ZERO TRAFFIC FATALITIES | TASK FORCE

IDOT Headquarters:
Springfield & Chicago

September 23, 2025

Illinois Department of Transportation

Meeting Agenda

- Welcome and Introduction
- Approval of Minutes from June 25th and August 21st Meetings
- Discussion of Task Force Draft By-Laws
- AAA Traffic Safety Foundation Presentation
- Chicago Metropolitan Agency for Planning Presentation
- Measuring Success Discussion
- New Business
- Public Comments
- Task Force Meeting Adjourns

Welcome and Introduction

- Welcome remarks
- Safety briefing
- Roll call

Approval of Meeting Minutes

- Meeting minutes from the **June 25th and August 21st** Task Force meeting were attached to the meeting appointment.
- Are there any requested changes?

Discussion of Task Force Draft By-Laws

Review and vote on Task Force draft by-laws

AAA Traffic Safety Foundation Presentation

AAA Traffic Safety Foundation Presentation

Led by Nick Jarmusz, Director of Public Affairs

September 23, 2025

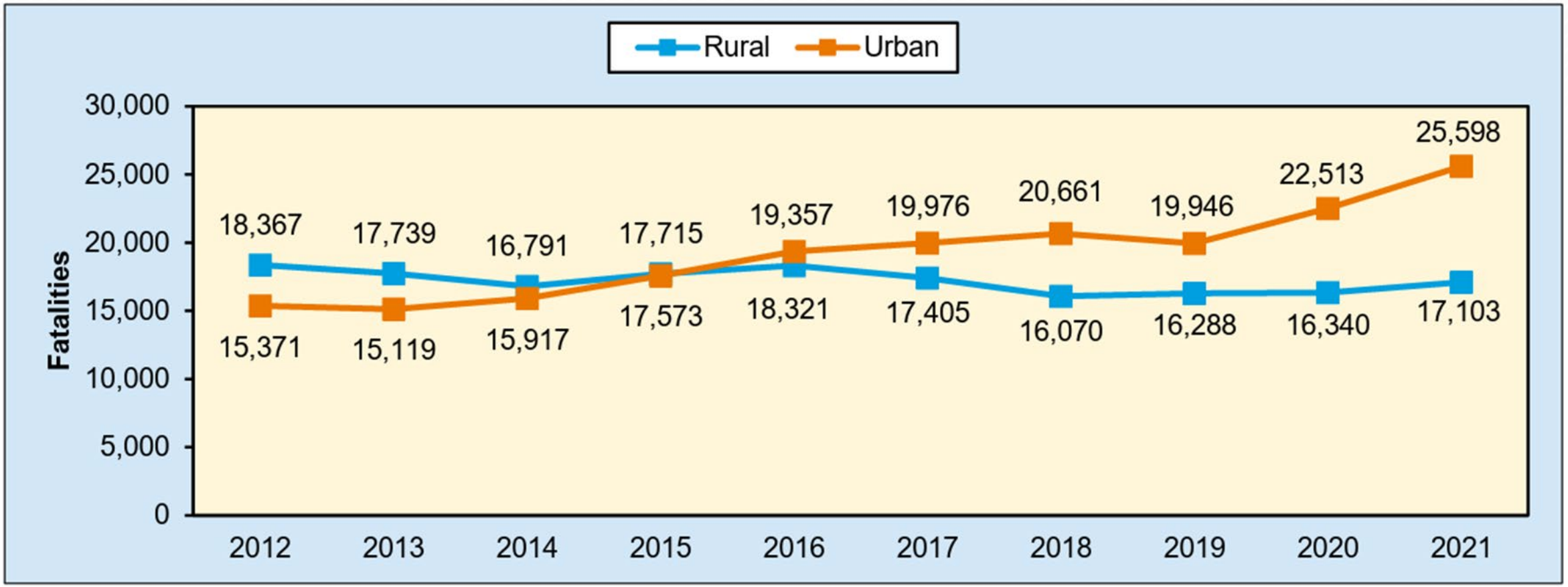
Illinois Zero Traffic Fatalities Task Force

Nick Jarmusz

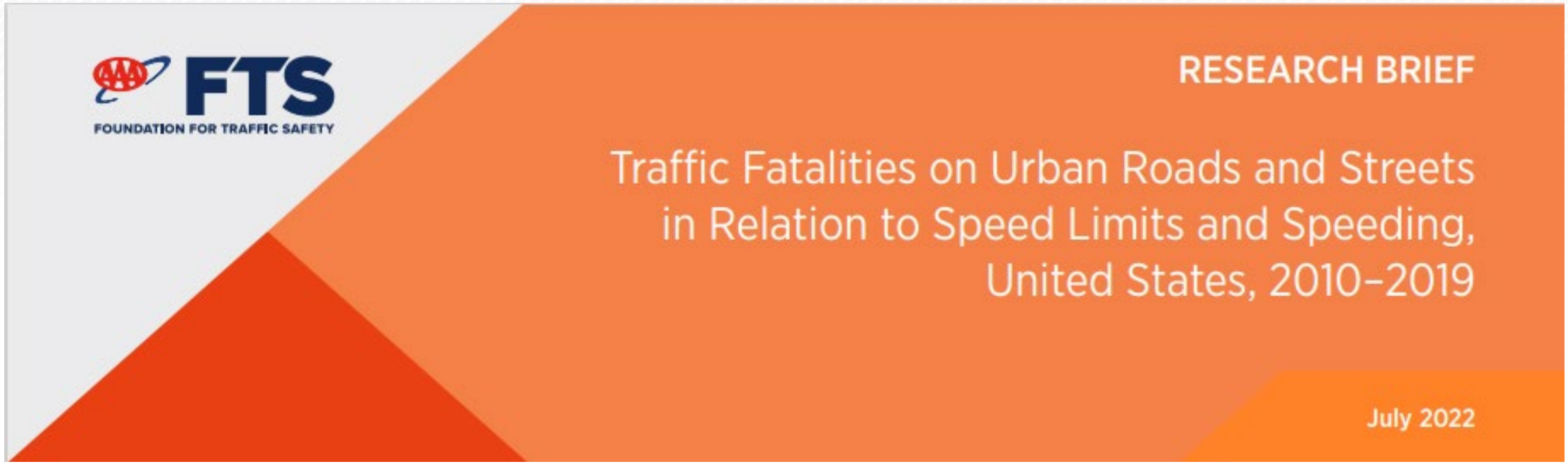
Director of Public Affairs

AAA – The Auto Club Group

Introductions



Source: FARS 2012–2020 Final File, 2021 Annual Report File (ARF)
Note: Excludes fatalities in areas that were not reported as rural or urban.



Study Objectives:

- Examine characteristics of fatal crashes in urban settings, with a focus on speed
- Highlight countermeasures that have proven effective in reducing those types of crashes

Methodology

- Data pulled from FARS database
- Defined “speed-related” as a crash in which any vehicle involved was reported to have been exceeding the posted speed limit, driving too fast for conditions, or racing.
- The analysis examined the annual number and percentage of “speed-related” fatalities as well as their distribution in relation to the speed limit.
- Also examined the involvement of speeding and distribution of speed limit in relation to victim characteristics and crash location.

Trends

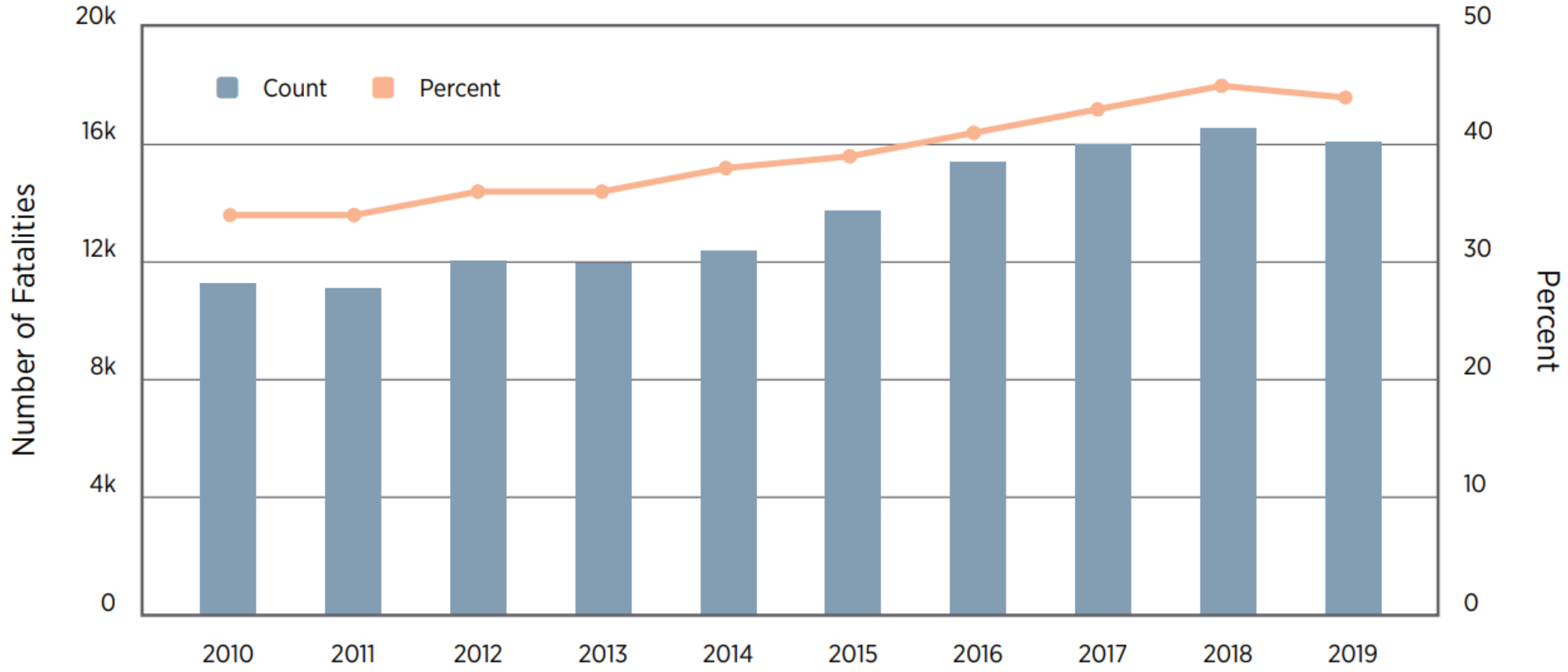


Figure 1: Annual number of fatalities on urban roads and streets and percent of all traffic fatalities on urban roads and streets, United States.

Trends

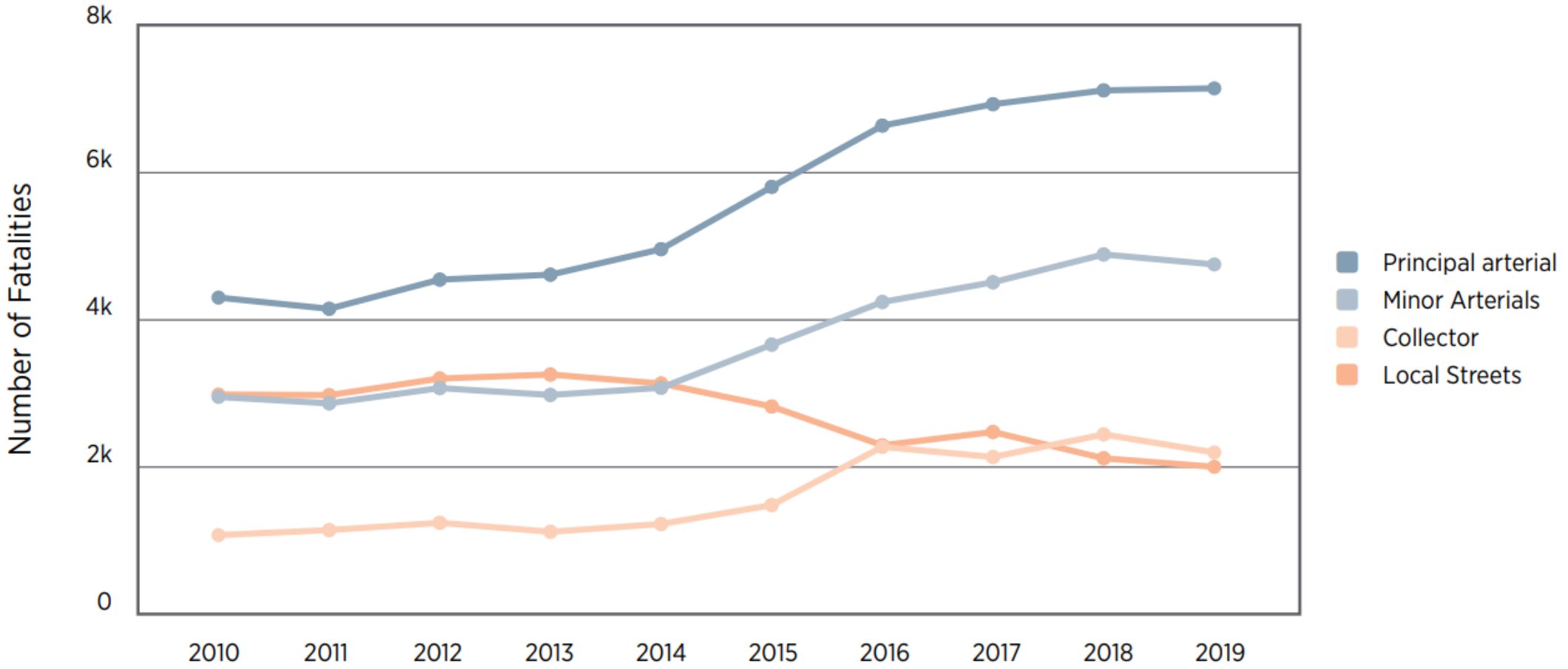


Figure 4: Annual number of fatalities on urban roads and streets by road class, United States.

Involvement of Speed in Relation to Posted Limit

Table 1: Number of fatalities on urban roads and streets by posted speed limits and involvement of speeding, United States, 2010–2019.

Posted speed limits (miles per hour)	Not speeding-related		Speeding-related		Unknown		Total
	N	Row %	N	Row %	N	Row %	N
≤ 25	7,570	59	4,273	33	959	7	12,802
30–35	25,908	63	12,815	31	2,519	6	41,242
40–45	35,184	71	12,297	25	2,422	5	49,903
≥ 50	20,000	74	5,714	21	1,262	5	26,976
Unknown/Not specified	3,659	65	1,104	20	830	15	5,593
Total	**92,321**	**68**	**36,203**	**27**	**7,992**	**6**	**136,516**

Crash Type

Table 2: Number of fatalities on urban roads and streets by crash type, involvement of speeding, and posted speed limit, United States, 2010–2019.

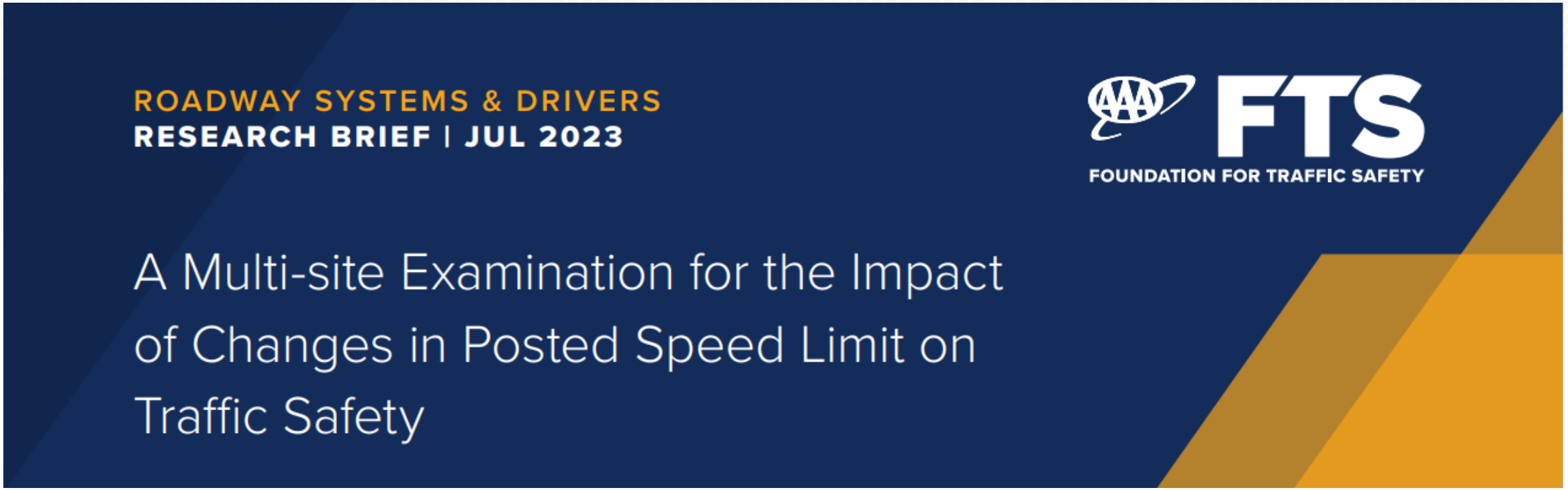
	Speeding-related			Posted speed limits (miles per hour)					Total
	Not speeding-related	Speeding-related	Unknown	≤ 25	30–35	40–45	≥ 50	Unknown/ Not specified	
Collision with pedestrians/ bicyclists	33,497	2,831	3,103	4,603	13,471	14,553	4,569	2,235	39,431
Roadway departure	15,318	15,791	1,919	3,478	11,311	10,797	6,388	1,054	33,028
Collision with fixed objects/others	2,491	1,221	299	972	1,475	895	400	269	4,011
Front to rear	3,567	2,873	295	223	1,371	2,747	2,238	156	6,735
Front to front	8,850	2,202	573	405	2,543	4,610	3,813	254	11,625
Angle	22,583	8,180	1,108	1,622	8,236	13,435	7,768	810	31,871
Side swipe	1,709	889	138	146	692	1,097	755	46	2,736
Unknown/other	4,309	2,218	552	1,353	2,145	1,772	1,045	764	7,079
Total	**92,321**	**36,203**	**7,992**	**12,802**	**41,244**	**49,906**	**26,976**	**5,588**	**136,516**

Potential Countermeasures

- Reduce reliance on the 85th percentile rule, particularly in areas with high pedestrian and cyclist traffic
- Consider variable speed limits on arterials and collectors
- Mid-block curb extensions or pinch points
- Speed feedback signs

Potential Countermeasures, continued

- Separating users: bike lanes, sidewalks, paved shoulders
- Enhanced crosswalk visibility
- Redesign intersections
  - Turn lanes
  - U-turns
  - Roundabouts



Study Objectives/phases:

- Gather feedback from traffic engineers on how speed limits are set or changed
- Examine how vehicle crashworthiness is degraded as impact speed increases
- Assess crash and speed data collected from sites where speed limits have been raised or lowered

Methodology

- 12 roadway segments on which speed limits were changed (6 raised, 6 lowered). Study group included a variety of roadways classes. Selection was based on the availability of geocoded crash data that could be analyzed.
- Data obtained from DOT's, FHWA, and RITIS.
- Data fusion techniques used to generate in-depth analysis of crash attributes.
- Descriptive analysis of fused datasets conducted using regression models based on numerous measures.

Analysis of sites that raised speed limits

ID	Crash related[1]			Speed Related[2]			Travel time	Traffic volume
	Type	Δ Count[3]	Rate	Δ Mean speed (mph)	Δ 85th percentile speed (mph)	Likelihood of speed limit violation		
I1	Fatalities	5	Increased	1.3	1.2	Decreased	Similar	Similar
	Injuries	105	Increased					
	PDO	297	Increased					
I2	Fatalities	−5	Unchanged	4.0	2.8	Decreased	Similar	Similar
	Injuries	−43	Decreased					
	PDO	−88	Decreased					
I3	Fatalities	9	Increased	1.3	2.0	Decreased	Similar	Similar
	Injuries	226	Increased					
	PDO	592	Increased					
P1	Fatalities	0[4]	NA[5]	4.2	2.1	Decreased	Decreased	Increased
	Injuries	3	NA[5]					
	PDO	3	Decreased					
P2	Fatalities	−1	Decreased	3.9	2.4	Decreased	Decreased	Similar
	Injuries	−141	Decreased					
	PDO	0[4]	NA[5]					
M1	Fatalities	1	Increased	4.0	1.6	Decreased	Decreased	Similar
	Injuries	−38	Decreased					
	PDO	0[4]	NA[5]					

Analysis of sites that lowered speed limits

ID	Crash related[1]			Speed Related[2]			Travel time	Traffic volume
	Type	Δ Count[3]	Rate	Δ Mean speed (mph)	Δ 85th percentile speed (mph)	Likelihood of speed limit violation		
P3	Fatalities	3	Increased	1.1	0.9	Increased	Decreased	Decreased
	Injuries	−145	Decreased					
	PDO	0[4]	NA[5]					
P4	Fatalities	−1	Decreased	0.8	−2.2	Increased	Decreased	Decreased
	Injuries	−320	Decreased					
	PDO	−219	Decreased					
M2	Fatalities	1	Similar	NA	NA	NA	NA	Similar
	Injuries	−5	Increased					
	PDO	0[4]	NA[5]					
M3	Fatalities	0[4]	NA[5]	2.0	0.3	Increased	Decreased	Similar
	Injuries	−2	Increased					
	PDO	−10	Decreased					
C1	Fatalities	−1	Decreased	−0.3	−1.5	Increased	Decreased	Similar
	Injuries	−19	Decreased					
	PDO	−9	Decreased					
C2	Fatalities	0[4]	NA[5]	−1.5	0.4	Increased	Decreased	Similar
	Injuries	3	Increased					
	PDO	4	Increased					

Nick Jarmusz
njjarmusz@acg.aaa.com

Chicago Metropolitan Agency for Planning Presentation

Chicago Metropolitan Agency for Planning Presentation

Led by Vickie Barrett, Senior Transportation Planner

Chicago Metropolitan Agency for Planning

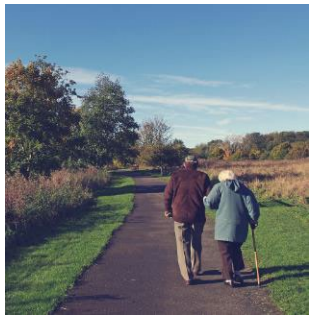
Emerging safety initiatives

Zero Traffic Fatalities Task Force

September 23, 2025

Victoria Barrett

Program Lead, Safe Systems

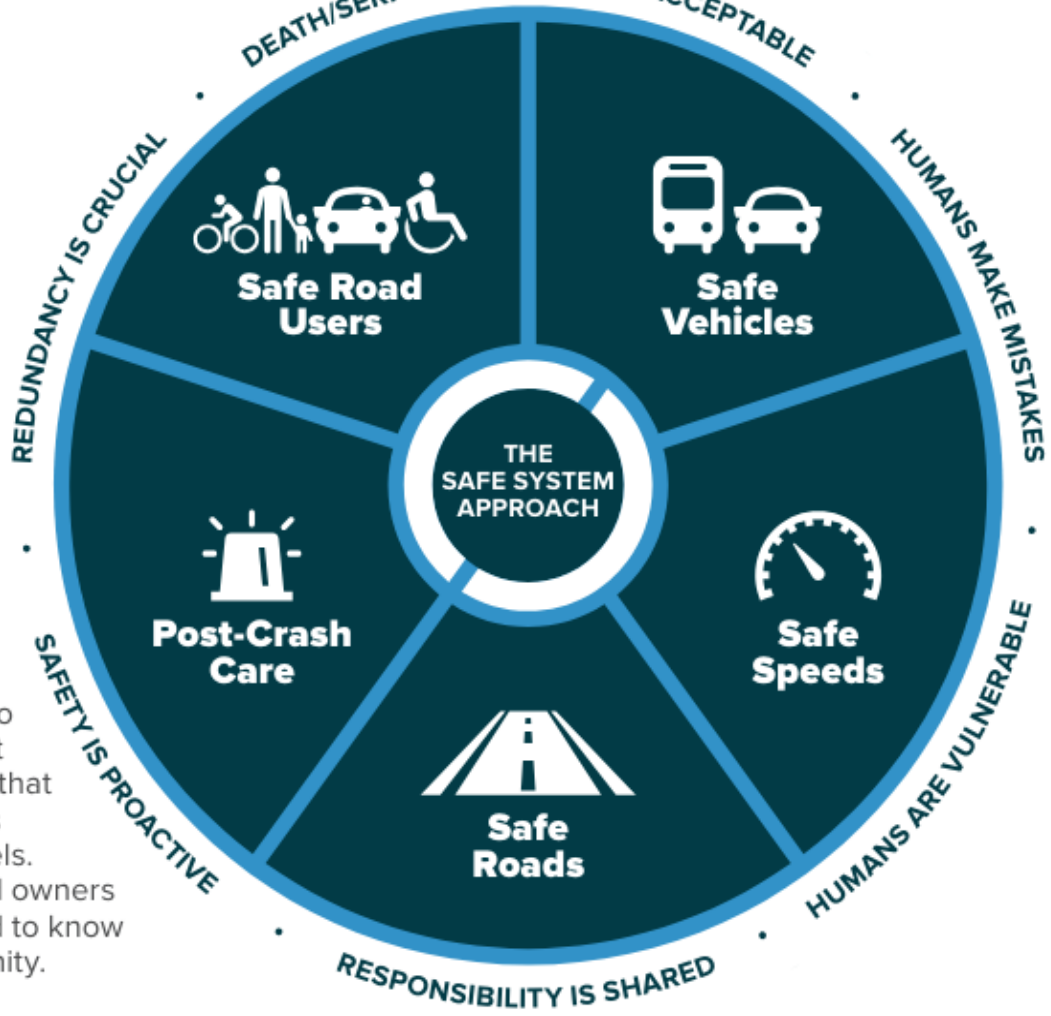


THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



Kinetic energy

- The damaging force delivered by a vehicle in a collision
- A function of an object's **SPEED** and **WEIGHT**

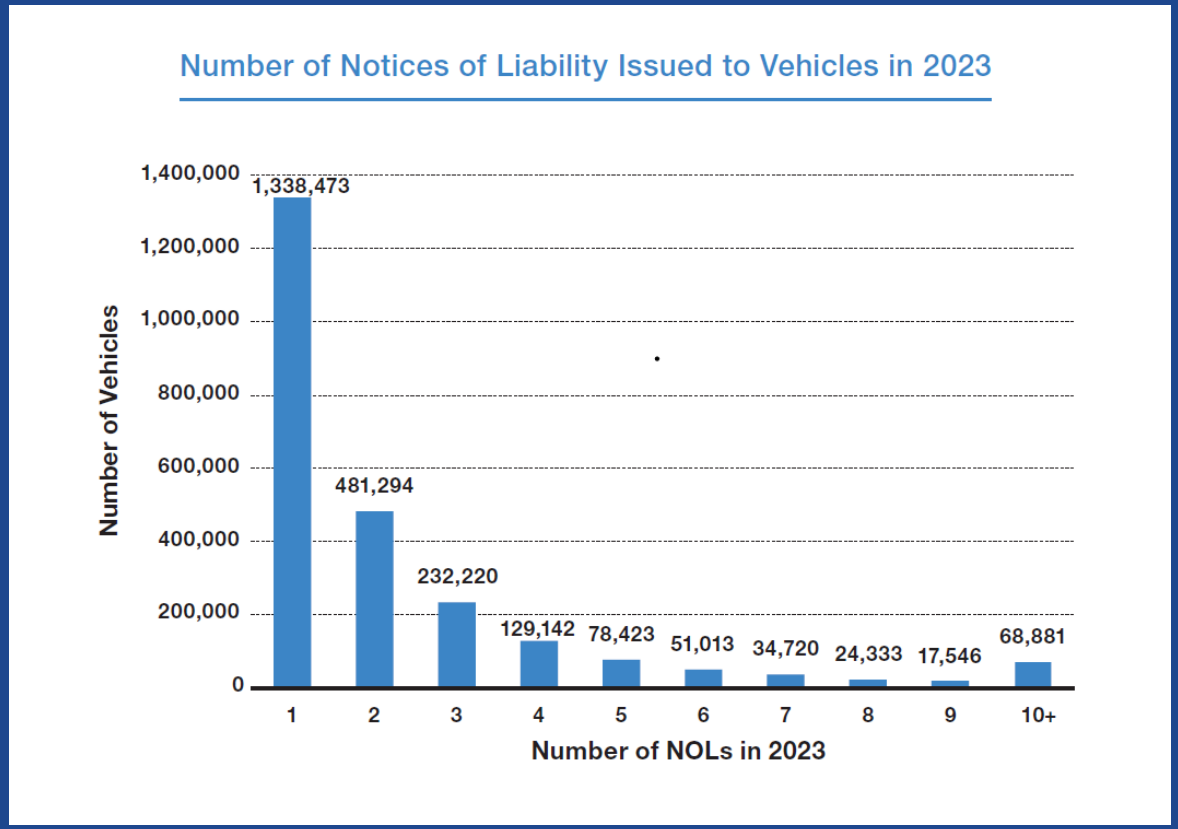
Heavier vehicles deliver **more kinetic energy** than lighter vehicles at the same speed.

The issue

- Speeding is a top contributing cause to fatal and serious injury crashes
- Manual traffic enforcement is down
- Enforcement is not effective for some high risk drivers
- Repeat violators are more likely to be involved in a fatal or severe injury crash*
- Many drivers continue to drive after license is suspended**

*study from NYC: vehicles with 20 or more speed camera tickets are five times more likely to be in a crash that results in death or serious injury, compared to other drivers.
**NYC data: up to 60% of drivers who have had their licenses suspended/revoked continue to drive.

Enforcement is effective for much of the population



Source: NYC Automated Speed Enforcement Program, 2024 Report

Intelligent Speed Assistance

Forbes

Mandated Anti-Speeding Tech For New Vehicles Begins In Europe

By Ed Garsten, Senior Contributor. ⓘ Ed Garsten is a metro Detroit-based rep... Follow Author

Published Jul 01, 2024, 03:00am EDT, Updated Jul 01, 2024, 08:50am EDT

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BERLIN, GERMANY - Starting July 1, all new cars and trucks in Europe must be equipped with intelligent speed assistance, or ISA, technology in order to reduce speeding. (Photo by Sean Gallup/Getty Images)
GETTY IMAGES

AUTOMOTIVEPRO

EU Mandates ISA Tech to Curb Speeding: US Eyes Adoption to Save Lives

Intelligent Speed Assistance (ISA) technology, mandatory in EU vehicles since 2024, uses GPS and sensors to enforce speed limits, potentially slashing speeding-related deaths that claim over 12,000 U.S. lives annually. Despite proven reductions in crashes from pilots, U.S. adoption faces privacy and industry hurdles. Momentum is building for mandates to save lives.

Balance
Energy

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Intelligent Speed Assistance Technology

- Can be original equipment or installed post manufacture
- Uses GPS or camera-read speed limits
- Prevents acceleration above the identified speed limit
- Overrides are possible, and can be programmed

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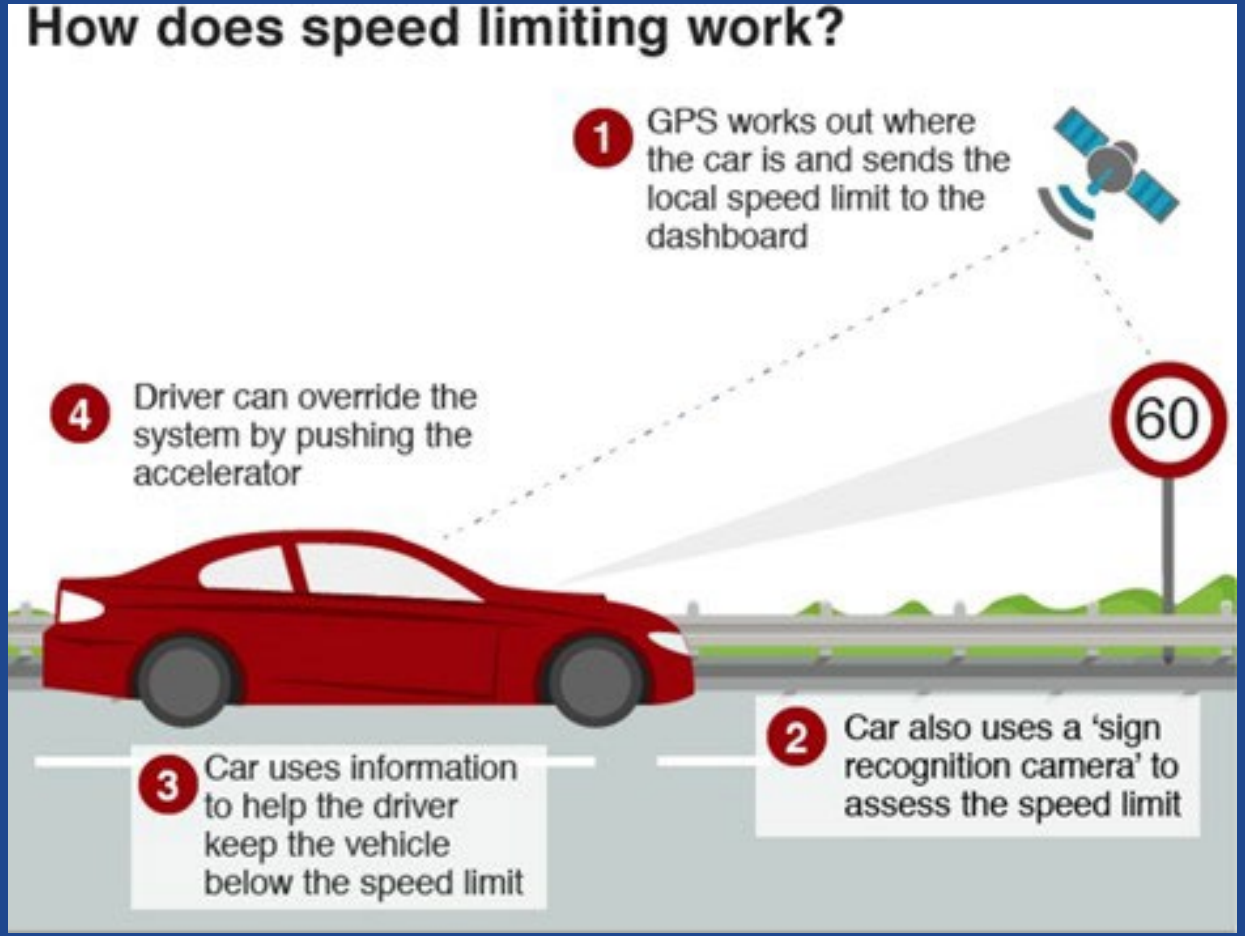
Intelligent Speed Assistance



Source: https://www.20splenty.org/what_is_isa

Pilot programs in the U.S.

NYC fleet vehicles: installed on more than 500 vehicles

- Resulted in a 64% reduction in speeding, defined as 11 mph over the posted speed limit.

NYC high-risk drivers – installed on 158 vehicles of repeat offenders

- Resulted in “significant” reductions in speeding

Washington DC – installed on school vehicles in Jan-June of 2025

- data available soon but first impressions are positive

Coming soon: teen driver pilot programs

Legislation to “stop super speeders”

- Virginia – passed HB 2096
- Washington - passed HB 1596
- New York – introduced AB A2299
- Maryland – introduced SB 993
- Georgia – passed HB 308*
- DC – Steer Act passed in February of 2024

* Currently being revised per Governor for improved programmatic implementation

Legislative considerations

- Intelligent speed assistance is treated as an alternative to losing a license
- Thresholds for defining the high-risk group vary by state, and must consider existing administrative and enforcement programs (points, violations, etc.)
- There are some administrative costs with program (especially initiation) but installation and monitoring costs are paid by violator in most examples

The Washington Post
Democracy Dies in Darkness

Virginia

Va. to become first state to make speeding impossible for some drivers

D.C. has a similar law that will use high-tech equipment to force cars to obey the speed limit.

March 27, 2025

4 min Summary 277

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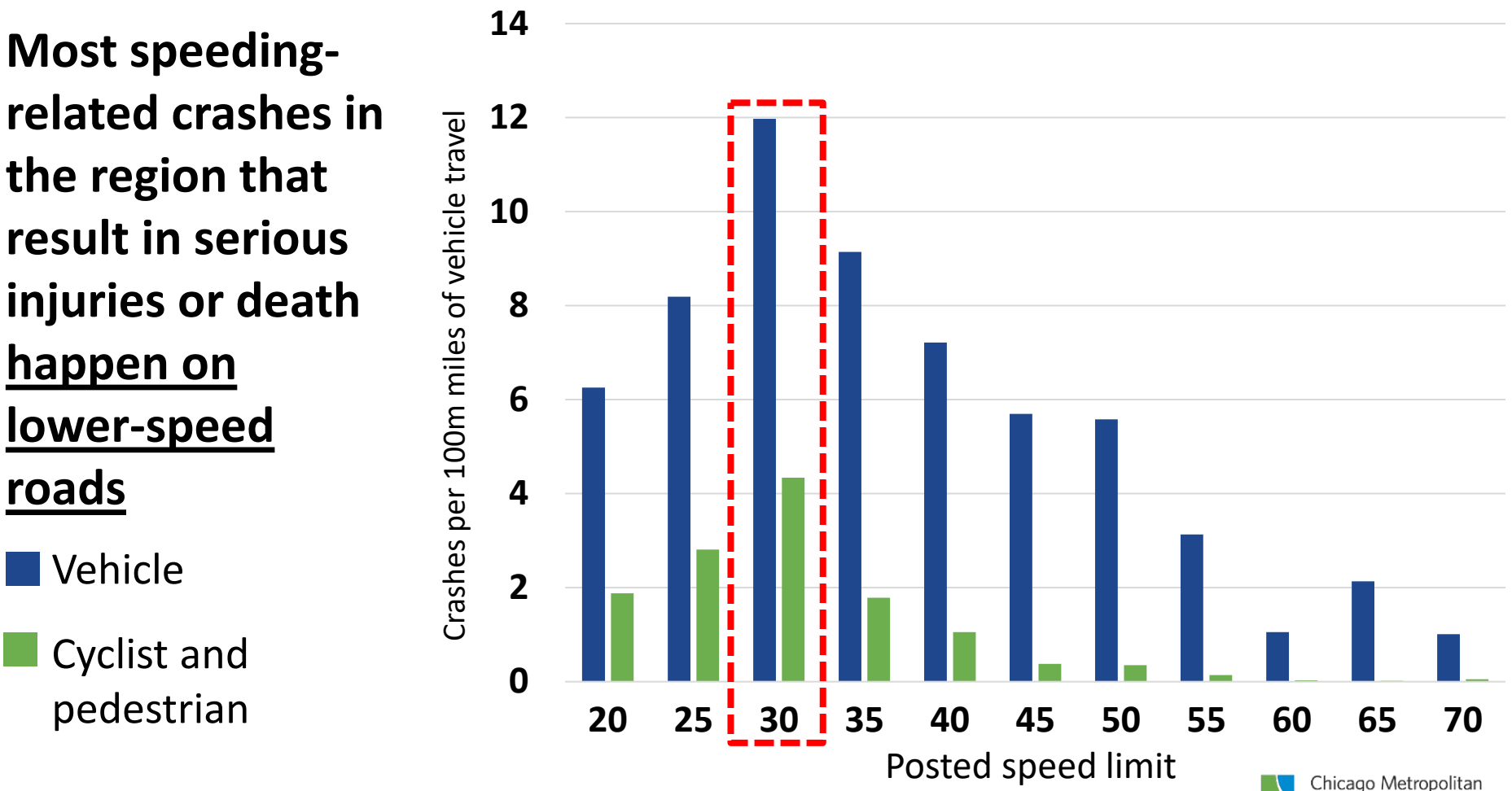
Statutory speed limit for urban districts

Most speeding-related crashes in the region that result in serious injuries or death <u>happen on lower-speed roads</u>



Source: CMAP analysis of Illinois Department of Transportation and HERE Technologies data, northeastern Illinois, 2015-2020

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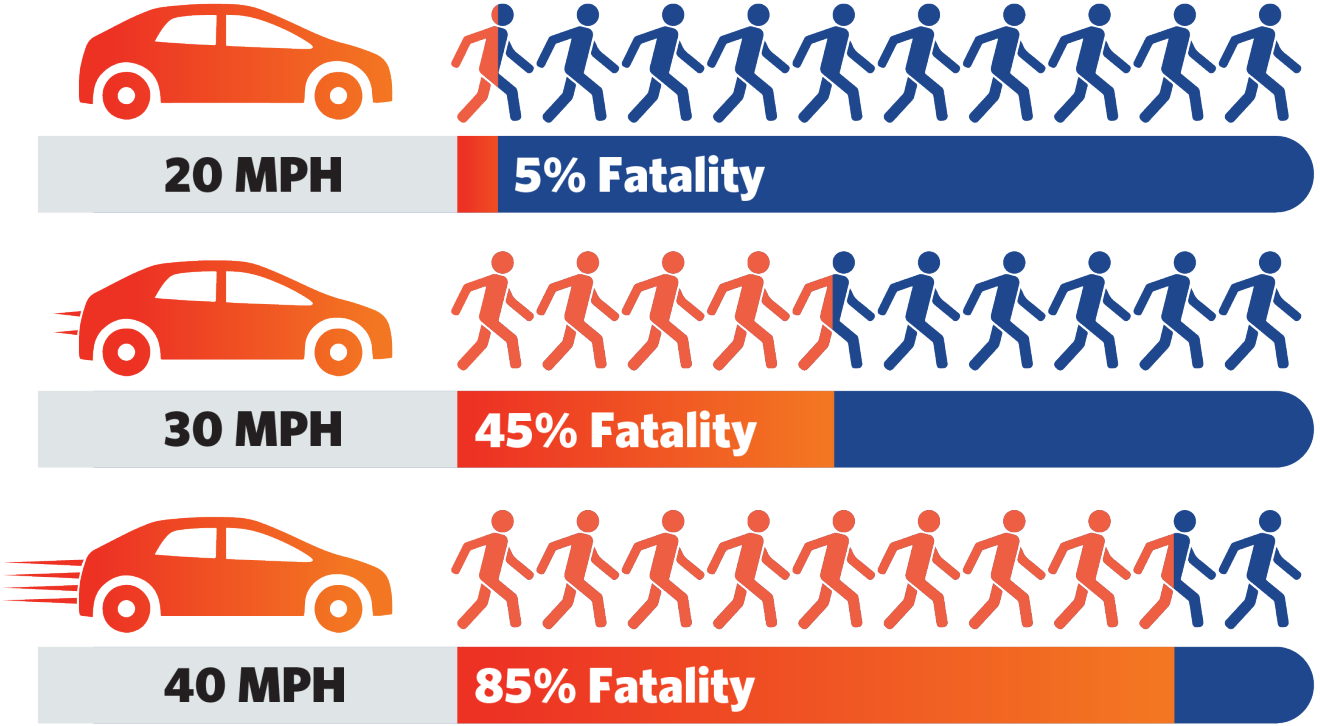
Higher vehicle speeds increase the likelihood of pedestrian fatality



Source: U.S. Department of Transportation

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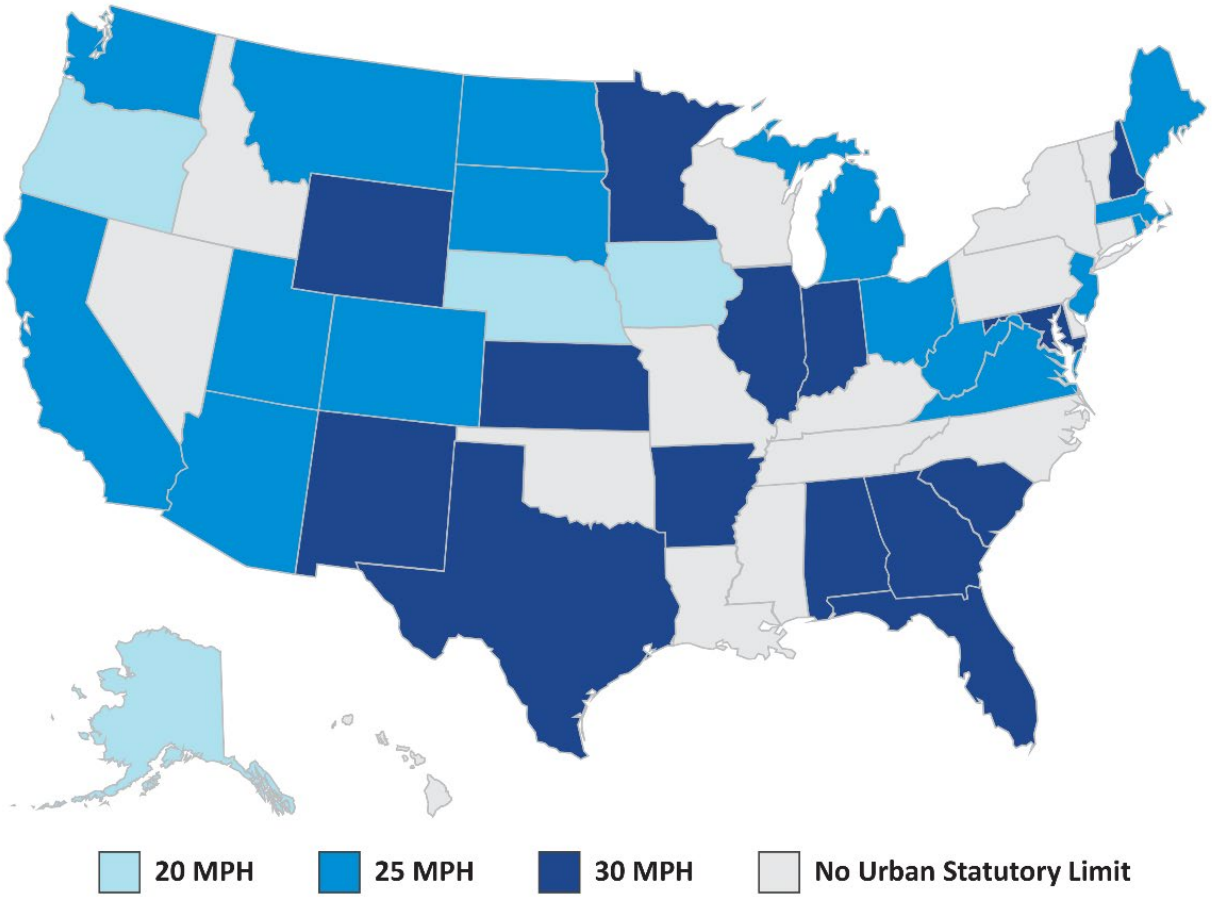
US Rte 14
Northwest Hwy
Emerson St
STARBUCKS COFFEE


SPEED
LIMIT
30


Dempster St

Twenty-two states have urban district speed limits of 20 or 25 miles per hour



Legislative considerations
Speed limits

- The value of the default speed limit for urban districts in Illinois is higher than many states
- The definition of urban district has been debated and may be improved
- Some states identify a default speed limit for a residential district separate from ‘urban district’ or ‘downtown district’
- School zone speed limits are currently only enforced on school days during school hours; there have been calls to re-evaluate school zone time restrictions

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Automated Enforcement of Speed

Speed safety cameras are delivering results

Broad benefits

A global review of programs correlated speed safety cameras with a

20-25%

average reduction in fatal and serious injury crashes

Improving safety

In Chicago, speed safety camera locations saw an

18% lower rate

of fatal and serious crashes compared to the city average.

Changing behavior

In New York City

55%

of drivers who received speeding camera tickets did not receive a second ticket at any camera location in 2021, despite more cameras being added

Reducing speeds

In Montgomery County, Maryland, speed cameras were associated with a

10% reduction

in mean speeds

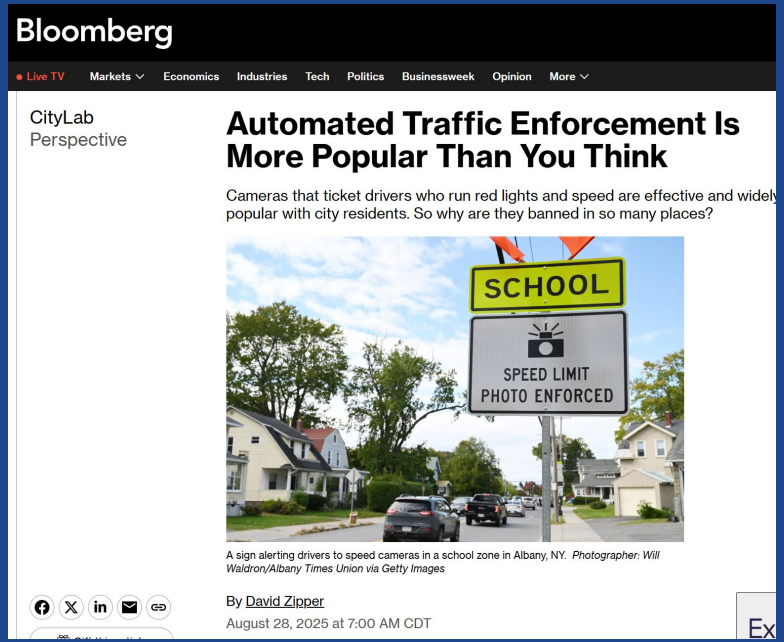
Chicago Metropolitan Agency for Planning

Legislative considerations

Automated Enforcement of Speed

Enabling language: "This Section applies only to municipalities with a population of 1,000,000 or more inhabitants."

- Many agencies have expressed interest
- Pilots can help demonstrate success
- Frameworks and guidance can lead to positive safety impacts and mitigate negative impacts



Bloomberg

Live TV Markets Economics Industries Tech Politics Businessweek Opinion More

CityLab
Perspective

Automated Traffic Enforcement Is More Popular Than You Think

Cameras that ticket drivers who run red lights and speed are effective and widely popular with city residents. So why are they banned in so many places?

A sign alerting drivers to speed cameras in a school zone in Albany, NY. *Photographer: Will Waldron/Albany Times Union via Getty Images*

By David Zipper

August 28, 2025 at 7:00 AM CDT

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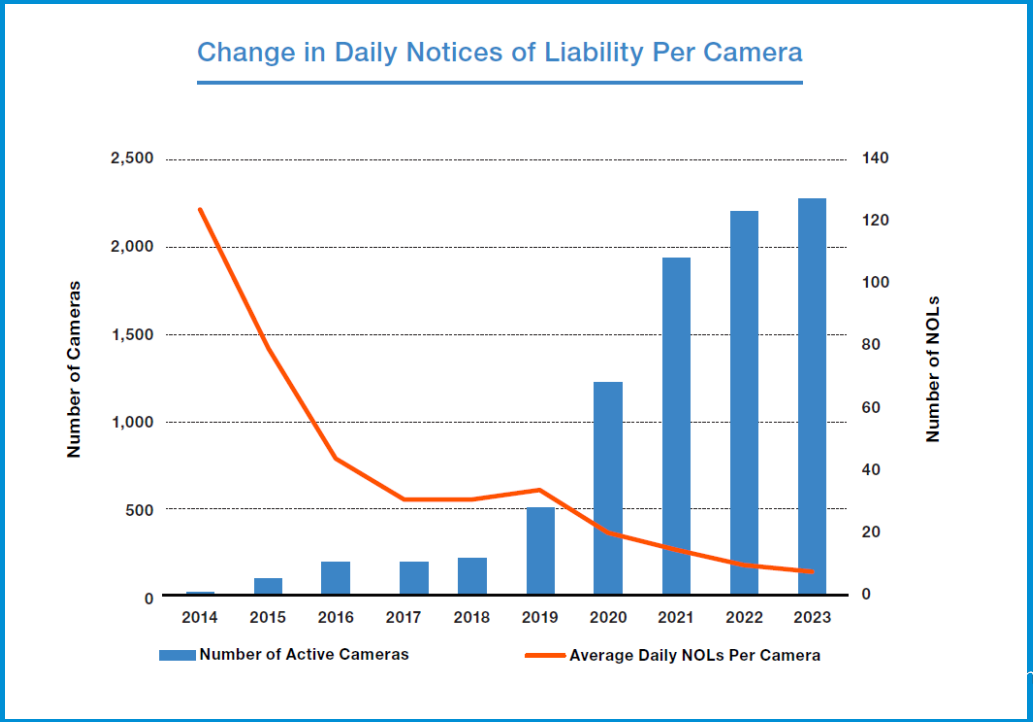
NYC automated speed enforcement shows positive impacts

- Number of cameras increased almost 5 times from 2019-2023
- Number of daily notices per camera (systemwide) decreasing dramatically
- Suggests increased compliance with speed limts, broadly



Source: NYC Automated Speed Enforcement Program, 2024 Report

Chicago Metropolitan Agency for Planning

Thank you!

@cmapillinois

Measuring Success Discussion

Measuring Success Discussion

Opened by Chair Donovan

New Business

Is there any **new business** the Task Force would like to discuss?

Public Comments

We will now open the floor for
public comments.

Please limit comments to **two minutes per person*

Adjourn

Scan the QR code to visit the Zero Traffic Fatalities Task Force webpage for future meeting information and documents!

https://bit.ly/IDOTZTF

ZERO TRAFFIC FATALITIES | TASK FORCE

THANK YOU!

Illinois Department of Transportation