



Engineering

Enforcement

Illinois SHSP

Education

EMS

Illinois SHSP

Strategic
Highway
Safety

Plan

ZERO Fatalities

Partnering

for Illinois

July 2011
Progress Report

Illinois Strategic Highway Safety Plan July 2011 Progress Report

This document provides a summary of accomplishments achieved through the implementation of Illinois' Strategic Highway Safety Plan (SHSP) as reported by the Illinois Department of Transportation (IDOT). Activities and accomplishments by other safety stakeholders will be documented in the next SHSP update. This progress report generally compares 2006 to 2009 data (the latest data set available for use).

Deaths and injuries resulting from traffic crashes are serious public health concerns and are not conducive to the high quality of life expected in the state of Illinois. In 2006, there were approximately 12,720,000¹ people residing in Illinois, and one of every 10,144 was killed and one of every 120 was injured in a traffic crash. Approximately 1,120 traffic crashes occurred each day in 2006, resulting in three persons killed per day. A combination of SHSP implementation efforts by multiple safety stakeholders through 2009 have helped to dramatically reduce the number of traffic-related fatalities in Illinois. There were a total of 911 traffic-related fatalities in Illinois in 2009, the lowest traffic-related deaths recorded since 1921.² Traffic crashes continue to be the leading cause of death in children and young adults. The economic loss due to traffic crashes in Illinois was estimated at \$5.3 billion² in 2009. This substantial impact within local communities relative to medical costs, lost wages, insurance costs, taxes, police, fire and emergency medical services, and legal and court costs, as well as property damage, is significant. In 2009, it was estimated that each fatality cost approximately \$1.3 million, each A-injury cost nearly \$67,000, each B-injury cost nearly \$22,000, each C-injury cost \$12,000, and each property damage crash cost approximately \$8,000.²

In 2006, there were 1,254 people killed in 1,136 fatal crashes for an average of 1.10 deaths per fatal crash. The corresponding traffic-related death rate was 1.17 deaths per 100 million vehicle miles traveled (VMT), while nationally, the average fatality rate was 1.42.³ From 1999 to 2003, there were no significant reductions in fatalities and the Illinois fatality rate; however, from 2003 to 2006, 200 lives were saved and the fatality rate decreased from 14 percent from 1.36^{4,5} in 2003 to 1.17. In 2009, there were 911² people killed in 832² fatal crashes for an average of 1.09 deaths per fatal crash. The corresponding traffic-related death rate was 0.86¹ deaths per 100 million VMT, while, nationally, the average fatality rate was 1.13.⁶ As shown in *Exhibit 1*, there has been a significant reduction in the Illinois fatality rate; it has decreased by 32 percent from 1.27 in 2005 to 0.86 in 2009.² While the fatality rate has decreased, the national trend for measuring success of SHSP implementation is the actual reduction of traffic-related fatalities. *Table 1* illustrates Illinois' reduction in both traffic-related fatalities and serious injuries since the inception of the Illinois SHSP.

¹ Illinois Department of Transportation. *2006 Illinois Crash Facts & Statistics* (<http://www.dot.state.il.us/travelstats/final2006crashfacts.pdf>).

² Illinois Department of Transportation. *2009 Illinois Crash Facts & Statistics* (<http://www.dot.state.il.us/travelstats/final2009crashfacts.pdf>).

³ National Highway Traffic Safety Administration (NHTSA). Fatality Analysis Reporting System (FARS) Encyclopedia. *National Statistics Fatalities and Fatality Rates by State, 1994-2006* (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

⁴ Illinois Department of Transportation. 2002-2006. Illinois Crash Database from October 6, 2010.

⁵ National Highway Traffic Safety Administration. *Traffic Safety Facts. 2003-2007* (<http://www-nrd.nhtsa.dot.gov/Pubs/809767.pdf>).

⁶ National Highway Traffic Safety Administration. August 2010. *Traffic Safety Facts: Highlights of 2009 Motor Vehicle Crashes* (<http://www-nrd.nhtsa.dot.gov/Pubs/811363.pdf>).

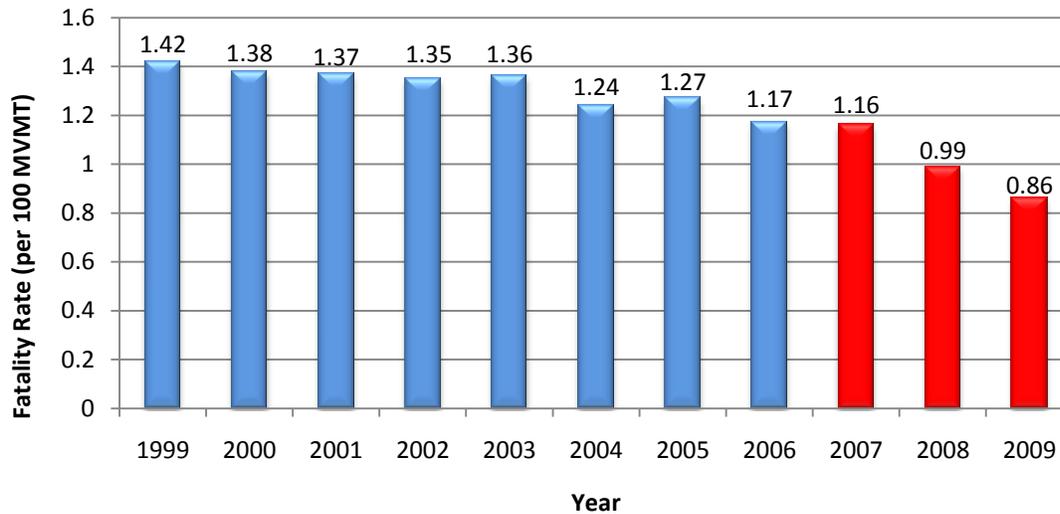


Exhibit 1. Illinois Traffic-Related Fatality Crash Rate

Exhibit 1 Source:

Illinois Department of Transportation. 1999-2009 Illinois Crash Facts & Statistics (<http://www.dot.state.il.us/travelstats/>).

Table 1. Illinois Crash Data Statistics

Description	2005	2006	2007	2008	2009	% Change (2005-2009)
Crashes (KABC + PDO) ³	421,522	408,670	422,778	408,258	*292,106	-30.66%
Fatal Crashes ¹	1,233	1,136	1,126	951	832	-32.52%
People Killed ¹	1,363	1,254	1,248	1,043	911	-33.16%
People Injured ³	112,343	106,918	103,156	94,021	89,090	-20.55%
Fatality Rate (per 100 million) ^{1,2}	1.27	1.17	1.16	0.99	0.86	-32.28%
Population (million) ¹	12.67	12.72	12.78	12.84	12.91	1.89%
Registered Drivers (million) ³	8.57	8.62	8.67	8.73	8.77	2.33%
Registered Vehicles (million) ³	9.85	10.08	10.21	10.15	10.01	1.62%
VMT (billion) ³	108	107	107	106	106	-1.85%

*Note: Effective January 1, 2009, the crash reporting threshold increased to damage in excess of \$1,500 when all drivers are insured. If any driver is uninsured and there is damage over \$500 to any one person's property, all drivers must report. Before 2009, the reporting threshold was \$500.

Table 1 Sources:

¹National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS) (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

²Illinois Department of Transportation. 2009 Illinois Crash Facts & Statistics (<http://www.dot.state.il.us/travelstats/final2009crashfacts.pdf>).

³National Highway Traffic Safety Administration. Traffic Safety Facts. 2005-2009. (<http://www-nrd.nhtsa.dot.gov>).

SHSP Mission

The SHSP mission is to develop, implement and manage an integrated multi-stakeholder process to improve the attributes of roads, users and vehicles to reduce traffic-related deaths and life-altering injuries in Illinois.

SHSP Vision

The SHSP vision is for highway users arrive safely at their destinations.

SHSP Goal

In 2005, Illinois safety stakeholders established the SHSP goal to reduce the number of traffic-related deaths from 1,454 in 2003 to 1,000 or fewer by 2008, a rate of 1.0 fatality per 100 million VMT. Illinois reduced its fatalities to 1,043 for 2008. Although the SHSP implementation efforts of the various safety stakeholders were successful in helping make Illinois roadways the safest in 80+ years, it was recognized that far too many people are still being killed on Illinois roadways.

At the 2008 Illinois Safety Summit, a new aggressive SHSP goal of “zero fatalities” which envisions reducing fatalities on Illinois roads to zero in the long term was established. Safety stakeholders agreed that immediate and aggressive actions must be taken to continue to significantly reduce the number of traffic-related deaths and life-altering injuries in Illinois. The SHSP is the tool to assist in achieving this zero fatality goal. Annual targeted fatality reductions of five to ten percent overall were agreed to by all stakeholders. Implementation teams would consider these in their implementation plan and strategies.

Through integrating the efforts and resources of multi-discipline safety stakeholders, this SHSP defines a system, organization and process for managing the attributes of the road, driver and vehicle to achieve the highest level of highway safety. Various safety stakeholders may have developed their own safety plans in an effort to leverage and direct their resources and further advance the Illinois SHSP. IDOT and its federal safety partners have an existing Highway Safety Plan (alcohol safety, occupant protection, data improvement and other behavior programs) administered by the National Highway Traffic Safety Administration (NHTSA), Highway Safety Improvement Program (HSIP) (roadway infrastructure safety) administered by the Federal Highway Administration (FHWA), and a Motor Carrier Safety Assistance Program (commercial driver and vehicle safety) administered by the Federal Motor Carrier Safety Administration (FMCSA). SHSP includes, builds upon and integrates these programs in reducing fatalities and life-altering injuries on Illinois roadways and contains performance-driven strategies that focus the limited highway safety resources toward this common goal. Several local agencies and Metropolitan Planning Organizations (MPO) have developed or are in the process of developing local SHSPs that are linked to the Illinois SHSP. Ultimately, to reduce the number of fatalities and life-altering injuries in Illinois, these stakeholders must commit resources (workforce, staff, time, dollars, etc.) to develop, implement and maintain this SHSP.

Illinois has participated in all of the national SHSP peer exchanges, including hosting the National SHSP Peer Exchange in Chicago in 2009. Illinois has also held several statewide safety summits where stakeholders from throughout Illinois were invited to be safety partners in the challenge of reducing highway-related fatalities and life-altering injuries. These stakeholders include those involved in planning, designing, constructing, operating and maintaining the roadway infrastructure (engineering), modifying road user behavior and

preventing injury (education and enforcement), and also controlling injury (emergency medical service). Challenges and strategies were solicited from all participants. From their input, ten data-driven emphasis areas were identified to focus immediate efforts. Crash data has supported the continued focus on these emphasis areas (*Refer to Table 2*). All-encompassing themes, including the importance of multi-stakeholder involvement, the effects of vehicle speed on crash severity, and the conflicting attributes between rural and urban roadways, play fundamental roles in all emphasis areas.

Illinois SHSP Emphasis Areas include the following:

1. Alcohol and Other Impaired Driving
2. Driver Behavior and Awareness
3. Highway-Railroad Grade Crossings
4. Information Systems for Decision Making
5. Intersections
6. Large Trucks
7. Roadway Departure
8. Safety Belts/Occupant Protection
9. Vulnerable Users
10. Work Zones

Table 2. Illinois Roadway Fatality Statistics by Emphasis Area

EMPHASIS AREA	2006				2009			
	Nation		Illinois		Nation		Illinois	
	Fatalities	% of Total Fatalities	Fatalities	% of Total Fatalities	Fatalities	% of Total Fatalities	Fatalities	% of Total Fatalities
Alcohol-Related & Other Impaired Driving								
<i>At least one driver tested (BAC ≥ .01)⁵</i>	15,970	37.4	549	43.8	12,744	37.7	381	41.8
Driver Behavior and Awareness								
<i>Unlicensed Drivers (involved)¹</i>	6,117	14.3	208	16.6	1,715	5.1	24	2.6
<i>Invalid Drivers License (involved)¹</i>	3,653	8.6	69	5.5	2,611	7.7	71	7.8
Highway-Railroad Grade Crossing⁴	289	0.7	20	1.6	184	0.5	16	1.8
Information Systems for Decision Making	-----		-----		-----		-----	
Intersections¹	9,105 ¹	21.3	288	22.9	7,328	21.7	248	27.2
Large Trucks¹	5,027	11.7	159	12.7	3,380	10.0	88	9.7
Roadway Departure	19,237 ¹	45.0	710 ⁶	56.6	14,904 ¹	44.1	474 ⁶	52.0
Safety Belts/Occupant Protection								
<i>No Restraint Used (known usage only)¹</i>	15,635	36.6	456	36.4	11,512	34.1	264	29.0
Vulnerable Users								
<i>Pedestrian^{1,3}</i>	4,795	11.2	139	11.1	4,092	12.1	111	12.2
<i>Motorcyclist^{1,3}</i>	4,963	11.6	132	10.5	4,462	13.2	130	14.3
<i>Pedalcyclist^{1,3}</i>	773	1.8	24	1.9	630	1.9	20	2.2
Work Zones²	1,004	2.4	29	2.3	667	2.0	31	3.4
Total Fatalities¹	42,708		1,254		33,808		911	
Fatality Rate (Per 100 Million VMT)¹	1.42		1.17		1.13		0.86	

Table 2 Sources:

¹National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS) (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

²Illinois Department of Transportation. 2006 and 2009 Illinois Crash Facts & Statistics (<http://www.dot.state.il.us/travelstats/final2006crashfacts.pdf>, <http://www.dot.state.il.us/travelstats/2009cf.pdf>).

³National Highway Traffic Safety Administration. August 2010. Traffic Safety Facts: Highlights of 2009 Motor Vehicle Crashes (<http://www-nrd.nhtsa.dot.gov/Pubs/811363.pdf>).

⁴Illinois Commerce Commission. Crossing Safety Improvement Program Report. 2010 (<http://www.icc.illinois.gov/railroad/CrossingSafetyImprovement.aspx>).

⁵National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS). 2006. States/Alcohol. Persons Killed by State & Highest Driver BAC in Crash (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

⁶Illinois Department of Transportation. Illinois Crash Database received on October 6, 2010. 2002-2006.

Table 3. Illinois Fatal Crashes and Fatalities by Roadway Type

Type of Roadway	2006				2009			
	Fatal Crashes	Percent of Total Fatal Crashes	Fatalities	Percent of Total Fatalities	Fatal Crashes	Percent of Total Fatal Crashes	Fatalities	Percent of Total Fatalities
Rural	428	37.7	481	38.4	344	41.3	386	42.4
Principal Arterial Interstate	41	3.6	51	4.1	51	6.1	56	6.1
Principal Arterial Other	54	4.8	64	5.1	75	9.0	85	9.3
Minor Arterial	81	7.1	92	7.3	60	7.2	71	7.8
Major Collector	127	11.2	140	11.2	92	11.1	100	11.0
Minor Collector	22	1.9	23	1.8	8	1.0	8	0.9
Local Road or Street	101	8.9	109	8.7	58	7.0	66	7.2
Unknown	2	0.2	2	0.2				
Urban	708	62.3	773	61.6	488	58.7	525	57.6
Principal Arterial Interstate	95	8.4	98	7.8	71	8.5	75	8.2
Principal Arterial Other	13	1.1	14	1.1	7	0.8	10	1.1
Minor Arterial	216	19.0	231	18.4	145	17.4	155	17.0
Major Collector	213	18.8	242	19.3	124	14.9	139	15.3
Minor Collector	80	7.0	88	7.0	72	8.7	73	8.0
Local Road or Street	90	7.9	99	7.9	69	8.3	73	8.0
Unknown	1	0.1	1	0.1				
TOTAL	1,136	100.0	1,254	100.0	832	100.0	911	100.0

Table 3 Source:
National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS)
(<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

In 2009, rural roadways represent 42.4 percent of Illinois traffic-related fatalities. Fatalities on urban roadways represented 57.6 percent of the total roadway fatalities. These numbers that represent fatalities on both state and local roadways are significant and are considered for each identified emphasis area (Refer to Table 3).

Comprehensive, coordinated and communicative safety strategies of Engineering, Education, Enforcement and Emergency Medical Service (4Es) continue to be identified and implemented collectively with the safety partners. Implementation plans for each of the emphasis areas with measurable objectives have been developed or are in the process of being developed. To that end, priority will be given to funding safety initiatives and projects supporting the SHSP goal.

Stakeholder Teams

To collectively develop safety strategies, stakeholder teams were identified. Each team unit consists of two to three safety partner designees that are responsible for coordinating each phase for their agency/group. It is critical that each member of the team be committed to the success of the SHSP to save lives in Illinois.

Leadership Unit – Decision-Making Representatives

There is continued support and commitment of resources (time, staff, dollars, ideas) to the SHSP.

Development Unit – SHSP Creation/Maintenance

In 2012, a Statewide Safety Summit will be held to assess and update the SHSP emphasis areas, challenges and recommended strategies.

Implementation Unit – Action Plan

Implementation teams have been established for six of the ten emphasis areas. These teams are comprised of multi-discipline representation from various agencies or groups and have worked to develop detailed action plans with the standard template, including specific processes to implement recommended strategies, and measure/assess the effectiveness of implemented strategies and report progress and/or make adjustment recommendations.

March 2005	First Safety Summit (two sessions held).
September 2005	First Illinois SHSP approved by Governor.
Summer 2005 to 2010	Implementation teams were established for Roadway Departure, Intersections, Work Zones, Highway-Railroad Grade Crossings, Information Systems for Decision Making and Alcohol. Implementation teams have developed or are in process of developing action plans for each emphasis area and can evaluate the effectiveness of strategies implemented.
December 2008	Second Safety Summit.
Spring 2012	Statewide Safety Summit and SHSP Update.

Safety partners have incorporated broad overall strategies that have heightened safety awareness statewide and are assisting in efforts towards reaching the SHSP goal. IDOT's focused approach to safety has been effective at expanding safety efforts within the agency and statewide. IDOT's Bureau of Safety Engineering (BSE) maintains SHSP and coordinates various safety initiatives throughout Illinois.

The SHSP website is currently being updated and moved to www.ISHSP.org to elevate and bring heightened awareness of the SHSP, Implementation Team efforts and safety stakeholder activities. An external SHSP SharePoint site is near completion that will allow for SHSP Implementation Team collaboration and communication. In addition, the department has established the slogan “Driving Zero Fatalities to a Reality” and obtained the trademark for the character “Zero the Highway Hero.” This messaging will be used for communicating the SHSP goal to the public.

Alcohol and Other Impaired Driving

Since 2006, the total number of alcohol-related fatalities has been reduced by 30.6 percent from 549 in 2006 to 381 in 2009. Although the total number of alcohol-related fatalities has gone down substantially, the percent of alcohol-related fatalities decreased by only two percentage points from 44 percent in 2006 to 42 percent in 2009.⁷ It should be noted that the percent of tested drivers (deceased and survived drivers) involved in fatal crashes has been significantly improved over the last three years. In 2009, over 61 percent of all dead and survived drivers who were involved in fatal crashes were tested.

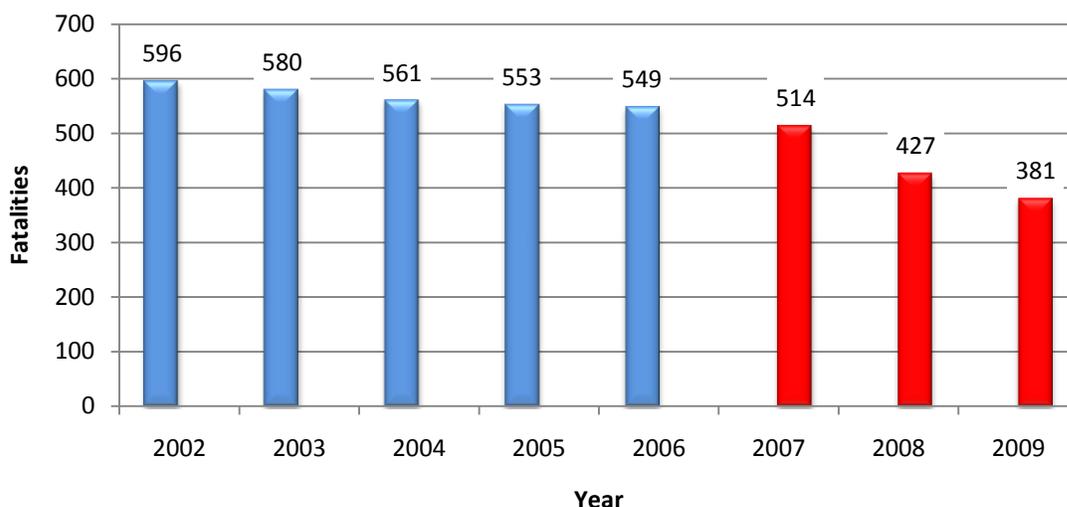


Exhibit 2. Illinois Imputed Alcohol-Related Fatalities

Exhibit 2 Source:

National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS) (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

Accomplishments

- During the last three years, Illinois has shifted over 50 percent of its hire-back enforcement activities to late-night hours (11:00 PM to 6:00 AM) since the alcohol-related fatalities are disproportionately higher during the nighttime than during the daytime. *Exhibit 3* shows the percentage of unbelted occupants and the percentage of alcohol-related fatalities by time of day. As shown in this exhibit, those late-night vehicle occupants who were fatality injured tend to have lower belt use and higher blood alcohol concentration (BAC) level than their counterparts during the daytime. There is also a strong negative relationship between the percentage of belted occupants and the percentage of alcohol-related occupant deaths during nighttime hours (9:00 PM to 6:00 PM).
- The number of state and local agencies participating in the alcohol and seat belt campaigns has increased. The average number of funded and unfunded local agencies increased from 150 to 380 agencies during the Labor Day campaign.

⁷ National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS). 2006. *Persons Killed by State & Highest Driver BAC in Crash* (<http://www-fars.nhtsa.dot.gov/Trends/TrendsAlcohol.aspx>).

- There is a high correlation between unbelted occupants and percent of alcohol consumed by motor vehicles occupants who are involved in fatal crashes. Combined seat belt and alcohol messages have been effective during the alcohol campaigns.

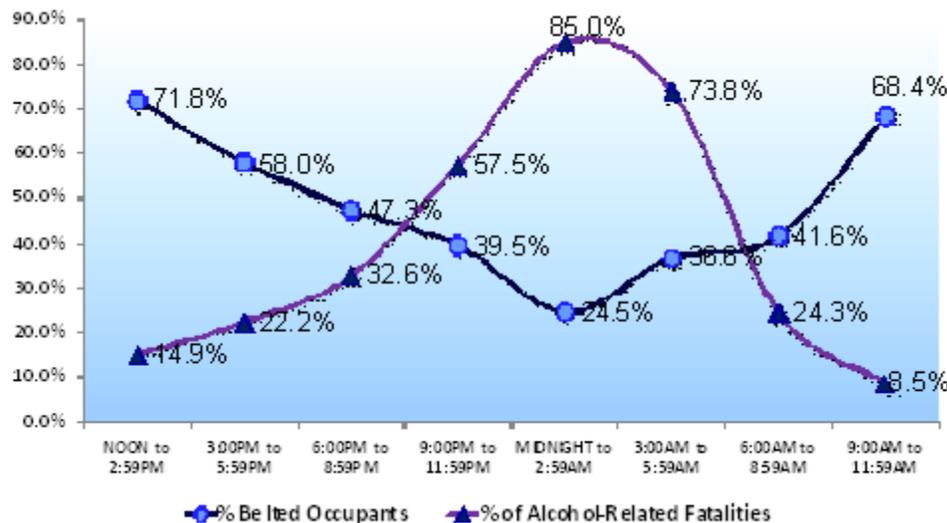


Exhibit 3. Percent Alcohol-Related Fatalities and Percent Belted Occupant Fatalities by Time of Day in Illinois

Exhibit 3 Source: Illinois Department of Transportation. 2010 Labor Day YDDL Report (<http://www.dot.il.gov/trafficsafety/tsevaluation.html>).

- Identified and analyzed roadway locations involving fatalities and serious injuries where alcohol was a contributing factor and through coordination with law enforcement agencies, identified engineering strategies to implement such shoulder and centerline rumble strips, median cable rail and chevrons on curves. In addition, Road Safety Assessments (RSAs) have been performed statewide and have included training both state and local law enforcement representatives so that a multi-discipline approach can be considered when performing a safety review.
- Coordinate with law enforcement representatives to allow law enforcement agencies to direct targeted enforcement and ultimately, a multi-discipline approach to reducing fatalities and serious injuries related to crashes involving alcohol.
- Efforts will be made to increase the number of local agency participation up to 400 during three major campaigns and to increase data availability for tested deceased and surviving drivers who are involved in fatal crashes. This will be accomplished through linking fatality data (based on Fatality Analysis Reporting System [FARS]) to the Illinois Department of Public Health (IDPH) Trauma Registry database that have BAC data for those crash victims who have been transferred from the crash scene to trauma centers.

Driver Behavior and Awareness

Driver behavior and awareness encompasses a wide range of issues. Some involve inappropriate or hazardous driver behaviors, such as aggressive driving, excessive speeding, distracted driving, drowsy or fatigued driving, and unlicensed driving (suspended, revoked or no valid license). But other issues are related to age and experience. Young drivers (ages 16 to 24) are inexperienced and fatal crashes typically involve speeding, traveling on the wrong side of the road, failing to yield, reckless driving and drinking. Older drivers (ages 65+) are quite responsible (e.g., high safety belt usage, low alcohol-related crash rates); however, due to age, they may have slower response time and reduced sight. Furthermore, the inherent frailty of older drivers reduces their chances of surviving a crash and increases the risk of receiving life-altering injuries.

Young drivers, ages 16 to 24, continue to be overrepresented in fatal and life-altering injury crashes. In 2006, 405 drivers (ages 16 to 24) were involved in fatal crashes. Based on the crash data, teen drivers are involved in approximately 20 percent of all motor vehicle crashes. Males between the ages of 21 to 34 and females between the ages of 16 to 20 have the highest percentage of A-injuries and fatalities. Young drivers and passengers accounted for a disproportionate number of all motor vehicle fatalities, as they represented seven percent of the population, but about 14 percent of fatalities and serious injuries.⁸ During the last three years, the number of young drivers involved in fatal crashes dropped by 49 percent from 236 in 2006 to 121 in 2009 (See Exhibit 4).

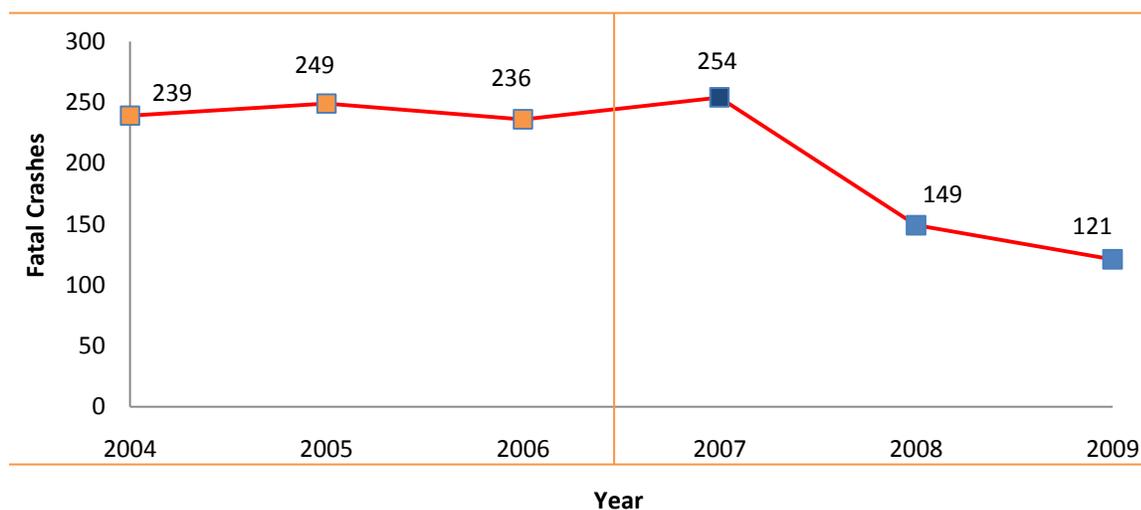


Exhibit 4. Fatal Crashes Involving Illinois Drivers 20 years old or younger

Exhibit 4 Source:

National Highway Traffic Safety Administration. *Fatality Analysis Reporting System (FARS)*
(<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

Speed, drowsiness and unlicensed drivers pose problems to the transportation community. In 2006, 44 percent of Illinois fatal crashes were speed related. NHTSA estimates that, nationally, drowsiness is a factor in 100,000 police reported crashes each year, resulting in 76,000 injuries and 1,500 deaths.

⁸ Illinois Department of Transportation. 2010. *Problem Identification Report*
(<http://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>).

Since 2006 the number of drivers with invalid or no driver licenses involved in fatal crashes decreased by 34.6 percent from 208 in 2006 to 136 in 2009⁹ (See Exhibit 5).

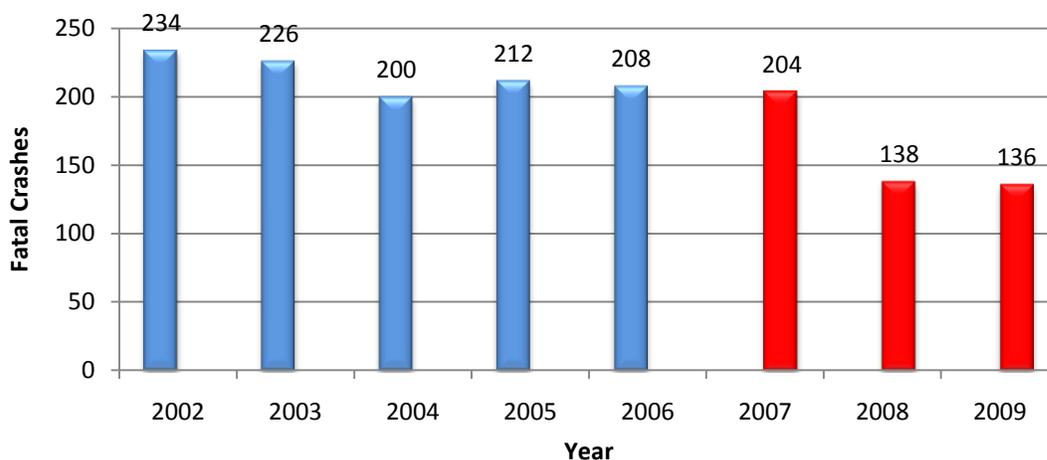


Exhibit 5. Fatal crashes Involving Drivers with an Invalid Drivers License or no Drivers License in Illinois

Exhibit 5 Source:

National Highway Traffic Safety Administration. *Fatality Analysis Reporting System (FARS)* (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

Distracted driving, according to NHTSA, is any non-driving activity that a person engages in while operating a motor vehicle. Such activities have the potential to distract the person from the primary task of driving and increase the risk of crashing. The three types of distraction include the following:

- Visual — taking your eyes off the road
- Manual — taking your hands off the wheel
- Cognitive — taking your mind off what you are doing

It is estimated that about 20 percent of all injury crashes were reported to have involved distracted driving in 2009. In 2009, 5,474 people were killed on U.S. roadways and an estimated additional 448,000 were injured in motor vehicle crashes that were reported to have involved distracted driving.¹⁰ For more information on the distracted driving issues, refer to NHTSA Web site at <http://www.distraction.gov/index.html>.

While all these distractions can endanger a driver's safety and that of others on the road, texting is the most dangerous because it involves all three types of distraction—visual, manual and cognitive.

⁹ National Highway Traffic Safety Administration. 2010. *Traffic Safety Facts: Highlights of 2009 Motor Vehicle Crashes* (<http://www-nrd.nhtsa.dot.gov/Pubs/811363.pdf>).

¹⁰ National Highway Traffic Safety Administration. 2009. *Fatality Analysis Reporting System (FARS)* (<http://www.distraction.gov/stats-and-facts/index.html>).

Accomplishments

Speeding

- Illinois State Police (ISP) implemented a “Stay Alive on the I’s” campaign on Illinois Interstates during major holiday weekends. ISP provides strong, visible and directed speed enforcement details along entire Interstate corridors. These enforcement details include safety belt compliance, impaired driving and revoked/suspended drivers license enforcement. This has been very effective at reducing fatalities during these holiday periods.

Revoked/Suspended Drivers License

- ISP implemented a Revoked/Suspended Drivers License enforcement detail. In a Cook County traffic court, ISP officers will arrest individuals who have a revoked/suspended driver’s license and attempt to drive away from the premises.

Wrong Way Driving

- IDOT and ISP identified that fatal crashes involving drivers going the wrong way on the Interstate was significant. IDOT partnered with the Illinois Center for Transportation (ICT) and the Southern Illinois University-Edwardsville to study this issue—identify common contributing factors, such as age, gender, roadway design and signing, and other potential causes and identify strategies to implement.

Teen Safe Driving

- Since 2006, Illinois has developed a program called “Operation Teen Safe Driving” (OTSD) to focus on the young drivers 15 to 20 years old.
- IDOT, ISP and Tazewell County officials representing the 4Es collaborated to identify safety issues and strategies in the spring 2007 in response to the deaths of 15 teens in 15 consecutive months. A variety of multi-discipline initiatives were a result of this effort.
- Law enforcement agencies in Tazewell County developed a “Stand Shoulder to Shoulder” campaign in an effort to take aggressive action concerning teen driving issues and provide a very visible display of their unity and intent to stand shoulder to shoulder in future education and enforcement activities. During football games, officers mingled with the crowd and answered questions, provided literature and discussed driving safety issues. A public service announcement was developed for a broadcast to the crowd before each of the games.
- Identified roadway features that are a contributing factor in teen driver fatal and serious injury crashes. Rural two-lane roadways and, in particular, curves have been identified and have been improved through statewide and county-wide roadway safety improvement projects. A presentation representing the various types of roadways and the related crash types and contributing factors is near completion and will be used in schools and other young driver venues.
- IDOT’s Division of Traffic Safety (DTS) continues to fund the OTSD peer-led initiative statewide. In the spring 2007, OTSD was launched in rural Tazewell County as part of the Tazewell County initiative. In the four years since OTSD was implemented, there have been no additional teen occupant fatalities in Tazewell County. After the success in rural

Tazewell County, the Ford Motor Company Fund and the GHSA agreed to team up, once again, with IDOT/DTS and The Allstate Foundation, to take this lifesaving program statewide in 2008.

Older Drivers

- IDOT implemented Clearview font and high-intensity retro-reflective signing for improved legibility, especially at night and in poor weather conditions.
- IDOT has installed six-inch, in-laid high type pavement marking on interstate corridors.

Distracted Driving

- Laws were passed in Illinois to make the following illegal:
 - To compose, read or send text messages at any time while driving.
 - For drivers under age 19, to use a cell phone at any time while driving, unless in the case of an emergency (this law is part of Illinois' Graduated Driver Licensing provisions).
 - For bus drivers, to use cell phone (handheld and hands-free).
 - To use cell phones while driving in a school zone or in a highway construction zone.
- Currently, Illinois has a distracted driving task force coordinated by the Illinois Secretary of State Office.
- IDOT is working with the state and local police agencies on how to enforce the distracted driving laws. Based on some anecdotal information IDOT has received from law enforcement agencies, it is difficult to enforce distracted driving laws and issue citations.
- IDOT is working closely with all the state and local agencies to train and encourage them to report complete and accurate data on distracted driving items.

Highway-Railroad Grade Crossings

Illinois has the second-largest railroad network in the nation, and the Chicago area is its largest single point of rail traffic interchange where all major railroads meet. According to the Illinois Commerce Commission's (ICC's) *Crossing Safety Improvements Program, 2011 to 2015 Plan*, Illinois has approximately 7,300 miles of railroad line and 7,981 public highway-railroad grade crossings. Of these crossings, 7,189, or 90 percent, are on the local system.

Furthermore, there are 4,797 private highway-railroad grade crossings and 394 pedestrian-railroad grade crossings and 91 pedestrian grade separated crossings (bridges) in the state. The railroad safety environment in Illinois is characterized by intense use of both the rail and highway systems. Rail ton-miles of travel, as well as HVM, have both increased by over 30 percent during the past ten years. In the same timeframe, the number of rail-related incidents has declined by approximately half.

Crashes at public highway-railroad grade crossings accounted for 19 fatalities in 2006 and 16 fatalities in 2009, which is a decrease compared to 18 fatalities in 2005 (See *Exhibit 6*). While vehicle-train crashes are not as frequent as other types of traffic crashes, they tend to be more severe than a typical vehicle-vehicle crash. A vehicle-train crash is over 11 times more likely to result in a fatality and five times more likely to result in a life-altering injury than crashes not involving a train.

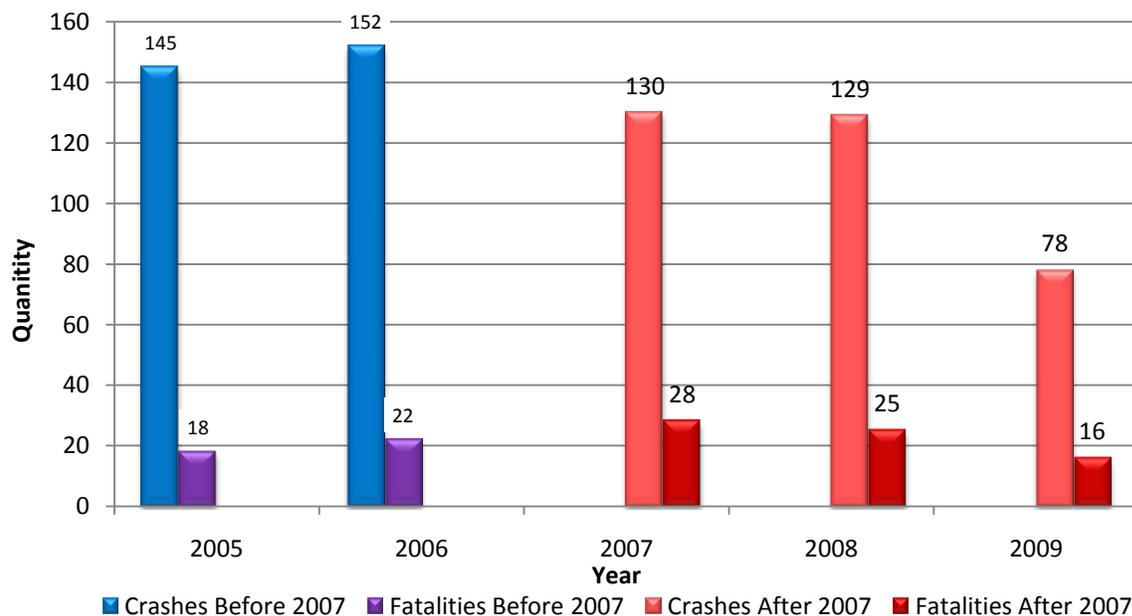


Exhibit 6. Illinois Public Grade Crossing Fatal Crashes and Fatalities

Exhibit 6 Source: Illinois Commerce Commission. Crossing Safety Improvement Program, 2006-2010 (<http://www.icc.illinois.gov/railroad/crossingsafetyimprovement.aspx>).

In recent years, Illinois has seen significant reductions among vehicle-train crashes and fatalities (Refer to Table 4).

Table 4. Illinois Highway-Rail Grade Crossing Total Crashes and Total Fatalities

Description	2006	2009	Change	Percent Change
Total Crashes				
Train Struck Vehicle	87	47	-40	-46
Vehicle Struck Train	37	22	-15	-41
Pedestrian Related	14	9	-5	-35
Total Fatalities				
Train Struck Vehicle	13	9	-4	-31
Vehicle Struck Train	2	2	0	0
Pedestrian Related	4	5	+1	25

Table 4 Source: Illinois Commerce Commission. Crossing Safety Improvement Program. FY2008-2012 Plan and FY2011-2015 Plan (<http://www.icc.illinois.gov/railroad/CrossingSafetyImprovement.aspx>).

Accomplishments

- A Highway-Rail Grade Crossing Safety Action Plan has been developed and is in process of being sent to the Federal Railroad Administration (FRA) as required by 49 *Code of Federal Regulations* (CFR) 234. The intent is to systematically identify issues affecting safety at highway-rail crossings in Illinois and implement system-wide countermeasures.
- Significant work has been completed with the high-speed rail upgrades. A multi-agency group has reviewed each of the railroad crossings from Dwight to Godfrey on the Union Pacific Railroad Company's (UP) tracks. IDOT's BSE has worked with representatives from IDOT, UP, ICC, FHWA, FRA and local highway agencies in order to conduct diagnostic reviews of all public and private highway-rail grade crossings to ensure that appropriate safety measures are provided at the highway-rail crossings based upon the anticipated train operations. The review team considered recommending closing crossings and for crossings that remain open the team will consider geometric changes to the roadway and nearby facilities, as well as traffic control upgrades to accommodate higher-speed trains.
- Each year, crossings are reviewed on the state and local system and HSIP funds have been used to upgrade signing, gates and other improvements to improve the safety of crossings.
- Solicitation of railroad companies, IDOT district offices and local agencies to help identify safety concerns that these entities may be aware of. Onsite diagnostic reviews of these locations, with examination of many items, such as onsite roadway geometrics, reviews of train volumes, train speeds, current track use and geometrics, stopping sight distance restrictions, clearing sight distance, average daily traffic (ADT), use by school buses, crash histories, passenger train use, and use by vehicles carrying hazardous materials.
- Work with the ICC to review locations that have experienced two or more crashes in the past five years. In 2011, ten locations were identified for proposed upgrades to flashing light signals and gates that have experienced a vehicle/train collision.

- Technical review panel identified to find new ways to improve safety at pedestrian/bike crossings.
- Several projects were identified through the annual solicitation process, which gives the opportunity for local input and typically yields nearly 100 applications annually from railroad companies, local agencies and IDOT's district offices. Projects that were selected from applications were selected based on considerations, such as number of trains, speed of trains, use by passenger trains, number and type of roadway vehicles, sight restrictions, actual crash history, site geometrics, expected crash frequency (ECF) numbers and the FRA crash prediction value (CPV).
- In conjunction with the ICC, several projects were identified through an examination of crossings throughout the state that have experienced recent crashes or fatalities.
- Projects involve the installation of flashing light signals and gates, or the addition of gates to existing flashing light signals, and one location involves a proposed upgrade to a safer and more reliable constant warning time (CWT) circuitry. Ten of the locations that involve the proposed installation of flashing light signals and gates have experienced recent crashes or fatalities.
- Proposed that \$7,500 be programmed for ten locations to provide a total of \$75,000 that will be available for federal incentive payments to local agencies in exchange for voluntary closures of at-grade railroad crossings in Illinois. Over the past few years, these funds, in conjunction with the ICC and various railroad company crossing closure incentive programs, have been used to eliminate hazardous crossings.

Information Systems for Decision Making

Since 2006, traffic records systems (crash reports, roadway, driver and vehicle, citation data and health care data) have been improved in several ways that make analyses more easily accomplished and more useful as well. A complete traffic records program is necessary for planning (problem identification), operational management or control, and evaluation of a state's highway safety activities.

Illinois hosted a National Safety Performance Function Peer Exchange in 2009 and National Highway Safety Manual Peer Exchange in 2010. These efforts have helped Illinois to share experiences with other states and learn from their best practices, specifically in uses of data required to advance safety in Illinois, and incorporate specific technical safety analysis into the statewide program.

Accomplishments

Crash Data

- Accessibility of crash data has been improved dramatically because of the availability of the external online "Safety Data Mart," which allows users to produce a variety of reports as well as map-based output from the IDOT geographic information system (GIS). The Safety Data Mart is an interactive query tool that provides users with the ability to generate their own statistics and maps using a series of drop-down menu selections.
- Accessibility of statewide roadway information has been improved by moving the Illinois Roadway Information System application from a mainframe environment to an SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates.
- In 2010, Illinois adopted a new electronic data collection system entitled "Traffic and Criminal Software" (TraCS). Transition to the TraCS software package will open the potential for the state to have totally electronic data collection and transmission within the next five years. The new system aims to achieve 55 percent electronic reporting within two-year timeframe. With the inclusion of the Chicago Police Department, the state could conceivably achieve 80 percent electronic reporting or higher by 2013.
- IDOT has developed an automated process to provide electronic large truck-related crash file for the SAFETYNET. A similar upload file is being created to support the FARS process, but this effort is on hold pending input from NHTSA. The Crash Information System also creates a file extract for use by the Secretary of State (SOS) to post crash involvement into the driver history file. A separate extract is created for use by SOS to send notices of suspension for failure to provide proof of financial responsibility.
- Illinois has received a small grant from FHWA to implement data quality performance measures to address timeliness and accuracy of the statewide crash data. Specifically, this project will address data quality issues recommended by the Crash Data Improvement Program (CDIP) team. This will concentrate on the two major data quality areas—timeliness and accuracy—which will improve both areas of crash data essential in conducting problem identification and evaluation of highway safety projects and programs.

Emergency Medical Services (EMS) Data

- Illinois has recently revised its EMS data collection system to one that is NEMSIS compliant and that will allow agencies to submit data electronically via software provided by the state or by their own third-party vendor. This revision will allow IDPH to begin receiving data from all agencies across the state for the first time in several years. This effort will allow Illinois to fill a significant void and make tremendous improvements in the timeliness, completeness, accuracy and uniformity of the state's EMS data.
- IDPH, under a grant through IDOT and in cooperation with the Emergency Medical Services for Children (EMSC) program at Loyola University Medical Center, has made available an online query system for safety analysis including mortality, hospital discharge, crash and trauma registry data. The query capabilities are constrained and only limited data are available; however, these tools suffice to give easy access to summary data and reduce the burden on IDPH analytic staff and IDOT staff. For more information and access to the online data refer to IDPH website at <http://app.idph.state.il.us/emsrpt/>.

Roadway Data

- Illinois has demonstrated notable progress in the roadway component of the traffic records system since the 2006 traffic records assessment. The most notable of the improvements was in the Illinois Roadway Information System (IRIS), which has a mainframe application to a SQL server database. The new database allows management of the system using the ArcGIS desktop editor improving data updates and accessibility to statewide roadway information.

Driver and Vehicle Data

- The Illinois Secretary of State's Office administers the driver licensing and vehicle registration and titling services for the state. The integrity of the driver file is enhanced by the use of facial recognition technology to identify those applicants who may already have a driver license under some other identity. The Social Security Online Verification and the Systematic Alien Verification for Entitlements systems are checked prior to license issuance, as well.
- Driver records completeness suffers somewhat from the courts' ability and willingness to allow convictions to be diverted from a driver history for attendance at a driver improvement school or performance of community service. These opportunities decrease the overall completeness of the driver file. However, the state does post all crash involvement to the driver records and linking to the vehicle file is possible through the driver license number.
- The Vehicle Services Department maintains complete vehicle records that meet appropriate standards and records include appropriate indicators such as stolen and salvage. The National Motor Vehicle Title Information System (NMVTIS) facilitates exchanges of such information between states and helps to prevent title and odometer fraud by making such information available nationwide. Illinois is currently the only state that is not a participant in the NMVTIS system.

Statewide Injury Surveillance System (SWISS) Records

- Illinois has a very robust injury surveillance system consisting of multiple datasets collected or managed under the direction of IDPH. These data sets include the following:
 - Pre-hospital EMS data
 - Emergency Department data
 - Hospital Discharge data
 - Trauma Registry data
 - Vital Statistics data
 - Head and Spinal Cord Registry data
- Since the 2006 assessment, the state has made significant improvements in the type, quality and completeness of injury data. In 2008, collection of External Causes of Injury Codes (E-CODES) became a requirement of the hospital discharge data. Then, in 2009, IDPH began to receive emergency department data from the state's hospitals. Finally, in 2010, the Division of Emergency Medical Services, with Section 408 funding support from IDOT, began the implementation of a new NEMSIS Gold compliant pre-hospital data collection system.

Data Integration

- Illinois has made significant progress toward linking the crash data to hospital discharge data. Since 2006, Illinois has been a Crash Outcome Data Evaluation System (CODES) state. The CODES project has developed to link datasets for hospital discharge and crash data for the years 2002, 2003, 2005 and 2009. There is no current unique identifier between crash and hospital discharge data; consequently, linked datasets have been developed using probabilistic methods based on CODES2000 software. Several reports have been generated based on the linked data. With the inclusion of emergency department data in 2009 and the recent requirement of E-Codes in hospital discharge and emergency department datasets, the CODES program has been able to improve the use of linked crash and injury data in generating reports for NHTSA and the state's traffic safety programs. Analysts at IDOT, along with other partners, have produced a multitude of reports that focus on traffic safety program areas. CODES data has been used to support legislative activities, especially in the area of occupant restraint. For more information on the CODES application, refer to the IDOT website at <http://www.dot.il.gov/trafficsafety/tsevaluation.html>
- Highway Safety Manual (HSM) - The HSM, an AASHTO publication, is a tool to provide quantitative analysis and prediction of highway safety performance. It relies on high-quality crash and roadway data. Safety Analyst is a sophisticated software package to apply HSM procedures and requires extensive data mapping.
 - HSM training has been conducted for all IDOT districts.
 - Safety Analyst has been procured and is being implemented.
 - A FHWA Roadway Safety Data Assessment is underway, focusing on data elements needed for the technical analysis required.

- IDOT developed Safety Performance Functions (SPFs) for the statewide system in 2007. This includes identifying Potential for Safety Improvements (PSI) values for state highways. This has been incorporated in the required FHWA Five Percent Report developed and submitted annually. In addition, the PSI values are currently being incorporated in additional systems to integrate this safety measure in all phases of project development.
- The annual FHWA Five Percent Report now incorporates contributing factors for each crash type. In addition, for each Five Percent Report location, there is a severe crash case identification (ID) number, which assists district staff in their review to prepare required response reports.
- The Highway Safety Improvement Project Number is being incorporated into pertinent systems throughout the department to streamline program funding, project status and strategy/countermeasure evaluations.
- Legislation was changed allowing copies of crash reports to be given to county officials who are engaged in highway safety research. This is a major step in an integrated approach and effective data driven decisions.

Intersections

Although intersections only constitute a small portion of the overall highway system nationally, they are the location of more than 50 percent of all traffic crashes in urban areas and more than 30 percent of those occurring in rural areas. The majority (78 percent) of all fatal crashes occur at non-intersection locations, suggesting that the severity of intersection crashes is lower than elsewhere. Furthermore, it is expected that crashes are concentrated at intersections, since they create numerous conflict points where differing traffic movements converge in one place.

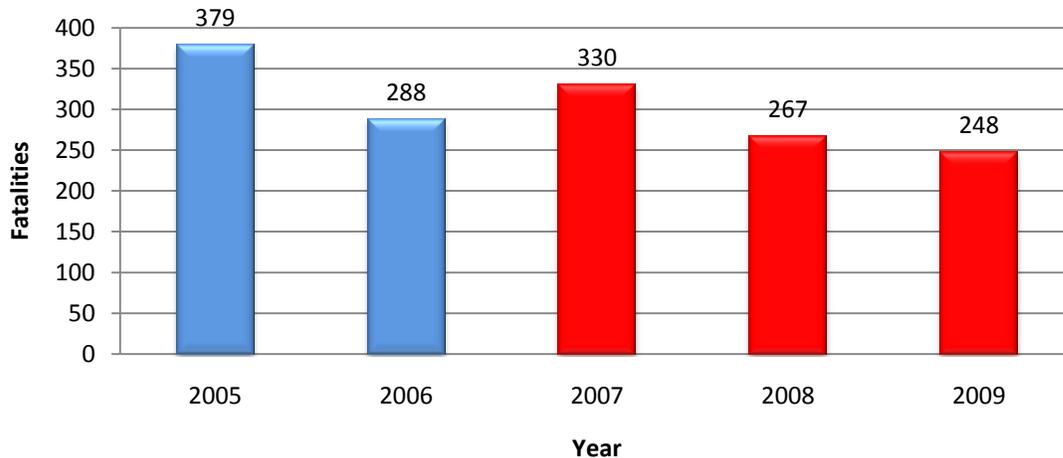


Exhibit 7. Intersection Related Fatalities in Illinois

Exhibit 7 Source:

National Highway Traffic Safety Administration. *Traffic Safety Facts, Illinois, 2005–2009.* (<http://www.dot.state.il.us/trafficsafety/safetylinks.html>).

In 2006, intersection-related crashes accounted for 288 fatalities, or 23 percent of all Illinois fatalities. In 2009, intersection-related crashes accounted for 248 fatalities, or 27 percent of all Illinois fatalities (*Refer to Exhibit 7*).

Of these fatalities, 69 percent occurred at urban intersection and 31 percent occurred at rural intersections. Nationally, there were 7,328 intersection fatalities in 2009, or 22 percent of the total fatalities.

From 2006 to 2009, the preponderance of the overall reduction in intersection related fatalities came from urban intersections. Fatalities decreased both at urban signalized intersections and at urban stop-controlled intersections.

Though there is improvement for rural signalized intersections, this was offset by an increase in fatalities. Uncontrolled intersections in urban areas also contribute a significant number of fatalities, and overall 66 of 248 (26.6 percent) fatalities happened at uncontrolled intersections.

Crashes at uncontrolled intersections may offer an opportunity for improving overall intersection safety, and will need to be investigated and addressed as part of a zero fatality goal.

Table 5. Intersection-Related Fatalities by Area Type and Traffic Control

Description	2006 Illinois Fatalities	2009 Illinois Fatalities
Rural Intersections	79	76
No controls	15	31
Traffic control signal (on colors) without pedestrian signal		0
Traffic control signal (on colors) with pedestrian signal		0
Traffic control signal (on colors) not known whether or not pedestrian signal	2	5
Unknown highway traffic signal		0
Stop sign	59	38
Yield sign	3	1
Other regulatory sign		1
Warning signs		0
Officer, crossing guard, flagman, etc.		0
Other		0
Unknown		0
Urban Intersections	209	172
No controls	41	35
Traffic control signal (on colors) without pedestrian signal		4
Traffic control signal (on colors) with pedestrian signal	1	5
Traffic control signal (on colors) not known whether or not pedestrian signal	112	76
Unknown highway traffic signal		1
Stop sign	52	35
Yield sign	1	11
Other regulatory sign		0
Warning signs		1
Officer, crossing guard, flagman, etc.		2
Other		1
Unknown	2	1

Table 5 Source:
National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS).
(<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

Accomplishments

The Implementation Team prepared an Intersection Implementation Plan and has worked with 4Es to implement strategies. These include the following:

- Implemented a variety of roadway safety enhancements on both state and local intersections:
 - Light-emitting diode (LED) signals, implemented both for specific site improvements and as a systematic improvement.
 - Interconnected and coordinated signals.
 - Added retro-reflectorized yellow borders to traffic signal back plates to make the signal installation more conspicuous, implemented both for specific site improvements and as a systematic improvement.
 - Installed offset right-turn lanes at carefully selected locations where right-turning traffic had blocked the view of through traffic, and a related crash pattern was demonstrated.
 - Exclusive left-turn lanes.
 - Implement offset left turns at signalized intersections.
 - Modify permissive left-turn phasing to protect left-turn movements.
 - Implementation of protected left-turn phasing at intersections with a history of left-turning and angle crashes should be retained.
 - Flashing yellow arrows for left-turning traffic have been implemented throughout Peoria and surrounding areas; the improvements were coupled with education campaigns and videos to continue to educate the public on their benefits.
 - Enhanced warning and stop signs at minor leg stop locations where crash history shows a pattern of turning or angle crashes.
 - In-pavement lighting (discontinued because of maintenance difficulties).
 - Roadway lighting for night time crashes.
 - Audible pedestrian signals.
 - Countdown pedestrian crosswalk signals, implemented both for specific site improvements and as a systematic improvement.
 - Apply rumble strips at unsignalized stop approaches and at high-speed stop-controlled intersections.
 - Roundabouts.
 - Implemented yield bars at divided roadway crossings to reduce severe angle crashes.
- Developing data trees to identify high priorities on the local system for each of the 102 counties.
- Determined high-priority intersections, conducted site reviews of each of the intersections, and recommended improvements. The improvements were reviewed by the district.

- Highway Safety Improvement Program (HSIP) funds were used to help make intersection improvements at the high priority locations.
- Conducted a RSA for the Illinois Medical District Area, which was experiencing a high number of severe crashes including pedestrian and bicycles.
- Completed a RSA for the Bloomington, Illinois area at high-priority intersection locations; improvements were identified and addressed.
- Completed several RSAs in rural areas to address high-priority intersections, as well as rural roadway segments; improvements included signing and improved site distance.
- Contributed to a National Cooperative Highway Research Program (NCHRP) “Lead State” initiative for reducing intersection crashes by developing and implementing an action plan; legislation passed allowing “Red Light Running” cameras outside the city of Chicago; IDOT developed a policy, Safety Engineering Policy Memorandum Safety 2-07: Automated Traffic Law Enforcement Systems: Red Light Running (RLR) Camera Enforcement Systems and Automated Railroad Grade Crossing (RGC) Enforcement Systems, applicable to RLR cameras on state routes.
- Held an ISP District Commanders’ meeting to coordinate law enforcement efforts so that they are targeted at high priority locations; law enforcement districts have processes in place to identify high-priority locations for enforcement and to identify locations where roadway features may be contributing to the severity of crashes; in the process of developing a procedure for law enforcement officers to request engineering assessments of crash sites.
- Trained IDOT and ISP districts and local agencies in RSAs.
- Studied the application of diverging diamond interchanges (DDI); met with Missouri DOT to review their projects that have been installed and have proposed DDIs at locations for consideration.

Large Trucks

Approximately one out of every eight highway deaths involved a large truck, which is defined as a vehicle having a gross vehicle weight rating (GVWR) over 10,000 pounds. These crashes differ from others in that the large trucks typically increase crash severity due to their size and weight. When compared to the overall crash picture, large truck crashes are typically attributed to unit separations, jackknives, cargo losses and shifts, and increases in rear-end collision fatalities, work zone fatalities, multi-vehicle crashes and on-the-road crashes. Furthermore, it has been shown that a disproportionate number of work zone fatal crashes involve large trucks.

Since 2006, the total number of crashes involving tractor-trailers in Illinois has been reduced by 58 percent from 16,064 in 2006 to 9,319 in 2009. Similarly, the total fatal and injury crashes decreased by 54 and 69 percent, respectively. The total number of fatalities involving tractor-trailer crashes dropped significantly. As expected, large percentages of fatalities (86 percent) and injuries (81 percent) involving tractor-trailers were occupants of other vehicles.¹² *Exhibit 8* shows total number of fatalities involving large trucks during the last eight years (2002 through 2009). Since 2006, the total number of fatalities involving large trucks has dropped by 55 percent from 159 in 2006 to 88 in 2009.¹³

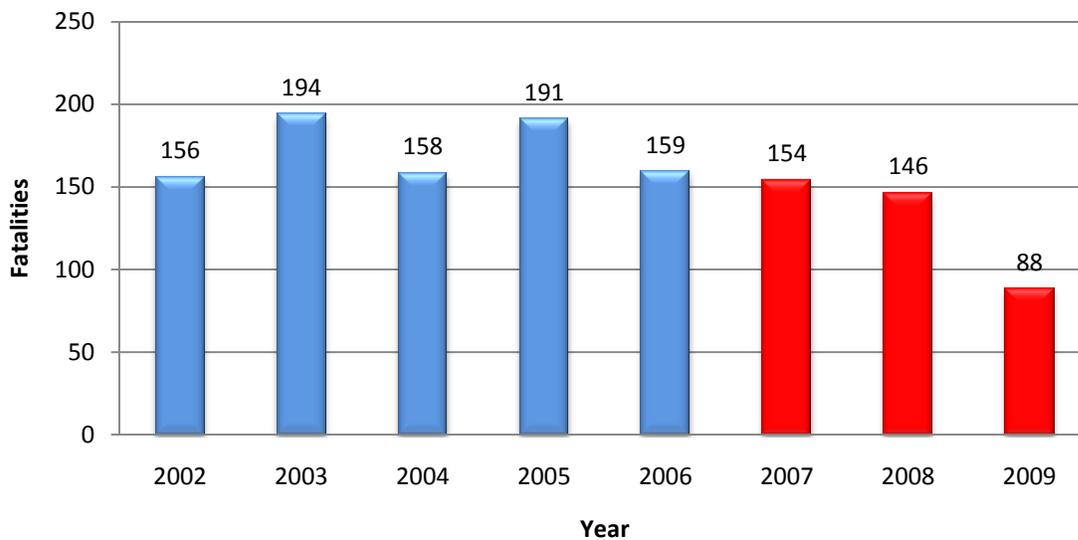


Exhibit 8. Illinois Fatalities Involving Large Trucks

Exhibit 8 Source:

National Highway Traffic Safety Administration. *Fatality Analysis Reporting System (FARS)* (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

¹² IDOT Division of Traffic Safety. 2009. *Illinois Crash Facts & Statistics* (<http://www.dot.state.il.us/trafficsafety/crashreports.html>).

¹³ National Highway Traffic Safety Administration. 2009. *Traffic Safety Performance (Core Outcome) Measures* for Illinois* (http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/17_IL/2009/17_IL_2009.htm).

Accomplishments

- IDOT has increased the number of motor carrier and hazardous materials compliance staff significantly. Currently, IDOT employs approximately 38 persons in its Springfield headquarters with field staff residing throughout the state. Of those staff members, 33 are qualified to perform compliance reviews (CRs) at carrier/shipper facilities, commercial motor vehicle and driver inspections and new entrant safety audits registration; and, five are office support staff who perform data collection and dissemination, and civil forfeiture activities. ISP employs approximately 85 full-time troopers, sergeants, supervisors and inspectors dedicated to commercial motor vehicle enforcement and qualified to perform Level I to Level VI inspections.
- Together, IDOT and ISP annually inspect over 75,000 trucks on Illinois highways. This includes over 7,200 vehicles carrying hazardous materials.
- IDOT conducted Safety Audits (SAs) under the New Entrant Program instituted by FMCSA, completing approximately 2,402 in fiscal year 2009.
- Illinois developed a median barrier policy to give specific consideration of large trucks.
- Illinois installed system wide advance warning signs to address truck rollover crashes on interstate ramps.
- In 2009, 1,078 hazardous material incidents occurred on Illinois roadways, increasing from 1,040 incidents that occurred in 2008.
- Illinois provided in-service training to local police officers to familiarize them with commercial motor vehicle licensing, registration, hours of service, and basic hazardous materials requirements (CVSAFE program).
- During roadside inspections, electronic verification of commercial drivers license (CDL) status was checked against the National Law Enforcement Telecommunications System (NLETS) or the Department of Motor Vehicle Driver Information System to ensure compliance within all FMCSA regulations.
- Illinois implemented an electronic data transfer from CIS to SafetyNet. This process has allowed the commercial motor staff to receive large truck-related crash data electronically without entering the data manually. As result, the timeliness, accuracy and completeness of the data has been improved significantly.
- Illinois has become a green state as shown in the FMCSA Analysis and Information (A&I) system. However, Illinois still has room for improvement with respect to inspection timeliness. Illinois is currently at 83 percent for inspection timeliness which results in a fair rating; good would be 85 percent. Since June 2009, Illinois has increased inspection timeliness by ten percent and is continuously improving. As of May 2010, Illinois was at 98 percent for crash timeliness measure resulting in a good rating, 100 percent for crash report accuracy, and 99 percent for crash completeness.
- IDOT and ISP have educated the industry on safety and hazardous material compliance through public education presentations and media awareness through the billboard campaign.
- IDOT has expanded on the "Be Safe" billboard campaign. Nine billboards are placed at 23 major highway locations throughout the state, displaying the following messages:

- CSA 2010. Get the Facts, Know the Law-What's your score?
- Rest Area = Text Area
- 55 still the law for trucks in Chicago area
- IDOT has included these messages in the annual public opinion surveys during the alcohol and safety belt campaigns to measure the public awareness of these billboards. For additional information on the results, refer to the report entitled: "Evaluation of the 2010 Labor Day *You Drink & Drive. You Lose.* Campaign", at <http://www.dot.il.gov/trafficsafety/2010%20Labor%20Day%20YDDL%20Report.pdf>.

Roadway Departure

Roadway departure fatalities have decreased by 32 percent, from 701 fatalities in 2005 to 474 fatalities in 2009. One of the most serious roadway departure crashes is a “head-on” crash, which occurs when a vehicle departs its travel lane and collides with an oncoming vehicle. An “opposite direction sideswipe” crash is a near head-on crash, and can also be severe. Another lane departure crash that often results in fatalities and life-altering injuries is a “run-off-road” crash, which occurs when a vehicle departs its travel lane and collides with a fixed object or overturns. As shown in *Table 6*, the majority of roadway departure-related crashes are those where a vehicle collides with an object other than a motor vehicle.

Table 6. *Illinois Roadway Departure Fatalities by Crash Type*

Crash Type	2006		2009	
	Roadway Departure Fatalities	Percent of Total Roadway Departure Fatalities	Roadway Departure Fatalities	Percent of Total Roadway Departure Fatalities
Overturned	108	15	65	14
Fixed Object	419	59	285	60
Opposite Direction Side Swipe	38	5	20	4
Head-On	145	21	104	22
Total	710	100	474	100

Table 6 Source:
 Illinois Department of Transportation. 2006 and 2009. Illinois Crash Database from October 6, 2010.

The ideal solution to roadway departure crashes is to keep vehicles from leaving the travel lane. One means of doing so is to identify cost-effective strategies that reduce unintentional lane departures. For events when departure is imminent, the primary objective is to alert the driver beforehand. The secondary objective is to assist the driver in safely returning to the travel lane and minimize the consequences of departure by creating clear zones along the roadside.

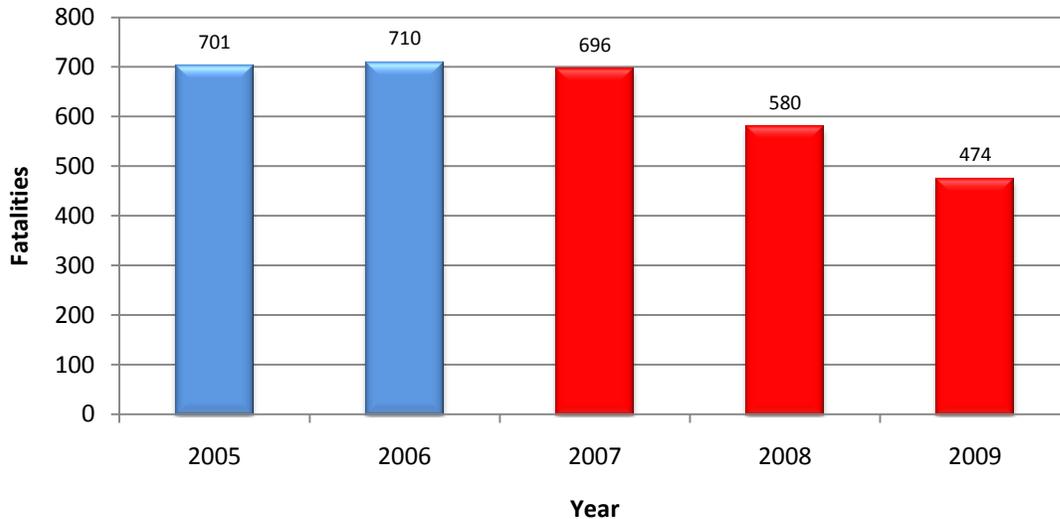


Exhibit 9. Illinois Roadway Departure Fatalities

Exhibit 9 Source: Illinois Department of Transportation. 2006 and 2009. Illinois Crash Database from October 6, 2010.

Accomplishments

- Roadway Departure Implementation Team developed an action plan and has been implementing integrated, multi-discipline strategies to reduce severe roadway departure crashes.
- Implemented system-wide and corridor infrastructure safety improvements focused on roadway departure crashes.
- Updated IDOT’s Resurfacing, Restoration, Rehabilitation (3R) policy, directing levels of improvement in pavement width, shoulder width and type, and roadside clearing and barrier installation.
- Rumble strips - Shoulder and centerline rumble strips warn drivers when they are leaving the roadway or crossing into opposing traffic lanes. Over 600 miles of rumble strips have been installed on Illinois Interstates and are currently being installed at high priority locations identified from the Five Percent Report and other sources. Also, IDOT has completed a study of rural two-lane state highways to specifically locate road segments and corridors where shoulder and/or centerline rumble strips will address roadway departure crash patterns and provide quantifiable benefits in reduced crashes.
- Curve chevron signs - The 2009 version of the Manual on Uniform Traffic Control Devices (MUTCD) includes guidance and standards for installation of curve chevron alignment signs. To reduce roadway departure crashes and to improve consistency and promptness of compliance with the MUTCD, a variety of funding including HSIP Funds and Rural Safety Initiative Funds have applied this safety countermeasure system-wide. These have been applied on both the state and local highway systems.

- Paved shoulders - In many cases, the provision of shoulder rumble strips requires paving some shoulder along the traffic lane. The added shoulder width not only provides a place for the rumble strip, but also provides some recoverable width for drivers to steer back to their lanes.
- Safety edge - When no shoulder or rumble strip is provided, conventional paving leaves a near-vertical edge along the travel lane. Traffic, water and other factors can cause the gravel or earth shoulder to erode and expose the vertical edge. Vehicles that run a wheel off such an exposed edge typically have to over-correct the steering input to re-enter the travel lane. This can result in the vehicle encroaching into the opposing lane, or across the roadway into the roadside. To minimize this effect, FHWA has investigated and recommends application of the Safety Edge treatment, a nominal 30-degree slope placed with the asphalt overlay of the road. With the April 2011 letting, IDOT has begun applying this for rural resurfacing where the vertical edge at or near the edge of the travel lane would have otherwise resulted. This low-cost, systematic approach is expected to reduce roadway departure crashes by about six percent.
- Improved guardrail - The state has adopted the Midwest Guardrail System. This guardrail is adaptable to a wider range of roadside conditions and provides improved safety performance for a wider range of vehicles compared to systems previously used. Several hundred miles of this improved guardrail system has been installed in Illinois.
- High-tension cable (HTC) median barrier is strategically placed on Illinois freeways. Over 225 miles of HTC median barrier are installed in Illinois. This has been an effective safety strategy, nearly eliminating median crossover crashes where installed. A study performed by IDOT at the request of the Illinois legislature, "The Advisability of Expanding the Use of Cable Median Barrier in Illinois," shows that these systems are greatly reducing severe crashes, especially the targeted cross-median crashes. The report recommends about 300 additional miles of Illinois Interstates be reviewed for addition of the HTC.
- Upgrading Guardrail Ends - Projects on both state and local roadways continue to replace obsolete guardrail end terminals with modern systems shown to provide crashworthy performance in both end-on and angled impacts.
- Implement greater legibility standards, including Clearview Font, for sign fonts.
- Conducted Highway Safety Manual training for each of the IDOT districts.
- Conducted annual safety workshops with local municipalities.
- Preparing county safety plans for focus counties with potential for reducing a significant number of fatalities.
- Completed several RSAs in rural areas to address high priority intersections, as well as rural roadway segments; improvements included signing and improved site distance.

Safety Belts/Occupant Protection

Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first 12 months after the safety belt law became effective, the observed usage rate increased to 36.2 percent. Since the first survey was conducted in April 1985, the seat belt usage rate has increased almost 77 percentage points, peaking at 92.6 percent in June 2010. During the last four years, the safety belt usage rate increased significantly by 4.6 percentage points from 88.0 percent in 2006 to 92.6 percent in 2010. This increase translates into a cumulative estimated 1,534 lives saved (see NHTSA website at http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/17_IL/2009/17_IL_2009.htm).

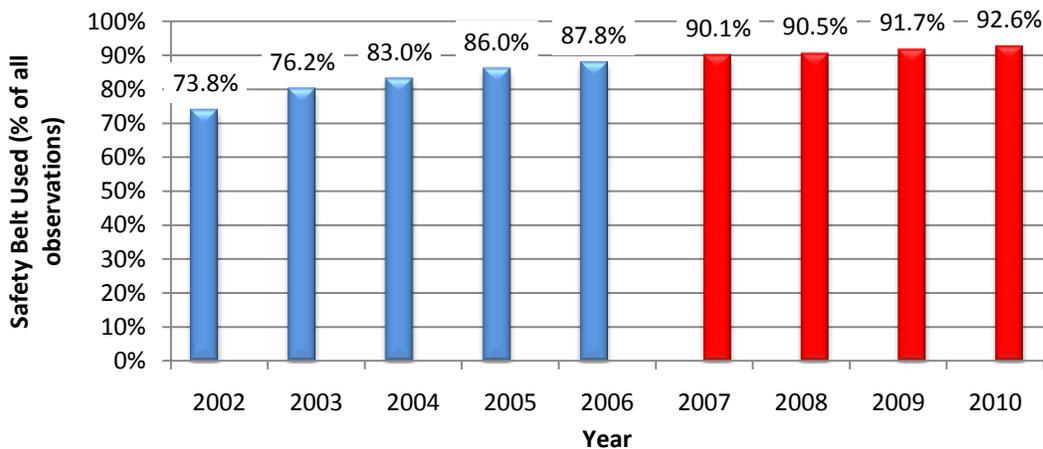


Exhibit 10. Illinois Observed Front Safety Belt Usage

Exhibit 10 Source:

Illinois Department of Transportation. *Annual Safety Belt Observational Survey: 2010 Brief Results* (<http://www.dot.il.gov/trafficsafety/tsevaluation.htm>).

Although observational safety belt usage rate has reached 92.6 percent in Illinois, the percent of belted occupants who died in fatal crashes is still under 50 percent. Since 2006, Illinois has made a significant improvement in raising belt use among fatal occupants of passenger cars and light trucks by 5.3 percentage points from 42.3 percent in 2006 to 47.6 percent in 2009 (See Exhibits 10 and 11).

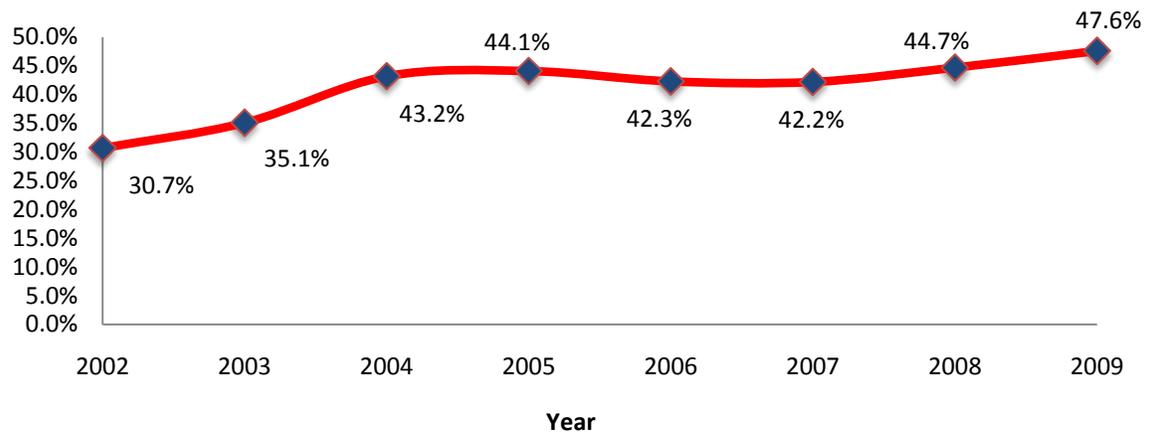


Exhibit 11. Illinois Percent Belted Passenger Car Occupant Fatalities

Exhibit 11 Source:
 National Highway Traffic Safety Administration. *Fatality Analysis Reporting System (FARS)*
 (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

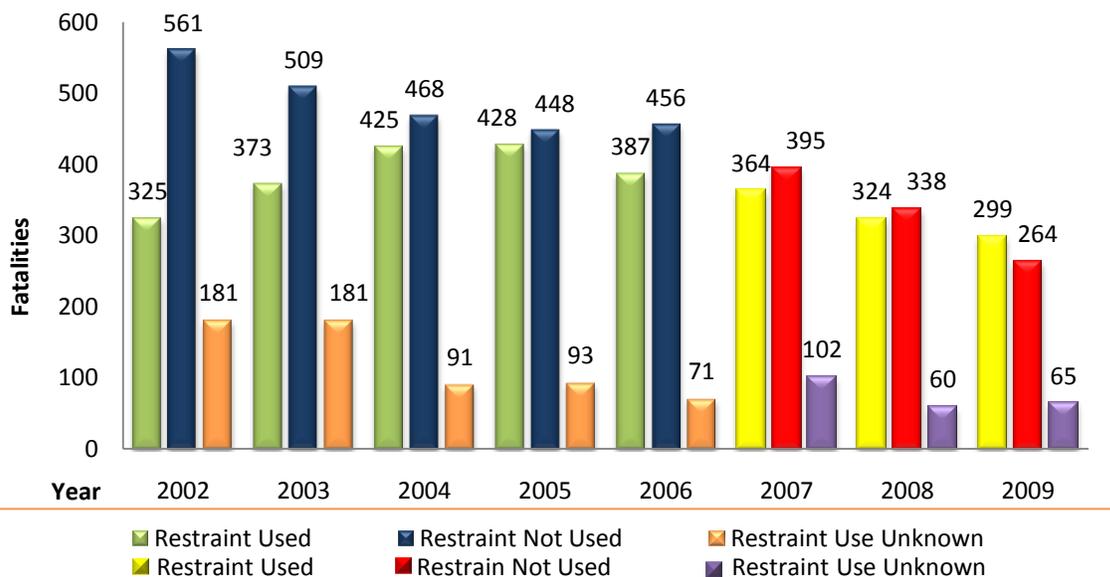


Exhibit 12. Illinois Total Occupant Fatalities by Restraint Use

Exhibit 12 Source:
 National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS)
 (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

Traffic crashes are the leading cause of death among children. Six out of ten children who die in crashes are unbuckled. In Illinois for the year 2009, nine children, from birth through nine years of age, were killed and 4,214 were injured as a result of motor vehicle crashes. Researchers estimate that deaths could be reduced by 71 percent and injuries by 67 percent with the proper use of federally approved child safety seats. National data observes child safety seat usage among children under four years of age is above 90 percent while booster seat usage among children four through seven is closer to 20 percent.

Accomplishments

Safety Belts

Since 2006, Illinois has continued its “Click It or Ticket” (CIOT) campaign, which is a high-visibility, massive enforcement effort designed to detect violators of Illinois traffic laws with special emphasis on occupant protection in selected areas. An intense public information and education campaign run concurrently with the enforcement blitz to inform the motoring public of the benefits of safety belt use and of issuing tickets for seat belt violations during a brief four- to six-week period. The major CIOT campaign starts in third week of April and lasts until the middle of June.

- Based on the last CIOT campaign that occurred in 2010, 190 local law enforcement agencies and all 22 districts of the ISP participated in the statewide safety belt campaign. In addition, there were also 87 earned enforcement agencies which issued 5,891 occupant restraint citations as a part of the incentive program.
- During the May mobilization campaign in 2010, Illinois spent a total of \$794,109 on paid media. A total of 7,339 television and 8,935 radio advertisements ran during the campaigns to promote CIOT. Alternative media included electronic boards and announcements placed along highways and at gas stations across the state.
- There were nine media events held at 8:00 PM in Chicago, Rockford, Moline, Peoria, Springfield, Quincy, Decatur, Alton and Marion to increase awareness of the statewide CIOT campaign and to raise awareness of safety belt enforcement. This year, DTS worked with state and local law enforcement to increase awareness of the nighttime CIOT message across the state.
- Twenty-two press conferences held around the state helped to spread the CIOT message to the traveling public. The most common type of earned media obtained for CIOT was in the form of print news stories. A total of 138 stories related to CIOT ran across the state. Throughout the campaign, 22 radio news stories were aired, 105 print news stories ran, and 11 television news stories aired.

Child Passenger Safety Program

During the last three years, Illinois has developed the following strategies to increase the child safety seat usage rate and decrease the number of fatalities and injuries among children who were transported by adults:

- To aid local communities in reducing the death and injury rate to children age birth to eight years. In 2010, DTS funded 36 local child safety seat education and distribution projects. The program is designed to conduct public information and education campaigns targeting parents and caregivers and to aid agencies in the distribution of child safety seats to under-served populations. The program also includes funding seven Traffic Safety Resource Centers (formerly called Occupant Protection Resource Centers) to deliver a comprehensive occupant protection program statewide. The resource centers will partner with local law enforcement agencies, local programs, and area schools to engage the community in outreach and education.
- Distributed over 750,000 pieces of child passenger safety educational materials to technicians, parents, advocates, and healthcare professionals throughout the state.

- Promoted “Boost Illinois” program. Nationally, safety seat usage for children between the ages of one and three is approximately 95 percent. Safety seat usage drops dramatically to 20 percent usage for children between the ages of four and seven.
- Instituted a statewide educational campaign to increase booster seat usage called “Boost Illinois” with Section 2011 federal booster seat funding in fiscal year 2009. For fiscal year 2011, the “Boost Illinois” and CPS grants will be combined. DTS also proposes a pilot of the “Ollie the Otter” booster education program for FY 2011.

Occupant Protection

Rural CIOT Initiative

Increasing safety belt use among high-risk rural drivers and passengers represents a considerable challenge. The states in the Great Lakes Region agreed to work cooperatively in 2005 and 2006 on a region-wide “Rural Demonstration Project” designed to increase safety belt use in rural areas. Although the “Rural Demonstration Project” was completed in 2006, some of the Great Lakes Region’s states, including Illinois, extended their strong commitment to increase safety belt use rates in rural areas, which are significantly overrepresented in crashes and fatalities, and consider this a major objective in achieving Illinois’ overall occupant protection program goals. To effectively address the challenge of increasing safety belt use among high risk rural drivers and passengers, a three-year Great Lakes Region Rural Demonstration Project was developed to include the following three critical components: (1) a focused outreach and media campaign, (2) a high-visibility enforcement, and (3) a quantifiable evaluation component. The region-wide approach was tailored to predominately rural motorists and included focus on high-risk/low belt use populations identified within rural areas. Since 2006, Illinois has expanded its annual statewide CIOT campaign to include motorists who travel in rural roads across Illinois. For additional information on the results of Illinois’ alcohol campaign refer to IDOT’s website at: <http://www.dot.il.gov/trafficsafety/tsevaluation.html>.

Nighttime Safety Belt Enforcement

As indicated earlier safety belt usage rates have reached relatively high levels in recent years with the observed daytime rate exceeding 92 percent in Illinois. However, there are many high-risk motorists who continue to ride unrestrained, including late-night drivers and passengers. Although observational safety belt usage rate is over 92 percent, the percent belt occupants who were fatality injured was about 47.6 in 2009 (See *Exhibit 10*). During the last three years, Illinois has shifted over 50 percent of its state and local enforcement activities to late-night hours. As a result of this initiative, Illinois has reduced number of occupant fatalities of passenger cars and light trucks by 31.3 percent from 914 in 2006 to 628 in 2009. For additional information on the results of CIOT campaign refer to the alcohol campaign at: <http://www.dot.il.gov/trafficsafety/tsevaluation.html>.

Special Population (African American and Hispanic Population)

Illinois started a special CIOT campaign that coincided with the Thanksgiving holiday. It was designed to increase safety belt usage among both the rural population and the African American and Hispanic populations in the city of Chicago. ISP also participated in this CIOT as part of their Combined Accident Reduction Efforts (CARE) enforcement activities. Since 2006, Illinois has increased the safety belt usage rate for African American and Hispanic populations in the city of Chicago where the majority of these two minority populations reside. For additional information on the results of safety belt surveys among minorities, as well as enforcement and media activities during the Thanksgiving campaign, refer to the DTS website at: <http://www.dot.il.gov/trafficsafety/tsevaluation.html>.

Vulnerable Users

Traffic is a relatively broad term that encompasses more groups than just passenger cars and large trucks. Pedestrians, pedalcyclists, motorcyclists, and other alternative transportation mode users, all deemed “vulnerable users,” are part of the everyday roadway environment and attention should be paid to their presence. Even though vulnerable users are legitimate roadway users, they are frequently overlooked in the quest to develop today’s transportation systems, and understanding the associated traffic safety issues has proven difficult for engineers and planners.

Since 2006, the total number of fatally injured pedestrians and pedalcyclists dropped significantly by 20 and 17 percent, respectively. In addition, the total number of motorcyclists who died in traffic crashes decreased by 1.5 percent. It should be noted that the total number of motorcycle registrations increased by 19.2 percent from 287,892 in 2006 to 343,154 in 2009. During the same time period, the total number of other vehicle registration went up by only 9.8 percent. While this suggests improvement during the three-year period for which complete data is available, there is no question that motorcycle fatalities are still exceptionally high. Based on 2009 data, motorcycle registrations represent 2.9 percent of total vehicle registrations while motorcycle fatalities represent 14.3 percent of total motor vehicle fatalities. Historically, over 40 percent of motorcyclists involved in fatal crashes had been drinking. A higher percentage of alcohol-related crashes occur over holiday periods, with the highest overall rates occurring during the summer holiday periods (Memorial Day, Independence Day and Labor Day).

Cook County also experienced substantial declines (65.4 percent) in pedestrian fatalities in 2009 (53 deaths in 2009 versus 81 in 2006), but still has a disproportionately high share of the state’s fatalities, about 48 percent of fatalities versus 40.5 percent of the population. Cook County, including four other collar counties (DuPage, Kane, Lake and Will), have 85.7 percent of injuries and 64 percent of motor vehicle-related fatalities.¹⁴

¹⁴ National Highway Traffic Safety Administration. *Fatality Analysis Reporting System (FARS)* (<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

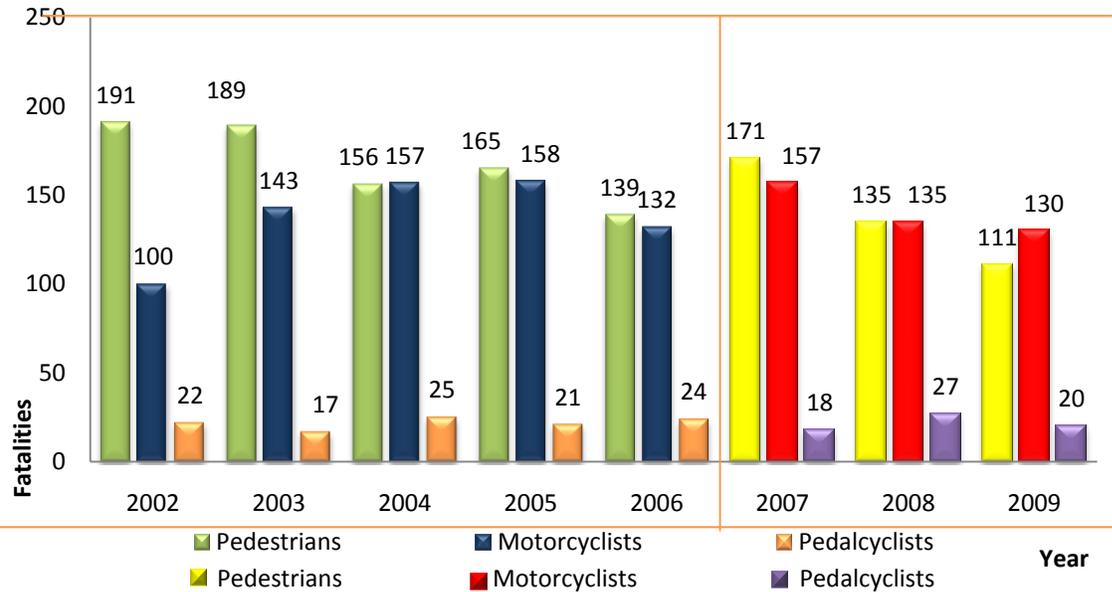


Exhibit 13. Illinois Pedestrian, Motorcycle, and Pedalcycle Fatalities

Exhibit 13 Source:
National Highway Traffic Safety Administration. Fatality Analysis Reporting System (FARS)
(<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

Accomplishments

Pedestrian/Pedalcycle

The city of Chicago, as an FHWA Focus City for Pedestrian Fatalities, has a disproportionately high share of the state's pedestrian and pedalcycle fatalities and injuries. As such, the city of Chicago formed a Mayor's Pedestrian Advisory Council (MPAC), which has developed a Pedestrian Safety Action Plan. Through this, several initiatives have been funded and implemented.

- The Chicago MPAC established a crosswalk enforcement effort where citations for failure to yield to a pedestrian are issued. Officers are reporting positive community feedback and successful prosecution in court. Evaluations are scheduled for ten percent of the sites and will include monitoring yielding and crossing behaviors both before and after the enforcement events. There was a great deal of initial media coverage, including several front page Tribune and Sun Times' articles and an interview on Chicago Tonight.
- The Chicago Department of Transportation began a pedestrian countdown signal head replacement program.
- Chicago established the Mayor Daley's Safe Route Ambassadors (SRA) pedestrian and bicycle safety outreach program geared toward Chicago's elementary school children. SRA targeted schools located in high-crash areas with increased programming like the DRIVE SLOW yard sign campaign. The SRA program provides citywide support of school participation in International Walk and Bike School Day 2009, an event promoted by NHTSA.

- Developed the “Safe Routes for Seniors” to educate Chicago seniors about safe and responsible road use.
- IDOT and ISP performed an RSA in the Illinois Medical District to address a significant number of fatalities and serious injuries involving pedestrians and pedalcyclists. Several of the recommendations are being implemented by the city of Chicago, including system-wide improved signal timing and the addition of pedestrian signal countdowns.

Legislation passed for Complete the Streets. IDOT has developed a policy where pedestrian and bicycle accommodations are considered. Safety projects involving shoulders and rumble strips consider bicycle usage and accommodations.

IDOT’s Safe Routes to School Program (SRTS) focuses efforts to improve safety for children bicycling and walking to school. Projects to improve the infrastructure through sidewalks, signing, and pavement markings have been constructed. RSAs are used periodically to complement the SRTS effort. In addition, funds have been directed to educate and promote walking and bicycling to school.

Motorcycles

- Alcohol enforcement activities during the alcohol and safety belt campaigns have been coordinated.
- Student training has increased from 16,701 in 2009 to 20,216 in 2010; an increase of 21 percent (previously growing at four to five percent per year).
- Educational outreach has increased through educational/promotional events from three per year to 13 events in 2011.
- Public Information & Education (PI&E) - Allocated \$53,000 in 2010.
- Produced and aired first public informational videos for television in 2010 and 2011. Allocated over \$280,000 for radio and television advertisements.
- Developed and went online with the www.STARTSEEINGMOTORCYCLES.org website. This is a one-stop shopping site for motorcycling enthusiasts that includes class registration, program history, laws and regulations, safety tips, resources, crash data, etc. This site averages over 250 hits per day during the motorcycling season.
- Developed tags to attach to motorcycle handlebars advertising classes, and distributed tags to motorcycle dealers throughout the state.
- Developed and distributed bottle tags for placement at convenient marts for the motoring public. The tags carried the START SEEING MOTORCYCLES logo and safety tips for drivers to be on the lookout for motorcycles.
- Free motorcycle courses are provided. This includes having developed and distributed posters to all 118 Drivers License Facilities throughout the state for classes. Also supplied all facilities with bumper stickers and brochures for distribution to the public.
- Developed and distributed a new START SEEING MOTORCYCLES and DON’T DRINK AND RIDE poster for distribution at various locations statewide.
- Held first conference on motorcycling issues and education for Illinois instructors in 2010.

- In 2011, the number of press conferences were doubled from three to six statewide. The first three pointed at the motorcycle riders to “Gear Up” and the second three pointed to the motoring public to “Start Seeing Motorcycles.”

Pedalcyclists/Tracking of Dooring Incidents (New Initiative)

Dooring incidents involving a bicyclist colliding with an open door of a parked motor vehicle are now being tracked by IDOT’s DTS. The data provided for dooring incidents is based solely on information reported by law enforcement agencies and is available beginning in 2010 on the External Safety Data Mart site with access available by request.

Work Zones

In 2006, work zone crashes (definition of a work zone-related motor vehicle crash is a crash that occurs in the vicinity of a work zone [construction, maintenance or utility] or within an area marked by signs, barricades or other devices; this designation does not imply that the crash was caused by the work activity or zone) supplied two percent of all Illinois fatalities and 13 percent of Interstate fatalities. These percentages are the result of 8,326 Illinois work zone crashes, 23 of which were fatal. These crashes left 29 roadway users dead, including one worker and one pedestrian.

There were a total of 6,197 work zone crashes in 2009, which accounted for 2.1 percent of all crashes in Illinois. From the work zone-related crashes in 2009, 43 percent of them occurred on Interstate highways, 24 percent occurred on state routes, 21 percent occurred on county/local and city streets, and 11 percent occurred on unmarked routes. From the work zone crashes in 2009, 31 were fatal crashes resulting in 31 fatalities and there were 1,478 injury crashes that resulted in 2,101 injured persons. From the 31 persons killed in Illinois work zone crashes, 21 were drivers, three passengers, four workers and two pedestrians.

In Illinois, disproportionate numbers of work zone fatalities occur on the Interstate system and involve large trucks. Furthermore, most crashes in 1999 occurred during the morning and afternoon rush hours. This trend has shifted, and a majority of crashes are now occurring late at night or during early morning hours. In 2009 nearly 41 percent of the fatal crashes occurred anywhere from 6:00 PM to 3:00 AM.

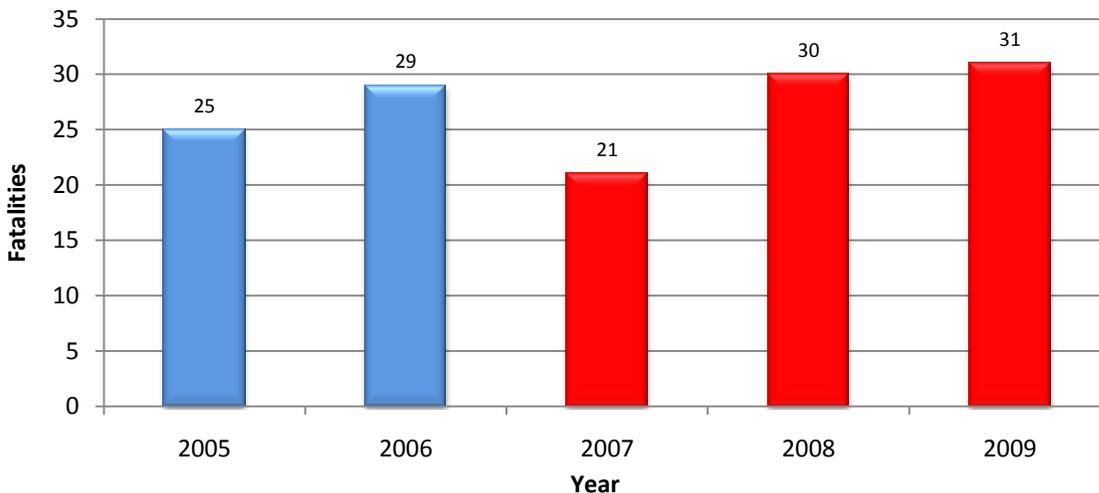


Exhibit 14. Illinois Work Zone Fatalities

Exhibit 14 Source:
National Highway Traffic Safety Administration. *Fatality Analysis Reporting System (FARS).*
(<http://www-fars.nhtsa.dot.gov/Main/index.aspx>).

Accomplishments

- The Work Zone Implementation Team has been working on numerous items and has established Work Zone Awareness and Safety and Mobility subcommittees. In addition, integration with other safety partner committees has continued. Illinois Road and Transportation Builders Association (IRTBA) and the American Traffic Safety Services Association (ATSSA) have partnered on a variety of endeavors, including the National Work Zone Memorial Wall Exhibit, work zone safety public services announcements and various safety awareness events.
- The Safety Engineering Policy Memorandum Safety 3-07 - Work Zone Safety and Mobility Rule was developed. This policy sets forth a vision to reduce and eliminate crashes and fatalities and to mitigate congestion due to work zones. The policy has safety and mobility goals that are aligned with the SHSP goal of zero fatalities. Routes designated as significant routes are identified and queuing due to work zones will be addressed.
- Through annual work zone reviews and process reviews, highway standards and specifications have been revised to provide for safer work zones on high-speed facilities.
- Annual work zone site reviews and fatal crash evaluations are being done to identify recommendations for continued improvement.
- Enhanced the administration of the ISP Work Zone Safety Program—statewide and Chicago areas (formerly known as Hireback)—to allow for improved management and distribution of funds, improving the ability for the districts to have hours always available and developing a SharePoint site for program administration.
- Photo Enforcement Program enhancements streamlining van assignments, increasing deployments and violators being processed.
- Revised work zone training and pertinent information for department staff, public agencies and industry personnel.
- Used innovative technologies to provide real-time work zone information to the traveling public with frequent updates, including Intelligent Transportation Systems (ITS) technology to provide accurate queuing information.
- Improved overall Work Zone Safety Awareness through participation in various state and national events. This includes National Work Zone Awareness Week, the Illinois State Fair, Williamson County Traffic Safety Days and IDOT Career Day. Specific emphasis has been placed on communicating to motorists the technical reasons why speeds are reduced in work zones even when workers are not present and that they are at risk when not complying with the posted speed limit in work zones. This is done through telephone responses, replying to web e-mails, the orange ribbon campaign, roadway safety passport game, work zone memorials, and distribution of other safety items and literature with specific messages.

References

Tables and exhibits have references below each table and exhibit. The following reference numbers are located in the text.

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Vulnerable Users

www.STARTSEEINGMOTORCYCLES.org

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