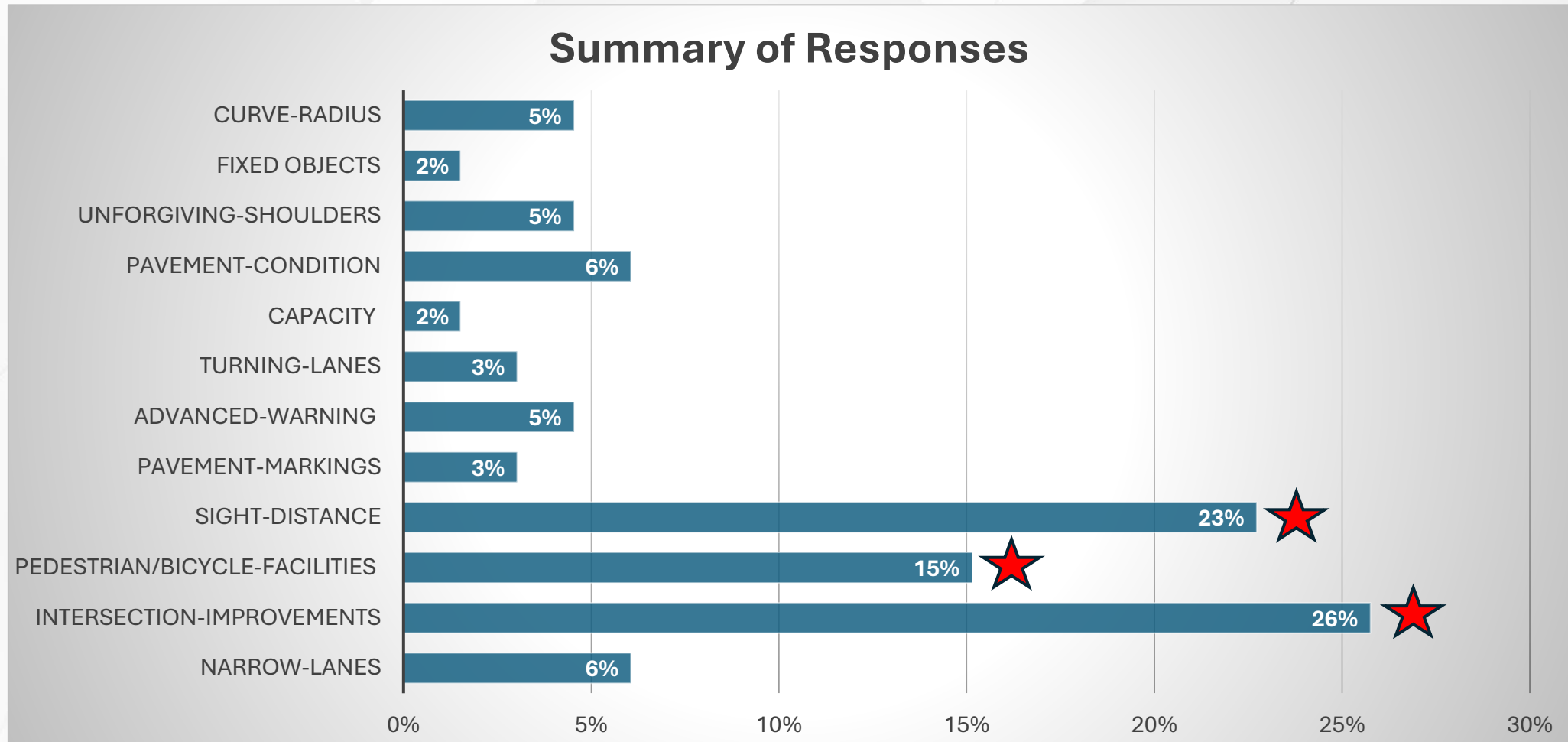
## INTERACTIVE MAP

turning-lanes  
bicycle-facilities  
curve-radius  
fixed  
pedestrian  
pavement-condition  
pavement-markings  
advanced-warning  
unforgiving-shoulders  
intersection-improvements  
sight-distance  
objects  
capacity  
lighting  
narrow-lanes



# STAKEHOLDER ENGAGEMENT

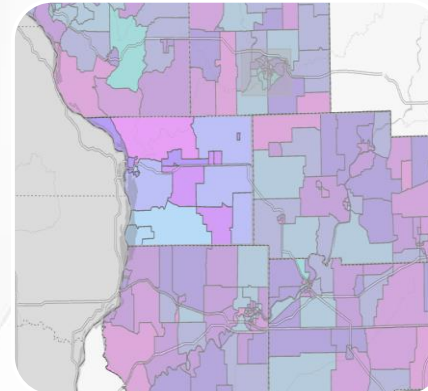
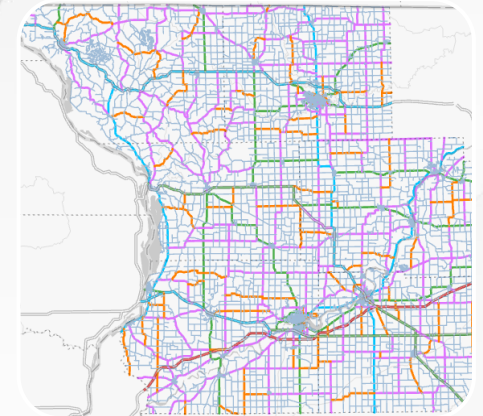
## INTERACTIVE MAP – FEEDBACK TO DATE



# IDENTIFYING PROBLEM LOCATIONS

## DATA SOURCES

- Multiple data sources
  - Crash records
  - Demographics
  - Existing plans and policies
  - Roadway network
  - Stakeholder
    - Steering Committee
    - Transportation Agency Members
    - **First responders**
    - Public






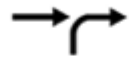


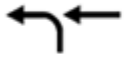











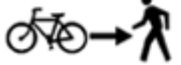



# CRASH DATA

## FOCUS CRASHES

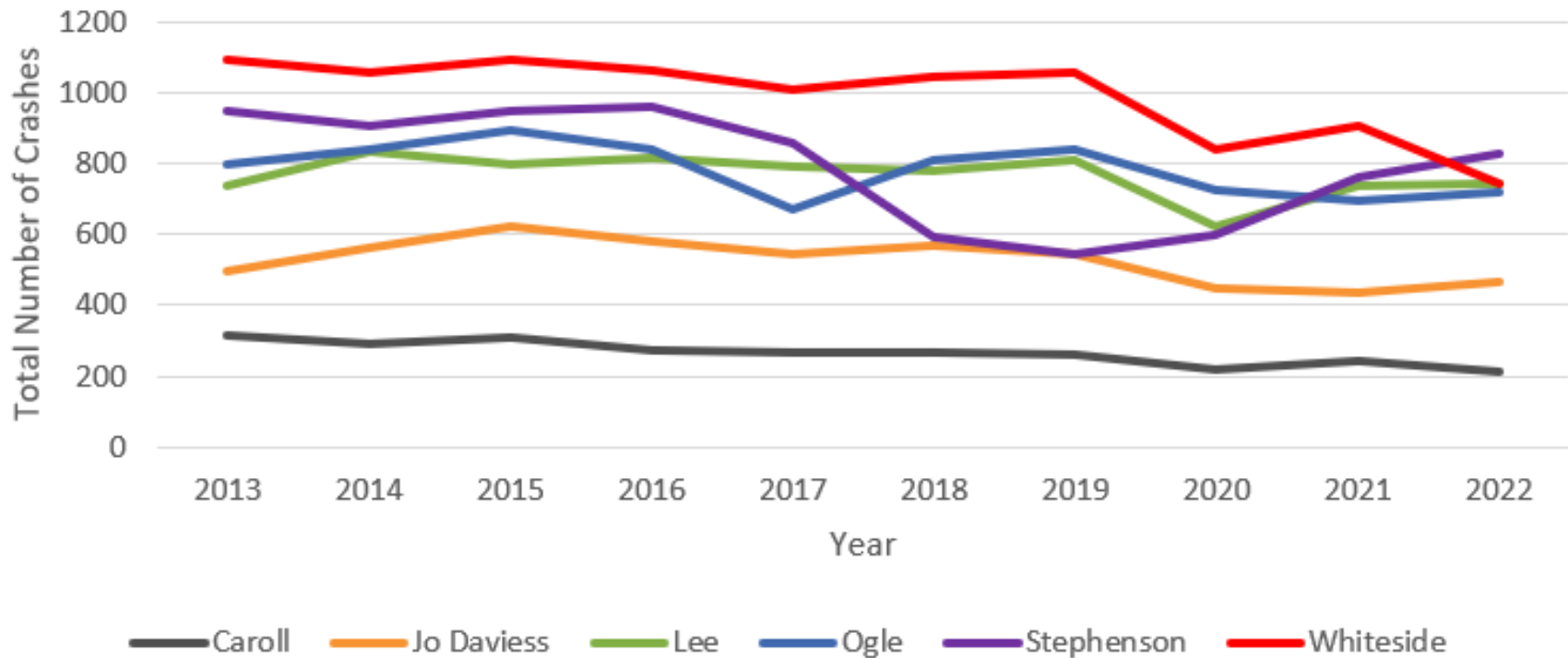
- Crash type Diagram
  - Some crash types are more likely to be severe
- Severity levels
  - KABCO
  - Fatal Injury (K)
  - Serious Injury (A)
  - Minor Injury (B)
  - Possible Injury (C)
  - Property Damage Only (O)
- High risk locations
  - May not show in crash data
  - May not have history of crashes

Focus Crashes

 REAR END	 HEAD ON	 SIDESWIPE, SAME DIRECTION	 SIDESWIPE, OPPOSITE DIRECTION
 OVERTAKING	 RIGHT TURN, REAR END	 RIGHT TURN, ONCOMING	 LEFT TURN, ONCOMING
 LEFT TURN, REAR END	 LEFT TURN, OPPOSING THRU	 RIGHT ANGLE	 RIGHT TURN, SIDESWIPE
 THROUGH WITH RIGHT	 LEFT TURN, SIDESWIPE	 THROUGH WITH LEFT	 LEFT AND RIGHT TURN, SIDESWIPE
 SINGLE VEHICLE WITH PARKED CAR	 SINGLE VEHICLE WITH OTHER THAN PARKED CAR	 VEHICLE WITH PEDESTRIAN	 VEHICLE WITH BICYCLE
 BICYCLE WITH PEDESTRIAN	 OTHER		

# CRASH TRENDS

Crashes By Year, 2013 - 2022



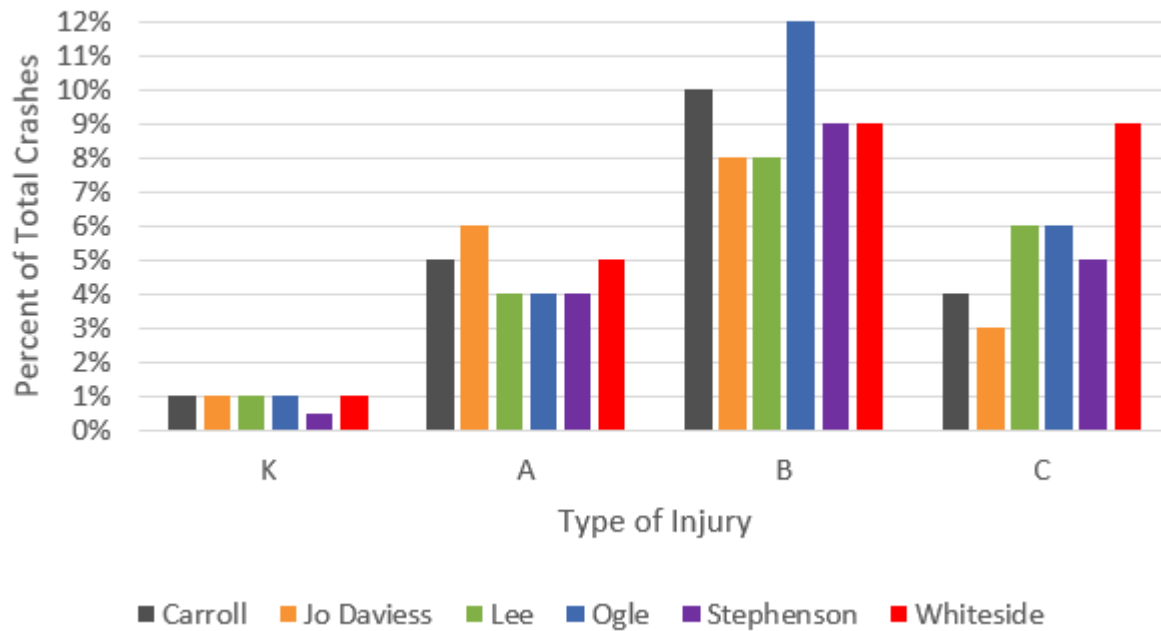
Collision Rate

County	2013-2017	2018-2022	Ten-Year
Carroll	2.0	1.7	1.9
Jo Daviess	2.4	2.2	2.3
Lee	1.4	1.3	1.3
Ogle	1.1	1.1	1.1
Stephenson	2.4	1.8	2.1
Whiteside	2.0	1.8	1.9

\*Total Collisions divided by 100,000 average annual vehicle miles traveled by County

# FATAL AND SERIOUS INJURY CRASH RATES

Fatal and Injury Crash Rates (2013-2022)



## Fatality Rate

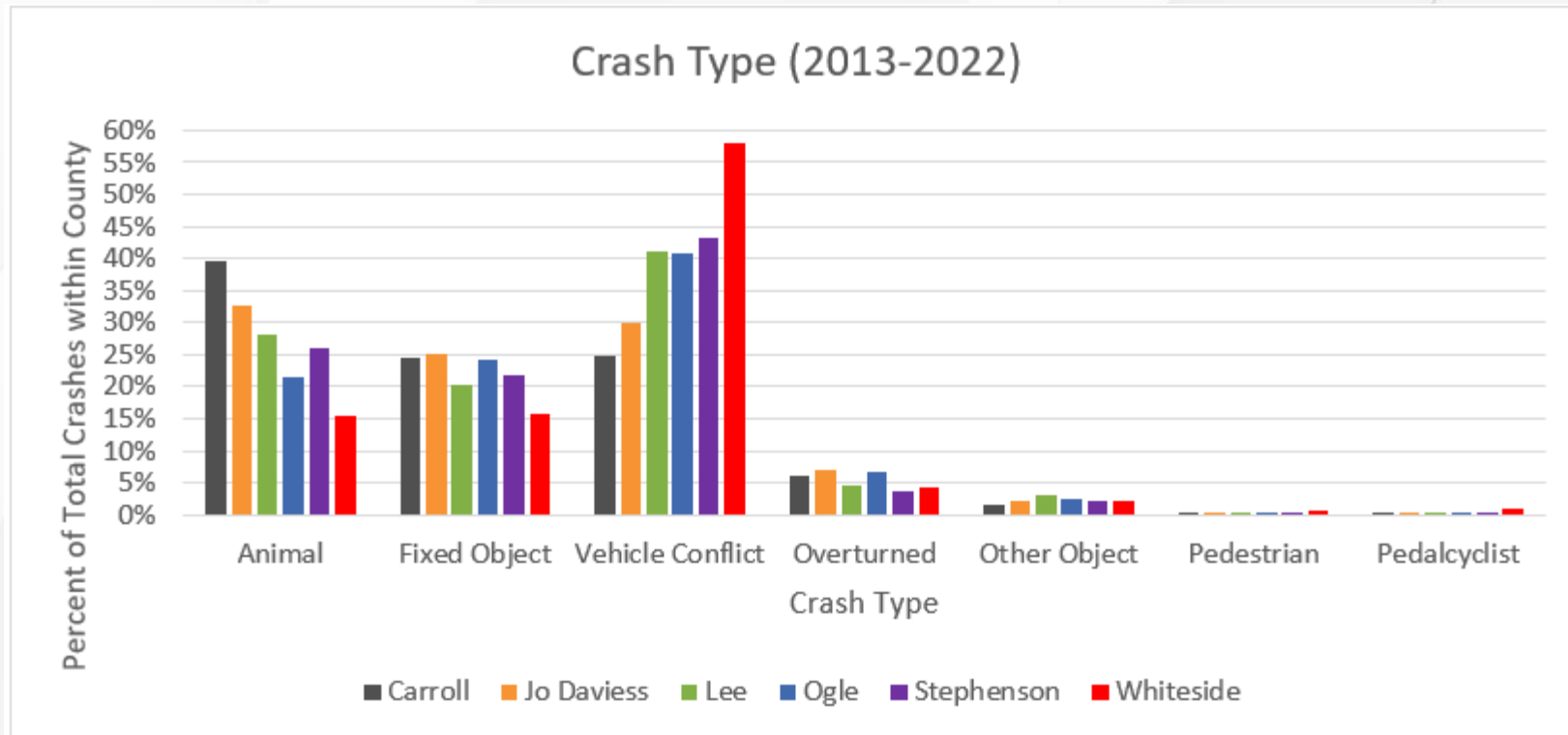
County	2013-2017	2018-2022	Ten-Year
Carroll	0.024	0.016	0.020
Jo Daviess	0.031	0.014	0.023
Lee	0.009	0.009	0.009
Ogle	0.011	0.011	0.011
Stephenson	0.009	0.014	0.012
Whiteside	0.012	0.016	0.014

## Injury Rate

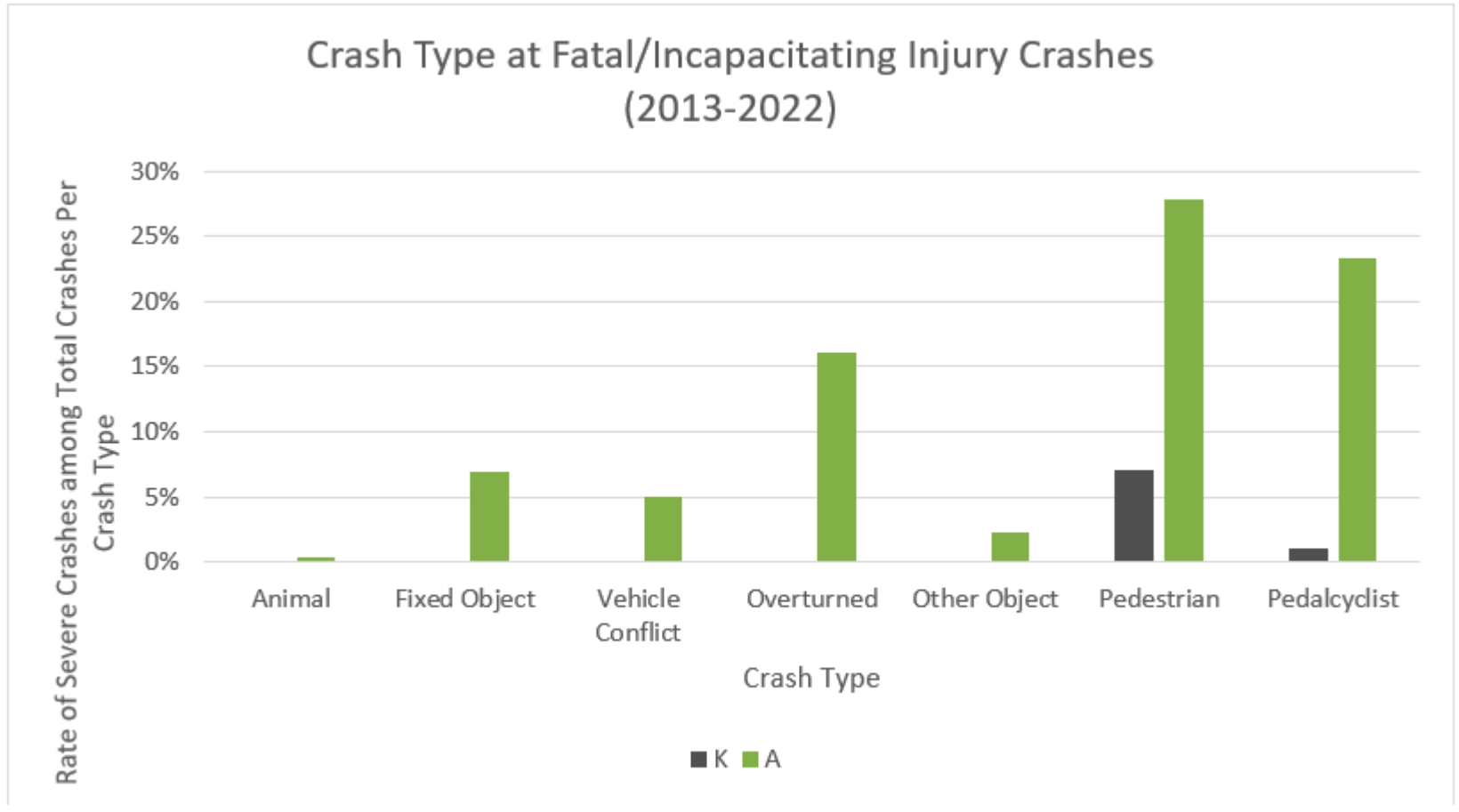
County	2013-2017	2018-2022	Ten-Year
Carroll	0.5	0.4	0.5
Jo Daviess	0.6	0.5	0.6
Lee	0.4	0.3	0.3
Ogle	0.3	0.3	0.3
Stephenson	0.6	0.5	0.5
Whiteside	0.6	0.6	0.6



# CRASH TRENDS

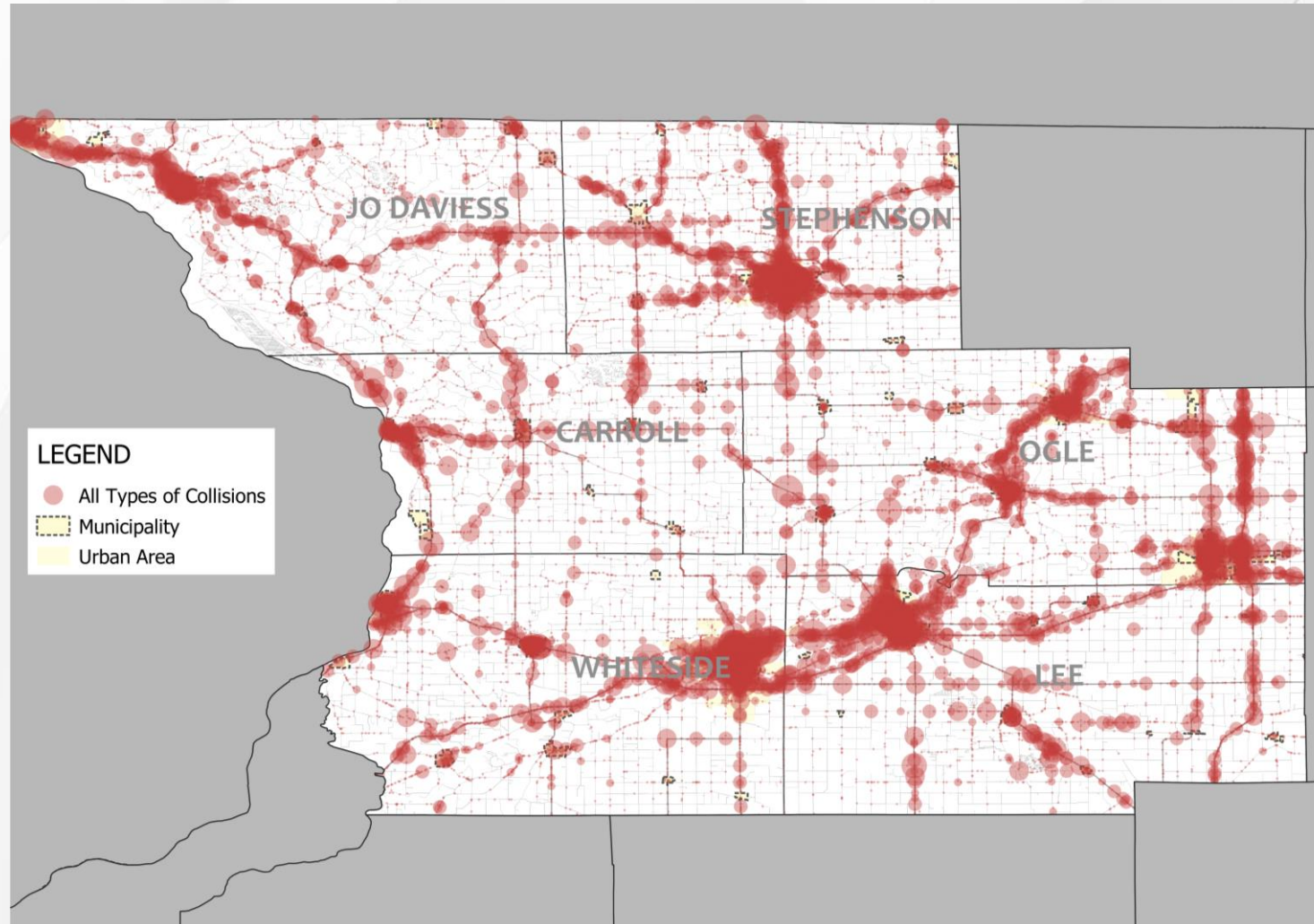


# CRASH TRENDS



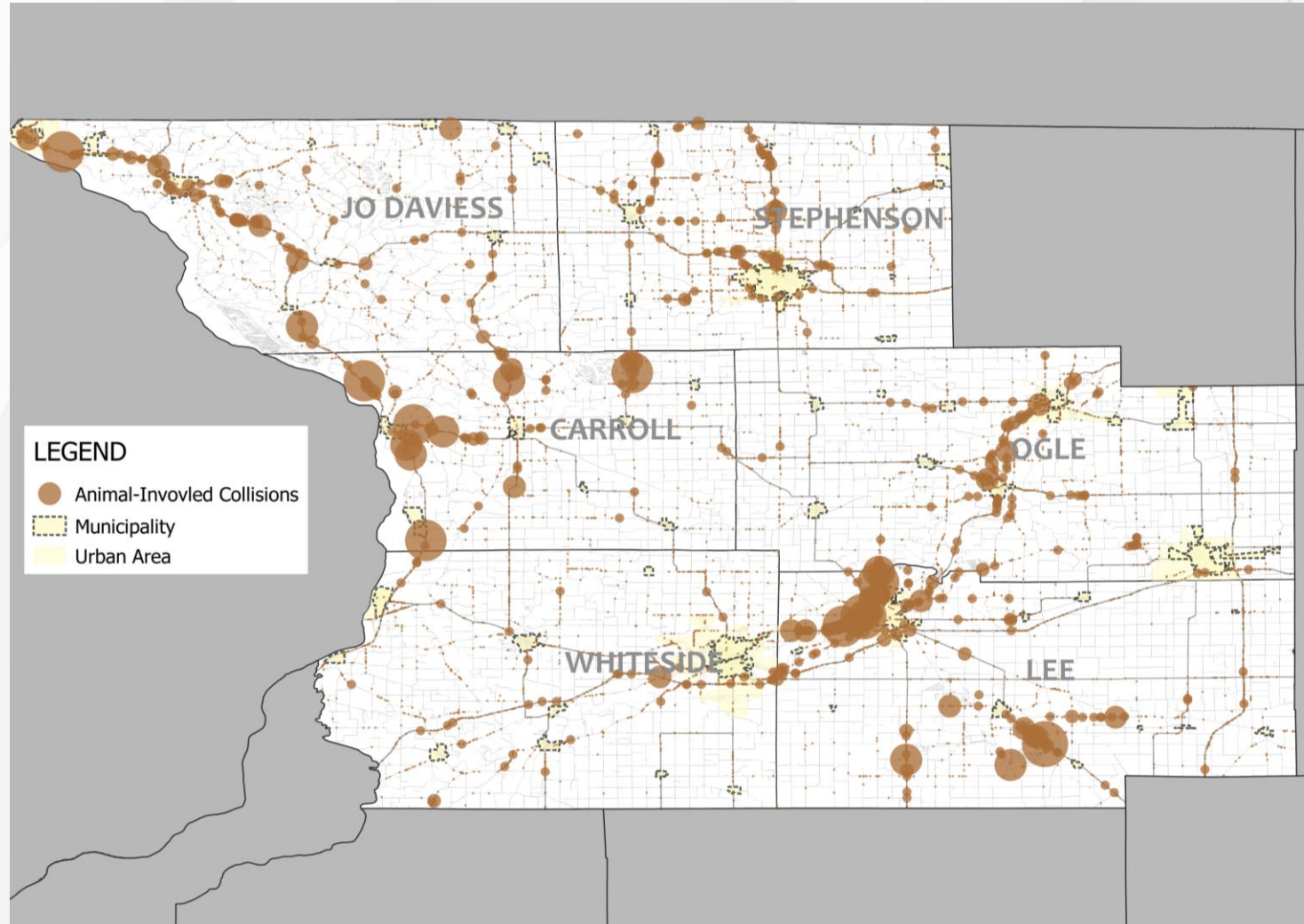
# CRASH ANALYSIS RESULTS

## SIX COUNTY ALL CRASH TYPES



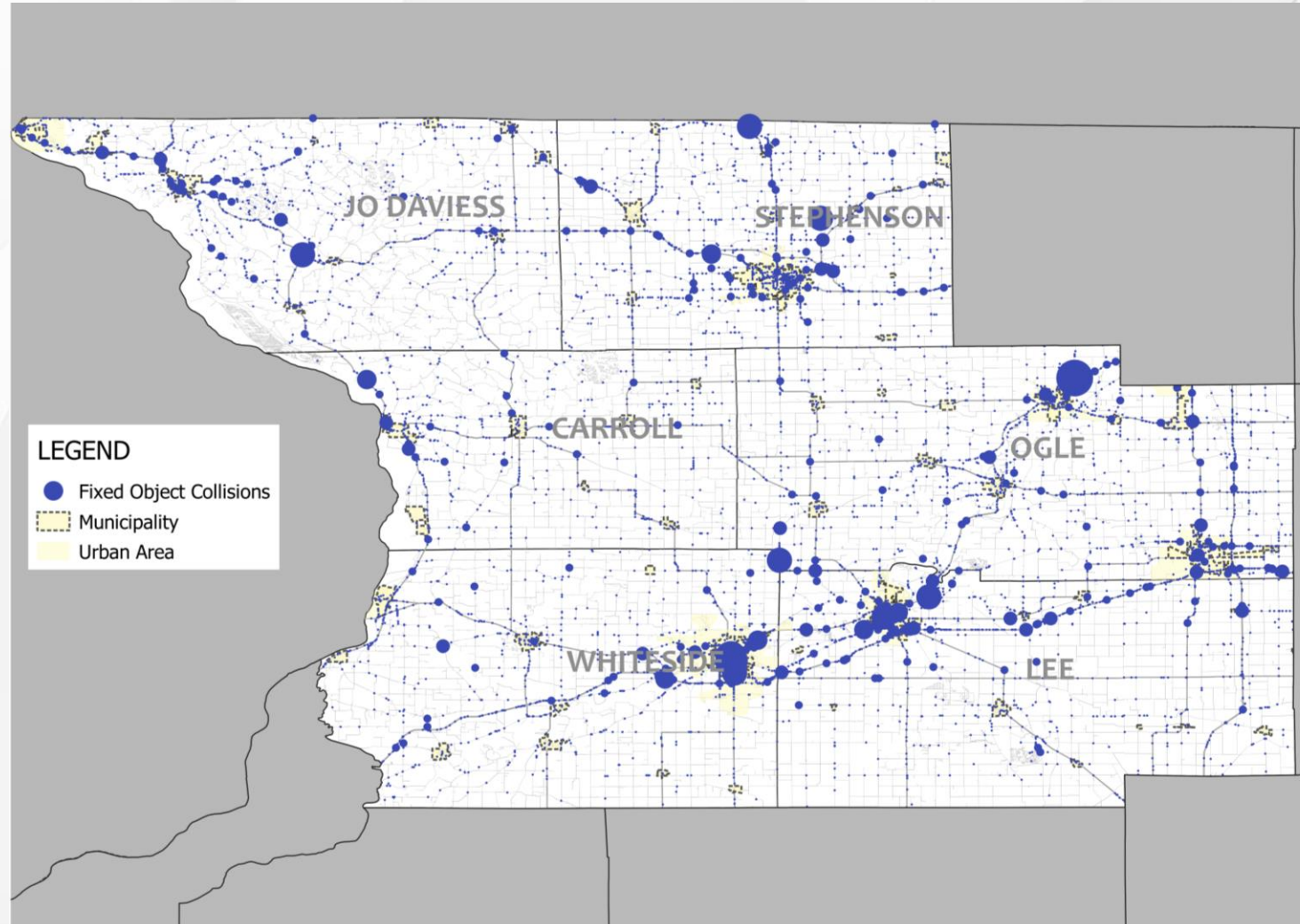
# CRASH ANALYSIS RESULTS

## SIX COUNTY ANIMAL CRASHES



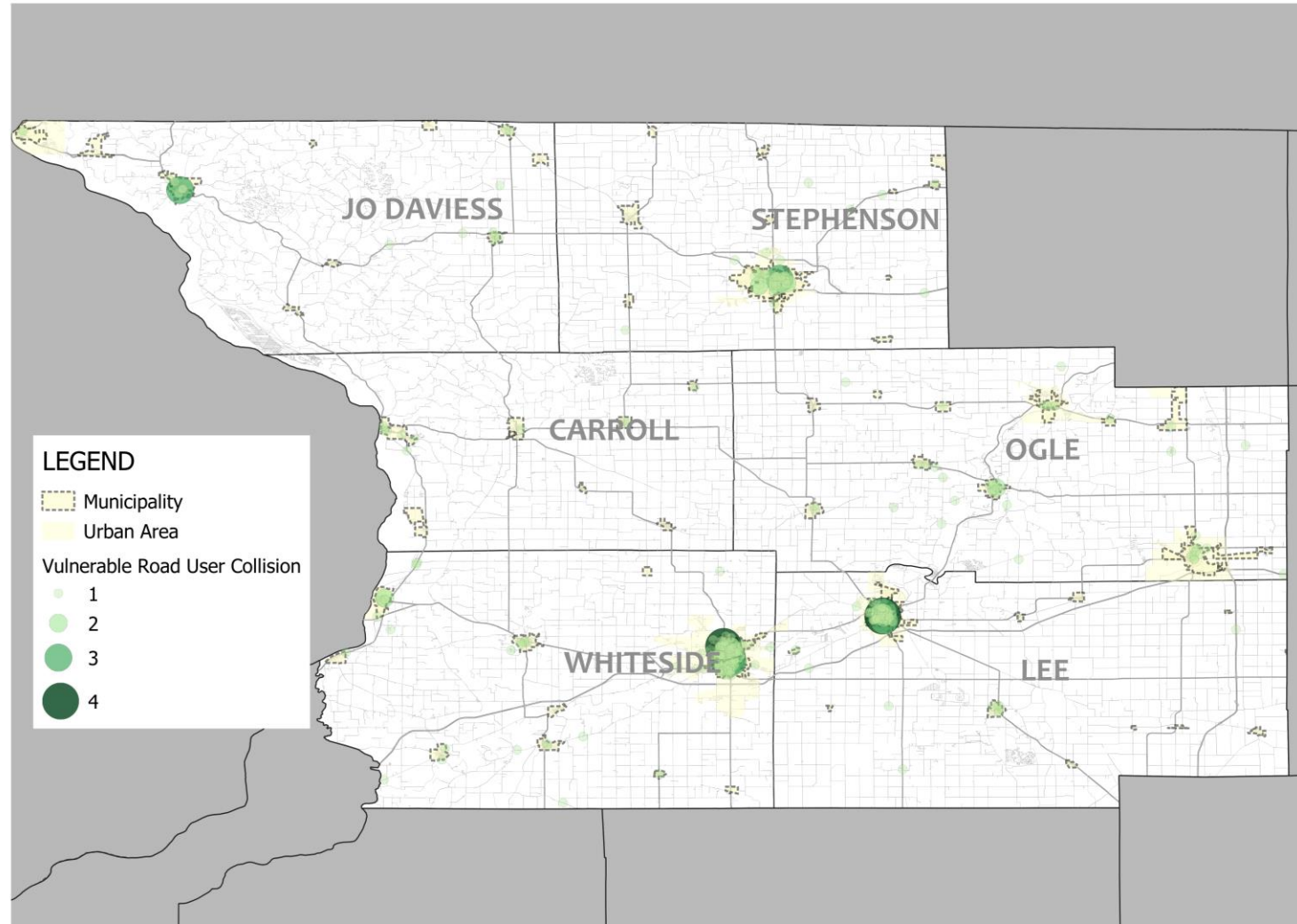
# CRASH ANALYSIS RESULTS

## SIX COUNTY FIXED OBJECT



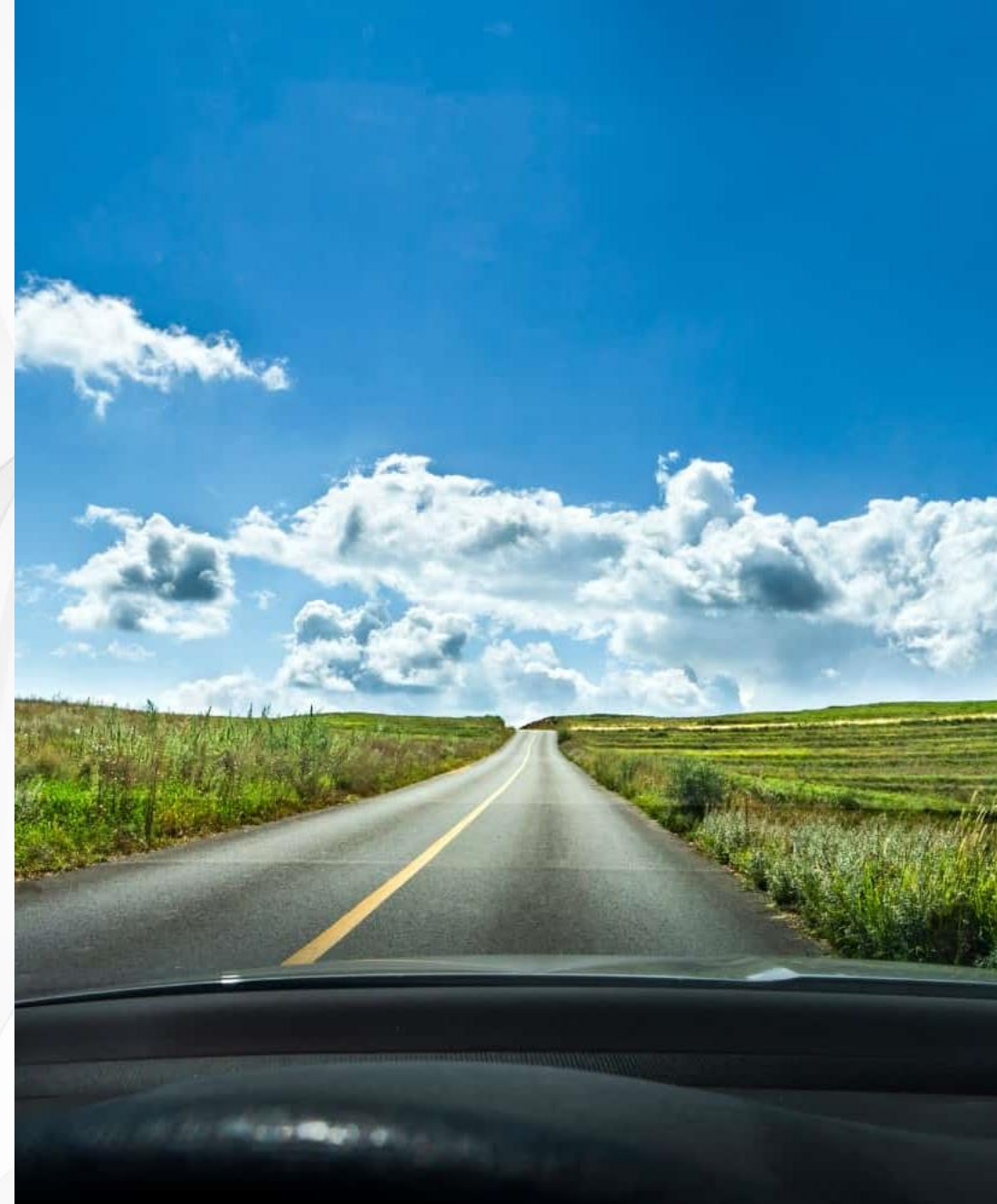
# CRASH ANALYSIS RESULTS

## SIX COUNTY VULNERABLE ROAD USER CRASHES



# DATA INSIGHTS

- Most crashes occur during daylight hours, on dry pavement, under clear skies, and when driver is in a "normal" reported state
- Rates of fatalities and incapacitating injuries are consistent between varying environmental conditions
  - Daylight marginally higher than darkness
  - Dry Conditions marginally higher than wet/ice/snow
  - Clear marginally higher than rain/snow/sleet/fog, but lower than cloudy/overcast and cross-wind
- Alcohol and drugs increased likelihood of fatalities or incapacitating injuries



# DATA INSIGHTS

- Day of Week Trend
  - Friday/Saturday have more crashes than Sun-Thurs
  - Saturday/Sunday see higher rates of fatalities and incapacitating injuries
- Time of Year Trend
  - October – January sees more crashes than other times of year
    - But crashes in May – September see higher fatality and incapacitating injury rates
  - Impact of winter hours and daylight savings time are known trends

JANUARY

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29			

MARCH

M	T	W	T	F	S	S	
					1	2	3
4	5	6	7	8	9	10	
11	12	13	14	15	16	17	
18	19	20	21	22	23	24	
25	26	27	28	29	30	31	

APRIL

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

MAY

M	T	W	T	F	S	S	
			1	2	3	4	5
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	30	31			

JUNE

M	T	W	T	F	S	S	
						1	2
3	4	5	6	7	8	9	
10	11	12	13	14	15	16	
17	18	19	20	21	22	23	
24	25	26	27	28	29	30	

JULY

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

AUGUST

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

SEPTEMBER

M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

OCTOBER

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

NOVEMBER

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

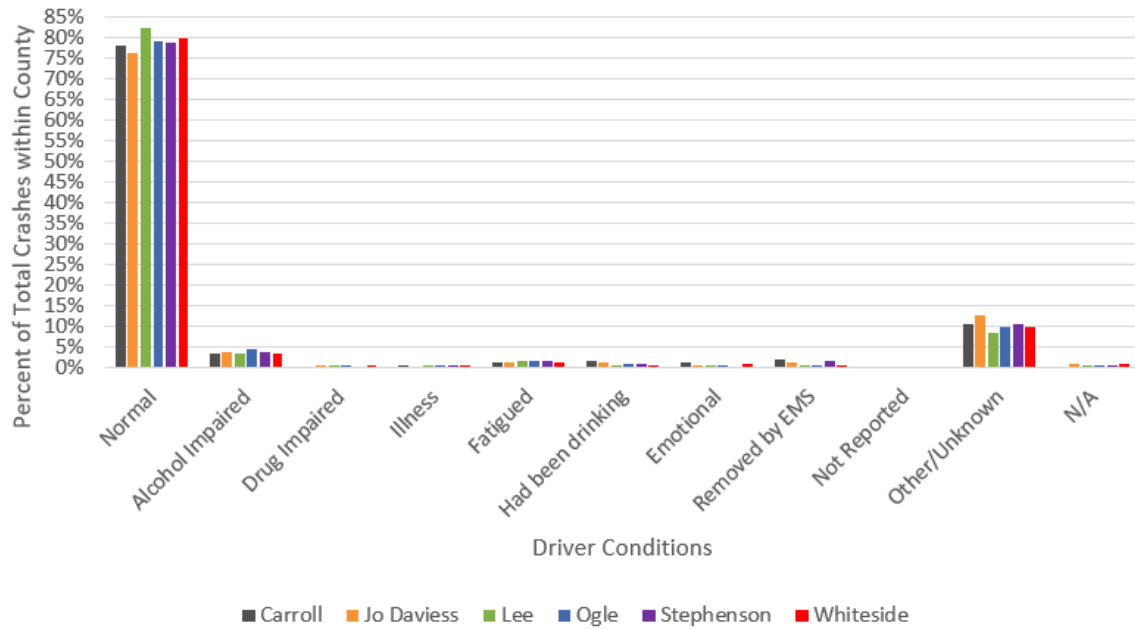
DECEMBER

M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

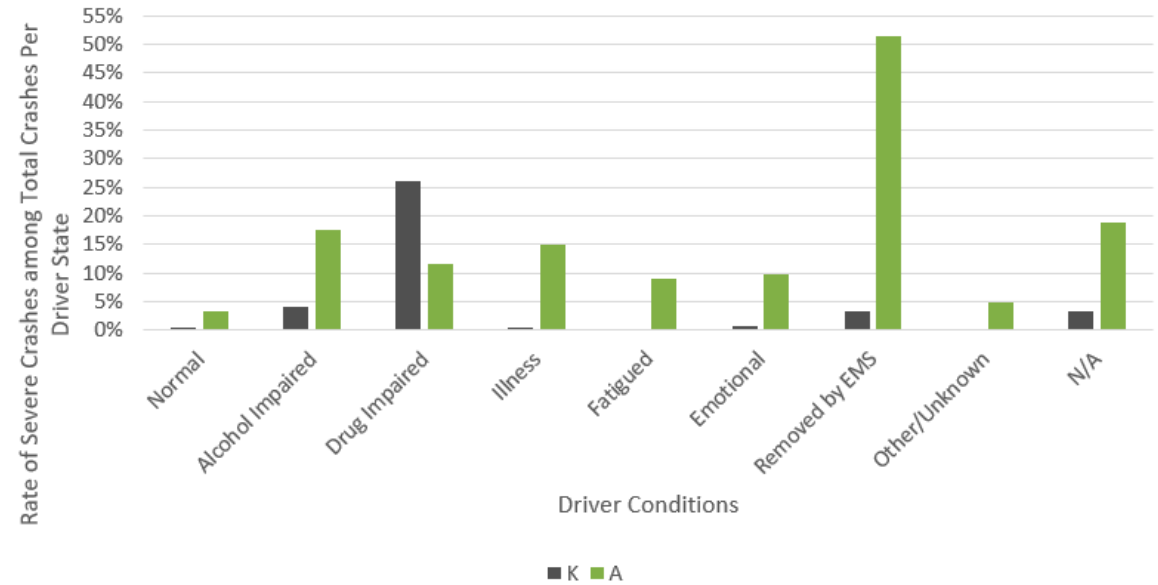


# DRIVER STATE

Driver State (reported) at Crash (2013-2022)



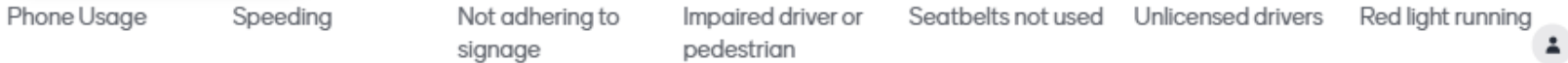
Driver State (reported) at Fatal/Incapacitating Injury Crashes (2013-2022)



# CRASH ANALYSIS RESULT SUMMARY

- Most collisions concentrated in Cities and Townships at intersections/driveways
- However, collisions with animals and run-off road (ditch/embankment) are the most common types of collisions
- Supports multi-tier approach to achieve safety goals
  - High risk/conflict locations for different types of issues

# What behaviors do you see as the largest contributing factors to crashes and traffic incidents?



Join at [menti.com](https://menti.com) | use code **53636**

# Are there any behaviors not that you believe are an issue

All responses to your question  
will be shown here

Each response can be up to  
200 characters long



Account



Content



Design



Settings



Help &  
Feedback

# COUNTERMEASURES

*FHWA proven countermeasures for rural roadways*



**Wider Edge Lanes**



**Longitudinal Rumble Strips and Stripes on Two-Lane Roads**



**SafetyEdge<sup>SM</sup>**



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

Roadway Type	Rural Two Lane, Lane Widths $\geq 10'$ and $< 11'$		Rural Two Lane, Lane Widths $\geq 11'$ and $\leq 12'$ , Paved Shoulder Widths $\geq 2'$ and $< 4'$	
	HMA Pavement	PCCP Pavement	HMA Pavement	PCCP Pavement
Shoulder Corrugations				
Shoulder Rumble Strip (Sinusoidal)				
Edge line Rumble Stripe (Sinusoidal)			X	
Centerline Rumble Stripe (Sinusoidal)	X		X	

*Successful Implementation in Indiana*

# What countermeasures do you feel would be effective to minimize traffic incidents?



Wider Edge Lanes

0

SafetyEdge

0

Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

0

Longitudinal Rumble Strips and Stripes on Two-Lane Roads



# What countermeasures have been effective in your community?

All responses to your question will be shown here

Each response can be up to 200 characters long

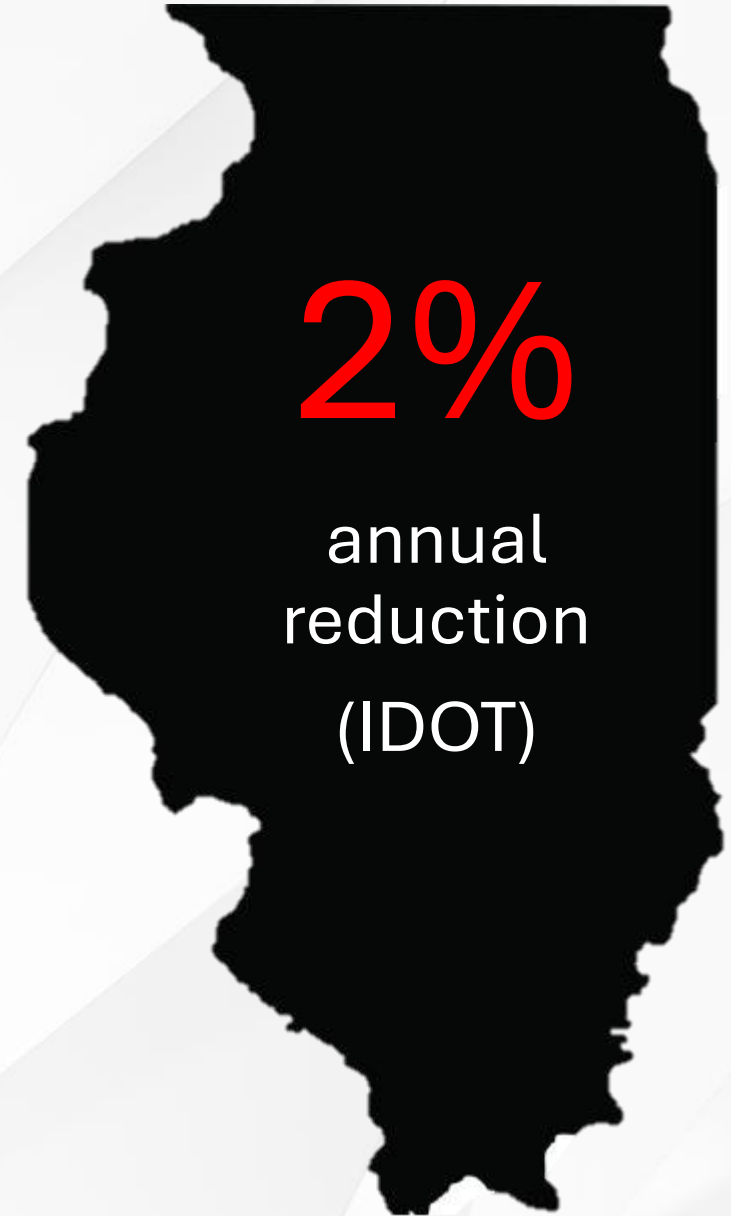
Turn on voting to let participants vote for their favorites



# GOAL SETTING

**Making roads safer and protecting users.**

- ✓ Critical to meeting SS4A funding requirements.
- ✓ What do you need to consider for goal setting?
- ✓ Is it a percentage reduction over time?
- ✓ Match IDOT?





Join at [menti.com](https://menti.com) | use code **5363 6429**

# From your experience, what is the goal you feel should be set?

All responses to your question will be shown here

Each response can be up to 200 characters long



# PROJECT TIMELINE

*What we have done & what's to come*

**MARCH 2024**



STAKEHOLDER  
INFORMATION  
SESSION &  
WORKSHOP

**JULY 2024**



GENERAL SURVEY  
OF PUBLIC &  
STAKEHOLDERS

**SEPTEMBER 2024**



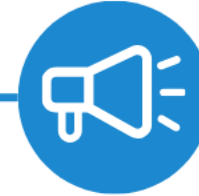
FIRST  
RESPONDERS  
CALL

**FALL 2024**



DRAFT REPORT  
RELEASED FOR  
PUBLIC COMMENT

**WINTER 2024**



VIRTUAL PUBLIC  
INFORMATION  
MEETING

**EARLY 2025**



FINAL REPORT  
RELEASED

Northwest Illinois SS4A Safety Action Plan

QUESTIONS?



# HOW TO REACH US

Project Website &  
Comment Submission



Virtual Safety Issue  
Interactive Map

