



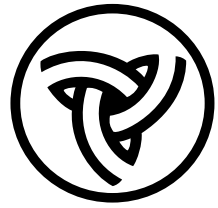
Illinois Department
of Transportation



ILLINOIS 2022-2026

SHSP

STRATEGIC HIGHWAY SAFETY PLAN



Illinois Department
of Transportation

ILLINOIS
STRATEGIC HIGHWAY
SAFETY PLAN
2022–2026

JULY 2022

Jacobs



MESSAGE FROM THE SECRETARY

“ Our commitment is to have Illinois’ roadways safe and reliable to keep our economy moving and ensure a quality of life that everyone can enjoy. ”

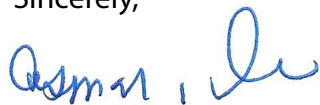
Illinois has a long tradition of providing efficient, effective and safe roadways for all users. We have established the vision of zero fatalities and are making strides towards achieving this reality. Our commitment is to have Illinois’ roadways safe and reliable to keep our economy moving and ensure a quality of life that everyone can enjoy.

The Illinois Strategic Highway Safety Plan represents a collaborative effort of hundreds of federal, state, county and municipal agencies and safety stakeholder organizations representing enforcement, engineering, education and emergency services. This plan provides an understanding of transportation system needs and priorities and will serve as the foundation for transportation safety investment and collaboration for the next 5 years.

Collaborative, well-coordinated action is imperative to accelerate the implementation of proven effective and innovative safety initiatives so that all people travel safely – every trip, every time. Working together, we will improve the health, livability and economic vitality in Illinois.

Our vision of eliminating roadway fatalities can become reality with the continued collaboration and combined efforts of everyone sharing their knowledge and resources as we implement this plan. It takes the work of everyone to truly make a difference, and we look forward to achieving the goal of zero fatalities with the dedication and efforts of everyone as we implement this plan.

Sincerely,



Omer Osman
Secretary of Transportation



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ACRONYMS AND ABBREVIATIONS

4Es of Safety	education, enforcement, engineering and emergency services
BSPE	Bureau of Safety Programs and Engineering
EA	emphasis area
EC	Executive Committee
EMS	emergency medical services
FA	focus area
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
HSP	Highway Safety Plan
HSIP	Highway Safety Improvement Program
IDOT	Illinois Department of Transportation
IDPH	Illinois Department of Public Health
IIJA	Investment in Infrastructure and Jobs Act
IL SHSP	Illinois Strategic Highway Safety Plan
NCHRP	National Cooperative Highway Research Program
NEMSIS	National EMS Information System
SHSP	Strategic Highway Safety Plan
SSA	Safe System Approach
TIM	traffic incident management
U.S.C.	<i>United States Code</i>
VMT	vehicle miles traveled
VRU	vulnerable road user

Executive Summary

Illinois has a vision for eliminating fatalities and serious injuries for all users of the transportation system.

Consistent with the national experience, there has been an increasing trend in roadway fatalities. In 2021, 1,341 people lost their lives on Illinois roadways. This is an increase of 12% compared to 2020 and an increase of 32% compared to 2019.¹

The Illinois Strategic Highway Safety Plan (IL SHSP) is a federally required document as part of the Highway Safety Improvement Program, a core federal program of the Infrastructure Investment and Jobs Act. The SHSP is codified under *23 United States Code* 148 with implementing rules under *23 Code of Federal Regulations* Part 924, and is a statewide, data-driven,

comprehensive multidisciplinary transportation safety plan integrating the 4Es of safety—education, enforcement, engineering and emergency services. The SHSP establishes statewide performance measures, goals and Emphasis Areas (EAs) and describes a program of strategies that use design, technology, behavioral and policy approaches to significantly reduce fatalities and serious injuries on all public roads. The SHSP allows highway safety programs and partners in the State to work together to align goals, leverage resources and collectively address the State's safety challenges.

Emphasis Areas

This IL SHSP provides the foundation to support transportation safety statewide efforts for 5 years, 2022 to 2026. For this SHSP, Illinois is embracing the **Safe System Approach (SSA)** to help us get to zero fatalities by creating a “safety net” that uses mutually reinforcing approaches to create safer roads, safer speeds, safer vehicles, safer road users and effective post-crash care. The SSA recognizes that people make mistakes,

transportation safety is a shared responsibility, there must be redundancy in our systems and a proactive approach should be taken because death or serious injury is not acceptable.

Aligning with the SSA, the IL SHSP EAs are **Safe Behavior, Safe Road Users and Vehicles, Safe Roads, Post-Crash Care** and **Safe System Administration**. Each EA focuses on specific contributing factors.

FIGURE ES-1. Emphasis Areas

EA 1: SAFE BEHAVIOR



Addresses:

- » Impaired driving
- » Speeding and aggressive driving
- » Distracted and drowsy driving
- » Unrestrained occupants

Focus Areas



SPEEDING AND AGGRESSIVE DRIVING

EA 2: SAFE ROAD USERS & VEHICLES



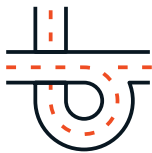
Accounts for the needs of:

- » Pedestrians
- » Bicyclists
- » Older and younger drivers
- » Motorcyclists
- » Heavy vehicles



PEDESTRIANS

EA 3: SAFE ROADS



Focuses on:

- » Roadway departure
- » Intersections
- » Railroad crossings
- » Work zones
- » Wrong-way driving
- » Animal-involved crashes



ROADWAY DEPARTURE

EA 4: POST-CRASH CARE



Supports injury severity and prevention after the crash, which includes:

- » Traffic incident management
- » Emergency services

EA 5: SAFE SYSTEM ADMINISTRATION



Promotes and ensures safe system collaboration, the intentional consideration of equity and safety data improvements. We will invest where the needs are the greatest and will engage communities to ensure programs and treatments are equitable and fit the context because all people have the right to move about their communities safely.

Priority Focus Areas

Based on data analysis and stakeholder input, the IL SHSP identifies **speeding, pedestrian and roadway departure** as the priority focus areas (FAs) for implementation to accelerate efforts to save lives and reduce injuries over the next 5 years and ultimately achieve the vision of zero fatalities on all public roadways.

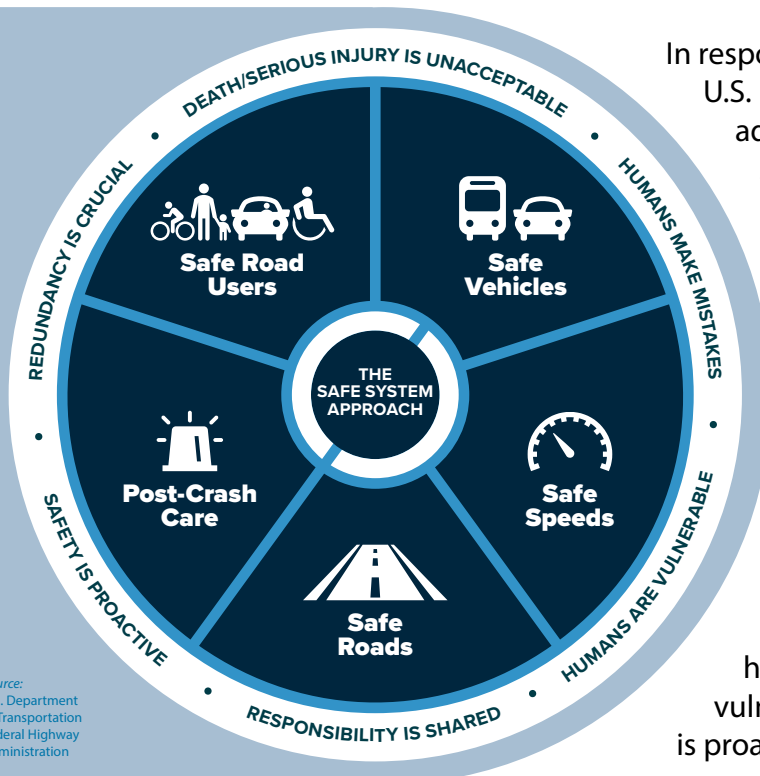
SECTION 1

INTRODUCTION

Transportation Safety

The National Highway Traffic Safety Administration has reported about 43,000 fatalities on national roadways in motor vehicle crashes in 2021. This represents an increase of 11% compared to 2020 and an increase of 19% compared to 2019. The fatality rate in 2021 was 1.34 fatalities per 100 million VMT which is marginally down from 1.33 in 2020, but it is still much higher than 1.11 in 2019.²

The National Highway Traffic Safety Administration attributed much of the fatality increase to unrestrained occupants, speeding, and alcohol impairment; however, one of the largest increases has involved pedestrians. The Governors Highway Safety Association projects 7,342 pedestrians were killed in 2021, an 11% increase from 2020 and a 54% increase from 2010.³ The report attributes the increase in pedestrian fatalities to reckless driving and larger vehicles.



Source:
U.S. Department
of Transportation
Federal Highway
Administration

In response to these alarming trends, the U.S. Department of Transportation directed additional funds to improving roadway safety through the Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law and made changes to the Highway Safety Improvement Program (HSIP), one of the six core federal programs to increase flexibility and introduce new programs and approaches to accelerate lives saved and injuries reduced on all public roadways. The IIJA calls for a **Safe System Approach (SSA)** that recognizes death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive and redundancy is crucial.

THE SAFE SYSTEM

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 and serious injuries for all road users.

Source: U.S. Department of Transportation Federal Highway Administration

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System Approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



SAFE ROAD USERS

The Safe System Approach addresses the safety of all road users, including those who walk, bike, drive, ride transit and travel by other modes.



SAFE VEHICLES

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



SAFE SPEEDS

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop and improving visibility.



SAFE ROADS

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space and alerting users to hazards and other road users.



POST-CRASH CARE

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management and other activities.

SECTION 1

The U.S. Department of Transportation also introduced the **National Road Safety Strategy**⁴ to implement the SSA nationally by addressing focusing on approach elements:



Safer People

Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destinations unharmed.



Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors and to facilitate safe travel by the most vulnerable road users.



Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.



Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns and enforcement.



Post-Crash Care

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

The SHSP allows highway safety programs and partners in the state to work together to align goals, leverage resources and collectively address the state's safety challenges.



Strategic Highway Safety Plan

State Strategic Highway Safety Plans (SHSPs) were first required under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users in 2005, which established the HSIP as a core federal program. SHSPs continue to be required as part of the IIJA, which was signed in 2021.

The SHSP is a federal requirement codified under 23 United States Code (U.S.C.) 148, with implementing rules under 23 Code of Federal Regulations Part 924, and is a statewide, data-driven, comprehensive, multidisciplinary transportation safety plan integrating the 4Es of safety – education, enforcement, engineering and emergency response.

The SHSP establishes statewide performance measures, goals and emphasis areas (EAs) and describes a program of strategies that use design, technology, behavioral and policy approaches to significantly reduce fatalities and serious injuries on all public roads. It is the comprehensive plan with which other transportation safety plans must coordinate. The SHSP allows highway safety programs and partners in the state to work together to align goals, leverage resources and collectively address the state's safety challenges. This Illinois Strategic Highway Safety Plan (IL SHSP) provides the framework to support transportation safety efforts for 5 years, 2022 to 2026.



SECTION 2

OUR MISSION, VISION, AND GOAL

MISSION

The IL SHSP’s mission is to develop, implement and manage a data-driven, integrated, multi-stakeholder process to improve the attributes of roads, behavior of road users and encourage stakeholder action to accelerate innovative technology to reduce traffic-related deaths and life-altering injuries on all public roads in Illinois.

VISION

We envision a future of zero fatalities so that no one loses their life while traveling on public roadways in Illinois.

GOAL

The goal for the 2022 to 2026 IL SHSP is a 2% annual reduction of fatalities and serious injuries based on the 5-year rolling average. Therefore, the goal for fatalities 5-year rolling average by 2026 is less than 958, and the goal for serious injuries 5-year rolling average by 2026 is less than 9,434.

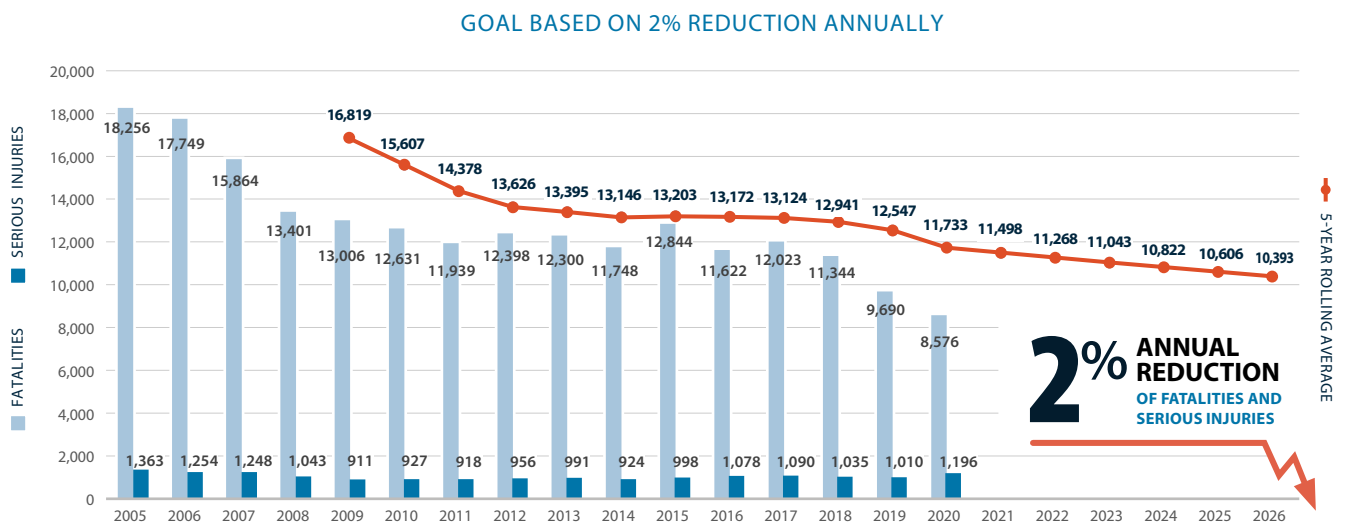


FIGURE 2-1. Fatality and Serious-Injury Goal (Source: Illinois Department of Transportation [IDOT])

IN PARTNERSHIP WITH:

The SHSP allows highway safety programs and partners in the state to work together to align goals, leverage resources and collectively address the state's safety challenges.

- » American Automobile Association (AAA)
- » American Association of Retired Persons (AARP)
- » Chicago Metropolitan Agency Planning
- » Chicago Police Department
- » Federal Highway Administration (FHWA)
- » Federal Motor Carrier Safety Administration (FMCSA)
- » Illinois Department of Transportation
- » Illinois American Traffic Safety Services Association
- » Illinois Association of County Engineers
- » Illinois Association of Chiefs of Police
- » Illinois Broadcasters Association
- » Illinois Commerce Commission
- » Illinois Department of Public Health
- » Illinois Municipal League Public Works
- » Illinois Road and Transportation Builders Association
- » Illinois Secretary of State
- » Illinois Sheriffs' Association
- » Illinois Tollway
- » Illinois State Police
- » Illinois Trucking Association
- » Metropolitan Planning Organizations
- » Mid-West Truckers Association
- » National Highway Safety Transportation Administration (NHTSA)
- » Township Highways Commissioners

Performance Measures

Illinois' SHSP safety performance measures shown below align with 23 U.S.C. 150 and are coordinated with other Illinois safety plans. Targets are set annually and reported in the HSIP annual report. The targets for the first three performance measures are also required in the Highway Safety Plan (HSP) Report and are identical to the HSIP targets.

The following are the performance measures:

- #1 Fatalities:**
The number of persons killed in crashes on all public roads in a calendar year.
- #2 Fatality Rate:**
The number of persons killed in crashes per 100 million VMT in a calendar year.
- #3 Serious Injuries:**
The number of persons seriously injured in crashes on all public roads in a calendar year.
- #4 Serious-Injury Rate:**
The number of persons seriously injured in crashes per 100 million VMT in a calendar year.
- #5 Non-Motorized Fatalities & Serious Injuries:**
The number of pedestrians and bicyclists killed or seriously injured in crashes involving a motor vehicle on all public roads in a calendar year.

#1 Fatalities

Fatalities in Illinois have increased 30% between 2014 and 2020, but safety stakeholders are collaborating to shift the trajectory.

The performance targets for the 2022 HSP were set as a 2% annual reduction. Consistent with this approach, the IL SHSP goals are based on a 2% annual reduction based on the 5-year rolling average. The HSP and HSIP targets are slightly different from the IL SHSP goal because they represent a different timeframe, and annual targets change each year based on actual performance. The IL SHSP fatality goal is 958 by 2026 based on the 5-year rolling average.

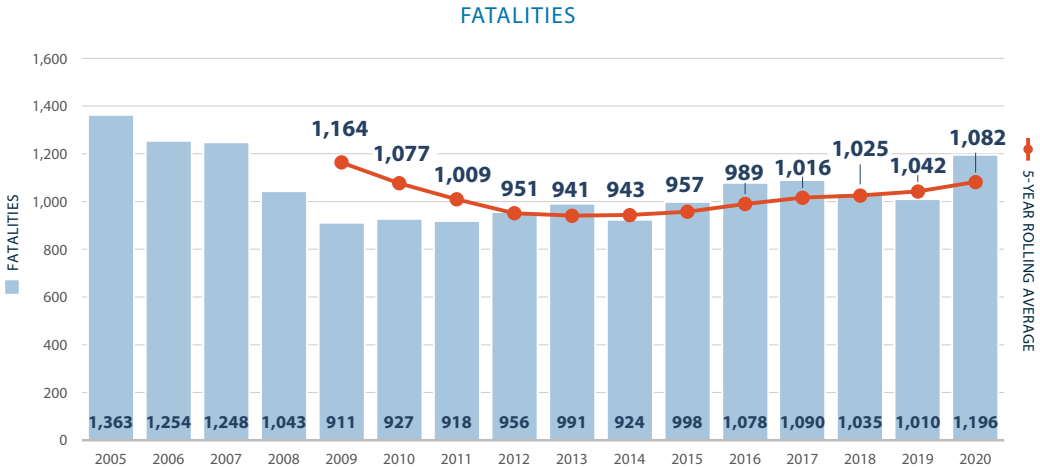


FIGURE 2-2. Fatalities by Year (Source: IDOT)

#2 Fatality Rate

The fatality rate has increased from 2019 to 2020, and the IL SHSP fatality rate goal is 0.92 by 2026 based on the 5-year rolling average.

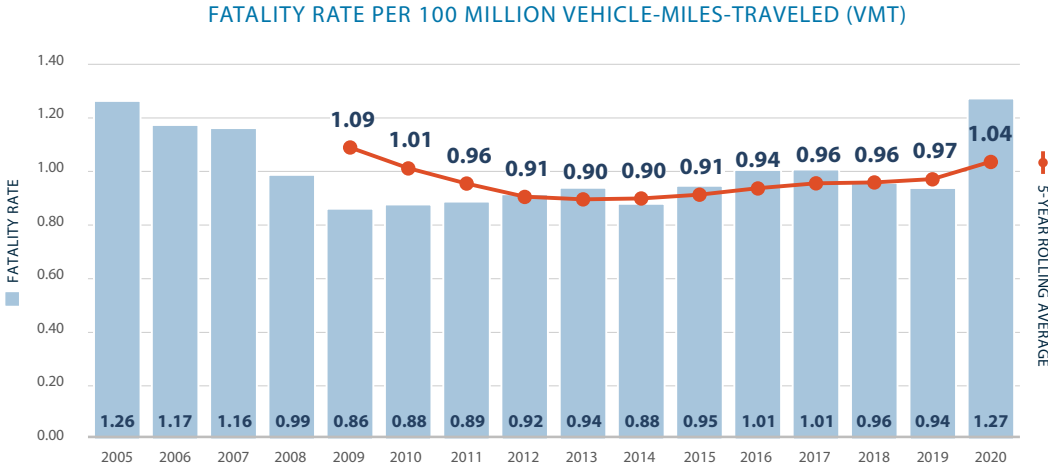


FIGURE 2-3. Fatality Rate by Year (Source: IDOT)

#3 Serious Injuries

Illinois serious injuries have generally decreased, and the IL SHSP serious-injury goal continues this trend by achieving less than 9,435 by 2026 based on the 5-year rolling average.

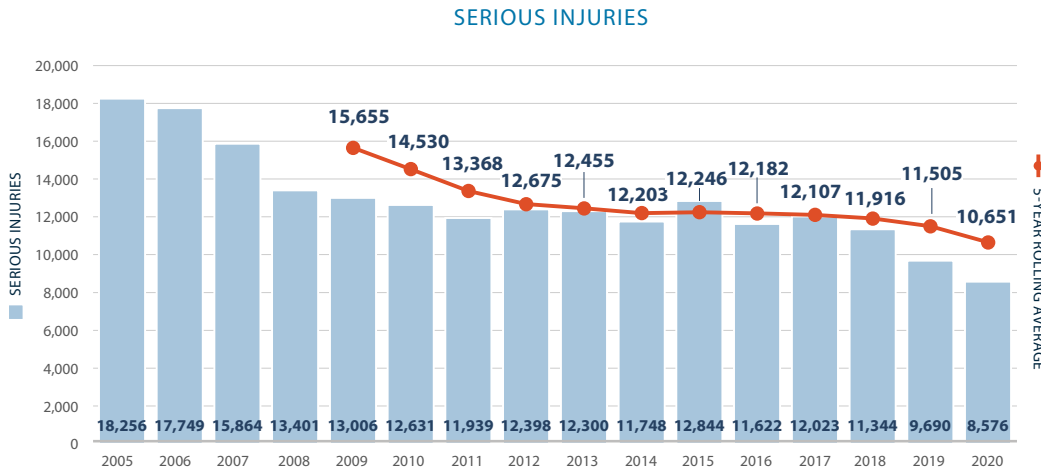


FIGURE 2-4. Serious Injuries by Year (Source: IDOT)

#4 Serious Injuries Rate

The serious-injury rate has generally decreased, and the IL SHSP serious-injury rate goal continues this trend by achieving less than 8.96 by 2026 based on the 5-year rolling average.

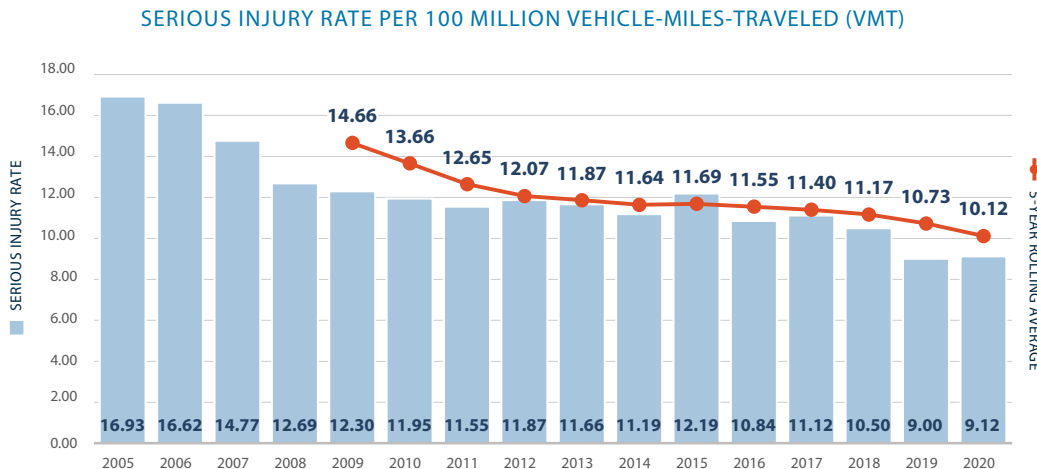


FIGURE 2-5. Serious-Injury Rate by Year (Source: IDOT)

#5 Non-motorized fatalities and serious injuries

Illinois non-motorized fatalities and serious injuries have fluctuated since 2015. The IL SHSP non-motorized fatality and serious-injury goal is less than 1,315 by 2026 based on the 5-year rolling average.

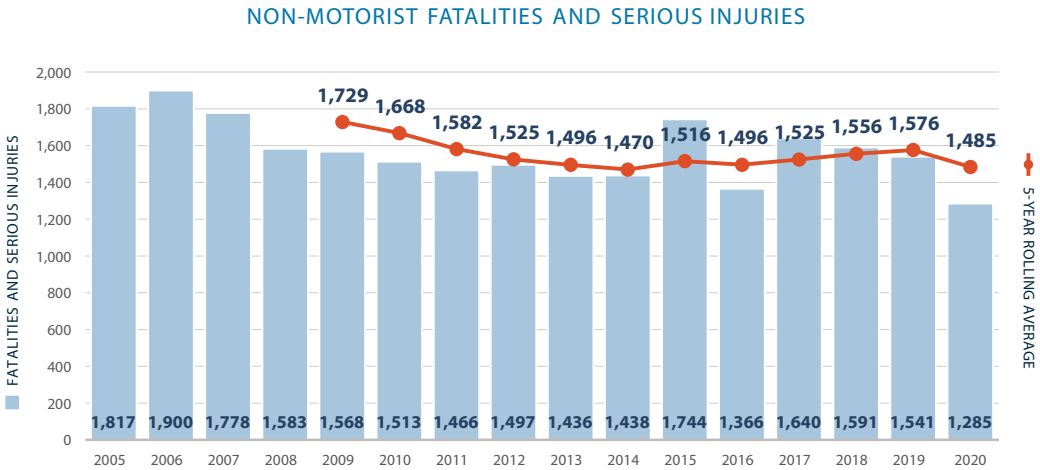


FIGURE 2-6. Non-Motorized Fatalities and Serious Injuries by Year (Source: IDOT)

If substantial progress is not met towards meeting the annual targets, Illinois must develop an HSIP Implementation Plan. Due to the commitment to decreasing targets, Illinois developed the HSIP Implementation Plan, which has provided an opportunity to re-evaluate HSIP investments and identify gaps and deficiencies to ensure that projects are identified, prioritized and programmed to have the best potential for reducing fatalities and

serious injuries. The HSIP Implementation Plan outlined initiatives that would accelerate and direct investment to have the greatest impact.

In addition to the performance measures, the federal provisions enacted in the IIJA include set-asides and special rules. Some of the special rules and set-asides were in the Fixing America’s Surface Transportation Act (or FAST Act) and continue in the IIJA.

Safety Performance Set-Aside and Special Rules

Per 23 U.S.C. 130, there is a set-aside for the Railway-Highway Crossing Program and special rules focused on improving safety on rural roads as well as the safety of older drivers and pedestrians.



RAILWAY-HIGHWAY GRADE CROSSINGS

Railway-highway grade crossing fatalities and serious injuries have been on a downward trend, with the 5-year rolling average declining from 2009 to 2013 and again from 2017 to 2020. SHSP implementation efforts will include analysis and prioritization of crossings for closure and potential improvement. Analysis and implementation progress and evaluation are reported annually in the FHWA HSIP Railway-Highway Grade Crossing Report.



HIGH-RISK RURAL ROADS

Illinois defines High-Risk Rural Roads as any roadway functionally classified as a rural major or minor collector, or a rural local road, with significant safety risks. Illinois defines roadways with significant safety risk as those where the expected crash rate is above the statewide average for segments with a similar functional classification or those likely to experience an increase in traffic volume that leads to a crash rate more than the statewide average rate. The Special Rule applies when fatality rates (per VMT) on rural roads, measured in 5-year rolling averages, are found to be increasing over the most recent 2-year period for which data are available. This is determined annually and reported in the State HSIP. Per 23 U.S.C. 148(g)(1), if the fatality rate on rural roads increases, HSIP funds must be directed to these High-Risk Rural Roads to improve rural road safety.



OLDER DRIVERS AND OLDER PEDESTRIANS

The older drivers and older pedestrians Special Rule requires states to track the rate (per capita) of traffic fatalities and serious injuries combined for drivers and pedestrians aged 65 and older. The rule applies when the rate, measured as a 5-year rolling average, is found to be increasing over the prior 2 years. This is determined annually and reported in the State HSIP.

The SHSP includes data analysis and strategies to address older driver and pedestrian fatalities and serious injuries if the Special Rule is invoked.



VULNERABLE ROAD USERS

Vulnerable road user (VRU) means a non-motorist with a fatality analysis reporting system person attribute code that is included in the definition of the term number of non-motorized fatalities in 23 *Code of Federal Regulations* 490.205 (or successor regulations) or described in the term number of non-motorized serious injuries in that section. According to the IIJA, if the total statewide annual fatalities of VRUs represents more than 15% of the total statewide annual crash fatalities, that state shall be required to obligate not less than 15% of the amounts apportioned to the state for the following

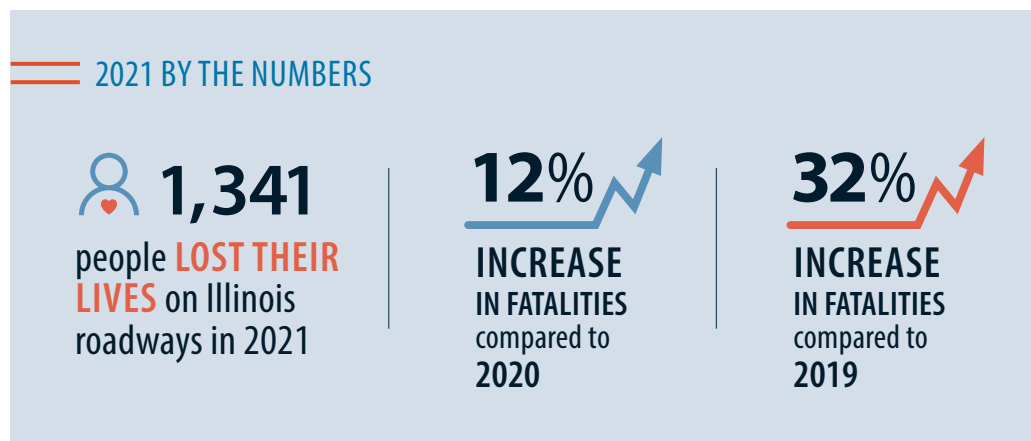
fiscal year for highway safety improvement projects to address the safety of vulnerable road users. In Illinois, VRU refers to bicyclists and pedestrians, which represented almost 17% of annual fatalities statewide from 2016 to 2020. VRUs are represented in the IL SHSP under the Safe Road Users EA – pedestrians and bicyclists. In addition to the data analysis and strategies outlined, a VRU safety assessment will be completed no later than 2 years after the date of enactment of the IIJA. The VRU safety assessment will include an analysis of the safety performance with respect to VRUs and the plan to improve the safety of VRUs.

The IL SHSP development process was completed over the course of a year and involved several steps including an assessment of the current 2017 IL SHSP, data analysis and stakeholder engagement.

The current IL SHSP was reviewed by leadership to gain insights on strengths, areas for improvement and focus for the 2022 IL SHSP. Leadership determined it was necessary to take a focused approach for IL SHSP development and implementation to maximize stakeholder engagement and build on existing and ongoing initiatives and programs. Data-driven analysis was conducted to determine safety priorities and identification of proven effective and emerging strategies to mitigate fatalities and serious injuries. The IL SHSP development process also included a robust stakeholder engagement process to understand existing safety programs and investments, challenges and recommendations. Collaboration ensures alignment of goals and initiatives of safety partners and stakeholders.

Data-Driven Safety Analysis

In 2021, 1,341 people lost their lives on Illinois roadways, which is an increase of 12% compared to 2020 and an increase of 32% compared to 2019.¹ Over 52% of fatalities and 47% of serious injuries occurred on state routes, which represents 15,904 or 10% of the centerline mileage ownership statewide. Likewise, over 43% of fatalities and 57% of serious injuries occurred on the locally owned roadways. Almost 90%, 131,176, of centerline miles are owned by local agencies.⁵ Most of the traffic fatalities and serious injuries occurred in urban areas, 64%, and 78%, respectively.



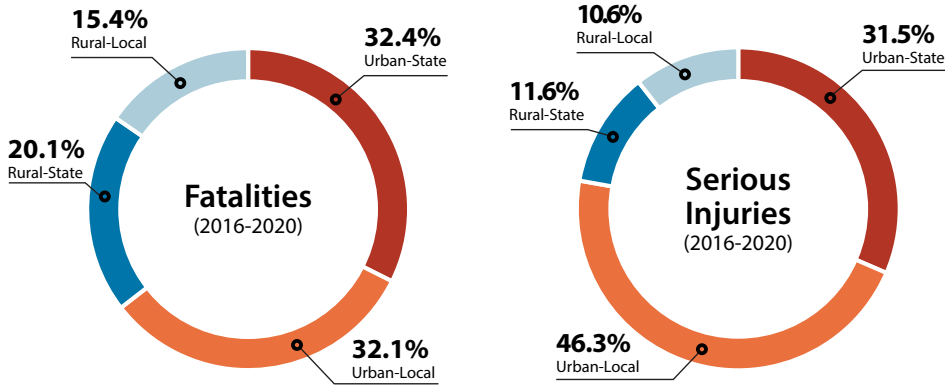


FIGURE 3-1. Illinois Fatalities and Serious Injuries by Urban, Rural, State and Local (Source: IDOT)

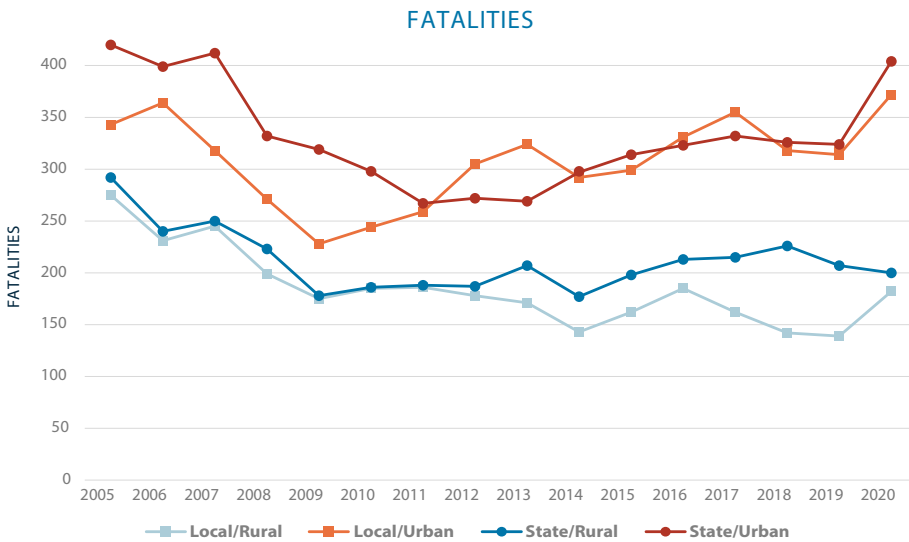


FIGURE 3-2. Illinois Fatalities by Urban, Rural, State and Local (Source: IDOT)

Urban local roadways have had generally increasing fatalities since 2009. Fatalities on rural local roadways have decreased since 2005.

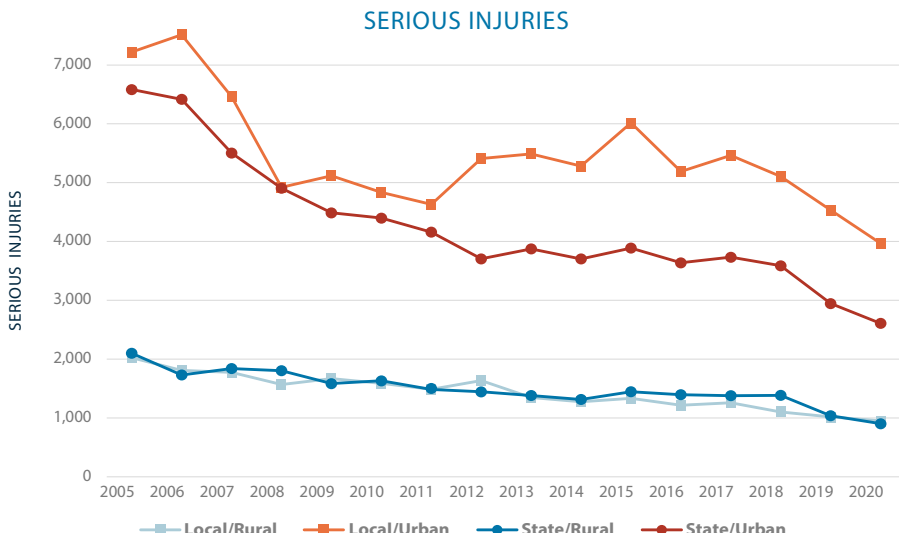
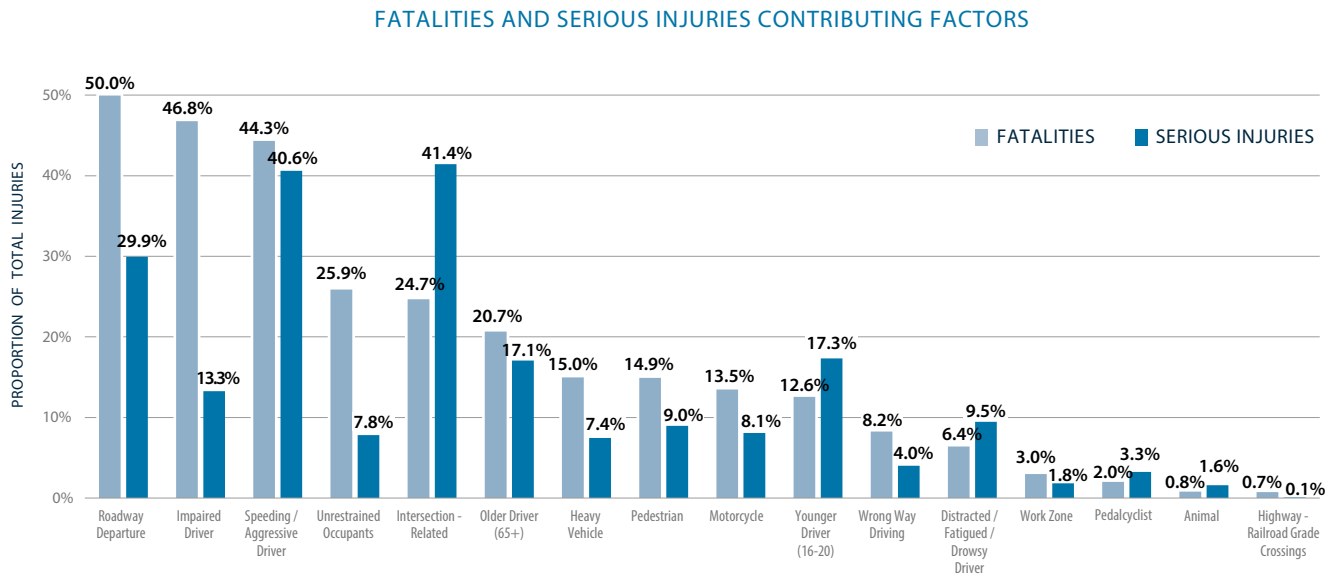


FIGURE 3-3. Illinois Serious Injuries by Urban, Rural, State and Local (Source: IDOT)

Urban roadways have had steadily decreasing serious injuries since 2005.

In addition to area types and roadway ownership trends, it is important to assess severe crash contributing factors.

FIGURE 3-4. Proportion of Fatalities and Serious Injuries Based on Contributing Factors (Source: IDOT)



According to the 2016 to 2020 crash data, most of the fatalities on Illinois roadways involve roadway departure, impaired drivers, and speeding drivers. Most of the serious injuries are intersection-related and involve speeding drivers. Each crash involves multiple contributing factors, so it is important to understand the overlaps and emerging trends. Understanding the complexity of transportation safety needs statewide allows Illinois to position ourselves to have a lasting impact on communities and their safety and livability.

The IL SHSP includes data analysis for each of the contributing factors along with the approach for prioritizing the focus for IL SHSP implementation from 2022 to 2026.

Stakeholder-Informed

Executive Safety Leadership

The IL SHSP Executive Committee (EC) has been established to provide leadership, direction and support for the development and implementation of the IL SHSP. The EC works with each of its organizations to understand transportation safety needs and priorities and collaborates with partners to effectively address fatalities and serious injuries on Illinois roadways.

EC members include transportation safety partners that represent all 4Es and the SSA.

EC participating agencies include:

- » Illinois Department of Transportation (IDOT)
- » Illinois State Police
- » Illinois Secretary of State
- » Illinois Department of Public Health (IDPH)
- » Illinois State Board of Education
- » FHWA
- » National Highway Traffic Safety Administration
- » Federal Motor Carrier Safety Administration

Ongoing and continuous collaboration between agencies ensures transportation safety needs are being met. The EC met on April 20, 2022, to obtain feedback and input for the IL SHSP. Agency leadership discussed the state transportation safety vision of zero fatalities along with statewide goals. There was interest in setting realistic and practical performance measure targets while still accomplishing the longer-term vision. There was agreement on taking an SSA to be comprehensive and collaborative while prioritizing focus areas (FAs) that may be easier to influence, so that significant progress is made towards improving safety over the next 5 years. A focused and unified approach around a few key areas will allow for better investments. Analysis approaches such as systemic, heat mapping and SSA will help to make progress towards achieving performance measures. Agencies agreed on incorporating equity analysis and metrics in the IL SHSP, and the EC discussed emerging trends and observations, challenges, barriers and effective strategies for improving and collaborating on transportation safety. Agencies also identified opportunities for continued engagement and communication.

Some of the priorities mentioned included the following:

- » **Commercial vehicle collisions** are still occurring in work zones. Work is still needed to reduce these severe collisions.
- » **New laws** have been introduced to extend school-zone speed limits and establish a drivers' education curriculum for Illinois high schools. A consistent message will contribute to safer drivers.
- » **Technology** has improved vehicle safety for passenger cars and commercial vehicles, but mandates and improvements tend to lag for school buses until proven to be effective.
- » **Local roads and Metropolitan Planning Organizations** need additional support

for addressing safety needs of all users, with pedestrians as a priority FA.

- » **Expanded involvement from other agencies or legislative representatives** may be helpful for effective IL SHSP implementation.
- » **Collaboration, communication and coordination** will be necessary as safety initiatives are accelerated.

The EC provided the overall direction for the 2022 IL SHSP, and safety stakeholders provided more detailed insights and feedback.

Stakeholder Survey and Input

IDOT conducted a statewide IL SHSP survey in April 2022 to obtain input for the 2022-2026 IL SHSP. The survey was sent to over 500 participants representing over 100 state and local agencies and organizations across the state. Over 60% of the 227 respondents were from local or municipal agencies, and more than 60% represented engineering as a primary focus, but all 4Es, including those focusing on equity, provided input. Half of respondents had little familiarity with the 2017 IL SHSP or the SSAs. This indicated that the survey provided an opportunity to create awareness and broaden engagement in the 2022-2026 IL SHSP. The respondents' top areas of interest were intersections, pedestrians and bicyclists. These were followed by speeding and aggressive driving, work zones and heavy vehicles. Respondents indicated that speed and distraction contribute the most to transportation fatalities in Illinois. Over 70% of respondents indicated that the greatest challenge to improving transportation safety was adequate and sustainable funding sources, followed by agency competing needs and priorities.

Based on the information provided, it became clear that speeding and aggressive and VRUs continue to be high-priority safety needs in Illinois, and additional strategies and funding allocations should be considered in the 2022-2026 IL SHSP.

Continuous Stakeholder Engagement

Illinois has been a leader in highway and traffic safety for decades. There are many established and effective initiatives that are data-driven and involve extensive and specific stakeholder outreach. These initiatives align with the vision and goal of the IL SHSP, provide input to the 2022-2026 IL SHSP and continue to reduce fatalities and serious injuries in Illinois. Some examples of these ongoing initiatives include:

- » **Impaired Driving** Task Force, led by IDOT Bureau of Safety Programs and Engineering (BSPE)
- » **Occupant Protection** Outreach, led by IDOT BSPE
- » **Highway Safety** Plan Committee, led by IDOT BSPE
- » **Highway – Railroad Grade Crossing** Program, led by IDOT BSPE
- » **Work Zone** Safety Committee, led by IDOT BSPE
- » **Emergency Response** Strategic Plan and Post-Crash Care, led by IDPH
- » **Traffic Incident Management** Training Program, led by IDOT Operations
- » **Traffic Records** Coordinating Committee, led by IDOT BSPE

Emphasis Area Key Factors

SHSP EA selection criteria are outlined in the federal legislation and included in the SHSP Process Approval Checklist.⁸ EAs must be developed in consultation with safety stakeholders, be based on a data-driven process and reflect the greatest potential to reduce highway fatalities and serious injuries

on State and non State-owned public roads. The data-driven process recommended Illinois focus on roadway departure, impaired drivers and speeding and intersections. Safety partners and stakeholder input recommended Illinois focus on the SSA, equity, VRUs, intersections, speeding and aggressive driving, distraction, work zones and heavy vehicles.

In addition to data analysis and stakeholder outreach, Illinois considered additional factors for identifying IL SHSP EAs, including ease of implementation, the ability to support collaboration of the 4Es and existing effective programs and task groups. Ease of implementation refers to the ability to lead, collaborate, track and communicate progress effectively to achieve results. EAs should be multidisciplinary to support effective collaboration.



EASE OF IMPLEMENTATION

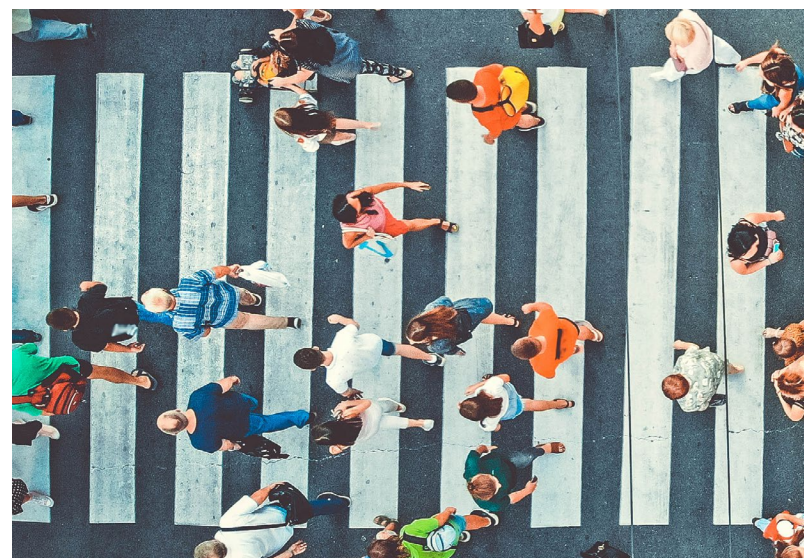


SUPPORT COLLABORATION OF THE 4Es



EXISTING EFFECTIVE PROGRAMS AND TASK GROUPS

FIGURE 3-5. Factors in IL SHSP Emphasis Area Selection (Source: IDOT)



Accounting for the various factors and considerations, the IL SHSP EAs are Safe Behavior, Safe Road Users and Vehicles, Safe Roads, Post-Crash Care and Safe System Administration. Each EA focuses on specific contributing factors:

- » **Safe Behavior:** Addresses impaired driving, speeding, distracted and drowsy driving and unrestrained occupants.
- » **Safe Road Users and Vehicles:** Accounts for the needs of pedestrians, bicyclists, older and younger drivers, motorcyclists and heavy vehicles.
- » **Safe Roads:** Focuses on roadway departure, intersections, railroad crossings, work zones, wrong-way driving and animal-involved crashes.
- » **Post-Crash Care:** Supports injury severity and prevention after the crash, which includes traffic incident management and emergency services.
- » **Safe System Administration:** Promotes and ensures safe system collaboration, the explicit consideration of equity and safety data improvements.

Safety data trends, performance goals and strategies were identified for each of the IL SHSP EAs to ensure a comprehensive and inclusive

approach. The SHSP EAs and FAs were further prioritized for effective implementation over the next 5 years. Additional information regarding the SHSP implementation process is discussed in Section 6.

Strategy Identification

SHSP EA strategy selection criteria are outlined in the federal legislation and included in the SHSP Process Approval Checklist.⁸ EA strategies must be developed in consultation with safety stakeholders, be data-driven and reflect the greatest potential to reduce highway fatalities and serious injuries on all public roads. Illinois conducted data analysis for each EA, including development of trends and identification of contributing and overlapping factors. The data analysis led to an understanding of safety needs. Proven effective strategies were obtained from a variety of published sources such as FHWA, National Highway Traffic Safety Administration, National Cooperative Highway Research Program (NCHRP), Institute of Transportation Engineers and Transportation Research Board to address priorities in Illinois. In addition to nationally published sources, Illinois identified effective strategies based on experience associated with the HSIP and HSP implementation since 2005.



UNDERSTANDING THE COMPLEXITY OF TRANSPORTATION SAFETY NEEDS STATEWIDE ALLOWS ILLINOIS TO POSITION OURSELVES TO HAVE A LASTING IMPACT ON COMMUNITIES AND THEIR SAFETY AND LIVABILITY.

SECTION 4

SAFETY EMPHASIS AREAS

Safe Behavior, Safe Road Users and Vehicles, Safe Roads, Post-Crash Care and Safe System Administration provide the framework for understanding contributing factors and solutions for addressing fatalities and serious injuries in Illinois.

Overview

This section shows data trends, performance goals to be achieved by 2026 and strategies that have been identified to address the safety needs of each IL SHSP EA.

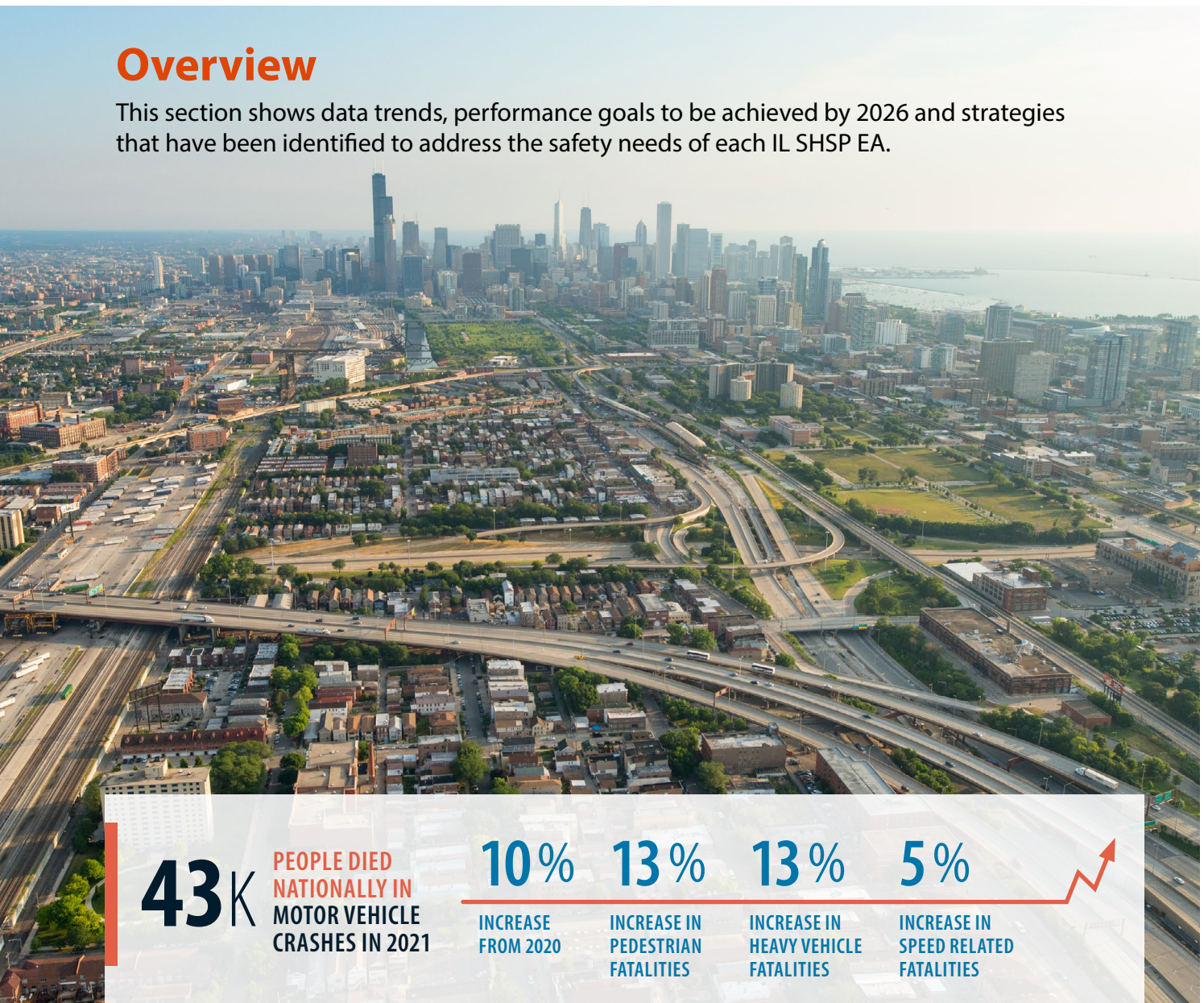
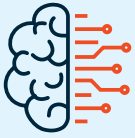


FIGURE 4-1. Emphasis Areas

EA 1: SAFE BEHAVIOR



Addresses:

- » Impaired driving
- » Speeding and aggressive driving
- » Distracted and drowsy driving
- » Unrestrained occupants

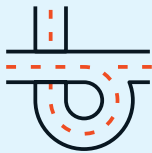
EA 2: SAFE ROAD USERS & VEHICLES



Accounts for the needs of:

- » Pedestrians
- » Bicyclists
- » Older and younger drivers
- » Motorcyclists
- » Heavy vehicles

EA 3: SAFE ROADS



Focuses on:

- » Roadway departure
- » Intersections
- » Railroad crossings
- » Work zones
- » Wrong-way driving
- » Animal-involved crashes

EA 4: POST-CRASH CARE



Supports injury severity and prevention after the crash, which includes:

- » Traffic incident management
- » Emergency services

EA 5: SAFE SYSTEM ADMINISTRATION



Promotes and ensures safe system collaboration, the intentional consideration of equity and safety data improvements. We will invest where the needs are the greatest and will engage communities to ensure programs and treatments are equitable and fit the context because all people have the right to move about their communities safely.

Focus Areas



SPEEDING AND AGGRESSIVE DRIVING



PEDESTRIANS



ROADWAY DEPARTURE

Priority Focus Areas

Based on data analysis and stakeholder input, the IL SHSP identifies speeding, pedestrian and roadway departure as the priority focus areas (FAs) for implementation to accelerate efforts to save lives and reduce injuries over the next 5 years and ultimately achieve the vision of zero fatalities on all public roadways.

SECTION 4: SAFETY EMPHASIS AREAS

Safe Behavior

Most fatalities and serious injuries have at least one contributing factor related to risky driver behavior. The Safe Behavior EA seeks to improve driver behavior and reduce fatalities and serious injuries involving impairment, speeding, distraction, drowsiness and unrestrained occupants.

The Safe Behavior EA aligns well with the SSA Safe Road Users and Safe Speeds. From 2014 to 2020, behavior-related fatalities generally increased by 26%, and serious injuries steadily decreased during this same period by 29%. Analyzing the data and trends for each of the contributing factors allows for the identification of specific, effective strategies to reducing fatalities and serious injuries.

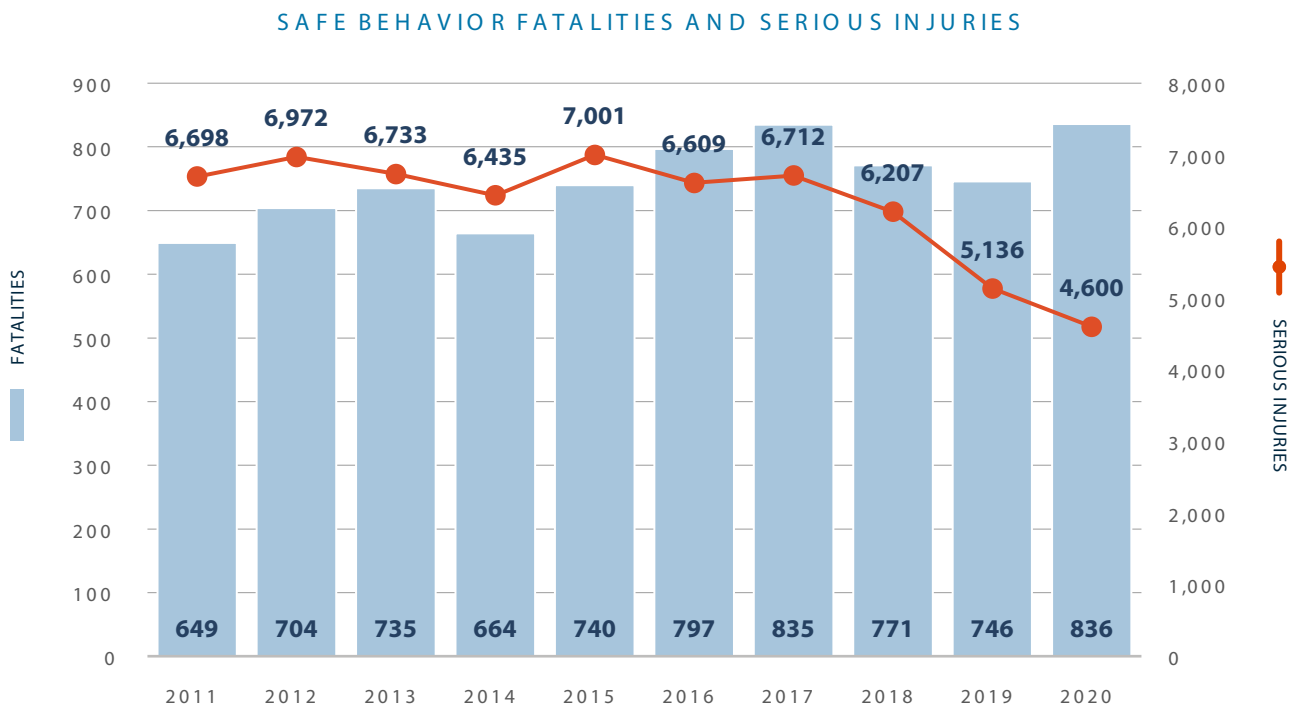
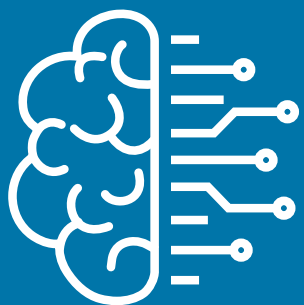


FIGURE 4-2. Safe Behavior Fatalities and Serious Injuries by Year (Source: IDOT)



FOCUS AREA: SPEEDING

Speeding is the most frequent behavior contributing factor in severe crashes outside of impairment and unrestrained occupants and represents an emerging trend nationally.



SAFE BEHAVIOR EA

**Speeding, Impaired Driving,
Distracted and Drowsy Driving and
Unrestrained Occupants**

Speeding



Speed-related severe crashes have been a national concern and emerging trend in recent years. In Illinois, speeding is the most frequent behavior contributing factor in severe crashes that is not already being addressed by specific, statewide, multidisciplinary, ongoing working groups in Illinois. Speeding was identified as an FA for the implementation of the SHSP to improve safety and liveability over the next 5 years.

DEFINITION

Speeding crashes involve speeds exceeding the authorized speed limit, exceeding safe speed for conditions, failing to reduce speed to avoid a crash or operating a vehicle in an erratic, reckless, careless, negligent or aggressive manner. Speeding results in greater potential of losing control of the vehicle, less time for driver response for crash avoidance, the need for increased stopping distance and increased crash severity.

SPEEDING TRENDS

Fatalities related to speeding have been generally flat, and serious injuries have decreased from 2005. Specifically, serious injuries resulting from speeding have decreased from 6,819 to 3,192, or 53%. The highest concentration of speed-related fatalities and serious injuries occurs during the summer, on weekdays in the early afternoon. Speed-related fatalities and serious injuries also occur on the weekend, late at night and early morning on weekdays. Speeding drivers are also typically impaired and unrestrained, and crashes are usually roadway departure. In addition to speeding, reckless driving fatalities and serious injuries have been increasing in recent years.

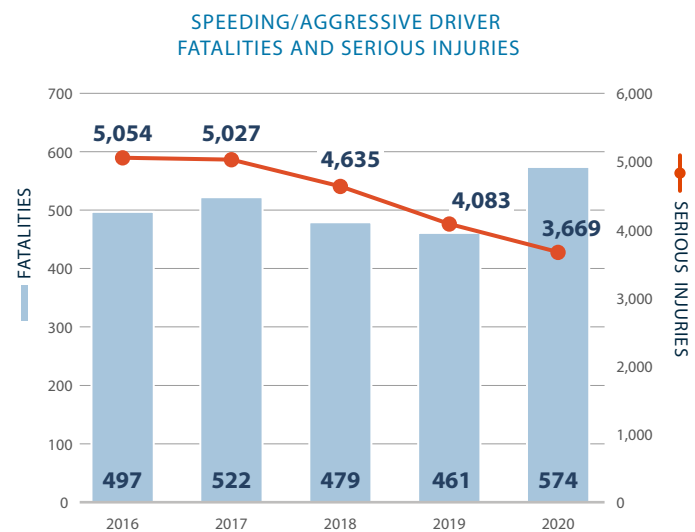


FIGURE 4-3. Speeding Fatalities and Serious Injuries by Year (Source: IDOT)

SPEEDING STRATEGIES

Speed-related fatalities and severe injuries may be reduced by implementing the following proven strategies:

- » Implement plans to detect speeding and support law enforcement.
- » Identify additional law enforcement resources to reduce speed-related fatalities and serious injuries.
- » Use judicial and legislative strategies to reduce speeding-related fatalities and severe injuries.
- » Incorporate infrastructure treatments to reduce aggressive and speeding behavior.
- » Improve understanding and awareness of the impacts of speed and crash outcomes.

Impaired Driver

DEFINITION

Impaired driver crashes occur when at least one of the drivers is impaired by alcohol, drugs or medication. Driving while impaired slows reaction time, decreases awareness and impairs judgement.

IMPAIRED DRIVER TRENDS

Since 2014, impaired driver serious-injury crashes have steadily declined, with the 5-year rolling average declining by 24%. However, fatalities have been increasing, with a 5-year rolling average increase of 19% from 2014 to 2020.

Impaired driver crashes are concentrated towards the weekends and nighttime hours and are highly overrepresented in males

between the ages of 20 to 35. Impaired driver crashes typically include other risk behaviors as well. Between 2016 and 2020, 64% of impaired driving fatalities were roadway departure crashes and 53% involved speeding. Likewise, 58% of impaired driver severe injuries during this period were roadway departure and 22% involved unrestrained occupants.

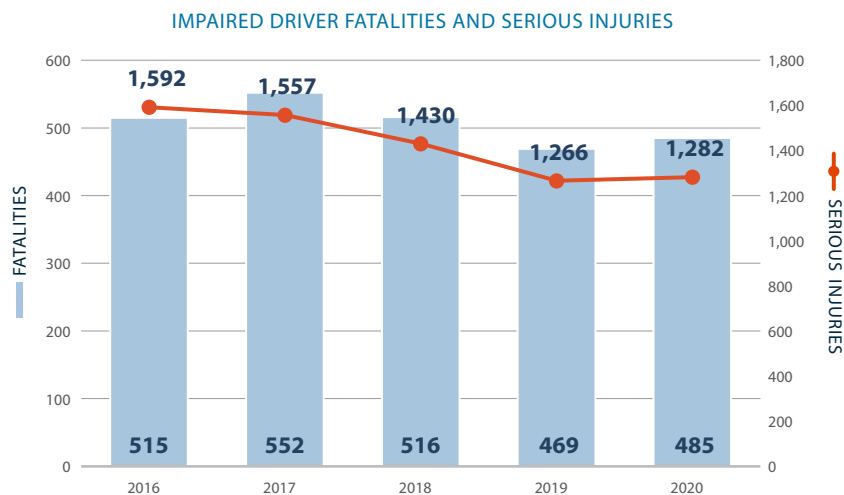


FIGURE 4-4. Impaired Driver Fatalities and Serious Injuries by Year (Source: IDOT)

IMPAIRED DRIVER STRATEGIES

The following strategies should be considered to reduce impaired driving fatalities and serious injuries:

- » Strategies to reduce excessive and underage drinking.
- » Strategies to improve public information and strengthen enforcement against impaired driving.
- » Strategies focusing on prosecution and imposing sanctions may be implemented or enhanced.

Distracted and Drowsy

DEFINITION

A distracted, fatigued, drowsy, driver-involved crash is defined as a crash in which one of the drivers is fatigued/asleep or has an illness/fainted, is distracted from inside or outside the vehicle or is using any electronic device or cell phone. As with driving while alcohol-impaired, driving while drowsy or distracted slows reaction time, decreases awareness and impairs judgement. Detection of drowsy and distracted drivers presents enforcement challenges and crashes involving distracted/fatigued/drowsy drivers are largely underreported.

DISTRACTED AND DROWSY DRIVING TRENDS

Fatalities resulting from distracted and drowsy driving have generally increased from 40 in 2011 to 78 in 2017. However, serious injuries have steadily decreased by 26% from 1,366 in 2006 to 1,011 in 2018. Distractions are widely recognized as being underreported because it requires clear evidence or acknowledgement of distractions. Disregarding traffic control devices may be considered as a surrogate to better understand trends associated with

distractions. Since 2013, fatalities involving disregarding traffic control devices has more than doubled and should continue to be monitored. A change in coding distracted driver involved crashes was implemented starting in 2019. The coding change helps to better identify and report these crashes. This is why there is a sharp increase in 2019 in distracted driving crashes.

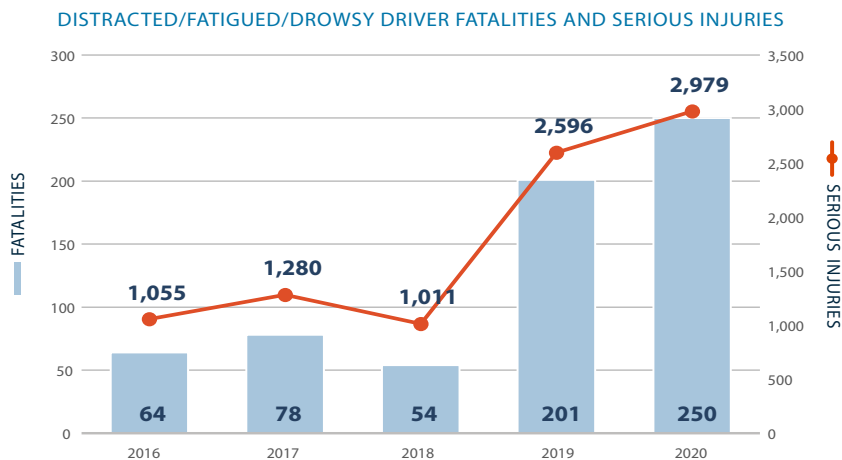


FIGURE 4-5.
Distracted and Drowsy
Driving Fatalities and
Serious Injuries by
Year (Source: IDOT)

DISTRACTED AND DROWSY DRIVING STRATEGIES

Strategies to address distracted- and drowsy-related incidents should be considered in the following areas:

- » Consider enforcement and education strategies for reducing distracted-driver-related fatalities and severe injuries.
- » Partnerships and technology strategies may support the reduction of fatalities and severe injuries due to distraction.
- » Improve roadway infrastructure to reduce the number of drowsy- or distracted-driver crashes.

Unrestrained Occupants

DEFINITION

An unrestrained-occupant crash is defined as a crash where the injured person had no safety equipment present, safety belt was not used or child restraint was used improperly or not at all.

UNRESTRAINED OCCUPANTS TRENDS

Unrestrained-occupant fatalities and serious injuries have been decreasing since 2013; however, they increased between 2019 and 2020. Over the past year, fatalities increased by 29% from 259 to 333, and serious

injuries have increased by 7% from 789 to 843. Sixty-seven percent of unrestrained-occupant fatalities are roadway departure crashes, and 61% of unrestrained-occupant fatalities involve impaired drivers.

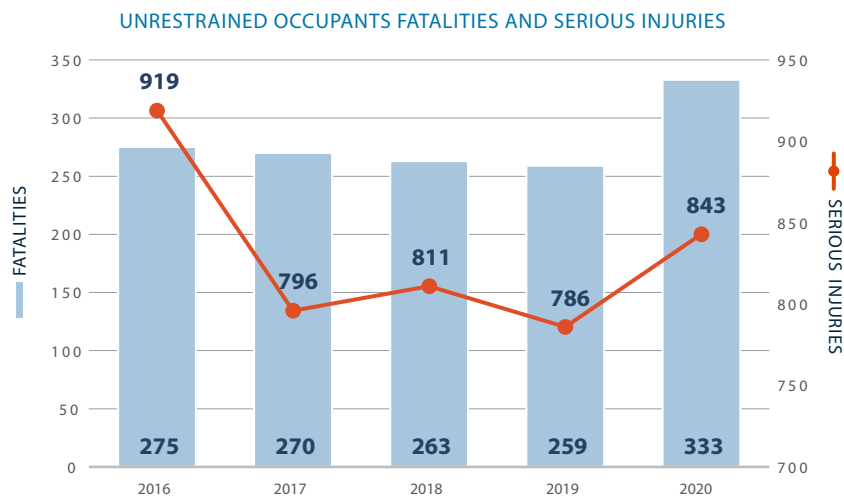


FIGURE 4-6. Unrestrained Occupants Fatalities and Serious Injuries by Year
(Source: IDOT)

UNRESTRAINED OCCUPANTS STRATEGIES

Illinois continues to implement a wide range of effective strategies to reduce unrestrained-occupant fatalities and serious injuries. Further reduction will require deeper focus and collaboration.

- » Strengthening laws and enforcement to reduce fatalities and serious injuries related to unrestrained occupants.
- » Communication and education campaigns are also effective in reducing unrestrained-occupant-related fatalities and severe injuries.



SECTION 4: SAFETY EMPHASIS AREAS

Safe Road Users and Vehicles

The Safe Road Users and Vehicles EA seeks to reduce fatalities and serious injuries involving pedestrians, bicycles, older and younger drivers, motorcyclists and heavy vehicles.

The Safe Road Users and Vehicles EA aligns well with the SSA Safe Road Users and Safe Vehicles. From 2014 to 2020, road user and vehicle-related fatalities generally increased by 26%, and serious injuries steadily decreased during this same period by 29%. Analyzing the data and trends for each of the contributing factors allows for the identification of specific, effective strategies to reducing fatalities and serious injuries.

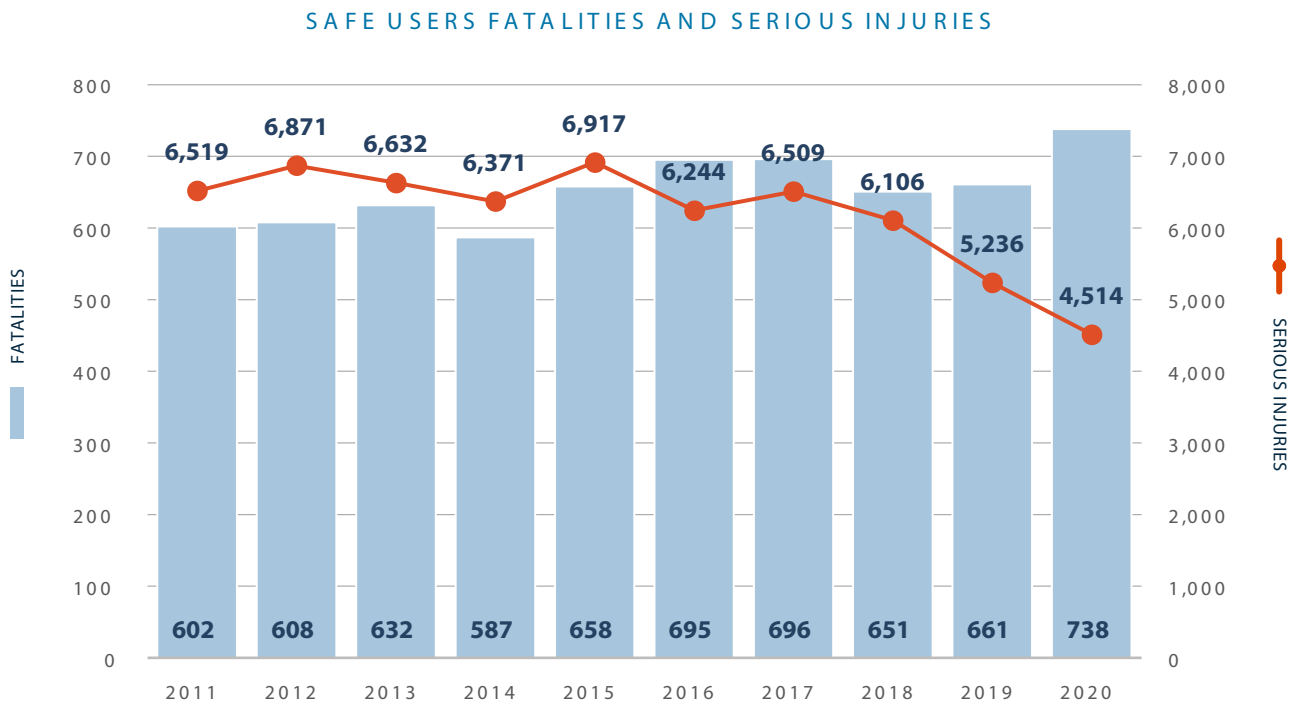


FIGURE 4-7. Safe User Fatalities and Serious Injuries by Year (Source: IDOT)



FOCUS AREA: PEDESTRIAN

More than 15% of fatalities statewide involve pedestrians; pedestrian fatalities have increased by more than 37% between 2013 and 2020.



SAFE ROAD USERS AND VEHICLES EA

Pedestrians, Bicycles, Older and Younger Drivers, Motorcyclists and Heavy Vehicles

Pedestrians



Pedestrian fatalities and serious injuries have been a growing national concern. In Illinois, pedestrian fatalities have increased by more than 40% between 2013 and 2020 and represent more than 15% of the statewide fatalities. Pedestrians were identified as an FA for the implementation of the SHSP to improve safety and mobility over the next 5 year. Pedestrians are considered VRUs and will be monitored as part of the VRU safety assessment.

DEFINITION

A pedestrian-related crash is defined as a crash where at least one person who was a pedestrian is involved. Pedestrians are not protected when crossing the roadway and may be exposed to high-speed traffic. Pedestrian fatalities and serious injuries do not include non-pedestrians killed or seriously injured in a crash involving a pedestrian.

PEDESTRIANS TRENDS

Pedestrian fatalities have increased by 40% from 125 to 175 between 2013 and 2020. Unlike other areas, pedestrian severe injuries have not shown a strong or clear trend. There is a concentration of pedestrian crashes during the afternoon during the winter months, and pedestrian fatalities and serious injuries tend to be males between the ages of 50 and 60 years old. Pedestrian fatalities from being hit by SUVs have almost quadrupled since 2008, increasing from 15 to 56. Hit-and-run pedestrian fatalities have increased by 150% or 21 to 53 since 2014.

PEDESTRIAN FATALITIES AND SERIOUS INJURIES

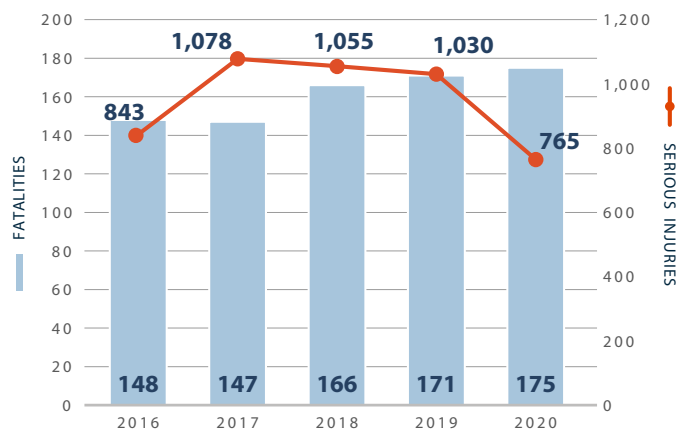


FIGURE 4-8. Pedestrian Fatalities and Serious Injuries by Year (Source: IDOT)

PEDESTRIANS STRATEGIES

While there are several factors influencing the increase in pedestrian fatalities and serious injuries, there are proven effective 4E strategies that Illinois has used successfully and will continue to expand through the SHSP:

- » Strategies to reduce pedestrian exposure.
- » Strategies that improve visibility for pedestrians.
- » Strategies for improving awareness for pedestrian safety.
- » Safe speed or slowing vehicle strategies to improve safety for pedestrians.

Bicyclist

DEFINITION

A bicyclist-related crash is defined as a crash where at least one person who is a pedalcyclist is involved. This reflects bicycle and motor vehicle collisions but does not include collisions with another bicycle or pedestrian. Pedalcyclists or bicyclists are not protected when crossing the roadway and may have limited protection when riding along the roadway, resulting in exposure to high-speed traffic. Bicyclist fatalities and serious injuries do not include non-pedalcyclists killed or seriously injured in a crash involving a pedalcyclist.

BICYCLIST TRENDS

Bicycle fatalities and serious injuries have generally decreased by 29% from 484 in 2015 to 345 in 2020. Bicyclists are considered VRUs and will be monitored over the next 5 years as part of the VRU safety assessment.

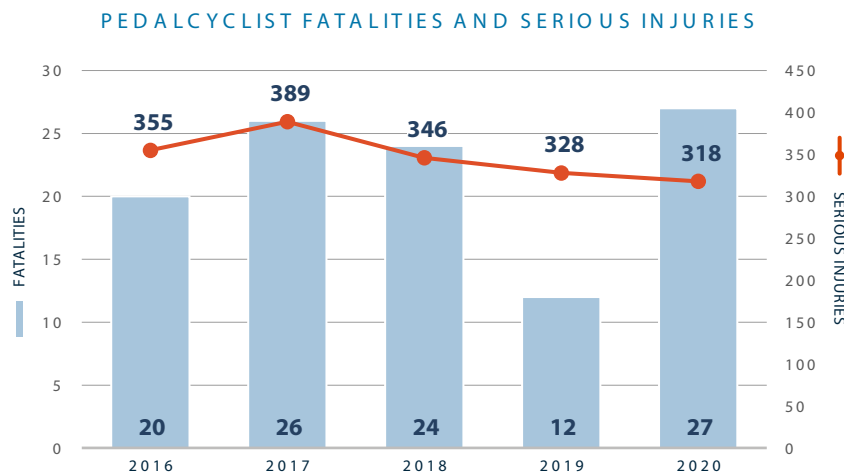


FIGURE 4-9. Bicyclist Fatalities and Serious Injuries by Year (Source: IDOT)



BICYCLISTS STRATEGIES

Bicycle-related fatalities and severe injuries may be reduced by implementing the following strategies:

- » Strategies that may be implemented by partnering on bike safety with local, state and federal agencies and organizations.
- » Educate roadway users to improve interactions in traffic.
- » Research, identify, and implement effective policies to improve pedalcyclist safety at the state, local and governmental levels.
- » Improve infrastructure features to help reduce the number and severity of pedalcyclist crashes using a context-sensitive approach to design.

Motorcyclists

DEFINITION

A motorcycle-related crash is defined as a crash where at least one of the vehicles involved in the crash was a motorcycle or a motor-driven cycle, moped or motorized bicycle or a three-wheeled motorcycle. Motorcycles are not protective vehicles, leaving motorcyclists exposed to potential impacts.

MOTORCYCLISTS TRENDS

Motorcycle fatalities have remained generally flat since 2005, but severe injuries have decreased steadily by 31% from 1,215 in 2012 and 835 in 2020. Motorcycle crashes typically occur during summer weekends, and motorcycle fatalities and serious injuries are more frequent males between the age of 25 and 65. Fifty-nine percent of motorcycle fatalities involve impaired driving and 34% are intersection-related. Forty percent of motorcycle serious injuries involve speeding, and 35% result in roadway departure crashes.

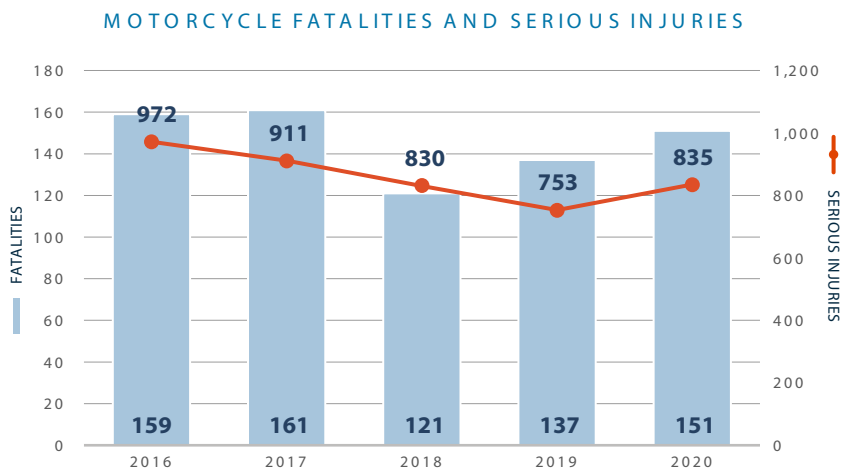


FIGURE 4-10. Motorcyclist Fatalities and Serious Injuries by Year (Source: IDOT)

MOTORCYCLIST STRATEGIES

Motorcycle fatalities and severe injuries may be reduced by implementing the following strategies:

- » Data analysis, prioritization, and enforcement strategies to reduce motorcycle-related fatalities and severe injuries.
- » Strategies to strengthen awareness and education should be implemented.
- » Strategies should be implemented to improve visibility through highly visible and protective wear.

Heavy Vehicles

DEFINITION

Heavy vehicle crashes are categorized as crashes where at least one of the vehicles involved is a bus with capacity for up to 15 passengers, a bus with capacity over 15 passengers, a single-unit truck, a tractor with semitrailer or a tractor without a semitrailer.

HEAVY VEHICLES TRENDS

Heavy vehicle fatalities have increased by 47% since 2015 from 121 to 178, and serious injuries have increased by 43% during this same period. Heavy vehicle fatalities and

serious injuries typically involve speeding, unrestrained occupants and older drivers. They also typically occur on state routes in urban areas.

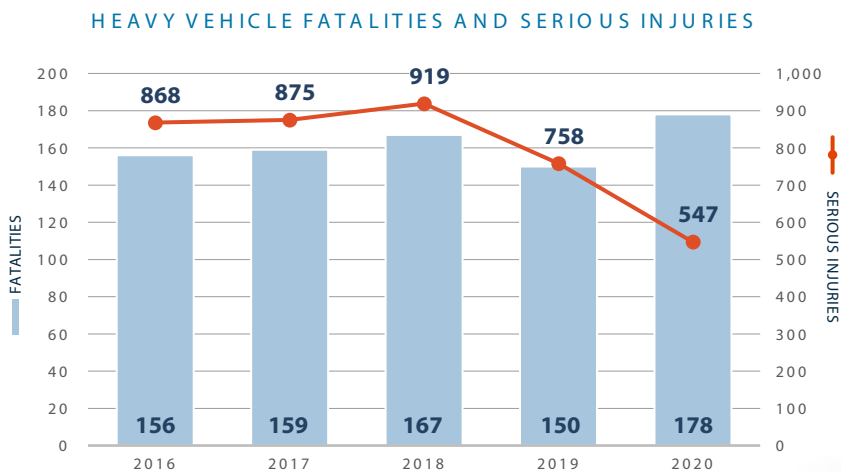


FIGURE 4-11. Heavy Vehicle Emphasis Area Related Fatalities and Serious Injuries by Year (Source: IDOT)

HEAVY VEHICLES STRATEGIES

The Illinois Commercial Vehicle Safety Plan details strategies and recommendations for improving transportation safety related to heavy vehicles. Heavy vehicle fatalities and severe injuries may be reduced by implementing the following strategies:

- » Identify potential roadway infrastructure and operational improvements.
- » Improve driver behavior and vehicle maintenance.
- » Improve driver awareness for all road users.
- » Promote industry safety initiatives.

Older Driver

DEFINITION

Older driver crashes are crashes involving at least one driver who is 65 years of age or older. As people age, numerous factors can hinder one's ability to operate a motor vehicle. The ability to safely drive a car diminishes as strength and reaction time decrease, and vision and hearing may become impaired. The primary risk factor facing older drivers is fragility—the susceptibility to injury due to a crash.

OLDER DRIVER TRENDS

Since 2012, older driver fatalities have increased by 49% from 160 to 239. During this same period, serious injuries have generally decreased by 36% from 1,961 to 1,261. Older driver fatalities and serious injuries are mostly concentrated during the daytime hours and warmer season. Older-driver fatalities tend to be intersection-related and roadway departure.

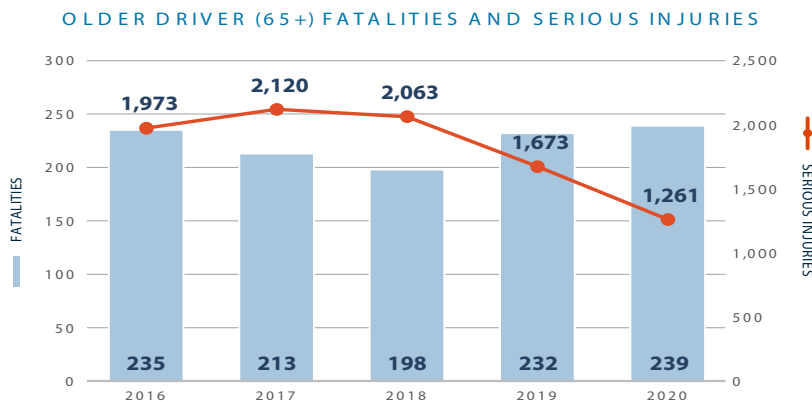


FIGURE 4-12. Older Driver Emphasis Area Related Fatalities and Serious Injuries by Year (Source: IDOT)



OLDER DRIVER STRATEGIES

Older driving fatalities and serious injuries will be reduced by implementing the following proven effective strategies:

- » Encourage senior-friendly transportation options and increase awareness and availability of alternative transportation options.
- » Provide law enforcement officers, frontline licensing personnel and healthcare providers resources to recognize, assess and report at-risk aging drivers.
- » Investigate the development of materials that educate older drivers on vehicle technology and how it improves safety and mobility.
- » Promote partnerships and educate safety professionals at metropolitan planning organizations, regional planning councils and local governments on addressing the special needs of the aging population in their transportation, land use and housing plans.
- » Assess areas with an overrepresentation of older driver severe crashes or near hospitals and senior facilities to determine infrastructure and signing needs.

Younger Driver

DEFINITION

Young-driver crashes are defined as crashes in which at least one of the drivers is 16 to 20 years old.



YOUNGER DRIVER TRENDS

Between 2018 and 2020, younger driver fatalities have increased by 38% from 114 to 157, and serious injuries decreased by 31% from 2,169 to 1,498. Half of younger driver fatalities involve speeding, and 20% of these involve unrestrained occupants. From 2018 to 2020, fatalities that involved younger driver and unrestrained occupants almost doubled. Forty-six percent of younger driver serious injuries are intersection-related.

YOUNGER DRIVER (16-20) FATALITIES AND SERIOUS INJURIES

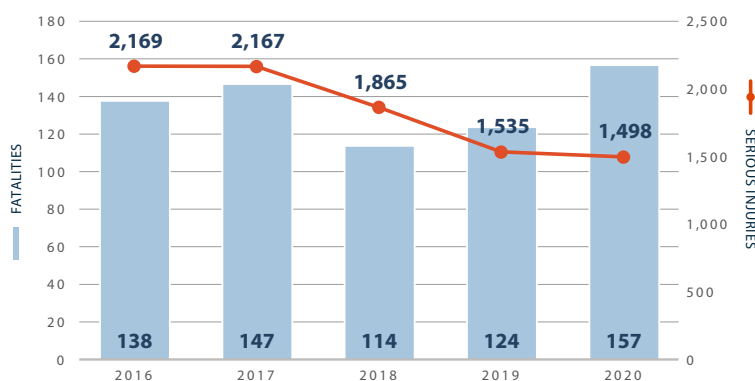


FIGURE 4-13. Younger Driver Emphasis Area Related Fatalities and Serious Injuries by Year (Source: IDOT)

YOUNGER DRIVER STRATEGIES

Younger driver fatalities and severe injuries may be reduced by implementing the following strategies:

- » Publicize and enforce Graduated Driver Licensing restrictions, safety belt laws and laws pertaining to underage drinking and driving.
- » Enhance educational events and communication strategies such as high school events, social media messaging

and peer-to-peer initiatives on highway safety issues (speeding, distracted driving, safety belt use and intersections), driver training enhancements and mitigating risky driving behavior.

- » Assess areas with an overrepresentation of younger driver severe crashes or near hospitals and senior facilities to determine infrastructure and signing needs.

SECTION 4: SAFETY EMPHASIS AREAS

Safe Roads

The Safe Roads EA focuses on reducing fatalities and serious injuries related to roadway departure, intersection, railroad crossings, work zones, wrong-way driving and animal-involved crashes.

The IL SHSP Safe Roads EA aligns well with the SSA Safe Roads. From 2014 to 2020, road user and vehicle-related fatalities generally increased by 27%, and serious injuries steadily decreased during this same period by 27%. Analyzing the data and trends for each of the contributing factors allows for the identification of specific, effective strategies to reducing fatalities and serious injuries.

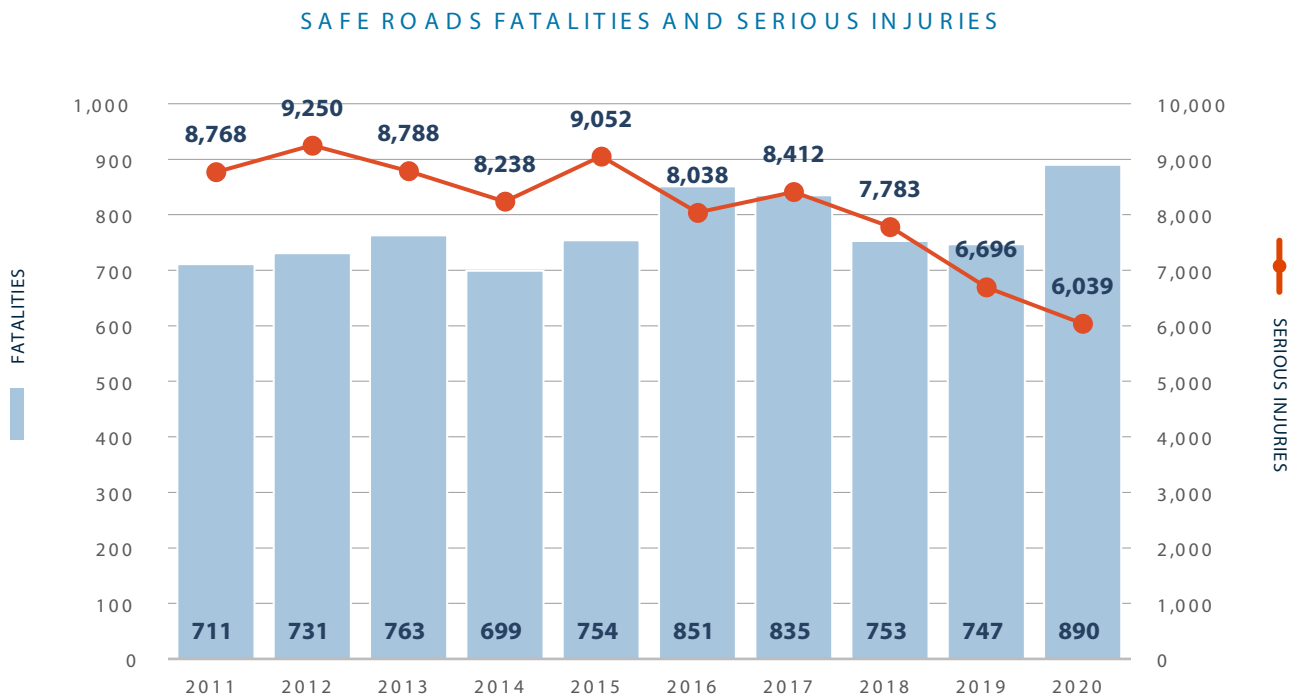
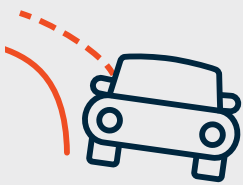
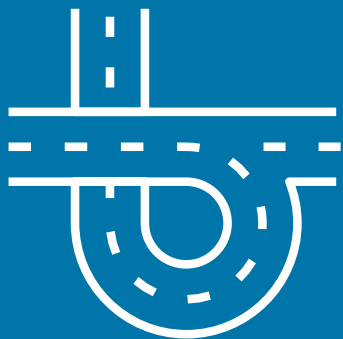


FIGURE 4-14. Safe Roads Fatalities and Serious Injuries by Year (Source: IDOT)



FOCUS AREA: ROADWAY DEPARTURE

Roadway departure represents 50% of all fatalities statewide, has increased over 23% since 2014 and is the highest contributing factor to severe crashes.



SAFE ROAD USERS AND VEHICLES EAs

**Roadway Departure, Intersection,
Railroad Crossings, Work Zones,
Wrong-Way Driving and Animal-
involved Crashes**

Roadway Departure



Roadway departure represents the most frequent severe crash type in Illinois since it is responsible for 50% of all fatalities statewide. Roadway departure fatalities have also increased by 23% since 2014. Roadway Departure was identified as an FA for the implementation of the SHSP to improve safety on state and local roadways over the next 5 years.

DEFINITION

A roadway departure crash is a crash in which a vehicle crosses an edgeline, a centerline or otherwise leaves the traveled way. Roadway departure includes crashes where the collision type is overturned, fixed object, sideswipe-opposite direction or head-on. Roadway departure collisions tend to result in severe crashes and are unforgiving, even at low speeds.

ROADWAY DEPARTURE TRENDS

About 50% of fatalities and 28% of serious injuries involve roadway departure. Roadway departure fatalities increased by 20% between 2019 and 2020. Serious injuries resulting from roadway departure crashes have steadily decreased since 2012. However, roadway departure serious injuries that involve reckless driving have doubled between 2018 and 2020. Sixty percent of roadway departure fatalities involve impaired driving, and 50% involve speeding. Similarly, 47% of roadway departure serious injuries involve speeding, and 24% involve impaired driving.

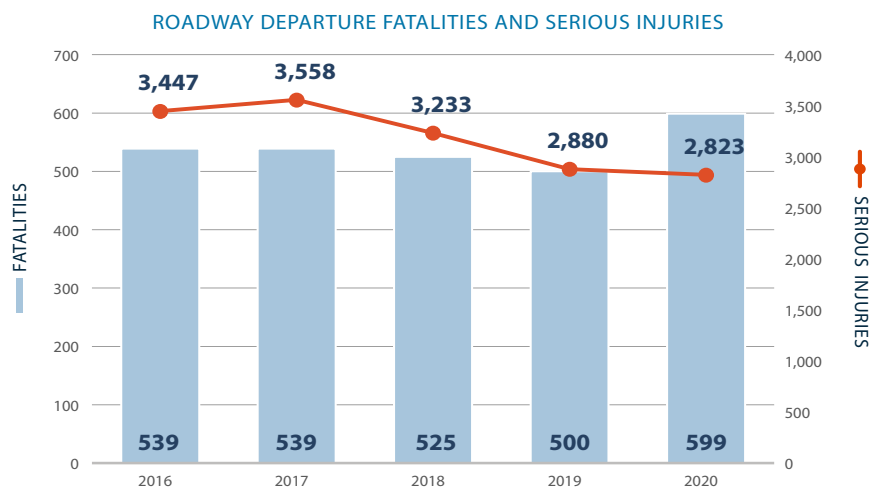


FIGURE 4-15. Roadway Departure Fatalities and Serious Injuries by Year
(Source: IDOT)

ROADWAY DEPARTURE STRATEGIES

The following strategies may be implemented to reduce the frequency of roadway departure crashes and lessen the severity:

- » Traffic and speed management strategies to keep vehicles from encroaching on the roadside along tangents and curves.
- » Strategies to minimize the likelihood of crashing into an object, overturning vehicles or crossing the centerline.
- » Improve public awareness and communication of roadway departure strategies and approaches to mitigate severe crashes.

Intersections

DEFINITION

An intersection crash is defined by the responding officer as a crash that occurs at an intersection, or a crash related to an intersection.

INTERSECTION TRENDS

About 25% of all fatalities from 2016 to 2020 are intersection-related and intersection fatalities and serious injuries have generally decreased significantly since 2005. However, intersection fatalities increased between 2019 and 2020 by 22%. 30% of intersection-related fatalities and 21% of intersection-related serious injuries involve older drivers. Also, 39% of intersection-related fatalities and 32% of intersection-related serious injuries involve speeding.

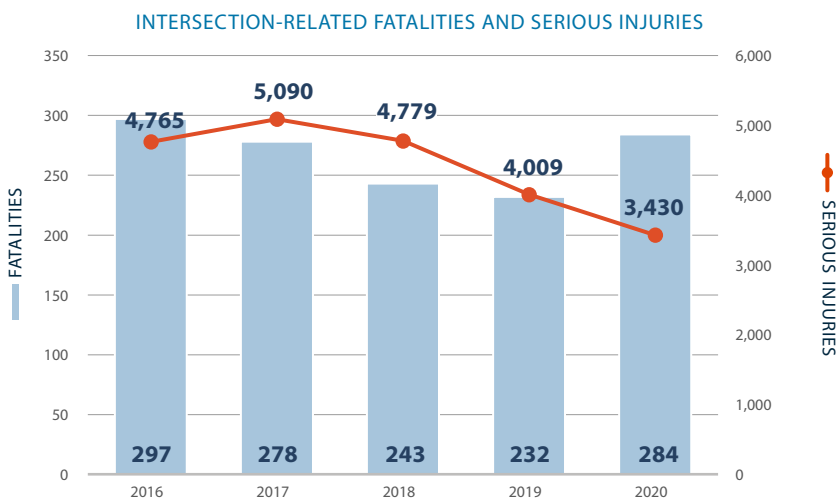


FIGURE 4-16.
Intersection Fatalities
and Serious Injuries
by Year (Source: IDOT)

INTERSECTION STRATEGIES

Intersections should be evaluated based on traffic control and the predominant severe crash type to identify potential treatments. The following strategies should be considered to eliminate intersection-related fatalities and serious injuries:

- » Strategies to address fatal and serious-injury crashes at signalized intersections by implementation of innovative traffic control.
- » Strategies to reduce the risk for angle and turning severe crashes through implementation of geometric safety countermeasures.
- » Strategies to improve driver awareness, visibility and compliance at intersections.
- » Strategies to address fatal and serious-injury crashes at unsignalized intersections.

Railroad Crossings

DEFINITION

A highway-railroad grade crossing collision is defined by the Federal Railroad Administration as “any impact between on-track railroad equipment and a highway user at a highway-rail grade crossing.”

RAILROAD CROSSING TRENDS

Railroad crossing fatalities and serious injuries have generally increased from 6 to 19 between 2018 to 2020. They represent both a small portion of the overall fatalities and serious injuries but also represent focused areas of the transportation network.

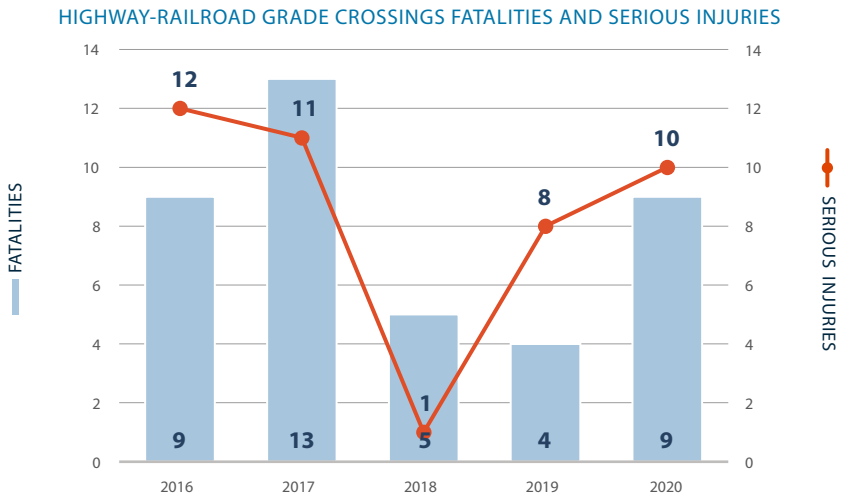


FIGURE 4-17. Railroad Crossing Fatalities and Serious Injuries by Year
(Source: IDOT)

RAILROAD CROSSING STRATEGIES

Strategies will include an assessment of longer-term crashes, determination of proactive methods for identifying potential locations for improvement, analysis of opportunities for closure and railway-highway grade crossing improvements.

The following strategies may be implemented to eliminate railroad crossing-related fatalities and serious injuries:

- » Improve infrastructure, performance and practices.
- » Enforce compliance with traffic laws.
- » Increase public awareness.

Work Zones

DEFINITION

A work zone crash is a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through the work zone. Workers do not have to be present at the time of the crash to be considered a work zone crash.

WORK ZONE TRENDS

Work zone fatalities and serious injuries generally decreased from 2016 to 2020. Work zone fatalities decreased by 16% between 2016 and 2020 but recently doubled between 2018 and 2020. Work zone serious injuries have steadily declined by 35% from 2016 to 2020. Many of the work zone crashes involved heavy vehicles.

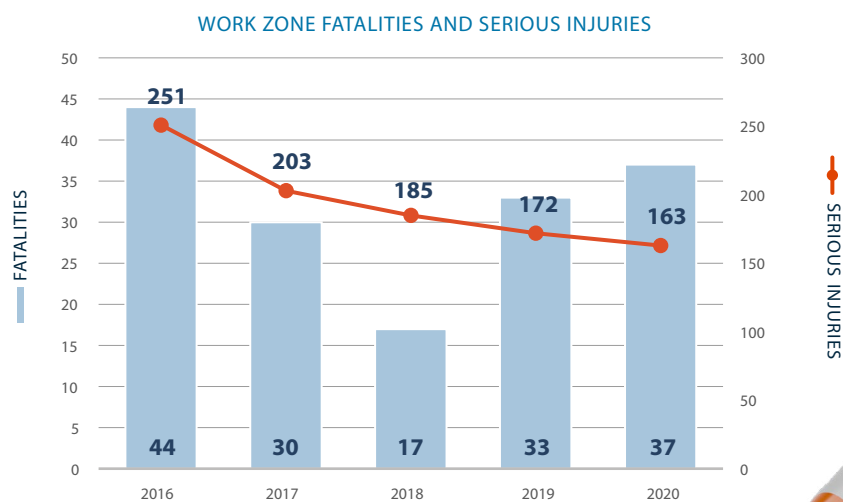


FIGURE 4-18.

Work Zone Fatalities and Serious Injuries by Year (Source: IDOT)



WORK ZONE STRATEGIES

The following strategies should be considered to reduce the number of work zone-related fatalities and serious injuries:

- » Strategies to enhance work zone geometric and traffic control design practices and compliance to reduce fatalities and serious injuries.
- » Strategies to increase public awareness and education for improving safety in work zones.
- » Strategies to Improve communication and coordination between all stakeholders.
- » Assess and implement smart work zone technology and innovation to enhance communication and coordination for all users.

Wrong-Way Driving

DEFINITION

A wrong-way driving crash is a crash that involves at least one driver driving the wrong way or on the wrong side based on primary cause of the crash, vehicle maneuver or driver action.

WRONG-WAY DRIVING TRENDS

Wrong-way driving fatalities and serious injuries generally decreased from 2018 to 2020. During this period, wrong-way driving fatalities decreased by 12%, and serious injuries decreased by 18%. Sixty-one percent of wrong-way driving fatalities and 28% of wrong-way driving serious injuries involved impaired driving.

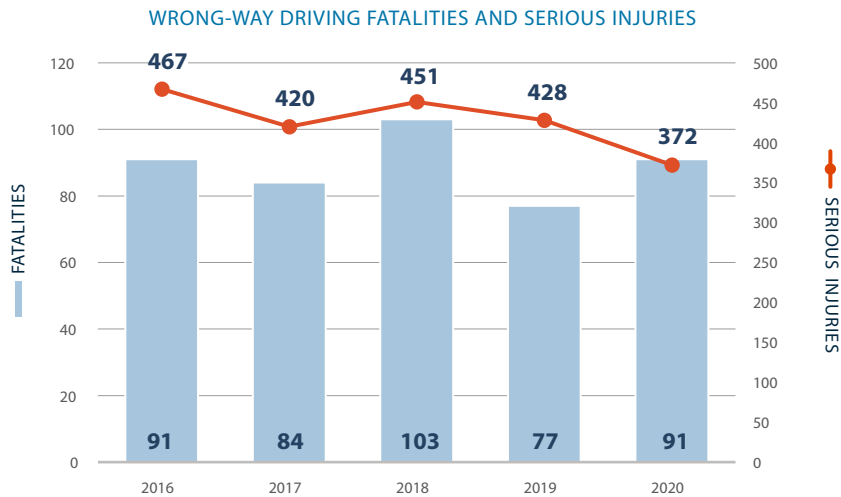


FIGURE 4-19. Wrong-Way Driving Fatalities and Serious Injuries by Year
(Source: IDOT)

WRONG-WAY DRIVING STRATEGIES

Illinois has been a leader in addressing wrong-way driving fatalities and serious injuries. In 2013, Illinois conducted extensive research to identify locations of wrong-way driving access, contributing factors and strategies for mitigating wrong-way driving crashes. A National Safety Summit brought leaders across the country together to discuss challenges and solutions. The following strategies should be considered to reduce the number of wrong-way driving fatalities and serious injuries:

- » Strategies from the Guidelines for Reducing Wrong-Way Crashes on Freeways to improve signing, pavement marking and geometry to mitigate wrong-way driving incidents.
- » Strategies from the NCHRP Report 03-135 Wrong-Way Driving Solutions, Policy and Guidance.

Animal

DEFINITION

An animal crash is a crash that is coded by the officer as animal collision type or involves animal in primary cause or sequence of events.

ANIMAL TRENDS

The number of animal-involved fatalities and serious injuries was reduced by 37% between 2015 and 2020. Sixty percent of fatalities and 30% of serious injuries that involve an animal are motorcycle crashes.

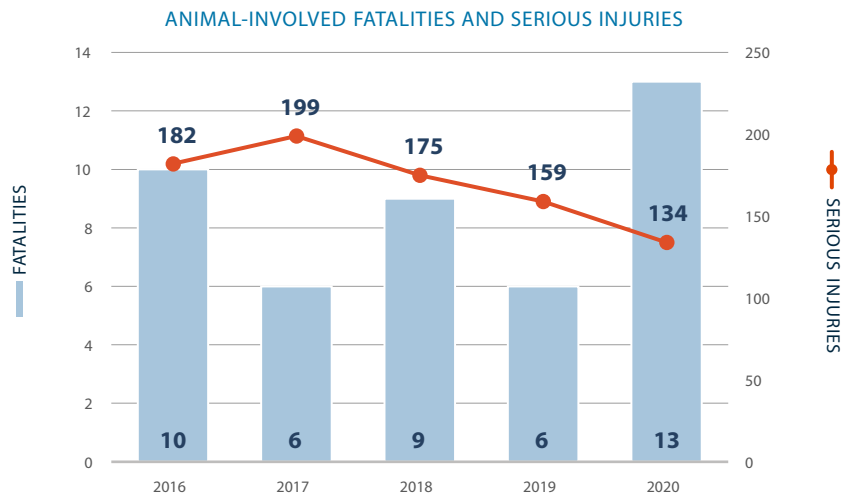


FIGURE 4-20. Animal Emphasis Area Related Fatalities and Serious Injuries by Year (Source: IDOT)

ANIMAL STRATEGIES

Extensive research has been conducted to determine proven effective strategies for mitigating severe animal crashes. Resources are focused on specific needs based on geography and conditions. The following strategies may be considered for reducing severe animal crashes:

- » Strategies that use technology and innovation in and outside of the vehicle.
- » Strategies that improve infrastructure such as wildlife crossings, fencing and roadside maintenance.
- » Strategies that educate the public on areas with wildlife and recommendations for driver actions.



SECTION 4: SAFETY EMPHASIS AREAS

Post-Crash Care

The first EAs are intended to eliminate severe crashes from occurring, and the Post-Crash Care EA focuses on caring for people injured in a crash to prevent injuries from becoming fatal or improving crash outcomes through emergency services. This EA also focuses on minimizing secondary crashes through coordinated and effective traffic incident management. This IL SHSP EA corresponds to the SSA Post-Crash Care.

Post-Crash Care Definition

Emergency response refers to the multi-partner, holistic reaction and services rendered post-crash. Agencies responsible for emergency response include law enforcement, fire and rescue, Emergency Medical Services (EMS), transportation, public safety communications, emergency management, towing and recovery, hazardous materials contractors and traffic information media. EMS specifically refers to the system that provides emergency medical care and includes emergency vehicles, emergency medical technicians and paramedics.

Traffic Incident Management (TIM) consists of a planned and coordinated multidisciplinary process to detect, respond to and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders.

Post-Crash Care Trends

Immediate response, care at the scene and time to receiving aid at a trauma center are all critical in the reduction of fatalities and serious injuries. Understanding trends and performance and outcomes involves data sharing and coordination with multiple participating agencies. IDPH submits data to the National Emergency Medical Services

Information System (NEMSIS), the national database that is used to store EMS data and provide some insights on EMS performance. Data used to assess the effectiveness of TIMs is limited but is evolving and continues to improve. One metric for assessing improvement of TIMs is the reduction of severe secondary crashes and improved outcomes of crashes but data is limited. A more accurate assessment of TIM effectiveness or trends would be the timing and arrival of ambulances and emergency responders, time to get to the crash scene and time to clear incidents or time to hospital care.

Post-Crash Care Strategies

The following strategies may be implemented to strengthen the efficiency of post-crash care:

- » Increase TIM training for all emergency responders.
- » Increase public and emergency responder awareness of the importance of incident management.
- » Improve data collection and quality metrics related to incident management.
- » Establish interagency agreements to support TIM.
- » Invest in NEMSIS reporting in underserved areas of the state.



POST-CRASH CARE EA

Immediate response, care at the scene and time to receiving aid at a trauma center are all critical in the reduction of fatalities and serious injuries.

SECTION 4: SAFETY EMPHASIS AREAS

Safe System Administration

The IL SHSP designates Safe System Administration as critical to improving transportation safety in Illinois. This EA focuses on promoting and ensuring safe system collaboration with the explicit consideration of equity and safety data improvements. Collaboration refers to safety partners and stakeholders working collectively to understand user needs, prioritize investments and work together to ensure effective safe system redundancy to achieve our goals.

Equity

In January 2022, the U.S. Department of Transportation released the Equity Action Plan to institutionalizing equity across policies and programs, with the aim of reducing inequities across our transportation systems and the communities they affect. With this IL SHSP, Illinois will focus on understanding systemic disparities and inequities that exist within road safety and commits to creating a safer, more equitable transportation system. We will invest where the needs are the greatest and will engage communities to ensure programs and treatments are equitable and fit the context because all people have the right to move about their communities safely.

Data Advancement

A first step to achieving the zero-fatality vision is to compile and analyze safety data to understand system needs and align the appropriate projects and programs. Quantitative data used for safety analysis includes traffic, crash, and roadway characteristics. Data quality, timeliness and seamless linkages to other datasets is the backbone of a data-driven process that prioritizes investments and maximizes the return on the investment. Analysis may be improved with the addition of data such as census, land use, multimodal crowdsourced data and survey performance data. Illinois continues to improve data and assessment processes to address the needs of all users.

OUR STATEMENT ON EQUITY: WE PRIORITIZE DIVERSITY, EQUITY AND INCLUSION, CREATING AN ENVIRONMENT THAT RESPECTS AND VALUES INDIVIDUAL DIFFERENCES ALONG VARYING DIMENSIONS.



SAFE SYSTEM ADMINISTRATION EA

Focuses on promoting and ensuring safe system collaboration with the explicit consideration of equity and safety data improvements.

SECTION 5

FOCUS AREAS

Focus areas (FAs) represent emerging trends and urgent needs that require deliberate and intense collaboration to make progress to saving lives in Illinois.

The FAs were chosen based on the following criteria:

- » High frequency of fatalities and serious injuries
- » A significant percent increase in fatalities or serious injuries over the past 5 years
- » Independence or amount of overlap with other factors
- » Not already addressed by ongoing initiatives or working groups

The FAs for 2022 to 2026 include the following areas:



MORE THAN
23%
INCREASE IN FATALITIES

Roadway departure

Roadway departure represents 50% of all fatalities statewide, has increased over 23% since 2014 and is the highest contributing factor to severe crashes.



MOST FREQUENT
CONTRIBUTING FACTOR
IN SEVERE CRASHES

Speeding

Speeding is the most frequent behavior contributing factor in severe crashes outside of impairment and unrestrained occupants and represents an emerging trend nationally.

Working groups and leaders will be established for each FA to guide implementation for the next 5 years. Working groups members will represent all 4Es to ensure a multidisciplinary and collaborative approach to the development of action plans. The action plans will be linked to the HSIP Implementation Plans and the HSP and will provide strategy priorities along with the identification of the agencies or organizations responsible for implementation. The action plans will also include timelines so that progress can be assessed throughout the SHSP implementation period. The FA working groups will meet regularly to coordinate and communicate progress and challenges and recommend solutions.

A Statewide Safety Summit may convene in 2024 and may be considered at the mid-point of the IL SHSP implementation process. The Safety Summit would be an opportunity to engage safety stakeholders in programs and strategies, ensure SSA collaboration and pivot to address emerging trends and needs to achieve the 2022-2026 IL SHSP vision and goals.



MORE THAN
37%
INCREASE IN FATALITIES

Pedestrians

Pedestrian are a focus for the VRU assessment based on the IIJA, with more than 15% of fatalities statewide involve pedestrians. Pedestrian fatalities have increased by more than 37% between 2013 and 2020. Pedestrian fatalities do not overlap much with other factors and therefore need specific focus and attention to mitigate.

**WORKING GROUPS
AND LEADERS WILL BE
ESTABLISHED FOR EACH
OF THE FAs TO GUIDE
IMPLEMENTATION FOR
THE NEXT 5 YEARS.**

Focus Areas Countermeasures

Roadway Departure



For each of the roadway departure countermeasures, specific treatments will be considered for SHSP implementation. The treatments shown in this section are proven effective approaches for mitigating severe roadway departure crashes.

1. **The countermeasures to keep vehicles from encroaching on the roadside along tangents may include:**
 - Apply enhanced edgeline markings
 - Install shoulder rumble strips
 - Eliminate edge drop-offs
 - Widen the shoulder
 - Create safety edge
2. **The countermeasures to keep vehicles from encroaching on the roadside at curves may include:**
 - Incorporate chevrons
 - Install advanced signing
 - Install high-friction surface treatment
 - Improve geometry such as changing the superelevation and widening the radius
 - Educate the public on safety treatment effectiveness
 - Improve lighting
3. **Countermeasures to keep vehicles on the road via speed management may include:**
 - Install speed management pavement markings
 - Install speed feedback signs
 - Update speed-limit-setting policy
 - Provide education to users on safe speeds
4. **Countermeasures that may be implemented to minimize the likelihood of crashing into an object or overturning vehicles include the following:**
 - Construct safer slopes
 - Increase clear zone widths
 - Improve barriers
 - Remove or relocate objects in hazardous locations
 - Head-on crashes may be reduced by implementing the following countermeasures:
 - Install centerline rumble strips
 - Install center buffers
 - Install median barriers
5. **Comprehensive effective countermeasures for mitigating roadway departure crashes include:**
 - Provide safety corridors with enforcement
 - Conduct road safety audits
 - Use automotive technology
 - Promote smartphone applications that monitor speeds and provide feedback to users, insurance companies or parents of new drivers
 - Implement Regional Transportation Safety Plans
 - Expand and use Safety Circuit Rider Programs
 - Review design practices on non-safety projects to strengthen the analysis of safety data to improve the safety benefit on all capital projects
 - Evaluate the SSA to integrate those principles into IDOT's planning and design
 - Conduct equity analysis and equity stakeholder inclusion



Speeding

For each of the speeding countermeasures, specific treatments will be considered for SHSP implementation. The treatments shown in this section are proven effective approaches for reducing speeding and mitigating the impact of speed-related crashes.

1. **Countermeasures that may be implemented to detect speeding and support law enforcement include:**
 - Strengthen speed detection
 - Explore automated enforcement
 - Install red-light running cameras
 - Install confirmation lights
 - Analyze data to identify contributing factors
 - Conduct high-visibility enforcement
2. **Additional law enforcement resources may be identified to reduce speed-related fatalities and serious injuries:**
 - Purchase, deploy and use speed-measuring devices
 - Use Law Enforcement Liaisons to link partners
3. **Judicial and legislative countermeasures to reduce speeding-related fatalities and severe injuries may include:**
 - Support legislation to strengthen penalties
 - Strengthen adjudication of speed citations
4. **Incorporate infrastructure treatments to reduce aggressive and speeding behavior:**
 - Employ traffic calming countermeasures
 - Prepare Complete Streets policies and implementation projects
 - Remove bottlenecks and improve traffic flow to reduce motorist frustrations
 - Use dynamic message signs to provide better information about nonrecurring delays
5. **Improve understanding and awareness of the impacts of speed and crash outcomes:**
 - Provide additional education and public information to better understand the consequences of speeding and aggressive driving, especially in marginalized communities and areas with an overrepresentation of speed-related severe crashes



Pedestrians

For each of the pedestrian countermeasures, specific treatments will be considered for SHSP implementation. The treatments shown in this section are proven effective approaches for eliminating traffic-related pedestrian fatalities and injuries.

1. Countermeasures such as the following should be implemented to reduce pedestrian exposure:

- Install sidewalks
- Install accessible pedestrian signals
- Construct pedestrian refuge islands
- Install curb extensions
- Install pedestrian bridge/tunnel
- Install countdown timers
- Use leading pedestrian interval
- Update policy to make leading pedestrian interval and other Proven Safety Countermeasure as “standard” treatments in Illinois on all projects
- Incorporate road diets

2. Countermeasures that improve visibility for pedestrians include:

- Incorporate crosswalk enhancements
- Improve crosswalk illumination
- Eliminate screening by physical objects
- Install pedestrian hybrid beacon

- Install rectangular rapid flashing beacon pedestrian crosswalk systems
- Install crosswalks at roundabouts
- Evaluate and improve access at transit stops
- Add sidewalk connectivity and accessibility to and from transit stops

3. Countermeasures for improving awareness for pedestrian safety include:

- Conduct education, outreach and training
- Run enforcement campaigns
- Conduct education campaign in high-risk communities
- Conduct pedestrian road safety audits
- Disallow plea bargaining for violations in pedestrian crossing laws
- Implement Complete Streets policies
- Rename and update the Highway Design Manual to reflect the Complete Streets design aspect
- Collect data on pedestrian infrastructure elements and pedestrian exposure

4. Safe speed or slowing vehicle countermeasures to improve safety for pedestrians include:

- Install speed humps
- Install speed feedback signs
- Install chicanes
- Install semi-diverter
- Install speed tables/raised crosswalks
- Install full/partial diverters and street closure
- Reduce statutory speed limits
- Continue to allow municipalities to set speed limits and allow creation of pedestrian safety zones
- Implement speed management training program



37% INCREASE IN PEDESTRIAN
FATALITIES BETWEEN
2013 AND 2020.



SECTION 6

IMPLEMENTATION

The aggressive vision for eliminating all roadway deaths in Illinois can only be achieved through the thoughtful, deliberate coordinated efforts of all safety leaders and partners to commit to implementing the SHSP.

The IL SHSP includes comprehensive data analysis, informed by safety stakeholders, which has led to a structure that aligns well with the SSA and positions Illinois to maximize investment to save lives and reduce injuries for all roadway users with a deliberate focus on equity for marginalized communities and underserved populations.

Leadership, communication, and performance management are critical aspects of the SHSP implementation process. The IDOT BSPE led the SHSP leadership team through the IL SHSP development process and continues to lead and oversee the implementation and evaluation. IDOT BSPE will organize regular EC meetings and communication to understand progress, challenges and opportunities to collaborate between agencies. IDOT will provide data on the overall trends, and EC agencies will share insights on progress and new initiatives. They will discuss highlights from safety plan implementation such as the HSIP, HSP, Commercial Vehicle Safety Plan, Regional and Local Transportation Safety Plans, as well as ongoing safety programs and

working groups such as the Impaired Driving Task Force, Occupant Protection, Highway - Railroad Grade Crossing Program, Work Zone Safety Working Group, and the Traffic Records Coordinating Committee. The EC will identify opportunities for program or strategy alignment to increase efficiency and effectiveness. Members of the EC will serve as champions for IL SHSP implementation and will provide progress updates for each of the IL SHSP EAs.

- » Safe Behavior will be led by IDOT and Illinois State Police
- » Safe Road Users and Vehicles will be led by IDOT, Illinois State Board of Education, and Illinois Secretary of State
- » Safe Roads will be led by IDOT and Illinois Secretary of State
- » Post-Crash Care will be led by IDPH and Illinois State Police
- » Safe System Administration will be led by IDOT and Illinois State Police

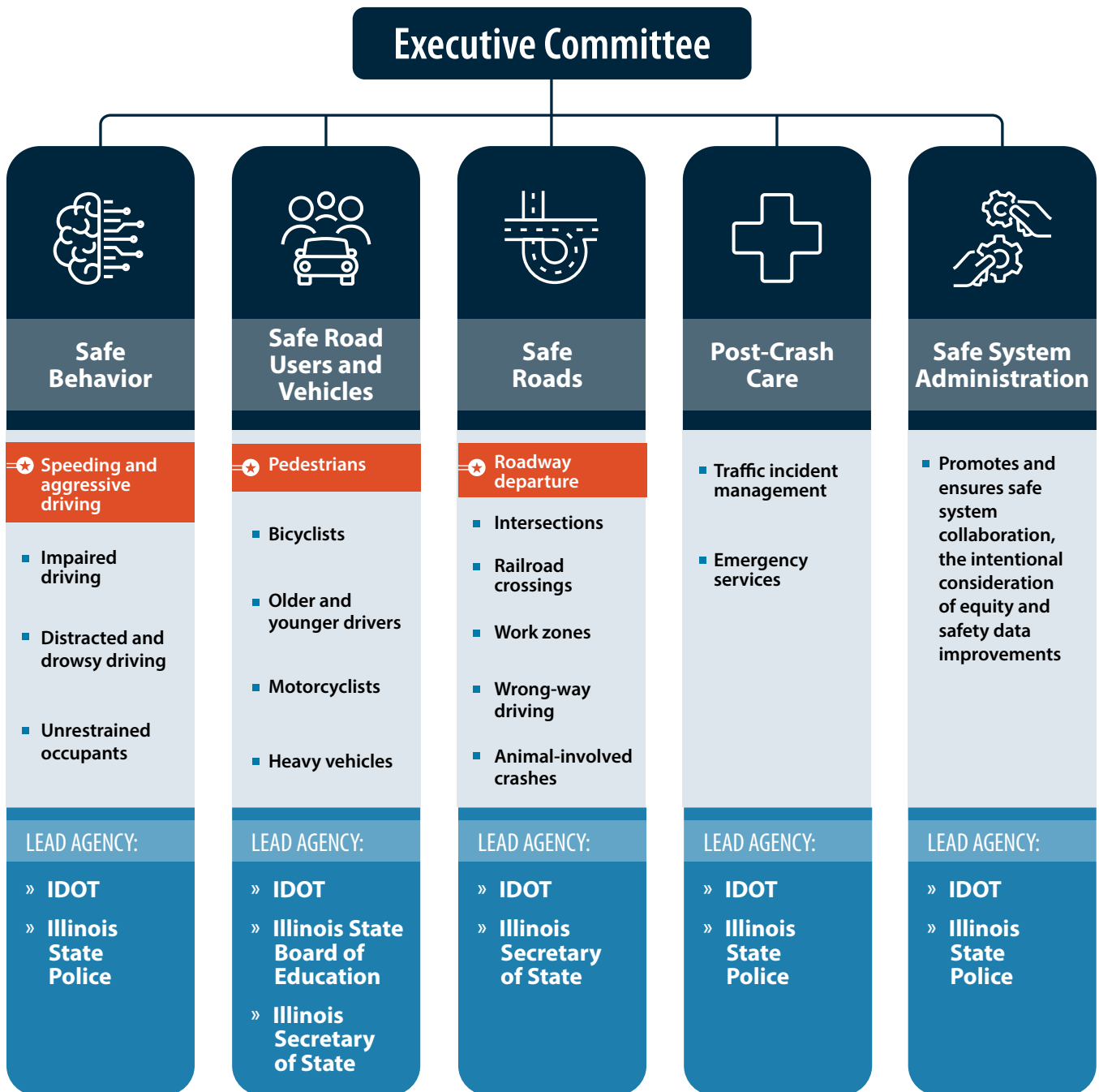


Figure 6-1. IL SHSP Leadership Structure

In addition to monitoring progress for all EAs, the EC will assist in promoting the priority FAs to be addressed between 2022 and 2026.

SHSP Evaluation

Illinois will make progress towards achieving the vision of zero fatalities for all roadways through continuous implementation and evaluation of the SHSP. The SHSP is a living document and can be adjusted to meet the changing needs of the safety program and the communities it serves.

Evaluation of the SHSP will be completed in accordance with the FHWA Guidance on Strategic Highway Safety Plans and the IIJA. Since the IL SHSP serves as the foundation for transportation safety initiatives from 2022 to 2026, at the end of 2026 it is appropriate to conduct a comprehensive evaluation. The IDOT BSPE will lead the evaluation process using the SHSP Evaluation Process Model as a guide. This formal evaluation will focus on two major aspects of the SHSP – process evaluation and performance evaluation.

Process

The process evaluation will assess SHSP management to determine the effectiveness of communication, collaboration and strategy and program progress tracking. The process evaluation considers the organizational structure, leadership, tools and reporting approach along with review of safe system collaboration and alignment with stakeholder agency priorities. The assessment will identify strengths, weaknesses and areas for potential improvement for future SHSP processes to improve the effectiveness of SHSP development and implementation.

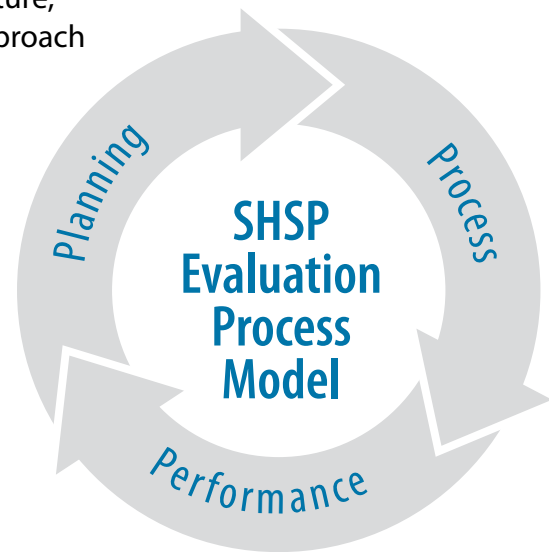


Figure 7-1. SHSP Evaluation Process Model (Source: FHWA)

PERFORMANCE
EVALUATION WILL
MEASURE THE SHSP'S
EFFECTIVENESS IN
ACHIEVING THE FATAL
AND SERIOUS-INJURY
**GOAL OF LESS
THAN 11,046
BY 2026**

Performance

The performance evaluation will measure the effectiveness of the SHSP in achieving the fatal and serious-injury goal of less than 11,046 by 2026 and determine progress towards achieving the vision of zero fatalities for all users on all public roadways in Illinois. The performance assessment refers to review of the overall performance as well as the *outcomes* or fatalities and serious injuries and other performance measures for each of the EAs. Output and outcomes of each of the SHSP EAs will be quantified. The EA *output* reflects the units of implementation such as miles of shoulder widening and number of impaired driving media buys or paid service announcements.

Another valuable resource for SHSP evaluation will be the Toward Zero Deaths Assessment Tools that were developed to gauge progress and provide recommendations for accelerating initiatives to implement the Toward Zero Deaths National Strategy on Highway Safety at the state and local level.

The SHSP evaluation will be documented and shared with the EC to inform future SHSPs, to continue to enhance the safety program to maximize lives saved and injuries reduced and to ultimately achieve the zero-fatality vision for all Illinois public roadways.

SECTION 8

CONCLUSION


The SHSP is a federal requirement codified under 23 U.S.C. 148 with implementing rules under 23 *Code of Federal Regulations* Part 924, and is a statewide, data-driven, comprehensive multidisciplinary transportation safety plan integrating the 4Es of safety—education, enforcement, engineering and emergency services. The SHSP establishes statewide performance measures, goals and EAs and describes a program of strategies that use design, technology, behavioral and policy approaches to significantly reduce fatalities and serious injuries on all public roads. It is the comprehensive plan with which other transportation safety plans must coordinate. The SHSP allows highway safety programs and partners in the state to work together to align goals, leverage resources and collectively address the State’s safety challenges.

This IL SHSP provides the foundation to support transportation safety efforts for 5 years, 2022 to 2026. IL SHSP EAs are Safe Behavior, Safe Road Users and Vehicles, Safe Roads, Post-Crash Care and Safe System Administration. Each EA focuses on specific contributing factors.

- » **Safe Behavior:** Addresses speeding and aggressive driving, impaired driving, distracted and drowsy driving and unrestrained occupants.
- » **Safe Road Users and Vehicles:** Accounts for the needs of pedestrians, bicyclists, older and younger drivers, motorcyclists and heavy vehicles.
- » **Safe Roads:** Focuses on roadway departure, intersections, railroad crossings, work zones, wrong-way driving and animal-involved crashes.
- » **Post-Crash Care:** Supports injury severity and prevention after the crash, which includes TIM and emergency services.
- » **Safe System Administration:** Promotes and ensures safe system collaboration, the explicit consideration of equity and safety data improvements.

The IL SHSP identifies roadway departure, pedestrian and speeding and aggressive driving as priority FAs for implementation to accelerate efforts to save lives and reduce injuries over the next 5 years and ultimately achieve the vision of zero fatalities on all public roadways.



An aerial photograph of a city skyline at dusk. The sky is a deep blue, and the city lights are beginning to glow. A river flows through the center of the city, with a bridge crossing it. The buildings are tall and modern, with some reflecting the sunset. The overall scene is a mix of urban architecture and natural elements.

Our vision of eliminating roadway fatalities can become reality with the continued collaboration and combined efforts.

SECTION 9

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APPENDIX

DISCLAIMER

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states

“Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

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23 U.S.C. 409 states

“Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Data Source

Results of the analyses are based on data that was provided by the Illinois Department of Transportation Bureau of Data Collection. Crash data represents years 2005 to 2020 and was used “as is” for analysis purposes and should be interpreted accordingly.



CONTACT US:

Cynthia L. Watters, PE
Bureau Chief

Illinois Department of Transportation
Bureau of Safety Programs
and Engineering

2300 S. Dirksen Parkway
Room 005/007
Springfield, IL 62764
Phone: +1 217.782.3568

dot.shsp@illinois.gov

Jacobs